

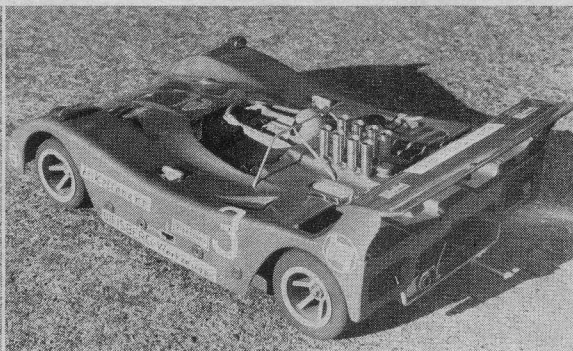
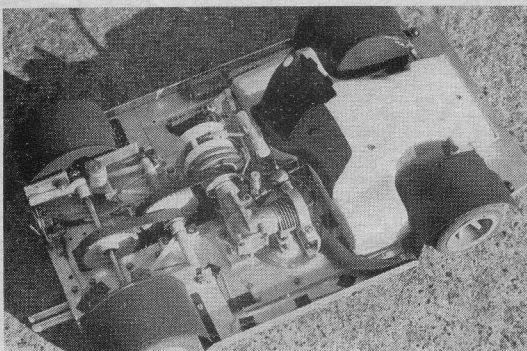
NORTH WEALD & NEWHAVEN

Reports from the weather-wrecked London R/C Club's 1st 1972 meeting and sunnier Newhaven

WHAT poor Dave Rogers and the other members of the North London R/C Car Club had hoped would prove to be a mammoth open meeting for the start of the 1972 season was marred by blizzard conditions on Saturday, March 11th, and only a small improvement on Sunday the 12th. What a shame, since the lads had gone to a tremendous amount of effort in the organisation and catering departments, and although one or two stalwarts did turn up and try their cars, there really weren't enough, nor were conditions conducive to pleasure, so the meeting is postponed until June 10th and 11th. This time it's really got to be a big meeting – the track is good, facilities attractive and there is plenty of room.

Blessed by much better weather conditions was the meeting at Newhaven run by the Southern R/C Club on April 3rd; as was expected, lots of people got to this after the fiasco at North Weald, but despite plenty of enthusiasm and a larger circuit than previous meetings at Tideway School, the event fell a

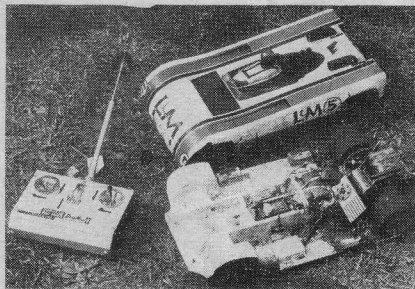
Despite a slight improvement in the weather on the Sunday, it was still much too cold and windy at North Weald to start the 1972 R/C car season in the way that Dave Rogers had hoped; at heading, a brave handful try their cars out on the very nice tarmac circuit. Above left, the new kit for the Tyrrell from P.B. Products; it utilises lots of new parts, is very light and holds a great degree of promise for the season – it will be in production soon. At bottom, Peter Wright's very nicely turned-out Ferrari with which he intends to make his racing debut this year based on the first type P.B. kit; mods include air induction pipes, fuel cut-off and external jacking for motor start, etc.



little short of what had been hoped. Great efforts were made in the organising of races and practice, but with not a great deal of success and it was one of the 'noisiest' meetings we have attended, with numerous arguments and differences of opinion!

It did, however, serve as a much needed run-up for both drivers and cars and there is no doubt about it, Newhaven's sea breezes got rid of lots of cobwebs. . . .

