

Radio Race Car

The Monthly Magazine
for All Model
Radio Control
Car Enthusiasts

International

May 1988 • Price £1.35 (UK) • \$3.00 (USA)

Radio Race Car Series

A double dose. 4 and 2 WD opening events
Stafford and Swindon

Tamiya
1/10 Lotus
Honda



Parma's
new
4WD MRX

Full Review

Beattie's
Tarmac
1/10 National

certezze



OP8755 (OP8750)

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The new "Pro-car 88" (OPS 8757) incorporates



OP8847 (OP8842)



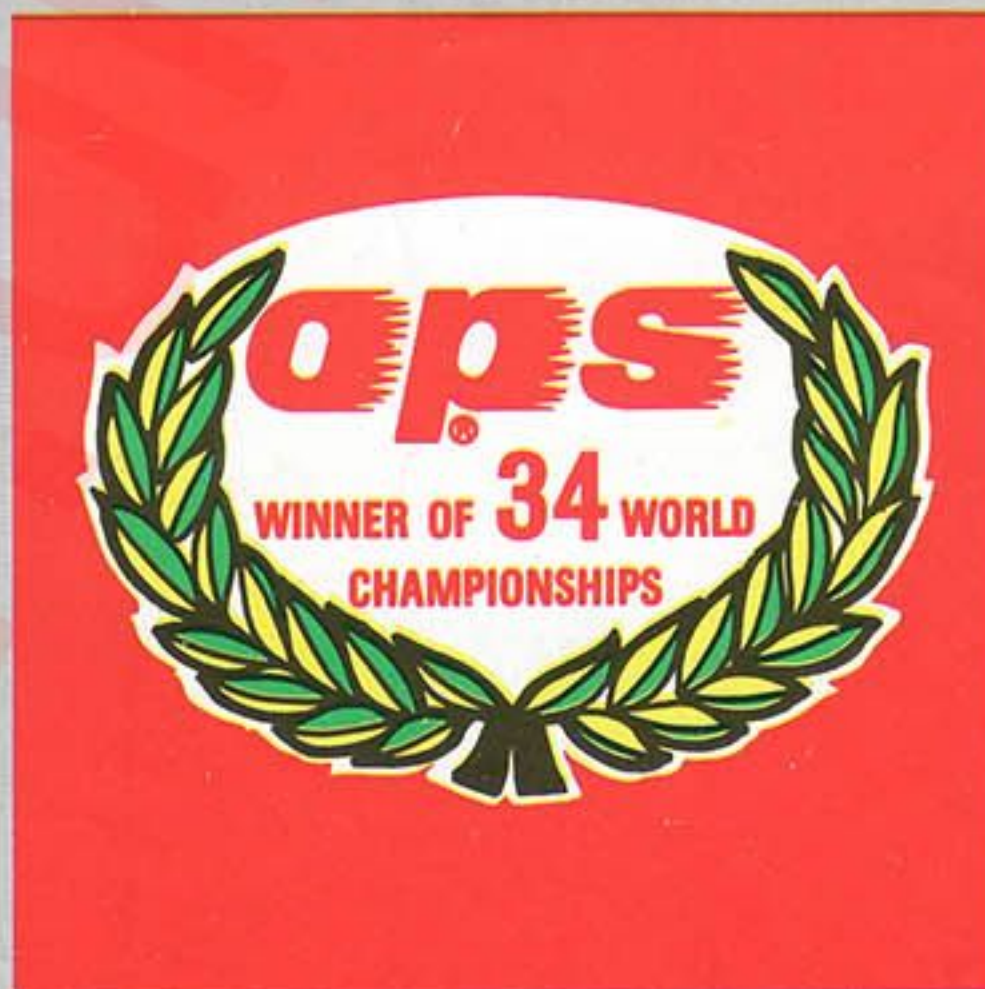
this technique with the latest piston/liner (OPS 3037) and also a new crankshaft (OPS 3856) to suit the new 1988 Serpent clutch. These parts can also be installed on the earlier competition engines. This new motor, with other small improvements, will also prove to be a consistent winner on the racing circuits in 1988.

In addition to the Pro-car 88, we are pleased to announce the following new products: 1) Rear exhaust Buggy motors standard version (OPS 8841 and OPS 8846). 2) Rear exhaust Buggy motors Pro version (OPS 8842 and OPS 8847). 3) Buggy side exhaust Eurochamp OFF-ROAD 1987 CHAMPIONSHIP (OPS 8833 and 8838).

Carburetors OPS 3894 and OPS 3942, glow-plugs OPS 9180 and OPS 9190, and the OPS 3782 tuned exhaust now approved by EFRA. This completes our programme for 1988.



OP8838 (OP8833)



OP8757



OPS - Casella postale 129
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Radio Race Car International

C O N T E N T S

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EDITORIAL

All you Monster truck and car drivers take note, how do you fancy negotiating obstacles such as Mount Doom, Death Valley, or the Bouncing Bridge to name but a few! Well now you can, Torbay Radio Control Club, in conjunction with Mansells Models, got slightly fed up with the monster truck drivers trying their hand at driving over anything from a snoozing dog, to a race control computer. Exasperation caused them to construct a circuit for these drivers.

Now for the first time a National Monster Meeting is being held, see details in Diary Dates, well done to Torbay and Mansells, it should be well worth the effort.

It has become increasingly obvious that 1988 may well be the make or break year for model car racing in the UK. Already this year many disappointed drivers have no national series to attend, purely and simply because there is no room at the inn and all driver spaces have been taken. There are other factors involved, cost being at the top of the list, prices are rocketing, it seems that the driver must now expect to pay £200 or thereabouts for a competitive car and therein lies the vital word competitive. At one stage if a car looked right, then straight onto the market with it, those days have gone, off road cars these days are produced to do a job, that job is to win races.

There is however a price to pay for this out of the box, all singing, all dancing stick to the road like glue racing car, that price is development and development costs.

So if we are all in agreement then, that there is a need for superbly developed cars, what can we do for the driver who can't, or doesn't want to spend a fortune?

How about a one class, limited cost series? If you have any thoughts on this subject please feel free to write in and tell us.

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All correspondence should be sent to Radio Race Car Magazine, Masefield House, Wells Road, Malvern, Worcestershire, WR14 4PA, England. Tel: (06845) 60561/2/3. Telex: 334708 RCMAGS.

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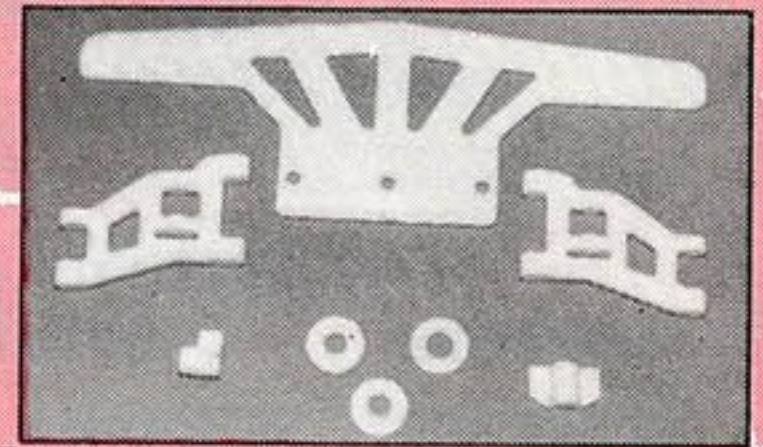
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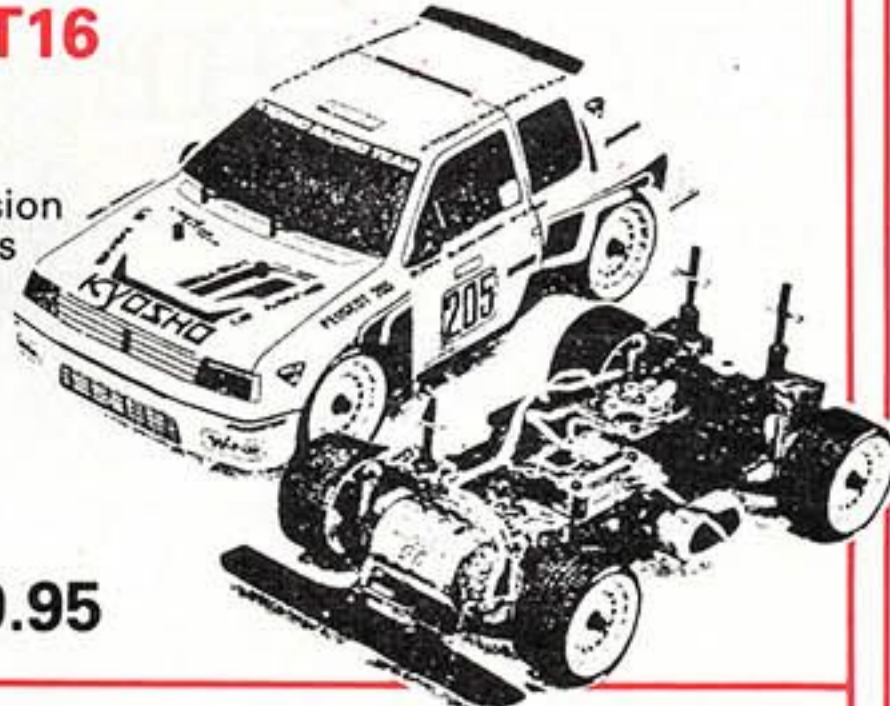
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Table with 2 columns: Raider part name and price. Includes RD01 Chassis Set, RD02 Front Suspension Mount, RD03 Plastic Parts A.Z, RD04 Plastic Parts B, RD05 Upper Arm/King Pin Set, RD06 Shaft Set, RD07 Front Wheel Shaft, RD08 Metal Bush Set, RD09 Rod Set, RD10 Speed Controller Set, RD11 Gear Set, RD12 Gearbox, RD13 Wheel Set, RD14 Screw Set, RD15 Body, RD16 Decal, RD17 Swing Shaft, RD21 Joint Set, RD23 Rear Wheel Shaft, RD24 Drive Washer.

Table with 2 columns: part name and price. Includes RK001 Front Bumper, RK006 Suspension Arm Set, RK010 Hub Set, P107 Friction Shock Set, PG22 Rear Tyre (pr), OT51 Pinion Gear, KAB 030 Oil Shock Absorber (Fr), KAB 031 Oil Shock Absorber (R), 1901 Ball Bearing, 1903 Ball Bearing.

ULTIMA SPARES

Table with 2 columns: Ultima part name and price. Includes OT5 Joint (pr), OT6 Swing Shaft (pr), OT18 Rear Shaft (pr), OT19 Drive Washer (4), OT24 Pinion Gear - 15T, OT28 Diff. Gear Set, OT29 O-Ring (10), OT32 5.8 Ball (10), OT33 Ball Nut (2.6mm) (10), OT36 Pivot Ball (2.6mm) (10), OT37 Cord Set, OT39 E-ring - 2.5 (10), OT66 Rear Tyre (pr), OT72 Resistor Heat Sink, SC26 Front Tyre (pr), SC67 Speed Controller Set, SC79 Speed Control Contacts, SC89 Tie Rod Set, KC20 E-ring (4), CB72 E-ring (4), AB30 Front Shock Set, AB31 Rear Shock Set, UM1 Gear Set, UM2 Bushing Set, UM3 Gearbox, UM4 Motor Plate, UM5 Gear Shaft Set, UM6 Shock Stay Set, UM7 Susp. Shaft Set, UM8 Front Shaft Set, UM9 Rod Set, UM10 Collar Set, UM11 Upright Set, UM12 Bulkhead Set, UM13 Susp. Arm Set, UM14 Servo Saver Set, UM15 Radio Plate Set, UM16 Body Set, UM17 Wheel Set, UM18 Body, UM19 Decal, UM20 Chassis, UM22 Screw Set, 1901 Bearing, 1903 Bearing, 1911 Bearing, W5005 Special Rod Set, UM26 Special Shock Stay, UM27 Special Chassis, UM28 Motor Guard, UM29 Stabiliser.

OPTIMA SPARES

Table with 2 columns: Optima part name and price. Includes OT1 Gearbox, OT2 Chain, OT3 Wheel Set (4), OT4 King Pin (4), OT5 Joint Set (Fr or R) (pr), OT6 Swing Drive Shaft (pr), OT7 Rear Plate Set, OT8 Front Side Plate (pr), OT9 Shock Stay Set, OT10 Bushing Set (10), OT11 Suspension Shafts (pr), OT12 Radio Plate, OT13 Suspension Arm Set (pr), OT14 Underguard, OT15 Front Bumper, OT16 Front Knuckle Arm Set, OT17 Front Shaft (pr), OT18 Rear Shaft (pr), OT19 Drive Washer (4), OT20 Chassis, OT21 Screw/Nut Set, OT22 Body Washer (10), OT23 Pinion Gear (12t), OT25 Body, OT26 Driver, OT27 Sprocket Gear Set, OT28 Differential Gear Set, OT29 O ring (10), OT30 Tyres (pr), OT31 Pillow Ball (10), OT32 Ball 5.8mm, OT33 Ball Nut (10), OT34 Plate Set, OT35 Upper Rod Set (8), OT36 Pillow Ball (10), OT37 Motor Leads, OT38 Silicon Grease (2), OT39 E-rings (10), OT41 Final Pinion Gear, OT42 Servo Saver Set, OT43 Rear Damper Set, OT44 Decal Set, OT45 Rear Hub Set, OT46 Chain Guide SSet, OT47 Front Hub Set, OT48 Battery Holder Set, OT49 Gear Cover Set, SC40 Motor Cover, SC67 Speed Controller, SC78 Speed Controller PCB, SC89 Tie Rod Set, W5005 Special Rod Set, OT057 Special Shock SxTay.

ROCKY SPARES

Table with 2 columns: Rocky part name and price. Includes RK1 Front Bumper, RK2 Wheel Set (pr), RK3 Diff. Gear Set, RK4 Front Gearbox, RK5 Plastic Parts Set, RK6 Suspension Arm Set, RK7 Knuckle Arm Set, RK8 Chassis Deck Plate, RK9 Chassis Frame, RK10 Hub Set, RK11 Ball Link Set, RK12 Rear Gearbox Set, RK13 Gear Set, RK14 Chain Carrier Set, RK15 Tyre Set (pr), RK16 Damper Set (3), RK17 Body Set, RK18 Bushing Set, RK19 Chain, RK20 Swing Shaft (pr), RK21 Joint Set, RK22 Front Wheel Shaft, RK23 Rear Wheel Shaft, RK24 Drive Washer (4), RK25 Shaft Set (G/box), RK26 Rear Damper Stay, RK27 Screw Set, RK28 Servo Saver Set, RK29 Decal Set, RK30 Stabiliser Set, PG40 Speed Controller Set, PG41 Speed Controller PCB, PG42 Contact Set, PG43 Connector Wire, PG52 3 Speed Resistor, SC80 4 Speed Resistor, 1901 Ball Bearing, 1903 Ball Bearing.

OPTION HOUSE

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JUST ARRIVED

Table with 2 columns: just arrived part name and price. Includes All spares for Optima Mid plus, WO106 Front One Way Unit - for Optima Mids and all belt drive Optimas, WO107 Front Ball Differential (adjustable) - for Optima Mids and all belt drive Optimas, WO108 Rear Ball Differential (adjustable) for Optima Mids and all belt drive Optimas, WO109 Rear Ball Differential (adjustable) - Ultima, K-SG25 Sprocket Set for Optima Mids, and all belt drive Optimas/Salutes, Hard Pinion Gear - Optima Mid-15t, 16t, 17t, 18t, 19t, 20t, 21t, 22t, 23t, 24t, 25t.

PACTRA LEXAN PAINT

Table with 2 columns: Pactra Lexan paint name and price. Includes Black, White, Dk. Blue, Lt. Blue, Red, Orange, Yellow, Green, Coral, Copper, Purple, Silver, Gold, Metallic Red, Blue, Burgundy, Brush-on, Aerosol, Thinners.

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Table with 2 columns: Bodyshells name and price. Includes Ford RS200, Peugeot 205T16E2, Sierra Cosworth, Metro 6R4, Lancia Delta S4, Porsche Turbo, Z28 Camaro, Model T Roadster, Escort XR3, Ford P/Bick-up, Shark, Slingshot, Finco.

PARMA

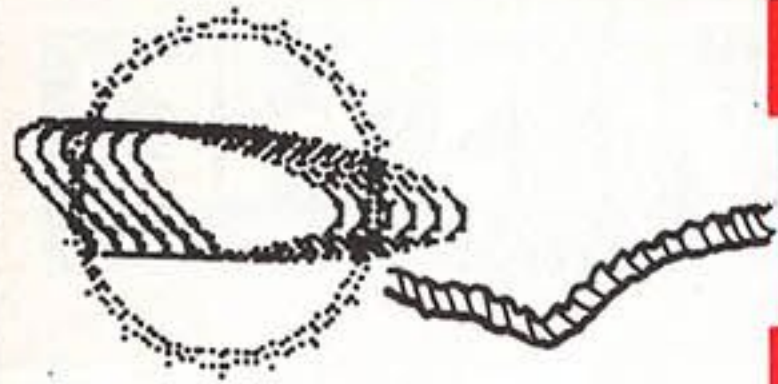
Table with 2 columns: Parma part name and price. Includes Silicon Wire (ft), 7900 Silicone Lube, 5016 Crystal Case, 10402 Large Rear Wing, 10450 Body Mounting Kit, 11518 Speed Controller c/w reverse, 11810 Universal Servo Saver, 12107 Front Wheels - adjustable track, 12113 Rear Wheels - adjustable track, 12530 Pinion Case, 13626 Chrome Knock Off Nuts - Kyosho/Tamiya, 10601 Decal Sheet - miscellaneous, 10604 Decal Sheet - flames, 10608 Decal Sheet - Ford, 10610 Decal Sheet - Lowenbrau, 10611 Decal Sheet - Tide, 10612 Decal Sheet - Folgers.

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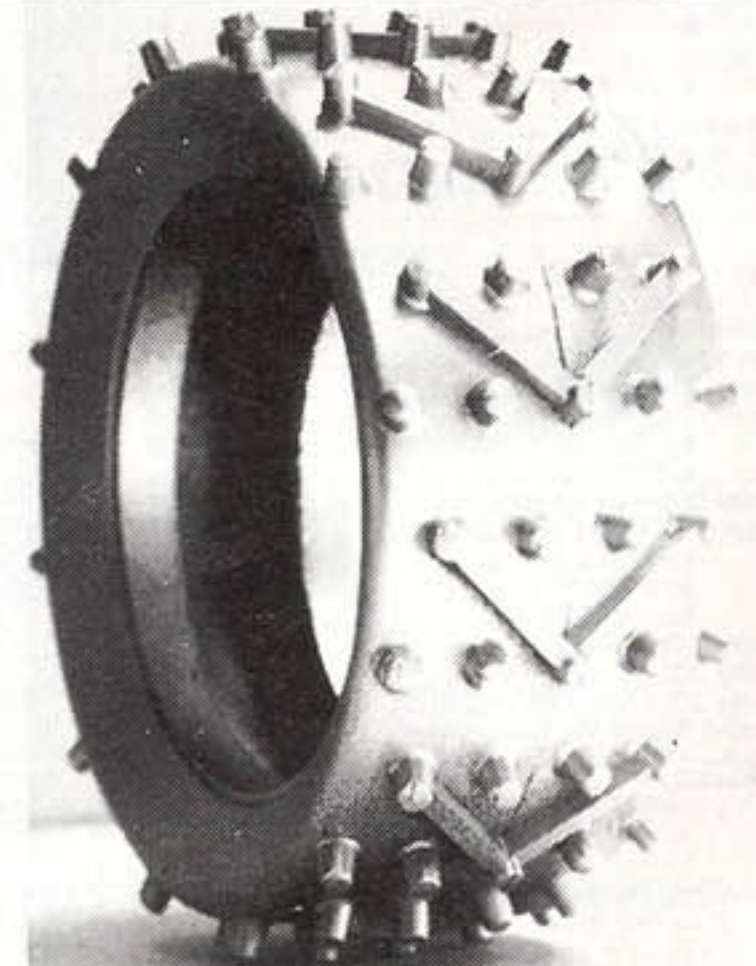
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SRM Racing

Personally Speaking

As the 1988 racing season gets under way it is immediately obvious that there aren't enough races to go round. Already meetings are oversubscribed by three times the required number of drivers, at least the Radio Race Car series is, not bad for a non premier event eh!!!! If this is typical and there's no reason to suppose it is not, then what can we do for the hundreds of drivers left out of these competitions, as they must be catered for. Well the easy, straightforward answer is provide more races. Unfortunately its not as easy as that. If you get hold of a year planner and plot onto it the B.R.C.A. events, the R.R.C. events, home Nationals, Internationals and major club challenges, then calculate where the indoor and tarmac events fall, you will soon discover that leaves around four or five Sundays left between March and late October that are free to hold any events on!

So, where do we go from here. It is possible, should you so wish, to enter most of the premier events on the calendar at present and maybe it is because of this that problems are arising as drivers are chasing every event around the country. Maybe organisers should not consult each other trying to avoid dates clashing. Perhaps there should be one or maybe two more National events, this would make certain that there was enough entries for all because then it would ensure that no one could enter every series.

There would also be a second beneficial spin off from this, it would mean that more club racing may well be done as more drivers would be on home turf rather than tearing around the country chasing all the National events.

Plastic Problems

It seems that a growing number of people have been conned out of their equipment by thieves using the same method. Most of these thefts seem to have been in or around the London area, the con goes something like this. Voice on telephone answers advert for car for sale, sometime later the voices son arrives to look at your car and equipment, agrees to buy it all and then offers individual cheques to the correct value, all signed and bearing the cheque value, card number. Son takes car away leaving you with several cheques that aren't worth the paper they're written on because the cheque book, card and probably the pen they were written with are all stolen. Beware then you have been warned!

That subject again!

Dear Sir,

I am writing to your good magazine, because I have been on many committee's at all levels so I think that I do know a thing or two. My main interest is your article on the



BDA. First I think that Mr/Mrs X 1/10 should get on his/her bike quickly and take up Paul M.R. Pagdin's offer. Paul's offer was made no doubt because this is what our Hobby and sport requires, plenty of persons to help in the organization of meetings. I do not think we need another Association, by the same rule I do not think big is beautiful. The reason why I do not think we want another Association, is because being under one body we have more power to gain such things as sponsorship, government, and local councils who only look at mass numbers.

To all the persons who keep knocking the BRCA, please and I mean please, let them have a go at what they are there for. I for one would not have taken on the task that the committee decided to do by way of Affiliation and to take on the hard core of modelling 1/8 Stockcars the RSCA. Re-

member the saying if you can not fight them join them, see you at the next A.G.M.

For the drivers who do not know the Coventry Club, we have 1/10 Electric Off-rovers the second and the fourth Sunday all year round, we have 1/12 stockcars race every first and third Sunday March to end of November. All racing is at the Royal British Legion Club, Leamington Road, Ryton-on-Dunsmore.

Yours faithfully, D.T. Bird.

Drag Racing Another Thought

Dear Dave,

Further to our recent telecom. Listed below are some points which may be worth considering with regard to the Drag Racing rules published in the March Issue.

Class 1

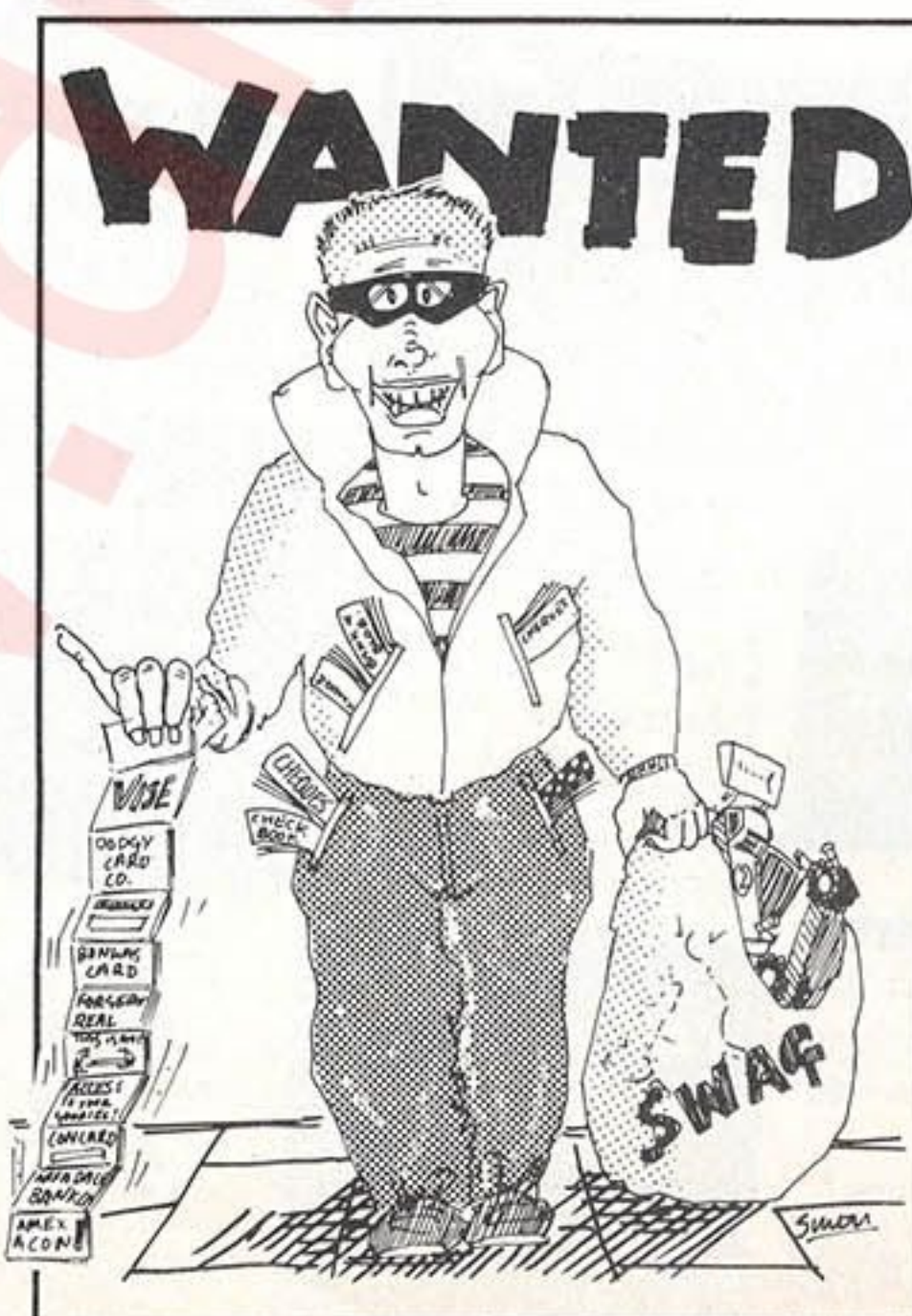
The use of the description "Hot Rod" I feel is misleading — Most people in this country look at a hot rod as a dirt track car which perambulates around an oval track at full welt with its tail hanging out most of the time. Perhaps the equivalent of class 1 is the street class, which requires all cars to be in a street worthy condition M.O.T., etc, but does allow removal of silencers and fenders (mudguards).

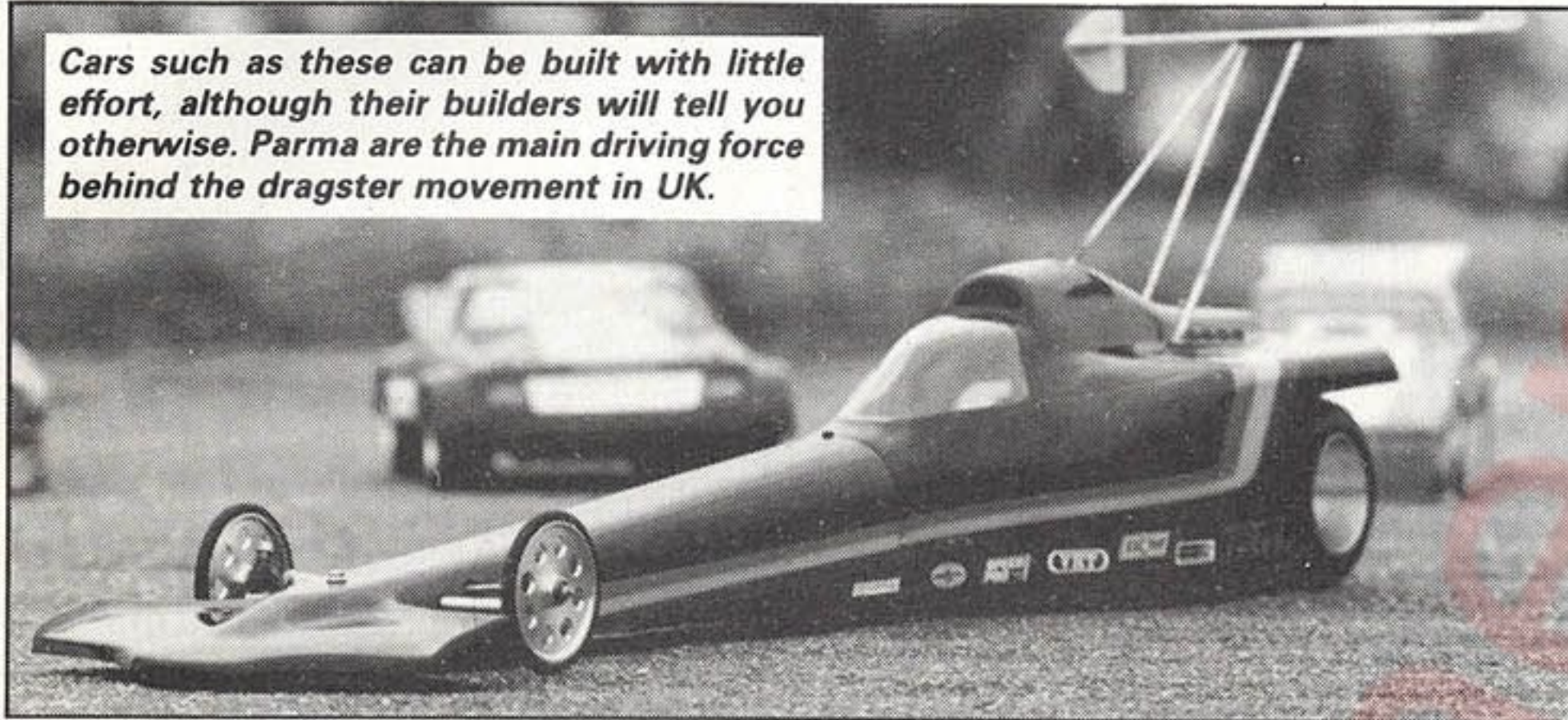
Class 2

Seems OK but what about the Competition Alters in the real thing. These cars quite often used 1923 T Ford bodies that resemble the real thing very little. Are they excluded?? Also in competition Alters a number of Rails (Dragsters) run quite happily, normally on Pump petrol. Again would these be eliminated from the class. If so do they then become part of class 3 and compete with Fuel Coupe's and Dragsters? Perhaps another class for this type may be worth considering.

Class 3

In my opinion to loose and restrictive in general. The tyre size which also applies to





Cars such as these can be built with little effort, although their builders will tell you otherwise. Parma are the main driving force behind the dragster movement in UK.



class 1 and 2 is not open enough for class 3. Width for real of up to 33 in. are in use which make the limit of 60 mm to narrow. The body width spec of 300 mm which allows the use of Funny Car Bodies is OK but it also allows a dragster to have the same width, which would look very odd and unreal in any term.

What about parachutes, one of the main spectacles of drag racing at the end of the 1/4 is the chutes. Not too hard to achieve with no reverse being required, and little hope of using an electronic speed controller (I might be wrong about this last point but I'm sure the manufacturers will put us right) on 12 volts with the kind of loads that might be generated. It may well be that the terminal speeds generated by the Class 3 cars are high enough to make parachutes mandatory rather than aesthetic. Full sized versions have to fit a chute if the terminal speed is in excess of 130 mph (I think)?

One last thing:- a 550 motor placed between 2 60 mm wide tyres make the scale width of a RC dragster around twice as much as the real thing. Bevel drives could be an answer if realism of car and racing is being sought.

Please do not think I am being critical, these are only personal views, but one thing is for certain, the people who follow drag racing for real and see RC racing as one way of competing in their sport without the excessive costs of the real thing, eg. A/A Fuel engine around \$30K are very pedantic as to the overall appearance of the car they see. At least we may consider a top class for scale like dragsters (not funny cars) which follow the proportions of the real things at least 95% of the way. Gerry Rogers.

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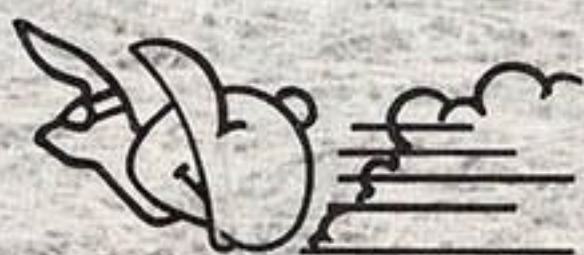
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Modified S19-17-16-22	£25.00
Modified 3x16, 3x17, 3x2, 2x15	£25.00
Power King 3x16, 2x15	£35.00
Armatures	£15.00
Heavy Duty Connector	£1.45
Brushes Hard, Std, Soft	£2.00
Demon Motor Cleaner 454g	£3.50
Motor Springs	£1.25

RADIOS

Futaba Attack	£49.95
Futaba 2LGX	£109.95
Futaba Magnum Junior	£89.95
JR Beat 2 BEC	£55.95
JR Apex 40mm Combo	£168.00
Futaba Electronic Cont. 112B	£49.95
Futaba Electronic H/duty 111B	£62.95
Acoms Elect. Controller	£42.95



XLS CAT	£188.00
XL CON	£24.95
T646 New Front Mod	£3.50
T646 Rear Mod	£2.20
Complete range of spares in stock	

MARDAVE

Meteor Comp	£57.00
Meteor Std	£59.95
Mini Stock	£39.00
H/Duty Track Rod Ends	4 £2.00

MARDAVE

Mardave Marauder	£49.50
Mardave Stock Car	£54.00
PB Xi3 4x4	£275-£299.00
Kyosho 4x4 Burns	£299.00
Magnum 4x2 Propulsion	£232.00
NEW Magnum Force 4x4	£339.00

BODIES

1/10 Peugeot 205	£12.95
1/10 Metro 6R4	£10.95
1/10 Escort XR3	£10.95
1/10 RS200	£10.95
1/10 M/Chenoworth (Optima)	£9.95
1/10 Sly One (Fox)	£9.95
1/10 Frog Jumper	£9.95
1/10 Desert Dog (Optima)	£9.95
1/10 Subaru Brat	£9.95
1/10 Stinger	£9.95
1/10 Grasshopper	£9.95
1/10 Beetle	£10.95
1/10 Eagle like Ninja	£9.95
1/10 Frewer RS200	£10.95

CHARGERS

MFA 5-8 cell 12v Fast	£16.95
MFA 5-8 cell Fast Mains	£32.95
Mains Transformer	£15.95
Jestor Peak Hercules	£24.95
MacGregor 7.2-8.4v X2 Fast 12v	£13.95
MacGregor 5-8 cell Charger and Discharger 12v	£19.95
Thunder Tiger 5-8 cell	£14.95
Jestor Pencil up to 16 cells	£10.85

TYRES

Dynamite Spikes F or R	£6.50 pair
CAT Hard or Soft Front	£5.80 pair
CAT Hard or Soft Rear	£6.80 pair
Optima Low Profile Pintyre	£6.95 pair
Hotshot Spikes Front	£4.20 pair
Hotshot Spikes Rear	£4.70 pair
Hotshot Oval Block	£4.50 pair
Hotshot Oval Rear	£4.75 pair
Mardave Spikes fit Hotshot Rear	£5.00 pair
Mardave Spikes Narrow Front	£4.80 pair

SERVOS

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Futaba S130SH	£47.50
Futaba S148	£14.50
Futaba S134	£45.00
JR 4001	£39.95
JR 4035	£39.95
JR 505	£16.95
Acoms Mint 3.2k 0-15 sec.	£28.00

MOTORS

Trinity Turbo	£29.26
Trinity Custom Sprint	£40.00
Kyosho 240S	£25.00
Kyosho 480T	£25.00
Kyosho 480S	£25.00
Kyosho SP240WS	£39.95
Kyosho SP480WT	£39.95
Sprint 600	£11.95
Mabuchi 540S	£5.95

1/10 GOODIES

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7.2v Connector Charge End	75p pair
6v Connector Bat End	75p pair
6v Connector Charge End	75p pair
Pactra Lexan Paint Spray	£2.75
Pactra Lexan Paint Pots	£1.75
Tamiya Lexan Paint	£1.85
H/Duty Bumper R/Rider	£2.95
H/Duty Bumper Hornet	£2.95
H/Duty Bumper Boom/Big	£3.95
H/Duty Bumper Hotshot	£3.95
Tamiya Large Bearings	each £1.75
Tamiya Small Bearings	each £1.95
Optima Large Bearings	each £1.99
Kimbro S/Saver Small	£2.40
Kimbro S/Saver Large	£4.30
TMS Rear Motor Guard Opt	£4.75
Tamiya Short Shocks	£11.95
Tamiya Long Shocks	£11.95
Macgregor Optical Tacho & Multi 40,000 rpm	£32.95

1/8 GOODIES

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WMS Air Filter	£1.99
K&N Air Filter	£9.95
Air Filter Rubber	£0.95
OPS Gold Plugs	£3.35 or 10 for £29.95
Dubro 4in. Glo Clip	£7.45
MacGregor Glo Clip	£4.95
MacGregor Glo-Spanner	£2.95
Delta Quick Fill	£3.99
Starter Ring	£1.69
Super Starter Motor	£29.95
Sullivan (the best)	£32.95
Delta Fuel Filter	£1.95
Irvine Super Filter	£1.68
OPS Tuned Pipe	£21.45
OPS Silencer Strap	£5.25
Cippola Slide Carb	£16.47

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Sanyo Parma SCR 7.2v	£19.95
Sanyo Demon SCR 7.2v	£19.95
Sanyo Special Select 7.2v	£24.95
Saft Racing Pack 7.2v	£17.40
Saft Racing Pack 8.4v	£25.95
Saft Hump Pack 7.2v	£18.50
4 cell Dumpy Receiver Packs	£10.95
5 cell Dumpy Receiver Packs	£12.50

ENGINES

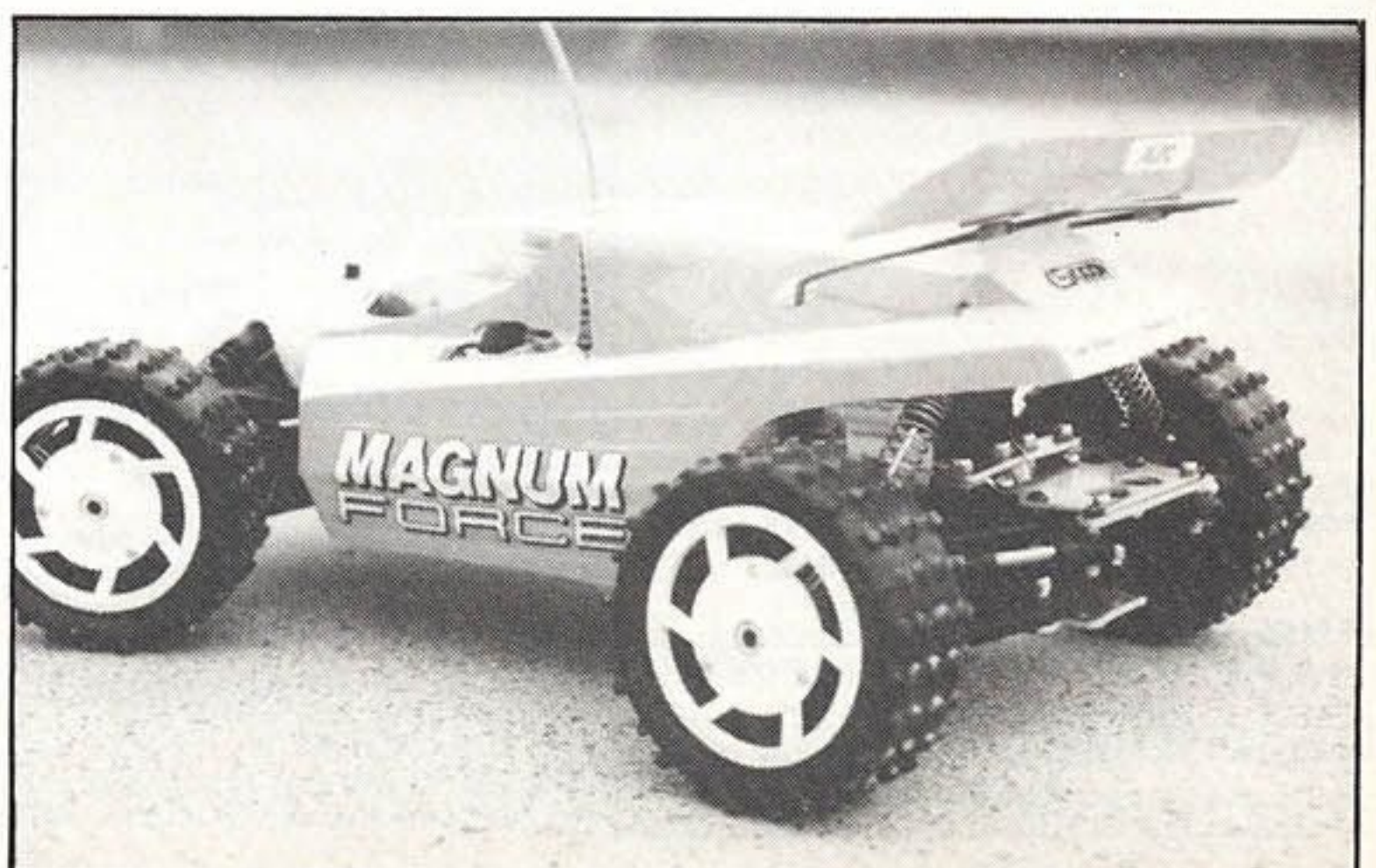
Irvine 20 ABC	£48.25
Cippola S ex	£53.95
Cippola R ex	£73.95
OPS R ex Comp	£122.00
OPS R ex Comp-Pro	£158.00
OPS S ex Pro-Buggy	£125.00
Rossi 5 port R ex	£139.00

This exciting new car has been developed by Europe's top drivers from the all conquering Magnum 4x4 — developed from the car whose pedigree includes winning every European Grand Prix in 1987. The new Magnum Force incorporates the very latest concept in chassis technology.

- ★ New chassis with forward mounted engine for ultimate weight distribution and traction.
- ★ Improved one piece universal joint driveshaft with positive wheel location.
- ★ Unique quick-release wheel system with new style hubs.
- ★ New centre differential assembly — standard in kit.
- ★ Exciting new "Tenere" lexan body with wing.
- ★ New plastic gears incorporating stronger tooth profile.
- ★ The result is that the new Magnum Force handles with greater precision and ease than its illustrious forebear. Watch out for it on the winner's rostrum in 1988!

NEW MAGNUM FORCE

(4 x 2 £230.00, 4 x 4 3 DIFF £339.00)

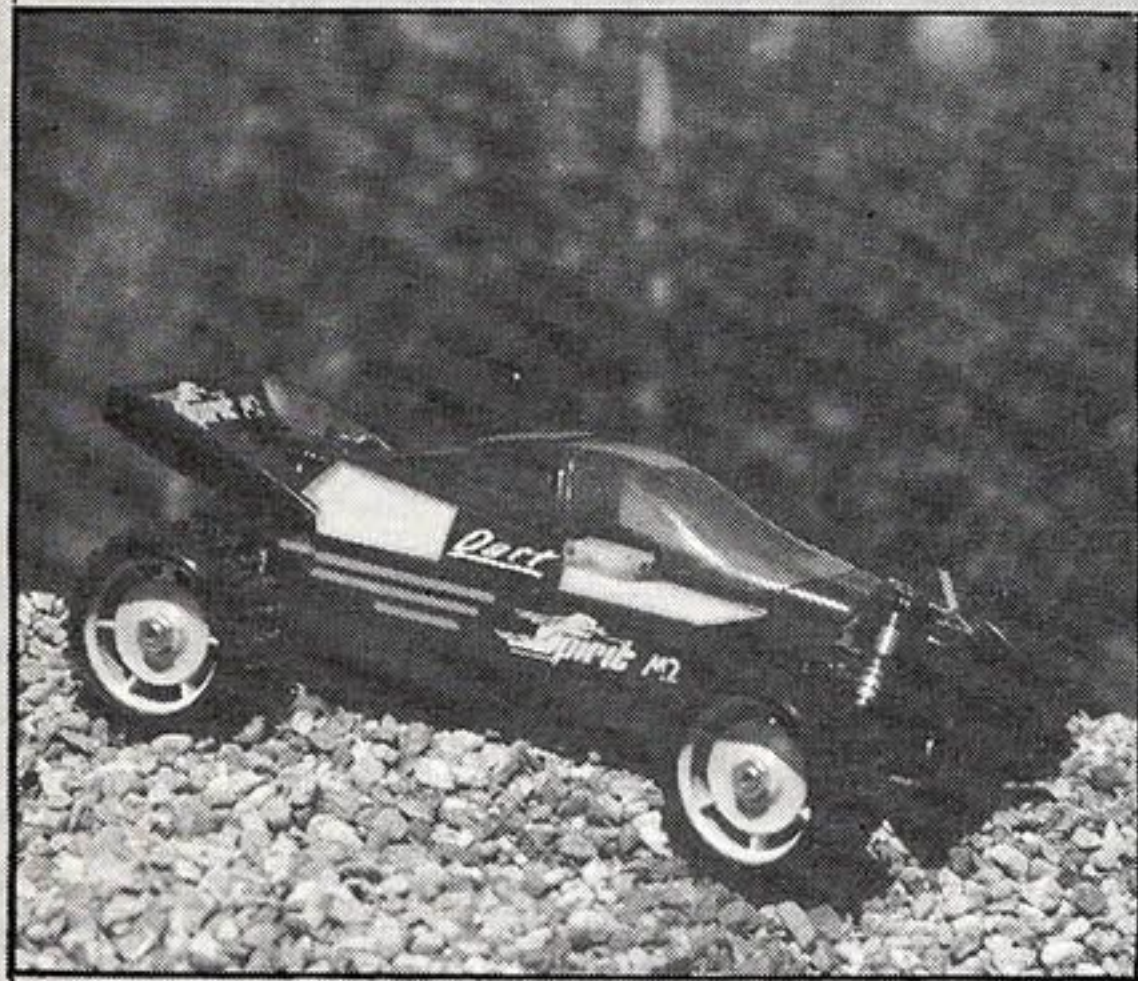




Serpent 1988



WORLD CHAMPIONS, EUROPEAN CHAMPIONS, BRITISH NATIONAL CHAMPIONS

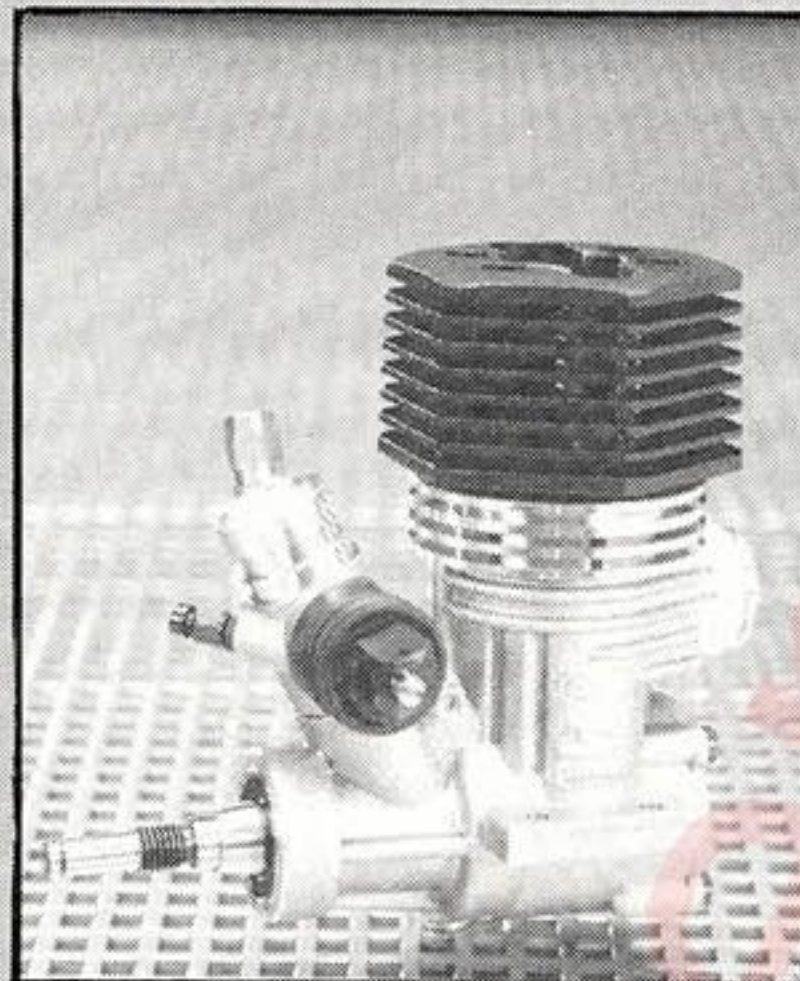


Latest version of the successful Cobra, completely redesigned, renamed and comes complete with the new Dart bodyshell. The Spirit was F.T.D. at the 1987 British Grand Prix, driven by Steve White. Kit price **£255.00**. Also available Kit No. 5006 with 3 differentials (geared). **£285.00**

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NEW LOW PRICE ON JAPS 30°, 35°, 40° only **£8.95 pair**. Full trade terms available on Jap tyres S-Power plugs, pipes, manifolds, air filters available



The New Serpent engine, called the 5-Power, the most significant development of this year, at last, an engine designed by racers, for racers. No test bed wonder, developed on the track by the world famous Serpent factory team and already a winner. 1st place 1987 Dutch Grand Prix, Top Qualifier 1987 Euro-Champs, 2nd place 1987 World Champs. Features include chrome crank, 7 port liner, piston boost ports and the most important feature of all, the price, available in car, or buggy versions at only **£125.00**



It's here, what you've all been waiting for, a completely new car (not a copy of someone else's). A superb new design, featuring the tried and tested Quattro suspension geometry, plus a host of sparkling new features inc. coil over shocks, adjustable shocker damping via internal valves, lightweight aerofoil section wishbones, inboard disc brakes, Kevlar drive belts designed exclusively for Serpent, new lightweight wheels, designed by Ronnie Ton, produced by Berton, tested by Rody Roem. Not a model car but a racing car in miniature, once again Serpent puts you on the front row in model racing technology, even the box it comes in turns into a plastic carry case that holds 16 pairs of wheels and tyres, how about that for ingenuity. The only thing about the car that remains unchanged is the price. **Still only £325.00**

REMEMBER, SERPENT + YOU = SUCCESS

"STOP PRESS" Quattros win all 3 National Championships and all 3 Series Championships in 1987 for the 3rd year in succession.

1/10 SCALE



ELITE MODELS



1/8 SCALE

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BOOMERANG	£89.00
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HOTSHOT II	£107.00
BLACKFOOT	£78.00
MONSTER BEETLE	£86.00
LUNCH BOX	£66.00
MIDNIGHT PUMPKIN	£72.00
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Deals on above — Just add £60.00

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EXCLUSIVE NEW NICAD PACK
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CONTAINS 6 SANYO SCE
BRCA LEGAL, LIMITED QUANTITIES
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Optima Pro	£90.00
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Honda NSR 500	£65.00
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Turbo 16 valve 1/12	£75.00
Shadow 4WD	£79.95

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Ball Diff Kit Front	£19.95
Ball Diff Kit Rear	£19.95
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With over 250 Optima Mids already sold, we probably have more experience than most other shops (we did have them 2 months before anybody else) so phone us for the best deals, information and modifications.

ELITE MODELS EXCLUSIVE

K80 Magic Speed Controller, 720 amp forward, brake	£59.95
K80 Magic R, forward, brake, reverse	£65.00

ELITE MODELS Serpent U.K.

1987 British Champions

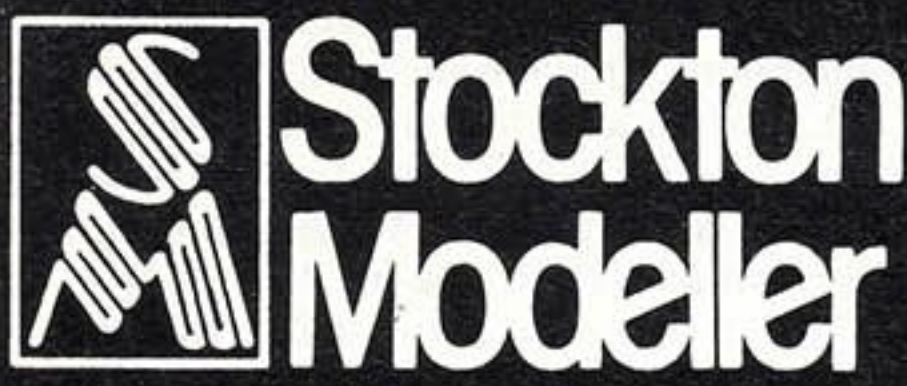
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Over 100 Shinwa units already sold	
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- Carbon Fibre Chassis £31.95
 - Carbon Fibre Wing £3.95
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 - Low Friction Orange Ex.Long Belt £5.95
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 - T045 Pivot Ball £1.50
 - T526 Front Diff £16.75
 - T640 One way drive shaft pr £17.00
 - A520 Thrust Race £2.99
 - T145 Rear Anti Squat Bracket £1.10
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 - T518 Gear Box Clamps £1.93
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- Soldering Iron 240 volts 18w or 25w £6.39
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- Schumacher Nicad capacity meter £125.00

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- MFA fast charger £16.95
- MFA transformer mains 12 volts £15.95
- MFA mains fast charger £32.95
- Firefly Thermal charger £44.95
- JME Thermal charger £29.95
- Futaba New FET 112B £49.99

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- SRM Screamer 28T £14.95
- SRM Scorcher 27T Plus £14.95
- Parma K Stock £14.95
- Schumacher 27T £14.95
- Parma Enduro Sprint, Super Sprint + turbo. £39.95
- Reedy Ultras, Orange, Silver, Gold £40.00
- Kyosho Le Mans 600 £12.95
- Kyosho Spirit (30T) £11.95
- Kyosho 480T £25.00
- 480S £25.00
- 240G £39.95
- 240S £25.00
- 360PT £29.00

- Motor Containers, keeps unused motors clean 35p
- Foam Motor Covers £2.00
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- MG Brown Dots 88 £15.00
- Revolution motor £15.00
- Twister 27T £14.95

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- Yellow Sticks £18.50
- Red Sticks Std/matched £19.99, £24.95
- MIH Pushed £31.00
- Pushed SCR Cells £32.99
- Sanyo factory matched yellow sticks ... £19.95
- Sanyo 1700MAh P.O.A.

LEXAN BODIES

- Parma range from £9.95
- TMS range from £9.95
- Note: postage for bodies £1.00
- Dragster tail and funny cars £11.95

SERVOS

- Futaba S131 SH £50.00
- Futaba S132H Mini £31.50
- Futaba S133H Mini Micrc £37.00
- Futaba S134 High Torque £40.50
- Futaba S138 Car Micro £15.50
- Futaba S135S Mini Micro (coreless) £39.99
- Futaba S148 £15.00

OPTIMA MID SPARES

- OT48 Gearbox Set P.O.A.
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- OT86 Countergear £2.15
- OT87 Gearshaft set £2.15
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- OT106 Body only £11.95
- OT107 Wing £3.50
- OT111 Decals £1.95
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ROCKY SPARES

- RK06 Suspension Set £3.95
- RK10 Hub Set £3.95
- RK21 Drive joint set £2.95

- RK22 Front Wheel axles £4.50
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BATTERY CONNECTORS

- 7.2v Tamiya battery or charger ends pr 75p
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- Stick battery packs (blue) 70p; Speed Controllers 70p; 1/4" 2 red + 2 black 4" lengths 65p

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- Parma polycarbonate paint } reduced £1.25
- Thinners, jar } to clear £1.25
- Tamiya polycarbonate paint £1.85
- Superglue standard 20gm £2.55; Porous 20gm £2.55; Standard 50gm £4.95

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- Fox/Wild One fronts pr £4.20
- Hot Shot/Wild One block fronts £4.50
- Hot Shot/Wild One block rears £4.75
- Hot Shot/Wild One spike fronts £4.20
- Hot Shot/Wild One spike rears £4.70
- Mardave 5x4, 3x2 rears pr £3.80
- Mardave new wonder fronts pr £3.80
- Mardave new spikes F & R pr £4 & £5

BOOMERANG SPARES

- TMS Kydex bumper £3.95
- B parts and bumper £4.10
- C parts £3.10
- E parts £1.70
- R parts £2.75
- Chassis £3.30
- Front suspension uprate kit £11.99
- Drive Shafts each £3.85
- Body wing Switch cover £10.50

OPTIMA SPARES

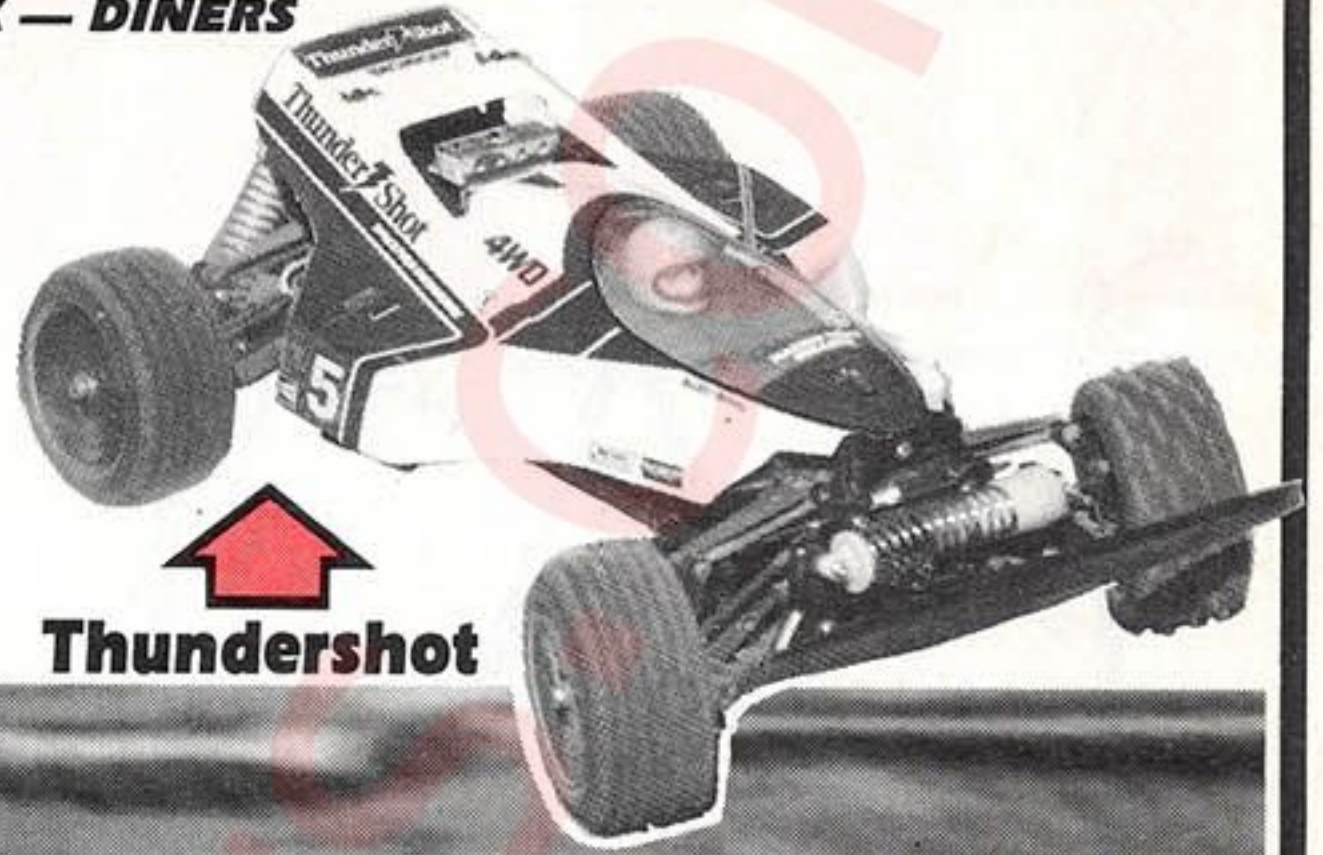
- Ali Front Support £3.95
- OT 2 Chain £4.95
- OT 4 King Pins £2.45
- OT 6 Drive Shafts (2) £5.00
- OT13 Suspension Arm Set £2.75
- OT15 Bumper £2.12
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- B parts £4.99
- D parts £6.20
- Bumper £3.50
- Upright £1.70

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- A parts £6.20
- B parts £2.20
- C parts £2.75
- D parts £1.40



Thundershot



Mid Engine Optima



Raider

- E parts £4.99
- F parts £1.40
- Wheel axle } £6.99
- Gearbox joint long }
- Drive Shafts ea. £
- Bumper £1.70

BALLRACES

- Tamiya ballraces (large) ea. £1.40
- Tamiya ballraces (small) ea £1.70
- Optima Ballraces 5mm x 10mm £1.80
- Optima Ballraces 4mm x 8mm £1.80
- Ninja ballraces (large) ea. £2.10
- Ninja ballraces (small) ea. £2.00

PORSCHE 959 SPARES

- Pinspike wheels & tyres/slicks pr £7.99
- Body Set £24.99
- Speed controller £11.99
- Wheels & tyres (2) £6.99
- Gear Set (metal) £4.99
- Gear Set (plastic) £4.50
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- B parts £2.99
- E parts £2.60
- F parts £2.10
- D parts £5.75
- Drive shafts each £2.20
- Rear Coil Spring each 40p

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- Body parts £19.99
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- A parts £4.15
- F parts £2.99
- C parts £3.99
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- Sub chassis 99p
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RADIOS

- Acoms Technisport £69.99
- Futaba 2LGX £109.99
- Futaba Magnum junior £89.95
- Futaba 3EGX Gold Combo £162.50
- Futaba 2LEX Transmitter £53.95

TRINITY MODIFIED MOTORS

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- RC 2003 Milder Arm Enduro £40.00

- RC 2004 Pure Gold 2WD £40.00
- RC 2006 Turbo Blaster £29.25
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- RC2011 Super Blaster, World Champ winning motor £40.00

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- New Bearings each £2.50

P&P £1.00
 NB Motors must be stripped if you don't want to be charged £4.00

STRIKER

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- A parts £3.15
- C parts £4.20
- D parts £2.90
- F parts £3.30
- R parts £3.15
- Gear bag £2.30
- Stickers £1.50
- Body parts £14.99
- Chassis £2.90

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- RD1 Chassis Set £7.50
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- RD5 Upper Arm & King Pins £2.35
- RD10 Speed Controller £10.95
- RD15 Body £13.95
- RK6 Susp. Arms £3.95
- RK10 Hub Set £3.95

POSTAGE: Under £10 — 50p, over £10 — 75p.
 Deals — £3.25 inc. insurance. Cars + radios £2.50. Allow 7 days for clearance of cheques. All enquiries SAE please. Please note all prices are correct at time of going to press and we retain the right to alter prices to those at the despatch date.

TRACK

TALK

by Chris Evans

1 driver in the 'A' Final using SCR's although this was Phil Davies and he did win the event. These new Trinity SCR's retail at £29 but have to be hand wired by yourself. For this job Trinity sell battery shunt wire which is a wide braid to carry plenty of current which is only £1 for 12 inches.

On the motor front a full range of 1/12 modifieds will soon be available although for your present motor, replacement brushes are available in two guises. There are the cut brushes for modifieds and timed brushes for standards (filed in such away to advance the timing) and both cost £3.00 per pair.

Finally a full range of 64 DP gears are now available, the pinions ranging from 18 to 36 tooth at £3.00 each and the spur gears available in 96,100,104 and 108 teeth at £3.60 each. The pinions are plated after

Below, latest Trinity items for 1/12 stocked by J S Racing.

By now many of you might have heard the Model cars 1/12 scribe, Pete Winton, has handed over his pen to the "dynamic duo" of David Gole and Rob Roy, or should I say the "Morecombe and Wise" of 1/12 racing. No doubt Rob and Dave will carry out their task to the best of their ability and will be seen at all the major National events and some Internationals. We must not forget Pete who is easily the longest serving scribe of 1/12 activities over the past years and has certainly produced some of the best articles which were full of information and technical detail, yet still within the grasp of the normal club racer and for that he must be well thanked by all.

Date Changes

By the time you are reading this article, you will all have realised that the third round of the Stafford Mini National series had been cancelled and is now due to take place on the 10th April.

The dates for the 1/12 World Championships in Holland in August, previously stated as being Monday 15th to Thursday 18th as is on the IFMAR entry forms has been apparently changed. The meeting will still start on the 15th but will run through to Saturday 20th.

The "Warm-Up" meeting for the World Championships has now been rescheduled from the 2nd and 3rd April to 11th and 12th June. This Dutch Grand Prix will once again take place at the Sporthal "De Trits" and will be run by the Micro Baarn Club. A completely new track is being built, and the staggered start system will be used with ten cars per heat. The entry price is 50 DfL (about £15), with accomodation available at the Motel De Wittebergen, 72.5 DfL (about £22) per night or the Youth Hostel at only 20 DfL (£6) per night.

Anyone interested should get in touch with myself, Rob Roy or Ian Spashett and I cannot recommend the meeting strongly enough, especially as an introduction to International competition.

J S Racing Limited

This is a new concern which has just started up in my home town of Wolverhampton, run by Jason Green who is a Trinity sponsored driver, and of course will be importing all Trinity items for 1/12 racing as well as 1/10.



