

# MODEL RACING JOURNAL

- 25c -

Vol. 1, No. 23

SOUTHGATE, CALIF.

Feb. 21, 1970

## CALIFORNIA GP TO STEUBE

By Mike Morrissey  
LYNWOOD, Calif., Feb. 7-  
One down and five to go.  
The first of the NCC National Championship series, the California Grand Prix, was an unqualified success. If the rest of the series turns out like this, the Championship will have accomplished its purpose: To provide a well-organized, highly publicized battleground for the

true Pro drivers to have it out.

Round One went to Mike Steube, who turned in one of the smartest drives of his career to win it by five laps over John Stephan, Mike Kondor, and Jerry Brady, who all finished on the same lap.

Mike refused to be drawn into a duel for the lead with Stephan and Kondor early in the race, saving his car for a sprint in the last heat. His job was also made easier when Jerry Brady, fastest qualifier at a blistering 4.47 on Speed & Sport's Blue King track, spent over ten laps in the pits repairing a broken chassis.

Those of us connected with the organization of the series had our fingers crossed as the date of the GP approached. Since this was the first really serious attempt ever made at getting a meaningful championship trail going, we were anxious to make it good the first time. A big failure of this series could well mean that it just won't be attempted again, by anyone.

In L.A. the most popular conversation point seemed to be trying to determine just how many drivers would be coming from out-of-state.

The success of the race (which would probably determine the success of the whole series, since everyone would be looking at it as an example of what would be coming) depended, in most people's minds, on the number of well-known Pros and Semi-Pros that showed up from other areas.

Fortunately, the race was important enough to them that they showed up in force, loaded for bear.

Leading the "foreign" invasion was Brady, returning to active competition after a layoff of about three months. It was thought by some that perhaps Jerry might find himself a little rusty and behind the times, technically, but they should have known better.

Jerry came west with his business partner (Brady & Emott Enterprises, known as "BEE" Products) Bob Emott. These two make about as formidable a team as you could think of, you know, and their presence alone would have given the race real national impor-

tance.

They flew into L.A. from Chicago on Sunday, Feb. 1, with Mike Steube. They had all just run in the Hinsdale "Manufacturer's Race", which Mike won with Jerry second. This gave rise to all sorts of speculation: Steube won, which was a surprise considering that he hadn't even made the main at the California Arco, and Brady was second. Also a surprise, because most of us figured Jerry would have to run for a while before getting really competitive again. Did this mean everybody at Hinsdale was hurting, or was the Arco just a bad fluke for Mike, and if Jerry was going fast this soon, how well was he going to go at the National?

Emott and Brady both would be running Kean motors at Speed & Sport, but they were going two different ways on chassis. Bob had his usual round and flat-wire rail car, all very conventional, while Jerry was beating away on a couple of strange devices built around the nice BEE steel plate center section. Jerry had come up with new ideas like soldering the pans directly to the plumber rail and setting them up so that the pan and rail hinged together in the usual tilting pan manner.

Also rolling in the week before the race was Pete von Ahrens, who we figured to be tough because he holds both the two-minute and forty-minute records for King tracks (25-19, and 470, respectively). John Gorski and Eddie Hochdorf came in for Nutley Products, Russ Boyington came from Connecticut, Mura's Jim Aguirre came down from San Francisco, Mitch Keil, who gave von Ahrens such a race at Nutley, arrived from Virginia, and Jan Limpach was the only midwestern driver to make it.

Semi-Pro visitors were Fred Hood, Russ Aguirre, Joe Kelley, and Jon Quaid from San Francisco, Tom Matz from Seattle, Bruce "Bananas" Paschal from New Orleans, and Jim Birritta from Connecticut.

So the total for the day was 46 Pros and Semi-Pros. This doesn't sound too good when compared to the 160 who went to Hinsdale, but remember, there weren't any

(Cont. on page 2)



MIKE STEUBE and Jerry Brady, shown here at Hinsdale.

## Steube Over Brady At 160-Man Hinsdale Race

By Hank Whitten  
HINSDALE, Ill., Jan. 31 - 160 drivers from New York to Los Angeles converged on Hinsdale Raceway to run in the second annual "Manufacturer's Race". The entry total was second only to the 164 racers who signed in at the Columbus Arco almost two years ago. Option "A" of the NCC driver classification was followed with racing in four classes: Junior (19 entries), Amateur (62 entries), Semi-Pro (56 entries), and Pro (23 entries).

The race could have been called "The 24 Hours of Hinsdale". Qualifying started at 10:50 AM Saturday and the Pro main ended at 9:45 AM Sunday. All 160 drivers got to race, and with full programs in each class the extreme length of the event was inevitable.

Mike Steube, running a 24-wire motor by his father, Bill, in a perfect-handling chassis, treated the Hinsdale crowd to a superb exhibition of flawless driving to win the Pro race by 15 laps over Jerry Brady with Joe Sullivan (the Dart man) four laps farther back in third place.

Brady, running a Kean 24 in one of the new BEE chassis which was built from components that he and Bob Emott are manufacturing, might have pushed Mike to a closer finish, but an unsoldered lead wire on the motor in the third segment took all the pressure off Mike, and it was never a race after that.

Steube picked up the \$25.00 top qualifier money with a 23 lap, 1 section run, one section short of the track record. He had a 12-lap total at the

one-minute mark, but a deslot under the bridge killed any chance for a new record. Mike Staskie (22-16), Dick Hulse (22-14), and Jerry Brady (22-5) got the other sitouts for the main.

Joe Sullivan, Dallas track owner, cruised to an easy semi-main win with Gordon Hitch, Rick Davis, and Chuck Pfahler taking the other moveups. Mike Tango, owner of Nutley Raceway, was leading the semi in the first heat and looked like a sure thing until he ran into a pileup caused by some bad marshaling in the bank. Body repairs took more time than he could make up.

The race was run under strict NCC "no track call" rules and Mike had some choice comments about the race director's failure to stop the race until the marshalls could clear the wreck. Mike may have a point and perhaps the NCC rules committee should re-examine the rules. (What's there to re-examine? The rules very clearly state that the power may be shut off in an "extreme unfair or dangerous situation observed by the race officials". It's purely up to the race director. - Ed.)

The Semi-Pro group provided much closer racing with only ten laps separating the first-three cars. Scott Whitten running a Certus 26-28 in one of his father's chassis drove his best race in winning by three laps over Jerry Campbell. Jan Limpach was seven laps further back in third. Top qualifier (22-10) Justin Thomas was fourth. Jack Bassar, starting in the "G" consy, won every race up to the "B" consy before get-

ting it.

Paul Pfeiffer, starting in the "C" consy, won the Amateur main by six laps over Vic Castano with George Bethel third. Dan Osborn (22-15), Terry Dawson (22-4), George Bethell (21-13) and Bob Smolinski (21-12) got the main sitouts.

The junior event was won by Rick Heffner, Hinsdale's junior ace, with a smooth drive to an eleven-lap win over Bill Gaff, with Robby O'Callaghan three laps farther back in third.

I'd like to thank a couple of fine people for their help during the race. After Jim Apostle and I had worked continuously as race directors from 9:00 AM Saturday until 8:00 Sunday morning, we turned things over to Bob Emott and Mike Tango for the Pro and Semi-Pro mains. Both did fine jobs, and it sure helps to have experienced talent around to pitch in when it's needed.

Thanks from Hinsdale to both Bob and Mike.

The concept of the Manufacturer's Race at its inaugural last year, was to not only provide the occasion for a big race, but also to provide to manufacturers with an opportunity to show their goodies directly to the racers who buy them. If the 160 entries made the race a huge success, the dearth of manufacturers made that part of the show a dismal flop. Only Champion with Bob Rule, Glen Marquardt, Ed Lewis, and Phil Killian in attendance made an effort at running a booth. BEE (Brady-Emott Enterprises), Steube, and Certus displayed merchandise. The

# RACE RESULTS

California Grand Prix  
Speed & Sport - Lynwood, Calif.  
Feb. 7 - Blue King Track  
Sports Cars - NCC Rules

## Pro Main

1. Mike Steube ..... 449
2. John Stephan ..... 444
3. Mike Kondor ..... 444
4. Jerry Brady ..... 444
5. Earl Campbell ..... 433
6. Bernie Ertrachter ..... 426
7. Terry Schmid ..... 421
8. Bill Steube, Jr. .... 416

Fast Qual.: Brady - 4.47  
27 Pro Entries

## Semi-Pro Main

1. Tom Hansen ..... 452
2. Fred Hood ..... 450
3. Lynn Stokely ..... 438
4. Gene Hustling ..... 434
5. Bob Bernhard ..... 432
6. Gil Gunderson ..... 428
7. Dave Kellen ..... 340
8. Herb Wade ..... 334

Fast Qual.: Bernhard - 4.61  
19 Semi-Pro Entries

## Amateur Main

1. Dick Francis ..... 455
2. Gary Summers ..... 454
3. Don Meinberg ..... 428
4. Jim Booker ..... 374
5. Don Aspenson ..... 371
6. Rick Shig ..... 323
7. Dave Osborn ..... DNF
8. Roy Hood ..... DNF

Fast Qual.: Summers - 4.64  
49 Amateur Entries

## NCC National Championship Points After One Race:

1. Mike Steube ..... 10
2. John Stephan ..... 8
3. Mike Kondor ..... 6
4. Jerry Brady ..... 6
5. Earl Campbell ..... 4
6. Bernie Ertrachter ..... 3
7. Terry Schmid ..... 2
8. Bill Steube, Jr. .... 1

1st Texas Championship Race  
Model Auto Raceway - Ft. Worth  
Feb. 8

1. Joe Sullivan ..... 427
2. Randall Webb ..... 414
3. Pat Paris ..... 409
4. Jim Prater ..... 400
5. Lloyd Schell ..... 397
6. Phil Brown ..... 387
7. Mike Kern ..... 381
8. Tony Griffin ..... 244

Fast Qual.: Webb - 4.95

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## MODEL RACING JOURNAL

Box 2221, South Gate, Calif. 90280

Editor . . . Mike Morrissey

Publisher . . . Model Racing Journal Inc.

Contributing Editors: Lynn Fletcher, Ray Gardner, Charlie Harris, Don Benson, C. R. Spalla, Bob Rule, David Shires, Tom Malone, John Street, Ron King, Rick Gross, Stan McCloy.

