

The Monthly Magazine  
for All Model  
Radio Control  
Car Enthusiasts

# Radio

# Race Car International

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



THE REVIEWS YOU'VE  
ALL BEEN WAITING FOR:

Tamiya's all new  
Avante 4WD racer

Yokomo's Giant Killer,  
the Super Dogfighter

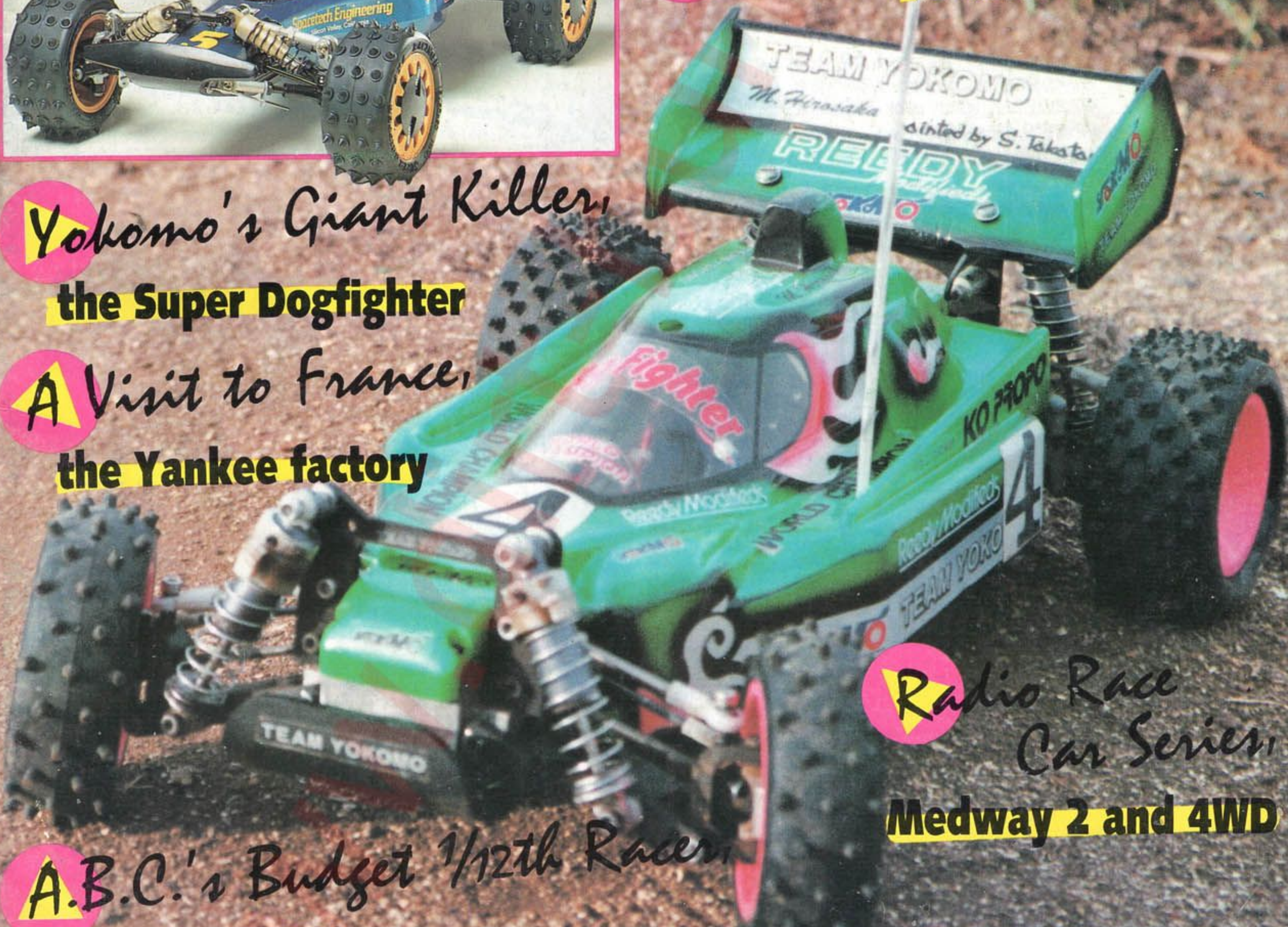
A Visit to France,  
the Yankee factory

A.B.C.'s Budget 1/12th Racers

Porsche 962

Radio Race Car International,  
It's all you'll ever need!

Radio Race  
Car Series,  
Medway 2 and 4WD









# Radio Race Car International

## C O N T E N T S

August 1988 • Issue 57 • ISSN 0268-3334

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Jim Davey • Bob Errington • Mike Billinton**

### EDITORIAL

First this month, a reminder to visit Modelex 88 at RAF Cosford over the weekend of July 9/10. Cosford is the biggest show of its kind in the Midlands, featuring all kinds of radio controlled models. However, for the car orientated, there are two national events being held that weekend. On Saturday Beatties are holding a round of their series and on Sunday, Radio Race Car holds round four of Britain's brightest series ever!

#### Coming Next Month

Next month's issue of Radio Race Car features not one, but two great new one tenth circuit cars, the fast exciting and totally new formula that has recently been introduced to the UK. We also report from the first big one tenth circuit meeting at Lilford Park. Next month Radio Race Car also gives you the chance to win the great new Yokomo Super Dog Fighter, find out how, order your copy now!  
Radio Race Car, it's all you'll ever need.

#### Avante Winner

The winner of the RRC Avante competition is Mr J. Wilson of Guildford in Surrey. Congratulations! your Avante is on its way.

#### Front Cover

This month's front cover features the new Yokomo Dog fighter. Inset Tamiya's Avante 4WD car.



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Coming next month, 1/10 circuit car report.

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. Fax: 068-45-3646

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**1/10 RS200 PT No. FRE 108**  
A replica body of the very popular RS200 4 wheel drive rally car.



**1/10 VW Beetle PT No. FRE102**  
The classic car of the 60's, 70's and 80's.



**1/10 Rangerover PT No. FRE104**  
A shell for the eccentric 'The Yuppi Body'.



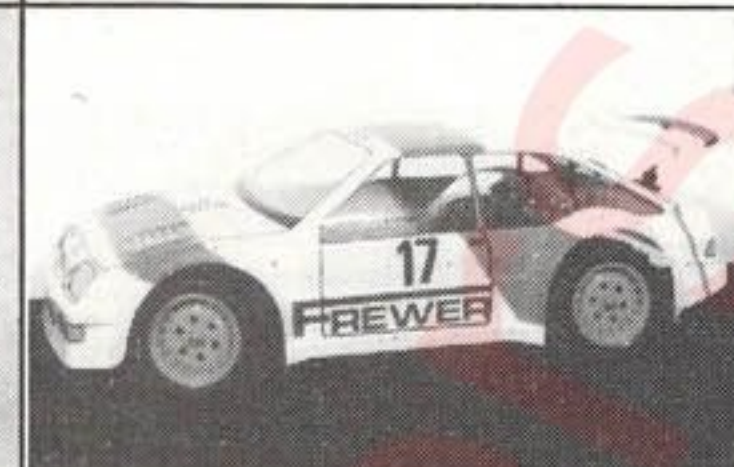
**1/10 Escort XR3 PT No. FRE101**  
**1/8 Escort XR3 PT No. FRES:**  
(Tinted FRE81A)  
The most popular style car on the road.



**1/10 Holden Commodore**  
Similar to Vauxhall Carlton  
**PT No. FRE106**



**1/10 Metro 6R4 PT No. FRE111**  
Made for the UK market by Frewer. Detail is perfect.



**1/10 Sierra Cosworth PTNo. FRE120**  
Perfectly to scale to the extent that we have provided a separately moulded rear spoiler that attaches to the car as the original.



**1/10 Peugeot 205 Turbo PT No. FRE112**  
Perfectly to scale to the extent that we have provided a separately moulded rear spoiler that attaches to the roof with wing buttons.

**Saloon Body Shells**

All the saloon bodies will fit almost any 1/10 scale buggy. some will need cutting slightly different from the cutting lines on the bodies. We now supply proper saloon mounting kits for all the popular buggies see opposite list for more details. Where a body mounting kit is not specifically made for a car it is quite easy to either make your own or buy standard body mounts which are available in many sizes.

**FREWER TMS BODIES**

**TRADE MODEL SUPPLIES LIMITED**

Deanfield Mills, Asquith Avenue, Morley, Leeds LS27 9QS

Tel: (0532) 523023

Fax No. 0532-526904

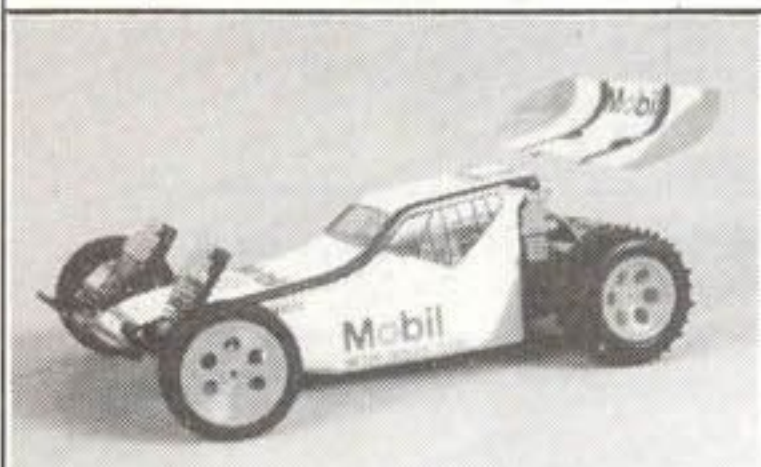
**BRITAIN'S LEADING OFF-ROAD SPECIALIST**

**Saloon Body Mounting Kits**

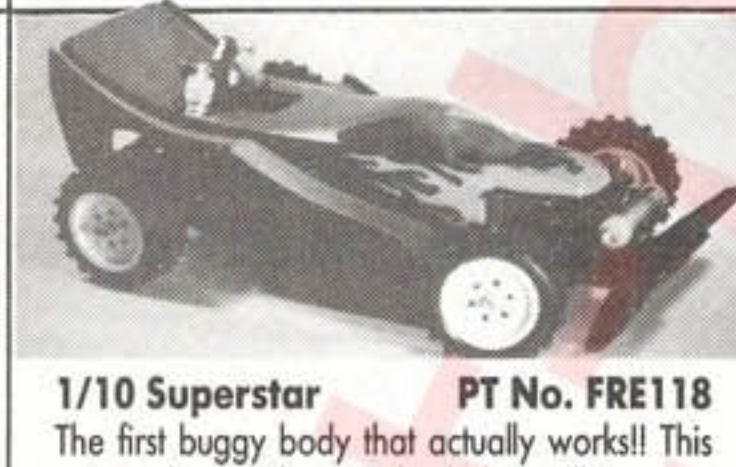
These are designed so that you may fit any saloon body onto any saloon car. They are supplied as a complete set including all the bolts/nuts/posts/bases etc. to fit and Lexan or Fibreglass adaptor plates that attach the mounting blocks to the top of the shock absorbers where necessary. The units are very light and are pre-boiled to make them extremely durable. Simple to adjust and secure the body very well indeed.

**The current complete kits are:**

- Striker (BP28) Optima/Salute (BP29)
- Bigwig (BP30) Ultima (BP31)
- Falcon (BP32) PB Mini Mustang (BP33)
- Boomerang (BP34)



**Meteor PT No. FRE125**  
An excellently manufactured bodyshell produced to Frewers usual high quality. To fit the Mardave Meteor.



**1/10 Superstar PT No. FRE118**  
The first buggy body that actually works!! This extremely aerodynamic bodyshell will improve the handling of the buggy. Try one on your buggy now!! Fits Boomerang - Mini Mustang - Salute - Optima/Pro/Turbo - Schumacher Cat - and many others.



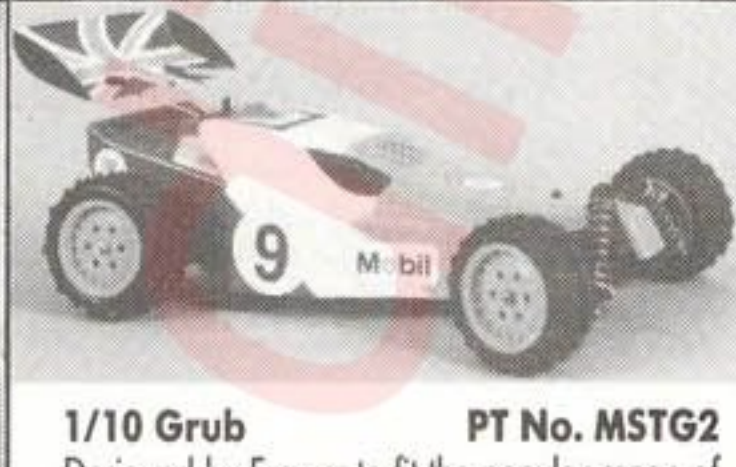
**1/10 Falcon PT No. FRE113**  
Similar to the Mears body with new side skirts and better body lines. This body fits snug around the Falcon chassis. Fits lots of cars inc. Rough Rider - Hornet as well as the Falcon.



**Funco PT No. FRE114**  
A well designed low slung shell made originally to fit the RC10. This body also fits other buggies like the Optima/Salute etc.



**1/10 Progress PR No. FRE109**  
Fits onto Tamiya Fox - Progress - and the Optima.



**1/10 Grub PT No. MSG2**  
Designed by Frewer to fit the popular range of Mini Mustangs. This durable but lightweight body fits very snugly around the car to keep the dirt out. The shell is accurately outlined therefore it fits in minutes.



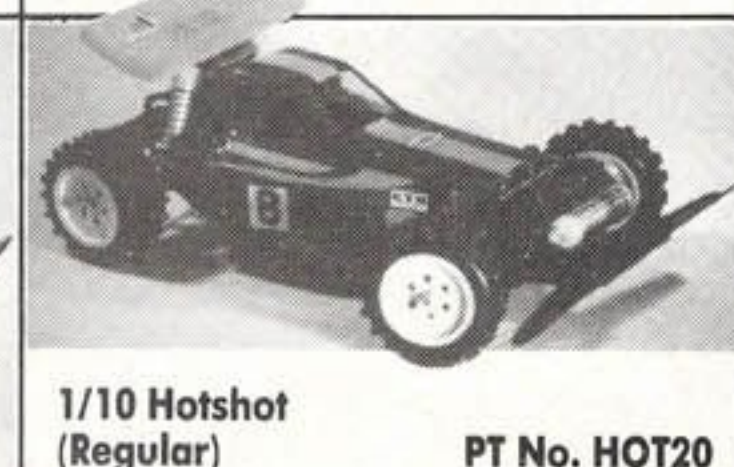
**1/10 Slingshot (Lightweight) PT No. TMS106 (Regular) PT No. TMS106A**  
Made by Sarik UK to fit Optima - Salute - and many others.



**1/10 Pro-Tech PT No. FRE110**  
Originally designed to fit the RC10. This excellently produced body fits perfect onto the Kyosho Buggies like the Optima and Salute etc.



**1/10 Sapphire PT No. TMS109**  
Made by Sarik UK to fit the Hotshot - Boomerang and many others.



**1/10 Hotshot (Regular) PT No. HOT20 (Lightweight) PT No. HOT21**  
Made by Sarik to fit the Hotshot MK1 and MK2 also the Supershot. The body covers the roll-cage and therefore offers more protection for the car.

**AVAILABLE FROM ALL LEADING STOCKISTS**

**NEW ITEMS — June 1988**

- M10 Optima Front Arms in aluminium ..... £14.95
- FRE128 Mugan Mercury B/S ..... £9.95
- FRE129 Lexan Mini Mardave B/S ..... £9.95
- FRE130 Mid Optima B/s £9.95
- TMS309 Mid Optima Undertray ..... £3.50
- TMS310 Storm B/S ..... £7.60
- TC-1106 Foam Motor Cover Card 10 ..... £1.90
- TMS24 Med. Motor Brushes Cd 10 2pr ..... £1.99
- TMS25 Hard Motor Brushes Cd 10 2pr ..... £1.99
- Mid Optima Body Extension Kit ..... £6.95
- MM54 Avante Front Bumper ..... £3.95



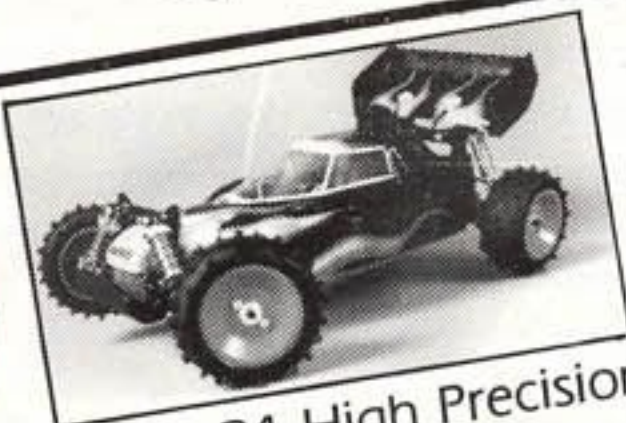
**HOTLINE 021-453-2714**

# Central Models

**Central Models Ltd.,  
1684 Bristol Road South,  
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## YOKOMO super dogfighter



24 High Precision Ballraces

1st, 3rd and 6th Reedy International, on first outing of production cars. Due to high demand order now. Has many new design features:-  
Top loading drive system  
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MAGNESIUM MOTOR MOUNT AND BULKHEADS  
SADDLE PACK CHASSIS FOR BEST HANDLING  
**FULL SPARES BACK UP**

**UK AND EUROPEAN DISTRIBUTORS FOR: YOKOMO, TEAM LOSI, NOVAK, ANDY'S, PROLINE AVAILABLE FROM ALL GOOD MODEL SHOPS**

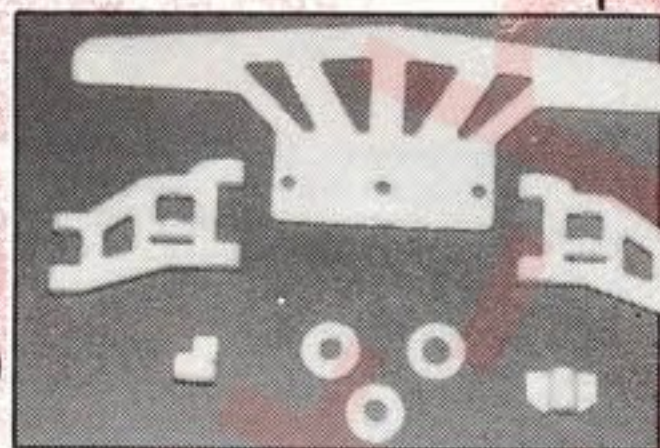
**UK and EUROPEAN DISTRIBUTORS**

## NOVAK ELECTRONICS

- Novak NESC-1X Eliminator — **£130.00**
  - Novak NESC-1 Pro II — **£110.00**
  - Novak NESC-4 Econo II — **£59.95**
  - Novak Heatsinks (Use with NESC-1 and 4 if in Buggy) — **£8.50**
  - Novak NER-2S Receiver — **£36.75**
  - Novak NES-1A Servo — **£28.60**
  - Novak NEC-1 Temperature Charger — **£45.00**
  - Novak NEC-2 Peak Charger — **£58.00**
  - Novak NEC-3 Peak Plus — **£116.00**
- (For more information see Novak advert in this issue.)

## Andy's NEW ITEMS

- RC10 Wide Front Bumper **£4.25**
- Ultima Wide Front Bumper **£4.25**
- RC10 Short Front Bumper **£3.50**
- Ultima Short Front Bumper **£3.50**
- Renegade Clear Lexan Bodyshell **£9.95** (fits RC10, Ultima, Optima etc)
- Renegade Stage 2 — **£9.95** (slight different shape to suit different cars)
- Longnose Renegade **£9.95**
- RC10 Wide Track Front Arms **£7.95** (Widen your RC10 the right way, and improve handling and cornering ability.)
- Body Saver **£1.75** (Snap together body washers to stop splitting around body holes.)
- Lightweight antenna mount **£1.75** (Mounts antenna from the chassis.)
- Lightweight antenna mount **£1.75** (Mounts it from the side of receiver or chassis tube etc.)
- RC10 Rear Lightweight Arms **£7.95**



## REVOLUTION MOTORS

**TEAM LOSI REVOLUTION HIGH QUALITY SUPER FAST STOCK AND MODIFIED MOTORS**

- TL6060 Superstock 28T — £14.95** (An extremely popular motor, which is really worked on to provide you with one of the most competitive stock motors available.)
- TL6040 Revolution II — £39.95 (21 DBL)** (Ideal 2WD motor which is forgiving to nicsads, forgiving to drive and suits many makes of cars and tracks.)
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- TL6054 Revolution 'Oval' — £39.95 (17 Triple)** (A fast yet, safe motor to drive, offering punch and speed.)
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- NEW TL6057 Revolution Brutus — £39.95 (16 triple)** This new wind produces excellent raw horse power. It has excellent mid range & top end power and has better running time than the Insane.
- TL6101 Revolution Wet Mag II — £39.95** (The latest modified motor design, incorporating wet magnets and extra heat sink on the end bell for improved performance.)
- TL6102 Revolution Wet Mag IV — £39.95** (Slightly hotter wind than II.)

### NEW 1/12 MOTORS!!

- TL6060 1/12 Stock 35T **£13.50**
  - TL6121 1/12 Small Track 6 cell quad — **£39.95**
  - TL6122 1/12 Med. Track 6 cell quad — **£39.95**
  - TL6123 1/12 Large Track 6 cell double — **£39.95**
- (Join the many buggy 1/10 racers who have enjoyed success with Revolution motors, by trying our new 1/12 range today. Quality guaranteed.)

### ACCESSORIES

- TL6059 Motor Safe **£1.95**
- TL6039 Motor Tube **£1.00**
- TL6041 Hard Silver Brushes **£1.95**
- TL6061 Hi Pro Silver Shunted Soft Brushes **£1.95**
- TL6055 Silver Cut Brushes **£3.50**
- TL6045 Springs **£1.55**

## PRO-LINE

- 1003 Knobby** (small knobbles for tight control suits Hornet, 1.5 inch rims etc.)
  - 1018 Knobby** (small compact tread comprising of small knobbles for excellent control. Used by many drivers on RC10, direct replacement on stock hubs.)
  - 1023 Knobby** (completing the range this tyre again has small tight knobbles and suit large 2.0 inch rims, Fox, Wild One etc. Excellent control with 2WD cars.)
- All the above tyres are £6.50 pair.**

### Rear

- 1025 Champion** (Excellent rear tyres for all low profile wheels, Hotshot, Cat etc. superb on loose surfaces.) **£6.75**
- 1020 Octi-Grab** (Fits 1.5 inch hubs tyre RC10 and Tamiya Hornet etc. Unique design for the best performance) **£6.75**
- 1026 Roost Monger** (Fits PB, Cat, Hotshot rims and has a dual paddle/knobby tread) **£6.75**
- 1027 Mudwrestler** (Fits PB, Cat, Hotshot 2.0 inch rims and has 4x4 rows of spikes that really dig in.) **£6.75**
- 1029 Apache** (Latest treads for flat surfaces. V-shaped tread for PB, Mid 4, Cat etc. very wide and low profile for excellent handling.) **£7.45**
- 1030 Cherokee** (Same size as above but with waffle tread and extra width) **£7.45 pair**
- 1031 Comanche** (Again fits 2.0inch rims. PB, Mid etc. and are extra wide with criss/cross tread for superb handling.) **£7.45**

### WHEELS

Full range of wheels in stock for all cars from Cat, Mid 4 to Hornet, Falcon etc. Superlightweight

- 2517 Tamiya 2WD Rear Wheel** (fits Wild One, Falcon etc.)
- 2518 Kyosho 2WD and 4WD Rear Wheel** (fits Ultima, Mid 4 etc.)
- 2519 Associated RC10 Rear Wheel** (direct replacement)
- 2520 Yokomo Wheel**
- 2521 Tamiya 4WD Wheel** (fits Hotshot, Boomerang, PB)
- 2522 Tamiya Front Rim** (star design for Fox, Wild One etc.)
- 2523 Associated RC10/Kyosho** (direct replacement)

All above wheels are for low profile tyres and are only **£3.99 a pair**  
**Proline Class One Bodyshell — Fits RC10, Ultima etc. £9.95**

Full range of bumpers and wings, plus adaptors for wheels and many more items in stock.

**UK and European Distributors** Trade inquiries welcome

### TYRES

#### FRONT

- 1028/1022 Viper** (these have a v-shaped tread to suit 2WD cars. For hubs like Fox, Wild One (1028) and Hornet, Grasshopper etc. (1022))
- 1021/1024 Diamond** (Diamond tread for 2WD, suits low profile wheels, Fox, etc. (1024) and RC10 stock hubs (1021))





Say you saw it in Radio Race Car

# AERO NAUTICAL MODELS

39 PARKWAY, CAMDEN TOWN, LONDON, NW1 7PN



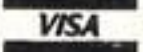
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Vast stocks of kits, radios, accessories, spares, tune up parts



## CAT 'XLS'



NEW Spec for 1988.  
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CLEAR PLASTIC UNDERTRAY  
£3.50 +£1 post

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OT104 Motor Cord	£2.20
OT105 Rod Set	£0.95
OT106 Body only	£11.95
OT107 Wing only	£3.50
OT108 Decals Std	£2.20
OT109 Screw Set Std	£7.25
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### CAT SPARES

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T055 F Transmission Housing	2	£1.50
T058 Arm Front Suspension	2	£2.00
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T071 Rear Trans. House Outer	1	£6.99
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T085 Diff. Shaft	1	£2.99
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T104 Rear Hub Carrier	2	£1.50
T106 F/G Rear Shock Bkt	1	50p
T119 Aerial Tube	1	£1.50
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T123 Gear 55TH	1	£1.50
T124 Gear 58TH	1	£1.50
T125 Gear 60TH	1	£1.50
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T129 Drive Belt 80/072/4 - short	2	£4.99
T132 Suspension Springs 045 x 8 x 1.5 front	2	£1.00
T133 Suspension Springs 045 x 11 x 2.5 rear	2	£1.00
T146 XL Chassis Plate - Lower (+25mm)	1	£6.99
T147 XL Chassis Plate - Upper (+25mm)	1	£4.99
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T154 Wide Low Rear Susp. Bracket	1	£0.86
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T517 Bearing Housing Moulding	1	£2.50
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T617 Pulleys 50-51T	£3.99	
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T620 Screw Bag A Self Taps	£3.99	
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T622 Screw Bag C Ass't	£4.99	
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T626 Front Anti Roll Bar Pins & Wingwire	£2.50	
T627 Servo Saver Asstd.	£6.99	
T628 Front Shocks less seals	£7.50	
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T631 U/J Bag	£3.99	
T632 Diff/Int. Repair Kit	£12.50	
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T634 Rear Shocks Complete pair	£2.50	
T635 Front Diff. Repair Kit	£2.00	
T636 M3 Joints 4 Pivot & Sockets	£1.00	
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**T648 Saddle Pack Chassis inc. Batt clamps** ..... £12.76

**SCHUMACHER RACING PRODUCTS**

PC1 Peak Detection Charger ..... £33.00

PC3 Peak Detection Charger with Ammeter ..... £44.50

### OPTIMA SPARES

01 Gear Box	£4.95
02 Chain	£4.95
03 Wheel Set	pack of 4 £4.95
04 King Pin	pack of 4 £2.45
05 Joint	pair £2.35
06 Swing Shaft	pair £5.00
07 Rear Plate Set	£6.65
08 Front Side Plate	£2.10
09 Shock Stay	pair £2.10
10 Bushing Set	£2.75
11 Suspension shaft	pkt. 10 £2.35
12 Radio Plate	set £2.75
13 Suspension Arm Set	£4.65
14 Under Guard	£2.75
15 Front Bumper	£2.10
16 Knuckle Arm	£3.90
17 Front Shaft	£3.50
18 Rear Shaft	pair £3.50
19 Driver Washer	pair £3.50
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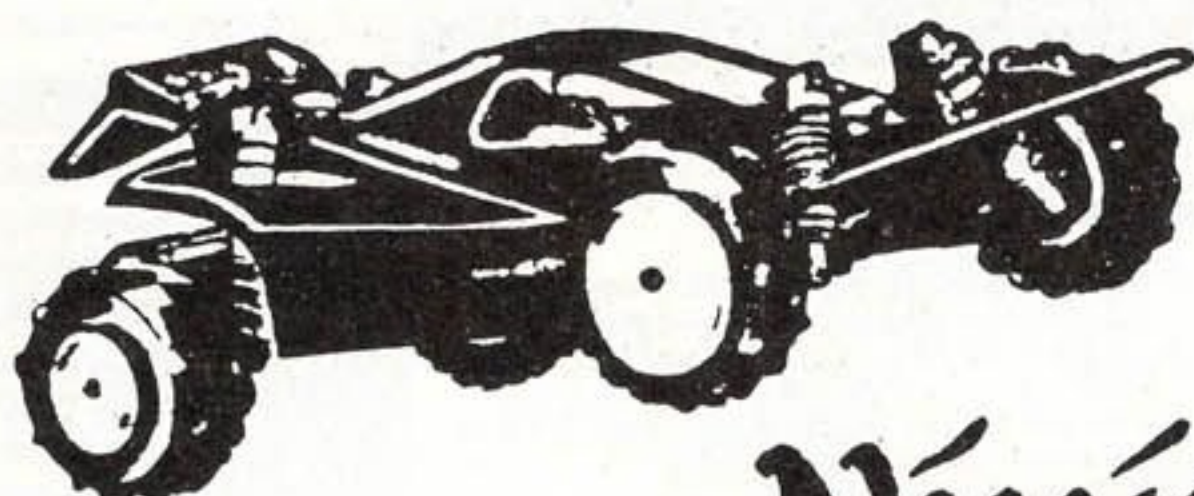
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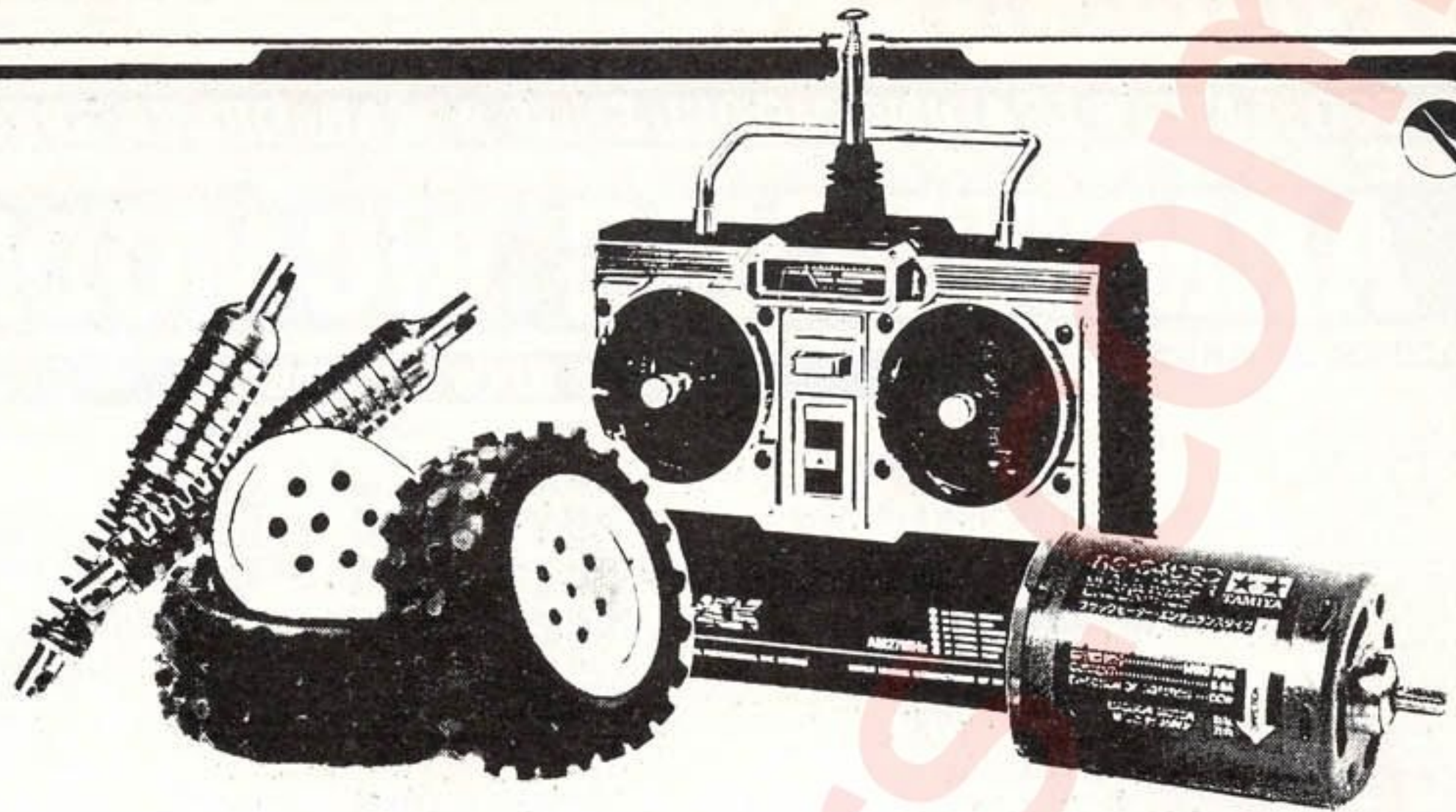
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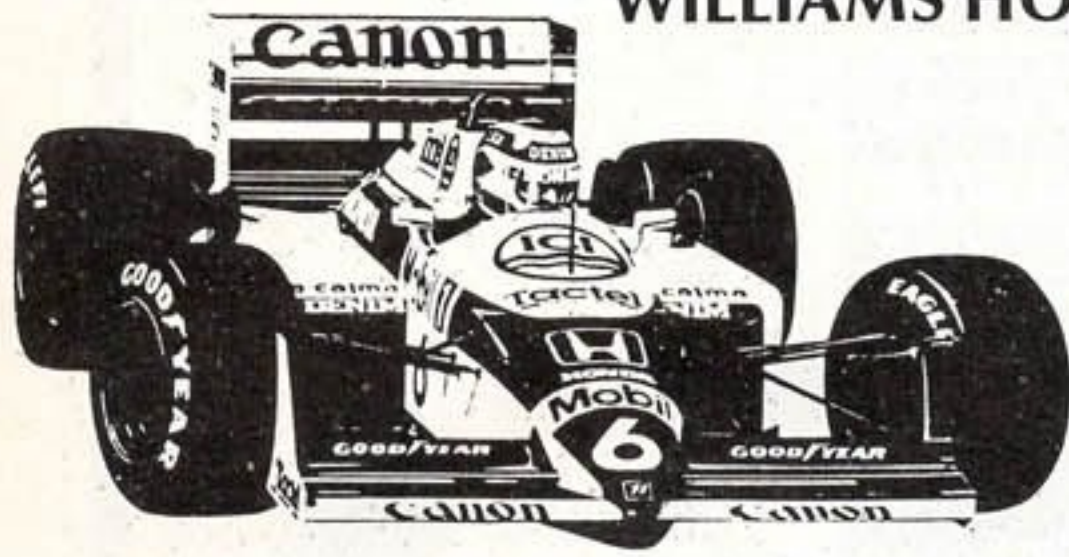
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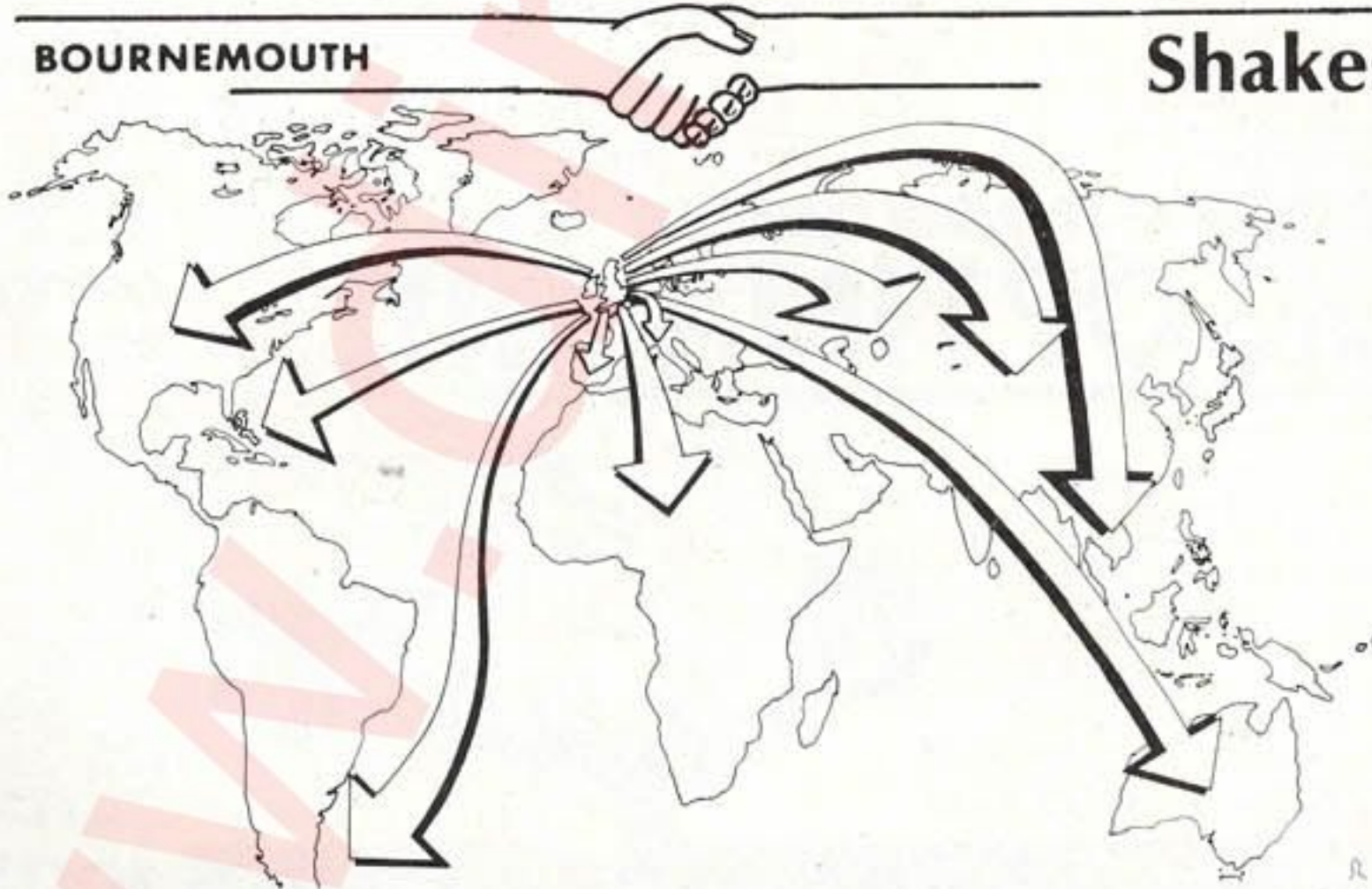


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OT44 Decal Set	£2.35
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SC78 Speed Controller PCB	£3.75
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OT95 Plate Set	£1.95
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OT97 Suspension Shaft Set	£2.55
OT98 Battery Holder Set	£1.95
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OT101 Ball Set - 5.8mm	£0.30
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OT103 Tape Set	£2.15
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- No motor, no speed controller

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UM8 Front Shaft Set	£2.95
UM9 Rod Set	£1.95
UM10 Collar Set	£1.75
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UM13 Susp. Arm Set	£3.15
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UM15 Radio Plate Set	£1.75
UM16 Body Set	£3.25
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UM20 Chassis	£6.45
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UM28 Motor Guard	£5.95
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RK5 Plastic Parts Set	£6.50
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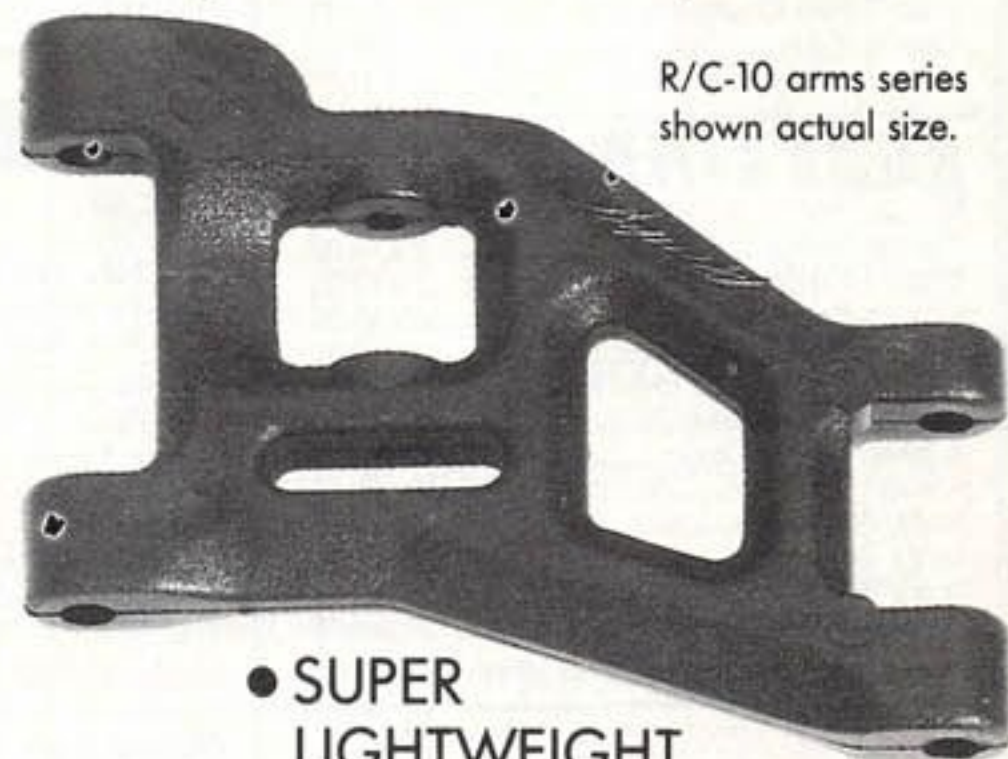
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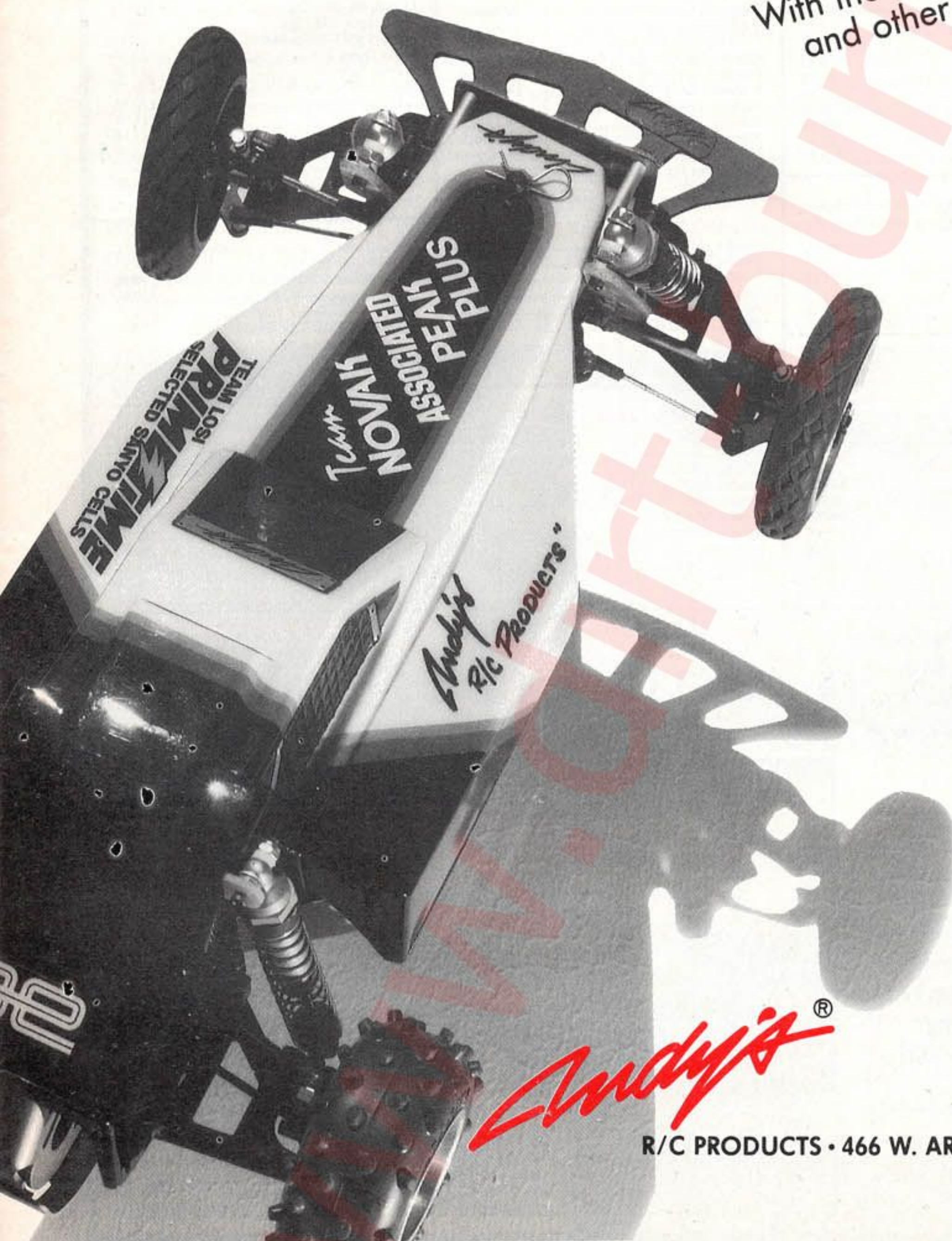
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# RALLY CROSS

by Paul Leach

The trip to our northernmost 1/8 Rally Cross circuit at Scarborough is always a long one but one which is always worth the effort, this year was no exception, surprisingly on arrival the marquee was still standing. The Scarborough club members had obviously put a lot of hard work into getting the purpose-built track ready for action, the entire length of the circuit being marked out in white hose as opposed to only the partial marking out last year, this was a great improvement and not only made the track look better but made it easier for drivers to see from the rostrum. There was a certain amount of debate as to a 'chicane' which had also been added on to the straight, but this proved to be no

muddy meeting, "still the marquee was standing" and proved to be an excellent facility.

Practice was as usual followed by the drivers briefing and then the heats commenced. Unfortunately the meeting only had a small entry, this was a shame as the Scarborough lads always put on a good meeting.

As the first round of heats got underway it was obvious that the new Kyosho cars were well suited to the conditions and also that a lot of progress had been made with the handling of these cars.

The first heat of the day saw good scores from Tony Miller and also local man Mike Stevenson, both scoring 10 lappers but this

was answered in heat 2 by Alan Harman who topped the first round times with an 11 lap score. James Weedon was the best of the PB drivers also with 11 laps. A number of other drivers also managed 10 laps in the first round, these included Mick Harney, Ralph Allum, Tommy Chung, Richard Stitson, Justin Mackey, Stuart Wilcox, John Chamberlain, David Allison and your scribe, this list shows just how competitive the race at the top now is. Round 2 saw a lot of top drivers improve their scores to 11 laps, also scoring good 10 lappers were Richard Phudiphatt and none other than race organiser Jim Richards, nice to see him enjoying a good run after all the hard work he put into the meeting, this score was to earn him a place in the 'B' final.

Not a lot of change at the top again in the third round but more good scores came from David Hill, David Chung and Tom Griffiths all this 10 laps.

Round 4 saw a couple more 11 lap scores from Ralph Allum, who seems better suited to the new Siccum Magnum Force and is this year right up amongst the front runners. Tommy Chung was again proving to be consistently fast as we have seen all this season.

Such was the pace in qualifying that the likes of British Champion James Weedon, your scribe and Richard Stitson were only destined for the 'B' final, although it is good to see some different names at the top. Congratulations to Stewart Wilcox who eventually managed FTD, taking it from fellow team driver Alan Harman.

The finals started as usual with a 15 minute 'O' Final, in this was none other than Roger Giles who was having a meeting he would love to forget including blowing up no less than 3 engines in qualifying and only getting as far as Lap 5 in the Final before suffering a servo failure on the steering, but Roger took it all in good heart to show what good sportsman he is, we all know some meetings can turn out that way. The final was won by Ian Harper who finished 4 laps in front of G. Barton with Dennis Stewart in 3rd Place.

The 'C' Final was also over 15 minutes duration and was to prove to be very close at the finish, with only 5 laps separating the top six places at the end. Richard Phudiphatt crossed the line about 20 seconds in front of Keith Plum with S. Taylor, S. Webb, Tom Griffiths and M. Cradock taking the next placings.

The 'B' Final always contains good drivers but on this occasion, because of the very close qualifying times, there was a



Above, the Kyosho Burns was the car on top at Scarborough.

Right, start of the 'A' Final.

problem once the racing started. The shape of the track had also been changed a little, but the concrete hill still remained making this one of the most interesting but difficult tracks, although in my opinion most satisfying circuits to drive. The weather on the Saturday evening was quite good, so after a few drinks and games of snooker in the McCains Club House, on which grounds the track is sighted, it was off to bed with thoughts of a good weekends racing in store.

As Saturday morning broke, the weather had taken a turn for the worse with overnight rain soaking the track, it was obvious this was going to be another wet and



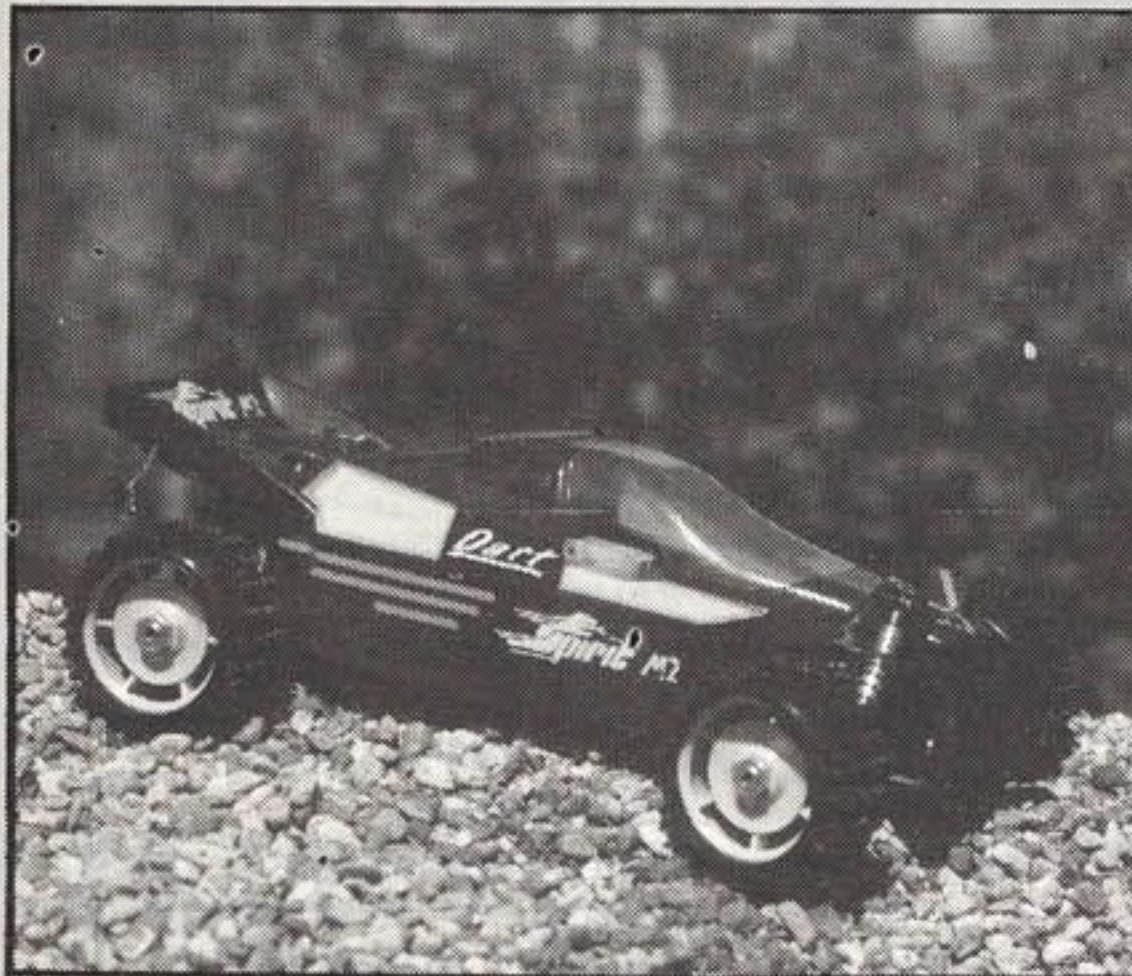




# Serpent 1988



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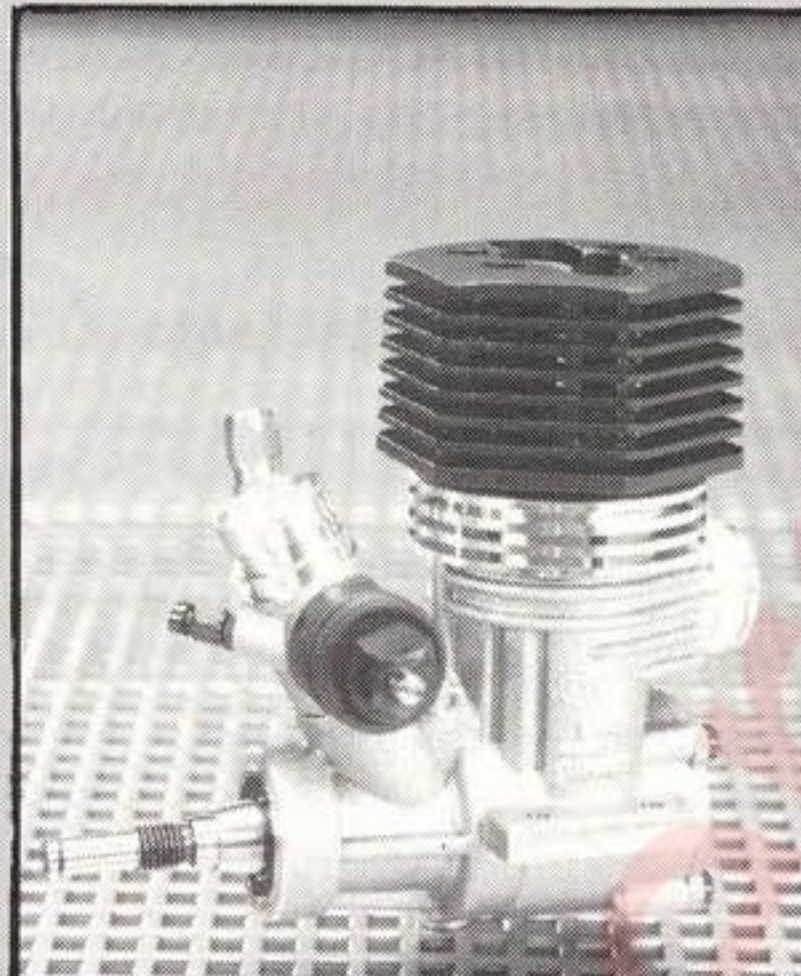


