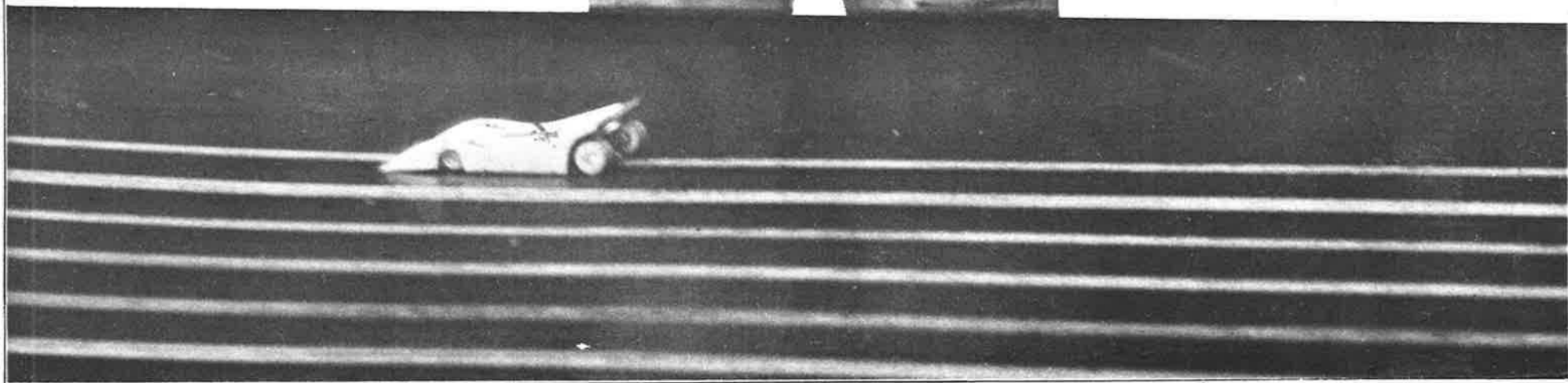


WESTERN STATES CHAMPIONSHIP RACE

MINIATURE
AUTO *Racing*
NEWSPERMAGAZINE

Vol. 3 # 10 - 50 Cents

PEPE:
“ZEE
GREATEST!”



MINIATURE AUTO Racing

NEWSPAPER/MAGAZINE

EDITOR & PUBLISHER/Raymond Hoy
CIRCULATION MANAGER/Felicia Martinez
GRAPHIC DESIGN/Laura Price

ASSOCIATE EDITORS/Gil Aubin, Jim Bandagski, Judy Beaver, Dan Camilleri, Ted Coates, Steve Deiters, Philippe de Lespinay, Fred Goodwin, Ron Granlee, Bob Haze, Jim Honeycutt, Richard Mueller, Tony Prsybylowicz.

MINIATURE AUTO RACING is published monthly by Pacific Publishing Group, P.O. Box 866, Las Vegas, Nevada 89101. Application to mail at second class postage rates is pending at Las Vegas, Nevada and additional mailing offices. **POSTMASTER:** Direct all non-delivery inquiries to the Postmaster, Las Vegas, Nevada 89101 - and please send notice 3579 to Pacific Publishing Group, P.O. Box 866, Las Vegas, Nevada 89101.

MINIATURE AUTO RACING welcomes unsolicited editorial contributions, but assumes no responsibility for loss or damage to such unsolicited editorial material.

COPYRIGHT 1973 by Pacific Publishing Group. All rights reserved. Reproduction in whole or in part without written permission is strictly prohibited.

SUBSCRIPTIONS: Domestic subscriptions: 6 months, \$3.00; 12 months, \$5.00. Foreign subscriptions: 12 months, \$6.00 (surface mail); 12 months, \$17.00 (air mail). Single copy price: 50 cents.

ADVERTISING INQUIRIES: See SRDS, or address inquiries to Mr. Raymond Hoy, Publisher, Pacific Publishing Group, P.O. Box 866, Las Vegas, Nevada 89101.

ADDRESS CHANGE: Please furnish both old and new address. If possible, send the label from a recent issue with your new address and zip code. Use this coupon if at all possible, please.

ATTACH YOUR MAILING LABEL HERE
(If not possible, print your old address, please)

Name _____
Address _____
City _____
State _____ Zip _____

PRINT YOUR NEW ADDRESS HERE

Name _____
Address _____
City _____
State _____ Zip _____

MAIL TO: Pacific Publishing Group, P.O. Box 866, Las Vegas, Nevada 89101.

N.C.C. TIPS

An N.C.C. patch, in three colors, will be available around the 15th of August. Proceeds from the sale of the patch will go toward helping the 1974 national race series. Price of the patch is \$1.50. N.C.C. driver members may purchase the patch for \$1.00. Order through the N.C.C. office.

Each month we will try to have an N.C.C. news column in this paper. If any shops have any N.C.C. news, drop a note to N.C.C., Box 80324, Atlanta Georgia 30341. Join and Support the N.C.C.

NEWS FROM NATIONAL

COMPETITION COMMITTEE

FEBRUARY N.C.C. RESULTS - REGION I

TRACK	RACER	TYPE RACE	POINTS
Oakland Speedway	Paul Stewart	H.O.	24 (tie)
Oakland Speedway	Ira Colhoun	H.O.	24 (tie)
Oakland Speedway	Fast Eddie	12	30
Oakland Speedway	Mad Dog	20	27

FEBRUARY N.C.C. RESULTS - REGION II

Grand Prix Raceway	Robby Gilbert	15	21
Grand Prix Raceway	Gene Eckert	20	10

FEBRUARY N.C.C. RESULTS - REGION III

STP Raceway	Virgil Bech	12	10
B&E Raceway	K. Dayton	12	10
Parma International	Rich Mascol	12	10
Parkwood Raceway	Brian Houston	12	10
STP Raceway	Alan Masley	15	10
Hobby Fair	Richard Akard	15	31
Lemans Raceway	Mike Morrison	15	10
Parkwood Raceway	Scott Stewart	15	10
Hobby Fair	Pat Brewer	1/32	31
Parkwood Raceway	Rod Stumer	1/32	10
B&E Raceway	Rick Sloan	20	10 (tie)
B&E Raceway	Kraig Dayton	20	10 (tie)
Parma International	Bob Tomsik	H.O.	24
Parkwood Raceway	Gary Santa	H.O.	10

FEBRUARY N.C.C. RESULTS - REGION IV

Mr. "B" Raceway	David Laveck	12	10
The Race Place	Ronnie Snow	12	40
B&J Raceway	Mark Bair	15	10
Mr. "B" Raceway	Dave Willis	20	10

MORE RESULTS NEXT MONTH

MAKE YOUR A/FX RUN
SUPER
WITH ajs A/FX
HOP-UP
EQUIPMENT

Aj's has the high performance parts to make your A/FX Super.

For 50¢ each you can be the Superiest of the Groovy Guys

FRONT END WEIGHT
TK 004
Better balance. Keeps you in the groove in the turn and down the straight-a-way.

AJ'S GUIDE PIN
TK 002
Don't loose it, man. Rough track and sharp turns are straightened out with a guide pin.

AJ'S SIL-I-KONE SKINS
TK 003
Traction makes you go and you get it all if your A/FX is decked out with Aj's Sil-i-kone Skins.

