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*International*

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photo report from the  
Chicago hobby fair

Tamiya's monster car crusher  
**THE CLOD BUSTER**

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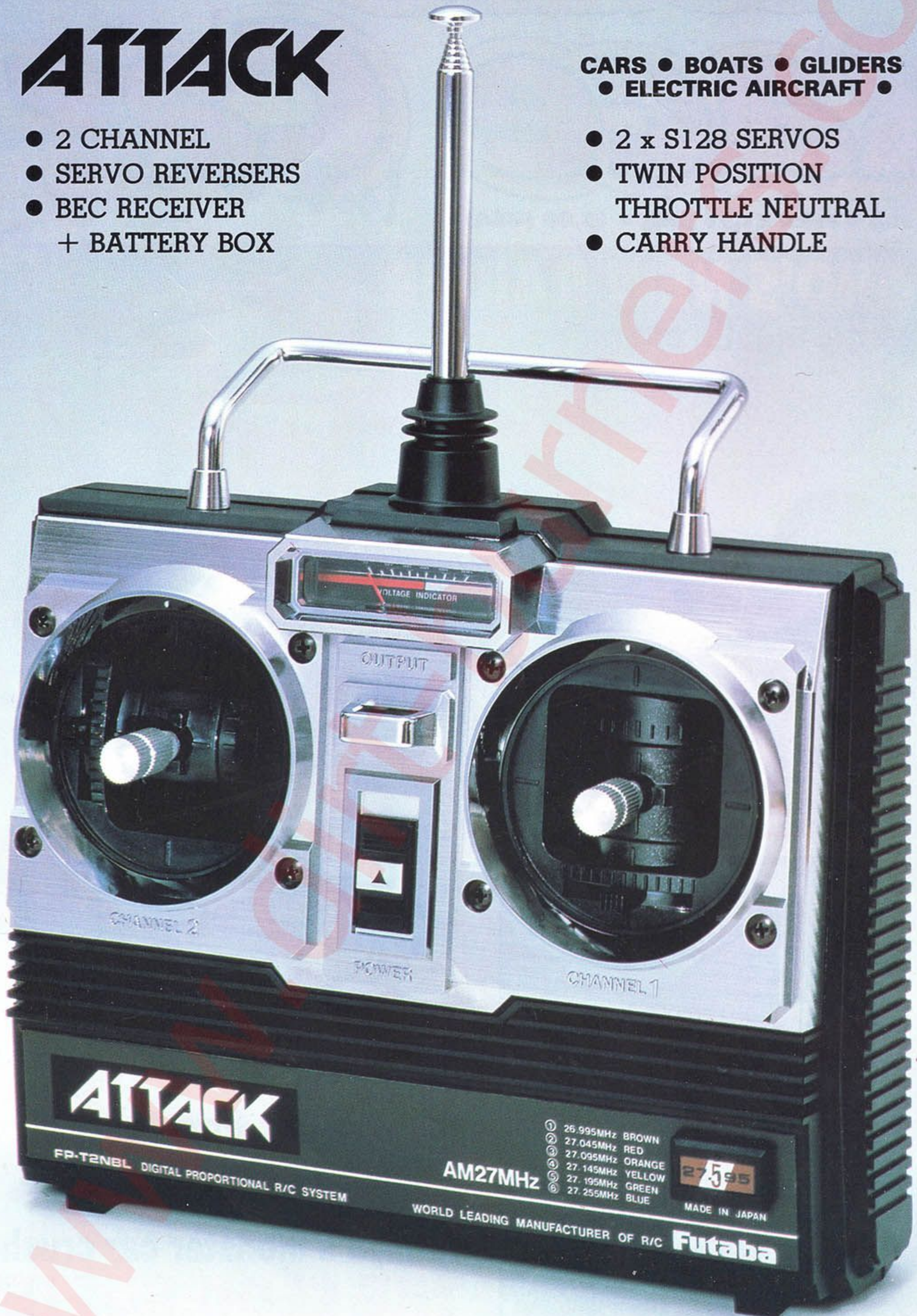
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# Radio Race Car

## C O N T E N T S

January 1988 • Issue 50 • ISSN 0268-3334

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Jim Davey • Bob Errington • Mike Billinton**

### EDITORIAL

Having recently returned from a race meeting in Northern Ireland, Belfast to be more precise, two things are apparent.

The first is that split classes work, i.e. 2 and 4WD heats held separately, and is something we should be actively pursuing here on the mainland. Ireland have had split classes for some time now and all who were asked said how well they thought it had worked. The second thing is the warmth and friendliness we received from the Irish drivers and people whilst staying there. Don't let the popular media cloud your judgement if you are considering racing in Ireland next year. Ireland like any other country in the world has her problems, that is obvious, however for an enjoyable, friendly, good fun weekend's racing, Ireland is one of the nicest places in the world. Good luck lads and keep up the good work.

Christmas, as if you hadn't noticed is nearly upon us, which means that more cars will be raced next year, presumably some of you lucky lot may get a car for Christmas. Radio Race Car International will be holding its own series as usual, only 1988's will be bigger, better and more exciting than ever. Order next month's copy and find out about the Radio Race Car International Series 1988.

#### Front Cover

Tamiya's new 1/10th monster, the Clod Buster. Kyosho's new Raider, and a custom body from the Chicago Show.

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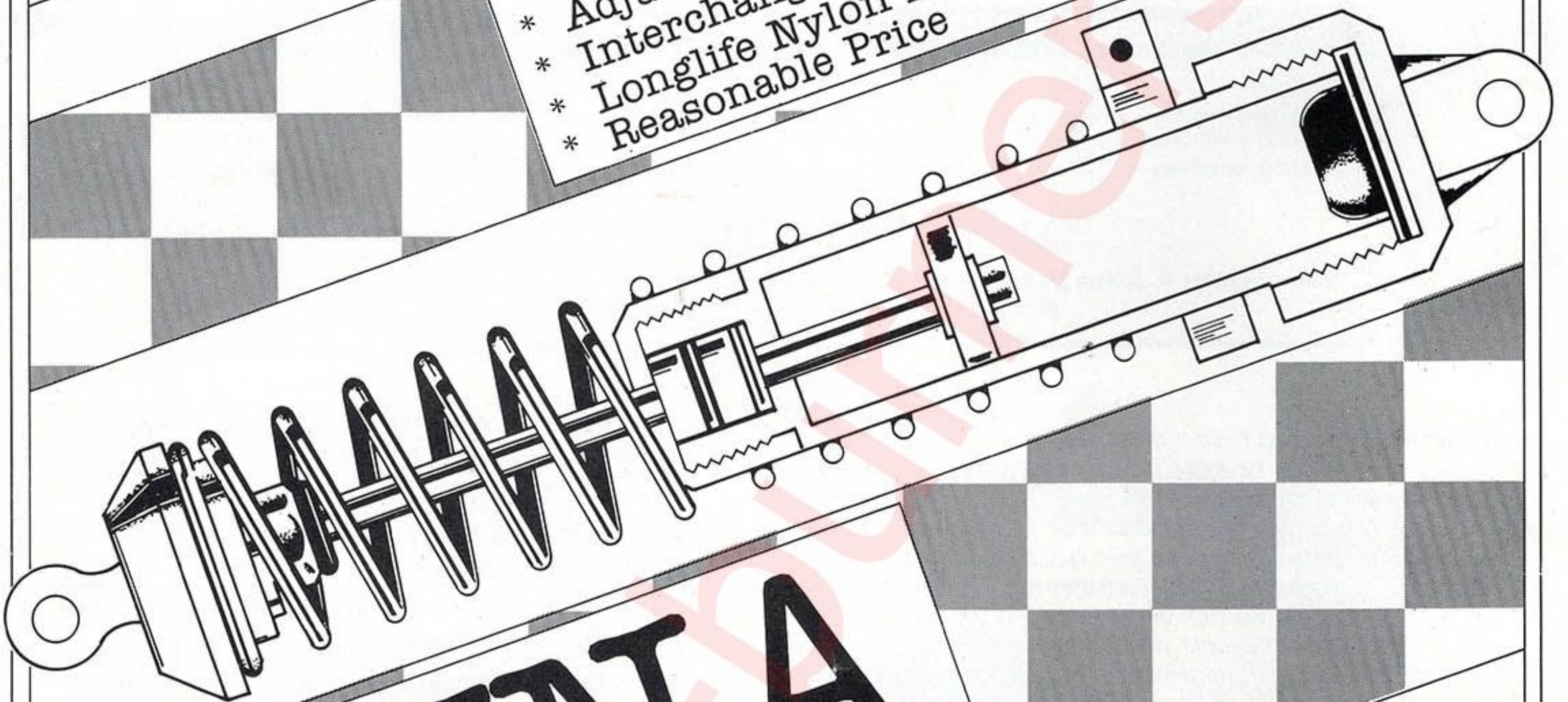
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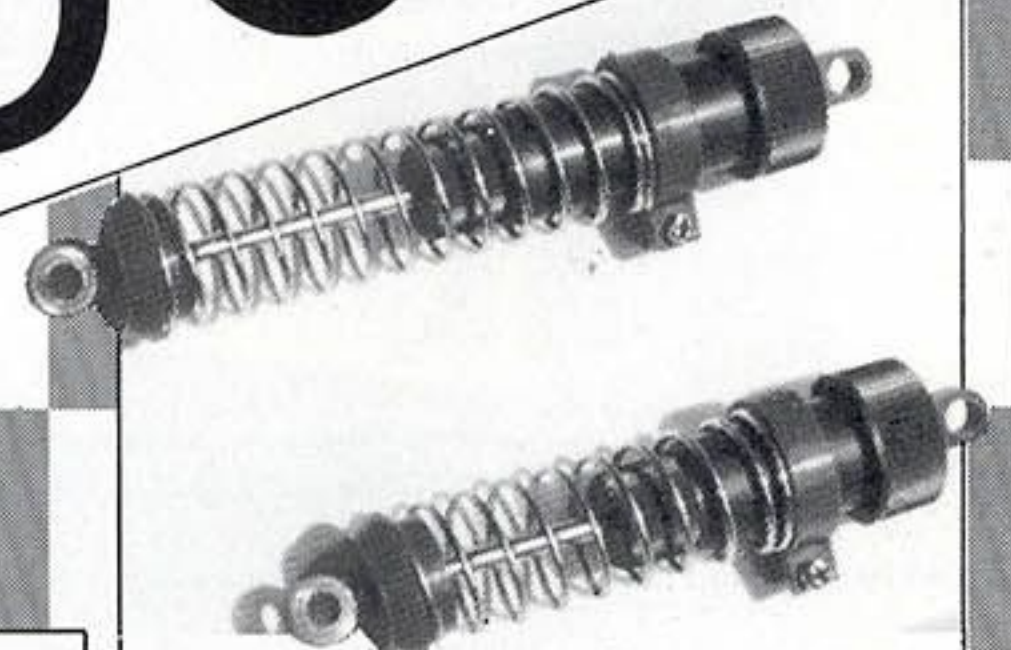
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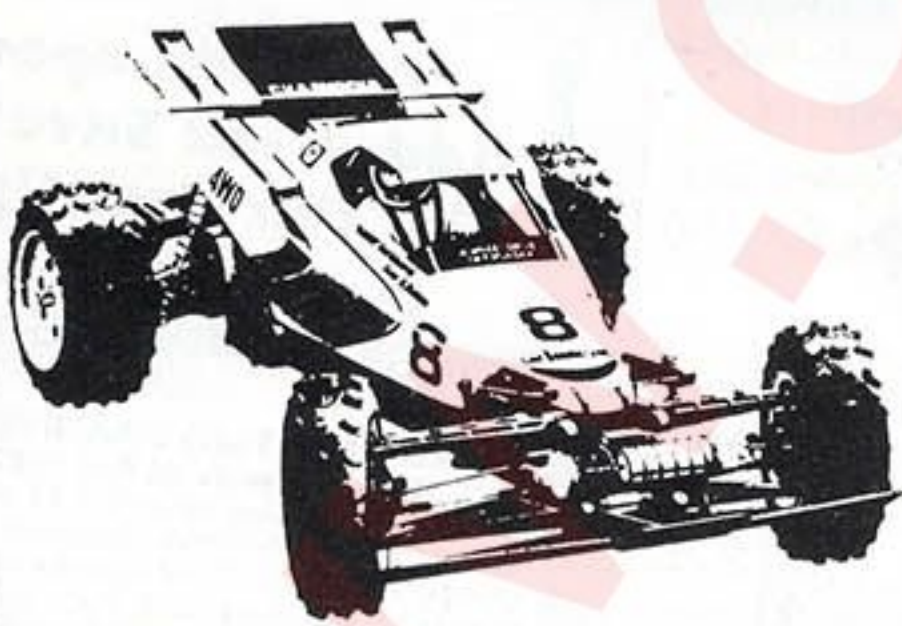


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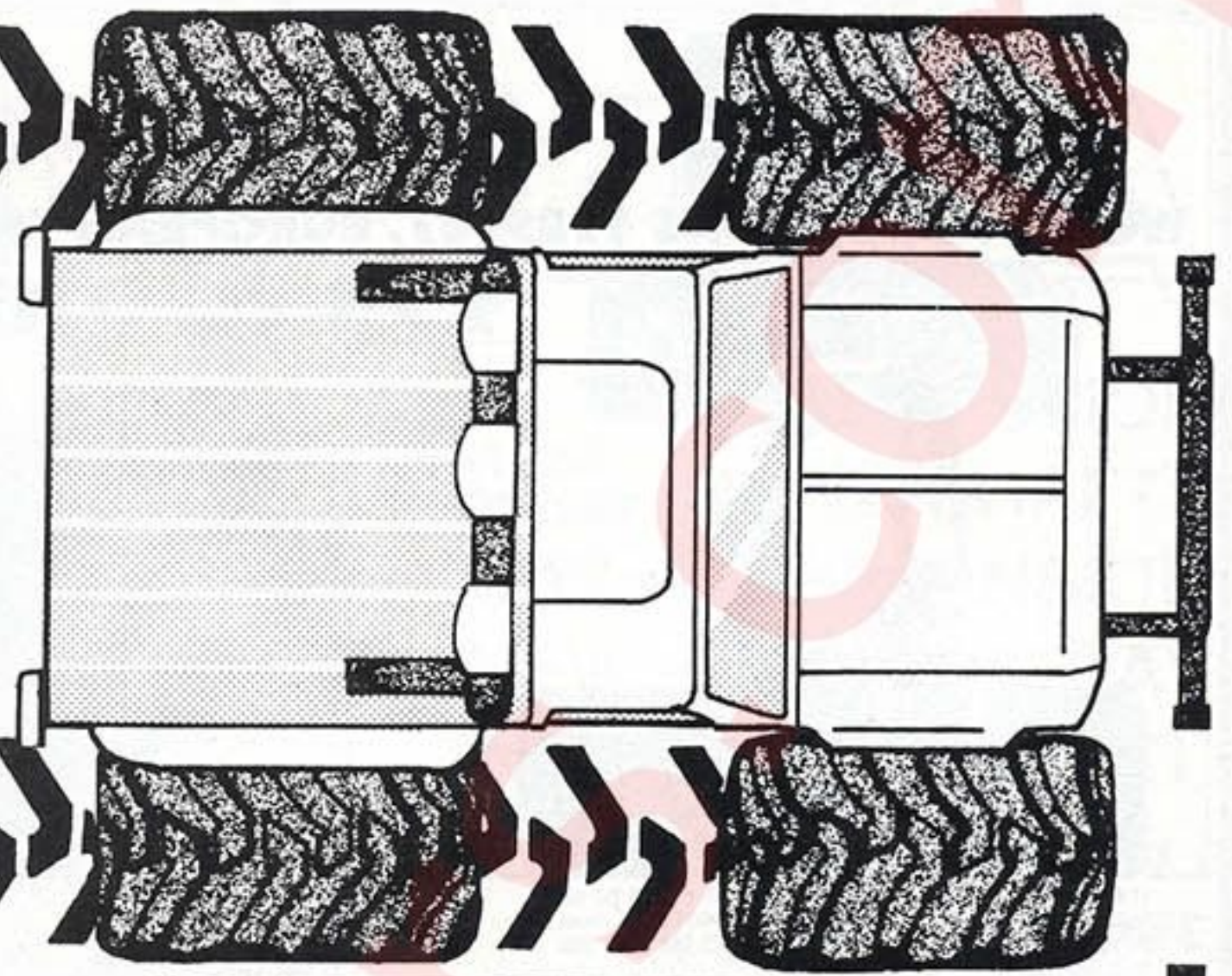
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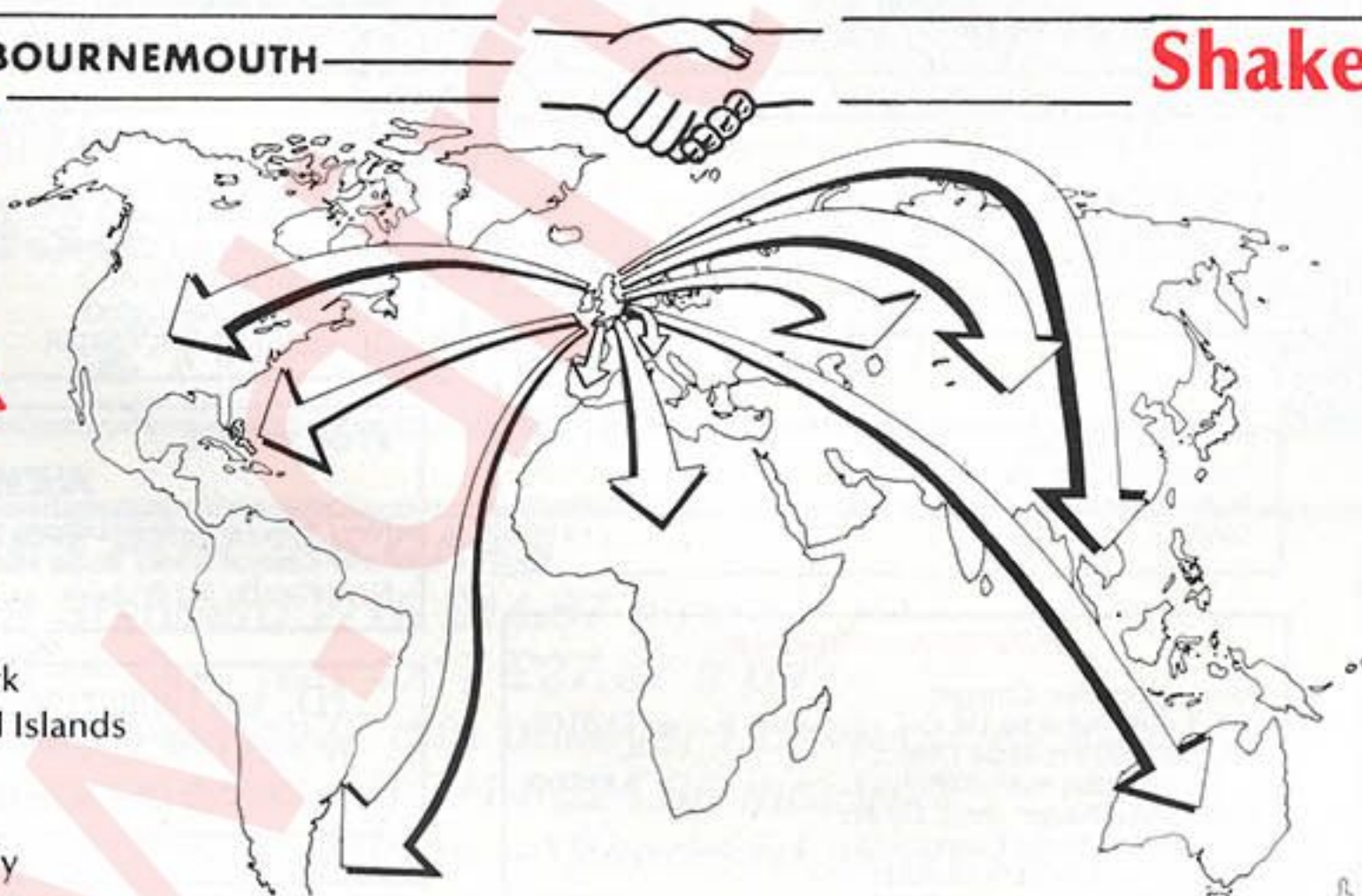


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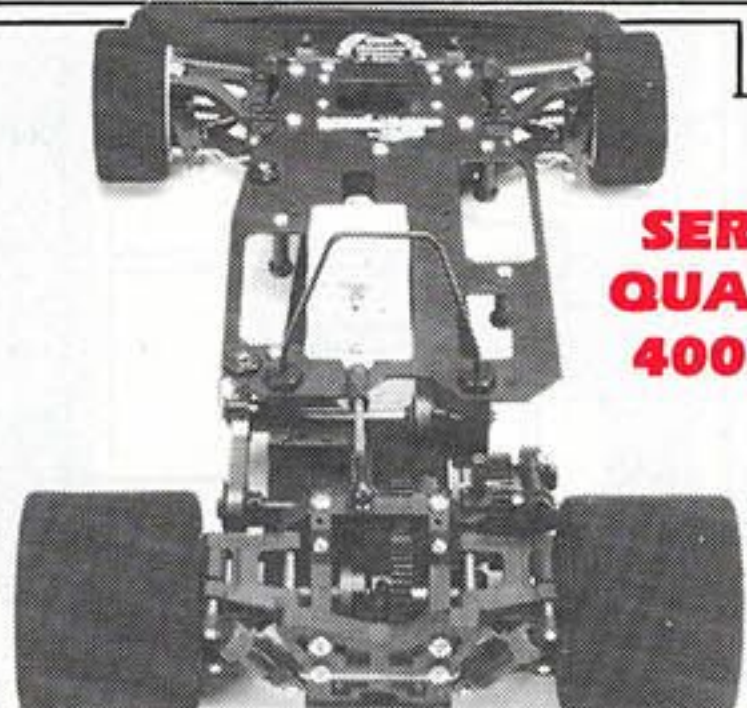
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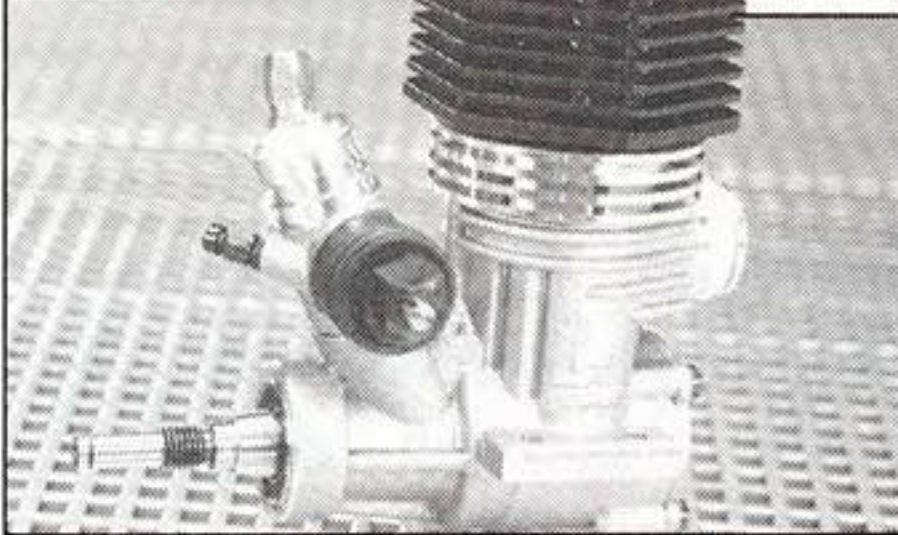


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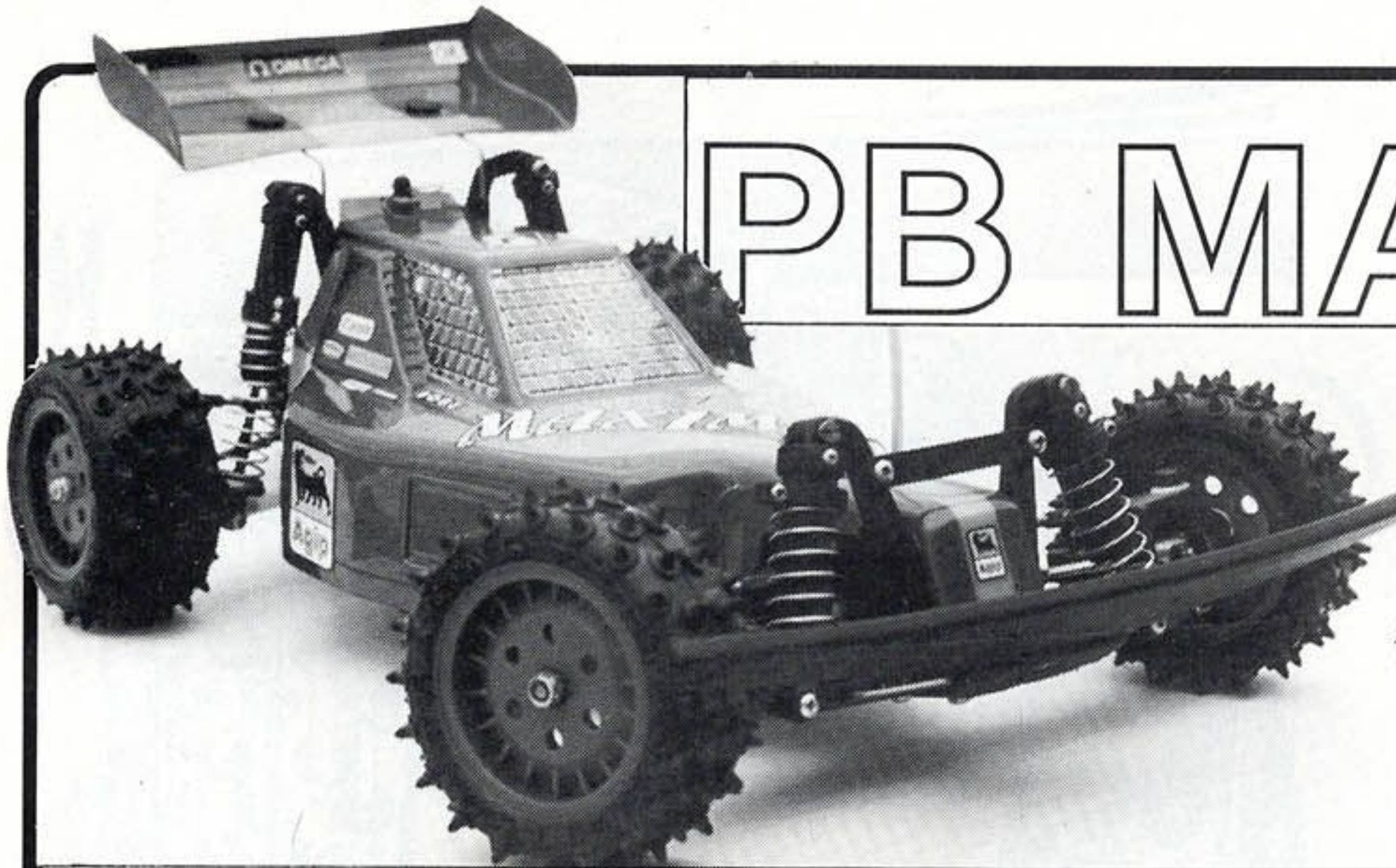
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# Everybody's Got To Learn Sometime

Part 3

Race preparation for beginners and attention to detail for all.



Have you noticed that whenever you go to your club, or visit another there is always one person who even though he has a similar car to yours with the same radio gear, motor and battery his car always goes faster, handles better, does more laps and does not break down. I would also put money on the fact if it starts to rain he is not one of the drivers running round trying to borrow cling film, sellotape, polythene bags or silicon rubber compound in an effort to waterproof his car. Have you thought why this is? It maybe this driver, let's call him 'Mr. Wonderful' has more money to spend than you, which is always a help, but I am sure the commodity he uses to more effect than you is one that you both have at your disposal and that is time.

With equal money, driving ability and equipment to enable you to enjoy your racing (and I am concerned that with the high level of competition) some drivers are not, you must not only have a car with a good top speed and acceleration but one that handles well and above all is reliable. To be

on an equal par with this 'Mr. Wonderful' you have to use the much abused commodity of time for race preparation, which I would prefer to call 'attention to detail'. With attention to detail it will be very easy for you to become the 'Mr. Wonderful' of your club.

**How To Become 'Mr Wonderful'**

Most drivers become obsessed by speed and before they can drive want to fit a Klakibonko Meggablast motor. No consideration is given to the fact that the speed controller would not be up to the job, or the cells not good enough, don't try and run before you can walk. Before you give any thought to extra speed learn to drive, you will learn to drive more proficiently with a slower car that completes lap after lap without crashing than being first to the corner and not being able to go round it, remember the story of the tortoise and hare? Many of today's 'Super Stars' learnt to drive with 380 motors before progressing to 540's and then modified. All of today's cars

with the correct gearing can be given a fair turn of top speed with sufficient duration to complete a race and have a couple of crashes as well.

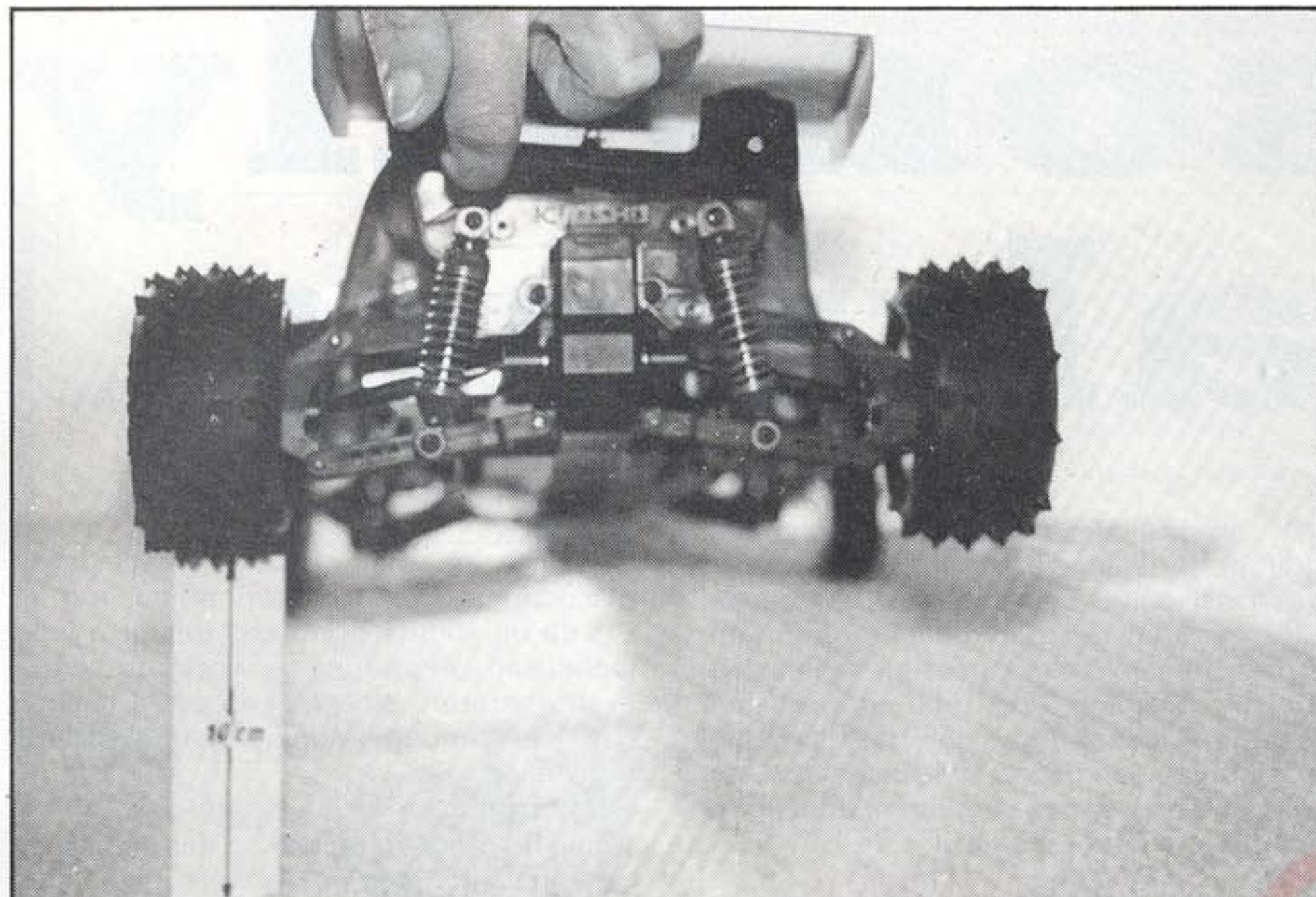
**Obsession With Speed**

Many things affect the speed of a car, beginners get confused and feel to be successful one has to have a fast car, not true! Most cars gearing can be altered quite easily by either putting a larger or smaller pinion on the motor or by changing the size of the counter or idle gear and by that I mean the number of teeth on the gear wheel which is driven by the motor pinion, some cars you can change both to give a very fine adjustment. Gear ratios when quoted relate to the number of time the motor turns compared to one revolution of the cars wheel. Therefore if a ratio of 10:1 is given it means for every one revolution of the wheels the motor turns round ten times.

To get the optimum performance in a race the idea is to complete the five minutes plus the split time lap and then have your nicads go flat (dump) just after you have crossed the finishing line. To get this ratio correct and remember it will have to be changed if it rains, gets muddy, you go to a different track or you change your motor, is a case of trial and error. Fit the pinion on the motor which is supplied in the kit then run the car around your track and time how long it takes for the battery to dump. If the battery dumps before the five minutes is up then the gearing is too high and the motor pinion needs changing for one with less teeth on it. If on the other hand the car lasts for seven minutes or more, then the gearing is too low, so change the motor pinion for one with more teeth on it. Change the pinion by one tooth at a time. So, if you were running with a 13 tooth pinion and the battery dumped change it for one with 12 teeth and try again. If on the other hand the car lasted well over the five minutes fit a 14 tooth pinion and try again. A rule of thumb is the high the number of teeth the pinion has, the faster the car will go but at the expense of duration and acceleration and the lower the number of teeth the better the acceleration and duration but the slower the top speed. Another rule of thumb applies to modified motors when changing from standard, whatever gearing you found satisfactory for standard

The standard motor on the left fitted with a larger (more teeth) pinion than the modified motor on the right. Rule of thumb is to run with a pinion of two teeth less when using a modified motor as opposed to a standard one.





To test the suspension lift the car 10cm off the ground and then release. The car must be fully equipped with radio gear and drive battery.

try a motor pinion with two less teeth when you fit your modified motor.

**Suspension**

It does not matter what type you have it can be Monoshock, fully independant, single or double wishbone or even trailing arm it is there for the purpose of keeping

the body off the ground and the wheels in contact with the ground. A good suspension makes the most of the power available in your nicads because the wheels are kept in contact with the ground (every time the wheels are in the air power is wasted), it also ensure the car goes in the direction you point it and makes it stable over rough or bumpy ground as it's very difficult to steer when the front wheels are in the air!!

I always start off by setting my suspension up as soft as possible, this is done by slackening off the collars on the coil over shock absorbers and lifting the back of the car 10cm and releasing it. The suspension should absorb the shock without the car hitting the ground (this is known as bottoming out) and without bouncing up and down several times. If the wheels bounce up and down then the spring tension is too high so slacken off the collar, if you cannot slacken off any more then softer springs need to be fitted. If the wheels stay in contact with the ground but the body bounces up and down then the dampers are not working or a thicker oil is needed. The suspension should return to about 3/4 of its full movement. If the suspension does not compress fully and then will not return to its operating height then the oil is too thick.

Once you have set up the rear suspension repeat the procedure for the front. All of these adjustments must take place with the car in its running condition i.e. radio gear, motor and nicad installed. This suspension set up applied for both two and four wheel drive although it should be remembered in a lot of models the weight distribution gives a heavier back end than front, (this especially applies to two wheel drive) so harder springs are used on the rear dampers than the front, under no circumstances mix front and rear springs. Bearing this in mind, if you are going to experiment with different oils, why not start by putting thicker oil in the rear dampers which will give you heavier damping on the back end.

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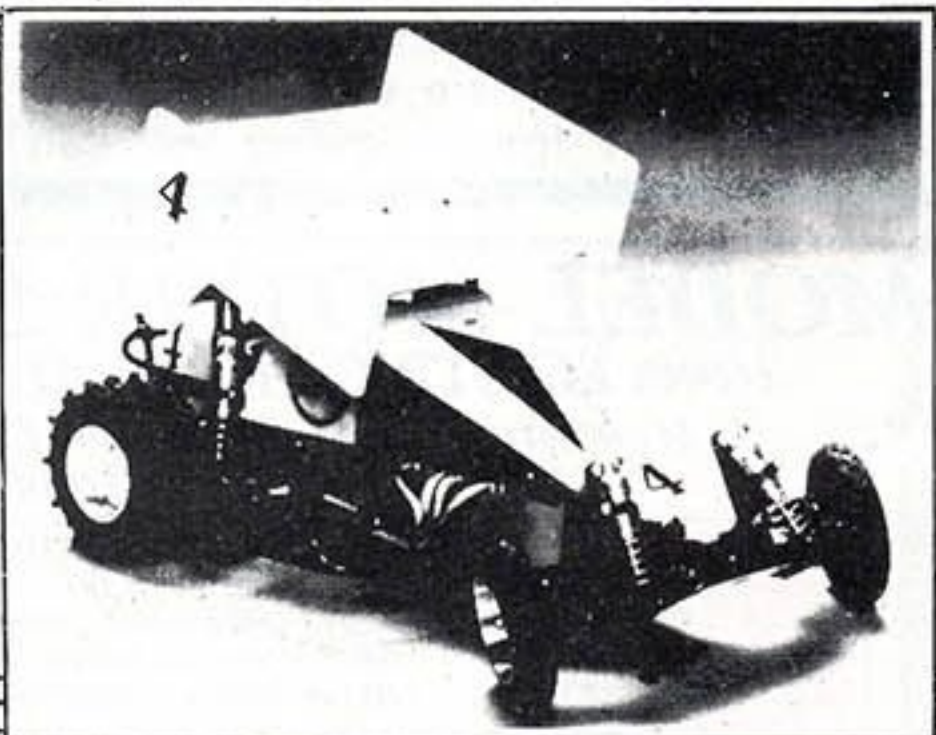
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# Personally Speaking

## B.R.C.A. 1/10 Report

Sunday 1 November 1987, saw the B.R.C.A. annual general meeting take place, with the amount of unrest in certain camps, coupled with some of the more poignant political views that have been openly aired around the circuits for some months, it promised to be an interesting meeting. So what happened? Where was the anarchy that for so long had been promised? Probably at home, slippers on complaining to Mrs Anarchy that nothing of any value will come out of today and what they all need is a bomb under them. There was however a large faithful few present this year, mainly due to the fact that the 1/12 conference had been held earlier in the year. This caused some consternation with all sorts of reasons as to why being put forward, ranging from coercion to codswallop. The simple reason why is, a lot of 1/12 drivers also compete in 1/10 and surely have as much right to decide how they will race over the next twelve months as anyone else. Lack of publicity seems to be the main reason for everyone's suspicion, the reasoning behind it being, if nobody knew about it, then something must be going on. That should now change with the introduction of the B.R.C.A.'s press officer. B.R.C.A. news should be a regular feature in R.R.C International as a firm commitment was given to supply news on a regular basis.

### Seven Cell Racing

Seven cell racing was not mentioned at the B.R.C.A. conference, can we then draw the conclusion from this that the majority of U.K. drivers are not interested, it would seem to be so. Maybe us U.K. drivers prefer the intellectual challenge six cell racing brings, after all, where would the extra challenge come from knowing you can

blast around for four minutes with little thought for gear ratios with the correct motor selection. Thinking back, the seven cell argument started to gather momentum during the World Championships at Romsey, amazing when you consider the type of surface the Romsey track is made up of. If you can dump at Romsey another cell won't help you maybe the national grid would be a better solution.

### One Last Chance

Two wheel drive has the opportunity to thrive once more as two major series are organised for 1988, the B.R.C.A. is one of the organisers with, it would seem, a series of eight races planned, Radio Race Car International is the other series with ten dates in their calendar, both of these series of events are vitally important and need to be attended if 2wd is to survive as it should, standing on its own two feet and in a class of its own. This is the last chance for 2wd to be recognised in the U.K. for what it is, don't throw it away! Incidentally dates, where possible, will not clash with 4wd events, there is still time to purchase your 2wd car before Christmas.

### Tight Fit

We have all seen tracks which demand a certain amount of skill to place cars on the start line because of the track width, or lack of it. Hopefully, those days are nearly over. Before being considered for any B.R.C.A. event a track must now be at least ten feet wide and no narrower than six at obstacles such as chicanes etc., Amen to that, hopefully most other non B.R.C.A. events will also make sure this is the case at least then the racing can be open, faster and a good deal cleaner. Whilst on the subject of tracks, comment of the meeting came from Derek Bailey, someone asked how long a start straight should be? Derek with a certain amount of wit answered "that it should be at least as long as the first corner".

### Motors

Unusually no major changes have taken place apart from the top price limit of £15.00 on standard motors, this also is to include any extra tune up work carried out to the motor, pity that doesn't include ballraces though. Modified motors show no change.

### Batteries

Again no drastic changes on this subject although some good points were raised, one in particular from Derek McLarney who proposed a top price limit on battery packs of £25.00. This he said "was to protect the not so experienced driver from paying over the odds for cells, or being ripped off by the unscrupulous who offer cells at high prices, claiming them to be something they're not". It was felt however that this may stand in the way of technology which is not so good. Maybe clubs throughout the U.K. could police this situation and keep their members informed as to what they are parting with their hard earned cash for.

### All In All

At the end of the day major upheaval was averted and justice was seen to be done. However, the danger signs are there, a storm is brewing and heading in the B.R.C.A.'s direction although only voiced by one aloud, a lot of drivers do feel a little neglected to say the least and are asking, albeit under their breath at the moment. "What do we receive in return for our support?" It is surely a little hopeful to balance B.R.C.A. finds at hand against discount ferry crossings! Balanced it was and even the Chairman seemed surprised that he got away with it. Surely some use should be made of funds, they should be made to work for every member! The B.R.C.A. has, as a body been responsible for a lot of good things in our world of cars, let's hope that the subject of money doesn't ruin all that!

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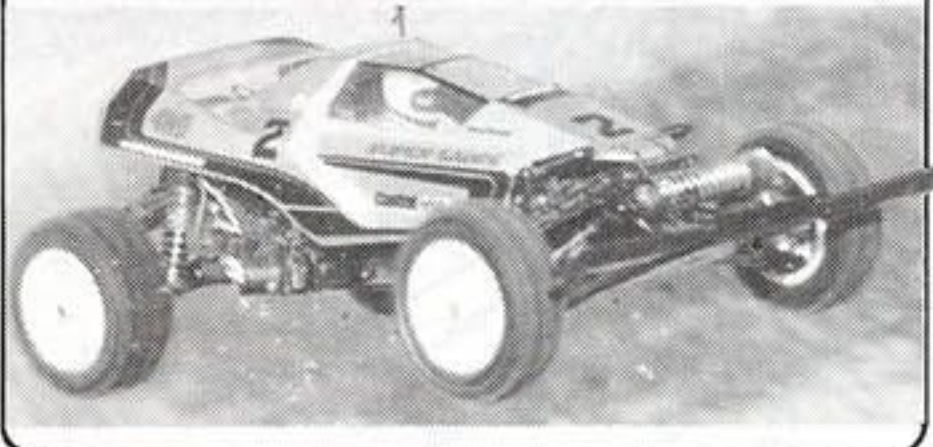
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Tamiya Monster Beetle	£86.95	£150.95	£150.95
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RK13 Gear Set .....	£8.95
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E parts .....	£1.70
R parts .....	£2.75
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OT18 Rear Shaft .....	£3.50
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# Merry Xmas

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# TRACK TALK

by Chris Evans

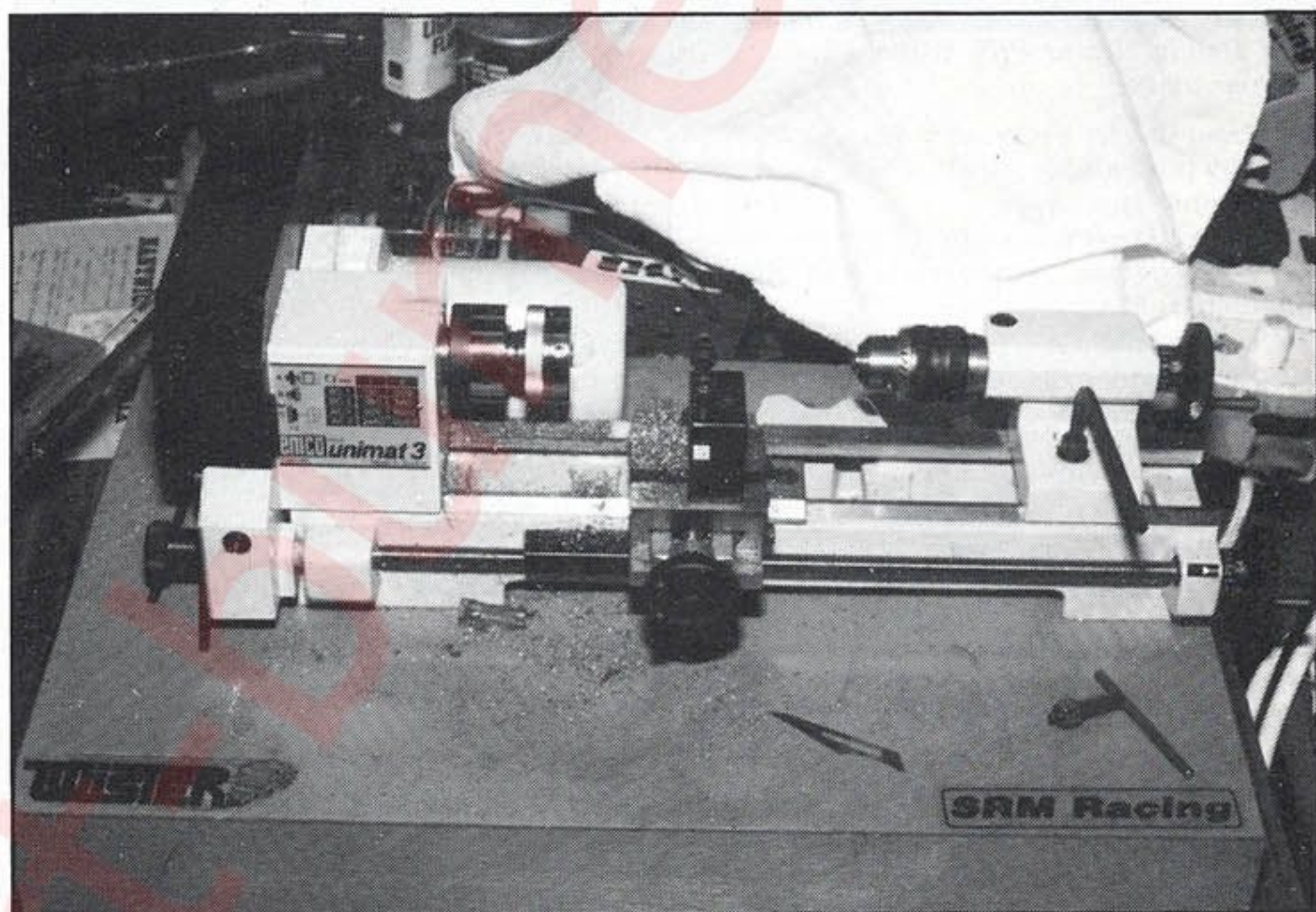
The last month or so has once again seen an increase in new equipment and ideas being used around the circuits.

The first idea which I saw on David Gale's car at the Dutch Grand Prix in September, was the use of a Schumacher differential flangeless bearing on his RC12L differential for the spur gear to be run on, the boss has to be machined down to accept this bearing. Rumour has it that SRM racing will soon be providing a similar differential modification which will hopefully be revealed next month.

Whilst on the subject of the RC12L, composite Craft of California are currently producing two types of 'rollover' mast for the Associated. The one is a standard fibreglass version but the best one, which is pictured on my car is a hollow graphite version, allowing your receiver aerial to be fed up the inside and out of the way. Both types come with a mounting fixture and are direct replacements for the kit antenna mount.

Moving on to the Stafford carpet league which took place on October 18, Pete Jones of Tru Tyres was showing off a prototype version of the new MacGregor electronic speed controllers, the controllers differing from the currently popular items in so much as they use transistors instead of F.E.T.'s. Apparently two versions will be available, the Mach 1 at around £36 and the Mach 2 at about £49 and once again more information should be available next

**Ever Ready Grand Prix Phil Dearnley's temperature reactive charger, soon to be available.**



**Team SRM's Unimat Lathe for commutator truing.**

month. At the meeting Andy Sawyer was running his stick pack Corally with a rear anti-roll bar fitted to reduce the amount of chassis roll into the corners without effecting the longitudinal stiffness of the chassis and Andy seemed well pleased with the effects.

The week before at Watford's carpet league on October 10, Phil Davies was showing off (and running) the production version of the Schumacher Saddle pack car, named the 'SPC'. The major difference between the prototype and production version is that the production model has a far narrower chassis in the area where the nicads are mounted, the difference being clearly evident from the pictures in last months magazine. Good desing has meant that only two replacement parts have to be purchased to convert your 'C' car to an 'SPC' car, the part number being C646.

Phil Olson was also running a prototype Parma car designed and built by himself utilising a 'T' bar and pivot ball system similar to the 12L and although still in its infancy, there are signs of potential.

Although not being legal under current BRCA 1/2 rules, Bill Boldison was using

some red Grand Prix 'C' tyres, but unfortunately did not have the bodyshell to match, although everyone can see you coming.

A new charger to have currently hit the market is the Nosram unit, distributed by Malvern Models. As is common nowadays, the charger offers constant current charging, thermal sensing, automatic cut-off, manual selection of cut off temperature and protection against short circuits and the incorrect connection of 12 volt or nicads.