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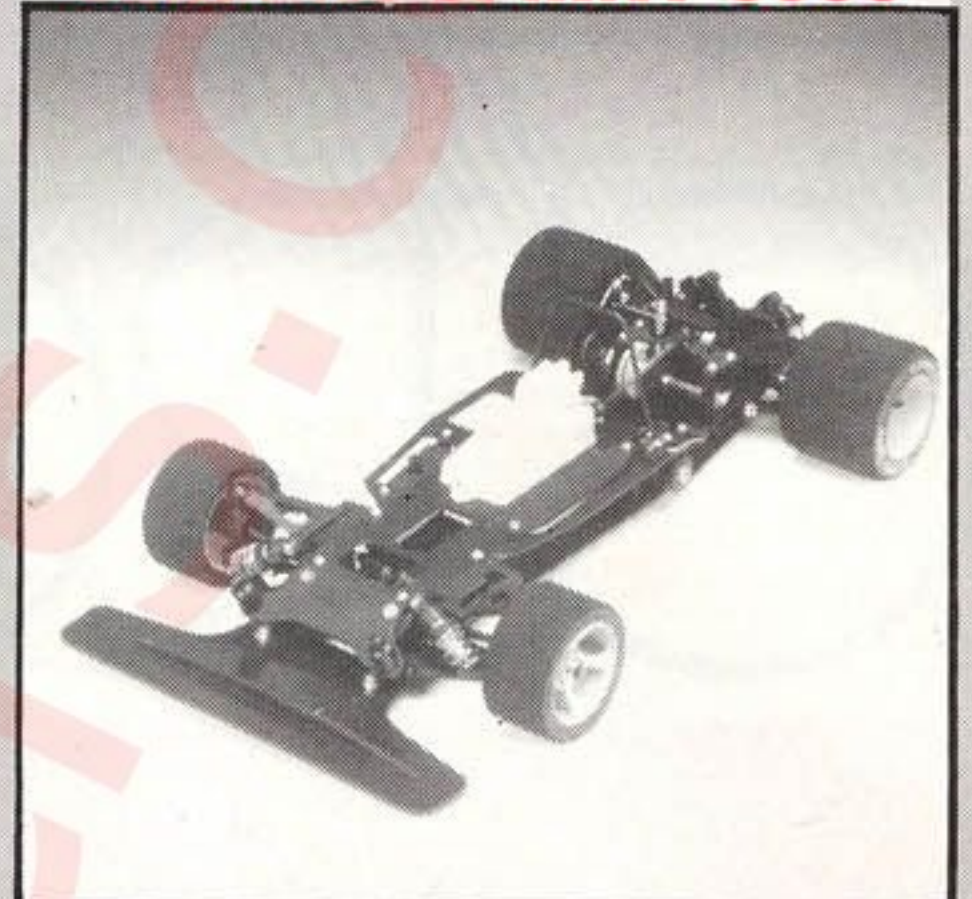
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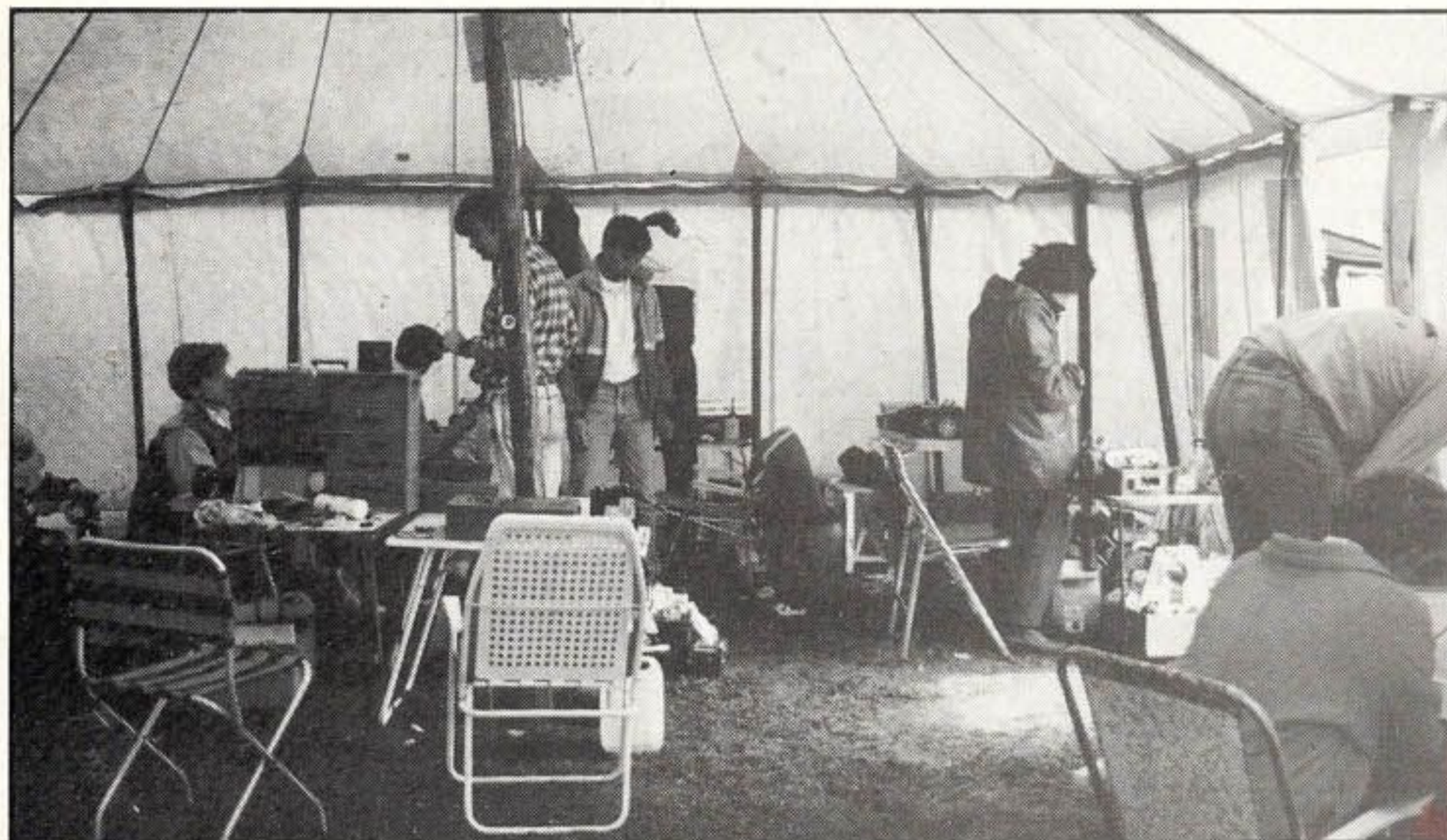
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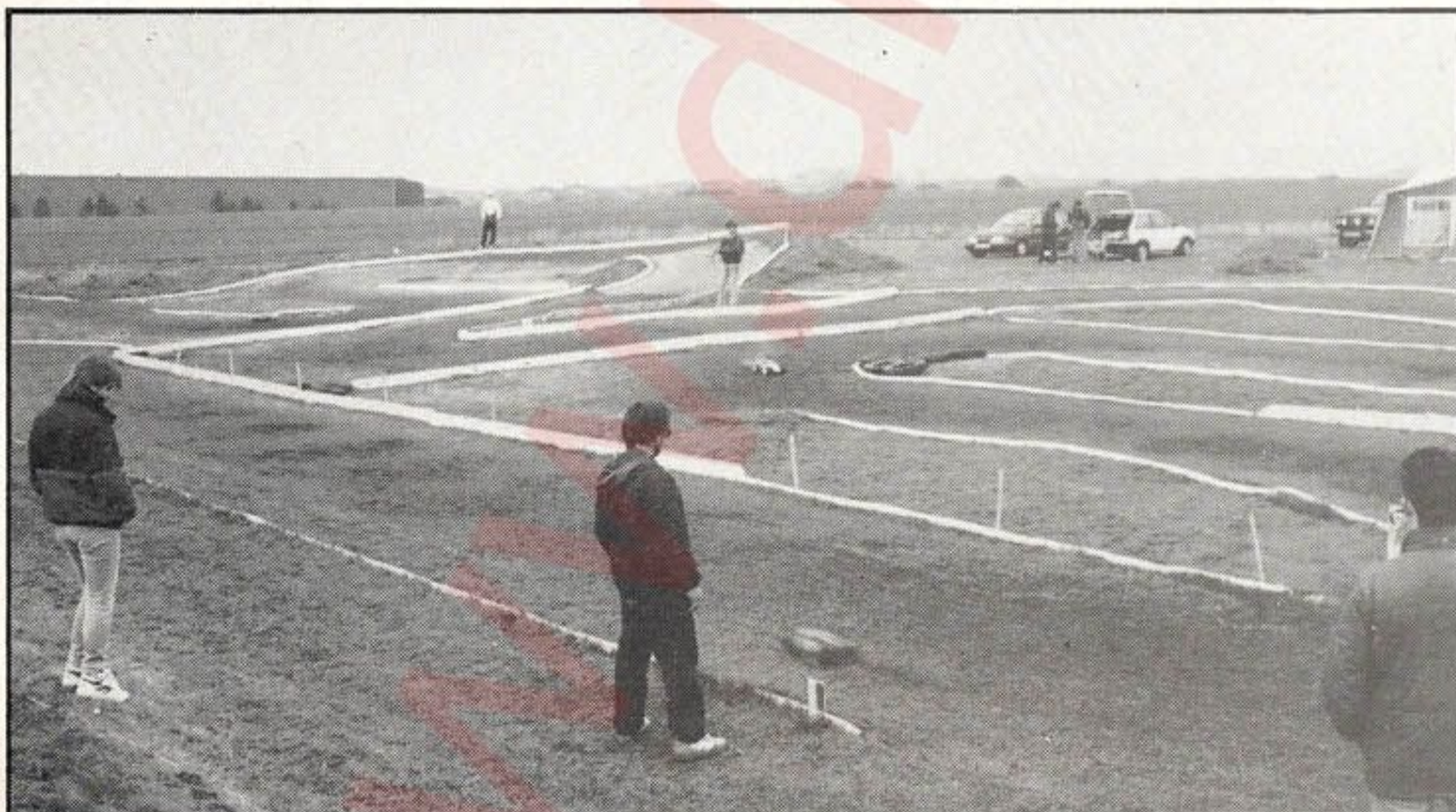
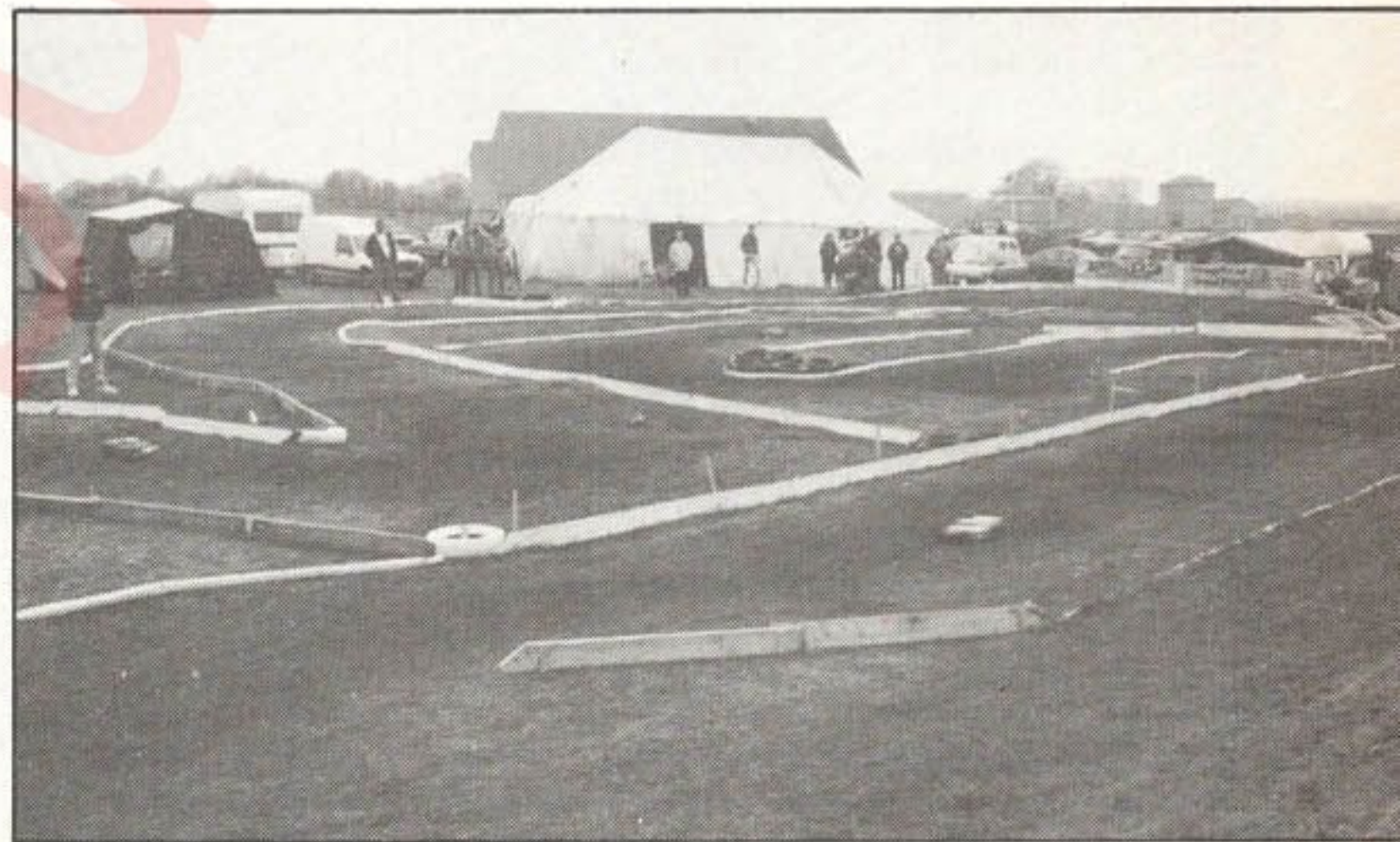
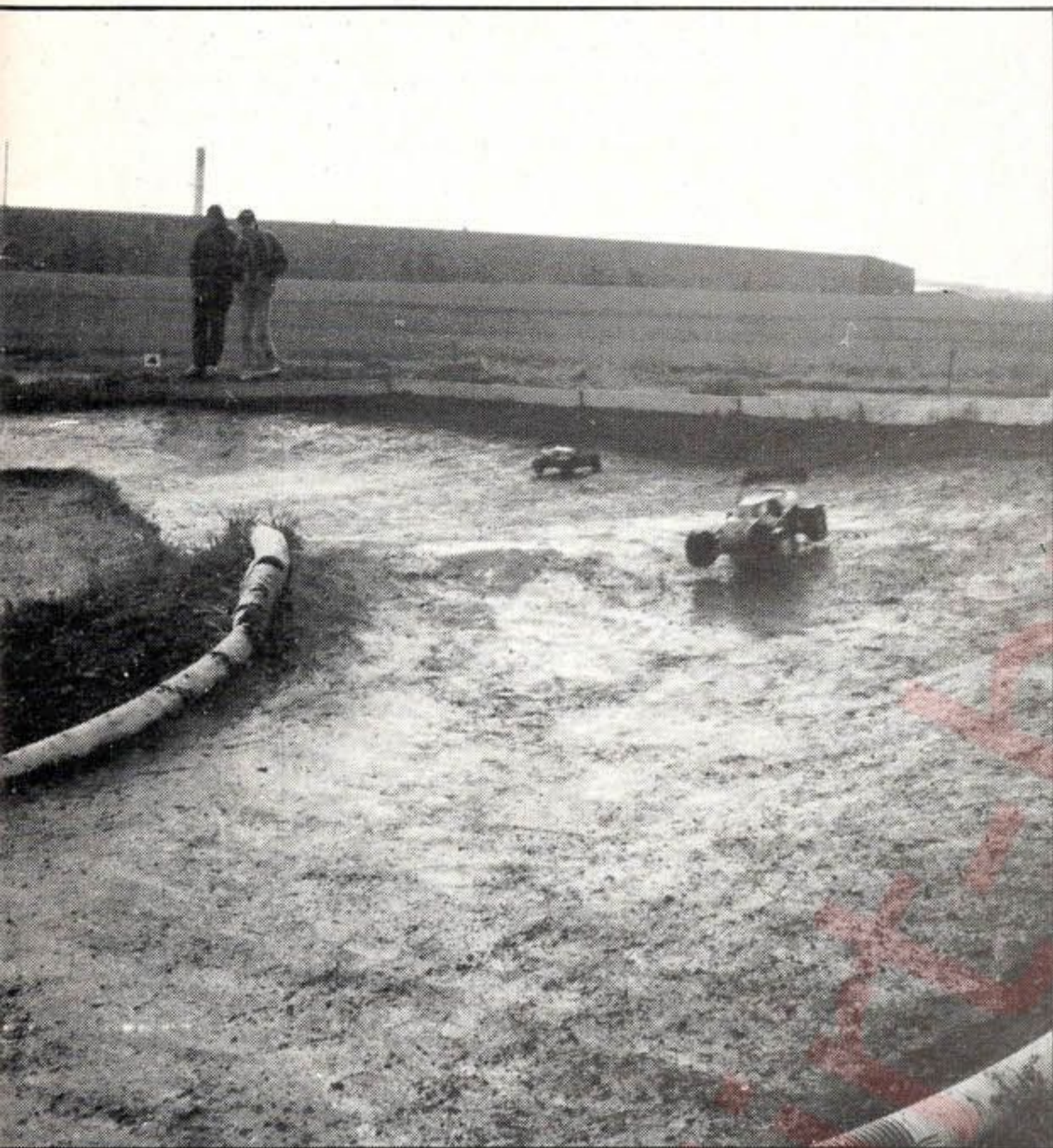




*Above, covered in pits marquee.*

*Left, conditions on the concrete were far from ideal.*

*Below, the Scarborough Track, the chichane clearly seen in the foreground.*



*Part of the excellent Scarborough track, the concrete section can be seen in the top left of the shot.*

few drivers normally seen in the 'A' Final including James Weedon. James took the lead followed by yours truly then Mark Stitson and Paul Hill all very close. On lap 3, your scribe took the lead from James who was shortly to retire with a 'sick' engine. Young Mark Stitson and Paul Hill were driving well and were ready and waiting for me to make a mistake. Mike Stevenson was holding a good fourth place, just in front of Ian Piggott and David Hill, both of whom were driving well, Ian is improving with each round as he gets used to driving his new Kyosho. Other improvers are obviously David and Paul Hill now regularly putting in good performances with their PBX3's. At the end of the 20 minutes then your scribe came out the winner but only 2 laps in front of Mark Stitson with his Siccom, followed by Paul Hill.

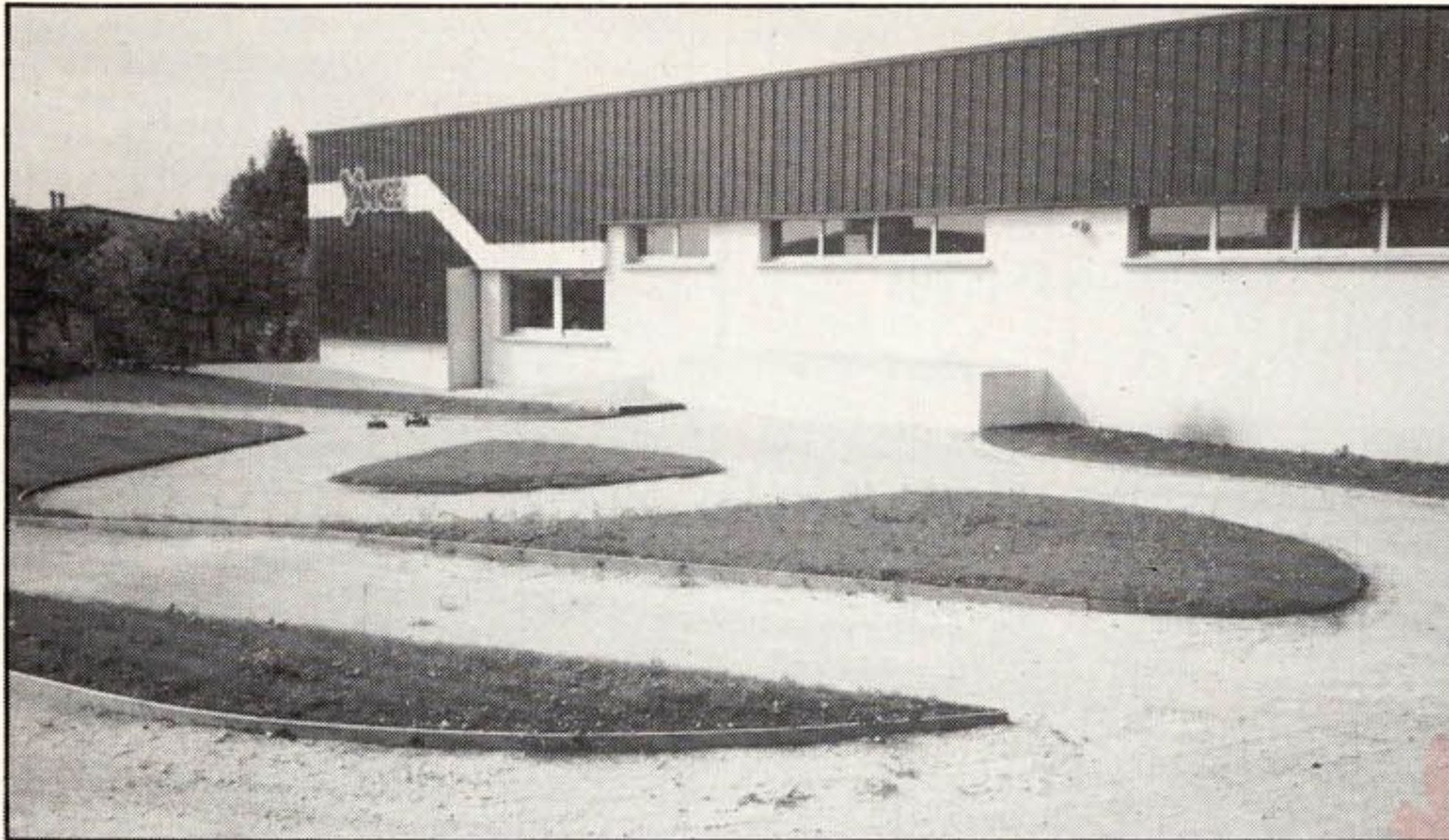
The 'A' Final was set to be a close run 30 minutes. All 4 'works' Kyosho drivers being joined by 4 PBX3's and 2 Siccom Magnums. Justin Mackey was the only retirement in this final after only 1 lap with mechanical failure, which was unfortunate after qualifying so well. The initial lead was fought out between the Kyosho's of Alan Harman and Stewart Wilcox. Stewart eventually took over but was unfortunate to be entangled with another car near the end of the race handing the lead back to Alan Harman. He held the lead then to the flag, with Stewart having to settle for second place. Third and fourth were Ralph Allum and Mick Harney respectively, who had both driven well to finish on the same lap after 30 minutes with Tommy Chung, again pro-

ving what an improved driver he now is, just behind them. Other placings were Tony Miller, Michael Allison, John Chamberlain, David Allison and Justin Mackey.

Congratulations must go to all the finalists at this tough meeting and also thanks go to the organisers and helpers who gave us a great day's racing. Well in next months issue we will be bringing you coverage of this years National Championship at Gloucester, which if this years trend continues, should be even better than ever.

A couple of weeks ago the phone rang and a voice at the other end said "Paul, how do you fancy going to France to visit the Yankee Factory?" Needless to say the invitation was accepted without question, for not only was this a chance to visit one of the biggest and most famous of all model car manufacturers, but also to test their latest 1/8 Rallycross car and their new





Rear of the factory, showing Yankee's own very impressive test track.

1/8 scale Rallycross car (yes 1/8!). The voice on the other end of the phone was Tony, who along with his partner Sid, from J & P Turners are the importers of the Yankee cars into Britain.

A few days later we were on our way to Dover to catch the cross channel ferry which, thanks to a French crew, actually sailed on time and soon we were travelling through France down to Dijon, the home of the Yankee Factory.

On arrival, the factory certainly looked impressive and ultra modern. It was specifically built for Yankee only five months ago and already the company has started work on a second building adjacent, in order to keep up with the production due to the heavy demands for their products. The present factory covers an area of some 8,000 square metres and has a current staff of 16 people. The whole factory is clinically clean and at the rear they even have their own test track. We were immediately greeted by their General Manager, Jaque Franks, who showed us to the companies reception room, which aside from containing a large conference table, also housed a glass showcase in which they have a large display of Yankee cars from their first products right up to the current models.

Jaque filled us in on a brief history of the company and was very proud of the large display trophies which adorned the room. Although perhaps not presently too well known in this country (although a British top driver will shortly be seen running one of their cars at the National 1/8 Rallycross meetings). Yankee has a pedigree second to none in France and Europe, they have been French Champions 8 times, European Champions 5 times and are also the current 1/8 World Champions. The scale of 1/8 rallycross in France can perhaps be appreciated by telling you that there are up to 30 races every weekend to choose to race at and Yankee last year sold over 8,000 1/8 Rallycross cars. This quantity of sales means that 1/8 cars take precedence and are being continually developed, one excellent point Jaque made was that Yankee has a policy of never bringing out an entirely new car, but continually upgrade the car making it easy for the average driver to upgrade to the latest spec, even if his car is 4 years old. Another point worthy of note here also is that on close examination of the "works



cars", shows that they were identical to the standard kit you can buy and had no special unobtainable parts.

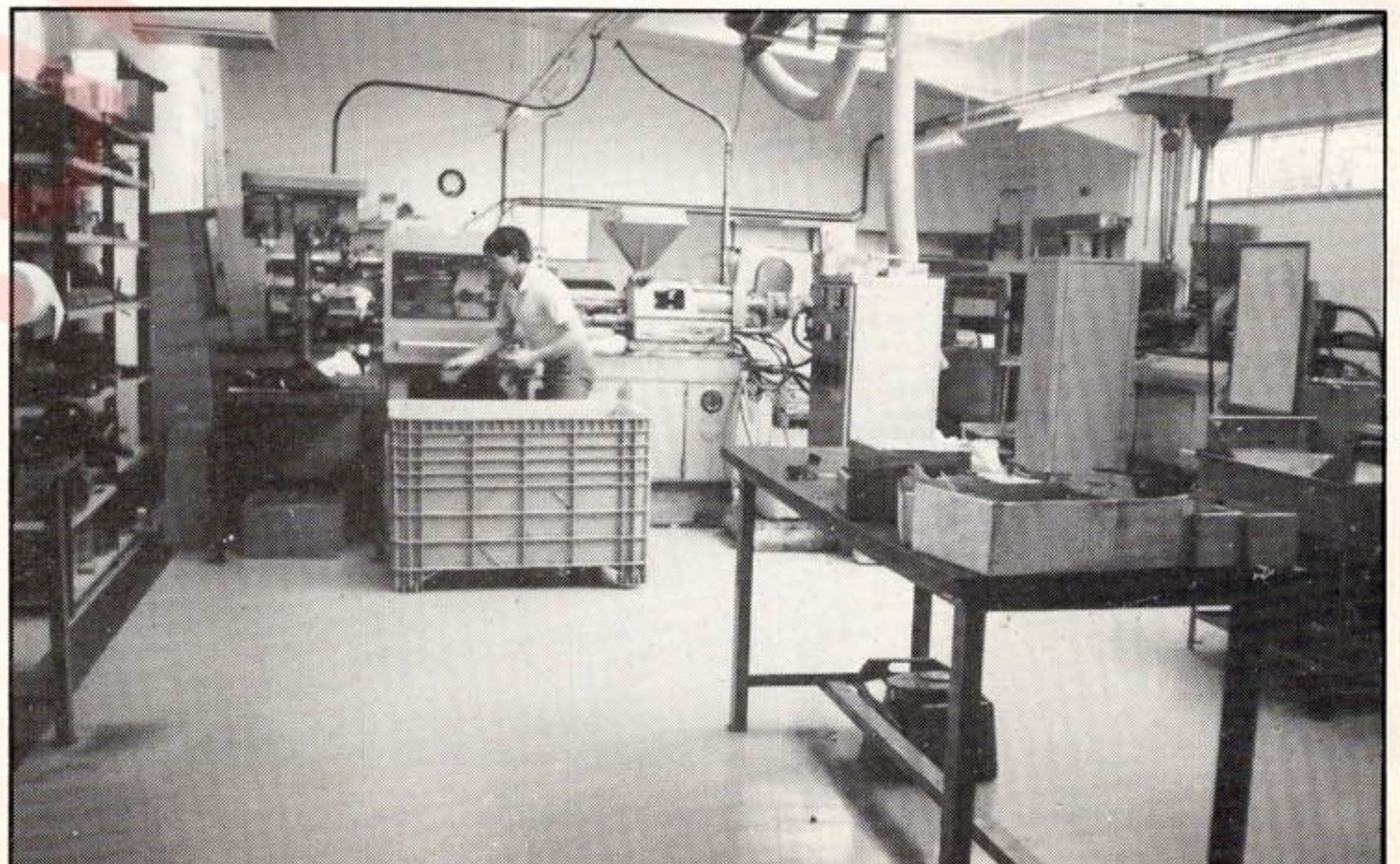
As well as the 1/8 Rallycross cars the company produce around 5,000 1/10 electric cars per year and are honest enough to admit that they have a lot to learn in this area. The present car is a little off the pace of the front runners but Yankee are working on this and the resources they have available to them should have the car competitive soon. However the car is ideal for the clubman as it is extremely easy to drive and maintain.

On then to the factory tour in which we were shown various areas such as the machining room, moulding room, drawing and development rooms. There was a vast storage area and the latest addition, a production line for the new 1/6 scale car, more of this later. The whole factory was extremely clean and modern with factory workers looking more like medical staff. Vast stocks of spare parts and complete kits were apparent, some special items were on show such as the Yankee Multiplex radio control units, the Yankee digital lap timer (which also has a printout facility for individual lap times, etc) and one of the most impressive items on show was the 1/8 rallycross car Central "Torsion Diff", this has the ability to deliver the power to the wheels which are not spinning, thus delivering maximum traction at all times, most impressive!

Next came what I had been waiting for, a chance to drive the cars on the test track at the rear of the factory. The track was excellent being made up of a grass infield and gravel — shale racing surface in places, equal to most UK tracks. The 1/8 car was excellent, very easy to see why it was World Champion. The car should be a top contender when it appears in this country, it looks very reliable and easy to maintain. A full review on building and running the car will be following in further issues of this magazine.

On now to the 1/6 scale car, this is a totally new class of car and hats off to Yankee for having the confidence to not only bring out a totally new class of car but also create a new class of racing. I have to say that the car was the most enjoyable that I have ever

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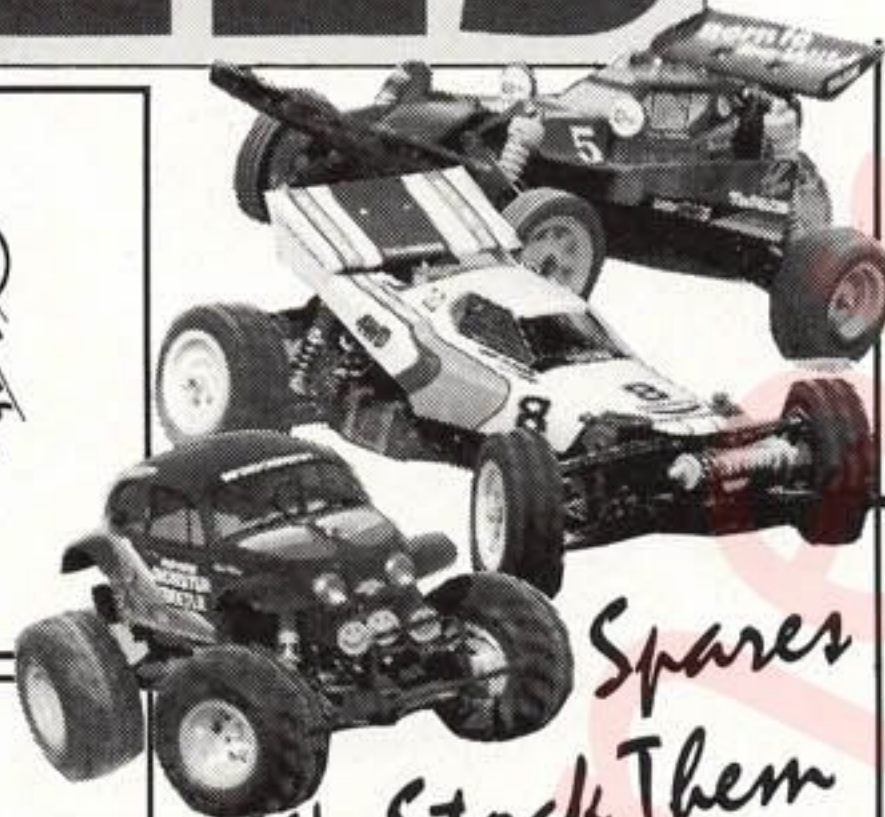
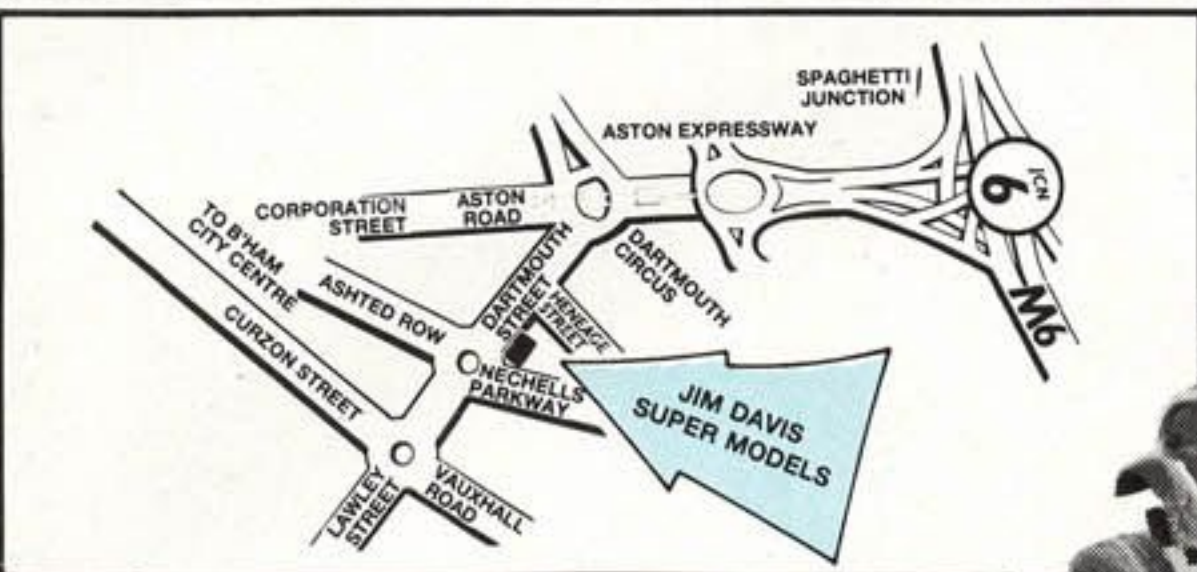
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driven and certainly the most fun, infact only when the car ran out of fuel after 45 minutes running did they get the transmitter back off me. The 1/8 car is an entirely new concept, it weighs approximately 8 Kg and runs 45 minutes on a tank full of fuel. The car is powered by a 22 cc 4 stroke Kawasaki petrol engine which has been specially made for Yankee. At present time, production is at 30 cars per day and already there is a 3 month waiting list! The car comes ready built to run complete with Multiplex radio gear, you literally have to fuel it and pull the starter cord and away it goes. The standard car produced about 1.8 BHP and has a speed of 45 KPH, although Yankee can tune the engine to give up to 4 BHP and a maximum speed of 100 KPH (frightening ain't it!). The car is great fun to drive and handling is excellent and although the car doesn't produce the raw horse-power of an 1/8 car, power slides can be held just like a full sized Rally car. Whether the car will catch on in the UK remains to be seen, but if you want pure fun, this is the way to go. They already run standard and modified classes in France.

So the visit ended and I must say that I had a most enjoyable day, many thanks to both Yankee and British Importers, J & P Turners.

Hopefully I shall soon have the 1/8 car to demonstrate at the rallycross meetings.

Information about Yankee cars can be obtained from Modelstyle, Ross-On-Wye (0989-66933) or from J & P Turners.

Look out for the full review of the Yankee 1/8 Rallycross car soon.



1/10, 1/8 and 1/6 cars, together you get a good idea of size.

Front of new factory.



1/8 car at rest, it does look great.

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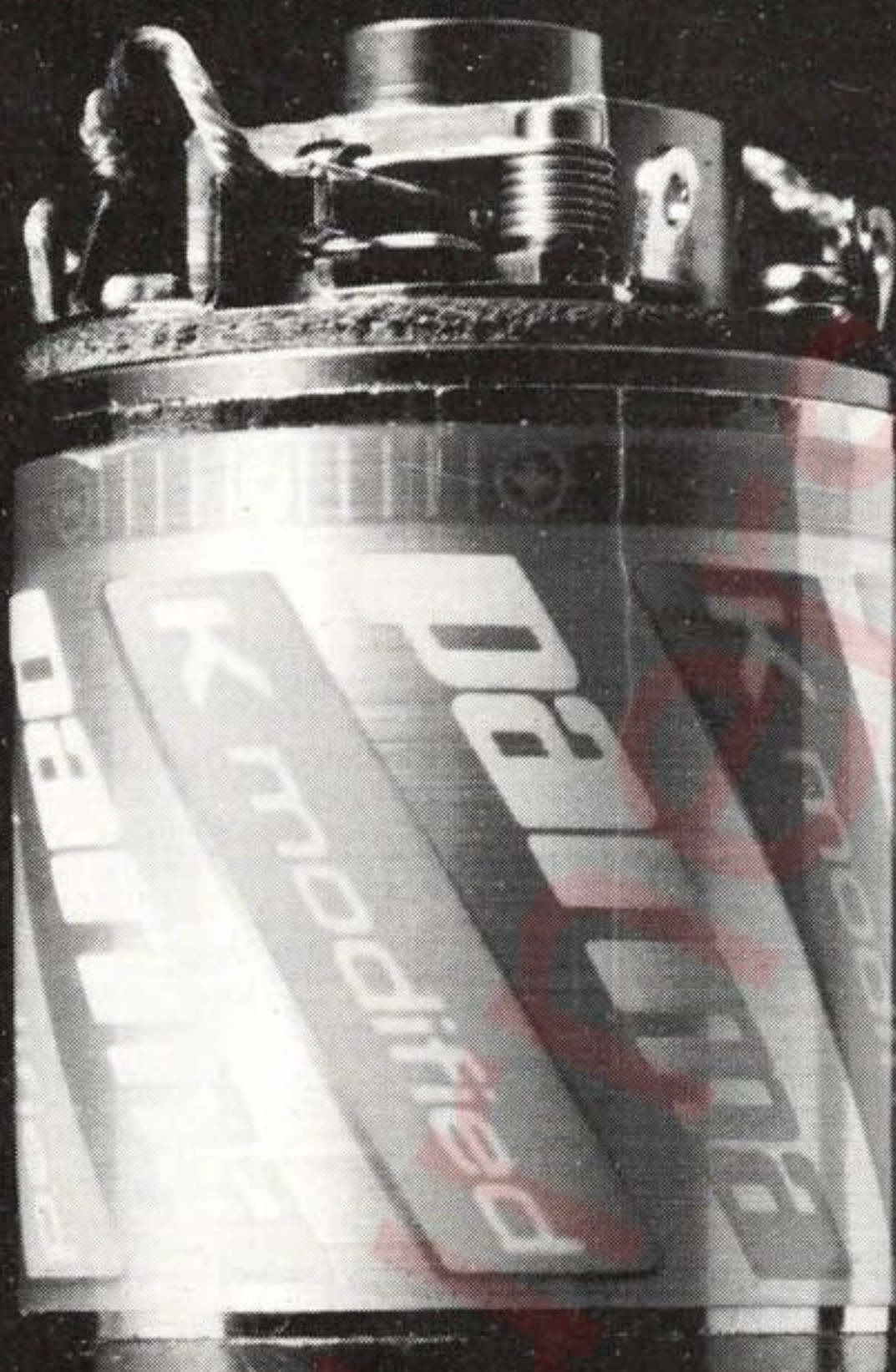
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14024	27 turn Single	Cyclone stock	27,000
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Note: Y = Yokomo. K = K-Motor. C = Cyclone

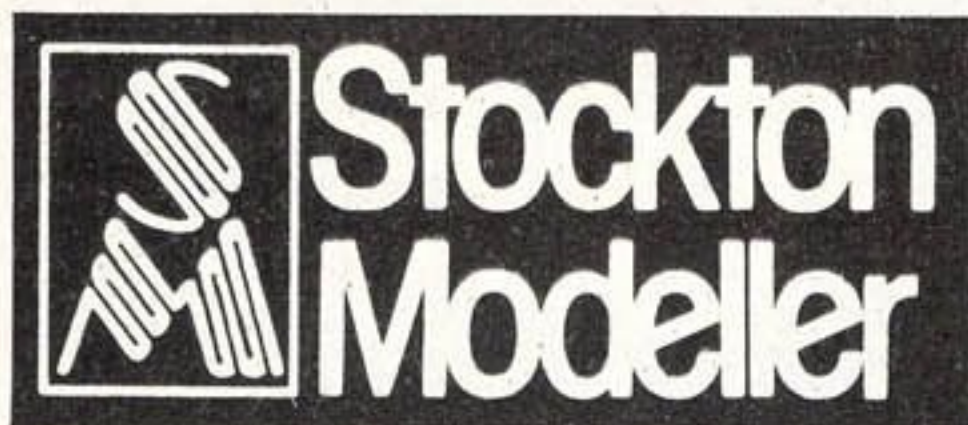
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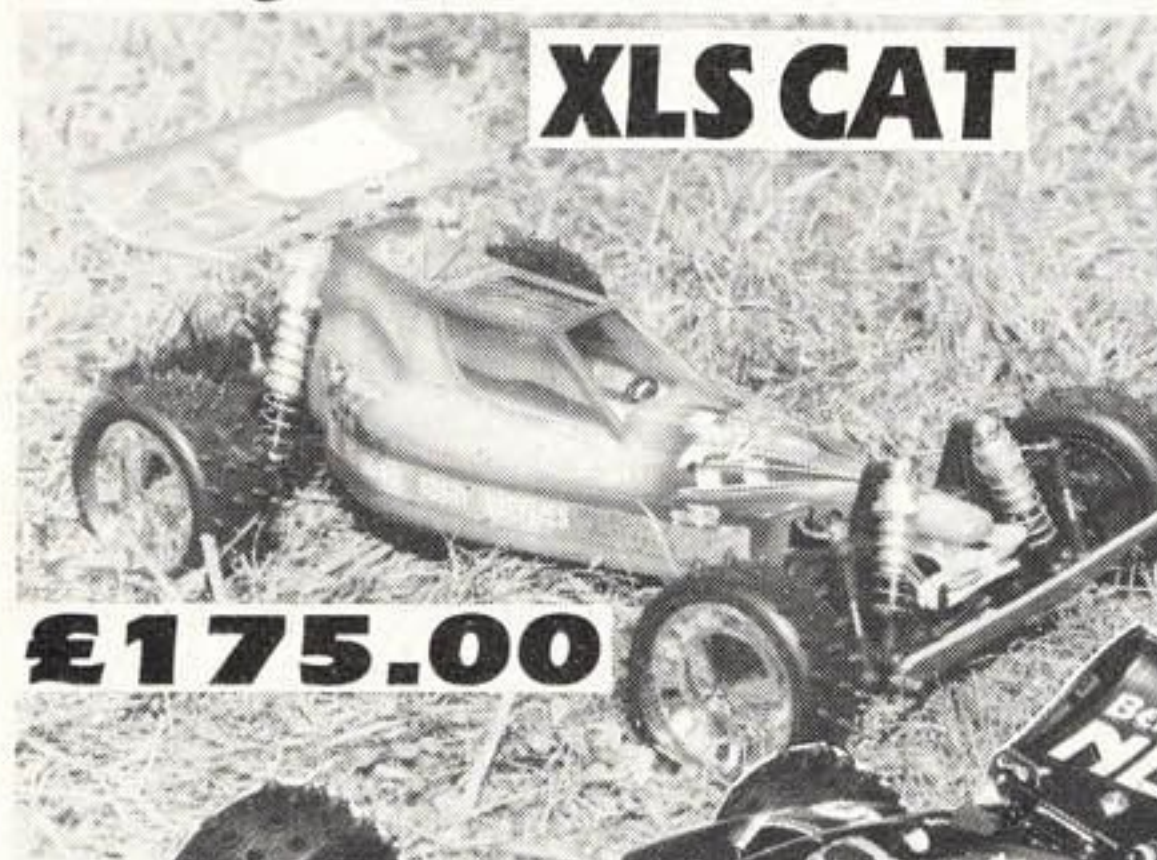
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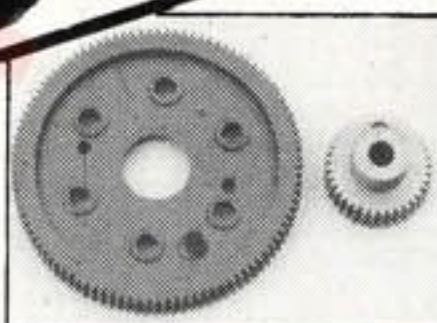
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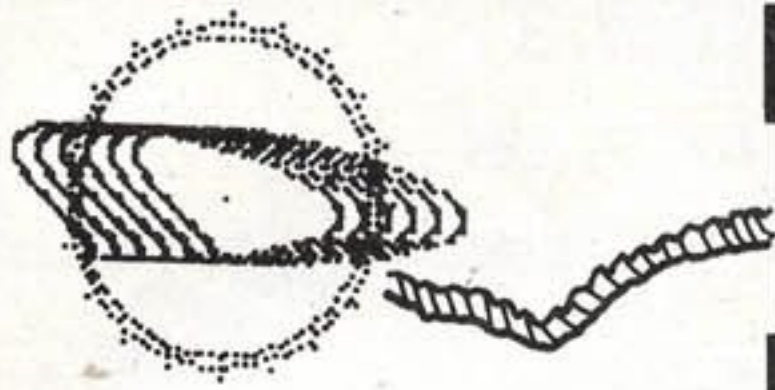
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TS-2212  
Rear Tyre  
for  
HOTSHOT  
WILD ONE

TS-2213  
Rear Tyre  
for  
FROG - HORNET  
GRASSHOPPER

TS-2214  
Rear Tyre  
for  
RC10 YOKOMO  
SCORPION MARUI

TS-2216 TS-2217 TS-2218  
Front Tyre  
for  
FROG - HORNET  
GRASSHOPPER RC10



TS-3311  
Front Tyre for  
HOTSHOT  
RC10

TS-3312  
Rear Tyre for  
HOTSHOT  
WILD ONE

TS-3313  
for  
TAMIYA FROG HORNET  
GRASSHOPPER  
SUPERCHAMP etc.

TS-3314  
for  
YOKOMO  
ASSOCIATED  
RC10

TS-2212S  
Rear Tyre for  
HOTSHOT KYOSHO

**WHEELS**



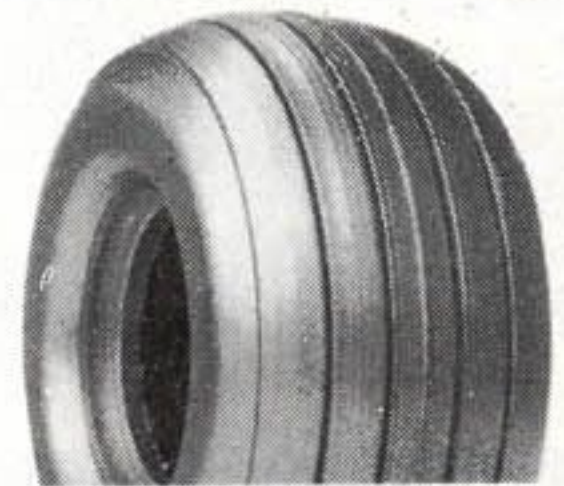
WS-661  
Front Wheel  
for  
Tamiya RC10



WS-662  
Rear Wheel  
for  
RC10



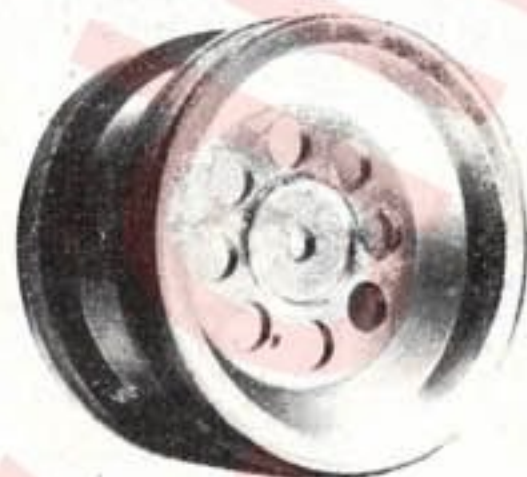
WS-663  
Front Wheel  
for  
Hotshot PB



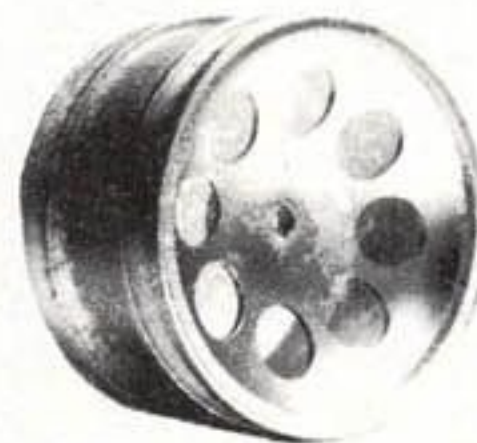
TS-2219  
On Road Rear Tyre  
for  
Frog Hornet  
Grasshopper



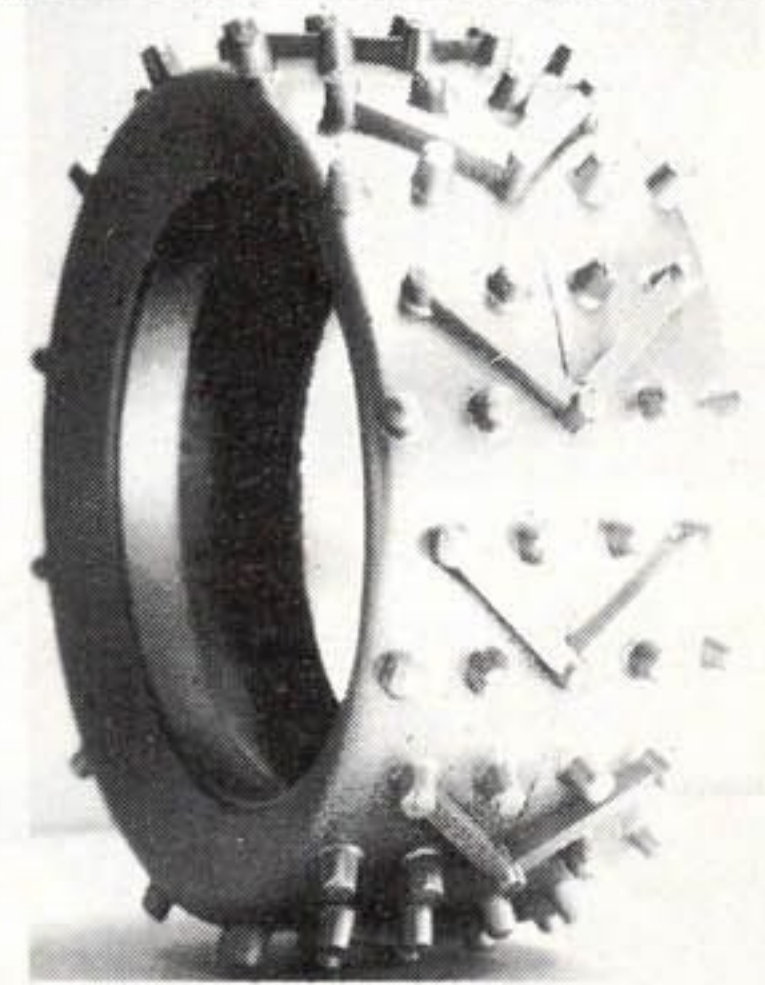
WS-664  
Rear Wheel  
for  
Hotshot



WS-665  
Rear Wheel  
for  
Tamiya



WS-666  
Rear Wheel  
for  
Kyosho RC10



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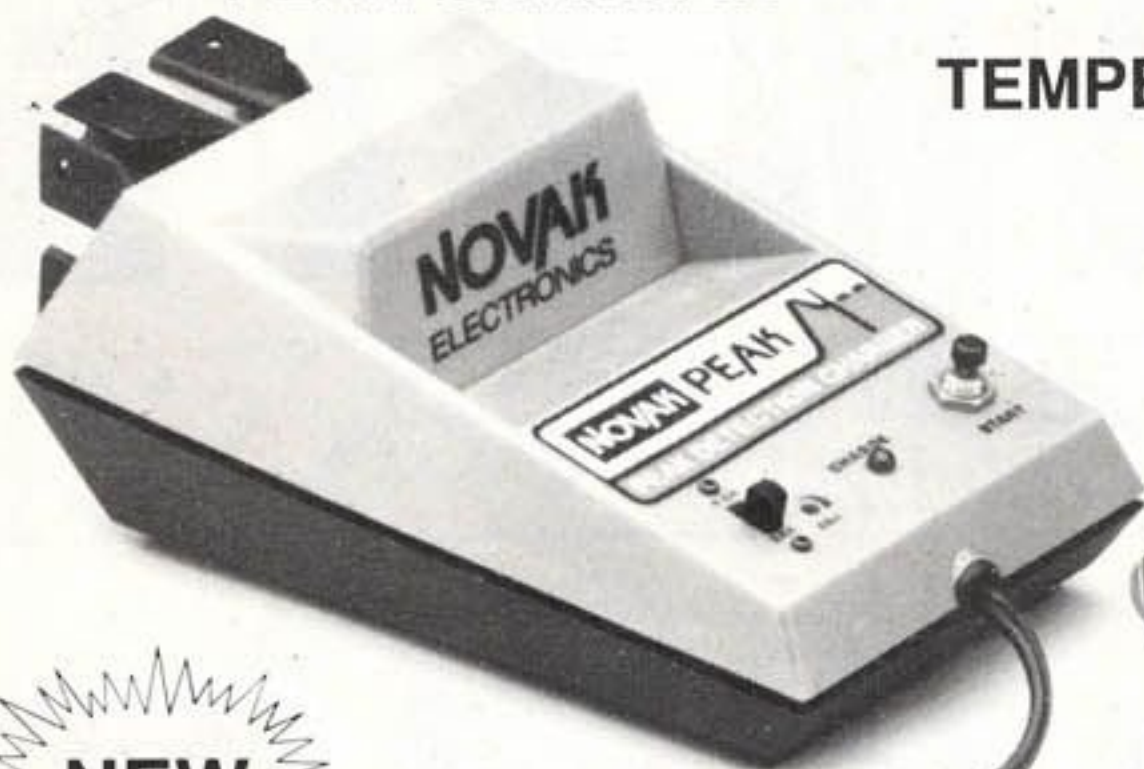
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### NEC-2

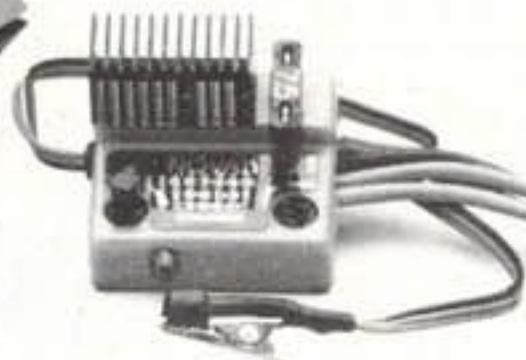
PEAK CHARGER



NEW

### NEC-1

TEMPERATURE CHARGER



### NEC-3

PEAK PLUS



NEW

## SPEED CONTROLS

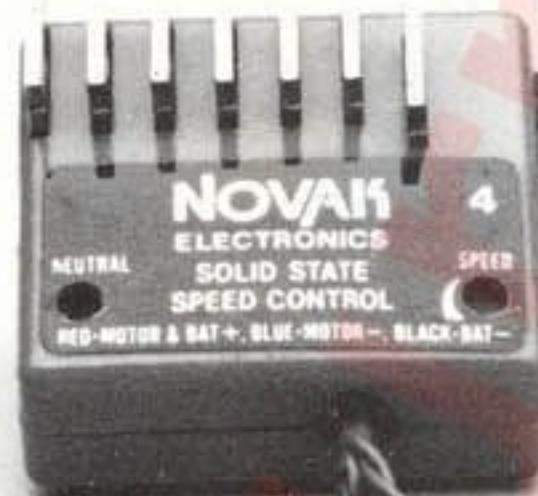
### NESC-1X



NEW

ELIMINATOR

### NESC-4



ECONO - II

### NESC-1



PRO - II

## RECEIVER

### NER-2S



## SERVO

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## SPEED CONTROLS

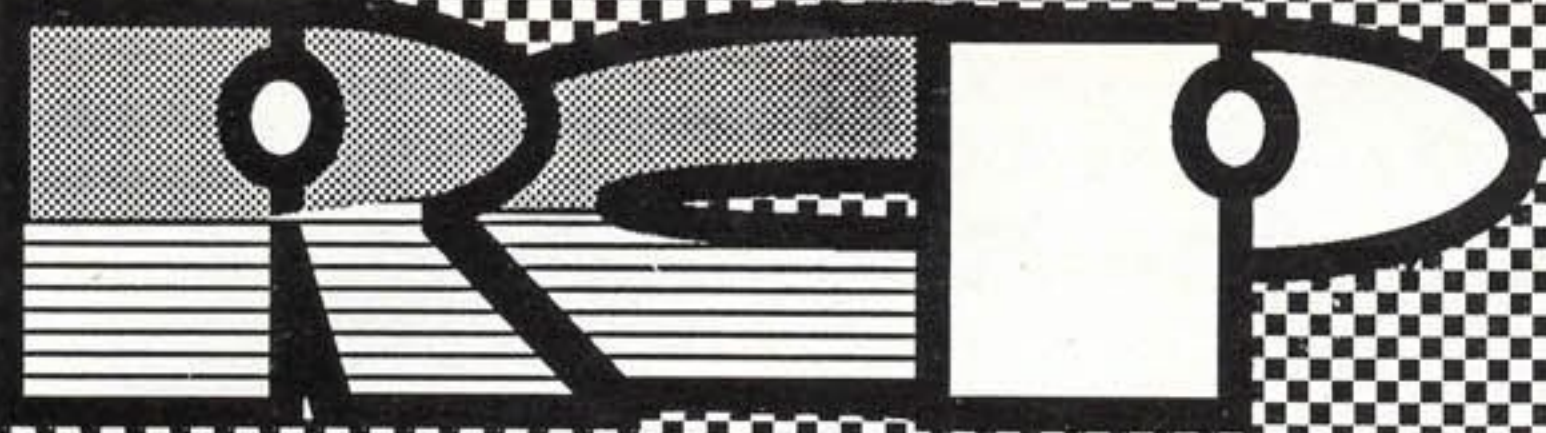
	NESC-1X	NESC-1	NESC-4
MAX. CONTINUOUS CURRENT	360A	180A	120A
VOLTAGE DROP W/ 12 AMP LOAD	0.015V	0.03V	0.06V
VOLTAGE INPUT	4-10 CELLS	4-10 CELLS	4-10 CELLS
POWER CONSUMPTION	20mA at 7.2V	20mA at 7.2V	20mA at 7.2V
PLUGS INSTALLED	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.	FUT.G, FUT.J, KO, AIRTR.

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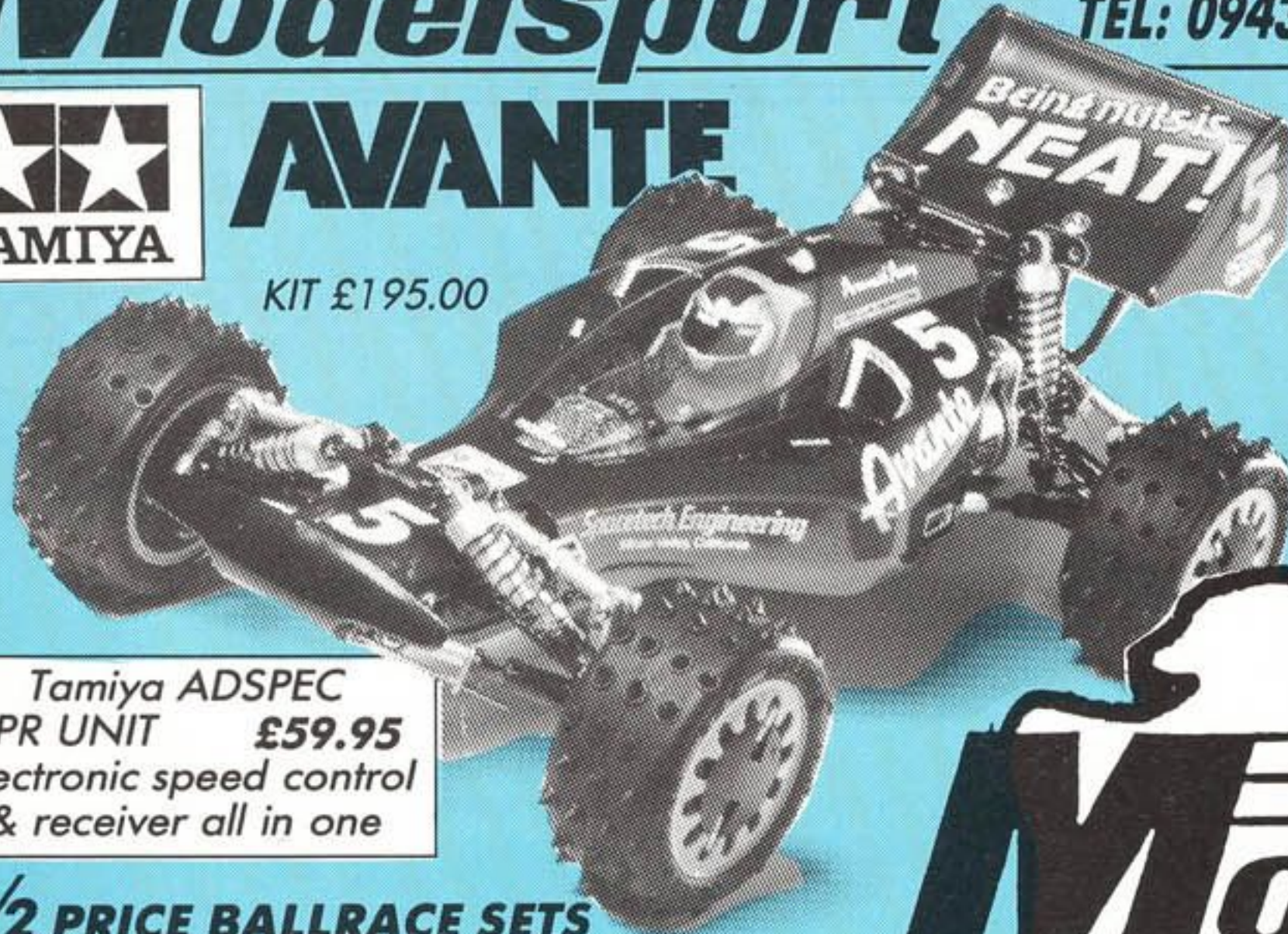
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# TRACK

# TALK

by Chris Evans

For once this month I can make reference to a telephone call, probably the last for a while, from a fellow racer on the future of our hobby. The person, who shall remain anonymous, was making particular reference to the formula system we have, especially the jump between Formula One and Formula Two. The formula system was brought in to give three separate Championships and to give other lower calibre drivers and I mean that comment respectfully, the chance of competing 'for' and 'in' their own 'A' Final. However, has the splitting of the National entry into three classes produced an elite band of Formula One drivers with only a possible twelve capable of making that 'A' Final? If so, I myself cannot see any harm in it as we have all had to work hard to get there, but the comment that Mr. X did make is that some of these 'so called' "Superstars" do not seem particularly bothered in helping drivers in the lower ranks to improve. I certainly hope this is not the view held by the rest of Formula Two and Three, but if so this situation is very negative. All I wish to say is to the 'so called' "Superstars", they are only at the top because others are below who keep the hobby going and even if not on the same "par" as yourself, should be respected and helped at all times if our hobby is going to continue its renewed growth.

### Corally Centre Pivot Steering Linkages

These new linkages are now supplied in the Corally SP11 kit but can also be purchased separately. As the title says, they are Centre Pivot, i.e. instead of the end of each trackrod being connected to two separate holes on the servo saver. Yes, you've guessed it, both trackrod ends are attached to the servo saver at the same point, the centre and apparently gives better cornering via less drag on the inner wheel. To be honest, of yet I have not received my SP11 for review and thus cannot give a 'yes' or 'no' to the system. However, the idea is simple and neat and will no doubt find itself soon on my 12L to replace the kit 'linkage and collar' arrangement.

Theoretically this arrangement will give an anti-ackerman effect, ie. when turning, both wheels will be more parallel than on cars like the 12L or C Car where the lin-

kages are about 10 mm apart in the servo saver. Ackerman is the theory that the inside wheel is on a tighter radius than the outer wheel while turning which seems correct, so how an anti-ackerman arrangement works will have to be seen.

### Bones Of Contention

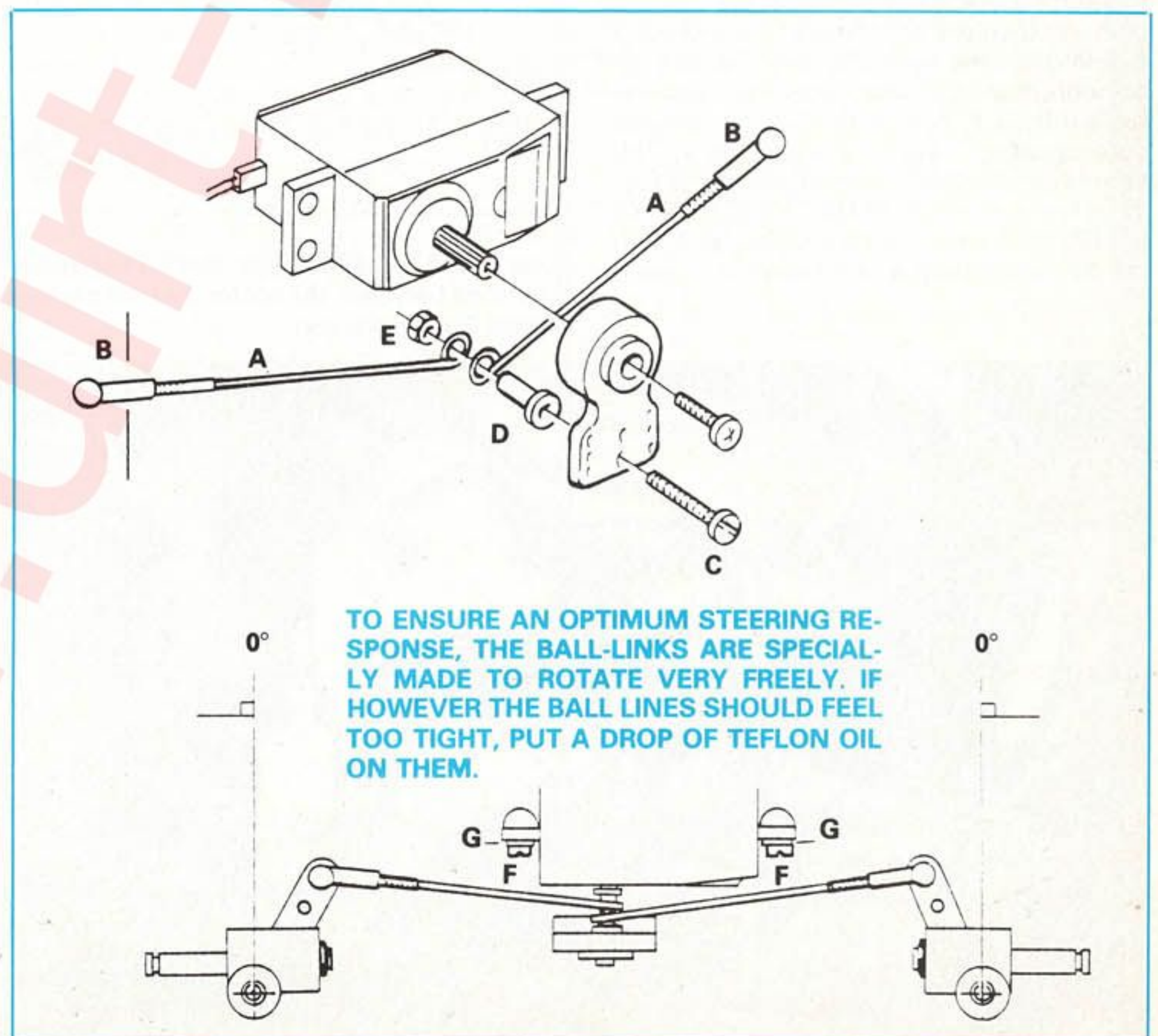
Apparently, at the Washington National meeting this year, at a point before the modified qualifying began, it was decided that four rounds of qualifying could and would be run. To my knowledge a quite heated debate blew up in race control with even a threat by some persons present that if four rounds were run then the meeting would be declassified. Looking through the 1/12 electric circuit construction rules, section five covers General Standards for BRCA Sanctioned Meetings. Section 5.23

then states — "Competitors shall race in a minimum of three heats" and that is all and surely it is the Race Directors decision if the majority of entrants show a preference and no one, not even the Secretary can go against the rule book, so Race Directors do not be intimidated.

