

MODEL RACING JOURNAL

- 25c -

Vol. II, No. 1 SOUTHGATE, CALIF. April 10, 1970

GILBERT AT LAST BEATS HIS JINX

By Mike Morrissey
WEST COVINA, Calif., Mar. 21 -

Team Certus' Lee Gilbert has been robbed of victories many more times than he would like to remember. His luck as a driver seems to run consistently bad, even though cars with his chassis have won so many races.

He always has a terrifically fast car, but something always seemed to go wrong during the race, or he would bend the thing up in wrecks, or something . . .

At the second Los Angeles USRA race, however, there was no stopping him. His car was too good and he drove to well for even *his* luck to beat him.

Back once again on House of Hobbies' front track, the race was the second in a six-race series. The lap record going into the event was Gilbert's 4.35, set during a warmup race. Fast Amateur on Saturday was George Scully at 4.67, somewhat slower than what was expected of them. After the consies, four of which were necessary for the 31 entries, Mark Thorn won the semi, with none other than John Thorp himself taking second.

However, Bill Harbit led the main event almost from the first lap on. He had a three-lap lead at the end of the first heat and stretched it to eleven over Scully at the end. Rick Miguel came in for third with Gus Sherrill fourth.

Qualifying on Sunday was done a little differently. The Semi-Pros qualified first, then their complete program was run, and Pro qualifying followed that. It just so happened that the track surface was in better shape for the Semi-Pros than it was later, so we had the phenomenon of seeing ReeTeez' Gary Summers burn off a 4.36 for fastest time of the day. There were some complaints when the point for fast time was given to him, but its only fair that the quickest man of the day get the point, no matter what class he happens to run in.

Bob Bernhard was also very fast at 4.40, then there was a big jump to Herb Wade's 4.57.

Thanks to the local USRA's

mania for moving a driver up to a class as soon as he does well in his own, we only had nine Semi-Pros sign in, compared to 18 Pros. Doesn't make a lot of sense, does it? Most people felt this way, so four drivers were moved back down at the meeting a week after the race.

Three amateurs moved up to the semi, but only one of them, Rick Miguel, made it to the main. Gil Gunderson started a marathon drive by winning, with Scott Henry, Chris Burlew, and Miguel following.

The main began with a five-car wreck in the first turn. Summers got his guide almost torn out, and lost 14 laps fixing it, while Burlew was also bent. Gunderson

LATE NEWS

John Stephan, the fastest-rising driver in the country, won the Pennsylvania Grand Prix and took a big lead in the NCC point chase.

John was followed in by Eddie Sohl, Mike Kondor and Russ Boyington. Full report in the next issue.

was clear, though, after getting untangled, and was less than a lap behind Henry after the first heat.

From then on it was a complete runaway for Gil. He had a Thorp motor and Dave Howard chassis that evidently made for a perfect combination. He was fourteen laps ahead of Dave Kellen at the end, with Wade third.

Pro qualifying came next, and it was Terry Schmid all

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Drewes Leads Local Sweep In Houston

HOUSTON, Tex., Mar. 8 - Local driver Cary Drewes pushed his Steube-powered McLaren to a comfortable eight-lap victory in the second Texas Championship race. Drewes led a 1-2-3 sweep by Houston drivers in the main.

Ken Evans was second with Bob Taylor third. Series point leader Joe Sullivan was fourth.

Drivers from all over the state signed in to take a crack at Broadway Hobbies' treacherous American Red 150. The locals, however, dominated from the beginning of the day. Drewes' track record of 5.55 stood unblemished through most of qualifying until Houstonite Tipton Cherico put together a 5.52. Bob Taylor came close at 5.62, and Sullivan led the out-of-town brigade at 5.72 before Drewes stepped up.

Cary started strong with a 5.60, but a pair of deslots hurt his rhythm. His final time of 5.57 put him second behind Tipton. It seems like every time there is a big race in the south end of the state Cherico turns a superb lap. This is the third time in a row, and its beginning to be expected.

Doc Gibbs of Odessa won the concours competition

with an immaculate Chaparral 2H. The detail was so perfect that it made some wonder if he was getting factory support from Midland!

The consies then began, and with them a mass destruction derby. The beat became "1-2-3 Launch!" with a turn marshall further spicing up the action by falling through the infield.

The carnage quit in the "A" consy, however, with six out-of-towners against local Cliff Horn and Jim Brown. In what is becoming a Texas tradition it was the closest race of the day with the difference between first and last just seven laps. Brown won, Mike Porfirio was second, Horn was third, and Sandy Dennison, last year's Texas "Car Model" champ, was fourth.

All four ran the fast black set.

The semi was a long battle between Ken Evans and Mike Kern, with a Kern deslot giving Evans the win right at the end. Brown and Dennison also moved up. This put five Houston drivers and three from Dallas in the main.

As the main got underway Cherico and Taylor took off with Evans and Drewes

(Cont'd. on Page 7)

Hot Power At Tri-State Doesn't Bother Fischer

By Niels Clyde

VANDALIA, O., Feb. 28 -

Tri-State racing must be one of the original forms of organized series racing in the country. The racing rules are a little stone-aged, but the competition is 1970 all the way. As you walk in the front door you feel that someone should take all the first-timers in a group and say, "Welcome to your first Tri-State," explain the rules as best he can, throw in a "Thanks for coming" and a "Have Fun" or two, then watch everyone walk around thoroughly confused.

At 5 P.M. qualifying got underway on Imperial's super "Blue King" track, for the Champion-sponsored Tri-State Arco race. The track's motor-popping power began to take its toll as Jan Limpach was starting into a bullet qualifying time, with his tire-smoking horse power, and found instant lock-ups in the bank.

Champion's Bob Rule got up to show us what could be done with a stock off-the-wall Champion \$7.95 plumber chassis. It seems Bob was having a little trouble getting used to fingering instead of thumbing his new Champion - Parma - Russkit (?) controller. Scott Stewart, who walked in the door empty handed, borrowed a chassis, motor, and body from three different people, and ripped off fastest qualifying time with a 25-4. Team Mura's Chuck Pffaler and Les Wright turned identical 24-12's. Les lucked out and signed up before Chuck did, so was credited with second fastest time.

Now it's race time. Under Tri-State rules no one quali-

fies for the Main. The eight fastest men have to run in one of the two semis. If you don't make the semis, you run in one of the four AA consys or in one of the B consys, but that depends on how many racers there are. Got it? Out of the A consies Bob Berry, Steve Cline, Team Dave Bloom's Jan Limpach, David Dawson, Millard Lykins, Team Champion's Ed Lewis, Bill Deaton and James Calamari moved up to fill out the semis.

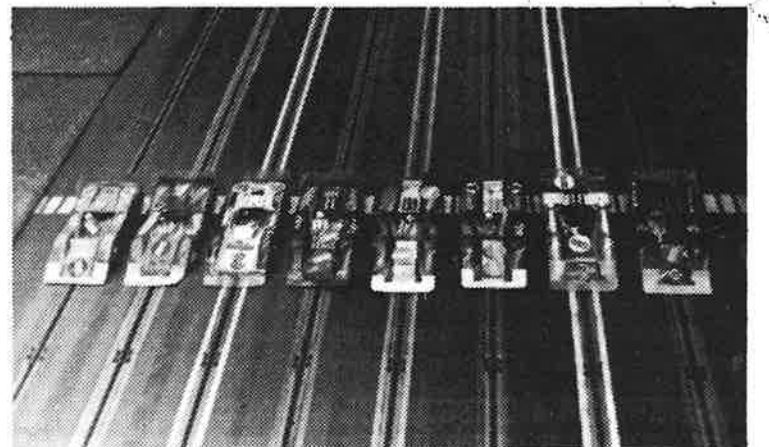
The first semi saw Scott Stewart emerge victorious, Ed Lewis close behind with his unusual straight sidewinder; Chuck Pffaler, a trifle down on horsepower but driving like Jo Siffert in a tired Porsche, taking third; and Jan Limpach limping in for the last move up.

In the second semi Bob Kennedy came out on top; Bill Deaton, running a Group 20 arm, second; David Dawson, third; and here comes Smiling Rusty Fischer making the last move up to the main.

While Mrs. Lykins was sorting out who was running in what lane in the Main, Bob Rule stood up on the track and gave us all an unreal Yo-Yo demonstration. If he ever learns to drive a slot car like he handles a Yo-Yo, Look Out!! The main started out with Limpach grabbing an early lead, with Stewart hot on his tail.

Limpach's short sniff of victory was to no avail as "poof" went his third motor for the day. Then it was Stewart's turn to lead for a while, with Pffaler chasing closely, and Fischer moving up strong. As Stewart cough-

(Cont. on Page 3)



LINEUP for the Tri-State Arco main. A couple of Porsches and six McLarens.

