

Associated's new RC10 off road car is not only the best handling car available anywhere, it is also one of the strongest and lightest 1/10 car made. A very clean appearing car, with everything easy to work on.

RACING
with
the **TEAM**

1928 E. Edinger, Santa Ana, CA 92705

To:

RACING
with
the **TEAM**



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ASSOCIATED'S

Vol. 6 No. 1

R/C CAR

RACELETTER

Summer 1984

JAMIN' JAY JETS!!

RC10's SWEEP ROAR'S OFF ROAD NATIONALS

Associated's new RC 10 off road car won everything at the first ever ROAR Off Road Nationals. The Nationals were held in Vineland, New Jersey and were hosted by the So. Jersey R/C Racing Association. With the best racers from coast to coast competing, the competition was tough, but Gil Losi Jr, with his RC10, was Top Qualifier in both Stock and Modified classes.

Jamin' Jay Halsey won the Stock class with Losi Jr in 2nd, Tony Neisinger in 3rd and Curtis Hustung in 4th. Then Jamin' Jay Halsey came from a last place start in the Modified class, to pass all the 4 wheel drive cars and win the Modified class. A very impressive showing by The Team.

A great deal of credit must not only go to the drivers but to Roger Curtis who designed the RC10 and to Curtis Hustung who did all the prototype machining.



**Jamin' Jay Halsey Wins
1/10 Scale Stock &
Modified Classes**

INSIDE

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New Mono Shock
Suspension Front End

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AND MORE!!!

1/10th OFF ROAD CAR

variation in available final ratios. The 'diff' is housed under a Lexan cover for quick gear changes and slip adjustment. The package is completed by case-hardened steel U-joints and half shafts to get the power to the wheels.

Competition designed lightweight modular wheels are still another feature of the all new RC10. Rear wheels use a tapered hub and pinlock design for perfect alignment and easy removal which is further aided by racing style

After what has seemed like years of waiting and endless questions of "When are ya gonna..." or "Howcum you don't.", Associated is ready to release on the growing 1/10 Off Road Racing World its latest creation, the RC10 Off Road Car. Actually, the delays were well planned periods of highly secretive R & D but the product of the factory's effort should prove well worth the wait.

Company President and resident design genius Roger Curtis, who layed out the RC12i road car, again acted as Project Designer with the assistance of some of the world's top racers who provided exhaustive testing support. The result is the most well-engineered and sophisticated race car in the off road world.

The RC10 features an aluminum monocoque tub formed from aircraft quality T-6 material, channeled for strength and rigidity. The tub is then heat treated for added strength. This monocoque tub design, you may already know, is "state-of-the-art" in Formula 1, Can-Am, Indy, and all other forms of high-tech 1:1 racing. Designed for countersunk screws to avoid hanging up if bottomed out, it is an exceptionally light, strong, and rigid unit. The aluminum material also allows outstanding heat dissipation for the batteries, motor, and resistor while functioning as a "radio-box" to protect delicate gear which is enclosed by a Lexan cover included in the kit.

The RC10 race-ready suspension is designed for maximum travel and features a sophisticated "lower A-arm, upper I-arm" design fully adjustable for static camber and caster rise. Fabricated of the now familiar white nylon so successful in the 1/12 electric and 1/8 gas road racing cars, the front end allows easy adjustment of caster, toe-in, ackerman, and other geometry changes.

Suspension front and rear is damped by custom designed coil-over shock absorbers of lightweight machined aluminum with drill blank piston shafts for long life and smooth operation. All 4 shocks are adjustable for ride height and spring rate and designed to allow easy access to the oil chamber for filling.

The RC10 gear box is sealed to keep out the dirt and features a Vari-lok Ball Differential that uses all standard Associated gears for a wide

knockoffs that eliminate the need for tools.

The RC10 uses Team Associated's track tested and proven Yokomo off road motor with spring loaded brush cubes for added performance and reliability.

So there you have it - worth waiting for, wasn't it? Keep your eyes on your local hobby dealers shelves or call us direct to find out how you can get your hands on 1/10 scale off road racing's most hi-tech, state-of-the-art racing machine.



Jamin' Jay Halsey, on the left, won both Stock & Modified classes at the ROAR Off Road Nationals. Gil Losi Jr was Top Qualifier in both classes & finished 2nd in Stock. Tony Neisinger was 3rd in Stock and Curtis Husting was 4th.



The first ever ROAR 1/10 Off Road Nationals was held in Vineland, New Jersey, July, 1984.

TECH TIPS

by Matt Azzara

Batteries (What - again??)

Battery charging technique seems to change monthly around the 'pro' racing circuit and as long as it does, we'll do our best to keep you informed on state-of-the-art 'zapping'.

Actually just a little more detailed description of the technique we touched on briefly in a prior issue. Current theory has it that in order to attain the highest and longest lasting charge, your pack should be 'dead' and given sufficient time to cool and reab-

sorb internal gas pressure before charging is done. Thus, the ideal is to have several packs, thereby allowing you to discharge each one slowly after use over a days time (using a 30 ohm, 10 watt resistor with alligator clips on the leads) and then allowed to rest for an extended period. When recharging, charge at a rate of 4 amps, until the pack reads 9.5 volts on a digital voltmeter. Shut down for 20-30 minutes, then hook up and charge at 4 amps until the batteries are nicely warmed up. This may sound like a savage way to treat your poor battery pack but if the discharge and rest periods are adhered to, you may well find that pack life is extended.

