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JANUARY/FEBRUARY 1968

THE AUSTRALIAN modeller

INCORPORATING

model car

For the Beginner

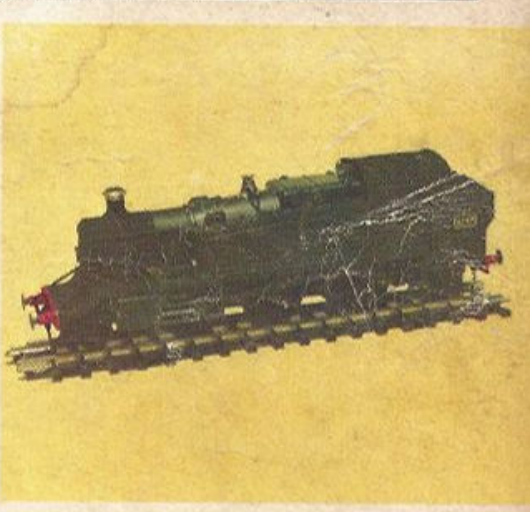
BUILD MODEL AIRCRAFT

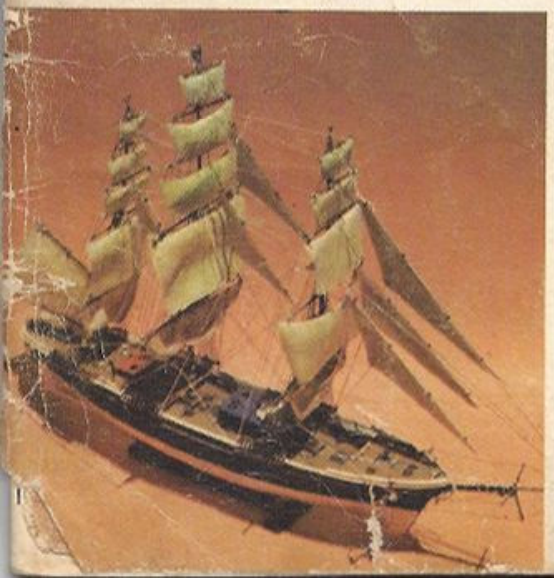
4-part how-to guide

For the Expert

Do Your Own Custom Re-winds

NSWMRRA 1968 RACING CALENDAR





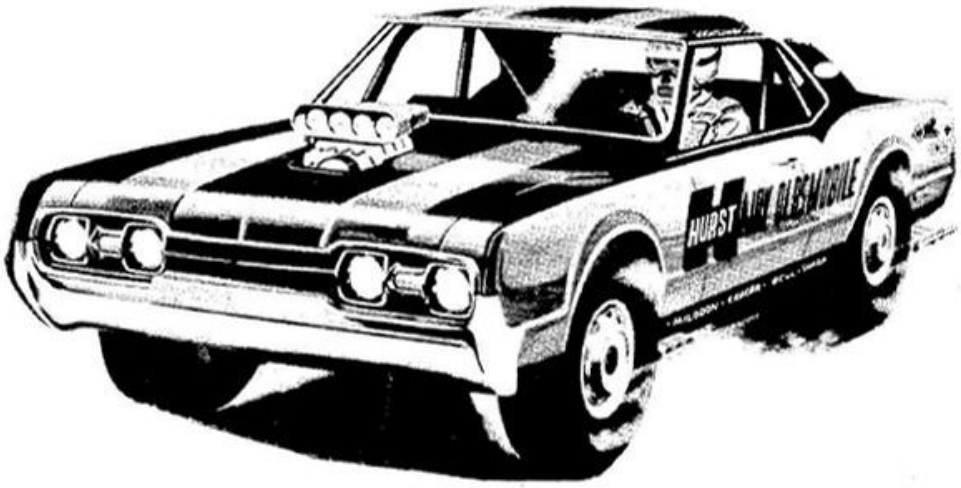
The IDEAL Railroad LAYOUT

MODEL BOATING BOOM PLUS

HOT THUMBS THRASHED IN BIG RACE UPSET 1967 INTERSTATE ROUNDUP

PLANS FOR NZ SUPER CAR

HURST HAIRY OLDS



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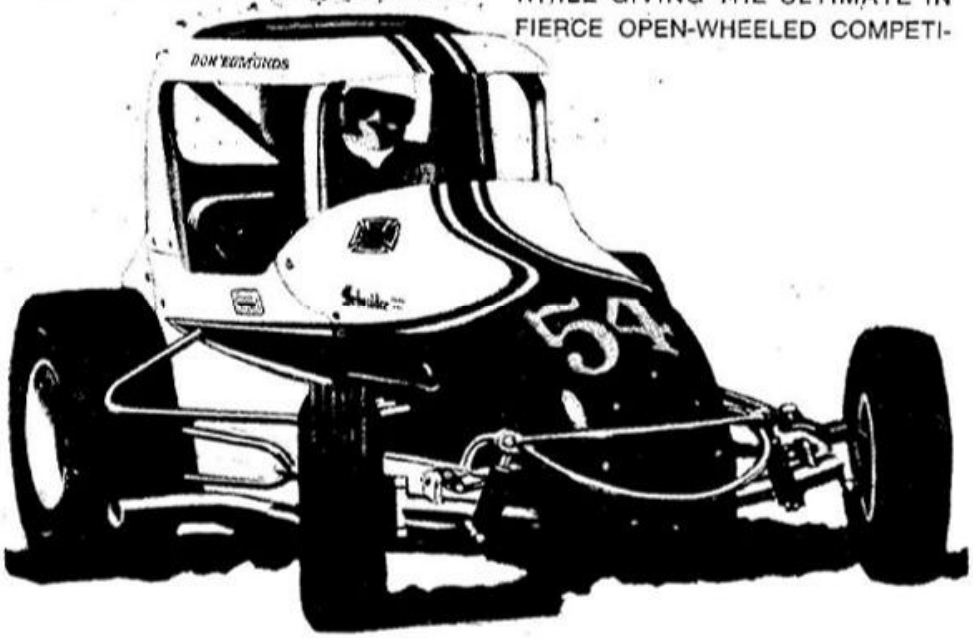

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THE AUSTRALIAN

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The Australian Modeller is printed by Rotary Offset Press Pty. Ltd., of 175 Campbell Street, Taylor Square, for the publishers, Group Publications Pty. Ltd., of 263 Oxford Street, Darlinghurst, N.S.W.

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THE AUSTRALIAN modeller editorial

WELCOME to the first edition of "Australian Modeller," the only Australian magazine to give ALL the news on ALL modelling.

In the past few years, model-building has become Australia's No. 1 hobby and you can understand why. Whether it's cars, boats, aircraft, trains, radio controlled, sailing ships or any one of the many varied fields of plastic kits now available, model building gives both the enthusiast and the amateur a chance to create something that he can look on with intense satisfaction and very often put into competition against other models of its class.

It gives pleasure in a full-rounded way. Apart from the satisfaction of building something, there is the never-tiring demand for more and more expertise, more and more authenticity, more and more innovations.

Models of new prototypes keep you right up to date with technological advancements here and overseas. Models of old classics are a constant reminder of the ageless beauty of the designer's art.

Models make perfect gifts, and with the thousands of varieties now abundant in hobby shops, newsagents and gift stores, there is little wonder the hobby is spreading like wildfire amongst young and old. (How many dads secretly buy that train set or sailing ship kit so they can help put it together?).

Modelling's many facets are endless, and so are the things we could write about them. But we haven't got the space on this page. And that's why we're bringing out this magazine.

Australian Modeller is the co-ordinating organ of model-

MEET THE MEN WHO MAKE AUSTRALIAN MODELLER POSSIBLE.

CLIVE HEATH is an ardent ship enthusiast who will cover the world of static model boats. At the moment he's working on a conversion project for our next issue. Apart from being an accomplished modeller, Clive is a fine photographer, as the cover shots in this issue bear out.

BERT KYNOCH. Employed by Jones & Joseph (agents for Dynamic, AMT, and Tornadic) Modeller from way back. Well-known some years ago for his highly successful tuning of model aero motors, he has now turned this skill to the rewinding and tuning of model car motors and is responsible for the famous Micro Wind motors that have made such an impact on model car racing. Bert is a practical modeller who enjoys passing his skill and knowledge on to others.

KEN ANDERSON is popular manager of Walther & Stevensons hobby shop. Ken has gone through all the modelling phases, but always returns to his first love —model boats. As President of the Model Boat Club of N.S.W., Ken has done much to promote and popularise this branch of the hobby. His main interest at present is radio power boating. Ken has learned it all the hard way, and can give modellers a lot of time-saving advice.

JOHN TEMPLEMAN is our New Zealand editor. An all-rounder in more ways than one, John writes the stories, photographers the models and draws up detailed plans (he's a draughtsman by trade). His Eagle-Climax drawing in the July-August edition of Australian Model Car was widely acclaimed. As well as a modeller, John is a full-size car buff.

JOHN PIKE looks after Queensland. He's been in the model trade for years and is at present wholesaling a whole range of products. When he gets time off from business, he builds an exceptional model.

ling, write to us and we'll tell you, either on these pages, or in a personal letter.

We will print kit reviews, building hints, news from overseas, historical details, local market guides, technical advice, prototype surveys, colour guides, scale plans and drawings, new modelling techniques, club news, contest results, personalities in modelling—a complete Australian and New Zealand coverage.

As most of you know, Australian Modeller is an expanded version of Australian Model Car. This doesn't mean any of our model car or track racing news will be sacrificed. The extended format will see to that. On the contrary, we'll be printing more car news than ever before, with a greater emphasis on race results and the people in racing.

We hope also to carry results of competitions between aircraft, boating and train enthusiasts, as well as any Club news readers are prepared to send to us.

In short, if its about modelling, you'll find it in the Australian Modeller.

Finally, because this is YOUR magazine, we want to hear YOUR ideas on how to improve it—what features to run, which kits to detail, who won your club competition, how to improve that particular model, when the next exhibition's being held in your district.

Please let us know by writing to the Editor, Australian Modeller, Box 1438, G.P.O. Sydney, N.S.W.

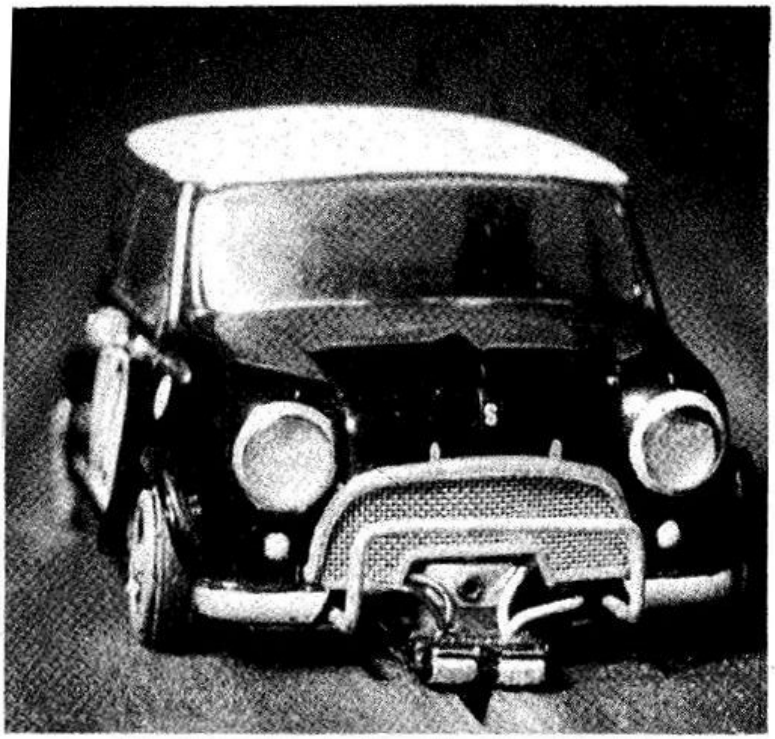
In the meantime, GOOD MODELLING!

JOHN de HORN. John is a well-known modelling identity in Sydney and Queensland. As owner of the Fantastic Hobby Shop he has his finger right on the pulse of the modelling world. John is writing for us on the subject of model railways, and any one who has seen the meticulous workmanship he puts into his layouts will recognise a dedicated modeller. John is well informed on the rest of the model field, particularly flying models and radio control. For the time being he will concentrate on the railway field.

BARRY BECKMAN, a name that all readers of Australian Model Car will recognise. He started building and racing model cars back in 1956 and is still a leading figure in the hobby. Travelling through England and the U.S.A., Barry had the opportunity to study the scene from a wide viewpoint (in fact, when dragging was an almost unknown branch of the hobby in this country, Barry brought back a lot of know-how from the U.S. and helped to get things started here). Until recently the Comp. Secretary of the N.S.W.M.R.R.A., Barry knows his subject well and can always be trusted to speak his mind.

PETER WILLIAMS. At the tender age of 10 Peter Williams sat down to build a Frog Penguin kit of the Vampire. We are not too sure how many years ago that was, but Pete has built a lot of models since. Although a specialist in aircraft models, he once took to the railway scene and for two years or so built model trains. However a 3-year stint in the R.A.F., rekindled his interest and now Peter is strictly an aircraft man again.

EDITOR Ray Smith has been in the modelling game most of his life. Formerly editor of Australian Model Car, he got the idea of The Australian Modeller from the terrific volume of mail requesting information about other forms of modelling.



An appropriate double. On the right, Brian Foley's full-size Mini slides into a curve with the master at the helm, and (left) one of the model minis scoots around the Earlwood track.

CLOSE FINAL IN 1st ALL-MINI

A LINE-UP OF MODEL MINIS SHOW THEIR PACES AT EARLWOOD, AND THE BIG MINI-MAN PRESENTS THE PRIZES

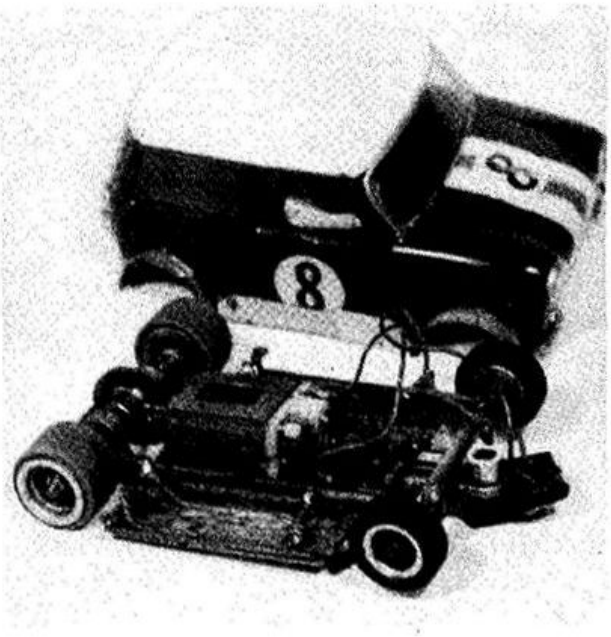
ALMOST half the field reached the final of the first all-Mini model car race at Earlwood Hobby Centre last month

Champion Mini-Minor racing star Brian Foley presented the trophy for the three-hour race. Of the 18 starters, eight made it to the finals of what turned out to be a thrilling night's racing, with victory in the balance right up to the last few minutes. A study of the lap figures will illustrate just how close this event was.

Gary Paine came in as the winner, with 1713 laps to his credit. Close behind him was Doug Fakes with 1707 laps and in third place came Dave Rittie with 1680 laps. After three hours of racing this is really close. The concourse event was justly won by Doug Fakes' black and white beauty (car No. 82).

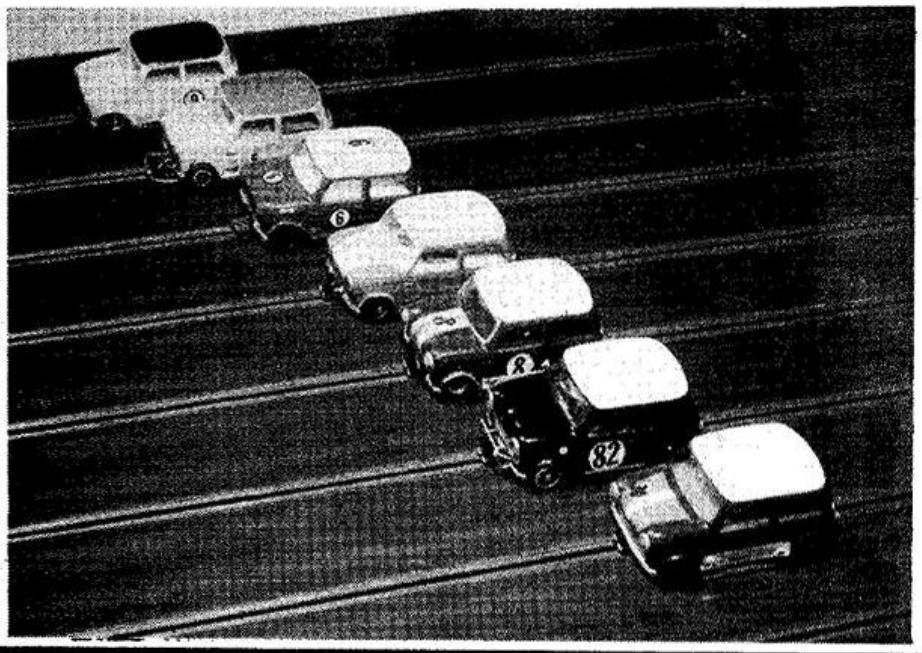
It was most interesting to note that all the first three cars were

Winner (right) driven by Garry Paine and second place-getter (far right) driven by Doug Fakes.



powered by 16D motors with rewound armatures, also the chassis were very similar, being of brass plate with plenty of weight where it should be— low down. Gary Paine's car weighed in at 4¾ ozs. and Doug Fakes' car pushed the scales at no less than 5¼ ozs. That's a lot of weight for a 1/24th scale mini!

It was good to see Brian Foley taking an interest in our model car racing. Jack Brabham was possibly the first of the 1-1 scale aces to donate a trophy, and show interest in the model car world. Now that Brian has joined him we may look forward to other racing celebrities boosting the movement.



Seven of the finalists lined up at the start. The winner is in the third slot from the bottom and runner-up No. 82 in slot No. 2.

LOCAL BOYS THRASH CHAMPS

THREE slot car "unknowns" wiped some of Australia's top drivers off the track in the Glendale (Newcastle) Club's invitation elimination sprint day last month.

Racing under N.S.W.M.R.R.A. Group 2 rules, John McLean, David Lindsay and Trevor Cairney—all aged between 15 and 21 and with only six months' slotting experience—finished first, second and third respectively, took out all the trophies and broke all existing records on their home track. This is remarkable enough on its own. But look who they were up against:

- Ian Bannister of DS Team Testor, holder of so many records, wins and titles, too numerous to mention here, but suffice to say that Ian is the outstanding driver in New South Wales, if not Australia, for 1967 and No. 2 qualifier for the N.S.W. Brabham Team as well as Group 2 State title holder for sedans and Group 1 Endurance champion, 1967.
- Steve Hutchison, a member of the champion DS Team Testor, N.S.W. endurance champions for 1967 and No. 4 qualifier for N.S.W. Brabham team.
- Brian Titheridge of the famous Trydent (formerly G & D) racing team and No. 1 qualifier for the N.S.W. Brabham team.
- Don Ellmore, a top driver for 1967 and another member of the Trydent (and G & D) racing team and No. 6 qualifier for the N.S.W. Brabham team.
- Colin Grenenger, a Group 2 State title holder in G.P. and Sports classes, a member of the famous A.R.A. Russkit team and No. 8 qualifier for the N.S.W. Brabham team.
- Jeff Grenenger, also a member of the famous A.R.A. Russkit team and runner-up to Colin in the two Group 2 State title events.

The result—a massacre of the Sydney stars by the local Glendale talent. Never in the history of slotting in this State have so many top names been so convincingly beaten by a local side. In fact, to the star drivers mentioned above, there is no such thing as home track supremacy. Between them they hold some 80-90% of all track records throughout New South Wales, quite apart from a formidable list of race victories.

On the other hand, John McLean, David Lindsay and Trevor Cairney had been racing only six months, and in a number of endurance races against such star teams as Testor and D.B.R., had met with little success.

Out of some 36 entries and 20 visitors only the six Sydney entrants qualified for the semi-finals—the other places were filled by local Glendale slotters. Then followed the final. Ian Bannister, for the first time ever, did not qualify, but missed out by two places. Brian Titheridge, Colin and John Grenenger did not even look like making the final.

Of the six places in the final, four were taken by the three Glendale super stars, plus another local boy, K. Stapleton. Sydney still looked as though it had a chance as Steve Hutchison of the Testor team and Don Ellmore made the final six. However, after the finals had started Don blew a motor leaving Steve to fight the Glendale onslaught.

Despite a valiant effort and some excellent driving, with a Team Testor Lola Mark II scratch-built, Steve was never in the hunt. The three Glendale boys led by John McLean finished 1st, 2nd and 3rd running Cucaracha chassis with Chaparral 2C bodies, obliterating the sophisticated scratch builts of the Sydney entries.

It is hoped that the three Glendale lads will be seen in Sydney in the Group 1 and Group 2 events during 1968 and not just for races being held in Newcastle, on the N.S.W.M.R.R.A. Calendar.

