

# THE AUSTRALIAN modeller

NSW AIRCRAFT CHAMPS  
RESULTS AND PHOTOS

**SPITEFUL**

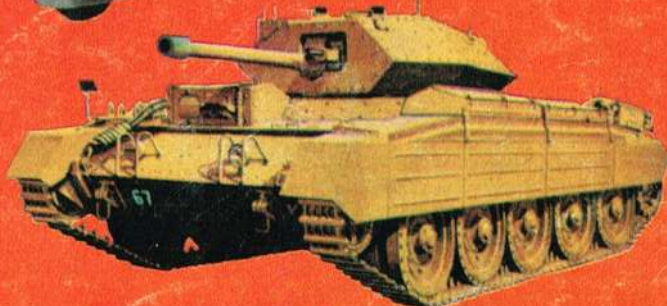
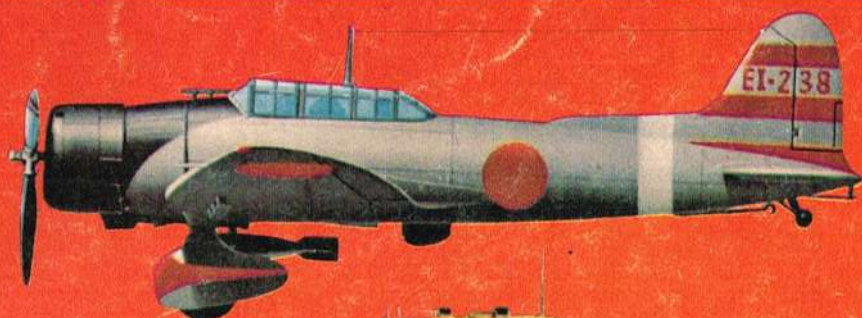
BRITAIN'S FASTEST  
PROP FIGHTER - PLANS

**GUNBOAT**  
that beat the  
pirates **FULL PLANS**

**SUPER CHASSIS**  
How to build it

**RADIO CONTROL  
GLIDER** - new  
Australian record

**TANK!** battles on  
tabletop





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# THE AUSTRALIAN modeller editorial

**I**T IS with some concern that we notice a growing tendency on the part of some kit manufacturers to market their products through chain stores and supermarkets.

It must be said, in all fairness, that decisions to do this are rarely made by the local importers or agents, but are generally imposed as a condition by the overseas manufacturers. Obviously they wish to increase their sales and this is the way

they see that it may be done.

Now it is not for this magazine or, for that matter, anybody else to say just where you, the customer, should shop. Fortunately, we have the choice to make up our own minds. This is the democratic way of life that we guard so jealously.

However, we would like to point out that it is normally your local hobby dealer that is going to give you the personal help and advice that so often turns

a mediocre modeller into an expert.

He is the man that is going to give you the after-sales service. So bear this important fact in mind when you decide to buy that kit!

**M**ANY readers have written us complaining that they are having difficulty in purchasing copies of Australian Modeller. Here is the simple answer: Place a definite order with your local newsagent and he should have no difficulty supplying you. However, if this does not work, take out a subscription direct with us and your copies will be on the way to you as soon as they come off the press.

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# letters to the editor

Sir, — In your last issue you featured on the front cover a heading which said **WINNING CHASSIS**. But try as I might, I could not find anything in the mag that even looked like a chassis article. What happened? — **ROBERT STERT, Bacchus March, Vic.**

Bob, — Sorry about the boob we made. In fact, the article was dropped at the last minute to make way for reports on the Nationals. If we had held the Nationals results over for another six weeks or so, they would have been very dated by the next issue. What we forgot was the fact that the front cover had already been printed and this feature was mentioned. However, you will find that the article is in this issue, and we hope you will forgive us.

Sir, — I have been reading your magazine with great interest, and was particularly interested in the article on rigging plastic model biplanes. I have managed, successfully, to do this intricate job on several occasions, but always suffer from the same problem — I have to make the rigging holes too big to get the thread through, and they look unsightly, even when filled with putty. Any advice? — **VIC BLEASEL, Mentone, Vic.**

Vic, — Here is the way the editor goes about it, and it works well. First obtain 1/64" and 1/32" drills, and use these for making the rigging holes. Using the smaller drill it is possible to pass the thread directly through the hole, but this takes much patience, and a darned steady hand. If you find this difficult, here is an idea that will make life a little easier for you. Use the 1/32" drill instead, and obtain a very fine sewing needle. Thread the rigging material through this and use the needle to guide your rigging through the holes. Incidentally, we get a lot of enquiries as to just where these very fine drills are obtainable. The answer is Paul's Tool Store, 314 Pitt St, Sydney. Price is around 20 cents each.

Sir, — There is a group of us around this district who are very enthusiastic wargamers. We meet and fight regularly, and are wondering if there are any organised bodies that we could join to pursue our hobby. If so, we would be grateful if you could put us in touch with them. — **CRAIG MORLEY, 5 Ireland Ave, East Doncaster, Vic, 3109.**

Craig, — We have published your address in full so that any other enthusiasts can contact you. Meanwhile we suggest you write to Mr Alexander, whose letter also appears on this page.

Sir, — I would like to inform you of the existence of the Pheniscalligists, of East Doncaster and Mitcham. (Pheniscalligism is known to the Plebians as wargaming!) Although depleted numerically, we are extremely enthusiastic and obtain much co-operation and many supplies from overseas. Anyone interested in further particulars can contact me, the secretary. — **MR J. ALEXANDER, 24 Beaufort St, Mitcham, Vic, 3132.**

Mr Alexander, — Being in the same neighborhood, it may well be that you know Craig Morley already, but if not, you should have a new member there at least. Being a Plebian (or, at least, having a typewriter with Pleb tendencies), I'm afraid it will have to be wargaming as far as this mag is concerned. Thanks for your letter and we hope your membership grows.

Sir, — My main interest is in modelling old sailing ships, such as the Cutty Sark. However, I am having difficulty in obtaining plans. Can you help me in this matter? I am also keen on WW-I aircraft, and would like to see more plans like the DH-4 in issue No. 5, but how about some information with the plan. — **DAVID HEILBRON, Dubbo, NSW.**

David, — You will find in this issue an ad. by Historian Publishers. Among their many fine publi-

cations there is a book on the Thermopylae, which has truly magnificent drawings included. You will note also that in this issue there is a further WW-I plan of the Nieuport that should help keep you happy. As far as additional information goes, we are up against our old enemy here . . . lack of space! However, we may have asked Felix Pawlowicz who does these fine drawings for us to give as much information on the plan as he possibly can.

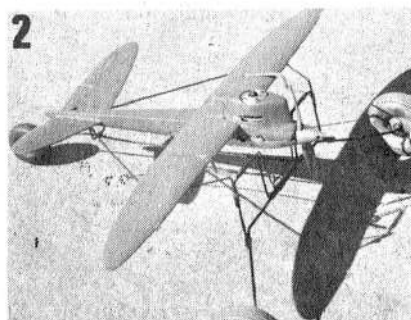
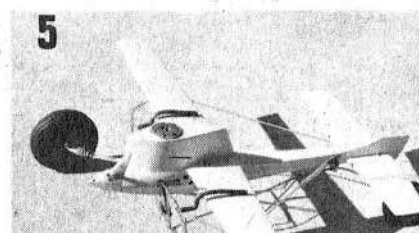
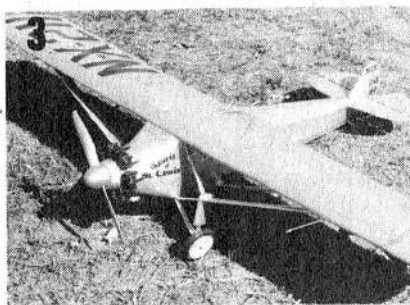
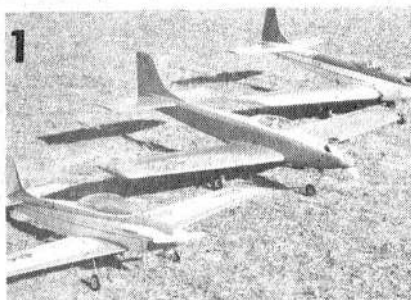
Sir, — I am an enthusiastic slot car modeller, but there are certain things mentioned in your magazine that puzzle me, such as AYK tubing, I.D. and O.D. tubing, 4"x1/4" I.D. tubing, 48-tooth, and .078 shaft. What do all these things mean? — **PETER TUCKER, Hobart, Tas.**

Peter, — If you have a local club or track in your area, I suggest you join. There will then be plenty of people to help you along. However, here are the meanings of the abbreviations you mention: Firstly, AYK is merely the brand name for some of the brass tubing on the market. The letters I.D. and O.D. merely refer to the inside diameter (size of the hole) and the outside diameter of the tubing. Thus a tube quoted as 4"x1/4" I.D. is merely a tube with an outside diameter of 4" that will accept a piece of wire sized 1/4". The tooth business just refers to the number of teeth on a gear. Thus, if you have a spur gear with 48 teeth meshed with a pinion of 6 teeth, then you have a gear ratio of 6/48, or (dividing one into the other) a ratio of 8/1. The .078 you mention is just the diameter of the motor shaft expressed in decimals.

## WANTED

**URGENTLY required** — Information on the Commonwealth CA-15 fighter. Particularly required are photos and cockpit details. Will buy or exchange for other material. Any material received on loan will be well looked after and returned. **JANES ALL THE WORLD AIRCRAFT.** Will buy secondhand copies. Please state year and price. Maj. L. G. Halls, Officers' Mess, Murray Barracks, Port Moresby, TPNG.





1. Lineup of Pylon winners. Front to rear shows Quigley's O/D, Richardson's Thunderbird and Young's modified Taurus.
2. C. McGee's A-class speed winner, Super Tigre G-20 with Rossi 6"x8" prop.
3. Summersby's Ryan "Spirit of St Louis", second in scale.
4. R. Neville's A/2 winning sailplane, "Sans Egal", with modified t/plane.
5. P. McGee's C-class speed winner, Rossi 60 motor, Rossi 6"x8" prop.

# NSW FLYING CHAMPS RESULTS

## FAI COMBAT

R. Burke	1
M. Symmons	2
J. Tidey	3
<b>B-CLASS TEAM RACE—</b>	
Tilley-Shing	1
Kennedy Bros-Carter	2
M. Bell	3

## FAI SPEED (1 Kilometre)—

J. Finneran (144mph)	1
R. Lee (136mph)	2
P. Travis (91.5mph)	3

## JUNIOR RAT RACE (½ Hr)—

A. Crook (392 laps)	1
Hawkins-Wilson	2
B. Raynor	3

## ½-A TEAM RACE—

Tilley-Shing	1
Currey-Tidey	2
R. Raynor	3

## BEST JUNIOR—

R. Raynor

## FREE FLIGHT

## FAI POWER—

R. Summersby	1
M. Pettigrew	2
D. Hegarty	3

## OPEN POWER—

J. Borrill	1
M. Pettigrew	2
S. Sherlock	3

## CLASS 2 RADIO—

T. Prosser (4892pts)	1
B. Bennet (4824pts)	2
J. Quigley (4752pts)	3

## CLASS 3 RADIO—

T. Prosser (7913pts)	1
----------------------	---

A. Turton (7183pts)	2
M. Pettigrew (6916pts)	3

## SCALE RADIO—

B. Bowerman (P-51)	1
A. Martin (Stearman Pt 13)	2
L. Winley (de Knight Special)	3

## PYLON RADIO (Goodyear)—

J. Quigley	1
H. Richardson (NZ)	2
B. Young	3

## POWER SCRAMBLE—

R. Summersby	1
J. Quigley	2
G. Eglentals	3

## F/F SCALE—

B. Knight (—)	1
R. Melton (Feisler Storch)	2
B. Beashel (Cessna 170)	3

## A/2 SAILPLANE—

R. Neville (795secs)	1
R. Towell (632secs)	2
R. Summersby (625secs)	3

## WAKEFIELD—

A. Butler (676secs)	1
B. Beashel (589secs)	2
A. Edwards (537secs)	3

## COUPE DE HIVER—

D. Hegarty	1
B. Beashel	2
A. Edwards	3

## CHUCK GLIDER—

G. Eglentals	1
E. Bell	2
R. Summersby	3

## A/1 SAILPLANE—

A. Holmes	1
B. Knight	2
R. Neville	3

## CONTROL LINE

## FAI TEAM RACE—

C. Noakes-Sutton (11-28.6)	1
Tilley-Shing (13-08)	2
R. Lee-A. Kerr (43 laps)	3

## A-CLASS SPEED (½ Mile)—

C. McGee 106mph

## B-CLASS SPEED (½ Mile)—

A. Kerr (165mph)	1
J. Finneran (157mph)	2
P. McGee (155mph)	3

## C-CLASS SPEED (½ Mile)—

P. McGee (164mph)	1
C. McGee (144mph)	2

## PROTO SPEED (1 Mile)—

P. Tilley (112mph)	1
M. Bell (110.7mph)	2
N. Short (101mph)	3

## SCALE—

W. Woodcock (Cessna 336)	1
R. Summersby (Ryan NYP)	2
M. Mitchell (B-26 Marauder)	3

## OPEN COMBAT—

M. Bell	1
R. Neville	2
J. Burrows	3

## STUNT—

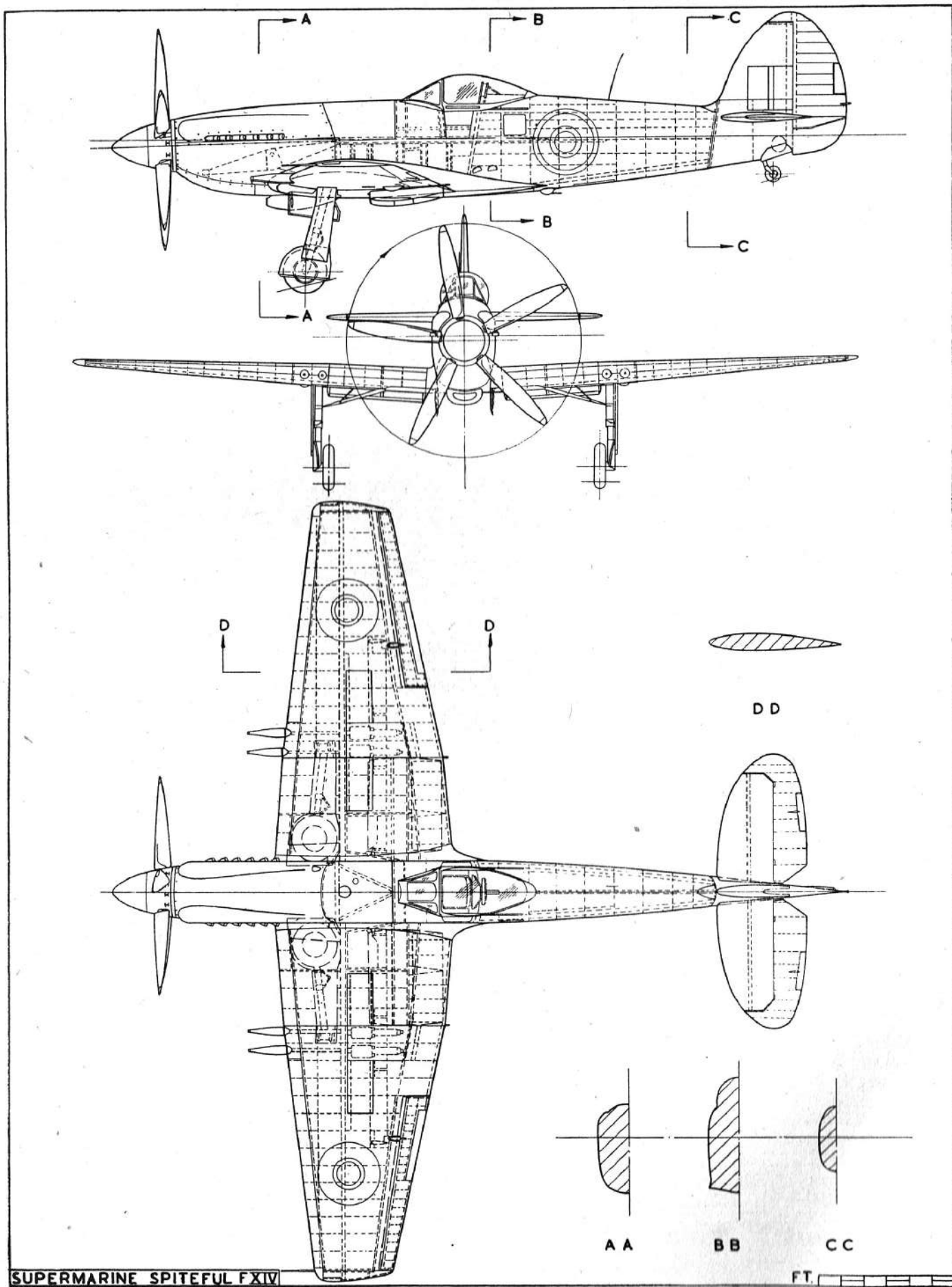
R. Towell	1
S. Sherlock	2
R. Nyburg	3

## JUNIOR STUNT—

S. Masterton

## JUNIOR COMBAT—

R. Wilson	1
S. Masterton	2
D. Denzler	3

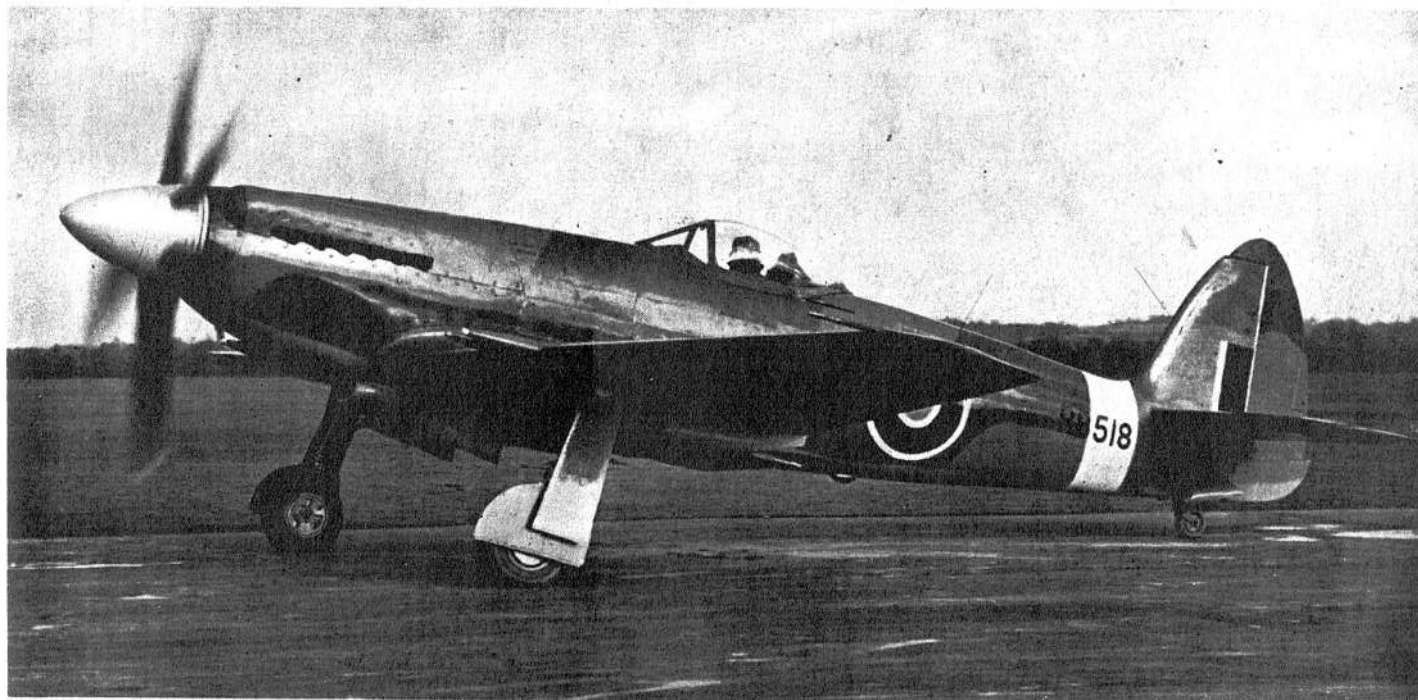




# THEY ALMOST MADE IT

part two

# SPITEFUL



**U**NLIKE the Miles 20 featured in our last issue, which was a rush design to fill a specific need of the moment, the Spiteful was the end product of a long line of famous predecessors . . . the Spitfires.

Although directly descended from the Spitfire and retaining many of its characteristics, the Spiteful was a completely new design.

