

Radio Race Car

Issue No. 2

Price 65p



R/C CARS Ted Longshaw for Service & Experience

JUST PHONE YOUR NUMBER

8 YEARS INTERNATIONAL RACING EXPERIENCE TO HELP YOU!

DID YOU KNOW ??

WE STOCK FOR SAME DAY DESPATCH

ALL THE FOLLOWING 1/12 ELECTRIC RACING CAR SPARES & KITS:-

ASSOCIATED	GROUP 12 KITS
GEMINI	MARDAVE
BOLINK	LECTRICAR
M.R.P. LIGHTNING 2000	JEROBEE

ALSO

ELECTRIC "OFF ROAD" OR "ATV" (ALL TERRAIN VEHICLES) FROM:-

BOLINK	DIGGER
M.R.P.	ATV
SANDSCORCHER BUGGY	TAMIYA BUGGY

AND OTHERS ARRIVING WEEKLY.

*** **

ELECTRIC STOCK CARS, MOTORCYCLES, CHARGERS,

NI-CADS, FUTABA & JR RADIOS,

TYRES FROM EVERYWHERE.

*** **

OUR NEW 1981 CATALOGUE AVAILABLE 1st JANUARY 1981 - 75p.

COME AND SEE US AT THE 50th MODEL ENGINEERS EXHIBITION

1st - 10th JANUARY.

*** **

REMEMBER !!

TEL : 0689 55313 & RECEIVE SAME DAY 1st CLASS POST SERVICE.

WE ONLY DEAL IN CARS

(NO PLANES, BOATS ETC).

MAIL ORDER ADDRESS (NO STOCK HERE):- TED LONGSHAW MODEL CARS

80 PEPYS ROAD, LONDON S.E.14.

RETAIL SHOWROOMS - It's easier now to see the whole of Ted's immense stock range! Avicraft will be carrying a complete TED LONGSHAW RANGE at his retail model shop at 15 CHATTERTON ROAD, BROMLEY, Kent. The most extensive selection of kits, accessories SOUTH OF THE THAMES!!!

MAIL ORDER SALES - Ted's New Catalogue 56 pages 134 photo illustrations covers a vast range of products. Send 50p for it now (your money back on the first order). Really a "Showroom in your own home."

Mail Order Only Address:

European Export No Problem

Trade Enquiries Welcome

80 PEPYS ROAD, LONDON SE14

01-639-5080



Editorial

from Les Pipe

Well, the first magazine finally made the shops. I'm sure you'll all forgive us for being late this once. Here's hoping this one gets out on time!

Unfortunately (for you) this magazine is being produced by modellers and not the large glamorous printing empire that produces most of the other material on the market. Whether, ultimately, this turns out to be disadvantageous, only time will tell and I'm sure you all form your own various opinions regarding this.

To help us on all along the way, we have now installed a telephone answering machine (moans and groans from all who have cause to hate these contraptions!). We need this to help to attend to all matters arising from trying to publish a magazine in "Cottage Industry Style". I hope this will not put you off telephoning me, as I'm always ready to listen to any form of car talk when I'm at home. Leave your telephone number and I'll contact you in the evening. I can assure you that the answering machine will only be in use when we're **not** at home and not when we want a bit of peace!

GREENO-ON-THE-MOVE

It came to my ears the other day that Phil Greeno has now become an official P.B. works driver. Congratulations to Keith Plested for netting a big fish. I'm sure Phil, along with your other excellent drivers, will bring you many successes in 1981.

BRITISH 1/12 SCALE TEAM FOR EUROPE

The eight drivers to represent Britain in Europe were announced at the A.G.M. at the Post House in December. They were chosen on the 1980 race performance at designated B.R.C.A. sanctioned meetings. The team is as follows:-

Bill Maisey, Neil Frances, Phil Freno, Les Pipe, Steve Davis, Nick Adams, Tom Morgan and Jim Davis Jnr.

There is a detailed list of how this team was arrived at in the mag, for anyone interested.

Cover Shots:

Two Champions of 1980.

Bill Maisey - 1/12th scale British Champion

Bob Clayfield - Double World Stock Car Champion.

Issue No. 2 Contents

BRCA Update + 1/12 & 1 Calendar

EFRA News (Ted Longshaw)

SG Monte Carlo - Kit Review

PB Omega - Kit Review

Profile - Bill Maisey -

National 1/12 Champion

Market Place

STOX (Bob Clayfield)

Race Reports

Mintex 4 Hr. 1/8 Scale

Brighton (Malvern British Nats.)

Tameside 1/12 Electric

This magazine is sold subject to the following conditions that it shall not without written consent of the publishers be lent, re-sold or otherwise disposed of by way of the trade in excess of the recommended maximum retail price. All rights strictly reserved. No part of this publication may be reproduced in any way without the prior consent of the publisher.

All letters must be accompanied by the senders full address. The publisher cannot accept responsibility for unsolicited correspondence nor some of the opinions expressed. All articles and photographs used in this magazine become the publishers copyright.

Published by Traplet Limited
38 Torridon Way, Hinchley, Leics.
Regn. No. 1520372.

Printed by Screencraft Design Ltd.
39 Worcester St., Gloucester.

Around the Clubs

NORTH CHESHIRE MODEL CAR CLUB

Meetings on Saturday afternoons for 1/12th electric from 2pm to 5pm, at Greenway Road, Runcorn. Paul Hatton, the organiser, says visitors are very welcome. Membership is still open with Adult membership fee at £3 and Junior at £1.50. Weekly race fees are 75p adults and 50p juniors.

If you are interested and want more details, contact Paul Hatton at 12 South Dale, Penketh. Telephone Penketh 5883.

THE YORKSHIRE RADIO CONTROLLED MODEL CAR RACING CLUB

Many thanks to Jeff Lindstrom on keeping us informed about the above club. New Committee are:

Chairman: Charles Keeling
Secretary: Dennis Louth
Treasurer: Mick Newman
P.R.O.: Jeff Lindstrom
I.C. Comp. Sec.: Pete Townsend
Electric Comp. Sec.: Nigel Jaques

The club are trying their hand at a buggy meeting early in January – we'd be interested in how it went. Another good idea is the Annual Auction Sale when Jeff says "This is THE night of the year, so bring along the wife, kids and anything you may wish to get rid of (not the mother-in-law) and have it auctioned by our

ringmaster. The Club takes a meagre 10%, but if you are feeling generous, donations are always accepted". Sounds a good idea for a "different" evening.

MIDLAND ELECTRIC RADIO CAR CLUB

As with most clubs, we've recently had our A.G.M. and so have some new faces on our Committee. Our new Secretary is Mrs. Marsha Warmall, and so if any other club needs to contact her, you may do so at 20 Heyford Road, Braunston, Leicester.

The club newsletter has unfortunately been neglected of late, due to Les Pipe being involved in publishing 'greater things'. He's looking for someone to take over the task, but has been unlucky so far.

THE MODEL AIR-PORT 4-HOUR TEAM ENDURO

Model Airport are organising a 4-hr. team endurance race for 9 local club team – don't rush to get in your entry, it's too late! – though some of you in the Bristol area might be interested in popping in to see how it is going. It is being held on Sunday 1st February, at the Armstrong Hall, Thornbury, Nr. Bristol. Practice is from 10.30 and the race starts at 1.00 p.m.



ANNUAL SUBSCRIPTION

Please send me Radio Race Car for one year (6 copies). I enclose a cheque/postal order for £5.50

\$17.50 overseas subscription commencing Issue

Signed

Name

Address

..... Postcode

Send to:- Radio Race Car, 38 Torridon Way, Holycroft, Hinckley, Leics.

'TOWARDS ANOTHER SEASON'

by Tom Martin



The months of November and December by common practice have become the months of decision in model car racing. Conferences and annual general meetings are squeezed into a few eventful weeks and the decisions which solve or create problems for the next season are duly made.

January and February offer the opportunity for reflection and often doubt. These are the months in which the implications of decisions and new rules can be digested for better or worse.

The present new year is no exception. An E.F.R.A. annual general meeting, two BRCA scale conferences and the BRCA annual general meeting provided opportunity for an extensive review of last season and decisions and rules for 1981 in abundance.

The BRCA made its decision to hold separate scale conferences and A.G.M. in 1979 to give ample discussion time. By 1980 both eighth and twelfth conferences had seven hour sessions and twelfth at least, could have gone on much longer. Some discussion!! On reflection I can only feel that future conferences should confine their proceedings to debate and voting on proposals already presented and circulated in writing.

It is interesting to note that E.F.R.A. is following in the footsteps of B.R.C.A. in 1981. It, too, has 2 conferences and an A.G.M. planned for next November. Here's hoping they learn by our experiences and get everything in writing first. Without such detailed planning these occasions can (and sometimes do) go on ad infinitum, yet in the end achieve no more than a good committee could have recommended in half an hour!!

So much for the reflection which says "I hope they do it more quickly next time. What did they decide and what can we expect in 1981?"

Looking through the minutes of the E.F.R.A. meeting, it seems a large part of the time was taken by consideration of a ban on "nitro" (shorthand for "fuel additives other than oil" we're told). At its 1979 meeting E.F.R.A. decided to ban nitro from 1st January 1981, if ROAR (America) and JMRCA (Japan) agreed. Needless to say neither of these other two organisations in the World Federation agreed. There, sensibly, the matter should have ended. But no! In three hours E.F.R.A. seems to have talked the matter silly, only to decide to vote again in 1981 without the restriction of agreement from the other two world block organisations. Presumably in 1981 E.F.R.A. will decide to ban 'nitro' in European events and become the 'loner'. Some fondly believe that 'lower' is to be read 'leader', though in my thoughts the word is 'loser'! Over ten years we struggle to get international rules (and remembering some B.R.C.A. meetings, I mean struggle!) and an International Federation for world agreement and then spll-----it! EFRA decides to be different!

What follows such a unilateral ban is horrible to contemplate. National organisations deciding to support I.F.M.A.R. and not E.F.R.A. and continuing to allow 'nitro'. Competitors with 'nitro' injection to the crankcase. (That's not an additive, Race Director, its an injection!). Ether aerosols for quick starting. . . dare I go on? My reflection becomes a plea to the EFRA President, Ted Longshaw. "DON'T LET THEM DO IT, TED? WE ADMIRE WHAT YOU HAVE BUILT FOR MODEL CAR RACING IN EUROPE AND THE WORLD. DON'T LET THEM TAKE IT APART." I wonder if anyone sought opinion from the engine manufacturers?

EFRA also introduced rules for the approval of body shells with effect from August 1981. All apparently very strict. However, it appears not to have changed the rules it already had (Internationally agreed ones!) and appears to have a situation which says "If it was illegal before 1981 but we liked it, we'll approve it, but unless your new body shells meet these impossible requirements which we are writing down we can't approve it". Did anyone look at the low profiles of current full-size Formula 1 cars, divide by eight or twelve, and consider fitting the resulting body over the front axle beams of current models? I bet not, nor did they consult the manufacturers! Like the 'nitro' ban, it may appear good for the sport, but unless its practical and acceptable to a majority, forget it! Far better to ban a few "baddies" by agreement and watch the rest fall into line!

E.F.R.A. also took the first steps towards European Championships for twelfth scale for 1981. Two championships in fact. A Championship for modified cars in Switzerland, 80 drivers on 1st March, and another for the standard class at the end of April, in Italy. "Two championships, two classes, two months running, and too far away" summarises the dilemma facing the twelfth scale Committee in this country. No doubt they will find the answer and Great Britain will be represented, but when it's all over will there be a European Champion? I guess this move in Europe will cause all National Associations to take a closer look at the Standard versus Modifieds situation, or more simply what is an Open Championship?

Looking more closely at this problem in twelfth scale, I sat with admiration at the Twelfth Scale Conference as the Committee battered some sense into the 'standard' motor situation, or so I thought. After the meeting I was shown an advertisement for "hand-built" motors in virgin cars, which could quickly make a nonsense of everyone's efforts. Perhaps I am defeatist when on reflection I decide "Open Championships are for unlimited cars and any form of 'standard' class championship is limited cost in disguise". I just happen to believe that any form of limited cost racing is beset with difficulty from the start. Endless scrutineering, endless argument, endless aggravation and never an 'open' competition.

"We must limit costs! Look what happened to slot racing", everyone screams. But is it a true comparison? Big money prizes with attendant jealousies and commercial organisation killed slot, not open competition. At full-size level, top class competition is frighteningly expensive, but attracts the crowds and encourages the beginners. The beginners in their thousands race in less exotic competition. Why not with model cars?

The twelfth conference also decided to organise the 1981 Twelfth Championship on a series/points basis. Reflection reminds me that some years ago Eighth did the same thing with disastrous results, when the championship was decided half way through the series. Here's hoping that twelfth is more successful, but I can't help asking did they ask those with experience?

Both scale conferences and the A.G.M. discussed handicap ratings in great detail, with the consensus of opinion that frequent updating was required, to which end computer power was a necessity. And so say all of us! On reflection current plans for meetings appear to present the handicapper with about forty updates on one or other list in 1981. Knowing that computers need data input and knowing that our National Handicapper earns a living in other pursuits, I am left wondering what we can realistically expect. Commonsense suggests no more than a monthly update of each list and even then projection of the problem into the future suggests that an evergrowing list of rated competitors may quickly force a re-think on sorting the men from the boys.

Reflection projects the thought that perhaps we do not need handicaps at all. Can an 'open' competition consider handicaps any more than it can be to a limited cost? Will 1981 lead us to "handicapped class" rather than "handicapped drivers"?, solving in the process the problems of "open" or 'limited cost' racing. Maybe the eighth scale introduction of 'Open Champion' and 'Association Champion' points the way. Definition of finals not by handicap ratings on drivers but by limitations on eligibility. For instance the twelfth scale meeting which features finals for "open competition" (anything goes!), standard motors, drivers under 18, drivers at a first national meeting or drivers without differentials, to suggest a few "handicapped classes". In eighth scale, 'open competition', unsponsored drivers, cars without 'nitro' (I'm keeping friends in EFRA!), cars without differentials (Friends in 820!) or cars without independent suspension, immediately suggest themselves.

In such competition organisation can become simplified provided one overall rule applies - All entrants eligible for the 'open' competition but after that, one driver, one class entry. Any organisers willing to try?

Reflecting on the 'Association' class versus 'Open' class in eighth scale reminds me of the thorny problem which the eighth conference never tackled. What is a sponsored driver? Looking back on 1980 and the subsequent advertising based on results leads to a problem. No-one will believe that the driver who wins an Association Championship and subsequently has his photograph and his achievement in a manufacturer's advertisement is unsponsored. It may well be true, but no-one believes it! The Eighth Scale Committee may well need to look at the problem. Urgently perhaps, since Association competition is featured in Porsche Series racing in the coming season!

The introduction of a 'Referee' at eighth scale meetings by both EFRA and BRCA is a decision which, hopefully, will solve many of the 'protest' problems. Twelfth scale has chosen the 'protest fee' to deal with the same problems. Reflection allows the mind to invent all sorts of situations and project the outcome for better or worse. Will a referee with a yellow (bad boy!) flag and a black (stand-in-the-corner!) flag be more successful than a Race Director collecting protest fees? There is no immediate answer to that question. Sufficient to say both systems will probably improve meetings. Who knows, maybe both scale need both systems. The new season will tell!

On final reflection one thought overrides all others. At all meetings and conferences every decision taken had one guiding thought behind it. Make 1981 a better season than all before! Sure, there will be problems, decisions which may not work out in practice, and protests as always, but so long as at the end of it we have more friends than now, success is assured! I believe 1981 will be such a season, see you at the first meeting!

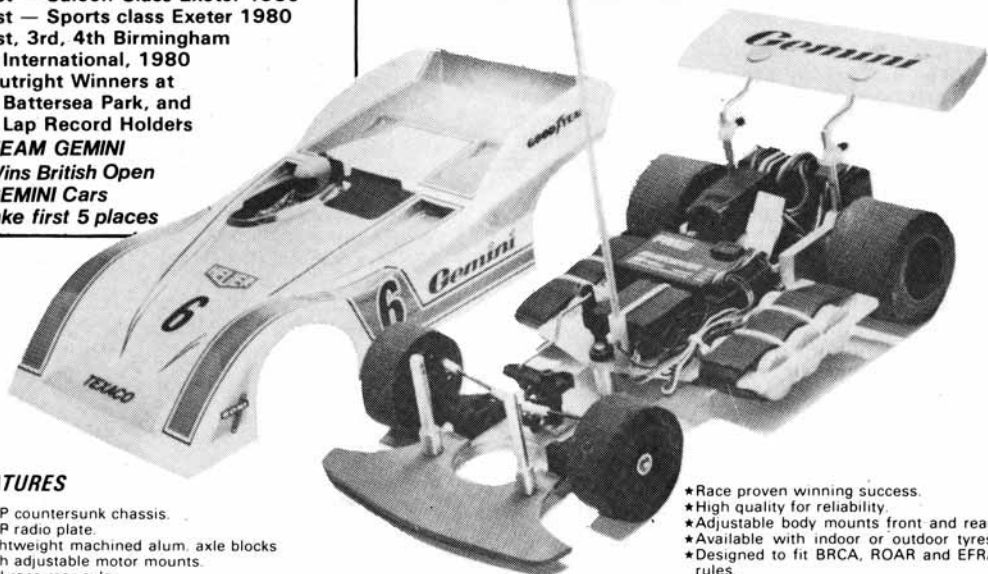
Gemini

COMPETITION 1/12th SCALE
R/C CAR DESIGNED BY
PHIL GREENO

★COMPETITION SUCCESS

1st — Saloon Class Exeter 1980
1st — Sports class Exeter 1980
1st, 3rd, 4th Birmingham
International, 1980
Outright Winners at
Battersea Park, and
Lap Record Holders
TEAM GEMINI
Wins British Open
GEMINI Cars
take first 5 places

THE CAR KIT THAN CAN WIN STRAIGHT OUT OF THE BOX!



FEATURES

- ★GRP countersunk chassis.
- ★GRP radio plate.
- ★Lightweight machined alum. axle blocks with adjustable motor mounts.
- ★Ball race rear axle.
- ★Schumacher differential is a standard fitting.

KIT PRICES

PGE1201 — Basic rolling chassis kit only includes: all hardware but no Ni-Cads, motor body, char leads, etc. **£49.95**
PGE1202 — Complete kit includes Ni-Cads motor, chassis components, Lexan body and wing, charge leads, body mounts, wheels/tyres etc. **£75.00**
PGE1203 — 'Competition Special' as above but comes ready assembled, includes lightweight chassis, painted Lexan body, competition 05 motor **£85.00**

ACCESSORIES (send SAE for price list)
Silicone Two sizes (Dow Corning clear) small 89p, large **£1.68** tube.
Lexan 1/12 Bodies. Latest MRP Prophet, Lotus Esprit, Renault Le Mans, Toj BMW Dome, **£5.90** clear, **£7.90** painted.
Supa-Car Lexan paint, 8 colours (per tin) **£1.10**
Metallics and Fluorescent colours (per tin) **£1.25**

- ★Lightweight front suspension with Akerman steering.
- ★Lexan body and adjustable wing wire set.
- ★6 cell Ni-Cad pack and charge leads.

Front wheel ball races (Associated) only **£3.98** pair. Rear ball races **£3.90** pair. Two Pin 'Mate N Lock' connectors **51p** pair.

Mardave, Lectricar, MRP and Bo-Link, Tamiya kits and spares always in stock.

'ADAMS' DEMON' SPEED CONTROLLERS

Electronic speed controller with fully proportional forward speed and dynamic braking: plugs into receiver, regulated 5 volt supply eliminates Rx. Batt. and throttle servo, very high construction quality for proven reliability.
PGE-DM1 — Proportional forward with dynamic brakes **£34.50**
PGE-DM2 — Proportional forward with dynamic brakes and reverse **£39.95**
All prices include VAT

- ★Race proven winning success.
- ★High quality for reliability.
- ★Adjustable body mounts front and rear.
- ★Available with indoor or outdoor tyres.
- ★Designed to fit BRCA, ROAR and EFRA rules.

1/12" ELECTRIC MOTORS

PARMA MOTORS
Renault — 35 turns **£7.20**
Porsche — 32 turns, balanced
Epoxied **£9.95**
Lotus — Fast wind, epoxied,
balanced **£16.95**
Ferrari — Rewound, balanced, epoxied,
ball raced, very fast **£32.50**

MRP MOTORS

STD 05 **£6.50**
Competition 05 rewind, epoxied,
balanced **£9.50**
GZ 1200 Motor **£17.50**
MRP 'C' Foam Tyres (pr) **£2.75**
MRP 'D' Foam Tyres (pr) **£2.75**
PROPHET BODIES NOW IN STOCK!

EXPORT AND TRADE ENQUIRIES
WELCOME. FAST MAIL ORDER.
ACCESS. BARCLAYCARD.
HOBBYCARD

MANUFACTURED AND DISTRIBUTED BY

PHIL GREENO models Ltd

9 Village Way East, Rayners Lane, Harrow, Middx Tel: 01-866 7770

hobby spot

516 Hagley Road West
Oldbury, Warley
Worcs. B68 0VZ.

TEL: 021-422 1000

1/12 ELECTRIC CAR SPECIALISTS

ASSOCIATED + GEMINI SPARES

Full Range of GREENO "Gemini"
And Associated RC 12E Parts
Available. Including latest goodies, Carton
Fibre Chassis & Axles, Diffs and Spares etc.

TYRES! TYRES! TYRES!

Hobbyspot Super Slip-on £2.20
Hobbyspot Medium Rear £1.50
Hobbyspot Medium Front. . . . £1.00
NEW! HOBBYSPOT LOW PROFILE
MEDIUM FRONT TYRES (REALLY
GOOD) £1.00
Mardave Std Rear £1.50
Mardave Soft Rear. £1.80
Mardave Std Front.90p
Plus most Raydio Tyres.

NEW!

Stub axles to replace
Std on Associated and
Gemini - Quick change!
No more E clips to lose
when wheel changing only £1.20
complete set

SPECIAL ITEMS

Carbon fibre chassis blanks (Special Price. . . £9.95
Lexan chassis blanks 7x14. £3.50
Front wheel Ball races, Associated/Gemini. . £2.50
Rear wheel Ball races, Associated pr £3.95
Rear Ball races, Mardave/Gemini pr £3.95
Rear Wing Mounting Set pr £3.95
Rear Wing (polycarbonate) £1.38
Alpha Centre Diff Complete (Wall made) . £24.95
LARGE TUBE CLEAR SILICONE
SPECIAL PRICE. £1.50
Demon II Speed controller £39.90

SCHUMACHER

See page 54 RRC RIGHT HAND
SIDE OF PAGE.

