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Anderson, Schmid, Bogut Finish '69 The Right Way

By Mike Morrissey

WESTMINSTER, Calif., Dec. 21 — After a tough year of racing in the Los Angeles Basin, the circuit came to a close at Checkered Flag Westminster, for the last two races of 1969.

One was set for Dec. 14 (the final "Car Model") and one for Dec. 21 (the last USRA "Los Angeles Championship" race). The USRA series had been won a couple of races ago by Mike Steube, but the "Car Model" was still up in the air between John Anderson, leading the standings with 36, Bruce Erickson at 35, and Steube at 32.

As it turned out, December was a great month for Pete Zimmerman, with his armatures winning both races, and his new driver, Terry Schmid, winning the USRA race with an all-Zipper car. It was also great for Anderson, who won the "Car Model" championship, and Steve Bogut, who won the race on the 14th, seven hours before he climbed on a bus to leave for a four-year hitch in the Air Force.

It was a fitting way for Steve to leave us, winning his first race as a Pro, as it was for Anderson, taking the CM title a month before he returns to his native Sweden.

John will be going back home, possibly for good, but

for at least two years. He'll be sorely missed, because losing a racer of his caliber will automatically drop the quality of Southern California Pro racing a big notch.

Losing Bogut won't help matters at all, either.

Going into the first race, it looked like Mike Reedy's Ace, Rob Speight, was going to win both of them with no difficulty at all, since Rob has probably logged thirty or forty thousand laps on the track (he works at the shop) and can squeeze quite a bit more out of a car on that track than anybody else.

He also would be running Reedy's ReeTeez motors,

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Von Ahrens Breaks All Nutley Records At CM

By Tony P.

NUTLEY, N.J., Nov. 22 -

Well, it finally happened. A Mura "B" has won a major east coast race, and it was none other than ol' Evil himself, Pete von Ahrens, who did the driving. This was Pete's first eastern race since last April, and he made it good.

Pete won the sixth and final New York "Car Model" race of this year, and maybe forever. The site of the event was decided upon only three weeks prior to the race. In an attempt to revive what seemed to be a dying series that drew around thirty entries at the last two races, "Car Model" asked Nutley to

host the final race. Since Nutley holds all entry records for this area, it was hoped that having the race there would draw a decent turnout.

It did, as over 70 racers signed in on race day.

One of the reasons for Nutley's success is the fact that it is run by a Pro driver. Mike Tango knows as much about slot racing as anyone and freely passes any information he can on to his customers. He keeps the place well stocked with the latest Pro and low-cost equipment, and his track is always in good shape. He is also helped behind the counter by his lovely wife Connie, who happens to be one of the best body painters on the coast.

Friday night the shop was crowded with everyone trying to do some last-minute thrashing to get their cars raceable. Von Ahrens made a brief appearance but nobody really paid much attention to him. The general opinion seemed to be that there was no way in Hell that a Mura "B" could last, if it could even qualify for an east

coast race.

Emott was in his usual pre-race agony trying to get three cars raceable for himself, Rubin, and Vitucci. Chris would be running in his first race since the Buzz-A-Rama farce last May.

The Nutley crew - Gorski, Tango, and I - were going pretty quickly, all running Greenaway armatures and the new style chassis without the hole in the arm.

Mid-Atlantic "Car Model" champ Mitch Keil and Joel Montague arrived early Friday and really started jetting after Tango showed them where to add lead to their chassis. Both of them were running cut down Champion cans with Mura "B" endbells, DZ magnets, and Montague armatures. Both these drivers had without a doubt the fastest motors in the race.

Tech started at eleven Saturday morning. Since nobody from "Car Model" was present the job was taken over by Barry DeShong and Ken Furman, the NAMRA Group VII tech inspectors. We want to thank them right

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Greg Bertram Takes Kingways Special

KANSAS CITY, Mo., Nov. 29 - Local driver Greg Bertram won the second annual Kingways Special at King Louie Kingways, showing a real mastery of the difficult American Red track. He duelled with Joe Sullivan, Mike Staskie and Ed Lewis early in the race, then pulled away to a twenty-lap margin at the end.

A total of 104 drivers sign-

ed in for the two-day event, with people coming in from all over the midwest and as far away as Milwaukee, Atlanta, and Texas.

Friday's amateur event saw Sullivan's disorganized sidekick Mike Moffat get fast time at 5.41, with Texans filling all four sitout spots, the other drivers being Mike Kern, Rex Widmore, and Dave Wanta.

But it was Mike Stewart, a local, who stayed out of trouble and watched Moffat and Kern get theirs. Stewart shot to a 388-lap total, which would have got him second in the Pro race, just six behind Bertram. Kern was forty-five laps behind him in second, with Moffat third.

Tech for the Pro race started at ten Saturday morning, and a lot of familiar faces were in sight. Team Certus' Mike Staskie was there, along with Dave Bloom, Champion's Phil Killian and Ed Lewis, and Joe Sullivan of Dart. Bob Rule also happened to be in town on a sales trip.

An interesting technical note: Ed Lewis' race car was a very sophisticated full side-winder that was equipped with a prototype Champion motor. The can, magnets, and end bell are specifically de-

(Cont. on Page 7)

Japan "Car Model" Series To Army Sgt. Tompkins

By Blaine Dickinson

TOKYO, Japan -

Army Master Sergeant "Top" Tompkins amassed 42 points to win the Japan "Car Model" series crown. On his way to the championship Top took two first, two seconds, and a third to edge Mike Harmon, who had two firsts, two seconds, a fast time, and a seventh, good for 39 points.

The reigning Japanese National Champion, Diachan Toriguchi, scored two wins, two top times, a fourth, and a seventh for his points. Bill Beach got the fourth place trophy with 21 points, while the Japanese driver Bat shared fifth with myself at

19 points.

The "Car Model" series pitted the cream of the crop against each other. The Japanese contingent was headed by the top driver of the fastest club in Japan, the CMC (Challengers Mushashino Club), Takada, and of course Diachan along with Deco, Bat, Den, and others.

Number Two CMC driver Tompkins and his partner Mike Harmon were the best of the Americans.

We were able to schedule races at only two tracks because the other Japanese-owned Tokyo tracks wouldn't allow cars built to NCC rules, and at the time none of the

(Cont. on Page 6)

Amateur Dave Mitchell Whips Seattle Pros

By Ken Kawahara

SEATTLE, Wash., Dec. 5 -

It's still hard to believe. Dave Mitchell, an Amateur, beat the fastest Pros in Seattle. He won the Amateur main, the Semi-Pro semi, the Semi-Pro main, the Pro semi, and the Pro main! His car ran perfectly all day and even seemed to get faster in the later races.

The race was the seventh of the Seattle USRA's series in this area, held at West Seattle Speedway.

When qualifying started it was found that the timer was coughed, so we did it in one-minute runs rather than timed laps. Mitchell was the fastest Amateur at 11 laps, 8 sections, with only Pro driver Gary Von Erichsen faster at 12-2. Fast Semi-Pro was shopowner Dick Kalivada at 11-8.

There was a Group 12 race run right after qualifying,

and on this tight, short track, they looked surprisingly quick. Todd Love, Steve Ferguson, and Ken Marmion took the top three places.

Mitchell didn't have much trouble with the Amateur main, winning by five laps over Dan Lentz, the concours winner (complete with scale wing on his M8B), with Ed Moore making the other transfer to the Semi-Pro semi.

This time it was Mitchell, Jim Lahti, and Lentz getting the moveups, but Lentz declined so Ed Moore went to the main.

Shopowner Kalivada really gave Mitchell trouble, and it was very close at the end, but Dave pulled it off. Kalivada, Lahti, and John Larsen all went to the Pro semi.

Which was won by Mitchell again with lap record holder Tom Matz second, and the

(Cont. on Page 7)

CALENDAR

JAN. 17 - Fourth Cleveland Can-Am. Cleveland Raceways, 16820 Lake Shore Blvd., Cleveland, Ohio. 531-4177. Sports & GT cars. Amateur, Semi-Pro & Pro classes.

JAN. 17-18 - Champion/USRA Arco Race. Speed & Sport, 11187 Long Beach Blvd., Lynwood, Calif. (213) 639-9209. First Arco race of 1970 (also counts for L.A. Championship points.) 155' Blue King track. Sports Cars, NCC rules. Amateur, Semi-Pro, and Pro classes.

JAN. 24 - First Los Angeles "Car Model". Santa Ana Raceway, 1032 So. Main, Santa Ana, Calif. (714) 543-4073. Separate Amateur class, Semi-Pro and Pro class combined. Group 20 cars only. Signups close at 1:00 P.M.

JAN. 31 - Second Annual Hinsdale Manufacturer's race. Hinsdale Raceways, 28 E. Hinsdale Ave., Hinsdale, Ill. (312) 823-7075. NCC Rules, 155' Blue King track, Sports and GT cars. Separate Pro, Semi-Pro, Amateur, and Junior divisions.

JAN. 31 - Seattle Pepsi-Cola Race. Seattle Center (World's Fair Grounds) Exhibition Hall, Seattle, Wash. Race run in conjunction with car show. Orange track, batteries, sports cars, NCC Rules. Amateurs qualify Friday night, race Saturday. S-P's & Pros qualify Saturday, race Sunday. Practice Noon to 11:00 PM Weds. & Thurs.

FEB. 7 - California Grand Prix. Speed & Sport, 11187 Long Beach Blvd., Lynwood, Calif. (213) 639-9209. First race of the NCC United States National Driver's Championship. 1970 NCC Rules, Sports Cars, Blue King Track, Pro and Semi-Pro programs. Points for Pro Main only. Amateurs run on Jan. 31. Signups close at 12:00 Noon.

FEB. 14 - Certus Westville Special. Race-O-Rama, 1624 N. State St., Westville, Illinois. 442-1356. Sports & GT cars, Amateurs and Semi-Pro only.