### **In Use**

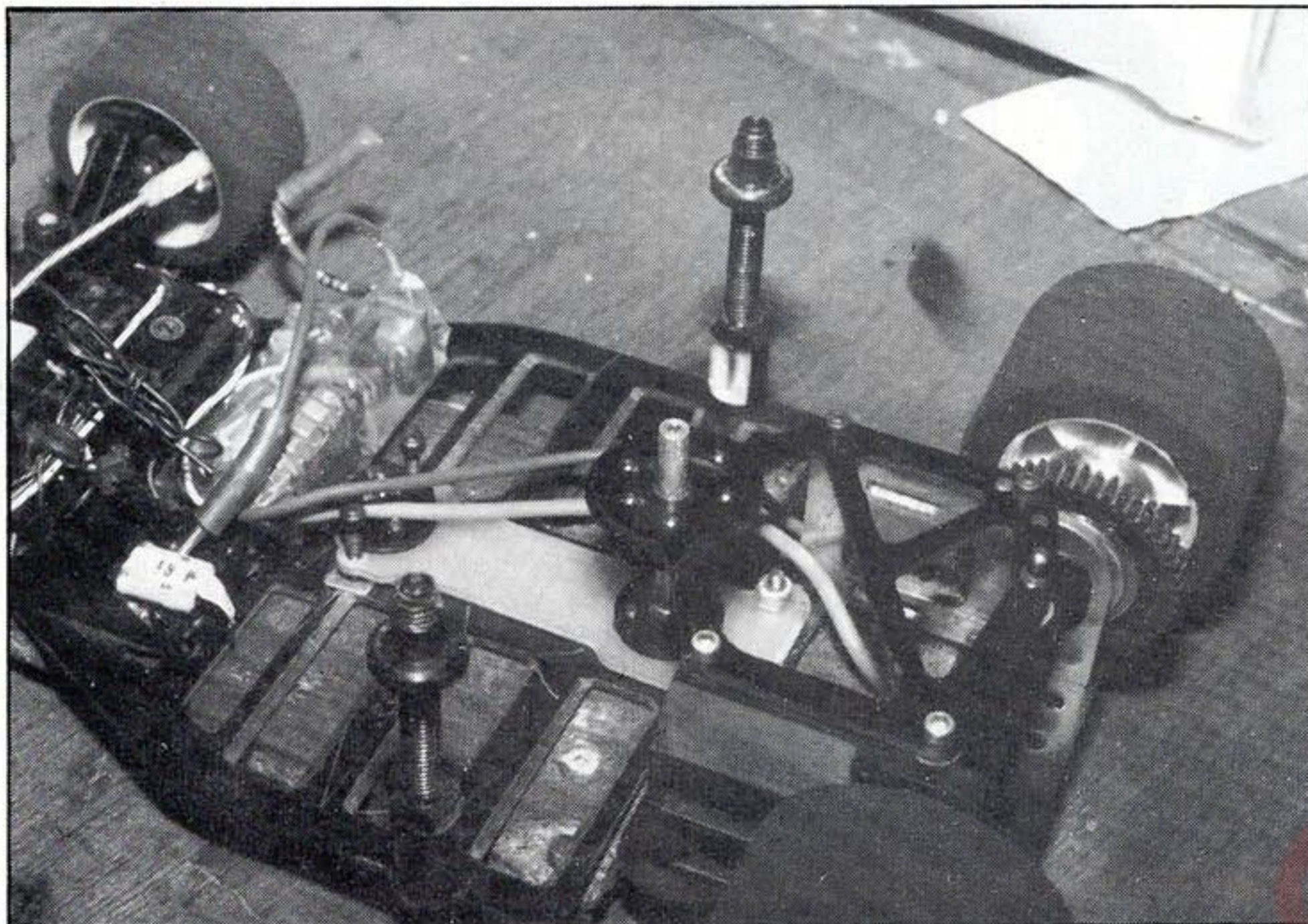
Firstly the thermal probe is inserted under the heatshrink of your cells and the appropriate leads connected to your nicads and your 12 volt battery. The temperature adjustment knob is then turned fully anti-clockwise. The start button is then depressed, the adjustment knob turned until the L.E.D illuminates and then the button is released. The L.E.D now remains lit and charging will continue until the temperature of the cells has risen by 10 degrees centigrate, at which time the L.E.D. will ex-

tinguish, i.e. if you start at about 20°C (room temperature), charging will cease when the cells get to 30°C. If you want the cells to charge to a higher temperature, depress the start button, turn the adjustment knob until the L.E.D. illuminates again and release, and this will charge the nicads until another 10°C rise in temperature has been achieved.

Although still under test the charger is compact, simple to use and virtually idiot proof and so far the results obtained from it are excellent. All enquiries should be made to Malvern Models, 31 Pump Street, Worcester, WR1 2QX. Tel: 0905 29318. Retail price £45.

Moving on from a charger that costs £45 to one which will cost £125 or £140 plus VAT and will soon be available from Barracuda. The price might be steep but the SMART charger is regarded as their total solution to fast charging nicads. Although one has not been available for review as yet, here's a list of features provided:-

1. Micro-processor controlled.
2. Intelligent automatic operation.
3. 16 character alphanumeric LCD display.



**Ever Ready Grand Prix Eddie Hawkin's RC12L with differential bearings fitted in the damper plate.**

4. Menu driven software.
5. Fully protected against: short circuit, reverse connection, etc.
6. Pulse charging method.
7. Peak detect, temperature cut-off or timed charge.
8. User selectable — charging current, cut-off temperature, time, etc.
9. The unit will charge any type of nicads, fast or slow from trickle charging to a single AAA or button cell to fast charging a racing pack.
10. Displays (whilst charging): Voltage, current, temperature, elapsed charging time.
11. Displays (when charged): Energy which has been output to cells in KJoules, battery voltage, battery temperature.
12. Automatic discharge of partially charged batteries before commencing the charge sequence.
13. Display of the energy discharged (in KJoules).
14. Continuous energy monitoring for overcharge protection.
15. control socket so that the charger can be connected to the Barracuda Battery Analyser for a full nicad system.

The unit will be available in two forms:- the 12 volt one at £125.00 plus VAT and the mains type at £140.00 plus VAT.

A full review will follow.

On the motor front, Ian Spashett of Intro-nics has got a neat 'slot' type replacement end bell for modified motors, similar to the type that Trinity used to use. For £10 you get the complete end bell with brushes, springs and a small length of insulation for the springs to reduce the amount of current which passes through them which can effect the tension and in severe cases burn them out completely. The most noticeable difference between the new type and the standard Yokomo endbell is that the brushes are only half the size but are under more pressure from the spring, pushing them onto the commutator. Results from my motor test rig show both endbells are as efficient as one another but the 'slot' type apparently does not distort the commutator as much. How true this is remains to be seen but in the future I hope to have some picture of commutators using each

type of brush gear taken under a microscope which should be interesting. So far the motor I have been using the brush gear on is still going strong with no apparent brush bounce as yet from a worn commutator.

So far we have been able to draw up a rough calendar for next years major 1/2 meetings.

January: Sunday 12: Stafford Mini National. Sunday 24: Watford Carpet League. Saturday 2: Model Engineers.

February: Saturday 20: Watford Carpet League. Sunday 21: Stafford Mini National. 27/28: Nantwich National.

March: 4/5/6 European Championships — Denmark. Saturday 19: Watford Carpet League. Sunday 20: Stafford Mini National.

April: World's warm up — Holland. Date TBA. 23/24 Stafford National. Saturday 19: Watford Carpet League.

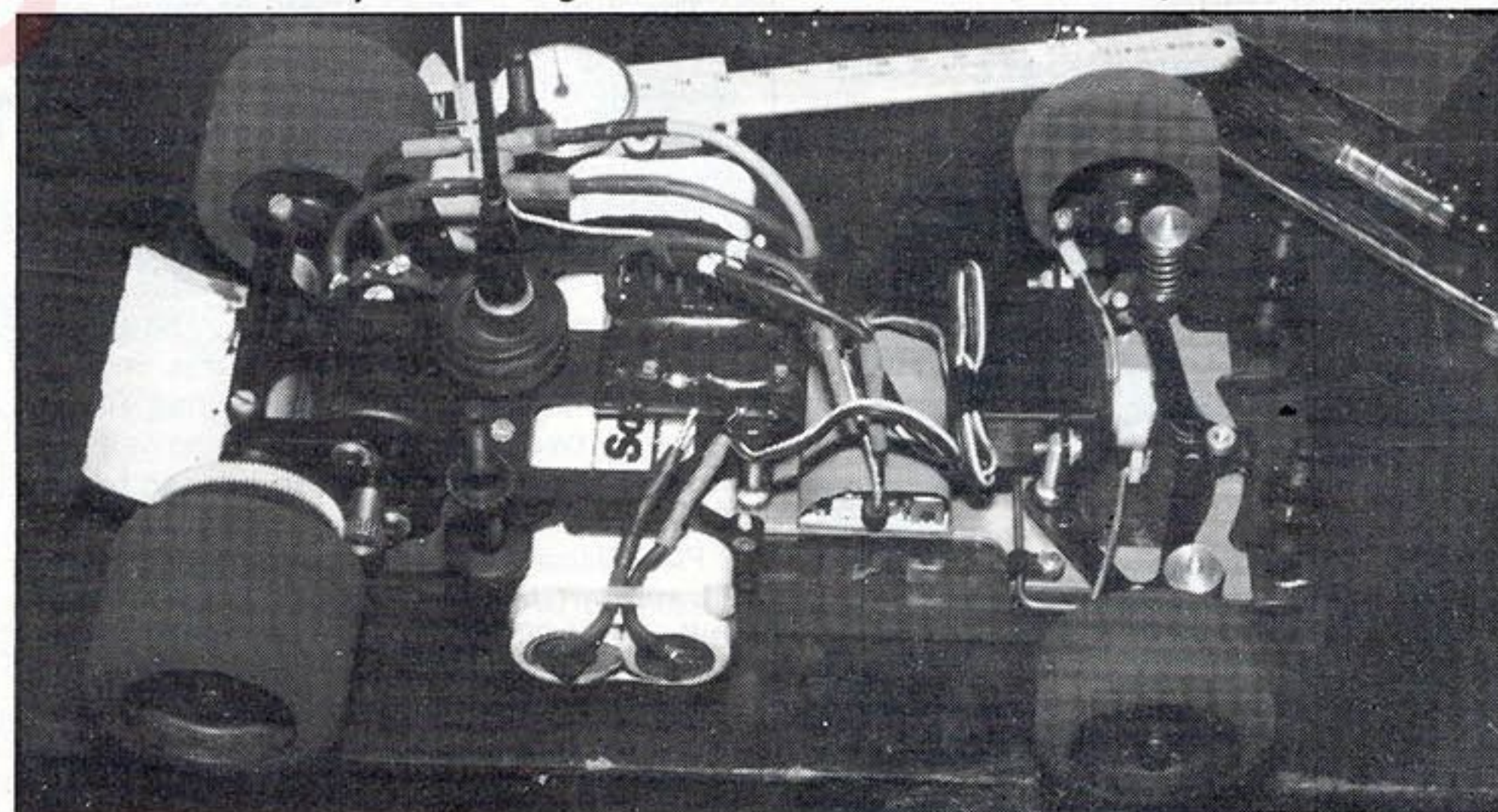
May: Saturday 7: Watford Carpet League. Sunday 22: Stafford Mini National. 28/29 Chesterfield National.

June: 25/26 Watford National.

July: Saturday 9: Watford Carpet League.

August: Saturday 8: Watford Carpet League. World Championships — Holland. Date TBA.

**Bill Boldisons Corally car wearing a smart set of red Grand Prix 'C' tyres.**



September: Saturday 10: Watford Carpet League. Rolls Royce National, date TBA. Sunday 18 Stafford Mini National.

October: Saturday 8: Watford Carpet League. Sunday 16: Stafford Mini National. Gateshead National. Date TBA.

November: Saturday 12 Watford Carpet League. Sunday 20: Stafford Mini National. Northampton National, date TBA.

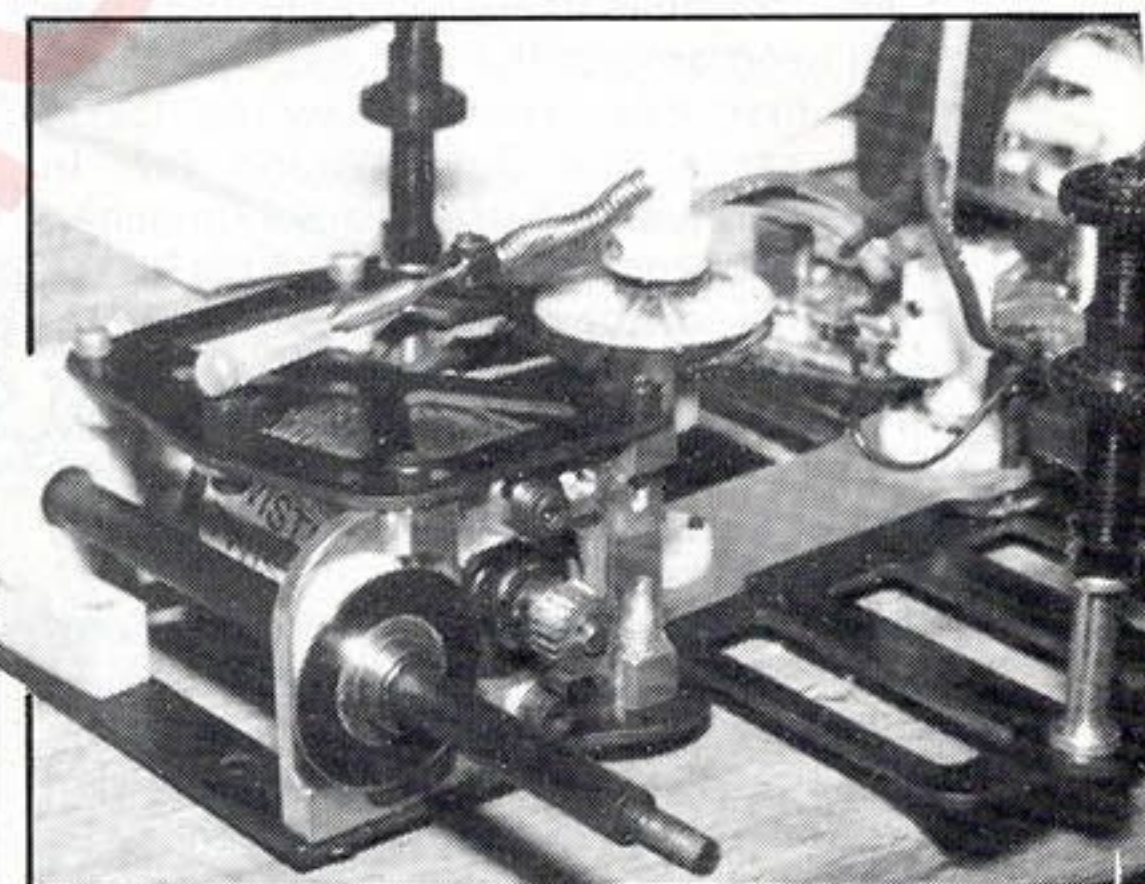
December: Saturday 10: Watford Carpet League. Sunday 11: Stafford Mini National.

For enquiries about the Watford Carpet League, contact Keith Helmke (0582) 864420, and for the Stafford Mini Nationals contact John Robson (0785) 662242.

For the other larger events, watch this space for details.

In fact we have just received some information from Jim Spencer on the Nantwich Grand Prix, to be held in late February at the Nantwich Civic Hall. The meeting is being organised by the Crewe Model Car Club and the Macclesfield and District Model Car club and only open to current BRCA members.

Entry fee is £5 per day for individuals and £15 per day for a team, although a sur-



**David Gale's Associated RC12L where the bearing can be clearly seen on the differential boss, ready for the spur gear to be fitted.**

charge of £1 per person per day will be made to people who enter after the closing date of January 31 1988.

There will be a snack and bar facilities both days and hopefully a bulk booking of a hotel by the organiser for everyone will result in a saving on accommodation.

All enquiries should be forwarded to Jim Spencer at 1 Balmoral Avenue, Crewe CW2 6PL. Telephone: Crewe 69051.



# PEELERS

— Custom Decals — ©

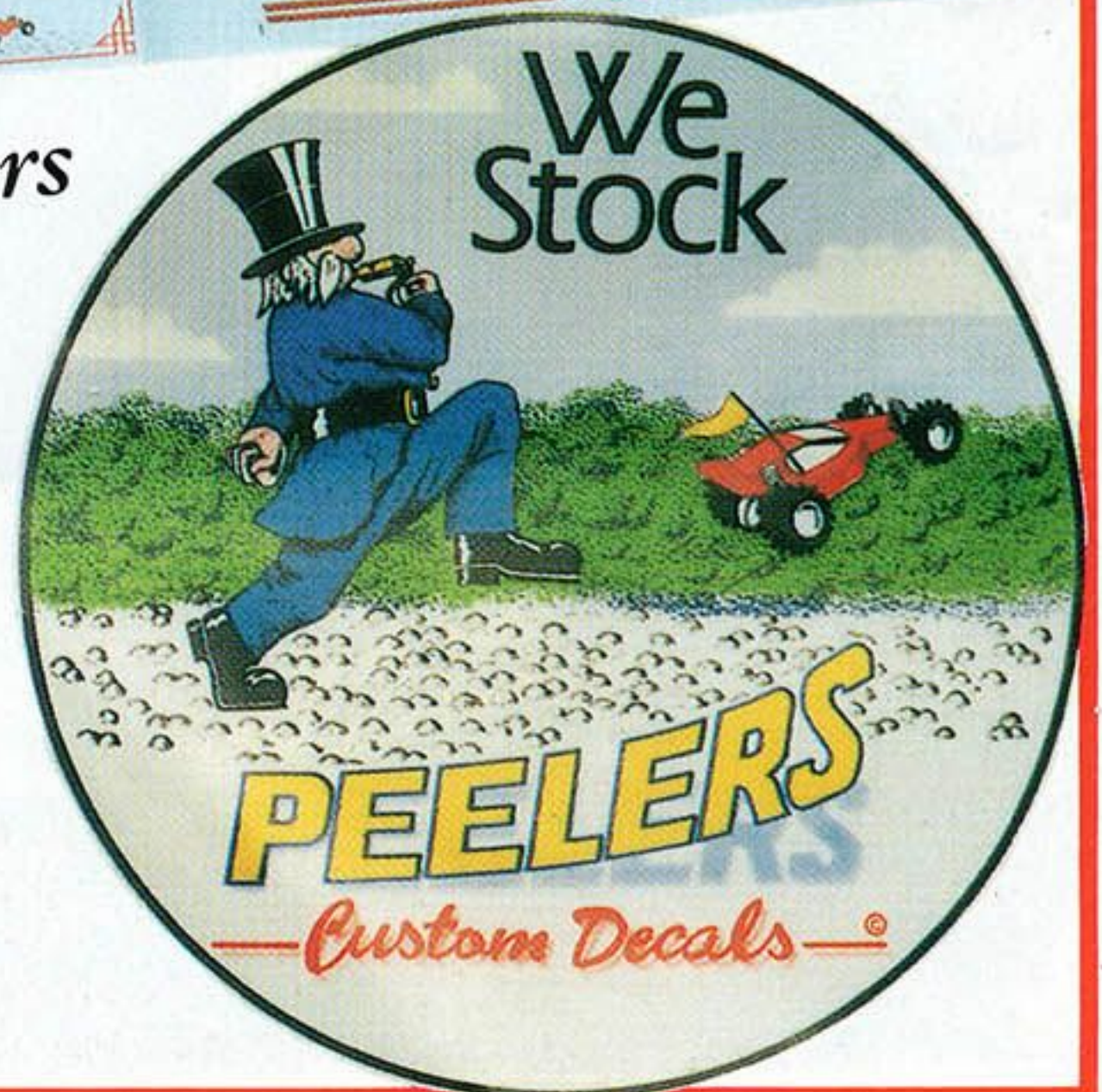


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**Ever Ready Grand Prix**

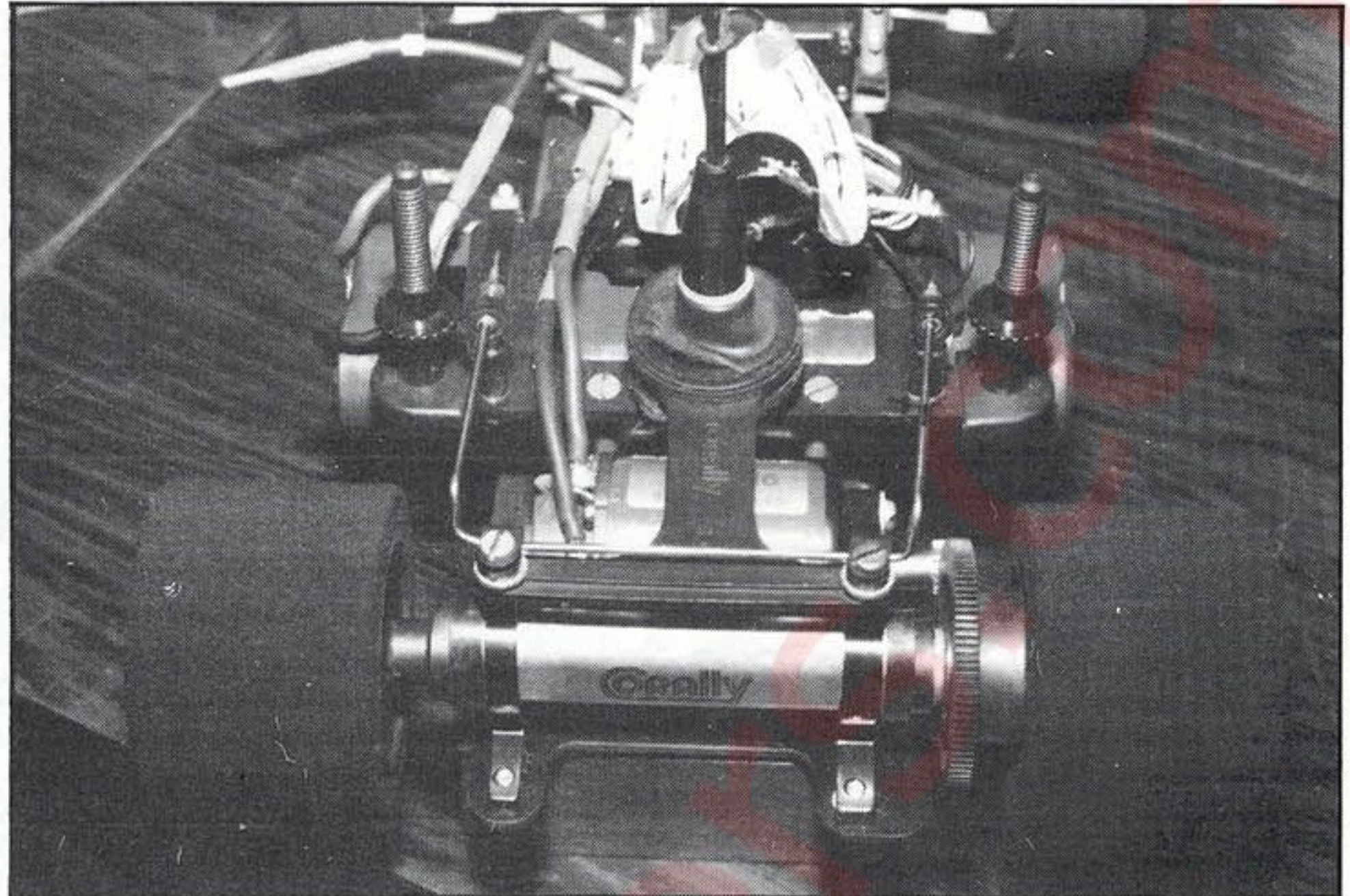
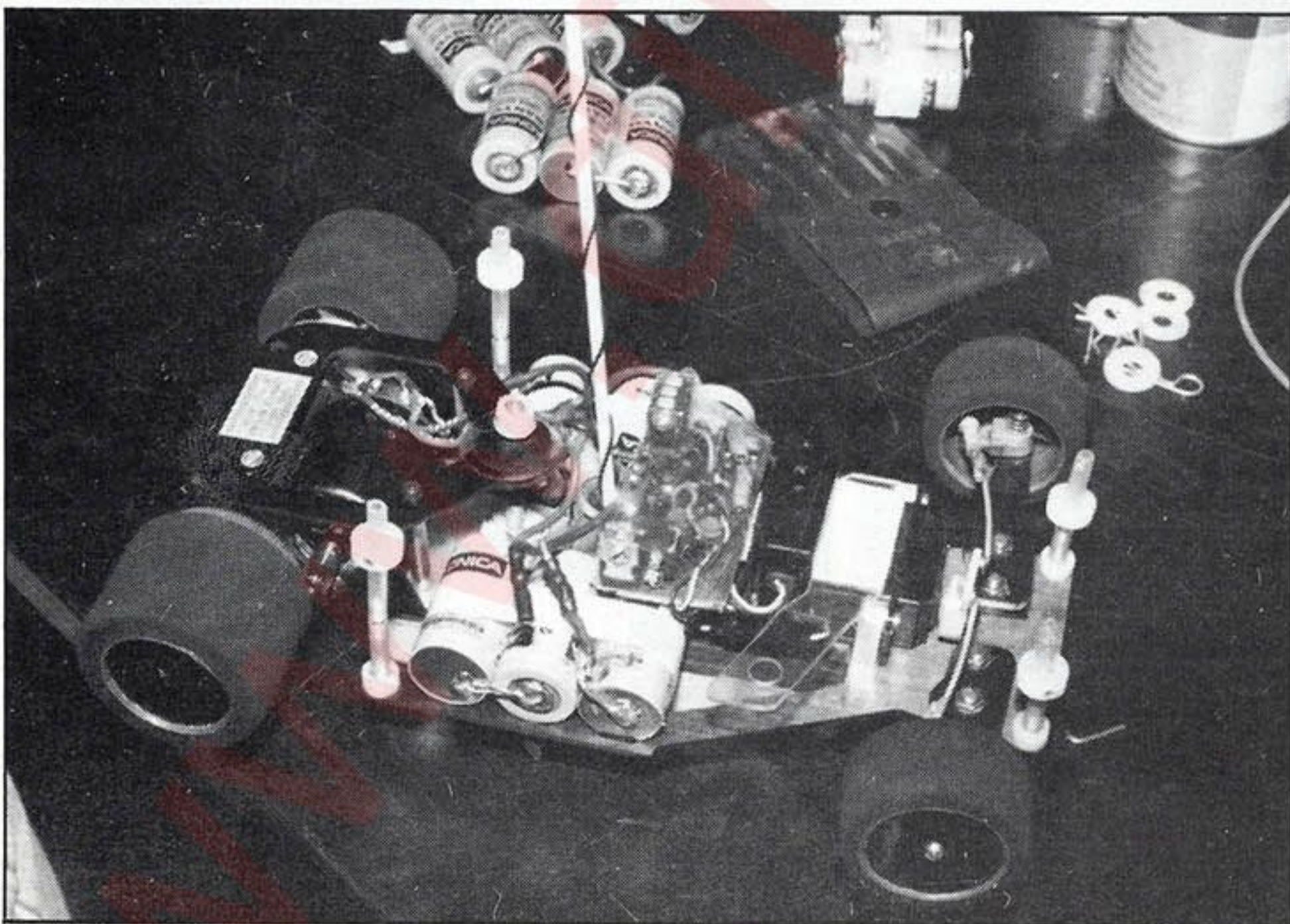
The weekend of the 24/25 of October saw the Gateshead International Stadium play host to this years Ever Ready Grand Prix. Apart from the track which was absolutely hugh (20m x 30m) having the occasional bump, this must have been one of the finest national meetings held to date. This was mainly due to the keenness of the organiser to promote our hobby as much as possible, and also helped by the large amount of helpers as the event was organised by the three local clubs, Sunderland, Wallsend and Washington.

Most people arrived at the hall on Friday evening, taking advantage of the extremely cheap hotel which had been arranged. When everybody returned on Saturday morning the circuit had been laid and a very fast track it was going to be. Some nice touches were the free programmes distributed to all spectators giving them an insight into 1/12 scale car racing and telling them where the local clubs are and for this simple but effective bit of advertising, the organisers should feel extremely proud. Again using the GEC Autolap count system the meeting ran faultlessly, and also, as I predicted last month, a full entry was present, on both days.

**Formula 1 A Modified**

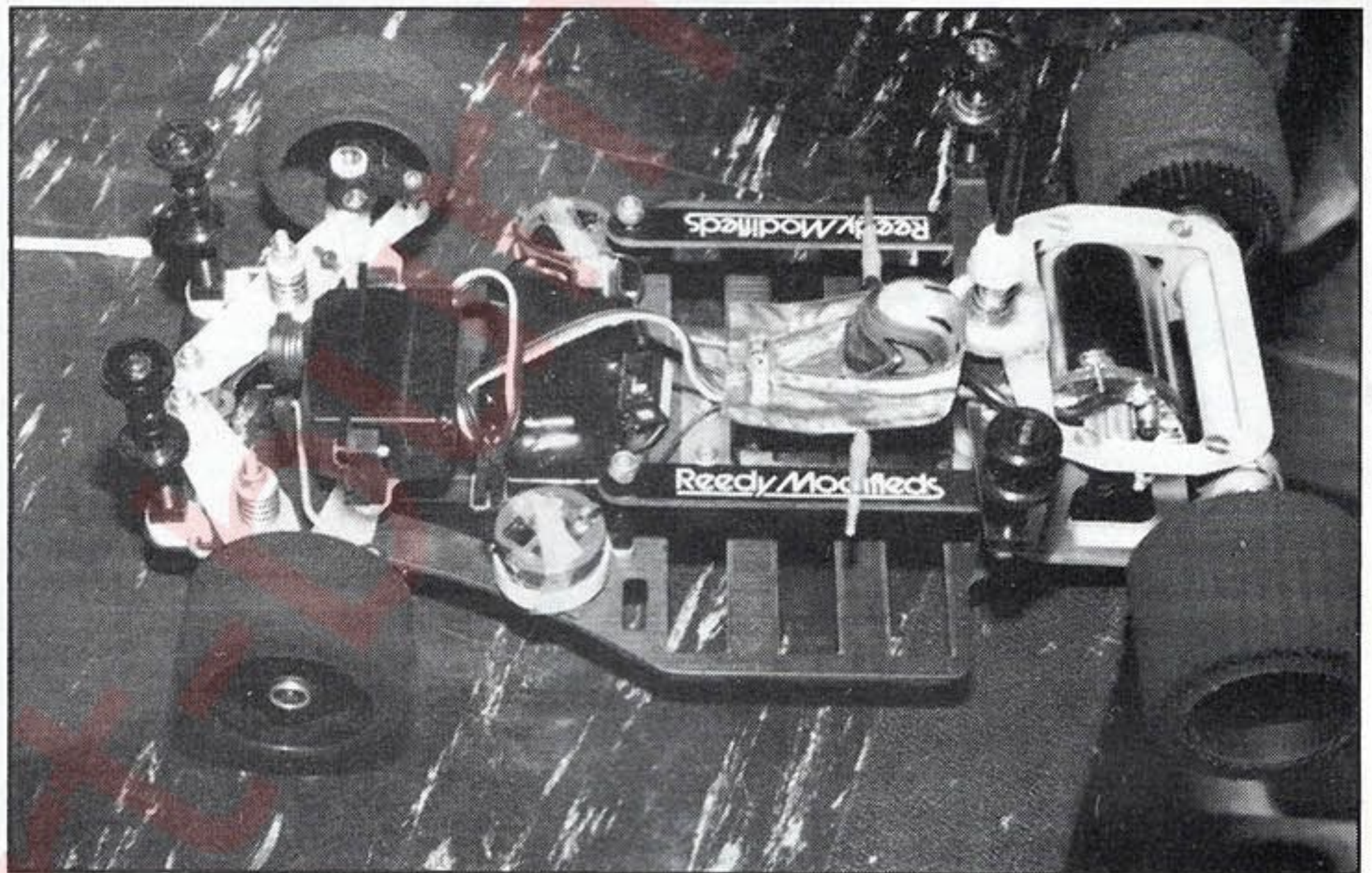
Pos	No.	Name	Laps	Time
1.	40	Phil Davies	29	1.24
2.	7	Dave Gale	29	6.76
3.	36	John Read	29	12.16
4.	6	Rob Roy	29	13
5.	42	Pete Farmer	29	13.95
6.	4	Pete Winton	29	18.88
7.	25	Chris Evans	28	8.64
8.	0		0	25
9.	0		0	25
10.	59	Matt Ford	0	25

Phil Olsons prototype Parma Car.



The rear of Andy Sawyer's Corally car, clearly showing the rear anti-roll bar.

Ever Ready Grand Prix Phil Davies's Schumacher SPC car with a graphite chassis and also a separate power supply for radio gear on board his car.



**Formula 2 A Modified**

Pos. No.	Name	Laps	Time
1. 73	Alan Harman	28	18.58
2. 19	Terry Evans	27	.9
3. 72	George Land	27	5.9
4. 49	Bill Boldison	27	16.91
5. 55	Mark Jewitt	27	23.11
6. 57	Ian Spashett	26	25
7. 1	Alex Thomason	24	25
8. 10	Jason Dearden	21	2.61

**Formula 3 A Modified**

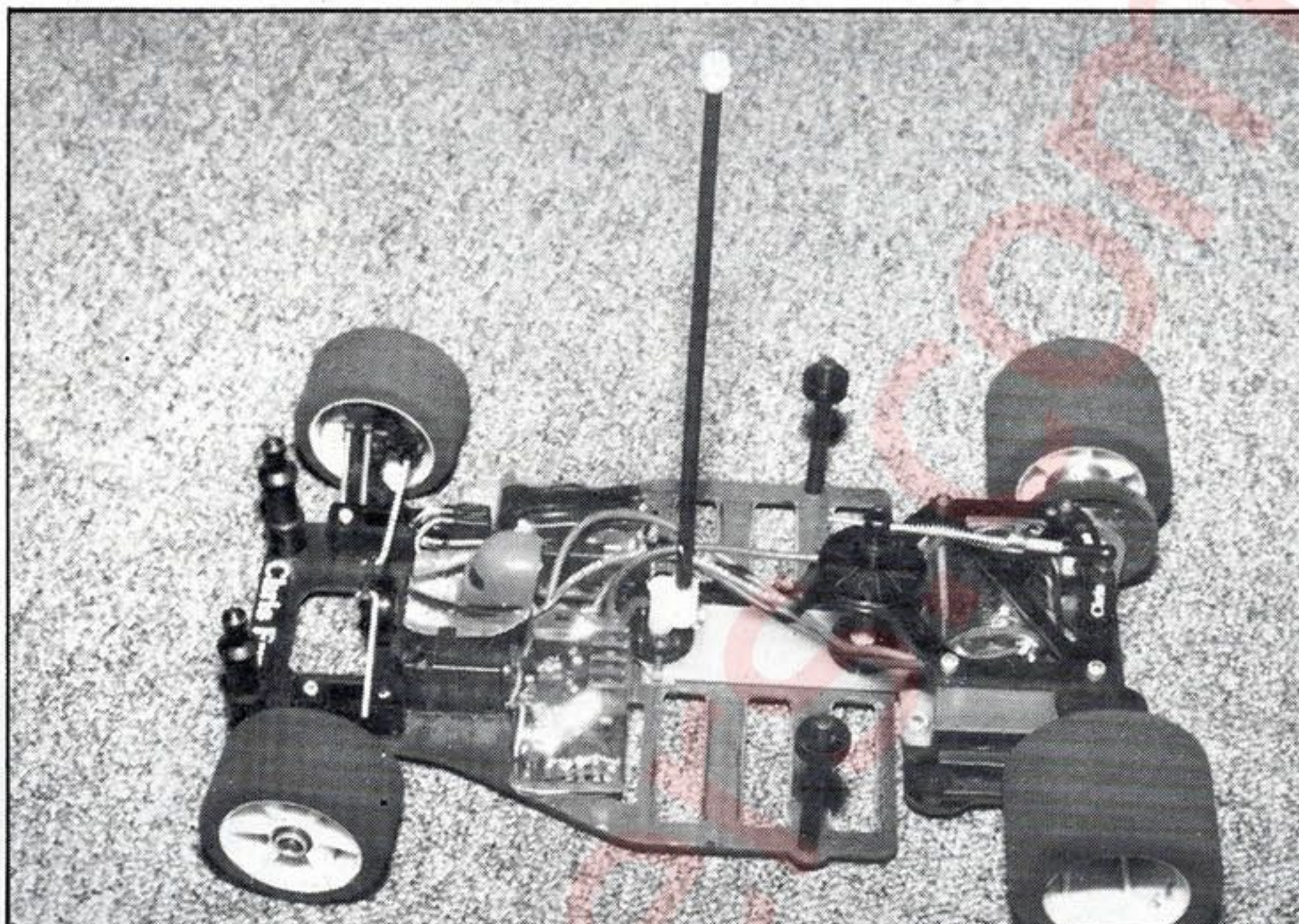
Pos. No.	Name	Laps	Time
1. 34	Craig Drescher	27	8.28
2. 14	Giles Noble	26	8.36
3. 81	Julian Thomp son	25	4.46
4. 46	Dough Heath	25	8.18
5. 22	Malc Harris	25	15.3
6. 32	John Duncalf	24	1.96
7. 30	Kevin Appleby	23	2.29
8. 33	Darryl Mellor	22	7.06

**Formula 1 A Standard**

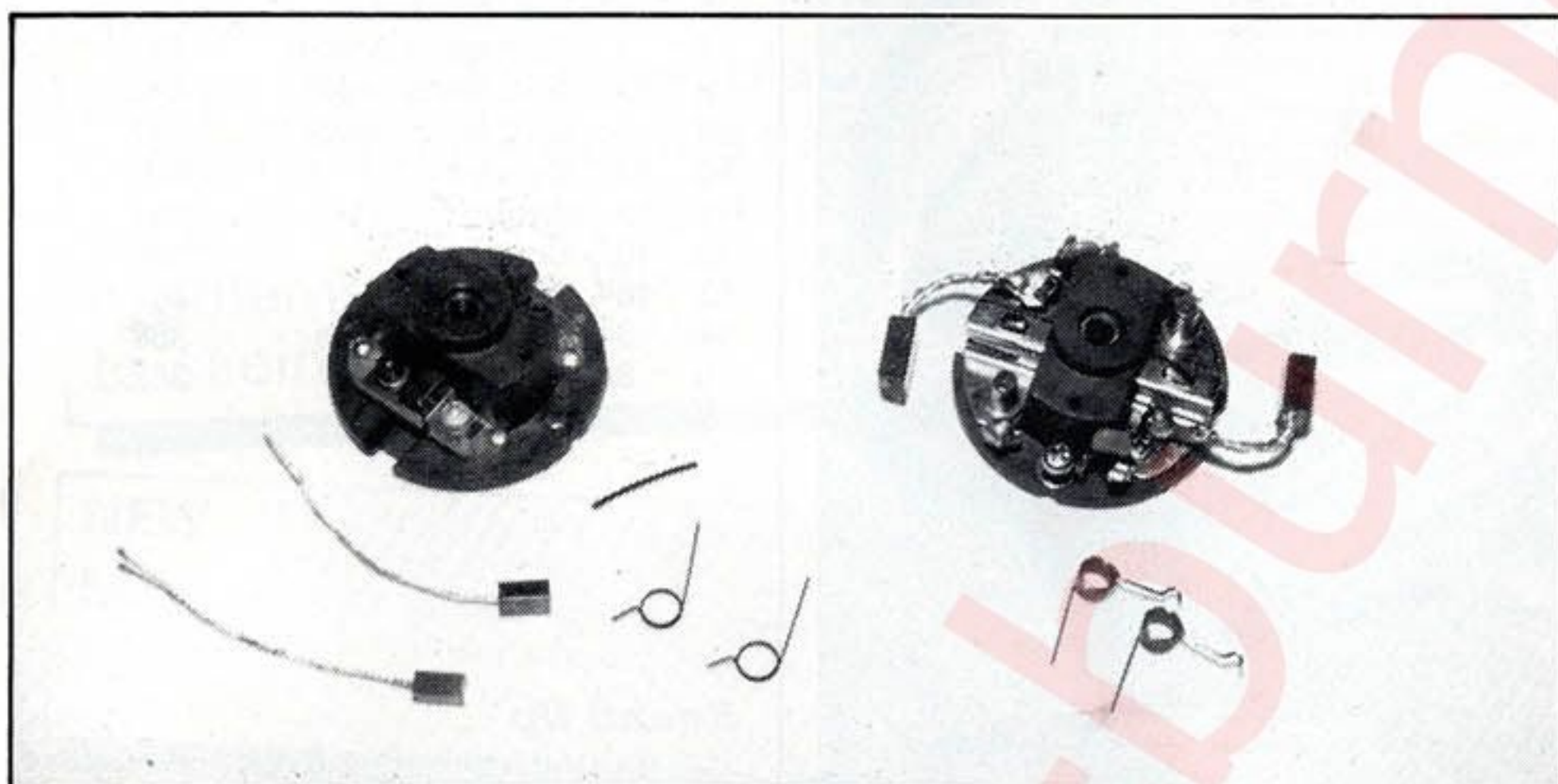
Pos	No.	Name	Laps	Time
1.	40	Phil Davies	29	2.88
2.	59	Matt Ford	29	4.88
3.	44	Tim Dakin	29	10.78
4.	7	Dave Gale	29	12.16
5.	42	Pete Farmer	29	17.29
6.	36	John Read	28	.4
7.	5	Glyn Peglar	27	17.61
8.	6	Rob Roy	17	25

**Formula 2 A Standard**

Pos.	No.	Name	Laps	Time
1.	20	Chris Hardisty	28	16.44
2.	19	Terry Evans	28	17.39
3.	49	Bill Boldison	27	5.2
4.	39	Pete Goodyear	27	8.93
5.	1	Alex Thomason	27	9.18
6.	35	David Spashett	27	13.65
7.	10	Jason Dearden	27	13.83
8.	57	Ian Spashett	25	3.53



Chris Evans' RC12L with the composite craft hollow graphite roll-over mast.



Intronics new slot type replacement end bell.

**Formula 3 A Standard**

Pos.	No.	Name	Laps	Time
1.	34	Craig Drescher	27	8.79
2.	8	Mick Langridge	27	10.45
3.	14	Giles Noble	27	15.28
4.	3	Mick Farrell	27	20.03
5.	81	Julian Thomp son	26	2.61
6.	61	Roger Elliott	26	13.71
7.	32	John Duncalf	25	6.61
8.	46	Dough Heath	8	25

The final production version of the Schumacher Saddle pack car, named the SPC.

**Sunday — Standard**

In Formula Three in the standard class, Giles and Craig, didn't have it the way they would have liked it, in fact after the first two rounds it was SRM boss Mick Langridge fastest with 27 16.88 but the final round saw Mick Farrell grab FTD by clipping 4/100 of a second of Mick Langridges time.

Formula two saw David Spashett showing Dad how it should be done by taking FTD after round, although it was Chris Hardisty who took FTD with his second round score of 28 13.13, pushing David down to second with Ian Spashett managing a 28 17.83 in his last run to qualify third.

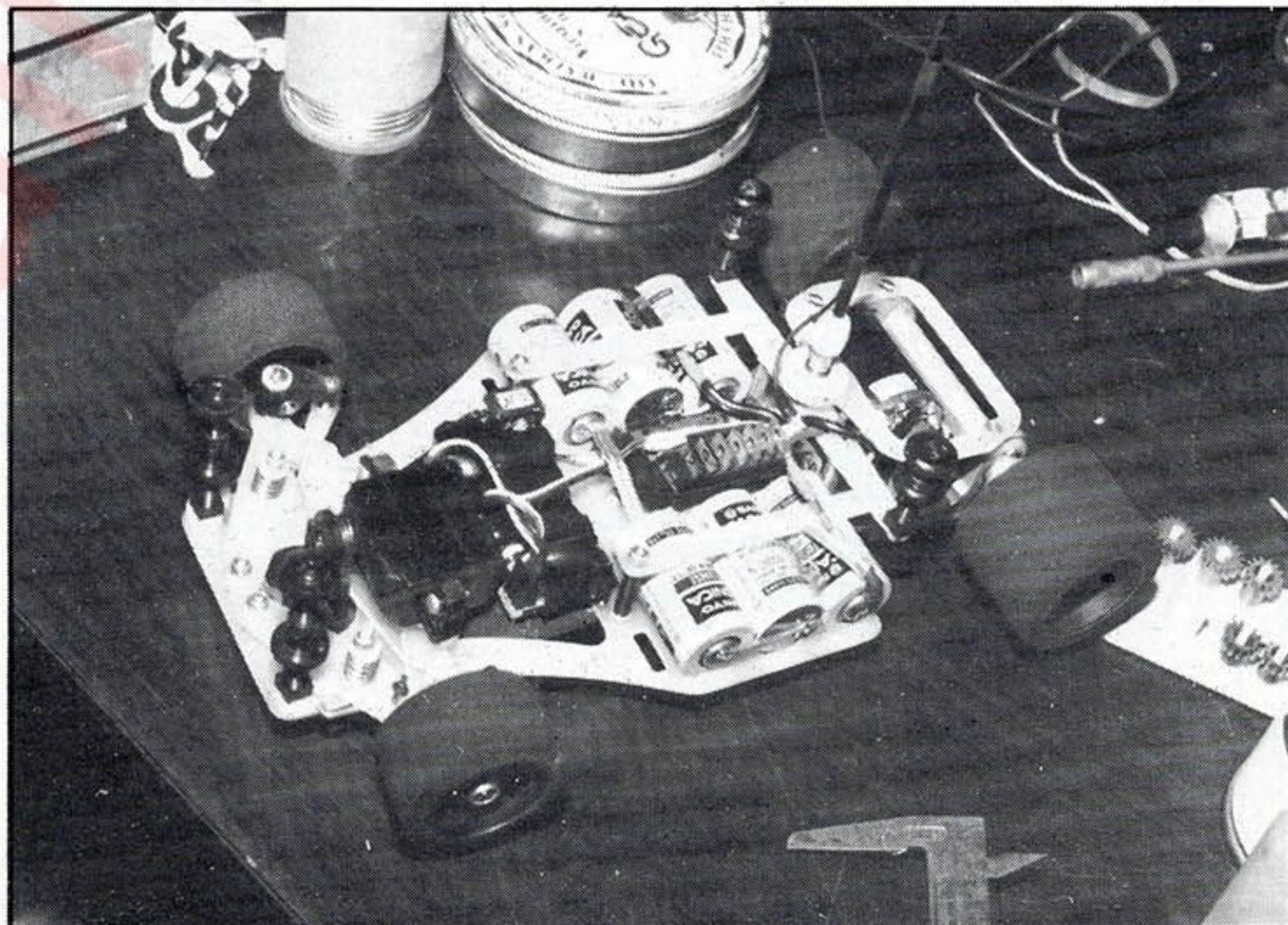
Formula one again saw Phil at the top after every round, eventually ending up with 29 3.86 to take FTD from Matt Ford

and Rob Roy on 29 7.33 and 29 9.88 respectively.

The formula three A final again saw Craig Drescher take maximum points by passing Mick Langridge on the last lap with Giles Noble third and FTD man Mick in fourth.

The next A final saw Terry Evans lead for most of the way until Chris Hardisty forced his way past in the closing stages as Terry's nicads started to fete. Bill Boldison picked up third place but David and Ian Spashett had a poor run, ending up sixth and eighth respectively.

The main event of the formula one A final was extremely with Phil Davies using his pole position to good advantage to win although Matt finished only two seconds behind. The whole race saw a great battle between Pete Farmer, Dave Gale and Tim Dakin for third place which was eventually taken by Tim.



**Pit Bits**

In the pits there were a few developments to be seen, Phil Davies was running a light weight carbon fibre chassis on his Schumacher 'SPC' car and also a separate nicad supply for the radio gear. The cells can clearly be seen either side of the chassis. Phil Dearnley of Viper was showing off his new thermal charger soon to be in production at only £35.

Eddie Hawkins, now running an Associated 12L had drilled some holes in his

damper plate and fitted into them same tiny bearings from an associated thrust race which means the damper washers only touch the balls and not the damper plate, the remaining gap being filled with silicone grease, to enable a larger variance in the degree of damping available.

The SRM team were being really professional with their own lathe, manned by Pete Winton who was making a fine job truing commutators, a service now available from SRM for Twister motor owners.

**Standard**

1.	5	Schumacher	446
2.	4	GEC Stychfields B	445
3.	7	Racestore Arrow	443
4.	2	GEC Stychfields	443
5.	10	Corally	442
6.	13	Viper A	441
7.	9	S.R.B. B	441
8.	12	Ashby	441
9.	15	Corally B	439
10.	6	L & M Euro	439
11.	11	Riverside Racers	438
12.	3	Chain Smokers	435
13.	1	Laser S.R.M.	433
14.	8	Crewe	431
15.	14	Viper B	288

**Modified**

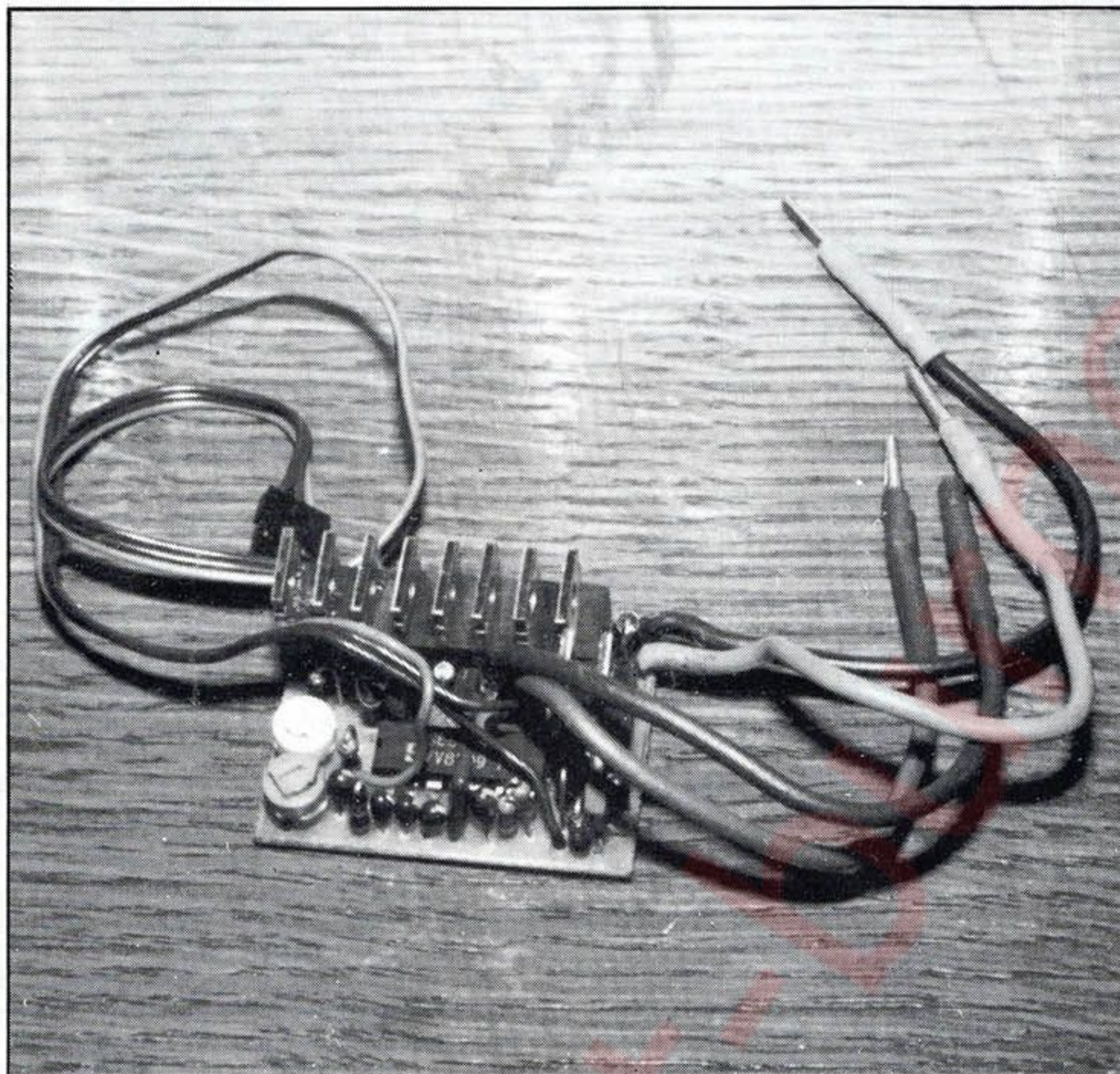
1.	5	Schumacher	437
2.	1	Laser S.R.M.	434
3.	9	S.R.M. B	432
4.	11	Riverside Racers	430
5.	14	Viper B	422
6.	6	L & M Euro	419
7.	7	Racestore Arrow	417
8.	2	GEC Stychfields	413
9.	4	GEC Stychfields B	407
10.	13	Viper A	406
11.	12	Ashby	397
12.	10	Corally	395
13.	15	Corally B	389
14.	3	Chain Smokers	388
15.	8	Crewe	382

**Round Up**

Thanks must go, of course to Ever Ready who subsidised the meeting and to the manager of the local Ever Ready Factory who turned up to present the trophies. The Swallow Hotel which I can highly recommend offered all the facilities possible, including a swimming pool, sauna and jacuzzi although it's a shame so many towels were removed in view of their hospitality. With the event taking place next year, I only hope they will have us back again. The other sponsors of the meeting were John Elliot's Decorating of Peterlee, Phill's Models of Newcastle and Whitley Models of Whitley Bay. The final congratulations must of course go to the race directors, Alan Harland, Peter Waites and Pete Angus and to all those who helped out on the transmitter control and scrutineering. Although the lads found themselves a bit short of finance by the end of the meeting, they refused a collection on their behalf and promised the event will again take place next year.