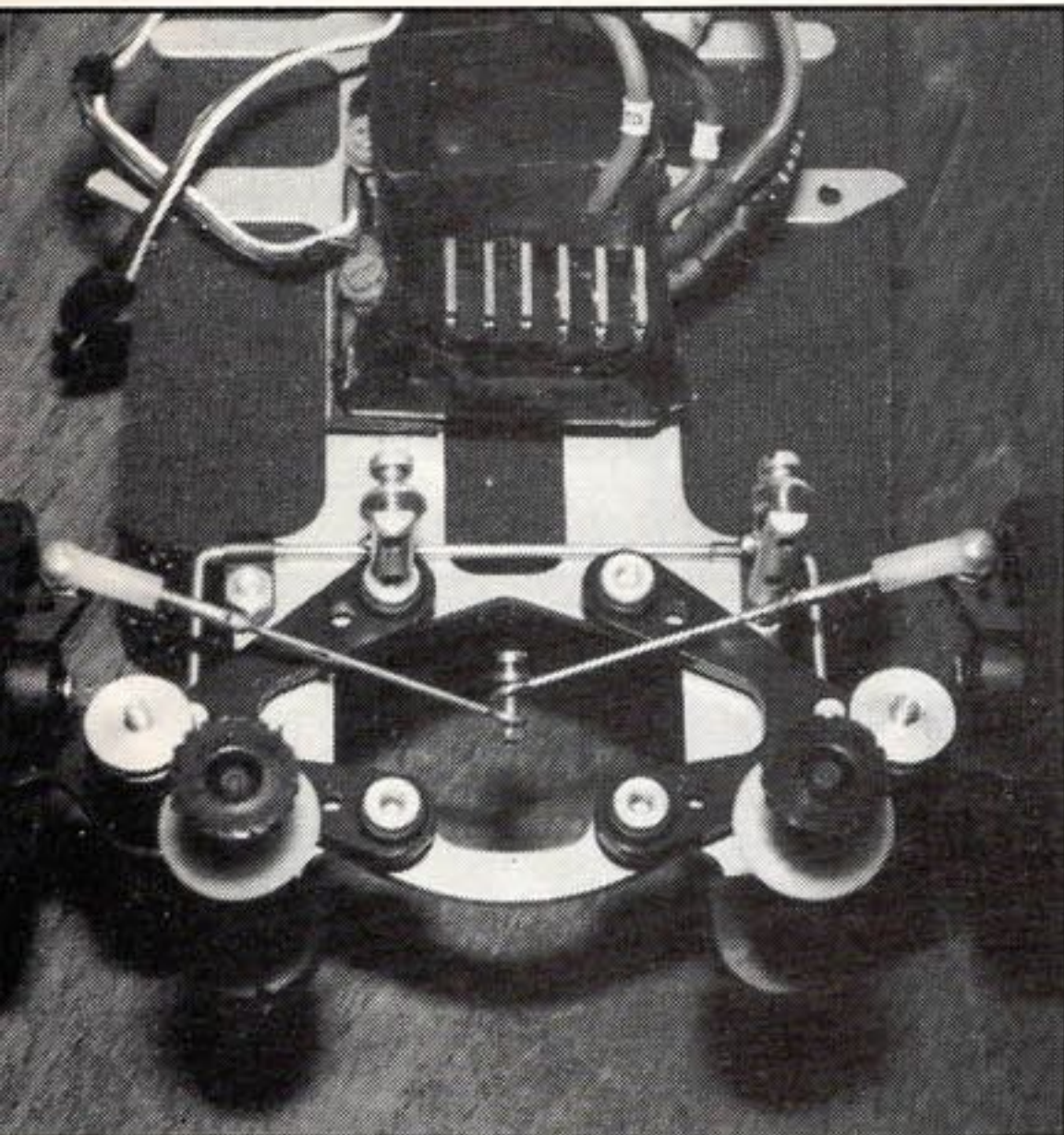
Obviously the next round of the National Championship was at Stafford where John Robson said "four heats" for everyone and that was it, end of story.

While at Stafford another point of discussion came up after scrutineering after round one of the standard qualifying. Rob Roy was using a metal disk between his motor and motor mount and Rob's score was scrubbed as this was deemed as an external modification. Going back once again to our construction rules, section two covers the definition of a standard drive motor. In section 2.3 there is a NOTE, "Metal mounting straps, motor clamps and cylinders are regarded as external motor modifications and are not allowed". Obviously, in a court of law, Rob's disk would be classed as a cylinder, a dictionary definition of which is "a straightroller-shaped body, solid or hollow and of uniform circumference". Now Pat Hodge was using a "half-moon" piece of metal in an identical arrangement to Rob but his time was allowed to stand. A quick cut with a hacksaw into Rob's disk of metal instantly removed the cylinder analogy and could have been then used.

The only point I wish to make is that these heatsink disks have been allowed at all the Nationals this year so far and it seemed strange that they were suddenly being banned. Ill feeling, especially at one of our premier meetings is not required and instead of turning an "anthill" into a "mountain", efforts would be better employed in modifying the rule at the next conference in our closed season, although in the end Rob's protest was upheld.







Latest Corally centre pivot linkages.

**Extra Entries**

Good News for Pete Winton, Mark Barford and Matt Ford as Britains allocation of entries for the World Championships in August has been increased to ten.

**BRCA 1/12 Conference**

Once again this year the Rolls Royce Model Car Club is playing host to our section conference, at the Rolls Royce Welfare Hall, Nightingale Road, Derby on Sunday, July 17th.

Prior to the conference, a 'mini nat's' type meeting will take place for modified motors. The maximum number of spaces available is 48 (8 x 6 car heats), so get your entries in soon. Recognising the fact that some people will have a fair distance to travel for a one day meeting, if the interest is there, then the organisers will arrange a meeting on the Saturday evening and afternoon, free of charge, since the track will be laid by 3.30 pm on the Saturday. Hotel accomodation has been arranged at The International Hotel, Burton Road, Derby. Telephone number (0332) 369321. Prices are £25 for a single room and £35 for a double but since only a few rooms are avail-

able to the club, again book early. Entry to the meeting is only £2 and should be forwarded to Dave Towell, 73, Moorside Crescent, Sinfin, Derby. DE2 9PH. Telephone (0332) 771805.

Let us not forget the conference itself on the Sunday night, I hope we get as good an attendance as last year. Before I forget, closing date for entries is June 26th.

**New Club**

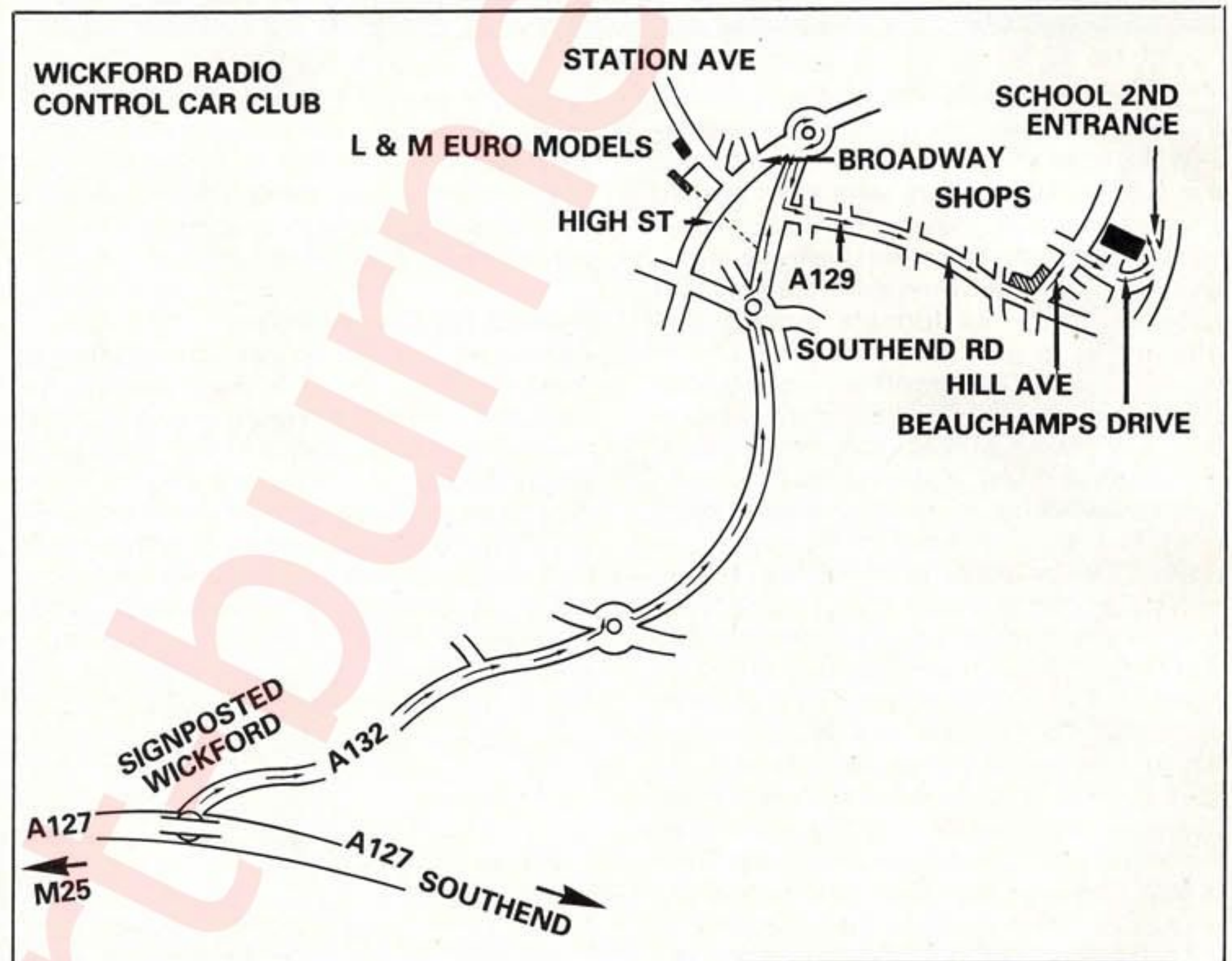
Good news for racers down South, Les Heath of L and M Euro Models and Dave Sellens have taken the plunge and started a new club. The club will be purchasing the old carpet from the GES Stychfields club but at present borrow Watford's carpet. The club will meet every Tuesday night except school holidays and race to current

BRCA rules, but a carpet League type meeting similar to the Watford League and Staford Mini National will be run on the following dates:

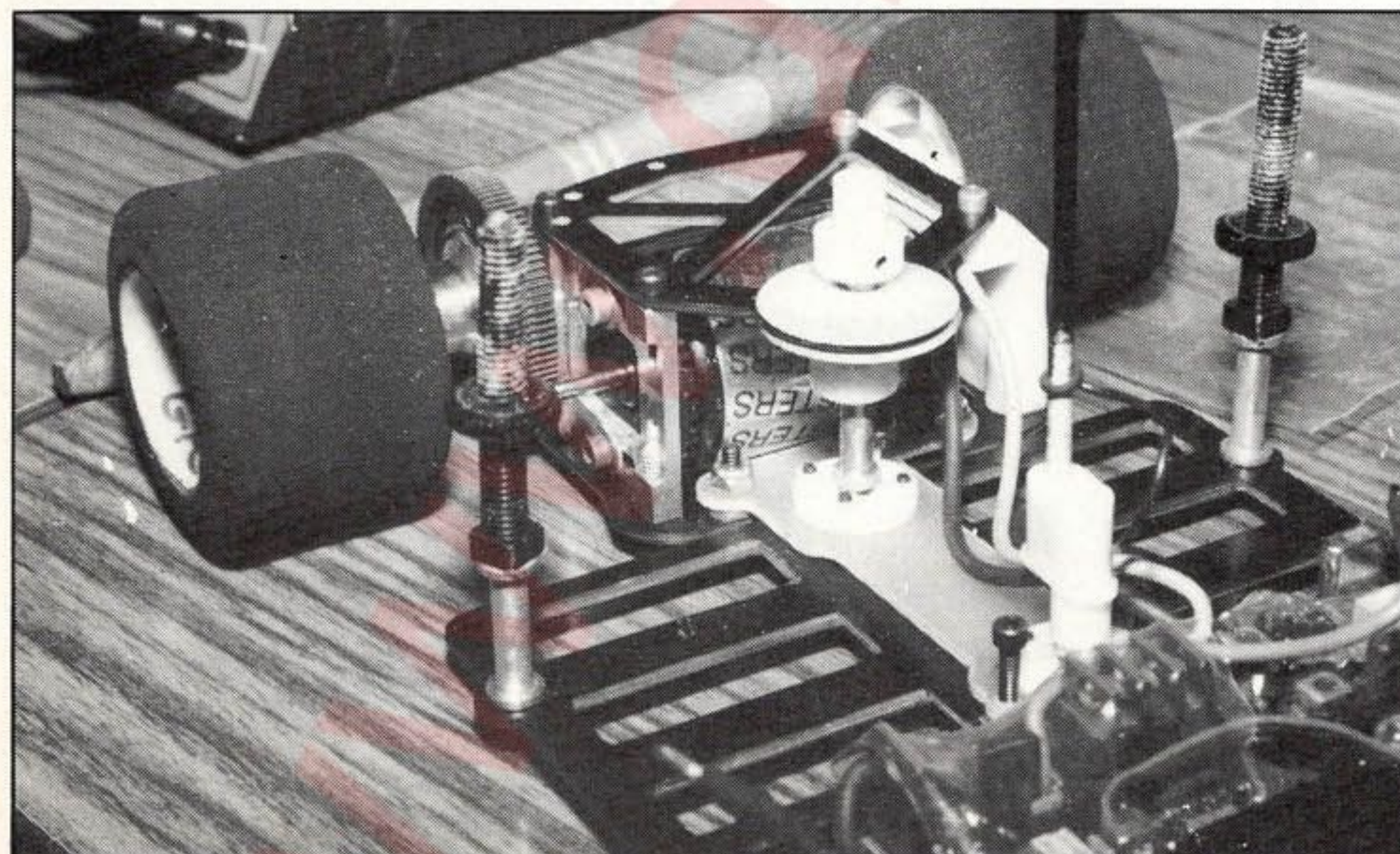
- September 11th
- October 16th
- November 6th
- November 27th
- December 11th

but either November 6th or 27th well may become a BRCA points scoring National.

The series above will be run to BRCA Modified rules with everyone having at least three heats and a final. Drivers will be segregated into Formula One and Formula Two with mixed finals depending on the individuals heat times. Points will be awarded, 100 downwards for both Formula One and Formula Two drivers with the top three Formula Two drivers moving into Formula One at the end of the season. Mains power is available in the pit area but



One of the anodised metal disks, discretely clamped between the motor and mount on David Gale's 12L car.



limited, so you are advised to bring along your own multipoint adaptor.

The meetings will be held at the Beauchamps School, Wickford, starting at 9.00 am with a 6 pm finish.

**Directions**

From the M25 take exit 29, A127 (South-end), keep on the A127 for approximately 10 miles. You need to lookout for signpost A132 Wickford. This turn being a left via a sliproad and roundabout. Follow the A132 straight on for two roundabouts but at the third roundabout you have to come back on yourself, down the same road. Keep left and after about 200 yards take the A129 Rayleigh, keep on this road until you come to a parade of shops on the left. At the end of the shops turn left into Hill Avenue. Take the second turning on the right and after approximately 100 yards, look for the second entrance into the school and the hall is immediately in front of you.

For additional information, contact Les Heath on (0268) 769505 or Dave Sellens on (0375) 378212 (evenings).



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# PORSCHE 962

As today's trends in radio controlled cars move ever more expensively upwards it is a pleasant surprise to be able to review a car from the other end of the market. That is not to say that the components the car is made from are cheap and therefore invariably nasty, because in this case they most certainly are not, the ABC Porsche 962 is a superb low tech one twelfth clubmans car. What you may ask is the use of a low tech one twelfth car? Our answer to that must be to look back twelve months and count on the fingers of one hand how many clubs were racing Mini Stocks, now take your shoes and socks off and the rest of your club members off and count again. Have we proved our point, you see there is a place for limited cost racing in the UK, whatever the size, shape or scale.

### Porsche 962 Bare Bones

Speaking to Peter Little and Ray Marshall, the importers of the car, the impression was given that it could be built in around four hours, that's including painting the body shell, let's try shall we?

The box was opened and checked and we were immediately impressed by both the quality and the completeness of the ABC Porsche, included in the kit is everything you need to complete the car, excluding radio gear, but including mechanical speed controller and M.Y. modified motor.

First the chassis is bolted together using aluminium screws which locate in the body posts, the front axle is next to be fixed in place, this is located in axle blocks by two grub screws. So far so good, now we turn our attention to the rear of the car, the motor mount is aluminium and is assembled from three basic components, two sideplates and a hexagonal cross spacer, included in the kit are spacers which the back axle runs in, to lift or drop the ride height of the car, a nice touch we thought that.

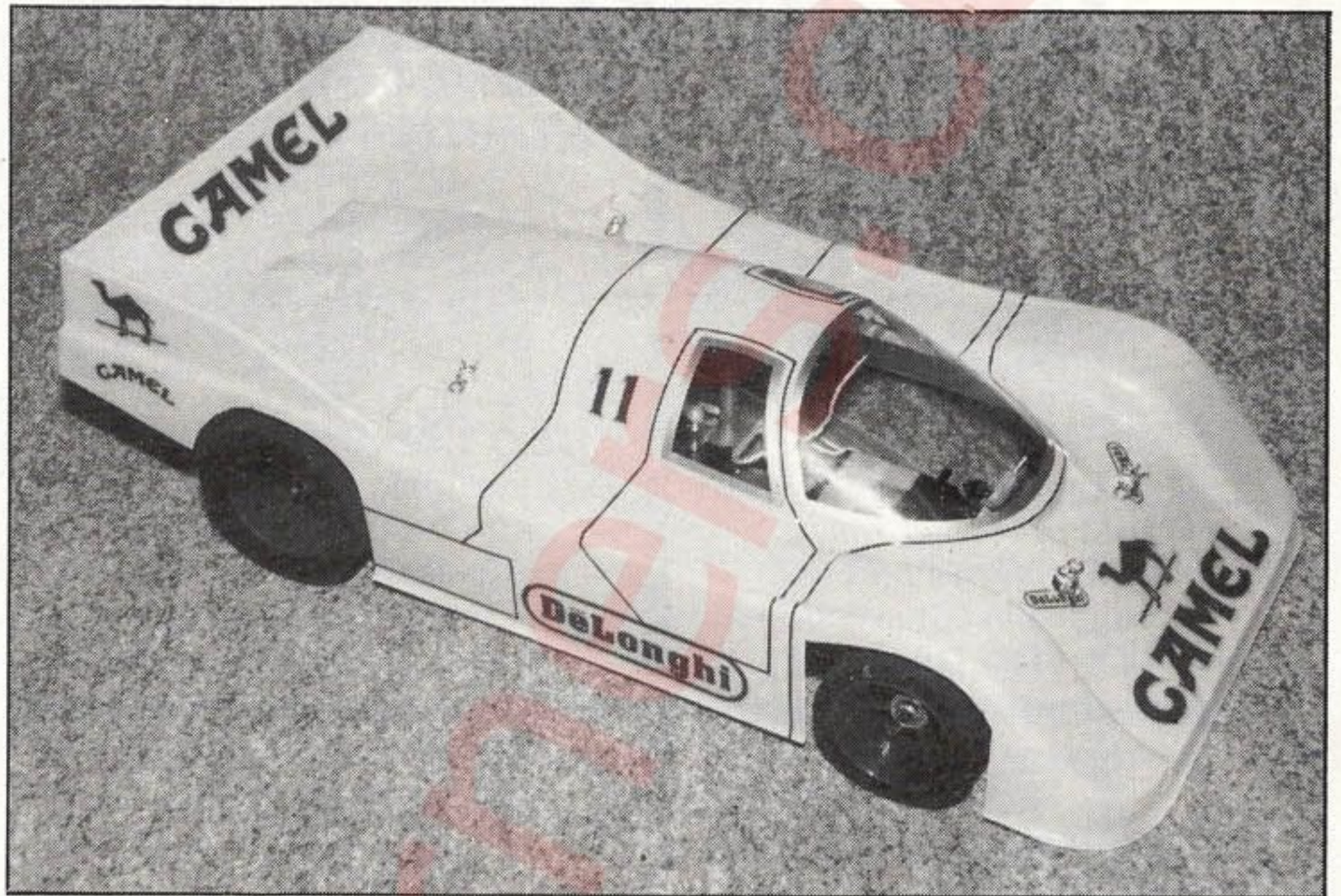
Next to be assembled was the differential, as is usual on one eighth scale cars this is out-board. The differential is manufactured from aluminium, which makes up the differential centre boss, and the usual engineering grade plastic spur and planetary gears. Care must be taken when assembling any differential or gearbox assembly so that no undue play or binding occurs, so once again be careful when assembling this section.

Fit the M.Y. modified, assemble the eleven piece shock absorber and snap fit it to the mounting points, fit the wheels, after gluing the tyres to them of course, bolt them into place and away you go, check the time, only one and a half hours of the four allocated used so far, so go and make a nice cup of tea!

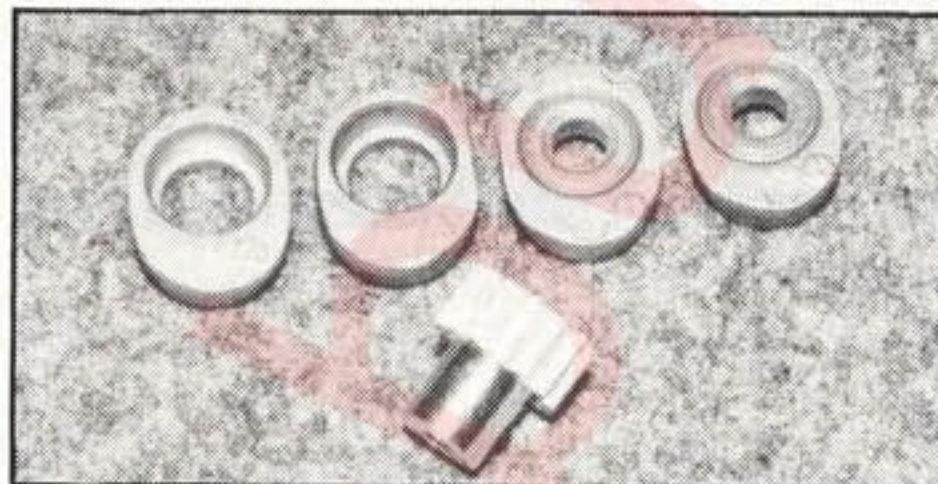
Place the kettle under tap, only joking! So far the ABC Porsche has pulled no nasty surprises and assembly time has been remarkably short.

### Electrics

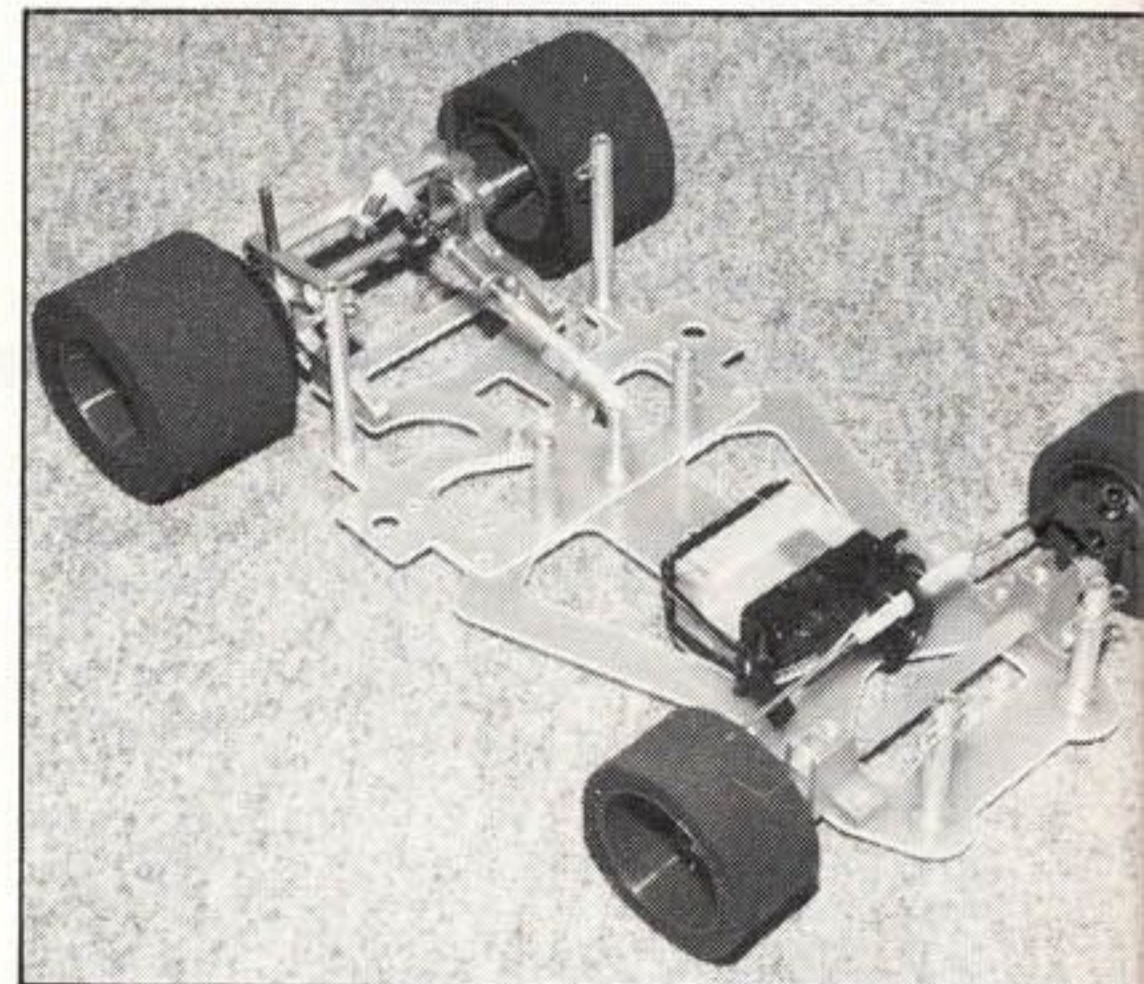
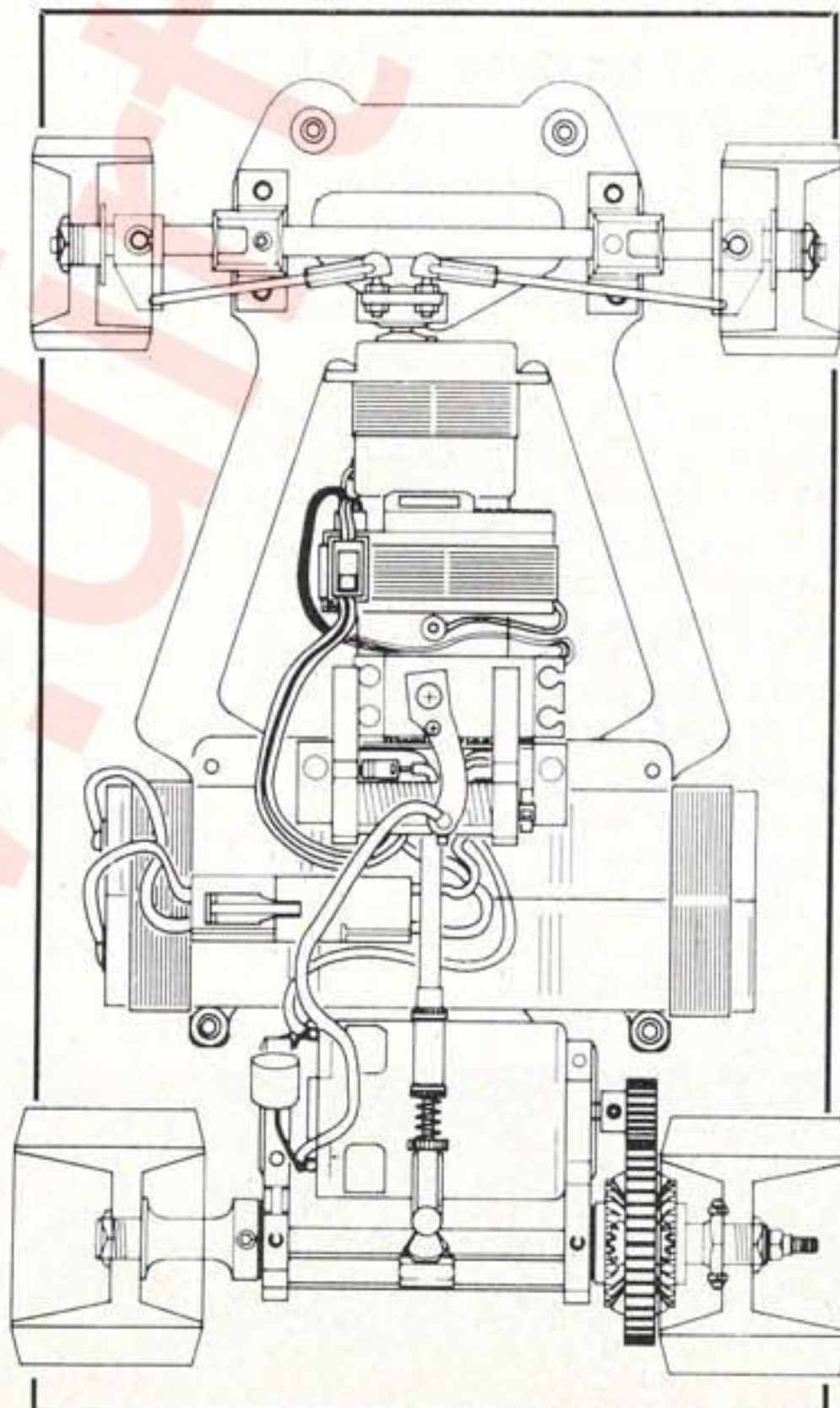
Space is not as limited inside the Porsche's shell as you might first imagine, although some planning is called for. The resistor type speed controller is a joy to assemble



Above, very pleasing lines of the 962. Below, axle spacers and pinion are included in the kit.



Left, fibreglass chassis and pod is strongly built and completely countersunk.



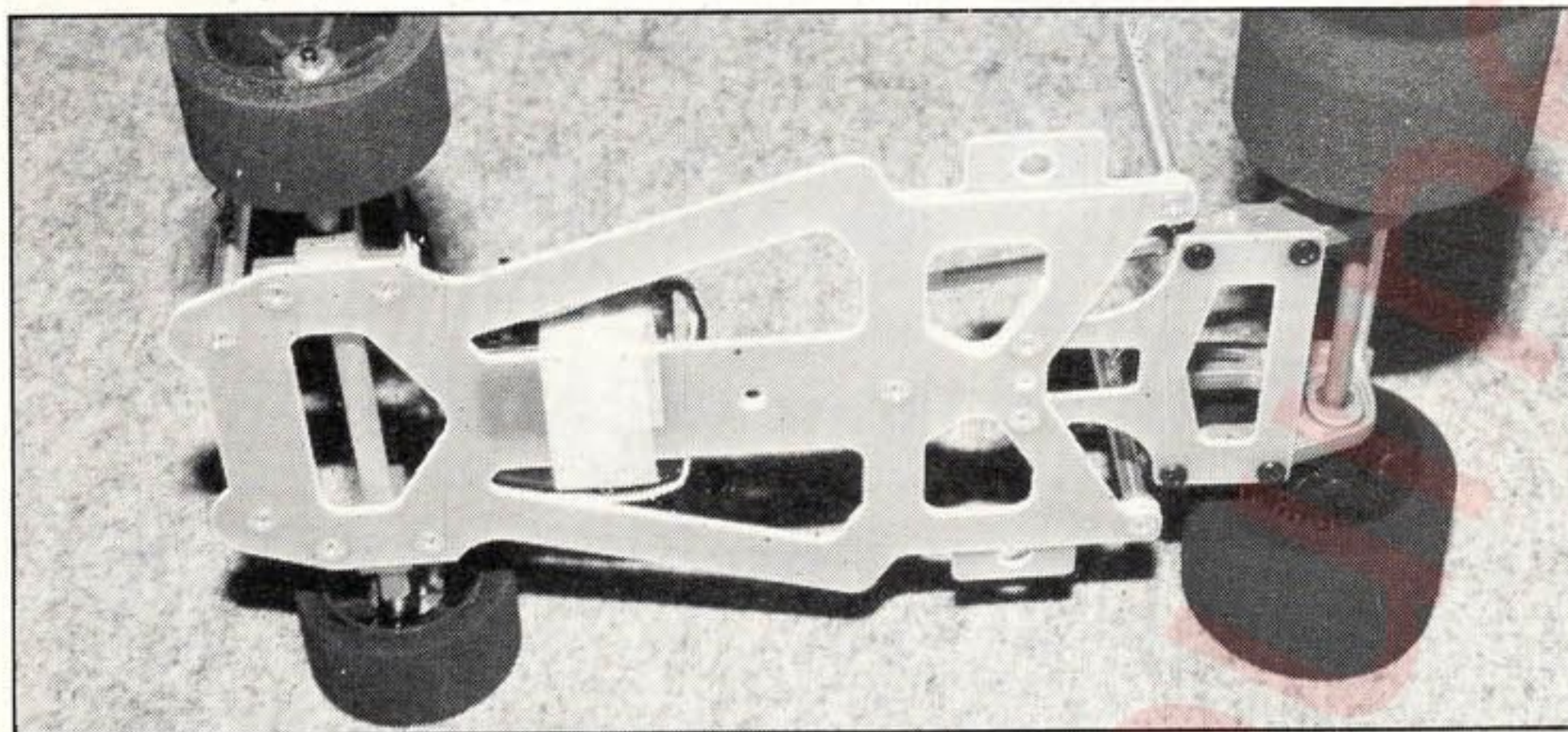
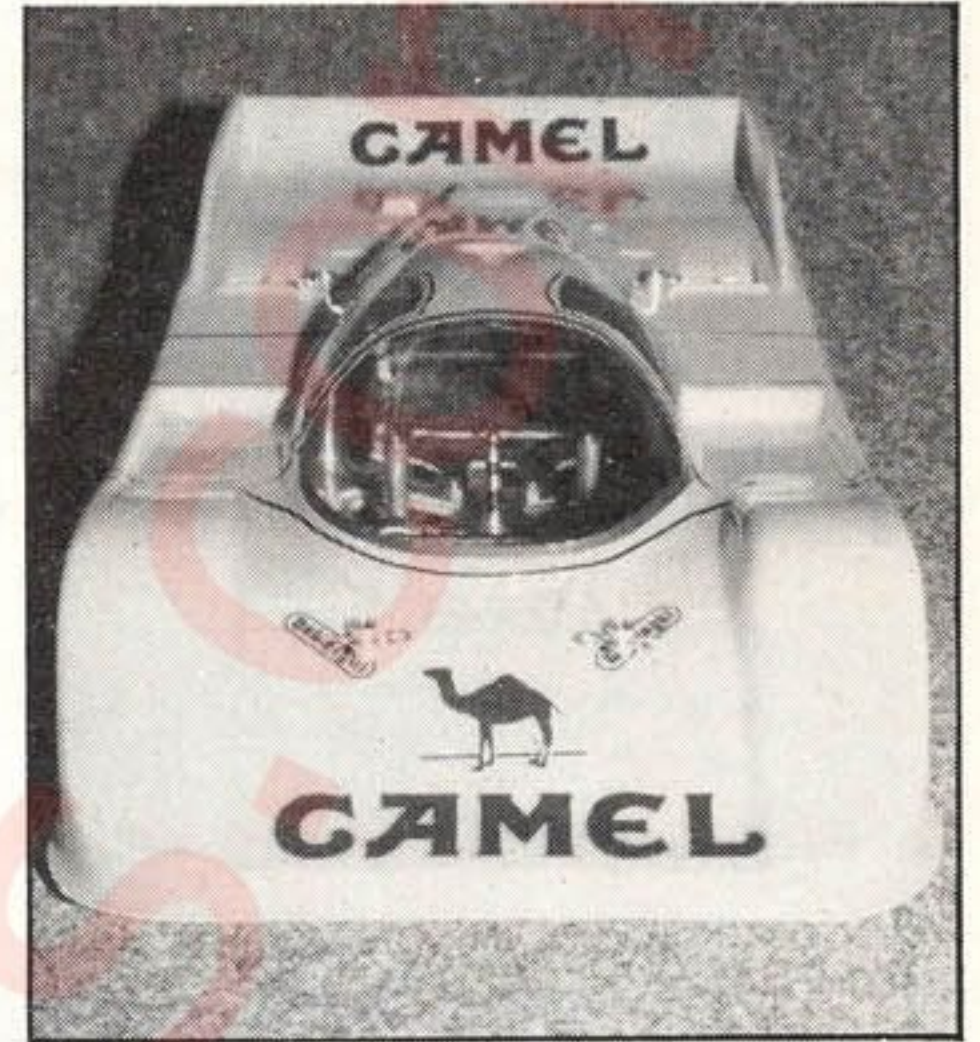
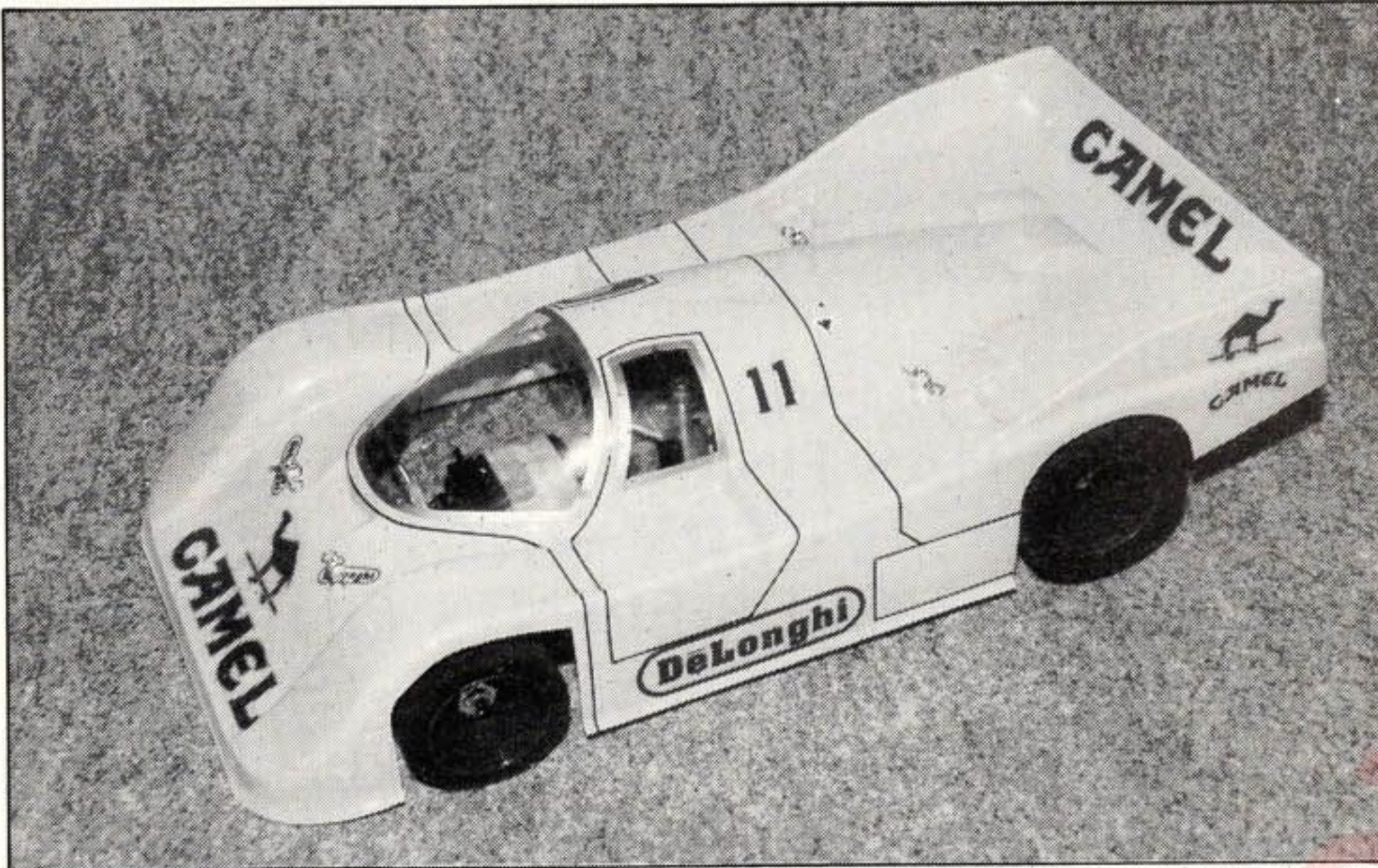
and should fit most modern radio equipment easily, the steering servo is no problem to place, connection of the steering tie rods being carried out first of course, your receiver will fit somewhere between the two still in it's case, although the modern trend amongst today's twelfth scale racing fraternity is to remove the receiver case and shed those extra ounces into the bargain.

### Running

As we seem to be always stating, comparisons are never fair and one should always assess individual items on their merits alone, so firstly does the ABC Porsche fit the bill as far as Sky Car, the importers see it? The answer must be yes it does, the car runs very well indeed with no obvious vices and is very fast with the M.Y. motor. The biggest surprise though is yet to come, the ABC Porsche costs only £93.00 compared to today's one twelfth running costs that is really a drop in the ocean, Sky Car tell us that a full range of spares is available should you be unfortunate enough to bend something.

Will the ABC car do the same for indoor

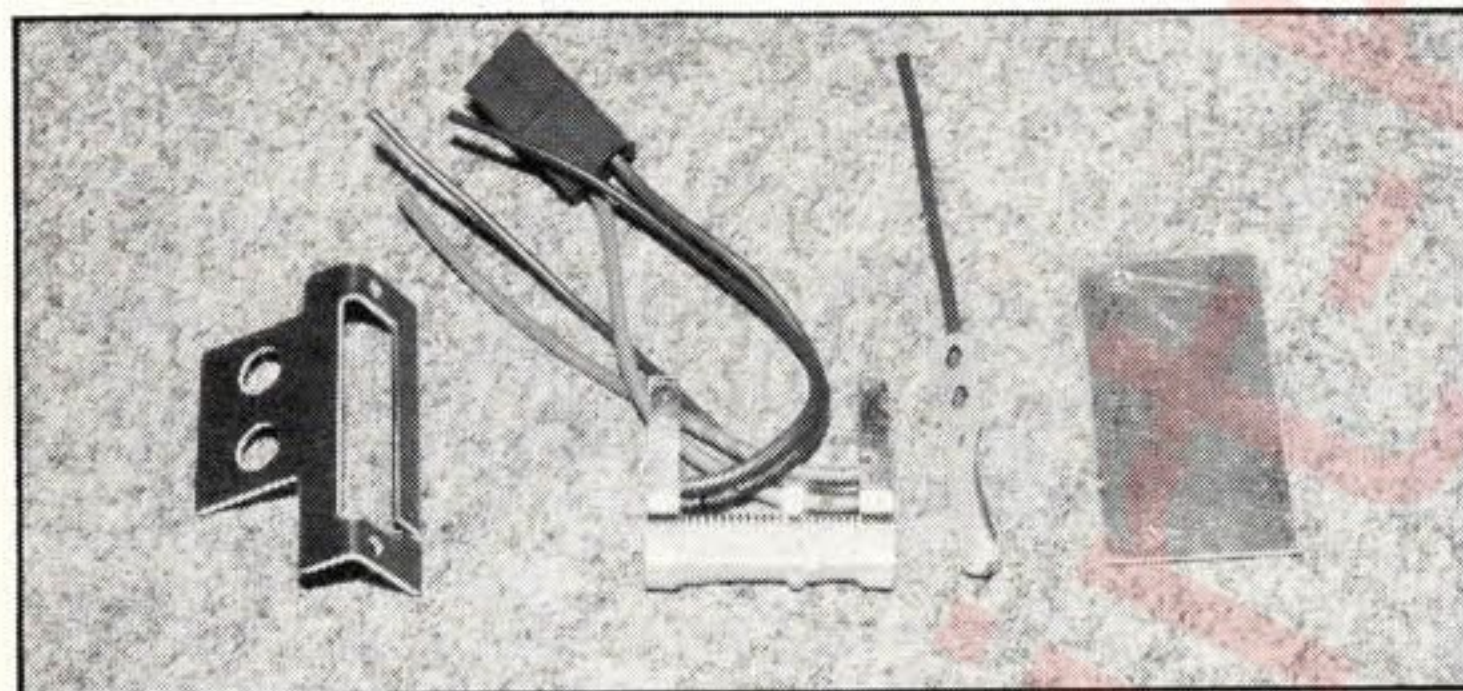




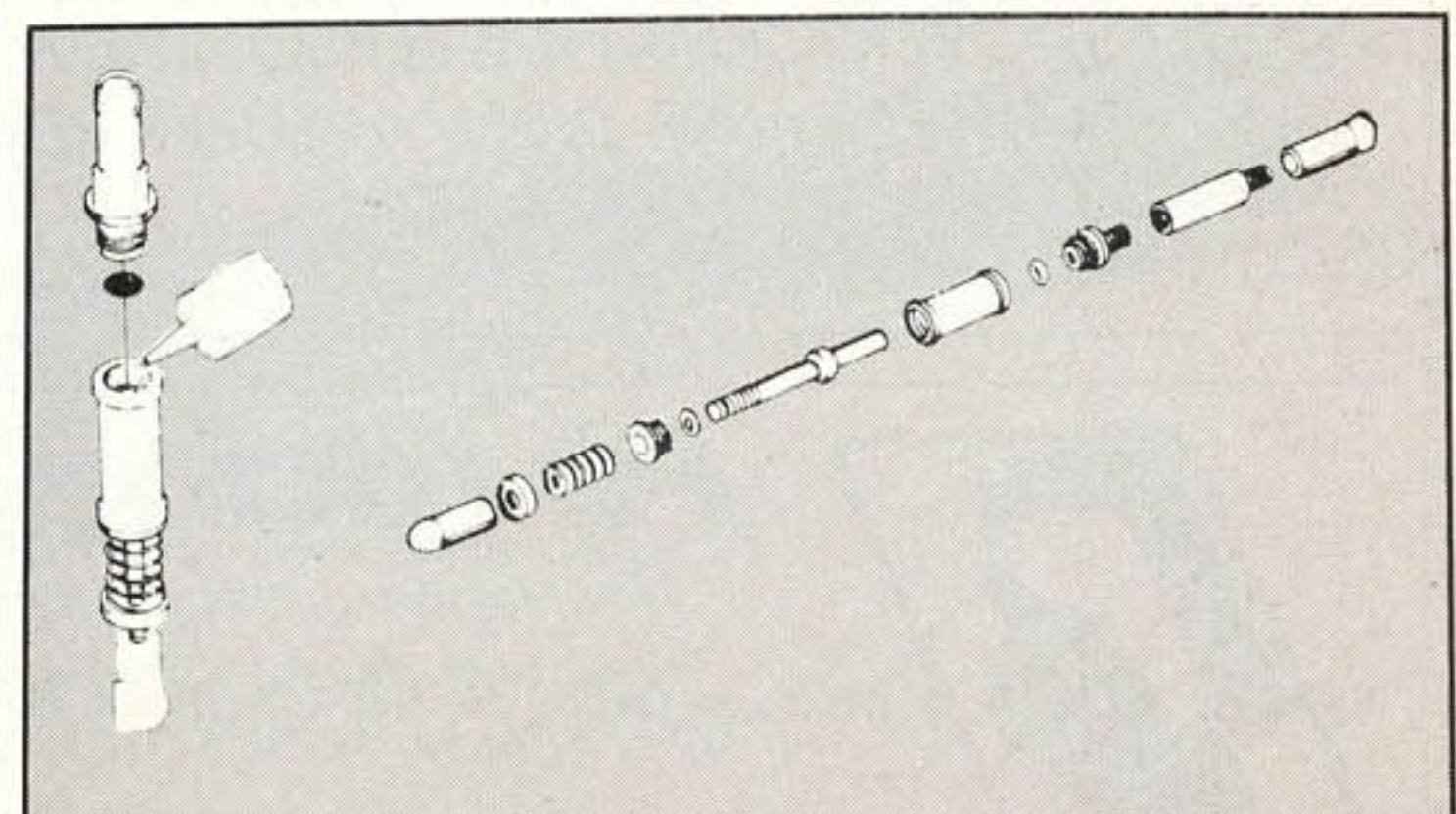
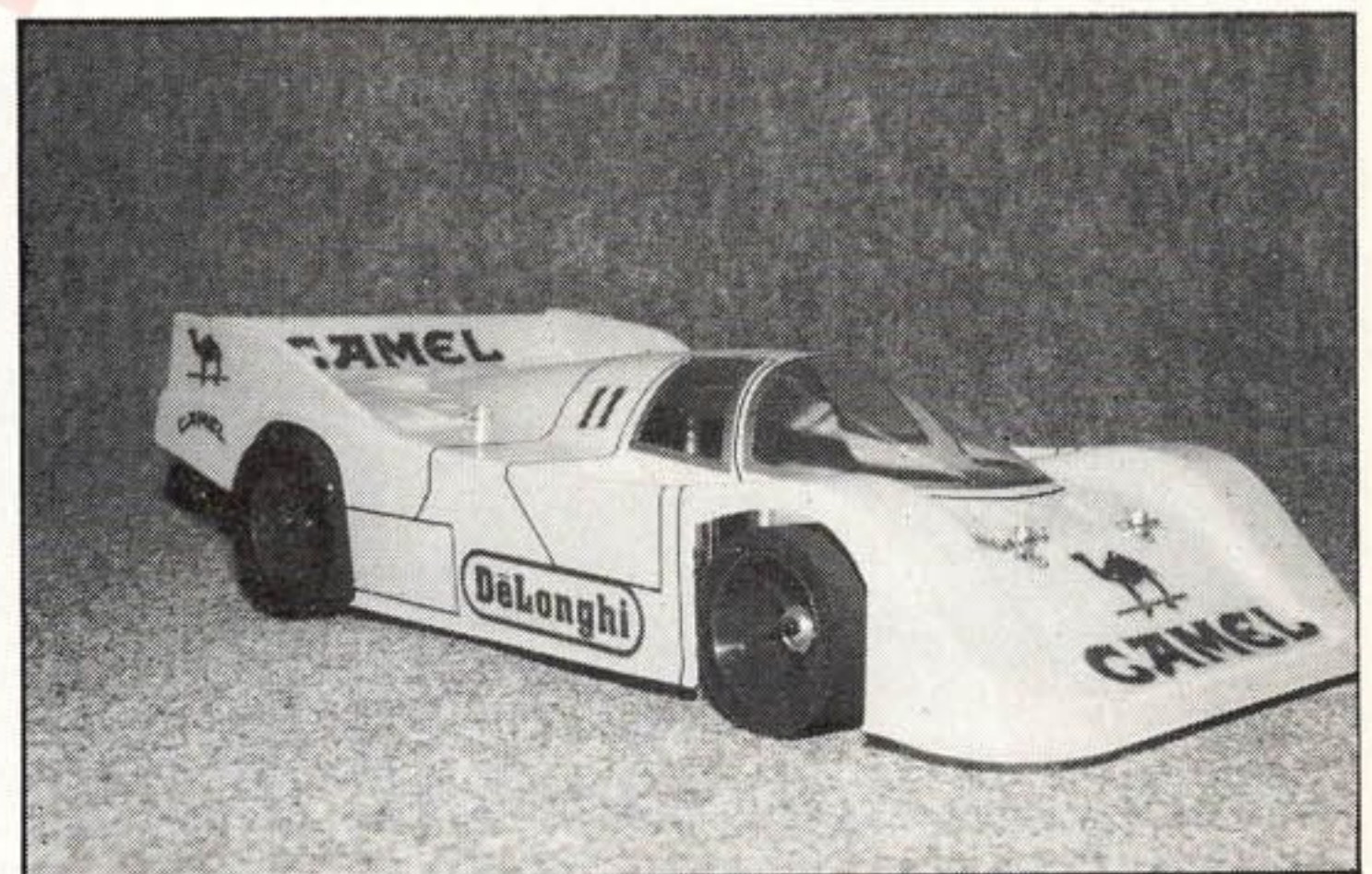
racing as the Mardave Mini stock car has done? We at Radio Race Car hope it does, without wishing to knock the Mardave car because you can't at the price, the Porsche does offer that bit extra both in sophistication and supplied equipment, it allows the driver the extra fiddle factor too, well you have got to do something between heats haven't you. Unfortunately only time will tell, but we hope to see a lot more indoor racing over the next closed season, maybe this is one area that will be big, it deserves to be.

Meanwhile, anyone fancy a race?

Porsche 962 are available from Sky Car Models, Unit 12, Cookstown Enterprise Park, Tallaght, Dublin 24, Ireland.



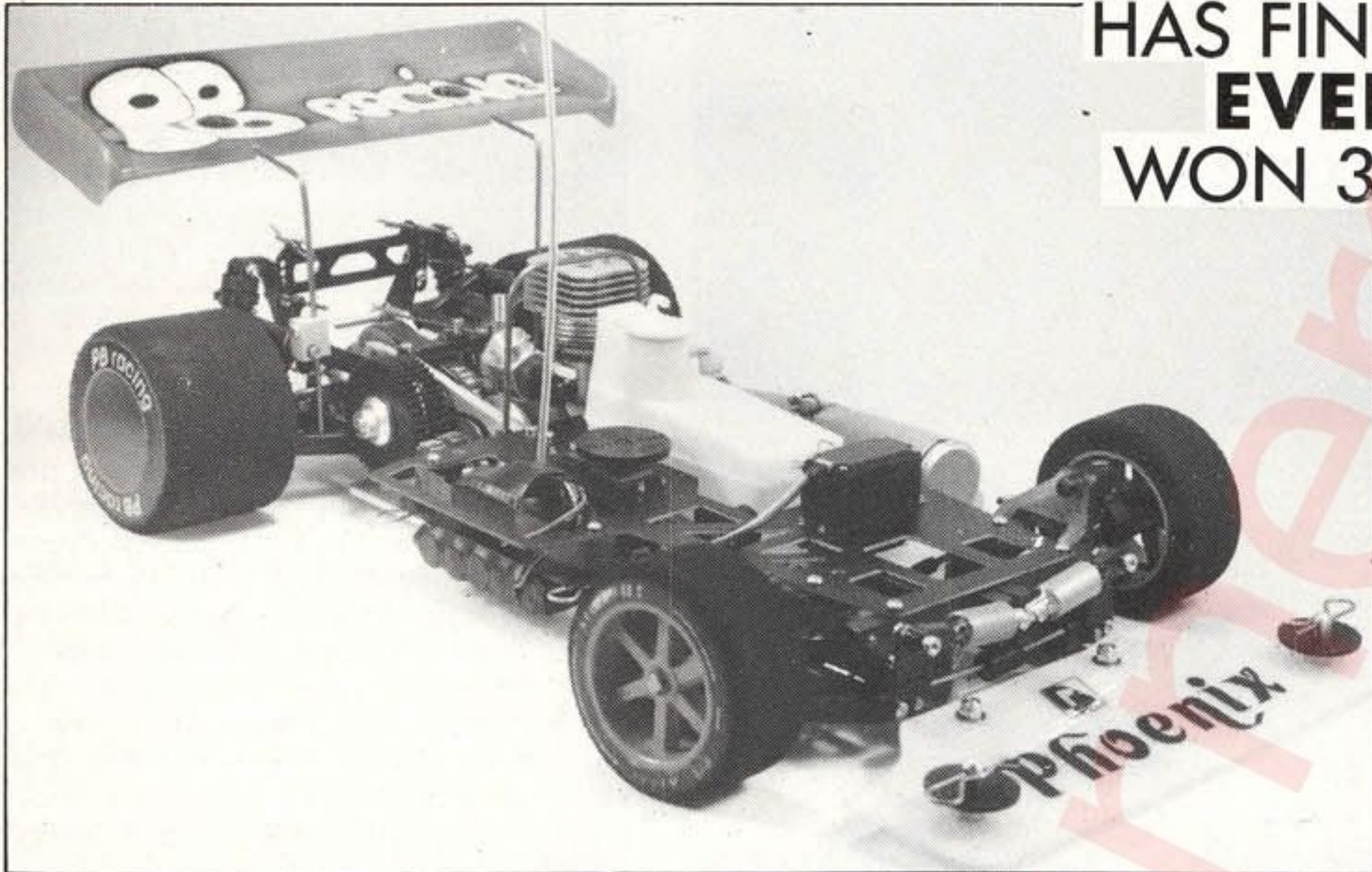
Left, speed controller before assembly, below left, differential assembly, below right, damper assembly.