FEB. 14 - Fifth Cleveland Can-Am. Parma International Raceway, 5421 Pearl Rd. (Rt. 42), Cleveland, Ohio. (216) 884-9508. Sports & GT cars. NCC Rules. Amateur, Semi-Pro, and Pro classes.

FEB. 14 - Tri-State Race. Mt. Washington Raceway, Cincinnati, Ohio.

FEB. 21 - Four-Hour Enduro. Tom Thumb Model Raceway, 13801 Ridge Road, North Royalton, Ohio. Sports Cars, All Tech Yellow track, two-driver team, NCC Rules.

FEB. 28 - 2nd L.A. Car Model. Monaco Minatures, 6321 Manchester, Buena Park, Calif. (714) 522-5035. Modified red track. Sports cars, NCC Rules. Amateurs Saturday, Semi-Pro and Pros Sunday.

MAR. 14 - Final Cleveland Can-Am. Tom Thumb Raceways, 13801 Ridge Rd., North Royalton, Ohio. 237-6440. Sports & GT cars. Amateur, Semi-Pro, and Pro classes.

MAR. 14 - Tri-State Race. Indianapolis Model Raceway, Indianapolis, Ind. 741-9708. NCC Rules, sports cars.

MAY 16 - Cleveland Arco. Brooklyn Raceway, 6810 Biddulph, Cleveland, Ohio.

- Amateur Main**
 1. Gary Summers - 2 Bob Bernhard
 3. Don Meinberg. Fast Qual.: Summers - 5.44

Final L.A. Championship Race
 Checkered Flag, Westminster, Calif.
 Checkered Flag 165 track, Dec. 21

- Pro Main**
1. Terry Schmid 401
 2. John Cukras 390
 3. Lee Gilbert 385
 4. Bill Steube, Jr. 382
 5. Rob Speight 379
 6. Mike Morrissey 370
 7. Mike Kondor 340
 8. Bruce Erickson 291
- Fast Qual.: Speight - 5.18
 (New track record)

- Semi-Pro Main**
1. Dave Howard 380
 2. Bob Green 369
 3. Tom Hansen 362
 4. Gene Husting 358
 5. Dave Kellen 342
 6. Ken Kessie 298
 7. Chris Burlew 199
 8. Herb Wade 172
- Fast Qual.: Hansen - 5.18

- Amateur Main**
1. Greg Dale 386
 2. Don Meinberg 382
 3. Bob Bernhard 367
 4. Gil Gunderson 359
 5. Rick Shig 348
 6. Dave Osborne 344
 7. Gary Summers DNF
 9. Scott Henry DNF
- Fast Qual.: Meinberg - Dec. 6

7th Seattle USRA Race
 West Seattle Speedway - Dec. 6

- Pro Main**
1. Dave Mitchell 261
 2. Gary von Erichsen 257
 3. Fred Kunze 257
 4. Tom Matz 252
 5. Ed Moore 250
 6. Ken Kawahara 250
- Fast Qual.: Von Erichsen

- Semi-Pro Main**
1. Dave Mitchell 190
 2. Dick Kalivada 187
 3. Jim Lahti 184
 4. John Larsen 173
 5. Ed Moore 172
 6. Ken Kawahara 171
- Fast Qual.: Kalivada

- Amateur Main**
1. Dave Mitchell 123
 2. Dan Lentz 118
 3. Ed Moore 107
 4. Mark Schlosser 105
 5. Chuck Ballenger 104
 6. Sherwin Eng 97
- Fast Qual.: Mitchell

- Seattle USRA Points**
 After Seven Races
1. Fred Kunze 48
 2. Ron Hossack 40
 3. Tom Matz 29
 4. John Larsen 22
 5. Gary Von Erichsen 20
 6. John Sawyer 18

Trans-Am 4-Hour
 Pismo Raceway, Pismo Beach, Calif.
 Dec. 7

- Team**
1. Leo/Cabatuan 2379
 2. Shepard/Worton 2367
 3. Galloway/Galloway 2338
 4. Silva/Souza 2076
 5. Wallace/Wallace 1963
 6. Nix/Schleidt 2941
 7. Dalton/O'Rourke 1727
 8. Leo/Cabatuan 1154

RACE RESULTS

- Final New York Car Model**
 Nutley Raceway, Nutley, New Jersey
 Blue King Track - Nov. 22
1. Pete von Ahrens 470
 2. Mitch Keil 466
 3. Bob Emmott 457
 4. Phil Rubin 431
 5. John Gorski 410
 6. Ed Sohl 306
 7. Ed Hochdorf DNF
 8. Wayne Williams DNF
- Fast Qual.: Von Ahrens-4.72
 (New Track Record)

- Amateur Main**
1. Bob Cotton 224
 2. Gunther Faas 219
 3. Sam Moschas 213
 4. Bill Sohl 213
 5. John Fitzmaurice 210
 6. Barney Bezme 197
 7. Brandon Kaaren 176
 8. Joe Neumeister 130
- Fast Qual.: Faas - 4.84

Second Annual "Kingways Special"
 King Louie Kingways, Kansas City, Mo.
 Red Track - Sports Cars - 104 Entries

- Pro Main**
1. Greg Bertram 394
 2. Steve Pommer 374
 3. Mark Stewart 361
 4. Mike Staskie 357
 5. Joe Sullivan 350

6. Ed Lewis 343
 7. Dick Hulse 336
 8. Don Chin 313
- Fast Qual.: Sullivan - 5.27
 (New Track Record)

- Amateur Main**
1. Mark Stewart 388
 2. Mike Kern 343
 3. Mike Moffat 340
 4. Rex Widmore 332
 5. Dave Stone 326
 6. Larry Lamanski 279
 7. Dave Wanta 186
 8. Robert Freyer 138
- Fast Qual.: Moffat-5.41

Final L.A. Car Model
 Checkered Flag, Westminster, Calif.
 Checkered Flag 165 track, Dec. 14

- Pro Main**
1. Steve Bogut 411
 2. Rob Speight 410
 3. Bill Steube, Jr. 403
 4. John Anderson 390
 5. Mike Steube 387
 6. Mike Morrissey 384
 7. Bruce Erickson DNF
 8. Mike Kondor DNF
- Fast Qual.: Speight - 5.21

- Semi-Pro Main**
1. Dave Howard 407
 2. Ken Kessie 406
 3. Steve Meyer 391
 4. Dave Kellen 365
 5. Gene Husting 359
 6. Tom Eatherly 352
 7. Bob Bernhard 332
 8. Tom Hansen 316
- Fast Qual.: Hansen - 5.31

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MORE ON:

Anderson

(Cont. from Page 1)

which have become, in the past few months, just about the fastest things around. In the past, Mike's armatures were always fast, but they had habits of shorting poles, scattering coms, slinging solder, blowing epoxy, lifting wires, and just generally lurching. But that era seems to be over with for good. Full production is next. By February, Mike says.

Rob also has Bob Green (the can man) on his side now, since Bob has joined up with Reedy, and that's a gigantic advantage.

Rob also had a Dave Howard steel car in the warmup races that looked ideal, so, theoretically, he had it made.

The Amateur race at the "Car Model" was a ReeTeez sweep, as Gary Summers got fast time and won the main, Bob Bernhard was second, and Don Meinberg was third, all with Reedy's motors.

Summers had a new Gilbert chassis, Bernhard had one of mine, but Meinberg's was amazing: It was a nine-month-old Gilbert, with four rails of .047, a solid .063 drop arm, and super-narrow .032 pans. Ancient, yes, but at Checkered Flag it still worked like crazy.

The next day Speight lowered the lap record of 5.33 and our spirits with a 5.21. He had a Gilbert chassis this time, and Howard was a bit perturbed, as he had hoped that Rob would run his.

Erickson was second at 5.34 with a Gilbert car and Certus motor; I was third with a Thorp, and Anderson duplicated my 5.39 to get the last sitout. Billy Steube and Mike Kondor just missed with 5.40 and 5.41, respectively, as did Bogut with his 5.41.

Tom Hansen also shook us as he turned 5.30 to be quickest Semi-Pro, and Steve Meyer would have made the Pro main with his 5.37. Gene Husting and Howard also made sitouts.

Amateur Bernhard, mov-

ing up from the Amateur main, won the Semi-Pro semi, with Ken Kessie, Dave Kellen, and Tom Eatherly going to the main with him.

Howard blasted away for fifteen minutes until he had a nine-lap lead as the fourth heat started, when Ken Kessie started a charge that almost carried him past Dave. He came to within a lap at the end, but Howard held on to take his second Semi-Pro main. Meyer third and Husting fourth.

Lee Gilbert and Mike Steube found themselves in the "A" consy this time, and Steube won it by four laps over Kessie as tangles cost Gilbert lots of time.

Steube then won the semi by five laps over Bogut, with Billy Steube third. Speed & Sport's Earl Campbell handed Kondor a spot in the main, neatly gift-wrapped, when he tore his body off in a couple of crashes. Six pins are nice, Earl...

The main was a mess. Reedy had unknowingly, when he shoved a new, taller, battery under the track, shorted out a few wires under the lap counter strips under the track, and it went out completely, forcing us to go to hand-counting about halfway into the race. Bogut and Steube had a great race going, with just a lap separating them, Steube leading at the halfway point.

Speight was having troubles with his car and was fourth behind Anderson.

Erickson was in good shape until he spun a gear on his little 3/32" rear axle (this is a chronic problem with 3/32 axles). Before Gilbert had it on for good, Bruce had lost a full twenty laps.

It was during the fifth heat that the counter went crazy, and we were forced to restart that heat with hand counters. This was unacceptable to Gilbert, and he pulled Bruce off, saying that there was no way a hand count could be accurate. He felt that the race should have been called and the main completely rerun at a later date. This would have been good for him, because

he would be sure to get the gear on nice and tight this time, but it's doubtful that the Air Force would have given Bogut a pass to go slot racing, so we continued without Bruce, who didn't look real happy about not racing.