Apart from matched SC's, the Americans seem to be making ground on the SCR front, Trinity advertising the cells as "Tomorrows Battery Technology, Today", although having just returned from the European Championships in Denmark, the tide seems to be moving back to SC's with only

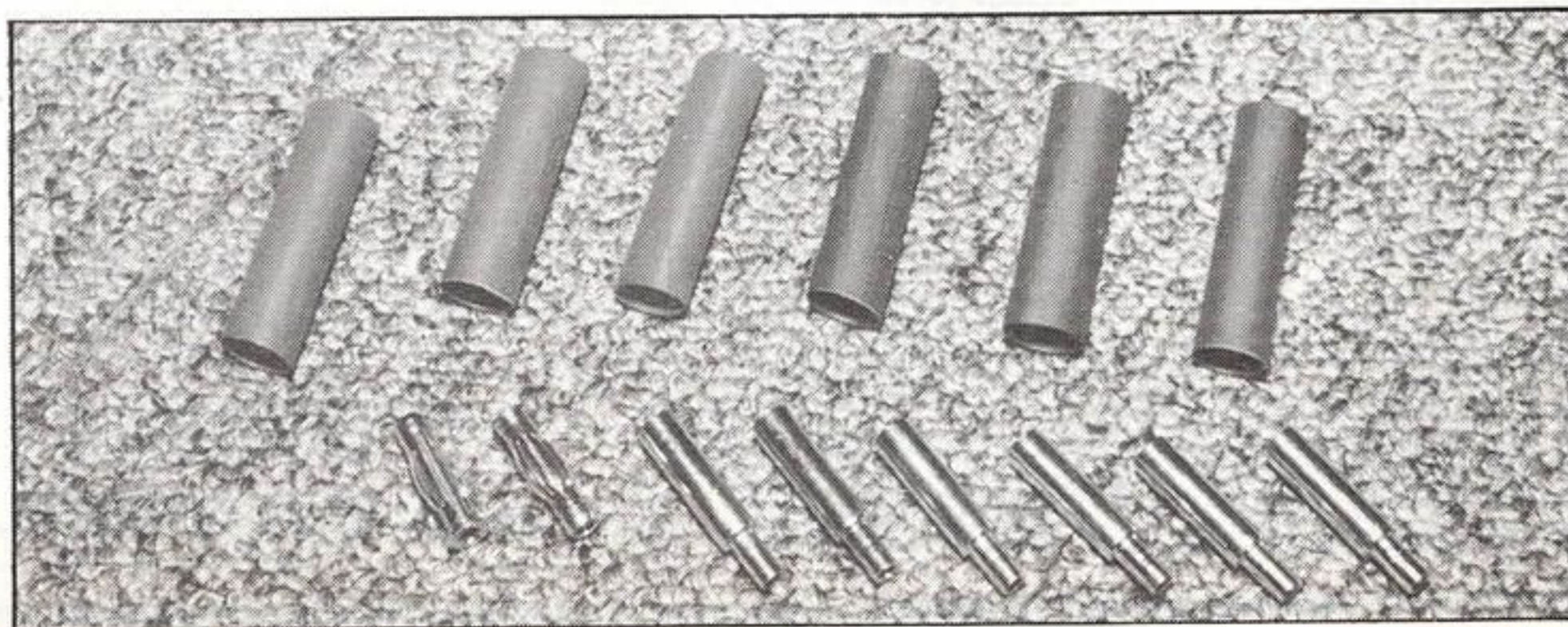
machining for an extremely smooth surface to aid efficiency although the nature of the plating is unknown. The spur gears are produced from a graphite filled material, again Trinity claiming increased efficiency but also more resistance to chipping.

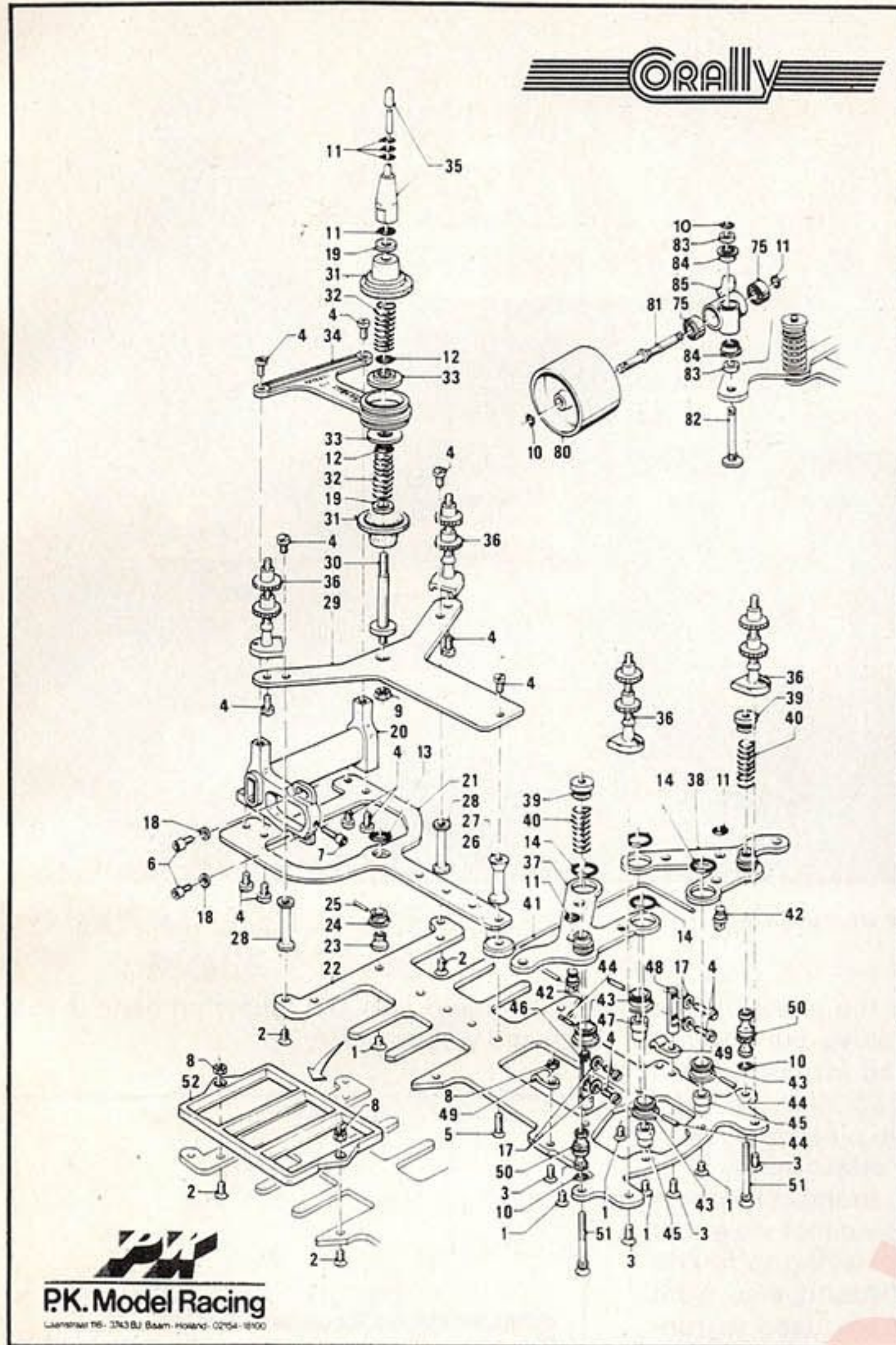
All items are availalbe from J S Racing Ltd, 3 St Georges Parade, Wolverhampton, WV2 1AZ.

New Corally Items

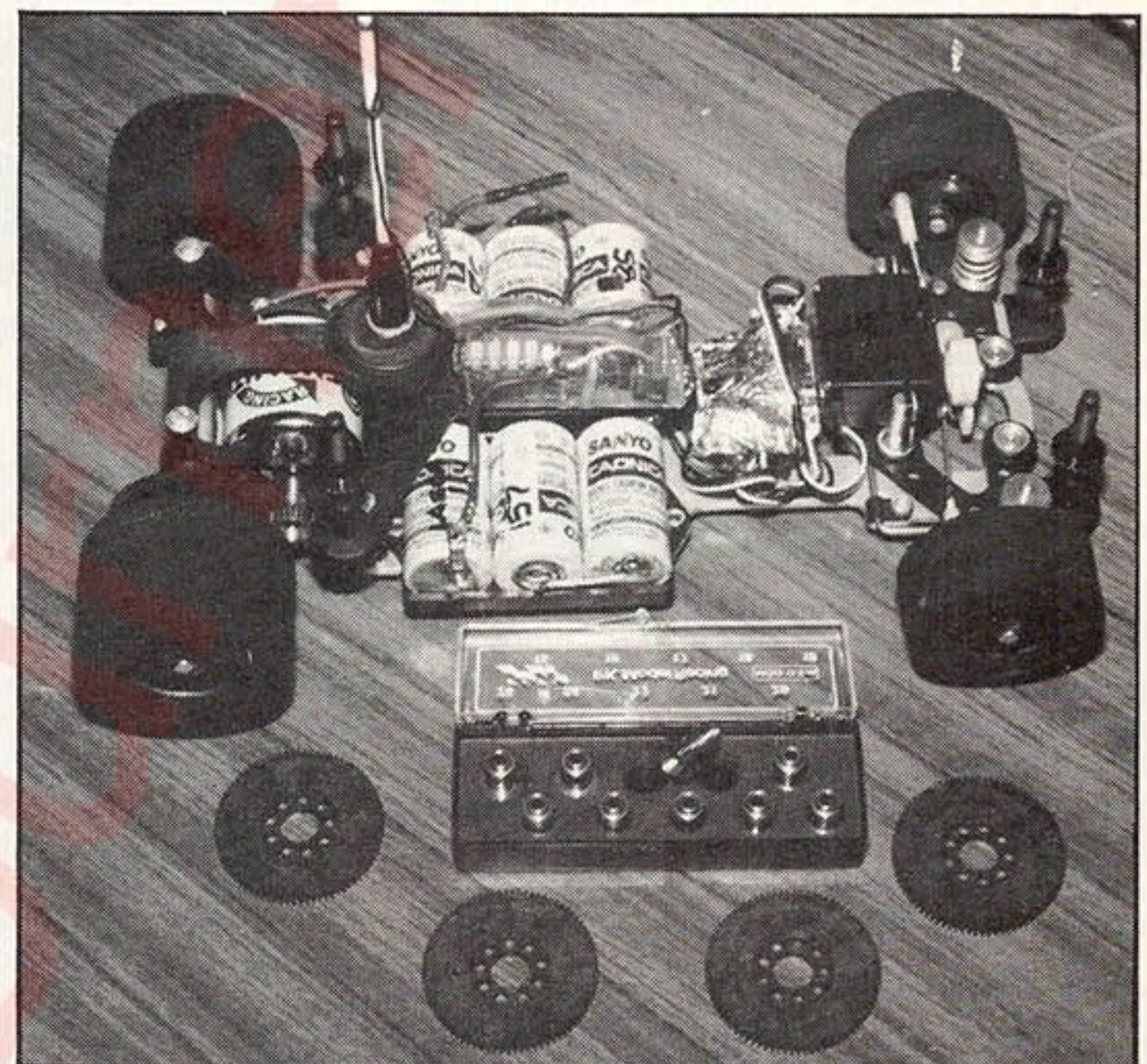
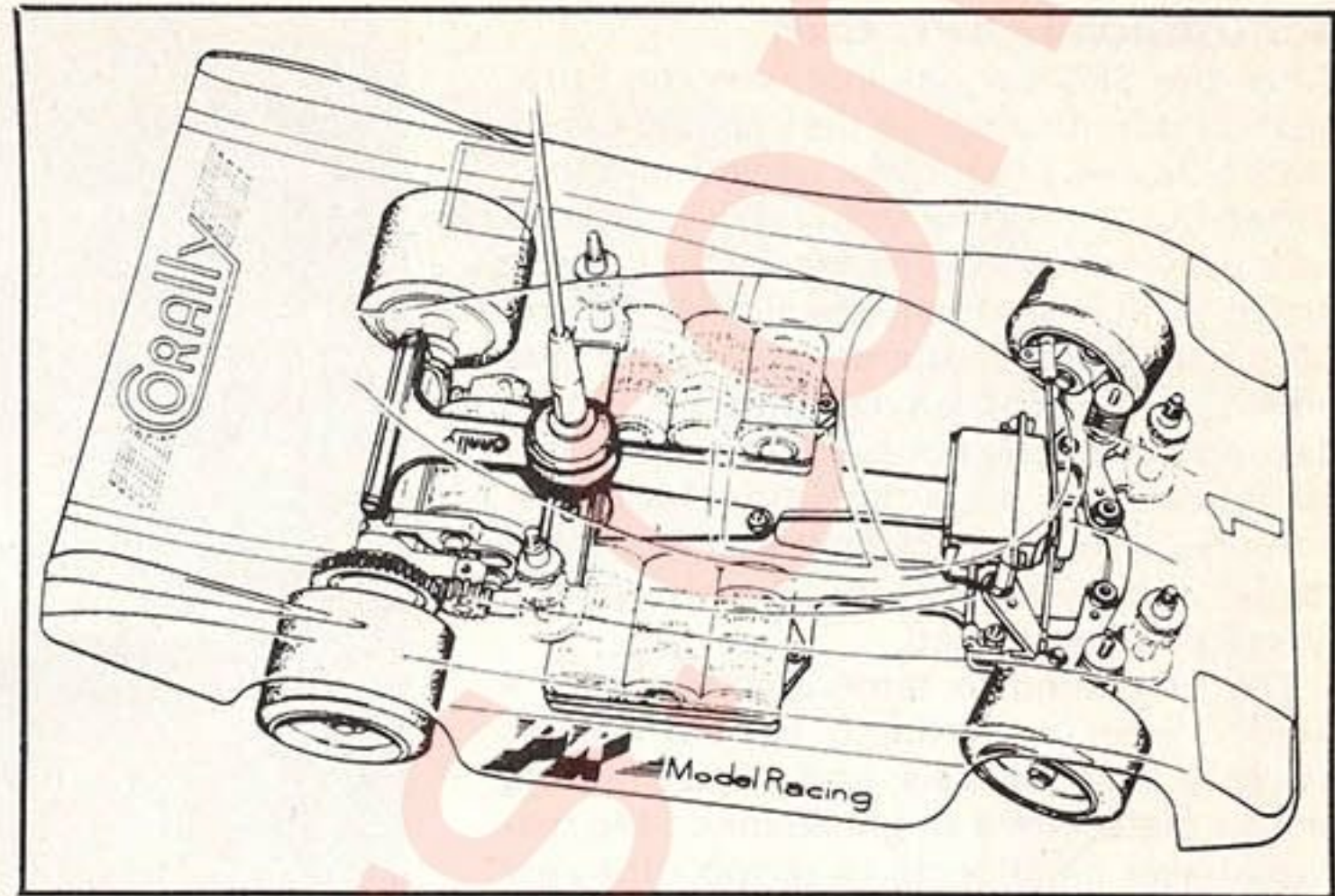
The redesigned corally saddlepack car is now availalbe designated the SP11. The

Modified Corally connectors.





Above, exploded diagram showing construction sequence for the Corally RC12L conversion.



Right, Dave Towells new Corally SP11 car, with the new range of 0.5 module gears.

SP11 utilises a new mounting mechanism for the wishbones at the front but the major change is the pivoting rear end on a spine, very similar to the RC12L. Dave Towell was running his new car at the Nantwich National and you have to be impressed with the quality of the production and even better, the price has been reduced to £150 for a fully ball raced rolling chassis. The next couple of months will hopefully see a complete kit review.

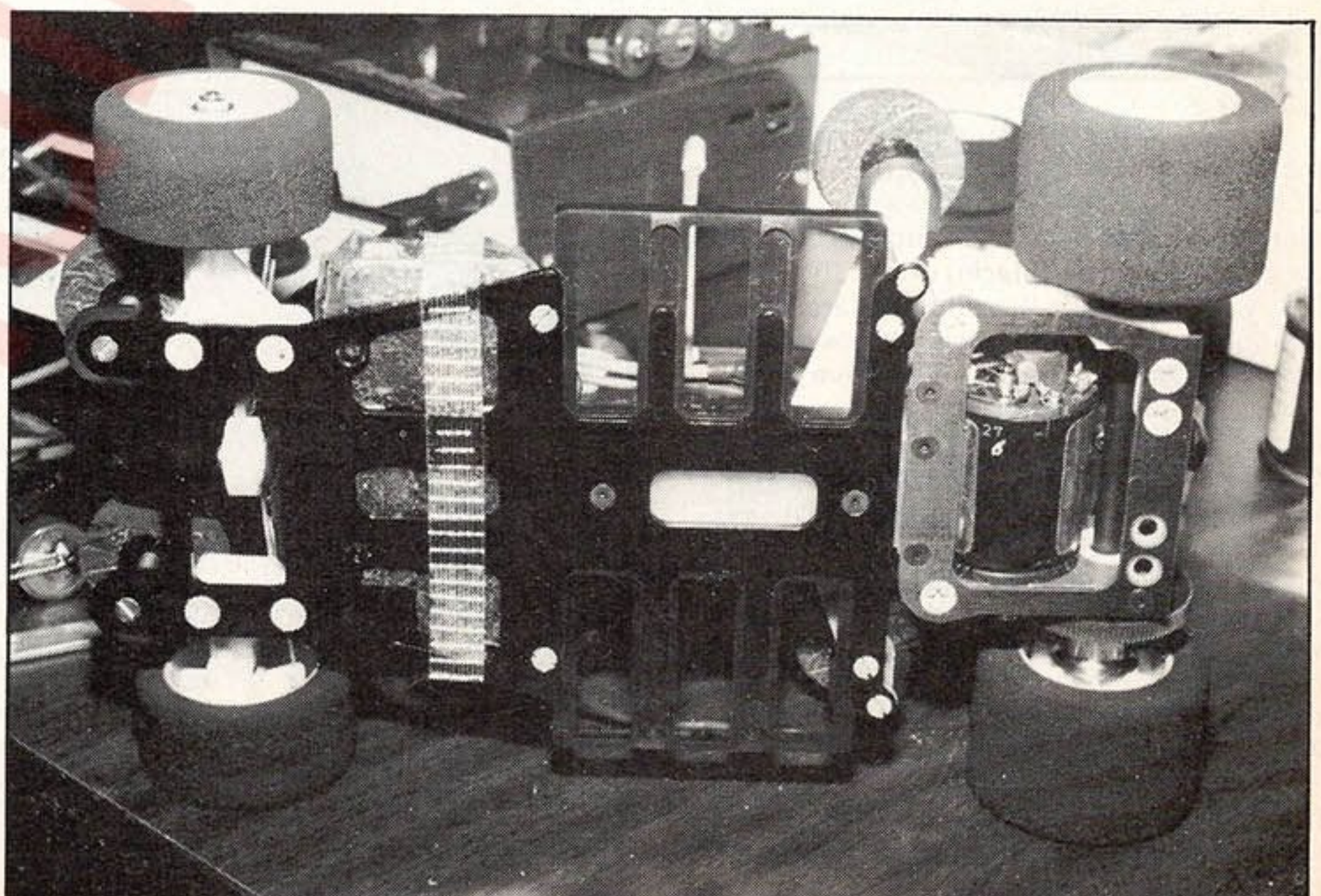
To complement the new car Corally have also launched their new gear sets. For once these are not 32 or 64 DP, but 0.5 module which is the metric equivalent of 48 DP. Corally have gone for the "in between" position as the gears are stronger than the 64 DP type, yet small adjustments in gear ratio are still able to be made. The pinions are machined from hardened stainless steel and are wasted away in all the right places for minimum weight while the spur gears are made from carbonfibre filled nylon. The pinions are available in a range from 15 to 26 tooth with the spur gears available in 78, 79, 80 and 81 tooth, and to keep all your gears safe, a handy pinion box is also available.

The next Corally item is a redesigned female socket for electrical connections. The socket has been reduced at one end in diameter so that your wires can easily be soldered into them. A set contains six female sockets, two male plugs and heat-

shrink for only £2.95.

The last thing is an update to the Associated RC12L car which can now be fitted with a Coral chassis, shaker plate and damper plate post support but more of this next month after I've tested it out.

The Corally conversion for the RC12L seen here on Dave Gale's car.



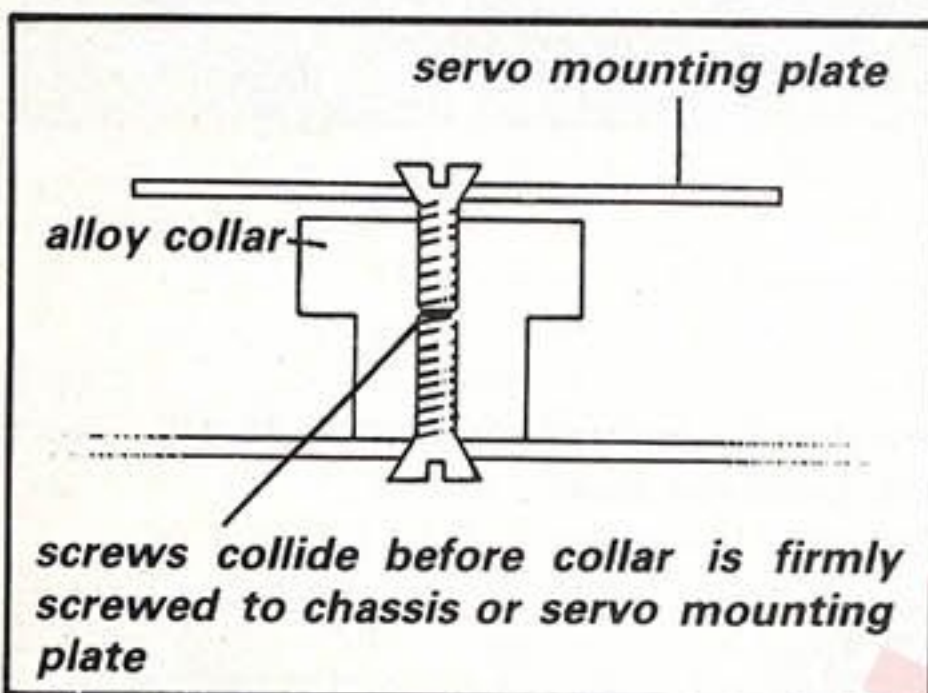
Schumacher SPC Car

Since the SPC car has just won the European Championships in the capable hands of Phil Davies, I thought it was about time I sorted out the review. A full rolling chassis was provided by the Northampton based group which normally retails at around £100. Unlike other kits on the market, the outside of the box leaves something to be desired but lets be honest, you want to pay for a good car, not a flash box. Inside everything is neatly packaged with the differential already assembled and wheels and tyres, glued and trued.

The first thing to remember is that the SP'C is identical to the 'C' car but you are using a new chassis and replacing the shaker plate with a single beam on the rear two shaker plate posts to support the rear bodyposts and damper assembly.

The first job of assembly is to take all the GRP items and remove any "flash" or "pips" with some fine sandpaper or a small file. Having smoothed all the GRP edges, a chamfer needs to be filed on the upper sides of the six battery slots so that the nicads sit flush with the bottom of the chassis. Particular attention should be paid to the chassis areas where the battery tape will rub, these want to be well smoothed so they do not cut into the tape under the load of a heavy collision.

The next job was to build the front end, and was duly started by fitting the wishbones, kingpins and servo mounting plate and this is where my first problem occurred. The servo mounting plate is screwed to three aluminium collars which are in turn screwed to the chassis. Although the shortest countersunk screws are used from both sides of the collar, they are both a fraction too long and hit one another inside the collar before the collar has been tightly screwed to the chassis or top plate.



To cure this problem a small amount of material can be machined from the bottom of each thread or a small washer can be placed between the collar and the chassis. As a starting point I placed one of the white M3 washers under the alloy collars which support the front of the wishbones which I estimate gives 4 degrees of positive caster.

The next awkward job is to fit the antiroll bar which is clamped to the chassis under the front body posts and attached to the wishbones by an 'O' ring and metal peg. The simplest way to attach the 'O' ring and peg is to first put the 'O' ring on the antiroll bar and locate it under the hole in the wishbone. Thread a fine piece of wire or twine through the hole from the top, pass it through the 'O' ring then back through the wishbone and secured with the metal peg.

Having fitted the servo to the servo mounting plate via the supplied posts, the servo saver is assembled. Before I mention the servo saver, the servo mounting plate



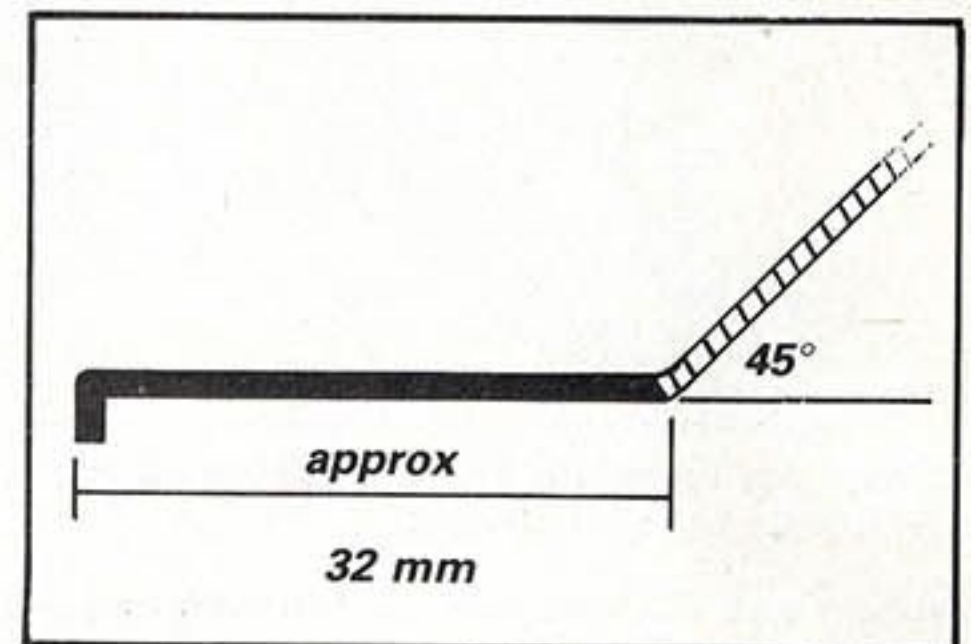
The Schumacher SPC car as supplied.

has holes drilled in it for the posts for the fitting of a Futaba 132H servo but another plate is supplied, undrilled for you to fit a different servo.

The servo saver is a two piece affair with a spring and comes with attachments to fit four of the leading servo brands. The next few words are simply a personal view and should be taken as such. Having to fit and build the servo saver, I found was a bit tiddly considering that I am used to running one of the pre-built kimbro units. According to Schumacher the spring on a kimbro servo saver is a bit on the strong side and yes, doing back to back tests on them, I must agree, but I have never damaged any servo gears using one so I used my Kimbro for the track test.

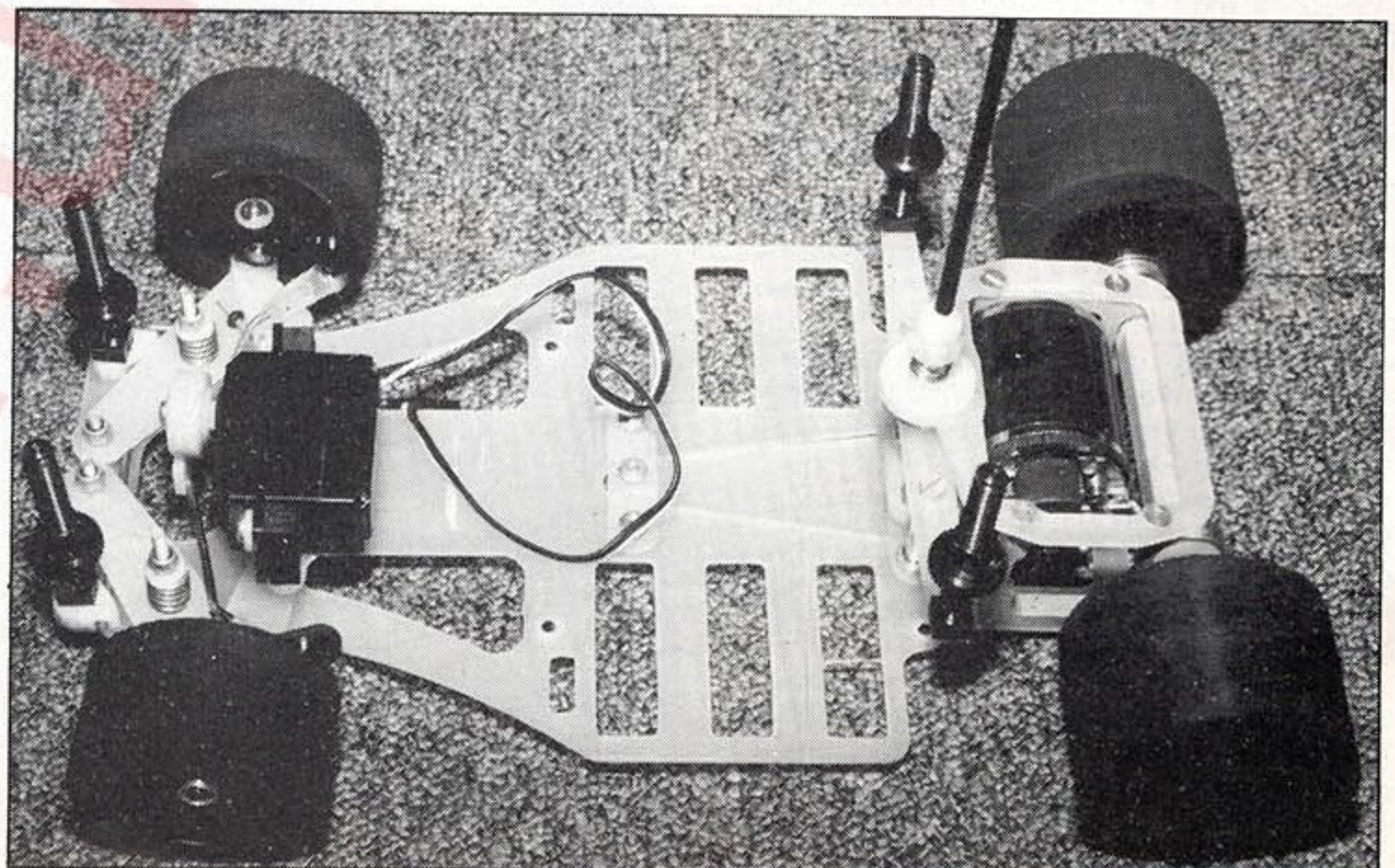
The next job after fitting the steering arms and live axles is to fit your steering linkages which must be first bent at the correct point and to the correct angle. Assuming you are using a 132H servo like myself, with the ball joint fitted in the middle hole

of the servo arm, the following bend in the linkage was made.



Moving onto the rear end, I decided to fit the motor mount and torque tube assembly to the T piece. My second but final gripe of the building was the fit of the torque tube in the ride height adjuster cams and their subsequent fit into their mounts because its all a very tight fit and a few hours

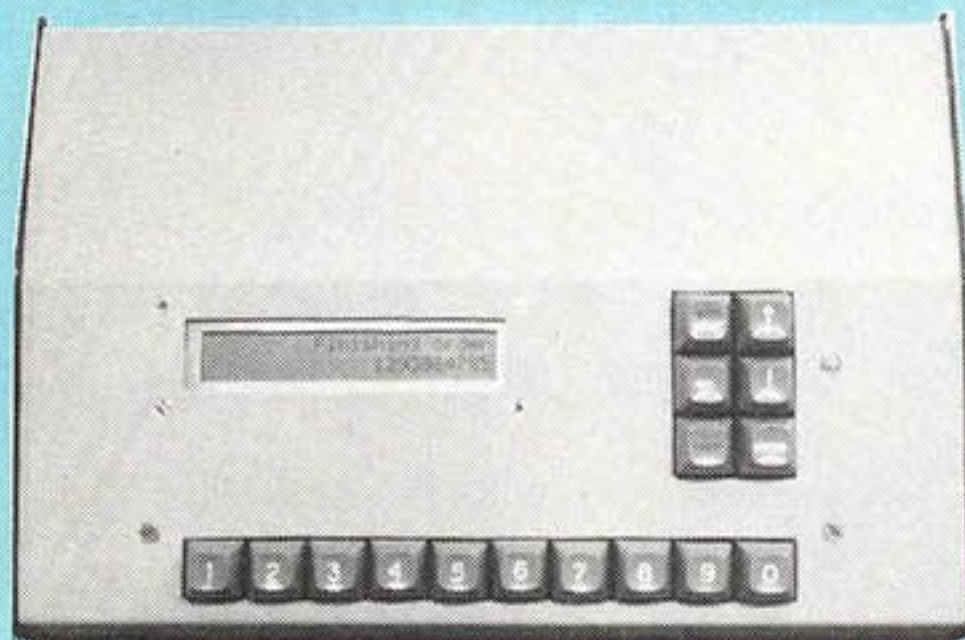
The completed Schumacher SPC rolling chassis including servo and motor.



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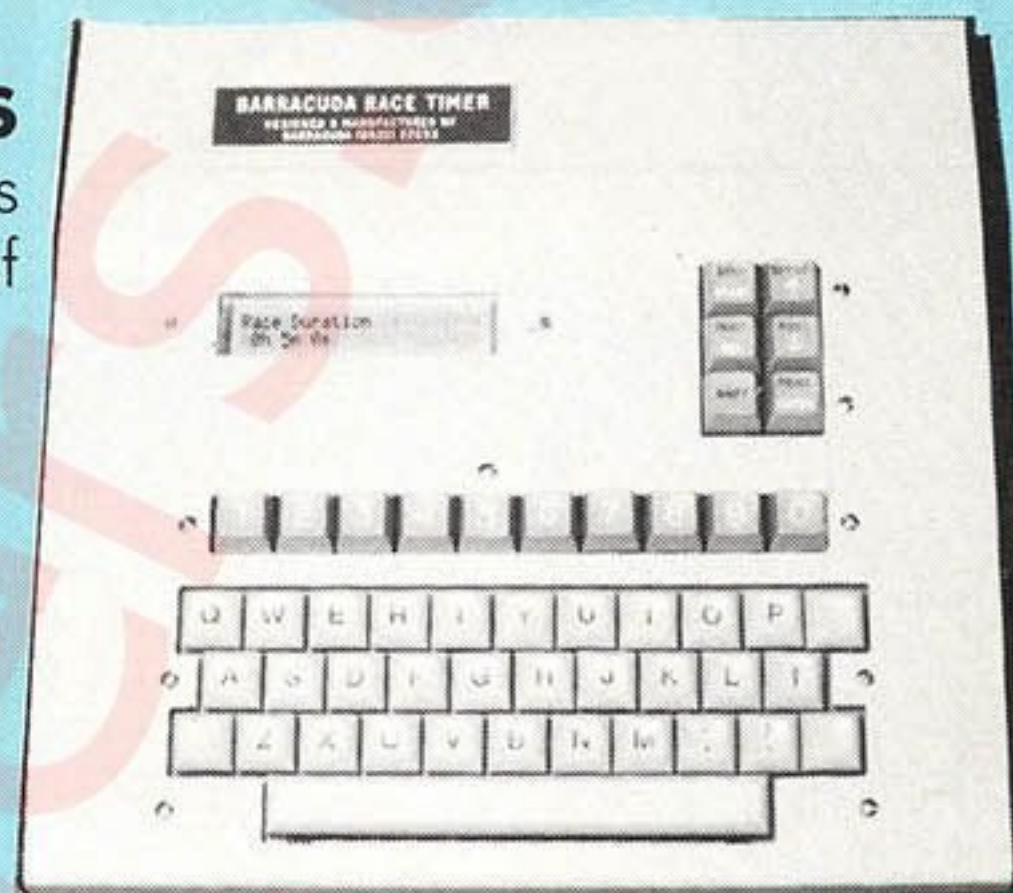


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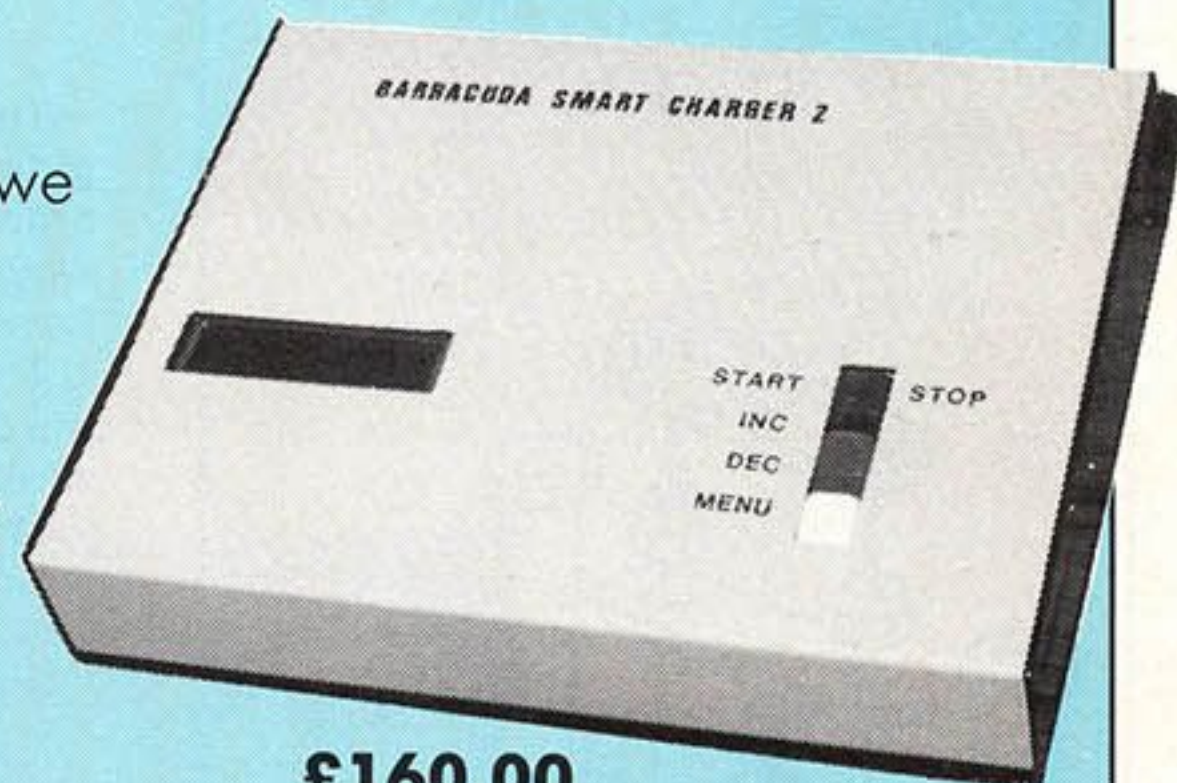
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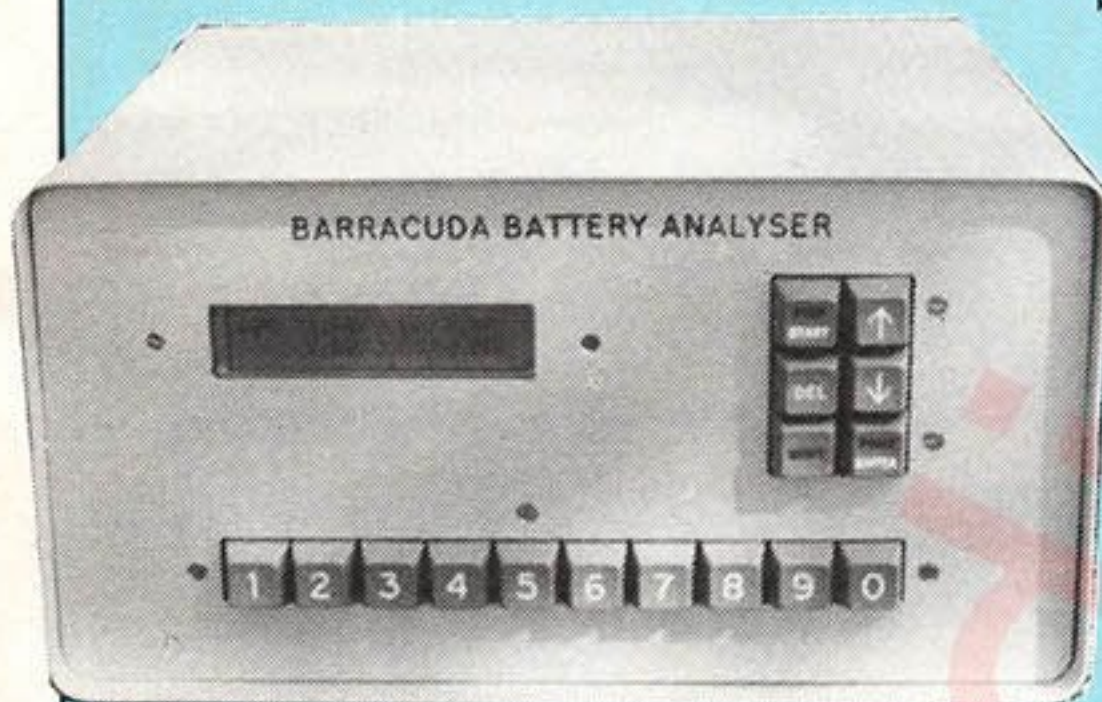
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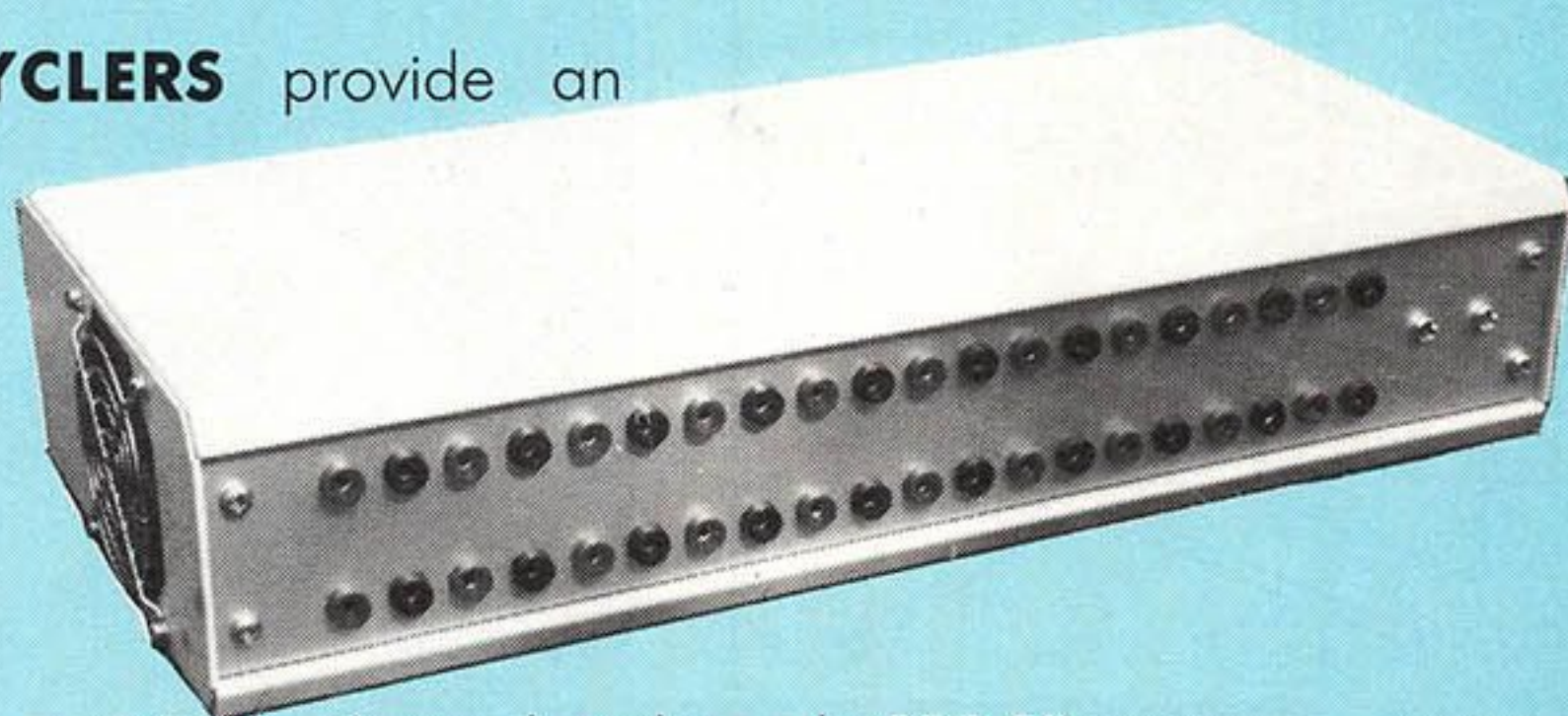
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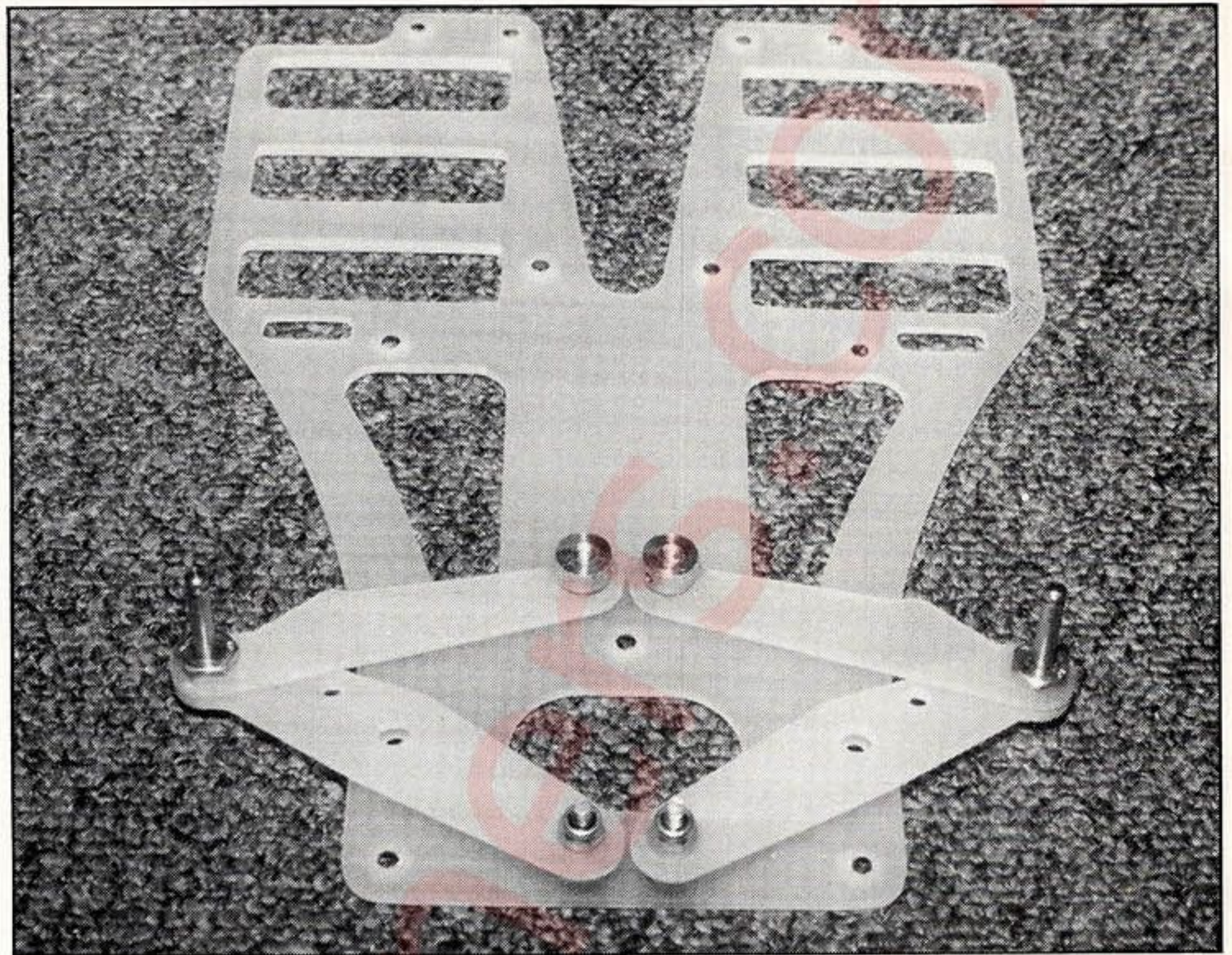
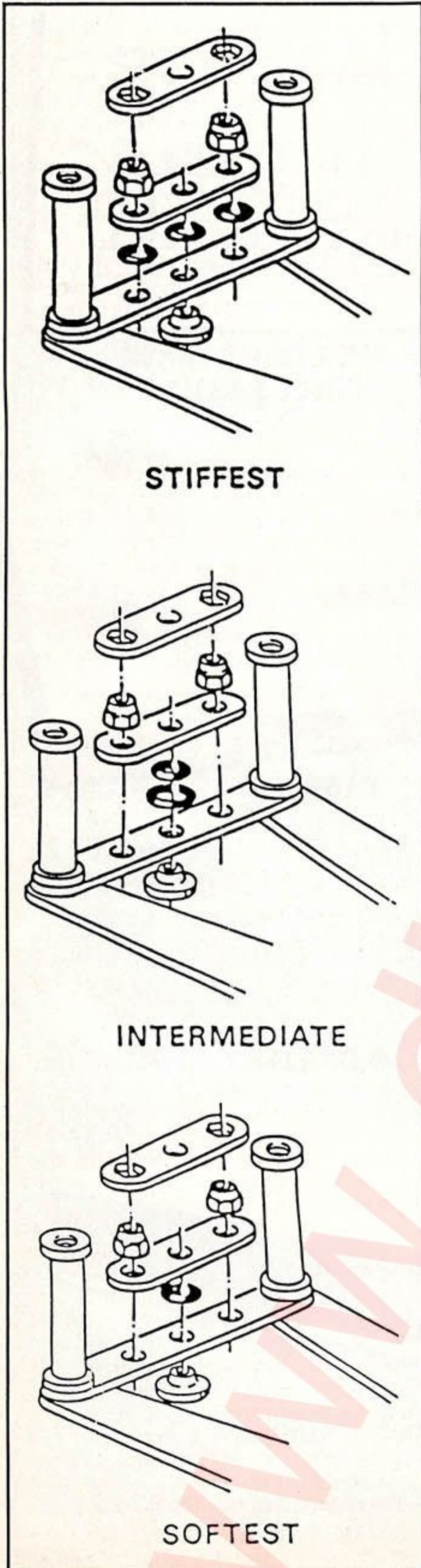
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patient work with some fine sandpaper was needed to remove this tightness. It is best if you have one end of the torque tube to be a free fit in its ride height cam and I mean free, not loose so that the chance of a tweak is alleviated with a rear end collision. Another tip is to earth each side of the motor pod (via the two rear damper plate screws) to each side of the torque tube (via the two large C clips) to prevent any radio problems.



Front end of the Schumacher SPC chassis with two piece wishbones attached.

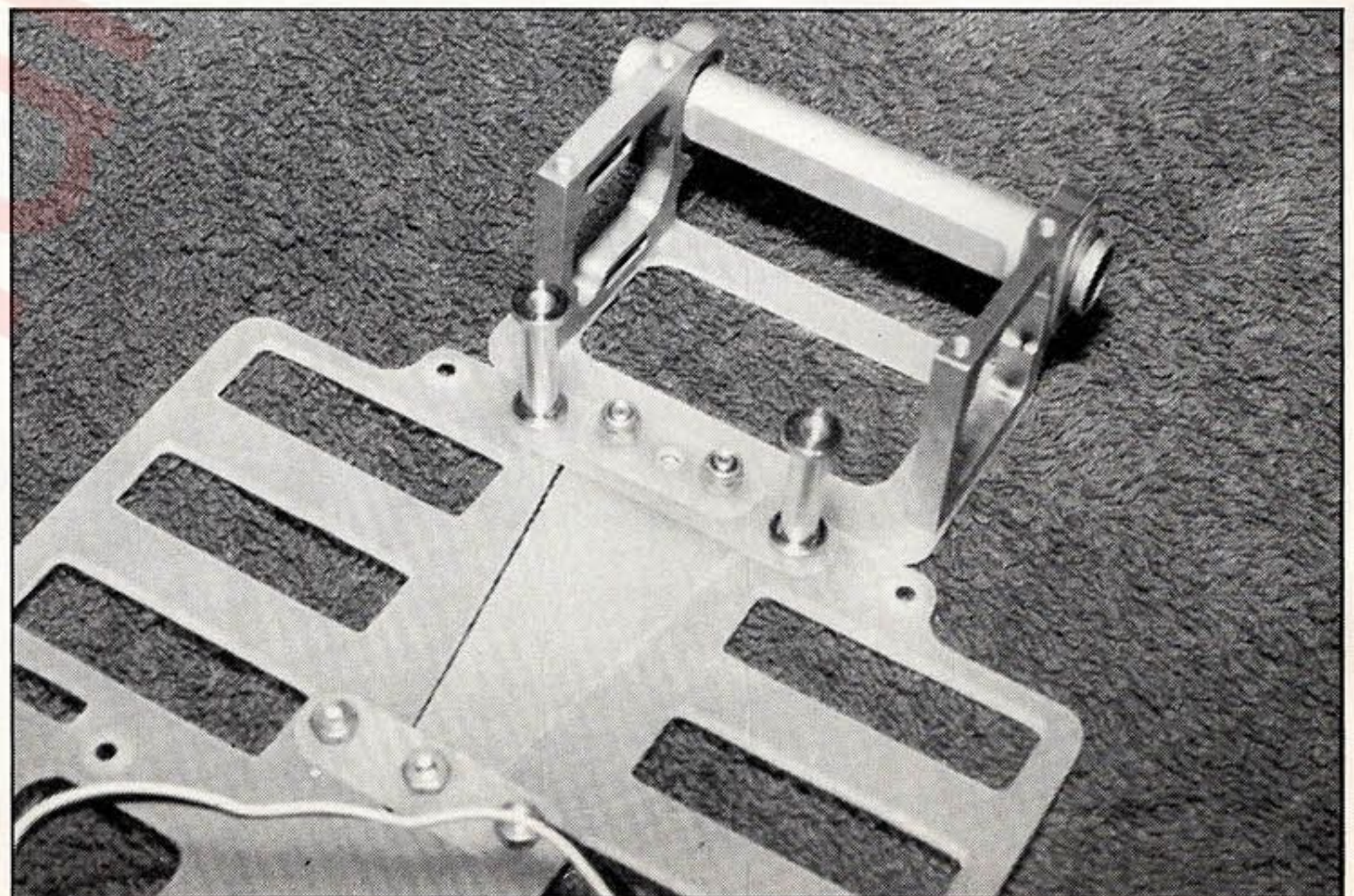
The front of the T piece is then bolted rigidly to the chassis and once the front brace has been bolted to the T piece, I always used to superglue it to make sure it never came loose.

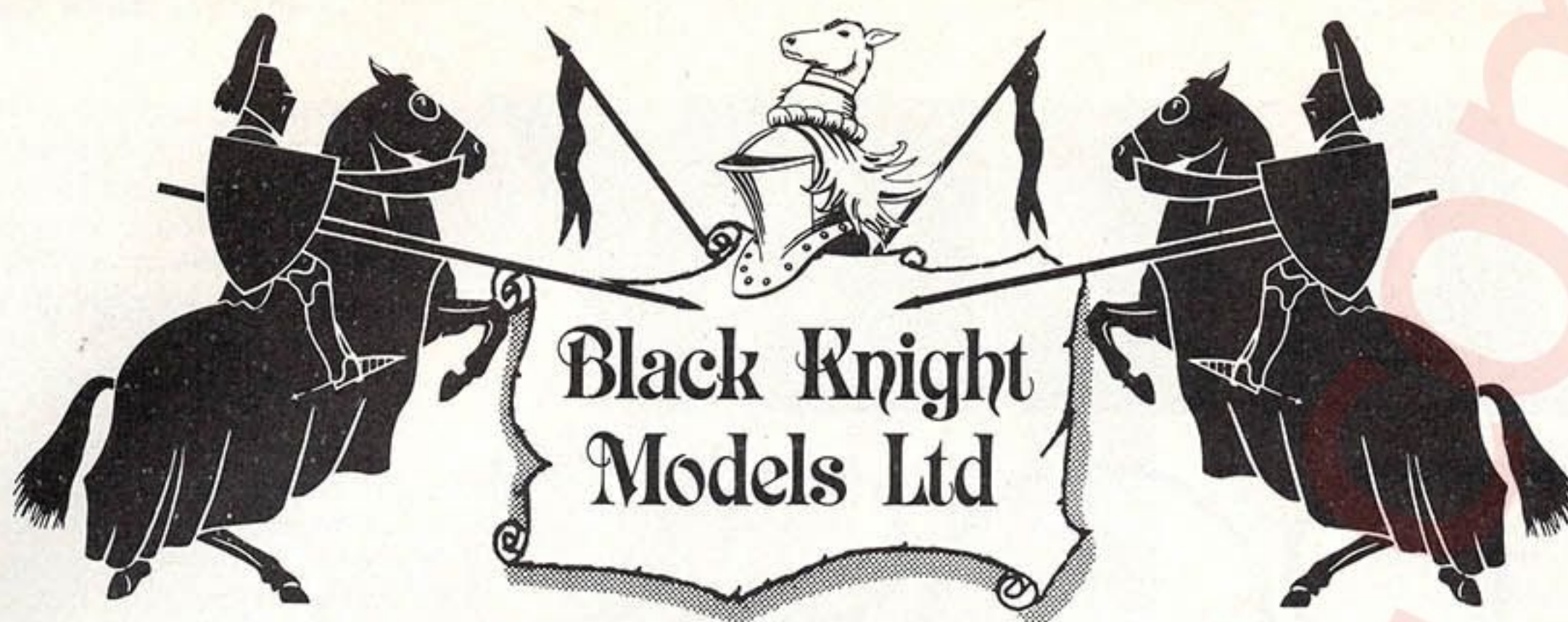
The rear T piece brace is then clamped to the chassis beneath the two remaining rear shaker plate posts and the T piece adjustment set-up can be finished. By varying the position of the 'O' rings, varying degrees of rear roll stiffness can be "dialed" in but for best results with the SPC car, Team Schumnacher recommend a soft set-up, and this is best achieved using two silicone washers, one on either side of the cone washer and this was the mode used by Phil

to become the European Champion.

The final job of constructing the rolling chassis is to fit the rear body post and damper post support and to attach the damper plate. Since the damping area is much smaller between the damper plate and the damper washers, compared to those on the RC1ZL, I used the thick Schumacher damping fluid on both washers although this is not supplied in the kit. The rear axle is then fitted and there you have it, one rolling chassis. All that remains is to fit the radio gear, set the tweak and hit the track and you can read the results of that in next months issue, but so far all looks good!

The rear end of the SPC car with T Piece and torque tube arrangement in place.

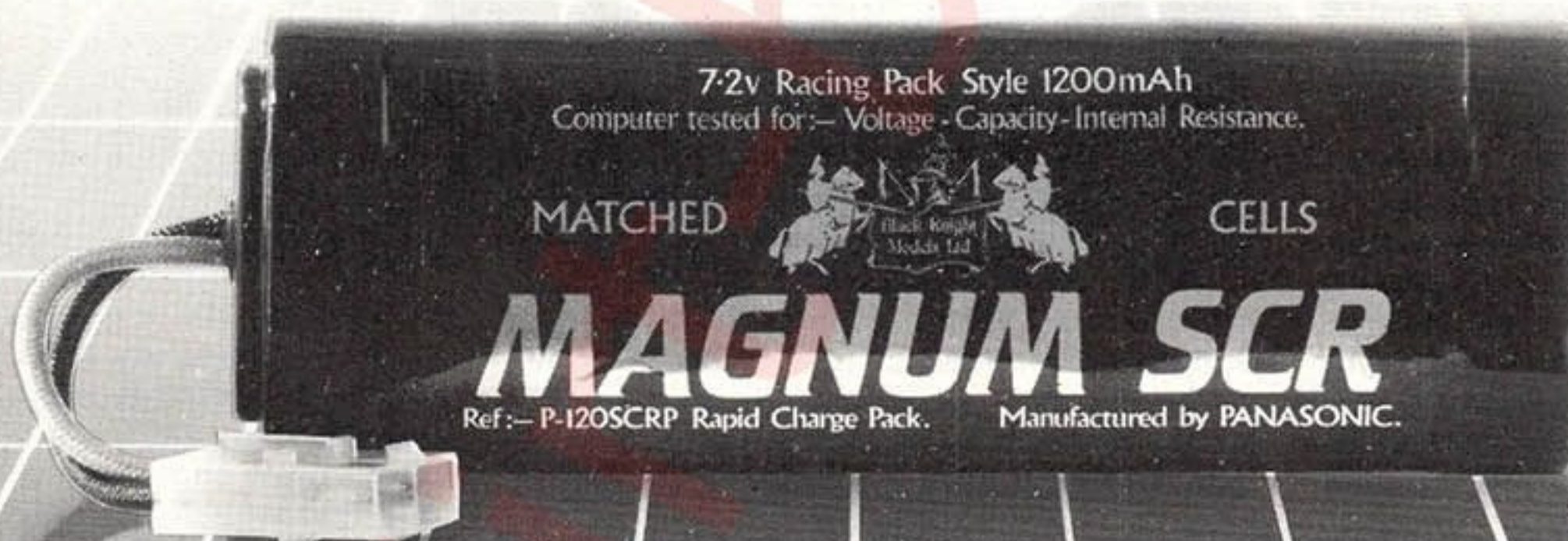




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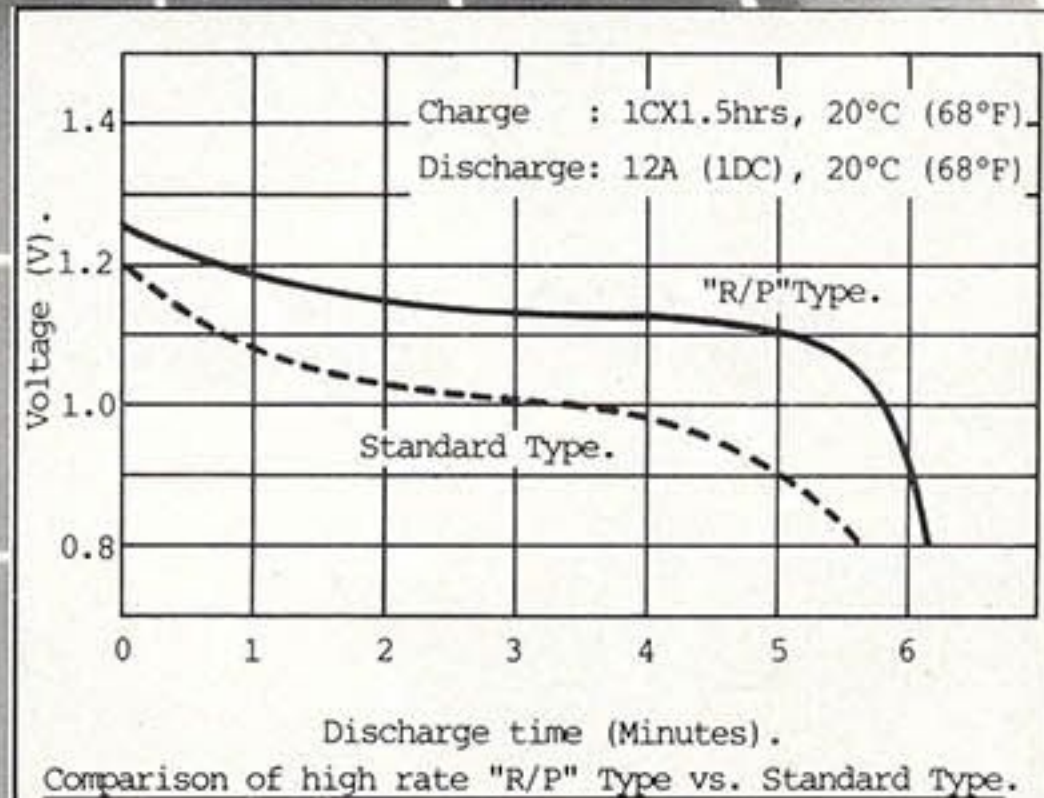


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RALLY CROSS

by Paul Leach

The official RAC motorsports "Blue book" definition of Rallycross is the 'competitive racing of cars over a mixture of varying surfaces'. This translates very well to the exciting world of 1/8 scale Rallycross racing, with many similarities between model and full size car specification.

