

MODEL RACING JOURNAL

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SOUTHGATE, CALIF.

May 7, 1970

Hochdorf Sets New Record At Nutley

Brady Gets 4.32 Lap

By Tony P.

NUTLEY, N.J., April 19 — Eddie Hochdorf picked up another important win at Nutley Model Raceway, this time taking the second annual "Nutley Nationals". He turned 485 laps in the main to break his own record set several months ago, and again establish a new 40-minute world record for King tracks.

The Nationals are run every year in April, and are set up as a two-day affair, the Amateurs running on Saturday and the Semi-Pros and Pros on Sunday. As always at this shop, there was a big entry list, and the power was way up this time, as the incredible qualifying times (also record-breaking) testify.

On Saturday, Bob Szymczak ripped off a fine 4.75 on the King track to take top qualifying time, running a Roy Lobb motor and plate chassis. Mike Hasbrouck, Tony Calchera, and Walt LaBree also had sitouts.

The first part of the main belonged to LaBree, but as his motor slowed in the second heat, Szymczak went by. That was all there was to it as Bob went on to win with Walt second and Calchera coming from way back for third.

Sunday started with a shock as Roy Lobb shot to a 4.49 lap for top Semi-Pro qualifying time. He had one of his own motors in a Pete von Ahrens plate chassis, topped off with a Bloom-Waters Lola T-163.

Other S-P sitouts were Dan Pierce, Barney Bezme, and Phil Chin.

Joe Neumeister won the semi with Amateur winner Szymczak taking second, Tony Porcelli third, and Barry Dee fourth.

Pierce took over the lead in the main event in the second heat and stretched it to a 33-lap margin at the end. Phil Chin came in behind him with Porcelli third.

Szymczak had second all locked up when he lost his lead wire four or five times in the last heat, dropping him to

fourth. Barney Bezme's motor fell out a couple of times, but he was still fifth. Roy Lobb completely wrote off his car when it launched, Neumeister blew up, and Barry Dee had his chassis fall apart.

A half-hour break followed the main, and we were ready to start Pro qualifying.

If you've already heard of Jerry Brady's unholy qualifying time and didn't believe it, let me tell you that it really did happen and it was no fluke.

Up until Jerry's run everybody was having traction problems. As soon as he put his car on the track, though, we all knew what was coming. He had unreal traction and his Kean Kan was clearly the fastest thing down the chute.

On his first lap he cut a careful 4.50, then turned a 4.37 and pulled his controller off, figuring that that was good enough. But everybody

(Cont'd. on Page 8)

STEPHAN TAKES BERWYN AND NCC POINT LEAD

By Rick Gross

BERWYN, Pa., April 4 — Holiday Raceway, in Berwyn, Pennsylvania, was the East Coast host track for the Second N.C.C. Race on the Championship Trail. This took place on Ben Krum's newly braided and rewired custom built 200-foot track.

John Stephan put down the finest the East Coast, Midwest and West had to offer, winning the largest N.C.C. race to date. There were one hundred and four drivers to sign up and go through tech. More on Stephan's win later.

Most of the action began three weeks before the day of the race. With some of East Coast Pros coming in just as the track was finished to set up for the largest bash on the East Coast in years. First on hand was Black Bart himself, trying several cars. PVA was the

first to run the track with the new power and braid and found that the extra power made a big difference in the handling of his car. Brady, Emott and Company were also having their trouble trying to get a car together that would give the West Coast a run for their money.

John Gorski was the first one to turn some very fast times. Turning 6:18 the first week and as the week of the race came closer he was turning as low as 6:15. The old record was 6:65 held by Brady.

Then P.V.A got down in the low sixes. Brady finally got something going and started jetting with a quick 6:08. It started to look as if the East Coast was getting ready to show the West the short way around the track.

March 28th was race day for the Amateur drivers. The field for this race was small, with only thirty drivers on hand. I guess there are few real Amateurs on the East Coast. Where were they they for the biggest race ever?

Qualifications were smooth and went quickly. Gene Le Claire got the pole position with a 6:83, Bill Emott was second with a 6:84, Robert Margolin came in third with a 6:97 and Brian Savage fourth with a 7:07.

The race results were almost in the same order as the qualifying times. Gene Le Claire took the checkered flag by 15 laps running a Krum Kan single 25. Margolin was second with a Cobra 27-28. Third was yours truly with another Krum Kan single 24 and fourth went to Savage with a Kean 24.

The Amateur drivers split up over three hundred dollars in merchandise. Everyone that entered the program received something. The entire program was over at 6:30. This has to be the fastest race on record.

Back to the Pro event. On Tuesday of race week the West Coast drivers began to trickle in with Lee Gilbert the first to appear. Gilbert brought his West Coast cars with Green cans and Certus arms. A couple of the East Coast pros were on hand

when Lee arrived and watched as he picked his way around the track trying to get an idea of what kind of trashing he would have to do to get something running. As it turned out, Gilbert would be flying for the warmup race with a chassis most people said wouldn't work on the Holiday Track.

The Wednesday before race day we held a warm up race. We held it like the actual race with a 4-lane-change Semi and an 8-lane Main event. Mike Steube was on hand but decided to corner instead of race. He brought only one car and wasn't happy with the way it worked. Mike Kondor had to be the surprise of the year, coming away with the race displacing some fine driving skill. He looked like a shoe-in for the main with his new Thorp arms and Morrissey chassis that handled as if they were glued to the slot. Paul Korff was close behind him in second and Helen Krum came in third.

On race day, qualifications didn't get under way until 1:00 because of the long line of drivers in tech. In the two weeks of racing a hundred and thirty-four drivers were signed up and raced. This makes the largest field of drivers to enter a race on the East Coast in years. If entries for the N.C.C. races continue to increase it was suggested to run the Semi-Pros on Saturday and the Pros on Sunday. We hope the entries reach the two hundred mark.

A vote of thanks has to go to Mike Morrissey and the other officials that put their neck out to promote the finest race series to ever be held in the country. Come on Amateur drivers, these races are for you too. The name of the game is racing.

Everyone and anyone was on hand to meet and talk with people they would never get another chance to see. Many drivers drove hundreds of miles just to watch the Pros but did not enter. John Thorp flew in to meet Ben Krum and to make sure Kondor really ran a Thorp

(Cont. on Page 3)

Dry Spell Ends For Erickson

By Earl Campbell

LYNWOOD, Calif., April 25 — Speed & Sport's Riverside track was the site of the fourth Los Angeles "Car Model," this time for Open class sports cars.

Entries were down for the Amateur race on the 18th as only 27 drivers signed in. Young Rick Shig, who seems to be smoothing out his driving lately, set a new Amateur track record at 4.71 with Paul Gutsch, Monty Ohren, and Bob Moore getting sitouts, also.

In the Consies, Bob Nord, who won his first Amateur race two months ago, won the "C," "B," and "A" races, but after several crashes he was eliminated in the semi.

Larry Halter won that semi, missing most of the really bad destruction, with House of Hobbies' Mike Gunkee getting second. Jim Booker and Don Meinberg also made the main.

After three heats of threading through wrecks, Don Meinberg had opened up a seven-lap lead with his Ree-

Tez-powered Gilbert car. But Rick Shig's Zimmerman-Gilbert rig passed Don while he fought with the tough outer lanes, and had the lead by the fifth heat.

Rick went on to stretch it to a full twenty-lap margin at the end, scoring his first win ever. Meinberg held on to second, and Moore and Booker got third and fourth. Halter, Gutsch, Ohren, and Gunkee all had their share of trouble and finished in that order.

A week later, the Semi-Pro and Pro drivers straggled in. There were a lot of body changes in this race, as Lancer was offering a \$25 bonus to the winner if he was running a Lancer body. Needless to say, a lot of drivers were trying them rather than the usual Champion or Kirby, with their new Lola T-163 evidently the perfect body for the track as they finished 1, 2, 4, 5, 6.