RACE RESULTS

2nd Los Angeles USRA Race
House of Hobbies, West Covina, Calif.
Sports Cars - NCC Rules - Mar. 22

Pro Main

Driver & Team	Laps
1. Lee Gilbert (Certus)	483
2. Terry Schmid (Zimmerman)	478
3. Bruce Erickson (Dynamic)	477
4. Rob Speight (Ree Teez)	474
5. John Stephan (Speed & Sport)	473
6. Mike Steube (Checkpoint)	443
7. Gil Gunderson (Guano)	442
8. Bernie Ertrachter (Zimmerman)	406

Fast Pro Qual.: Schmid - 4.37

Semi-Pro Main

Driver & Team	Laps
1. Gil Gunderson (Guano)	470
2. Dave Kellen (Ind.)	456
3. Herb Wade (Checkpoint)	447
4. Rick Miguel (Ind.)	446
5. Gary Summers (Ree Teez)	440
6. Scott Henry (Ind.)	429
7. Bob Bernhard (Ind.)	422
8. Chris Burlew (Ind.)	399

Fast Qual.: Summers - 4.36

Amateur Main

Driver & Team	Laps
1. Bill Harbit	458
2. George Scully	447
3. Rick Miguel	444
4. Gus Sherril	438
5. John Thorp	432
6. Mark Thorn	415
7. Phil Blanke	DNF
8. Rick Shig	DNF

Fast Qual.: Scully - 4.67

Champion Mini-Arco
Santa Ana Raceway - Santa Ana, Calif.
Amateurs Only - Group 20 cars

1. Jim Knox	401
2. Phil Barker	394
3. Bill Vanderziel	390
4. Steve Hale	384
5. Dennis Hill	381
6. Kurt Lyons	354
7. Ted Reich	349
8. Don Latch	DNF

Fast Qual.: Barker

Vandalia Arco / Tri-State
Imperial Raceway - Vandalia, Ohio
Feb. 28 - King Track - 63 Entries

Driver & Team	Laps
1. Rusty Fischer (Ind.)	433
2. Chuck Pfahler (Mura)	429
3. Bill Deaton (Ind.)	397
4. Scott Stewart (Parma)	364
5. Bob Kennedy (Ind.)	362
6. Jan Limpach (Parma)	335
7. Ed Lewis (Champion)	271
8. David Dawson (Ind.)	262

Fast Qual.: Stewart - 25/4

2nd Texas Championship Race
Broadway Hobbies - Houston, Texas
Mar. 14 - American Red Track

1. Cary Drewes	373
2. Ken Evans	365
3. Bob Taylor	362
4. Joe Sullivan	362
5. Mike Kern	354
6. Jim Brown	345
7. Tipton Chericco	330
8. Sandy Dennison	309

Fast Qual.: Chericco - 5.52

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2nd Seattle USRA Race
D&L Raceway - Puyallup, Wash.
Feb. 28 - Red Track

Pro Main

1. Tom Matz	278
2. Joe Kelley	273
3. John Larsen	272
4. Ron Hossack	265
5. Gary Von Erichsen	258
6. Mike Leslie	172

Fast Qual.: Matz - 5.25

Semi-Pro Main

1. John Larsen	218
2. Mike Leslie	205
3. Tom Rowe	198
4. Scott Judge	182
5. Sherwin Eng	156
6. Ed Moore	72

Fast Qual.: Larsen - 5.46

Amateur Main

1. Tom Rowe	150
2. Sherwin Eng	144
3. Ted Coates	141
4. Paul Proctor	136
5. Jim Dutton	126
6. Dennis Cook	94

Fast Qual.: Eng - 5.59

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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.
UNITED KINGDOM DISTRIBUTOR: Davenport & Fordman Ltd.,
63-A High St., Ware, Herts, England.
SWEDEN DISTRIBUTOR: F.A. Lars Golbe, Box 16272, 10325
Stockholm, Sweden.

CALENDAR

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on it to Model Racing Journal, Box 2221, South Gate, Calif.
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APRIL 18-19 - 2nd Annual Nutley "Nationals". Nutley Raceway, 393 Franklin
Ave., Nutley, N.J. (201) 667-8855. Amateurs on Saturday, Semi-Pros and Pros
on Sunday.
APRIL 18 & 25 - Fourth L.A. Car Model. Speed & Sport, 11187 Long Beach
Blvd., Lynwood, Calif. (213) 639-9209. Riverside track. Amateurs race on 18th,
Semi-Pros and Pros on 25th. NCC Rules, Sports Cars.
APRIL 25 - Champion Mini-Arco. Circle T Raceway, 11024 Vanowen, North
Hollywood, Calif. 985-2728. Group 20 Cars, Amateurs only.
APRIL 25 - Paul's Speedway, Southern Village Shopping Center, Springfield,
Ohio. 322-0505, 324-9505. \$50 for first, NCC Rules.
MAY 2 - Fifth L.A. Car Model. Hot Slot, 16511 Lakewood Blvd., Bellflower,
Calif. 630-1094. Group 20 cars, Amateurs run in separate class, Semi-Pros and
Pros together.
MAY 10 - 3rd Texas Championship Series Race. Austin Model Car Raceways,
812 Canion, Austin, Tex., WA 6-2766. 100-foot American Orange track.
MAY 16 - Cleveland Arco. Brooklyn Raceway, 6810 Biddulph, Cleveland, Ohio.
JUNE 6 - Fourth Annual "Indy" Race. The Slot Shop, 147 Winckles St., Elyria,
Ohio. (216) 322-3862. NCC Rules, Indy or GP car.
JUNE 13 - 4th Texas Championship Race. Northlake Speedway, 210 Lake High-
lands Village, Dallas, Tex. (214) 328-0232. Signups close 11:45. Sports Cars NCC
Rules.
JUNE 27 - Washington Grand Prix. Empire Hobbies, 6740 Empire Way South,
Seattle, Washington. (206) PA-2-9906. Third race of the 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. 205-foot track made of
various American parts. Amateurs run June 20.
JULY 3, 4, 5 - Third Annual Southwestern Pro-Am. Northlake Speedway, 210
Lake Highlands Village, Dallas, Tex. (214) 328-0232. Sports Cars, NCC Rules.
Amateurs on 3rd, Semi-Pros on 4th, Pros on 5th.
AUGUST 1 - Ohio Grand Prix. Parma International Raceway, 5421 Pearl Road,
Cleveland, Ohio. (216) 884-9508. Fourth race of the 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 on July 25. 160-foot
Custom-built track.

MORE ON:

Gilbert

(Cont'd. from Page 1)

the way. He did 4.37, not quite cutting Summers, with Speight second and Bernie Ertrachter third. Bernie is really getting the quick laps in lately; now if he could just keep the thing sort of in the slot in the mains . . .

Bruce Erickson made the last sitout at 4.52, and Mike

Steube and Mike Kondor had 4.55 and 4.56. Then came a surprise as Gene Husting had 4.60 for seventh best. Steve Bogut, on leave from the Air Force, was next at 4.61.

Gunderson won the "B" Consy, John Cukras took the "A" with Gil second, then it was Gunderson taking the semi, his car running absolutely just as well as it had from the beginning of the day.

Gilbert had found the track a bit slippery in qualifying and barely made the semi. Things really looked bad for him after the first heat, as he was almost four laps behind, in last place. At the break, Bob Green hurriedly glued lead on the pans of Lee's car (he had tried to run without it), and it instantly transformed the thing. Gunderson still won by seven laps, but Lee worked clear up to second at the end.

John Stephan was third, and the last moveup was as tight as it could possibly be. Mike Steube was fourth, about eight inches ahead of

(Cont'd. on Page 8)

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Interview: Mike Steube

(Ed. Note: This is the second in a series of interviews with well-known slot racing figures. Mike Steube has been racing seriously for about four years, and in 1969 reached the top. A series of impressive wins from coast-to-coast made him what most Pros feel to be the man to beat in the United States.

MRJ — As this interview is being done, you're in the middle of preparations for the Pennsylvania Grand Prix. Exactly what do you do to get ready for a major out-of-town race like this.

STEUBE — Mainly my Dad does the most work in advance as I have him prepare lots of different motors and armatures. You can never be certain what type of power you'll be running on, and all you can do is take something for everything. I'll then build one or perhaps two cars, and no more than that. There's no sense in building any more because you can then have four or five cars, all of which are wrong for the track.

MJR — After the first NCC Grand Prix, you've got the lead in points. How do you rate your chances for taking the championship?

STEUBE — Well, I guess I've got a better chance at the moment than anybody, simply because I'm two points ahead. Unfortunately, I'm going through a period right now that everybody has to endure from time to time. Right now, you see, nothing seems to work properly for me. I drive as well as I can, but lately I've been getting destroyed in main events like I can't believe. Some wreck always seems to find me in the middle of it and there I am, soldering up my chassis again...

MRJ — In the last issue, Brady expressed the opinion that the series would be between you and him. However, we've learned that John Stephan, Terry Schmid, Mike Kondor and a few others will also be making the circuit. With this in mind, do you agree with Jerry?

STEUBE — I can't agree, no. All the guys you named and a few others are perfectly capable of taking the championship. Honestly, though, I really feel that they will have to beat Jerry and myself to do it.

MRJ — Let's change the subject. 1969 was the year that people really started working over motor cans. It seems like every conceivable configuration was tried, with modified "B" cans, old Muras, Champions, and various Mabuchis being cut down, chopped up, and otherwise redone. Now rumors are flying about several all-new cans being on the way from many manufacturers.

If you were to have your choice, exactly what kind of a can would you like to see for your own personal use? Give us materials and dimensions, if you can.

STEUBE — Hey, motors aren't my speciality, so everything I would tell you would probably be wrong. I'll tell you this, though — I'd like to have the can that made my motor the fastest on the track! Really, though, my Dad is working on the problem and it looks like he's going to have some very definite answers pretty soon. Ask him.

MRJ — Of all the points by which a motor's performance is judged — low-end, mid-range, brakes, etc. — what do you think is the most important? Or does this vary from track to track?

STEUBE — On any track your motor must have everything in proportion to the particular track. If it's a short one you gear for it, of course. But a motor can't really have any weak points anywhere in its range. If it's all bottom end and brakes somebody is going to beat you on top end alone. If you've got nothing but speed out of the bank somebody is going to repress you on braking and leave you on low-end. That's how tough the competition is these days. All motors have to have everything.

MRJ — Brady felt that 23-gaugers were coming, and that they'll become standard. Do you?

STEUBE — Oh, yeah. They'll be here as soon as we develop motor parts a little more.

MRJ — Your "Steube Products" line continues to grow, and evidently prosper. Latest additions are 3/32" axles, gears, and wheels. Off-hand it looks like you believe in small axles all the way.

STEUBE — 3/32" axles allow you to run a shallower motor angle and in the front give you more clearance between the body and front axle tube. This way the body can be mounted lower, while letting the arm to still drop. And, of course, things are a little lighter.

MRJ — When the Kirby Autocoast Ti-22 bodies appeared in the west, they instantly became the standard body and the McLarens did a vanishing act. What makes the Autocoast so desirable?

STEUBE — Wait a minute, now. The McLarens aren't all that dead. There are going to be tracks where the Autocoast will be just too much, and the McLarens and others will be run. All of Jim's bodies are useable for serious racing, and on some cars and tracks they'll all be run.

MRJ — Care to make any predictions on what the next step in bodies will probably be?

STEUBE — No, but I'll bet that Kirby comes up with it.

MRJ — What was the toughest race you ever won, in terms of sheer effort expended?

