

R/C RACING

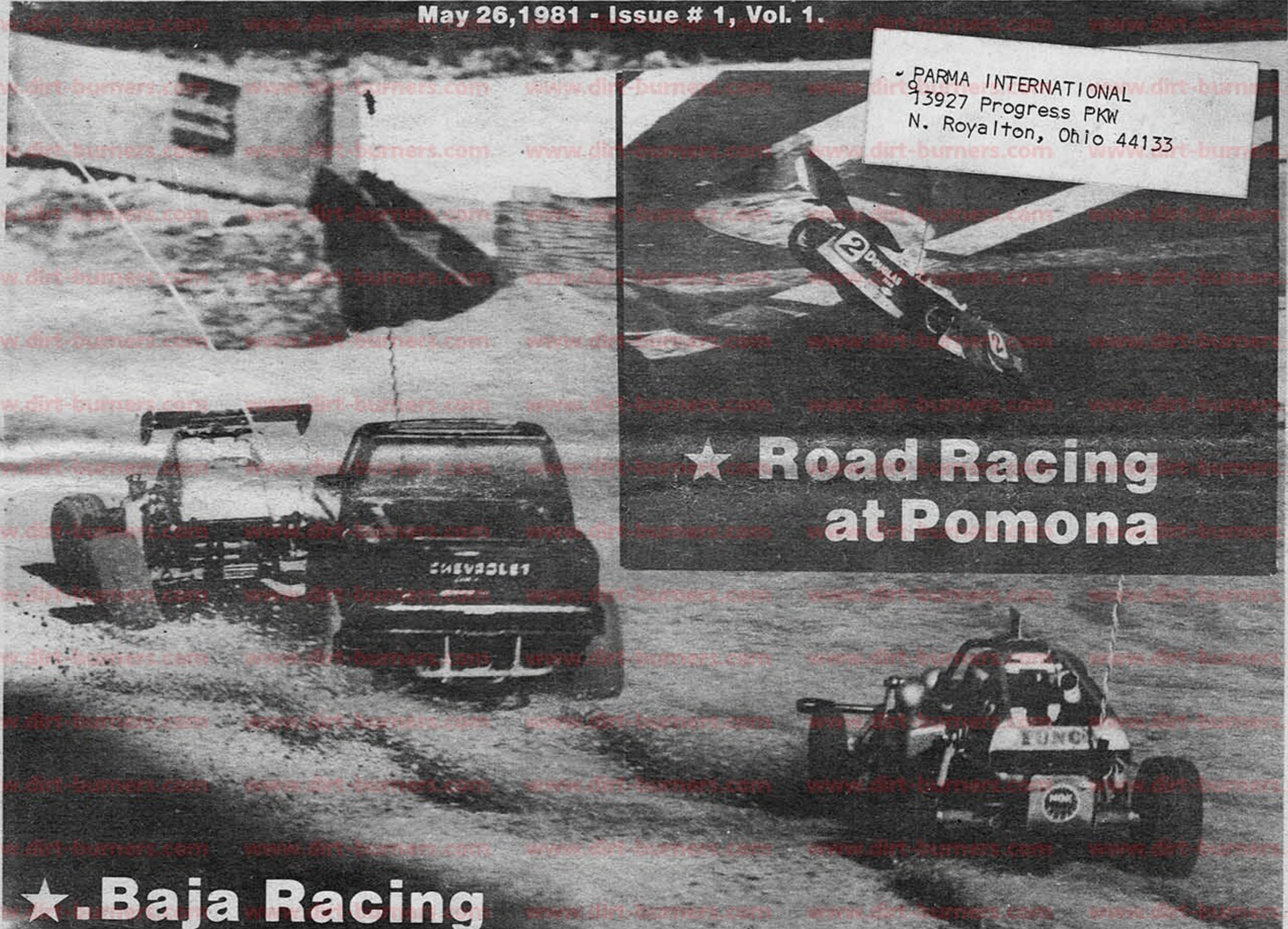


*You Race It...
We Cover It!*

\$1.00

NEWS

May 26, 1981 - Issue # 1, Vol. 1.



PARMA INTERNATIONAL
13927 Progress PKW
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★ **Road Racing
at Pomona**

★ **Baja Racing**

★ **Needles River Rats Race**



and more...

FROM THE PUBLISHER

WELCOME TO THE WORLD OF R/C RACING NEWS.

We hope in this issue and in issues to come to open up the world of R/C racing to all of you who have an interest in its constant growth.

Whether you are an enthusiast, manufacturer, retailer or distributor, we hope you use R/C RACING NEWS as a means to communicate, inform or just enjoy all the facets of the radio controlled world.

In fact we would like to see R/C RACING NEWS become the **TOOL** of the industry and the enthusiast.

We will try to give you up-to-the-minute coverage of races and events, as quickly as they happen. We can do this because this type of publication lends itself to fast news, with very little lead time.

To accomplish this we will need help from all of you. We need to hear from you as to what events are coming up and where. More importantly, we will need help in getting those events covered, photographed and in to us as soon as they happen.

To achieve that, we will leave these pages open to anyone who feels they can contribute. In fact we will encourage clubs, sanctioning bodies and just plain individuals to feel free to submit to us, anything that you feel is worthwhile sharing with others. No story is too big or too small that should not be sent to us.

We can not cover every event that happens every week, but that doesn't mean that most events don't deserve coverage. So in this matter we are going to depend on our readers to let us know "what's happening" in the R/C World.

Those of you who are in the manufacturing/distributing and retailing end of the business, we hope this paper becomes your paper. The means in which to "let the word out" quickly and efficiently regarding your product

We feel it imperative that the gap between the producer and consumer be bridged as closely as possible so as to serve the industry as well as the enthusiast.

We want you to feel free to let us know what new products you may be working on or what improvements you may have made in your existing line. This can be done as easily as dropping us a line or sending us a press release.

Retailers; we hope that by "letting the word out" in areas that deal in R/C, we can become an instrument to improve and better serve your customers.

This newspaper is committed to be the "paper" of the R/C World and as such, it will carry as much pertinent information as it is made available to us. So you can look for the following sections that will address themselves to exactly that. For example: We will have a section which is called the **RACE CORNER**. It will disseminate tidbits of information that can be quickly read and that deal with every aspect of R/C. No more than one or two paragraphs long, but nevertheless informative.

Another section will be our **VOICES** section. This is where we hope to hear from our readers. Good or bad comments, nonetheless, this is where our readers will have a chance to speak to us. We look forward to this as we have found that by listening to our readers, we can improve and meet their needs.

R/C RACING NEWS

You Race It...
We Cover It!

Publisher
Lou Peralta

Assoc. Publisher
Lois Peralta

Editor
Lori Peralta

Art Director
Leslie Peralta

Advertising Director
Bill Arnett

Story & Technical Editor: Larry Bain; **Contributing Editors:** Eric Grisham, Diana Coveney, Lonnie Peralta, Larry Bain, Mark Tenzer, Sheryl Lee, Frank Naylor.

Contributing Photo Editors: Rusty Harris, Paul Votava, Leslie Peralta, Steve Wise, Diana Coveney, Jim Atkinson, Terry Diaz.

Secretary: Kim Grisham; **Circulation:** Dave Vidal.

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THE PRODUCT LINE will be one section in which we'll be able to evaluate and communicate the results to the consumer. This is ideal for those of you who would like to get immediate feedback on the pros and cons of your product before you make that major decision to "go for it". We look forward to manufacturers taking advantage and using this column.

Our **CALENDAR** and **RESULTS** sections will do just that. We provide the enthusiast with an extensive list of "Where to go Racing" and how well you did.

R/C Racing is becoming bigger and more expansive. This paper should be able to provide sufficient information as to race dates, times, locations and costs.

Another important section to serve our readers will be the **"WANT ADS"**. This is an area where our readers will be able to exchange or sell their R/C equipment with other readers. It's a "service" section that we hope will assist some and help to introduce others to the wonderful world of R/C.

So all of you who are into Road Racing, Off-Road Racing, Boat Racing and Airplane Racing, your time has come. R/C RACING NEWS is here for you, to use at its fullest.

We will try to do our best to serve your needs, we hope you do your best to give us your support and input.

R/C RACING NEWS "The Tool" of the Radio Controlled world.

Lou Peralta
Publisher

MINI BAJA 150

150 grueling laps through the vast deserts of RESEDA, Ca., at the MINI BAJA "Off Road" Track.

Can you and your "off-road" race Buggy, Single-seater, Truck or whatever, go the distance? Now it's your chance to find out.

On June 21, 1981, a Sunday, six teams of off-road racers will set out to conquer the BAJA (MINI of course) 150 with their R/C Off Road racers.

Each team will be allowed two vehicles. Both with matching body, paint, number and frequency.

The race must be driven by two drivers, one for each car and each team will supply one corner marshall.

There will be no limit to the number of people in the pit crew and during the race the cars may be switched at any time in the designated pit area, with drivers making their change at that time.

Batteries can be changed or charged in one car while the other is running. Any part of the car may be replaced, except the main chassis plate and the body.

The race format will be as follows:

Both cars on each team will run three timed laps and the fastest time of each car will be added to the teammates fastest time.

The six fastest teams will run the 150 lap MAIN event. Everyone else will run in 25 lap mains; "B", "C", "D", etc. Everybody will run a main event.

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Finisher pins will be given to all that finish the grueling 150 lap MINI BAJA and winners will receive trophies and prizes.

For those of you who are into R/C Off Road already, this is a perfect race to test your skills and your car. For those of you have yet to see one of these races make a point to be there and enjoy the rigors of BAJA, without the drive.

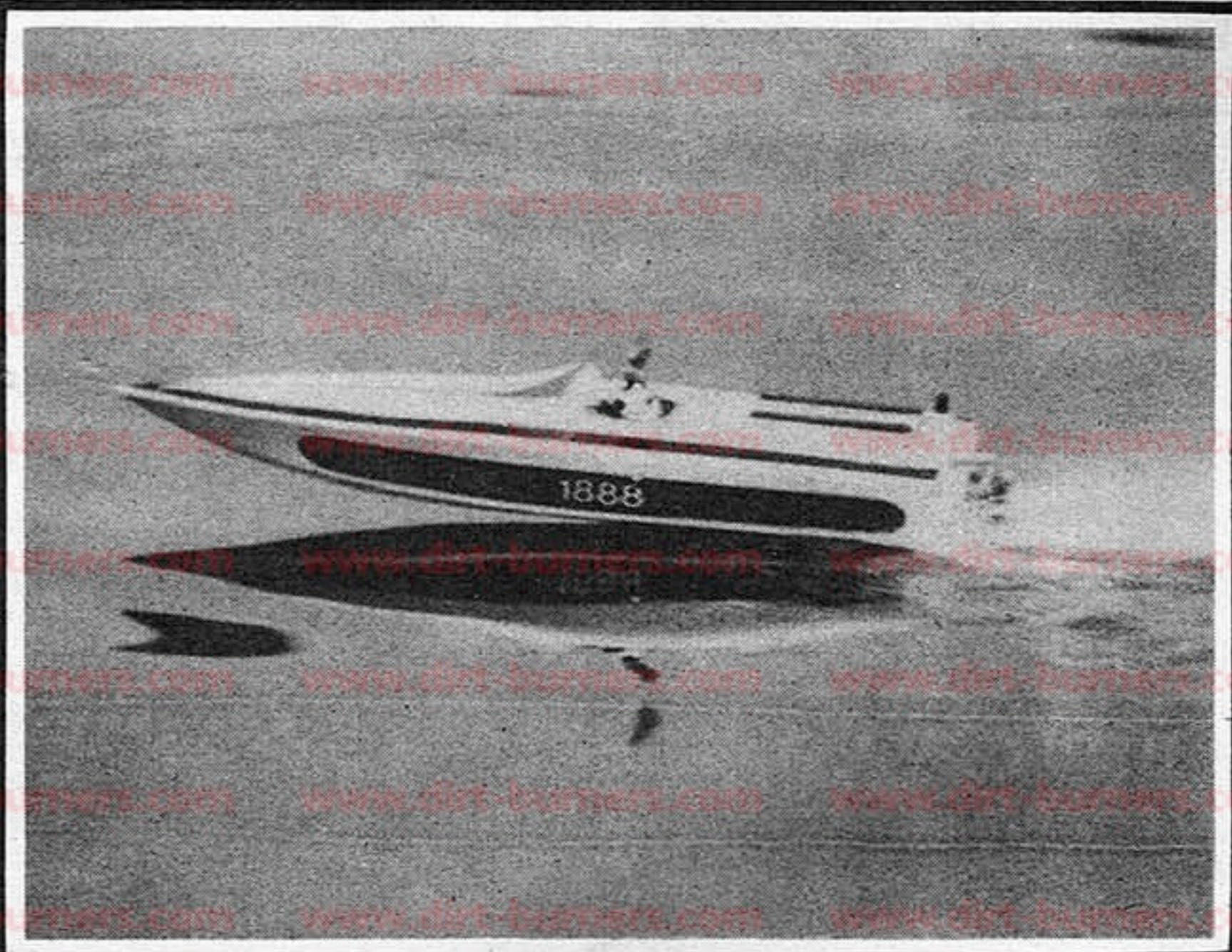
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ON THE COVER

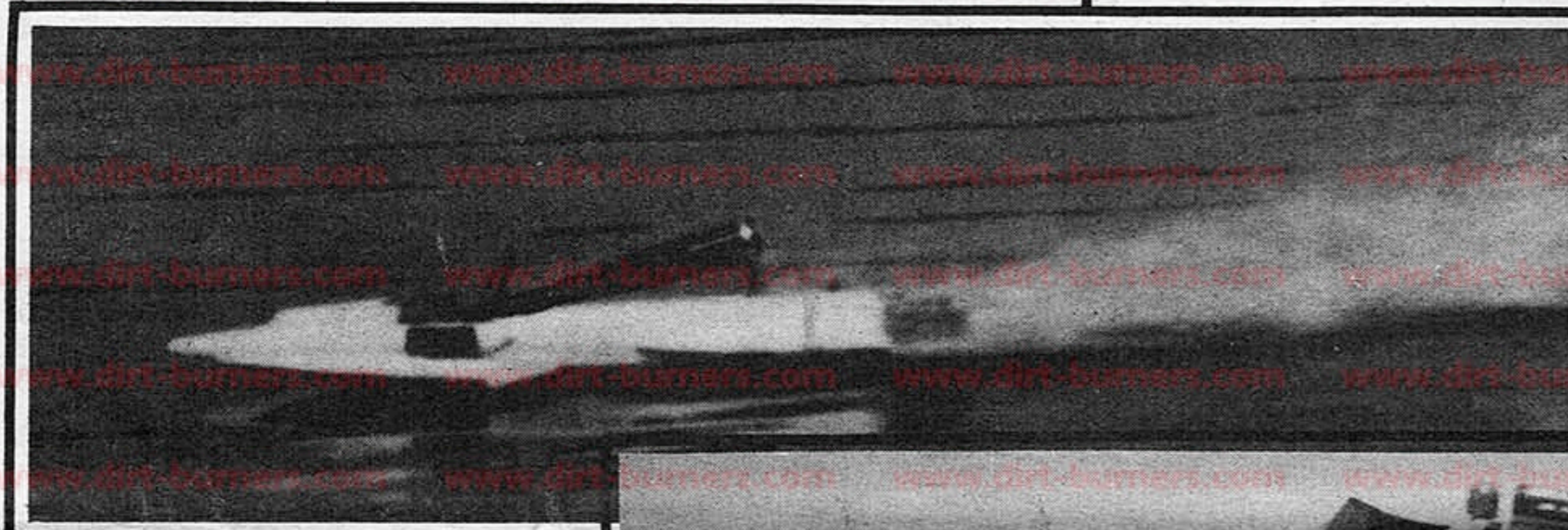
WE'RE LOOKING FOR HOT, ACTION-PACKED PICTURES to use for our future covers. If you think you've got one from a contest and would like to submit it to us, you may be in line for a FREE SUBSCRIPTION if used.

We want action, unusual pictures that best depict the real action of the sport. So take out your favorite "Brownie" or your super expensive, multi-lense camera and submit to us either 8 X 10 or 11 X 14 Black and White prints or just send us the negative(s) of the picture you're submitting. Remember, use Black & White high contrast film.

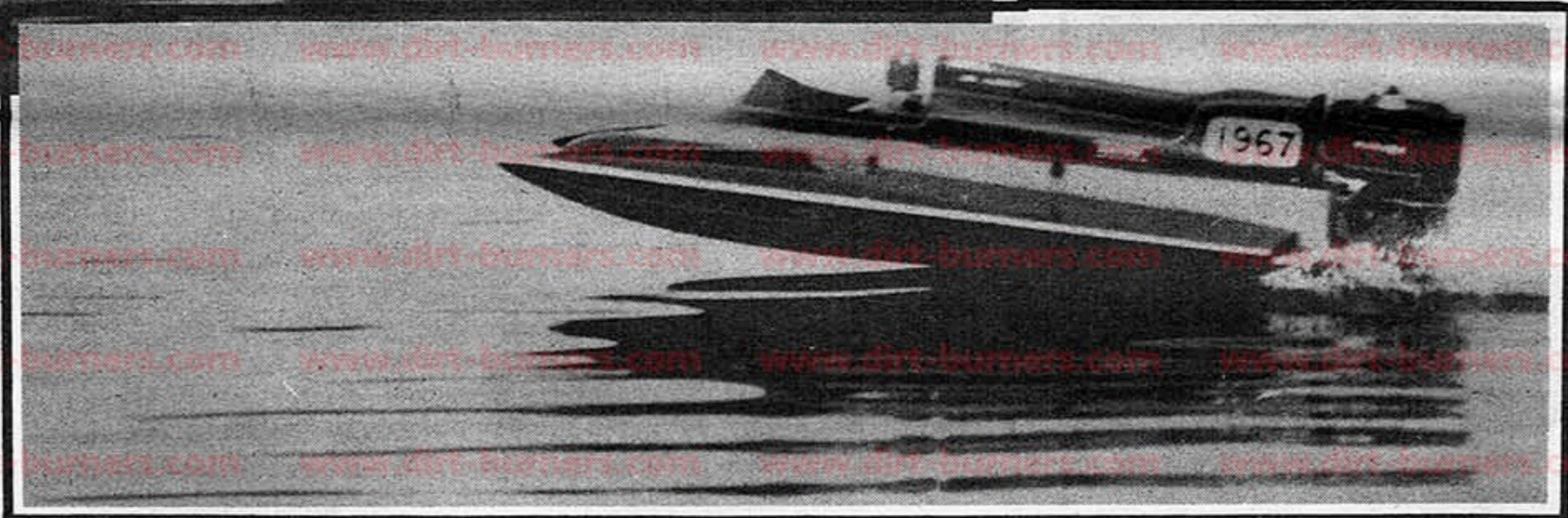
LEGG LAKE POWER BOAT HEAVEN



Deep Vee "A" class boat driven by Diana Covenley. It has an K & B 3.5 motor. (above) The single "tunnel" of Jim Aubrey features a shroud around the outboard (below).



