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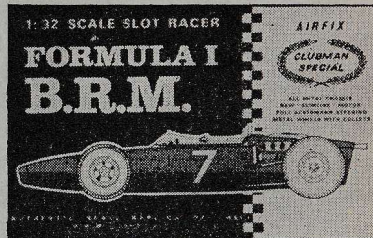
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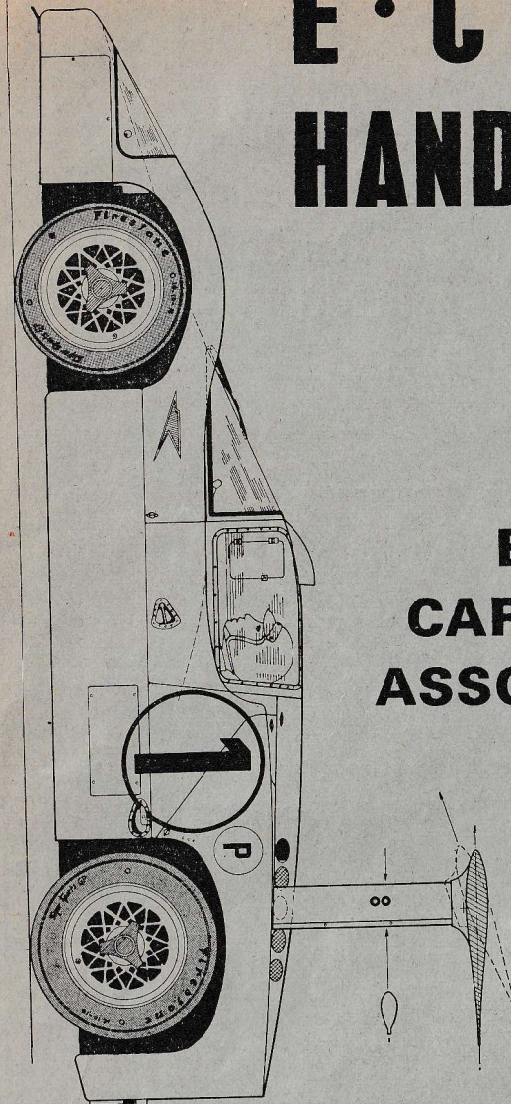


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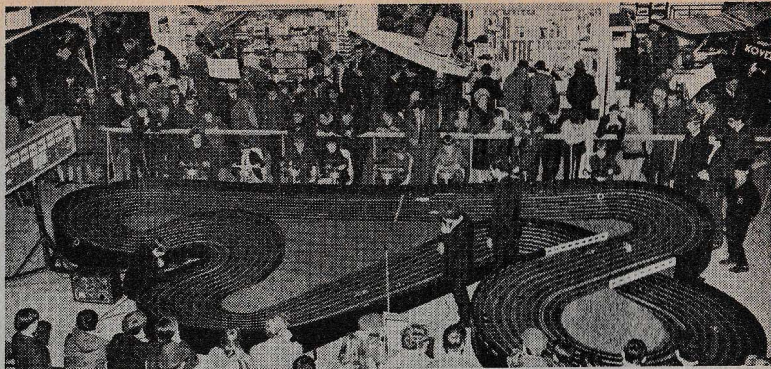
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Slot racing on the up and up; eight potential enthusiasts (and possible E.C.R.A. members?) have their first race on the big track at the 1968 M.E. Exhibition.

E.C.R.A. NOTES

E.C.R.A. aims to be the link between all its members, both on an area level and nationally.

On area matters remember that your Area Delegate to the Council is there to represent you. You, and the other members in your area, elected him for that purpose. You will find his name and address in the Register of Affiliated Clubs which is at the back of this Handbook. Individual members in particular (those not registered with an affiliated club) are advised to contact their Area Delegate so that they may be advised of area meetings in which they might be interested.

If you want to get in touch with any other E.C.R.A. Official, write either to:

**E.C.R.A.
28 BOLTON STREET
LONDON W.1**

or to the Official direct. Names and addresses, at the time of going to press, are:

Chairman: G. H. WRIGLEY, 12 Old North Road, Royston, Herts.
 Hon. Secretary: J. THIN, 107 Penrhyn Road, Far Cotton, Northampton.
 Treasurer: M. C. BRUNGER, 2 Lon Fawr, Caerphilly, Glam.
 Membership Secretary: D. HAYWOOD, 4 Rosthwaite, Wellington, Salop.
 Competition Secretary: R. A. CRANSHAW, Burton, Sandham Grove, Heswall, Wirral.
 News Editor: M. GODDARD, 4 Penrhyn Road, Far Cotton, Northampton.
 P.R.O. Officer: C. S. WHITBREAD, 43 Oaklands Ave., Birmingham, 17.

In either event, please include the Official's title in the address and, if you want a reply, please enclose a stamped envelope.

All drivers permits carry the Area number and, in the case of Club Members, the club number also. A driver may compete in National Championship events only for the area and club shown on his card. Your membership number should also be quoted in all letters to E.C.R.A.

OVER TO YOU

E.C.R.A. is an association formed to foster the building and competition driving of model cars. Areas have been defined, to make travelling and competition easier to organise, with the top area drivers eventually meeting at the national championships, to find the best drivers in the country.

To achieve this aim we must have rules and people to organise the affairs and sort out problems which may occur. Area delegates together with the Chairman, Secretary and Treasurer, who are elected by the delegates, form the National Council, and these are the people who do the organising. They discuss any problems which E.C.R.A. members bring to their notice via club secretaries and area delegates.

Any two members may nominate another member as delegate, and if more than one member is nominated, a postal vote will be carried out in that area. On area business he is the man to contact. He will also bring to the notice of the Council any other problems you may have or alternatively you may write direct to the official concerned.

Area delegates really are your responsibility. You nominate your delegate each September, if you do not think your delegate is doing a good job, nominate another man for the next year; ask him first of course! Remember all E.C.R.A. officials are volunteers and unpaid and they may not be able to reply to you by return of post.

