

# R/C RACING



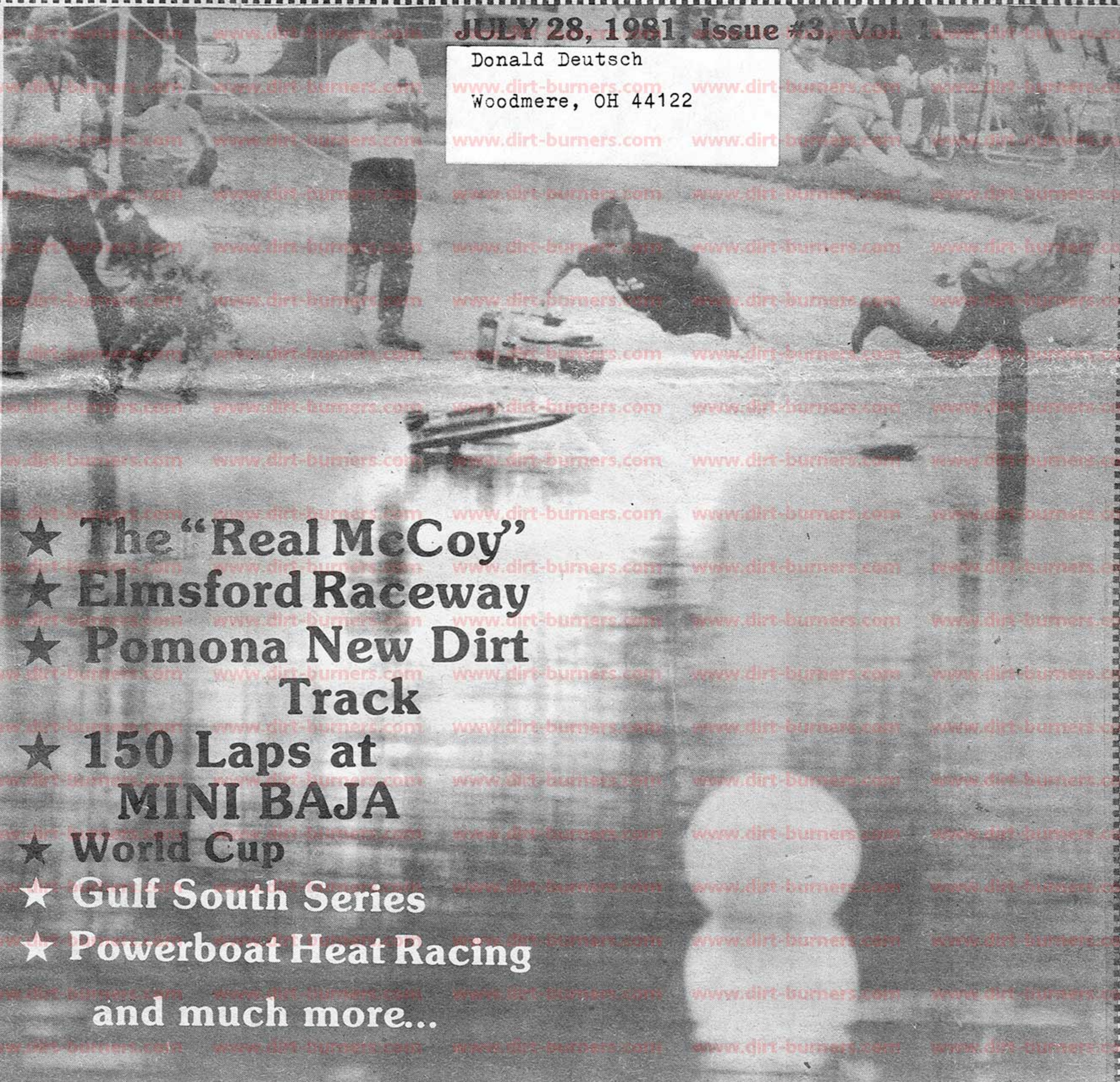
*You Race It...*  
**\$1.50 We Cover It!**

# NEWS

**JULY 28, 1981, Issue #3, Vol. 1**

Donald Deutsch

Woodmere, OH 44122



- ★ **The "Real McCoy"**
- ★ **Elmsford Raceway**
- ★ **Pomona New Dirt Track**
- ★ **150 Laps at MINI BAJA**
- ★ **World Cup**
- ★ **Gulf South Series**
- ★ **Powerboat Heat Racing**
- and much more...**



# RACE CORNER

For those of you who would like to see more coverage of your R/C activities in your area, all you've got to do is send it to us and we will make room for it. Believe it or not, our biggest difficulty is convincing people that if they send us a story, results, and pictures, we will publish it. We know that at this time we can't be at all the different events around the country, so we depend on the input from the local people. Some of you folks are hard to convince!

**Point in fact.** We had contacted two different groups of Airplane racers who were holding events this past month. We put aside several pages for their forthcoming story and pictures as they had agreed to send. When we last called them, they said they hadn't sent them in because they thought "it probably would not be published anyway", citing similar past experiences with other publications.

All we can say, that if you have the time, we've got the space. And if you feel that your club, or area is not getting the coverage it deserves, it's up to you to help us get you in the paper. Remember, these pages are always open to the R/C enthusiast.

**Mom Coad, Exec. Secty. for NAMBA called us to let us know how delighted she was in seeing the coverage we're giving to power boat racing. She offered to help us in any way to get the R/C RACING NEWS word out. As a result, we're making a special "subscription" offer to all NAMBA members. We've delivered special flyers that she will be sending to NAMBA members which will have a reduced subscription rate.**

Some you out there, Clubs, Organizations, etc. who would

like to arrange for a similar program can call us and make arrangements.

Several of the Off Road tracks are putting Teams together to challenge other track teams. The goal is to have monthly Team races where a series can be put together, culminating in a big Off Road Championship. Tracks having teams already are: RCH Raceway, MINI BAJA, Ranch Raceway.

Putting a real "dampner" in the power boat racing activities this past weekend at Legg Lake, was the fact that a body was discovered in the area where they were racing. It seems that the day before, (Saturday) a person was thought drowned. The police spent most of the day dragging the lake, but to no avail. On Sunday, during one of the heats, sure enough, the body floated to the top much to the shock and horror of everyone around. Racing stopped until the body was recovered. That's one buoy you don't want to mess around with.

Eustace Moore, well know for his exploits in 1/8th scale racing and the equipment he produces through MIP for these cars, is now venturing into the Off Road market. He has been experimenting and racing with his off road car which is part Tamiya, part MIP. The car includes a MIP "differential" that so far seems to be working very well, and Funco-type front suspension. He says he will have the "diff" ready for production within a few weeks. We'll let you know when it comes out. Most likely we'll be doing a product evaluation on it.

By the way, if you would like to send us your product for an in depth "Product Report" you can do so by sending it to our Technical Editor, Larry Bain.

Check out the write up on the McCoy race in this issue and the World Cup 1980 Retrospective in Monaco in this issue. It shows where the sport can go.

We will be leaving for Indianapolis for the July 3,4,5 World 1/8th Scale Championships. Complete coverage of the same will be in our August issue. We will also be covering the Power Boat Nationals in Amarillo, Texas on August 1, and the Nationals (1/12th) in Florida. All coming in the next issues so look for it.

R/C RACING NEWS is working with the folks at SIX FLAGS MAGIC MOUNTAIN RECREATION PARK for a week-long R/C Racing Extravaganza, that will include Air, Boat, Road Race and Off Road racing. Some of the racing like the air races, would be held in the property adjacent to the Park, while the Boat and Car racing would be held inside the Park.

Two major sponsors are being contacted to underwrite the entire program. The folks at Magic Mountain are very receptive to the idea. One of our other publications is presently involved in promoting an event this coming August. It will be a major skateboard and roller-skate Pro/Am National event.

Speaking of professional events. We hear lots of talk, especially in the off road racing area, about having "money races". We would be interested to hear your opinion in the matter so that we can pass it on to the people involved.

The McCoy race this past weekend was truly exciting. Check out the stories in this issue.

The folks of IMPBA, the mostly Eastern Power Boat sanctioning body have been contacted and we hope to have their racing schedule in our next issue as well as coverage of their activities.

(Contd. page 4)

## R/C RACING NEWS

You Race It...  
We Cover It!

