

# R/C RACING

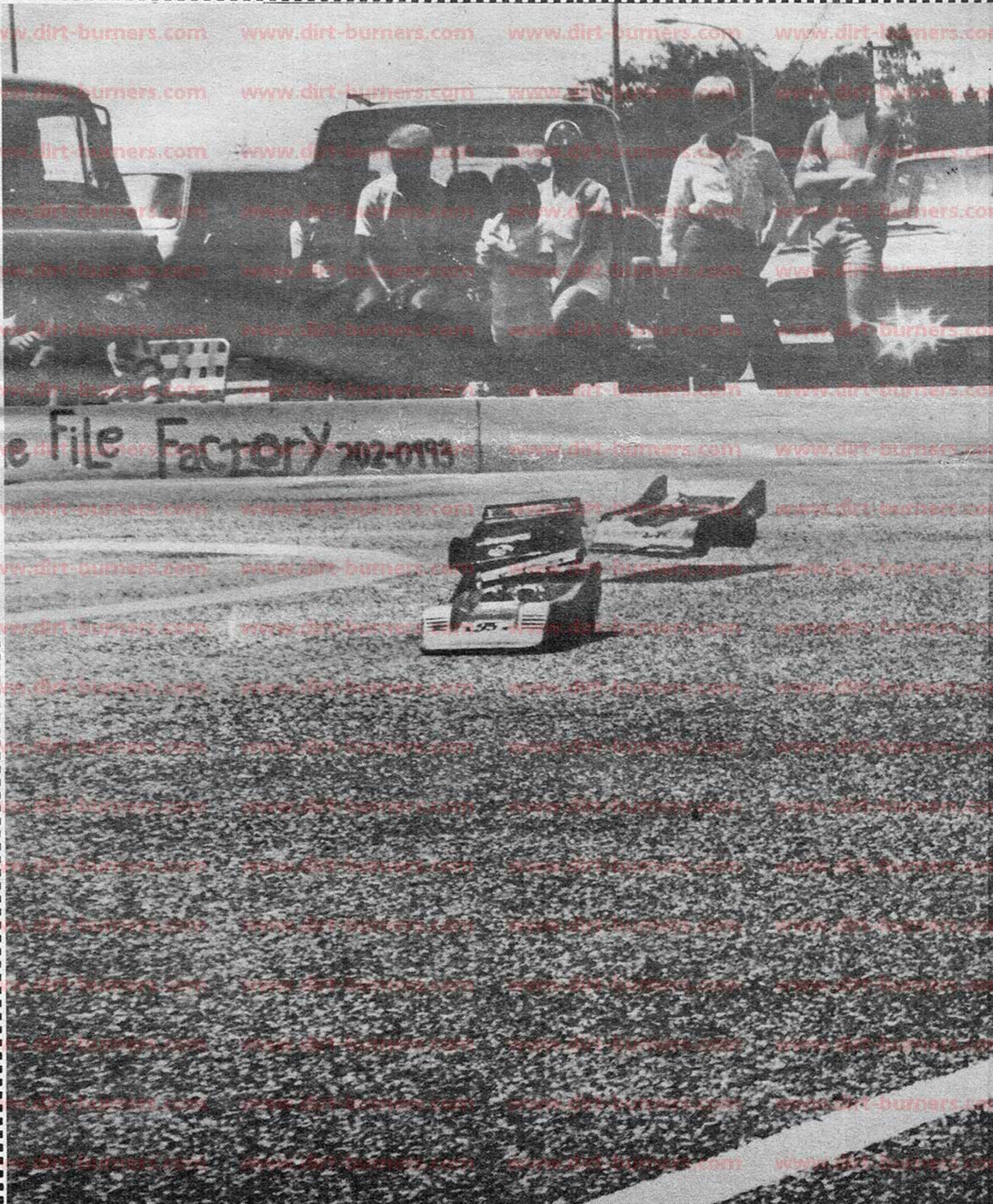
JUNE 26, 1981, Issue #2, Vol 1



*You Race It...*

**\$1.50. We Cover It!**

# NEWS



★ **JIANAS  
CAJUN  
KING**

★ **Ladies  
Hit the  
Water**

★ **Iceberg  
Classic**

★ **1/8th.  
Racing  
at  
Fedmart**

★ **1/12th  
at Costa  
Mesa**

**Powerboat Races  
At Legg Lake**

★ **San Luis Obispo  
Formula 1 Air  
Races**

and much more...

# RACE CORNER

THORP - MANUFACTURING, long recognized for fine 1/8th scale road race equipment is now moving into the Off Road "after market". John Thorp is working on certain high performance equipment to be used for the Tamiya's Off Road Buggies. Specifically, wings, rear axles, wheels with sponge tires. Some off road racers have been testing the equipment and claim that "it's going to be an excellent item for the dirt".

We had lots of requests for Eastern coverage of R/C Racing in future issues. Starting with this issue we're featuring Power Boat racing from Connecticut (how far east can one go?) and 1/8th scale power road racing from La Fayette, Louisiana (pretty far south I say). We're looking to make more contacts with other areas in the country to let them know that this is their paper. It'll happen soon. In the meantime pass the word around.

We hear that BOLINK has a new wind tunnel especially designed for the 1/12th bodies. They expect to release a comprehensive report in the next few weeks that should enlighten the most experienced racer. For example, the aerodynamic differences between one type of wing vs. another, body cuts, air scoops, etc.

We heard that the "Cajun Grand Prix" in La Fayette, La. was covered by the P.M. MAGAZINE Television show to be aired locally as well as, in a national spot. We don't know the exact dates yet but we'll pass it on as soon as we hear from the cajun folks!

We also heard that Bill Jianas, top winner of the "Cajun Grand Prix" got so excited about winning that instead of drinking the magnum of champagne he was

given, he was shaking it and spraying all those around him. I've heard of getting excited, but not enough to waste a "magnum".

**HOBBY INDUSTRY ASSOC. of Northern California sent us their extensive racing schedule for R/C Boats and Cars. Check the schedule in our "CALENDAR" section for those of you who are planning to be in that part of California during the summer.**

Our ace photographer, Vic Volinecs was sent for the first time to cover the California State Championship Formula I, airplane race in San Luis Obispo last weekend. He's used to covering mild things like motorcycle and car races, skateboard competition, skiing and such. But he said he was "blown away" when he first saw those airplanes zooming past at 200 plus miles per hour. At one point he got dizzy just trying to keep up with just one plane going around the pylon. See our coverage in this issue.

**La Vegas has the first Off Road track being built indoors. We don't have the particulars on the size, location and race schedules, but as soon as we do we'll pass it on to you. That way you'll have more than one excuse to go to Vegas, than just for gambling.**

DIRT OVAL RACING! R/C Style. Yep, the newest item is to run the off road R/C cars in a dirt oval. MINI BAJA, in Reseda has set up the first one and the first race was scheduled for May 30, 1981 with subsequent Tuesday's used for series racing. We also hear that RCH, in Costa Mesa, is adding a dirt oval to their existing off road.

Now all there is a need for is sprint car bodies. Some of you manufacturers out there may want to check this out, as this summer looks to be a busy one for the off road market.

Some of you may remember in our last issue under classified ads, there was a beautiful powerboat for sale by Ron Coveney. Ron decided to enter his twin engined boat at the Long Beach MAC show for one last attempt at first place in the power boat class. Sure enough, he took the first place votes over some pretty nice boats. I wonder if the price has now gone up?

**Speaking of the show, we were there covering it and talking to lots of people. The general feeling was that it was an excellent show, which brought out about 20,000 people over the two week end days. Some of the hits of the show were items like; the scale replica of**

Howard Hughes' "Spruce Goose"; the smallest (steam powered) machine shop, including tiny drill presses and micro-drills, hammers, tools, etc. Some of the other heavily looked at items were the 1/8th scale cars and the off-road buggies and accessories. The hit of the demonstration area was Delta's "Pocket Rockets" and BOLINKS's Dirt Diggers, doing wheelies, flips, jumps, etc.

Heard from the Anchorage R/C Model Boat Association about their 1981 Racing Scheduled. It was too late to print it in our "calendar" section but we'd like to tell you that their racing is done at Lake Taku, on June 21, July 19, August 16, September 12 & 13. Practice starts at 9 am, Drivers meeting at 11:30 am and the flag drops at 12:30 pm. Sorry we can't get you a telephone number 'cause we didn't get one.

## R/C RACING NEWS

You Race It...  
We Cover It!

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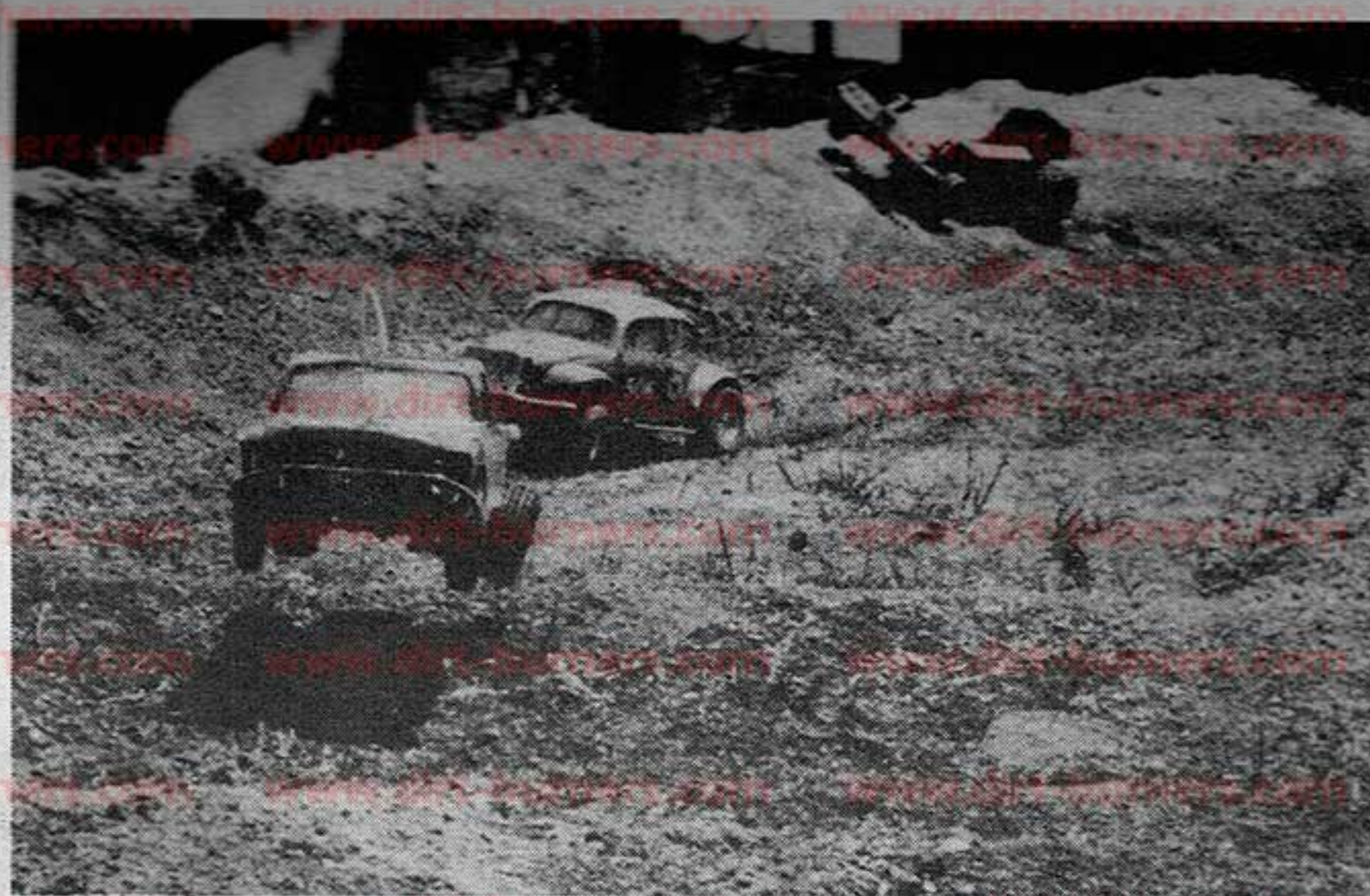
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# SKATE CITY/ Western Hobbies OFF ROAD RACE

Whittier, Ca  
May 10, 1981

The newest Off Road race track in Southern California is the track located next to and inside one of the most popular skateboard parks in Los Angeles.

The Whittier track still has some work to be done to make it a good running track. The current surface is made up of concrete rebound, which is much too dry. It needs to be



A SCORE Class 8 truck leads the way in front of a Class 5 Bug and a Class 1 Single Seater.

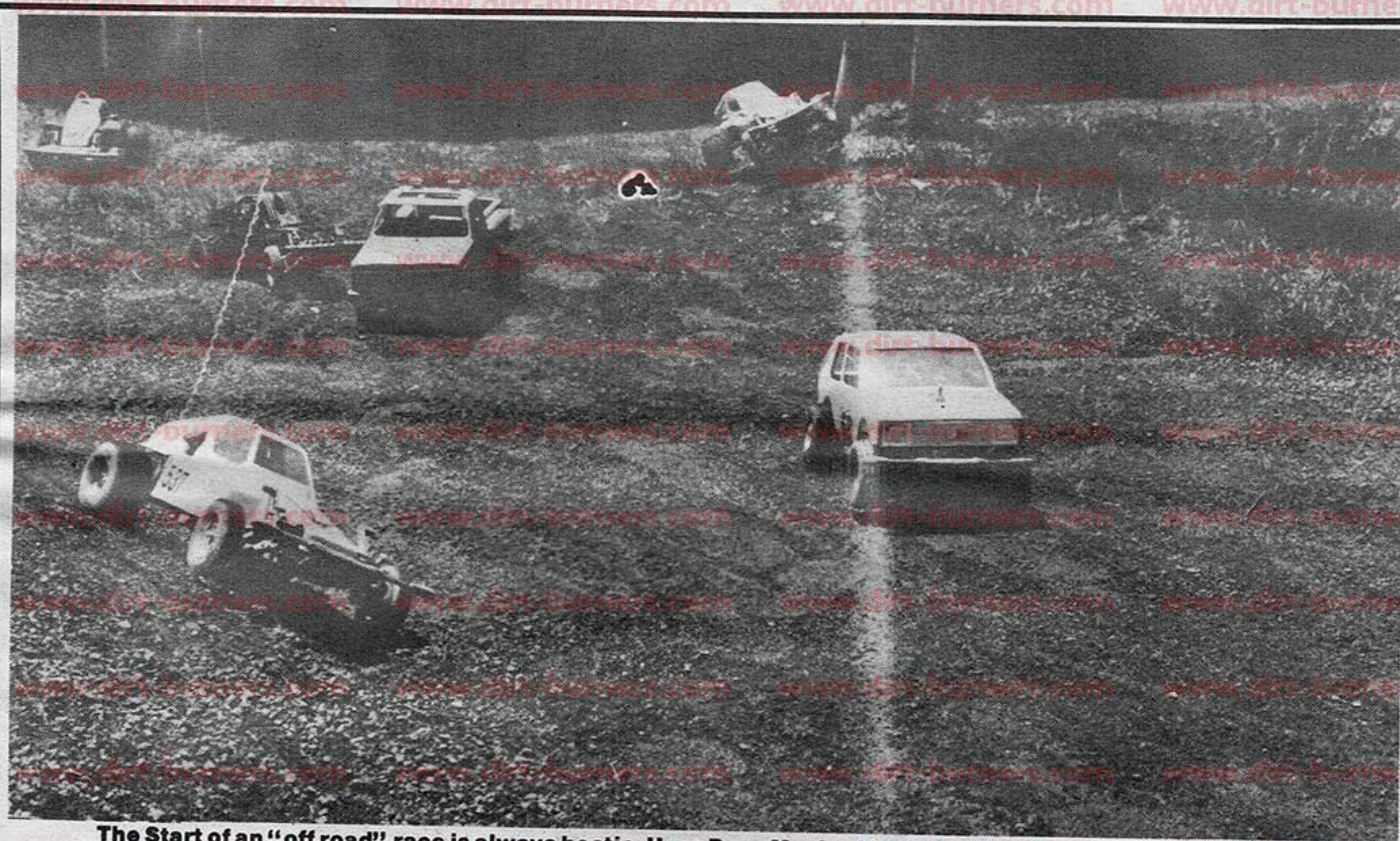
driving a few months ago picked up her first overall win. She drove in her heats and main very skillfully and patiently, allowing others to spin out or bounce off walls while she stayed in the center of the track.

In the MODIFIED Main it was Jim Brophy who won a very exciting main race.

He and Dave Morford were battling out for all of the eight laps, when Dave spun out just before the finish and Jim took the win.

Chuck Stage finished third and tied for fourth were Lonnie Peralta (who doubled as R/C Racing News photographer) and Ed Street, who not only had to keep his own car running but his wife's as well. No small feat in this type of racing.

The Open Class saw Erwin Bragg take the lead from the start and drive very smoothly and skillfully.



The Start of an "off road" race is always hectic. Here Dave Morford leads the pack, followed by Edie Street (Rabbit), Ed Street (pick up), Jim Brophy (nailing truck) and two single-seaters. Photo. Lonnie Peralta.

(contd. page 10)

On this, their second Sunday of racing, the entry was small mostly of local racers, with a few coming from Long Beach and the San Fernando Valley.

Mother's day had something to do with the short entry, but the action was no less intense as if there had been many more racers.

The track is one of the smallest of the tracks now in operation, but no less challenging. In fact, unless your car is set up so that it is steering well and has good suspension, it will be difficult to get around.

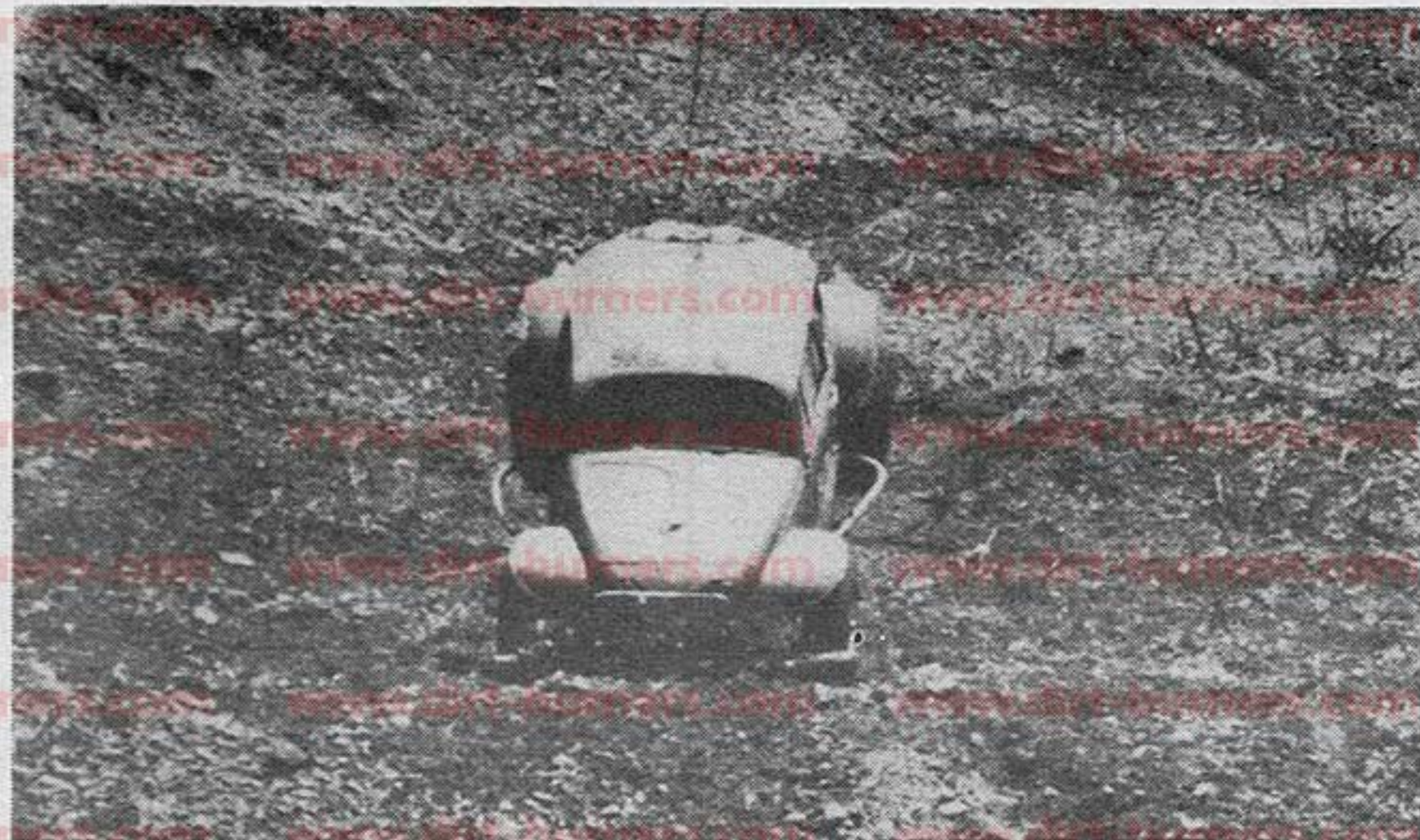
watered constantly and in the coming hot months, it's going to be difficult to keep good traction.

We understand that new top soil or fill sand will be brought in before the next monthly race on June 7, 1981.

Today's program had three classes...Stock, Modified and Open.

Picking up the STOCK Class win was one of only two ladies racing today.

Anna Stage, who only started



Craig Dunn using all the suspension his got.

# MOTHER'S DAY

## 1/12 ROAD RACE

May 10, 1981  
Costa Mesa, Ca.

Story & Pictures by:  
Ron Williams

SIXTY ENTRIES SIGNED UP FOR THE "RADIO CONTROLLED HOBBIES" MONTHLY RACE.

This month's race was dedicated to all the moms that are connected with the races and the racers in some way.

Attendance was down from the usual 75 to 100 entries.

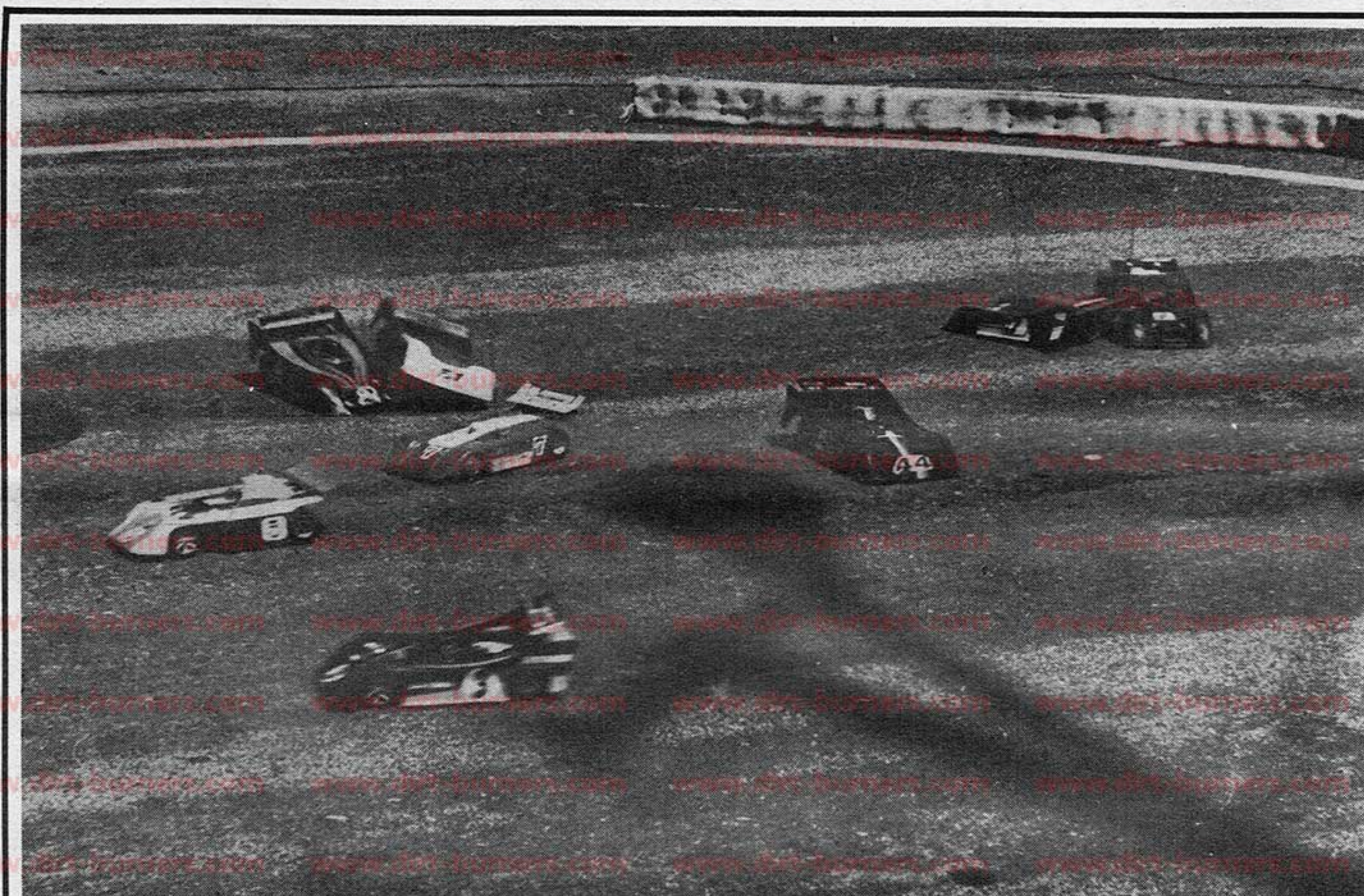
Mother's Day, may have been one reason. The other, was the fact that the previous week, many had raced in Bakersfield (Note: we tried to get in touch with the promoters of the Bakersfield race to get results, pics and story, but no one responded to our calls. Ed.) which was a two day affair. Yet others seemed to head for the beaches to bask in the hot early summer sun.

The track was in excellent condition with outstanding traction. The weather was a clear and warm 80 degrees, perfect for a full day of racing.

With only 60 entries and everything running smoothly, the first MAIN event of the day, the "B" Production Main, was underway at 2 pm sharp.

Sean Stamper, the youngest entry at 10 years old, took the win. Sean is doing very well against other, more experienced and older competitors. Second place went to James Allen and third spot belonged to Troy Emerald, another youngster on his first time out!

The pace picked up in the "A" Production, as top qualifier and the only Lady driver in Production, Julie "Killer Jr." Husting, walked away with the first place trophy. This was no easy task for her as she had to beat two very capable drivers; Steve



Can you tell which way is the course? Looks like five out of the eight starter have a different idea. Action is at R/C Hobbies Raceway on a sunny and pleasant afternoon of 1/12 Electric road racing. Photo R. Williams

Toland, who finished second and Steve's brother, Jason Toland who took third.

There were three MAINS in the STOCK Class; "A", "B" & "C".

In the "C" STOCK Main, Johnathan Holman won over Steve Brownyard and Kent Cassel who finished second and third respectively.

The "B" STOCK featured the "MOM" of the day and Captain of team "Killer", an all girl racing team, Midge Husting, who finished in the Third spot.

Frank Baker just beat her out for second and in turn Ken Lavacot (one of the racing Lavacots) just took the first place honors.

The big Main in the STOCK class was the "A" Main.