STEUBE — I don't know for sure, but the first one that comes to mind is the

Dallas thing last July. That was torture.

MRJ — What do you like most about slot racing?

STEUBE — I like the travelling around and meeting all the people I do at the out-of-town races. I usually can tell somebody at these things something they don't already know, and it's kind of nice to be able to help out somebody in a game we're both interested in.

I also learn more on these trips than I do at home because you have a lot of people together at one time with all kinds of different ideas. These new people teach me a lot and I like to do what I can for them in return.

MRJ — What do you hate most?

STEUBE — Cut-throat racers. Every Pro including myself has a little of this in himself, but some people and groups of people carry it a little too far.

MRJ — If a stranger were to ask you what you do for a living, you'd have to answer "I race slot cars". Some people might find that a little embarrassing. Do you?

In other words, would you realistically like to try something else, or do you find what you're doing satisfying?

STEUBE — Sure, it's a little embarrassing, because they think you play with toys for a living, and how can you explain to someone who's never seen them that slot cars are not toys?

And, yes, I enjoy what I'm doing, but like anybody else I'd like to move on to better things some day.

MRJ — Brady couldn't answer this one, but maybe you can: How do you drive a slot car?

STEUBE — I can't say much either. You've just got to become a part of the car and develop a "feel" for everything it's doing. I guess the key word, though, is concentration. Once you're racing, every last bit of your attention must be focused on the car.

MRJ — How about some advice on setting up a car?

STEUBE — Just remember, don't leave anything to chance. The weak link always breaks the chain.

MRJ — You told us earlier about getting set up for an out-of-town race. How about a local event, but one that is pretty important?

STEUBE — It's just about the same except that you start a lot earlier, at the warmup races. At home you get to do just about all the testing you want to. Also, you get sleep, where in another city you may not sleep for a couple of days.

MRJ — Last year, you started the season with an incredible string of wins. This year has been somewhat different. You won at Hinsdale and at the California GP, but the three Los Angeles series races you've run in have all been disasters.

What's going on?

STEUBE — The beginning of last year we had a different class of California Pro drivers. Main events were run without the destruction derbies that seem to be normal now. There are a bunch of new Pros now who have fast cars that will get them to the main events, but once they get in there they just can't seem to control their cars. So we have the fantastic destruction. This year I've just been getting nailed everywhere.

Of course there are those who belong there and are great drivers, and have great equipment. We sure didn't have so many potential winners last year.

Also, I'm spending most of my time on my products line, so of course my preparation for races suffers.

Buy I don't want to make excuses. Last year all the good luck seemed to go to me and now I'm paying dues. It's the other guys turn to have some good fortune, now.

MRJ — Since racing is your sole source of income, you have a vested interest in its future and survival. Do you have any thoughts on what should be done for racing, at any level, to insure its survival?

STEUBE — Nothing new, really. Racing is now at a point where its popularity is growing again, and if we just keep learning and making the right moves, as the NCC seems to do in spite of itself, it'll last.

MRJ — We hate to keep repeating questions that were also asked of Brady, but it's interesting to get different points of view on the same subject. First, name the five best drivers you've ever run against. Then pick the one who you think was the best of all.

STEUBE — Let's see... I guess that would have to be Ursaner, Cukras, Henline, Brady, and Schmid. Howie Ursaner is definitely the best of them all.

MRJ — What are your plans for the rest of the year?

STEUBE — My plans are to get out of my bad luck rut and start winning some races. And, of course, I want to further expand my line of stuff and give other racers the best stuff on the market.

MRJ — Good luck, and thanks...

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MORE ON:

Tri-State

(Cont'd. from Page 1)

ed his borrowed motor, Fischer battled his way to the top, grinning like he knew something nobody else did.

When the dust finally settled, Fischer was in line for top honors; Pfhaler flogging his tired car to second; Deaton, with the world's fastest Group 20, third; Stewart, with new horse power, fourth; Kennedy, who found a dead car across his lane in the bank, fifth; Limpach, getting back into the fray with a fresh motor, sixth; Lewis, having what sounded like a bit of gear trouble, seventh; and Dawson rounding out the field for eighth.

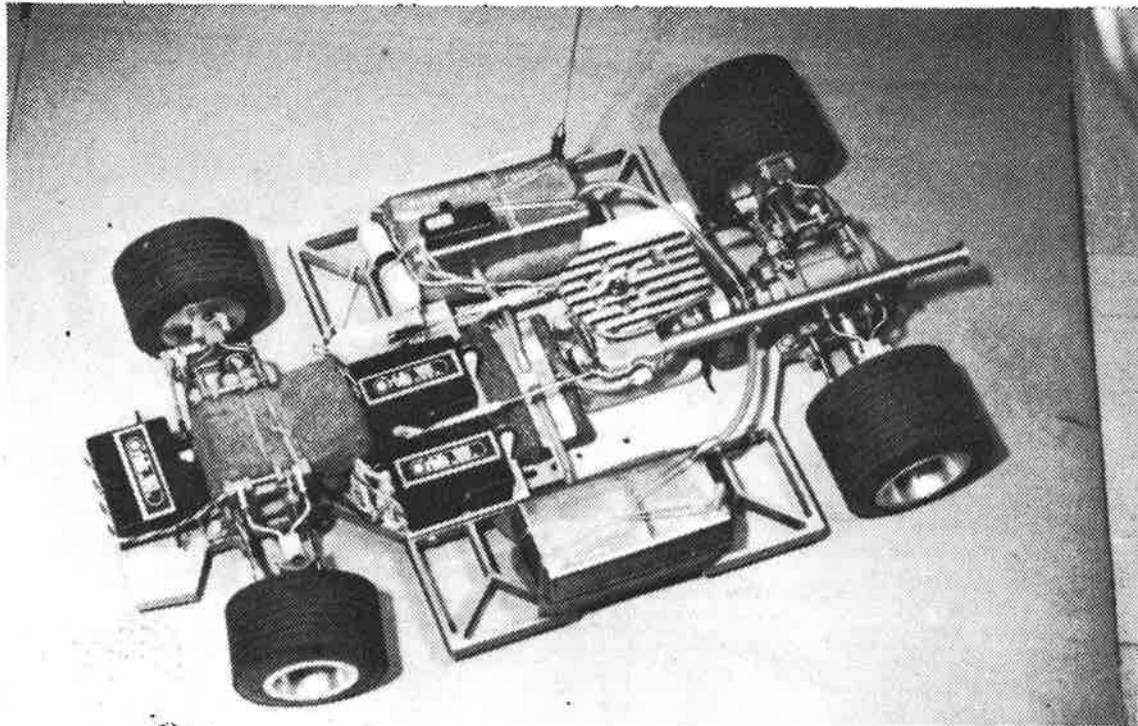
If you ever get the chance, come on down and race Tri-State style. Slot Racing is the greatest sport around, and in Ohio, with its 250 tracks, racing is at its finest.

NEW PRODUCTS FROM PARMA

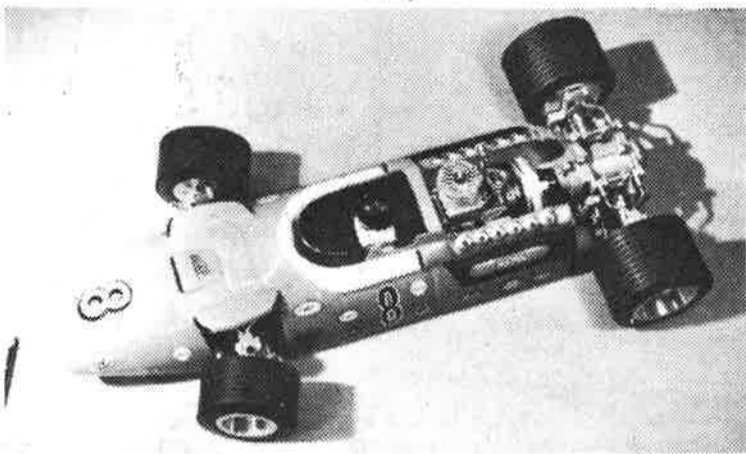
Available At Your Local Raceway or Hobby Shop

- Pete Von Ahrens Chassis - Can Drive For "B"
- Motors: All Stainless Steel Parts \$17.95
- Front & Rear 3/32 Axle Tubes..... ea. 10c
- Green Jet Flag with All Hardware..... 49c
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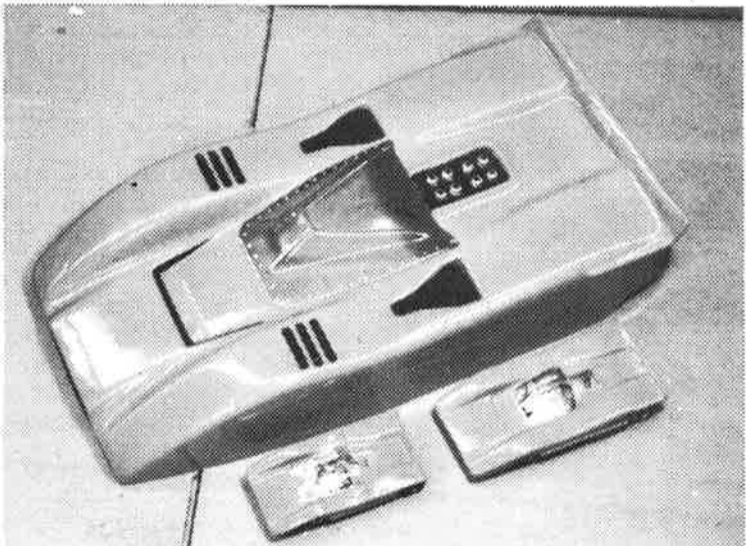
A LONG LOOK AT R/C RACING



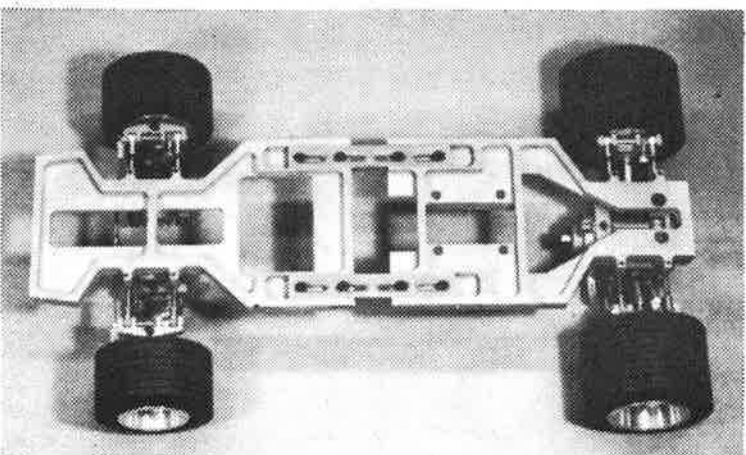
A COMPLETE, ready-to-go Radio Controlled race car chassis, built around the great new Dynamic chassis. Don't let the extreme toe-in of the front wheels throw you. It was done on this car strictly as an experiment to see what kind of stability would result.