At a recent Regionals race in Southern Calif., Tech Inspector Chuck Kimbrough complained that his fingers were getting burned by hot packs that had been charged just prior to racetime by this method! However, vented packs

RC12i Independent Suspension

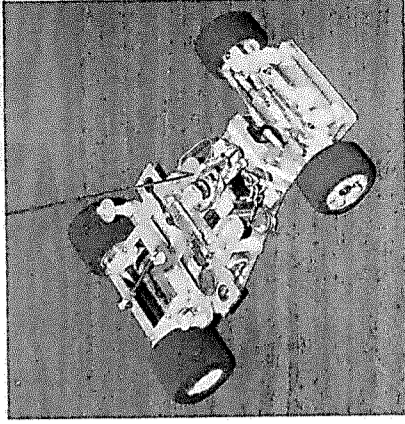
the rest of the Formula I field must have stolen from us!!). Built of strong, yet lightweight virgin nylon and top-grade hardware, the unit is adaptable to all existing Associated RC12i's after relocating front end mounting holes in the chassis plate.

Damping for the sophisticated-but-simple suspension system is provided by a specially designed Associated aluminum 'mono-shock' with coil spring capable of damping both sides of the unit without the need of a second shock absorber that adds bulk and crucial weight. The unit is fully adjustable for caster, camber, toe-in, and ride height.

Naturally, full instructions for assembly and the latest Associated Racing Team tips for fine tuning are

included.

The factory team's extensive R & D testing program has yielded rave comments about the unit and it appears destined to eclipse all past designs. A little care in assembly and set up should produce winning results for you too.



Membership Application



Name _____ Age _____
 Street _____
 City _____ State _____ Zip _____
 Check one:
 \$20.00 Adult Membership
 15.00 Junior Membership (under 16 yrs)
 20.00 Family (add \$3 for each additional member)

Dues are annual and now include insurance

Mail to: **ROAR, Inc.**
 P.O. Box 29362
 Cumberland, IN. 46229

WHAT IS ROAR?

For the benefit of you first-timers out there ROAR is the national governing body for Radio Operated Auto Racing. The members (you!) vote to set the rules by which the cars are built and raced, and to select officers and regional directors. ROAR sanctions major races around the country and you must be a member to participate in the sanctioned events. In addition, membership in ROAR provides you with the following:

- Bodily Injury/Property Damage Liability Insurance
- Membership Booklet (rules, bylaws, body list, etc.)
- REV-UP, the official ROAR magazine

ASSOCIATED'S ROOTS

by Midge Husting

The very beginning of Associated Electric, Inc. began as a slot car track, in the early 1960's called Associated Raceway, that was located in Paramount, California. Roger Curtis and Lee Yurada were the owners at that time. They got out of the slot racing end of the business and moved to another location in Paramount where the partners went into the manufacturing of slot products and 1/8th scale radio controlled parts and kits. At that time they changed their company name to Associated Electric.

Lee Yurada sold his interest in the company to Gene Husting in 1971 and in 1972 they moved the business to Santa Ana where they've been ever since. They became a Corporation in 1977 and now it is solely owned by Roger Curtis and Gene Husting. An Inc. was added after their name so it is now Associated Electric, Inc.

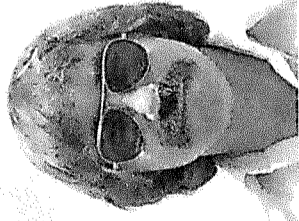
The Associated plant occupies 30,000 square feet of manufacturing space, now manufacturing 1/12th scale radio control parts and kits as well as 1/8th scale and a limited amount of slot products. We have 20 employees to machine, package and produce all the parts available to you. We have become the largest manufacturer of R/C car racing products in the United States.

In 1979 we added the Reedy motor division to Associated Electric, Inc. when Mike Reedy joined the company. He brought with him his vast knowledge of electric motors as he use to sell the Reeteez motors for slot cars, in the past. Putting his knowledge to good use we now sell the Reedy Stock and Modified motors using the latest technology available to keep the motors competitive at all races around the world. Under Mike's watchful eye is the charger division of Associated.

Now, along with the slot products, 1/12th and 1/8th scale R/C cars and parts we will be manufacturing our first off road car, the RC10, in 1984. Associated is moving along with the times, all because of you, the loyal racers, asking for new and improved items all the time. We thank you for making us what we are.



Gene Husting



Roger Curtis

We Get Letters!!!

(Editors note: these are a sampling of letters that we try to answer, most ask for catalogs which we send as soon as possible. If you have any questions you want answered or catalogs please write and ask for them.)

Dear Sir:

In the April issue of "Flying Models" magazine, your advertisement of the RC500 race car is almost unbelievable. I have gone thru all types of model airplanes and electric trains, with my two children as they grew up.

If you would like to be on our mailing list and receive copies of this newsletter in 1984 send your name and address to:

"Racing with the Team"
1928 E. Edinger, Santa Ana, Ca, 92705

Name _____ Age _____
Street _____
City _____ State _____ Zip _____

My son ended up with all the planes, motors and R/C equipment while my grandson received all the Lionel trains.

Now I am 76 years young and need another hobby to work on. The RC500 is too much for me. Would you have smaller models that would still use a .19 or .21 engine that could be used for fun?

Please send any information for matching the equipment together, I need your help in getting started in this hobby.

Weather permitting I ride a Honda 4 cyl. 350 - 1974 motorcycle so I'm not ready for the rest home yet.

Thank you for giving me a helping hand.

Yours truly,

Gerald M. Ross Ogdan, Utah

(Ed. Note: You see, you're never too old to go racing! We sent a 1/8 scale catalog to Mr. Ross and advised him to purchase our RC150 car and a Veco .19 engine to go with it. It costs very little, \$75.00, for the kit and is great fun to run.)

Dear Sir:

We are currently producing an oval circuit racer (1/12) and we are in need of Associated parts to complete a "kit". Could you please tell me if I could purchase direct from you or must go through an Agent.

If this is possible I would be grateful for minimum quantities, rates discounts etc.