So the point thing began to get interesting. Steube had a seven-lap lead at the end of the sixth heat, which was a shock considering his lousy qualifying run (but that's Steube for you), Bogut was second, Speight third, Billy fourth, and Anderson, now in trouble with a tweaked car, fifth. Mike was four points behind as the race started, but, by their positions at that point, Anderson was two points behind Mike. John had his work cut out for him.

Until, that is, Mike came sliding around the bank in the seventh heat and found a marshall putting my car on. Mike's car hit mine and they both went flying, the impact knocking a few teeth off Mike's gear.

So things were green for John again, and its interesting to note that at the first race in this L.A. Car Model series, also run at Checkered flag, Anderson had been robbed of a spot in the main when a crash in the semi blew his gear.

It's also interesting how the luck all seems to get evenly spread around in a long series like this. Anderson had his worst bit of luck in the beginning, and Steube got his at the end.

Anyway, it was now down to Bogut and Speight, and Rob made up a couple of laps in the last heat to get within a lap of Steve at the end. Steve's motor had slowed a bit, and he couldn't figure out why, but post-race inspection showed that the end bell was very nearly off the can, and was flopping around a lot, wearing the bearing and brushes.

Steve won with 411 laps, Speight had 410, Billy 403, Anderson 390, Mike Steube, 387, I crashed to 384, Erickson out, and Kondor out very early with lifted wires on his armature.

So Anderson earned himself a very deserved Championship. He and Zimmerman made quite a team, with Pete always coming up with something really fast for him (usually at the last minute), and John always driving right at the limit.

But that's over with now that John is going back to Sweden, but Pete has replaced John already, with Terry Schmid, and they're off to a great start, as we saw at the USRA race a week later.

At that one, Speight was again fast qualifier, bringing it down to 5.18, but Tom Hansen staggered us all with his 5.18.

The Amateur race went to Greg Dale, with Meinberg in second and Bernhard third this time.

Greg and Don had quite a race, never separated by more than four laps at any point in the race. Once again, it was a 1, 2, 3 for ReeTeez motors.

Bob Green had unbelievable horsepower on Sunday and was second-quickest Semi-Pro at 5.32. He had a ReeTeez 27-28 in one of his latest cans (all cut out on the sides to save a little weight) in a Gilbert car. The motor had 36D brushes, by the way.

But Dave Howard wasn't impressed. Dave's car was working and his Steube arm in his Green can was very fast, for a while, and Dave and Bob had a great race for thirty-five minutes. They stayed within two of each other, swapping the lead back and forth, with Bob smoking away on the straight, and Howard really pushing to make it back up in the turns.

However, Dave's motor was really eating its 16D brushes, and as the seventh heat came to an end, it looked like Green would take it. Unfortunately, a coughed gear and a long, long stop to change it cost Green the race. He and Gilbert had a terrible time with the spacers in the wheels and gears on the 3/32" axle, and Howard made fifteen laps at the start of the last heat before Green was back on.

So Howard coasted in for a good win with a nearly dead motor.

John Cukras finally returned to L.A. after working and racing for about the

last seven months in the mid-west. For this race he brought out the car that von Ahrens won the Nutley "Car Model" with and proceeded to turn the second-best Pro time of 5.28. The motor was his usual Mura "B" 24-gauger with 36D brushes, of course.

Billy Steube and Gilbert got the other two main event sitouts.

Erickson, Kondor, and Schmid had a fun time of it in the semi, all with 101 laps at the halfway point. Kondor eventually won, but not by much, with Bruce second and Terry third. I got an early Christmas present as John Stephan, with the last transfer spot sewed up with a minute to go, broke a lead wire and gave me the move-up. Blind luck, bad for him, good for me...

We got to start the main twice. The first time, Erickson, Kondor, and I slipped through early wrecks to get away, running in formation. Bruce and I then ate it and Kondor got a lap lead, when it was discovered that the rotary switch on the counter was positioned wrong, and a restart was made.

This time Speight took off and left, with Cukras shadowing him, showing his usual precise driving. John was really running great, especially when you consider that he was running a King track car on this vastly different track, and had almost no time for preparation.

(Cont. on Page 7)

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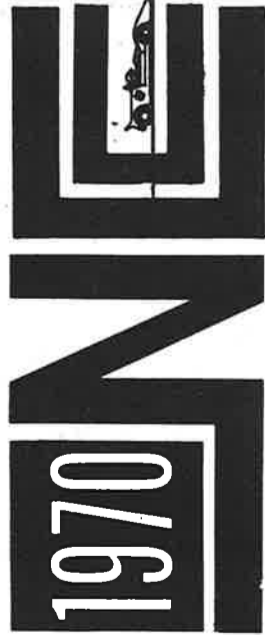
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NATIONAL COMPETITION COMMITTEE



CHAMPIONSHIP RULES FOR COMMERCIAL MODEL CAR RACING

Updated for the slot racing industry by the NCC Rules Committee: Mike Morrissey, Vice President, Competition; Ed Lewis, Dave Bloom, John Cukras, Phil Cameron, Darryl Armstrong, Art Elliott, Gary Von Ericksen.

Ratified by the general membership of the National Competition Committee.

Effective Date — January 1, 1970

BODIES

- SCALE** — Cars must be approximately 1/24 scale replicas of cars actually produced for competition. Variations are allowed to conform to current state of the arts practices.
- MODIFICATIONS** — No excessive modifications allowed. Obviously shabby looking cars will not be allowed to enter. Modifications, other than those allowed herein, must be supported by and similar to pictures of actual cars.
- CUTTING AND TRIMMING** — Edges may be trimmed slightly to lower car, provided no major molded detail is destroyed, except on front and rear of bodies, as follows:
 - Lower edge of the rear end of open and closed sports cars may be trimmed within 5/8" of upper edge provided, Stock Cars and Trans Am cars must have a minimum of 1/8" rear bumper detail.
 - Formula and USAC bodies may be cut to provide clearance for motor and sidewinder gears, provided the clearance gap around those parts does not exceed 1/16" and is neatly done. Body at rear of cockpit may not be lower than top of motor.
 - Any modifications done after tech inspection must be observed and approved by the race director and/or designated race official. Illegal trimming after tech inspection is grounds for immediate disqualification.
- DAM SPOILER** — Dams on ends of spoilers may not extend further forward than a point 3/4" forward of the centerline of the rear axle; nor extend more than 3/4" from body at any point.
- WING** — May be attached transversely at any point on the body with rigid struts, similar to actual race car practice (in prototype locations). Wing must not exceed 1" x 3" and must not obstruct driver vision. Wings are not allowed on stockers, unless used on prototype.
- TRIM TABS** — Four may be mounted at any point on body to help control air flow over body. They must not extend beyond side of body, and may not exceed 1/2" x 1/2" in size.
- WIDTH** — Fendered bodies may be no more than 3-1/4" wide at any point, including flares, body fasteners, etc.; Formula and USAC bodies may be no more than 2" wide at any point.
- NUMBERS** — At least three, located as on actual race cars (see illustrations).
- DETAIL** — All bodies must be fully painted and detailed to resemble real cars. Exhaust pipes, carburetor stacks, and decals are recommended, if applicable.
- MOUNTING** — Bodies must be fastened positively to prevent accidental dislocation. Fasteners should be as unobtrusive as possible.

12. ROLL BAR — All open cockpit cars must have realistic appearing head high roll bar, with a non-metallic surface material.

13. INTERIOR AND DRIVER — Each car must contain a suitably painted driver with helmet, shoulders, arms and steering wheel mounted securely in a cockpit, along with a detailed instrument panel and seats. Driver's head shall be mounted so that his normal vision through the windshield (which shall be clear) is not obstructed. No part of the chassis or track surface shall be visible through the cockpit area.

14. CONCOURS d'ELEGANCE — It is recommended that the body be detailed to resemble the actual car it represents as closely as possible and pictures shall be presented as evidence of authenticity. Points shall be awarded for striping, mirrors, decals, wheel detail, etc.

RUNNING GEAR

21. TRACK CLEARANCE — 1/16" minimum at beginning of race for all parts except gears. No parts may drag; cars shall be "black flagged" when dragging occurs.

22. GEAR CLEARANCE — Gears shall not extend below chassis, unless approved by Race Director and/or track owner.

23. WIDTH AT WHEELS — 3" maximum, front and rear, measured outside-to-outside of wheels or tires, whichever is wider. Tires must be covered by body at the top when viewed from above, except on open wheel cars. Front axle/wheel assembly may move up to 1/8" to either side of center position.

24. WHEEL BASE — Formula, sports and GT cars: 3-15/16" (± 1/8"); Trans Am: 4-1/4" (± 1/8"); Stockers: 4-5/8" (± 1/8").

25. TIRE WIDTH — 3/16" minimum and 11/16" maximum.

26. TIRE DIAMETER — 3/4" O.D. minimum for front; 7/8" O.D. minimum for rear. Tire sizes must be checked at start of qualification and before each race, unless cars are impounded.

27. AXLES — May not extend beyond wheel edge.

28. GUIDE FLAG — Entire flag assembly, when pointed straight ahead, must be covered by body or diplane when viewed from above, except when viewed through legal body opening. Only one flag is allowed.

29. CHASSIS — Must be completely covered by body when viewed from above, except when viewed through a legal body opening. Formula and USAC framework may show on sides where sidewinder motor extends out from under body, as in rule (3B).

30. MOTOR — Must be completely covered by body, except for cooling hole same size as, and directly above, the armature stack, and as provided for in rule (3B).

31. TIRE DRESSING — Must be approved by Race Director and/or Track Owner. May be applied sparingly to tires or track in your own lane, but may not be added or removed while race is in progress.