A DYNAMIC Matra GP body fits on the chassis when the outriggers are removed.



THIS SHOULD give you an idea of the size of the R/C cars. The huge 1/8th-scale Dynamic McLaren M8A sits here beside their 1/32nd and 1/24th versions of the same body. The R/C body is made from .062"-thick Butyrate plastic.



BOTTOM VIEW of the frame without the outriggers. The two connectors allow you to adjust the wheelbase between a scale 85" and a scale 96".

Radio Controlled model car racing is here, and up to now it's been a very well-kept secret.

It wasn't intended to be, of course, but until "Car Model" magazine started running stories on it, it was sort of an underground hobby. Between CM and this paper, though, the word is going to get around.

It's been going on for years, actually, with a few people around the country (and some in other countries) building cars completely from scratch using mostly model airplane parts. In the past couple of years, however, companies have been bringing out equipment, components, and even a few complete kits.

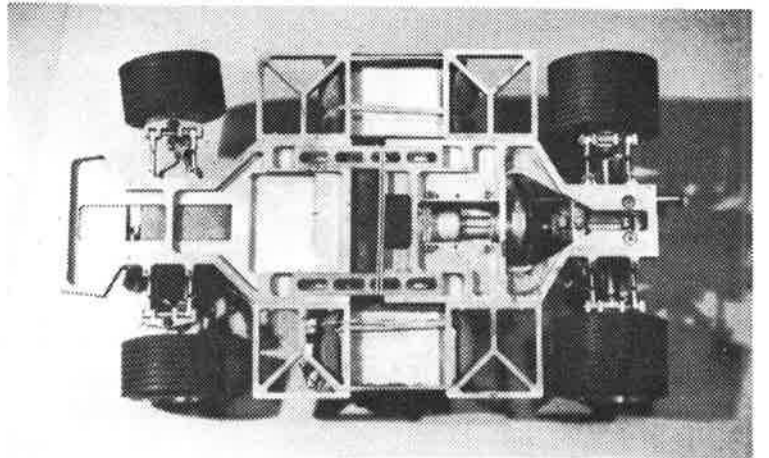
Right now the most prominent manufacturer seems to be Ra/Car Developments (pronounced "Ray Carr") of Anaheim, California, but their position has now been seriously challenged by Dynamic, whose new car is featured in this story.

Before we get into the Dynamic car, though, a few basic details of R/C racing:

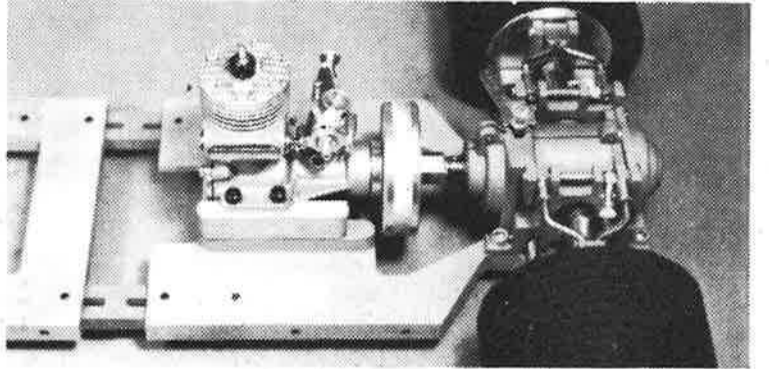
The only sanctioning organization for R/C right now is R.O.A.R., which stands for Radio Operated Auto Racing Association. R.O.A.R. rules specify that all cars shall be built to 1/8 scale (1 1/2" = 1 Foot) and shall use engines with a displacement of no more than .20 cubic inch.

The cars are controlled by the driver through a hand-held transmitter with, usually, two or three channels. Each transmitter channel controls a separate function on the car. A steering channel and a throttle channel are necessary, and the most common third channel is for gear shifting or, as in the case of the Dynamic car, varying the ratio of the torque converter.

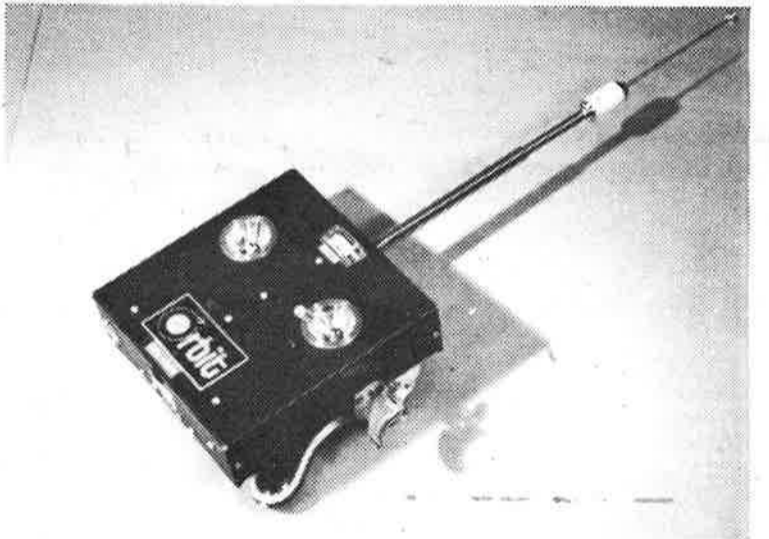
The bodies are made of Butyrate plastic, just like slot car bodies, or fiberglass. Just about all types are raced,



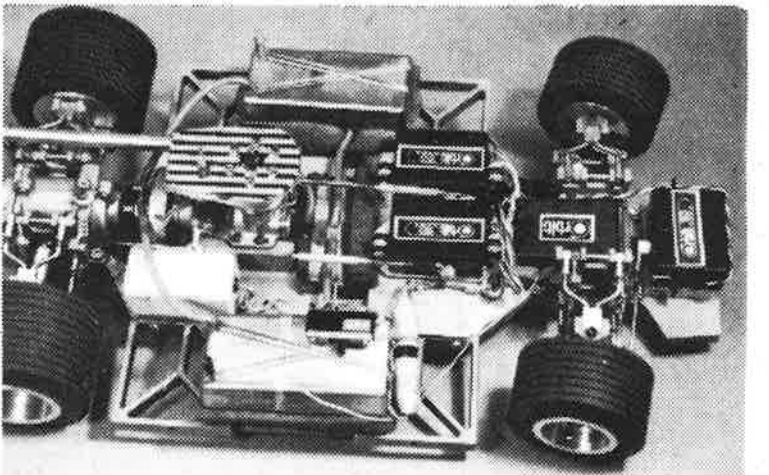
BOTTOM VIEW of the complete sports and GT version. The outriggers are bolted on. All the casting and machining on the frame is flawless.



THE ENGINE, a Veco .19 here, is bolted to the chassis through simple wooden blocks. Many exotic mounting materials were tried, but wood gave the best combination of vibration dampening, rigidity, and fuel resistance. A heavy flywheel is attached between the engine and the fantastic (and patented) Dynamic torque converter.



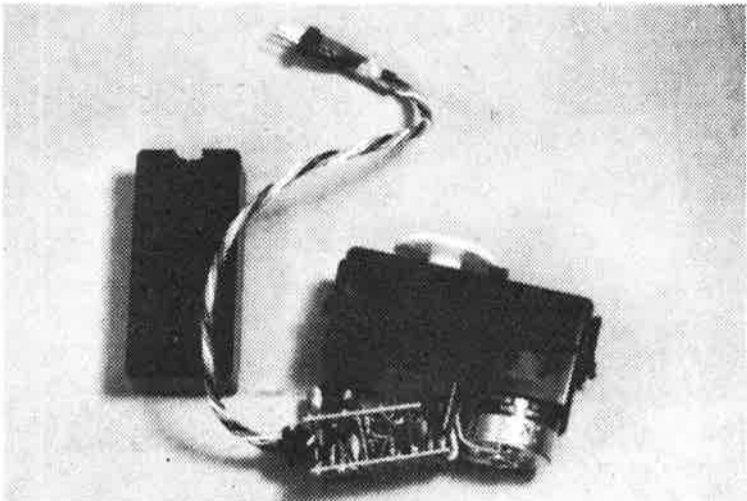
THE CONTROLS. This particular one is an "Orbit" transmitter. Normally, the throttle would be controlled by the left stick and the torque converter and steering with the right stick. However, Jack Garcia came up with the idea of putting a Russkit-type handle and trigger on the back for throttle control. To drive, then, the transmitter is cradled in the left arm with that hand and index finger operating the throttle. Right hand operates right stick: Push forward to engage torque converter (in effect changing up through an infinitely-variable gearbox), push left to steer left, push right to steer right.