Note: In all correspondence, Zip Code number must be included in return address.

SUBSCRIPTIONS — United States (First Class Only) — \$7.30 (no U.S.- Air Mail) Foreign Rates on Request. Address: Model Racing Journal, Subscriptions, Box 2221, South Gate, Calif. 90280.

ADDRESS CHANGE: Please furnish imprint of old address from recent issue with new address and new Zip Code.

MODEL RACING JOURNAL is published twice monthly and copyright by Model Racing Journal Inc.

BACK ISSUES: Send 35c for each copy to above address.

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2. Wallace/ Wallace ..... 2490
3. Galloway/ Galloway ..... 2372
4. Boynton/ O'Rourke ..... 2331
5. Foresee/ Silva ..... 2082
6. Birss/ White ..... 1564
7. Newswanger/ Brockelhurst ..... 1241
8. Rocha/ Rocha ..... 569

Fast Qual.: Leo - 26.33 laps.

GM "Combination" Race  
GM Raceway - New Braunfels, Tex.  
150' Red track - Jan. 10

## Open Sports Main

1. Cary Drewes ..... 371
2. Joe Sullivan ..... 365
3. Mike Porfirio ..... 359
4. Jerry Jones ..... 357
5. Tipton Cherico ..... 343
6. Jim Ross ..... 328
7. Randall Webb ..... 322
8. Ken Evans ..... 258

Fast Qual.: Cherico - 5.534  
(New track record)

## Group 20 Main

1. Jesse Owens ..... 214
2. Randall Webb ..... 214
3. Avery Curnel, Jr. .... 213
4. Jerry Jones ..... 212
5. Gary Ligon ..... 209
6. Cary Drewes ..... 182
7. Dewey Featherling ..... 174
8. Jim Cozby ..... DNF

Fast Qual.: Featherling - 5.977 (Group 20 Record)

OVERALL WINNER - Cary Drewes

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# CALENDAR

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-Pros and Pros Sunday.

FEB. 28 - 5th NAMRA Group 7 Race. Nutley Raceway, 393 Franklin Ave., Nutley, N.J. (201) 667-8855. Blue King track, NAMRA rules, sports cars, Signups start at 11:00.

MARCH 8 - 2nd Texas Championship race. Broadway Hobbies, 3720 Broadway, Houston, Tex. (713) 649-9162. 150-foot American Red Track. Sports cars, NCC rules.

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.

APRIL 4 - Pennsylvania Grand Prix. Holiday Raceway, 7 Woodside Ave., Berwyn, Pa. Second race of NCC United States National Driver's Championship. NCC Rules, Sports Cars, 200-foot custom-built track. Pro and Semi-Pro programs. Points for Pro main only. Signups close at 12:00 Noon. Amateurs run complete program on March 28.

APRIL 12 - Texas Mini-Arco. Northlake Speedway, 210 Lake Highlands Village, Dallas, Tex. (214) 328-0232. 200-foot custom-built track. Sports cars, NCC rules.

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

JUNE 27 - Washington Grand Prix. Empire Hobbies, 6740 Empire Way South, Seattle, Washington. (206) PA-2-9906. Third race of NCC United States Driver's Championship. NCC Rules, Sports Cars, Pro and Semi-Pro classes. Points for Pro main only. Signups close at 12:00 Noon. Amateurs run June 20.

## MORE ON:

### California GP

(Cont. from Page 1)

Amateurs or Novices at the GP, and they're the ones who build the giant entry lists.

I guess, then, for those of you out there who feel that the importance of a race is determined only by the number of racers who show up, the national trail is going to be a real bust. But the series was simply not intended to draw huge fields. Its purpose is solely to get the very best drivers and equipment together six times a year. If the "best" means a few, then so be it. I wouldn't be at all surprised if the Pro and Semi-Pro entries at a couple of the Nationals totalled around thirty, but so what? This is not a series for everybody.

Besides, if you include the 49 Amateurs who raced on Jan. 31, the total would be 95.

At that Amateur race, by

the way, Gary Summers was fastest qualifier at 4.64, with Roy Hood second at 4.65.

But Dick Francis pulled off the win in the last heat of the main. He led for the first two heats, then Summers led for the third-through-seventh segments before giving it to Francis. Don Meinberg came in for third, and the whole event was a pleasant affair from start to finish.

Francis went 455 laps in the main, and it was figured that the Pro winner the next week would go at least twenty laps farther than that. However, the batteries had other plans for the Pros.

The usual thrashing went on early in the week among the local crew as the out-of-towners trickled in. There was a warmup race on Wednesday night, and a few interesting things were in evidence.

Bernie Ertrachter was impressive in qualifying as he turned 4.49, making him the third man to ever get into the .40's on the track. He chose not to race, saving the car. Brady ran a weird thing that he brought for practice, so we couldn't really tell what he had.

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John Cukras qualified poorly but came through the program to win the main over Steube with 462 laps, which is a pretty good lap total for a warmup race. It looked like John would be quite competitive on Saturday.

Of course the old East-West superiority nonsense was a subject of discussion again. Personally, it looks to me like the two areas are about as closely matched as they could be. Everybody is running pretty much the same equipment now, although there seems to be a very standard configuration for western chassis while the easterners showed up with more variety of design.

Out west, the round-wire (.055/.047) setup is far and away the most prevalent, with only Zimmerman able to get the steel plate things to really work.

The easterners had varieties of round, round/flat, all flat, square, round/square, and plate setups all running. Emott, for instance, likes flat wire outer rails with .047 round inners. But his teammate Brady had the plate job, as I said, while the rest had all sorts of combinations.

Of course everybody had a McLaren body, either a Champion or Kirby, and of course just about everybody had the same wheelbase - the 3-13/16" minimum - with a 7/8" guide lead.

But all that really matters is how fast they were going, and there just wasn't any clear-cut difference between the two groups. There was no dividing line on race day between the local Pros and the out-of-town entries.

A year ago the eastern Pros were acknowledged to be the undisputed masters of King tracks, but now its anybody's game. It doesn't matter now what sort of tracks the "Grand Prix"

(Cont. on page 3)

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# Sullivan Coasts To 1st Texas Series Win

FT. WORTH, Tex., Feb. 8 — Joe Sullivan won the first Texas Championship at Model Auto Raceway, leading a 1-2-3 sweep of the main event for Dallas drivers. At the end he was 13 laps ahead of fast qualifier Randall Webb and Pat Paris, who came from the "A" Consy.

Dense fog covered the entire state on race weekend, keeping entries to a minimum, with most of the drivers coming from the Dallas-Fort Worth area. There were a lot of new faces in the sign-up line, however, which is always encouraging. Hopefully the weather will be better for the Houston race next month.

Qualifying began with Randall Webb's lap record of 5.21 the target. After many unsuccessful tries James Prater of Fort Worth came close with a 5.23. Then Phil Brown, owner of "The Track" in Fort Worth, turned a quick 5.12 and the assault began. Twelve-year-old Mike Kern of Dallas jetted to a 5.03 and Sullivan did a 4.99. Webb wasn't impressed, however, and did a 4.95 to take fast time.

The consies went painfully slow as race director Mike Miffat and shopowner George Cone fiddled with electrical problems. Naturally there was absolutely no indication of problems before race day but the gremlins always strike at the worst moments. Highlight of the consy action was Pat Paris who qualified at the bottom of the heat due to lack of practice (he served as tech inspector) but proved unbeatable until he led the "A" Consy moveups into the Semi.

In the Semi-Main Lloyd Schell jetted away with his Schell-Steube horsepower while the battle for the three other moveups became intense. Tony Griffin, Robert Freyre, Jim Prater, Pat Paris, and Dean Wolfe raced frantically for the full twenty minutes never more than a few laps apart. At the finish it was Schell at 199, Griffin 192, Paris 190, Prater 190, and a disappointed Freyre missing the main at 189.

The lineup for the main showed five Dart motors, a Steube, a Schell-Steube, and a Phil Brown-prepared Thorp. When the power came on Sullivan began to pull away, but there was a big question of how long he could last.

Joe had changed only the braid and tires on the car after running in the semi and main at Hinsdale a week before, and as everyone knows its tough to get two races on a set of 16D brushes. At the end of the first heat, however, he had a four-lap lead on Paris with Schell third and Phil Brown fourth.

In the second heat Sullivan pulled another four laps away while Brown moved to second and Webb to third. Paris

and Schell had problems and were pressed to stay ahead of Griffin and Prater. Kern coughed a gear and pitted at the end of the heat.

The third heat was mass destruction. First Griffin hit Kern on the straight, totaling his car. Then several crashes in the big bank messed up Brown and Prater, and Sullivan was ten laps ahead at the end of the heat.

In the final heat Joe gained another three laps but no one noticed as Prater was making a great move from sixth to fourth. Webb and Paris coasted to second and third putting Dart motors in the first four spots. Next TCS race is Houston.

## MORE ON:

### California GP

(Cont. from page 2)

races are held on. Neither group will have any advantage over the other on any given type of track. All six NCC races could be held on King tracks and it wouldn't really matter, except that it would only prove who was the King track champion of the United States.

Friday night was the usual chaotic scene. I don't think anybody had any real sleep that night, with Lee Gilbert getting the award for doing the most last-minute work. In two days he set up something like five race cars, built four or five chassis, and set up three or four race motors. He said it's always bad the night before a race, but this time it was ridiculous. Needless to say, he got no sleep at all that night, with hardly any the night before, which makes it twice as bad.

He was working at Zimmerman's shop, which at one time that night had the following people jammed in working on race cars: Gilbert, Cukras, von Ahrens, Campbell, Zimmerman, Schmid,

Anderson, Ertrachter, and Hood, with a herd of people in and out getting armatures trued and balanced.

Around midnight the shop was full of racers trying to get some idea of how their cars were running. It looked something like the Arco a couple of weeks before with lots of jets.

However, it looked like Brady had the quickest of them all. His power was fine, but the handling (combined with his driving) apparent in the little bit of running he did was phenomenal. The car stayed perfectly flat everywhere and had plenty of bite, which Jerry was making the most of. It was similar to the car he ran at Hinsdale except that it had no split pans.

Cukras and von Ahrens looked pretty good, but were not satisfied, and Bernie and Kondor were in good health, as was Earl Campbell.