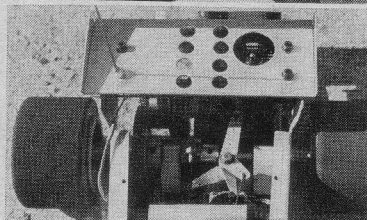
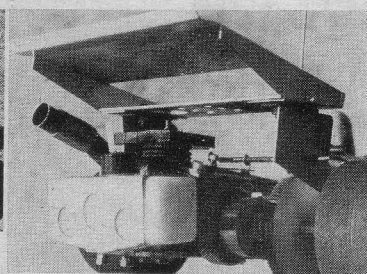
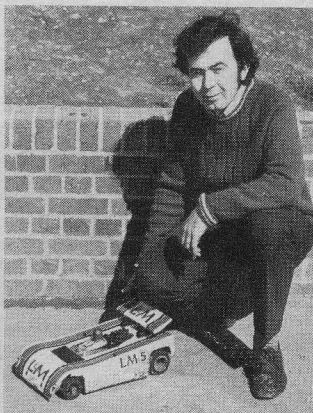
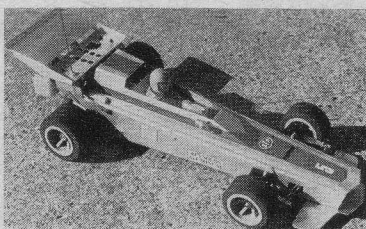
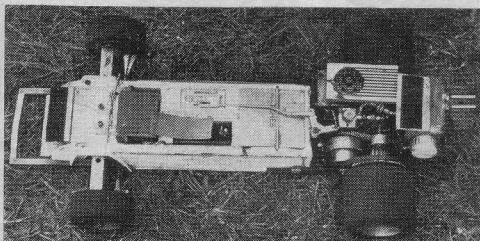
It turned out to be quite a field-day for the London drivers, with



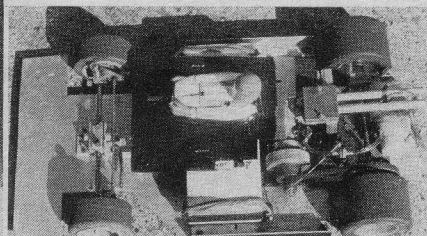
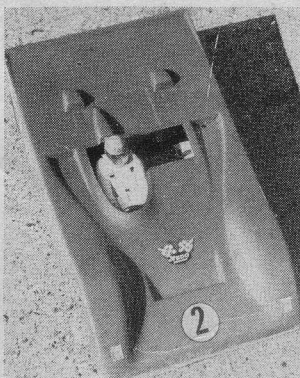
Dave Rogers securing first place in Formula 1 and Ian Skilling first in Sports/G.T. Second to Dave in F.1 came John Metha and Robin Ellis, with his fabulous Marker, was runner-up to Ian. Local man, Johnnie Johnson (of model boat fame) had bad luck in the F.1 Final - at one point it looked as though he'd win at least, but he came off worst from a long and very exciting tussle with eventual winner Dave Rogers.

Ian Skilling drove better than we have ever seen him and his model was circulating just like the real thing and drifting and sliding in a beautifully controlled manner, which was most impressive - a well deserved win.

As we write, the next meeting on the calendar is April 23rd at Leicester; from the glowing reports we've had from the Tapsell/Longshaw team, who went up to the circuit for their first 1972 meeting on April 9th, it sounds like just about the finest venue in the country. We'll be up there to see for ourselves in due course and hope you will too. Let's do all we can to encourage this



Above, Clive King's new entirely scratch-built Formula 1 car (to make a nice partner for his superb Lola T.70, which we illustrated last season); Clive drove over to North Weald from Cambridge, tried his cars but, like everyone else, found it much too cold! Left, triumphant Ian Skilling and the car with which he won Sports/G.T. class at Newhaven on April 3rd. It isn't much changed from last season.