32. PARTS REPLACEMENT — Any part may be replaced or changed as long as the basic original configuration is maintained, except large parts such as body and frame. Small component assemblies may be exchanged, such as flag with braid, motor with flag, axle with gear and wheel, and others approved by Race

Director. Track clearance and tire size must be checked by Race Official after all tire changes.

DRIVERS

41. CONDUCT — Lap penalties may be given for ungentlemanly behavior, such as profanity, etc. One lap is recommended for first minor offense, 3 laps for 2nd and total disqualification for 3rd offense or for any major offense, at the discretion of the Race Director. Driver shall call his color (green, please) when he wishes to remind a marshal to reset his car.

42. CORNER MARSHALLS — May not re-enter pair cars while on duty; this includes straightening braid, pushing in pins, etc. All drivers shall serve as corner marshalls during the heat immediately preceding the heat they run in, or each team shall provide a qualified marshal at all times, although he does not have to be a driver.

43. TEAMS

- For races under one hour long — 1 member only
- For races under four hours — 1 or 2 members
- For races 4 - 15 hours long — 2 or 3 members
- For races 15 - 30 hours long — 3 or 4 members
- For races over 30 hours long — 4 or more members
- Teams must consist of drivers and marshalls

44. DRIVING TIME — Each team member designated as "Driver" must drive at least 20% of the race and he may drive only one car. Only those "Drivers" listed on the registration form may drive for the team.

45. DRIVER CLASSIFICATION:

OPTION A: Within this system, a driver may sign up for only one racing class, but may be moved up to the next class (example: Amateur to Semi-Pro) by winning or finishing near the top in the Main of whatever class he entered.
PRO — Any person who receives monetary compensation — salary, travel expenses, etc. — for the purpose of racing slot cars, with the express purpose of advertising any manufacturer's product; or any driver of obvious comparable ability.

SEMI-PRO — Any person directly or indirectly benefitting from the slot racing industry; or any person with access to professional type racing equipment; or any driver of obvious comparable ability.

AMATEUR — Any one else above the class of Novice.

NOVICE — Any person just beginning in slot racing whose skill and equipment is limited.

OPTION B: There are two main classifications within this system:
PROFESSIONAL — includes all drivers with vested interest in the Sport — i.e. factory sponsored Pros; manufacturer's staff members (including sales personnel); all staff members of the involved publications (including writers, race directors, etc.); raceway owners, operators and their staff members; wholesaler/distributors and their staff members; any other party who will profit and/or accept any form of compensation for his efforts.

AMATEUR — all drivers with no industry and/or business affiliation who have not - and will not - accept cash prizes. Within each of these main classifications,

there are three sub classifications based on ability: NOVICE, REGIONAL, and NATIONAL (these are based on SCCA driver classifications). Sub-classifications will be decided at the local level by the Race Director and/or a Classification Board consisting of drivers and race officials whom he has appointed.

TRACK AND EQUIPMENT

51. POWER SUPPLY — 12 volt batteries are recommended, with combined rating of at least 100 ampere hours, with full wave rectified charging power supply in parallel with battery. For endurance races additional batteries should be added in parallel to increase the capacity to 40 ampere hours per hour length of actual racing time. Example: 8 hour Enduro — 320 ampere hours combined battery capacity.

It is recommended that batteries be located directly under the track with heavy-duty relays to control power to the lanes. For large races, extra batteries should be available in case of failure.

Wiring throughout the system should be large enough to provide a total system resistance of 1/2 ohm or less, including .05 ohm for controller, and from the battery to the farthest point on the braid from power connections and back again. All lanes should be equal within 5%. The wiring on the common side should be no more than 10% of the total (.05 ohm) from the battery to the most distant connection to the braid and should be connected so the car is never more than 25 feet from a connection.

Resistance can be checked by measuring the voltage drop at 20 amps at different points on the track by applying resistance across the braid at the voltmeter to absorb the power. If voltage drops more than 10 volts, the wiring is too small or more jumpers are needed or connections are bad (see Figure 3).

52. TRACK — Surface may be cleaned if desired, but must be completed at least 48 hours prior to scheduled beginning of Registration. Polarity of braid shall be positive (+) on right side of car. Reversing switches shall be secured to achieve the above.

53. LAP COUNTER — Is considered correct unless proven faulty. It is the driver's responsibility to cause his car to activate the counting device. Laps missed may be corrected if verified by a Race Official. It is the responsibility of the raceway operator and race director to provide drivers with reliable equipment which assures fair races. Counters should be inspected prior to every event; and, in case of lap counter failure, the race will be continued at such time as lap counter is repaired or replaced.

RACE PROCEDURE

61. CAR CLASSES

OPEN CLASSES:
SPORTS CARS — Open cockpit sports/racing cars (F/A Group VI or VII).
GT COUPES — Closed cockpit sports/racing cars (F/A Group IV or V).
STOCKERS — Grand National Stock Cars (1965 vintage or later) as raced by USAC and NASCAR. No compact or "pony" cars allowed.

FORMULA — FIA Formula 1 Grand Prix cars (1961 vintage or later). No USAC Championship cars allowed.

USAC — Indy-type USAC Championship cars.
TRANS-AM — SCCA Trans-American Sedans ("Pony" cars: Mustangs, Camaros, Javelins, etc.)

LOW-COST CLASSES

- FORMULA III**
- Open wheeled Formula Cars. Bodies must be models of FIA Formula I, II, or III cars or SCCA Formula A, B, or C. All running gear and body rules identical to open class rules.
 - Motor must have the NCC Group 20 armature, but any other motor parts may be used.
 - Chassis must be of the inline type. No sidewinders or anglewinders allowed. Chassis must not have cost driver more than \$5.00, whether scratchbuilt by the owner, purchased from another individual, built from a kit, or purchased completely built-up over the counter.
- GROUP 20**
- A Group 20 car is a car purchased in either kit or ready to run form, which uses the NCC Group 20 Approved chassis and armature and Group 20 Approved running gear.
 - Any NCC legal Sports or GT Coupe body is allowed. Motor must use NCC Group 20 Armature (armature is marked). Any other motor parts are allowed.
 - Chassis may not be lightened in any way, but weight may be added. No other chassis modifications are allowed, except for a motor brace.
 - All parts may be replaced only by NCC Group 20 Approved parts.
 - All body and running gear will follow the general NCC Championship rules.
- NOTE: 1969 Group 20 chassis will be legal through December 31, 1970, but must conform to 3" maximum width.**
- GROUP 12 - 1/24**
- A Group 12 car is a complete ready-to-run car that retails at \$12.00 or less.
 - It must conform to the NCC General Rules concerning body and running gear.
 - Chassis may not be lightened, but weight may be added. Braces may be added for strength.
 - All parts may be replaced only by NCC Group 12 Approved parts.
 - Motor may have only an unbalanced and unepoxied (on the wires) armature. The motor must be available in one of the Group 12 cars and be of the type used in the original car. Motor must retail for no more than \$5.49.
- GROUP 12 - 1/32**
- Same rules as Group 12 - 1/24 with these exceptions:
- Wheelbase - 3" ± 1/8"
 - Treadwidth - 2-1/2" maximum, measured outside-to-outside of wheels or tires, whichever is wider.
 - Tire Diameter - 3/4" minimum, front and rear.
- GROUP 5 - HO**
- For all stock HO Cars costing \$5.00 or under.
 - Gears and axle/wheel assembly may be changed. No other modifications allowed.
 - Treadwidth - 1-1/4" maximum, measured outside-to-outside of wheels or tires, whichever is wider.
- 62. REGISTRATION** - All cars shall be inspected and impounded before registration closing time. No cars accepted afterwards. Track power shall be turned off 30 minutes before closing of Registration.

- 63. TIME TRIALS** - One minute practice starts when car is placed on track. Qualifying attempt must be completed once started, unless the Race Director grants additional time for repair of an unforeseen occurrence, such as motor stoppage, gear failure, failure of track equipment, spectator interference, or other unfair incidents.
- OPTION A) TIMED LAPS:** Each contestant will be timed on every other lap for four consecutive timings. The lowest time shall be used to determine position. Backup times shall be used to break ties. If necessary, final tie can be broken by order of registration - first to sign up wins.
- OPTION B) TIMED RUN:** Two minutes run for total laps and sections. Pro race entrants shall qualify individually on the lane specified by the Race Director. Amateur race entrants shall qualify two at a time if over 50 are entered. In the event both cars desist on the first turn, they must both restart the qualifying run. (It is recommended that the two qualifying lanes be separated by two empty lanes. (Option A or B should be specified in race announcement).
- 64. LANE CHOICE** - Starting lanes will be determined by qualification results: fastest time having first choice, etc.
- 65. LANE CHANGES** - In the Main, Semi and A & B Consies, each driver will run on every other lane, moving two lanes to his right each time. In remaining Consies, drivers move four lanes to right. Each driver or his pit crew will move his own car and change his own color marker. Cars may be worked on during lane change, but must be put back on the track exactly where they stopped. A maximum of three minutes shall be allowed for lane change, but no minimum is specified, leaving the choice to the Race Director.
- 66. FEATURE RACES** - It is the choice of the people responsible for the race as to how many driver classes shall be run, but the "lower" classes should be run first. Example - If the Option A driver classification system is used, with all four classes being run, the Novice class should be run first, followed by the Amateur, then the Semi-Pro and the Pro. A driver may move up to the next program by winning or finishing near the top in his Main, then transferring to the bottom consy of the next class, depending upon how many spots are open in that consy.
- CAUTION:** By accepting cash prizes in slot racing competition, you may be automatically barred from competing in any amateur sports in high school, college, or otherwise.
- (A) SITOUT SPOTS:**
- Main Event - 4 fastest qualifiers, plus 4 moveups
 - Semi-Main - Next 6 qualifiers, plus 2 moveups
 - "A" Consy - Next 6 qualifiers, plus 2 moveups
 - "B" Consy - Next 6 qualifiers, plus 2 moveups
 - "C" Consy through to end - Next 6 qualifiers plus 2 moveups, or next 7 qualifiers plus 1 moveup
- (B) LENGTH OF HEATS:**
- Main Event - Four 10 minute heats or eight 5 minute heats
 - Semi-Main - Four 5 minute heats
 - "A" Consy - Four 2 minute heats
 - "B" Consy - Four 2 minute heats
 - "C" Consy - Two 2 minute heats or four 2 minute heats