The late versions of the Spitfire were all powered by the new Griffon motor, and although this mighty powerplant, capable of well over 2000hp, gave the Spitfire a fantastic performance, it did also present certain problems.

The Spiteful was the answer to this. An aircraft designed around the Griffin motor, to utilise the latest development in laminar flow wings. The first Spiteful actually used the fuselage and tail assembly of the Spitfire VIII and flew for the first time on June 30, 1944.

However, similar problems arose

as with the earlier Griffon Spitfire. In particular, the pilots' visibility was very restricted, owing to the bulk of the Griffon engine. (Remember that the fuselage was originally designed for the relatively slim Merlin engine.) Thus a completely new fuselage was built, being somewhat deeper and the cockpit being higher, and the visibility problem overcome.

Very thin radiators were fitted on the underside of each wing inboard of the undercarriage. It is interesting to note at this stage that the undercarriage had an extremely wide track and retracted inwards. The Spitfire was the complete opposite.

When World War II ended, all contracts were cancelled and only eight Mk XIV Spitefuls were actually flown, although another nine were completed, and later broken up. (Anyone who does not give a big sigh at this point just hasn't got a heart!)

At the same time, a navalised

version was being developed known as the Seafang, but the same fate overtook this aircraft, and the 18 aircraft produced were all scrapped.

Brief details of the Spiteful are as follows:

Weight (loaded) 10,200lb. Armament, four 20mm cannons with provision for two 1000lb bombs underwing. Max speeds, 409mph at sea level, 437mph at 5500ft, 483mph at 26,000ft. Initial rate of climb, 4828ft per min. Service ceiling 41,500ft.

All in all, the story of the Spiteful is yet another sad tale of a first-class aircraft that was just too late. However, to finish on a brighter note, after the war ended some further research was undertaken with the Spiteful Mk XVI, and at Boscombe Down, in 1947, this aircraft, fitted with contra-rotating props and the Griffon 101 engine, achieved a speed of 494 mph at 28,000ft, thus becoming the fastest prop-driven fighter ever built in Britain.



# TABLETOP TANK



The closing stages of World War II saw the best of the armored vehicles thrown into the struggle.

The Battle of the Bulge produced the King Tigers, the latest Panthers and Jagdpanters leading the German thrust closely followed by the older Panzers IIIs and IVs.

The allies countered with waves of Shermans with a sprinkling of the latest M-26 Pershings and Chaffees.

On the Eastern front the Russians attacked with swarms of wildly-dashing T-34s, which isolated and slowly subdued the heavier and more complex German equipment.

This stage of the struggle pro-

duced, in my opinion, the best specimens for the Armour Modeler and in the following article I will endeavor to explain my methods of building and photographing the models shown here.

## BUILDING

You may have heard modellers saying, "You only have to shake the box and the model comes together by itself." This is almost the truth with modern kits, such as Tamiya, Monogram, etc. There is no skill required here, providing you know how to handle a tube of cement. However, a good, dedi-

cated modeller is never satisfied with just building a model out of the box. He wants to add something of his own that makes his work stand out from others. So he makes a conversion to a different type, which, incidentally, requires a lot of skill, or he adds numerous realistic details to the original to make it look a carbon copy of the real thing.

## REALISM

I do not know which category I belong, but I try to disguise my rough modelling with photographic tricks.





# BATTLE!



Look through as many action shots of real armor as you can. If you are building a popular German vehicle go through the Aero series books on German armor; also books on the Tiger, Panther and Panzer IV, by Spielberger and Feist.

Study the photos carefully and try to pick out unusual camouflage, extra tool boxes, cables, fuel drop tanks, tarpaulins, camouflage netting, etc, that will lift your model out of the ordinary class.

Very realistic cables can be made from old-type braided linen fishing line painted with a mixture of black, brown and silver.

Anti-magnetic plaster coating or

Zimmerit extensively used by the Germans as protection against magnetic charges can be easily reproduced as follows:

In a small glass mix some Spak-filla with Nu-Plastic house paint (which is soluble in water) to the thickness required then spread on to the sides of your model with a thin, flexible blade. Subdivide your work into sections and work on one section at a time as the plaster dries quickly. A pen knife is then used to etch the lines into the surface.

On larger models such as 25th scale, etc, use a finely-grooved roller, which is rolled over the wet surface. Apply pressure gradually

or the plaster will stick in the grooves.

This plaster makes an excellent filler, which hardens quickly and sticks to plastic. It is inexpensive to produce and can be tinted to any color.

## PAINTING AND CAMOUFLAGE

Here again you should first study all types of photos and illustrations available.

The basic principle of camouflage is to distort the natural shape and outline with the use of contradicting color arrangement. This is

done by painting or spraying of diagonal lines of irregular pattern or by the use of mottle, commonly used on German aircraft camouflage.

There is also a type of camouflage where almost half the area of the vehicle is painted a light, irregular shape followed by dark shade, which covers the rest of the vehicle. The dark is broken by small dark specks. Some types seem to have all three of these combined.

It was usually up to the commanding officer and his camouflage detail to decide the type of pattern to be used.

Humbrol Authentic Camouflage Colors give you a good basic color arrangement for German Panzers. These can also be intermixed with Humbrol Standard Matt Colors.

I have a sneaking suspicion that the German tankers in their last desperate months actually pinched some paint from the Luftwaffe storerooms, as some AVs sport some rather unusual tints.

Whatever it was most of the coloring was done with a spray gun, and if you want realism you have to either buy a fine spray gun (priced about \$60) or develop a painting technique which comes pretty close to spraying.

### HERE'S HOW IT'S DONE:

Get three Winsor and Newton sable hair brushes, series 33 — two No. 5s and one No. 3. Cut off the tips until the hair extends  $\frac{3}{8}$ " from the metal holder.

Get your basic camouflage colors:

- (1) Panzer yellow
- (2) dark green
- (3) black brown.

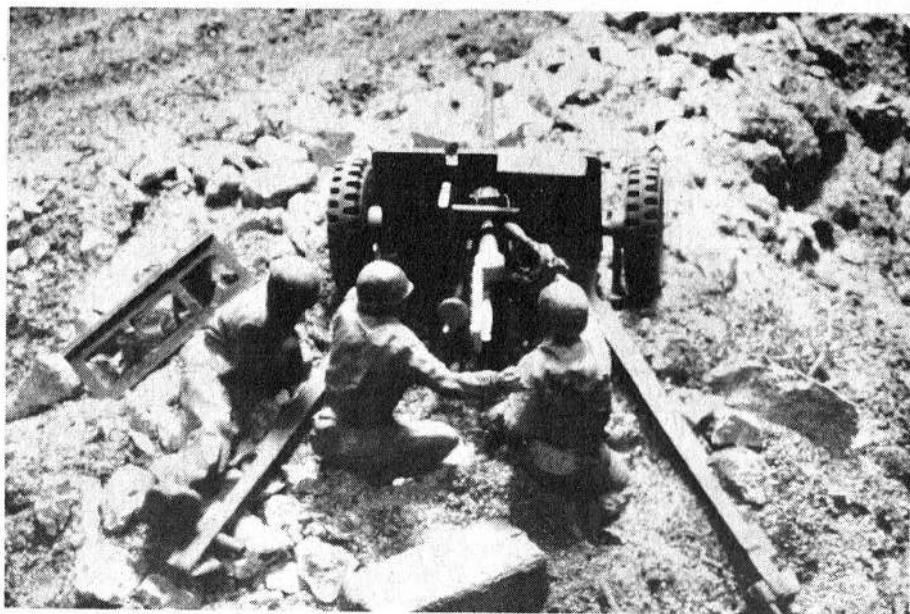
Paint on the Panzer yellow and dark green to your desired camouflage pattern — let it dry.

Now the fun starts and you may spend the rest of the day at this:

Dip brush No. 1 in Panzer yellow, wipe off lightly on edge of tin and let it rest for a minute or so.

Now run your brush over a piece of rough cardboard until it appears to be almost dry.

Apply brush to Panzer yellow section of your pattern. Work crosswise along the borderline that joins the green section, using short light strokes, which should gradually soften the line of demarkation. When all yellow sections are done repeat with brush No. 2, working



from green to yellow. It is best to pour some paint on a bit of glass and work from there. When the green and yellow pattern is softened up to your satisfaction use the black brown in the same way to fill the centres of the green sections.

Paint tank tracks a dirty black brown with a touch of silver mixed in. Then get an almost dry brush of pure silver and run it very lightly over the protruding "teeth" and edges of the tracks.

Use the same technique to emphasise small detail varying the shade to suit the general color scheme.

### PHOTOGRAPHY

A good slogan to remember when shooting table tops of AFVs — Keep your lights high and camera angle low. If no suitable backgrounds are available a plain white wall will do, but it must have its own illumination, in most cases

two 100-watt globes will be sufficient.

Cover your table top with a sheet of thin plastic and then pour a layer of sand over it. This will form the base for all the various "props", such as: roads, trenches, wrecked villages, etc, that you may wish to include with your models.

Plan your photos with your main object standing out boldly in the foreground. Then fill your middle distance with smaller models — 1/72nd scale, 1/19th, etc, to create the illusion of space and distance.

Illuminate your main object with a 150-watt spotlight or any other direct light positioned from the top, then fill the shadows with a 60-watt floodlight, usually hand held.

Best camera for the work — 35 mm single lens reflex on a good, sturdy tripod.

Take plenty of shots from all angles, experiment with varying exposures until you get the right technique.





# UNIQUE MODEL AERO MOTOR MUSEUM

A TRIP to Doonside to see Ivor Stowe's model motor collection can be a technologically interesting visit for the engineering student, an exciting experience for the history of technology buff, or a journey into the nostalgic past for the older generation of modellers.

The collection numbers some 600 complete motors, plus assorted bits and pieces — enough, as Ivor ruefully puts it, to assemble 200-odd guaranteed odd motors. For instance, there are 70 brand-new crank cases for Frog 500s — but they don't fit the cylinder units he has; 36 Mills crankshafts, but no cylinder units; 21 assorted Webra shafts which don't fit the rods he has, and so it goes, literally thousands of dollars worth of spares at retail prices worth nothing commercially, now that the motors are passe.

The motors themselves, as well as the spares, have their histories of frustration and heartbreak and that other imposter, Triumph (occasion-

ally). There is the Brown Junior, probably for all time the world's most famous model engine; the engine that was so little thought of that it was allowed to compete in open slather with rubber-powered models — for one major contest, that was, whereat Maxwell Bassett convinced the rule-makers that reliable mechanical power had arrived.

The Brown is in the company of numerous other famous names showing motor development. There are the Atwood, Forster, GHQ, Anderson, Dennymite Delong, Bunch, Cyclone, all steps forward and some steps backwards, like the Thor with its soft die-cast crankcase and no liner — a guaranteed one-run job.

I'll tell the full story in another issue.

One unusual souvenir had been owned by a bright lad who nailed it to a very hard and very uneven lump of 3"x2", which, undoubtedly, distorted the crank-case, making starting very difficult and, in our hero's case, impossible. So he took to it with an axe. Two blows with a Kelly does a good job.

Another motor which richly deserved to be axed, and wasn't, is an Alag Hungarian motor. The crank-case sump is formed like a car con-rod, with the "big end" riveted at the mounting lugs. The bolts you use to mount the motor are supposed to clamp the two halves together. Add to this the fact that the tolerances of fits were very liberal in a land where nothing else was, and you have a very cantankerous brute.

Continued overleaf.

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# STEN GUN BROUGHT NEW ERA TO INFANTRY WARFARE

## BRIEF HISTORY

The principal automatic weapon of the British infantryman during World War II, the Sten introduced a new era into machinegun design and manufacture, filling Britain's urgent need for a cheap weapon, which did not require large volumes of otherwise scarce tools and materials in its manufacture. The gun itself was considered good enough to warrant copy by Germany, China, Argentina, Belgium and Indonesia. Over 400,000 of these weapons were produced by BSA works alone, at their Tysely plant during the war, while many more were built by other subcontractors. Stens were also made in Australia. Many of the later models are still in use throughout Europe, though the Sten is no longer a standard weapon for the UK forces.

## THE MODEL (scale 1/6 full size) Sten Mk II

Study of the drawings and exploded view will reveal that most of the sub-assemblies of this model are of circular section and are easily made from lengths of sprue left over from plastic kit construction.

Commence by cutting selected pieces, as per the full-size drawing, to correct lengths, and assembling the barrel, cooling jacket, and body of the gun. When dry, drill out four rows, each of three holes, of cooling vents in the jacket.

Next comes the trigger mechanism housing (.40 thou plastic card) and side plates (10 thou card). When the plates have been cemented on, add the change lever, which is made from scrap, and assemble the completed trigger mechanism to the bottom of the barrel group.

At this stage, gouge out the groove in which the cocking handle operates. This appears on the right side of the body only. Then add a cocking handle of scrap plastic sanded to circular section. This is cemented fully forward in the operating slot.

The rear sight plate is now cut out, the peep-sight drilled and cemented to the rear of the body.



Sten Mark I



Sten Mark II



Sten Mark III

Then the butt components are assembled to the rear of this plate and set aside to dry.

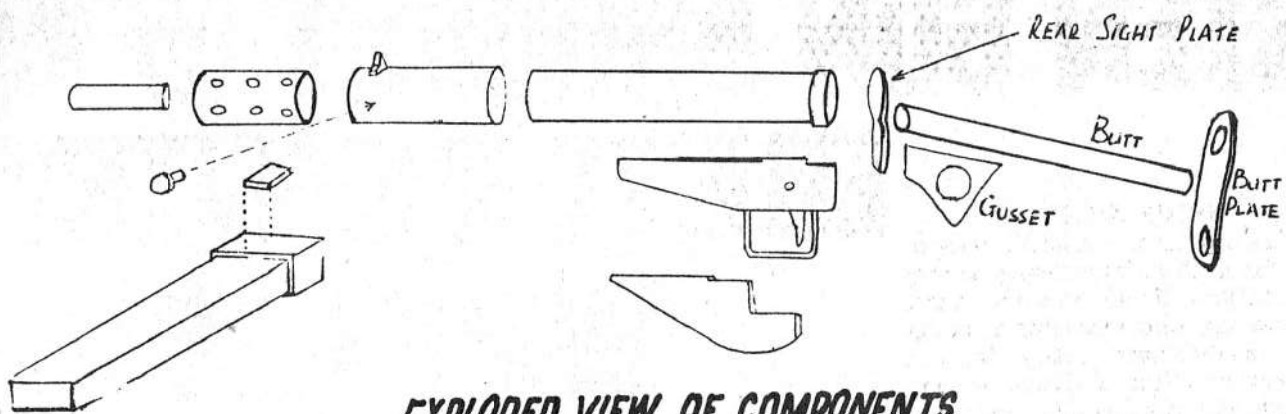
Trigger guard is made by laminating three thicknesses of 10 thou card over a block of wood, and the trigger from 20 thou card.

The magazine housing and the magazine itself are made together by laminating several sheets

of card to the correct thickness and wrapping 10 thou card around the lower end to depict the housing. Before cementing at right angles to the gun, however, carefully file out the ejection port from the other side.

Finally, add the foresight and barrel locking nut. Overall color is non-reflective black.



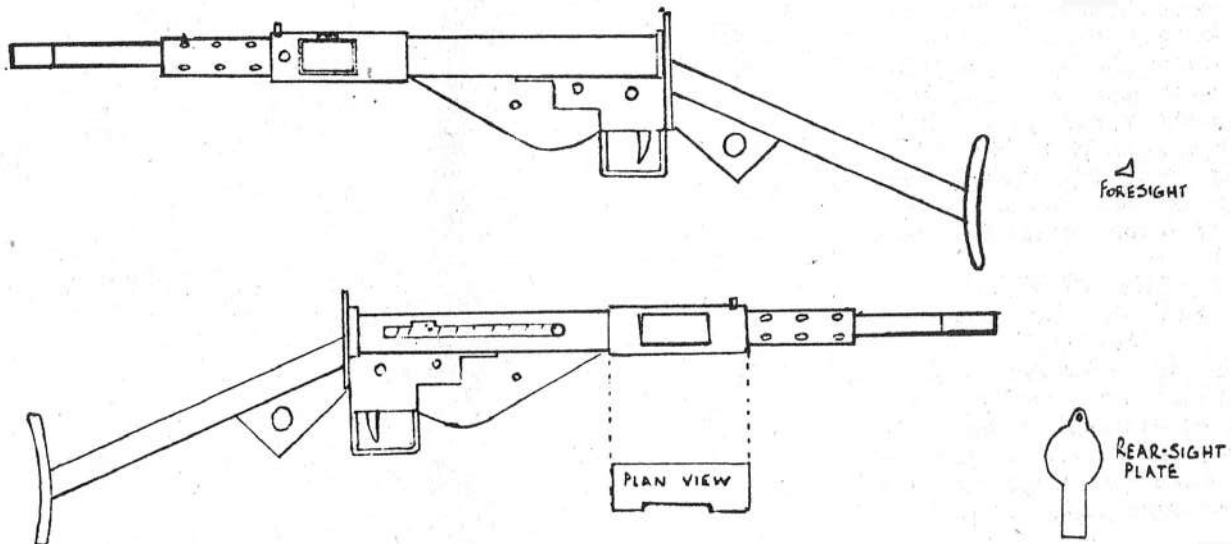


### EXPLODED VIEW OF COMPONENTS

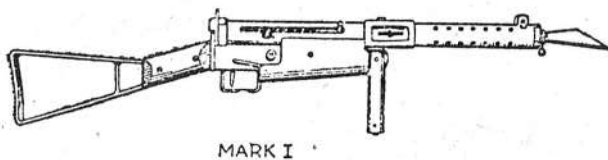
#### Particulars

**STEN MACHINE CARBINE MK. II:**  
Weight w/o magazine 6½ lbs.

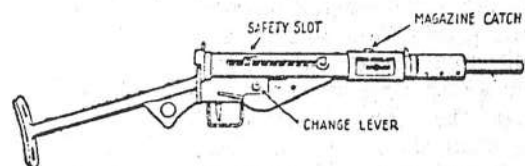
Length 30 inches.  
Magazine capacity 32 rounds.  
Rate of fire 500-550 rounds per minute.  
Ammunition 9mm.



## STEN MACHINE CARBINE



MARK I



MARK II



MARK III

# DAWN SECURITIES PTY. LTD.



Ian Bannister and Steve Hutchesson climaxed their great racing careers when Ian, early this year, won the 1969 Australian GP Championship, with a Team Hutchesson chassis and car prepared by Steve Hutchesson, using a Team-Hutchesson Champion 617 motor.

## NOW SEE ALL THE NEW GOODIES FOR 1969

**From Champion** — Their latest 617 motor, now the only medium can (26D type motor) available on the American market.

**Also available** — the new 525BC and 5007 motors available from Champion at vastly reduced prices.

**From Champion** comes the 617-1PB end bell, 617-M Magnets, 617-2MC case and magnets, the 617 case and the new super-strength 5500-DZ Magnets for small cans, the most powerful magnets yet to appear on the slot car market.

Try the new Champion 525-617BPK bullet-proofing kits, which can be used for both medium and small cans. Here is your answer to overheating and badly-spaced motors. No motor is competitive until it is bullet-proofed and this is exactly what Champion's bullet-proofing kit is for. Note all the new features of the 525-BC motor reported elsewhere in this magazine.

Note also the new 5007 Black Power Motor retailing at only \$5.20, containing super strength magnets, black end bell and black one-hole case — an unbelievable buy if ever there was one!!

**Mura** — Full range of motors available, including Team 007 Pink Cukras motor and the ever-popular Stock "D".

**Mura** — Now available for the first time the new Black Magnum 1000B, the new Mini-Brute (medium can armature in a small can case) and the new sensational Production "B". All available at economical prices.

From Mura also, small OD pinhole tyres and wheels, white phenolic unmeltable end bells and many other items including both 007 blank armature rotors and an economy series of rotors, including Russkit 23, 16D and 26D type.

**From Dyna Rewind** — Announcing

a new Scrambler Sprint motor and the famous Gerry Brady Contest motor.

**New from Champion** — Phenolic fibreglass commutators making all previous commutators obsolete.

Try the new Team-Hutchesson Series of Anglewinders, ranging from the super competition Plumber type at \$16.50 retail to the new Pro Series movable body mount type at \$9.90 retail.

**NOTE:** A limited supply of the economy series H1 and H2 inline chassis are still available. Steve has discontinued the Team Hutchesson series of motors and armatures to concentrate on chassis.

**New from AJ's**—A wide variety of tyres and wheels includes the AJ's Brand "X" set screw tyres and wheels and a wide variety of their famous threaded tuffs series; the famous AJ's Front Masters now available in pinhole threaded or set screw.