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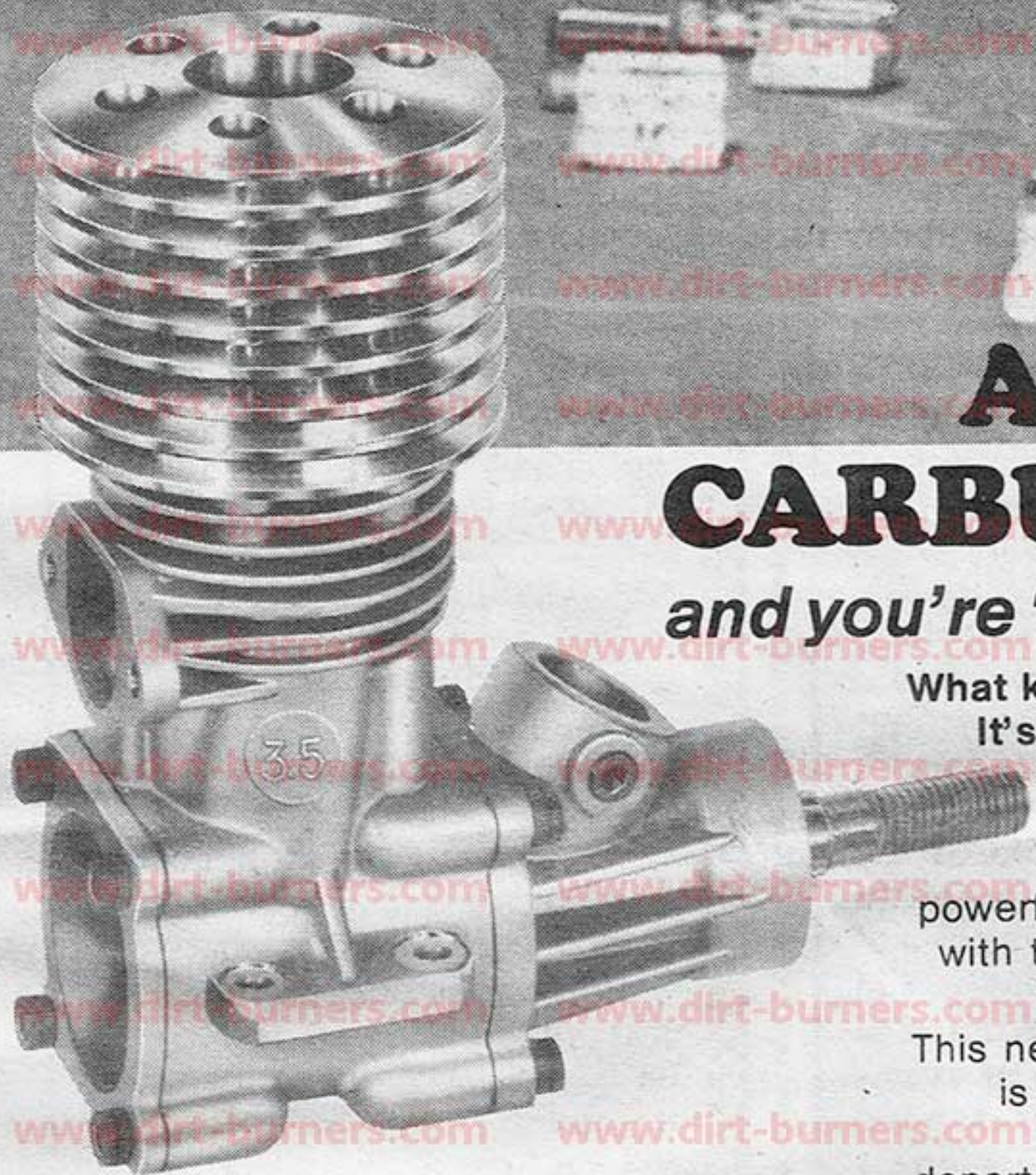
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# SOUNDING OFF

## BUT WILL YOU LAST?

I saw your first issue just recently and I was impressed. A friend of mine picked it up while attending the MAC show in Los Angeles. I thought it was good because it covered all aspects of R/C.

Personally, I'm into airplanes and power boats but I'm thinking of buying an off road buggy to use around the house. So your publication is of interest to me. But the big question is how long are you going to stay around? There's been other similar papers come and go, as you probably know, so before I invest in a subscription, I would like to think that you guys plan to be around for a while.

Your paper looks good.

Fred DeLumis  
Phoenix, Ariz.

Thanks for your letter and comments. They are well taken. We're in the publishing business besides having various interests in R/C. We think we can fill an existing void for the enthusiast and we're prepared to spend all the time needed to convince folks like you. Keep in touch with us. ED.

## ON THE COVER:

The start of a boat race always brings fast and furious action from the pit crew. Action was at the Pronuts race in San Diego.

## RACE CORNER:

Newest companies to get involved in the Off Road "after market" are: PARMA, REVTEC, LEISURE, THORP, TRICK STUFF, RCH, MIP, AJS, BOLINK, MRP. In our next issue we will be publishing a complete report with pictures for the Off Road aftermarket.

FLASH! FLASH! It's official. A new R/C MODEL Boat Record has been established in Blackfoot, Idaho. On June 26, the Magnum Racing Team of Dean Hughey & Thomas Hockenberry II, ran their Hughey Rigger hull K & B 7.5

## Finally!... Coverage!

I saw your June 26, 1981 issue at the hobby shop and I got to tell you, you guys have really hit it.

When I saw the extensive coverage you gave to all R/C sports I said to my self "these guys really know what they're doing".

I'm into all areas of R/C, so I appreciate when I see power boat and airplane and car coverage. Anything that I can do here in my area, I would be most happy to help.

Winter time things are kind of slow around here except for some of the indoor races, but you guys can expect to get some material from me soon.

We've needed this type of paper for a long time and I hope you guys can keep up the excellent work.

Daniel Clark  
Roseville, Mich.

Thanks for your interest and you bet we'll be waiting to hear from you. As we've said before: If you're into R/C, this is YOUR paper. We hope you use it. ED.

engine and set an Enduro record of Eight (8) hours, 1240 laps and covered a total of 186 miles. It's Hydro, class B, Out-The Hydro, Class B, Outrigger also covered 125 laps in one half hour. Congratulations.

Well over 5000 Hobby Shops have been contacted through a mailer to carry R/C RACING NEWS. While the list is extensive, it may not be all up-to-date, so if your local shop has not been contacted or is not carrying R/C RACING NEWS, tell them to call us at (213)345-7300.

# From the Publisher

We would like to first thank all of you who have written and called to let us know how you feel about R/C RACING NEWS. We are delighted to know that, for some of you, we're filling a void in the R/C publication business. After all, this is our goal.

Some of you have written and called also to lend constructive criticism. For this we are also grateful because we shall continue to strive for better coverage of the R/C world, and to fill your needs as an enthusiast. We hope many of you will take time out from time to time to let us know what other things you would like to see in the pages of R/C RACING NEWS.

Many letters we have received alluded to the fact that we are giving all the different areas of R/C racing equal coverage. This has encouraged some people to "get back in it" again. Some felt that there was too much coverage of one phase of the R/C world and not enough of the other exciting areas.

To help us continue this trend of complete R/C coverage, we would like to encourage all of you out there to feel free to call us, write us and send us information of your R/C activities in your area.

One of our main goals is to make this paper a National paper. One way we can accomplish this is by being able to publish events from all around the country. YOUR HELP is needed.

If you have an R/C event coming up let us know. We will either try to send some one to cover it, or in the alternative, we will try to coordinate with you a means to cover the event.

In any case, WE WANT TO KNOW and we want the rest of our readers to be aware of your R/C activities.

These past few months, we have spent many hours talking to people in the industry as to what they are looking for in terms of coverage and exposure. The common denominator in almost every case is that "not enough people know about our business".

This is quite true. While the avid R/C enthusiast may keep up to date with all the activity and the new R/C product, there really has never been a real effort to promote any type of R/C coverage to the mass media, the general public.

If an industry is to continue to grow, it must receive National exposure. Airplane, car, boat racing, as exciting as it is, is only enjoyed by a very few, those in the inner circles of the sport.

Why not let the rest of the world in?

To do this, all of us in the industry, as well as all enthusiasts, have to help to promote coverage of upcoming events in our areas.

You can do this by calling your local radio and television stations. Letting them know of the event. Also newspapers. Send them "flyers" or promos of your event. Most importantly, keep after them. Just because they didn't come the first time to cover the event, doesn't mean that they won't come next time.

Don't get discouraged because they have turned you down the first time. Keep after them. You must remember, the group that makes the loudest noise, the ones that make the most effort, usually get the most coverage.

We at R/C RACING NEWS will try to do our best to help any club, organization and event, get as much media coverage as possible. But the first step belongs to you. You first must let us know.

In issues to come we will be publishing helpful hints as to how to approach your local news or sports director and what they look for as a "newsworthy" story. Also, what preparations you must make prior to the event in order to facilitate their coverage.