Jack Goukassian super fast Hydro, topping the 60 mph, limits at the lake.



Centered just East of Los Angeles, off Rosemead Blvd. in the El Monte/Whittier area is Legg Lake, one of the few areas in Southern California where power boat enthusiasts can spend a weekend or weekday, playing, testing and sorting out their R/C Power Boats.

It is located in a large recreation complex which offers picnic areas, boating, fishing, swimming among other things.

On any Saturday or Sunday, you can find a number of R/C boat racers on the edge of the lake enjoying their favorite sport.

But they are not the only ones who get a kick out of seeing their boats run. Many unsuspecting spectators find themselves amazed when they first get a glance at some of the boats on the water. Everything from "Tunnels" to Hydros & Deep Vee boats catch the fancy of the crowd.

What's interesting to watch is those first timers who may have never seen R/C boats. The sight of these life-like machines, powering sometimes at speeds in excess of 50 mph, is mind boggling.

Legg Lake is also used for racing. In fact in our next issue we will have coverage of the races scheduled for this April 18 and 19, 1981. Look for it.

So if you're ever around the vicinity of Rosemead Blvd, just Southwest of the Pomona Freeway, give yourself a treat and stop by the Lake, you'll be amazed at the goings on in the world of R/C POWER BOATING.

VOICES

IT'S ABOUT TIME

I heard you folks were starting a new publication dealing with all types of R/C racing. A friend of mine, who knows the publisher mentioned it to me.

I think it's great. I hope you guys can really give R/C good coverage, especially those people who like to race.

I've been into R/C for about 15 years, and I've yet to see anyone give full coverage to a racing event. I understand that your paper is going to specialize on that.

I wish you all the luck in the world and let us see lots of car racing and boating.

Urban Hirsch
Beverly Hills, Ca.

(Letters to the Editor are welcomed from our readers. Please address them to VOICES, P.O. Box 411, Woodland Hills, Ca. 91364 Photos with letter may be included. Must be black and white, either print or negative. Include self-addressed, stamped envelope to insure proper return.)

THE COLTON

OFF ROAD

RACE

March 8, 1981
Colton, California

NESTLED BETWEEN THE CITIES OF SAN BERNARDINO AND RIVERSIDE, JUST OFF THE I-10 & I-15 FREEWAYS, LIES COLTON AND THE RANCH RACEWAY.

The Raceway is adjacent to the Rancho Mediterrania Skatepark and is one of the newest of the growing number of off-road tracks in Southern California.

This track offers several tough sections of off-road course, but it resembles a layout much like an ASCOT TT course.

There are monthly races, held every first Sunday of the month. It is also anticipated that Friday night racing will be starting this summer.

Today was one of the first events to be held there bringing together Novice and Expert racers.

All the cars that showed up were the TAMIYA-type of off road cars, although anyone is encouraged to bring their own electric "off-road" designed car.

Twenty two entries made today's program, mostly of single seaters, baja bugs and trucks. Some kit-stock and others highly "tricked out".

Prior to the racing program, a "concourse" was held. Chuck Steel's powder blue single seater(TAMIYA) was declared the winner. It featured four KC-Type metal quartz lights, netting all around the driver's compartment, clean exhaust pipe system and several other neat touches.

ON TO THE RACING:

First, Time Trials were held to determine the "Trophy Dash".

The four fastest cars would make the Trophy Dash.

Qualifying fastest was Dave Hiebert, with a two-lap time of 32.4 sec. In second it was Gil Losi Jr. (33.2 sec.), followed by Lou Peralta and Jim Sneed, both posting equal times of 34.4 sec.



Off Road action at the Ranch Raceway pits all types of racing machinery. Lou Peralta's 127 Buggy soars over the jump.

As the gate dropped for the Trophy Dash, Gil Losi Jr. took the hole shot and was away. Hitting the first corner were all four cars, with Lou Peralta, Jim Sneed and Dave Hiebert in that order. It didn't last long, as Losi spun out and let Peralta, Sneed and Hiebert pass through. This lead change didn't last long as going into the third turn Peralta hit the wall, making Sneed swerve and allowing Hiebert to take the first spot and never relinquish it in the short two lap race. Losi managed to work his way back up to second, with Peralta third and Sneed in fourth.

The first NOVICE HEAT had Michelle Enslow, Chuck Stage, Peggy Tachihama and Richard Enslow. Both Richard Enslow and Chuck Stage earned enough points through four heats to make the Novice Main.

In the other NOVICE Heat, Jim Atkinson and Greg Smiley earned points to also make the four car Novice Main.

Lonnie Peralta, just missed for the last transfer spot, as he had tied, but his elapsed time in the time trials was slower than the fourth qualifying spot to the main, so he had to settle for the Consolation Race.

The first EXPERT Heat had Chuck Steel, Ron Anthony, Don Ardnt and Lou Peralta. All but Lou Peralta made it to the Semi's which automatically sent you into the A or B Mains.

The other group had experts; Jim Brophy, Gil Losi Jr., Gil Losi Sr.. All three made the Semi program.

And in the final expert group, only Dave Hiebert and Jim Sneed rounded out the top eight racers to the semi's, while Erwing Bragg and Derek Collins had to settle for the Consolation race.

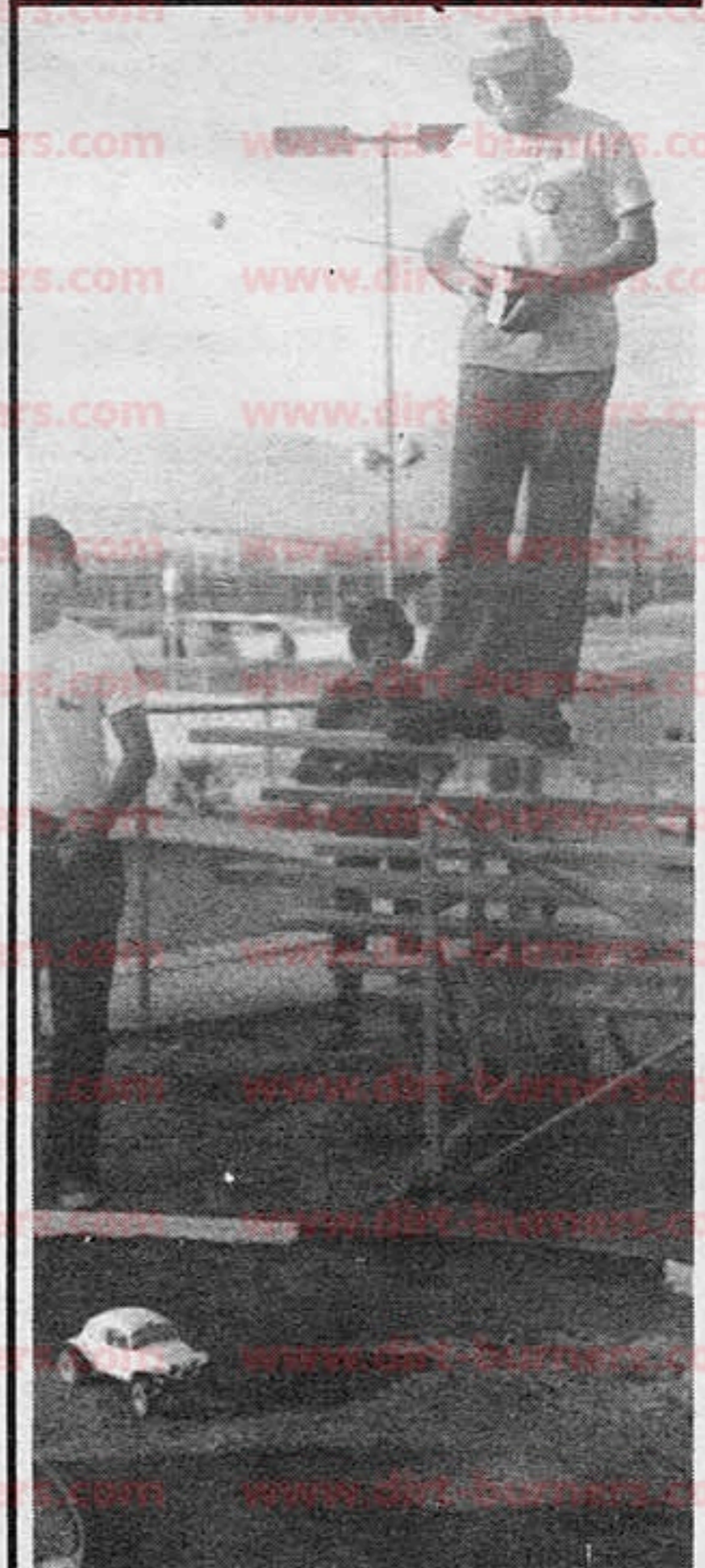
The NOVICE A MAIN was won by young Richard Enslow, (11) who showed some of the older guys the fast way around the track.

Winner of the Expert B MAIN, was Don Ardnt, who had everything working on his car and just ran away from Ron Anthony, in second, Jim Brophy and Gil Losi Sr.

The Expert A MAIN, pitted the fastest and more consistant racers of the day. Except for one, three of the four racers in the A MAIN were the same racers who battled in the Trophy Dash.

Dave Hiebert was the winner, followed closely by Gil Losi Jr.; Jim Sneed and Chuck Steel.

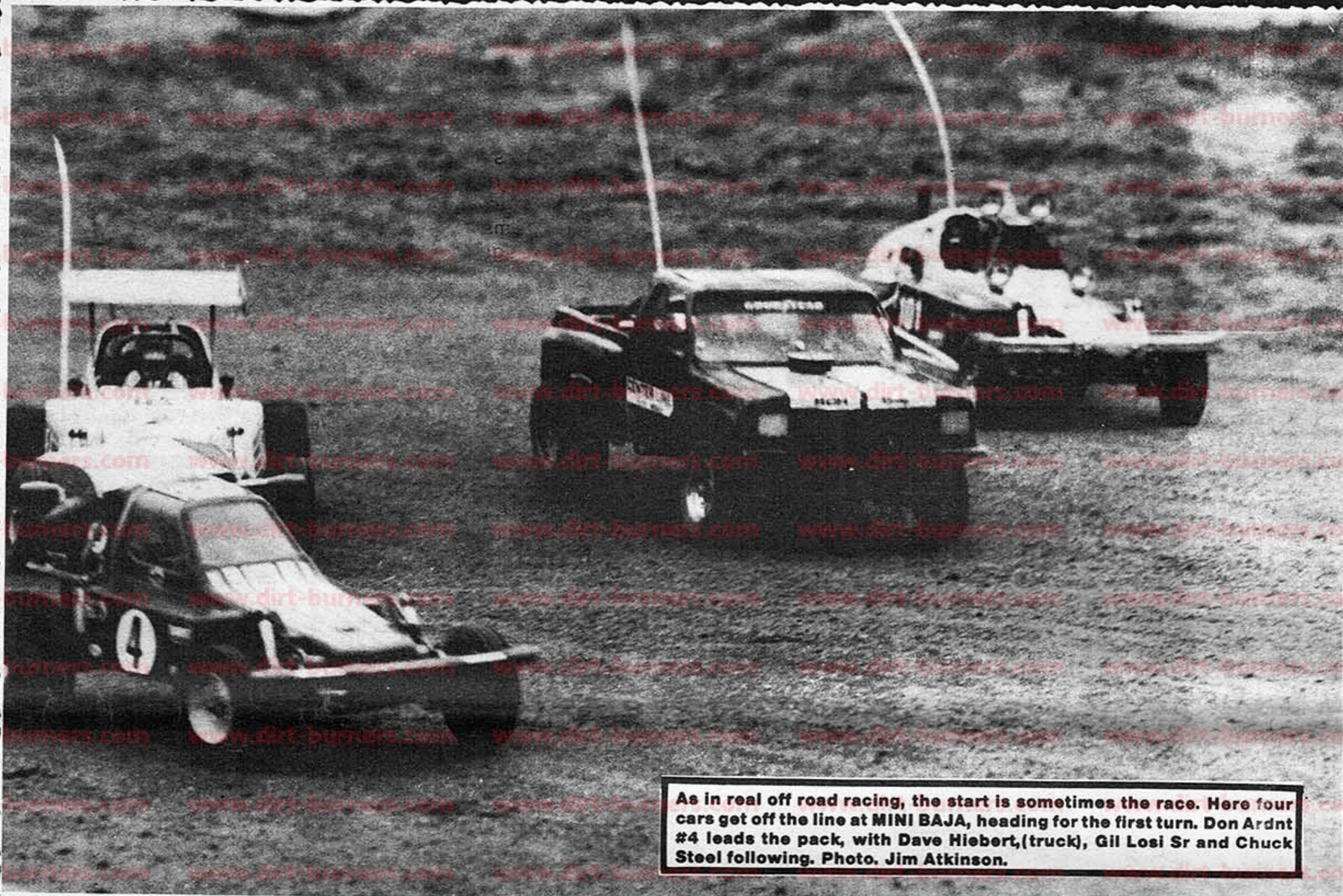
(Contd. page 17)



Dave Hiebert and car, overall winner.

THE

MINI BAJA



As in real off road racing, the start is sometimes the race. Here four cars get off the line at MINI BAJA, heading for the first turn. Don Arndt #4 leads the pack, with Dave Hiebert, (truck), Gil Losi Sr and Chuck Steel following. Photo. Jim Atkinson.

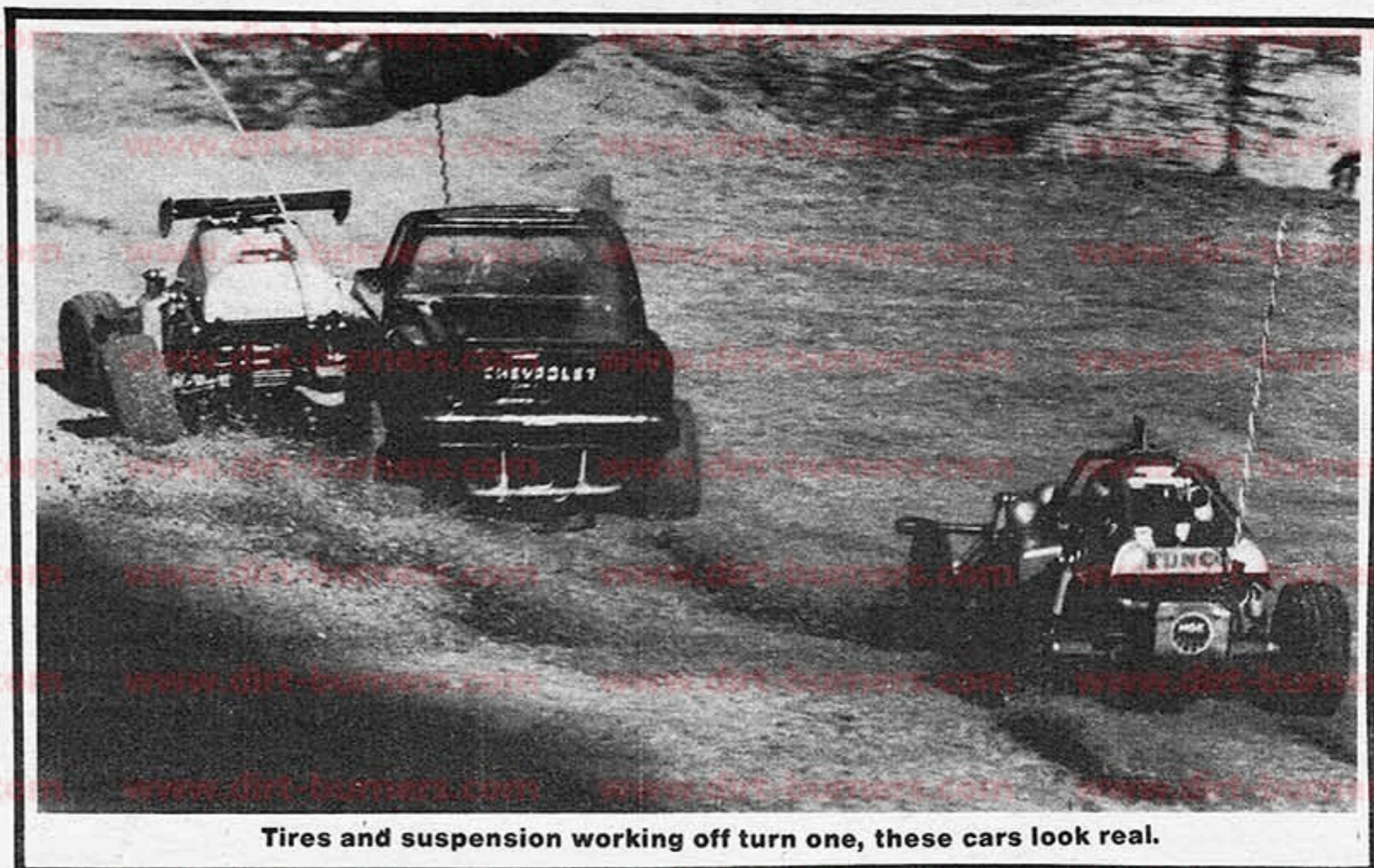
“OFF ROAD” RACING AS NEAR AS THE RESEDA FREEWAY EXIT

Reseda, California
Photos By Jim Atkinson &
R/C News.

The Reseda, Mini Baja off road track is one of the first tracks built to provide a full racing program for R/C 1/12 and 1/10 scale off road cars.

It has been in existence since June 1980, and on every third Saturday of the month and every Thursday night, there's a full race program put on for Novice and Expert racers.

The track is located in a recreational facility that also has a well stocked shop for parts and kits and accessories, food, arcade and a pit area for at least 30 cars.



Tires and suspension working off turn one, these cars look real.

To the best of our knowledge, this is the only track that also "Rents" the off road cars to any one who wishes to be introduced to the exciting world of R/C.

Since MINI BAJA's rental program has been in operation ever since the track was built, hundreds of hours have been spent in the re-designing and improvement of these race cars.

As a result the people at MINI BAJA have helped many of the off road racers in setting up their cars for better performance. They have also developed several items "Trick Stuff", which are of high performance for the off road cars.

MINI BAJA is currently involved in their second 8-week Thursday night Series for points. At the end of the series, Kits and prizes are awarded to some of the top finishers.

In the last 8-week series, Dave Hiebert was the overall winner and he wound up with a brand new Tamiya Sand Scorcher kit. Second place went to Gil Losi Sr. who received a "black" Tamiya motor and third place went to Eric Grisham who took home a Baja Bug body.

The current 8-week series is in its fifth week and it is anticipated that after this series is over, two new series will be started.

One will be the regular off road type of racing, still to be held on Thursday nights; the other is brand new to this type of R/C Racing. MINI BAJA is now constructing an "Oval" for dirt "Sprint" racing. This program

will go in effect about mid-May and racing will be held on Tuesday nights.

Because it is anticipated that this summer will see an even bigger increase in the "off-road" racing, MINI BAJA is also contemplating increasing its weekend racing from once a month to at least two times a month.