Tech inspection opened at 10:00 Saturday morning, and the shop opened an hour before that. Gilbert staggered in right at nine looking like a survivor of a mine disaster. I mean "death warmed over" sounds better than he looked. He was so tired that his complexion was gray and his red eyes were just narrow, burning slits.

He tried out his care (for himself and Erickson) but in his condition he could barely pick up the controller, much less drive effectively. He even tried to tell us that he didn't feel too bad, but nobody could look like that and feel like they were off the critical list.

But nobody was really in perfect condition so Lee wasn't as bad off as he might have been.

Signups took a long time since a lot of cars had to be sent back for changes, but they still closed right at noon with three cars still out: those of John Gorski, Jan Limpach, and Jim Biritta. All of them had lots of work left to be done, with Gorski's evidently completely apart at twelve.

But they were later un-

animously voted in, with Limpach and Gorski starting the Pro bottom consy and Biritta at the bottom of the Semi-Pro pile.

A driver's meeting came next, at which a few ground rules were laid down. Probably the most important point mentioned was the "bog rule". The bog rule was this: If, when you start your one-minute warmup before your qualifying run, you find yourself bogged down in the glue laid down by the qualifier before you, you can take whatever time is necessary to either wipe off or run off the excess bite. If, however, someone glued for you after the other qualifier left the track, and you had therefore glued yourself down, you were stuck - literally. In other words, if the previous man bogged you, you could run it off, but if you bogged yourself, you were dead.

A couple of traditional complainers said that this wasn't in the rules, but it didn't need to be, because the time trial rule (NCC Rule 63.) states that the Race Director may grant "additional time for repair of an unforeseen occurrence, such as motor stoppage, gear failure, failure of track equipment, spectator interference, or

other unfair incidents." Getting bogged by the guy before is certainly an unfair incident...

It was just after the driver's meeting that Eddie Hochdorf scared us all to death.

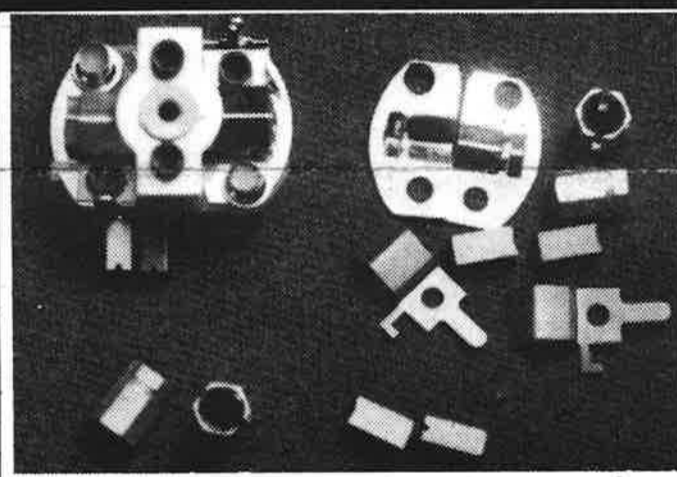
During the meeting, he started feeling dizzy, and a pain started building up in his chest. He mentioned this to Bruce Paschal, who had him lay down on a bench. He started feeling a little better, and then it really took hold of him.

The pain became so intense that he could barely breathe, and couldn't even sit up. He turned a bright red, started sweating heavily, and nearly blacked out a couple of times.

Needless to say, we called an ambulance, figuring that 16-year-old Eddie was having a heart attack.

A Fire Department resuscitator unit showed up very quickly and gave him oxygen, which helped. It only took the ambulance a half-hour to get there (especially outrageous when the hospital is only a mile away), and he was taken off, only to find that Eddie, a minor, couldn't be admitted to the hospital without the signature of an adult blood relative. Beautiful.

(Cont. on page 6)



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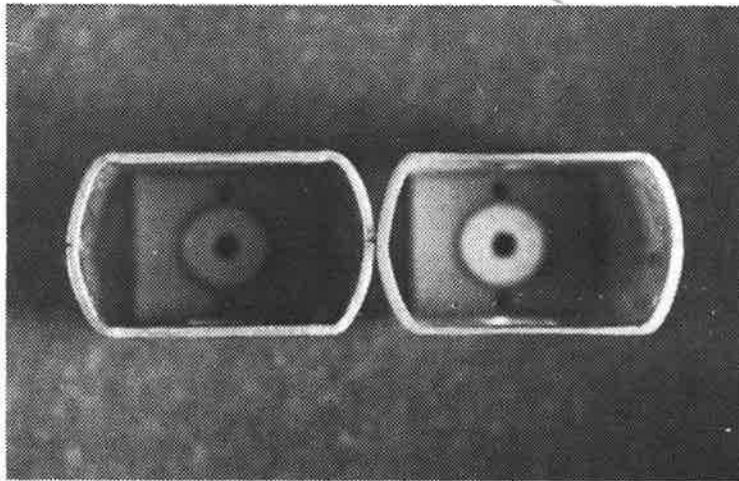
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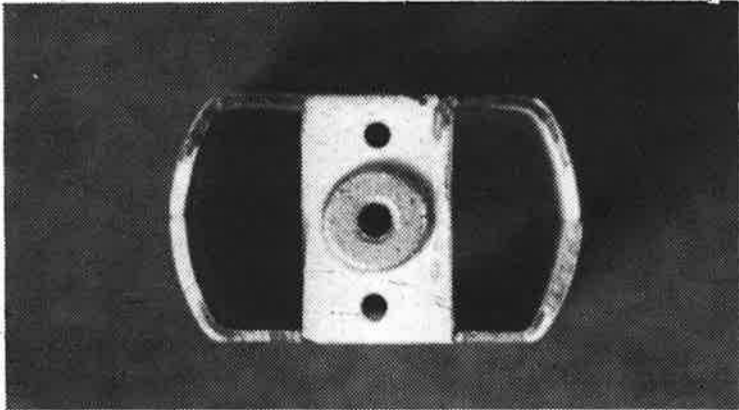
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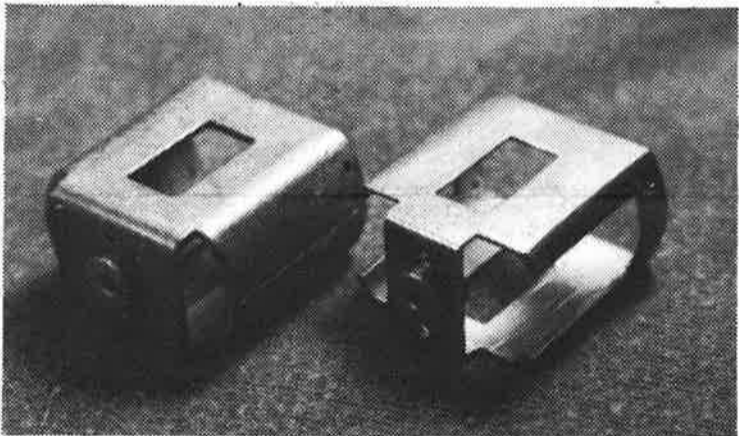
# New "B" Motor Tricks



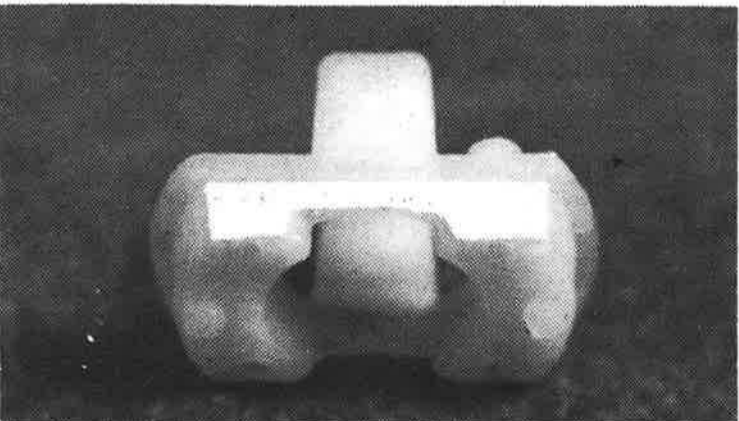
1. New 20/40 "B" can on the left, compared to the old "B" on right.



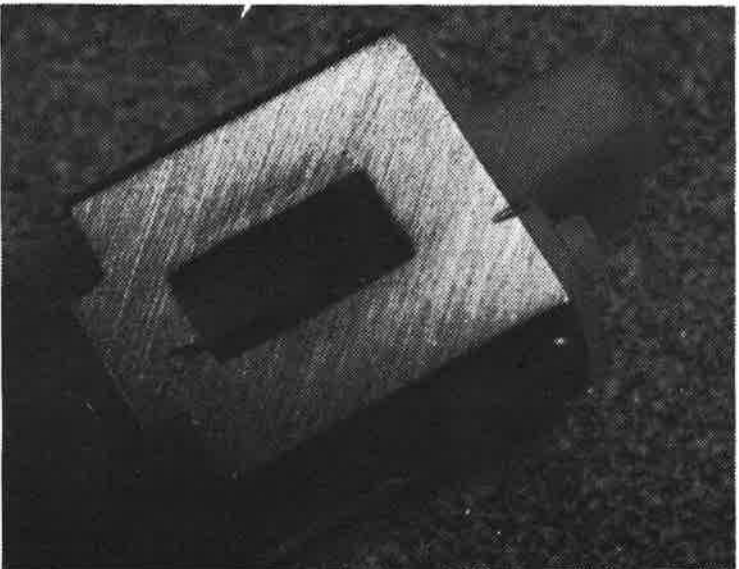
2. Cut the back to this width.



3. Finished 20/40 can on right compared to left.



4. Tape on top and bottom of end bell.



5. Can and end bell sanded flat.

Mura is coming out with some new motor parts that are worth a story.

First, they've got the new 36D brush holders for the "B" end bell done. Then, they've started surface-grinding the top and bottom of the can, so that the sides are still .040 (or more) while the top and bottom are .020.

Finally, rumors persist that new "B" magnets will be available very soon.

They're supposed to be slightly longer and made of more-heat-resistant material. When asked about them, though, the Mura guys insist they don't exist.

In any case, a few things have been developed that can be done to the "B" to make it a better race motor, and we'll try to tell you about them in this story.

Traditionally, the following numbered paragraphs correspond to the numbered photos...