There sometimes seems to be a feeling that areas other than your own are trying to alter things and you disagree. Members in these other areas want changes and put their ideas to their delegate and it is his duty to bring these ideas to E.C.R.A. You can do the same of course but not many people do—they just complain after a decision has been reached. You also can use your delegate to work for you.

Some areas hold an A.G.M. of club secretaries and members to decide which points they wish to bring up at the E.C.R.A. A.G.M. This I think is a good idea. You can attend the A.G.M. and vote for the resolutions, or against as they occur in the agenda. Alternatively, you can take with you 20 signatures for a particular proposition and this means that a postal vote must be carried out so that all E.C.R.A. members have a say. With the large areas in which our members live, postal votes give more people a chance to have their vote recorded, as not all members can attend the A.G.M. Postal votes are good if the question or proposition can be given a straight yes/no. If an amendment to the constitution is what you are after, a discussion will be required to sort it out at the A.G.M., or alternatively a special meeting can be called for by sending fifty signatures in support of your idea to the Council. The Council must then organise a Special General Meeting within twenty-eight days. If they cannot do so then the fifty members can call a meeting themselves and the decisions made at this meeting are accepted the same as if it were an A.G.M.

I sometimes hear that the Council have been blamed for various decisions which have turned out to be unpopular. Don't blame the Council. The members who attend A.G.M.'s and those who return postal ballot forms are the people who make the decisions in the organisation. That ends up to be you, and if it isn't you, then you haven't used your area delegates, attended A.G.M.'s, or returned postal ballot papers. Therefore I pass the running of E.C.R.A. "over to you".

MARSHALLING

"Put it in the --- slot".

The driver's way of showing his disapproval of a slow marshal. But is it the marshal's fault? The driver can make his car much easier to marshal.

Have a self aligning guide on your car, by spring loading or elastic band, to return it to the neutral position. Saves at least two seconds every time your guide gets twisted back to front.

Make sure your lane sticker can be clearly seen and it is on the front of the car, putting the sticker on the roof means it may be obscured by the marshal's hand when he picks it up. If you have a stripe on the front of the car, cover it with the lane colour so there can be no confusion. Also put a sticker under the car so if your car overturns the colour will be seen immediately.

Now you have done all this you may feel you can shout at the marshal, go ahead but you will get a far better service by a quiet call, and a "thank you" afterwards is far better received.

The marshal can make his own life easier in this way. Define your area of marshalling to the next marshal; it is exasperating to a driver for two marshals to go for a car and then both leave it.

Don't have a loose coat, tie or controller round your neck. Do watch your corner and try to replace the "nerfed" car first. This is probably the hardest thing to do. Do look at the lane sticker before replacing the car, better to make sure instead of putting on the wrong lane and getting it wrecked.

Clubs may ask a visitor to marshal but he is not as familiar with your track as you are, so are your lanes really well colour coded? I was at a track recently where it was difficult at a glance to tell the difference between green and blue.

Spectators can also help by not talking to a marshal until after the race is finished. A final word to drivers, if you try to overtake on the outside of a bend you will probably find yourself deslotted—your own fault. If you don't make any faults you won't need a marshal and if you don't need a marshal he does not get yelled at.

Take a spare controller—and a screwdriver for that gear that you thought might come loose—to the driving position. It avoids you shouting to your clubmate, and in doing so cause the driver next to you to come off and start shouting at the marshal, which is where we came in.

Don't forget it's probably your own fault when you need a marshal, so put yourself in his shoes, and vice versa, and let's hope for a sharp decrease in frayed tempers.

RULES AND RACING

There is probably more criticism levelled at E.C.R.A. in connection with rules than on all other subjects put together. This is perfectly understandable, of course, because one of the major functions of the Association is to provide the machinery to enable a majority to approve the formulation of a set of rules that will enable all of us to race our cars (and race them fairly) anywhere in the country without radical alteration. This is no easy task, but it has been done successfully for some years. But it does not alter the fact that it is all too rare that any rule meets with the approval of everyone. And all too often, in slot racing as in most other pursuits, the minority are vociferous!

On looking through this booklet you will see that the Competition Rules have been given a long overdue face-lift. I should not let this worry you too much, for although they will look completely different (as they should after all the midnight oil that has been rubbed into them) close examination will reveal that they reflect, with reasonable accuracy, the approach to racing organisation that has now become common practice.

The rules are, of course, primarily designed to cover E.C.R.A. Championship Events, but organisers of Open Meetings and other events also apply these rules, drawing attention on their Entry Forms to any deviations. For instance, it two drivers are permitted in any class or Classes, the entry form could state: E.C.R.A. Rules will apply, except that the two drives may be with the same car, or with two cars. The rules have been drawn up with these possibilities in mind, and organisers should have little difficulty in phrasing their entry forms to make clear to all competitors precisely what is allowed.

In 1/24th scale racing it is strongly recommended that organisers either state the distance between lane centres on the entry form or tell competitors the maximum width of car permitted for the event. The racing of cars 3 in. wide on circuits with 3 in. lane centres invariably leads to disaster!

STANDARDS AND RULES

The following standards and rules incorporate all alterations and amendments approved in A.G.M. Rules made obscure by the previous streamlining have been broken down so that one rule refers to one subject. It is hoped that each one is now clear and decisive.

RACING CLASSES

These classes are designed to enable organisers of Open and similar meetings to easily identify the cars permitted to race. Any classes which differ should be fully described in the Supplementary Regulations for the particular event.

The use of the following classes is mandatory in Area meetings and all meetings leading up to and including the British National Championships.

G.P.

- Class 1 Any single seater racing car, the full size prototype of which has raced in Formula 1, 2, 3 or Formula Junior events in full size racing after the 1st January, 1961.
- Class 2 Any single seater racing car which has raced prior to the 1st January, 1961, any 2 seater racing cars expressly designed as G.P. cars (i.e.—sports and touring cars modified to race in a G.P. are not included) and all Indianapolis cars whenever raced.

SPORTS

- Class 3 Open 2 seater sports and sports racing cars with a wheelbase not exceeding 8 ft. 4 in.
- Class 4 Open 2 seater sports and sports racing cars with a wheelbase exceeding 8 ft. 4 in.