If you've never seen this type of racing, you might do yourself a favor and stop by at MINI BAJA or at any of the growing number of tracks and check the action out. It is totally insane and lots of fun.

Here's a list of current tracks operating R/C Off Road racing programs:

MINI BAJA
6734 Reseda Blvd.
Reseda, Ca. 91355
(213)345-7300

GREAT WESTERN HOBBIES
Off Road Racing
14330 E. Telegraph Rd.
Whittier, Ca.
(213)698-0721
(213)946-1402

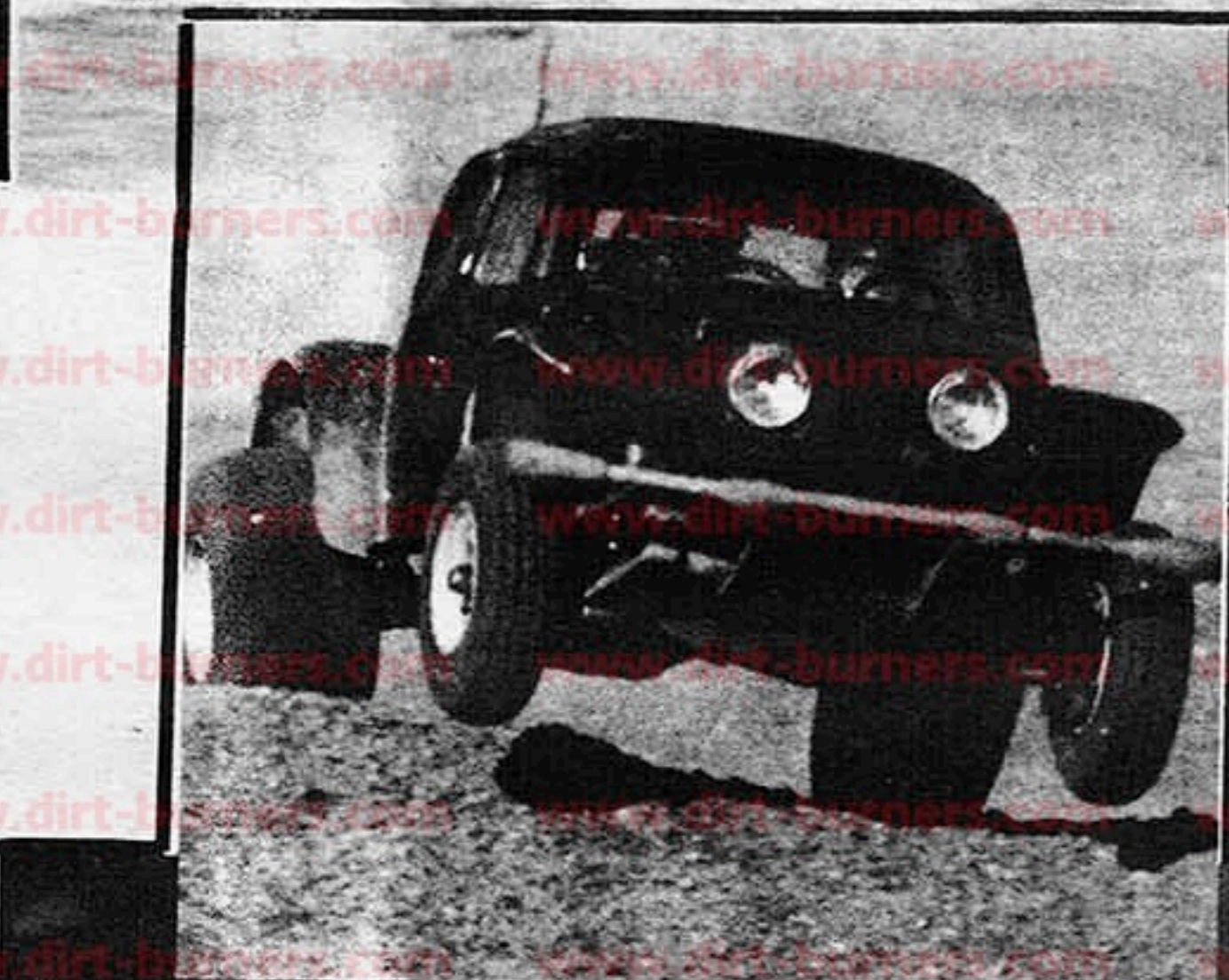
THE RANCH RACEWAY
22849 Coolley Rd
Colton, Ca. 92324
(714) 824-5850

R/C SPECIALTIES
653 W. 19th Street
Costa Mesa, Ca. 92627
(714) 631-1555

THE PIT SHOP
Mission Blvd.
Pomona, California

The realities of R/C Off Road Racing. Hard to tell the difference from the "Big Boys".

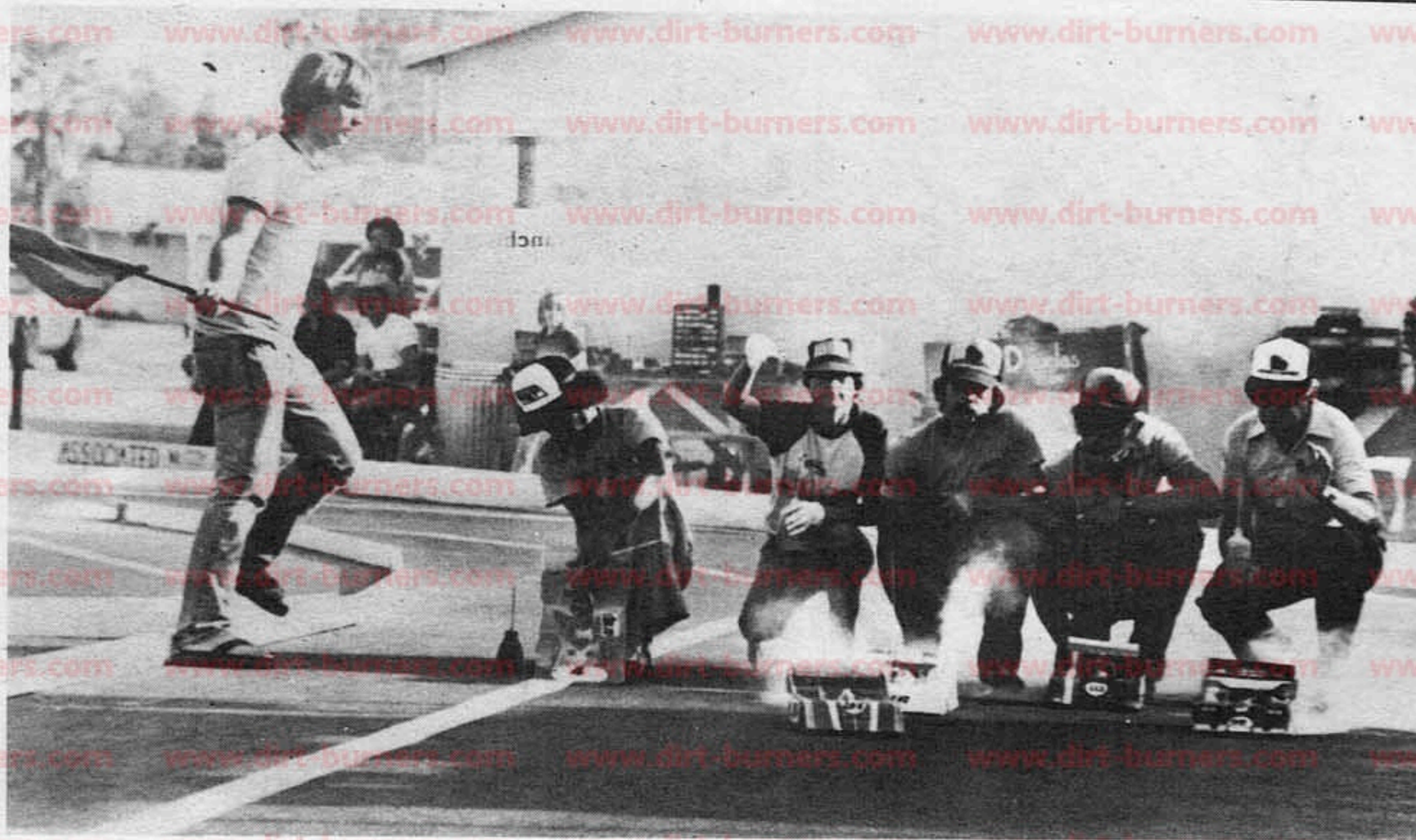
Photo J. Atkinson



FIRST ANNUAL

SOUTHWEST

CHAMPIONSHIPS



When the flag drops all the...stops. Except for some guys who always seem to find "one more" thing to do to the car. Photo. Larry Bain.

March 8, 1981
Pomona California

By Larry Bain

SOUTHERN CALIFORNIA'S 1/8 scale racing season blasted off today with the first running of the Southwest Championship, held at the PIT SHOP (formerly Thorps Raceway).

Although the local clubs have already started racing, today's event was the first important race of this young season.

After waiting an extra week due to the infrequent rains, that show up in Southern California, forty six (46) drivers were on hand to race on the practically redesigned road race course. The new layout was super and much to the liking of most racers.

There were three classes of racers; Novice, Amateur and Expert, with each running an "A" and "B" main.

Before the roar of the engines

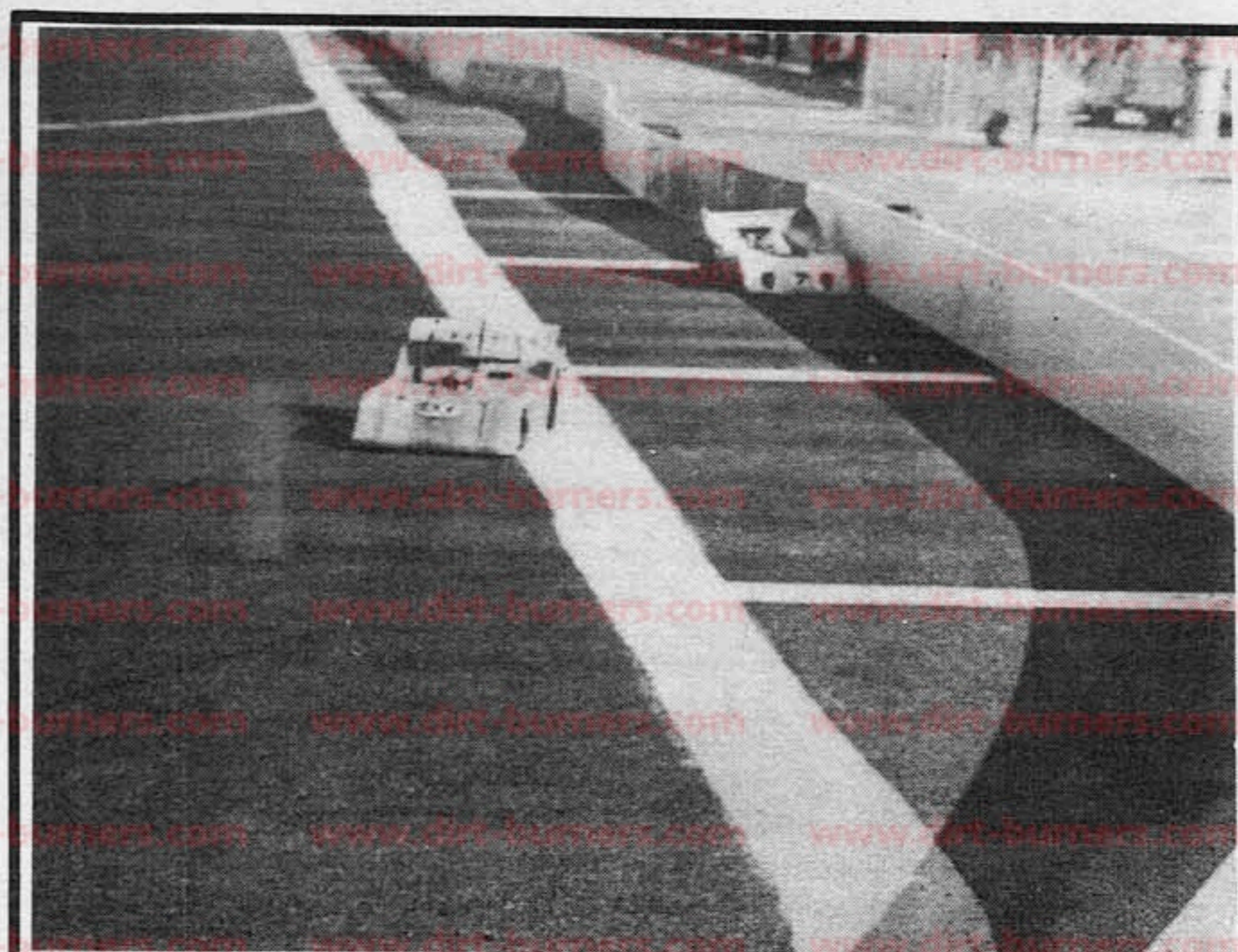
started, another R.O.A.R. was implemented. This was the scoring system to judge course.

It looked like a toss-up between Glen Wilcox and Joe Tentschert. After a long judging session, the judges decided the "Popeye" in Glen's car belongs on a boat and not in a race car, so Joe Tentschert was given the course win.

Next, two rounds of qualifying heats were run.

Sonny Madison was the fastest Novice. Bill Newin the quickest Amateur and Bill "The Greek" Jiani, once again spent less time making laps than all other Experts.

The "B Mains" were next, with K.K. Schrader taking the top Novice spot, Tom Douglas edging the Amateur win and Rick May crossing the line first in the Expert class.



No, number seven is not trying to stay on the shade, his line off the straight is wide. At this point these two cars have decelerated from about 50 mph. to about 10 mph. in about 15 feet.

Photo. Larry Bain

*The Craze of the 80's
is here!*

R/C RACING WORLD

CENTERS

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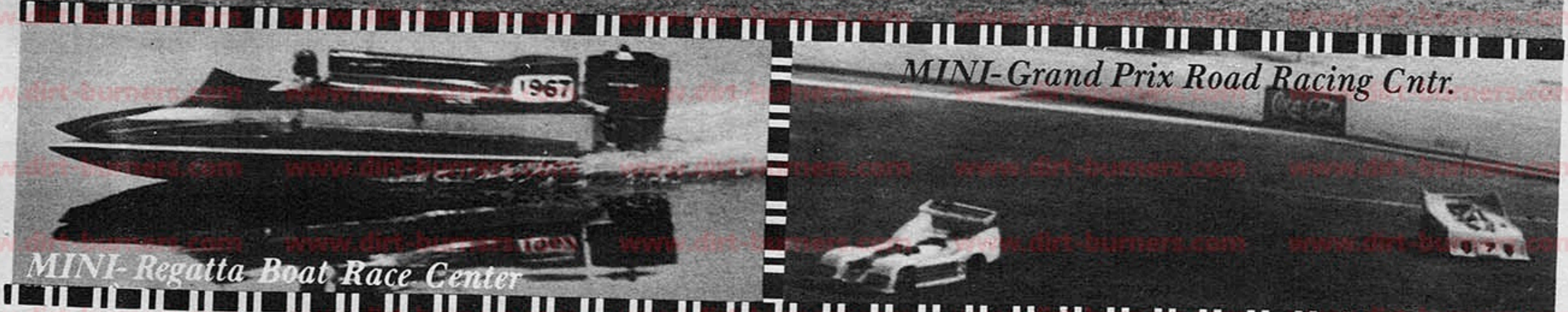
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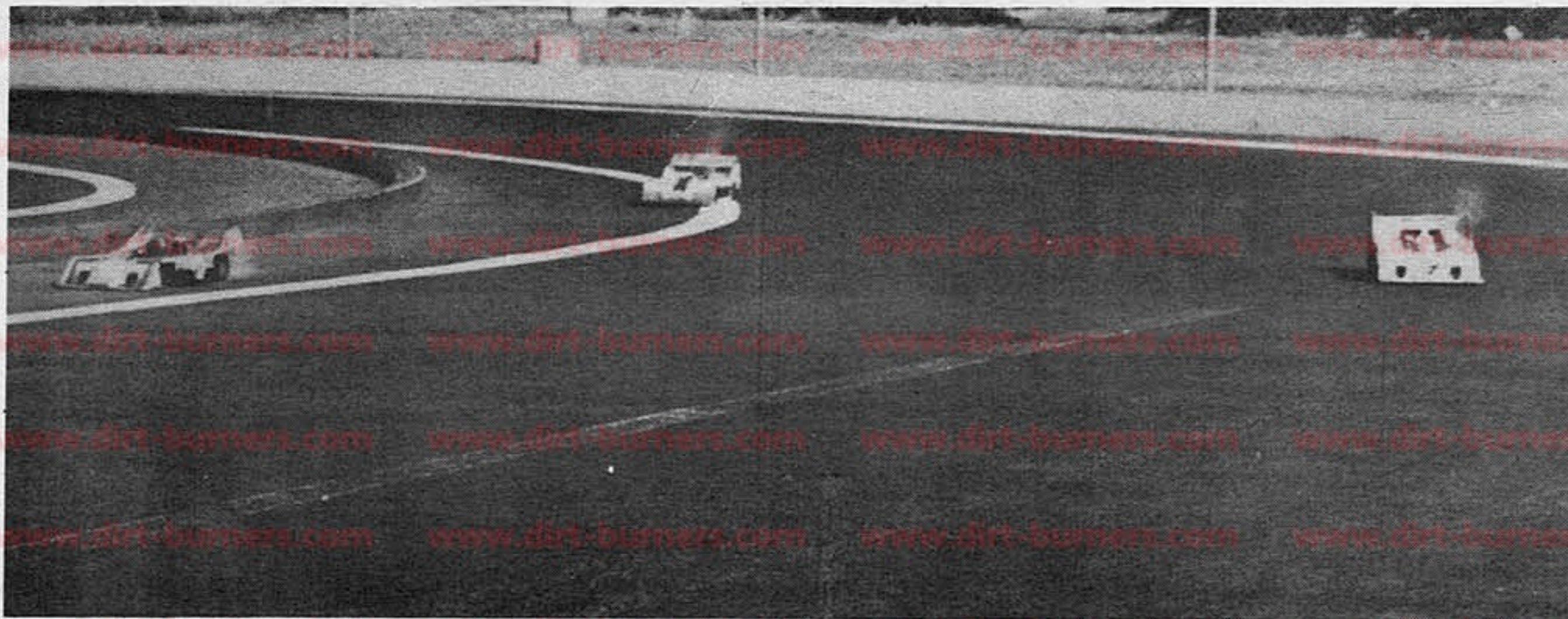
R/C RACING WORLD CENTERS-

P.O. Box 241

Van Nuys, California 91408

(213)344-7040 -340-5750

SOUTHWEST CHAMPIONSHIPS...



The sweeper turn at the Pit Shop allows the cars to reach maximum speeds as they come out of the turn. Photo LP.

Sonny Maddison won the Novice "A Main", followed by Bob Oliver and J.D. Green.

Bill Newlin had been away from the racing scene for a while, but that didn't stop him from winning the Amateur "A Main", with Larry Bain placing second to John Douglas' third spot.