# Phoenix

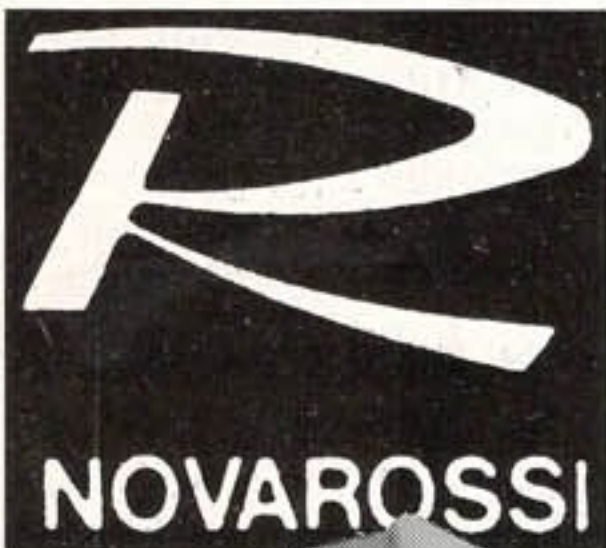
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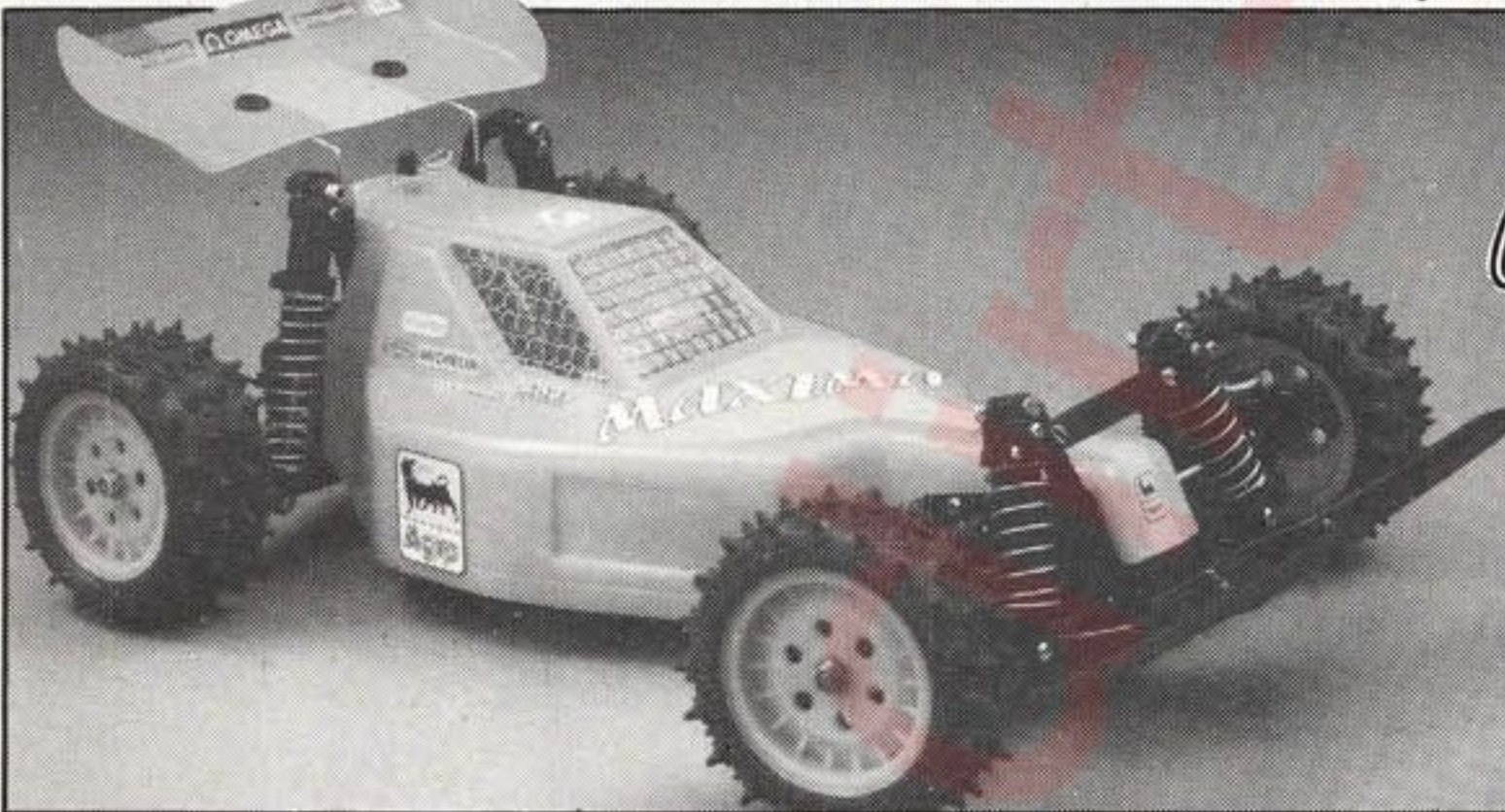
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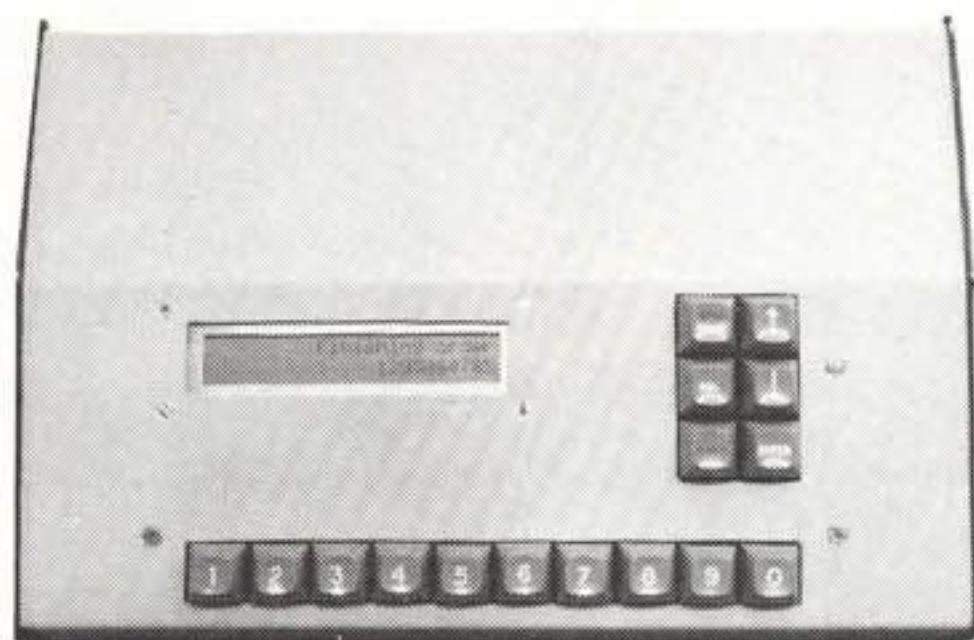
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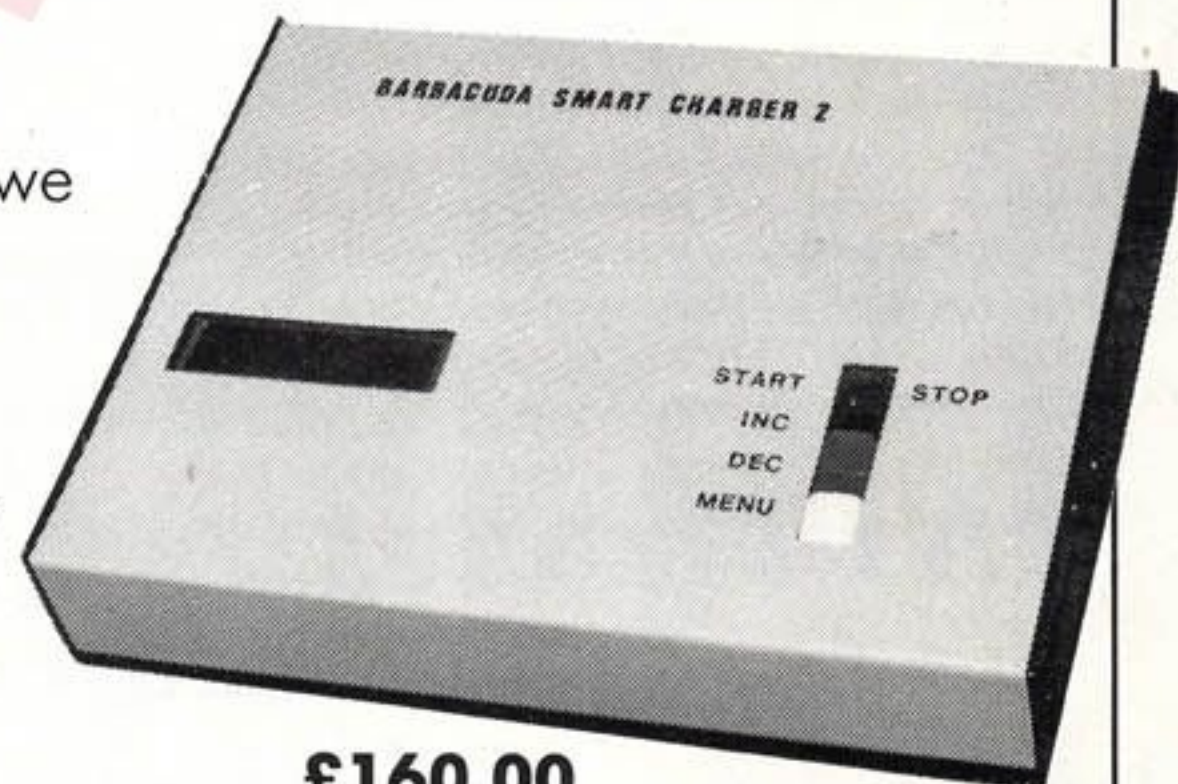
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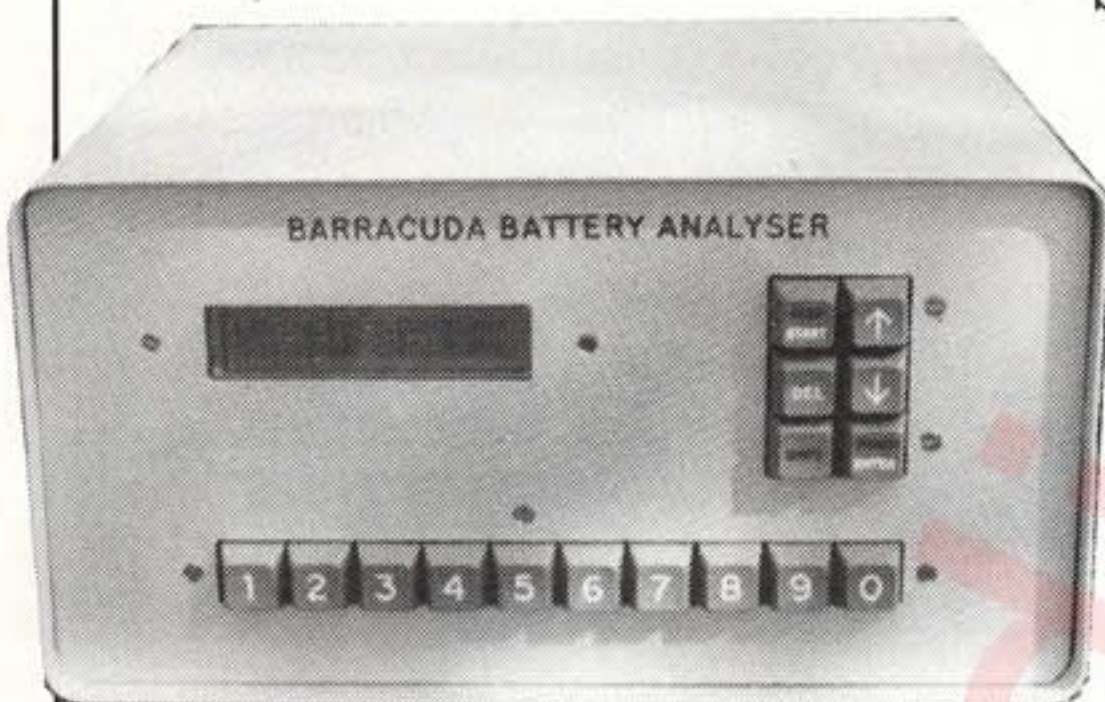
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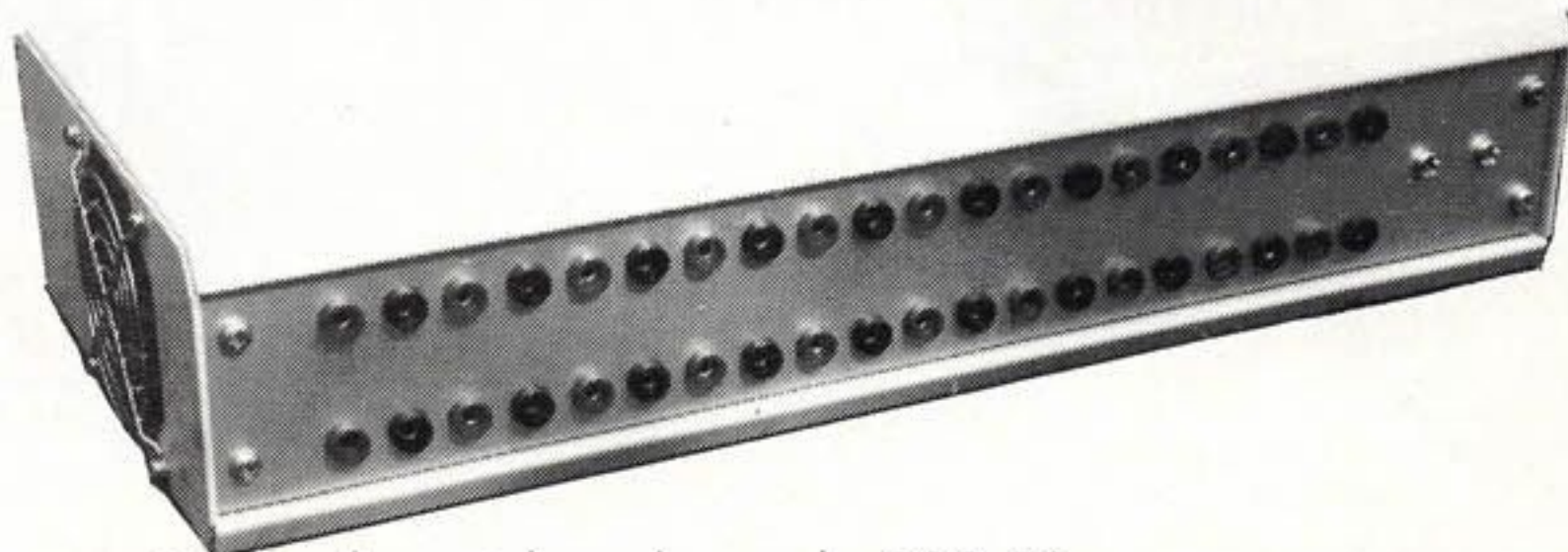
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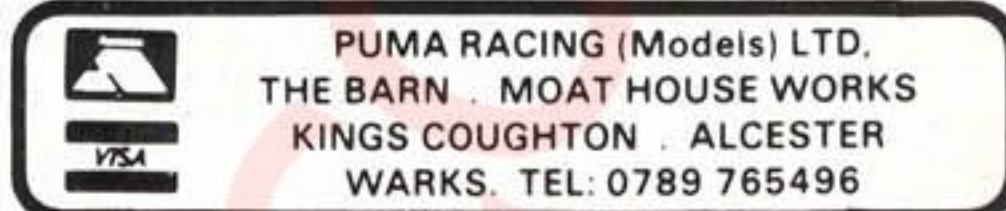
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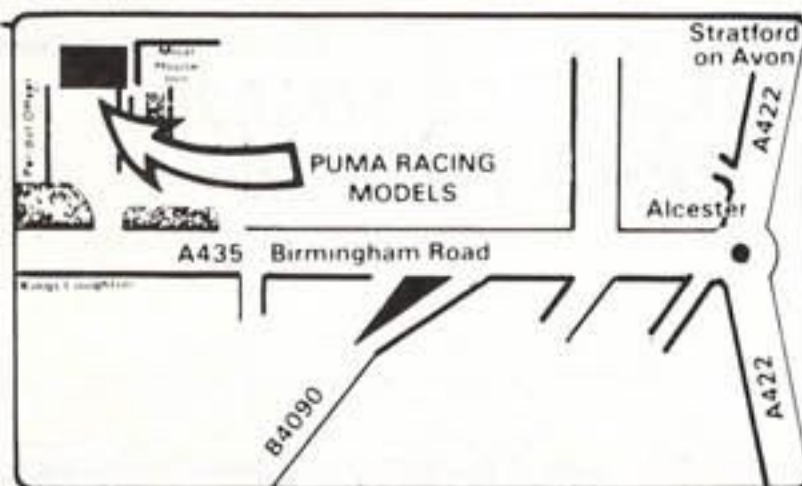
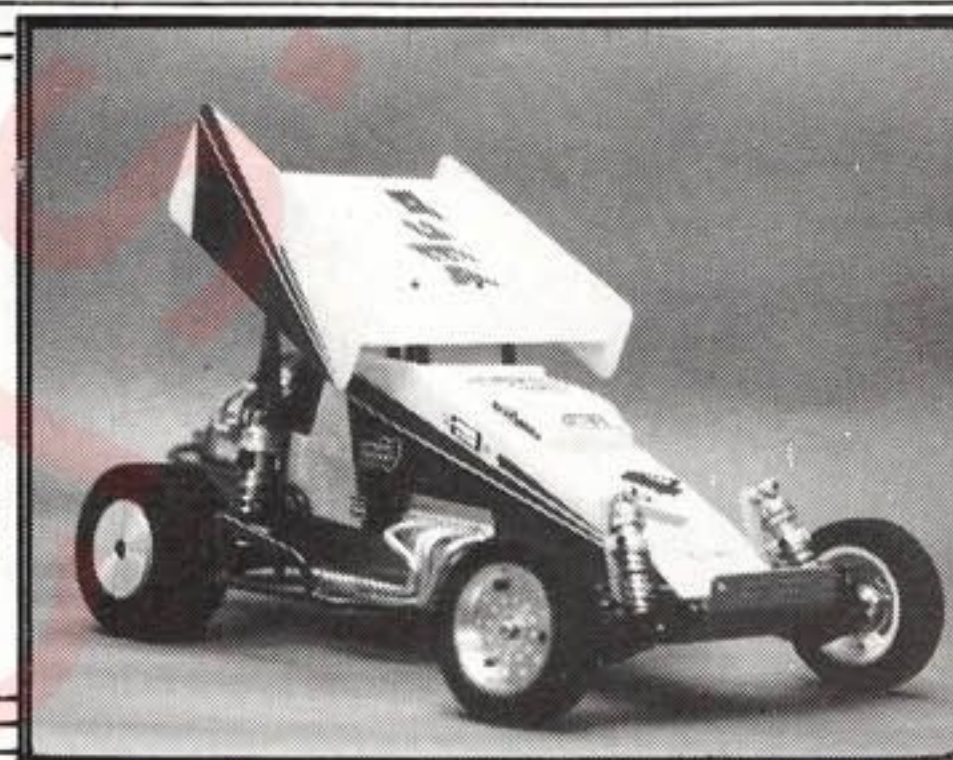
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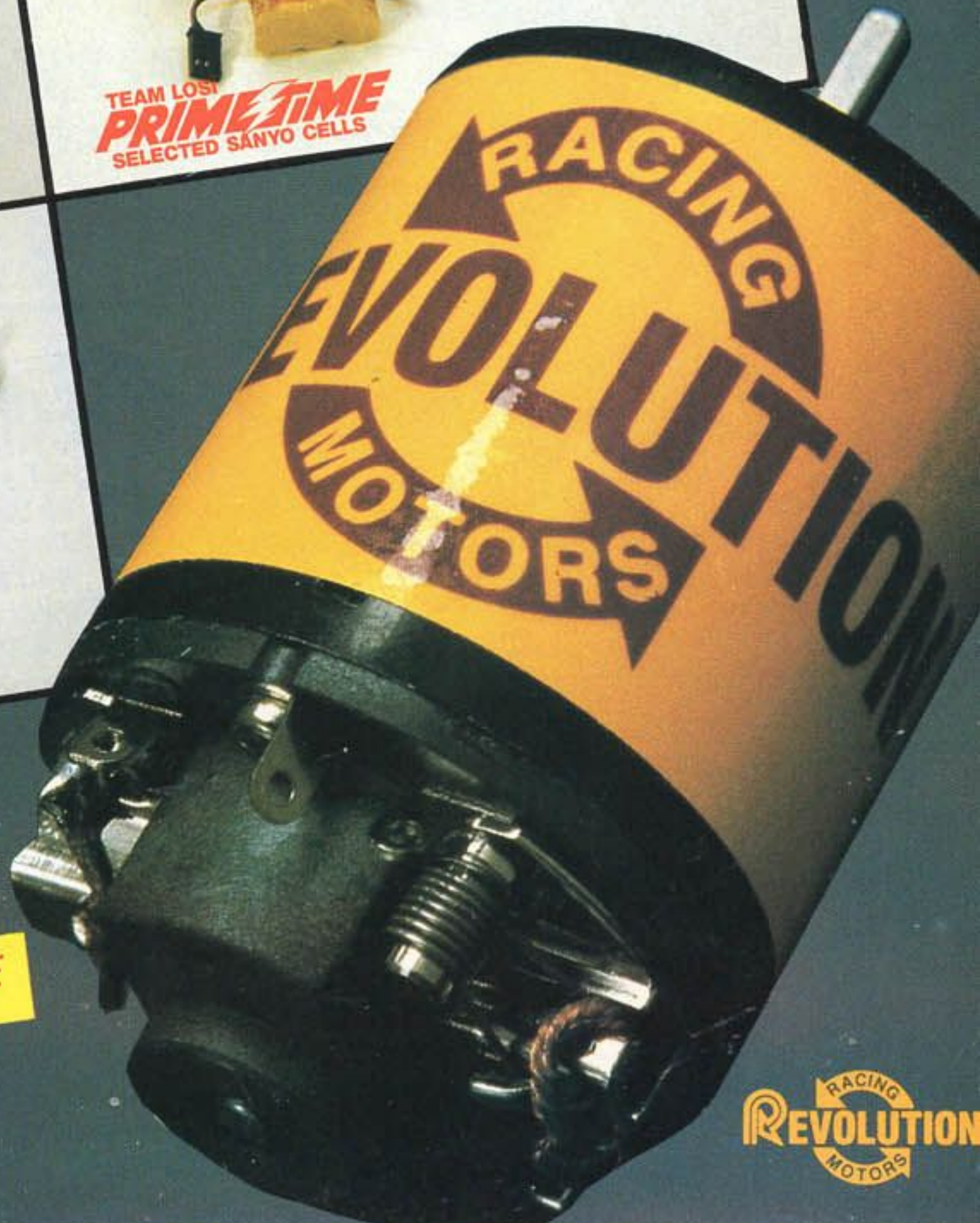
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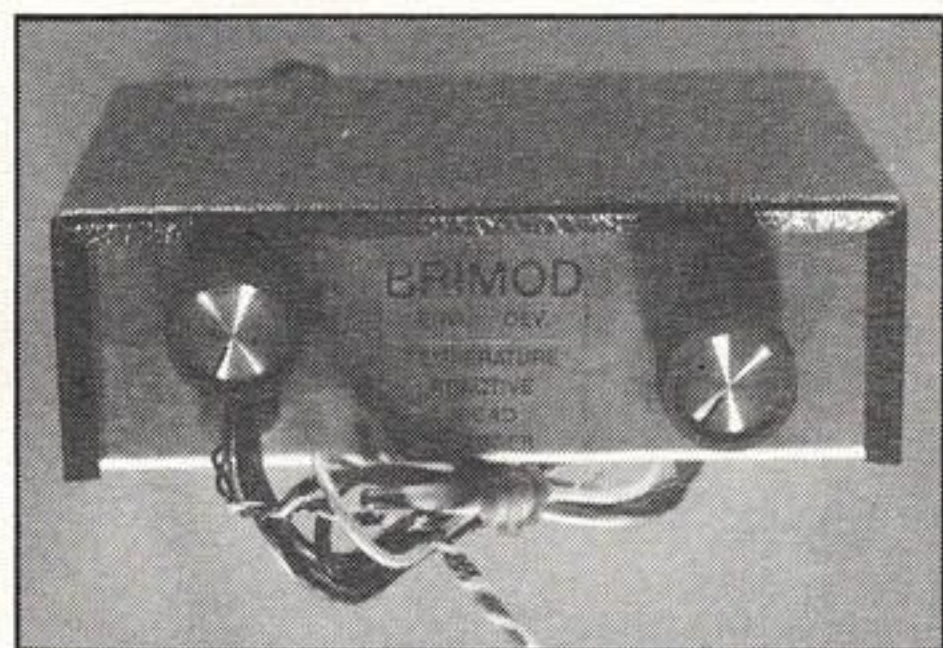
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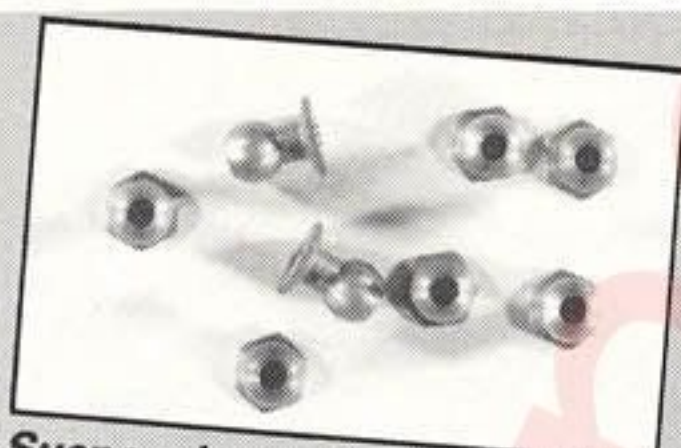
## Brimod

Once again the Brimodies have been burning the midnight oil to produce a temperature reactive charger that does a great job, charging your batteries to perfection, it will also set up your steering or mechanical speedo servo and most importantly costs less than a good pack of cells! The Brimod charger is neatly packaged in a black metal case ensuring long life. Controls are easy to use and the accompanying instructions are simple to understand.

The charger is designed for 12 V use and has simple circuitry for reliability yet retains the sophistication of automatic shut-down at a predetermined temperature, a measure of user control is also available from the front panel. Short circuit and reverse polarity protection, along with an LED indicator light.

A special feature of the Brimod charger is the extra lead which plugs directly into your servo and will allow you to set up perfectly.

Charger available from Brimod, 45 Rooker Avenue, Parkfields, Wolverhampton. WV2 2DT. Price £29.95.



Suspension balls



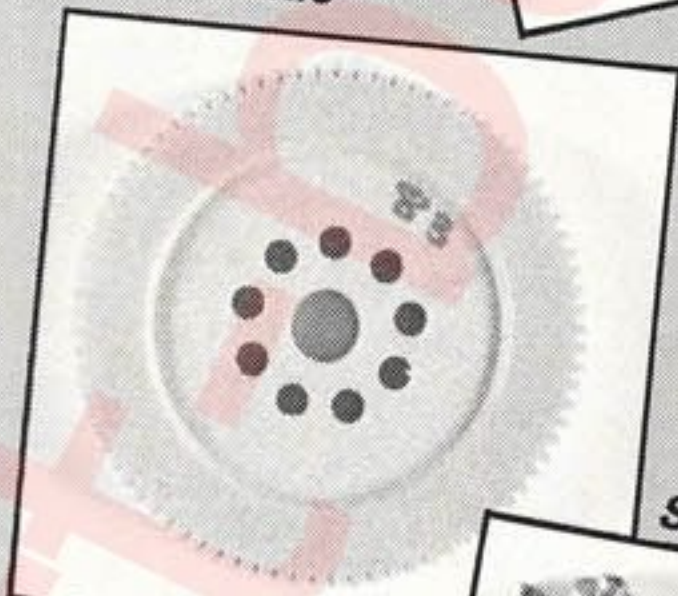
Ultima front axle



Ultima wide axle



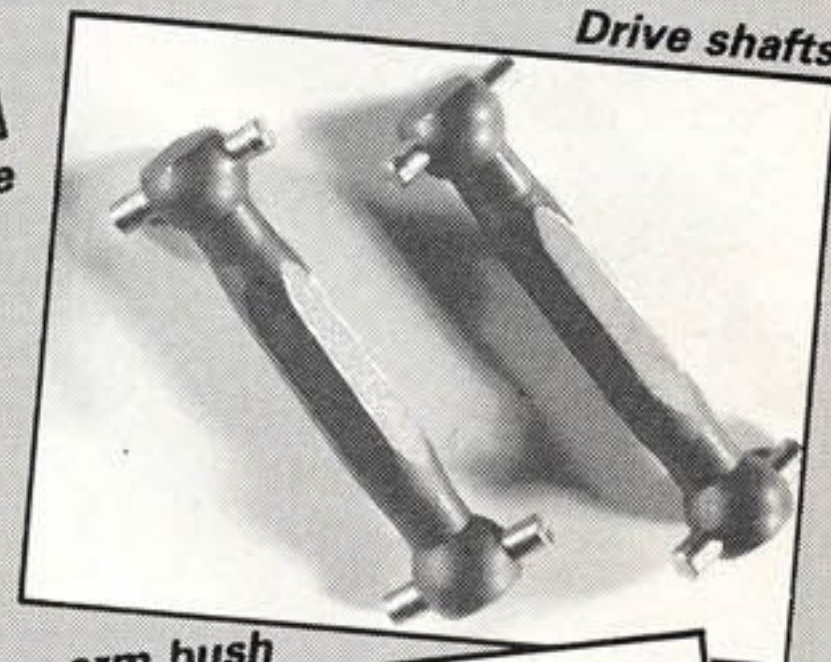
Rear shock mount



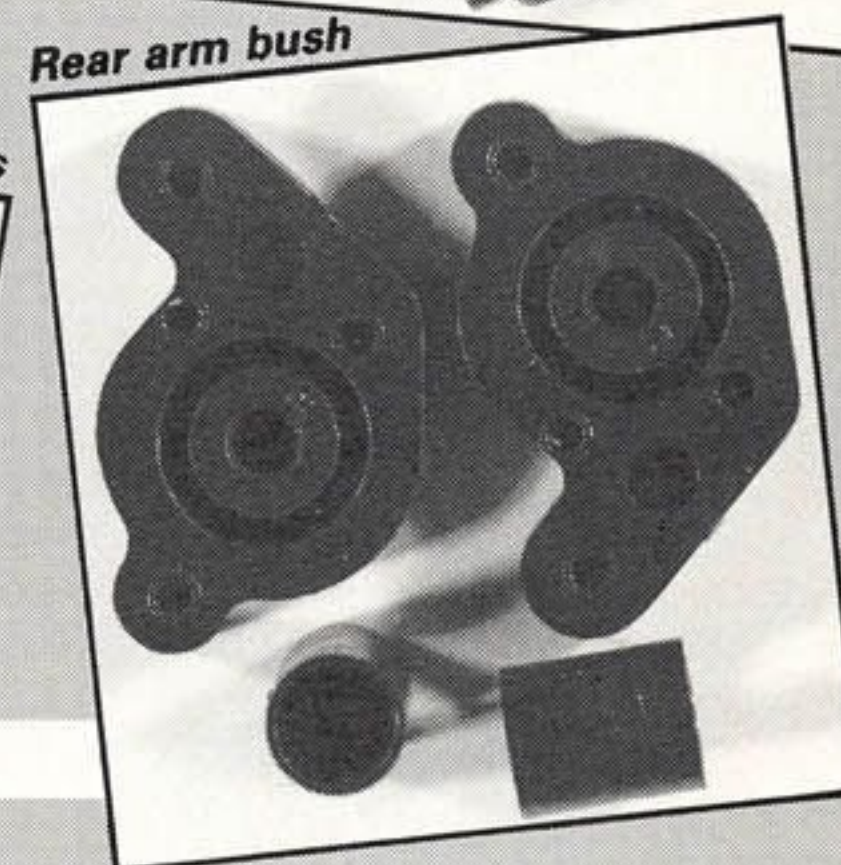
Spur gear



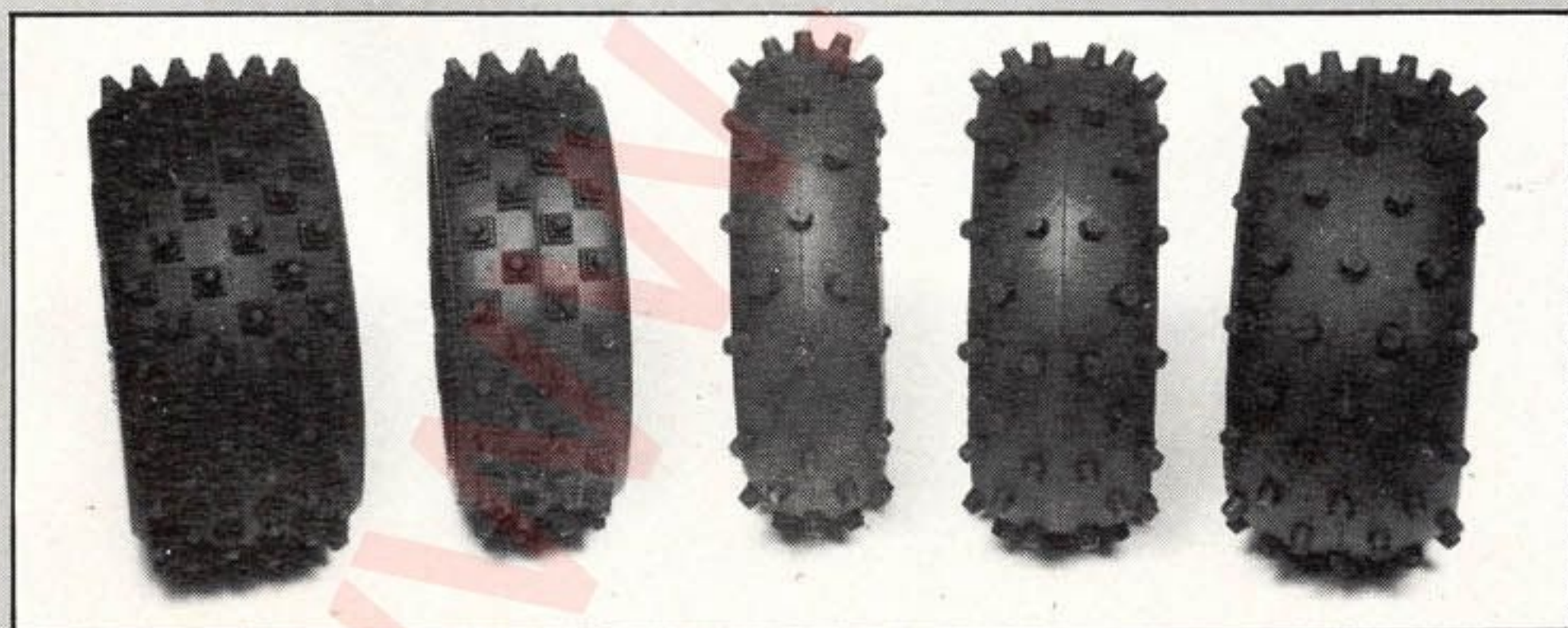
Steering posts



Drive shafts



Rear arm bush



## Yokomo Hot Laps Tyres

To coincide with the release of the new Yokomo car, Yokomo have released a new range of tyres onto the market, the innovative Hot Laps wheels and tyres were developed with assistance from Gil Losi Jr. The resulting high traction design provides traction for every track condition. Available through Hot Laps stockists everywhere.



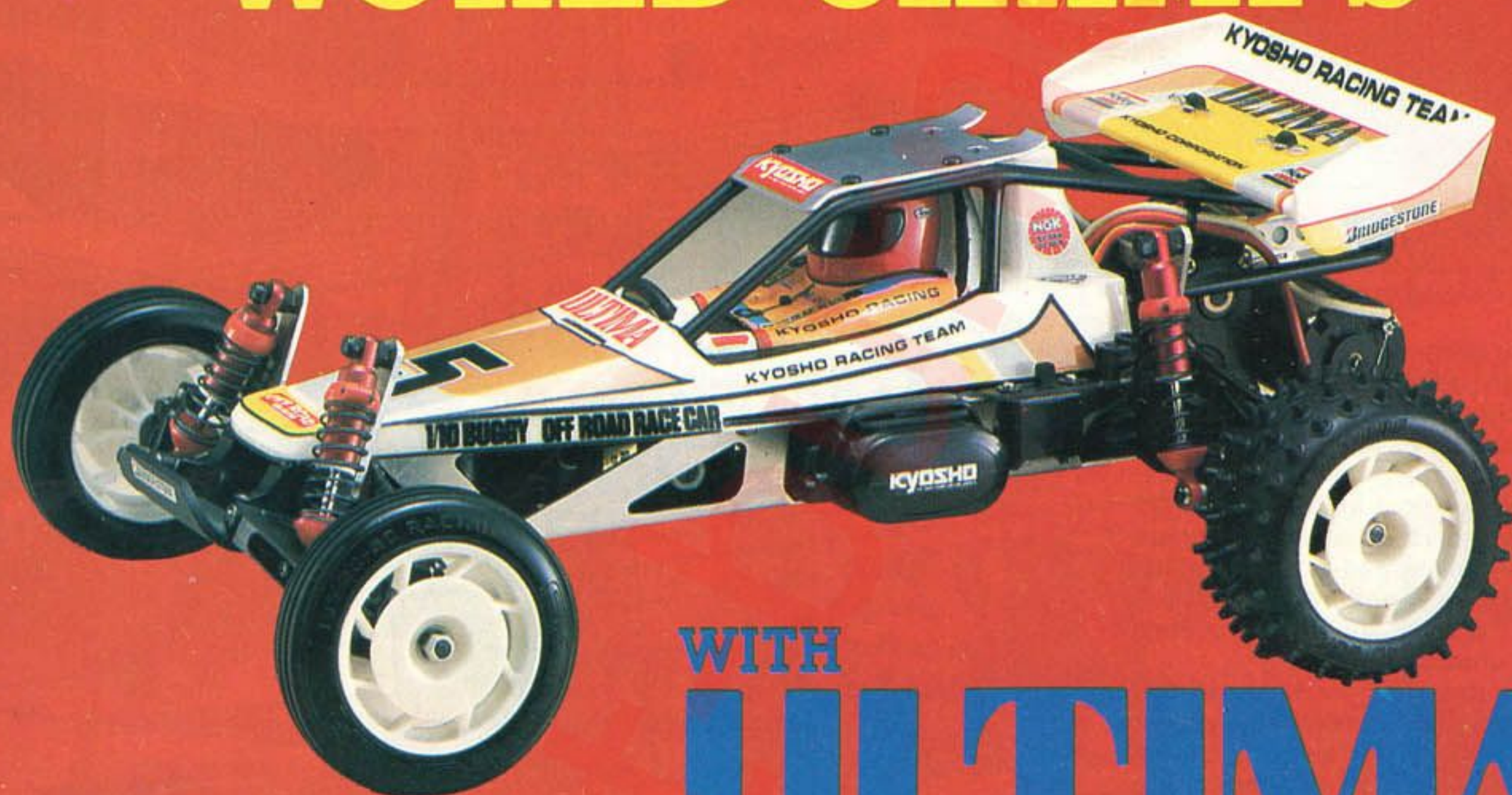
THERE ARE NOW 3 MORE GOOD REASONS TO CHOOSE

# KYOSHO

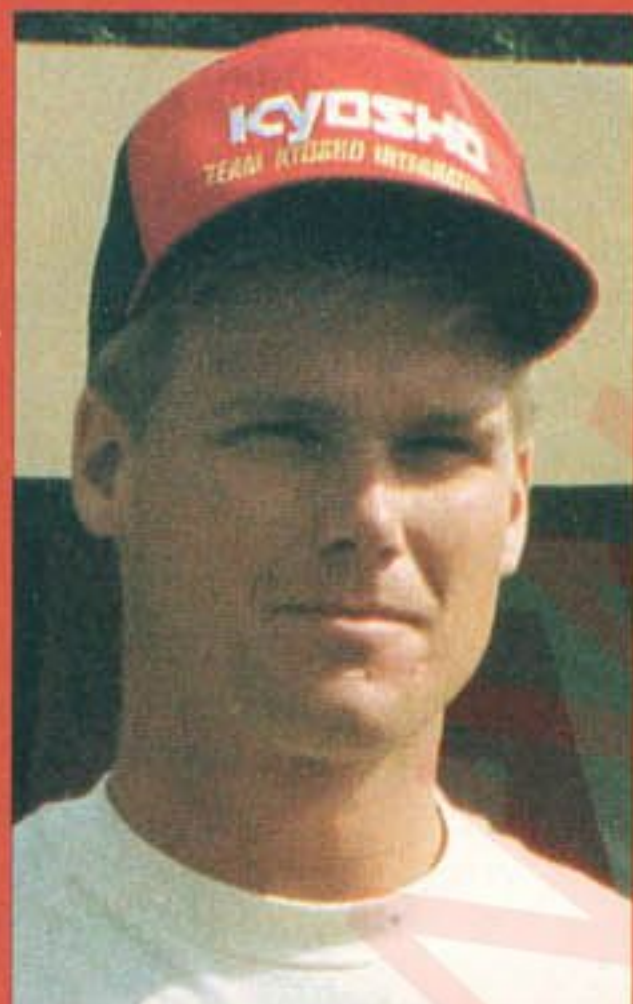
THE FINEST RADIO CONTROL MODELS



## AT THE 1987 IFMAR WORLD CHAMPS



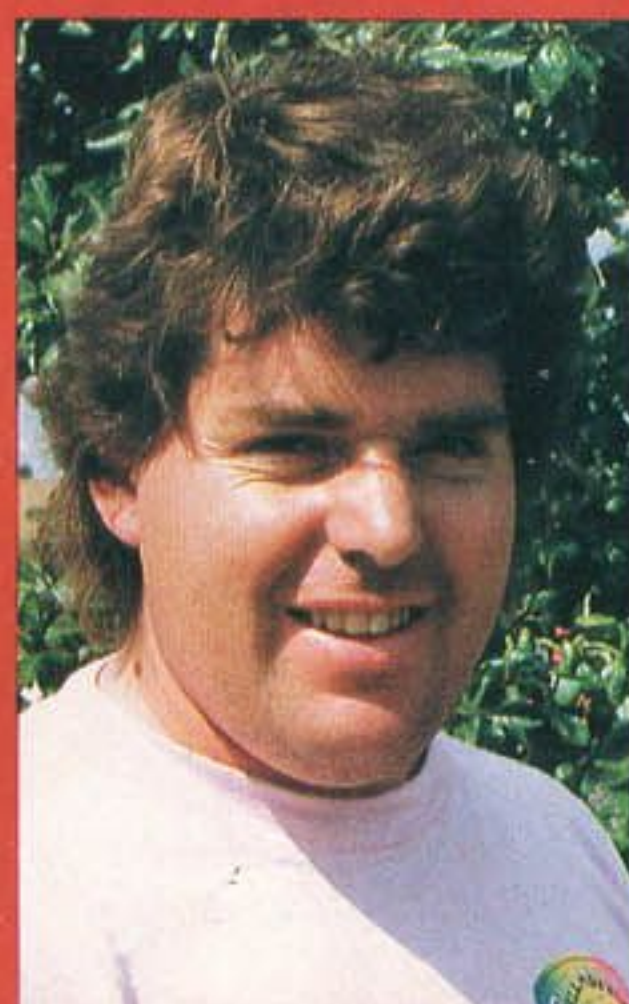
### WITH **ULTIMA** THE ULTIMATE 2 WHEEL DRIVE



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U.S.A.



2nd KATSUNORI KONDO  
JAPAN



3rd KRIS MOORE  
U.S.A.





**Skycar Services**

A new name to most we expect however, Skycar Services have long been dealing in first class goods and giving excellent service from their base in Dublin. Now you can order from Skycars excellent range direct as their mail order service is now in operation.

The first Market Place offering from Skycar are these excellent motors from MY, pictured below are just three from the MY range. The first is the 240 RB Buggy Concept motor and is a fifteen turn triple, the 240 is interesting for two main reasons. First the wind spec, as already mentioned, the motor is a fifteen turn triple however figures quoted on this motor are as follows. Winding type 7th, wire diameter 0.32 mm x 15 turn, rpm 30,000. What the spec sheet doesn't tell you is that the example we received would rev to it's quoted limit, however it also did it pulling only just over 2.5 Amps, amazing!



The 600 RST motor is actually included in the ABC Porsche kit, see the review in this issue. The motor is marketed as a twelfth stock, details are as follows. Winding type single, wire diameter 0.75 mm, rpm 23,000 using plain metal bearings.

Finally from Skycar the MY 700 RST Stock. This motor conforms to the UK's definition of standard class, unfortunately there are no technical specifications avail-

able at the time of going to print. We therefore carried out some tests of our own and found the motor to be a relatively low revver, around 17,000 rpm however it was only showing a drain of one Amp so a large gear could be used with ease.

See this Porsche 962 reviewed in this issue. All available from Sky Car Services, Unit 12, Cookstown, Enterprise Park, Tallaght, Dublin 24. 524126.



**Puma**

Puma racing have a new and exciting range of wheels for all the ranges of popular cars. The wheels are manufactured from high grade aluminium so there should be none of the problems long associated with alloy wheels namely bending. Available in five styles the Puma range should please even the most discerning driver.

For further information contact Paul Dudley at Puma Racing, The Barn, Moat House Works, Kings Coughton, Alcester, Warwicks. Tel: (0789) 765496.

**Wasp Products**

Wasp Products are one of those companies who never fail to amaze most of us, just when you think that their range is static, along they come again with another sensible, useful good idea. This month they have five good ideas for us to try, first a conversion for the Mid Optima which according to Wasp is more efficient than the kit belt and gives a bigger contact area over the pulleys. Nickel flow flux and solder for soldering all sorts of things but especially those all important cells (see the soldering article in next issue). Ever lose that important screw or cap head because your pit table wasn't level, well suffer that no more with the help of Wasps Fiddly Mat. This item can only be described as tacky, not in the awful sense but actually tacky to the touch, this in itself will keep all your little bits and pieces well and truly in tact. Finally the new Wasp motor case which will take up to five motors at once, two armatures and has space for spare brushes and springs.

Available from Wasp Products Ltd, 13 Morningside Road, Worcester Park, Surrey.





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### R/C Car Price List

<b>ELECTRIC BUGGIES</b>	
Tamiya Avante 4WD (no motor or speed controller) .....	£195.00
Tamiya Sonic Fighter .....	£55.00
Tamiya Midnight Pumpkin .....	£76.00
Tamiya Thunder Shot 4WD .....	£89.95
Tamiya Super Sabre 4WD .....	£89.95
Tamiya Clod Buster 4WD .....	£169.00
Tamiya Toyota Celica 4WD 1/12 .....	£142.95
Tamiya Vanessa's Lunch Box .....	£65.95
Tamiya Monster Beetle .....	£86.95
Tamiya Porsche 959, 4WD 1/12th .....	£135.95
Tamiya Blackfoot .....	£83.00
Tamiya Big Wig 4WD .....	£147.95
Tamiya Falcon .....	£63.95
Tamiya Boomerang 4WD .....	£89.95
Tamiya Hotshot II 4WD .....	£107.95
Tamiya Grasshopper W380 motor .....	£44.95
Tamiya Hornet .....	£55.00
Marui Shogun 4WD .....	£90.00
Marui Coors Thunderbird 4WD .....	£103.95
Marui Ninja 4WD .....	£94.95
Marui Samurai 4WD .....	£94.95
Marui Big Bear .....	£49.95
Kyosho Optima Mid Turbo 4WD (no motor or speed controller) .....	£177.95
Kyosho Optima Mid 4WD .....	£149.95
Kyosho Big Brute .....	£89.95
Kyosho Raider .....	£52.95
Kyosho Turbo Rocky 4WD (no motor) .....	£132.95
Kyosho Salute 4WD (no motor) .....	£177.95
Kyosho Rocky 4WD .....	£99.95
Kyosho Optima Turbo 4WD .....	£189.95
Kyosho Ultima .....	£102.95
Mardave Meteor .....	£53.95
MRX Competition 4x4 4WD, (no motor or speed controller) .....	£178.00
MRX Standard 4x4 4WD .....	£107.00
Road Runner 1 W/380 Motor .....	£35.95
Road Runner 2 W/540 Motor .....	£44.95
<b>ELECTRIC CARS</b>	
Tamiya Williams Honda FW11B F.1 .....	£73.00

### Deal Price with the following Radio Equipment

**DEAL C JUST ADD £54.00**  
HI-TEC CHALLENGER 2ch radio with servo reverse, BEC or STD, 7.2 volt Tamiya/Marui racing rechargeable drive battery and either mains slow charger or 12 volt fast charge leads (please state which charger you require).

**DEAL C JUST ADD £54.00**

**DEAL F JUST ADD £60.00**  
FUTABA ATTACK 2NBR 2ch radio with servo reverse, BEC or STD, 7.2 volt Tamiya/Marui racing rechargeable drive battery and either mains slow charger or 12 volt fast charge leads (Please state which charger you require).

**DEAL F JUST ADD £60.00**

**DEAL A JUST ADD £60.00**  
ACOMS TECHNIDRIVE/TECHNIPLUS 2ch radio BEC or STD (Technidrive with servo reverse), 7.2 volt Tamiya/Marui racing rechargeable drive battery and either mains slow charger or 12 volt fast charge leads (Please state which charger you require).

**DEAL A JUST ADD £60.00**

**DEAL FE JUST ADD £89.00**  
FUTABA Attack 2ch radio with 1 x S148 servo and 1 x MC112B FET electronic speed controller, Tamiya/Marui 7.2 volt racing rechargeable drive battery and either mains slow charger or fast charge leads (Please state which charger you require).

**DEAL FE JUST ADD £89.00**

**DEAL T JUST ADD £104.00**  
TAMIYA CPR receiver/FET electronic speed controller with servo and transmitter, Tamiya/Marui 7.2 volt racing rechargeable drive battery and either mains slow charger or fast charge leads (Please state which charger you require).

**DEAL T JUST ADD £104.00**

### Ballrace Sets

Tamiya Thunder Shot .....	£25.80
Tamiya Clod Buster .....	£28.35
Tamiya Porsche 959 & Toyota Celica .....	£27.75
Tamiya Hotshot II & Hotshot .....	£19.99
Tamiya Midnight Pumpkin, Lunch Box, Big Wig, Hornet & Grasshopper .....	£10.41
Tamiya Striker & Falcon .....	£12.39
Tamiya Boomerang & Super Sabre .....	£23.99
Tamiya Fox .....	£3.96
Tamiya Monster Beetle, Blackfoot & Wild One .....	£10.92
Tamiya Frog .....	£7.92
Tamiya Rough Rider & Sand Scorcher .....	£11.88
Tamiya Subaru .....	£12.90
Tamiya Tamtech .....	£15.60
Marui Shogun, coors Thunderbird & Ninja .....	£29.49
Marui Samurai .....	£23.99
Kyosho Big Brute .....	£21.86
Kyosho Raider .....	£20.86
Kyosho Rocky .....	£16.32
Kyosho Optima .....	£14.06
Kyosho Progress .....	£29.99
Kyosho Scorpion .....	£24.99
Associated RC10 .....	£36.50
Mardave Meteor .....	£8.94
Mardave Mini Stock .....	£5.98

### Ballraces

INCH	METRIC
1/8" I.D. x 1/4" O.D. F&S .....	2mm I.D. x 6mm 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" I.D. x 5/16" I.D. S .....	3mm I.D. x 8mm O.D. S .....
3/16" I.D. x 5/16" O.D. F&S .....	4mm I.D. x 8mm O.D. S .....
1/4" I.D. x 3/8" O.D. S .....	4mm I.D. x 8mm O.D. F&S .....
1/4" I.D. x 3/8" O.D. F&S .....	5mm I.D. x 8mm O.D. S .....
1/4" I.D. x 1/2" O.D. F&S .....	5mm I.D. x 10mm O.D. S .....
	5mm I.D. x 11mm O.D. S .....
	6mm I.D. x 10mm O.D. S .....
	6mm I.D. x 10mm O.D. F&S .....
	6mm I.D. x 12mm O.D. S .....
	6mm I.D. x 13mm O.D. S .....
	8mm I.D. x 12mm O.D. S .....

S = Shielded  
F&S = Flanged and shielded.

## Tamtech ★★

### TAMTECH SPECIAL

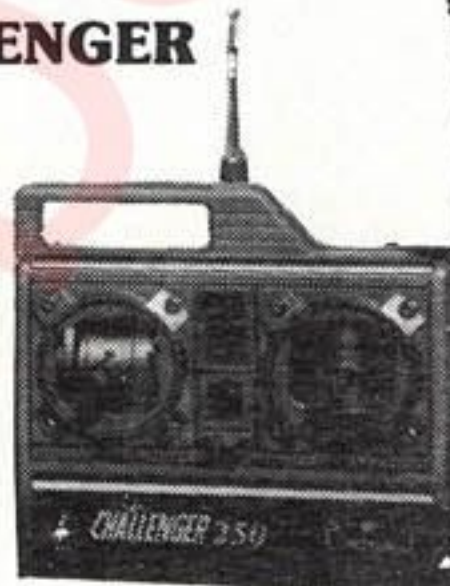
2103 LANCIA LC2  
2101 PORSCHE 962C  
2107 BMW GTP

Complete with car kit, radio, 7.2 volt battery and mains slow charger

**ONLY £123.95 each**

### HI-TEC CHALLENGER 2ch radio

**BEC or STD with servo reverse**



**£34.95**

## DYNAMITE

### DYNAMITE TYRES

2210/20/30 Front tyre Fox, Wild One .....	£4.50
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**

### Accessories

<b>Rechargeable Battery (Ni-cad) Packs</b>	
6v 1200mAh Saft, with plug .....	£16.99
6v 1200mAh Sanyo, with plug .....	£16.99
7.2v 1200mAh Saft hump pack, with plug .....	£19.99
7.2v 1200mAh Saft racing pack, with plug .....	£15.99
7.2v 1200mAh Marui racing pack with plug .....	£13.99
7.2v 1200mAh Tamiya/Panasonic racing pack, with plug .....	£17.99
7.2v 1200mAh Tamiya/Sanyo SC racing pack, with plug .....	£22.99
7.2v 1200mAh Sanyo SC racing pack, with plug .....	£18.99
7.2v 1200mAh Parma/Sanyo SC matched racing pack with plug .....	£19.99
7.2v 1200mAh Magnum/Panasonic SCR matched racing pack, with plug .....	£19.99
7.2v 1200mAh Sanyo SCR racing pack .....	£18.99
7.2v 1200mAh Sanyo SCR matched racing pack .....	£19.99
7.2v 1200mAh Laser/Sanyo SCR matched racing pack .....	£29.99

**240v AC Mains Fast Chargers**  
Weston 30 minute fast charger for 6 & 7.2v 1200mAh battery packs, will also slow charge .....

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Weston 30 minute fast charger for 6 & 7.2v 1200mAh battery packs, will also slow charge on mains input .....

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Acoms with 15 minute timer for 6v 1200mAh battery packs .....

Acoms with 15 minute timer for 7.2v 1200mAh battery packs .....

Kyosho with 15 minute timer for 7.2v 1200mAh battery packs .....

Jester lead (no timer) for 7.2 & 8.4v 1200mAh battery packs, charge time 7.2v 16 minutes .....

MFA with 30 minute timer and amp meter for fast and slow charging 6, 7.2, 8.4 & 9.6v 1200mAh battery packs .....

MFA mains transformer for above charger .....

Laser Thermal Pulse variable rate pulse charger with automatic temperature cutout for 4.8-9.6v 500-2000mAh battery packs .....

Laser Junior Pro charger with automatic temperature cutout for 7.2 & 8.4v 1200mAh battery packs .....

Jester Hercules electronic peak detector fast and slow fully automatic charger for 7.2 & 8.4 volt 1200mAh battery packs .....

**Futaba Radio Control**  
FP-2LGX, BEC & ASP BFR 2ch, complete outfit .....

FP-2NBR Attack 2ch, BEC & STD, with servo reverse .....

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S148 Servo .....

MC112B, FET speed controller 100 amp .....

MC111B, FET speed controller 130 amp .....

# OXFORD



**TEAM ASSOCIATED  
RC10**

**IFMAR WORLD CHAMPION '85-'86  
ROAR 1:10 NATIONAL CHAMPION  
ORRCA NATIONAL CHAMPION**



**THE TEAM DOES IT IN THE DIRT.**

Race the car that beat 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.

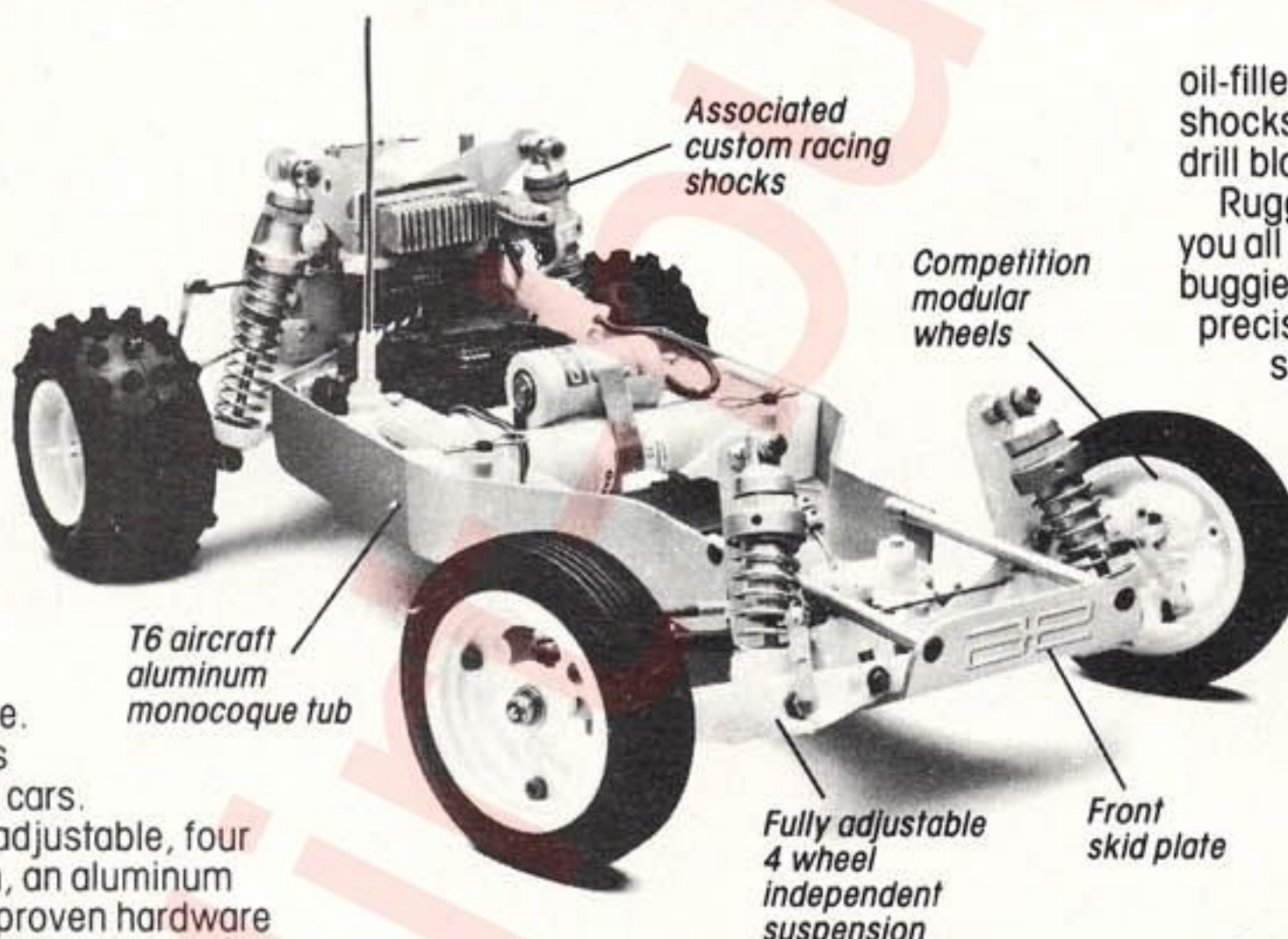
Our RC10 turned back the foreign car invasion with the same racecar technology that has kept Team Associated on top of the RC car racing world for over 15 years.

**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.



Smooth undercarriage maximum ground clearance



Model cars for Real racers.

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# TAMIYA

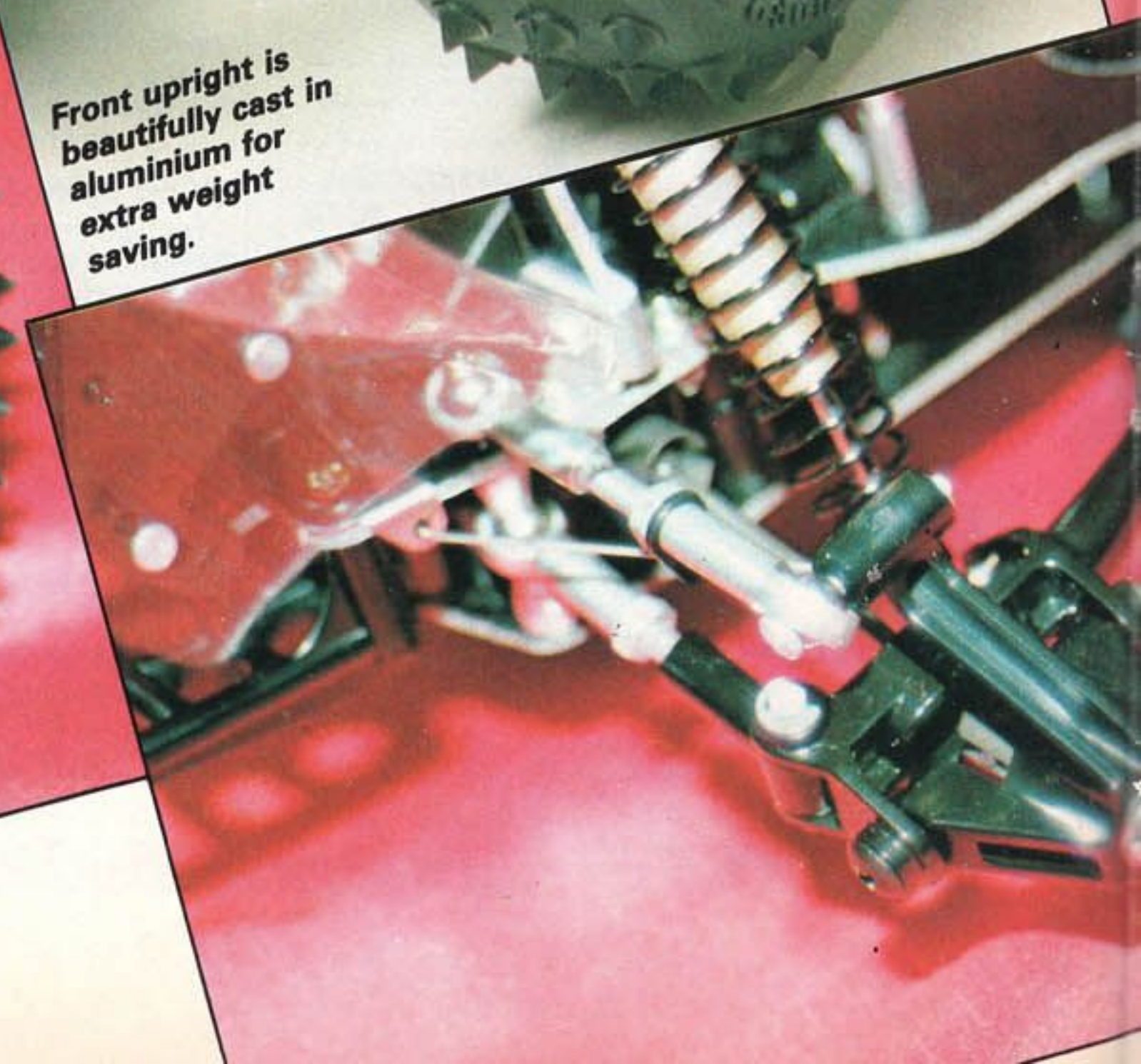
# AVANTE

# 4WD

The latest 4WD from  
Tamiya is reviewed by  
Dave Pearson.

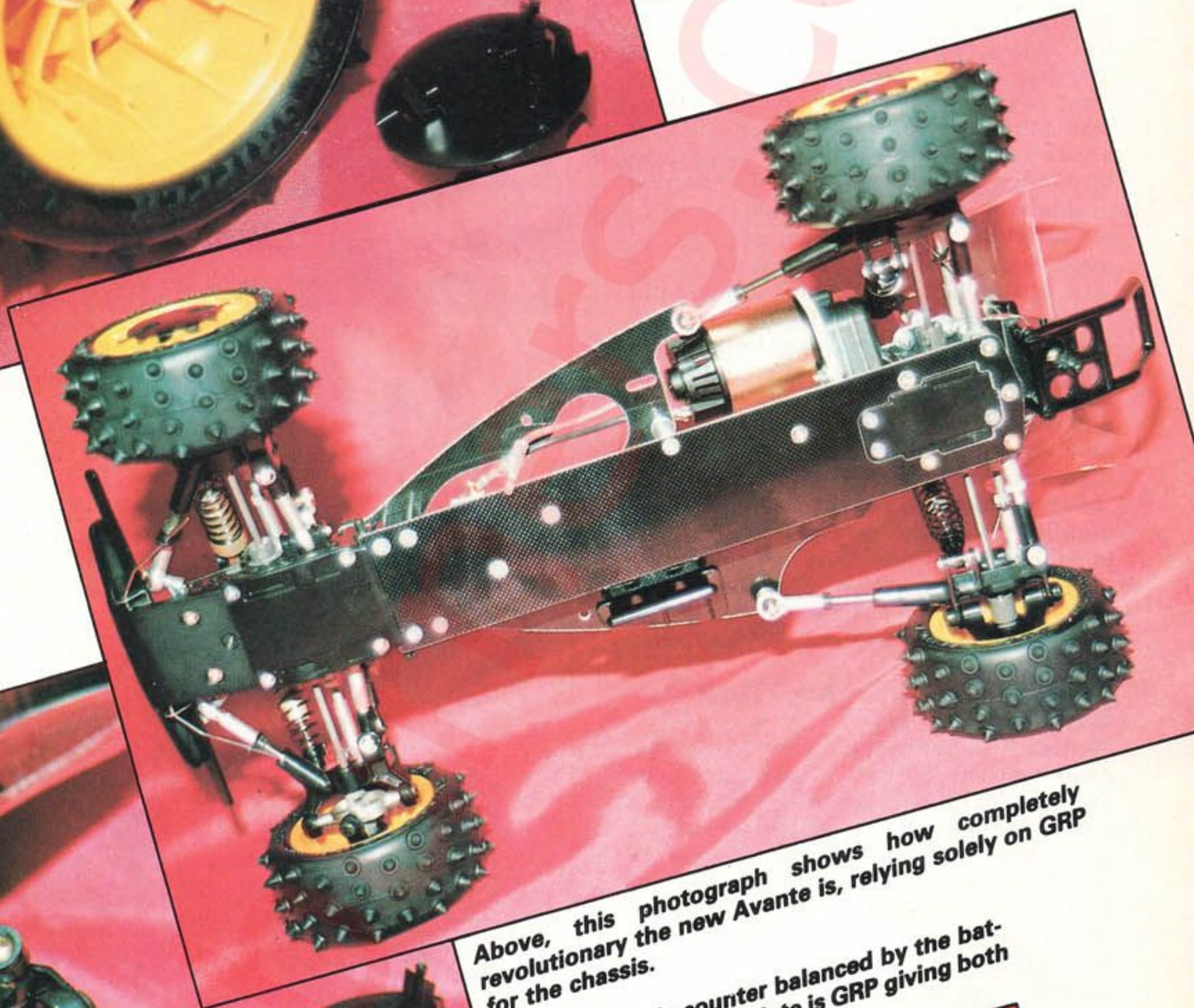
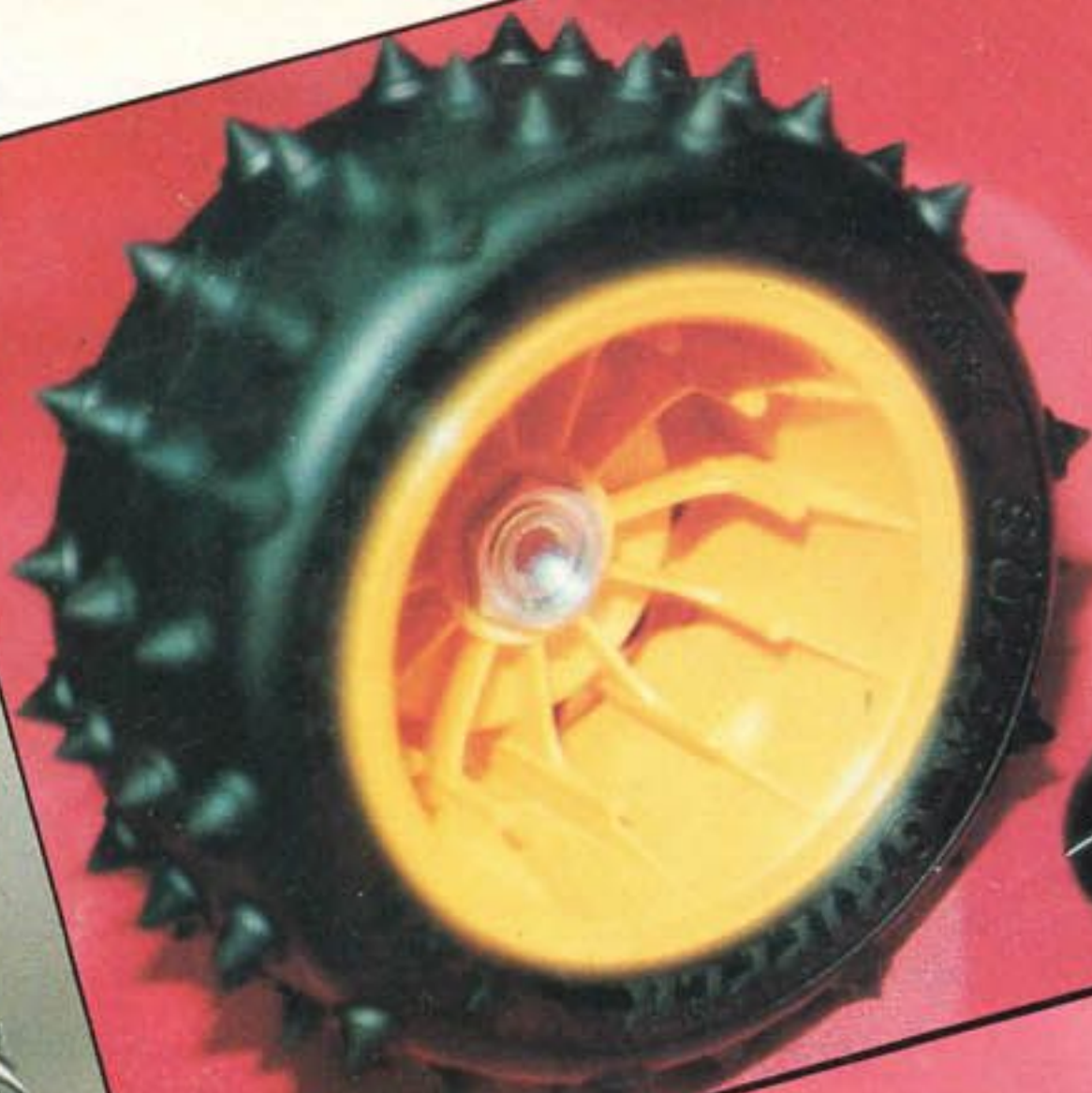


Front upright is beautifully cast in aluminium for extra weight saving.