For anyone interested in 1/12 circuit racing in the North, the three clubs are as follows. The Washington club which meet at the Oxdoose Senior High School on Thursdays between 6.30pm and 10.00pm and on a Saturday between 1.00pm and 5.00pm.

The Sunderland club race at the Southwick community centre on a Monday but at present this is only 1/12 Mini Stocks and finally the Riverside Racers who race every Sunday between 4.30pm and 9.00pm at the Longbenton Community High School.



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T006 Pivot Brkt front ..... pr £2.31  
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T058 Arm front suspension ..... £0.86  
T103 Front Bumper ..... £2.10  
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Dynamite TS-3312 Stud PB H/shot Rr. £6.50  
New Dynamite TC-1121 Fr. PB H/shot £4.20  
New Dynamite TC-1122 Rr. PB H/shot £4.70  
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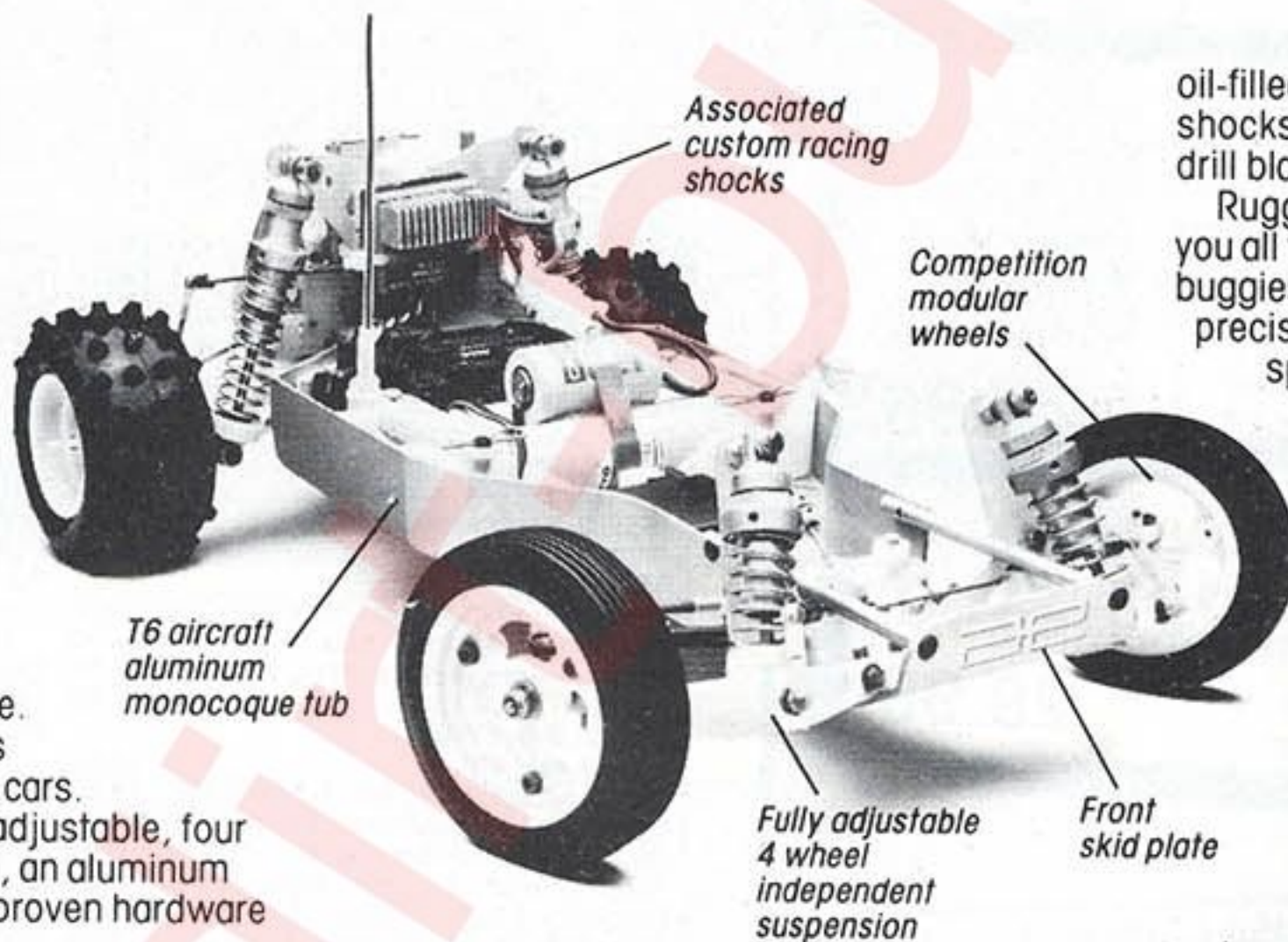
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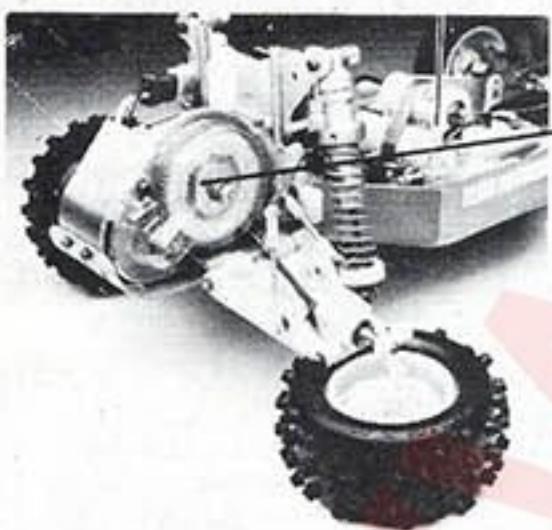
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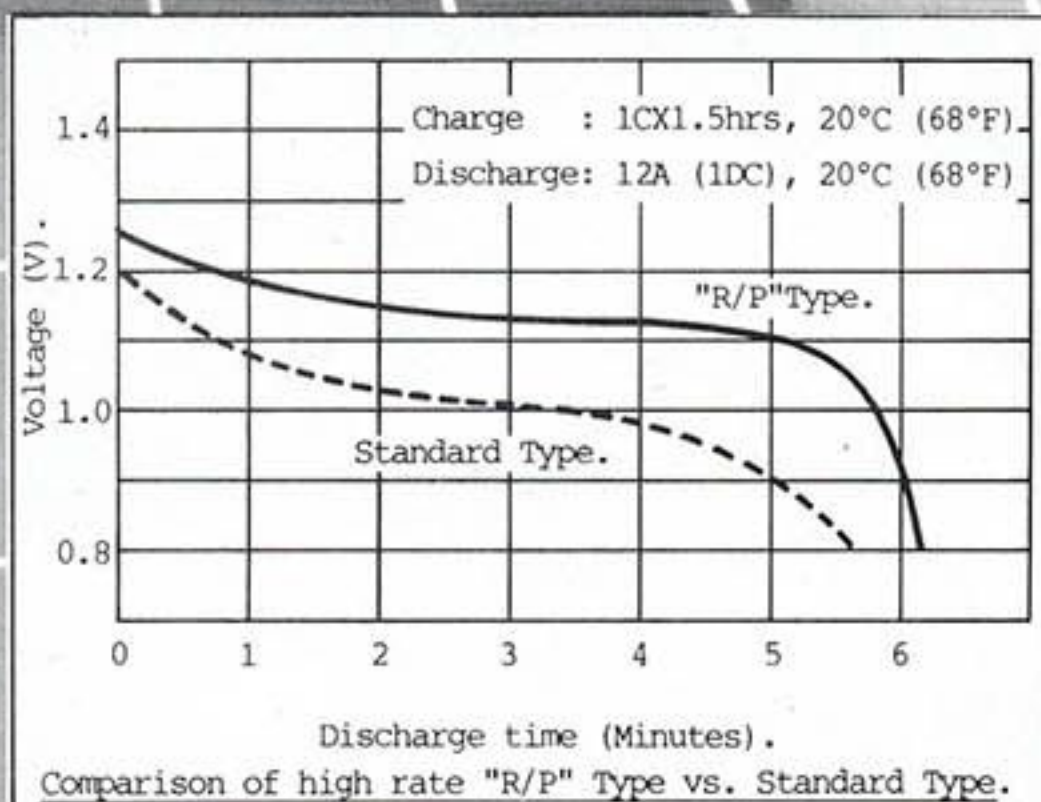


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# RALLY CROSS

by Paul Leach

Sunday 11 October brought us the last round of the 1987 BRCA Championships, although originally scheduled to be run at Luton, the venue was changed to Stotfold. The weather the days preceding the meeting had been appalling and thoughts the day before were should I run a car or a boat! However on arrival the track was found to be in excellent condition considering. The grass was rather on the long side, the rain the previous days preventing the Stotfold club members from cutting it, but after 15 minutes of "grass cutting" practice it was down to a reasonable level. The dreaded "hump" otherwise known as 'the mountain' had now been turfed and also a jump had been added between the lap counting line and the straight, all in all, a good track with plenty of variety, both very demanding yet enjoyable to drive on. To everyone's amazement

the sun was shining!! So after the usual formalities and briefing by race organiser, Ray Wilcox, it was time for off.

**Round One**

As Round One got underway it was obvious that the track was indeed extremely wet and slippery, some long grass making going hard. Top times in round one came from James Weedon and Stuart Wilcox who both achieved 26 lap scores, both having good trouble free runs. Behind them 23 or 24 lap scores were the norm amongst the top drivers. The top eight after this round were: James Weedon 26, Stuart Wilcox 26, Richard Stitson 24, John Chamberlain 23, David Allison 23, Paul Leach 23, Mark Stitson 23, Michael Allison 22.

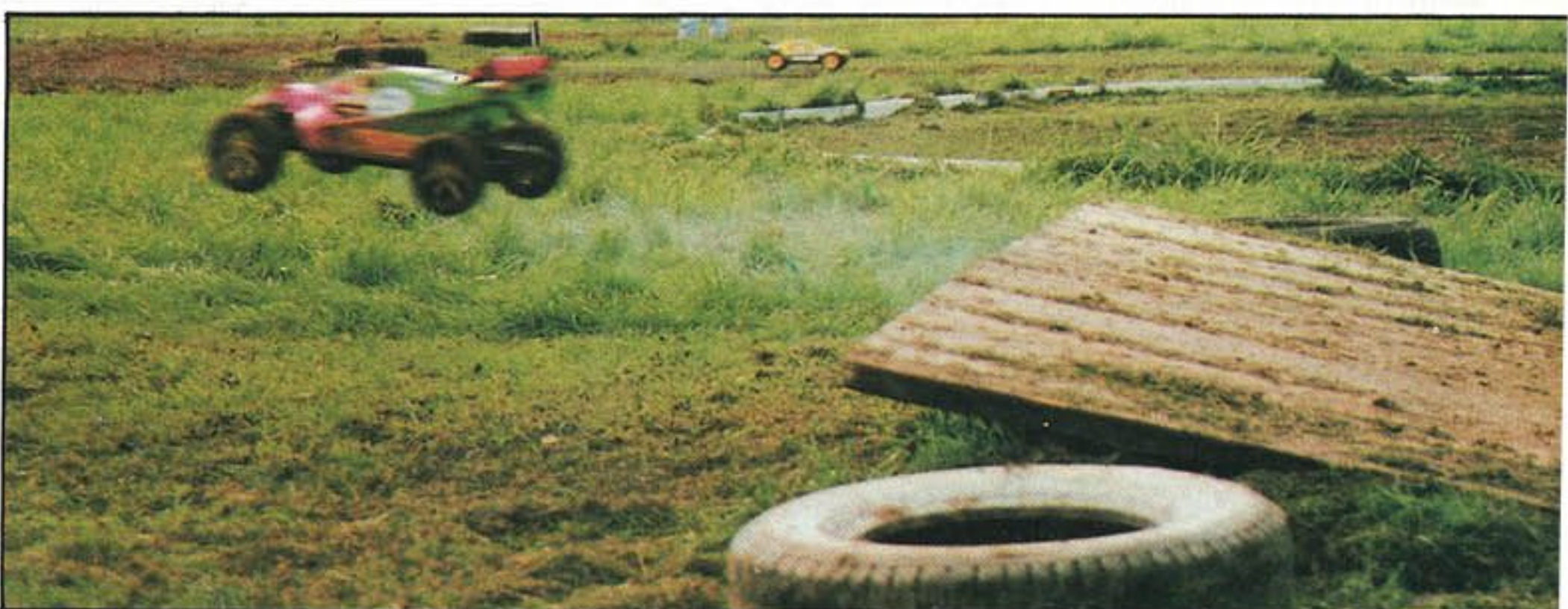
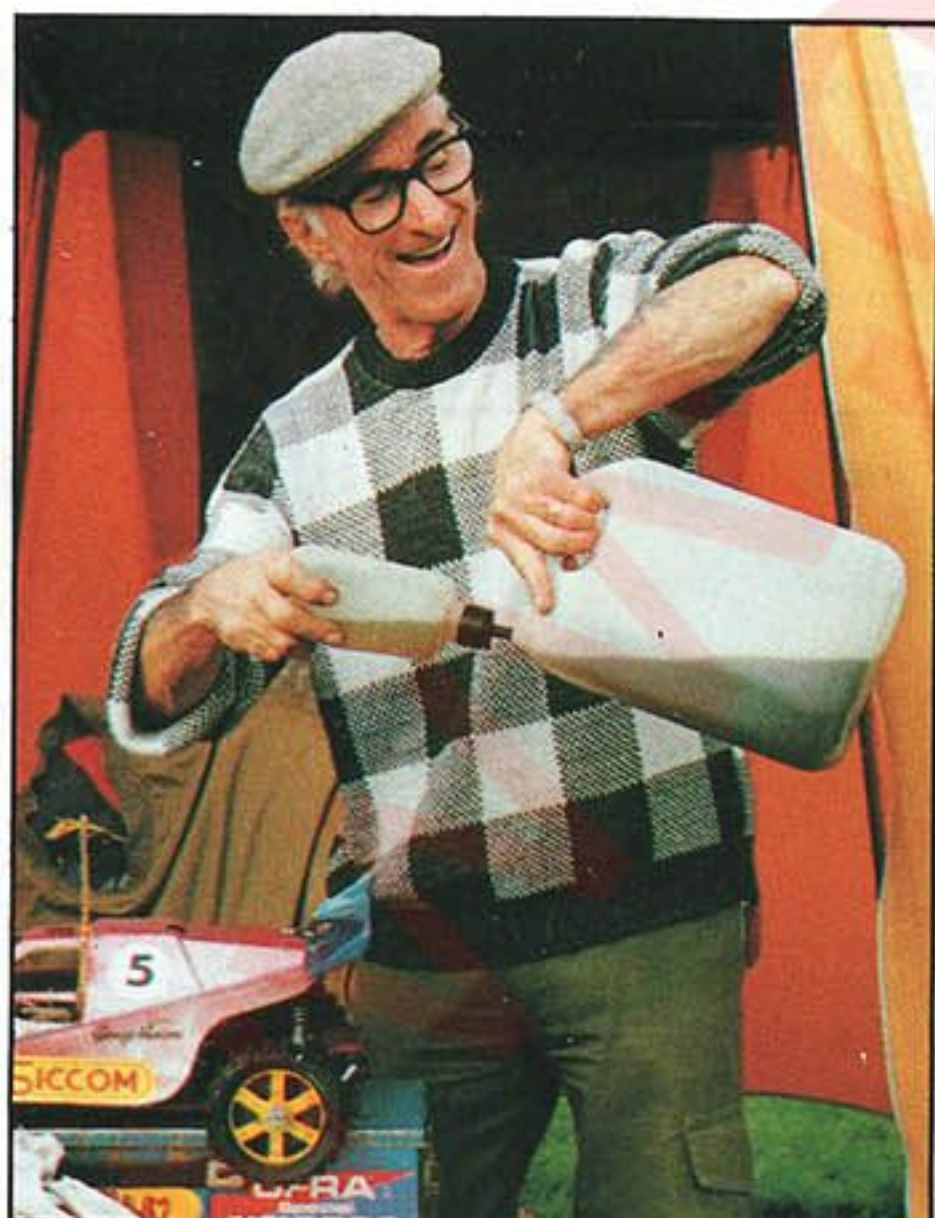
**Round Two**

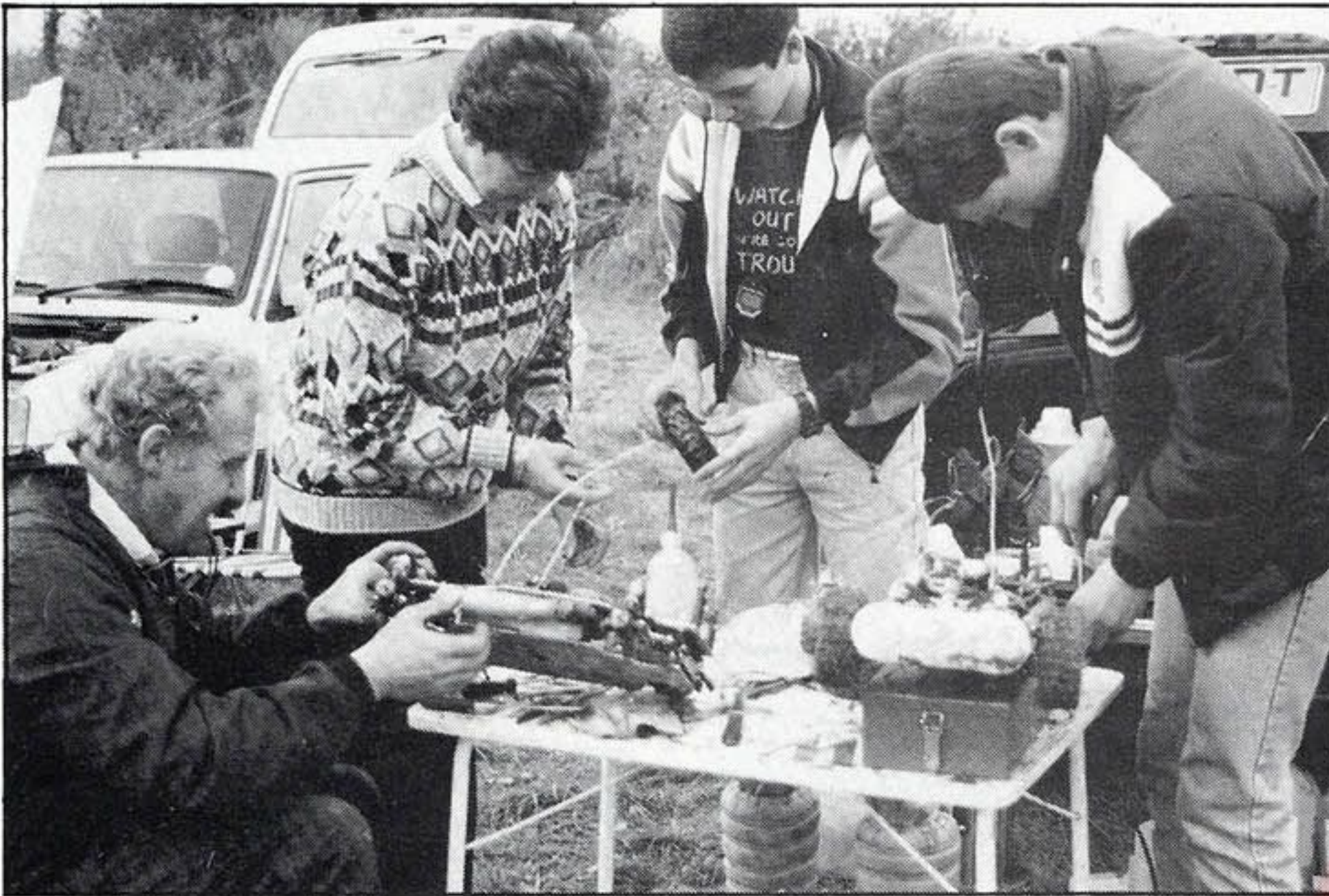
The weather was holding out very well but



Right, Stotford '87 'A' Finalists.

Below, George Hanson shows how to fill a fuel bottle with your eyes shut.





The Allison family's idea of a picnic.

the track was still extremely wet, indeed in patches water seemed to be coming to the surface.

Experimentation with tyres was the order of the day with many drivers trying the Siccom 'Spikey' tyres as opposed to the usual studded type. The spikes certainly gave more grip in a straight line, especially on the wetter parts of the circuit, but suffered from poor sideways grip so generally the standard studded were thought to be the best. The 26 laps times of heat one were not beaten, and were to stand for the rest of the day, although many managed fast, constant drives to improve their scores. Justin MacKay and your scribe moving up to third and fourth places both with 25 laps, David Allison and Richard Stitson on 24 laps and then a pride of drivers all on 23 laps with only seconds between them.

**Round Three**

The last qualifying round of the 1987 Championship, the track was holding up well and the meeting was running along very smoothly with no stoppages. All the drivers now seemed to have mastered the "hump", so there was still a good chance for drivers to improve. One of those was young Mark Stitson who put in a 24 lapper, well done, a name to be watched next season. Next to improve was David Allison who put in a smooth and constant run to joining the 25 lappers, he was shortly to be followed by his brother Michael who improved to 24 laps and so took the final place in the coveted A final. Mick Harney improved with a good 23 lap score to take second qualifier for the B final and once again show what a constant performer he is, Mick has been a staunch supporter of rallycross for many years and can always be relied on to turn in a good performance.

So at the end of qualifying it was again James Weedon who held F.T.D. with Stuart Wilcox a very close second. I fear that James will soon be taking over Steve Whites old title of "Boring" but nevertheless excellent driving by James. The A finalists were therefore:- 1. James Weedon 26, 2. Stuart Wilcox 26, 3. Justin MacKay 25, 4. David Allison 25, 5. Paul Leach 25, 6. Mark Stitson 24, 7. Richard Stitson 24, 8. Michael Allison 24.

**The A Final**

Everyone lined to along the straight to start the 30 minute final except yours truly who unfortunately had a steering servo fail in the warm up and didn't have time to change it. James Weedon immediately took the lead but was being very closely followed by Justin MacKay and Stuart Wilcox, although Stuart was to soon unfortunately drop back with his car now only 2 wheel drive and drove like that to the end. Richard Stitson became the second fatality with a split chassis and stripped gear and so resigned himself to pitting for his son Mark who was charging along with a fine drive now in fourth place, just behind David Allison. Unfortunate for Mark was an engine cut but he was soon back on the track again only losing a couple of laps. At 30 minutes it was James Weedon who once again won, but only two laps behind was Justin MacKay who had achieved his best result to date, a good way to end the season with some good driving all day. Third was David Allison with another excellent performance and fourth was Mark Stitson who must be the most improved driver this year. Stuart Wilcox finished fifth after completing about twenty minutes with only two-wheel drive. Sixth was Michael Allison completing a good day for the "Allison" family. Seventh went to Richard Stitson and eighth yours truly.

**The B Final**

This was all set to be a closely run 20 minute final as all eight drivers had scored 22 or 23 laps in qualifying and that was how it

turned out the first ten minutes providing an exciting dual between Tony Miller and Ralph Allum. Both driving with great skill and competitiveness.

The lead kept changing between these two until Tony had to pit to change a flat nicad leaving Mick Harney, who had been closely following the leaders, to take second place. Ralph then drove consistently to the end to win three laps ahead of Mick Harney, a good second. Tommy Chung came in three laps after that and Tony Miller finished fourth due to another pit stop due to a blown plug, bad luck for Tony. Fifth place went to John Glasbrook, sixth P. Winter, seventh John Chamberlain and eighth David Chung.

**The C Final**

This was just as exciting as the A and B finals, with Ray Sharp taking the lead early on but all the other drivers on the same lap. George Hanson was unfortunate to lose a wheel from his Siccom, but this was quickly retrieved and put back on by John Chamberlain who was pitting for him, but the time lost dropped George well down the field. At ten laps the race lost Ken Ledger who retired with a stripped gear (this sounds familiar!) and then the leader Ray Sharp also lost time off the track ending a strong early lead. So it was Steve Taylor who took the flag first but only four laps separated the first six places, a closely fought race. Fifth place was taken by James Thompson driving an S.G. Tiger James has returned to rallycross after two years so a good result after such a long lay off, let's hope it won't be that long before we see him again.

**The D Final**

This proved to be another very close race initially being led by T. Garratt but soon taken up by Shaun Armstrong who managed to hold off a charging Ken Weedon followed by young Tommy Griffiths. At the end it was Shaun Armstrong the winner just over half a lap in front of Ken Weedon who crossed the line only two seconds in front of Tommy Griffiths. One lap behind was Ian Piggott and Graham Bowel being followed by newcomer James Dyson. Again only three laps separated the top six drivers giving us some great racing right to the end of the day.

Many thanks to the Stotfold Club for giving us an excellently run meeting to finish off the year.

**Recap On 1987**

Congratulations to James Weedon on winning the 1987 B.R.C.A. 1/8 Rallycross Championship, a just champion, I think all will agree.

This year has proved, I think to be the

1/8 Rallycross B.R.C.A. Championship 1987.						
Champ Posn	Name	Number of Results	Total	Excess	Champ	Car
1	J. Weedon	12	470	107	363	PB X 3
2	J. Chamberlain	11	470	59	343	Siccom
3	A. Harman	11	405	65	340	Siccom
4	S. Wilcox	12	414	92	322	PB X3
=5	M. Allison	12	397	84	313	PB X3
=5	R. Allum	12	392	79	313	Siccom
=5	P. Leach	11	347	34	313	PB X3
8	R. Stitson	12	388	84	304	Siccom
9	M. Harney	12	361	69	292	Serpent
10	D. Allison	12	358	68	290	PB X3

best year yet for 1/8 Rallycross Racing. The standards at meetings have definitely improved and we have been treated to some excellent tracks and venues. The arrival of Automatic lap counting, using transponders, has greatly improved the accuracy of results, many thanks to all concerned in obtaining and operating this system.

The season has seen the emergence of the PB X3 to join the already established Siccom Magnum as a top line contender. These two cars have proved to be the ones to beat, with results showing these two very evenly matched and the Yankees, Serpents, Garbo's and SG's still competitive cars. Next year seems set to be even better, with some superb meetings already planned and excellent prospects for great racing are in store for all involved in this section of model car racing.

**Stoke Mandeville 18 October 1987**

The grounds of Stoke Mandeville Sports Complex was the venue for the annual end of season team endurance race. It was just one of the attractions at this large modelling spectacular weekend, with proceeds going towards the Hospital's Sports Centre funds. The meeting was organised and run by Bill Burkenshaw, assisted by his daughter Catherine, and yet again we must extend our appreciation to Bill for providing us with one of the most enjoyable events of the year. It's nice to feel that at the end of a hard days racing that Rallycross is doing something to help other's too.

Thirty-two drivers came from far afield amongst these were two teams and mechanics from Maidstone, it was nice to see some new faces not normally seen on the BRCA meetings. They showed that they would easily be able to compete in the BRCA Championship and we would all look forward to seeing them at some more meetings.

The format was four drivers per team, plus a team manager, each driver had to complete a minimum of 40 minutes but a maximum of 50 minutes to make up the three hours that the race was to run for. Team managers were responsible for keeping a record of when each driver was on the track.

The track was essentially the same as last year with a good long straight and a good balance of both slow and fast corners, with the added bonus of a dip into a hairpin with a steep bank out of it. All in all a very challenging circuit made even more so by the previous days heavy rain.

A bright morning brought eight teams to start the qualifying heats with each driver



Above: General view of the track with sports complex in background.

Below: The winning PB Team. Left to Right:- James Weedon, Paul Leach, Ken Weedon (team manager), Stewart Wilcox and Roger Giles.

completing a five minute heat, the aggregate times of all four drivers in each team counting towards the teams start position for the main event. The outcome of this was the Siccom team gained the honour of pole position. The qualifying was as follows:-

1. Siccom 66 laps
2. P.B. Racing 63 laps
3. Howes Racing 60 laps
4. Maidstone B 51 laps
5. Remote World A 44 laps
6. Remote World B 43 laps
7. Stotfold 38 laps
8. Maidstone A 32 laps

After qualifying there was a gap of about an hour and a half for drivers to do any final adjustments to their cars, or simply to enjoy the other attractions of the day before the cars lined up along the straight for the off at one o'clock, for what was to be a thrilling three hours racing.

At the drop of the flag John Chamberlain, Siccom Team, took up the lead, strongly challenged by yours truly, P.B. Racing team. After only five minutes the first two cars had already lapped the rest of the field, the lead changing between Siccom and P.B. with every lap until at about ten minutes the PB car got tangled



Below: Second place team Siccom.

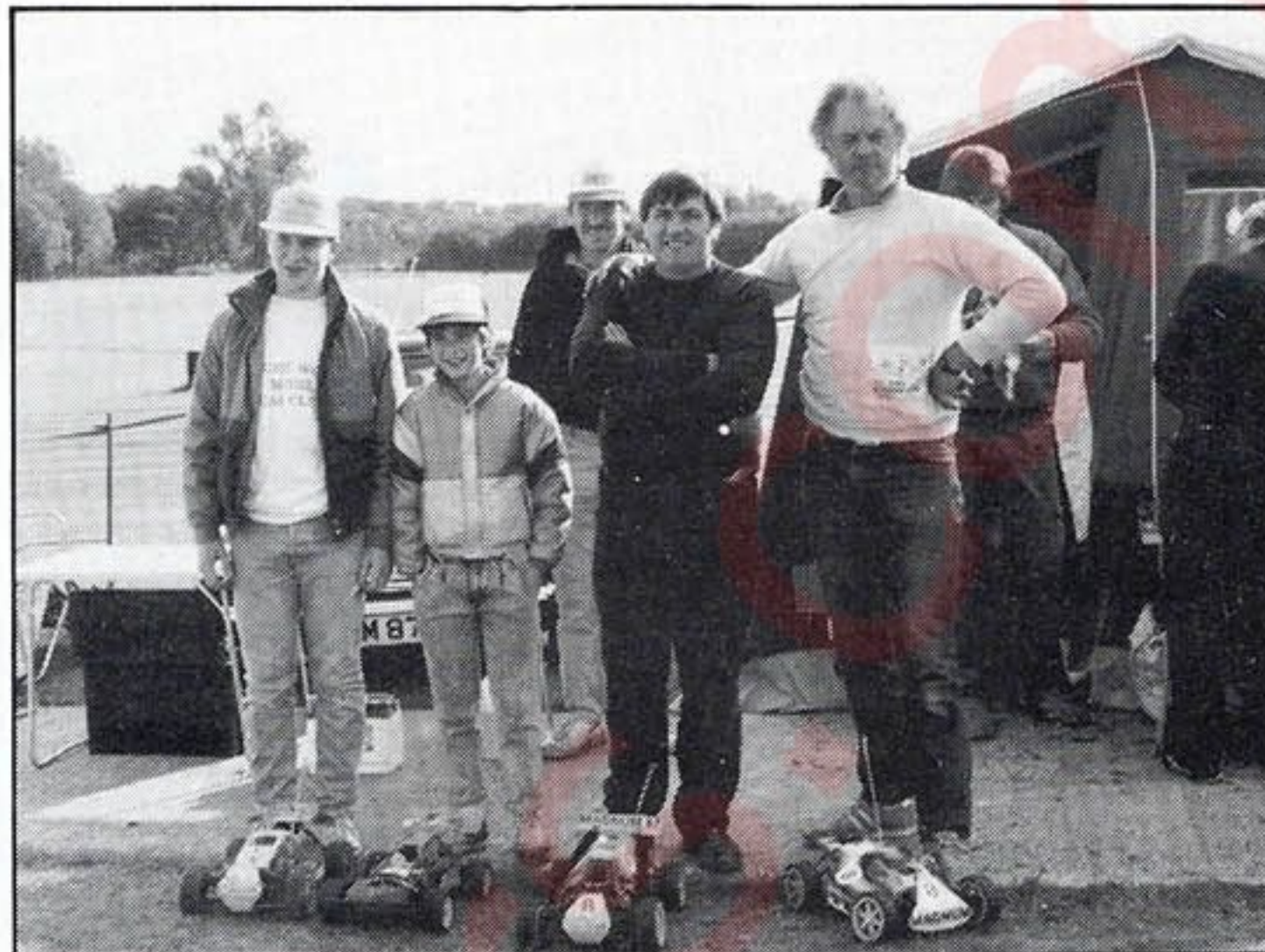


Below: Third place Remote World 'A' Team.





Above: Fourth place Howes Racing.



Above: Fifth place Remote World 'B' Team.

Below: Sixth place Maidstone B.



Below: Seventh place Stotfold.



with a back marker resulting in a broken fuel pressure nipple forcing a change of drivers. So out onto the track went James Weedon to chase John. Howes Racing were at this point holding a strong third place, encouraged on by Dave MacKay, team manager. The racing was proving to be fast and furious all the teams seemed to be driving as hard as possible early on, not wanting to drop any laps, it seemed more like a qualifying heat than an endurance race. James was now pushing hard to make up the three laps lost. This team seemed prone to problems for the first hour and were now 15 laps down to the leading Siccom team who so far had had no problems with all their cars running reliably. So going into the second hour PB had plenty to do. Most teams seemed to now have any early problems sorted out, with drivers and managers now in a familiar routine of car changes.

The PB team was now in full swing and the second hour saw them pull back some laps on Siccom, who were still running well, the gap was now down to 11 laps. Suddenly Siccom were off the track, John Chamberlain's car blew its engine and the team were taken by surprise losing four laps before getting another car out on the track. So with 50 minutes left Siccom still had the lead but now only seven laps in front of a charging PB, the scene was set for a thrilling finish. With 15 minutes to go,

only three laps separated the two leading teams, then a final driver change for Siccom meant the gap was down to two laps. At two hours 50 minutes the lead changed and PB led for the first time in the race but more was still to come. The PB driver, your scribe, at this time had use dup all his allocated 50 minutes and so the team were forced to change drivers with only two minutes to go. Luckily the change over went well and so Roger Giles took the chequered flag for PB Racing only half a lap in front of the second placed Siccom team. A great end to a great race.

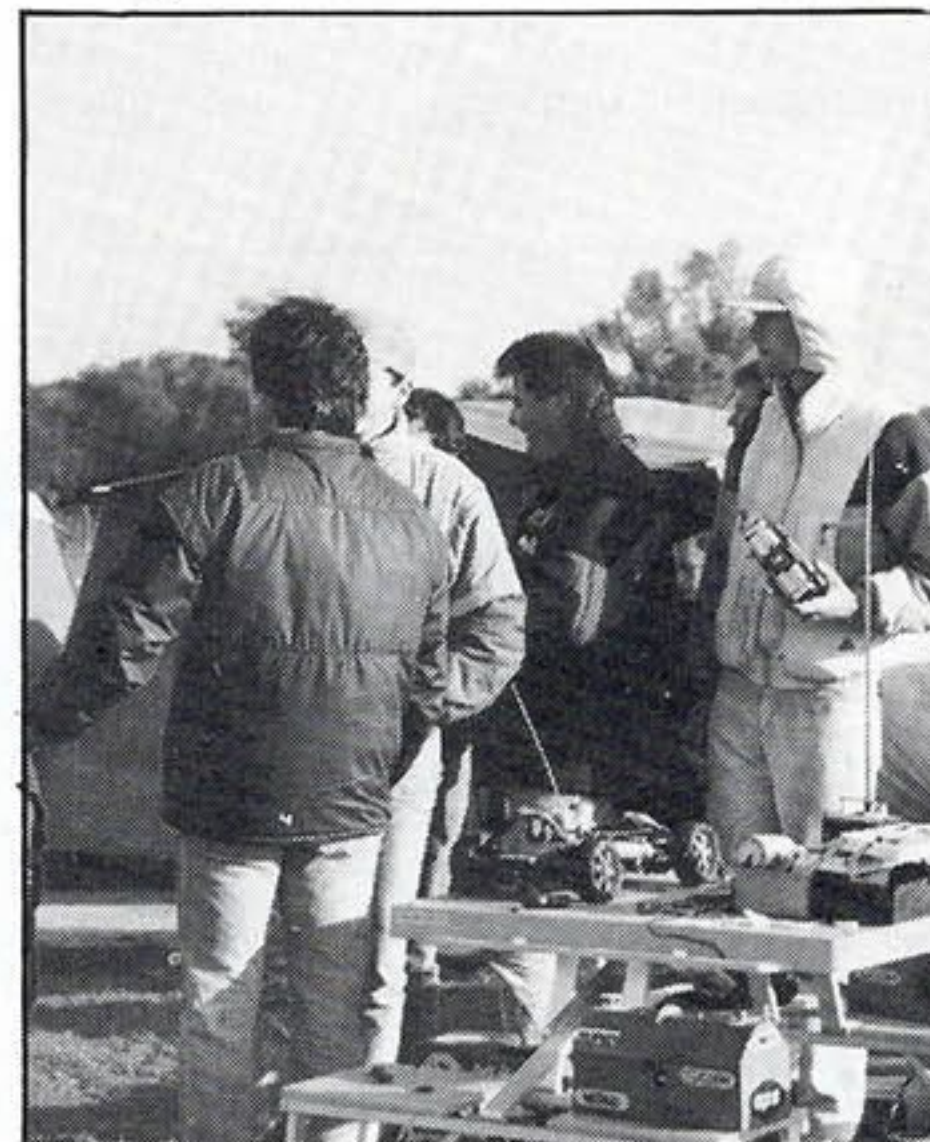
The trophy was awarded to PB racing and collected by Ken Weedon, team manager. Sincere thanks to Val Amber an Aylesbury Model Aircraft Club member who for the third year kindly donated the trophy. Many thanks also go to Bill Burkenshaw and his daughter who give us, and the hundreds of spectators, a great days racing. It seems to long to wait 12 months for next one.

The final positions were:-

1. PB Racing
2. Siccom
- 3 Remote World 'A'
- 4 Howes Racing
- 5 Remote World 'B'
- 6 Maidstone 'B'
- 7 Stotfold
- 8 Maidstone 'A'

Well, the team race was the last event on the 1987 calender only the BRCA AGM was left to attend this year. I shall be bringing you a full report of this in next month's issue, but I can tell you that the decisions made and the calender agreed for 1988 are certain to make next year the best in 1/8 Rallycross yet, don't miss it!

The Siccom team look on anxiously in the closing minutes.





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# CLOD BUSTER



JOHN BICKNELL looks at Tamiya's new monster 4 x 4 x 4 truck.

As the owner and great fan of a Tamiya Blackfoot, I was more than pleased when asked to review their new monster truck the four wheel drive, four wheel steering Clod Buster. Although still 1/10 scale the first impression when opening the box was one of amazement at the size of the tyres 165mm dia. and 110mm wide. Delving deeper into the box one finds exactly the same format as all other Tamiya kits have. Everything is well labelled and cross referenced, with the instructions so no mistakes should be made.

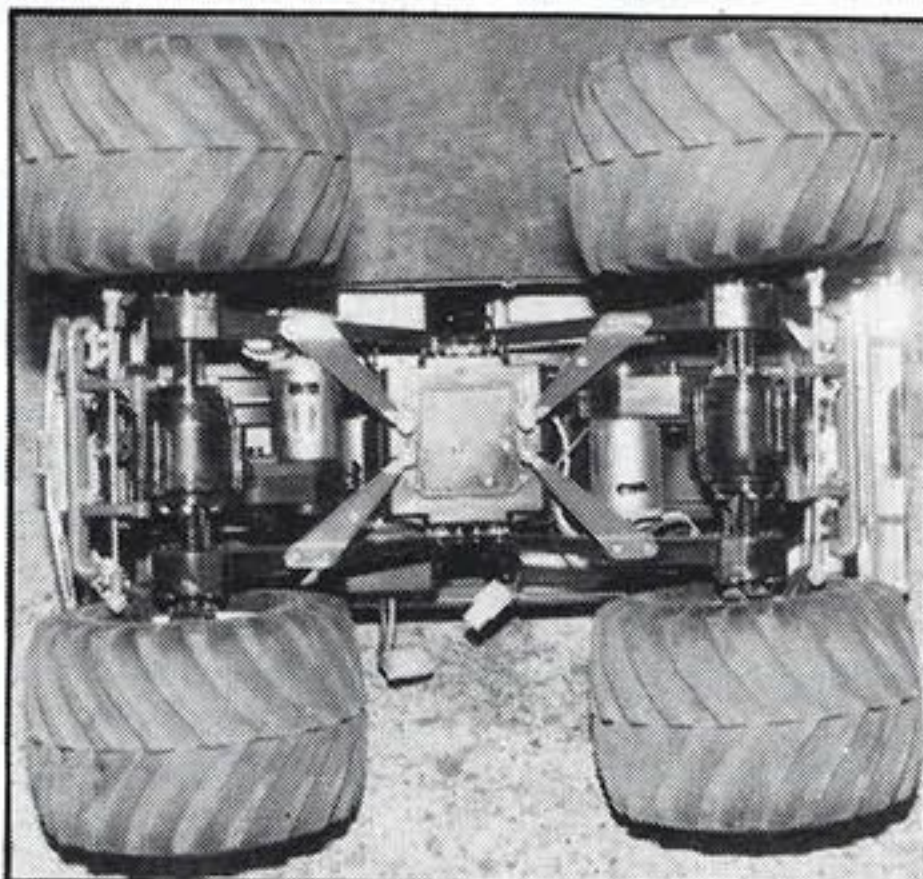
Before building any Tamiya kit I always tip the well marked screw bags into small individual plastic containers with each bag header in front for reference. This saves hunting through the bags, they split open and all the bits get mixed up.

## Construction

The first task is to install both steering and throttle servos into the bath tub style chassis. No servo tape is used only screws and brackets. The steering servo is mounted in the middle of the chassis with operating rods going to the front and rear to operate the four wheel steering. Make sure the correct rod goes to the front or else the steering will operate in the opposite direction. A large on/off slide switch is installed and at

this point one tends to wonder why. On investigation the switch controls the voltage to the twin drive motors, changing their wiring from series to parallel thus giving power or economy mode. When all the radio is installed and checked a start is

*Looked at from below, the double ended design of the chassis makes identifying the front end difficult.*



made on the gearboxes.

Two identical gearboxes are built and a Johnson motor fitted to each. No choice of gear ratio is available as front and rear have to be the same. During construction I opted not to build one completely and then the other, but part assemble each one to a certain point check it for freedom of running and then follow with the other. When fully assembled a test run of each box is a good idea to make sure the differential is working properly.

Axle assemblies presented no problems in fact it makes a change to build something more suited to large fingers. Everything on Clod Buster is big. When the axle assemblies have been attached to the gearboxes, steering arms and tie rods are fitted, at this point the assemblies take on the identity of front and rear.

The two complete drive assemblies are joined to the chassis and eight, yes eight shock absorbers are built and added.

When fitting the tyres to their hubs I thought I might have to pop down to the local tyre fitting centre, but they weren't that bad to fit. Attention needs to be paid to the direction of the tread pattern on the tyres otherwise they look stupid if the treads go different ways plus the fact that it will affect the grip.



# CANTERBURY MODEL SHOP



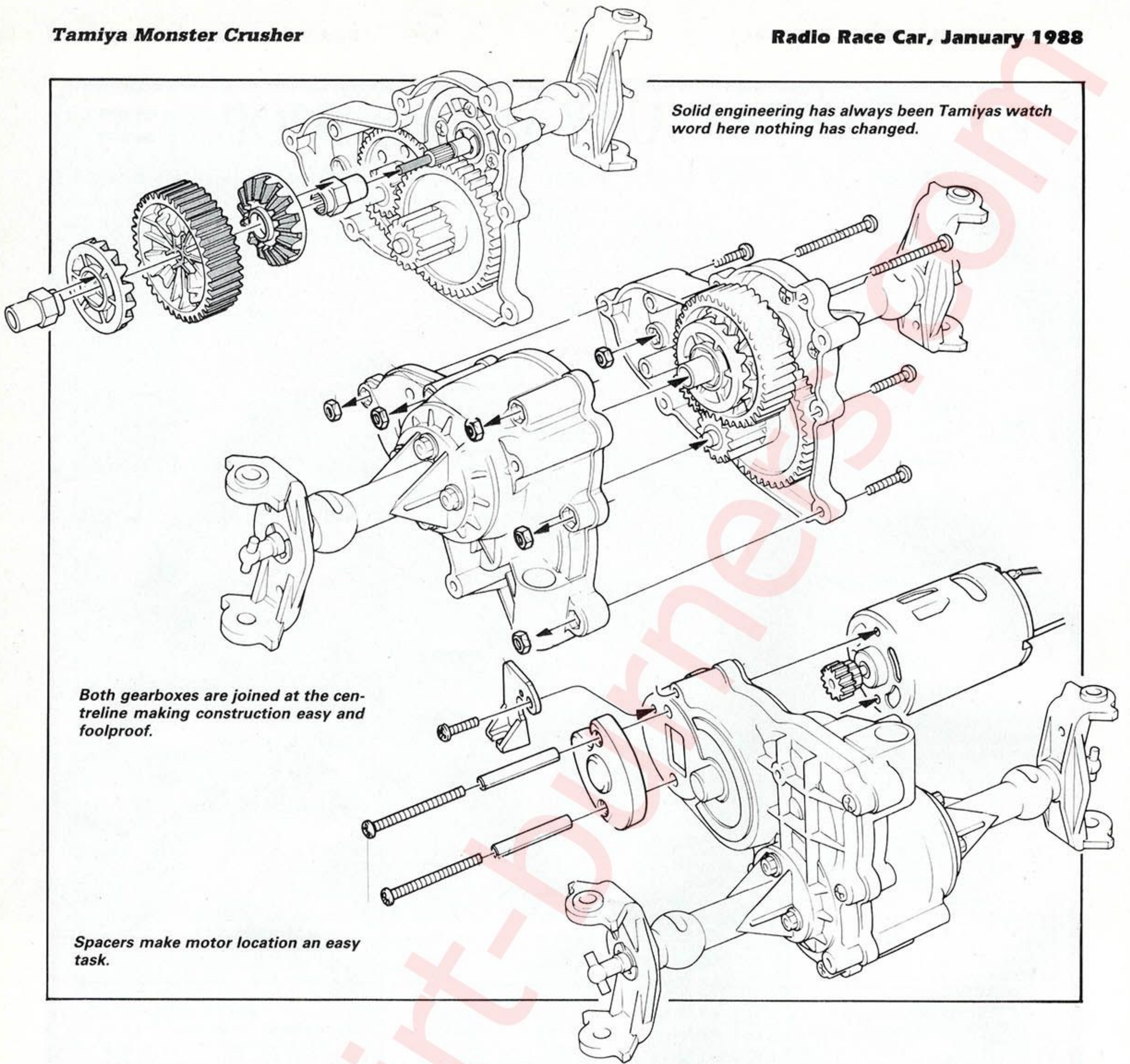
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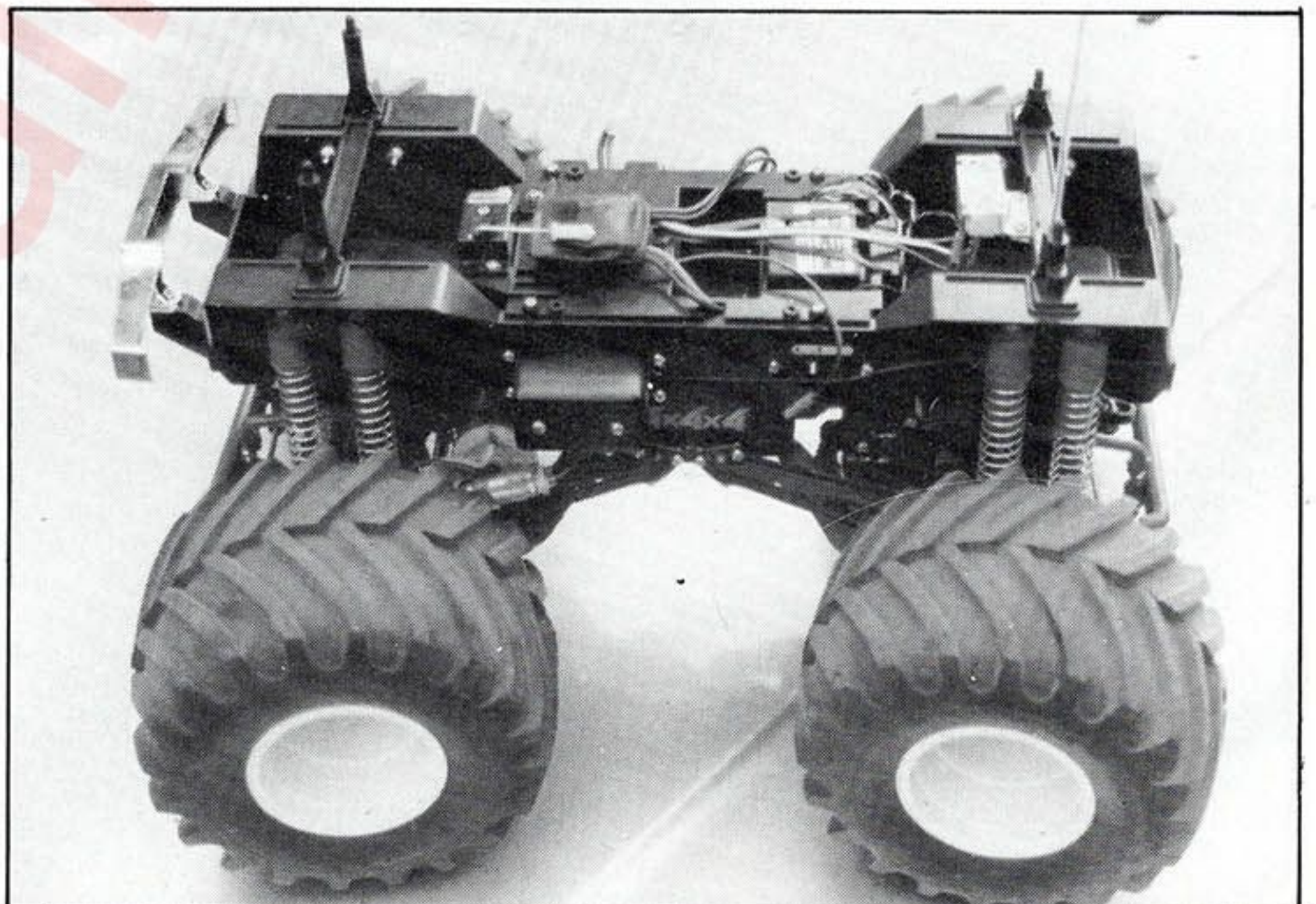


**Body Assembly**

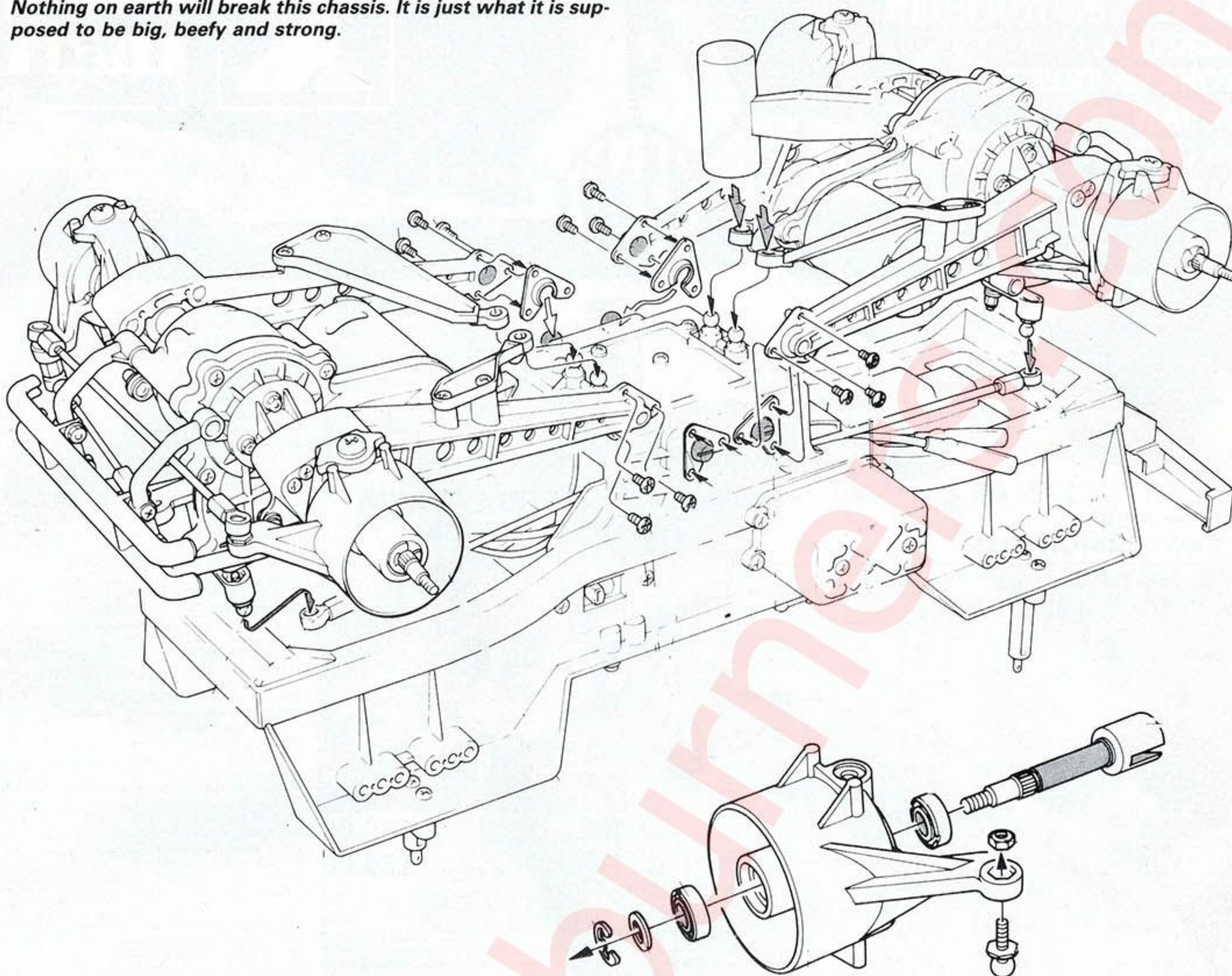
The body's base colour is white so to achieve a box top look alike it means a 'paint job'. I chose to airbrush the body with cellulose paint, but care must be taken as the body is made of a styrene material. Anyway after many fine coats I was happy with the result. All body parts are bolted together in fact no glue is required anywhere during construction of Clod Buster. Next came the stickers again no problem at all, only the fact that it is getting near to a first run.