MOTORS

Parma Renault (BRCA Std) £7.25
Parma Porche (BRCA Std) £9.35
Parma Lotus (BRCA Mod) £16.00
MRP 550 (BRCA Std) £6.50
MRP 551 (BRCA Mod) £9.50
Associated std with Connector. £8.16
Associated REEDY Special Price £29.90
Jerobbe/Igarishi 35 turn £6.45
Jerobbe/Igarishi 32 turn £6.95
AYK Red Mabuchi (Red Cap) £10.95
AYY GZ IZOO (Very Fast) £17.50

POLYCARBONATE BODIES

MRP Prophet, painted £7.95 clear £5.95
MRP TOJ BMW, painted. £7.95 " £5.95
MRP HYASHI DOME, painted. . £7.95 " £5.95
MRP Renault Le Mans, painted . £7.95 " £5.95
MRP Busch Hogan, painted . . . £7.95 " £5.95
MRP Frisbee, painted. £7.95 " £5.95
Parma Lancia Stratos, painted . . £6.95 " £4.95
Parma Turbo Capri, painted. . . £6.95 " £4.95
Parma Ralt, painted £6.95 " £4.95
Parma Kloll, painted £6.95 " £4.95
Parma Rondeau, painted £6.95 " £4.95
Parma Dodge Pick-up £6.95 " £4.95

(Looks great painted)

Plus Porche 936, Ligier F1, Ferrari, Daytona
etc., etc... phone for current stock details
AMP + CREENO Lexan paint in stock
all colours ...

OMEGA 2cn UHF

COMBO IN STOCK NOW!

- * 39 channel capacity!
- * Uses any Futube
"M" Servo's
- * Easy conversion to
Ni-cads
Could be the answer
to interference problems.
- * Built-in Rate switch
- * Small UHF Rx
- * Latest design.

MAIL ORDER SPECIALISTS

Telephone 021-422 1000

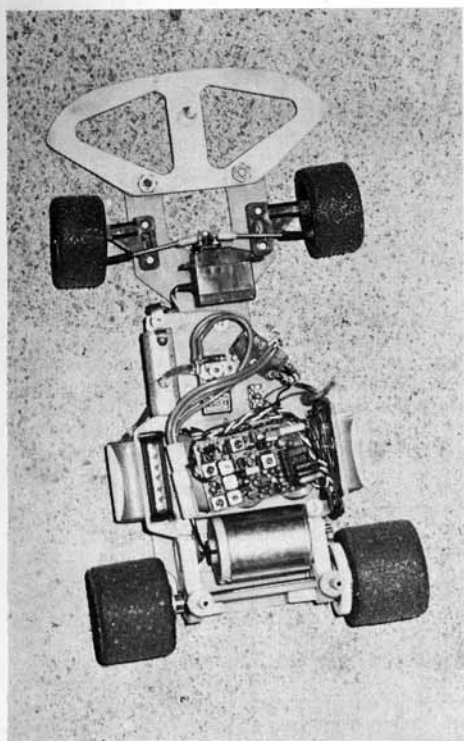
Mastercard, Hobbycard
Access, Visa, H.P. Terms

Opening Hours: Monday-Friday 9.30-6.30. Wednesday CLOSED.

Please allow sufficient for P & P

All Prices correct at time of going to press but subject to alteration.

1/12 ELECTRIC BRITISH NATIONALS – 1980



Bill Maisey's successful 1980 championship car

are going to win National or Club meetings if your radio gear isn't going out 100%. I'll climb down off my soap box now, secure in the knowledge that this years organisers won't be plagued with cries of "interference". What a way to open a national report!

Well, for anyone who was not at Malvern for this years British National Championship, you missed a final to end all finals. Considering the general feeling about the track being too narrow, the standard of racing was excellent. As the drivers gradually became aware of all the subtle twists and turns, lap times dropped dramatically. Drivers began to realise that to score well on this circuit, the car had to be coaxed around the racing line and not muscled with all the power now available from these super high-talk motors and trick batteries. As an aid to all drivers taking part in the second Malvern meeting of the year it was decided (after much deliberation) that the drivers'

Bill Maisey receiving his cup from the Mayor of Malvern



This meeting turned out to be a fitting climax to a very exciting and turbulent year of 1/12 electric car racing. The day, generally, ran very smoothly without any major problem. At times progress was held up briefly due to very low readings from transmitters being indicated on the frequency analyser. There were many radio outfits present at this years Nationals giving out a very much below par signal and I feel that every attempt was made to inform the people of this fact. As a note of advice to all of you who now know your gear is faulty (and to many of you who suspect), please get your radio equipment checked regularly, especially if you are contemplating entering national meetings this year. Many valuable hours of racing can be lost during the year, at our big prestige meeting – time that the hard pressed organisers can ill afford. To all the scepticks out there who's radio outfits haven't seen the inside of a reputable service agency, since new. There is no way you

MALVERN BRITISH NATIONAL CHAMPIONSHIP - 1980

Drivers Name	H/ Cap	Yrs. Exp.	Kit or Scratch	Chassis Material	Nicads	Diff. Type	Motor	Front Tyres	Rear Tyres	Speed Control	Body Shell	Radio Gear
1 BILL MAISEY	50	1 1/2	Associated L'weight	Fibre	Safe 120%	Associated Limited	Astro 05	Armaflex	Armaflex	Parma resistor 1 1/4 ohm	MRP Prophet	Futaba T/Stick
2 NEAL FRANCIS	50	1 1/2	Scratch	Lexon	Safe 120%	Own Geared	Mabuchi RS 54	Mardave Rubber	Armaflex	Parma resistor 1 1/4 ohm	MRP Prophet	Futaba T/Stick
3 TONY WELLS	35	3	Associated L'weight	Fibre	Safe Stand.	Associated Limited	Associated 05	Mardave Rubber	Armaflex	Parma resistor 1 1/4 ohm	MRP Prophet	MAG J.R.
4 LES PIPE	50	3	Associated L'weight	Fibre	Safe 120%	Associated Limited	Astro 05	Mardave Rubber	Armaflex	Parma resistor 1 1/4 ohm	MRP Prophet	Futaba T/Stick
5 STEVEN DAVIES	50	6 mth.	Associated L'weight	Fibre	Safe 120%	Associated Limited	Astro 05	Mardave Rubber	Armaflex	Parma resistor 1 1/4 ohm	McClaren M 20	Futaba T/Stick
6 PHIL GREENO	50	3	Gemini	Fibre	Safe 120%	Schum'r Greeno Limited Carbon ax.	Associated 05	Med/Hard Front	Neop. Rear	Demon Mk. II	MRP Prophet	McGregor J.R. F.M.I.
7 TOM MORGAN	50	1 1/2	Spectron	Lexon	Safe 120%	Own Geared	Mabuchi RS 54	Mardave Rubber	Armaflex	Parma resistor 1 1/4 ohm	Schee	Futaba T/Stick
8 DAVE TONGUE											MRP Prophet	
9 PHIL STONES			Associated L'weight	Fibre	Safe 120%	Associated Limited	Parma Renault	Mardave Rubber	Radio Neop.	Parma resistor 1 1/4 ohm	MRP BMW TOJ	Futaba T/Stick
10 WAYNE DAVIES			Associated L'weight	Carbon Fibre	Sanyo Cells	Associated Limited	Associated 05 Hi-Torque	Radio Med Rubber	Soft Neop.	Parma resistor 1 1/4 ohm	Associated TOJ	Futaba T/Stick



View of circuit



View of lap counters—hard at work

rostrum would be positioned at the side of the circuit rather than at the end of it. This was generally accepted as a more suitable place to drive from. It was certainly more suited to the length of the straight at this meeting. You could very easily have been driving the car away from you at an alarming rate, only to find yourself misjudging the 'flat-out' right-hander at the end, over 30 yards away. Quite a distance considering a 1/12 scale car is no more than a foot in length.

Another bonus at this meeting was the grip. Very few complaints were voiced about the lack of it. I can only assume that most competitors must be getting the hang of siliconing their tyres for all surfaces as well as getting their cars balanced out properly. I also suspect that a lot of the better surfaces we have been running on this year, have also been "doctored" by our conscientious band of dedicated organisers, before the events.

The general driving standard was of a very high order – maybe helped by the fact that drivers were only accepted if they had entered three national events earlier in the year. It was very gratifying to see so many younger drivers making a very good showing indeed. Such drivers as Tony Wells from Cleveland – ably coached and transported by our new 1/12 chairman, Dennis Trowbridge and his "compatriot" Ken Rigby; Steve Davis from Birmingham – whose mentors include Neal and

Bill; Dave Tonge from the Alley Pally Club – with his helpful contingent from that famous London Club! Well done to all of you lads, come on the rest – these lads are showing us the way!

It is probably a good stage to sing the praises of Steve Brown of Itomark (as his trade now goes). Steve has been very active this year following the 1/12 scale circus around, offering his talents as a computer programmer. I think it is fair to say that without Steve (or someone like him) the headaches of running a national meeting would probably have put many people off. Then we, the members of the national car racing circuit, would have been deprived of our regular get-togethers around the country. So – more power to your elbow Steve and thanks for many pleasant meetings this year – we're looking forward to many more in 1981.

A word of thanks must go to Radio Rentals for the second time this year they have loaned the organisers a close circuit TV set-up which has enabled everyone to observe the scores being clocked up. It added a very nice touch to the meeting. Radio Rentals are also interested in helping the 1/12 scale hobby out in the future – so we'll keep our fingers crossed. Perhaps if one large company shows some interest, we may encourage others.

I think the main final was a fitting race to mark the end of a great year's racing. The excitement it caused far surpassed any other meeting this year. Most of the 'tipped favourites' appeared in

Tom Morgan facing Mecca



Winter Gardens' superb catering facilities



the line-up and what a line-up it proved to be! The worthy champion, Bill Maisey, drove superbly, making his way from last position at the start of the race. As Bill and Neal later tussled for first position the crowd was going wild! Bill has had a superb year's racing and he was a deserving winner to take the title of British National Champion.

As most of you know, next season will see the championship decided on an accumulative total. This should prove to be an exciting battle to the top. I'm sure the points system will encourage even more people to join our happy band 'county-hopping' in the hope of scoring enough points to claim the crown of British Champion.

Congratulations Bill!



The editor

MENDIP 1981 NEW YEAR GRAND PRIX

by Dennis Jones

(Competitions Secretary)

This event, held on January 1st for the last four years, always produces some good entertainment for the start of the year.

This year was no exception. Thirty-nine drivers turned up to be greeted by a blue sunny sky, quite a cold wind and surprisingly enough a track with a fair amount of traction considering no racing had taken place on it since last October.

The order of racing was 3 ten minute qualifying heats - fastest 16 drivers to go straight through to two finals, 15 minutes each. The first heat got under way at 11.30 a.m. 25 to 28 laps being fairly standard for the first four groups: 29 to 34 laps in the 5th and last group. Bob Errington doing 34 laps in 10 minutes 15.9 secs to gain F.T.D.

The time schedule fell in arrears a bit and heats did not finish until 3.30. The light had started to deteriorate so finals were started as quickly as possible the "B" Final was run first and I can assure you it was B-----! cold up on that rostrum 'cos I was there' trying to assure my fingers that if they kept going for another 5 minutes I would treat them to a warm later on.

We ran the "A" Final next. The one problem we had was trying to see the numbers on the cars in the dying light. Bob Errington, John Milne, Marley Parrant and Fred Martin kept up a fairly hot pace until Fred had a ring gear strip. Bob, Marley and John kept going until the latter ran out of fuel in the last few minutes leaving Bob to win and Marley second.

Considering the number of hangovers (min included) a good days racing. Nice to see Tom Martin with us for about an hour.

My thanks to all who helped with lap counting, etc., and also to Saric Vacform for providing FTD Trophy for the day.

Results:

<i>"A" Final</i>		<i>"B" Final</i>	
1st	Bob Errington	1st	Steve Wakeman
2nd	Marley Parrant	2nd	Alan Sturgess
3rd	John Milne	3rd	Alan Jones
4th	Mike Redwood	4th	Dennis Jones
5th	Don Powell	5th	Ian Davies
6th	Paul Booth	6th	Dave Pittaway
7th	Fred Martin	7th	Mike Anderton
8th	Pete Goodman	8th	Davie Jones (Glous)

- Welding
- Fabrications
- Shotblasting

MOBILE WELDING

Stock Car Chassis welding
and allied small jobs

TELEPHONE:

P. STOREY on
HINKLEY 32543

for quotation.

* * *

30 LANESIDE DRIVE
STONEYGATE, HINCKLEY
LE10 1TG



A Few Words from the "Maestro"

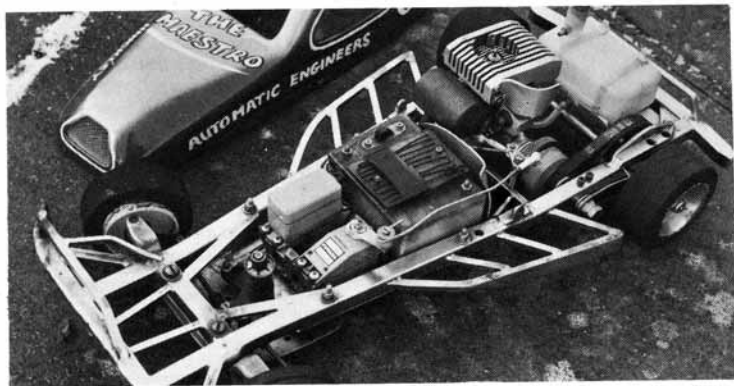
Having been asked by Les Pipe to write about my success of the past season and the build-up to winning the World Championship events, be prepared! I'm no literary genius.

1980 has been my best season to date, winning about a dozen finals which included both the RSCA and Open World Finals. I think basically "tactics" plus reliability have been the two main factors, although frightening the opposition off the end of the straight also helped tremendously.

The main reason on the serious side, is reliability, engine keeping going, belt stopping on the drive wheel, steering not breaking up and wheels not flying off. This all comes from five

seasons of competitive racing and going home after each meeting with the bits and pieces, to rebuild, develop and make stronger.

Now to talk of this season. The chassis started competition midway through 1979 together with the engine, being a Veco 19 with chromed piston and Kavan carb. This engine proved to be a real flyer, so after three or four meetings at the start of this year I decided to take it out and keep it for the big events to come later. What to use was now the question. A visit to Tony Whitethorn at Model Craft in Leicestershire, saw me coming home with a second-hand Fuji needing a rebuild. After two frantic weeks and the fitting of another chromed piston I went out



Spoils of a successful year

Internal view of Bob's 1980 winning championship car

at the next meeting feeling very optimistic. Magic! It was too fast, I couldn't control it. Still, with a bit of practice I got the hang of it, but there's no doubt that it's better for long tracks like Newbridge and Lilford Park. On smaller ovals I found it more a "top end" power engine, lacking torque coming out of the bends, so it was back to the faithful Veco 19 for the RSCA World Championships at Chessington. On such a small track it proved to be the right move and brought me the title, even though up against some stiff opposition, with more powerful engines.

Next came the Open World Championship at Studly, this I considered to be the event of the year. Taking part were thirty or more European competitors as well as about forty from G.B. Knowing it was to be raced on a larger oval and that I would be racing against Super Tigers this led me to look for some more "umph". At the same time along came Chris Cowlam with a pile of bits and pieces saying "here, see what you can do with this". "This" being a Veco 21. A rebuild and a chromed liner fitted saw us ready for practice day. After a couple of sessions very rich to run things in and seeing Brian Williams go round!, it was time to screw the needle in and see how it went. Well, down the straights was no problem but it had a mind of its own in the bends, never mind, back home we went for modifications. Race day now and the heavens opened making it a race of tyres and easy on the



throttle. I managed to get straight through to the final but had throttle linkage gremlins just before the start (thanks for holding it Lads), then we were off, on a surface like an ice rink. A good race especially with the flying Dutchman, Ernst Aalders, left everyone wondering who had won and no one was more surprised when the results were announced, with me coming first, Ernst second and Brian Sylvester third.

The presentation in the Club Room turned out to be a wetter event than the racing with the three of us getting a shower bath in champagne – not complaining though. All in all it turned out to be a very freindly and enjoyable weekend of racing finishing a year of successes which I will have a job equalling in the future.

Successful Bob Clayfield with car and trophies

Front view of clearly showing overworked bumper

4 hr. Duckhams Team Race

Report by PETE TOWNSEND



There was plenty of passing also some OVERTAKING!

Photograph Stuart Mann

October 26th 1980 dawned... well almost. The weather stayed in bed through lack of interest, and Littlemoor Park flew south for the winter. The extra hour in bed felt like 24 too few.

Seriously though (what, in this sport) although the day of the 4 hour Duckhams Team Race was a little cold and somewhat damp, 7 teams of 6 arrived at the Yorkshire R.C.M.C.R.C. race track at Queensbury (for people without calculators, I think that adds up to 42 plus helpers, hangers on and hinderers). The seven teams were: Bradford A, Bradford B, Wombwell A, Wombwell B, Boston, North East, and the young club at Preston. In this, the fourth running of the 4 hour team race, 4 sets of trophies were at stake, 1st to 3rd Open and 1st on Handicap.

The rules for the event were simple, 55 minutes maximum racing time per driver, requiring 5 drivers at least, out of the team of 6. Gouging, scratching and biting weren't allowed either.

During practice the racing line round the track was cleared a little and the times went better than expected in the conditions. At "T" minus 5

seconds, 6 cars came to the start line, 3 seconds later Bradford 'A' restarted their engine and decided to join the others. At 11.30 the horn blew to start the race and 6 cars set out to the first corner - 6?? Yes 6... Bradford 'B' held back at the horn for a second or so, set off through the slight first corner melée and was sharing 2nd place down the main straight.

After a few minutes settling down to racing, as opposed to practising, on the damp track, the cars started to circulate steadily. Bradford 'A' was an early casualty, with a change of driver after about 8 minutes due to engine problems. They then started to chase the leading pair of cars (Bradford 'B' and North East) to take up the challenge for first place. After the first half hour Bradford 'B' team were leading the race by 3 laps over Bradford 'A' and North East (who were chasing very hard on 91 laps each). At the back a very hard race was developing between Wombwell 'B' and Preston. This meeting was the first racing the Preston team had done on any track other than their own.

The next half hour saw the pattern of the race



Bradford 'A' team-1. to r.-Mick Newman, Dennis Louth, Jeff Lindstrom, John Russell (team manager), Alan Micklethwaite, Garry Millburn.

set with Bradford 'A' making first place followed closely by Wombwell 'A', with North East not far behind. Boston pulled up to fourth with Bradford 'B' dropping to fifth after having a bad period of engine failures.

In the remaining three hours, Bradford 'A' lost the lead briefly, but regained it once more to gradually pull clear with Wombwell 'A' unable to get back to seriously challenging them. North East just held on to a slender lead over Boston (7 laps) to take 3rd place. After their early problems, Bradford 'B' couldn't make a serious challenge for the open places, but kept going at a good pace to keep well clear of the bottom two teams. The track had improved to a very high degree of traction which helped the race for sixth place. The dice between Preston and Wombwell 'B' for 4 hours of hard, fast racing was as close as one could wish to see anywhere.

All through the four hours they were constantly changing positions with never more than a dozen of the 144yd lap between them. All the more interesting was the fact that Preston lost 5 of their 6 cars through water in the R.X. The team ended up by all taking turns with the same car. At the final count, Wombwell 'B' had a 2 lap lead over Preston - it was so close and a pity that someone had to come last.

And so, the final result:- Bradford 'A' 1st - Wombwell 'A' 2nd - North East 3rd - Boston 4th - Bradford 'B' 5th - Wombwell 'B' 6th - Preston 7th. The Open Trophy went, obviously to the first three placed teams and the Handicap Trophy went to Bradford 'B'.

A final thought - hope next year for the 5th Duckhams 4 hour that the day does dawn, and is bright and dry, the weather gets out of bed and brings the sun with it.

Bradford 'B' team-Craig Hewitt, Ian Milner, Tony Milner, Tony Marsden (team manager), Ken Spencer, Pete Townsend.



313
MARSH
LANE,
ERDINGTON,
BIRMINGHAM
TELEPHONE
021 373 3535 & 5945

JIM
DAVIS
MODELS
LTD.



145,
NEWGATE
LANE,
MANSFIELD,
NOTTS.
TELEPHONE
MANS. 36062

R/C SPARES
AND ACCESSORIES

ASSOCIATED wins first 24 hour enduro at Birmingham, setting new world records in process the motor used to power the team cars in this race is now available to you, reedy selected and tested, legal 05 stock motors at a price which is also legal. You've tried the rest, now join the winners and race the best.

NEW RADIO CONTROL OUTFITS

Futaba 2LFM Complete	£69.00
Futaba 2L with 33m servo's	£44.00
Futaba 2L with 17m servo's	£58.00
Nicad conversion for above, inc. nicads, charger, charge jack and leads	£24.50
Sanwa 2 with 2 servo's	£42.95

SPECIALLY REDUCED

Futaba Medallion 2CH	£33.95
----------------------	--------

1/8 SCALE CAR KITS & ACCESSORIES

PB6 International	£79.80
PB7 International	£70.40
PB8 International	£95.32
PB9 International	£127.27
P10 International	£45.95
S.G. Futura III Special, inc. diff.	£90.95
Mardave Comp. Special	£29.80
Mardave Stock Car	£26.50
Mardave Autocross Special	£26.50
P.B. Air Filter £2.90 P.B. Differential	£39.85
P.B. G.R.P. Chassis (narrow)	£9.27
P.B. G.R.P. Radio Plate	£8.50
P.B. Slide Carb.	£27.50
AMPS Mini-Diff PB £35.00 AMPS Mini-Pipe	£13.90
P.B. Adjustable power silencer	£15.92
Greeno tuned silencer	£16.95

Full range of Phil Greeno acces. including Supacar Lexan Paint.	
Parma Big Shot fuel bulb	£3.25
Delta servo savers £4.85	£2.30
Delta air filters £2.85	£4.55
Delta fuel filter £1.98	£1.75
Delta track rod kits	£1.95
Delta antenna	£3.75
Johnson Fuel tank kit	£5.50
Associated flip top	£2.20
P.B. Tank (flip top) nylon	£4.50
Thorpe rear hubs (pair)	
Ballraced servo tops 17m	
Parma genuine Lexan paint all colours and thinners, two sizes.	
Associated 2402 £4.25	£4.66
Associated moulded front	£4.95
Uffra Slix, Specials, Supers. 3 dot all weather tyres	£5.00
P.B. 215 all weather sticky's	£4.25
MRP mid. fronts £4.25	
Delta 340 B	
Plus full range of P.B. tyres and full range of bodysHELLS by P.B., Parma, S.G. and M.R.P.	