G.T.

- Class 5 Closed G. T. cars the full size prototypes of which have 2 seats or 2 seats and 2 occasional seats and a wheelbase not exceeding 8 ft. 4 ins.
- Class 6 Closed G.T. cars the full size prototypes of which have 2 seats or 2 seats and 2 occasional seats and a wheelbase exceeding 8 ft. 4 ins.

PRODUCTION SALOON

Class 7 All closed cars the full size prototypes of which have 4 or more full size seats.

Note 1. There is no restriction on the number of motors which may be used.

Note 2. There is no restriction on the type of drive that may be used or which wheel or wheels may be driven.

Note 3. Closed cars mean cars with hard tops or cars where the roof is an integral part of the body. Cars the full size prototypes of which have soft or fabric tops which can be folded down are not accepted as G.T. or Production Saloons.

TRACK STANDARDS

1. The slot dimensions must be a minimum of $\frac{1}{8}$ inch and a maximum of $\frac{3}{16}$ in. wide and there must be one point on each lane where the depth of the slot does not exceed $\frac{3}{16}$ in. The remainder of the slot may be open bottomed.
2. The contact surfaces on each side of the slot must not be less than $\frac{1}{8}$ in. or more than $\frac{1}{4}$ in. in width (metal sprayed track excepted) and at all points on the track there must be pickup contact $\frac{3}{16}$ in. from the centre of the slot.
3. Looking in the direction of travel the positive contact must be on the left of the slot and the negative on the right.
4. Clubs must provide accurate lap recording equipment without additional fittings to the cars being necessary.
5. Track voltage must not exceed 16 volts D.C. off load nor drop below 12 volts D.C. when each lane is drawing 4 amps per lane.
6. It is the responsibility of all clubs to ensure the minimum amount of A.C. 'ripple' in the power supply at the track.
7. Tracks must be wired for dynamic braking.
8. No personal external power supplies intended to enhance the performance, or improve the braking, of cars are permitted.
9. Controller plugs to be B.S. 546, 3-pin, 2-amp, wired as follows:-
'L' to controller wiper,
'N' to controller resistance coil,
'E' to controller brake terminal.
10. Clubs wishing to have a (third) lighting tape on their tracks should install it on the right hand side in the direction of travel so that the centre of the tape is $\frac{1}{2}$ in. from the centre of the slot.
11. For 24th scale racing the distance between lane centres must not be less than $3\frac{3}{4}$ ins.

NOTE

The 'Camslot' Method of testing track voltage. Equipment needed:- One voltmeter capable of registering at least 16 volts D.C. and as many 12 volt, 48 watt car bulbs as there are lanes except where there is a separate power supply to each lane when one bulb only will be required.

Procedure:- Short cut the 'L' to 'N' (i.e. the two smallest holes in the sockets) sockets of all the controller sockets.

- (a) Off load. Connect the voltmeter across the two tapes of each lane in turn to check if more than 16 volts is present.
- (b) On load. Connect one bulb across the two tapes of each lane. All bulbs should light up. Check voltage again whilst bulbs are lit to check if voltage is less than 12.

CAR STANDARDS—32nd Scale

1. All models to be built to 1/32nd scale of a full size prototype with a tolerance of plus or minus $\frac{1}{16}$ in. in track and wheelbase. Bodies must also be within reasonable limits and a reasonable representation of the prototype. The onus of proof of dimensions rests with the competitor. The manufacturers quoted dimensions with commercial kits are accepted as correct.
2. The overall diameter of wheels (including tyres) must be to scale with a tolerance of plus or minus $\frac{1}{4}$ in.
3. The maximum permitted tyre tread width (tyre on track) is $\frac{1}{2}$ in., providing that:-
 - (a) track dimensions are as stated in Para. 1 above,
 - (b) tyres do not protrude outside the enveloping body or wings.
4. No car to exceed a maximum overall width of $2\frac{1}{2}$ in.
5. No projections downwards, capable of guiding the car, other than the steering guide and pick-up are permitted.
6. Maximum length of guide in slot, measured extreme front to extreme rear, must not exceed $\frac{3}{4}$ in. nor must the part of the guide in the slot project, at any point, more than 1 in. forward or rearward of a straight line drawn between the centres of the front wheels.
7. All cars must carry clearly legible racing numbers in at least two places.
8. All cars must have transparent windscreens and windows where found on the prototype.
9. All cars must start a race with a driver securely fixed and the 'driver' shall consist of a minimum of head, shoulders and arms.
10. All cars must be suppressed against TV interference.
11. It is recommended that cars should carry visible major appendages such as steering wheel, mirrors, exhaust pipes, identity badges, etc.
12. Clear plastic bodies must be painted.

CAR STANDARDS—24th Scale

1. All models to be built to 1/24th or 1/25th of a full-size prototype with a tolerance of plus or minus $\frac{3}{32}$ in. in track and wheelbase on 1/24th dimensions. The manufacturers quoted dimensions with commercial kits are accepted as correct.
2. The overall diameter of wheels (including tyres) must be to scale with a tolerance of plus or minus $\frac{1}{4}$ in.
3. The maximum permitted tyre tread width (tyre on track) is $\frac{5}{8}$ in., providing that:-
 - (a) track dimensions are as stated in Para. 1 above,
 - (b) tyres do not protrude outside the enveloping body or wings.
4. No car to exceed a maximum overall width of $3\frac{1}{2}$ in.
5. No projections downwards, capable of guiding the car, other than the steering guide and pick-ups are permitted.
6. Maximum length of guide in the slot, measured extreme front to extreme rear must not exceed 1 in., nor must the part of the guide in the slot project, at any point, more than $1\frac{1}{4}$ ins. forward or rearward of a straight line drawn between the centres of the front wheels.

7. All cars must carry clearly legible racing numbers in at least two places.
8. All cars must have transparent windscreens and windows where found on the prototype.
9. All cars must start a race with a driver securely fixed and the 'driver' shall consist of a minimum of a head, shoulders, arms and steering wheel.
10. All cars must be suppressed against TV interference.
11. It is recommended that cars should carry visible major appendages such as mirrors, exhaust pipes, identity badges, etc.
12. Clear plastic bodies must be painted.
13. Neither the motor nor the chassis must be visible through the cockpit when viewed from above.