Interesting news: John Cukras came down for the race and picked up Bruce

(Cont'd. on Page 2)

RACE RESULTS

Pennsylvania Grand Prix
Holiday Raceway - Berwyn, Pa.
NCC National Points Race - April 4

Pro Main

Driver & Team	Laps
1. John Stephan (Speed & Sport)	340
2. Eddie Sohl (Sohl Eng.)	337
3. Mike Kondor (Thorp)	336
4. Russ Boyington (C&C)	332
5. Earl Campbell (Speed & Sport)	331
6. Lee Gilbert (Certus)	328
7. Mike Steube (Checkpoint)	316
8. Jerry Brady (BEE)	226

Fast Qual.: Gilbert - 6.31 (New Track Record)
29 Pro Entries

Semi-Pro Main

1. Bob Cotton	331
2. Phil Bunce	327
3. Gene LeClaire	321
4. John Humm	317
5. Bruce Paschal	301
6. Steve Lash	297
7. Tom Sansone	285
8. Barney Bezme	DNF

Fast Qual.: Paschal - 6.54
75 Semi-Pro Entries

NCC U.S. National Driver's Points
After Two Races

1. John Stephan	18
2. Mike Steube	12
Mike Kondor	12
4. Eddie Sohl	8
Earl Campbell	8
6. Jerry Brady	7
7. Russ Boyington	5
8. Lee Gilbert	4
9. Bernie Ertrachter	3
10. Terry Schmid	2
11. Billy Steube	1

2nd Annual Nutley Nationals
Nutley Raceway, Nutley New Jersey
Blue King Track - April 18-19

Pro Main

Driver & Team	Laps
1. Eddie Hochdorf (Nutley)	485
Ed Sohl (Sohl Eng.)	482
3. Bob Emmott (Kean)	479
4. Russ Boyington (C&C)	471
5. Pete von Ahrens (Mura)	464
6. Phil Rubin (Kean)	463
7. John Gorski (Ind.)	432
8. Jerry Brady (BEE)	DNF

Fast Qual.: Brady - 4.32 (New Track Record)

Semi-Pro Main

Driver & Team	Laps
1. Dan Pierce (Ind.)	469
2. Phil Chin (BEE)	431
3. Tony Porcelli (Ind.)	427
4. Bob Szymczak (Nutley)	424
5. Barney Bezme (Ind.)	351
6. Roy Lobb (Lobb)	327
7. Joe Neumeister (Noose)	DNF
8. Barry Dee (Ind.)	DNF

Fast Qual.: Lobb - 4.49

Amateur Main

1. Bob Szymczak	228
2. Walt LaBree	219
3. Tony Calchera	202
4. Eugene Fedors	???
5. Eric Mahn	???
6. Mike Hasbrouch	???
7. Ed Bernadella	???
8. Wayne Bosinski	???

CALENDAR

Want free publicity for a race? Send all the information on it to Model Racing Journal, Box 2221, South Gate, Calif. 90280.

MAY 23 - Indy 500, Raceway "65", 6555 N. Teutonia Ave., Milwaukee, Wis. (414) 352-9819. 500 laps on American 100 track, Semi-Pro and Amateur drivers, NCC rules, Group 12 & 15 Formula cars and Formula III cars.

MAY 23 - Third L.A. USRA Race, Rosecrans Raceway, 347 W. Rosecrans, Compton, Calif. (213) 631-7200. Amateurs, Semi-Pros, and Pros all on one day. NCC Rules, Sports cars.

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 Highlands Village, Dallas, Tex. (214) 328-0232. Signups close 11:45. Sports Cars NCC Rules.

JUNE 13 - New Jersey Arco, Grand Prix Raceway, 1119 No. Broad St., Woodbury, N.J. (609) TI-58569. Engleman 150, NCC Rules, Amateurs, Pros, and Semi-Pros. Signups close at 3:00.

JUNE 13 - Fourth Texas Championship Race, Northlake Speedway, 210 Lake Highlands Village, Dallas, Texas. (214) 328-0232.

JUNE 27 - Champion Mini-Arco, Pismo Raceway, 175 Pomeroy Ave., Pismo Beach, Calif. 773-2515. Amateurs only, Group 20 cars, signups close at 11:00.

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:

Erickson

(Cont'd. from Page 1)

Erickson for Team Mura. This is really going to help Bruce and Mura, as he'll now be going to the rest of the NCC races.

When qualifying started, a few of the Pros had trouble. Mike Kondor really overglued himself and came up with slow time of the day. The Steube brothers had launching problems, but Mike still turned a fast 4.54. Ken Kessie was the last one to qualify and he surprised everyone with fast time of 4.45. Lee Gilbert was second-quickest at 4.51, I had 4.51, and Tom Hansen cut Steube out of the main with a 4.53.

In the Semi-Pro race Dave Kellen had the pole at 4.57, with Gil Gunderson, Bob Bernhard, and Gene Hustings also getting the sitouts.

The Semi-Pro "A" consy had five Amateurs in it out of their main, and, sure enough, Shig and Booker took the first two spots to the Semi. Shig won the Semi over Bob Green, Matt Azzara, and Herb Wade, who had to have had the worst

turn marshal break of the day when his car got tangled in a marshal's jacket, costing him third.

Speed & Sport's Azzara lead the main from start to finish. Behind him, though, a great fight for second went on with Shig, Gunderson, Bernhard, Husting, and Green all holding it at one time or another. In the seventh heat Shig took it for good as Husting passed Green for third.

At the end it was Azzara's Howard chassis and Steube motor (with a Green can) winning, Shig's Zimmerman-Gilbert second, and Husting's Gilbert-Steube in third.

Green, Bernhard, Gunderson, Wade, and Kellen finished in that order.

With a full Pro Semi, there were no moveups from the Semi-Pro class. Kondor jumped into the lead at the beginning and held it for fifteen minutes. Erickson and Speight passed him in the last heat, and John Cukras cut the NCC point leader John Stephan for the last moveup to the main. Stephan is still without any "Car Model" points. Billy Steube was sixth, Howard seventh, and Mike Steube's car was

destroyed on a wall.

A rundown of the equipment and drivers in the

main:

- Kessie - Team ReeTeez, Hansen chassis, Champion M8A, ReeTeez 24-Green.

- Gilbert - Team Certus, Gilbert chassis, Lancer Lola T-163, Certus 24-Green.

- Campbell - Team Speed & Sport, Gilbert Chassis, Lancer Lola T-163, Zimmerman 24-Green.

- Hansen - Independent, Hansen chassis, Kirby M8A, Dale 24-Green.

- Erickson - Team Mura, Gilbert chassis, Lancer Lola T-163, Mura 24-Green.

- Speight - Team TeeTeez, Morrissey chassis, Lancer Autocost Ti-22, ReeTeez 24-Green.

- Kondor - Team Thorp, Morrissey chassis, Kirby M8A, Thorp 26-27-Green.

- John Cukras - Team Mura, Gilbert chassis, Lancer Lola T-163, Mura 24-B can.

When the main started Cukras and I went into the lead while everybody else crashed. Tom Hansen went

into another lane and broke his 3/32" drill blank.

In the second heat Mike Kondor took over the lead and Erickson moved into the same lap as John and I. Kessie launched and destroyed his car. In the sixth heat Bruce passed Kondor, and I passed him in the last heat for second.

Gilbert was fourth, Cukras fifth, Speight was walled but kept it going for sixth, and Kessie and Hansen didn't finish.

Donations came from Thorp, Bill Steube, E.T. Products, and of course Lancer, and Speed & Sport came up with concours trophies. We really appreciate this stuff, and hope it keeps up.

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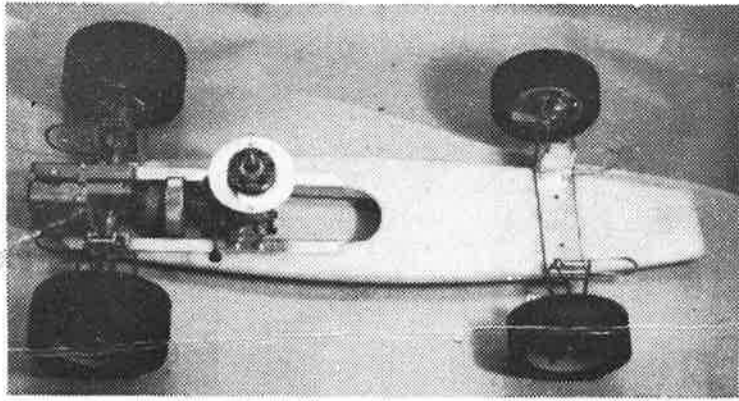
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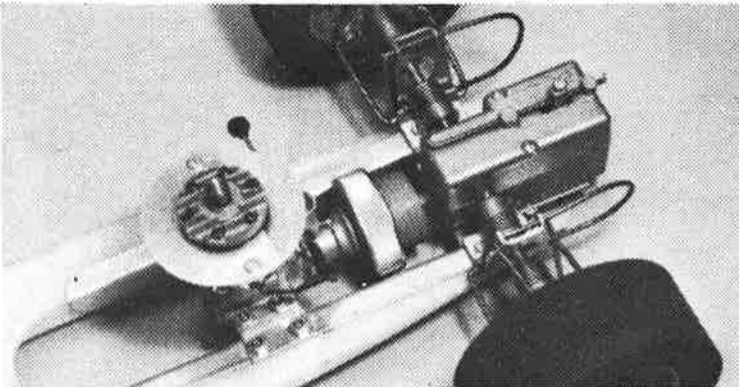
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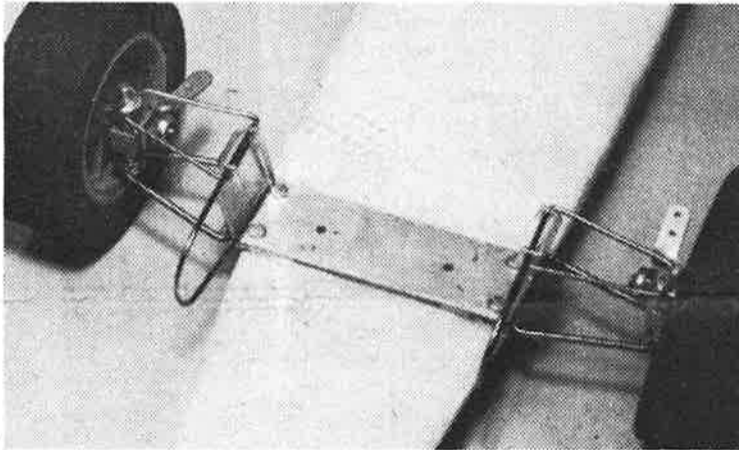
Ra/Car's Two Proven Kit Cars ■■■■■■■■■■



