

# MODEL RACING JOURNAL - 25c -

Vol. 1, No. 24

SOUTHGATE, CALIF.

Mar. 10, 1970

## Parma Marathon Taken By Davis

By C.R. Spalla

CLEVELAND, Ohio, Feb. 14 - It seems that every time Parma International Raceway holds a competition it gets bigger and better. The most recent bash, the 5th Cleveland Can-Am, continued the growing tradition with an eyepopping 168 entries, which was 62 more than the previous big race held here. Drivers came from throughout the east and mid-west, armed with every conceivable kind of chassis, motor, tire and gear setup. Fifteen states and the Dominion of Canada were represented. I think therein lies a message. But more on that later.

Rick Davis added to his growing fame by hanging another one on the big name pros who invaded Parma to test the new Parma-King 160. Davis lately has had a series of wins and near-wins throughout Michigan and Ohio.

The semi-pro main event added spice and flavor, and perhaps some future challenge between Canadian and American builders and drivers as young Mike Power from Toronto, Ontario showed the Americans the fast groove around the track as he sped to a 3-lap win over Jim Calder of Milwaukee.

The amateur event, which was the first of three complete and different racing

programs, drew 58 of the total entries and saw Bob Collins of Cincinnati, representing Team Rehco, just manage to edge young Brian Savage of Bowie, Maryland.

Ken MacDowell's racing plant was liberally sprinkled with the greats and near greats of Eastern slot racing. We took special note of the big groups continually around the Scotch Plains, N.J. slot car ace, Pete von Ahrens. Pete served his employer, Mura, well this day as he patiently answered

questions and continually assisted others with their chassis and motors. Between trips across the street to the soda fountain, von Ahrens would periodically appear and disappear, building and correcting and cleaning and truing arms on Parma's Unimat. Eager groups of drivers collected around him as he made these adjustments.

Bob Emott also took his turn drawing spectators and drivers to whatever area he happened to be working at, and helped others with their problems. It goes without saying that Bob always is one of the most popular "attractions" at any regional or national race.

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## Kondor Collects First Pro Win at Monaco

By Mike Morrissey

BUENA PARK, Calif., Feb. 28 -

Three drivers won their first main events in their respective classes at the second Los Angeles "Car Model" race.

Mike Kondor got his first Pro win; Gary Summers, just moved up from Amateur, took the Smi-Pro class; and Bob Nord, who had never made an Amateur main event before in his life, won this one.

Each driver was running a different brand of motor, as well, with Kondor using a Thorp, Summers a ReeTeez,

and Nord a Zimmerman.

Monaco Miniatures' highly modified Red track took a lot of getting used to after the drivers had spent the last six weeks on Speed & Sport's King track, but by race weekend the field was in pretty good shape.

The last guy in the world expected to win on Saturday was Nord, but he made his point by being fastest qualifier and finishing 22 laps ahead of second place Dave Osborne in the main. Bob is Pete Zimmerman's partner, and he keeps himself behind the scenes pretty much, taking care of the business end of Zimmerman's operation.

He had never had a very good car before in his previous outings in the Amateur class, but this time he was equipped with a Gilbert chassis, a superb motor, and a new Kirby Autocoast Ti-22 body.

Young Jim Johnston gave Bob trouble in the main, but once he started losing gears (Jim forgot to solder in his motor!), Nord had an easy time of it.

On Sunday, the big news was the dominance of a brand-new body, released just a few days before the race. Fully three-quarters of the Pro entries were running the Kirby Autocoasts, and it really looks like the long, long McLaren M8A and B era is just about to come to an abrupt end.

Everyone of the pro main

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## Nutley NAMRA Race Falls To Hochdorf

NUTLEY, N.J., Feb. 28 -

Eddie Hochdorf, Team Nutley's newest member, returned from his disastrous California trip to take the 5th NAMRA Group 7 race. Eddie came on strong in the last segment to pass Tony P. with a minute left.

In winning, he went 479 laps, setting a new national 40-minute distance record for Blue King tracks.

Mike Tango hosted the next-to-last in the six-race series. He took some time off from his manufacturing business to really get his track in shape for the race. Two more batteries were added for super power, and the braid was absolutely spotless on race day. The new timer was also working and it performed perfectly all day.

Mike's "Nutley Products" line continues to get bigger and better. He now has things like a steel plate center section (one of which Tony P. used to get second at this race), new pans and drop arms, adaptors for using 1/8" wheels on 3/32" axles, and now racing armatures and complete motors. Tony also ran one of the new motors,

so they're evidently pretty good.

Going into this one, the Nutley gang seemed well-prepared, with Tony taking the first three warmup races and Gorski getting the last one. Von Ahrens and Big Jim Greenaway were running fast, as was local Semi-Pro Joe Neumeister.

On Friday night Gorski made a brief appearance and he really had a quick car. He had a Steube 24 set up in a Nutley can and end bell, running a standard flat wire car with no tilting pans, very similar to what Brady is now building. PVA had also built a new car but it wasn't quite as good as his practice car. He went to his old one for the race.

Tom Conlon and Pete Secondino were both there with great cars, Brady ran a bit, but Emott and Rubin never ran their cars until they got up to qualify.

Tech Inspection opened around 11:15 and was handled by Ken Furman and Barry Dee. 74 drivers signed up, making this the biggest NAMRA race yet.

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## Schmid Repeats At Seattle Pepsi Race

By Kenn Kawahara

SEATTLE, Wash., Feb. 1 - Terry Schmid led a Los Angeles sweep of the Pro main at the second annual Northwest USRA Pepsi-Cola race. This was a repeat win for Terry as he won last year also.

The race was held at the "Custom Auto and Hot Boat Speed Show" in the big Seattle Center. The track was an American Orange kindly supplied by Empire Hobbies, where the Washington Grand Prix will be held in June.

The L.A. guys came in on Thursday and Friday, but because of trouble with the Amateur race they didn't get to run too much until Saturday night. Most of the local drivers had gotten a little more time on the track. On Friday night the Amateur qualifying was finished ex-

cept for four more drivers when the show closed for the night.

The next day the timer refused to work, so we had no choice but to restart qualifying by one-minute timed runs. When qualifying was finally over Dave Baker was on top with Barry Kurath, Paul Kassens, and Tom Maruska getting the other main sitouts. A couple of the Amateurs were really unhappy about the requalifying, as they had made sitouts the night before, but now, after the one-minute runs, they were both in the bottom Consy.

Group 12 and Novice races were run off after qualifying, with Don McKay and Gary McDonald winning them.

Hero of the Amateur program was Jim Dutton. After

(Cont. on Page 3)

## New NCC "Groups" Formed At Meeting

The National Competition Committee is barely nine months old at this writing and is still suffering from a variety of teething problems.

The most serious one was the controversy over the low-cost classes. There were plenty of complaints about just having Group 12 and 20 only, as a number of companies were left out with nothing for either class.

But what it boils down to now is that at a meeting at the Chicago Trade Show two new classes were approved. The following letter was sent out to all NCC members, and

we're reprinting it here in the hopes that it may clear up the confusion.

"For the past few months there has appeared to be some indecision on the part of the NCC, particularly with regard to racing Groups 12 and 20. Much of this has to be attributed to nothing more than growing pains. Conflicting, unsolicited articles in periodicals and letters from interested groups have also lent to the confusion.