NOTE

In both scales the use of tyre dressing or 'goops' containing methyl salicyl (oil of wintergreen) or the use of silicone tyres is expressly forbidden

COMPETITION RULES

1. The Association shall each year organise a meeting or meetings to decide the National British Championships in 32nd scale for:-
 - (a) Individual Grand Prix (Class 1)
 - (b) Individual Sports/G.T. (Classes 3, 4, 5 and 6)
 - (c) Individual Production Saloon (Class 7)
 - (d) Club Teams (Class 1)
2. Such Championships shall be contested by two representatives from each Area in categories (A), (B) and (C) and by one Club team from each Area in category (d). Each area shall arrange sufficient meetings amongst its constituent clubs and members to decide the contestants and shall inform all interested parties of such arrangements.
3. The tracks for all events leading up to the National British Championship must have a minimum of 4 lanes and be not less than 50 feet to the lap, marked out in sections of 1/10th or less.
4. The organisers shall appoint a Clerk of the Course, two Stewards—at least one of whom shall be a visitor—and one or more Scrutineers. They shall also provide sufficient Marshals.
5. The Clerk of the Course shall have general control of the meeting. He may stop a race (by reason of a false start or any other reason) and order a re-run. Any question rising out of the general running of the meeting shall be referred to the Clerk of the Course whose decision shall be final.
6. An aggrieved competitor has a right of appeal to a committee consisting of the Clerk of the Course and the two Stewards. Should he not be satisfied with their findings he may refer the question at issue to the Competitions Committee for a ruling.
7. All cars competing in the National British Finals meetings shall be scrutineered before competing and if they do not comply with the car standards shall be excluded.
8. In Area Events all cars qualifying for Semi-Finals, Sub-Finals and Finals shall be scrutineered before those events are run.
9. Any car not complying with the car standards shall be excluded and shall take no further part in the meeting. The next fastest car shall move up in the list of qualifers.

10. At any meeting leading up to the National British Championship Finals a competitor may only enter one car in each class and have only one drive in each class.
11. A car or chassis that has been raced in one class may not be raced in another class or raced by another driver.
12. Proxy driving is not permitted.
13. Before practice starts the organisers shall allocate adequate practice time to all competitors and shall notify competitors of their lane or lanes.
14. Drivers may drive their cars to the Starting Grid.
15. If, when a race is ready to start, any competitor is missing he shall be allowed one minute to bring his car to the Grid. The race shall then be started and the competitor may join the race thereafter.
16. If when a race is started all cars do not leave the Starting Grid the Clerk of the Course shall declare a false start and order a re-run. Power to the lane shall be checked and if, on the re-run, all cars do not leave the Grid those car/s shall be presumed faulty and the race shall continue.
17. Heats shall be run for a fixed period of time with a minimum of three minutes per Heat. Laps and fractions of laps covered by each car shall be recorded and the fastest cars shall go forward to the next stage.
18. Finals, Semi-Finals or Sub-Finals may be run over a fixed period of time or over a fixed number of laps.
19. A Sub-Final shall be between the fastest competitors not qualifying for the Final.
20. In Finals, Semi-Finals and Sub-Finals the fastest driver has first choice of lane, the second fastest the second choice and so on until all lanes are full.
21. In Area meetings the organisers shall arrange for sufficient heats and Semi-Finals (or Sub-Finals) to be held to enable at least the first six competitors to gain championship points.
22. The Club Team Championship is for G.P. (Class 1).
23. Each team shall consist of five drivers each driving one car only which shall not be changed during the match.
24. Drivers shall be numbered 1 to 5. No. 5 shall be the reserve and shall not race more than three times in all in any one match.
25. Each team race alternatively on Lanes 1 & 3 and 2 & 4. The order of racing shall be decided by the spin of a coin.
26. Racing shall take place according to the following table:-

	Home	Visitors
1st Race	1—2	1—2
2nd Race	3—4	3—4
3rd Race	3—4	1—2
4th Race	1—2	3—4
5th Race	5—Nominated	5—Nominated
6th Race	1—2	1—2
7th Race	3—4	3—4
8th Race	1—2	3—4
9th Race	3—4	1—2
10th Race	5—Nominated	5—Nominated

27. The two drivers of a Team in any heat may inter-change lanes if they so desire providing notice is given to the Clerk of the Course.
28. To score points a driver must complete the full race distance.
29. The winner of each race shall score 3 points, the second 2 and the third 1 point.
30. If after the 10th race the teams are level on points races 1 to 5 shall be repeated. If after these extra five races the teams are still level the total individual points scored by drivers in numerical order (i.e. 1 to 5) shall be compared. The team of the first driver to score more points than his corresponding number on the other team shall be declared the winner.
31. Supplementary Regulations and entry forms shall specify the classes to be raced, any special rules and any variations of these Competition Rules. If no variation is specified these rules shall apply.
32. Supplementary Regulations must state whether home club drivers are permitted to race.
33. Entries received after the official closing date shall not be accepted.
34. Drivers must book practice with the Clerk of the Course or his deputy for the time being.
35. A driver qualifying for a Final, Semi-Final or Sub-Final with more than one car may elect to drive any one of them. The other or others are then withdrawn.
36. Any person who has raced for one club in any event leading up to the Team Championship cannot race for another club in the team event during the same year or season.

CONSTRUCTORS' CHAMPIONSHIP

The various aspects of a model considered by the Judges and the maximum points awarded are shown below:

1. Does the model give an immediate impression of the full-size vehicle and does it sit properly on all four wheels when viewed at eye level ...	5
2. Scale accuracy—wheelbase, track, O/A length, width and height (2 marks each) ...	10
3. Chassis construction ...	20
4. Body construction ...	20
5. Body detail ...	20
6. Wheel detail ...	5
7. Driver detail ...	5
8. Finish ...	10
9. Ingenuity and presentation ...	5
	100

Winning cars must complete one continuous lap under their own power.