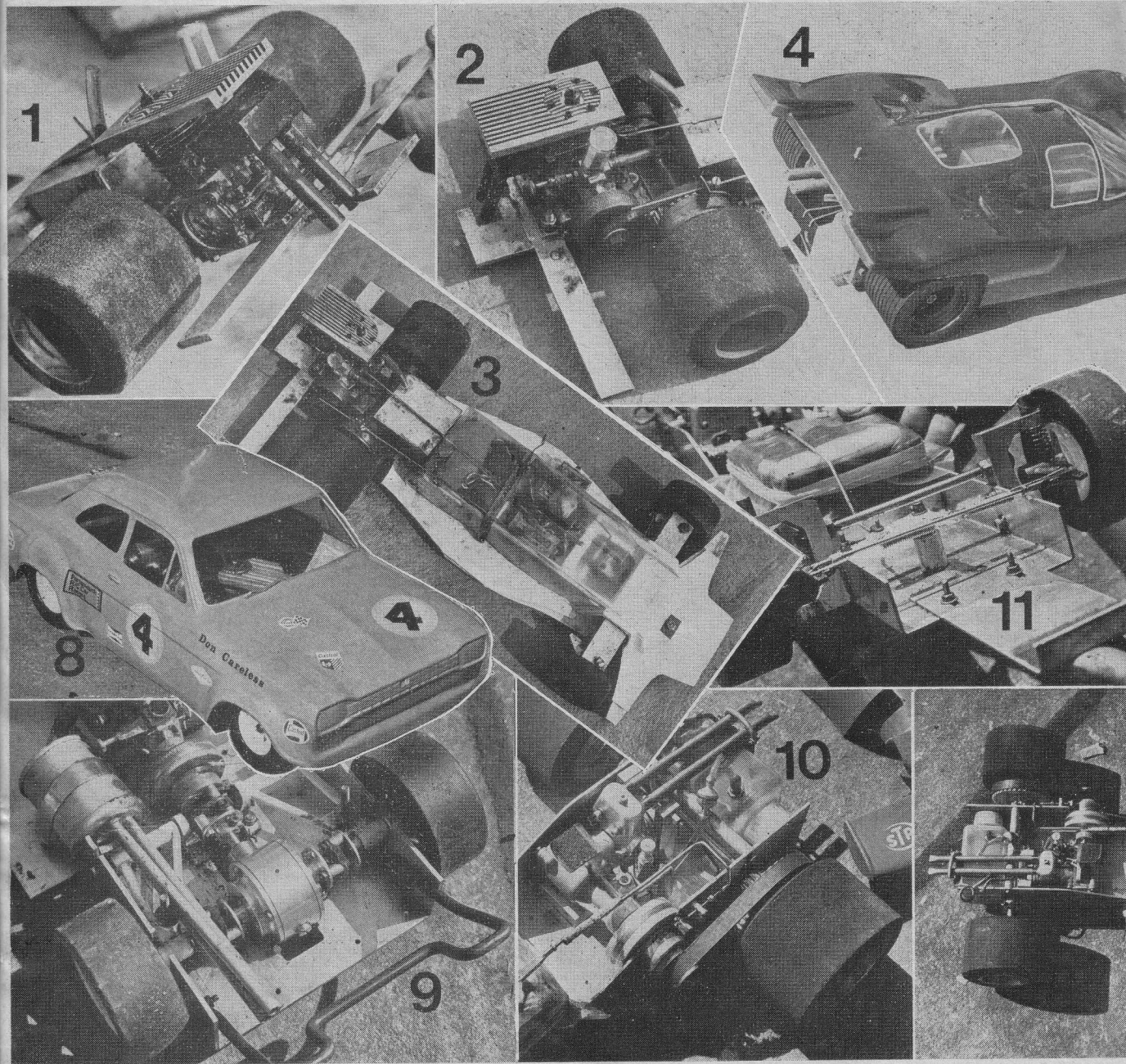


exciting new hobby throughout 1972.