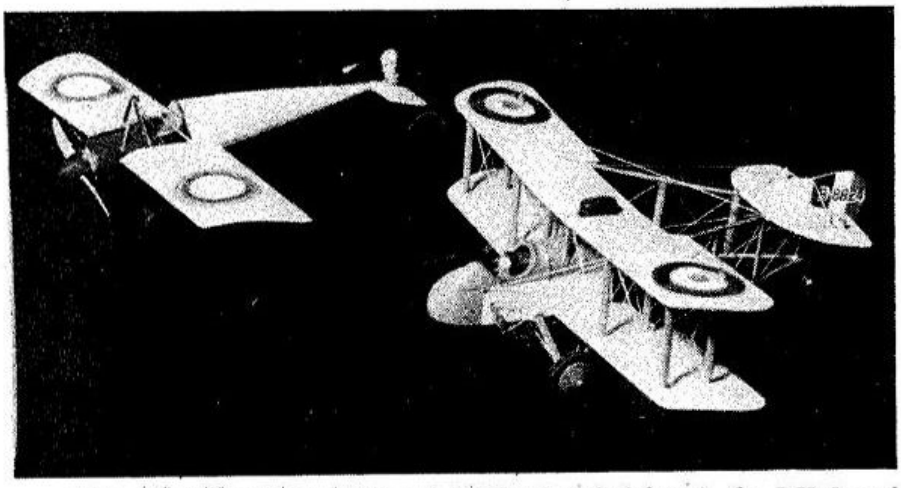
Judging from the results, it is obvious that the Glendale Club should be able to field at least two or three teams that could finish well up on the point score in the Association calendar events for 1968.

FOR THE BEGINNER

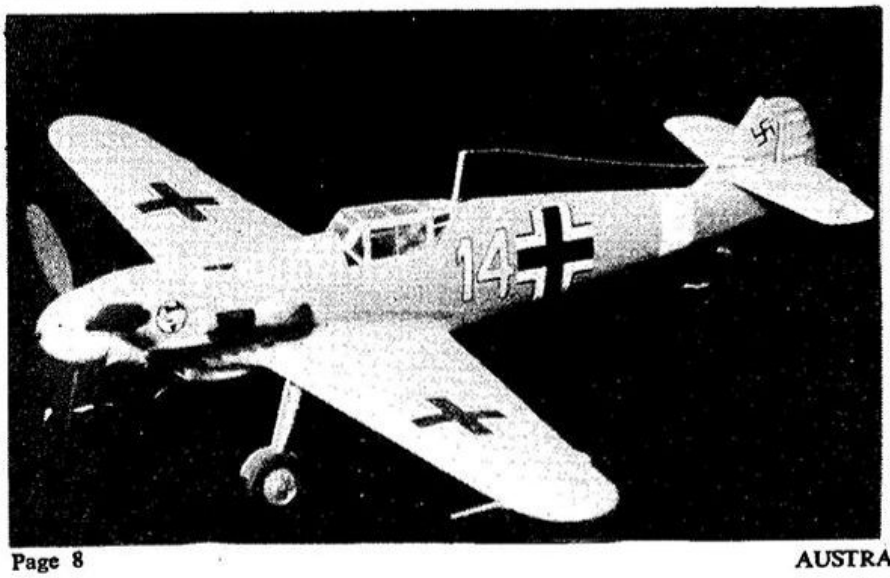
HOW TO BUILD MODEL AIRCRAFT

By PETER WILLIAMS

A step-by-step introduction to the fascinating intricacies of model aircraft building. First of four articles aimed exclusively at beginners and would-be beginners.



Two of author Peter Williams' WWI aircraft (above), the DH 2 and Morane Saulnier and (below) an ME 109 also built by Peter Williams. Model is finished in authentic desert-style camouflage.



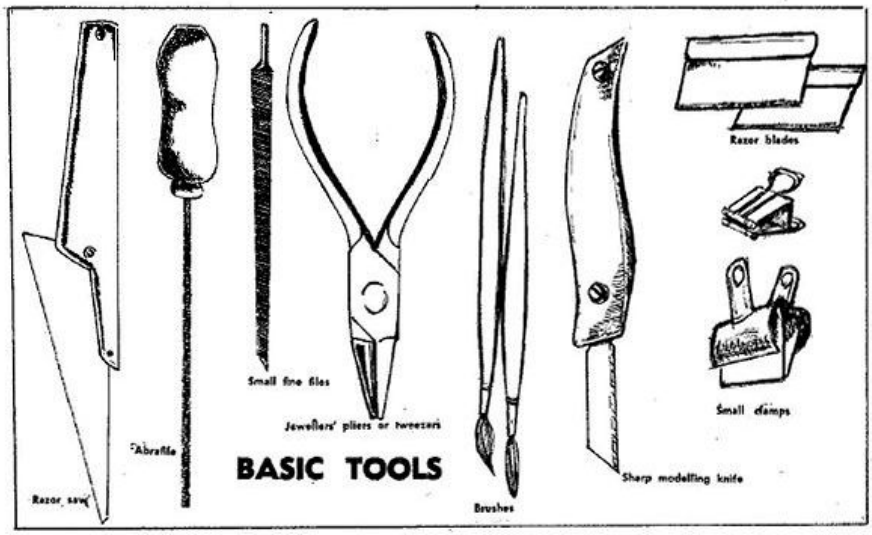
WE have all seen the vast range of model aircraft kits available in Hobby shops and I know from personal experience that many people are put off making a start in Plastic modelling for two main reasons; one, the idea that it is "kid's stuff" ("I wouldn't be seen dead buying a toy aeroplane"), the other an assumed lack of skill, or ability, to turn out as good a job as those seen at exhibitions or at the home of a friend.

I can deal with the first objection very easily; among the people who make plastic aircraft it is usually the over 20 age group who turn out the best work, the "kids" often throw together a couple of glued smeared monstrosities, and then it is back to cowboys and indians.

The second reason is the object of this article; lack of skill or ability which almost amounts to an inferiority complex. Almost anyone has the basic ability to turn out a presentable model and with patience and practice you can soon become an expert.

The basic requirement is the kit, and for your first efforts the simpler the aircraft, the better. If your first try is a Short Stirling by Airfix, or a Douglas Skyraider by Revell in 1/40 scale, you are bound to be disappointed with the final result; it is just too much to tackle before you have gained the required skill through practice. I would recommend beginning with an aircraft of the WWII or post-war period, a single piston engine or small jet, by Airfix in series 1 at 50 cents or series two at 80 cents, or a Revell or Frog kit of similar size.

I suggest WW11 or Post-War, not through any personal preference, but because aircraft of that period are generally easier to make in model form. If your main interest is WWI or pre-WWII, you can go on to make your favourite aircraft after you have successfully completed something simpler. You will be much more pleased with the result than if you dived in feet first with an attempt at a fully rigged biplane project. I shall be tackling biplanes and rigging, etc., at a later date, at the moment I just want to get you started on a truly absorbing hobby, because no matter what field of aviation you are interested in, there is a kit to cover that interest, from the Wright Flier of 1903 to the General Dynanamics F111 of 1967.



A selection of basic modelling tools.

Well, now you have your kit, you will need a couple of small tools as a basic requirement. First, a small, very sharp knife. You can buy an Xacto knife with a variety of spare blades available in different shapes (the most useful being the plain straight edge) or a Stanley knife, which I always use because it has a nice bulky handle. You will also need some very fine sandpaper for final polishing and a small pair of tweezers for putting in the little fiddly pieces, although I prefer a small pair of jewellers pliers, and finally a tube of polystyrene cement. There are one or two other things, but I will mention them as I come to them.

Now, you have the basic tools and your first kit, we are ready to begin:

First and foremost, READ THE INSTRUCTIONS! Study the sheet and make sure that you recognise all the parts, where they go, and at what stage you assemble them. When you have gained experience, you can make a few short cuts, and rearrange the order a bit to suit yourself, but do not try it before you know what you are doing.

Later on I will be making a few suggestions for improvements to the basic model, such as interior detailing, and different colour schemes, etc.

Having made sure you know how it goes together it is now time to pick up your knife. Take the first part required, and carefully cut it from the stem; look it over carefully because in 90% of cases it will need trimming. Where the part was attached to the stem, there will be a small blip of excess plastic—carefully trim it to the surrounding level. There will probably also be some flash around the edges, where the two faces of the mould meet. Carefully trim that off too. On the fuselage halves and wing halves the knife should be enough, but on fully rounded mouldings, such as rockets, props, etc., or on one-piece fins and tailplanes, a final finish with fine sandpaper may be needed.

Cement the parts together, as instructed, being as sparing as possible with the cement, and first checking the fit of each part before assembly. As you glue together the fuselage halves and the wing halves, you will probably get a little glue squeezing out all along the join. DO NOT ATTEMPT TO WIPE IT OFF, but wait until the fuselage is dry, then trim it off with knife and fine sandpaper.

I usually find it advisable to skip one stage of the instruction sheet and leave it till last—fitting the cockpit canopy. If it is possible, to postpone this it is definitely for the better. A smear of cement on the canopy can wreck a model like nothing else.

One or two items should be painted (full details of painting later), either before assembly or before moving on to the next stage. As soon as the fuselage is assembled, paint the cockpit interior and tailpipes, etc., and as soon as the wings are assembled to the fuselage, paint the wheel wells.

Undercarriage legs and doors and wheels should be painted before fitting, carefully scraping paint from the glueing areas before doing so, but do not rush it, let the paint dry, if necessary watch TV or read a book; it is worth waiting.

Occasionally you will strike a kit which fits badly, because of slightly warped parts or an old mould and the little bit of cement that oozes from the join is not enough to hide the gap. Now is the time to apply another "tool" Body Putty. Intended originally for customizing model car bodies it is the ideal solution to this problem. The putty is pushed into the gap and the excess cleaned off with knife and sandpaper when it is thoroughly dry.

Your aircraft should now be fully assembled, with one or two areas already painted. Actually it is better to leave off such things as rockets and bombs, etc., until after the whole aircraft is painted. We are now at the finishing stage, for which you will require paint and brushes. There are three brands of suitable enamel paint readily available, always use enamels, as lacquers and dope will eat into the plastic and cause bubbling and crackling. The two main brands are Humbrol and Testors. Testors is a tricky paint to use because it is so fast-drying and so requires plenty of practice. However, it is ideal for small parts for this very reason. Other modellers prefer the Humbrol range, which has a longer drying time.

Most war-time aircraft should be finished matte, and most post-war aircraft in gloss. There are, of course, exceptions to this rule, but for the time being, follow kit instructions. They are usually accurate. First of all give the whole aircraft a good wash in a solution of washing up detergent. The plastic is naturally slightly greasy, and it has since gained a fine collection of finger-prints during construction, things which will definitely hinder the smooth application of paint. You will need a couple of good quality sable brushes, say size 3 or 4 for general work and an 0 or 1 for finer work, such as tyres, cockpit canopies, etc. Always keep the paint well stirred and fairly thin; it is better to use three or four thin coats than one heavy one. To thin the paint always use the correct thinners. Never use turps, because it will dissolve the plastic and possibly ruin the paint as well.

When the whole airframe is painted, it is time to fit the canopy. Clean off a thin line of paint around the cockpit area, where the canopy touches and after making sure that the canopy fits (by trimming carefully if necessary), wash the canopy and cement it in place by applying cement to the edges with a pin or a matchstick. If you get cement on

FOR THE EXPERT

DO YOUR OWN CUSTOM RE-WIND

The thought of re-winding a motor is quite awe-inspiring to most modellers, and yet with a little patience and average intelligence, you can come up with a custom re-wind to put you right up there amongst the "hot thumbs."

First step is to dismantle the motor. Remove pinion from shaft and file off burrs or spiggots to leave shaft smooth so that it will pass through motor bearing (this is important as the bearing can be damaged if shaft is forced through). Lift tags holding spring tails then remove spring and brushes, carefully lever up tags on motor case holding end bell, remove end bell taking care not to damage bearing on the FT16 and "Hit" type motors, take armature from can. On 16D and 36D motors with pinion on opposite end, if shaft will not pass through bearing you have not fully removed spiggots so back to the file.

Strip old winding from armature and with solder iron remove solder from tags on commutator and check that fibre pads on each end of armature stack are not broken or missing. Now remove spiggot from bottom of Mabuchi type commutator and rotate comutator to 11° in direction you require motor to run (see diagram) and cement in place. Use epoxy or contact cement.

Now we are ready to start winding. For small and medium Mabuchi and Hit motors use 29G B and S. Poly coated copper wire and for large Mabuchi use 28G or 27G. B and S. wire. First scrape insulation from end of wire and with solder iron tin bared wire then solder to solder tag on commutator and wind 62 turns on first pole for small and medium and 68 turns for large motors. Scrape insulation from wire and solder to next commutator tag (see diagram) then wind 62 turns on next pole making certain you wind in same direction as first pole, solder to next commutator tag and wind last pole with 62 turns and solder wire to solder tag where you commenced winding.

The wound armature must now be epoxied. I find the best method is to heat the armature to approx. 150°, this allows the epoxy to flow into the winding and so hold them from moving when motor is revving. An Infra Ray room heater or a 150-watt light globe is possibly the easiest heat source to obtain but if these are not available place armature on lid of saucepan of boiling water for three to four minutes, remove and apply thin coating of epoxy over all windings and up over solder lugs, epoxy on these lugs

FOR THE BEGINNER

the canopy, you will have to take it off, clean off the cement with very fine sandpaper and (here's a secret worth remembering), polish it with toothpaste which makes an excellent light abrasive; it must be made crystal clear again or the overall effect will be lost. Moral: Be careful not to slip! When the canopy is in place you can paint the frame lines.

Canopy frames are the bugbear of many a modeller. They are usually very fine and one slip means an unsightly mess. Use your size 0 or 1 brush and use short brush-strokes—not too much paint at a time. If you paint with the model held in one hand and the brush in the other with no steadying connection between the two, the canopy is almost certainly doomed. The slightest shake in your hand will be amplified—the model shakes one way and the brush shakes the other. I have used two methods for painting fine lines freehand, both basically the same.

The first method is to place the model on the table, and steady the wrist of your brush hand on a suitable sized book, and at the same time hold with your other hand all but the two fingers grasping the brush. This way the only things that move are your finger and thumb. The other way is to do what we all do when writing—support your hand on the paper. This allows you to paint steadily. If you don't believe me try writing without letting your hand rest on the paper and note the change. To apply this method, hold the model in one hand, and, resting your forearms against the table, support your brush hand against the model. You will still need to work with care, but at least it is possible to paint a thin, even line this way.

The final stage is to apply the transfers or decals. Firstly, I find it very helpful to use a little more glue than is usually supplied on the back of the transfer. I use Selley's Aquadhere, applied to the aircraft with a wet brush to dilute it a little. Any good water soluble glue will do just as well. The excess glue can then be carefully washed off after the transfer is dry.

Before applying transfers, trim the excess film from around the colour of the roundels, etc., with a razor blade, this will help to disguise the fact that it is a transfer and not painted as on the original. Letters and serial numbers should be put on first and then after fifteen minutes or so carefully trim around them with a razor blade, broken to a point (do not use stainless blades; they do not break properly). The centres of letters, D.B.O., etc., should also be trimmed out, the film can be lifted off and the glue washed off after the transfers are thoroughly dry. The result is well worth the extra effort, as the excess film is really quite noticeable at times.

With patience and a little effort you will soon be able to turn out a finished product to be proud of. But don't sit on your laurels; even experts find room for improvement!

In following articles I shall tell you how to improve on what the manufacturer sells you. First, however, master the basic requirements of neatness and good finish and we can go on from there. The more experts I see, the better I like it. Good Modelling!

raises slightly the melting point of solder and may save solder throwing should motor be overloaded. Stand armature upright while epoxy is cureing.

If the motor you're re-winding is a Hit, I would suggest if you have a FT16D nylon end bell in good condition use it on your motor in preference to the Hit end bell, if not don't be too concerned, the Hit one will do a good job. On the other hand, if the motor rewound is a FT16 the nylon end bell will have to be discarded and an FT16D used.

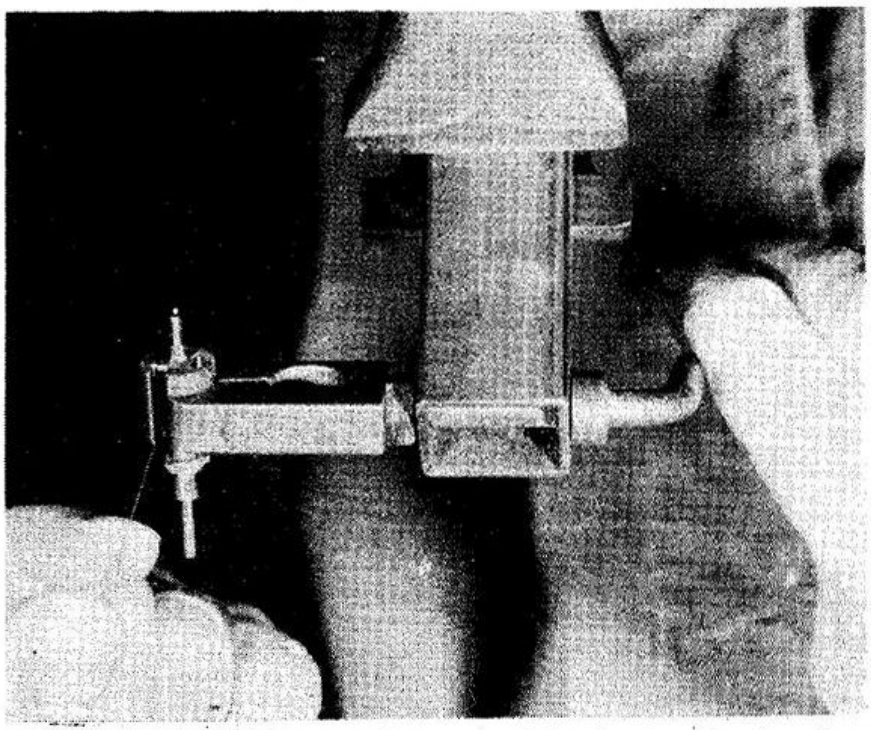
With Hit and FT16 cans the rear bearing must be epoxied or soldered, if it is loose it will have to be centered before soldering, to do this wrap paper around the armature till it is a snug fit in the can and locate the shaft in the bearing then solder bearing in place.

With FT16D and 36D and 36 it is advisable to epoxy the self-aligning bearing in place also using method described for centring F16. I've seen many a race lost through side loads on inline motors moving the bearing over and rubbing on the bearing cap so slowing motor down.

The next step is to pack the magnets out to increase the flux density and so help dynamic braking effect and torque. Contrary to most beliefs this will not increase the R.P.M. but will actually decrease it. The loss of R.P.M. will not be great but the increase in torque is well worthwhile.

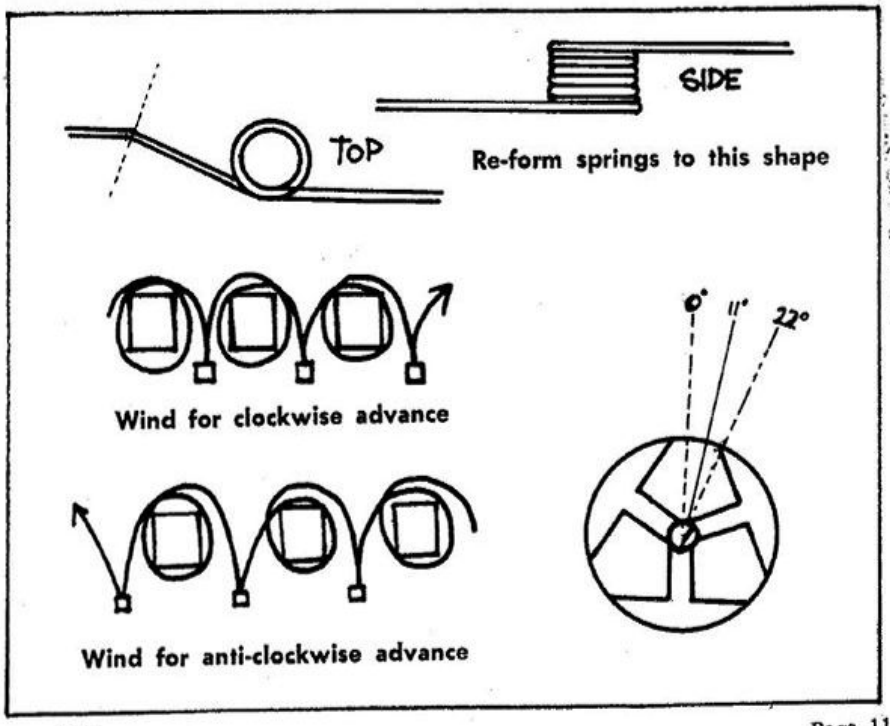
Remove magnet retaining clip then magnets from case and from a ring pull soft drink can cut 2 pieces the length of the magnet and $\frac{1}{8}$" less than the width, remove paint from these pieces and bend them to fit the magnet then place the magnets with shim between them and the can and replace the retaining spring.

Now back to the armature. Set up two razor blades exactly parallel to each other $1\frac{1}{4}$" apart and perfectly level. We use these to balance the armature. Place armature on blades and the heavy side will come to rest at the bottom. Mark the heavy pole or poles then with 1/16" or 5/64" drill, drill shallow hole in heavy pole up commutator end and place on blades again to check balance. Continue removing metal a little at a time till the armature will remain at rest without moving when placed on blades. The armature is now balanced and all that remains to be done to the armature is cleaning of the commutator, this is best done with a typewriter or ink rubber.

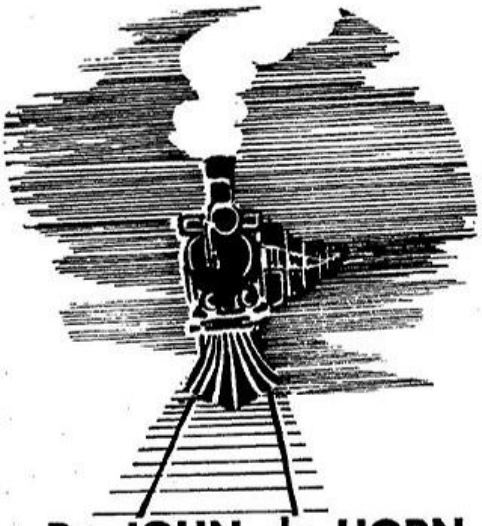


Simple hand-operated tool made up by Bert Kynoch to simplify winding.