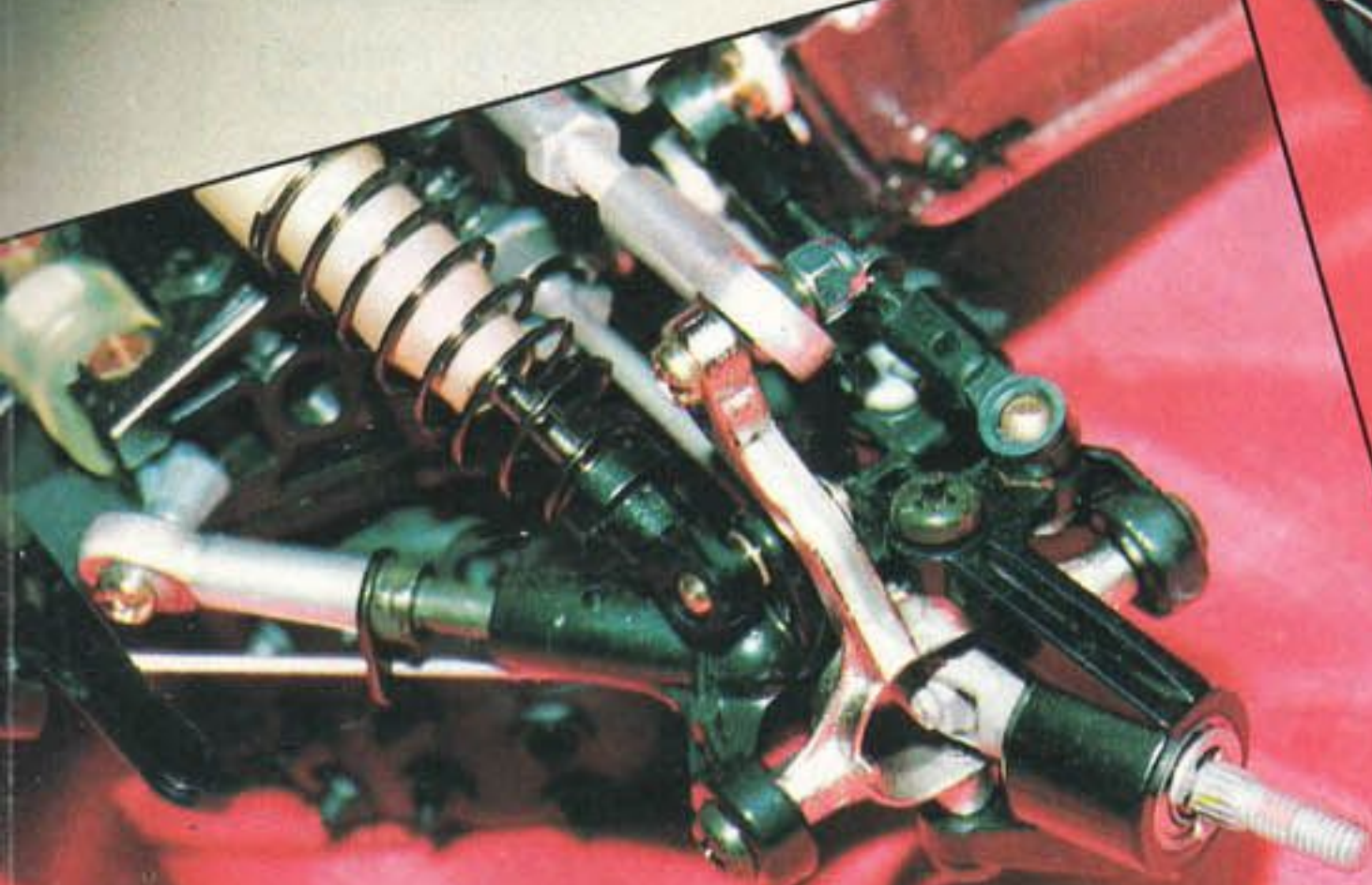


New Tamiya cam lock wheels are efficient and quick to get on and off, note new hexagonal boss.

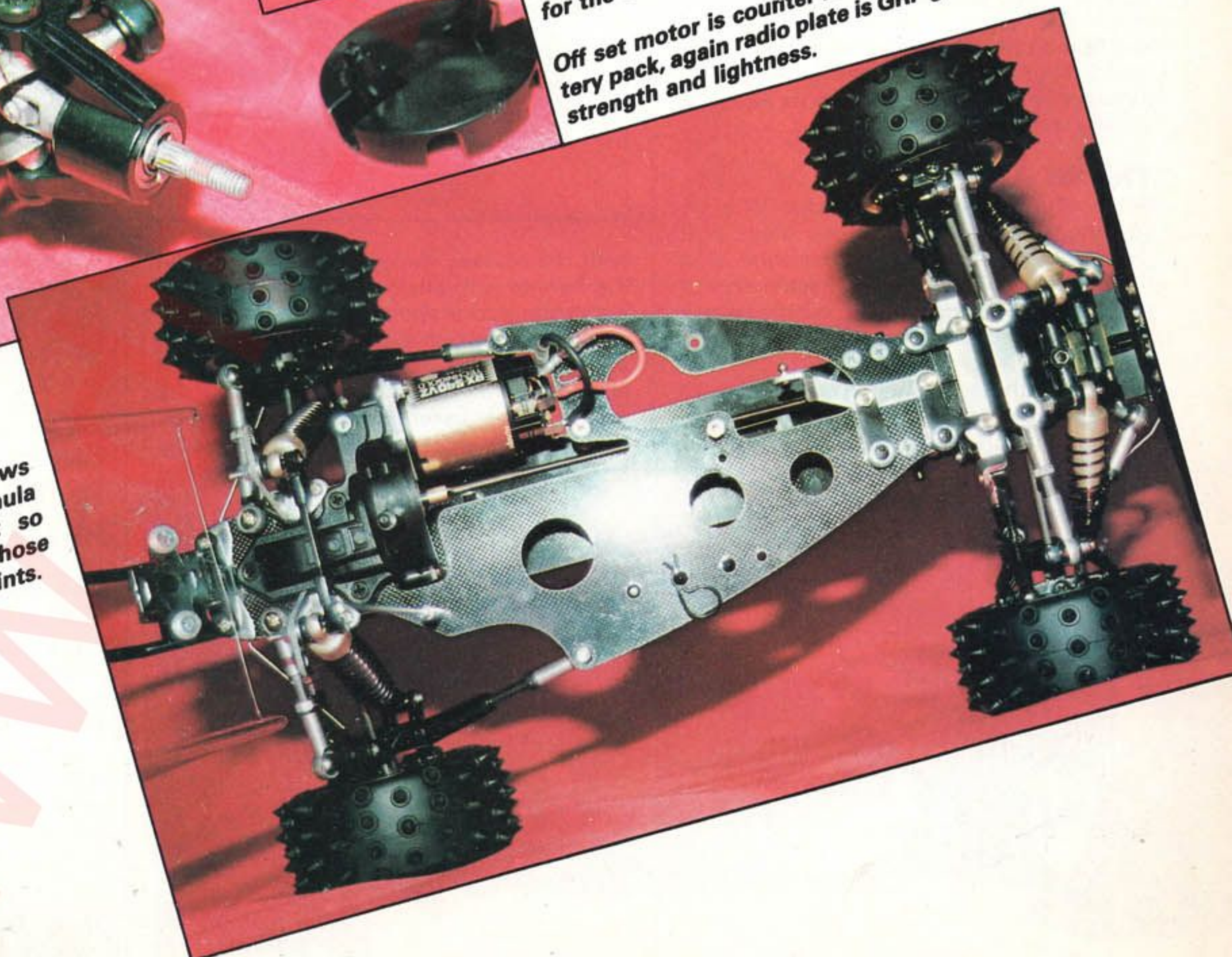


Above, this photograph shows how completely revolutionary the new Avante is, relying solely on GRP for the chassis.

Off set motor is counter balanced by the battery pack, again radio plate is GRP giving both strength and lightness.



Left and above, suspension borrows heavily from formula one cars of not so long ago, note those beautiful rose joints.





Somewhere ago Radio Race Car reviewed Tamiya's Thundershot, what we said was that although the car was good, it did not have the all conquering attributes that in our opinion would make it a winner at national level. The reasons we gave for this were twofold, one, the car was not regarded as "the car of the moment". What we meant by that was simple to understand and merely a mathematical equation, if you have, as so often happens these days "the fashion car" the car that 80% of racers must have, then the law of averages takes over and the reason why that particular car appears to do so well is that sheer force of numbers alone it can't fail. The second reason was a little harder to explain without upsetting anyone, the car was just not good enough, at least straight out of the box. Again we did take pains to point out that if someone like Mark Chaplin got hold of the car then things may well be different, again this was meant to state that the potential of the Thundershot, should someone wish to exploit this reserve was probably immense. Events at club level since that release have proved both those statements correct, the car is good, very, very good but because there is nowhere near enough top class drivers using it and as we have just explained that phenomenon the statement does not need any further clarification, it will never be a national event car!

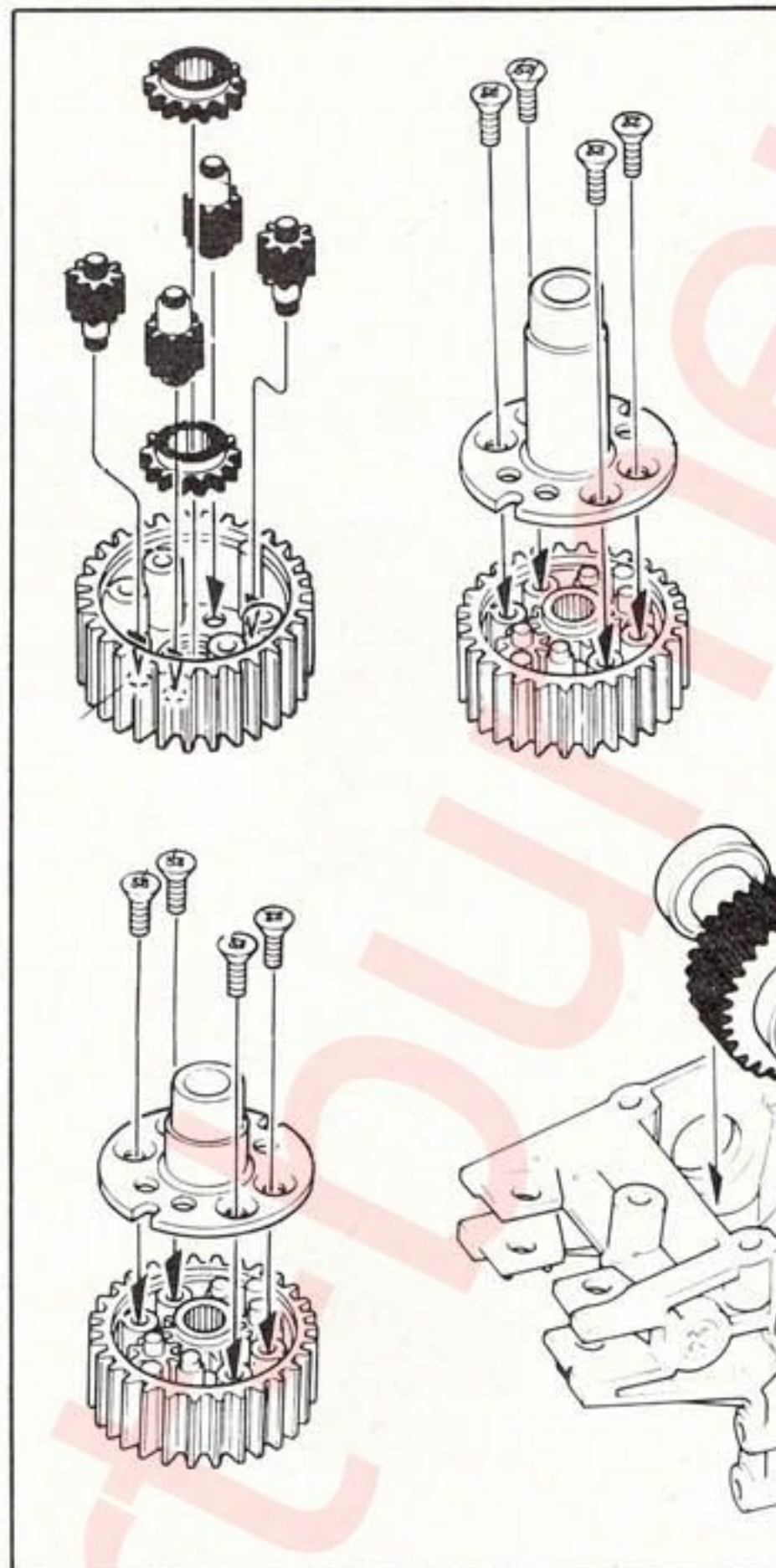
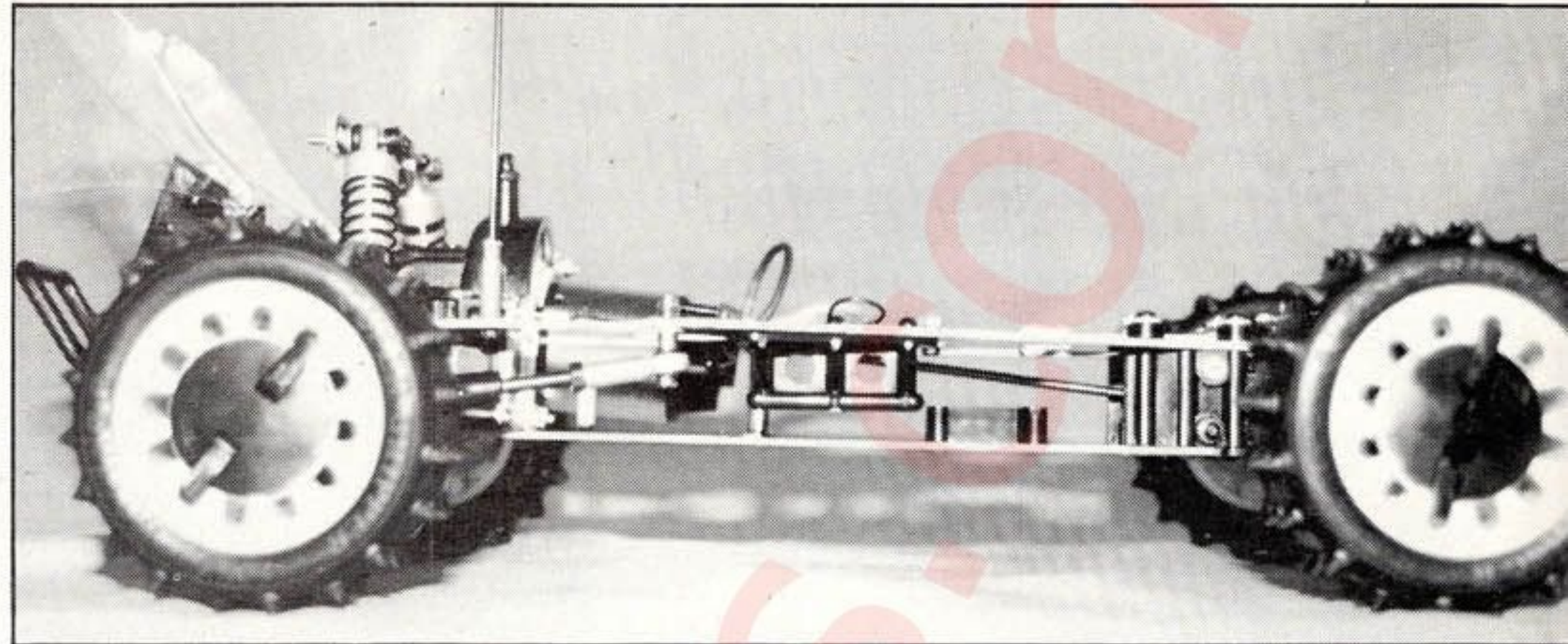
**Ever Been Right And Still Put Your Foot In It?**

Well as if to verify the above comments, news reached the Radio Race Car offices not long after the review was released that a new Tamiya supercar was in the offing, one that was in the category of "fashion car extraordinaire" that car is the all new Avante. The first glimpse Radio Race Car caught of the Avante was at Earls Court earlier this year, it caused such a stir that we could not get close enough to photograph it for some time. Eventually we did and found out why the car was so interesting to so many people, it was indeed totally different to anything that Tamiya had previously manufactured.

**The Kit Arrives**

Seldom has the arrival of a review kit been so long awaited, both by our office and judging by the amount of telephone calls the race car public at large, it seemed as if everyone wanted to know when, where and how they could get hold of the new Avante.

It goes without saying that the kit artwork and packaging is to Tamiya's high standard, so that bit out of the way let's get on

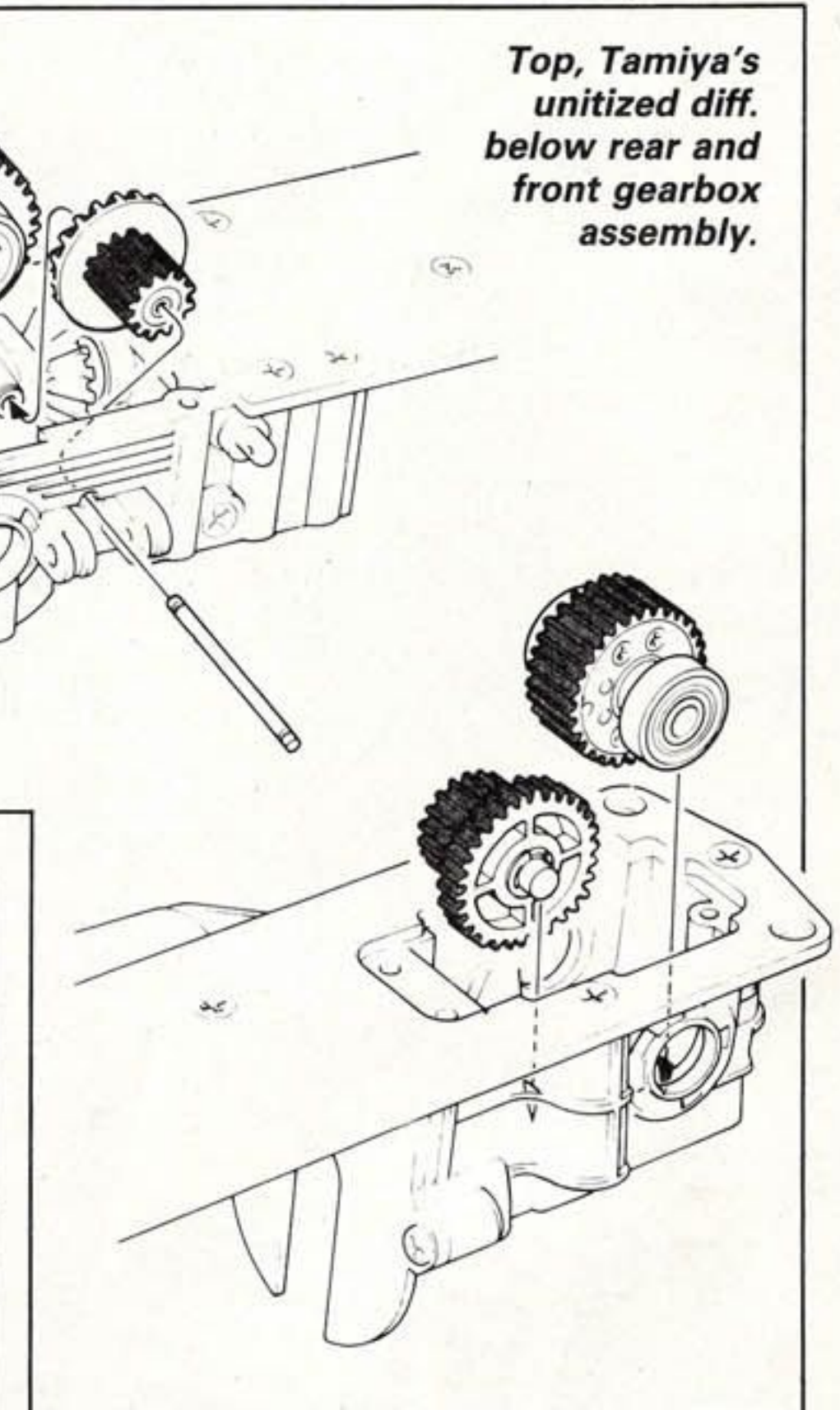


*This view shows just how space effective the new Avante is, the daylight bits house the nicad.*

ing, this is then put aside and the front gearbox case assembled making sure that any bearings that should be in place are! Front and rear differentials are assembled next, this is where you begin to realise that you are assembling something completely different. Both diffs are what Tamiya refer to as "Unitised". Instead of the diff being the normal planetary type the whole unit is contained within the final drive gear in a very novel way (see diagram) the rear and front gearbox is then assembled through the bottom of the gearbox, sounds strange

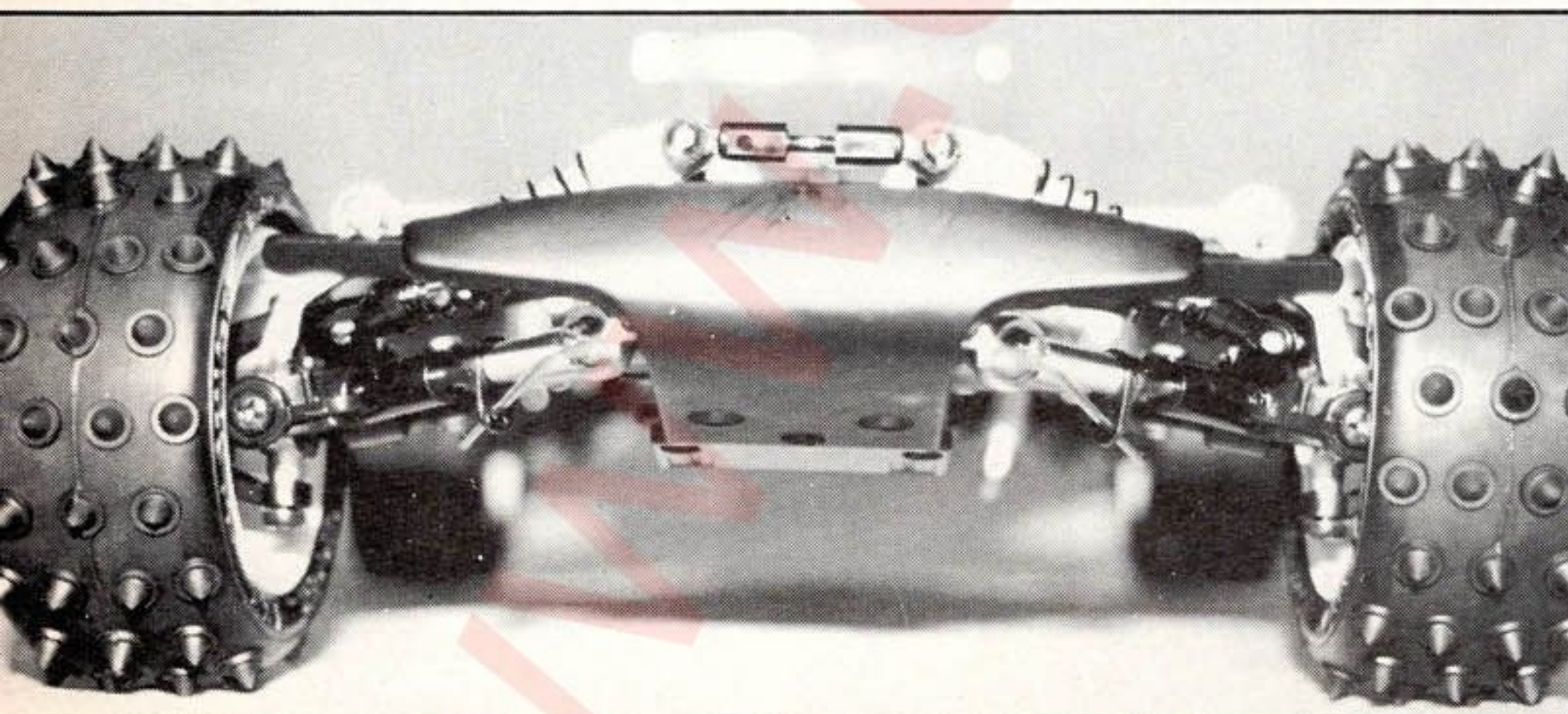
*Top, Tamiya's unitized diff. below rear and front gearbox assembly.*

with the review. As we have already said the Avante is totally new, even different in it's design, so it should come as no great surprise to anyone that the building stages as well as some of the methods used are also different. Assembly begins with the motor being assembled to the, as yet, empty centre diff and rear gearbox hous-

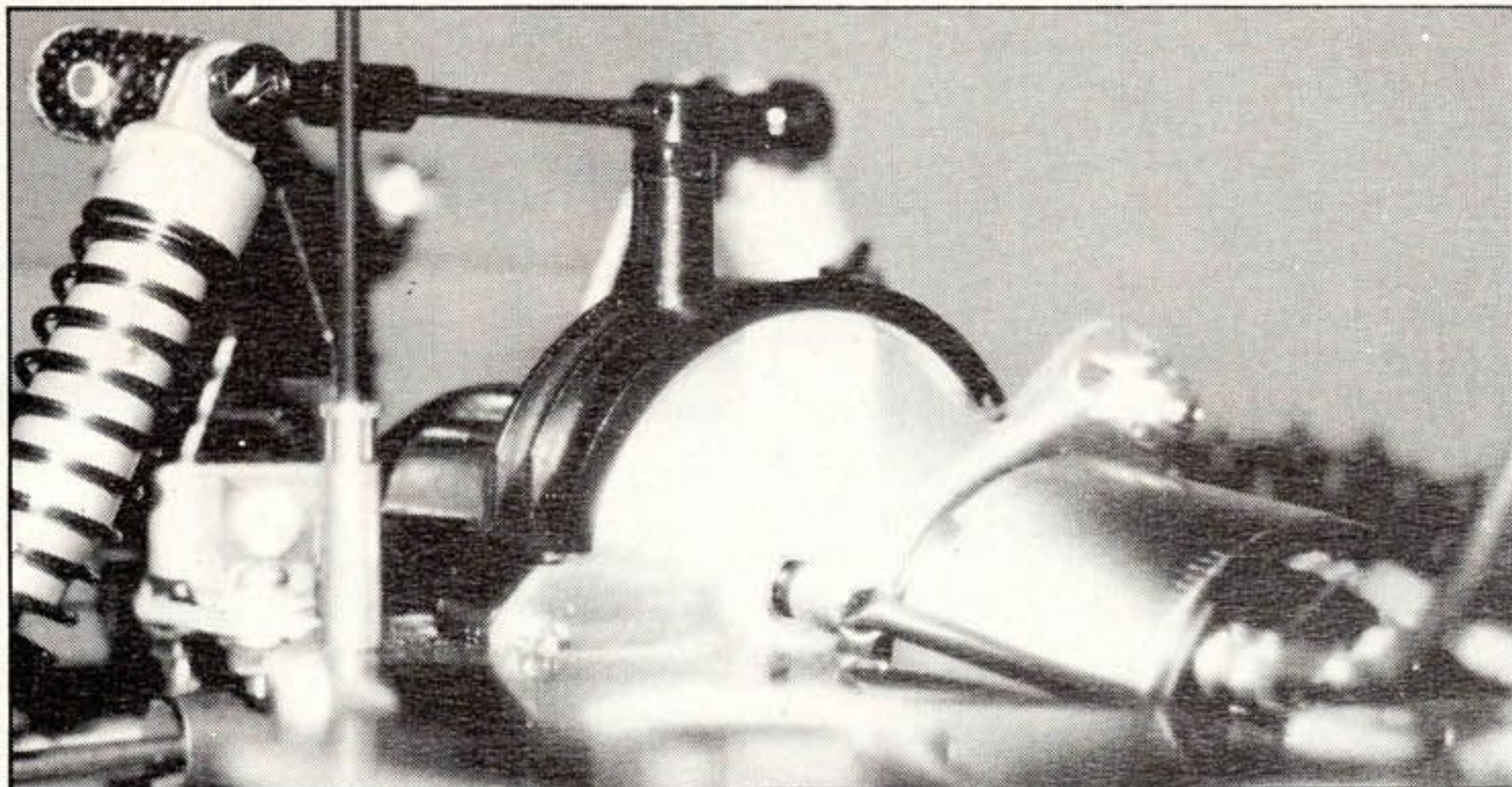


but it is in effect a very neat, effective and quick way of inspection and routine maintenance. Centre diff is next, Tamiya have opted for a ball differential at this point in an effort to distribute power efficiently and evenly throughout the power train, a drive shaft then transmits this power to the front wheels.

*New Tamiya spike tyres look as if they would grip in any conditions.*







*Heart of the Avante the ball centre diff. transmits power exactly where it is needed most.*

sion. This when coupled to a degree of built in anti-squat should give the car extremely good road holding and handling characteristics. Again, the rear end of the Avante is extremely adjustable to give a range of settings to suit all surfaces. Roll bars are provided both front and rear, but unfortunately seem to provide more in decoration than fulfill any functional purpose.

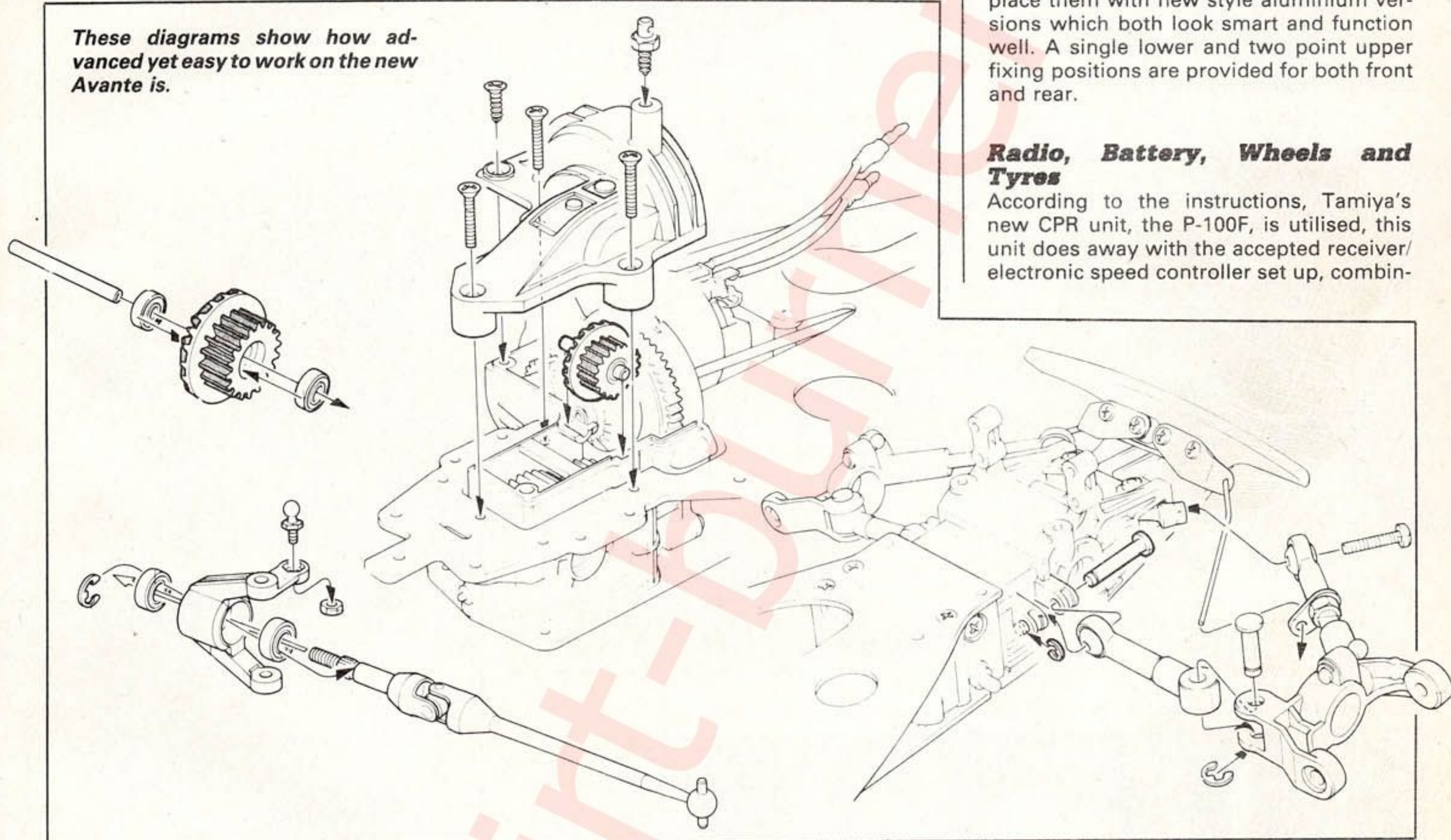
**Shockers**

Once again Tamiya have provided new parts for the Avante in the shape of shock absorbers. The new shock absorbers retain the older type CVA inners, but do away with the plastic damper cylinders and replace them with new style aluminium versions which both look smart and function well. A single lower and two point upper fixing positions are provided for both front and rear.

**Radio, Battery, Wheels and Tyres**

According to the instructions, Tamiya's new CPR unit, the P-100F, is utilised, this unit does away with the accepted receiver/electronic speed controller set up, combin-

*These diagrams show how advanced yet easy to work on the new Avante is.*

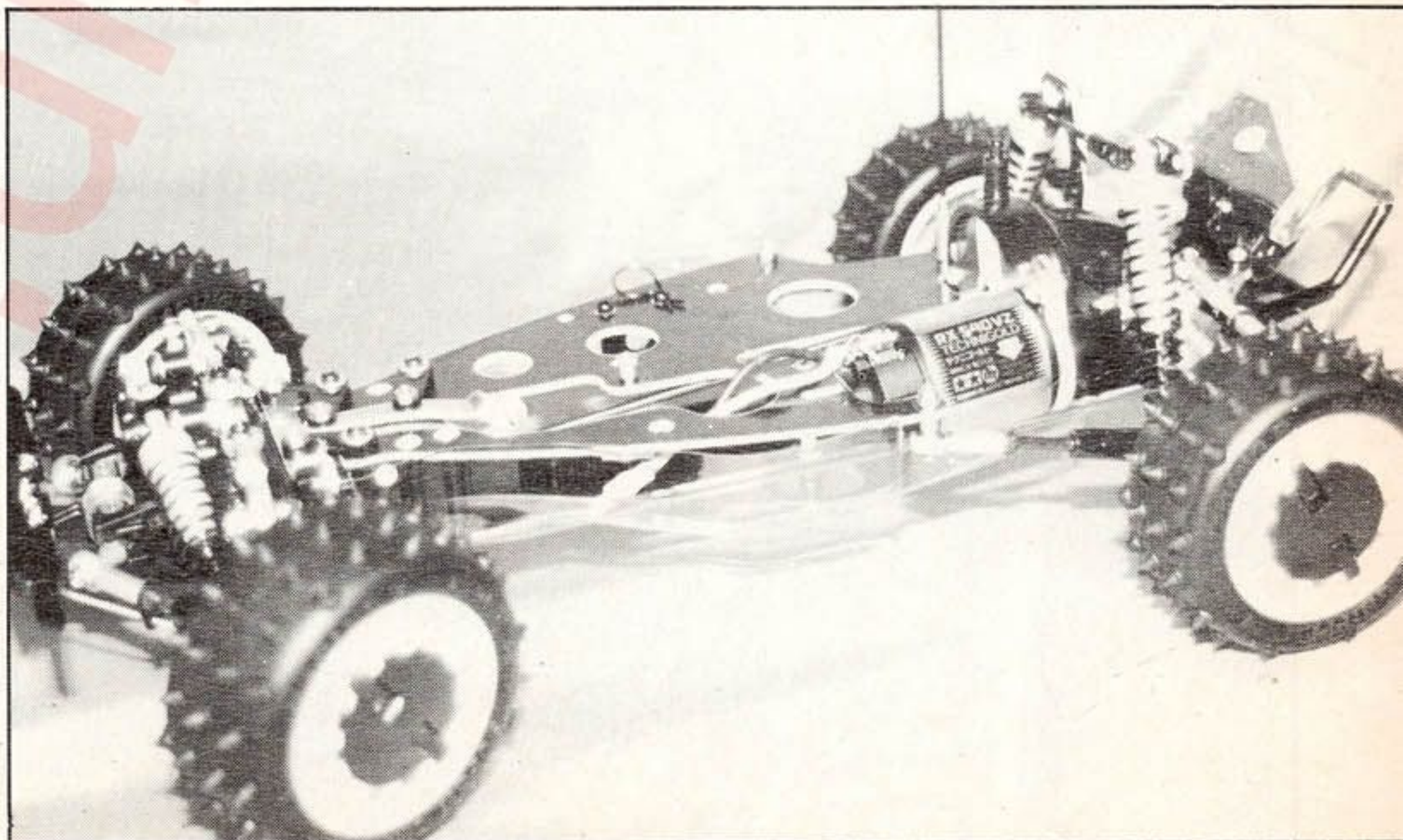


**Suspension**

Again Tamiya have totally redesigned a suspension system for this car, rather than borrow one from another car in their range, something they have been criticised for in the past by certain people. The Avante suspension is set up around what are called rose joints, these joints give an amazingly strong yet flexible suspension set up. As a point of interest most full size off road cars today and indeed formula one cars of not so long ago used this very set up, the last point worthy of note is that by using rose joints, they not only make the suspension strong but by their very nature they make it infinitely adjustable, allowing the car to be dialled to perfection.

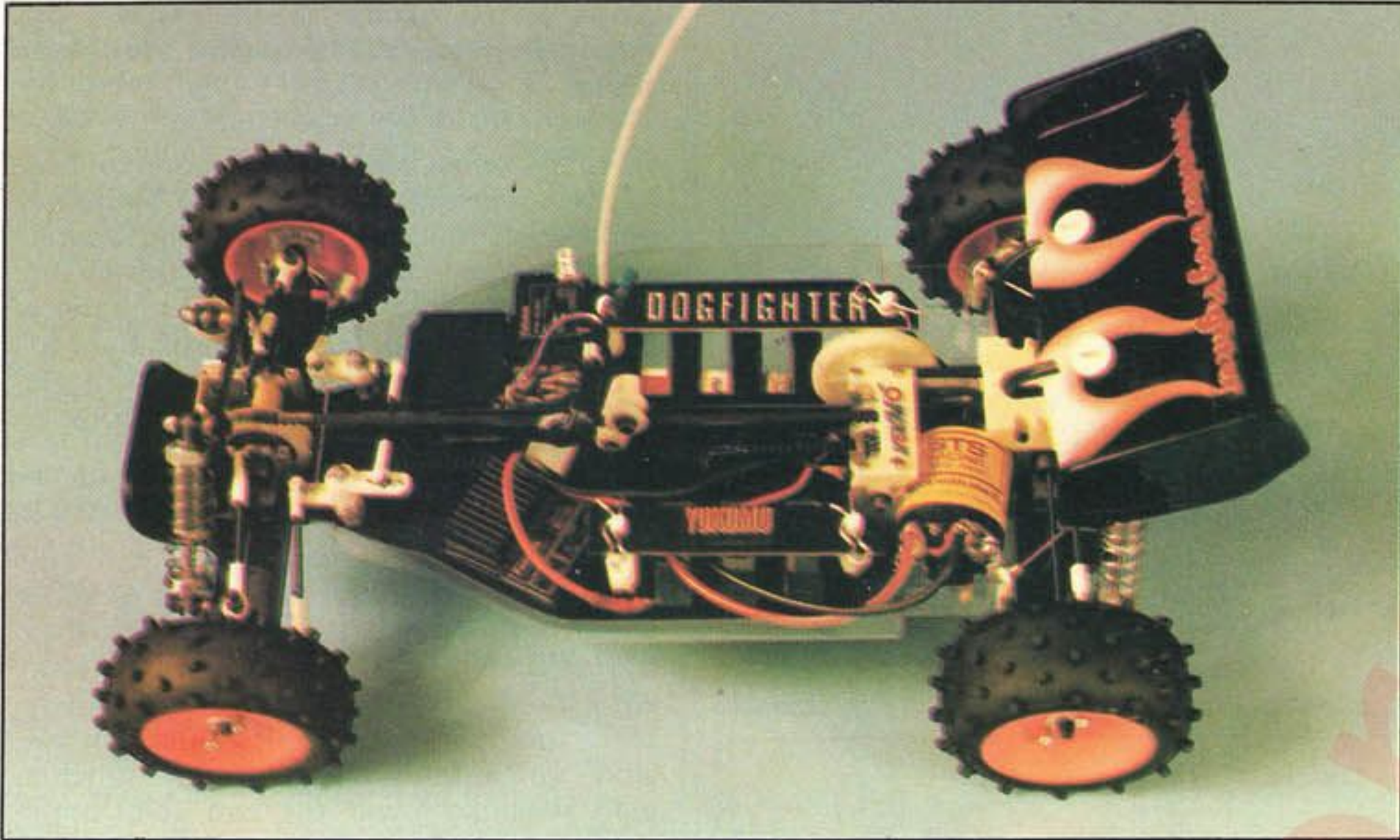
The rear suspension uses the same system but employs further technology gleaned from the formula one circuits of not so very long ago, that of a trailing arm rear suspen-

*Tamiya supply the Avante with an under-tray, one piece of equipment that is vital to radio gear protection.*



*continued on page 53*

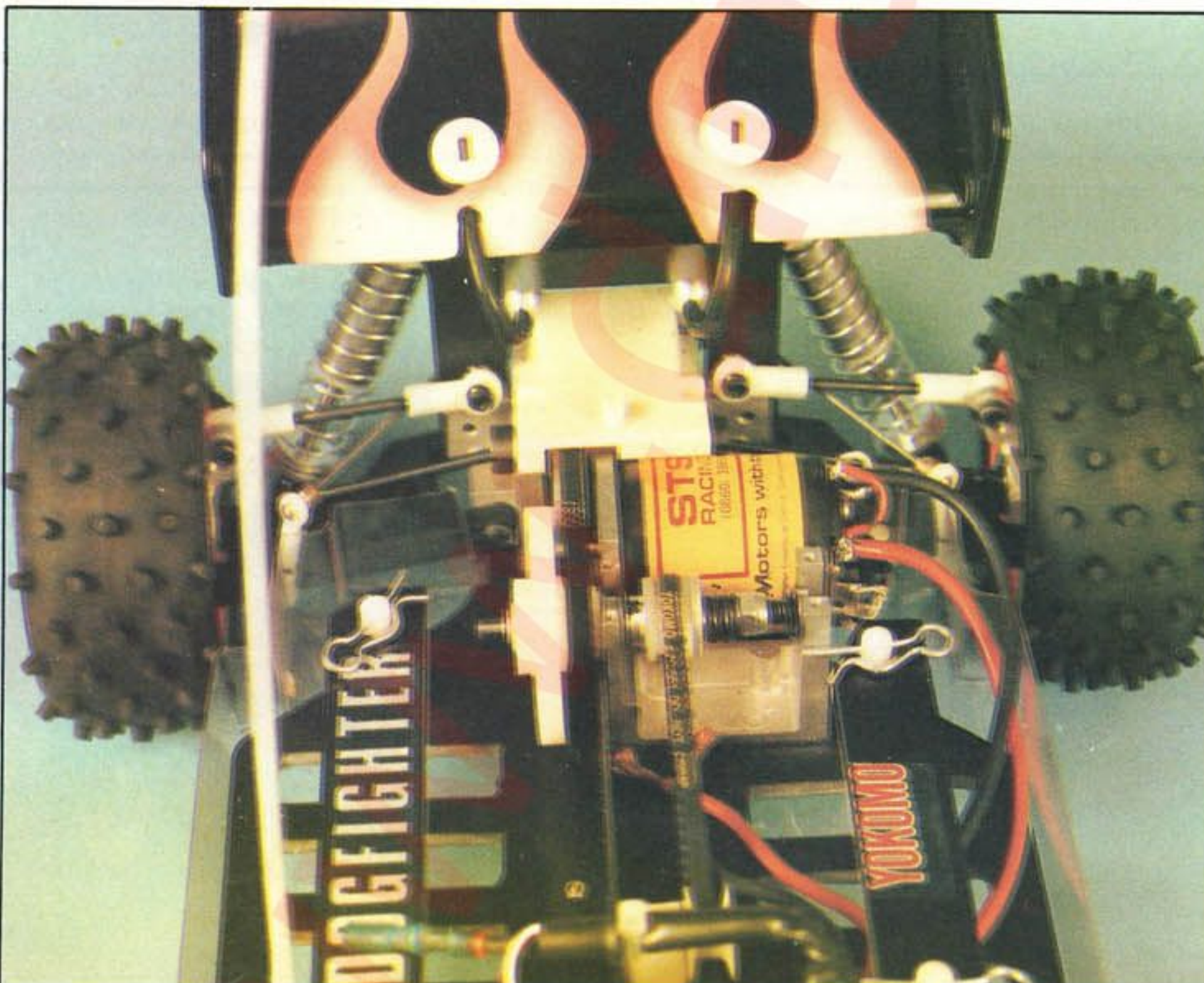




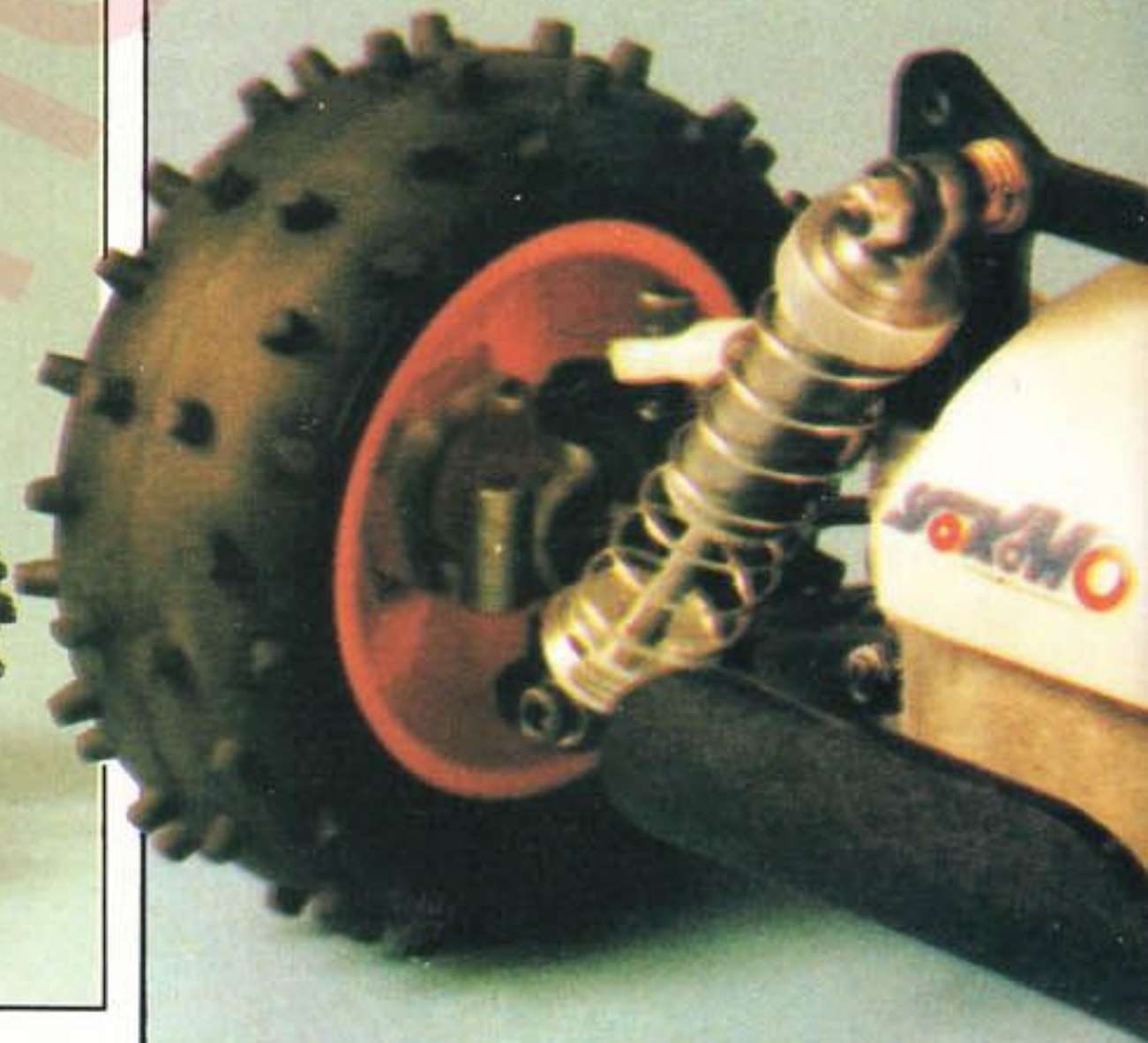
*The way the components are positioned gives perfect weight distribution.*



*Complete transmission system can be removed if required in minutes.*



SUP  
DOG  
YOKO  
YZ-8



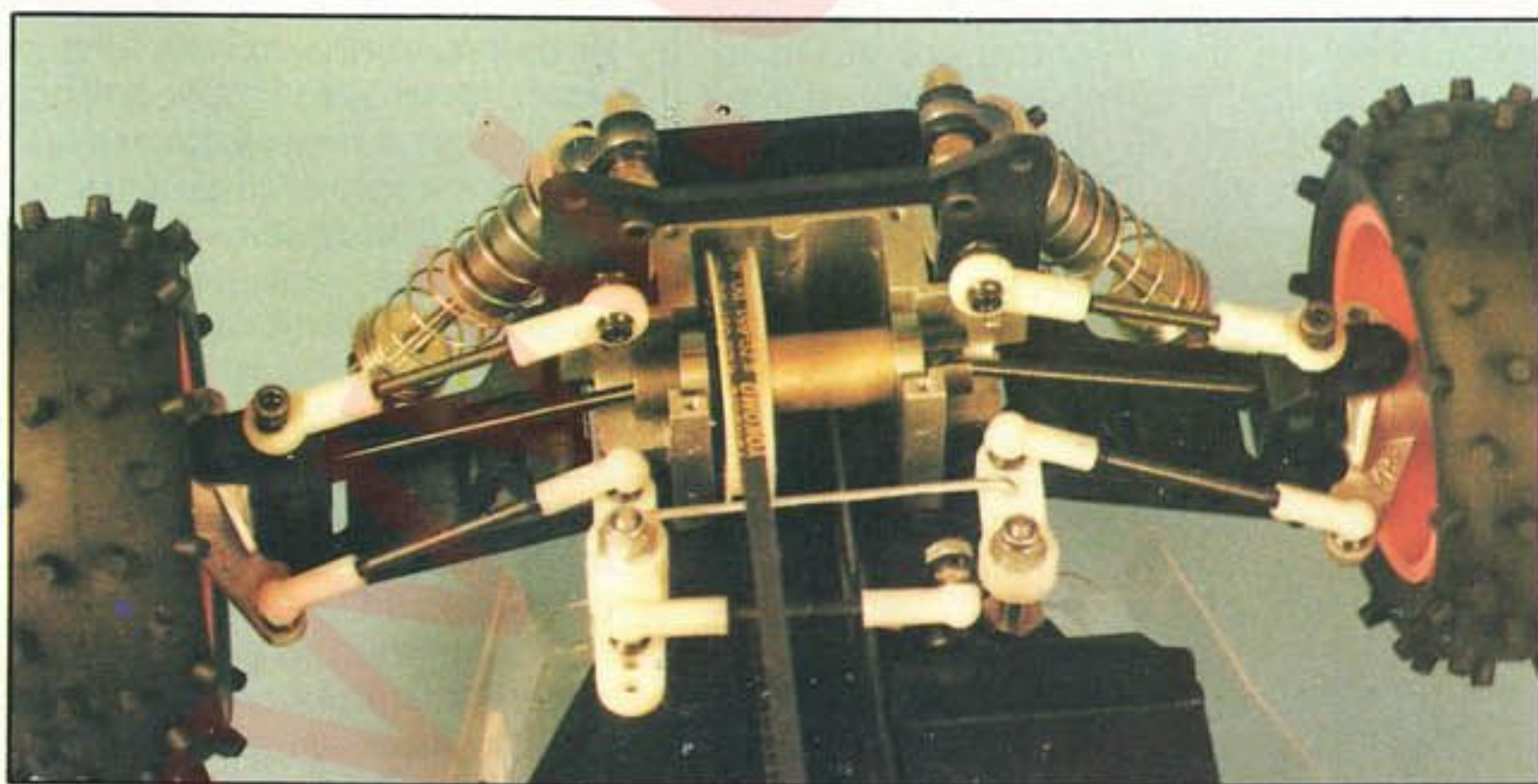
*From any angle, large or small, the Yokomo*





# ER FIGHTER, DMIO 70C

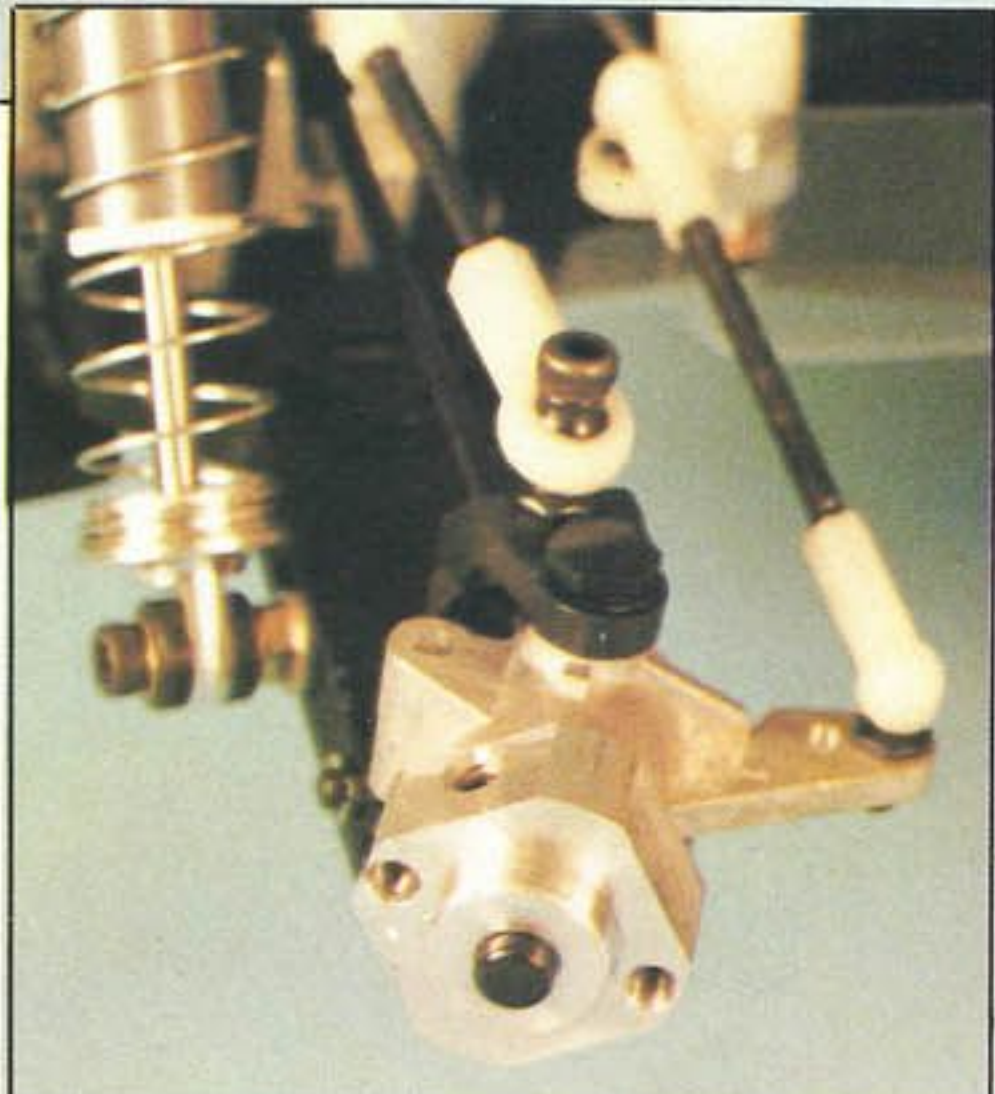
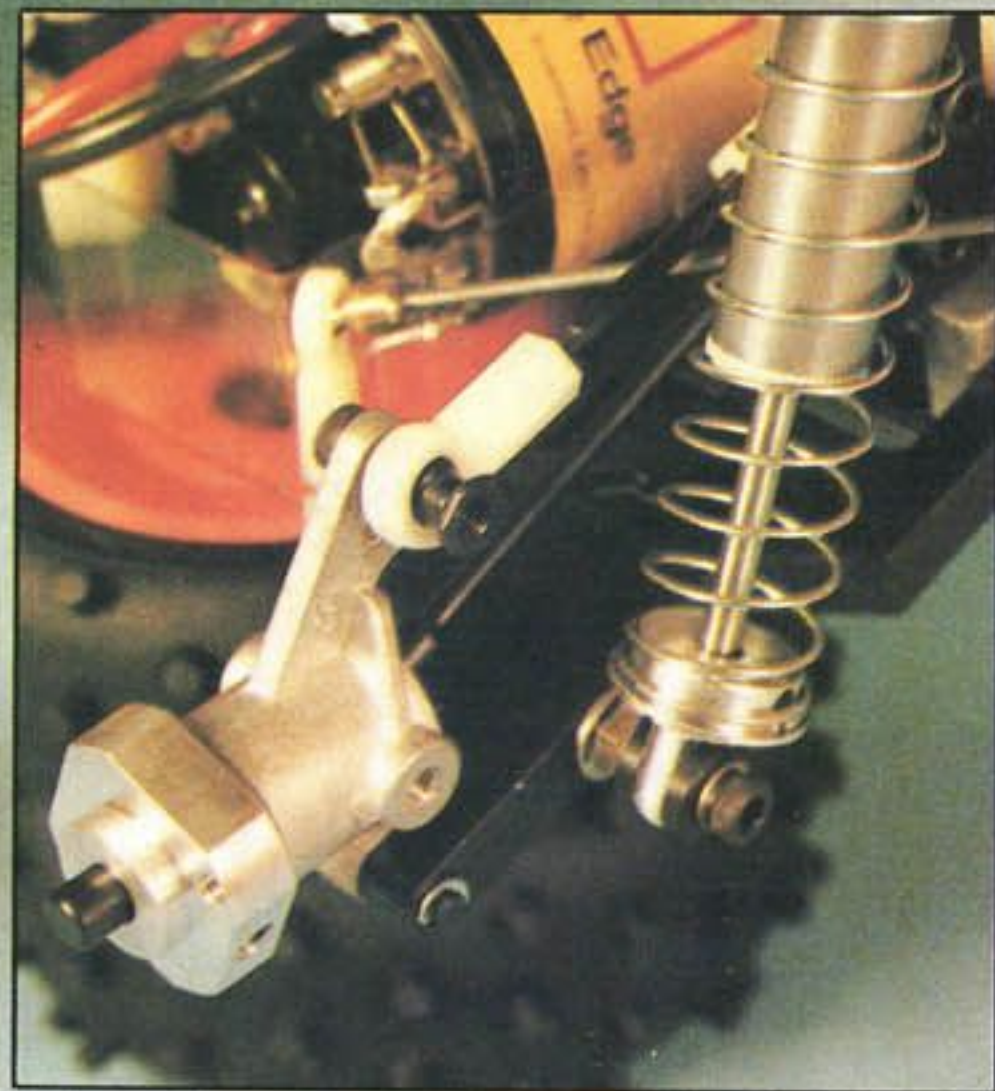
looks just as good.



Narrow front diff can be removed by undoing only 4 screws. All ball joints are RC10 type.

Right, wheel hubs are bolted to square drive flanges held on drive shaft with a grub screw.

Below right, front drive cup arrangement similar to rear except it is positioned vertically.