"At an all-night meeting in Chicago on the 4th and 5th of February, 1970, these

(Cont. on Page 6)



# Lewis' Full Winder Scores In Florida

TAMPA, Fla., Feb. 14 — Stan's Hobby Shop in Tampa, site of the final 1970 NCC National in December, hosted their second annual "Gasparilla Race Weekend" on the 14th and 15th. Saturday a Champion of Chamblee Mini-Arco for Amateurs and Group 20 cars was run, and on Sunday an Open Sports event went off.

Qualifying the Group 20's on Saturday proved that the Blue King track in this shop is a fine one as Sher Cole, daughter of shopowners Stan and Roz, went 21 laps, 13 sections in two minutes. Other sitouts were Junior Burken and Mike Mook of Tampa, and Dave Stone of Jacksonville. All the sitouts turned more than twenty laps.

Mook went on to win the main by a full 24 laps as wrecks cost the others lots of time. Stone was second.

Sunday saw a nice field of fast cars teched in for the

open race. Leading the field was Champion's Ed Lewis, who had his latest full sidewinder, this time made with round wire. Local favorites Jim Clark and Jim Bonsey were going fast, through, and it looked wide open.

Miami's Dave Willitts was top qualifier, though, with Arturo Carbonell, also from Miami, second. Lewis was third and Pedro Lopez fourth.

Clark won the semi after a long duel with Sher Cole. Three laps back were Tom Heneka and Dick Mueller, also making the main.

In the first heat of the main Willitts jumped to a two-lap lead over Lewis, who had started on red. The second heat found Lewis putting three laps on the field with Willitts, Lopez, and Carbonell tightly bunched behind him.

In the third Ed opened up a seven-lap lead and it looked like it was over. But the car launched early in the last heat and he lost five laps fixing it. He held a two-lap lead after he got going again, though, as Clark moved into second. Carbonell was third and Willitts fourth.

Lewis' car had one of the new Champion .005 Double-27 arms and the new Arco "Blue Dot" magnets, which are supposed to be on the market soon. Ed's full sidewinders keep running better and better, and a few other builders around the country are experimenting with them. With the Pros pulling their motors back to nearly full sidewinder configuration it seems only a matter of time before they come into their own.

The problem, of course, is motor length, as it's tough to fit the motor in between the tires. It can be done, though, and a brief story elsewhere in this issue details Ed's car.

## MORE ON:

### Seattle

(Cont. from Page 1)

losing his Friday night fastest qualifying run, he did poorly in the new qualifying and was in the "E" Consy. He didn't give up, though, and won the "E", "D", and "C" Consies, was second in the "B", then won the "A" Consy and the Semi!

Some drive...

Moving up with Jim from the Semi were Gordon Ross, Dennis Cook, and Ken Eng. In the main, though, it was fast qualifier Dave Baker all the way. Dennis Cook was second, with Jim Dutton third, finishing a long day with a worn-out car.

Sunday's qualifying was saved by Don McKay. Don, of Northwest Hobby Distributors, was able to get us

another timer. In Pro qualifying it was Seattle's own Fred Kunze, with a fantastic car, who got top time at 3.84. Earl Campbell was second at 3.87, Tom Hansen did 3.93, and John Cukras got the last sitout at 3.97.

Jim Dutton was allowed to sign up again as a Semi-Pro, and was quickest S-P at 4.04. Pete Dunn, Mike Banks, and Dale Krew also got sitouts.

In the Semi-Pro semi, I surprised myself by winning. Jack Wilson, Don McKay, and John Larsen also made the main.

In the main, Banks, Wilson, and I were all quite close, but Banks slowed down on the outside lanes and Wilson had trouble. I managed to win, with Pete Dunn coming back late to get second. Banks and Wilson were third and fourth, less than a lap apart.

In the Pro Semi were Tom Matz, Gary Von Erichsen, Joe Kelley, Terry Schmid, Hohn Sawyer, Ron Hossack, John Quaid, and Lee Gilbert. Sawyer had his bad luck extremely early as some spectator stole his race car just before the race started...

Schmid won the semi by a lap over Gilbert, who was a lap ahead of Von Erichsen.

## MORE ON:

### Parma

(Cont. from Page 1)

Spotted around the racing lanes, engaging in banter and shoptalk were such slot car luminaries as Jerry Brady, Bob Kennedy, Mike Staskie, Dave Bloom, Eddie Sohl and Chuck Pfahler (Mura's newest team member.)

Other local and regional pros who stood out were Jan Limpach (representing Team Dave Bloom), Gary Cooper, Mitch Keil, Jim McElhiney, Ron Schuur, Scott Stewart and others.

The amateur race got underway with young Mike MacDowell opening qualifications around noon, and the program ended late Sunday morning with the pros burning up the slots with blood-shot eyes.

Tony Carl of Toledo and Bob Collins both turned 20.6 laps during the 2 minute run with Carl sitting on the pole. Mike Peskar, local driver, and Richard Sherman of Tewksbury, Mass. grabbed the other two sit out spots for the amateur main.

Collins was running a Mura-B can with a 24 wire arm while Carl ran a Champion can with a Cukras 27-28 arm, with Arco mags, Mura endbell and Certus springs.

Pugi Holmes won the H consy, with succeeding wins going to Terry Graham, Bob Berry (he won four), and Vic Castano. Berry's motor went sour in the amateur semi and settled for fourth spot, with Brian Savage the winner, followed by Castano.

The sixteen minute main was a brutal, hotly contested affair between Savage and

Quaid was way back but made the moveup as Matz coughed a brush holder, Kelley destroyed, and Hossack pulled out. It seems that Ron is allergic to something in Dart and his eyelids were so swollen he could hardly see.

In the Pro main Schmid, Campbell, and Von Erichsen were all very close. Schmid got away when Campbell went to the bad lanes and Von Erichsen lost a brush holder. Hansen and Gilbert moved up as Kunze and Quaid had all sorts of trouble and Cukras ran a steady fifth throughout the race, even though he destroyed in the last heat.

Schmid won by a lap over Campbell, Gilbert was down 17 more, then Hansen with the rest of the field stretched out behind. Terry got \$150, Earl \$80, and Gilbert \$30.

Gilbert chassis were 1, 2, 3, 6, 8 and Schmid and Campbell ran Zimmerman 27-28's. Everybody in the main had Champion M8A's.

Thanks to the out-of-towners who showed up to make this a really major race. The next big one in this part of the country is the NCC race in June, which should draw the eastern Pros up here for the first time.

Collins, before Bob emerged the winner by just part of a lap.

Savage was running a beautiful, professionally prepared car with a Mura B powerplant. His entourage of pros did everything they could for him between heats in the way of checking over the car and preparing the lane but their combined effort fell just a few feet short of victory. Finishing behind the two leaders were Sherman, Castano, Greg Williams, Berry, Carl and Peskar.

The action and speed got hotter as the semi-pros moved to the front for their qualifying attempts. Bob Cotton of Vienna, Virginia punched his car around for 22 laps and 22 sections to sit on the pole. Cotton ran a Greenaway arm in a motor and frame prepared by Sohl. Runner-up for the pole was Tom Lawson of Alexandria, Va. The other two sitout spots went to Doug Milligan of Harper Woods, Mich. and Scott Whitten of Lombard, Illinois.