All components are now ready to assemble. Place armature in can and end bell in place and check for free rotation and end play. Add washers to take out end play leaving not more than five thousand of an inch end play then bend the tabs down to secure end bell, fit brushes and springs and you are ready to run-in motor. This is done by connecting to 3-volt D.C. supply and running for 15 minutes. Brush springs should be shaped as shown before fitting.

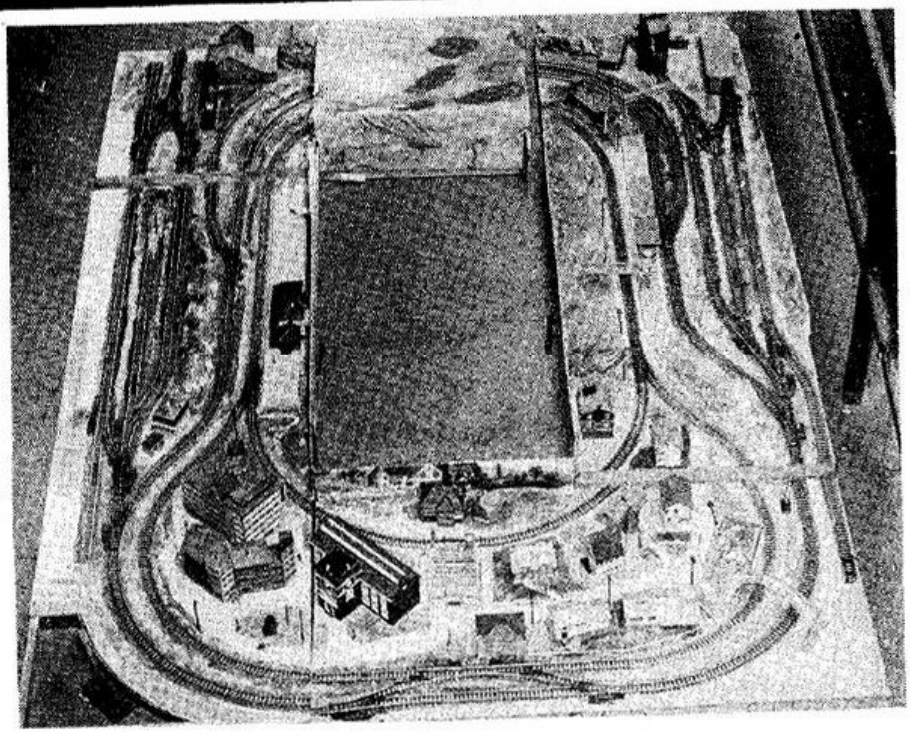


There is a fascination about model trains that few fail to recognise. Today the field of model railroading has expanded in a way beyond conception 20, or even 15 years ago. Increased use of mass production has lowered prices. Miniturisation skills have led to small scales that eliminate space problems. Use of modern plastics has enabled authentic reproduction hitherto confined to expensive hand built models. Nowadays railroading's chief appeal to modellers is its multi-facet appeal. Apart from straight-out modelling, it involves carpentry, artistry, photography, sculpting, plastering, painting, assembly techniques, railway proto-type practice, signalling, operation, auto control, electronics, time-tables, etc., etc., all of which sounds pretty formidable when taken in bulk. However, very few railroaders have an over-riding interest in all these aspects of the hobby. Most, find their chief satisfaction in one or the other, and involve themselves in general procedures as a matter of course. One thing they have in common, however. Most railroaders start from a simple oval track with a model train running around it. After that the sophistications can be endless. So, start at the beginning, we introduce you to . . .



By JOHN de HORN

THE IDEAL



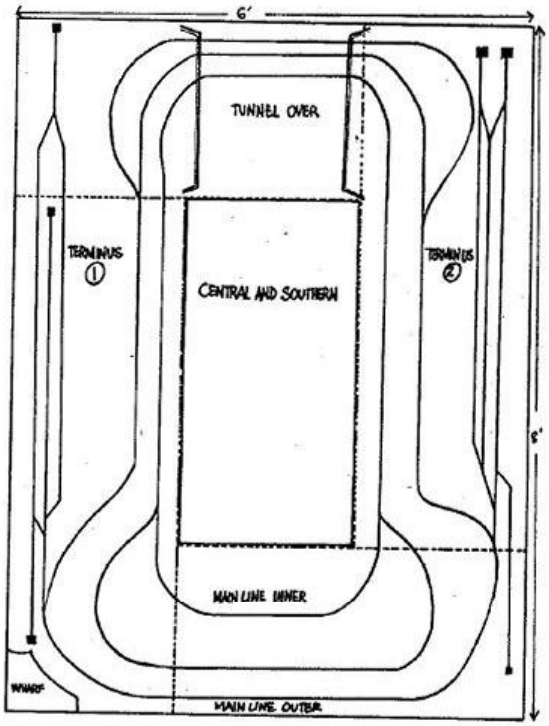
The complete track and lay-out showing four separate sections (see diagram opposite page).

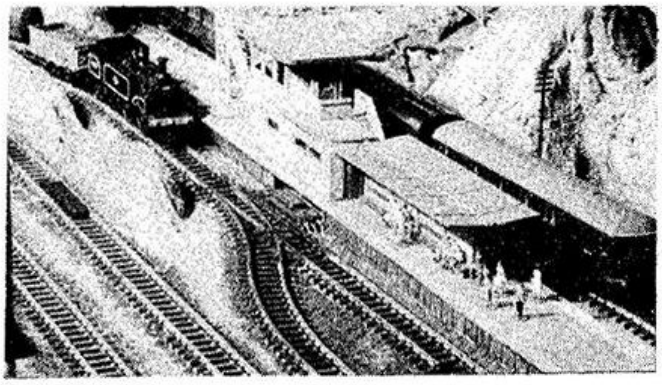
PROBLEM! How to design and build a track lay-out that is interesting, portable and (for exhibition purposes) continuously-running.

Answer: Impossible. But with some compromise we can approach the ideal.

When building a layout it is necessary to have a basic concept of what is required. It can be to represent a particular prototype; to achieve a certain type of operation; or to achieve certain aims and fulfill certain objectives. If you can get these clear in your mind first—even jot them down as we have above—it will make the whole job easier. Then, alongside, write down any other pertinent facts, such as size limitations, price, availability of materials, etc. Now you have a skeleton of facts and ideas upon which to build and you can begin to plan.

If you want to achieve results quickly and effectively, a complete plan must be drawn in every detail, and a specification of requirements





A view of the main station (above) with passengers patiently waiting for the goods train to go through. Close-up (below) of bottom right-hand section of track showing added scenery.

RAILROAD TRACK

laid down. Assemble all your materials in the one location and then go to work. This is how I built this layout in three weeks, by spending a month planning beforehand. If your resources are limited you can still complete your initial plan but design your railway so that it can be built in stages.

We will eventually need at least three plans: Track (and scenery), Base Board, and Wiring. Obviously the first must be your track. In this case let us impose a size limitation of 8' x 6', and see what we can design. We will need continuous runs for exhibition purposes, sidings and stations, crossovers and holding logs. Now have a look at the track plan, and see if we have achieved these objectives. With this plan we have terminus station facilities at either end of a run, with provision for loco escape and run around. There are two main lines an inner and an outer track, each of which is provided with a holding logs on alternative route, on each of these main lines it will be possible to have two different trains, which will be selected to run as required by the operator. In addition we can interchange between the two main lines and utilise the terminal in any direction.

You could use up to eight locos on this layout, providing a constant source of visual variety, though only two would be controlled at any one time. For this reason it would be possible to economise on locos reducing to a minimum of two, and building from there as resources become available. Similarly from an economic point of view it would be quite possible to begin to build the internal main line first with the extra logs and utilise the crossover section as sidings until further stocks of rails are forthcoming.

So we have an expendable plan which can begin modestly, and gradually grow, but it will be essential to build your baseboard so that provision is made for it to grow. Later, perhaps, we will be able to discuss construction methods and electrical aspects of the layout.

If we make our 6' x 8' board one solid piece it won't be portable, and we will assess problems to the centre and possibly to side or sides which may be against a wall, therefore let's leave an area 4' x 2' in the middle of the board which we can use as an operating or access well.

We can cover this with a separate narrow gauge railway later if you have plenty of room around the outside of the baseboard. This leaves us with a baseboard 2' wide all round which can be split into four sections 2 x (6' x 2') and 2 x (4' x 2'). These can be bolted together when in use, but again careful planning will pay at this stage so as to be sure that (1) no point falls on a joint; (2) the maximum amount of wiring can be finalised on each board without transfer from board to board.

Next Month:
Baseboard construction and wiring.

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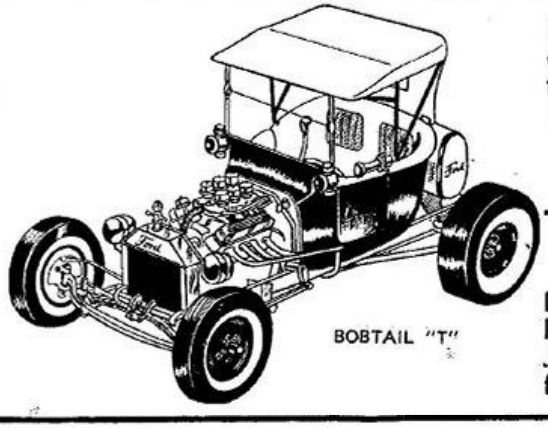

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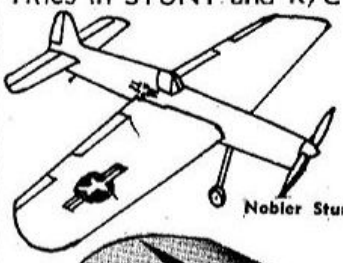

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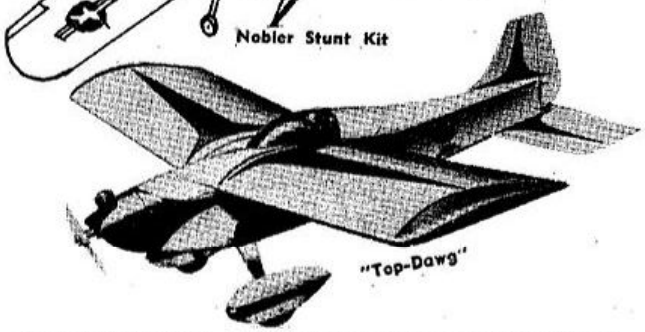

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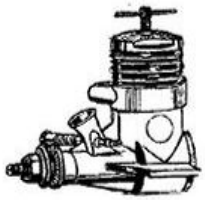

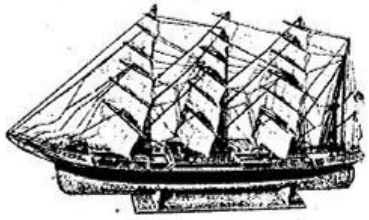

"STEINGRAEBER" model ship kits just arrived from West Germany, regarded as the world's best in this type of model.
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Brigs through to 29" Slave Clippers and 33" Frigates. All kits full sailing, fully rigged with all fittings. Quality timbers throughout. Some suitable for R/Control. Excellent plans. FREYA: 21" Brig, $14.90. ARAMIS: 24" Man o' War Brig, $20.45. AGILIS: 29" Slave Clipper, $29.60. LA FLORE: French Frigate, $50.00. These are just some examples — for those who demand the best.

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SAILING TOY BOATS IS NO LONGER THE EXCLUSIVE PROVINCE OF THE YOUNG. ON LAKES, PONDS, RIVERS, HARBOURS, BAYS AND BATH-TUBS THIS WEEKEND, CLUSTERS OF SMALL BOATS WILL TAKE TO THE WATER UNDER THE ANXIOUS CONTROL OF DEDICATED SKIPPERS OF ALL AGES. THEY'RE PART OF THE SWIFTLY-GROWING BREED WHO . . .

GO DOWN TO THE SEA IN LITTLE SHIPS

AMONGST the varied fields of modelling now popular in Australia, model boating is probably the youngest and one of the most vigorous.

The main accent at the moment is on model speedboat racing. Major advances have been made in speed boat design, both model construction and working components, engines, cooling, propellors, shafts, rudders, etc., all of which have an equal bearing on the efficiency of the craft. All are radio controlled, naturally enough, and it is here that probably the greatest single contribution to the hobby has been made.

To be able to stand at the shore and guide model boats across a lake by remote control brings out the frustrated sea captain in all of us.

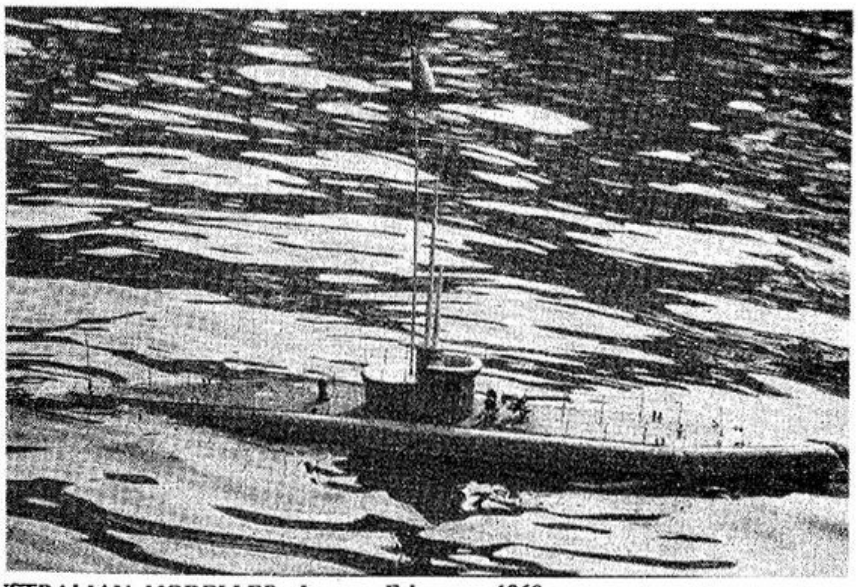
Radio control comes in three basic groups:

- Single channel, used mainly for electric craft in time trials, etc. With the 40 MCG band single-channel can be used in races, but it is not highly efficient.
- Split channel, a must for all high speed work, allowing seven models to compete at the one time.
- Proportional radio, allowing complete control of the craft, but at very considerable expense.

For those who don't want radio control, there is the "speedfin" section of model boating. Spinning for speed is a lot of fun and most craft can be adapted to it.

Then there are the scale model hobbyists, and steam and paddle driven craft builders, not to mention sailing boat enthusiasts (one of the most fascinating fields of model boating) all of whom help to swell the growing ranks of people who go down to the sea in little ships. →

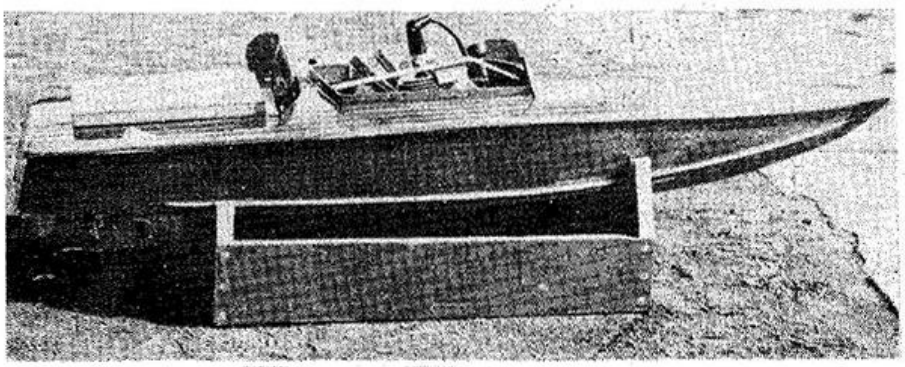
Maurice Williams' electric-powered, radio-controlled non- scale submarine



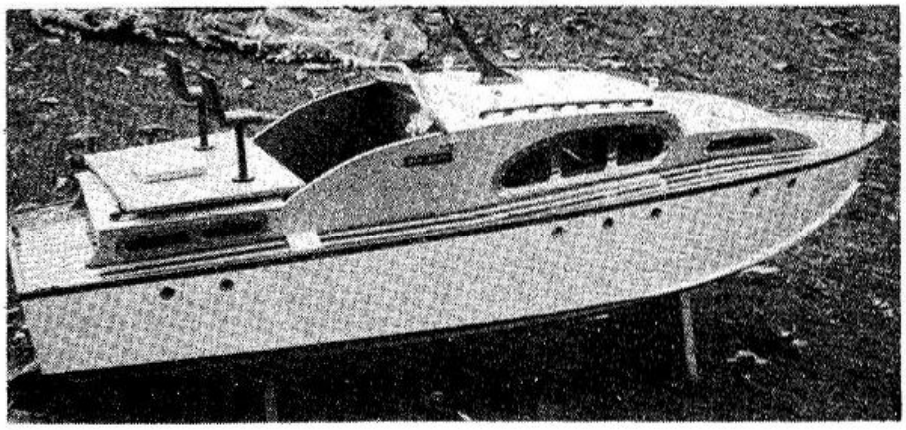
GO DOWN TO THE SEA IN LITTLE SHIPS

CONTINUED

During coming months we will give a more detailed picture of the model boat scene in Australia and New Zealand with kit reviews, building hints, etc. To date, Australian model boat builders have had little chance to swap experiences and pass on hints, mainly because of the lack of any national communicating organ. Now that Australian Modeller is serving this purpose, it should do a lot to broaden interest in the hobby. Experience is just as important as theory in any field of endeavour, and some of our model boating experts can pass on hints and advice to beginners that will cut costs and save them lots of time and mental anguish.



One of the fastest craft around, the O. and R.-powered speedboat (above) and the electric-powered Sea Queen (below).



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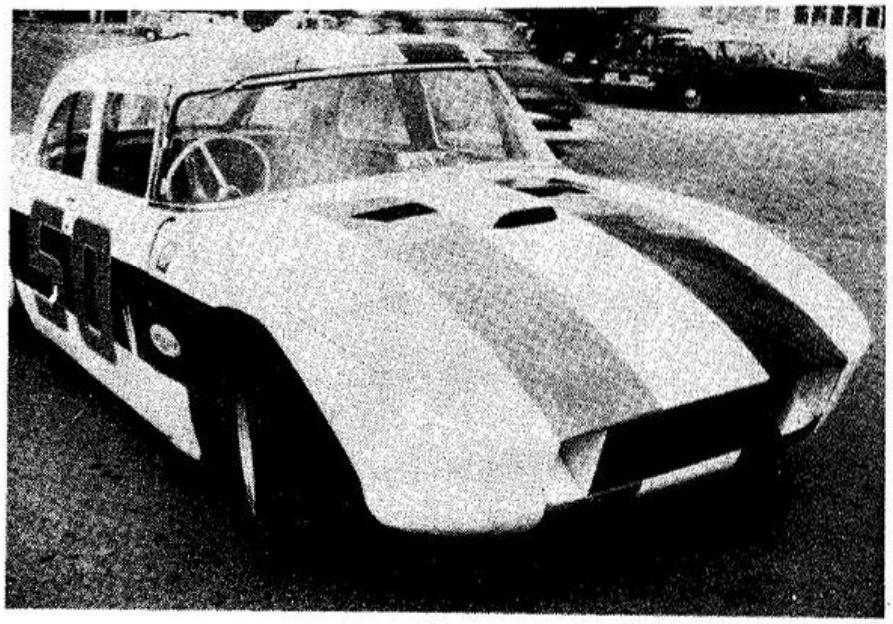
THE INCREDIBLE CUSTAXIE!

New Zealand's "allcomer" boom spawns a truly fabulous Ford.



Robbie Franicevic's Custaxie. Not a handsome vehicle, say the critics, but with 7 firsts and 3 seconds in 10 starts, who cares?

NEW ZEALAND has just finished its last season of "allcomers" saloon car races. The class has now been abandoned, but in the course of its run produced some remarkable vehicles, most of which would certainly fall in the prototype G.T. class in international racing. Most of these cars are "bread and butter" saloons housing monster motors, chopped bodies and hairy performances.

The N.Z. fast-back Anglia's are well-known and also such unlikely combinations as A40's with Lotus engines, a Renault Dauphine with a 5.3 litre American mill, a Ford Zephyr with a 5 litre Corvette engine and many others.

Probably one of the most chopped, with the biggest engine, and certainly the most successful this last season has been Robbie Franicevic's Custaxie. This vehicle started life as a 1956 Ford Customline, and modified both by its crew, Robbie, Tony Kriletich and Peter Thorpy, and by the bank on the hairpin at the Levin circuit in a mid-season accident, and is powered by a 7 litre Ford Galaxie engine.

Its successes have been seven firsts and three seconds from ten starts, and I think few cars could better this record.

From the modellers point of view, this car would fill a unique position, in that it would be classed as a true G.T. car, having only two seats, and is the largest G.T. racing on low profile tyres.

Many people feel that it is an ugly car, but it has a purposeful look, and sports a very colourful decor to brighten up the model track. Marshalls and lap recorders will never miss this one!