**Available from Riggen**—The famous California Orange set screw wheels and tyres and the full range of Riggen front wheels and tyres including threaded pinhole and the famous AA-03 set screw fronts 1 1/2" wide x 1 1/2" OD.

Full range of microcel tyres available from AJ's including Black, Grey, Blue, Green, Olive, Fawn, White and the new California Orange.

**A full range of Checkpoint's** (New Zealand manufactured) Black Trackers and Black Trackers on hubs available in various sizes both for 1/24 and 1/32 scale.

**NOTE:** We also have an economy series of small OD front tyres and wheels retailing at 33c a pair; front tyres retailing at 20c a pair and front wheels retailing at 25c a pair. If you cannot afford the sophisticated set-ups, try these!!

**All new body makes available from** Dynamic, Lancer, Riggen, Checkpoint, (New Zealand) and GT Models (England) in both 1/24 and 1/32 scale, including: Lola TS-162, Marcos Mantis, McLaren Mk 6 GT, 1968 Honda Formula 1, 1968 Ferrari Formula 1, 1969 Charger 500, 1969 Chev Camaro Trans-Am, 1969 Javelin Trans-Am, and 1968 Car-of-the-Year Plymouth Road Runner—as well as Cro-Sal Olds and many others.

Our body range occupies five pages in our catalogues.

**Full Range of Crown, Spur and Anglewinder Spur gears and pinions** from Cox, Weldun, Riggen etc, including full 64 pitch range in Weldun

for Anglewinders and the new 48 pitch Riggen Anglewinder spurs in sizes 35, 34, 33 and 32 tooth.

**Wide variety of new scratch building items available**, including Associated motor mounting plates and brackets for anglewinders and the Dynamic main rails, batwings, sloppy sams, etc.

**NOTE:** The new Associated Simco jet flag quick change guide and brush set along with the ever-popular Dynamic quick change guide and brush set.

**All Dynamic lines available**, including the new sensational Dynamic Ferrari 612 Can-Am Anglewinders, RTR car and the new Porsche 908 Anglewinder RTR car.

Still available in large quantities many economy series items ranging from Pactra, Hemi kits and RTR to Tamiya King Cobra and Lotus 40 sidewinder and Tamiya inline kits at considerably reduced prices.

**Also available from Tamiya**, the famous P22 braids and P20 guide and braid set at most economical prices.

Many other standard lines available including Mabuchi 26D and 16D ball bearing motors and many other items.

**From International Engineering**, both right-hand-drive and left-hand-drive anglewinder scratch built chassis retailing \$5.50 each.

**From Checkpoint** (New Zealand) the new unbreakable gear puller and three sensational new types of economically priced decals sheets.

**Tyre Dressing:** A most comprehensive range of tyre dressing ever marketed is now available and includes International Engineering Tiger Paws, Riggen Posi-Grip, new Associated super-traction compound, new Dynamic Moo-Too and Moo 3, Monza I and Monza II.

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**The new Champion, Mura and Dyna Rewind Motors** have so many fantastic new features that it is impossible to describe them here. We suggest you should inquire from your local dealer.

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(TESTOR, AUSTRALIA)

## DAWN SECURITIES PTY. LTD.



WHOLESALE  
ONLY





# SAILPLANE RECORD SMASHED!

The Australian model sailplane endurance record has been more than trebled from 3½hrs to 11hrs, 8mins, 2secs.

The new record, yet to be ratified, was set by Bill Marsden, of Punchbowl, NSW, a member of the Sydney Radio Control Society (SRCS) and an active modeller of long standing. The old record was held by Tom Hingerty, also of NSW.

Keen on all branches of the hobby, Bill has concentrated mainly on radio control during the last five years, from S/C to reed and then propo. Although he is an enthusiastic multi-stunt flyer, the call of silent flight proves too much for him periodically, and Bill's weekly pilgrimage to Kingswood (SRCS homeground) is suddenly diverted to the local ridge.

Over the past two years, Bill has spent a lot of time looking for a perfect slope-soaring site, and just recently located the site used for the record flight. This is a coastal site approximately 80 miles south of Sydney. The ridge, approximately 1500ft high, overlooks the coast and presents faces to most prevailing wind directions. It is a rare occasion to miss out on a days flying at this site.

During the preparations for the record flight, Bill made three trips to the site, each time logging 5½ hours (the maximum safe time on standard Silvertone battery packs). These flights were made in both south-east and north-east winds.

For the record attempt, Bill preferred a south-east wind, as these blow more smoothly and for a much longer time, usually in four-day cycles, making it very difficult to have the correct wind on any particular day. However, as the days were becoming rapidly shorter, it was decided that the attempt should take place as soon as possible. Consequently when a forecast of a good north-east wind was made on Saturday, February 22, 1969, Bill decided to call an attempt.

As only 14½ hours of daylight were available, it was decided that the attempt was to be only at the Australian record, the world record at that time being approximately 15 hours.

Regulations call for one FAI observer for an Australian record

(two for a world record) and three stop-watches. Ivor Stowe of Doonside, NSW, kindly offered his services as a FAI observer and was promptly issued with instructions to be at the field at 4 am Sunday morning. I went along as mechanic and witness and Peter Schuster acted as a second witness. Paul Travers made the third witness.

We left Sydney at 2 am Sunday morning, arriving at the slope at 4 am as planned. The forecast was for a 10-15 knot north-east wind with gusts of up to 25 knots around midday. By 4.30 am, it was almost impossible to stand on the edge of the ridge with wind gusts of up to 35 knots being recorded.

We were all very worried about taking off, as a cyclone was operating off the Queensland coast, and as wind velocity always increases around midday, it was not too difficult to imagine conditions deteriorating to an unmanageable level.

Daybreak brought no relief and by 5.30 am it became clear conditions would not improve. We decided to investigate a point half-way down the north-east face in the hope that the wind velocity would be lower.

This proved to be correct and Bill was faced with the decision of taking off, knowing that should the wind velocity increase much further the flight would have to be terminated in impossible landing conditions.

By this time Bill was feeling glum, and was particularly upset to think that he was responsible for dragging four people from their beds at 2 in the morning and bringing them 80 miles for nothing.

Personally, I feel this was one of the major factors in his decision to take off, as the conditions had to be seen to be believed.

Bill decided to give it a go and as a safety precaution I was left at the top of the ridge with the standby transmitter, in order that I could land the model should it be blown back behind the ridge out of Bill's sight, as he would be taking off from a point half a mile down to slope face. As a further precaution, extra ballast was added to the nose of the model, and more down trim placed on the elevator.

At 6.31 am the model was launched and from my viewing point, I had no way of knowing how the conditions were. However, I guessed they were not as bad as we thought when Bill started doing loops about 30 seconds after take-off.

By the time I rejoined the group, Bill had things well under control. It appeared the wind velocity dropped off more than we expected up and away from the slope face, and the first four hours proved smooth and uneventful.

At this point, an explanation of the equipment used is in order. The control system was a Silvertone DPJ Mk II digital proportional unit. The model used aileron, elevator, rudder control and was fitted with a 4 amp hour pack weighing 1lb 6oz. This pack gave us a minimum 24 hours duration. Two transmitters were used, one fitted with nine-hour battery pack and one fitted with a standard six-hour pack. A change-over switch was placed in one of the holes normally used to locate the rubber feet on the transmitter, and this was used to switch from internal to external battery pack. The external battery pack being plugged into the charging socket on the transmitter. This gave us 2 x 5 hour safe packs and 1 x 8 hour safe pack for a total 18 hours minimum

**Continued overleaf.**

safe time on the transmitters.

The flight plan called for each battery pack to work two hours on, and rest four hours, giving a further increase in theoretical capacity, although this was not strictly necessary as we already had more time than daylight allowed.

As it turned out, this plan was not adhered to, for by 12 noon conditions had become so boisterous that even changing transmitters became almost impossible.

By 1 pm the model was hard pressed to make any headway whatever and it looked as if the flight would terminate any moment. Gusts of over 45 mph were recorded almost continuously and the model was being slammed around by extreme turbulence. Considering that the model was almost always in a high velocity dive when it was hit but this turbulence it is amazing that it held together.

Several times the ailerons were seen to flutter alarmingly, and the 10ft wing was flexing quite visibly. John Morgan spent quite a lot of time and effort on the foam cores for this wing, and as it turned out, it was well worth it. Several times

the model was flicked almost on to its back. Luckily, however, this only happened at a reasonably safe altitude.

At this time a lot of the flying was taking place at only 20 to 50ft above the trees on the slope face, and a flick roll at that altitude would have been disaster.

Time after time the situation looked hopeless, as the model was being forced down and back into the slope face, but each time the wind dropped enough to allow the model to penetrate a little and give Bill a breather for a few minutes. This went on until 3 pm, by which time the wind steadied a little and the last 2½ hours were a little more relaxing.

At 4.30pm, the 10-hour mark safely passed, everyone was beginning to relax and the stage looked set for a minimum 12 hours and even with a little luck a 12½ hour flight. At 5 pm ominous black clouds began to roll in and at 5.39 the flight was terminated in still air and pouring rain.

For the witnesses it was a long tiring day. We were all edgy, hot and sunburned. How Bill felt after

11 hours of flying, five of them under extreme strain, is anybody's guess. However, he said he felt he could have gone on for hours. To prove it, he is now preparing for a 24-hour flight.

It was particularly pleasing to note that during the flight the equipment did not miss a beat. The new small servos handled the 2ft long ailerons with ease, and during the entire flight Bill did not experience one Glitch. His set is now nearly two years old and no special preparation was needed with the exception of modifying the charging plug wiring to accept the external battery pack. One very pleasing point which did come to light is the fact that two transmitters can be used with one receiver with no tuning required. This is the first time I have tried this and we could find no evidence of loss of range on the second TX.

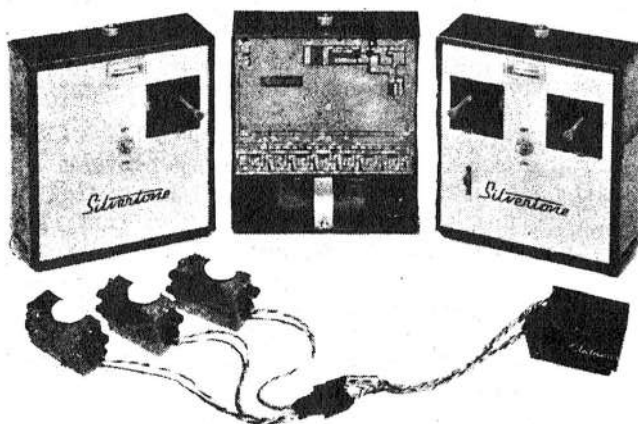
As stated earlier, Bill is now preparing for a 24-hour flight, which means in Australia some night flying. We wish him the best of luck, and look forward to witnessing a world record.

—BOB YOUNG.

# SILVERTONE DP-5

## 5 CHANNEL DIGITAL PROPORTIONAL SYSTEM

### THE PROVEN ONE



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STOP PRESS—

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Complete 5 Channel system, ready wired including TX, RX, 4 servos, nicads and battery charger, **\$490**

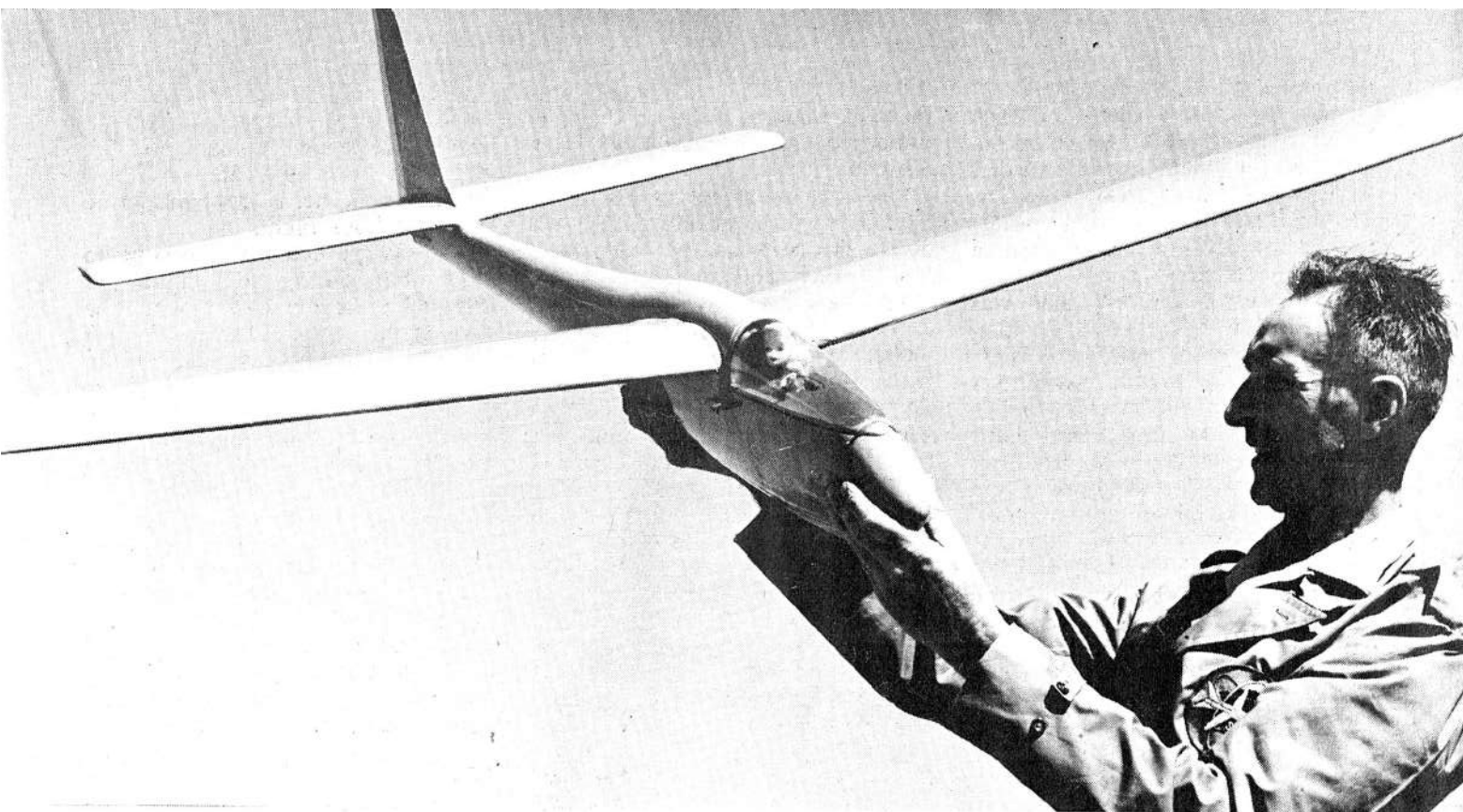
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BILL MARDEN, with his record-breaking glider.

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MIDORI

Tank set of 5

1/76 scale ..... 1.80

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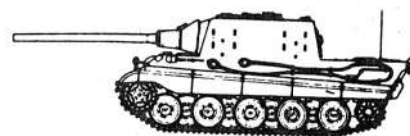
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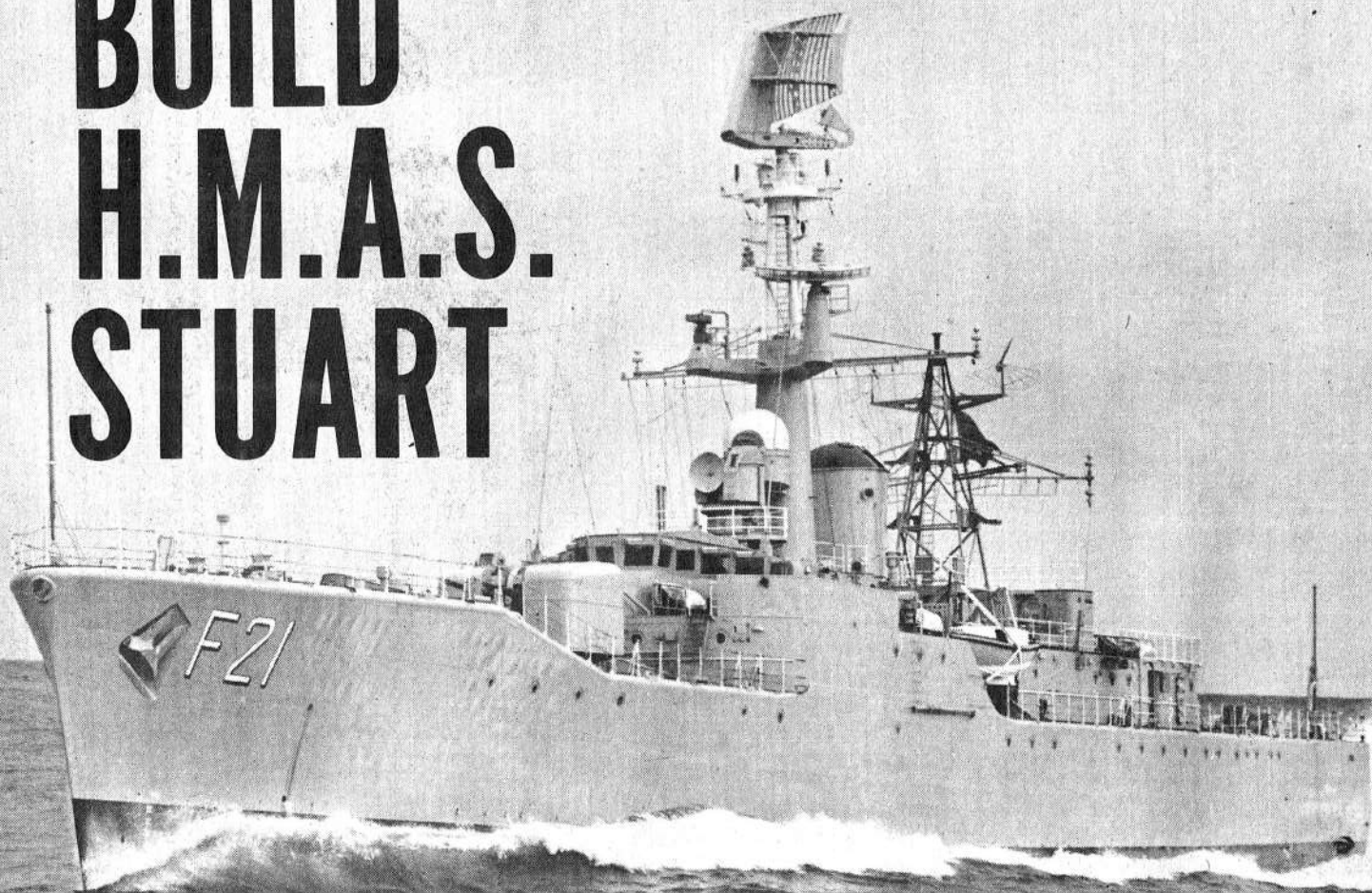
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# BUILD H.M.A.S. STUART



**T**HE second in our series on Australian warships is the Frog 1/500th scale "Torquay" anti-submarine frigate. This kit has been available for a number of years and retails at 70 cents.

Soon after the end of World War II, the navies of the West were faced with the threat of an extremely large and modern Soviet submarine fleet. The Russians had adopted many German theories on advanced submarine design and had in their "S", "W" and "Q" classes vessels capable of submerged speeds equal to the surface speed of many of our then existing frig-

ates and corvettes, that is, around 16 knots.