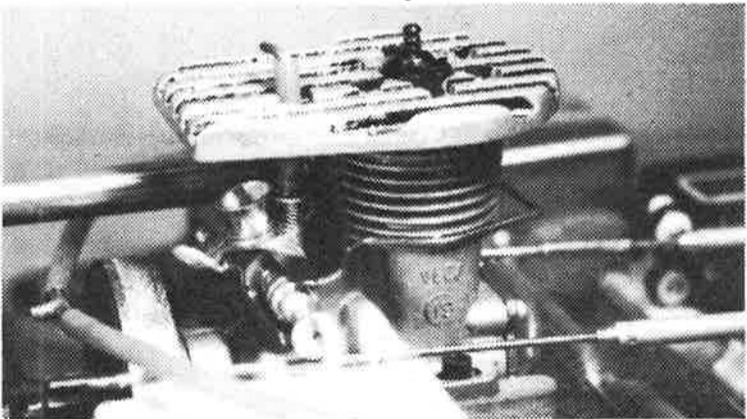
THE SEVEN-PART electronics system: From the left - The white box next to the engine is the nicad battery pack. It leads through an on-off switch to a plug for detaching the battery. Two side-by-side black boxes are servos, one for the torque converter, one for the throttle. Box between the front suspension units is the receiver. Front box is the steering servo.



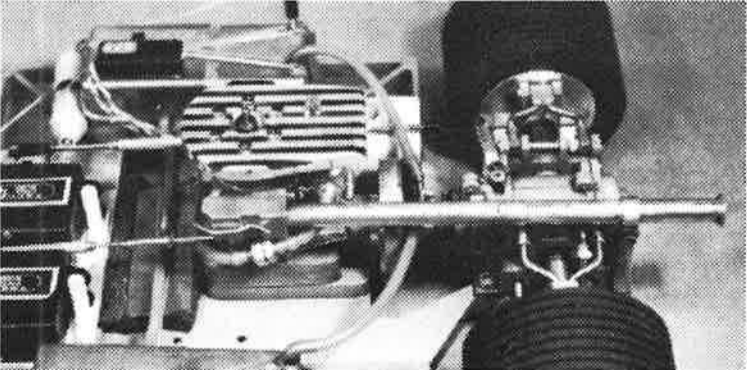
CLOSEUP of a servo. The motor inside activates, through gears, the arm on the outside of the box. The arm is attached to a rod that links it, in this case, to the torque converter. The arm moves back and forth in direct proportion to the command given it by the driver's stick on the transmitter.



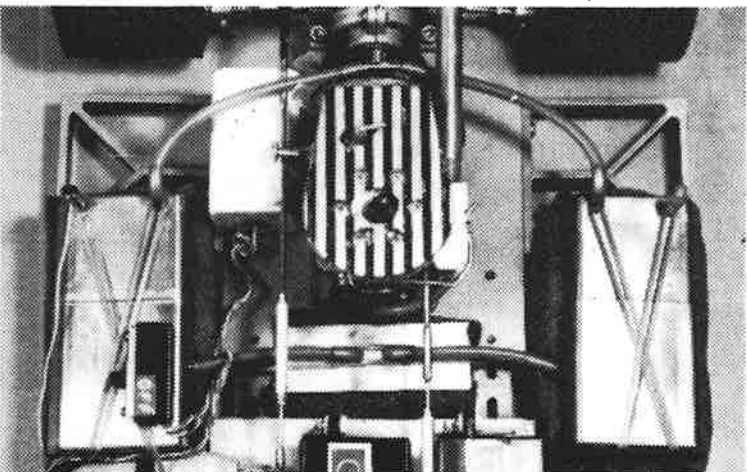
A SERVO partially disassembled. That's the motor on the right. The circuitry is fantastic, and beyond the scope of all but electronics experts. Don't worry, though. If a servo breaks, and that's rare, just send it back to the factory for repairs.



A VECO .19 mounted in the chassis. That's a custom-made heat sink on the head, but they'll be on the market pretty soon.



EXHAUST pipe and manifold. Once, again, this is a custom-made item, but one that should be available in the future.



FUEL SYSTEM: Tanks rubber-mounted on the outriggers, surge tank in front of the engine, overflow vents connected and emptying behind the engine.

with Sports and GT the most popular.

Chassis can be made from a variety of materials. Fiberglass, cast aluminum, metal channel, aluminum plate, tempered masonite, and steel rod have all been used.

Engines are mounted either inline or sidwinder, with the sidwinders most popular right now because of the unavailability of a really reliable transaxle. Dynamic's new torque converter may change that, however.

Centrifugal clutches are used on all cars, except, once again, the ones that will be using the torque converter.

Engines are single-cylinder two-stroke model airplane engines, usually fitted with a heat sink to dissipate heat off the head. They'll idle at something like 2000 rpm and the highest-turning ones peak at 16,000. The Veco and McCoy .19's are probably the most popular.

The final actuation of the controls in the cars is done with "servos". A servo is, in essence, just a small electric motor designed to operate on extremely low current and turn very slowly and smoothly. The complete servo, however, is a box about the size of a matchbox, containing the motor, some complex electronic circuitry, and a moving arm that is actuated by the motor. The arm is then connected by a rod to the steering, throttle, or torque converter.

The movements of the servo are so precise that the car's actions can be completely controlled. The operation of the servos is absolutely proportional to the movements of the driver's fingers on the transmitter sticks.

A complete R/C setup requires a transmitter, receiver, battery pack (in the car), and the servos. The transmitter sends your commands, which you make by moving the control sticks, by a coded radio signal. The receiver in the car picks up the signal, decodes it, and tells the servos how much and which way to move the control rods to carry out your commands. The transmitter is powered by a long-life dry battery or rechargeable nicads, and the receiver and servos run off a rechargeable nicad pack.

All this may seem a bit confusing, but don't despair. You don't need any electronics knowledge or experience to put together and run an R/C car. The manufacturers have made it all very simple for us, and all you need is a screwdriver, soldering iron, and wiring chart to do it.

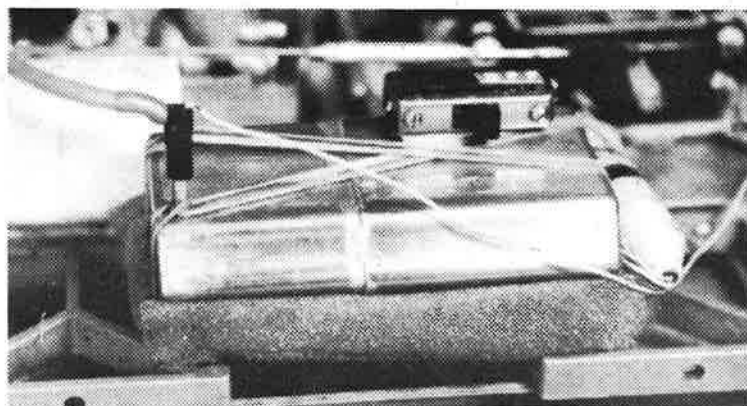
Besides, we'll be doing stories on all this stuff in the near future.

Now . . . How much is all this going to cost?

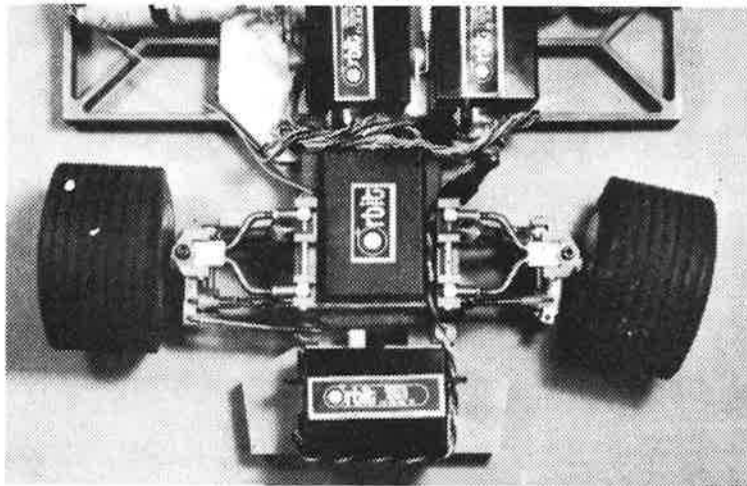
Well, next time we'll have a more precise breakdown of the costs involved, but we'll try to give you some idea right now.

First of all, the costs of all the various brands and types of the necessary equipment

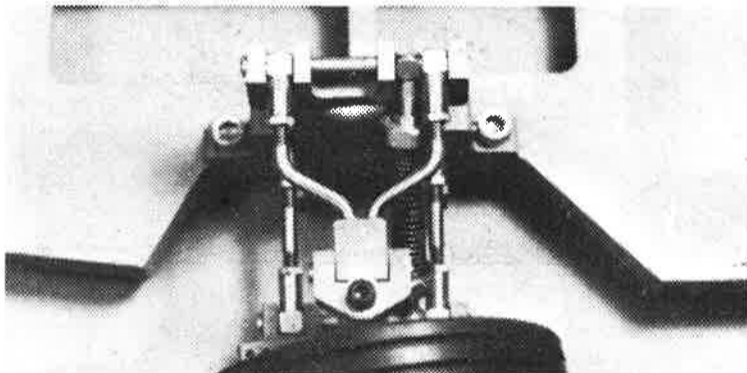
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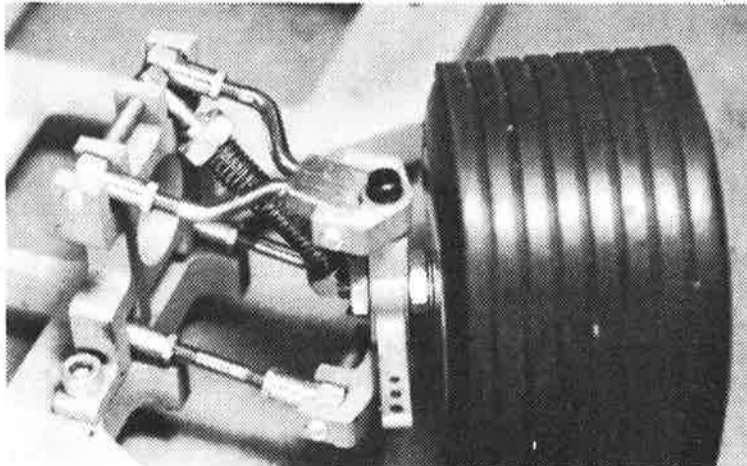
LOTS OF rubber-mounting is necessary to keep the fuel from foaming in the tanks. Wire running into the black hose is the aerial wire. The antenna is stuck down into the hose and makes contact with the aerial wire there.