After checking that everything was as it should be and armed with a freshly charged 7.2 volt nicad battery out into the back garden I went. By the way the weight ready to go is approximately 10lbs.

*The rolling chassis is an impressive sight as big as a block of flats, eight shockers and four huge wheels combine to make the Clod Buster king of the crushers.*



Nothing on earth will break this chassis. It is just what it is supposed to be big, beefy and strong.



Everything about the Clod Buster is larger than life just look at these hubs.

**Running**

Great! One word sums it up. In economy mode a slow highly manoeuvrable vehicle ideal for picking ones way through the flower beds, then when switched into power mode you are in control of a machine that takes no prisoners. Flowers flattened, the rockery became a mere wart in the garden. When on the lawn wheelies were possible both forwards and backwards. Understeer was evident when cornering under full power, but this is to be expected with the width of the tyres.

**Summary**

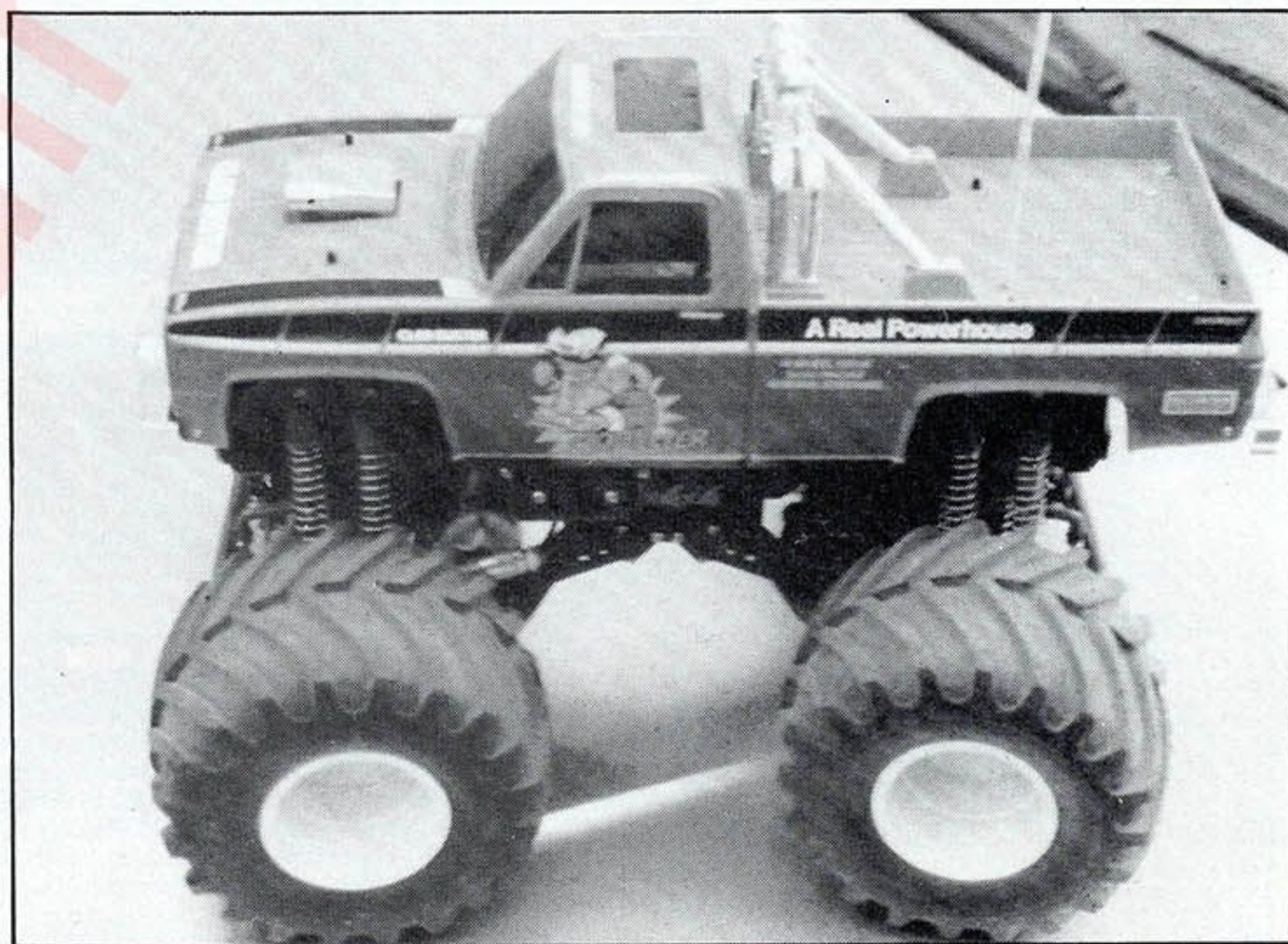
A definite winner from the Tamiya stable. The only additions I intend to make is to fit wheelie bars (front and rear) and working headlights.

Perhaps now that we have what would appear to be a genuine Monster Truck replica, some events can be held for them. In fact if I know Richard Konstam the importers of this truck plans are already in the pipeline.

Have fun with the monster truck but a final word of warning, it's rough ground performance is habit forming and can be hazardous to your health, especially if like me you destroy a complete flower bed.

P.S. Make sure you have a good screw driver as there over 190 screws and bolts to do up.

The finished article as the sticker says a real powerhouse.





# Irish invitation meeting

Radio Race Car International reports from the first Irish Invitation meeting

**H**indsight you know is a wonderful thing. Have you ever wished hindsight could be experienced prior to the event, this writer now does.

Having been invited to race in Belfast and deciding to travel from Liverpool to Belfast by ferry an early start was in order, unfortunately a sudden attack of sleeping deafness prevented the early start occurring. However, by nine o' clock Liverpool had been reached and all seemed well in the world. Suddenly a lady in a blue dress jumped into the middle of the road and ushered the car to stop, this it duly did. After safely placing the speeding ticket in the glovebox it was straight aboard the ferry. That was the start of what was to become one of those weekends.

**Saturday Morning**

The race meeting was scheduled to be held over two days, heats were to be run over three legs excluding timed practice. Sunday was set aside for finals. On arrival it was evident that this was to be a wet meeting, just how wet none of us could really appreciate at this time.

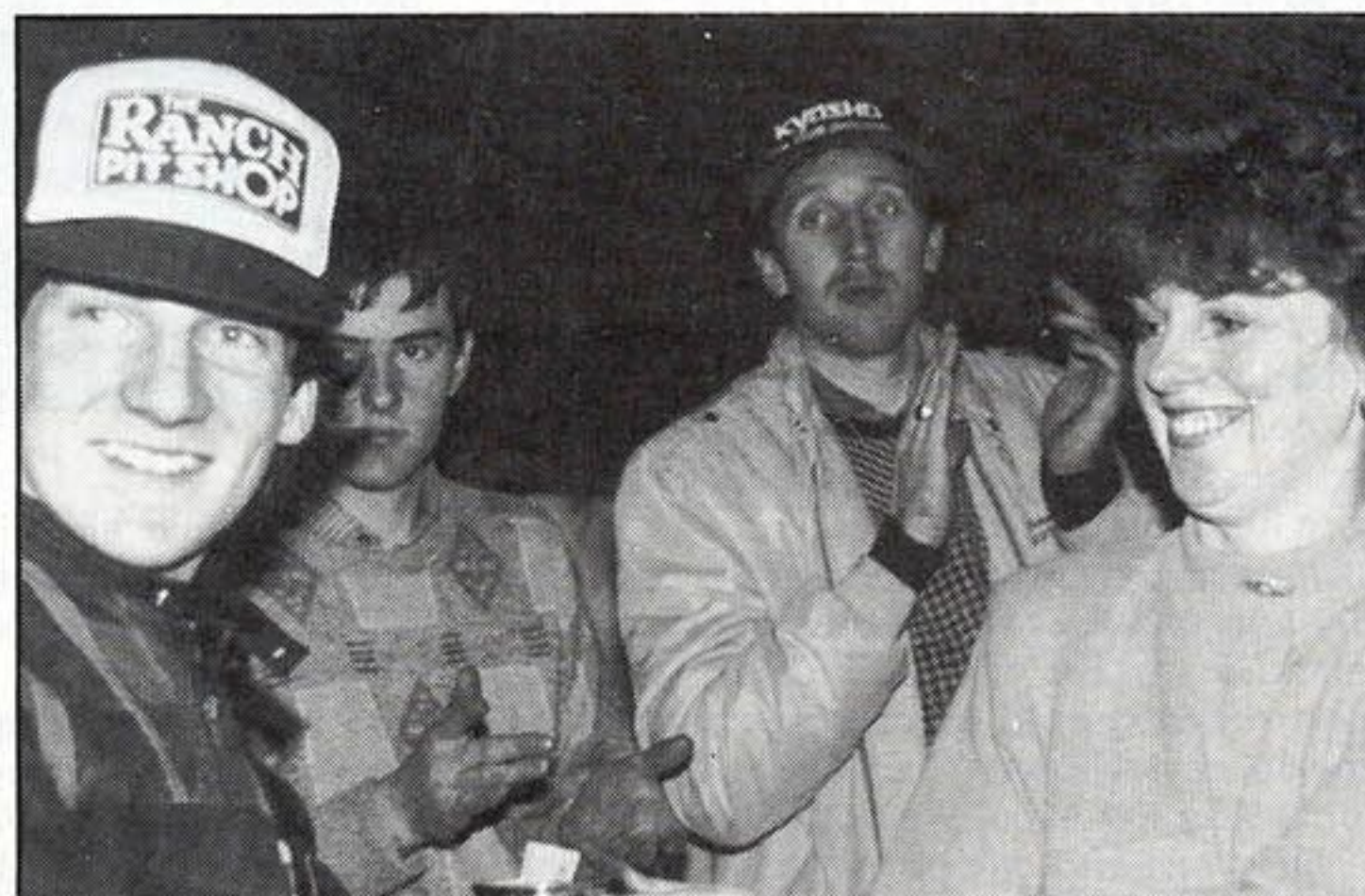
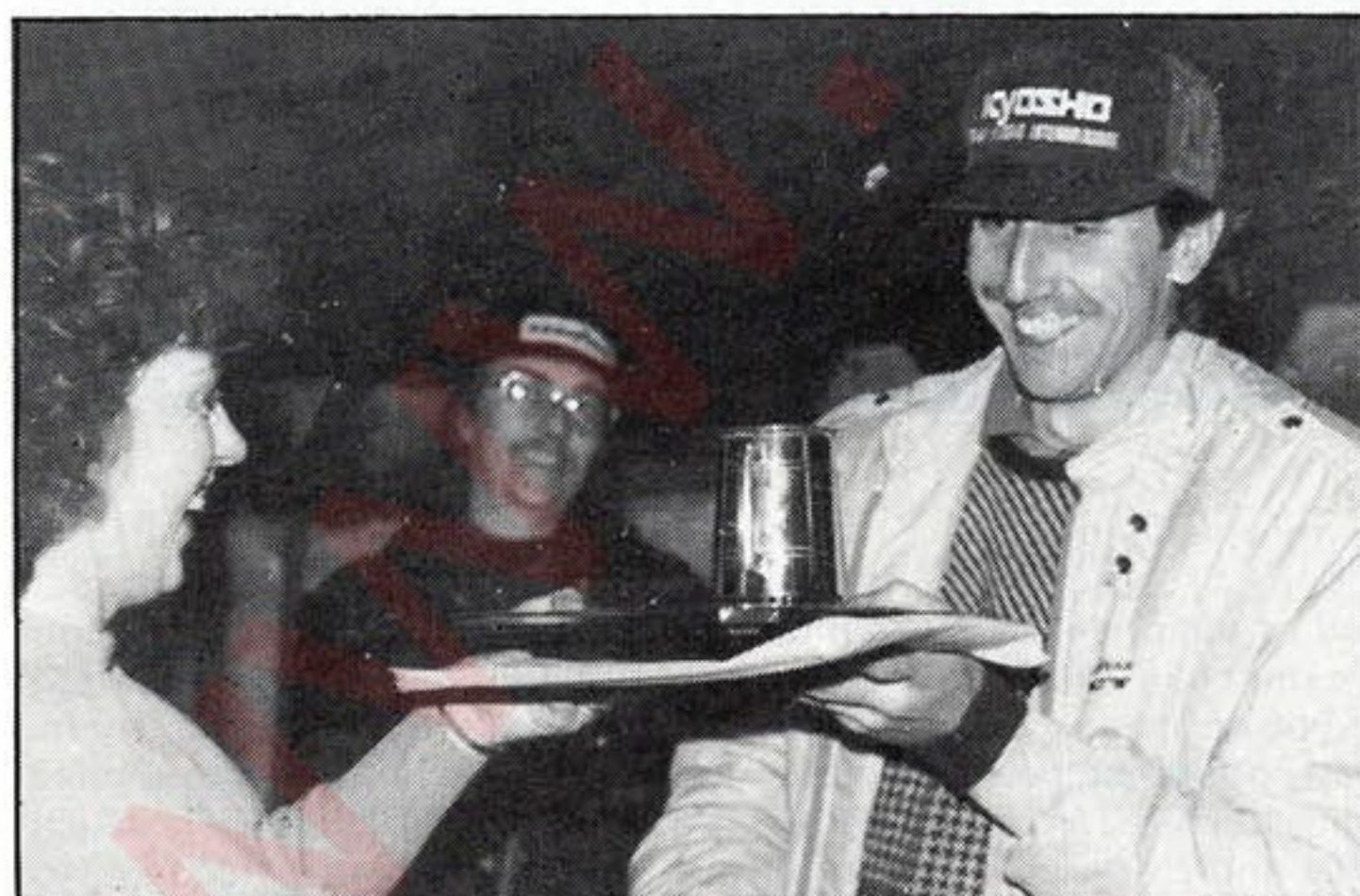
Timed practice took place and eliminated all the grass from the infield, turning it into a power sapping, slippery nightmare it soon became apparent that ten laps were needed to attain A final positions. That doesn't sound a lot however, two things

*Top Right, this is how it finished very wet and very heavy.*

*Right, the longest track ever seen? You could chat to the driver next to you as the cars went down the straight.*

*Below, Richard Wilkinson took his Cat through to the A final giving a great performance.*

*Bottom right, Pete Stevens showed his class and drove as if the slippery conditions weren't there at all giving a great performance.*



must be borne in mind, the first is, the track was possibly the largest or rather the longest ever seen and secondly the mud. Now it is clear why Irish potatoes are good, Irish mud is the wettest, cloggiest thickest, most glue like ever seen and it's slippery too.

Once again C.A.T. tyres were the thing to use as they were finding what little grip there was. The race though was all about batteries and weatherproofing, if your car was watertight and you had a good set of cells then all you had to do was stay on the track, all in all then it was a very busy weekend.

**Before And After**

At first an airline was in use so that mud could be blown out of the nooks and crannies, then someone found a sink, several cars, after having receiver and speedo removed soon found themselves playing submarines, brutal maybe but it did keep all things clean and allow work and re-lubricating to be carried out. It was estimated that an average car was picking up over a pound in weight due to the mud.

By the end of Saturday two things were apparent ten laps plus were needed for an A final place and to stay on the track at all needed extreme skill and gentle thumbs.

Saturday night saw us all attending a buffet which was extremely good, too much food and much too much of the brown stuff was partaken of, some partook more than others, consequently Sunday came much too soon for some.

**The Finals**

Sunday saw the track fast disappearing and the beginnings of a superbog taking shape, overnight torrential rain didn't help

4WD A Final	Heat 1 (Leg)	Heat 2 (Leg)	Heat 3 (Leg)	Fastest 2 Heats
1 Pete Stevens	11 22s	11 19s	11 37s	22 41s
2 David Gale	6 52s	10 05s	10 00s	20 05
3 Glyn Peglar	10 23s	10 06s	10 26s	20 29s
4 Richard Isherwood	10 12s	9 28s	9 53s	19 40s
5 Mick Langridge	10 12s	9 28s	9 53s	19 40s
6 Richard Wilkinson	Rtd	9 laps 15s	8 17s	17 32s
7 Peter Nicholl	8 23s	Rtd	10 29s	18 52s
8 Warren Dawson	51 laps 4s	8 laps 52s	3 laps 24s	13 laps 56s

4WD B Final	Heat 1 (Leg)	Leg 2	Total
1 Darren Harris	10 24s	10 30s	20 54s
2 Steven Haynes	9 laps 00s	10 laps 31s	19 laps 31s
3 Cyril Boyd	9 03s	10 40s	19 43s
4 Julian Barnett	9 47s	10 10s	19 57s
5 Denzel McBurney	9 02s	9 05s	18 07s
6 Richard Nelson	8 52s	9 09s	17 61s
7 Brian Hough	9 27s	8 56s	17 83s
8 Robin Latham	6 59s	8 51s	14 110s

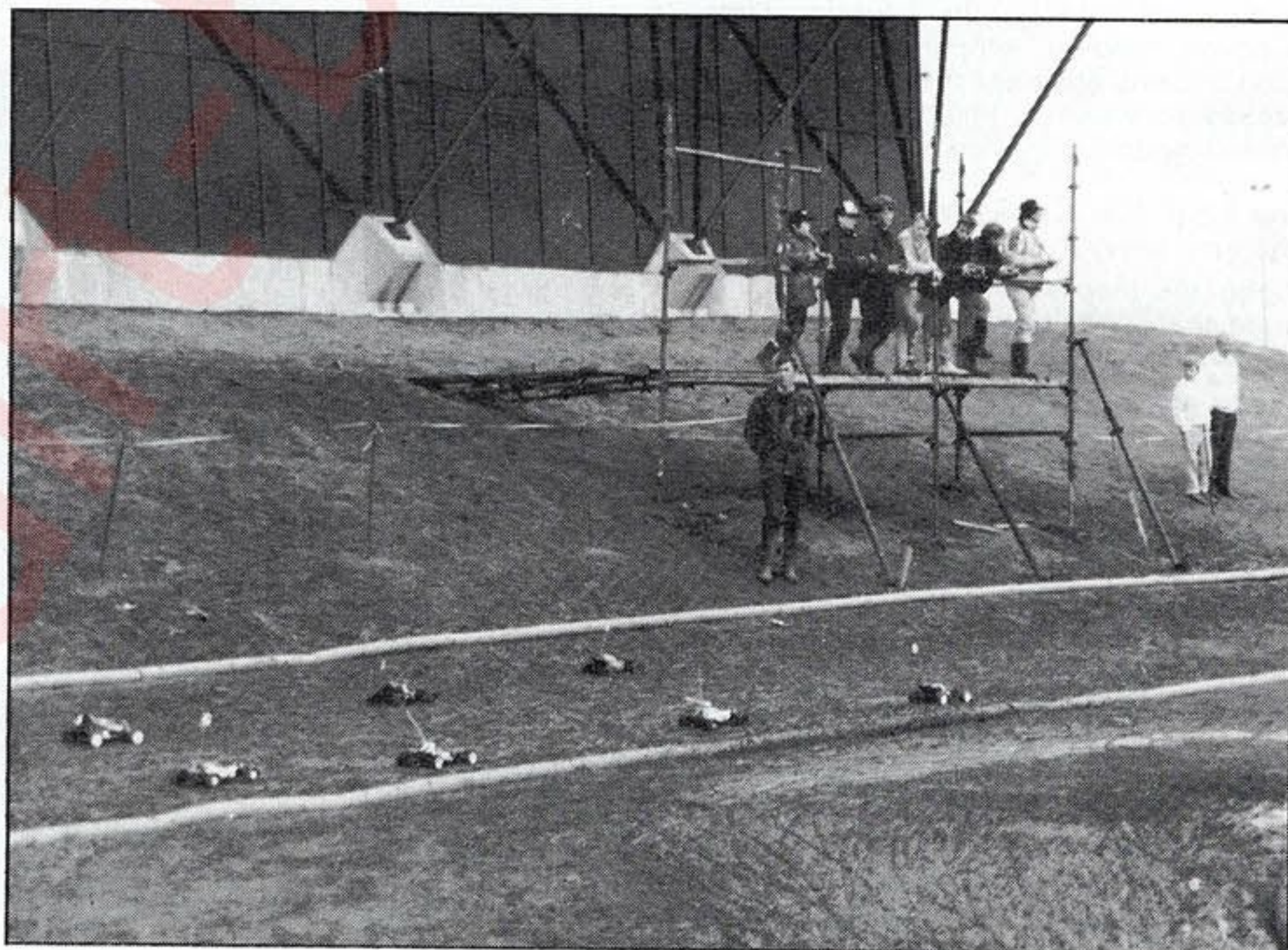
2WD A Final	1st Leg	2nd Leg	3rd Leg	Fastest 2 legs
1 Pete Stevens	10 laps 08s	10 laps 08s	10 laps 09s	20 laps 16s
2 Brian Calder	10 21s	10 30s	8 56s	20 51s
3 Graham Parkes	9 18s	10 31s	10 34s	20 65s
4 Glyn Peglar	10 01s	9 47s	9 10s	19 11s
5 Mick Langridge	Rtd	10 33s	9 24s	19 57s
6 Mark Luney	10 20s	2 41s	9 54s	19 74d
7 Gary Edens	9 10s	9 26s	9 13s	18 23s
8 Simon Hough	9 33s	9 38s	8 11s	18 71s

2WD B Final	Leg 1	Leg 2	Total
1 Mick Kennedy	10 08s	9 06s	19 14s
2 Michael Smith	5 00s	8 59s	13 59s
3 Tony McShane	6 00s	6 laps 19s	12 19s
4 Alan Parkes	3 00s	7 10s	10 10s
5 Mark Craig	8 27s	Rtd	8 27s
6 Kieran Sullivan	7 laps 00s	Rtd	7 laps 00s
8 Stephen Hill	1 Rtd	5 16s	6 16s



Above, Glyn Peglar receives his trophy. All weekend Glyn was hot on the heels of Pete Stevens.

Right, the only time you saw a clean car was at the start. Number recognition was very difficult.



and sporadic showers throughout the day helped even less. Nevertheless the meeting continued with heats being held over two legs, all except the A finals and they were held over three.

America may well have started running split two and four wheel drive classes, but Ireland were hot on their heels and have been running split classes for sometime now, and it showed in the slick, professional way the event was organised.

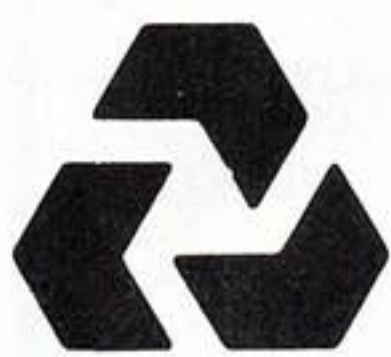
The overriding factor was the friendly

way in which all drivers were welcomed and treated whilst staying in or around Belfast irrespective of creed or nationality. We were promised a return match in 1988, don't leave it too long will you!

Finally all drivers received something for their efforts which was a nice gesture main prizes were pewter tankards and clocks.

Very finally an apology, due to the amount of people asking if we could just mention so and so and the amount of column space it would take we will mention nobody. However we will say this: Thank you very much to all who helped organise the event, the effort and dedication which you all put in was completely recognised

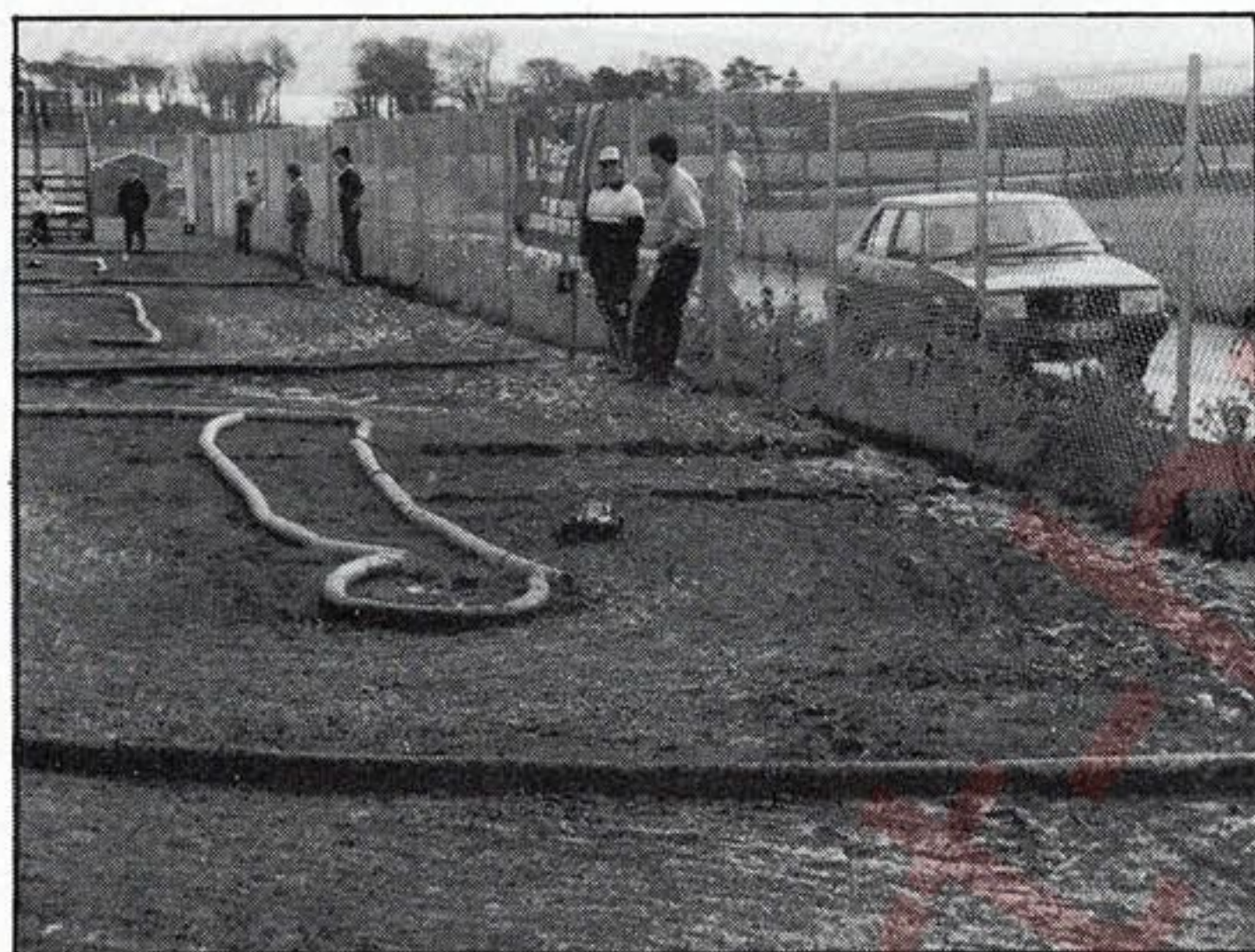




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**Equipment Used In 4WD A Final**

Driver	Car	Battery	Motor	Speed Controller	Tyres	Body shell
Pete Stevens	Optima Mid 4	Laser SC	Parma K	Laser	Cat F & R	Optima
David Gale	CAT Corally Saddle Pack	Laser SCR	Scorcher	Laser F.O.	Cat F & R	CAT
Glyn Peglar	Cat X.L	Laser SC	Screamer	Laser	Cat F & R	Cat
Richard Isherwood	Optima Mid 4	Otley M/S SCR	M.G. Brown Dot	Laser	Cat F & R	Parma
Mick Langridge	M.I.P. Assoc. 4WD	Laser SCR	Scorcher	Laser F.O.	Cat F & R	Jackal
Peter Nicholl	Mini Mustang	Tamiya SC	Demon	JR FET	Dynamite FR. Tamiya Rear	Kit
Richard Wilkinson	Cat X.L.	Laser	Parma Pink	Demon Fetish	Cat F & R	CAT
Warren Dawson	Turbo Optima	Sanyo SCR	M.G. Brown Dot	Nosram International	Cat F & R	Kit



by all who attended, please do the same next year.

Fastest time of the day (during qualifying) for 4wd — Pete Stevens 12 laps 24s

Fastest time of the day (during qualifying) for 2wd — Glyn Peglar 11 laps 03s

Lady driver of the meeting — Susan Graig

Unluckiest driver of the meeting — Gary Stockdale.

Best Marshall of the meeting — Mark Luney.

*Above left, Saturday saw some interesting tactics employed as drivers got to grips with the gluey mud.*

*Above, Sunday and the tack was at its worst, just when you swore nothing else could happen it rained again.*

**Equipment Used In 2WD A Final**

Driver	Car	Battery	Motor	Speed Controller	Tyres	Body shell
Pete Stevens	Ultima	Laser	Scorcher	Laser	Cat F & R	Monogram
Brian Calder	Assoc. RC10	Sanyo SCR	Demon	Pro King	Cat F & R	Funco
Graham Parkes	Assoc. RC10	Parma SC	M.G. Brown Dot	Pro King	Cat F & R	Chenworth
Glyn Peglar	Assoc. RC10	Laser	Race Prep	Laser	Cat F & R	Frewer
Mick Langridge	M.I.P. RC10	Laser SC	Scorcher	Laser F.O.	Cat F & R	Cliff Lett.
Mark Luney Opt. House Rear	Ultima	Losi SC	Demon	Ashbourne F.O.	Cat Front	Monogram
Gary Edens	Assoc. RC10	Demon SCR	Demon	Pro King	Cat F & R	Demon Dart
Simon Hough	Assoc. RC10	Sanyo SCR	M.G. Brown Dot	J.R. Fet	Cat F & R	SRM

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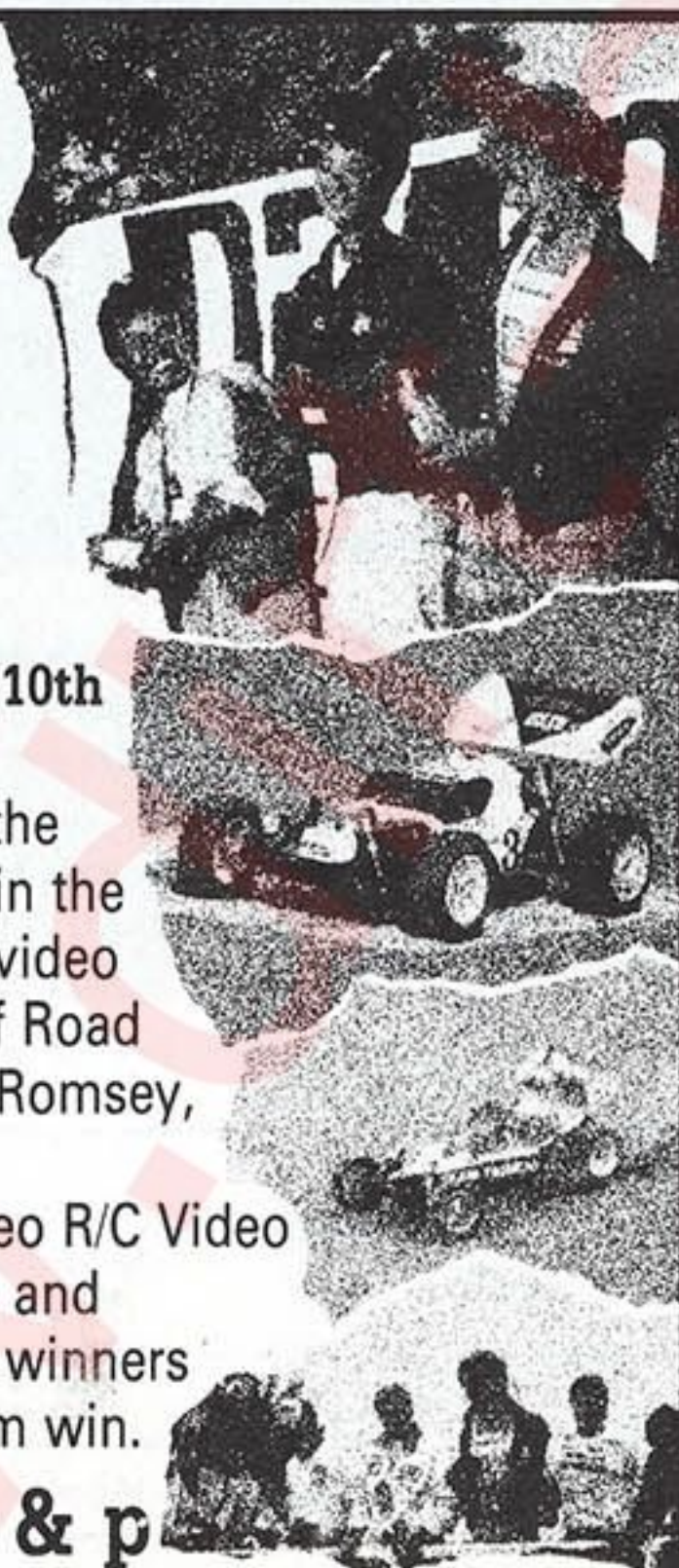
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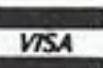
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Bob Errington's

# PIT PATTER

Well, as you read this, you should have got most of your Christmas presents in, or if not actually got them, then know what you are going to get. However there are always those awkward people who don't know what presents they want! So we have managed to come up with some 'helpful' suggestions:-

Firstly the person who likes to read, we have a new line in Italian designer book ends Picco.

For those that like Silver there are some round black open ended rubber like containers — beware of imitations that are useless.

For someone who seeks elitest individuality than a range of yellow coloured snake skin products are available — some anodised blue! And finally, a well known London model agency is about to market some you/restoration cream which the owner has been developing over the last year or so with promising results now that the strange colour side effects have apparently been eliminated — look for products with the 'value for lots of money' label.

Most important though is to wish everyone a Merry Christmas

## Season Past

September saw the final round of the BRCA

*Phil Greeno remembers how to refuel for Steve Whittington.*



series held by the Bournemouth club at the Mendip circuit under the helpful hand of the Mendip members to which all thanks should be extended.

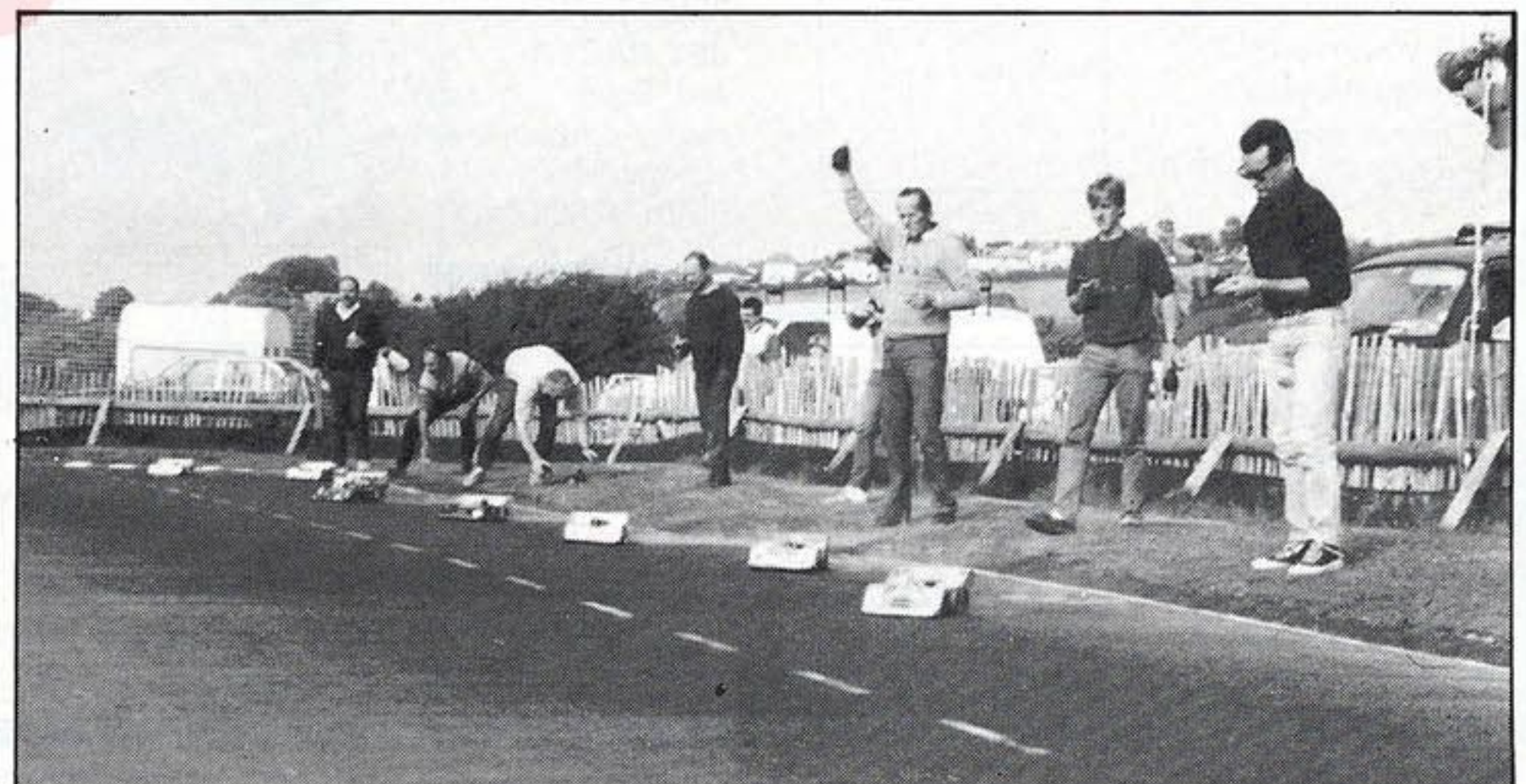
Saturday was as usual formula day and was graced by the return to racing of Phil Greeno who had been threatening to do this for about a year now. Still, it was nice to see him back and in good spirits. However, it proved impossible to photograph this historic event due mainly to the royalties being charged!

Phil's return resulted in a best time of 19 laps in five minutes 10 seconds compared to F.T.D. man Colin Straus who notched 20 in five minutes 05. Don't forget though that Phil has been away from racing for nearly three seasons and that was after only a brief drive with the early S.G. Columbia Mk 4WD which was later proved to be not the best way to go in four wheel drive. Also in this time period, tyres have changed for the better in the form of 'Japs' and 'Silvers' and engines have improved as well.

Looking down the qualifying list there were several top drivers missing but even so, it was nice to see Mark Stockford in the Open final with a fifth qualifying spot. Top P.B. was Paul Pagdin with the new development P.B. Nova which seems to be getting better although still about a lap off from where you would expect Paul to be.

At the end of the day it was the open final which was the best race with a full thirty minute battle between the Serpent of FTD

*Phil Greeno (right) in disguise at the start of the A final.*



man Colin Straus, and the S.G. Space of second qualifier Dave Dixon. Positions swapped throughout as pit stops were made but in the end it was Dave Dixon who came home first to win by just 1.4 seconds which after thirty minutes is close to say the least. Colin Straus as we said was second and James Haydon third just under three laps. Walt Bailey fourth, Dave Withall fifth, Neal Woodhead sixth, Mark Stockford seventh and Paul Cook eighth after retiring six minutes into the race.

Sunday was sports day and brought out another eleven drivers to compete, leaving just Steve White as the most noticeable absentee being unavoidably forced to stay at home.

Traction improved during the day and there was considerable attention given to the coveted F.T.D. spot Charlie Dudfield was in good form and was well on cue for possible honours together with James Haydon. However it was Gary Culvers lightweight car that stole the F.T.D. from the other two, pinching back the track record at the same time. The reduction in weight was really apparent here as the car was able to leap out of the corners leaving a good couple of yards on any ensuing chase. Bob Errington's car on the other hand was about a lap slower than it had been here at the start of the season which was hardly surprising when you consider that the car had not been touched since the nationals some four weeks before, due to holidays etc. This is not so much an excuse but more to illustrate the importance of good preparation, something that had obviously been omitted here.

Phil Greeno again drove better to improve to a quick 20 laps and showed definite signs of his normal form, so hopefully we will see him in full flight next season.

Looking at the qualifying list proves very interesting on this fairly tight circuit:- six drivers managed twenty one laps whilst some nineteen notched twenty laps of which eight were separated by two seconds!! Only six managed nineteen where as thirteen scored eighteen laps. Why, one asks, only six on nineteen. Was it a factor of the circuit or a combination of the type of driver present? Still, everyone always enjoys the Mendip circuit together with all its facilities!

At the start of the open final, Gary Culver shot off as was expected followed by James Haydon, Charlie Dudfield and Dave Dixon. Colin Straus, Neal Woodhead and Bob Errington followed. It wasn't long



Your scribe winning the Open final! Whatever next.

Colin Straus

though before things had changed to Gary Culver leading from Neal Woodhead and Bob Errington. Then Gary pitted and Neal got passed leaving Bob in the lead from Colin Straus. And that's the order they finished, Bob Errington first with 119 laps, Colin Straus second on 117, Bhajan Panasar third with 112 and Gary Culver fourth with 96.

So, although Bob's car was off the pace in qualifying, it ran faultlessly during the final — perhaps there is a case for minimal maintenance after all!

Anyway, everyone enjoyed the meeting and all thanks go to the Mendip club for staging the event with no income going to Mendip at all, and it was nice to see Phil Greeno racing again.

**Series Championships**

The result of this meeting is the culmination of the series champs which this year proved a clean sweep for Steve White, winning all three titles.

Top ten placings in the Saloon series:-

- 1. Steve White 58 points
- 2. Gary Culver 57 points
- 3. Walt Bailey 54 points
- 4. Bob Errington 47 points
- 5. Paul Cook 46 points
- 6. Roly Leonard 44 points
- 7. Steve Fagg 42 points
- 8. Charlie Dudfield 42 points
- 9. Bhajan Panasar 42 points
- 10. John Pryce 31 points

Formula series results:-

- 1. Steve White 98 points
- 2. James Haydon 97 points
- 3. Gary Culver 93 points
- 4. Dave Dixon 91 points
- 5. Paul Cook 90 points
- 6. Walt Bailey 89 points
- 7. Colin Straus 86 points
- 8. Nigel Sayles 82 points
- 9. Neal Woodhead 78 points
- 10. Charlie Dudfield 77 points

Finally, and probably the most sort after especially as it forms the basis for selection



Allan Sturgess from Bournemouth presents John Pryces trophy.



Well done Mark Stockford.



Steve Hart.

to next years European Championships, the sports series top ten:-

- 1. Steve White 99 points
- 2. Gary Culver 95 points
- 3. Walt Bailey 89 points
- 4. Charlie Dudfield 88 points
- 5. James Haydon 88 points
- 6. Colin Straus 87 points
- 7. Nigel Sayles 86 points
- 8. Dave Dixon 84 points
- 9. Bob Errington 83 points
- 10. Chris White 78 points

The whole of the three lists are too much to print, but if anyone would like a full set, just send £1 together with your address to Bob Errington, 19 Archdale Close, Bournemouth, BH10 4EH and I'll only be too happy to oblige.

**Mendip Four Hour**

October this year saw the traditional Mendip four hour team race held only two weeks after the last open meeting, so much speculation had already been given to Gary Culvers debut at this event, and for the London Team.

As usual there was a full entry of ten teams for this event and the line up looked like this.

Team	Name	Manager
1.	Wombwell	Chris White
2.	London	Ian Anderson
3.	Sarik	Roly Hamblin
4.	Dragons	Tony Jones
5.	Gloucester	Dave Jones
6.	Lilford	Colin Carter
7.	Southampton A	Bess Hooper
8.	Southampton B	Bess Hooper
9.	Dolly Mixtures	Paul Pagdin
10.	Team SG	Phil Greeno

Wombwell have won the event for the past few years and certainly looked favourite again with a line up of Chris White, Steve White, Paul Cook, Neal Woodhead and Nigel Sayles. London had signed up Gary Culver for a one off drive where as Paul Pagdin had the flying Charlie Dudfield on his side. New team this year was 'Team

## Pit Patter

SG' although the name used in the pits was 'The Spaghetti Meatballs'. Nice eh! It will be of no surprise to you to find that the team consisted of Phil Greeno, Dave Dixon, Steve Whiting and Bob Errington all running — would you believe — S.G. cars.

Again this year the format for the event was for four, one hour races with points awarded on positions at the end of the hour. Any ties at the end of the day were to be sorted by total number of laps run. Grid positions for the start of the first hour were to be decided on the result of a five minute heat which was to feature one selected driver from each team i.e. a ten car heat!!

At the start of the heat it was Gary Culver for London and Bob Errington for Team SG that made a clean start and headed the ensuing pack down the straight on lap one. Now this time Bob had actually checked the car over and replaced one or two things, with the result that the car was back to its early season form, not at all like it had been two weeks previous — thus it does pay to properly maintain your car. At the end of the straight on lap three Bob dived in close and drove inside (just) Gary's Serpent, but then Gary got back two bends later on exiting a bend to restore status quo. A few laps alter, Bob got back inside at the end of the straight and this time held Gary off for the next few corners. All good clean stuff and certainly had cheers raised from the watching crowd of drivers, as they each supported their representative. Unfortunately Gary's car came to a stop soon afterwards with mechanical problems leaving Team S.G. with pole position for the big race.

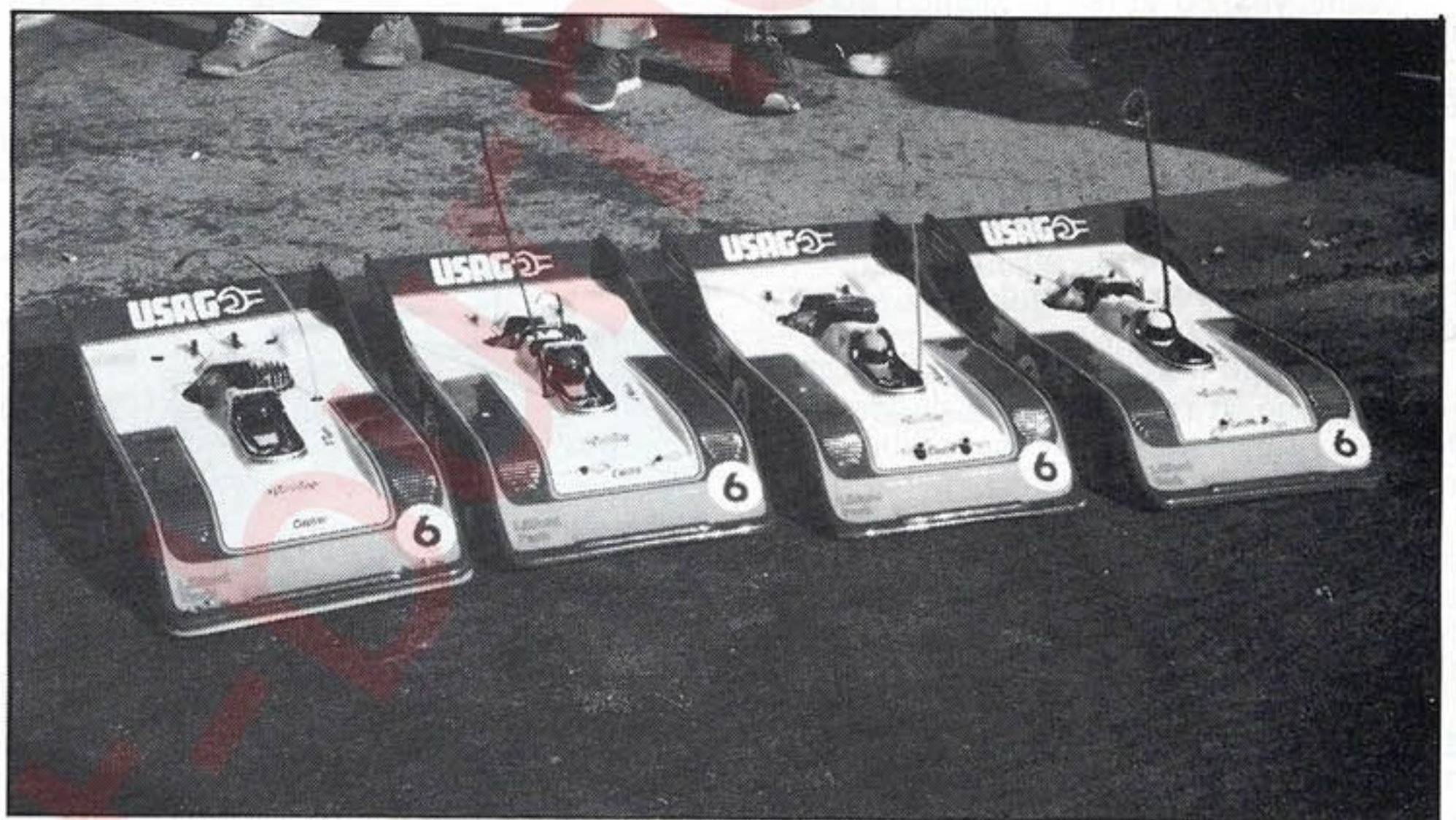
### The First Hour

At the start it was Wombwell that took the lead with eight of the other teams in close pursuit, only Southampton B dropping back. By five minutes Wombwell had a small lead over London, with Sarik, Dragons and Team SG about a lap down. At ten minutes Wombwell lead from Team SG with London and Sarik in pursuit and by this time the track, which had started the day wet, become slippy by the qualifying heat, was now beginning to show good grip and most drivers were now contemplating Silvers and Japs.