Yours Faithfully,

Colin Smith

Victoria, Australia

(Ed. note: In most foreign countries we have an exclusive distributor and they take care of the hobby shops in their country. If you do not know where to buy our parts and kits in your country drop us a line and we'll be happy to tell you where you can purchase our products).

"Racing with the Team"

Editor: Matt Azzara

Publisher: Roger Curtis
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1928 E. Edinger, Santa Ana, CA

Contributing Editors:

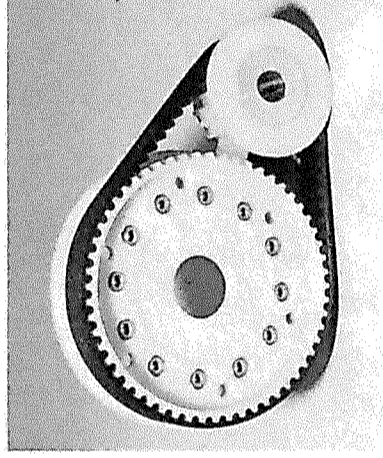
Matt Azzara
Midge Husting
Gene Husting

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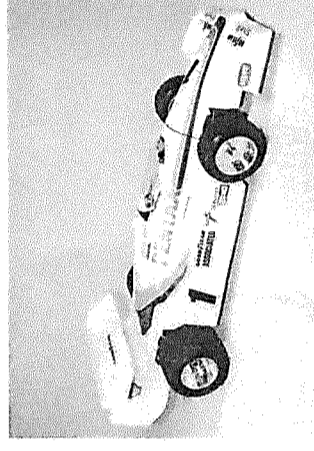
WHAT'S NEW!!



The much awaited RC500 belt drive system, has just been released for those racers looking for that extra performance edge. The kit includes belt, front sprocket, rear diff drive sprockets and diff balls. #5350 - \$24.00.

This new, improved drive system allows quicker acceleration and more effective braking thanks to the lighter rotating weight of the belt drive over that of the conventional chain drive.

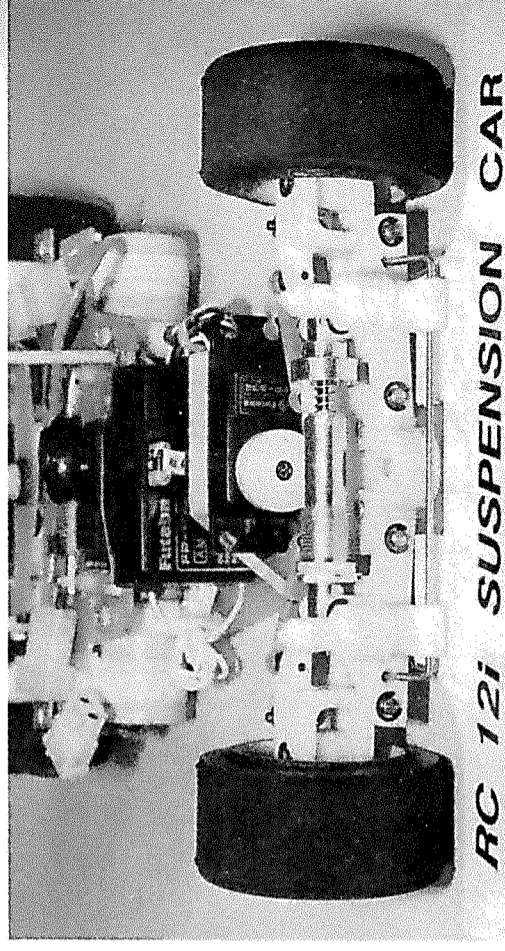
If you have any trouble finding it through your local hobby dealer and he's too big to whip some sense into, call us direct.



The new 1/8 Longhorn Indy type body is now ready. This body should be a race proven winner in a very short time. #2125 - Clear \$20.00.

TEE SHIRTS

NEW!!! Men's blue tee shirts with the Associated logo, as seen on the front of this newsletter. An Off road car jumping over the two 'mean' lil cars' 1/12th scale and 1/8th scale. Sizes: small, medium, large and extra large, only \$8.00 each. Order now!!!



RC 12i SUSPENSION CAR

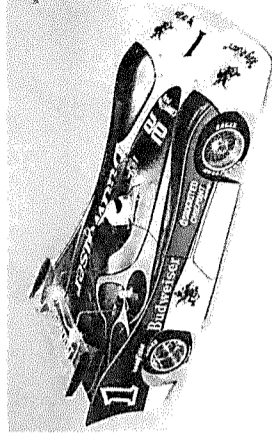
RC12i Shock Suspension Front End, Part #4210 - \$45.00, is now ready and on the dealers shelves. This suspension system features fully adjustable coil-over shock, castor, camber, toe-in, ride height and anti-roll bar. This front end was used by Team Associated to place 1st, 2nd and 4th at the U.S. Indoor Championships in Cleveland, on carpet, and to win both classes at the 1984 Florida Winter-nationals, also won the U.S. Spring Championship in Georgia.

Now available are 2 new kits with the independent front shock suspension included in them. Part #4002 - \$126.00, is the basic kit. does not include body, radio, or electrical items. (Same as our #4001 kit).

Part #4018 - \$183.00 Complete kit with front shock suspension, less body. (Same as #4016 kit).



Associateds NEW 2 speed transmission for the RC500 is now available. This 2 speed transmission allows the car to start off with a 6.31 ratio in 1st gear, which gives faster acceleration off of the starting line and corners. Then it automatically shifts into 2nd gear, where the 5.31 ratio gives the car a super fast speed on the straight-away. #5500 2 Speed Transmission Complete Kit, \$125.00.



TOJ body is the most popular and widely used body in the Can Am class. #3160 - \$11.00 clear or #3160X custom painted - \$23.00.