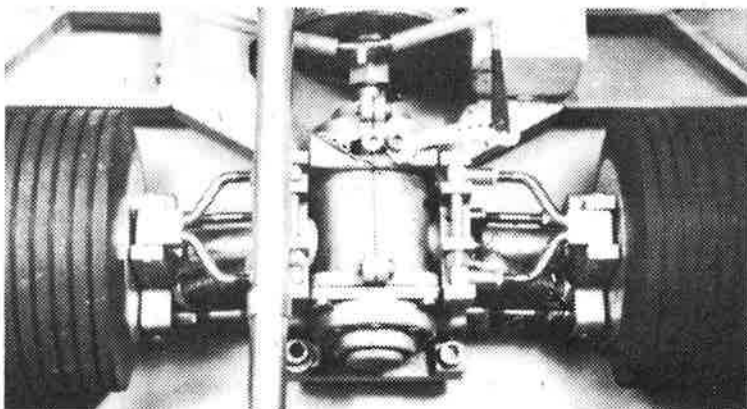
FRONT END. Note the servo rod leading to the control arm on the car's right front suspension. A rod connects the two control arms for each wheel.



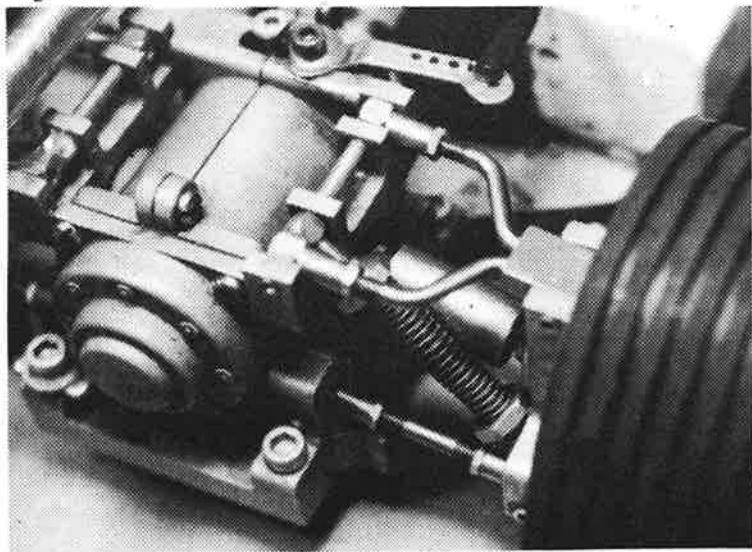
EVERY PART on the Dynamic car is superbly made and finished, as is the front suspension bits and pieces.



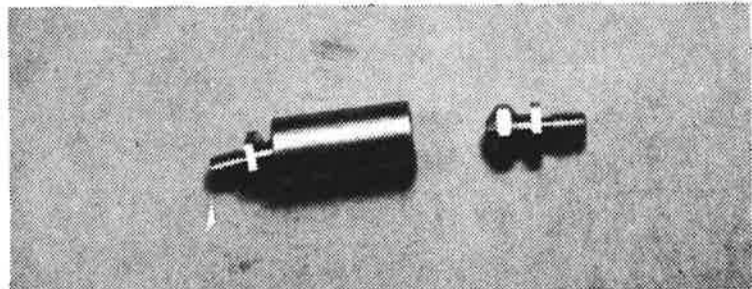
ANOTHER VIEW of the jewel-like front suspension. The spring also combines a friction shock absorber. The threaded tie bars allow you to adjust the tread width and camber angle. Tie bars are made of extremely fine steel, but the outer hub carrier was purposely designed to be the first thing to break in the event of a bad crash. This way, only one small part of the suspension would have to be replaced rather than the whole thing.



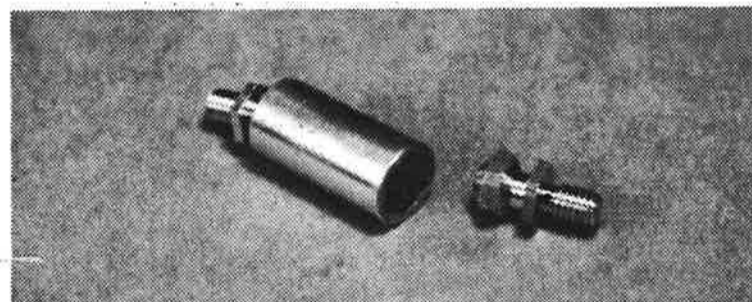
REAR SUSPENSION uses many parts that are used on the front. Notice torque converter control arm.



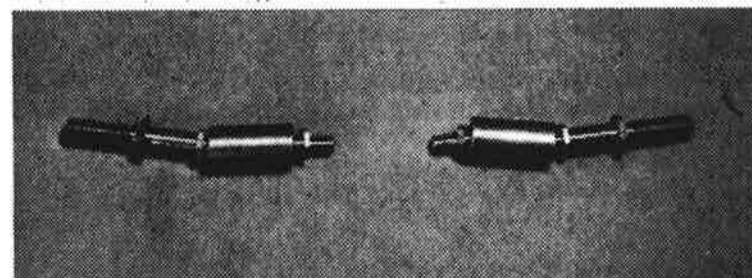
CLOSEUP shows the fantastic attention to detail that Dynamic's Hi Johnson employed as he designed the car. He even put in some phony little nuts on the end of the torque converter! Notice the U-joint/axle setup.



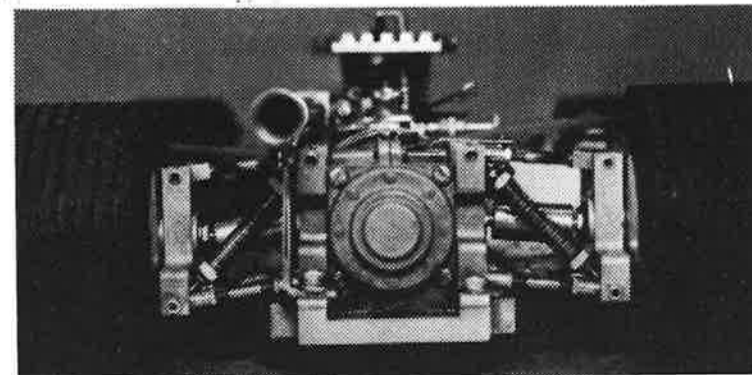
THREE PART axle/universal joints are incredible. One "axle dog" screws into the torque converter, the other into the true rear axle that in turns screws into the wheel. The dogs move around freely inside the big tube...



... BUT the hexagon shape keeps them from rotating. It makes for a beautifully strong and simple U-joint.



THE torque converter would fit between these two U-joints, and the wheels would screw on the axles.



FROM the rear, the chassis bears a fantastic resemblance to a contemporary full-size race car.



THE GLEAMING Dynamic wheels are twice the width of any other R/C wheel on the market today. They are perfectly scaled - 15" diameter and 18" width. They come in two softness compounds.

vary tremendously. The radio equipment is going to be the most costly - probably. If, however, the kit that "Heathkit" (a very respected name in R/C) plans to bring out turns out to be satisfactory, the radio cost won't be so bad. The Heathkit three-channel transmitter and receiver will reportedly sell in kit form for \$120. This is way below the costs of most outfits, which can run up to \$400 for some!

Assembling the kit will require careful, precise soldering, but that's all. The instructions on all Heathkit kits are aimed at people who know nothing about R/C, and as long as you get each solder joint surgically clean after you make it, and don't overheat what you soldered, you won't have any real trouble.

Servos are murder, however. The "Orbit" versions cost a staggering \$40 dollars each! We didn't check yet, but Heathkit probably makes servo kits. We'll try to find out all this stuff for you.

As far as car kits go, you'll probably be surprised at the prices. Ra/Car now has a kit for \$100 or less that we'll do a story on in the next issue. It's pretty well proven to be quite a car, and is pretty easy to assemble, as well.

The Dynamic prices we can tell you all about: The McLaren M8A kit sells for \$127.00 and includes the chassis, torque converter, wheels, tires, outriggers, shocks, body, and hardware. The Matra-Ford GP car kit includes the same stuff except for the outriggers and retails at \$119.95.

Their torque converter sells for \$24.95, the front suspension goes for \$18.95, and the rear suspension for \$15.95. Front wheels are \$9.95 a pair and rears are \$10.95 a pair. A pair of front tires are \$7.95 and a pair of rears are \$8.95. They last a long, long time, though.

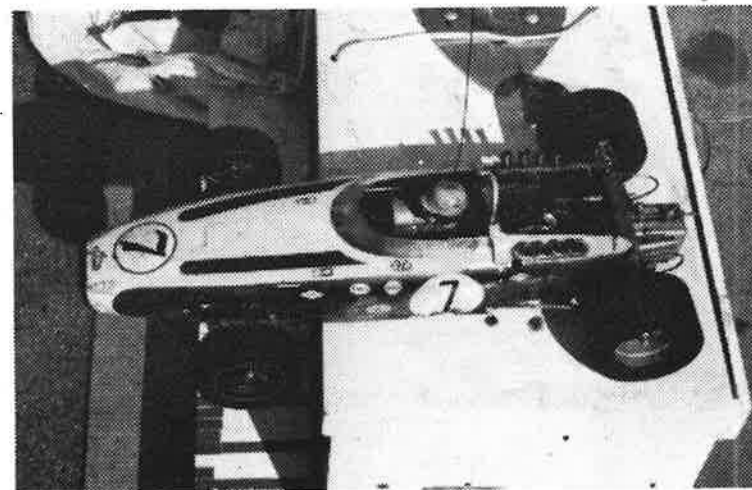
Bodies are \$5.95 and are nearly indestructible, and all the other parts and hardware can be bought separately, as well.

The engine and flywheel on the Ra/Car and Dynamic cars are not included in the kit, and you have to buy all the electronic gear separately, as well.