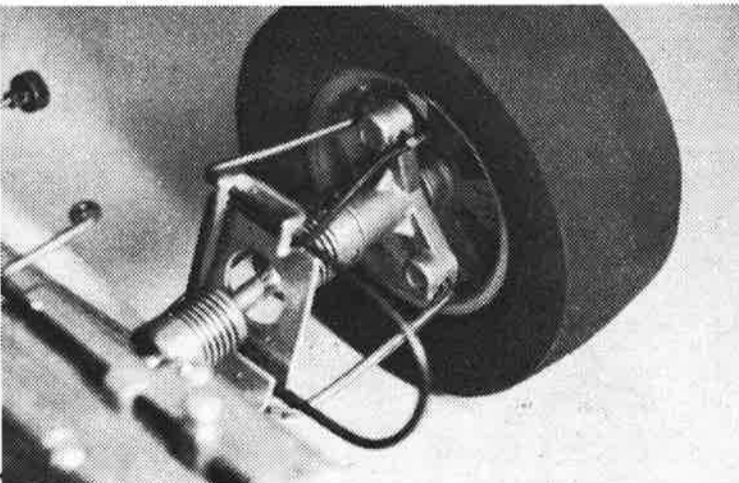
RA/CAR's "Sonic" kit, fully assembled.



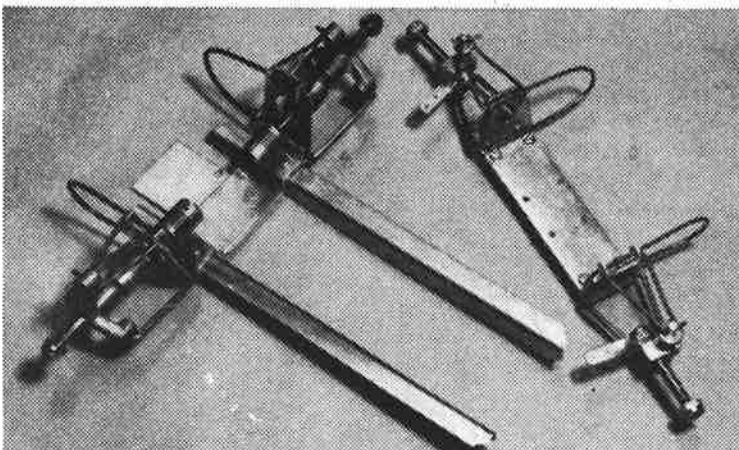
ENGINE is a McCoy .19 R/C bolted to the foam and fiberglass frame. Clutch & flywheel assembly leads to the 2-speed gearbox. Proper use of the box can give you a big acceleration advantage.



SIMPLE, but effective front suspension. The loops leading forward act as torsion bars.



REAR HUB CARRIERS are a nice bit of casting. Unique helical coil universal joints have proven to be reliable and effective.



COMPLETE front and rear suspensions can be purchased separately.

This issue's Radio Control story features the equipment made by the current leader in R/C car manufacturing, Ra/Car Developments (338 W. Lincoln, Anaheim, Calif. 92805).

Ra/Car has been putting out R/C stuff for almost three years, and a look at all they have available really makes the lack of publicity R/C has been getting seem all the stranger.

To begin with they offer two basis kits. The newest one is a simple, super-rugged beast that they've given the rather corny name of "Winah." Retailing for \$99.50, it is built up from a Masonite board frame, has a centrifugal clutch, sidewinder motor position, and even includes a McCoy .19 engine.

It has no working suspension, but a lot of R/C racers swear that locked-up cars are the way to go, so don't let that throw you. It takes no time at all to put together, and you end up with a car that will take just about all the abuse you can give it, short of running it full-bore into a telephone pole.

Since there's no transmission, only a two-channel radio setup is needed, one for throttle and one for steering. This chops the cost way down, as does the need for only two servos.

The car comes with a rather funky-looking little wedge "Indy" body, but just about any other can be adapted to fit. You also get all the fittings necessary, as well as decals, gas tank, driver figure, etc.

You get that for \$99.50, but here's a really interesting bit of information. Last time we told you it would cost you \$400 to get into R/C, right? Good news, gang: For \$239 Ra/Car will sell you a Winah kit and a complete "O.S." brand radio set. That O.S. set includes transmitter, receiver, two servos, battery, and charger, and sells separately for just \$139. That's dirt cheap, especially considering that three Orbit servos will run you about \$120.

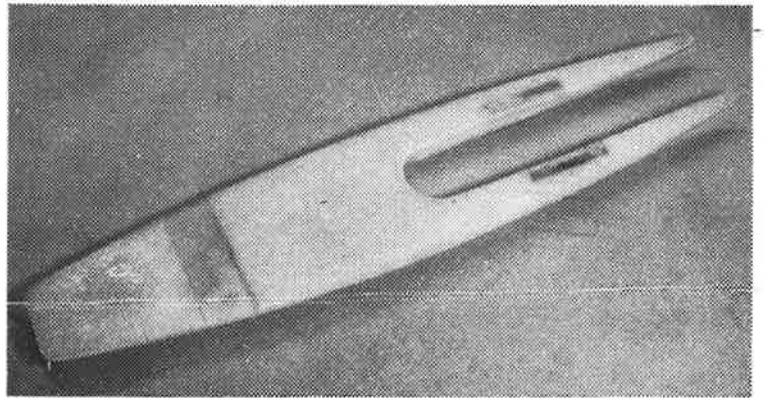
What it means, then, is that for a total of perhaps \$250 you've got the complete setup. Things are looking up.

Ra/Car's other setup is the "Sonic," a pretty darned exotic GP car kit.

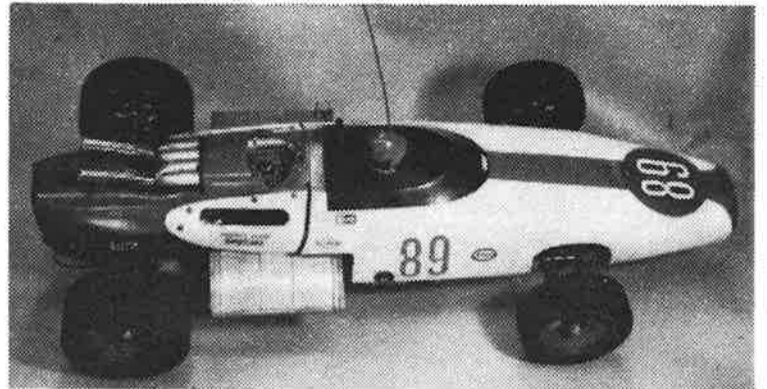
For \$165 you get a car built up from a plastic foam and fiberglass chassis that has full working suspension and a two-speed gearbox. You get cast aluminum wheels, a McCoy engine, a centrifugal clutch, an Indy body, and things like pushrods, decals, servo mounting tape, gas tank, driver, etc.

Also available for \$7.00 extra are some really nice-looking cast magnesium wheels.

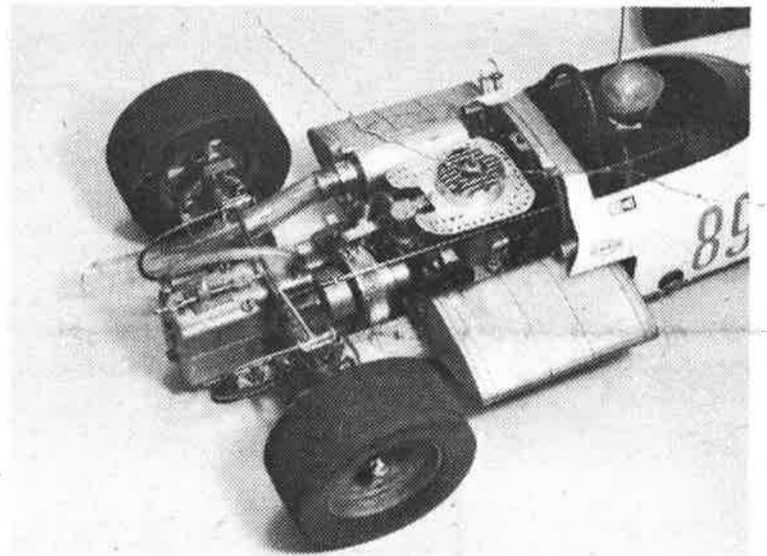
Highlight of the Sonic is the gearbox. It has two speeds forward plus neutral. You can get either a 5:1 or 4:1 second gear, and a 10:1



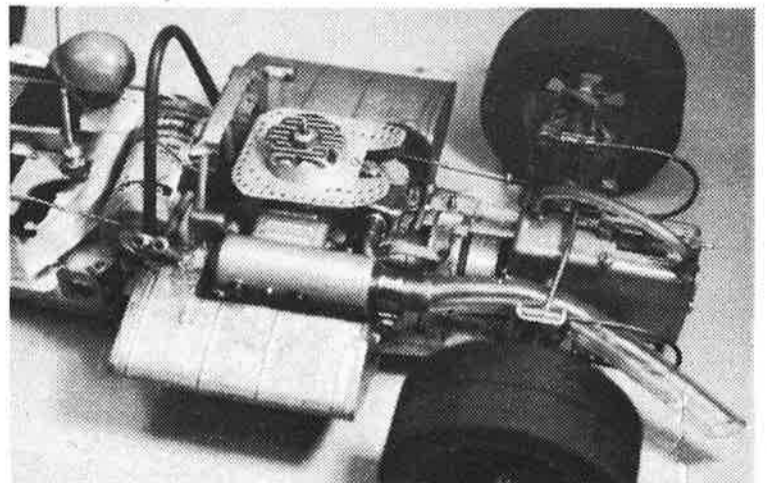
THE SONIC fiberglass-covered polyurethane foam frame sells separately for seven dollars.