LATEST RELEASES

P.B. Clamp on clutch ass.	£15.73
P.B. Digital stopwatch	£17.50
S.T. X21 R.E.80. Inc. Manifold	£59.90
Jim Davis Models Hi-Torque racing 05 motor. 35 turn armature stock production and LEGAL	£6.50

PB9S Omega	£120.00
Omega Conversion for PB9	£29.87
PB Lexan Paint 125ML.	£2.90

WORKS REPLICA ASSOCIATED RC 12E 1/ SCALE ELECTRIC, ALL THE LATEST FROM THE FACTORY IN CORPATED IN THE CAR. PHONE FOR DETAILS

CAR ENGINES

OPS 21 with carb.	£52.65	OPS 21 without carb.	£49.95
K & B 21 without carb.	£39.95	OS 21 FSR A.B.C.	£52.00
Picco 21 with slide carb.	£84.00	Irvine 20	£41.95
Veco 21	£31.75	Veco 19	£27.95
Fuji 19	£27.40	Hi-Speed main bearing	£8.10
OPS slide carb.	£21.00	Filter for above	£1.50
Sullivan starter	£26.50	P.B. Nova starter	£22.86

1/12 SCALE KITS & ACCESSORIES

Associated competition basic rolling chassis (basis of the works replica cars)	£36.95
Associated basic kit	£29.95
Associated full kit	£59.95
Phil Greeno's Gemini (chassis kit)	£45.95
Gemini competition kit	£85.00
Complete range of Gemini spares and accessories	
Lectricar full kit	£49.95
Lectricar stock car	£59.95
Mardave Mk II 6 cell	£42.95
Mardave 4 cell kit	£34.95
Mardave stock car	£36.50
Mardave Midget racer	£36.50
S.G. Antares	£36.95
Tamiya Rough Rider	£69.95
Tamiya Sand Scorcher	£69.95
Tamiya Comp. Specials, XR311, Cheetah Cambria	F.W.D. £36.95

M.A.P. Timer charger	£12.95
Tamiya fast charger 6v.	£12.99
Tamiya fast charger 7.2v.	£12.99
Tamiya 6v. and 7.2v. Nicad packs fast charge leads 4 or 6 cell	£3.14
Push-on tyres and rims trued and glued tyres on their own (pair)	90p
Rims on their own (each)	25p
Associated differential	£10.65
Schumaker diff.	£6.90
AMPS Mini-Diff 1/12	£11.40
Cambria diff. (F.W.D.)	£14.95

Full range of Parma motors, M.R.P. and Associated 05 including Reedy's when available. Parma, M.R.P., and Associated 1/12 bodysHELLS over 150 in stock from £4.95 clear to £7.90 painted including the latest from M.R.P. the

AMPEX PROPHET CAN-AM

Parma speed resistor	£4.95
Associated speed resistor	£5.32

Soft Hi-Capacity 1.2 AH cells singles	£1.65 each or
welded 3 cell packs	£6.50 each.
Soft 500 M.A.H. Pencells each	£1.00

HOWES

ASSOCIATED ELECTRICS

9-10 BROAD STREET, OXFORD, OX1 3AJ
TELEPHONE: (0885) 42407

1/12th CLEAR LEXAN BODIES

Jo-Mai	Shadow F.1	£4.99
"	Corvette	"
"	Porsche 917 Can Am	"
"	Schkee Can Am	"
"	BMW M.1	"
MRP	Triumph TR7	"
"	Renault Le Mans	"
"	Ampex Prophet	"
"	Busch Can Am	"
Bolink	'75 Camaro I.R.O.C.	"
"	Ferrari 312-B3 F.1	"
"	Ferrari 312 P Can Am	"
"	'32 Ford Tudor	"
"	Mercedes 500	"
"	V.W. Scirrocco	"
"	Mini Cooper	"
"	Oldsmobile	"
"	Porsche 935-78	"
"	Elfin Can Am	"
Associated McLaren M20	"
"	Ferrari 312PB	"
"	Porsche 30K2	"
"	Firebird G-T	"
"	TOJ Can-Am	"
Parma	Gremlin Modified	"
"	Lola T333	"
"	Capri Turbo	"
"	Pontiac Silverbird	"
"	Kroll Can Am	"
"	Dodge N.A.S.C.A.R.	"
"	Rolt Can Am	"
"	Lotus Europa	"
"	Lola T70	"
"	Mirage M10	"
"	Porsche 908	"
"	Lola T530 Can Am	"
"	Williams F.1	"
"	Schnitzer BMW320	"
"	Buick N.A.S.C.A.R.	"

1/12th ELECTRIC CAR KITS

Jo-Mai Lightning 2000

2300 Basic rolling chassis kit less body, motor, Ni-cads, speed controller, radio etc. £29.99

2380 Assembled complete with ball bearing front wheels and rear axle, modified motor, resistor s/cont, 6 cell ni-cad, differential and painted Lexan body. Less radio and charging lead £84.99

ASSOCIATED RC12E

3016 Advanced R/C car kit. Kit includes, differential, aluminium flat headscrews, 3706 tray, triangle chassis. For small 30M servos etc. 6 cell kit less body & radio £54.90

3001 Competition Basic kit. As above but less all electrical components (such as radio, motor, Ni-cads, wiring, resistor also diff. & body £29.99 Associated 3430 Differential £9.00

Schumacher differential £6.90

Epoxy glass for chassis	1/16"x7"x14"	£3.70
" " " "	1/16"x3"x14"	£1.99
" " " "	2mm x7"x14"	£4.22

Propylex 1/8"x1sq.ft approx for front bumpers and shaker plates 99p

Cable ties for Ni-cads etc. 10½ long pkt 10 . 50p
" " small pkt 20 35p

Serrotape thin pkt 10 80p
Extra flex wire, red, black, green, 10p a ft.

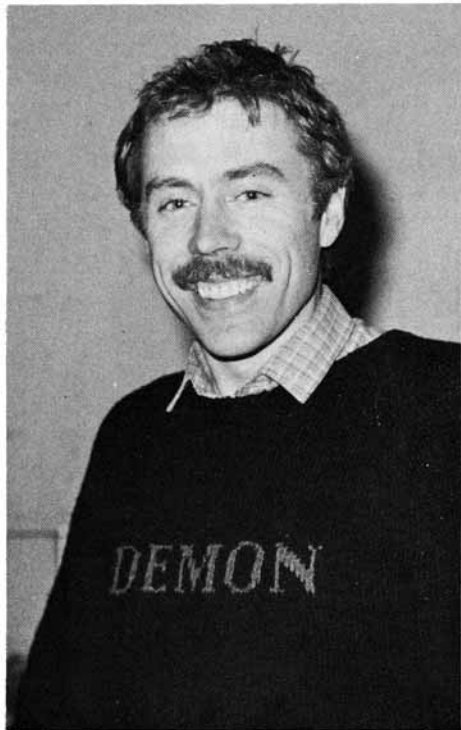
Send a large S.A.E. for our latest 1/12th Car Catalogue

Orders over £5 post free in U.K. Overseas shipped at cost. Orders under £5 — please add 50p.
BARCLAYCARD, ACCESS, HOBBYCARD — ALL WELCOME. Orders despatched within 48 hrs.

OXFORD

SOUTH OF ENGLAND GRAND PRIX

(Views by NICK ADAMS)



Nick Adams reports on Brighton meeting

Two fairly new clubs, the Sussex Adders and the Worthing Lancers, combined to hold their attempt at a BRCA sanctioned National Open meeting, at the Brighton Corn Exchange.

One hundred and eight competitors went on the Brighton run that day and were initially pleasantly surprised to find a very large hall with heating already at a good level. However, many were not too happy at having to drive from a rostrum placed at one end of the hall, rather than at the side, but the track was laid out with a simple sweeping bend at the far end, which was OK as long as you didn't try overtaking. Since there was no practice, it only required the green light at Heat 1 to start the cries of 'zero grip' and 'zero traction' followed a little later by 'zero top speed' as the cars disappeared into the distance up the generous straight.

A few half-hearted attempts to water the track in between the first few heats could not compensate for the hoards of spectators who kept invading the track after every heat. This was due to the fact that the track took up the entire width of the hall, thus effectively cutting off the spectators at one end, from the pits at the other end.

The competitors soon realised that they would have to first complete the obstacle course to reach the start line, where a crowd insisted on milling about between heats trying to read the computer print out, before battling the slippery corners which were being polished nicely by small boys sliding along on their knees seeing who could slide the furthest.

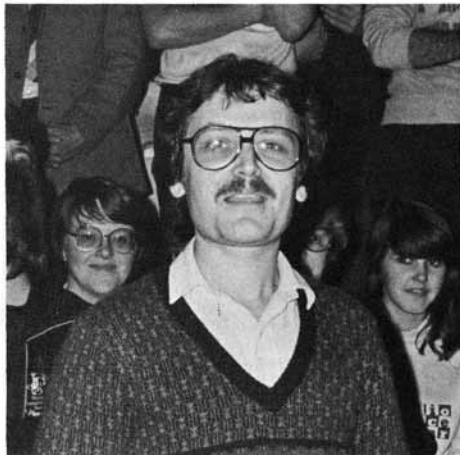
After the first round of 12 heats, four drivers had made the 19 lap mark. Yet the next round saw no improvement in grip and so it was not surprising to find only a small improvement in top times with only Graham Davies getting into the 20 lap bracket.

The third and final round ended with only four people making the 20 lap mark and John Chamberlain taking fastest time.

There next followed a long wait whilst seemingly hundreds of people formed a huge crush around the computer possibly hoping to see a game of space invaders; whilst on the track the knee sliding olympics resumed with relish. The expectant finalists eyed the seething mass, gloomily, knowing quite well that what was before 'zero grip' was now becoming 'minus grip'. The race secretary attempted to bring the house to order, but with the P.A. which looked and sounded like it was borrowed from one of the Brighton Run Veteran Cars, he had no chance.

After about 1 hour longer than even the computer could explain, the 9 zero handicap finalists line up 10 abreast on the start line. When I say 'zero' handicap this can be taken many ways. First they were the most handicapped since they were now lined up where previously a hundred jostling feet had rubbed back and forth. Second, 'zedro handicap' meant that the organisers had been unable to extract an

Phil Greeno-victor of the Brighton meeting



updated handicap list from the BRCA, with the result that 88 of the drivers were listed as never having been to an open meeting, whereas many of them had attended 2 or 3 this year alone. Third, 'zero handicap' meant that nearly 88 of them were fighting for just 9 places; whilst less than 20 of the remaining racers with handicap ratings had a chance of making the 'Handicap %+' final. Fourth, 'zero handicap' meant that they were to find out whether they could last the 8 minute final, whereas they had spent qualifying setting up for the 6 minute heats.

Well, to cut an 8 minute story short, Dave Tongue led from the start to finish, which was not surprising, since he is rated as one of the top drivers of the Ally Pally Club.

The 'Handicap %+' final was won by Steve Brown, who also supplied and programmed the Timing Computer.

The highlight of the day, the Open Final, at last formed up on the grid 9 abreast. However, a few cries of 'where's the grid' and 'put Greeno at the back' soon had two rows of cars with Phil Greeno in the centre of the front row. When the light turned green, so did Russell Buckner as his car was punted neatly off the track in the direction of the hot dog stand. Regrettably he had to be content with greasy tyres and a few half-hearted cries of 'zero grip'. The racing then slid into a rather processional affair and with a lack of any race commentary it was left to prize giving to find out the finishing order.

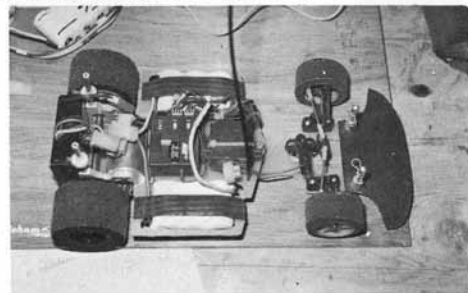
The organisers, in collaboration with the computer, delayed the prize giving until even the sliding knee brigade had left and then suddenly there was Phil Greeno being piled high with all sorts of prizes and a very large trophy for winning the Open Final. Trophies went to the best junior, the top three ladies, the top three in each final and the best team. However, the remaining finalists had to be content with certificates which were still being hurriedly written out for the zero handicap finalists as the few remaining people headed for the exit.

FINALS RESULT (8 minute races)

Main Open Final

Posn.	Name	Laps + Secs.
1.	PHIL GREENO	28 - 7.9
2.	GRAHAME DAVIES	28 - 15.5

Shot of the successful Gemini car



Phil was flying that day-even left his shell behind

3.	JOHN CHAMBERLAIN	27 - 1.8
4.	NICK ADAMS	27 - 11.2
5.	NEIL WALSHAM	26 - 3.5
6.	GEOFF PETERS	26 - 4.3
7.	STEVE DURRANT	26 - 5.4
8.	RUSSEL BUCKNER	26 - 6.3
9.	ALAN POWELL	26 - 9.8

Handicap Final

Posn.	Name	Laps + Secs.
1.	STEVE BROWN	25 - 3
2.	PAUL HOBBS	25 - 11.5
3.	CHRIS SHELDRAKE	25 - 14.6
4.	JANE ADAMS	24 - 21.5
5.	ALAN BLAKEMAN	23 - 9
6.	PETE DONOHUE	23 - 9.5
7.	KEN HENDERSON	23 - 10.6
8.	TRICIA CHAMBERLAIN	21 - 6.4
9.	TIM HENDERSON	17 - 19.2

Zero Handicap Final

Posn.	Name	Laps + Secs.
1.	DAVE TONGE	26 - 12.1
2.	JOHN GLEN	25 - 7.1
3.	IAN KIRBY	25 - 17.3
4.	NEIL COPELAND	24 - 1.1
5.	ANDY HASTINGS	24 - 10
6.	R. McPEAKE	24 - 10.9
7.	BOB BRAILEY	24 - 11.5
8.	MARK CASSEL	22 - 5.0
9.	TONY CHURLY	21 - 8.2
10.	MIKE ISTD	14 - 30.0

Team Event

Posn.	Name	Laps + Secs.
1.	GEMINI	59 - 20.5
2.	ALLY PALLY DEMONS	58 - 22.0
3.	ALLY PALLY 'A'	58 - 23.8
4.	MAIDENHEAD	53 - 25.6
5.	ALLY PALLY 'B'	52 - 27.5
6.	SUSSEX ADDERS	50 - 26.2
7.	ELLEBRAY MODELS	49 - 17.3
8.	CRAWLEY E.R.C.	49 - 45.1
9.	SHIRLEY MODELS	47 - 37.2
10.	IPSWITCH R.C.M.C.	47 - 46.4
11.	GODFREYS HOBBY CENTRE	45 - 17.0
12.	HARES GROUP	43 - 25.9
13.	AYK	38 - 18.8

Young Driver (16 or under)

DAVE TONGUE	19 - 6.8	<i>Posn.</i>	<i>Name</i>	10. ANDY HASTINGS
			JOHN CHAMBERLAIN	11. DAVE TONGUE
			GRAHAME DAVIES	12. NEIL COPELAND
			GEOFF PETERS	13. CHRIS SHELDRAKE
			RUSSEL BUCKNER	14. JOHN GLEN
			PHIL GREENO	15. ALAN BLAKEMAN
			NICK ADAMS	16. IAN KIRBY
			STEVE DURRANT	17. BOB BRAILEY
			NEIL WALSHAM	18. STEVE BROWN
			ALAN POWELL	19. MIKE ISTEED
				20. TONY CHURLY

Ladies Event

JANE ADAMS	18 - 14.0
TRICIA CHAMBERLAIN	16 - 16.7
MARGARET CHURLEY	15 - 18.2

F.T.D.

JOHN CHAMBERLAIN	20 - 4.3
------------------	----------

Top Twenty Qualifiers (6 minute races)

<i>Laps + Secs.</i>	10.
20 - 4.3	11.
20 - 5.0	12.
20 - 11.9	13.
20 - 12.9	14.
19 - 3.3	15.
19 - 3.3	16.
19 - 4.0	17.
19 - 4.0	18.
19 - 4.0	19.
19 - 5.2	20.

South of England Grand Prix - 1980

NAME	Car	Gear Ratio	Chassis Material	Nicads	Diff.	Motor	Fronts	Rears	Speed Control	Body Shell	Radio Gear	CLUB
1 PHIL GREENO	Gemini	12/54	Fibre-Glass	Saft	Gemini Schum'r	Associated 05	Medium Hard	Radio Soft	Demon 2	MRP Prophet	JR. FM.	Ally Pally
2 GRAHAME DAVIES	Gemini	12/55	Fibre-Glass	Saft	Gemini Schum'r	MRP 550	Medium Hard	Radio Soft	Demon 2	MRP Prophet	JR. FM.	Ally Pally
3 JOHN CHAMBERLAIN	Gemini	12/54	Fibre-Glass	Saft	Gemini Schum'r	MRP Igarashi 05	Medium Soft	Radio Soft	Demon 2	Prophet	JR. FM.	Ally Pally Maid/head
4 NICK ADAMS	Gemini	12/48	Fibre-Glass	Sanyo	Associated	Parma Renault	Medium Hard	Radio Soft	Demon 2	MRP Prophet	JR. FM. Ally Sanwa	Ally Pally
5 NEIL WALSHAM	Gemini	14/52	Fibre-Glass	Saft	Gemini Schum'r	Mabuchi	Medium Hard	Radio Soft	Demon 2	MRP Prophet	Sanwa	Ally Pally Maid/head
6 GEOFF PETERS	Gemini	12/52	Fibre-Glass	Saft	Gemini Schum'r	MRP 550	Medium Soft	Radio Soft	Demon 2	MRP Prophet	Futaba	Ally Pally
7 STEVE DURRANT	Scratch	12/55	Fibre-Glass	Sanyo	Schum'r	Parma Renault	Medium Hard	Radio Soft	Demon 2	MRP Prophet	Futaba	Ally Pally
8 RUSSELL BUCKNER	Gemini	12/54	Fibre-Glass	Saft	Gemini Schum'r	MRP Igarashi 05	Medium Hard	Radio Soft	Demon 2	MRP Prophet	JR. FM.	Maiden-head
9 ALAN POWELL	Scratch	12/54	Fibre-Glass	Saft	Schum'r	Astro 05	Medium Soft	Armaflex	Associated resistor	MRP T0J	Futaba	South B'ham

RIPMAX FUTABA

DRYCELL or NICAD COMBOS

L SERIES

2, 3, 4 or 5 channel

NEW THROUGHOUT with new-style Tx styling and new VOLTAGE STABILISED CIRCUITRY to work off Drycells OR rechargeable Nicads.

CHECK THESE POINTS:

- ALL-NEW** means radio which will not become out-moded. ALL the features you need, with the very latest in voltage-stabilised, interference-rejecting 27 MHz AM circuitry. Plus up-to-the-minute Tx styling to match!
- DRYCELL OR NICAD** operation means that you can buy a Drycell Combo for initial economy. That means you can start operating at once with HIGH PERFORMANCE EQUIPMENT AT A LOW PRICE. It's easy to convert to all-Nicad working later, if you wish.
- COMBOS OR COMPLETE OUTFITS.** Combo prices are quoted separately for a very good reason. All 'L' Series Combos work with ANY 'M' series SERVOS – AND you need only buy the number of Servos you actually need. So your model shop can make up COMPLETE OUTFITS that exactly fit your requirements.
- NICAD CONVERSION** is dead easy. Complete conversion pack includes Tx and Rx Nicad Batteries and prewired Tx battery charging socket. **£24.00.**

DRYCELL COMBO PRICES

2-ch £22.00	4-ch £44.50
3-ch £30.00	5-ch £55.50

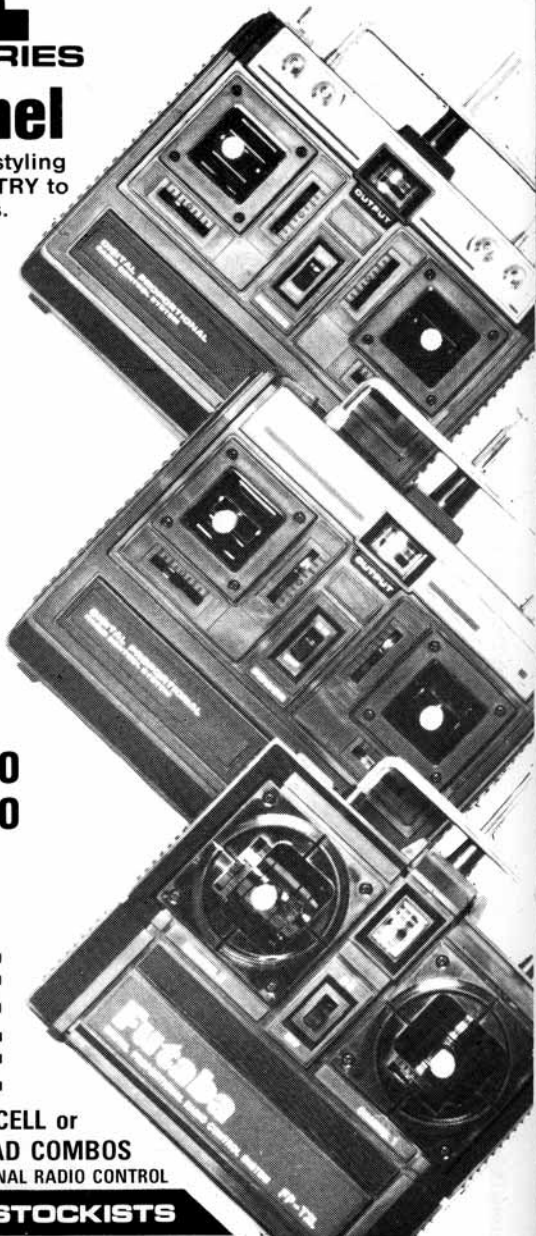
DRYCELL COMBO prices include Transmitter, Receiver, wiring harness with switch, 1 pr crystals, frequency pennant. Batteries and Servos are extra.