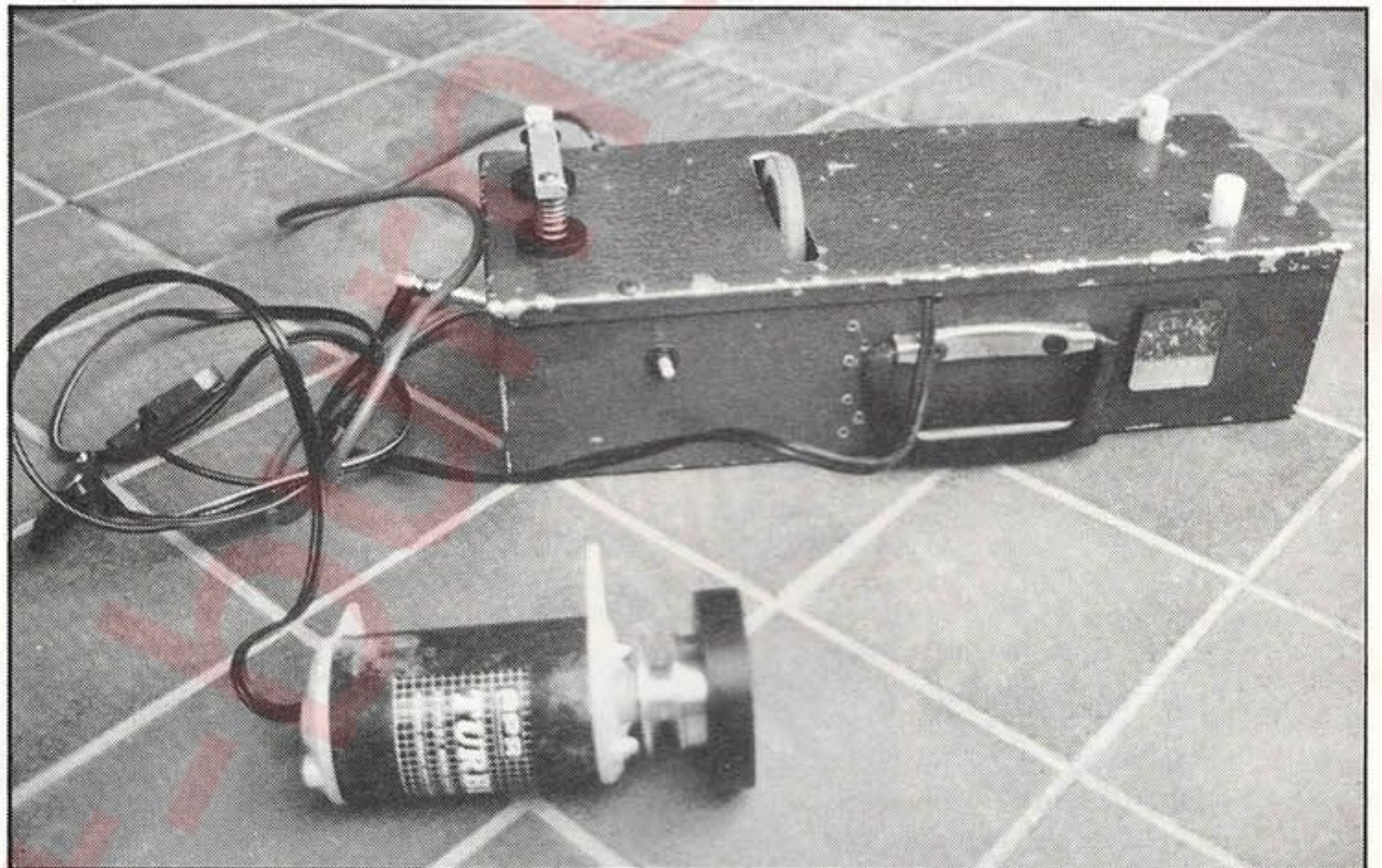
The basic idea of 1/8 Rallycross is to race in qualifying heats, on a mixture of grass, gravel or tarmac, in order to gain a place in one of the coveted finals. Most modern tracks are approx 250 yards in overall length, normally with a good length straight and a variety of differing corners, bumps, humps and potholes. All in all a very demanding test of both car and driver. The drivers normally 8 per heat stand on a rostrum of approx 6 ft high, which enables them to have a good view of the whole track.

Rallycross, in various forms, has been around for some time now but has only really come to the fore of serious competition in the past 5 years. Early meetings being made up of drivers normally with modified 2WD ex circuit racing cars, such as the PB Alpha and SG Columbia. These were followed by the specialist Off Road Internal Combustion powered cars starting with the

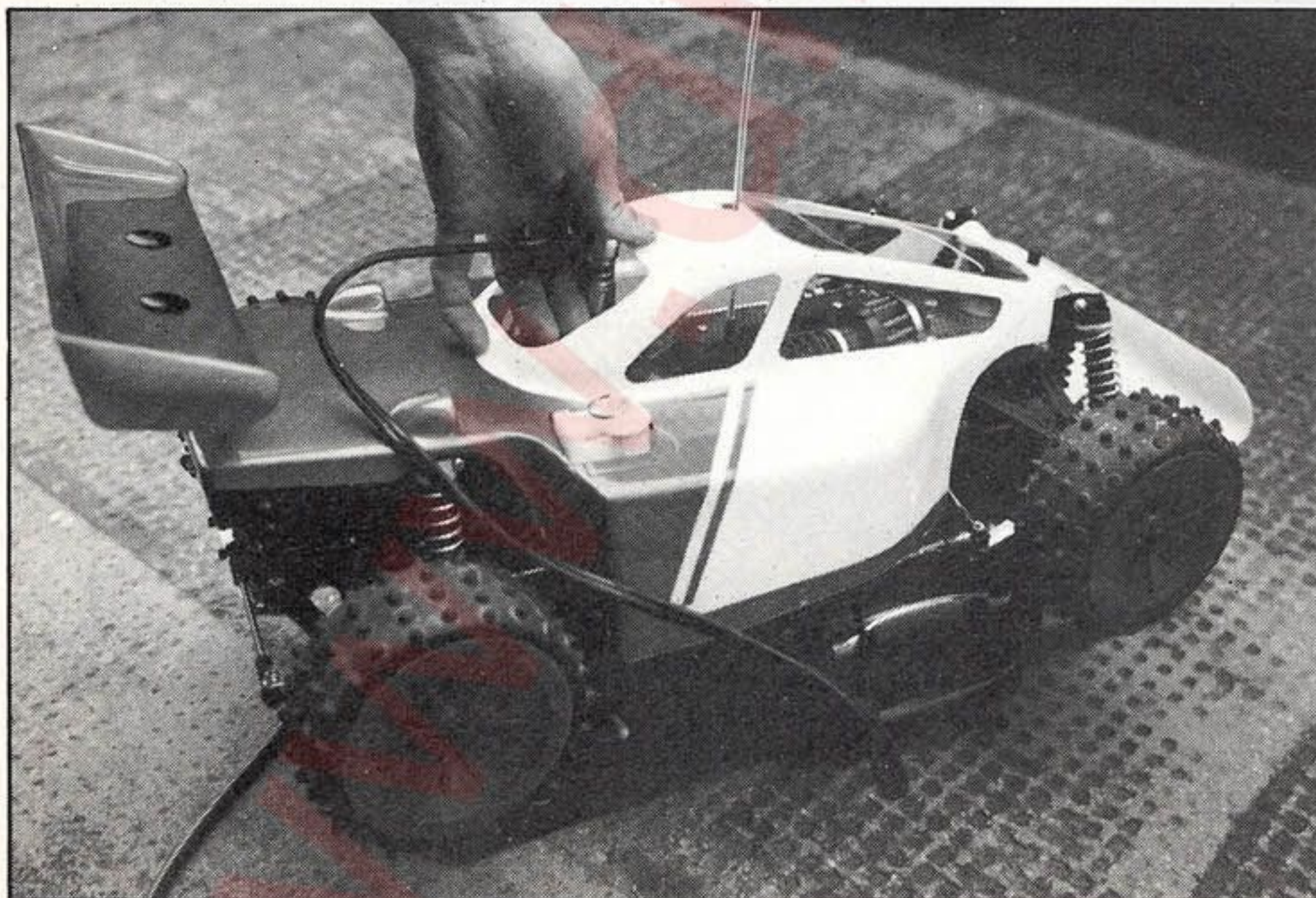
PB Mustang a 2WD car (with MK 1 Escort Body) and the Mardave Morauder. The advent of these manufacturers entering into off road racing was just what the sport needed to take on a more professional approach and also encouraged more manufacturers to take an interest in what was now becoming a very popular form of racing.

One of the first 4WD cars to appear on the scene was the SG Leopard which saw moderate success but was quickly superseded by the more up to date PB X12 and the early Serpent Cobras. Constant development of these cars has led to the extremely high standard of engineering and performance we see today with manufacturers such as PB, SG, Siccom, Yankee, Serpent and Kyosho all of which now com-

The two types of starter; hand-held and "Box" type.



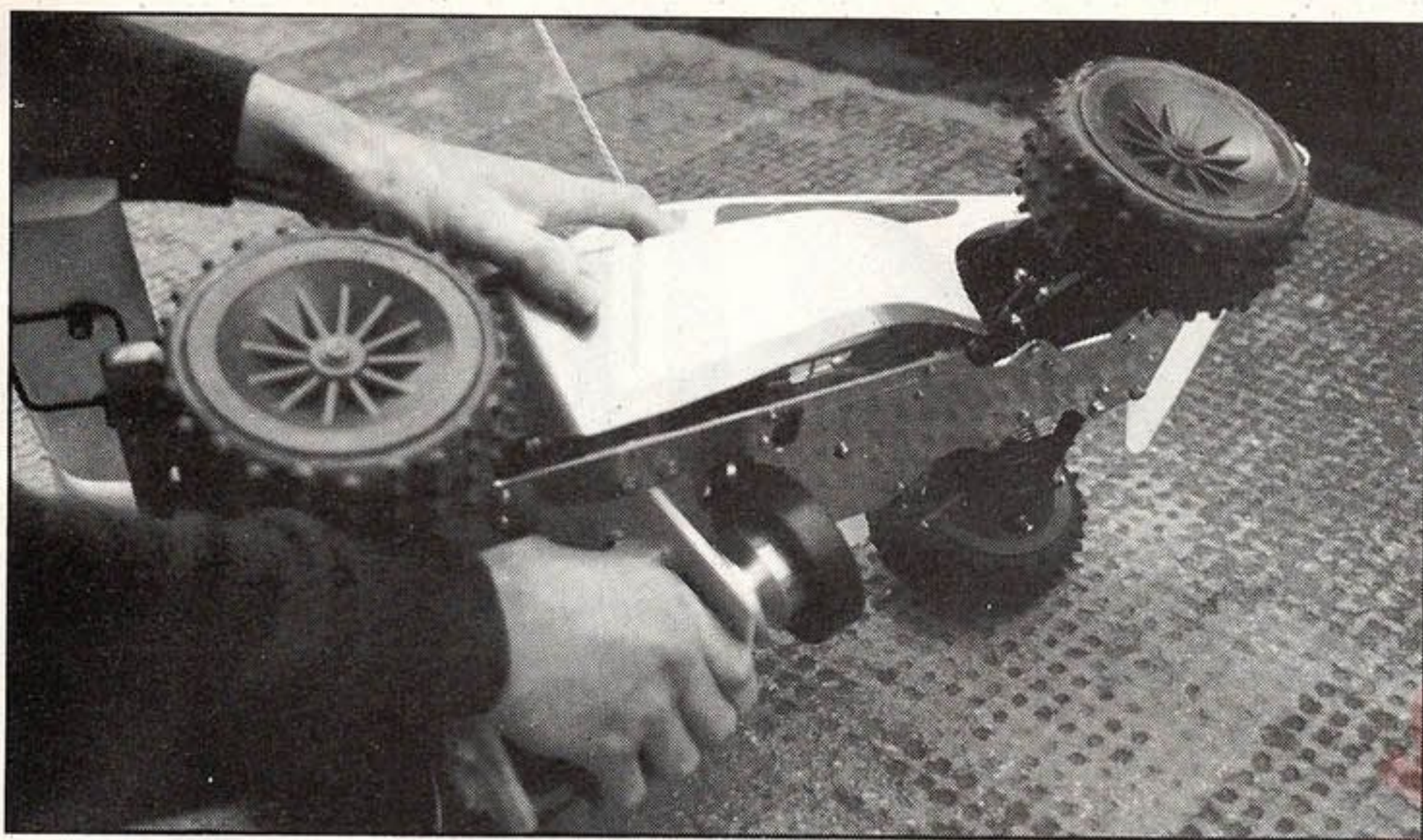
Below, "Starter-box" method of starting.



pete at national level.

The specification of a "state of the art" rallycross car is roughly as follows:- a rolling chassis suspending a .21 (3 1/2 cc) 2 stroke glow engine which drives both front and rear wheels by means of a centrifugal clutch and either two or three differentials. Suspension is normally independent with coil springs over shock absorbers at each corner. Braking is by means of either one or two transmission disc brakes.

Today's race meetings are always run to extremely high and pleasing standards conforming to a set of rules issued by the British Radio Car Association (BRCA) these allow for a driver to have 3 or 4 five minutes qualifying heats from which the drivers are seeded into various finals (A, B, C and D) which are between 20 and 45 minutes duration. An 1/8 Rally cross car normally runs for 6 to 7 minutes on a tank full of fuel, which is a mixture of methanol, nitromethane and oil, this necessitates fuel stops in the finals so a good pit-man (or woman) is necessary. There are a series of BRCA national meetings which together form a national championship, this is the backbone of British 1/8 Rallycross but backing this up are a variety of other exciting meetings such as invitation and endurance races and last but not least the British Grand Prix. During the national rounds



Hand-held starter operation.

points are accumulated to qualify for the European and World Championships. All of the meetings cater for drivers with varying degrees of skill and experience.

Newcomers are always very welcome and will be gladly given any advice needed so don't be afraid to come along and join in.

What Equipment Will I Need?

To assemble any 1/8 Rallycross car a good selection of hand tools will be needed, for example screwdrivers pliers, spanners, allen keys, files, a drill and probably a vice too. A decent size work table and facilities to clean off the car after use are a must. As Rallycross cars use an I.C. engine it will be necessary to obtain an electric starter, a 2 volt glow plug source and a 12 Volt car battery to run these from out in the field. It is advisable to fit the battery into some sort of carrying case to make it easier to carry to the pits area. A 1 1/2 to 2 volt power source is needed to provide the current to make the glow plug "glow" in order to get your engine started. Once the engine is running this power source, through a glow clip which fits over the plug in the centre of the cylinder head, can be disconnected as the plug continues to glow from the heat inside the engine due to the combustion. There

are three usual types of 2 volt sources these are a nicad pack, a separate 2 V accumulator or a form of dropper system run from the 12 V power source. There are many types of these available so consult your favourite supplier for advice on which to chose. Lastly we have the starter motor itself this can be used either hand held, as used on model aircraft but with a round rubber ring, or in a starter box. The hand held method is simple to use, the car is held with one hand normally with two wheels off the ground, then the starter ring is brought into contact with the flywheel of the engine from underneath the car. The only disadvantage of this system is that it can be rather messy when the car is muddy. Many people adopt these starters to fit into a "starter box". The car is placed on top of the box and pushed down to bring the fly wheel again into contact with the starter wheel. This leaves you free to operate the throttle either manually or through the transmitter with your other hand and makes the operation smoother.

Which Car Should I Start With?

Well this is the million dollar question. We have already talked about the complexities of a modern Rallycross car but it is by no means necessary to go to the expense of

one of the top cars in order to get started or to enjoy this form of racing. Probably the cheapest and most simple car on the market is the Mardave Marauder, this car can provide hours of fun and is an ideal first car for the budget conscious racer, it is very simple to construct and does not need a top quality engine to give it good performance. Spares are cheap and usually easy to obtain (its good to see a British manufacturer with the novice in mind). Another excellent first car is the *Demon Big Bear* this comes almost ready to run and sells for under £200 complete with Picco 21 engine already mounted in a two piece preformed body. It has good shock absorbers and again is simple for a novice. Many of the top manufacturers like SG and Siccom produce 2WD cars which are upgraded to full spec 4WD cars at a later date, this helps to spread the costs and enable you to increase the performance of your car as your skills increase. The main thing is to choose a car that suits your needs at the time and get on with running the car and gaining experience and enjoyment. There is never any substitute for the experience gained at race meetings, so don't just thumble around on your own come to the organised meetings and join in the fun.

There are plenty of ways of finding out about this exciting and fast growing section of model car racing, the easiest is probably to contact the BRCA, or go to your local model shop or one of the specialist shops advertising in this magazine, they will all be happy to put you in touch with local clubs etc. A list of all the 1988 national meetings appeared in recent issues of Radio Race Car and you would be most welcome to come along and see the action for yourself and talk to the people taking part. I will give you a few club contacts next time.

Lastly if you have any questions regarding racing, clubs, queries on cars or anything to do with 1/8 Rallycross, I shall be happy to answer your questions through this column in Radio Race Car so don't be afraid to write in your letter or views will be welcome.

Well thats it for now be next issue the new season will be underway and we will be bringing you all the latest news on the Rallycross scene. See you soon.

Her indoors, Mrs Leach proudly displays Pauls car, this photo was taken outside Pauls own shop.

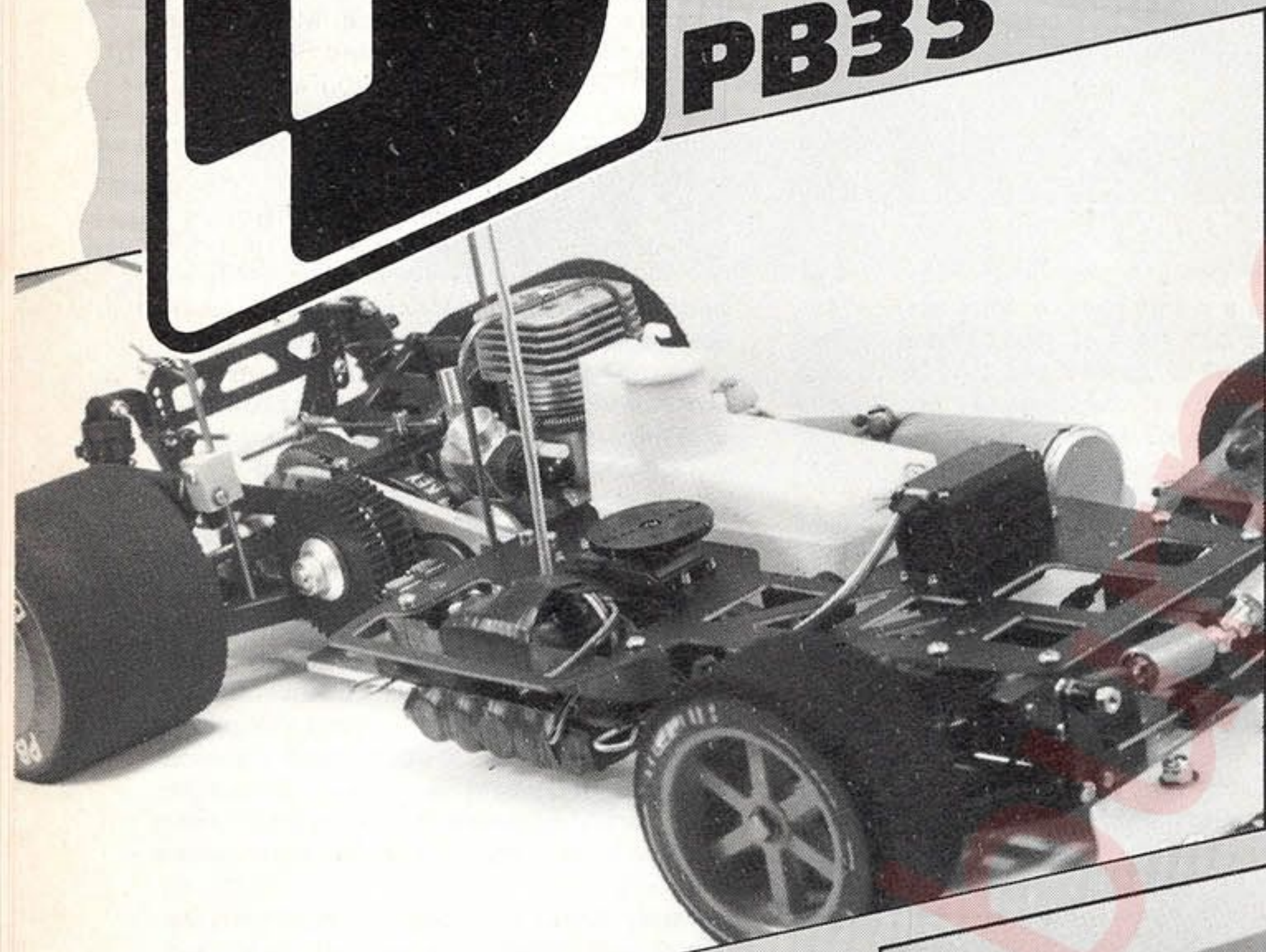


Phoenix

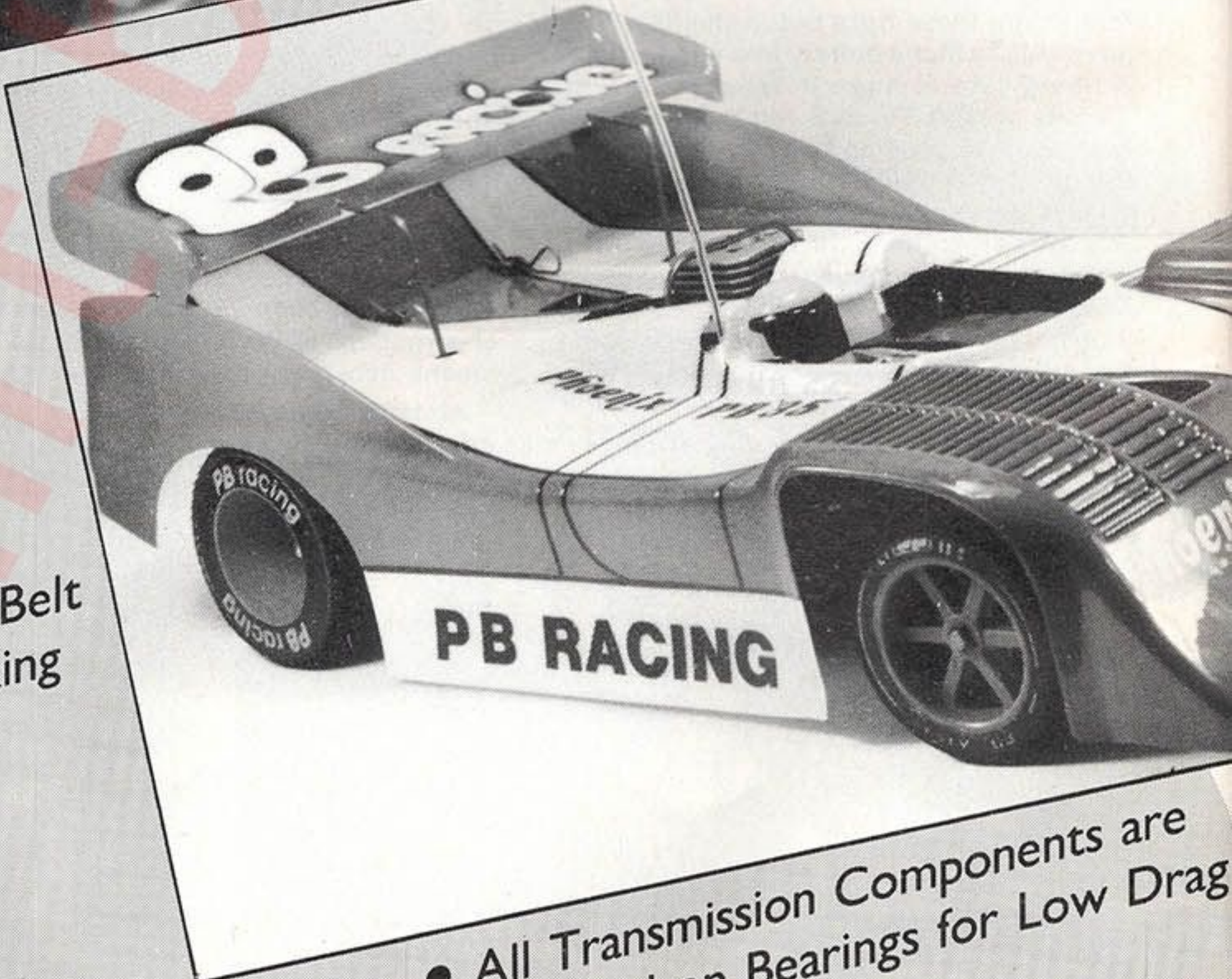
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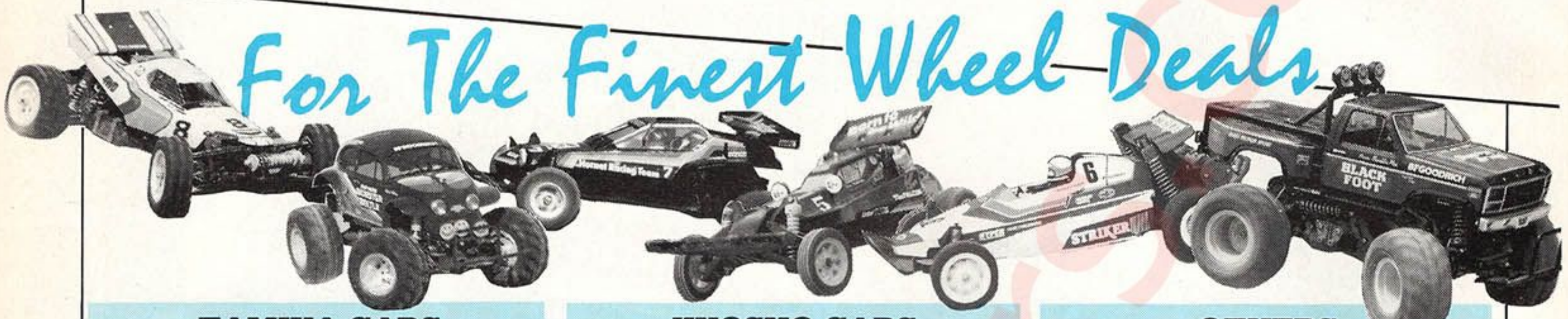


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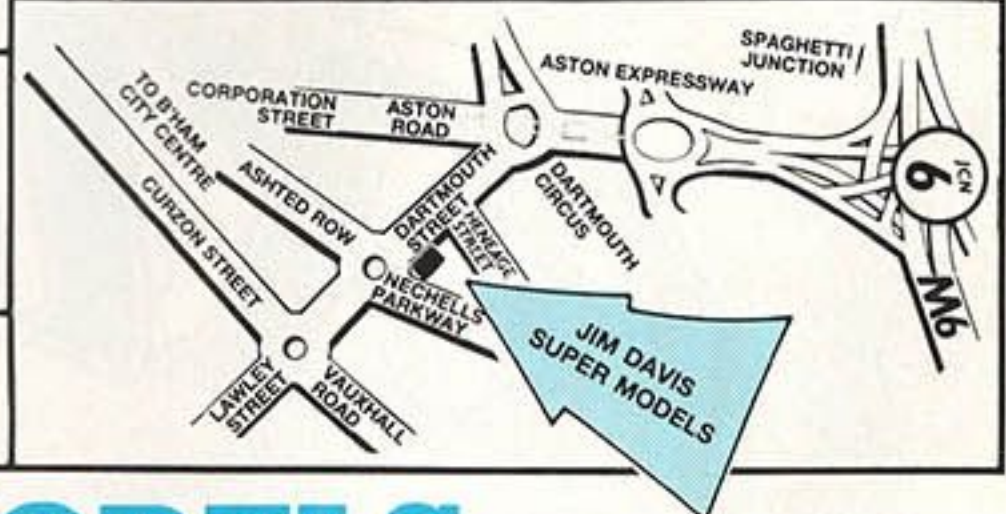
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MRX

PARMA

1/10 4WD

John Varley

Takes an in depth look at
Parma's new racer

COMPETITION CAR

The UK trade will all know of Parma distributor Helger Racing, and will of course know of this excellent range of competition parts they distribute. I stand to be corrected, but not since the 1/12 Euro Parma Panther car kit, have they had the sole rights of distribution of an up to the minute state of the art car kit for supply to the trade.

A short trip across the English Channel would now appear to have put that to rights. The French company MRC have been working feverishly over the last few months to complete tooling, and commence production of their MRX 1/10 off road car.

Helger have very kindly passed on to ourselves at Radio Race Car, one of the pre-production models, and as such, because certain parts are not at our disposal, coupled with minor design changes, we have decided to review the kit in two stages. Part One herewith will look at the design concept and manufacturing quality, Part Two, once the parts are with us, will look at its reaction to hard driving on varying surfaces, hopefully if all goes well this second part will appear in next months magazine.

MRC have produced four versions of this car, 2 wheel drive Standard and Competition and 4 wheel drive Standard and Competition.

We have at our disposal, the top of the range 4WD Competition kit, and as such everything is included in the kit to cover the requirements of the most serious of racers.

It is difficult at this stage for us to be specific about the exact difference between 'Standard' and 'Competition', but experi-

ence suggests that 2WD would differ by virtue of bushings for ball races and simpler, cheaper shock absorbers for top quality constant volume types.

4WD would we believe have similar differences, plus dogbone driveshafts against universal drive shafts incorporating one-way bearings on the front wheels.

The development of the car can be made relatively simple for the beginner, by initially purchasing a 'Standard' 2WD kit. Once basic driving skills have been learnt this can be updated to 'Competition' level, thus giving a more efficient version of the same car.

With thoughts of moving on up into the

This is how we saw our first glimpse of the MRX at Earls Court earlier this year.



4WD class, £34.50 spent and your car is converted from 2 to 4 wheel drive.

Helger Racing intend to keep as comprehensive a range of spares as possible, and made mention of the fact that each spare part can be purchased separately ie, A left hand front wishbone does NOT have to be purchased with a matching right hand one, if not required.

Close examination of all moulded parts will reveal a small tag attached to that moulding. The tag has a number moulded into it representing the part number of that individual moulding. Spares can be ordered by quoting that individual number, so I am told.

Our kit instructions came to us as rather a compromise set of papers, but within the next few days prior to the UK launch these instructions will be supplied in written and pictorial form to offer simple stage by stage instructions, allowing for little if any room for error on the part of the builder.

Let us at this stage, get down to the basic details of the MRX car.

The car is designed as an off-road, four wheel drive, with bevel differentials at front and rear. Coarse pitch belt effects the drive between front and rear, with a simple spur gear train from motor to rear wheel drive. The drive can be full four wheel, with dog-bone rear driveshafts running with front universal drive shafts. For further handling improvements on higher grip surfaces, the front universal shafts can be replaced by other similar ones incorporating a parallel stub axle section for one-way bearings to run on.

Precision machined alloy shock absorbers of constant volume type handle the damping on each corner of the car.

Front and rear suspension is by A-arm

wishbones at the bottom, with adjustable top links utilising right hand/left hand turnbuckles, with a hexagon centre section for very easy spanner adjustment. This means of adjustment when creating the camber angle you require, is far easier on the life of the ball joints at each end of the suspension link, in that they never have to be removed in order to fine adjust the length of the link.

Anti roll bars are supplied for both front and rear suspension, all necessary ball joints and connecting links also supplied. The diameter of the wire from which the roll bars are produced, would suggest that antiroll effect could well be minimal but, be that as it may, we believe that roll bars are an essential part of the correct setting up of any racing car, and intend to run this car with both assemblies in position.

This concludes our description of the basic format of the car, let us now take an even closer look at the quality of the components to ascertain the value for many we are getting.

Both differentials are of identical design, with nylon bevels running on precision hardened dowels, with the main housing produced in two halves. One half incorporating the toothed belt pulley, and the other spur gear housing. Should the rear differential suffer damaged spur gear teeth, it can be interchanged with that at the front, because the front one does not utilize the spur.

If wear occurs on the bevels, metal shims are supplied in order to take up the wear and preserve the life and efficiency of the differential.

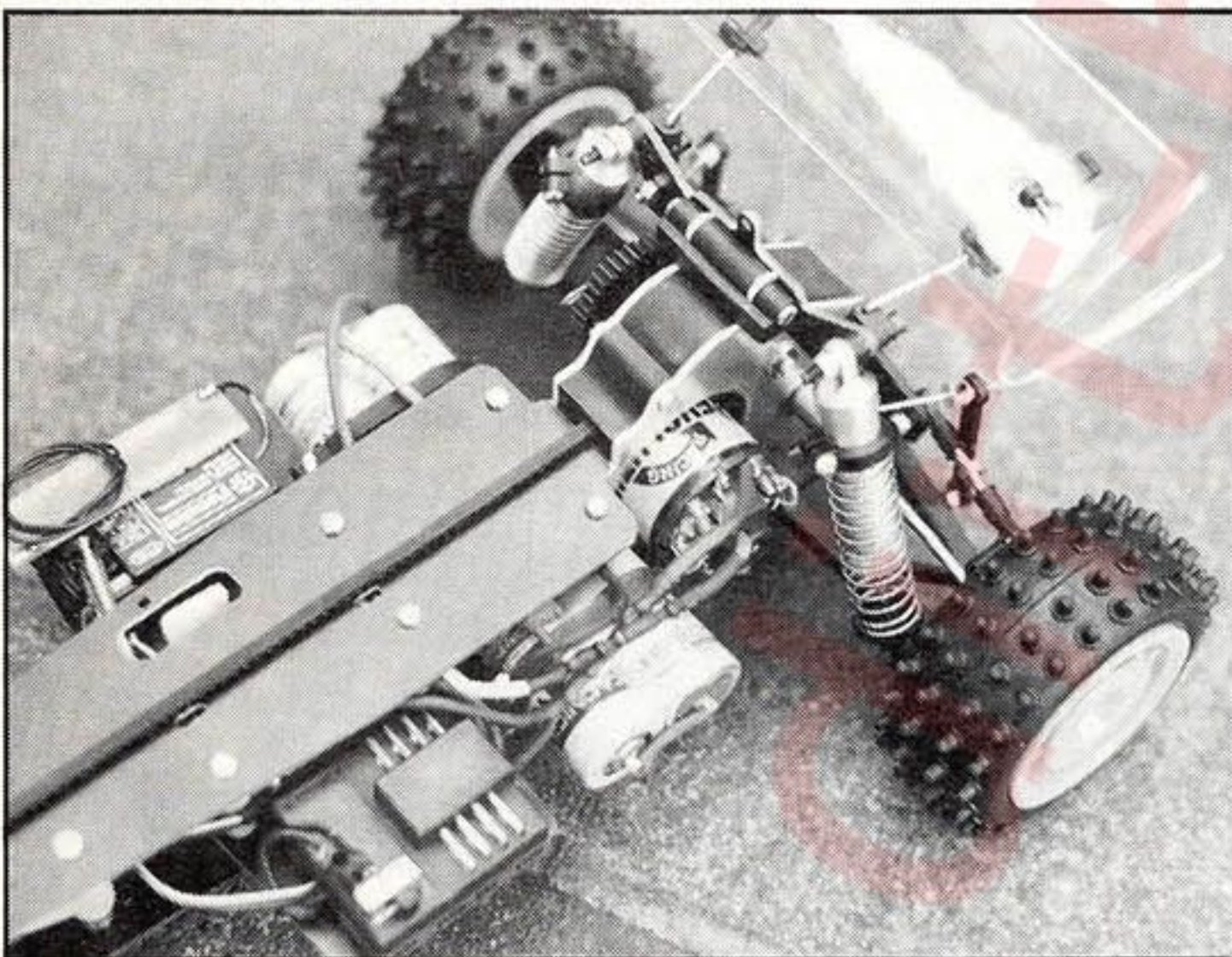
The housings in which both front and rear diffs run are designed as a sandwich of two aluminium side plates with a nylon

moulded centre framework. All the front, each sideplate is held in position by self tapping screws which also retain the nylon moulded blocks for the wishbone pivots, and the support blocks for the top suspension links and shock absorber mount.

Incorporated into each side plate are moulded can housing's that retain the ball races for the front drive cups. Loosen two M3 screws and simply rotate clockwise or anticlockwise to obtain the belt tension you require. Note - take care in your choice of screw to hold these parts, a fraction too long and you are fouling the differential, thus preventing it rotating properly. Also make sure you move each side identical to the other, otherwise the differential will be running at an angle to the belt.

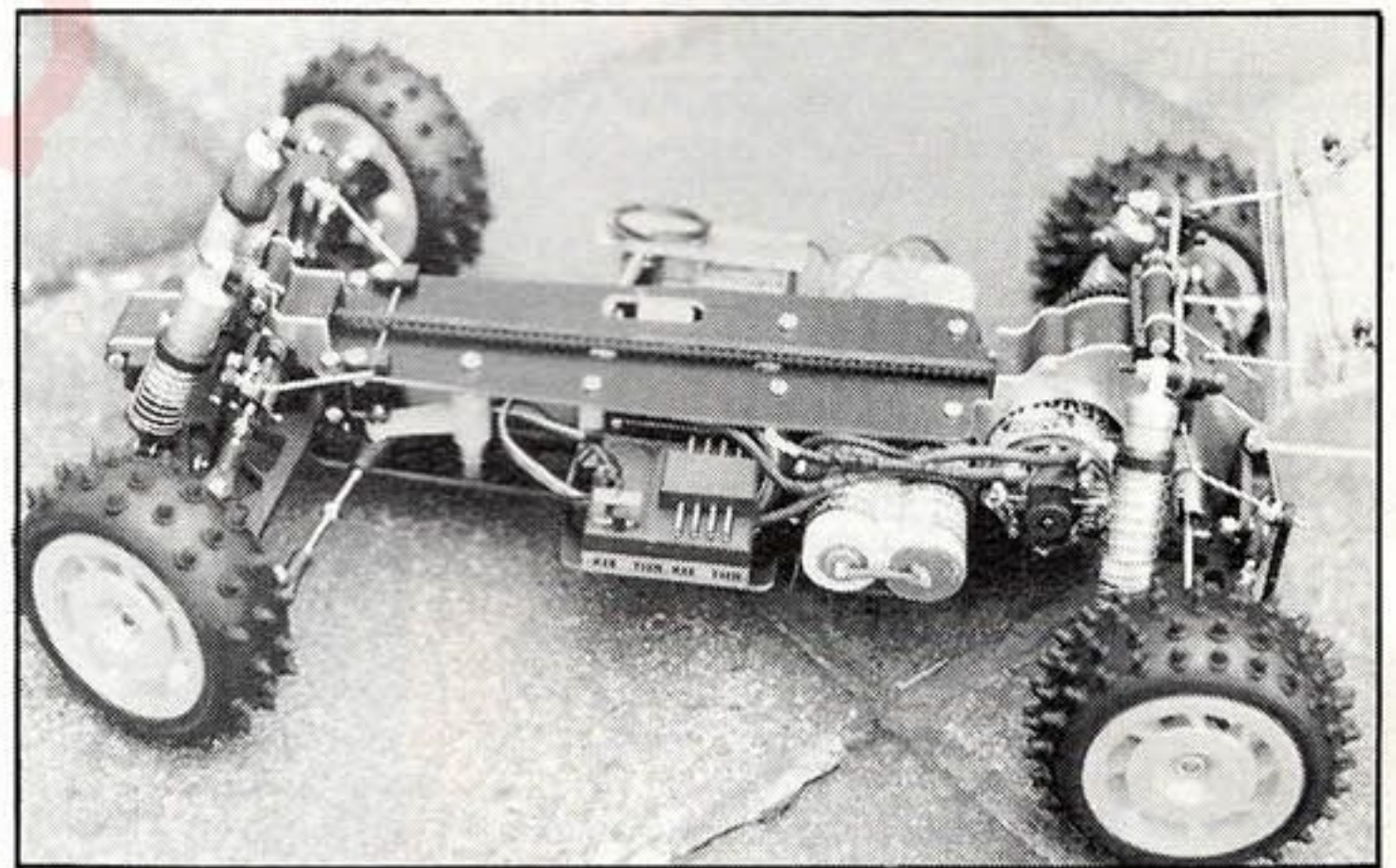
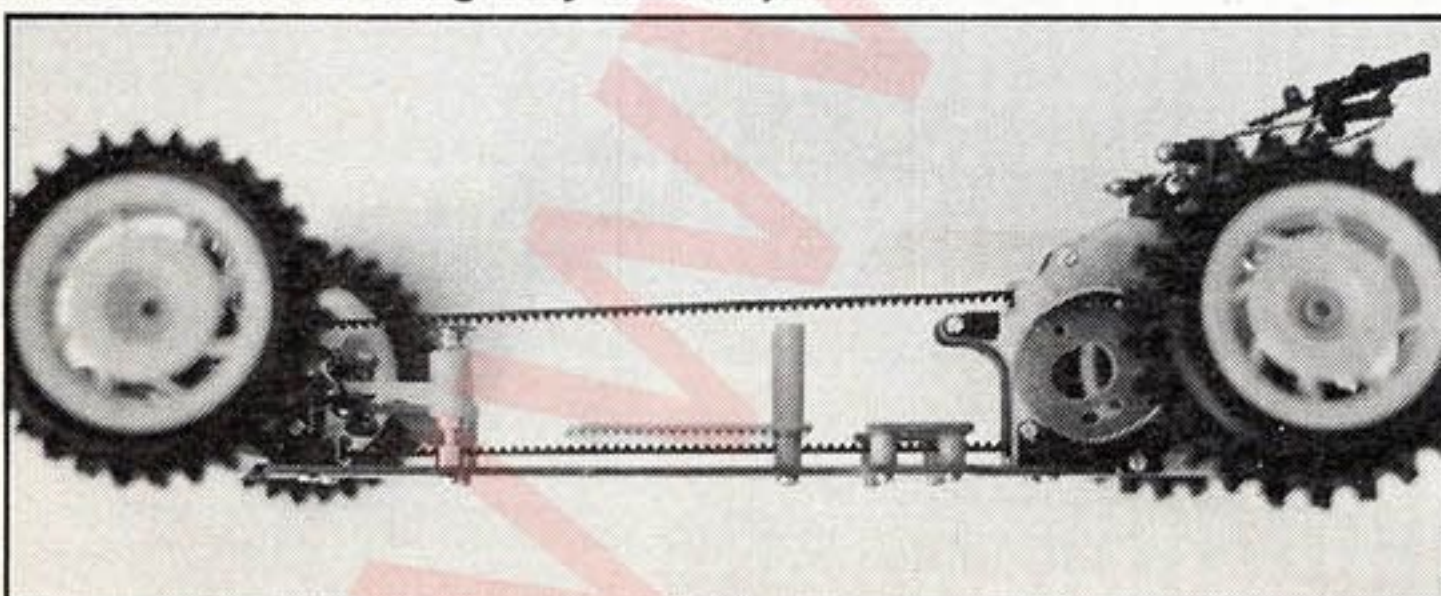
Whilst we are studying the front suspension, we note that the steering block mounts, steering arms and king pins are almost identical to that in kyosho 4WD kits, and could possibly be interchangeable with them. The long wishbones are obviously built for strength and longevity. Their quality and cross section would not be out of place on a 1/8 scale car, along with the 3 mm dia pivot pins held firmly in place each end with blocks having 'blind' holes moulded into them. No fear of losing a wishbone pivot halfway through your race, and no infuriating circlips to drop or shed when running the car.

The chassis, top plate and radio plate are all produced from 2.5 mm carbon reinforced GRP. Photographs will show that the radio plate is separate to the main chassis, and is sited immediately in front of the battery location with nylon spacers provided to clamp top plate, radio plate and chassis into a box section of very high strength and little if any flex.



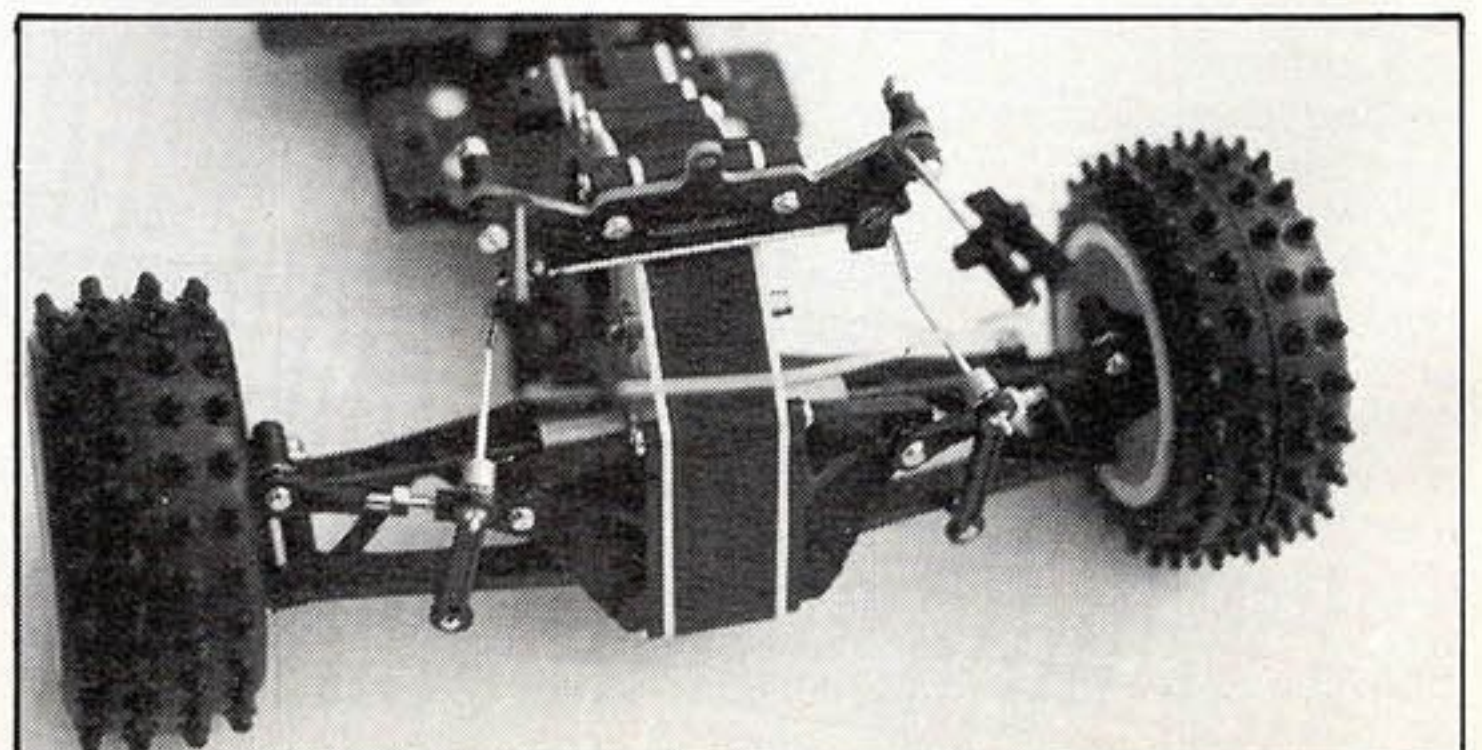
Above, a radio tray is provided, it is a very tight squeeze to get everything fitted but when done looks very neat.

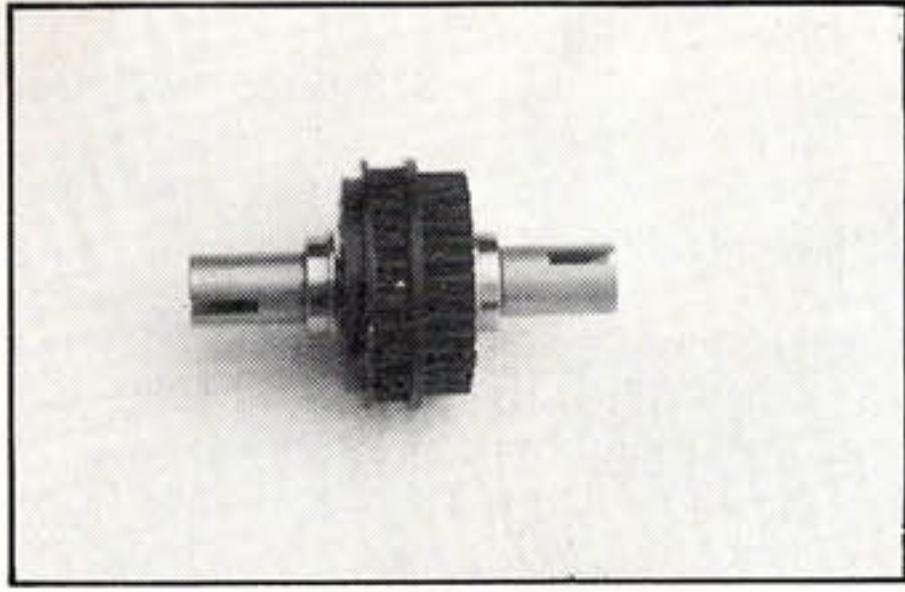
Below, the MRX is very closely styled on a Japanese mid engine belt drive car that is doing very well at present.



Above, the rolling chassis a purposeful design that promises great things.

Below, a multi position rear end ensures complete dialability.





Sealed diff with belt carrier

The batteries of 'stick' configuration are held on small platforms raised above the chassis in order to clear the belt. They are clamped a la Schumacher, thus retaining their position safely, and permanently.

Rear suspension arms are once more designed with strength in mind, of the same section to these at the front. Pivots are identical to those at the front, with a very nice moulding designed to retain the rear end of the pivot and incorporate the location for the upper adjustable suspension link.

On top of the rear gearbox are provisions for fitting the location for the shock absorbers, anti-roll bar and wing wire support. Once more easy to fit and nicely thought out.

Shock absorbers is the Competition kit, and anodised gold, manufactured from aluminium. 1, 2 or 3 port pistons can be fitted in order to obtain varying damping effects. Both ends of the shock body are threaded, in order to screw on the top cap incorporating a rubber diaphragm, and the bottom cap to hold in place twin 'O' ring

seals and plastic spacer.

We found with our shock absorbers, that when the car had stood for a short while, it was difficult to work the shocks effectively. A couple of presses would easily free them but once the car stood again the 'skickiness' reappeared. Close examination found that the nylon spacer between the two 'O'-ring seals was a tight fit in the shock body. When pressed into position, it closed onto the piston shaft causing it to 'clamp' up when left for a period. We suggest that the builder looks for this and lightly sands the outside diameter to make it a loose fit in the shock body. A small point, but it can be the undoing of a cars handling.

The only parts not mentioned thus far, are the steering truck rods of right hand/left hand design for simple adjustment, two-part steering servo saver, lexan undertray, lexan body and wing. In our case we received excellently moulded yellow hubs, with spiked rubber rear tyres, Hot Shot spike type front tyres on hubs approximately $\frac{3}{8}$ the width of the rear, and a further pair of narrow front hubs with Pro-line style 'pimple' tyres.

As stated at the beginning of the article, we will appraise the car on the track in a further review, so let us make mention of the following technical aspects, for the purists amongst us, before making known our own personal opinions.

- Wheelbase — 265 mm
- Track — 375 mm
- Rear toein — 4°
- Front kick up — 12°
- Front castor — 5°
- Rear anti-squat — 0°

First impressions are of an overall no nonsense car, that incorporates accepted principles of tried and tested designs. All of the mouldings are of excellent quality and strength. The car offers the ability to be easily worked on, and parts requiring simple adjustment at trackside are designed with that thought in mind.

It has adequate built in kick-up at the front, suggesting that it will take rough ground in its stride. The wheelbase is of an acceptable length to give the car stability in cornering with perhaps a bias towards power understeer rather than oversteer (obviously tyre choice has a large effect on this).

The choice of four wheel drive or one-way front drive, very quickly altered, has its obvious benefits from loose surface tracks to high traction surfaces. If it has an achil-



Wheels are very nicely styled and are available in a variety of colours as spares.

les heel, then it could be its weight, that appears (we have all our missing parts) to be around 3lb 12oz, but that we feel can easily be reduced at little if any cost.

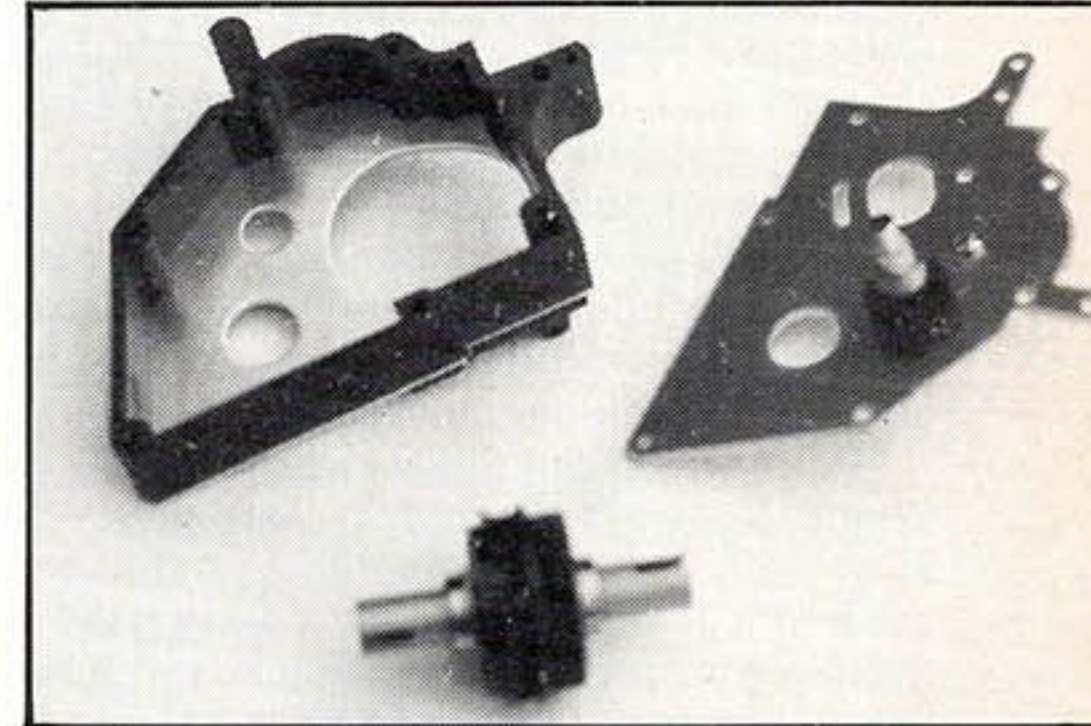
The centre of gravity is built-in as low as possible within the constraints of the car design thus again helping greatly with the cars handling characteristics.

More next month - WATCH THIS SPACE.

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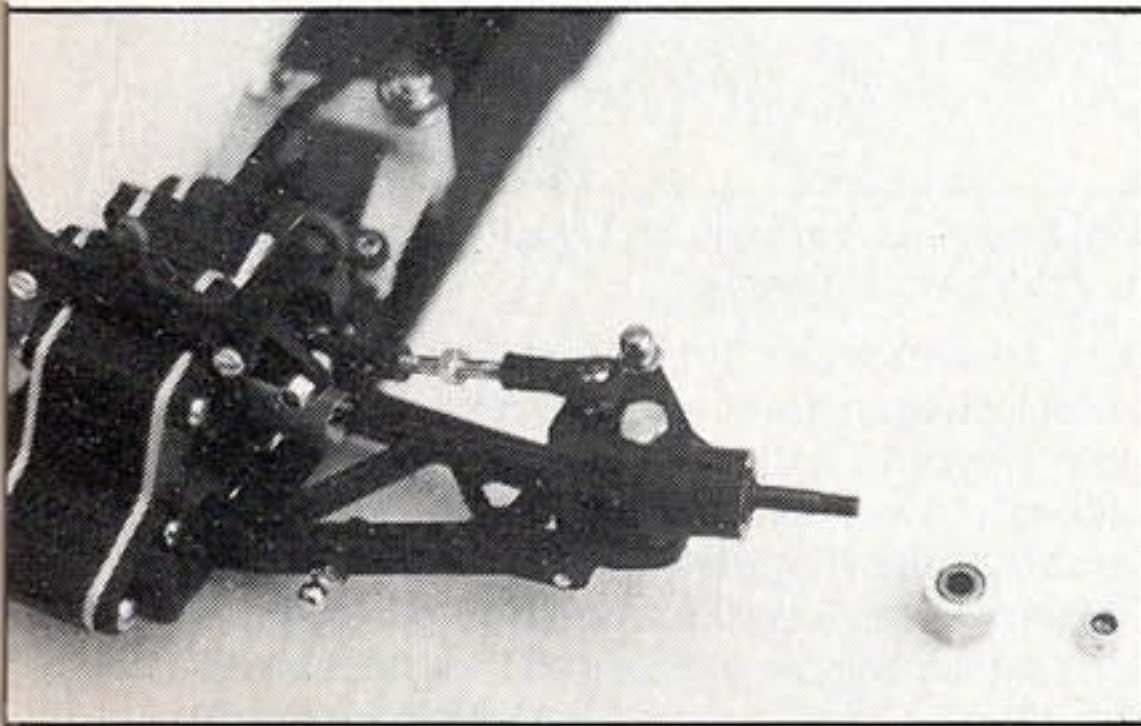
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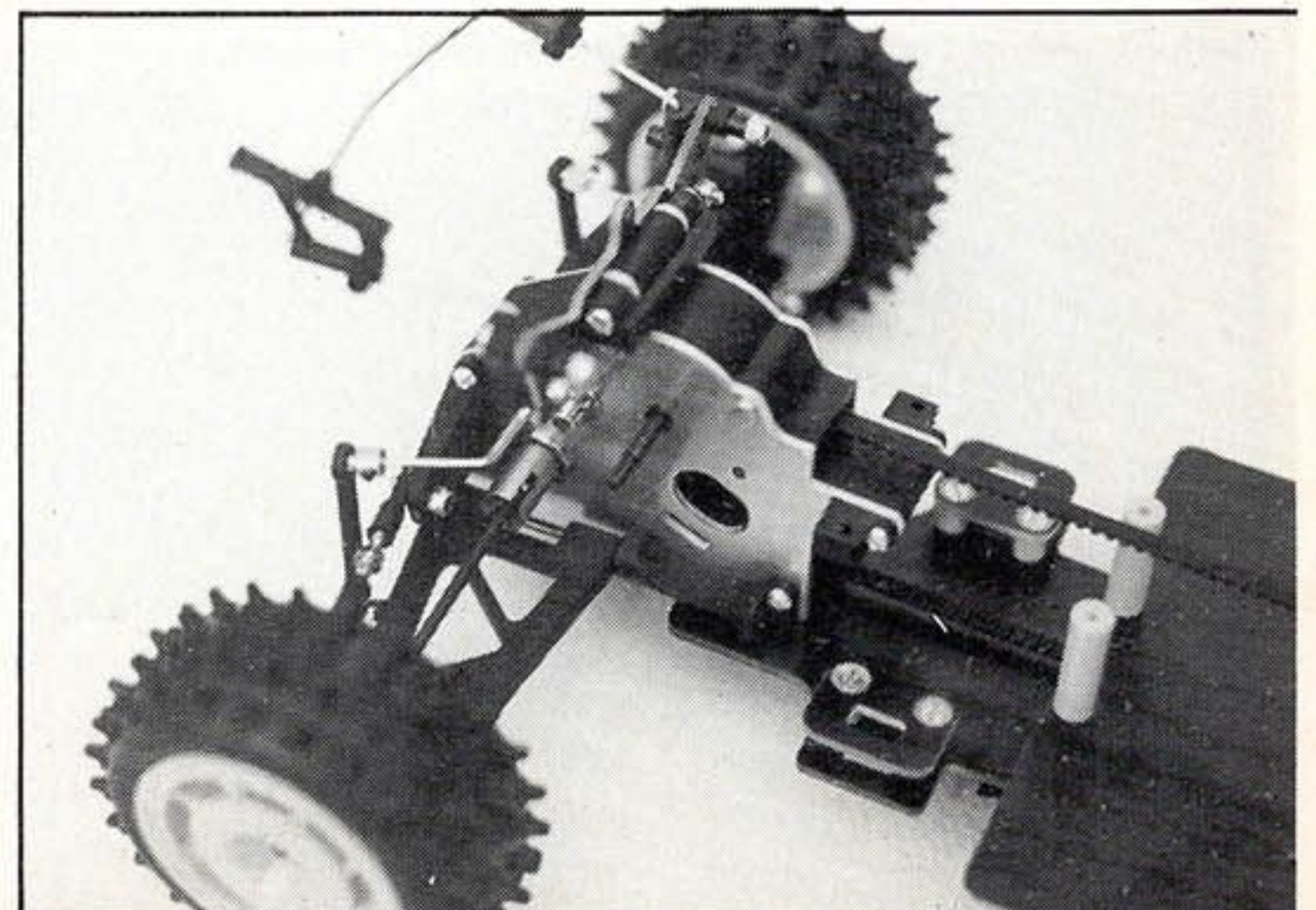
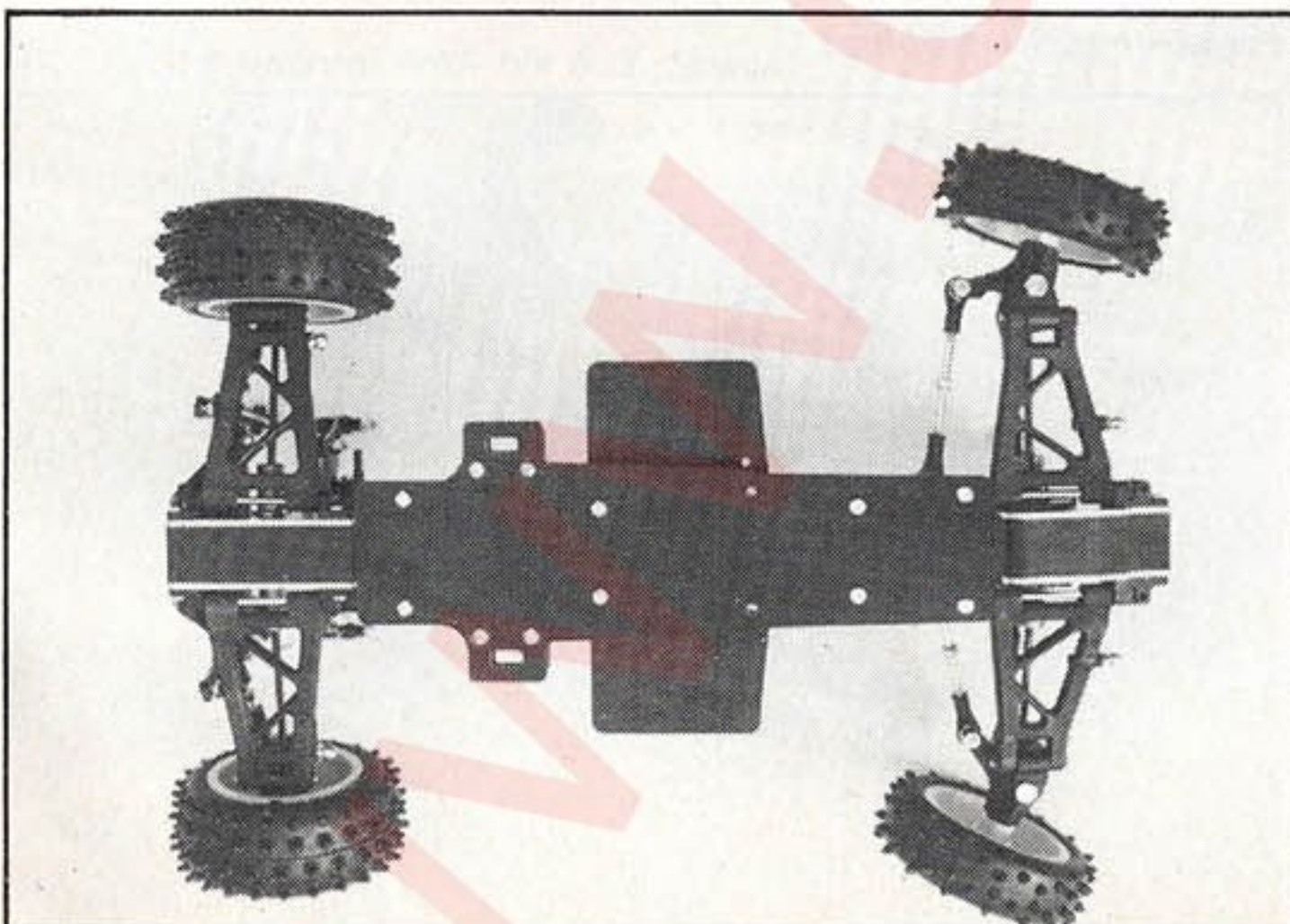


Gearbox and differential, couldn't be simpler.

Below, gearbox in situ, note upper links are of one turn variety allowing camber changes to be carried out while wheel is on car.



Wishbones all round would do credit to a 1/8 car, this gives you some idea of the cars strength.



Bobo Errington's

PIT PATTERN

Dixon SG Space
Formula 17 Laps 313 Secs 1987 Gary
Culver Serpent
Sports 17 Laps 312 Secs 1987 Gary
Culver Serpent

Aberdeen
Sports 19 Laps 302 Secs 1986 Gary
Culver Serpent
Saloon 19 Laps 312 Secs Gary Culver
Serpent

Next item is to correct what I wrote in last month's article which stated that there was no permanent tie up between New SG and Mantua. It transpires that Franco Poldi of Mantua has in fact bought the New SG company and is very pleased with it. Speaking to him on the phone he confirmed his intentions to re-establish the SG name as well as promoting the Mantua car. New SG will be run, as before, by Franco Sabbattini who is also pleased with the new arrangements. Detail changes to

Well this is the month when the season proper is to start. First we have the traditional Easter meeting at Southampton early in the month which may well be an indication of the years fortunes although not all combinations of new bits will be in evidence. The British Nationals were held at Southampton in August last year with new track records being set in all classes by the lightweight brigade. This year, being in April, the amount of traction will be lower so will the records be reached? Also we have the new regulations concerning the "Pop Off" valve, oops! sorry wrong scale, the new weight limit minimum of 2.6 Kg (one has already heard rumours of Gary Culver welding lead strips back onto his chassis! and of new special heavyweight shaker plates!!). In truth though, this weight limit will not effect the average driver at all as most kit standard cars weigh little above this figure when in the worst case ie. with worn tyres as at the end of a heat. Still it will be interesting.

Mid April should have seen the Ford Charity race but the unfortunate strike by Ford workers has had an effect on this and the event is being re-arranged for later in the season, probably at the end of June. We will bring you further details as soon as we have them.

The end of April sees the British Grand Prix at Aberdeen for the first time and I'm sure that the Scottish lads will put on a superb event to their usual high standards. The event features the normal EFRA arrangement of four rounds of qualifying and



The 87 Winners from right to left. 1st Ron Major, 2nd Ken Napper, 3rd Hugh Rimron, 4th Dave Jones, 5th Terry Tawton, 6th Dave Smith, 7th Craig Coggins.

"Christmas Tree" style finals as well as the BRCA Handicap finals and Renault 5 class racing.