More points are awarded for hand-made items than for commercially obtainable parts whether modified or not.

All members are entitled to one free entry.

Any car winning an award cannot again be entered in subsequent National Championships.

THE CONSTITUTION

Shortage of space prevents the inclusion here of the whole constitution. However, the following is a summary of its main provisions, particularly as they affect the ordinary member. Copies of the constitution itself can be obtained from the Secretary—Price: 5/-.

The objects of the Association are:-

- (1) The encouragement and fostering of the making and racing of models (and particularly of electric models) of cars.
- (2) The bringing together of all those interested in model cars.
- (3) The organisation and regulation of the running and racing of model cars and the making, enforcing and interpretation of rules therefor.

The Association is a non-profit making body.

Membership of the Association is open to anyone over 18. Persons between 14 and 18 may become Associates, but may not vote. Clubs may affiliate to the Association—and their members will rank as Association members or associates.

Annual subscriptions are: Members: 10/-; Associates: 5/-; Clubs: 30/- and 5/- per member and 1/- per associate.

The Association is governed by a Council consisting of the Chairman, Secretary, the Treasurer and delegates elected annually from each of the areas into which the country is divided. The Secretary and Treasurer are appointed by the Council. The number of delegates from each area will vary with strength of its membership. In June of each year nominations for delegates for the following year fall to be made. Any two members may nominate a candidate for their area. If in any area there are more candidates than vacancies, a postal election will take place. In practice it usually happens that the members of each area hold a meeting to decide, more or less informally, who to nominate, but it has been thought important to maintain the right of ordinary members, if they think fit, to nominate delegates and call for a vote.

The Council has general power to decide all matters arising in connection with the Association including admission to and termination of membership. It must, however, conform to directions given by the members in general meeting. The Council may appoint committees and delegate any of its powers to them but the decisions of Committees are subject to review by the Council.

It will be appreciated that any Association such as this, having a large and scattered membership, has to have an Authority empowered to make prompt and effective decisions. Here the Council itself, and through its Committees, can so act. It is, however, equally important that the individual member should be properly represented.

To secure this:

- (a) Any person aggrieved by a decision of a Committee may appeal to the Council and if still dissatisfied may raise the matter at the Annual General Meeting.
- (b) The area delegates are nominated and elected each year by postal vote—not merely by those able to be present at a meeting.
- (c) Special provision is made for questions which the Council consider important to be the subject of postal votes by all members—and if 50 members so request the Council must

have such a vote. The same number of members can demand a special General Meeting on any issue.

(d) If a complaint is made against a member he must be given an opportunity of stating his case.

Finally, the members in general meeting may vary the Constitution and may give directions or instructions to the Council (or may even remove it).

Naturally, much of the wording of the Constitution is technical. Nevertheless it is felt that it does provide a workable framework under which the Association can be run both efficiently and fairly.

NATIONAL REGISTER OF AFFILIATED CLUBS

Area and Club numbers are shown only against those Clubs whose affiliation had been processed by the end of January. As Clubs have until the end of March to renew their affiliation we have included the other Clubs from last year's list and shown them under the same Area, but without their Club number, which is only allotted when their affiliation is processed. Some space has been left where possible for additional affiliated clubs to be inserted as they are listed in the monthly ECRA NEWSLETTER.

Please note that the Secretary's address as given will not normally be the circuit address and intending visitors should make the necessary enquiries.

NOTE. Due to the re-distribution of areas the clubs shown in Areas 3 and 11 should be regarded as provisional. Amendments to these and other effected areas will be published in the National Newsletter.

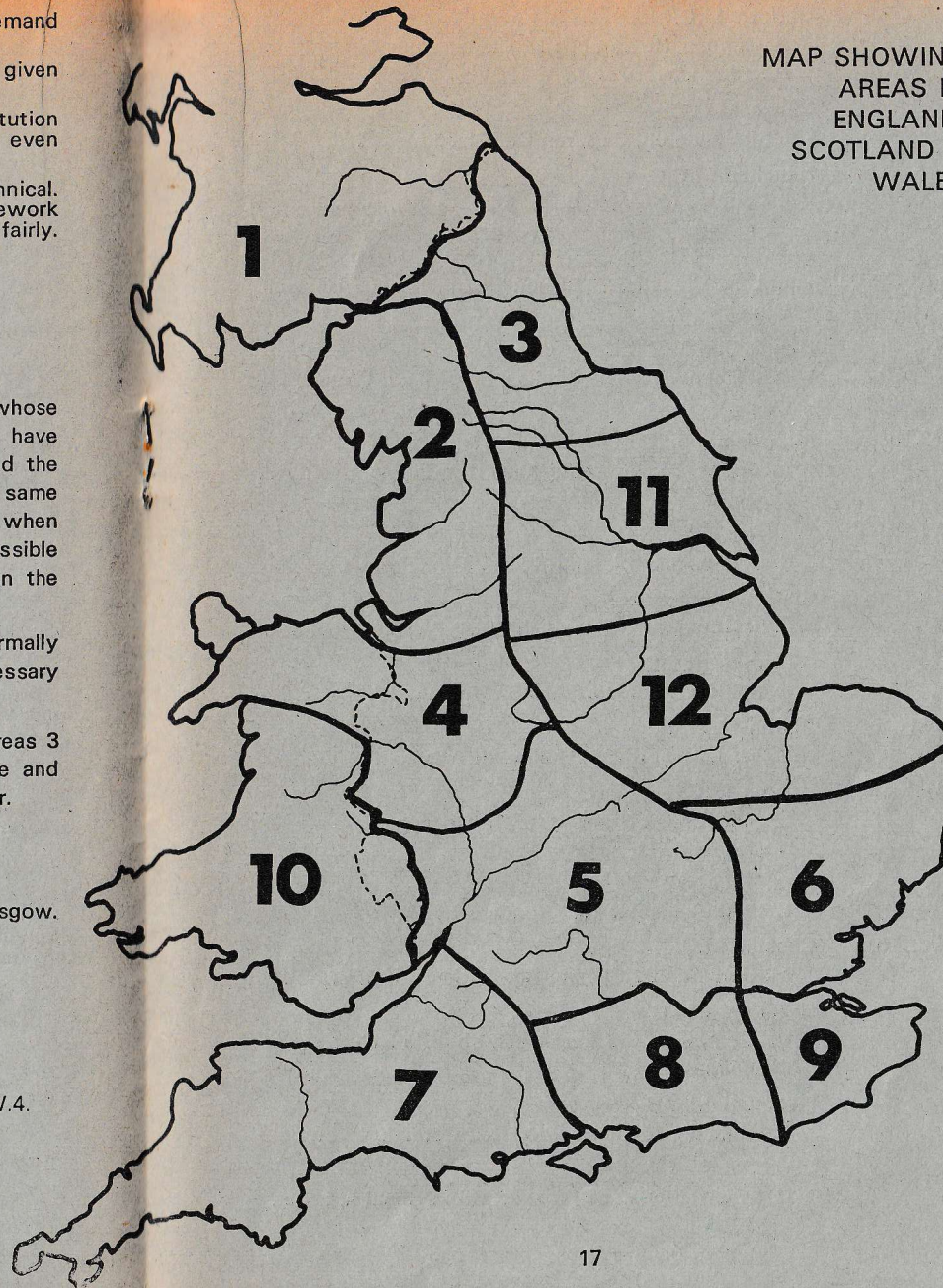
Area No. 1. Delegate: P. Ratcliffe, 42 Thompson Drive, Bearsden, Glasgow.