The car is painted white all over and sports two stripes over the entire top of the car with exception of the ledge in front of the windscreen, and they also run down back and front ends. The nearside stripe is dark blue and the offside is bright red. On either side of the

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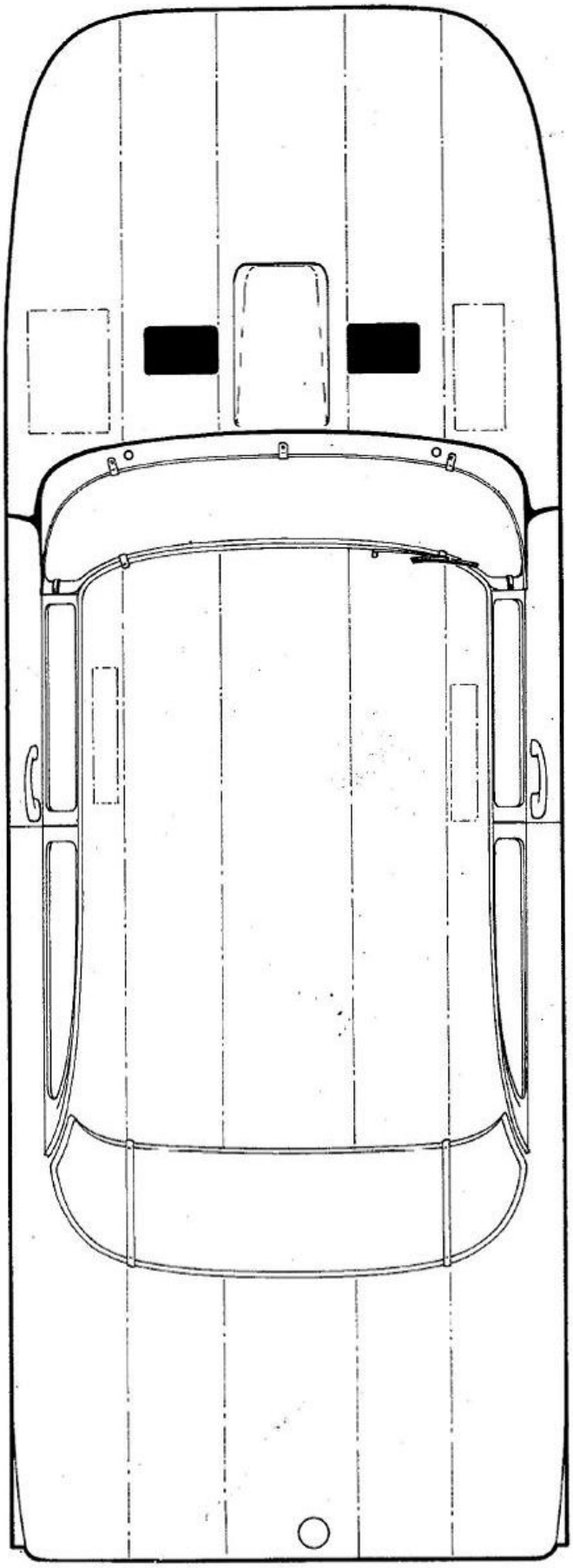

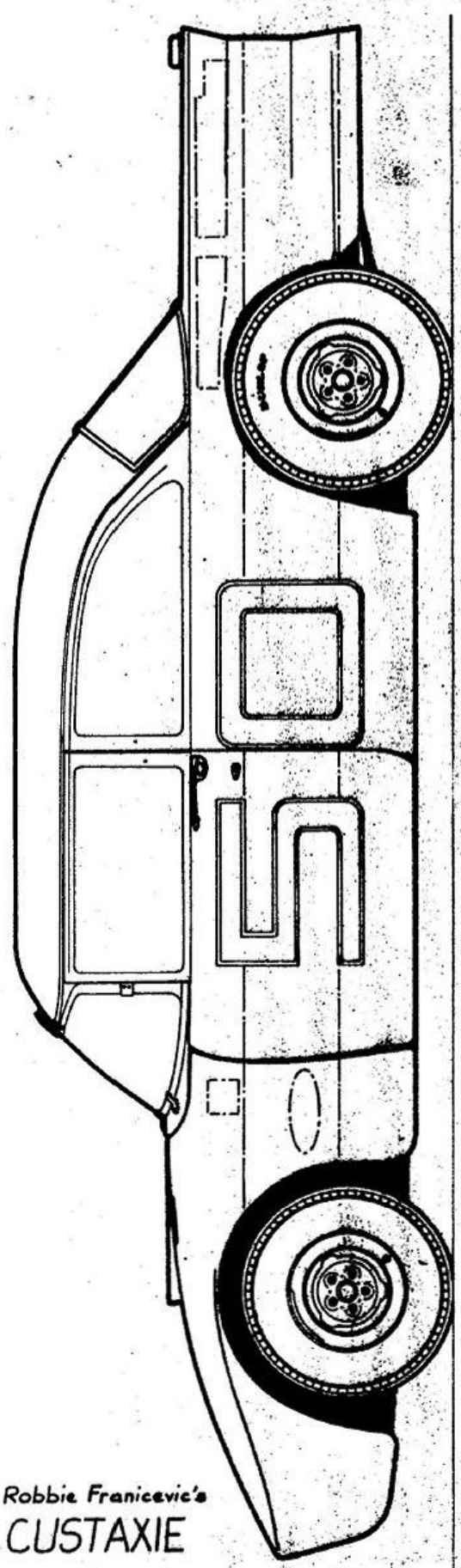

Robbie Franicevic's
CUSTAXIE

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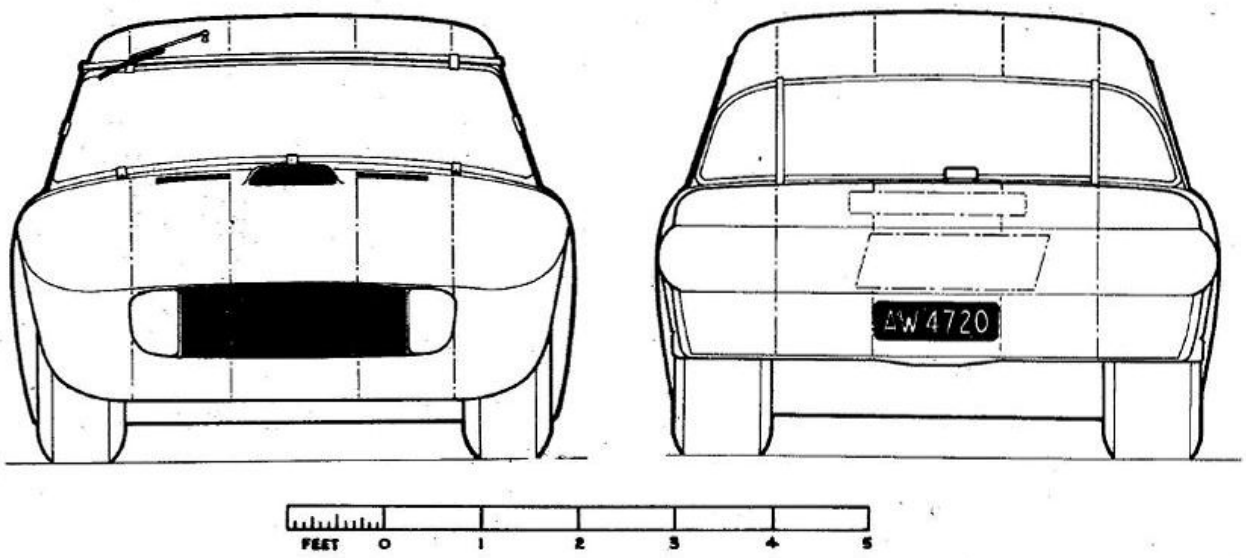

1:24 CUSTAXIE!

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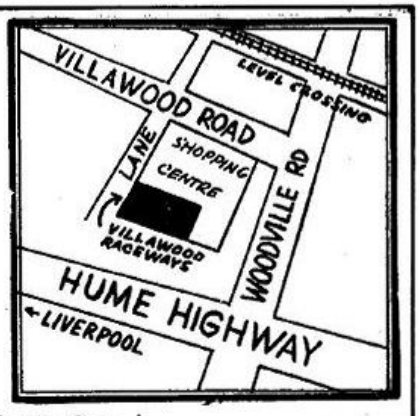
CLASSIC
Serpent, Stinger, Gamma Ray 14.55



Manta Ray, Asp $13.80
Viper $11.35
Batmobile $12.90
Astro V (kit) $8.50
Astro V (RTR) $10.50
Tornado $5.45

MOTORS
Russkit 23 ..... $1.75
Classic 36D $1.95
Classic 16D $1.95
Testor Turbo $5.95
Mabuchi 36D $1.65
Mabuchi 26D $2.60
Testor Mk IV (26D, 3-volt) $4.95
Classic 450 (26D, 3-volt) .. $4.95
Champion 707 ..... $6.95
Brush and Spring Sets for 26D, 36D, 16, 36 $0.60

CUSTAXIE!

By J. TEMPLEMAN

1:32

car is also a stripe, on the nearside it is red and on the offside it is blue

The racing numbers "50's" are painted in blue on the red background and red on the blue background, but in both cases are outlined in bright blue.

Now we come to the trade signs. Firstly, the car is sponsored by Coventry Motors Ltd. and this is painted in light blue along both rear wings, and then on top of the bonnet, just in front of the windscreen are two more. On the nearside is "Panel Work by College Motors Ltd., Upholstery by C. F. Scott Ltd." in the position shown on the plan, and on the offside "Dynamic Balancing by Ted Thompson." Both these are in light blue lettering.

Over each door is "Robert Franicevic," again in light blue, and on either side just in front of the door is a "Shell" and a "Dunlop" transfer.

The Shell ad is a yellow shell with red lettering and background, and the Dunlop sign is yellow with "Dunlop" in red and the motif and tyres in black.

On the back of the car is "colour me . . . gone," and is flame with black shadowing, and a black number plate with white digits.

Wheels are silver, and the tyres are Dunlop low profiles being 27" dia. x 10½" wide at the front and 28" dia. x 11½" wide at the rear.

As can be seen from the sketch, the driver sits well back in the car, in fact just behind the door pillar, and this is because the rear of the engine is in the cockpit!

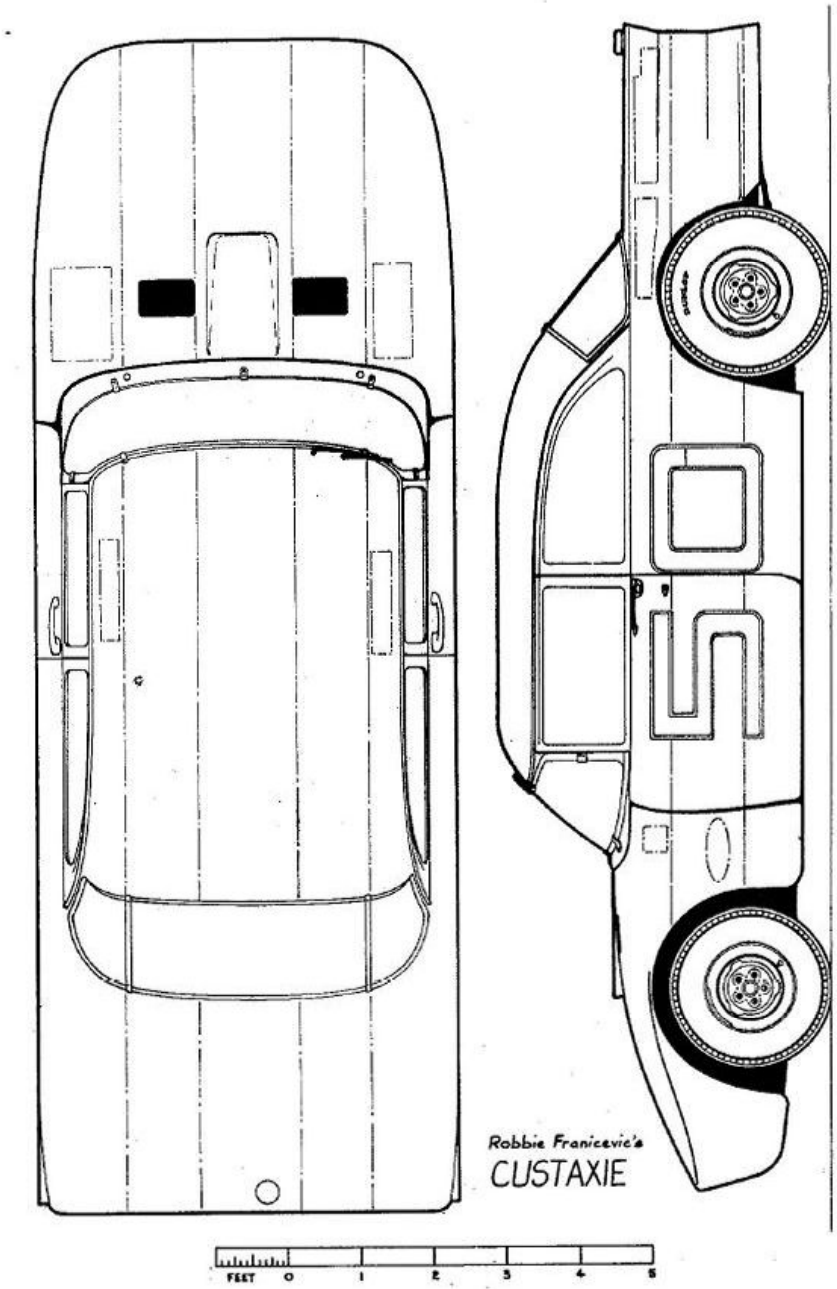
A long steering wheel gives the driver a comfortable driving position, and just behind the seat is a substantial roll-over bar.

The windscreen surround is chromed, as are the two vertical bars on the rear window, but the rear window is surrounded by black rubber.

The dimensions are as follows:—

Wheelbase: 9' 7".
Track: 4' 5".
O.A. Length: 16' 0".
O.A. Width: 5' 9".
O.A. Height: 4' 7".
Ground Clearance: 5".
Front Wheels: 15"-6.00 x 10.5.
Rear Wheels: 15"-6.50 x 11.5.

I would like to show my appreciation to Robert Franicevic and his crew for making the vehicle available to me and for subsequent information.



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TWO LANE	$31.00
THREE LANE	$46.00
FOUR LANE	$59.00
FIVE LANE	$74.00
SIX LANE	$87.00
SEVEN LANE	$102.00
EIGHT LANE	$117.00

NOTE THESE FEATURES:—

- All units portable (take them from track to track).
- Any number of lanes.
- Controls allow "test runs" by cutting out counters.
- All units fitted with master track power switch.
- Counters can be coloured to match lane colours.
- Units built in strong steel cases and enamel finished.
- One-lane units available for home test tracks.
- Standard units re-setable but not zeroing.
- De luxe units automatic zeroing re-set.
- Counting to 10,000 standard unit, 100,000 de luxe unit.
- Twelve-month warranty.
- 14-day delivery on receipt of cheque or money order.
- Counter units made to any specification.

OUR SUPER DE LUXE MODEL

Quick track installation. Just plug one lead into a power point and one into the track. No costly installation necessary!

SOME OF THE FEATURES

- 12 volt 30 amp transformer.
- 1-hour timers.
- Car testing.
- Controller testing.
- Amp & volt meters.
- Lap counters.
- Race starting lights.
- P.A. System optional; and many other features.

HOLDEN BODIES!

DAYTONA

247 HOMEBUSH RD. ENFIELD, NSW.

DAYTONA LAP COUNTERS
247 HOMEBUSH RD.
ENFIELD, NSW.

No. of Lanes .....
Lane Colours .....
Total Track Width .....

Dear Sir,
Please send me further details of your LAP COUNTERS

NAME.....

ADDRESS.....

.....

NSWMRRA RACING

NOTE: The term "GP" includes Formula I and Indianapolis cars.

Date	Event & Class	Place	Scale
28/ 29-1-68	Jack Brabham National Finals. Post 1961 Formula 1 cars	Road Runners Club, Adelaide, South Australia.	1/24
11-2-68	Sprint Individual Championship (Round 1) GP	Balmain Slot Car Centre, 258 Victoria Rd., Balmain.	1/24
18-2-68	12-Hour Team Championship (Round 1) Sedan	Cessnock Model Raceways, 140 Vincent St. 48 Hall St., Cessnock.	1/24
25-2-68	Driver of the Year (Round 1) Sports/GT	Seven Hills Raceways (formally Blacktown Raceways), Artillery Cres., Seven Hills.	1/24
3-3-68	12-Hour Team Championship (Round 2). Sports GT Can-am cars only.	Hornsby Slot Car Circuit & Supply, James Lane, Waitara.	1/24
10-3-68	6-Hour Team Championship (Round 3) Sports GT	G. & D. Slot Cars, 33 Phillip St., Parramatta.	1/32
17-3-68	Sprint Individual Championship (Round 2). Sports GT.	Manly-Warringah Raceways, The Corso, Manly.	1/24
24-3-68	12-Hour Team Championship (Round 4). GP. Indianapolis cars only.	Earlwood Toy & Hobby Centre, Shop 2, 332 Homer St., Earlwood.	1/24
31-3-68	Driver of the Year (Round 2). Sports GT.	Tiger Raceways, Lyons Road, Drummoyne.	1/24
7-4-68	Sprint Individual Championship (Round 3). Sedan	Pacific Raceways, 348 Rocky Point Road, Ramsgate.	1/24
21-4-68	Driver of the Year (Round 3) Sports GT.	Sydney Society Model Engineers, 190 Parramatta Rd., Ashfield.	1/32
28-4-68	Sprint Individual Championship (Round 4). Sports GT.	Mayfield Auto Accessories, 156 Maitland Road, Mayfield.	1/24
5-5-68	Driver of the Year (Round 4). Sports	St. George Model Car Club	1/32
12-5-68	12-Hour Team Championship (Round 5). Sports GT. Can-am cars only	Cross Roads Slot Car Centre, 2 Poyner Ave., Glendale.	1/24
19-5-68	12-Hours Team Championship (Round 6). GP.	American Raceways Pty. Ltd. 45-47 Hume Street, Crows Nest.	1/24
26-5-68	12-Hour Team Championship (Round 7). Sports GT. Le Mans cars only	The Heights Raceways, 230A Princes Highway, Sylvania Heights.	1/24
9-6-68	INTERSTATE MATCH. SYDNEY v. MELBOURNE. Teams Challenge March (Round 1)	Group, Class and Track to be determined—to be held in Sydney.	1/24
15-6-68	Le Mans 24-Hour Team Championship (Round 1). Sports GT. Le Mans cars only	Sydney Society Model Engineers, 190 Parramatta Road, Ashfield.	1/32
23-6-68	Driver of the Year (Round 5). Sports GT.	Grand Prix Raceways, 434 Princes Highway, Rockdale.	1/24
30-6-68	12-Hour Team Championship (Round 8). Sports GT. Daytona cars only.	Seven Hills Raceways (formerly Blacktown Raceways), Artillery Cres., Seven Hills.	1/24
7-7-68	Driver of the Year (Round 6) Sports GT.	S.E.C.R.A., 11 Virginia Place, Forestville.	1/32

TROPHIES WILL BE AWARDED FOR THE FOLLOWING TITLES AND EVENTS

Group 1 N.S.W. Sports/GT Champion 1/24 Scale.
N.S.W. GP Champion 1/24 Scale.
N.S.W. Sedan Champion 1/24 Scale.
N.S.W. Sports/GT Champion 1/32 Scale.
N.S.W. GP Champion 1/32 Scale.
N.S.W. Sedan Champion 1/32 Scale.
Driver of the Year.
Runner-up Driver of the Year.
Rookie of the Year.
N.S.W. Teams Champion 1/32 Scale.
Drag Trophies 1/24 Scale for each of Top Eliminator.
Drag Trophies 1/24 Scale for each of Middle Eliminator.
Drag Trophies 1/24 Scale for each of Little Eliminator.
Drag Trophies 1/32 Scale for each of Top Eliminator.
Drag Trophies 1/32 Scale for each of Middle Eliminator.
Drag Trophies 1/32 Scale for each of Little Eliminator.
Group 2 N.S.W. Teams Endurance Champions.
N.S.W. Teams Endurance Champions. Runners-up.
N.S.W. Teams Endurance Champions. 3rd Place.
N.S.W. Sprint Champion
N.S.W. Sprint Champion. Runners-up.
Driver of the Year—Best performance up to a maximum of 7.
Group 2 Sprint Point Score—Best performance up to a maximum of 5.
Group 2 Endurance Team Championship—Best performance up to a maximum of 9.

14-7-68	12-Hour Team Championship (Round 9). Sports GT. Le Mans cars only.	99 Model Raceway, 39 Main Street, Lithgow.	1/24
21-7-68	3-Hour Team Championship (Round 2). Sedan	Lakeside, Iluka Ave., Elanora Heights.	1/32
28-7-68	Driver of the Year (Round 7). Sports GT.	Balmain Slot Car Centre, 258 Victoria Road, Balmain.	1/24
4-8-68	12-Hours Team Championship (Round 10). GP. Indianapolis cars only	Redline Raceways (formerly Magnet Raceways), Southside Plaza, Rockdale.	1/24

11-8-68	Sp Ch (Re
18-8-68	8-F Ch (Re
25-8-68	Dr (Re
1-9-68	12- Ch
7-9-68	(Re
15-9-68	Sp Ch (Re
21-9-68	1/ Tit
22-9-68	12- Ch (Re Ind
29-9-68	Dri (Re also Titl GT
6-10-68	IN MA Me Ea Ma
13-10-68	12- Ch (Re
20-10-68	BR QU
27-10-68	1 Fo
3-11-68	1 Fo
10-11-68	1/2 Fo
17-11-68	1/3 Fo
23/ 24-11-68	DR TT
1-12-68	WC AT
14-12-68	PR TO

G CALENDAR, 1968

Sprint Individual Championship Round 5). GP.	Tiger Raceways, Lyons Road, Drummoyne.	1/24
3-Hours Team Championship Round 3). Sports GT.	St. George Model Car Club.	1/32
Driver of the Year Round 8). Sports GT.	Lakeside, Iluka Ave., Elanora Heights.	1/32
12-Hour Team Championship Round 11). Sedan	Villawood Raceways, Villawood Shopping Centre, Villawood.	1/24
Driver of the Year Round 9). Sports GT.	Earlwood Toy & Hobby Centre, Shop 2, 332 Homer St., Earlwood.	1/32
Sprint Individual Championship Round 6). Sports GT.	Yagoona Straightaways, Nicholas Arcade, 437 Hume Highway, Yagoona.	1/24
/32 Sports GT. State Title. Sports GT.	S.E.C.R.A. 11 Virginia Place, Forestville.	1/32
2-Hour Team Championship. Round 12). G.P. (Indianapolis cars only)	Grand Prix Model, Raceways, 434 Princes Highway, Rockdale.	1/24
Driver of the Year Round 10). This event so to count as State title for 1/24 Sports T. Sports GT.	Redline Raceways, (formerly Magnet Raceways), Southside Plaza, Rockdale.	1/24
INTERSTATE MATCH. Sydney v. Melbourne. Teams Endurance Challenge Match (Round 2).	To be held in Melbourne (class and track to be determined).	1/24
6-Hour Team Championship Round 13). GP.	Narrabeen Raceways, 20 Waterloo Street, Narrabeen. Messrs. Ralph Daley and Eric Webber.	1/24
BARBHAM QUALIFYING	TRACK TO BE DETERMINED.	1/24
24 Sedan State Title. For Sedan cars	Cross Roads Raceways, 2 Poyner Ave., Glendale.	1/24
32 Sedan State Title For Sedan cars	St. George Model Car Club.	1/32
24 GP. State Title. For GP. cars	99 Model Raceways, 33 Main Street, Lithgow.	1/24
32 GP. State Title For GP. cars	Sydney Society Model Engineers, 190 Parramatta Rd. Ashfield.	1/32
BAG STATE TITLES	TO BE DETERMINED. All scales.	
WORLD RECORD ATTEMPTS	TO BE DETERMINED. All scales.	1/24

PRIZE GIVING ANNUAL GETTOGETHER—Location to be determined.