IMMINENT R/C DATES

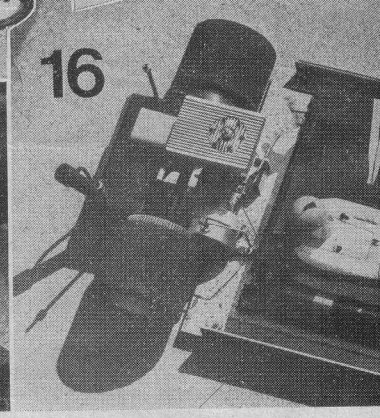
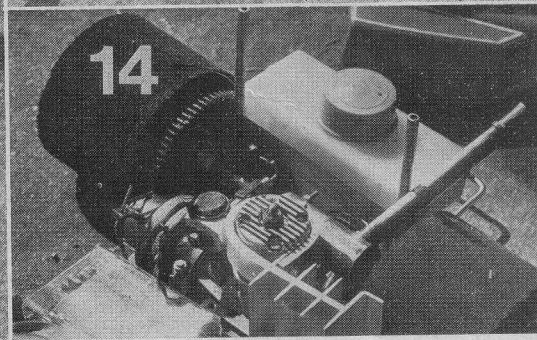
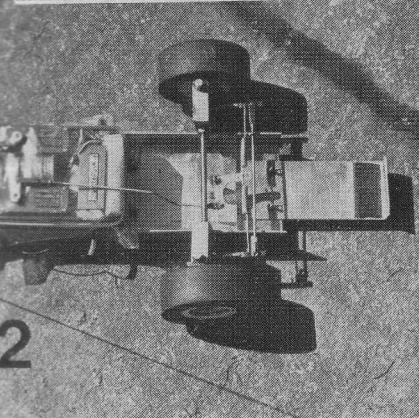
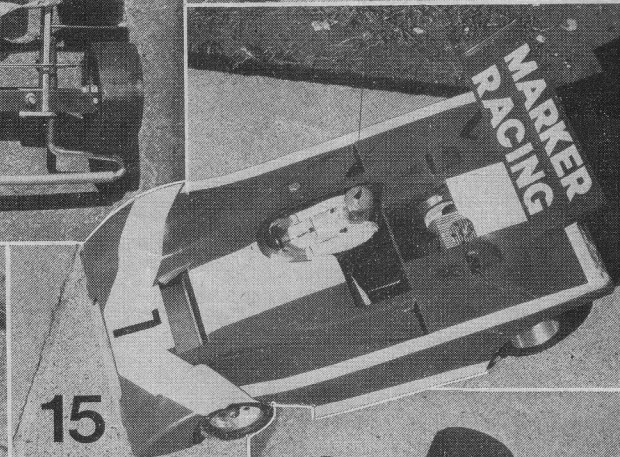
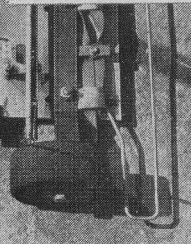
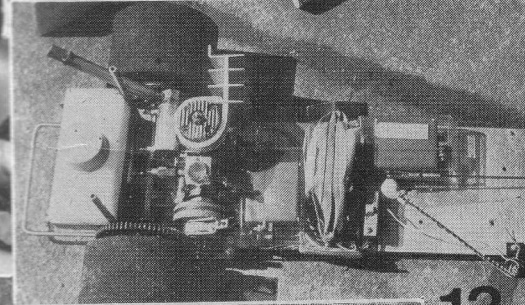
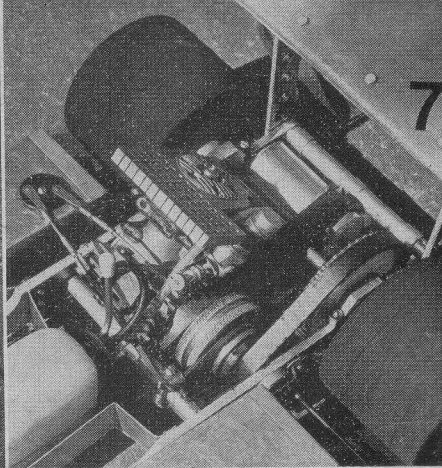
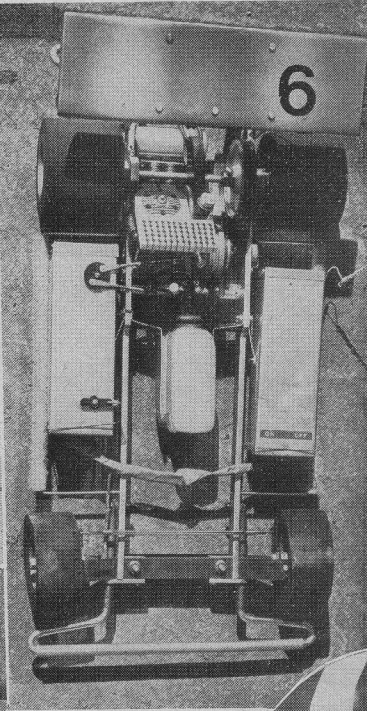
- May 6/7 Bradford Open Meeting.
- May 14 Leicester (Formula 1, Round 2).
- May 20 Portsmouth R/C Car Club (F.1, Sports/GT).
- May 28 Leicester. Sports/GT.
- June 11 Leicester (Formula 1, Round 3).
- June 11 North Weald.