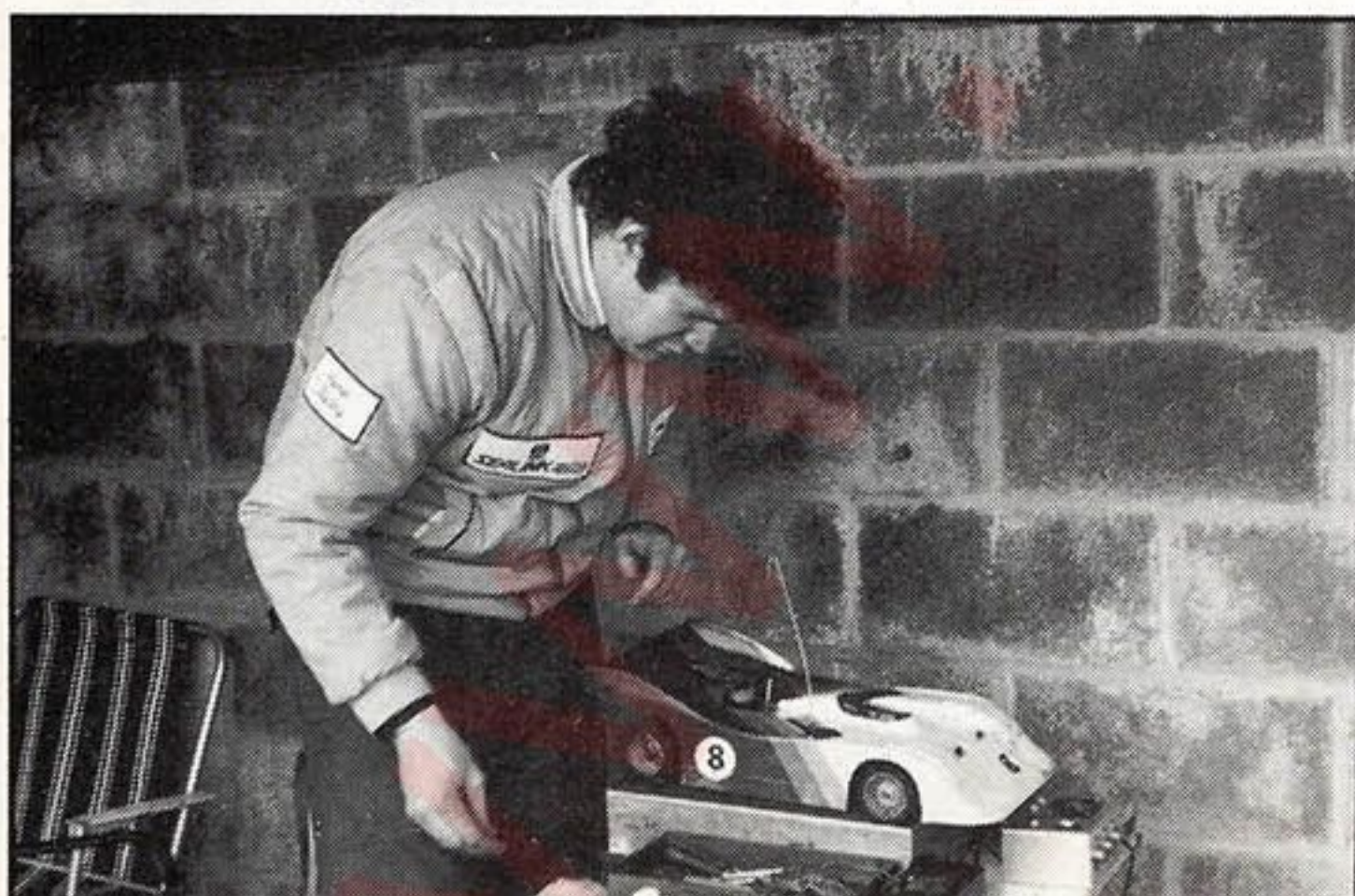
Monday 1st May features a BRCA Saloon round which of course is a qualifying round for the 1989 European Championships which are also being held at Aberdeen. Details on driver qualification have been sorted by the section committee and appear in detail later in this article.

Existing lap records for these two early season meetings are as follows:-

Southampton
Saloon 16 Laps 304 Secs 1987 Dave

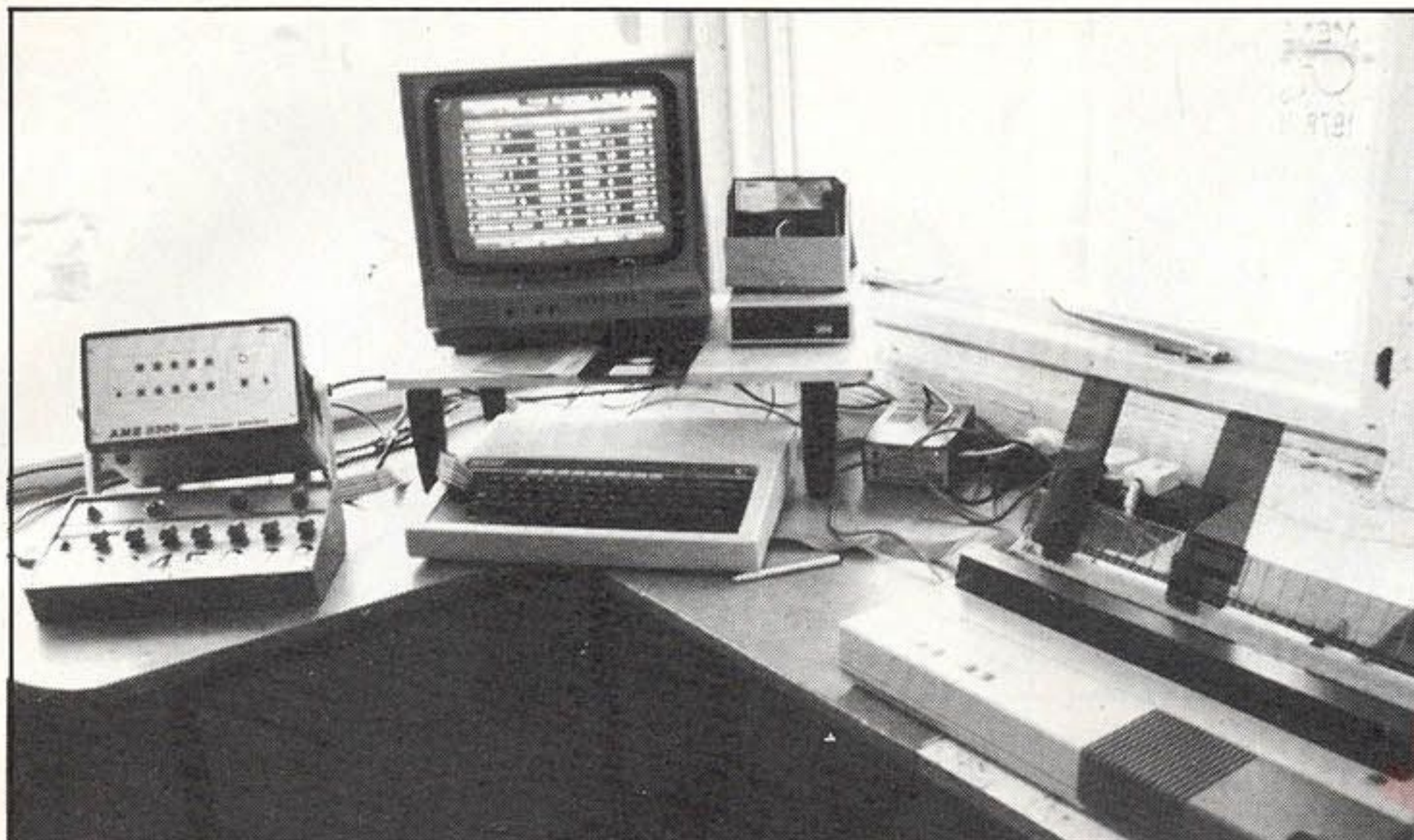
the new proven 'Space' are new coil over shock suspension units and revised radioplate layout with direct acting steering servo. A new SG engine is also imminent and is being manufactured for SG by Picco. When we say imminent it should in fact be around by the time you read this. Last issue of 'Model Cars' reported that the new Black Head Picco was proving to be good. This motor, designated F1, is, I believe, the motor that Picco's sons were using at the '87 European Championship last August and was in fact leading the final for some twenty five minutes until a long pit stop to change tyres cost him first and section

Mark Stockford prepares his car for the final



Presenting the trophies





Dennis Jones's pride and joy a working computer system

place. Picco still finished third and the engine was still sounding good at the end.

Speaking or reports by 'other mag's' we had better put a few facts straight. Steve White has not retired and does in fact intend racing this season at various venues dependant upon other commitments (expect him to attend at least the Bank Holiday meetings). The PB team has already been announced by this magazine in previous issues and although there are other people who drive PB's, there is no other changes to the 'Main Force' line up.

The Kyosho car is indeed being evaluated and will be raced throughout 1988 by Colin Straus who so far has reported progress as 'exiting' and feels that the car will be very competitive when raced.

Phil Greeno on the other hand, is now thought not to be returning to regular racing as 'other' activities seem to be keeping him occupied! (or has the nerve gone?) — I said nerve not Nerf!

Mid January saw the I.C. Committee at Watford sort out the final details for the '88 racing programme. Basic info from this meeting is as follows:— A reminder would be sent out to all organising clubs to remind them to provide a colour TV and to post a list of all 40 MHz frequencies in use by entrants as an expedient measure until a list of all available 40 MHz crystals becomes available. Race Directors were to be reminded of the need to have COMPLETED heat sheets by the night before the meeting. Failure to do this could result in loss of time on race morning and of the possibility

that this could enforce a cancellation of one round of heats. A near 'Computer Input Heat Sheet' would be sent to all Race Directors together with instructions.

The new supporting classes were finalised as being "Ford Cosworth" on the Saturday of Formula day and "Renault 5" on the Sunday or Sports day. Saloon class would have no supporting class. Drivers could compete in both 'Normal' and 'Supporting' races and could in fact run in both finals if they so qualified. Points for only one of the championship series could be scored though and this decision and to be made before the meeting on the race entry form.

This means that there are no less than 5 Championship series running for 1988. Saloon Series held over four rounds, Formula Series held over eleven rounds, Sports Series held over twelve rounds, Ford Cosworth series held over eleven rounds and Renault 5 series held over twelve rounds. For the Saloon class the best three results will count. For Formula and Sports it will be the best five results and for Ford Cosworth and Renault 5 it will be the best six results.

As well as this there will be three other points tables being kept:—

For the 1989 European Saloon Championship which, as I said earlier, are held at Aberdeen. Rounds from Southampton, Aberdeen and Halifax are the only ones to be eligible (Tibshelf, falling on the same weekend as this years Euro champs, was decided to be eliminated in order to encourage participation at this Euros and to avoid any conflict of interest). Out of these

three, the best two are to count. Also the first score of 20 points would be awarded to the highest 'B' class driver and so on so that only 'B' class drivers will appear in this table. The second additional table will be for the '89 European Championships in Spain for the Formula class. This will be the same as the Formula series championship list plus any European Grand Prix results (Formula). The last additional table is for the '89 World Champs to be held in Holland and again this will be as per the Sports series championships plus any European Grand Prix results in the Sports class. Phew — just think of the trees required to keep all these 'tables' up to date.

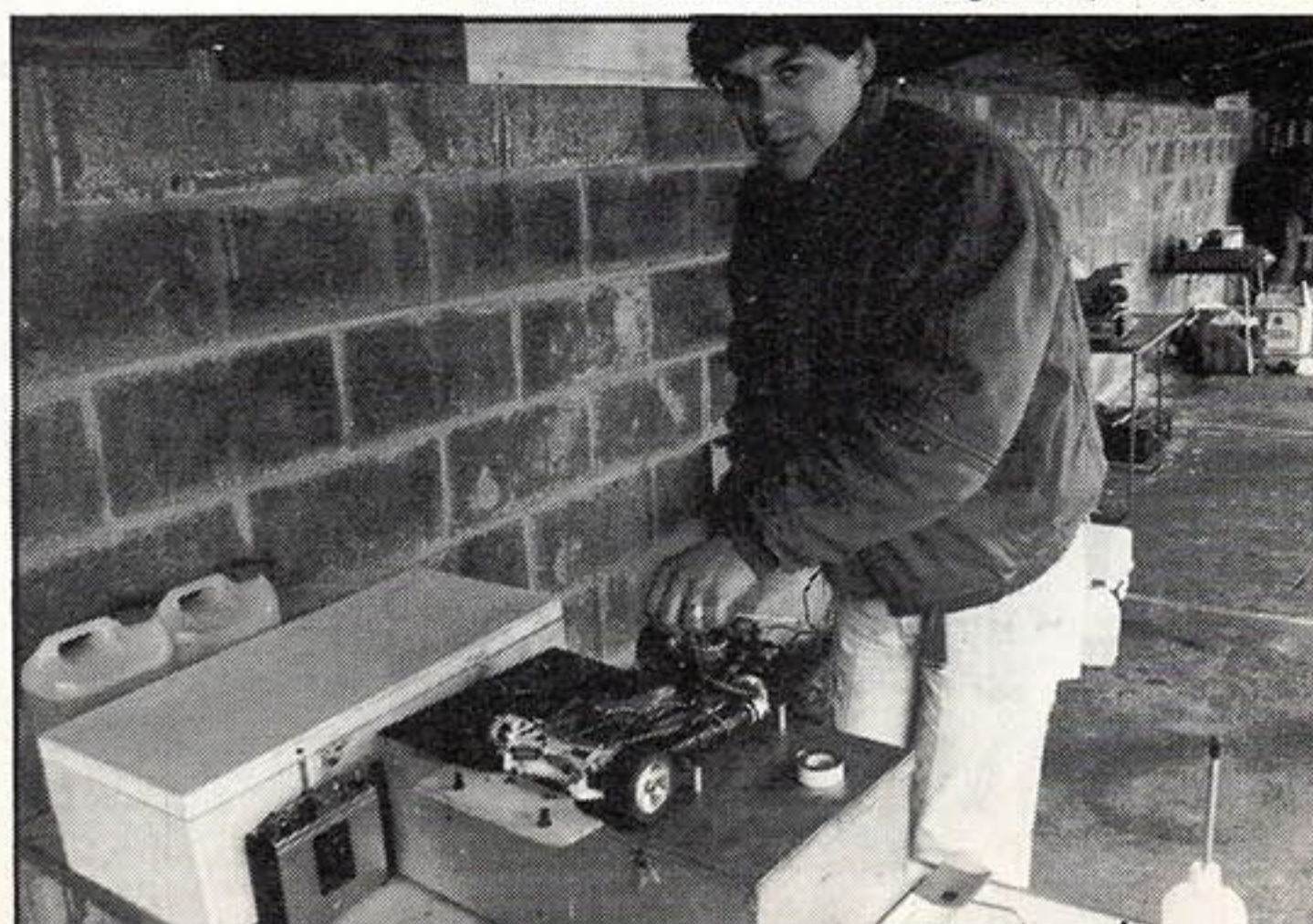
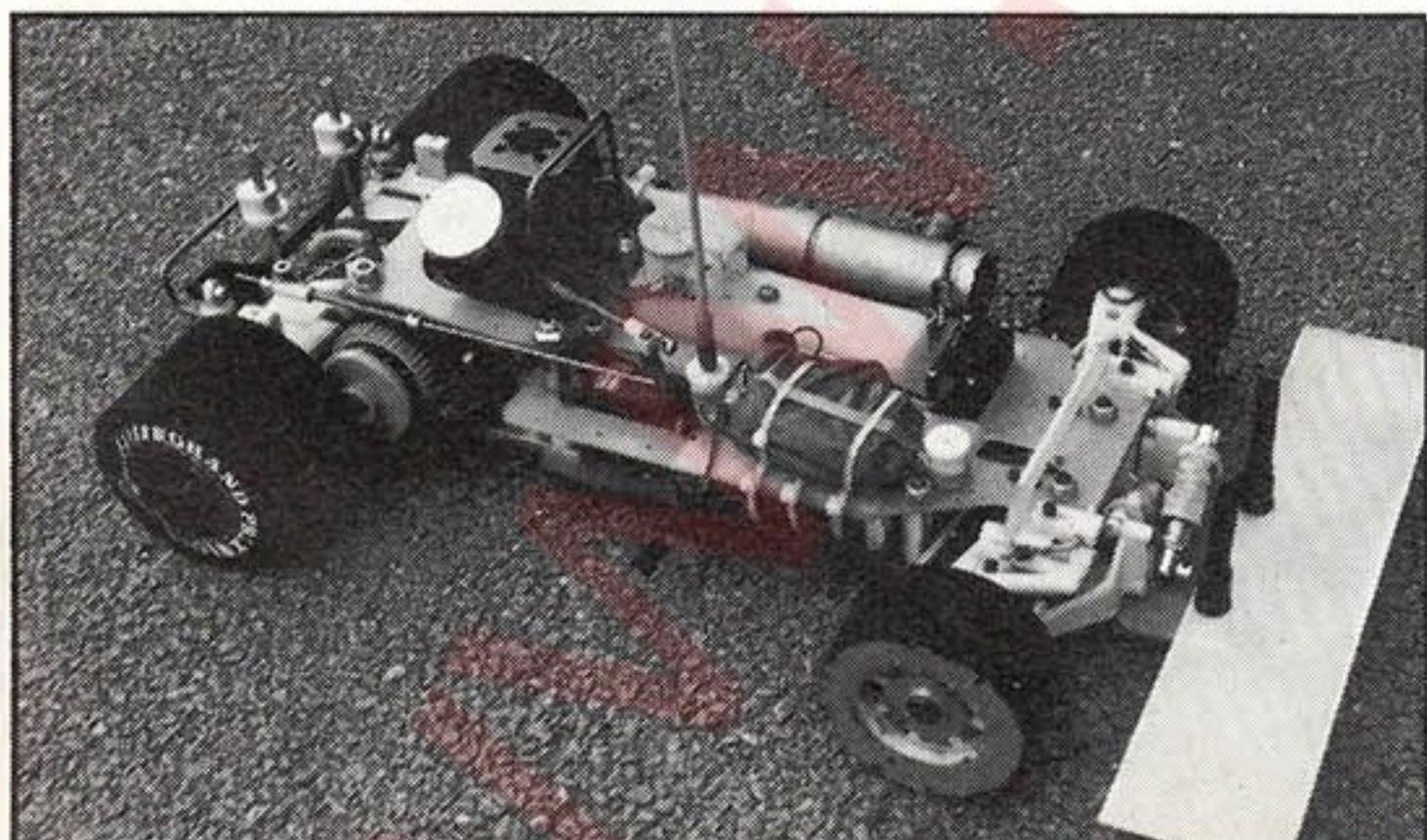
Back to Finals. The new supporting classes have two finals i/ Open and ii/ Handicap. Both are of 15 minutes duration. A new instruction is that in future only Finals with more than four involved will be run, results being taken in that case on qualification. The last recommendation on this subject was that Formula class be always raced on the first day and Sports on the second, of two day meetings.

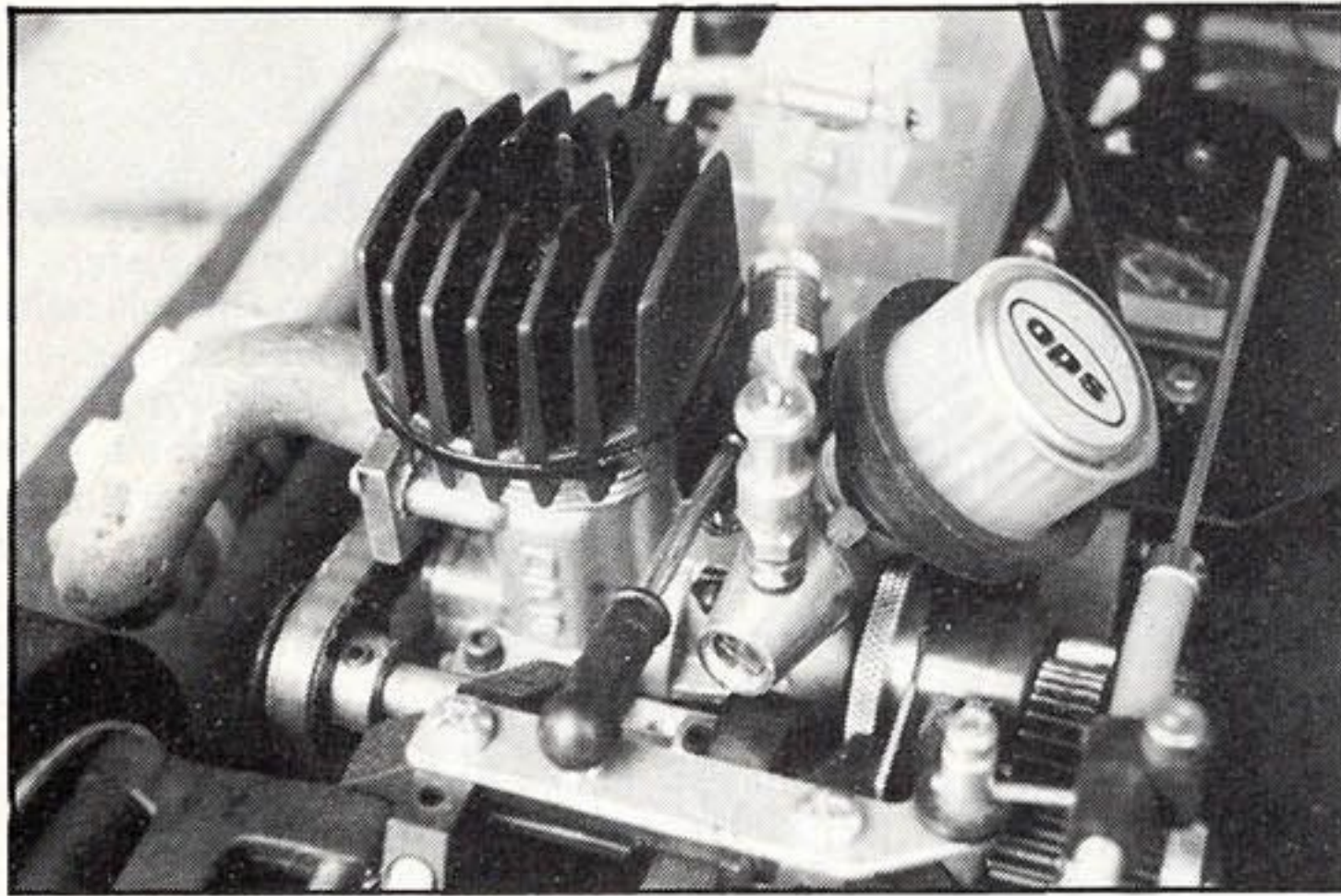
All these new classes and formats were decided back at the QGM where it was naturally expected that changes to the BRCA computer programme would be performed by Dennis Jones. I would just like to thank Dennis for his work on this as it has taken something in the order of two hundred hours to achieve. Things sound easy to do but don't forget that the original programme was written many years ago and has been gradually added to over the years. Subtle problems have 'popped' up during trial runs like the 'A' final featuring Charles Baldry in position numbers 1, 2, 3, 4, 5, 6, 7 and 8! These have now been successfully ironed out — sorry Charly, and the new Automotive hop scoring system adapted to our requirements all again by Dennis. Many thanks for all your work.

An EFRA newsletter has just circulated and raises a few interesting points. The EFRA committee is seeking to increase the attendances at International Grand Prix's by making them part of a qualifying system for the European Championships. Any drivers wishing to compete at a European Championship would have to qualify in the top 50 of at least two Grand Prix's, one of which would have to be outside his own country.

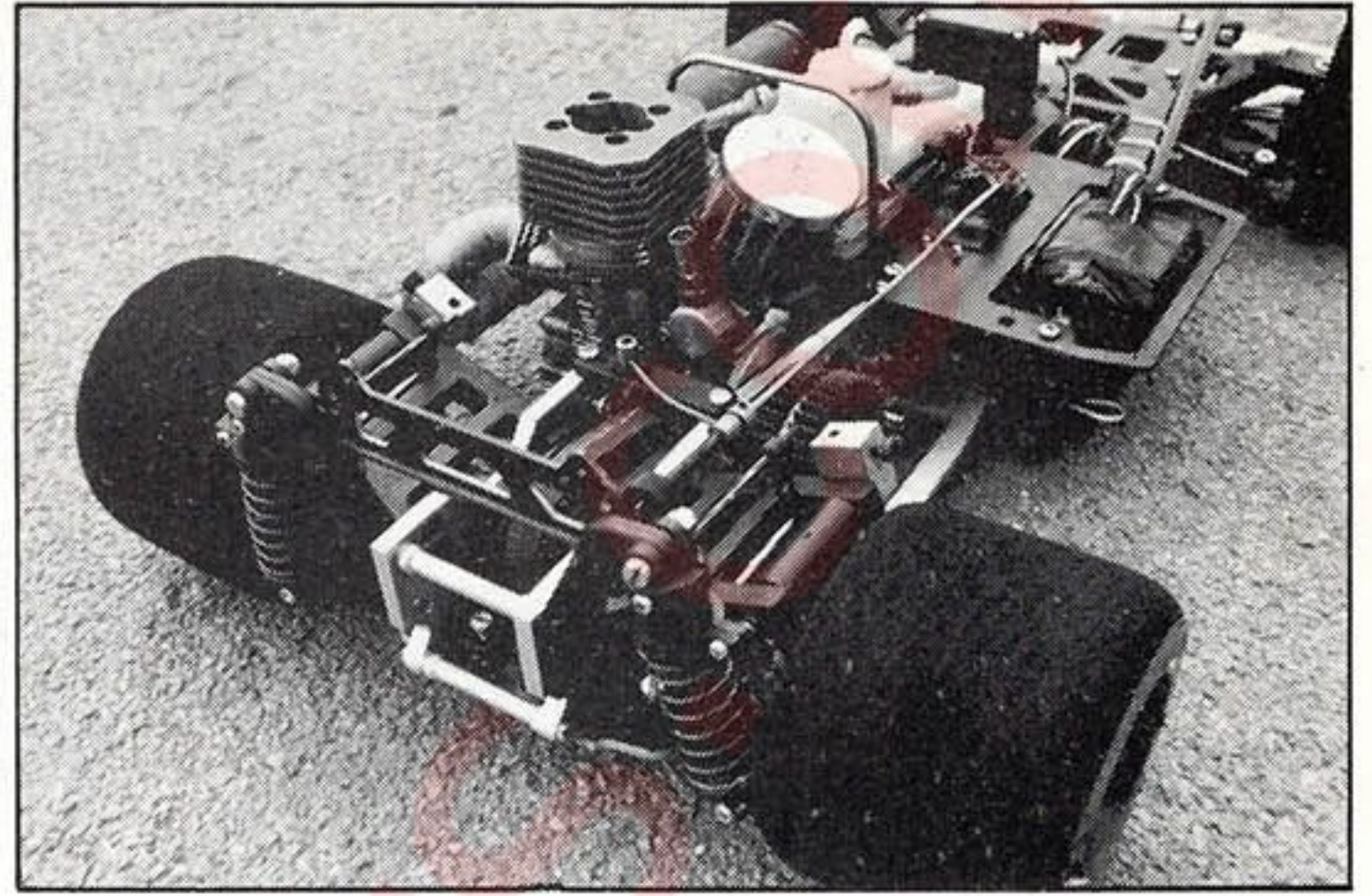
The idea sounds OK but I personally feel that the main problem at the moment is the cost in attending one of these Grand Prix. The biggest cost in England is the one of crossing the channel and of the time that this short distance takes. Even to go to Holland, the nearest meeting this year, you re-

Right, Rick Bruschini with his S.G. Space
Below, James Wilkinsons new associated





Close up of Phil Archers five port O.P.S



ally have to set off Thursday night and would not be able to return to home till midday on the Monday. The European Champs this year in Italy so far has not attracted many competitors from England, why? Is it cost or the distance involved? If it is either of these, then making drivers attend foreign Grand Prix's will only reduce attendances! Have you any suggestions or ideas?

- OK this months racing line up:-
 April
 2/3/4 BRCA Round 1 Southampton
 10th Mendip Saloon Club round
 24th Southampton Saloon Club round
 May
 1/2nd British Grand Prix — Aberdeen
 1st Mendip Sports Club round
 2nd Mendip Formula Club round
 8th Southampton Sports Club round

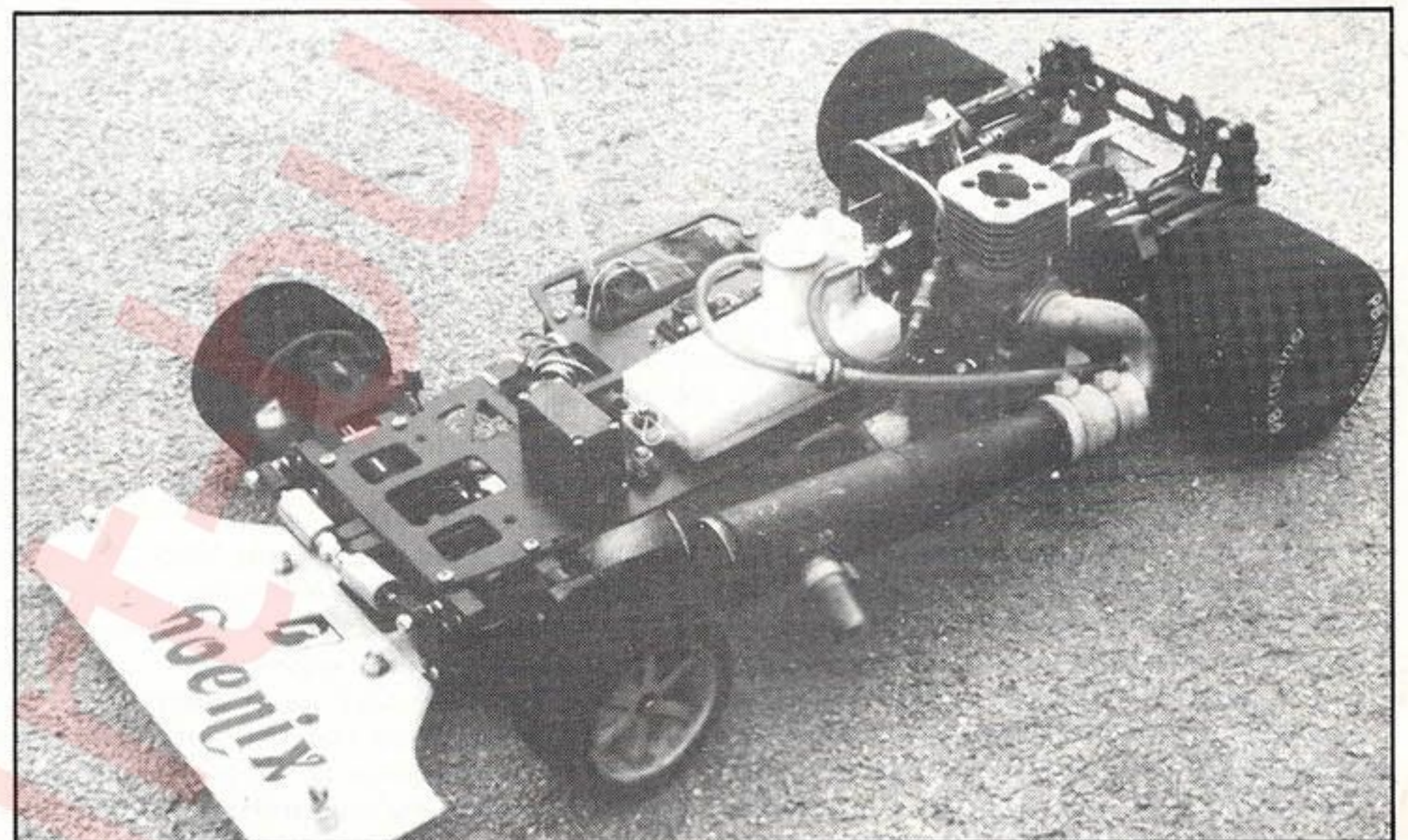
I must say that it would be nice if the other clubs sent in race details/dates so that we could have a comprehensive list. Or is it that only Southampton and Mendip have Clubs? Also missing so far is details of the East Midlands League.

1987 saw Mendip run a succesful club series part sponsored by MRC tyres. The format being that the first two rounds of heats were always run on the MRC tyres. This it was felt, gave valuable experience to all concerned and it was that man Ron Major, who came out top from Ken Napper in 2nd and Hugh Rimson third.

This years Club Championship started on March 6th after what had seemed a long albeit mild, winter. The day was dull 'with just' a hint that there could be rain later but still some 40 odd club members turned out for this opening round. Several of the members had been racing one tenth scale buggy's over the winter and all commented just how expensive it had been compared to their one eighth racing, what

was being aided by the inaugural run of the new BRCA 'Auto-count' system which had just been received from Holland and adapted to work on the BBC computer. For those of you who don't know, the auto-count is a system where, by fitting a small unit onto each car, every lap is automatically and accurately recorded and is then printed out at the end of each heat via the computer which thus becomes a printed

Below and top right, P.B.'s new car, or at least the pre-production version the Pheonix



with the multiple sets of nicads, the need to get a "quick" motor and the number of sets of tyres used. One eighth has always been thought to be dearer but when the total cost is added up it becomes really quite suprising. Most of the drivers who had tried tenth thought that they could run eighth, had been impressed by the speed and enjoyed the atmosphere which has always been enhanced by the smell of burnt fuel and the noise of an engine on full song down the straight. The final consensus was that anybody who ventured into eighth would be pleasantly surprised.

Anyway — 'Back to the club round Batman!' The club was going to run five rounds of heats with the first round to be only for cars fitted with MRC tyres which is part of the club championships. The club

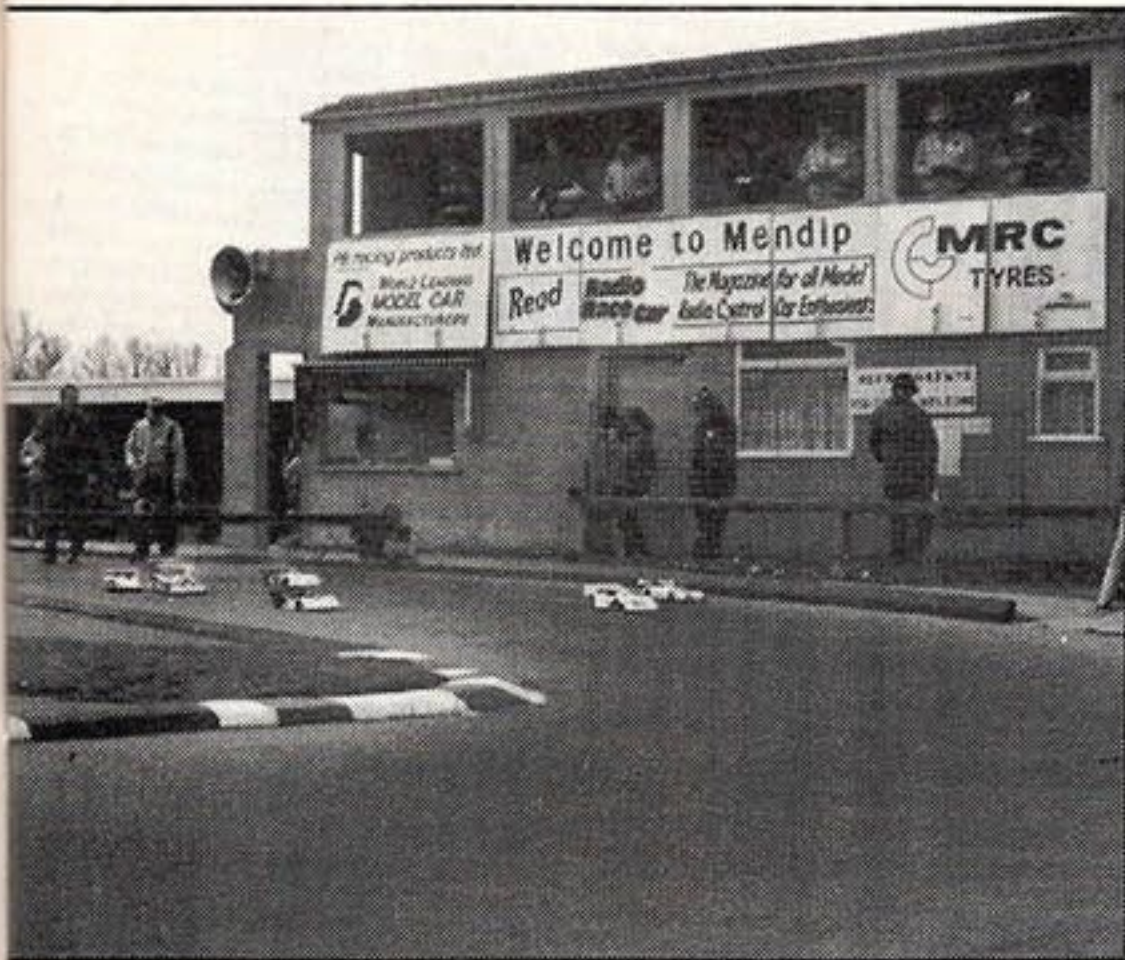
record of each drivers individual laps — certainly stops all those crys off — "Hey — you must have missed me a lap ----- I was leading the whole time!"

Heat one started then on a cold but dry track and with the MRC tyres it was Mel Bettison who took the honours with a 15 lap dead. Heat two and Dennis Paul stepped it up, just, with a 16 in 5 mins 12-1 secs. Rob Abbiss in heat three took his PB Nova to a good run and a 16 in 5 mins 3.1 secs where as heat 4 saw a whole lap improvement when Hugh Rimron clocked 17 in 5 mins 4.6 secs. The final heat had another 17 this time for Mike Lewis with his Serpent so that finished the MRC round. Back to the Silvers!

Heat one for the remaining four rounds never really got any faster (interesting), the best being the third round when again Mel Bettison took the flag lifting his best time to 16 in 5 mins 9.4. Heat two on the other hand finished up with four drivers registering 16 laps. Angelino Bruschini was not



Left, Gary Culver "I've only come to run in an engine, honestly"



The start of the A final

quite the fastest but he was the only one to register 16 laps three times with his SG space.

The third heat had Phil Archer who had managed, somehow, to acquire one of the new five port OPS Pro's. His 18 laps (twice) was a good omen for this new motor and it was a big improvement for Phil. He was pipped though by Tony Gibson who powered his Serpent to an 18 lap in 5 mins 2.8 secs.

The faster drivers were grouped in heats four and five and it started to show in heat four where first Ron Major, then Hugh Rimron, Dave Smith and James Wilkinson all notched up 18 laps. A good run for James who had forsaken his converted SG Columbia 2/4WD for a new Associated, and this was its debut! Watch out for him when he gets used to it. It was Hugh Rimron who finally stole the honours in this group by stretching to a 19 laps in 5 mins 11.3 with a near perfect run.

All eyes had to be on heat five though as not only were these some of the quickest drivers, but also it was the debut for the new PB Phoenix, although in fairness this was a pre production model, driven by Dave Swift. In the first outing the car looked fast and on the pace with the others as Mark Stockford and Roly Hamblin led till Dave Swift retired with a tyre failure (next time 'glue' the tyre on the hub!). The next outing was fast as Mark Stockford showed by having an excellent run and registering

19 laps in 5 mins 5.0 sec to set the FTD Maurice Cox drove well but sloped back gradually to finish a lap behind Mark whilst Dave Swift was nearly as quick as Mark, but the cars set up (remember this was a first outing) was not as forgiving and Dave finished with 17 laps dead.

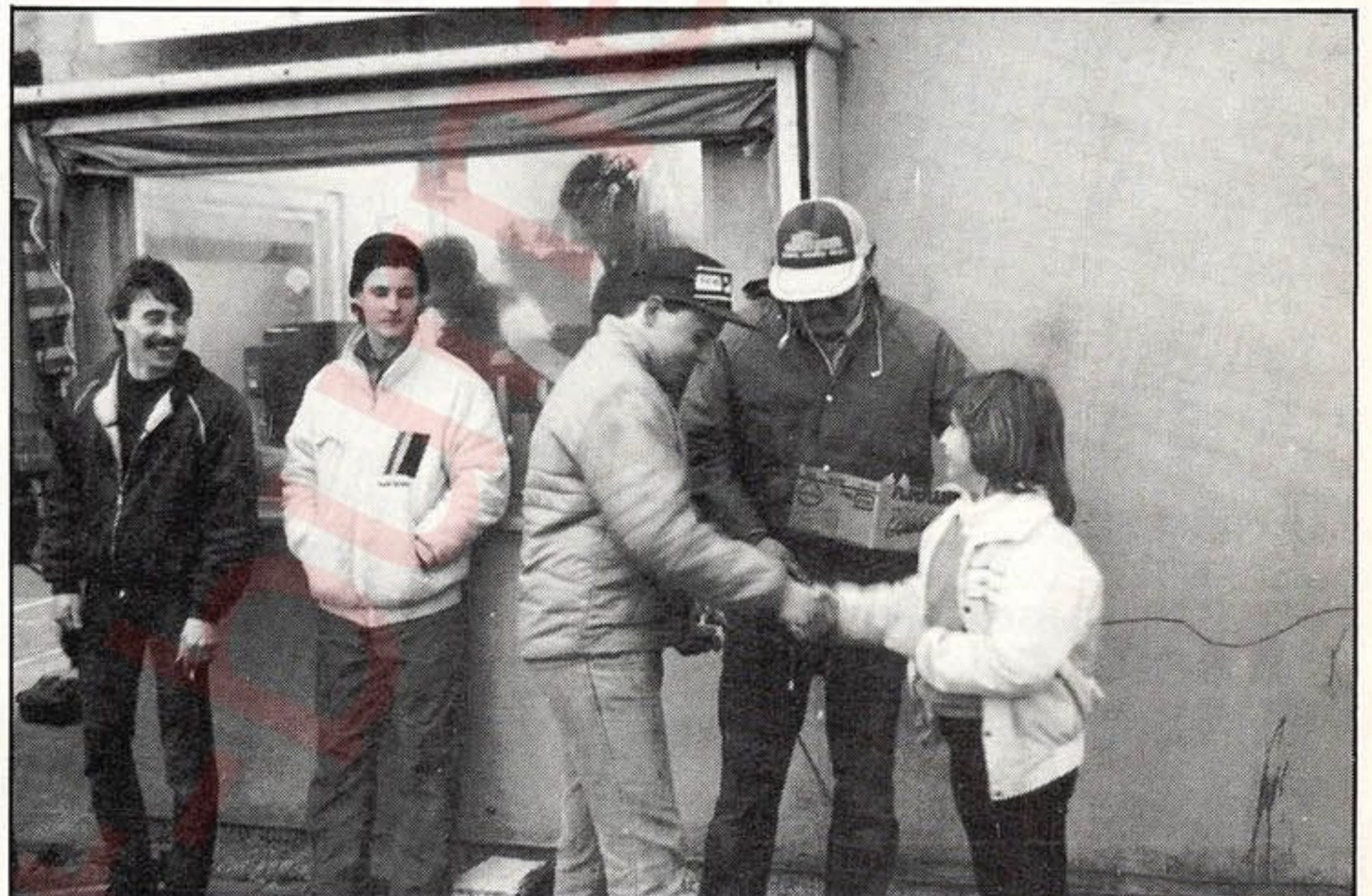
For the fourth round several of the drivers sat it out believing they had done enough, and in the fifth round it started to rain so no one went any quicker.

In the break before the finals the opportunity was taken to weigh some of the cars present on the 'official' BRCA scales. Several cars were very close to the minimum limit, some nearly overloaded the scales where as one was extremely light (now I wonder whose car that was — eh?).

The first final to be run was on a damp track and with the threat of darkness closing in, all finals were shortened to ten minutes. The first final, the 'D', was taken by Richard Abbiss who took his PB round to win with 25 laps just 7 seconds ahead of second placed Ian Pridey.

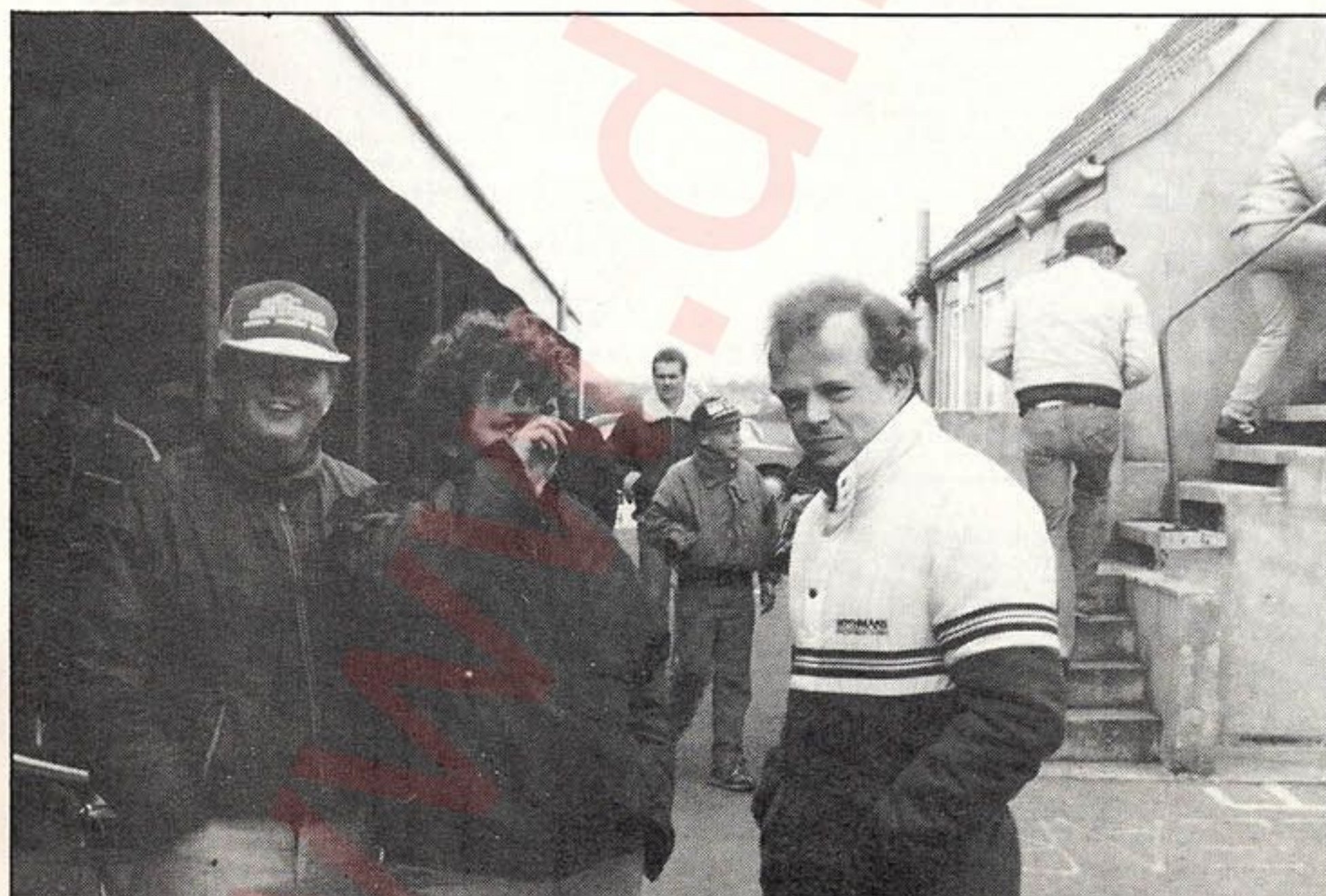


Refuelling during the finals



Above, Rob Abbiss collects his trophy

Below, The weight watchers club



The 'C' final was just a little drier and allowed Andy Hill to win with 30 laps about half a lap up on Angeliner Bruschini's SG Space. The 'B' went to a PB Nova X5 driven by Rob Abbiss with 31 laps, just 3 seconds ahead of Mathew Neno's serpent and a further 4 seconds on Adrian Hill.

The 'A' final started badly for Dave Swift as instant retirement was the order of the day as Tony Gibson shot off into the lead followed by Maurice Cox. Whatever tyres Tony had on were excellent (thats helpful now in it!) as he extended his lead away from now Mark Stockford followed by Hugh Rimron. By halfway, Tony had lapped everyone upto second place Mark, but the pit stop did not go well and allowed Mark to catch up. Then at 8 minutes disaster struck and Tony was out leaving Mark to drive round to clinch this opening round of the championships with a 36 lap score. Maurice Cox finished 2nd, Hugh Rimron third and Tony Gibson still finished fourth.

So a good start to the season for Mark with his trusty Serpent, this time trying out the new Serpent engine.

We all wait eagerly now for Easter. Will there be any surprise, wait and see, same mag, same place, next month.

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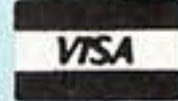
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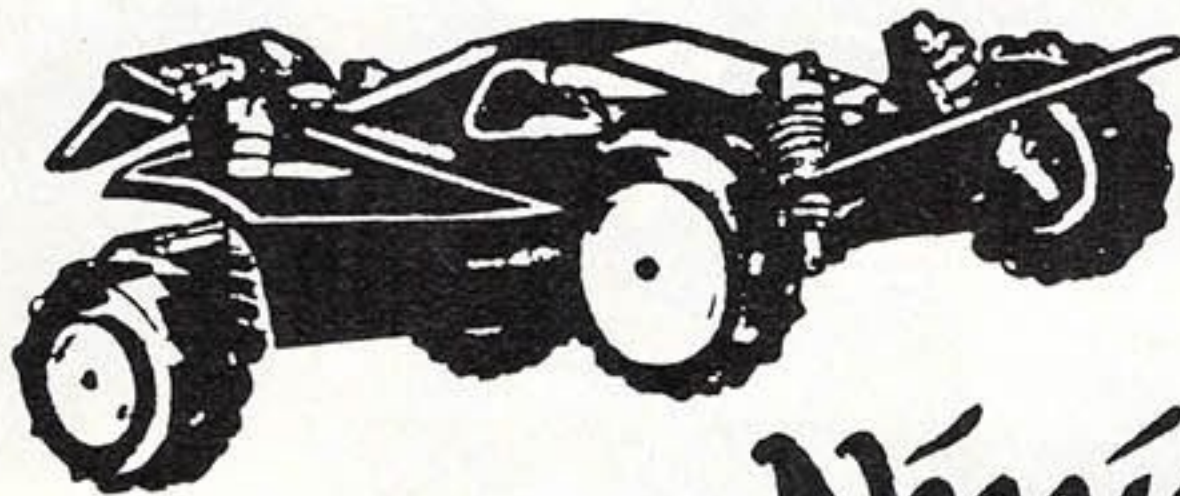
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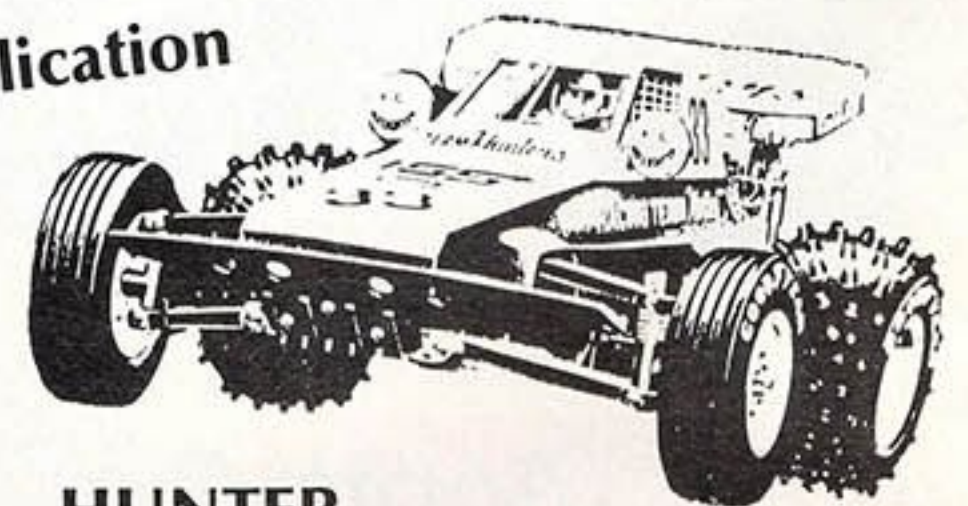
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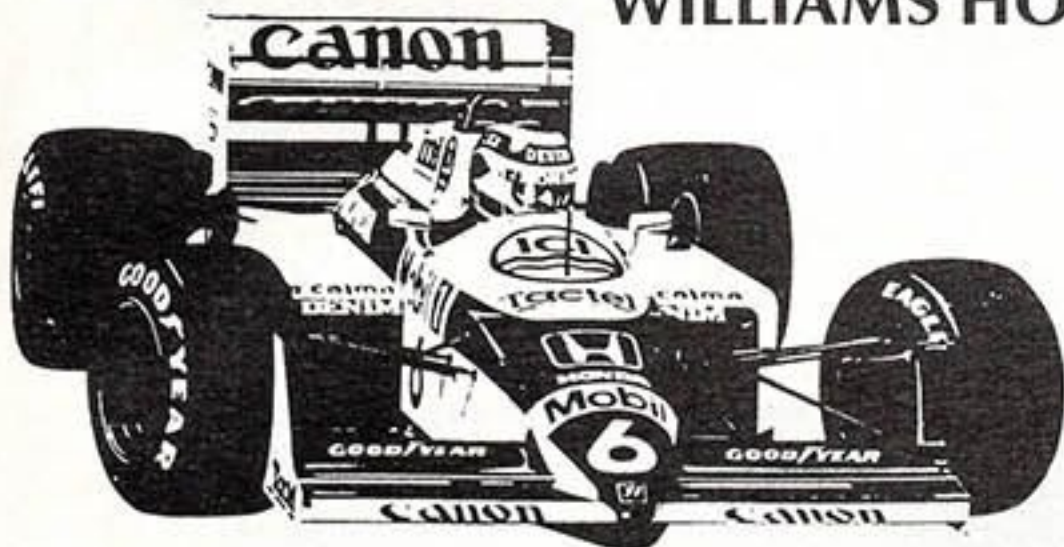
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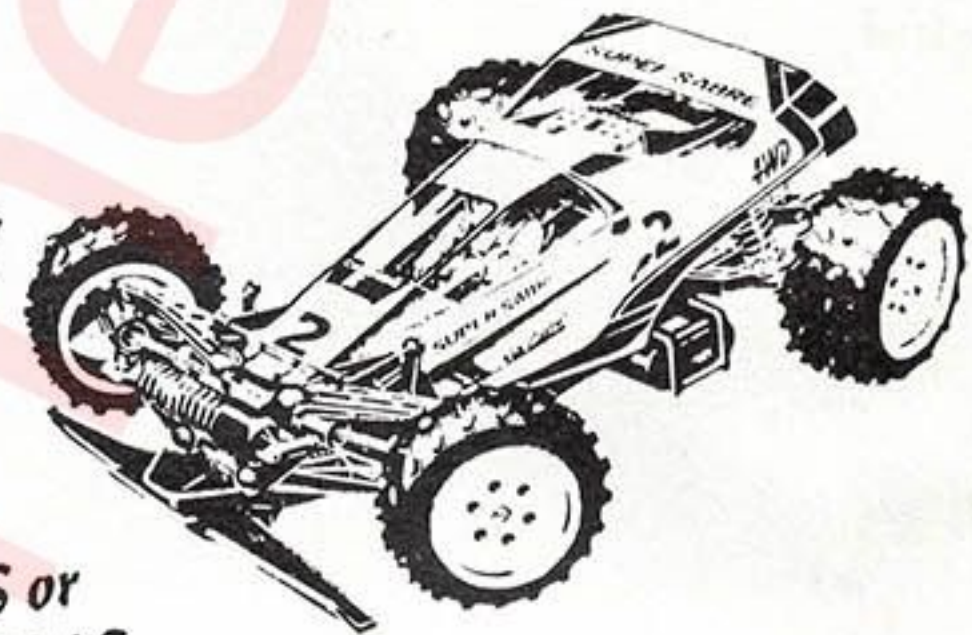
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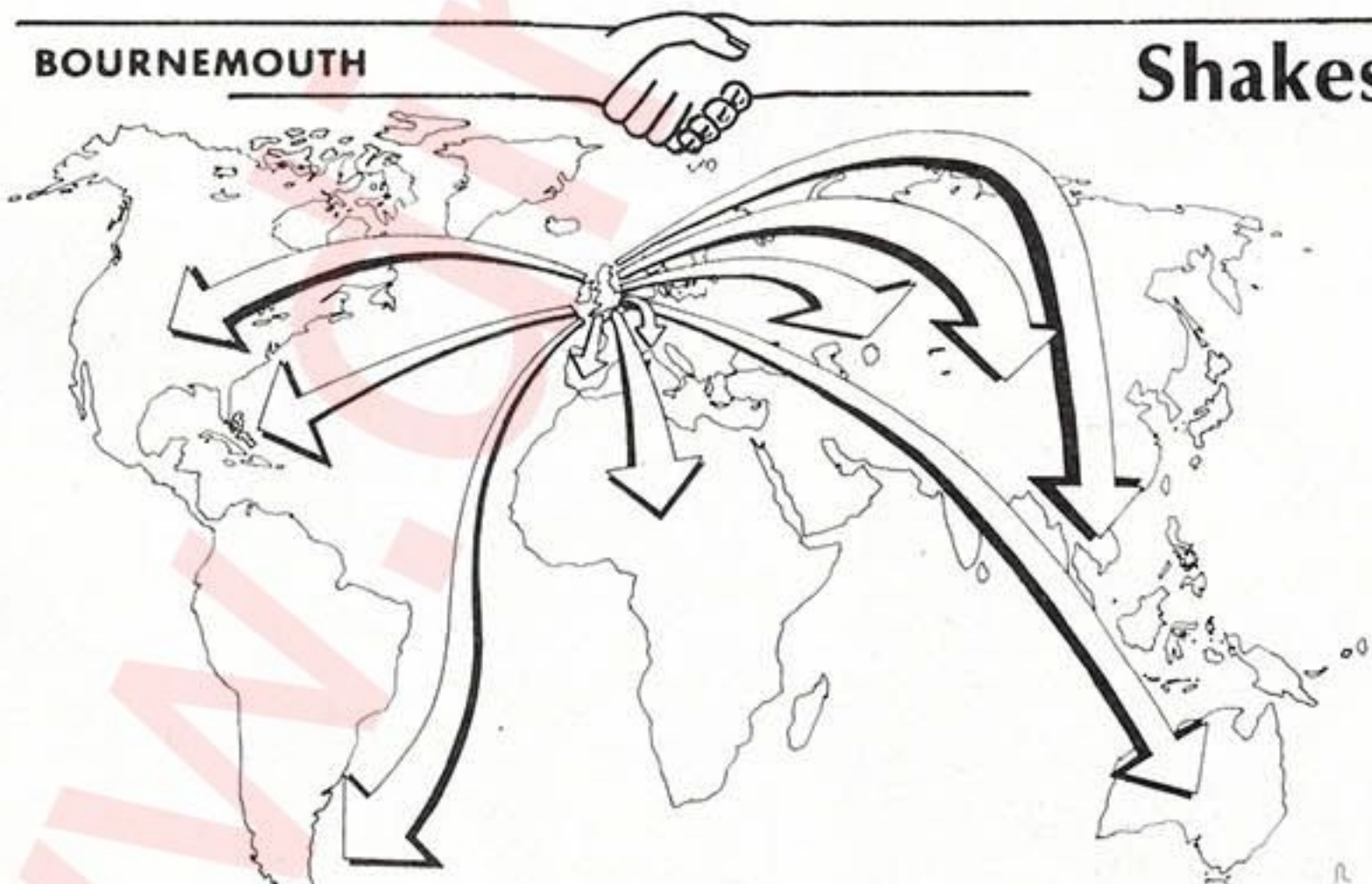


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Arriving early at the GEC Stychfilds track gave an unexpected surprise, it was only 8.15 in the morning and already a line of some twenty vehicles were waiting, drivers working on their r/c cars and raring to go. Practice got underway on a circuit set out by the race organiser John Robson, the track was just the ticket, a long start straight sorted the cars out before the first right hander, consequently that first bend pile up was largely eliminated. Bend one past and into another short straight, right again, left, right, left, right and accelerate

for all your worth, keeping on full power into the long straight again. It was a near perfect 2WD circuit, perfectly flat and fast. By the time practice was over, Eighty drivers had booked in and racing began. It must be said that it was good to see so many 2WD cars at one meeting, twelve months ago 2WD racing was on its knees in the UK. National series racing, any national series, may have had a handful of 2WD cars entered. Now here at the first meeting in national series for 2WD cars, there were eighty cars entered, it was good to

see and as a beginning it could not have been better!
 The day started well with the first heat, a standard class heat turning fifteen laps, it was going to be a fast day. The day continued with times getting faster until a modified heat turned seventeen.
 Three rounds had passed with the skies getting darker all the time eventually it had to happen, the heavens opened with a vengeance, within minutes huge puddles appeared everywhere but on the track, racing continued and Rory Cull upped the F.T.D.



Modified A finalists line up for the winners photograph

Standard A finalists, it was good to see some close standard class racing

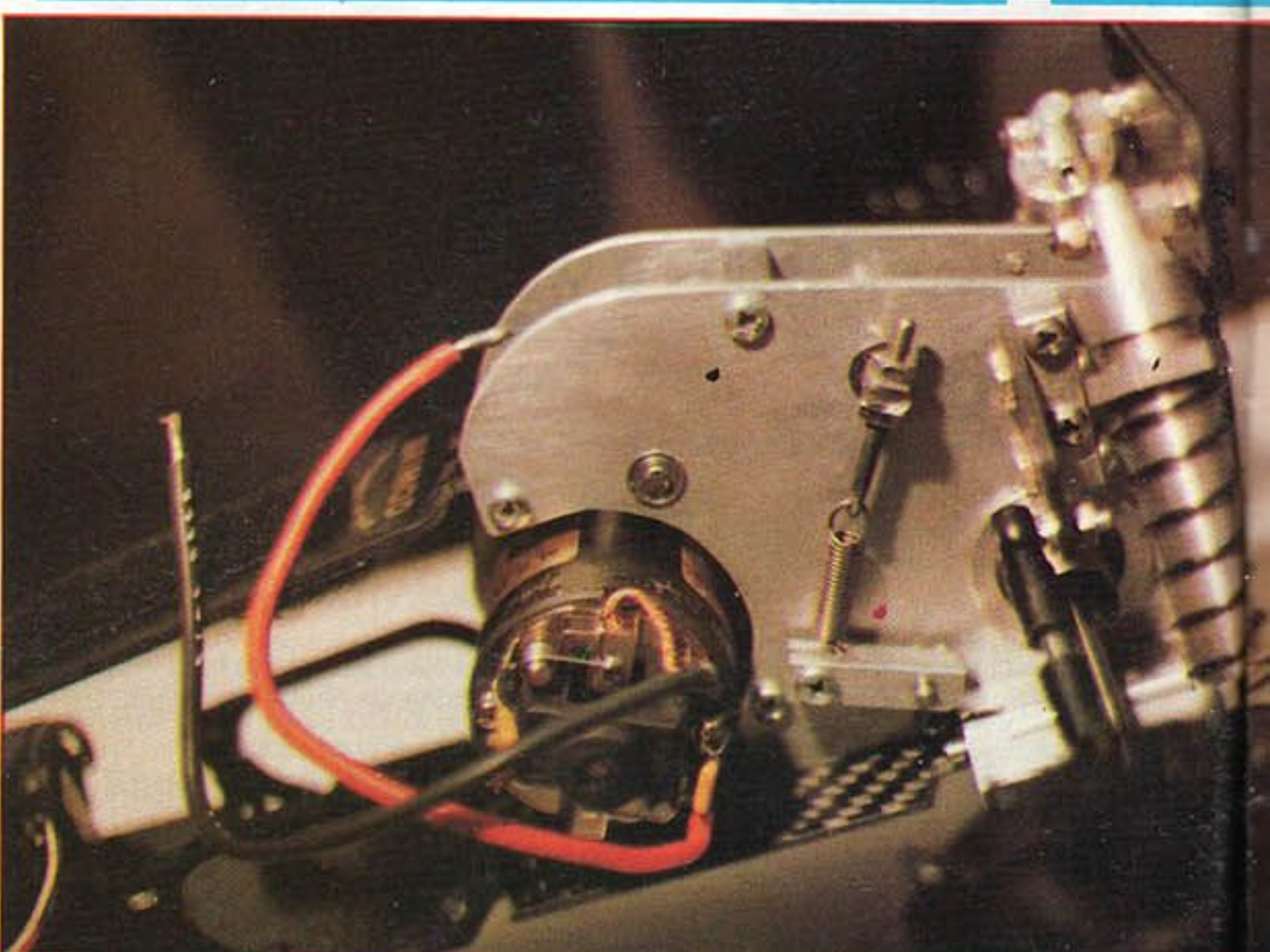
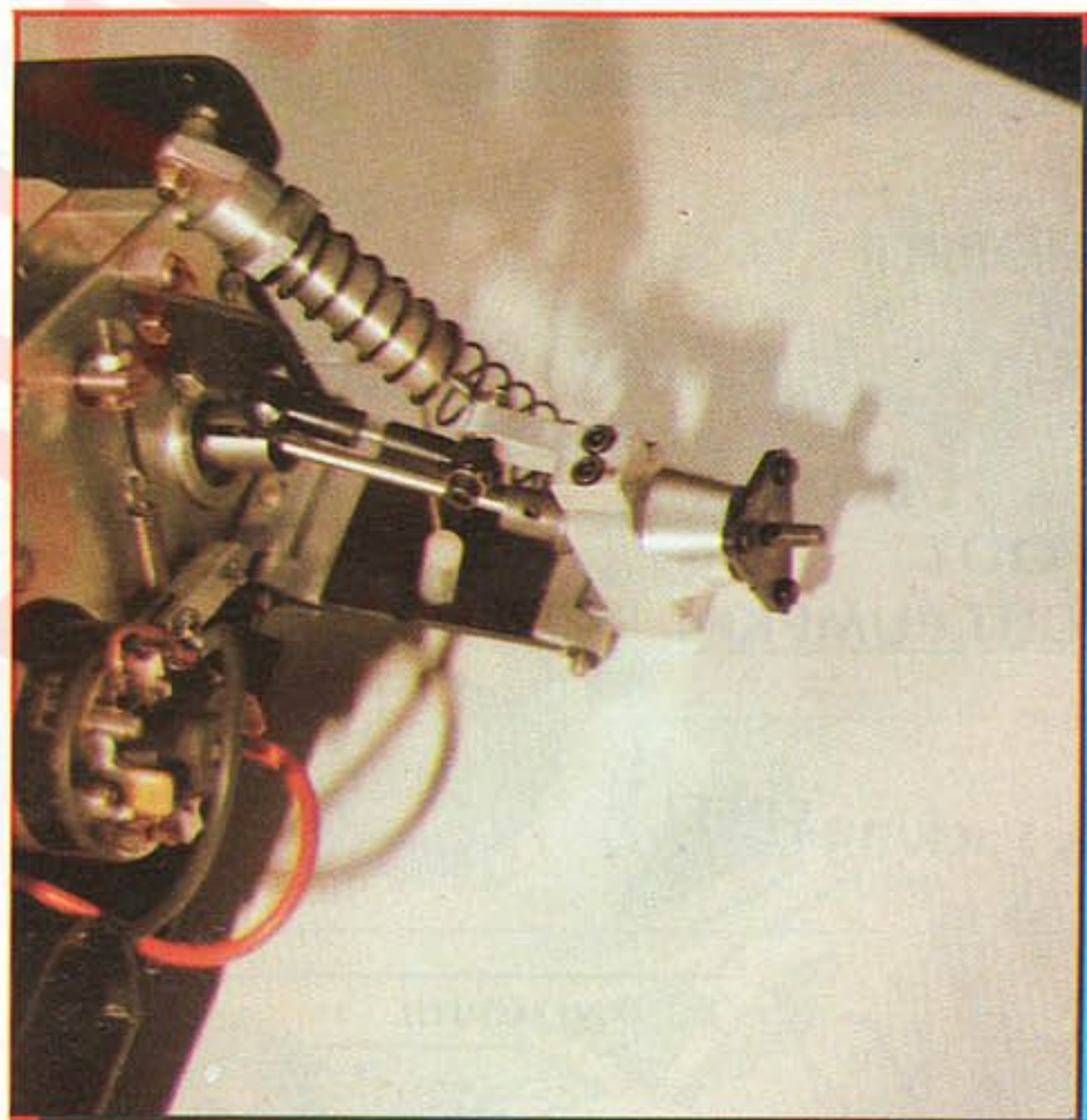


The Radio Race Car team collect their awards



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The Stychfield track soaked up both the rain and the punishment and held up superbly. By the time the finals got underway the sun was shining for the first time all day.