- 67. PROTESTS** - Must be made to Race Director immediately after occurrence, or public awareness, of incident being protested, or forgotten forever!
- 68. RACE DIRECTOR** - Shall make final decisions in all disputes and interpretations of rules, using good judgement based on common sense and fair play.
- 69. TRACK CALLS** - NONE! The power will not be turned off during the race, except in extreme unfair or dangerous situations observed by the race officials, or in event of track equipment or power failure.
- 70. PRACTICE TIME** - A maximum of two minutes shall be allowed for practice car adjustment, etc., before each Consy and four minutes before each Semi and Main Event. No additional time shall be allowed.
- 71. SERIES RACING** - A race series shall consist of six different races. POINTS SHALL BE AWARDED AS FOLLOWS:
- 1st Place - 10 Points
 - 2nd Place - 8 Points
 - 3rd Place - 6 Points
 - 4th Place - 5 Points
 - 5th Place - 4 Points
 - 6th Place - 3 Points
 - 7th Place - 2 Points
 - 8th Place - 1 Point
- Fastest Qualifier - 1 Point
- 72. RACE ANNOUNCEMENT** - Should be sent out to all potential entrants at least four weeks in advance and should include the following information: Registration times and date, race time and date (if different), track description, power supply characteristics (no load voltage and voltage at worst point on track at 20 amps), raceway name, location and business hours, manager's name, Race Director's name, time trial method, length of race (if Enduro), entry fee, race classification and body style, and any special rules (options, etc.). Gear clearance must be specified in race announcement. Race should be registered with the NCC Race Schedule Center, Box G, Kearny, N.J. 07032 at least three months in advance. The race date should be adjusted so that no two statewide (or larger) races are held within 400 miles of each other within the same 14 day period. First priority shall be to the earliest request. This service shall not be similar to airline reservations; announced races must not be cancelled, without just cause, under penalty of loss of use of Race Schedule Center for a period of 60 days.
- 73. RULES COMMITTEE** - These rules were developed by the NCC Rules Committee, as listed on front cover, and shall be in effect until amended by said committee. The rules cannot be changed before July 1, at which time they will be reviewed and reprinted for the following calendar year.
- Recommendations for changes must be made in writing and sent to each committee member for evaluation and consideration, or to NCC National Headquarters, Box 37028, Indianapolis, Indiana 46231.*
- Adherence to these rules is on a voluntary basis; however, any race sponsoring group that fails to enforce these rules, after publicly announcing their use on a given date, shall be denied use of the Race Schedule Center and shall lose its right to participate in all functions of the National Competition Committee for the balance of the calendar year.

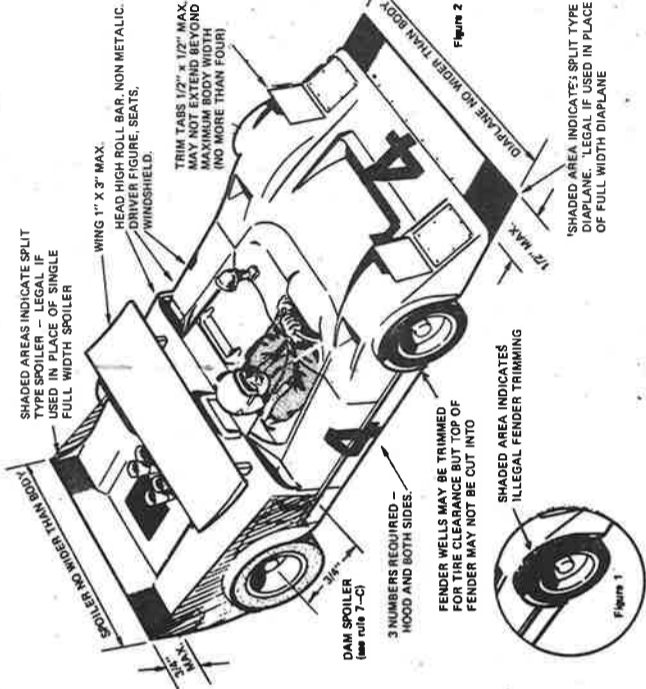


Figure 2

SHADDED AREA INDICATES SPLIT TYPE SPOILER. LEGAL IF USED IN PLACE OF FULL WIDTH DIAPLANE

Figure 1

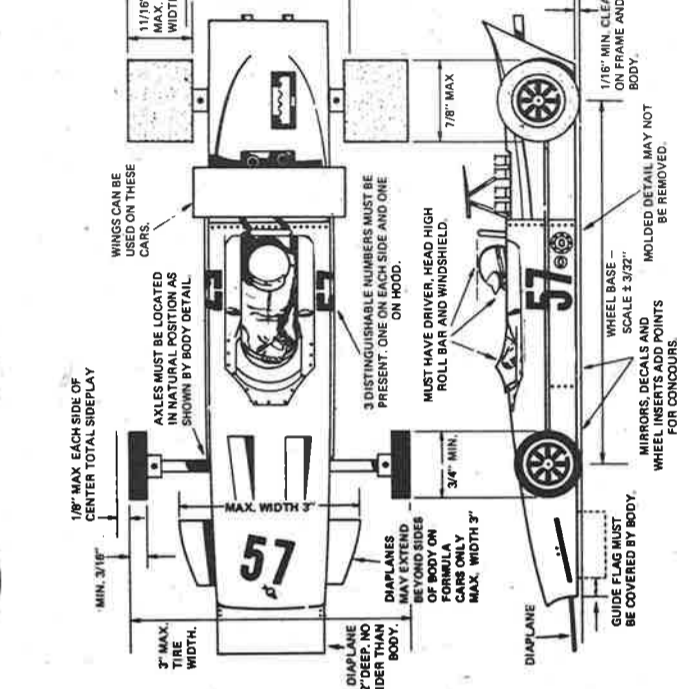
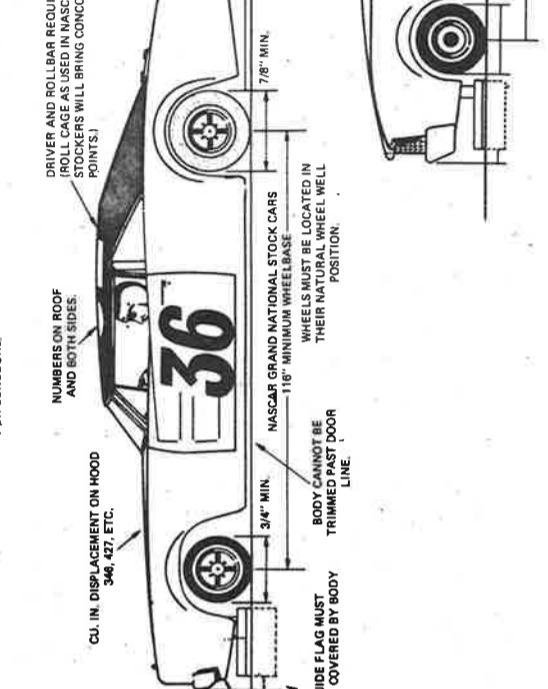


Figure 3



1970 Group 20 At Last Decided Upon

It took months of debate and discussion among the NCC people, but they have at last come up with the rules for Group 20 - 1970 version.

This year, there will be two Group 20 classes, and as this is written, the names for the two classes are still being "discussed". One class will be 1969 Group 20 all over again (Let's hear a round of applause!) and will be called either "Group 20" or "Closed Group 20".

The other class is all-new and will be called either "Open Group 20" or "Group 22".

The new class allows a Group 20 27-wire motor made by any NCC manufacturer. The old class still requires the Mura G-20 arm. Also, the new class allows any \$5.95-or-less chassis made by an NCC member manufacturer, so long as it meets a few specifications.

So, you people who love Group 20 the way it is - you still have it. And, you who didn't like Group 20 the way it was - you now have a choice of chassis (four at this writing) and motor makers.

Hopefully, the official name for the two classes will be decided upon in the next couple of weeks. We like "Group 20" and "Group 22", but either's all right, really...

Closed Group 20 (Group 20)

1. From the present through December 1970, only the Champion chassis currently being used in the Group 20 test will be authorized. However, Champion has agreed to have follow-on chassis' rear-ends altered slightly during production so the chassis will better accommodate other manufacturer's gears and wheels. Existing rules on chassis modification continue to apply.

Open Group 20 (Group 22)

1. From the present through December 1970, any legitimate chassis manufacturer who is an NCC member may offer one, and one only, chassis for this class, provided the chassis retails for \$5.95 and is nationally advertised as such. The chassis must conform to the general NCC rules regarding wheel base, width, modification, etc. If the chassis conforms to these existing rules, it will be sanctioned by the NCC upon submission of a prototype or production chassis along with a copy of the formal drawings.

2. Chassis and drawings for Open 20 must be submitted not later than February 1, 1970. Chassis and drawings for 20-71 must be submitted not later than December 1, 1970. (It is assumed that NCC rules for 1971 will be decided and released prior to July 1, 1970, to allow manufacturers time for planning and tooling.

3. Once a chassis is sanctioned by the NCC for a specific year, design changes will not be permitted.

4. Manufacturers who do not, or cannot, comply with paragraph 2 above will not be able to market a NCC sanctioned Group 20 chassis. However, in the event circumstances beyond the control of the

manufacturer preclude compliance with paragraph 2, the manufacturer may petition the NCC Board of Directors for a waiver. All expenses incurred as a result of the waiver petition, including telephone calls, are to be borne by the manufacturer requesting the waiver.