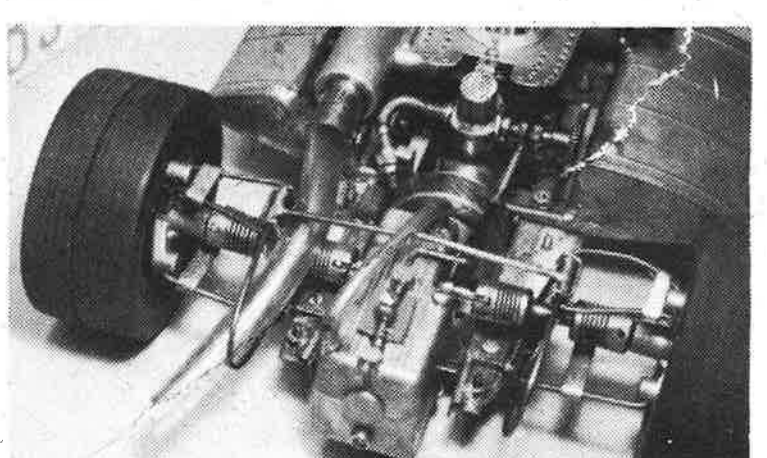
A TYPICAL complete car built from the Sonic kit.



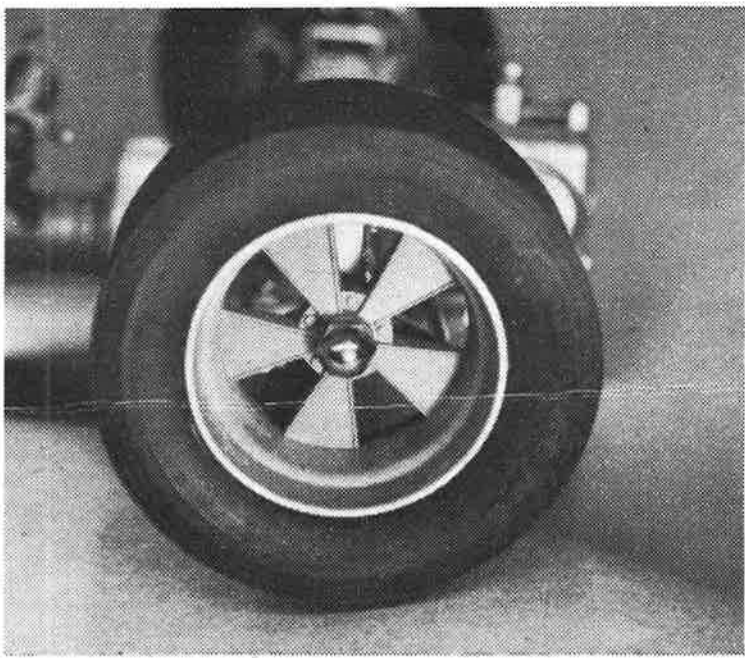
A MAZE of plumbing and pipes, it's a rather tight fit. Too tight for the tanks, in this case.



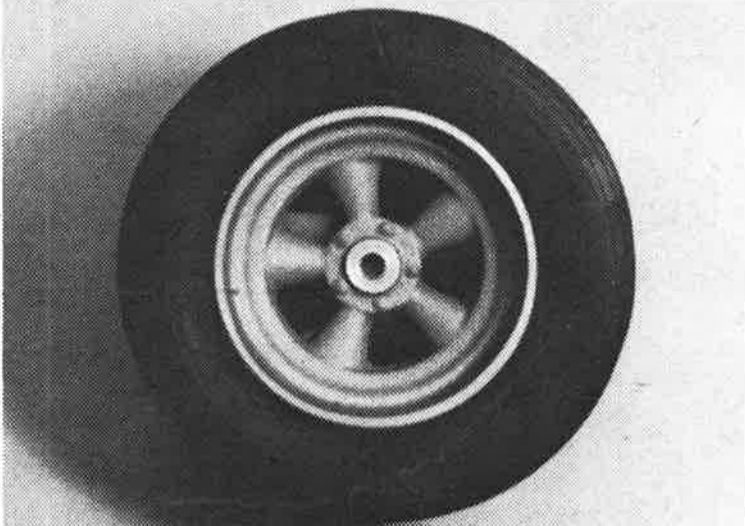
WE DON'T know who makes this exhaust manifold, but we'll find out.



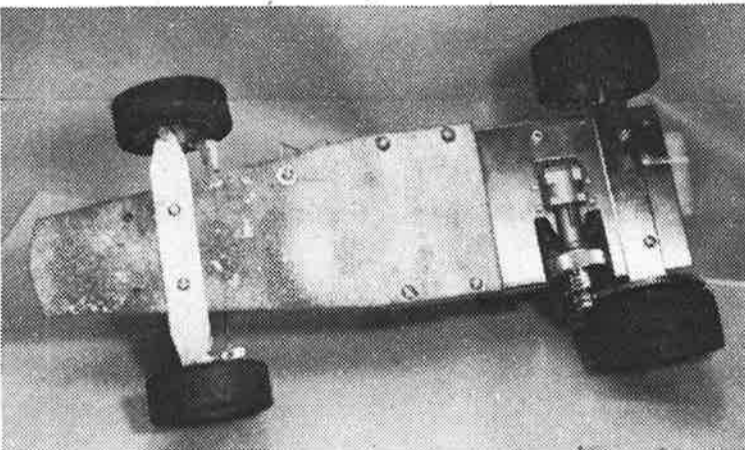
HIGHLY REALISTIC appearance from the rear.



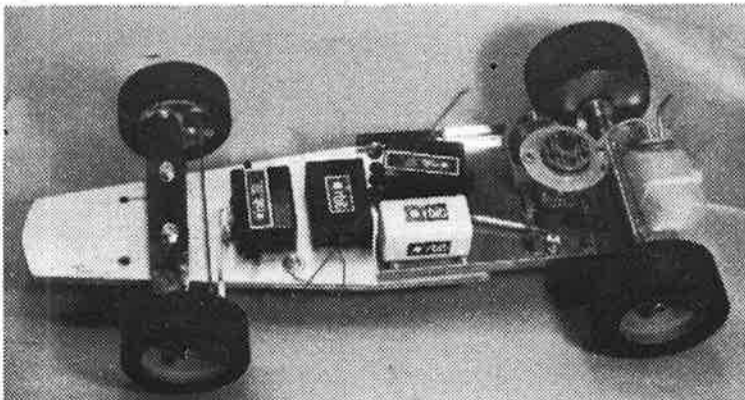
RA/CAR'S very nice cast aluminum wheels ...



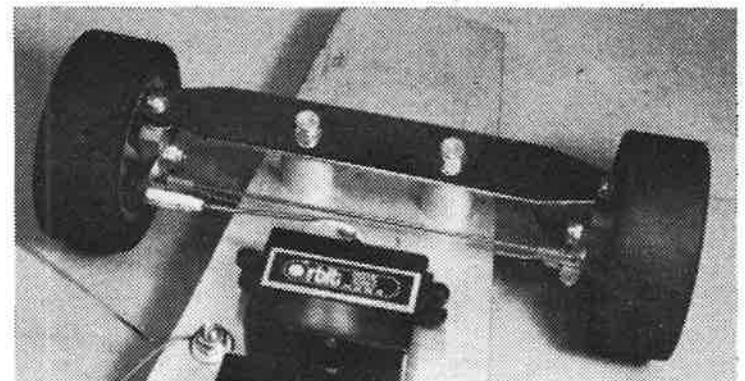
AND their even nicer cast magnesium wheels.



BOTTOM VIEW of the Winnah chassis. Front piece is Masonite, rear is steel plate.



A WINNAH ready to go is a very uncluttered affair. Front box is the steering servo, then the receiver. White box is the battery pack, other black box is the throttle servo.



FRONT END IS super-strong and easy to put together.

or 7:1 first gear. Fully assembled, it costs \$29.95.

Other part costs:

Torsion bar front suspension, assembled - \$19.95. Torsion bar rear suspension - \$16.95. Three dollars less for kits.