1. There really isn't much of a difference between the old can and the 20/40. If you like you can have an old one surface ground at a machine shop. The top and bottom can be ground to a thickness of as little as .015". The can we got as a sample was badly warped, which we hope won't be a characteristic of the production 20/40's.

2. First thing to do is to cut the back of the can way down like this. It's part of the weight-saving plan and is necessary for can driving.

3. Evidently, the sides of all motor cans are unnecessary. Most of the west coast Pros now cut the sides out of their motors as shown. Some feel the motor's performance is unaffected, others say it is a little, but the reduction in weight is worth it.

In any case, a "B" can done up like this one is a full quarter-ounce lighter than a stock "B" can, and that's a lot lighter. It's also a lot narrower.

4. If your end bell is sloppy inside your 20/40 can, as ours was, you'll have to shim the end bell with a thickness of masking tape on the top and bottom of it, like this.

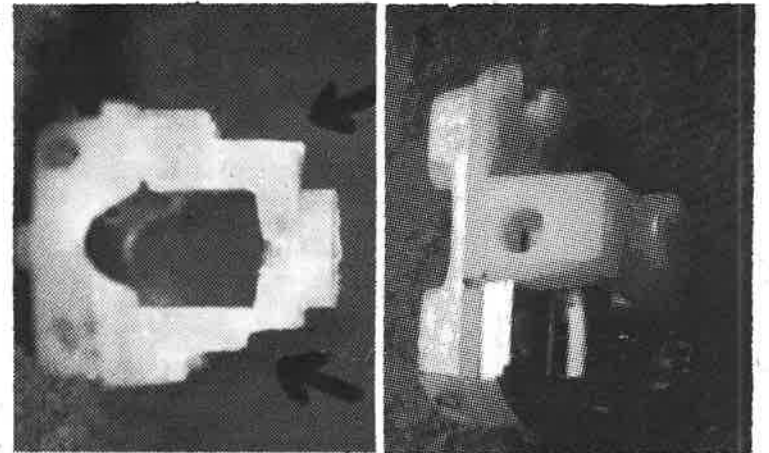
5. Secure the end bell to the can with the pin tabs, get some aluminium oxide sandpaper, and sand the whole thing back-and-forth across the sandpaper until it is perfectly flat on both sides.

6. So that the end bell will clear the chassis rails and buss bar, notch it as indicated by the arrows.

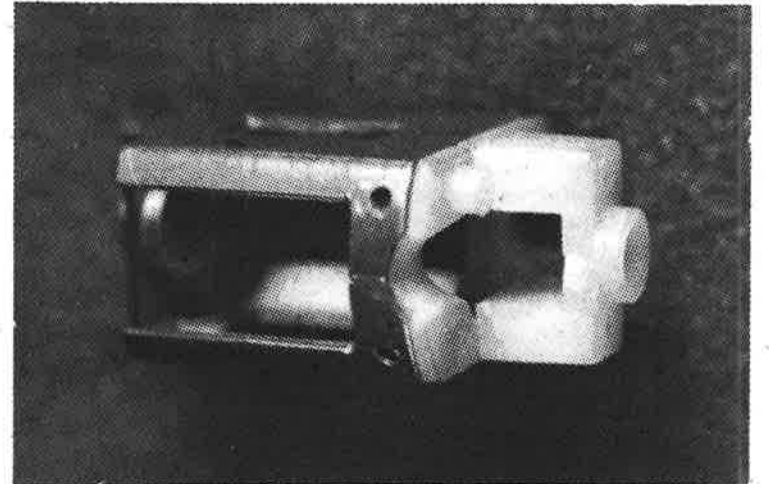
7. Drill holes in the top and bottom of the end bell to make another vent and allow you to check on the appearance of the commutator easily.

8. Notch the end bell with an X-acto knife to make an air vent under the brush holders. This makes the brushes run cooler.

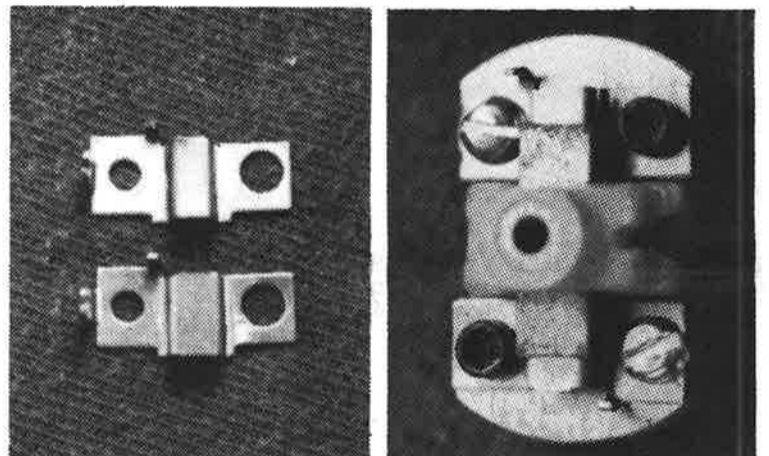
9. New 36D brush holder on the bottom, old 16D hold-



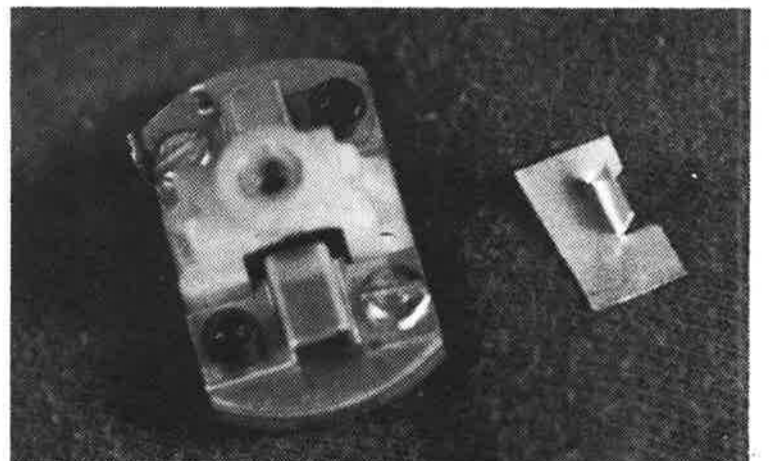
6. Notches on end bell. 7. Holes on top and bottom of end bell.



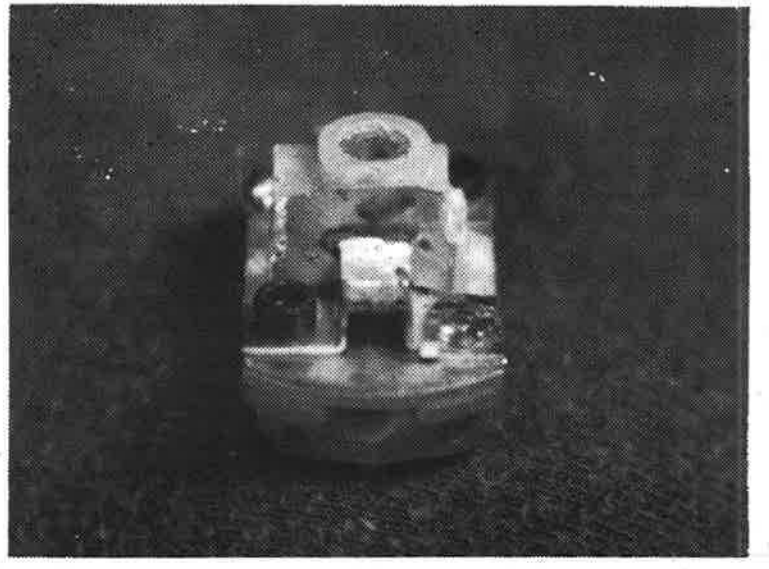
8. Notches on end bell for vent holes.



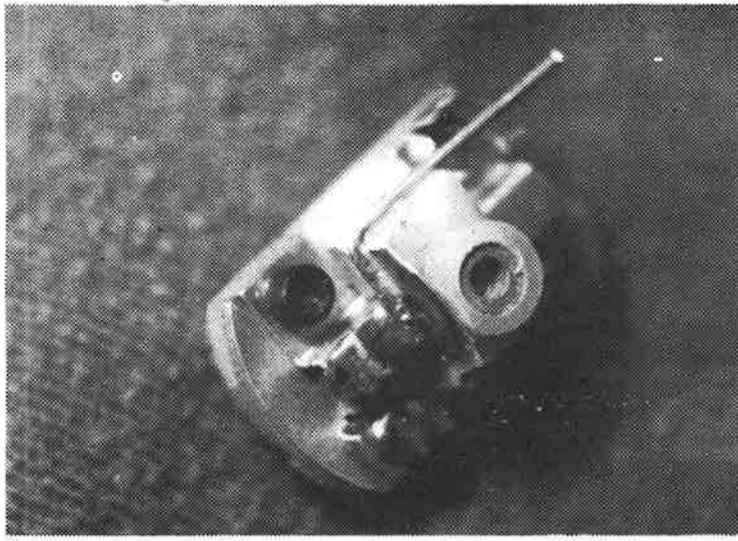
9. New 36D brush holder on bottom, old 16D holder on top.  
10. Lining up the brush holders with 3/16" K&S channel.



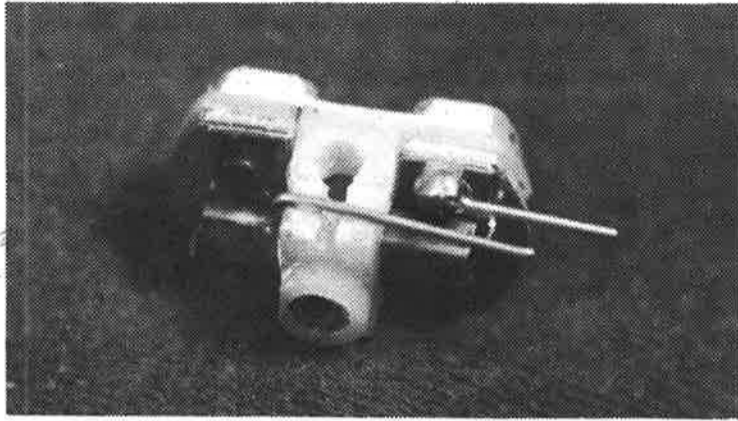
11. Goop shield, made of .003" brass sheet.