Battery Hookup Lead for all off road cars. #6742 - \$2.00.

Motor & Resistor Hookup Wiring for all off road cars. #6743 - \$2.50.

Associated's 1/8 Elfin body was used on the fastest car in the world, Ralph Burch Jr. Top Qualifier at the World Championships. This body is now available in a new light weight version. #2118LW - Clear \$20.00 or Painted by Jim Nelson \$35.00.

1983 PERFORMANCE - 1/12 Electric



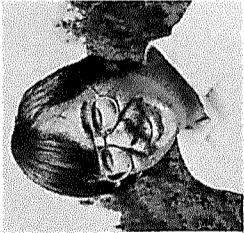
Lavacot



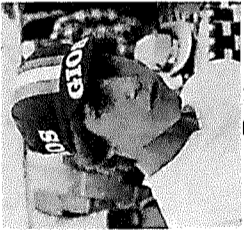
Toland



Hickman



Killam



Rott



Fusco

1983 Florida Winternationals

- 1 Mike Toland
- 2 Jimmy Davis
- 3 Nigel Hale
- 4 Wayne Davis
- 5 Terry Rott
- 6 Randy Tentschert
- 7 Pete Fusco
- 8 Jim Aguirre
- 9 Craig Kelly
- 10 Re-Pete Fusco TQ

Western Winternationals

- 1 Bruce Hickman
- 2 Robert Cavazos

U.S. Spring Championships

- 1 Bruce Hickman TQ

Stock Class

- 2 Mike Lavacot
- 3 Bruce Hickman
- 4 Terry Rott
- 5 Wayne Davis
- 6 Doug Kott
- 7 Mike Toland
- 8 Gil Losi Jr

Modified Class

- 3 Frank Killam
- 4 Mike Toland
- 5 Bruce Hickman
- 7 Terry Rott
- 8 Gil Losi Jr
- 9 Mike Lavacot

East Coast 4 cell Championships

- 1 Terry Rott TQ

Annual Futaba Gran Prix

- 1 Mike Lavacot
- 2 Mike Toland

Sierra Classic

- 1 Bruce Hickman
- 2 Mike Hickman
- 3 Mike Toland

1983 European Championships

- 1 Mickey Booth
- 2 Van Der Vecht
- 3 Nigel Hale
- 5 Jimmy Davis
- 6 Tony Wells
- 7 Wayne Davis

1983 PERFORMANCE - 1/8 Gas



Lee

1983 Rio Grande Can Am

- 1 Bill Jianas
- 2 Rich Lee TQ
- 3 Chuck Phelps
- 4 Ralph Burch Jr.
- 5 Curtis Hustling
- 6 Dana Smeltzer
- 7 Gene Hustling

1983 Florida Winternationals

- 1 Ralph Burch Jr. TQ
- 2 Curtis Hustling TQ
- 3 Rich Lee
- 4 Rick Davis
- 5 Bill Jianas
- 6 Re-Pete Fusco
- 7 Kim Davis
- 8 Chuck Phelps
- 10 Gene Hustling

PAN CLASS

- 1 Francisco Saenz

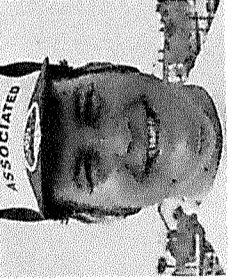


Burch

1983 World Championships

- Carnoux, France
- 1 Top Qualifier - Ralph Burch Jr.
 - 7th Qualifier - Curtis Hustling
 - 9th Qualifier - Re-Pete Fusco
- 4th Place - Dana Smeltzer
10th Place - Ralph Burch Jr.

Hustling



Smeltzer

1983 McCoy Race

- 1 Ralph Burch Jr. TQ
- 2 Dana Smeltzer
- 3 Gil Losi Jr.
- 4 Rich Lee
- 6 Rick Davis
- 8 Bill Jianas
- 9 Ron Paris
- 10 Curtis Hustling