REPORT ON 1967

SLOT racing 1967 proved to be a year of ups and downs for all concerned, the importers of goods, the track owners and to the slot car drivers.

Remember at one stage there were some 300 commercial centres in New South Wales? Sydney boasted 168 of these alone. There were some three organisations fighting to control this hobby/sport with very little harmony between all concerned.

Then a rapid decline eventuated and centres closed by the dozen. Only the strong survived and present estimates put the figure at 23 in metropolitan Sydney with a total of 40 for the State.

In spite of this decline we have PROGRESSED, and lately this progression has been in giant strides.

Firstly it was essential to organise a set of rules (current Group II) to assist the non-strict scale fraternity of commercial centres. Thus "B" grade was born and met with instant and lasting success.

Following this, it became obvious that centre owners should assist and not hinder each other. Their first attempt was a failure. Not deterred, a re-banded group advertised an inter-centre race promotion throughout the St. George and surrounding districts. This proved successful.

An approach was then made to the N.S.W.M.R.R.A. for the appointment of a sub-committee to control the commercial slot car scene. Their actions to be directly answerable to N.S.W.M.R.R.A. Thus a Commercial Race Match Sub-Committee made up of owners and trade representatives was formed on September 5th, 1967.

Just prior to this we saw the first genuine integration of A and B grade ranks at the N.S.W. 1/24 S/GT Championships at Glendale — an outstanding success story.

The sub-committee launched a campaign on greater centre participation in N.S.W.M.R.R.A. events. Subsequently the number of affiliated N.S.W.M.R.R.A. clubs and tracks has swelled to an excess of 30. A marked participation improvement was shown by Group I I and II competitors.

New South Wales now has one sole controlling body which represents the trade, the track owner, the clubs and most important, the competitors, be they scale or non-scale. The N.S.W.M.R.R.A. is affiliated with C.A.S.C.R.A. which is recognised as the sole national governing body.

You must agree we have progressed and we will progress even more in 1968 with the support you give to this association, the N.S.W.-M.R.R.A., and the participation in its fine racing calendar.

LIST OF ANNUAL TROPHIES FOR 1967
Group I ("A" Grade) Rules

N.S.W.M.R.R.A. Driver of the Year 1967 - - - - - I. DOLE
N.S.W.M.R.R.A. Driver of the Year 1967, Runner-up: I. BANNISTER
N.S.W.M.R.R.A. Driver of the Year 1967, 3rd Place: J. HOFFMAN
N.S.W.M.R.R.A. 1/24 Sports & GT Champion 1967: D. B. RITTIE
N.S.W.M.R.R.A. 1/32 Sports & GT Champion 1967: B. MORLEY
N.S.W.M.R.R.A. 1/32 Sedan Champion 1967 - - S. LANYON
N.S.W.M.R.R.A. Most Improved Driver 1967 - - R. HANDLEY
N.S.W.M.R.R.A. 1/24 Team Champions 1967: TEAM DS. TESTOR
N.S.W.M.R.R.A. 1/32 Team Champions 1967 - - - S.S.M.E.I.
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Little Eliminator 1/32 - - - - - - - - - - D. CRAIG
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Middle Eliminator 1/32 - - B. BECKMAN/R. HANDLEY
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Top Eliminator 1/32 - - - - - - - - D. BIRKHOLZ
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Little Eliminator 1/24 - - - - - - - - A. L. THOMAS
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Middle Eliminator 1/24 - - - - - - - - A. L. THOMAS
C.A.S.C.R.A. NATIONAL-N.S.W.M.R.R.A. Drag Champion 1967 Top Eliminator 1/24 - - - B. BECKMAN/R. HANDLEY

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DOWNEY, CALIFORNIA
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Normally $11.95
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1829. 1/32 Plymouth Barracuda
Normally $11.95
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Normally $15.95
Our Price $7.50

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CARS NOT ILLUSTRATED
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1828 Corvair Corsa 1/32
1832 Comet Exterminator 1/32
1/24 Scale cars fitted with Super Challenger Motor and Posi-Lok Wheels.

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OUR PRICE: $6.00
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OUR PRICE: $7.50
Includes Packing & Postage.

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WRITE FOR SPECIAL PRICE LIST OF K&B SPARE PARTS

I enclose: Money Order, Postal Note, Cheque
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For 1/32 Scale Car.
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Address.....
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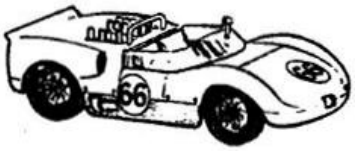
1813. 1/24 Porsche 916
Normally $15.95
Our Price $7.50

1812. 1/24 Cobra GT
Normally $15.95
Our Price $7.50

1830. 1/32 Cobra GT
Normally $11.95
Our Price $6.00



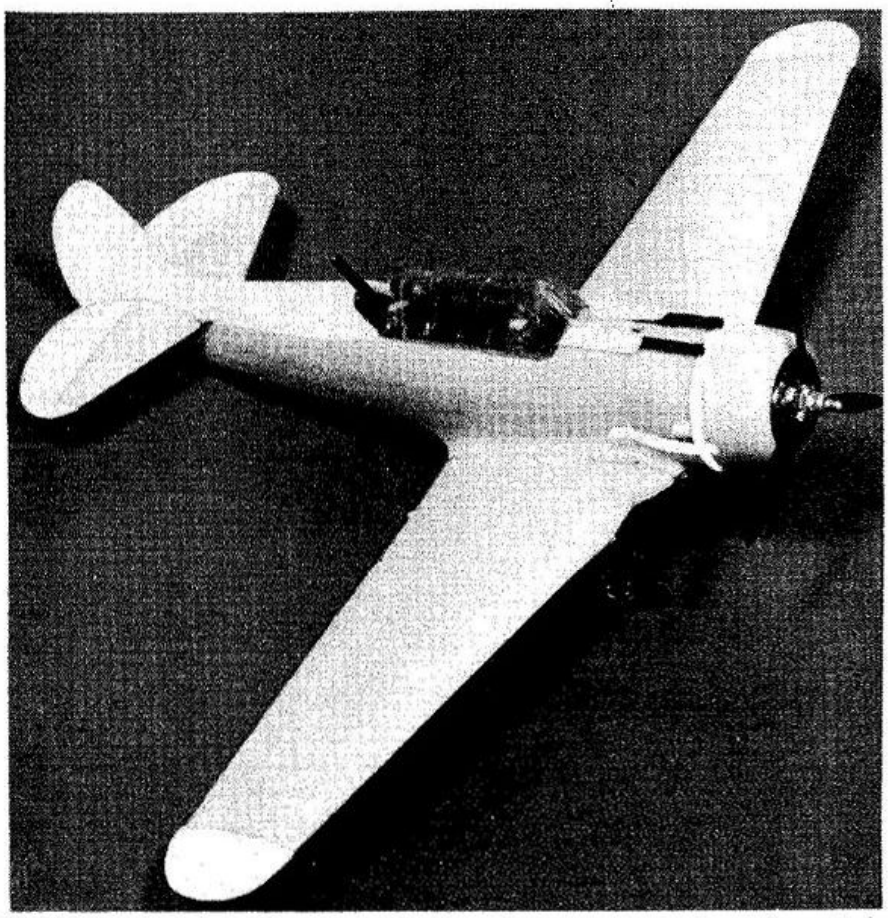
1831. 1/32 Chaparrel
Normally $11.95
Our Price $6.00

1804. 1/24 Chaparrel
Normally $15.95
Our Price $7.50

1833. 1/32 Lola T70
Normally $11.95
Our Price $6.00

1805. 1/24 Lola T70
Normally $15.95
Our Price $7.50

CONVERT A HARVARD TO A WIRRAWAY



Finished conversion with all modified portions are shown in white. Note the old exhaust positions have been filled in and the rivet detail scraped away. "Flats" have been scraped along the fuselage side to simulate fabric covering.

THE Wirraway legend goes back to 1936 when an Australian mission visited the U.S.A. to purchase a general purpose aircraft for the R.A.A.F. The aircraft chosen was at the time called the North American N.A. 33. This aircraft was to be known in later years as the Texan, the A.T. 6 S.N.J. and the Harvard, according to the air arm it flew under. It was however, whatever name or title it carried, to go down as one of the great aircraft of all times.

The Australian Wirraway version was modified for operations, and the single wing gun was replaced by twin synchronized guns in blast troughs above the fuselage. A

Historical Background

flexible gun was also mounted aft to protect the tail. (All guns were 303 calibre).

Camera and radio installations were introduced, and the tail units were strengthened to allow for the possible stresses of dive bombing.

The first Wirraway was test flown by Flt. Lt. Boss Walker on March 27, 1939, and by December, 1940,

CONTINUED ▶

the factory was turning out one aircraft per day. By September, 1941, 45 aircraft per week were coming off the production line making the Wirraway the first truly mass produced aircraft in Australia.

When war struck, Wirraways were sent to Malaya (21 Sqdn.), Rabaul (24 Sqdn.) and Darwin (12 Sqdn).

The Wirraway was first blooded in combat when Flt. Lt. Anderson of 24 Sqdn. intercepted a Kawanisi "Mavis" four engined flying boat over Rabaul, and he became the first R.A.A.F. pilot to be engaged in air to air combat in this theatre of war.

Two weeks later on January 20, 1942, eight Wirraways from Rabaul took off to engage over 100 Japanese fighters and bombers.

Hopelessly outclassed, if they did not achieve victory they did achieve immortal fame.

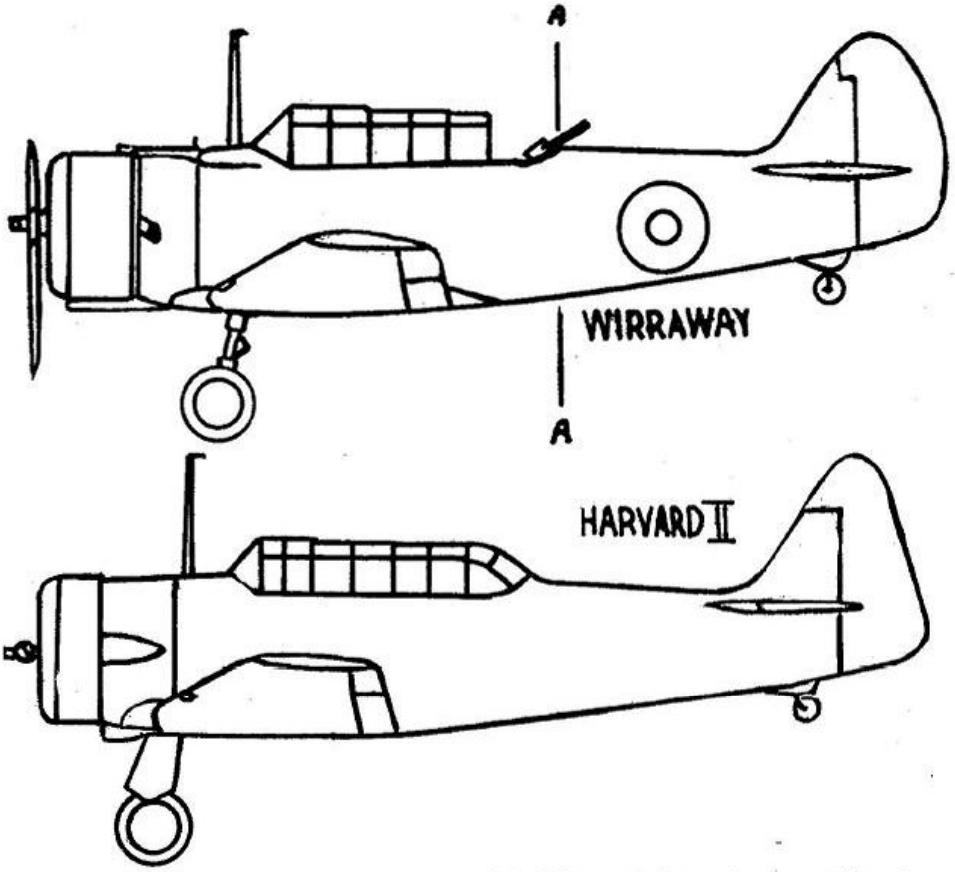
The gallant Wirraway that should never have gone into combat anyway, fought on, and as a last gesture of defiance in the hands of Plt. Off. Archer, succeeded in shooting down a Zero near Gona.

Wirraways continued to serve as a trainer and communications aircraft until 1959.

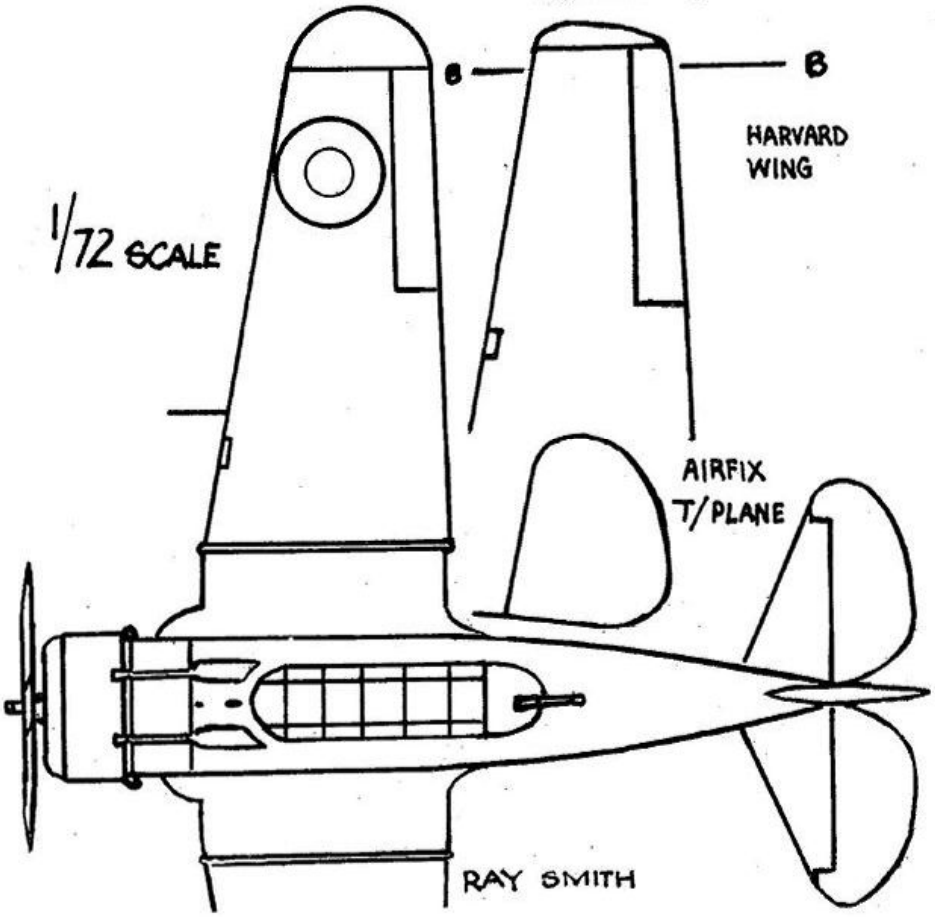
CONVERSION of the Airfix Harvard to the Wirraway is not a difficult job. In fact it makes a very good exercise for the novice doing his first conversion.

The photos and drawings will illustrate most of the work required, but basically the modifications are as follows:

1. Lengthen cowling with disc of $\frac{1}{8}$" plastic card.
2. Cut existing wing tips at point B-B and attach rounded tips of $\frac{1}{8}$" plastic card.
3. Cut canopy as shown.
4. File troughs in fuselage top and fit machine guns.
5. Cover rear of guns with scrap plastic fairing.
6. Thicken rear fuselage line and substitute new rudder ($\frac{1}{8}$" plastic card).
7. Fit new tailplanes (The Airfix tailplanes are quite innacurate in shape).
8. Fit 3-bladed prop (the one used came from a Blenheim kit but many others are suitable).



9. Fit rear gun (once again stolen from another kit).
10. Relocate pitot tubes and landing lights to positions shown.
11. Fit undercarriage without fairings.
12. Fit stub exhausts instead of long type and add scoop below engine cowling.



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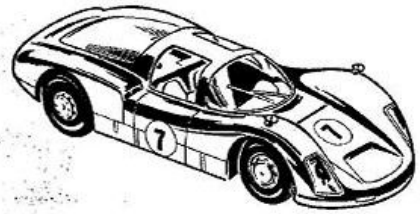
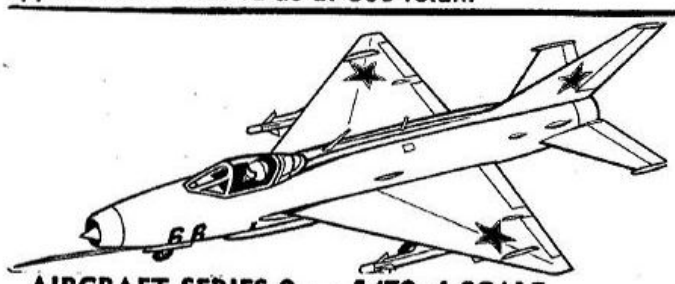


MODERN CARS SERIES 1 — 1/32nd SCALE
PORSCHE CARRERA 6

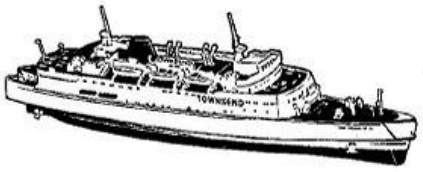
Introduced in 1966 to replace their very successful 904. GTS, the first car delivered to Great Britain won both its races at Mallory Park and other successes have been achieved overseas. Our construction kit comprising 64 fully scaled parts, when completed incorporates full interior detail and fully detailed suspension assemblies. The completed model is a faithful replica of the Porsche car which is distinctive by its squat aerodynamic design and appearance. Real value at 60c retail.



AIRCRAFT SERIES 2 — 1/72nd SCALE.
MIG 21C.

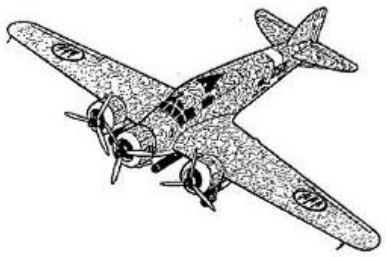
One of the world's most widely used fighters, the MIG 21C is in use with 17 Air Forces. Comparing very favourably in ariel combat duties and manoeuvreability with more sophistcated western fighter aircraft, as evidence in Vietnam, the MIG 21C is produced under licence by three countries other than Russia.

Our construction kit comprising 39 accurately scaled parts offers a realistic miniature of this aircraft complete with pilot, armament and a choice of alternative under-carriage assembly. The model may be completed to the modeller's choice of three versions, either Russian, Finnish or Czech. Wonderful value at 90c retail.



FAMOUS SHIPS SERIES 2 — 1/600th SCALE.
FREE ENTERPRISE II

The familiar Townsend continental Car Ferry introduced in 1965 is very attractively presented in miniature by our model of this vessel. Incorporating maximum detail such as bow thrust propellor and hinged bow door, the 78 accurately scaled parts comprising this kit, easily assemble to give a most exciting model measuring approximately 7" x 1" complete with display stand. Wonderful value at 90c retail.



AIRCRAFT SERIES 4 — 1/72nd SCALE.
SAVOIA MARCHETTI SM79 Mk II.

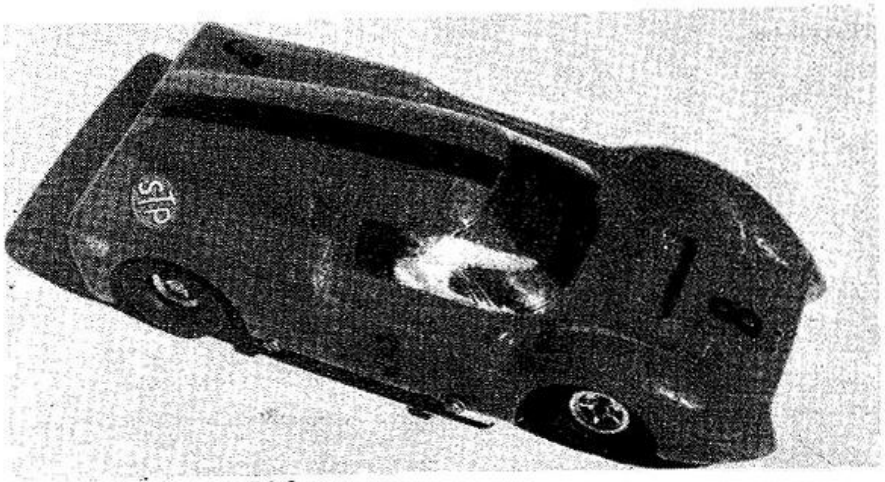
Comprising 103 finely detailed parts, this kit offers a realistic model of this well known aircraft incorporating refinements such as pivoting guns, revolving wheels and propellers, movable ailerons and rudder and the choice of lowered or retracted under-carriage assembly.