Consy winners included Stan Gall, Tom Leicher (two), Bob Girdler, Jack Bassar (three), Les Wright and Tom Kocoras.

The semi went to Jim Calder running a 24-wire Kean Kan with young Canadian Mike Power three laps behind. Jack Kesser and Phil Chin also moved up to the semi-pro main event.

Power did a beautiful job in winning the feature with his own chassis powered by a Thorp 24 nestled in a Champion can with a Mura endbell and 36-D brushes. His Mini-Wheels McLaren M8B flashed around and around using Rehco mag fronts and Rigger orange rears with a Cox 34 spur. It looks like Mike doesn't play any favorites in the use of equipment. I've watched Power make his presence known in a number of races in the Buffalo area in past years and I figured it was only a matter of time before he scored in a big regional race.

Mike turned the track 205 times, three laps ahead of Calder. Following in order in the 20 minute main were Whitten, Milligan, Kesser, Lawson, Chin and pole winner Cotton.

It was the wee hours of the morning before the pros got their turn on the track to fight it out for the top qualifying positions.

Pete von Ahrens stepped up to the starting line quickly and gave everyone something to shoot at with a two minute run of 23 laps and 10 sections. Forty-five other pros made desperate bids at the Team Mura driver but all went away talking to themselves. Pete's team mate, Chuck Pfahler made a bid for the top spot with 22.38 but it was only good enough for fourth place. The young lad from Canada who wanted to make sure every one knew this was an American AND Canadian event came closest to knocking von Ahrens out of the pole positions with an almost equal electrifying run of 23.04 laps. This was good for the second spot for Mike Power. Local pro Gary Cooper nailed down the third spot with 22.39, which barely edged Pfahler.

Mike Tysar, running a Jenkins Jet won the first two consys in the pro race, with Ron Schuur taking the next three. Jan Limpach won a three lap verdict over Schuur in the hot consy, who finished half a lap ahead of Bob Emott. Dumped out of the competition at this point were Bob Kennedy and Mike Staskie.

Eastern jet Jerry Brady,

(Cont. Page 5)

## STERN ARMATURES ARE WINNING:

- STEVE LASH Won The Semi-Pro Mains At The Second NAMRA Group 7 At Woodbury And The First NAMRA Capitol Area Group 7 At Manassas.
- PHIL LEE Was Third At Manassas.

*They Both Were Running Stern Armatures.*

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# Certus Race To Koss

By R.J. Adams

WESTVILLE, Ill., Feb. 14.

Fred Koss got his first win at Race-o-Rama Raceways in Westville, Illinois, when he drove his Steube-powered Koss chassis to a 28-lap win in the Westville-Certus Special. John Bradford, Gibson City, led the first two heats, but as Koss moved to his better lanes, he led the rest of the way. Bradford finished second, with local drivers, Tom Dunn, Bud Lewsader and Brad Adams taking the next three spots. Terre Haute drivers, Jake Balder and Ken Downs took sixth and seventh and concours winner, Rick Niles the last spot after being walled in the fourth heat.

Qualification times were somewhat slow as Lewsader held top time until Ken Downs plugged in and clipped six sections off the old record with a 20 lap, 4 section run.

The Amateur Race was dominated by the Terre Haute drivers as Myron Hiatt held off another Terre Haute driver, Bob Swain to win it. Local driver, Jeff Boatman, was third, with Jim Eddington, Terre Haute, fourth and Larry Gradek fifth. Larry Prosser, Marion Westerfield and Larry Prosser Jr. rounded out the main.

Concours was won by Rick Niles, who drove a car built by Ray Smith. Ray was unable to drive when he became ill the day before the race. Second place concours was won by Larry Prosser.

A big thanks to Mr. Ed Gradek and Certus for the assistance in helping us to put on this race.

# Interview: Jerry Brady

(Ed. Note - This interview with Jerry Brady is the first of a series of conversations between "Model Racing Journal" and well-known slot racing figures. We'll be talking to drivers, manufacturers, shopowners, distributors, and anyone else who we think might have something interesting to say.)

MRJ - First of all, a lot of people are wondering why you didn't race for about three months at the end of last year. What was the reason?

BRADY - I needed more money than I had on hand to get BEE started, so I took a job and earned it, then spent some time trying to get BEE organized.

MRJ - You and Emott spent over a week in Los Angeles when you went out for the NCC race. Generally, what do you think of the western Pros' performance at the moment? That is, how well do you think they're running as a group?

BRADY - As a group, the L.A. guys are Number One, no doubt about it. I was amazed at how many really fast cars there were at the NCC race. It shows you what a lot of racing does.

MRJ - Aside from Steube, who won the race, did anyone else particularly impress you on race day?

BRADY - John Stephan, drove a great race, and is going to be a threat from now on. Also, Bruce Paschal impressed me when he turned a 4.70 to cut a lot of hot Pros from both the East and West.

MRJ - What do you think of the west coast equipment, as compared to the eastern stuff?

BRADY - As far as the actual equipment goes, I'd say we're very equal. Neither group seems to know anything the other doesn't. But the westerners are far more active than us, so they might develop new things quicker. Right now, though, it's dead even.

MRJ - How did you like the way the California Grand Prix was run? Any changes you'd like to see in the future Nationals?

BRADY - That race was without an argument the fairest one I ever ran in. It was really nice, but I'd like to see a couple of changes in the rest of them. The eight-heat main events I don't particularly like, and I think the majority of the drivers in the country would agree with me.

Also, the "no track call" thing was a little too strict. The power wasn't even shut off for multi-car wrecks in the bank, and I think that's an "unfair situation" as stated in the NCC rules.

MRJ - Do you plan to make all the Nationals?

BRADY - Sure. Unless something unforeseen develops, I'll be at every one of them.

MRJ - On your way to and back from L.A. you ran at Hinsdale and Parma, both of which had huge entry lists. What are your general impressions of both these races? Also, what do you think of Parma's new track?

BRADY - Both of them were extremely well run. I really don't think you'll find anybody at these races who was really angry about anything. They'll both probably get even bigger turnouts next year. It really made our month-long trip bearable to run in three major events that were all intelligently handled.

Last year, you know, there were a couple of big races that were absolute farces, and it looked for a while there like the big-time events would disappear. I don't know, but maybe some lessons were learned from those "unfortunate" occasions that have had a good effect. In any case, people seem to be enjoying themselves at these things a lot more, and that's what's important. The future looks bright.

Ken MacDowell's track at Parma is one of the few all-new tracks built in the last few years, and he really did a fine job on it. Personally, I think the configuration leaves a little bit to be desired, but the great power and surface help to make it one of the best tracks in the country.

MRJ - The NAMRA races were organized to fill the void left by the disappearance of the eastern "Car Model" series. How do you like the NAMRA events?

BRADY - Well, I like the NAMRA races the way I like any major events, and without them there just wouldn't be many races of any consequence in the east. I go to them because they're the only ones around where I live, and that's about the sole reason. If you don't mind, I'd rather not go into it any deeper than that.

MRJ - Hmm...OK, we'll change the subject. You and Emott have had your BEE stuff out for a while, but not many people know what you have in your line. What exactly do you make?