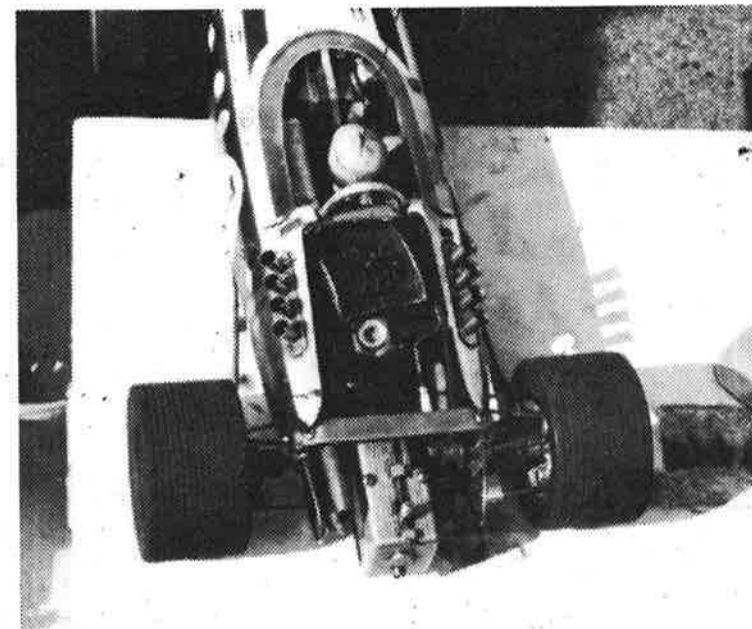
So what does it all cost? Well, if you were starting from scratch and were using the Dynamic McLaren, you'd pay \$127 to get going, then put out around \$30 at the most for the engine and fuel system. If you then got the Heathkit \$120 setup and built it yourself, you'd be at around \$270.

If you were really hurting for bread by then, you could use an upside down bicycle for a starter, turning the flywheel on the rotating bicycle wheel. An electric starter operating off a car battery is a much better setup, though. We'll do a story on building one cheaply.

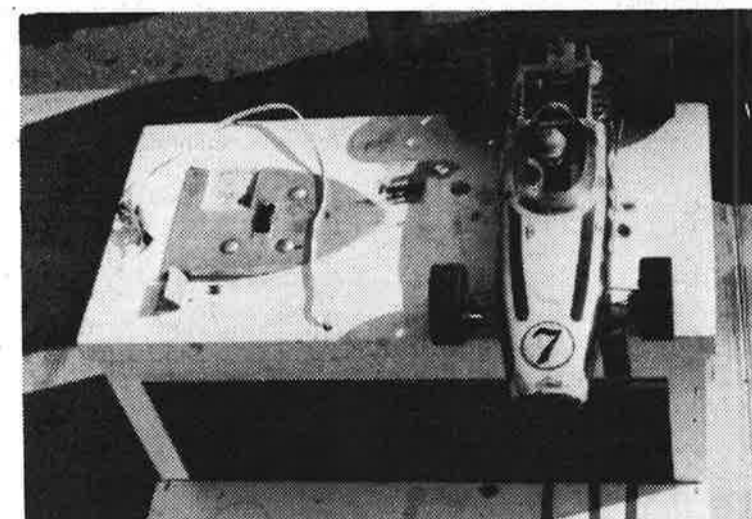
Then come those hideously expensive servos, at \$40 each, and you'll need three of them. \$120. Gulp...



NORB MEYER'S BRM GP car. Built around the Ra/Car kit chassis, it has all-independent suspension.



MEYER'S car has the Ra/Car 2-speed gearbox and experimental wide Ra/Car tires. We'll do a complete story on all of Ra/Car's stuff in the next issue.



MEYER built this neat electric starter setup for his cars. The car is placed lengthways on the box (not like it is sitting in this picture), the clip is attached to the engine's glow plug, the gearbox is put in neutral, and the black rubber wheel (connected to the motor in the box) turns the engine's flywheel over.

So, plan on around \$400 to get started in R/C. Yes, that's a lot of money. But there are compensations. The most important one is that the price of fuel is probably the most costly part of keeping one of these cars running. If you do it right the first time and use good equipment, you are simply not going to use up much equipment. Engine life is tremendous, tires don't wear much at all, electronic failures are rare, bodies last forever, chassis don't become obsolete, and so on.

Most R/C racers build a car or two and run them for something like a full year. The only way you can really cost yourself some money is to have some sort of terrible crash, and most courses are wisely set up on parking lots where there is nothing to

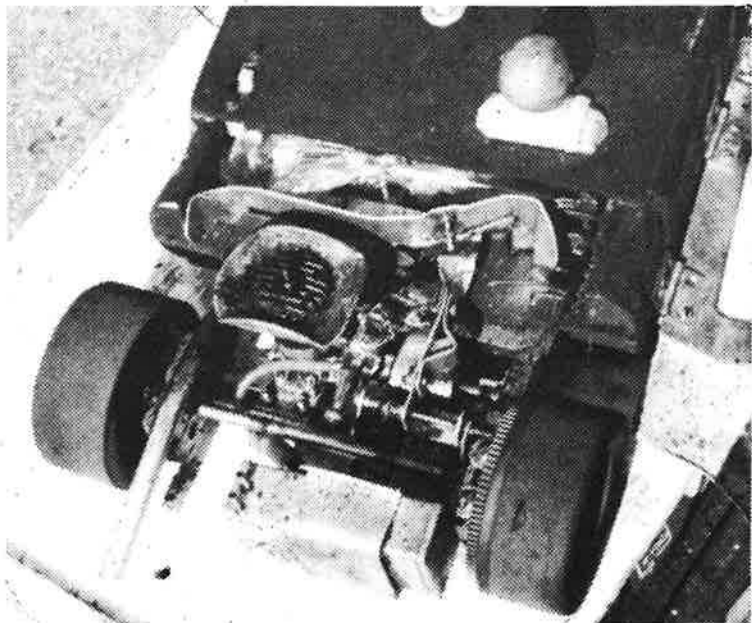
hit, except the other cars.

And even if you do decide to build a new car, the second one will cost you only a fraction of the first one because of all the parts you can salvage off it.

So, figure on \$250 for a car. That sounds fantastic until you consider that buying a first-rate Pro class slot car will cost you \$80 dollars minimum and as much as \$130 if you're really serious.

And, corners can be cut here and there. If you choose to build your own chassis with no suspension of any kind and sidewinder spur gear operation, you can cut seventy or eighty bucks off the cost of the thing.

Which brings up another point altogether. There is a wide difference of opinion as to what the best basic chassis



A SIDEWINDER by George Siposs. Centrifugal clutch, 6 to 1 spur gears, gas tank mounted behind the axle. No gearbox or suspension, and it's extremely rugged and reliable.

setup is. Many cars are set up with fully independent suspension, such as the Ra/Car and Dynamic kits, but apparently there are more solid-axle, no suspension cars running at this time.

The suspension cars all share a common problem: Getting the suspension to really function like that of a real race car and keep all four wheels perfectly flat on the ground at all times. Obviously if you could get the suspension to duplicate the action of a real McLaren M8B you'd have it licked, but it's not as easy as that, of course.

The solid cars have the tremendous advantage of absolute simplicity and very great strength, and are of course very simple for you to make yourself, or for a manufacturer to produce. If really done up right, they'll survive fantastic crashes, which is something the highly articulated full-suspension cars will never be able to do.

There are problems that R/C racing as it is now has that will have to be corrected before it will ever really become as popular as it could be. The expense is one hang-up, of course, but we'll get to that in a minute. A major problem is that of two or more drivers showing up at a race with identical frequencies on their transmitters.

All cars on the track at once, you see, must have their respective receivers and transmitters tuned to a slightly different radio frequency. If two cars are controlled by the same frequency, they'll both be commanded by both drivers, with the obvious resultant chaos.

Some way must be devised to get all competitors at an event on different frequencies. At the present races, if there are duplicated frequencies, they break the field up and run the races in a series of heats with very few cars on the track at one time.

Needless to say, this takes away a major portion of R/C racing's appeal. With R/C, you should be able to put all the entries onto the track at one time, up to a safe limit that would be governed by

the size of the track.

As it is now, most racing is done with just four or five cars out at one time, and sometimes even fewer than that. This is really pathetic considering that there are, theoretically, 15 channels available.

We're newcomers at R/C, you know, so we don't have an answer for you at this time. In the next issue, though, we'll probably have a few suggestions.

Now the cost. A valuable lesson could be learned by the R/C racers if they took a hard look at slot racing's Group 20. Ideally, it should be made as financially easy as possible for newcomers to get going in R/C. Perhaps the answer would be a cheap one-design class.

Requirements might be that the chassis would not have any suspension at all, would have to be driven by simple spur gears with a sidewinder engine and centrifugal clutch only. No gearbox would be allowed.

A price limit would be set on the engine of perhaps \$15, and only two channels would be allowed, so that only two servos would have to be bought.

If several manufacturers could get together and all make car kits for \$50, it would mean that the total cost of a car could be cut to \$150! \$50 for the kit, \$80 for the two servos, and \$20 for the engine and flywheel.

Another \$120 for the transmitter and receiver kit by Heathkit, and you could be racing for \$270. It could be

done.

R/C racing has to have a future. Its possibilities are absolutely unlimited. Any kind of racing that is done with full-size cars can be done with R/C cars. Take your pick — road racing with any type of car you like, oval racing with Indy cars or stockers, drag racing, endurance racing, even off-road racing.

All you need is a course some sort, usually an empty parking lot, and a few cars. It offers so much more than slot racing ever can that there's hardly any comparison. Building and maintaining R/C car is a tremendous test of your ability and intelligence, and driving one in a race is even tougher than driving an unlimited slot car on a bumpy track — although not as frustrating...

So, as you can see, we're absolutely sold on it. There are problems to be worked out, but R/C racing is going to get very big. The very fact that you are reading this paper means that you've got quite an interest in slot racing, which means that you are undoubtedly intrigued by the idea of R/C. If you want to go R/C racing, we'll try, in future issues, to make it as easy as possible for you.

MORE ON:

Houston

(Cont'd. from Page 1)

close behind. Five minutes later they had put four laps on Jim Brown and the Dallas crew, who now had seven heats to catch them.

Cherico launched in the second heat and spent twenty laps in the pits, putting Taylor and Drewes in the lead, both running Taylor chassis that really work on a Red track.

The next four heats were uneventful as Drewes took over and put five laps on Taylor with Evans, Kern, Brown, and Sullivan behind them. Dennison was in the pits by then, soldering everything up on his chassis after a bad crash.