BRASS STABILIZER
BP2
That little bit of added weight needed to center your weight and lower gravity.

TWINN-K, INC.
BOX 31228 INDIANAPOLIS, INDIANA 46231

ajs
WINNSLICKS
the ultimate in precision

1/24 SCALE SET SCREW

- Telescopic Design
- Selected Sponge
- .0005 Tolerances
- Hot Glue Mount
- More Track Contact
- Perfect Balance
- 3/32" or 1/8" Axle

\$150 PAIR

These revolutionary new Winnslicks give a smoother and faster ride. Entirely precision built.

MATCHING FRONTS

get you in and out of the turns faster. Perfect match to rear Winnslicks.

\$125 PAIR

TWINN-K, INC.
BOX 31228 INDIANAPOLIS, INDIANA 46231

ajs OFFICIAL GROUP 32
WINNWAGEN

The first all new car to hit the market in years!

- Any can motor fits
- Solid brass chassis.
- New Angle Winder Gears.
- Snap on-off McLaren type body.
- Ready-to-run.

\$895

The racing program the world awaited! Every part of the Winnwagen is new and contains many new futuristic engineering feaures. While the new Winnwagen comes equipped with the new Twinn-Shaft Mabuchi 16D motor, any can motor will fit. The Winnwagen comes ready to run. Equipped with a snap on/off McLaren type body, it will feature solid brass chassis with new angle winder gears and new self-locking brass braid. The Winnwagen is a real step into the future!

TWINN-K, INC.
BOX 31228 INDIANAPOLIS, INDIANA 46231

THE WESTERN STATES CHAMPIONSHIP RACE

by gene husting

Can you imagine a slot car race with John Cukras, Joel Montague, Mike Steube, Fred "Da Flash" Strauss, Lee Gilbert, Tony P., Earl Campbell, and Jim Aguirre all in the same race — and none of them making the main event? It was that kind of happening.

But let's start at the beginning so you can get the whole picture. Fred Da Flash, Tony P. and George Markulin arrived ten days before the race to give them plenty of time to prepare. They were the house guests of that fantastic Frenchman, Philippe de Lespinay. They had three days to prepare for a warm-up race but soon found out their super jet cars on the eastern tracks could not do the job on Monaco's track. I asked Fred what the problem was, and he said they're used to much more power and their 7/8" tires were getting too much bite, so they were going to convert to 13/16" tires for the race. Pepe won the warm-up race, so they were staying with someone who could give them the hot set-up.

Lee Gilbert, who has been hibernating in Washington for the last couple years, came back to So. Calif. a couple months ago and put together a "Super Team" with John Cukras and Earl Campbell. It didn't take Lee and John too long to pick their old driving skills up, but they had a lot of chassis and motor tricks to catch up on in a short time. Lee even experimented with some black tires that seemed to pull through the glue very well, but they were unpredictable when the glue got thing.

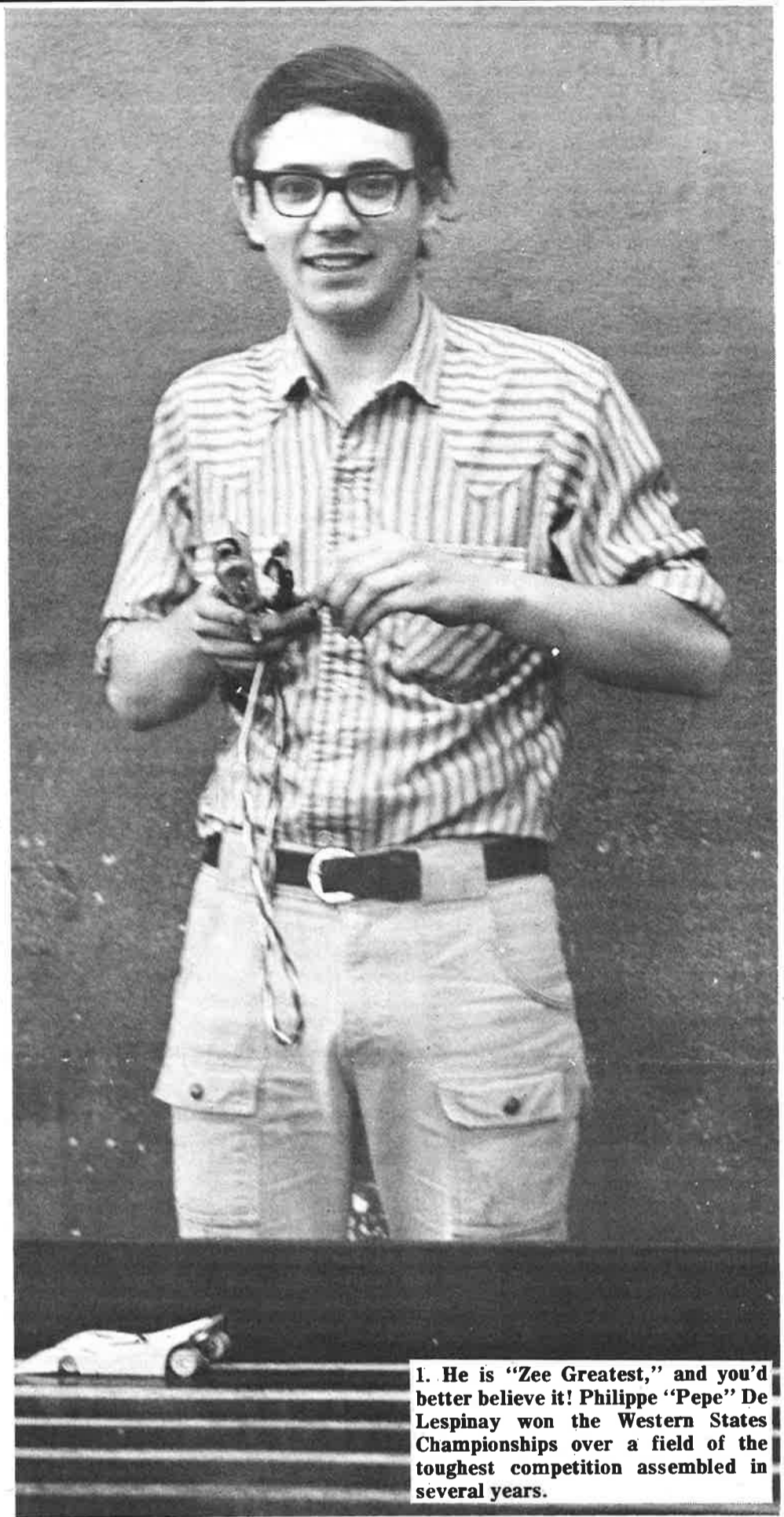
Mike Steube, who was also hibernating in Washington, came down to visit his folks and found out about the race and immediately became involved. He got chassis building help from Pepe and his jet brother, Billy, but finally built his own car.

In last year's Parma M.A.R. Nationals, the West Coast was well represented with Pepe and a group

from Frisco headed by Jim Aguirre and Steve "Spiderman" Kessler. Although Pepe did win the warm-up race, in the main race Jim Aguirre had the best showing, although it was in the "A" consi. But the West Coast group learned something — the East used twice as much glue — how do you combat this? The West Coast cars obviously weren't made for that much glue. We'll find out what Pepe did later. The group from Frisco decided to glue like hell and then design cars that could pull through the glue. We'll see how they came out later, too.