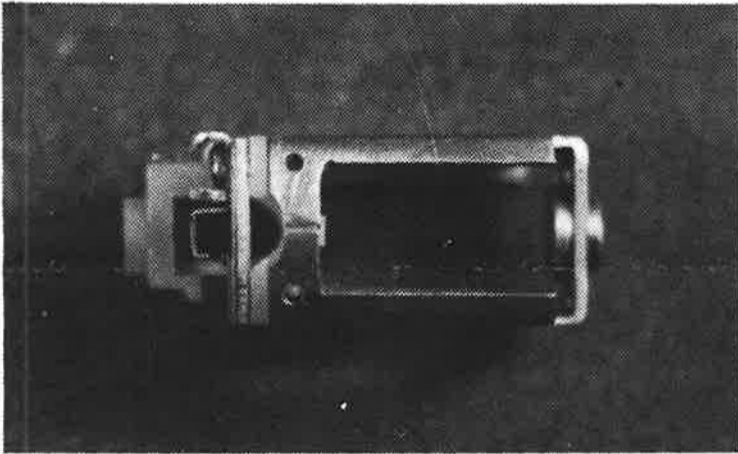
12. Goop shield, soldered in place.



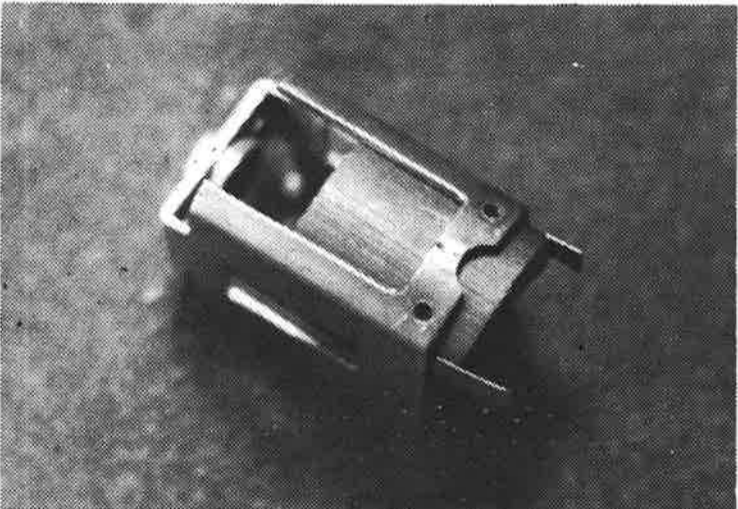
13. Buss bar securely soldered in place.



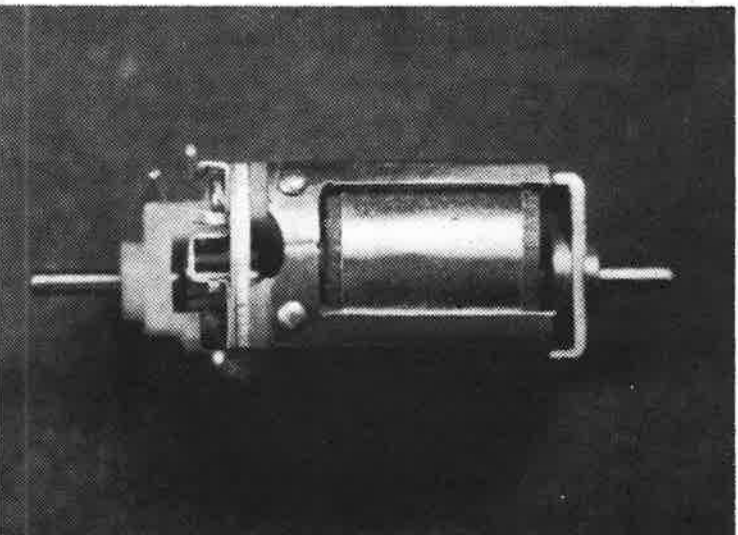
14. Both buss bars in place.



15. Vent under brushes should look like this.



16. Magnet top and bottom shims.



17. .005" shim behind the magnets.

er on the top.

10. Put the end bell together (with Certus Super Proofers of course), using Allen-head screws to use as spring posts, and long self-tapping screws in the other two holes. The flat-head screws make for more chassis clearance.

Use K & S 3/16" channel to line the brush holders up before tightening the screws down.

11. Goop shields are necessary, particularly if you are trying to pull the motor back to a very shallow angle. Here's an excellent method. Using brass shim stock (available at any automotive supply store), about .003" thick, make a shield like the one pictured. The folded-up flat should be the same width as the brush holder.

12. Solder the shield in place as shown. Be sure you use only Lenz 900-degree com solder to do this. Only the Lenz stuff has a high enough melting point to not come unsoldered by the heat of the motor itself.

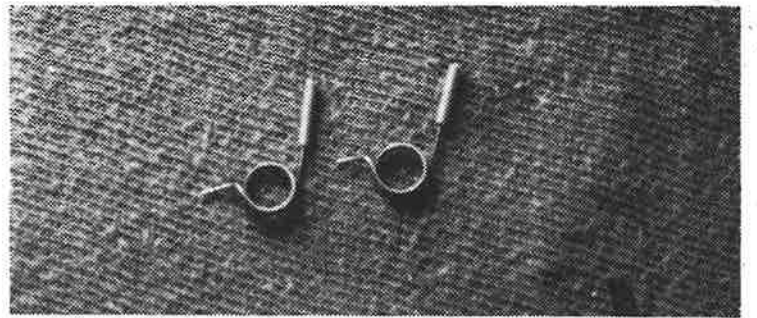
13. Again using the Lenz solder, put a "buss bar" on as shown. The reason for a buss bar is this: If you are can-driving at a very shallow angle, there is very little room available for you to run the lead wires to the tab on the bottom of the motor (at least if you are running a counter-clockwise motor). The buss bar provides a very convenient, trouble free place for you to solder the lead wires.

14. In fact, two buss bars are a good idea. With big-wire motors, the end bell can get so hot that the lead wire can unsolder itself from the tab. So, put a small buss bar on the remaining (top) tab with the Lenz solder. This can't become unsoldered, and the end of the bar, hanging out there in the air, stays cool enough so that you can solder the lead wire to it with regular solder, with no danger of it coming off. The bars, by the way, can be made from .032 piano wire, although .047 might be better for the sake of electrical conductivity. More mass, less resistance, you know.

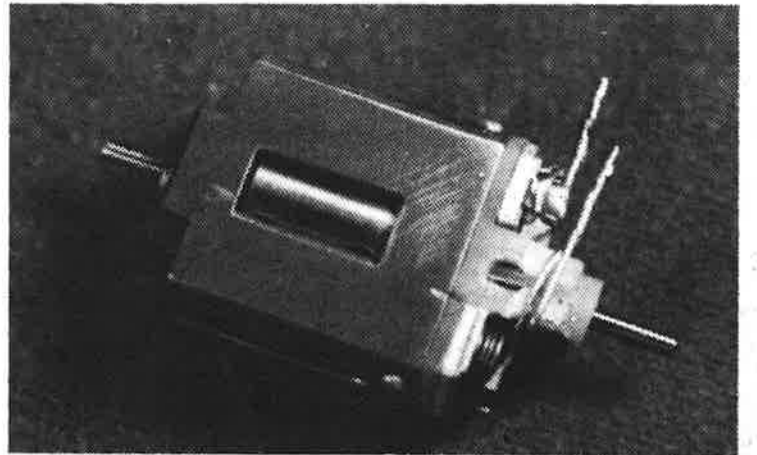
15. By the way, the vent holes under the brushes look like this with the end bell assembled. Check yours against this one.

16. The "B" magnets don't fit properly inside the "B" can, so shim them equally on the top and bottom until they're a snug fit. Pete Zimmerman, who is particularly notable because he puts together the fastest "B"-can motors in the world, uses brass for these shims rather than steel. He found that, for some strange reason, using steel messed up the field inside the can and severely affected the brakes he got out of his motors. When he went back to brass shims, the brakes returned. This is for the top and bottom shims only, though. Steel is still the way for shims behind the magnets.

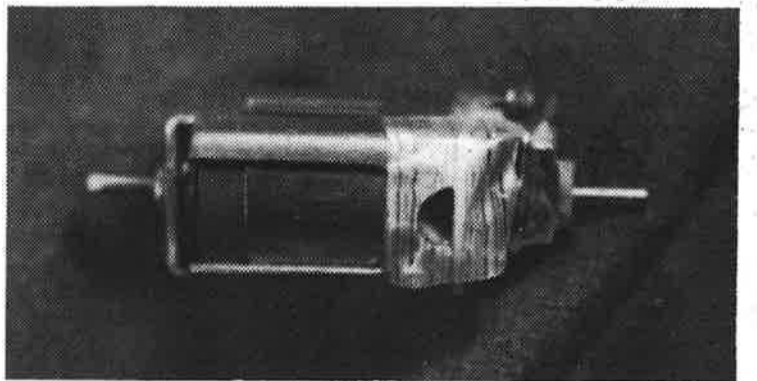
17. The air gap between



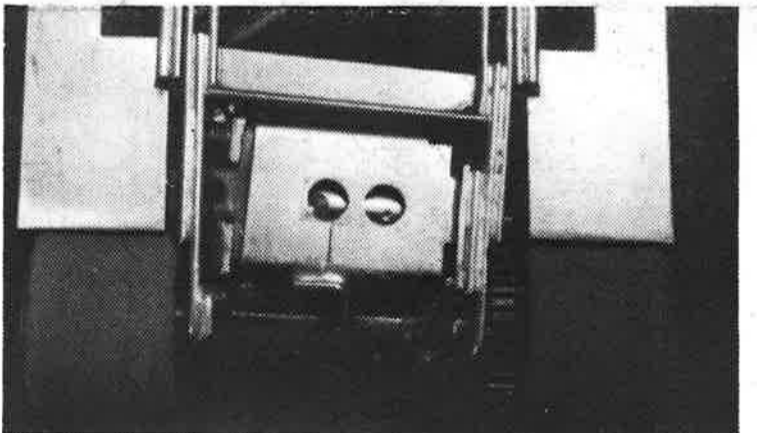
18. Three-and-a-half coil Mura springs bent to the proper angle.