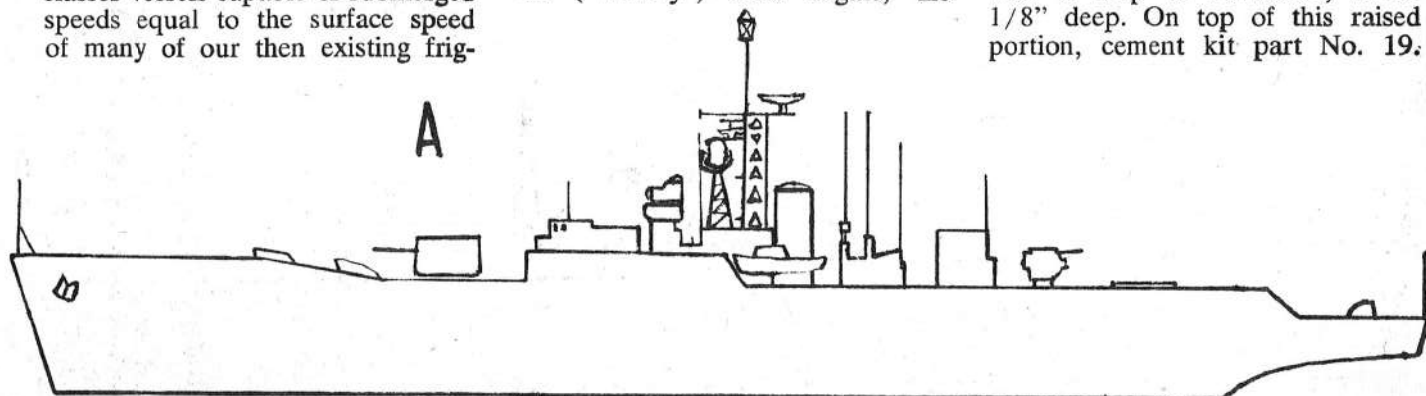
Limited to slashed post-war budgets, the immediate answer to the new, fast Soviet submarine was to convert the light, speedy destroyers, which had been built in quantity towards the end of the war, to anti-submarine frigates. Australia did this with the "Q" class destroyer (Queenborough, Quadrant, Quickmatch, Quiberon). However, these conversions were, at best, compromise, and it was obvious that specialised ships would eventually have to be built. The Royal Navy found the answer in the type 12 ("Whitby") class frigate, the

first of which was HMS "Torquay". The ship we chose to model was HMAS "Stuart", completed at Cockatoo Dockyard in June, 1963, and carrying the pennant number F.21.

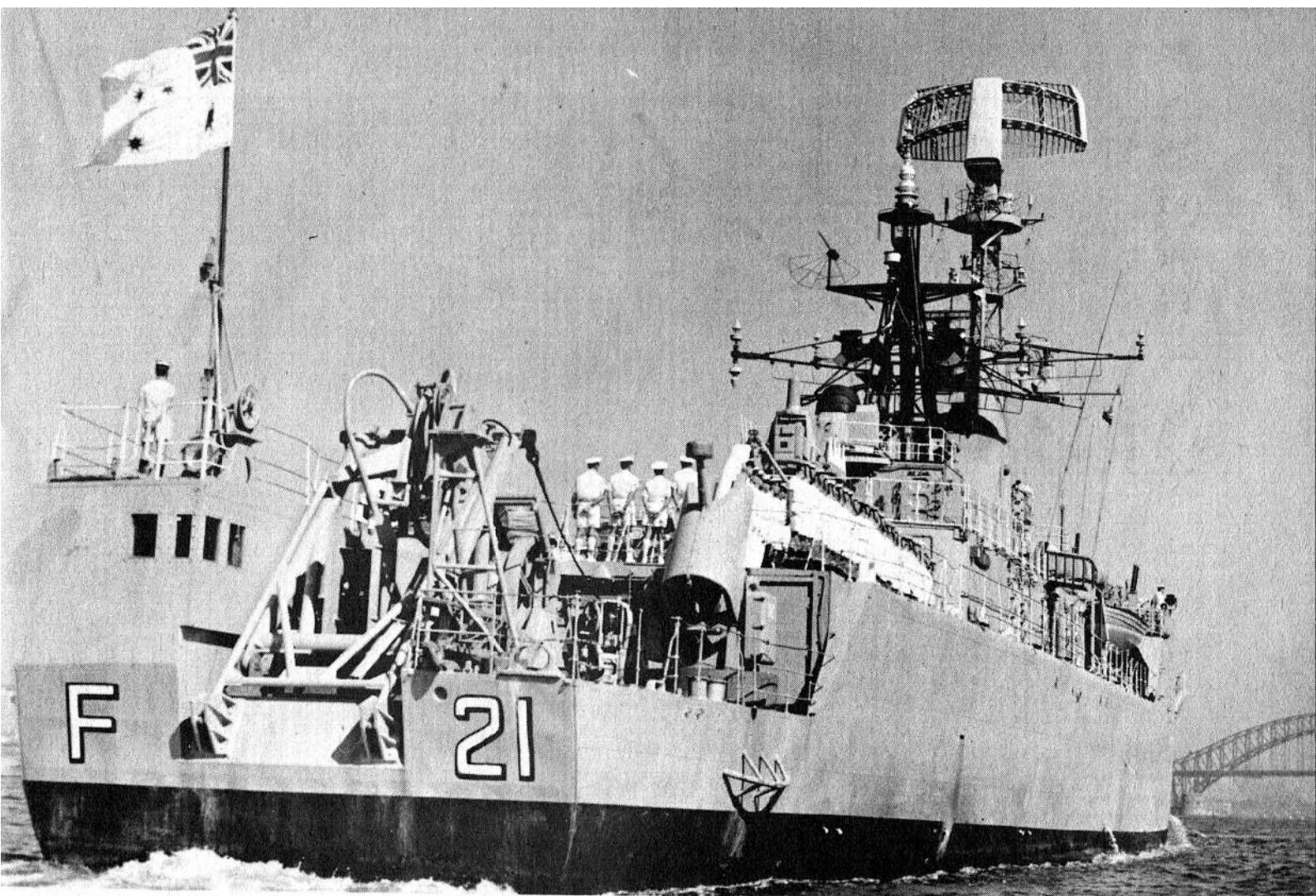
The first step is to assemble the two pieces comprising the hull and apply the foredeck (parts 1, 2, and 13), after which, conversion starts.

Reference to the drawings and photos will indicate most of the main changes, but starting at the foredeck and gradually working aft, here are a few notes that will assist.

Note that the bridge has been built up, and this can be affected with a strip of Plasticard, about 1/8" deep. On top of this raised portion, cement kit part No. 19.







Above this add the prominent radar dome. (This is painted white.)

The existing mainmast and radar scanner tower are scrapped completely and replaced with a much simplified assembly, as shown in drawing B. The new mainmast is tubular to halfway up, and from then on reverts to a lattice-type construction.

The tubular portion can be built up of either wood or Plasticard, and the top lattice can be built by the use of kit parts 21 and 22, tapering them towards the top. (These two parts are actually for the radar scanner tower, but as they are not utilised, they can thus be else employed.)

The large radar scanner on the

top of the mainmast is best simulated by scribing fine lines in a piece of clear acetate sheet and, using moderate heat, moulding over a shallow, curved former. This will give the correct concave shape, and it can then be trimmed to the correct rectangular outline.

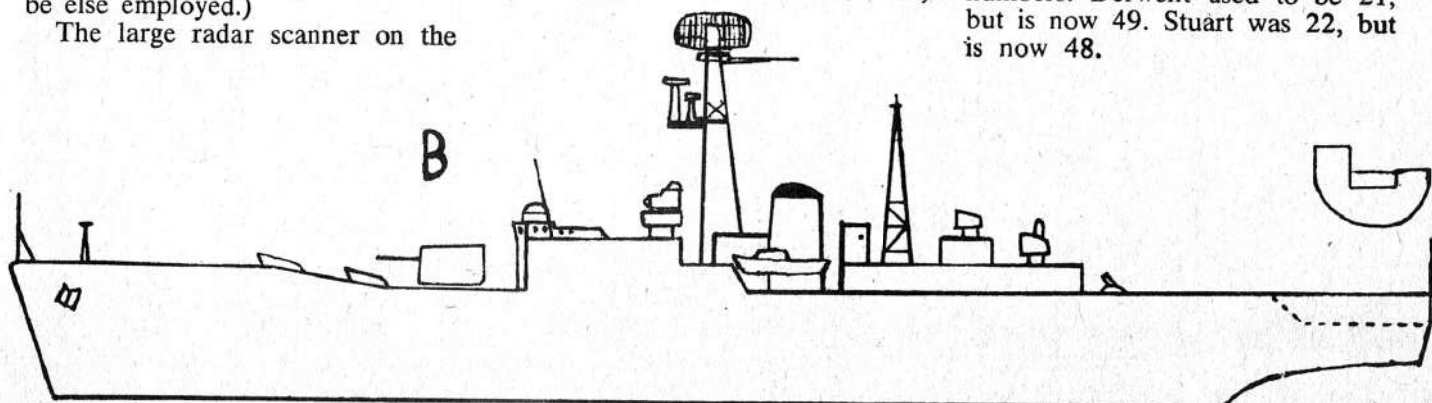
A new funnel must now be fitted and the shape can be obtained from drawing "B". Once again, either wood or Plasticard can be used.

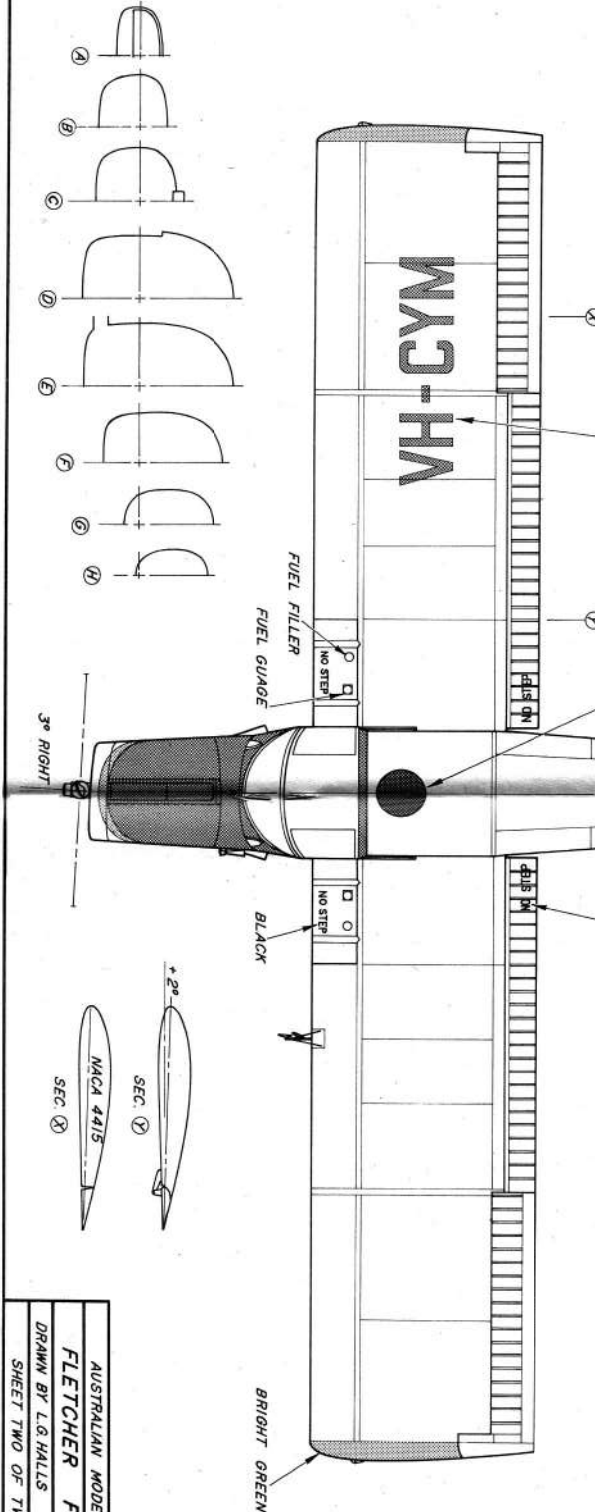
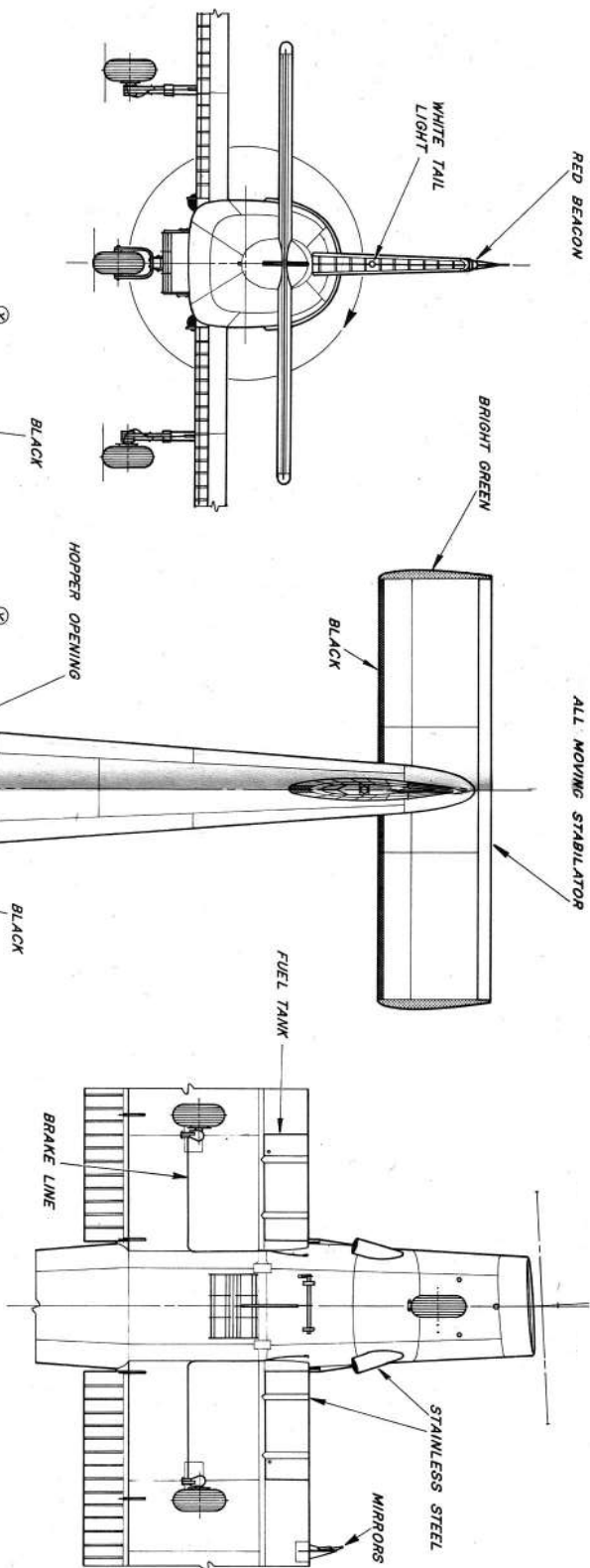
Aft of the funnel it is easier to cut away all the superstructure completely and start from scratch, building up as shown in drawing B. Note the Ikara missile launcher,

and just behind it a piece of equipment that looks like a turret without the gun. (In fact, this is the best way of duplicating the structure). The final modification is to cut away a portion of the stern, and this is shown dotted in the side view of drawing B, and in the stern view above it.

Being to such a small scale, it is impossible to duplicate all the complicated gear aboard such a vessel, but the Torquay can look quite a realistic Stuart or Derwent with a little patience.

These vessels are sister ships, and only vary in their pennant numbers. Derwent used to be 21, but is now 49. Stuart was 22, but is now 48.





AUSTRALIAN MODELLER  
FLETCHER FU-24  
DRAWN BY L.G. HALLS SEP. 68  
SHEET TWO OF TWO

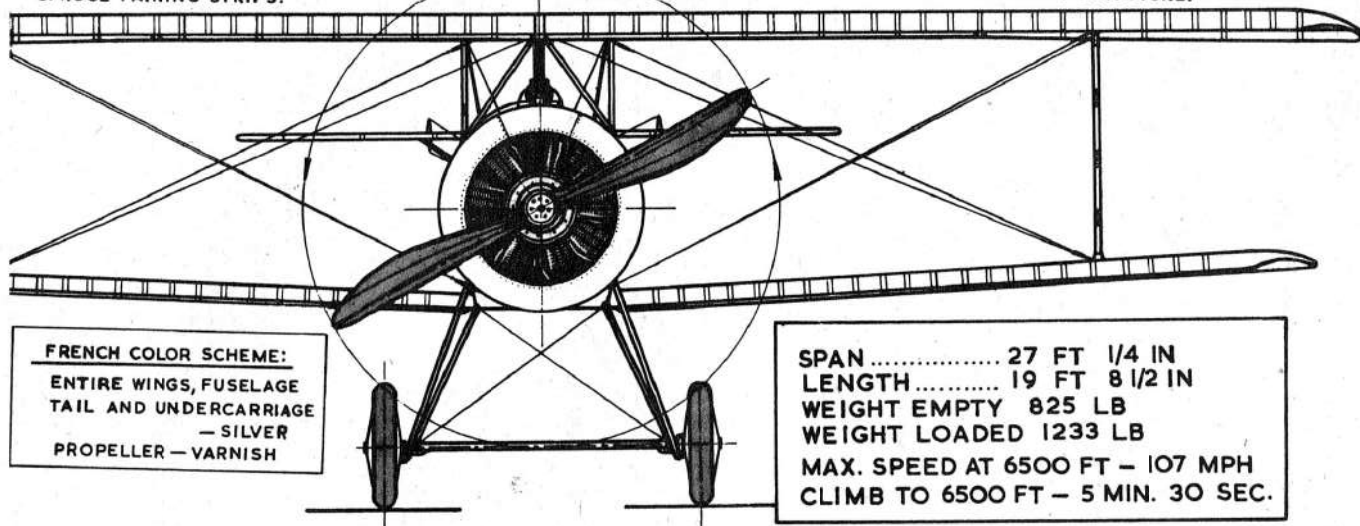


# Nieuport 17

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CONTROL SURFACES AND STABILIZATORS HAD STEEL CONSTRUCTION COVERED WITH FABRIC.

UPPER WING HAS TWO SPRUCE SPARS AND COVERED WITH FABRIC. LOWER WING ONE-SPAR STRUCTURE.



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TAIL AND UNDERCARRIAGE  
— SILVER  
PROPELLER — VARNISH

SPAN ..... 27 FT 1/4 IN  
LENGTH ..... 19 FT 8 1/2 IN  
WEIGHT EMPTY 825 LB  
WEIGHT LOADED 1233 LB  
MAX. SPEED AT 6500 FT — 107 MPH  
CLIMB TO 6500 FT — 5 MIN. 30 SEC.

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UPPER WING

LOWER WING

WINGS SECTION-D

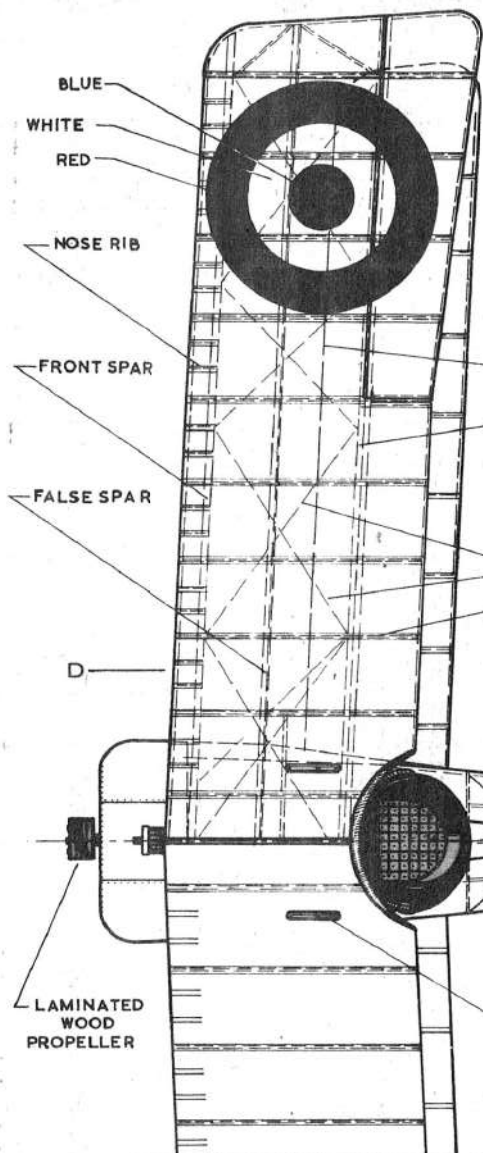
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FIRST WORLD WAR

ARMAMENT: ONE FIXED VICKERS  
MACHINE GUN

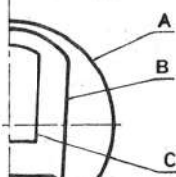
NEUPORT 17 WAS USED  
IN FRENCH, ENGLISH AND  
RUSSIAN AIR FORCE



CONTOUR OF THE LOWER WING

REAR SPAR

DRAG AND ANTIDRAG  
WIRES  
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FUSELAGE  
SECTION

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FAIRING STRIPS

AILERON HORN

ELEVATOR  
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INSIGNIA OF THE 65 FIGHTER SQUADRON /BLACK/

CROSS WIRES

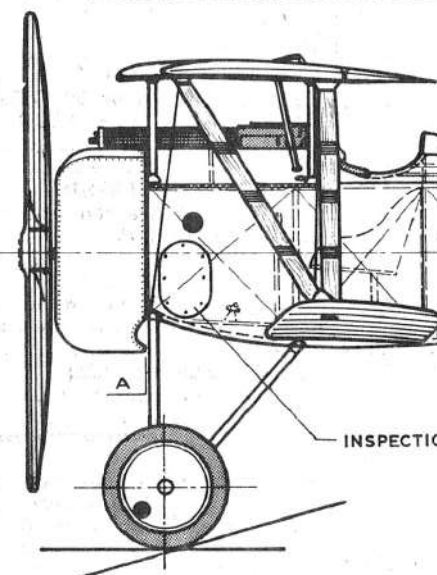
B

C

BLUE

WHITE

RED

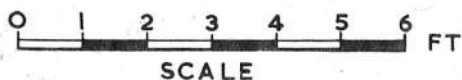


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Drawn by F. Pawlowicz

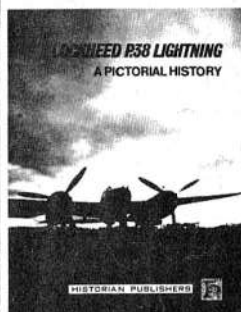




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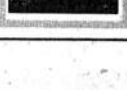
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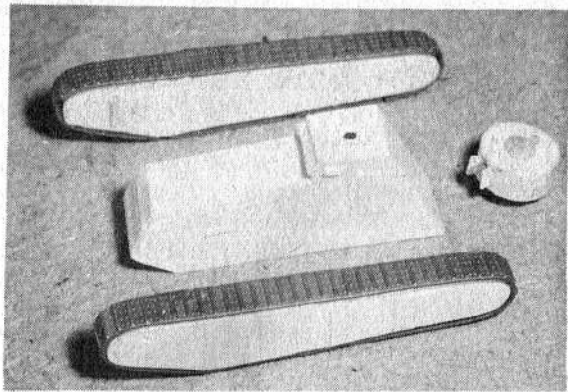
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# WW1 GERMAN TANKS



## Brief History

The LK-I (or Leichte Kampfwagen Model I) was a simple, but ingenious adaptation by Josef Vollmer, of a heavy car chassis as the basis of a light tank. The engine and transmission were retained, and track frames added with driving sprockets replacing the rear wheels. Only 2 prototypes were built.