This was one of the biggest races we've had here in a long time, thanks to over \$800.00 worth of merchandise that the 48 amateurs were shooting for. Associated donated some of their popular "Speed Screets" bodies, new front and rear tires and braid; Camen and Checkpoint, two super motor builders, donated some of their fantastic armatures; Lucas, M.A.C. and Monaco Raceways donated their very popular painted bodies, which all the racers want; Mura had a giant assortment of motors and parts; Neat Things donated some of their very neat chassis and new front "O" ring wheels; Big "O" awarded his painted bodies, chassis and tires; and what can I say about Parma but "WOW" — Ken Mac Dowell outdid himself with a huge selection of his high quality products. Rehco, the No. 1 distributor in the world, also awarded a very large assortment of goodies. And last, but not least, Tony P. donated some of his super-fast chassis.

With all of these goodies the amateurs were really keyed up. Jim Johnston was fast qualifier at 4.30 with his "Neat Things" chassis, Checkpoint horsepower and M.A.C./Lancer Porsche body. Mike Brown won the semi and was followed by Bob Pollard, Gumball Slayton and John Skeels, who moved



1. He is "Zee Greatest," and you'd better believe it! Philippe "Pepe" De Lespinay won the Western States Championships over a field of the toughest competition assembled in several years.

PARMA WINS

Parma Products are race-proven

... at the "Car Model" Nationals held at Parma, March 10, 1973.

PRO MAIN RESULTS

1ST - Jan Limpach; 2ND - Bob Kennedy; 3RD - Stewart Steinberg; 4th - Mitch Keil; 5TH - Jerry Miller; 6TH John Wisneski; 7TH - Walt LaBree; 8TH - Joel Montague.

- *75% of all entries used our controller heatsink - \$1.50.
- *46% used our double barrel resistor, including all in the pro main.
- *29% used our double barrel controller - \$22.95.
- *38% used Parma braid, now used by Team Camen - 19¢
- *76% used our drill blank axles - 79¢.
- *56% used our Limpach threaded guide - 39¢, 49¢, 69¢.
- *73% used either our 3/32" ball bearings - \$6.99, or our oilites - 39¢.
- *68% used Parma frame parts in their car - \$1.19.
- *40% used Parma soldering acid to build their frame - 69¢.
- *45% used our Dougherty end bell heat sink - \$1.19.
- *33% used our armature dye, red or blue - \$1.29.

PARMA INTERNATIONAL,
5421 Pearl Rd., Cleveland, Ohio 44129 USA

OUT OF 86 ENTRIES, 86 USED
PARMA CONTROLLER PARTS!

Looking for Lancer H.O. bodies? We have them! Also, M.A.C. and Kirby. Have you tried a plastic chassis Group 12 R-T-R? Just \$12.95, and they really run (and sell almost as fast!).

Complete stocks of Mura, Champion, Faas, Associated, Rigger, Parma, MAC, Aurora, Tyco, Big O chassis, Rigger, Phase III, Badger Air Brush, K&S, CL, Weldun, Twinn-K, Camen, Limpach and lots more.

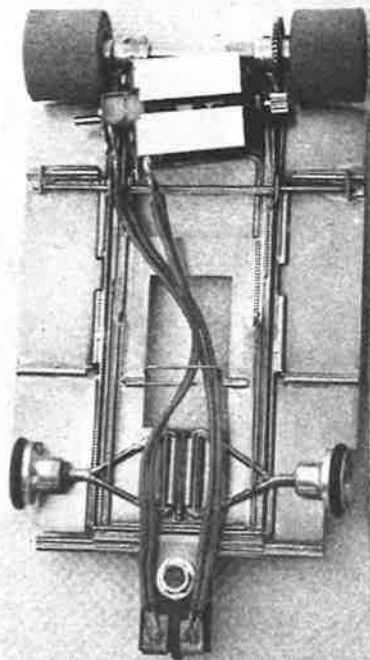
Cobra gears in 32, 33, 34, 35 and 36. 59¢. Special built cars on request.

SonSet braid and guides. The original Mabuchi brushes, 36D, by Son Set.

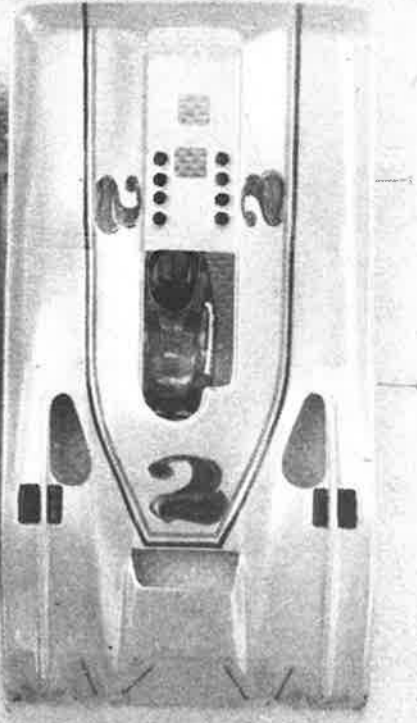
BROADWAY HOBBIES WHOLESALE
1109 E. Austin Ave., Pasadena, Texas
77502. Ph: 472-3309.



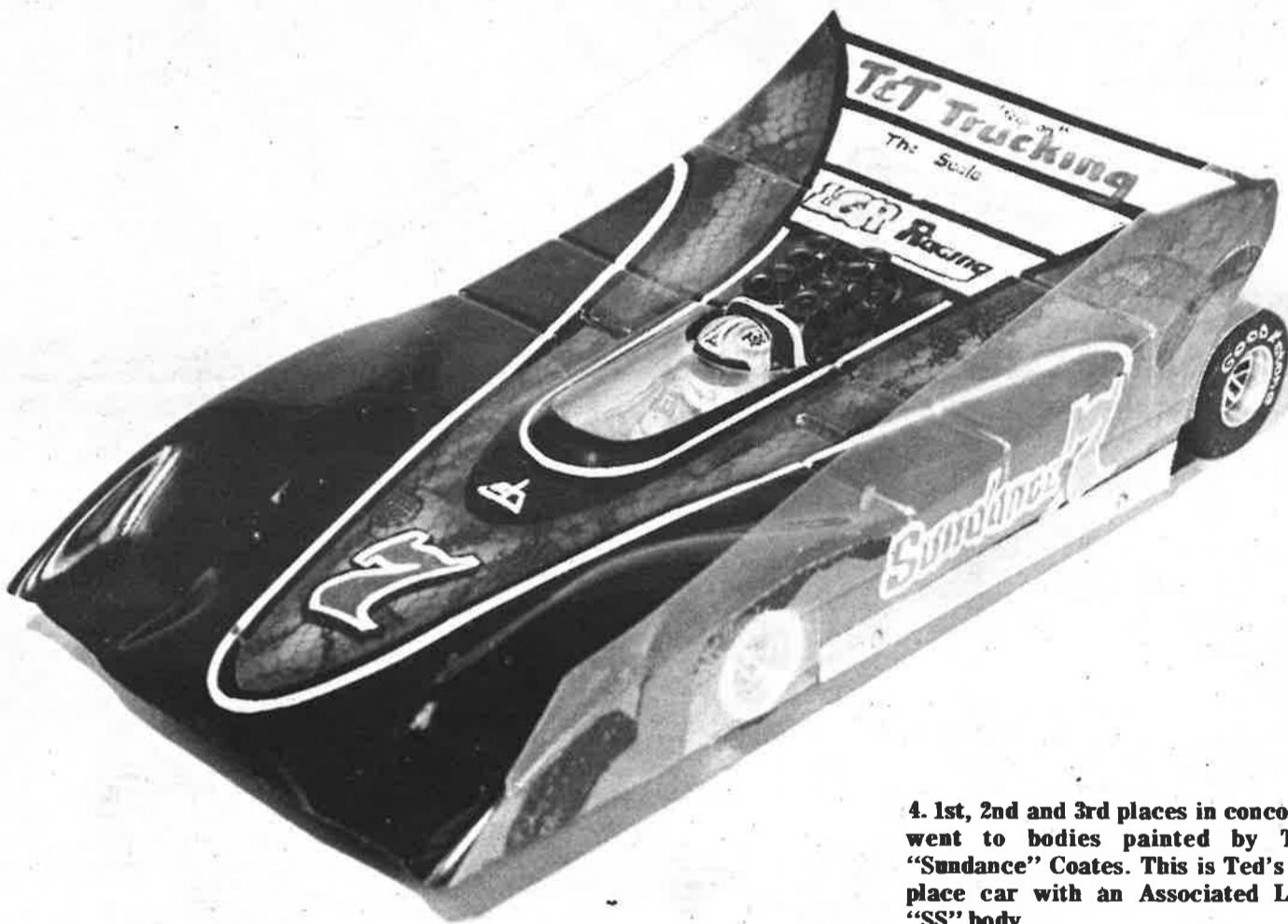
2. 15-year old Gene Fong from San Francisco showed all the old pros how it should be done when he set a fast qualifying time that no one else could come close to.