In the seventh heat Brown's nose suddenly started bleeding like he'd been shot. No special reason for it, but there it was. However, Jim stuck it out for the rest of the race with his controller in one hand and a compress in the other.

Chicago R/C Calendar

We received this letter immediately after our last issue got out. It details a racing schedule for the Chicago area, and an R/C Championship for the midwest:

"R/C car racing is presently the most rapidly growing segment of the R/C hobby, and nowhere is it developing more rapidly than in the midwest.

"For 1970, it has been decided to expand the events in mid-America to determine a 1970 Midwest R/C car champion. The official designation is 'Series 70'. The schedule is as follows:

"(An asterisk — * — indicates a Series 70 event.)

DATE	PLACE	ORGANIZER
April 12	Chicago-South	Roy Moody
April 26	Chicago-North	Ken Ito
May 10	Chicago-South	Roy Moody
May 24	Chicago-North	Ken Ito
*June 21	Ft. Wayne, Indiana	David Palmeter 5728 Fontana Drive, Ft. Wayne, Ind. 46805
June 28	Chicago-South	Roy Moody
*July 12	Chicago-South	Roy Moody
July 26	Chicago-North	Ken Ito
*August 9	Indianapolis, Ind.	Dan Powers Box 297, Westfield, Ind. 46074
August 23	Chicago-South	Roy Moody
*Sept. 13	Chicago-North	Ken Ito
Sept. 27	Chicago-North	Ken Ito
*October 11	St. Louis, Missouri	Bill Campbell c/o Delta Systems, Box 754, Bridgeton, Missouri 63042
October 25	Chicago-South	Roy Moody
*November 8	Milwaukee, Wisconsin	Larry Hilmoe 9419 Caddy Lane, Caledonia, Wisc. 53108

"For further information in regard to any of the above listed meets, please call the following people:
Chicago-North — Ken Ito (312) 965-9447
Chicago-South — Roy Moody (312) 799-5597

The last heat started with Drewes at 325, Evans 316, Taylor 315, and Kern and Sullivan 313.

In the last heat Sullivan took fourth, coming within a half-lap of catching Taylor. Brown finished the race without bleeding to death, but the reason for it was unknown.

After the race it was decided to change all future race dates to Saturday to allow more younger drivers to attend. The only "No" vote was from race director Mike Moffette, who now won't have that extra day to sleep it off.

Lloyd Drewes and his wife can really be congratulated for their fine shop and for putting up with the racers on their 23rd anniversary.

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NEW ITEMS READY TO SHIP:
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Mura Group 15 Motor \$7.98
Mura 36D Alignment Tool 1.50
Kirby Trimmed Lexan Ti-22 1.59
Rehco Arms-24, 26-28, 27-28 11.95
RJR Aluminum B End bell 8.95

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DON'T MISS OUR UPCOMING RACES —

JULY 11 — Tri-State
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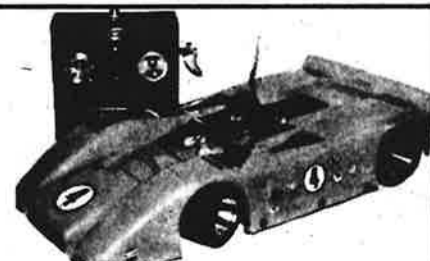
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Kessie Scores At L.A. Group 20 Race

ALHAMBRA, Calif., Mar. 14-

Ken Kessie, one of L.A.'s newest Pros, drove a superb race to win the 3rd Los Angeles "Car Model", for Group 20 cars. Ken watched other drivers, such as Tom Hansen, lead the race for a while and then make some mistake and lose ground.

Ken kept his cool and hardly ever was out of the slot. Rob Speight was second, Earl Campbell third, and fast qualifier Hansen was fourth after losing several wheels.

This race was significant in that enough Semi-Pros and Pros (running together in a combined program) showed up to race the 20's that an "A" Consy had to be run. Unfortunately, there were barely enough Amateurs to make a full main. Checkered Flag Alhambra hasn't yet developed many local racers, but they're working on it. And for some reason, the Southern California Amateur Group 20 racers seem reluctant to travel any distance for a race, and they're consequently missing out on a lot of fun.

Paul Gutsch, of Speed & Sport, found the race to be a pushover, and he won by a few miles.

The Semi-Pro and Pro main was incredibly tight for the first few heats, with the evenly-matched Group 20's really flying on Checkered Flag's tight little track.

Hansen's race was a case of pitstop - make up ground - pit stop - make up ground

Seattle

By Kenn Kawahara

PUYALLUP, Wash., Mar. 21

Tom Matz, the strangest slot racer in Seattle, won the second USRA race here, run at D & L Raceway. He was also fastest qualifier on the fixed American Red track at 5.25.

After Dick Phillips won the Group 12 race, Tom Rowe began the day's hero drive as he went all the way from the Amateur "C" consy to the Semi-Pro main. On his way, he won the Amateur main (Sherwin Eng second and Ted Wares third), and the Semi-Pro semi.

In the Semi-Pro main, however, it was John Larsen coming from behind to beat Mike Leslie. Rowe was third.

Only four Pros showed up, so Larsen and Leslie moved up to the Pro main. We only run six-man races, you see. In the first two heats of the main Matz, Gary Von Erichsen, Joe Kelley, Ron Hossack, and Larsen were all on the same lap. Matz then lead from heat three to heat five, when John Larsen took over.

Larsen might have won, but he tore up his body in the last heat and dropped seven laps. That gave Matz the win with Kelley second and Larsen holding third. Hossack, Von Erichsen, and Leslie trailed them in.

for the whole event. He had the car of the day again, like he had in January, but the wheels just refused to stay on it.

Final order was Kessie, Speight, Campbell, Hansen, Bernhard, Kondor, Morrissey, and Billy Steube.

The "Car Model" points are now ridiculously close, with Hansen at 16, Morrissey with 15, Speight 14, Kessie 14, Kondor 13. With nine more races to go, it's anybody's game.

MORE ON:

Gilbert

(Cont'd. from Page 2)

Steve Bogut! Tough for Steve, as he had really wanted to make the main.

As the main began, Rob Speight's ReeTeez motor kicked him off the line into a gigantic lead after the first lap. He stretched it out for a minute or so, then crashed and kept on falling off until Terry Schmid was two laps ahead after five minutes.

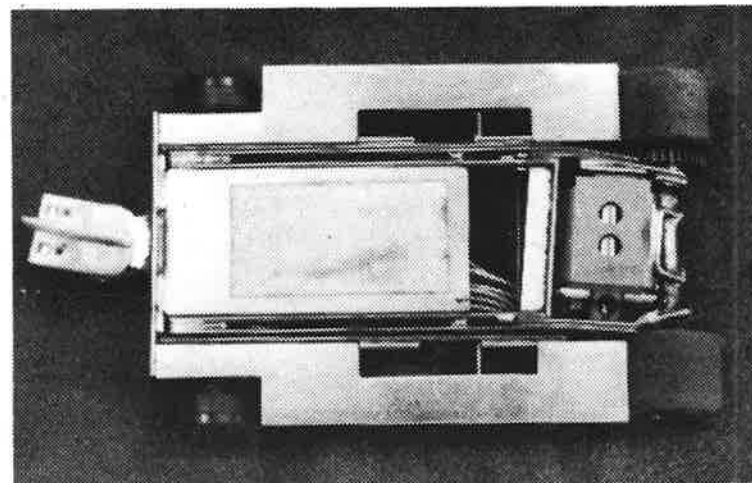
Gilbert drove cautiously throughout the race, but his car was so good that he had the lead by the fifth heat, anyway. At the end, he had a five-lap lead over Terry, who is once again driving as he did a couple of years ago. Bruce Erickson, on the other hand, is having his troubles late, and was happy to get third. Speight lost seven laps in the third heat due to an over-enthusiastic glue job, but was still fourth.

Stephan fifth, Steube limped in to sixth after many problems, Gunderson, after spinning a pinion, was seventh, and Bernie herded what was left of his car to last.

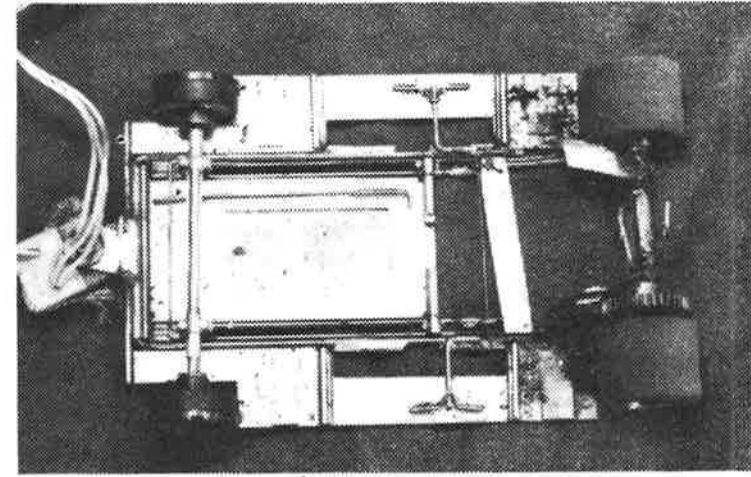
A great day for Gilbert, winning and putting five of his chassis in the main. Terry, Bruce, Stephan, and Bernie also had his, Speight had one of mine, Gunderson's great one was a Howard, and Steube had the only plate car in the main, made out of his pre-cut center section.

Lee now is leading the championship with 14 points to Speight's 13, Stephan's 12, and Terry's 10. Another super-tight points duel, just like the L.A. "Car Model".

Never has the competition been more wide open, and the last eight races have now been won by eight different drivers - Bogut, Schmid, Hansen, Stephan, Steube, Kondor, Kessie, and Gilbert. Who'll be number Nine...



LEE GILBERT'S winning car at the second L.A. USRA race. Once again, totally conventional in all respects except for the "independent" plumber. Motor is a Certus 24 in a Green Can.



TERRY SCHMID'S fastest qualifier is another Gilbert. The plumber crosspiece in the rear is just a piece of .015" wire.

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