In the mean time, we look forward to an exciting year of R/C RACING NEWS coverage and to hearing from our readers.

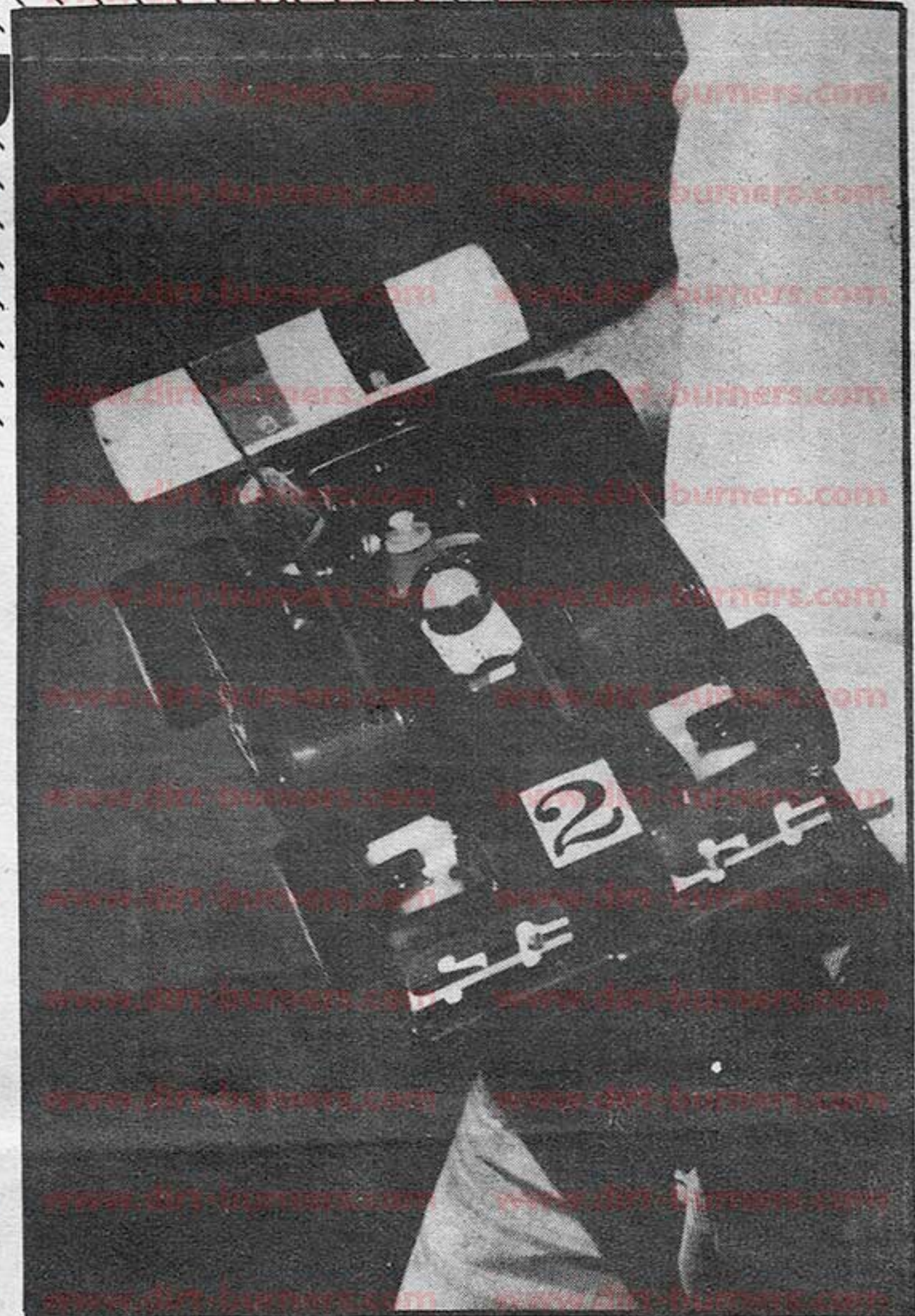
We will always keep our pages open to those who wish to take advantage of it.

Lou Peralta  
Publisher



# R/C WORLD CUP at MONACO

## A Retrospective of Formula R/C Racing



Numbered Driver's slots and high stands offered excellent view of the tight and difficult Monaco track. Photo. Kyes.

The winning car of Italy's Gherzi. Photo Gary Kyes.

**Story & Photo by:**  
**Gary Kyes**

### EVERY TWO YEARS THE BEST RACERS IN THE WORLD MEET IN THE PRINCIPALITY OF MONACO FOR THE R/C CAR "WORLD CUP"

I was lucky enough to qualify due to my twin R.O.A.R. National wins in 1979. Fortunately, former National champions and fellow MRP drivers, Bob Welch and Tony Bellizzi, also made the trip from the U.S.A. for what has to be the most exciting and impressive R/C car race ever held...the 1980 World Cup.

#### THE LOCATION

Monaco is located in the south of France, also known as the "Riviera". The air is extraordinarily clear and clean as is the blue-green waters of the Mediterranean Ocean. Having flown by way of Paris to Nice, we were treated to a 30 minute ride along one of the most beautiful sea coasts of the

world known as the playground of the rich, Monaco (Monte Carlo). Monte Carlo provided a few surprises like \$1.50 for a can of Coca Cola.

The track site was located in the center of town near the harbor. In fact, the R/C track was on a piece of asphalt laid for the famous Monaco Grand Prix. Directly behind the track was the Olympic swimming pool and its bevy of semi-nude sunbathers! A beautiful location indeed.

#### THE TRACK

The race track was like none I had ever seen before. The physical dimensions were approximately 40' X 300'. This made for a very long but tight

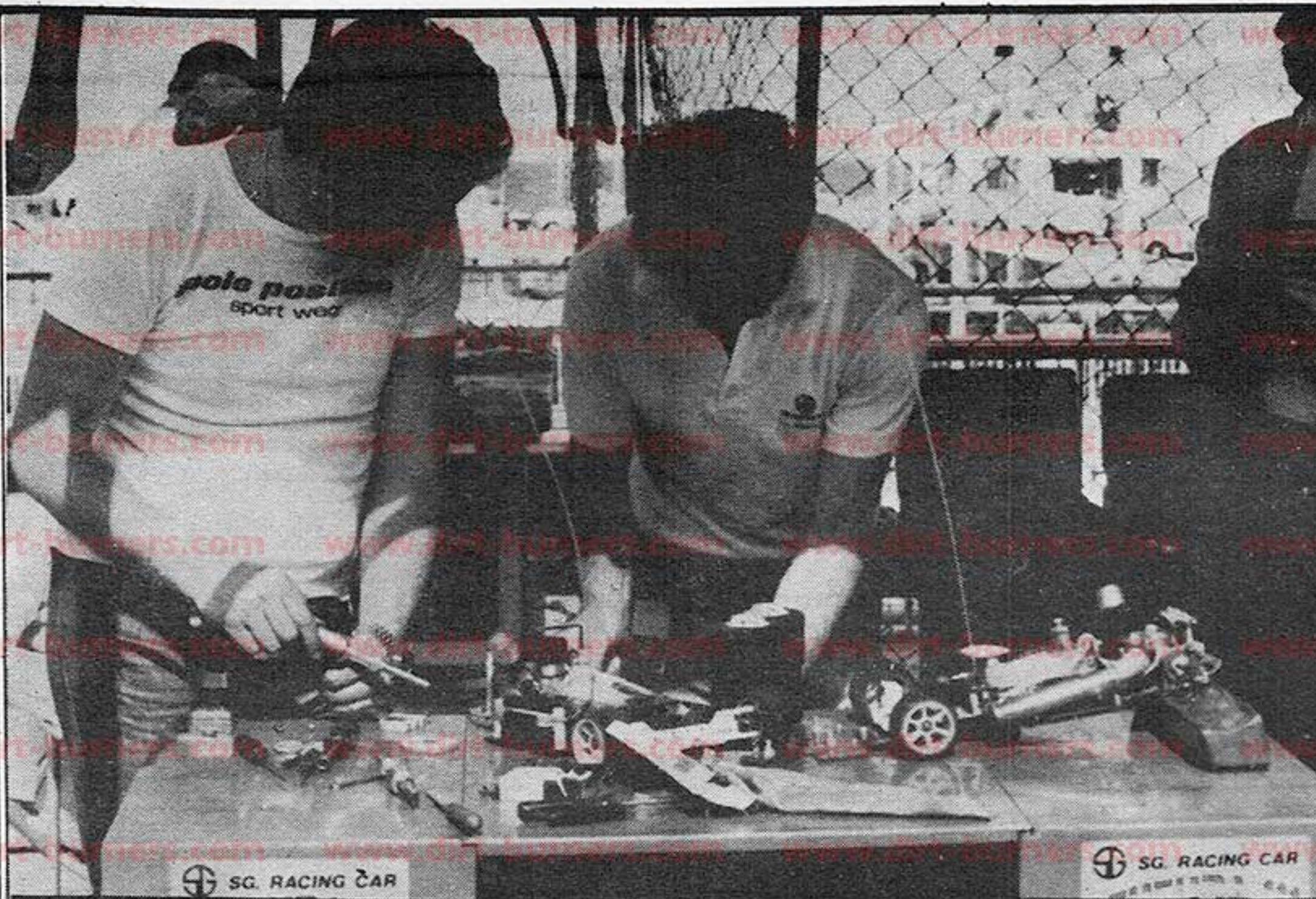
track. Although the back straight was over 200' long it was only 10' wide. Our cars were easily running 60 plus mph. and the last thing you wanted to do was to touch another car even on the straight. In addition, most of the straight was shrouded with intermittent shadows. At the end of the long straight there was a tight 90 degree turn which was only 12' deep. Since traveling at about 60 mph, we were covering 88' per second, so it is easy to understand how important reliable brakes and split second timing were when you only have 12' to work with.