3. Pepe's car features a Neat Things Diamond chassis with Neat Things front wheels, Steube rears, a Steube-



Checkpoint 24 1/2 motor and MAC/Lancer Porsche body.



4. 1st, 2nd and 3rd places in concours went to bodies painted by Ted "Sundance" Coates. This is Ted's 1st place car with an Associated Lola "SS" body.

up to the main with Jim Johnston, Brindley Mercurius, Neil Kuhns and Joe Cormier. Joe Cormier won the amateur main with his Charger ISO chassis, Checkpoint horsepower, and Associated Ferrari SS body with 448 laps. Just two short laps back was Neil Kuhns with 446. Then Brindley 429, Skeels 416, Slayton 393, Johnston 338, Pollard 315 and Brown 93.

-On Sunday the pros were ready to do their thing. Frank Pretzman had his Monaco track in perfect shape and even had a new digital electronic timer capable of timing to 1/1000 of a second, installed. Ron Granlee volunteered his very capable assistance as race caller and everything was set. The first man up was none other than the purple man from Camen, Joel Montague. He was given a full 10 minutes to get the track in the shape he wanted. He then turned a 4.215, which turned to be the best of the Eastern group. Unfortunately the new clock wasn't perfect and two racers, John "The Jet" Cukras, now running with Lee Gilbert and Dave Fortner, could not get their cars to activate the timer. John was trying to qualify for a good 10 minutes, but could not get a time. Almost everyone agreed that he looked fast enough for a sit-out. He finally parked on the lap counter to get a 4.50 time. Monty "Big O" Ohren then took over fast time with a 4.206, with Mike Steube just a tick behind at 4.207. Then Philippe "Pepe" De Lespinay turned a 4.200. But then Steve "Spiderman" Kessler also turned a 4.200 with a quicker backup time to edge out Pepe. And then it happened! The unbelievable! 15-year old Gene "Gung Fung" Fong from Frisco really shook up everyone with an unreal 4.047! His Keiji Kanegawa chassis with a Glen Baker set-up 24 1/2 Green motor and Associated Porsche SS body tracked through that foot-deep Frisco glue like the car was on rails.

The 34 pros were then ready to shoot for \$990.00 from entry fees and donations from Associated and M.A.C. and from Bruce Paschal of Standard Steamship and Fruit Co. Bruce also sent cases of bananas and pineapples. Incidentally, he is also planning to sponsor some races this winter. We need more enthusiasts like this man.

Don Aspenson won the "D" consi, with Fred "Da Flash" Strauss from the East Coast making the other move-up. Fred had glue problems

CLOSING OUT SALE!

1/24, 1/32 & HO Slot Cars, parts and accessories. \$200.00 assortment, postage paid (Our Choice Cox, Rigger, Mura, Bachmann, Aurora, Monogram, Strombecker, Atlas, Elden, Dynamic, Lancer, AMT, Revell, and many more. Each assortment \$25.00 ea. No personal checks or COD's.

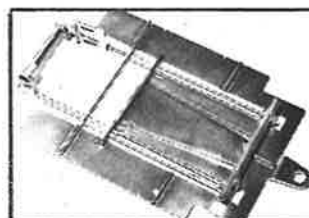
BOB'S HOBBY SHOP

6 WEST MAIN ST. HARTFORD, MICHIGAN 49057

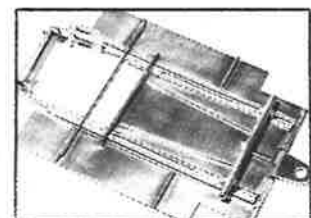
INTRODUCING...
three great new
units for you
from