After leading most of the Expert "A Main", fast qualifier Bill Jianis dropped out with a dead receiver battery. This opened the door for today's Expert winner, Dana Smeltzer. Race organizer, Jim Nelson, was second and Gene Husting third.

The trophies and goodies came next, with fuel, bodies, glow-plugs and gift certificates being given out to the winners.

At first, the Southwest Championships looked like just another race, but with the 46 entries on hand, it proved to be a good warm up race among some of Southern California's best drivers, who will be competing later on this year in the McCoy Race and National and World Championships.

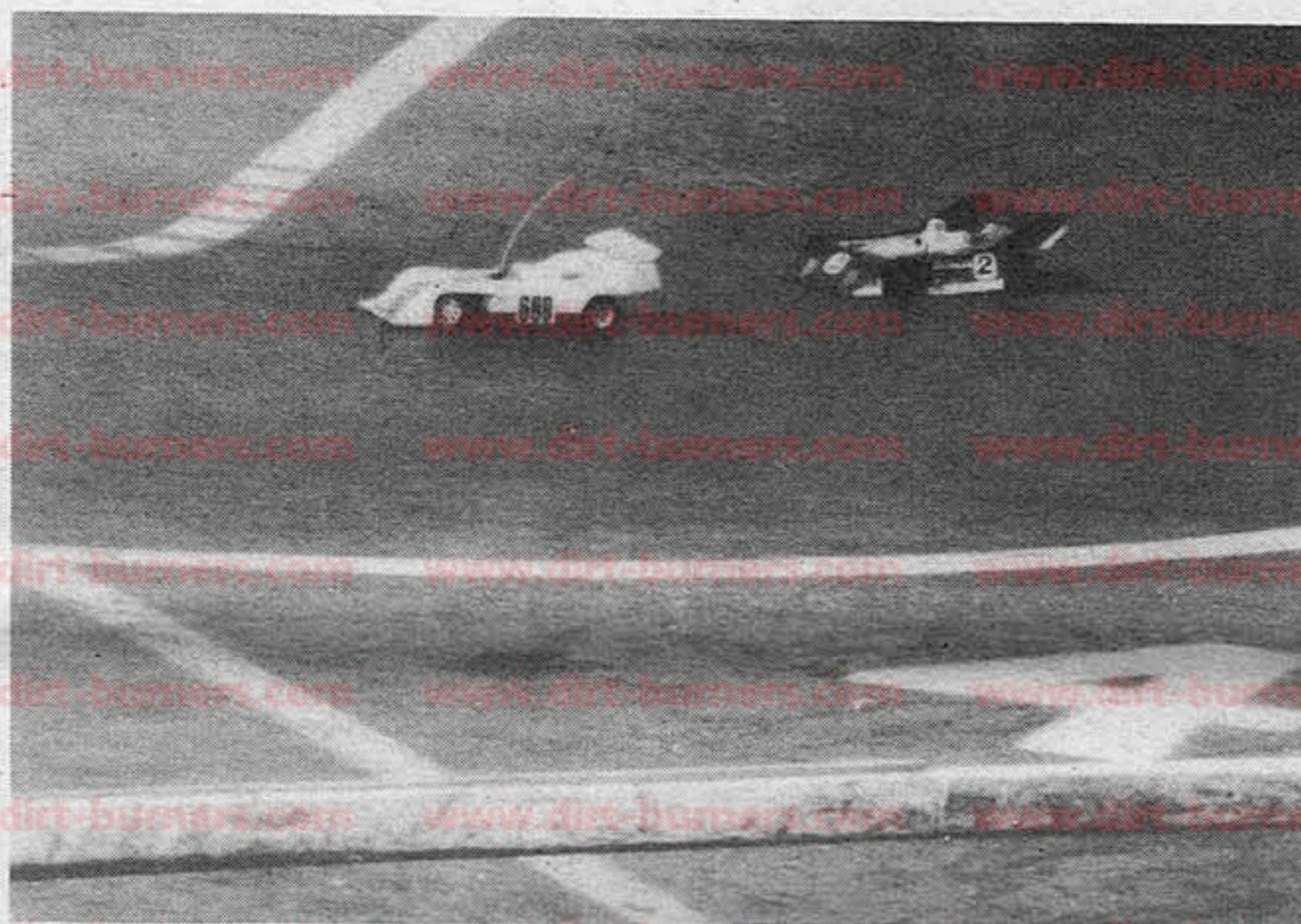
We'll be there to cover them for you.

L.B.

RESULTS:

Concourse:

1. Joe Tentschert
2. Glen Wilcox



Larry Bain leads John Douglas through turn four. Larry placed second in the Amateur A Main. Photo LP.



There's plenty of pit space for racers at the Pit Shop Raceway. Enough to completely rebuild your car between heats.

Novice A Main

1. Sonny Maddison
2. Bob Oliver
3. J.D. Green
4. Dick Tyre
5. Cal Rose
6. Alan Williams
7. Darrell Hall

Novice B Main

1. K.K. Schrader
2. Jerry Peden
3. Xavier Mejia
4. Don Ashmore

Amateur A Main

1. Bill Newlin
2. Larry Bain
3. John Douglas
4. Al Vega
5. Dave Shuck
6. Randy Wentz
7. Mark Miranda
8. Jim Jones
9. Ruben Serrano

Amateur B Main

1. Tom Douglas
2. Ian Miller
3. Glen Wilcox
4. Wayne Flick
5. Bill Vickers
6. Lee Miranda
7. Ray Flick
8. Dean Brown
9. Mike Smith

Expert A Main

1. Dana Smeltzer
2. Jim Nelson
3. Gene Husting
4. Ricj Lee
5. Bill Jianas (top qualifier)
6. John Thorp
7. George Lindner
8. Mike Kimery

Expert B Main

1. Rick May
2. Bob Coughran
3. Bob Mathieson
4. Joe Tentschart
5. Tom Wong
6. Eustace Moore

R/C

RACING NEWS

It's your paper

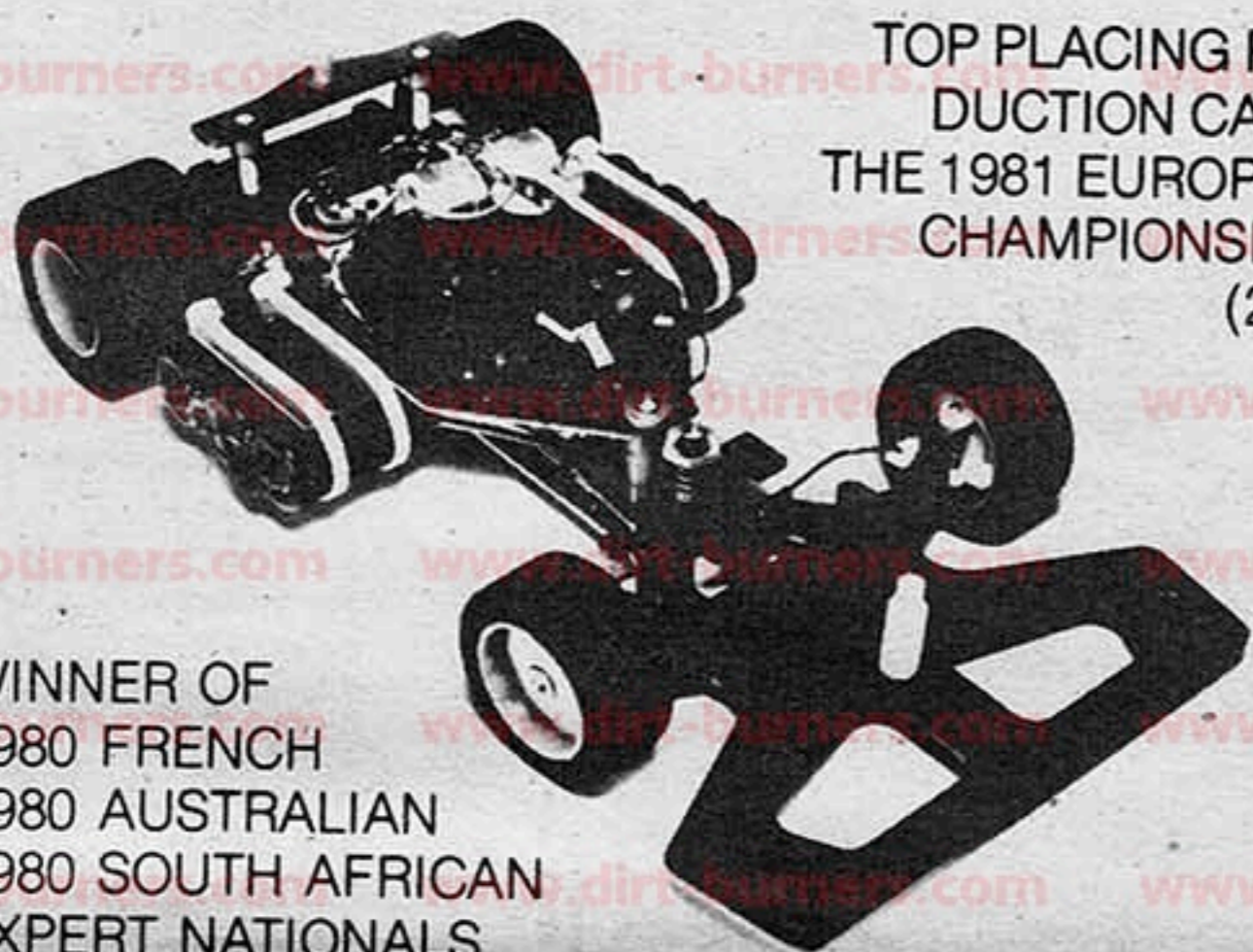
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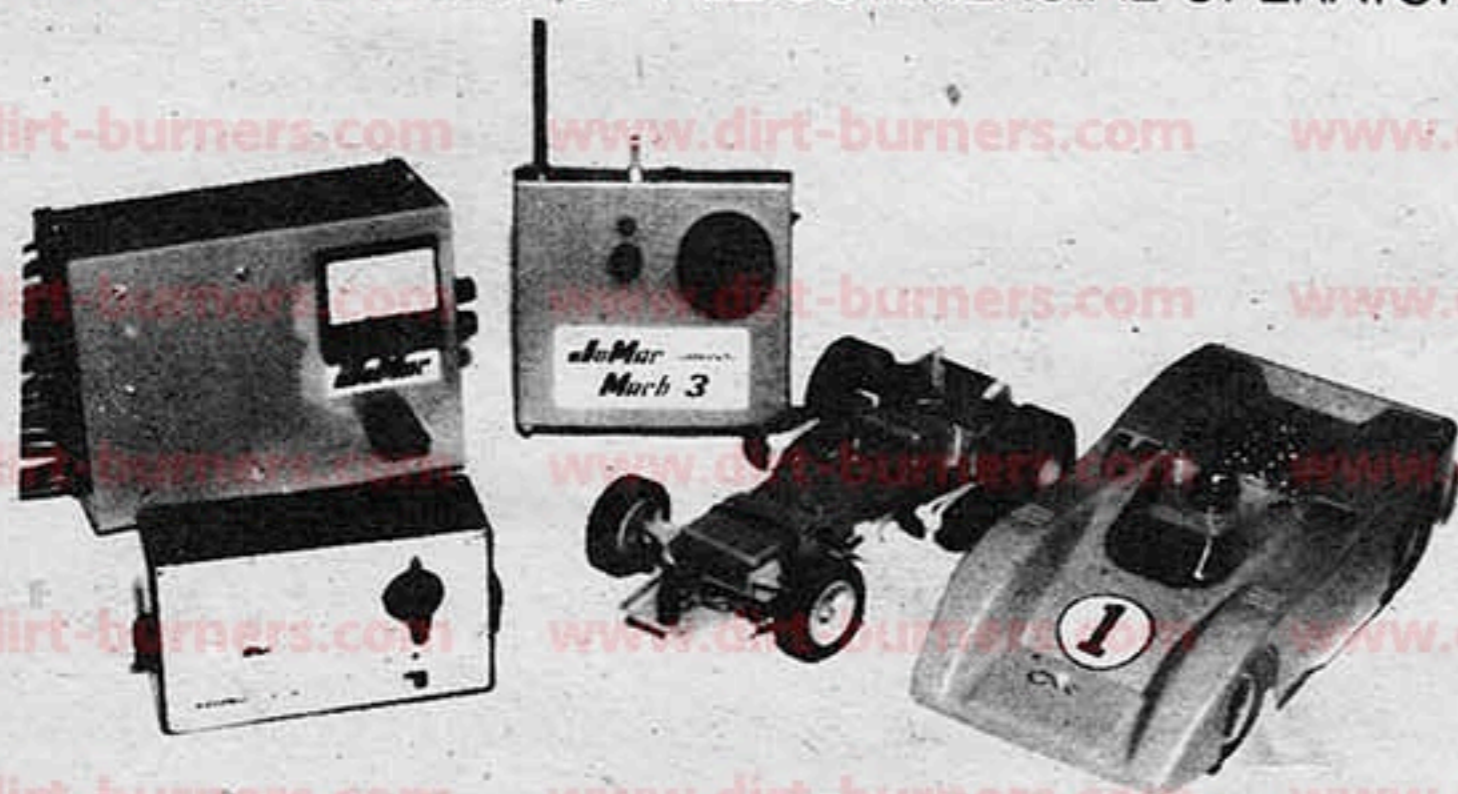
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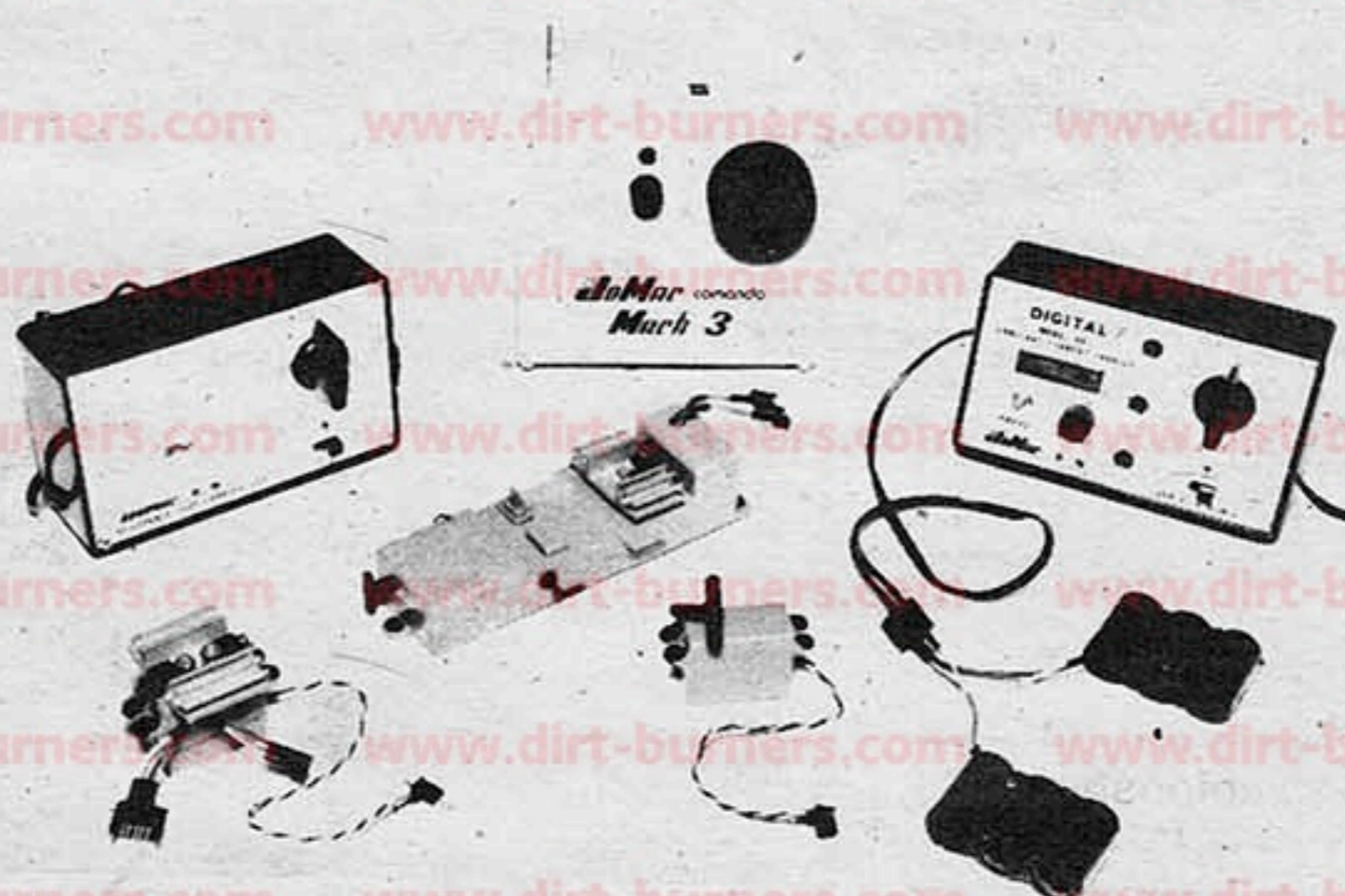
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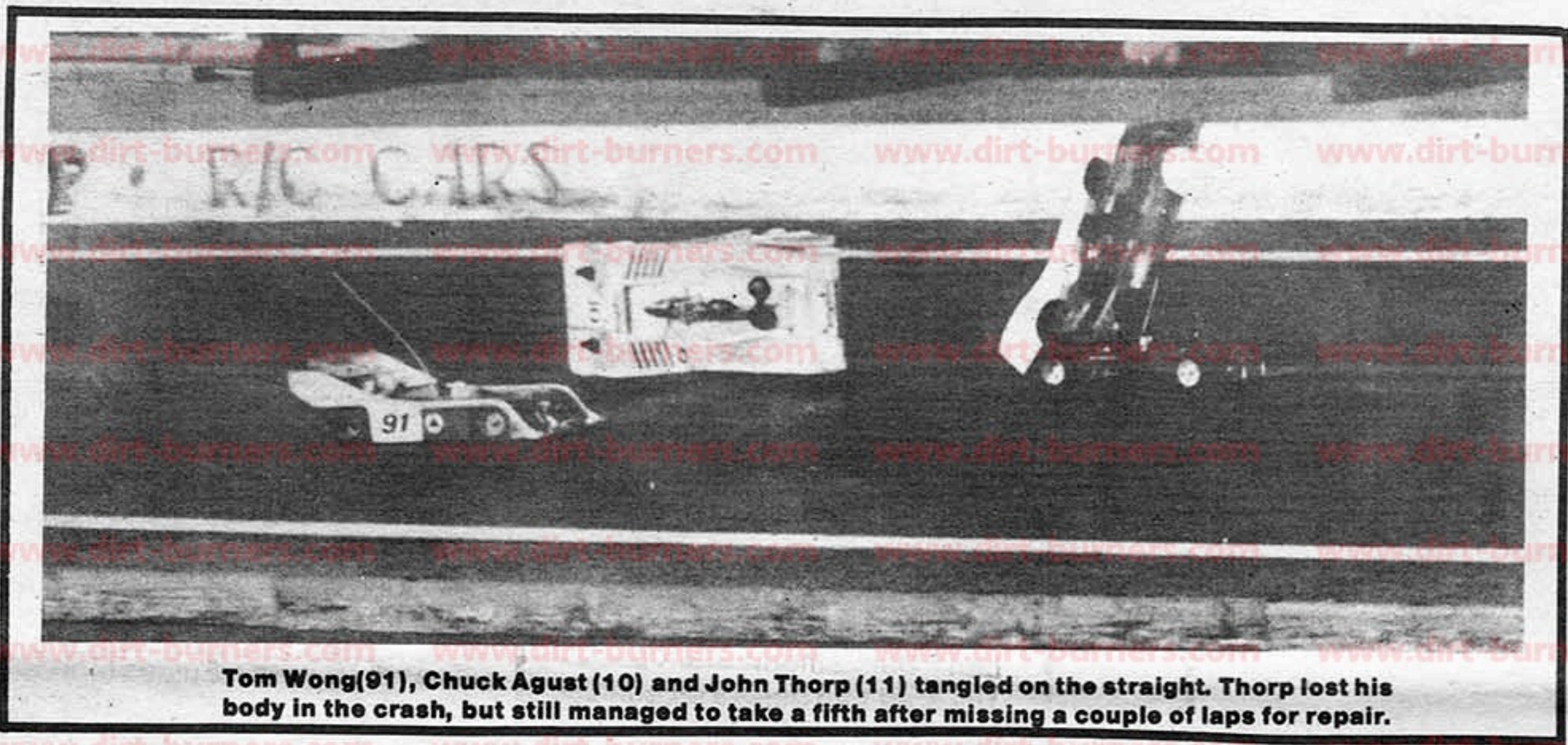
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R/C...