19. Shunt wires soldered to ends of buss bars.



20. Tape to cover the brush against tire goop.



21. End bell set up like this can be put in any chassis.

armature and magnet is up to you, but motor builders vary theirs between .005" and .010", as near as we can tell. If you have no calipers, here's a Mickey Mouse, but effective, way to set your air gap: Once you've determined what you want, get a piece of shim stock that size, such as .005". Cut a thin strip of it, and, with the motor together, run it down through the big holes in the top and bottom of the can, between the magnets and arm. If it goes in, and turning the arm will help pull it in, then your gap is at least not too close. Keep moving the magnets in with very thin shim stock behind the magnets until you can just barely get your .005" stock in between the magnets and armature.

As long as the stock will go in, you know that your magnets are not too close, and nothing heats up a motor like magnets that are too close.

18. Use three-and-a-half coil

Mura dull black springs, bent to about 120 degrees. 36D brushes require quite a bit more tension than 16D's. Insulate the springs with insulation from Cox lead wire.

19. The Cox wire is perfect for making shunts for the brushes. Put it on the brushes and bring it up over the buss bars, wrapping it around them out to the very ends, where it is soldered.

20. Make the motor really tire goop-proof by putting a piece of tape over the endbell so that the brush is covered. This, plus the brass shield you put on, will insure the motor against fouling with gunk.

Cut a hole in the tape at the vent hole.

21. With the end bell set up like this, you have all the room in the world around it. It's even an easy fit into cars with straight half-rails, like this one. (To get a "B" back to this angle requires grinding of the magnet and axle, but it can be done...)

**MORE ON:**

**California GP**

(Cont. from page 3)

ful. He could have died right there on the steps of the hospital and they wouldn't have even given him an aspirin.

Miraculously, though, he started coming around, and felt well enough in an hour or so to come back to the shop. It was a bit of a shock to see Eddie, who looked like he would never be the same when they carried him out, walk back in a couple of hours later.

On top of that, he wanted to qualify! We were a little afraid to let him, because he was still pretty pale, but if he wanted to run that badly, we couldn't say no.

What was wrong with him? We'll never really know, but it was probably one of those neat nervous attacks that people have when they're under too much of a strain. He had barely slept at all for two days, and is not exactly what you'd call a beefy guy, and was just plain nervous before qualifying. Also, he had just come from the freezing east to 80-degree weather, and the combination of nerves, exhaustion, and extreme climate change all added up.

Evidently, his body just said to him, "Okay, Ed. That's enough of this slot racing lunacy. Let's take a rest."

Yes, sir. Pro racing sure is a fun thing. Guaranteed to make an old man out of you before you're twenty.

So, after a delay to clear the area of the wounded, we started qualifying.

It was hot in the shop, so the track was a bit slippery, and it looked like Steube's 4.42 record was safe. John Anderson was still in town, but will be back home in Sweden by March, he says. He was the first qualifier, and slid to a 4.73. "A" Consy.

Campbell, the Speed & Sport team member who was fastest qualifier at the Arco, found the bite inferior and

did a 4.66 this time. Then Boyington cut him with a 4.65.

Von Ahrens was in so much pain you couldn't believe it. Suffice to say that he turned a 5.22, which is pretty sad when you consider that he turned a 5.05 on the same track last April...

Cukras strained to a 4.77 and the two of them went back to Zimmerman's shop to try to find some sort of horsepower.

Immediately after Cukras, Brady came up and really rubbed it in. He started with a 4.54, then cut the 4.47 for fastest time of the day. A great job, and his car was working so well as he qualified that I thought he would walk off with the main.

Schmid did a 4.62, as did Ertrachter, then Billy Steube became the surprise of the day with a very fine 4.53 that held for second quickest.

Stephan, the Arco winner, did a 4.66 with the same car he won that race with, including the same motor (ReeTeez 27-28), that had not been taken apart! Once again, he was in the "A" Consy.

Tom Hansen got a 4.68, Herb Wade went 4.65.

Mike Steube then made a sitout with 4.59, and Erickson was in the semi with his 4.61, with Speight at 4.65.

Dave Kellen turned 4.62 for second-best Semi-Pro time, and Bob Bernhard then followed him, just cutting him with a punched 4.61 to put him on the Semi-Pro pole.

Gilbert and I were disappointed with 4.73's, and Kondor was third fastest of the day with a 4.58.

So, for the Pro program: MAIN:

Jerry Brady - 4.47

Billy Steube - 4.53

Mike Kondor - 4.58

Mike Steube - 4.59

SEMI-MAIN

Bruce Erickson - 4.61

Bernie Ertrachter - 4.62

Terry Schmid - 4.62

Rob Speight - 4.65

Russ Boyington - 4.65

Earl Campbell - 4.66

"A" CONSY

John Stephan - 4.66

Bob Emott - 4.66

John Anderson - 4.73

Mike Morrissey - 4.73

Lee Gilbert - 4.73

Dave Grant - 4.74

"B" CONSY

Matt Azzara - 4.75

John Cukras - 4.77

Jim Aguirre - 4.85

Dave Howard - 4.85

Mitch Keil - 4.87

Ken Kessie - 4.87

"C" CONSY

Bob Green - 4.92

Pete von Ahrens - 5.22

Jan Limpach (No Time)

John Gorski (No Time)

And I guess this would be a good place to put in the parts breakdown. Once again, this information was taken from the tech sheets filled out by each driver when he signed in. We're pretty sure its completely accurate, because we looked the sheets over while the cars were impounded, and when we found something that didn't ring true, we checked it on the car in the impound.

Out of 46 Pro and Semi-Pro entries, the following equipment was run:

ARMATURES - 9 ReeTeez, 7 Steube, 6 Zimmerman, 6 Mura, 4 Kean, 3 Thorp, 3 Gilbert, 3 Greenaway, 2 Certus, 2 Dale, 1 Pooch.

CANS - 20 Green, 12 Mura "B", 7 Champion, 4 Steube cut-down old Mura, 3 Kean-modified Champion.

BODIES - 31 Champion (M8A's or M8B's), 15 Kirby McLaren M8A.

MAGNETS - 28 Arco DZ, 12 Mura B, 6 Steube.

GUIDES - 34 Steube finned, 12 Simco or Nutley Jet Flag.

WINDS - 27 24's, 9 26-27's, 7 27-28's, 3 27-27's.

CHASSIS BUILDERS - 13 Gilberts, 10 Morrisseys, 3 Emotts, 2 von Ahrens, 2 Hansens, 2 Howards, and the rest were built by the individual drivers.

BALANCING - 22 Zimmerman, 19 Thorp, 5 Mura.

CONTROLLERS - 16 Parma, 15 Gorski, the rest built-up by drivers.

CHASSIS RAIL CONFIGURATION - 43 wire, 3 plate.

GEARS - 29 Cox, 11 Fass, 6 Steube.

MOTOR BRUSHES - They all had 36D Mabuchis, of course.

REAR TIRES - 19 Associated, 17 Steube Stabilizer, 6 Rigen, 3 Dynamic, 1 Emott.

FRONT TIRES - 28 Steube Stabilizer, 6 RVM, 6 Rigen, 3 Associated, 3 Dynamic.

After a short break, the Semi-Pro program got under way with a 3-man "B" Consy. Joe Kelley, the former San Francisco area cham-

pion who is now in the Army, returned after a nine month layoff, and was moved down to Semi-Pro. He didn't get very far as Jim Biritta and Gil Gunderson beat him for the "A" consy.

Lynn Stokey, running a car that Bob Emott had completely set up for him, won the "A", with Gunderson again moving up. Biritta made just three laps; and Russ Aguirre, Steve Meyer, Tom Eatherly, Tom Matz, and Jon Quaid stayed behind with him.

On to the semi, which was Fred Hood's show from start to finish. This time Gene Husting stayed within a lap of him for fifteen minutes, then dropped back to third when he went to the tough black lane. Stokey just got by him for second, with Gunderson a lap behind Lynn. Bruce Paschal, John Street, Mike Reedy, and Greg Dale watched them go by.

The main had an interesting development. Three chassis builders had each set up a complete car for a Semi-Pro to run, and they were all in the main. The idea, of course, is to get a little more publicity for your chassis if your guy does well.

Hood had a Gilbert, Stokey had an Emott, and Bob Bernhard had one of mine.

The lineup for the main - Bob Bernhard on the pole with a ReeTeez 24 and one of my chassis; Dave Kellen with a ReeTeez 24 and a Gilbert; Herb Wade had one of his own chassis and a Steube 26-27; Tom Hansen was running his own chassis and a Bill Dale double-27; Hood had a ReeTeez 27-28 in his Gilbert; Stokey's was a Kean 24 in the Emott; Husting's motor was a Steube 26-27 for his Gilbert; and Gunderson had a Thorp 26-27 in a Morrissey.

The main, from start to finish, was a duel between Hansen and Hood. They both had 57 laps after the first heat, then Hood took over and led for fifteen minutes. He then went to black in the fifth heat and instantly dropped four laps to Tom. Hansen then got his and after the

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sixth heat they were less than a lap apart again.

It was a repeat performance of the race they had at the Arco up to then, and, as you might recall, Hansen lost that race in the last few seconds.

Not this time, however, as he pulled another lap on Fred to win it. The last couple of heats were pretty slow as the power was dropping way down. It lasted, though, and Hansen had 452 laps, which is three less than the Amateur winner, Francis, had the week before. Weak batteries don't make for big lap totals.

That ought to about do it for Hansen as a Semi-Pro, as its a sure bet that the USRA will move him up at the next meeting.

Another break, and it was time for the Pros to start knocking heads. They got new batteries for their program.

The "C" consy was the most desperate race of the day, as none of the four Pros in it wanted to be stuck there. In case you were wondering where Hochdorf went in the program, he didn't run after all. He qualified and would have been in the "B" consy, but his aunt and brother, who live in Los Angeles, took him home instead. They didn't want a repeat performance.

The "C" was just four minutes long - two heats of two minutes. At the start von Ahrens shot into the lead, the field flying low on the new batteries. He led for about 90 seconds, then crashed and Gorski took over, with Hood right behind him. At the lane change it was Gorski and Hood with 24 and PVA at 23. Hansen had 22.