## Jim Crabb reviews the Yokomo YZ-870C.

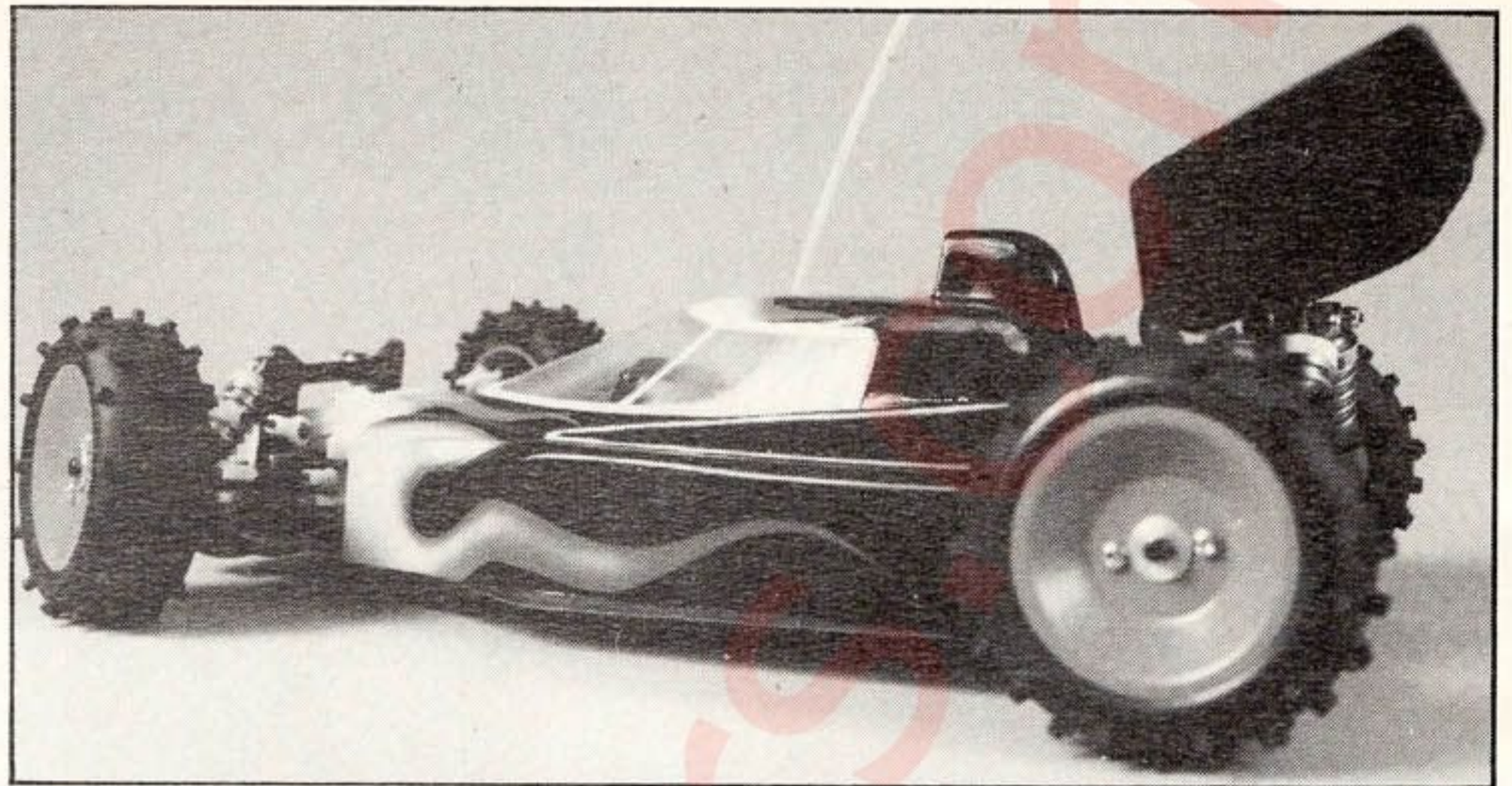
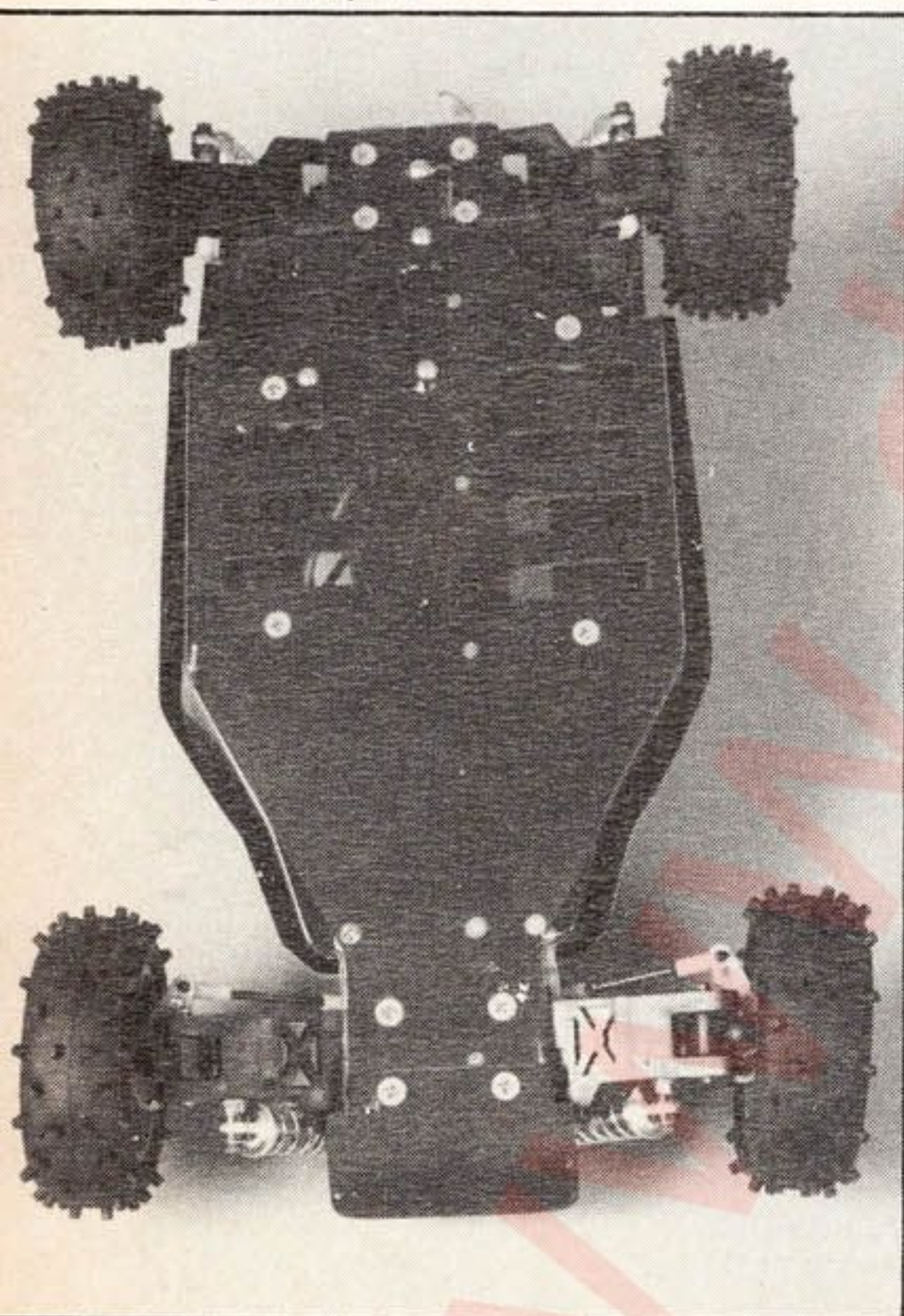
If a history of 1/10 electric racing is ever written, one of the mysteries it may unravel is why in 1986 did a car which won the World Championship have such little success in this country?

The car I am referring to is of course the Yokomo "Dogfighter", I have only ever come across one at an outdoor meeting where it was quick, but lacked ground clearance and appeared to have problems with a bumpy track.

In the 1985 World Championships held in California, the event was dominated by Gil Losi Jnr driving a Ranch Pit Stop special edition version of the Dogfighter which was christened "Wonderdog". Gil proved unbeatable and the World was at their feet, but in the UK it just didn't happen. It may have been because the lack of ground clearance did not suit the UK tracks, it may have been simply that there was lack of commitment or not sufficient aggressiveness in the marketing of the car by the UK importer and distributor.

Could it have been much more simple and it was the name that put people off. In this country to call something a dog means its a bit "tatty", whereas that other domestic pet the cat without any connotations has not suffered the same fate. All this is very interesting as the car had many features we take for granted now, maybe the car was a little ahead of its time and potential drivers were wary of its complexities. The "Wonderdog" was equipped with an integrator which allowed adjustment of torque between front and back to suit track conditions, it also featured one way bearings at the front in place of a differential, it was of course four wheel drive and chain driven

*Flat bottom of clear undertray offers no resistance. Solid wishbones and small illegal bumper.*



*The suspension fully depressed.*

and had a motor mounted inboard of the rear wheels:— All sounds very familiar does it not?

First indications that Yokomo had a new car on the stocks was the appearance of a totally new belt driven car at the last World Championships held at Romsey. The Americans Gil Losi Jnr and Jay Halsey were offered the all new belt driven car just prior to the championships as an alternative to the cat. The car was brand new and delivered to them just prior to take off for their flight to England. I am assured that the cars they used were built at 37,000 feet whilst they flew the Atlantic. It's all history now but both Gil and Jay had a good championship with Jay finishing 7th in the A Final and Yokomo indicating to all that they had a car which could compete on equal terms with the best in the world.

As to the new cars name, Yokomo have played it safe this time and in common with some Japanese saloon cars have opted for a number instead. The car is called the YZ-870C 4WD and the sole importers to the UK will be Central Models, who with their fine reputation in modelling circles will give the car both the exposure and the back up that this potential winner deserves.

### **Rumours Yet More Rumours!**

I thought that the Optima Mid had cornered the market in rumours but I was wrong, here is another car from Romsey last year which has generated yet another succession of rumours. Seeing how well the car has performed, I am surprised we have not seen them before now, especially as several well known authorities on model car racing tipped it as the winner for 1988. My own views are that Yokomo are going to have the car absolutely perfect before they release it and then go for the World Championship next year. One rumour that has been substantiated was that the plastic used initially was not strong enough and Yokomo have changed the mix. Injection moulding is very critical with a temperature difference as little as 3 °C within the mould causing disastrous consequences on the track. The same thing applies to the reinforcing of plastic, if the fibres do not lie longitudinally then wishbones and shock mounts will fail.

By far the most popular rumour has been about the availability of the car, it revolves around how many are being released onto the market and when. The numbers quoted range from an initial production run of 100

world wide with just 50 destined for Britain to full scale production with 100 per month being available from May.

### **Has It Been Worth Waiting For?**

Anyone who saw the car last August and then again at the Reedy Spring International will say "yes" and many have placed orders on the strength of those two meetings. The World Champion, since last August, has changed camps from Schumacher to Yokomo and at Romsey this year he was in a class of his own. On the Thursday he held ftd and for certain practice sessions, he put his car on the back of the grid, waited until everybody was around the first bend at the end of the straight before he set off in pursuit, it took him just four laps to work his way to the front of the pack then he pulled off. Masami Hirosaka (who went on to win the 4WD event) was not the only driver to have instant success. Jason Varley was presented with a Yokomo whilst I was there and the first time out took 4th ftd. Three cars appeared in the 'A' Final and took 1st, 3rd and 5th places driven by Masami Hirosaka, Butch Klober and Jason Varley respectively. In a weeks racing at Romsey only four drivers managed 17 laps, they were the three drivers above and Jamie Booth who finished 2nd overall, so you can see why drivers are prepared to order the Yokomo without seeing what it will do in the hands of the normal club driver.

### **So What Do I Get?**

You get a car with a very full and comprehensive technical specification, you also get a car which has had no less than three World Champions help in its development, they are; The current World 4WD Champion Masami Hirosaka, the 1985/86 4WD Champion Gil Losi Jnr and the 1985/86 2WD Champion, Jay Halsey. The concept for the car was simple Yokomo management required production of an "off-road competition machine for racers worldwide, with driving efficiency and simplicity of maintenance to give enjoyable racing". This was to be achieved by having "a chassis layout based on the lowest centre of gravity possible, a mid-ship motor location to give the smoothest drive available, long suspension arms front and rear to give flexible and smooth running on any rough or bumpy circuit". Yokomo felt that the most sophisticated way to eliminate loss of power transmission was to



keep the design simple with the view to "keep you on the track winning and not in the pits repairing".

Yokomo's concept cannot be faulted and the 64,000 dollar question will be "have they achieve it?"

### More Questions Than Answers:

One final question before we see how it performs on the track and that is of its physical dimensions. Two cars it is going to meet at any race meeting, at either club or international level will be the English 'Cat' and the Japanese 'Optima-Mid'. The comparison is in physical dimensions only.

Car	CAT	OPTIMA MID	YOKOMO
Type	1/10 4WD	1/10 4WD	1/10 4WD
Differentials	One, limited slip	Two, gear type	Two, limited slip
Length	345 mm	350 mm	365 mm
Track	204 mm	205 mm	207 mm
Width	236 mm	242 mm	243 mm
Wheel base	250 mm	255 mm	271 mm
Ground clearance	30 mm	35 mm	35 mm
Front tyre	85 x 32 mm	85 x 37 mm	85 x 33 mm
Rear tyre	85 x 40 mm	85 x 37 mm	85 x 39 mm
Bearings	14	18	22
Weight	1500 g	1600 g	1590 g

Looking at the differences, there is only one of significance and that is in the wheel base and the overall length to accommodate it.

There is a long wheel base (LWB) conversion for the 'Cat' and two different length conversions for the 'Optima-Mid', so it could be argued that the comparison should be with the conversions and if one did, there would be only 4 mm difference. When doing any comparison, one has to compare with the manufacturers original out of the box equipment. The final question has now been posed and that is, will the longer (16 mm) than average wheel base give the car any significant handling advantage over either of its two rivals? The answers to all the questions posed can only be given by the cars performance on the tracks, that's where the real comparison will take place and that's where the car designed for the serious racer will have to prove itself.

### Full Technical Specification

Neither a motor or speed controller are supplied in the kit. The car is four wheel drive with a mid mounted motor driving, both front and rear differentials via individual Kevlar light weight, narrow, rounded teeth belts, the drive pinion and spur gear are 48 dp. Drive to the front differential includes a one-way clutch with an adjustable torque limiter. Suspension is fully independent with extra long single wishbones of glass reinforced plastic (GRP) for strength. Damping is provided by coil over shock absorbers with silver (soft) springs, the shock oil is very low viscosity. Camber angle adjustment is provided by adjustable upperlinks for both front and rear wishbones. Ground clearance of the car is adjustable both front and rear, there are two adjustable positions on the rear wishbones and two on the front. Further adjustment is possible by relocating the position of the top damper fixing on both front (two positions) and rear (three positions) uprights. The running gear is mounted on a flat black fibre reinforced plate (FRP) with a centre backbone of carbon graphite for extra strength. The front and

rear bulkheads, motor mount, hub carriers are made of magnesium alloy. Battery location is saddle pack for either 7.2 KV or 8.4 V. Every bearing point is ballraced with shielded bearings of various sizes. Both differentials are ball type with 12 balls and three ball races, they transmit the power to the wheels via universal drive shafts both front and rear. The tyres are low-profile high grip spikes fitted to a one piece, day-glow pink dished hubs, an anti-roll bar is supplied for the rear. The body comes in three parts, a main shell, an undertray and a large rear aerofoil. The body and under-shell gives superb protection to the belt

concerned that it's performance on the track might be reflected by the lack of attention to detail in its presentation, anyone who has built an RC10 or Yankee will know what I mean, as they come packaged in a similar manner. As the saying goes, the proof of the pudding is in the eating — so we will see. One thing did come to light and that is the car has been given a name to go with the number, it comes as no real surprise that it is called the "Super Dog Fighter".

### Construction

The tools supplied in the kit are three different size Allen keys for the cap headed screws used during construction, in addition, you will need long nosed pliers as there are circlips used, a small and medium Phillips screwdriver and a 3 mm and 4 mm spanner for the nuts. A model knife and the scissors are required to trim the undertray body shell and the wing. Three further essential items are required but not supplied, they are thread lock, grease, superglue and rubber glue. A drill is also required to drill a 2 mm hole in the chassis and a couple of 5 mm holes in the bodywork.

Two club drivers, the father and son team of Larry and Jason Cook wanted to be involved with the building of the car, as they were both drivers who would be potential owners of a "Super Dog Fighter" having seen it perform at the last two Romsey meetings. We set ourselves a tight schedule, construction was to start on Monday evening, to have the cars baptism by fire in Medways 4WD Radio Race Car round the following Sunday. Our thoughts were, if the Americans can do it at 37,000 feet we should be OK at sea level in Kent. The advantage the Americans had over us was that their car did not have to be photographed.

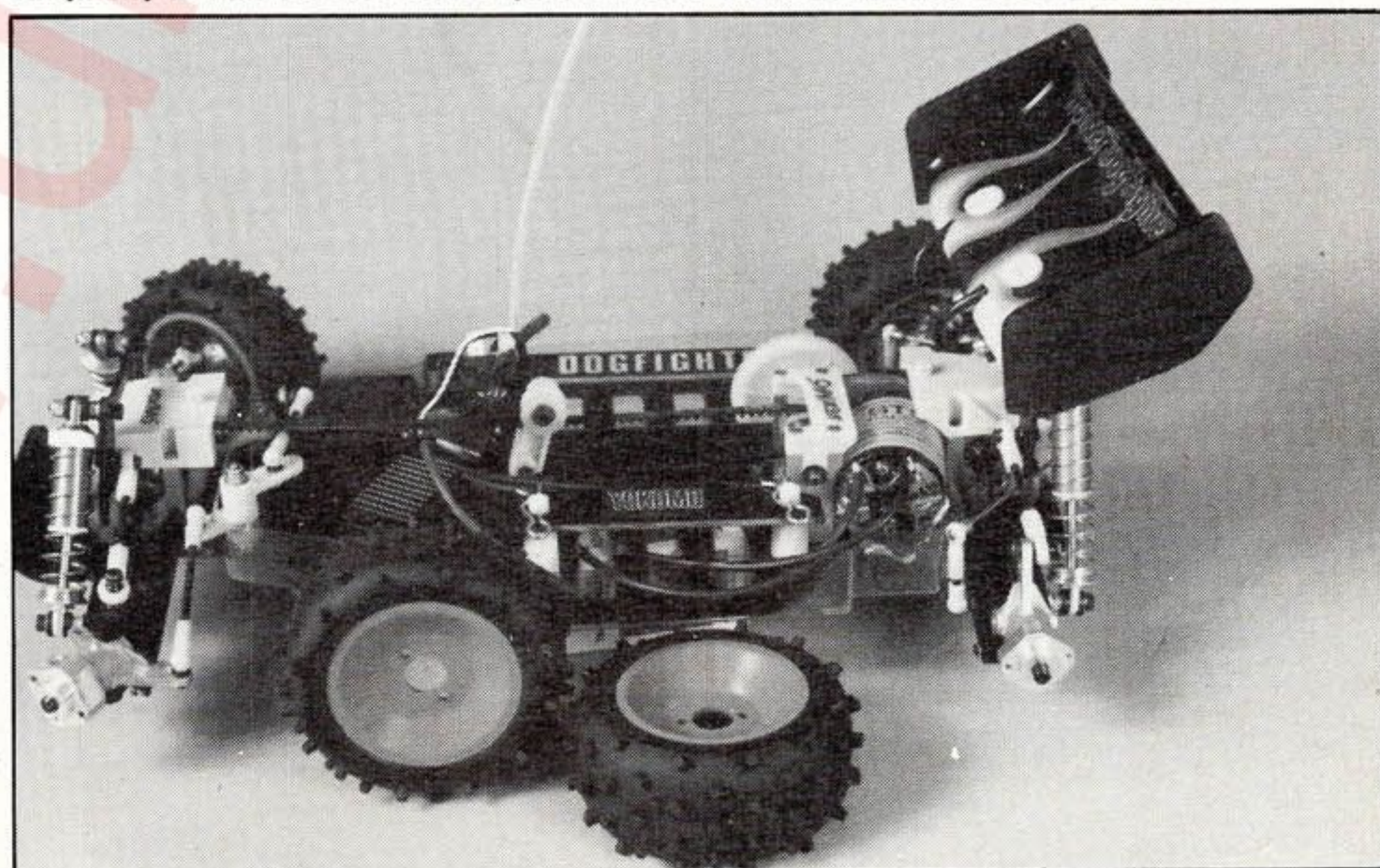
The instructions, without doubt, are the most considerate I have read as part way through they suggest "by now you may be a little tired so now is the time for a cup of tea or coffee". The instructions are worth reading at least twice prior to starting building as the construction is a little different to normal, with only machine screws being used rather than self tappers that we have come to expect of late. During the construction you will also have to decide

drive and radio gear as the sides of the body fix to the undertray with velcro. Frontal protection is minimal with a very small bumper which is the current vogue of foreign manufacturers, but does not comply with the rules which govern racing in this country. Central models have notified Yokomo of this point.

### Presentation

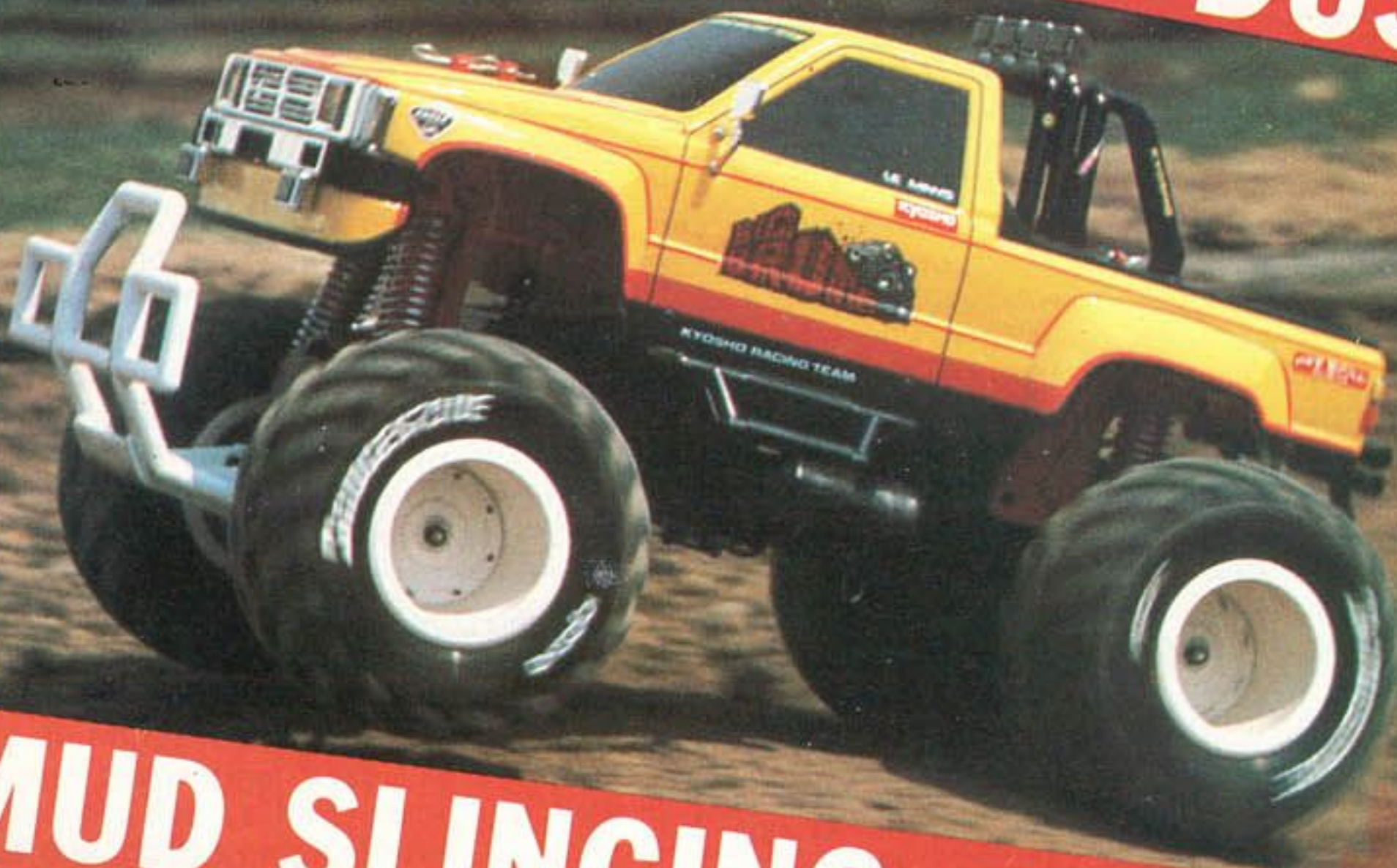
On opening the small box, I was taken aback by the contents. Unlike most major Japanese and some British manufacturers who take great care to give a visual display of the more aesthetic parts of the kit, Yokomo's presentation can only, at the kindest, be described as practical. Compared to kits I have reviewed over the last 18 months, the presentation is basic; the small box contained one large plastic bag with a further seventeen numbered bags inside, the body, the chassis, a bag with the wheels and a set of transfers. If I had not seen the car perform at Romsey and been presented with the box, I may have been

*Simplicity makes for one of the quickest cars to build and the easiest to maintain.*





**DUST RAISING**

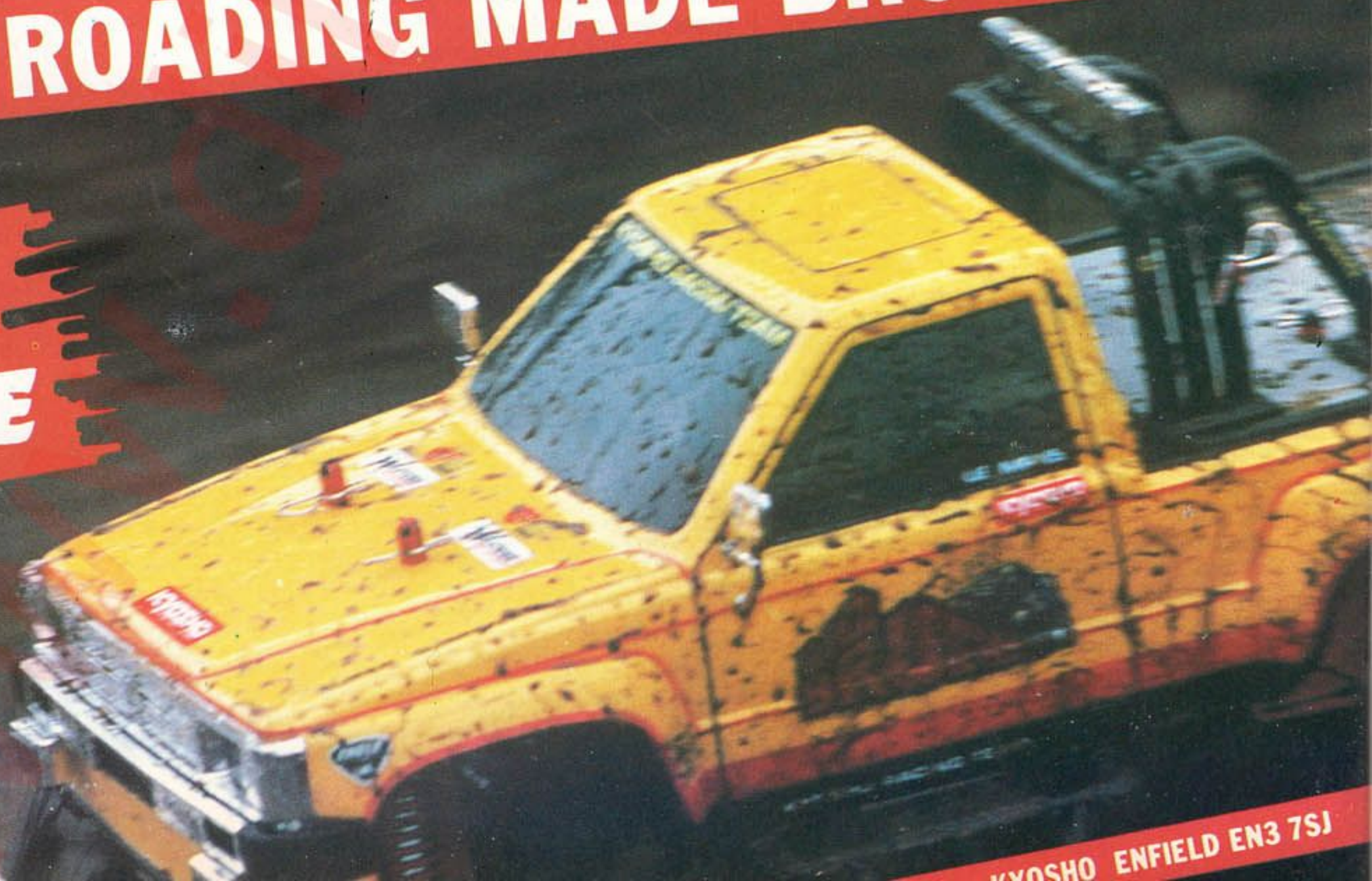


**MUD SLINGING — CAR CRUSHING**



**OFF-ROADING MADE BRUTAL**

**KYOSHO  
BIG  
BRUTE**



**KYOSHO ENFIELD EN3 7SJ**





*Do not crimp is obvious. The close proximity of the motor to the belt and pulley is shown. The words were rubbed off the belt during testing. Retaining cap on the bulkhead has been removed to show ease of maintenance of component.*

exactly the type of drive you wish, you have the choice of permanent 4WD, or part-time 4WD by using a one way roller clutch. The most probable choice would be permanent 4WD for the inexperienced or first time buyer and the semi or part 4WD for the more experienced driver. A driver who wishes to experiment with both systems will find the change over very simple and can be carried out at or in between meetings.

### **Putting The Pieces Together**

First part of building is removing the edges of the cut outs in the chassis to locate the saddle pack, it is a simple job of putting a chamfer on the edge of each cut out, the same procedure is applied to the outside of the chassis so as not to restrict the movement of either front or rear wishbone. A nice construction point is that the seventeen small bags of components are numbered in the numerical order in which they are used. Each bag contains every item required for that particular stage of construction. Rigidity is given to the chassis by a carbon graphite backbone or spine which has to be glued on and held in situ with screws, it is essential this operation is carried out on a flat surface. Once the chassis is complete, the front and rear bulkheads are fitted, they sit on a very thin rubber jointing which is affixed to the chassis with rubber glue, these bulkheads which are in fact the differential housings are beautifully machined from magnesium alloy and are extremely light. The motor mount made of the same material is fixed to the chassis in a similar manner. Now is the time the instructions suggested you have your tea or coke! Maybe they advise this because the next step is decision time as either the direct drive hub or the one way roller clutch has to be fitted to the torque limiter shaft.

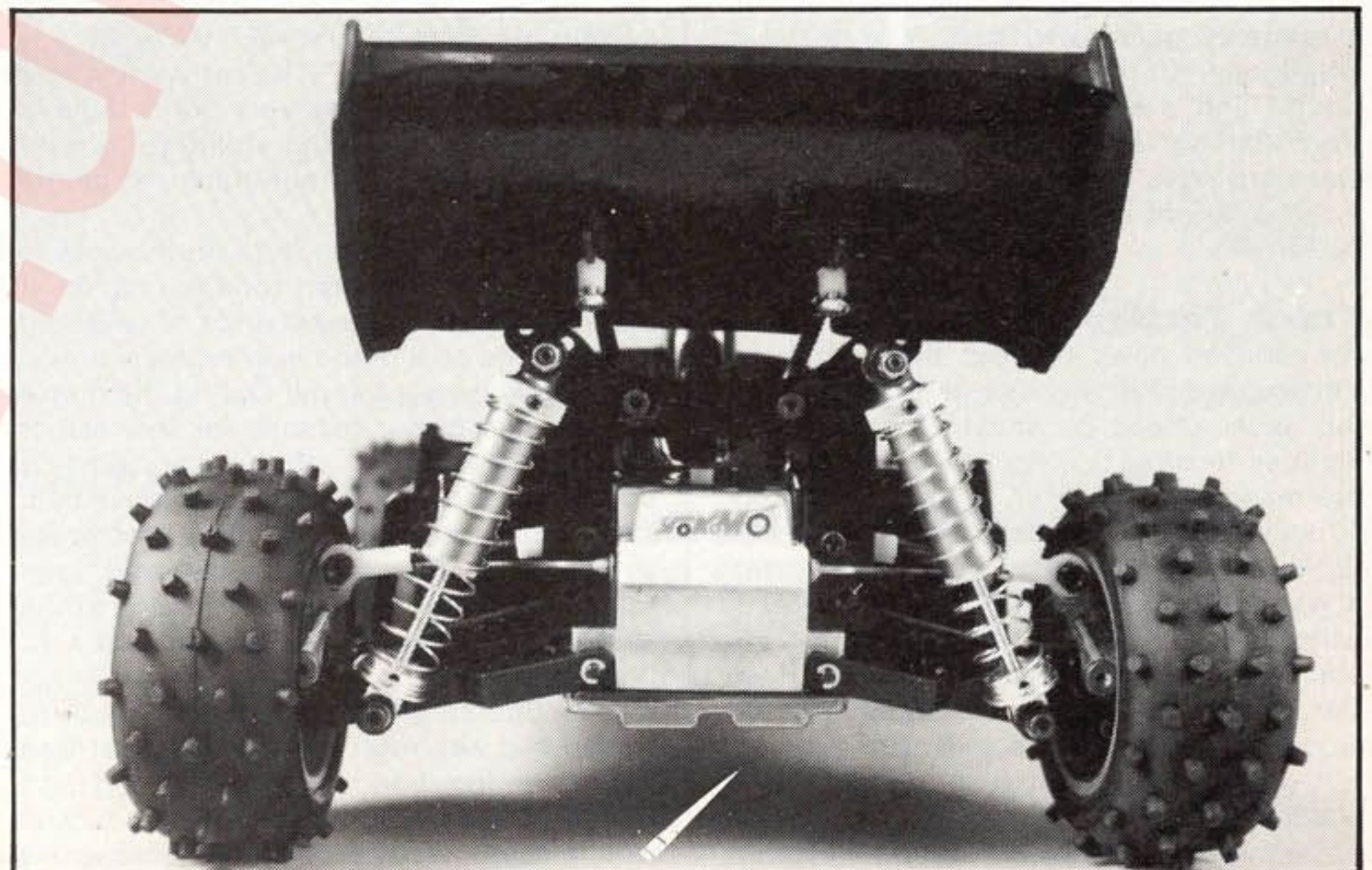
Torque limiting is achieved by a small coil spring which tightens onto a pressure plate, this governs the percentage of power transmitted to the front wheels. There was only one tricky part during construction and that was the building of the ball differentials. The limited slip in a ball differentials is achieved by increasing or decreasing the tension via a thrust collar on the dif-

ferential balls. The differential balls (12 in each differential) are easy to handle and are clipped into place in the drive sprocket. It is after the drive cups are fitted that the thrust collar has to be ballraced. Nine very small balls have to be inserted using a toothpick and a blob of grease. Both differentials are constructed in a similar manner with the exception that the front has two flanges whereas the rear has only one.

The drive train is completed by threading the long and short drive belts around their respective differentials and the torque limiter shaft. Caps on the bulkheads and motor mounts keep the components in situ. The shorter belt does not need to be tensioned, but a ballraced tensioner is supplied for the longer belt which drives the front wheels. Once the rear and front shock mounts are fitted to their respective bulkhead, the actual moving parts of the suspension can be built.

Identical hubs are fitted front and rear, care must be taken not to mix left with right on the front, but on the rear the hub with 'L' marked on it goes on the right and the one with 'R' on it goes on the left, sounds con-

*The view a lot of other cars will see of the Yokomo. Wide track, long throw dampers and anti-roll bar.*



fusing but it is not. The hub is extremely light and when weighed on a balance it weighs less than a wooden tooth pick! Perhaps, that is why magnesium alloy is called "The exotic racing material" in the instructions. The hub carrier is made of plastic and included in the kit is an extra pair in a separate bag which are said to be made of a more resilient material, so you have, in effect, been given two spares. Both front wishbones are already drilled to make the front track wider by fitting longer universal jointed drive shafts, should you choose to do so, the optional parts are ZC-405 and ZC-422.

The track rods will be very familiar to any RC10 owners as they are the same, in fact there are other associated parts used in the kit as well. A tip for owners is if the steel ball does not move smoothly within the white plastic track rod end, a "slow pinch" with a pair of pliers usually does the trick. The wishbones, track rods, drive shafts and hubs are hung from the two bulkheads, the wishbones by pins held in place by circlips, there is an anti-roll bar fitted to the rear.

A twin bellcrank linkage with incorporated servo saver supplies the turning moment for the steering and should eliminate any bump steel, this is the only part of the kit not to be ballraced but there is an optional part ZC-202 available should you wish to do so. The chassis is virtually complete except for several minor parts such as fitting the battery and aerial tube mounts. Final major part of construction is the shock absorbers, construction for front and rear is similar with the rear ones being somewhat longer. The shock absorbers have a small spring inside which gives pressure to the seal on the first reaction having just filled them and pushing the shaft down slowly was that they were leaking. I opened them up as I thought I had incorrectly assembled them, only to find there was oil inside and on reading the instructions carefully one was warned this would happen. Both damping and springing is extremely soft. Once the shock absorbers are in place, all that is left to do is fit the electrics, a speed controller and motor of your choice and the wheels. The wheels are similar to hotshot and PB hubs in the way the tyres fit, although the instructions do suggest as well as being a good friction fit,



they should be glued. Cat tyres also fit the Yokomo hubs. The hubs are fixed to alloy hub carriers with two 3 mm machine screws.

### The Body

Mr. Airbrush painted the body and said because of the width it was easy to paint as there was plenty of room to get the brush in. The large wing is located on the rear shock mount on two sprint steel extensions. Once the body is painted velcro tape (supplied) is fitted inside the bottom of the shell to line up with the rest of the tape which is stuck on the undertray. The body posts with the associated holes for body clips.

### Building Inquest

Although three people were involved with the building (Larry, Jason Cook and myself), only one person actually worked on the car at any one time, the exception being Pete Darwell who painted the body. The car was one of the easiest and quickest to build that any of us had experienced. Total building time was seven hours and with the proper instructions which will be supplied in the kit could be reduced further. Good engineering is the reason for the ease and speed, all the parts are beautifully made and fit perfectly, with every part required for each stage in a specific bag, you do not have to hunt for the correct screw of the correct length. Machine screws are used throughout construction which ensures the right screw is always in the correct hole.

When completed, two points were noted, the shorter belt appeared to be rather tight and the dampers a little stiff due to friction rather than the thickness of the oil, the dampers with a little working up and down soon freed off. If the tightness of the rear belt reduced the duration of the car the remedy would be simple, just slightly elongate the rear bulkhead mounting holes and relocate the bulkhead by about 1 mm towards the motor.

The pitch of the gears quoted is 48, but they are not interchangeable with Kyosho pinions from the Optima-Mid. When comparing a Kyosho and Yokomo pinion with the same number of teeth the Yokomo is smaller in diameter. The kit includes one 17 tooth motor pinion, team Losi 48 DP motor pinions mesh perfectly with the spur gear and can be obtained "off the shelf" to give a range of gearing to suit different track conditions. Kit tyres are of a medium compound and a knobble pattern they come from the hot lap range. Available as an extra are tyres with three different widths, three different compounds and two tread patterns.

### Track Testing

As soon as news got out that I had the Yokomo for review the phone started ringing with offers by local drivers of all abilities to drive it for me. On questioning the reason for the offer, it was about a 50/50 split of genuine interest in the car and the driver wishing to see his name in print. It was tempting to give it to one of Medways "Super Stars" to race who on driving ability alone should make the Radio Race Car 'A' Modified Final, a 'Rave Review' would then ensue but prove nothing.

It was decided to let Jason Cook drive it and look after it during the meeting, he had helped build it so with the help of father

Larry we could see how it would perform in the hands of a good club driver. There would be a second spin off because Jason was booked into one of the lower modified heats with some drivers of unknown ability, he would not only require a good handling car but one with good durability. Two quick practice runs were carried out on the track prior to the meeting to ensure the car was working correctly. We did not want to get it dirty as it's first competition was to be the concourse.

The track was very short grass which had bare earth on the corners with two long straights connected by a sweeping bend, there was a shorter but very bumpy straight as part of a tight infield. Club drivers would expect to get between 10 and 13 laps only the "Super Stars" would get a 14 and no one would get 15.

Both the first two test runs had their good and bad points, the car with its 17 tooth kit pinion driving the 81 tooth spur gear was quick and it handled the bumpy straight beautifully. The sweeping bend connecting the two straights could be taken flat out with the back end just on the limit using the kit tyres. A major problem was that the car dumped after 4½ minutes. We had anticipated this and used 1.7 SCE cells so we were naturally disappointed, it transpired that the 1.7's, although only 3 months old had "gone off", I have heard since from other drivers that this is not an unusual occurrence.

Race day dawned and the car was picked as a winner in the concourse event, the prize was not accepted as it was felt it would not be in the spirit of the event as the car had not been painted and prepared by the same person, it was a good start for the Yokomo and hopefully a good omen for the day. The track was dry and dusty and very fast so for the first heat the motor pinion was changed from 17 to 16 to ensure the car would not dump and the very "thin" kit shock oil changed for 20 grade in the rear. All four kit tyres were exchanged for Cat mini-spikes. The car went well with a 16T motor although not being the quickest it could be powered round the sweeping bend on full throttle, the bumpy shorter straight which was the undoing of many competitors could be taken flat out, the thicker oil and stiffened up rear end kept the rear wheels on the ground. Two seconds short of 13 laps put the car into a 'B' Final place after the 1st Round. Jason's comments after its first race were "this is the car for the future". The car went where it was pointed and was very predictable in its handling and had the ability to turn inside two "supercars" manufactured by the competition.

Heat 2 was a disaster, a 19 double was to be used but on the start tone the car went off backwards!!! A basic error of reversed motor leads on a brand new motor:- Jason and Dad were not happy! During the motor change one of the reasons for the lack of duration was found, the motor locating screws were rubbing on the rear drive belt. The motor location hole and slot were countersunk and countersunk screws used to overcome the problem. At the end of the second round the car had dropped to a 'C' final position.

A 21 double was to be tried in the third round and although the car was first into the sweeping bend it was T-boned and ended in last place, Jason patiently picked off the cars in his heat one by one due not

to speed but good handling to finish in second place in another very quick 12 lapper being 8 seconds off 13. Several other drivers had improved so it was a 'D' Final place for the Yokomo.

During preparations for the Final, a problem was discovered, it was noticed the words "do not crimp" had disappeared off the front drive belt, the reason being it was rubbing on the motor casing. It therefore meant with the 81 tooth spur gear any motor pinion with less teeth than 17 caused both drive belt and pulley to rub on the motor. The Final was run using the original 16T motor with very little advance, the 17 tooth pinion, a set of SCR's which were known to be good and new tyres. The tyres were a mistake because the car became skittish but we at last, had speed and finished with a slowish 13 which would have been a 'B' Final place had it been done in the heats.

Once the meeting was over, the offer was made to any driver with a charged set of cells to have a drive. Typical comments were "it's exciting and goes where you point it" (Matthew Lloyd, Redditch), "best car at the meeting across the bumps" (Reg Latter, Strood), "no twitchiness when you bang on the power" (David Still, London).

### Test Debrief

Since the track test part of the motor can has been ground off to enable both 15 and 16 teeth pinions to be used without the belt rubbing. Using the original cells that gave only 4½ minutes duration the running time has increased to 6½ minutes with a very noticeable increase in speed.

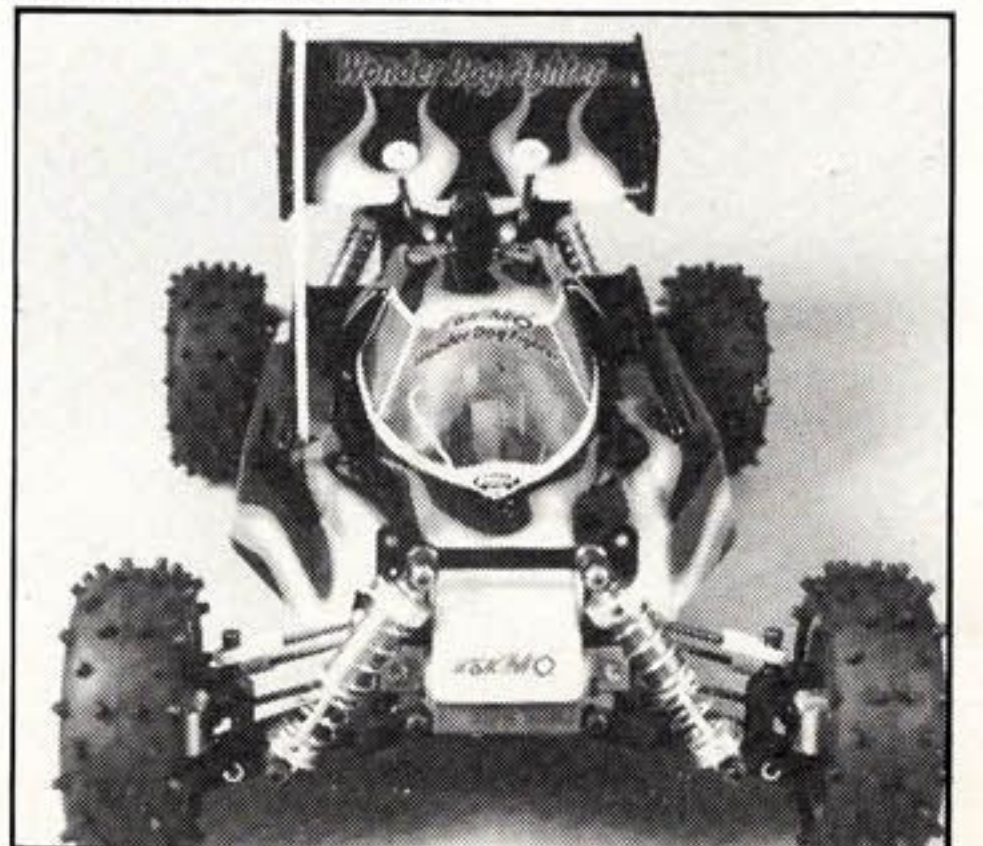
The car in race trim is spot on the 3½ lbs limit, it completed its day's racing without any breakages after being driven by a number of different drivers. It is now quick, is very stable and without any signs of twitchiness, goes exactly where you point it. The motor pinion supplied (17 teeth) overgears the car when used with a 'hot' modified motor. If there was a larger spur gear available, the problem of the pinion rubbing on the motor would be solved.

### Summary

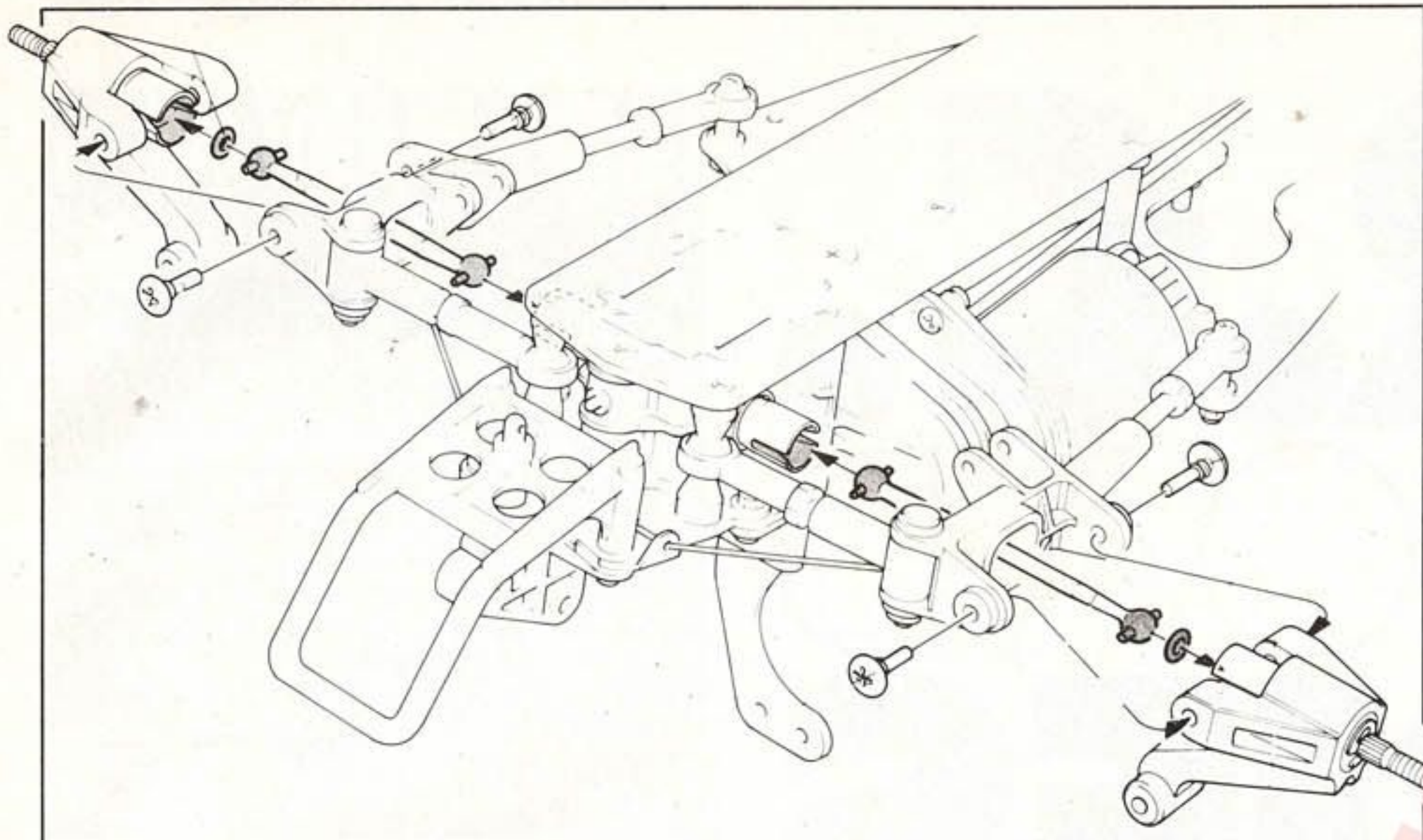
Quick to build and once a couple of teething problems were sorted it was quick on the track, it holds the road well and travels the bumps with ease. Yokomo's initial design concept has been fulfilled and "yes" it has been worth waiting for. There is now a fourth "supercar" to join the existing three and time will tell if Jason is correct in his forecast that "it is the car for the future".

Available from Central Models and all good model shops.

*This beautiful body gives complete protection to the elements.*







This diagram shows clearly the trailing arm rear suspension, this arrangement gives a greater degree of stability to the car.

ing the two in one neat, small plastic box. It is not essential that the P-100F unit is used though as there is plenty of room to fit just about any of today's modern receivers and speed controllers under the Avante's body shell.

To counter the offset motor, the Avante's battery pack is also slung to one side running longitudinally between the radio plate and the battery. This arrangement seems to work well as the car does balance around its centre along both axes. Removal and installation provides no problem.

Wheels both front and rear are the new cam lock variety, in short what this means is that the wheels screw into place on the

stub axle and two clips then fold down into cutaways locking the wheels into place, at first this idea may seem a little gimmicky, however, it does provide for spanner free removal of wheels and we all know the one spanner we can never find in a hurry now don't we.

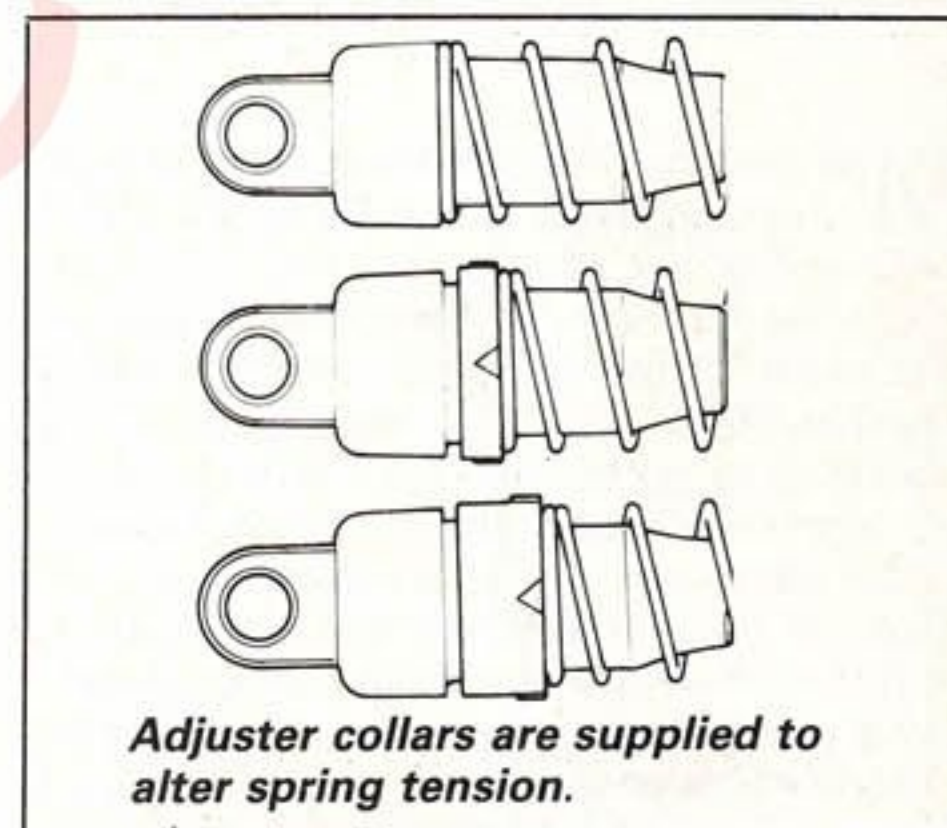
**Conclusion**

At this stage it is only possible to draw conclusions on what we have seen rather than on the car itself, the reason for this is simple, the car you see before you now is the Avante that we shall be giving away as the prize in our free to enter subscription competition.

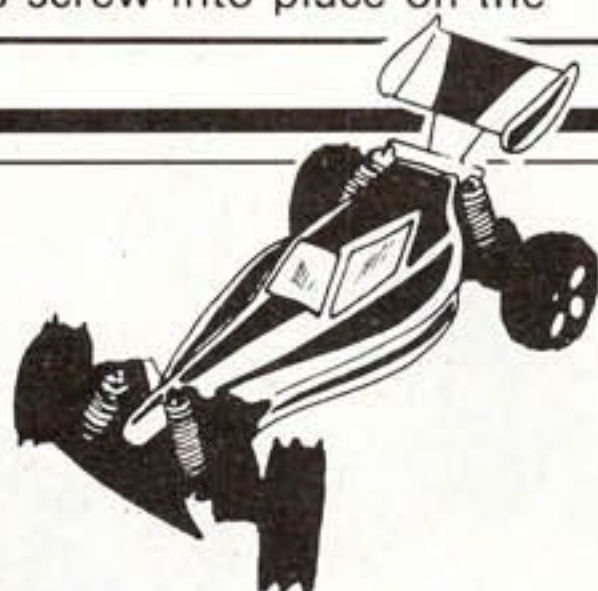
So what do we think? Well, returning to

our opening statements, we do feel that the Avante could well become the "fashion car" of the late 88 season and for this reason it could do very well. After all there is lots of fiddle value with all those suspension points to adjust, the car looks a real head turner with its stunning bodyshell. From the pro drivers viewpoint, the Avante should be very dialable, again due to the advanced suspension and three diff system, the mid mounted motor and battery position should give the car good manners and allow the Avante to keep the advantageous tight line on/tricky infield sections. The Avante, if it follows in its forebears footsteps should provide a good, solid, dependable racing car with no insurmountable problems to overcome. If Tamiya are showing us the way into the 1990s with the Avante then the future looks good, however just like football "it's a funny old game you know" but let's keep playing!

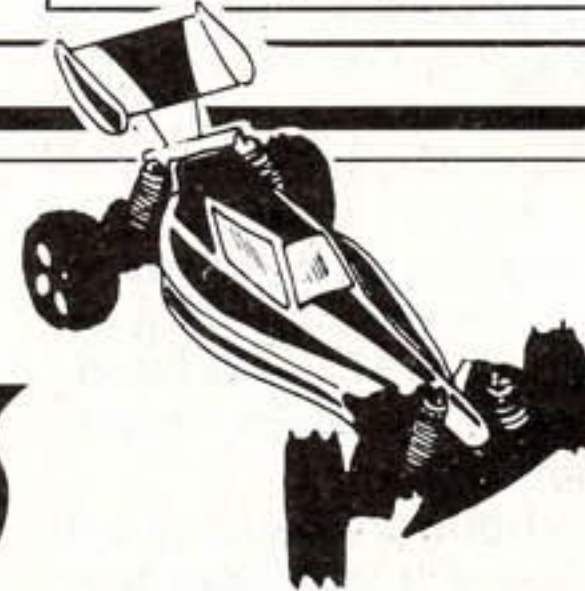
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Adjuster collars are supplied to alter spring tension.



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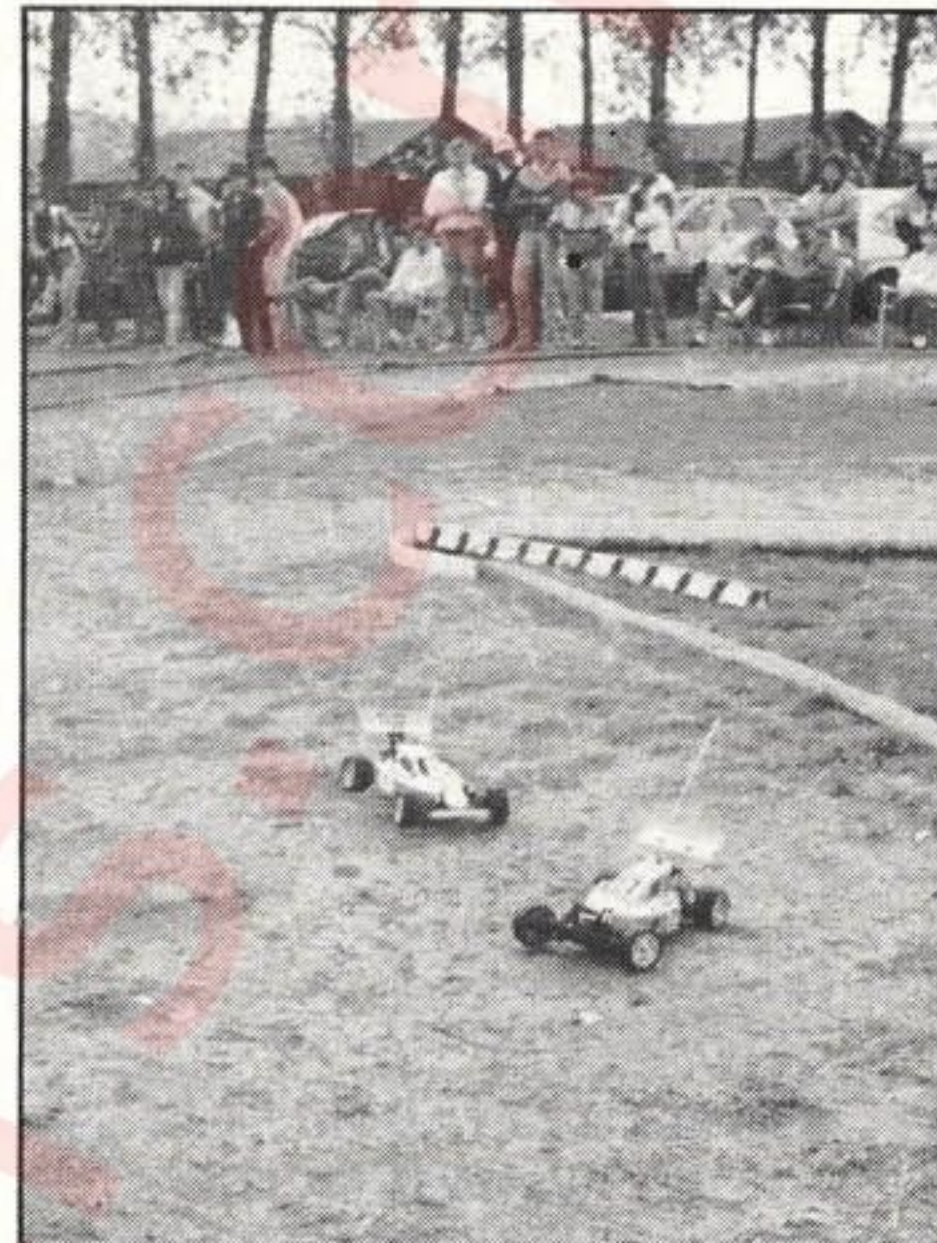
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# R.R.C. OFF ROAD SERIES



May the fifteenth saw Medway play host to round three of the Radio Race Car 4WD series. As practice started it had already been a long day for some, it seemed that most of the Midland contingent had been awake since 4.30, it was thought unwise then to ask the few northernmost drivers what time it was when they started out.

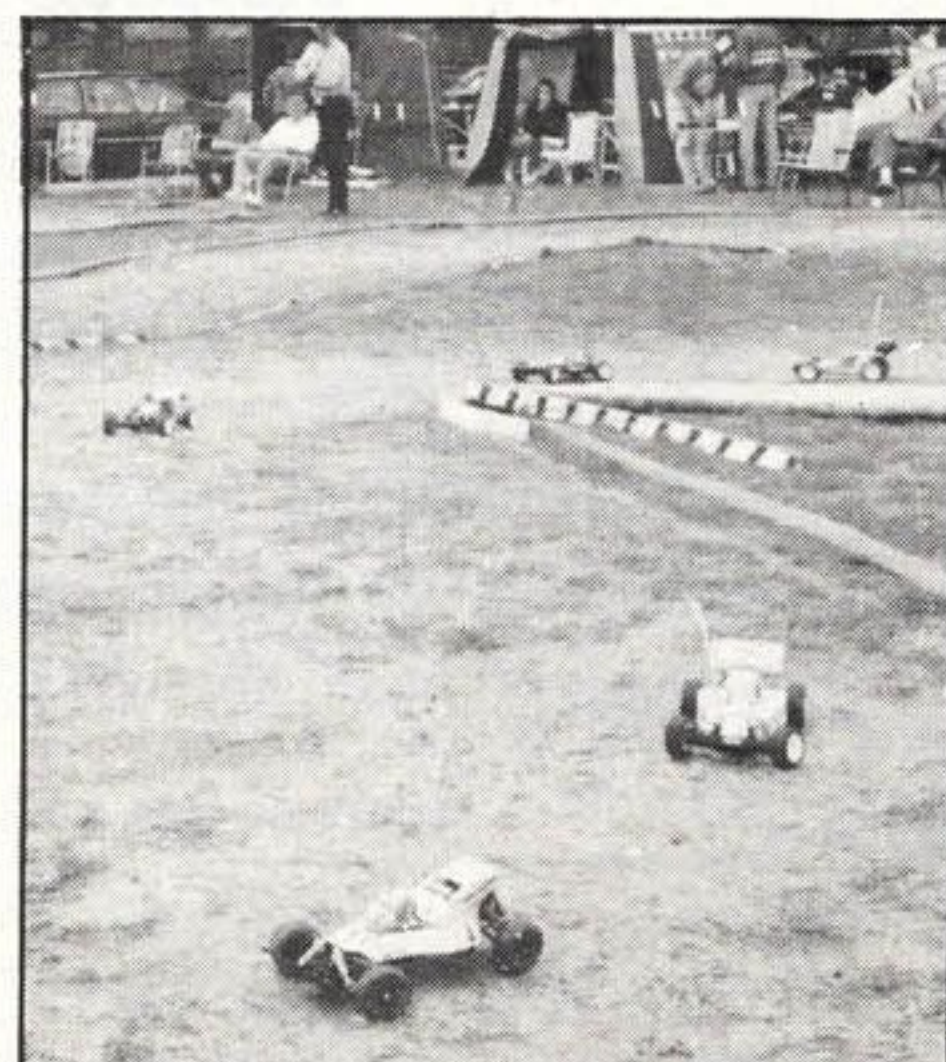
The track was short, dry grass and consisted of a fast start straight and a great infield that drew the best from many drivers. It was good to see people like Mark Chaplin and Mike Stevenson in action again, as you can see from the photograph, Mike was running a very interesting CAT, the air intakes in the shell are not just for effect, they are perfectly functional. So is the gearbox mounted heatsink which removes the build-up of energy sapping heat, however, the most interesting item must surely be the two speed gearbox that Mike has fitted. Just for the record, Mike manufactured the two speed pinion himself.