Originally developed as a commercial airliner the SM79 was acknowledged as the best land-based torpedo bomber of World War II. The mainstay of the Italian bomber squadrons it inflicted considerable damage to allied naval and merchant ships and is notorious for its part in the seige of Malta.

Excellent value at $1.90 each retail.

STOP PRESS

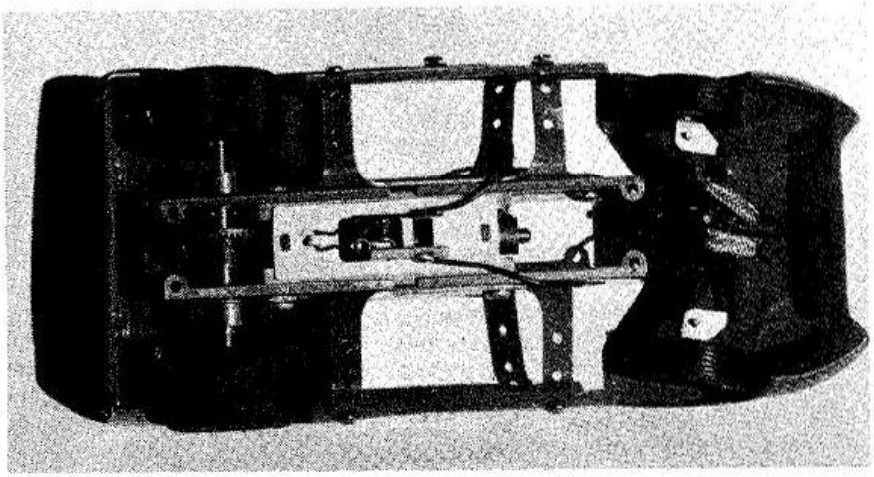
AIRFIX is about to begin production of the famous "Cutty Sark" clipper to the scale of 1/600th.



Ready to run car. Light, vacuum-formed body is finished in bright red.

WE AIRMAIL IN A "BANBURY BULLET", JUST TO SEE WHAT MAKES IT TICK.

Underview showing light aluminium chassis, typical MRRC-type inline motor and full steering front end.



AIRFIX -MRRC FORD J A ZOOM!!

AS most readers know, model car racing started in England years ago as a hobby, and rapidly spread all over the world. At that time the standard scale was 1/32 and just about all kits and equipment were to cater for that size. With the introduction of the large commercial circuits the popular scale became 1/24 and for a while completely dominated the scene.

Now, however, we are experiencing a reversal of the order with a marked swing to the club circuit and once again 1/32 car. Strangely enough in Britain, the home and stronghold of the smaller scale, just the opposite is taking place. They are beginning to develop the large "pay" circuits, and thus are "discovering" the larger cars.

We had a long report some weeks back about a 24-hour race held in Banbury, England, where some hot opposition in the form of 26D powered cars with Cucaracha type chassis (a winning combination anywhere!) were soundly trounced by — of all things — an Airfix/M.R.R.C. This we just had to know more about, so we made loud noises in the direction of Liberty Trading Co., the agents concerned and—instant action! By air mail came the new Airfix/M.R.R.C. 1/24 Ford J, and we would like to thank all parties concerned for their help and co-operation.

It is obvious that M.R.R.C. have followed their own line of development and all of the features associated with this company's products have been retained, such as Ackerman steering, ball bearing open type motor, aluminium box chassis and bevel gears.

Our photos will show most of the details but herewith a short description of the components:—

MOTOR: 3 pole armature with heavy gauge windings; twin magnets and two heavy pole pieces at sides; ball bearings at either end.

CHASSIS: Aluminium side members with large range of wheelbase adjustments (both front and rear pieces can slide to any position alongside motor); alloy "spacers" for body fitting; plastic steering front end.

GEARS: Steel bevel 3½ - 1.

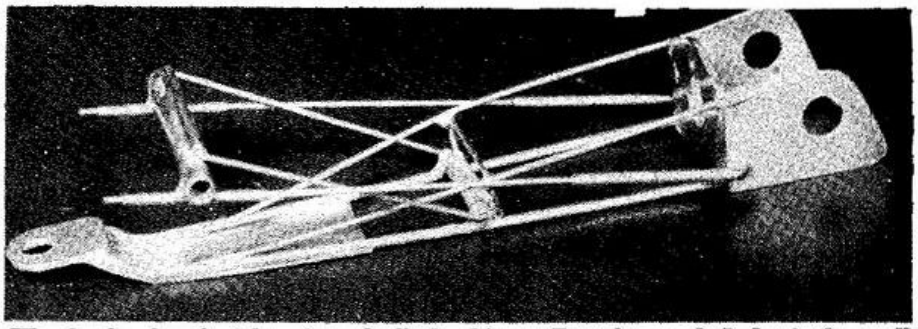
TYRES: Front: 1" diam. ¼" wide, soft rubber. Rear: 1 1/16" diam. ½" wide, closed cell sponge.

BODY: Lightweight vacuum formed; card tray and plastic driver for inside details.

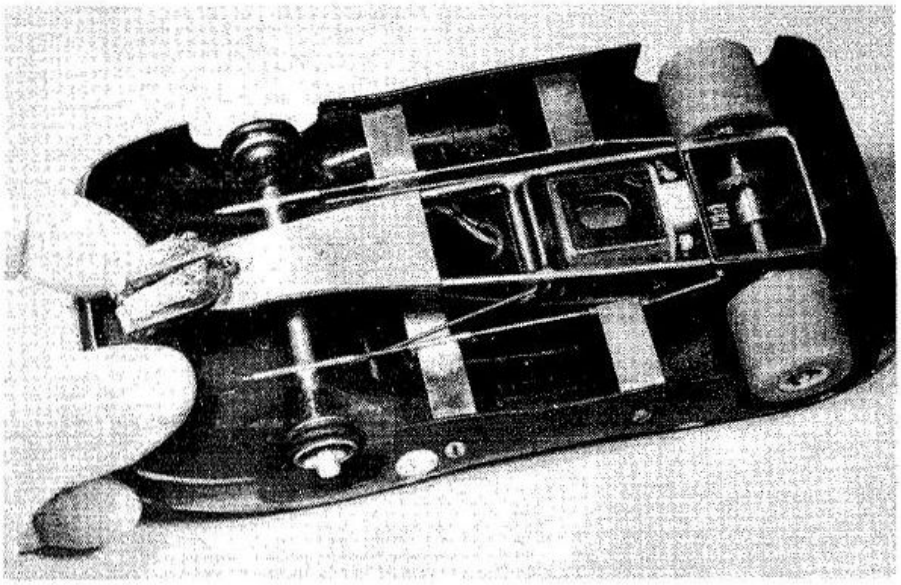
GENERAL OBSERVATIONS: A heavy car by reason of the very heavy motor used. The motor screams and has plenty of torque, but this power was not getting to the back axle as efficiently as it should have been owing to poor gear mesh. This was traced to a badly cut pinion and replacement cured it immediately. Rear tyres were excellent "grippers" very similar in performance to Mila Miglia. Front tyres are softer than normally used in this country and in spite of steering front end could still do with being a little harder. We regret that owing to pressing dead-line dates a full track test of this new and interesting car could not be completed but we are going to put it in the hands of a couple of local "hot thumbs" to give it the works. In the next issue we will let you know their findings. We hope by then more supplies will be available. At the present a very few kits are trickling in via Liberty Trading Company of Sydney.

RAY SMITH

THIS ONE BEATS THE COCKROACH



The basic chassis (above) as built by Norm Denning and (below) the well-braced ISO Fulcrum-type drop arm is lifted to show how side arms pull axle towards rear.



WOULD you believe a new type of chassis that is way ahead of even the cockroach? Neither did we until we went out to Earlwood Hobby Centre at the invitation of Brian Thornton to see "something different." Modeller, Norm Denning, who has some bright ideas on chassis design, has been chasing the lap record over the last few weeks with an idea that may just get some of the "experts" really thinking.

Norm looked at the Iso Fulcrum chassis and took it a stage further. He designed a chassis that utilised the basic Iso Fulcrum idea, but incorporated a sliding front axle. As the body supporting section of the frame rises (leaving the motor weighted "drop arm" firmly in the groove) the side arms draw the front axle to the rear, and thus throw more weight on the pick-up. Believe us, it really works.

The photos should give a good indication as to how this scheme operates, but we doubt if they do justice to the beautiful workmanship that Norm puts into his construction.

At the time of going to press we understand that Norm intends to supply these chassis to order, but production will be limited. Contact Earlwood Hobby Centre for more information.

...WHY NOT FORM YOUR OWN MODEL CLUB?

If you aren't already a member of a model club, or there isn't one in your area, why don't a few of you get together and form one? We'll give you all the help we can, and eventually we'll be publishing an Australian Club Register so that everyone knows where to contact everyone else. For details, write to Australian Modeller, Box 1438 G.P.O., Sydney.

THE AUSTRALIAN **modeller club of the month**

SCALE IS THE KEYWORD

BANKSTOWN MODEL CAR RACING CLUB LEADS OFF OUR NEW SERIES SPOTLIGHTING AUSTRALIA'S MANY MODEL CLUBS. DROP US A LINE IF YOU WANT YOUR CLUB TO BE INCLUDED.

INTRODUCING a new series on Australian model clubs—Club of the Month—This month it's Bankstown Model Car Racing Club. Next month it could be YOUR club!

It doesn't matter if you're banded together out of a mutual interest in cars, aircraft, boats, trains or any other form of modelling. Send us the details (preferably with pictures) and see if you can make the grade. Even if you don't become Club of the Month, we'd still like to hear from you, just to let other modellers know you're on the map. That's what we're here for. Write to Box 1438, G.P.O., Sydney, with details of your activities, membership aims, and above all, your models.

As we said earlier, this month's club is Bankstown Model Car Racing Club. Maybe the title should read **Scale** model car racing club, because this is just what these boys are interested in—scale cars. Not for them the heavy monsters designed to win at all cost. Their rules are definite and we quote:

"All cars racing are to be to accurate 1/32nd scale and must be painted to represent a particular full size car which is being or has been raced."

President Ron Hunt supplied us with the following details:—Track consists of 100 ft. circuit and has four lanes. Each lane has an automatic lap counter. Classes raced are sports and GT and GP with separate classes for over and under 3

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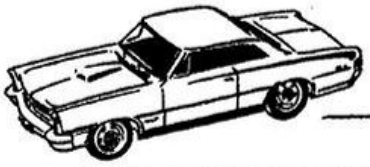

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litres. Racing is for three minutes on each lane, points going to the cars travelling the greatest distance in the 12 minutes.

Racing is on Wednesdays from 7 p.m. and Saturdays from 1 p.m. so if you are interested in scale car racing drop in and see the boys in action. Address is 48 Mimosa Rd., Greenacre, or give Ron Hunt a ring on 70-8453. They would welcome new members and believe us they are not only a bunch of good modellers but a really friendly gang.

General view of the pit area. This is a typical evening's line-up. Most members field up to half a dozen cars each.

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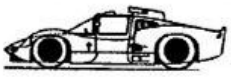
JAD 'Gator'-type chassis just arrived from the USA. Latest ISO fulcrum-type chassis by Riggin Ltd. Limited Supply only.

MAIL ORDER SERVICE



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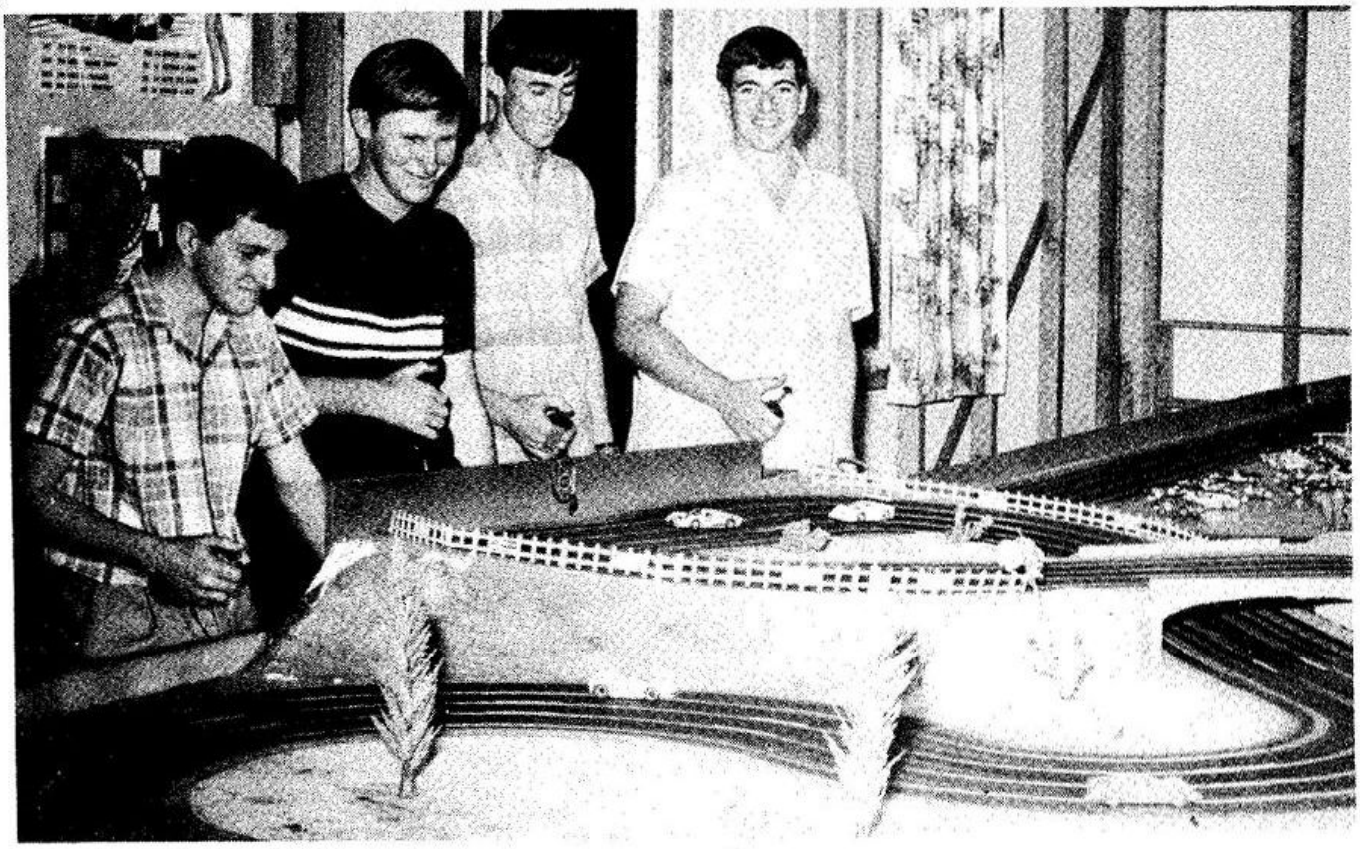
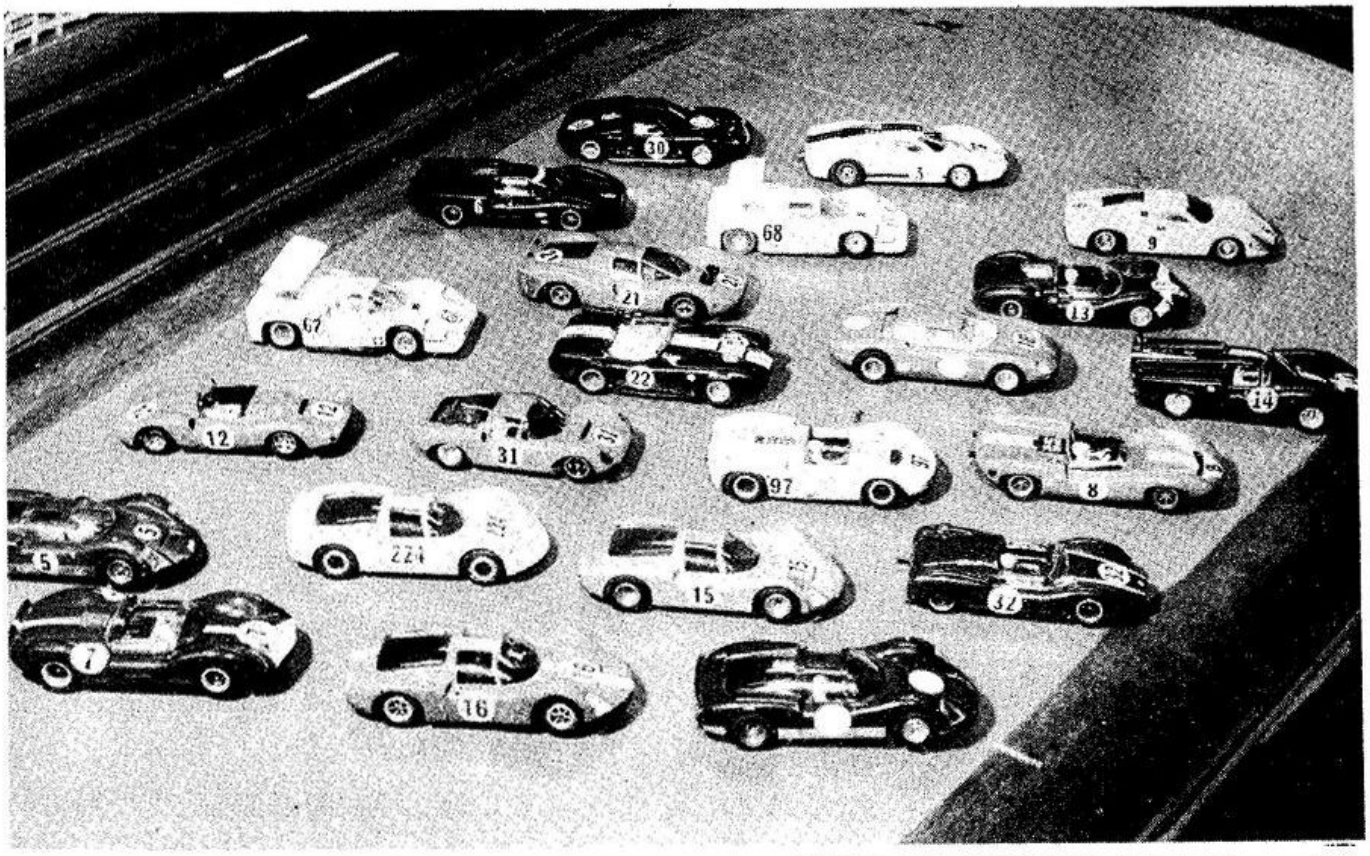
THIS IS THE TRACK WHERE THE CHAMPIONS RACE. **Where the Novice Gets Plenty of Help.**

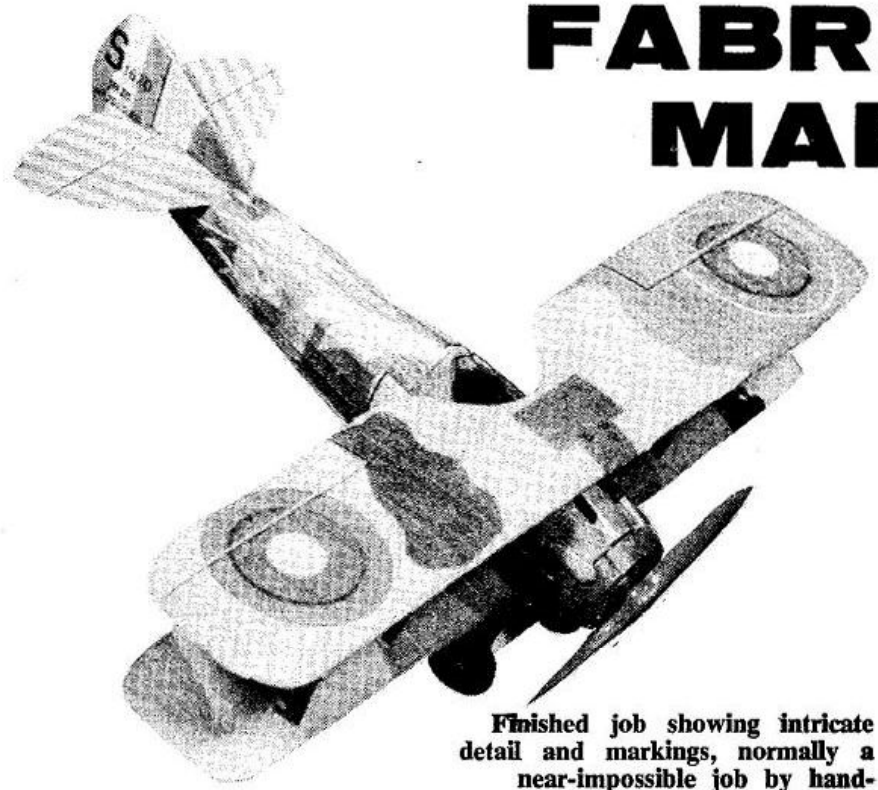


Club members enjoy a night's racing (above). If you want your club featured in our new series, don't hesitate to write in now.

Line-up of sports and GT Cars at Bankstown. Note the high standard of finish to all vehicles.



FABRICATED MARKINGS ARE IN



Finished job showing intricate detail and markings, normally a near-impossible job by hand-painting.

THOSE MAGNIFICENT MEN IN THEIR FLYING MACHINES ADD A NEW DIMENSION TO MODELLING.

"SOMETHING new has been added!" Living as we do in a world of secret ingredients, super booster and special additives (all designed to make us change our brand of whatever we are using), it is easy to treat the well worn statement lightly, if not with cynicism. However, Renwall can justly claim to have added something new to the field of plastic models in the form of their "Aero Skin" covering.

