

# Best of British

RRCi drops in on Ted Longshaw



The TLMC annual general meeting, a full attendance!

## The History Of IFMAR

No History of IFMAR would be complete without a brief reference to what actually led to the calling of the meeting in Geneva, where it was agreed that a World R/C Association should be formed. Ted Longshaw took part in the first 1/8th scale R/C car meeting to be held in England on Easter Monday 1971 and thereafter was involved with the formation of the BRCA in the U.K., along the way getting very enthusiastic about this exciting new hobby. This led to him taking part the next year in the ROAR Open National Championship at the Briggs Cunningham Museum in California. Subsequently competing in the same Championships in '74 and '75, he tried to persuade some of the US. racers to come over to Europe, without success. He therefore suggested that he try to get some Europeans together to come and race in California in 1977, if such a race could be arranged. John Thorpe agreed that ROAR could use his raceway and Ted set about organising the trip, through his position as President of EFRA. The first so called 1/8th World Championship therefore took place as arranged but, in truth, apart from the 20+ Europeans, the rest of the world was represented by ex-pats living in the US. It was suggested and agreed by everyone there that the next W.C. should be in Europe in 1979 and it was left to EFRA to arrange everything. Meanwhile, Monaco wanted to hold a W.C. in 1978. As it had been agreed at the Thorpe Raceway that the next W.C. would be held in 1979, Monaco compromised with EFRA and agreed to hold a so-called World Cup. Several ROAR members came over and took part and went back to the US. with memories, not of the racing, but more of the liberated views of European women whilst sunning themselves at the poolside next to the track (The pool you all have seen on the TV. during the full-size Monaco GP.). Cameras normally used to capture pictures of the latest modifications to cars, were all suddenly fit-

ted with telephoto lens and pointed in a different direction. EFRA, meanwhile, decided that the application from the Geneva club in Switzerland to host the World Championship had the most merit and it was decided to hold the race there. Splendid pictures exist of the final of this event and, even now, there is no doubt that there were more spectators there than at any other R/C car race before or since! Ted Longshaw called a meeting of all interested persons on the Monday morning immediately following the race with the idea of creating a world-controlling body that would not only establish uniform construction rules but would also ensure that there was only one World Championship that counted (There were numerous clubs and organisations starting to advertise that their next race was to be a W.C. and, had this been allowed to continue, the whole prestige of a World Champion title would have been completely devalued.). At the meeting, which was attended by many well-known names, such as Gene Husting (Associated), Ken McDowell (Parma), Keith Plested (PB Racing), Pieter Bervoets (Serpent), etc. - around 30 people in all, it was agreed that such an organisation should be set up. South Africa's Wennie Bester suggested the name International Federation of Model Auto Racing and it was agreed (It was a compromise to leave out any reference to R/C, as at that time, there was a possibility that the existing round the pole cable racers might want to join). It was agreed that W.C.'s should be held every two years and rotate alternately between the three blocs, i.e. it only came to your bloc once every six years. As there was effectively only one class then, it was thought that this would allow enthusiasts worldwide to meet every two years. I don't think that even the most optimistic manufacturer there thought that one day it would be as big as it is now and involve the worldwide travelling that is now necessary. Ted Longshaw was proposed as President/Secretary by Gene Husting and IFMAR was born and on its way. ....

"So where are you now?", "about half a mile away Ted see you in minute". That's the nice thing about Ted and the TLMC crew. They may have sent you a nice clear set of instructions giving details of how to find you but they still worry about your journey.

Ted Longshaw has been around R/C Model Cars since day one. Initially it was not his business, merely his hobby. Ted had enough to do with an Engineering company and a chain of Dry Cleaning shops. It was after his first visit to the USA that he began bringing in those hard to get parts for friends and, as this light traffic in hard parts increased Ted decided to make a business of it. And he has been bringing those hard to get gizmo's for the racers ever since.

As well as making a business out of his hobby Ted has also put a lot into the hobby. Here is an extract from the IFMAR Web site on the subject of IFMAR history.



Own brand products such as these tyres and fuel filter are always popular

Ted has some wonderful momentos of these times in his study and was made Hon. Life President of IFMAR and EFRA as a mark of appreciation for his efforts.

The business that Ted has built up is primarily to serve the Model Shops with sensible quantities of those bits and pieces that the racers need.

His range is huge as a look at his catalogue will confirm. Although Ted will supply the racers direct he much prefers to see the business go through the local model shops and it is there that he is geared up to serve.

Some of the product highlights that I noticed on my visit included these manufacturers.

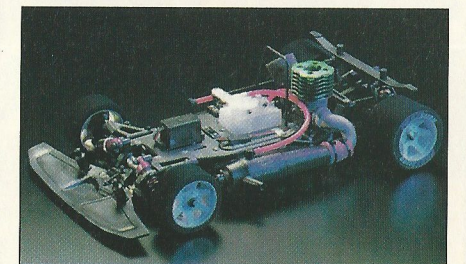
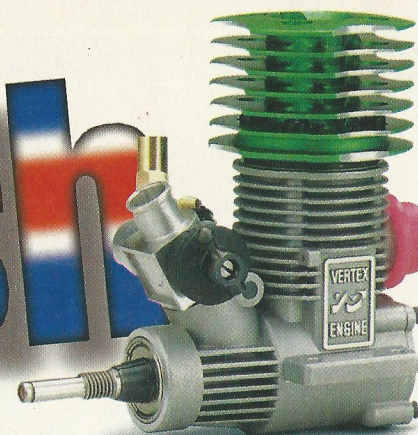
## Mugen Seiki cars

The big news was of course the Prime 12, 1:10th gasser reviewed in last month's issue. Although the first shipment had not arrived I was impressed by the quantity of spares that were in stock. Ted only had one Prime 12 in the place, so I stole that one for the RRCi review! (update - now in stock)

The new Advance 1:10th and Sting 1:8th Circuit cars will be seen in competition this year, it will be interesting to see how they fare. The range is completed by the Super Athlete 1:8th Rallycross car.

## Kimbrough Products

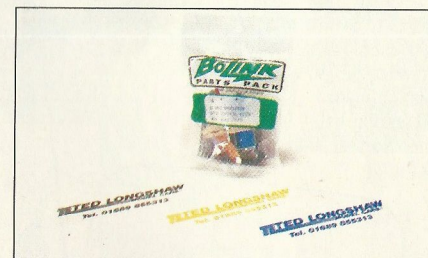
The Ultra mesh pinions do appear to offer an advance, an opinion shared with a growing number of racers. Carbon Fiber composite, 48 or 64 pitch, they offer almost silent running and very lightweight. All other K.P. products are in stock.



## MIP

The new CVD's for the Losi XX-4 are in stock, a no nonsense hop up for the Losi endorsed by Brian Kinwald himself.

My thanks to Ted and his staff, Michael and Christine, for hospitality and answers to my many questions. My special thanks to Linda for an excellent Pasta, cheers! RRCi



The Bolink parts list includes this perennial favourite the mechanical speed controller, strong and sensibly priced