BEE - We're up to nineteen separate items in our line, now. Only one of them, the lead wire, is not a chassis piece. We've got the steel center section, which we're very proud of, .040" and .050" pans in both standard and split pan configuration, .040" and .050" drop arms, and a total of ten "assemblies" of drop arm-and-plumber setups. There's also a complete chassis kit.

MRJ - What sort of products do you have in mind for the future?

BRADY - We have in mind right now things like 3/32 axles, wheel reducers and spacers, tire traction, silver solder, flux, braid cleaner, a super oil, front axle lube,

and a few other items I'd rather keep quiet about.

MRJ - You ran your BEE steel center section in all three of the big races on your trip, and it worked very well each time. Generally, how do you think plate center sections compare to built-up rail ones?

BRADY - It seems to me that everybody worries too much about flex and not enough about the positioning of their pivots and fulcrum points. This is where I feel you get your bite, and that's the most important thing in racing, really. A steel chassis when it gets bite will stay flat all the way around corners and out of them as well. I really believe the steel section is superior because it's stronger and retains its same characteristics throughout a race, where a rail car might develop some strange tweaks.

MRJ - What are your feelings on 3/32 axles at this point?

BRADY - I'm running them in the rear now, but I prefer Champion's Arcolite axle in the front. It's lighter than 3/32 steel yet quite strong.

MRJ - Full sidewinders seem to be approaching. If motor parts are made that will make them feasible, do you think they'll put the anglewinders out of business?

BRADY - Rumor has it that Champion is working on such motor parts, and if this is true I'm sure you'll see all Pros with full sidewinders soon after the parts are available. The better gear mesh and weight distribution will make the anglewinders vanish.

MRJ - Your new chassis have pans that barely tilt, plumbers that hardly move, and swinging arms that scarcely drop. Do you think we'll be getting back to non-articulated chassis again in the near future?

BRADY - Yes, the present chassis are too articulated. My new race chassis that I'm messing around with are so simple that they could conceivably be produced as Group 22 chassis!

MRJ - Really giant-wire motors, like 23-gaugers, are starting to be run occasionally by a few Pros. So far, they've been a bust, but do you see them becoming common in the future, assuming that no revolutionary motor parts, such as magnets and coms, are developed?

BRADY - Yes. I feel the 23-gaugers will be run in the very near future. In fact, at the next NCC race I expect to see some in the main. The reason for this is the great track conditions at Holiday Raceway. Hot motors can really fly there.

MRJ - What are your thoughts on low-cost racing classes, now that they've been around a while. Specifically, how do you like Group

20?

BRADY - I'm embarrassed. I just haven't had the opportunity to even see a Group 20 race yet, so I can't make much of a comment on it.

MRJ - Generally speaking what do you think of the NCC?

BRADY - The NCC has done a great deal for slot racing already, but they could do a lot more if they would quit the bickering and think about the sport and industry as a whole.

MRJ - What would you like to see the NCC do in the future?

BRADY - Well, speaking on a very personal and therefore very restricted level, I'd like to see the NCC make a little better use of the Pro drivers. We get a lot of crap from all sides for all sorts of things, but it seems like we could be very handy for the NCC people simply because we've been racing so long, do so much racing, and have a view of it that a non-racing manufacturer can't possibly have.

I fully realize that most drivers have no idea of manufacturing economics, but the manufacturers should realize that you can't sit in a plant and have much of an idea of what's going on in a shop.

At the same time, a shopowner has problems that nobody but another dealer can fully understand. Maybe the NCC should consider something like a "Dealers Advisory Board" made up of a lot of shopowners from all over the country, who would be consulted on problems or decisions facing the NCC.

In any case, it just doesn't look to me like the NCC is hearing from enough people.

MRJ - There is certainly no one who can drive a slot car better than you. For the benefit of every driver reading this, from Novice to Pro, can you give us some advice on driving in competition?

BRADY - Man, I wish I could. But I've tried many times in the past to give advice on driving and it never did much good. I guess it's not something that can be taught. Either you can do it well or you can't. You've got to be born with a few basic lucky gifts, like good reactions and good hand-eye coordination, and it takes concentration - a lot of it.

I mean, what can I say, really? Everybody knows that you have to keep calm and not overshoot a corner in your haste. It's obvious that you must work on braking as late as possible, and that you must somehow be aware of what's laying in the track just ahead of your car. Everything I could say is obvious.

I haven't got any magic formula for getting a slot car around a track. You just do it, that's all.

MRJ - Well, then, how about setting up a race car? What are the important things you keep in mind

when doing this?

BRADY - Your recent articles in the paper have covered just about everything. All I can add is that you must be certain that nothing is rubbing, like tires on the body, and that you should never trust a test block to see how your car is sitting on a track. All braid heights vary, and you should check your car at several points on the track to make sure your front wheels are on the track at all times.

MRJ - Value Judgment time. You've raced against just about every "name" Pro in the country. Can you pick out four drivers that come to mind as the best in the United States? Include any "retired" drivers if you think they should be in there, and don't include yourself!

BRADY - I think that all Pros will agree that Howie Ursaner is one of the very best in the world. Mike Steube and John Anderson have to be in there, and I'd put Emott in there too.

MRJ - Emott? Well, how about some others who have impressed you?

BRADY - John Cukras and John Stephan have the same driving style. They're out there going very fast, but not really 100% and you know they'll be around at the end of the race.

MRJ - Since your return to racing, you've run in a big race just about every weekend. Do you plan to continue racing this often?

BRADY - I intend to race as often as possible. When there isn't a race handy I'll be working on stuff to run at the NCC Nationals.

MRJ - We'll finish this up by putting you on the spot: Who's going to win the NCC National Championship?

BRADY - I feel it will be a very close thing between Steube and me, but I wouldn't go to the races if I didn't think I was going to win the whole thing. You have to think positive, you know.

Of course, I'll have an advantage in that I'll be running chassis made from BEE components, and motors by Bob Kean! Everybody knows there's nothing better than that stuff, right?

MRJ - Whatever's right. Thanks a lot, Jerry.

BRADY - Thanks to you, too.

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**MORE ON:**

**Parma**

(Cont. from page 3)

who had earned a semi sit out spot burned up the track as he edged Limpach by one lap in the last race before the feature. Jan was followed across the line by Rick Davis, Emott, Schuur, Jim McElhiney, Mitchell Keil and Eddie Sohl.

Davis, who lost the semi by only slightly over one lap was not to be denied in the feature as he turned 431 laps during the forty minute event. His margin was 7 laps over Brady. From there it was no contest as Cooper trailed by another 22 laps, Emott had 391 and was followed by Pfahler, Limpach, Power and pole winner von Ahrens. So the pole winner in both the semi-pro and pro events ended up dead last in their respective mains, while the pole sitter in the amateur race ended up seventh in his feature. After the race von Ahrens said his motor went flat after running about eight minutes of the first heat and it blew at the end of the third heat. He was running second at that time.

Limpach blew his B production motor and also broke his Bartos frame. Brady may have had a better fate except his motor also went flat five minutes into the first heat of the main. Incidentally, I wasn't around at the time, but I understand Jerry turned a 4.8 second single lap during qualifying. This would have broken von Ahrens previous record of slightly over 4.9 set some months ago.