**Malcolm Bartletts SG Space, can you believe the size of the heatsink?**



Concours line up

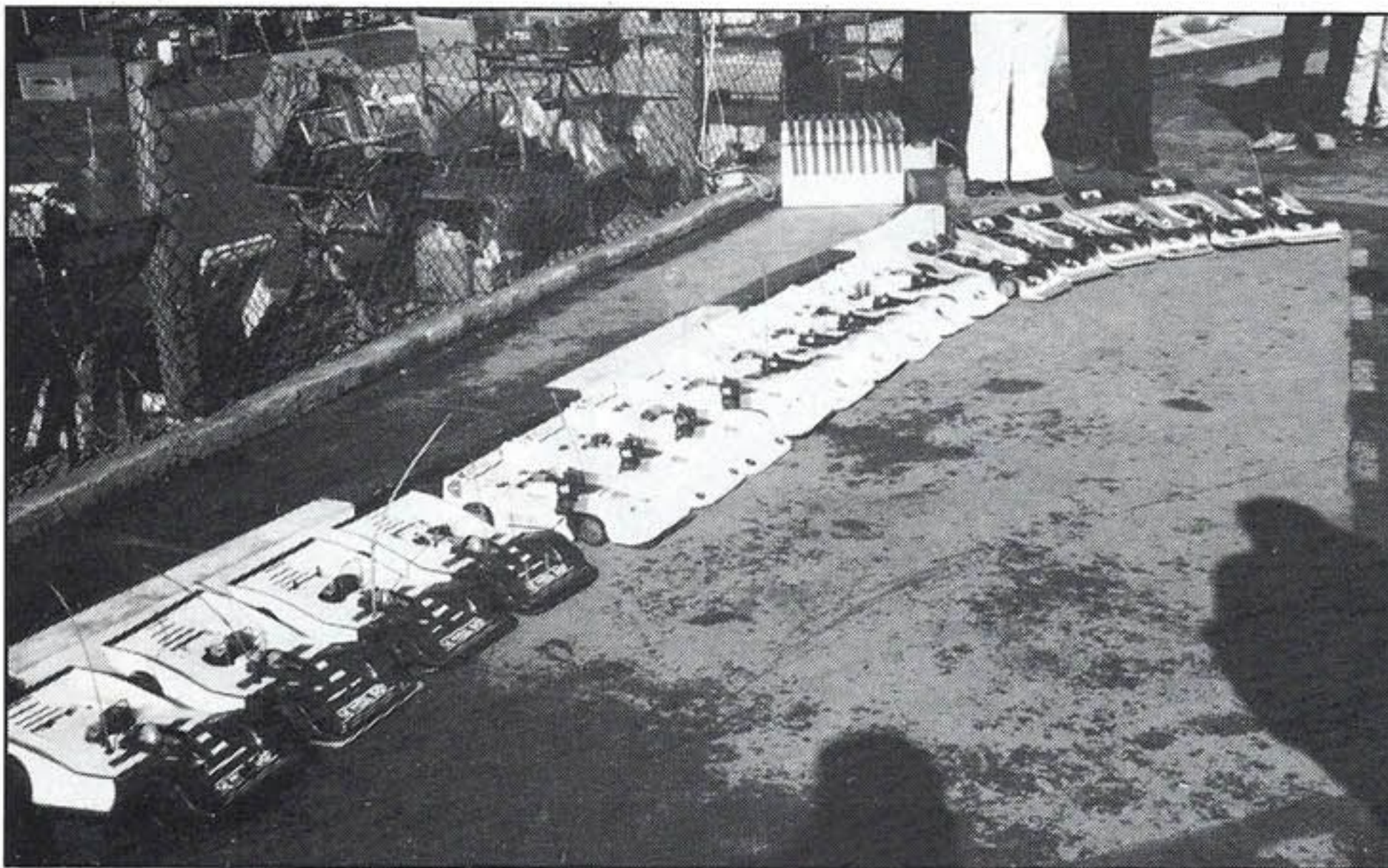


The winning Lilford concours

Fifteen minutes and Wombwell had stretched their lead to two laps over SG with Sarik third, London fourth and Southampton A fifth. Five minutes on and another lap to Wombwell with London dropping back to fourth as Sarik moved up to third.

Half distance and things were starting to form a pattern, Wombwell were leading from Team SG by two laps whilst London had moved back to third about three laps down whilst Sarik had obviously hit problems as they were now still in fourth but six laps behind London.

Forty five minutes and positions were almost the same except that Dragons had moved past Sarik, and Gloucester had moved past Dolly Mixtures. The last few minutes were the most interesting as the track had got a little quicker mostly to the advantage of Team SG who were able to pick up the pace whilst Paul Cook for Wombwell was obviously in some trouble as SG gained on them hand over fist. As the buzzer went, Wombwell had just crossed the finish line and Team SG were just approaching. One more lap and positions would have been reversed, what a close finish.



Concours line up

Still it was Wombwell who took the 12 points for the first leg.

1.	Wombwell	197 laps
2.	Team S.G.	196 laps
3.	London	186 laps
4.	Sarik	177 laps
5.	Gloucester	168 laps
6.	Dragons	168 laps
7.	Dolly Mixtures	166 laps
8.	Southampton A	163 laps
9.	Lilford	150 laps
10.	Southampton B	131 laps

These positions were used for the start of the second hour after a ten minute break to recoup.

This time it was London's Gary Culver who took the lead from Team SG and Wombwell with Dolly Mixtures staying in a comfortable fourth spot. By quarter distance London had stroked out a five lap lead over Dolly Mixtures who in turn had a lap lead over Southampton A, two laps in front of Wombwell. Team SG in fifth a lap behind with Dragons and Gloucester not

**The Southampton ensemble.**



that far behind. By twenty minutes Team SG had moved up to fourth and by twenty five minutes they were third albeit eleven laps down on the race leaders, London. Half distance and the race had evolved fully with London, Team SG, Dolly Mixtures, Wombwell, Southampton A, Dragons, Gloucester, Sarik, Lilford and Southampton B bringing up the rear.

No real changes happened in the second half although lap differences changed, so at the finish we had.

		<b>Tot Pts</b>
1.	London	216 laps 20
2.	Team SG	212 laps 18
3.	Wombwell	204 laps 20
4.	Dolly Mixtures	200 laps 11
5.	Southampton A	190 laps 9
6.	Dragons	187 laps 10
7.	Sarik	184 laps 11
8.	Gloucester	174 laps 9
9.	Lilford	168 laps 4
10.	Southampton B	99 laps 2



Team Sarik receive their trophies.

**Third Hour**

London took the initial lead from Wombwell and Team SG as we had come to expect from these three teams but by ten minutes roles had reversed with Wombwell leading from Team SG and London third. This stayed constant up to three quarter hour mark where London got in front of Team SG but it didn't last, as within five minutes SG had moved back to second, and that's the position that stayed to the end.

Third hour results:-

		<b>Tot Pts</b>
1.	Wombwell	220 laps 32
2.	Team SG	214 laps 27
3.	London	211 laps 28
4.	Dolly Mixtures	195 laps 18
5.	Southampton A	193 laps 15
6.	Gloucester	189 laps 14
7.	Sarik	186 laps 15
8.	Dragons	178 laps 13
9.	Lilford	157 laps 6
10.	Southampton B	149 laps 3

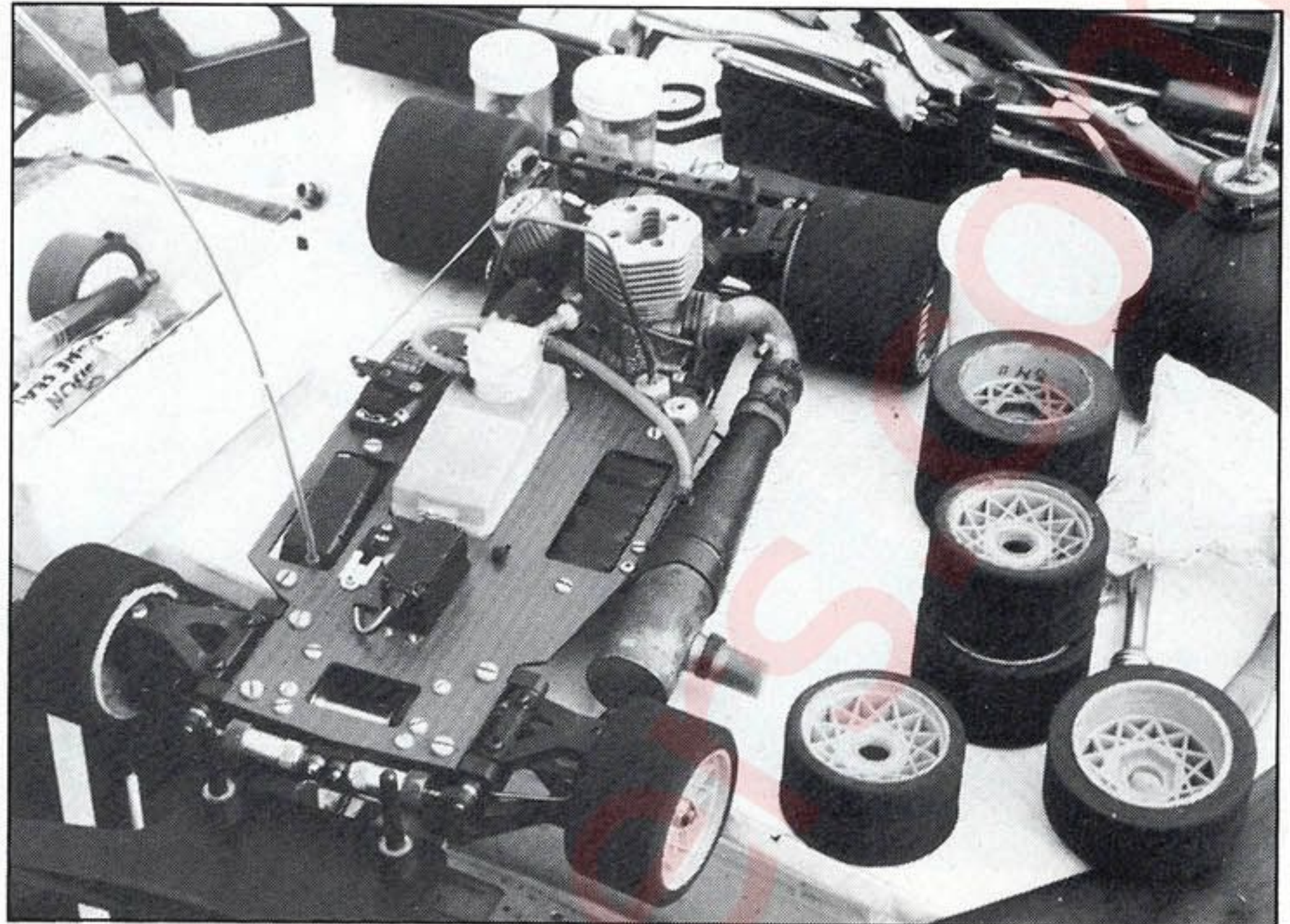
The fourth and final hour started closer as teams jostled for the first ten minutes,

London leading from Wombwell, Southampton A, Team SG and Sarik. By half distance London led from Team SG, Wombwell, Sarik, Southampton A and Dolly Mixtures. Again, the race never really altered in the last half hour, despite attempts by various means, leaving the fourth hour results as follows:-

1. London	228 laps
2. Team SG	220 laps
3. Wombwell	218 laps
4. Southampton A	205 laps
5. Sarik	201 laps
6. Dolly Mixtures	192 laps
7. Gloucester	184 laps
8. Dragons	182 laps
9. Lilford	156 laps
10. Southampton B	126 laps

Now, totalling all the points up we finished up with the following results:-

1. London	40 points 841 laps
2. Wombwell	40 points 839 laps
3. Team SG	36 points 843 laps
4. Dolly Mixtures	23 points 753 laps
5. Southampton A	22 points 751 laps
6. Sarik	21 points 748 laps

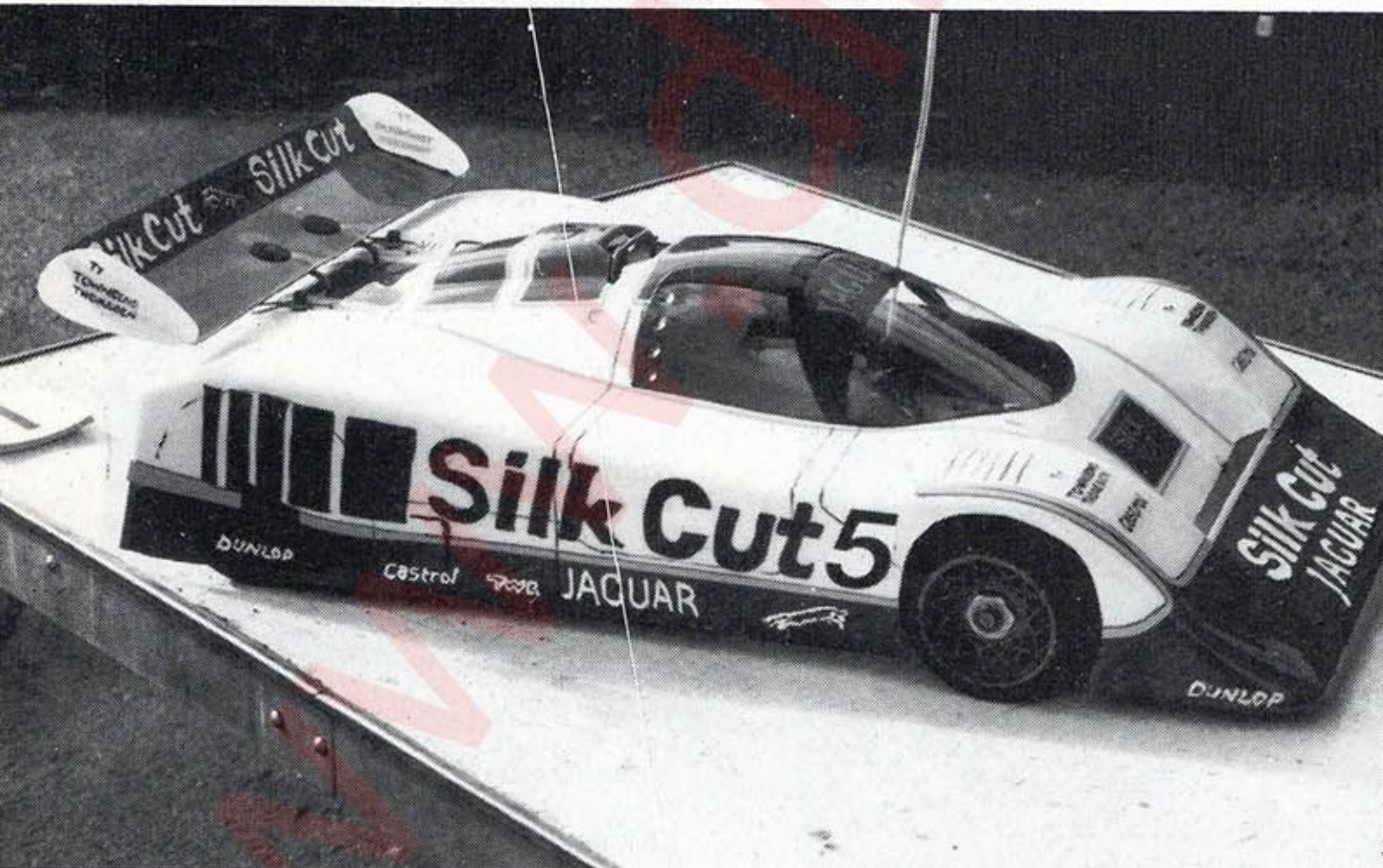


*Gary Culvers light weight Serpent.*



*Above: The victorious London team L to R, Roley Leonard, Shaun Leake, Ian Anderson, Gary Culver and Dave Withal.*

*Below: Seen at the four hour, prototype Sarik Jaguar. Smart eh!*



7. Gloucester	18 points 715 laps
8. Dragons	16 points 715 laps
9. Lilford	8 points 631 laps
10. Southampton B	4 points 505 laps

So London took the honours for the first time so well done Gary Culver, Roly Leonard, Dave Withal, Shaun Leake and manager Ian Anderson.

Also presented was the concours trophy for the best team bodies which was awarded to the 'USAG' liveried Lilford team — very nice too lads, as were all the other concours bodies. There you are then, another season over. All ready for next season?

Next issue we'll discuss the BRCA AGM with all its rule changes and as to how it will effect the years racing.

Wishing you all a Happy Christmas  
Bob Errington

P.S. Late News

The rumours concerning the apparent demise of S.G. of Italy can now be discounted as latest news is that the company has just re-started trading under the name 'New S.G.'. If you hadn't heard the rumours — then don't read this P.S.!

By for now.

*Watch this space in '88 for B.R.C.A. News.*



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For rapid charging your car/buggy nicad pack, either 6v, 7.2v or the new 8.4v from a 12v battery or the MFA Mains Transformer. 1/2 hour shut-off timer, nicad voltage selector switch, ammeter for charging current read out and fused for safety. Automatically goes on to trickle charge at the end of the rapid charge period or can be used for trickle charging only. BE READY FOR THE NEW 8.4v CARS AND THE NEW MICRO TAMIYA — THIS CHARGER DOES THE JOB! Remember the MFA Charging Monitor has not become the country's most popular rapid charger for nothing, it is simply the best!

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For rapid charging single or twin car/buggy nicad packs from a 12v battery. For 6v, 7.2v or the new 8.4v nicads. Also suitable for the new Micro Tamiya! Get in more racing with quicker nicad turnaround! 1/2 hour shut off timer, nicad voltage selector switches, panel mounted overload fuses for safety, ammeters for charging current. As Charging Monitor, goes on to trickle charge at the end of the rapid charge period.

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For rapid charging your car/buggy nicad pack from 240v mains. For 6v, 7.2v and 8.4v nicads as well as the new Micro Tamiya. 1/2 hour shut off timer, voltage selector switch, ammeter for charging current, panel mounted overload fuse and internal thermal cut out for safety. Large, high capacity transformer for super reliability. As Charging Monitor, automatically goes on to trickle charge at the end of the rapid charge period. Also mains-on, rapid & trickle charge LEDs.

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For rapid or trickle charging your transmitter and receiver nicads from a 12v battery (or pt.no.631). Ideal for holidays or when mains current is not conveniently available. Selector switch for rapid or trickle. The nicads can be charged separately or both together. Input on LED and rapid charge LED and necessary leads.

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## ELECTRO-BUGGY THROTTLE Mk. 2

Brand new! Now features up to 36 amp peak, 20 amp continuous capability and up to 12v (makes it suitable for 7.2v and the new 8.4v nicads). Can be used with a battery eliminator or separate receiver battery as desired. Gives full proportional forward and reverse with neutral adjustment. Plugs directly into throttle output on receiver. Size: 63mm (including mounting flange) x 38mm x 28mm. Fully enclosed black anodised aluminium case.

Pt.no.706 £39.95 inc. VAT.



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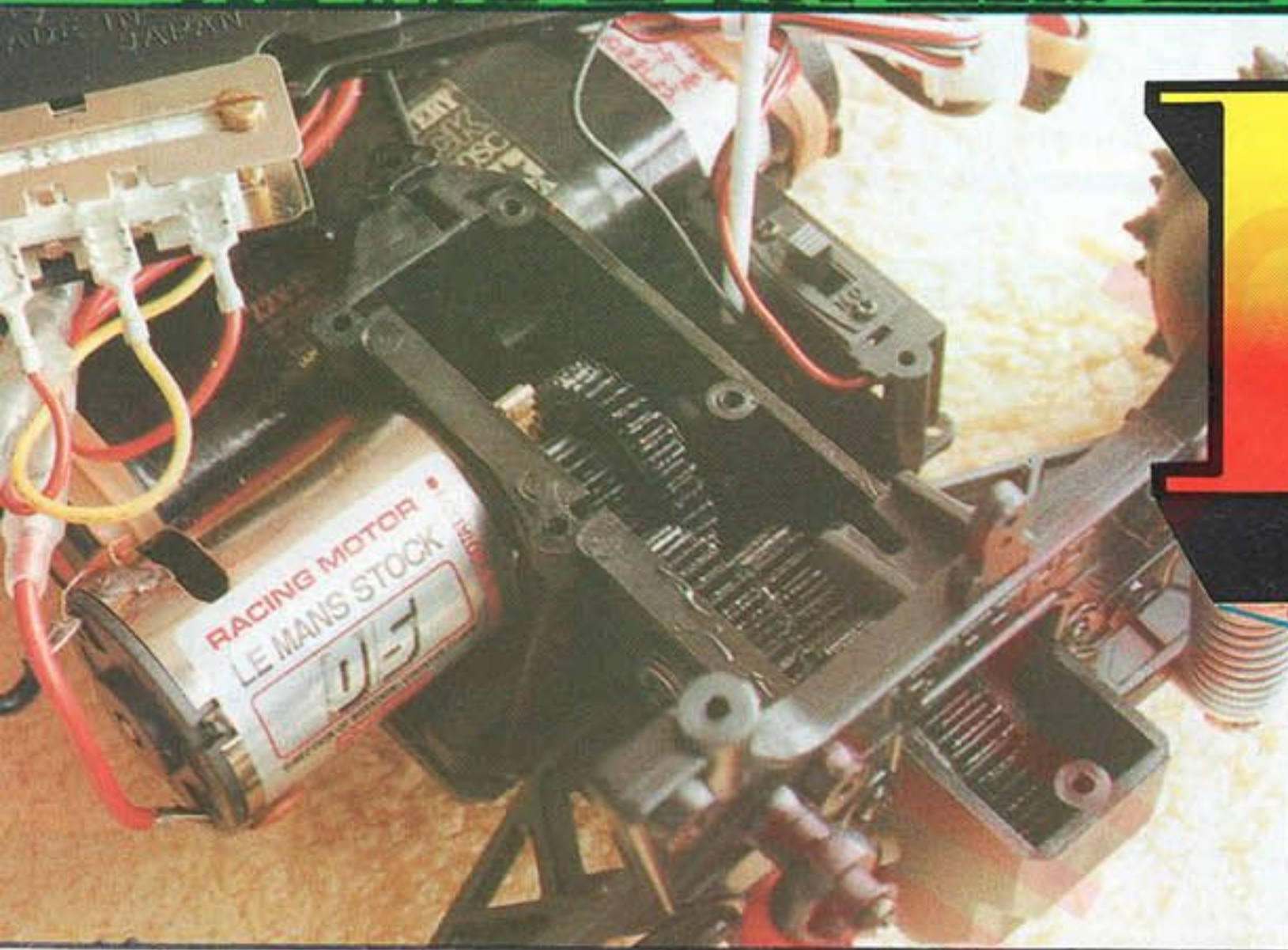
Available from all good model shops

**Mardave R/C Racing, 7 Heanor Street, Leicester. Tel: 0533 24701**



# KYOSHO RAIDER

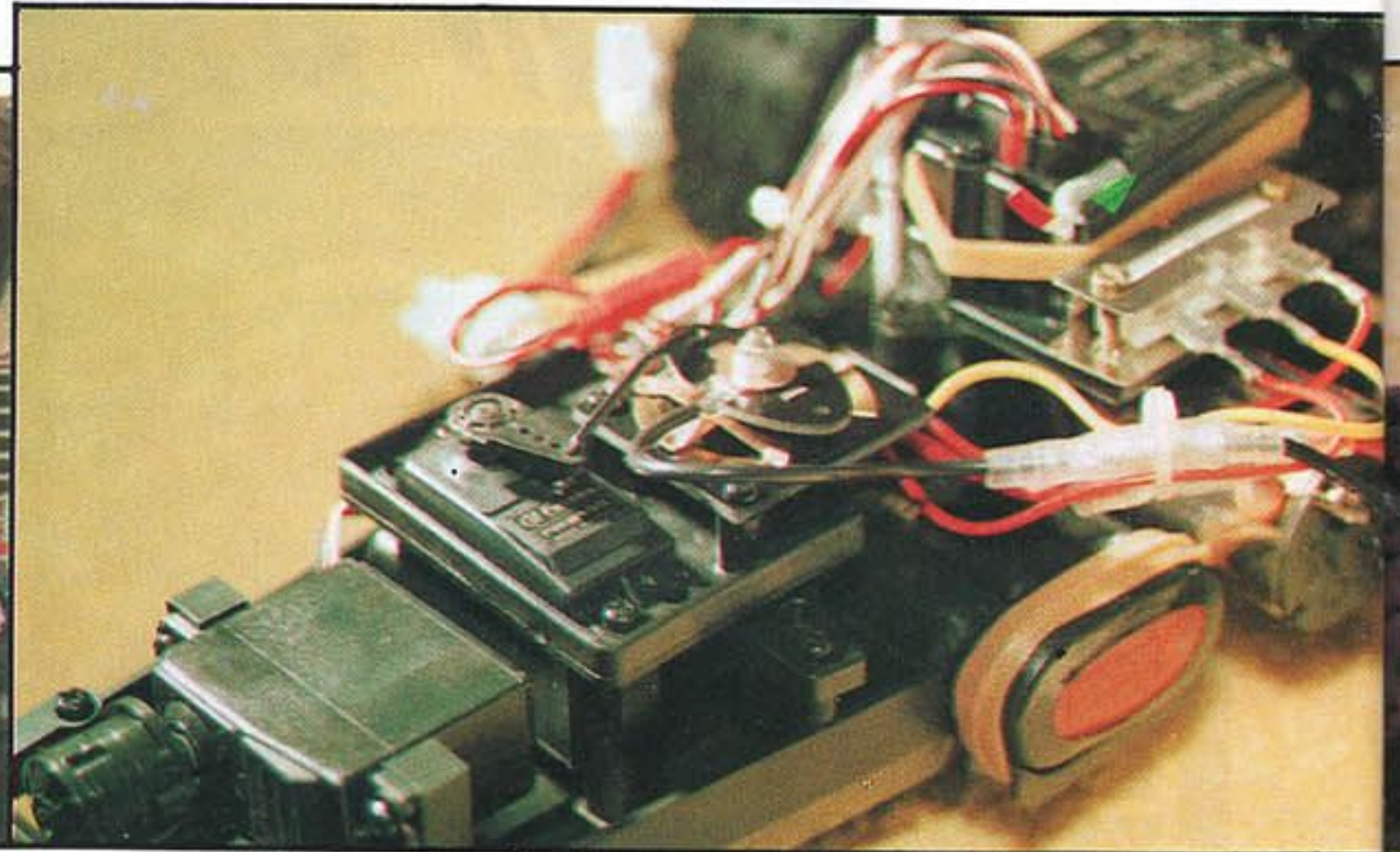
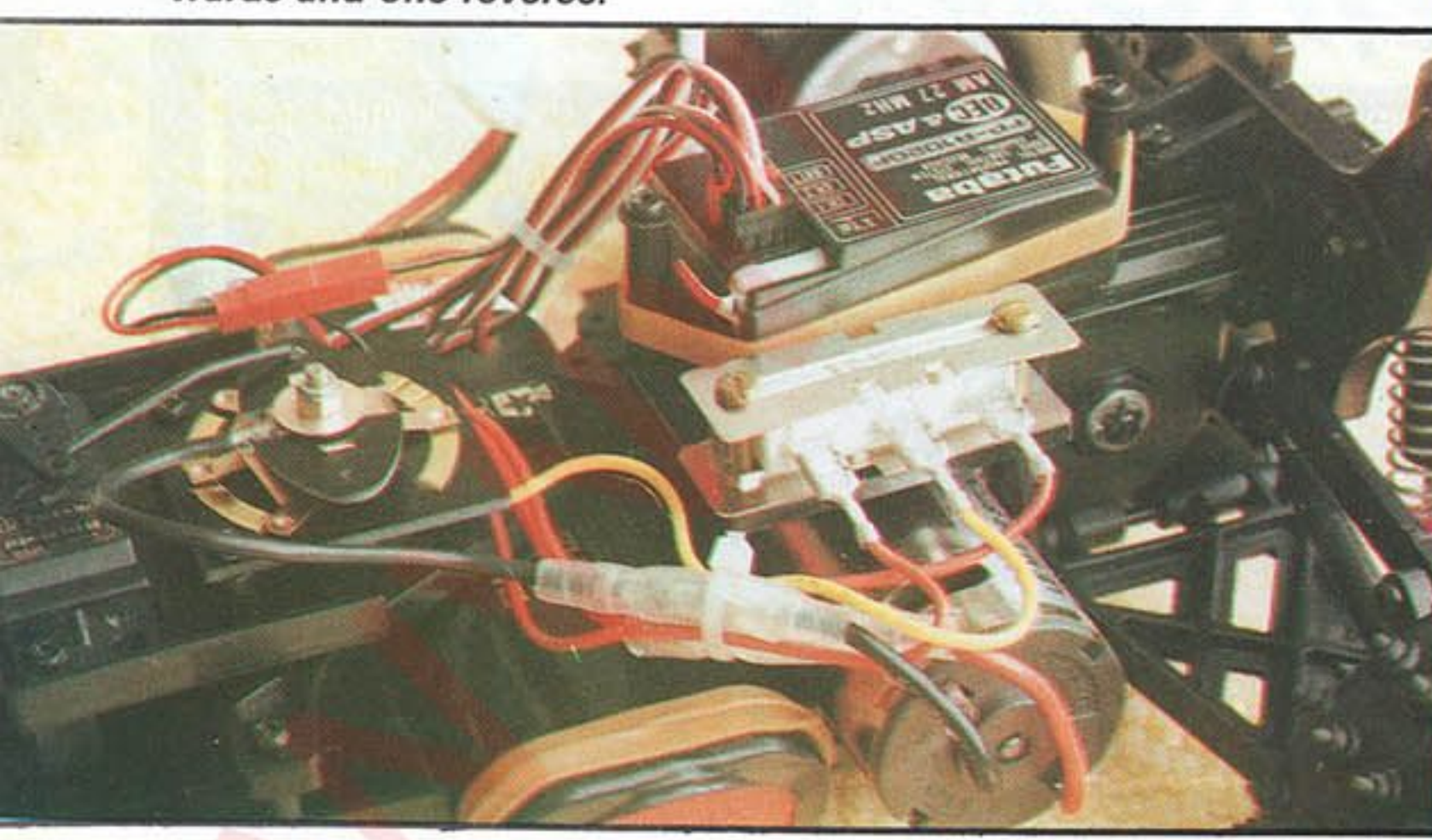
JIM CRABB reviews this new on



*Gearbox cover off to reveal internals. Le Mans Stock 05 is a new motor to these shores. Speed resistor and heatsink are attached to cover.*

*Motor mounted midships is another factor which contributes to the excellent road holding. Rubber bands locate the transversely mounted battery and the receiver. Speed controller gives three forwards and one reverse.*

*Easy access to all major components at trackside. Both servos and receiver are 'in line', motor is midships and battery transverse.*





# DEER

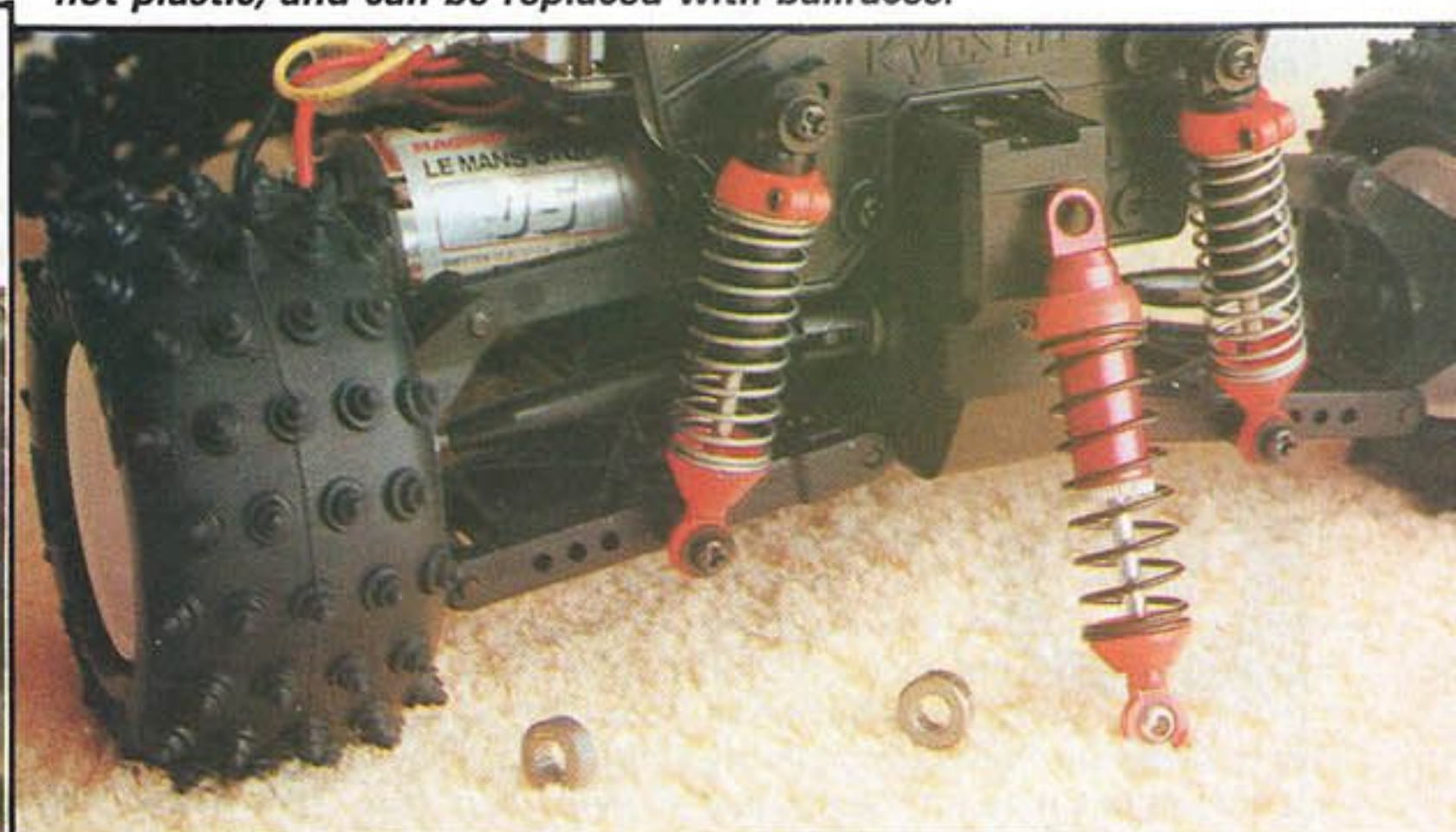
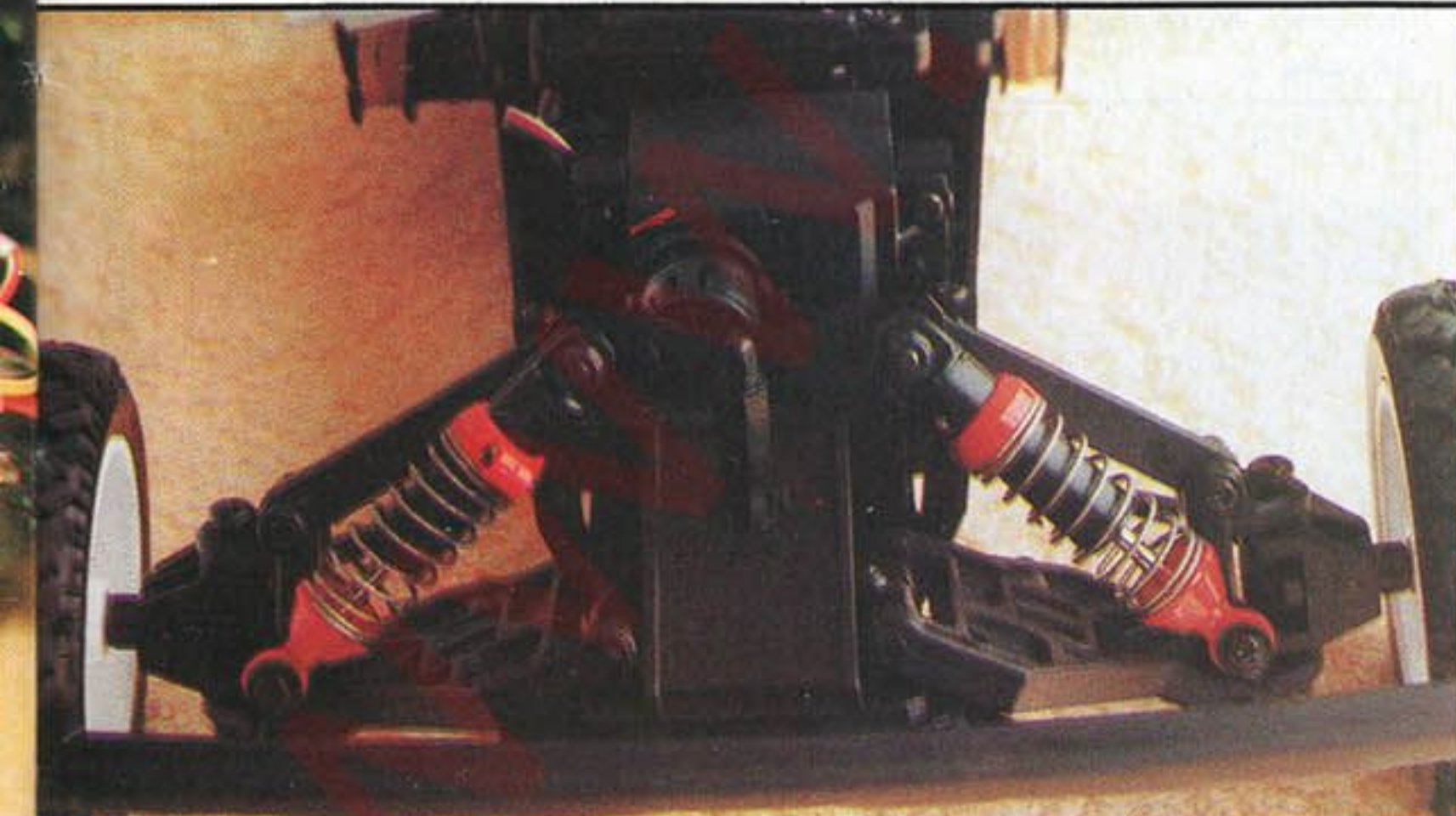
concept in r/c cars from Kyosho.

*The body enhances a fine value for money car. One of the finest looking cars available.*

*Very effective suspension from simple dampers. The high grip front tyres help to give the car predictable handling. The wide bumper gives full protection to the front end.*



*High grip rear tyres with Ultima rear shock absorber which could be used to replace kit ones. A washer has been placed on lower mounting point to prevent 'popping' off. Kit bearings are metal, not plastic, and can be replaced with ballraces.*



Not a week goes by without a phone call from a parent or person interested in "radio control", the opening words are similar "I am/my son is interested in radio control, what car should I/he get?" It is a very leading question and without a few facts like how much money has the person budgeted to spend, the age of the prospective purchase and whether they realise that a car also requires radio control equipment, a charger, cells and a power source to charge the cells, it cannot be answered. My advice is to visit their local club and see what is required and look out for some of the excellent basic cars designed with the beginner in mind. The next question is always the same and that is what car do I race. I always tell them to start with, quoting of course that not many learner drivers at 17 start off in a Porche or Ferrari but usually start in a Mini or Metro and only when they have learnt to drive and gained some experienced progress to the more exotic models.

I warn them that once the art of driving a radio controlled car has been mastered that for them to progress it will mean they will have to trade in or change the basic car they learnt to drive in:- the Raider has been designed to make this a thing of the past.

In a real world of saloon cars there has been a great deal of co-operation between Britain and Japan the most notable being Austin-Rover and Honda. The same co-operation has taken place between Ripmax of the UK and Kyosho of Japan to produce the Raider.

**Car Concept**

Kyosho have been told for several years by Ripmax, that what was wanted in the UK was a basic car that could be progressively improved upon. Kyosho have up until now done what all other manufacturers do and have a progressive range, it starts with a basic two wheel drive car the Cosmo, next in line is the World Championship winning two wheeled drive Ultima then the Rocky, Optima, Turbo Rocky, Salute and finally the Turbo Optima.

Ripmax have persuaded Kyosho that if you design a car with a basic low cost and design it so specific Kyosho bolt on goodies can be added without the driver having to adapt other manufacturers shock absorbers, wheels, suspension mounts, anti-roll bars and speed controller then the owner can improve his car as and when, funds (pocket money, birthday presents etc.) become available. The owner will also know that the improvements have been designed with his car in mind and that they

will not only fit without resorting to drilling and bodging but they will work and improve his cars capability. For the owner who does not want to adapt then he still has the choice to start with a Cosmo or any other manufacturers basic car. Bolt on goodies will be available from introduction of the Raider with the expectation that it can be improved to compete with the Ultima on the track: a very tall order.

**Technical Specification**

A two wheel drive transmission system is married to independent suspension on all four wheels via coil over friction shock absorbers attached to single wishbones.

A new motor to the U.K. the Le Mans 05 stock is mounted mid ships (for good handling) onto a Rocky gearbox which is attached to a black injection moulded bath tub type chassis. The bath tub chassis not only gives good weather protection and strength but also provides an ideal mounting point for the transverse mounted battery.

Included in the kit is an Optima/Rocky gear differential, a wiper arm speed controller with three forward speeds and full power reverse and large rear spiked rubber tyres with narrower heavily treaded front ones. The kit is not ballraced, but has metal bush type bearings, which are superior to the plastic ones offered by some other manufacturers in their basic cars. Camber angle is fixed on both front and rear wheels by a non adjustable link (similar to Ultima) but, as with several items on this car the parts can be uprated by the driver as he feels necessary. Although not really part of the technical specification the car is enclosed and protected by a beautiful lexan body with large rear aerofoil wing to give a down force on the rear wheels. Frontal protection is provided by a full width Rocky bumper.

**Why Buy?**

The sceptic may well say why buy something that you know prior to purchase needs improving to compete with the best. The practical answer may be that the first time buyer does not know if he would ever want to compete with the best, or even if he will stay interested in his new hobby. I can think of several reasons for buying the car other than it has proved on the track that it is capable, in its very basic form, of competing in its own right against other basic cars, they are:-

A) Initial cost is low which makes the hobby available to a wider number of potential drivers.

B) It uses well proven parts from other models in the Kyosho range therefore spares will be readily available.

C) For the person who does not wish to continue with the hobby less money will be lost as initial cost of the car is low.

D) For the person who finds he likes the hobby he has a potentially good competitive car.

E) The newcomer to the hobby be they young or old will be given an insight of how a model car works and an introduction into the art of improving it.

F) By adding parts of a known improvement capability the driver will appreciate where he gains most from bolt on goodies in terms of performance and value for money.

The prospective buyer I think, will be a person who has never owned a radio controlled car, will be young, most probably at school and not have much money at his disposal and he will have done his homework on what he wants and what he can afford. Looking through his eyes he will buy it because of its low cost, simplicity and future potential.

**Construction and Main Components**

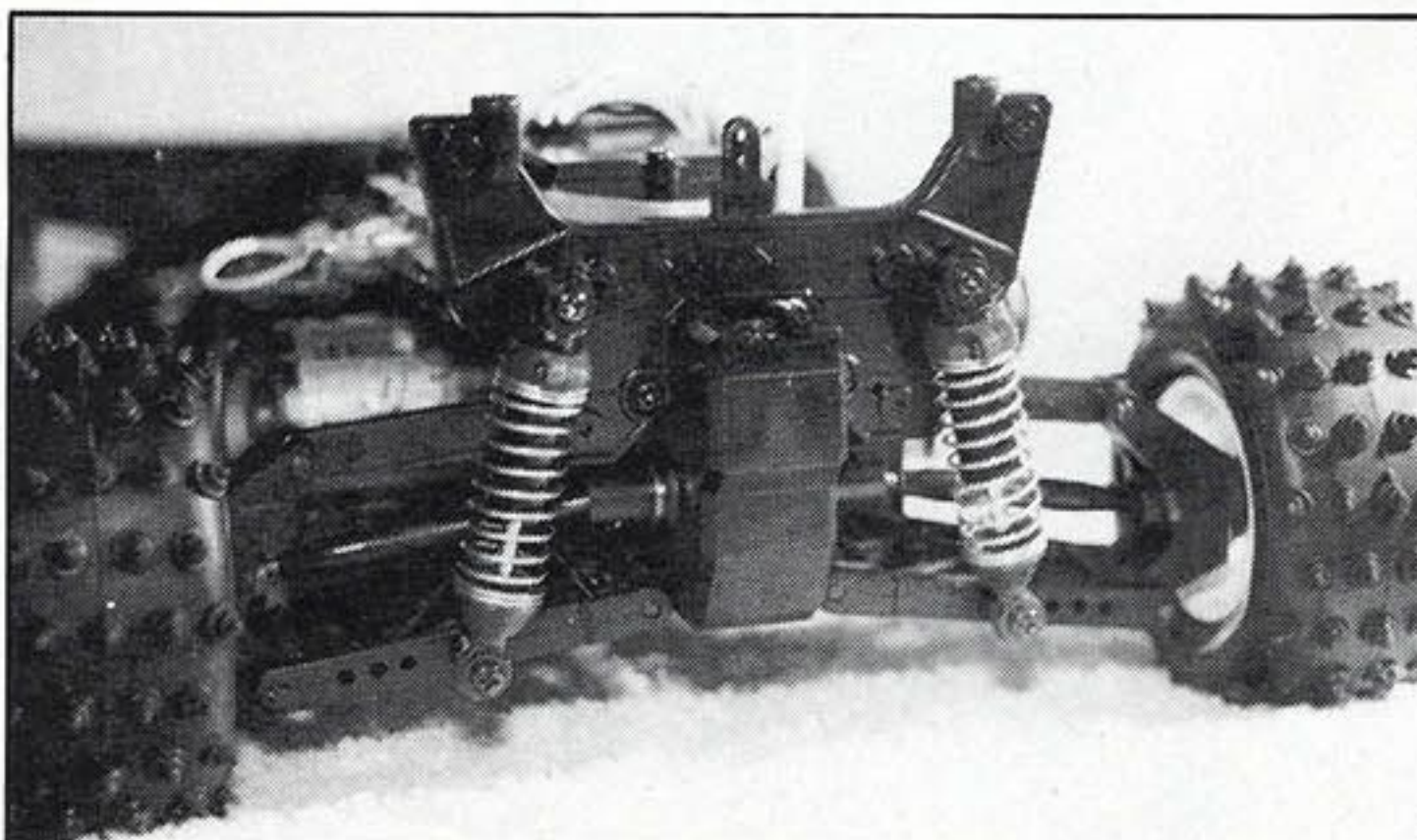
Being an experienced builder and racer I felt it would prove nothing if I built the car, what was needed was a prospective purchaser of the car to built it for me whilst I observed his actions. My idea was to prove that the instructions were suitable and the car simple enough for a youngster either on his own or with the help of an adult (if he got into trouble) to build with neither having any previous experience. James the son of a neighbour proved to be a willing volunteer and I acted the part of the parent or adviser. It was an interesting exercise and the only time my advice was necessary was after completion of building as the car would not turn to the right, it was simply that James had connected up the two servos without centralising them, its a problem I have come across before and it is just a case of enthusiasm on the builders part and not a fault of the instructions which tell you exactly what to do.

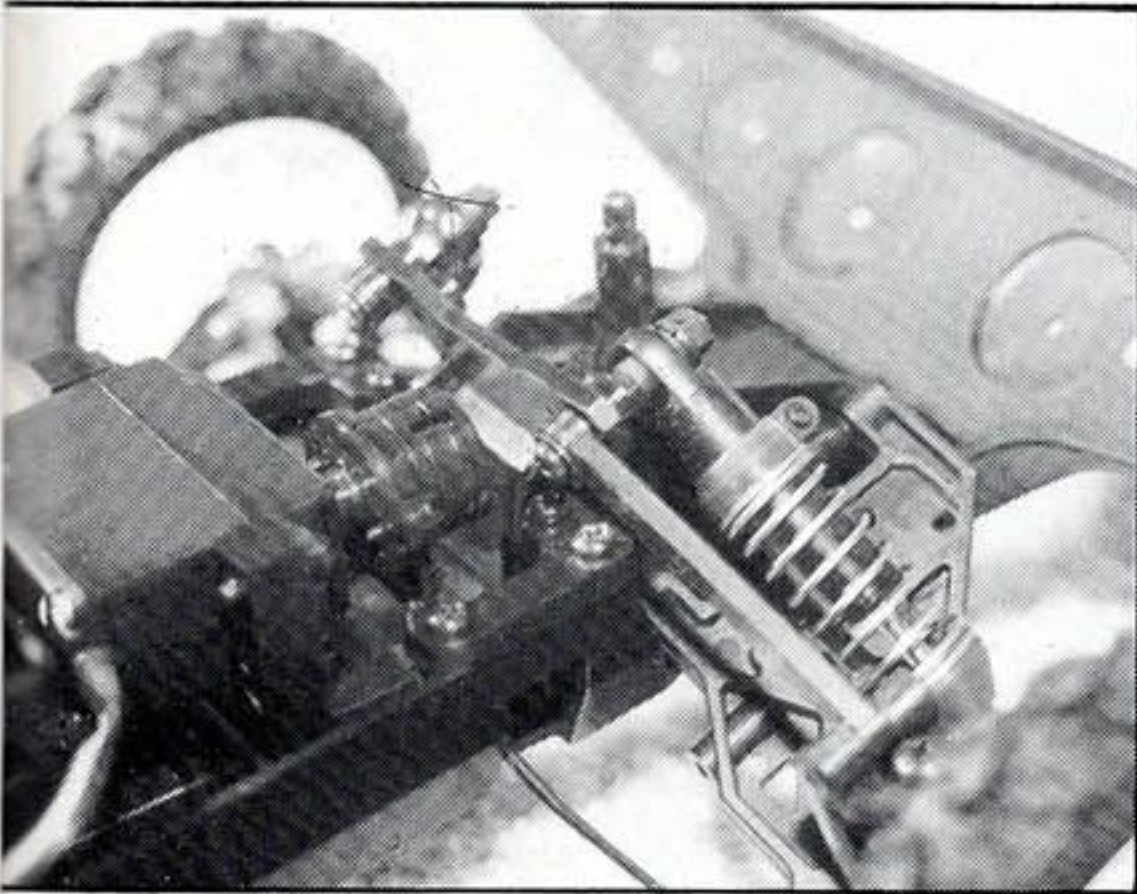
James followed the instructions to the letter (well most of them) and had no problems, not even with the shocks which I had anticipated would cause him some. As the shocks were the first things to be put together I felt he would find the rest of the car easy:- which he did. The shocks are mounted onto Rocky front wishbones which are fixed to the front of the bath tub chassis, there is only the choice of one set of posi-

*Ultima shocks are a direct replacement and the kit metal bearings can be replaced with ballraces.*



*Extremely wide track helps to contribute towards the good road holding. Note the multi-position mounting points available for the shockers.*





**Servo saver comes complete with kit, fixed upper link can be replaced with an adjustable one to alter camber angle.**

tioning holes unlike the rear shocks which has four. The front of the car is completed by fitting a full width bumper.