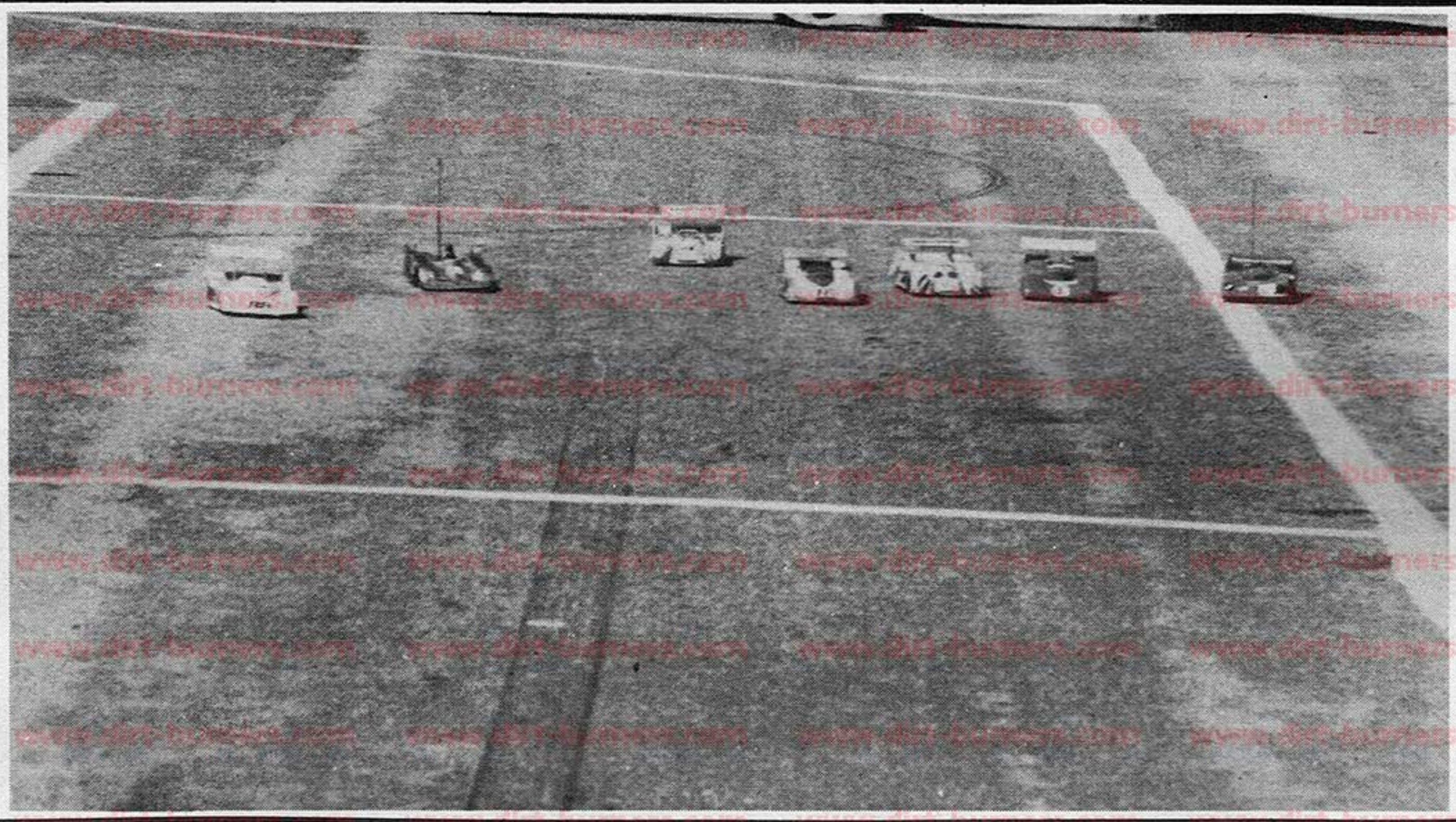
Another Toland, Mike, showed good form by winning this very competitive and fast class. The Toland family walked away with a few trophies today.

Second place in this class went to Mike Lavacot and Third went to Randy "Abdul" Tentschert.

Next were the MODIFIED Classes, starting with the "C" Main which was won by Steve Brownyard, making this his second trophy for the day. To take the win Steve had to hold off the hard charge of Bob Kellum. Ken Husting took third.

The "B" Modified Main was won by Sonny Cummings over Donn Rice, (ex gas racer), and Chuck Boldetti.

The final race of the day was the "A" Modified Main. This race pitted the fastest cars and racers of the day.



There were eight cars in this Main and when the start flag dropped, the dicing began. Eight minutes later and 36 laps completed, it was Mike Lavacot who had earlier qualified in the top spot, taking the win.

Curtiss Husting, one of the top 1/8 scale-gas-powered racers, gave Mike a run for the top spot but finished in second, just ahead of Randy "Abdul" Tentschert.

If you're into 1/12 Scale Road Racing, you can see that there's a class for you in which to race and have lots of fun.

These events bring out many families for an excellent day of competition.

The races are scheduled for the Second Sunday of the month and if you're interested in being part of the program, just try to get there by 8:30 am, on race day and sign up. The entry fee is \$4.00 for the entire day.

For more information you can call R/C HOBBIES at (714) 631-1555 and ask for Ron or Larry.

See you at the next race.

R. Williams

(complete results not available)

**1/12 Scale racing at R/C Hobbies.**  
 (above) As in all types of racing the start is the "thing". Seven cars go for the first turn. Car # 88 has the inside line (right) while the pack is right behind. One slip and it's good bye. (below) Part of the tight and winding course that makes Electric road racing very exciting and difficult to master.  
 Photos Ron Williams



# R/C NUTS

## AT LEGG LAKE

### THE ANTELOPE VALLEY R/C NUTS CLUB HOSTED ANOTHER WEEK-END OF FINE POWER BOAT RACING AT LEGG LAKE, SO. EL MONTE.

Legg Lake, Ca.

May 9,10, 1981

Story by: Larry Bain and Diana Coveney "The Witch Lady"

Photos By Larry Bain

The sun was nice and bright, the water super smooth and the boat racers, itching to start racing on day one of the two days scheduled this weekend.

The race series, which is sponsored by Power Boat Magazine, featured Deep Vee and Specialty Class Outboards running on Saturday and the Stock Modified Tunnel Hulls running on Sunday.

On Saturday, Cathie Galbraith showed the men how it's done in the Deep Vee class, with several exciting races between her and Rick Hazelwood. In fact, after three rounds of racing, Rick had only one lead over Cathie, and all there was left was one more round.

On the final round, Cathie turned in 11 laps in five minutes her slowest race of the day, after having gone 12.5 laps twice and 12 laps on the third round.

Rick Hazelwood would have preferred the racing to end at three rounds, as he never made one lap in the fourth round, thus making Cathie the honor of most laps for the day, 48.

While all the interest was on Cathie's fine performance, Frank Hu was also going fast. He too ended with a total of 48 laps to tie Cathie's totals. Thus, there was a run-off race to determine the overall winner.



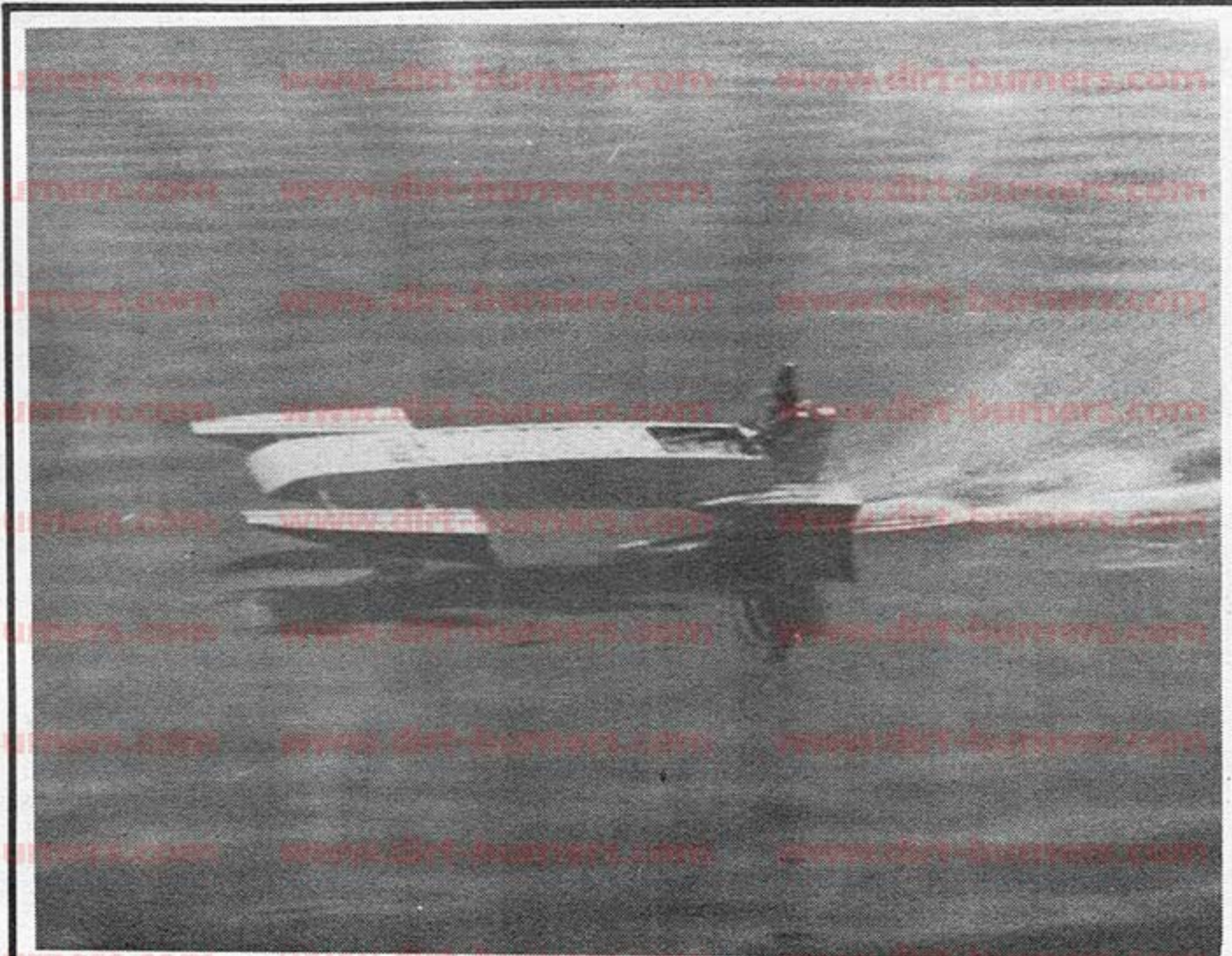
Norm Teague's beautiful Twin Tunnel cranking it on.

When it was all over, Frank Hu had prevailed and relegated a fine day's performance of Cathie Galbraith to a creditable second place. Jerry Roman finished in Third place just one-half lap behind in the Deep Vee Class.

The SPECIALTY Class hit the water next. Only five boats were entered, but it still offered a good variety of boats.

There were two Outrigger Hydros, two Twin engine Tunnel Hulls and one Hydro.

Ron Coveney and Norm Teague had their hands full just keeping the twin engine Tunnel Hulls on the water. Somehow these boats want to get airborne. Jack Garcia's boat was also very fast and it kept Jack in constant attention. But today, Jack



Hydro in action. When these babies get going they're a hand full.

proved that he could handle it as he took the first place spot, just ahead of Rich Hazelwood who wound up in second. Norm Teague finished in third spot.

After Saturday's event, some of the boats that would be running on Sunday came out for practice, much to the delight of the many spectators.

ON SUNDAY, a very unusual set of circumstances happened that eliminated one of the top competitors of District 19.

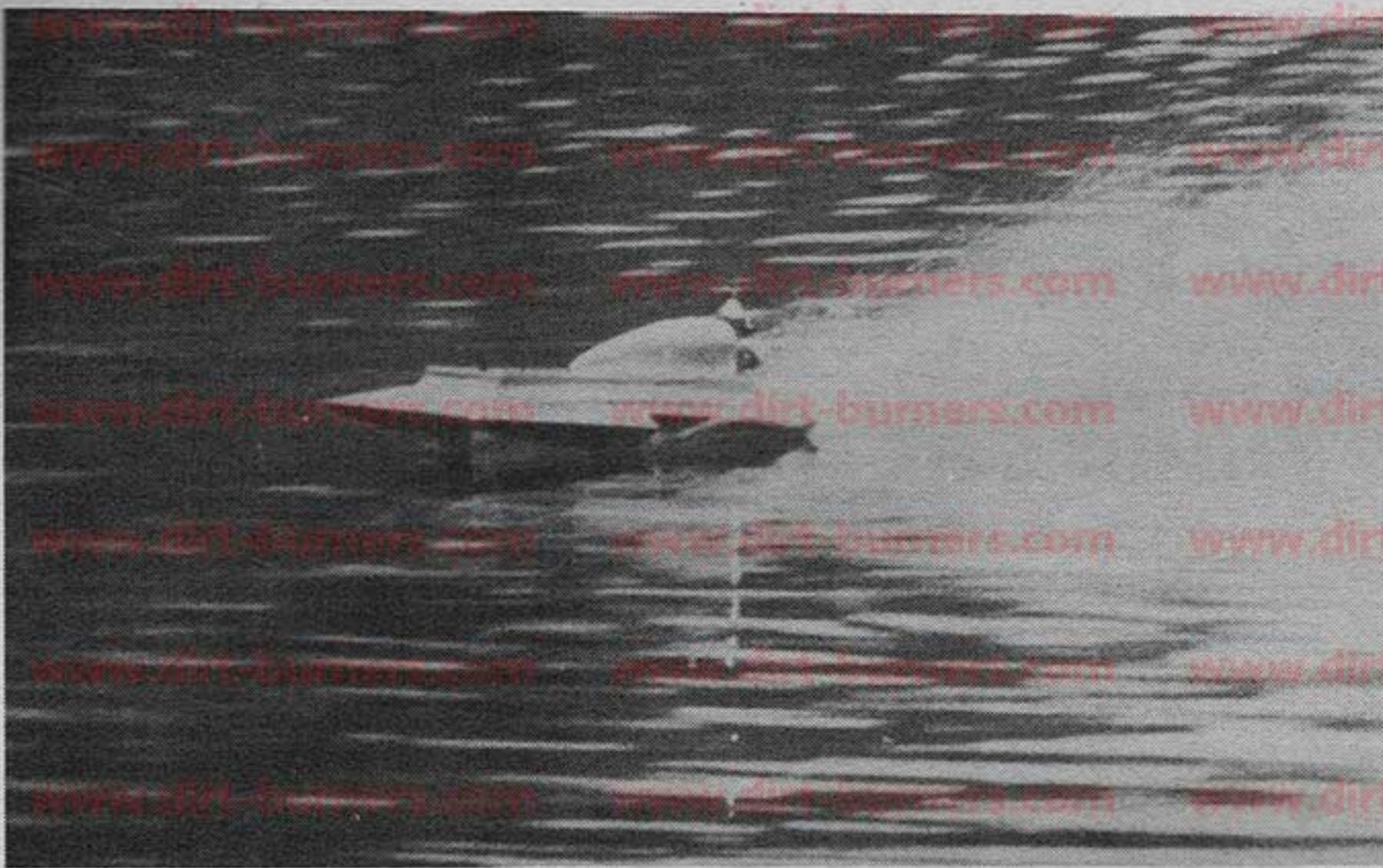
Jack Garcia, who had won the Specialty Class on Saturday, was eliminated from racing on Sunday.

As it happened, after Jack launched his boat in the first race of the day, he was headed for the first buoy, when the boat seemed to go left a bit too sharp and ran into and over Ron Coveney's boat. Jack lost radio control and the boat headed for the beach.

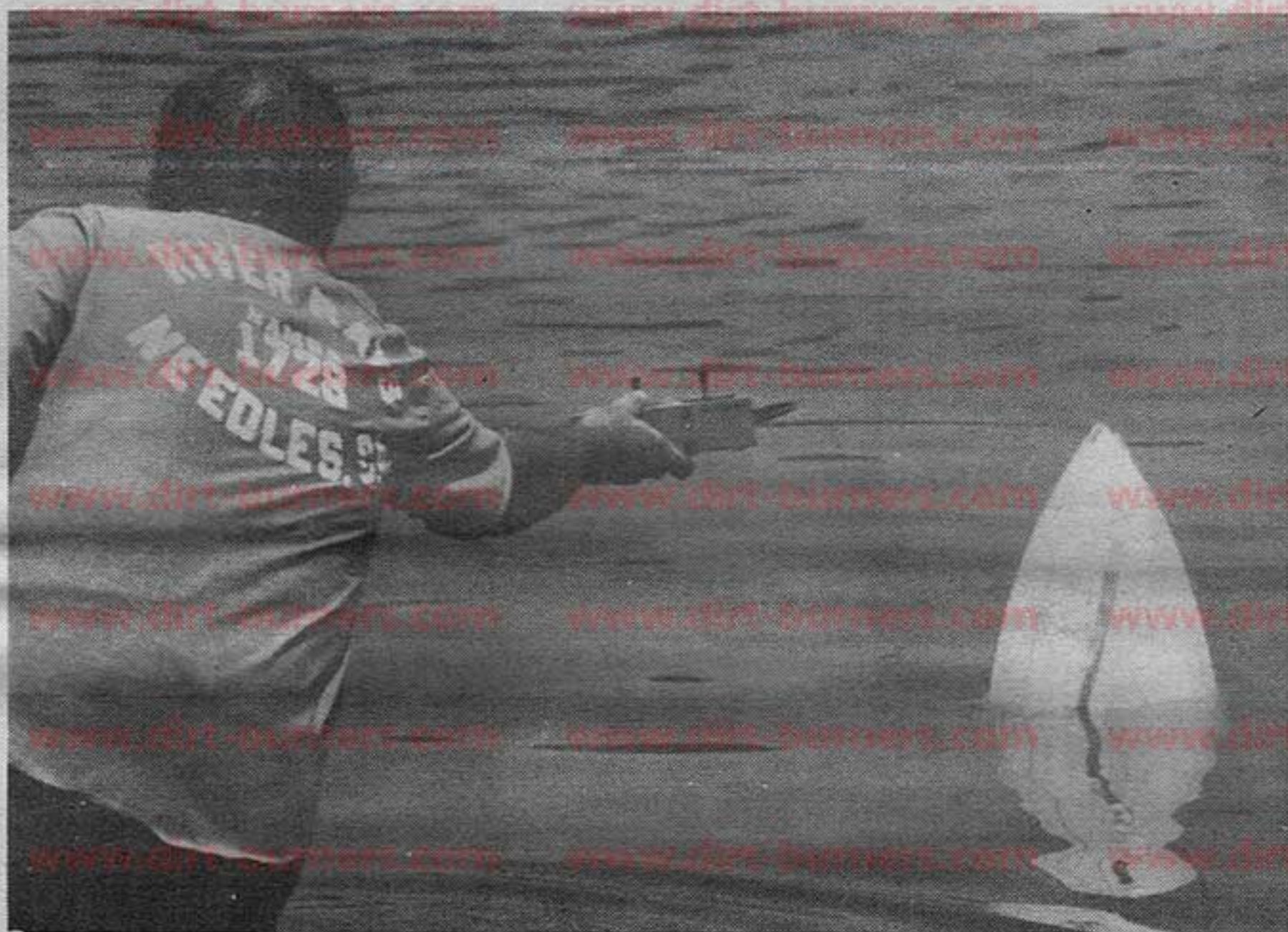
There was also a lot of complaints about the starting system being used.

The problem seems to be that too many boats are being launched at the same time at the end of the 15 sec. clock. Since all boats are hard to launch perfectly straight, most starts have boats hitting and bumping into each other.

Some boats like to pull left and by the time the racer makes the correction, it may be too late.



"Cooking it" on the smooth waters of Legg Lake in Whittier Narrows, Ca. You can race or play almost any time. Photo. Larry Bain.



Some guys go after sharks in many different ways. Here this River Rat is using a FUTABA 3-channel for bait (above). Former bowling champ, Jack Garcia applies his "form" to launch a Deep Vee. Notice the left leg action. Photo. Larry Bain.

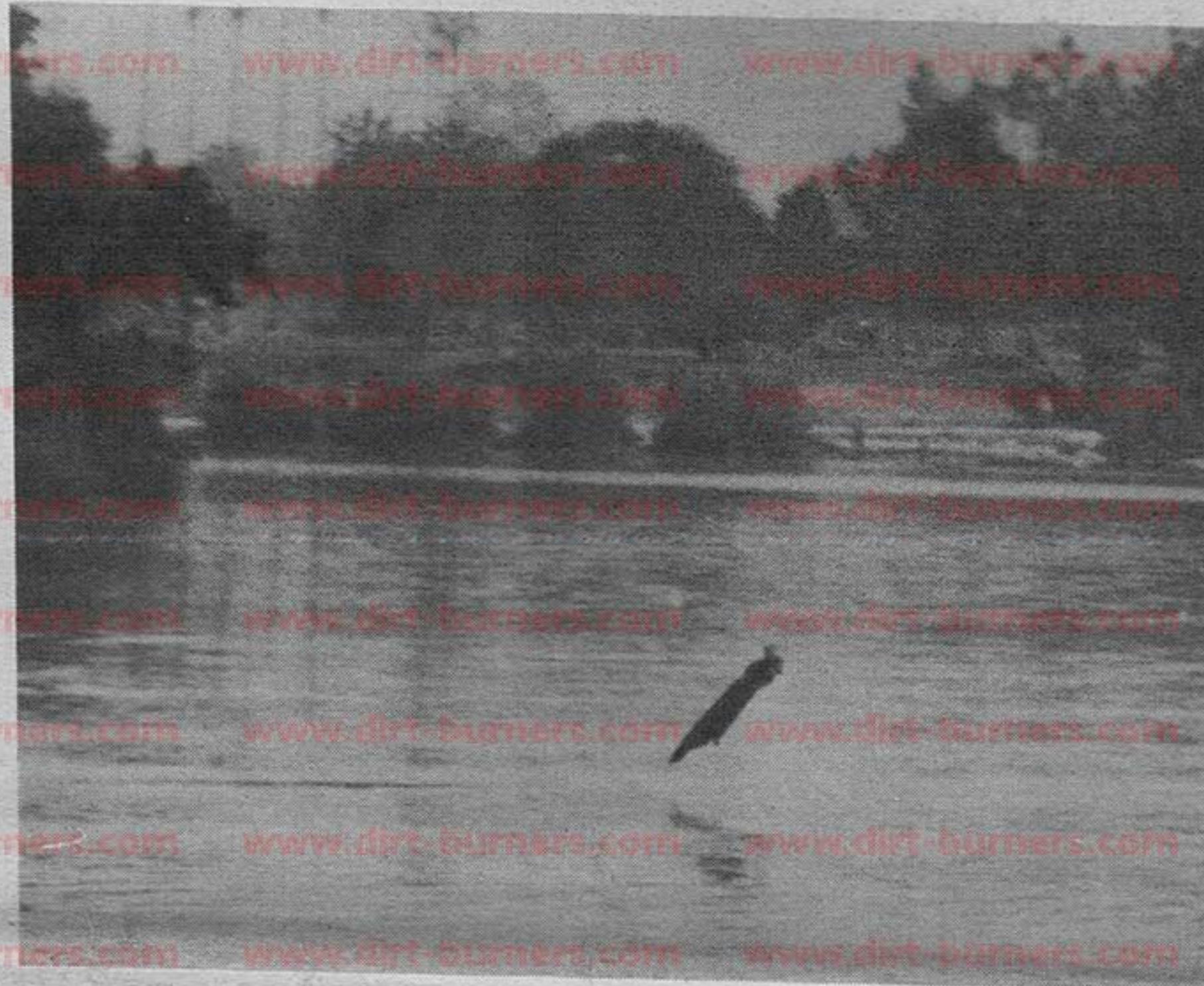


It looks like there will be a meeting soon to discuss this matter and perhaps come up with a better system.

In today's Modified Tunnel Class, the winner was Norm Teague, followed by Jack Oxley and Cathie Galbraith in third. Cathie is rapidly becoming a force to be reckoned with in any class she races.

In the Stock Tunnel class, Norm Teague was once again the winner, making it a clean sweep for Sunday, and that coupled with Saturday's third place in the Specialty Class, made Norm's weekend a very successful one.

Jerry Roman wound up in second, followed by Jim Rudasill and Jim Aubrey.



The inevitable can happen when you go "too fast". Photo. Larry Bain

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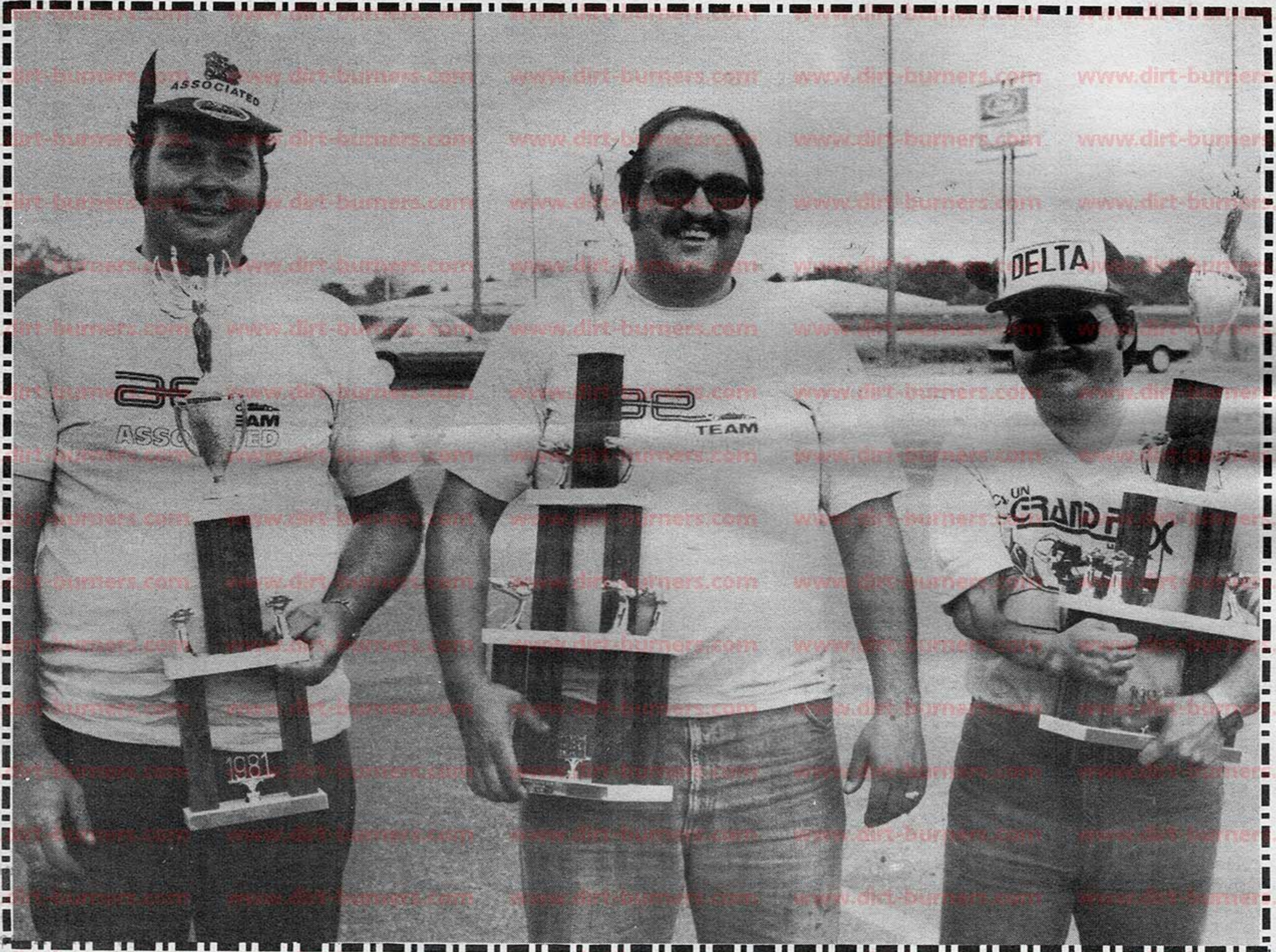
# CAJUN GRAND PRIX...

Story by Suellen Verger

## BILL JIANAS THIRD CHAMPION

Lafayette, Louisiana  
April 25 & 26, 1981

BILL JIANAS TOOK THE TOP HONORS AMONG THE 120 ENTRIES THAT SHOWED UP FOR THIS THIRD ANNUAL GRAND PRIX AFFAIR.



(Left to right) Dana Smeltzer, 3rd place; First place winner Bill Jianas and second place Art Carbonell, picking up the "gold".

While the history of this yearly race only goes back three years, this Cajun Grand Prix had rapidly become "one of the races that's a must to make". Much like the McCoy Race in California and the Nationals.

Three short years ago, on a dreary Sunday morning, the

race was born. Bob Murphy, of Shamrock Competition Imports fame, was the catalyst to "put on a big race", when he offered \$1,500 worth of merchandize to be given away at the race. That's all it took to get the race under way.

While the first Cajun Grand Prix

suffered the effects of the elements, (11 inches of rain in two days), the prizes were given out, everyone ate and drank and had a good time and those that were there established solid friendships with other racers.

Bob Murphy stuck with the idea

and committed the same amount of prizes for the Second First Annual Cajun Grand Prix. That race was won by Ronnie Smith from Shreveport, Louisiana.

The second annual Grand Prix was won by Art Carbonell and had nearly one hundred entries.



And so in this years Grand Prix another chapter is written and in it, Bill Jianas is logged as the 1981 Champion.