According to Pete, his team mate Pfahler blew his qualifying motor in the second heat of the main but fortunately had a back up motor so he could continue running. Emott launched

**Details of Lewis' Car**

Full sidewinders seem to be just around the corner, and it apparently won't take any special motor parts to do it. These few pictures detail Ed Lewis' latest one, which was made solely with parts that are now available.

He used a Cox 36-tooth gear on this one, which is not allowed on a lot of tracks because it hangs down below the chassis a long way. However, he used a full 1/8" axle in the rear, which would seem to indicate that a 3/32 axle, and perhaps a little more grinding of the magnets would allow the motor to be brought back far enough to allow the use of a standard-size gear such as a Cox 34, Associated 35, or perhaps even the Fass bronze jobs.

Anyway, look these pictures over. You may get a few ideas of your own.

and broke his frame and Power blew his Thorp arm.

Davis picked up about \$125 for the win.

The pro race was run under the direction of Paul Hubbell, owner of Slot Shop in Elyria, Ohio. Paul spelled Ken MacDowell after Ken coughed following many hours of conducting earlier races and counting all the bucks that flowed over the counter of his beautifully stocked shop.

About 65% of the drivers taking part in this race event were from the state of Ohio, but I thought it was fantastic that drivers also came in from Pennsylvania (10), Michigan (10), Indiana, Connecticut, Virginia, Wisconsin, New Jersey, Massachusetts, Maryland, New York, Illinois, Wisconsin, Kentucky, the District of Columbia and the Dominion of Canada. I think shop owners around

the country can learn a lesson here. When people converge on a scene like this they have desire! These guys who were here today sure aren't thinking about quitting slot racing. I think it shows that if any effort is put out by shop owners and manufacturers they will have trouble carrying their loot to the banks. With the exception of a few spotted shops around the country it appears the majority of slot shop owners are waiting for something to happen. It won't! Unless you make it happen, as Ken MacDowell is doing here and a few others are doing in their areas.

All the drivers in this area are waiting with their tongues hanging out for the next really big event coming up at Ben Krum's Holiday Raceway in Berwyn, Pa. on April 4th. This of course

is the Pennsylvania Grand Prix which will be the second event in the NCC competition to determine a national champion. This will then be followed on May 16 with the first Cleveland Arco sponsored by Champion, and will be held at Brooklyn Raceway. We are glad to see our people down in Georgia getting active again with their Arco races.

**MORE ON:**

**Monaco**

(Cont. from Page 1)

eventers had the Autocoasts on their cars, which is proof enough that the thing works. There's a picture of it in Kirby's ad on the last page, and it gives you a pretty good idea of what it looks like. It vaguely resembles a McLaren, but a few things about it make it highly desirable.

The absence of a tail is great, because it totally eliminates the chronic problem of sucking the rear of the bodies up into the tires. The

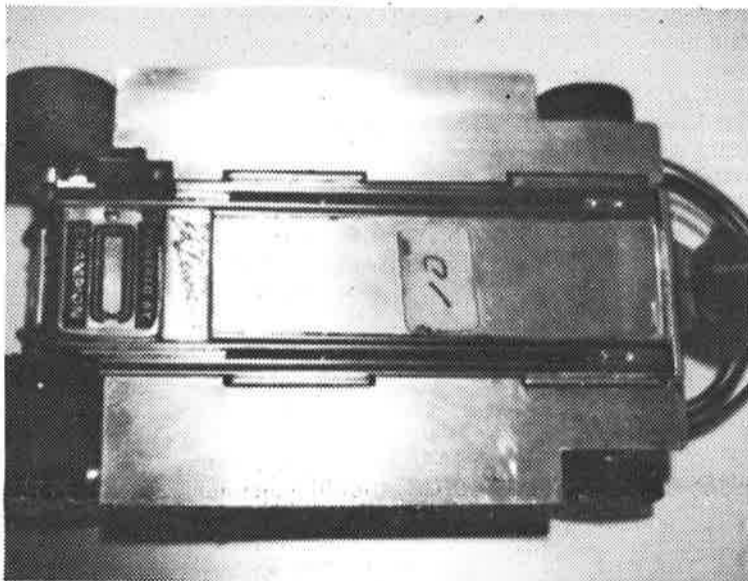
air dams down the sides tend to trap the air on top of the body and force it to put on more downward pressure, and the design of the nose should make add-on front spoilers a thing of the past.

It's also nice and short, being designed for the NCC 3-13/16" minimum wheelbase, and the whole thing adds up to a terrific body.

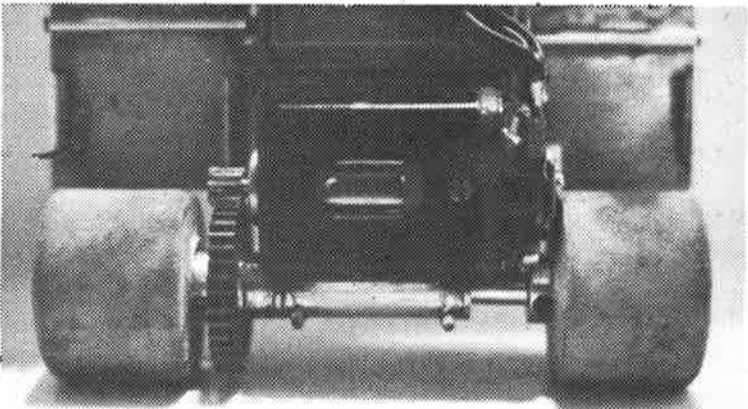
Fastest qualifier on Sunday was Lee Gilbert, who had a great new Certus prototype motor that he had done up himself this time. Lee is now doing some very valuable work for Certus, as he's figuring out for them what it takes to make an armature really operate. The production Certuses will soon be wound and timed to Lee's specifications, which will mean that they're going to be unreal.

He had the quickest motor of the day, but launching problems wiped him out in the main.

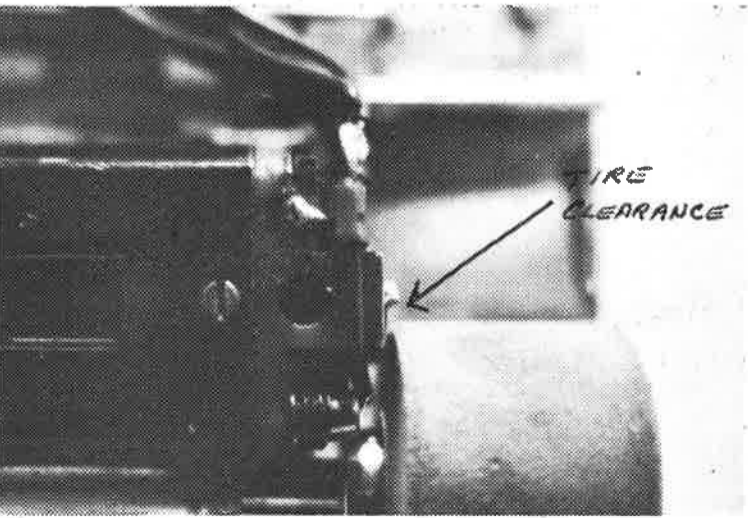
After Lee's 4.87, there was a gap to the next three drivers (Cont. on Page 6)