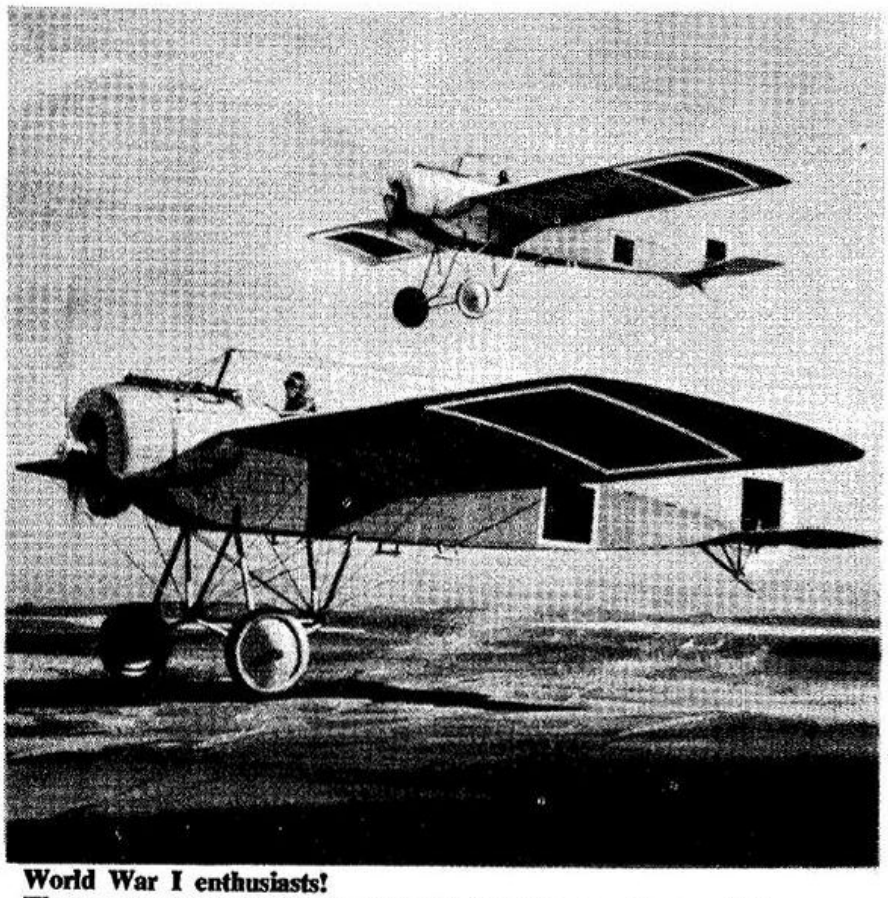
This idea first saw the light of day in Renwall's Fabulous Flying Machine series, these models being vintage types used in the film Magnificent Men in their Flying Machines.

So successful was the idea that it has been continued in their later series of World War I aircraft, a series of planes that were flown by well-known pilots, and finished in the authentic colour schemes of each individual.

Firstly, what is Aero Skin? Basically it is tissue, somewhat similar to the well-known Silkspan type flying model covering. With a very close "grain" it simulates fabric extremely closely and as all the colours and markings are neatly and accurately printed on the material, painting is kept to a minimum.

When we showed interest in this idea, John de Horn of Fantastic Model Shop kindly sent along a kit for us to build up, and he selected the Spad XIII as flown by American ace, David Putman.

Examination showed a fairly standard sort of 1/72nd scale kit with all components moulded in white on the one frame with only a small amount of "flash" to be cleaned off. At first glance, the



World War I enthusiasts!
There are some excellent new kits arriving on the modelling scene. Manufacturers are giving us some really good, authentic stuff at last. We will be featuring reviews of these items in all future issues together with detailing tips. See Model Shop article for info. on Revells new kits. These are available now and should really whet your appetites.

detail appears to be rather too bold or raised, but when the covering is applied this softens the detail considerably and gives an excellent realistic "taut fabric" look.

Construction is simple and follows standard procedure, varying only in the fact that main components are covered with the Aero Skin before assembly. No difficulty was experienced with this but to anyone contemplating building we would give this advice—use a new razor blade for cutting and trimming the tissue, and keep the cement used for bonding the covering to the plastic well away from the painted parts. If the paint is thinned by the cement and runs into the tissue—nothing will shift it! The instructions suggest trimming the edges of the covering by sandpapering, but we preferred to use a razor blade. It seemed to give a neater job.

No kit is above criticism and we found two small details that needed rectifying. Firstly the interplane struts have a bar across the top and bottom which fit into slots in the upper and lower wings. On the lower wing these slots were not deep enough and had to be scraped out a little more. Otherwise an unsightly bump would result that would be made even worse by covering with the Aero Skin.

The second fault was that the roundels on the top wing were very slightly out of register and the thin white line surrounding the red circle was a litle thicker on one side than the other. This was easily tidied up by using a pair of draughtsmans compasses and thinned white paint to scribe a neat circle over the existing one.

Other than these two minor faults we have nothing but praise for these kits and recommend them highly to World War II enthusiasts. The covering gives a good matte fabric-like finish and colours have that slightly faded or weathered appearance. If painting of struts, guns, wheels, propeller and pilot is done carefully in correct matte colours, a very neat authentic model results.

Here is a list of types available: McKeevers Bristol F2 b; Lenz's Pfalz D111; Hansteins' Albatross D V; Nungessers Nieuport 17; Guynemer's Nieuport 17; Putnam's Spad X111; Collishaw's Sopwith Tripe; Richthofens Fokker DR 1; Brown's Sopwith Camel; Spring's SE 5 A; Rickenbacker's Spad X111; Gabriel's Fokker DV 11.

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A few kits selected at random from our shelves: Frog Skua; Lindberg HE162, HE100; Tamiya 1/50 Pete; Hasegawa 1/72 Corsair; Monogram Bearcat, Mustang B.
Complete stocks of: Frog, Airfix, Revell, Monogram, Aurora, Lindberg, Hasegawa, Impact (sorry, no Fury or Gladiators in stock at present, forward orders accepted for 1968 delivery.

SLOT CARS
We will continue to stock old favourites and new lines on a restricted basis. If you have a special request we will move heaven and Sydney to obtain it for you. Refunds on unobtainable items by return mail. **FREE** surface mail for orders over $3.00.

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letters to the editor

Sir,

I have an Atlas P.2 Ferrari with an AT406 6-volt ball-bearing motor. Could you tell me the r.p.m. of this motor at 12 volts. Also would the motor take the ratio 3½-1, at the moment the ratio is 4-1?

The best slotting mag you can get.

J. Steele,
Atherton, Nth. Qld.

Mr. Steele,

Revs of the Atlas should be around 25,000 r.p.m. Your selection of gears depends very largely on your track. The ratio of 3.5 to 1 will give you slightly less speed on the straights but will help if the circuit is a twisty one. The motor will certainly handle either ratio.

Sir,

Could you please tell me the price of the Shelby Cobra G.T. as featured in your May/June issue of the magazine, and is there a body of a driver and platform and where could one of these bodies be bought. Could you please send a reply as soon as possible.

M. Smith,
Narrabri, N.S.W.

Mr. Smith,

The Shelby Cobra GT is available from: Peter J. Iliffe, 120 Charlotte St., Brisbane.

He will let you know the current price, but we can tell you that the kit comes with full interior, driver, mounting pieces and decals. It makes up into a really beautiful model.

Sir,

Could you please give me some hints on how I can modify my "Tamiya Lotus 40" so as to get more speed and road holding ability out of it without spending a great deal of money.

I've been reading your mag for about eight months now, and think it is great, but you could make it a bit bigger by adding tips of modification schemes on various cars so as to get more speed from them.

F. J. Cross,
Dubbo, N.S.W.

Mr. Cross,

Your request for a larger magazine has been answered with this issue. How do you like it? The subject of hotting up standard kit cars is at present being worked on and we will have some good tips for you in the next issue, so watch for it.

Sir,

When painting cars, friends suggest that I fog the job with another colour. What is fogging and how do you do it? Congratulations on a terrific magazine.

G. Deane,
Sylvania, N.S.W.

Mr. Deane,

Fogging is simply laying a light coat of a contrasting colour over the original base paint. It can be most effective but of course has to be done by spraying.

Sir,

I must commend you on such a fine magazine and I hope you can help me with a few problems.

I recently had a motor rewound and the braking has completely disappeared. I tried stretching the springs but without any results. Have you any suggestions? Also does Monogram make separate injected plastic bodies for their rods ('36 Ford, '40 Ford Pickup). If so, where can I obtain them?

P. Johnns,
Strathfield, N.S.W.

Mr. Johnns,

This is a penalty you just have to pay when using a wild rewind. Substituting more powerful magnets such as Hit Arco, etc., will help however, and you may well be able to use a higher gear ratio. This will also help the braking dept. As far as we know Monogram do not put out the bodies separately.

Sir,

Do you know where I could purchase a VIPLINK steering suspension unit, a late model 1/32 Cord body and some "three pronged" screw in (or on) knock-offs and for what price?

Congratulations on an interesting magazine.

V. Jenkins,
Kawerau, N.Z.

Mr. Jenkins,

Get in touch with Golding Model Supplies (' ɔu will find their Ad. in your cop' of Model Cars).

Sirs,

Could you please find out for me the specifications of the Plymouth Hemi Special, as its extraordinary length and width make it a natural choice for Group I racing.

G. Heath,
Dubbo, N.S.W.

Mr. Heath,

We have many requests for this information and thanks to Carl Melvey of Testor (Aust.) who took the trouble to contact the U.S.A. for accurate information, we can give you the following: — Tyre diameter, front, 25 ins.; rear, 28 ins.; wheel diameter, front, 8 x 15 ins.; rear, 12 x 15 ins.; wheel base, 96 ins.; tread width front, 53 ins.; rear, 55 ins.; body length, 154 ins.; body width, 69 ins.

Sir,

On page 7 of your last issue there is a very fine article about the Sylvania 24 Hour Race and a rather rash statement that a new world's 24 hour record was established during this event by the Testor team. The distance claimed as a record is "11,601 laps or about 290 miles on 135 feet of track."

On page 34 of the same issue you have my report of the Albion 24 Hour Record attempt, which I sent you.

May I point out that the winners of this event—Messrs. T. Goodall, N. Marshall and K. Sweeney covered a total distance of 354.9 miles during this 24 hour race and a distance of 324.6 miles between the hours of 9 p.m. to 9 p.m. the following day—I purposely gave both figures as I think these records are based on elapsed time rather than driving time, and the total duration of this race was rather more than 24 hours because of the time spent changing lanes.

Either way you take it, the Testor teams so-called world record was beaten by a very comfortable margin, and, in point of fact, was exceeded by the first FIVE teams in this race.

Whilst not wishing to detract in any way from the very fine perfor-

CONTINUED

mance of the competitors in the Sylvania 24 Hour Race, I do not see how they can possibly claim even an Australian record—certainly not a world record—in view of the distances recorded at Albion.

John Pike,
Hamilton, Qld.

A few readers have written in wanting to know why we've started publishing plans and drawings of various stock and custom-built racers. The letter below should speak for itself:

AS an enthusiastic reader of your magazine I was very impressed with the excellent drawings of the Lotus—BRM 43 in your May/June issue. As a keen builder and racer of model cars, I started building right away. You will find enclosed two photos of the finished product. One of the car in full view and one of the "business end" next to a slightly modified Cox Ferrari. The photos were taken by Ian Ingram, of Canberra.

The car body was shaped from a block of balsa wood. The rear wheel assembly is mounted to the motor by means of a small angled brass plate. The whole unit is then bolted to the body with three small screws. The front wheel assembly with independent running wheels is fixed permanently to the body. A loop pick-up swings from the midlde section of the car. The centre of gravity is very low, because the absence of the full chassis brings the motor to within 1/8" of the track. I am racing the car on the track of the Canberra Miniature Motor Club of which I am a member and it has performed very well against some tough competition. The only parts bought commercially are:

S/M wheels (Sydney Enterprises); Cox gears 5:1 ratio 35 (lower gear, 7 tooth pinion); Cox rear axle; Classic CM 160 Motor 9V DC; Japanese tyres; Plastic pick-up flag; 1/24 scale driver. The rest is home-made.

Looking forward to your next plan, I remain yours sincerely,

Dieter Burnecue.

Front and rear view of the Lotus-BRM 43 built from Australian Model Car plans, and (below) the same car from the air.

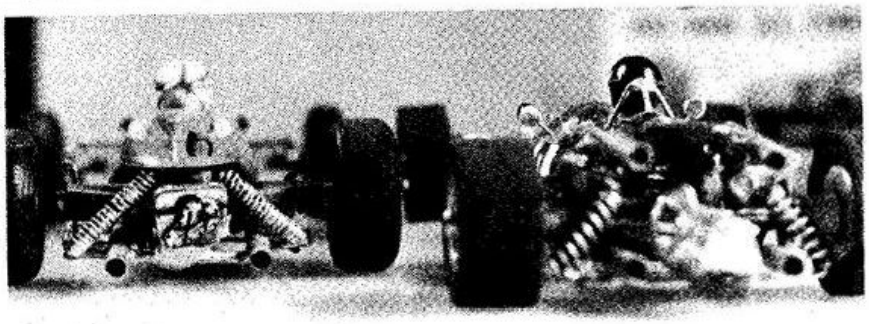
trackside topics

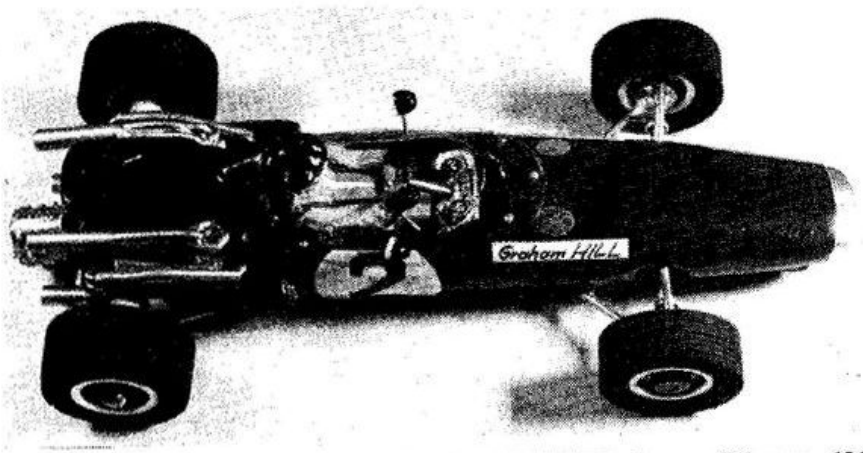
HELLO once again and I hope all you modellers have had a Merry Christmas and are looking forward to a Happy New Year of racing. I'll start the column this month with some interstate news and gossip.

VICTORIA has been showing increased activity lately. The Brabham qualifying was a huge success with over 30 entrants from a wide range of clubs. At long last the V.S.C.A. has recognised the commercial centre boys and they are working hand-in-hand on a joint programme for 1968. They even say the old scale stalwart, Bob Liddlelow actually entered a commercial centre. In fact he tanned the hides of all in an enduro event for B grade type cars — what next? Sorry to hear that Dick Dakers has relinquished his post as V.S.C.A. Secretary. Dick did such a fine job in organising the first Brabham event. Hurry back Dick! Victoria has underway a State Under-16 Championship to be conducted on commercial tracks. Good trade sponsorship, too, I believe. So you under-16'ers enquire now.

☆ ☆ ☆

TASSCRA (the governing body in Tasmania) is now a full-fledged member of CASCRA and we're looking forward to the Tasmanians competing in National events. The commercial and club scene grew side-by-side down there and have worked excellently together. State association secretary is commercial owner Graham King, of Wynyard Centre. TASSCRA has eight affiliated clubs whose participation make up for the smallness in number says state secretary Vic Holloway. Scratchbuilding is IN and "Cockroaches" are out (now there's an argument for anyone). Tyre "goo" is definitely OUT with exception of a little Corben & RP 7 Mico-cells are the most popular shoes, even without goo. Our congratulations to John Brock winning the state GP title from Bob Clayton and Paul Kalbfell.





WEST AUSTRALIAN, Warren Cummings, the proprietor of Strombecker Raceways of Perth was in Sydney before Christmas. I believe, besides a buying session he had an interesting talk with Carl Melvy and has gone home all enthused on forming a State body to affiliate with C.A.S.C.R.A. Best of luck, Warren!

Standards are rising in the west these days, with Mille Miglia, Classic, Testors, etc., catching on fast. There are still very few scratchbuilts, but cockroaches are in favour.

☆ ☆ ☆

ALL A grade events in 1968 will be known as Group I and B grade as Group II. There have been no changes to Group II rules on car specifications. The minimum tyre diameters used at A.R.A. Champs in 1967 will be in force. It is expected that Group I car specs will swing to C.A.S.C.R.A. rules early in 1968. Watch for the changes in a later issue.

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TWO N.S.W. racers, Ian Dole and Don Hyslop have seen the Brabham circuit and are adamant that Cox tyres will be needed. Me, well I will not comment knowing what happened when the team used Cox in Victoria in 1967. Don has recently returned from the USA and UK and managed to catch a bit of slotting, says East Coast USA is dead and very hard to find a centre open. For 1/32 fans he says the UK boys are really flying using "Riko" motors (HIT'S to us colonials) in scratchbuilt frames. Everywhere you turn its scratchbuilts, but then back in the early '60's that's all there was. Taken a while for the wheel to turn? Not too much action in N.S.W. due to the annual December layover by the NSW-MRRA. Although the annual awards were presented at Rod Bansfields barcecue (Dec. 16, 1967) they are published here for the interstate boys and those who could not attend.

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BRIGHTEST news on the local scene surrounds the establishment of a standard procedure for race rules for sprint meets in Group I and II. Thanks to the N.S.W.-M.R.R.A., committee events everywhere can now be conducted under a common system. Track owners please enquire with N.S.W.-M.R.R.A. for copies.

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ENTRIES were mediocre and times dismal at the National Drag Meet last month. Only 60 starters faced the lights with not one interstate entry. If I may be excused from blowing my own trumpet that dragster of mine (featured last issue) lasted long enough to take the State and National title in TE 1/24 division. My condolences to Tony Livingstone-Thomas who unfortunately deslotted on his final run, when he may have pegged me back. As I said, times were dismal. My 1.67 secs. being best in 1/24 scale and taking FTD. D. Birkholz recorded a 1.48 in 1/32 for FTD, but was still outside the record. The one to watch — D. Craig of Belfields. His 1/32 Chev. Camaro showed a clean pair of heels in L.E. Div.

☆ ☆ ☆

IN closing, I am looking forward to the interstate match races later this year. Should be great fun and I'll tell you more when available.

Bouquets to N.S.W.M.R.R.A. committee for issuing the 1968 calendar so early this year. There's no excuse for not being at the opener on 11/2/68 at Balmain.

Best wishes to my fellow team members contesting the Brabham later this month in Adelaide. Next issue I hope to have more informative news and technical articles as this year moves into top gear.

—BARRY BECKMAN.

model shop

Slot Shop didn't close down fellas! Like everything else in this magazine, it just grew a little. So that we can bring you news of products in **all** fields of modelling we have re-named this feature MODEL SHOP. So, welcome to MODEL SHOP, and to start the ball rolling let's look at the latest imports by Dawn Securities. These people are bringing in some of the latest "goodies" from the U.S.A. and we were particularly impressed with their Can-Am series of clear plastic bodies. Designed for the Group 2 boys these bodies are just about the last word if performance is what you are after. In three words they are, light-wide-and low! As the 67-68 Can-Am series has only just finished, full marks must go to Lancer for being right up to date.

Whilst on the subject of bodies, we mentioned in the last issue that we were impressed with the new "Russkit" "super detail" clear bodies. So impressed in fact that your old editor sharpened up his modelling knife and got cracking on the AA Eagle. If he gets it finished in time, look out for an article in the next issue on a model racing car that **looks** like a car! Now, what have we in the chassis department? Seems that just about everyone is going ISO Fulcrum these days. To cope with this demand Earlwood Hobby Centre have imported a real hard-to-get item in the form of the famous Riggen 'Gator' Chassis. Whilst not cheap at $7.30 this is a beautifully made item and comes complete with all harware except the motor, wheels, and body. A really competitive car could be quickly built around this chassis, as Riggen have gone all out to produce the last word in 'handling'.

For the Iso Fulcrum fiends that want to stick with the original cockroach we also have good news.

Complete Cucaracha chassis kits are now available from Villawood Raceways. At $8.97 these kits include everything except motor and body (Yes, wheels, tyres, axles guide shoe, etc. are all there!) Read in this issue what the Newcastle boys did with this chassis and you will see just how good it is. We rate this as excellent value.

CONTINUED ▶

We left this space empty, especially for you. What we want you to do is fill it in with your ideas for the next edition of Australian Modeller. Cut it out and post it in. We'll be watching for this space.

MESSAGE FOR MODELLERS

By Eric Bushell, I.P.M.S. (Australasia)

THE fact that you have started to read this article indicates you have an interest, be it great or small, in the art of assembling plastic kits of miniature aircraft, armoured fighting vehicles, ships, cars, etc.

So, having acquired the interest, let's be quite frank about it. Each and every one of us who has been "bitten by the bug" has at some time stood in front of a hobby shop window or attended an exhibition where absolute works of art have been displayed and then gone away wondering where the modeller . . .

- *Found the colour scheme of his model?*
- *Got information about paint mixes?*
- *Went about the complexity of rigging a 1/72 scale biplane?*
- *Used for rigging wire?*
- *Converted an Airfix Harvard kit into an Australian-built Wirraway?*
- *Got his National markings, because those on his model are not supplied in the kit?*
- *Dug up enough information to build a Sherman Flail tank from*
- *the standard kit?*

You could go on and on, but being enterprising characters we say "well, if he can do it, why can't I?" And away we go and labour for hours, only to finish up with a tangle of rigging wires, a colour scheme we just can't get the right mix for, etc., etc. So a would be masterpiece is consigned to the garbage can and the paint brushes handed over to the kids.