You then got into the infield portion of the circuit and went through a series of "S" turns or switch backs. Unlike most such turns which can ultimately be "straightened out", these were found to be neither straightenable nor forgiving. Especially if you hit one of the 4' diameter course markers.

Although these markers were only two or three inches high, the first inch was vertical, with the remaining face at a 45 degree angle. Since the rules called for Grand Prix type cars, which have open front and back wheels exposed, you usually paid for touching a marker by watching your car launch skyward or do a lazy roll ending upside down. One feature of these markers was that in the center, there was a hole big enough to lose your car in. Many cars, during practice and races, did the old disappearing R/C car trick!

After working your way through these frustratingly slow esses, you flipped through a quick left then right hand turn past the start finish line and into what was the most brutal yet impressive part of the track...the Chicane. When you spoke of the Chicane, most drivers would draw a quick breath and roll their eyes or just shrug their shoulders. Page 5





Guilo Ghersi's professional crew go about preparing his race car for the next Heat. Paid mechanics were not uncommon among some of the European Teams. (Notice the ocean in the background) Photo. Gary Kyes.

personnel stood there with a flag pointing down. You were not allowed to exit the pit lane until the marshal checked for oncoming racers and flagged you out.

Besides the comfortable and spacious grandstands which surrounded the track, each country was assigned their own pit table. The whole pit area was under specially constructed weather proof awnings. Somehow the U.S. pits ended up on the balcony overlooking the sunbathers (which we were forever grateful). The pits also had 2 full function lathes, a grinder, wire wheel and mini table saw.

You could not ask for anything more, lathes to your left, nude women to your right!

The organization was terrific. Especially the "little" things that they did to make it a better contest. In speaking with race director, Richard Lajoux, we found that work begins over a year in advance and that close to \$100,000 is spent to produce what has to be the premier event in R/C car racing.

The same closed circuit TV system used in the Monaco Grand Prix was used for this race, as was the scoring system and even the security personnel.

The race packet had a beautiful race program, racer handbook, with rules, schedules, procedures and decals from the sponsors.

Approaching by way of a 40' straight and exiting to a similar straight, the Chicane really separated the men from the boys.

Unlike the esses, this innocent piece of track could "almost" be straightened out. At 40 mph, you first had to pitch the car sideways to the right, then to the left, then back to the right again and get it straight to fly up the straight, to the full brake hair pin that led you onto the back straight. Remember all this had to be done on a 10' wide track at about 40 mph and still avoid those "intercontinental ballistic" track markers as I liked to call them.

There were several other approaches to the chicane, although the above was more to my liking, when I made it.

You could always hit the brakes and drive through safely and slow. The drawback was that you ran the risk of getting run over by a car going 40 mph. The other alternative was to "coast" the chicane and try to roll through with neither brakes nor power. This latter method became the most popular, with several variations.

No matter which method you used, if you hit those course markers, you were sure to make some photographer happy, as it would provide a spectacular shot of a car flying through the air.

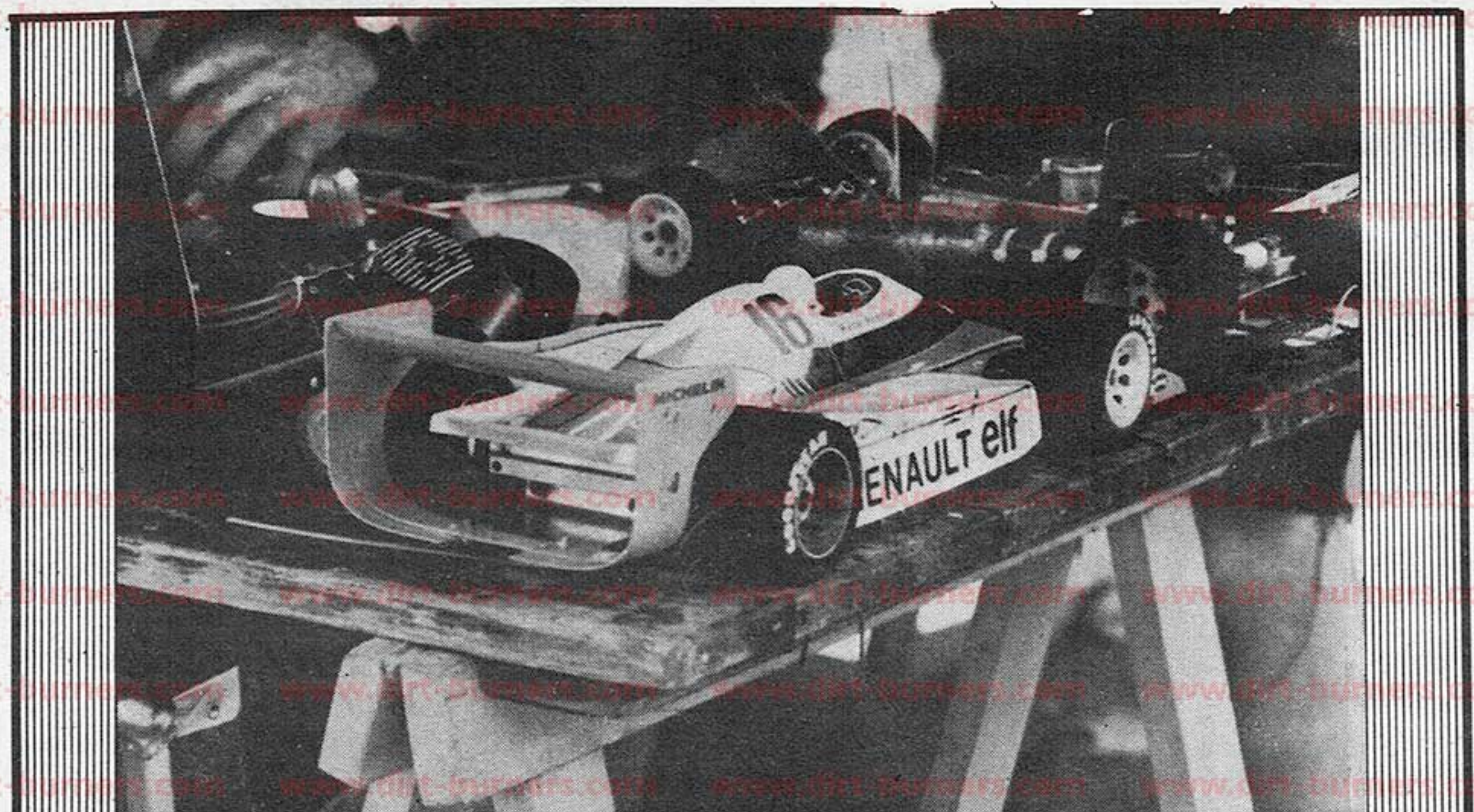
One such instance was during the heat of competition, Tony Bellizzi tried unsuccessfully to pass a car for three laps. Approaching the chicane side by side, I sat in shock as I realized that Tony was not going to shut off...it's now or never. Fooling us all, he did shut off only to realize he was in way over his head, as was the other car. Tony reacted quickly and surprisingly steered for the marker at full throttle. The shot through the chicane was unreal as the car flipped, rolled and gyrated through the air, landing on the ground, still rolling and finally ending up on four wheels aiming perfectly for the hairpin!

Not only did Tony pass the first car, which ended up self destructing itself on the markers, but executed a mid air pass on another car ahead.

The track accommodations were outstanding as was the track. The driver's stand rose a good 15 feet above the track for excellent vision. There were 10 individually numbered driver sections for each driver.