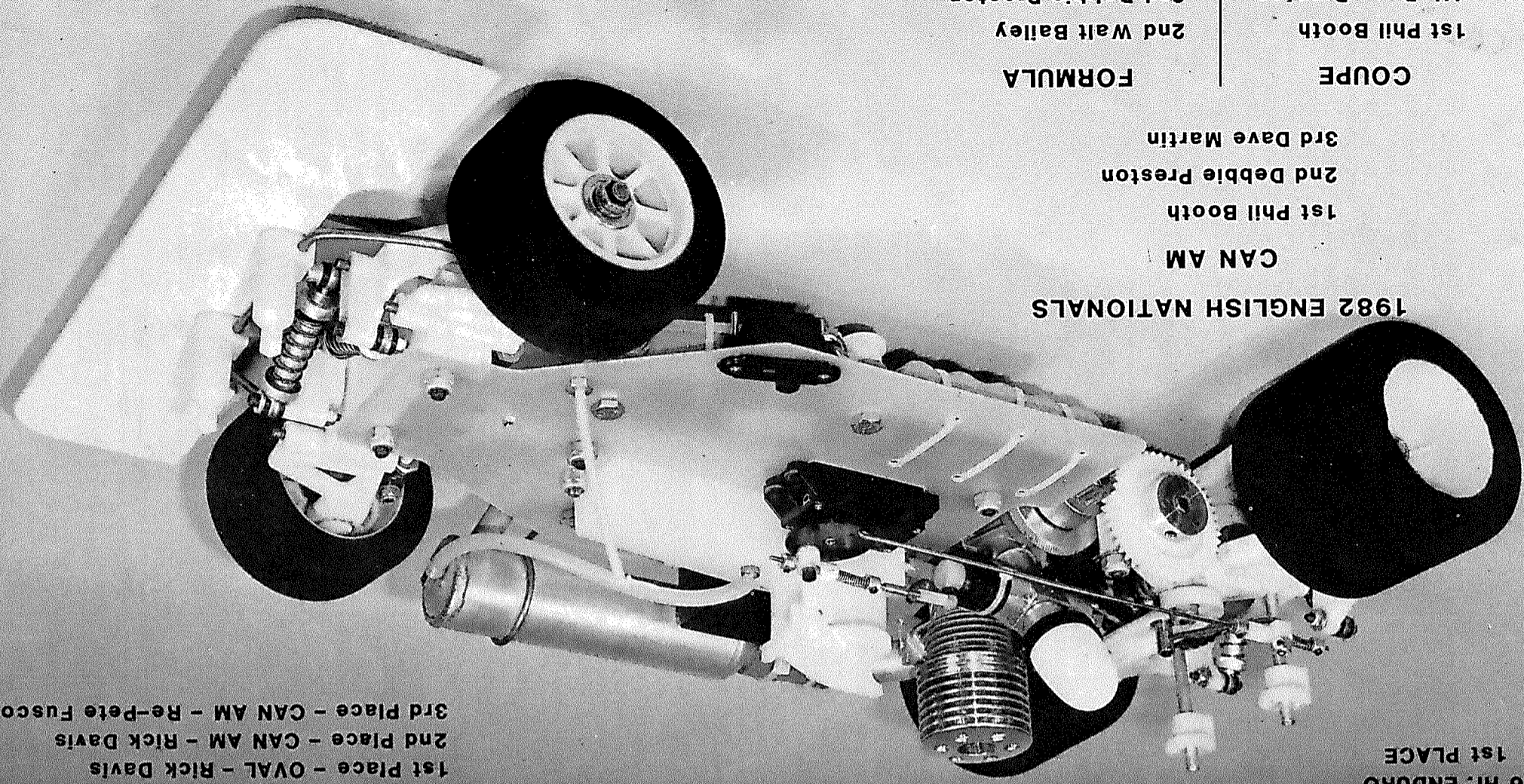
Davis

1983 USA ROAR Nationals

- GT Coupe Class
- 1 Ralph Burch Jr. TQ
 - 2 Dana Smeltzer
 - 4 Gene Hustling
- Can Am Class
- 1 Ralph Burch Jr. TQ
 - 4 Rich Lee
 - 6 Curtis Hustling
 - 7 Dana Smeltzer
 - 9 Gil Losi Jr.
 - 10 Gene Hustling

1983 GT Championships

- 1 Dana Smeltzer TQ
- 2 Ross Kloeber



1982 ENGLISH NATIONALS

CAN AM

- 1st Phil Booth
- 2nd Debbie Preston
- 3rd Dave Martin

COUPE

- 1st Phil Booth
- 2nd Walt Bailey
- 3rd Debbie Preston

FORMULA

The RC500 is the FASTEST CAR IN THE WORLD

At the 1983 World Championships in Carnoux, France, Ralph Burch Jr. was the Top Qualifier against all cars in the world. Ralph also won the 1983 Winternationals and the 1983 ROAR Nationals.

1981 ROAR NATIONALS

- 1st Place - CAN AM - Rick Davis
 - 2nd Place - CAN AM - Bill Jianas
- ### 1982 ROAR NATIONALS
- 1st Place - OVAL - Rick Davis
 - 2nd Place - CAN AM - Rick Davis
 - 3rd Place - CAN AM - Re-Pete Fusco

1982 MCCOY RACE

QUALIFYING

- 1st Bill Jianas
- 2nd Rick Davis

DETROIT 6 Hr. ENDURO

- 1st PLACE

Ralph was not only Top Qualifier but he also posted the 2nd best overall qualifying time, and he had another run that was faster yet when the motor blew at 9 minutes due to a fuel problem which we didn't solve till after the race. Our oil mixture in the fuel was incorrect for the nitro, which caused our motors to overheat in 5 minutes, which is not too good in 10 minute qualifying heats. Ralph led the Main event until his engine overheated. Dana ran a different fuel and drove a great race.

AROUND THE WORLD WITH

ROTT STORMS CLEVELAND

Team Associated's Midwest World-beater Terry Rott hung on to win the closely contested Cleveland Indoor Modified Nationals at the Hilton Inn-South in Cleveland, Ohio. Capitalizing on every opportunity during the final 8 minute sprint, Terry rolled across the line first after a well-planned march from his 4th place grid position behind Joel Johnson, Mike Lavacot, and Tyree Phillips.

When the A Main final was called to the line, 175 racers from all over the United States, not to mention half the Hilton staff, gathered to watch. When the race went green, Mike Lavacot jumped to an early lead from 2nd on the grid, followed closely by Rott. One little tiff with the boards and Lav found himself quickly down, following new race leader Joel Johnson and the ever present Rott. As the three car train rolled off laps, it was anybody's race. At six minutes it was Johnson, Lavacot, and Rott but Terry blew by Lav for good with just a minute to go, setting his sites next on Joel. Suddenly Johnson slowed, the victim of dumping batteries, and Terry took over as the new leader with just 45 seconds remaining. Lavacot quickly found his way past the ailing Johnson as well but by then, Terry Rott was long gone.



Terry Rott, winner of the A Main, Modified class with his Reedy Modified motor

drivers, especially since Lavacot and Neisinger are 'California-grown' and race on the carpet only once a year.

Terry's big win was also noteworthy because it was the first major outing for the Associated A-arm suspension front end. Certainly a major factor in Terry's success around the somewhat inconsistent 'soft-hard-soft' multi-layer carpet track, the mono shock front end proved its worth under the toughest of conditions. Congrats to Terry and all who carted off the gold!