Because of the large entry on hand, "controlled practices" were necessary. Starting very early Friday morning, about 6 am., racers started practicing. Officials passed out pins to the drivers and once they were through running, the pins were collected and then given to those waiting their turn.

All qualifying was done on SATURDAY. Top qualifier in the Open Class was Art Carbonell and John Lucido grabbed the top qualifying spot in the Super Stock Class.

Later that evening, at the party that featured among other things "Cochon de Lait"... a Cajun version of a pig roast, trophies were awarded to the top qualifiers.

That night, Charlie LeBlanc rolled out his trusty computer and quickly compiled the Sunday Mains.

#### CONCOURSE:

Prior to the start of the Mains, the judging for the Concourse was done. The judges were Gary Stahlhuth, Charlie LeBlanc and Janet Stahlhuth. They had the hard task of picking the best looking and detailed car among the ten entries.

First place went to Freddie Rapuana from Baton Rouge, La. for his Sorbello that featured a full doll as a driver and metal louvers over the front wheel wells. Karl Kaiser took second with his finely detailed Prophet. In third it was Ivan Bourdier, followed by Bill Keller.

Concourse trophies were awarded through fourth place in memory of John Beasley, a valued member of the Club who passed away in 1979.

The problems of lap counting when you have a race of this magnitude can be horrendous, but with the assistance of Joanne Myers, who spent two days inside a trailer, manning the scoring computer, and the assistance of Charlene Rapuana, Suzanne Dupuis, Renee Mellinger and Janet Stahlhuth, at the end of the day, there was NOT ONE SCORE protested or found to be wrong!

#### THE RACING

##### H MAIN OPEN:

David Wood was the leader in the H-Main until around the fourteen minute mark. At that time Jack Brooks moved into the lead and never relinquished it. Wood finished second and third went to Gary Daugherty, who almost caught David but failed. Fourth was J.R. Arnold.

##### G MAIN OPEN:

Jim McNee had a tough time qualifying, but seemed to get it all together in the main to take the first spot. It didn't come easy as the top five racers were all in the same lap. Kenneth Smith picked up second, George Molinary got third and Steve Hensley was fourth.

##### F MAIN OPEN:

Larry Crouch, Shreveport Club President, rolled out to an early lead. He managed to hold off Joe Tassillo, who was one of the top six qualifiers in their mains.

None of the top qualifiers won their main.

Tom Marlowe took third and Kitten Hess, Regional Director for Region Four, took the fourth spot.

##### E MAIN OPEN:

This main promised to be a very close race and most of the drivers in this class had qualified very close to each other. Indeed it was close as Dave Heckler finished 2nd. one lap behind Gay Sullivan. Two boards back was Terry Hobertson, and Claudio Tamburri, after missing the first four laps of the race, worked his way back up to fourth.

##### D MAIN SUPER STOCK:

There's a new Sullivan on the race track and he is starting in the winner's circle. Joe Sullivan won the D Main by four laps over Rocky Clause and Bumpy Kearney who finished much closer in second and third respectively. C.C. Romnie, one of six lady racers entered, took fourth.

##### D MAIN OPEN:

This was the only heat that all nine drivers had the same car. Everyone knew that a Delta car would win this main. Danny Wenzel took top honors, followed by Dan McCurley, Dave Mellinger (who ran out of fuel) and Patrick Miller.

##### C MAIN SUPER STOCK:

Dave Cole took the wire to wire win and never looked back (or to his side?). Behind him there was lots of action for second but when the dust settled two Ohio racers, Bill Elliot Jr. (2nd) and Mark Smith (3rd) took the honors. The last trophy went to South Louisiana racer Ted Simon.

##### C MAIN OPEN:

Karl Kaiser had settled for second in the Concourse, but he didn't have to settle for second best in the Main. He won. (Interesting to note that three of the four Concourse winners went on to win their mains!) John Abadie gave Karl a battle for first place, trading off on several laps, but this was a brief encounter, and Karl managed to hold on for the rest of the race. Jim Herndon fell into third place and John Dupuis had taken over second.

##### B MAIN STOCK:

Lamar May led for the first five laps. Tony Roscoe challenged, but in two laps Lamar got it back. At precisely half way into the 20-minute Main, Adrian Tamburri came to the front and lead the field the rest of the race. Lamar held on to second followed by Ricky Lee and Frank Vance. All the drivers in the Main were going out for blood and proof of that was the seven re-starts that had to be made. Rules state that if a car is upside down before all the field has passed the first turn, there must be a restart. Get the picture?

##### B MAIN OPEN:

Ken Campbell lead the field from lap one until lap 26, when his engine flamed out. Freddie Rapuana then took over the lead and never let it go. Ken held on to second until another flame out in lap 51. Johnny Holmes moved to second, Bailey Whitley in third and Mike McCormick in fourth.

##### A MAIN SUPER STOCK:

After four qualifying rounds on Saturday, the top ten Super Stock racers were chosen to make this main. It was an evenly matched race that proved to be most exciting.

There were seven lead changes among five different racers.

Terry Riley got out in front early in the race, but by lap 5 John Lucido overtook him. Louie LeBlanc overcame a very bad start, and by lap 9, he found

himself in the lead. Unfortunately, pushing as hard as LeBlanc was, he used more fuel than expected and gave up the lead when he ran out. This gave the lead back to John Lucido at about lap 18. By lap 20, Ivan Bourdier had worked his way up from the back and took the front spot. A brief exchange of leads between he and Lucido ensued at lap 38, but at lap 39 Ivan took the lead back for good. John Lucido settled for second, LeBlanc and Floyd Clark followed, to fill the top four spots.

##### A MAIN OPEN:

They say to always save the best for last. This main was just that. Paul Verger lead it for the first two laps, when his carburator vibrated out and that was all for him. The lead was then taken by top qualifier, Art Carbonell who held it until lap 11 when Bill Jianas took it over on lap 15. Bill then started passing the back. One third of the race was over. Bill Jianas, Art Carbonell, Rick Davis and Dana Smeltzer in that order, all in the same lap! Thirty laps over...it was Bill Jianas, Art Carbonell, Dana Smeltzer and Joe Tassillo, all in the same lap.

Rick Davis went out on lap 29 with clutch problems.

Forty laps over...Bill Jianas, Dana Smeltzer, Art Carbonell in that order all in the same lap!

Fifty laps...Bill Jianas, Art Carbonell and Dana Smeltzer still in the same lap!

Sixty laps, two more to go, still in the same order and same lap!

Now it all goes into SLOW MOTION. Final lap, going past the lap counters one more time!

Joe Tassillo (2 laps down from the leader); Jim Miguel (5 laps down); Bill Gardner (3 laps down); Dana Smeltzer (less than a lap down!) Bill Jianas, leading but by how much? Curtiss Husting (2 laps back); Art Carbonell (20 feet back!); and Chuck Moon (5 laps down).

The crowd is cheering, after 20 minutes of unbelievable racing, it's all sooooo close!

Five...four...three...two...one... STOP YOUR CARS!

# SKATE CITY/WESTERN HOBBIES OFF ROAD:

(contd. from page 3)



Edie Street (Rabbit) and husband Ed Street going at it in the in the MODIFIED MAIN.

Photo Lonnie Peralta



Anna Stage wound up first in the Stock Main after driving a very consistant and calculated race. This is the only "pink" car in the circuit. Photo Lonnie Peralta.

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<b>RPM Rods</b>		<b>K &amp; B</b>		<b>AEROMARINE</b>		<b>NARCO MARINE</b>	
K&B 3.5	\$13.95	3.5 Outboard	63.15	Trim Tabs	\$8.95	Water Outlet Small	1.50
K&B (old) 6.5	\$16.50	3.5 Inboard	47.40	Teflon Lined		Water Outlet Large	1.70
K&B 7.5	\$16.50	7.5 Inboard	74.50	Stuffing Boxes		Cable Collet .187	4.20
OPS .60 or .65	\$22.50			18"	\$7.25	Cable Collet .150	4.20
				12"	\$5.40	Cable Ferrule .187	1.50
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<b>HORTON MANUFACTURING VENTURES</b>		<b>JO MAC RC CARS</b>		Starting Belts			
K&B 3.5 Standard Bell	\$13.00	Lightning 2000	\$75.95	Large 17"	\$2.95	<b>BEST MODELS INC.</b>	
K&B 3.5 Large Bell	\$14.25	Lexon Bodies		Small 15"	\$2.95	Waterproof Seals	\$1.95
K&B 7.5 Standard Bell	\$13.00	Painted	\$11.95	Empire Battery Pack for			
K&B 7.5 Large Bell	\$14.25	Unpainted	\$ 7.95	Rough Rider or		<b>MRC</b>	
OPS .60 or .65 Standard Bell	\$14.00	Jo Mac Constant		Sandscorcher or what-		Rough Rider	\$123.95
OPS .60 or .65 Large Bell	\$15.25	Current Rapid		ever auto you have.	\$24.95	Sandscorcher	\$127.95
		Charger	\$34.95	Also Astro Rapid		Limited quantity on	
<b>PRATHER TUNE PIPES</b>		<b>Most parts in stock</b>		Charger for this pack	\$22.95	MRC Cam Am Lola	
7.5 Mono Standard	\$29.95	<b>15% OFF LIST</b>		with plug for the above.		1/12 scale	\$157.95
Can be used for Hydro but needs extender \$2		<b>We special order parts!</b>		Tamiya Quick		Datsun 2802X	
Westcoast Marine Surface Drive	\$64.95	Compatible cross-reference		Charger	\$48.50	1/12 scale	\$99.95
Empire Rear Bearing with Steel Retainer for		with Associated Parts					
K & B 7.5 or 3.5 Not Guaranteed							
Rated for 4000 rpm	\$16.50						
<b>10% OFF J.G. Props</b>							
<b>10% OFF Octura Props</b>							

PRICES SUBJECT TO CHANGE WITHOUT NOTICE!

A nasty "over the fence" maneuver and several crashes kept Lou Peralta who had won all previous heats, in the second spot. Craig Dunn took the third spot and Jim Brophy driving in his second class of the day wound up in fourth.

Trophies were awarded to the top three finishers in each of the three classes.

The Whittier Track, racing every second Sunday of the month, is one track you will want to go and try and test your driving skills. It's a fun track.

Photos By:  
Lonnie Peralta

### RESULTS:

**OPEN:**  
1. Erwin Bragg  
2. Lou Peralta  
3. Craig Dunne  
4. Jim Brophy

**MODIFIED:**  
1. Jim Brophy  
2. Dave Morford  
3. Chuck Stage  
4. Lonnie Peralta & Ed Street  
6. Edie Street

**STOCK:**  
1. Anna Stage  
2. Rich Skinner  
3. Bob Teeple  
4. Fred Rathburn  
5. Brent Armenta  
6. Burt Davidson

## The Plain Gray Wrapper

R/CARS 1200 MAH  
SUB-C NICADS

### The Good News

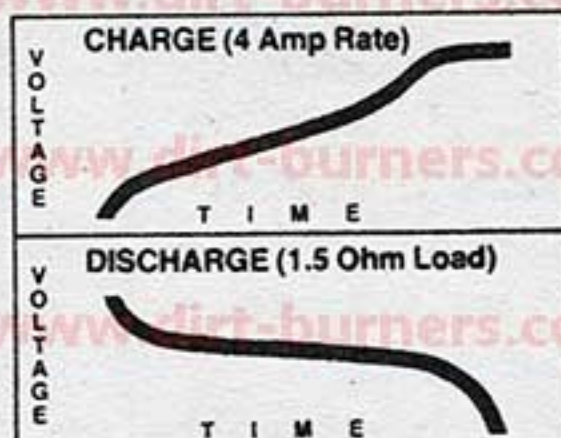
### PRICE AND PERFORMANCE



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 — \$10.00  
6 sub-C's — \$15.00

Add \$2.00 for handling  
Add another \$1.50 for COD  
We'll pay shipping (N.Y. residents add 7% sales tax)

R/CARS will replace any defective cell for up to 60 days upon postage paid return from original purchaser

### R/CARS

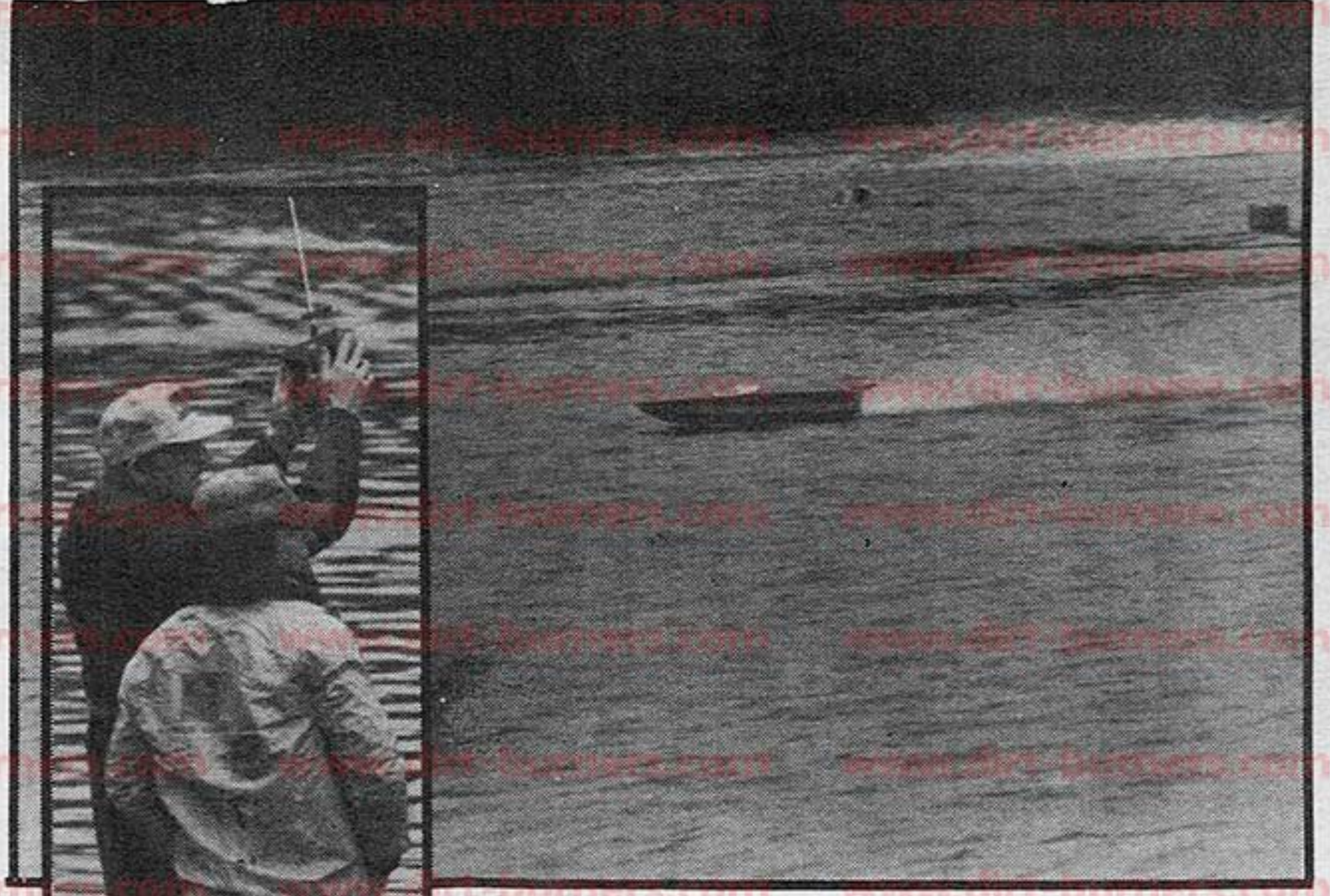
Radio/Control Auto Racing Supplies  
153 N. Country Rd.  
Miller Place, N.Y. 11764  
Telephone (516)473-7600  
See Reader Exchange in this issue for other R/CARS values.

# THE 1981

## ICEBERG CLASSIC



Skip Govoni trophied in all three classes picking up 5th in the "A" Main; 3rd. in the "B"; and 1st in the "C" Main. Photo Rico Gattilia



Steve Neilson 1st in "B" Class, Deep Vee & 2nd. in "A" Class gets some pit instruction from James Watson. Note unusual driving style could he be losing radio power?

Story by: Marlene Kirschman,  
Oliver Jewett & Paul Kirschman  
Photos by: Rico Gattilia

May 2 & 3, 1981  
North Haven, Conn.

The THIRD ANNUAL ICEBERG CLASSIC Deep Vee power boat race was held this past weekend at the Plasticrete Pond in North Haven, Connecticut.

It was a NAMBA Sanctioned event put on by the CONNECTICUT DRAGONS and Sponsored by Cerino's Marine/City Grinding.

The event was run on an oval course, with a LeMans-type of start. All three rounds were of ten minute heats. There was no retrieving of boats, but pit stops were allowed.

Trophies were awarded to the top six spots, plus a trophy was given to the driver with the highest accumulated points for

the event.

SATURDAY started out with heavy rains, but as true racers, none of the racer's spirits were dampened. The race went on!

Of the 19 entries, there was only one Lady racing. She was Marlene Kirschman who raced her first District Deep Vee race and managed to pick up a 6th place trophy in the "A" Class.

Marlene Built the boat herself from scratch and showed all the guys that she could race with the veterans. As far as we know, she is the only Lady racing in the district.

Another interesting sidelight of Saturday's races was when Oliver Jewett, who had run well in the first two heats, suffered a "dead boat" on the third heat. Without hesitation Oliver and Club President, Paul Kirschman jumped in Paul's car, drove around the pond to get the boat.

They raced back, with one minute left before the end of the race, started the boat and got back into the race to get 1/4 of a lap in, and good enough to pick up the 6th spot in the "B" Class. Every little 1/4 lap helps.

On SUNDAY, in the "C" Class, Skip Govoni and Harry Kirschman went head to head with what could be considered the two fastest "C" boats there.

Their race was hot and tight and after 25 laps all eyes were sharply focused on them. All of the sudden, fate struck and with only three minutes left, both boats "blew" out of the water, ending the exciting action.

Still, Skip Govoni had picked up enough points to win the top spot in the "C" Class, while Harry Kirschman finished third, to a very consistant driver... Erwin Cohen, who finished 2nd.

Harry did manage to win the "A" class.

There were a total of 33 heats, which made for a full two-day race program of R/C Power Boat racing.

Clubs represented were the DRAGONS, WORCHESTER, MURCBC, GHMBC, EMPIRE, OCBB & RANJERS.

A special thanks goes to the sponsors City Grinding of New Britain, Conn. and Cerino's Marine, of Milford, Conn.

### RESULTS:

#### "A" CLASS:

1. Harry Kirschman
2. Steve Neilson
3. Pete Latak
4. Glen Simpson
5. Skip Govoni
6. Marlene Kirschman

(contd. page 26)

# MINI BAJA'S Thursday Night Series Finals

May 7, 1981

Reseda, Ca.

Eight weeks of Thursday nights, 120 plus heats of racing, 32 Semi's and 16 Mains later, the second Thursday Night Off Road Racing Series at MINI BAJA came to an end tonight.

The overall winners Dave Hiebert (EXPERT) and Dave Wetzel (NOVICE) finished a grueling schedule of competition.

It all started back in March when the first race of this Series got under way.

That night, Dave Wetzel served noticed that he was going to be hard to beat in the NOVICE class and indeed he was, as finished first in class with a total of 586 points.

Points in both classes were awarded as follows: First place in the "A" Main at the end of the night is worth 100 pts; second 98 pts.; third 96 pts. and so on, all descending in increments of two.

In the EXPERT Class, the winner in that first Thursday was Don Arndt. Don wanted to let Dave Hiebert (winner of the first series) know that it was going to be a piece of cake for him to take the series.

Unfortunately, Don's promise for a tough fight throughout the series did not materialize, as he suffered a number of mechanical problems in ensuing weeks. That's racing as they say and, while there were other racers keeping the heat on Hiebert, he once again won the overall EXPERT Class.

What does it take to win the "Overall" in this type of a series? Perhaps describing both overall winners may help shed a little light in the matter.

Dave Wetzel only won two Thursday Night races, but only finished once out of the top three in the series. That happened when he suffered electrical problems. The point is that his driving skills and excellent maintenance of his car kept him in the hunt for the entire series. He seldom looked out of control, and "motor power" was never a factor for his win.

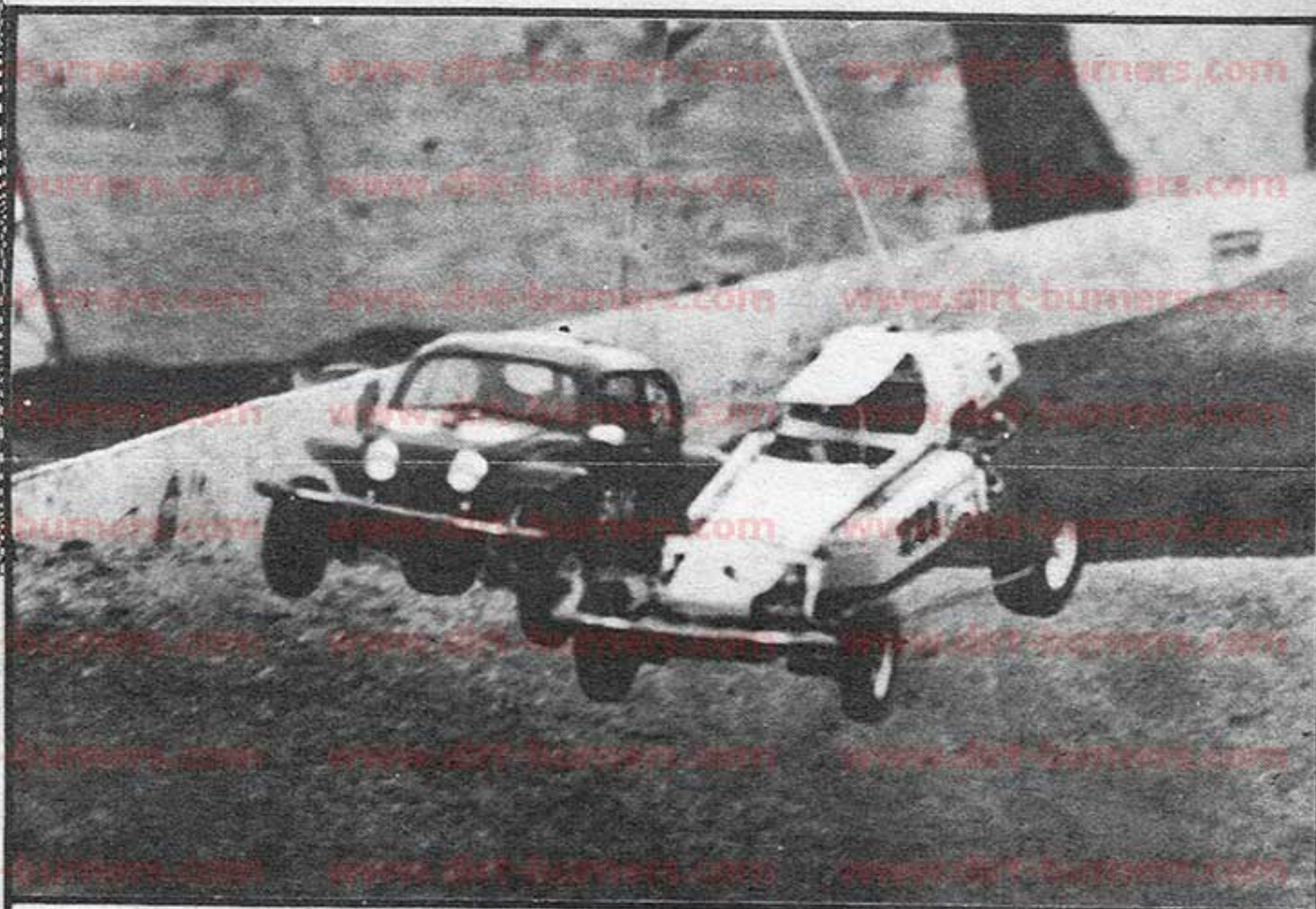
On the other hand, Dave Hiebert combined "power" in his machine, lengthy preparation before every race of his suspension and chasis and a very aggressive driving skill. It is a fact that Dave spends as much as two to three hours about four days a week working, rebuilding, setting up his car. This kind of dedication is what makes him one tough guy to beat.

Dave won three races during the series and only once finished out of the top three spots.

Honorable mentions in the Series should also go to several racers who just fell short of the Overall win.

The Losi family, Gil Sr. & Jr. and Allen all finished in the top five spots.

Gil Sr. finished in second in the EXPERT Class and Gil Jr. took a fourth, behind early leader Don Arndt.



The other Losi, Allen, finished in Second in the NOVICE Class, ten points behind, despite of having missed two events.

By the way, in the Series every racer is allowed to drop two events out of the eight. The official results reflect the six best races of the series.

Another young racer to keep an eye out for is young Mike Dunn. Mike won two Thursday nights in a row and finished second in the last race of the series. He's been driving a short time but by the looks of things he's going to be one of the favorites next time.

The next MINI BAJA Series will last a total of 10 weeks, with the best eight races being used for the overall computation. It's also going to take a different look. Instead of running the NOVICE & EXPERT Classes, now there will be classes according to the equipment being run. ie. STOCK, MODIFIED & OPEN (or ridiculous as some people like to refer it to)

The reason for this is so that all tracks in Southern California will be running under the same classifications to make things easier for the racers.

One added note to the next series is that in addition to the overall trophies at the end of the Ten-week Series, there will be "intrim" trophies awarded to the leaders at the end of the first 5-week period and to the highest point racer in the last 5-week period, no matter what overall position he or she holds. This is to encourage those who start late in the series or who have had early problems to continue to race for the "INTRIM" Trophies.

Those of you who are just getting into the Off Road world of R/C Racing may want to check out MINI BAJA'S Third Thursday night Series, or their Monthly (3rd Saturday) race program. In addition, starting on June 2, 1981, Tuesday night, a new "Flat Track Dirt Oval" series will get under way. Oval racing is also scheduled on the fifth Saturday of the month, when there is one.

(Results contd. on next page)

# MINI BAJA THURSDAY SERIES FINALS

## RESULTS: Mini Baja Thursday Series:

### EXPERTS: Overall

1. Dave Hiebert 592
2. Gil Losi Sr. 586
3. Don Arndt 572
4. Gil Losi Jr. 558
5. Mike Balloy 550
6. Jim Atkinson 542
7. Ron Anthony 538
8. Lou Peralta 536
9. Jiggs Garcia 518
10. Jim Brophy 508
11. Eric Grisham 450
12. Randy Woodward 433
13. John Loguzzo 170
14. David Morford 90
15. Tony Loguzzo 88
16. Jeff Demeres 76

### NOVICES:

1. Dave Wetzel 586
2. Allen Losi 576
3. Mike Dunn 566
4. John Goss 558
5. Jay McClow 546
6. Glenn Reid 536

7. Jim Marlewski 508
8. Lonnie Peralta 504
9. Earl Harvey 488
10. Bruce Choat 478
11. Web Hurd 472
12. David Shlvley 468
13. Don Shlvley 454
14. Jason Garcia 442
15. Bill Witthaus 358
16. Ernie King 342
17. Ronnie Foster 322
18. Chrts Madsen 304
19. Mark Kreutzer 258
20. Willie Melancon 178
21. Mike Langmack 168
22. Steve Dunn 158
23. Bob Oltver 92
24. Al Eisenmann 88
25. Fred Moore & Jeff Mills 86
27. Richard Enslow & Dennis Balloy 84
29. Jim Karks 82
30. Sonny Nicholson & Wyatt Sadler 76
32. Michelle Enslow 74
33. Edle Street 72
34. Guy Miller 66
35. John Lacueclere 60
36. Ed Street 60
37. Frank Naylor 58
38. Charles Street 56

## R/C OFF ROAD Class Rules

(Several of the operating Off Road Track operators have gotten together to put forth certain rules concerning the three classes now being raced...STOCK, MODIFIED & OPEN. Larry VanOsteen of R/C Specialties laid the main ground work for these classes.)

**INTRODUCTION:** The main idea is to provide everyone who is into R/C Off Road racing the opportunity to compete against comparable equipment and cost factors. As time goes on and the number of racers increases, it may be necessary to further break down these classes by driving skills.

**PLEASE NOTE:** Anyone racing in the MODIFIED or OPEN Classes can not race in the STOCK Class.

### STOCK CLASS TECHNICAL RULES:

**1. SUSPENSION:** Single shocks all around, stock rear torsion bar & front springs that can be re-bent for softer pressure. Rear camber adjusters are NOT allowed. Shims or washers can be used to align the front end.