Racing started promptly and the day got underway, straight away it was clear that the Medway track was going to give the unwary some frantic moments. Although the track was at first glance not too difficult, that is to say had no built in obstacles such as humps, jumps, troughs or ditches to contend with, it was quite fast, this proved to be no problem if you stayed on line if you lost the line or in many cases were pushed off it, need we say more! In fact we

were assured that the south of the country does have its fair share of good drivers and not all considered one tenth racing a contact sport. One driver namely Kevin Griffin spent most of one heat catching and re-catching the same gaggle of "drivers"

and we use that term loosely. The reason being that each time he tried to pass and pass he certainly could, he was swiftly rammed, shunted or savaged off the track. Why didn't he wait for the straight we hear you cry? He did and was promptly dealt the same treatment there too. As long as drivers are allowed to get away with what is either planned thuggery or simply awful driving, then the few who persist will. It has been said many times, but now more than ever, it is time for officials to get a grip. If you see constant bad driving by an indi-

*All A finalists line up for the inevitable photograph. The straight was fast making a good contrast to the tight infield.*





vidual then warn them, if he does it again send him home! Don't let his bad manners spoil other peoples enjoyment.

Having got that off our chests on with the racing. The modified section was being well and truly led by anyone with thirteen laps, Ralls the younger was having a great day, Ralls the elder wasn't that far behind, although in a different class. Mark Chaplin unusually showed his brilliance late but when he did it was well worth waiting for.

Mike Stevenson caused a minor riot as his car was placed on the line before the start, it seems that word of his modifications had spread like wildfire and many drivers wanted to see just how fast the car was. Well, Mike was never known for his snail like pace and sure enough today was to prove that reputation again, his CAT shot off the line like a rocket and continued the impression for the full five minutes.

Meanwhile the standard class racers

were proving that they too were no slouches as the soon to be A finalists were showing with thirteen lap scores, only one lap off the modified A Final scores.

The finals were sorted and run and at the end of the day both sets of A Finals looked like this.

**A Modified 4WD**

Driver	Car	Cells	Motor	Speedo	Servo	Tyres F	Tyres R	Pos
Bruce Turner	Mid	Parma SC	Parma 16D	Pro King	132 H	CAT	CAT	4
Mark Chaplin	Mid	Sch SCR	Parma 19D	Laser F	131 SH	CAT	CAT	1
Simon Tooley	Mid	SJT Cells	Twister 501	Laser F	131 SH	CAT	CAT	5
Brennan Ralls	Maxima	Sch	Twister 401	PB	131 SH	CAT Min	CAT Min	2
Andrew Smith	Mid	Nos SCR	Twister 15D	Nos	131 S	CAT Min	CAT Min	8
Chris Brookes	CAT	KWB Cells	Twister 16D	Laser F	131 S	CAT	CAT	3
Mike Stevenson	CAT 2 Speed	Sch SCR	Reedy Whizzo	Speedmaster Turbo Nutter	131 SH	CAT	CAT	6
Clive Stockholm	CAT SWB	Laser	Kyosho 240 W	King	131 SH	CAT	CAT	7

Concourse; Antony Hill — Mid Jason Cook — Yokomo

**A Standard 4WD**

Driver	Car	Cells	Motor	Speedo	Servo	Tyres F	Tyres R	Pos
Michael Wray	CAT	Overlander	MG	Nos	131S	CAT	CAT	1
Colin Steele	Mid	Sanyo SCR	MG	Fut 112B	131 SH	CAT	CAT	2
Warren Dawson	Mid	Magnum	Rev	Nos	131 SH	CAT	KIT	7
Mark Ashton	Optima Turbo	Sch custom	MG	Laser	131 SH	CAT	CAT	8
Andy Pierce	Mid	SCE's	Demon	Nos	131SH	KIT	CAT	5
Steven Swan	CAT	Laser SCR	Demon	Novak	132 SH	CAT	CAT	4
Tony Bretton	Mid	Laser SCR	MG	Radio Action Photon	128	MRX	CAT F	6
Nathan Ralls	Max	Sch	MG	Speedmaster	131 SH	CAT	CAT	3



**Position Table 4WD Modified**

1	Brennan Ralls	Medway Off Road Club	276
2	Mark Hewitt	Team Laser	271
3	Paul Evans	Private	238
4	Les Hewitt	Team Laser	202
5	John Zottl	Basingstoke Radio CC	197
6	Mark Chaplin	Tamiya	193
7	Chris Boakes	Chesham Off Road	191
8	Stuart Yates	Chiltern Model CC	190
9	Alexander Page	Puma Racing	189
10	Nick Cochrane	Private	187
11	Nick Daman	Medway Off Road Club	179
12	Mike Stevenson	Private	177
12	David Searle	Private	177
14	Mike Billet	Chippenham Model CC	176
15	Paul Jorgensen	Club Heathrow	170
15	Paul Green	Blakehall	170
15	Richard Adams	J.S. Racing	170
18	Chris Davidson	Racestore	168
18	Alan Garrington	Swindon Off Road	168
20	Paul Rouse	Bournemouth	167
20	S. Evans	Private	167
22	Brian Burrows	Private	165
23	D. Bruton	Private	164
24	Wayne Darwell	Medway Off Road Club	160
25	A. Barber	Private	158
26	Eddie Williams	Cardiff	156
27	Duncan Wood	Dowty Radio CMC	155
28	Simon Tooley	Chesham Off Road	153
29	John Robert Fryer	Private	151
30	Gary Cutler	West Mids Buggy Club	149
31	Edward Walden	Crawley/Heathrow	148
31	Daryl Firth	Private	148
33	David Porter	Swansea Electric RCC	143
34	John Iliffe	DRCMC	140
35	Peter Darwell	Medway Off Road Club	136
36	R.C. Carless	Swindon Off Road	131
37	Martin Laye	Private	128
37	Gary Crowther-Green	Private	128
39	Jason Billet	Chippenham Model CC	126
40	Dale Dickenson	Worcester Model Car	116
40	John Derrick	Sloopy RCW	116
42	Craig Darnley	Timmins Electrical	109
43	Craig Agg	Dowty Radio CMC	105
44	Jason Cook	Medway Off Road Club	101
45	Rory Cull	Team Reedy	100
45	Bruce Turner	Private	100
47	Dave Eggleton	Sandwell CAC	99
47	Paul Lisseter	Team FTD	99
47	Andy Langdon	Swindon Off Road	99
50	Mark Timmins	Timmins Electrical	98
50	Ben Sturnhan	Racestore	98
52	Andrew Smith	Pyramid MCC	96
53	Paul Hartstone	Rolls Royce	95
53	Ian Francis	Swansea Electrics C	95
55	Chris James	Private	94
55	Jason Varley	Central Models	94
57	Clive Stockham	Private	93
58	Elliott Stevens	Brimod	92
59	Mark Mainey	Dowty Radio CMC	91
60	Mike Tuson	Private	91

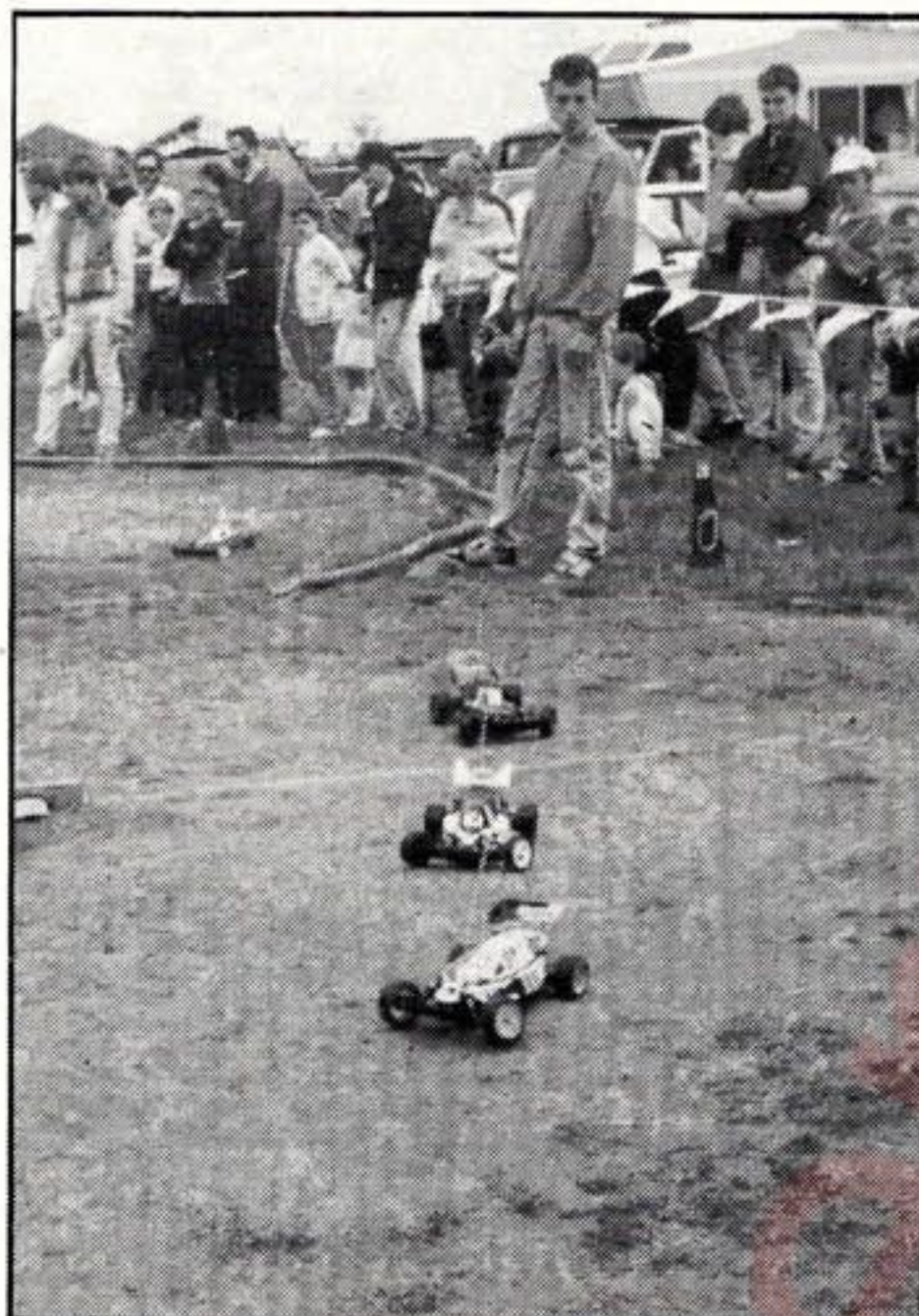
**Position Table 4WD Standard After 3 Rounds**

1	Warren Dawson	Radio Race Car	296
2	Michael Wray	Private	296
3	Tony Bretton	Basildon Buggy Club	284
4	Nathan Ralls	Medway Off Road Club	283
5	Ross Cole	Dangerous Bros	271
6	Richard Barton	Aylesbury ORC	259
7	Stuart Perry	Basingstoke Radio CC	256
8	Kevin Griffin	Macartneys Models	245
9	Steve Cook	Aylesbury Off Road C	222
10	Roy Kelly	Basingstoke Radio CC	205
11	Dave Pearson	Radio Race Car	203
12	Steven Swan	Orton Racers	194
13	Colin Steel	RCP	190
14	Andy Pierce	RCP	188
15	Mark Ashton	Rushton Buggy Club	183
15	Richard Clements	Dangerous Bros	183
17	Wayne Irish	Kidderminster MCC	182
18	Matthew Williams	Oakdale RCCC	153
19	Chris Heath	TNT Publicity	172
20	Tony Meech	Abergavenny RCCC	162
21	Cy Lapwood	Basildon Buggy Club	157
22	Andy Rose	Abergavenny RCCC	155
23	Brian Pierce	Kidderminster MCC	154

Antony Hill and Jason Cook show off their concourse winning cars.



24	Sam Durbin	Oakdale RCCC	153
25	Phil Heath	TNT Publicity	147
26	Richard Peters	Worcester MCC	138
27	Phil Walden	Heathrow	134
28	Mark Mainey	Dowty Radio CMC	100
29	Mark Tamsitt	Team Apex Models	99
30	Neil Tamsitt	Team Apex Models	98
31	Robert Hopkins	Private	95
32	Mark Rogers	Basingstoke Radio CC	92
33	Steve Pike	Basingstoke Radio CC	91
33	John Broadhurst	KMCC	91
35	Antony Hill	Nene Radio CCC	90
36	E. Youd	Private	87
36	Nick Halsted	Private	87
38	Anthony Webster	Medway Off Road Club	86
38	Andy Beesly	Private	86
40	Stuart Anderson	Basingstoke Radio CC	85
41	Mike Cooling	Boothlane Buggy C	84
41	Roy Rogers	Ludlow RCC	84
43	Steve Allan	Private	83
43	Graham Malings	Private	83
45	Kieron Hill	Nene Radio CCC	82
46	Paul Broyd	West Mids Buggy Club	81
47	Chris Grange	Private	80
47	Darryl Perks	Private	80
49	Simon Beale	Private	79
49	Daniel Gavin	Private	79
51	Matthew Trump	Thatcham	78
51	Ben Fuller	Private	78
53	Richard Webster	Medway Off Road Club	77
54	Justin De'ath	Private	77
54	P. Watson	Private	77
56	L. Creigh	Private	75
56	Brett Ley	Private	75
58	Nick Tulip	Thatcham	74
58	Matthew French	Horspath	74
60	Martin Bishop	Basingstoke Radio CC	73
60	Martyn Collison	Private	73



12	Wayne Jones	Dudley Radio Car	233
13	Matthew Harrison	GEC Stychfields	215
14	Chris Jenks	Trans-Am Electronics	211
15	Mark Mainey	Dowty Radio CMC	186
16	Nick Cochrane	Private	183
17	Steve West	MGN	176
17	Marcus Taylor	Team FTD	176
17	Greg Lane	Private	176
20	Richard Heath	TNT Publicity	175
21	Alan Blakeman	Private	166
22	Gary Cutler	West Mids Buggy Club	165
23	Simon Evans	Private	164
24	Dave Pugh	RCP	161
25	Nick Elliott	Private	159
26	Martin Webster	Rotheram Buggy Club	149
27	Mick Doughty	Private	146
28	Pete Jenks	West Mids Buggy Club	135
28	Adrian Bird	Malvern Models	135
30	Carl Sambrook	Penn Models	120
31	Keith Belson	Trans-Am Electronics	128
32	Steve Chapman	Private	127
33	Allan Sambrook	Penn Models	120
33	Karl Prince	Bury Model Shop	120
35	Alan Cox	Private	117
36	Ben Sturnham	Racestore	99
36	Nick Daman	Medway Off Road Club	99
38	Bruce Turner	Private	98
38	Craig Drescher	Penn Models	98
40	Chris Boakes	Private	97
40	Jim Davis	Team FTD	97
42	James Barker	Private	96
42	Brennan Ralls	Medway Off Road Club	96
44	Jason Green	Private	95
44	Nathan Ralls	Medway Off Road Club	95
46	Wayne Darwell	Medway Off Road Club	93
47	Jason Cook	Medway Off Road Club	92
48	Steve Lowery	Private	91
49	Reg Latter	Private	90
49	Duncan Wood	Dowty Radio CMC	90
51	David Sampson	Private	89
51	Mike Bridges	MGN	89
53	Carl Treleaven	Medway Off Road Club	88
54	P. Lewis	Private	87
54	Stephen Boyd	Private	87
56	T. Halstead	Private	86
56	Nick Marson	MGN	86
58	J. Halstead	Private	85
58	Greg Cutler	Private	85
60	N. Halstead	Private	84

Returning to Medway two weeks later for the 2WD round did appear something of an anti-climax, however we at the Radio Race Car offices were warned in advance by Jim Crabb, the Medway clubs Secretary, that the area was not renown for 2WD racing, we didn't listen and he was right, in all, forty people attended the meeting which was held in very damp conditions. The high spot of course was that there were some very valuable points to be collected towards your final tally. Oh well, you can't win them all. The A Finals looked like this.

**Position Table 2WD Modified After 4 Rounds**

1	Darren Sansum	Bury St. Edmonds	377
2	William Mitcham	Bury Buggy Club	376
3	Jonathon Howells	Team FTD	372
4	Hayden Spreadborough	Aylesbury	366
5	Rory Cull	Team Reedy	298
6	Jason Varley	Central Models	289
7	Andrew Langdon	Swindon Off Road	275
8	Scott Rayner	Private	250
9	Marc Neal	Private	249
10	Alexander Page	Puma Racing	248

**Position Table 2WD Standard After 4 Rounds**

1	John Broadhurst	Kidderminster MCC	374
2	Warren Dawson	Radio Race Car	357
3	Kevin Griffin	Macartney's Models	351
4	Dave Pearson	Radio Race Car	323
5	Paul Lisseter	Team FTD	300
6	Mark Glover	Team FTD	293
7	Wayne Irish	Kidderminster MCC	291
8	Ollie Carnelly	Team FTD	289
9	Robert Hopkins	Private	286
9	Ken Reith	Donisthorpe	286
11	James Brewer	Sandwell Can-Am	263
12	Roy Rogers	Ludlow Radio Car C	256
13	Hugh Davies	Private	251
14	James Dore	Rotherham Buggy Club	217
15	Richard Adams	JS Racing	198
16	Martyn Prince	Stafford	183
17	Andy Pierce	RCP	176
18	Peter E. Smith	Lichfield Buggy Club	175
19	Tony Brace	Private	169
20	Richard Brookes	Kidderminster MCC	167
21	Jason Bolton	Private	162
22	Ian D. Smith	Lichfield Buggy Club	161
22	John A. Coram	Poynton	161
24	Brian Pierce	Kidderminster MCC	160
25	Chris Harrison	GEC Stychfields	155
26	Geoff Hind	Private	150
27	Chris Davidson	Racestore	98
28	Phil Edmonds	Private	96
29	D. Taylor	Medway Off Road Club	95
30	David Hall	Private	92
31	Simon Hunt	Private	91
31	Alan Boothman	Private	91
33	John Fryer	Private	90
34	Johnathon Tucker	Private	89
35	Matthew Williams	Oakdale RCCC	87
36	Malcolm Harris	Private	86
37	David Sanders	Private	82
38	David Ward	Private	81
39	Ian Watkins	Worcester Model CC	80
40	R. Hollingsworth	Private	76
40	Richard Dalby	Private	76
42	Gordon Orr	RCP	74
42	Neil Cross	Private	74
44	Ian Williams	Private	73
45	Terry Hopley	Private	72
46	Stephen Fidgeon	Dudley Radio CC	71
47	Geoff Hopley	Private	70
47	Miss Nicki Barratt	Private	70
49	Gary Hopley	Private	69
49	Andrew Clough	Private	69
51	Robert Brandwood	Private	68
52	Clive Taylor	Swindon Off Road C	67

**A Standard 2WD**

Driver	Car	Cells	Motor	Speedo	Servo	Tyres F	Tyres R	Pos
Warren Dawson	Ultima	Magnum	Rev	Nos	148	Proline	CAT Min	1
Kevin Griffon	Ultima	Magnum	Rev	Transam	128	Proline	CAT	4
Wayne Irish	RC10	Nos	Parma K Stock	Pro King	131 S	CAT	CAT Min	2
John Broadhurst	RC10	Sanyo SCR	MG	Pro King	131 SH	CAT	CAT	3
Dave Pearson	Mardave Meteor	Magnum	MG	Nos	JR 4051	Mar Spike	CAT	5

**A Modified 2WD**

Driver	Car	Cells	Motor	Speedo	Servo	Tyres F	Tyres R	Pos
William Mitcham	RC10	Laser	Technigold +	Nos	Nano Bb	Dyn	CAT Min	3
Nick Damon	Ultima	Laser	Twister 21D	Nos	131	Proline	CAT Min	6
Brendon Ralls	Ultima	Sch	21D	Speedmaster Gold Star	131 SH	CAT	CAT Min	6
Wayne Darwell	Ultima	Tam SCE	240 ST	Demon Pro King	128	Raider	Kyosho Pyramid	7
Nathan Ralls	Ultima	Tam SCE	Twis 21D	Speedmaster Silver Star	131 SH	CAT	CAT	8
Bruce Turner	Opt 2WD	Parma	20D Parma	Goldstar	132 H	CAT	CAT	4
Johnathon Howells	Ult	Overlander	MG16T	Intronics	132 H	Dyn	CAT	2
Darren Samsun	RC10	Nos	Power Products	Nos	131 S	Dyn	CAT Min	1





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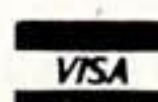
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# STOCK AND OVAL

by Mike Smith

With the 1/8 season in full swing, we have a racing round up starting with the Puma Best Pairs meeting held at Lilford Park on April 24th.

### Puma Pairs April 24th

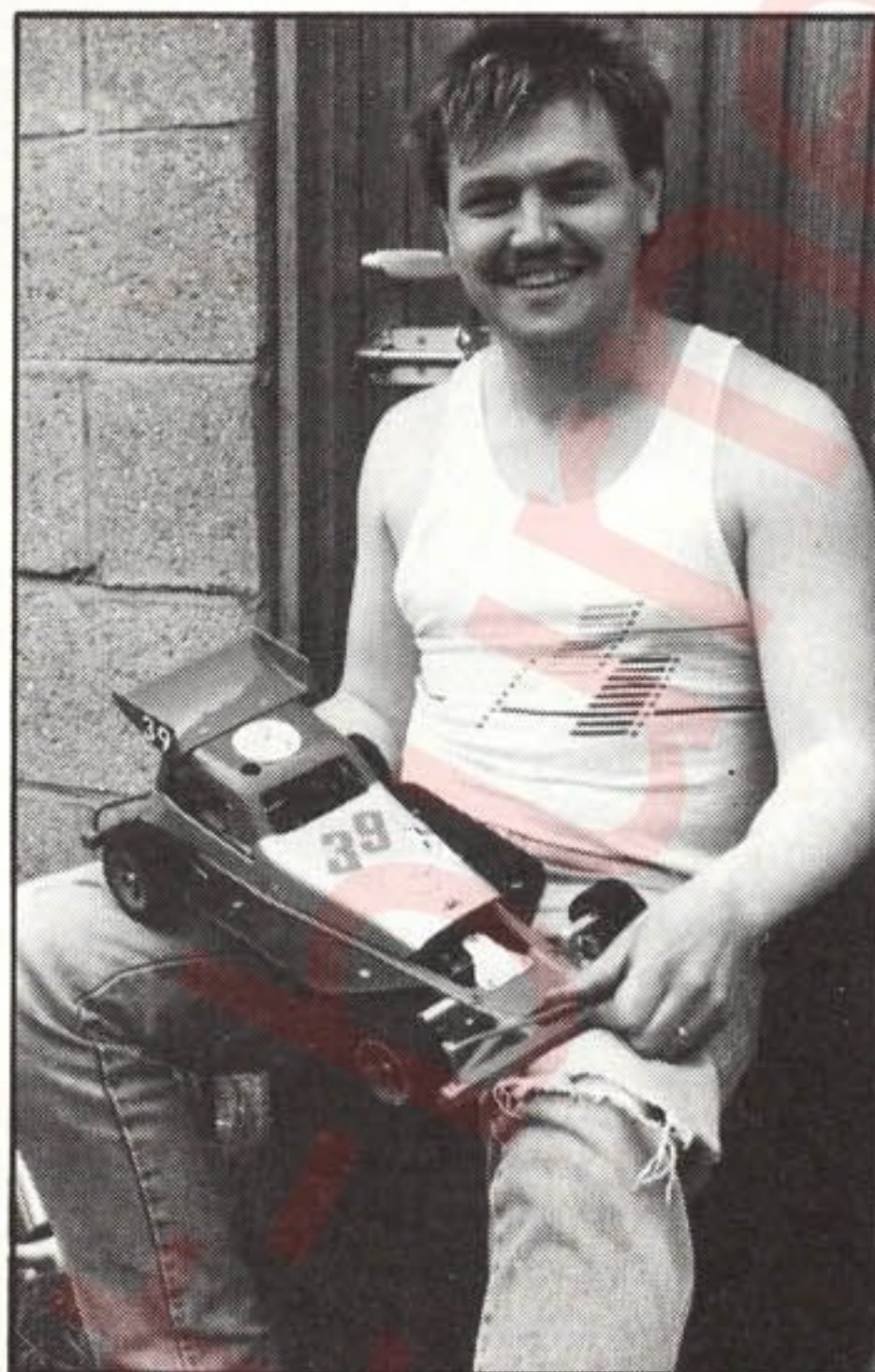
This event is always popular as is the permanent circuit at Lilford. The Puma Best Pairs is the only meeting on the fixtures drivers team up in pairs to race together and jointly accumulate laps for a place in the finals, I say finals because there are two, one for each partner.

Local driver and favourite Roy Crowson had paired up with driver Pete Taylor and would prove the team to beat, altogether there were 35 teams entered making a total of 70 drivers.

The fun of this type of meeting is that both drivers have to do well, so reliability is the key to success, you don't want to let the side down and have your partner say 'I did OK but the other half had problems'.

Steve Talbot and Trevor Heasman were paired, as was Tony Bicknell and Anthony

**Tony Bicknell, one of the better drivers on the oval this year, Tony is part sponsored by Sailplanes International who import the Cipolla engines from Italy.**



**Anthony Brown takes his racing seriously he also likes the Rear Exhaust Super Tigre.**

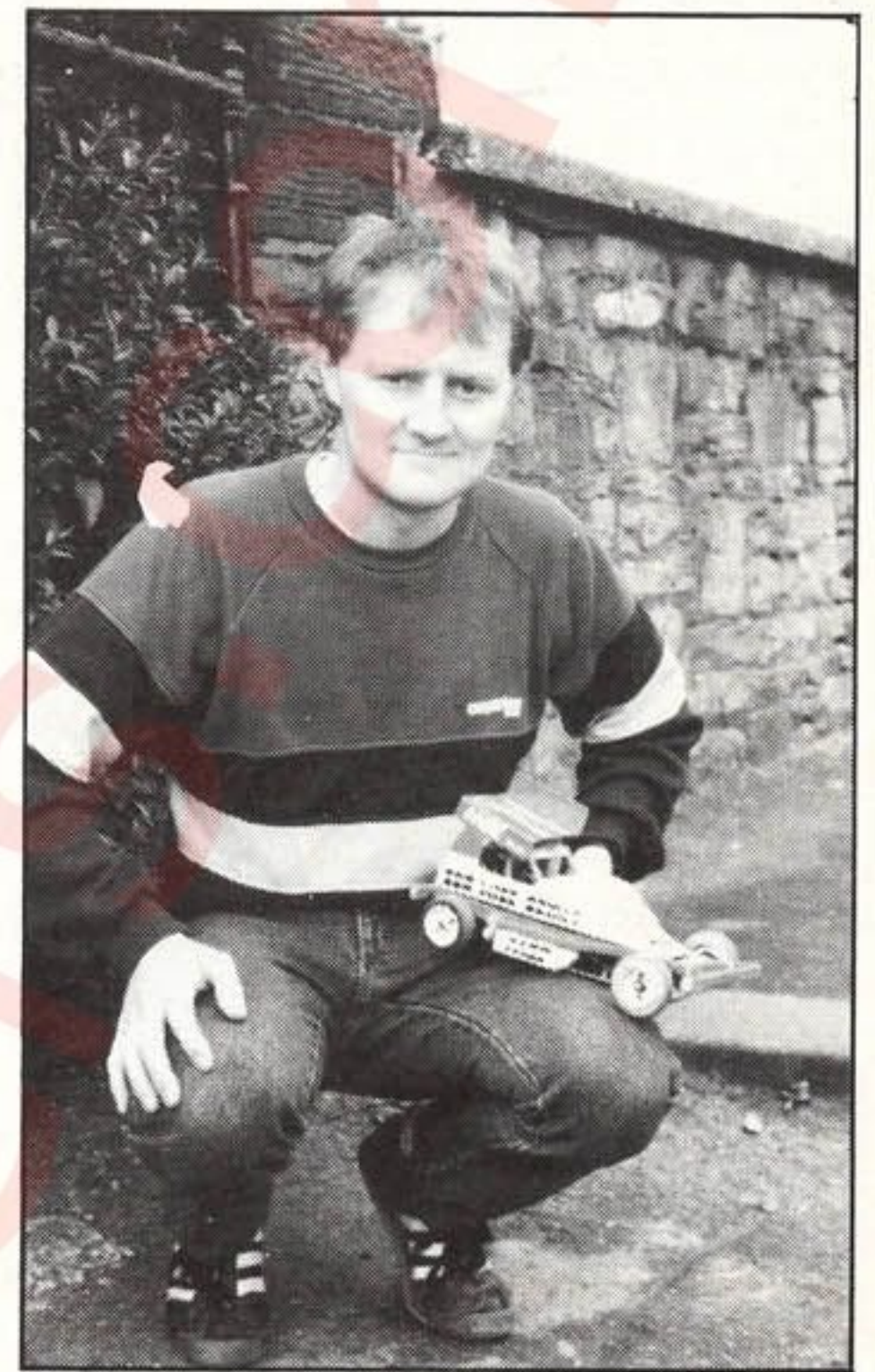
Brown, Anthony races with a rear exhaust Super Tigre engine with one of KKK's special silencers that bring the exhaust gasses round to the side.

It was obvious from the start that you and your partner were going to need scores in the mid forties to stand a chance of a final placing, Crowson and Taylor started their onslaught with a joint total of 91 laps, Roy with 46 and Pete with 45, they were pipped with a joint score of 92 from Talbot and Heasman, Trevor notching up 48, four laps up on Steve who managed 44, North and Wilson put in a fine score of 88, 43 and 43 respectively, Bicknell and Brown 43 and 41.

The second round was won by Heasman and Talbot with a 93, this time it was Trevor who dropped a lap on Steve with Steve on 47 and Trev on 46, Wilson and North did a staggering joint 91 with Crowson and Taylor dropping to 87.

Houghton and Congreve really got it together in the third round with a joint score of 90, only to be equalled by the Crowson/Taylor pair.

Round four and Houghton and Congreve, knowing that they would need to



**The man who is leading the field in the 1/12 Electric Stock National Rounds is Mick Bryan who lives in Clitheroe, Lancashire.**

maintain a very good score to ensure a place in the final, smashed home with a 91 joint, 90 from Crowson/Taylor, 89 from Wilson/North and 88 Talbot/Heasman.

The final line up was as follows:

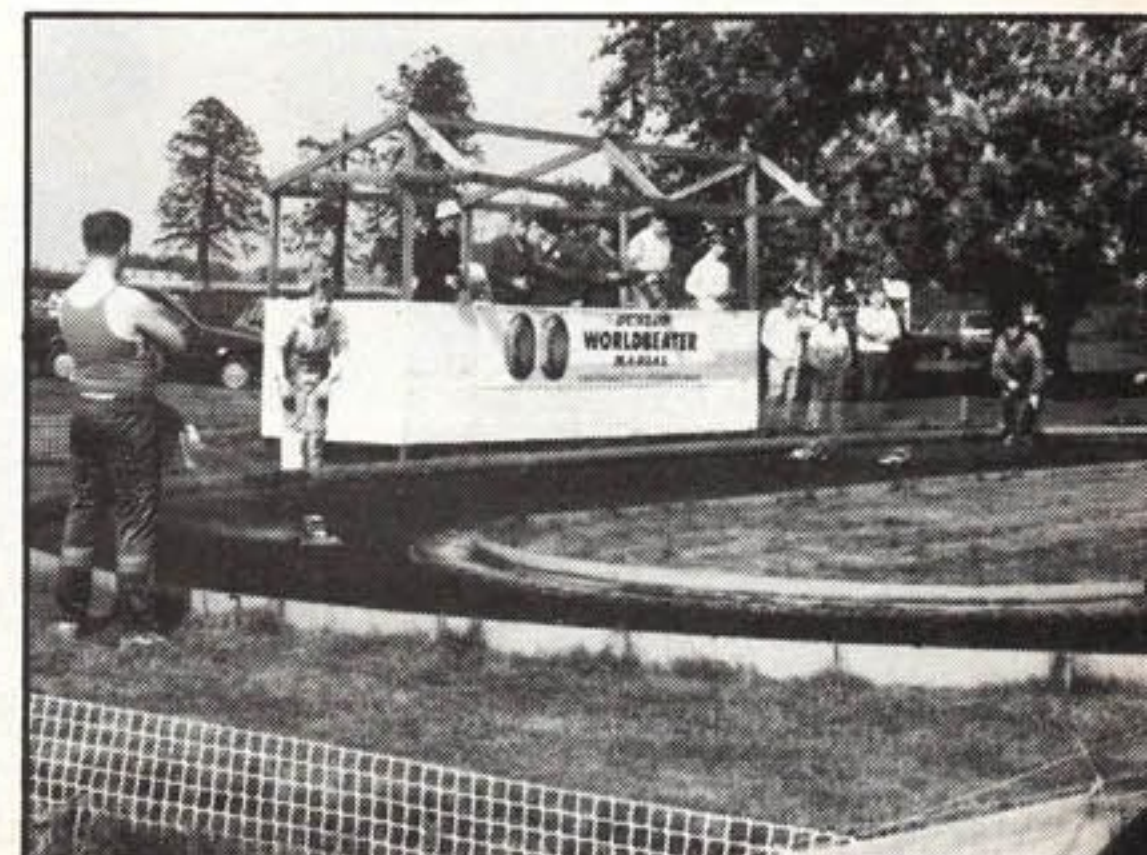
- Crowson/Taylor
- Talbot/Heasman/
- North/Wilson
- Bicknell/Brown
- Houghton/Congrieve
- Fulford/Rouke

Bicknell/Brown and Fulford/Rouke had to get to the final the hard way by winning through from the consolation race.

In the final the six pairs of drivers were now all equal, each driver would have to do his best, one slip and both drivers could pack up and go home, the first final had R. Crowson, S. Talbot, S. North, T. Bicknell, P. Houghton and A. Fulford.

This was won by Roy Crowson with 59 laps, second was Sean North with 58 laps and third Tony Bicknell with 57 laps, one of these three had done their side of the bargain, putting great pressure on the other team member to do likewise.

The second and deciding final had in it's line up P. Taylor, T. Heasman, P. Wilson, A. Brown, I. Congrieve and D. Rouke, it was







Wendy Oliver from Hastings, a new face to the oval and nice to see the fairer sex taking part in stock car racing.

won by Trevor Heasman with 59 laps, second was Pete Taylor with 58 laps and third Ivon Congreve with 57 laps, this result added to the previous final put the pair of Crowson and Taylor two clear laps in the lead of second pair Talbot and Heasman, who were three laps clear of the third team Wilson and North, fourth place went to Bicknell and Brown, whilst fifth went to Houghton and Congreve, with the sixth place to Fulford and Rouke.

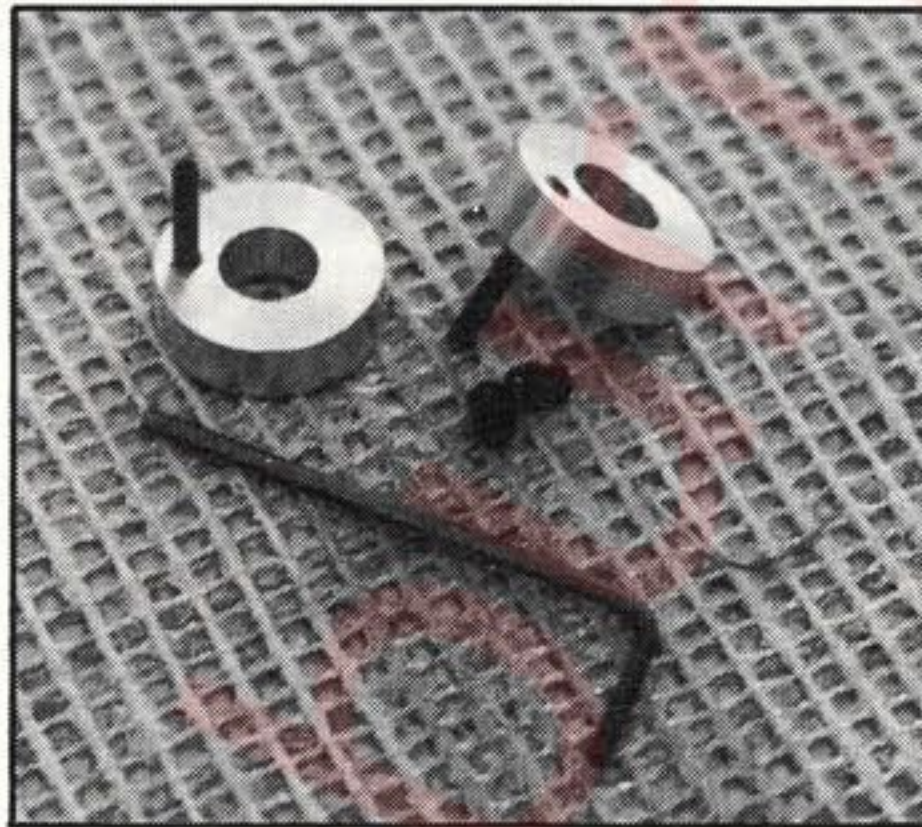
The final run down on the full teams was as follows:

Driver	1	2	3	4	Tot	Con	Final
R. Crowson	44	40	42	45	131	43	58
A. Bicknell	44	43	44	45	133	46	57(4.52)
I. Congreve	47	46	46	42	139		57(4.57)
T. Heasman	45	47	48	46	141		57(4.58)
A. Brown	46	44	42	45	135		54
S. North	44	45	44	46	135		43
P. Culverwell	44	42	44	44	132	43	
P. Houghton	42	19	42	42	126	42	
M. Chilvers	43	44	35	43	130	42	
J. Watkiss	42	46	40	45	133	39	
P. Taylor	32	46	47	8	125		
J. Sturgess	36	42	42	41	125		
N. Williamson	43	35	42	40	125		

A. Middleton	43	45	36	36	124		
R. Middleton	36	43	40	40	123		
A. Williamson	33	41	41	41	123		
T. Pole	39	41	41	34	121		
J. Middleton	22	38	42	41	121		novice trophy
K. Straw	39	30	43	36	118		
T. Franklin	38	36	27	43	117		
R. Cavill	38	38	39	33	115		
R. Jessop	28	19	41	42	111		
P. Oliver	27	30	39	31	100		
N. Woods	36	24	24	39	99		
P. Mason	43	30	25	-	98		
A. Gammon	2	34	25	38	97		
T. Roberts	33	29	20	33	95		
M. Smith	40	40	10	7	90		
M. Gray	32	19	15	32	83		
D. Oliver	10	36	12	33	81		
K. Ayres	34	40	-	-	74		
P. Julyan	25	-	33	15	73		
R. Moir	22	24	20	-	66		
W. Oliver	13	7	7	24	44		
S. Bell	5	15	15	-	35		

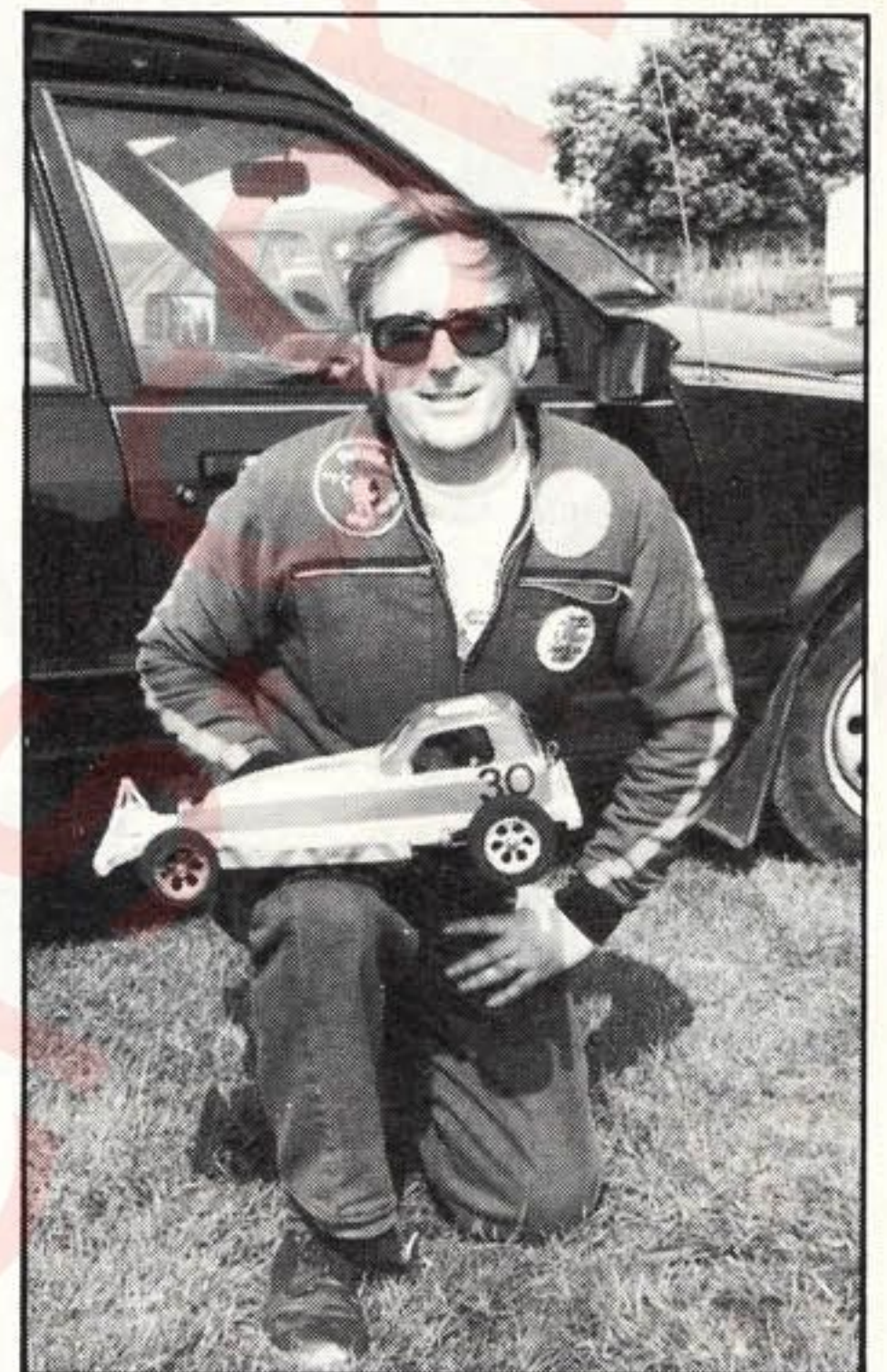
**In Stock**

This issue as promised a look at one of the new developments from Mardave for their Stockmaster, the car which is to get a slight face lift, by the time you read this column,



The locking wheel hubs are £2.10 for the pair and will fit the older axle with slight modification to the radius arms.

most of the new components will be available, the first to become available and have been for at least three weeks are the wheel hub locks, this is not a new idea in fact this type of locking method is very similar to those of the Power Lock Hubs featured last year and of course those from both Puma and KKK, the difference here is that these little improvements are part of a rear end vamp which includes a slightly wider chassis, new wheels and rear axle.



Mike Chilvers takes the lime light for once instead of putting others there, the unsung hero of many a meeting and a dab hand with the race commentaries is finding his new OS engine a real flier, making Mike more competitive.

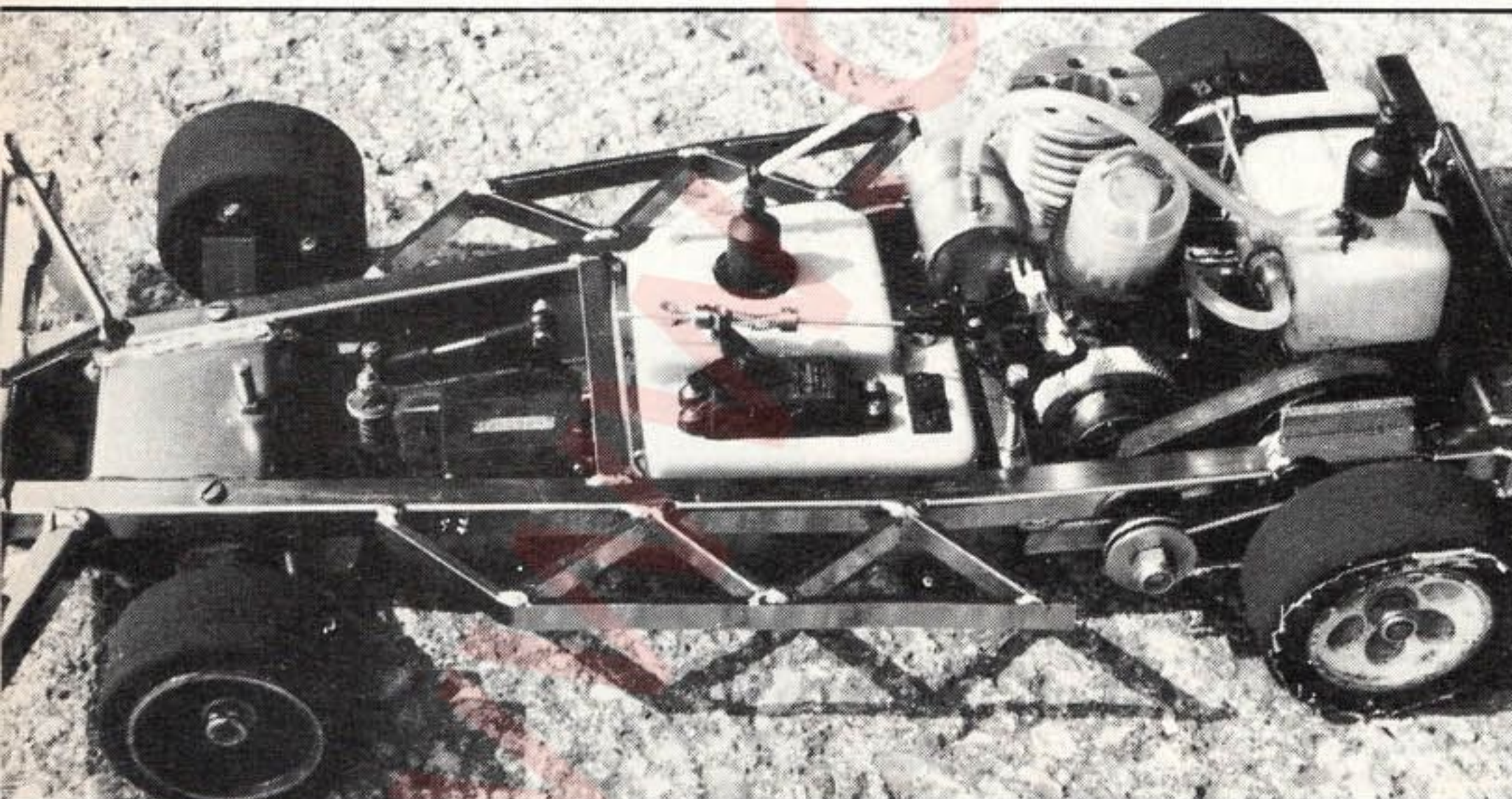
The other good news is that you won't have to throw away your old equipment as each component will fit the existing chassis, if you want to fit the locking hubs to the old type rear axle then you will have to remove 7 mm from each of the radius arms. Of course the new longer rear axle takes the need for this modification away and as most drivers will require a new axle during the season then the combination of the axle and lock hubs would be the best choice, especially if you are using the bushed type radius arms.

**Pete Butlin On Nottingham**

Pete Butlin has written in this week to keep us in touch with the development at Nottingham.

The permanent oval circuit which required a few little jobs to finish the massive undertaking have now been completed, only the first meeting of the season had to be disrupted. A covered pit area has now been built with the benches fitted, the spectators banking has been grassed over and the sponsors advertising hordings have been erected, the look of the finished circuit with all that adds to the feel of motor racing, is having a good effect on the membership of the club which is rising with the circuit, attracting two to three new members every meeting. It is hoped that at the present rate, an increase of between 25 to 30 new members should be easily reached by the end of this season.

The new oval has been a real challenge to some drivers, as racing on the old circuit, which had very little grip, to one with more than enough has meant a change in



Wendy's car is a Standard Stockmaster with an un tampered with Irvine 20 ABC engine, this is a wise choice, the standard car is a good trainer for the newcomer as well as a proven winner in the hands of the competent.



driving techniques that some are fighting to come to terms with.

The most important meeting to date was the 1st round of the Midlands Championships to which 34 drivers attended, track records were shattered in both the heats and final, the man to do the shattering was Trevor Heasman with 50 laps in the four minutes and 60 in five. Trevor must be the favourite for the Radio Race Car British Championships held here on the 30/31 July.

On Saturday 30th the circuit will be open for practice from 10 am to 5 pm and Sunday from 8.30 am to 9.45 am, racing then starts at 10 am. For anyone coming down for the weekend there is plenty of room for camping trackside.

Sandcliffe Motors, the local Ford dealers, will be sponsoring the Radio Race Car British Championship and providing some of the trophies. Entry forms have been sent out to club reps and a quarter page entry appeared in the last issue of Radio Race Car Magazine. As this is a pre entry race, it is hoped that everyone wishing to compete will have sent their entries off by now.

racing home with a 45 laps, Jason Watkiss and Pete Taylor also showed considerable talent, both scoring 46 laps.

My oppo Mike Chilvers with his new power house in the guise of an OS Max was finding the extra OUMPH he needed to turn him into a top competitive driver, Mike has always been a very good driver with a car that always handled extremely well, due to his considerable knowledge and expertise, he has always used a standard Irvine 20, refusing to go into the realms of engine tuning, his change for the OS has given him that little extra power down the straight, I overheard in the pits that Mike was going round well, which was an understatement as Mike always goes round well only now he does it a little faster, Mike managed a very convincing 44 laps.

In the third round we were entertained in true Heasman fashion watching the current Euro Champ show us all how it should be done with a very swift low level flying display that resulted in a 48 lap score, Pete Taylor's 47 was Taylored to suit the conditions at Lilford, but disaster struck Pete in the last round putting Pat to any chances

next round of the series at Pendle in Lancashire, with Jason Watkiss finishing with 39.

The Final looked an impressive line up, it was noticeable not to see Steve Talbot in there, in fact he was noticeable by his absence of the meeting, he was there as a spectator due to the new car he is preparing not being finished and his old one being damaged at the Puma Pairs meeting, this looks like Steve is off the oval for a few weeks.

The Final was as predictable as the British weather, it could have been anybody's, in the end Roy Crowson on his home track managed to pull into the lead and finish a lap up on the rest with 58 laps in five minutes, second, third and fourth were only distinguishable by the use of split times all showing 47 laps but Tony Bicknell was a fraction faster than Ivan Congreve, who was a fraction on Trevor Heasman, the fifth place went to Anthony Brown with 54 laps and sixth place to Sean North with 43, I have included the full score sheet for your perusal.

Next series will be at the NORA oval at Nelson, Lancs on June 12th, we should have a report from that and also a run down of the European Champs from Holland.

**Leicester National Meeting — March 20th 1988**

This time last year, the 1/12 stockcar scene was, to say the least, in a bit of a mess. Only two Nationals were actually run and with such poor attendances, that the rest of the season was cancelled due to "lack of interest".

I'm very pleased to be able to tell you that this years' racing has already had a better response than all of last years' put together!

And there were plenty of new faces at the meeting too, although the cars were basically the same as last season.

This meeting started off by the usual practice session, after which came the concourse judging. Despite the long break since the last National, the standard was as high as ever and the winning car of John Goodacre was very turned-out.

With the first round of heats underway, it was the familiar faces who were once again setting the pace. Mick Bryan set a 59, whilst Andy Lester and Gregg Lloyd both did 58's, but Gary McMullen top-scored with 61.

A 60 in round two earned Mick the top score, just beating Anthony Jewell and Adrian Bond on 59's.

Mick had to settle for a 53 in the third round, as a loose gear carrier forced him into 4th place, leaving the 58 of Richard Price as the best of the round. Mark Errett, who eventually took the Junior trophy, did a good 57.

Gary McMullen had a 55 in round four, but Mick was up there again, with a 60, which was equalled by Andy Lester.

Mick completed a good days' racing with another win in round 5, thereby making him the only driver to get the maximum 40 points from the heats. He didn't get the FTD though — that went to Paul Culverwell, who had a good drive to record a 64.

**Consolation**

Pete Ayriss, Roy Jones, Phil Bond, Mark Errett, Russ Cooper, Adrian Bond, Simon Kendall, Paul Culverwell.

This turned out to be a scrappy race, but as the drivers began to settle down, it was

Name	Rd. 1	Rd. 2	Rd. 3	Rd. 4	Cons	Final
1 R. Crowson	46	43	46	44		59
P. Taylor	45 91	44 87	44 90	46 90		58 117
2 S. Talbot	44	47	45	43		56
T. Heasman	48 92	46 93	44 89	45 88		59 115
3 S. North	45	46	44	44		58
P. Wilson	43 88	45 91	41 85	45 89		54 112
4 A. Bicknell	43	36	42	43	46	57
A. Brown	41 84	32 68	40 82	43 86	43 89	54 111
5 P. Houghton	6	42	43	44		52
I. Congreve	41 47	45 87	47 90	47 91		57 109
6 A. Fulford	43	46	45	31	45	56
B. Rouke	40 83	42 88	42 87	42 73	42 87	7 63
7 J. Watkiss	42	45	10	42	46	
J. Vaux	44 86	43 88	41 51	38 80	40 86	
8 R. Lincoln	36	44	44	45	43	
P. Mason	37 73	42 86	42 86	36 81	42 85	
9 G. Stevenson	44	43	42	41	40	
M. Powell	40 84	33 76	43 85	42 83	44 84	
10 C. James	41	44	43	41	42	
S. Holmes	41 82	43 87	20 63	42 83	25 67	

**Series Round Two May 15th**

Yet again, this meeting was at Lilford Park, do you get the sneaking suspicion that Lilford are getting more than their share of meetings, well if they are it couldn't be at a better place, 35 drivers from all over the country were in attendance, it was nice to see some new faces to the sport, coming from as far away as Hastings in one direction and Pontefract in the other.

The drivers who were flying the oval at this meeting were the same as in the Puma Pairs, Roy Crowson started the day with a 44 lap race, as did Tony Bicknell, Ivan Congreve who smashed home with a staggering 47 lapper was telling me in the pits that his Super Tigre engine was one he had owned for six years, no new fancy motor for him and with a score like that it looked and sounded good for another six years.

Another competitor with a Super Tigre, this time the rear exhaust type was Anthony Brown who also put in an impressive first round score of 46, Trevor Heasman sporting a new haircut doesn't let the grass grow under his feet or the hair on his head for that matter, was making very short work of the circuit, splitting the tarmac in true Heasman fashion scoring 45 laps.

The second round so the honours go to Trevor with a blistering 47 laps, Ivan kept up his onslaught scoring 46, with Sean North who seems to favour the Lilford oval

he deserved for his endeavours.

The fourth round also saw Trevor drop a couple of laps, I wish I could drop a couple and finish up with 46, Sean North did his best score in the last round with 46, with a host of drivers on 45 including Roy Crowson, Tony Bicknell, Anthony Brown and Jason Watkiss.

The highest qualifier of the day was Trevor Heasman with a total of 141 laps, remembering that you have to drop your worst score, the second to make it to the final was Ivan Congreve with 139 and going through on level pegging was Anthony Brown and Sean North with 135 laps.

The drivers who were to fight for the remaining two places in the Final in what is loosely termed the consolation race were Roy Crowson, Tony Bicknell, Paul Culverwell, Paul Houghton, Mike Chilvers and Jason Watkiss although only four of them there would be little consolation, but that's the name of the game.

To win through in what turned out to be a very close fought race was, in first place with 46 laps Tony Bicknell, in second and also through to the Final was Roy Crowson with 43 laps, commiseration to Paul Culverwell who just missed the Final by a whisker also with a score of 35 but in a fraction slower. Both Mike Chilvers and Paul Houghton finished on 42, they didn't make the Final but gained valuable points for the



National Tech. Chart

Pos	Driver	Car	Cells	Gears	Tyres F	Tyres R	Speedo
1	M. Bryan	M. Bryan S'built	Sanyo SCR	13:50	12/003 in 12/004 out	12/005	M'dave
2	A. Jewel	S'macher Mk 2	Laser SCR	12:52	M'stox in 12/004 out	12/006	Parma
3	G. McMullen	S'macher Mk 2	Std S'macher	12:52	M'soft in M'dave out	12/006	M'dave
4	G. Lloyd	M'fied M'dave	Sanyo	12:50	12/006	12/006	Parma
5	R. Jones	Jones S'macher	Laser SCR	13:52	M'soft Neo	M'dave Soft Neo	Home built
6	A. Lester	M'fied M'dave	Sanyo SCR	12:50	M'dave Mini Std	12/006	Bolink
7	R. Price	M'fied M'dave	Parma Sanyo	13:53	12/002	12/006	Bolink
8	I. Skinner	Jones S'macher	Sanyo	12:50	Hard	Soft in M'soft out	Parma

FTD... P. Culverwell (64 laps)

Concours... J. Goodacre

Junior Trophy... M. Errett

The very fast car of Mick Bryan the Basic Mardave chassis has taken quite a bit of punishment, the car is of course very much modified and is completely scratch built, good luck to Mick in the forthcoming round, with two Nationals under his belt he looks favourite to win the series but there's a long way to go.

Roy Jones and Paul Culverwell who were slogging it out for the place in the Final. Roy finally made it, by 1 lap.

**Final**

Mick Bryan (239 laps), Ian Skinner (230), Gary McMullen (230), Richard Price (226), Anthony Jewell (226), Andy Lester (226), Gregg Lloyd (222) and Roy Jones (from consolation).

The Final turned into a great race, as was suggested by the close qualifying scores. Mick, Gary and Anthony were the main contenders from the start, but as the race progressed, Ian Skinner was dropping back, whilst Gregg was coming up hard and almost took third spot from Gary. Mick won by 1 lap, from Anthony, Gary and Gregg, who were all on the same lap and had to be sorted out by the distances track. As usual, see the chart for the full results.

Finally, I would like to thank all those drivers who turned up to race and for making it such an enjoyable meeting.

Bye for now, Chris Loughran, 510.

PS. To those of you who have been trying to get in touch with me for the last few weeks, I do appologise (no, I'm NOT Lord Luchan!).

Leics National March 20th 1988



If you've been ringing me on (0533) 777529, you'll know by now that I'm not there very often, so try phoning (0283) 36380 instead (if you want to write, the address is the same).

Hope to hear from you soon.

**Biddulph National April 10th 1988**

Firstly, I must appologise to all of those who raced at the Biddulph meeting, as I couldn't make it due to family commitments and so I must pass on my thanks to Simon Kendall for filling out the tech-chart

and to Pete Hazelhurst, for sending me the points list so quickly.

**Consolation**

G. McMullen, A. Jewel, P. Arnold, P. Bond, I. Skinner, A. Lester, M. Errett, P. Price.

Anthony Jewell won through to the final, to give a line-up as follows:

**Final**

G. Lloyd (238 laps), A. Bond (237), M. Bryan (236), R. Jones (236), P. Culverwell (233), J. Winfield (231), S. Farmer (229) and A. Jewell (consolation).

Results as per tech chart:

National Tech. Chart

Pos	Driver	Car	Cells	Gears	Tyres F	Tyres R	Speedo
1	M. Bryan	M. Bryan S'built	Sanyo SCR	13:50	12/001 in 12/004 out	12/006	M'dave
2	G. Lloyd	M'fied M'dave	Sanyo SC	12:50	12/006	12/006	Parma
3	P. Culverwell	M'fied M'dave	SCR	12:52	12/001	12/001	Bolink
4	S. Farmer	M'fied M'dave	Tamiya	12:50	12/001	12/006	Home built
5	J. Winfield	M'fied M'dave	Sanyo SC	11:50	M'dave in 12/001 out	12/001	M'fied M'dave
6	A. Bond	M'fied M'dave	Sanyo SCR	12:50	Mini Stox	12/006	M'dave
7	R. Jones	Jones S'macher	Laser SCR	13:52	Medium soft	M'dave Neo	Home built
8	A. Jewel	S'macher Mk 3	Laser SCR	12:52	12/004 in Mini out	12/006	Parma

FTD... P. Culverwell (62 laps)

Concours... P. Bond

Junior Trophy... P. Bond

Biddulph National April 10th 1988



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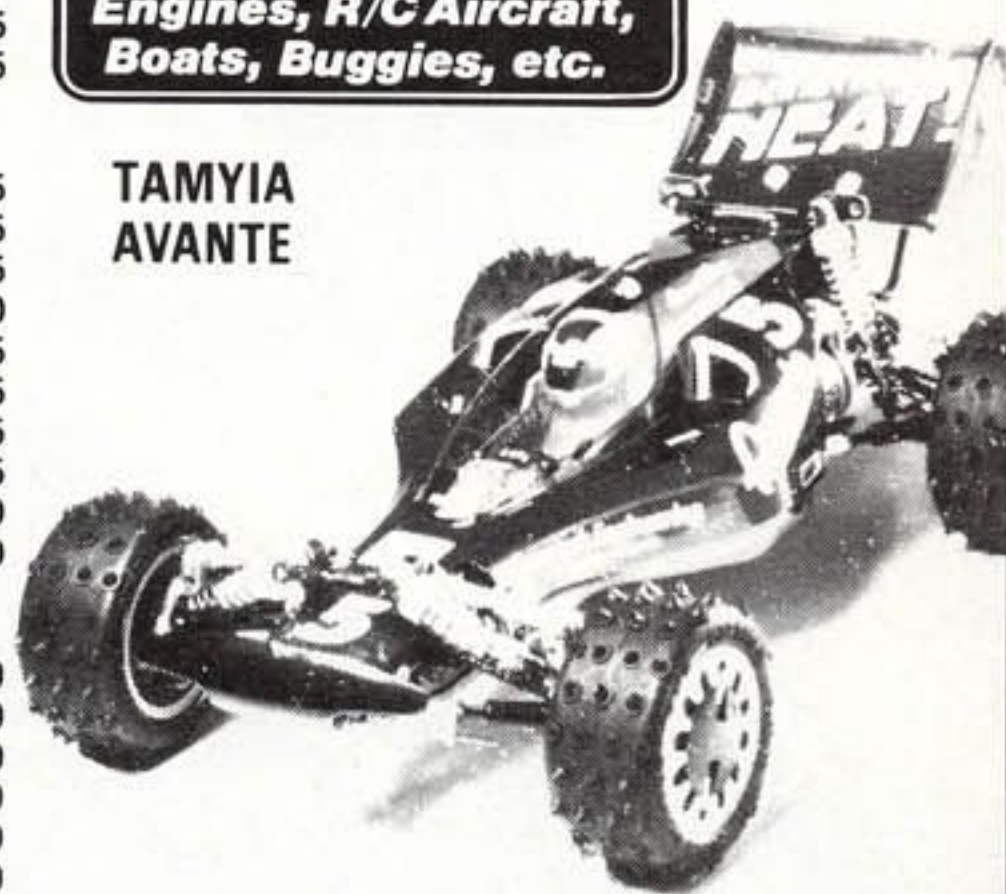
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# PIT PATTERN

1	Dave Dixon	16	5:17.2
2	Bhajan Panasar	15	5:02.6
3	Gary Culver	15	5:08.0
4	Paul Cook	15	5:10.0
5	Steve White	15	5:14.0

The second round of heats got under way straight away, thanks to the now speedier printer used to print out all the end of round results, but even so, by heat 4 again it was obvious that times were speeding up when Ian Briggs had a good heat and recorded 15 laps in 5:17.5, a time that only half an hour ago would have been an open final placing.