(Cont. on Page 8)

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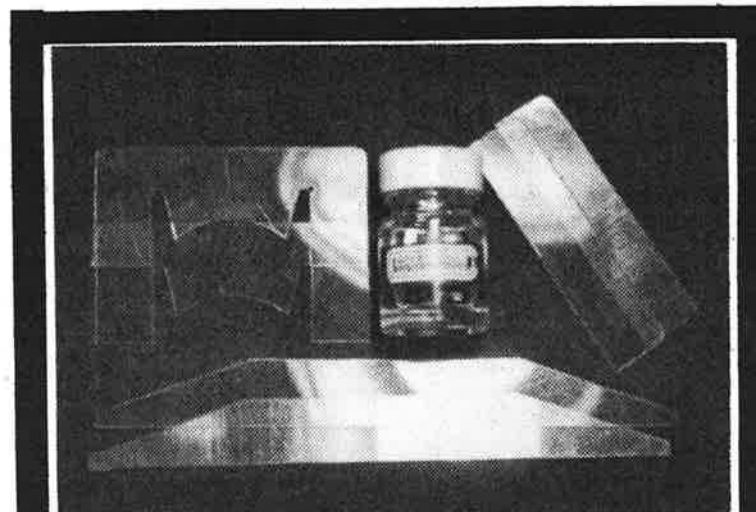
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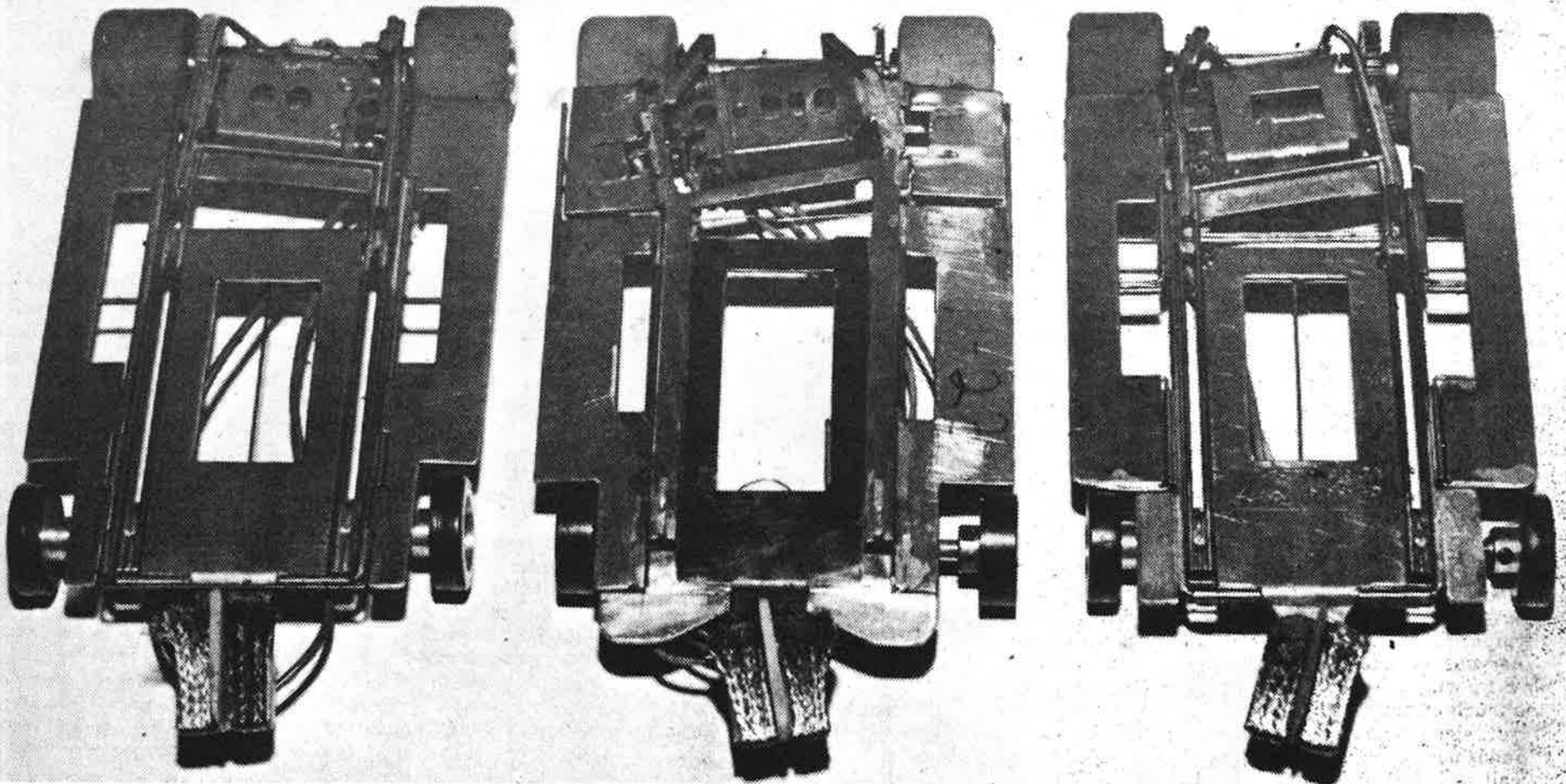
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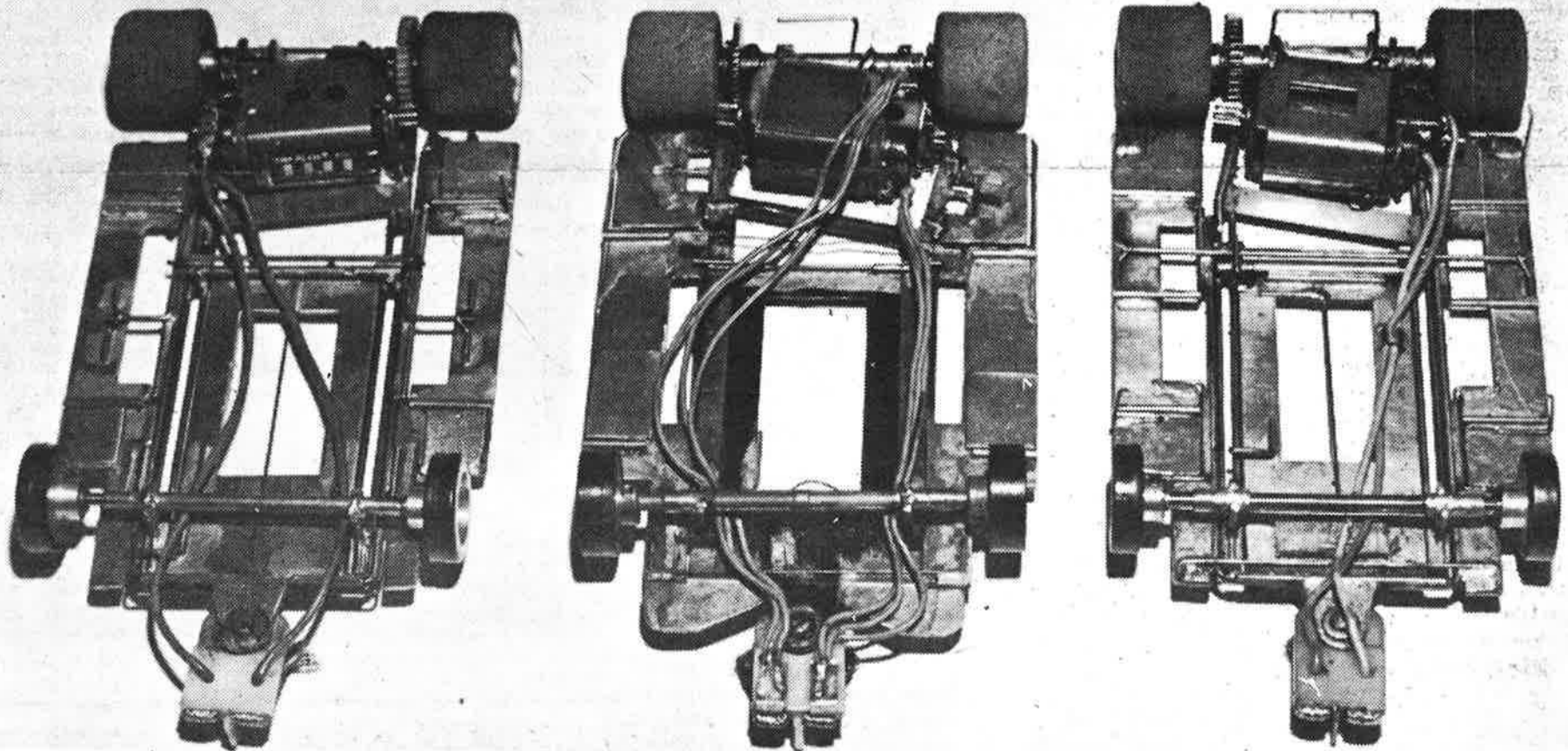
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**FIRST THREE at Hinsdale.**—Steube's on the left, Brady's in the center, Sullivan's on the right. Steube's has his new .040 arm and .040 pans. Rails are .055 inners and .047 outers, with straight half-rails. Motor is a Steube 24, in an old Mura can cut down by Bill Steube.

Brady's uses the BEE steel center section, with BEE chassis parts. Note the weird hinged split pans. Motor is a Kean in a lowered, opened-up Champion can. Sullivan's is a Morrissey chassis he put split front pans on. Arm is an Associated .050, pans are Associated .040. Inner rails are .055, outers are .047. Motor is a Dart-Lenz 24.



**STEUBE'S CAR** has a Steube gear, Brady's a Fass, Sullivan's a Cox. Steube has a 3/32" front axle, Brady an Arcolite, Sullivan's a drill blank. Notice the "Temp-Plate" on Steube's motor. Four white squares on plate discolor as motor gets hot, one at a time. Each square is marked with certain temperature.

**MORE ON:**

**Hinsdale**

(Cont. from Page 1)

other manufacturers, some of whom made commitments to man a booth, were conspicuous by their absence. Not only were the racers disappointed at not getting to see the latest goodies (many said so), but the race purse to which the manufacturers were to have contributed was far below expectations.

Full marks to Champion, Parma, and Dave Bloom, who donated money to the race purse and to Certus, Mura, Nutley, and Riggen who donated merchandise prizes. Dave Bloom provided 150

clear bodies for the race entrants.