There were some interesting faces, teams and cars at Stychfield. Wes Rayner, MrMardave himself was busy both with his own team and sorting out a Meteor belonging to someone who should have known better, thank you Wes, your help was invaluable! Several Mardave Meteors were

present on the day including the works long wheel base versions, by the end of the day all were going well and showing some of the more exotic machinery the way to go, again we told you so right here in Radio Race Car.

Tony Britton, the leading Brimodie had entered the new Brimod prototype car, the car as yet unnamed was being driven by Tim Lucas and was going well, more news on this development as it happens.

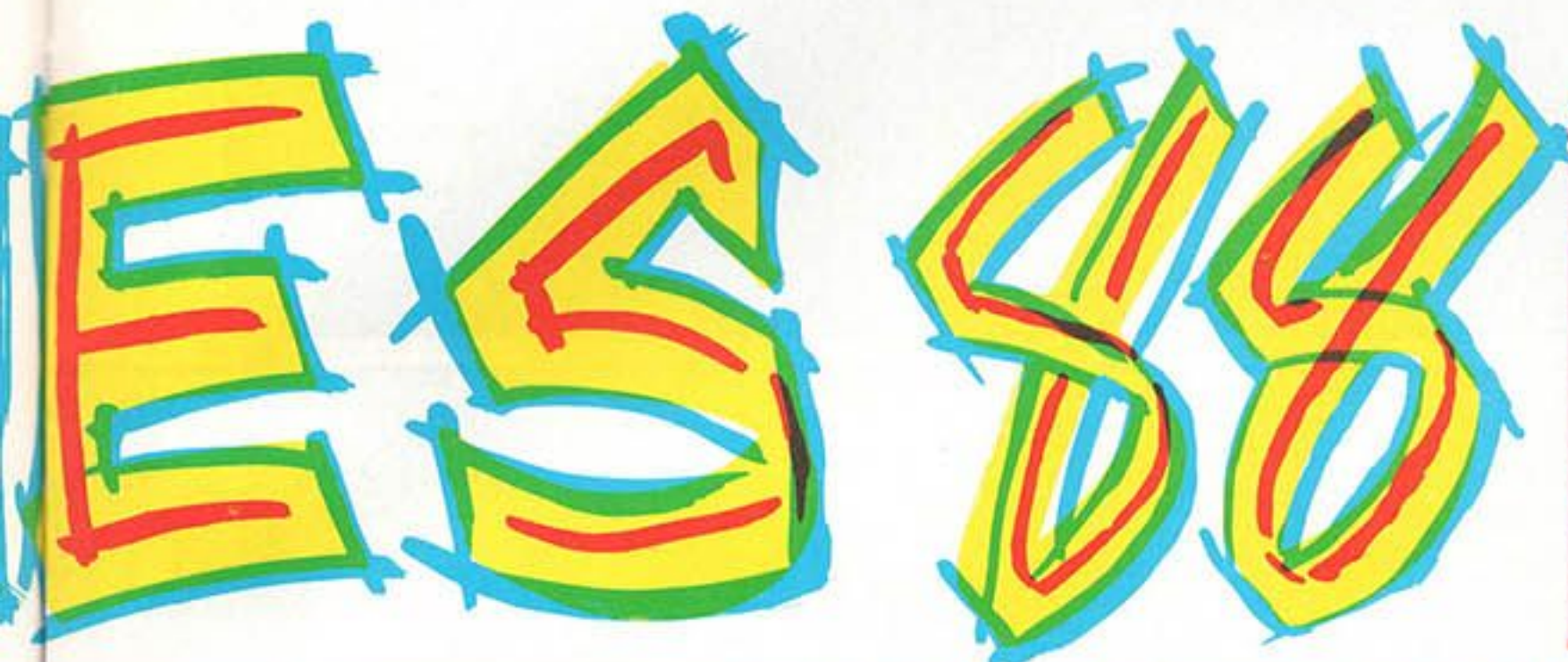
Kyosho were by and large the leading contingent with the vast majority of drivers

opting for the Ultima.

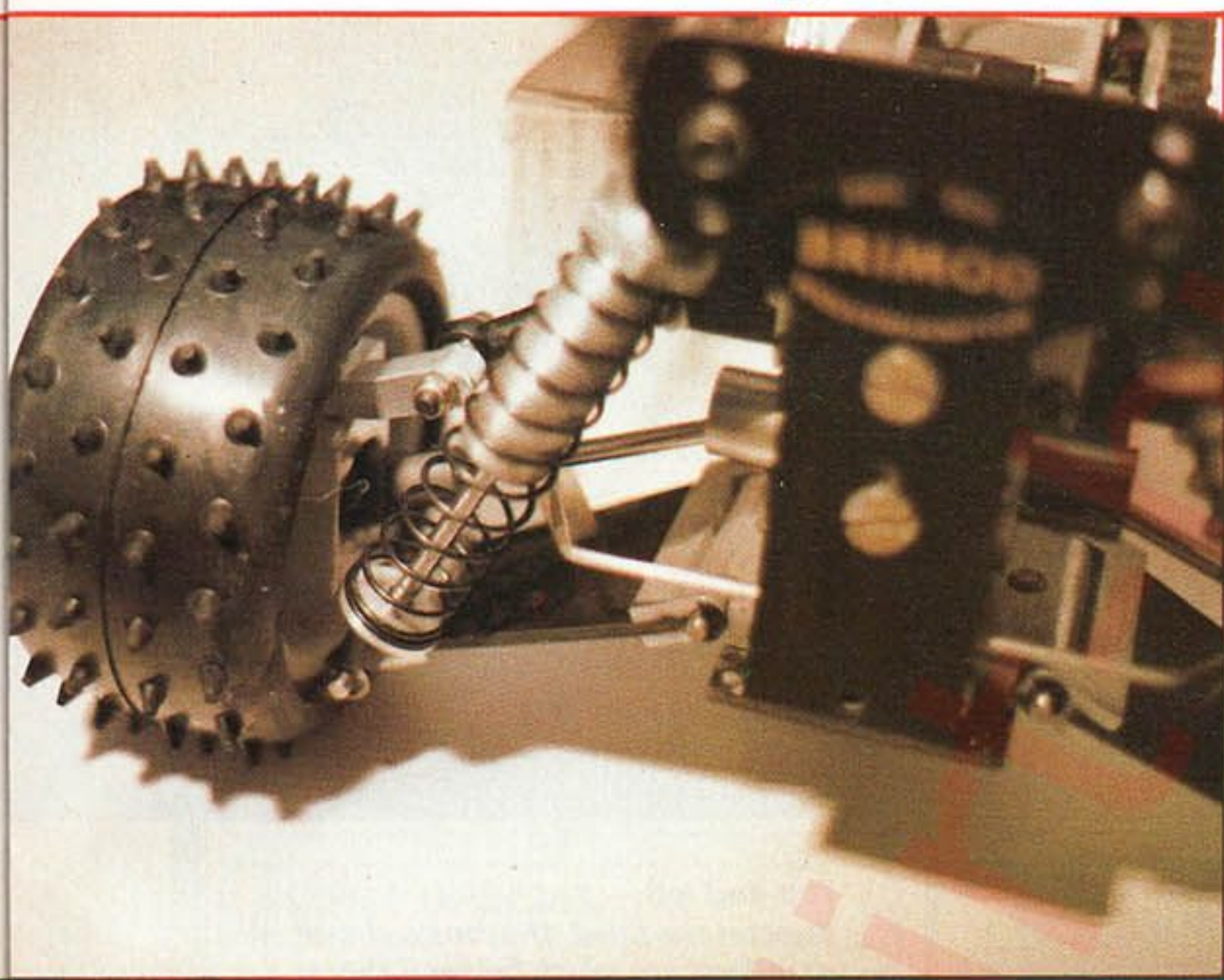
2WD C.A.T.s were also having a good day, the track suiting the car perfectly.

As a start to the R.R.C. series Stafford could not have been a better venue, the day was organised brilliantly and everyone was in the car and going home by 5 O clock, one down nine to go.

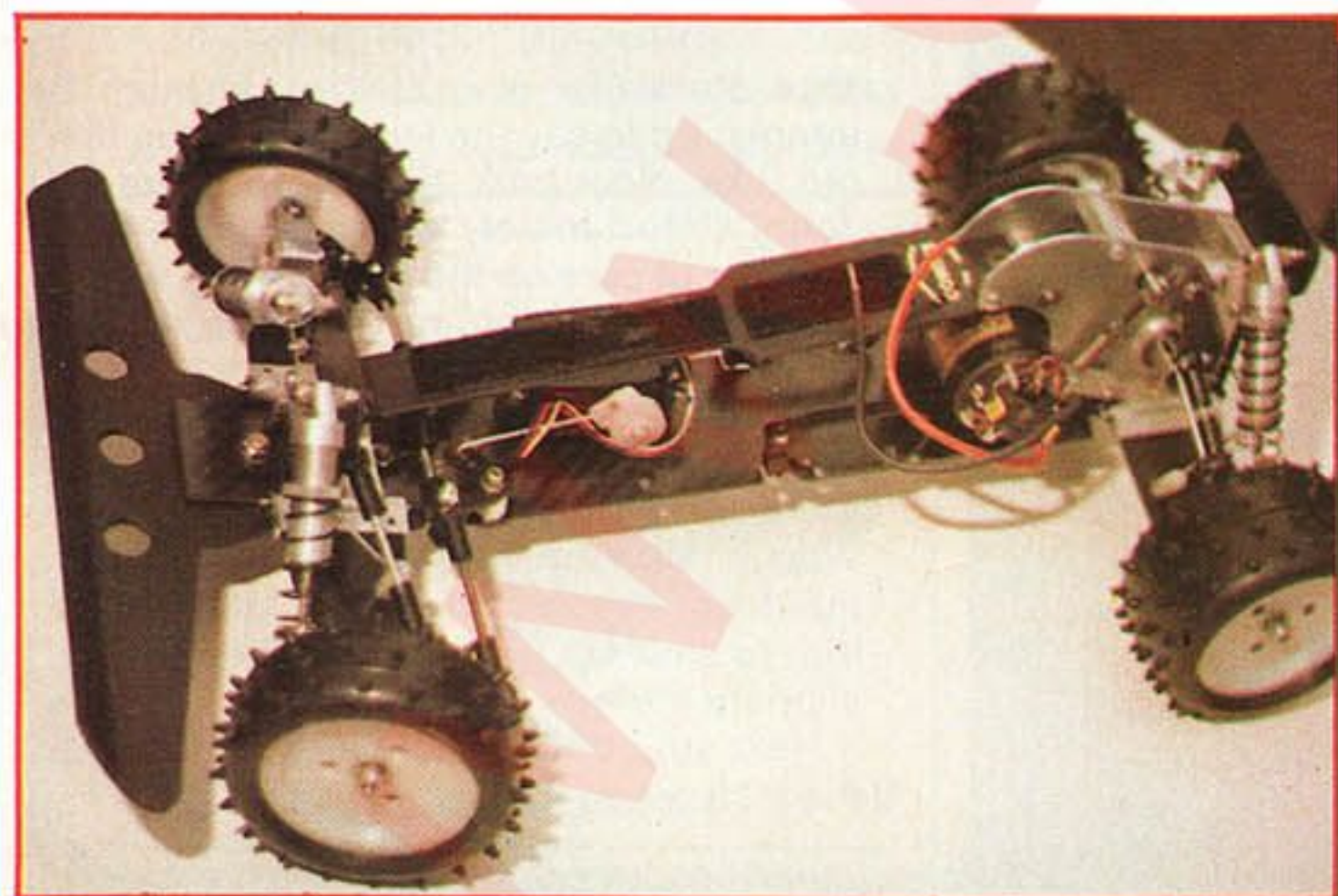
Max Throttle, Wilma Cargo and Dave Pearson look at the 2 and 4WD opening events from Stafford and Swindon



All action at the end and beginning of the Stafford long straight



The new Brimod car, it must be stressed that at this stage the car is only a prototype, however the hours of work that have gone into making this innovative machine are clear for all to see



4WD Swindon

Setting off at the crack of dawn seems to be the car drivers lot, maybe we are naturally nocturnal. Two hours later the Black Horse Public House came into sight, behind this ale house the Swindon Circuit lurked, we say lurked because this type of track either fills you full of joy or trepidation, the latter in my case!

As the photographs show the Swindon track is a real test of driving skill, correct motor and pinion choice. Every aspect that goes into getting your car right must all come together on this track.

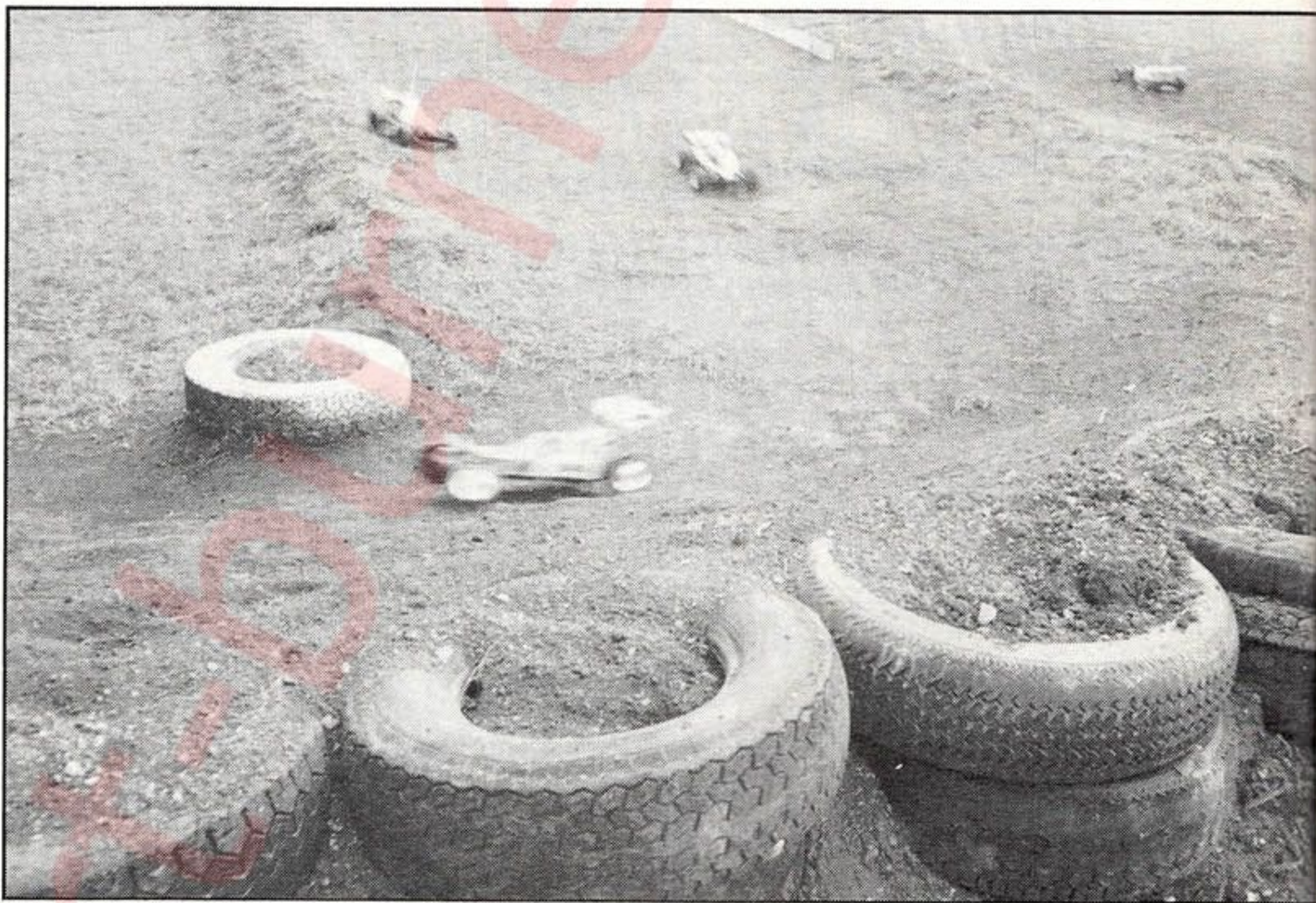
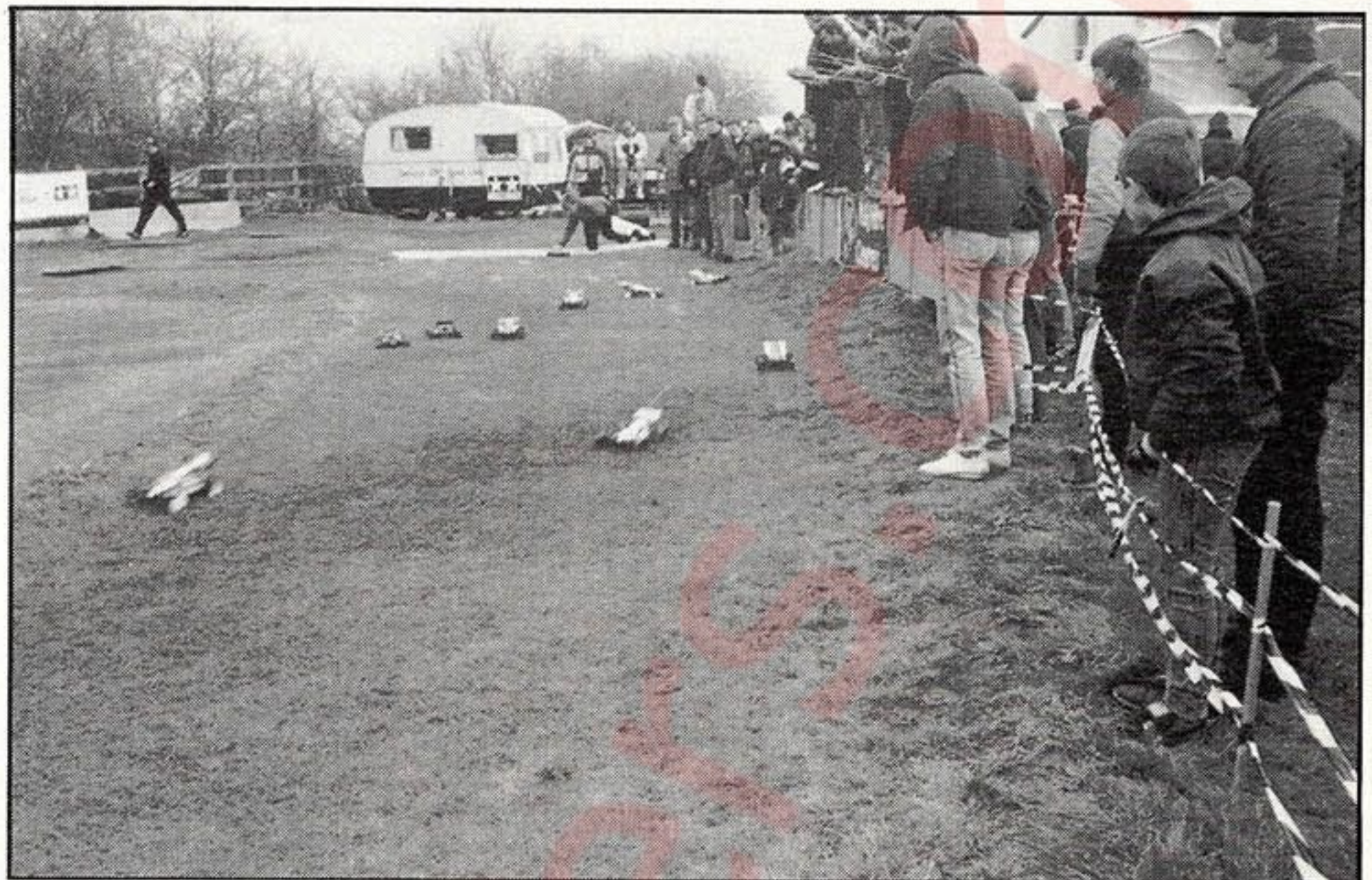
John Robson was on hand with the A.M.B. lap counting system, already this has shown itself to be priceless as meetings run like clockwork when this is in operation. Clive Taylor also had a big hand in things, running around making sure everything was just right.

Racing started and straightaway that first bend carnage feeling set in, ten cars left the line at more or less the same time. You can guess the result! This was more or less the story of the day, infact the number of cars on such a tight circuit made for scrappy racing all day. It must also be said that driving standards appeared to be slipping, although this again could be put down to the tight track, but please remember as one of the more experienced drivers said on the day, the right stick is for steering, please go around my car, not over it.

The rain held off till after lunch, at this stage Rory Cull was just holding Jason Varley off F.T.D. in the modified class and Warren Dawson driving standard class was poleman and flying, in fact at one stage, if not at the end of the day, his time was good enough to qualify fourth in the A modified final. Just goes to show what can be done with skill and a lot of good car preparation. It is also rumoured that Warren could well be receiving some works sponsorship soon, take a look at his car, see for yourself whats making him go, for that matter take a look at any works car, that is afterall what they're there for.

Finals

By the time the finals started the rain had stopped leaving a very slippery surface,



Top and left, Spectators lined the busy circuit all day, meetings are much better if theres a crowd to entertain.

Above, Cars either got it right or extremely wrong around Swindons banked corner.

mud stuck like glue to tyres making life interesting to say the least. Again the finals ran like clockwork thanks to Clive and John. Unfortunately and again due to the number of cars on the track racing was not the order of the day, survival was, trying to keep out of trouble kept you very busy, racing had to come second. At the close of the day results were very much as the heats predicted, apart from the A std final where Warren Dawson led for the first two minutes until a rear differential failure forced him to slow up or lose control on the tight slippery surface.

Next stop Birmingham and the W.M.B.C.

Continued on page 62

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Kyosho Salute 4WD	£177.95	£244.95	£249.95
Kyosho Rocky 4WD	£99.95	£156.95	£162.95
Kyosho Optima Turbo 4WD	£189.95	£245.95	£250.95
Kyosho Optima 4WD	£123.95	£184.95	£184.95
Kyosho Ultima	£102.95	£156.95	£162.95
Mardave Meteor	£53.95	£108.95	£113.95
Road Runner 1 W/380 Motor	£35.95	£89.95	£97.95
Road Runner 2 W/540 Motor	£44.95	£99.95	£106.95

All deals include the car/buggy, 2ch radio control, 7.2v Tamiya/Sanyo/Panasonic racing rechargeable drive battery and either mains slow charger or 12v fast charge lead (please state which charger you require). Some buggies will also accept the 8.4v racing battery, Saft £7 extra, Tamiya £12 extra. BEC = Receiver battery eliminator circuit.

Ballrace Sets

Tamiya Thunder Shot	£25.80
Tamiya Clod Buster	£28.35
Tamiya Porsche 959	£27.75
Tamiya Hotshot II	£19.99
Tamiya Lunch Box, Big Wig, Hornet & Grasshopper	£10.41
Tamiya Striker/Falcon	£12.39
Tamiya Boomerang/Super Sabre	£23.99
Tamiya Fox	£3.96
Tamiya Hotshot	£19.99
Tamiya Monster Beetle, Blackfoot & Wild One	£10.92
Tamiya Frog	£7.92
Tamiya Rough Rider	£11.88
Tamiya Subaru	£12.90
Marui Ninja	£29.49
Marui Samurai	£23.99
Associated RC10	£36.50
Kyosho Rocky	£16.32
Kyosho Optima	£14.06
Kyosho Progress	£29.99
Kyosho Scorpion	£24.99

Ballraces

METRIC	INCH
2mm I.D. x 6mm O.D. S	1/8" I.D. x 1/4" O.D. F&S
3mm I.D. x 8mm O.D. S	1/8" I.D. x 5/16" O.D. F&S
3mm I.D. x 6mm O.D. F&S	3/16" x 5/16" O.D. S
4mm I.D. x 8mm O.D. S	3/16" x 5/16" O.D. F&S
4mm I.D. x 8mm O.D. F&S	1/4" x 3/8" O.D. S
5mm I.D. x 8mm O.D. S	1/4" x 3/8" O.D. F&S
5mm I.D. x 10mm O.D. S	1/4" x 1/2" O.D. F&S
5mm I.D. x 11mm O.D. S	S = Shielded
6mm I.D. x 10mm O.D. S	F&S = Flanged and shielded.
6mm I.D. x 10mm O.D. F&S	
6mm I.D. x 12mm O.D. S	

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Acoms Technidrive 2ch radio complete	£42.95
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DYNAMITE TYRES

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2211 Front tyre Hotshot etc	£4.50
2214 Rear tyre RC10/Scorpion	£4.50
3313 Rear tyre Hornet/Grasshopper	£4.50
2216/18 Front tyre Frog/Hornet/Grasshopper	£3.99



TAMIYA TYRES

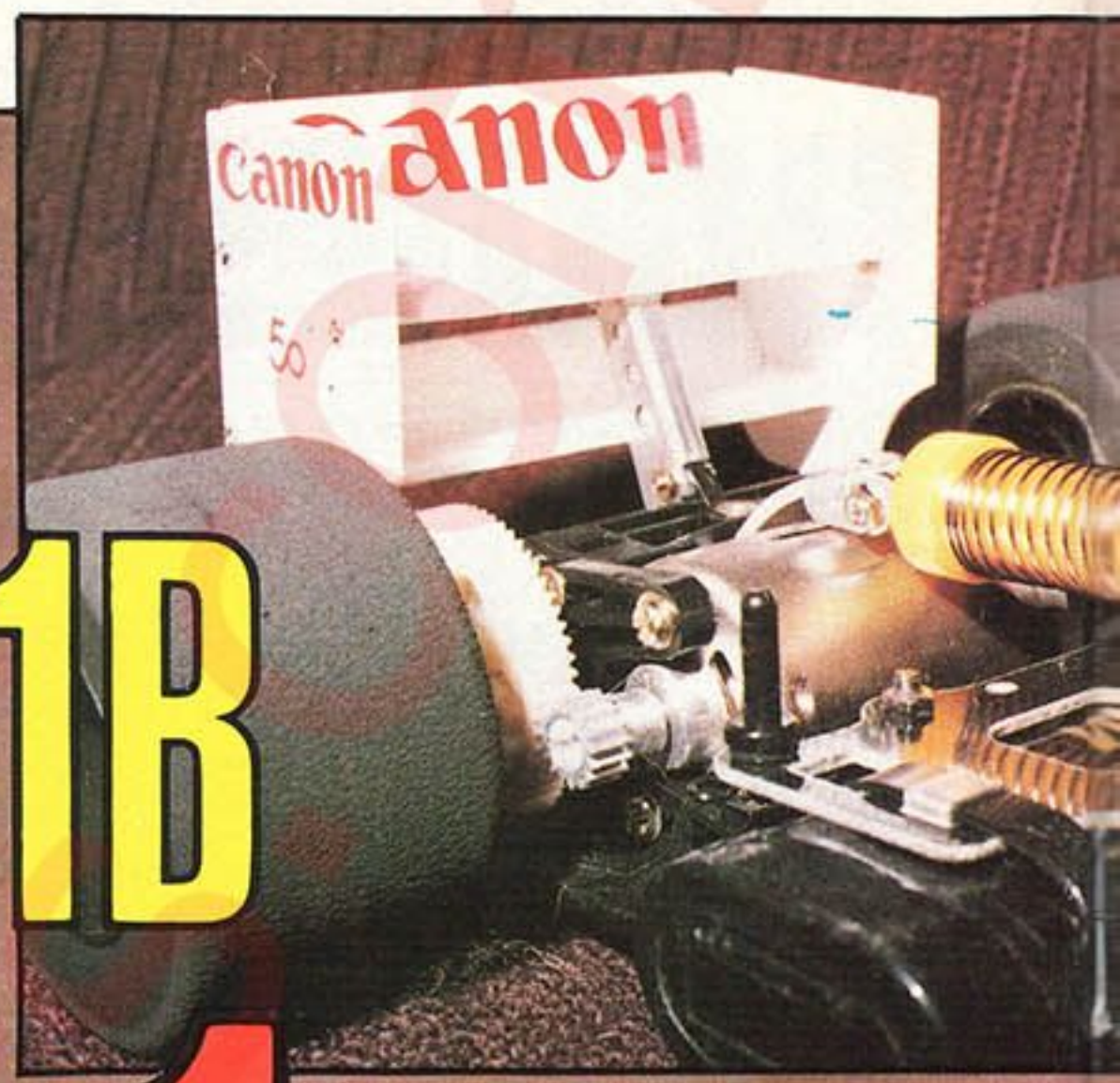
Front Pin spike, white/yellow	£3.99
Rear Pin spike, white/yellow	£5.99
Front Oval block, white/yellow/red	£3.99
Rear Oval block, white/yellow/red	£5.99



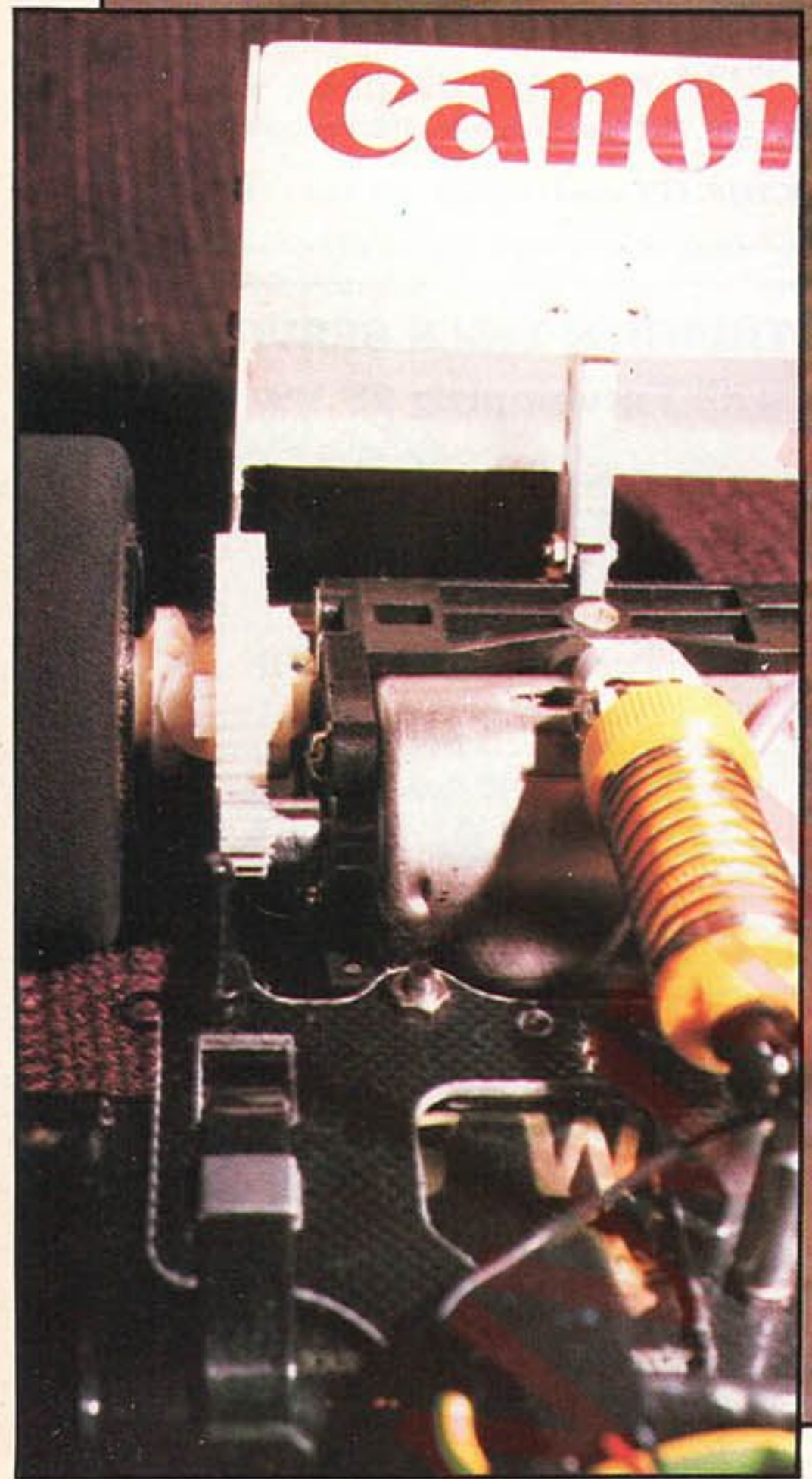
PB MINI MUSTANG PB29 4WD single speed £109.99

OXFORD

TAMIYA WILLIAMS FW11B HONDA F-1

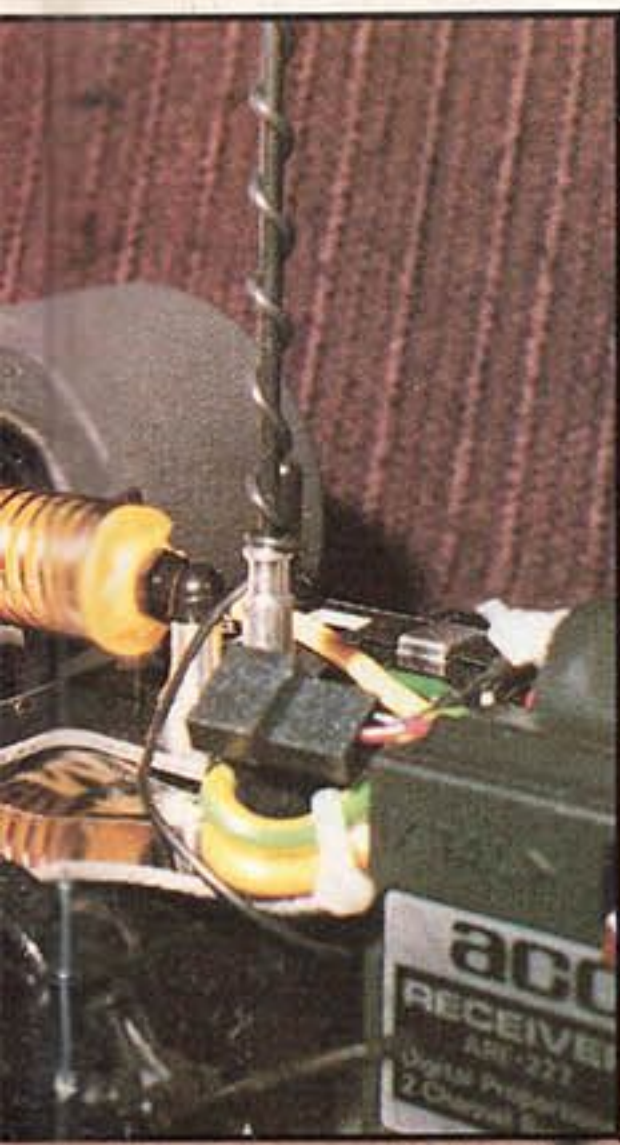


The 1/12 scale type exposed differential can be clearly seen in this photograph, care must be taken when assembling the motor mount to make sure it is perfectly square and flat otherwise the diff could be damaged.



At rest and in action the Williams Honda looks exactly like the snarling angry beast that it represents.





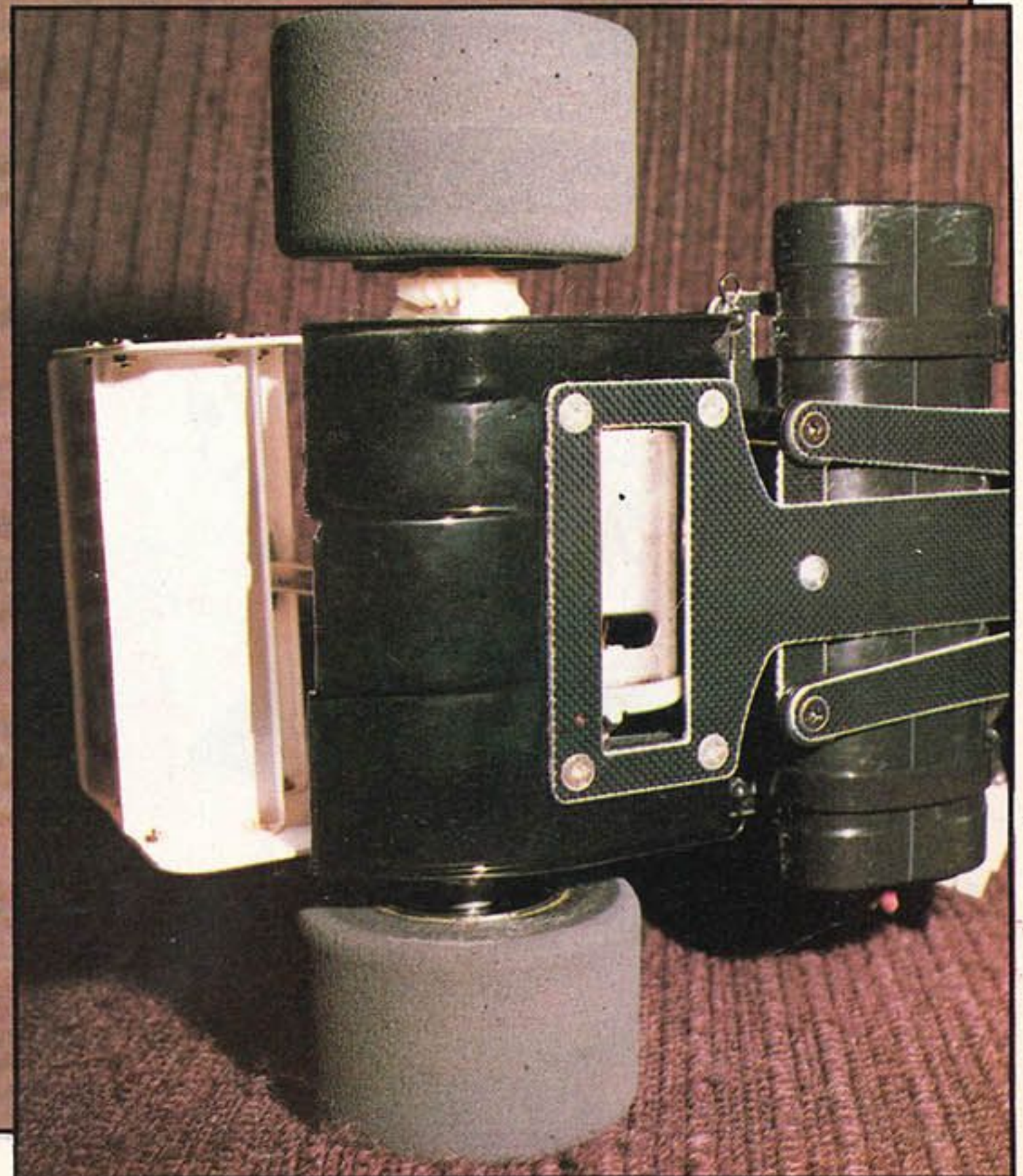
The single monoshock is mounted longitudinally, this and the chassis soak up all the shocks.



Finishing the Williams Honda is not an easy job but well worth the extra effort.



The lexan guard prevents small pieces of grit and stones from entering the exposed differential and adds to the scale appearance.



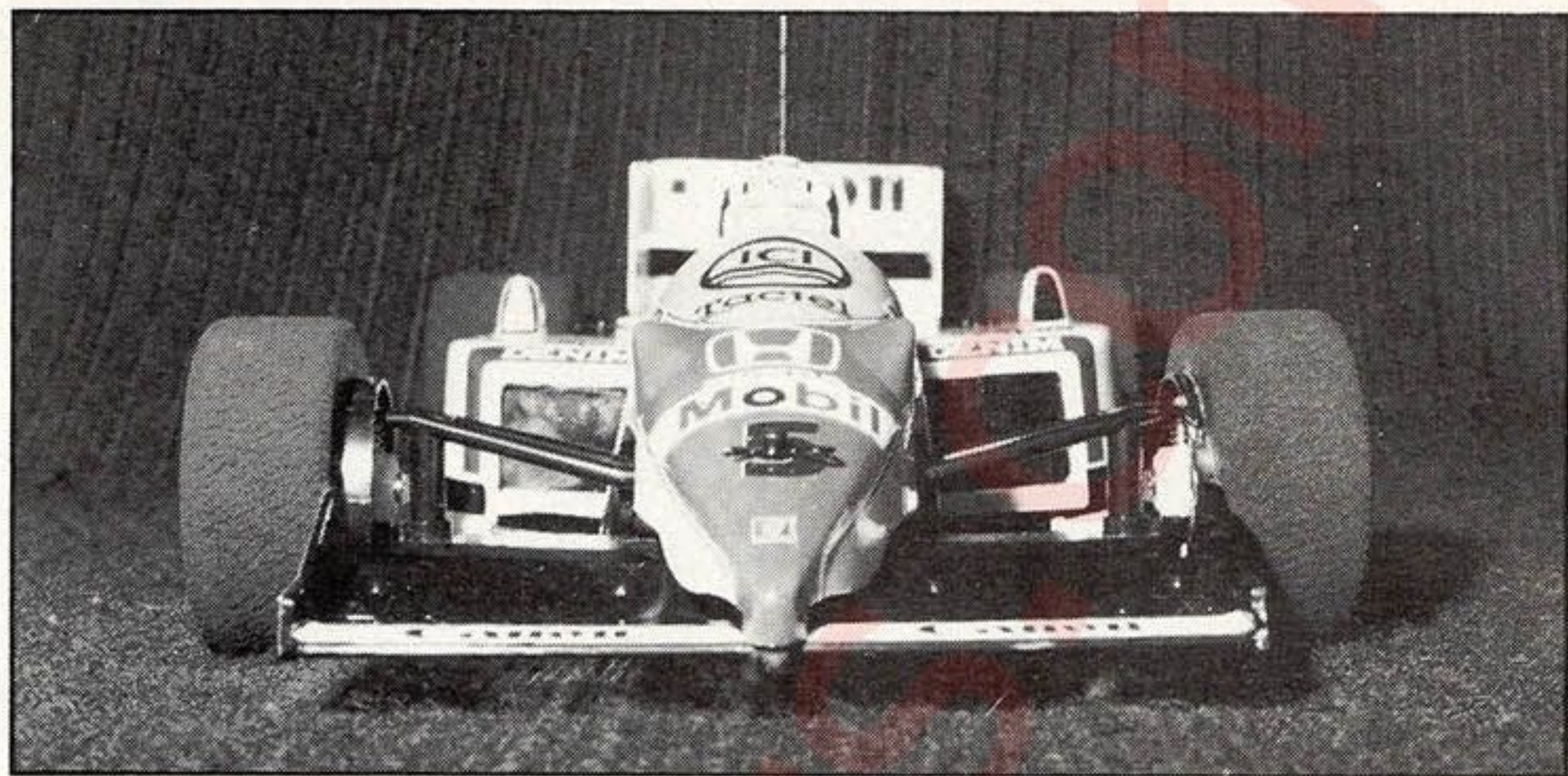
A new style of 1/10 car from Tamiya that could catch on at the tarmac circuits

As some of you may have already noticed, tarmac racing is becoming very popular in the UK. Several clubs have already taken to racing in this style and the first tarmac national has just been held.

Tamiya then could not have chosen a better time to release into the UK their scale formula one cars. The Williams Honda really is a superb car to look at, as much at home on the display shelf as on the circuit, Tamiya's designers have really gone to town on this bodyshell reproducing a fine scale model.

Back to Basics

Tamiya have done exactly that with the Williams Honda and gone back to the basics of 1/12, not 1/10 car construction. A

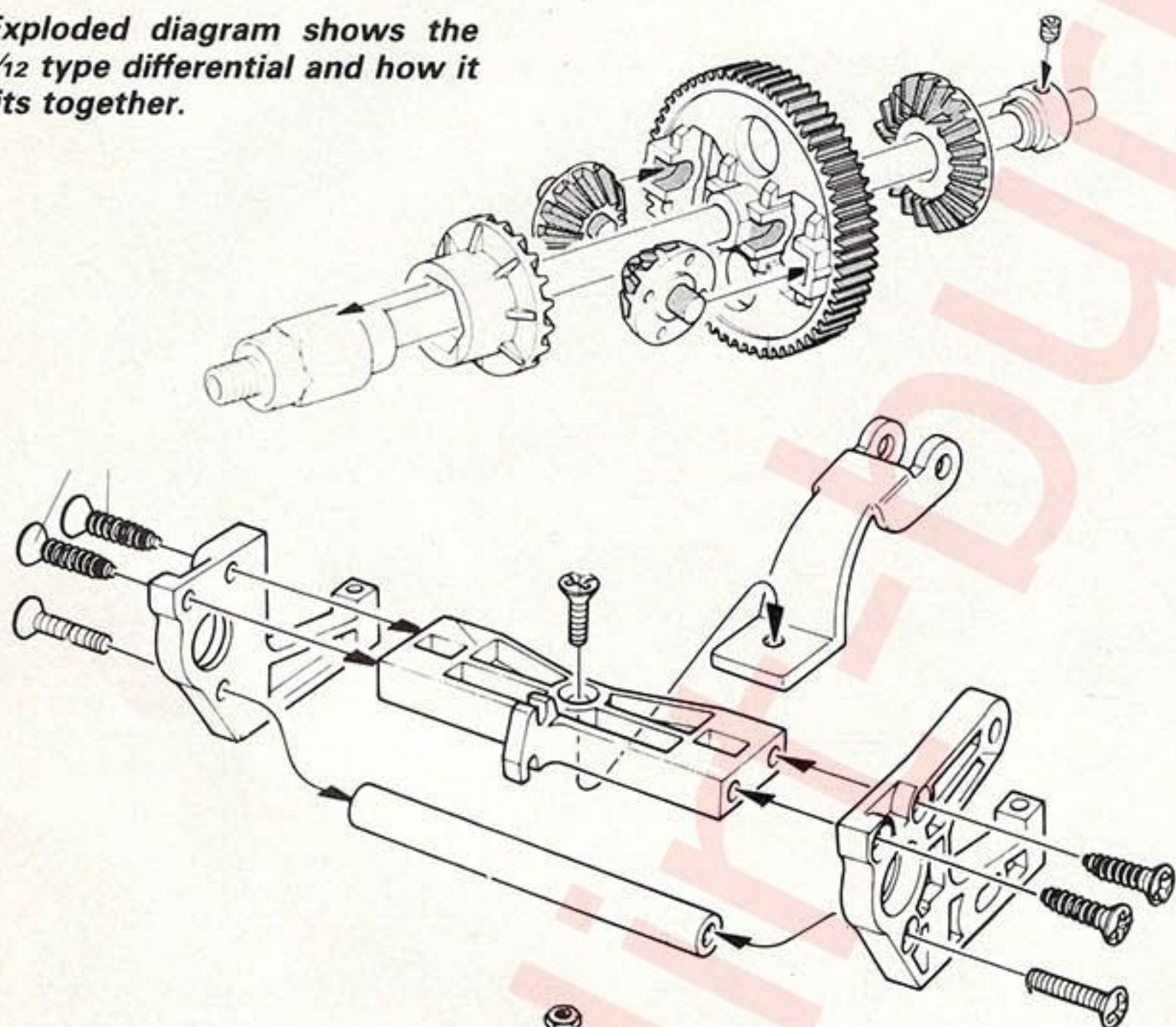


fibre reinforced plastic chassis is utilised giving the car excellent strength and amazing lightweight, this FRP chassis is stiffened using a rigid fibreglass plate screwed and glued into position.

The rear of the car is taken up by the standard 540 motor which is supplied in

This is the view that Nelson Piquet must have seen so much of last season, the nose cone of Mansells car pushed firmly into his slipstream.

Exploded diagram shows the 1/12 type differential and how it fits together.

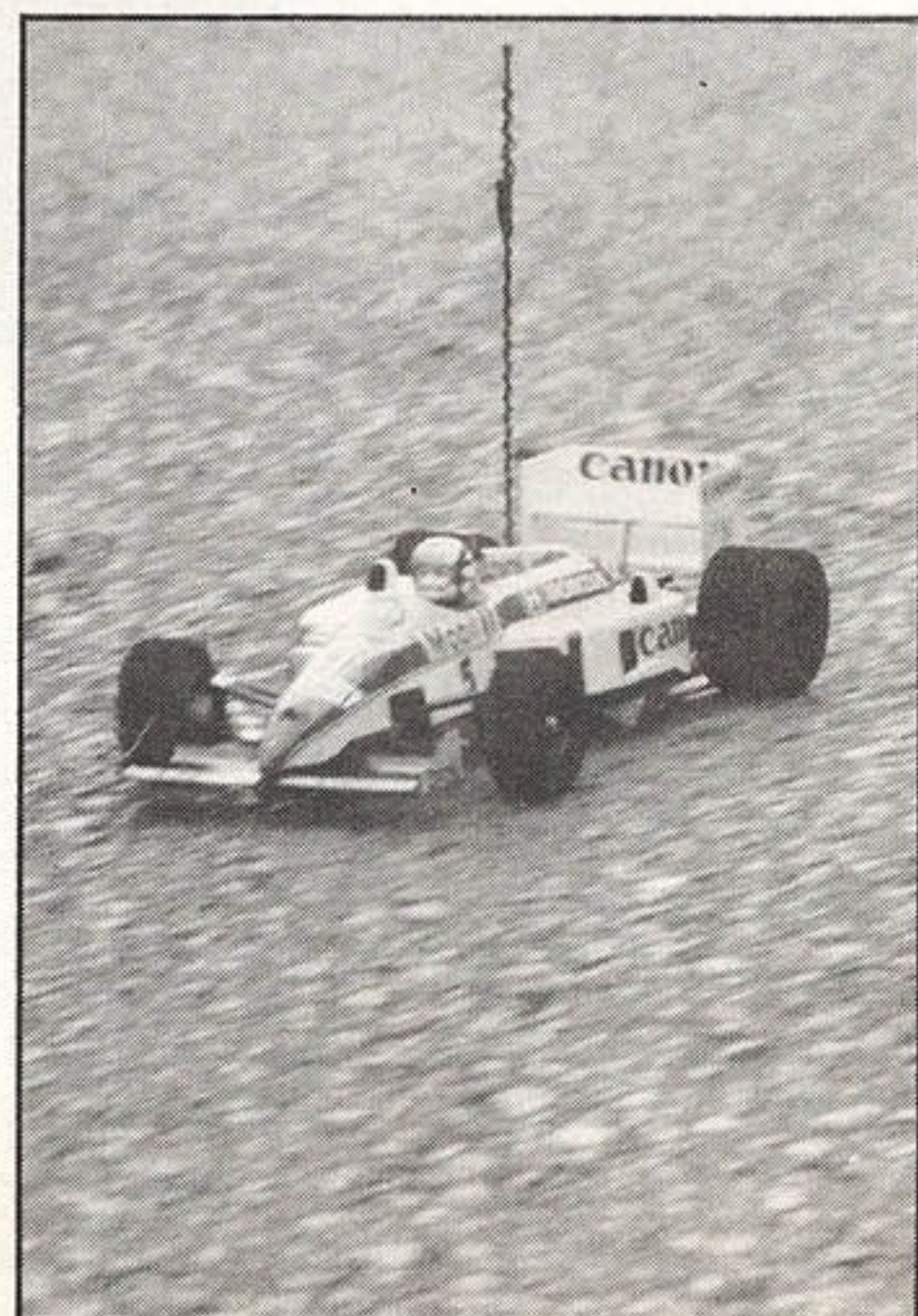


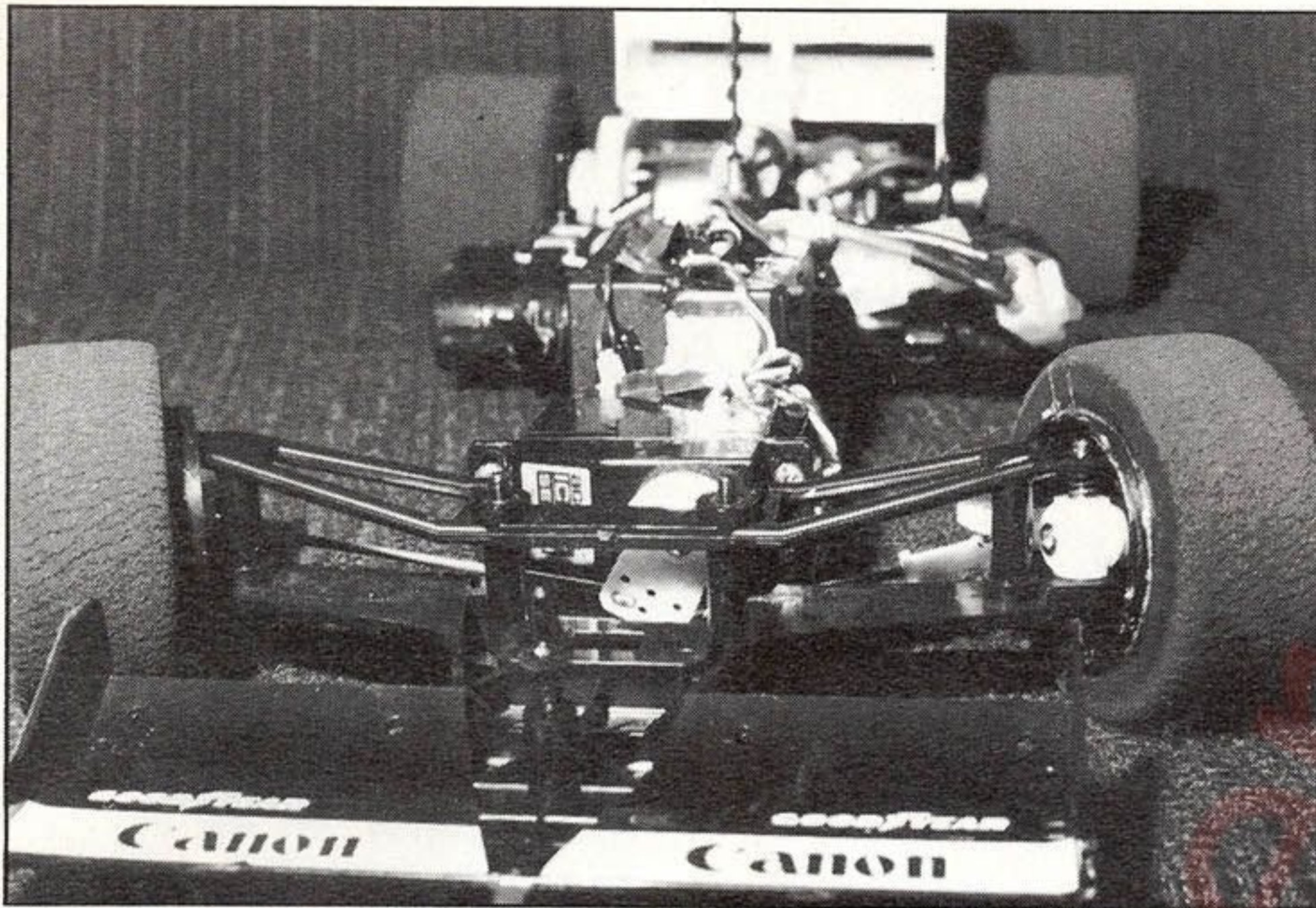
Motor and axle carrier, take care when assembling this component!

the kit and the engineering quality plastic motor mount. Care has to be taken when assembling this mount to ensure that it is built perfectly flat and square, a great deal of damage can be done to the spur gear if the mount is not assembled correctly, a flat surface such as a mirror or marble bread or cheese board can be a great help in ensuring that it is.

At this stage the engine guard must be added, that's the bit that causes the sparks to fly around the track, only in this case the engine guard is lexan. It is there for a purpose though, in the models case it helps prevent small stones and grit being ingested by the exposed differential. The guard is cut from a lexan moulding, painted using acrylic black and fitted, when dry, under the motor guard being held in place by the screws securing the mount.

Next is the battery mount, a saddle strap device is all that holds the 7.2V pack in place and it does it very effectively. The top of the battery mount is again manufactured in FRP and serves a dual purpose, it is also the mounting point for the single coil over oil damper unit. The Honda not being designed to run on anything other than





This photo shows how fine the front upper wishbones are, the Honda Williams wont take punishment like other Tamiya 1/10 cars, be warned.

true, flat surfaces needs no other damping as all shocks are soaked up by this damper and the natural flex of the chassis.

The front end is simplicity itself, again scale detail is followed closely wherever possible and a very fine upper wishbone is the result, the lower one is much thicker giving strength. Front suspension is provided by a coil spring fitted above the stub axle block and held in place by the Kingpin.

Power is delivered to the road surface through a simple train, motor, external spur gear/differential and finally large sponge tyres again a la 1/12. Front tyres are also sponge, both sets of tyres have to be glued onto the rims, this is a messy task with no short cuts, but dont be tempted to omit it as the only result will be no traction, no grip and no tyres.

The Honda Williams is ideally suited for

use with Tamiyas new Adspec radio, this features a CPR or control process receiver. This really is a compact device that utilizes a receiver and speed controller in one box. Don't worry if you dont posses the new Adspec radio though as most speed controllers will fit somewhere although careful juggling needs to be carried out with both the speedo and the receiver.

Finally the bodyshell needs to be masked and sprayed, this is no easy task and requires a great deal of painstakingly carefull masking, it is well worth it though as the finished result is first class.

Driving

Bear in mind all the driving and testing of the Williams Honda was carried out using a standard motor, in this form the Williams was moving rather like an exocet missile that had been turbocharged, at least as a 1/10 driver thats how it seemed to me. Handling as you can well imagine at this speed is rather like the real thing I would imagine, interesting. Any rapid stick twiddling is rewarded with the back end instantly breaking away. Road holding in general though is very, very good the foam tyres doing their job well. Most road shocks are taken by the monoshock or absorbed by the chassis this gives almost life like scale flat turns again, dont be tempted to run the Williams on anything but level tarmac or concrete, the best you'll get away with is torn tyres.

Be careful and have a great time with your Tamiya Williams Honda.

Available from your nearest Tamiya dealer.

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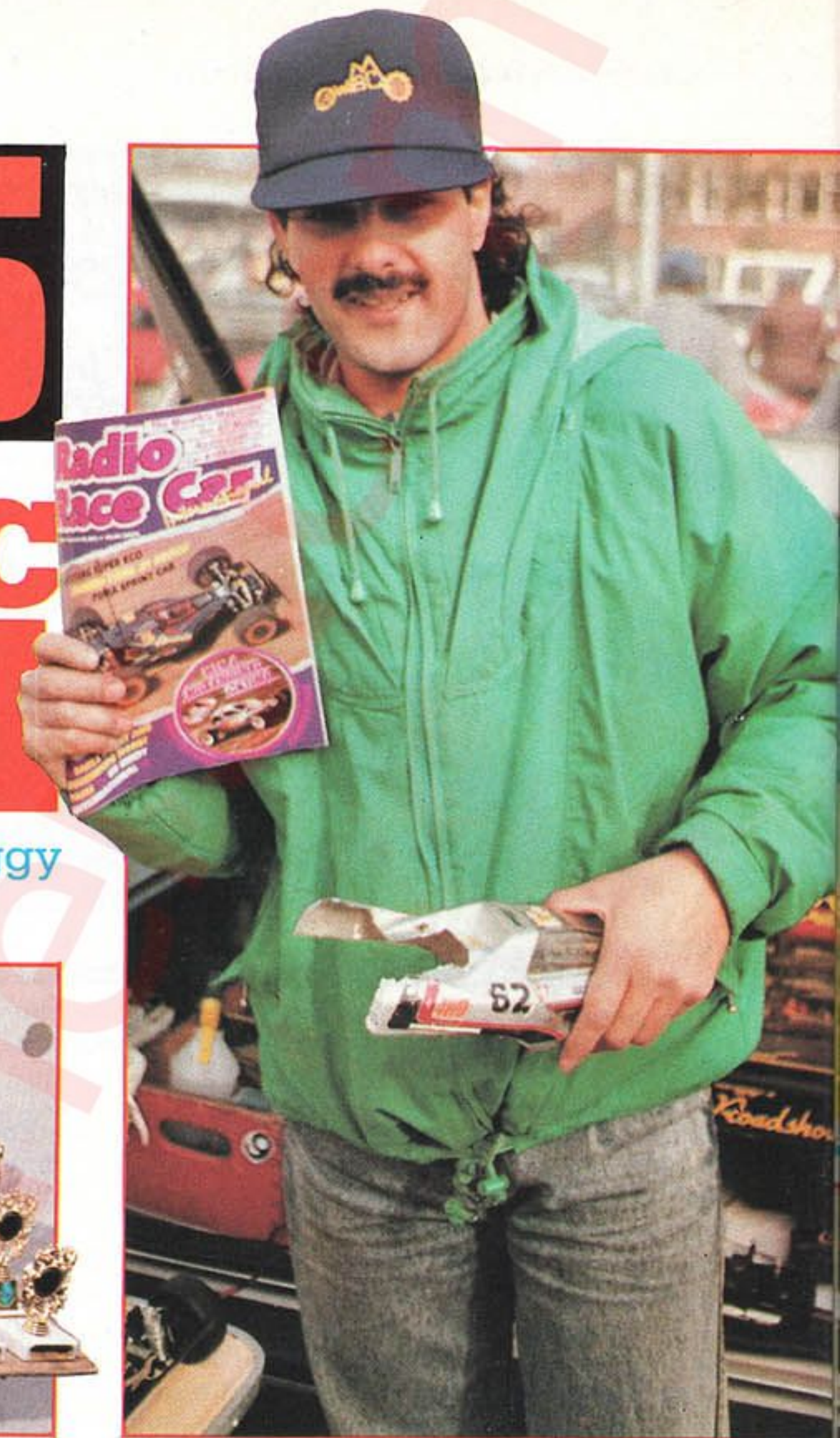
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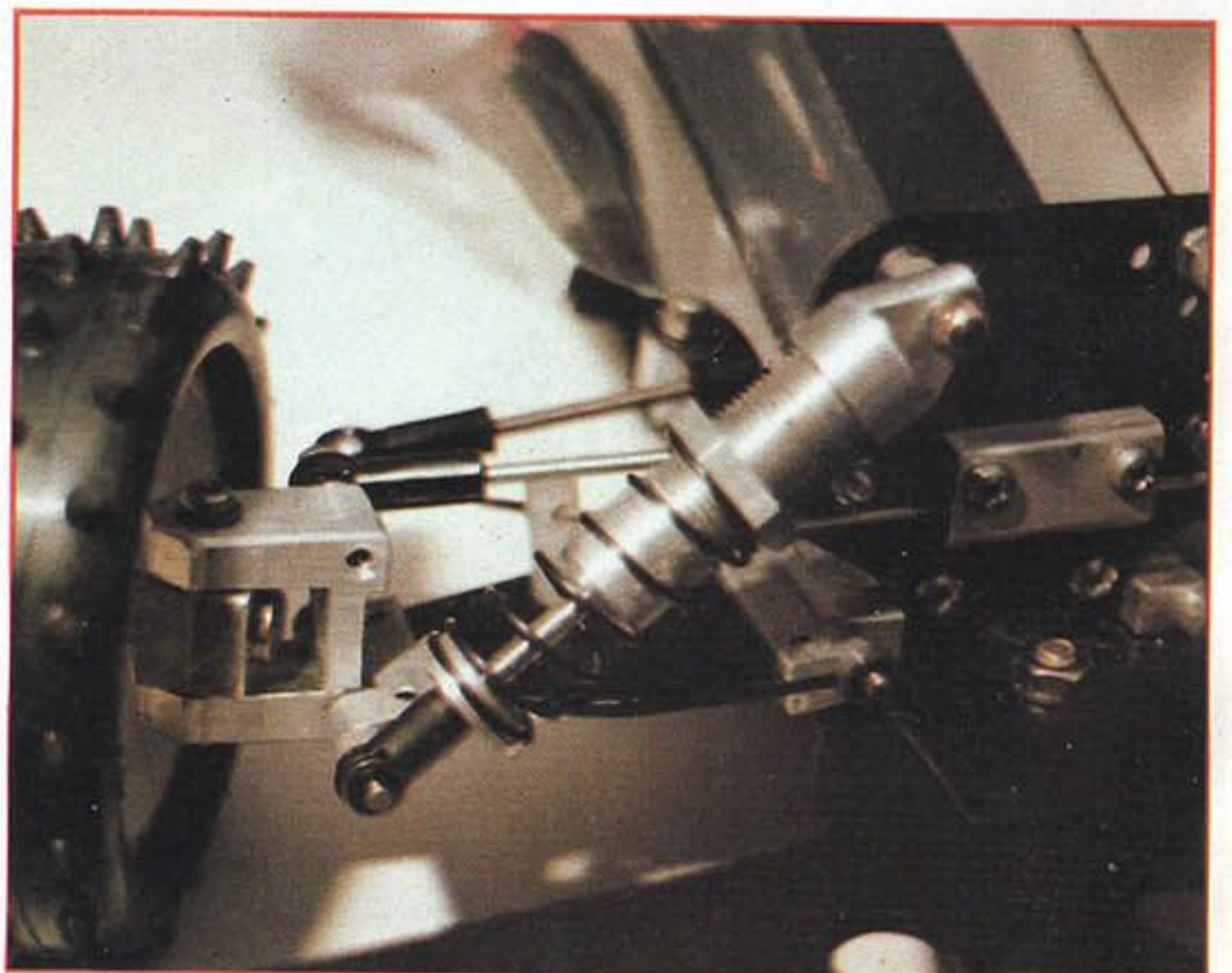
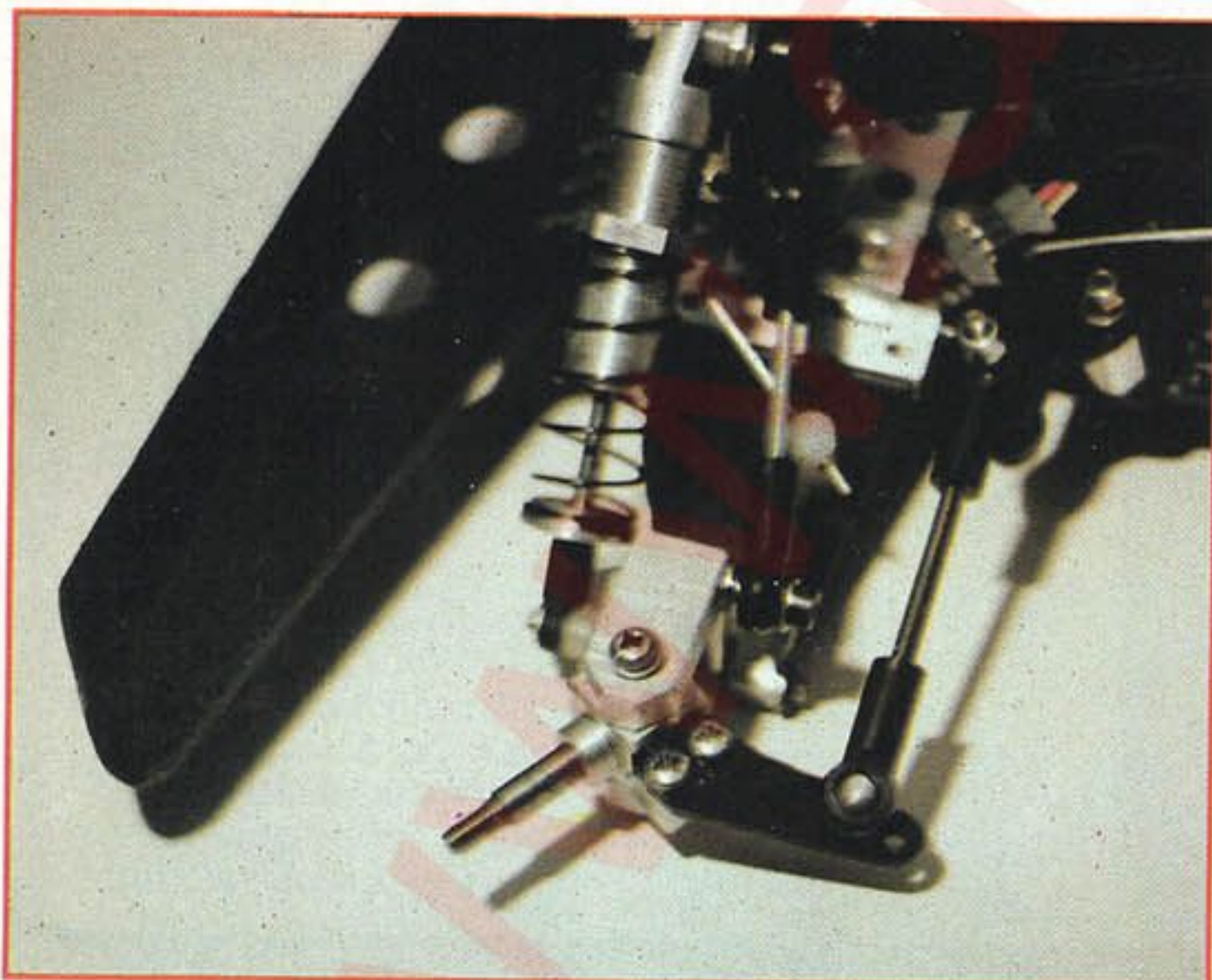
1/10 Tarmac National

Radio Race Car visits the West Midlands Buggy Club and the Beatties National



It seems that the West Midlands Buggy Club started something with the first tarmac national held a few months ago. The appeal with tarmac racing is obvious, no dirt, mud or heavy cleaning to be done, the car goes home as clean as it arrives, well almost, Racing on tarmac also has another hidden advantage it does improve your driving, it has to as a mistake can wreck your car, tarmac being much more abrasive than grass.