**2. TIRES & WHEELS:** Must remain in kit form and configurations, ie. Small tires in front and large in rear. You can swap front & rear tires between the two models, the Sand Scorcher and Rough Rider, but they must remain in the same configuration. Ball bearings can be used on the wheels. Wheels must be of stock center hub. Metal rims are allowed.

**3. BODY & CHASIS:** Stock kit bodies ONLY! Clear replacement bodies are allowed as long as they are for the Single Seater or Baja Buggy type. NO TRUCK BODIES, or other. Chasis plate must be stock and in stock length. Extra metal stiffener can be used not to exceed a width of 1.25" and .064" in thickness.

**4. STEERING:** Must remain in stock configuration with servo at right angle to steering action. Stock servo-saver **MUST BE USED**. Ball joints and steering rods may be replaced for heavier stock. Receiver box must remain in stock position. Longer servo arm can be used for more steering.

**5. BATTERIES & MOTOR:** Six (6) Sub "C" cell ONLY, connected in series. Stock two-speed control plate only. Receiver batteries can be eliminated. All components must remain in stock configuration. The MOTOR must be the Stock Kit motor with NO ADJUSTMENTS to the winds and brushes and no bearings inside the motor. Bearings to replace the brass bushings inside the gear case can be used. Stock capacitors may be replaced for better operation of receiver.

The STOCK Class is designed to do just that...run stock cars with the exception of a few minor changes to improve the handling and performance of the car. It's for those with limited funds who can not afford the "high performance items".

### MODIFIED CLASS TECHNICAL RULES:

There are no limits to what you and your imagination can come up with to make your car work better with the exception of the following: LENGTH, WIDTH, MOTOR, BATTERIES.

**1. BATTERIES:** Must remain 6-Cell Sub "C" and in series. All batteries in the car must be connected.

**2. MOTOR:** MUST be stock motor. Timing may be adjusted for better performance, but WINDINGS, GAUGE & END BELL must be Stock. Bearings are NOT allowed inside the motor.

**3. WIDTH & LENGTH:** Width of the car, out edge of tire to tire can not exceed 9½ inches and Length can not be longer than 11 inches.

### OPEN CLASS or UNLIMITED:

GO FOR IT if your mind and pocket book can afford it.

THE ONLY EXCEPTION to this class is the Width & Length and Power Source.

**1. WIDTH & LENGTH:** Same as in the Modified Class, 9½ inches in width, tire to tire and 11 inches in length of CHASIS.

**2. POWER SOURCE:** Electric motors only, NO GAS POWERED OR ATOMIC POWERED motors.

### PROTEST PROCEDURES:

Class protests must be lodged no later than five (5) minutes after the completion of the Heat, Semi or Main. The protesting party must advance \$20.00 in cash as the protest fee. If the protest is VALID, the \$20.00 protest fee will be returned to the person filing the protest and all points for that day's race will be taken from the guilty party and he or she will not participate in the remaining races for that day. If the protest is NOT VALID, the owner/driver of the car that was protested will keep the \$20.00 protest fee.

Note: These rules may be changed or amended from time to time as deemed necessary, so that all racing is done in a fair, competitive, and fun manner. Suggestions, additions and deletions are welcomed by all Track operators.

# FORMULA R/C PYLON RACING

## The 1981 California State Championships

Story by:  
Vic Volinecs & Gary Hover  
Photo by:  
Vic Volinecs

San Luis Obispo, Ca.  
May 16 & 17, 1981

This weekend, the S.L.O. Flyers of San Luis Obispo hosted their annual Formula 1 Air race for the California State Championships.

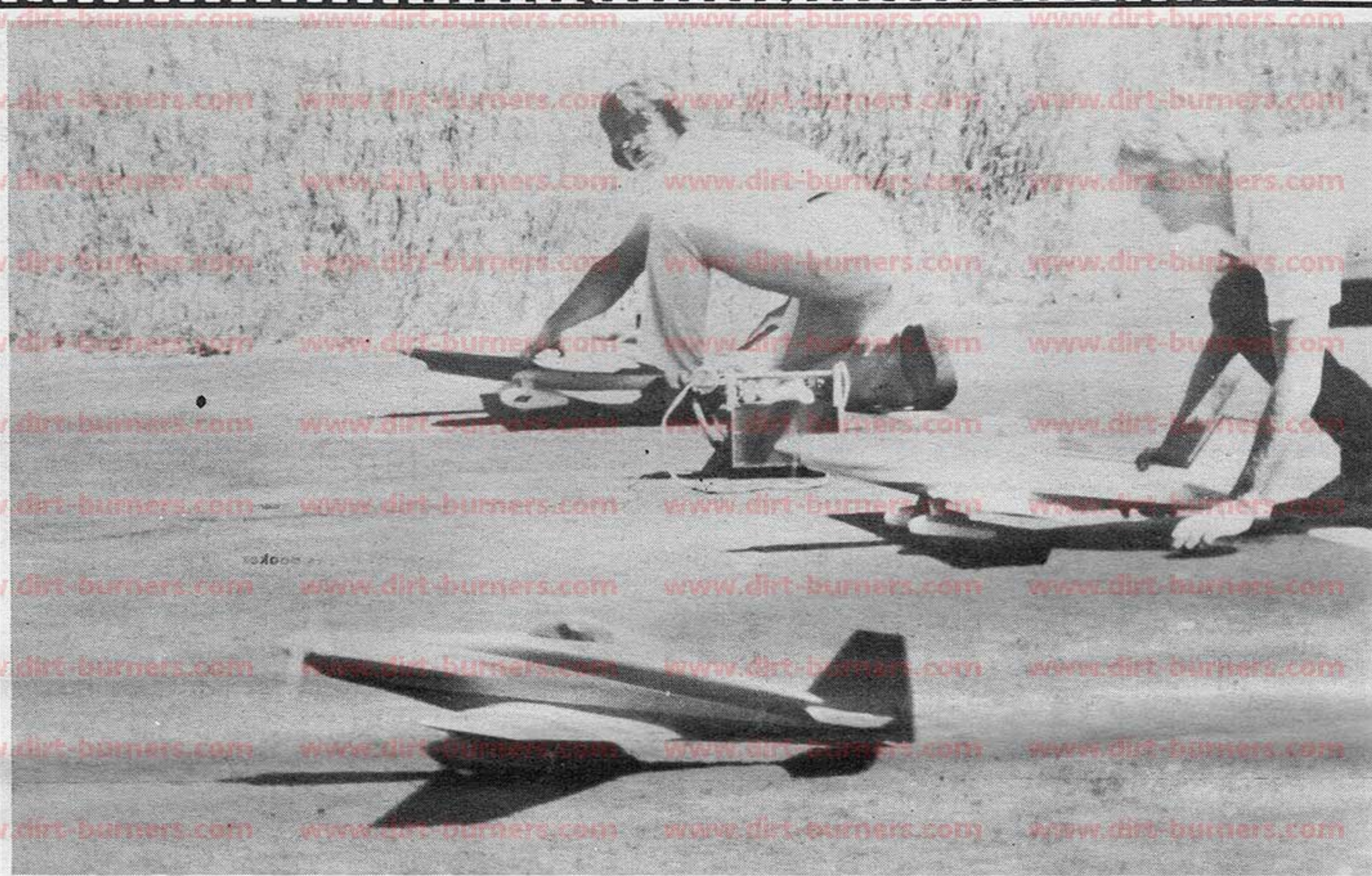
The site was the San Luis Obispo Air runway, and for today, nothing was flying in or out except for some of the fastest R/C Airplanes anywhere.

These are not your every day "off the shelf" airplanes, but ones that reflect countless hours of putting together, tuning and setting up to compete among the fastest in the air. Each plane reflects the "distinctive" personal touches put on by its owner.

A Formula 1 model must be a replica of the 190 cubic inch engine displacement class of full size Formula 1 racing aircraft that has thrilled thousands of people at the Cleveland National and Reno Air Races.

The objective is to fly these planes around a course containing three pylons (two on one side and one by itself). Distance traveled between the three pylons on the course during a ten lap heat is two and one half miles, with each lap being 1/4 of a mile.

Four planes start each heat and the first plane to cross the line receives 4 points; second place earns 3 points; third has 2 points and fourth place is worth one point.



This weekend's weather was cool and windy, with Saturday being clear and Sunday partly cloudy. Still, most thought it was "perfect" weather to fly.

In fact there were seven rounds flown with 6 heats in the Standard class and 12 Heats in the Expert class to provide 126 Heat races plus the Calcutta Race (for the fastest qualifiers) and the "Flyoffs". Plenty of action for everyone.

Speaking of action, of the 44 entries in the Expert class, 22 of them broke. There were also 22 entries in the Standard class.

Flyers came for this race from as far away as Japan and Canada, as well as New York, Seattle, Salt Lake City, North Carolina.

This weekend though belonged to Bob Smith in the Expert class who logged a "perfect" score of 28 pts. for seven heats.

**Ready for the Heat start (above). Planes leave in one-second intervals to avoid crashes around the first turn. Some, (below) don't even make it to the first pylon. This one decided to "dust the crops".**

**Photo Vic Volinecs**



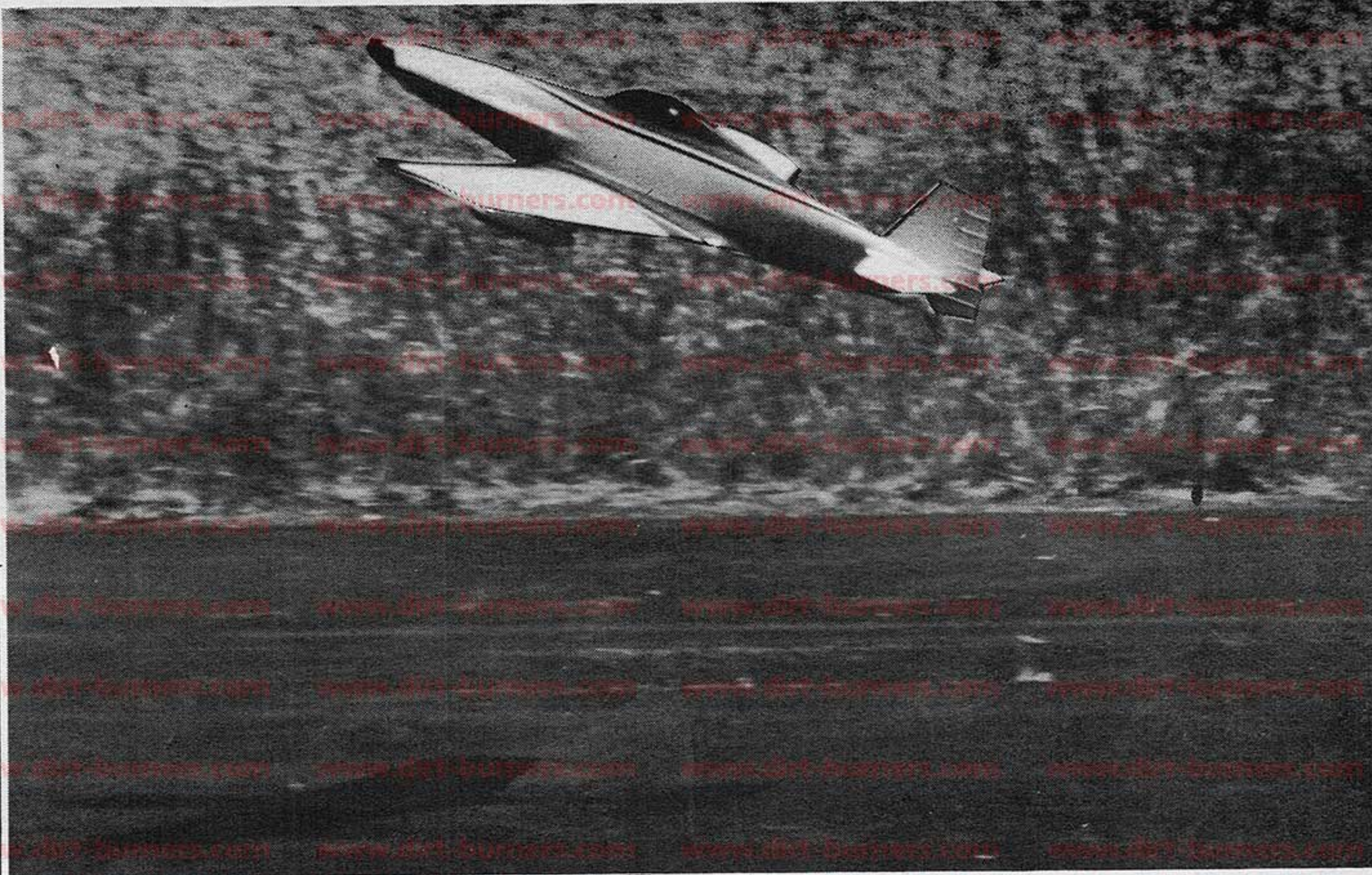
In the second spot in the Expert class it was Keith Davidson for second with 25 pts. and Gary Hover, also with 25 points finishing in third by virtue of a slower time. In fact Keith's time was a 1:17.5 to Gary's 1:17.8, a mere 3/10th of a second off. How close can you get?

Don Taylor captured the fourth spot with 24 pts. and Dave Shadel wound up in fifth with 23 pts.

In the Standard Class it was George Soderberg who took the first spot with 26 pts. He was followed by Don Dombrowski with 23 points; Tom Strom with 20 points and Kim Tucker in fourth with 19 pts.

Trophies were presented to the top five finishers in the Standard Class and the top 10 in the Expert Class. There were also trophies awarded for Fast Time, awarded to Dave Shadel (1:21.1); Best Finish- Gary McPike; and Calcutta Race winner- Rusty Van Baren, who also picked up \$580.50.

Those of you who are into R/C but have never seen one of these races, you owe it to yourself to try and make the next one. (see our Calendar section) These planes fly in excess of 200 mph and if you don't think that it takes great concentration and skill to keep one of these babies in the air, you haven't seen Formula 1 racing.



The start at the San Luis Obispo, Formula 1, California State Championships.

**RESULTS:**

**EXPERT:**

- 1. Bob Smith 28 pts.
- 2. Keith Davidson 25 pts.
- 3. Gary Hover 25 pts.\*
- 4. Don Kaylor 24 pts.
- 5. Dave Shadel 23 pts.
- 6. Tom Christopher 23 pts.\*
- 7. Rusty Van Baren 22 pts.
- 8. Ron Schorr 22 pts.\*
- 9. Mack Moffat 22 pts.\*
- 10. Kent Nogy 21 pts.
- 11. Eric Kistrim 21 pts.\*
- 12. Guy Johnson 21 pts.\*
- 13. Mike Atzei 20 pts.
- 14. Ed Hotelling 19 pts.
- 15. Ed Allen 19 pts.\*
- 16. Bill Grove 18 pts.
- 17. Bob Nickle 18 pts.\*
- 18. Barrie Berlin 18 pts.\*
- 19. Andrew McIndoe 16 pts.
- 20. Tony Lopez 15 pts.
- 21. Ron Gilman 15 pts.\*

- 22. James Booker 15 pts.\*
- 23. Harley Condra 14 pts.
- 24. Doug Ruble 14 pts.
- 25. Alan Livesey 14 pts.\*
- 26. Bob Novak 14 pts.\*
- 27. Jeff Bertken 14 pts.
- 28. Paul Stonberg 13 pts.
- 29. Gene Sidwell 13 pts.\*
- 30. Doug Rankin 12 pts.
- 31. Larry Leonard 11 pts.
- 32. John McDermott 11 pts.\*
- 33. Yoshukazu Sakurai 11 pts.\*
- 34. Ben Witherell 1 pts.\*
- 35. Tony Huber 11 pts.
- 36. Gary McPike 11 pts.
- 37. Bob Wilde 9 pts.
- 38. Laird Owens 8 pts.
- 39. Russ Kime 7 pts.
- 40. Scott Johnson 6 pts.
- 41. Don Rice 6 pts.\*
- 42. Joe Zdankiewicz 5 pts.
- 43. Jerry Boyce 4 pts.
- 44. Larry Laulom 2 pts.

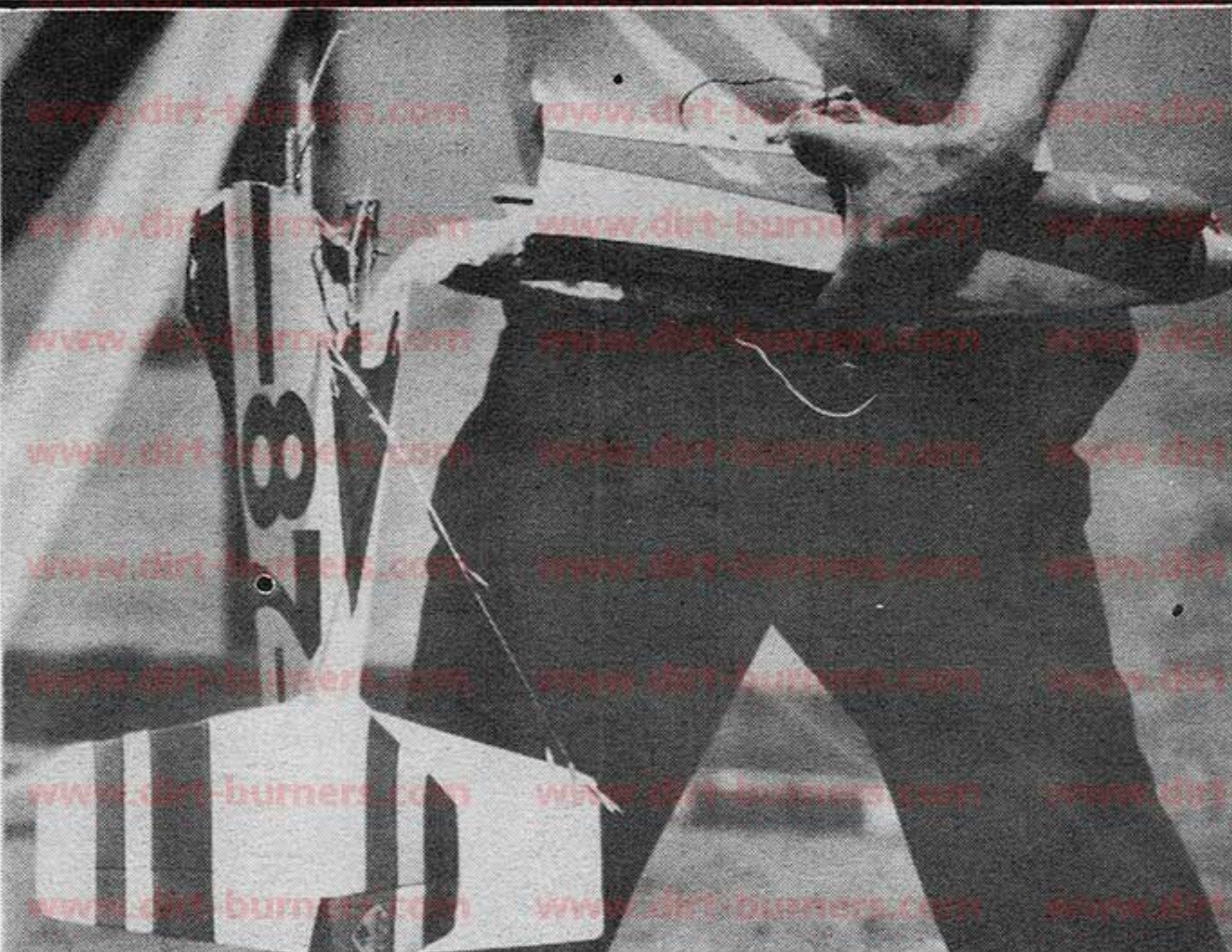
- 2. Don Dombrowski 23 pts.
- 3. Tom Strom 20 pts.
- 4. Kim Tucker 19 pts.
- 5. Jim Kelly 19 pts.\*
- 6. Larry Racine 18 pts.
- 7. Tim Just 14 pts.
- 8. Ric Selber 10 pts.
- 9. Yoshio Kobayashi 10 pts.\*
- 10. Tad Sato 10 pts.\*
- 11. Len Curiel 10 pts.\*
- 12. Tom Dooly 10 pts.\*
- 13. John Bowers 10 pts.\*
- 14. Masaaki Nagano 9 pts.
- 15. Yasuhiro Tsuzuki 9 pts.\*
- 16. Steve Durtsch 9 pts.\*
- 17. Ron Mendel 8 pts.
- 18. Steve Archibault 7 pts.
- 19. Ron Van Natta 7 pts.\*
- 20. Jerry Skoczuyas DNF
- 21. Bill Rutherford DNF
- 22. Joe Stream DNF

\* slower times

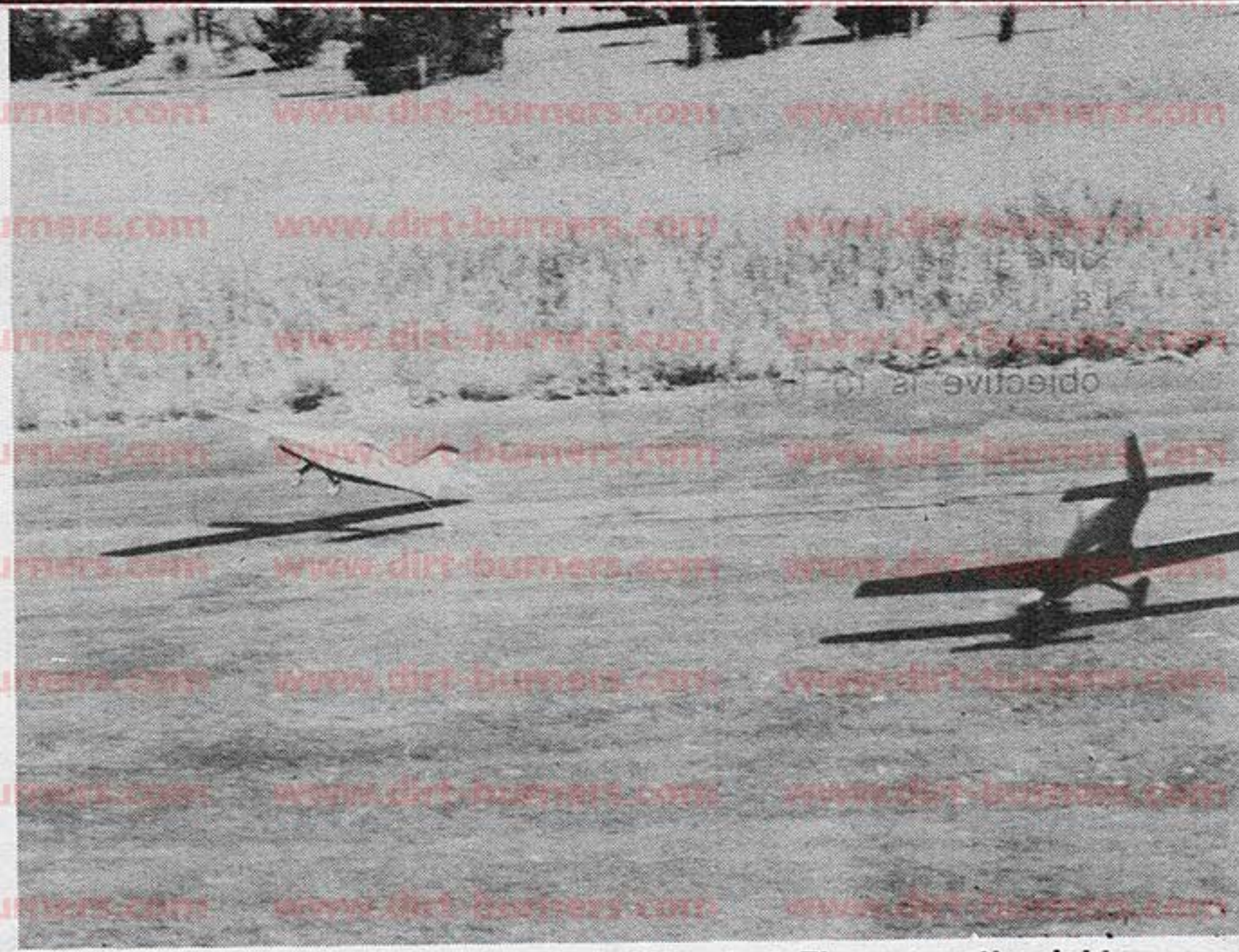
**STANDARD:**

- 1. George Soderberg 26 pts.

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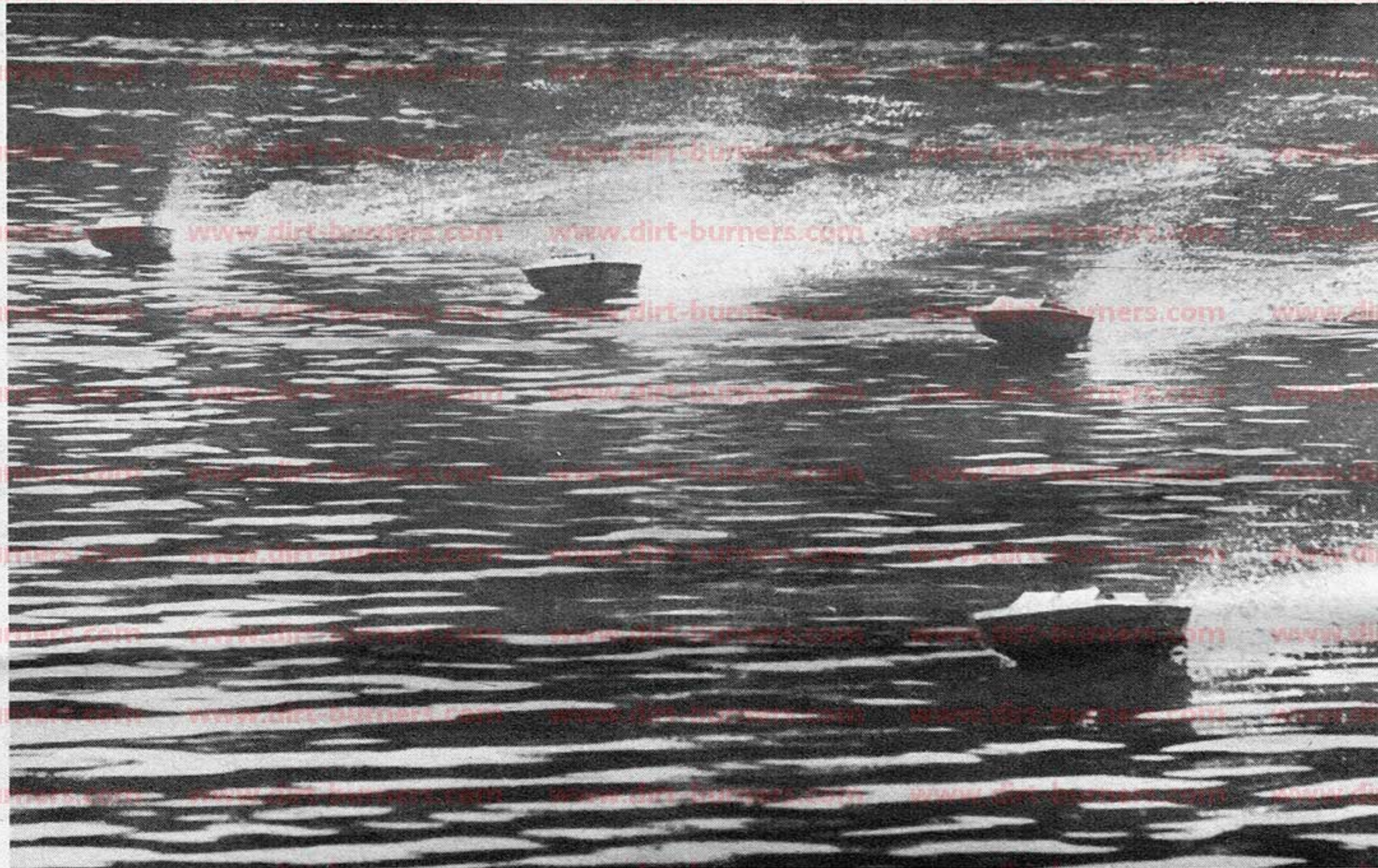


As much time, money and effort one can put into these planes, it can all end in a split second just like this. Back to the drawing board. Volinecs.



Here are two planes that tangled at the start. The one on the right will need a new prop.

# LADIES HIT THE WATER WITH A BIG SPLASH



The Start of the Kingsburg, Ca. Lady Regatta. They surprised alot of the male pit crews.