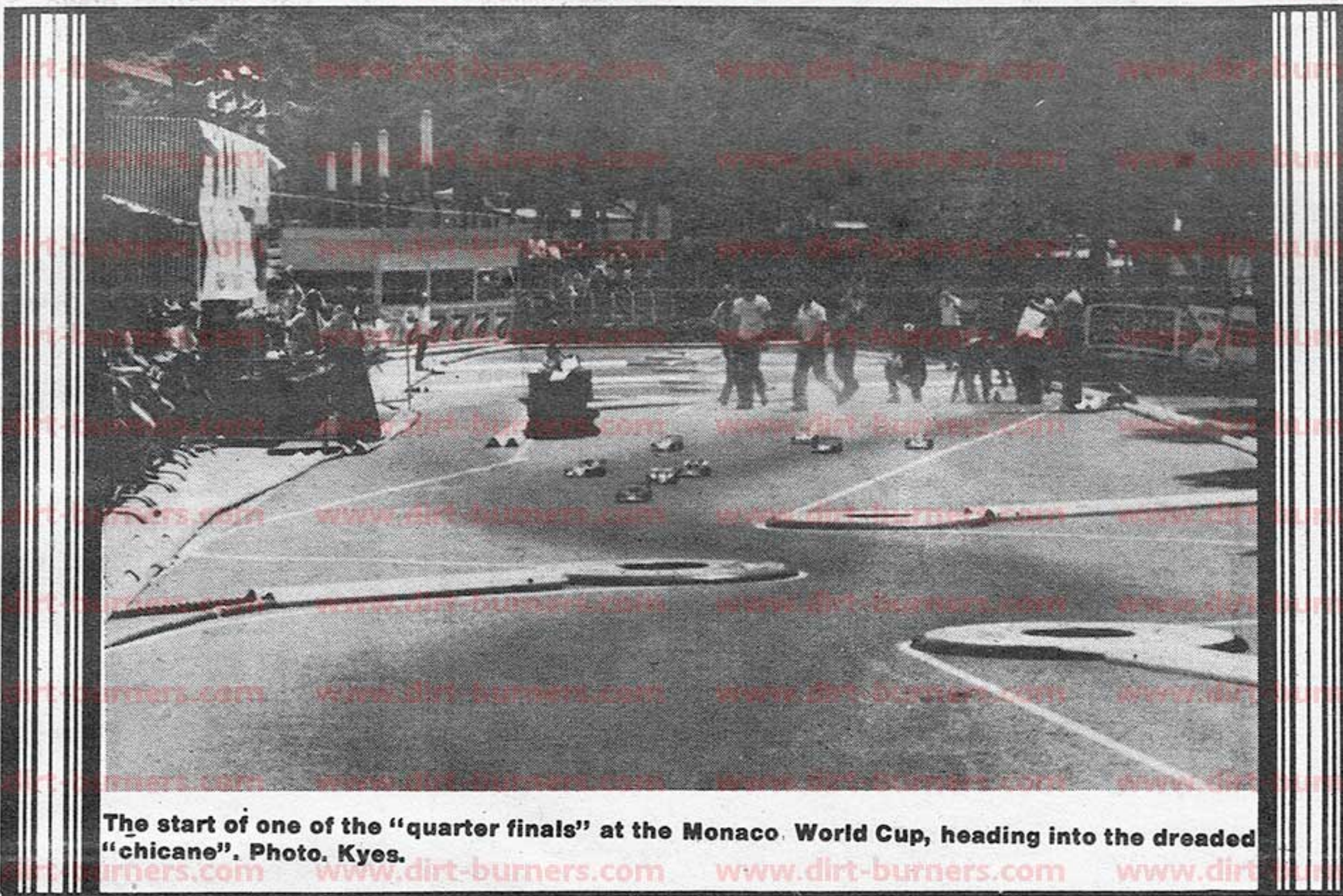
Armco barriers bounded the pits. You were not allowed to go over them, otherwise it would cost you one lap.

The racing pits also had a nice feature which I found most beneficial. At the exit, a race



The MRP Renault F-1 drew alot of attention from racers and spectators. The Second place finishing car, Pro-180, of Gary Kyes is in the background.





The start of one of the "quarter finals" at the Monaco World Cup, heading into the dreaded "chicane". Photo. Kyes.

The Americans were very well liked and received.

When the race started, the various strategies came to the forefront. Some chose to go for it from the start, while others chose to drive a bit slower but save the car. After all, this was a 45 minute race.

The early leaders included Greeno, Errington, Gheresi and Kyes.

The US suffered a setback when Kyes ran out of fuel at the 7 minute mark. Thanks to a quick pit stop, the US entry was sent out with little time loss. The plug was damaged due to the sudden lean burn and the motor ran 1000-2000 rpm slower. It was decided, to leave it as is and hope to run steady. This logic paid off as at the 20 minute mark Kyes took the lead. This was due to the fact that the sluggish motor forced a smoother driving line, while others were trying to hold back the power on the tight course.

Unfortunately the lack of power was to catch up with the USA team as Italy's Gheresi, recovering from an earlier problem, came smoking by to unlap himself and take the lead.

The real race was for second between Kyes and Greeno, both trading positions during pit stops. At the end, Kyes managed to pull out a comfortable lead for second to Greeno's third. The rest of the pack was many laps down from the leaders.

So ended the 1980 World Cup for R/C Cars. Truly a memorable event that I wish every R/C car racer could experience just once.

#### RESULTS:

1. Guilo Gheresi (Italy)
2. Gary Kyes (USA)
3. Phill Greeno (Great Britain)
4. Franco Sabattini (Italy)
5. Paul Pagdin (Great Britain)
6. Keith Plested (Great Britain)
7. Pieter Bervoets (Netherlands)
8. Robert Errington (Great Britain)
9. Jean Matrone (France)
10. Paul Culver (Great Britain)

Gary Kyes

★★★★

The racers were photographed, then given pit passes, which later proved to be very useful as security was well enforced in the pits.

#### THE RACERS

Entries were limited to 80 of the worlds best. Each country was allowed so many drivers and most were well represented, with the exception of Japan, who had entered but did not show up and the U.S. People were dissapointed that more U.S. drivers were not there, perhaps it was because of the poor showing in the previous race.

ENGLAND had a super team well represented with world champions Phil Booth and Phil Greeno, plus Keith Plestead, Debbie Preston and Ted Longshaw. For the most part all used semi-scratch built PB type cars with the most out of scale, almost obscene body. The thing looked like a Can-Am car with the wheel cut-outs.

ITALY was probably the only other super team at the contest. They were running very trick scratch SG type cars. Their team included several times European Champion, Franco Sabattini, and Giulio Gheresi. Several of the Italians also had

their own "paid" mechanics, with very exotic pit equipment and tables. These included built in starters, working dyno and chassis jig.

The FRENCH were quite a surprise. While not fielding a formal team but rather individuals, still they were extremely fast and smooth. They used an assortment of American and English cars. I was especially impressed with the ability of the French Champion, Phillippe Collet.

The U.S.A. Team of National Champions had Gary Kyes, Bob Welch and Tony Bellizzi, all running MRP Pro-180 cars.

Many were surprised that we were using "out of the box" stock cars rather than tricked-out cars. We did bring a set of "full ground effects" chassis which really turned them on.

The SOUTH AFRICANS were much like the Americans, running stock European and American cars.

#### THE RACE

Each driver got 6 qualifying heats over the two days. The trick was to drive semi-fast over the 10 minute heats. Trying to blow everyone away was most times futal, as the likelihood of

sending your car in the air was very good. Many broke and could not qualify.

Top Qualifier was Gary Culver of Great Britain. He ran an AMPS chassis, OPS engine. Second qualifier was Gheresi from Italy (S.G./PICCO); third was Preston, also from Great Britain (PB/Assoc./O.S.); and fourth went to Kyes from U.S.A. (MRP/Kyes & B).

The top two qualifiers went directly to the final. The next 40 cars moved into 4-10 car quarter finals. The winners from each of the quarter finals went to the Final and second through sixth finishers went into the 2-10 car semi-finals. Out of the semi-final race the top two also made the final to make it a ten car affair.

THE FINAL was set, with: Paul Culver (GB); Jean Matrone (France); Robert Errington (GB); Pieter Bervoets (NL.); Keith Plested (GB); Paul Pagdin (GB); Franco Sabattini (Italy); Phill Greeno (GB); Gary Kyes (USA); Guilo Gheresi (Italy).

Prior to the final, all the drivers were introduced in three languages by the track announcer. During the parade laps, Gary Kyes drove around with the American flag attached to his car, which really got the crowd going.