Beatties sponsored the latest W.M.B.C. tarmac national with a great array of cups and trophies, this added a great deal of sportsmanship to the days racing with every lap being fought for. Should you

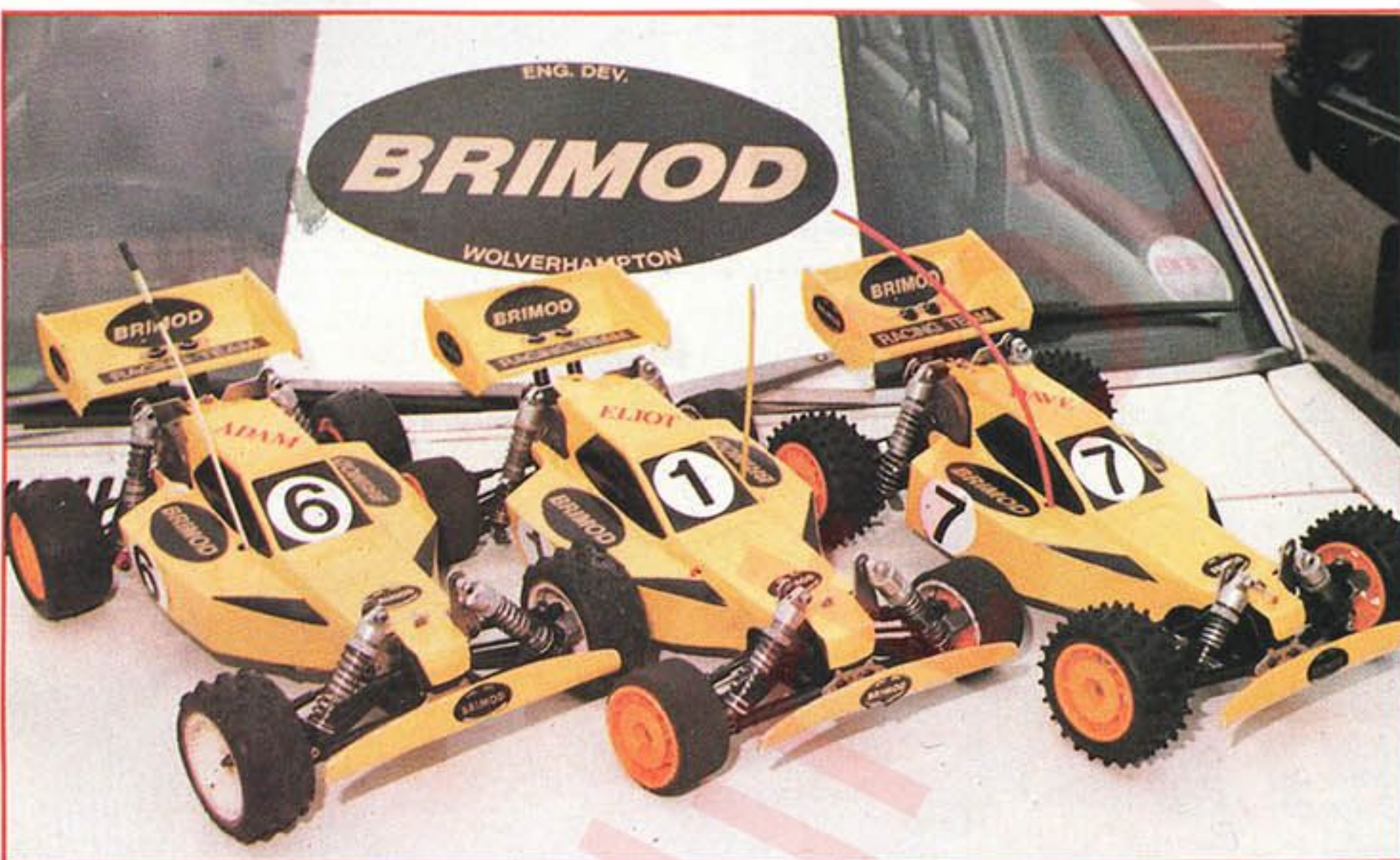




Caught posing with the magazine for all car enthusiasts is Chris Kennedy, Chairman of the W.M.B.C.

Above, Alan Stewart was in charge of scrutiny, not an enviable position

Above left, Team T.N.T. pose with their cars

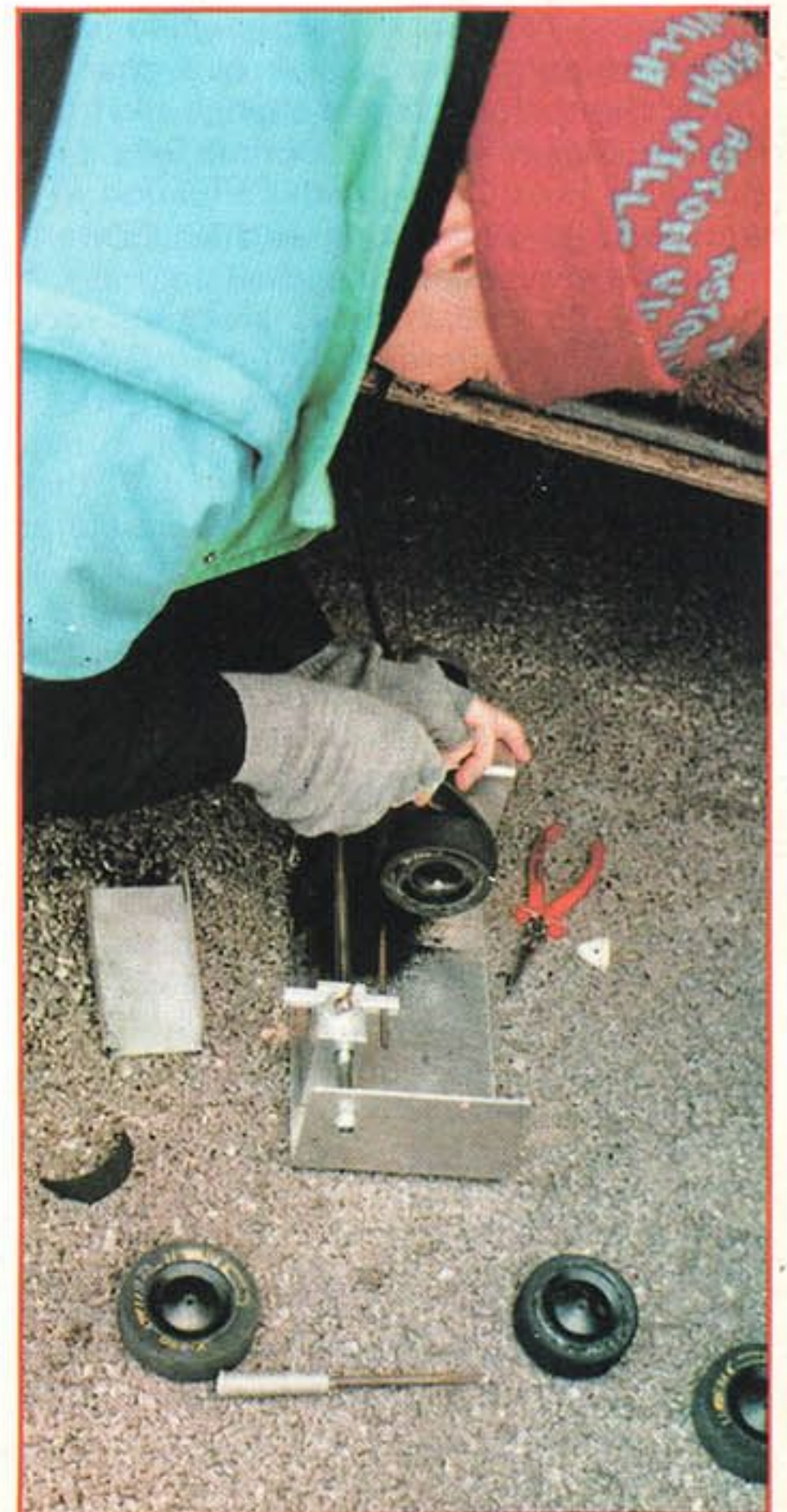
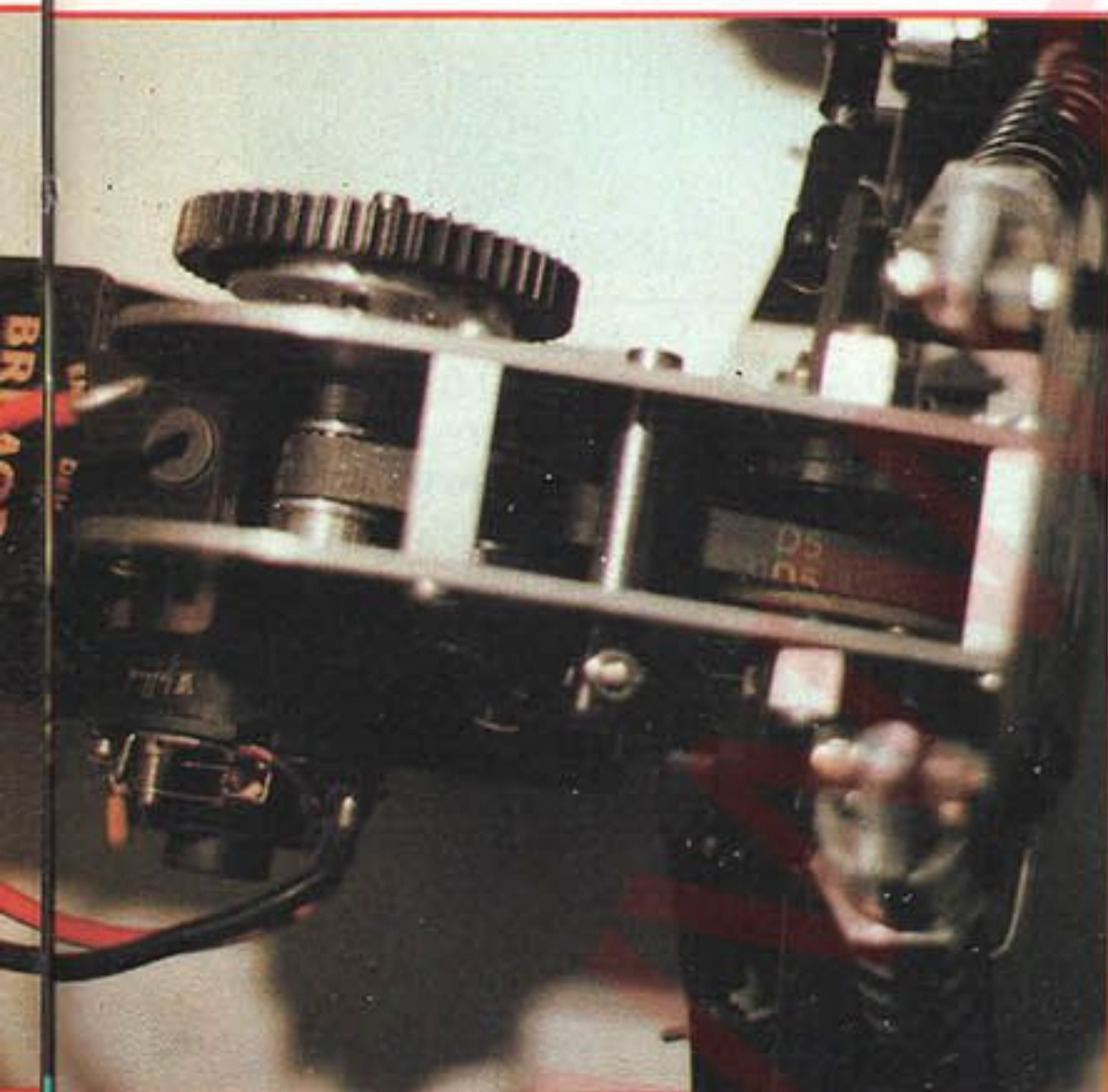


Above, Team Brimod Mid Optimas line up for the camera

Left, That prototype car again, the yet unnamed 2WD Brimodmobile

Above left, Spectators lined the circuit all day long

Right, Jim Davis's racing team even brought along a foam tyre truer





Above, team Brimod a great bunch of characters. Below, the trophy table a fine selection of trophies.

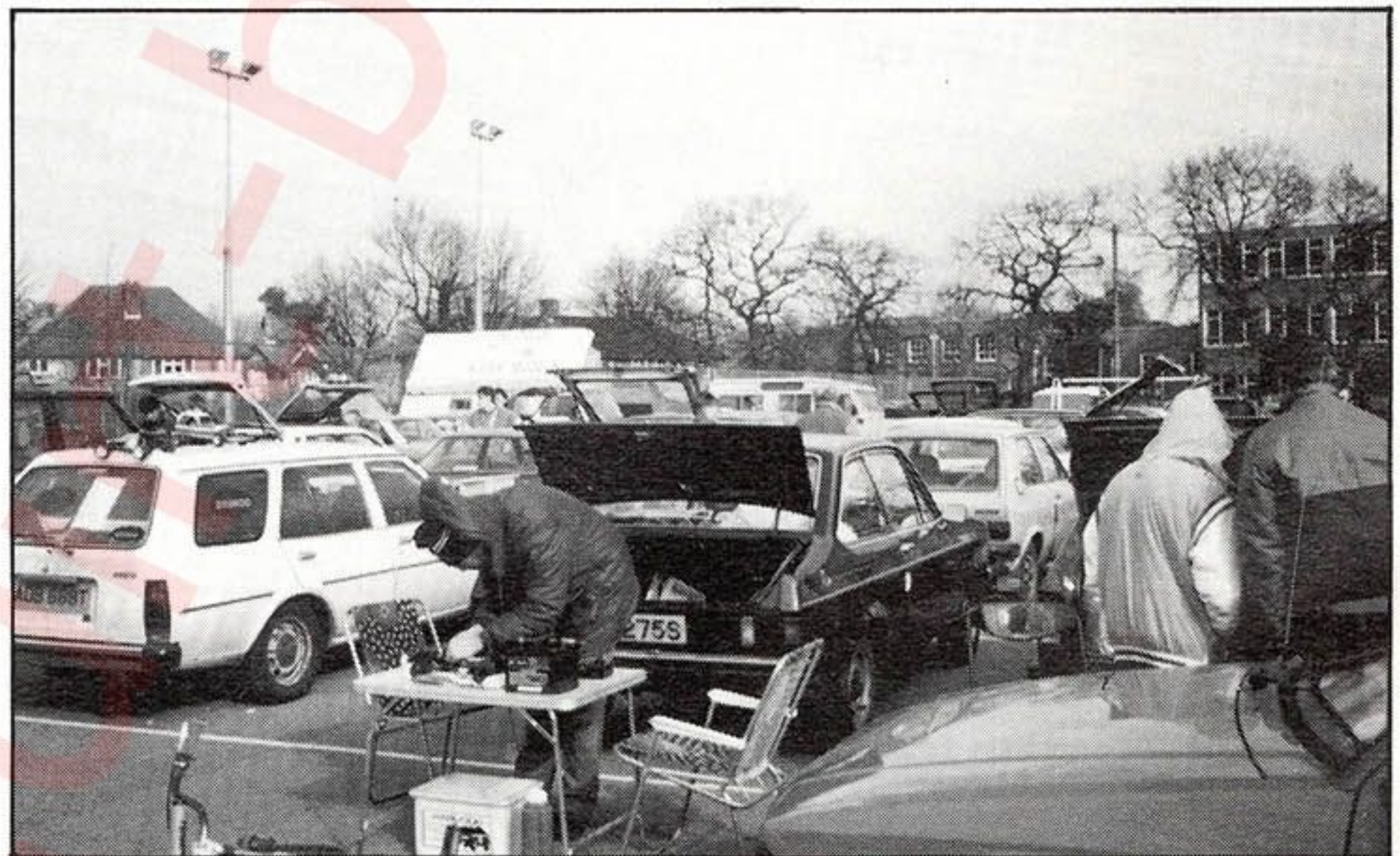


think that racing on tarmac is just the same as grass, let this writer advise you that it isn't. Having set an Optima up so that it was running superbly on grass, it was amazing to find that the car handled like a wheelbarrow on tarmac. A tyre change, motor change, pinion gear change and front camber change later the Optima was a lot closer but not quite right, this situation was worsened by the fact that as the cars were moving a great deal faster than on grass, if someone hit you chances are your race was over, unfortunately the Optima seemed to provide an irresistible target!

The temperature did not appear to rise above freezing throughout the day, that didn't seem to put off the 128 drivers that turned up, that can't be bad now can it, 128 at a mid winter meeting. As the day drew on it was clear that certain drivers had the tarmac technique off to a fine art Jim Davies Jr being one, in fact Jim had a team of drivers with him and all of them were going well. Brimod Engineering were also running a team race and going very well indeed.

It was also good to see that at least a sample number of each heats cars were weighed to make sure that the B.R.C.A. weight restrictions were being adhered to, it appeared that they were.

One low spot of the day was a comment made by one driver who shall remain nameless, to save him any embarrassment. As one of the lower finals got underway he was heard to say "look out here come the crazies". As for a driver who has a great deal of skill and who should know better, he may do well to be quiet, this kind of derision does nothing for the sport and makes



4WD A Final		4WD B Final		2WD A Final		2WD B Final	
Pos							
1	J Howells	J Brown		1	R Adams	R Harwood	
2	J Davies	E Stevens		2	J Howells	J Brewer	
3	B Stewart	L Palmer		3	N Gnover	R Highley	
4	P Lisseter	G Lewis		4	G Cutler	J Ray	
5	N Neil	A Shepherd		5	P Lisseter	M Neil	
6	D Clay	T Jones		6	C Jenks	S Fidgeon	
7	T Dekin	G Cutler		7	M Rutter	W Jones	
8	P Booth	J Fowler		8	J Davies	J Fowler	
					FTD 2WD	FTD 4WD	
					J Davies	J Davies	

TEAM ASSOCIATED RC10

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THE TEAM DOES IT IN THE DIRT.

Race the car that bears the imports in the roughest kind of off-road competition.

The All-American Associated RC10 took home the gold in both the ROAR and ORRCA National Championships.

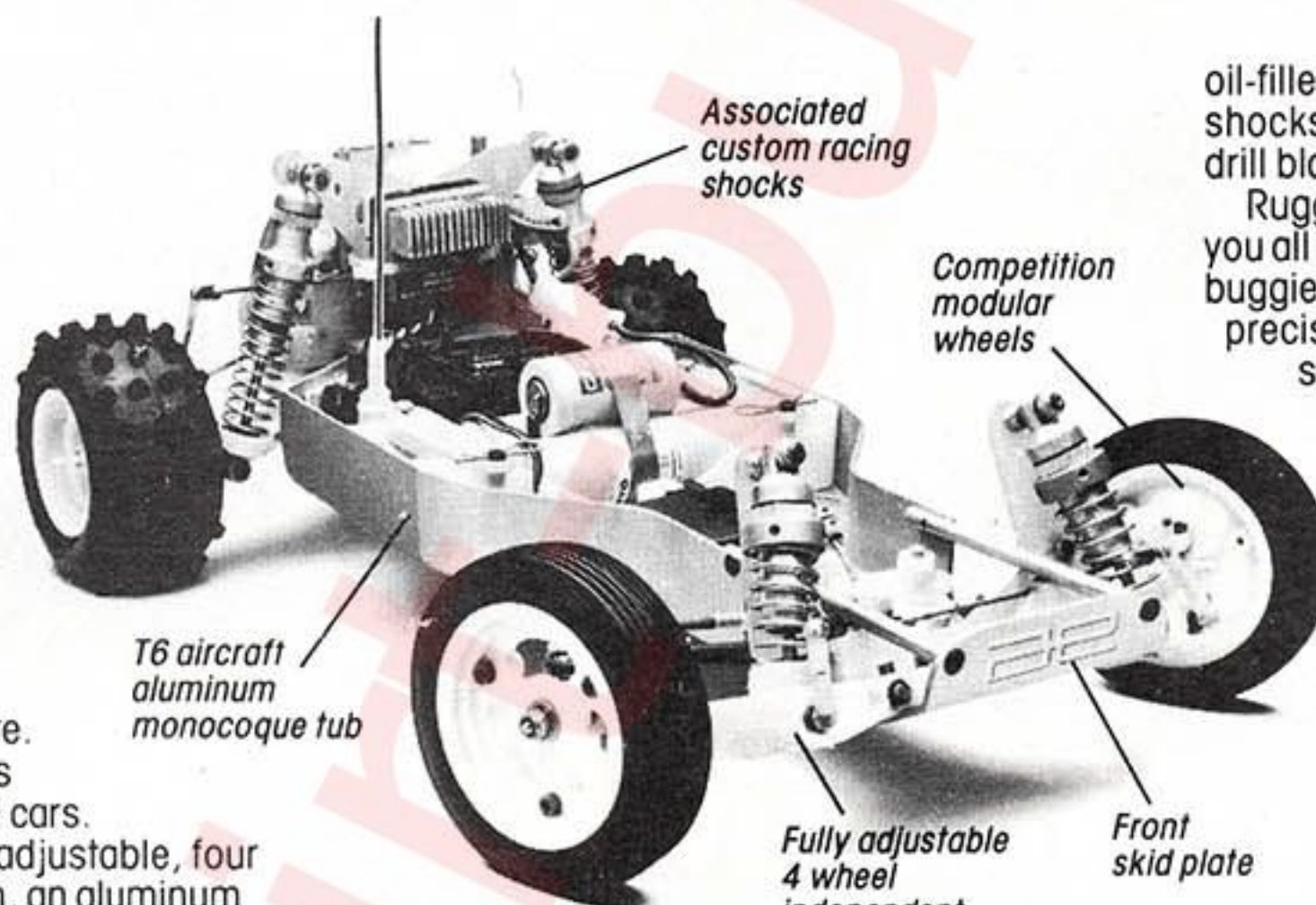
Our RC10 turned back the foreign car invasion with the same racecar technology that has kept Team Associated on top of the RC car racing world for over 15 years.

A RACE CAR, NOT A TOY.

Sure, you've heard that before.

But Team Associated designs and engineers only model RACE cars.

The new RC10 features fully adjustable, four wheel independent suspension, an aluminum alloy monocoque tub and race-proven hardware throughout.



oil-filled racing shocks. These custom shocks use machined alloy cylinders and drill blank shafts for silky smooth action.

Rugged, yet light, the suspension gives you all the adjustability of full size, full race buggies. The A-arm/Ball joint design allows precise camber, caster, ride height and spring rate tuning. Even anti-roll bars and a VariLok dif are included.

Exceptional ground clearance and low center of gravity also contribute to the superb balance and performance of the RC10 over all types of terrain.

GET THE JUMP ON THE COMPETITION.

Go RC off-road racing with the leaders. The National Champion RC10 is available now and legal for ROAR and ORRCA nationally sanctioned competition.

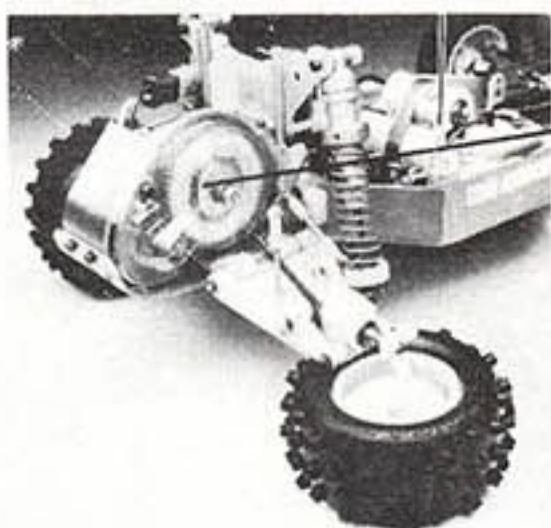
Complete RC10 kits, replacement parts and spares are readily available through model car racing's most extensive dealer network.

Take the challenge and build yourself a winner. Team Associated's RC10.

And the RC10 doesn't need expensive accessories and modifications to handle the roughest tracks. The strength and durability is standard equipment.

RACE-WINNING ENGINEERING.

For maximum traction the RC10 suspension is damped by long throw,



Sealed gearbox
VariLok
differential

Full race rear suspension includes bulletproof half shaft and u-joints with tapered and keyed modular wheels. Quick release knock off design for fast pit work and tuning.



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Everybody's Got To Learn Sometime

PART SEVEN

Over the years I have collected numerous bits and pieces which on the odd occasion has come in very useful to get me over a problem when I do not have the correct spare for my particular make of car.

I keep all the loose small items in tobacco tins that have been washed out in a mild disinfectant (to kill the lingering tobacco smell). I have for example a "Scorpion" rear arm suspension unit in one box, when was the last time you saw a Scorpion on the track? the beginner and new comer to this hobby most probably have never even seen one. I keep it for sentimental reasons as I have my "Scorpion" sitting on a shelf at home and I keep promising myself to renovate it and ask other members to bring out their "Rough Riders", "Super Champs" and "Tomahawks" so that we can have a veteran car event, it would also show how many cars have improved over the past three to four years. In my tins I have "Zerda" track rod ends and all the odd screws, nuts and bolts that have been surplus to requirements over the years.

During the review of the "Optima-mid" when the plastic end of the front damper snapped I found a metal threaded "Rough Rider" track rod fitted which made the car driveable again, seen any rough riders lately? No, but I've made my point!

One cannot beat using the correct spare to replace a broken or worn component but there are times when with a little thought and ingenuity one can overcome problems that present themselves at the trackside.

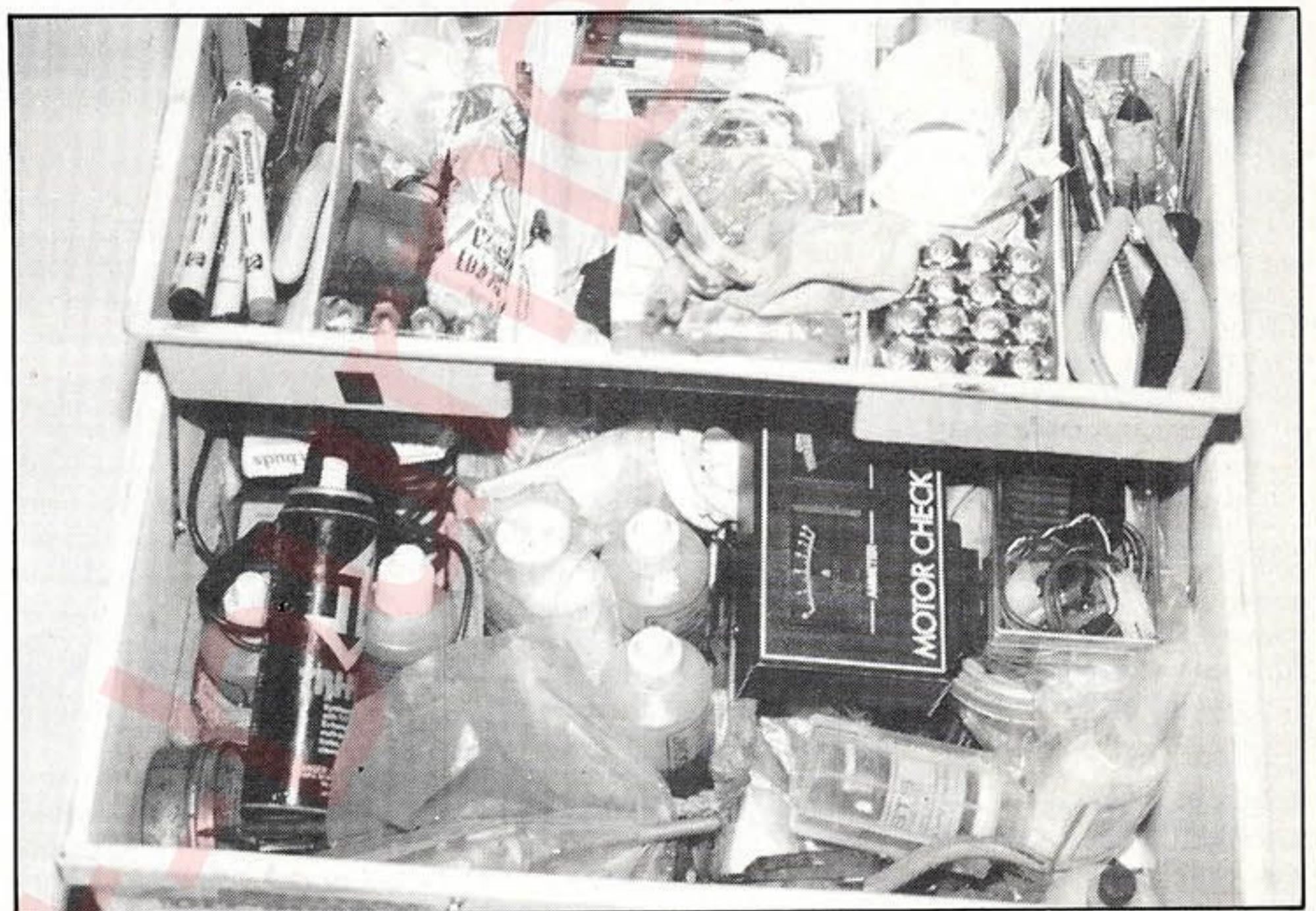
The new comer to racing has a problem of what tools he needs to build his car, the furthest thought from his mind is what spares he may need in the future.

A minimum tool kit would be the tools you need to construct the car, most building instructions list on the first page what is needed in addition to the tools (if any) that are provided in the kit. Most kits supply Allen keys to fit any cap headed screws supplied in the kit. There is one Allen key that is common throughout all kits and that fits the 3 mm Grub screw that tightens and locates the motor pinion, the second most popular Allen key is the one that fits a 3 mm cap headed bolt. A very prized possession of radio controlled model car racers is the Tamiya 'T' box spanner with a 3 mm socket one end and a 4 mm (wheel nuts) socket the other end. I still have in my possession the socket which was supplied with the first kit I purchased and that was a "Holiday Buggy".

When you build your first car you will find all the tools you need to construct it so it follows if they were suitable for building the car then they will be suitable for repairing it. In the photograph is a basic modeler's kit. Starting from the top and working Anti-clockwise we have a normal flat bladed screw driver with a 5 mm blade, a



"Mothercare" box ideal to show off your transfers and stickers.



A full pit box, however everything has a use and you can bet your trannie that one day you'll need that bit you left at home.

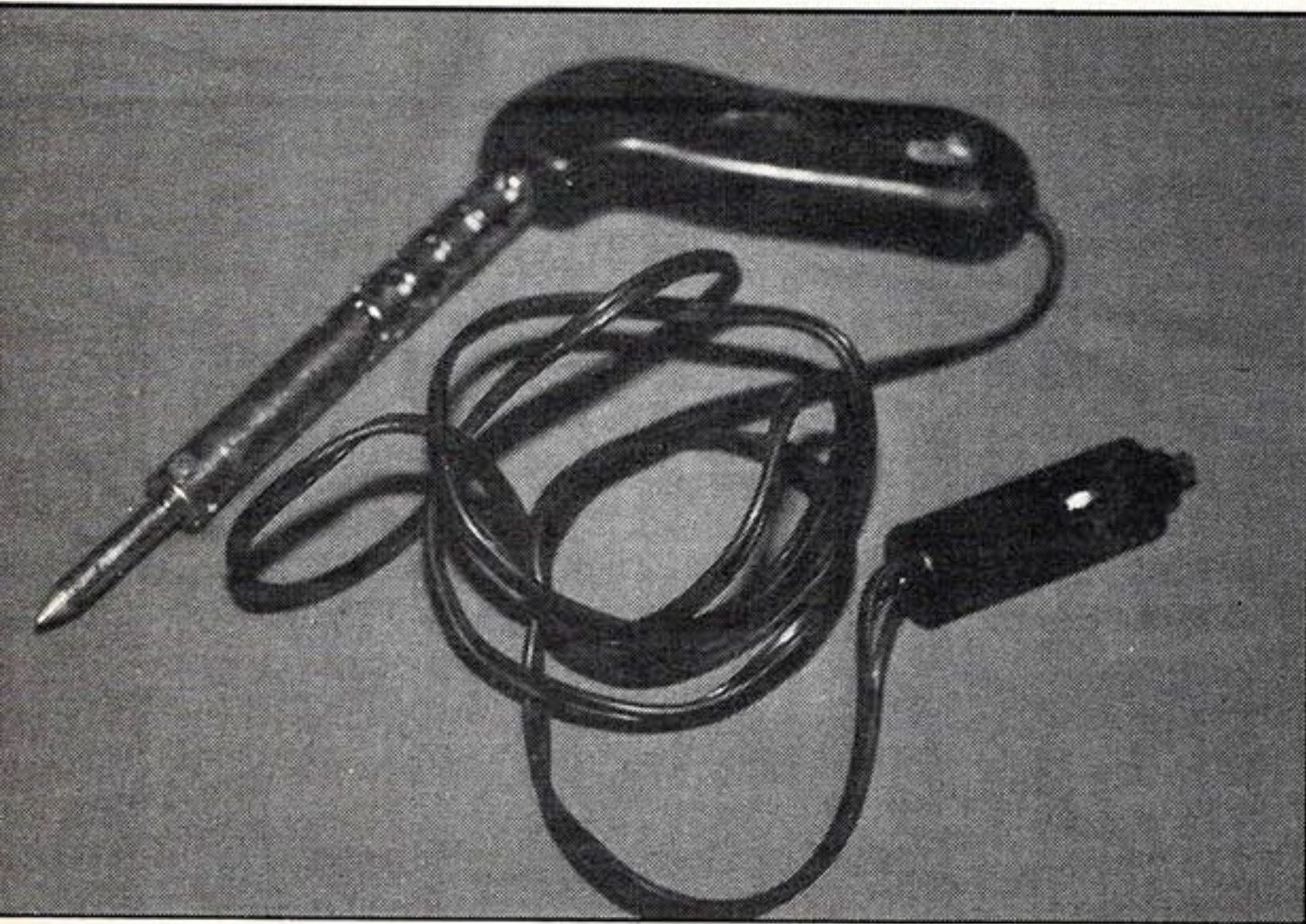
medium Phillips screw driver, a small flat bladed electrical screw driver, a small philips screwdriver, a long nosed pair of pliers, normal pliers, a scalpel (a Stanley knife will do equally as well), a pair of side cutters, the Tamiya 'T' box spanner and the two different size Allen keys. If you cannot afford the basic kit but a Stanley knife and not a scalpel and shorter long nosed pliers with a cutting attachment incorporated and forget the normal pliers and side cutters until later. Now you have some tools where do you keep them?

Most new comers use the box the car came in until they get themselves organised. I keep all my tools and spares in two "Mothercare" baby boxes (see photo). One of mine I found in the loft the other I purchased at a jumble sale for £1.50. The photo shows the useful storage space of the empty one and what a colourful effect when the stickers one accumulates are stuck on the outside. On the market are a couple of custom made boxes for 1/10 cars which would make a very good birthday present.

The best pit box I have seen belongs to the father and son team of Larry and Jason Cook, it measure 4 ft x 2ft 6 inches and is 18

inches deep. The box has room for six cars to be stored along with all their spares and charging equipment. The box is placed on a table and the front and back let down to give two working areas 4 ft x 2 ft 6 inches. One can only describe it as a mobile pit, it has one drawback, it takes two people to lift it and either a hatchback or estate car is needed to transport it! I am not suggesting any new comer should even consider anything as grandiose or ambitious as Larrys and although admiring it I will stay with my two boxes and work off a picnic table. A table and seat are highly recommended as it is back breaking working on the ground or out the boot of a car.

Once you have your basic tools and something to keep them in you can start to build up over a period of time items you will not need often, but are very useful, a good example of this is a 12 V soldering iron (see photo) the one problem with them is that outside in the wind the heat is dissipated and soldering is difficult so they need to be used in a sheltered area, a better bet but more expensive is a gas heated iron. I have found a selection of cable ties is one of the most useful extras in the kit box for making temporary repairs. A word of



Above,
A very useful addition a 12 V soldering iron. Must be used in a draught free area.

Right,
"Mothercare" Box before tool collection has been added.

warning about the temporary repairs, some drivers make one and because the car lasts the meeting they treat them as a permanent repair:-

Don't fall into this trap, make sure before the next meeting you replace the broken part because it's bound to fail sooner or later and fate being what it is that will be in an important race or final.

Having mentioned finals, a final word on tools, they are expensive but if you look after them and treat them with respect they will last as long as you continue racing, above all the saying "never a lender or borrower be" holds true:- if you borrow make sure you return it and if you lend make sure you remember who you lent it to. A tip for lenders is to write down what you have lent and to whom.

In the excitement of the day it is so easy to forget. I have learnt this and the hard way with crystals, at one time I had a complete set of solid colours and three sets of splits. When my nine sets had reduced to six I decided only to lend mine out if the borrower gave me his set which I would give back when mine were returned. I am

now the proud possessor of two sets of red crystals two sets of blue, one set of splits, two brown transmitter crystals and a broken orange receiver crystal, if you can work that out you are better than I but certainly there is a moral to be learned from my experiences.

The Body Beautiful

Perhaps one of the most rewarding parts of building a car is in painting the body. I am very lucky in that all the cars I have reviewed for RRC except one have been painted by Mr. Airbrush who is Pete Darwell, so who better to advise me on painting a car than the master himself.

The instructions in your kit will always tell you how and what paints are the ones for the body supplied and even where the transfers go, if any doubt about the transfers you can always refer to the photos on the box. Most kits suggest one basic colour with the transfers making the car look very professional so it is possible to get a replica of the photo on the box.

You purchase a particular car to suit your personal requirements so why not have a

one off paint job which you have designed which will impress your friends, after all if everyone copied the box design wouldn't a race meeting be boring with all the cars looking the same. A problem of cars with the same paint job and in the same race is that a driver can start to try and drive the wrong car, he will not realise his mistake until his car goes off the track out of control and by the time it dawns what has happened the race will have been lost.

This proved a problem a few years back with the all black "Zerda" so I put florescent orange wheels and a striped aerial on my car to give it some individuality.

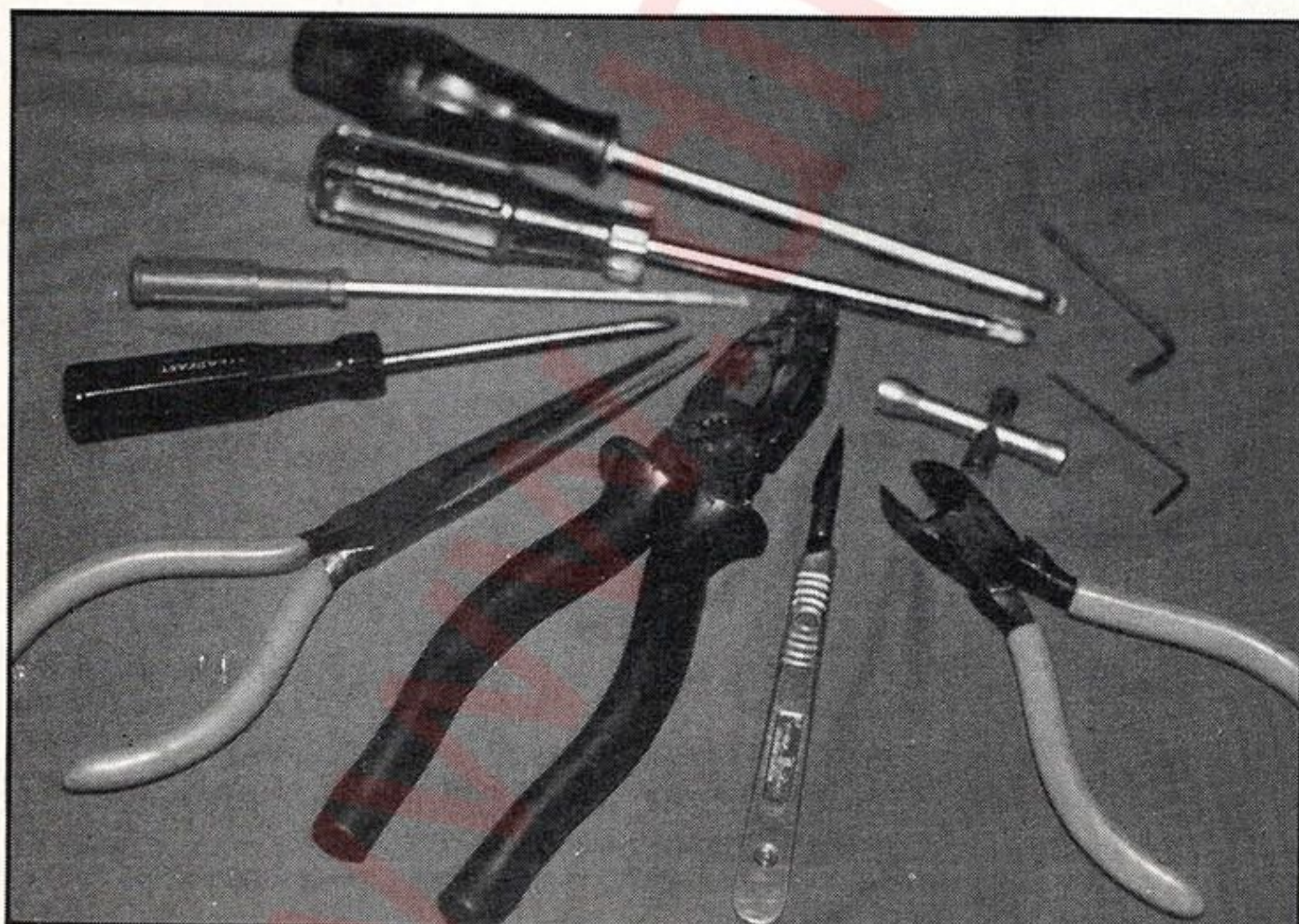
When designing your own paint scheme decide how many different colours you wish to use remembering the more you use the more expensive it will be you also have to decide if you are going to black the windows out or in the case of clear Lexan leave them see through. I have tried both clear and blackening them out, perhaps its best to leave them clear then if you don't like seeing the mechanics on show inside the body paint them black.

There are two types of body shell you will come across and that is the clear lightweight Lexon which you paint on the inside and the harder heavier polycarbonate (usually white or grey) which you paint on the outside. Its worth remembering for both types of bodies that the transfers are stuck on the outside so in the event of a crash they can be scratched, this of course applied to all of the paint work on an externally painted polycarbonate body.

Having decided on your paint scheme, what paints are used for what body material?

Most cans of spray for model cars will tell you exactly what types of body material they can be sprayed on. A useful rule of thumb is not to mix different base materials is. acrylic, cellulose & enamel although it is possible to spray acrylic on cellulose but not cellulose on acrylic.

The problem with model car bodies used on racing buggies is that because of their lightweight they are very thin and therefore



Left,
The basic kit (details in text).



When spraying the inside of a body, mask off the areas you do not want spraying with a particular colour and then spray the remaining clear areas with a thin coat of that particular colour. When it is dry spray again to obtain the correct density, two thin coats are better than one thick one.

It must be remembered when spraying it is the thinners of the paints when used in excess which can cause damage to the surface, so light "dry" coats of paint are the order of the day. When you have the correct density and the first colour is dry remove the masking tape and spray the next colour, it does not matter when spraying on the inside if you spray over the first colour as it will not show through to the outside.

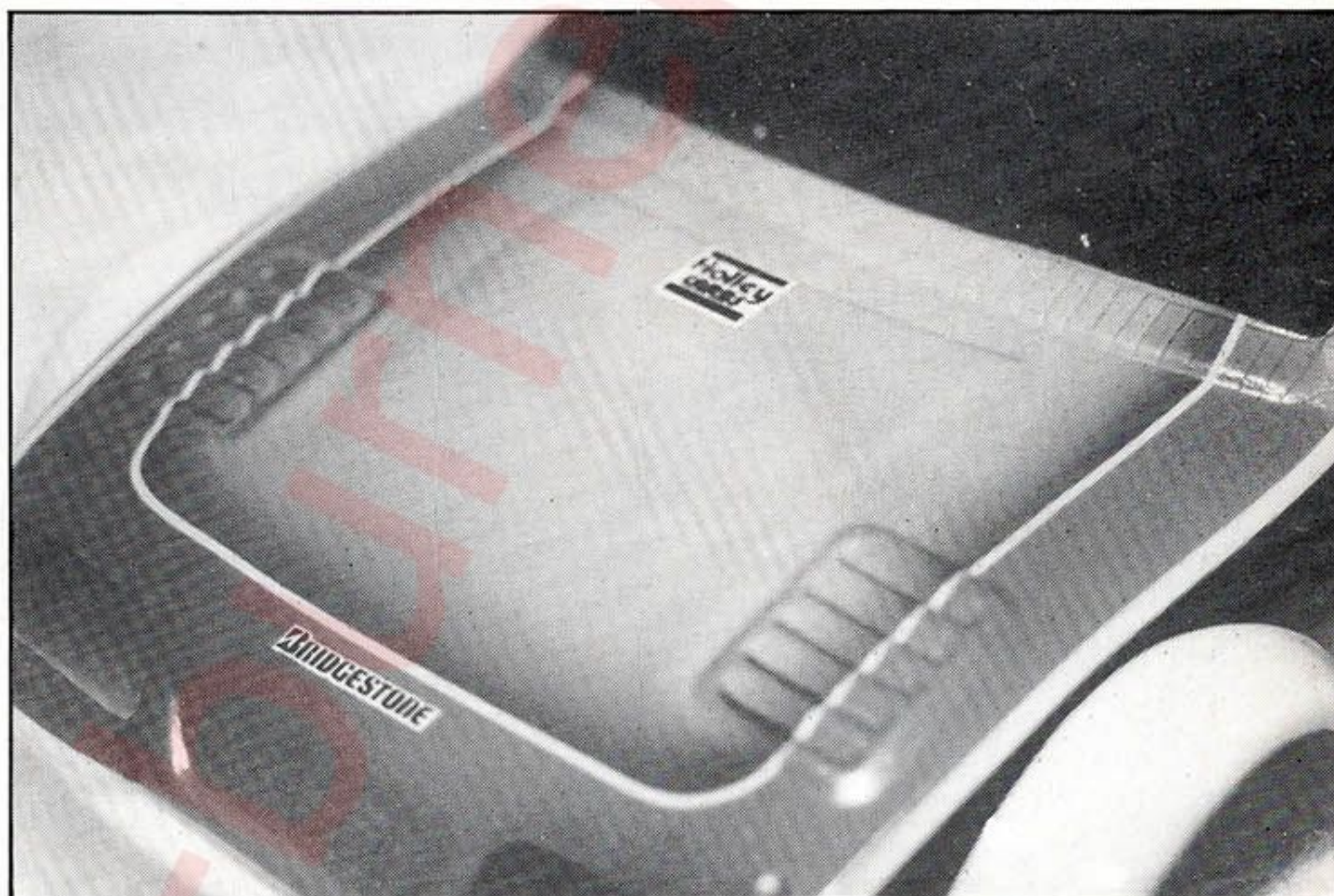
When spraying the outside the newly painted colour has to be masked so take care when removing the tape, it is possible

flexible and when you have a flexible material the paint has difficulty in remaining adhered to it. The paint adheres better to the solid hard bodies because they do not flex but this type of body being painted on the outside (you can use normal cellulose sprays purchased in a garage) will suffer more paint damage in the event of a crash, do you ever have that feeling you cannot win?

You can overcome these two problems and it is quite simple, for the thin flexible Lexan bodies it is necessary to prepare the surface to assist the paint to adhere and for the bodies painted on the outside once the paintwork is completed it must be given a hard clear shell of lacquer to protect it.

If the body shell as supplied is not trimmed I suggest you trim it prior to painting, ordinary scissors are suitable for the straight parts and curved toe nail scissors for wheel-arches, make sure the cut edges are smoothed off with some wet and dry paper before the next stage of the painting process.

The shell must now be washed thoroughly with a little detergent to remove any greasy finger marks or smears, the shell should then be allowed to dry. When washing the hard plastic type of shell (the one you paint on the outside) it is useful to rub it down lightly with a scotch pad this slightly abrades the surface:- don't be over enthusiastic.



To provide a key for the Lexan bodies the whole of the inside needs to be given a thin coat of acrylic clear lacquer. For the hard bodies a coat of etch primer is needed on the outside, if you cannot obtain it in a spray can it is not critical.

to pull off the newly applied paint as it will not have had time to become really hard. The outside of the shell needs to be given two coats of clear lacquer to protect the paintwork and also give it a nice sheen, and some depth to the design. It is particularly important to keep the coats thin with any design of more than three colours to prevent thick edges which will show up as ridges when the coats of lacquer are applied.

Finally the transfers, position the transfers prior to removing the backing so you know exactly where they are to go. When you are happy peel back just one end of the backing and then remove it slowly, this should ensure there are no air bubbles underneath. This advice applies for painting with spray cans or an air-brush so with some of the mysteries now unravelled why not try a concours event.

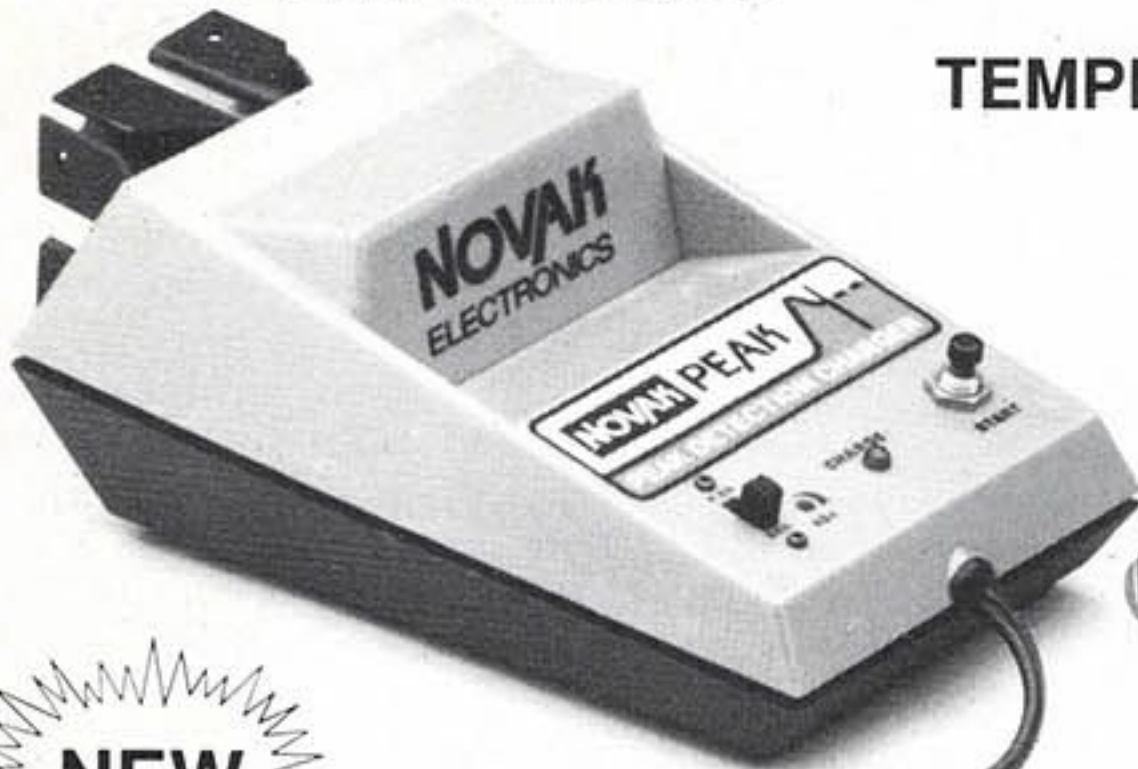
This Sierra bodyshell is available from Marley Models and is superb in its own right but just look what a great spray job can add.



CHARGERS

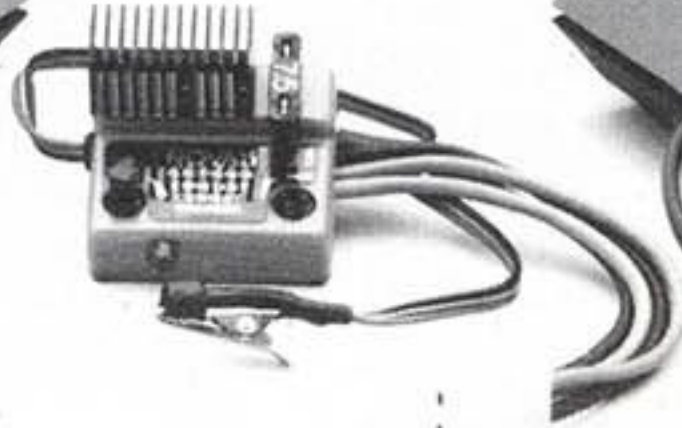
NEC-2

PEAK CHARGER



NEC-1

TEMPERATURE CHARGER



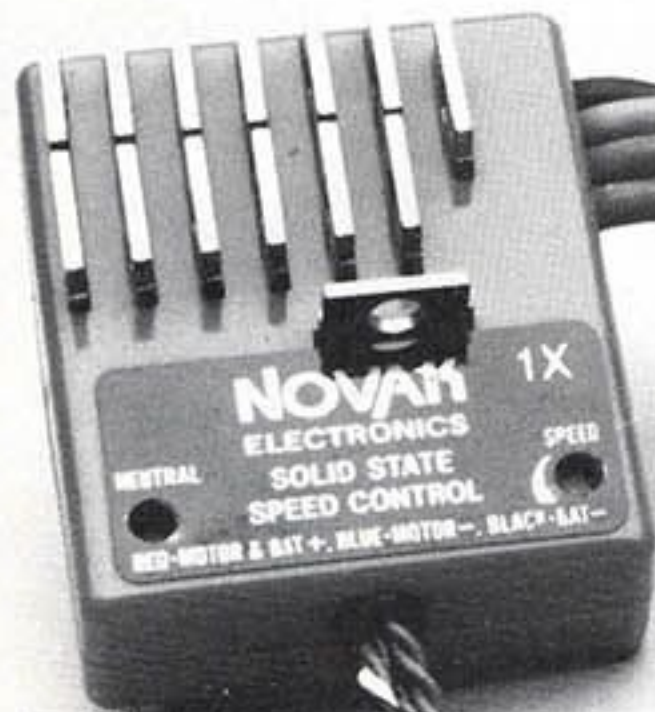
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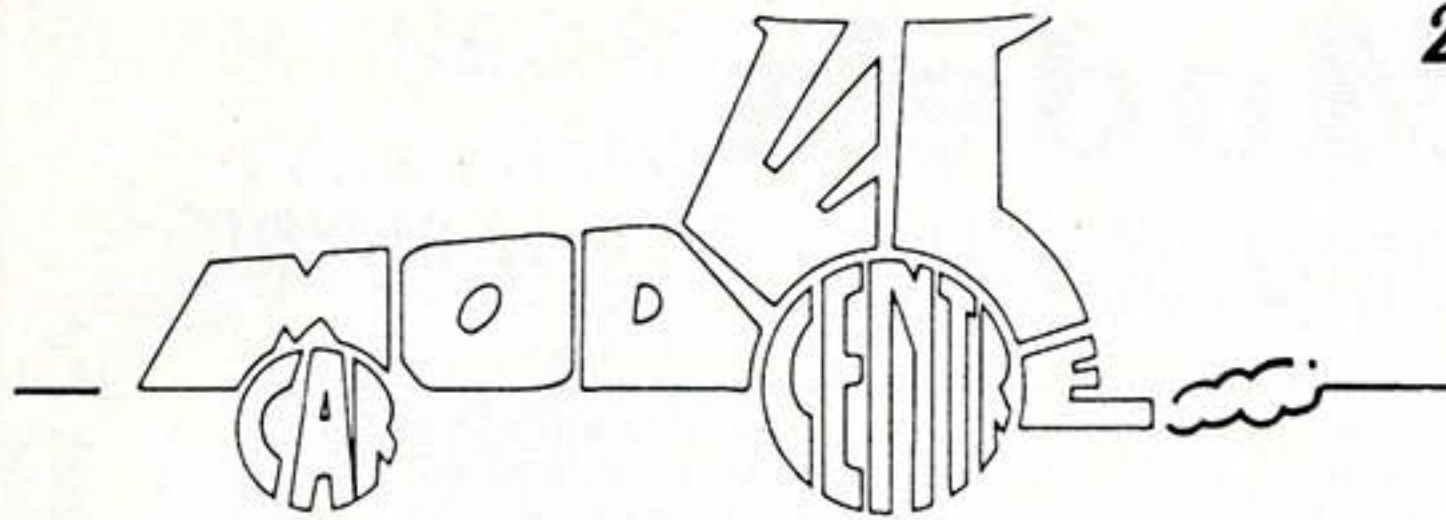
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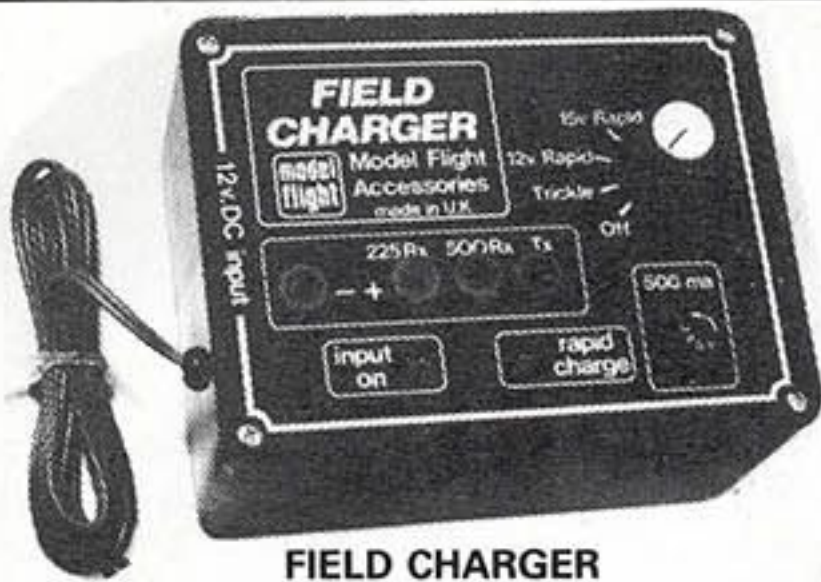
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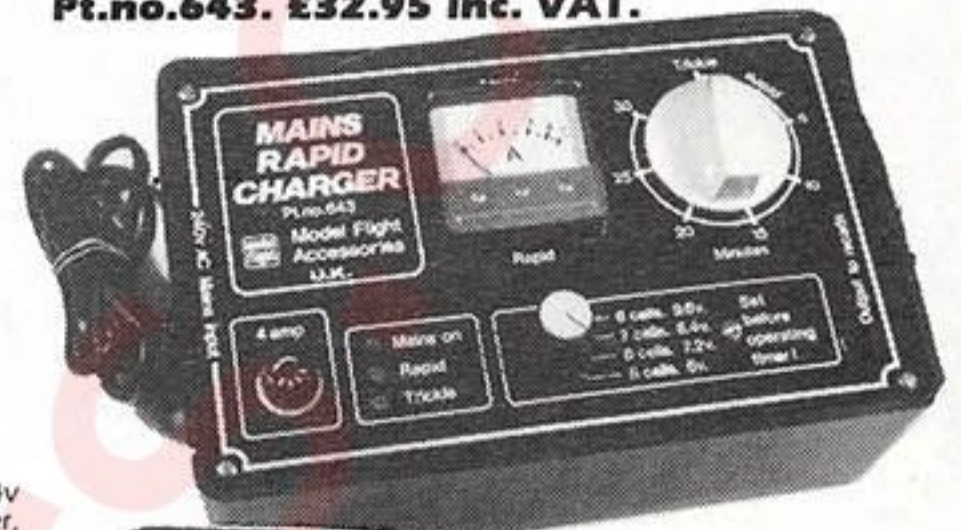
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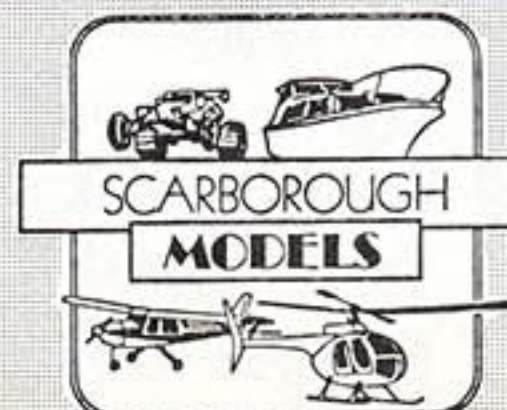
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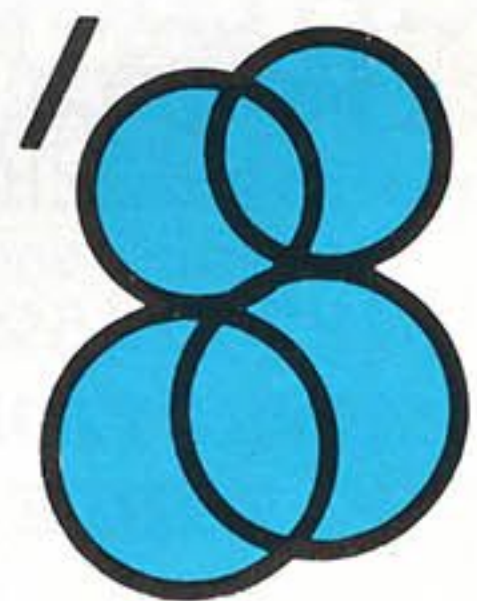
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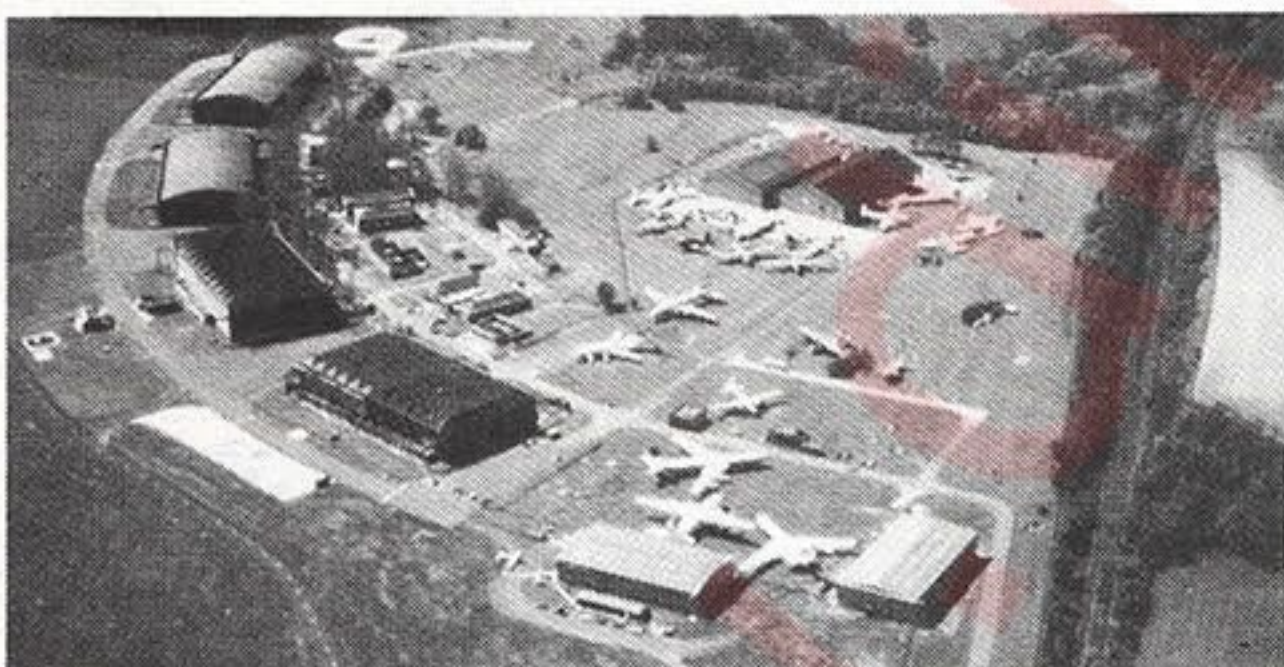
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3064	Stuart Bailey			GEC Stychfields	67	3111 David Ingram	Private 57
3066	Ben Sturnham			Racestore	99	3112 Darren Fisher	Private 52
3073	Darren Sansum			Bury St Edmunds	88	3113 Lee Bailey	Private 49
3074	Chris Jenks			Trans-Am Electronics	56	3114 Tim Lucas	Private 48
3075	Keith Belson			Trans-Am Electronics	55		
3082	Richard Adams			JS Racing	74		
3087	Alexander Page			Puma Racing	71		
3088	Rory Cull			Team Reedy	100		
3089	Craig Drescher			Penn Models	98		
3090	Chris Boakes			Private	97		
3091	James Barker			Private	96		
3092	Nick Cochrane			Private	95		
3093	Jason Varley			Central Models	92		
3094	Greg Cutler			Private	85		
3095	Greg Lane			Private	84		
3096	Marc Neal			Private	83		
3097	Simon Evans			Private	81		
3098	Bob Morris			Private	80		
3099	Scott Rayner			Private	78		
3100	Alan Blakeman			Private	77		
3101	Martyn Prince			Private	73		
3102	Ian Littley			Penn Models	70		
3103	Mick Doughty			Private	69		
3104	Michael Rutter			Private	68		
3105	Carl Sambrook			Penn Models	66		
3106	Allan Sambrook			Penn Models	64		
3107	Steve Chapman			Private	63		
3108	Paul Wright			Private	61		
3109	Christopher Harrison			Private	60		
3110	Trevor Bailey			Private	59		