## “K & B” Annual Lady Boaters Regatta

Story and Photos by:

“The Witch Lady”

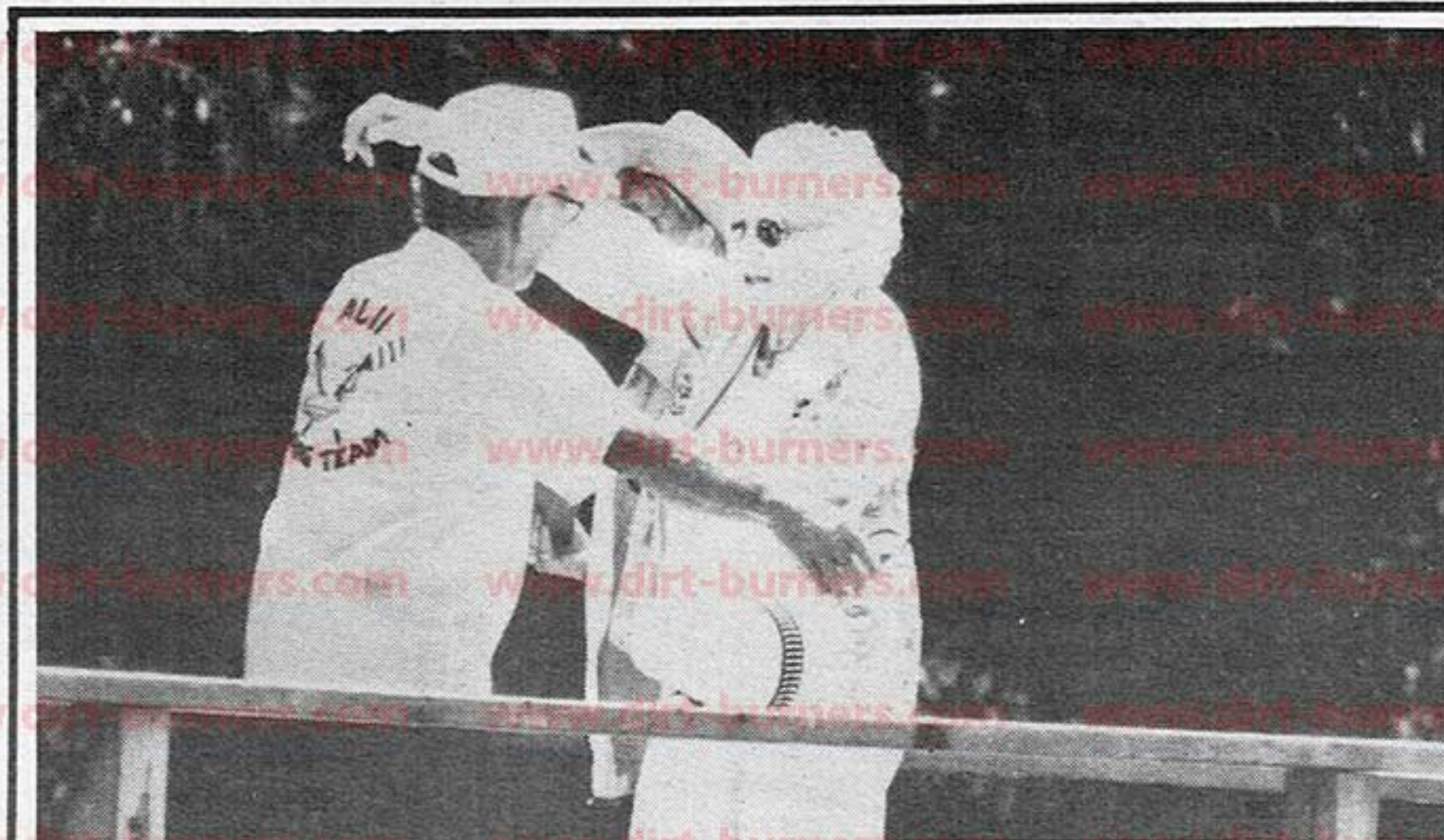
Diana Coveney

Kingsburg, Ca.

May 2-3, 1981

MOTHER NATURE PROVIDED EVERYONE WITH PERFECT WEATHER CONDITIONS AND THE LADY BOATERS GAVE EVERYONE THERE A GREAT FUN AND EXCITING WEEK-END OF POWER BOAT RACING.

The race was held at the Riverland Resort in Kingsburg,



“Mom” Coad, Exc. Secty. of NAMBA, raced for the first time in the power boat class. She’s a veteran of many air races and elec. boats.

California, approximately 15 miles south of Fresno.

The meet was sponsored by K & B Manufacturing and hosted by the Alii Model Boat Club.

This year’s race schedule was increased to a two day event.

Saturday was Enduro Racing, which consisted of four rounds of five minute heats. There were 24 entries.

On Sunday, there was Heat Racing, also four rounds, with 6 lap heats. There were 22 entries for this event.



Upon the suggestion of Gary Delara, member of the Fresno Model Boat Club, a new start system was introduced for this year's event.

Instead of the Contest Director counting down the start time, the Alii Model Boat Club used pre-taped starts. It was more accurate and certainly more effective. Everyone seemed to like this new method.

The Enduro Racing on Saturday went fairly smooth, with only one wreck.

There were fewer accidents on this day, because the ladies were more familiar with this type of racing. They were not racing against each other, but against the clock to try to accumulate as many laps in the five minute time, so the pressure didn't seem to bother them.

There were also a few new lady boaters today.

For Schlene Boundy, a member of Ron's Drain Lines Racing Team, this was her first race, one that she won't soon forget.

We also had another special lady boater on Saturday.

We were honored by the presence of Mom Coad, Executive Secretary of NAMBA.

For "Mom", this was her first time running a gas powered boat. It didn't take her long to master it and do quite well.

For many years her experience has been in airplanes and electric boats, for which she has won many awards.

Winning Saturday's race was Diane Semler. She mounted 1220 points to best all the ladies. Judy Fisher finished in second with 1155 points and was followed by Cathie Galbraith with 1040 points for third spot (see results below)

SUNDAY'S racing was another story. The reason?

In heat racing, you must run a "mill" pattern around the second turn buoy's for 30 sec. prior to the start.

This presented a few problems for some of the ladies, especially those who've never ran a mill pattern before. Some couldn't get their timing down, and would either jump the start or be far behind by the time the start buzzer sounded.



Deep Vee (89) in action at the Ladies Regatta in Kingsburg, Ca. Smooth tracking in otherwise choppy water.

Photos. The Water Witch

It definitely takes good skill and timing to make a good "mill" start. In this type of heat racing, the start is most important, as everyone is going for the first spot in the finish line.

Now that there seems to be more and more "hot doggers" among the lady racers, there is some hot racing going on.

On Sunday, the ladies broke their record for safe driving as there were at least three good collisions.

We also ended up with two "run-off's" for First place between Diane Semler and Cathie Galbraith, both with 1600 points.

The other run-off was for 5th place between Janice Fish and Pat Crews, both with 1025 points.

The way these ladies are racing nowadays, some of the fellows will have to start getting alot of practice.

John Brodbeck, President of K & B, made a comment as to the fact that the ladies have become very competative in this past year. He also commented that Ms. Galbrieth was definitely the most improved racer.

Speaking of some of the felllows that were there. Some of them were just as nervous pitting as they are when driving. Joe Monahan was quoted as saying: "I never get this nervous when I'm racing my own boat".

Nevertheless, a very special thanks goes to all the guys who kept the boats running for the ladies.

It was a great event and people like K & B, The Alii Racing Team, The Fresno Model Boat Club, all deserve congratulations for an excellent weekend of racing.

### The Water Witch

#### RESULTS:

##### Saturday Enduro:

1. Diane Semler 1220 pts.
2. Judy Fisher 1155 pts.
3. Cathie Galbraith 1040 pts.
4. Dot Prather 1000 pts.
5. Judy Prigley 1000 pts(1/2 lps -)
6. Pat Crews 945 pts.

7. Pat Pottol 940 pts.
8. Rosie Garcia 940 pts.
9. Tammy Monroe 930 pts.
- 10 Martha Delara 905 pts.

##### Sunday Heat Racing:

1. Diane Semler 1600 pts(run-off)
2. Cathie Galbraith 1600 pts.
3. Judy Fisher 1369 pts.
4. Pat Pottol 1125 pts.
5. Janice Fish 1025 pts.
6. Pat Crews 1015 pts.
7. Diana Coveney 900 pts.
8. Karen Baptist 850 pts.
9. Deb Wiechman 825 pts.
- 10 Fran Hendrickson 775 pts.

##### OVERALL WINNER

Diane Semler

★



Winners: (l to r) Cathie Galbraith, 3rd Sat & 2nd Sun; Judi Fisher, 2nd Sat & 3rd Sun; Dot Prather, 4th Sat; Pat Pottol, 4th Sun; Janice Fish, 5th Sun; Judy Pringley, 5th Sat; (in front) Diane Semler, 1st Sat & Sun. and "overall winner".

# THE CRENSHAW

# GP

## CULVER CITY, SITE OF THE NEWEST 1/8th SCALE TRACK

May 17, 1981  
Culver City, Ca.

NEW LOCATION, NEW TRACK, AND LOTS OF SPECTATORS MADE FOR AN EXCELLENT DAY OF 1/8th SCALE ROAD RACING, CAN AM STYLE.

The CRENSHAW CLUB put on the second of a series of seven races scheduled for this year in the 1/8th road race category in the parking lots of the Culver City Fed Mart.

To be perfectly honest, the event did not run very smoothly, especially in the beginning stages of the day during the qualifying rounds. But as the day wore on, it greatly improved and the large crowd on hand got a great racing show.

The shaky beginnings can be attributed to the fact that this a



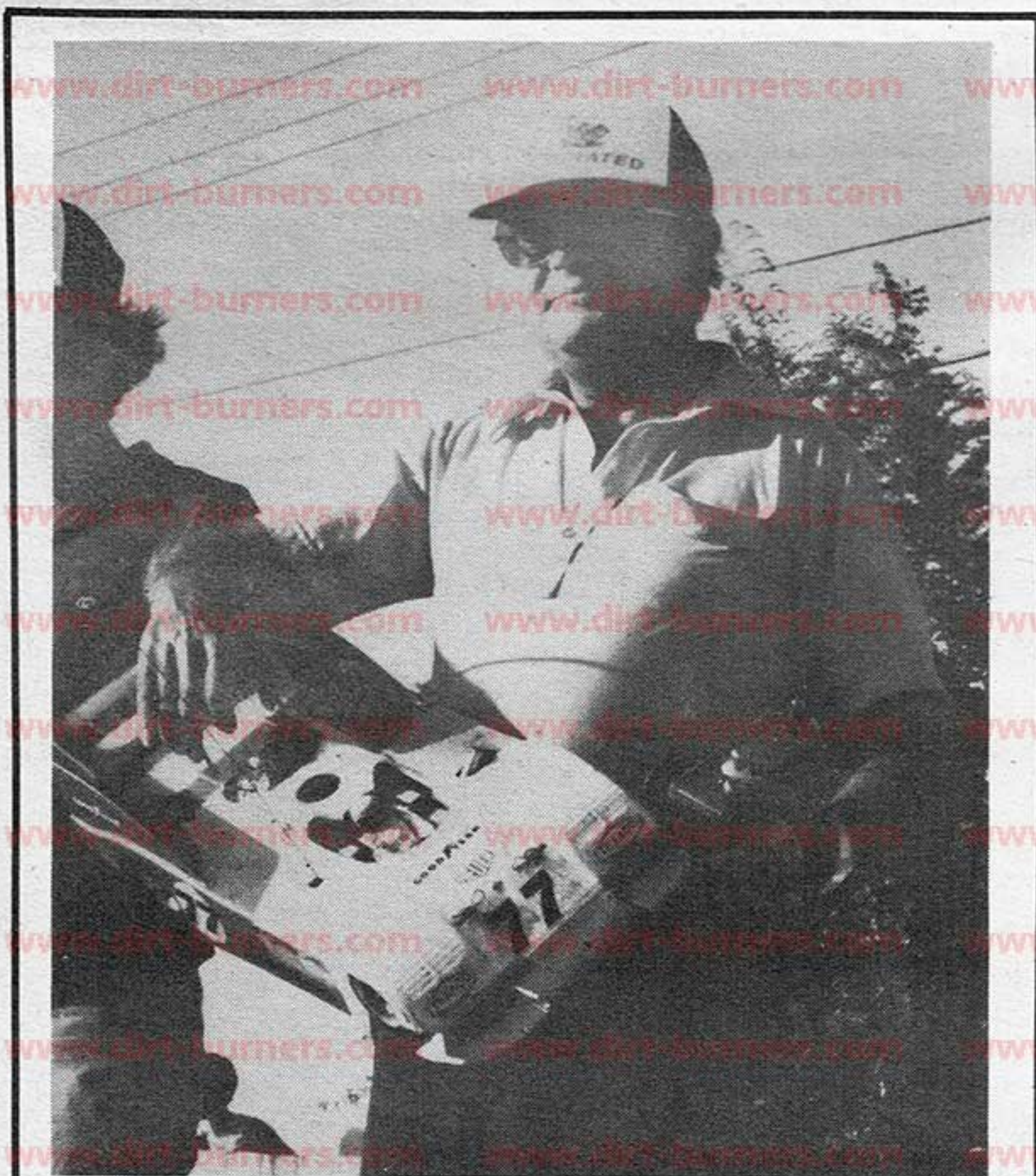
Mark Miranda tangles up with Curtis Husting, allowing Gene Husting to pull in front and take the "A" Main win. Ph.L.P

brand new track, never used before and also the fact that the Crenshaw Club had not put on a

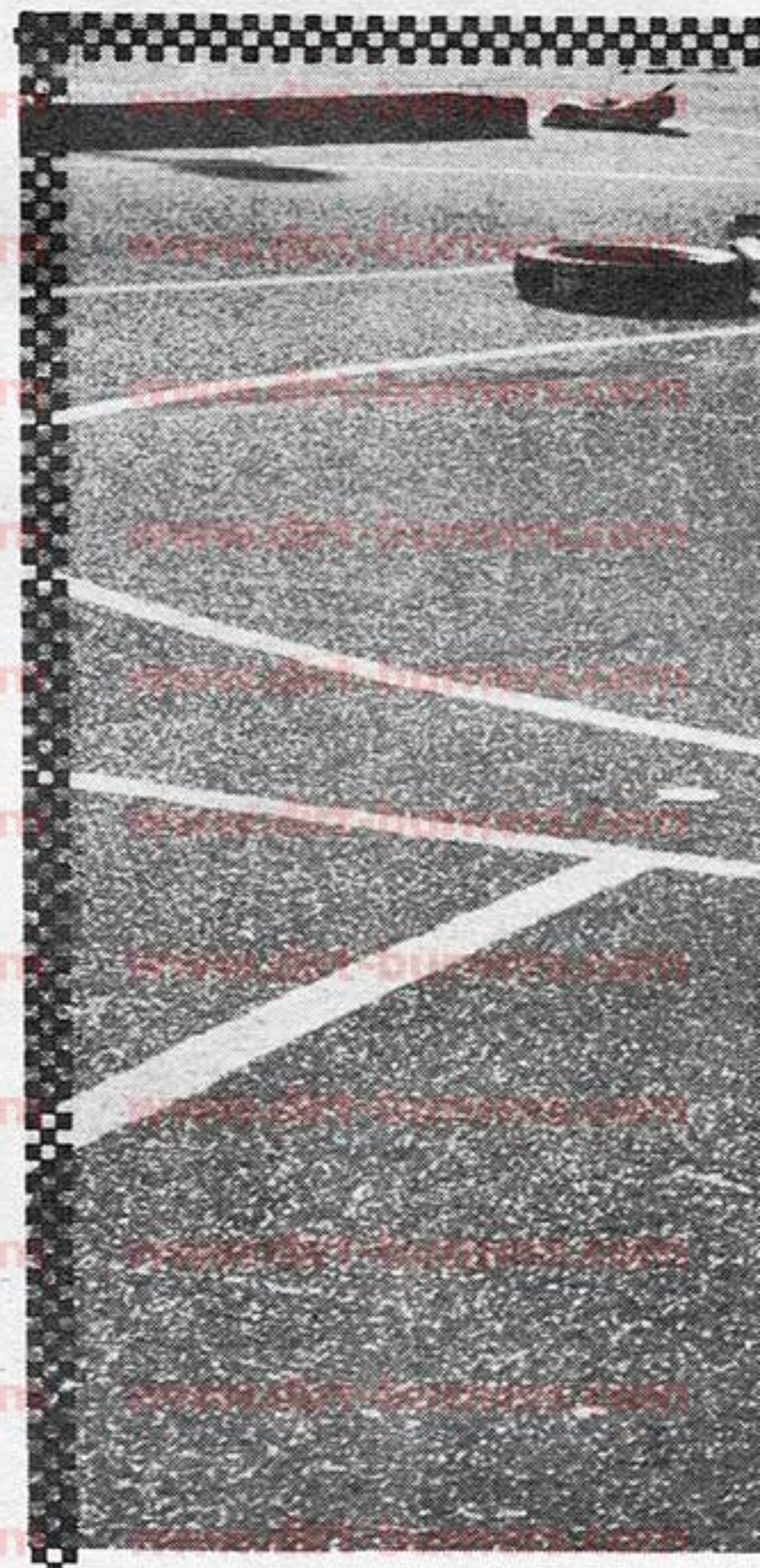
race for quite a while. But an "A" for effort should be given to race directors Eustis Moore and Glenn Williams, for giving it a 110%. They and the Club members, laid out a fine course with lots of challenging sections that brought out the best of driving skills among the racers.

The surface was a bit rough in certain sections, where a car would sometimes get air born, but for the most part, once you found the "line" it was excellent running with good traction. Boy, did it have good traction! One set of tires all around weren't enough for today. Especially if you were running in the high mains, 40 or plus laps.

The track consisted of a nice long straight, approximately 165 feet long, that led you into a right sweeper that dog-legged left and then right again. Then another sweeper took you into the infield for the double set of "S's", then back out into a wide and long sweeper that led you into the long straight. The total distance of the track is about 600 linear feet.



The winner. Gene Husting, "A" Main.



Ira Kimble (#0) leading the

The racing activities started about 10:30 am, once the Club had placed the boards and tire markers all around the track. First scheduled were the five minute practice heats. Each group of racers had one practice heat.

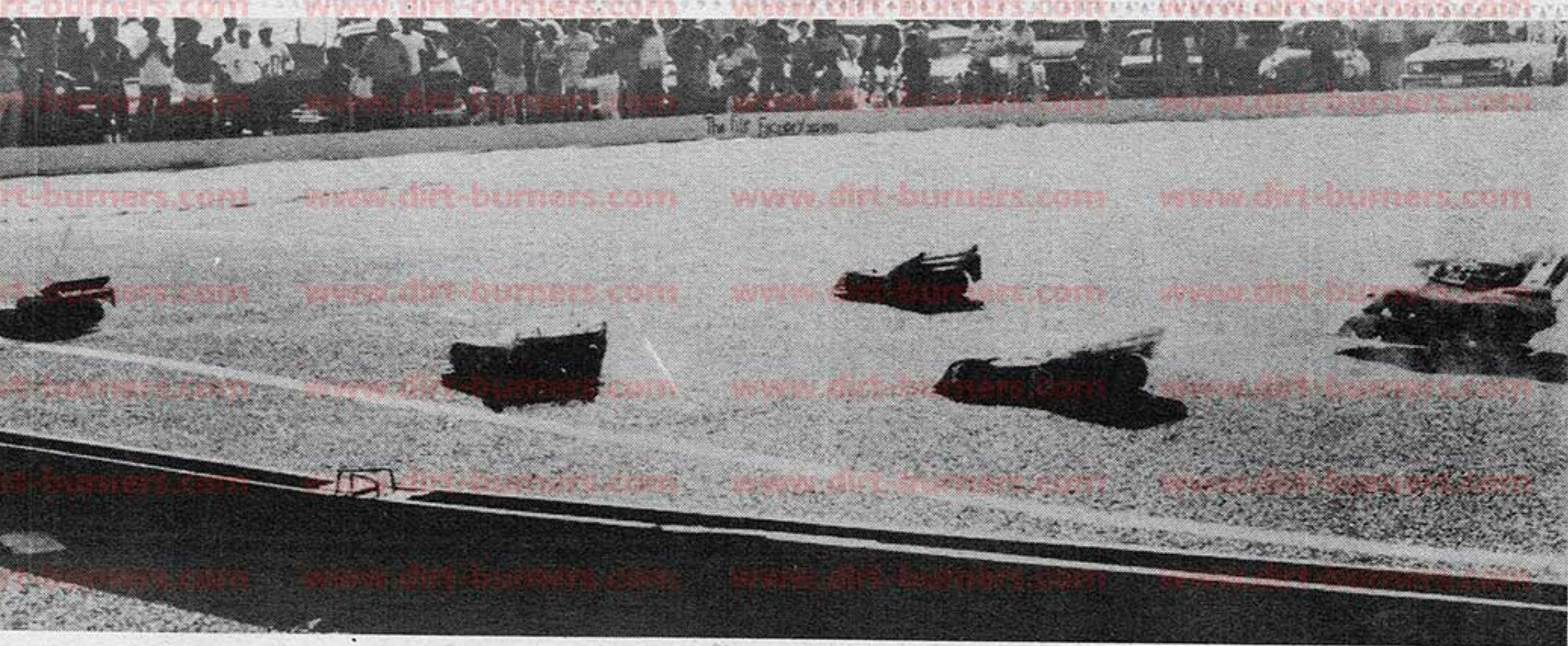
Once practices were completed the Heat racing began. Each group of racers had two Heat races in which to qualify for the Mains. Today there were five Mains and one Beginner Main.

When it was all over, GENE HUSTING had won the "A" Main; TOM WONG captured the "B" Main; IRA KIMBLE the "C" Main; BOB MATTESON "D" Main; John Pagel won the "E" Main and BOB OLIVER captured the "Beginners" Main.

#### THE RACING:

After the two qualifying rounds were completed and the Mains set according to fastest times, the Main part of the show got under way at approximately 1:30 pm.

First to go was the BEGINNER Main. For the most part, this main was made up of drivers with little and no experience. Some had never raced 1/8 before.



Mike Kimbrey (15) decided to conserve fuel by riding "piggy back" on top of Gene Husting, during the "A" start.

In fact, our Publisher, Lou Peralta made his debut today, after having worked on his brand new car only a couple days before. He claims it took him and our Technical Editor, Larry Bain to put his race car together in about seven hours, right off the kit. They must have done something right as Lou finished in the second spot, behind Bob Oliver, winner of the Main.

In third it was Al Laudenslager, followed by Kim Brown and Alan Williams.

Oliver was the only one to complete the 35-lap main, with Peralta turning in 32 laps after running out of gas.

Next was the "E" MAIN.

There were 40 laps scheduled for this main and the only one to complete all the laps was John Pagel in car 23. He lead from the start, but really had to work hard for his win. He and Jim Jones, car #83, had a great duel. These two drivers went at it for about 27 laps, when Jones' car suddenly went dead as he was ready to catch Page. This set Jones back for a couple of laps but still managed to earn the second spot in the Main. Jones did show us great driving skills as he approached each section of the course in controlled abandon.

Ted Brown picked up the third place in his #61 car. J.D. Green got 4th and Joe Tincre captured 5th place as a result of dead receiver batteries.

THE "D" MAIN had Bob Matteson (#16) and Aldo Caldarella (#104) fighting it out to the finish. They both completed 45 laps and it was a see-saw battle for all 45 laps. One of the most exciting races.

Caldarella took the lead at the start but managed to "stuff" his car into one of the marker tires, thus leaving the door open for Dave Shuck to take the early lead.

Matteson was stuck in back of the pack but started picking his way up, one spot at a time.

In the mean time, Shuck and Caldarella were going at it until the 22nd. lap, when Shuck's car died. He was able to come back after two laps but now Matteson had closed in and on lap 28 took over the lead from Caldarella, when his car went "belly up".

From then on it was smooth sailing for Matteson, although never without pressure from the

second place car.

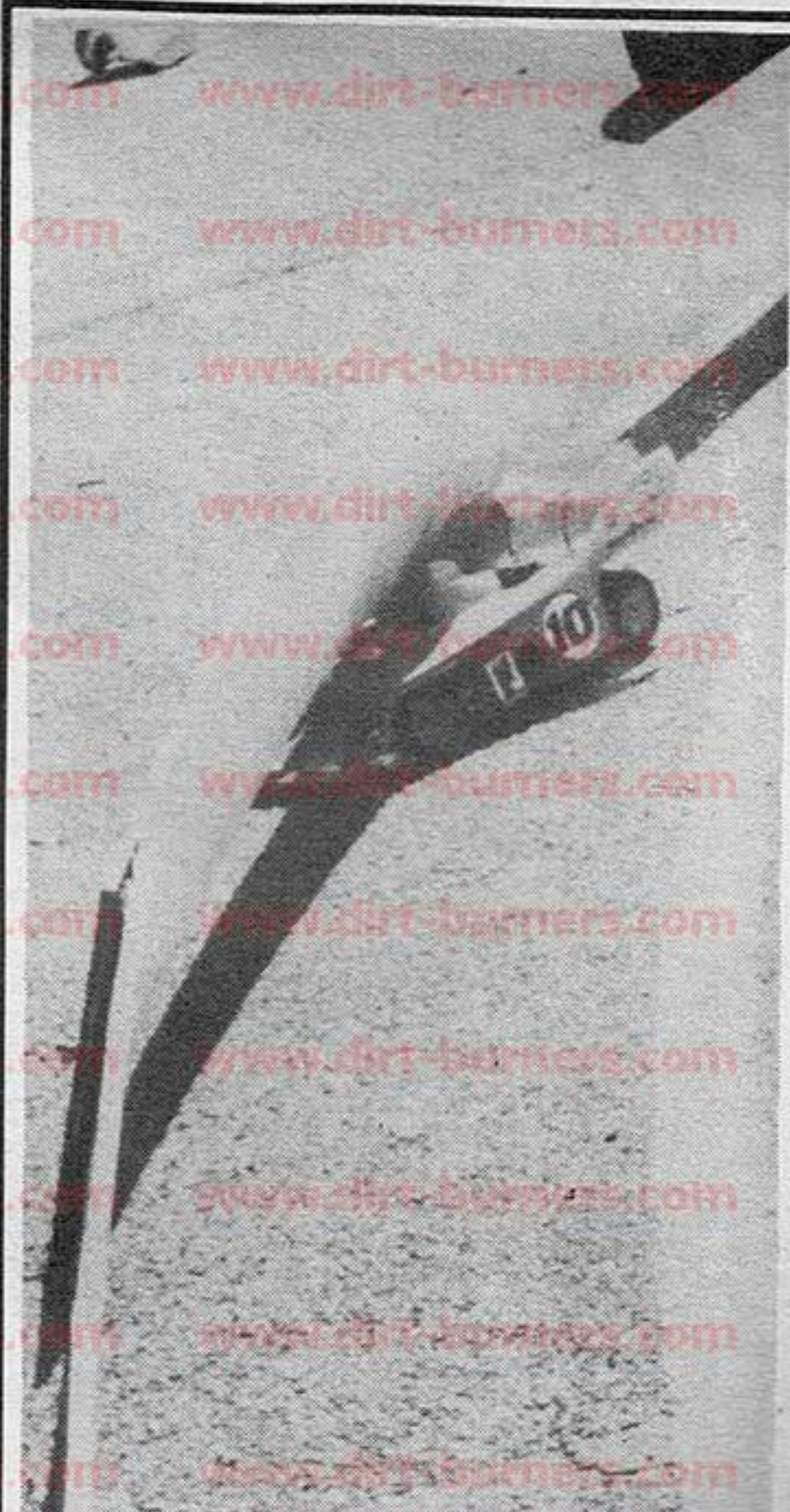
The order of finish: Matteson first, Caldarella second; and Shuck third, a couple of laps down.

THE "C" MAIN had Ira Kimble, car #0 leading wire to wire, with the exception at about lap 33, when he pulled in for fuel and turned out to be a very slow fuel stop. This allowed Dean Brown, who had gotten a very poor start but managed to work his way up the pack, to take the momentary lead. Dean's lead lasted for

(Contd. page 18)



In the tight infield. Ira lead almost every lap of the "C" Main.



One reason why Mike Burns finished 7th in the "B" Main, "stuffing it".

# CRENSHAW GRAND PRIX...

about three laps, when a faster Ira Kimble regained it, never to be headed back for the rest of the 50 laps. Dean Brown also logged 50 laps for second place and John Douglas wound up in 3rd with 43 laps.