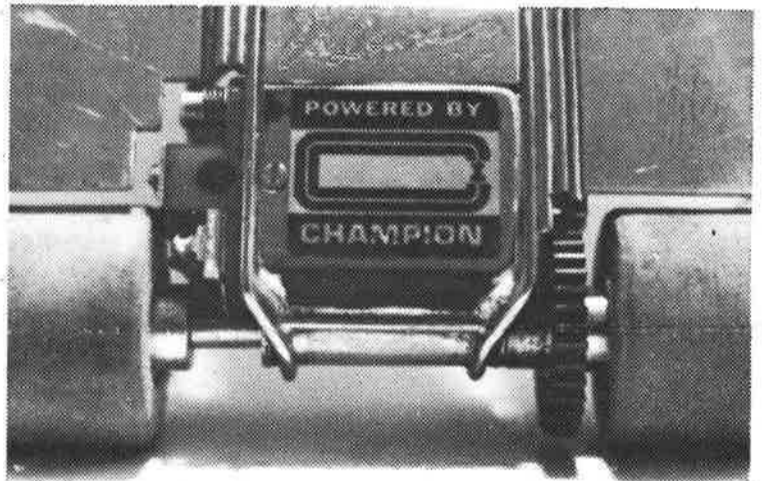
ED LEWIS' full sidewinder, with which he won in Florida. All the sheet is .032 brass, main rails are .055.



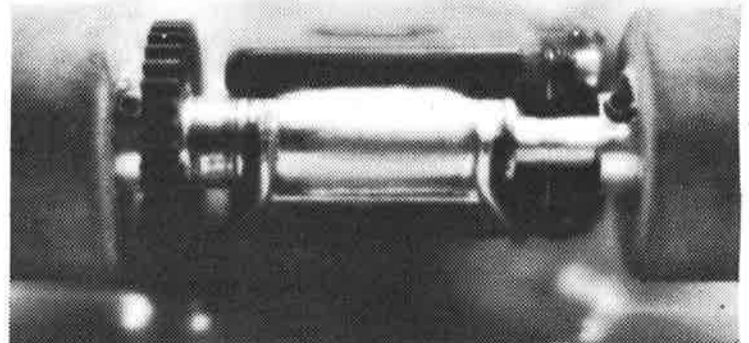
TOP VIEW. Short axle tube is necessary because ball bearing would foul the brush and spring in the normal place. This shouldn't present any real problems, though, as long as the ball bearings were extremely high quality ones with no slop. Ed used a full 1/8" axle and Cox 36-tooth gear on this car.



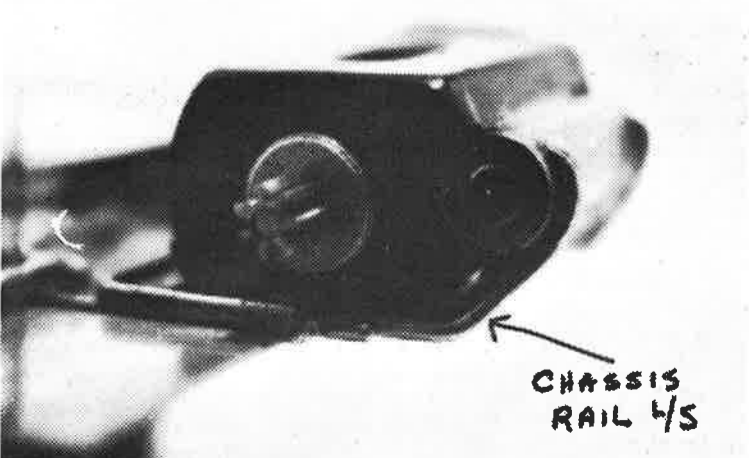
THE MOTOR SHAFT had to be cut off flush with end bell bearing, and some of the end bell plate had to be cut off for more clearance. A buss bar is necessary, of course, as done in our last issue.



LEWIS' Champion can is actually part of the chassis. To take the motor apart, Ed has to take the rear axle out, but he claims he can go through a complete armature change in less than four minutes, so it can't be too inconvenient.



CHASSIS RAILS curl back and up to the axle tube.



LEFT SIDE view. Can must be notched for tube and bearing.

(Cont. from Page 5)  
ers, who all had 4.99's: Bernie Ertrachter, Mike Steube, and Terry Schmid. That was the main, and the next six drivers were all between 5.04 and 5.10.

Fastest Semi-Pro was local Bill Pretzman at an excellent 5.04, with Tom Eatherly, Gene Husting, and Bob Bernhard completing the sitouts.

In the races, the critical lane was Red, with a tricky dropoff going into the bank, and a slight ramp coming out of the switchback. In the bank, it was a matter of being on the brakes as you crested the dropoff, and in the switchback, you just had to come out of it at half throttle. Those who could get around fairly well on Red had a big advantage going for them.

Mike Reedy and Amateur Osborne moved out of the Semi-Pro "A" Consy, but only Herb Wade, Summers, Lynn Stokey, and Greg Dale went to the main. Stokey, by the way, was running an Emott car built around a BEE center section that seemed to handle real well.

It was all Summers and Husting in the main, however. Gene led throughout the first six heats, with Summers leading a few laps at the halfway point. Summers had started on Red, though, and was just waiting for Gene to go onto it in the seventh heat.

Gary then coolly lapped Gene six times in five minutes as he crept around, and that was the race. Summers was in complete control of the situation all the way, and has entered the Semi-Pro class with a loud bang. Husting looked better than ever, though, and people no longer make unkind jokes about the way he drives.

Greg Dale was fairly close for third, Wade was fourth, Bernhard fifth, Stokey sixth, Eatherly seventh, and Pretzman went out in the fifth heat.

Earl Campbell and I, dazed at the destruction in the Pro "A" Consy, were thankful to be in the semi, with Howard, Green, Speight, Kondor, Erickson, and Billy Steube.

Earl lasted 29 laps, then launched hard and was utterly destroyed. Kondor cruised the distance as the rest of us tried our best to punch holes in the wall. I was second, Billy third, and Bob Green made his first Pro main as he finished thirty laps ahead of fifth-place Erickson.

The bank at Monaco, you see, is not a flat-out thing, and must be braked for. The braver drivers just blipped and punched it again, but just about everybody who tried to do that went straight into the wall at one time or another.

The main was even worse. Gilbert was barely even lifting off for the bank and splattered into the wall after just a few laps. He lost eleven in the first heat fixing his car, then launched several

more times, was walled once when a marshall put him in the wrong lane, and ended up fifth.

Mike Steube got it on the first lap and spent the rest of the race playing a sadistic game of pool on the straight with Bernie and Bob Green. They just couldn't seem to help blasting into each other, and Mike even managed a high-speed barrel roll, several feet in the air, down the last half of the chute.

Meanwhile, Kondor and I, scared stiff, did what we could to stay out of the carnage. Terry Schmid had a good lead after the first heat, but launched in the second and spent the rest of the race limping.

Kondor had an eight-lap lead over me by the sixth heat, then went to Red and surprised us all by only losing three laps. That sewed it up for him, and he won with 409 to my 405. Terry got going again late in the race but was still ten laps behind me in third, with Billy another eleven back, in fourth.

Gilbert fifth, Steube sixth after discovering that it was possible to take the bank completely punched on Red, Green seventh, and Bernie didn't finish.