HIGH PERFORMANCE AT A LOW PRICE

RIPMAX FUTABA DRYCELL or NICAD COMBOS

WORLD LEADERS IN DIGITAL PROPORTIONAL RADIO CONTROL

SERIES AT ALL RIPMAX STOCKISTS



AVICRAFT LIMITED

01 - 460 - 0818

15, CHATTERTON ROAD, BROMLEY, KENT.

Monday to Sat. 10 till 6 p.m. Except Wed. closed 1 p.m.

LATE NIGHT THURSDAY till 8 p.m.

THE ONLY SPECIALIST CAR SHOP IN KENT !

RETAIL OUTLET FOR TED LONGSHAW MODEL CARS RANGE !

RUN BY ACTIVE CAR MEN

for the best service and help with your order !

AMPS, AYK, ELECTRICAR, MARDAVE, SPECTRON,

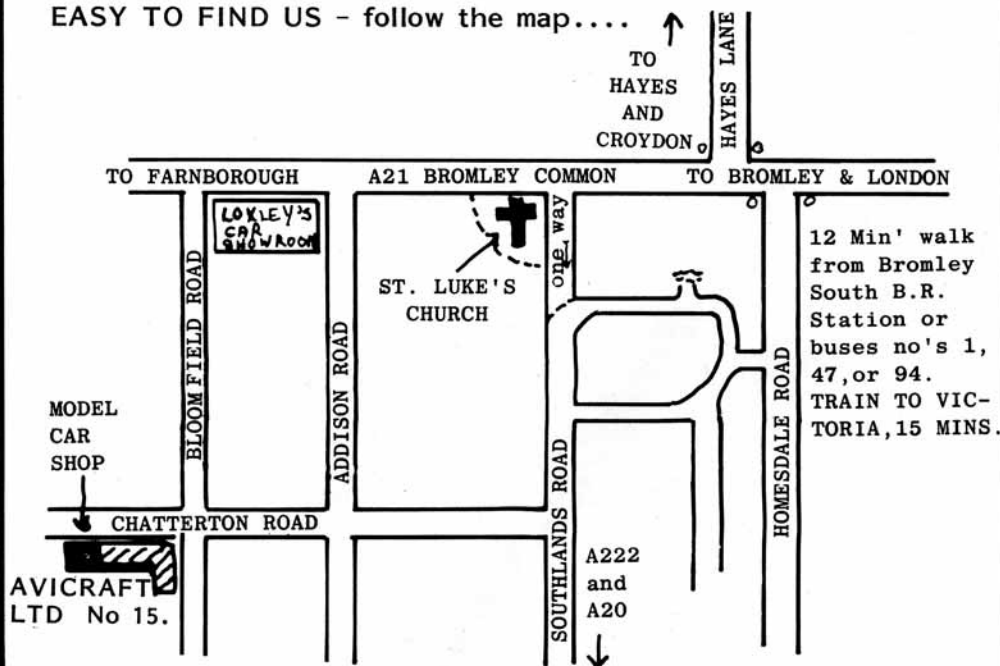
TAMIYA, GRAUPNER, KYOSHO, GREENO.

DOW CORNING for your tyres £2.10 post 20p,

TRIFLON for your shafts,

NICAD CELLS, FUTABA 2 channel Radio, CHARGERS, ETC.

EASY TO FIND US - follow the map....



Omega UHF 2-Channel Combo

by JOHN WATT

I was quite eager to have an opportunity to examine the new Omega 2-Channel Combo. Not only do I feel that it has great potential but it should be a lot less vulnerable to interference being on 459 Mhz. An added bonus for me is that its nice to see its British and under £100!

First lets take the transmitter. The back cover is plastic and retained by one central fixing screw, the cover sits neatly on a raised lip, this being the metal front housing of the case. The case material looks like mild steel, neatly folded and finished in gold crackle enamel with silk screen legend, etc.

The aerial is very strongly manufactured in helical mode, terminating in a 75Ohm coaxial plug and socket arrangement in the centre of the TX case. An expanded volt meter mounted under the neck strap clip could only be easily read if no strap was fitted.

Both sticks are pleasant and positive to use and there is a choice of 3 tops (2 included in the outfit and a saddle arrangement at £2.00 extra). On the top right hand corner is mounted the VPR (Variable Parabolic Rate) control knob (it has a strange look to it but in use it works well). This knob alters an internal potentiometer which varies the servo throw, a most useful asset.

Having expected something technically very different in the electronics department I was pleasantly surprised by the very low component count, particularly the encoder which uses the signetics NE 5044 I/C and just one small plastic signal type transistor, a couple of capacitors, resistors and 3 pre-set potentiometers. A very neat layout also here I think reflects many hours of midnight oil burning to achieve this compact encoder and Radio Frequency unit.

The normal T05 power amplifier and heat sink was not to be seen on the RF board, only small E line transistors throughout in fact, when checked the power output was thought to be quite adequate for UHF, where interference is not a great problem.

A nice touch of genius is the servo direction change not a load C mos and complicated circuiting but a very simple plug and socket arrangement, one for each function, unplug, turn around plug in and hey presto the servo has opposite rotation.



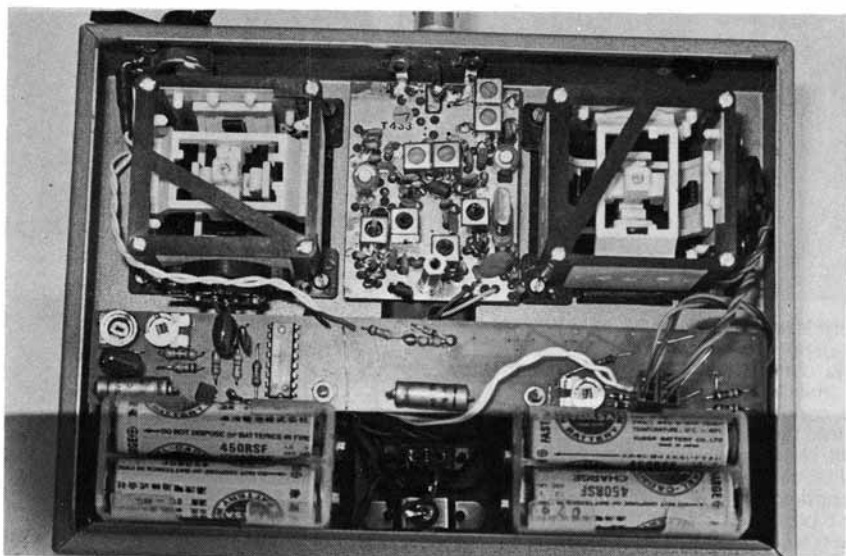
If this unit fails to please me it is the battery holders and connectors which are of poor quality with press-on connectors. I would like to see a proper ni-cad battery pack conversion firmly fixed and permanently wired, this could, of course, be quite easily achieved when replacing the dry batteries. I won't labour on this point too hard because most other manufacturers use just the same sort of arrangement.

All in all the transmitter is well made to a high standard of finish, glass-fibre printed circuit boards used throughout the unit, the unit works very well with 39 channel capability. Modulation is FM.

The receiver. On removing the cover I was again pleasantly surprised by the component count.

De-coding is achieved with the well-known 4015 C mos dual 4 bit shift register I/C, whilst the other chip, also well-known to R/C gear builders is the Motorola CB device MC 3357. Not having any technical data or circuits for either unit, a bit of careful inspection revealed a varicap diode used for Automatic Frequency Control and a normal IF amplifier arrangement with Murata ceramic filters and matching inductors, also a 10.245 Mhz crystal. Not having any circuit data it was concluded that with this arrangement dual conversion techniques are employed.

Automatic Frequency Control is necessary at very high frequencies to counteract drift in the RX local oscillator section due to temperature changes and component tolerances, etc., stable battery supply voltages alone are not enough to prevent oscillator drift at 459 Mhz. The voltage regulator appears to be a germanium AC176 transistor.



Internals of Vendene transmitter

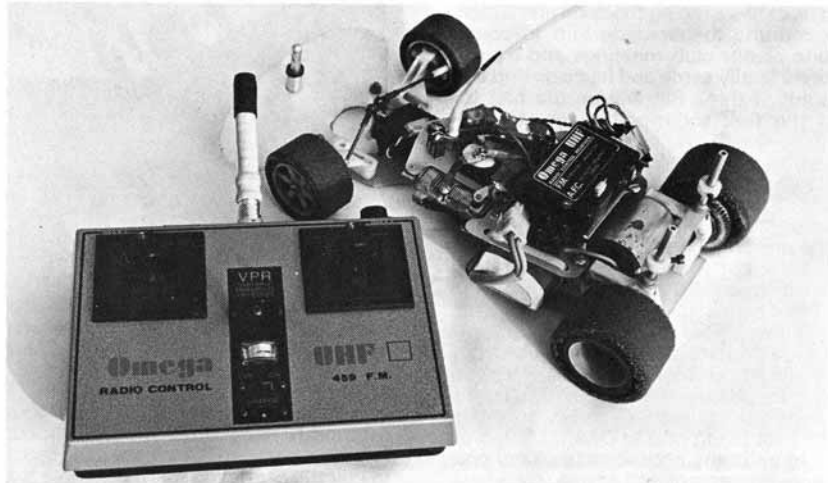
In conclusion to the technical side of this report I feel that the outfit is electronically first-class and works well. A tremendous boost for us R/C car men is that the Omega uses any Futaba M Series servo giving a very wide choice according to use.

I have now had a couple of opportunities to use the Omega at the local car club. What a beautiful feeling not to have to join the usual melée at practice with cries of anyone on blue/green and whose on red, etc.!! Just a quick look at all those long TX aerials waving around like a midsummer angling contest. No, not a short

light UHF aerial in sight (as if I didn't know) and off we go.

In use I like the Omega very much, the TX is light and easy to use, the very short aerial really does help the general 'feel' to the outfit. The RX is small (for UHF) measuring $2\frac{1}{2} \times 1\frac{5}{8} \times \frac{7}{8}$, weighs 50 grms. and took only minutes to fit into my Associated car still retaining the 30M servos and special voltage dropper. General performance has been good with no interference and an excellent response. I think we will see a lot more UHF in the future and feel that the Omega Combo could be an excellent choice in this direction and is good value at £99.50.

Neat transmitter and receiver installed in the Editor's Associated!

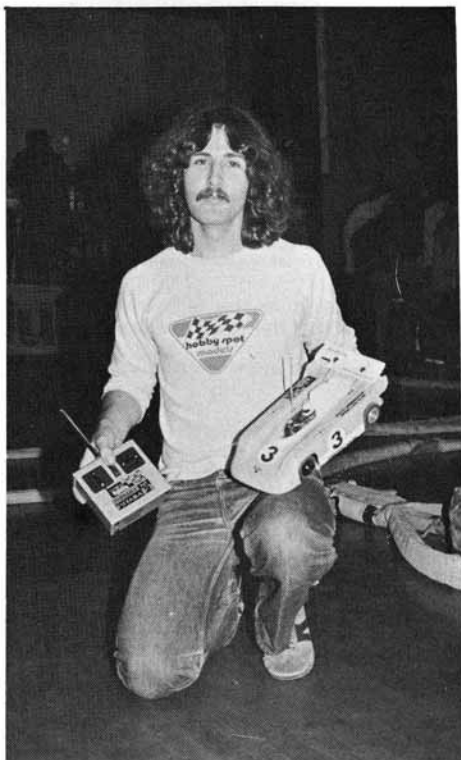


BILL MAISEY – National Champion 1980\81

I think it is fair to say that Bill possesses tunnel vision, especially where 1/12th electric car racing is concerned. I'd better clarify that by saying that for most of this season he has worked continuously and single-mindedly on improving his car with the sole intention of lifting the National crown off Neal Francis's head – and like all good fairy tales, this one has a happy ending! On November 26th, 1980, at around 6 p.m., Bill very decisively won what, I feel, must have been his best race of all time, to pip Neal and take the title he has worked hard for all season.

Bill and I met (as I hinted last issue) at a fire station. Bicken Hill fire station was the venue for the Coventry and District Model Car Club, where they held regular 1/8th scale I.C. meetings on the car park in front of the main exit for the fire engines (has been known to be very exciting at times). Like many drivers Bill's first taste of radio controlled cars was with a 1/8th scale machine. This was a scratch-built affair consisting of many commercially available components, but constructed along his own lines.

The months we spent racing these 1/8th scale machines in front of that fire station provided us with many laughs and when the racing got a little boring we would sit a chat about this new fangled electric car that was about to make its debut. Bill was very adamant about the potential of the electric car as a racing machine and it took me many months to persuade him to come along to one of our club meetings and try his hand. Well, he finally came and had a go and the "hook caught". I think Bill will be the first to admit that the first six months were tough! Many of the hard learned 1/8th scale techniques did not seem to work at all and as this was his main reference source advice was sought. As I'd already made a reasonably successful transition we spent many hours chatting, trying to find out some of the problems. In fact, we did so much talking, it is a wonder we ever found time to race! But we *did* race and very competitively too – I feel that this helped us both achieve our own respective goals. Those early months of basic car preparation imparted to Bill have stood him, as well as myself, in good stead. I say myself because as time goes by, the progression made in 1/12th scale electric gets very involved at the top and Bill (not being one to be left behind in any way) has on many occasions been my one source of encouragement and advice.



Bill Maisey 1980/81 Electric Champion

Working with Bill in various different teams has shown me his immense dedication, his incredible eye for detail and his enthusiastic determination for success. Nothing has ever seemed to be too much trouble for Bill. Every last detail is looked into, evaluated and then modified if necessary. This search for perfection, I'm sure, we keep Bill a force to be reckoned with in electric car racing for many years to come.



Bill - buggy racing (who are the other shady characters!)



Bill performing on camera with Donny McCleod of Pebble Mill



End of successful year for Bill as part of the Hobbysport team



Bill during his winning race at the British Nationals



Bill Maisey amongst the BBC cameras at Pebble Mill

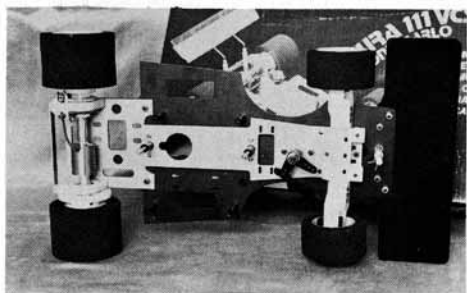
The S.G. Futura III vcs. Monte Carlo

The S.G. Futura vcs. Monte Carlo was supplied for this review by the importers M.R.C. Model Rectifier U.K. Ltd., of Walkington, North Humberside. A big thanks must be extended to them for the loan of this car, particularly as at the time of writing, there are only 10 kits in the country. I believe all these are destined for team usage. The S.G. car, as many of you will know, is produced by that well-known race-ace Franco Sabattini of Italy. The car itself is the latest offering from this Italian factory and I'm reliably informed that it has performed exceptionally well on the European circuits.

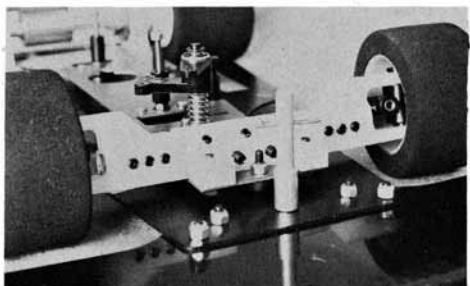
The main feature of the kit must of course be the rocking front end (see plate 2). This has already caused the car to be categorised as a suspension machine, but compared to the more sophisticated offerings about to make their debut I feel this term can only be loosely applied. That isn't to say that because the car does not have shock absorbers and a variable spring set-up that it cannot be classed as a suspension car—that's obviously open for debate. The rocking front end must add greatly to the overall superb performance turned in by this car on many occasions. The other distinctive feature on this machine is the twin disc brakes (see plate 3)... not one on each rear wheel as one might think at first reading, but close together in the normal single disc location (but on either side of the plummer block. The apparent advantages or disadvantages (as the case may be) will be described in more detail in the section regarding the rear end. So, on to the in-depth description of what the car's construction actually consists of.

The Front End

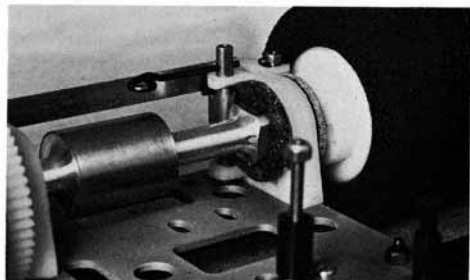
The Kydex-type front bumper is firmly secured to the unusual black anodised chassis via four counter-sunk screws. It seems an eternity since anodised alloys were used universally by all leading car manufacturers prior to turning their attention on fibre-glass. It struck me as being rather different to find a very modern car with quite a high content of alloy parts, including the chassis, rather than following the trend of turning to glass-fibre (see plate 4). The chassis itself is of a one-piece design with a doubler at the back to form a power pod. There is a central floating platform (plate 5) onto which the front axle beam and servo saver are located. This platform extends to the back edge of the fuel tank. The axle beam (or perhaps "beam" is the wrong word) consists of three parts all connected together by a steel pin, approximately $\frac{1}{4}$ in. thick. The fact that all the parts can be swivelled around this pin make for a considerable amount of tunability in this region (see plate 2).



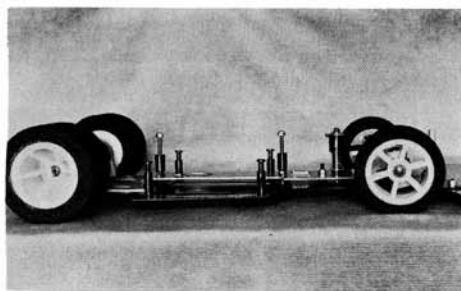
S.G. Futura III V.C.S. Monte Carlo



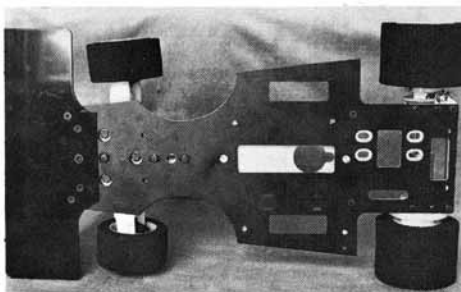
Ingenious rocking front end



Disc brake assembly clearly showing twin-disc set up



Floating plate can be clearly seen on the chassis



Underside view of chassis



Stub axle assembly and ball-raced wheel

To remove a front wheel was simplicity itself – only necessitating the loosening of a grub screw. The wheel then pulls free of the stub axle. The stub will then slide conveniently clear of the twin ball-races retained in the wheel. When the wheel and the stub axle are drawn clear of the stub axle unit the king pin will lift out and the stub-unit itself can be removed from the beam – not bad, when one considers we've only loosened a strategically placed grub screw! This set-up works because of an accurately drilled hole through the king pin.

Moving backwards from the front of the car, the servo saver is of a well proven design – a spring "V" configuration without any "slop". Behind this is the steering servo location point and behind this the flip-top sumped fuel tank. Also included in the kit is the now very popular and very necessary roll-over bar cum carrying handle (not illustrated).

The radio gear, when fitted, follows again a well proven formula of elastic band "suspension" in the case of receiver and batteries.

The all important rear end

The motor location points can clearly be identified in the photograph. The slot in the chassis accommodates the lightened alloy flywheel. The bag of bits to complete the motor installation contain P.T.F.E. clutch shoes, needle roller bearings and various nuts and washers. The nylon plummer blocks contain the rather beefy looking diff. unit (see plate 6). This will obviously perform the duty it was intended for with exceptional ease.. To one side of the diff, there are the twin discs (mentioned earlier) one on either side of the nylon plummer block and of two completely different compounds. The idea behind having different compound structures is to give a more even braking characteristic. The inside disc is fastened to the diff casing and the outside disc is attached to the half-shaft thereby braking both aspects of the back axle when the brakes are applied. The nylon gear can be changed very easily, as can the wheels, being grub screwed to a flat on the half-shafts.

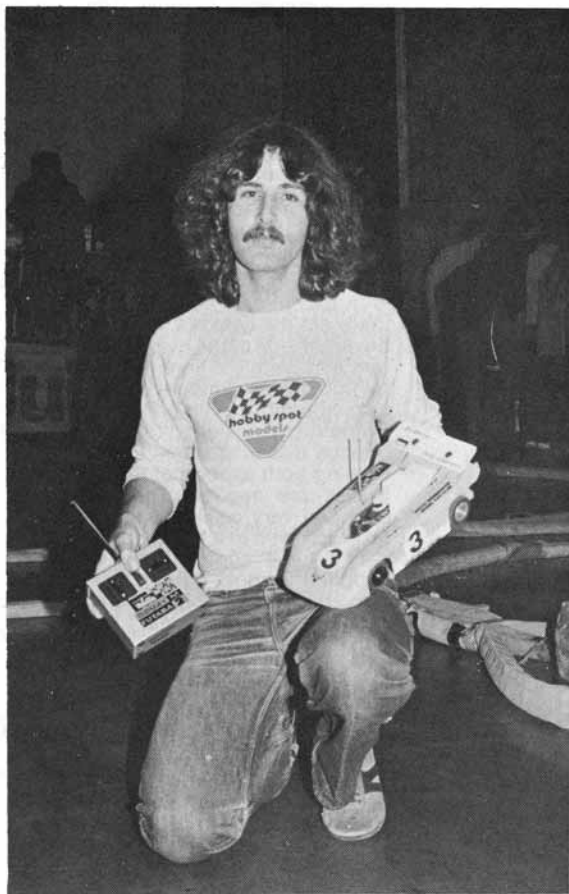
The tyres supplied were similar to those supplied in most other kits, following the well proven idea of supplying hard fronts a soft rears – definitely adequate for any would-be purchaser to get started on. Without actually trying the car it is difficult to assess their true potential.

Finally, the rear wing supports are of aluminium with grub screw retainers for the wing wire.

To conclude – definitely a car with considerable potential – look out for it in the winners circle.

Westo

Weston/Saft Win AGAIN and AGAIN



BILL MAISEY

BRITISH 1/12 NATIONAL C
Weston selected Saft cells.

BILL MAISEY 1st, NEIL FRA
of the day.

1st Team HOBBYSPOT.

* *

8 out of 10 drivers in the Na
(1st, 2nd, 3rd, 4th, 5th, 6th a

7 out of 9 drivers in South o
used Saft cells.