Following demonstration trials, the LK-II was developed and built by the Daimler Motor Company. It dispensed with the rotating turret of the LK-I, mounting instead a 5.7 cm gun in the front face of the raised rear fighting compartment. Only 2 prototypes had been completed when the war finished, and further development was precluded by the Versailles Treaty. The designs were, therefore, taken to Sweden, where a further development of the LK-II, incorporating a rotating turret was built in some numbers for the Swedish Army from 1921 onwards.

## The Model LK-II

Commence by cutting from 20 thou card the two hull sides, noting that the access door appears on the right side only. This should be cut out now if the door of the model is to be shown open. The sides are then built up to a basic box shape using pieces A, B and C. Piece A forms the rear of the vehicle, while the other 2 pieces serve to provide a basis for the engine compartment shape later on. Note that part C is cemented in  $\frac{1}{8}$ " from the front line of the hull. This will allow radiator vents to be fitted at a later stage.

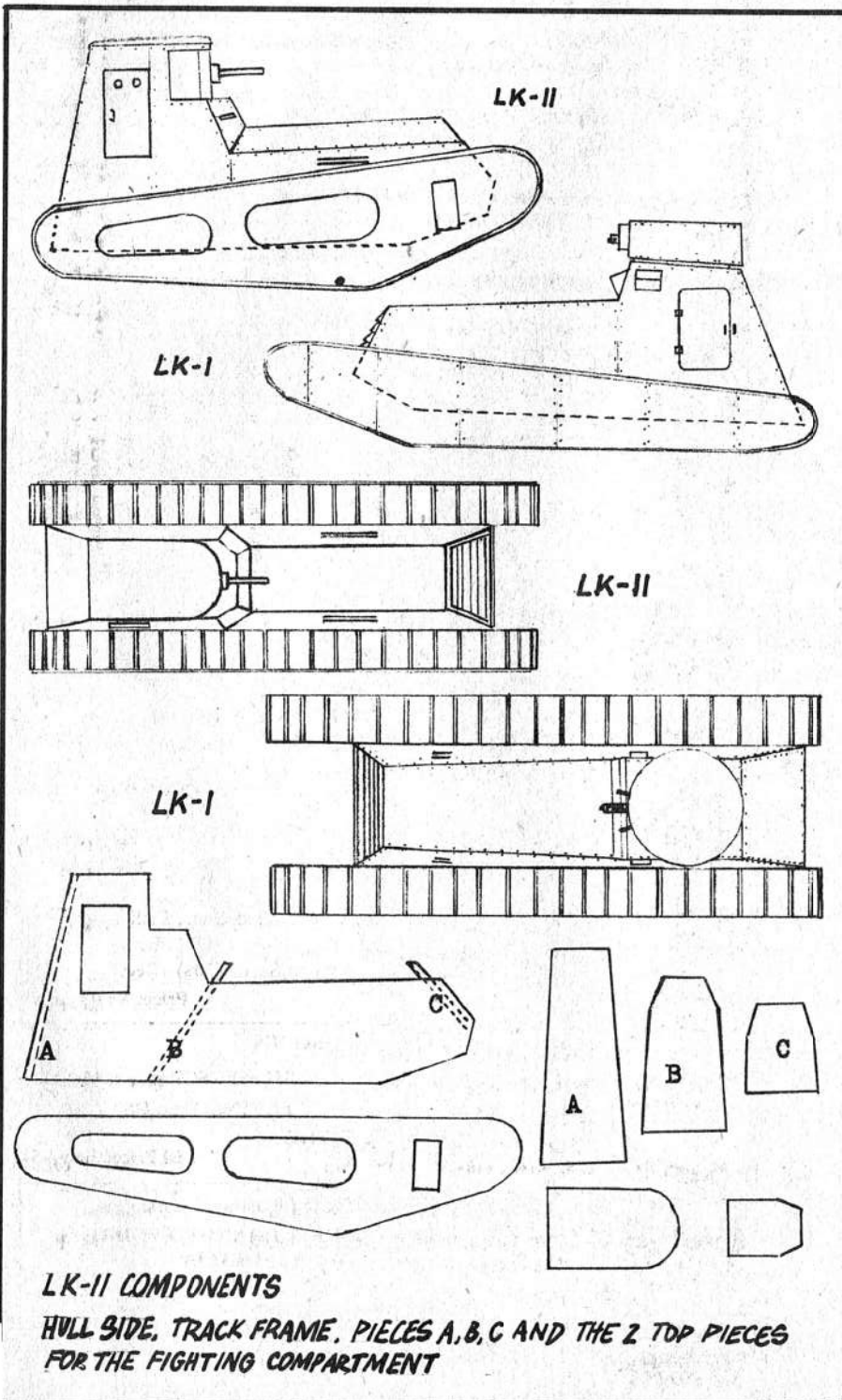
## MILITARY MODELLING by W. RUXTON

Add the hull bottom and the two top pieces of the fighting compartment. Cement onto piece C, and between the hull sides, seven strips of 10 thou sheet cut  $\frac{1}{8}$ " wide. These are the radiator shutters referred to earlier.

The gun mounting is now added and is cut from a short length of  $\frac{1}{4}$ " diam. sprue. If the gun is required to swivel, then the sprue is drilled and pinned to the upper and lower fighting compartment tops. The gun is made from a straight pin with a 1mm-wide strip of Cello-tape wound round at the base. The mount is now faired in with 2 pieces of 10 thou card  $3/16$ "x $1/4$ ".

The engine compartment sides and top are now added, using the

AUSTRALIAN MODELLER-27



## LK-II COMPONENTS

HULL SIDE, TRACK FRAME, PIECES A, B, C AND THE 2 TOP PIECES FOR THE FIGHTING COMPARTMENT



pieces B and C as guides for the shape of the sides and top. Before cementing in score the cooling vents into both sides as shown on the drawing. The remaining gap between the fighting compartment and engine compartment is also filled in, using 10 thou card. When dry, cut vision slots into front and side faces. Note that engine compartment top and sides project forward  $\frac{1}{8}$ " to enclose the radiator vents.

The hull is now completed by the addition of the door, which may be placed in either the closed or open position.

The suspension: Cut out 4 track frames and fret from the outer two, the shaped apertures. These are then covered from behind with another piece of 20 thou card, also cut to the shape of the track frame. The inner and outer frames are then paired, and spaced with either

scrap balsa or sheet plastic to a thickness of  $\frac{1}{4}$ ". When dry, a  $\frac{1}{4}$ " strip of 10 thou card is wrapped around the run of the tracks and trimmed into place. The completed units are finally added to either side of the hull, packing the top out from the hull sides with a 1mm-wide strip of scrap plastic, to keep frames square.

The tracks on my model came from the Airfix Mark IV, but could alternatively be made by wrapping a  $\frac{1}{4}$ "-wide strip of plastic card round the track frames and adding the individual shoes, a long and very tedious task indeed.

Camouflage: The vehicle, as intended for service use, was finished in irregular patches of dark green, dark brown, and ochre, with sharp black outlines separating each of the colors. Inner parts of the track frames were black and tracks rusty brown.

### Modelling the LK-I

The procedure for modelling the earlier of the LK vehicles closely follows that already described for the model I. The hull is simpler to build because of its convenient, slab-sided-type construction, while the method for building the suspension is identical to that of the LK-II. The turret is also modelled in this way (plastic outer shapes, packed out with scrap balsa, and wound with 10 thou card) while such details as radiator shutters, vision slits and side plates for the turret machinegun are all cut from scrap 10 thou card. The access door for this vehicle is on the left side only. Finally, joint lines are marked onto the track frames by lightly scribing with a sharp blade.

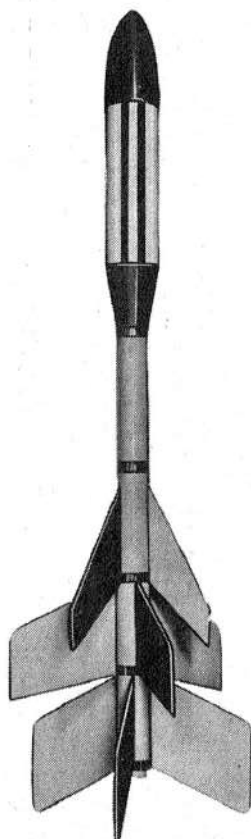
Since the prototypes only of this vehicle were completed, the color overall is most likely to have been a rust-preventive dark grey.

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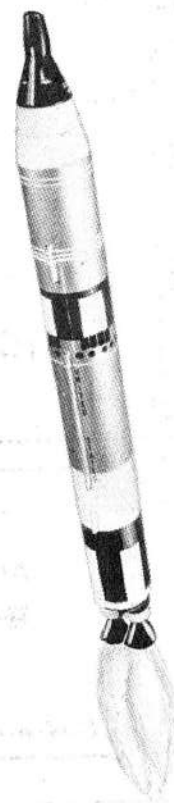
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Trains exist to transport freight and people from somewhere to somewhere, so why run around in everlasting circles? Why not open out that oval and run from end to

## RAILROADERS:

# EXPAND YOUR LAYOUT

By JOHN de HORN

end, and return? Well it is O.K. going forward. That looks alright. Bit silly going backwards, though, so you will want to be able to change the engine from one end to the other. This is achieved by building a run-around, and each run-around requires two points. (Fig 1) The train (engine and coaches) stops in the loop, the engine uncouples, and runs forward, the points are changed, the loco runs around the coaches and then reverses and couples on to the other end of the train. This simple manoeuvre introduces "operation"; you have to do something yourself instead of just watching the trains go round, and round, and round.

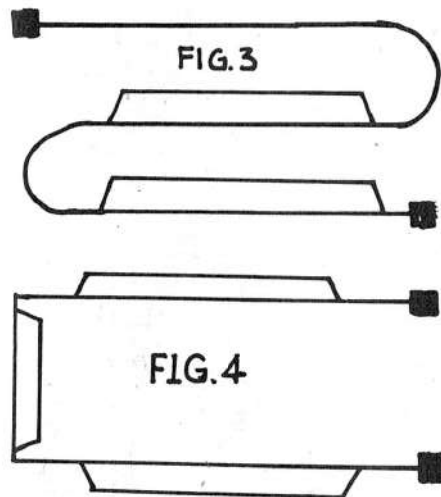
A goods (or freight) train will give more operation fun because it will be necessary to swap the guardsvan (caboose) to the other end as well as the engine. You can also re-sort the wagons by shunting in and out of the loop, uncoupling and recoupling as necessary. You can make up your own rules, too.

For example, you may decree that a petrol tanker may never be coupled directly to an engine because of fire risk, or you may say that animals should never be coupled ahead of passenger rolling

stock in a mixed train. Why? . . . Well, perhaps you are getting the idea now, so you can use your imagination to develop and operate your own model railway.

Time lapse can increase the distance between stations. Build a tunnel over your track and stop your train in it while you imagine it travels distance over the rails. Later on you may wish to make a central loop to hold your train in, and then you can use another engine. (Fig 2) Now, if you make an electrical break at "X" and at "Y" and purchase a second controller, you can operate two engines at once on your single layout, and pass from one block to another using the central holding loop to bypass one train with a second train. By the way, you do not have to use a straight line as I have drawn it, bend it round if you want to. (Fig 3 and Fig 4.)

Now a word about queries . . . I will be happy to answer your questions and problems, but for a quick answer please write in questionnaire form, leaving space on your letter for my answer. You can write to me: John de Horne, c/- the Fantastic Hobby Shop, 34 Angel Arcade, Sydney, 2000, or pop in and see me some time.



END.

FIG. 1

to track.

RUN-AROUND 'A'

FIG. 2

RUN-AROUND 'B'

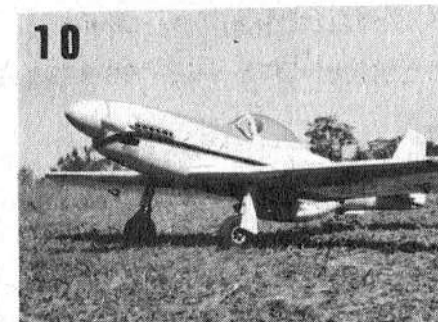
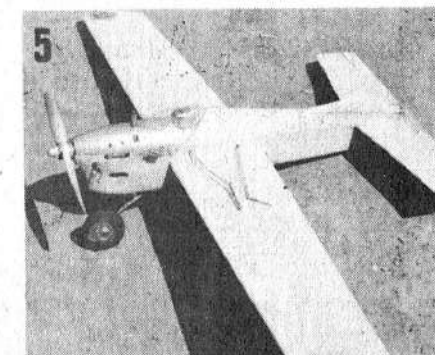
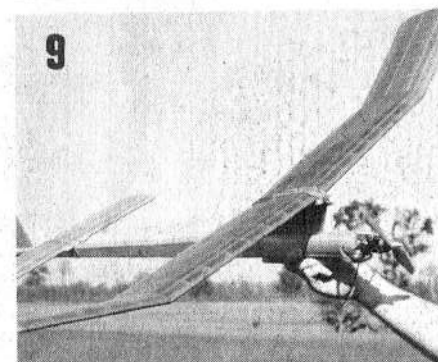
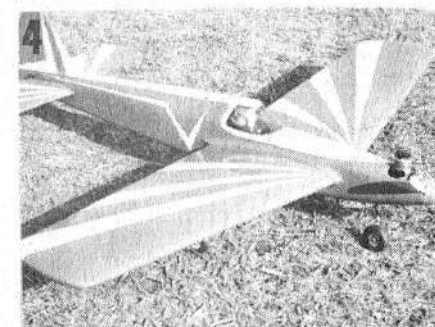
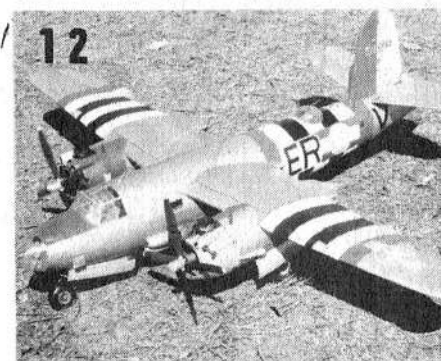
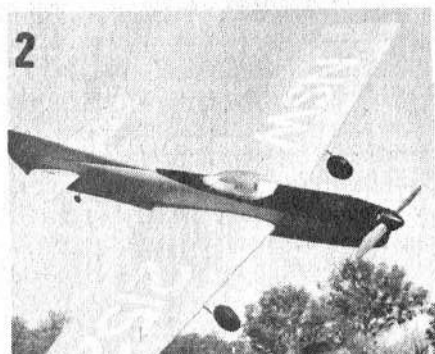
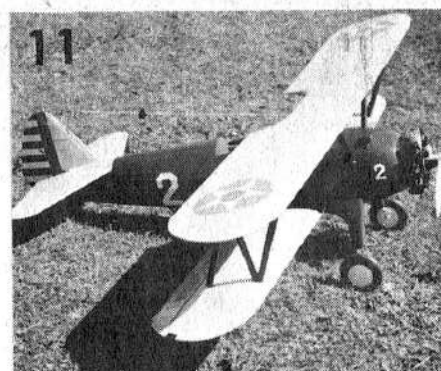
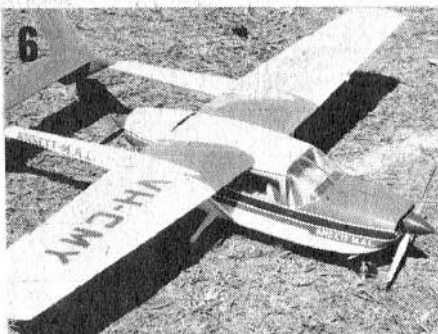
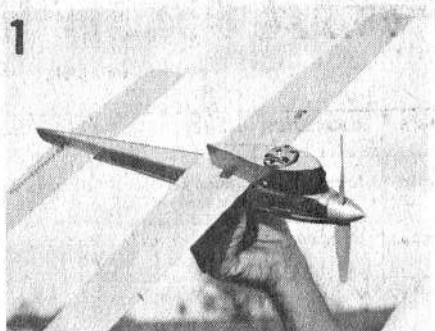
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2. R. Towell's Stunt winner, "Chiseller", powered by Merco 35.
3. Summersby's FAI winning "Viking", used Super Tigre G-15.
4. Prosser's class 3 R/C winner, Merco 61 motor and Kraft R/C gear.
5. ½A T/R winner by Tilley-Shing, Oliver 1.5cc motor, Tornado 7"x6" prop.
6. C/L scale winning Cessna 336 by R. Woodcock. Two motors, KB-45 at front and OS-35 at rear.
7. Allan Butler with his winning Wakefield model.
8. Open power winner, J. Borrill, with Dixielander powered by Cox TD-15.
9. Second in open power, M. Pettigrew, O/D with Cox .09 motor.
10. R/C scale winning Mustang by B. Bowerman, Enya 60 power and Kraft R/C gear.
11. Stearman powered by Super Tigre 71 and using Kraft A/C gear, came second for Martin in R/C scale.
12. N. Mitchell's Marauder gained third in R/C scale, in spite of retracting U/C operating bomb doors, lights, etc.

# BRABHAM TROPHY

## SPECIFICATIONS

Complete results on page 40.