By heat 7, the last heat, it was getting very quick as Dave Dixon again showed a clean pair of claws to the opposition. Dave actually got down to an 18.01 second lap and was able to be the first, once again, to clock seventeen laps. Nigel Sayles and Steve White both managed sixteen's but Steve had the ignominy of being lapped by Dave.

Thus at the end of the second round, the qualifying looked like this:-

1	Dave Dixon	PB Phoenix	17	5:14.4
2	Nigel Sayles	SG Space	16	5:07
3	Paul Pagdin	PB Phoenix	16	5:07
4	Steve Whitting	PB Phoenix	16	5:07
5	Steve White	Serpent Sprint	16	5:17
6	Gary Culver	Serpent Sprint	15	5:02
7	Bhajan Panasar	Serpent Quattro	15	5:02
8	Ian Cowieson	Serpent Quattro	15	5:09

Following on from last month's article of the British Grand Prix at Aberdeen, we will start this month with what happened at the Saloon series meeting also held at Aberdeen.

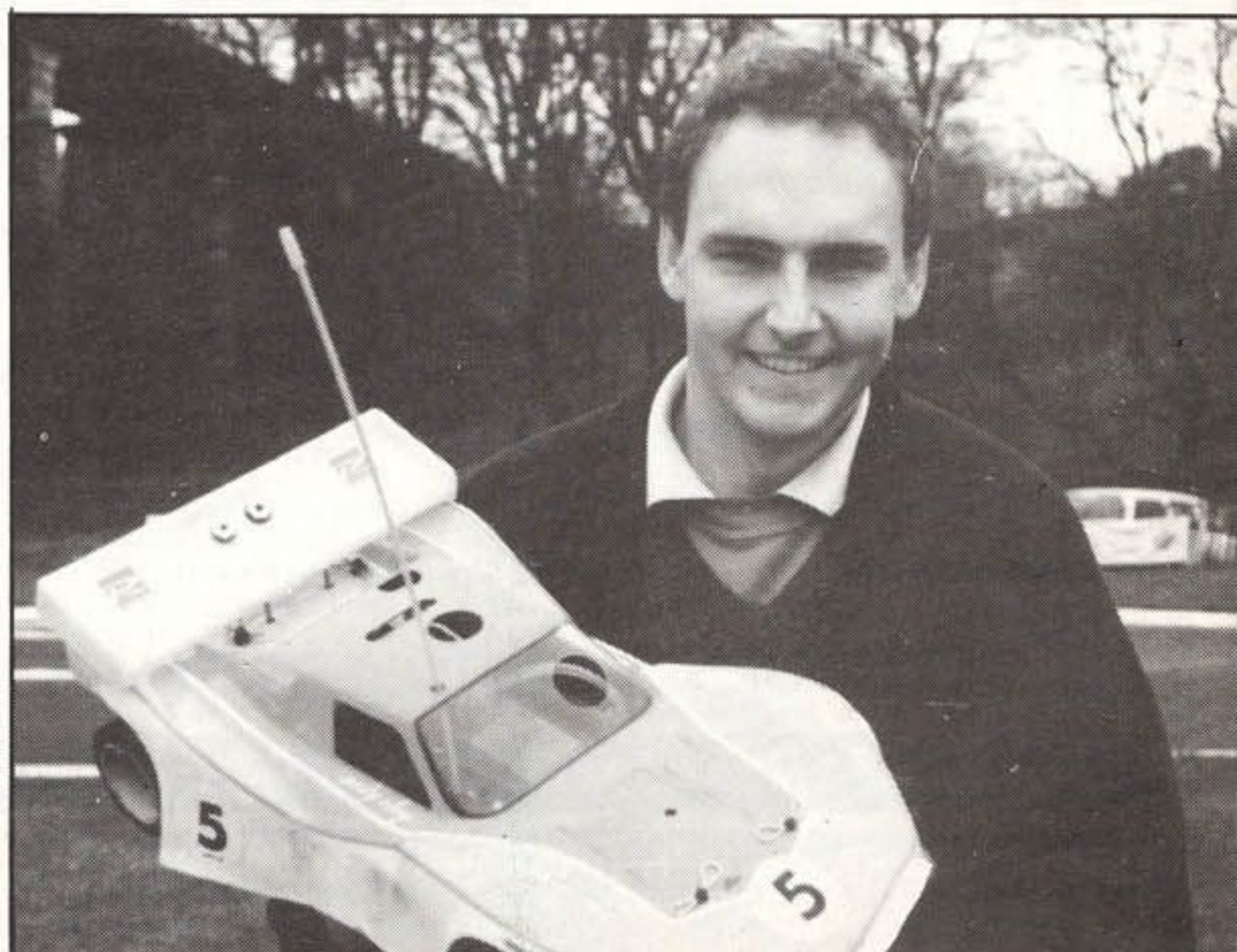
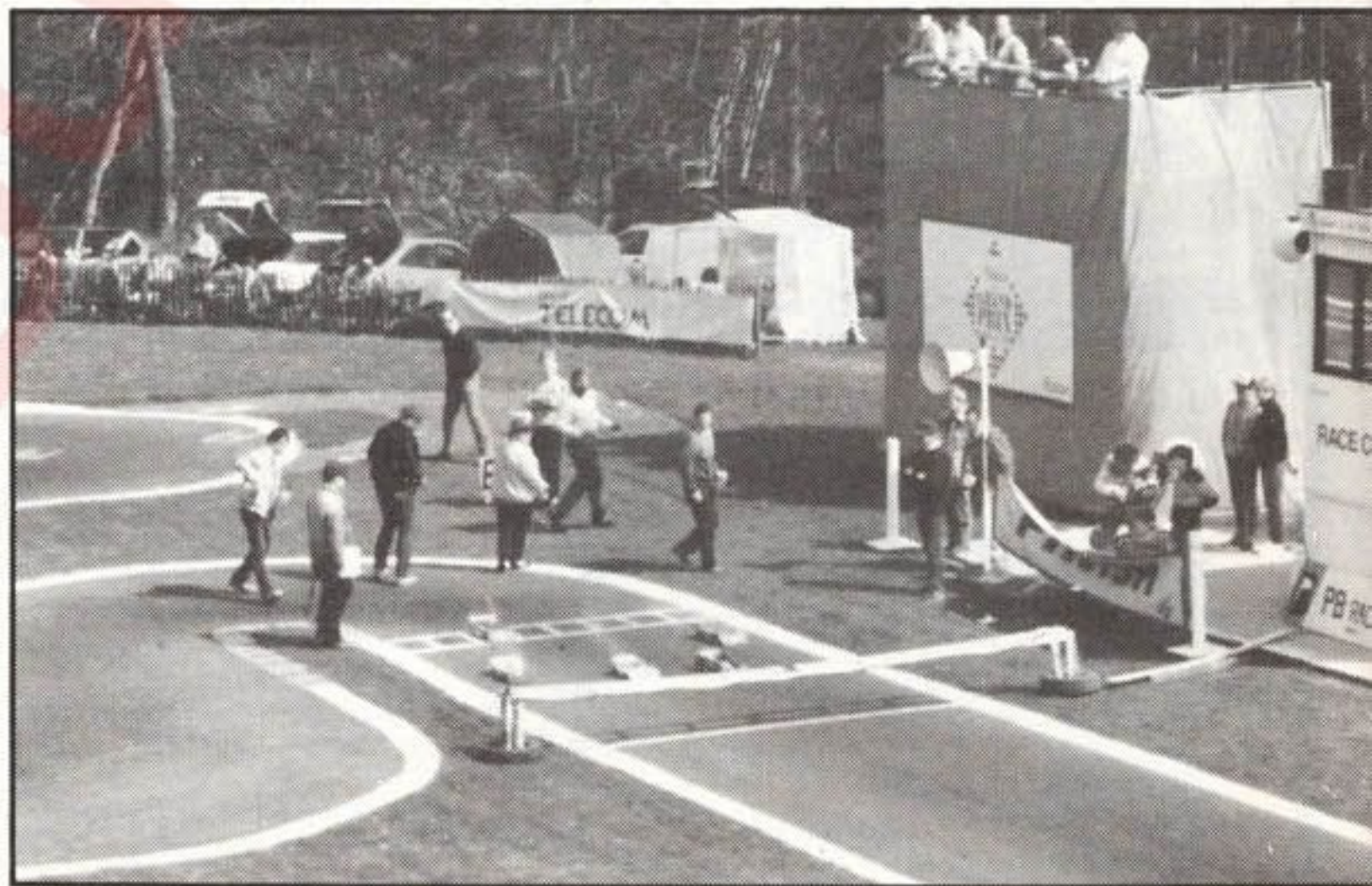
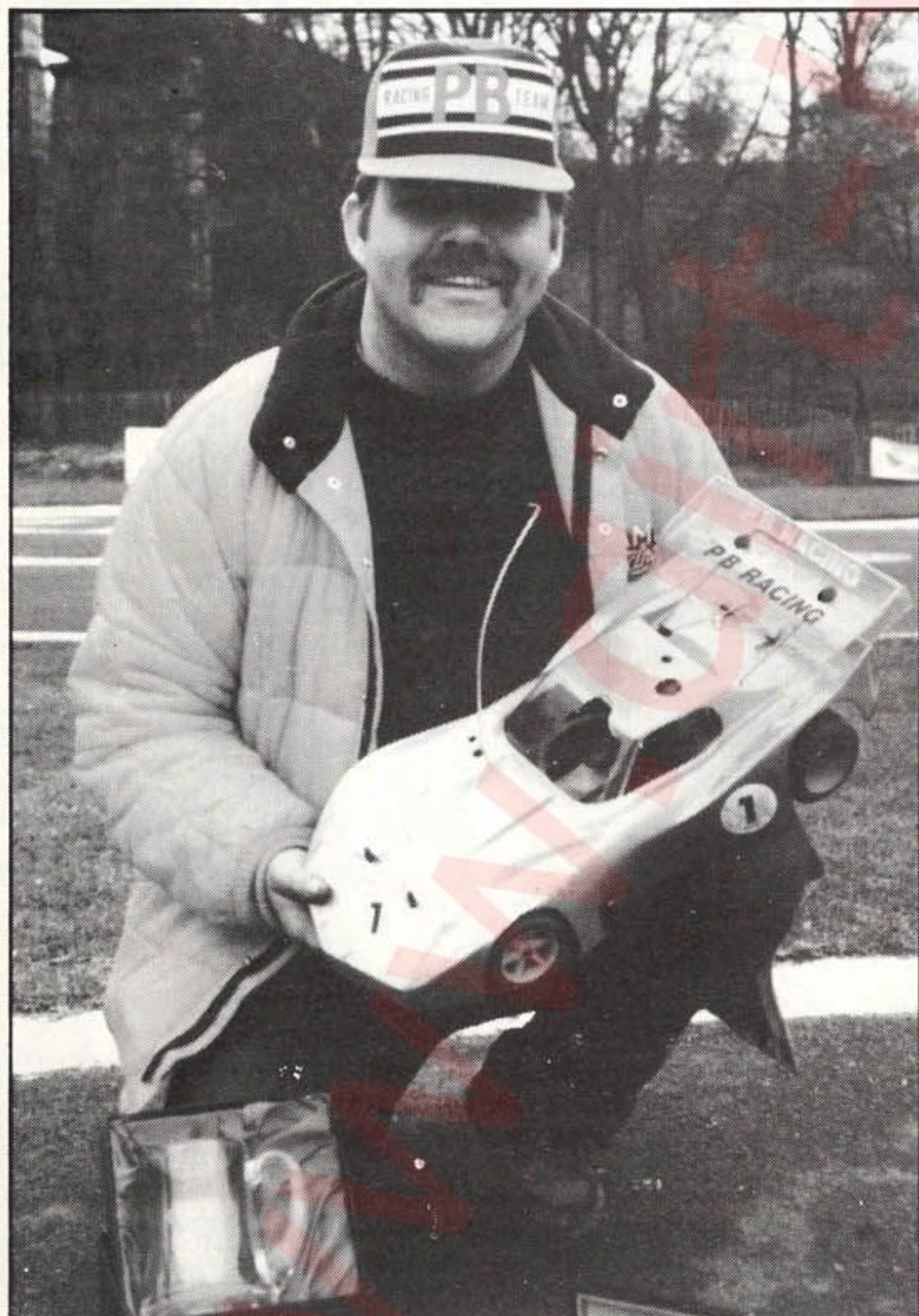
Following on from the wet Sports/Grand Prix final, the Saloon day started wet but with the promising look that conditions would improve by heat 4. John Russell was sat on the quickest time of Fourteen laps in five minutes 8.8 seconds. By heat 6, things were looking a mile better and Bhajan

Panasar, with his new Serpent Quattro, was actually managing to lap in under 20 seconds, which meant that by the end of the five minutes he had clocked almost a dead fifteen laps.

The last heat of Round One had Dave Dixon show how good the new PB Phoenix is in these conditions by being the only person to clock 16 laps by lapping down to a best of 19.33 seconds and becoming top of the qualifying list, which at the end of the first round looked like this:-

Below right, Andy Clay had a good weekend by winning his first final in Monday's 'C'.

Below, Dave Dixon with his winning car and trophies.





Quite a few worried faces during the lunch break as various drivers were trying to find out how Dave Dixon was getting his grip. Eventually word got out that Dave had been using MRC slicks and so suddenly a whole host of people were seen trying them out. Unfortunately by the time that lunch break ended and the practicing stopped, it was nearly as quick on 'Japs and Silvers'. So the question on everyone's mind was — "What tyres do I use?" This was surely going to be the round that mattered, everyone was on a SOB (something or bust).

**Round 3 — Reckoning Time**

By Heat 5, it was quite obvious that this was the round, as Shaun Jackson showed by setting the then second fastest time of sixteen laps in 5 minutes 1.6 seconds, his Phoenix only yards ahead of Ian Cowiesons Serpent with John Pryce about half a lap behind. Heat six now became a real battle as no less than three drivers clocked up the magic seventeen laps. Paul Pagdin, Steve Whitting and Bhajan Panasar doing the honours meaning that now you needed a quick sixteen at least to make the open final.

So to the final heat of the day which featured Gary Culver, Dave Dixon, Steve White, Nigel Sayles, Paul Cook, Chris White and James Haydon, all of whom, except Dave of course, were now perched on the edge of a final place. At the off it was Steve who took the lead from Gary and Chris. Suddenly it all went wrong as first Chris Whites car shot across the track out of control, presumably caused by water in the radio from an earlier heat and then brother Steve's car lost its wing making the car more difficult to drive and gradually slipping him back down the field. This then left Gary in the lead from Dave Dixon, Nigel Sayles and James Haydon in fourth. Dave closed right up on Gary and in the process got lap times down to 16.8 seconds showing how dry the track now was. In the very last seconds on the final lap both cars touched, in an attempt of passing and both finished on the wet grass, revving hard, trying to get back on the circuit. Both gained traction together and steamed off to the last corner before the finishing line where in a last very desperate move, Gary lunged his car across the apex hoping to use Dave's car as the brake. But he missed and so Dave crossed the line just 0.1 of a second ahead of Gary. Both had scored eighteen laps to really open up the competition. Thus the final qualification list was as follows:—

1	Dave Dixon	PB Phoenix	18	5:18.0
2	Gary Culver	Serpent Spirit	18	5:18.1
3	Paul Pagdin	PB Phoenix	17	5:0.8
4	Steve Whitting	PB Phoenix	17	5:04
5	Paul Cook	Serpent Quattro	17	5:12
6	Bhajan Panasar	Serpent Quattro	17	5:12
7	James Hayden	Serpent Quattro	17	5:17
8	Nigel Sayles	SG Space	16	5:01

Shaun Jackson being the unlucky ninth place qualifier and one wonders how quick he might have been had he been out just two heats later? "If is always a big question!"

**Finals**

The 'C' was the first off and it was Colin Perrin who shot off into the lead followed by Andy Clay and George Dziedzic. Half

way through the fifteen minutes it started to rain making conditions slippery again and it was Andy Clay with his Serpent Quattro that best mastered these changing conditions to win this his first ever win. Andy scored 36 laps which was the same as second placed George Dziedzic and third placed Colin Perrin with Alex Jordan two laps back in fourth.

Pete Margretts led the 'B' Final away with local driver Alan Gordon close in pursuit, but it wasn't long before Mike Jackson came through from his fourth qualifying spot to lead Pete with Stuart Mess moving into third slot. Stuart took the lead for a while during the intermediate fuel stops but after all had had their final fueling (some elected for one stop at 7½ minutes, others for two stops at 5 and 10 minutes), it was Pete Margretts back in front from Stuart Mess and Mike Jackson back in fourth, which was how it stayed to the end with these three all notching up 39 laps, John Russell holding a lonely fourth spot two laps down.

It was an unfortunate start to the 'A' Final for Dave Swift as he was unable to make the line in time for the start of this twenty minute race. Team mate Shaun Jackson kept the honours though by holding the initial lead before poor Dave was able to join, obviously back in last spot. After a few minutes it was Neal Woodhead who got to the front just in time to see local star Ian Cowieson disappear off the track at a high rate of knots with what looked like terminal radio trouble! Shortly afterwards it was Neals turn to relive and hand the lead back to Shaun Jackson with a hard chasing Tony Gilson now up to second spot. By the end of the second fuel stops the race pattern had been set and it was Tony Gilson who came out a clear winner by nearly two laps from John Pryce in second, Bruce Edwards another two laps back in third and Frank Chung on 50 laps in fourth. Dave Swift had managed to pull up to fifth and was just eight seconds behind that fourth spot.

The Main Saloon car Final started in what was described as damp conditions and Dave Dixon and Gary Culver dominated the first half of the race with frequent changes of position as minor incidents effected each of them in turn. After that though, Gary started to lose grip and Dave gradually opened up a good gap whilst Bhajan Panasar was gaining progressively faster to Gary. In the final minute he tried a little too hard and went off leaving Gary safely in second spot. The final result being:—

1	Dave Dixon	PB Phoenix	92
2	Gary Culver	Serpent Spirit	89
3	Bhajan Panasar	Serpent Quattro	89
4	James Hayden	Serpent Quattro	81
5	Nigel Sayles	SG Space	83
6	Paul Cook	Serpent Quattro	76
7	Steve Whitting	PB Phoenix	76
8	Paul Pagdin	PB Phoenix	51

So a good win for Dave and his new Phoenix showing how good the car was in these damp conditions.

**Reflections**

Quite a lot of the new PB Phoenix cars were evident and all the drivers seemed happy with their new acquisitions despite a lot of cars losing their rear wheels, a problem that PB has already set about sorting. Dave Dixons car had been fast all weekend and was very good in the wet, three cars made it to the final.

Only two Serpent Spirits were at the circuit for the Saloon day and both went well in the drier heats but were not as well 'sorted' in the wet. Not really surprising as it was the first meeting for them.

Both new cars showed a lot of promise and it will be interesting to watch the development of these two cars during the season. By the time you read this the new Serpent should be available, the two at Aberdeen being pre final production versions. Comments so far regarding the new

Dave Dixon gets his trophies from British Telecoms Gordon Gillies.





Spirit, say that the car is different from its predecessor in that it is more adjustable and also that the car can run on really small tyres (something I'm sure that Gary Culver will be exploiting to the full!).

**What's On And When**

**July**

- 2nd/3rd BRCA round 5 (F1 & Sports) at Mendip
- 3rd Aberdeen club round
- 10th Mendip Saloon club round
- 10th Southampton Sports club round
- 10th Crieff club round
- 16th/17th BRCA round 6 (F1 & Sports) at West Burton
- 24th Southampton Saloon club round
- 24th Halifax club round
- 30th/31st BRCA round 7 (F1 & Sports) at Crieff

**August**

- 2nd Halifax club round (6 pm)
- 7th Southampton Sports club round
- 13th/14th BRCA round 8 (F1 & Sports) at Aldershot
- 14th Aberdeen club round

The first week in August also sees the European Sports Championships in Ancona (Italy) and so we would like to wish the best of luck to those drivers making the long journey to the, hopefully, sunny south. It will also be interesting to see if there is any presence from SG or Manura! Stories from Italy seem to indicate that the PB and Serpent cars are the only cars remaining in any numbers so we will have to wait to find out the *real* truth!

May 14th and 15th saw the BRCA round at Crystal Palace on what was superb, weather wise. Not a high turn out number wise but then London has never been everyone's favourite place to travel to!

Crystal Palace were running a heat for 'Flat Bed' cars as well as the Cosworth class, so the total number of drivers was quite respectable. Seven contested the Cosworth class which is the highest so far! With a further five in the flat bed section.

John Beech got a 13 lapper with his Cosworth whilst M. Kruschell managed a fast 14 with his 'flat bed' car which some hour seems to sum up the problems with the no nitro Cossy's, but it was Dave Preston in heat five who was the first to clock an eighteen lap time. Phil Archer, Tony Gilson, Mike Hooper, Steve Hart, Steve Whitting and Paul Pagdin, over the next two heats also made the eighteen, so all eyes were on the last heat where local star Dave Dixon was sure to excel and excel he did by not only scoring a nineteen lapper but also by being a full lap up on the next nearest.

In the second round of heats, John Pryce and Colin Straus joined the 18's club and brothers Chris and Steve White joined Dave Dixon on 19, although still some 9 seconds behind. The third round of heats started with M. Kruschell once again clocking 14 laps with his old faithful flat bed, thus scoring 42 laps over his 3 heats, a more constant performance you couldn't ask for and once again seeming to advocate the use of nitro. Gareth Bell, Frank Chung and Nigel Sayles joined those with 18 and as if Dave Dixon's 9 second lead was not enough, he went out and scored a twenty lapper to firmly put the lid on FTD, although not a lap record.

The Cosworth final was the first out and for some strange reason was set for ten minutes! After an early lead for Colin Straus it was Dave Cole who came through to win

with a healthy lead from Colin in second and young Scot Spurway third.

The 'C' Final was a much closer affair with Alex Jordan coming out winner on 44 laps, John Diver second, Keith Britton third and Steve Bezant fourth.

That man with an unpronounceable name, Geaorge Dziedzic, took a good win in the 'B' final with 48 laps, Dennis Jones was second, Martin Cox was third and Phil Archer fourth.

Dave Preston showed that the old magic is still there by scoring 71 laps in the twenty minutes of the 'A' final for a very comfortable win from John Pryce, Frank Chung and Gareth Bell.

The main final produced a surprise winner in the shape of Paul Pagdin who as eighth qualifier had set out for a finish rather than a result. To win you must finish and so it was for Paul who clocked 108 laps. Dave Dixon had lead earlier but some car problems had dropped him back to second.

Final result being:-

1	Paul Pagdin	PB Phoenix	108
2	Dave Dixon	PB Phoenix	104
3	Nigel Sayles	SG Space	104
4	Neal Woodhead	PB Phoenix	98
5	Tony Gilson	Serpent Quattro	98
6	Chris White	PB Phoenix	96
7	Steve Whitting	PB Phoenix	67
8	Steve White	Serpent Spirit	19

No less than five PB Phoenix's (or Phoenixi?) made the final, which must be the highest number of PB cars in a final since the hay day of the Alpha — must be a good sign.

**Sports Day**

As is usual, several more drivers had entered for the Sunday making it an even better event, although there was no 'flat bed' class and strangely only four entered for the 'Renault Five' class, which you may recall uses the Ford Cosworth bodyshell!!

Lap times gradually crept up during the early laps until heat 4 when Phil Archer got his black headed OPS powered Serpent Quattro, around to an eye opening nineteen lapper, two more than anyone else and not equalled till heat six with John Pryce also on a nineteen. Heat seven saw Paul Pagdin just nudge into a twenty whilst four of the ensuing mass also clocked nineteens.

The last heat as usual attracted a lot of interest. Darren Dixon, Gary Culver and Steve White all clocked good twentys and Nigel Sayles and Neal Woodhead good nineteens, which was a good result in that it has always been difficult at Crystal Palace when cars are of near equal speed, to obtain a clean heat.

Round 2, heat 4 saw another nineteen for Phil Archer but this time he pulled George Dziedzic round as well, only three seconds behind. John Pryce in heat six repeated his performance with Dave Preston only half a second off of that magic nineteen figure, whilst in the following session Mike Hooper gained a clean heat with a nineteen

tally. The last heat once again was a scorcher. Steve White dropped out after only one lap but Dave Dixon, Gary Culver, Neal Woodhead and Nigel Sayles all clocked twenty's with Dave's time being a new lap record and only 0.77 of a second away from a twenty one!

By comparison, the last round of heats was uninspiring with only Frank Chung and Dave Ashton joining the nineteen club. Both Steve White and Dave Dixon failed to make the start line with Dave's motor actually blowing up on the line (another one!).

Final qualifying then was much closer than the previous day with no less than seven on twenty laps, ten on nineteen, six on eighteen, six on seventeen and only four on sixteen, so although Phil Archer had scored three nineteens, he only qualified unlucky thirteenth.

The Renault Five Final was not run as there were now only three drivers, so the twenty points was awarded to top qualifier Scott Spurway. 'C' Final produced a win for local driver Steve Bezant on 45 laps from Alex Jordan on 42 and Ian Priddey on 42.

The 'B' was a much faster affair with Phil Archer putting the cherry to the top of his weekends racing by scoring 53 laps and a win for his now trusty OPS/Quattro combination. George Dziedzic came in second with 51 and although this is his home circuit, it is quite amazing how he has improved so far this season into what is now seen as a truly competent driver. Third place fell to Southampton driver Dave Haskell after his fine weekend back at Easter.

Twenty minutes of 'A' Final and seventy one laps, gave Tony Gilson another victory and a comfortable one at that from Frank Chung on 65 laps and John Pryce on 64. Poor Dave Preston and Steve Hart only lasted two minutes whilst Sean Leake retired after 53 laps so the field did deplete a bit.

The Open final turned into a disappointment for Dave Dixon when a clutch problem cost him over five minutes and possible victory and enabled Gary Culver and Steve White to give a fine demonstration of the prowess of the new Serpent Spirit. Gary coming home the eventual victor on 115 laps to the 114 of Steve. Paul Pagdin picked up the third spot three laps behind with team mate Chris White one more adrift. Steve Whitting, Nigel Sayles, Dave Dixon and Neal Woodhead finished in that order to complete the listing.

So far then this season Serpent have won four events to PB's three whilst PB's have all been with the new Phoenix, Serpents have been evenly split between the old quattro and the new Spirit. Once again five Phoenixi(?) made the London final to the two Spirits and sole SG. But don't forget that there are only two Spirits at this stage. Next meeting is the three day at Tibshelf which may well produce some interesting results. rumoured that Model Cars editor is having a go there as well, could be very interesting, especially if he drives another Kyosho!

Bye for now.



# THOR



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# Everybody's Got To Learn Sometime

PART NINE

Over the past few months I have been trying to help the beginner with some of my own experiences and observations to become the fictitious "Mr. Wonderful" of his or her club, the series has a little longer to run with some more technical advice. One aspect of racing I have not mentioned are the actual people who go to meetings. A well known racer from a nearby club was discussing the series with me and asked if I thought it possible to do anything in the way of advice for the driver who felt he knew it all. The driver is invariably a nice person and very enthusiastic about his racing, but tended to be a pain without usually being aware of the effect he was having on people as he was so preoccupied with all aspects of his hobby. He said there were four categories of club members he was referring to but felt they were not always the same person, they were; 'The Pain Of The Pit', 'The Dummy Marshall', 'The Dodo Driver' and 'The Isaiah Driver'.

He elaborated on each category and I could recognise all four having seen them on several occasions in various guises around the country. The beginner I feel, will not have been into his hobby long enough to have fallen into the bad habits I am about to refer, although I do appreciate a little knowledge is a dangerous thing, so if you find any of the traits starting 'nip' them in the bud.

There is a rule of thumb for problem solving which applies to any problem be it personal, financial or life in general and it is called the six point method. Quite simply to solve the problem you have to:-

1. Get the facts.
2. Consider the facts.
3. Determine your present and future objectives.
4. Decide what action is necessary.
5. Take that action.
6. Check that the action has been successful.

All very good in theory but how does it affect you and model car racing? First of all one has to recognise whether there is a problem and if there is one can use the six point method to resolve it. I hope when you read about the four categories of member you are not included but if you are be honest with yourself and quietly try and change.

## The Pain of the Pit

The beginner must beware as he is the prey being the newcomer to the club. 'The Pain' is not always easy to spot but he usually will not wear the club base-ball hat, preferring one of a different colour most often with a well known motor name blazoned across the front, whatever you

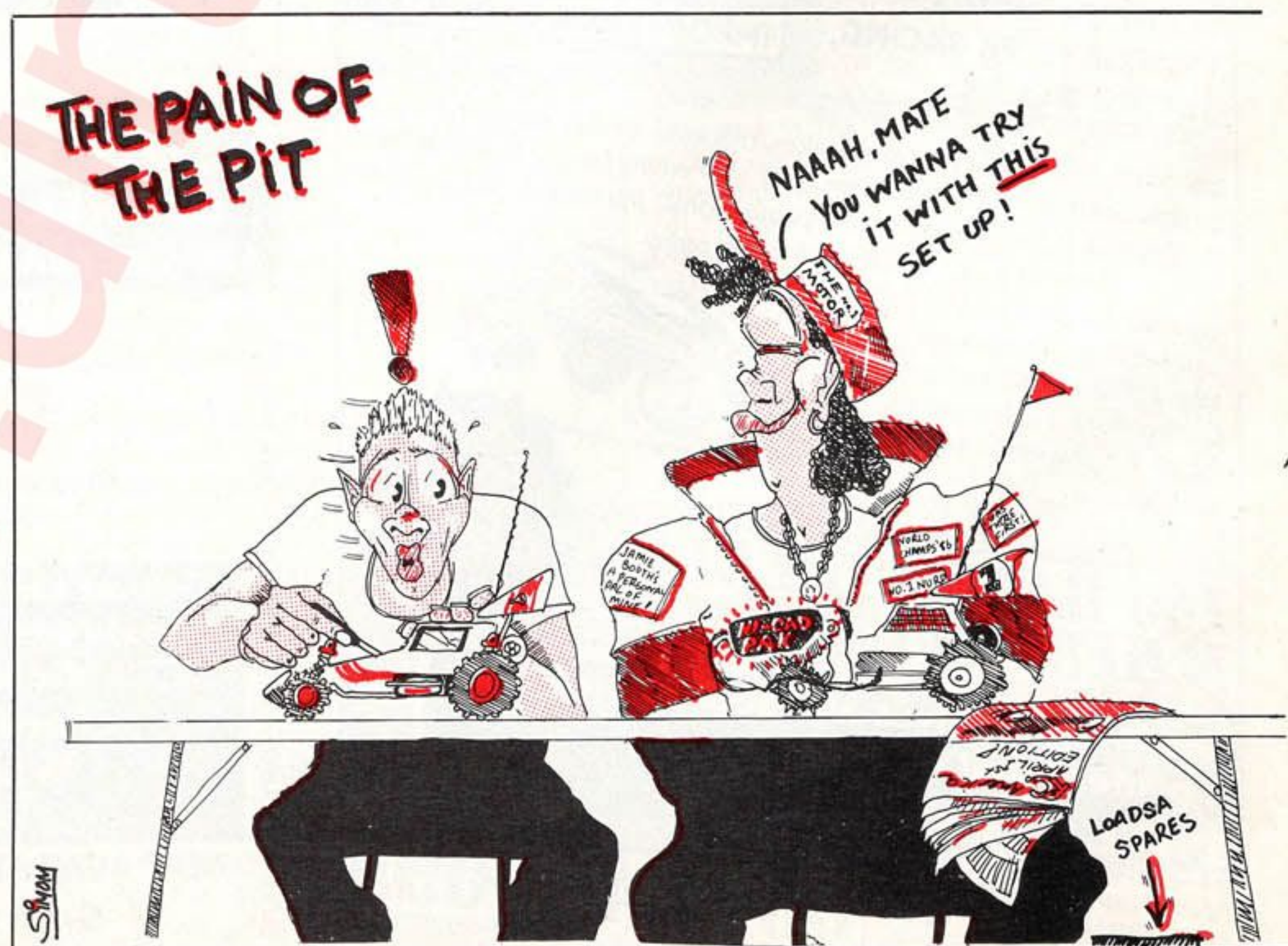
do, don't ask where he got the hat, do so at your peril. If you do, at least half an hour will be spent on the purchase, the actual meeting it was purchased at and how he should have reached a much higher final but because he was trying out a new revolutionary way of positioning his batteries which he had read about in an American magazine (he has them flown in from the States), the problem was they had not considered the British climatic conditions and bumpy tracks and it was a failure. He had of course in the meantime written to the magazine to point out the error of their ways. Don't worry if you do not recognise the 'pain' because he will have spotted you the first time you went to your club, he waits until your third meeting before introducing himself. He will introduce himself generally by saying "hello, I see you are using such a such motor. I used to use one of those until I read about a Superdecker Quad Treble Zapped Mega Blaster in my magazine". He of course was the first driver at the club to use one having gone direct to the importers thus bypassing the system. He always knows someone who has just returned from Hong Kong or Japan which is a pity because he could have got one for you "cheap". The gentle introduction is usually followed by all the things wrong with your car which comes as a bit of a surprise because you built it exactly to the instructions, the car lasts five minutes without any problem and you have improved your lap score with each meeting. Do not be put off that (supposedly) you have the wrong motor, batteries, suspension set up and that the only way to really succeed like him is to have the latest 20 fet 800 amp, weigh nothing, speed controller. It should come as no surprise to you that he has the only perfect car at the club. Be nice to him because you will find him kind and he will always try and be helpful and will usually have enough spare parts. "kicking about" in his pit box to bring your car up to his supposedly perfect spec.

Don't let him touch your car without you being there as it will be unrecognisable

after five minutes. 'Pains' have been known to alter suspension settings whilst the owner is marshalling. "I noticed during your race that it was hopping about a bit so I sorted it whilst you were marshalling". The 'pain' always has a bottomless pit when it comes to his hobby, although he may try and borrow for petrol to get himself home (he left his folding money in his other trousers). His pit box is, without a doubt, the best with the latest and most sophisticated motor checkers, chargers and gizmo's on the market. He pits by race control so that the buzzer which lets him know when his batteries are charged will confuse drivers (it has the same tone as the end of race hooter), this enables him to improve his lap time. He needs a loud buzzer and completely automated system as between races he is out after his prey (the newcomer) to give him his "expert" advice. If the ploy of confusing drivers with a similar tone buzzer to race control wears off he uses his "Coup De Grace" and that is to plug his soldering iron into the race control electrical supply hoping the 'spike' will corrupt the race results.

## The Dummy Marshall

He is easily recognizable, for a start he will not be the "pain of the pits" who does not marshall, as he will be "sorting" a drivers car who had problems in his heat, that driver of course is oblivious to his actions as he will be doing his mandatory marshalling stint. The "pain" will have a spectator or child who has never seen a racer doing his marshalling, because as we all know if you are a good driver you don't need marshalls. He will not be the 'dodo' driver either as they also feel like the "pain", it is a little undignified to pick up drivers cars of less ability than themselves. The "dummy" has physical characteristics which distinguish him from a spectator (without these, it would be difficult to tell the difference). He has very large feet, is slow moving, has a vacant stare and is quite oblivious to the 90 DB shout of marshall by an irrate driver

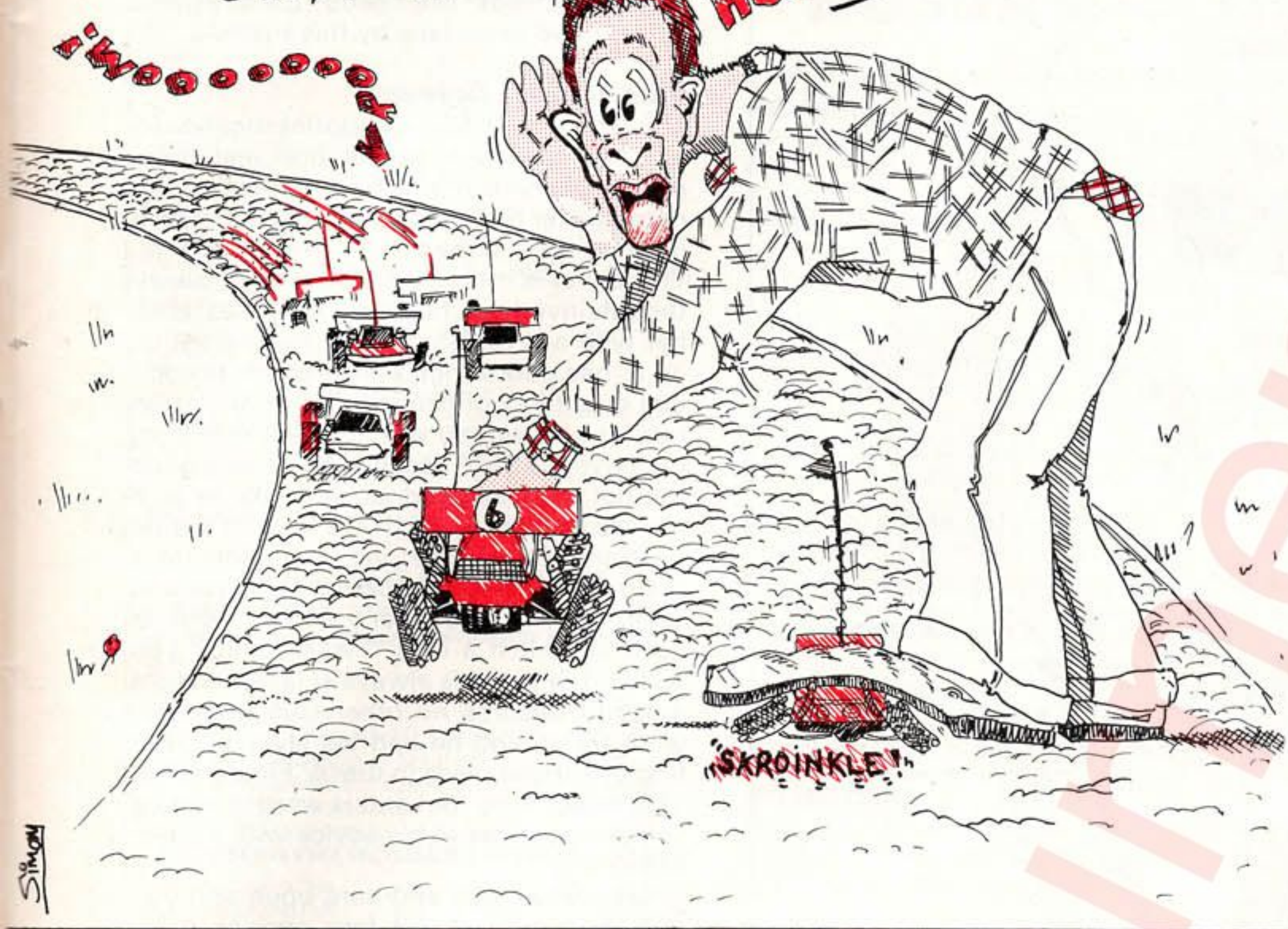




## THE DUMMY MARSHALL

GET OFF THE  
TRACK!

HUH? DID YOU  
WANT ME?



on the rostrum. The largest pile-ups always happen where he marshalls, it is no coincidence as he has developed the art of causing them over a period of time, he is after all one of the few people who actually enjoys marshalling. He has two favourite methods of causing large pile-ups, the first involves slowly picking up a crashed car and then pushing it out in front of the oncoming traffic, preferably the race leader. The second and equally successful method is to put the crashed car back on the track facing the wrong way so the driver has to do a 'U' turn, once again in front of the pack. His timing for this trick is always perfect as the blame is on the driver making the 'U' turn. When he gets bored, usually because the crashes he has caused have forced premature retirements, his large feet come into action and for once he moves at speed. The method is simple, he runs across the track to rescue a stranded car (preferably as far away as possible) and proceeds to stamp on as many cars left racing as possible. His return to his marshalling point is an art as he endeavors to show how considerate he is by crouching down in front of the most busy and difficult part of the circuit. The "dummy" loves to indicate a car is "dead" by putting it on its back and signalling to the rostrum by a single action of a finger sliding across his throat. The driver would like to get his hands round the throat of the marshal because as a considerate driver, he was not going to give the car any throttle until it was back on the track! Should you be unfortunate to "pop" a track rod by the "dummy" beware as your body is bound to come off within 10 feet of where he put your car back on the track and failing that another track rod is bound to "pop" again because the force he used to put the original back on will have

strained all the others.

The "dummy" is not all bad because if you have an off day, you can blame him for your poor showing, which makes a change from the car being at fault.

### The Dodo Driver

Unlike the bird of the same name he is not extinct, far from it, unfortunately his numbers are increasing at an alarming rate. He will not be like yourself, a newcomer to the

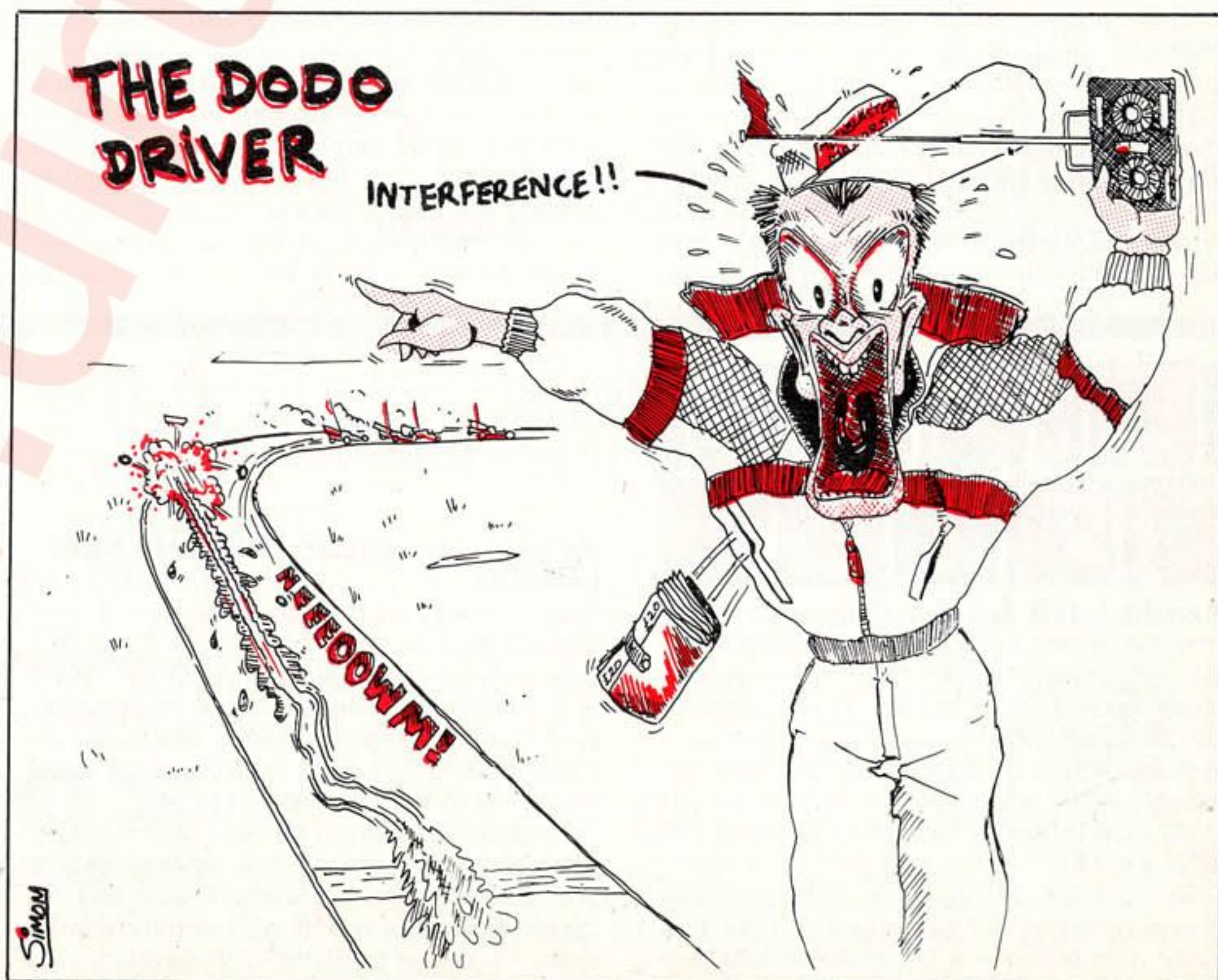
hobby as to be a good "dodo" one has to have some years of experience. Again this character is easily recognizable (of the four categories the easiest) both by his actions off the track and his driving on it. At a smaller club he may well double up as the "pain of the pits". Without fail, he will have or do the following:-

1. The fastest car (only in a straight line).
2. Be the first to crash at the first corner.
3. Only have one speed (flat out).
4. Suffer the most interference.
5. Suffer the most crashes.
6. Never finish a race.
7. The most spares (he uses a lot).
8. The latest car (they never last long enough to get old).
9. The largest bank balance.
10. The loudest voice (to shout marshal).

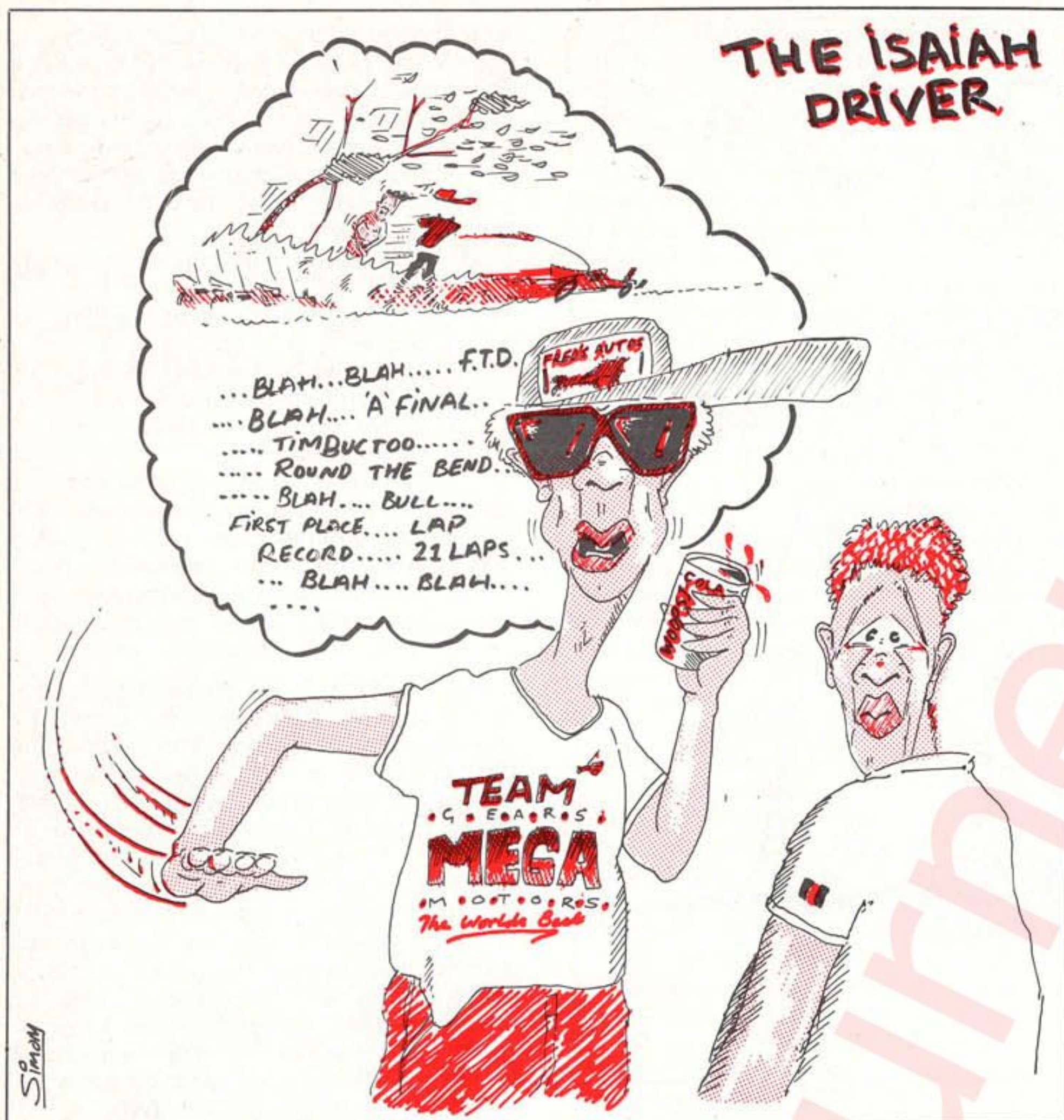
The "Dodo" always arrives late for his heat and makes his presence known by moving all the other cars so he has the pole position. This action is usually accompanied with him either having his transmitter on to cause a little more confusion or forgetting to switch it on in the first place. When the latter action takes place and he is left at the line he is first to call "marshal" with the advice "bang the back on the ground and waggle the wires, a motor brush is hung up!". Once underway he can chase the pack which he does at great speed (his car will be the fastest in the heat) until the first bend when the track turns but the car goes straight on. The 4WD "dodo" then utters his second most favourite word "interference!". The 2WD "dodo" (yes there are two varieties of the species) will also have got to the first bend but by the different route, he will have described doughnut patterns all the way up the straight as the rear wheels cannot cope with his Superdecker Quad Treble Zapped Megablaster motor, he, like the "pain" being the only one of two owners of such a beast. Both "dodo's" are now in a position

## THE DODO DRIVER

INTERFERENCE!!







to do what they do best in a race and that's to cause mayhem!! Years of practice and the faster a car means they can T-bone and take out other drivers with ease with the excuse "sorry mate, just unlapping myself". The "dodo's" brain works like the race control computer, as he knows exactly who is race leader and who potentially is going to win because out of the seven other cars he can single him out with a change of direction to slam the leader into a track marker accompanied by "sorry, interference again, I'll change my crystals for the next heat".

The "dodo" also terrorises marshalls by shouting at them if they do not move the moment he is in trouble, he also expects them to be able to instantly diagnose any problem with his car. His car always has one of the three following major faults, the

most common being that track rods come off at will at any point on the circuit, second most popular are wheel nuts coming undone closely followed by poor electric connections. Muddy days are a favourite for him as by applying full throttle just before the marshalls places his car back on the track he can cover him from head to foot in mud from the spinning wheels, if whilst doing this he can trap a marshalls finger then he gets an extra Brownie point. The "dodo's" races are usually short for one of two reasons, his car is so over-gearred and fast down the straight due to his Megablast that he dumps after three minutes or with his speed and numerous crashes so many pieces of his car are deposited around the track, there is not much car left to race. You may think his race is over, far from it the best bit is yet to come, his lap

score is always wrong being at least three laps on the low side. Having the fastest car, he feels they (the lap scorers being his next victims) must have missed several laps because of his speed. When they examine his individual lap times which go up and down like a fiders elbow, it is impossible to differentiate between crashes, breakdowns and missed laps. The "dodo" usually gains at least two extra laps by this method.

### The Isaiah Driver

The rarest of the four categories mentioned and not named after the first testament prophet as you might have expected, but named after his favourite expression which is either "iza" done this or "iza" done that. This driver is more difficult to recognise, although inveriably he wears a blue baseball hat with a proprietary manufacturers logo on it, has dark sunglasses and drinks copious quantities of canned diet drink. Listen out for him as you will not spot him from his driving ability because he is very good but not quite as good as he thinks he is. If he was as good as he thinks he is he would be World, British and Club Champion. He is the driver who looks puzzled at his car and says, "I can't understand it, last week at such and such a club it was flying". You will find this club is always at least 50 miles away (it ensures no other club members were there) and he had (as always) taken first or second place in the 'A' Final or FTD. This driver is no fool and is worth listening to but take some of his advice with a pinch of salt.

Keep your eyes and ears open and you may spot one of the four species mentioned, all are characters and "experts" in their own field. None of them are dangerous but all four can be a pest, a pain, a nuisance and a thorn in ones side if one allows it. All the advice they give you is given with the best intentions, it is based on sound fact although it will have been distorted by the time it is give to you so don't dismiss it entirely but equally don't swallow it hook line and sinker!

Can you as the prey do anything about the predator? One thing for sure is he will not have read this article because after all it is for beginners, so why not leave the magazine open at this page (all four have the latest copies of all the magazines), he may then read it recognise himself and use the six point plan to solve his problem. Personally I think you have more chance of finding a family of those long extinct flightless birds alive, well and living in down town Kent, now what were they called?

## DIARY DATES

### Anglo Irish International

The Kidderminster car club plays host to the UK return Anglo Irish International meeting on July 23 and 24. The meeting is for 2WD and 4WD classes and standard motors. Applications should be made by telephone to Vic Dawson, Kidderminster (0562) 754155 or in Ireland to Norman Hill (023) 132776.

The third Kidderminster Championship is also being held on September 18th, this event also features a ladies National Chal-

lenge, all entries for this event in writing please to Mr. V. Dawson, 60 Aster Avenue, Franche, Kidderminster.

### Border Counties Model Spectacular

This annual event is being held on Saturday 13 and Sunday 14 August 1988 this year at Much Marcle, Herefordshire. There is a 1/10 scale off-road buggy meeting on each day. Many trade stands and other attractions for the whole family will be there including model planes and boats.

Application forms for the 1/10 meeting from David Ranford, 12A Hillery Road, Worcester. Phone Worcester (0905) 353142 (each days race meeting is separate with reduced fee for booking both days).

### Rockingham Buggy Club

A new 1/10 club has been formed in Carby, Northants. The club meet Sundays and Wednesday evening, full race timing and PA equipment is available.

Anyone interested in joining or visiting the club should contact Andy Walker on (0536) 743158.

### GEC Stychfields

Stafford are holding a National Tarmac meeting on August 14. The meeting will include four classes of car, 1/10 circuit sports, GT Saloon, Tamiya formula one, 1/10 2WD and 1/10 4WD off road class. Three rounds of heats plus a final will be held, apply, John Robson, 1 Aldersleigh Drive, Wildwood, Stafford. ST17 4RY.



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1st Stafford Tarmac Meeting	Phil Booth
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Continued on page 82

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*Cont.*

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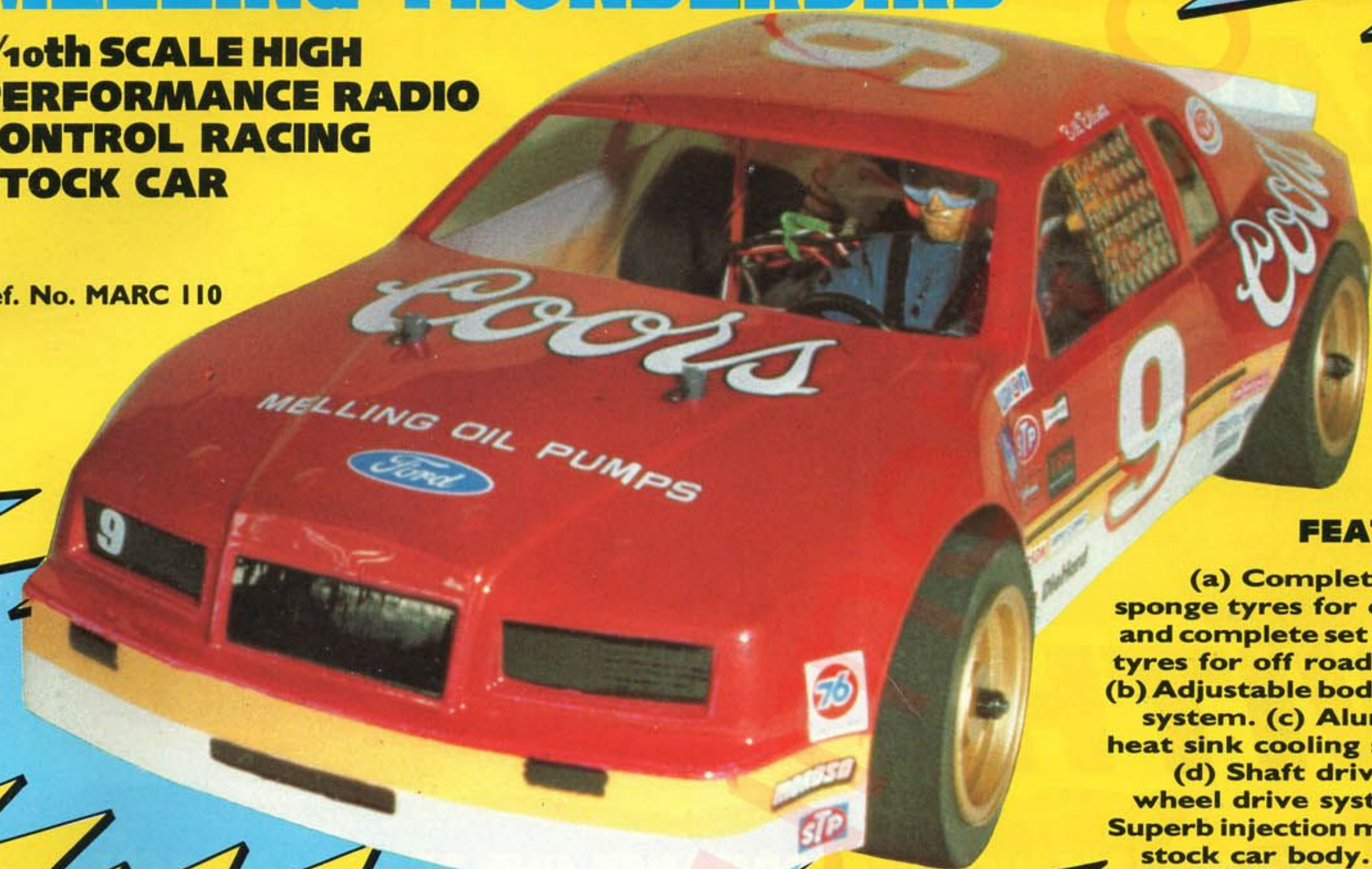


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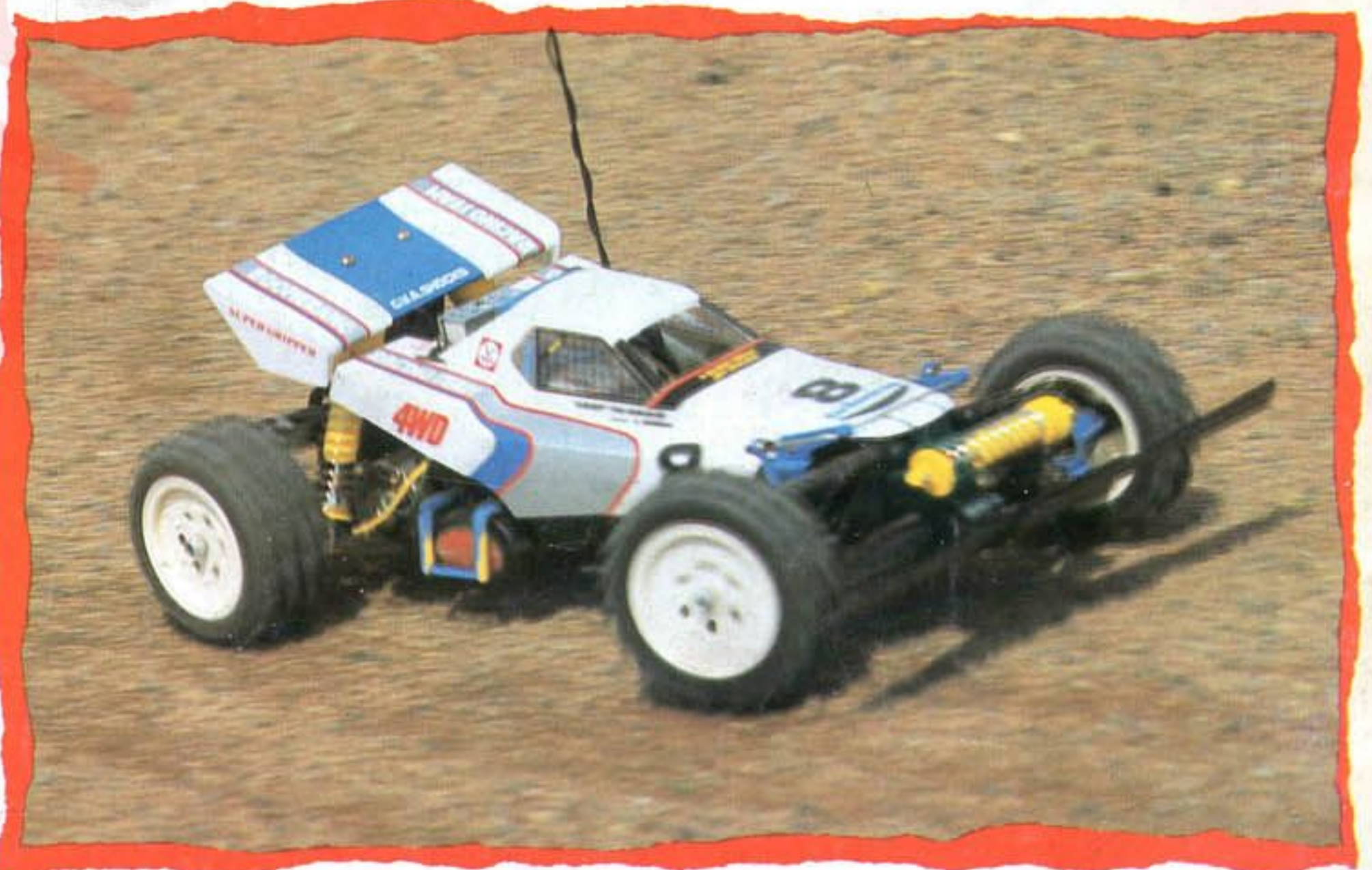


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