RACING FOR CHARITY

1/8 SCALE RACING FOR A GOOD CAUSE

The RAY CHARBONNEAU Memorial Race



Tom Wong(91), Chuck Agust (10) and John Thorp (11) tangled on the straight. Thorp lost his body in the crash, but still managed to take a fifth after missing a couple of laps for repair.

with a 4:16.45 for 12 laps and Bill Jianas turning a 4:16.51 for the same amount of laps.

The Mains were set according to the racers best times and laps. Today there would be six mains A, B, C, D, E, and F.



Only in the "A" MAIN y

YOU KNOW IT WAS GOING TO BE A GOOD DAY FOR RACING WHEN THE ENTRY LIST HAD THE NAMES OF SOME OF THE TOP DRIVERS IN THE COUNTRY AND A TOTAL OF 52 ENTRIES WERE ON HAND, NOT ONLY TO HAVE FUN BUT FOR AN EXCELLENT CAUSE... CANCER CHARITY.

Ray was one of the most liked R/C racers. He was also VP of PROCAR for two years; winner of the PROCAR Championships, six main events, four trophy dashes and two-time fast qualifier, plus many other accomplishments.

The 52 drivers that came out to the PIT SHOP Raceway helped to raise money, through the \$10 entry, plus the money from the raffle, to fight against cancer, the dreaded disease that took Ray's life.

Companies donating raffle prizes were: FUTABA, McCOY RACING, HOBBY OUTLET, ASSOCIATED & R/C RACING NEWS.

Pomona, California
April 11-12, 1981

The day's racing program got started at about noon, with the qualifying heats.

Because of the entry, there were nine groups of racers, with about six to seven racers in each group.

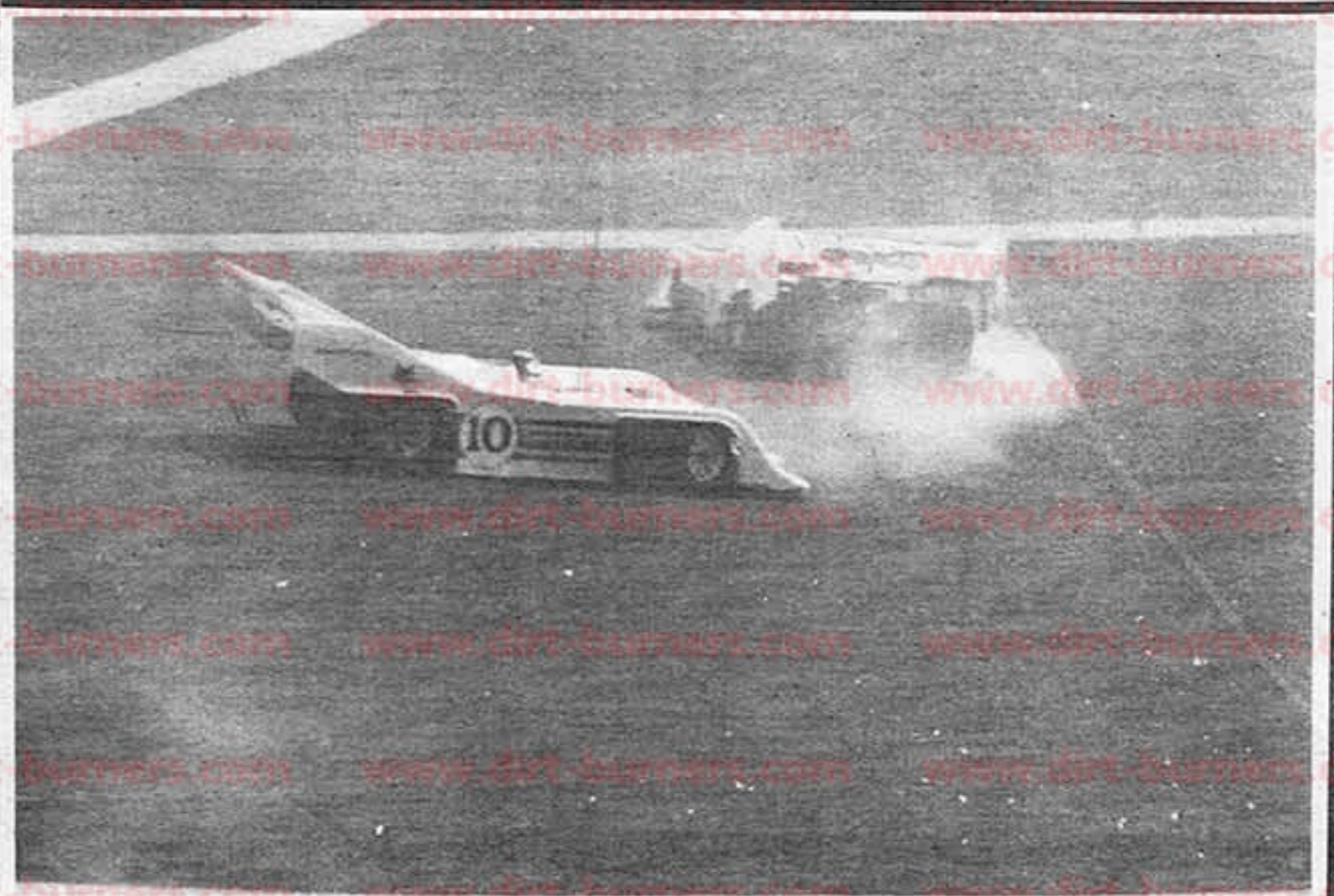
It was originally intended to give each group three heats in which to qualify with their best time. Each car was individually timed. But as the day wore on, it was anticipated that unless one of the heats was cut, the race program and the "mains" would run in to the dark hours.

So midway into the second heat, it was announced that only two heats would be run to qualify for one of the six mains. This presented a problem with some racers who had used their second heat to experiment, trying different setups to improve their times. As it turned out, by not being able to run a third heat, it left them with times perhaps not as good as they could have had. Thus some good drivers found themselves in the lower MAINS.

Top qualifier with the fastest time of the day was # 77 car of Associated's Gene Husting. He turned 12 laps in 4:13.31 min.

Another Associated car turned in the second fastest time. That was the # 9 car Curtiss Husting, with 12 laps in 4:14.63.

Third best was Dana Smeltzer

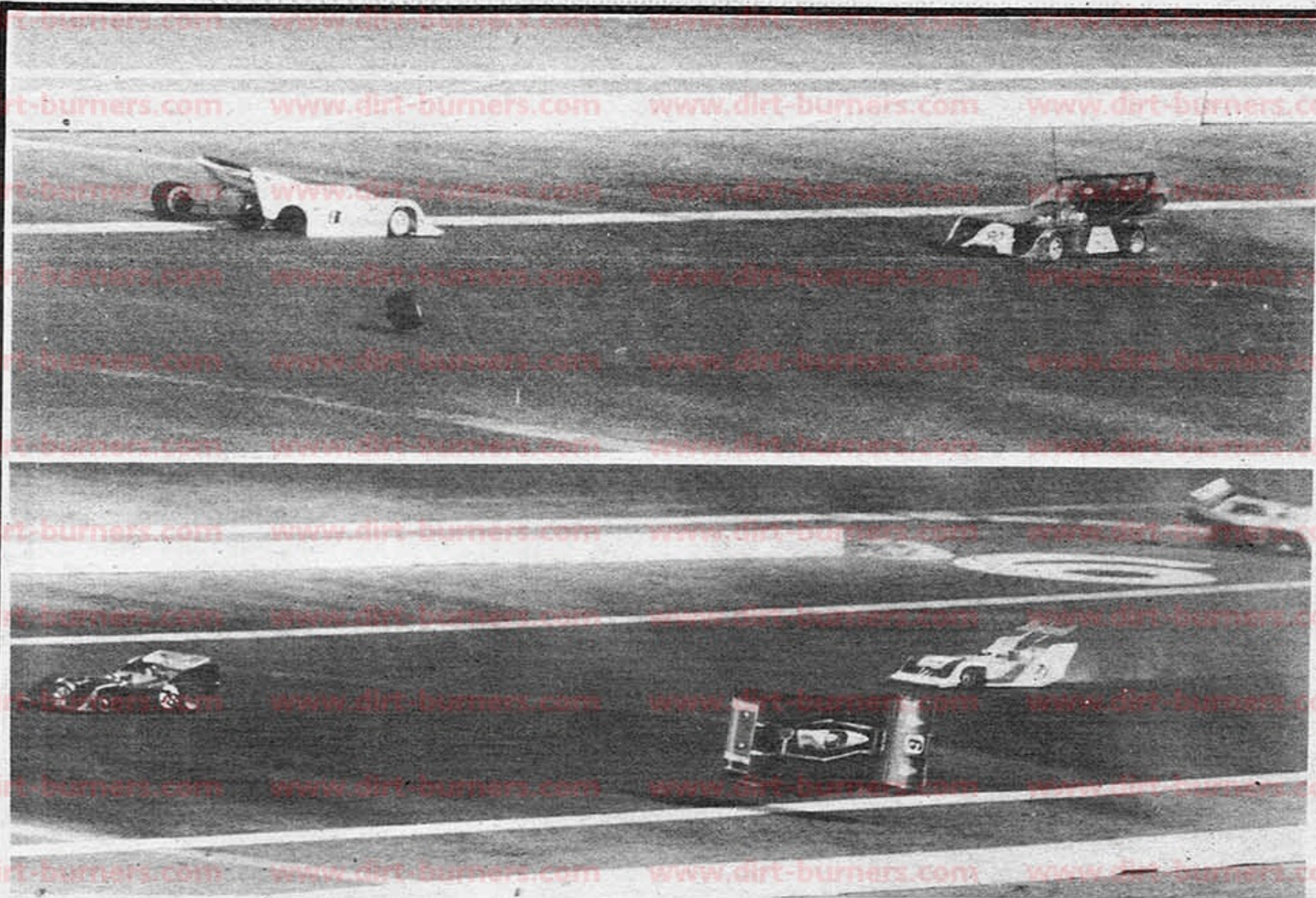


Keeping the power on through the tight turns, John Thorp.

The first main was the "F" Main. A pre-recorded timed starting system was used today, as the final five count was announced, Dean Brown driving car #27, shot into the lead at turn one and never relinquished it. He drove a smooth and calculated race, although on several occasions he got bumped around while trying to pass the slower cars. It was interesting to note that Rene Romero, on car #73, had qualified last of all cars due to engine problems, but by the time the F Main came around he seemed to have it all sorted out and managed to take a very clean second place. This main had 30 laps in total.

The "E" Main was also a 30 lap race.

Sonny Madison took the lead at the start, but relinquished it on the second lap to Rick Hicks, on car #77. Madison got the lead back on the next lap only to run



The hazards of 1/8 racing. Doug Warren lost all traction midway in the race (above), while Jerry Peden gets airborne.



can see an 11-car field make the first turn without a crash.

The "C" Main had 40 laps. There were also 8 cars.

Randy Wente was the early leader in car #17, with Tom Douglas, Bob Mathison and Larry Bain among the top four. The start had been a bit confusing as some drivers were left behind not knowing if the flag was dropped or not. Wente was the leader for the first three laps but then spun out and relinquished his place to Tom Douglas. Bob Mathison was also in there and at about the 15th lap he took the lead from Douglas during a fuel stop. In fact, Douglas took two fuel or pit stops that cost him the race. In the mean time, Bain cont-

inued to run at a very smooth pace in the third spot. Winner of this main was Mathisen, with Douglas and Bain filling the top three spots.

The "B" Main saw Eustes Moore drive for 45 of the 50 laps in the lead. He won this main with an excellent show of driving. Several times he was bounced around and because he had lapped everyone in the field at least twice, he really had to do some nifty driving. His self-designed car performed flawlessly and he was a very happy driver to pick up his first Main

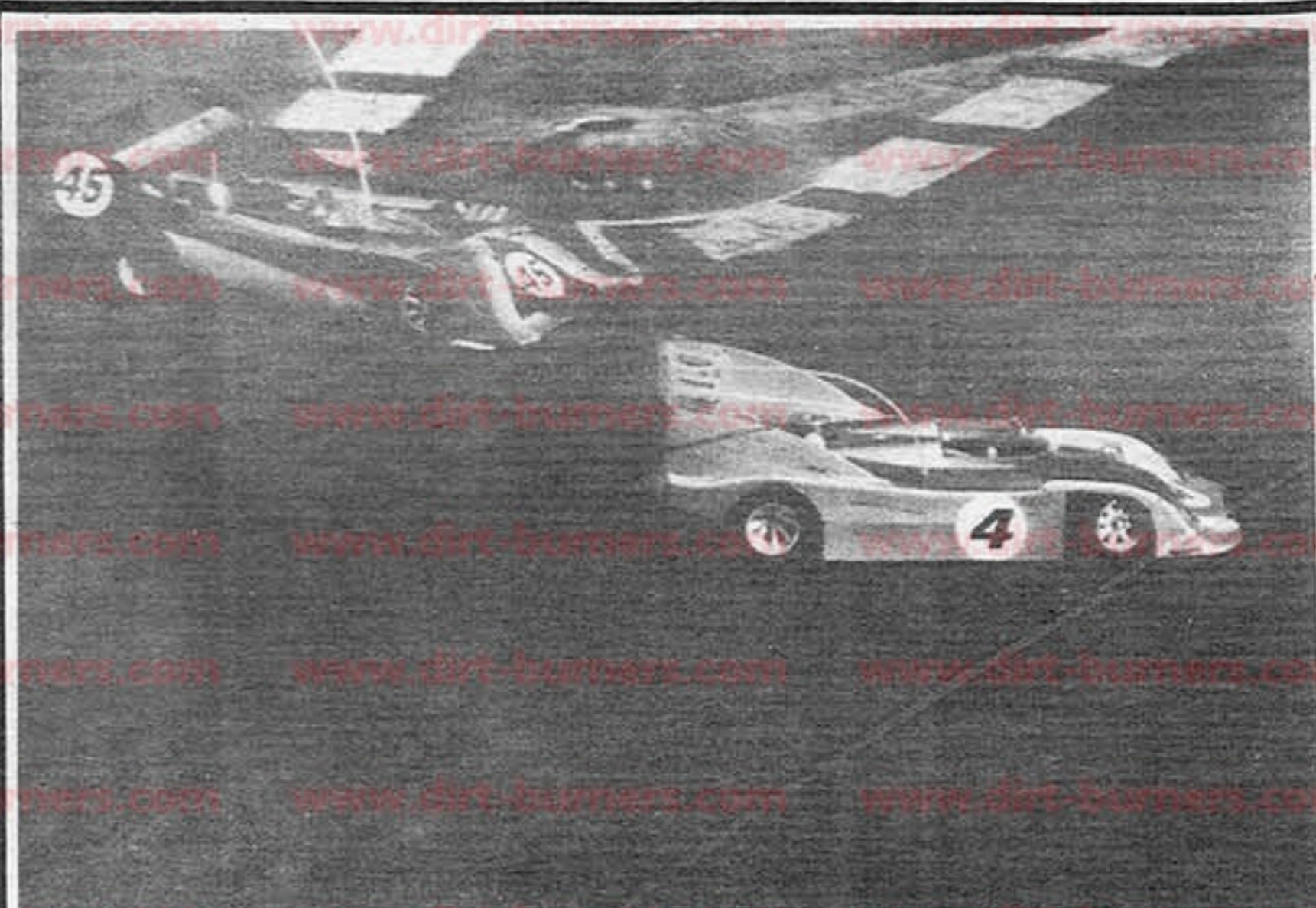
Contd. page 14.

out of gas on the fourth and allow Hicks to once again take over and never be headed back. He won the main, with Benny Hill on car #0 taking a very smooth second. Third place went to Al Vega. All three drivers completed 30 laps and were only a few yards from each other at the end of the race.

The "D" Main was next with 8 cars on the starting line.

Glen Wilcox (7) and Rick May (196) and Glen Williams (7 & 17) had a good battle for the lead through the first 10 laps. Glen Williams was in second and closing on Wilcox in the lead, but after several laps he was black-flagged because the

race director had asked him to change his car number from 7 to 17 because of a number conflict with Wilcox's car. And since Glen had qualified fastest, it was William's number that had to be changed. He was out, deciding to pull off and find a marker to change his number. Holding the lead was still Wilcox until the 19th lap, when he made a fuel stop. This allowed Rick May to move into first, but not for long, as in the 20th lap he stuck his car on the wall and Wilcox moved in first again. But May was not to be outdone and by the 22nd lap he regained the lead and never looked back. It was May in first, Wilcox in second, and Williams in 7th after finally changing his car number.



Eustes Moore (4) drove an excellent race and managed to lap the entire field by at least two laps.

CHARITY RACE:

win. In second it was D.R. Hall in car #3.

top cars and drivers, off the line.

It was an excellent sight to see all eleven cars hitting the first turn and not one car hitting the wall! That shows great driving skills.



The start of the "A" Main with 11 cars. Any other time it would be pandemonium. Not today.

The top racers were next. Gene Husting, who had qualified fastest decided to scratch his car from the main. Since son Curtiss had also made the program, as we understand it, he wanted to help him instead. Bill Jianas was also going to scratch, but then decided to run the Main and so when the flag dropped there were 11 of the

There were 60 laps scheduled and when the first lap was completed it was Bill Jianas, Dana Smeltzer, Curtiss Husting Tom Wong and John Thorp holding the top spots.