DRIVER	CAR	CHASSIS	MOTOR CASE	END BELL	WIRE & TURNS	MAGNETS	COMMUTATOR	ARMATURE	GEARS & GEAR RATIO
1. IAN BANNISTER N.S.W. 420 laps	Lancer Honda	Inline	Champion 617	Testor	40-26	Champion	Mura	Champion by Hutchesson	Calex:Weldun 8:55
2. DAVE RITTIE N.S.W. 415 laps	Russkit Eagle	Inline	Champion 517	Champion	-26	Champion	Champion	Champion by Champion	Multiple 5:1
3. PETER CHATFIELD S.A. 414 laps	Lancer Cooper-Maserati	Inline	Mabuchi 260	Mabuchi	-27	Mabuchi	Mabuchi	Mabuchi by Chatfield	Weldun:Russkit 7:53
4. DENNIS TRAEGER S.A. 406 laps	Lancer Cooper-Maserati	Inline	Mabuchi 160	Mura	41-26	Lenz	Mura	Mabuchi by Traeger	Weldun:Riggen 6:28
5. JOHN GATENS Vic. 400 laps	Dynamic Ferrari V12	Inline	Mura	Mura	-28	Lenz	Dyna	Mabuchi by Heinz	Champion:Cox 6:37
6. PETER BURLEY Vic. 398 laps	Dynamic Ferrari V12	Inline	Champion 517	Champion	45-27	Champion	Mura	Champion by Hutchesson	Weldun:Weldun 6:33

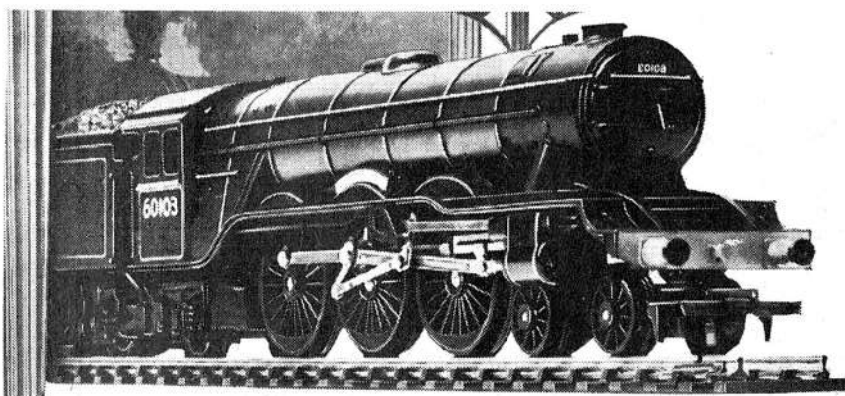
DRIVER	FRONT WHEELS	FRONT TYRES	REAR WHEELS	REAR TYRES	PICK UP	CONTROLLER
1. IAN BANNISTER	Classic	Mila Miglia	Classic	A.J.'s	Cox	M.R.C.
2. DAVE RITTIE	Classic	Classic	Associated	A.J.'s	Dynamic	Cox
3. PETER CHATFIELD	Cox	Cox	Own	A.J.'s	Cox	M.R.C.
4. DENNIS TRAEGER	Cox	Cox	Classic	A.J.'s	Dynamic	M.R.C.
5. JOHN GATENS	Cox	Cox	Cox	A.J.'s	Cox	Horwood
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# CONTROL LINES

Well, another Nationals has gone by, and I would like to take this opportunity to thank the Victorians for the hospitality shown to modelers from other States. The 23rd Nationals was to have been held in Queensland but, unfortunately, they could not accept, so the contests will now be held in NSW. A site has not yet been selected, but I am hoping that it will be within a radius of 100 miles or so of Sydney. This will ensure that careful planning and preparations can be carried out by the NSWAA and supervised by an established club in the area concerned.

During the last few months I have received a considerable amount of mail and the same questions regarding the running-in of motors keeps cropping up again. Here are some of the questions asked:

**What oil should I use in fuel mixtures, and in what proportions?**

Answer: You cannot go wrong using Castrol M oil. Recommended fuels are as follows—

**Glo Engines—**

4 parts Shell A

1 part Castrol M

**Running-in—**

3 parts Shell A

1 part Castrol M

**Diesel Engines—**

50 parts kerosene

30 parts ether

20 parts Castrol M

2 parts amyl nitrate

**Running-in—**

Add another 10 parts Castrol M.

**Why is running-in an engine so important?**

Answer: As metal is heated and

cooled the molecules of the metals try to reach a stable position, but cannot achieve this until after many cycles of heating and cooling. During the process of manufacture efforts are made to stabilise the molecular structure of the metals by stress relieving, heat treatment, etc, but even so, the molecules remain partially unstable. Setting up your motor on the bench and burning a gallon of fuel over a 3-or-4hr period will only free the engine slightly. This is due to the fact that the engine will reach heat saturation in the first four or five minutes of running time, and from then on, the materials will not change until you shut it off and allow it to cool down. This means that the break in effect of a 3-or-4hr run is no greater than a run of 4 or 5 minutes. In fact, the actual running in periods should be kept to these short times (allowing cooling between each run) and the engine can be considered to be well run-in when the TOTAL running time adds up to about 1 hour.

The endurance contest recently run by the Eastern Districts MFC has now ended, and the results are as follows:

Bill East jnr (2hrs 47mins) 1

Roy Summersby (1hr 37mins) 2

John Hawkins (48mins) 3

A lot of work was put into this contest by the competitors and it was interesting to see how each individual approached the problem in his own way. Do not forget the Australia-wide endurance contest discussed in the last issue starts on May 4. So let us have plenty of entries! The following report has

Model Dept, and so Walther and Stevensons became Australia's first model shop.

However, the lease of the property has now expired and this means the closing of the store. Ken Anderson is too much of a modeller to give up this easy, however, and we hear that he is opening a new store called RADIO CONTROL AND HOBBIES somewhere in the Rozelle area. We wish you luck, Ken. If you give modellers the same service and helpful advice as previously, you can't go wrong!

been received from Mr H. Symmons:

Kuringai MFC interclub competition was held at the club flying field at St Ives Showground, NSW, in near-perfect weather. FAI and B class team races were held on the Saturday, with Stunt, FAI and Open Combat and Open Rat Race on the Sunday. Results are as follows:

## Club Championship—

Eastern Districts (40) .....	1
Kuringai (27) .....	2
Wakehurst (17) .....	3
Doonside (13) .....	4
Model Flying Club of Aust. (10) .....	5
Ryde (7) .....	6
Newcastle (3) .....	7
Southern Cross (3) .....	8

## FAI Team Race—

R. Lee (Wakehurst) 1, A. Shing (Eastern Districts) 2, C. Noakes (Eastern Districts) 3.

## B Class Team Race—

A. Shing (Eastern Districts) 1, K. Short (Eastern Districts) 2, D. Reichardt (Doonside) 3.

## FAI Combat—

W. East jnr (Eastern Districts) 1, R. Bourke (Ryde) 2, L. Tidey (Newcastle) 3.

## Open Combat—

B. Franklin (Kuringai) 1, L. Robinson (Kuringai) 2, B. Lee (Southern Cross) 3.

## Stunt—

R. Towell (Doonside) 1, W. Sutton (MFC of A) 2, S. Sherlock (MFC of A) 3.

## Open Rat Race—

A. Kerr (Kuringai) 1, R. Lee (Wakehurst) 2, K. Short (Eastern Districts) 3.

The weekend event was a great success in every way. It was particularly good to see the way the competitors were always prompt in getting into the circle when called, thus keeping the whole contest running smoothly. Also appreciated was the excellent canteen run by the ladies of the Kuringai MFC. Everybody was happy and even the contest director enjoyed himself!

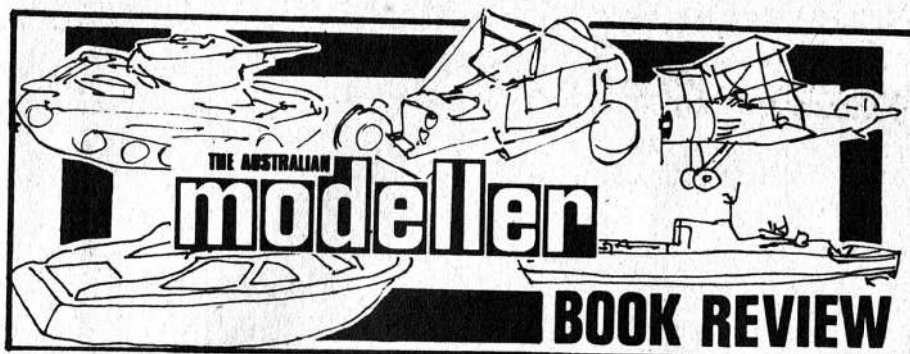
If I may finish this column on a slightly personal note, I would like to thank all the modellers that have been to visit Bill jnr in hospital. He had a "prang", which necessitated the removal of his knee cap. Seems he was almost as upset about missing the State champs as the kneecap. You just can't keep a good modeller down! See you next issue. — **BILL EAST.**

It is with some sadness that we notice the closing down of Walther and Stevensons store.

To many readers outside the Sydney area, this may not indicate anything other than the closing of a shop, but to modellers of long standing in the Sydney area it is the end of an era.

Walther and Stevensons commenced business at the turn of the century and have thus been serving the public for 69 years.

Manager Ken Anderson joined them in 1931 and formed the



Books on war subjects have been appearing regularly over the years. Many of these had no material for the modeller, the authors being more concerned with the "big story" rather than the details of color and form that make a book interesting to a modelling type. The last few years provide a change and a feast for our previously, if not starved, then rationed, modeller. We hope this page of brief reviews will give you some idea of what is available in some of these recent publications, whether you are a plastic modeller seeking gen, a scratch-builder, a wargamer (a rare breed), or just a collector of information.

**NO PARACHUTE, by Arthur Gould Lee (Jarrolds), \$4.50.**

This is by way of being one of the classic stories of the World War I air war. Lieut Lee (later to be Air Vice-Marshal Lee, RAF) was posted to 46 Sqn RFC just after the carnage of Bloody April, 1917, and during a hectic five months, first on Pups, then on Camels, he wrote the letters that form the basis of this book. He shows a talent for observation, an eye for detail and color, whether trench strafing (a most dangerous and disliked job) or high above trying to keep his out-matched Pup away from the destructive touch of Albatros Span-daus.

Handy items of interest are names written on Pups, colors of EA met in close-range combat, first-hand views of the trenches and the ground war. Indeed, Lee became familiar with the footsloggers during a period of frantic strafing activity, flying sometimes five patrols a day, when he was shot down into the front lines three times in nine days.

Here then are first-hand views and comments, written not 40 years afterwards, but within hours of the event, with the memory fresh and the writer still a little scared.

**LOCKHEED P-38 LIGHTNING, Anthony Shennan (Historian Publishers), \$2.95.**

An offering here that will satisfy both the historian and the model fan, a large, well-detailed fold-out plan of the P-38L-5-LO is included in each book. The author is a modeller, knows what is wanted, and supplies a varied collection of clear photos of aircraft and interiors, with numerous close-ups. Illustrations cover models from the XP-38 (undoubtedly the cleanest of all Lightnings) to the two-seat, radar-equipped P-38M.

Six color schemes are shown on the inside cover, with color photos on the front, inside and back cover. Photo captions throughout are more descriptive than is usual in books of this type.

**THERMOPYLAE AND THE AGE OF CLIPPERS, John Crosse (Historian Publishers), \$2.95.**

Ship fans are a neglected section of the modelling world, where literature is concerned. Said to be the first of a ship series, this book will help to fill that gap. Written to celebrate, in part, the centenary of the launching of the Thermopylae, the five color reproductions of paintings by marine artists Spuring and McVittie, and other artists, give some idea of the magnificent sight this ship must have been under full sail, with some 32,000 sq ft of canvas spread to the wind.

Thermopylae was launched at Aberdeen, in Scotland, in August, 1868, the year before Cutty Sark. Built for the China tea trade, she broke records on each leg of her journey on her maiden voyage, and her record to Australia stands to this day. Three years later she beat Cutty Sark in a China to England derby. A hundred years later Cutty Sark is a familiar name and the Thermopylae is a \$25 plastic kit, and her memory is as dim as the

mud that covers her bones on the bottom of the Bay of Cascais, off Lisbon. This book will help to make more familiar her story and that of her sisters of the days of an era when the clippers were the most beautiful thing afloat.

**NORTH AMERICAN B-25, edited J. V. Mizrahi (Challenge), \$3.95.**

Whilst there are no plans in this book the contents cover just about everything a modeller is likely to need. There are color pictures, color drawings, cockpit drawings and photos as well as photos of various versions of the B-25 in development and in action.

The illustrations are on good-quality paper and show most of the mods that were carried out on this versatile aircraft. Of interest is the work of the factory representatives in the field. These men carried out mods on the spot, with the (apparent) blessing of air force and factory. Such was the B-25C field mod of eight .50 cal mgs in the nose, thereby discouraging Jap pilots who figured on an easy kill in a front run against a lone nose .30 cal. "scare gun".

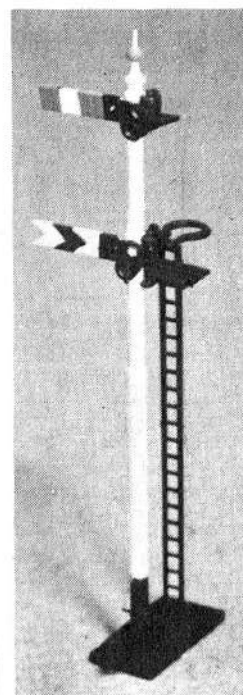
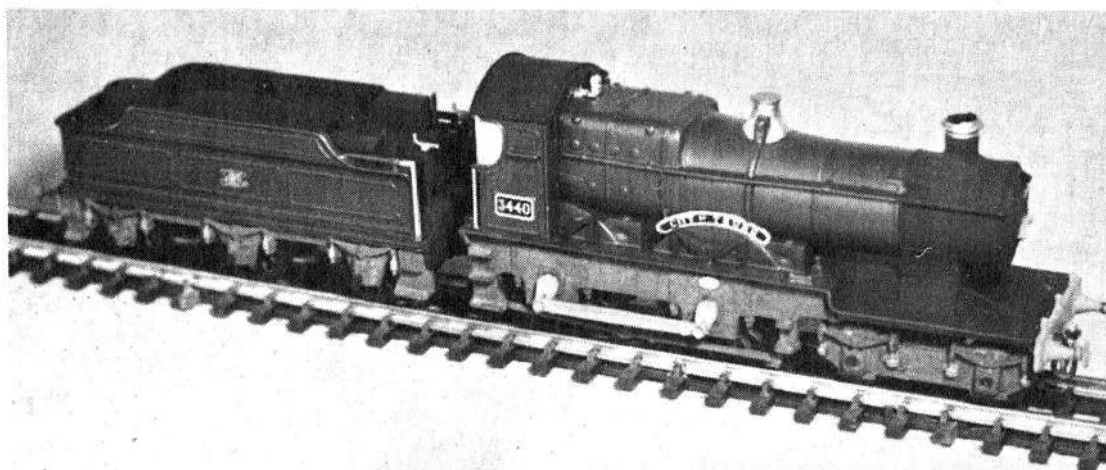
Mentioned also is the Dutch Roll that afflicted early straight-winged models of the B-25, so that the tenth production model appeared with the now-familiar gull wing arrangement. The B-25H must surely hold a world record for armament, with a 75mm cannon, AND 14 .50 cal. m/gs.

**RACING PLANES AND AIR RACES, Reed Kinert, Vol 1, \$3.00.**

One of the best offerings of Aero Publishers, this book is the first of a four-part series on racing planes and air races, covering both the American scene and the major overseas races, notably the Schneider series. Volume 1 covers the period 1909-1923 in 96 pages of photos, plans and text. The James Gordon Bennett Cup Race, Schneider Trophy, Pulitzer Trophy, from 1909 to 1923, are described in detail, and illustrated, where possible, with clear photos and plans. Some rare types are pictured. Ever hear of a Cactus Kitten Triplane? There is a good plan of that, too.

Modellers will be happy with the excellent photos but the addition of some color data would have improved things. Whether you are a racing fan or not you should have this one in your library.





# THE GREAT WESTERN

Until a very few years ago it would have been a safe wager that out of any ten railway enthusiasts modelling the British scene, at least six would have chosen Great Western Railways out of the "big four" groupings. This situation has changed somewhat now, possibly due to the excellent and varied range of white metal loco kits available for the other groups, but nevertheless the green paint and shining brass of Great Western still captures a fair share of adherents. This being so, several Great Western kits that have recently become available in Australia should be of interest to the railway modellers among our readers.

From **RATIO** we have a very well detailed lower quadrant signal kit consisting of two posts with ladders and platforms and four varied signals, 2 home, 1 distant and 1 siding.

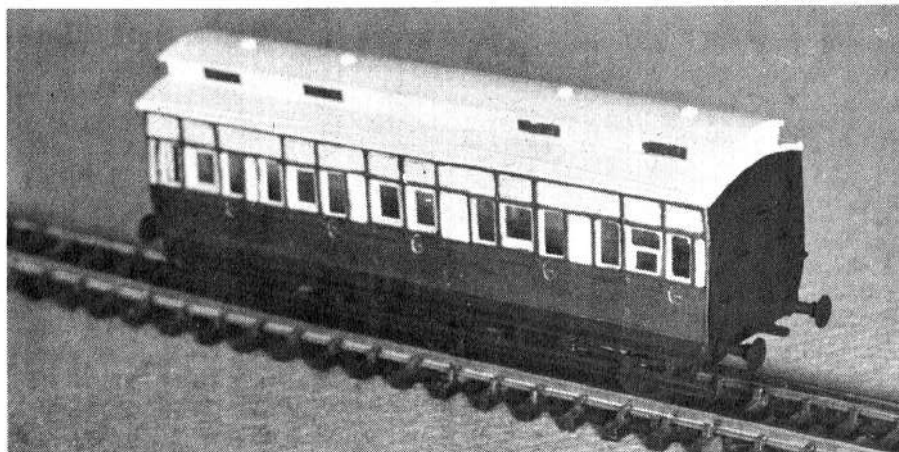
Also included in the kit is a ground disc, a signalling accessory all too often overlooked in model layouts. Wire to make the signals fully operative is also included. A kit of this quality is a joy to assemble and, therefore, it is with regret that we must point out that the accompanying instructions are very inadequate, leaving a great deal to the purchaser's imagination. Nevertheless, at \$1.09 (our kit from the Fantastic Hobby Shop) we feel most enthusiasts modelling the British scene will consider it a good buy.

From signals we turn to rolling stock. The well-known British kits manufacturers, **KEYSER**, have brought out composite white metal and plastic kits, including mineral wagons, six wheel siphons, six wheel clerestory coaches, a "B" kit and brake parcel van. (A photograph of the made-up clerestory

coach accompanies this article and as can be seen, the detailing is of high quality). It is a little unfortunate that the manufacturers have not seen fit to include suitable decals with the coach kits (serial numbers, company crest, etc) for, whilst these may be readily available in the United Kingdom, this is not the case in Australia. However, at prices ranging from \$2.50 upward, including turned brass buffers and "Jackson" wheels, these free-running kits represent a welcome addition to the Great Western field.

The locomotive illustrated is the **AIRFIX** model of the famous 4-4-0 outside frame express engine, "City of Truro". This renowned engine was credited as the first steam locomotive to exceed 100mph. This event took place in May, 1904, when pulling an Ocean Mail train from Plymouth to Bristol. The class was designed by the renowned William Dean and modified by his equally famous successor, George Jackson Churchward. Only a small number of these locomotives were built, including another record-breaker, No. 3433, "City of Bath". Alternate decals are not included in the kit, but there is no reason why you should not have a couple of these engines on your layout. It is interesting to note that "City of Truro" was the 2000th locomotive constructed at the famous Swindon workshops. An easy kit to build, available at probably all hobby shops and also many newsagents, retail price, \$1.50.

—CLIVE HEATH.



# COUNTDOWN

## OUR COLUMN ON MODEL ROCKETS

### MEMBERSHIP CREDENTIALS

We apologise for delays in mailing out membership credentials, but as the NAR is a voluntary organisation it is a continuous struggle to keep it alive, and operational. Because rocketry is so new to this nation, many obstacles still stand in the way of the NAR in trying to operate on a truly national basis.

### NATIONAL MEET AT NEWCASTLE

The Second National Rocket Meet, held at Hexham, on January 26-27, was the best meet I've seen to date, anywhere in Australia.

The quality of models was exceptional, and a credit to the NARRA. Scale models bought the most interest, with flying scale models of the Saturn I, Saturn V (Appollo 8) and several other U.S. military rockets.

The meet was hampered by overcast conditions, which made it very difficult for tracking and recovery crews.

We had planned a big spread on this rocket meet in this edition of AM, but the photographs obtained under overcast conditions were not of the standard required for reproduction in this magazine.

### ROCKET CATALOGUE

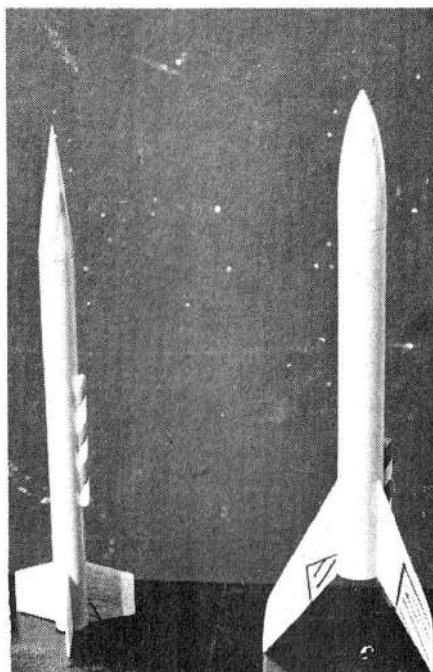
A new Australian catalogue has been published by MODEL ROCKET INDUSTRIES and is available at 25c per copy. Word from MRI is that rocketry equipment will soon be available at leading hobby stores in every State. This will certainly aid the NAR in establishing a truly National body to govern rocketry.