79¢ pr.
#5100
Shunted
Motor
Brushes

Lee GILBERT Racing



#5000 chassis
\$6.99

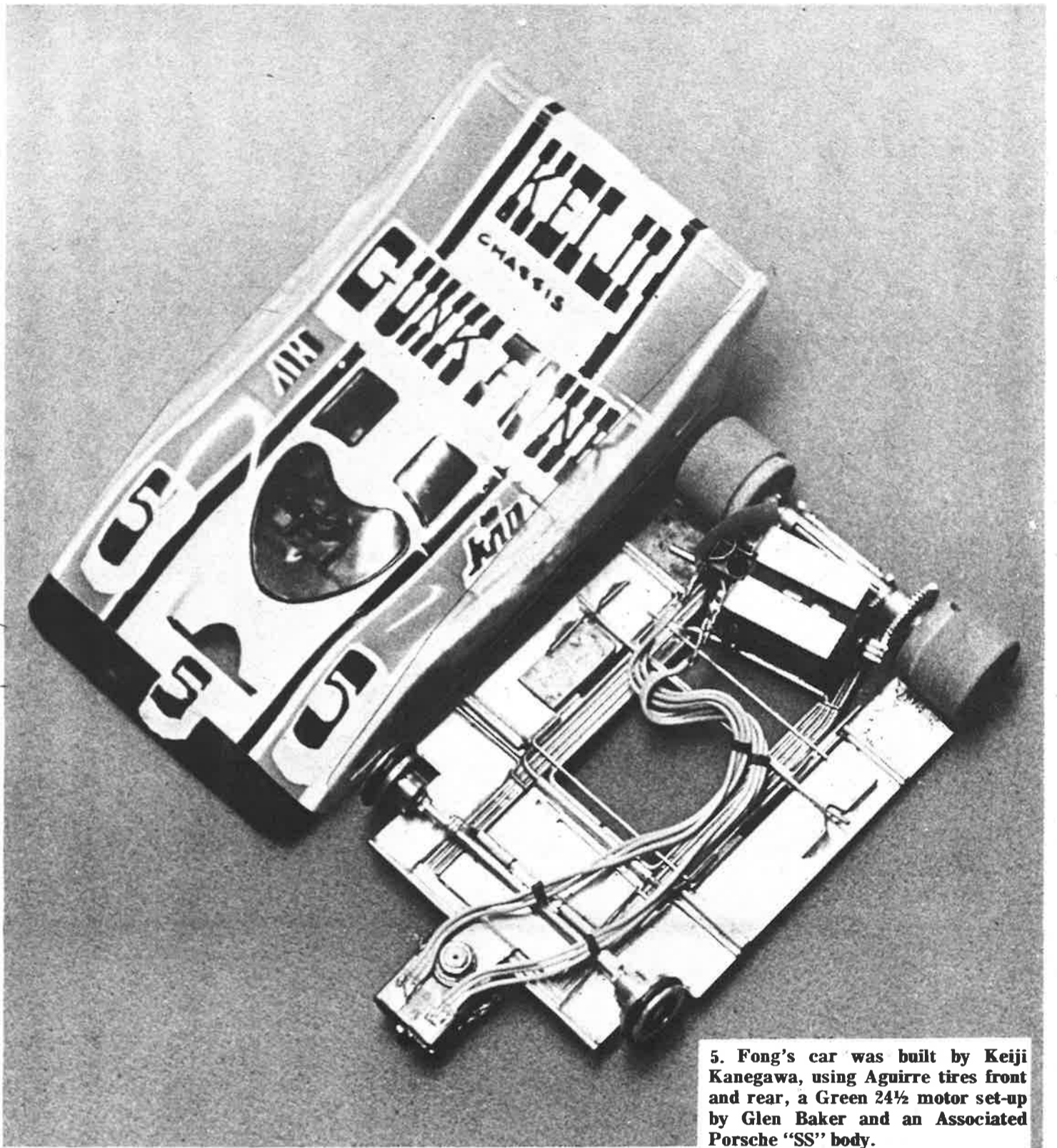


#5001 Chassis
\$9.99

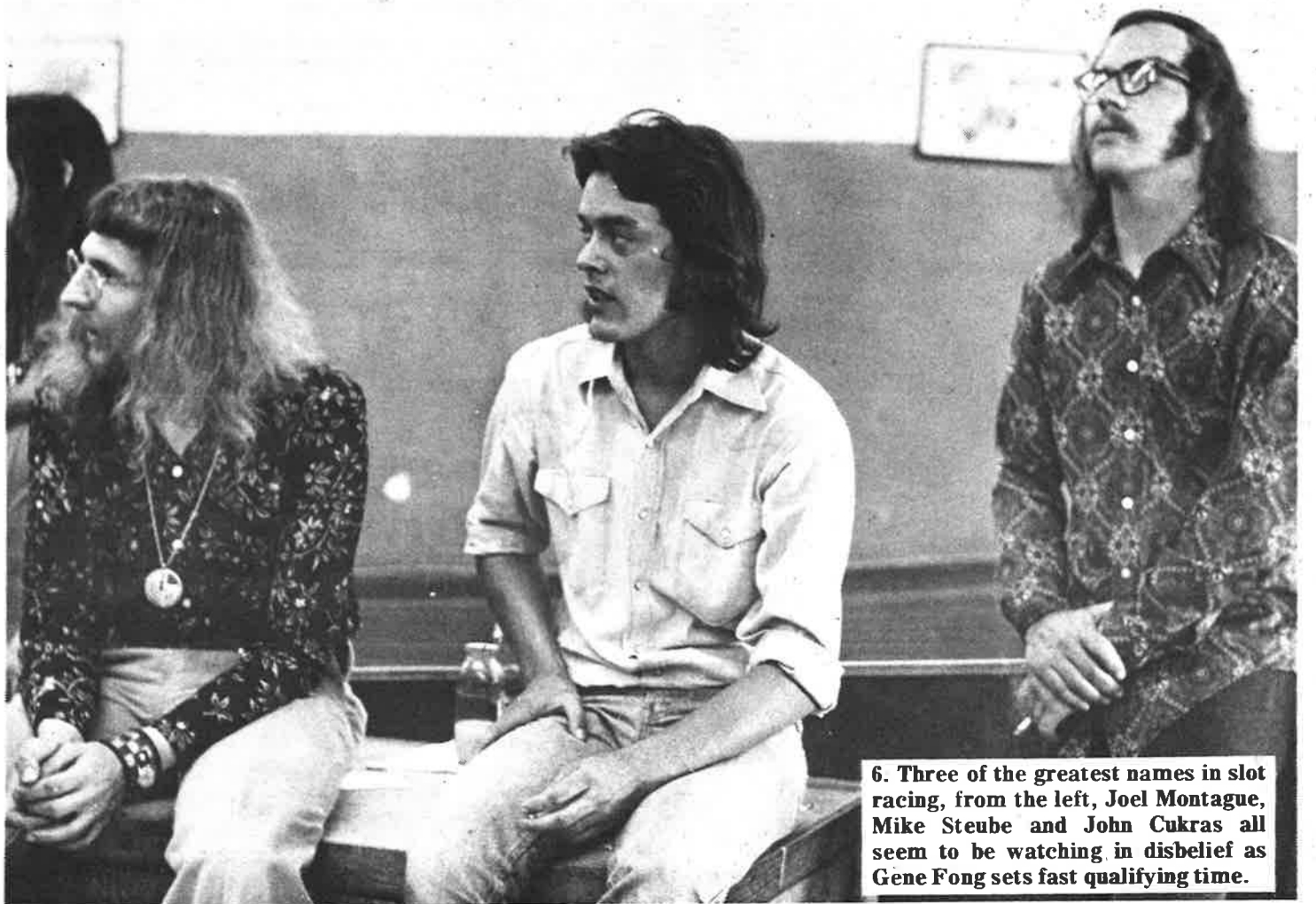
1928 E. Edinger
Santa Ana, Ca. 92705

during qualifying, which cut down his qualifying times. Tony P., who also had glue problems in qualifying, started in the "C" consi and missed the move-up by one lap, with Bob "Charger" Johannis driving a good race to win it by one lap over amateur Joe "Chevy" Cormier. Art Tarver took the "B" consi, with Joe Cormier making the vther move-up. Cukras was about five feet behind Joe. His motor had died in the last heat and he also stopped to put another car on, which cost him a move-up. Art Tarver continued his great driving and won the "A" consi by three laps over Johny Ng and Dave Portz for the three move-up. Too many crashes put Lee Gilbert out of contention. Dave Portz, an amateur, looked more like a super pro as he won the semi-main in a very convincing fashion, with 219 laps. Art Tarver continued his perfect driving to grab 2nd with 217 laps. 3rd went to that smooth pro Billy Steube with 214 laps and 4th move-up to Johnny Ng with 214 laps. Earl Campbell followed in 5th with 210 laps. Mike Steube, who was complaining about no horsepower and finally traced the problem to a shorting out pickup, was 6th and 204. Joel Montague launched on the first lane, costing him 10 laps, and dropped to 7th with 192 laps. Jim Aguirre got destroyed and ended up 8th at 192 laps.