5. From the present through December 1970, any legitimate motor manufacturer who is a member of the NCC may offer one, and only one, armature and/or motor for this class. The motor must retail for \$9.95. The armature must meet the exact Group 20 armature specifications as stated in the 1970 NCC rules and must retail for \$5.95.

*"Closed" Group 20 cars may be raced in the "Open" Group 20 races but "Open" cars may not be entered in the "Closed" class races.

□ Policies/rules outlined above offer the track owner the option of using either class or both, dependent upon his individual situation.

MORE ON:

Nutley

(Cont. from Page 1)

here for the job they did. We had only one complaint and that was from a Pro who had the back of his body bent out too far and was asked to fix it.

Qualifying started and Wayne Williams (winner of the first two NAMRA Group VII races) was the first to start going fast by turning a 4.74, good for second fastest time of the day. The next four times were about as close as they could be as Ed Sohl turned 4.74 as did Eddie Hochdorf, for the last sitout, and John Gorski and Bob Emott just missed out with 4.75's.

But the big shock of qualifying was Pete von Ahren's great run as he ripped off a 4.72 for a new track record and the pole position. Coincidentally, this tied the record for the fastest official lap ever turned on a King, now held at three different shops.

Gunther Faas, maker of the new Faas gears, was fastest Amateur qualifier at a great 4.84. The last three sitouts all turned 4.92, and they were John Fitzmaurice, Barney Bezme, and Bill Sohl.

After qualifying we took a break and started the Amateur program. Moveups out of the Consies were:

"E": Ralph De Angelo and Gil Aubin.

"D": Bill Harless and Gil Aubin.

"C": Charlie Harris (N.J.) and Gil Aubin.

"B": Walt LaBree and Gil Aubin.

"A": Alan Payne and Marco Ciavolino.

After the first heat of the

semi Joe Neumeister had a one-lap lead over Bob Cotton, with Bob Tee in third a lap down. But Sam Moschas and Branden Kaaren came on in the last part of the race to pass Bob for the last move-ups to the main.

It ended with Neumeister first with 134 laps, Cotton second with 133, Moschas with 134 laps, Cotton second with 133, Moschas with 131 and Kaaren with 125.

Faas jetted into the lead at the start to lead the first heat of the main by a half-lap over Joe, with Cotton third. Kaaren broke his guide after twenty laps.

Gunther was also leading after the second heat, but Joe, driving perfectly on the hard black lane, pulled to within a quarter of a lap of him.

At the start of the third heat Joe moved into the lead after Gunther crashed on red. Joe's lead was short-lived, though, as his motor started to slow until it finally ground to a halt without any motor brushes.

This moved Gunther back into the lead until the same thing happened to his motor. Gunther slowed and Cotton, running a Montague/Pooch armature, slowly reeled in Gunther to take over the lead as the third segment ended.

In the fourth segment things remained the same and Bob Cotton won his first New York "Car Model" main with 224 laps to Gunther's 219.

Moschas was third with 213 laps, Bill Sohl also had 213, Fitzmaurice fifth with 210, Bezme 197, Kaaren 176, and Neumeister Did Not Finish.

The amateur main was over at 8:30 and we were ready to start the Pro consy. It seems that a lot of "name" drivers got bad qualifying times and had to run the consy. In it were Paul Korff (Team Mini-Wheels), Emott's Chris Vitucci, Nutley's Tango Jim Biritta and Tom Conlon, both of C & C, Phil Rubin, now also running for Emott, and Pete Secondino.

Yours Truly didn't race when I found out that my armature had come back from the balancer's out of balance.

Barry DeShong took over the job of running the race and the consy began.

When the power came on Tango and Rubin crashed under the bridge as Chris went right to the lead. Vitucci kept his lead for the first half of the race as Tango and Rubin swapped second around. Korff dropped out early with a coughed gear.

In the third segment Tango took over the lead with Rubin moving into second. Chris had a hard time of it on red and moved down to third, where he stayed as Rubin took the lead in the fourth heat to win with Mike second. Pete Secondino was fourth.

In the semi were Emott himself (fresh from a big win in London), John Gorski of

(Cont. on Page 7)

MORE ON:

Japan

(Cont. from Page 1)

U.S. Military base tracks would allow rewind or big-wire motors. The track at the Yokosuka base has since changed their policy.

The six races were held at Takada's Mushashino track, in Musashi Koganei, a Tokyo suburb, and at the "Open Door" U.S. military Service Club. Either NCC or Japanese specs could be used in building a car. The major difference is that Japanese cars must have one-inch tires. But the Japanese have one advantage in that their tires only have to be covered by the body, which meant that they could go out to 3¼" width. Racers showed up from most of the military bases in the area as well as some of the other Japanese tracks.

The first race was a little hectic as it was scheduled for September 9 at Camp Zama, but it was cancelled on September 2 when no word was received from "Car Model" authorizing the series. Then on the third we noted that it was listed in the latest issue of the magazine and the call went out. Fortunately we were able to get most of the top drivers to the meet. The American format was used at this race only as the Japanese drivers didn't like it, and they couldn't see travelling from Koganei to run in a ten-minute race, so it was not used in the rest of the series. The top four finishers were Harmon, Tompkins, Beach, and myself. We were also the main event sitouts after qualifying, and I was happy to find myself fastest qualifier.

The second race had been set for Koganei, but was changed when Takada couldn't change his monthly schedule, which had been posted. Tompkins won the race, which was for Formula I cars, edging Harmon by two laps. Sadler was third and Den fourth. Takano got fast time with a 4.80.

The third race was at Koganei on the Japanese track and Diachan was ready. He not only took top time, but thoroughly trounced the field, beating the second-place finisher, Bat, by 14 laps. Diachan got top time with a 6.80 clocking which was quite exceptional for a stock car. Tompkins was third and Mattson fourth.

The scene shifted back to

Camp Zama and it was GT Coupes for the fourth race. Mike Harmon became the first double winner as he edged Tompkins by two laps to take top points. Mike also took the top time with 4.98. Sadler picked up his second third of the series and I added another fourth.

Tompkins took his turn again as he beat Harmon by two laps to take a 42-39 lead in the series after the fifth race. USAC cars were the class and it was Beach, the Hard Luck Kid of the series who finally got his first points since the first race when he finished third. Diachan was fourth but really did better as he was winning with less than two minutes to go when he got in a bad wreck and had to pit. Beach was top qualifier at 4.85.

The sixth and final race came up with first up for grabs as well as a possible six-way fight for third. I had third by one point over Diachan and Beach, Bat, and Sadler had 13. Mattson was in it too with eleven.

But it was Diachan who repeated his performance on Takada's track once again to get fast time at a new record of 6.40, shattering the old record of 6.70. He then went on to take the main in the best race of the series as he won by just a few feet over Beach, who drove far and away the best race of his life. Bat was third, beating Takada to that spot by only two laps.

The race was so fast that the eighth-place finisher had 245 laps, which will normally win a thirty-minute race on this track. The Japanese drivers had been thrashing most of the previous night and the final results showed that their efforts went to good use. Takada had wound new armatures for himself, Bat, and Diachan and only Beach could crack into the trio.

(We don't mean to be demanding, Blaine, but what in the world happened to Tompkins and Harmon at the last race? - Ed.)

Special thanks must go to Miss Dee Beckmann, manager of the Zama Service Club, who provided food, trophies, and prizes for the races at Zama, and Takada of Mushashino Raceway for the prizes at all the races. And without our translator and assistant series director Okada I don't know what we would have done. Thanks to CM and Team BRD for series trophies, and especially, thanks to all the racers who made the series a success.

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MORE ON:

Seattle

(Cont. from Page 1)

stage was set.

Just about everybody in the shop, except the Pros themselves, was hoping that Dave could make the sweep and win the Pro main as well. At the start Gary Von Erichsen and Fred Kunze took off, and began to pull away from the field, but the outside lanes put a stop to that.

Mitchell's consistent, smooth driving put him ahead of Gary by four laps at the end, with Kunze, the point leader, just a few feet behind Von Erichsen.

The Pro main was a complete sweep for Lee Gilbert, as every one of the main eventers had a Gilbert chassis. Mitchell's was equipped with a Zimmerman 26-gauger and a Dynamic McLaren M12 body.

After the race, the driver classification committee kicked Dave right up to Semi-Pro, and there was even a little talk about putting him in with the Pros!

MORE ON:

Bertram

(Cont. from Page 1)

signed to be used with a full sidewinder setup, and the car was really working in practice. He also had one of the new Champion .005 24-gaugers in it.

Qualifying started at 1:30, with the target being Bertram's 5.34 record. It stood most of the way through qualifying, and Ed Lewis came close with a 5.41, even though he appeared to be badly bogged by glue.

Mike Staskie then cut him with a 5.38, and Sullivan came up. On his third timed lap Joe cut a beautiful 5.27 for the pole and a new track record. He was running one of his Dart motors, of course, in a Morrissey chassis.

Bertram, who was serving as race director, was disappointed with a 5.35.

The consies went very smoothly with a couple of drivers moving up very well. Young Mike Goldman started in the "F" consy and went all the way to the "B", and Arlan Simmon fought his way through no less than eight consies, going from the "H" to the "A". Don Chin and Mark Stewart went from the "A" to the main.

Dick Hulse, who won last year's Kingways Special, won the semi, and Steve Pommer, Chin, and Stewart moved out of it with him.

The main shaped up to be a good one as the semi cars were all in fine condition. The power on the track is exceptionally clean and the track is very easy on tires.

The main was set at eight five-minute heats, and the four top lanes were occupied by the four sitout drivers, who were hoping to stay out of trouble with the semi moveups.