1.1. W. Sun. Edinburgh M.C.R.C.
A. Keech, 5 Eltringham Gdns., Edinburgh 11.

1.2. Tu. Sat. Ecurie Forres,
W. Hossack, 1 Fleurs Av., Forres, Morayshire.

1.3. M.W. Clyde M.C.C.
F. Craig, 12 Henrietta St., Scotstown, Glasgow W.4.

MAP SHOWING
AREAS IN
ENGLAND,
SCOTLAND &
WALES



Garioch M.C.
A. Duncan, Howe of Briar, Oldmeldrum,
Aberdeenshire.
Kelvin M.C.C.
I. M. Johnston, 69 Arran Dr., Glasgow, S.W.2.
Hamilton M.C.C.
I. Cooper, 12 Maple Bank, Silvertonhill, Hamilton.

Area No. 2. Delegate: L. A. Cranshaw, "Burton", Sandham Gr., Heswall,
Wirral.

- 2.1. Tu. Th. Dog & Gun M.C.R.C.
A. I. Chadwick, The Birches, Delph Top, Ormskirk,
Lancs.
2.2. M.Th. Manchester M.C.C.
M. Jones, 20 Newstead Ave., Davyhulme, Stretford,
Lancs.
2.3. W. Whitehaven M.C.C.
J. D. Laycock, 4 Loop Rd., Sth, Whitehaven.
2.4. Th. Scuderia Red Rose,
J. R. Howarth, 1 Cloverhall Cres., Belfield, Rochdale.
2.5. F. Aintree M.R.C.C.
R. Maddox, 120 Herschall St., Anfield, Liverpool, 5.
2.6. W.F. Bolton M.C.R.C.
C. W. Ainsworth, 84 Gilnow Rd., Bolton.
2.7. W.F.S. Ashton M.C.R.C.
E. Johnson, 24 Stanley St., Hr. Openshaw,
Manchester, 11.
2.8. F. A.R.R.A.
E. Clark, Lonsdale Rd., Southport.
2.9. Tu. Th. Chester M.C.C.
M. Geraint, 402 Chester Rd., Little Sutton, Wirral.
Hazel Park M.C.R.C.
D. J. Findlow, 135 Acre Lane, Cheadle Hulme,
Cheshire.
Liverpool M.C.C.
R. Freeman, 15A Halewood Rd., Gatacre, Liverpool.
S.M.E.C.
C. Kells, Tir-Oen, 55 Prescott Rd., Ormskirk, Lancs.

Area No. 3. Delegate: A. D. Deeves, 29 Bottomley St., Middlesbrough
3.1.

- Model Car Racing Centre,
A. D. Deeves, 29 Bottomley St., Middlesbrough.
Durham M.C.C.
C. Daynes, 52 Sunderland Rd., Gilesgate,
Durham City.
Darlington & Dist. M.C.C.
W. P. Lycett, 102 Carmel Rd., Sth., Darlington.
Middlesbrough M.M.M.R.A.
A. Whitworth, 29 Granville Road, Middlesbrough.
Blyth M.R.C.C.
A. R. Hedley, 31 Malvern Rd., Seaton Sluice,
Whitley Bay.
Newcastle M.R.C.
E. Kimber, 44 Millburn Cres., Hebburn, Co. Durham.
Topcliffe M.C.R.C.
Sgt. Asquith Sgts' Mess, R.A.F. Topcliffe, Nr. Thirsk.

Area No. 4 Delegate: P. J. White, 31 Cockford Dr., Four Oaks,
Sutton Coldfield, Warks.

- 4.1. Alt Tu. Olton M.C.C.
I. E. Lewis, 123 Fallowfield Rd., Solihull, Warwicks.
4.2. M.F. Lichfield M.C.R.C.
A. Myers, 57 Birmingham Rd., Lichfield, Staffs.
4.3. Tu. Th. Oaklands Park M.C.C.
S. Whitbread, 43 Oaklands Av., Birmingham, 7.
4.4. M.Th. Stourbridge M.C.C.
F. G. Burnett, 4 Dale Rd., Norton, Stourbridge, Worcs.
4.5. Th. Gypoolslak,
F. A. Lewis, 251 Moseley Rd., Bilston, Staffs.
4.6. M.F. Sale M.C.C.
G. D. Barnes, 61 Clough Av., Sale, Cheshire.
Rover M.C.R.C.
P. J. Lock, 25 Windrush Rd., Hollywood, Nr. B'ham.
Newport M.C.
J. Dutton, 22 Broadway, Newport, Salop.

Sth. Birmingham M.R.C.