Main event time and all the big name pros, with a couple exceptions, were out of it. It seemed a little odd to see all that talent standing around while the main event was about to begin — well, that's racing. The cars were teched, lined up and Granlee got the main underway. Pepe immediately took off in the lead on purple and started to open up his lead. Into the 2nd heat and Pepe had a six-lap lead over Billy Steube with Art Tarver another lap back. Pepe went to the red lane next and had some launching problems and Billy Steube took over the lead, but Art Tarver was less than a lap back. Gene Fong had started to get his gluing where he wanted it and took over 3rd, one lap ahead of Pepe. Dave Portz, Monty Ohren, Spiderman and Johnny Ng followed. Pepe started to fly again and regained the lead in the next heat. While most guys were gluing up a storm between lane changes Pepe was doing the opposite. He had one pitman doing nothing but wiping up glue, another cleaning the track's braid, and then he drove around applying just a very small amount of brakes. His solution to the impossible glue problem was to clean it up and then build a car that didn't need very much glue. He was certainly proving his solution was working. Billy Steube, running an almost identical diamond chassis, was using the same strategy as Pepe, and it was also working for him. But the Frisco group's solution was exactly opposite, and they believed that if a little glue is good, a lot must be great. They started to get Gene Fong's glue just right and he took over the lead in the 5th heat. Gene is only 15 years old and is already driving with the best of them. His lead only lasted a few laps, though, as his car got walled and broke a rear axle. Pepe and Billy were running identical diamond chassis with Steube's Checkpoint 24½ horsepower and M.A.C.'s Lancer Porsche. Art Tarver, who had problems in qualifying and had to



5. Fong's car was built by Keiji Kanegawa, using Aguirre tires front and rear, a Green 24½ motor set-up by Glen Baker and an Associated Porsche "SS" body.



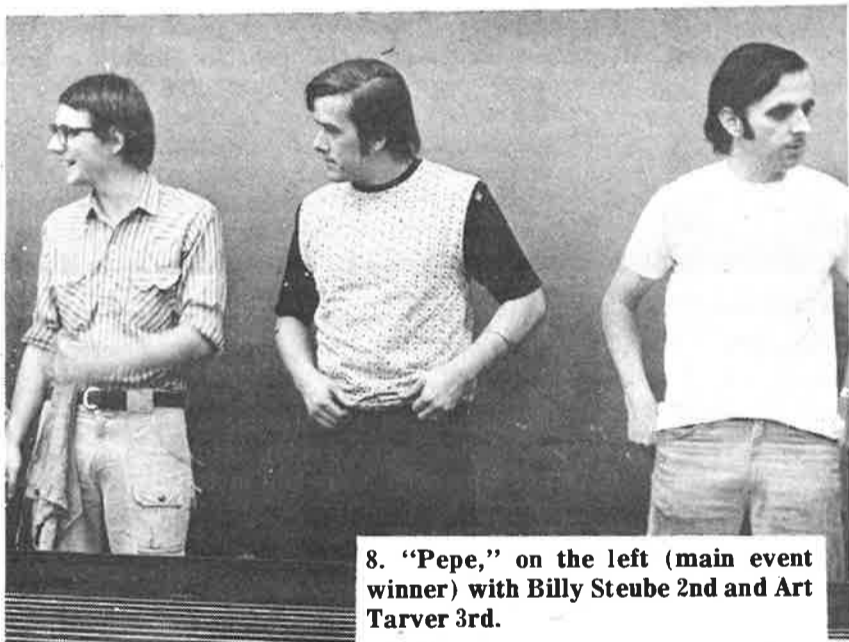
6. Three of the greatest names in slot racing, from the left, Joel Montague, Mike Steube and John Cukras all seem to be watching in disbelief as Gene Fong sets fast qualifying time.

start in the "B" consi, drove all the way to a 3rd in the main with 428. He was really looking good. Gene Fong dropped to 4th with 417 laps after breaking his axle. Right behind was that super-quick amateur, Dave Portz, with 416 laps. He experienced some motor problems. Monty Ohren finished 6th with 414 after losing his body, costing him precious time. Spiderman with 413 and Johnny Ng, 370 had problems, dropping them to 7th and 8th.

Today, Pepe was "Zee Greatest," as he's been telling us all along. "And you better believe it!" in Pepe's words. The West was definitely better than the East — TODAY. But my own personal views show me that there is probably hardly any measurable difference between the East and West in drivers, chassis or horsepower. Surely it can't be fairly judged on one race (or two or three, for that matter). Another interesting thing was that Tony P., Fred Da Flash, Joel Montague, John Cukras, Pepe and a bunch of other West Coast pros are now in favor of restricting glue. It's neat when it works for you but when it works against you it can be pure agony. There's a rumor going around about a big bucks — NO GLUE — race. That should really be interesting!



7. John "The Jet" Cukras on the left seems to be giving Lee Gilbert on the right some helpful hints on setting up his car to get out of the "A" consie. Joel Montague isn't worried because he made the semi anyway. Fred "Da Flash" Strauss thinks the whole thing's a joke, having to start in the "D" consie.



8. "Pepe," on the left (main event winner) with Billy Steube 2nd and Art Tarver 3rd.



9. This has to be one of the fastest "C" consies in history. Don Aspenson, on the left, a former Team Checkpoint racer had made the move- up from the "D" consie. Next to him is Tony P., Bob Dyer, then Bob Johannis who won this race, Fred Da Flash, Glen Baker and Dave Fortner.

WESTERN STATES CHAMPIONSHIPS

Monaco Raceway, June 1973

Congratulations to:

GENE FONG (FAST PRO QUALIFIER)
Porsche SS Body
Six out of Eight in the Main Event
used Associated Bodies

AMATEUR MAIN
1ST - Joe Cormier - Lola SS
2ND - Neil Kuhns - Lola SS

Associated "Speed Secrets" bodies - \$1.79

ASSOCIATED ELECTRICS
1928 East Edinger
Santa Ana, Calif. 92705

Send for FREE R/C Car catalog

11th hour news

Lee Gilbert is coming out with a new line of high quality products for the serious slot racers. There is a \$6.00 (No. 5000) chassis designed for the racer who wants something better than the normal group chassis, and a \$9.99 (No. 50001) chassis which is very similar to what a lot of pros are using (at half the price). These are all hand-built by Lee to exacting tolerances. The third item is something we've all been waiting for a long time for: a set of 36D shunted motor brushes that will last over three times as long as the original Mabuchi brushes, without wearing out the comm. Many of the top motor builders in the country are now using the 5100 shunted brushes at .79 cents a pair. Watch for more new Lee Gilbert products.

QUESTIONS & ANSWERS

by charley scott

Q. When I go to a lot of the big races I end up getting glue all over my hands. Is there any other way to get it off besides lighter fluid or Tiger Milk?

A. Sure, try Ivory liquid, the cleaner of the pros. Take an old Tiger milk or glue bottle and clean it out good and fill it with Ivory dish washing solution. Then just keep it in your box for the races.

Q. The other day I looked in my motor and saw a lot of rust on the arm and can. Is there anything I can do besides polishing the stacks with sandpaper and using my X-Acto knife to scrape it off?