1st eight drivers in Tamesid
used Saft cells!!



1st Team HO

n.U.K.

Stay in the lead with Weston Soft Cells

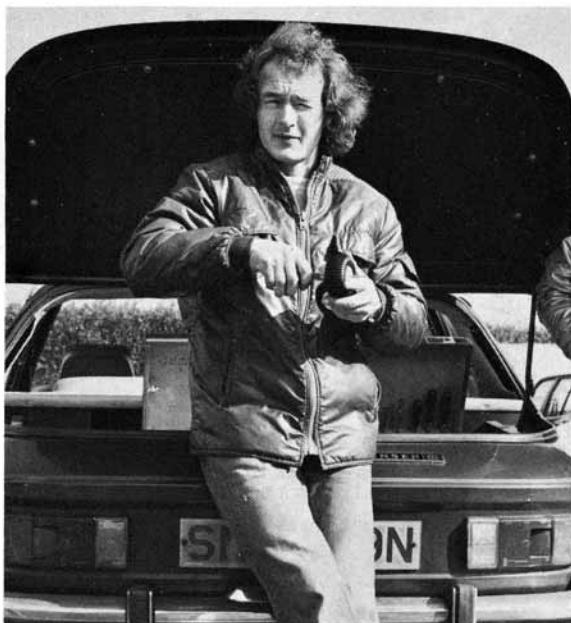
CHAMPIONSHIP won on

NCIS 2nd and fastest time

International Finals used Soft cells
(and 7th).

of England 1980 GP Final

le Open Championships



NEAL FRANCIS



BBYSPOT.

STOP PRESS.
Rough Rider Selected
6 Cell Packs
NOW AVAILABLE



RACING CAR

THE CHOICE OF CHAMPIONS



1980 MONACO WORLD CUP CHAMPION
GIULIO CHERSI



1980 FI ASSOCIATION CHAMPION
MARTIN WILLIAMS

1980 Winners – 24 hour Race, Besancon, France

BOTH OF THESE CHAMPIONS DRIVE THE **NEW** Futura VCS Montecarlo

This car incorporates a revolutionary chassis design by Franco Sabbatini, giving INDEPENDENT SWINGING FRONT AND REAR AXLE SUSPENSION. This keeps all four wheels on the track for maximum road holding and power transference.

This Futura Montecarlo is part pre-built and includes:

- Fuel Tank
- Servo Saver
- S.G. Diff.
- Roll Bar
- Radio Plate
- VCS (Variable Control Steering)
- Ball Raced Hubs etc., etc.

FUTURA III STANDARD	£49.50
FUTURA III SPECIAL	£90.95
ANTARES II2 (LECTRIC)	£36.95
LASER (ELECTRIC) – NEW LINE:	£26.45

£131.95

All in all a superbly engineered car with quite exceptional performance.
Easy to drive – perfectly suitable for beginners or professional.

S/TIGER X21RE	£55.95 £45.95
PICCO 21 CAR	£84.95 £64.95
WEBRA/1018 SPEED 21 CAR ABC (w/o Carb) NEW	£38.95

Distributed to your model shop by:

**MODEL RECTIFIER UK LTD.,
EASTWOOD BEVERLEY ROAD, WALKINGTON,
NORTH HUMBERSIDE HU17 8RP
TEL:0482-882311**

STAY OUT IN FRONT...

Join the leaders



Only **TAMIYA** offers a comprehensive range of — cross country vehicles, Formula 1 racing cars, sports cars — each and every one portrays the characteristics of their prototypes

Who is **TAMIYA**?

The world's largest manufacturer and foremost in the field of electric car kits!

Never buy until you've seen what **TAMIYA** has to offer!

Why is the **TAMIYA** range unique?

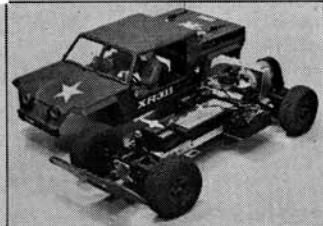
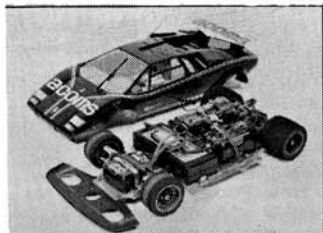
Because:—

They are scale models

They have injection moulded bodies for good appearance

They have changeable gear ratios

Last but not least — the ready availability of a comprehensive range of spares for repairs, servicing, "Hotting-up" and other numerous modifications.



The superb standard achieved in both engineering and styling, right down to the wheels and tyres, makes this range unique and demonstrates once again that **TAMIYA** is "First in Quality Around the World". Only one more thing now remains, to handle one of these cars yourself!



RICHARD KOHNSTAM LTD. 13 15a High St., Hemel Hempstead, Herts.

AVAILABLE NOW! TAMIYA R/C HANDBOOK

70p Post Paid



RADIO CONTROL SPECIALIST AND SERVICE ENGINEERS

PLANES • BOATS

RUN BY MODELLERS — FOR MODELLERS



HOBBIES

CENTRE LTD.
Tel. 0742-581197

HELICOPTERS • CARS

148 LONDON ROAD, SHEFFIELD 2

OPEN 9.30 - 5.30 — CLOSED ALL DAY THURSDAY

Car Park at rear of Shop **LARGE STOCKS OF RADIO CONTROL EQUIPMENT**

CAR ENGINES

OPS 21 (Inc. Carhead, No. Carb)	£49.85
K and B 21 (Stand. No. Carb)	£39.95
OS 21FSR (ABC)	£51.80
Picco 21 (Stand. or Long Crankshaft)	£84.95
Irvine 20 (Inc. Silencer)	£41.95
Vecco 21	£31.75
Vecco 19	£27.95
HGK 21	£37.75

Full Range of Spares for all Motors

ACCESSORIES (1/8 SCALE)

Full range of PB International spares, send for Catalogue and Price List 30p(Inc. Post)

PB Slide Carb. Inc. Airfilter	£27.50
Dave Preston Slide Carb.	£31.00
OPS Slide Carb.	£22.00
OPS Slide Carb. Air Filter	£1.50
PB Differential	£36.21
AMPS Mini-Diff, for PB Serpent Etc.	£35.59
AMPS Monaco Diff. for PB Int.	£57.50
AMPS Mini-Pipe (OPS or K and B)	£13.90
Greeno Turned Pipe	£16.95
Greeno New GRP Narrow Chassis	£8.50
Greeno New Power Pod	£10.95
Greeno New Wide Radio Plate	£6.95
High Speed Main Bearing, OPS, K and B etc.	£8.54
Sullivan Starter (with Car Rubber)	£29.64
PB Nova Starter	£30.00

Full Range of Tyres stocked:-

Uffra, Associated, PB, MRP, PB clamp-on Clutch Kit	£15.73
--	--------

SHC SPECIAL PRODUCTS

TR 500 - Automatic 12V Charger for Radio Ni-Cads	£22.00
"PORTAPOWERS" Rechargeable 2V Starter Battery with Ammeter	£16.50
"AUTOGLOW" - 12V - 2V Reducer	£14.84
Mains Charger 4-6 Cell Batteries, either 1.2 - 1.8 AH, 1.8-2.0AH	£8.73

Fast Mail Order Service. No Deposit Credit (From £65) Access, Barclaycard, Hobbycard Just phone in your No. for immediate return of goods.

Futaba 2L plus 2 Servos (Dry)	£44.00
Futaba 2L with FD17M Servos	£58.00
Sanwa Stac 2 plus 2 Servos (Dry)	£42.95
S.H.C. Ni-Cads and Charger for above	£24.80
MacGregor Digimac 2 plus 2 Servos (Dry)	£49.00
MacGregor Digimac 2 Special Car Outfit with 2 Fast Servos, Ni-Cads and Charger	£99.50
MacGregor JR Series FM-2, all Ni-Cad with 2-High Torque Servos	£115.00
MacGregor JR Jeep AM 2 and 2 Servos	£45.00

1/8 SCALE CAR KITS

PB9 International (Inc. Diff and BodysHELLS)	£127.27
PB8 International (Inc. Diff)	£95.30
PB7 International (Basic Kit)	£70.40
PB6 International (2 BodysHELLS)	£79.80
NEW	
PB10 (Beginner's Kit)	£45.00
Mardave Competition Kit, Ferrari or Turbo Capri (F/G Chassis, new Clutch)	£29.80
Mardave Stock Car MK II	£33.75
Mardave Autocross	£27.75
Serpent MK II (F/G Chassis)	£80.70

1/12 SCALE (ELECTRIC) CAR KITS

Mardave MK II (6 Cell) Kit - Lola 294 Sports or Saudi-Williams	£42.95
Lectricar - McLaren, BMW or Porsche	£49.98
Associated 12E (Inc. Motor, Ni-Cads and Body)	£59.95
Associated 12E Basic Kit	£29.95
Cambria (Front Wheel Drive) - Saab or Lamb Countach £36.95 (Ni-Cads £16.00)	
Mardave - Stock Car	£36.50
Tamiya - Rough Rider	£69.95
Tamiya - Sand Scorcher	£69.95
Lectricar - Stock Car	£59.95
Tamiya - Cheetah	£52.00
Tamiya - XR 311	£46.50

ACCESSORIES 1/12 SCALE

Schumacher Diffs (Mardave, Lectricar, Assoc.)	£6.90
Lectricar Motors (with Caps and Leads)	£4.79
Lectricar Seven Speed Controller	£5.44
Fast Charge Leads (State No. of Cells)	£3.42

Full Range of Mardave, Lectricar, Cambria Spares, Tyres, BodysHELLS, Etc.

The North West of England Championship – 1980

Tameside (Northern) National



The last months of 1980 have brought with them a flurry of electric open meetings. The quality of the meetings this year has been of the highest order and the above meeting was no exception. It was staged at the Stalybridge Leisure Centre, which (despite the multitude of floor lines) proved to be another highly desirable venue. All the facilities were laid on – in order of importance, bar, snacks, swimming pool, table tennis, gym, etc. – in fact, everything to keep the family occupied while we were enjoying ourselves 'playing with our toy cars' (a phrase used a lot these days from our better halves). The only problem that arose to mar the day

slightly was the lack of pit tables. This was no fault of the organisers – the Leisure Centre did not provide the requested amount. Still, everyone 'mucked in' and the problem was solved – it's amazing how adaptable these racing enthusiasts can be when pressed. The floor area provided proved to be more than adequate for the very generously sized circuit and pit area. The spectator stands were adapted to form a driving rostrum (at times it gave one the impression of being on a boat – but fortunately, never sank; despite all the bodies clambering vigorously over it!).

The thing that immediately struck anyone



The winning team 'Gemini' 1. to r. Russel Buckner, Phil Greeno, Ken Henderson, John Chamberlain

The overworked lap counters - where would we be without them

brave enough to attempt a practice (the airwaves seemed to be rather congested), was the enormous amount of grip available even from mediocre sets of tyres. This is not to say that the car didn't need balancing out, but by any standards the traction was there for the taking. As the day wore on it became apparent that more and more people were beginning to exploit the grip to the full. I think many unusual gear ratios were tried to take full advantage of the extremely long back straight. After one had finally explored the possibilities of 'blowing off' everything in sight, a compromise ratio was sought to try and negotiate the testing infield consisting of a couple of deceptive 180° curves and a very nifty fast chicane which, when lined up right, could be taken flat out. The very nature of this shaped circuit made for very fast open racing, which I'm sure everyone enjoyed. It really is a nice change to be able to put all the power down that you can find. Unfortunately, when cars are seen to be 'flying' down the straight the 'that's never a standard motor' syndrome raises its ugly head and again this was the case at this meeting. Fortunately, it was never to be a real problem, as the reasons for the specials resulting in better lap times were clearly obvious. If obstacles were encountered on such a large circuit, the resulting time lost could be anything up to half a lap. Where cars are split by seconds, consistency was clearly the order of the day and no amounts of illegally gained power could possibly have compensated.

The driving was generally of a very high standard, with many entertaining duels. A lot of fresh talent was eagerly displayed to an appreciable audience. It was encouraging to see that most of the talent flowed from drivers of a younger age group – which in the long run, can only provide continuity for our fast growing sport.

The abundance of excellent trophies proved the motivation for all this vigorous racing. The organisers did well to provide these. The whole day was computer controlled and very smoothly run indeed. I don't know how Roy Johnson managed to find Wendy, who sat on the lap counter for most of the day, but if you can find another one just like her, Roy, the M.E.R.C.C. would be eternally grateful.

The open final proved to be the highlight of the day, as normal. An excellent display of driving skills was shown by the eventual winner, Steve Davis, who in the course of taking the honours of this meeting, pushed Neal Francis (F.T.D. holder) into second place. Tony Wells and myself joined Neal and Steve as fastest qualifiers to go straight into the nine car final. The remaining five places were fought for in a rather unorthodox *single* semi-final.

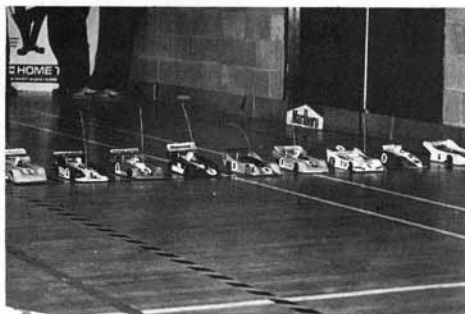
Steve Davis, a name most of you will not have heard of, has learned his craft around the club circuits of the Birmingham area, competing regularly against Bill Maisey and Neal Francis. His progress, to say the least, has been fairly meteoric, although greatly influenced by the



View of pits



Final line up. L. to r.
Neal Francis, Steve Davis, Jim Davis, Bill Coles, John Chamberlain, Tony Wells, Phil Greeno, Fred Hatfield, Les Pipe.



Line up of finalist cars

NORTH WEST OF ENGLAND CHAMPIONSHIPS – 1980

Individual Results

OPEN FINAL		20% PLUS FINAL		0-15% FINAL	
1. S. Davis	22 laps	1. G. Coffey	20 laps	1. D. Tonge	21 laps
2. N. Francis	22 laps	2. J. Adams	20 laps	2. J. Glen	21 laps
3. T. Wells	22 laps	3. C. Hawkins	20 laps	3. J. Robertson	20 laps
4. L. Pipe	22laps	4. N. Adams	20 laps	4. G. Land	19 laps
5. F. Hatfield	21 laps	5. A. Hudson	19 laps	5. N. Hodson	19 laps
6. J. Chamberlain	21 laps	6. D. Trowbridge	19 laps	6. P. Hatton	18 laps
7. P. Greeno	20 laps	7. E. Hawkins	18 laps	7. K. Clifton	18 laps
8. J. Davis Jnr.	20 laps	8. T. Morgan	10 laps	8. D. Mullen	17 laps
9. B. Coles	18 laps	9. M. Jones	—	9. A. Brown	16 laps

TEAM

- Gemini 64 (J. Chamberlain 22, P. Greeno 21, R. Buckner 21)
- Hobbyspot 63 (N. Francis 22, L. Pipe 22, A. Stephenson 19)
- Petra 62 (F. Hatfield 22, R. Troman 20, J. Pearson 20)
- Jim Davis Models 62 (W. Davis 21, J. Davis Jnr. 21, S. Tilley 20)

5. Cleveland Model Centre	62	17. G.S.K. Diffs.	55
6. Howes Model Shop	61	18. Newtown	55
7. Alley Pally 'A'	60	19. Alpha	54
8. Ally Pally Demons	60	20. Pioneer Racing	54
9. Schumacher Diffs.	60	21. Wirral	54
10. Team Associated	57	22. Macclesfield	53
11. Tameside Racers	57	23. Galaxy Models	53
12. John W. Bagnell	57	24. Bramhall 'B'	52
13. Bramhall	57	25. P.A.T.S. 'B'	47
14. Knutsford	57	26. K & T Tyres	47
15. P.A.T.S.	57	27. North Cheshire Best	45
16. Spectron	57	28. Wirral 'B'	44

creme de la creme. Tom Morgan kindly lent Steve some tyres, which I'm sure helped him a lot. Tom's tyre technique is excellent – take a peep next time you see him around the clubs.

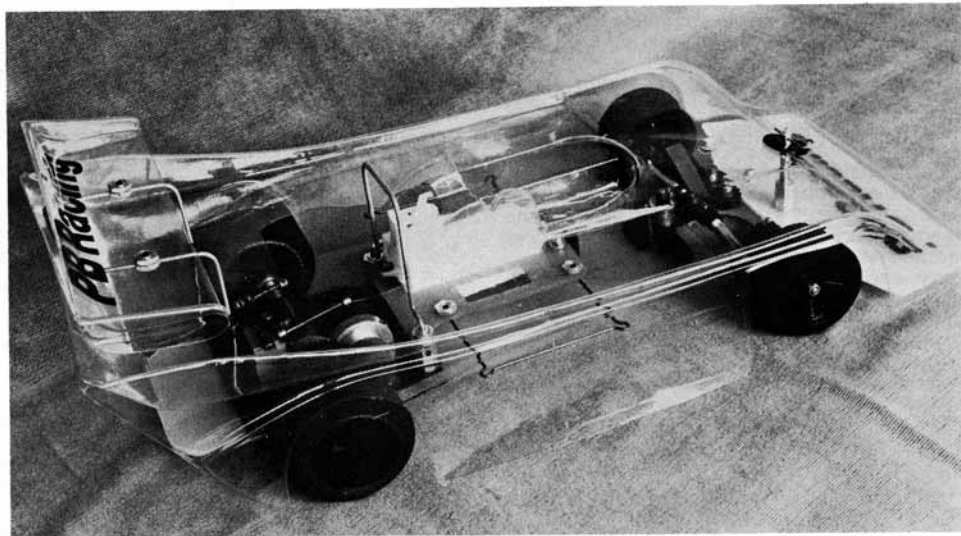
Well, that about sums up this report. Many thanks again to Roy Johnson and his willing band of helpers for putting on this excellent meeting. I'm sure this venue will become a permanent event in our ever growing calendar. The result charts give the final placings and details of the cars. It has become evident that 1980 has become the year of the kit car with honours (Neal excepted) being shared between Phil Greeno's Gemini car and Associated's very rapid lightweight. The final episode of this year's battle will be played out at the 'Nationals' which, by the time you read this, will have been run. In fact, the report is probably on the next page (or somewhere close) so make yourself comfortable and read on.

Victorious Steve Davies with Ken Henderson who donated first prize



TAMESIDE OPEN CHAMPIONSHIP — 1980

Drivers Name	H/ Cap	Yrs. Exp.	Kit or Scratch	Chassis Material	Nicads	Diff. Type	Motor	Front Tyres	Rear Tyres	Speed Control	Body Shell	Radio Gear
1 STEVEN DAVIES		1	Associated L'weight	Fibre	Soft 120%	Associated Limited Slip	Astro 05	Mardave Rubber	Armaflex	Parma resistor 1¼ ohm	Associated T0J	Futaba T/Stick
2 NEAL FRANCIS	50	1½	Scratch	Lexon	Soft 120%	Own Geared	Mabuchi RS 54	Mardave Rubber	Armaflex	Parma resistor 1¼ ohm	MRP Prophet	Futaba T/Stick
3 TONY WELLS	35	3	Associated L'weight	Fibre	Soft Stand.	Associated Limited Slip	Associated 05	Mardave Rubber	Armaflex	Parma resistor 1¼ ohm	MRP Prophet	McGregor J.R.
4 LES PIPE	50	3	Associated L'weight	Fibre	Soft 120%	Associated Limited Slip	Astro 05	Mardave Rubber	Armaflex	Parma resistor 1¼ ohm	MRP Prophet	Futaba T/Stick
5 FRED HATFIELD	50	2	Associated Front & Rear	Fibre	Soft 120%	Schum'r Limited		Mardave Rubber	Armaflex	Parma resistor 1¼ ohm		Futaba T/Stick
6 JOHN CHAMBERLAIN	50	2	Gemini	Fibre	Soft 120%	Schum'r Greeno Limited	MRP 550	Med. Hard Rubber	Soft Neop.	Demon Mk II	MPP Prophet	McGregor J.R. FM.
7 PHIL GREENO	50	3	Gemini	Fibre	Soft 120%	Schum'r Greeno Limited	MRP 550	Med. Hard Rubber	Soft Neop.	Demon Mk. II	MRP Prophet	McGregor J.R. FM.
8 JIM DAVIES Jnr.	40	1½	Associated L'weight	Carbon Fibre	Soft 120%	Associated Limited	Associated 05	Mardave Front	Arma	Parma resistor 1¼ ohm	Associated T0J	Futaba T/Stick
9 BILL COLES	45	1½	Scratch	Fibre	Chloride	Schum'r Limited	Mabuch	Radio Hard Rubber	Armaflex	Parma resistor 1 ohm	MRP Prophet	Futaba T/Stick



The P.B. Omega

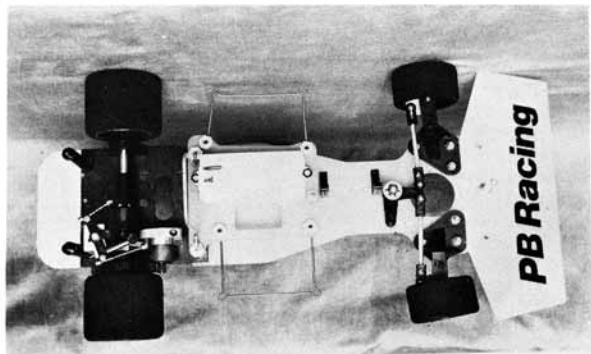
The pedigree of P.B. goes back a long way to the days of the Double (and probably before that). The Omega, which has been loaned to me for the purpose of this review, has a whole string of successful predecessors. The first impressions of this new kit confirm the pedigree of the product. One immediately gets the impression of completeness, with the uncomplicated 'workman-like' necessities and all the extras one could wish for (it is unfortunately for this chassis that the suspension car has already made its debut—but more of that anon). As I do not race 1/8th competitively, I'll keep this review to a factual appraisal of the actual appearance of the car.

Firstly, I must say that the kit arrived promptly after a very informative talk with Paul Pagdon of P.B. It is P.B.'s latest production kit, and has been extensively tested on the competitive European circuits. The car was ready built and came complete with a lexon body shell and wing. This obviously helped speed up the time taken for photographs etc. The prospective purchaser will undoubtedly have to assemble his (or her) own—but that's where half the fun lies, doesn't it?