### MEMBERSHIP

We get many requests for information on NAR membership. How do I become a member is the most common question. With the kind permission of the editor, we included an application for membership coupon in this newsletter. All you do is complete the coupon, mail it with the appropriate dues, and you're a member.

Membership credentials consist of a Model Rocket Sporting Lic-

ence, a copy of the MODEL ROCKET SPORTING CODE and one year's subscription to AUSTRALIAN MODELLER. You also become eligible to purchase Technical Reports, Plans and other Aero-Space literature. This service is open to members ONLY. If you are interested, complete the coupon and mail it with the correct dues, and you'll be a step farther in a most rewarding hobby, that could lead to a career in Astronautics.



## SECOND AUSTRALIAN NATIONAL MODEL ROCKET CHAMPIONSHIPS (Newcastle)

### PEWEE ALTITUDE—

C. Pettet (1100ft) ....	1
B. Sneddon (950ft) ....	2
N. Greenstreet (800ft) ....	3

### ALTITUDE 1—

N. Greenstreet (2000ft) ....	1
B. Sneddon (1800ft) ....	2
G. Green (1520ft) ....	3

### ALTITUDE 2—

C. Grezl (2500ft) ....	1
B. Patterson (1600ft) ....	2
V. Grezl (1420ft) ....	3

### OPEN ALTITUDE—

C. Grezl (3000ft) ....	1
V. Grezl (2800ft) ....	2
B. Sneddon (1800ft) ....	3

### PAYLOAD—

B. Sneddon (560ft) ....	1
B. Compton (450ft) ....	2
V. Grezl (410ft) ....	3

### HAWK BOOST GLIDE—

B. Compton (18.7secs) ....	1
C. Grezl (17.0secs) ....	2
B. Sneddon (11.0secs) ....	3

### SCALE—

B. Sneddon (Redstone) ....	1
C. Grezl (Saturn 5) ....	2
N. Greenstreet (Viking) ....	3

### DUAL PARACHUTE—

B. Sneddon (0.1sec) ....	1
P. Herval (1.2secs) ....	2
K. Sneddon (2.4secs) ....	3

### OPEN BOOST GLIDE—

B. Compton (3mins 18secs) ....	1
C. Grezl (1min 33secs) ....	2
S. Newton (53secs) ....	3

### PARACHUTE DURATION—

C. Grezl (5mins 3secs) ....	1
N. Greenstreet (2mins 18secs) ....	2
S. Newton (1min 45secs) ....	3

## NAR MEMBERSHIP COUPON

Name.....

Address.....

Postcode..... Age.....

Dues — Junior Member \$2.50 per annum (under 17 years)  
Leader Member \$3.50 per annum (over 17 under 21 years)  
Senior Member \$4.50 per annum (over 21 years)

Send to Secretary,  
NAR,  
P.O. Box 315,  
BANKSTOWN, 2200.



# YAGOONA STRAIGHTAWAY'S Slot Car Centre

Phone 70-7559

MON-FRI,  
3-5.30pm 7-10.30pm

220ft Track

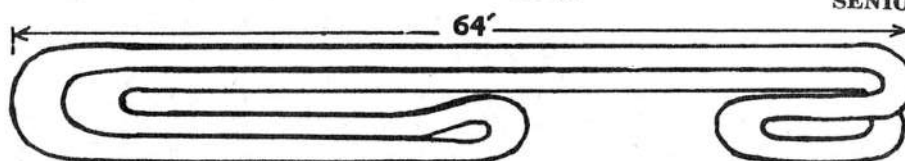
EIGHT LANES  
Record Track, power  
start—7 Laps 59.4sec.

437 Hume Highway,  
Yagoona 2199,  
NSW.

SAT  
9.30am-5.30pm 7-11pm

SUN  
1-5.30pm 7-10pm

SENIOR CLUB NIGHT  
Tues, 8-11pm



Controls

Battery Powered 3 Pin Round Earth Brake

## 1/32 SCALE (all with motors)

Tokyo Plamo Lotus 30	2.45
Tokyo Plamo Studebaker	2.45
Tokyo Plamo Masseratti	2.45
Tokyo Plamo Lincoln Continental	2.45
Tokyo Plamo Ford Thunderbird	2.45
Tokyo Plamo MG	2.45
Marusan Nissan Cedric	2.00
Marusan Renault	2.00
Marusan Toyopet Crown	2.00
Marusan Ford GT	2.00
Marusan Renault Carvelle	2.00
Marusan Crown Deluxe	2.00
Monogram Ferrari 275P	4.95
Monogram Ferrari 330 P/LM	4.95
Monogram Ford GT	4.95
Monogram Ferrari GTO-LM	4.95
SAN RTR Ferrari 158	2.95
Strombecker Cheetah	2.45
Strombecker Dino Ferrari	2.45
Strombecker Custom Rod	2.45
Strombecker Ferrari F.I.	2.45
Strombecker Mercedes Benz	2.45
Strombecker Porsche RS61	2.45
Strombecker Lotus 19	2.45
Strombecker Lotus Mk XIX	2.45
Strombecker Berlinetta	2.45
Strombecker XKE Jaguar	2.45
K&B Barracuda	2.45
K&B Corvair Corsa	2.45
K&B Comet Exterminator	2.45
Cox Ford GT	4.95
Cox Cheetah	4.95
AMT McKee	4.95
AMT Avanti	2.00
Revell Cooper Cobra	2.55
Revell Lotus Ford	2.55
Revell Mercedes Benz 300SL	2.55
Revell Corvette Stingray	2.55
Revell Shelby Cobra	2.55
Revell Aston Martin	2.55
Revell Chaparral	2.55
Lindberg Porsche F.I.	2.00
Lindberg BRM	2.00
Lindberg Lola 70	2.00
Lindberg Ferrari	2.00
Nichamo Ford Mustang GT	2.95
MRRC Mercedes 154 GP	2.95
R&G Nissan Sylvia	2.00
Midori Ferrari GTO L/M	2.00
Midori Jaguar E Type	2.00

## HAND CONTROLS

Russkit Trigger Finger 15 OHM	3.00
Testor Trigger Finger 15 OHM	7.50
Gosen Trigger Finger 15 OHM	2.00
K&B Thumb Operated	3.00
Cogure Thumb Operated	1.50
Revell Thumb Operated	3.00
Pitt Stop Thumb Operated	2.95

## TYRES & WHEELS

AJs 7/8 x 7/8 Micro Cell, grey or blue	1.95
Rims Only, 7/8 wide x 7/16 dia.	
AJs Special	.50
Tyres Only, Microcell 1in wide, white, green, grey, black, blue	.65

## 1/24 SCALE KITS

### (with motors)

Tamiya, McLaren Elva	3.95
Tamiya, Lotus 30	2.95
Tamiya, Ford GT Spyder	2.95
Tamiya, Jaguar "D" Type	2.95
Tamiya, Prince GT	2.95
Tamiya, Ferrari 330	2.95
Tamiya, Dodge Charger	6.50

## CLEAR BODIES

Associated 1/32 Scale—	
1967 Can-Am-McLaren	1.80
1966 Chevrolet Impala	1.80
1966 Oldsmobile	1.80
Lancer Bodies, 1/24 Scale—	
Lola Mk 3B Can-Am	2.95
Ford Mk 4	2.95
Wynns Special	2.30
Olsonite Eagle (Riverside)	2.75
Brabham Ford	2.75
1968 (Indy) Lola	2.75
Shelby Turbine	2.75
Porsche 908	2.95
Ferrari 6.3	3.10
Lola T 160	2.95
Other Bodies—	
Mirage	1.50
Porsche Carrera 6	.60
Lotus 40	.95
Allard	1.45
Stingray	.95

INQUIRIES WELCOME FOR  
ANYTHING NOT LISTED

## 1/24 SCALE KITS (with motors)

Strombecker Ferrari F.I.	3.00
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Strombecker Lancia Ferrari	3.00
Strombecker Cheetah	3.00
Strombecker Lotus 30	3.00
Strombecker Brabham F.I.	3.00
Strombecker Chaparral II	3.00
K&B Ferrari P2	3.50
K&B Chaparral	3.50
K&B Ford GT	3.50
Cox Ferrari F.I.	4.50
Cox BRM F.I.	4.50
Cox Lotus 40	5.95
Cox Cheetah	5.95
Tokyo Plamo 90L	2.95
Tokyo Plamo Ford GT	2.95
Tokyo Plamo Lotus 30	2.95
Tokyo Plamo AC Cobra	2.95
Tokyo Plamo Brabham F.I.	2.95
Tokyo Plamo Ferrari F.I.	2.95
Tokyo Plamo Honda	2.95
Tokyo Plamo Lola 70	2.95
Marusan Porsche 904	2.00
Marusan Ferrari F.I.	2.00
Marusan Lotus 25	2.00
Testor Honda	3.50
Monogram Indy Lotus 38	4.50
Monogram 34 Ford Coupe	4.95
Monogram 36 Ford Coupe	4.95
Monogram Porsche 904	4.95
Monogram Scarab	4.95
Monogram Chaparral	4.95
Monogram Ford GT Roadster	4.95
Duel Kits Cobra & Lola	6.95
Duel Kits Ferrari & Ford GT	6.95
Midori Honda & Vanwall	2.45
Midori Ferrari F.I. 158	2.45
Midori Alfa Romeo Canguara	2.45
Midori Lotus 30	2.45
Midori Lotus Ford	2.45
Doyusha Porsche 904	2.45
Doyusha Scarab	2.45
Doyusha Masseratti	2.45
Doyusha F.I. Grand Prix	2.45
Kogure Ferrari F.I.	2.45
Kogure Lotus Ford	2.45
Kogure Mercedes Benz	2.45
Kogure Ferrari GT	2.45
Kogure Cobra GT	2.45
Otaki BRM	4.00
Hassegowa Thunderbird	4.00
Hassegowa Wildcat	4.00
L&S Porsche	4.00
L&S Ford GT	4.00
SAN Cooper F1 RTR	3.00

HIS CHASSIS is the type currently being run by Team Hutchesson and is giving us handling far superior to anything that we have raced to date. It is designed along the lines of the latest American chassis, and is classified as a three rail, hinged sidepan, free fall drop arm, angle sidewinder. That photo will show the general design features, but technical and construction details are as follows.

All tubing used is AYK brass. The front axle tube is  $\frac{1}{8}$ in ID, cut to 2 $\frac{1}{4}$ in long. The hinges for both the drop arm and the sidepan are 3/32in OD using plated 1/16in piano wire through the centre. The motor bracket is 22 gauge brass sheet, whilst the drop arm and sidepans are of 1/16in brass plate.

Body mounts are 1/16in OD tube. Rear axle tubing is  $\frac{1}{8}$ in ID (this  $\frac{1}{8}$ in tubing has been difficult to obtain in the past but supplies are on the way and should be available in late January). The inside main rail is one piece and is of 1/16in plated piano wire. Middle and outside main rails, and the motor box rails are all of 1/16in brass rod (not tubing).

This chassis has been designed around the NSW Group 2 rules and results in the following dimensions:

# 3-RAIL, HINGED SIDEPAN CHASSIS TOPS

Wheelbase is 4  $\frac{1}{16}$ in. Width across rear tyres is 3 $\frac{1}{4}$ in.

Width across front wheels is 3  $\frac{1}{16}$ in. Rear tyre diameters are 13/16in.

Front tyres are 11/16in diameter.

Rear tyres are 11/16in wide.

Width across the sidepans is 3 $\frac{1}{4}$ in.

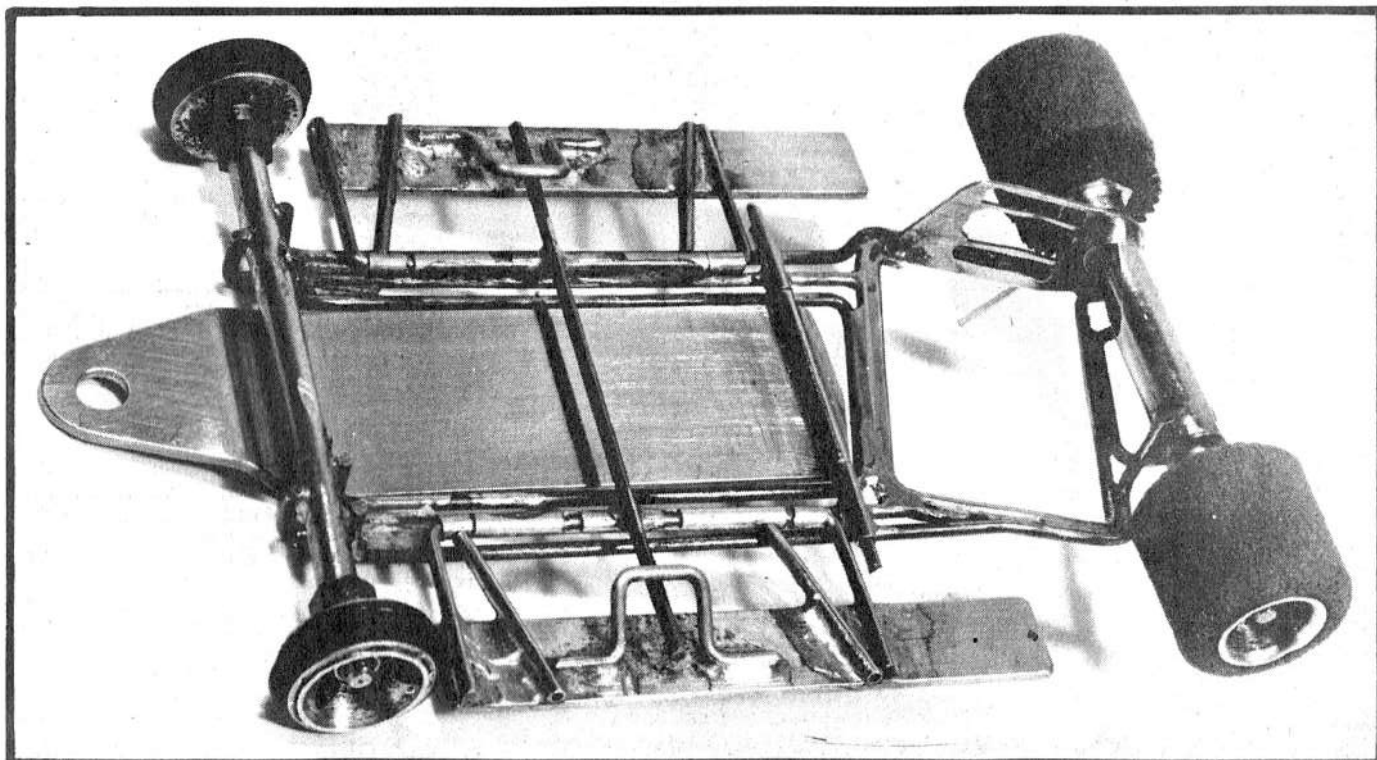
With this setup the car has a 1/16in ground clearance.

For interstate readers who race to rules restricting wheel sizes and car widths, various modifications can be made, such as increasing the heights of the axles, and using larger spur gears or, say, 36 or 38 tooth.

Well so much for the chassis itself. It is of course entirely up to the builder to use what motor and fittings he fancies, but here is a list of the equipment as used by Team Hutchesson: Guide shoe is Cox; weight is 2 gram Champion; front wheels are Testor free turning; front tyres are O rings; the front axle is a Testor free turning cut in half and soldered at both ends to get a wider front track; rear wheels are  $\frac{1}{8}$ in wide Associated; rear tyres are Grey AJs; spur gear is 32-tooth Cox; rear axle is 3in UA; ball bearings are Marusan-Atlas; rear knockoffs are Testor. The motor we are using is the anti-clockwise running Lenz/Mura type small can. The best pinions seem to be Weldun.

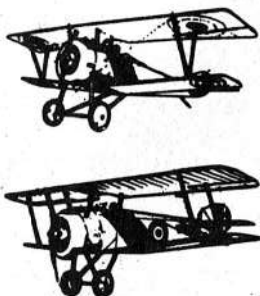
Finally, a note for any reader who has not got the time or perhaps the experience to build one of these winners . . . they are being marketed under the Team Hutchesson name for about \$16.50, and should be available now.

—STEVE HUTCHESON.





# CAN YOU IDENTIFY THESE AIRCRAFT?



If so, you probably have an interest in the aircraft of the 1914-18 War—and the men who flew in them.

**THE AUSTRALIAN SOCIETY  
OF WORLD WAR ONE  
AERO HISTORIANS**

invites your inquiry  
concerning membership.

Society activities include monthly meetings, lectures, film shows, interviews with World War I flyers, annual modelling contest, etc.

Monthly Newsletters and annual Society journals posted to all members.



For further details, contact the Secretary—

E. A. Watson,  
2 Chapman Street,  
GYMEA, NSW 2227.

# THE FIRST GUNBOAT

Strongly influenced in design by the small vessels in use in the Mediterranean in 1800, the gunboat depicted here is one by Josiah Fox, one of the best of the early American designers.

Probably intended for river use in North America, this particular design, known as Gunboat No. 5, followed the style proposed by Captain Edward Preble. Mounting an 18-pounder cannon on the bow, the vessel carried lateen rig, giving a clear firing arc for the gun. The gun itself had a limited amount of traverse. This galley (for such she was) measured only 50' 4" between perpendiculars, bow to stern, but in spite of her small size, she and nine similar vessels sailed across the Atlantic to serve with the American fleet. This tiny fleet (sometimes known as "Jefferson's Navy, as President Jefferson was the driving force behind its development) played havoc with the Barbary pirates by continually blockading their ports. They also fought at Tripoli, where it could be said that the US marines were first blooded.

Modellers could build this ship to an easy scale by having the drawings photostat enlarged to a reasonable scale, such as 2" to 5", which would give a handy, easily managed shelf model. Any business engaged in plan printing or blue printing can handle the job for a nominal sum.

Construction should be based on the "bread and butter" or layer-upon-layer method, as the shallow draft hull lends itself admirably to this system. Begin by tracing the layer patterns onto the laminations and cut out with a fret saw, leaving a 1/8" surplus of wood outside the lines. Cement the layers together, using contact cement, and allow to dry for several hours. The best timbers to use for the hull are either

hard balsa or white pine, and using card templates traced from the plan, not too much work is involved in obtaining the correct hull shape. When hull is finished, add the knee and keel (balsa or pine), together with the stern piece and leave to dry.

Cut planks for the deck from 1/16" Obeechi or, if you prefer, use the wood in sheet form and heavily score the grooves with a BLACK ballpoint pen to give the impression of the pitch caulking between the planks. If you use the latter method be very careful that the pen stays alongside the straight-edge and does not wander with the wood grain. Attach deck to top of hull and give a coat of dope. The color of the natural Obeechi is just right for a natural deck color.