Of particular interest among the products on display: Champion's new rod chassis and .005" lamination motor run by Phil Killian in the race; BEE's chassis kit designed by Brady and Emott and featuring a one-piece spring steel main frame; Nutley's new ABEC-7 instrument bearings for rear axle use.

A highlight of the evening was the huge birthday cake Champion's Bob Rule presented to Bob Haines and Glen Marquardt (Champion representative in the mid-west) on their 29th (?) birthdays which were Saturday and Sunday.

So the 24 Hours of Hinsdale came to a close with four winners and 156 other guys who will be back at the next one for another try. Hopefully, the manufacturers, on whom the race is focused, will provide better support next year.

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**MORE ON:**

**California GP**

(Cont. from Page 7)

The second two minutes saw von Ahrens get clobbered several times as Gorski got the same. The crashing was fierce and Hansen found himself in the lead when the race ended. Hood moved up with him as Gorski missed by a half-lap. That has to be the worse kind of fate for a Pro: To travel all the way across the country and get beat in the "C" Consy by a couple of Semi-Pros.

Dave Howard had no trouble with the "B" race, leading from start to finish with Fred Hood making another moveup. Cukras once again was down on power and found himself nine laps behind at the end (with the help of some bad breaks). He and Pete were mightily disappointed, of course. This was a rough way for them to start the series, but it's not over yet. They'll be back. Mura has all sorts of interesting new stuff on the way, and by this summer perhaps the rest of us will be trying to catch them.

John Anderson and Lee Gilbert led the first heat of the "A" Consy with Stephan, Emott, and Grant close behind. It was a pretty sloppy race, though, with lots of multi-car wrecks and plenty of destruction. Gilbert led through the third heat, then went to black lane and was passed by Anderson and Stephan. Hood was fourth, and the rest of us got badly knocked around.

Anderson, Schmid, and Stephan left the semi field behind in the first five minutes, and the lead changed hands several times before it was over. Stephan, Anderson, Erickson, and Schmid all led at one time or another, but a pit stop in the last heat put Bruce in fifth. Earl Campbell drove cautiously on black to maintain a position to the main, and Schmid and Stephan went by for first and second. Bernie Ertrachter had troubles early, but Erickson's stop gave him new life, and he got that last spot to the main. This was Bernie's first Pro main, and he was glad that it happened at a National.

Erickson fifth, Speight sixth, Anderson seventh, and Boyington last.

A long break was allowed so that there would be eight really healthy cars for the main. The lineup for it:

Jerry Brady (Team BEE) on the pole with a Brady chassis and Kean Kan. Billy Steube had his own chassis for his Steube 26-27. Bill runs for Team Checkpoint, of course.

Mike Kondor (Team Thorp) had a Thorp 26-27 and a Morrissey chassis. Mike Steube (Checkpoint) had his own chassis, the Hinsdale winner, and a Steube 24.

Terry Schmid was running a Gilbert and Zimmerman 24. Terry's switch to Team Zimmerman has been a rousing

success. For example, he won the Seattle Pepsi-Cola race a week before the National.

John Stephan had his Arco-winning Gilbert car again, but the ReeTeez 27-28 was pulled out after qualifying and replaced with an armature that Gilbert had wound Earl Campbell (Speed & Sport) had a Zimmerman 24 in his Gilbert, and Bernie (Team Zimmerman) ran a Zipper 24 in a Morrissey chassis.

So this time there were six 24's and two 26-27's in the main. Nobody tried to run a 23 at this race, but there were lots of 26-27's. Who knows — maybe we really have reached the limit. I hope so.

There were no fresh batteries ready for the main, unfortunately, so we just went ahead with what was there. Speed & Sport runs the charger very low, which really is kind to motors, but it makes fairly frequent battery switching necessary. Better to change the batteries every once in a while, though, than to change motors a lot.

The start was clean and Stephan, Steube and Kondor held a slight lead over the rest for a couple of laps. Then Kondor was slammed from behind as he came out on the straight and that seemed to signal the beginning of chaos. Everybody got it, particularly Billy Steube and Campbell, who lost eight laps to Stephan in that first heat.

But Stephan managed to dodge most of the flying cars and lead the first segment with 59 laps to Steube's 58. Brady's car was not as superior in the race as it was in qualifying, and he was three laps behind after running on red lane. He later said that he didn't think red was all that fast, but most of the locals feel that its about as fast as any lane on the track.

Schmid also had 56, Bernie and Kondor were at 55, and Billy and Campbell had 51.

Stephan pulled another lap on Steube in heat two as Kondor pulled up to third and Brady dropped to fifth, now seven laps behind John. Stephan 118 and Steube 116.

Heat three, and we noticed that the power was starting to go flat already. John had made several 60-lap heats at the Arco, but the most anyone went after the second heat was 57 laps in five minutes. Brady made up a couple of laps as Steube took the lead while Stephan crept around on black lane. Mike had 173, Kondor and Stephan had 170, and Brady 168.

The fourth segment was disaster for Jerry as his plumber setup broke up in a wreck and it took Emott nine or ten laps to fix it. Kondor had a clean run, though, and took a four-lap lead as Steube went to black. At the halfway point Kondor had 228, Steube and Stephan 224, Billy Steube 217, and Brady 216. Bernie 212, Campbell 209, Schmid 206.

It tightened right back up,

though, as Kondor hit black and Stephan took over briefly. The power was way down by the fifth heat, and most of the cars were really slowing down. Billy Steube and Kondor seemed particularly hard-hit as their 26-27's needed lots of power to run properly.

Brady, however, was delighted to find that his Kean 24 didn't seem to care much about the batteries going down. It was affected the least by the loss of power, and Jerry was carving everybody up. Fifth heat totals: Stephan 282, Kondor 281, Steube 280, Brady 276, Billy Steube 270, Campbell and Ertrachter 266, and Schmid 263.

However, Kondor stayed with it and took the lead again in the sixth heat, running on red. Stephan had a rough heat, and Brady took over third, gaining another lap on Kondor. Billy's motor was crawling by now, and he dropped to seventh.

Kondor had 338, Steube 337, Brady flying by everybody on the straight was up to 334, Stephan had 332, Ertrachter 322, Campbell 321, Billy 320, and Schmid 313.

The tension was really getting bad as the race wore into the last two segments. Kondor had made a terrific driving effort to hold the lead this long with a starving motor, but he knew what was coming in the last heat, when the power would really be down. Steube was waiting, fully aware that Kondor was going to finish on green lane, which is down on power anyway, and would really be dead with the batteries going out. He just played it smart, waiting to win the race in the last five minutes.

In the seventh heat Brady had a rough time on purple, the lane next to black, and somehow lost a lap to Kondor and two to Steube. Stephan was anxious to get on his finishing lane, the very fast blue. Kondor had a short lead over Steube, both with 395, Brady had 390, Stephan 388.

The final heat started and Kondor knew it was all over as his car slowly rolled around the track and everybody shot by him. Stephan drove a superb last heat to pass Kondor no less than seven times, and Brady twice. Steube got away to take it by four-and-a-half laps over Stephan.

Kondor made one really sad mistake with a couple of minutes to go. His motor was going so slow that he thought perhaps a brush had hung up or something, so he stopped, picked up the car, tapped it on the driver's panel a couple of times, and put it back on, only to see that it did no good. That stop, however, gave Stephan just enough time to squeeze by and take second by less than the length of the straightaway.

Brady did well on black to get so close, but he stayed in fourth.

Final totals: Steube 449, Stephan, Kondor, and Brady with 444, Campbell 433, Er-

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rachter 426, Schmid 421, and Bill Steube 416. An incredibly tense race, and Steube did a really professional job of it to overcome the difficulties and win it.

So Steube now has a running start on the Championship with ten points to Stephan's 8, and Kondor and Brady's 6. Something to remember about the series is that only a driver's five best finishes out of the six races will count for his point total. This means that the drivers who did badly at this first race (such as Cukras) aren't really as bad off as they might be, because they can now just write this one off and say to themselves that the five that count are coming up.

From the western home track the scene will shift to an eastern course, on which Jerry Brady has made some terrific drives. Holiday Raceway's big 200-foot custom-built track will be a big switch from a King track, and the westerners are

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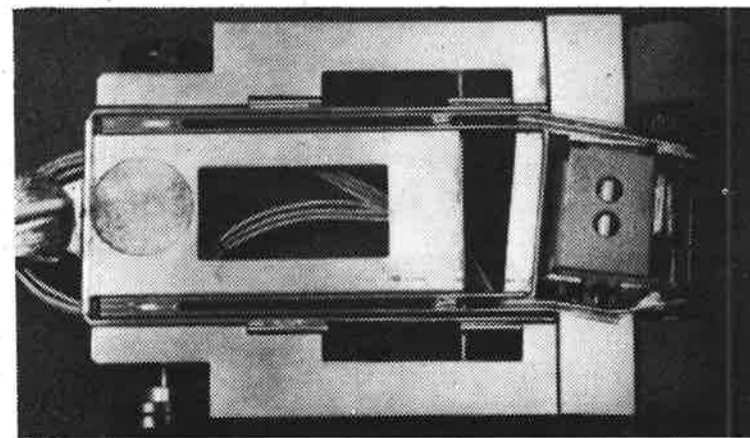
going to have a time of it trying to beat the easterners there.

Prediction time: Brady has to be the favorite to win the Pennsylvania Grand Prix, but the championship itself is still even money between him and Steube. I'm personally very glad to see the two of them following the National trail. It's going to make for some great races.

This race didn't really produce any startling results, and no notable technical developments were made. Equipment-wise, it doesn't look like any individual or group really has anything over anybody else. There were eight or nine different brands of motors running well at this race, and you really couldn't say who had the best-handling car after qualifying was over.

Next stop — Berwyn. Mustn't forget — these people all chipped in twenty-five bucks for the Pro purse: Associated, Parma, Zimmerman, ReeTeez, Speed & Sport. Holiday Raceway sent a big package of bodies, parts, a tote box, and various goodies, and Bruce Paschal kindly tossed in fifty bucks for the Pros and twenty-five for the S-P's, along with 40 pounds of bananas for all the drivers in both mains!

Thanks, Bruce, and all the rest.



JOHN STEPHAN was second at the NCC National with the same Lee Gilbert chassis that he won the California Arco with.

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