Above, another American scoop by Robin Ellis, who also has the Marker; this is the American Thorpe R/C car kit with unique pivoting front steering and belt drive. We have yet to see this run, but Robin is certainly building up a stable of unusual thoroughbreds. Left, Dave Rogers and the car with which he won Formula 1 at Newhaven on April 3rd; it turned out to be quite a day for the London area drivers.



1. Gordon Tapsell turned up at Newhaven with his latest chassis which features a Veco 19 in. rear engine model; the car's going to be very, very fast but April 3rd just wasn't Gordon's day. 2. Another view of the new rear engine Tapsell car which has Gordon's home-made clutch unit and Associated wheels and tyres; converted at very short notice to belt drive from gears, the ratio at Newhaven was 8:25! 3. A typical Tapsell design with vacuum formed chassis and radio parts tray all bolted to a heavy gauge dural chassis plate; typical robust Tapsell steering at front end between dural plates - note position of fuel tank almost over back axle and dural nose spoilers which also serve as protection for the steering assembly. 4. Tottenham Model Raceways have decided that 1972 shall be the year of their entry into $\frac{1}{16}$ th scale R/C racing and they made their debut with this Kyosho kit with the only Ferrari body in the country; the

body was badly damaged during racing which was a bit of a pity. . . . 5. Bob Hallums (left) and Mike Wootton with the Kyosho Ferrari of Tottenham Model Raceways; Bob's name will be familiar to most readers through his high reputation as a Tottenham jet - he's a self-confessed beginner in radio control but with his reflexes should learn quickly. 6. Andrew Lance had this interesting scratch-built Porsche G.T. at Newhaven; motor is a Veco 19 and radio Skyleader - the clutch is a highly modified Micro-Mold with an additional shaft. Note the neat aluminium boxes in the side pans which carry servos and receiver and deacs. 7. Close-up of the rear end of the Lance car showing aluminium chassis side frames secured with wide spacing rods and angled Veco. 8. Don Careless's G.T. Model's Escort-bodied P.B. Chassis with Impex differential; it is still being developed. 9. A rear end close-up of the Careless Escort showing Impex



diff. unit which functions well but Don reports that as far as his set-up in the Escort is concerned, it provides no appreciable advantage. The neat chassis-mounted motor is a Veco 19. 10. Rear end detail of the G.T. Model's bodied B.R.M. by Roger Gedge; the car is completely scratch-built and power unit is, as ever, a Veco 19. 11. Close-up of the steering on the Gedge B.R.M. reveals ingenious use of X-Acto clamps as steering brackets! Radio is RipMax Futaba with Micro-Mold clutch Dynamic rear wheels and tyres and P.B. fronts. 12. An overall view of the same vehicle with Kyosho type chassis pan and neat exhaust system. 13. Another one from Andrew Lance, this time is much-modified Associated Formula 1 kit. Radio is, again, Sky-leader and the motor is a Veco 19; note the use of heavy gauge piano wire for front and rear end crash protection. 14. A close-up of the tail end of Andrew's F.1 entry show-

ing upright tubes which accept tail spoiler which plugs down into them when the body is in position. Note, too, mesh on carburettor venturi (as essential to a smooth running motor as fuel itself!) and thinned dural heat sink which projects into air stream. 15. Robin Ellis provides our chance to have a first ever look at the American Marker kit which he has brought over from the States and will be using in earnest this season; despite its weight of well over 5 lb., it placed second in Sports/G.T. and runs beautifully. Motor is a Veco 19 and the car has superb pick-up, acceleration and top speed plus handling - which is really as much as one can wish. 16. Close-up of the rear end of the Ellis Marker kit; you can't get them in this country at the moment but on first impressions they would be a nice line for a British importer to handle if the price could be kept to realistic proportions.