**Rear Gearbox**

It's pure Rocky and comes with a 36 tooth counter gear and pre-assembled differential. As the car is two wheel drive I asked James to take the differential to pieces to have 'a look' and also pack it with grease to give it some limited slip characteristics. This step is not necessary and is not in the instructions so as a beginner why not do it at a later date and see if it makes any difference. Inside the diff. are two large splined drive gears for the drive output and three bevelled pinion gears, being the same as the Rocky I would assume it will have a long life.

**Rear Suspension**

This is hung from the gearbox and once again is pure Rocky in design and components except for the friction shocks and a plastic as opposed to alloy rear shock stay.

**The Motor**

This is a new one to me and it is a Le Mans Stock 05, it is a Mabuchi-540 type with enclosed brush gear.

The motor has its pinion fitted prior to its attachment to the gearbox and supplied is a plastic gauge which sets the pinion position relative to the motor case to ensure full meshing with the idle gear. Tweezers are useful for putting the motor retaining screws in their correct holes, access to these screws is via a cover on the side of the gear box, inscribed on the cover is a diagram showing which two holes to use, as there is a choice of six. Those used are dependent on size of motor pinion used. The Rocky is also supplied with a 32T counter gear so it's not inconceivable that one of these could be used in 'Raider' to give even better choice of bearing.

**The Electrics**

The speed controller is a wiper arm type which has proved very reliable in other Kyosho cars, if you have a BEC (Battery Eliminator Circuit) receiver then installation is simple as it comes wired up with a BEC connector. Should you not have a BEC radio don't worry as you can make use of the dropping diode on the controller by simply cutting off the BEC connector and the battery box from your radio, connect the two sets of wires and you will have a regulated supply for your receiver. The resistor which reduces the voltage of the drive battery to change the speed of the car

is connected to the controller with spade connectors, the motor is connected to the controller with snap connectors so therefore no soldering is required during construction, this makes life easy for the younger novice. It will accept any make of radio gear.

**The Body Beautiful**

It's big, beautiful and yet macho. To my eyes it's one of the nicest shells around. It's made of lexan which is stronger than most other beginners buggies which use a plastic shell. One novel feature I have not seen before is that the rear aerofoil is incorporated in the same moulding as the main shell, this makes for ease of painting but does mean more trimming. I have found small toe nail scissors invaluable when cutting shells:- but don't tell Mum!! Pete Darwell painted it for me, I wonder what his nails are like.

**The Wheels**

New to Kyosho they are of the Hotshot/PB type where the tyres are pulled over the hub and just grip themselves in place. Kyosho take no chances and suggest a couple of drops of superglue are added to each rim to secure the tyre to the hub.

**Pulling It All Together**

Like a puzzle the pieces suddenly come together and it's simply a case of fitting the gearbox, with rear suspension already in situ, to the bath tub chassis, install the steering servo (with kit supplied servo saver), fit the electrics, put on the wheels, place the battery in the holder and hold in place with rubber bands, position the body and you are ready to go.

**Construction Tips**

Self tappers and 3mm screws of different lengths are used during construction so measure each one initially until you get to recognise them. The only tools you will need are a small Phillips screwdriver, pair of pliers, sharp knife and if you have 'banana' fingers a pair of tweezers. There are eight very little 4mm long screws so don't lose any as there are no spares. Take care not to overtighten the self tappers & make sure you centralise the servos before fitting the servo horns. The only problem that youngsters may have is in bending the track rod arms for the front suspension and the short operating link for the speed controller. The receiver is held in place with a rubber band, I did not like the method of attachment as it would cause the receiver to strike the radio plate, I would suggest it is held in place with two sided servo tape. I also fitted a washer on the outside of each ball joint on the bottom of each damper to prevent the joint from popping off.

**It's Built, Let's Go!**

Jason Cook and Wayne Darwell were chosen to test the car because they were not only experienced drivers but in the age group, (9-16), both of the expected purchasers of the Raider. Initial impressions of both was that the car had good looks, was very light (3lb.3oz.) and the friction dampers more effective than would have been expected from such simple devices. Both of them when asked to guess the price were over £20 on the high side. Wayne though £84 and Jason £80.

The test track was grass and asphalt with a six inch drop from a concrete ramp onto

grass. The car was quite quick on the standard gearing and had plenty of duration. The novice should stay with the kit 14T pinion but the more experienced driver might take advantage of a 15r pinion. Jason who drove the car first was impressed with the road holding and the handling which was neutral with notendency to understeer or roll. Bumpsteer is non existant, try as he might, he could not loose the back end, which annoyed him as he has just built a more expensive 2wd car for next season which he felt was not as good. Wayne was next to go and was enthusiastic about the way the car handled the jump with its simple suspension, the front kit units are more effective than the rear ones. Their advice would be if considering any suspension mods, start at the rear end. Wayne who is in the market for a 2wd for next season said the test drive had convinced him that it was a Raider for him. His reasons were manyfold, in his opinion it's the best looking car he has seen, the wide track, good turning and lack of roll plus the fact he has a set of oil filled coil over shocks in his kit box, would give him a car better than thos costing appreciably more.

Having seen the car perform, I think it has a far wider market than I have suggested in "Why Buy?"

**Pocket Money To Spend, What Next?**

Don't spend a penny of your money until you can drive, I know it will be burning a hole in your pocket but be patient and learn to drive your Raider before you upgrade it. Most newcomers to our hobby once they can driver (and a lot before they are proficient) become obsessed with speed and will opt for a treble decker zapped cobalt go faster 8.4v meggablast motor: Don't!

First job is to ballrace the gearbox and then the wheel bearings. There are a total of 14 bearings in the car, you can ballrace one or two bearings at a time or fully equip the car by purchasing eight off 5mm bore, 10mm OD and six off 4mm bore x 8mm OD ballraces.

Next on the list is the suspension, you can fit the top of the range Option House oil filled shock absorbers but if you wish to keep costs down why not fit the less expensive (but still very good) Ultima units, they are exactly the same colour as the kit friction units. The parts numbers are DKAB030 (front), DKAB031 (rear) and cost £9.50 per pair.

Once the car is ballraced and fitted with coil over oil filled shock absorbers you can then think of hotter motors, electronic speed controllers, adjustable upper links to vary the camber angle, universal jointed drive shafts, low profile wheels and tyres and perhaps a torque limiting clutch.

**Summary And Conclusions**

Raider will sell on looks alone, it is a good beginners car at an economical price which will introduce a whole new generation of drivers to our hobby and sport. It is a well thought out concept and it is especially nice to know that the flow of ideas initially came from the U.K. Raider will be the first Kyosho car that will have been simultaneously introduced into the U.K., U.S.A. and Japan, normally a new car is introduced onto the home market (Japan) prior to being exported.

Although basic on initial purchase it will serve as being a spring board to enable the novice to race in competitions and also

provide him with a car (with bolt on goodies) capable of competing against the best in its own right. If we have two classes of racing next year I expect to see Raider in its various guises doing very well.

**Congratulations**

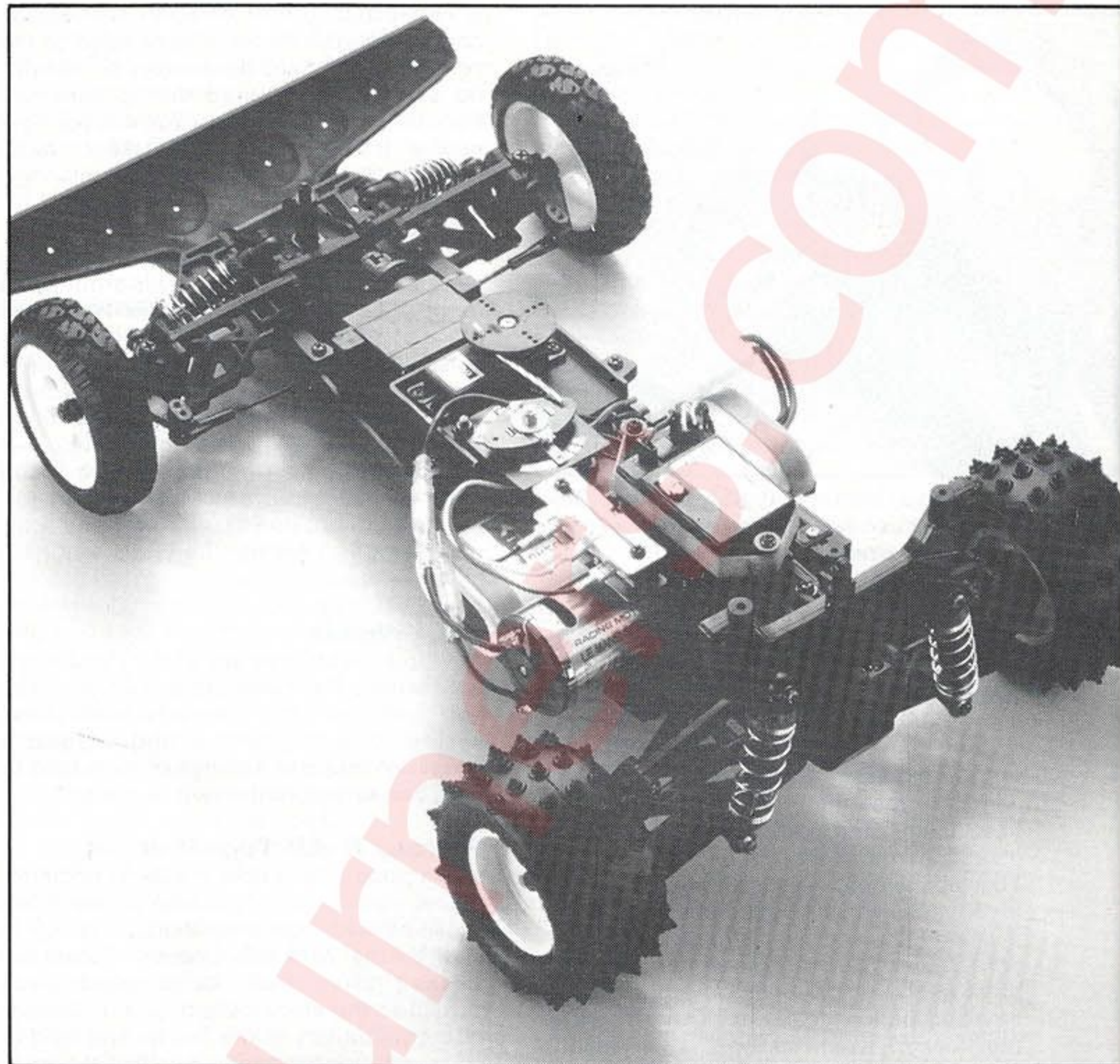
Yes, you have done it again Mr. Kyosho. Excellent value for money car which the novice will not have to change as soon as he has learnt to drive. Priced at under £60 its launch prior to Christmas is brilliant marketing strategy as there will be as many sales as presents for the 25 as there will be after the festivities when little 'Jimmy' has collected all his gift money together to purchase his one major present.

**Final Thought**

Will the Raider become "The Beginners Champion" of 1988.

My thanks to Allan Bond, Pete Darwell and Amanda Smith in the preparation of this report.

Raider, available from all Ripmax stockists.



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- ★ Glyn Peglar — Team SRM Laser — Austrian International TQ & Winner of all 3 Finals
- ★ Denis Blandin — Auto 8 (France) — TQ & 2nd overall French G.P. du Beaujolais
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On a larger scale this Formula 1 racer, enough gadgets to keep you interested for hours, all this and a radio operated parachute too. Three function radio equipment is needed, the extra function is for the emergency parachute!

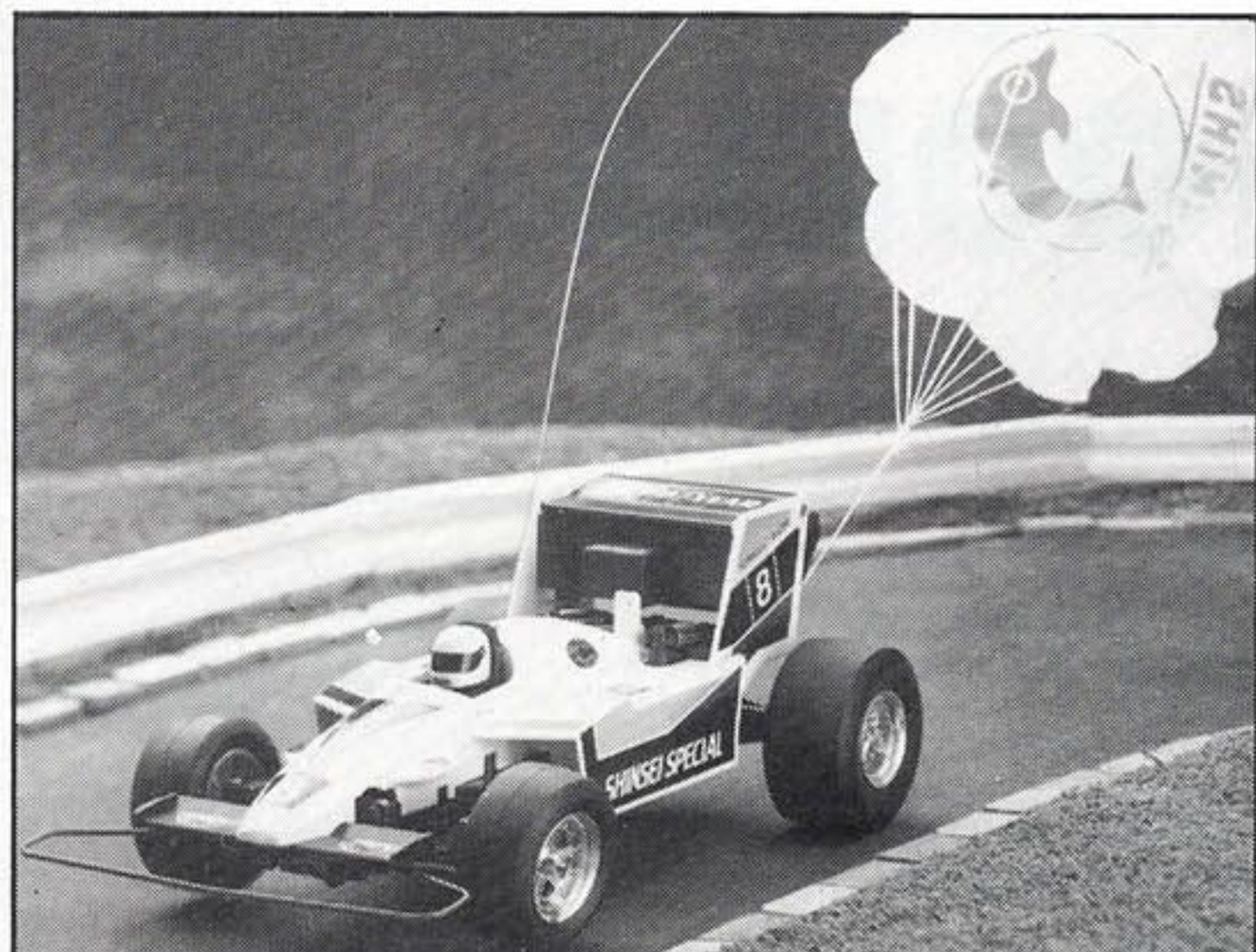


# BANDAI U.K.



The Golden Hawk, a superb introduction to carpet racing in your own front room. The Turbo transmitter is also part of the deal and has a good range considering its diminutive size.





R.R.C. looks at two more cars from the Christmas market.

Radio controlled vehicles make marvellous Christmas presents, so the advertising material that accompanies Bandai's range of cars would us believe and on the whole this is true. Two of Bandai's cars are featured here, both of them are aimed squarely at the toy sector of the radio controlled market, for use either indoors or on the lawn.

**Formula One Racer**

Bandai's formula one racer is ready built to a 1/12 scale and moulded entirely in plastic,

the body of the car is finished using self adhesive stickers and looks very attractive. Independent, front and rear swinging arm suspension air filled racing sticks and working shock absorbers are all included. Two very special features which add to the play value of the car, is the realistic engine noise which speeds up and slows down as the car does, and the braking parachute. The parachute is stowed in the rear wing and releases at the touch of a button to slow the car down.

Included in the package is of course the transmitter, all controls are as expected with the exception of the red parachute release button clearly marked on the transmitter top

**Golden Hawk**

This buggy should appeal to the very young driver, constructed entirely from plastic this little car is an ideal introduction to the world of radio controlled cars. Once again the body of the car is plastic and is decorated using self adhesive decals.

A transmitter is provided with the Golden Hawk and is ideal for use indoors, no interference was encountered throughout testing.

All in all two radio controlled cars which although toys, certainly have a place in today's r/c market.

Further information from Bandai U.K., Stewart House, Sydenham Road, Guildford, Surrey.

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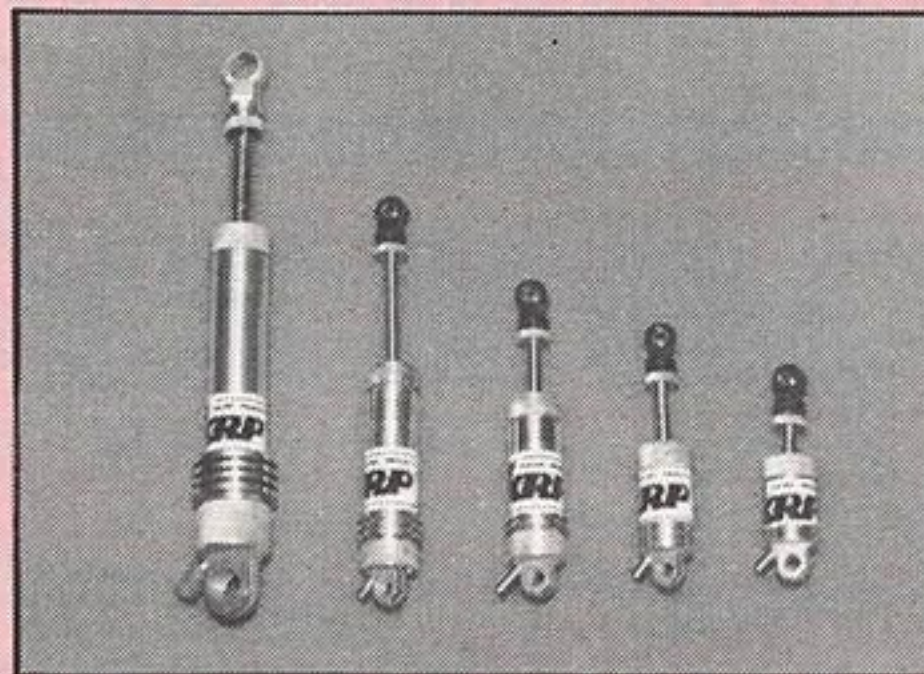
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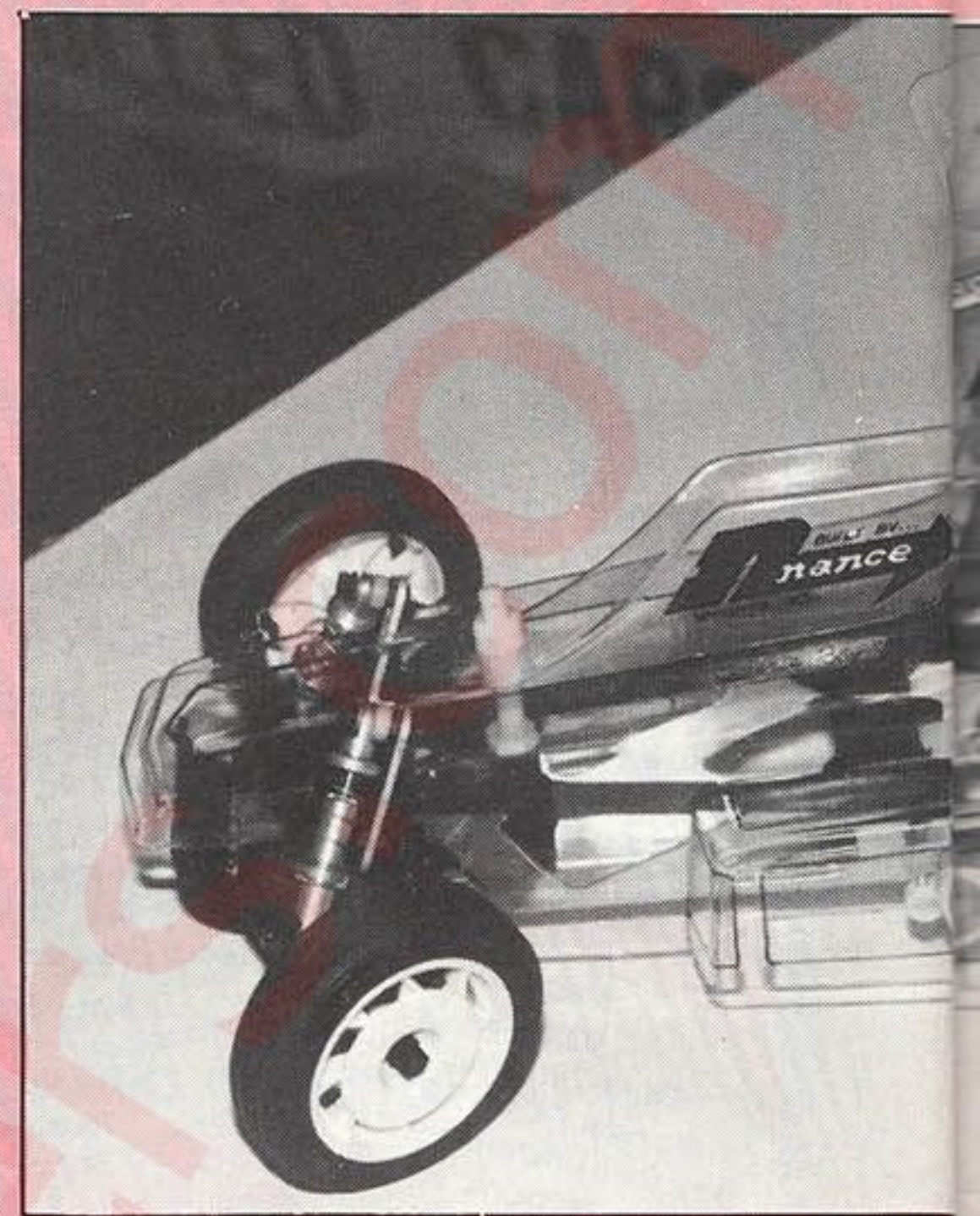
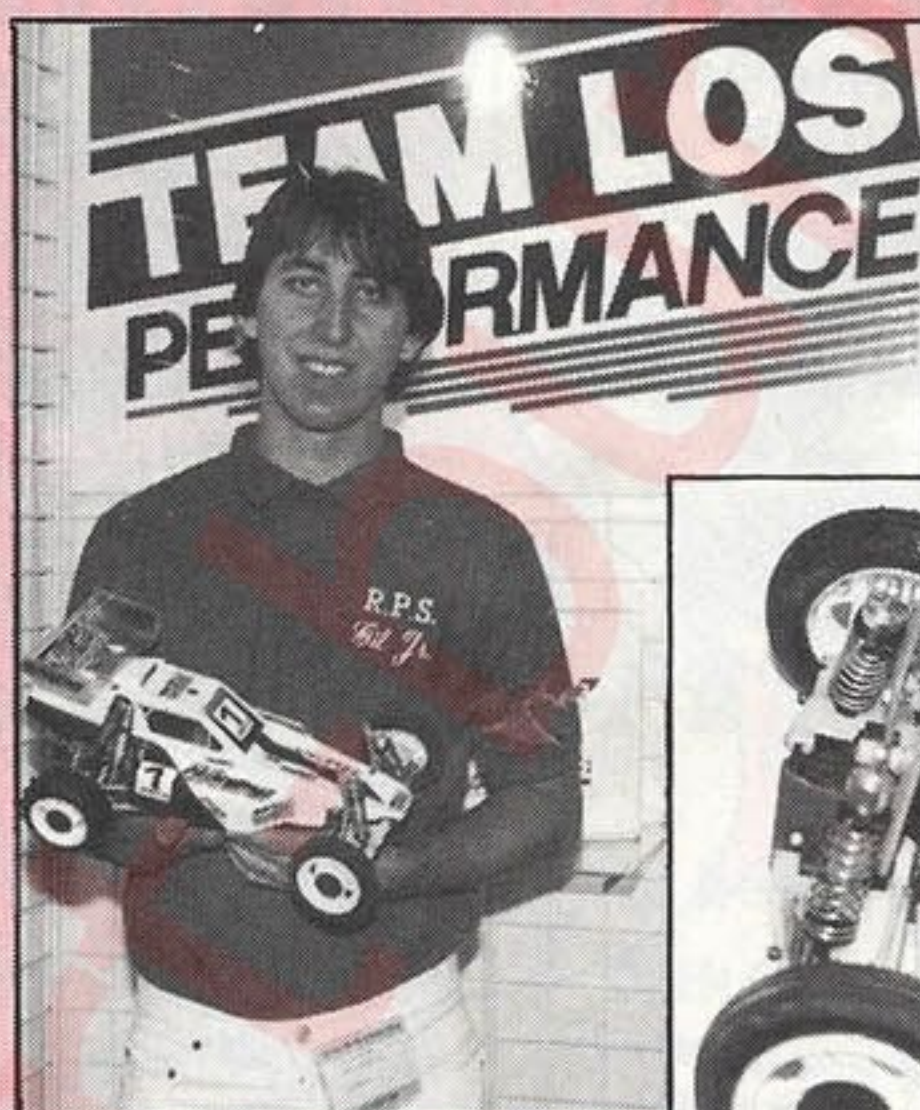
# VICFOR THE A S E S HOW

Radio Race Car International  
reports from the RCHTA Show.

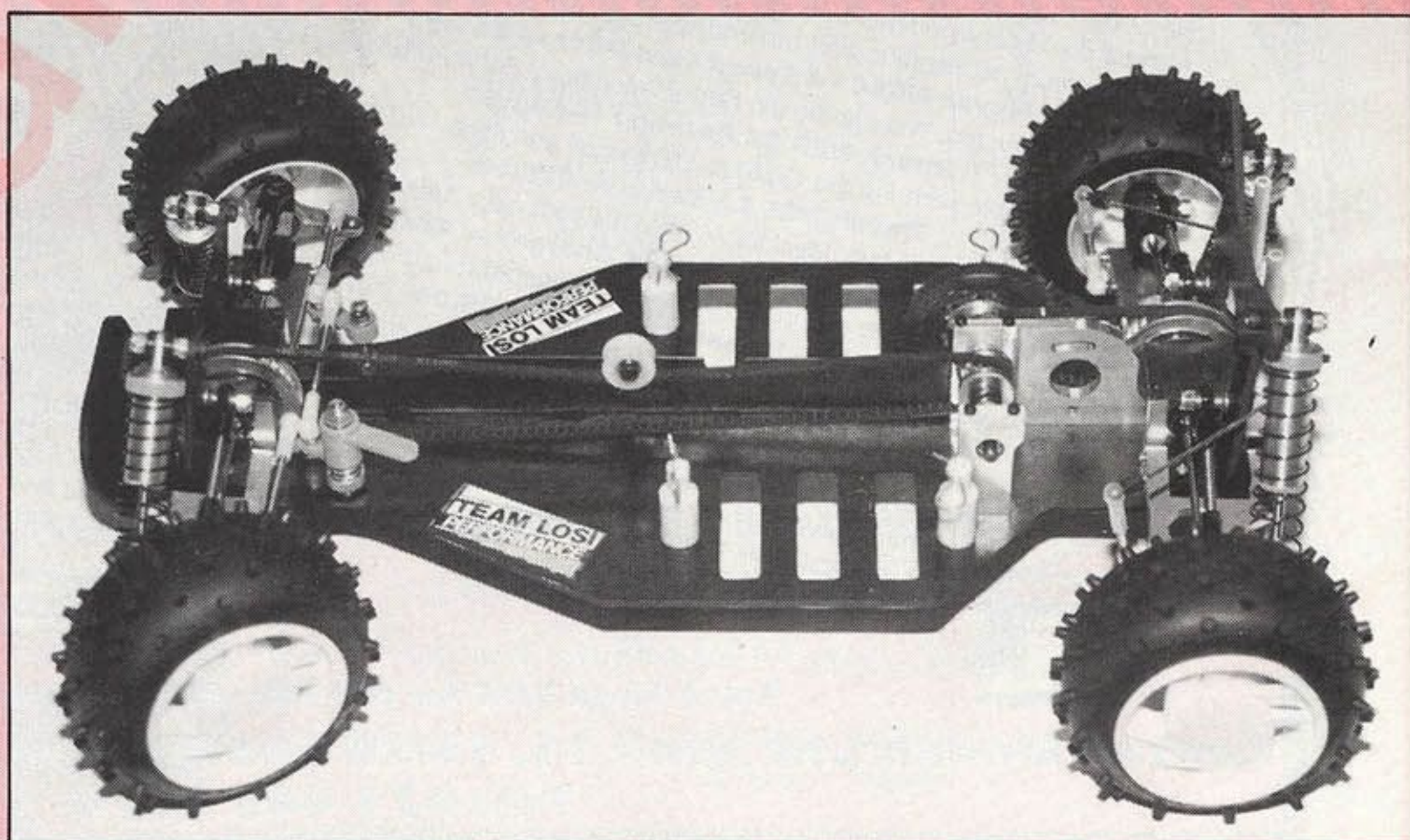
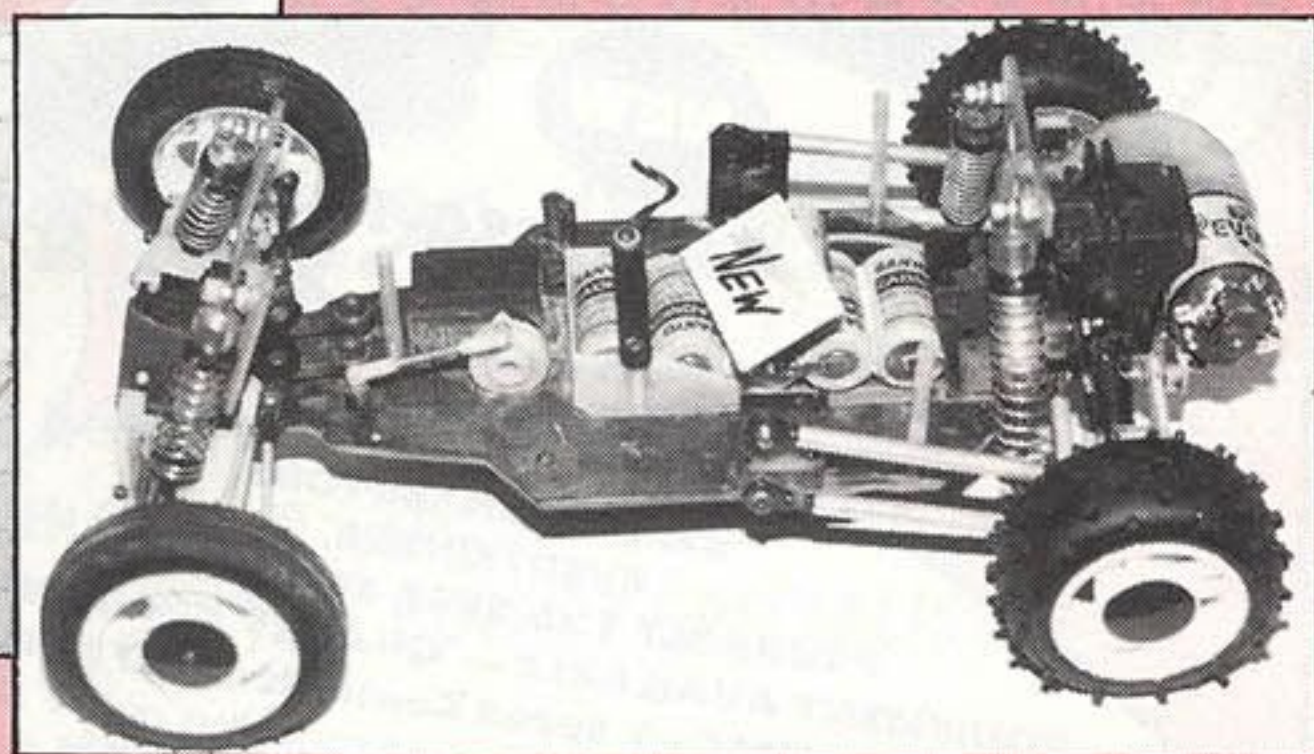


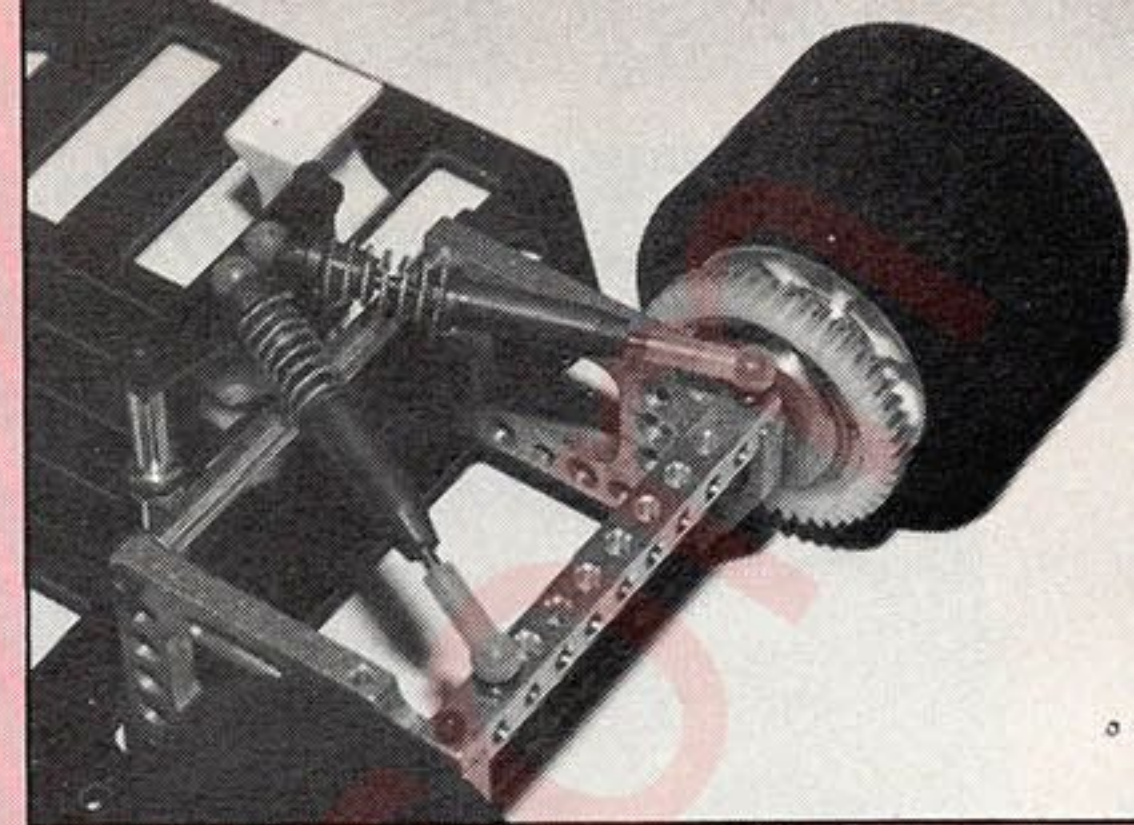
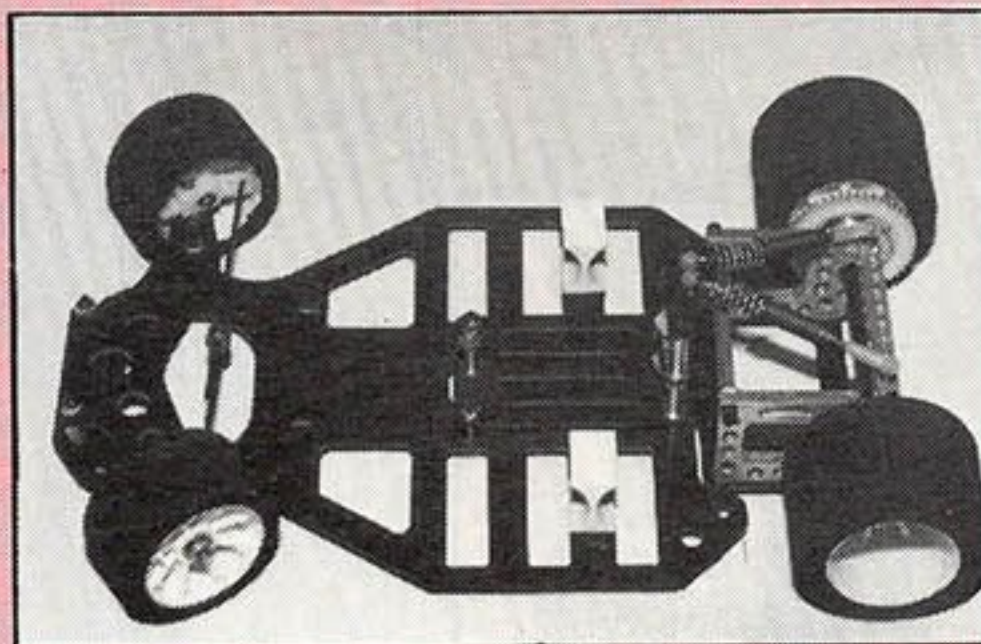
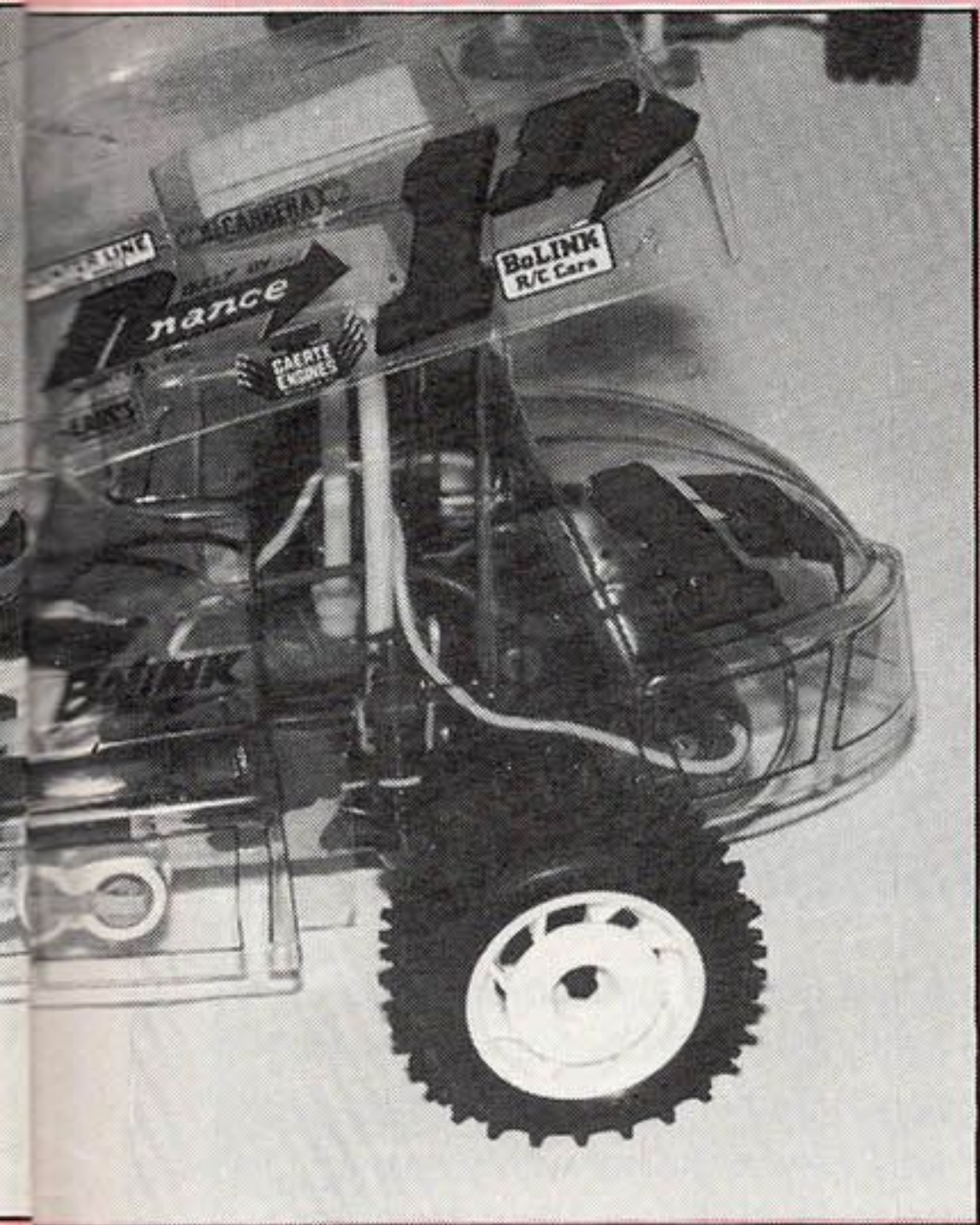
Chicago brought out a number of interesting new items and these gas shocks manufactured in Spain created considerable attention. Beautifully engineered and with easily adjustable damping they could prove to be very popular. KRP gas shocks come in all sizes to fit most R/C cars from 1/12 to 1/4 scale. Distributed in the US by VICFOR in Miami, KRP are currently seeking other world wide distributors.

It's great when it all comes together! Young Gil Losi had great problems trying to dial in the new Team Losi two wheel drive car at the World Champs. It was after all its first



big meeting. But perseverance won out and Gil is seen here with his new car and now wearing the title of Japanese two wheel drive champion after sweeping to victory in the Japanese Nationals in October this year. The car is also seen here in its semi-prototype form. Note the unusual trailing link suspension and all new designed gearbox. The car in its finished form should be available early in the '88 season from Team Losi stockists.

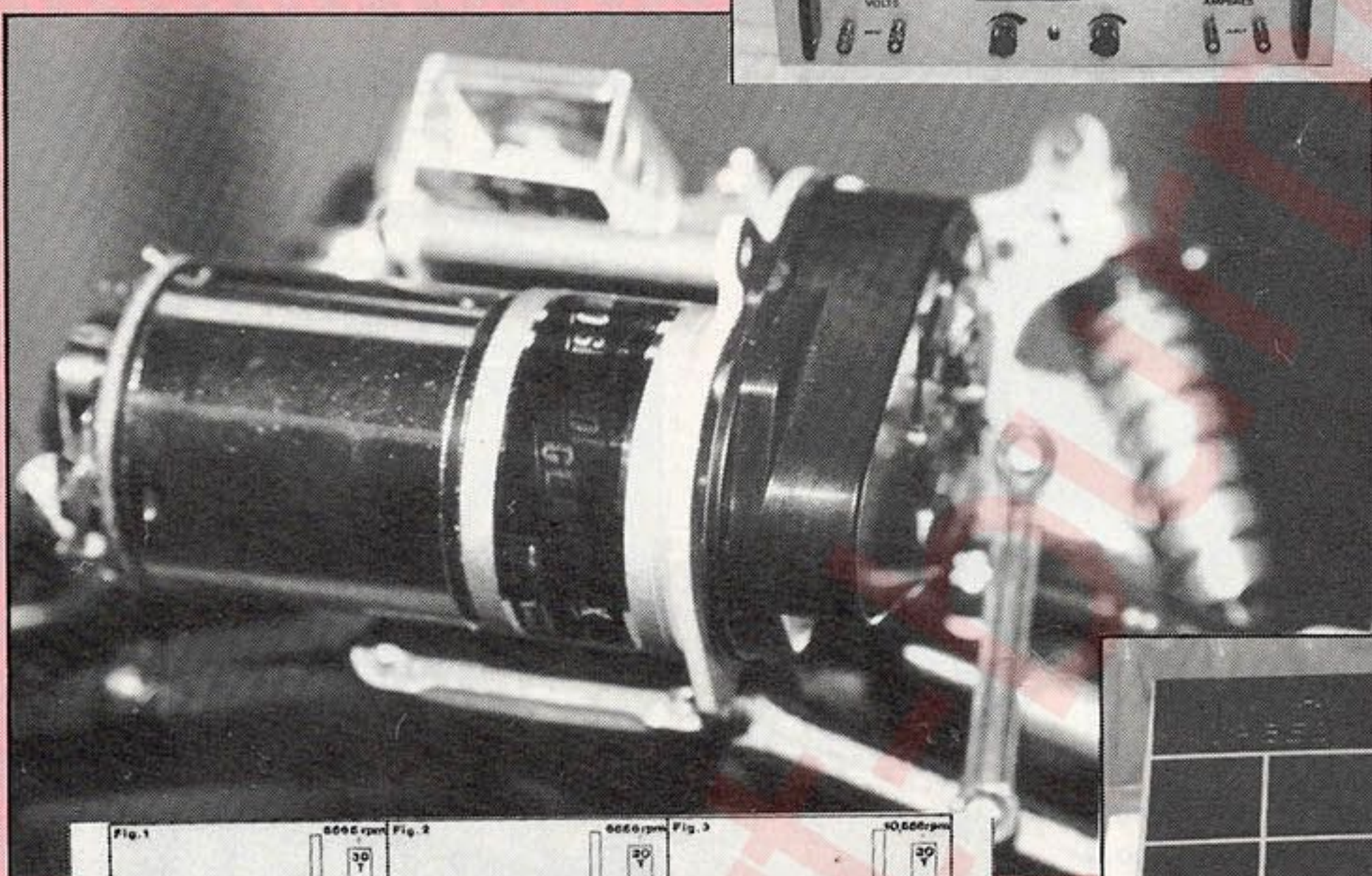




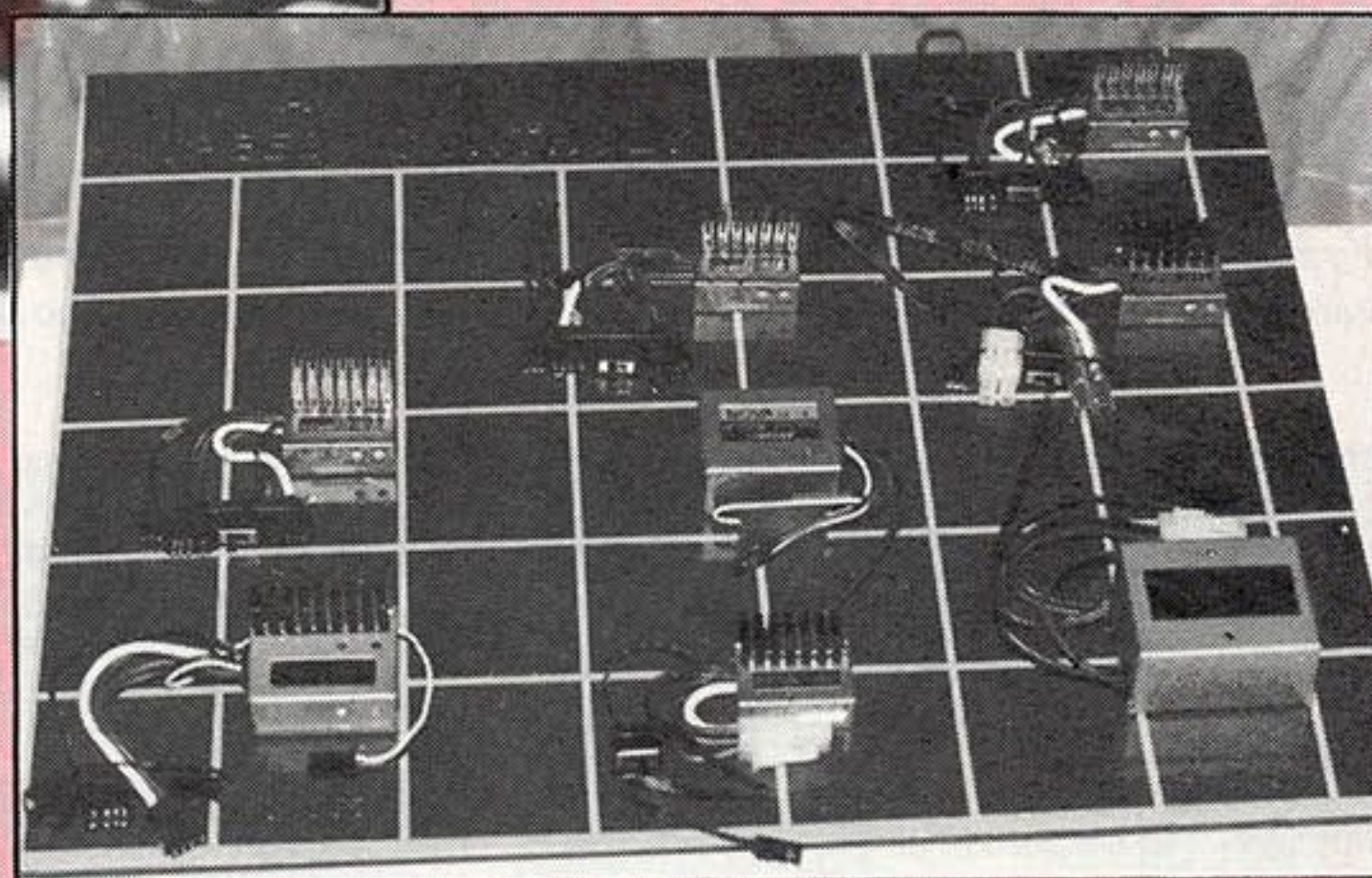
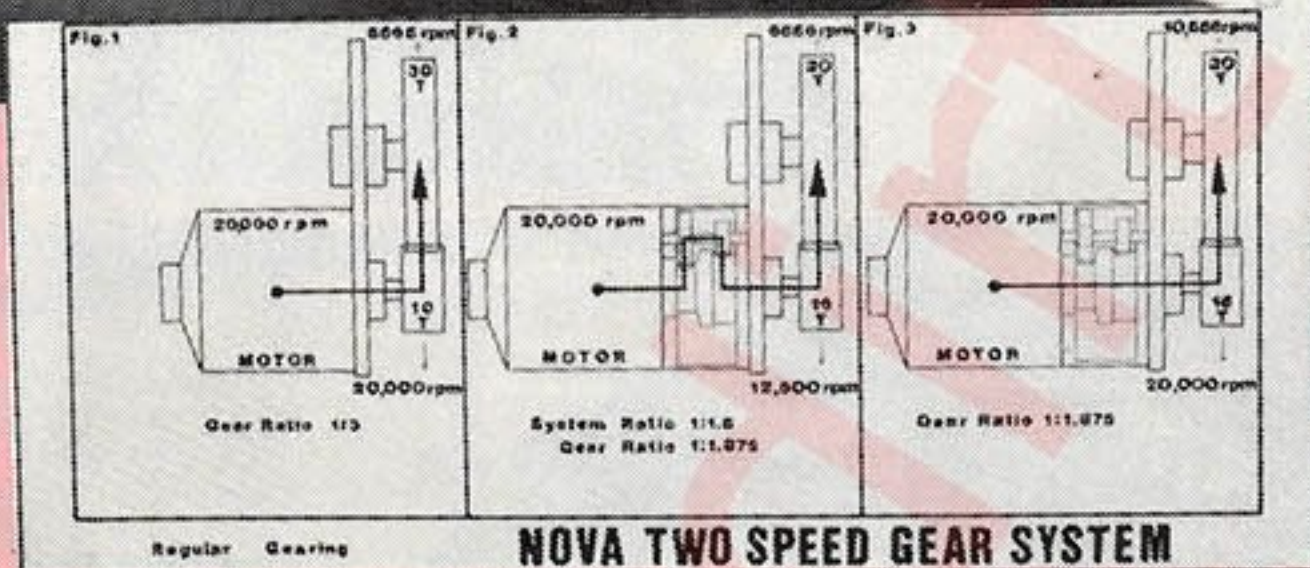
Left and above: As usual Bolink had on display a wide range of their R/C cars, bodies and add on goodies. Pictured here is their 1/10 sprint car conversion kit and two views of their latest 1/12 circuit car complete with lightweight alloy rear end, carbon fibre chassis and front axle beam. Bolink have great hopes for this car so keep an eye out for it on the circuits.