The fiberglass and foam chassis is \$6.95. Complete clutch and flywheel goes for \$17.95. Front tires are \$5.95 a pair, as are the rears, and the wheels go for \$4.95 a pair.

Their bodies are a bit expensive, running up to \$9.98 for either the Lola coupe, Mustang, or a sports car body with a non-prototype shape.

They also handle several complete radio sets, ranging from \$139 for the O.S. two-channel thing to \$300 for a deluxe Orbit three-channel set.

All the parts and components are available separately, which means that someone wishing to scratchbuild his own car can get whatever he can't make himself from Ra/Car, such as the clutch or tires.

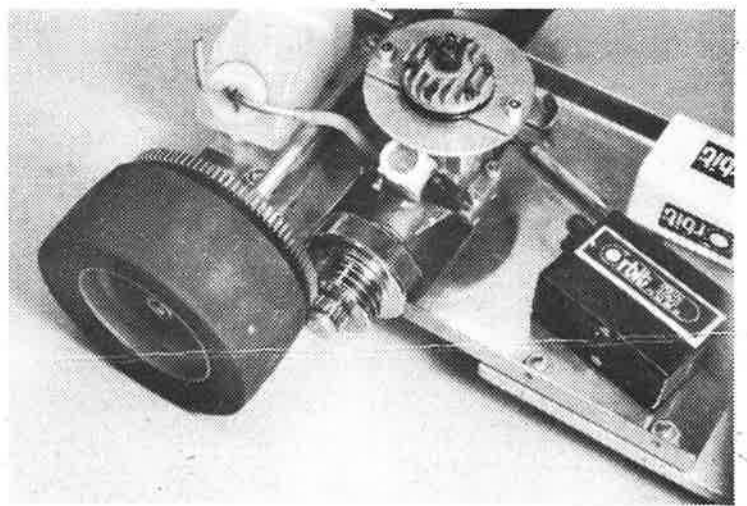
So Ra/Car offers you two alternative ways to go: If you've got a lot of bread and like the idea of a car with full suspension, the Sonic kit has proven itself to be about the last word in performance right at the moment. Once you get the hang of shifting properly between 1st and 2nd, you can eat the high-gear-only cars up on acceleration. It's a very complex car once it's completely ready to go, and you've got to be pretty darned co-ordinated to keep the throttle, steering, and shifting operations in proper synchronization, but potentially it's the quickest thing around.

The Winnah (Hate that name!) is completely different in both design and execution. It has no suspension or gearbox, but there are a number of things it has going for it. It's seventy dollars cheaper to begin with, and since it needs only a two-channel radio and just two servos, you can save a bunch there, too.

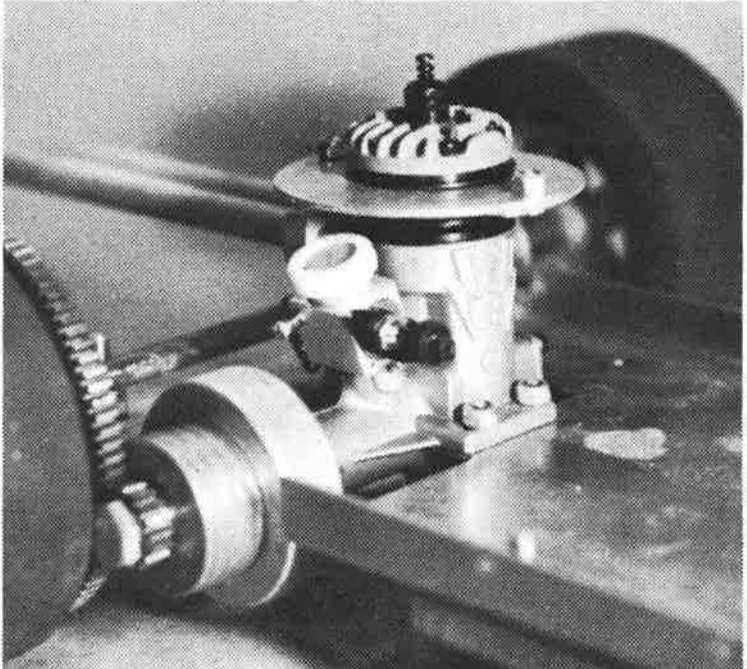
You can see how strong it would be just by looking at the pictures, and it really handles pretty darned well. Opinion is still very much divided as to whether suspension is needed on these cars, so the solid ones are not at a disadvantage at all, really. This is easy to understand when you remember that the races are held on very smooth parking lots, as a rule.

And there's another thing to remember - the simple, straight-forward sidewinders, with so many fewer parts, can be a lot lighter than the more complex cars. We haven't had a chance to weigh them yet, but just looking at the Winnah, it's obvious that it's going to make up a lot of that high-gear-only disadvantage just on weight. From what we've seen of R/C racing, this seems to be what happens on the track, as well.

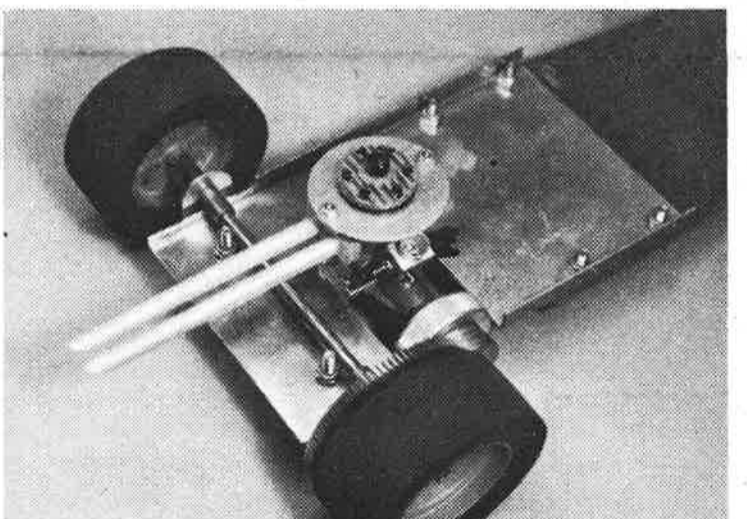
So, we've found that getting into R/C can be a lot



CENTRIFUGAL CLUTCH set up for sidewinder operation. Note air filter on intake and heat sink.



THE McCOY .19 is very reliable and puts out pretty decent power.



NEAT EXHAUST pipes are now available from "Model Research", at 1210 N. Batavia (Unit G), in Orange, Calif. They bolt straight on to a McCoy engine, and others are available.

cheaper than we thought.

In fact, the more we look into it, the cheaper and easier it gets. Next time we'll try to have Heathkit's new car to show you. It is reportedly the most inexpensive setup yet, the basic kit costing something like \$50. This could mean that about \$200 could get you into R/C. And that's getting down close to slot racing expense, gang. We'll see what happens.

Chicago

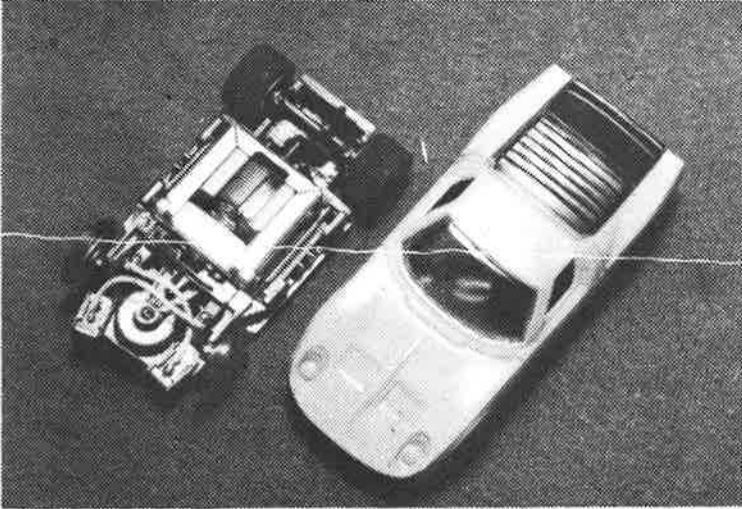
More news from the Chicago area, which must be the R/C racing center of the earth, right now.

It's mostly in the form of addresses. First, an organization is being formed to get the racers together and enable them to keep in touch, as well as organizing races. For information, write Gene Filius at 975 Webster Lane, Des Plaines, Ill., or call him at 296-2119. This will be for the Midwest area only.