Mike Lavacot, 2nd place A Main Modified class.



Cleveland Indoor racetrack, carpet on carpet.

ASSOCIATED DOUBLES

at

ELECTRIC WINTERNATS

Associated 12i pilots Terry Rott and Tony Neisinger walked off with the tall gold at this year's annual Florida Winternats at Orlando.

Bolstered by the well earned respect he got after his Modified Indoor Nationals win, Rott rolled off the fast qualifier time in the Stock class. Following in close order were Neisinger, Re-Pete Fusco, and last

TEAM

year's Modified Winternats Champ Mike Toland, all Associated-shod.

Terry's precision drive was too much for anyone else to match and he crossed the finish line first ahead of Neisinger, Fusco, and Toland. Thus the qualifying order proved a good measure of these four outstanding drivers talents as all four crossed the line in the same order they started. Tony Massey, Larry McLendon, Rick Davis, Randy Tentschert, and Associated's latest junior wonder Robert Bartlett finished 5th, 7th, 8th, 9th, & 10th respectively, leaving the 6th place slot for Arturo Carbonell with the only non-Associated A Main qualifier.

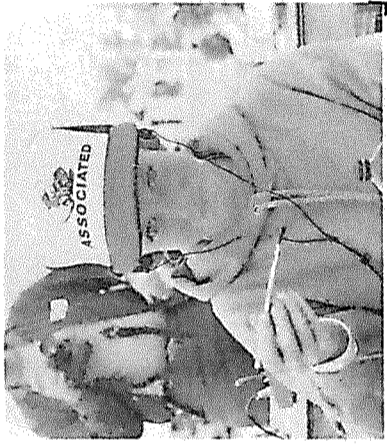
When the sun came up on Friday morning, the Modifieds took to the track and Terry Rott once again took command of qualifying honors. While Terry obviously had his sites on back-to-back Winternats wins, the weather dashed that idea when a storm moved in on Sunday during the final qualifying round. By then, Tony Neisinger had nipped fast qualifier honors and stood at the top of the list when the rain began to fall. It was then announced by the race organizers that in the event the rain wouldn't let up, the two top qualifying times of each driver would be tallied in determining finishing position. When the sky continued to snub the anxious racers the following day, Tony's top-two times held up for overall winner honors, followed closely by Rott. Art Carbonell and Han Hippe drove their Deltas to 3rd and 7th respectively, otherwise it was, again, an all Associated field completed by Mike Toland, Tony Massey, Robert Bartlett, Larry McLendon, Steve Toland, and Randy Tentschert.

It was certainly unfortunate to see the rains nix what would have been a helluva' Main but those things happen as any R/C racing veteran well knows. Anyway, congratulations again to Terry and Tony (Tn'T??) and thanks to all who attended.



Tony Neisinger, TQ'd and won the Modified class.

ASSOCIATED



Robert Bartlett, putting oil of winter green on his tires. He came in 4th in Modified and 10th in the Stock class.

1/8 GAS WINTERNATS

When the weather in Orlando did its sunny about-face on Tuesday and the gas 1/8 racers took to the track, it was soon obvious that the world's best, representing all the top American factory teams, PB from England, SG from Italy, and Serpent from Holland, were out to go fast quick in the event that results might again be determined by qualifying time as had occurred in 1/12 electric modified the day before when rain washed out the mains.

Ralph Burch Jr. wasted no time in asserting his superiority of the qualifying field by turning in a run that was to stand through 6 complete rounds. Ralphies magnificent, smooth driving style, along with Ralph Sr.'s journeyman attention to the mechanical details, is a sight to behold. As we've told you before, Ralphies cars are the essence of well set-up factory production racing equipment, no real tricks but just clean and well thought out. A close second at the close of qualifying was Art Carbonell, still again representing the non-Associated racers in an A Main field that was to once again look like a Team Associated testing session. 9 out of the 10 drivers in this A Main were behind the wheel of the Associated RC500!

At the drop of the flag it was Re-Pete Fusco first, followed by Rich Lee and Curtis Hustung. Dana Smeltzer, the only American in the A Main field at last year's World Championships in France, never got much past the starting line and Rick Davis followed suit when his flywheel loosened up.

At the drop of the checkered it was super motor builder Rich Lee across first, followed by Curtis Hustung and the rest of the Associated 'luftwaffe', interrupted only by Flying Art Car-

1984 1/12 Electric Winternats Results

Stock class

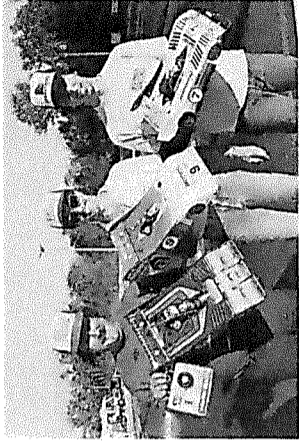
- 1 Terry Rott Associated RC121
- 2 Tony Neisinger Associated RC121
- 3 Re-Pete Fusco Associated RC121
- 4 Mike Toland Associated RC121
- 5 Tony Massey Associated RC121
- 6 Art Carbonell Delta
- 7 Larry McLendon Associated RC121
- 8 Rick Davis Associated RC121
- 9 Randy Tentschert Associated RC121
- 10 Robert Bartlett Associated RC121

- Modified Class
- 1 Tony Neisinger Associated/Reedy
 - 2 Terry Rott Associated/Reedy
 - 3 Art Carbonell Delta/CAM
 - 4 Mike Toland Associated/Reedy
 - 5 Tony Massey Associated/Reedy
 - 6 Robert Bartlett Associated/Reedy
 - 7 Han Hippe Delta/Delta
 - 8 Larry McLendon Associated/Reedy
 - 9 Steve Toland Associated/Reedy
 - 10 Randy Tentschert Associated/Reedy