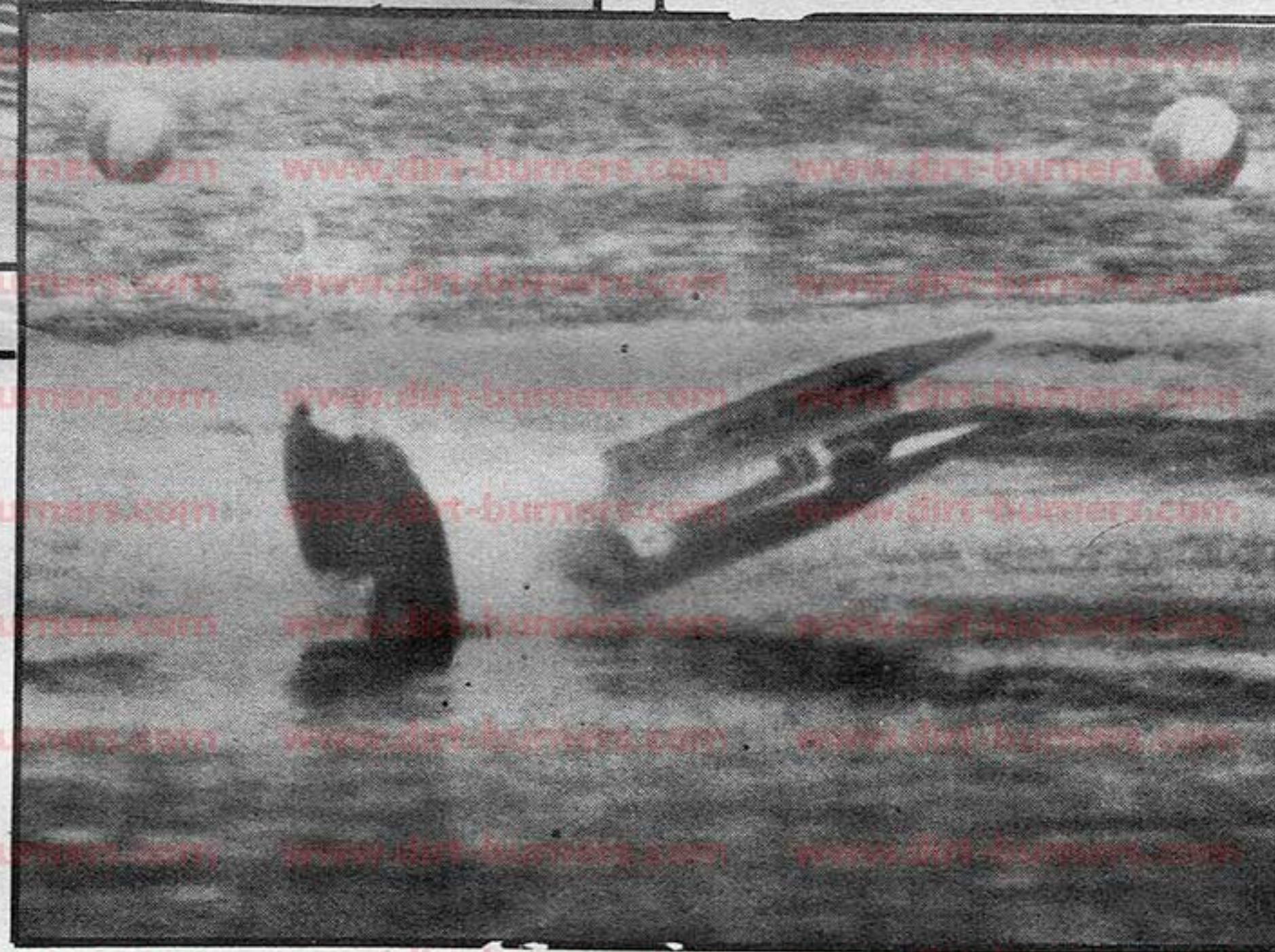
# SAN DIEGO ARGONAUTS Outboard Championship Series



Heat # four action (top) and Al Prather & Jim Radasill(right) tangling.  
Photo. Diana Coveney

just to keep up with the traffic in this class.

As far as the point standings in the Hydro Class, Jack Garcia went from 1st to 2nd with 1152 points while Richard Hazelwood moved into the top spot with 1300 points. Although Norm Teague didn't race today, he still remains in 3rd. with 750 points.



San Diego Model Yacht Pond  
May 23-24, 1981

Photos and Story by:  
Diana Coveney  
"The Water Witch"

Memorial weekend weather conditions were a little on the cool side for San Diego, but racing was no less hot.

This beautiful area that has been built for "model boats only" is the nicest racing spot in Southern California. It is truly a most refreshing experience and a paradise vacation spot for all to enjoy.

the pond is located approximately a half a mile from Sea World on Vacation Island.

This weekend was the 4th race into the Outboard season, hosted by the San Diego Argonauts, one of the oldest NAMBA Model Boat Clubs in Southern California.

The Club is a multi-type of a club, having Sailboat and Power Boat members. They also have one of the best records for running smooth,

trouble free races. Their Race Director, Woodie Woodhouse was not only very good but also entertaining.

THE SATURDAY racing consisted of 10 Deep Vee Outboard entries and 6 Specialty Outboard entries.

In Outboarding, the object is to accumulate as many laps on one day as possible. The person with the most laps receives 400 points for the day, second most laps for the day receives 300 points, 3rd, 225 points and so on down to 10th place.

At the end of the year, points are totaled in each class and Powerboat Magazine gives trophies through the first five places in each class.

Today's racing changed a few of the points standings between the top three contenders.

In the Deep Vee, Frank Hu didn't enter the race, which put him back from 1st to 3rd with 700 points. Norm Teague took over the 1st spot with 935 points, and Cathie Galbraith still holds 2nd with 821 points.

The Specialty Outboards, which is a new class this year, have been going through a few changes already.

Norm Teague and Ron Coveney decided not to run their twirls in San Diego this time because of the narrow lake. It takes alot of room to turn one of these babies. Also these "twirls" have to run against the new Outrigger Hydros, and the twirls can't seem to keep up with the speeds of the Hydros which run about 55 to 60 mph, while the twirls top speed is about 50 mph.

It looks like these two boats are becoming more show than go. Norm Teague has already built himself a new Outrigger Hydro

## TROPHY WINNERS-Saturday:

Deep Vee Outboard:

1. Norm Teague
2. Craig Glasgow
3. Rosie Garcia

Specialty Outboard:

1. Joe Monohan
2. Richard Hazelwood
3. Williamson

SUNDAY's racing saw more entries than on Saturday. In Stock Tunnel there were 19 entries and there were 14 entries in the Modified Tunnel.

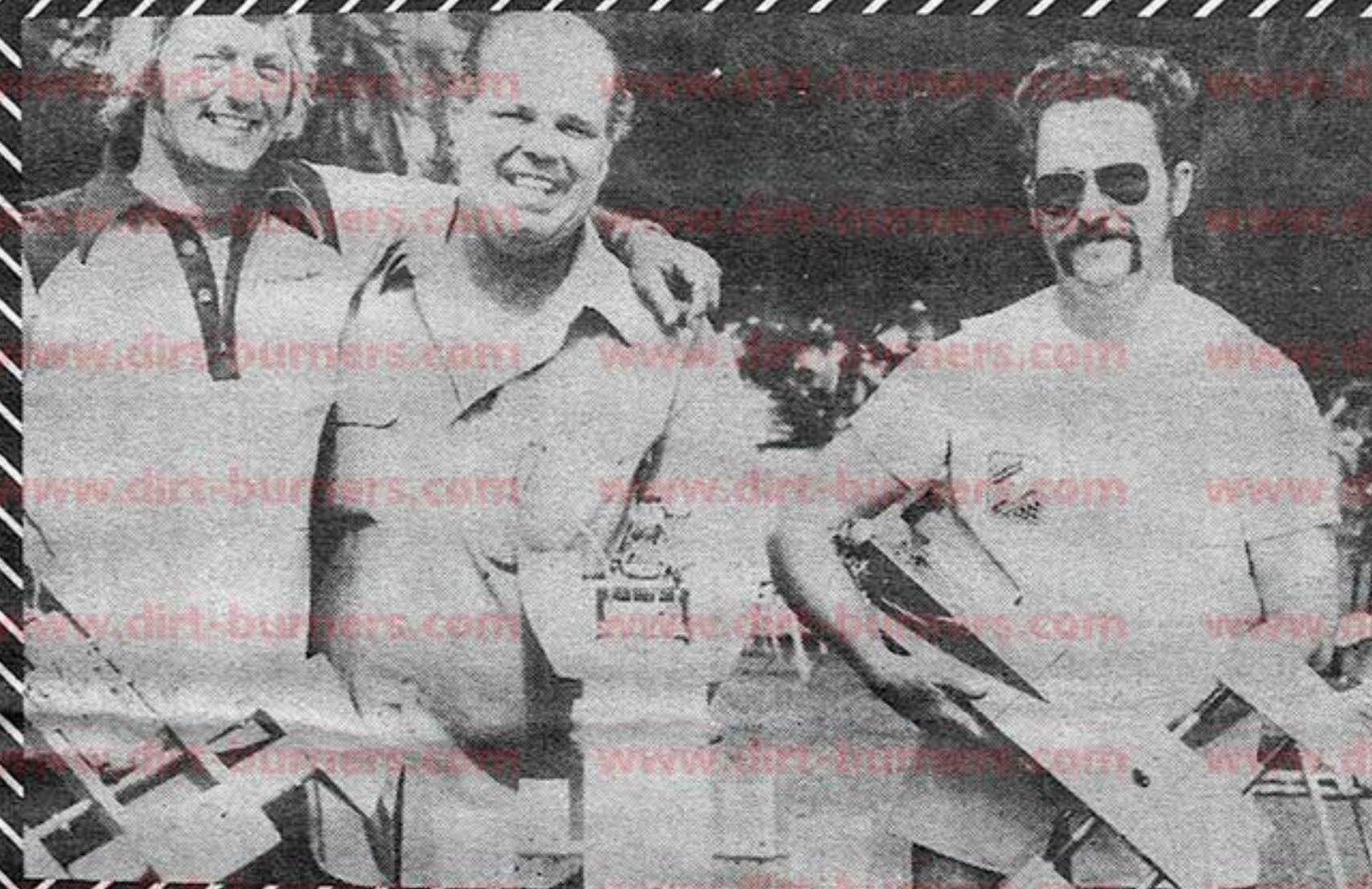
The Stock Tunnel class saw a change in the leadership. Jim Aubrey's boat developed a crack in the hull that caused