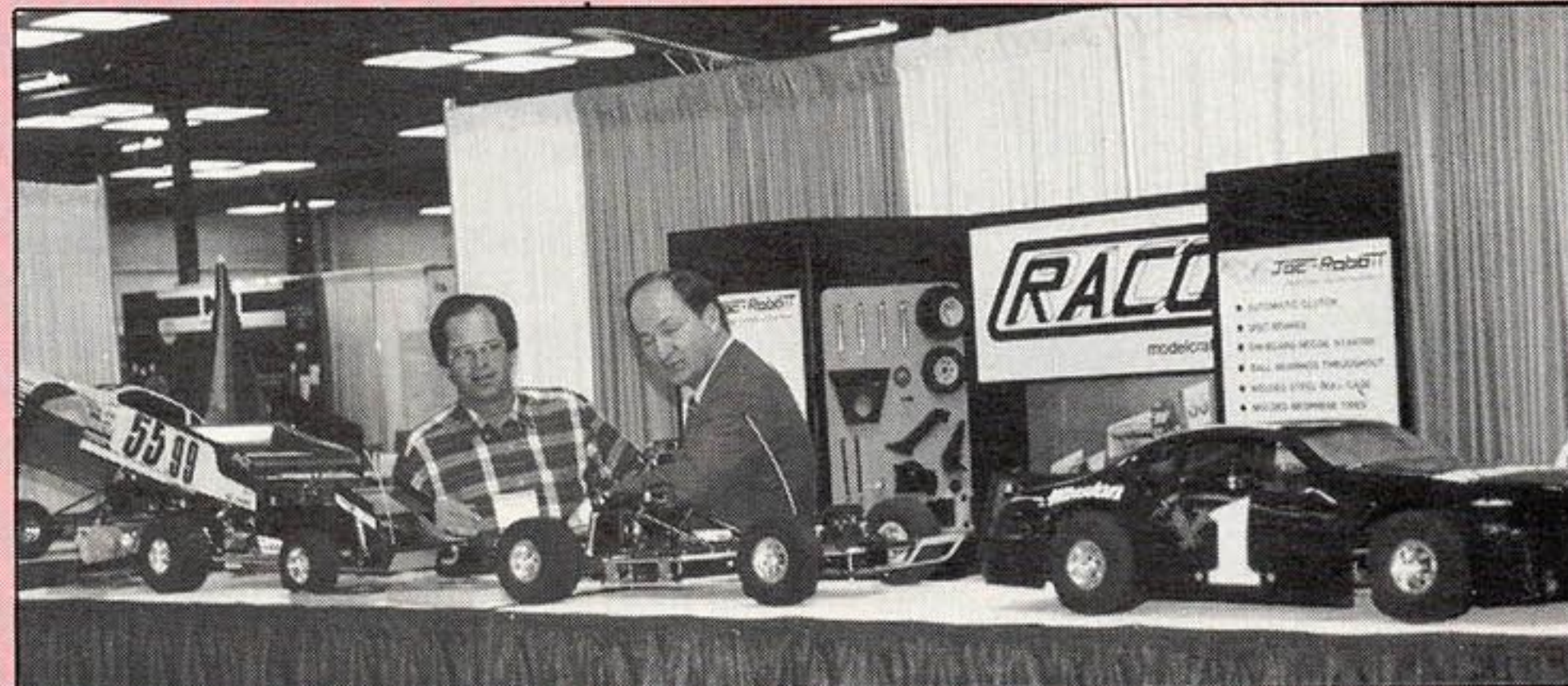
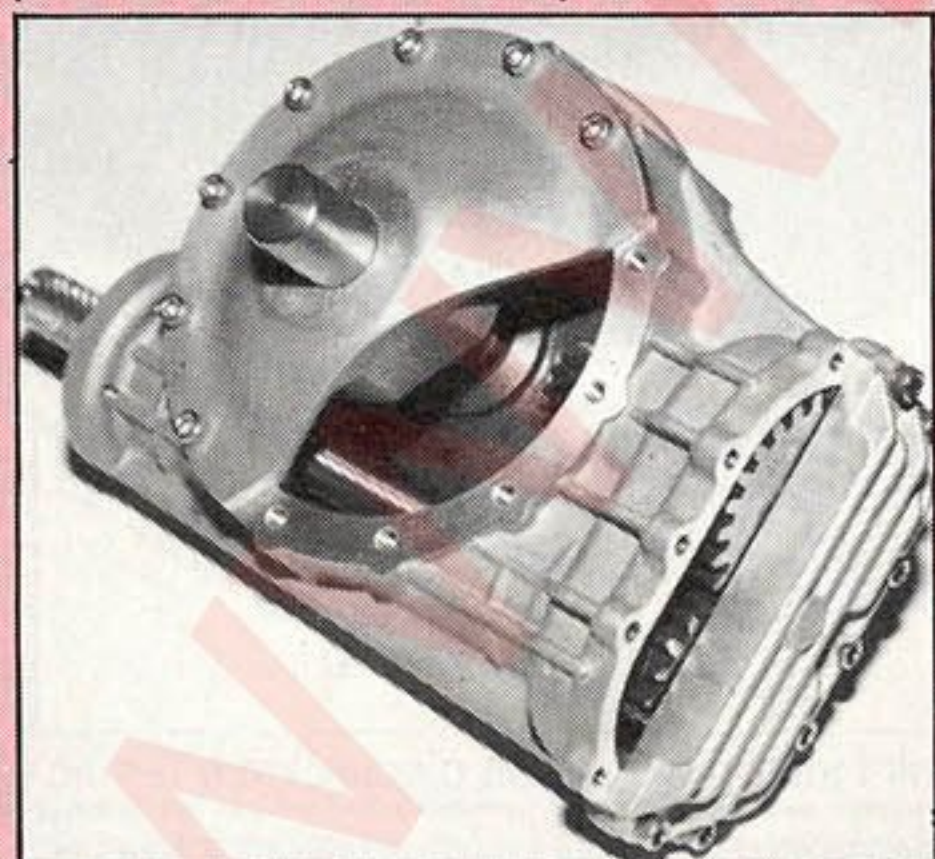
Nova R/C Products from LA had a number of interesting items including this two speed drive gearbox (see picture and diagram) which can be fitted to most Off Road cars using the gearbox which is an extension to the motor. Also from Nova, an array of MOSFET speed controllers and these two items which are a must for the electric racer who has everything! Actually the Nova speed controller checker and battery charger checker are designed for hobby shop use and cost \$500 a piece.

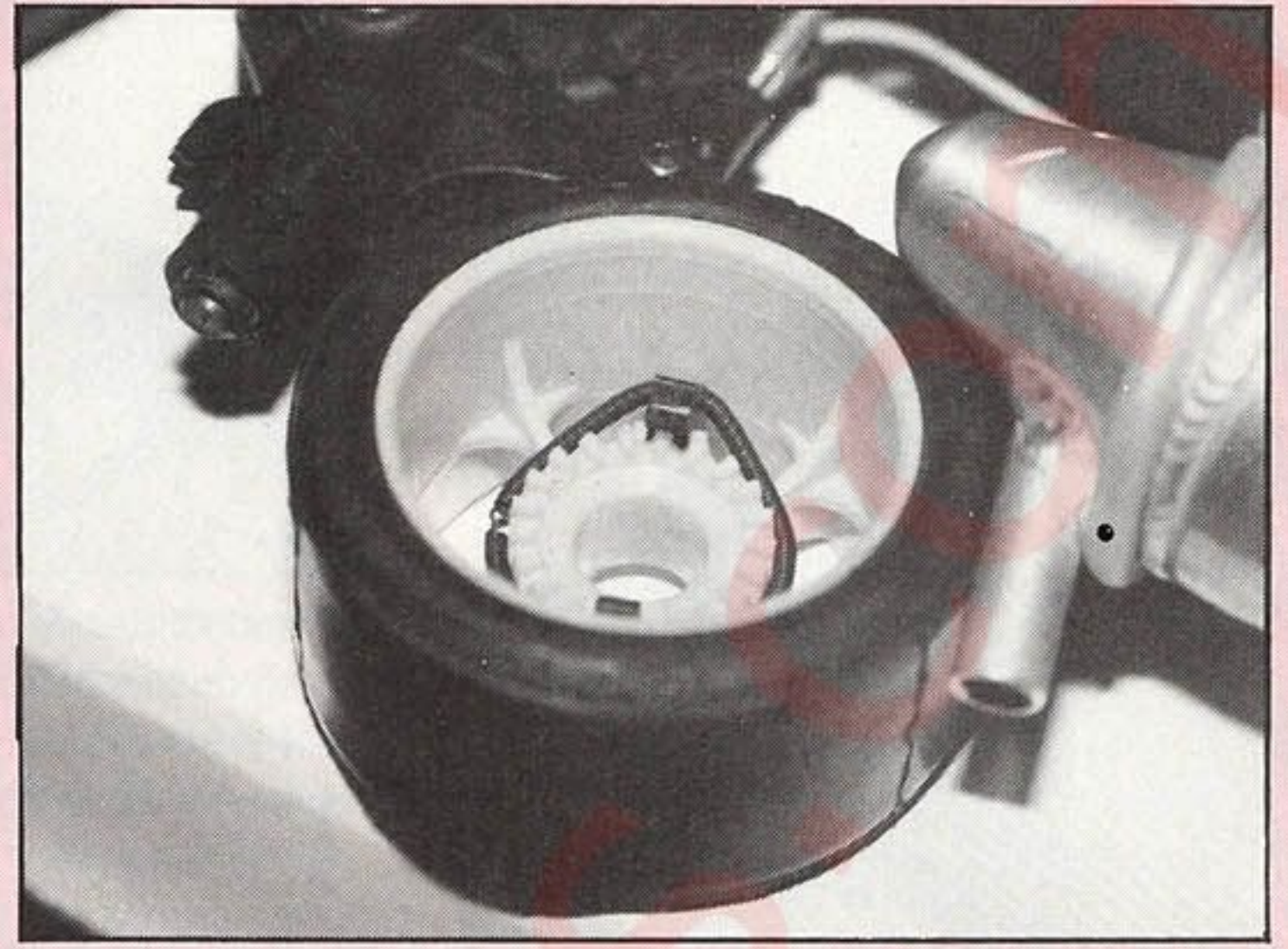


Bottom:- The new Yokomo YZ-870C 4WD car caused lots of interest and production cars should be available at the turn of the year.



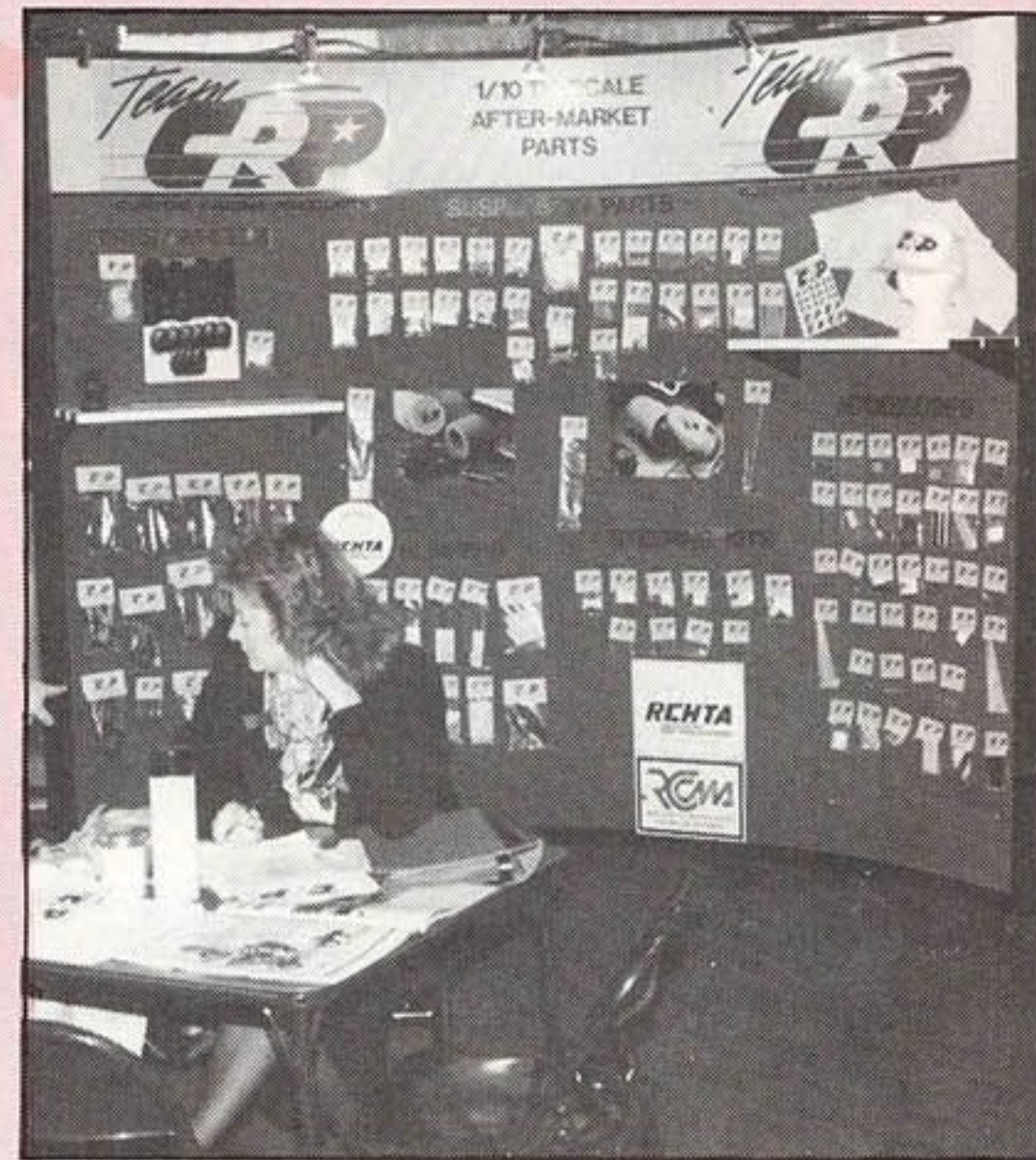
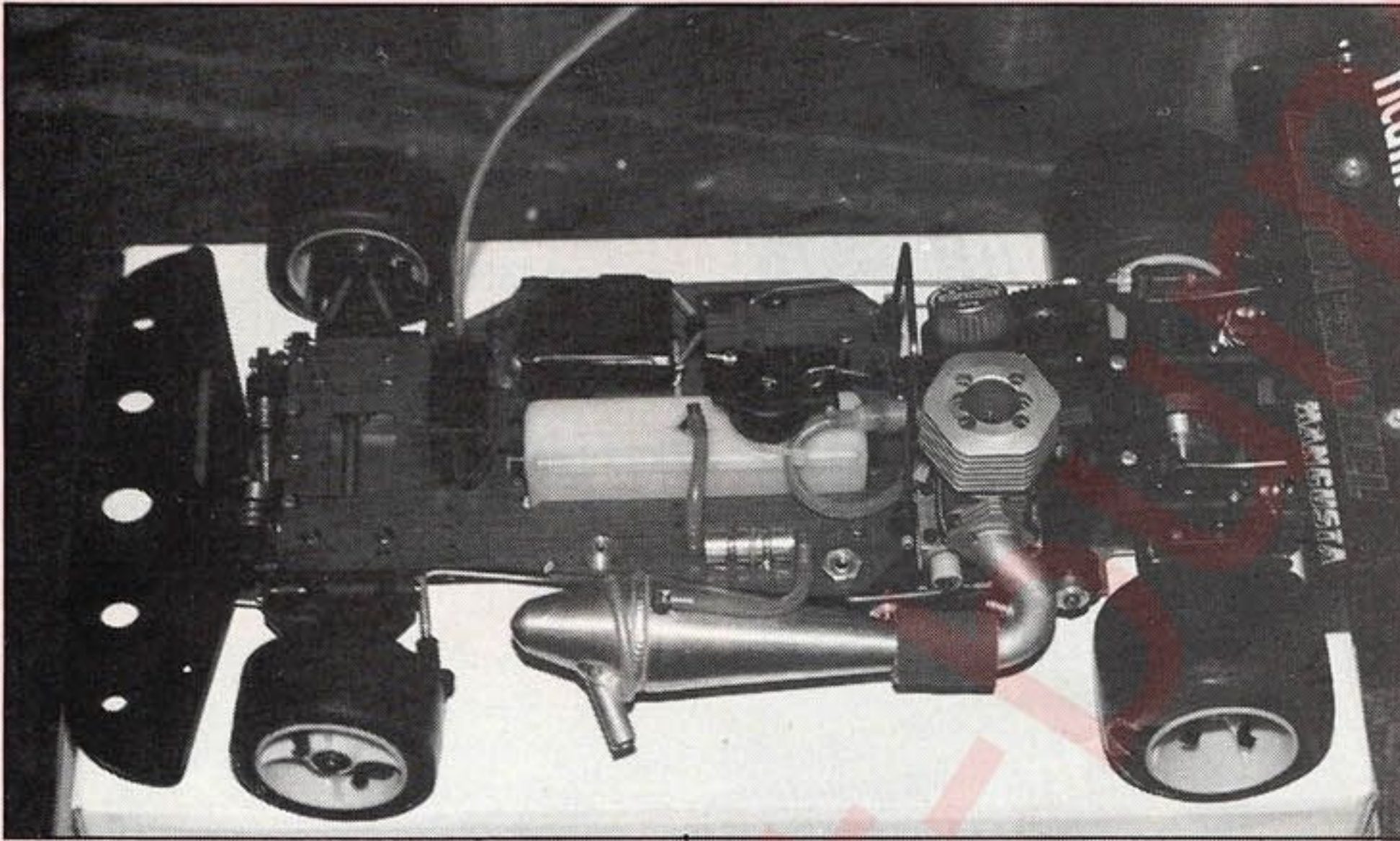
RACO are expanding their line of 1/4 scale cars. The Jac Rabbit has proved very popular and their new 1/4 scale Indy car looks great! Also pictured here is a close up of their new rear drive unit that comes as an optional extra.



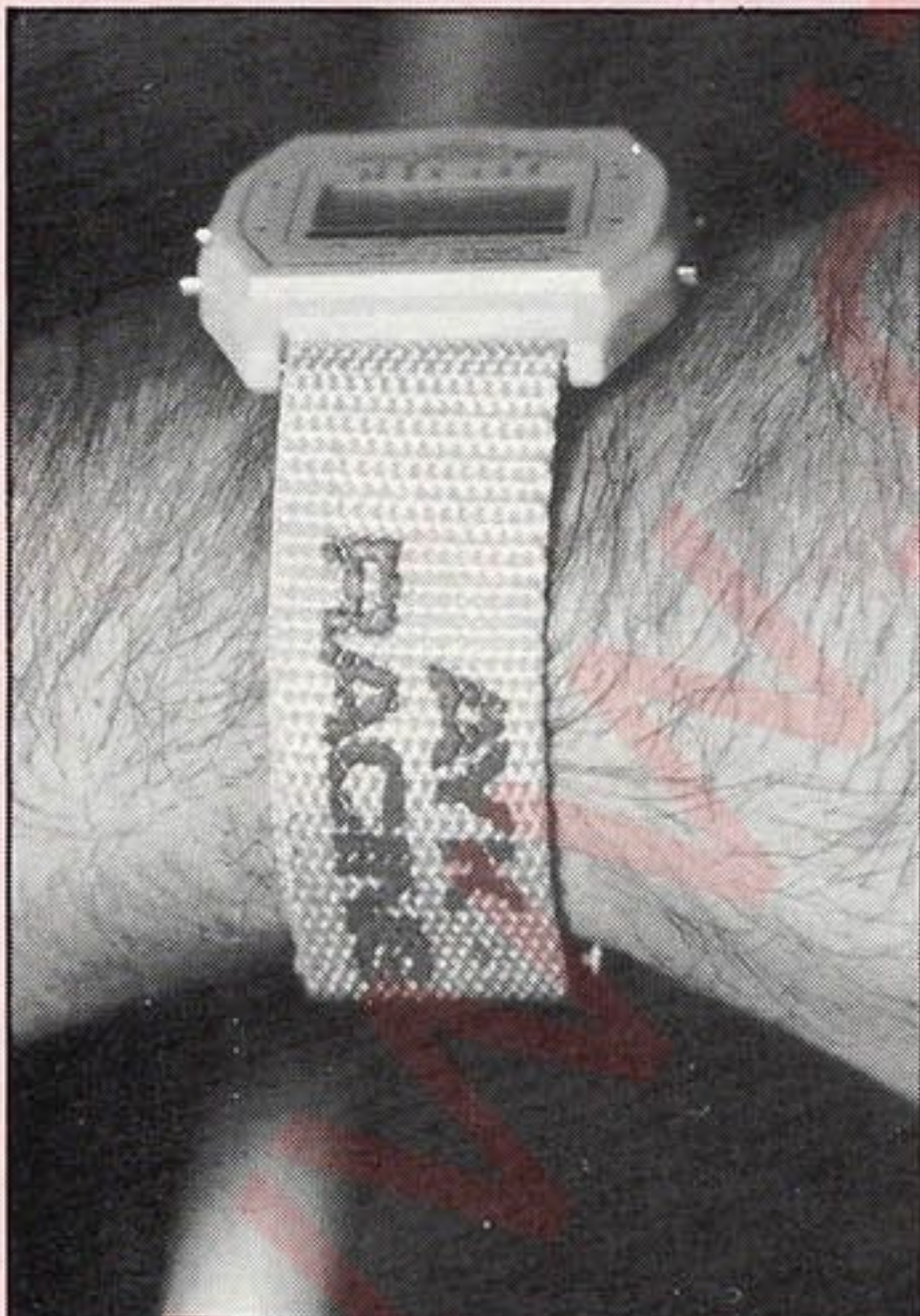


A new name in R/C cars is Racing Silks. These people really do produce some of the best T-shirts and sweatshirts you have ever seen. The designs are colourful, imaginative and really gr-r-reat! These should be available to racers everywhere. Keep your eyes open for details and adverts — they're terrific!

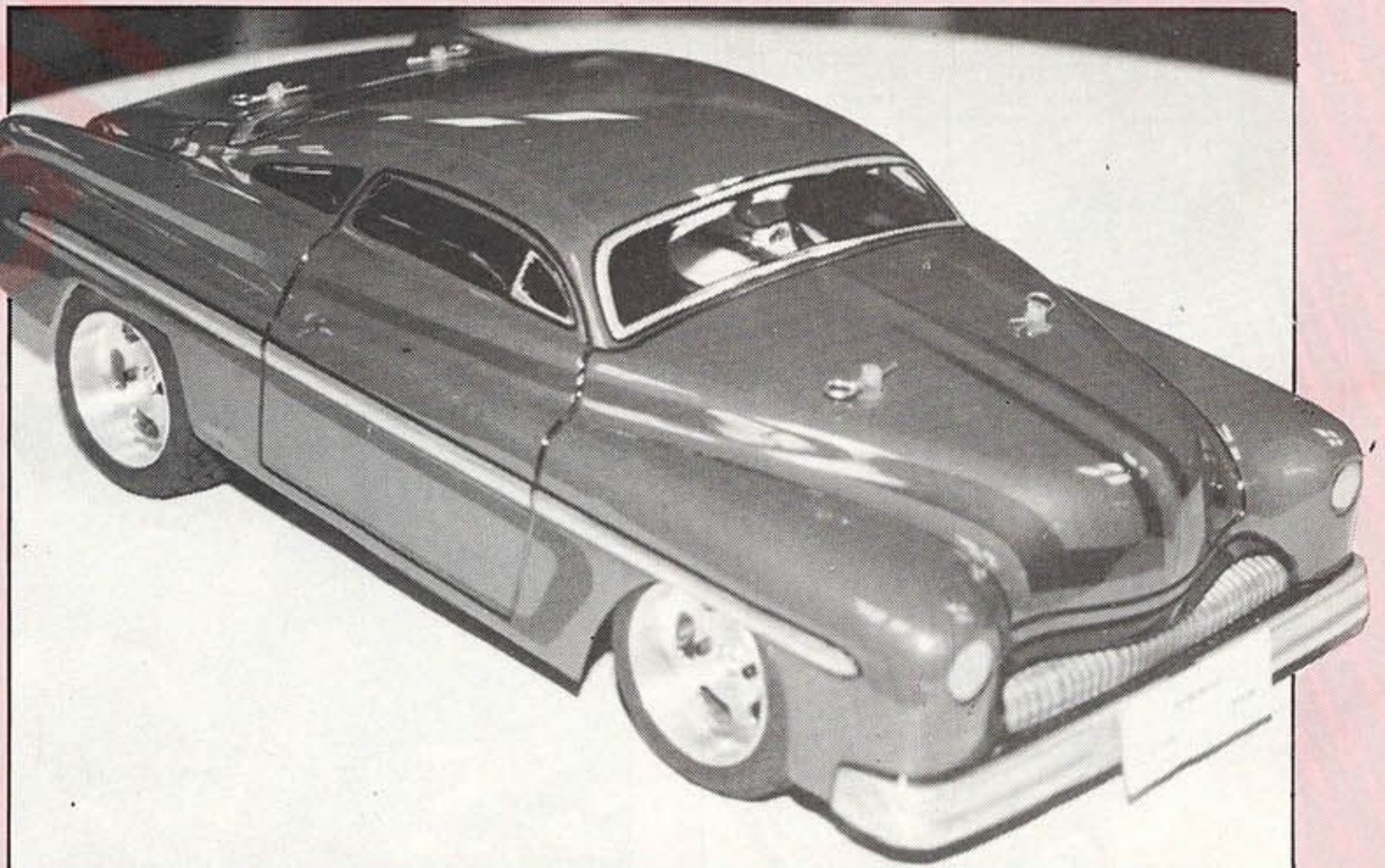
The new Mantua car as available in the US is being developed by the well known 1/8 racer Art Carbonell. Pictured here is an overall view of the car with graphite radio plate and belt drive system. Also details of their new design quick release front wheels, seen above.



Right: A large range of clothing, suspension, beef up parts and accessories were on show at the C.R.P. stand throughout the weekday show.



Even the 'Team AYK' watch is now available.



This body beautiful is from Parma. Some of the paint jobs they had on display were terrific and we hope to bring you more of these soon.



# Radio Race Car

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Kyosho Indiana 4x4	RRC 17	Tamiya Hotshot II	RRC 45
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Mantua Nevada de luxe	RRC 16	Yankee Electra	RRC 42
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# STOCK AND OVAL

by Mike Smith

A welcome return to the winners Arostrum for Lilford driver Roy Crowson at the Champion of Champions meeting.

This years Champ. of Champ's was hosted by the Yorkshire Model Stock Car Club, this invitation only event for I.C. stock cars was held at Pontefract on November 8, this is the only meeting to which drivers have to qualify to take part, the qualifying rounds take place throughout the year.

November is rather late in the year for an outside meeting, especially in the North of the country where Winter comes a month early, or in the case of this year six months early.

The activities started with practice around 9am. failing light expected at around 4pm. could not be delayed not even for this meeting, so it was of paramount importance to keep things moving. It was my first visit to this new Yorkshire venue.

The oval circuit was quite small, it was of course the same circuit I had visited when they were based in Lumpy Leeds, but must admit that the lumps and hollows tended to make one overlook the actual size, especially when the marshalls used to wear pit helmets and identification tags before they would try and find a car in distress, now the oval was laid on a tarmac area rather than an open cast mine it was more apparent that it was on the small side, not that this was detrimental to the days events, even the slight slope made for interesting racing.

One thing that wasn't small was the welcome showed to the visiting drivers it was almost as warming as aroma from the Butty factory constructed from a tent, a

camping stove, and willing workers, this helped keep the chill from the bones on what was a very cold morning.

During practice it was noted that Trevor Heasman was experimenting with gearing on the car, using a seven tooth clutch drum with a 38 tooth pulley, the circuit was dry and most drivers managed to get on the circuit even if it was a bit crowded at times with up to eight cars on this small circuit.

We had a pre-entry of 40 drivers and racing started around 11am. At the start it looked like a score around the mid forties would give you a chance in the final, with Steve Brown reaching 46 and Paul Dexter, driving his new machine with a score of 45 laps, Steve Talbot and Rob Lincoln also managed 45 in their first outing, the man of the moment even in this early stage was Roy Crowson who ripped home with 49 laps.

The meeting had attracted quite a few spectators, a seven strong team of enthusiasts from Scotland had made the three hour journey just to see how things were run, according to Bill Douglas they were starting a club in Earlston, Berwickshire.

The second set of heats made one re-appraise the situation, as the scores soared, it now looked that if you could not attain 45 plus then it was open boot time, but as oval keenies never say die they just start nerfing, the second way to skin a cat became notable as bumpers went in, Steve Talbot the man who is difficult to fence went head over heels whilst Trevor Heasman managed a triple somersault heading once again for the race control caravan, a

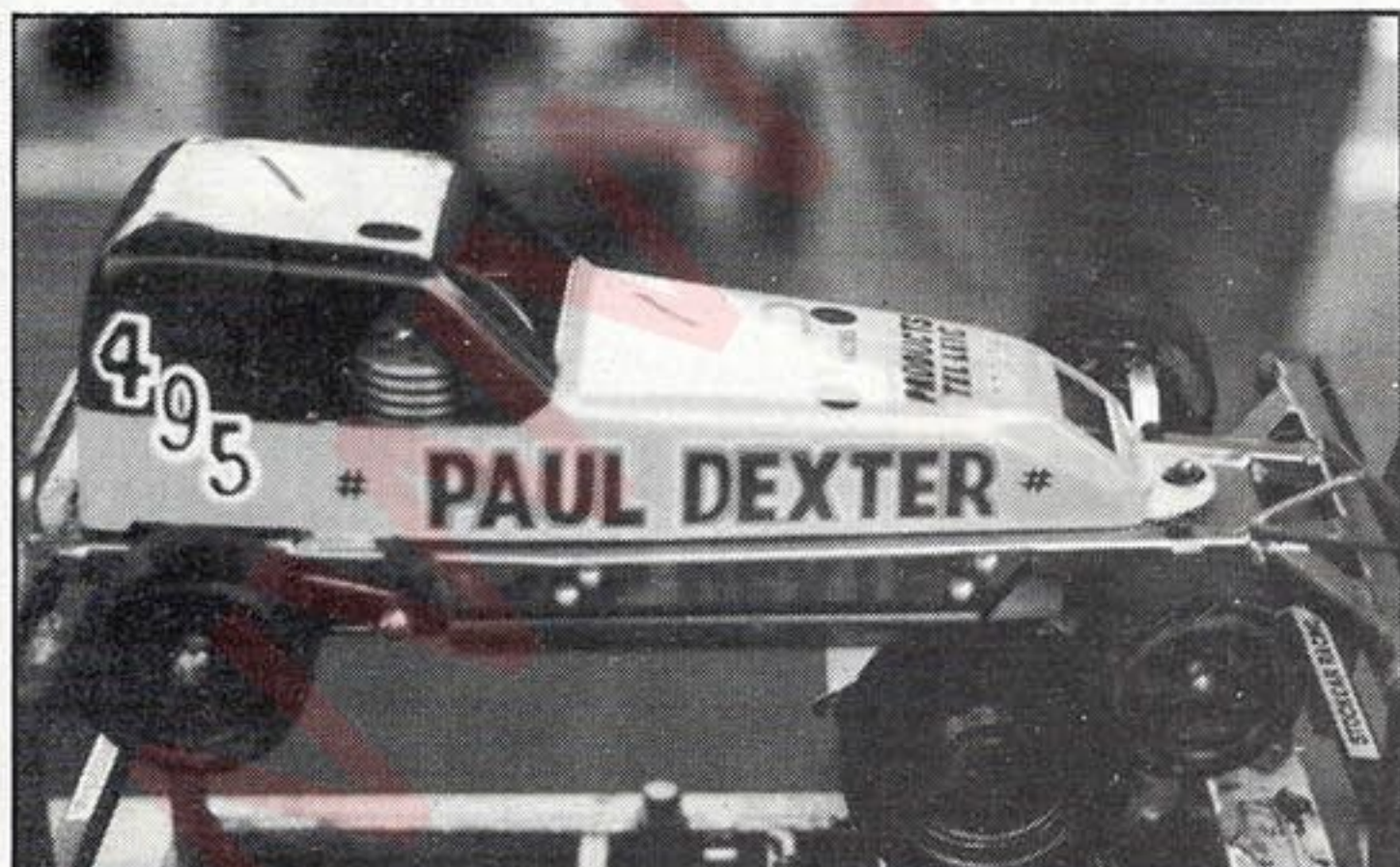
favourite spot for Trevor these days, his aim was a little off but he did manage to scatter a few spectators not to mention a Doberman Pincher who was not at all amused having to cock all four legs up at once, fortunately for Trev the dog was only angry at the car, but it did try to read the name on the side. Canine capers passed and the scores for those remaining on the circuit for the full four minutes were clocking up, Paul Dexter with 47, Tony Bicknall also with 47 and Andy Fulford with 49, the star man this round was Steve Talbot with the half ton, 50 laps in four minutes. The third round saw Andy Fulford the man with the cleanest car I have ever seen, they say the faster you go the less muck you pick up, so if you want to keep the car spotless then take a leaf out of Andy's book and notch up 50 laps.

The fourth round saw a change in the weather but not till the last race when the rain came and washed all the grip away, this fortunately was late in the proceedings, it started in the last race of Roy Crowson, not that it would make a difference to his placing in the final, it did however prove that a definite tyre change would be needed as the car struggled for the first time all day. The four straight through to the final were Andy Fulford, Rob Lincoln, Steve Talbot and Roy Crowson.

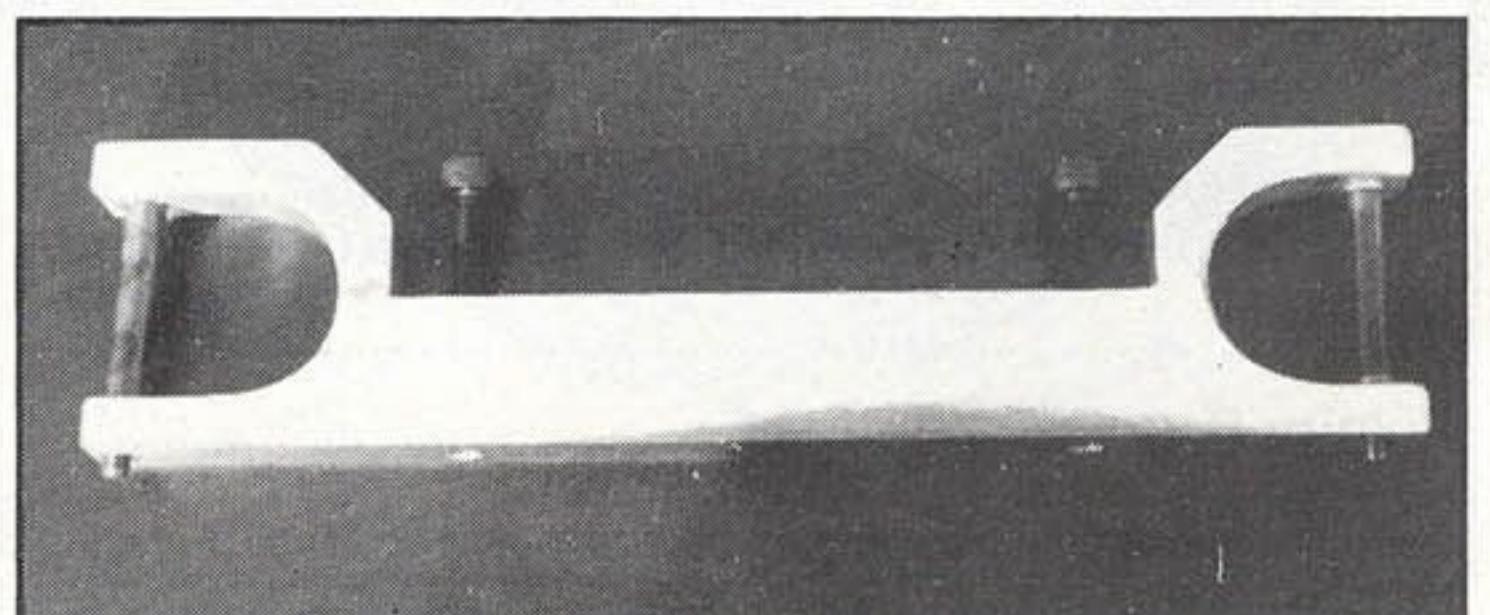
The local interest was centred around Rob Lincoln from Yorkshire club who had achieved a good result, it had been no mean feat to go through to the final against such formidable opposition.

The consolation was made up of Paul Dexter, Jason Watkis, Julian Vaux, Tony Bicknall, Martin Joul and Tony Middleton, it was a close fought race with all finding grip in the rain, Julian Vaux won with 35 laps and second place man was Jason Watkis with 34, the rain was the deciding factor, those with a cool hand had it their way, but the drop in the scores was noticeable. With Julian and Jason making up the last two places in the final it was set for a good race.

Steve Talbot was the mystery man of the race he takes full advantage of the conditions. Meanwhile up at the front Roy Crowson was forging ahead, Rob Lincoln who had the support of the locals was driving with intelligence and if the pressure of the big event was getting to him it did not manifest itself in his driving, I had him placed in second for much of the race, but a shunt on the top bend lost him time and a little momentum, this was easily regained. Jason was really motoring and he was not to let the challenge for the lead go without



A nicely turned out car from Paul Dexter, in fact Paul turns out some interesting components for I.C. stock cars which include, a off set front axle beam, including a pre-set camber. This retails for £6.50, from Paul Dexter, 54 Leicester Road, Balby, Leicestershire. Below, the off set front axle beam.





The finalists from left to right Julian Vaux, Rob Lincoln, Jason Watkis, Roy Crowson, Steve Talbot, Andy Fulford.



The start of the final and trouble already for Andy Fulford he misses the line up and starts from the back of the field.

*I can remember the days when the standard Mardave chassis used to go through a transformation about as often as the passing of Halley's Comet, but things have changed, Mardave are right on top of chassis developments, their designer Stew Busby is a master of perfection leaving nothing to chance, as a driver himself, he is constantly striving for perfection in his chassis design. The latest offering has a slight change to the front end of the chassis, which now has its bumper bowed and the bumper support made of angle steel rather than the tubular, this is to try and stop any impacts from twisting the chassis, the bumper supports are designed to yield to pressure rather than allow movement to affect the main chassis rails, the bow shaped bumper will help to prevent damage from transmitting down the length of the car.*

a fight, at one time he looked a real threat to the Crowson supremacy but things were not to be.

- The results were:-
1. Roy Crowson 51 laps in 4.46.79
  2. Jason Watkis 50 laps in 4.57.96
  3. Rob Lincoln 50 laps in 4.59.69
  4. Julian Vaux 48 laps in 4.55.05
  5. Steve Talbot 43 laps in 4.57.55
  6. Andy Fulford 41 laps in 4.55.83

Many thanks to race control for a well run meeting and good luck next year with the permanent oval.

**News From The B.R.C.A. A.G.M. Or The Last Tango In Tibshelf**

The B.R.C.A.'s A.G.M. was held on November 1, 1987 at the Shoulder of Mutton, Tibshelf, each section of the Association had its own conference in the morning to thrash out their differences, this was before the A.G.M. in the afternoon, no doubt the sections had lots to discuss, as for the Oval section, this was the end of the suck it and see period of the amalgamation of the Radio Stock Car Association and the British Radio Car Association, you have heard of trial separations well this had been a trial marriage of convenience lasting twelve months. At the start of the oval conference it looked as if divorce was on the cards with the B.R.C.A. being the Blue Beard of the piece, allegations of forgetting those special times and

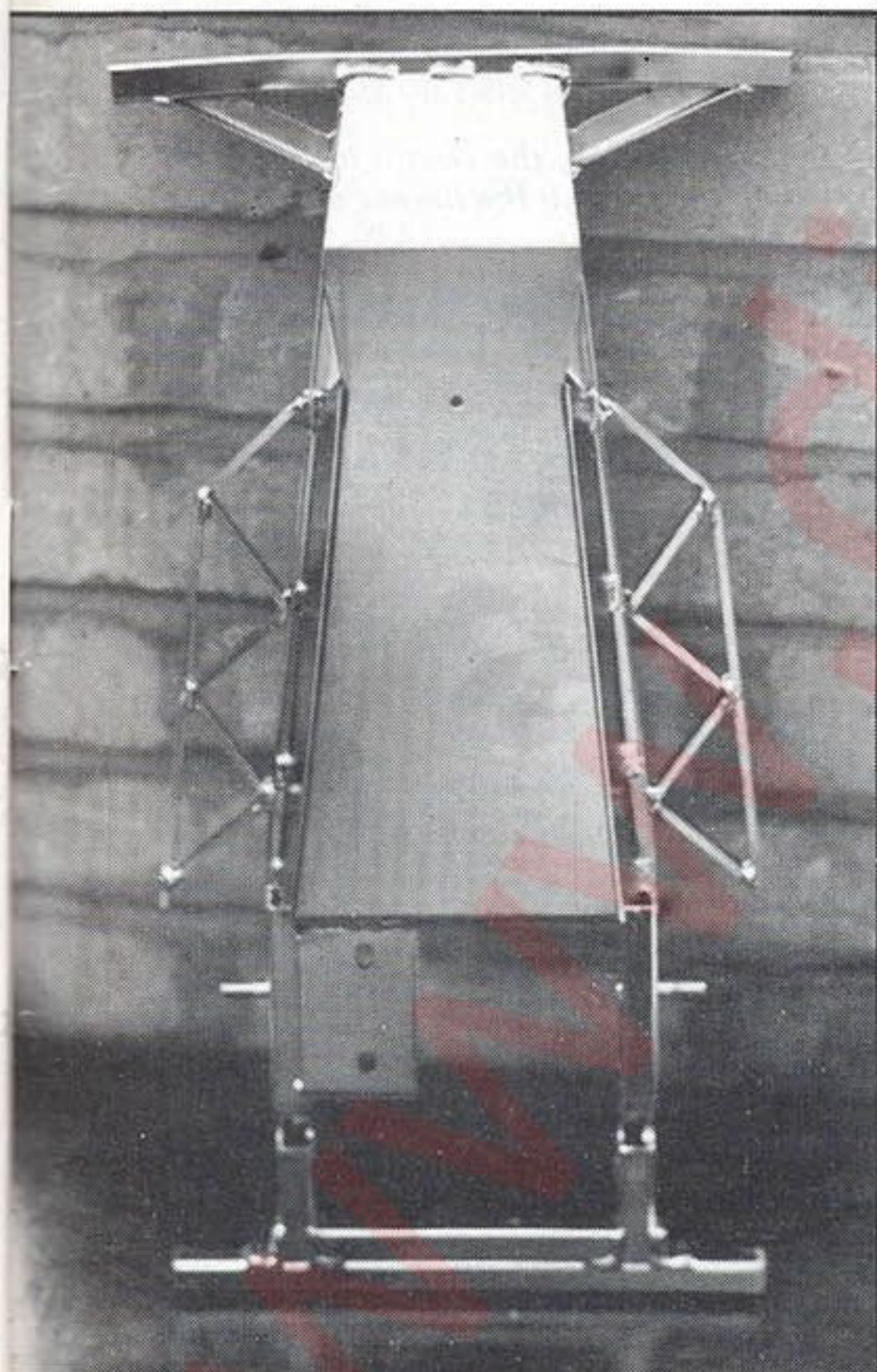
*Below: The return of Roy to winning form has been ong overdue, but always on the cards, back on top and collecting the trophy. Below right: Local boy does well! Rob Lincoln a relative newcomer to the sport shows great promise, by taking third place.*

not sending a card, which in this case was of the membership variety, were the main grounds for divorce, the Chairman of the B.R.C.A. Paul Pagden took the brunt of the association scorn, stating in defence that it always takes two to tango, and although admittedly there had been one or two hiccups in administration, these were not sorted and should be put behind us, with this smoothing influence and the lesser fact that the old R.S.C.A had only a pound to its name, it was unanimously decided that this would not be the Last Tango In Tibshelf.

The decision firmly made to stay with the B.R.C.A., it was also confirmed, that if the oval sections were to make this union work, it would need more effort from within the ranks, the lack of which was apparently part of the original problem of the suck and see year. As a section of the association we have our own committee, there were one or two changes to last year with Terry Dickinson taking the roll of Chairman of the 1/8 section from the retiring Steve Talbot, whilst Simon Kendal became 1/2 Chairman, the secretaries were Lee Bishop 1/8 and old campaigner Chris Loughran for the 1/12

**I.C. Stock Car Construction Rule Changes**

The changes to the construction rules to come out of the A.G.M. were as follows, firstly the overall width of the car has been increased to 240mm from the existing 229.5, this was originally proposed to allow



the use of the M.R.C. tyres, the tyres were allowed last year, but unfortunately with the design of the rear suspension on both PUma cars and to some degree Mardave, the fitment under the 229.5mm width was difficult, it was thought that if we were to alter the width then it seemed only right to increase it to that which is currently being run under the European rules which is 240mm.

To try and discourage a move away from stock cars resembling circuit cars an addition to rule seven was passed stating that side skirts of over 12.75mm (1/2in.) were not allowed, rule seven is the one that reads:

'Nerf bars must be on the same level as the bumpers and have a maximum contact surface of 12.75mm, minimum 6.25mm and must not protrude beyond the outer edges of the wheel'.

Following the trend of full size stock cars the roof top aerofoil was given a boost in size for those who prefer to look like a sprint car the permissible size now 6 x 6in. 365 sq.ins. quite a lump to carry. It was also deemed necessary to make the weigh in, for cars to include a full tank of fuel, the rule should now read:

'Maximum weight to be 3.63 kilos (8lbs.). Minimum weight 2.72 kilos (6lb.). Weight to be taken as car ready to race with a full tank of fuel'.

The most controversial rule is always the one on engines, this normally induces rage and anger from a normally subdued gathering, there are two schools of thought when it comes to engines, one is to allow any 3.5cc engine regardless of cost, which is referred to as an open rule, the other is to limit the cost by either excluding certain makes of engine or fixing a price limit.

Into these basic two schools of thought come variations to the theme, like exclude rear exhaust, or have none. A.B.C. engines tend to be impractical, but are regularly suggested. One thing is definite and that is the sport of stock car racing is a limited cost formula, which by its nature has proved successful, the main aim is to stop the purchase of success, everyone in the Association will agree to that basic principal, what is hotly disputed is the method of going about it.

The existing rule tried to limit the cost by drawing up an exclusion list of permissible engines, this was an acceptable system, but unfortunately had one or two anomalies, some engines that were on the list for exclusion were retailing £50 less than engines that were not, this to some was unacceptable, a motion was defeated to allow any 3.5cc engine to be used, this was in favour of a revised exclusion list.

The problem then arose from defining on cost which engine would be excluded, the Judas in the camp was the O.S. engine, which has a retail price of well over £100 if it hadn't been for this little rascal an agreement could have simply been reached but because the O.S. had been allowed for many years it could not be excluded now. The end result was to exclude all engines with a manufacturers recommended price of over £150.

This price will cause quite a stir around the clubs, it was the only available alternative that could have been agreed to on the day, it is my personal view that providing the tyre width remains the same and no one starts to increase the length of the straights on the oval then the purchase of success will be avoided.

There are a number of drivers who already make use of special tuning facilities, these drivers are to all intents and purposes spending money to bring the spec. of engines allowed to race into line with those that have been banned because of their specifications and the overall cost, this gives them the advantage of having a wolf in sheeps clothing. I know of two drivers of the same ability, one decided to pay well over £100 for an O.S. because he wanted more power and reliability, the other decided to spend £50 on tuning an Irvine .20 A.B.C. but keep the fact quiet, neither found anymore laps from their actions, except the driver with the O.S. does obtain more reliability.

One more move to keep cars looking like the real thing where practical was to state that all silencers should be contained within the car body, this does not include the manifold, this wording was added to the existing rule 17 which states that all exhausts should not point upwards when fitted to the car.

A change to the cost rule for the car was increased in line with inflation it was decided to increase the overall cost of the car from £66 to £70 plus an increase to £7 for extra components you may feel necessary.

On the 1/12 side of the sport the stock car was left virtually unchanged, rule eight of the race procedure was altered to: All National and open meetings will be arranged with pre-entry forms. Money to be paid on return of entry form. Entry fee to be fixed at £3.00 per driver per meeting.

**Mini Stock Rule Changes**

It would appear that a couple of printing errors in last years B.R.C.A. handbook needed correcting. Rule 2 should have read: Maximum width of car to be 6 1/2ins. and not 7 1/2ins. The word 'in' should be omitted from rule 10 as running in is not a common practice with gears. Rule four has been changed to read: Front and rear bumpers must be fitted, and should not protrude beyond the outer edge of the wheels. Rule 12 now reads Steel Whip aerials and roll over masts are not allowed. Rule 17

Maximum cost of a ready to race car (excluding radio equipment and speed control) to be £50 instead of £60.

According to the 1/12 secretary Chris Loughran it would appear a swing to mini stocks is in the air with a number of people making contact with him over the last few months for information on the sport, if you are into mini stocks or are about to take the plunge then Chris is the man to contact on 0533 777529 or write to 36 Glenhills Boulevard, Eyres Monsell, Leicester LE2 8UA.

**1/12 Oval Racing Fixture List 1986**

**1/12 Stockcars-National Dates**

- 20 March — Leicester
- 10 April — Venue to be announced
- 15 May — Buntingford
- 4 September — Venue to be announced
- 25 September — Thames View
- 5 June — British Open (Northern Region — possible venue is Biddulph).