At the Front

The well established polyprop. bumper (to minimise injury) is firmly secured to a very neatly cut epoxy glass chassis (see plate 2). A

P.B. kit-new Omega with Lexan shell



Top view of chassis showing all details

very sturdy alloy body post is attached to the front and is topped off with a large plastic washer which would obviously minimise crash damage from the body clip. This fairly insignificant black washer becomes important when considering shells costing £12 a time! The all new front axle units (and it *is* units in the plural) not axle beam (as previously seen on P.B. cars) looks to be very beefy indeed. There is a reasonable degree of castor angle and the steering geometry (i.e. Ackerman) still works beautifully, actively encouraged by the servo saver and captive track rods (see plate 3), connected to the well engineered alloy stub axle units. The whole front steering assembly worked very smoothly indeed – again emphasizing the engineering quality and craftsmanship that goes into these cars from Havant.

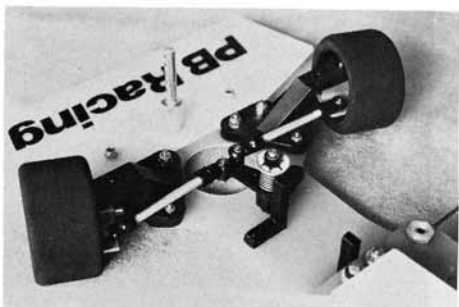
The ball-raced stub axles are a definite plus point as it makes changing wheels child's play. It can be so something of a nuisance to find yourself having to prise bearings out of very possessive hubs during a race meeting.

The Middle Bit!

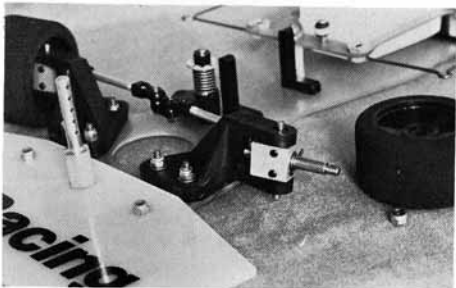
I'll skip over the 'L'-shaped nylon steering servo brackets and move on to the fibre shaker plate assembly. This plate is supported by three large alloy nut-shaped spacers about one inch high. Fitted into the shaped hole to one side of the shaker plate, is the white nylon sumped flip-top 125cc fuel tank. What a labour and time saving nicety that spring loaded cap is. The two rear shaker plate mounting pillars have a dual purpose. As well as spacing the plate from the chassis, they also house the 'carrying or roll' bar – another nice useful extra which is finding its way onto nearly all I.C. cars these days. The final piece to the middle section is the radio location wires. These are held in place on the plate via four nut, bolt, grub screw arrangements (see plate 4). This central shaker 'set up' will allow for a large degree of turnability, insomuch as the radio gear can be located to one side to allow the silencer to be moved forwards if desired.... again increasing the car's considerable versatility.

Finally.... the Rear

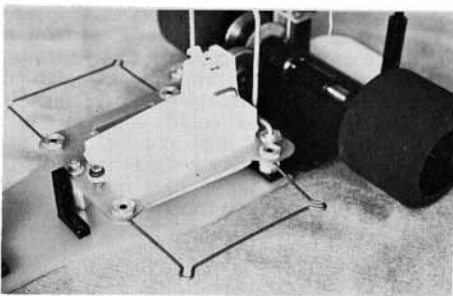
This (as far as I can tell) is where most of the good bits lie. Supporting all the 'goodies' is the lightweight machined alloy power pod. The lightening rebates can be seen in the photograph of the underside of the chassis. The sunken bolts which retain the black, anodised alloy, ball-raced plummer blocks and the disc brake unit can also be seen in the same photograph. The motor mounting block holes are also rebated to take the bolt heads, as and when the motor is fitted (sorry, I haven't got one – not even for photographic purposes – hint, hint). The clutch unit is fitted in a different way. It now clamps on rather than screws on to the motor crank shaft threads. The disc brake caliper has also had the treatment. It has been ball-raced and worked very, very smoothly. At the



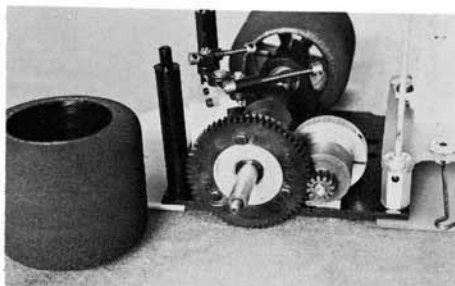
New front suspension assembly (Note-captive track rods)



The well engineered front stub axle units with integral ball races



The new radio location wires to help assist turning the car

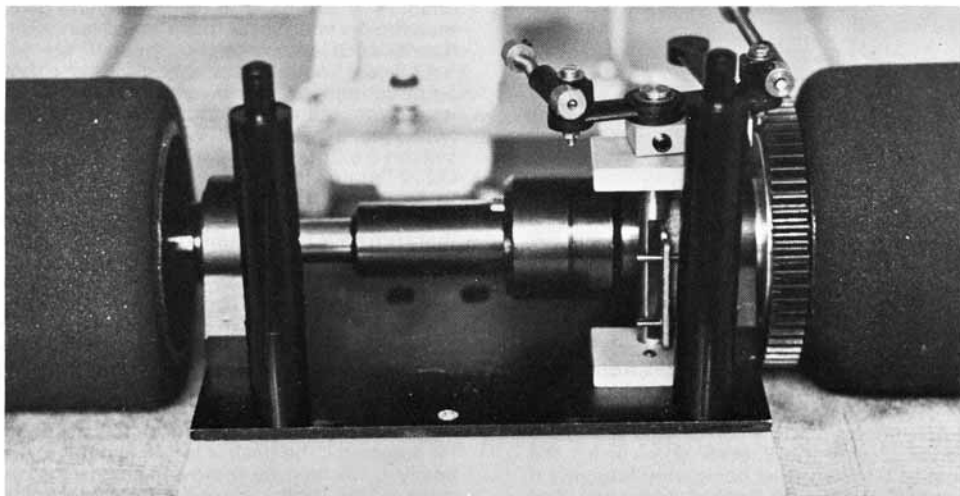


Clear view of alloy gear carrier

top of the caliper are two 'quick adjustable overrides' for the throttle brake set-up – another nice time-saving feature. On the axle there is a fibre disc running in between steel pads which should give a high degree of braking efficiency. Next to this is the, now well established, differential unit which no well-dressed car could possibly do without. Seriously though, it must be one of the biggest aids to good driving since r/c cars were invented. The alluminium gear carrier is a feature the earlier P.B.'s lacked. This should solve the problem of tightening the gear too much, leading to warping and the difficulty of evening up screw tensions. The glass filled gear is also easily located in this very useful carrier. The gears are individually marked with

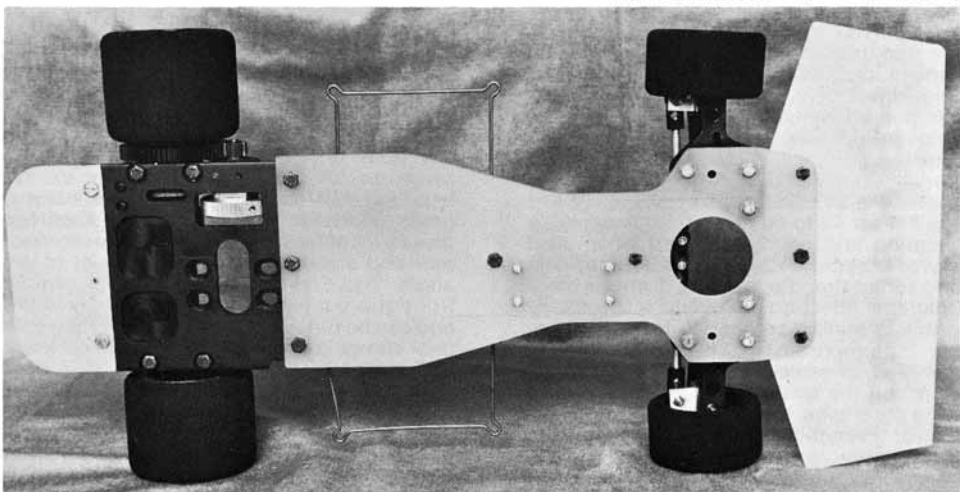
the tooth complement. In the case of this demo. car the gearing was a 60 mated to a 12 tooth pinion. Finally, to complete the back axle – there's the all important rear wheels (without them you wouldn't go far). The latter are of high strength, lightweight nylon and have a certain amount of flexibility to withstand the knocks encountered in racing. The front wheels also confront to the same specifications. The car is finished off with the two black nylon body posts and the small poly prop rear bumper.

The Omega should prove to be a highly tuneable, very reliable piece of machinery (depending on how consciencious the mechanic is, of course) and should in time, bring out the best in any driver.



Diff. unit, 'easy-adjust' brake and throttle overrides

Detailed underside view of the chassis



Bob Errington - Part Two



Following on from last issue, where we discussed the general chassis set-up. Our next subject is that of clutches which again can cause trouble if not set properly. The favourite clutch assembly now must be the P.B. Clamp-on with it's inherent strength and reliability, provided of course that careful assembly has been observed and that the outer-most ball-race is checked for signs of wear at frequent intervals.

Clutch shoes can be cut to suit your own preference with the shorter shoe being the easiest to handle whilst being very forgiving if too much throttle is applied too soon, but whatever size you cut the shoes to, do ensure that there are no sharp corners for the 'O' ring to wear upon by gently filing with a miniature rat-tail file until a smooth, even contour is left at both ends of the shoe. Next fit the clutch bell and ensure that it is free to spin, if not then a small amount of shoe should be removed from the leading edge until it does spin freely. This sort of preparation will enable a trouble-free tick-over and also minimise the chances of breaking an 'O' ring.

Gearing seems to vary from one person to another but I think the most common ratio used now is 5:1 (or 12 to 60 teeth) this gives usable acceleration and good top speed when used with tyres of approx. 75mm diameter. People do tend to forget that the rear tyre diameter has a considerable effect on the overall gear ratio so keep this in mind if comparing ratios. Gearing higher (numerically) will give greater acceleration, or wheelspin, but you will run out of r.p.m. on the straight with the possibility of blowing the engine. You will also burn more fuel and wear everything out that much quicker. Gearing lower reduces the acceleration and gives theoretically a higher top speed but in practice, unless you have a straight longer than

any track in this country, the top speed will be slightly less due to the torque limitations on the motor. This lower ratio makes the car undoubtedly easier to drive especially on adverse conditions and also reduces the fuel consumption.

When fitting a gear wheel it is very important to get the correct mesh. This is best done by fitting the 'Ring' gear to it's carrier then turning both until the tightest mesh is found at which point the gears should not bind but have a barely perceptible degree of movement. This will enable the assembly to spin freely and give, I feel, the optimum gear mesh whilst minimising the risk of stripping a gear.

Engines have probably caused more aggravation and the invention of more four letter words than anything else known to man (with the exception of women that it). Last season a lot of people started to switch to the O.S. 21 motor and many who did were delighted to find that it ticks over for simply ages, even when upside down. To top this the O.S. motors that I run have had no tuning carried out on them whatsoever - I merely adjust the head clearance and fit the PB slide carb which I have found to be totally reliable. The wear rate too is better than any motor I have known to the extent that I have not yet worn out a piston and liner. On the other hand the con-rod has caused some problems with the bush sometimes coming loose.

This condition can be felt by turning the engine over by the flywheel (a degree of play will be detected if the bush is loose) and this is then easily confirmed by removing the motor back plate.. The motto here then is that 'a little checking can save a damaged motor. The P.B. slide carb is perhaps the most reliable and easiest to set of all carbs, the only little secret is to have the bottom end jet set just a shade on the rich side and to have the foam air filter lightly coated with oil to prevent the ingress of dust. A final tip on engines is don't use cheap plugs because they are just not reliable enough for these high performance motors.

As regards sports car bodies, don't just put any body on and expect them to handle the same, each body shape will alter the car handling characteristics from total understeer to gross oversteer. For example the Kroll body gives a lot of front end grip but at the sacrifice of rear end stability thus requiring a lot of wing angle. The Shadow or Porsche 917 give less front grip but are very stable and easy to drive and can be run with a nearly flat wing angle. The final choice is very much a personal preference and depends upon your driving style so do experiment until you find the one that suits you and then stick to it.

Having settled on a body you can adjust the handling by altering the wing angle and front/rear locations. The more angle you run the greater the rear grip but with a reduction in the

high speed steering which could make it embarrassing when trying to turn at the end of the straight. Too little wing and you could suffer from loss of traction. Generally then, on a low traction surface a rear mounted angled wing at the maximum legal height is desirable. On a higher traction circuit then the wing should be nearly flat, further forward and probably even lower.

Undoubtedly the best thing to do is to try some of these permutations at a test session and find out exactly what does what. Practical experience is worth much more than just reading about it.

* * *

The first meeting of the season took place on the 1st January at the Mendip circuit for the club's usual New Years Day Grand Prix. Santa's Christmas pressy's were evident for all to see and even half a dozen Amps suspension cars

were to be seen running. Ten minute heats were the order and proved very popular as it has been when tried elsewhere. Traction was not good 'till mid afternoon and as you may expect caused more problems to the non-suspensions cars. All in all an enjoyable day was had even if you did need a white body to see the car in the final. Results? Well two suspension cars got in the 'A' final and put up a good fight and one got in the 'B' final and won.

A final comment to Phil Greeno who wrote last issue that the Bournemouth track was bumpy. Phil! You're meant to drive around the marker dots, not over them. Seriously though, bumpy is a relative word and I would point out to him that although the surface is not dead flat there are only two usable tracks in this country which are flatter.

Wishing you all a Happy and Enjoyable New Year.

Best Wishes

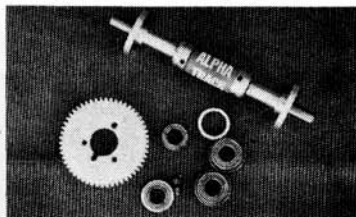
BOB ERRINGTON

ALPHA TRACK PARTS

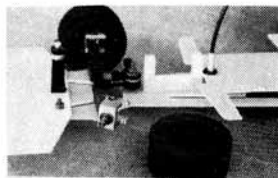
NEW DIFF - to fit

LECTRICAR, ASSOCIATED,

'GREENO AND OTHERS



Central Geared Alloy cased Diff. with blocks. Completely B/Raced.



B/Raced Front Axle
In-line King Pin and Stub Axle

THE FIRST NAME IN ACCESSORIES

41 St. Marys Avenue,

Leicester Forest East, Leicester

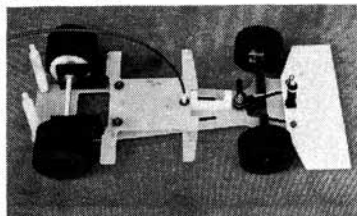
LE3 3FT. Tel: (0533) 898528

The NEW 1/12th Scale Rolling Chassis

Body mounts : G.R.P. ^{3/32} Chassis.

Front Tray & Tyres 1/16 Shaker Plate.

Servo mounts.



Excluding diff.

Battery Straps 7 Speed Board.

Servo Saver with tube axle.

Whip aerial Brakes.

Adjustable motor mount. Black wheels.

Selection of A.B.S. Bodyshells & Specialist Items.

Send S.A.E. for price list - Trade Enquiries Welcome.

~ DIARY DATES ~

1/12th CALENDAR 1981

DATE		LOCATION	CATEGORY
FEBRUARY	14	EXETER	3 HOUR ENDURANCE RACE
	15		STANDARD NAT. PTS. SCORING
MARCH	22	MAIDENHEAD	STANDARD NAT. PTS. SCORING
APRIL	26	STAFFORD	STANDARD NAT. PTS. SCORING
MAY	9	CLEVELAND	MODIFIED
	10		STANDARD NAT. PTS. SCORING
JUNE	20	MALVERN	MODIFIED
	21		STANDARD NAT. PTS. SCORING
JUNE	28	NENE	STANDARD NAT. PTS. SCORING (Formula only)
SEPTEMBER	12	ROTHERHAM	MODIFIED
	13		STANDARD NAT. PTS. SCORING
OCTOBER	11	BRIGHTON	STANDARD NAT. PTS. SCORING
	17 or 24	TAMESIDE	MODIFIED
	18 or 25		STANDARD NAT. PTS. SCORING
NOVEMBER		MAIDENHEAD	—
		MALVERN	—

OFF ROAD RACING 1981

MARCH	15	CHESTERFIELD	BUGGY, ETC.
MAY	17		BUGGY, ETC.
JUNE	20	MALVERN	BUGGY
	21		BUGGY - UHF ONLY or 35
JUNE	27	ROTHERHAM	1/8, 1/10, 1/12 OFF ROAD
JULY	26	CHESTERFIELD	
SEPTEMBER	20	CHESTERFIELD	

EUROPEAN MEETINGS

FEBRUARY	27/28	SWITZERLAND	8 mins. MODIFIED (on carpet)
MARCH	1		
APRIL	No date given To be announced	ITALY	8 mins. STANDARD - £130-150 (OUTDOOR - DRY) (INDOOR - WET)
JUNE	7	Venue to be announced	1/12th OUTDOOR STANDARD
AUGUST	15 & 16	CHESTERFIELD	INDOOR (Sat. Mod. - Sun. Std. PS)
FEBRUARY	9	CHESTERFIELD	TEAM INVITE
JULY	18 & 19	BATERSEA	OUTDOOR (Sat. Mod. - Sun. Std. PS)

1/8th CALENDAR

	B.R.C.A OPEN P-PORSCHE RD	EURO	INVITATION (TWO DAYS)	INVITATION (ONE DAY)	SOUTHERN LEAGUE
March	1 8 15 22 29		Alzira (Sp)		Aldershot
April	5 12 19 26	Bradford	Carnoux (F) Aldershot Carlisle Lyon (F)		
May	3 10 17 24 31	Lilford P Wrexham Aberdeen	Bologna (I) Utrecht (NL) Vienna (Au)	Paris (F) Corsica	Bournemouth Cardiff
June	7 14 21 28	Mendip (G.P.) Tibshelf P	Sweden	Brugg (Swiz.) Lyon 24 hr.	Aldershot Bournemouth
July	5 12 19 26	Wombwell Lambton P	Megadina (Swiz.)	World Champs.	Bournemouth Mendip
August	2 9 16 23 30	Aldershot West Burton	Vienna (Champs.)	Mendip Bradford Italy 24 hr.	Wessex
September	6 13 20 27	Bournemouth P	Belgium Liechtenstein	Lambton Meemstede 3hr. Lyon 4hr.	Mendip Bristol
October	4 11 18 25		Spain Monaco	Mendip 4hr. Bradford 4hr.	Bristol G.P.
November	1 8 15 22 29				

FOR THE BEST AND THE LATEST IN R/C MODELLING

JIM DAVIS MODELS

313 MARSH LANE,
ERDINGTON,
BIRMINGHAM
021 373 3535 & 5945

AND

145 NEWGATE LANE,
MANSFIELD
MANSFIELD 36062

BUY YOUR RADIO ENGINE KIT NOW ON FREE CREDIT. ONLY 12 INSTALMENTS

NO INTEREST CHARGE WITH



ON ALL GOODS OVER £175.00

1/12 ELECTRIC CAR KITS

Associated
CX12
AYK
MRP
Mardave
Spectron
Bolink
Lectricar
Antares
Tamiya
Graupner-FWD

IC BUGGIES

1/8 Texas Wild Baja
1/8 Rusher 8
1/8 Thunder Buggy
1/8 Ford Bronco
1/8 Domeo Racing Buggy
1/12 Nine Beat Special
1/12 Nine Beat

ELECTRIC BUGGIES

Tamiya Rough Riders
Sand Scorcher
Rally Sports
Eleck Peanuts
Trial-12
Cheetah
XR 311

SPECIAL RACING ITEMS

JDM Stock motor 05

Differentials:- Associated; Schumacher;
Associated Lightweight kits; and lots more goodies in stock.

Batteries:- Saft; G.E.; Sanyo.

Tyres:- All main ones stocked.

Tuned Motors:- AYK GZ 1200, Reedys; Parma;
Associated; and Specials.

Bodies such as:- TOJ; Prophet; M20; Porsche.

Radios:- Futaba 2-4-6; JR Propo; Acoms-2; Sanwa-2-3.

Rate Switches.

17M Servos; 30M Servos; SM411 Servos.

**** *SALE* ****

Cambria, FWD and Spares - 15% off.

Graupner, Porsche, Ferrari - Only £29.95.

Eleck Peanuts - Only £29.95 Limited Offer.

Elec Rider - £42.00 Limited Offer.

Yamaha YZ250 Trials - £75.00.

Paints - Formula-1 - £1.50 : Thinners - £1.95,

Supa Car - £1.25 : Thinners - £1.50.

Chargers:- M.A.P. Charger/Timer; MFA Mk3 Charger;
Yokomo 5&6 cell Charger; Kyosho 5&6 cell Charger;
M.A.P. Charger-Discharger for 1.2A; Graupner Duo 12.

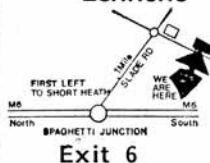
1/8 CORNER

PB
Associated
Mardave
Graupner
SC

ENGINES

OPS
OS
Super Tigre
HP 20 GC
Veco 19-20
Enya 21XC
HGK 21C
HB 21 PDP

Lennon's



Open Meetings! – What's Happened?

(Views by NICK ADAMS)

At any open meeting one may assume that everything is running smoothly and happily since nobody ever says anything out loud. However, probe below the surface and one discovers that the competitors do not like many aspects of what they find at Open Meetings.

For a start, if a meeting is BRCA sanctioned then it must meet a set of minimum required standards to become sanctioned. However, somewhere along the line a break occurs and so Open Meetings are still being run the way organisers think they should be run.

For instance, ask an 'A' finalist what he wants for making the final and he will reply a trophy. He does not insist on prizes, holidays, vouchers, etc., but every 'A' finalist should get a trophy or plaque, and if the organisers cannot afford it, then they should either put the entrance fee up and get more sponsorship, or not run a sub-standard event.

A second instance is ask any competitor what motor he wants to see in everyone's car and he will say one that is equal in performance to everyone else's. Yet the organisers cannot often provide a scrutineer who knows the difference between one Igorashi and another, and even if he does, the BRCA rules do not offer any help in how to enforce the rule.