THE "B" MAIN had an excellent eight-car start. All cars made the tricky tight section and when they all came out into the sweeper, there was only six to eight feet separating the first and the eighth car. It was a great sight to see.

Chuck Phelps took the early lead on the straight, followed very closely by Tom Wong (the eventual winner) and Matt Azzara.

Azzara kept charging and honed in on Tom Wong who had taken the lead from Phelps after about two laps.

At about lap 18, Azzara put on a clean drive and took the lead. Now it was Azzara, Wong and Ross Kloeber who had worked his way back. Larry Bain, who had suffered a poor start was now in fourth about 100 feet back.

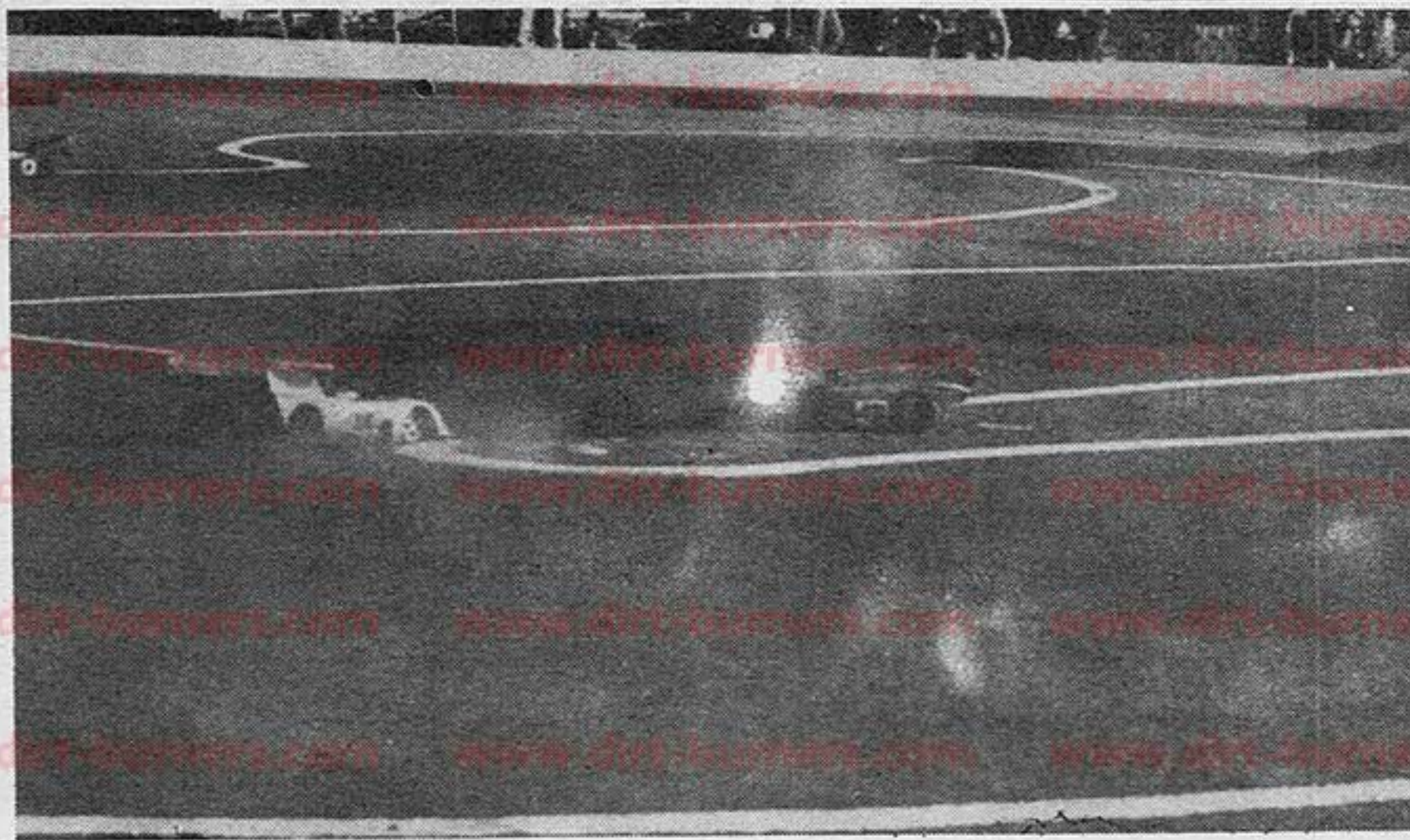
Bain pulled into third after catching Kloeber and when Azzara pulled out on lap 36, this left Larry in the second spot about a half a lap behind. Kloeber retained the third spot and that's the way they finished. Wong made 55 laps, Bain 54 and Kloeber 52 laps.

NOW it was time for the eight fastest cars. They had qualified to run in the "A" MAIN.

George Linder, Gene and Curtiss Husting, Mike Kimrey, Mark Miranda, Rich Lee, Bob Coughran and Dana Smeltzer made up the field.

Curtiss Husting had qualified fastest with 3:03 min. for ten laps, followed by Rich Lee 3:04; and Gene Husting in 3:05 for the same amount of laps.

The start was wild. These were supposed to be the skilled drivers, but when they hit the first turn, all eight cars managed to hit each other or hit all the walls in the infield. Out of the sweeper and into the long straight, cars were firing all



These two cars haven't figured out which way is the course. In the meantime they keep burning those clutches. Photo. Lonnie.



Jim Jones fought a poor start, a couple of flips, ran out of fuel and still managed to pick up the second spot in the "E" Main.



Randy Wente (11) doing it the hard way in the "B" Main. He finished 4th, to Ross Kloeber's (98) third place.



The Crenshaw Radio Controlled Car Club put on a fine race and excellent trophies.

over the track. Each guy wanted this win Real Bad!

Curtiss Husting took the early lead, followed by George Linder in second, Gene Husting and Mark Miranda and Dana Smeltzer were all close behind.

Gene Husting had banked off several walls and cars in the early stages of the race but now was under control and picking his way up. After about a dozen laps, Gene had caught everyone and had pulled right behind son Curtis, still leading.

It was a great duel between father and son that lasted until lap 36. At this moment, Bob Coughran, being lapped took out Curtiss and allowed Gene to move into first spot, and hold it to the finish.

Dana Smeltzer, drove a very precise race and by this time had passed everyone except for Gene to capture the second spot, with Curtiss finally getting back on four wheels and keeping the third spot.

The "A" MAIN was over and a very delighted Gene Husting stood atop of the drivers stand, with a great grin on his face.

At this point there was a bit of confusion for the second spot, as George Linder claimed that the officials had lost a couple of laps on him and that he felt that it was he who finished in second instead of Dana Smeltzer.

The official upheld their lap count and gave Dana Smeltzer the second spot, followed by Curtiss Husting in third and George Linder in fourth.

THE CRENSHAW Club put on a fine race although they did have some problems with the starting and the flagging of the race and keeping some of the lap counts. The Club will have to get together and iron out these problems.

But all in all it was a fine day of racing. One that brought out many spectators who had never seen this type of racing before. This was a great plus for the sport and one that the Crenshaw Club can take the credit for.

If the sport is to grow it has to be exposed to the mass audience not just the dedicated racer.

# CRENSHAW GRAND PRIX

The Club plans to hold 1/8th scale races on the First Sunday of every month. The track is open for practicing during the day, although the boards will not be up.

For more information you can contact: Eustis Moore (213)931-4078, or Glenn Williams (213) 734-7888 or Willie Green (213) 204-1987, all Club members. See you at the McCoy Race.

Lonnie P.

## RESULT:

### BEGINNERS MAIN:

1. Bob Oliver
2. Lou Peralta
3. Al Lauderslager
4. Kim Brown
5. Alan Williams

### "E" MAIN:

1. John Pagel
2. Jim Jones
3. Ted Brown
4. J.D. Green
5. Joe Tincre
6. Bill Vickers
7. Bennie Hill

### "D" MAIN:

1. Bob Matteson
2. Aldo Caldarella
3. Paul Sang
4. Dave Shuck
5. Jay Spere
6. Bill Vickers
7. Glenn Williams

### "C" MAIN:

1. Ira Kimble
2. Dean Brown
3. John Douglas
4. Eustis Moore
5. Gary Higgins
6. Darryl Hall
7. Mike Smith
8. Lee Miranda

### "B" MAIN:

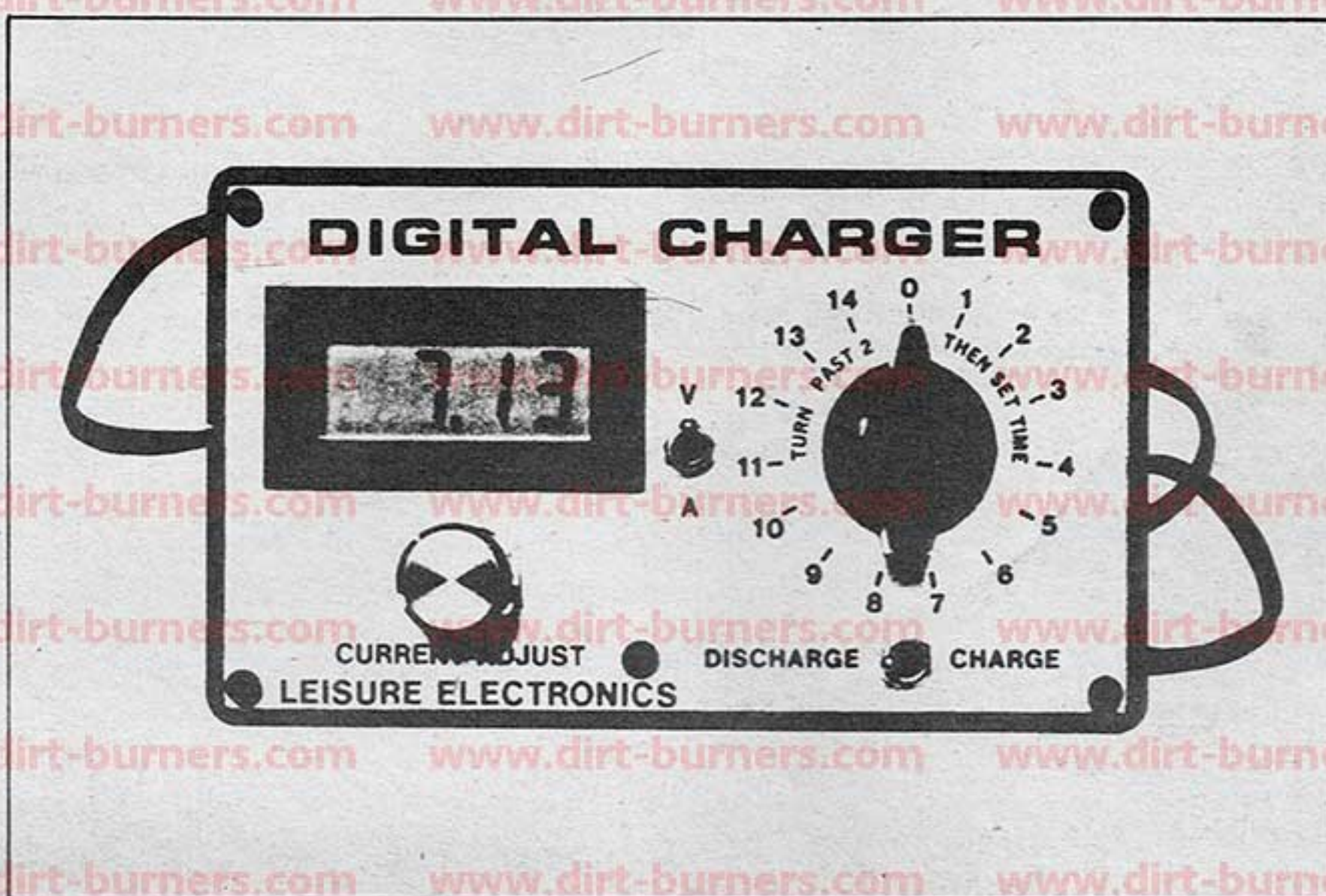
1. Tom Wong
2. Larry Bain
3. Ross Kloeber
4. Randy Wentz
5. Matt Azzara
6. Greg Stetzer
7. Mike Burns
8. Chuck Phelps

### "A" MAIN:

1. Gene Husting
2. Dana Smeltzer

# LEISURE AUTO CHARGERS

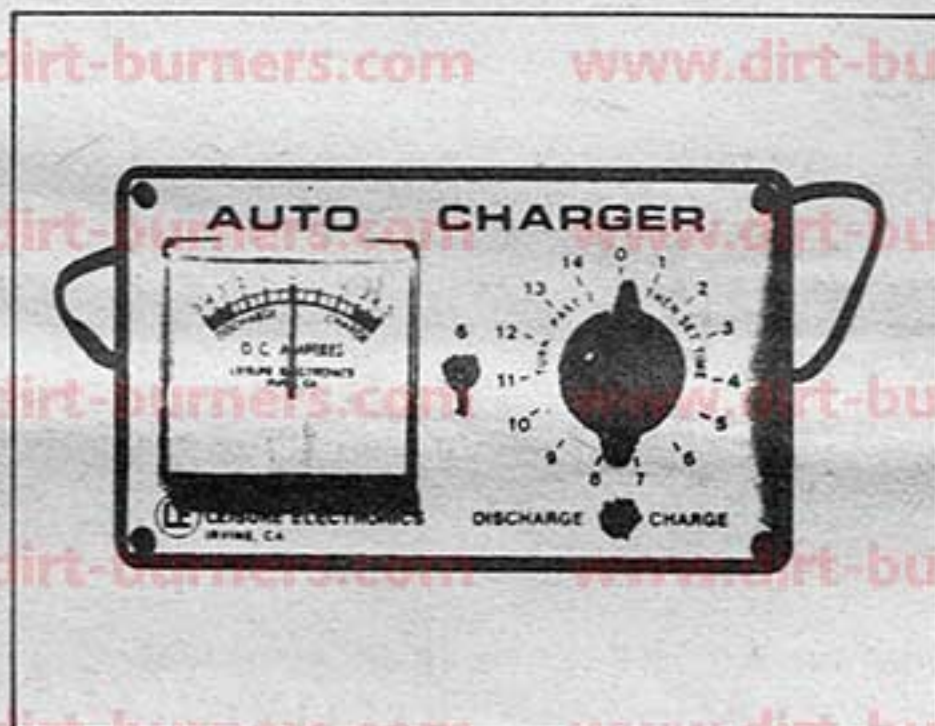
Leisure Electronics is one of the largest manufacturer's of 1/12-scale electric R/C racing cars. To satisfy the needs of individual racers, we have updated our 3 existing auto chargers and added 2 completely new ones. One of them should be just right for you.



MODEL 109

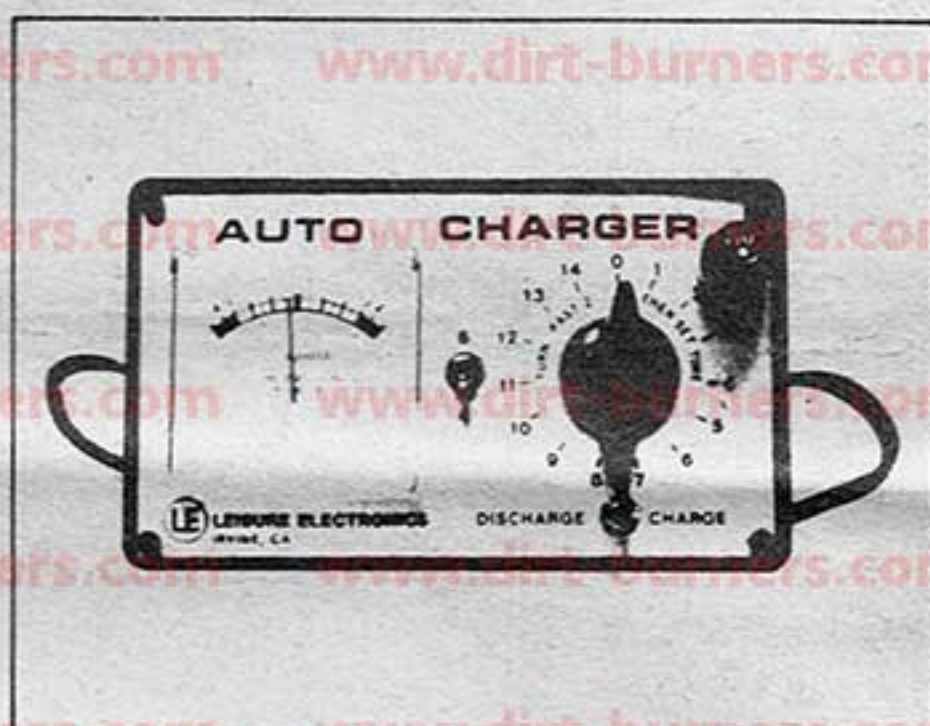
## DIGITAL AUTO CHARGER

**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.



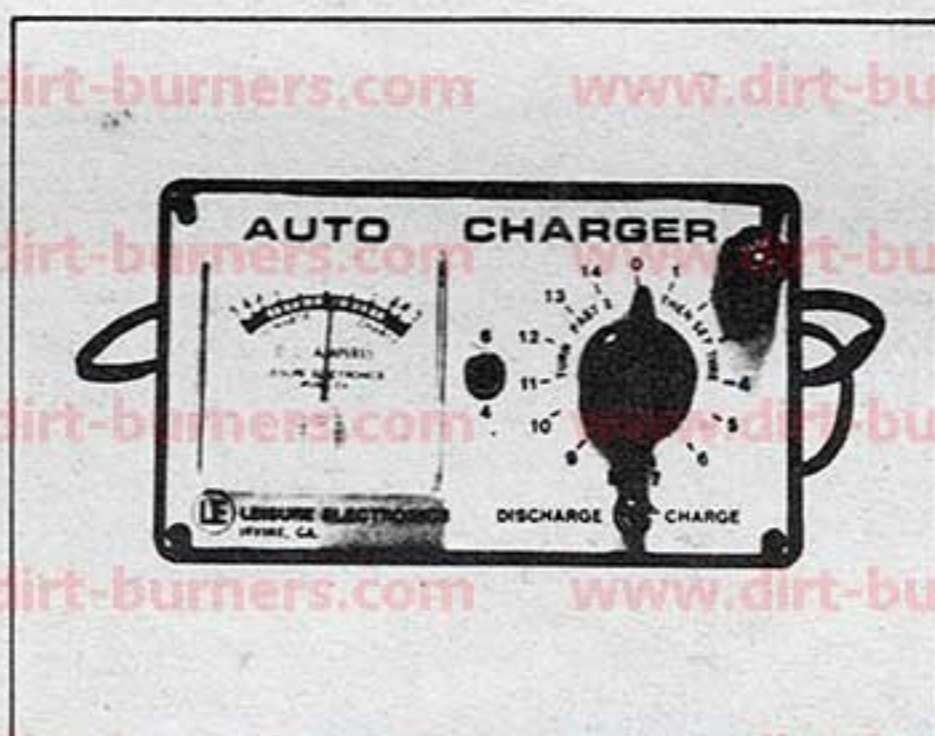
MODEL 105

**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.



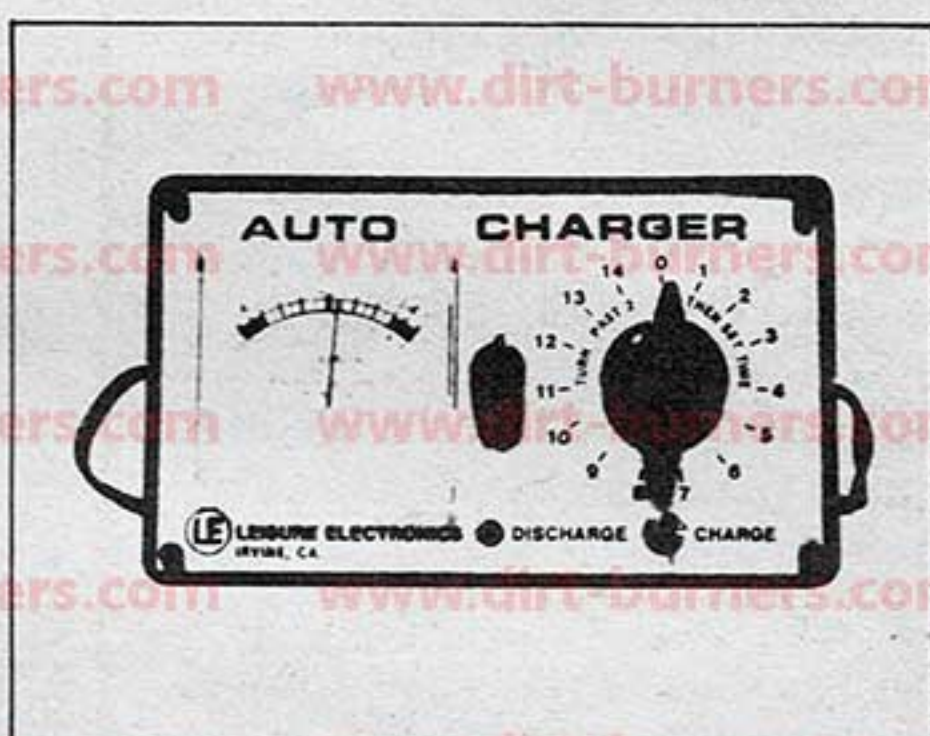
MODEL 106

**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.

# LEISURE ELECTRONICS

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3. Curtiss Husting
4. George Linder
5. Mark Miranda
6. Mike Kimrey
7. Bob Coughran
8. Rich Lee



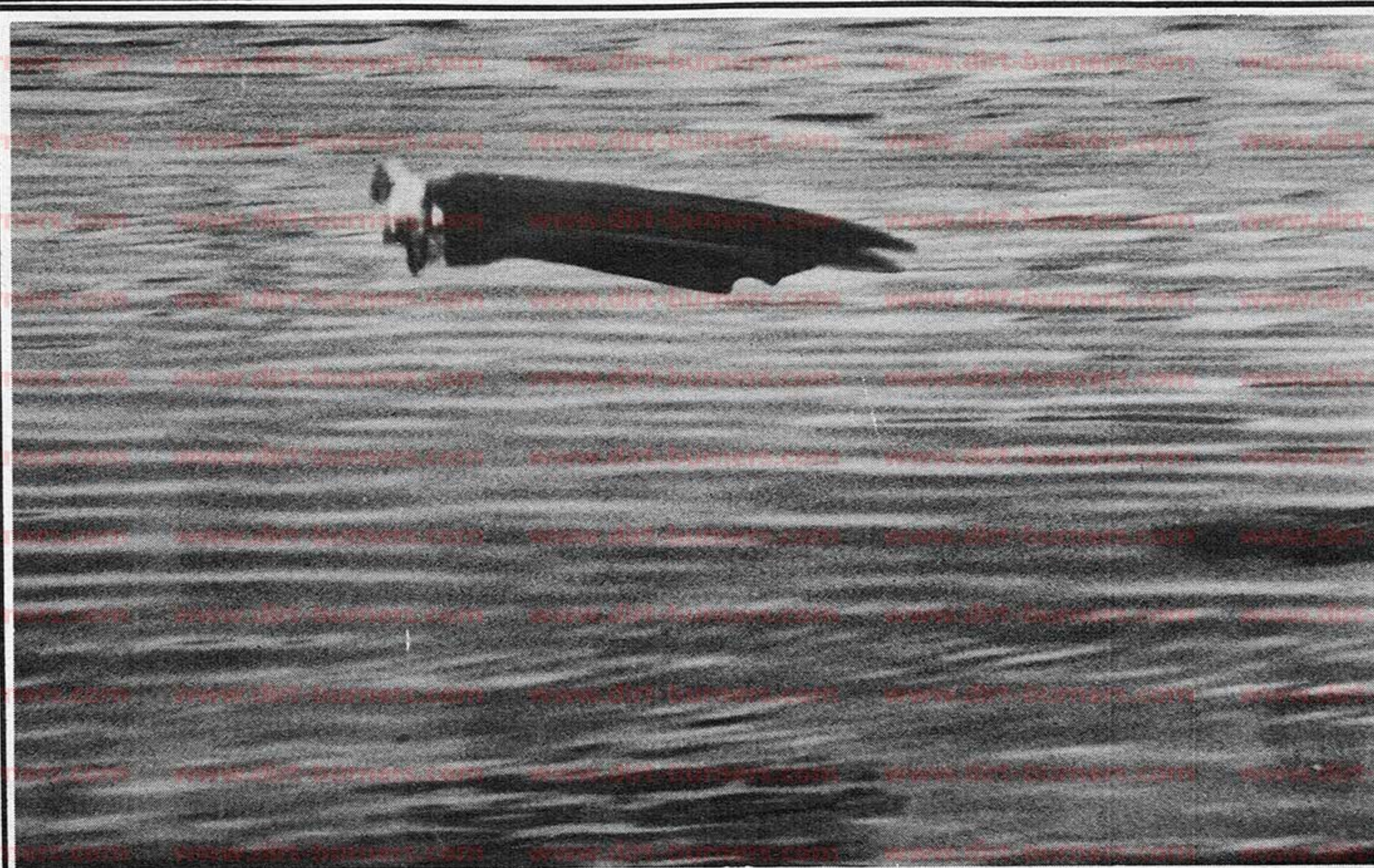
Bob Matteson took 1st place in the "D" Main. Photo Lonnie Peralta.

# THE PROP NUTS

## POWERBOAT MAG.

### Outboard Series

Story By Diana Coveney  
Photos By Larry Bain



Legg Lake, Ca.  
April 19, 1981

"Neither rain, nor snow, will keep me from racing my boat..."

This had to be the motto of the Prop Nuts at this meet, which was held in the drizzling rain.

Legg Lake was the site for the second Outboard Series race of the year.

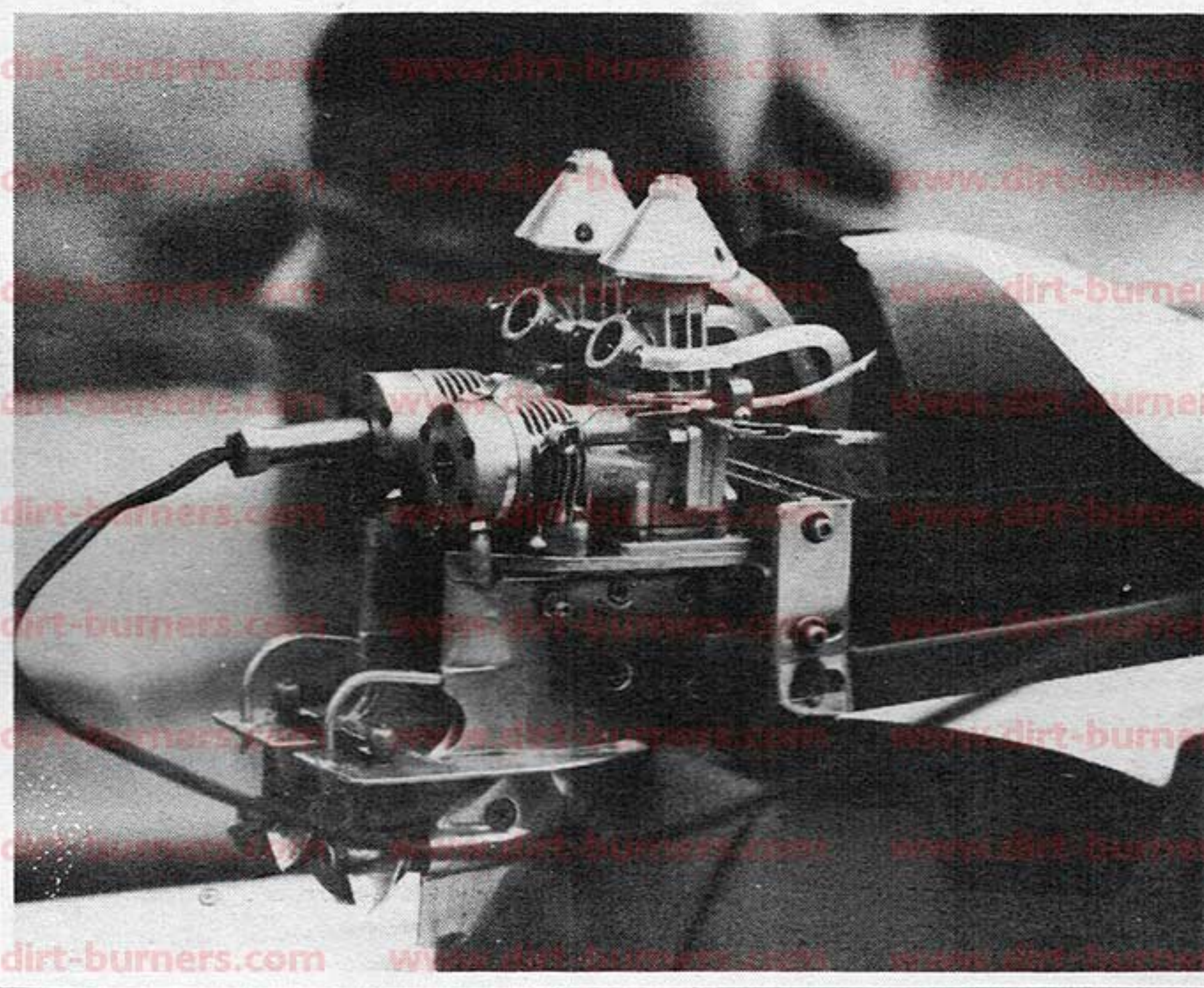
Due to the rains, Saturday's race was postponed for Sunday. And on Sunday, it looked like the weather was going to be clear, but around 10:30 am, the showers started again.