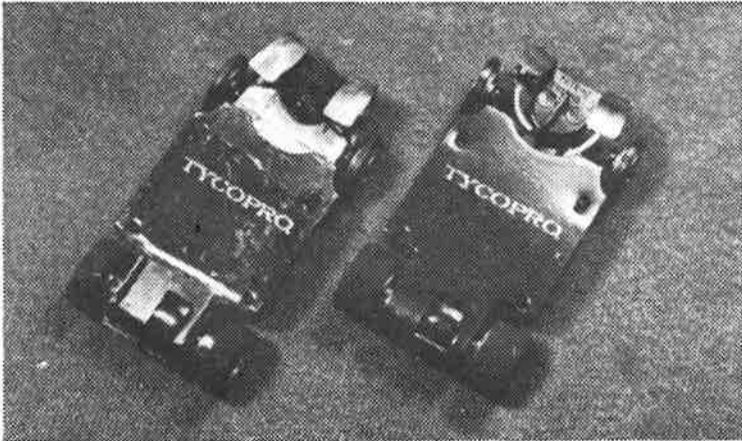
If you care to go see an R/C event in Chicago, the tentative locations for the twice-monthly events are: Chicago North - George T. Smith Co., 6250 W. Howard St., in Niles. For the Southside its Rich Township High School, 203rd St. and Crawford, in Rossmore. See the last issue for dates.

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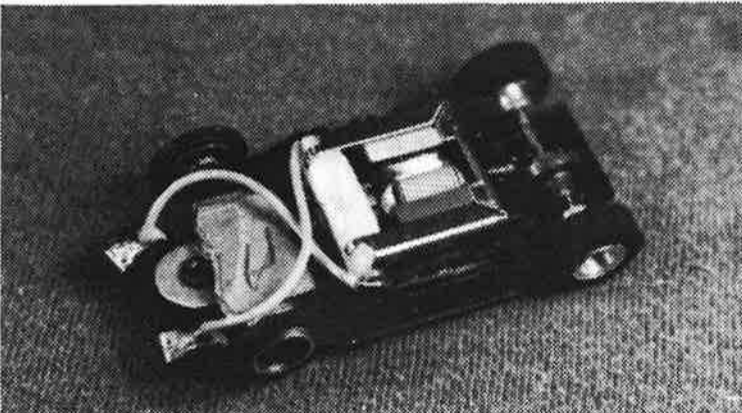
-HO NOTES-



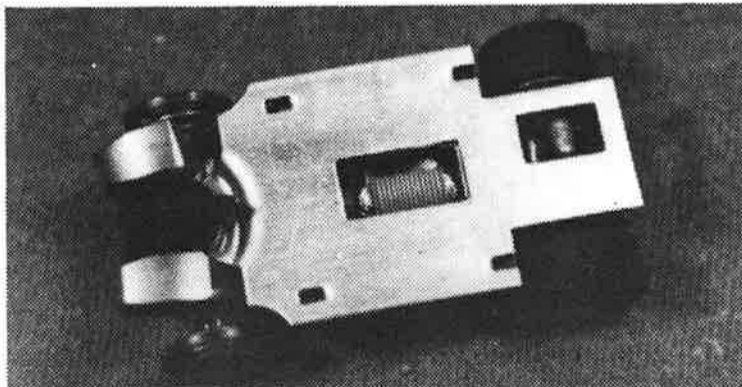
TYCO'S NEW car looks great and has the most powerful HO motor ever made, but the handling has proved to be very disappointing.



STANDARD TYCOPRO modification has been to replace the flopping guide mount with a brass plate mount. Also, the Tycos tend to bottom out in the rear, and some people remove the rear part of the plate.



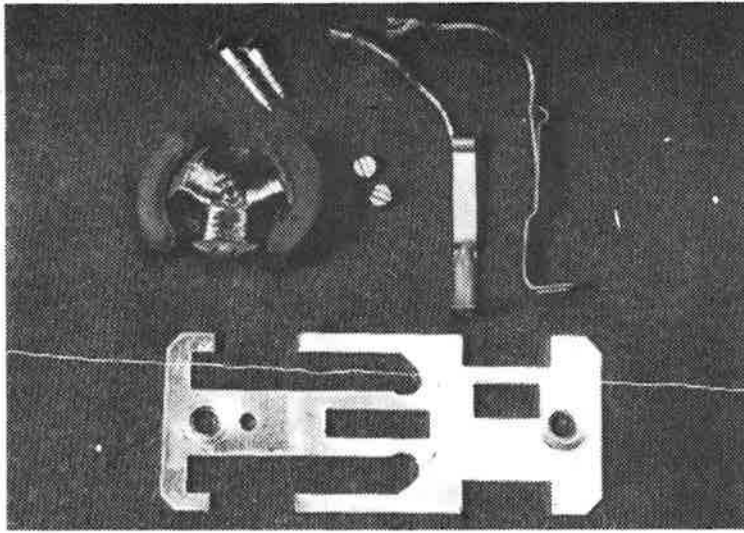
ADDING lead is necessary to control the car's power. Sling it wherever you can.



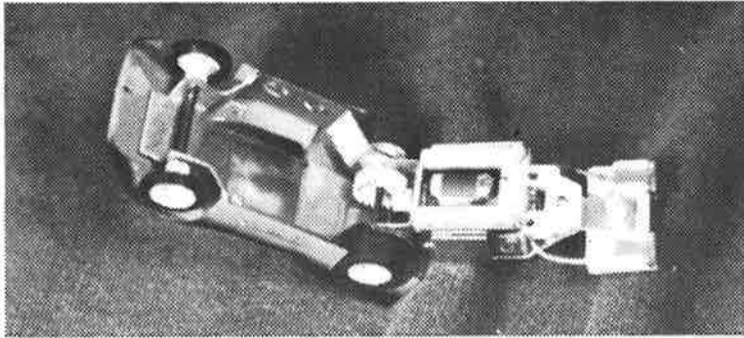
BEST THING to do to a Tyco is to pop off the stock plate and replace it with Mura's great new brass one. It is a little thinner than the stock plate, so you get the necessary clearance, and has the guide mount included into its configuration. The improvement in handling is tremendous.



THE STOCK Tyco tires bounce, chatter, and don't bite too well. Replace them with A.J.'s new sponge tires, O-ring fronts, and axles.



MURA HAS just released a kit for Aurora cars. It includes a chassis plate, a rewind armature, a set of shunted contact pickups, a set of motor brushes, and two mounting screws.



MOST PROMISING new car on the market is the great little Cobramite, made by Cobra Slot Racing Products. Yes, we know a car that has a built-in wheelie action shouldn't work at all, but this one does. It handles extremely well, and its motor can be replaced with a Tyco.

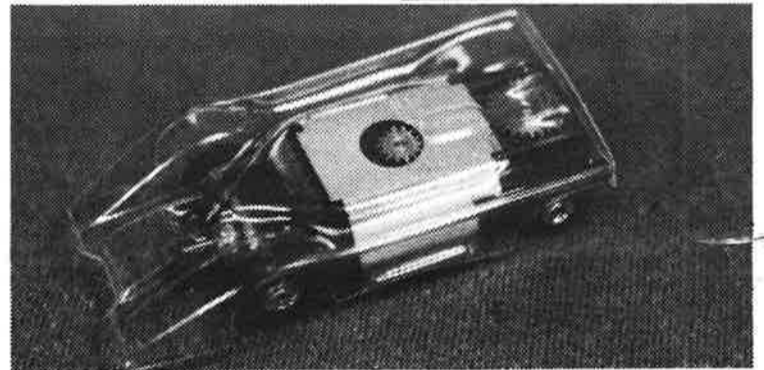
To get started on our coverage of HO racing, we thought we'd just do a little story on some ideas that we learned of that you HO racers might not have learned about yet.

In the future, we'll be doing highly detailed stories on fully race-preparing all the available HO cars, and perhaps even doing a little scratchbuilding.

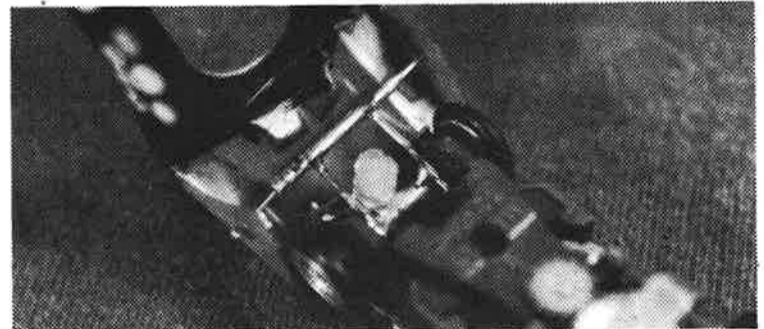
In the next issue we'll probably have a major story on completely going through a Tyco car. The Tyco has been somewhat of a disappointment, with its handling qualities turning out to be pretty bad under most conditions. It can be made to work, and with its unreal motor, has potential.

Also new is the Cobramite car, which could end up to be the quickest of them all. That remains to be seen, however.

