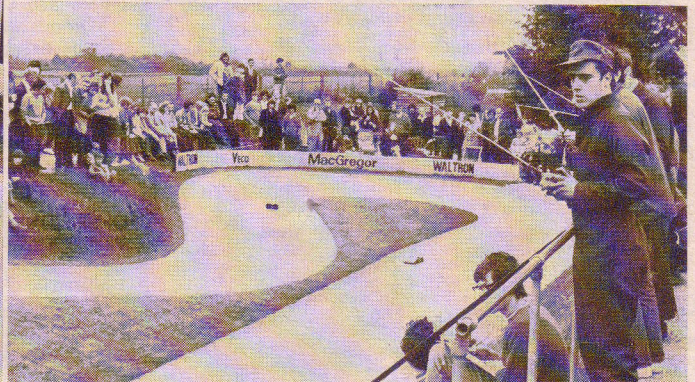


Above, Roy Moody's winning chassis in plan view and, beneath this, Lynn Fletcher's Marker car taking Roy on the outside.

## MOODY (U.S.A.) WALKS LEICESTER



It just shows how good the Americans really are; Roy Moody (whose car was featured in sister publication, *R.C.M. & E.* last year) turned up at Leicester on Sunday, June 25th and, despite never having driven on the demanding but superb circuit in the Midlands, took first place in the current

round of the club's Sports/G.T. event over a surprised ruling maestro, James Carvell, who came second.

We will be hearing lots more about just how quick the Americans are going in next month's issue with Ted Longshaw's report on the U.S. Nationals, but, for the time being, one

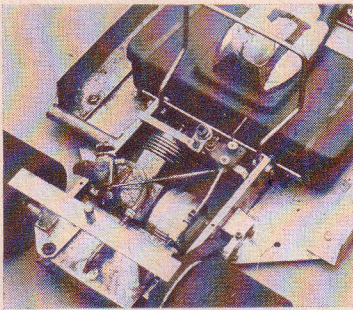
has to admit that Moody's car handled better than anyone else's, was as fast as Lynn Fletcher's (also U.S.A.) Marker car and was certainly noisier than British cars, due to the fact that the silencer was dispensed with. This, too, could give something in the region of as much as 20 per cent more power,



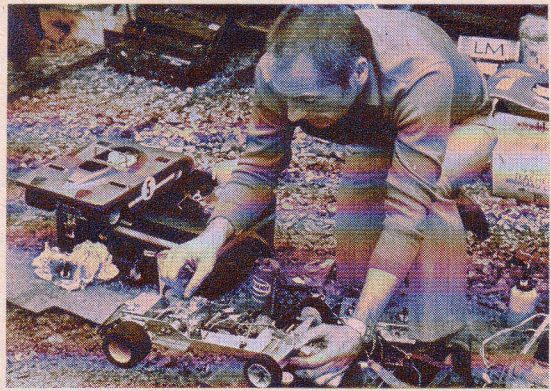
Above, Roy Moody, winner of the June 25th round of the Sports/G.T. series at Leicester with his car, transmitter and trophy; above right, attractive view of the circuit with plenty of spectators - driver in foreground is John Bonfield. Below, plenty of action from Leicester with Fred Livesey's attractive little Mini prominent in the centre photo; car with the white nose is the Mardave Alfa of Leicester ace James Carvell.







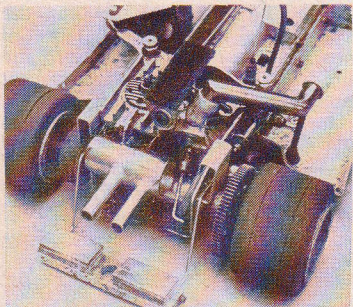
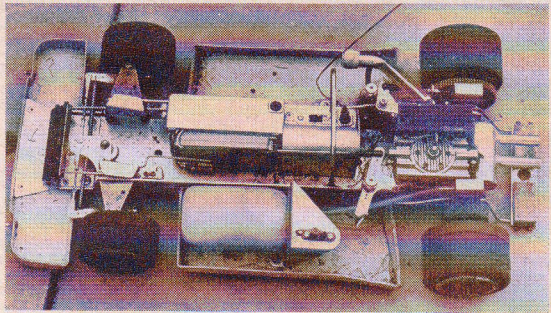
Left, a close-up of the power house department of Roy Moody's winning model. At right, top, Ted Longshaw working on some of the cars he took to California for the U.S. Nationals - full report in the next issue.



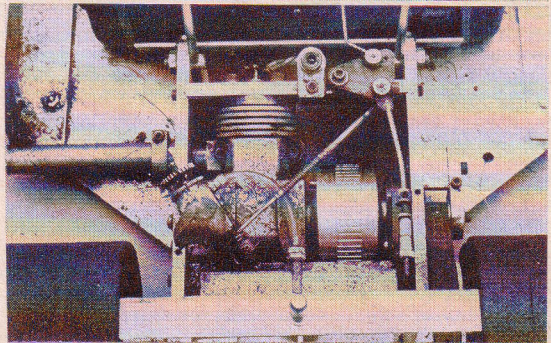
and they do not run silencers in America.

No doubt about it, though, even James Carvell couldn't keep up with the flying Moody, Fletcher and Robin Ellis (who also runs a Marker during most of the heats) but James drove well in his final to take a well-earned second spot. One of the interesting things about the Moody car is that it is a scratchbuilt number and the only kit parts Roy runs are Associated wheels and tyres. Even the motor is hand-built, the only familiar parts being an Enya piston, sleeve and con rod; it's set up for rear induction and reverse rotation and Roy has thrown away the plastic-type body of his Perry carburettor and replaced it with an aluminium one which he says doesn't wear nearly so much. Fastest time of the day was, surprisingly (in the light of final results) put up by young John Benfield with his Mardave car and John, like James Carvell, is proving to be another 'driver to watch' from the Leicester club.

Ted Longshaw, who was trying out a host of new cars on which he has been working flat out for weeks, ready for his trip to California to participate in the U.S. Nationals, didn't put up a very auspicious showing but, if nothing else, found one or two snags still to be ironed out in his American entries.



David Preston's much modified Mardave Alfa at left and second down, right, features moving front and rear balance weights - to good effect from the speeds it was lapping Leicester. R/C gear is Kraft 2 and the motor, the ubiquitous Veco 19. Right, a close-up of Roy Moody's engine department.

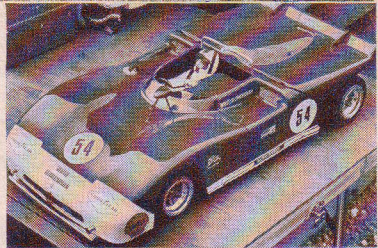


Leicester is still our favourite venue - there is something about the compact track and tidy roofed pit areas which, to us and an ever-increasing number of R/C drivers, are what the sport is all about.

**RESULTS**

1. R. Moody
2. J. Carvell
3. R. Ellis
4. J. Benfield
5. L. Fletcher
6. D. Martin.

**NEXT MONTH'S  
R/C REPORTS:  
British Nationals - Warwick  
U.S. Nationals - California**



Right, A. Maulson's Concoors-winning Mardave Alfa (Team Beaverlac). Bottom, three of Ted Longshaw's 'American challengers'; a most attractive scratchbuilt and very fast Marlborough B.R.M. and the new 'double' twin-bodied kit from P.B. Products.