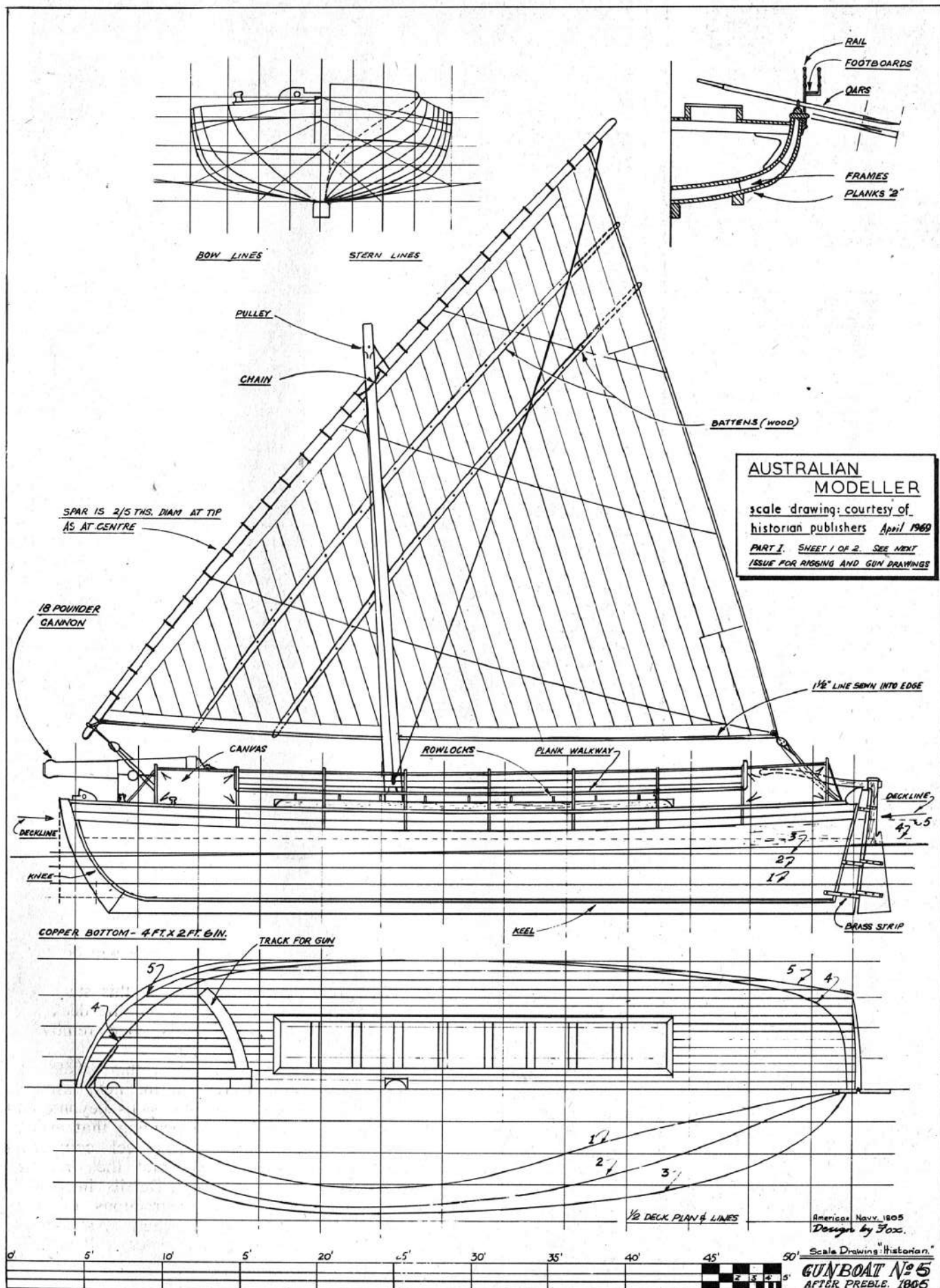
Build the oarsman's seating area from sheet balsa or pine and cement in place. The gunwhales can be cut and curved around the deck edge and pinned in place till the cement sets.

Now give the entire hull a coat of sanding sealer and rub down with very fine glasspaper, finishing with a coat of clear dope.

(Note that the hull will be "coppered" later.)

Do make sure at this stage that there is no gloss on the deck surface. If there is, then remove it with glasspaper.

Since part 2 of this article will be appearing in the next issue, it is suggested that steps beyond this point be held pending that article. However, if you feel competent enough to interpret the drawings then go ahead! Details in part 2 will include instructions on how to "copper" the hull, spar and rig the model, and a very full description, together with drawings, of the 18-pounder cannon.





New South Wales driver Ian Bannister capped a great driving career when he won the coveted Jack Brabham trophy, held at G & D Hobby and Model Car Racing Centre, 282 Church Street, Parramatta, NSW, on Monday, January 27. The race, Australia's only national event, is for post-1961 Grand Prix-type cars. Bannister won the event comfortably from fellow New South Welshman Dave Rittie, with Peter Chatfield (South Australia) third.

The Brabham Trophy was held over two days, with qualifying on Sunday, January 26, and the semi-finals and final on Monday, January 27. The track used for the event was G & D's six-lane, 104ft hill climb circuit. It is a tricky course, demanding full concentration by the driver.

On Saturday night, January 25, the traditional Brabham Barbecue was held at the home of NSWWRRA committee member Ritchie Handley. On behalf of all those present, the NSWWRRA wishes to thank Ritchie and his wife for the time and effort they put into this event to make it such a success. The concours judging was held at the barbecue. The

# BRABHAM RESULTS

judges, David Lord and Merv Rixon, took more than an hour to narrow the field to six.

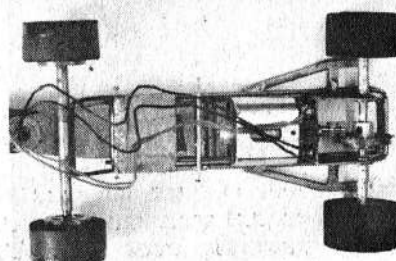
Lord and Rixon narrowed the field down to three cars on Sunday: Don Hyslop's Lotus BRM 43, David Traeger's BRM H16 and Stephen Gillett's BRM H16. Hys-

lop finally got the nod from the judges. Traeger was second and Gillett third.

There were 32 drivers when qualifying got underway around 11.30 am Sunday morning. Each driver had six 10-minute runs, one on each lane. The best one run determined the qualifying order. The top 12 drivers would contest the semi-finals, and the top six from the semis the final.

When the 32nd and final heat ended at 8.20pm, the qualifying order read:

Dave Rittie (NSW) 82.71, 1; Ian Bannister (NSW) 81.96, 2; Dennis Traeger (SA) 81.77, 3; Steve Hutchesson (NSW) 80.45, 4; Steve Norman (SA) 79.51, 5; Peter Chatfield (SA) 79.38, 6; Peter Burley (Vic) 79.15, 7; Stephen Gillett (NSW) 77.22, 8; John Gatens (Vic) 76.87, 9; Max Alexander (NSW) 76.38, 10; David Beverley (SA)

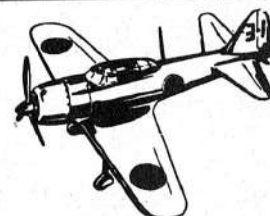
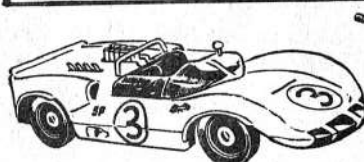


1. Bannister's winning entry.

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Brabham Ford 1/16	4.50
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Lotus 33 Climax 1/12	7.35

1966 Frd Mustang 1/12	14.50
<b>Otaki</b>	
Honda S-800 Open Sports 1/12	10.60
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Nissan R-380-II 1/16	9.25
Lamborghini Miura P-400	9.25
<b>Sankyo</b>	
1930 Bently 1/24 scale	4.45
Cargo Ship "SS Strathardle" 1/450	3.60
Tug Boat	1.95
<b>1/72 Plane Kits</b>	
<b>Hasegawa Brand</b>	
OV-1B Mohawk	1.49
RA-5C Rockwell	2.45
AJ-37 Vigen	1.75
F-100D Sabre	1.75
RF-101C	1.75
T-33A	.75

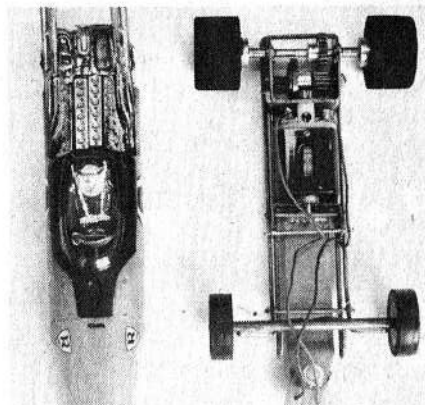
F-86F Sabre	.75
B-47E Stratojet	6.95
OV-10V Bronco	1.49
OV-1A/C Mohawk	1.49
Gruman Intruder	1.75
"Rita" Bomber	4.50
F-105D Thunderchief	1.75
F-4 Phantom	1.40
F-4 Phantom Plated	2.35
F-104 Starfire Plated	1.98
<b>1/50 Scale From Fujumi</b>	
Mirage 111C	2.65
A-6A Intruder	2.65
T-38 Talon	1.98
Skyhawk	1.98
Westerland Wasp	1.98
UH-1B Iroquois	1.98
<b>Just arrived—Hasegawa's 1/450 scale "Missouri", price \$6.50, including motor.</b>	

# TROPHY

75.38, 11; Don Hyslop (NSW) 75.29, 12.

The lineup for the first semi-final was Hutchesson, Norman, Chatfield, Alexander, Beverley and Hyslop. The second semi-final contained Rittie, Bannister, Traeger, Burley, Gillett and Gatens.

Chatfield walked away from his opposition in the first semi-final, running up a total of 240.68 laps for the 30-minute run. The semi-



## 2. Rittie's second-placegetter.

finals consisted of six five-minute runs, all lanes counting. The fastest six drivers then entered the final. Don Hyslop finished second with 227.57 laps. David Beverley was third with 224.71 laps, followed by Max Alexander, 205.46, and Steve Norman 161.15. Norman was extremely unlucky. His car deslotted in the main straight, and received a bent axle, thus putting him out of the race. Steve Hutchesson struck controller trouble almost immediately after the start of the semi, and was finally disqualified for putting goo on his tyres during lane changes.

Rittie started the second semi-final with a 40, followed by a 41, whilst Bannister, after a first-up 40, came unstuck in the second bracket, registering only 38 laps. Gatens and Traeger were both on 77 laps at this stage, with Burley 74 and Gillett 73. All drivers had a good chance of entering the final as they went into the third segment. Rittie held his lead in the third segment with a 39, but Dennis Traeger put out a strong challenge for first spot with a great 41. Bannister, on the same lap as Traeger, was third, followed by Gatens, Burley and Gillett. Traeger kept the pressure on Rittie in the fourth and fifth bracket with totals of 41

and 39 to Rittie's 41 and 38. Rittie was now just three-quarters of a lap in front of Traeger, with Bannister two laps further back. Then came Gatens, Burley and Gillett.

Rittie responded to Traeger's challenge with a 41 in the final bracket to wind up with a total of 240.66 laps — just two feet behind Chatfield's total. Traeger came home in second place with 238.43 laps, to be third qualifier for the final. John Gatens was next with 229.69, to take out fourth spot in the final. Ian Bannister's Honda slipped a gear about one minute from the end of the semi, but he was able to fix it with about 20 seconds to spare, just sufficient to do 229.22, and so qualify for the final. Burley came home strongly with 228.57 to clinch the sixth spot in the main race.

The six finalists were: Chatfield, Rittie, Traeger, Gatens, Bannister and Burley.

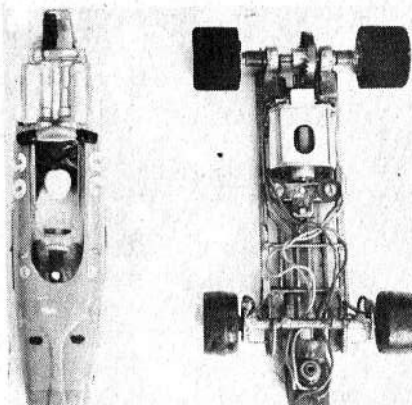
Regulations call for the final to be run over 200 scale miles, which on this particular track was 420 laps. Periods were divided into 70 laps. As soon as a driver reached 70 laps, the power went off and the cars changed to a different lane. Then, when a driver reached 140 laps, the power went off, and the cars were put on another lane. This procedure was followed until the 420-lap mark was reached.

Rittie held the leap for the first 22 laps before Bannister took over, hotly pursued by Chatfield and Gatens. Burley and Traeger were dropping behind slightly, but were on the outside lanes, so this was understandable. Rittie and Bannister began drawing away from the rest of the field, with Bannister, in particular, really flying. Bannister was first across the line, with 70 laps, followed by Rittie (68), Chatfield (67), Gatens (66), Burley (63) and Traeger (62). The first 70 laps took just eight minutes 20.7 seconds, which represented an average lap time of 7.14 seconds! It was tremendous driving.

Bannister picked up another lap on Rittie in the second period to lead him by three laps at the 140 mark. It was obvious that the only way Rittie could catch Bannister would be for Bannister to deslot. And the way he was driving, it would be very unlikely for Bannister

to deslot. Chatfield had a bad run, registering only a 65 for a total of 132. Gatens drew level with Chatfield, whilst Traeger improved to drive a 69 to tie with Burley on 131.

It was obvious that Rittie could not reproduce the form which won him top qualifying position the day before. Chatfield began a good fightback this period, a fightback which all but gave him second place. He was on 202 laps. Traeger and Burley were still dicing, both on 198 laps, with Gatens on 197. Chatfield drew level with Rittie on



## 3. Third place to Chatfield.

252 laps, and both stayed together until the 311th lap, when Rittie gradually drew away from Chatfield. While Rittie and Chatfield were dicing, Bannister kept going further away from the rest of the field. Going into the last bracket seven laps ahead of Rittie, Bannister had only to keep the car going to win the race. Traeger was consolidating fourth spot, leaving Gatens and Burley to fight for fifth and sixth.

It was a procession for the last 40 laps, although Chatfield managed to cut the leeway between himself and Rittie to one-and-a-half laps. Bannister reached the 420-lap mark in 50 minutes 40.8 seconds, just 7.24 seconds per lap.

Final placings were:

Ian Bannister (NSW) 420 laps, 1; Dave Rittie (NSW) 415, 2; Peter Chatfield (SA) 414, 3; Dennis Traeger (SA) 406, 4; John Gatens (Vic) 400, 5; Peter Burley (Vic) 398, 6.

On behalf of the drivers who competed in the event, the NSWMRRA would like to thank Geoff and Daphne Cowell, of G & D Hobby and Model Car Racing Centre, for donating their track free for all competitors, and for their help during the running of the event.



# trackside

## topics

Hello there! Well, here we are again with another page of news for the car-racing enthusiasts. From Bob Rule, of Champion of Chamblee, we recently received one of their latest products, the 525 Cozine "Thumbprint" motor. Before installing this powerhouse into one of our latest anglewinder chassis we decided to take the brute apart and find out just what makes it so darned good (and so darned pricey). First, the armature. It is wound in AWG-25 wire and impressed us as one of the neatest American-wound armatures produced to date. It is, of course, fully balanced, and the makers claim that the balancing process alone adds 20,000 to 30,000 revs per min.

(Editor's note—25 AWG wire is

.0179 diam. It can be obtained here, but if any difficulty is experienced then 26 SWG wire is virtually the same, at .018 diam.)

The armature laminations are now reduced to .013 and are thicker across the web (where the wire is wound). They are made from a new low hysteresis silicon steel, which keeps the armature much cooler.

Next is the new phenolic commutator. It looks similar to the older type Champion commy, but is, in fact, of a glass-filled material. Because of this they are far less liable to distortion at high temps, and, therefore, stay together longer. In fact, they are guaranteed to be shatterproof. The shaft is of the drill blank type and is .0789 diam., making it a close and accurate fit

in the oilite bearings. Being made from a drill blank, it is so hard that the only way to shorten it is by grinding.

Then on to the magnets and new two-piece shims. Oh, boy! Those magnets (Arco DZs) register over 1200 on the gauss scale, which makes them very much the strongest to date. The shims are .025 thick and help considerably in cutting down flux leakage.

All in all, the motor really impressed us and we soon got it into the new anglewinder. Perform? Did is ever! It felt just a little soggy in confined areas, such as the tight turns, but once it got into the wide-open spaces it was just wild power let loose!

One small problem, however — if it makes the market out here, it will sell for about \$30, which is a bit steep. However, on the market soon will be two new motors from Champion. One is the Big Chief, which will be in the \$16-20 bracket. The other will be a new economy model 5007 Black Power, which should cost under \$10.

Some late news from Victoria is of the Total 24-hour race. Full details are not available but we hope to give a full report in the next issue. Placings were: NSW 1st, Morwell 2nd, Maffra 3rd, Melbourne 4th.

A quick lineup of the "goos" that are currently around: Rigger Posi Grip, New-type Associated traction Compound, Dynamic Moo 2 and Moo 3, and Monza 1 and Monza 2. Also, Dave Rittie will most likely be producing, in the next couple of months, the same goo that he and Ian Bannister used so successfully in the Brabham Trophy race.

Some new lines coming on the market from Checkpoint — A new range of bodies at very low prices, with new types coming along to suit the Australian racing rules; also they are bringing out a quality gear puller and some new, low-priced Microcell tyres. Watch for these items. Dynamic and Lancer are still at each other's throats, trying to produce even better bodies, and this competition has resulted in some really good stuff arriving.

Particularly, we like the McLaren 8A, the McKee, and the Ferrari 6.3. Well, that's all till the next issue, fellows. Just keep that racing going and prove that there is a lot of life in our hobby yet.

—STEVE HUTCHESON.

### FOR SALE

ATTENTION modellers! Bargains for quick sale. Radio control units. Proportional, multi and single channel, with any extras required for installing in either boats or planes. Also steam engines, boilers and a complete range of fittings—Phone 639-3340 (after business hours) or write to Wal Bogatchev, P.O. Box 89, Merrylands, NSW, 2767.

Look around your bits and pieces and contact me if you find anything that you think may be interesting. I don't care what state of repair or disrepair they may be in, just let me know what you have got! Will either swap or buy. Help me build up the best collection of old motors in the southern hemisphere. —Ivor F. Stowe, Box 11, Doonside P.O., NSW, 2767.

HOLDEN slot car bodies! A fine range of racing bodies are now available from Sunset Racing Shells, 13 Henry St, Croydon, SA, 5008. List includes FJ, FX, '68 Premier, Monaro, all in 1/24th scale. The FJ model is also available in 1/32 scale. Price is \$1.50 direct. Clubs, raceways or hobby shops, write for wholesale lists.

Many other types are available. Just write to above address.

SILVERTONE DP-5 Mk II Proportional. Complete outfit with 4 servos, charger, etc. All equipment as new condition. Must sell as I am going overseas. Write Box 100, Australian Modeller.

SPECIAL bargains from Silvertone! Complete S/C radio package, consisting of Silvertone XPT 800 T/X, OS Pixie R/X, OS S-103 and S104M servos, battery box, switch. Complete outfit ready wired, aligned and tested. Total value \$103. Special package price ONLY \$88. This is the answer for the modeller who wants to get started in R/C at rock bottom price. Also available is a package as above but equipped with OS RS-1 Superhet R/X. Total value \$130. Special package price ONLY \$110. This one is a must for the club flyer or user of busy flying fields. Allows flying at the same time as up to 5 other aircraft.

WARGAMERS unite! We are three wargamers who would like to hear from others interested in this hobby, possibly to form a postal club, exchange ideas, rules, etc. Write to Craig Morley, 5 Ireland Ave, East Doncaster, Vic, 3109.



# new amt



# 1969 1/25 SCALE CAR KITS

Y-901—'69 Ford T/bird H/T  
Y-902—'69 Ford Galaxie H/T  
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Y-904—'69 Torino F/B  
Y-905—'69 Ford Mustang F/B  
Y-907—'69 Continental Sedan  
Y-908—'69 Mercury Cougar  
H/T  
Y-909—'69 Chev Impala H/T  
Y-910—'69 Chevelle H/T

Y-911—'69 Chev Corvair H/T  
Y-912—'69 Chev Corvette Conv.  
Y-913—'69 Chev Comaro Conv.  
Y-914—'69 Chev Chevelle El  
Camino  
Y-915—'69 Buick Riviera H/T  
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# NEWS FROM **AIRFIX**

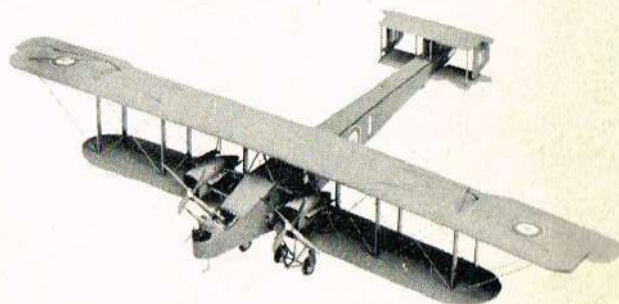
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## **Aircraft Series 2, 1/72 Scale. CURTISS HELLDIVER**

Both the SB24-C and SB2C-5 versions can be made from this kit of the U.S. carrier-based dive-bomber, which played an important part in the defeat of Japan. Optional transfers are included in this 77-part kit. This is a new one for the World War II enthusiast. Kit No. 261. PRICE ONLY 90 CENTS.



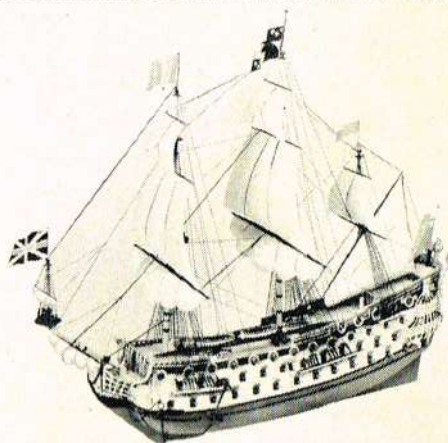
## **Aircraft Series 5, 1/72 Scale. HANDLEY PAGE O-400**

The giant O-400 was the outstanding British heavy bomber of the First World War, and after the war became the basis of the first airliners. Over 170 parts are included in this super kit, and it makes up into a highly-detailed historical masterpiece. Kit No. 590. PRICE ONLY \$2.30.



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