If you have tried and failed, don't despair. Join I.P.M.S.

The International Plastic Modellers' Society is truly international with branches in The United Kingdom, U.S.A., Australasia, France, Canada, Japan and Poland and individual members in probably as many more countries.

What are the qualifications to join? None, except an interest in plastic modelling. You don't have to be an expert or serious modeller. We have these, of course, but the majority of members are just "battlers" endeavouring to improve their skill and get more out of their hobby. Members come from all walks of life, professions and trades and the age bracket is wide indeed, from the student enthusiast to the businessman, letting "the pressure" off.

In Australasia the Society numbers about 200 members. Cost of membership is $A4.00 per annum plus $A1.00 joining fee the first year. What you do receive in return is this:

- *Membership of an International Co-operative Modelling Society from which you may correspond with members in other countries to exchange information, trade kits, etc.*
- *Twelve copies of the U.K. Branch magazine, four copies of our own Australian publication and four copies of the U.S. Quarterly. All these publications are a must for the modeller as they are devoted entirely to aircraft, ships, A.F.V.'s, cars, etc., and contain such articles as informative reviews of new kit releases, hints and tips on modifications, paint mixes, etc., reviews on major modification jobs, colour schemes and National markings.*
- *Many more specialised books available to members at nominal cost.*

Why not join us? We have plenty of mutual discussions to help each other overcome our various technical problems as well as film evenings, model displays and regular competitions.

If you would like more information on how to join, write to:

Mr. M. B. Arthur,
1 Aleppo Crescent,
FRANKSTON. Victoria.

He will give you all information re membership and regular meetings in your area.

International Plastic Modellers Society is run by modellers for modellers. You can be assured of a warm welcome and can be guaranteed that you will achieve a greater personal satisfaction and interest from your hobby if you join.

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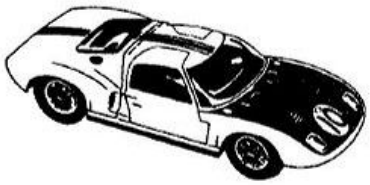

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Ford Mirage G.T.
and a continuous exclusive 1967-1968 range of clear bodies from the world racing car arenas. Also available a fabulous range of sedan and stocker bodies and formula 1 and Indianapolis bodies, including the famous 1967 Indy Turbine STP Paxton Special.

The very latest from Simco and Mura Products available, including speed kit end-caps, brush and spring assemblies, rewind wire, magnets, no-blow commutators, etc. Top motor accessories to make a 26D really scream.

From **MILA MIGLIA** and **RIGGEN** comes the sensational range of microcel tyres, including the fast selling ¾" impregnated Mila Miglia greys and the impregnated Riggen olive haulers.

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model shop CONTINUED

Talking of value, how's this one? Remember the friction drive Texaco cars we wrote about a few months back. They were fast and quiet and powered by the Russkit 23 motor. Well now, Villawood are selling them for $1.95 each. Get into this one boys—the motor's worth that alone!

We have been awaiting to get our hands on the latest General Electric motor for quite a while now, and our good friend Arthur Pike up in Queensland has come to the rescue by sending us a sample to look over. So impressed were we that instead of commenting on this super power house in these columns, we are going to give it a full write-up in our next issue. Magnets such as are used in this motor we have never seen before, they are so powerful that it is difficult to spin the armature. This motor we are dying to try out so watch out for our next issue!

Crossing over to the next counter, we find that Revell are making a big impact on the Australian scene. So many new kits are arriving from this company that we cannot possibly cover them all in this issue. For the boating enthusiasts we have picked out the new kit of the Pedro Nunes, a Portuguese barque that proudly sailed the seas till the late 1800's. To 1/96th scale this is a most impressive kit, with enough detail to satisfy the most fastidious enthusiast. Almost 3 feet in length, and moulded in three colours (copper hull no less!) this is one for the blue water boys! Price at your hobby store is $18.50.

Not long enough you say? OK so would you believe a battleship to a scale of 1/250 that measures 41 inches in length? Believe it or not, Sydney Model Railroad Supplies have just received such a kit from Japan.

The YAMATO, pride of the Japanese Imperial Fleet, and the heaviest warship ever to be launched is being produced by a new Japanese firm called "Hobby". You would almost need a truck to take this kit home, and quite a lot of spare time to complete the model but, boy, what a lot of detail you could include! (The aircraft on the catapults are large enough to detail within themselves.) Price of this giant, which is designed to be electrically powered (and if required radio controlled) is $26.00. Contact SMR for further details, you will find their address in this issue.

Interested in aircraft? OK so away we go to the next department. Revell once again with their latest innovation—3 kits in one box! Very cunningly done this, as they have packaged 3 of their popular models under one heading such as Air Aces of World War I, Pacific Skyfighters, etc. Each box contains 3 complete kits to suit the title and although all models are old Revell favourites, they have been modernised with new individual decals. These decals are the finest and the most detailed ever seen to date. Our thanks to Fantastic Model Shop who sent along a sample for our inspection. Real value at $2.39.

Also from Revell but this time in larger 1/32 scale is the latest Bell Huey Helicopter. This is the machine that is doing such fine work in Vietnam, and the kit is really up to date, with latest colour scheme, markings and equipment. Rotor spans 18" and price is $3.80.

Well fellas, time to shut up shop so those presses can start rolling. See you next issue!

—o—

tasmanian news

TASMANIA closed its competitive year with two really great events. First, the Fairford-Minrawyn 12-hour Enduro, an invitation event, and the second was the Tasmanian G.P. Championship. Both these events were approved and sanctioned by the Tasmanian Slot Car Racing Association. The 12-hour Enduro was conducted by Miniature Raceways Club, Wynyard ("Minrawyn") and co-sponsored by Fairford Motors and the Miniature Raceways.

The race itself began at 2.00 p.m. on 4th November and was not without drama. Although the Wynyard team ran into an early lead, by 9.00 p.m. they were in danger of losing it. Again, as in our 24-hour event in Launceston, black-outs caused major setbacks in the leading teams. Wynyard drivers were off the track for very nearly forty-five minutes, losing some 320 odd laps. At this stage the Launceston team, "Trevallyn" began to apply pressure and eventually joined ranks with Queenstown and Hobart, lapping in relatively close company for some five hours or more, before surging away to chase the then "pitted" Wynyard team. !

Queenstown had varied fortunes! They started a very strong third, then second, only to strike lighting problems and drop back to fourth. Although their final position was a disappointment to all concerned, they proved they are a team to watch.

Once again Hobart proved to be very consistent. The graph drawn during the race shows an almost straight line for Hobart and although they finished third, their straight line was crossed and crossed again by both Trevallyn and Queenstown. Hobart obviously could get no more speed out of their car, whereas the other cars had some in reserve.

RESULTS OF FAIRFORD-MINRAWYN 12-HOUR ENDURO:

1st—4976 laps, Wynyard, Lola, 70 Mk. III — Vacuum Body, Cox Chassis (La Cucaracha).

CONTINUED ▶

2nd—4806 laps, Trevalyn, Lotus 40 — Vacuum Body/Brass Pan, Side Winder Chassis.

3rd—4566 laps, Hobart, Porsche, Vacuum Body/Brass Pan, Side Winder Chassis.

4th—4213 laps, Queenstown, Lotus 40—Injection Mould Body, Cox La Cucaracha Chassis.

Reliability:

1st—Wynyard, 105 points lost, Lola 70 Mk. III.

2nd—Queenstown, 175 points lost, Lotus 40.

3rd—Hobart, 420 points lost, Porsche Carrera 6.

4th—Trevalyn, 520 points lost, Lotus 40.

Managers Prize: Wayne Beatty of Trevallyn.

Concourse: Hobart, Porsche Carrera 6.

The Tasmanian G.P. Championship was conducted by the Hobart Miniature Car Club on the 18th-19th November at Watson Glen Slot Car Club Track, 72 Brisbane Street, Hobart.

The entrants were:

R. Langridge (Launceston Slot Car Club), Westlake Eagle.

J. Brock (Launceston Slot Car Club), Westlake Eagle.

C. Gillespie (Launceston Slot Car Club), Westlake Eagle.

C. Hartley, Minrawyn (Wynyard), Cooper 1964.

D. Heazlewood, Minrawyn (Wynyard), Climax Eagle.

G. Poke, Minrawyn (Wynyard), H.16 B.R.M.

C. Dart, Minrawyn (Wynyard), H.16 B.R.M.

D. Denton (Hobart Miniature Car Club), Cooper 1964.

V. Holloway (Hobart Miniature Car Club), Cooper Maserati.

R. Clayton (Hobart Miniature Car Club), Westlake Eagle.

P. Kalbfell (Hobart Miniature Car Club), 1963 Cooper.

R. Huxley (Hobart Miniature Car Club), 1964 B.R.M.

In the heats and semis the presence of Clayton and Kalbfell was very soon felt. Both of these Hobart drivers qualified in the first semi and went into the final. The remainder of the field were fairly matched and some exciting races were witnessed in the ensuing semis. Those who shone out were Brock and Langridge (Launceston), Heazlewood, Hartly and Dart (Wynyard), Holloway and Denton (Hobart).

The scene for the Finals was:

Bob Clayton (H.M.C.C.) — Westlake Eagle, Ruskit Chassis, Riggen tyres, Ruskit 27 Motor.

Vic Holloway (H.M.C.C.) — Cooper Maserati, Dynamic Chassis, Mila Miglia tyres, FT16D Mabuchi Motor.

John Brock (L.S.C.C.) — Westlake Eagle, Ruskit Chassis, Riggen tyres, Rewound Ruskit 27 Motor.

Phillip Kalbfell (H.M.C.C.) — Cooper V8 1963, Brass tube/lead pan Chassis, Riggen tyres, Rewound FT16 Mabuchi.

And what a performance these fellows turned on. As the circuit was 102 feet lap length, 430 laps had to be completed by the winner to make it a scale 200 mile event.

Every one of those 430 laps was driven at a terrific pace. Obviously the title of Tasmanian Champion was of more than minor importance!

Bob Clayton assumed the role as leader, hotly pursued by Phillip Kalbfell. These two, lapped within a few feet of each other until very near the 100 lap mark, where Phillip blew his motor. This then gave John Brock and Vic Holloway the opportunity to make up the ground they had lost.

Bob Clayton began to have tyre troubles when the race was an hour old with approximately 90 laps to go. Phillip had taken over third place from Vic who was now quite content to lap at a fairly moderate speed. With less than 50 laps to go, John was five laps behind Bob and Phillip was 10 laps down on John. Bob's Eagle began to bottom rather severely and at 10 laps it sat stationary on the main straight, tyres completely worn out.

No more sets of Riggens so it was anything that would fit. Unglued, untrued, and bouncing violently, Bob tried vainly to make some ground on John, who had taken over by three laps and to stay in front of Phillip who was only three laps behind. And that's the way it finished, a bare 90 seconds after Bob's Eagle had run out of tyres on the main straight. John first, three laps in front of Bob. Bob second, three laps in front of Phillip. Phillip third, 50 laps in front of Vic. Just how close a finish can you get!

Vic Holloway proved beyond doubt that it is possible to build a competitive car that is accurate in scale and detail. His Cooper Maserati took home the Concourse trophy and to his credit as a driver looked as good at the end of the race as it did when he started.

This was a truly exciting finish to a full year of racing in Tasmania. A year that we can look back on with pride, as interest has been maintained, and our skill has improved all the time.

It must seem to some States that we do not hold Intrastate events very often. Well this is quite true. If you look at a map of Tasmania you will see that there is 100 miles or more between our main centres. As each centre has only one or two really active and enthusiastic clubs it is necessary to travel quite some distance to each event if the event is to be a true State event. Two clubs from the one centre is hardly enough. With six main events each year, i.e. four class titles, a 24-hour and a 12-hour plus six association meetings, it is possible to travel nearly 2000 miles a year. Quite enough don't you think?

—BRIAN JOHNSON

queensland news

By JOHN PIKE

I am very pleased this month to be able to send you the results of the 24-Hour Race held by the Maryborough Slot Car Club. Maryborough is one of the strongest Clubs in Queensland, if not the largest—at present they have 43 financial members.

President is Mr. H. Gees, Secretary Mr. H. Forrest. Foundation President Mr. R. Prove, and Club P.R.O.—to whom I am indebted for these results is Mr. E. Howard.

The race was run on November 18th and 19th starting at 5.30 p.m. on Saturday and finishing at 7.30 p.m. on Sunday. Venue was Horsburgh's Raceway, Maryborough, which is a very twisty 105 ft. 8-lane track. I do not think I can do any better than let Mr. Howard tell the story:

CONTINUED

"At the 24-hour mark the winners had 9,699 laps—192.9 miles on the board, i.e. this was the distance covered in 24 hours elapsed time, as distinct from 24 hrs. driving time. Each driver drove for one hour alternately on the drawn lane—there were eight lane changes during the race.

"An estimation before the race was that the total distance covered by all drivers in the event would be 79,000 laps. However only seven instead of eight teams competed, and a total of 66,766 laps were recorded.

"The second placegetters won the event last year.

"All eight lane records were broken 35 times, each lane is 105 ft. long, and has a medium straight, a spiral, hill, wriggles, and a banked curve into the straight.

"In the machinery and troubles department we have:

"Only two cars were not sporting clear plastic bodied Iso Fulcrum chassis with a 26D Motor. These were the King Cobra, which was a Tamiya sidewinder—36D up, and the second teams car, which was a scratch build Iso—26D up.

"Tyres, mainly AJ's were changed at least four times. The King Cobra team were cutting their Tyres in half and using one of at a time as a pair. (Note: these would be AJ8's No. 4 which are 1" wide —thus making two ½" tyres from each one for the Tamiya wheels).

"Steel pinions proved to be the best, though most raced with brass ones. Many who changed pinions changed motor and all as this was quicker. Cast alloy Crown gears were changed too by most drivers who started with plastic C/Gears, as these latter seemed to wear the pinion excessively.

"The winners were the only team to lose a motor—in the last ten minutes of the 23rd Hour.

"Ratios used were between 3.2 : 1 and 4 : 1. In Club Racing many of us are using 4½ : 1. Metal Gears and pinions proved the best in the 24 Hour as these had to be changed at lesser intervals (I think he means greater intervals). Brass Pinions and plastic Crowns are used in Club Racing because of their vibration less tendencies.

"Fourth placegetters in the event turned in a creditable performance considering they were driving a standard Tamiya sidewinder with 36D and brass gears."

PLACEGETTERS

1: C. Stocks & R. Prove.	Ford J	10,543 laps
2: K. Moller & A. Turnbull.	Porsche Carrera	10,200 laps
3: M. Ray & P. Wroe.	Porsche Carrera	10,142 laps
4: D. Bellert & R. McLeod.	King Cobra	9,220 laps
5: K. Latimer & D. Smith.	Porsche Carrera	9,219 laps
6: W. Davies & G. Kroning.	Ferrari	9,122 laps
7: J. Heit & W. Langer.	Porsche Carrera	8,259 laps

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IN Brisbane the Green Helmet Raceway at Moorooka held a 12-hour Race on the 25th November. This was not an open event; but was restricted to Green Helmet and Bowl members. Mr. Ted Jolly has supplied the following official results:—

1. Green Helmet No. 1 Team—R. Sinden and T. McMahon. Sinden chassis—26D—Mirage body. 6,754 laps
2. Bowl No. 1 Team—R. Elliott and C. Armendola. Elliott chassis—26D—Mirage body. 6,651 laps
3. Green Helmet No. 3 Team —D. Bateman and J. Whyte. Scratch chassis — 26D—Lola T.70 body. 6,646 laps
4. Bowl No. 4 Team—C. Brosnan and 6,185 laps
5. Bowl No. 5 Team 6,114 laps
6. Bowl No. 2 Team. 5,800 laps
7. Green Helmet No. 2 Team. 5,787 laps.
8. Bowl No. 3 Team. 4,041 laps

Technically there is much of interest to be seen around the tracks —modellers are managing to make their cars even lower, and in some cases lighter, undoubtedly much thought and time is being put into the cars, and it will be very interesting to see what develops next. The Iso fulcrum chassis has had a long and successful run—will the next one be a variation of this type or something quite different?

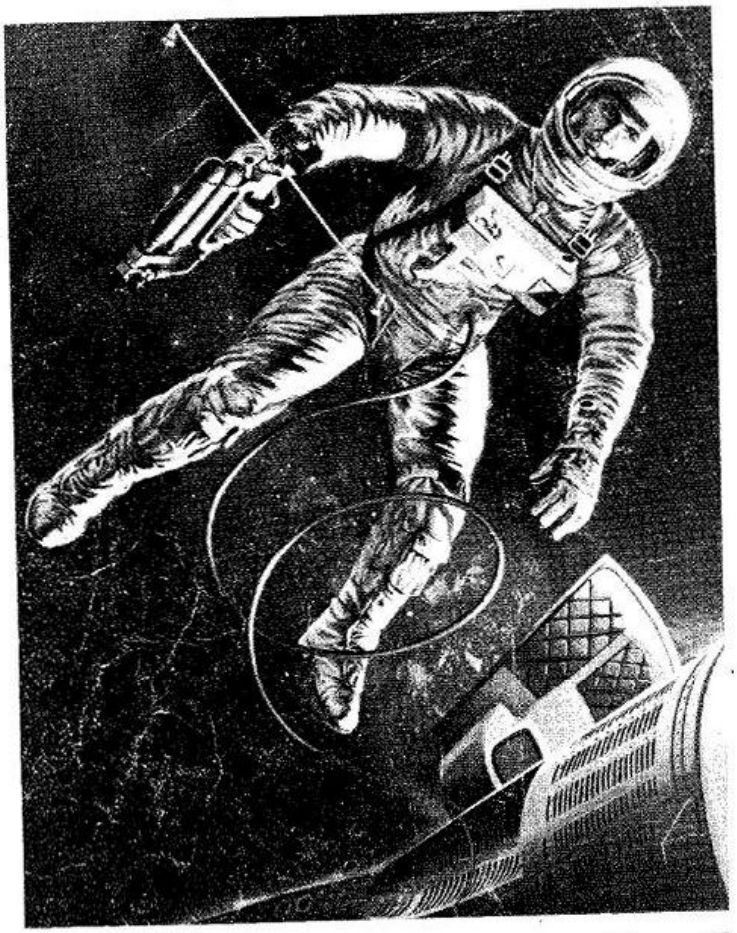
did we forget something?

if so, we're sorry

being, as we are, something new on the australian modelling scene, it wouldn't surprise us if we'd forgotten something. slot racing's here, as usual, and model car news, plus something for beginners, something for experts, stories on model aircraft, boats and railroads, an interstate round-up, model-shop, letters-to-the-editor, 1968 racing calendar, club of the month and . . . phew! did we say we'd forgotten something? we hope not. but just in case . . .

you'll find an empty column on page 38. it was reserved especially for you . . .

THE AUSTRALIAN modeller model car

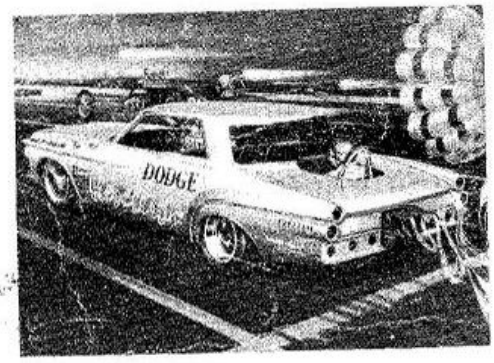


space age models

Imagine a kit that actually demonstrates the most phenomenal event of your lifetime! Revell spans the scale barrier and presents the SPACE-WALKING GEMINI ASTRONAUT so realistically in a 12" kit that the breathless moment of man's break-through belongs to every model builder!

The prototype pressure suit and the intricate space-walk equipment which fascinated a spellbound world are amazingly detailed in this scientifically oriented kit. The vital propulsion gun which powered the space-walk appears! And, the chest pack and life support packages are recalled in miniature!

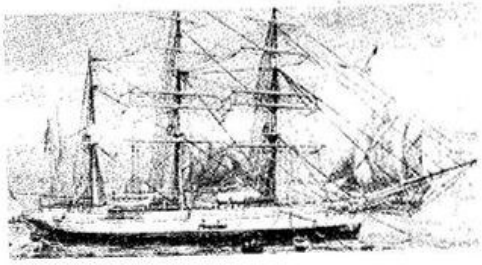
and other great stuff from Revell



New Cars...the newest drag strip craze, "Funny Cars". Those mild-looking stockers that hit 180 to 200 mph in the quarter! Revell's new ones are called "Dodge Revellion" and "Miss Deal".

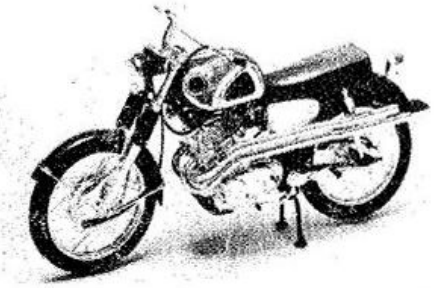
New Bike...Honda Scrambler, the big town and country bike. The one that goes over mountains, across fields, through streams...or on the open road. (Lots of chrome on this one.)

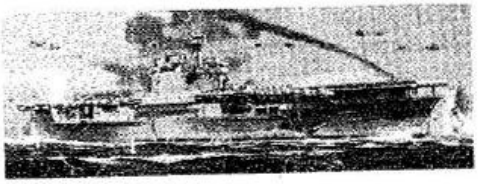
New Naval Ships...seven outstanding new models, led by the famous "Big E", the World War II carrier, U.S.S. Enterprise.



New Planes...from yesterday, today and tomorrow. Planes like the P-40E "Flying Tiger" from WW II, the fighting Huey Helicopter from Vietnam and the Supersonic Transport (SST) from the future.

New Sailing Ship...a breath-taking three-foot replica of the "Pedro Nunes", 19th Century Portuguese sailing barque.





Revell

These models have just arrived at your store.
GO LOOK THEM OVER