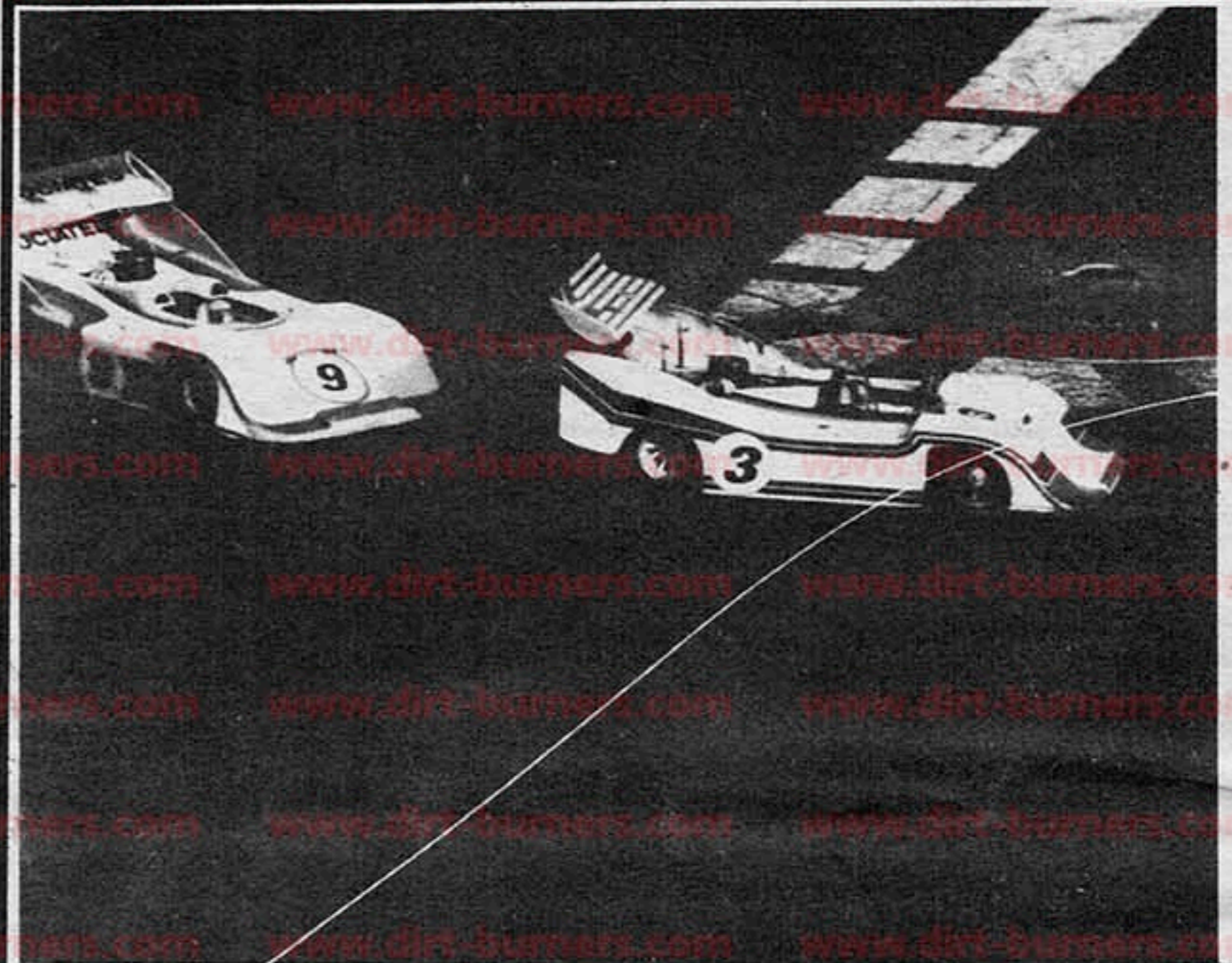
Dana Smeltzer was charging hard on Jianas who was experiencing handling problems. It looked like Dana was ready to

take over the lead when at the 9th lap he lost his radio and sent the car crashing hard on the sweeper wall. He retired for the day.

Jianas was still experiencing handling problems and Curtiss Husting was right on his tail. Jianas hit a wall and Husting moved into the top spot. During the 60 laps, Curtiss was hit very hard while lapping some cars but still managed to drive very smooth to take the win. In the meantime Tom Wong had worked himself into the second spot and although he only finished 59 laps, it was still good for second. In third it was the



Bill Jianas expressed his feelings on finishing fourth in the A Main.



Before developing handling problems, Jianas kept ahead of eventual winner Curtiss Husting.

"O" car of Jim Nelson and Jianas managed to hold on to 4th.

The race was over at about 4:30 pm. It was a super race day that saw some excellent driving, lots of fun and most importantly a nice sum of money go to a worthy cause.

RESULTS:

A MAIN:

1. Curtiss Husting
2. Tom Wong
3. Jim Nelson
4. Bill Jiana
5. John Thorp
6. Dave Shuck
7. Mark Kimrey
8. Mike Miranda
9. Jim Turner
10. Chuck August
11. Dana Smeltzer

B MAIN:

1. Eustes Moore
2. Joe Deman

3. Bob Coughran
4. Joe Lynch
5. D.R. Hall
6. Dick Camp
7. Andy Jacobson
8. Ross Kloeber

C MAIN:

1. Bob Mathisen
2. Tom Douglas
3. Larry Bain
4. Greg Stetzer
5. Doug Warren
6. Randy Wentz
7. Ruben Serrano
8. John Douglas

D MAIN:

1. Rick May
2. Glen Wilcox
3. Lee Miranda
4. Jim Jones
5. Butch Kloeber
6. Willie Green
7. Glen Williams
8. Xavier Mejia

E MAIN:

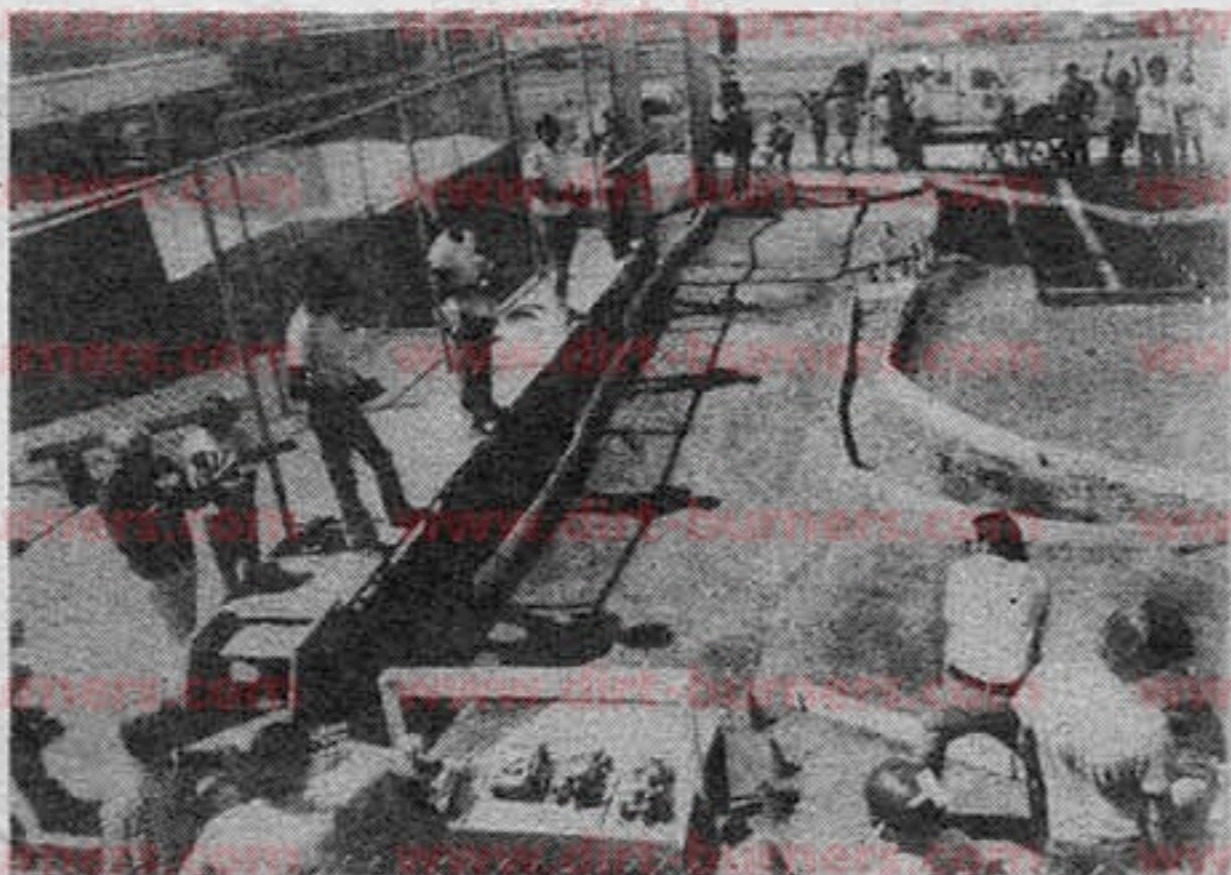
1. Rick Hicks
2. Benny Hill
3. Al Vega
4. Sonny Madison
5. Bill Vickers
6. Jerry Peden
7. Michael Smith
8. John Green

F MAIN:

1. Dean Brown
2. Rene Romero
3. Dick Tyre
4. Greg Williams
5. Pete Laudenslager
6. Alan Williams

MINI-BAJA

PRESENTS



THURSDAY NIGHT RACING! 8-WEEK RACING SCHEDULE for POINTS

ENTRY: \$4.00

RACING STARTS AT: 7pm
PRACTICE: 5pm.

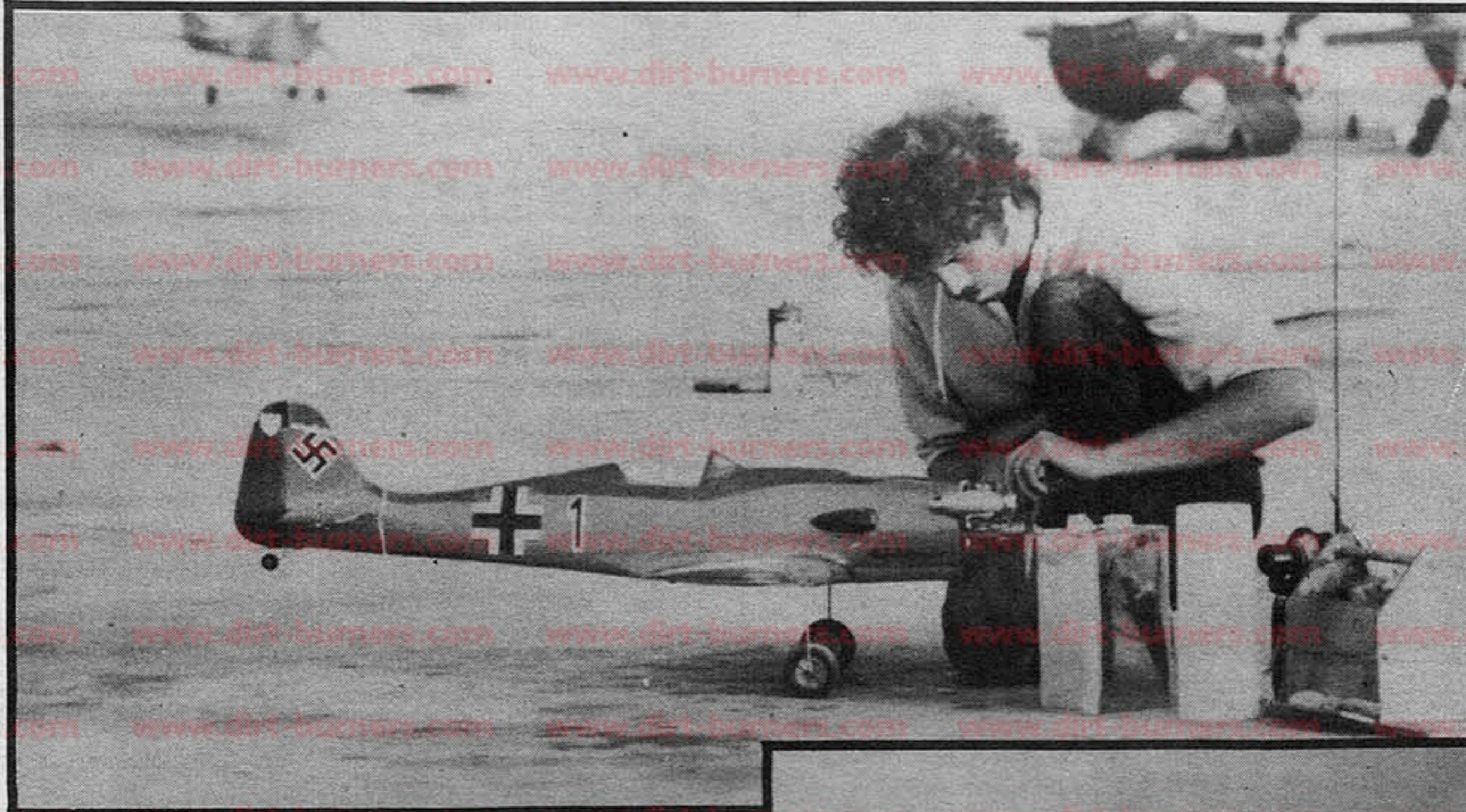
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ALSO: Off road racing every 3rd. Saturday. Next is May 16th. "Sprint" oval dirt race on May 30th. Trophies.

SEPULVEDA BASIN...

R/C International Airport



Sepulveda Basin, located in the heart of the San Fernando Valley is home for literally thousands of airplanes from all over the world.

Some guys can do it all by themselves, (above), while others (below) need all the help and moral support to get that plane in the air.

Phot. Lonnie Peralta

On any day, but especially on weekends you will find hundreds of different varieties of R/C planes.

From exact replicas of old and new planes, to far out experimental models, they're all there.

Besides being able to fly your plane for the fun and pleasure of it, regularly scheduled racing is also held there.

You may want to check our calendar for future racing dates.

The facility is open for spectators, and there's plenty of parking.

The R/C Airport is located just off the 405 Freeway and the Ventura Freeway in the Sepulveda Recreation Basin. If you are in the area, or if you want to see the thrills of R/C Planes, make it a point to stop by there and catch all the action



Airplane belongs to Brad Fremore. WW II, German FW190.



SECOND ANNUAL

Powerboat Magazine's

Outboard Championship

IN SPITE OF THE HEAT AND THE EASTERLY WINDS, WHICH PROVED TO ADD A LITTLE EXCITEMENT TO SUNDAY'S RACES, THE SECOND ANNUAL "POWERBOAT MAGAZINE'S" OUTBOARD CHAMPIONSHIP SERIES WAS LAUNCHED FOR THE 1981 SEASON.

Photos and Story by
Diana Coveney

Needles, California
March 21-22, 1981

The meet was presented by the "Needles River Rats" R/C Club. The race was held at the beautiful Park Moabi, just eleven miles Southeast of Needles, just off Interstate 40.

As usual, the R/C boaters impressed and thrilled the on-looking crowd with their unique "sport". This was especially noted when the winds seemed to come out of nowhere and lift those racing boats, providing for some fantastic aerial feats.

Even the fish got in the act a few times, by jumping out of the water and into the way of a speeding boat. Needles to say, boat and fish came to a dead stop.

No one can say that R/C Racing is dull.

There were 25 entries for this weekend's racing program, and not all were men. We're seeing more ladies participating in Outboard Racing, as well as a few Juniors.

Entries came from several distant places; like the Brooks family, who brought four entries from the Tuscon, Ariz. area, and Cathy Galbrieth and daughter all the way from San Diego, and many from the Los Angeles area.

There are four classes of out-



High winds kept racers from going wide open. One mistake and the boat becomes an airplane, and that's a no no. Photo Diana Coveney



board racing. They are: Deep Vee; Modified Tunnel; Stock Tunnel & Outboard Specialty.

The "Specialty" boats are a new class this year. These boats are capable of reaching speeds in excess of 50 mph. So far, there aren't many boaters running in this class and this weekend we only had four. As people become aware of this fast class, we can expect larger entries later in the season.

The races were five minutes long with four to six boats in each heat, depending on the size of the entry. There were three to four heats per round and three to six rounds per race day. This all depends again on the number of entries, time of the day and length of the race program.

Trophy winners in each class were:

Jack Garcia- Deep Vee
Richard Hazelwood-Specialty
Jack Garcia-Stock Tunnel
Richard Hazelwood-Modified Tunnel.(See results page 17)

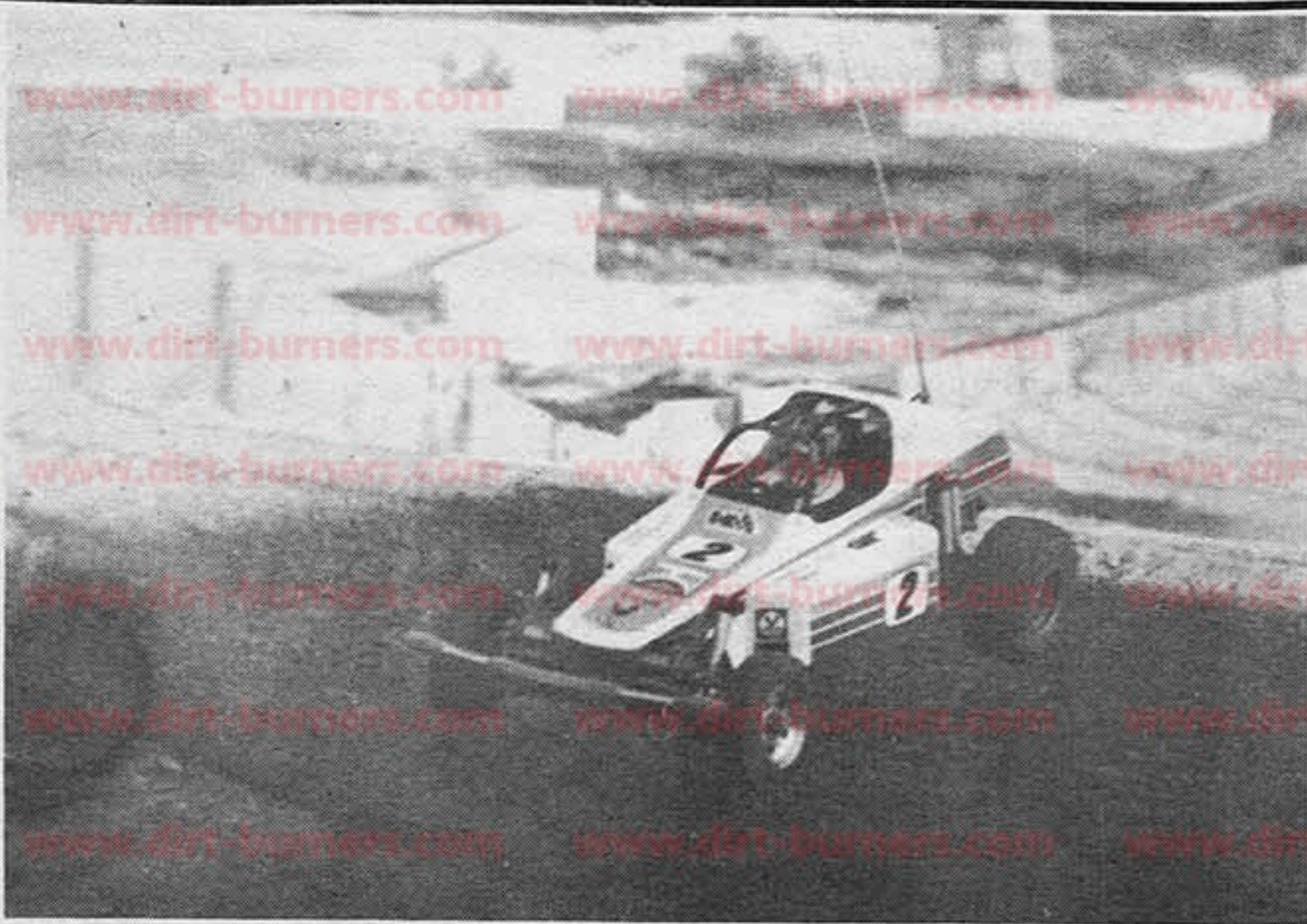
It should be noted, that Cathy Galbrieth, who placed third in the Deep Vee Class, has been racing for quite sometime and this was her first trophy. It should also be noted that she builds her boats without any male help.