1984 1/8 Gas Winternats Results

- 1 Rich Lee Associated RC500
- 2 Curtis Hustung Associated RC500
- 3 Gil Losi Jr. Associated RC500
- 4 Ralph Burch Jr. Associated RC500
- 5 Chuck Moon Associated RC500
- 6 Tony Neisinger Associated RC500
- 7 Art Carbonell Delta Eagle
- 8 Re-Pete Fusco Associated RC500
- 9 Rick Davis Associated RC500
- 10 Dana Smeltzer Associated RC500

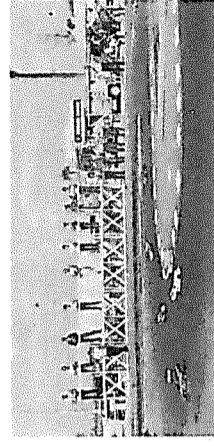
bonell's run to 7th place. All in all another extremely successful week of International racing for Associated and the phenomenal RC500.



First three finishers, 1/8 suspension class. On the left, Rich Lee, 1st place, Curtis Hustung, 2nd place and on the right, Gil Losi Jr, 3rd place.



Ralph Burch Jr. TQ'd the 1/8 Suspension class.



1984 1/12 Electric Winternats Results

Modified Class

- 1 Terry Rott Associated RC121
- 2 Tony Neisinger Associated RC121
- 3 Art Carbonell Delta/CAM
- 4 Mike Toland Associated/Reedy
- 5 Tony Massey Associated/Reedy
- 6 Robert Bartlett Associated/Reedy
- 7 Han Hippe Delta/Delta
- 8 Larry McLendon Associated/Reedy
- 9 Steve Toland Associated/Reedy
- 10 Randy Tentschert Associated/Reedy

- Stock class
- 1 Terry Rott Associated/Reedy
 - 2 Terry Rott Associated/Reedy
 - 3 Art Carbonell Delta/CAM
 - 4 Mike Toland Associated/Reedy
 - 5 Tony Massey Associated/Reedy
 - 6 Robert Bartlett Associated/Reedy
 - 7 Han Hippe Delta/Delta
 - 8 Larry McLendon Associated/Reedy
 - 9 Steve Toland Associated/Reedy
 - 10 Randy Tentschert Associated/Reedy

1984 1/8 Gas Winternats Results

- 1 Rich Lee Associated RC500
- 2 Curtis Hustung Associated RC500
- 3 Gil Losi Jr. Associated RC500
- 4 Ralph Burch Jr. Associated RC500
- 5 Chuck Moon Associated RC500
- 6 Tony Neisinger Associated RC500
- 7 Art Carbonell Delta Eagle
- 8 Re-Pete Fusco Associated RC500
- 9 Rick Davis Associated RC500
- 10 Dana Smeltzer Associated RC500

12 HOUR ENDURO

New Jersey

On June 16, 1984 there was a 1/8 scale 12 Hour Enduro sponsored by the So Jersey Race Club in New Jersey. Associated was one of seven teams entered in this race. The 4 Associated team members were Pete Fusco, Re-Pete Fusco, Joe Jones and Mike Cominski with Mike the team captain.

These guys are really enthusiastic racers and usually drive as fast as they can at all the races to win, and the Fusco's have won their fair share of races. Well, this time they knew they had to go a little slower or they would never finish.

They had a little problem in the first 2 hours and fell 40 laps behind, but after 3 hours they were on the same lap as everyone else and after 4 hours they were 40 laps ahead. After the 6th hour they were 100 laps ahead, on the 10th hour they were 200 laps ahead but they had an accident and tore the shock out of the car and the chain came out so they dropped to 158 laps ahead. They blew about three plugs in all this time but really no major problems.

They let Joe Jones go out and race his heart out because he seemed to make up the most laps. In fact the announcers were calling their car the "Blue Freight Train!"

At the end of the 12 hours they had driven 2022 laps and were 161 laps ahead of the field. That was some great driving! Congratulations to these guys. (Poor Pete Fusco, they wouldn't let him have any beer the

Cont. on Next Page

12 HOUR ENDURO

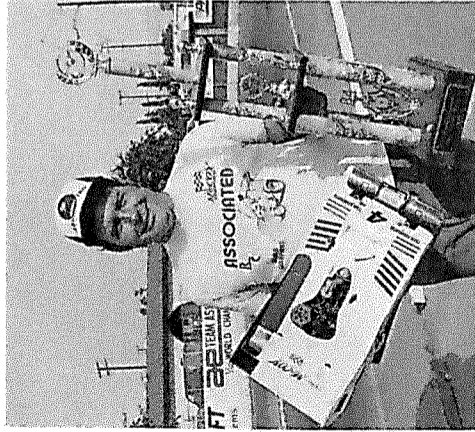
whole 12 hours! Naw, I don't believe it for a minute. Is it possible??)

Earl Nestor's team, with the PB car came in second with 1861 laps and Chuck Wiggins team with the Delta car came in 3rd with 1811 laps.



Left to right, Mike Cominski, team captain, Re-Pete Fusco, Pete Fusco and Joe Jones with their "Blue Freight Train" and trophies.

Ralph had a fuel tank problem and everyone else got to race for the lead. Bill Jjanas led most of the race, but Dana Smeltzer caught him on the last lap and in a close race to the finish Dana won with Jjanas 2nd.



Dana Smeltzer dazzled 'em all with his super driving skills at the McCoy race.



Dick McCoy's granddaughter, Dick McCoy in the middle and Bill Jjanas, 2nd place finisher at the great McCoy race.



New drivers stand at the Ranch Pit Shop, great for watching your car make the first turn. What!! that's my car in the air??!