The power came on and the spectators might have been given a prophetic glimpse into the future as Lewis and his full sidewinder ripped away to a two-lap lead in the first three minutes.

Joe Sullivan was having none of it, though, and pulled to within a lap of Ed in the second heat. But Mike Staskie got with it in the third and fourth heats to pass first Sullivan, then Lewis to take a two-lap lead at halfway.

Lewis was walled in the fifth heat, and had to pit, and Bertram started picking the rest of them off one by one to take the lead in the sixth heat, then slip away to a huge lead as everybody else struggled along.

A fine job by Greg, and the sportsmanship showed among the racers in this event was fantastic. There were at least a dozen instances where drivers stopped to put on a car in front of their driver position, or slowed to keep from walling a car on their lane.

The whole thing was well-run and was genuinely enjoyed by everybody there. It's a shame all races can't go as smoothly.

MORE ON:

Nutley

(Cont. from Page 6)

Team Nutley, Monty Montague and Mitch Keil of Manassas, Virginia, Russ Boyington of C & C Raceway, Big Jim Greenaway of Nutley, and Rubin and Tango.

At the start Keil, running his own chassis and one of those Montague motors immediately pulled into the lead with Gorski and Big Jim right behind.

For the rest of the race Keil eased away until he had a six-lap lead over Bob Emott at the end. Rubin and Gorski also made the main, with Greenaway just missing, a lap behind John.

Montague was sixth after his jet motor slowed, Tango seventh after destroying his braid in an accident, and Boyington blew his com in the second heat.

After a five-minute break to let the semi drivers rebuild their cars we were ready for the main.

The lineup was: On red, pole-sitter von Ahrens of Team Mura with his own chassis and a 24-wire Mura "B". On green, taking the "red set" as did all the sitout drivers, was Wayne Williams of Nutley with a Greenaway motor in the same chassis he used to win the first two NAMRA races. On blue was Ed Sohl of Sohl Engineering also running a Greenaway in his own frame. Eddie Hochdorf was on purple but was in trouble as he had hooked his controller up wrong, and when practice started just before the main his car was wall blasted in the deadman, bending up the rear end.

On white was Keil, running a chassis of his own making and the Montague/Pooch arm in the cut-down Champion can. Emott was on black with his Kean Kan and Emott car, Rubin was on yellow with his Kean/Emott combination, and Gorski was on orange with a Greenaway and a Gorski/Tony P. frame.

On the first lap Williams and Gorski tangled on the

straight with Gorski getting his dam spoiler torn off while von Ahrens jumped out into the lead. Pete's Mura "B" with 36D brushes was as strong as anything else on the track and he led until he deslotted, which gave the lead to Sohl.

Williams came up and had just passed Ed when he launched on lap 29, his car going straight up the bank for no reason at all. He made about three more laps and launched again, this one ending his race.

Mitch Keil then made his move and towards the end of the ten-minute heat he passed both von Ahrens and Sohl to lead at the end. Mitch had 118 laps, Sohl 116, PVA 115, Rubin 113, Emott and Gorski had 108, Hochdorf 105 and Williams was out.

Keil lead throughout the second heat and had 233 laps at the halfway point, but von Ahrens had closed in a bit and had gone into second with 231. Sohl now had 231. Hochdorf coughed a total of three gears and gave it up.

All through the third heat everyone's eyes were glued on Keil and von Ahrens. They were only a half-lap apart, with neither driver making a mistake, and they ran the whole ten minutes that way. Meanwhile, Emott moved to third and Gorski to fourth while Rubin dropped to fifth. Sohl dropped out with no motor brushes, ending a good run.

The last heat started with Keil on black and Pete on purple. A silence fell over the store and everyone was wondering if Keil could hold off the Mura team driver. They were closer than ever when Keil came off and Pete went into the lead, and with two minutes to go, Keil really started pushing.

Mitch then came off very hard in the donut and the impact on the wall bent a split pan back to where it was locking up the rear wheels. A marshall tore the thing off and Mitch was rolling again, but von Ahrens was long gone. He cruised around for the last minute to win his first "Car Model" race this year, turning 470 laps for a new national King track record, breaking Gorski's 465 set last April. Keil had 466.

Emott drove his under-powered car to third with

457 laps, Rubin got fourth with 431, Gorski, whose motor ate brushes was fifth at 410, Sohl had 396, Hochdorf 155, and Williams 32.

After the race everyone crowded around Mitch and Pete, congratulating them on their great race.

This had to be one of the cleanest and best races run on the east coast. There was no cheating on the part of any racers or officials, which certainly makes for a relaxed, pleasant atmosphere after the race.

It's interesting to note that the winner of the New York CM series, Jerry Brady, didn't even show up to pick up his cup. Jerry hasn't raced since September, and we're all wondering when we'll see him again. He says he'll be in Los Angeles for the first NCC National, but that seems like a pretty tough race to pick to make a comeback at.

We wish to thank Mike and Connie Tango for the use of their fine track for this race, and all those who helped run the program.

Also thanks to the following for donating stuff for the Amateurs: Barry DeShong, Neumeister bodies, Gorski controllers, Grand Prix Raceway (Woodbury, New Jersey), Faas Gears, Connie Tango bodies, Team Nutley products.

MORE ON:

Anderson

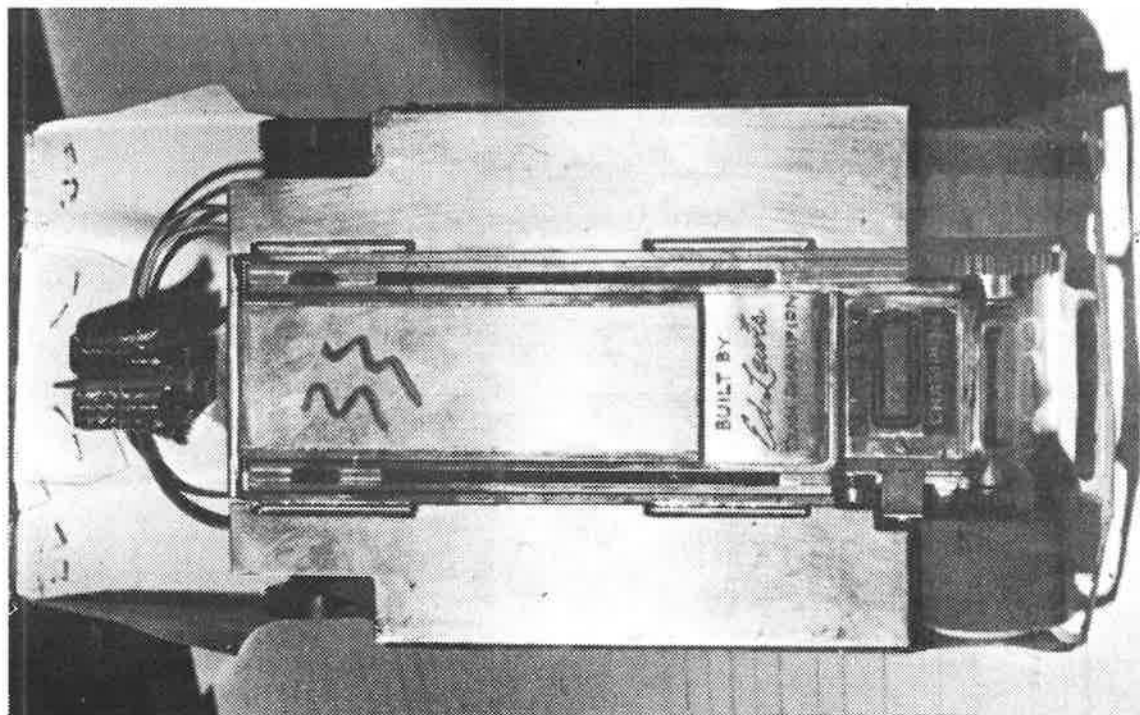
(Cont. from Page 3)

Kondor launched on the nineteenth lap and spent the rest of the heat in the pits.

In the second heat, however, Terry Schmid, running in his first race for Zimmerman, passed Speight four times to take a one-lap lead. From then on it was just a matter of him slowly easing away to what ended up to be an eleven-lap lead. Terry really looked good, driving like he used to in '66 and '67 when he won the two championships.

Speight ran second for half the race, but started having real troubles later and dropped to fifth at the end. Gil-

(Cont. on Page 8)



MOST TECHNICALLY interesting car at the Kingways Special was Ed Lewis' full sidewinder. Motor parts are experimental Champion stuff. All the flat brass sheet is .016". Total weight of the car is just over 4½ ounces.

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MORE ON:

Anderson

(Cont. from Page 7)

bert was third, Billy fourth, I was sixth, Kondor seventh, and Bruce had just about every trouble imaginable and got last.

Terry's car was a Zimmerman steel job, just the thing for the flat, tricky Checkered Flag track, with a Zimmerman 24 "B", using 36D brushes, of course. The brushes, by the way, were barely worn after a total of 70 minutes running.

So that's it for '69 in Southern California. It was all Mike Steube for the first six months, but not for the last six. Three drivers dominated the racing after July: Anderson, Erickson, and Mike pretty well divided things up between them. The totals of the two series are interesting. Steube utterly dominated the USRA points column, very nearly getting twice the points that John and Bruce did, but he was third in the CM chase.

There were twenty major races in the area this year (12 USRA, 6 "Car Model", and two Mura races) and a breakdown of how the drivers, motor builders, and chassis builders did is interesting.

Of the twenty races, Steube won 9, Anderson 5, Erickson 2, Schmid 1, Cukras 1, Grant 1, and Bogut 1.

Steube motors won 10, Zimmermans 7, Certus 1, Mura 1, and Lenz 1.

For chassis, Steubes won 9, Morrisseys 5, Gilberts 2, Zimmermans 2, Boguts 1, and von Ahrens 1.