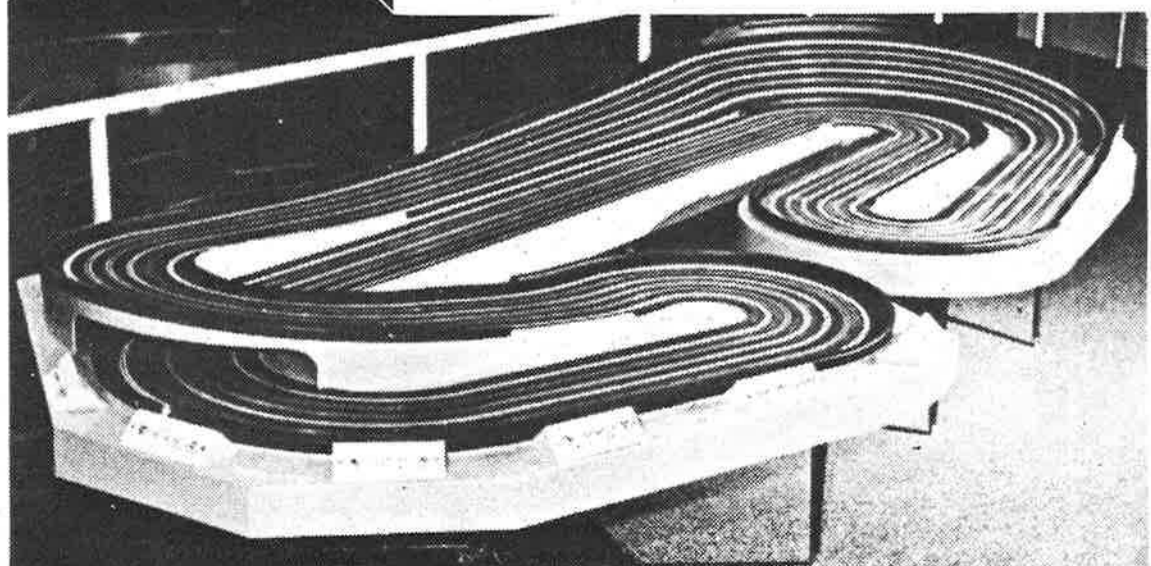
Our thanks for the use of all this equipment to Santa Ana Raceway in Santa Ana, California.



COBRA ALSO puts out a neat little floppy body mount for Aurora cars. Body is stapled to the mount, and the mount clips onto the car.



AN INTERESTING body mounting trick that seems to work — A piece of 1/16" tubing soldered to the front of an Aurora car. The body is then pin-mounted to it, and hinges forward, creating a plumber effect. It really functions . . .



CAR MODEL magazine has just announced that this commercial HO track, made by Stan Engleman, is now available for \$900. With six lanes, 50-foot length, full wiring with brakes, one-piece construction, and a size of 7'x14', it could be just the thing for a shop, or a fanatical home enthusiast! Write Car Model for information.

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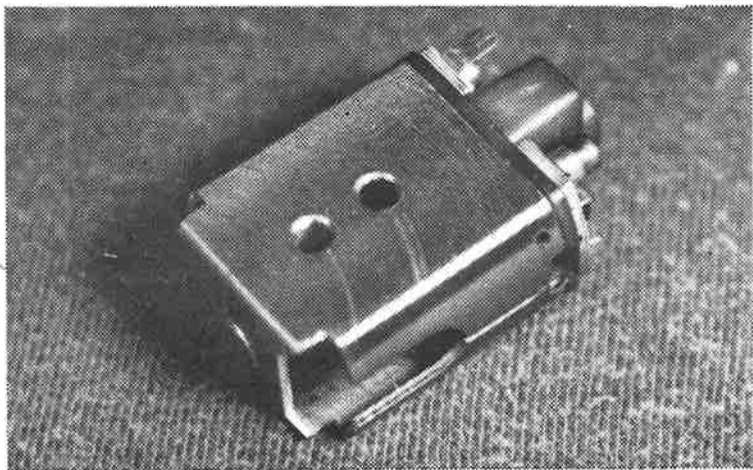
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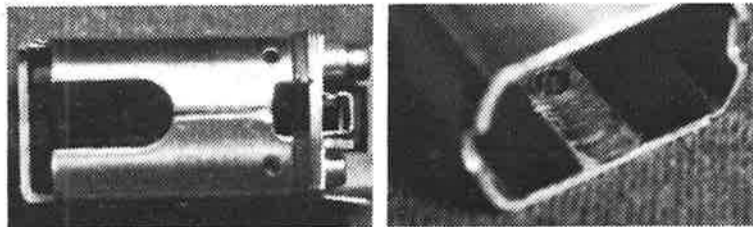
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More Changes For The "B" Can

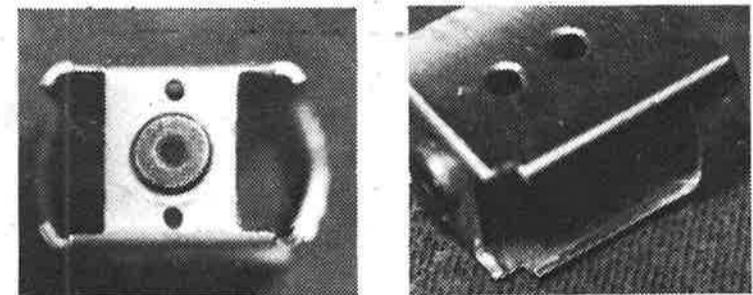


1. The new Mura circular-milled two-hole B can.



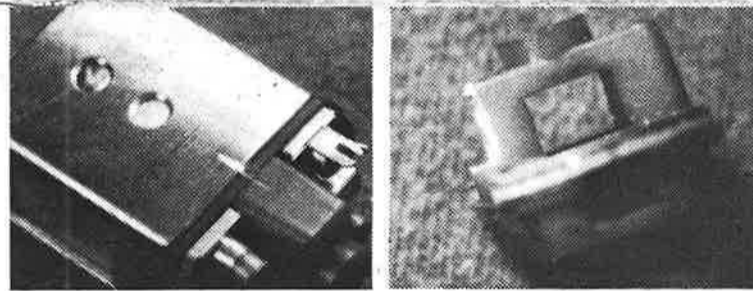
2. Can comes cut out on one side and has vents for brushes already made.

3. Circular bore is made for armature clearance.



4. Notch in end on left is stock, but you should make one on the right, also.

5. Completely cut out both sides.



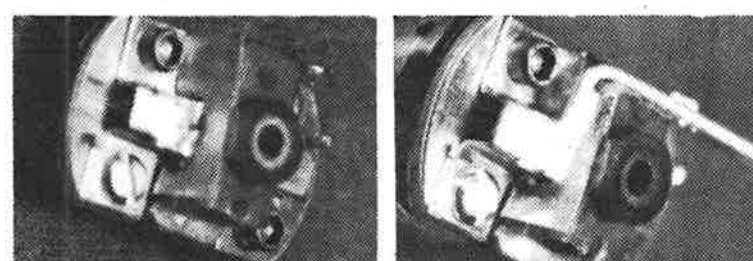
6. Mark can and end bell so that you put them back together properly.

8. Notch the bottom of the end bell for chassis clearance.



9. Replace the two bottom Mura plates with Certus Super Proofers, and don't use the spacer on the spring post.

10. Use self-tapping screws opposite the spring posts, and line up the holders with a Mura alignment tool.



11. Make a goop shield out of .003" brass shim stock.

12. Make a buss bar out of .047 steel.



13. Tie the long bar, and make a short one for the other tab.

Once again, Mura has made a change for the better in their "B" motor.

This time, however, they've made several changes, all of which add up to a lighter, cooler-running, longer-lasting motor. The differences from the older versions are pretty extensive, really.

For the record, the new can is now known as the "20/40 Circular Milled Can." The new features:

- New hole configuration. But, its not really new. They've changed the top and bottom breathing holes from rectangles to a pair of 1/8" holes on each side. That's right, two holes, just like the old high can. They've apparently decided that it was the way to go after all.

- Light milling of the sides. We're not sure why this was done, but the sides of the motor have had a very small amount machined off. Not enough to make any real weight or field difference, but there it is.

- Notching of the back and corner for easy can-drive installation.

- Notching of can and end bell for brush vents.

- Center boring of the inside of the can for more armature clearance.

That's quite a list, really, especially when you remember that the new magnets are now included. In case you don't know about them, they're the same as the old ones, except for a 20% increase in length.

How much difference does this make? Well, if we take the performance of the Team Mura motors as an indication, it makes a great big fat difference. Since they went to these cans, Cukras and von Ahrens have had really superb power. There are those who swear up and down that Pete and John had the fastest motors at the Pennsylvania Grand Prix, and they were up against the best in the country at that one.

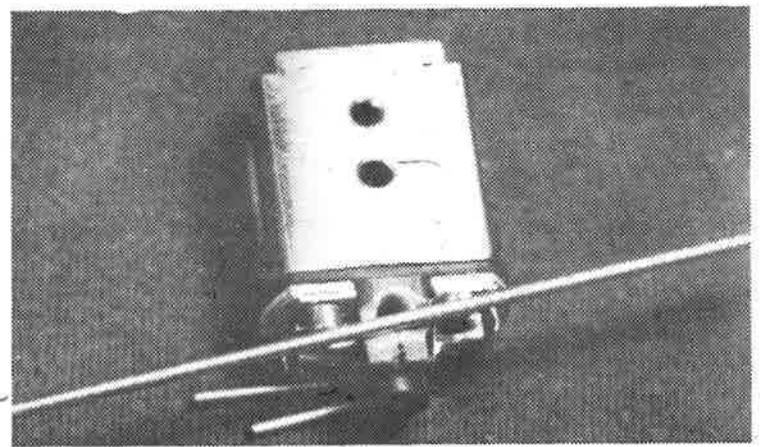
The centerboring in the can could be the most important thing of all. Many people who should know what they're talking about have advanced the theory that the cause of all the B motor's past problems was the lack of clearance between the inside of the can and the armature. The boring effectively takes care of that.