So it was a 1-2 finish for Thorp armatures, which had ol' John grinning ear-to-ear, and a 1-2 for my stuff, which is really satisfying. Big winner of the day, though, was Kirby, whose 1-2-3-4-5-6-7-8-9-10-11-12-13-14 finish with Autocoasts should give the other manufacturers of bodies something to think about.

### MORE ON:

## Nutley

(Cont. from Page 1)

Qualifying started and Evil Pete was the first up. He ripped off a 4.76 on his first lap, then the Mura Double-27 started to slow. As Pete put it, he then broke his California slow qualifying record with a sparkling 5.64, just before the motor let go in a big way. Pieces of com, wire, and epoxy were scattered all the way down the straight.

Boyington also ran early and did a 4.64 that stood for top time, although Ed Sohl also got a 4.64, but with a slower backup. Hochdorf and Gorski also got sitouts.

Brady was expected to get a sitout, but found himself fresh out of traction and got only a 4.82, putting him near the bottom of the heap.

Neumeister was quickest Semi-Pro at 4.71, and Walt LaBree was top Amateur at 4.80.

After the Consies, the Amateur semi was taken by Mike Hasbrouck, going to the main with Brian Savage, Jim Faber, and Bobby Szymazaki.

The Amateur main was pure destruction with everyone ripping up their car at least once during the race. Tony Calchera of C & C had the lead for the first two

heats with Hazbrouck second and Tony Porcelli third. They stayed that way until the last heat when Tony launched and Mike took over the lead.

Mike kept his cool to hold the lead and win his first Amateur main with a total of 213 laps. Tony Calchera managed to fix his car and finished second with 192. Porcelli, Bob Harless, LaBree, Savage, Szymazaki, and Faber came in behind them.

The Semi-Pro saw Steve Lash and Barry Dee coming from the "A" Consy, and Barney Bezme, racing in his first race in several months, take the semi.

Barney lead the first heat and all the others as he cruised home to a seven-lap win over Dee, Lash, and Ed Gaskill. It was really tight for second, with the three cars less than 10 feet apart at the finish.

Neumeister led the main briefly, but several crashes in the switchback dropped him back. Joe always qualifies well, but seems to have the same kind of luck as Phil Rubin during the races. He seldom finishes.

Roy Lobb lead the first heat, with Bob Cotton, Mike Marra, and Bezme just behind.

The finish was fantastic. Halfway through the last heat Lobb's tires wore out and he started sliming and launching. Cotton and Marra both went by and with a minute to go they were less than a lap apart. Marra was on blue lane and Cotton on red, and with ten seconds to go they were a scant 20 feet apart. On the last lap Marra went by on the main straight and won the semi by less than a car length as the power was shut off.

Steve Lash got the last couple.

Jerry Brady had the Pro "A" Consy to himself, winning it by six laps over Ed Dunn.

The semi had Emott, Tony P., von Ahrens with a new motor, Tango, Keil, Rubin, Brady, and Dunn.

Right from the start it was clear that Tony and Pete with their production motors (a Nutley and a Mura) weren't hurting one little bit. They opened up a sizeable lead in the first heat with Tony leading and Pete a lap-and-a-half behind.

They kept it up throughout the twenty-minute race, and Tony won it with 235 laps to von Ahrens' 234. Emott was third with 229, and Tango 4th with 225.

Biggest surprise, though, was Jerry Brady's failure to make the main. His Kean Kan really went dead after the first heat and he crawled to 209 laps, in fifth place.

So the NAMRA Pro Main at Nutley put the following drivers and equipment up against each other:

Russ Boyington (C & C Raceway) with his own chassis and a Greenaway 25 motor.

Ed Sohl (Team Greenaway)

had his own chassis and a Greenaway 24.

Eddie Hochdorf (Team Nutley) had an Emott frame and Greenaway motor.

John Gorski (Nutley) with a Gorski-Tony P. chassis and a Steube arm in a Nutley can.

Tony P. (Nutley) was armed with a Tony P. plate car and Nutley motor.

Pete von Ahrens (Mura) with his own chassis and Mura motor.

Bob Emott had an Emott-Kean combination.

Mike Tango had a Tony P. frame and Nutley motor.

John Gorski ripped into the lead at the start, his Steube running fast, and opened up a good lead until he launched on the 80th lap, ripping up his gears. This let Emott, now driving perfectly, take the lead and the first segment with 123 laps. Hochdorf and Tony had 120, Sohl 119, PVA-116, Boyington 115, Tango 114, and Gorski was still out at the break with 89.

Hochdorf led during the second heat for a while as Emott crashed on black, but Tony got by to lead at the halfway point.

Sohl had launched, Boyington had launched, and von Ahrens had blown another one.

Tony had his lead through the last heat, but Hochdorf was less than a lap behind as the last segment started.

After five minutes of it Tony's motor started to hang a brush and Hochdorf closed in for the kill.

With thirty seconds to go Tony crashed, and as a marshall struggled to get his car back on Hochdorf put a full lap on him. That was it and Eddie, driving beautifully the whole race, went nine laps farther than von Ahrens did three months ago. It was Eddie's second big win and his first since joining Team Nutley. Tony had 477, Amott 473, and the rest were way back.

### MORE ON:

## NCC

(Cont. from Page 1)

NCC manufacturers, in a sincere effort to further Group racing, established explicit parameters for Groups 12, 15, 20, and 22 cars or kits: Certus, Champion, Cobra, Dynamic, Parma, Phaze III, Rehco, and Rigger.

"These parameters are effective immediately, and supercede all conflicting information you may have heard or read, and are valid for the remainder of 1970.

"(Articles in the March "Car Model" and "Model Car Science", and the most recent issues of "Model Racing Journal" are in conflict with this letter. Set up and printing of these periodicals has progressed to a point where these articles could not be changed to agree with this letter, so please ignore any information on Groups 12, 15, 20 and 22 so printed.)

"GROUP 12 - Price ceilings set  
Armature ..... \$2.98

Motor ..... \$5.98  
Car (RTR) ..... \$12.98  
(Note: Any NCC Member brand names allowed)  
"GROUP 15 - Price ceilings set

Armature ..... \$3.98  
Motor ..... \$7.98  
Car (RTR) ..... \$15.98  
(Note: All NCC Member brand names allowed)  
"GROUP 22 - Price ceilings set

Armature ..... \$5.95  
Motor ..... \$9.95  
Car kit complete .... \$19.95  
Car (RTR) ..... \$24.95  
(Note: All NCC Member brand names allowed)  
"GROUP 20 - Price ceilings set  
Same as Group 22 (Open Group 20)

"To clarify the difference between Closed Group 20 and Open Group 20 (Group 22), the following information is offered:

"In Group 20, only the original approved chassis (Champion) and the original approved armature (Mura) may be used. All other car components are optional.

"In Group 22 (Open Group 20), any NCC manufacturer member's chassis retailing for \$5.95 may be used, and any NCC manufacturer member's 27-wire armature wound and set up to the exact specifications as the above Group 20 armature, and retailing for \$5.95, may be used. All other car components are optional.

"Hi Johnson, Chairman NCC Manufacturer's Committee  
"Robert E. MacLeod, President  
National Competiton Committee"

So there it is. We now have four major Groups. For rules, we'll just have to use Group 12 rules for 15 and Group 20 rules for 22, until something definite comes up.