Nice variety, but it was very obviously a great year for Mike and Bill Steube. Their dominance seems to be over, though, and 1970 should really be a lot closer.

Look for the Steubes to do plenty of winning, though, but you can expect lots of Zimmerman and ReeTeez motors to win. The Thorps will be going fast though, as will the Certuses and Muras. Things will be much closer now that Steubes brush-life

monopoly has been broken by the 36D brushes.

There will be two series in '70 — a six-race USRA thing for open sports cars only, and a twelve-race CM, half for Group 20's and half for open sports cars.

Who will win them? It's wide open. Steube and Erickson are good bets, along with Schmid now that he has Zimmerman behind him. Dark horses are Gilbert, Kondor, Speight and about a half-dozen others.

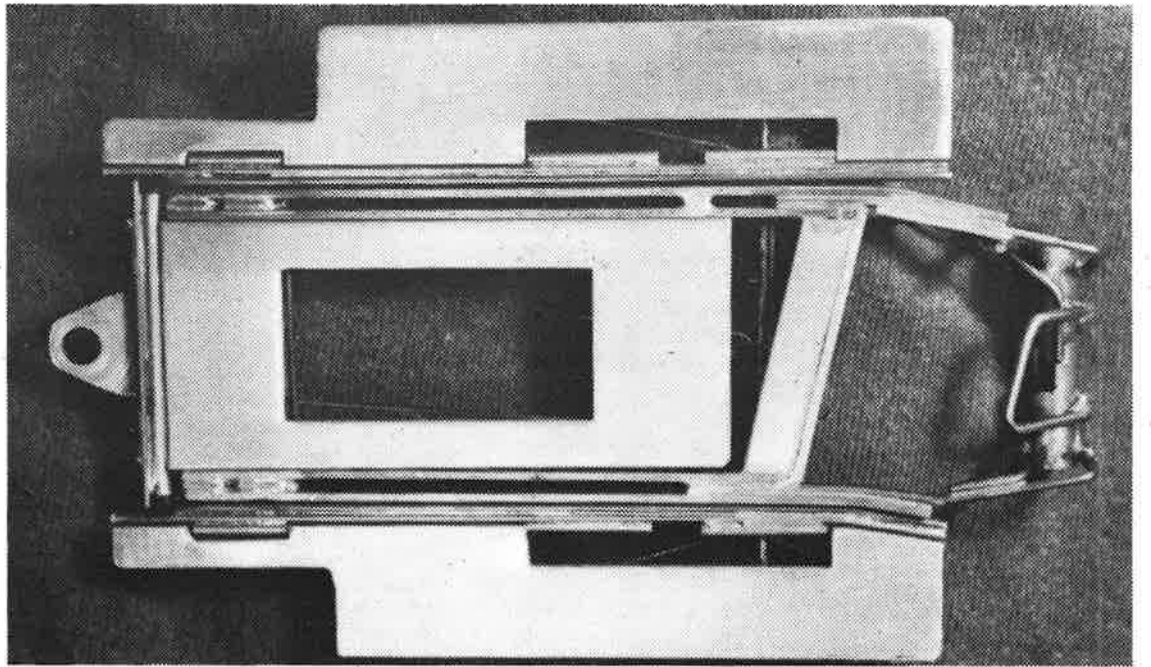
Look for chassis to keep developing slowly, with minor refinements rather than radical changes, as they did last year.

Bob Green's great cans will continue to dominate things (seven out of eight main eventers at the last three races), but Champion has a couple of new things coming that may change that.

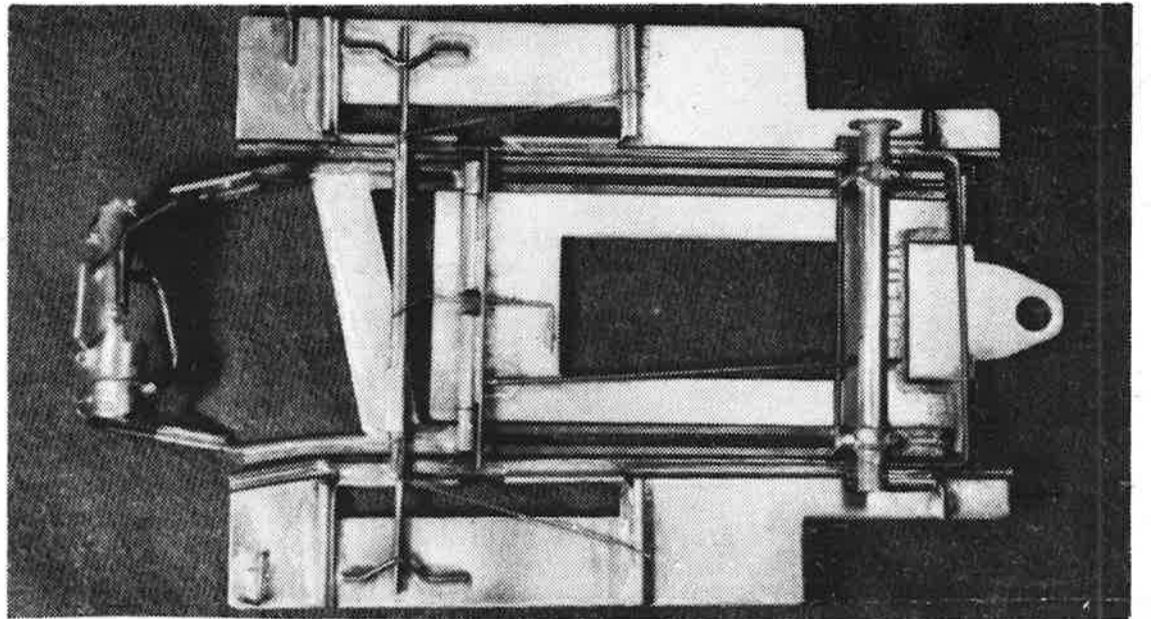
Sad case of the year has to be the Mura "B" can, at least in the west and on the east coast. In Los Angeles, only Zimmerman was able to make the thing function the way he wanted it to, but I can tell you from first-hand experience that he went through hell before he got it straightened out.

Cukras and von Ahrens, the Mura aces, don't understand. They had their share of brush-eating problems with it, but with 36D brushes their motors have been unreal. Cukras is very much aware that only a handful of Pros in the country use the "B" can, and he's not too stoked on that, of course. But he's always got the motor to run fast, better than with the old high can, so he just shrugs his shoulders when asked why very few Pros run it.

The most frequently-heard complaints against it are that it runs hot, is too wide to get a really shallow motor angle, and is too heavy. The width thing is nearly insurmountable, and may be its biggest drawback now that we're approaching full sidewinder motor position. If Champion's full sidewinder stuff works, and the Chamblee crew seems determined to make it work, the "B" may be in real



PETE VON AHRENS won the Nutley "Car Model", setting a new distance record for King Tracks, with this chassis. Rails are .050 square wire, half-rails are .055. Pans are .050 Parma. Wheelbase is 3 7/8", guide lead is 7/8".

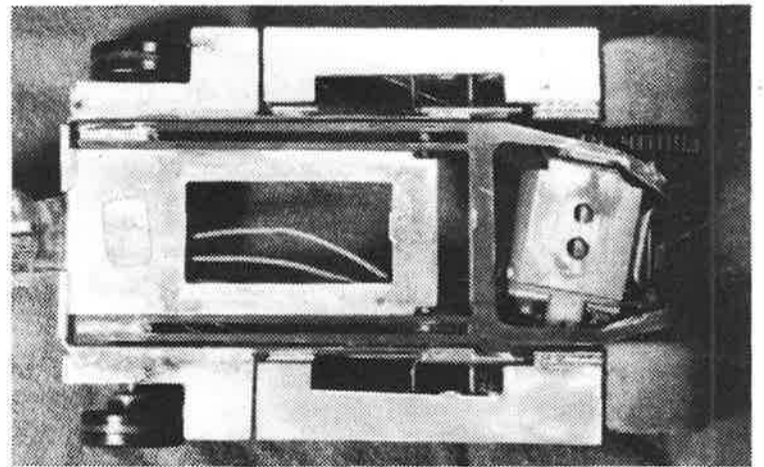


PETE cocked the front axle slightly to "steer" around the left-turn donut on the King.

trouble, if it isn't already.

In January of '69, the Muras were on top and most people were using the two-hole Mura .030 can. One year later, you hardly see a Mura in a Pro race anymore. It's not the armature, because the Mura arms are still great, but that damn can!

The "B" endbell is great, though, and the word is that new "B" magnets are coming, so we'll see what they come up with for '70. With 36D brushes and new magnets, it may be a whole new story.



TERRY SCHMID won the last L.A. USRA race with this Zimmerman chassis. Note the front split pans, done for strength more than anything else. Center section is Pete's .042 stuff, arm is a Nutley, pans are .040. Motor is a Zimmerman "B" with .005" shims soldered on the top and bottom of the can for a better magnetic field.

THE RIGGEN

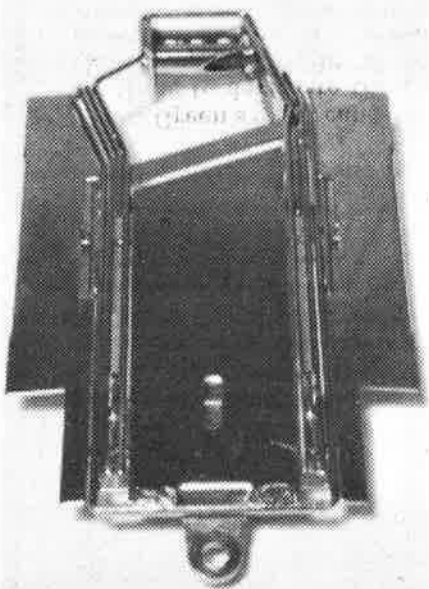
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