Yet the answer that is acceptable to 90% of those you ask is simple. Allow only 35 turns Igorishi motors and dewind the top finalists. This coupled with supplying motors at open meetings will solve all the motor problems. Yet the people who cry 'no way' are nearly always the people who at the moment rely on unnatural speed to achieve their results. Quite simply, if your motor is faster than someone else's, then you have an unfair advantage.

A third instance is the terrible state of the BRCA handicap system. I can find very little support for this system, but a massive support for running A, B, C etc., finals based on qualifying times.

A fourth instance is the computer enforced use of average lap times to work out qualifying positions. It is quite simple to show that the system is inaccurate and should not be used, as it can mean the wrong person making the final.

The instances are many, yet they need be fewer if only the BRCA would draw up and enforce a good and workable set of rules.

Classified Adds

Private 5p per word – min. 10 words. **Trade** 8p per word – £5.00 per Column inch.

All advertisements with payment to RADIO RACE CAR, 38 TORRIDON WAY, HOLYCROFT, HINCKLEY, LEICS.

For Sale

MARDAVE 1/8 IC Car with Enya 19, good condition. £25.00. Tel. Southampton 582965.

JR. FM. RADIO 2 + 2. 2 servos. All nicad complete with charger + 4 sets x TALS. Little used – £80. Tel. 021-559 4904.

1/12 ELECTRIC Car parts, Associated, Mardave and Electricar plus battery pack and lots of bits and pieces. Offers. Tel. Quatt (Salop) 780308.

1/12 ELECTRIC complete outfit, Associated Car with Demon speed controller, Futaba Medallion 2 dry cell, Schumacher diff., slip-on tyres, Lexan body plus spare wheels and tyres. All assembles and ready to run. £70 or ono. Tel. 021-378 3810.

SANWA 2-Channel Radio complete dry cell, excellent condition. Must sell – Offers. Tel. Quatt (Salop) 780308.

ASSOCIATED 1/12 Electric Car complete with Futaba L Series 2 channel radio inc. charger plus many extras spare – Sermo, Motor, Tyres, Wheels, 12V battery, Car charger, Cooling Fan, Tacho. All in well made carrying box. Phone for full details – J. Moss 021-250 6849.

Wanted

FUTABA 17 M Servos (S/Hand). Must be in good condition. Phone Ken 021-559 4904.

SOMETHING YOU WANT TO SELL OR BUY – THEN USE RADIO RACE CARS CLASSIFIED ADDS SECTION. ALL ADVERTISEMENTS WILL BE INSERTED IN FIRST AVAILABLE ISSUE.

NEW!

UNITROL Competition Special Electronic Speed Controller



- * Electronic Speed Controller Suitable for all 12VDC Motors (1.5 to 2000 RPM) (1.5 to 2000 RPM)
- * No Friction Loss at Full Speed
- * Proper Acceleration and Proportional Braking (Full Brakes)
- * Excellent Use of Battery (No Ethanol)
- * No Self-Heating (Suitable for High Speed and Torque)
- * Clean Running - no Exhaustive Use

£29.95 INC. VAT

FROM YOUR MODEL SHOP OR DIRECT

(TRADE PRICES AS AVAILABLE)

UNICORN ELECTRONICS
41 Mount Street, Coventry CV5 8DE. phone (0203) 78641

MARKET PLACE

This issue's Market Place contains some varied, but interesting items.

BETA ELECTRONICS

The first item comes from Beta Electronics and this, as you can see from the photograph, is a very mixed bag. Top of the range (in the centre of the photograph) is the Beta Sigma. This does everything the enthusiastic electric car racer could want for cycling batteries, i.e. charges & discharges on its own over a period of weeks, to monitoring fast charge just prior to racing. A highly recommended piece of equipment. However, if the latter is out of your price range, Beta Electronics will surely have something to suit your pocket. (Consult their advert in this magazine for the various items and prices).

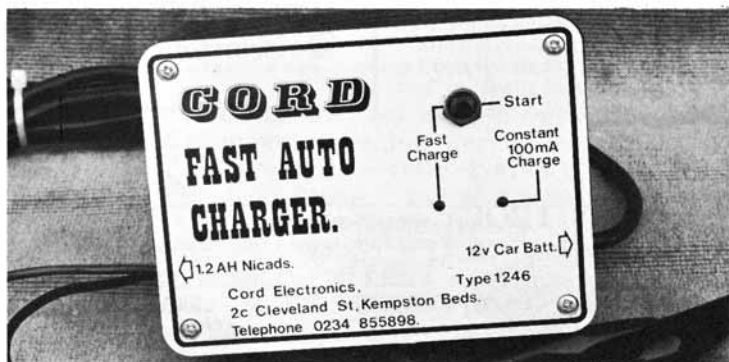
Selection of electronic 'goodies' from Beta. Sigma multi-task unit in centre. On right of Sigma (small aerial devise) is the digital tacko with L.C.D. display.



CORD CHARGERS

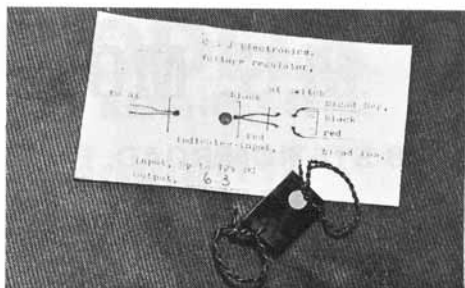
I have recently had the pleasure of testing the cord auto charger. This has proven to be a most reliable unit and exceptionally easy to use. I've found it most useful to cycle my cells. The trickle charge facility is an absolute must for getting the cells nicely topped off. For the absolute novice just coming into racing, this unit is foolproof. To get the best from your cells without the risk of damage - this is definitely recommended.

Cord charger - very simple to operate.



C.J.S. ELECTRONICS

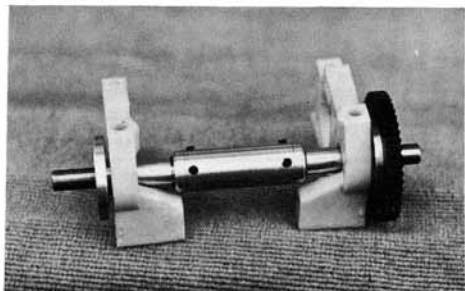
Another interesting little item from C.J.S. Electronics for anyone wishing to get rid of the problems associated with topping strength off your car's battery pack. This little device in the photo connects between the cells and your radio gear to deliver a stable 6 volts and it will maintain this until the car is almost immobile through lack of charge – which can't be bad!



Voltage regulator and wiring diagram.
C.J.S. Electronics.

ALPHA TRACK PARTS

Yet another version of the now well-established Alpha mini-diff. This one, as can be seen from the photograph, is comfortably situated between a pair of Associated axle blocks. It can be fitted without having to modify the blocks in any way. There have been a number of centre diffs. fitted with Associated of late, but without exception, I think they all needed some work doing to get them in.



Super-slim Alpha mini diff. Now fits Associated.

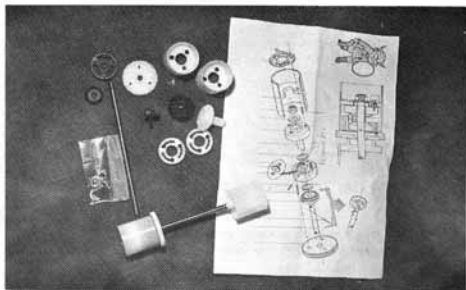
RAYDIO TYRES – New diff for 1/12 scale

An intriguing gear diff came into my possession the other day by courtesy of Ray Parker (the Raydio Tyres man). He informs me that he is importing these diff units and on first impression it looks very interesting indeed.

Although "in the wheel" gear diffs are not new, the novelty of this one lies in the quick change hubs. The sleeve itself is retained by a small moulded collar, that fits neatly over three small self-tapping screw heads and with a swift twist, the collar locks the sleeve in place.

The one minor draw-back for this unit is the axle – 6m.m.s. diameter. Why, oh why, can't manufacturers standardise! Still, I'm sure the determined one's amongst you, will find some small internal diameter ball races to solve this problem.

The Carlson in the wheel-gear diff.



M.G. MODEL PRODUCTS

38 STATION ROAD, FINEDON, NR. WELLINGBOROUGH,
NORTHANTS

Telephone: 053 672 3393

A COMPREHENSIVE RANGE OF SERVICES & STOCK FOR ELECTRIC MOTOR USERS. 1/12th CARS/BOATS/ELECTRO FLIGHT/SLOT. INCLUDING HIGH SPEC. DYNAMIC BALANCING DIAMOND TOOLED COMM. TRUES, ETC., ETC. AND OUR OWN RANGE OF HAND-BUILT, HIGH PERFORMANCE MOTORS BACKED BY OVER 20 YEARS EXPERIENCE IN HIGH PERFORMANCE D.C. MOTOR WORK.

SAE FOR LIST (STATE CARS/BOATS/A/C PLEASE)

TRADE ENQUIRIES WELCOME

BETA ELECTRONICS

ARTICLE	JANUARY 1981 RETAIL PRICE	ARTICLE	RETAIL PRICE
Beta Deltic	£39.95	Very light nylon nuts and screws, 8BA.(4 nuts + 4 screws)	40p
Beta Monitor (Detects full charge and isolates cells) Limited No.	£18	Very light nylon nuts and screws, 4BA.(4 nuts + 4 screws)	50p
Beta Quick Charge (Fast charge resistor on high quality heat sink)	£ 3.75	Beta-Flex, rear tyres	70p per pair
Beta Posi Charge (Constant current output stage on high quality h/sink)	£ 6.50	Beta-Slix, rear tyres, soft, bounce free	70p " "
Beta D.V.M.(3½ digit L.C.D. - the smartest and best at the price)	£25.50	Beta sleeved flex (neoprene sleeves)	£ 1.50p " "
Beta D.C.M.(3 digit L.E.D. 0-10A)	£22	Super flexy leads (ideal for on car wiring-wiper leads etc). red + black, 2 metres	50p
Beta Babysitter (Mains operated, full auto cyclic cyler)	£25	Small wiring Ty-wraps (50)	£1
Beta Tacho. (0-30,000 RPM, digital L.C.D. readout, opticle, rechargeable)	£45.50	Battery Ties (pair)	30p
Beta Sigma (Contains full facilities to cover all requirements)	P.O.A.	Araldite rapid	90p
All items marked with *, built to order.		Snorkle pen of commy oil	85p
1.2 AH Nicads (Matched pack)	£12.25	4.5 metre roll of insulation tape (red, black, blue, green, yellow, white)	40p per roll
Mains charger for 1-4 pencils	£ 6.10		
Ready built 3 digit D.V.M. Module (Less case etc.)	£16.50		
L.C.D. Display	£ 8		
L.C.D. Driver	£ 8		
Build your own Tacho, P.C.B. (includes circuit diagram)	£ 3.50		
Reverse Micro switch with roller	£ 1.60		
High quality heat sinks	£ 1		
.56 OHM 25W resistors (black)	£ 1.40		



Beta Electronics,
12 Fairville Road,
Fairfield,
Stockton-on-Tees,
CLEVELAND.
TS19 7NA.

Tel: (0642) 581370

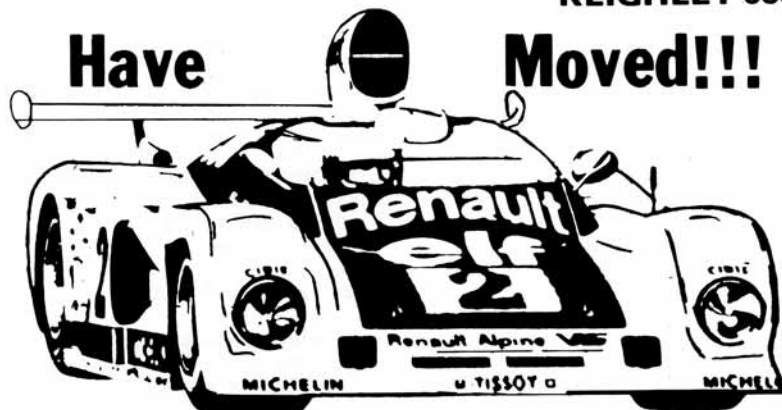
PRICES SUBJECT TO ALTERATION
WITHOUT NOTICE

AIREDALE MODELS

KEIGHLEY 65662

Have

Moved!!!



Hope to See You at the New Shop Soon. Cheers Bob

Please note new address:

**156 STATION BRIDGE, BRADFORD ROAD
KEIGHLEY, W. YORKS**

SCREENcraft Name Stickers

ATTENTION 1/8 AND 1/12 RACE CAR DRIVERS.
LET US PRINT YOUR NAME LIKE THIS

Joe Bloggs

*** AVAILABLE IN PACKS OF 100 ***

*** THREE COLOURS IN EACH PACK

- red, white and black ***

*** SELF ADHESIVE ***

*** MANY OTHER USES ***

PRICE INCLUDING V.A.T. AND POSTAGE £3.60

We will print YOUR name on self adhesive vinyl.
Not only are these the professional
way of marking your 1/8 or 1/12 car, they are
also an excellent way of marking those valuable
personal items like toolboxes, transmitters,
chargers etc.

SCREENCRAFT DESIGN LIMITED,

39, WORCESTER STREET,

GLOUCESTER. GL1 3AJ.

TELEPHONE 0452-31172

K & T TYRES

34, FAIRWAY,
NORTHFIELD,
BIRMINGHAM.

MODEL CAR RACING TYRES
1/8th AND 1/12th TYRES
NEOPRENE ARMFLEX SPONGE
HARD, SOFT AND MEDIUM
QUICK CHANGE — ALSO FRONTS
REAR TYRES AND FRONT TYRES
ALWAYS IN STOCK.

**STOP PRESS:
FLEXI INSERT
TYRES ARE NOW
AVAILABLE.**

Tel. 021 475 5651



STAGG MODELS

HOBBY CENTRE

Proprietors — Mike and Wendy Boardman

22 BRIDGE STREET,
NORTHAMPTON
NN1 1NW
Tel: Northampton 35718

THE SOUTH MIDLANDS MODEL CAR SPECIALISTS

NOW IN NEW, LARGER PREMISES

KITS:-	ASSOCIATED	£64.50	CAMBRIA	£52.95
	ROLLING CHASSIS	£33.95	GEMINI COMP. SPECIAL	£85.00
	MARDAVE	£42.95	GEMINI ROLLING CHASSIS	£49.95
	ROBBE FRONT WHEEL DRIVE .	£45.95	TAMIYA ROUGH RIDER & SAND SCORCHER.	£62.00
			MOST OTHER TAMIYA R/C KITS IN STOCK	
RADIOS:-	ACOMS	£29.95	FUTUBA 2L	£44.00
	JR. JEEP	£45.00	SANWA 2,200	£42.95
MOTORS:-	REEDY MODIFIED	£30.00	TAMIYA MABUCHI 540SD	£10.95
	ASTRO 05 SPECIAL	£ 6.44	IGARASHI 05	£ 4.96
	MABUSHI 540	£ 4.66	OTHER MOTORS IN STOCK	

ACCESSORIES:- FULL RANGE ASSOCIATED AND MARDAVE SPARES

SPEED CONTROLLERS:- SMOOTHTRONIC, DEMON II.

BODY SHELLS:- TOO NUMEROUS TO LIST.

TYRES:- RAYDIO, K&T, FLEXIBLE SLIP ONS.

DIFFS.:- SCHUMACHER - £6.90, ASSOCIATED - £10.65, AYK GX1200 - £23.95

CALL IN FOR A CHAT - SEE OUR NEW SPACIOUS SHOP

Specialists in Radio Controlled
Models, Kits and Accessories

RADIO-ACTIVE

(MODELS)

RADIO CONTROL

Futaba AM & FM
Sanwa AM & FM
Sprengbrock (New Pilot)
MacGregor J.R.
M.R.C., Acoms.
Plus Spares

AIRCRAFT KITS & GLIDERS

Graupner
Ripmax
Micro-Mold
Mick Reeves
Skyways
Precedent
Rojair
Superfly
Cambria
Carrera
Mike Sharman
Veron
Somoso
Flair
KeilKraft
Model Flight
Svenson

Revell/Hegi
Olympic
Pilot
S.G.
Marutaka
C.A.P.
Robbe

CONTROL LINE AND FREE FLIGHT

A WIDE RANGE OF KITS
AND ACCESSORIES
ALWAYS IN STOCK

ACCESSORIES

Solar Film
Unicover
Kwikcote
Flightspan
White and Colour Nylon
Silk
Coverite
Heat Shrink Nylon
Tissue, Dopes
Paints, Lexan, Enamel
Cellulose and Adhesives.

PERFECT PAINT

Camouflage
Colours and Thinners

CAR KITS

New AYK and Accessories
Mardave
Lectricar
S.G. (Antares and Futura)
Associated
Bolink
Graupner
Kyosho
Cambria
Complete range of Tamiya
including Cheeta, XR311,
Rough Rider and Sand
Scorcher. Plus spares.

BOATS

Stidwell
Graupner
Veron
Stratos
Robbe
Precedent
All accessories including
Radio-Active accessories.
Mk.V Trapper
Yacht
Period Ships and Fittings

Come and browse through
our extensive range of
Balsa, Spruce, Obechi,
Marine Ply, Nuts, Bolts
4, 6, 8, 10BA, self-tapping
and many more articles
too numerous to list.

ENGINES

O.S.
H.P., O.P.S.
Graupner
Enya
Webra
Merco
Super Tigre
Fuji, K.&B.
Profi Veco
New Irvine 40 & 820
P.A.W.D.C.
Cox M.E.
Gilbert
Flash & Thunder
Tigre
H.G.K., Redshift
Profi Spares

We also stock a large
selection of Dremel,
Vibro Saws, Lathes, etc.
and extensive range of
Tools.

94 ARDLEIGH GREEN ROAD, HORNCHURCH,
ESSEX
Tel: Hornchurch 40016

OPENING HOURS:

Monday: Tuesday: Thursday: Saturday 9a.m. - 6p.m.
Wednesday 9a.m. - 1p.m.
Friday — late night 9a.m. - 7p.m.

ACCESS, BARCLAYCARD, HOBBYCARD, QUAD
FINANCE, MAIL ORDER

SPECIAL to RADIO-ACTIVE, Cherokee type low-wing trainer. Basic
kit includes glass fuselage, foam wings and tailplane.

1/8 SCALE
TYRES



RAYDIO



Tyres

1/12 SCALE
TYRES

SUPER GRIP FANTASTIC VALUE THE WINNERS' CHOICE

** NEW : 1/12 electric stock car tyres 2 1/4" O/D 1" width **

1/12 scale Electric Race Tyres

Neoprene Rubber & Armaflex

ALL TYRES POST FREE

SPECIAL OFFER

1/8th I.C. Stock car tyres

Medium Soft Only - 1/2 price

£1.64 plus V.A.T. for set of four (while stocks last)

NEW 1/12 DIFF. SEE MARKET PLACE

Supplier to the Model Trade and Car Kit Manufacturers
U.K. and abroad for the past 10 years.

Ask for Raydio Tyres by name at your local model shop
or Contact:- RayTel 0200 - 24913 (day or evening)

RAYDIO TYRES INTERNATIONAL,
35, LITTLEMOOR ROAD,
CLITHEROE, LANCs.

CLASSIC
models

126 Botchergate
Carlisle, Cumbria
☎ 0222-38250

THE NORTH'S' LEADING CAR CENTRE

*** **

We have full stocks of 1/8 cars and spares

P.B., S.G., AMPS, Mardave

INCLUDING the fantastic S.G. and AMPS

SUSPENSION CARS

*** **

Masses of ABS and Lexan shells

*** **

P.B., Ultra, Delta, Associated tyres

*** **

Perry, P.B., OPS, Preston carbs

*** **

Greeno and PBS goodies

*** **

Yeco, OPS, S.Tigre, OS engines

*** **

Sanwa, Futaba, radio and spares

*** **

Mail order welcome

Racing every fortnight

Rising for entries

SARIK-VACFORM

63 Bevington Close, Patchway, Bristol. Tel: 0272 693235

LEXAN (INC. INT.) - £4.50 ABS - £2.50

MARCH BMW MI

LOTUS ESPRIT TURBO

PORSCHE 917 LE MANS

FERRARI 512S LE MANS

PORSCHE 917 CAN AM

MARCH 2 LITRE SPORTS

MACLAREN CAN AM

LIGIER MASERATI

LOLA T70

LOLA T333 CAN AM

MAZDA RX7

FERRARI 330P4

LANCIA BETA TURBO

LEXAN REAR WINGS 70p

DRIVER FIGURE 45p

SALOON INT. 90p

READY PAINTED LEXAN £6.00p

We can also quote you for your own Vacforming requirements. (Short runs no problem.)

TRADE ENQUIRIES WELCOME S.A.E. FOR LIST

LINCOLN

LINCOLNSHIRE PREMIER MODEL
SHOP FOR COURTEOUS, EFFICIENT
AND ENTHUSIASTIC SERVICE.
WE ALWAYS HAVE A GOOD
SELECTION OF AIRCRAFT,
BOAT AND CAR KITS, ENGINES
AND RADIO CONTROL EQUIPMENT

**INSTANT CREDIT
AVAILABLE TO CALLERS**

(Subject to Status - Now up to £750)

MAIL ORDER

THE MODEL CENTRE
24 NEWLAND, LINCOLN
Lincoln (0522) 25907

Now Open all day Mon.-Sat. Late night Thur. until 8pm

EXMOUTH MODELS

78, EXETER ROAD, EXMOUTH,
DEVON.

Tel: Exmouth 72540.

We specialise in both 1/8 and 1/12
cars and stock most electric carkits

We specialise in both 1/8 and 1/12
cars and stock most electric car kits
including; GEMINI, MARDAVE, SG
ANTARES etc, plus most spares.

ALSO LOTS OF TAMIYA KITS



FULL RANGE OF PB
KITS AND SPARES
AVAILABLE.
ALSO THE BEST IN
MOTORS INCLUDING
OS, OPS, K&B etc.

PLUS LOTS OF GO FASTER BITS
MAIL ORDER ETC - A PLEASURE!

RECHARGEABLE SEALED BATTERIES

TRADE ENQUIRIES WELCOME

1/2-AMP CHARGER

One charger that will provide 1/2 amp at 2V, 4V & 6V and a useful 1/4 amp trickle at 12 volts. No switching. Automatic compensation. Current limited. Safe on all cells, wet or sealed, 2.5 amp hours and up.
Ideal for 2V cyclons and new sealed lead range below.