S. Comley, 160 Wyckham Rd., Castle Bromwich,
Nr. Birmingham.

Derby E.C.A.

D. P. Harpley, 109 Perth St., Derby.

Elite M.C.R.C.

N. Carrington, Car-Van, 76 Westbourne Rd.,
Sutton-in-Ashfield, Notts.

The Larches M.R.C.C.

S. Wilday, 50 Buttermere Rd., Burlish Park,
Stourport-on-Severn.

Burton 65 S.C.R.C.

S. Bullen, 93 Station Rd., Rolleston-on-Dove,
Burton-on-Trent.

Area No. 5. Delegate: N. Hinton, 5 Cavendish Rd., Leicester.

5.1. M.Th.

Leicester M.A.R.

G. W. Aldridge, 4 Loxley Rd., Glenfield, Leicester.

5.2. F.

Northampton M.C.C.

J. Thin, 107 Penrhyn Rd., Far Cotton, Northampton.

5.3. W.

Birmingham M.C.C.

J. Riddick, 12A Highfield Rd., Moseley,
Birmingham, 13.

Banbury Cross M.A.R.

G. Whittingham, 52 School View, Banbury.

Leominster M.C.C.

F. H. Mather, 43 Walkers Green, Marden, Hereford.

Leicester M.C.C.

B. G. Harvey, 5 Diseworth St., Leicester.

Loughborough & Dist. M.C.C.

J. A. Hales, 110 Balmoral Rd., Mountsorrel,
Loughborough.

Oxford Meteor M.C.C.

D. Vaughan, 11 Windrush Tower, Blackbird Leys,
Cowley, Oxford.

Glory S.C.C.

P. Twichen, "Dorny", White House Lane, Woolburn,
Nr. High Wycombe.

Ecurie Spa,

A. Kennaugh, 12 Cosford Close, Leamington Spa.

Area No. 6. Delegate: R. Netherwood, 13 Abbots Cres., St Ives, Hunts.

6.1. Th.

Huxton Hall M.C.C.

D. G. Jones, 5 Petty Cury, Cambridge.

6.2. M.

Deben M.C.R.C.

P. S. Brown, 18 Collingwood Rd., Woodbridge,
Suffolk.

6.3. F.

Westlands M.C.C.

A. J. Masters, 408 Lady Margaret Rd., Southhall,
Middx.

6.4. M.F.

Saffron Walden M.R.C.

J. W. Burr, Laburnham House, Langley Upper Green,
Saffron Walden.

6.5. Th.

Felixstowe Exiles,

W. G. Parkinson, 33 Hanger Rd., Felixstowe.

6.6. W.

Ragged Edge,

L. Bywaters, 39 Devon Rd., R.A.F. Wyton,
Huntingdon.

6.7. Tu.

Eron M.R.C.C.

R. Diggins, 62 Portland Rd., Luton.

6.8. W.

I.C.T. M.R.C.

J. Bullen, 284 Shephall Way, Stevenage, Herts.

6.9. F.

Taverners,

K. Gallop, 1 Coppetts Rd., Muswell Hill, London, N.10.

6.10.

R.A.E. M.C.R.C.

P. Taphouse, 6 Charnwood Ave., Goldington, Bedford.

6.11. M.

West Ham M.R.C.

M. W. Wall, 172 Balaam St., Plaistow, London, E.13.

6.12. Th.

Camslot 132 R.C.

G. Leadbeater, 116 Lovell Rd., Cambridge.

6.13. M.

Nth. London, S.M.E.

T. W. Pinnock, 16 Athenaeum Rd., London, N.20.

George Kent M.C.C.

D. Curd, 2 Brown's Close, Leagrave, Luton.

Thirties Club of M.S.

G. Threader, 615 Green Lane, Palmers Green,
London, N.13.

R.A.F. Newmarket S.R.C.

L. Last, 15 Dalham Rd., Moulton, Nr. Newmarket.

Area No. 7 Delegate:

- 7.1. F. Taunton M.S.C.C.
R. Parker, 68 Grange Rd., Taunton, Somerset.
- 7.2. M.Th. Brands 32,
S. Tanner, 17A Elmdale Rd., Bristol, 8.
R.A.F. Lyneham M.C.R.C.
J. W. Pickford, 86 A.I.M.Q., Compton Bassett, Calne,
Wilts.
Street M.R.
R. Dare, 21 Vestry Rd., Sterrt, Somerset.
Taw Valley,
G. Snell, Paramount, Bishops Tawton, Barnstaple,
Devon.
Parkstone M.C.C.
J. A. Carpenter, 7 Wykeham Close, Canford Heath
Est., Oakdale, Poole, Dorset.

Area No. 8. Delegate: N. Broadbridge, 159 Oving Rd., Chichester.

- 8.1. F. Surbiton Town M.R.C.C.
A. Hammocks, 46 Aston Rd., Raynes Park,
London, S.W.20.
- 8.2. M. Nordic,
P. Beeson, 17 Windsor Rd., Southall, Middx.
- 8.3. Tu.F. Uxbridge S.C.C.
R. Shelvey, 18A Station Parade, Denham, Bucks.
Hampton Court M.C.C.
M. Pannett, 9 Gloucester Rd., Twickenham.
Worthing Eic M.R.C.C.
J. Powell, 2 Furzefield Close, Angmering, Sussex.
Sth. Reading M.R.C.C.
R. Muzeen, 3 Upperwood Farm Cottage,
Lower Earley, Reading, Berks.
Goodwood,
N. Broadbridge, 159 Oving Rd., Chichester.
Brooklands M.R.C.
D. R. Gray, 14 Copthall Way, New Haw, Weybridge,
Surrey.
Fleetlands App. M.E.C.
J. Jones, 12 Tichbourne Way, Rowner, Gosport.

- Ramhed S.R.
J. Ramsdale, 205 Mytchett Rd., Mytchett, Surrey.
Haydon M.R.C.C.
J. A. Essex, 7 Hunts Close, Guildford, Surrey.
Runnymede M.R.R.C.
V. Jeynes, 28 Stainash Cres., Staines.
Plessey M.R.C.
P. F. Wilson, 8 Uplands Rd., Northwood, I.O.W.