**SUNDAY's winners: (L-R) Norm Teague, 1st Mod.; Cathie Galbraith, 3rd Mod.; Jack Garcia, 1st Stk. & 2nd Mod.; Jim Rudasill, 2nd Stk. and Jack Oxley, 3rd. Stock. Photo. Diana Coveney.**

**SAT Specialty: Joe Monahan(left) 1st; Hazelwood, 2nd. and Williamson 3rd(right).**

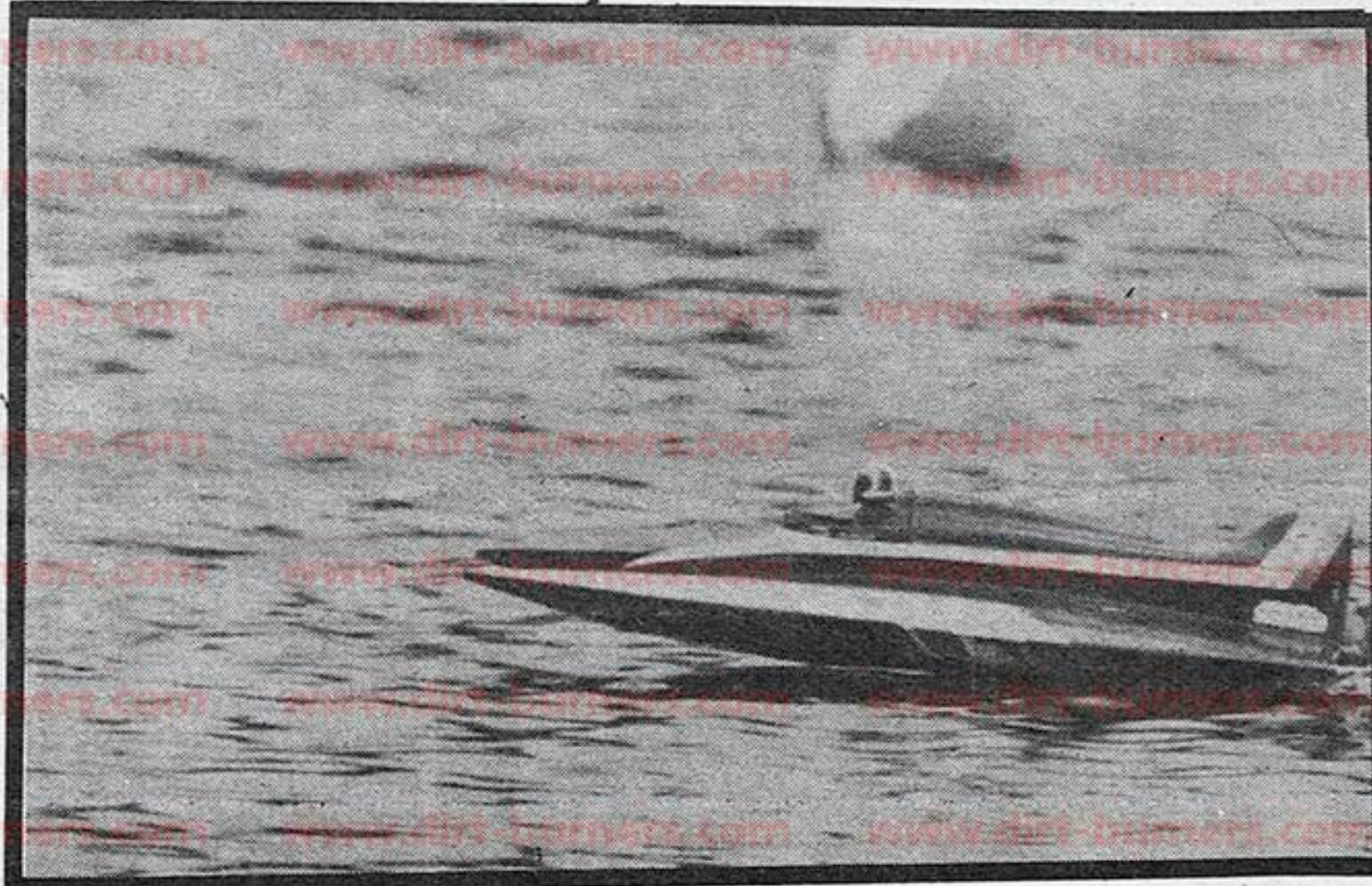


**TROPHY WINNERS, Sat. Outboard. Craig Glasglow (top left), Rosie Garcia (below center) and Norm Teague. Deep Vee winners.**



**Norm Teague just ahead of McAfee.**

**Joe Monahan cranking it on.**



a leak into his radio box. He had to scratch for the day and therefore relinquished first place and moved to third.

Jack Garcia moved into the first spot with 927 points, Norm Teague moved to second with 717 pts. and Jim Aubrey into third with 694 pts.

At the end of the race there had to be a run-off for second between Jack Oxley and Jim Rudasill. Jim won.

In the MODIFIED TUNNEL class, Norm Teague still holds the lead, while Jack Garcia came up from fourth place to take the second overall spot. Richard Hazelwood dropped from second to third.

The hot race of the day was between Al Prather, Joe Monahan and Jim Rudasill. It occurred in the third round of the fourth Heat.

Al Prather blew over in the first lap, Monahan took the lead and held it for most of the race, but with just seconds remaining in the race and on his last lap, his boat flipped in the air and Jim passed and took over first.

Most laps for the day went to Jack Oxley who turned in 14½ laps.

**TROPHY WINNERS-Sunday**

**Stock Tunnel:**

1. Jack Garcia
2. Jim Rudasill
3. Jack Oxley

**Modified Tunnel:**

1. Norm Teague
2. Jack Garcia
3. Cathie Galbraith

The Witch Lady



# LAS VEGAS, SITE OF YET ANOTHER OFF ROAD RACE

Pictures & Story by  
Mike Bishop

YOU HAVE THE MINT 400; THE VEGAS 400, THE HIGH DESERT OFF ROAD SERIES, NOW YOU HAVE THE VEGAS RADIO RACEWAY R/C OFF ROAD CLASSIC.

Located inside the Las Vegas Village off Decatur Blvd., the Las Vegas Raceway is the first "Indoor" Off Road track anywhere.

The Raceway just recently opened and held their first Bi-monthly race program.

It features a special class for "Children 10 & Under" as well as Stock, Modified and Unlimited classes for the grownups.

The first race of the day was for the young "hot shoes", the 10 & Under group. This class ran two heats and the results in both heats were the same.

Darin Brooker (8 years old) won both heats with fine and smooth driving. Billy Drake (7), running a "rental" car, got second place and Robbie Groke (9), also running a "rental" car took the third spot.