At one point, the downpour held up the racing for about 45 min. A vote was taken, to race or not to race, that was the question. Jim Aubrey's voice was the loudest, making it known that "we came to race". Besides he must have felt that he stood a good chance to win a trophy for the day, since he did manage to pick up a second place later on in the day.

No we didn't put the picture upside down. Norm Teague is demonstrating the aerodynamics of his Twin Tunnel. At this point it has traveled about 30 feet in the air.

Photo Larry Bain

A beautifully designed twin engine set up.



There were 17 entries for the day, as a result of the rains. All four classes ran three rounds apiece.

Jack Garcia and Richard Hazelwood gave everyone a great show, with their Outrigger Hydros (Specialty Outboards).

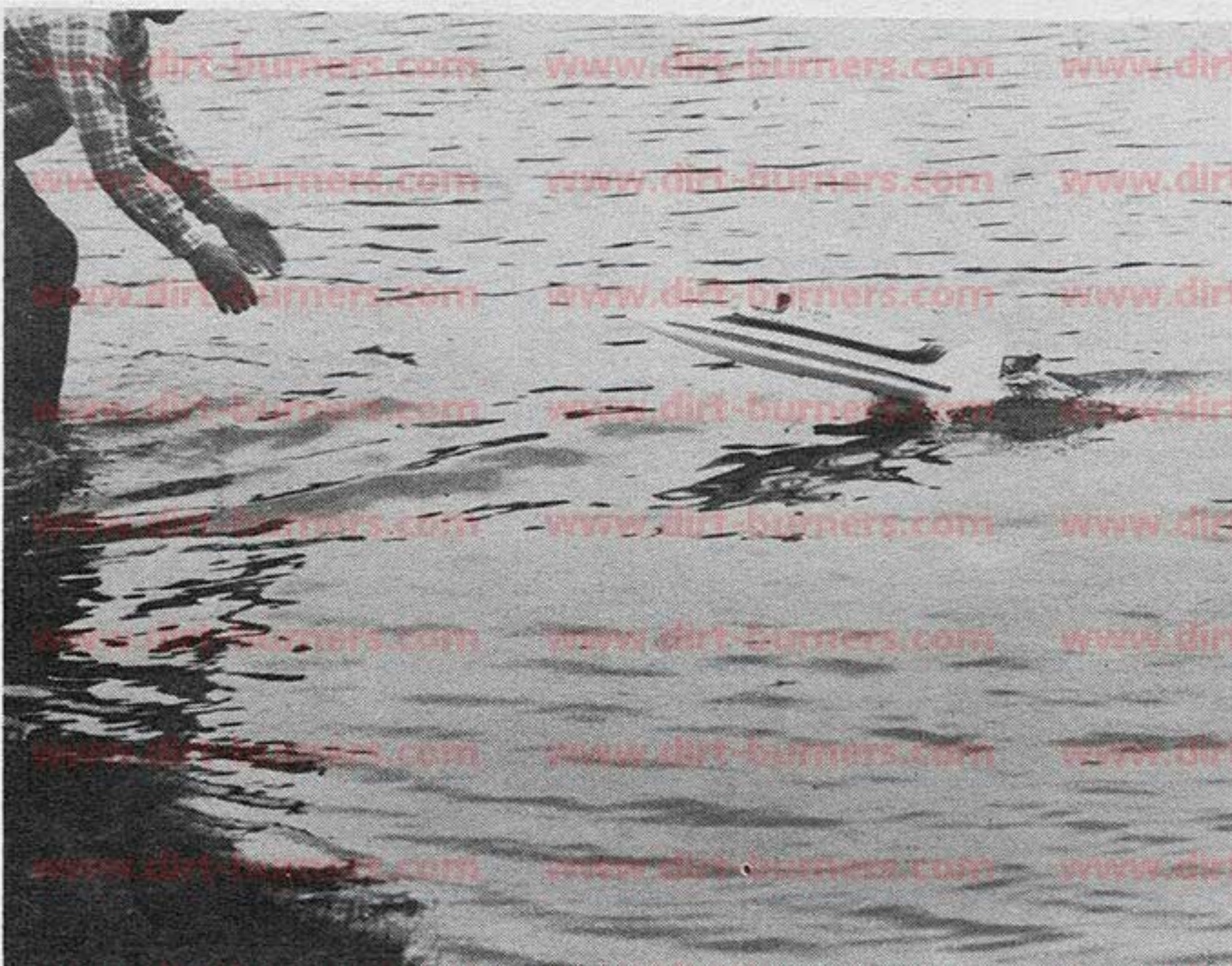
These boats are truly exciting to watch and just as fun to keep under control. Many feel that they expect to see more of these type boats racing in the near future. It definitely sparked the interest among many racers

The Competition Director was Joe Monahan, who deserves a special mention for working under such adverse conditions. He managed to keep everything in fairly smooth running order.

Also very helpful to the race was all the volunteer help that Joe received. As it turned out it was a fun meet despite of the weather.

"The Witch Lady"

# SPECIALTY CLASS RACING:



Ron Coveney's twin comes in for a fast pit stop during the race.



Excellent form of racing, keeping the boat flat on the water, not letting the front come up and "fly away".

Richard Hazelwood's Outrigger being launched to 2nd place in the Specialty Class.



Jack Garcia's Hydro won 1st in the Specialty Class outboard.



## RESULTS:

### Stock Outboard Tunnel:

1. Frank Hu
2. Jim Aubrey
3. Richard Hazelwood
4. Cathie Galbraith
5. Jack Garcia
6. Joe Monahan
7. Rodney Skinner

8. Norm Teague
9. B. Jones
10. Jack Oxley

### Outboard Deep Vee:

1. Norm Teague
2. Frank Hu
3. Jerry Roman
4. Cathie Galbraith
5. Rosie Garcia
6. Jim Rudasill

7. Richard Hazelwood
8. Jack Garcia
9. Craig Glasgow

### Specialty Outboard:

1. Jack Garcia
2. Richard Hazelwood
3. Norm Teague
4. Ron Coveney

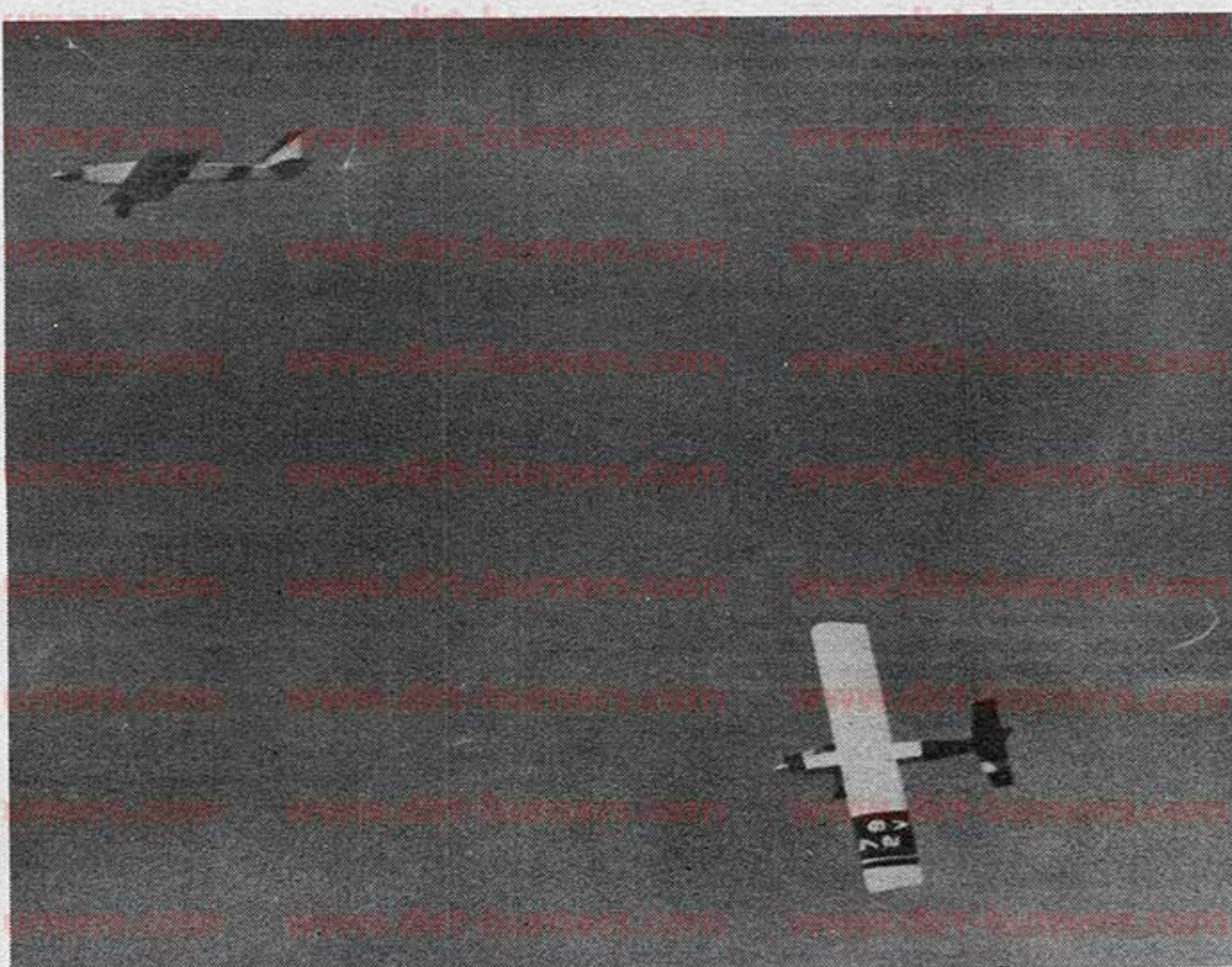
### Modified Tunnel:

1. Norm Teague
2. Jim Rudasill
3. Richard Hazelwood
4. Jack Garcia
5. Rodney Skinner
6. Cathie Galbraith
7. Ron Coveney
8. Jack Oxley

# PLANES GO FOR

# THE

# QUICKIE 500



One plane already executing its turn around the pylon while the other is taking the wider route.



Formula 1 racing has planes reaching speeds in excess of 200 mph. Total concentration and skillful flying is a must to guide these planes around the quarter mile course.

These planes are not your every day "off the shelf" kits, but have long hours of tuning and special designs. They are capable of reaching speeds of near 200 miles an hour and it takes great skill and concentration to handle one of them

Larry Bain

## RESULTS:

### EXPERT:

1. Tom Christopher
2. Ron Russell
3. George Flynn
4. Mack Moffit
5. Lew Curiel & John Creagh
7. Gene Sidwell
8. Howard Reed & Jay Mallard & J. Ross
- 11 Tony Lopez
- 12 G. Micpike
- 13 R.J. Swan
- 14 Scott Gould
- 15 Alverey

### STANDARD:

1. Bill Racer
2. Rod Larsen
3. Joe Grattio
4. K.K. Schrader
5. John Hodges
6. Dave Medoree
7. Randy Meathrell
- James Kennedy Norm Nickelson
- 10 Chuck Fisk & Calvin Ohrr
- 12 Len Oberg & Mike Goff, Scott Manning
- 15 Bob Smith
- 16 George Lacorte, Bob Thompson
- 18 Jerry Scott, Ken McSpaddin, & T. Hamm
- 21 Loren Furlong
- 22 Curt Valenzuela

Story and pictures by:

Larry Bain  
Sepulveda, Ca.  
May 10, 1981

Today's Quickie 500 action started with a disastrous bang as two planes collided in mid air and were totally destroyed. This happened in the first heat. Radio interference was ruled out as a careful radio monitoring system was used all day.

After that, all the pilots racing

today did a fine job of flying as there were no more midairs, although a few planes did try to fly in negative altitudes.

When it was all over, Bill Racer (that correct) was the winner in the Standard Class, followed by Rod Larsen in second and Joe Grattio in third.

The EXPERTS were topped by Tom Christopher who turned in 10 laps in 1 minute, 9.1 sec. fastest time of the day.

Second place went to Ron Russe and George Flynn captured the third spot.

The VALLEY FLYERS did a fine job running this two day event, considering that it was Mother's Day and many of the Club members could not make it out to the race.

If you've never seen these little rockets fly, check our calendar for the next race in your area.



**GET THE WORD OUT FAST...**

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**R/C RACING  
NEWS**

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

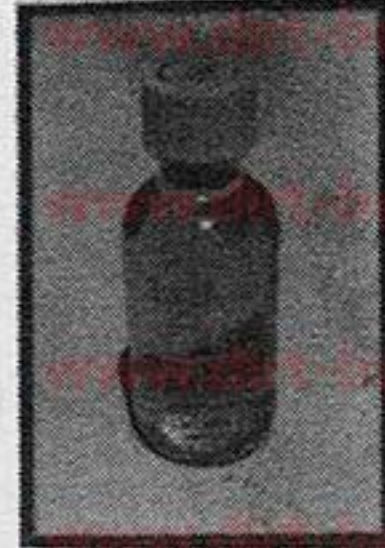
P.O. Box 411, Woodland Hills, Ca. (213) 345-7300



1/10 scale Jeep Honcho body specially designed to fit Tamiya's Rough Rider chassis. Available clear & painted with window masks, bodyposts & special mounting instructions.



1/12 Chenoweth. This well known "off road" racer has battled competitively & successfully in all of the major off road races. Winner of the world famous Baja 1000.



Parma Teac Tire Conditioner softens the rubber which gives you super traction on all surfaces. A must for 6 cell modified!



1/12 scale Dodge Pick Up is one of our newest off road bodies available clear & painted. Tested & approved by Team Parma.



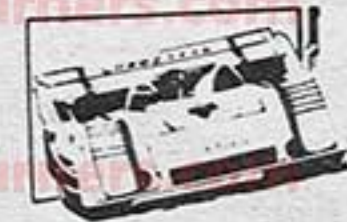
1/12 Desert Buggy. The real name of this rugged "off road" is Desert GT. It is available only clear in 1/8 scale & painted or clear in 1/12.



KO Pistol Grip Radio. Precision control with outstanding features: adjustable steering throttle servo reversing, plug-in crystals & ball bearing servos.

★ NEW ITEMS COMING IN R/C:

- 1/10 & 1/8 scale Audi Quattro
- 1/12 scale Sorbello, 1/18 scale Lola T600
- 1/8" nylon spacer for motors, axles, etc.



**parma international**

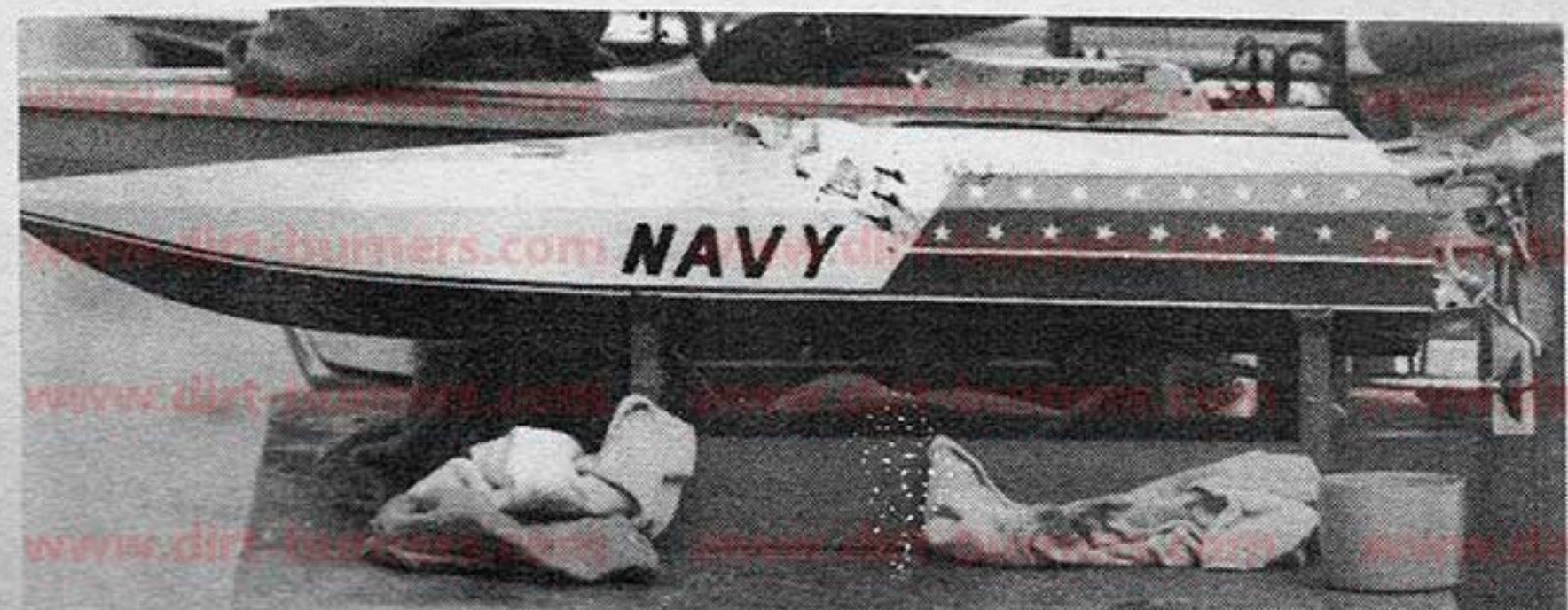
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MANUFACTURERS OF MODEL CAR RACING PRODUCTS

# ICEBERG CLASSIC



The cool May weather in Connecticut doesn't keep these racers from power boat competition.



Pete Latak's Wardcraft Hull took 5th in the "B" Main.



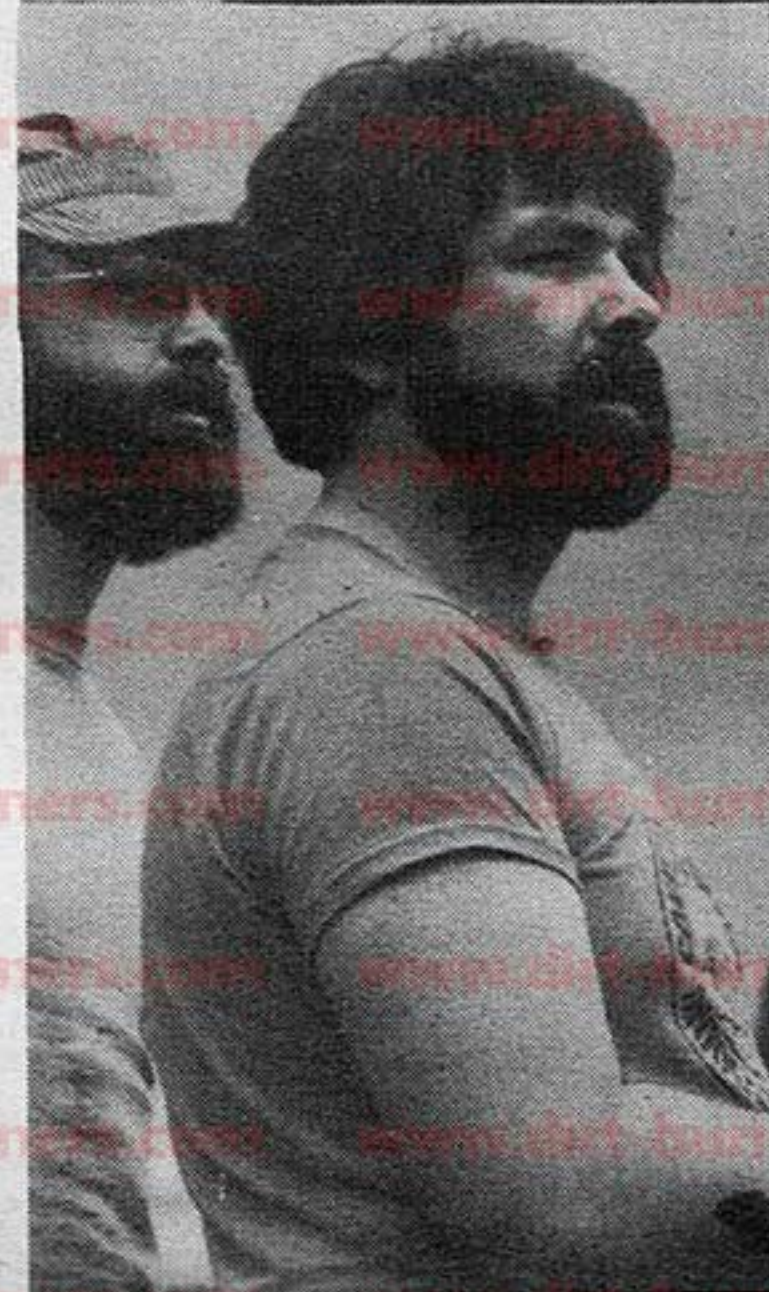
7. Oliver Jewett
8. Erwin Cohen
9. Tom Mitchell
- 10 Paul Kirschman
- 11 Brian Huff
- 12 Tom Amann Jr.
- 13 Larry Claveau

"B" CLASS:

1. Steve Neilson
2. Chris Carver
3. Skip Govoni
4. Paul Kirschman
5. Pete Latak
6. Oliver Jewett
7. James Watson
8. Ed Amos
9. Harry Kirschman
- 10 Tom Amann Jr.
- 11 Glen Simpson
- 12 Tom Mitchell

"C" CLASS:

1. Skip Govoni
2. Erwin Cohen
3. Harry Kirschman
4. Oliver Jewett
5. Frank Alicandro
6. James Watson
7. Glen Simpson
8. Chris Carver
9. Robert Goodwin
- 10 Steve Neilson



The KIRSCHMAN Clan: Marlene (above left) the only female racer; Paul (right no hat) President of the Dragons and Harry "A" winner and sometimes pit crew.



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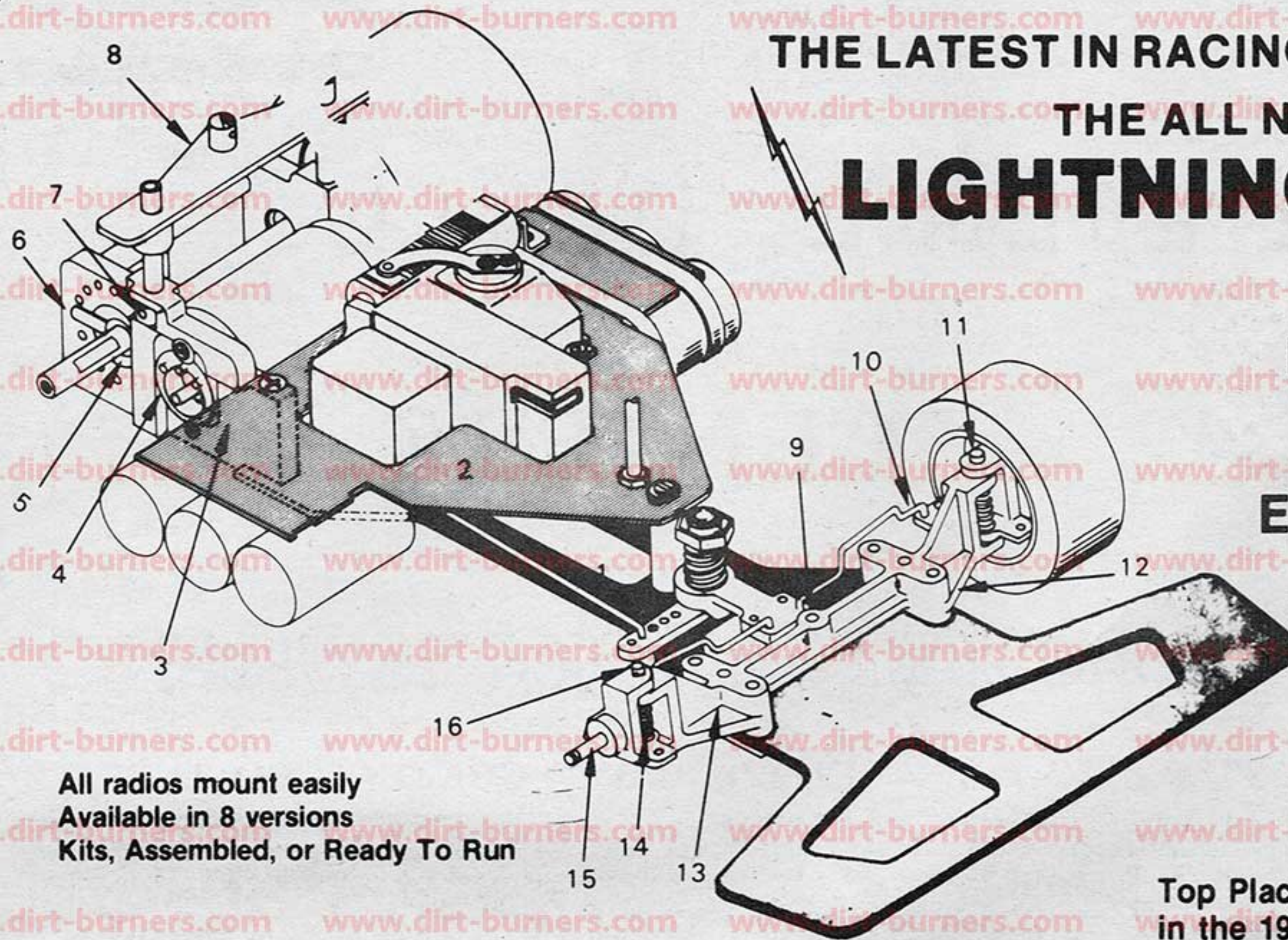
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- \*Accepts most receivers with no modification
- \*Neat wiring

#### REAR POD ASSEMBLY

- 3 \*Two piece light weight injection molded nylon
- 4 \*Adjustable motor cam for proper gear mesh
- 5 \*Replaceable oilite bearing (Ball bearing available)
- 6 \*Adjustable center of gravity rear axle cams
- 7 \*Adjustable wing tube/rear body mount
- 8 \*Wing tube tie bar for added strength

#### FRONT END ASSEMBLY

- 9 \*Adjustable camber
- 10 \*Adjustable Ackerman steering
- 11 \*Offset kingpin inside wheel on wide wheels
- 12 \*Adjustable caster with shims
- 13 \*One piece molded nylon crossbar for proper alignment
- 14 \*Adjustable independent front suspension
- 15 \*Front axles are molded into spindle
- 16 \*Replaceable steel kingpins

#### FRONT WHEELS—MOLDED

- \*Super light weight
- \*Replaceable oilites
- \*.900" wide
- \*"A" compound medium traction sheet foam tires glued & trued
- \*Full 1.4" legal diameter

#### REAR WHEELS—MOLDED

- \*Super light weight
- \*Molded in aluminum set screw insert
- \*Full 1½" legal width 1.4" legal diameter
- \*"D" compound highest traction sheet foam tires glued & trued

#### SERVO SAVER 2 PIECE MOLDED

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- \*Adjustable movement arms

#### BUMPER—made from real Kydex®

- \*Pre-Lightened & drilled

#### BATTERIES

- \*Top quality G.E., sub C size, fast charge cells (Sanyo optional)
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- \*Assembled cars have dip-sealed pre-wired packs

#### RESISTOR ASSEMBLY

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- \*Easy change heat sink resistor mount
- \*Complete with optional diodes to drop voltage & protect the receiver
- \*Brass wiper arm and bronze high current contact button
- \*Assembled cars are pre-wired

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- \*Ball bearings for rear axle
- \*Electronic speed control
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- \*Assorted pinion gears—10T, 11T, 12T, 13T, 14T, 15T, 16T
- \*Assorted painted or clear bodies
- \*Assorted modified or custom motors