Area No. 9. Delegate: J. Veasey, 59 Effingham Rd., London, S.E.12.

- 9.1. W. Melford R.C.
E. Ball, 11 Gairlock Rd., Camberwell, London, S.E.5.
- 9.2. M.Th. Sydenham M.C.R.C.
F. A. Weaver, 59 Girton Rd., Sydenham,
London, S.E.26.
- 9.3. F. Timaru,
P. J. Green, Timaru, St. George's Rd., Sandwich,
Kent.
- 9.4. W. Atina M.C.R.C.
M. J. Short, 21 Prince Andrew Rd., Broadstairs, Kent.
- 9.5. F. Hornchurch M.R.C.
S. W. Cartwright, "Rhencullen", 55 Laburnham Walk,
Elm Park, Hornchurch, Essex.
Medway M.A.C.
D. Blackman, 255 Dale St., Chatham, Kent.
Lewisham & Dist.
D. Shannon, 103 Westcombe Hill, London, S.E.5.
Beckenham M.R.C.
K. W. Farmer, 61 Queens Rd., Beckenham, Kent.
Coulsdon M.C.C.
R. H. Coleman, 10 Hurstview Grange, Pampisford Rd.,
Sth. Croydon.
Sidcup M.C.C.
R. Willmott, 3 Walton Rd., Sidcup.
Reed M.E.C.
V. Warner, 42 Fernleigh Rise, Ditton, Maidstone, Kent.
Hollies M.R.C.C.
P. Bradley, 107 Culverley Rd., London, S.E.6.

Area No. 10. Delegate: R. Barker, 14 Lower Cathedral Rd., Canton. Cardiff.
 10.1. M.F. Cardiff M.C.R.C.
 M. Brunger, 2 Lon Fawr, Caerphilly, Glam.
 10.2. Sat. L.N.D. M.R.C.C.
 M. Williams, "Brookfield", Chepstow Rd., Langstone,
 Mons.

Area No. 11. Delegate: G. E. Briscoe, 83 Bolton Lane, Bradford 2.
 Beverlac,
 A. Maulson, 1 Scrubwood Lane, Molescroft, Beverley.
 Wakefield R.S.C.C.M.
 Judith Hey, Whinfield, 110 Pontefract Rd., Pontefract.
 Bradford M.R.C.C.
 J. M. Hoggard, 1 Rose Terr, Tong St., Bradford 4.
 White Rose M.C.R.A.
 R. Barrett 1 Dalguise Green, Heworth Green, York.
 West Yorks M.R.C.C.
 A. C. Keeling, Grange Nurseries, Westgate Hill,
 Nr. Bradford.
 Pontefract, M.C.R.C.
 J. E. Hutsley, 27 Northgate, Pontefract.
 Rotherham M.C.R.C.
 G. Siddle, 77 East Bawtry Rd., Rotherham
 R.A.F. Linton-on-Ouse,
 Hobbies Sec., Officers' Mess, Linton-on-Ouse.
 Leeds & Dist. M.R.C.C.
 B. Crowson, 2 Monkwood Av., Seacroft, Leeds.
 Blackburn Welfare Socy., M.C.C.
 A. A. Cox, 18 Lanark St., Perth St., Hull.

Overseas

0.1. W. Sat. 75 Aircraft Workshop R.E.M.E. M.C.R.C.
 R. Scott, c/o G.P.O. Kluang, Johore, Malaysia.
 Sth. Auckland S.C.C.
 T. T. Type, 14 George St., Mamurewa, Auckland, N.Z.
 Heretunga S.C.R.C.
 I. C. Galbraith, P.O. Box 433, Hastings, N.Z. 1.

Details of Area 12, the Delegate and its constituent clubs together with alterations affecting other Areas arising out of the re-grouping will be published in the National Newsletter as soon as they are finalised.

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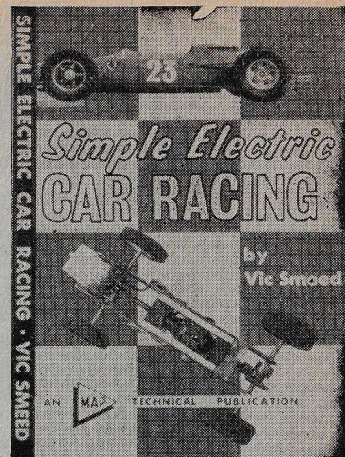
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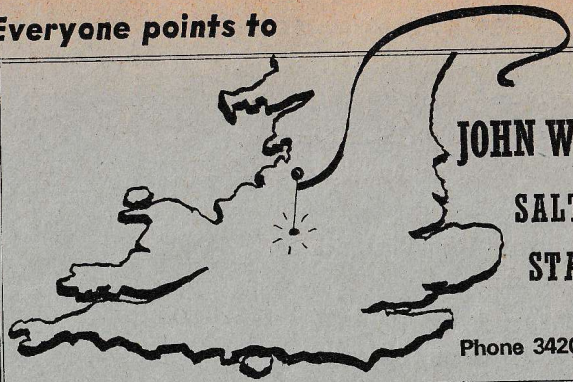
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April 13/14	Middlesbrough M.M.M.R.A.—Open
April 20/21	Red Rose—Open
May 12	Council Meeting (Leeds-Bradford)
July 6/7	Newport Summer Meeting—Open
August 3/4	A.R.R.A.—Open
Sept. 15	1st. Round Team Championship
Sept. 28/29	Blyth—Open
October 4/5	Ashton—Open
October 5	Council Meeting (Birmingham)
October 6	ANNUAL GENERAL MEETING (Digbeth Hall, Birmingham)
October 13	2nd. Round Team Championship
October 26	National Junior Championship (Leicester)
November 2/3	Newport National Trophy—Open
November 2/3	Model Car Racing Centre (Middlesbrough)—Open
November 16/17	NATIONAL FINALS (London)
or 23/24	
December 7/8	Aintree "200"—Open

Everyone points to



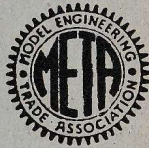
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