A. Truck on down to your local hardware store and see if they have some "Naval Jelly." This is a pinkish slime that gets the rust off in pretty short order. It will leave a dull finish to your armatures though, so polish your arm afterward with some superfine sandpaper and your drill. If you don't have a drill, just use the Jelly and then coat the arm with some rust preventative oil, which you should be able to get at the local electric parts store or from Allied's mail order catalog. For the can, just take a Q-tip and put the jelly in the can on the spots where you want the rust off, and then clean with lighter fluid instead of water as the instructions state. You can do the same with the armature, if you don't have a drill, or the rust isn't

thick enough to let sit on the arm.

Q. What is the best soldering iron or gun to get?

A. The best soldering iron on the market for racers is the Ungar cork coated handle with the 4033 50 watt long taper tip. This is the one that most chassis builders use and the complete iron will run you about \$8-\$9. The tip with element 4033 should cost about \$4 at one of the local electric parts stores, if your track owner doesn't have one. If you still can't get one, try Allied.

Q. I have an Ungar but the thing works okay one time, and the next it won't heat up at all. How come?

A. Try your tip in somebody else's handle. Chances are, the handle is bad (or just old).

Q. I just bought a new Iso and the thing tips like crazy in the corners, falling off about every other lap. Any suggestions?

A. Set the car on a flat block. Take the body off and front wheels off. Check for any broken joints. Now try tipping the car over with just your finger by pushing it on the front of the pans (just behind where the front wheels come up. Now put the front tires back on the car and try tipping it over again. If it takes about the same amount of pressure to tip it over, add a couple of springs to the sides of the front axle tube. Also check to see that the tires both hit the track. If that doesn't help, you have to go to

something else and check it out. Usually when you buy a chassis it has been tested by the builder until it worked well enough to use. Nine times out of ten, handling differences are due to improper setup, and not paying attention to the small things.

Send your questions to me at 2727 Duke Street No. 1407, Alexandria, Va. 22314.

UPDATE:

In our story last month, on Bill Steube, something slipped past us. At the time of the interview, the facts in the story were correct. However, since then Bill has made several changes which improved the performance of his armatures and motors.

MAGNETS: All Steube motors now come with Arco Magnets. Split between Blue Dots and the New White Dots. Bill uses Arco's, 100 per cent.

ARMATURE BLANKS: Bill now uses the Champion .006 blank in all the Steube-Checkpoint personal race motors, as well as the Group 7 armatures and motors he sells. The Checkpoint Team motors are also using the Champion C-Can.

CIRCLE T "4 ON THE 4TH" ENDURO

July 4, 1973

By Bill Slayton

Circle T's first enduro in March was so successful that another was recently held. What a better day for a 4-hour bash than the 4th of July? It was hot and slimey but seven teams had a ball racing with ex-Checkpoint pro Don Aspenson as race director.

Pre-race favorites Francis Barnes and Gary "Gumball" Slayton lived up to expectations, winning it going away. They used Frans' jet Steube 26 arm in a Gumball setup and Gumball diamond chassis to lead about all the way in a trouble-free race for the win at 2588 laps. Jerry' "Big Jer" Aspenson and Bill "Fatz" Slayton (the old men) ran trouble-free (but slower) to cop second with 2451 laps. Everyone else had problems, but perserverance paid off for Ron Ellner and Dale Lawrence, hanging in after breaking a guide and getting third at 2355 laps. Only seven laps back in fourth at 2348 laps, after a motor change, were Doc J. and Red. Mike Harmon and Lucky Marcus were fifth with 1794 laps, Jim Blohm and Steve Forsyth sixth, 1406 laps and Greg Callahan and Steve Taranda seventh DNF. Trophies and merchandise to all courtesy of the "Asps."

North Hollywood's Circle T really swings now with six amateur races a week (1/32, Gp. 12, Gp. 15, two Gp. 20 and an open).

HAPPY CUSTOMERS MAKE THE BEST ADVERTISEMENT



"The most complete and easiest to use catalog that I have seen for H.O."

Gary Rider, Muskegon, Mich.

"My order took just three days to reach me: I have put you number one on my mailing list."

Eddy Wong, Evanston, Ill.

"Your service is the best in the country, bar none. I received your goods in just four days!"

John Dickenson, Jr., Naples, Fla.

"Thanks to you for the outstanding service, 40 days after I wrote to you. I had the items I wanted."

Thomas Bossert, West Germany

If you are looking for fast service and the best selection, send 35 cents to cover postage and handling for your H.O. or 1 24 pro-catalog (specify which scale).

SPEED & SPORT

P.O. Box 39

Buena Park, Ca., 90621



C & C RACEWAY - April 28, 1973. Team Camen's Joel Montague set a new national distance record while breaking the 500 lap barrier.

Joel used 1 Pooch Limited Edition 24 motor to qualify and run 501 laps in 40 minutes.

TEAM CAMEN DEPENDS ON THE QUALITY OF OUR PRODUCTS

**Pooch Motors & Armatures
Camen Balancing
Stick-It Tire Traction**

CAMEN RACING ACCESSORIES

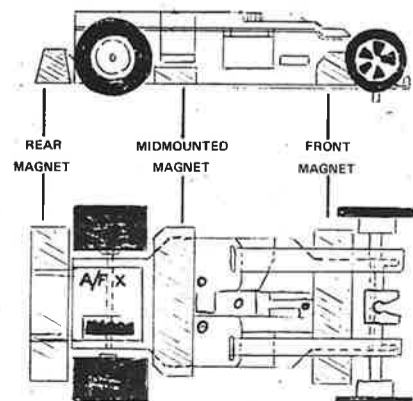
P.O. Box 2287

Falls Church, Va. 22042

auto world

NEW! Magna Traction

Almost refuses to deslot... even under full-power cornering!



NEW! Magna Traction for Aurora A/FX and Tyco Cars (Pat. Pending).

The newest idea in HO racing is attaching magnets to the car so the steel rails in the track will "hold" the car down better. Magnet equipped cars have been winning races all over... They are easier to drive fast, and stick to the corners like glue.

Three magnets are generally used, one immediately behind the front wheels, one in front of the rear wheels, and one in the rear of the chassis. They are easily attached with either epoxy or wire.

You will have to do some filing and fitting to your chassis (until our special installation kit is available later in the year), but it will sure be worth it! Order your Magna Traction magnets today and surprise your racing buddies. Send \$1.00 for 6 magnets (enough for two cars).

ORDER YOURS TODAY! \$1.00

AUTO WORLD
Box 961
Scranton, Pa. 18501

I enclose \$____, send me _____ sets (\$1.00 per set—for two cars) postpaid. Pa. residents add 6% sales tax to total amount.

Name _____
Address _____
City _____ State _____ Zip _____

CHAMPION WINNERS DEPEND ON CHAMPION-SHOULDN'T YOU?

CHAMPION MOTOR PARTS FINISH 1-2 AT WESTERN

MOTORS PREPARED BY BILL STEUBE PLACED 1-2 AT WESTERN STATES. BILL USED CHAMPION'S C-CANS, .006 ARMATURE BLANKS & ARCO MAGNETS TO PREPARE THE MOTORS. STEUBE USES OUR ARCO MAGNETS AND OUR .006 ARMATURE BLANKS EXCLUSIVELY IN ALL HIS RACE MOTORS. (AND ALL OPEN CLASS ARMATURES HE SELLS).