Our Editor in Chief Matt Azzara who keeps everything running smoothly, races his 1/12 scale car and writes articles on all kinds of things.



Daniel Caso sent a letter and picture of Josi Rosas who won the Modified Class with his RC121 car in the French Championships, Marseille, France in March. In their South Region Championships the RC121 took 2nd place in both Standard and Modified class with Mr. Guy Ricaud and 3rd place in both classes was Mr. Caso Daniel. Congratulations to all of you and good luck in future races.



Tony Massey, on the left, and his father Sam - a winning combination. This year won the Midwest Championships. They hail from Springfield, MO. and will be going to the 1/12 World Championships in Denmark.

6 HOUR ENDURO

Australia

Robert Denning sent in this report on their 6 hr Enduro 1/12 scale. Rob sent in all the particulars on this race and lots of pictures - wish we could use all of them but not enough space.

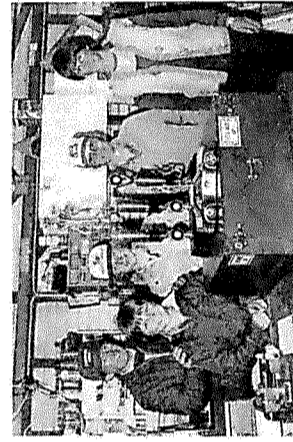
The event was for sedan bodies and the basic rules, for our in country full size **Hardie Ferodo 1000 Kilometer Race**, were followed. This caused a lot of anxious moments for several teams as the "No Wing" rule obviously was a pain!

However after considerable extended and extensive testing 11 starters lined up for the gruelling event.

Results: Team Associated, 1st place with 1162 laps (217.29 Kilometers). Team Delta (Super Phaser) 2nd place with 1162 laps Six (6) seconds behind. Team AYK (Road Runner) 3rd place with 1105 laps.

Yes, it was very close racing. At one stage we held an 8 lap lead for approximately 3 hours. This lead was slowly eroded due to minor maintenance problems.

Team was comprised of Rodney Denning, Craig Bowering, Ian Bannister, Brent Denning, Kevin Wallace and Robert Denning (dad).



Left to right, Bob Denning, Brent Denning, Rodney Denning, Ian Bannister, Craig Bowering - Australia 6 Hr Enduro winners!!! Congratulations!



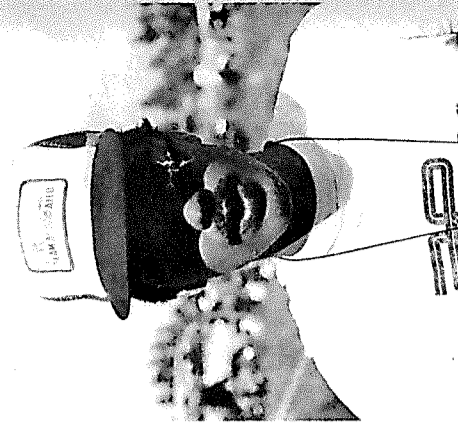
Michael Staudacher, of Munchen, West Germany, won his first race with his RC12E but has now changed to the 12i. "Now I fetch with the 12i one cup after the other and have the chance to get the title of a Bavarian Champion". This is a picture of the 12E he won with.

AMSCI

SEZIONE ELETTRICA
AUTOMODELLI RC 1/12

CLASSIFICA GENERALE CAMPIONATO ITALIANO Cat. MODIFICATA :

| CONCORRENTE | GIRI | TEMPO | PEN. |
|----------------|----------|---------------|------|
| 1 - DE MARCHI | ASSO 31 | 8.17.4 | |
| 2 - MASINI | ASSO 30 | 8.13.0 | |
| 3 - NOVARINI | DELTA 29 | 8.05.4 | |
| 4 - COLOMBI | ASSO 29 | 8.06.1 | |
| 5 - PERNICE | ASSO 29 | 8.08.8 | |
| 6 - POZZI | ASSO 29 | 8.16.5 | |
| 7 - SOLAROLI | ASSO 29 | 8.17.1 | |
| 8 - CALDERAI | ASSO 25 | 8.00.0 | |
| 9 - CODELUPI | ASSO 29 | 8.14.5 | |
| 10 - MORELLO | ASSO 29 | 8.17.0 (-10") | |
| 11 - DE ITURBE | ASSO 29 | 8.19.4 | |
| 12 - RINDI | ASSO 28 | 8.08.8 (-1 G) | |
| 13 - ANSALONI | SLX 28 | 8.13.3 | |
| 14 - GOBETTI | ASSO 28 | 8.14.3 | |
| 15 - MAROCCHI | ASSO 28 | 8.20.0 (-10") | |
| 16 - MILANESI | SLX 27 | 8.04.4 | |
| 17 - SALA | JENOVIZ | 8.19.8 | |
| 18 - SALVADORI | ASSO 26 | 8.18.2 | |
| 19 - BENEVENTI | SLX 25 | 8.09.9 | |
| 20 - TESEO A. | TARMAO | 0.00.0 (SQ.) | |



Henrik Carstens won the Danish 1/12 Championships - was 1st in Stock and 2nd in Modified.



Bill Cheek, on the left, and Tate McDaniel, right, are our Team representatives in Charlotte, North Carolina. They go to all the races in their specially equipped van to use for their pit area.



Marco De Marchi came out the winner with his 12i at the Italian Nationals held in Italy.



Campeonato Argentino, Scale 1/12, Hernan Matticcoli - was Jr Champ in 1980, 81, 82 & 83 was 12 years old. Super driving!



Larry McLendon is the Florida State Champion for 1/8 gas, was in the "A" Main for 1/12 at the Winternats and is going to the Worlds Champs. He and his wife, Shirley, own the Lake Side Hobby Shop in Tampa, Florida, and sells our products there.