Indicator shows correct charging. Output via spade receptacles on leads. Red +ve, Black -ve. £6.35 inc. VAT.

RAPID CHARGING Sub 'C'? It is generally recognised that deep cycling of cells in packs can cause them to get out of step with each other. However a trickle charge over 14-16 hours brings them all safely up to IDENTICAL states of charge. *N.B.* - Even overcharge at the trickle rate is quite safe. 120mA CHARGER for trickle charging 2-10 Sub 'C' as recommended above. 14-16hr charge. Similar in appearance to 1/2-amp charger above, but with crocs on output leads. Price £8.12 inc. VAT.

SEALED NICKEL CADMIUM BATTERIES (VENTED)

Heavy-duty. Fully sealed. Rapid charge/discharge. 1.25 volts. OR

for lighter duty. REPLACE dry cells with their rechargeable equivalents in calculators, radios, tapes, torches, etc. etc. (N.B. A dry cell, nominal 1.5V, drops to 1.25v or below when in use).

Please say whether required with or without tags. Prices inc. VAT.

Pencil, 'AA', 0.5Ah 90p HP11 'C' size, 2.0Ah £2.90
HP11 'C' size, 1.8Ah £2.49 HP2 'D' size, 4.0Ah £3.80

(S.A.E. for lists of charges and holders)

SUB 'C' 1.2 Ah £1.64 SUB 'C' 1.6Ah £2.23
SUB 'C' 1.4 Ah £1.64 S.A.E. for data sheets.

Sub 'C' All normally with tags top and base. Packs available.

NEW SEALED LEAD RANGE

(spade terminals match 1/2-amp. charger leads top). Prices inc. VAT.

(See across RHS for 1/2-amp charging times).



6v x 2.6Ah L134 x H60 x W34mm. Wt. 1.32 lbs. £8.79 6 hours
6v x 4.5Ah L151 x H96 x W34mm. Wt. 2.42 lbs. £9.93 10 hours
6v x 6.0Ah L151 x H96 x W34mm. Wt. 2.75 lbs. £10.84 13 hours
6v x 8.0Ah L151 x H96 x W50mm. Wt. 3.6 lbs. £12.21 18 hours
12v x 6.0Ah L151 x H102 x W65mm. Wt. 4.9 lbs. £20.29 26 hours

ALSO AVAILABLE (S.A.E. for full lists)

RAPID CHARGING OUTFIT (requires 12v source) .. £5.41
MULTI-CHARGER (240v source) £16.10
DUAL CHARGERS e.g. Rx 4 cells and Tx 8 cells, or Rx 4 cells
Tx 6 cells, or 6 and 6 (240v source) £8.12
SPEED CONTROLLER (Electronic) Foreword only.
Full throttle by-pass £12.56
9-volt Range, PP3 £5.30; PP6 £9.82; PP9 £15.99; 4.8-volt
Flight Packs 250mA & 600mA £4.13 & £7.73.
Cylindrical Cyclons. 2v sealed lead. 2.5Ah £2.44. 5.0Ah £3.57
BOOKLET ON BATTERIES & CATALOGUE - SAE FOR
RAPID RETURN £1.45.

We guarantee that all our products are brand new and unused.

MAIL ORDER: (All prices include VAT). ADD 10% post and packing. (5% for orders £25.00 and over). Send SAE for full lists. Mail Order and Enquiries to:

**SANDWELL PLANT LTD., Dept. RCM&E, 2 Union
Drive, Boldmere, Sutton Coldfield, W. Midlands
B73 5TE. Tel: 021-354 9764**



MODEL CRAFT

5 CROSS STREET, BLABY, LEICESTER
Telephone Leicester 771397

SENSATIONAL PRICE

FOR 'SUB.C'
NICADS

The same make and type
Nicads as fitted by
Associated

LIMITED QUANTITY

SPECIAL
OFFERS

Cam motors £12.50

Black Mabuchi S.D. motors
20,000rpm at 8v. .. £ 8.75

Standard Mabuchi . . £ 3.17

Graupner motorcycle £35.00

Peanuts Buggy. . . £35.00

Acoms radio with the motor-
cycle or Buggy. . . £60.00

Tamiya Sandscorcher £59.95

Acoms radio & Sandscorcher
£86.95

FANTASTIC VALUE

12 volt motors, 10 pole armature.
Self aligning endbearings.
Thermal cut out, reversible.
3mm output shaft, overall length
4", diameter 2-1/4". Normal
amperage on load 5 amps Ideal
quality motor for cooling ni-cads
£2.50 each.

AYK ROLLING CHASSIS

Complete with differential,
ballraced axle blocks, ballraced
& thrust raced wheels, thrust
raced king pins, speed control,
servo saver, shaker plate, fibre
chassis, ball linked trackrods
etc. ONLY £29.50 each
Accessory pack with drive gears,
pinions, diode, body mounts, etc.
£5.00

£7.98 per pack of six

Arranged in two rows
of three, side by side.

BRAND NEW 1980 PRODUCTION
GUARANTEED PERFECT

Postage 40p Any no. of packs.

POSTAGE

Motors and parts 35p
Kits £1.00



Join The Trophy Winners

Race with the Best, with the most exciting Break-through in Model Racing Ever. The elite Mini Clubman Hotrod, ready assembled Rolling chassis, all steel needle Roller clutch, super tough pre coloured Fibreglass body shell fit any 19-21 engine. At £54.50 pure perfection.

Or its counter part the World renowned PUMA INTERNATIONAL with its MOS 2 filled Trailing Arms and front suspension blocks all steel chassis and Fibreglass body shell represents the very best in competition. Facing, Warning this car is fitted with the Mickey Mouse hairgrip rear suspension, our competitors fear at £41.50 post free.



PUMA PROFESSIONAL PIT BOX



B.T. WILLIAMS

38 HIGH STREET · STUDLEY
WARWICKSHIRE
ENGLAND
Tel. Studley 3002

Less Battery & Starter
£58.00

This superb box is pre-coloured GRP with angled upstand & removable back panel with catches, 12-2 volt 6amp Dropper, Glow plug socket & clip, Fuel pump & switches plus spring loaded stand. The Starter is Optional, fully wired with enough room for all your equipment inc car (stands can be mounted to fit all sizes of cars)

Pit Box	£24.50	Fuel pump	
Special 12-2volt		switch	£ 3.72
6amp Dropper	£ 9.60	Glow Clip	£ 1.20
Fuel Pump	£ 5.31	Socket	£ .99
Spring Loaded		Warning Lights	£ .88p each
stand	£ 5.25	Amp Meter	£ 2.53
Starter switch	£ 1.30	Sullivan Starter	£28.92

PLEASE ALLOW 10% FOR POST & PACKING IN U.K. ONLY

All spares readily available by return post Send SAE for catalogue
All prices included V.A.T.

REPLACEMENT STEEL WISHBONE KIT
HOT NEWS to fit Mardave stockcar Contains MOS2 filled nylon
steering blocks, kingpins, springs & fittings £5.85

Red Baron Models Ltd.

497 HERTFORD ROAD, ENFIELD, MIDDLESEX, EN3 5XH.

Telephone: 01 804 7452

MOTORS		SPEED CONTROLLERS					DIFFS.		
MRP 550	£ 6.50	Demon 1	£34.00	AYK Diffs.	£12.50				
Red band	£ 7.50	Demon 2	£39.00	AMPS Diffs.	£11.44				
RS 540 SD	£10.99	L & M Reverse	£31.00	Schumacher					
MRP 551	£ 9.50	Unitrol	£33.50	Diffs.	£ 6.90				
CAM	£17.50	Racing Max	£26.20						
Parma Lotus	£16.50	Racing Max S	£27.90						
Twin Ball race									
Modified 540	£23.57	***	***	***	***	***	***	***	***
Reedy Modified	£33.50	*							
***	***	*	Associated lightweight chassis	£15.62					
		*	Differential Box Spanners	£ 2.70					
		*	Adjustable Tweek Plates	50p					
		*	Large Tube Silicone	£ 1.69					
We carry a large range of spares for:-		*							
Graupner	Gemini	***	***	***	***	***	***	***	***
AYK	Mardave	*							
Associated	Tamiya	*							
S.G.	Bolink	*							
***	***	***	***	***	***	***	***	***	***
		***	100's of Body shells, tyres, wheels, kits						
		*	Radio's etc.						

ACCESS - BARCLAYCARD - HOBBYCARD - H.P. TERMS

PHONE FOR SAME DAY SERVICE : - 01 804 7452.

* OPEN TILL 7 p.m. FRIDAYS.

WE HAVE THE PARTS

One-O-One specialise in selling only the best model car racing parts, both Slot Racing and 1/12 Electric, because we import everything ourselves, we have many parts that are unavailable elsewhere, we have the largest range in the UK. See for yourself - PARMA, MURA, TRINITY, GREENO, leisure, CHAMPION, BOLINK, FAAS, CAMEN, ASSOCIATED, LGR, MRRC, TWINN-K, SPEED AND SPORT, CHECKPOINT, PRO-SLOT, LIMPACH, OUTSIGHT, HB, MG, BOG, K & S, MARDAVE, MRP, OBC, SCHUMACHER, RHINO, BSRT, HPS, BETTA, TYCO, SCD, UNGAR, AGUIRE, plus of course our own parts.

WE HAVE THE KNOW HOW

One-O-One are the UK's leading specialist DC motor builder, having over 14 years competition experience, during which time our parts and services have helped our customers win no less than two European and five National championships. Our experience in British, European and world slot racing championships is passed onto our customers in the form of advice and improved parts and services, and speaking of services -

WE CAN REBUILD

One-O-One can help you whether you race HO 1/32, 1/24 or 1/12, we can true your worn comms, zap your tired magnets, glue and true your square wheels, spray your clear bodies, tune your sick motors, and even build you a complete car, but above all we can offer you the parts and advice to improve your car's performance.

SAMPLE SLOT RACING ITEMS

MRRC Series 4 cars	Handbuilt brass frames	£2.00
Liflok 79, Saubä Leyland	Lexan bodies	from 86p
Formax 3127 Porsche 936	Mura GP 20 Slot motor	£5.00
McLaren M23	Mura Mail GP 20	£7.50
Parma RTR car	Champion GP 20	£1.50
tyres, 160 motor	Johnson 1340	£1.45
bonds, metal chassis	Johnson 16D	£1.20
MRRC H. Speed coil	FAAS spurs, all sizes	£0.55
motors, 2, 5, 7, 10	FAAS pinions, all sizes	£0.55
TS unit	Beatties spurs, all sizes	£0.20
Parma controllers	Beatties pinions, all sizes	£0.20
One-O One RTR's		

Cox Conrastes all sizes	£0.45	LGR Shunted	£0.35
Cox Pinions, all sizes	£0.20	All Mura Parts in stock	
MG Gears all sizes in stock		Parma, Camen, Champion	
Mura Springs L.T. MD, HY	£0.18	Limpach Boops	£0.50
Built Springs	£0.40	10 Types of transfers in stock	from £0.15
Mura 36D Brushes	£0.20		

Please include extra for postage and packing. Minimum 30p
Phone your Card No. now for immediate despatch. 0634 360004 ask for Dave

SAMPLE 1/12 ELECTRIC ITEMS

We stock most associated parts, and as we import them ourselves we usually have them in stock

Associated Diff	£3.45	Associated R. End Pack	£5.50
Associated Wheels	£2.15	Associated F. End Pack	£4.95
All of the 'last' Parma Lexan shells in stock			
Parma Rati	£4.95	Parma Kroll	£4.95
Jomac Schkee	£5.95	MSP Propeller	£5.95
Good selection of motors, from stock 05s			at £5.50
To outrageous Coban Magnet illegal 05s			at £56.95
Leisure Alloy One Piece Rear End Kit			£4.95
Mura Pinpoint Oser	£0.75	Triflon Oil	£1.20
Motor Balancers	ea. £1.95	1/2 Axle Races	ea. £1.95

DEALERS - WE CAN OFFER YOU THE BEST TERMS ON ANY AMERICAN SLOT OR R/C EQUIPMENT. PHONE OR WRITE FOR DETAILS

For a full list of all the parts we stock send a SAE now please mark the envelope either SLOT RACING or RADIO CONTROL

ONE-O-ONE r/c

ONE-O-ONE R/C

52 Hawbeck Road, Parkwood,
Rainham, Kent, ME8 9TP.

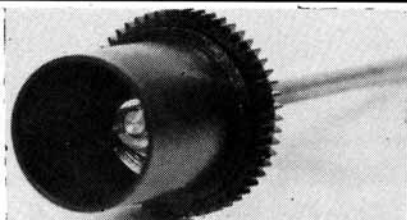
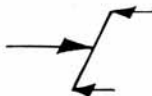
Tel Med 364823 evenings only



Mail Order Only



**Cecil Schumacher
'Rudge'
Harlestone Road
Church Brampton
NORTHAMPTON**



THE SCHUMACHER DIFFERENTIAL

With adjustable limited slip feature for 1/12 electric cars in black glass filled Nylon. 1/4" dia, 55 Ton Axle fits Mardave Bo-Link Jerobee Lectricar Associated Spectron etc. 46, 48, 50, 52, 53, 54, 55 Tooth gears available. State car model and tooth no. reqd. £6.90

QUICK CHANGE REAR TYRES

Glued and ground true on rigid sleeves.
Indoor softs £2.15 per pr.
Ditto silicone coated. . . . £2.45 per pr.
Neoprene medium soft . . . £2.50 per pr.

SLEEVES Only 34p each.

FRONTS Medium hards £1.50 per pr.

Cash plus 30p postage & packing with each order. Or from your local Model Shop.

MATCHING FIXED WHEEL 80p each.

DIFF SPARES PACK

Balls, races, washers & nut £1.80 each.

FRONT WHEELS

Black glass filled Nylon.
Associated hole dia. 1/8 or 5/16.
Mardave hole dia. 3/16 45p each.

NYLON PINIONS 50p each.

Special glass filled Nylon 3mm grub screw Race proofed super quiet for indoor use 9, 10, 11, 12, 13, 14, 15, 16 Teeth only.

DIFF GEARS state teeth . £1.06 each.

DIFF AXLES state boss . £1.60 each.

Trade Enquiries Welcome. _____

_____ Callers by Appointment Only.

COTSWOLD MODELS

6 Market Parade,
Gloucester.
Tel (0452) 419533

TAMIYA PRICES

Acoms 2 channel radio	£29.95
6v Ni-cad	£ 8.50
7.2v Nicad	£ 9.95
Mains Chargers	£ 3.95
Timer Chargers	£10.99
Auto Chargers	£17.95
Sand Scorcher	£59.99
Rough Rider	£59.99
Cheetah	£42.95
XR311	£39.95
Lamborghini Countach	£39.95
Toyota Celica CS	£39.95
Formula 2 Cars	£19.95
Ligier CS	£39.95
Ferrari 312T3	£34.95
Tyrell 6-wheeler	£32.95
Saudia-Williams CS	£49.95
B2B Sidecar	£24.95
Sherman	£79.95
Leopard	£89.95
Flakpanzer Gepard	£120

Wide range of Electric Car Spares:- Associated, Gemini, Mardave, Robbe, Micro-Mold, S.G. Antares, Bolink, Cambria, Graupner, Schumacher, AYK, etc.

2 CHANNEL RADIO PRICES

Futaba Medallion 2 Combo	£12.00
Futaba Medallion 2 Complete	£34.00
Futaba "L" Series 2 Combo	£22.00
Futaba "L" Series 2 Complete	£39.95
Futaba FD30M Servos	£17.50
Sanwa GC2200	£39.95
MacGregor Jeep	£39.95

Full stock PB International Cars & spares at competitive prices.
OPS, OS, K&B, Picco, HGK, Veco, Webra, & S. Tigre engines and spares.
New AMPS Rapier expected Mid-November

J.C. Off-road vehicles.	
Sigma GLL BMW M-1 Coupe	£129.00
Tomo Funco Mexico	£139.00
Safari GTS	£ 89.00

1/12 ELECTRIC CARS

AYK RX2000 including GX1200 motor	£57.95
S.G. Antares	£36.95
Associated RC12E	£64.50
Associated RC12E chassis only	£33.95
Mardave 6-cell	£42.95
RC12 Mini-racer	£29.95
+ many others	

RAPID MAIL ORDER SERVICE

Access & Barclaycard Accepted, Cheques made payable to Cotswold Models Ltd
Please add £1.50 Carriage for all Kits, £1 for Radio sets, nicad packs & chargers.

Spectron

NOW IN FOUR RACING MODELS!

SPARTAN SPECTRON — kit including:
Kit price: £52 inc. VAT

6-cell Battery Pack
 RS54 Racing Motor
 Clear polycarbonate body

STANDARD SPECTRON: Complete kit including:
Kit price: £88 inc. VAT
RS54 racing motor

6-cell Battery Pack
 Polycarbonate body painted in two colours
 SMOOTH-TRONIC electronic speed controller
 Differential rear axle assembly

DIFFERENTIAL AND BALL BEARING SPECTRON

Complete kit including:
Kit price: £97 inc. VAT

6-cell battery pack
 RS54 racing motor
 Polycarbonate body painted in two colours
 SMOOTH-TRONIC electronic speed controller
 Differential and ball bearing rear axle assembly

****All kits include coloured racing stickers and a tube of silicon rubber - for those indoor winter racing days ahead!***

MOTORS

* Mabuchi RS54, 30 Turn (Stock/Standard Class) **£4.69 inc. VAT**
 * Igarashi 05, 35 Turn (Stock/Standard Class) **£4.86 inc. VAT**
 * Igarashi 05, 32 Turn (Modified Class) **£5.76 inc. VAT**
 These I.G. motors are now made to close tolerance balance with lacquered windings.

BODIES GALORE!!

* Our complete range of bodies are *NOW* in stock!

For Christmas, treat yourself to a two-colour painted polycarbonate 1/12 racing body! SALOONS, SPORTS CARS AND CAN-AMS **£7.98, inc. VAT.**

AND THE

SMOOTH-TRONIC

Electronic speed controller with voltage regulator and dynamic braking — ESTABLISHED AS A COMPETITION WINNER AND STILL GREAT VALUE AT **£29.95 inc. VAT.**

Send a large, SAE envelope for a very complete list of spares for 1/12 scale racing. Trade enquiries welcome. Mail order customers - add 75p for spares orders and £1.50 for kit orders to cover postage and packing. All ex-stock items despatched within two days. For any queries or orders contact.

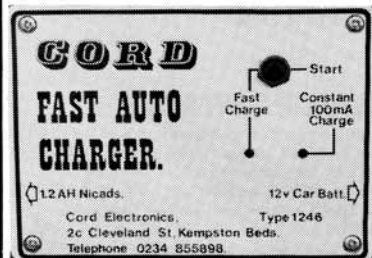
From: **I & D ELECTRONIC CO.**
 24 The Square,
 Vicarage Farm Road,
 PETERBOROUGH, CAMBS.
 Telephone: (0733)-49955
 (24 hour answering service now available)

Come visit us at the Model Engineers Exhibition on Stand 120 for holiday bargains.

Trade enquiries available

CORD

THE PERFECT ANSWER TO R/C CAR CHARGING



*Super fast charge typically — 15 minutes

*Virtually foolproof — a child can use it

*Protects your ni-cads against charging errors

*4, 5 or 6-cell charging (State which, when ordering)

***£17.00** £19.55 inc V.A.T. & 90 p p&p
 SAE for details.

The Cord Auto Charger automatically fast charges 1.2Ah Ni-Cads to the optimum point just before the battery reaches an overcharge situation. The unit is precision aligned and is sensitive to within 10 mV. As soon as full charge is achieved the Auto Charger changes to 100Ma trickle charge. The Cord auto charger cannot charge if incorrectly connected, cannot charge already fully-charged batteries and will not charge over discharged batteries or poorly connected cells.

CORD AUTO CHARGE IS AVAILABLE DIRECT

FROM: CORD ELECTRONICS, 2c CLEVELAND STREET,
 KEMPSTON, BEDS. Tel: 0234-855898

CALLERS BY APPOINTMENT — ALLOW 21 DAYS DELIVERY

THE MODEL AIR-PORT

134 Gloucester Road North

FILTON BRISTOL
 TEL. 0272 - 694541

THE SHOP IN AVON FOR ELECTRICS. WE KEEP ALL MAJOR MAKES IN STOCK INCLUDING GREENO, AYK, MARDAVE, BO LINK ETC. ELECTRONIC AND RESISTOR TYPE SPEED CONTROLLERS AND PLENTY OF MOTORS IN STOCK. PLUS SPARES.

MAIL ORDER A PLEASURE
 ACCESS BARCLAY CARD
 INSTANT FINANCE.

CLOSED WEDNESDAYS.

LECTRICAR
RACING

Ahead of the Pack

1/12th
SCALE



Built for Contact

Contact your local Lectricar Stockist for details of price and availability.

New from Lectricar, this 1/12th scale F1 Stock Car is designed to comply with the latest RSCA regulations. Now, all the thrills of 1/8th scale Stox action — without the noise and inconvenience — can be yours.

Ruggedly-constructed — with metal chassis, front and rear over-riders, shock-absorbing plastic 'nerf' rails and a newly-designed over-ride to protect the steering servo — Lectricar's latest model is designed to take all the knocks of a genuine contact sport.

Other features include:-

★ Adjustable Rear Suspension ★ Fully-interchangeable Wheels ★ Seven-speed, Forward and Reverse Control ★ Four or Six cell Power Selection ★ Interchangeable Gear Ratios ★ Tuneable Braking ★ Lectricar Quality and Reliability.

LECTRICAR
RACING
ROOKERY LANE, GROBY,
LEICESTER. LE6 OGL

AMPS  **RAPIER**

**1st & 2nd
BRITISH GT CHAMPIONSHIP**



WHAT MORE CAN WE SAY

**THE COMPLETE KIT DOWN TO POWER PIPE AND
TWO TYPES OF LOCTITE ...£169.50**

AMPS would like to thank both Gary Culver & Dave Martin
for their efforts, and fantastic results (51 trophies) in 1980.
Also thanks to O.P.S. & Model Technics for their assistance.

ALSO WIDE RANGE OF 1/12 scale PARMA BITS & MINICAR XII @ £54
RING FOR FURTHER INFORMATION.

AMPS 

MANUFACTURED BY AMPS LIMITED
STATION HOUSE, HARTHAM LANE,
HERTFORD, HERTS, ENGLAND.
TEL:(0992) 56597/8