CHAMPION MOTOR PARTS VISIT THE WINNERS CIRCLE MORE OFTEN THAN ANYONE ELSE'S.

NEWS FROM NATIONAL COMPETITION COMMITTEE

by bob rule

A meeting of the N.C.C. rules committee was held June 27th, in Los Angeles, to adapt a national set of rules to be run by all. Attending the meeting was Tony P., Fred Strauss, Ted Coates, Gene Husting, John Cukras, Pepe, Lee Gilbert and George Markulin.

A set of rules were drafted and it was suggested by the committee that these rules be adapted for a two-year period and not be modified during that period. If accepted by the N.C.C. (and there is no reason they won't be), the rules will go into effect September 1st. This set of rules is for all Group 7 or Open Class racing. Class racing guidelines will also be ready and effective Sept. 1st.

Our National Class Racing Championship is 2/3rds of the way finished. Plaques are on their way to the Regional winners and everyone is eagerly awaiting the 3rd segment, which will begin Monday October 1st. The series will wind up the end of the 2nd week in December and National Champions in all groups will be crowned. We have received much comment on the series, some very critical. The N.C.C. felt a need for a

series of this type and we went ahead with it, knowing we would make mistakes. It is our feeling that something is better than nothing. We'll learn from our mistakes and make our 1974 racing season bigger and better. I would welcome anyone's ideas on how we might improve our series next year. So jot your thoughts down on a piece of paper and send them along.

I can see an increasing need for N.C.C. representatives in each area, i.e., East Coast, West Coast, South, Southwest, Midwest, Northwest, Denver. We need to set up a network for information for our racers and shop owners. I'd like to hear from people in these areas on who they think would make a good N.C.C. regional representative. This person would be in direct contact with the N.C.C. offices in Atlanta and would be kept up to date on N.C.C. activities so as to keep people in their area informed. We use as many area reps as we see a need for. Only people interested in working hard (for no pay) should be suggested.

The N.C.C. drive-in film is finished and a complete story on the film, its

making and purpose, will appear in the paper as soon as copies of the film are available. The film will allow local raceways to advertise their shop and their products on a local level, at a reasonable price. The price is much lower because the N.C.C. acts as a national agency and groups the shops for better advertising rates. After the \$25.00 tag line cost, a shop can advertise for about \$25.00 a week (7 days per week). Write the N.C.C. office for more details.

The N.C.C. driver membership is growing by leaps and bounds. The one dollar membership fee is cited as the

reason. Originally the driver membership was dropped from the N.C.C. However, so much mail was received by racers who wanted to belong and help the N.C.C. that the decision to abolish the driver membership was reversed.

The drivers receive a driver member sticker for their slot cases and a membership driver license for their dollar. When the new rules are available they will be sent to the drivers, too. Racers are urged to send their \$1.00 and join and support the N.C.C.

HAVE WE GOT PRODUCTS? SHO DO!!

NEW JIG WHEELS - 5/8 & 13/16 FULL SETS OR PAIRS.

NEW REAR TIRES - #3925

MAGNETS - WHITE DOTS - #5800

GEAR PULLER - #230

M.P.O. - #5803

(MABUCHI PULL OUTS)

GEARS - 30 & 31 TOOTH COBRA

SPUR - #1330 & #1331

(PLUS SIZES 32 - 36)

SUPER LITE 5/8 O-RING FRONT

WHEEL FOR 3/32 AXLE, LIGHTEST

ON THE MARKET. #392-\$1.69

PLUS AN ENTIRE NEW LINE OF

HAND & MACHINE WOUND ARMS.

PLUS A LINE OF "POOCH POWER"

PLUS...PLUS...PLUS...PLUS...

SEE YOUR LOCAL RACEWAY.

WINNERS DEPEND ON CHAMPION, SHOULDN'T YOU ???



8820 NEW PEACHTREE ROAD
CHAMBLEE, GEORGIA - 30041

DEALERS ONLY!

If it has to do with Model Car Racing, we STOCK IT, READY FOR SHIPMENT the instant we receive your order. Don't keep your customers waiting.

Wholesale only!

COBRA 809 BRAID - 25¢ PR.
(GOOD braid!)
(Dealer bulk pack available)

RIGGEN 5-HINGE NICKLE-PLATED RTR - \$14.98

REHCO-DYNAMIC 1/32 RTR ANGLEWINDER - \$9.98

PARMA DOUBLE-BARREL CONTROLLER - \$22.95
(\$17.95 in kit form)

DYNAMIC ALUMINUM SPUR GEARS - \$1.10
(specify 32T through 36T)

COBRA SPUR GEARS - 59¢
(specify 32T through 36T)
Made of Nylatron "GS" plastic

M.A.C. BODIES (H.O., 1/12, 1/8, 1/24, 1/32)

REHCO STOCK CAR DECALS - 59¢
White - yellow (specify)

STA-BRITE SILVER SOLDER - \$1.59

POOCH ARMATURES - \$12.00

COX STIK-TRAK (track braid)
1/4" width - 500' roll - \$86.00
3/16" width - 500' roll - \$66.50

GILBERT FRAMES - \$17.77

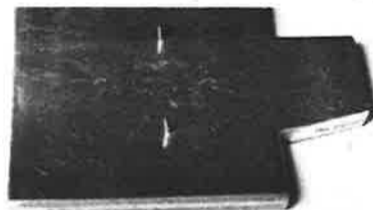
CARS IN STOCK:
COX Super Cucaracha (Ferrari)
MONOGRAM 1/32 (few GP, Ferrari 275P, Lola T 70)
REVELL 1/32
RIGGEN MIDGET KIT
PARMA

1/32 BODIES IN STOCK:
M.A.C.; DYNAMIC; ASSOCIATED; LANCER

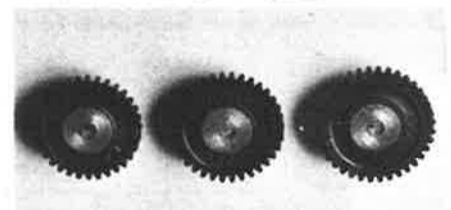
PREPAID SHIPPING; COLLECT PHONE CALLS ON ORDERS OVER \$100.00 NET.

R.E.H. DISTRIBUTORS
4413 Verne Ave.
Cincinnati, Ohio 45209
Ph: (513) 631-1745

PARMA INTERNATIONAL



QUICK CHANGE MOTOR PLATE
Made of aluminum so you can solder in a motor and keep it flat and aligned.



COBRA SPUR GEARS
Ultra precision nylon gears. 32-33-34-35-36 tooth, 59¢ each.



PRE-BENT BRAKE MICRO
No more hassle to bend these to fit. Come in 15 amp, \$2.29; or 20 amp, \$3.29.



PURE LIQUID SILVER
It's now easy to plate anything, comms, frames, braid and endbell parts. \$1.29.



COBRA RACE BRAID
Now made out of the toughest copper available. Very long lasting, used by Team Camen and other pros. 25¢ pr. DEALER BULK PACK AVAILABLE.



LIMPACH THREADED GUIDE
We make it easy to install the nut. Guide only 39¢; nut 15¢; guide and nut 49¢; nut, braid and threaded guide, 69¢.

Available at your local shop

PARMA International
5421 Pearl Rd., Cleveland, Ohio 44129 U.S.A.