**1/12 Mini Stox**

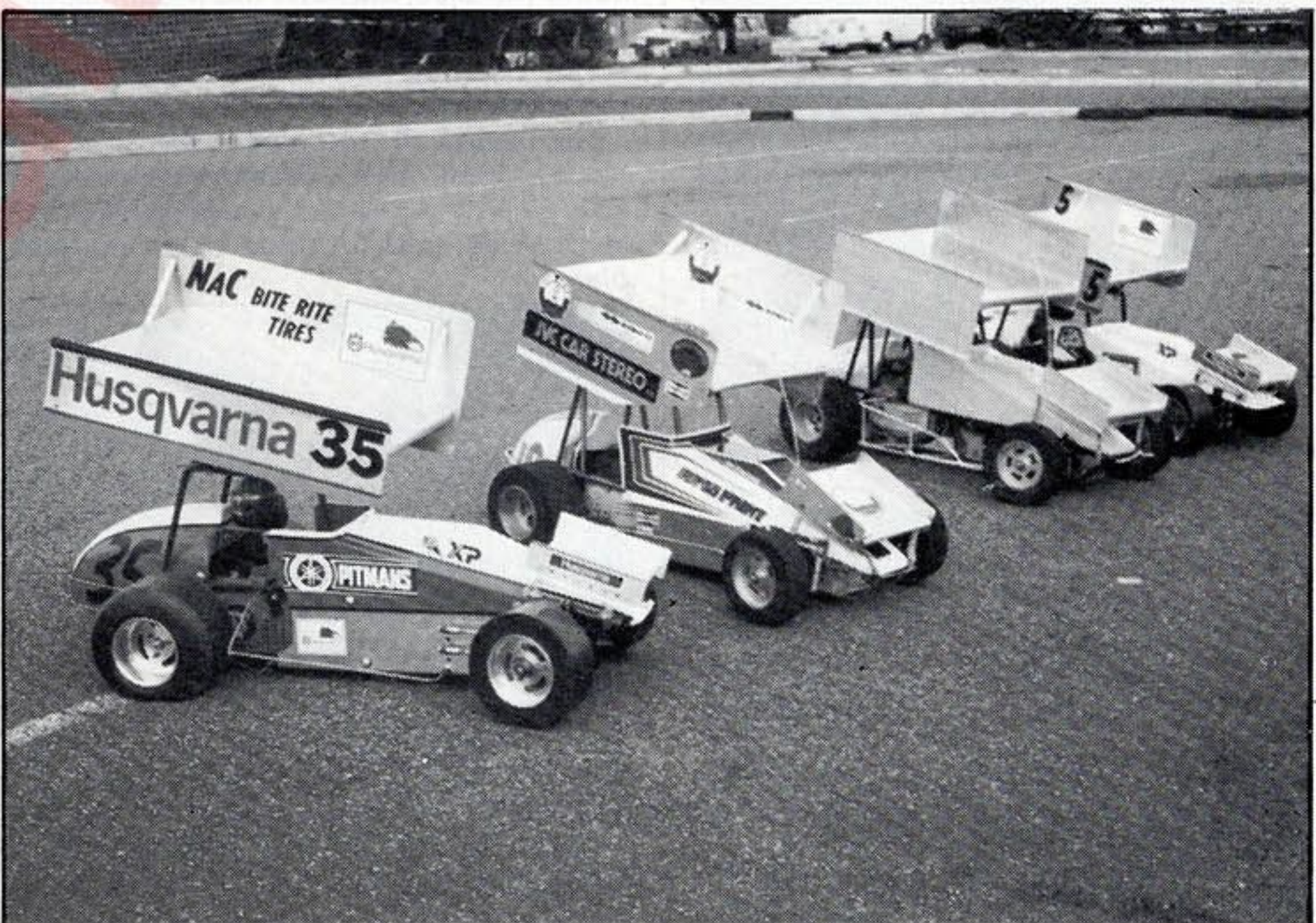
- 31 July — British Open (Southern Region — possible venue is Hawkhurst)

**'The Proof Of The Pudding**

Radio Race Car International, is a life line in the World of radio control cars, its power to promote the sport and its products is second to none.

This week I received a letter from N.A.C. Racing Research a company promoting 1/4 scale sprint cars, their letter was to thank me for the mention we gave them in the June edition of R.R.C., the letter goes on to say that due to the publicity generated by the article, N.A.C. have been inundated with enquiries for their product, mostly from in their own country but some have come from abroad. N.A.C., to generate interest in their area send information to the Stock and Oval section of a magazine printed and published at the other side of the globe, as for me well it's only to be expected, when I get correspondence from the Moon then I'll know we really are out of this World, but until then no slacking.

**This picture taken at an oval meeting in Adelaide South Australia, the circuit in the background is just part one of the bends of this colossal oval, the cars on the infield are 1/4 scale sprint cars, based on a Pacesetter design from the United States.**



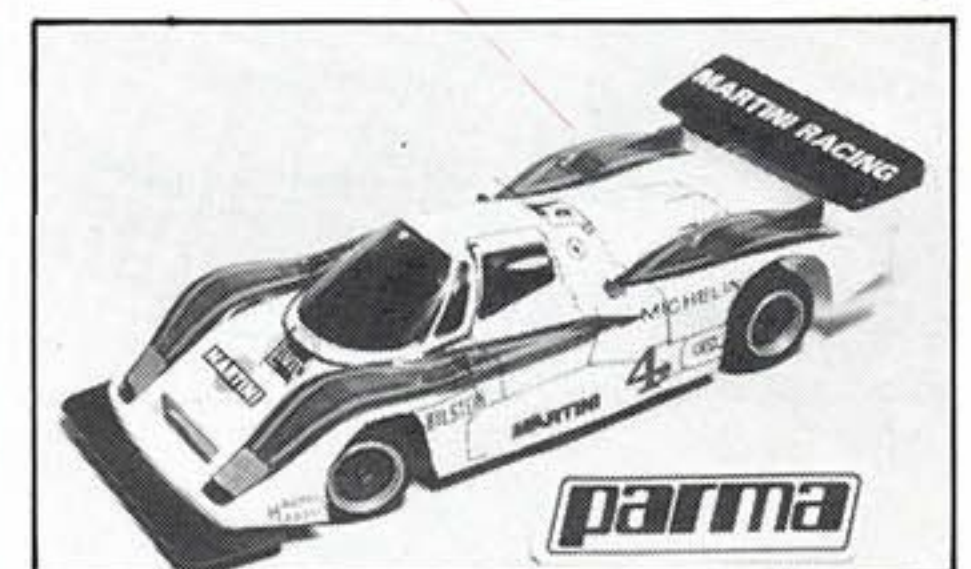
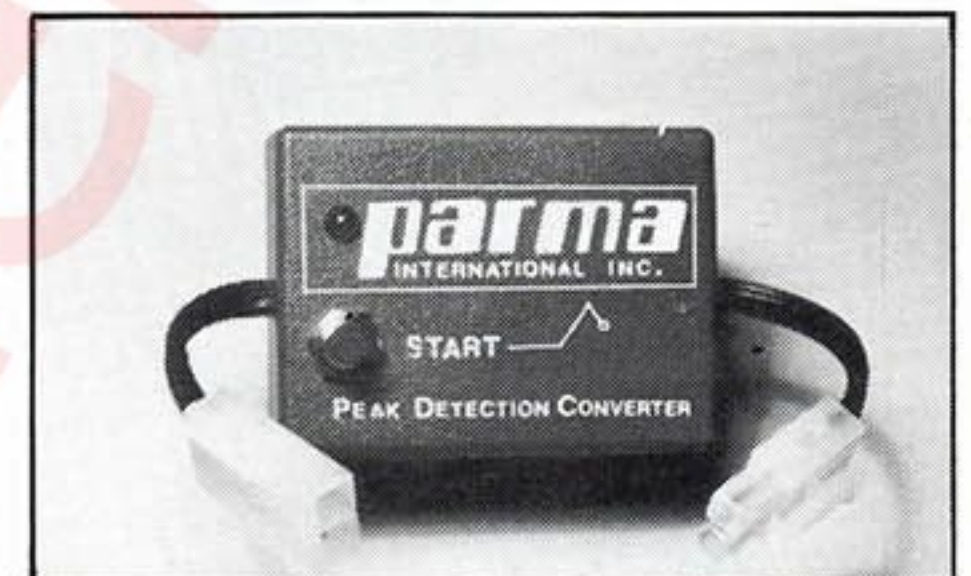
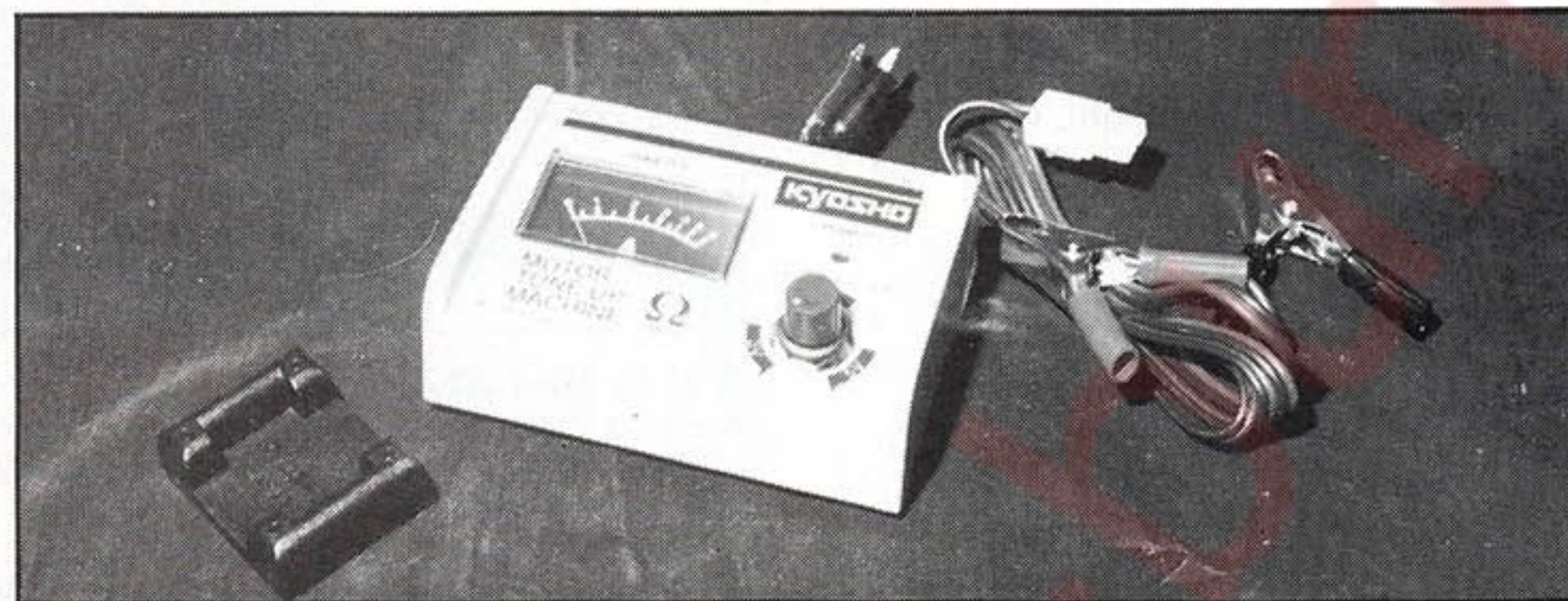
# MARKET PLACE

## Kyosho Motor Tune

A complete motor tune up system is now being manufactured by Kyosho. The system allows three major functions to be carried out efficiently and correctly. Function one is the running in of new motors, function two the bedding in of new brushes and finally the system allows you to tune your motor to give optimum performance.

The unit guarantees slow motor starts avoiding heavy loading of the comm, a variable output voltage permits short running times, a built in safety system protects against accidental short circuits. The Kyosho tune up system can be operated from 7.2 or 12v power sources.

Available from Ripmax stockists everywhere.



## Nosram Electronics

Many of us can't fail to have noticed both at the track and in tech charts the name Nosram. It seems that from nowhere to A final wins all over the country happened almost over night.

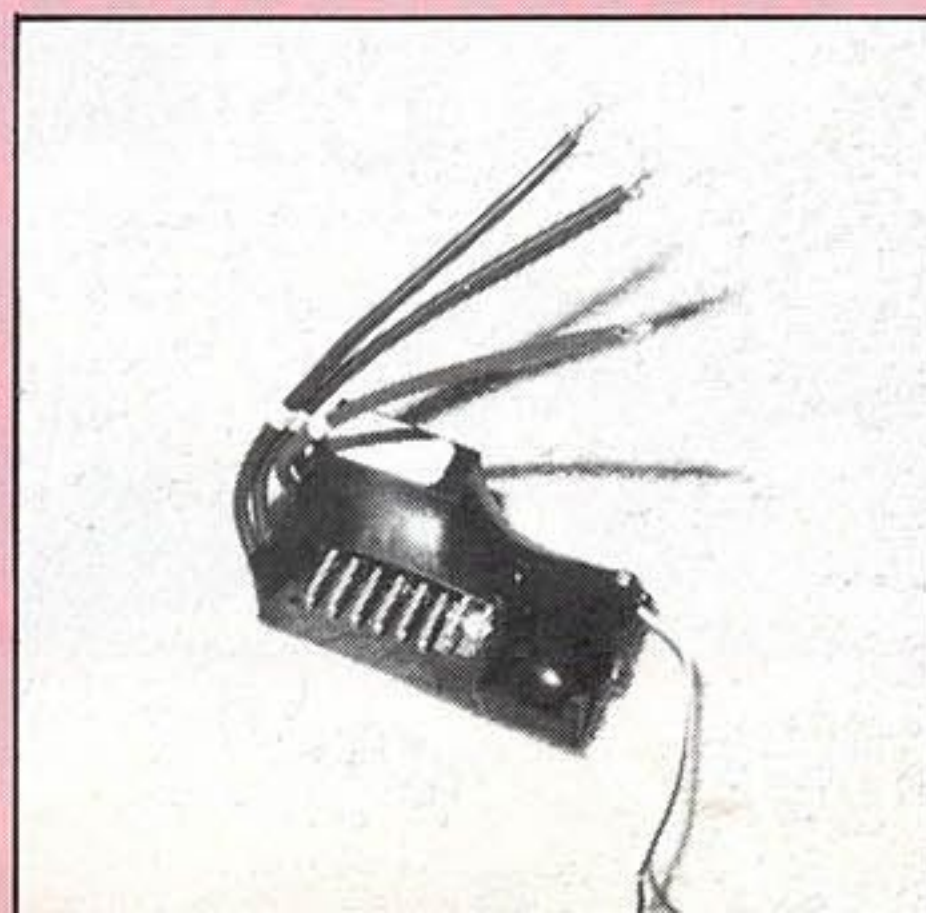
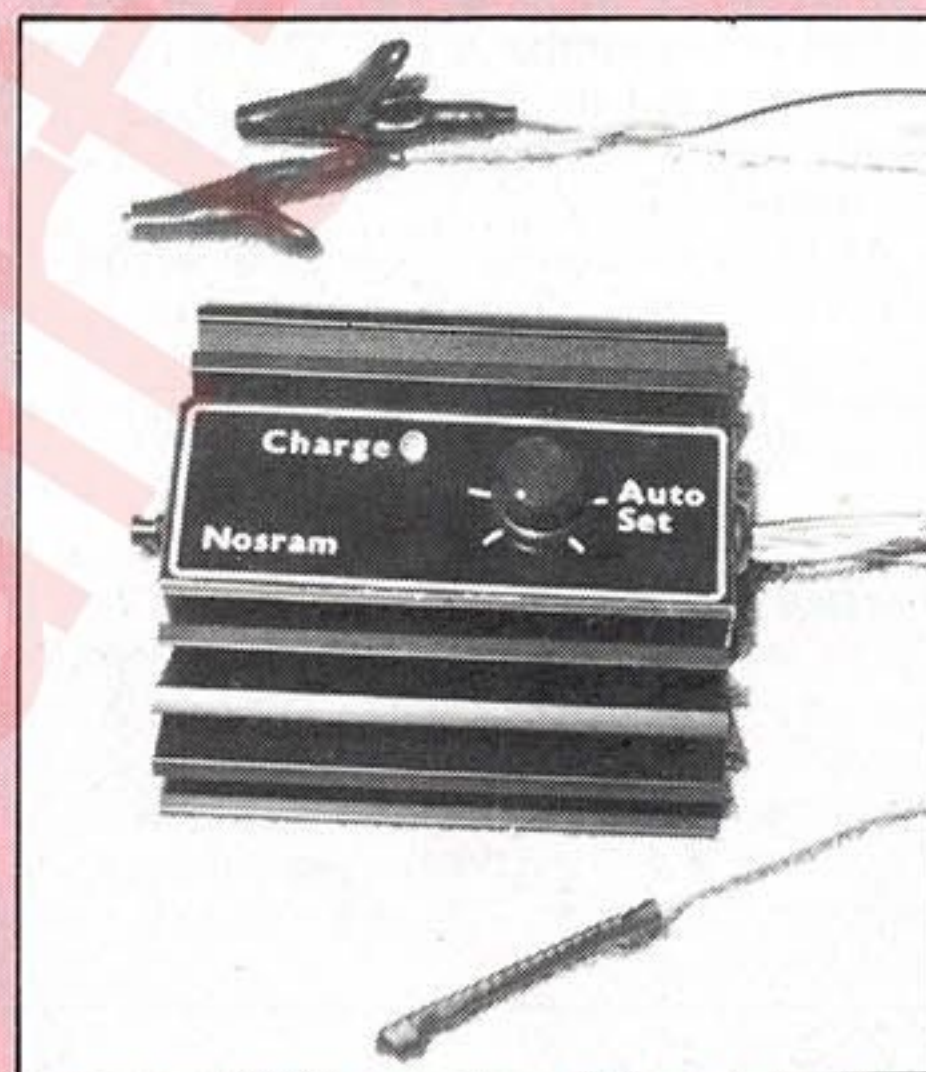
The Nosram range at present includes two speed controllers and a charger, the Nosram International is manufactured to a very high spec. having eight F.E.T.'s which include a F.E.T. brake, voltage multiplying circuitry for increased efficiency, independent forward/brake adjustment an electrical interlock circuit that protects all circuitry under fault conditions and only weighs 34 grams.

The Nosram Advanced Controller has all of the features of the International Controller but has reverse as well.

Last but by no means least the Nosram range is the Advanced Thermal Charger. The thermal charger is bristling with features including, constant current charging, thermal sensing which automatically cuts off when cell temperature increases by 10°C, manual selection of cut off temperature and last but not least auto cut off if the thermal sensor becomes disconnected from the charger.

Watch out for full track test on Nosram products in Radio Race Car International.

All Nosram products are available from Malvern Models, 31 Pump Street, Worcester, WR1 2QX.



## Parma Goodies

A host of new or replacement parts from Parma this month. First new lightweight, durable, nylon screws for your RC-10, these screws can also be dyed for that concours winning finish.

New commutator cleaning sticks make cleaning easy, just remove your brushes, insert the cleaning stick and rotate the output shaft until that just trued shine returns.

A discharge resistor makes battery care easier than ever. In addition to a controlled resistance discharge a built in lamp gives a visual indication of the remaining charge.

How about this peak detector converter, this unit will convert any D.C. charger into a peak detector type. No more voltmeters to watch, ensures a peak charge everytime.

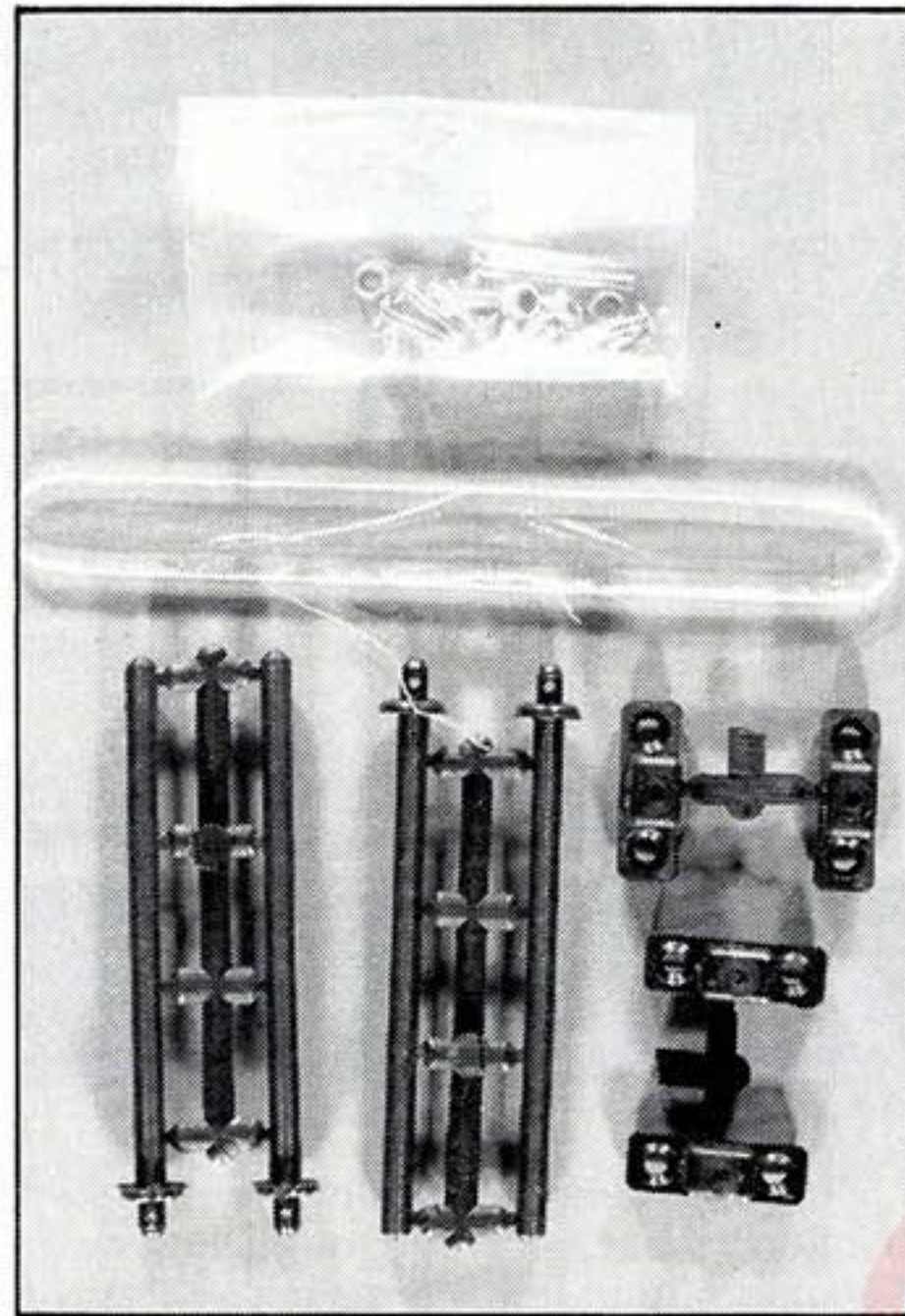
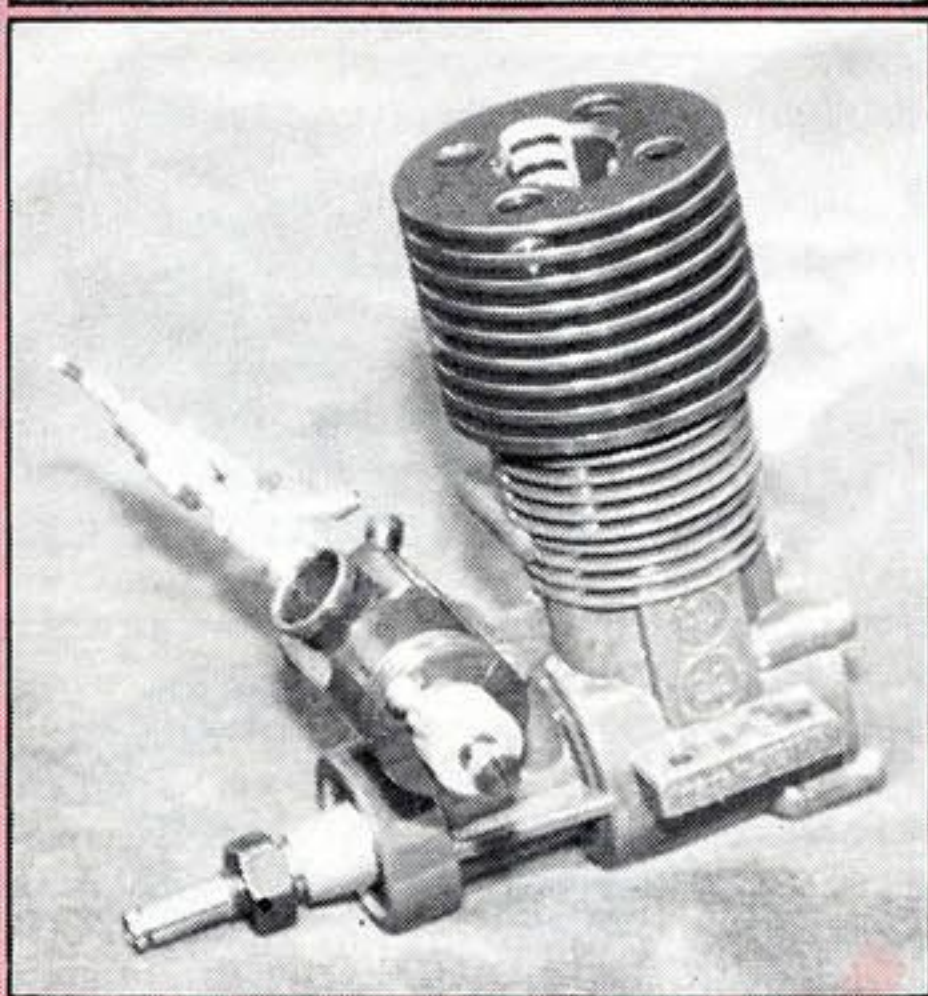
Finally this month a replacement Parma Lancia bodyshell for your Tamtech car, realistically styled and manufactured in clear lexan it's got to be a winner.

All items available from your local Parma stockist.

**Powerplanes International**

A new name to most of you perhaps, however Powerplanes are a well respected and established retailers and manufacturers of aircraft. This new range of engines for 1/8 scale cars is now available from them, featuring black anodised crankcase and red or gold anodised finning, if they go as well as they look then we should all be in for some fun. Hopefully we should be able to bring you a complete running test sometime in the new year.

Gold Cup engines are available from Powerplanes International Ltd., Unit six, Cwmillery Industrial Estate, Abertillery, Gwent NR3 1LZ.



**Saloon Body Mounting Kits**

These are designed so that you may fit any saloon body onto any car. They are supplied as a complete set including all the bolts, nuts, posts and bases etc., to fit. Lexan or fibreglass adaptor plates that attach the mounting blocks to the top of the shock absorber are supplied where necessary. The units are very light, very strong, simple to adjust and secure the body very well indeed.

The current complete kits are:- Striker (BP28), Optima/Salute (BP29), Bigwig (BP30), Ultima (BP31), Falcon (BP32), PB Mini Mustang (BP33) and Boomerang (BP34).

All kits come complete with instructions and diagrams. More and more we are noticing (mainly overseas) the use of bodyshells that look like saloon cars, especially on indoor surfaces and rally cross type outdoor surfaces where in both cases the height of the jumps is kept low to prevent bottoming out on the guards of the bodyshells, see next months Market Place place for further details.

All body mounting kits are available solely from T.M.S. Saloon bodies are manufactured by Frewer and solely available from T.M.S. Deanfield Mills, Asquith Avenue, Morley, Leeds LS27 9QS.



**K.R.P. Gas Shocks**

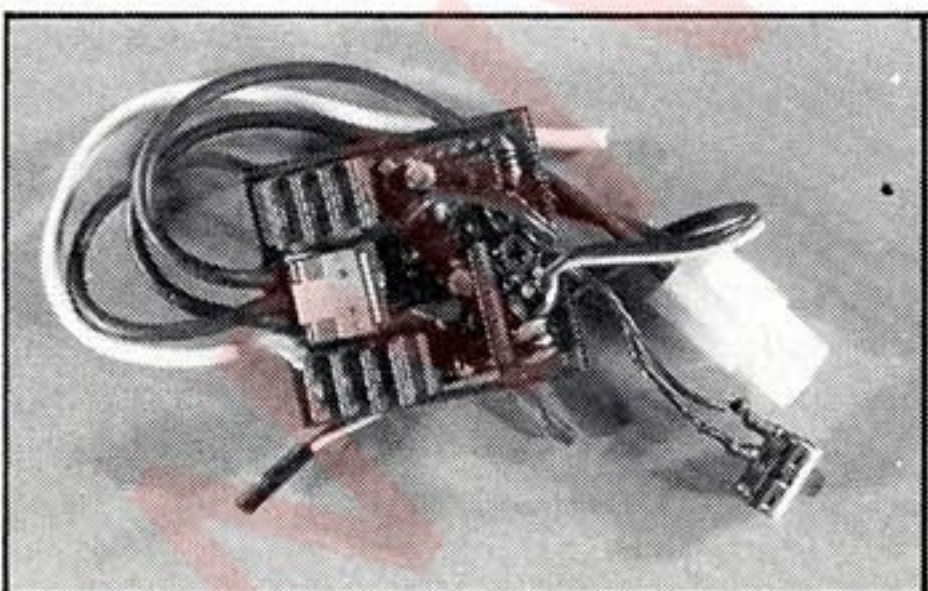
New for 1988 is this range of gas shocks for 1/4, 1/8, 1/10 and 1/12 scale cars. All shocks are hermetically sealed and feature oil flow control, chrome plated shafts, gas pressure adjustment, spring regulation and are manufactured in six different sizes. Dealers are being sought in the U.K. at present.

All in all a complete conversion kit, lets hope Puma continue to push this exciting new 1/10 idea.

For further information contact: Puma Racing Products, The Barn, Moat House Works, Kings Coughton, Alcester, Warwickshire. Tel 0789 765496.

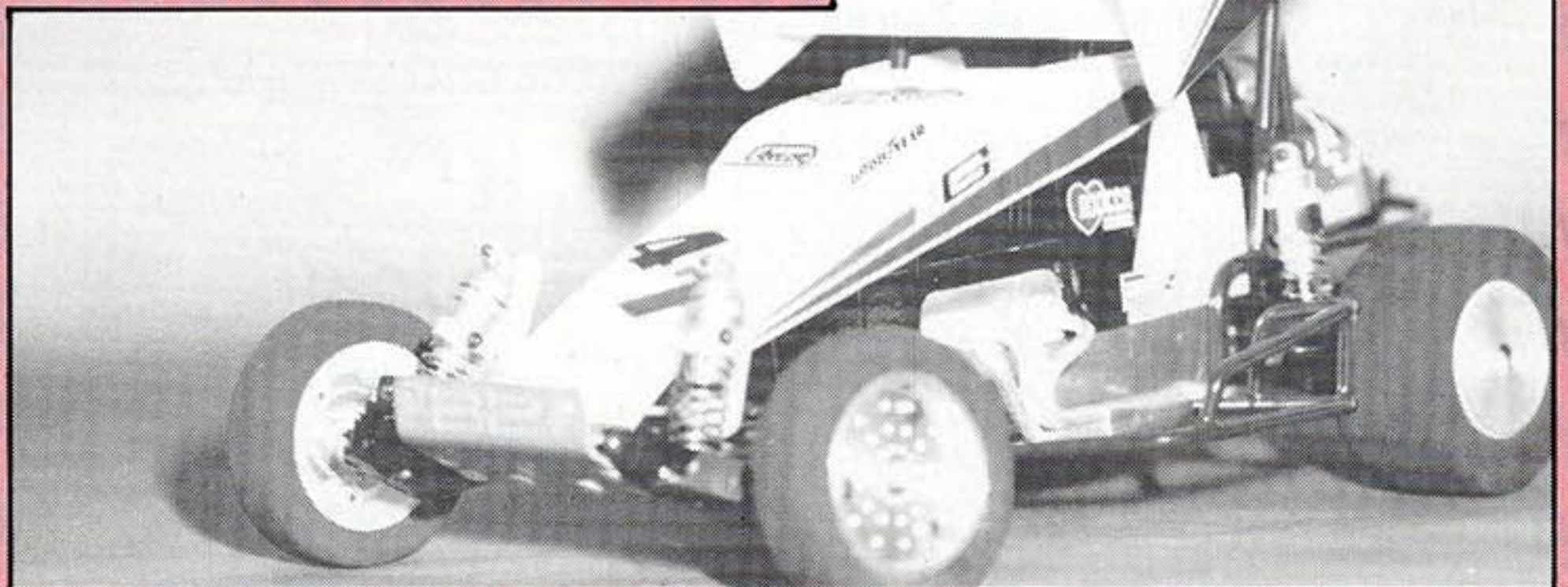
**Tien Kee**

Direct from the Chicago show comes this Tien Kee speed controller. The speedo is light, compact and a very neat design. The unit appears to be a forward and reverse variety using F.E.T.'s and a reverse relay. Adjustment pre-sets are included to fine tune the equipment for optimum performance.



**Puma Racing**

Puma racing are about to introduce a sprint car into the U.K. The Ascot sprint car is a conversion for RC10 or Mardave cars and features a 6mm aluminium roll cage, two side bars, a rear nerf bar, two side panels, headers, fibreglass chassis, screws nuts and bodyshell.





**RC-10**

As the two wheel drive class shows signs of new life, Associated have released some new equipment for the RC-10. The new Sidewinder bodyshell creates more down force giving greater steering and traction.

A new series of motors are also available from Associated Electrics, they are of course Reedy motors and are marketed under the Ultra Series. Three new motors are available for 1/10 scale, the Silver dot, the Red dot and the Pink dot oval enforcer. 1/12 scale drivers are treated to the Blue dot, the Green Dot and the Ultra brush.

All motors in the Ultra series have new high strength magnets, built in brush heat sinks for cooler running and longer life and a new can for greater magnet strength.

All enquiries to Associated Electrics, 3585 Cadillac Avenue, Costa Mesa CA92626, U.S.A.

**S.R.M. Racing**

Competition parts for the C.A.T. and the new P.B. Maxima are the order of the day. A new tensioner to convert the S.R.M. kit to fir the new Maxima has been very quickly produced. Threaded track and suspension rods for the C.A.T. are another long awaited extra that are now available from S.R.M., rods for both track, front and rear and suspension are available. C.A.T. wide track spacers for the front axle are also available.

Finally brush heat sinks, a long awaited and very valid idea, the more heat carried away from the motor the better it runs.

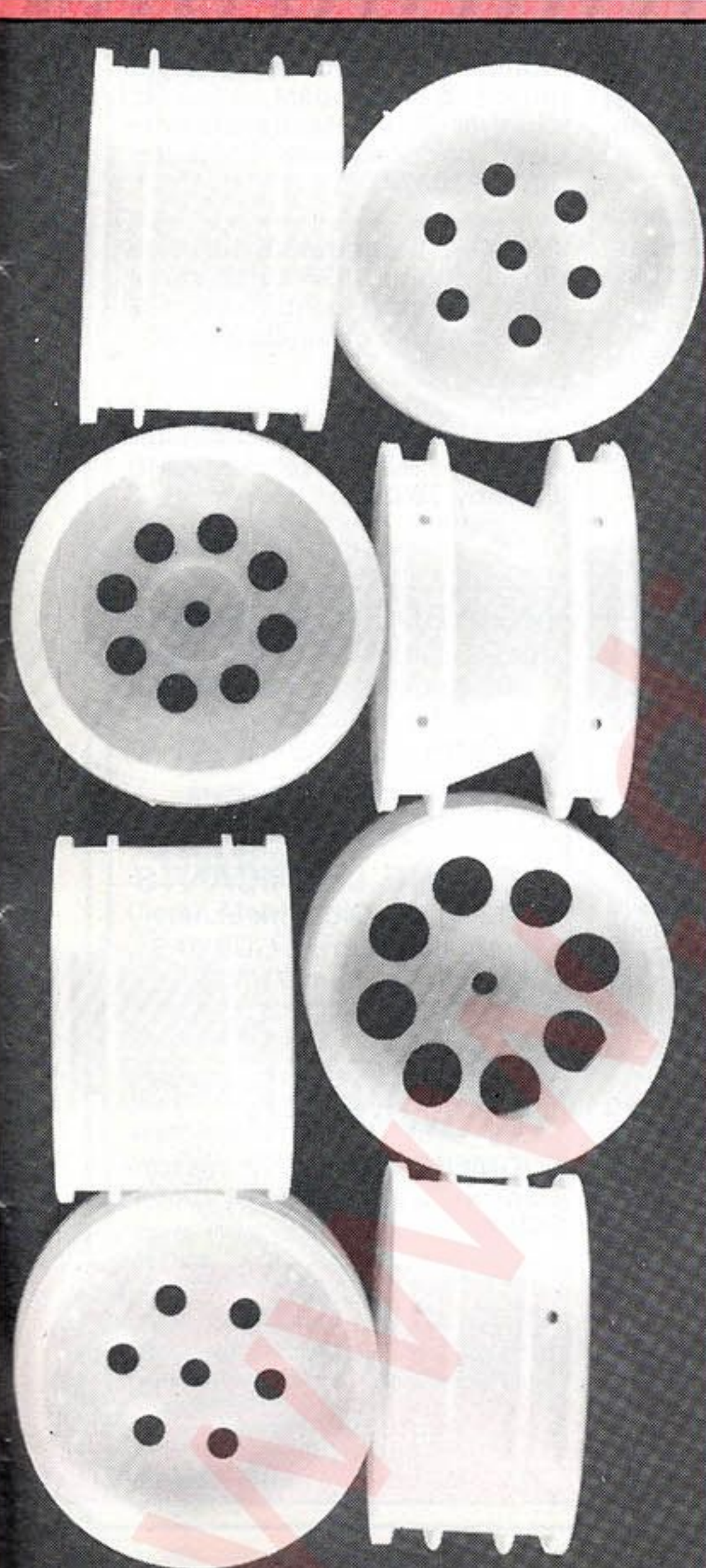
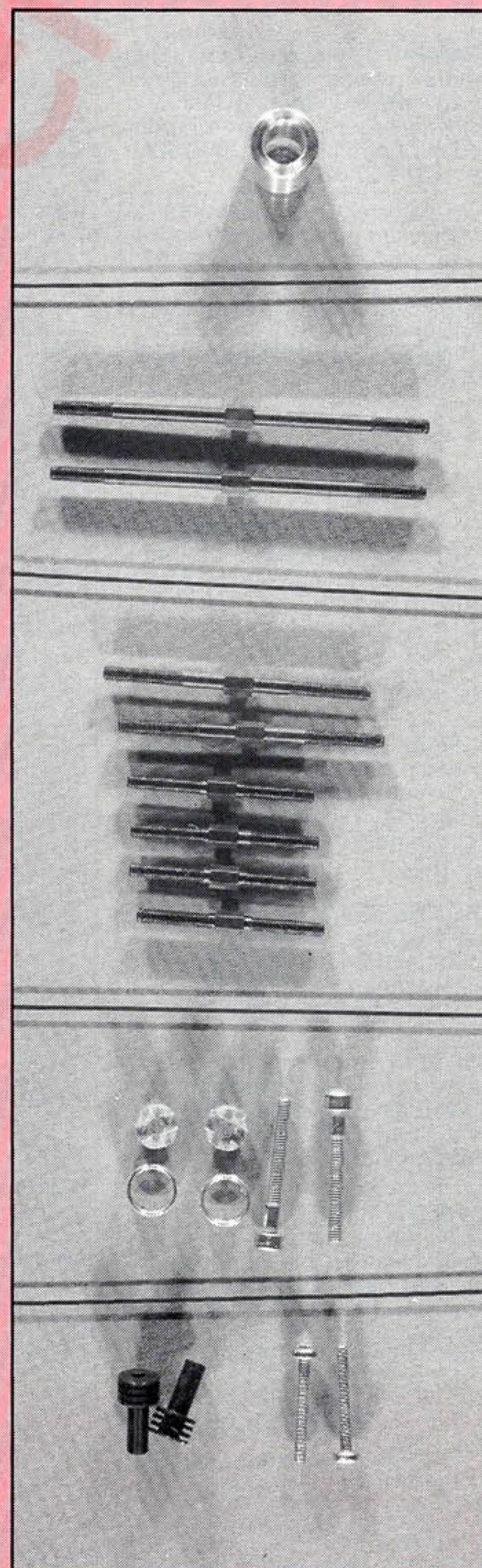
All items are superbly manufactured and finished to a high standard.

All items available from S.R.M. Racing, 140 West Street, Fareham, Hampshire PO16 0EL.

**Infinite Trading**

A selection of nylon wheels arrived at our offices from Kowloon. The wheels are for Tamiya, Kyosho and most other cars, providing suitable adaptors are used. The one feature that really stands out is the lack of weight, the Kyosho wheels for instance weigh in at grams and are very, very strong.

All interested parties should contact:- Infinite Trading Co., Rm 309, Summit Insurance Bldng, 789 Nathan Road, Kowloon, Hong Kong. Telex 31672 INFIT.



# CLASSIFIED ADVERTISEMENTS

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(i.e. 12 numbers per sheet) 25p per sheet  
inc. VAT & post. Minimum order 30 sheets.  
Cheque with order made payable to:  
CIRCUIT PROMOTIONS, 1 Russell Street  
Gloucester

**TAMIYA** Boomerang fully ballraced, HP suspension, Hot Trick chassis and steering with TMS body and Technigold motor. £120 ono. Tel. (020881) 3382 after six.

**TAMIYA** Hotshot, Techniplus radio, racing pack, anodized 'Cat' shocks, spares, fast and slow chargers, new motor, mint condition, £130 ono. Tel: Sean on 031-663 8203.

Fully assembled **TAMIYA FOX** 12 months old. Pristine condition, very carefully maintained includes Acorns, Techniplus radio (BEC). One fast charger (7.2), two slow chargers (7.2), two batteries (7.2). This model is fully ballraced with front oval block tyres and front stabiliser. Lots of spares including body. Quick sale required. £140 ono complete. Tel. (0883) 47153 (eve), 01-656-6931 (day)

**OPTIMA** ballraced. Futaba speed control and Futaba Attack radio. Two motors and nicads plus spares. Ready to race £135.00. Schumacher Peak Charger, used once, £25.00. Tel. 0625 617301.

**WILD ONE** fully ballraced. Acorns radio 2 x 7.2v batteries, 7.2v fast charger. Ready to race £65. Ford Ranger, no radio, £20. Technigold motor £20. Tel. 0252 317902.

**BOLINK** Digger. Very quick, reliable, lots of spares, slow charger, Futaba Attack radio, rechargeables for radio £100. Phone Billericay (0277) 658391.

**OPTIMA**, good condition, ready to race, fully ballraced. Many accessories, including GRP chassis, spirit 600 motor, RS200 body. Clacton 425276.

**TAMIYA** Bigwig. Acorns radio, 7.2v racing battery and mains trickle charger plus model flight accessories 202 12v rapid charger. Beatties holdall. Good condition, not raced. £180 ono. Tel. 0462-812603 (Hitchin).

**FOX**. Good condition, new chassis and gears, many spares. Futaba Attack-R radio, slow charger. Receiver recently retuned. Many mods including twin front shocks. Worth £260, sell £120 ono. Phone (0727) 62676 (evenings).

**PORSCHE** 959, Acorns radio, 2 bodies, quick-slow chargers, battery; £165. Wild One, Spirit 600, battery; £50. Both VGC. 01642 5926.

**BIGWIG**. Futaba attack radio. 8.4v battery. Slow and fast chargers. Nicads and charger for radio. Almost fully ballraced. Some spares. 1 spare Le Mans 240S motor. VGC. £200. 01-947-7603 after 6pm.

**RC10** fully ballraced, Fox wheels, Sanyo SC battery, slow charger, Parma K-stock and Technipower motors. £90 ono. Tel: Turner 0401 62679.

**MARUI** Ninja 4WD, acorns control. Fast-slow charger, + 7.2v battery. Hardly used. Unwanted present. £187 new. Will accept £160 ono. Tel: 0474 82 3968.

**OPTIMA**, Fully ballraced Futaba FP-MC112B electronic belt driven Nodis gears, RC10 shocks. Loads of spares. Tel. Tiptree 816891 after 6pm £140.

**OPTIMA** and Futaba radio gear. 3 months old. Never raced. Will split radio and car. £150 ono. Tel. 0403 66685.

**TAMIYA** Hotshot exc. condition. 2, 7.2 volt batteries. New Futaba radio. Fast/slow chargers, many spares. Tel. (0272) 518972.

**RACING NUMBERS — BE SEEN — BE COUNTED** Self adhesive vinyl racing numbers. More resistant to weathering. Can be washed clean when muddy. Sheet VN4 contains 1 of each no. from 1-12. Min. order 20 sheets — 45p per sheet inc. VAT & post. Cheque with order. CIRCUIT PROMOTIONS 1 Russell Street, Gloucester.

**SERPENT** Quattro, 4WD, 2 speed g/box OPS engine, Sanwa radio, spares. Cost over £500. Sell for £250. Tel. 0228-28554.

**HIGHLY** modified Hotshot, fully ballraced, fibreglass chassis, supershot shocks, electromagnetic clutch (unfitted), Parma bodyshell and other modifications. Offers around £100. Phone (021) 742 6726. Ask for Duncan. After 4pm.

**PB MINI** Mustang, very good condition. 3 months old, replacement shocks, MG motor, Demon FET controllers. Futaba Attack, spares, batteries, £185. Tel. 0272 629573. D. Ellis.

**SOUTH WALES DISTRIBUTOR**  
for Sanyo Nicad Batteries  
Competitive prices. Trade enquiries welcome. All sizes in stock.  
Tel 0873 2566

**KYOSHO** Rocky £75. Car only. VGC. Phone (0666) 54199.

**TAMIYA** Boomerang, with radio, brass bearings, technituned motor, HHP damper kit, spare wheels, two bodies, 7.2 and 8.4 batteries with slow chargers, many spares. Excellent condition, cost over £300. Accept £135. Tel. 0742 891400.

**RC10/CAT** concept car with Parma h/duty steering joints and steering servo with spare wheels and tyres. Hardly used. £190. Tel. 0227-61785 Eves. and weekends.

**TAMIYA** Fox. Excellent condition including control box; charger, 7.2v battery, spare set of wheels and tyres. £110 ono. Tewkesbury 0684 293409.

**Bigwig**, BFR radio, £40. Quick and slow charger, Tamiya nicad, also good condition, price £180. Phone 0474-357793.

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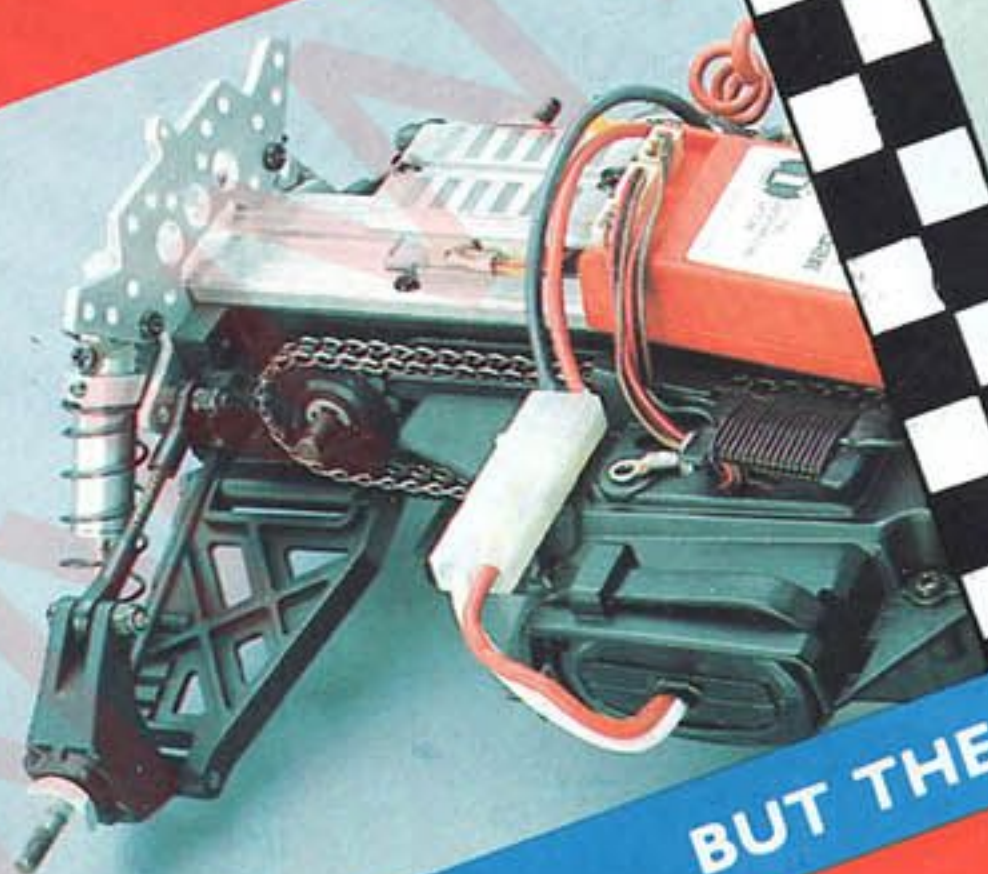
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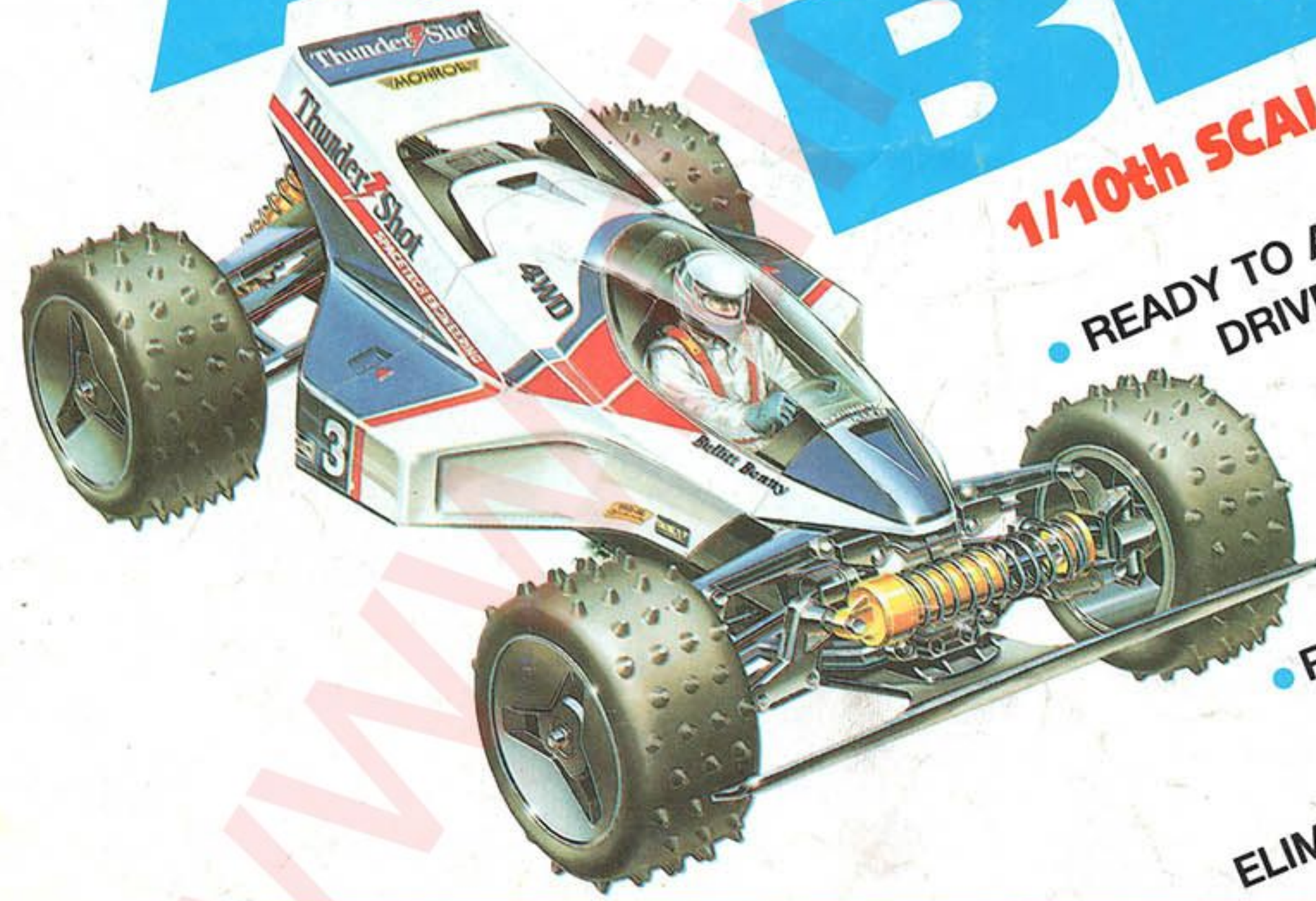
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