All of the racers, as usual, really enjoyed this event. The hospitality shown by the R/C Boaters and their families is always gratifying. The staff at Park Moabi have a nice way of making all racers feel welcome and the special home-cooked B-B-Q on Saturday evening and great breakfast on Sunday morning, made the whole weekend memorable.

A special thanks should go to the San Bernardino Parks and Recreation Department for their excellent cooperation.

Those of you who would like to be part of the next Needles meet can look forward to HEAT RACING on September 26 & 27; or on November 14-15, for another Outboard race. It's a trip you won't want to miss.

For more information on the upcoming River Rats R/C Club races you can contact Jim Rudasill (714) 326-3236 or Richard Hazelwood (714) 326-4186.



This ten-lap main was one of the best races of the day, as all four cars finished in the same lap and no more than 10 feet from each other. Several lead changes occurred, but the man of the hour was Dave Hiebert, driving his black Chevy truck.

In R/C Off-Road as in the real off-road racing, car and driver must be in concert with each other to make it happen. Hiebert seems to be one of those drivers who totally gets into his car, in preparation and in performance and exudes control and excellent driving skills.

RESULTS:

Trophy Dash:

1. Dave Hiebert
2. Gil Losi Jr.
3. Lou Peralta
4. Jim Sneed

NOVICE "A" MAIN:

1. Richard Enslow
2. Jim Atkinson
3. Chuck Stage
4. Greg Smiley

NOVICE CONSI.:

1. Peggy Tashima
2. Michelle Enslow
3. Lonnie Peralta
4. Derek Collins

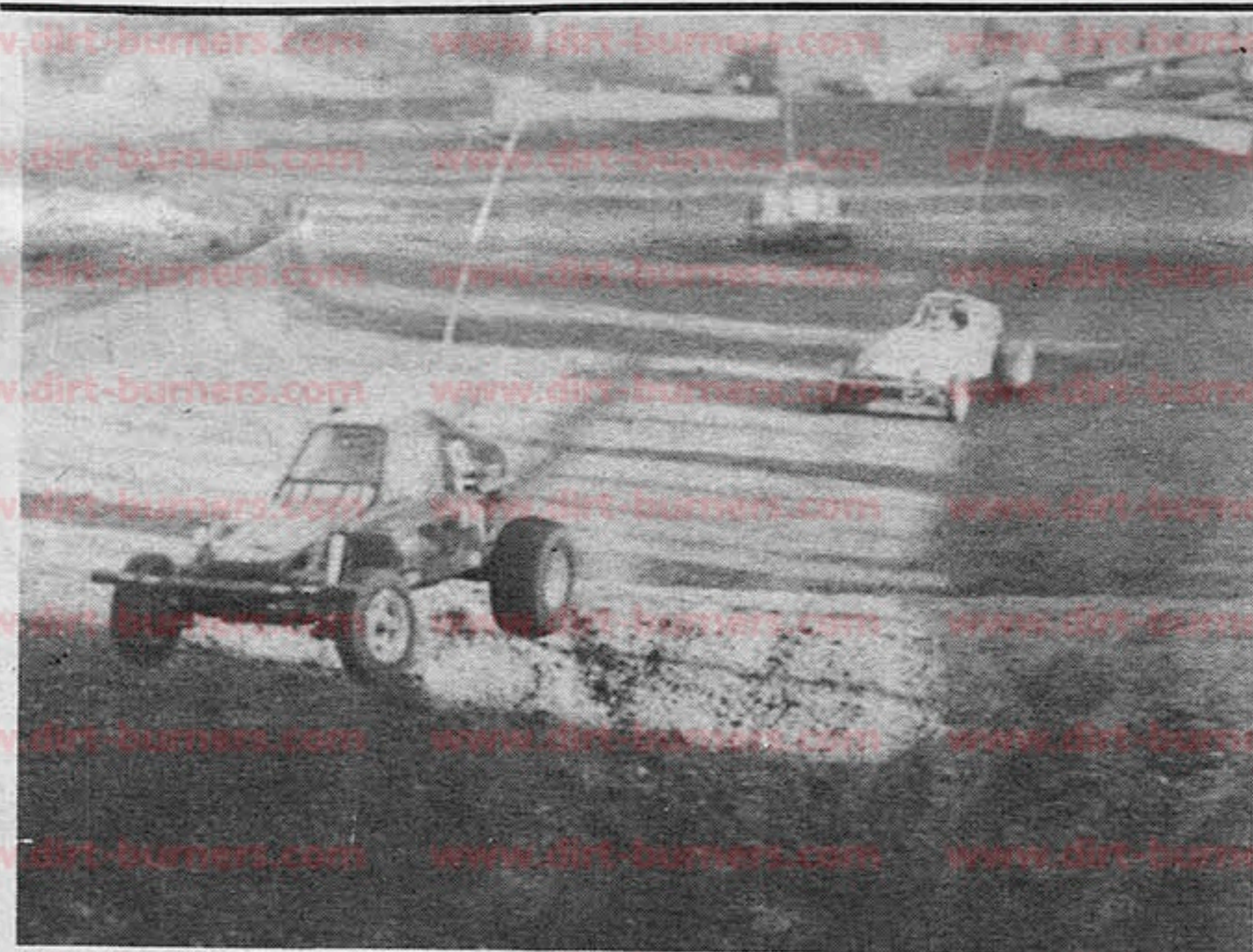
EXPERT "A" MAIN:

1. Dave Hiebert
2. Gil Losi Jr.
3. Jim Sneed
4. Chuck Steel

EXPERT "B" MAIN:

1. Don Ardent
2. Ron Anthony
3. Jim Brophy
4. Gil Losi Sr.

Gil Losi Sr's beautifully painted (above left) Tamiya single seater taking the ASCOT-type jump. Overall winner, Dave Hiebert's Baja Bug (above right) has undergone major modifications for better performance. It worked. Don Ardent's single seater (below) won the "B" Main in the Expert class. The wing helps to keep the car on the ground)



River Rats Race

RESULTS:

Outboard Deep Vee:

1. Jack Garcia
2. John Brodbeck
3. Cathy Galbrieth

Outboard Specialty:

1. Richard Hazelwood
2. Norm Teague
3. Jack Garcia

Outboard Stock Tunnel

1. Jack Garcia
2. Tim Hess
3. Jim Aubrey

Modified Tunnel:

1. Richard Hazelwood
2. Jack Garcia
3. Norm Teague

The Plain Gray Wrapper

R/CARS 1200 MAH
SUB-C NICADS

The Good News

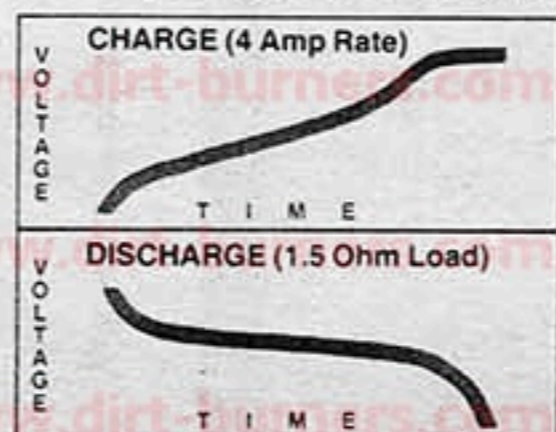
PRICE AND PERFORMANCE



These are R/CARS Sub-C's. They have 1200 MAH capacity, resealable vents and solder tabs—just like the GE Sub-C's you're probably using now.



R/CARS Sub-C's come as pairs for easy assembly of either 4 or 6 cell packs.



Charts show charge/discharge characteristics of R/CARS 6 cell pack. Curves are typical of prime commercial grade Sub-C Nicads.

Price Comparison:

	GE	R/CARS
6 cell	\$32.50	\$15.00 (plus \$1 handling)
4 cell	\$24.50	\$10.00 (plus \$1 handling)

These are typical prices as supplied by various OEM sources and are subject to change.

The Bad News

1st - R/CARS Sub-C's are homely — Plain Gray Wrapper.
2nd - GE Sub-C's come pre-assembled in a pack of 4 or 6 cells. R/CARS don't, they come as pairs with solder tabs. That means you have to make a couple of solder connections for a 4 cell pack — a couple of more for a 6 cell pack. A \$16.50 savings for 10 minutes work. At that rate you'll be saving about \$100 an hour. And that's the bad news!

- 4 sub-C's — \$10⁰⁰
- 6 sub-C's — \$15⁰⁰

Add \$2.00 for handling
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See Reader Exchange in this issue for other R/CARS values.

HEAT RACING

#1

AT PHOENIX

By Diana Coveney

February 14-15, 1981
Phoenix, Arizona

THE FIRST "HEAT RACE" OF THE YEAR WAS HELD IN THE WARMTH OF THE PHOENIX, ARIZONA SUN.

A NAMBA sanctioned event, it was sponsored by the "All American Racing Team" of Phoenix.

Unfortunately, while the weather and setting were great, the lake turned out to be a bit too small.

This created problems for some especially when trying to make the corners. If there was a boat stalled there, it made it even harder.

The race had to be run as a seven-lap race, instead of the normal five to six laps. This was to make up the difference for the shortness of the course.

One of the interesting side-lights of this race is that it brought out the best of the racers, who had to call upon all their skills to maneuver the course and especially when passing.

But no matter. Whenever there is a race, even if the race conditions are not perfect, everyone seems to make the best of it and have a great time. This weekend was no exception.

A "world record" of sorts was set as well, although not planned.

Richard Fish, of Corona, California, is now the world's record holder for the "highest dam jumping" with an R/C race boat. A dubious record, I'm sure he'd rather forget.

Richard's C-Hydro was destroyed going over the dam as it hit rock bottom.

It all happened as he tried to negotiate the first turn and took it too wide sending his boat over the edge and disappearing from sight, much to the surprise of the crowd. Only the engine was salvaged, the rest of the boat lay scattered among the waters.

Jack Oxley had his turn at near tragedy as he beached his B-Hydro on the second heat, but still managed to win his class.

D.C.

RESULTS After PHOENIX Point Standings

MONO:

"A"

1. Richard Taylor 400
2. Don Tallman 300
3. Paul Michalczyk 225
4. Dot Prather 169
5. Richard Hazelwood 127
6. Cathie Galbraith 96
7. Scott Caldwell 72
8. Ron Coveney 54


"B"

1. Doug Nystrom 400
2. Jim Woodhouse 300
3. Al Prather 225
4. Richard Taylor 169
5. Dot Prather 127
6. Terry Holland 96
7. Dale Roberts 72
8. Robert Holland 54

"C"

1. Richard Fish 400
2. Jack Bishop 300
3. Doug Nystrom 225
4. Ken Puckett 169
5. Don Schmelling 127
6. Richard Taylor 96
7. Paul Michalczyk 72
8. Terry Holland 54

(Contd. page 21)



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The battles will be fought in three fronts; 1/12 scale road race, 1/8 scale road race and "Off Road".

Each month in R/C RACING NEWS you will be given the beginning of a paragraph. All you have to do is finish it in "50" words or less. Send it to us before the 15th of the month and we will print it unedited.

Here are the ground rules:

1. Each manufacturer will be allowed only one paragraph for each type of car.
2. All paragraphs will be published unedited.
3. Paragraphs will be 50 words or less, not counting the headline given to you by R/C Racing News. If you exceed the 50 word limit said paragraph will be cut at exactly 50 words.
4. Only tell us about your products. Any unnecessary shots at your competitor(s) will result in disqualification of your paragraph.
5. Every Manufacturer will have their paragraph published. If only one is received, only one will be printed.

O.K., the first battle is now about to begin. We'll start with a very broad subject.

Complete this paragraph:

We believe that the _____ car is the best because...

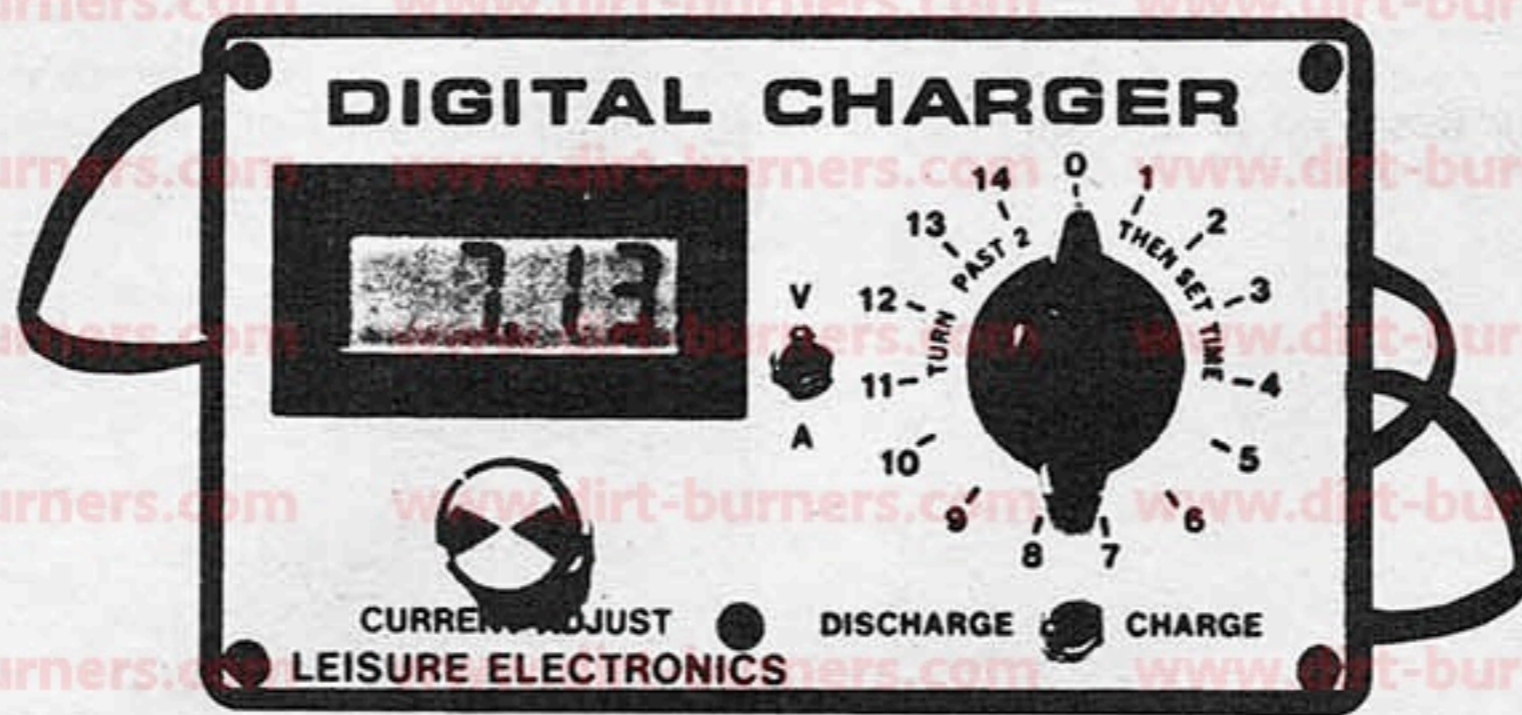
In future issues of R/C RACING NEWS we will have more specific subjects dealing with individual parts of the car.

O.K., the war has begun and the first battle will be in next month's issue.

Good luck.

LEISURE AUTO CHARGERS

Leisure Electronics is one of the largest manufacturer's of 1/12-scale electric R/C racing cars. To satisfy the needs of individual racers, we have updated our 3 existing auto chargers and added 2 completely new ones. One of them should be just right for you.



MODEL 109

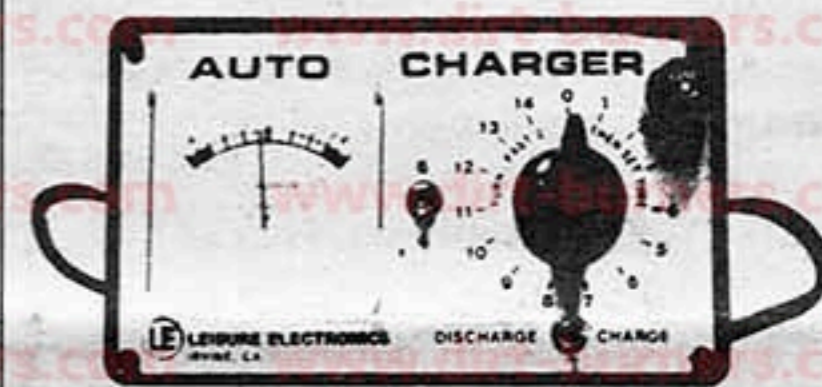
DIGITAL AUTO CHARGER

Model 109 Our newest and top of the line charger, designed especially for the serious modeler who wants to obtain top performance from NiCd batteries. Features a large (1/2" high) LCD readout, which stands out even in strong sunlight. Digital meter is designed to read both current and voltage to better than 1% accuracy. Unit also contains a variable rate charger which allows selection of a constant current charge rate up to 4 amps. Permits charging any size NiCd from 250 mah up to 1.2 AH. Built-in equalizer circuit tops off battery overnight for best performance at that big race. As with all LEISURE Chargers, this digital unit is manufactured with original, quality electronic components, and is warranted to 60 days from date of purchase.