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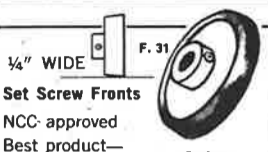
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**EDITORIAL**

The next issue of MRJ will probably be the first with our new, expanded format. We plan to add to our coverage stories on two forms of model car racing that we've never looked at before: HO racing and the fast-growing new sport, Radio-Controlled car racing.

We'll probably increase the size of the paper to 12 pages to handle the new material, although this won't happen for a couple of issues yet.

Why the new coverage? Well, in the past, we never did HO because there simply wasn't much to do on it, and what little there was had been taken care of by the magazines. However, that was before the introduction of the first of a whole new generation of HO cars, the Tycopro.

If you haven't yet looked at one of the Tycos, you've

missed something. They're jewels, and are so superbly done that we've seen several Old Hand 1/24th Pro racers look them over and say something to the effect that they would kind of like to try racing them sometime.

We're convinced that HO racing is really going to do some growing up soon. The cars in the near future will all be highly driveable and controllable, like the Tycos, and the introduction of the tiny Mabuchi inline motor, will even make true scratch-building of chassis feasible.

So we'll be getting into it a little bit.

Radio-Controlled racing is at the extreme other end of the scale, and has absolutely unlimited possibilities. It's fairly well-organized already, and many manufacturers are producing equipment.

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A Look At R/C Car Racing —

Interview With Steube

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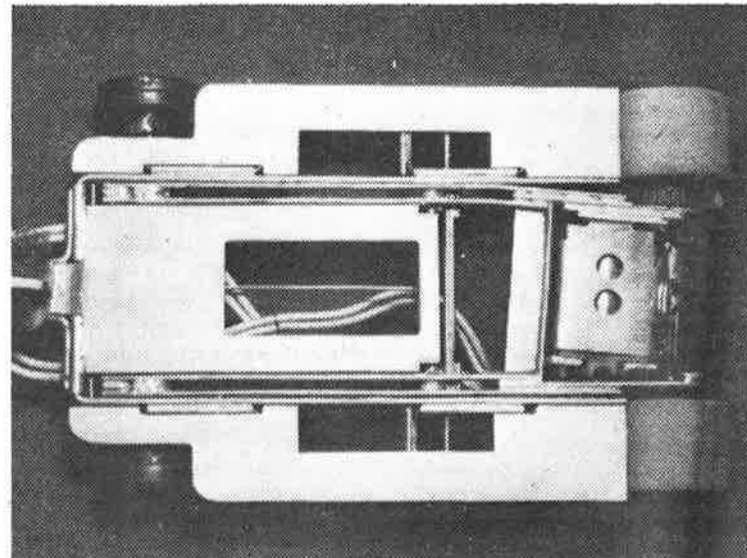
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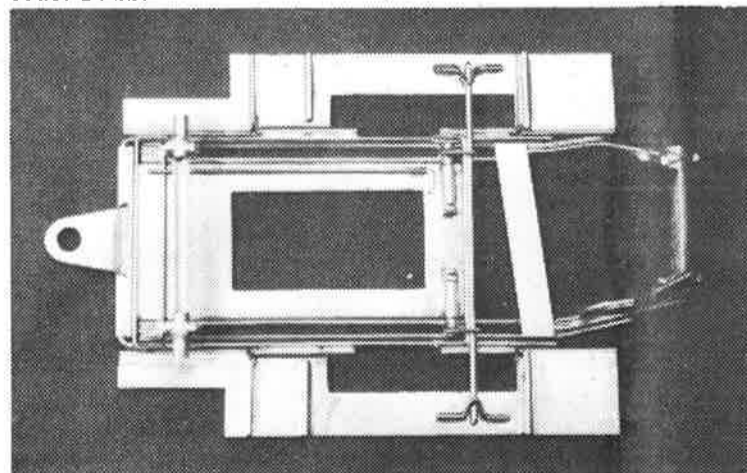
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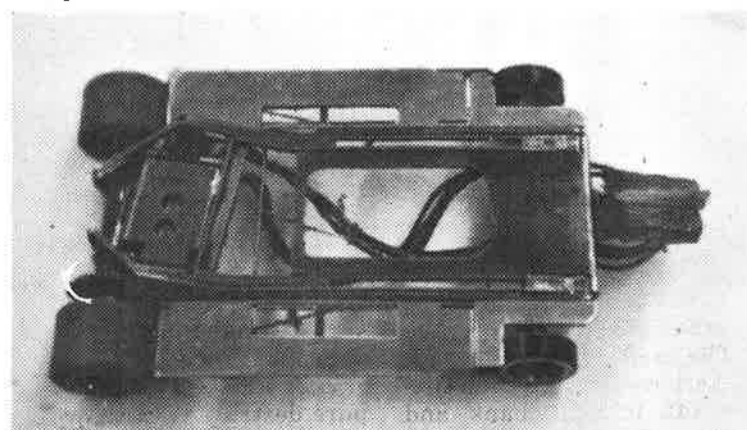
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MIKE KONDOR won the second Los Angeles "Car Model" with this Morrissey car. It's completely conventional: .040 Associated pans with lead, .050 Associated arm, 3-13/16" wheelbase, 7/8" guide, 2-1/16" front-axle-to-pivot, .047 outer rails, .055 inners. Note, however, the perfectly straight half-Motor is a Thorp 26-27 in a Green Can. Magnets are the new Arco Blue Dots, which are not yet in production. Guide, braid, lead wire, and all four tires are Steube. Front axle is an Arcolite, rear is an Associated. Body was a new Kirby Auto-coast Ti-22.



LEE GILBERT was fastest qualifier at the L.A. "Car Model" with another totally conventional setup. Dimensions and all materials are the same as Kondor's car. Lee, however, uses 3/32" axles front and rear, and cuts the center out of the drop arm pivot.



RICK DAVIS defeated a huge field at Parma, including Jerry Brady. His chassis has a steel drop arm, split front pans, and super-long half-rails. He evidently doesn't like to notch end bells for chassis clearance, however.

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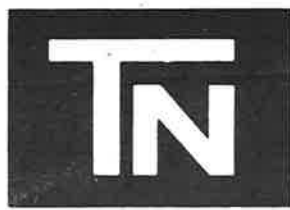
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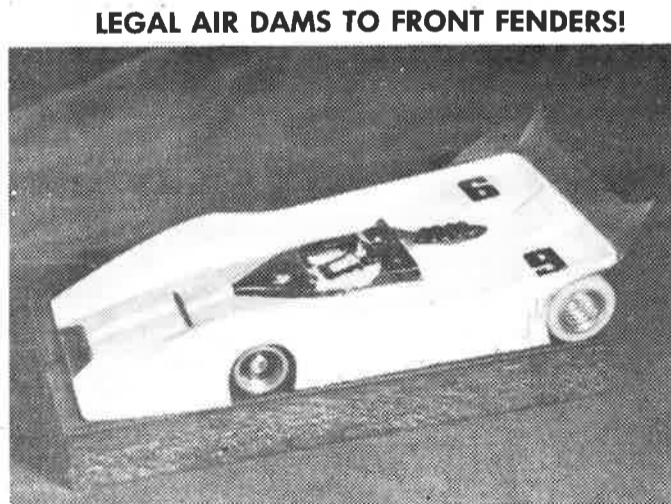
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