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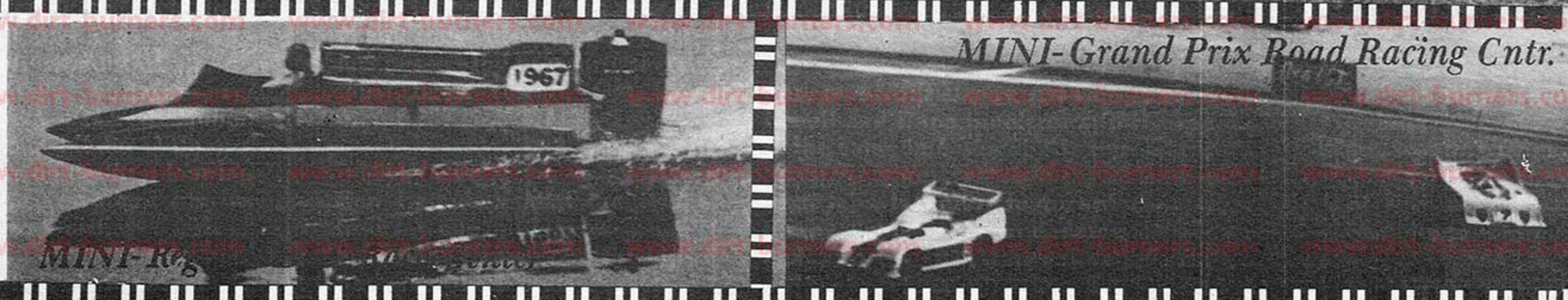
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- TS 368 Variable resistor speed control...\$21.00
- TS 369 Heavy duty direct steering, incl. spindle set...\$12.95 ea.
- TS 360 MBB Precision sealed bearings, super fast and durable, removable...\$3.50 ea.
- TS 361 Rear Skid plate, aluminum...\$7.95 ea.
- TS 362 Front Skid plate, aluminum...\$7.95 ea.
- TS 363 Steering arm spacer, set of 2...\$1.00

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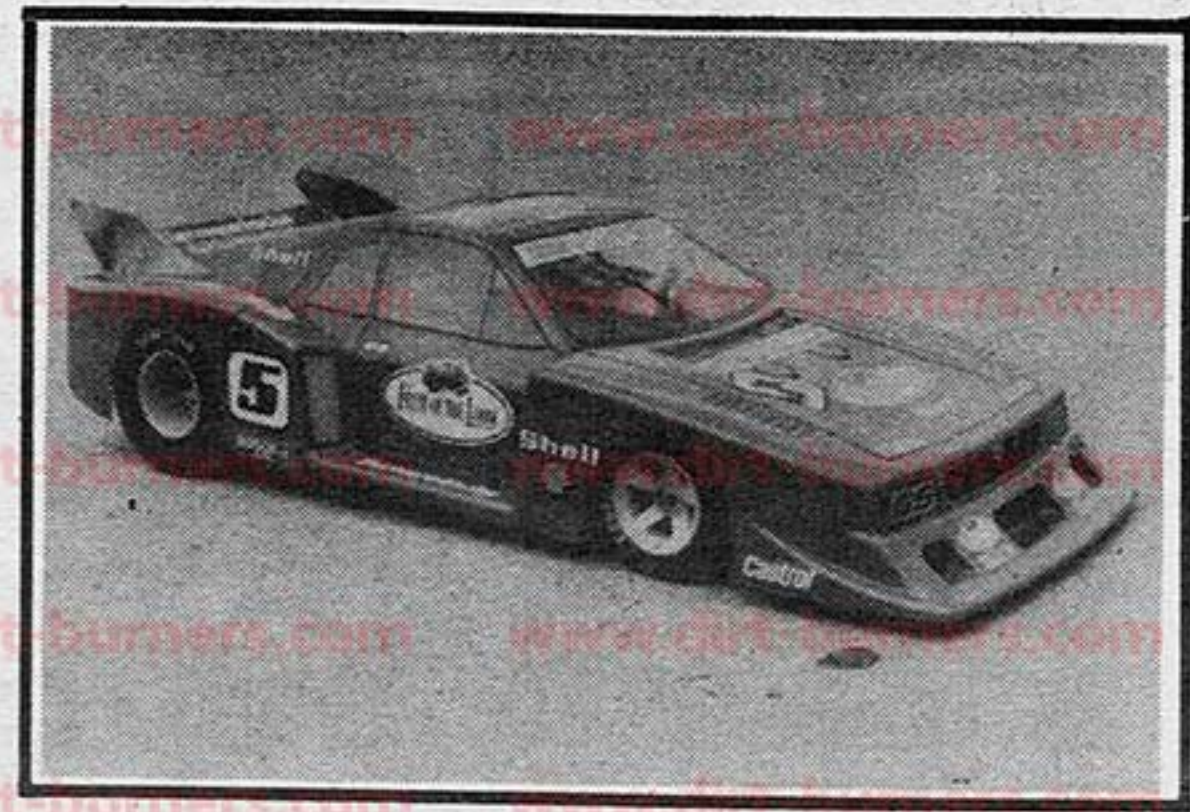
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# INSIDE LINES



**PARMA's new 1/8th scale Lancia Beta Coupe body. Winner of its class on the racing circuits in Europe. Made of indestructible "Lexan Parma".**

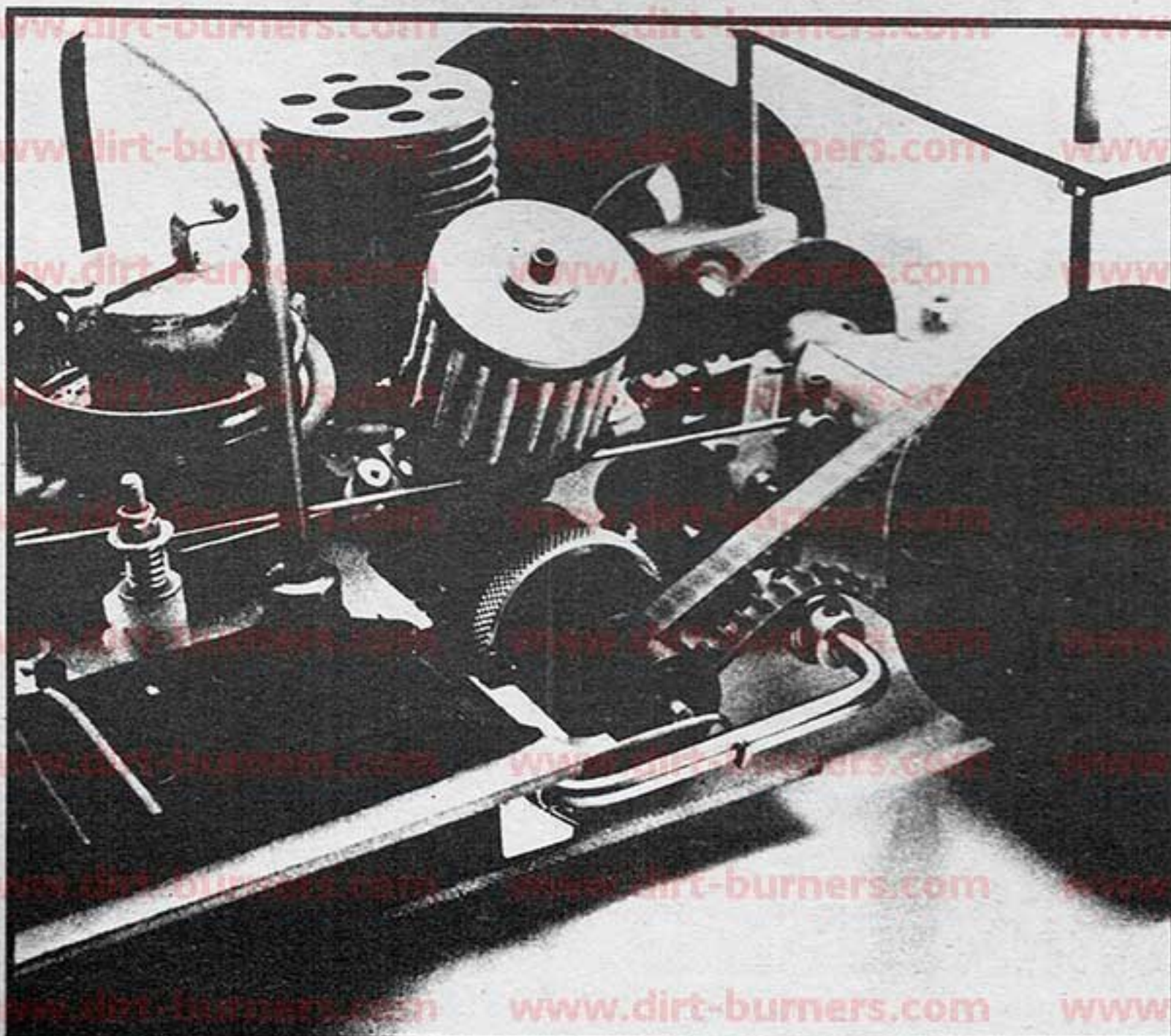


**PARMA's brake adjuster kit, designed to fit the Futaba steering wheel radios. Has a very fine adjustment knob to enable the driver to lock in the position at which the wiper arm stops on the brake band of a resistor.**

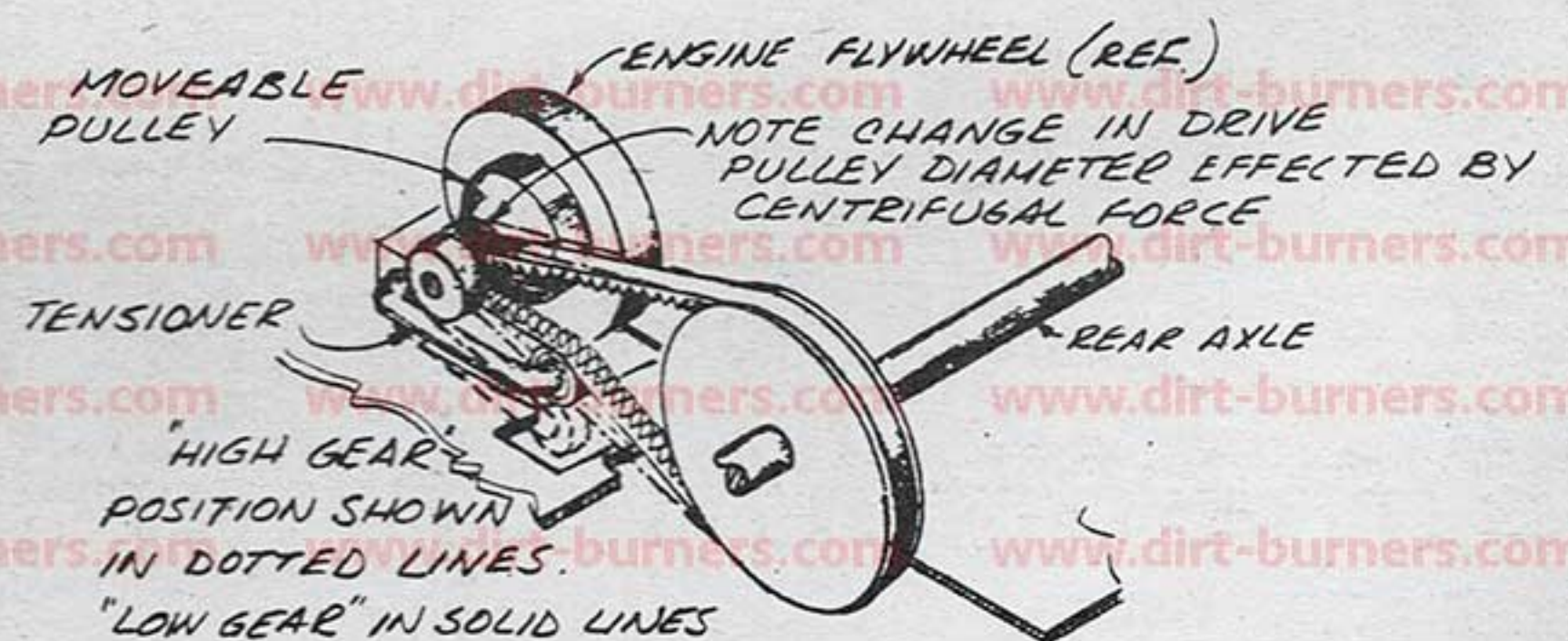
*Please Note: This publication has not tested the equipment reviewed herein, nor it can attest for its reliability or performance, and it is using "press material" sent by the manufacturer. Companies are invited to submit material and equipment for this column.)*

**BOLINK's "The Challenger", a favorite for the next 1/12th Electric Nationals? It has a new design that already has a race winning record in Europe and may be changing the winning ways here. New weight distribution and a stock Schumacher differential is included. ( A non-differential version, legal for ROAR production races is also available. BL1085)**

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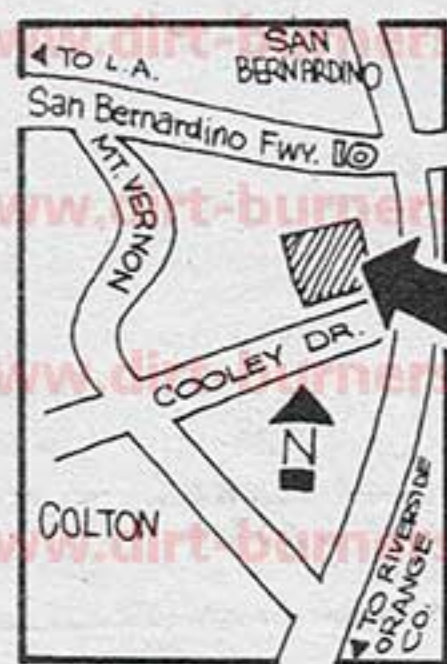


## EVENING SCHEDULE

- FRI. MAY 22<sup>ND</sup> 7 P.M.\*
- SAT. JUNE 6<sup>TH</sup> 6 P.M.
- FRI. JUNE 12<sup>TH</sup> 7 P.M.
- FRI. JUNE 26<sup>TH</sup> 7 P.M.

\*SIGN-UPS CLOSE

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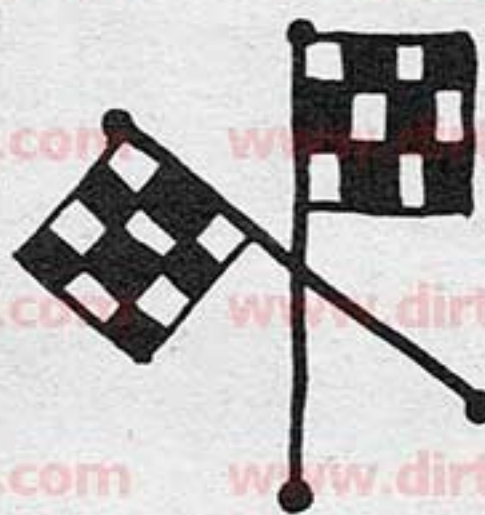


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JUNE 12,13,14, 1981



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- ★ Tuesday Dirt Oval Series 7p
- ★ Off Road every 3rd. Sat. 12 n.
- ★ Dirt Oval every 5th Sat. 12 n.

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# CAJUN G.P.

(contd. from page 9)

Bill Jianas stops his car, Curtiss didn't hear the tape and collided with Bill. Art races by, he also didn't hear the tape... Jianas takes out after Bill, fearing that he was wrong about the race being over. The tape repeats... STOP YOUR CARS! Art is told by his crew to stop, the crowd noise has made it impossible to hear anything. Bill pulls around. The race is over. The cars were positioned where they were when the tape first indicated to "stop". Bill Jianas is the winner in a photo finish over Art Carbonell. The crowd is

now wild. Spectacular.

The general consensus was that this was the best race yet and one of the best racing programs anywhere. Many feel that they want to get their entries in early for the next Cajun Grand Prix as it's going to be harder and harder to get a starting position in this race in the future.

We'll see you at the next one!  
Suellen Verger

*(Editor's note: Unfortunately, we were not able to get pictures of this race as several sources who took pictures for us failed to get them in on time)*

**RESULTS:**

**A MAIN OPEN:**

1. Bill Jianas 62.46 lps.
2. Art Carbonell 62.44 lps.
3. Dana Smeltzer 61.89 lps.

4. Curtis Husting 60.46 lps.
5. Joe Tassillo III
6. Bill Gardner
7. Chuck Moon
8. Jim Miguel
9. Rick Davis
- 10 Paul Verger

**A MAIN SUPER STOCK:**

1. Ivan Bourdier 54.32 lps.
2. John Lucido 54.23 lps.
3. Louie LeBlanc 53.23 lps.
4. Floyd Clark 49.59 lps.
5. Martin Zeller
6. Terry Riley
7. Joe Messina
8. Gerry Brown
- 9: Bill Keller
- 10 Michael Bolline

**B MAIN OPEN:**

- 1, Freddie Rapuana 56.55 lps.
2. Johnny Holmes 53.48 lps.
3. Bailey Whitley 53.12 lps.
4. Mike McCormick 53.08 lps.
5. Joe Sullivan
6. Dan Dowdy
7. Ken Campbell
8. Charlie LeBlanc
9. Gene Husting

**B MAIN SUPER STOCK:**

1. Adrian Tamburri 50.23 lps.
2. Lamar May 48.76
3. Ricky Lee 47.76
4. Frank Vance 47.51
5. Gerry Myers
6. Bill Ronnie
7. Scott Ferguson
8. Tony Roscoe
9. Ricky Delbert
- 10 John Hamilton

**C MAIN OPEN:**

1. Karl Kaiser 55.09 lps.
2. John Dupuis 53.48 lps.
3. Jim Herndon 53.14
4. Dan Ironmonger 52.48 lps.
5. Steve Hite
6. Ronnie King
7. Jeff Masterman
8. Troy Moore
9. John Abadie

**C MAIN SUPER STOCK:**

1. Dave Cole 49.35 lps.
2. Bill Elliot Jr. 45.19
3. Mark Smith 44.46 lps.
4. Ted Simon 43.22 lps.
5. Merle Notchacker
6. Todd Schumert
7. Bob Murphy
8. Edgar Riviere
9. John Dingman

**D MAIN OPEN:**

1. Danny Wenzel 52.93 lps.
2. Dan McCurley 52.21
3. Dave Melling 51.07 lps.
4. Patrick Miller. 50.94 lps.
5. Sandro Tamburri
6. Butch Barry
7. David Phillips
8. Jeff Booth
9. Kenneth Annesley

**D MAIN SUPER STOCK:**

1. Jon Sullivan 43.47 lps.
2. Rocky Clause 39.48
3. Bumpy Kearny 39.38 lps.
4. C.C. Romine 37.99 lps.
5. Norris Sparks
6. Gary Stahlhuth
7. Bob Christopher
8. Bill Elliot
9. John Mistic

**E MAIN OPEN:**

1. Dave Heckler 50.99 lps.
2. Gay Sullivan 49.99
3. Terry Robertson 49.97
4. Caludio Tamburri 46.48 lps.
5. Chris Borrouso
6. Larry Moore
7. Rod Bauer
8. Sheldon Nothacker
9. Charlie Bordelon

**F MAIN OPEN:**

1. Larry Crouch 52.40 lps.
2. Joe Tassillo Jr. 52.10 lps.
3. Tom Marlowe 48.08 lps.
4. Kitten Hess 46.73 lps.
5. Rita Swink
6. Charlie Weise
7. Mike Hess
8. Donald Wells
9. Mike Fruge

**G MAIN OPEN:**

1. Jim McNea 48.30
2. Kenneth Smith 48.13 lps.
3. George Molinary 47.75 lps.
4. Steve Hensley 47.47 lps.
5. Terry Peiffer
6. George Swink
7. Donny Vance
8. Russell Ancelet
9. Bart Di Nardo
- 10 John Hamill

**H MAIN OPEN:**

1. Jack Brooks 42.10 lps.
2. David Wood 39.92 lps.
3. Gary Daugherty 39.16 lps.
4. J.R. Arnold 38.90 lps.
5. David Keller
6. Don Dhurtz
7. Preston Keith
8. Tammy Brooks
9. John Bates
- 10 Ron Davis

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# CALENDAR

## POWER BOATS

**JUNE 6-7:**  
Rose City Model Yacht Club, Force Lake, Portland. Dist.8, points, Heat race, Enduro, Otrbd. Unltd., Off-shore, OB,UH (503)285-4325.

**JUNE 31-14:**  
Worcester R.C. Model Boat Club. Bell Pond, Worcester, Ma. Deep Vee (617)481-7212.

**JUNE 13-14:**  
Edmonton Model Boat Racing Assoc. Lake Hermitage, Edmonton Alberta. Heat Race, Off Shore (403) 489-3494.

**JUNE 20-21:**  
Model Mariners, Kaiser Kove, Fremot, Ca. Dist. 9 pts. Heat Racing (415)376-6462.

**JUNE 20:**  
Seattle Model Yacht Club, Kent Lagoon, Kent, Wa. HEAT Racing (206)226-7454.

**JUNE 27-28:**  
Bouy Busters Calgary, Carburn Lake, Calgary, Alberta. Dist.16, Heat Race Annual White Hatter. (403)242-0531.

**JULY 18-19:**  
Reno Model Boaters, Paradise Lake, Reno, Dist.9 pts. Heat Racing (702)359-2507.

**JULY 18-19:**  
Seattle Model Yacht Club, Kent Lagoon, Kent, Wa. Dist. 8 pts. Heat Racing (206)226-7454.

**AUGUST 1 thru 8:**  
Muddy Rudders Host the NAMBA NATIONALS, Thompson Park, Amarillo, Tx. R.T., Heat Race, Enduro, Deep Vee, Offshore, Scale. Make reservations now! (806)373-7454. Fred Wall

**NORTH AMERICA MODEL BOAT ASSOCIATION (NAMBA)**  
Greater Hartford Model Boat Club Connecticut Dragons

**JUNE 7:**  
Club Heat, GHMBC, Mansfield, Ct.

**JUNE 13-14:**  
Deep Vee. Worcester, Worcester, Mass.

**JUNE 27-28:**  
Dist. I Heat Racing. GHMBC, Mansfield, Ct.

**JULY 11-12:**  
Dist. 1 Heat Del Val. Pennsylvania.

**JULY 18-19:**  
Club Heat Dragons. Wallingford, Ct.

**JULY 25-26:**  
Deep Vee. GHMBC, Mansfield, Ct.

## 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:**  
SPRINT CAR RACING, MINI BAJA. 6734 Reseda Blvd. Reseda, Ca. (213)345-7300.

**EVERY THURSDAY NIGHT:**  
Mini Baja, Reseda, Ca. Off-Road Racing Series. 8-week points race. Prizes at the end of the series.

**EVERY TUESDAY NIGHT:**  
Mini Baja "Sprint Car" Dirt Racing. Series. Points and prizes. (213)345-7300. Entry \$5.00.

## 1/8 SCALE

**JUNE 12,13,14,1981:**  
MCCOY CHAMPIONSHIP RACE. 9th Annual, hosted by PRO CAR. A.B.C. System, Controlled practice June 10 & 11. ROAR Sanction. Numbers to be assigned and furnished by track. Leave space. PIT SHOP Raceway. 1655 E. Mission Blvd. Pomona, Ca. 91766.

**JUNE 27 & 28:**  
Ventura Championship. A,B,C... Mains, 8-cars per main. 10 lap heats. Controlled practice 10am to 1pm Saturday. Saturday qualifiers and One round of qualifiers on Sunday. \$15.00 entry by June 17. Late entry...\$25.00.ROAR Rules. Can Am.Info. Bob Coughran, 2510 N. Temple Ave. Camarillo, Ca.

**EVERY 1st SUNDAY:**  
CRENSHAW Club. Race Fedmart, Culver City, Ca.

## AIRPLANE RACING

### SOUTHERN CALIFORNIA RACE SCHEDULE

**JUNE 6-7:**  
Border Classic, Pattern/Scale. Aeronuts, Chula Vista.

**JUNE 13-14:**  
QSAA FlyInm SFV/OC QSAA, Sepulveda Basin

**JUNE 13-14:**  
Formula I, San Gabriel Valley RCL, Whittier Narrows.

**JUNE 20-21:**  
Scale Squadron Western Nationals Mile Square.

**JUNE 28:**  
Quickie 500, Valley Flyers Sepulveda Basin.

**JULY 4-5:**  
Open Scale, San Gabriel Valley RCL, Whittier Narrows.

**JULY 11-12:**  
Formula I, Bird Club/NMPRA, Whittier Narrows.

**JULY 11:**  
World War II Scale, Venture Comets.

**JULY 11-12:**  
Sport Scale, Morgan Hill  
**JULY 18-19:**  
Pattern, Orange Coast RC Club, Mile Square.  
**JULY 26:**  
Scale, BIRD Club, Mile Square.

## BOAT & CAR

### HOBBY INDUSTRY ASSOC. OF NORTHERN CALIF.

**JUNE 7:**  
Short Circuit car, Pleasanton Hobby P.H.R.T.

**JUNE 14:**  
Nor Cal Racing-Car Hobbies Galore, Nor-Cal Staff.

**JUNE 20-21:**  
Powerboat Racing, Fremont, Model Mariners.

**JUNE 21:**  
Sunday Boat Contest (location to be announced)B.A.M.M.A.

**JUNE 28:**  
Stock Car Racing, Hobbies Galore. H.G.R.T.

**JULY 4-5:**  
Powerboat Racing, Portland, Oregon, NAMBA Dist 8 & 9.

# CALENDAR

# FREE

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile there of 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): \_\_\_\_\_

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## PRO-120 X

## GP-12

GRAN PRIX 1/12th SCALE



### Specifications:

- 1/12 scale chassis and body
- Actual speed: 30+ mph
- Motor: 05 electric
- Wheel base: 7<sup>3</sup>/<sub>4</sub>
- Track: 5<sup>1</sup>/<sub>2</sub>
- Front tires: 2 x 7/8 in.
- Rear tires: 2<sup>1</sup>/<sub>4</sub> x 1<sup>1</sup>/<sub>4</sub> in.
- Track weight: 32 oz.
- Gear ratio: 3.25:1

**NEW #921D**

GP-12 with Diff & Body  
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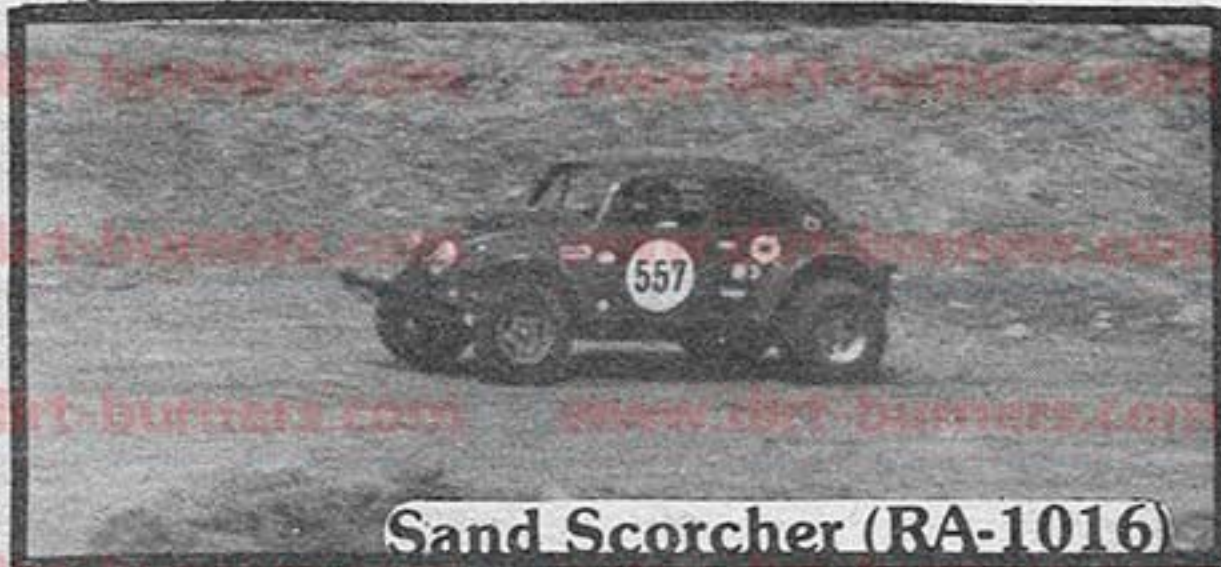
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WHEN OTHER R/C CARS  
START TO GET BORING...



Sand Scorcher (RA-1016)

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FAMED BAJA  
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Rough Rider (RA-1015)

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