RRC No.	Driver's Name	Club/Team	
	2WD STD		
2001	Warren Dawson	Radio Race Car	92
2002	Kevin Griffin	Macartneys Models	87
2005	Paul Lisseter	Team FTD	100
2006	G. Hind	Private	79
2012	Chris Davidson	Racestore	98
2014	James Brewer	Sandwell CA	91
2018	John Broadhurst	Kidderminster MCC	90
2028	Ollie Carnell	Team FTD	97
2034	James Dore	Rotheram Buggy Club	78
2039	Robert Hopkins	Private	95
2047	Ken Rieth	Donisthorpe	94
2054	Peter E. Smith	Lichfield Buggy Club	88
2055	Ian D. Smith	Lichfield Buggy Club	84
2060	David Sanders	Private	82
2066	Roy Rogers	Ludlow Buggy Club	93
2068	Mark Glover	Team FTD	99
2069	Phil Edmonds	Private	96
2070	Hugh Davies	Private	89
2071	Malcolm Harris	Private	86
2072	Tony Brace	Private	85
2073	Jason Bolton	Private	83
2074	David Ward	Private	81
2075	Dave Pearson	Radio Race Car	80

Stafford Modified 'A' Final 2WD

Final Pos.	Driver	Car	Cells	Motor	Speed Controller	Servo	Front Tyre	Rear Tyre
1	Rory Cull	RC10	Nosram	Reedy Silver	Demon FO	131SH	Cat	Cat
2	Ben Sturnham	2WD Cat	Laser	Demon	Speedmaster	131S	Cat	Cat
3	Mark Mainey	Ultima	SCR	Revolution 17T	Nosram	131SH	Cat	Cat
4	Steve West	Ultima	Nosram	MG	Nosram	131S	Cat	Cat
5	Craig Drescher	Ultima	Laser	Trinity	KOCX1	131S	Cat	Cat
6	Nick Cochrane	RC10	Nosram	MG	Nosram	131SH	Cat	Cat
7	Chris Boakes	2WD Optima Mid	RM Sanyo	Twister	Laser FO	131S	Cat	Cat
8	James Barker	2WD Cat	RCP/SCR	MG15 Double	Intronics	130SH	Cat	Cat

B Final Modified

1	Jason Varley	RC10	Prime Time	Revolution	Novak	131S	Proline	Cat
2	Mike Bridges	RC10	Nosram	MG	Nosram	131SH	Cat	Cat
3	Jonathon	Ultima	Overlander	MG	Intronics	131S	Trim Pins	Cat

Stafford Standard 'A' Final 2WD

Final Pos.	Driver	Car	Cells	Motor	Speed Controller	Servo	Front Tyre	Rear Tyre
1	Paul Lisseter	RC10	Overlander	JDM	Star	JR40	Cat	Cat
2	Mark Glover	Ultima	Overlander	JDM	Intronics	131S	Cat	Cat
3	Chris Davidson	Race Store Optima	Nosram	Demon	Speedmaster	131SH	Cat	Cat
4	Robert Hopkins	RC10	Magnum	Revolution	UFS	132H	Cat	Dyn
5	Ken Reith	RC10	Nosram	MG	JR FET	131S	Cat	Cat
6	Phil Edmonds	RC10	Sanyo SCR	MG	Touch Tronics	132H	Cat	Cat
7	Roy Rogers	RC10	Laser	MG	Futaba	128	Trinity	Cat
8	Oliver Carnelly	RC10	Overlander	JDM	Demon Pro	131S	Cat	Cat

B Final Standard

1	Warren Dawson	Ultima	Nosram	JDM	Nosram	128	Mardave	Cat
2	John Broadhurst	RC10	Sanyo SCR	Scorcher	Pro King	131SH	Cat	Cat
3	Peter Smith	2WD Cat	Sanyo SCR	MG	Intronics	128	Cat	Cat

RRC No.	Driver's Name	Club	Team	RRC No.	Driver's Name	Club	Team
4WD MOD				4WD STD			
5001	John Zotti	Basingstoke Radio CC	97	4001	Warren Dawson	Radio Race Car	100
5005	Chris Davidson	Racestore	72	4002	Kevin Griffin	Macartneys Models	83
5007	Paul Rouse	Bournemouth	76	4005	Nicholas Tulip	Thatcham RCC	74
5008	Len Gibbons	Basingstoke Radio CC	61	4006	Mark Ashton	Rushden Buggy Club	88
5010	Dave Eggleton	Sandwell CAC	45	4008	Tony Meech	Abergavenny RCCC	76
5016	Paul Jorgensen	Club Heathrow	64	4009	Richard Barton	Aylesbury ORRC	81
5020	Mike Billett	Chippenham Model CC	63	4011	Matthew Williams	Oakdale RCCC	95
5021	Jason Billett	Chippenham Model CC	32	4012	Cy Lapwood	Basildon BC	90
5023	Colin Paytes	Private	49	4013	Andrew Rose	Abergavenny RCC	70
5032	Craig Darnley	Timmins Electrical	13	4014	Mark Rogers	Basingstoke Radio CC	92
5036	Paul Green	Blakehall	37	4015	Roy Kelly	Basingstoke Radio CC	69
5037	Gary Cutler	West Mids Buggy Club	60	4016	Tony Bretton	Basildon Buggy Club	96
5040	R. C. Carless	Swindon Off Road	31	4021	Stuart Anderson	Basingstoke Radio CC	85
5045	Andrew Langdon	Swindon Off Road	99	4026	Steve Cook	Aylesbury Off RC	87
5046	Jason Cook	Medway Off Road Club	26	4028	Dave Pearson	Radio Race Car	62
5047	Larry Cook	Medway Off Road Club	33	4031	Matthew Trump	Thatcham	78
5049	Peter Darwell	Medway Off Road Club	51	4039	Stuart Perry	Basingstoke Radio CC	89
5050	Wayne Darwell	Medway Off Road Club	58	4042	Sam Durbin	Oakdale RCCC	75
5074	Jason Barnes	Worcester Model Car	20	4060	Philip Heath	TNT Publicity	71
5075	Mark Mainey	Dowty Radio CMC	91	4061	Chris Heath	TNT Publicity	84
5077	Dale Dickinson	Worcester Model Car	53	4069	Nathon Ralls	Medway Off Road Club	94
5079	Philip Agg	Dowty Radio CMC	54	4079	Steve Pike	Basingstoke Radio CC	91
5080	John Derrick	Sloopy RCW	65	4094	Mark Tamsitt	Team Apex Models	99
5081	Colin Taylor	WLRC	24	4095	Neil Tamsitt	Team Apex Models	98
5086	Duncan Wood	Dowty Radio CMC	75	4098	Ross Cole	Dangerous Bros	93
5090	Chris Head	Chippenham Model CC	44	4107	Martin Bishop	Basingstoke Radio CC	73
5093	Brennan Ralls	Medway Off Road Club	93	4151	Michael Wray	Private	97
5106	Chris James	Private	38	4152	Andrew Beesley	Private	86
5109	Peter Freeman	West Mids Buggy Club	22	4153	Steve Allen	Private	83
5111	Stephen Jackman	Swindon Off Road	46	4154	Chris Grange	Private	80
5112	Jonathon Vale	Alcester Buggy Club	86	4155	Simon Beale	Private	79
5113	Robert Kirby	Basingstoke Radio CC	62	4156	Justion De'ath	Private	77
5119	Stuart Yates	Chiltern Model CC	80	4157	Jason Simmons	Private	68
5121	Mark Duchacek	Eden Park Overlander	23	4158	Stuart Ashford	Private	67
5122	Mike Stevenson	Private	83	4159	Richard Clements	Private	66
5126	John Iliffe	DRCMC	67	4160	Lee Butcher	Private	65
5139	Neil Cross	Swindon	41	4161	M. McGuire	Private	64
5140	Tim Shipton	Swindon	39	4162	G. McGuire	Private	63
5149	A. Buckley	Basingstoke Radio CC	56				
5154	Lee Timmins	Timmins Electrical	40				
5155	Mark Timmins	Timmins Electrical	30				
5158	Mark Hewitt	Team Laser	88				
5159	Les Hewitt	Team Laser	79				
5163	John Robert Fryer	Private	74				
5164	Ben Sturnham	Racestore	98				
5169	Eddie Williams	Cardiff	66				
5170	Peter Williams	Cardiff	19				
5174	C. T. Walker	Dowty Buggy Club	29				
5175	A. R. Walker	Dowty Buggy Club	70				
5178	Dave Richards	Wellingborough BC	21				
5179	Carl Richards	Wellingborough BC	14				
5186	Alan Garrington	Swindon Off Road	82				
5187	David Nash	North Worcs MCC	25				
5211	Rory Cull	Team Reedy	100				
5212	Steve Legg	Private	95				
5213	Jason Varley	Central Models	94				
5214	David Searle	Private	90				
5215	Nick Cochran	Private	89				
5216	Nick Daman	Medway Off Road Club	87				
5217	S. Evans	Private	85				
5218	Brian Burrows	Private	84				
5219	D. Bruton	Private	81				
5220	Paul Evans	Private	78				
5221	Paul Ash	Private	77				
5222	Daryl Firth	Private	73				
5223	Paul Dudley	Puma Racing	69				
5224	John Clark	Private	68				
5225	Adam Green	Brimod	59				
5226	Elliott Stevens	Brimod	57				
5227	Brian Pierce	Kidderminster MCC	52				
5228	Martin Hassam	Private	50				
5229	James Porter	Private	48				
5230	Richard Finch	Private	47				
5231	Edward Walden	Private	43				
5232	Darren Murphy	Private	42				
5233	Aris Tellier	Private	36				
5234	Craig Shurmer	Private	35				
5235	Roy Rogers	Ludlow Radio Car Club	34				
5236	Neil Gregory	Private	28				
5237	Nick Coates	Private	27				
5238	Andy P. Pierce	RCP	18				
5239	Chris Hampson	Private	17				
5240	Phil Waldren	Private	16				
5241	Steve Thomas	Private	15				
5242	David Blackmuir	Private	12				

Swindon Modified 'A' Final 4WD

Final Pos.	Driver	Car	Motor	Cells	Servo	Front Tyre	Rear Tyre	Speed Controller
1	Rory Cull	Cat	Reedy Red Dot	Schumacher Custom	131SH	Cat	Cat	Pro King
2	Ben Sturnham	Cat	MG18 Double	Schumacher Custom	131SH	Cat	Cat	Speedmaster
3	Andrew Langdon	Optima Mid	MG17 Quad	Nosram	Koplo	Cat	Cat	Nosram
4	Jason Varley	Optima Mid	Revolution WT MAG 4	Prime Time	131SH	Proline	Eagle	Novak
5	Chris Boakes	Optima Mid	Twister	SCR	131S	Cat	Cat	Laser
6	Mark Mainey	Optima Mid	Revolution 16T	Prime Time	131SH	Proline	Cat	Nosram
7	Brennan Ralls	Maxima	Twister 19D	Parma	131SH	Cat	Cat	PB
8	John Zotti	Cat	Twister	Laser	131SH	Cat	Cat	Novak
9	Steve Legg	Optima Mid	Demon 240W	SCR	131SH	Cat	Cat	Nosram
10	Alex Page	Cat	Trinity 16T	Sanyo	131SH	Cat	Cat	Nosram

Swindon Standard 'A' Final 4WD

Final Pos.	Driver	Car	Motor	Cells	Servo	Front Tyre	Rear Tyre	Speed Controller
1	Matt Tamsitt	Optima	Trinity	Apex SC	131S	Cat	Cat	Demon Pro King
2	Nathan Ralls	Maxims	Scorcher	Parma	131SH	Cat	Cat	Laser
3	Michael Wray	Cat	MG	Overlander	131S	Cat	Cat	Demon
4	Mark Rogers	Cat	Parma K	Apex SC	148	Cat	Cat	Demon
5	Ross Cole	RC10 Concept	Twister	Overlander	131S	Cat	Cat	Radio Active Intronics
6	Warren Dawson	Optima Mid	Trinity	Nosram	131SH	Option House Spikes	Cat	Nosram
7	Matthew Williams	Cat	Demon	Jonspeed	148	Cat	Cat	Laser
8	Neil Tamsitt	Optima Mid	Trinity	Apex SC	131S	Cat	Cat	Futaba
9	Steven Pike	Mini Mustang	Trinity	Apex SC	JR 505	Pin Spike	Pin Spike	Pro King
10	Tony Bretton	Optima Mid	MG	MIH	128	Optima	Optima	Radio Active Photon

DIARY DATES

Donisthorpe

A full years racing at Donisthorpe the calendar is as follows:

1988

April	17	Frosty Fingers Rnd 2	10am
May	28/29	24 Hour Charity Race	
July	17	RRC 2WD (Belfry)	10am
Aug	14	BRCA Round 2WD	10am
	28/29	Western Park	10am both days
Sept	17	Caldecote Club Mtg	2pm
	18	Caldecote 5th Mid Champs	10am
	24	Moria Steam Club Mtg	
	25	Moria Steam	
Oct	23	Jnr National	10am
Dec	4	Frosty Fingers Rnd 1	10am
	31	Fun Day Race	10am

1989

Jan	8	Frosty Fingers Rnd 2	10am
Feb	5	Frosty Fingers Rnd 3	10am
Mar	5	Frosty Fingers Rnd 4	10am
	26	Frosty Fingers Final	10am

Scarborough

Sunday May 1 sees Scarborough hold round 4 of the BRCA 1/8 rallycross champs. Monday May 2 sees the Yorkshire Carpets rallycross champs at the same venue. For further details contact Jim (0723) 378628.

Wrexham Offroad Club

Chris Kelly, Chairman of Wrexham club sent Diary Dates, his venue list is as follows:

1988

April		Bank Holiday Mtg	10.30am
		BCL Inter Club (Wrexham)	
	10	BCL Rnd 1 (Shrewsbury)	
	24	Club Championship Rnd 1	10am
May	1	Club Mtg	10am
	15	BCL Rnd 2 (Wrexham)	10am
	29	Club Championship Rnd 2	10am
June	5	BCL Rnd 3 (Oswestry)	
	12	Pochin Wrexham Cup	10am
	26	Club Championship Rnd 3	10am
July	3	Club Race Mtg	10am
	10	BCL Rnd 4 (S.O.T.)	
	17	Club Race Mtg	10am
	31	Club Championship Rnd 4	10am
Aug	14	Club Race Mtg	10am
	28	Club Championship Rnd 5	10am
Sept	4	BCL Rnd 5 (Crewe)	
	11	Club Race Meeting	10am
	18	BCL Rnd 6 (Bridgenorth)	
	25	Club Championship Rnd 6	10am
Oct	8	Autumn Trophy Mtg	10am
	23	Club Championship Rnd 7	10am
Nov	5	A.G.M.	
	13	Children in Need Endurance Race	11am
	27	Winter Series (Indoor)	11am
Dec	4	Winter Series (Indoor)	11am
	18	Christmas Trophy Mtg	10.30am

1989

Jan	1	New Years Day Endurance Race Indoors	12am Start 3pm Finish
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For further details contact Chris Kelly on Wrexham 356981.

Torbay Battle of the Giants

An event for monster vehicles has finally been organised by the Torbay Club and Monsells Models, the event caters for 1/10 to 1/12 monster trucks and should be one not to miss. For further details contact Sue Aland, Monsells Models 56/58 Winner Street, Paignton, S. Devon. TQ3 3QN.

Scarborough Radio Control Club

A list of events, dates and details from Scarborough

Summer League Championship Series 1988

A Series will be run this 'Summer' catering for:-

- Class 1 — 1/12
- Class 2 — 1/10 2WD Standard
- Class 3 — 1/10 2 or 4WD Open
- Class 4 — 1/8 I.C.

To qualify as a points scorer to compete for the increased list of awards at the end of the series you will be required to register for your class for the series. Cost will be £1 per class (one registration fee payable per class entered for the series).

This will mean that the non-registered drivers will (subject to membership rules) be able to race on the day — but will *not* be counted points-wise for the championship. Non-members may race at any meeting, subject to, paying the surcharge of £2 per round for up to a maximum of three rounds after that point the competitor can if they wish apply for club membership and £4 of the surcharge will be off-set against the membership fee applicable.

Closing date for registration will be the date of the first round of the class in which you wish to register for:-

i.e. March 27th for all except I.C. which will be May 29th.

Event dates will be as follows:-

Round	Date	Race Director	Telephone No.
1	March 27	John Edmund	(0723)363046
2	April 10	John Lowey	(0262)82324
3	April 24	John Edmund	(0723)363046
4	May 8	John Lowey	(0262)82324

The above rounds will be held at The Scout Hall, Maple Drive.

The following rounds will be held at the Club's Outdoor Circuit:-

5	May 29	To be announced	
6	June 12	Bruce Cornall	(0723)373415
7	July 10	Derek Bradby	(0723)351949
8	July 24	Jim/Tim Richards	(0723)378628
			daytime only
9	August 7	Bruce Cornall	(0723)373415
10	August 21	Derek Bradby	(0723)351949
11	Sept 4	To be announced	
12	Sept 18	Neil Wirth	
13	October 2	John Lowey	(0262)82324

Series co-ordinator: Bruce Cornall (0723) 373415

Series referee/scrutineer: To be announced

Points System(s)

1/12 Series — Points from a maximum of 3 out of the 4 rounds to be held Indoors.

1/10 Series — Points from a maximum of 9 out of the 13 rounds to be held Indoors & at

the outdoor track.

1/8 Series — Points from a maximum of 6 out of the 9 rounds to be held at the outdoor track.

The cost to members of each INDOOR event will be; £1.50 1/10 £1.00 1/12

The cost to members of each OUTDOOR event will be; £1.50 1/10 £2.00 1/8

Additional Events — To be held at our Track

Date	Race Director	Event
May 1st	Jim Richards	BRCA 1/8 I.C.
May 2nd	Jim Richards	Yorkshire Carpets 1/8 I.C.
June 26	Jim Richards	BRCA 1/10 Regional

Assistance Required

To improve the facilities and standard of event where possible your Club Committee would welcome offers of help to assist the present organisers of events — this should make it possible for each person to do a little less and create a more professional style of event which may attract better publicity and/or sponsorship/national series events etc.

Swindon Off Road

To celebrate Swindons new track a forthcoming events list.

May	2nd	Open team event, 10 drivers per team	£2.50 per driver
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Opening of our new track with heated indoor pits

	22nd	Basingstoke Rnd 1 BRCA Southern Lge
July	31st	Southampton Rnd 2 BRCA Southern lge
Aug	21st	Swindon Rnd 3 BRCA Southern lge
Sept	18th	Porchester Rnd 4 BRCA Southern lge
	25th	BRCA Rnd 13 2WD National Mtg
Oct	30th	Open National Doubles Mtg (incorporating Rnd 1 outdoor open winter series)
Nov	30th	Rnd 2 Outdoor open winter series
Dec	18th	Rnd 3 Outdoor open winter series (trackside heated indoor pit area at all winter mtgs)

For further details phone Clive Taylor (0793) 29239.

Northampton Greyhounds

Are holding the Schumacher Challenge series as follows:

Race	Date	Closing Date
1	April 10th	April 2nd
2	May 15th	May 7th
3	June 5th	May 28th
4	July 3rd	June 25th
5	September 4th	August 27th
6	October 2nd	September 24th
7	October 30th	October 22nd

Race Programme

8.30 — Arrival — Practice open
 9.00 — Booking in
 9.30 — Practice closed
 9.45 — Drivers Briefing
 10.00 — Heats commence
 For further details contact Robert Tarrant (0604) 494553 After 6.00 pm.

Race Events? Be sure to send the details to Radio Race Car, Masefield House, Wells Road, Malvern, Worcs. WR14 4PA — and make it an event to remember.



DEMON

1988 MOTORS FOR THE NEW SEASON 1988

★ Many new winds now available ★ A motor for every car and occasion
A motor for every pocket

All motors feature 1mm thick steel cans with Black Finish, and high strength magnets set at optimum strength. Motor brushes are removable for cleaning etc.

LIMITED COST CLASS MOTORS: featuring graphite steel bearings, balanced armatures and timing fixed at optimum advance.
 1 x 35T. 1/12th 8 minute standard class BRCA motor advanced £13.50 1 x 27T Off-road standard class BRCA motor with maximum set advance £13.50

LIMITED COST RACING CLASS MOTOR: featuring graphite bearings, balanced armature and timing fixed at optimum advance.
 1 x 22 TR Single 22 turn motor for 2WD. 1 x 19 TR Single 19 turn motor for exciting speed and power.....£15.00

LIMITED COST MODIFIED CLASS MOTORS: featuring ball races, adjustable timing, can be taken apart for cleaning etc. Armatures are dynamically precision balanced.
 Single 22 Turn. The long life 2 wheel drive club motor £20.00 Single 19 Turn. The high speed track motor £20.00
 Single 17 Turn. The high speed track race motor £20.00

MODIFIED CLASS MOTORS: All the features of the modified class motors and with multiple winds for special performance characteristics.
 Double 26 turn. For 1/12th scale 8 minute races £25.00 Quad 18 turn. High speed and torque motor £25.00
 Double 22 turn. The popular all rounder for club racing £25.00 Quad 17 turn. Medium torque, high speed motor £25.00
 Triple 21 turn. The performance motor for 2 wheel drive £25.00 Double 16 turn. Fast long track motor £25.00
 Triple 20 turn. The powerful fast club motor £25.00 Triple 16 turn. Fast torque motor for all tracks £25.00
 Quad 20 turn. High efficiency race motor £25.00 Double 15 turn. High speed, high torque motor £25.00
 Double 19 turn. Medium size track fast race motor £25.00 Triple 15 turn. High speed, medium torque motor £25.00
 Triple 18 turn. Fast medium track with long straight £25.00 Quad 14 turn. Fastest track motor with efficiency £25.00
 Eliminator single 16 turn. High speed and efficiency with wet magnets £35.00

POWER KING MOTORS All the features of the modified class motor and with the latest high gauss wet process magnets featuring field strength optimised to the winding. The magnets will retain their strength for longer than normal types. The armatures are dynamically precision balanced for minimum force and couple moments. Available in any of the winds above. Please specify £35.00

MOTORS — SPARE PARTS All parts and armatures available.

1988 2 WHEEL DRIVE CLASS

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 RC10 KIT 6000 fully ballraced £140.00.
 All spares, bodies and parts available.



1/12th CARPET RACING

RC12L graphite £110.00, RC12L epoxy £60.00. Wheels, tyres, bodies available.

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Written enquiries SAE please

STOCK AND OVAL

by Mike Smith

May already, and at last the I.C. season is on, have you got your Stockcar in fine fettle for the 88 season, if not then you are leaving it very late.

The start of the season is always the best time of the year, the closed season plans can now be put to the test in race conditions.

Down at Nottingham the lads and lassies have been up to their necks in muck and tarmac as they have built the new circuit from nothing, we have more from the Newcomers corner which appears to be the popular place to be if you are a newcomer and there are lots of you starting your first season this year.

World Final Data Change

But firstly and importantly just when you thought it safe to go on to the circuit they go and change the date of the World Final, I only hope this change doesn't upset your schedule as much as it has mine, but no doubt the change was brought about by some life and death catastrophe on the scale of the Titanic, they wouldn't change because it clashed with someones holiday arrangements or anything like that would they?

The date for the World Final is now one week earlier than planned on September 4th 1988, the venue remains unchanged, Radio Stockcars Leicester.

Newcomers Corner

Hope you liked the back to basic approach in last issue, this month we follow through with the same theme, hoping to shorten

the frustrating time for the newcomer who has enough to contend with getting around the circuit let alone worrying about the mechanical components that almost certainly will come adrift just before the chequered flag.

Last issue we covered the steering geometry and the clutch unit, this month we move about the car stopping off at the trouble spots like a tube of Clearasil.

First off the steering servo, the servo saver and linkages, to expect the steering servo to centre the steering in the same place every time you release the radio stick is too much to expect, although it is not too much to ask, you need to know that the car will respond in the same way every time you come out of a bend, on the Stockcar circuit winning is a lot about being quick out of the bend, on the Stockcar circuit winning is a lot about being quick into the bend, quick into the bend also helps but you can't mess about when you exit having to spend precious seconds trying to straighten up.

If you allow a little play in the linkage between the servo and servo saver the steering will centralise itself as you exit the bends, this will allow more predictable steering, a must for the competitive driver (see diagram).

The Spare Belt

It has been a long established practice to carry a spare drive belt over the back axle and the crankcase of the engine, this is so that if you have the misfortune of having your drive belt break during a race you can

with reasonable ease fit the spare without losing too much time, personally I would prefer to change the drive belt say after four meetings to ensure that the problem did not arise, if the belt does break the time lost is normally too long to warrant the spare belt. I have seen many cars stalled with marshalls trying to fit a new belt to an unfamiliar car.

If you find that a spare belt is a worthwhile addition then make sure the belt is not dragging on the rear axle or more importantly comes in contact with the fly wheel as this will put a strain on the engine and cause overheating problems, which can make it difficult to pin point the problem as the belt will normally move away from the fly wheel when you check the car leaving everything looking normal until the next outing were the belt will slide about the crankcase causing the problem once more.

Max Throttle

Good name for a driver, but also a point to mention when it comes to working out your throttle linkage, it is important to achieve maximum throttle opening for the minimum movement of the servo.

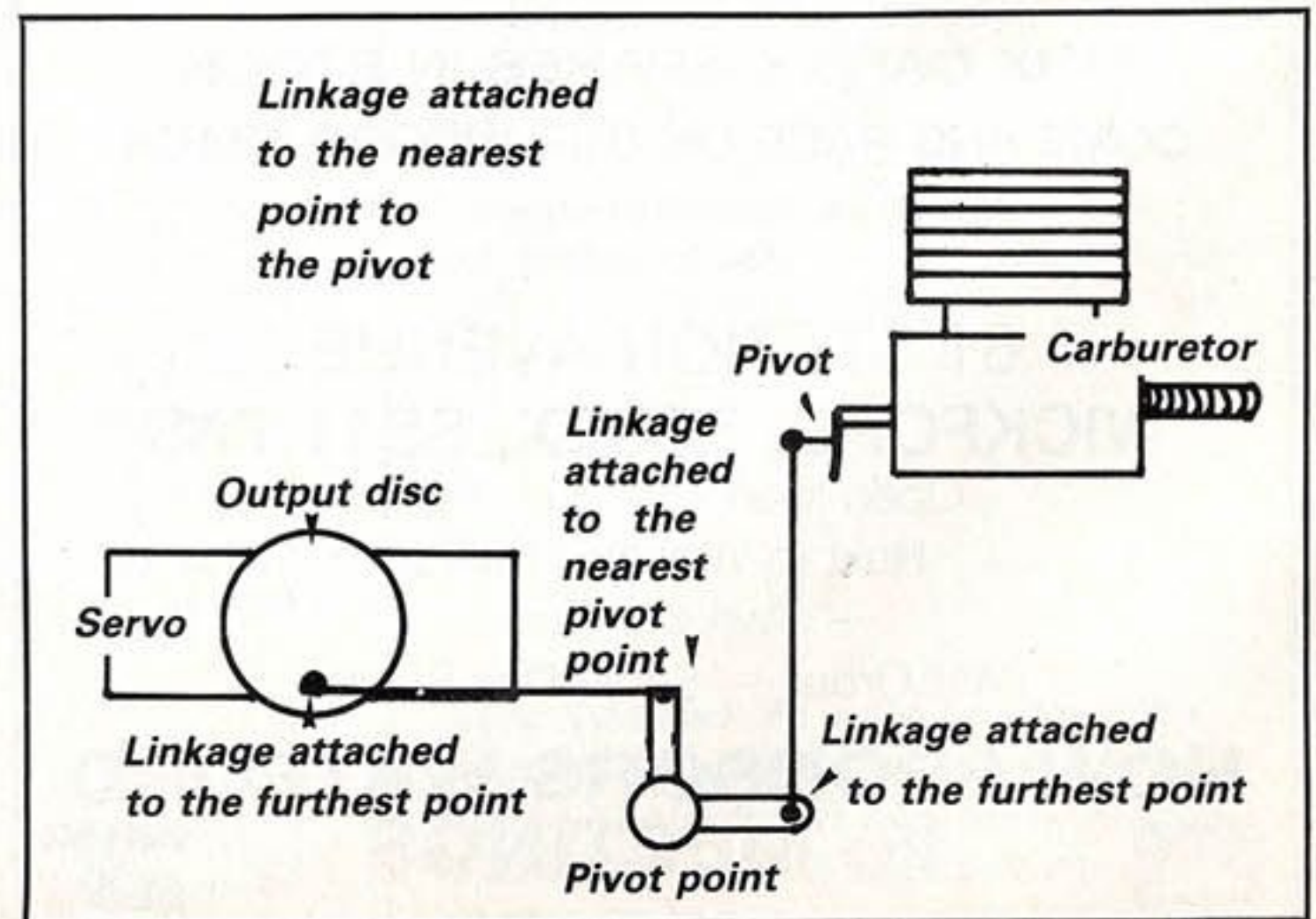
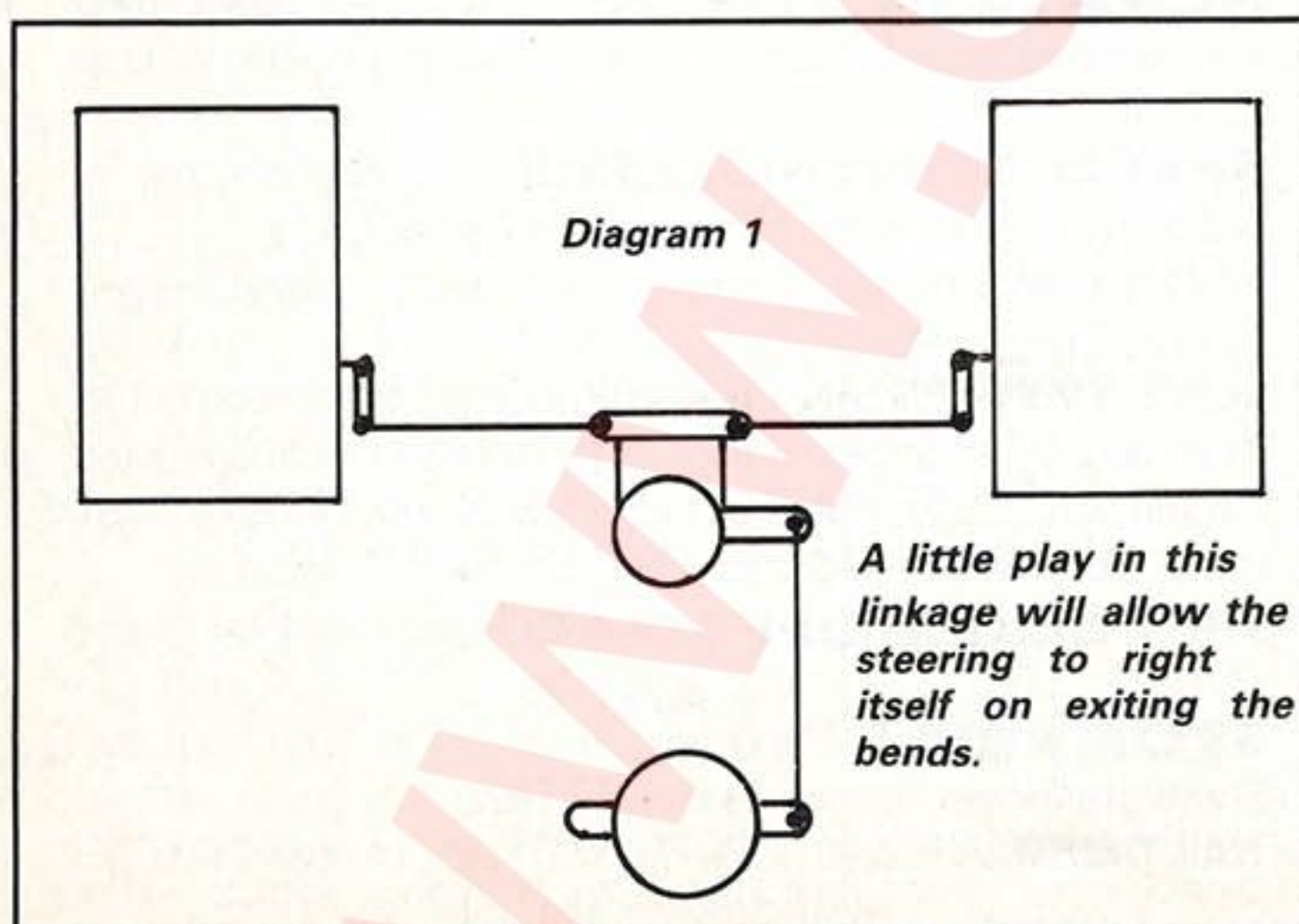
This is achieved by planning so that you make full use of the bellcrank.

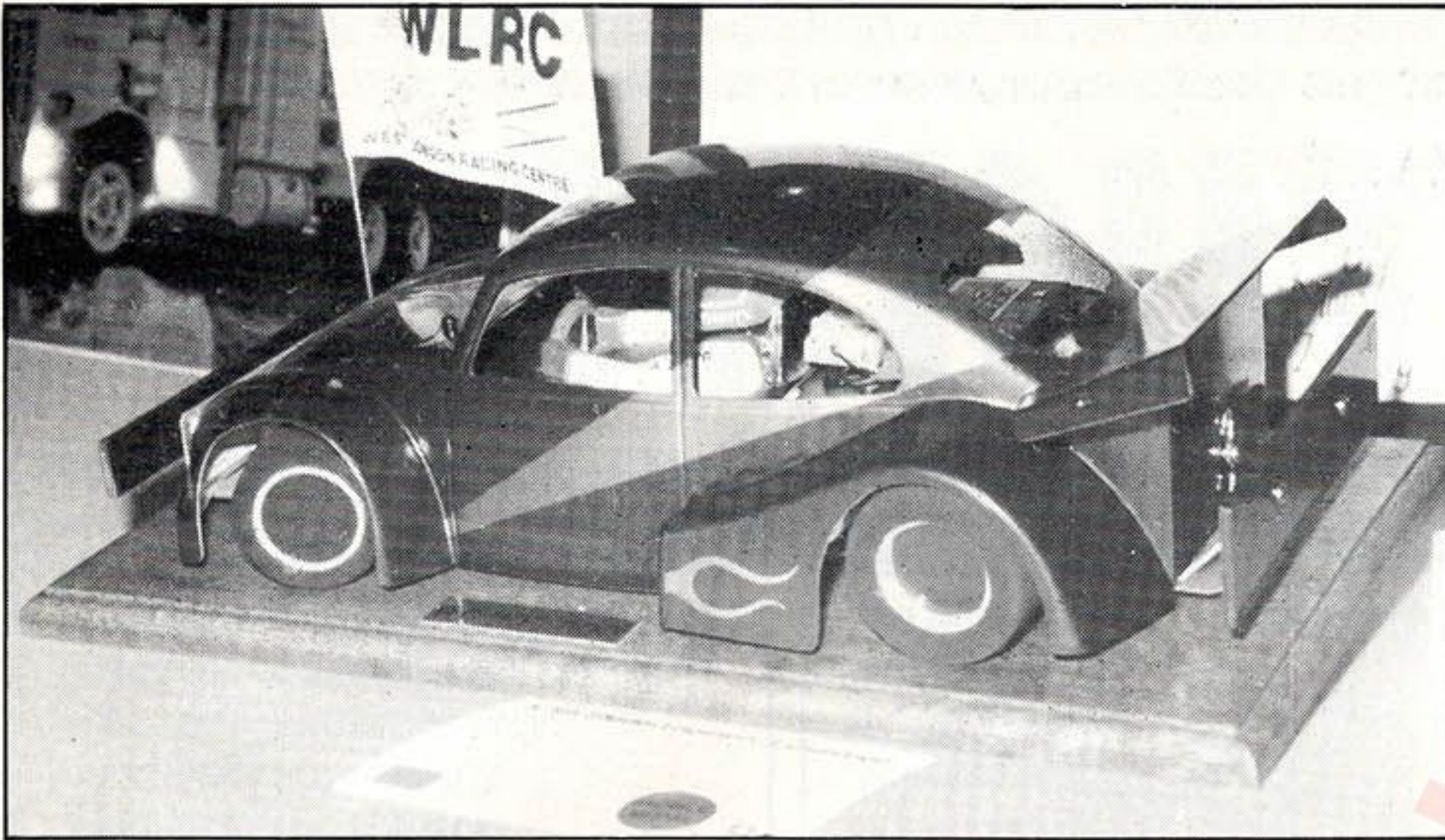
The barrel type carburetor fitted to the engine in a conventional Stockcar uses a throttle bellcrank to change the direction of the pull of the servo, this can be used to great advantage as this change in direction will allow slight movement of the servo to be exaggerated so as to give you maximum throttle movement for only a slight touch of the radio stick.

First you will need the largest servo output disc in your collection, the first linkage should be attached to the furthest point from the centre giving maximum movement, the other side of the linkage should be attached to the bell crank as near the centre pivot as possible, this will ensure that the bellcrank will revolve to it's maximum.

The second of the two linkages that goes from the bellcrank to take full advantage of the movement created by the servo, the other side should be attached to the nearest mounting to the pivot point of the carburetor.

This will give the desired effect, this method is also useful for the increasing the steering movement of the steering servo (see diagram).





Adrian Jacobs beetle won a bronze medal at the model engineering exhibition.

Ovalkeenies Of The Mini Kind

Chris Garratt writes to inform us of the Downham Mini Stock Club who race on carpet both standard and modified classes, this takes place on alternative Sundays in Downham Nr. Bromley in Kent, the club have been racing for two years and the contacts are:

Chris Garratt — 0322 527289
Terry Nash — 01 460 0818

The car that fits in with limited cost oval racing is the Beetle this one pictured here belongs to Adrian Jacob who won a Bronze Medal at the Model Engineering Exhibition.

We are still looking for more information from the clubs who race Mini Stock races so don't forget club secretaries drop us a line.

Nottingham Radio Stock Cars

Question — What do you get when you cross an empty field with 10 tons of tarmac, 20 tons of roadstone, 350 slabs, bricks, cement, hard work and a willing club membership?

Answer — A brand new track and a very tired team of workers.

It became a necessity rather than just moving for moving sake that the Nottingham Radio Stock Car Club pulled up it's roots from the Basford Hall Miners Welfare Ground, which it has occupied since 1980. Those of you who have raced on the circuit will no doubt know how tricky the surface was especially in the wet. It was considered three seasons ago to resurface; but no

Rob Thorpe up to his waste in muck and excavators.

guarantee could be given by the welfare committee as to how long the club could use the site so therefore the club was run on a year to year basis.

At the 1986 AGM it was recommended that a new site be found as the track surface was badly deteriorating. Two sites were found, but the first one was thrown out after a meeting with local residents, the council officials and club members. The reason being the failure of a noise test. The only alternative was to start work on the second site.

Tenders were put out to different contractors for the laying of the track, this being won by W Pollard & Son of Mapperly Notts (can't beat a good plug) who started work late September last year. As work began it became apparent that the field where the track was to be laid was on a greater gradient than first thought and extensive excavation was required to get a level track. Two days later and at least 200 tons (yes you did read that right, 200 tons) the site was level enough for the laying of the foundation of the track (the clay and soil being heaped up along the back straight, the top of which gives an excellent viewing point for spectators). As the week went on the roadstone foundation and kerb edging were put down followed at the weekend by the base and top coat of tarmac, the top coat being specially mixed to give better fuel proofing characteristics.

Contractors work done, it was now time for the club to do it's bit and a rather large

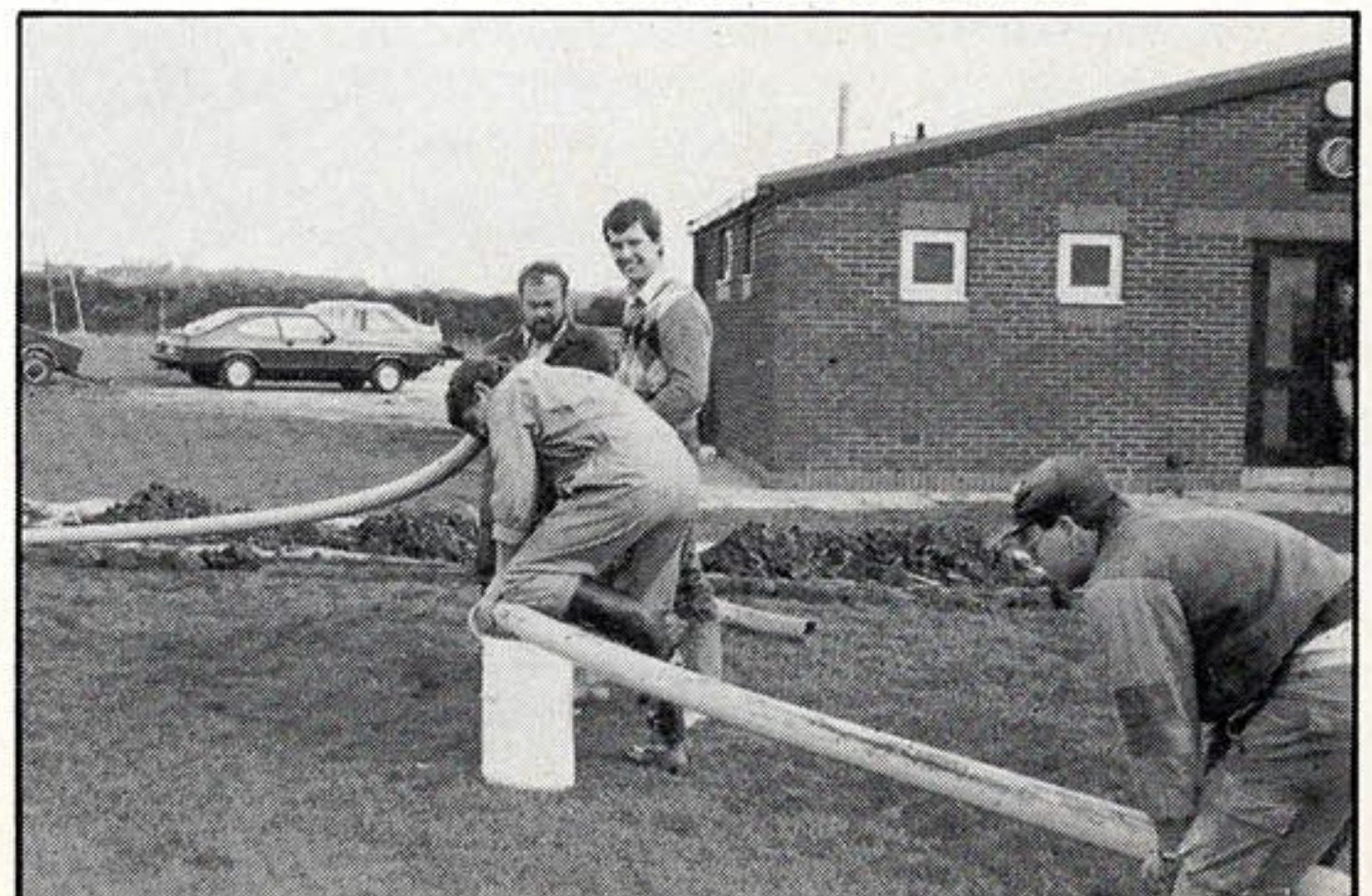
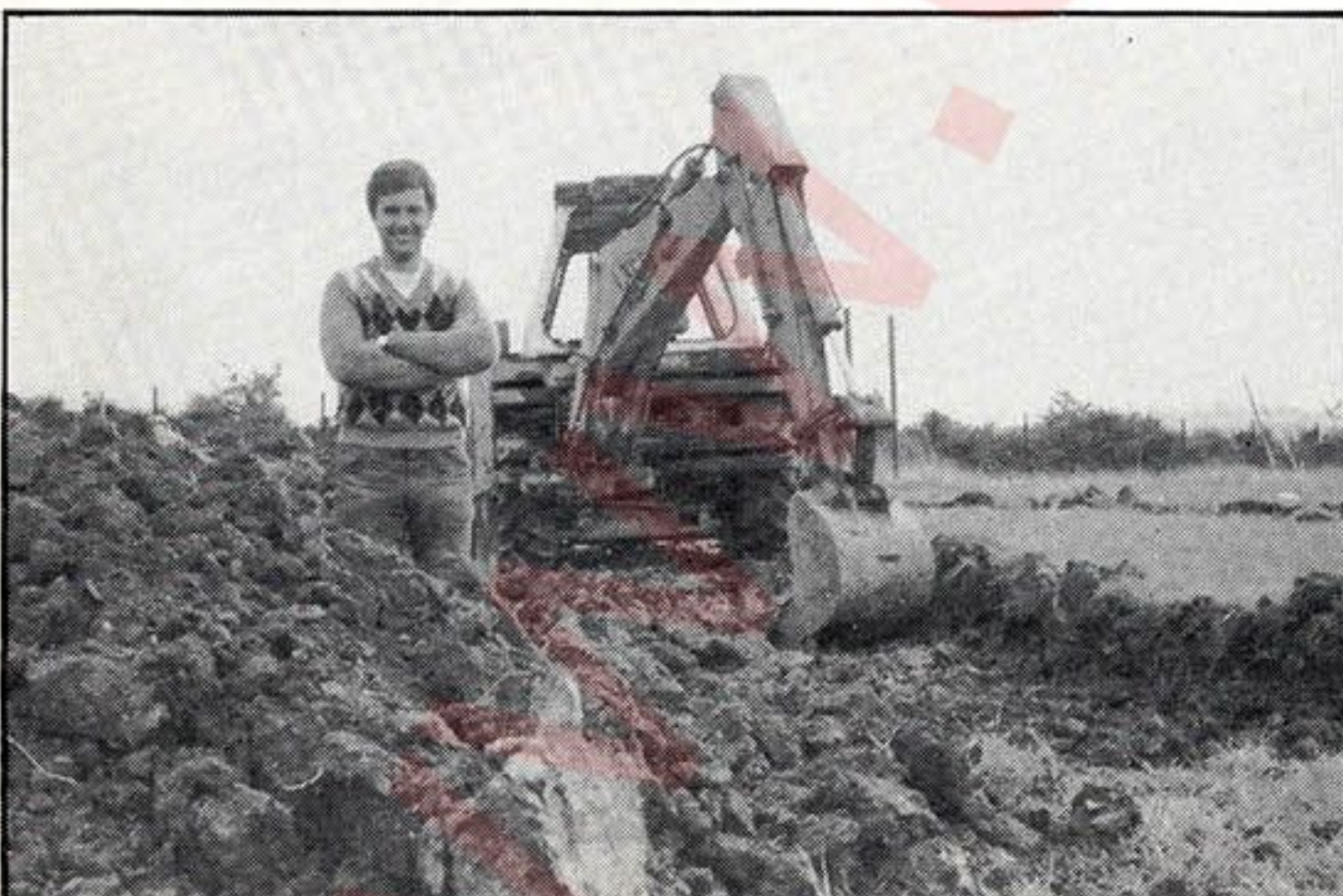
bit it turned out to be. The land had previously been outcropped and the human race cannot put right what nature had taken years to do, the natural drainage of the land being totally destroyed. So the next job was to put in land drainage. The area around the track was the first area to be done, with a sump to catch any sediment. From the sump a main drain was run to the edge of the field to get rid of the water. Next the infield was done with land drain down the straights and gravel drainage on the corners. Water from the infield passes under the track through pipework laid in previously by the contractors. Total pipework being 130 m. The next job was to provide suitable walking area around the track for the marshals. Several ideas were considered ie. grass, tarmac or slabs. The last one being decided on as this could be done as funds were available.

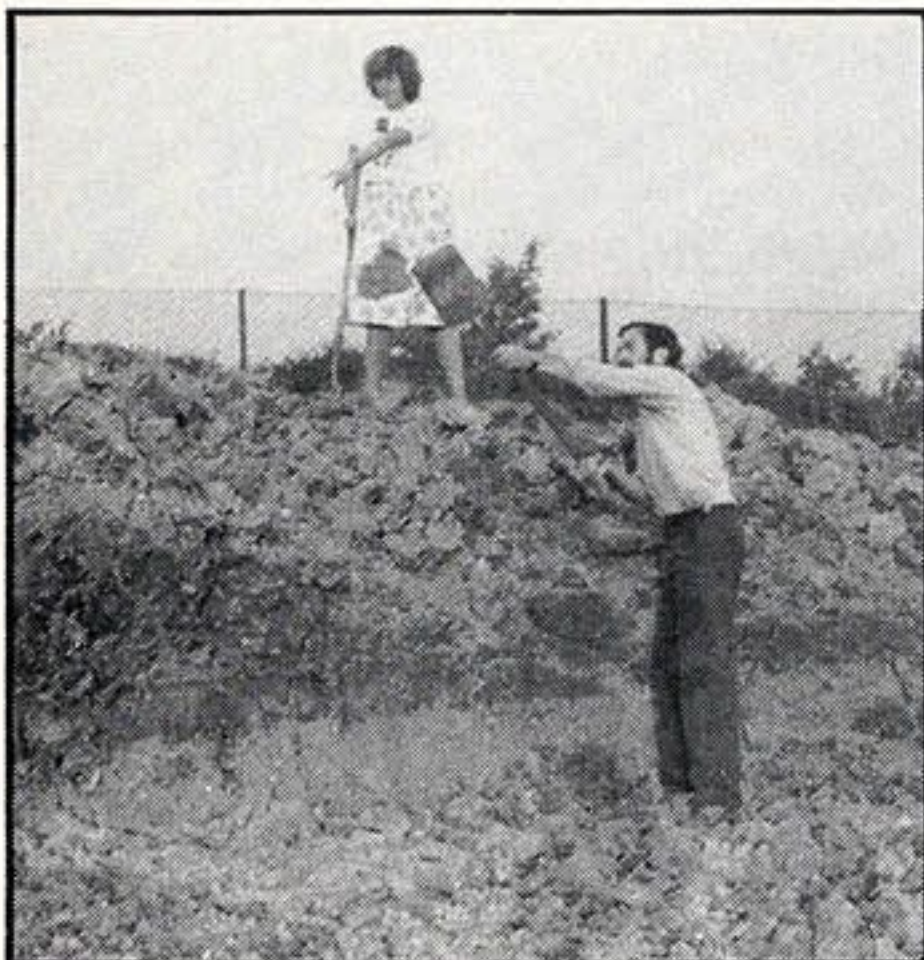
This was completed in the second week in February with the sponsorship monies allocated in January (more about that later).

A new drivers rostrum was needed so this project was taken on by apprentice bricklayer John Buckley and completed at the same time as the slabwork. The fence from the old track has been uprooted and taken to the new site where it has been extended to surround the new track which has been built to the EMSA minimum size (this has yet to be cemented in). A hard standing is at present being made to provide a pits area of just over 500 sq. feet, but with further plans to extend and cover the pits in the future.

That for the moment is how things look and with only four more weekends before the start of the season an all out effort has got to be made to get all of the jobs completed. As mentioned earlier jobs were undertaken as money became available, as most of the club funds were spent on the laying of the track. It may seem bad planning to undertake a big project like this knowing that with the lack of cash it was an unobtainable goal to achieve. A lottery ticket sale was taken on by two club members and at present raised over £200. Another £200 was obtained through a council grant (more money would have been available if we had known how the grant system worked before, but you learn by your mistakes). A member who certainly deserves a

This is the second photo with Rob Thorpe stood supervising, this time for the laying of the drainage system, I have been told he only stopped work twice in all the time it took to construct, it just happened that someone recorded it on film.



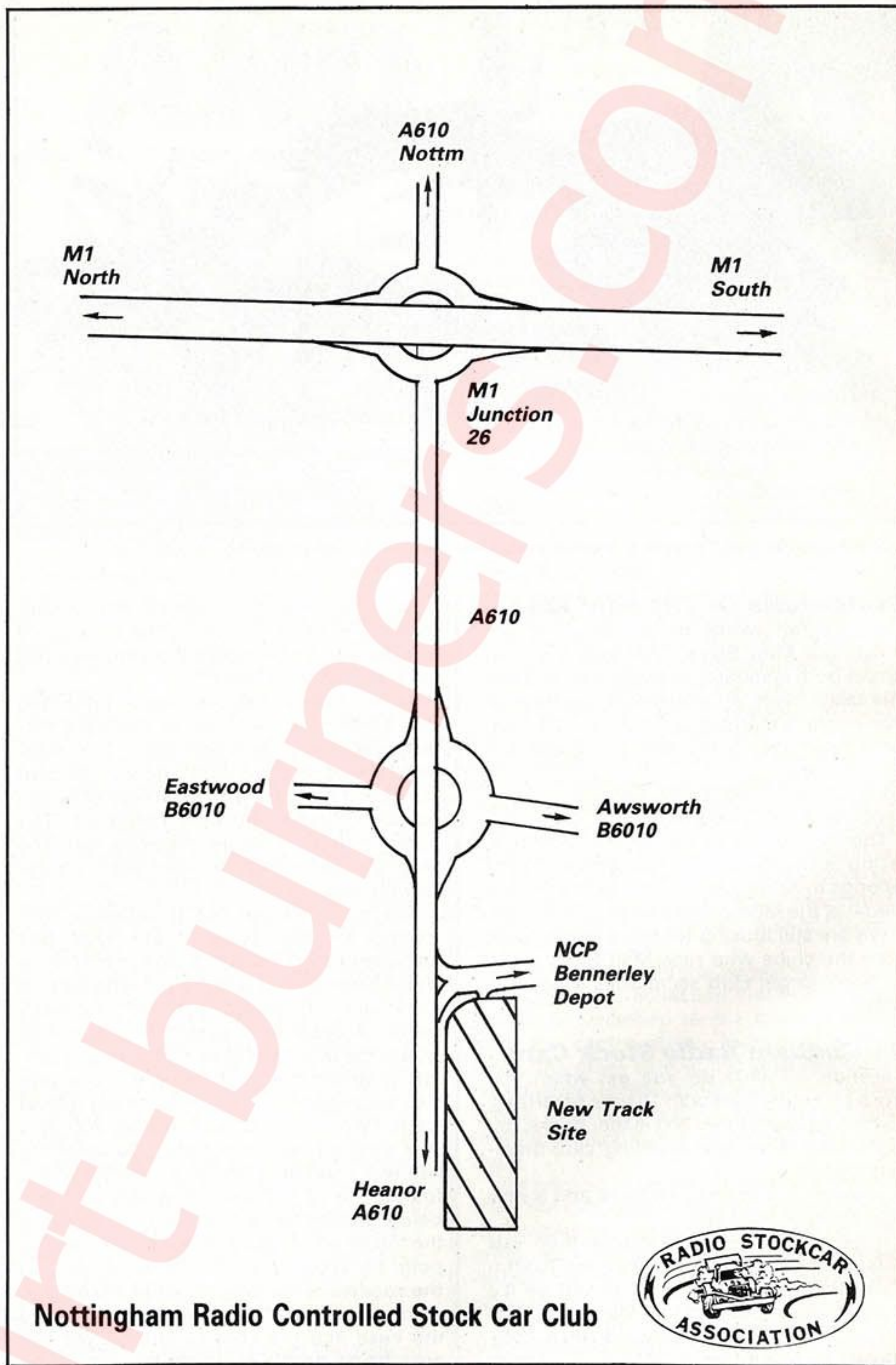


Ovalkeenies put in the elbow grease the foundations and more and more time.

mention is Mick Wagstaff, who through contacts at work managed to get three companies, each to part with a cheque of the three figure sum variety in exchange for advertising at the track for which we greeted with open arms. A deal with the contractors and another company was struck and further sponsorship monies were received. It is without a doubt that the track would not be at the stage it is without their help, so to the donators we are extremely grateful. The companies we wish to thank are G & L Supplies (Tools), Burton Fabrication Ltd, E.B. Bright (Engineering Sales) Ltd, Nigel Fox (Cellular Phones).

Hopefully more companies can be made interested in our venture, but that's something to work on in the future. Talking about the future if you are planning a visit to race on the new track before the Series Round R1 on April 17th, for your own piece of mind phone up one of the club committee members to confirm the track is finished.

That's it for now hope to see you visit the track sometime, don't forget the R.R.C. British Championship Meeting on July 30 — 31 more details about that meeting later in the season.

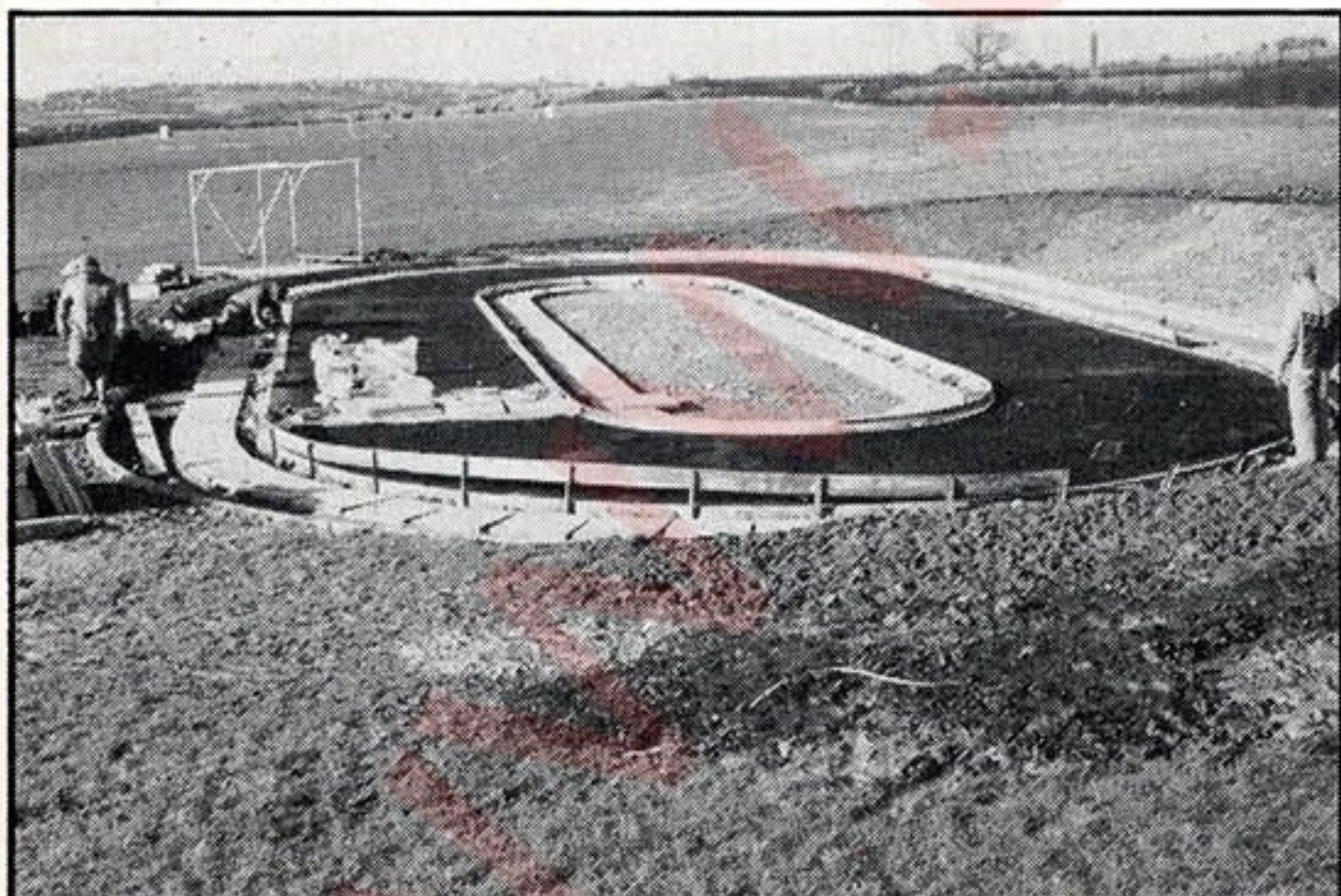


Nottingham Radio Controlled Stock Car Club



The gradient of the land was more severe than at first thought 200 tons of earth were piled at the side of the back straight to give spectators a vantage point.

Everything looking good as the oval takes shape. I'm looking forward to the Radio Race Car British Championship on July 31st on this super new circuit.