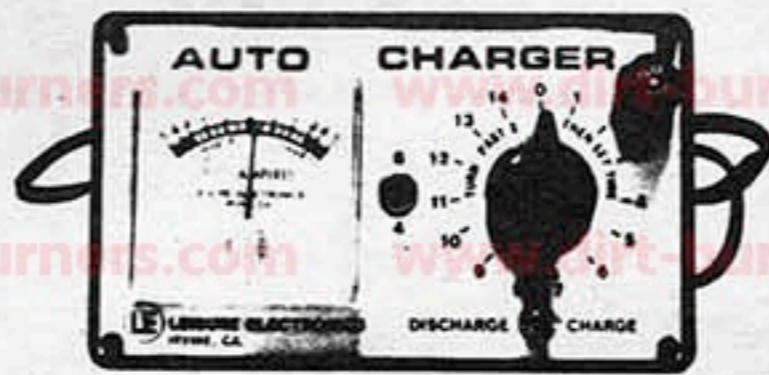
MODEL 105

Model 105 This 12 volt input, resistor type charger allows you to charge 4 or 6 cell electric cars safely and quietly. This unit contains a discharge resistor to monitor your battery's performance under load. On 6 cell cars this resistor draws about the same current as your car's motor. It can be used to discharge your car after a heat to determine how many minutes of charge remains in your car. This information is important when selecting gear ratios or motor winds. A built-in equalizer tops off your battery pack overnight for best performance. While designed for 1200 mah batteries, a 600 mah 6 cell kraft pack may be charged by selecting 4 cell charge position.



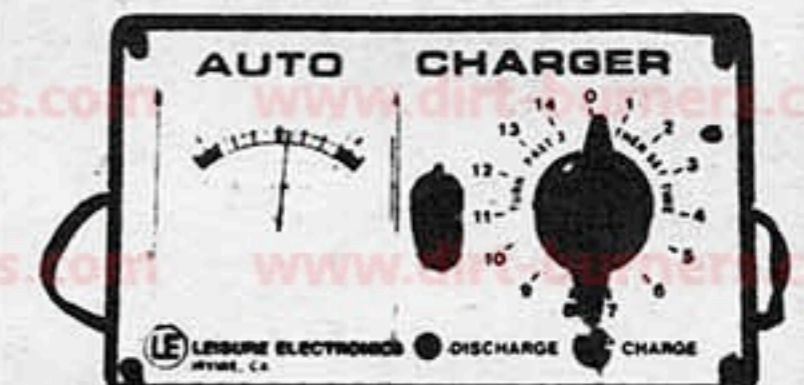
MODEL 106

Model 106 This model has all the features of our popular 105 model except it operates on house current, making it especially attractive to hobby shop owners and repair stations where house current is conveniently available. It is also perfect for use by children too young to be allowed access to the family car.



MODEL 107

Model 107 Our most popular model — this unit is designed for 6 cell cars and can operate from both house current or 12V DC. It contains a fuse to protect transformer from inadvertent overload and also has a built-in equalizer circuit.



MODEL 108

Model 108 Our new adjustable amperage constant current charger. This one has an adjustable current of 0-4 amps, which allows you to charge any battery from 250 to 1200 mah rating. Perfect for operators of off-road vehicles where a separate battery pack (500 mah) is used for the receiver. Model 108 also has a built-in equalizer circuit.

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So here's what we'll do.

Each month in R/C RACING NEWS your ideas on simplifying plane, car or boat racing will be published. All you have to do is to send those brain storms or proven methods to :

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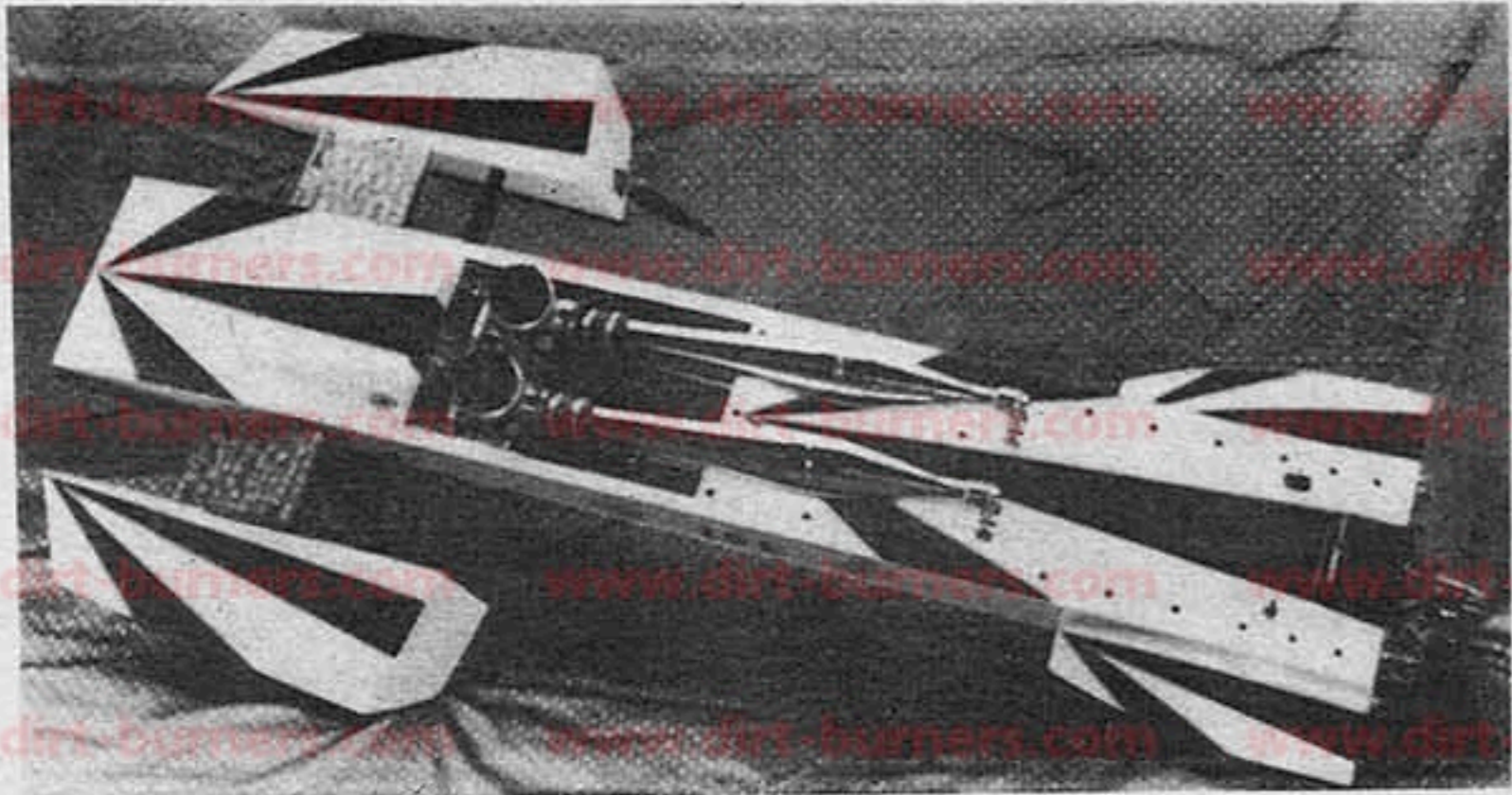
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You know how those shiny new Lexan bodies always seem to get a crack in them the first time out. Well next time this happens, just drill a small hole (about 1/8") at the end of the crack and stop it dead in its tracks.

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R/C RACING NEWS, P.O. Box 411, Woodland Hills, Ca. 91364

HEAT RACING: (Contd. from page 18)

HYDRO:

"A"

1. Richard Hazelwood 400
2. Tom Topping 300
3. Jack Oxley 225
4. Karl Morse 169
5. Steve Horn 127
6. Pat Brannon 96
7. Dick Roberts 72
8. Dale Roberts 54

"B"

1. Jack Oxley 400
2. Tom Topping 300
3. Scott Caldwell 225
4. Jerry Wright 169
5. Mike Schmelling 127
6. Randy Meyer 96
7. Karl Morse 72
8. Ron Coveney 54
8. Martin Gutierrez 54

"C"

1. Jack Oxley 400
2. Eldon McRae 300
3. Bob Reed 225
4. Ray Smith 169
5. Don Schmelling 127

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| TS 353 Front suspension springs...\$1.50 ea. | TS 360 MBB Precision sealed ball bearings, super fast and durable, removable...\$3.50 ea. |
| TS 354 Aluminum outer wheels...\$16.95 pair | TS 361 Rear Skid plate, aluminum...\$7.95 ea. |
| TS 355 Side rails/nurf bars...\$9.95 pair. | TS 362 Front Skid plate, aluminum...\$7.95 ea. |
| TS 356 Front bumper (metal)...\$16.95 ea. | TS 363 Steering arm spacer, set of 2...\$1.00 |
| TS 357 Electronic speed control...\$69.95 ea. | |
| High performance racing type...\$115.95 ea. | |

CALENDAR

POWER BOAT

NAMBA SANCTION RACES:

APRIL 25-26:
Sacramento Model Boat Assoc.,
BEACH LAKE, Sac. Ca. Dist 9 pts.
(813) 986-2710

APRIL 25-26:
Master Craft Racing Team, Dover
Pond, Dover, Fla. Record Trials/
Electric Heat Racing. (813) 986-
2710.

MAY 2-3:
Kingsburg Riverland Resort,
Kingsburg, Ca. 2nd. Annual Lady
Boaters Regatta. (213)923-5493

MAY 2-3:
Longview R.C. Boaters, Lake Saca-
jawea, Longview, Wa. Heat Racing
Outboard. (206) 577-1644.

MAY 2-3:
Connecticut Dragons, Plasticrete
Pond, New Haven, Ct., Dist. 1 pts.
Deep Vee. (203) 238-0215.

MAY 9-10:
Buoy Busters Calgary, Carburn
Lake, Calgary, Alberta. Dist.16 pts.
Heat Racing (403) 242-0531.

MAY 9-10:
Antelope Valley R.C. Nuts. Dist. 19
pts. Outboard Enduros. Legg Lake,
So. El Monte. (213)862-6926.

MAY 16-17:
Canadian Marine Modelers,
Browns Farm, Matsqui, B.C. Dist.
Champ. Heat race, Enduro, Off
Shore, OB. UH. (604) 929-2873.

MAY 16-17:
Wavemakers, Kingsburg Riverland
Kingsburg, Ca. Dist. 19 pts. Heat
Racing (805) 322-6972.

MAY 16-17:
Puget Sound Model Boat Club,
Lake Waughop, Tacoma, Wa.
Enduro, Outboard, Unltd. Hydro,
Sport 40. (206) 531-6431.

MAY 16-17:
Empire Racing Assoc. Einsen-
hower Park Lake, E. Meado, N.Y.
Dist. 1 pts. Off Shore (516)378-
6465.

MAY 23-24:
Columbia Basin Boaters, Colum-
bia Park Lagoon, Kennewick, Wa.
Dist 8 pts. Heat Racing (509)783-
5595.

MAY 23,24,25:
Gold Coast Model Boaters,
Roberts Lake, Seaside, Ca. Dist 9
pts. Heat Racing, Scale, Sport 40,
(408) 394-1200.

MAY 23-24:
San Diego Argonauts, Model Yacht
Pond, San Diego, Ca. Dist. 19 pts.
Enduro, Outboard (714) 753-2299.

MAY 30-31:
Ocean County Buoy Busters, Shen-
endoah Lake, Lakewood, N.J. Dist.
1 pts. Heat Racing (201)295-1867.

OFF ROAD:

EVERY FIRST SUNDAY:

Ranch Raceway, 22849 Coolley
Rd. Colton, Ca. (714)824-5850.

EVERY SECOND SUNDAY:

Great Western Hobbies, 14330
E. Telegraph Rd. Whittier, Ca.
(213) 946-1402/698-0721.

EVERY THIRD SATURDAY:

MINI BAJA, 6734 Reseda Blvd.
Reseda, Ca. 91335, (213)345-
7300.

EVERY FOURTH SUNDAY:

R/C SPECIALTIES, 653 W.
19th St. Costa Mesa, Ca. (714)
631-1555.

EVERY FIFTH SATURDAY:

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1/8th SCALE

AT POMONA:

JUNE 12,13,14:
McCoy Race. Three day qualifi-
er The Pit Shop, Mission Blvd.
Pomona, Ca.

AT SAN DIEGO:

MAY 23,24,25:
San Diego Can Am, San Diego,
Ca.

AT VENTURA:

APRIL 26:
Can Am Racing.
MAY 24: G.T. Racing
JUNE 27,28: Can Am Racing,
Ventura Championship.

CALENDAR FREE LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: R/C Racing News, PO Box 411, Woodland Hills, Ca. 91364. All listings must be received by 6 pm, on the second Wednesday of the month, to appear in that month's issue. No phone calls please. We can only accept items in writing. You may include a flyer and pics, along with information.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

JULY 26: G.T. Racing
AUGUST 23: Can Am Racing
SEPT. 27: G.T. Racing
OCT 25: Can Am Racing:

Formula I, Pylon Racing,
Sepulveda Basin 8:00am.

APRIL 5:
Quickee 500 Pylon, at Whittier
Narrows.

MAY 10:
Quickee 500 Pylon Racing at
Sepulveda Basin.

MAY 16-17:
Formula I Pylon Racing, San
Luis Obispo.

1/12th SCALE:

MAY 28-29: At Pomona. The Pit
Shop, Mission Blvd.

AIRPLANE RACING

MARCH 28-29:

R/C RACING NEWS welcomes Clubs, Teams, Sanctioning bodies and promoters to submit dates of competition events. R/C RACING NEWS is not responsible for any errors of dates, times, locations, as a result of erroneous information received. Please submit any changes before the second Wednesday of each month for correction in that month's issue.

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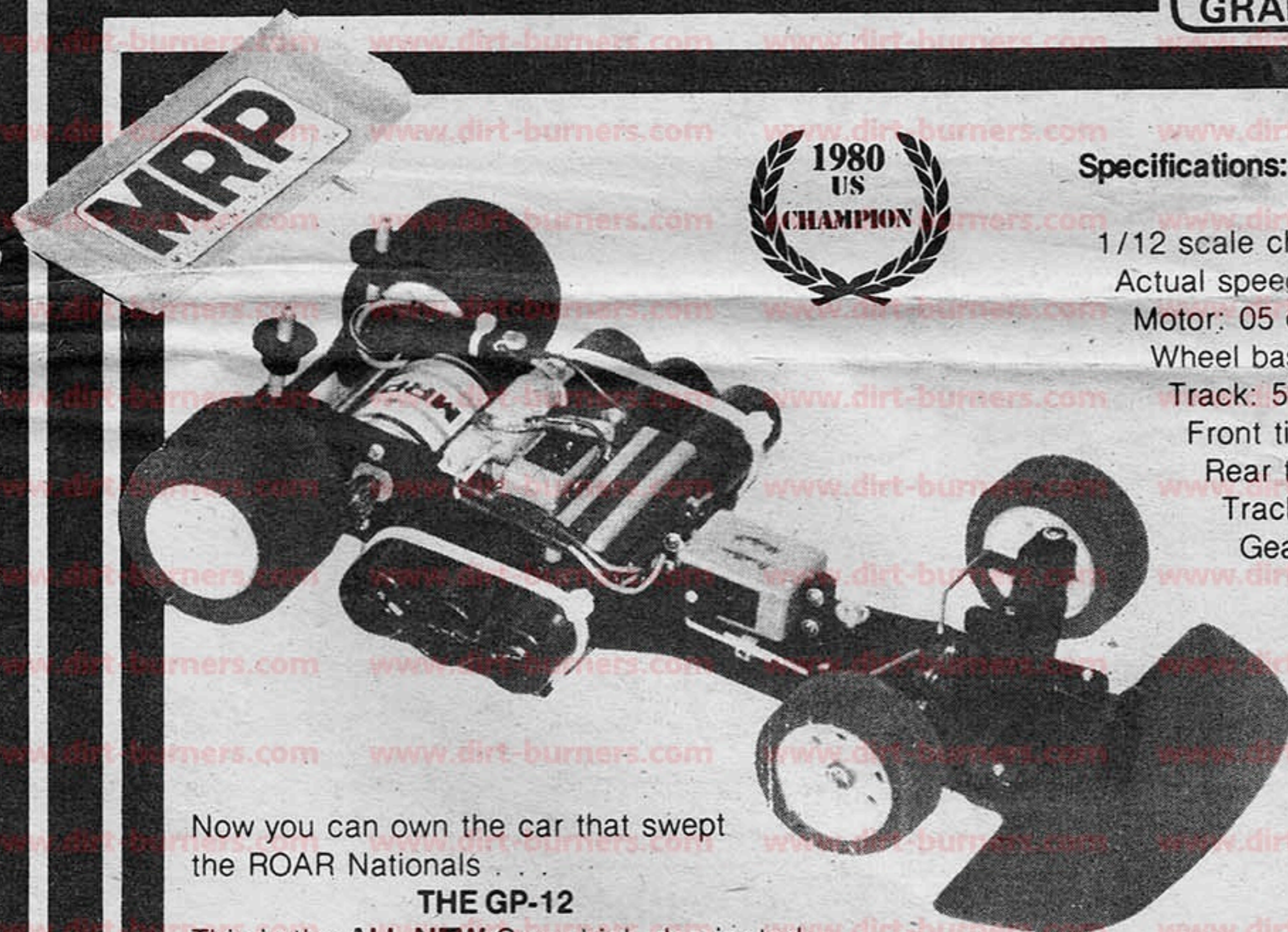
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WHEN OTHER R/C CARS
START TO GET BORING...



Sand Scorcher (RA-1016)

MRC TAMIYA'S
FAMED BAJA
BUGGIES START TO GET GOING.

There's just so much you can do with ordinary R/C cars. There are just so many places you can run them, just so long before the running takes its toll. After a while, conventional R/C cars lose their zip and appeal. That's when you begin to really appreciate the versatility of these off-the-road racing buggies from MRC-Tamiya.

You'll never run out of places to run... The excitement never quits, the fun never stops. You'll continually find new courses to challenge, new terrains to conquer.

In 1/10 scale, they mimic their full size, off-the-road racing prototypes in speed and durability. Their two forward and two reverse speeds, powered by a high output electric motor, will take you through dirt, sand, grass, and water. You'll race on beaches, desert courses, and over mud soaked trails. They'll clear obstacles that would roll other cars. Fly over jumps and bumps other models can't handle, then land on all fours like a cat and keep on trucking. Their agility and tank-like durability has helped them become the most popular R/C car kits ever made.

Engineered to do it all... The engineering is awesome. For starters, a water resistant box protects your radio equipment and battery, while a sealed metal case envelops the transmission. You'll actually assemble the oil-filled shock absorbers and then fill them with the oil included in the kit. You'll place the shocks on the 4-wheel independent



Rough Rider (RA-1015)

suspension system which features adjustable torsion to permit tuning the chassis to road conditions... and a front suspension with double trailing arms for big car control. And that's just the beginning of the feature-filled, state-of-the-art engineering. These buggies have it all.

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