We did a story not long ago on setting up a B, so a lot of the following will be repetitious, but most of the following tricks are new.

Of course, the following numbered paragraphs correspond to the numbered photos, but you knew that already, didn't you?

1. The new Mura B setup. Outwardly, the new vent holes are the most noticeable change.

2. Brush-vent holes are on both sides, of course, but the can-drive notch is only made



14. Further notch the bottom of the end bell so that a chassis rail could come straight across it.

on one side.

3. A view of the boring done on the inside.

4. On the left is the notch in the rear that comes stock on the new cans. You may as well match it on the other side and save some weight.

5. Most of the top motor setup people in the country now cut the sides out of their cans, but Cukras feels that you lose brakes by doing this. Try it both ways, but we can't say for sure what will happen to your brakes.

6. Decide which side of the can will be the top when its installed in the car, then put the end bell on and make this mark in both the can and end bell. This way, you will always put the end bell back on the right way as you work on it.

7. Mura now puts three plates under the brushes, but the aluminum Certus "Super Proofers" should draw heat away from the brushes a little better.

8. Now notch the bottom of the end bell. Take a lot off, because the plumber rail on your chassis may come under here, and without the notch, it couldn't come up.

9. Now put the brush hold-

ers back on. Use self-tapping screws on the side that doesn't hold the spring, as they will allow you more chassis clearance. The little spacer on the spring-holding allen-head screw is pretty unnecessary. If you just bend the brush spring so that the pressure tends to push the spring on the screw instead of off it, you won't have any trouble.

10. Before tightening the screws, use Mura's neat new alignment tool to line up the brush holders. Then tighten them and remove the tool.

11. This goop shield was made from .005" brass shim stock. Make two slits in the center part of it, bend that center part of it up so that it lays right on top of the brush holder, and solder it there. Use Lenz 900-degree solder only.

12. Make the buss bar out of .047 piano wire and use Lenz solder to put it on the goop shield.

13. Another buss bar is soldered to the top tab, with the Lenz stuff again.

14. On the bottom, cut off the tab and notch the end bell so that a piece of wire can lay on it like this.

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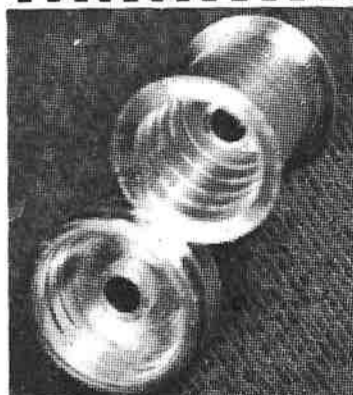
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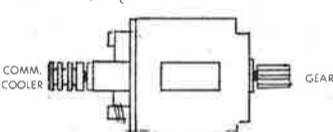
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MORE ON:

Berwyn

(Cont. from Page 3)

165, Kondor 163, Limpach 151, Lewis 145, Schmid 103 DNF, Emott 100 DNF.

It was now 4:30 A.M. and time for the Main event. At this point it looked bad for the East because there were only three drivers, Brady, Sohl and Boyington, that made it to the Main. From the West there were five drivers, Stephan, Kondor, Campbell, Gilbert and Steube.

In the main, then, we had two Certus armatures, two Greenaways, a Thorp, a Steube, a Zimmerman, and a Kean. There were three Gilbert chassis, a Brady, a Steube, a Morrissey, a Boyington, and a Sohl. Quite a variety of equipment.

All the cars were lined up on the start line waiting for one other car, Brady. It seemed he was still over in the work area beating on his race car trying to get his motor to turn over. After closer inspection we found that someone had poured loktite into the motor and froze everything up. Brady was given extra time to work on his car. Most of the West Coast drivers got a little uneasy because it appeared that Brady was getting special treatment.

After much discussion by the officials, Bruce Paschal announced that there were two courses that could be taken. One, would be to postpone the race until 12 noon Sunday, or to give Brady and crew four hours to get the motor in running condition. This would mean that the main would begin at nine o'clock Sunday morning. The latter was decided on because a lot of the West Coast drivers had to get flights back to the Coast that afternoon. John Thorp volunteered his services and took care of getting the loktite off the armature. Steve Bogut, a West Coast driver, went along to the motel as an impartial observer.

At 9 o'clock all the drivers reassembled at the raceway. Everyone was on hand and ready to run with the exception of Brady and crew. He arrived at 9:30 with more work to be done. At this point some of the drivers got a little vocal. They felt, as most everyone, that Brady had been given ample time to get his car sorted out. Once again the officials gave him until ten to get his car on the start line or the race was going to proceed without him.

The main did get under way with everyone entered. In the first heat Kondor, Campbell and Steube were all fighting it out for the lead with 43 laps on each lane. Brady was out of the running early with only 27 laps with some kind of spring trouble on the motor. The second heat started with Kondor picking up a one-lap lead on the field. Campbell was now

in second. Three laps down in third position was Ed Sohl. Steube had fallen to the bottom of the pack with Brady. Steube couldn't get the car to go around on any lane.

Heat three saw Campbell make his best run to take a two-lap lead over Kondor, with Stephan now shadowing the Team Thorp driver. Eddie Sohl was right with Stephan, as was Boyington, with Gilbert another lap back. Steube was twelve laps behind already and Brady sat out the heat.

At the halfway point it was still wide open as Campbell led with 169, Kondor and Stephan had 168, and Sohl was up to 167.

But from then on it was the smooth, fast Stephan all the way. It's hard to believe that he was an Amateur just last July, but there he was, calmly taking an NCC National on a totally unfamiliar track.

Campbell fell victim to some braid that was pulled up on his lane and lost a few laps. Sohl moved up to second in the sixth heat, then held off Kondor's late charge to beat him by just a couple of seconds. The steady Boyington was fourth, Campbell ended up in fifth, and Gilbert was sixth.

Mike Steube had launching problems that he just couldn't cope with and nursed his badly damaged car to seventh, and Brady's motor spring troubles put him in last.

John Stephan has now earned himself a nice lead in the points with his second in L.A. and his win in Berwyn.

He has 18 to Kondor and Steube's 12. The drivers now move on to Seattle, which will probably be a turkey shoot for the Los Angeles drivers. I heard that that's Lee Gilbert's home territory, so Stephan will undoubtedly have another great car. It looks like this could be John's year.

Thanks from us - all to Bruce Paschal, Parma, Speed & Sport, and Ben Krum for cash donations, and to all the following for merchandise prizes:

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- Thorp
- Steube
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- Certus Eng.
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MORE ON:

Nutley

(Cont'd. from Page 1)

yelled for more, so he plugged in and cut another 4.37.

Then on his last lap he really pushed it and stopped the timer at 4.32 for a new world King track record.

Bob Emott, who up till then was stoked at turning 4.44 with his brand-new full sidewinder, was really let down at being cut by over a tenth of a second.

Hochdorf was third at 4.48 and Sohl got the last sitout with a 4.49.

Russ Boyington and Phil Rubin moved up out of the "A" consy and John Gorski, Pete von Ahrens, Boyington, and Rubin went to the main.

Here's a breakdown of what the Pro main drivers were running:

Brady had a Kean Kan in his own chassis, Emott had a Kean in his own full sidewinder, Hochdorf had a ReeTeez in a Tony P. frame, and Sohl had his own chassis and a Greenaway motor.

Gorski was running a ReeTeez and his own-plate chassis, Boyington had a Greenaway and his plate car, von Ahrens was running an Emott chassis (What!!!!?? - Ed.) and an experimental Mura, and Rubin had an Emott-Kean setup.

Gorski, Sohl, and Hochdorf left the field in the first heat as the rest had problems, John barely leading after the first ten-minute segment.

Heat 2 found Gorski having chassis problems that dropped him to third, nine laps behind Hochdorf, with Sohl two behind the leader.

The two Eddies swapped the lead in heat 3 as Emott moved to third.

In the last heat Sohl found the going rough on red lane and Hochdorf easily pulled away. His motor was slowing, but Hochdorf still lapped Sohl three times. After the race, it was found that tire goop had fouled the com on Hochdorf's ReeTeez.

Sohl hung on for 482 laps, running the same motor and chassis he ran at the Pennsylvania Grand Prix. Emott, with clearly the fastest motor in the race, had 479 laps.

Boyington had 471, PVA 464, Rubin 463, Gorski DNF'd with a broken chassis, as did Brady after he hit somebody in the bank.

Tango was all stoked as just about everybody was running his new lightweight Nutley gears, and the 1st, 2nd, 4th, and 7th-place cars in the Pro main were running his steel center sections.

Thanks a bunch to all these people, who donated prizes for the weekend:

- Pete von Ahrens
- Gil Aubin
- Carl Ford
- Bob Emott
- Bob Kean
- Tony P.
- Bruce Paschal
- Roy Lobb
- Nutley Raceway