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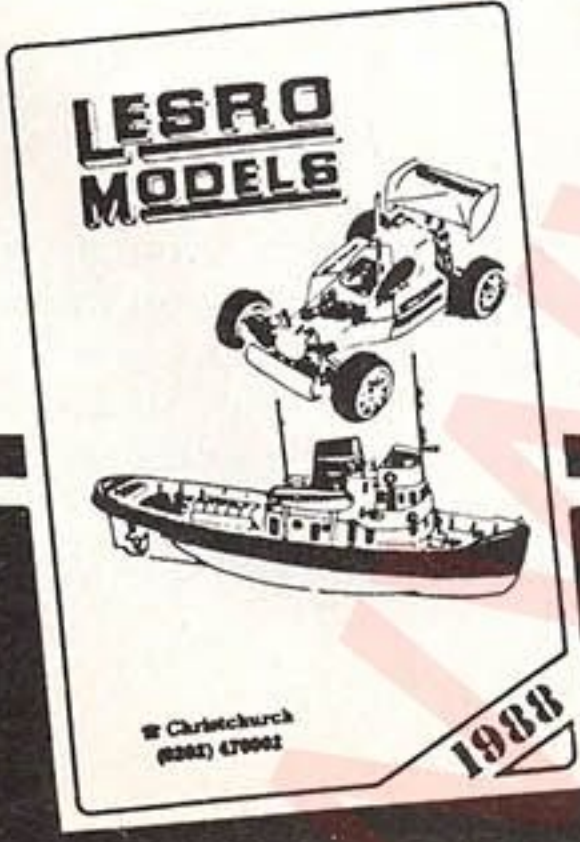
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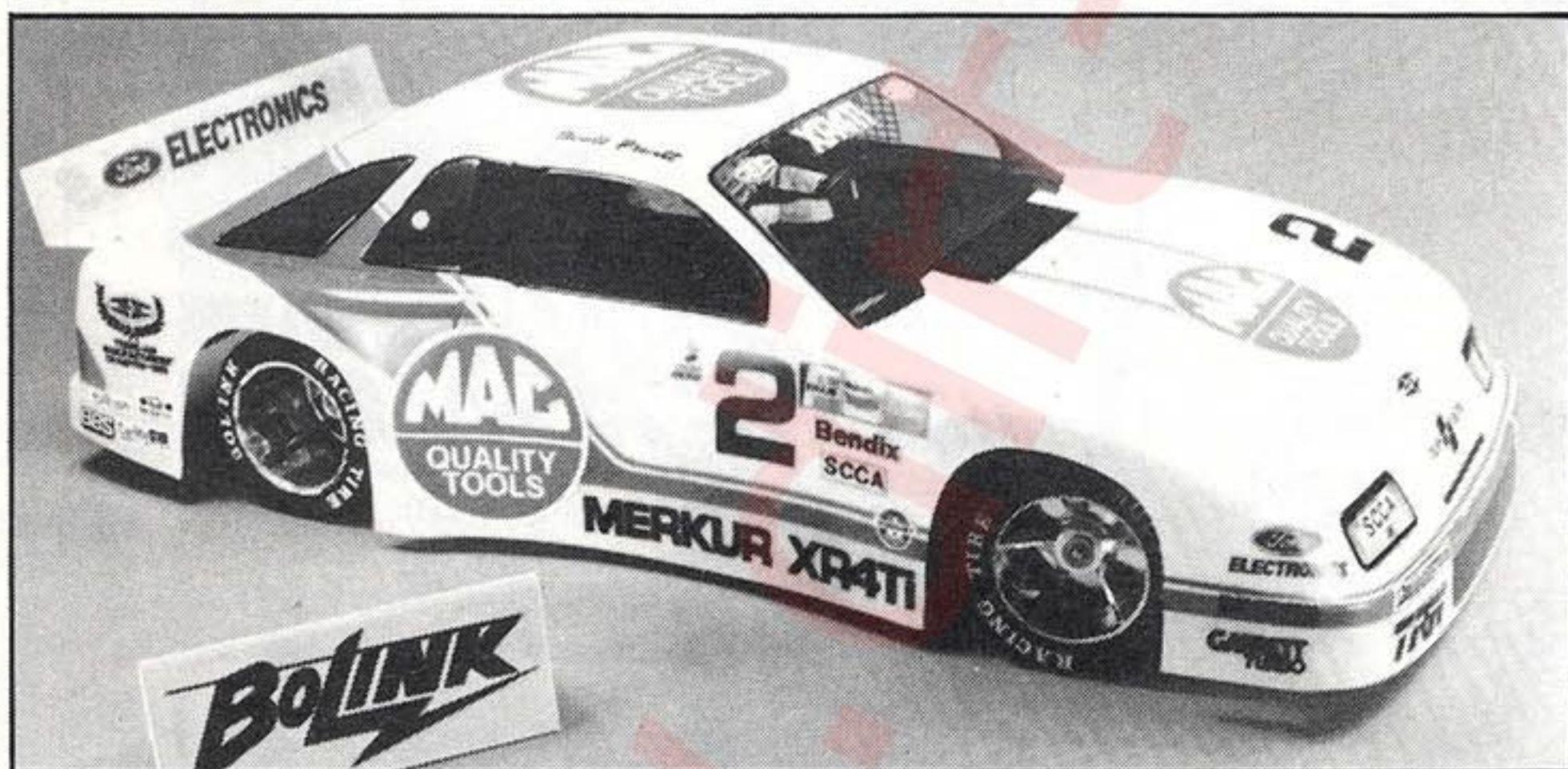
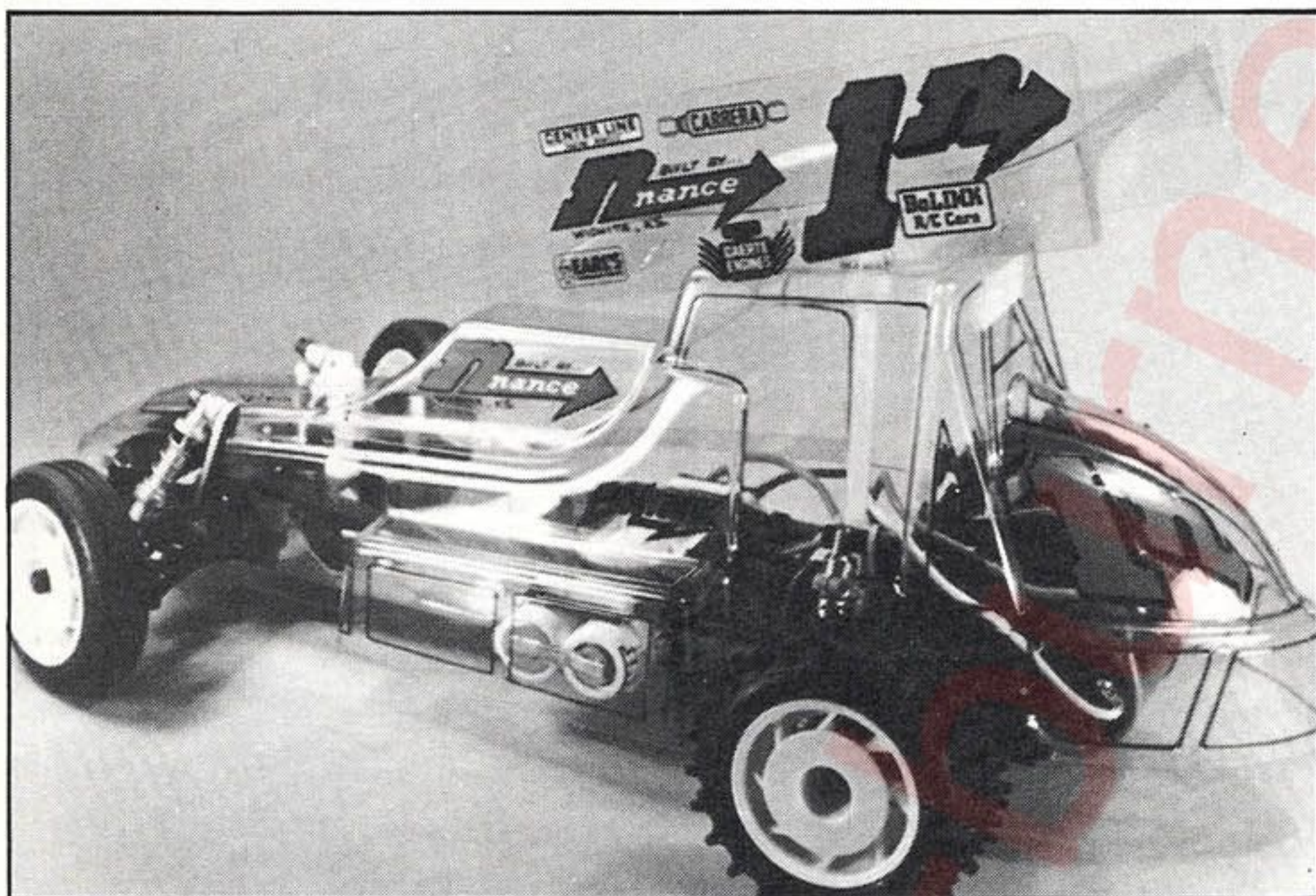


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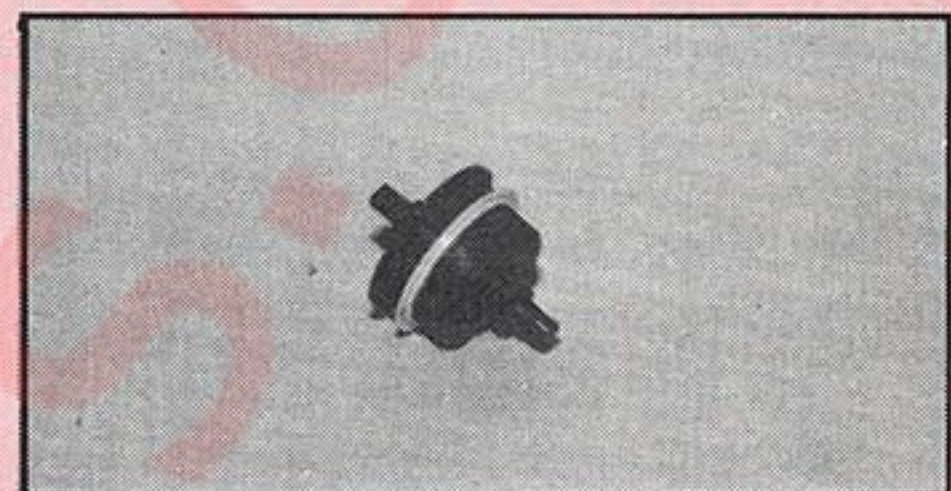
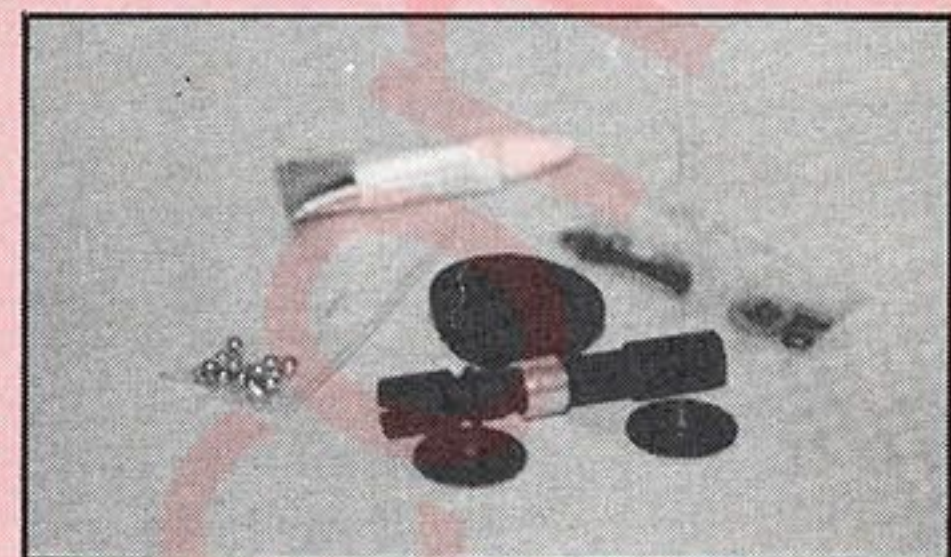


New From Bolink

With dirt oval racing coming to the fore in the UK, Bolink could not have picked a better time to announce their new Ultima Sprint Car Kit. The kit includes two shocks, body with mant and with, all hardware to lower the body and a decal sheet.

Another new $\frac{1}{10}$ bodyshell that could well appeal to the tarmac racers is this Merkur XR4Ti. It is infact a replica of the Mac Tools racer that won the 1988 GTO class at Daytona.

For further information on all Bolink products write to Bolink r/c cars inc, 420 Hosea Road, Lawrenceville, GA30245.

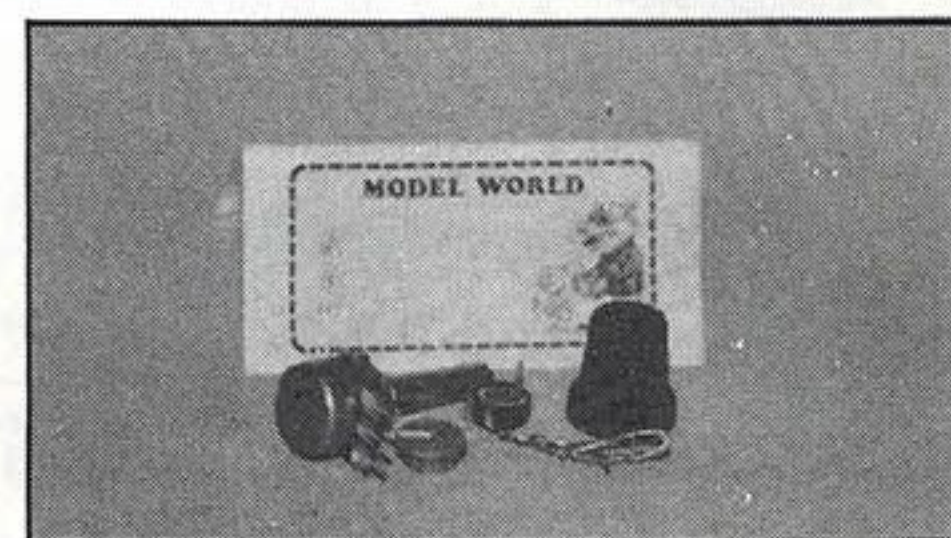


Kyosho Ball Diffs

Latest news for Mid Optima drivers are these new ball differentials for both front and rear. The ball diffs increase the efficiency of the mid even more. Alternatively a one way roller diff can be fitted, looking at some home modifications made by drivers in the UK who adapted roller hubs, the roller diff will certainly improve yet again an already brilliant car.

Finally news also for Ultima drivers, Kyosho have also released a ball differential for your car again in an effort to improve and make more efficient an already great car.

All kyosho parts are available in the UK through Ripmax dealers everywhere.



One O One Rate Trim

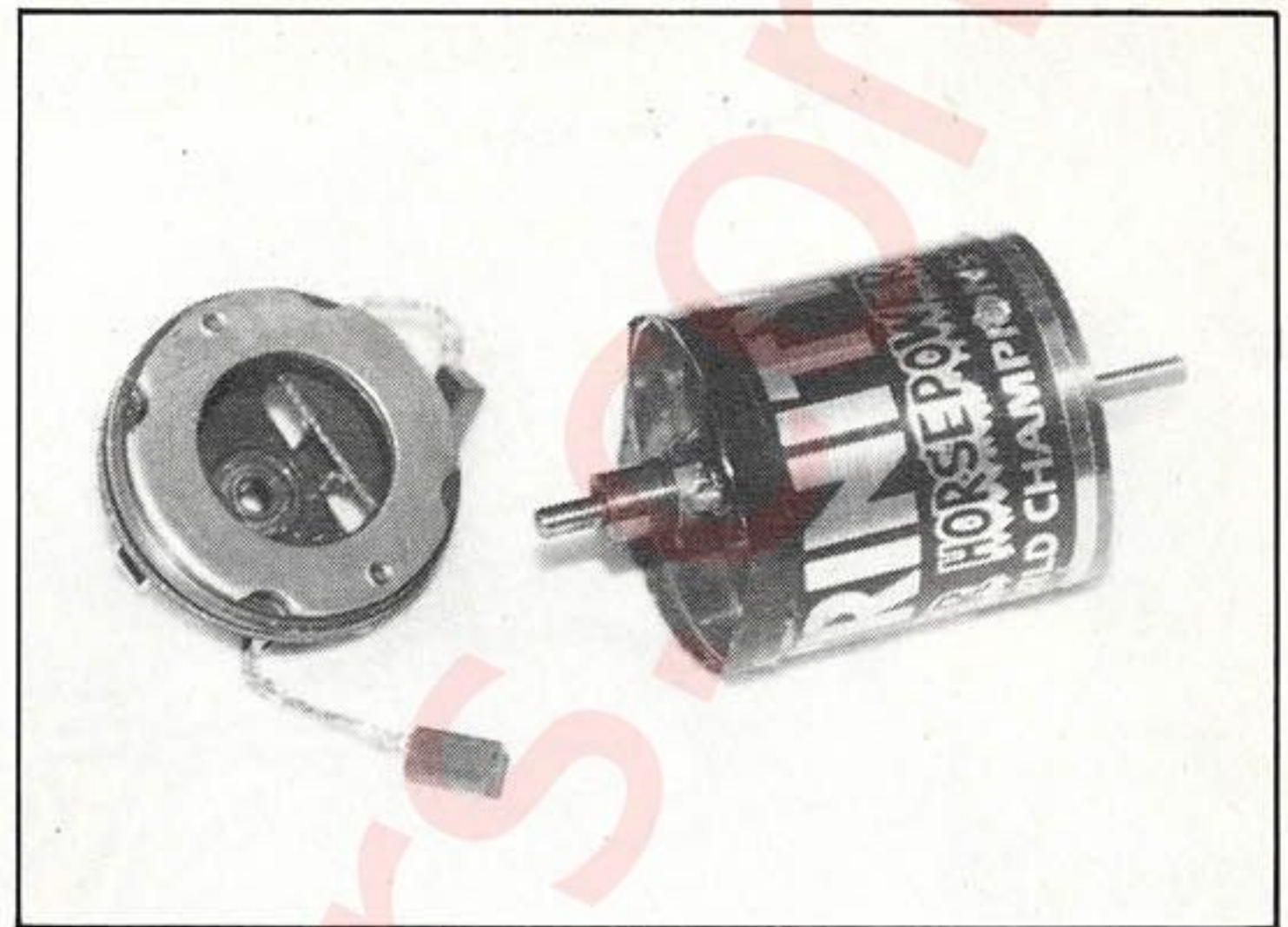
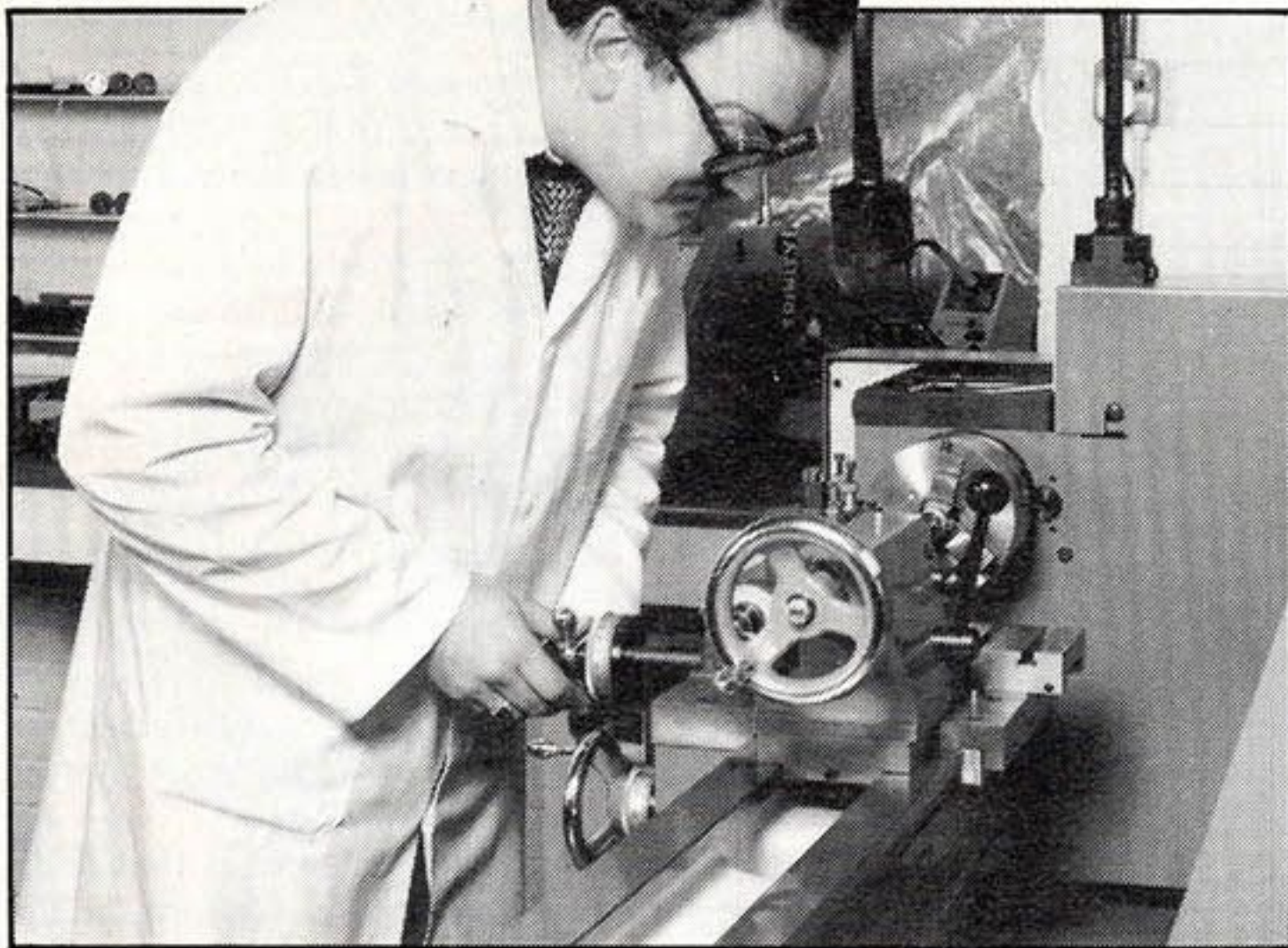
Ever thought how useful it would be to be able to turn the volume down on your steering. There are situations were a rate trim lever can save you altering the whole geometry of your car. As circuits differ so much one week your driving your 2WD car on a tight, twisting track, the next your racing 4WD around a fast open circuit. Well the rate trim lever can help, dialling in or out the exact amount of steering response you want.

Installation takes around an hour if the easy to read instructions are followed.

Losi Tools

This machined, precision wrench developed by team Losi will give you the security of strip free tightening of your pinions. Features include a machined, anodized aluminium handle and precision ground drill blank replacement tip.

All items available from Team Losi dealers everywhere.



Lesro Motortek

Lesro started Motortek which incidently enjoyed the blessing of Trinity, to provide a much needed service to rebuild modified motors to a *high* standard. A lot of research went into buying the Best Quality Equipment, consultation with specialist engineers, specialist tool manufacturers all to obtain the Best.

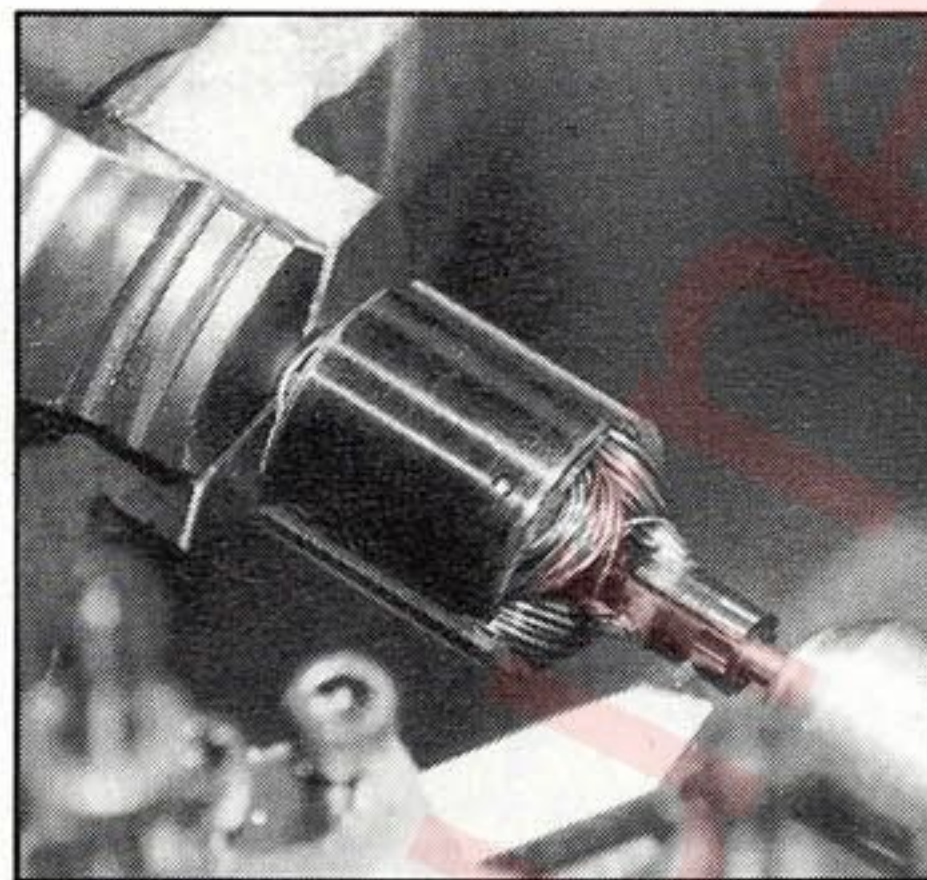
The Service

When a motor is received at Lesro for rebuilding its performance or lack of it is monitored and recorded.

Then the motor stripped and jet cleaned with Trinity RC#4023 (a specialist cleaner which will not harm plastics) and its condition visually inspected to check for commutator damage, thrown wire, etc.

The bearings in the can and endbell are replaced and lubricated with Trinity RC#4025.

The commutator is then skimmed to the tightest tolerance possible to give an excel-



lent finish without removing too much material, thereby giving your favourite motors up to three lives.

Then on to the balancing machine, where even the best of motors can usually be given some improvement.

The commutator is then given further liberable cleaning with Trinity RC#4023 with particular attention being given to the often neglected area between the segments, before careful re-assembly begins. New brushes are fitted (there are a choice of 8 different Trinity specifications depending on application of motor) together with new springs (again various specs. available) and finally the performance of the new rebuild is noted, usually a significant benefit is charted in terms of better r.p.m. for less amps drawn.

For further details see Lesro advert in this magazine.

Brimod Optima LWB Conversion

Once again Brimod came up with the goods, only weeks after the release of Kyosho's Optima Brimod release a long wheel base conversion.

Several drivers have already made this tricky modification for themselves and state it does pay dividends. Now you dont

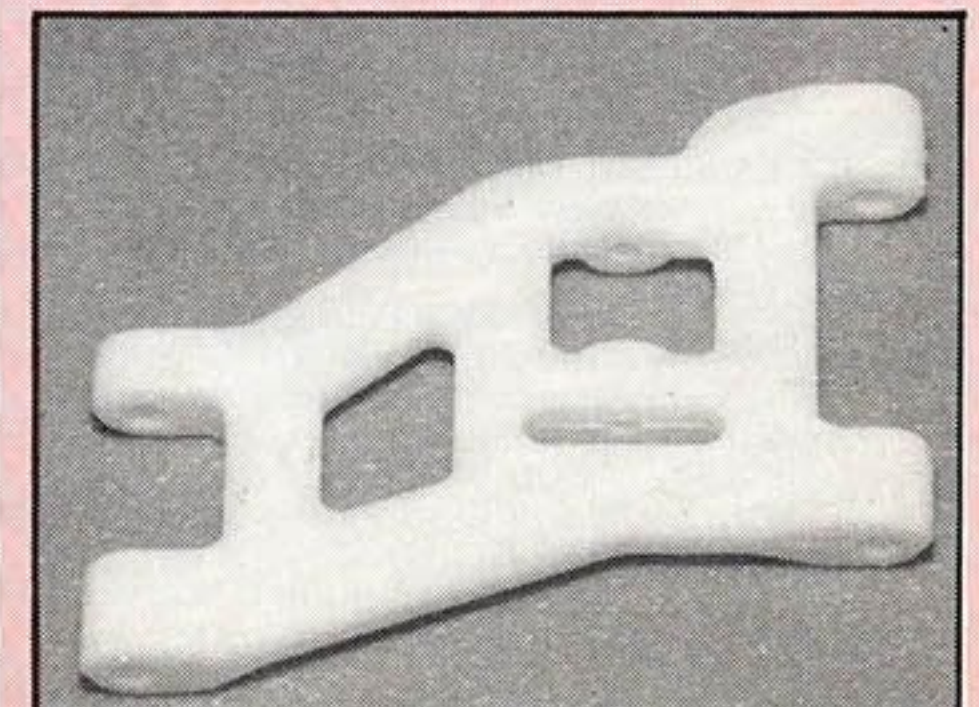
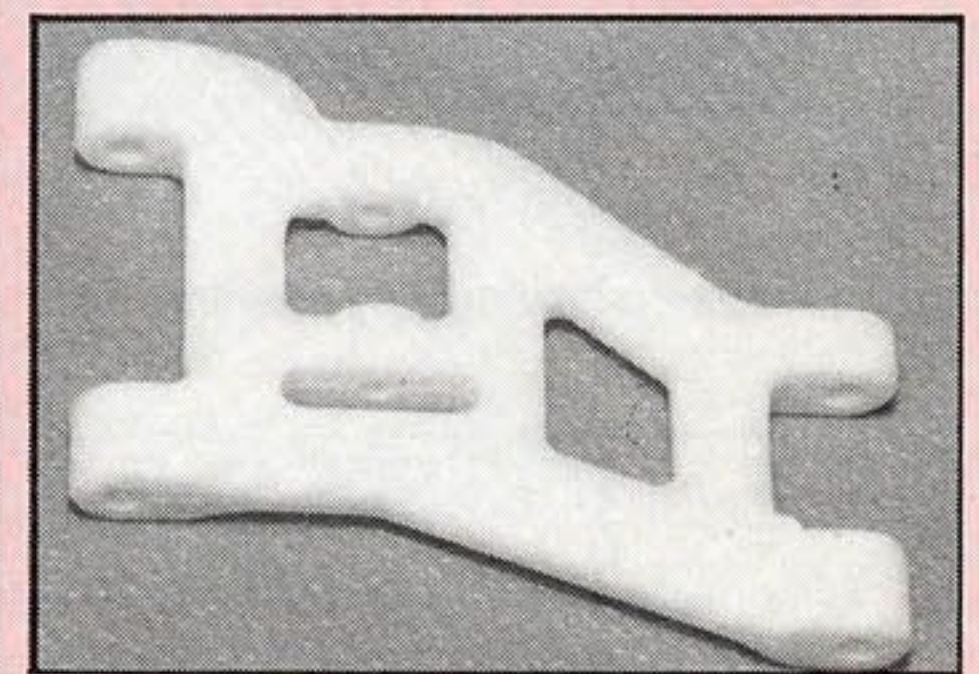
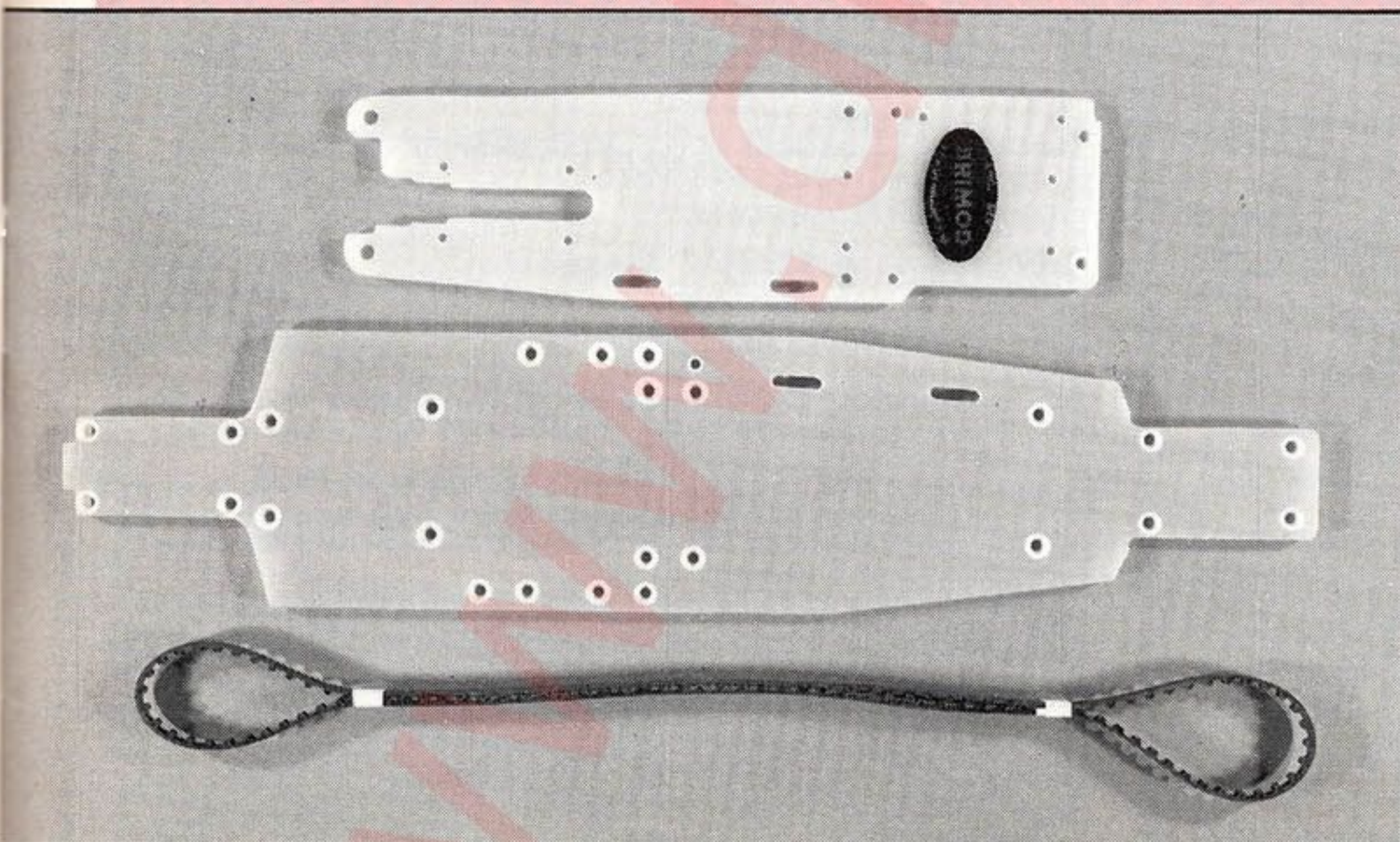
have to scratch your head and burn the midnight oil, just order your kit from any Brimod dealer or direct from Brimod themselves.

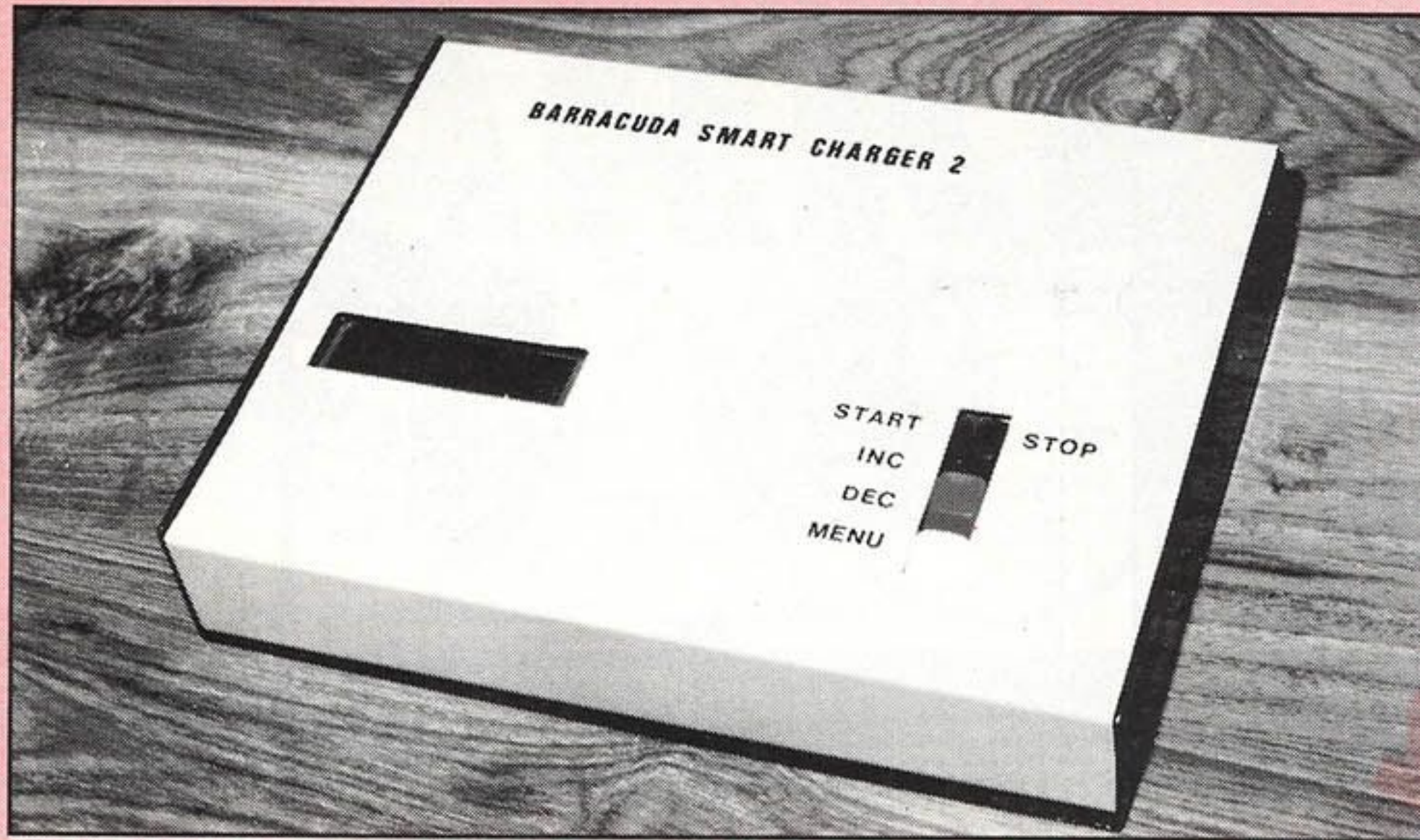
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At last an answer to a maidens prayer, an almost total solution to ni-cad charging in one box.

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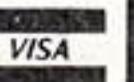
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27 HALLGATE, DONCASTER, S. YORKS

Oakdale Radio Control Car Club, Indoor Meeting

Steve Durbin reports from the Islwyn Open Championship

Oakdale the home of Oakdale Radio Control Car Club is a typical small Welsh mining village in the Gwent valleys, some fourteen miles uphill from the M4 motorway. The sport came late to Oakdale the Club only being formed in April 1987, but still determined to earn a reputation amongst the best and more established Clubs.

On Saturday February 27th 1988, the Club embarked on a completely new venture by promoting their first indoor meeting was the debut of an annual event, a lucrative award having been presented to the Club by Islwyn Councillor Tom Harris.

The event offered Two and Four wheel drive classes. It was surprising to find how under-subscribed the Two wheel drive class was on the day.

The venue was the gymnasium at the Leisure Centre where a pit area was prepared at one end with ample tables and chairs for all competitors and a spectator area at the other. The track took up some three quarters of the floor area and was laid totally on carpet. The circuit was laid with substantial, easy to see track markings overlooked by a wide, high rostrum which allowed good viewing of all sections of the track.

The circuit was designed to allow for fast free flowing racing, wide enough to develop rhythm and for the more experienced to avoid the cars of the lesser experienced.

No practice was allowed which some thought, out of order, but all started their first race on equal grounds.

The event got off to a prompt start for the eighty-three competitors at 10 am. The first race immediately showed how fast the pace was going to be throughout the day. The event ran eleven heats which included two for Two wheel drive.

At the end of the first round the fastest in each class were:

Two Wheel Drive

1	Jeremy Daymond	19 laps	1.100
2	Meirion Collings	18 laps	7.092
3	Brian Attwood	18 laps	12.009
4	Paul Grovell	18 laps	14.012
5	Matthew Williams	17 laps	
6	Peter Davies	15 laps	13.148
7	Martin Pitman	14 laps	7.072
8	Sam Durbin	12 laps	23.059

Four Wheel Drive

1	Greg Lane	21 laps	6.100
2	Steve Lane	21 laps	8.067
3	Mark Stockford	21 laps	10.145
4	Mike Taylor	21 laps	12.059
5	Roy Leighton	20 laps	0.014
6	Jason Goodall	20 laps	2.057
7	Paul Evans	20 laps	7.077
8	Jason Bohin	20 laps	9.158

A few hiccups affected some who were expected to show better, but the day was still young and with the number of heats

being run, there was plenty of time between rounds to sort out problems.

After the second round it was apparent that the competition was getting serious, with faster times being set and changes in the top eight being noticeable.

Two Wheel Drive

1	Matthew Williams	19 laps	7.133
2	Brian Attwood	18 laps	11.009
3	Chris Radford	16 laps	4.161
4	Sam Durbin	15 laps	17.095
5	Martin Pitman	15 laps	17.135
6	Peter Davies	14 laps	5.083
7	Darren Hillier	13 laps	22.007
8	Craig Harris	11 laps	24.042

Four Wheel Drive

1	Steve Lane	22 laps	2.160
2	Paul Evans	22 laps	5.144
3	Greg Lane	22 laps	6.192
4	Jason Goodall	22 laps	7.064
5	Darren Watson	22 laps	10.062
6	Simon Evans	21 laps	11.140
7	Paul Davies	21 laps	12.047
8	Steve Jones	21 laps	13.142

The Four Wheel drivers were really getting to grips with the track which was showing in the times they were putting up. One significant driver who had problems that put him out for this round, was Mark Stockford.

Into the third round and the top runners were out to consolidate their positions and others were trying to get up there to join them. Mark came back with a blistering race but not fast enough to beat Greg Lane who was really flying.

Two Wheel Drive

1	Meirion Collings	20 laps	17.131
2	Brian Attwood	19 laps	3.029
3	Matthew Williams	17 laps	10.204
4	Jeremy Daymond	17 laps	17.006
5	Chris Radford	17 laps	19.059
6	Craig Harris	15 laps	10.131
7	Peter Davies	15 laps	19.226
8	Martin Pitman	13 laps	

Four Wheel Drive

1	Greg Lane	24 laps	14.178
2	Mark Stockford	23 laps	7.234
3	Paul Evans	23 laps	15.176
4	Jason Goodall	22 laps	4.043
5	Paul Davies	22 laps	5.216
6	Darren Watson	22 laps	9.201
7	Steve Jones	22 laps	10.140
8	Simon Morse	21 laps	10.147

The Two Wheel Drive class was getting faster, but, Paul Grovell of COBRA had failed to figure in the past two rounds, having had to retire from each with two separate differential problems with his Meteor. Darren Watson was doing particularly well, getting right up amongst the leaders with a standard Scorcher in his CAT.

Into the last round where so many had so much to gain and others hoping that the gremlins would hold off not to spoil their chances for the finals.

Two Wheel Drive

1	Matthew Williams	20 laps	13.008
2	Jeremy Daymond	19 laps	19.236
3	Chris Radford	17 laps	4.143
4	Craig Harris	17 laps	15.157
5	Martin Pitman	17 laps	17.137

6	Brian Attwood	15 laps	8.154
7	Peter Davies	15 laps	14.000
8	Paul Grovell	15 laps	18.064

Four Wheel Drive

1	Steve Lane	23 laps	3.178
2	Greg Lane	23 laps	9.212
3	Mike Taylor	23 laps	13.005
4	Simon Evans	22 laps	0.164
5	Steve Jones	22 laps	4.235
6	Paul Davies	22 laps	5.214
7	Marcus Percival	22 laps	15.028
8	Andrew Rose	21 laps	3.175

All rounds completed, competitors were counting on their fingers working out their positions. The finals were soon sorted:

Two Wheel Drive

1	Matthew Williams
2	Meirion Collings
3	Jeremy Daymond
4	Brian Attwood
5	Paul Grovell
6	Chris Radford
7	Craig Harris
8	Martin Pitman

Four Wheel Drive

1	Greg Lane
2	Steve Lane
3	Mark Stockford
4	Mike Taylor
5	Paul Evans
6	Simon Evans
7	Jason Goodall
8	Steve Jones

Have you noticed that most events run as smooth as silk until you get to the Finals? I know that drivers tend to get nervous and psyche themselves up but it seems to transfer to the cars. Many of the cars had a fit of the jitters on the grid, while a few others suffered from interference they had not had all day. The slight problems which occurred were easily overcome and racing throughout the heats was of the absolute best.

A Final Two Wheel Drive

Paul Grovell of COBRA got off to a good start leaving the rest of the field to enjoy his own company most of the race until the last few laps when Matthew Williams of Oakdale with his Ultima and Meirion Collings of Carmarthen with his similar car started to pile on the pressure catching up with Paul and pushing him to the Finish Line. The race was anybody's right to the end.

1	Paul Grovell	19 laps	4.189
2	Matthew Williams	19 laps	7.078
3	Meirion Collings	19 laps	13.082
4	Brian Attwood	15 laps	3.225
5	Craig Harris	13 laps	3.022
6	Chris Radford	13 laps	6.080
7	Martin Pitman	2 laps	
8	Jeremy Daymond		

The Four Wheel Drive Final

This was the climax of the day, competitors and spectators alike were well geared up for it. The gymnasium had the first aura of quiet that it had had all day, giving fair chance for the drivers to concentrate.

On the hooter all raced from the start

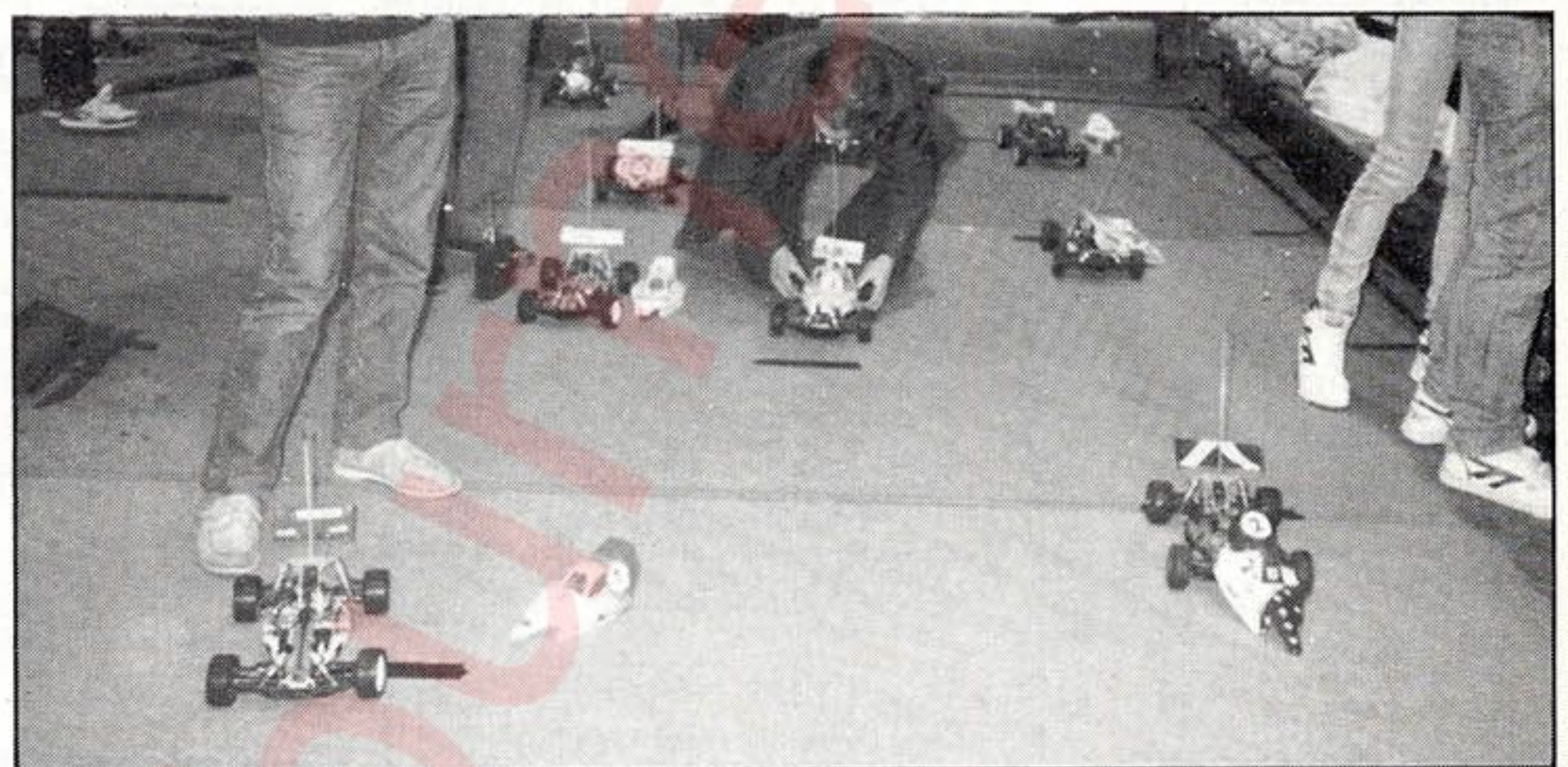
along the straight to the first corner, a sharp right hander, where over enthusiasm resulted in a mass pile up. The only person to avoid the pile up and to continue unscathed was Steve Jones with his CAT. He made good use of the advantage using the clear track to gain distance on the rest of the field. The melee sorted, Simon Evans with his CAT took off in pursuit of Steve while Greg Lane's CAT was the last car to get away. After three laps Simon had fought back on Steve to take the lead away from him. In the meantime, Greg was nibbling away at the pack, biting one off at a time to gain second place behind Simon, Greg's brother. Steve was also working his way through the field with his mid-engined Optima to fall into third place.

Steve Jones was still there, while not leading, all was not lost. Simon maintained a comfortable lead to the last few laps when his battery pack started to fail him causing a steady but positive loss in power. It was all down to the last lap when his power had run down to the extent that first, Greg then Steve Lane and Steve Jones passed him just before the finish line.

The Final could not have been more exciting if it had been script written. Jason Goodall had doubts about starting the race after he had discovered that his belt had stripped in the third qualifier, but he made it through to the Finish.

The four Wheel Drive results were:

1	Greg Lane	23 laps	2.034
2	Steve Lane	23 laps	4.183
3	Steve Jones	23 laps	9.054
4	Simon Evans	23 laps	11.118
5	Micheal Taylor	22 laps	5.113
6	Mark Stockford	22 laps	15.219
7	Paul Evans	21 laps	12.016
8	Jason Goodall	19 laps	17.000



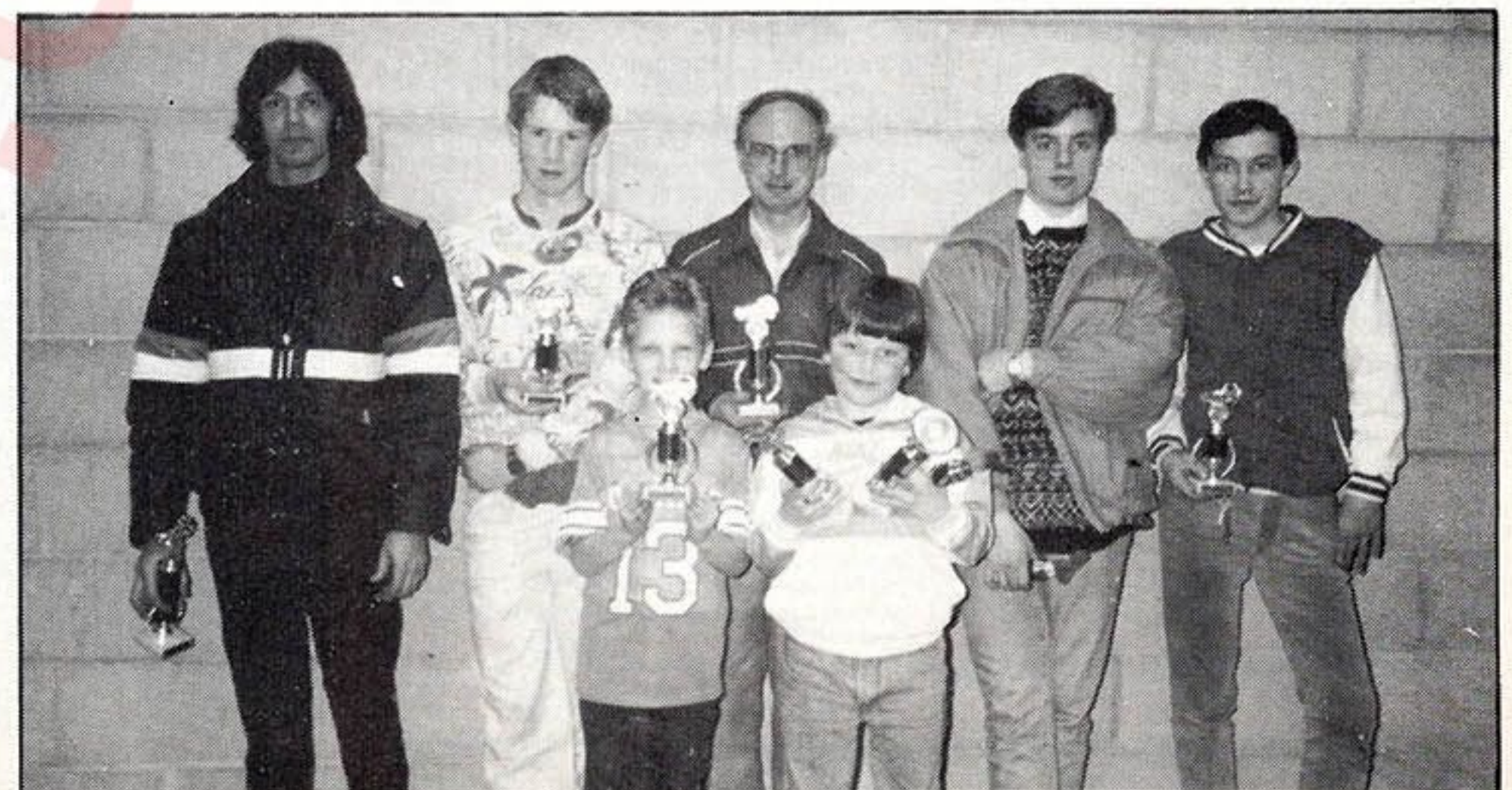
Technical Data

Name	Car	Radio	Motor	Speedo	Servo	Nicads
Greg Lane	CAT	Futaba 2LGX	Twister 701	Futaba 112B	Futaba FPS131S	Johnspeed SC's
Steve Lane	Optima Mid	JR APEX 40 MHz	Revolution 19X2	Nosram 8 Fet	Futaba FPS131S	Johnspeed SC's
Steve Jones	CAT	McGregor	Shumacher Red Heat	Demon Pro King	JR4001	Laser comp sel. SCR's
Simon Evans	CAT	Futaba 2LGX	Twister 701	Nosram	Futaba FPS131S	Johnspeed SC's
Micheal Taylor	Optima Mid	Futaba 2LGX	Reedy Red Dot	Demon Pro King	Futaba FPS131S	Schmacher Custom pk
Mark Stockford	CAT	Futaba	Revolution Insane	Firefly GT	Futaba FPS131S	Johnspeed SC's
Paul Evans	Optima Mid	Futaba 2LGX	Reedy Red	Futaba 112B	Futaba FPS131S	Johnspeed SC's
Jason Goodall	CAT	Futaba 3EGX 40 MHz	MG	Demon Pro King	Futaba FPS131S	SCR

Everyones a winner, 2WD and 4WD finalists collect their trophies after a days hard racing.

The meeting attracted a very competitive entry list. The spirit and sportsmanship of the competitors was excellent and proved to spectators and the Media alike that this is a very competitive and disciplined Sport which required a regular position in Newspaper Sport's pages rather than features on the vents youngest drivers.

Oakdale Radio Control Car Club were overjoyed with the success of the event and even moreso with the messages of congratulations since. They would like to take the oppurtunity of thanking all of the competitors for making the day a success and all the other persons who assisted in the presentation of the event.



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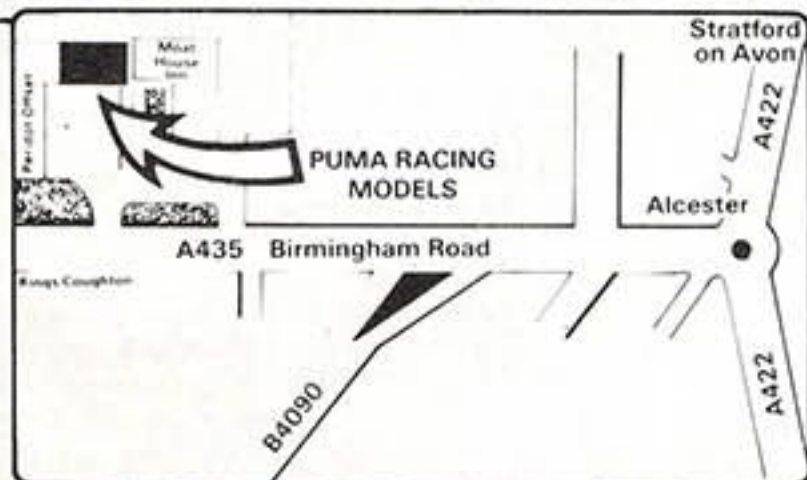
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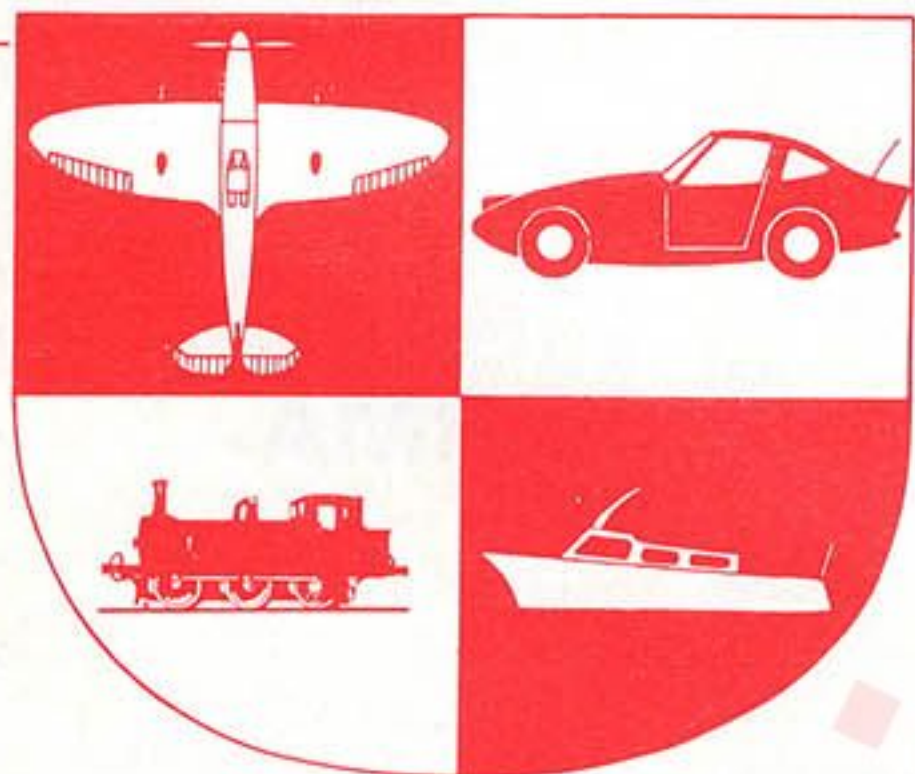


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The Elmbridge Model Club's 13th World Famous Trade Exhibition and Display of Working Models. No other Exhibition open to the Public has so many Manufacturers, Distributors & Importers actively demonstrating their latest products under one roof. Stock Car Racing will be run by the Chessington Radio Car club and the 'Off-Road' Track by the Surrey radio Car Club, on 27MHz Band, the remaining 'Air Time will be used by Exhibitors on 40MHz. So both main Car Tracks will be in continuous use both days. The 'Upper Terrace' Trade Displays will once again alternate between the well known 'MacGregor Display Team' and the 'Tamiya Display Team', this means that there will be three Car Displays running at most times. The 'Tamiya Mobile Road Show' will be at Sandown, as will be most of the Main Car Traders. There will also be a full day's programme with Display of Radio controlled Aircraft, Helicopter & Boats, International Attractions will include the return visit by 'Hanno Prettner' World aircraft Aerobatic Champion and other Famous Displays. With over ninety Trade Stands plus many Railway & Engineering Exhibits, most of which are under cover. All this and more for a full day out for the family and enthusiast.

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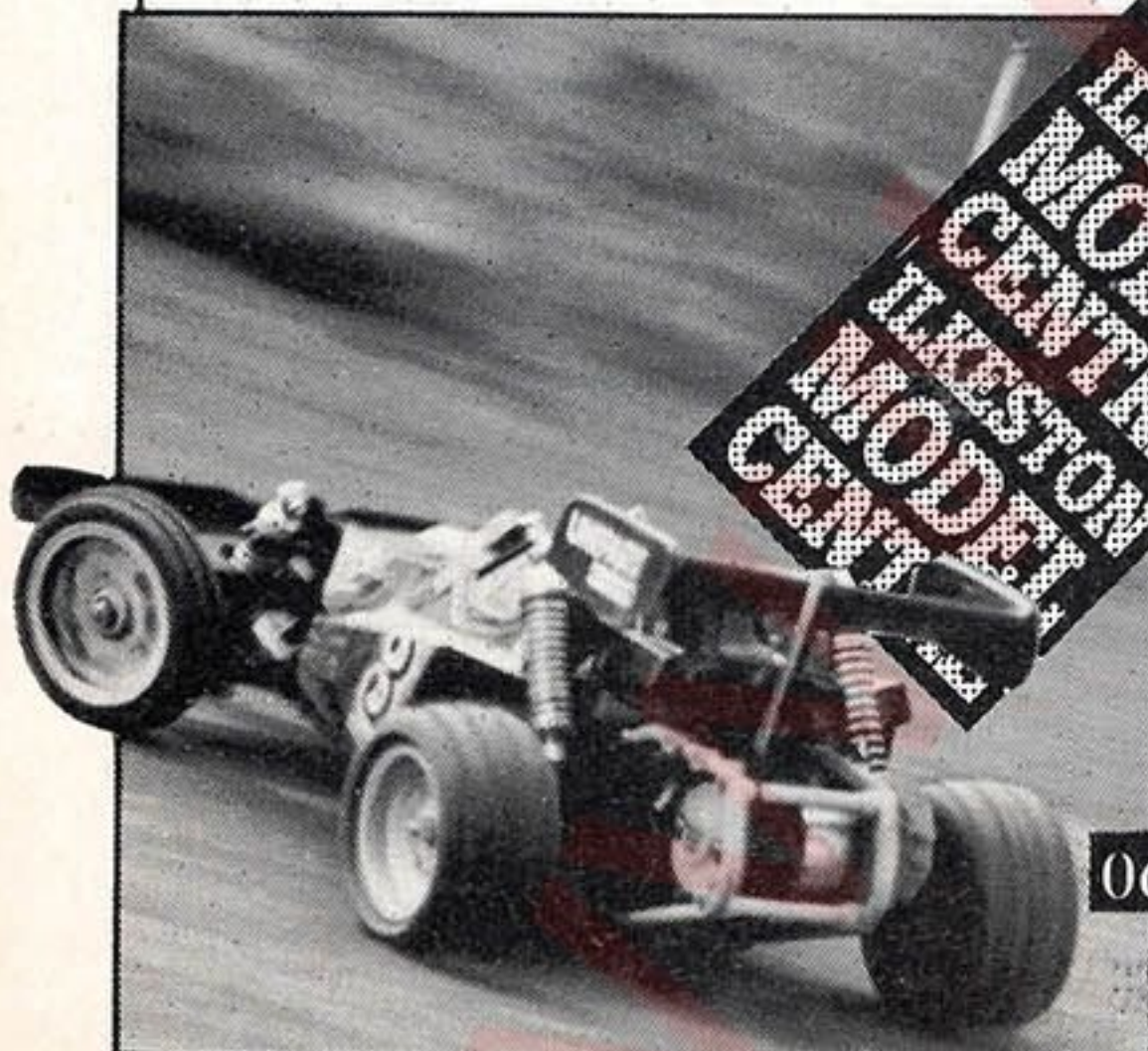
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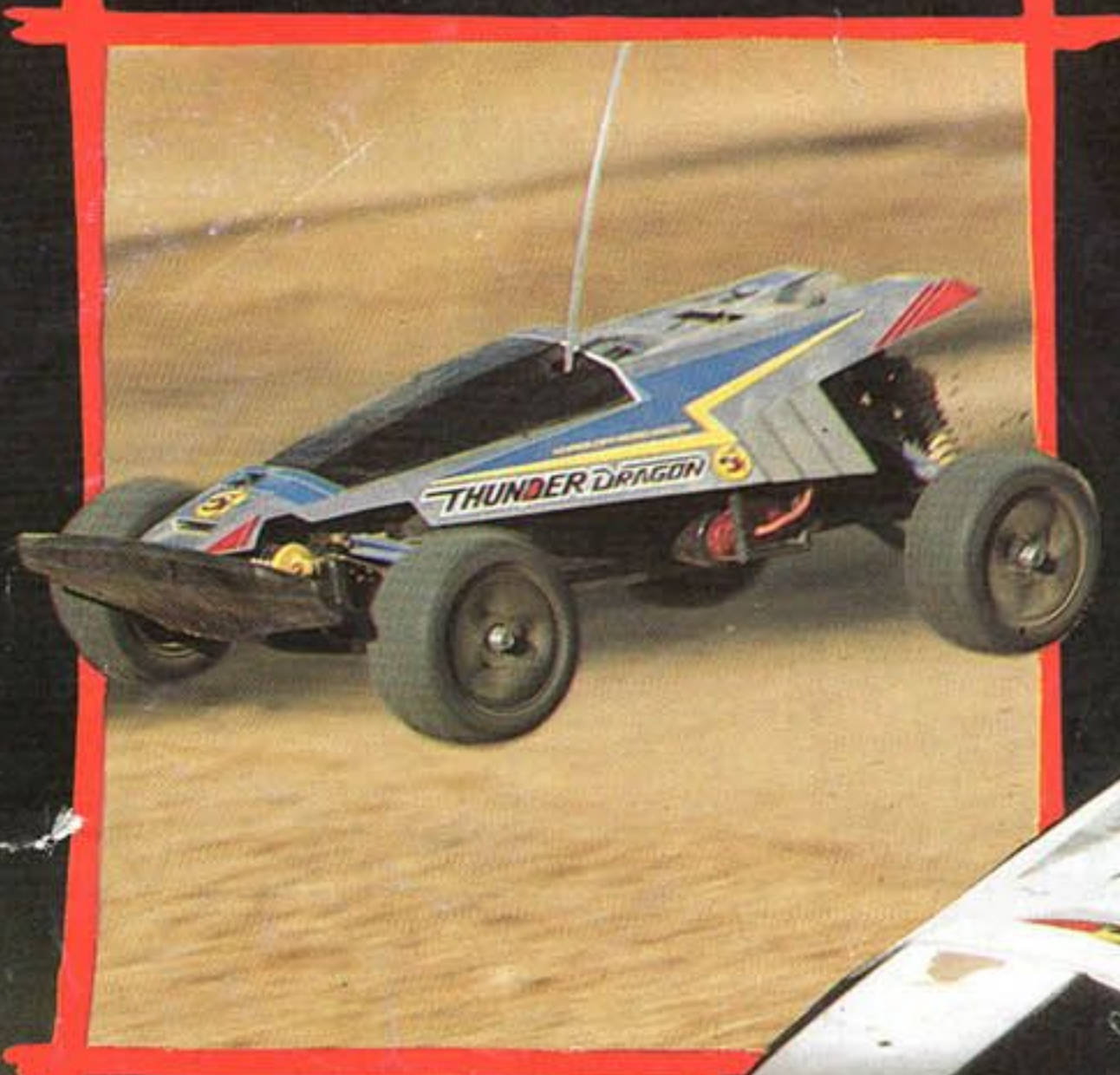
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