In the "Adult" races, points were given for first, second, etc. First got 10 points; 2nd, 7 pts; 3rd, 5 pts; 4th, 3pts.

## STOCK CLASS

The big surprise of the day was that Bryan Ritchie running rental car #1 won all three of his Heats. Bryan's car was not in shape to run, so on a lark, he borrowed the rental car from the track.

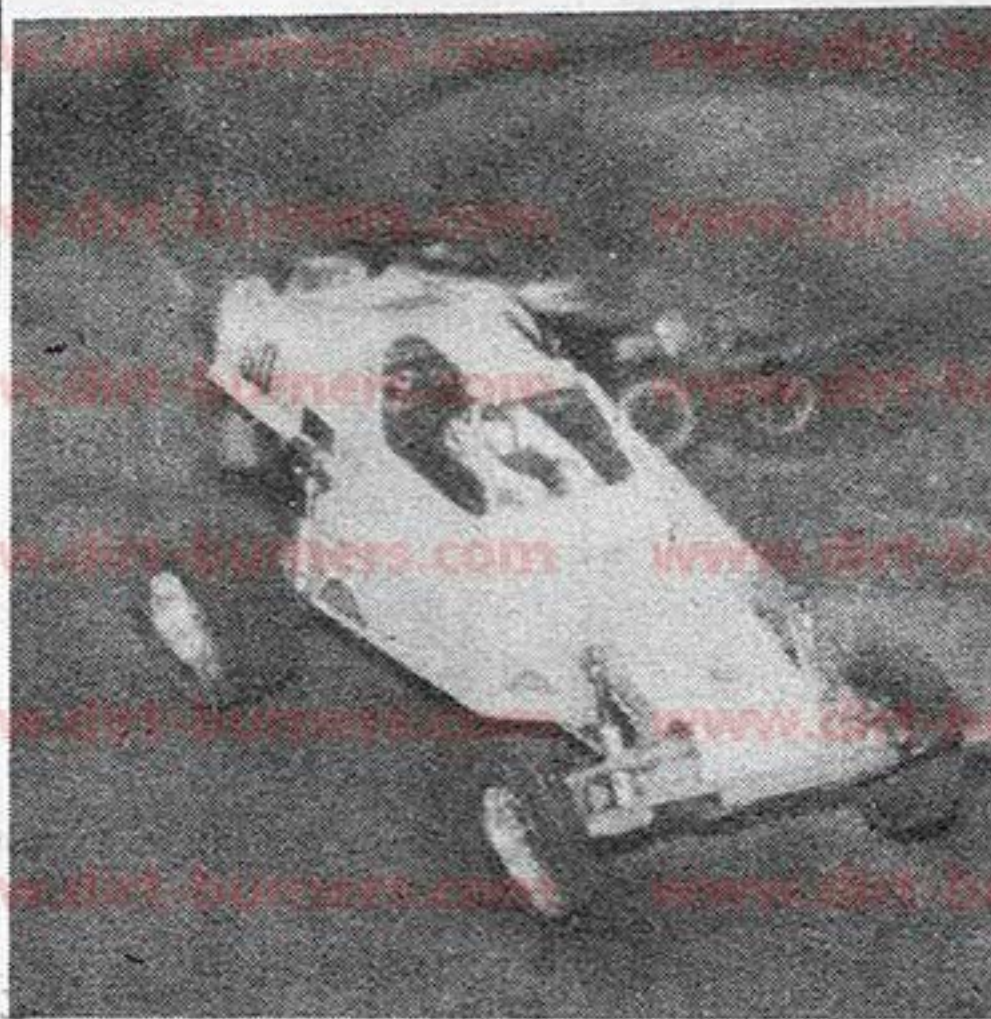
Scott Meains and Rick Mills tied for the second spot, and after a run-off Rick took the second spot.

## MODIFIED CLASS:

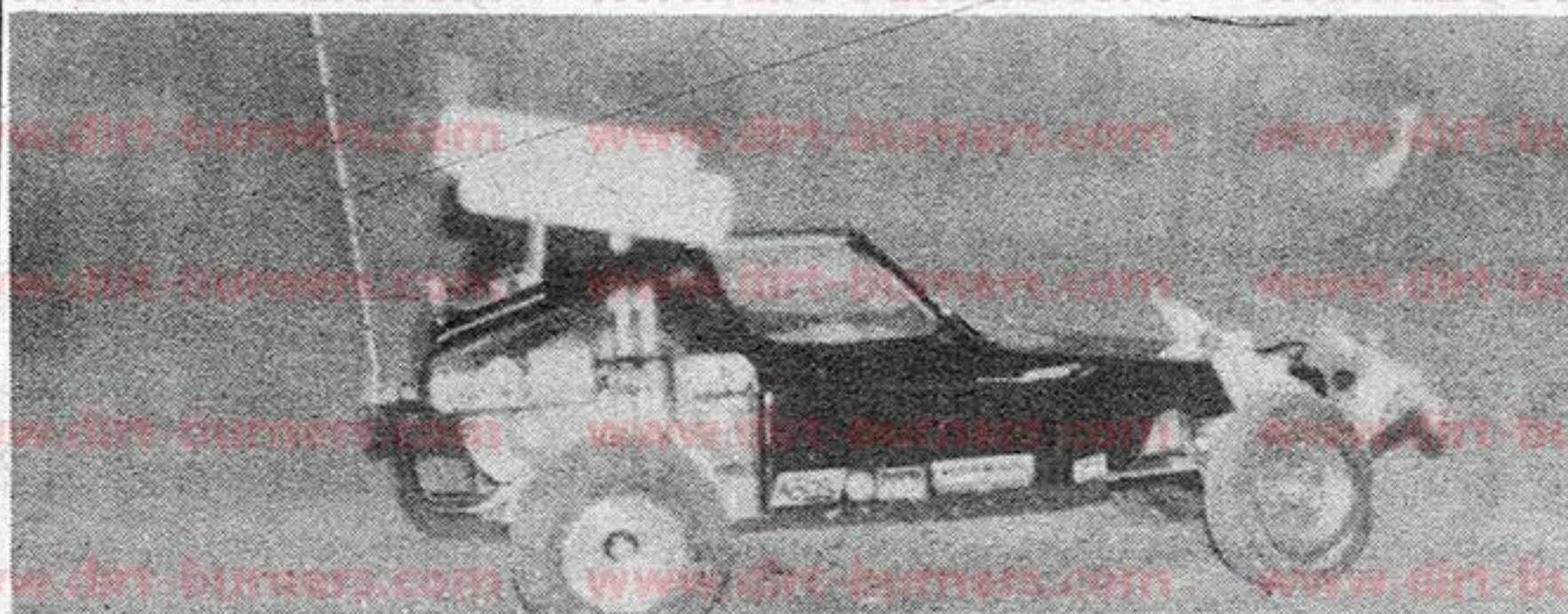
Everyone expected to Bob Goerke to win and today he didn't disappoint them. His perfect three wins gave him 30 points. Bob's spent the last few



The indoor facility and crowd (top) Bob Goerke (left), Steve Fisher, Chip Race and Rick Milles battling it out (below).



Rich Tobler (above) and Rick Lamb (below) both running the single-seater. Wonder if Lamb's wing helps keep the car on the ground?



problems in all, and was never able to finish any one of them. After the race, Kelly's dad explained the importance of proper car care.

## UNLIMITED:

Jack Johnson (no relation to the famous Off-Road racer) is a dominating figure in this class. So much so, that no body wanted to go against him. He showed his driving skills by winning the Trophy Dash with a time of 39 sec. Twelve seconds faster than second place finisher Steve Fisher who clocked a 47 sec. time.

The Las Vegas Raceway is still undergoing some track changes to make the racing really exciting.

Located at 1717 Decatur Ave., it is just close enough to go and see next time you're in Las Vegas to play the "big machines".

## RESULTS

### 10 & UNDER CLASS:

1. Darin Brooker
2. Billy Goerke
3. Robbie Goerke

### STOCK:

1. Bryan Ritchie
2. Rick Mills
3. Scott Meains
4. Steve Fisher
5. Rich Tobler
6. Rob MacCachren

### MODIFIED:

1. Bob Goerke
2. Larry Jensen
3. Chip Race
4. Rick Lamb
5. Gary Abrams
6. Richard Whelan
7. Kelly Daffer

### UNLIMITED:

1. Jack Johnson

### TROPHY DASH:

1. Jack Johnson 39sec.
2. Steve Fisher 47sec.
3. Richard Tobler 51.5sec.
4. Bryan Ritchie 52.0sec.
5. Bob Goerke 59.5sec.
6. Paula Nelson 68 sec.
7. Rick Lamb 74 sec.
8. Darin Brooker 78 sec.

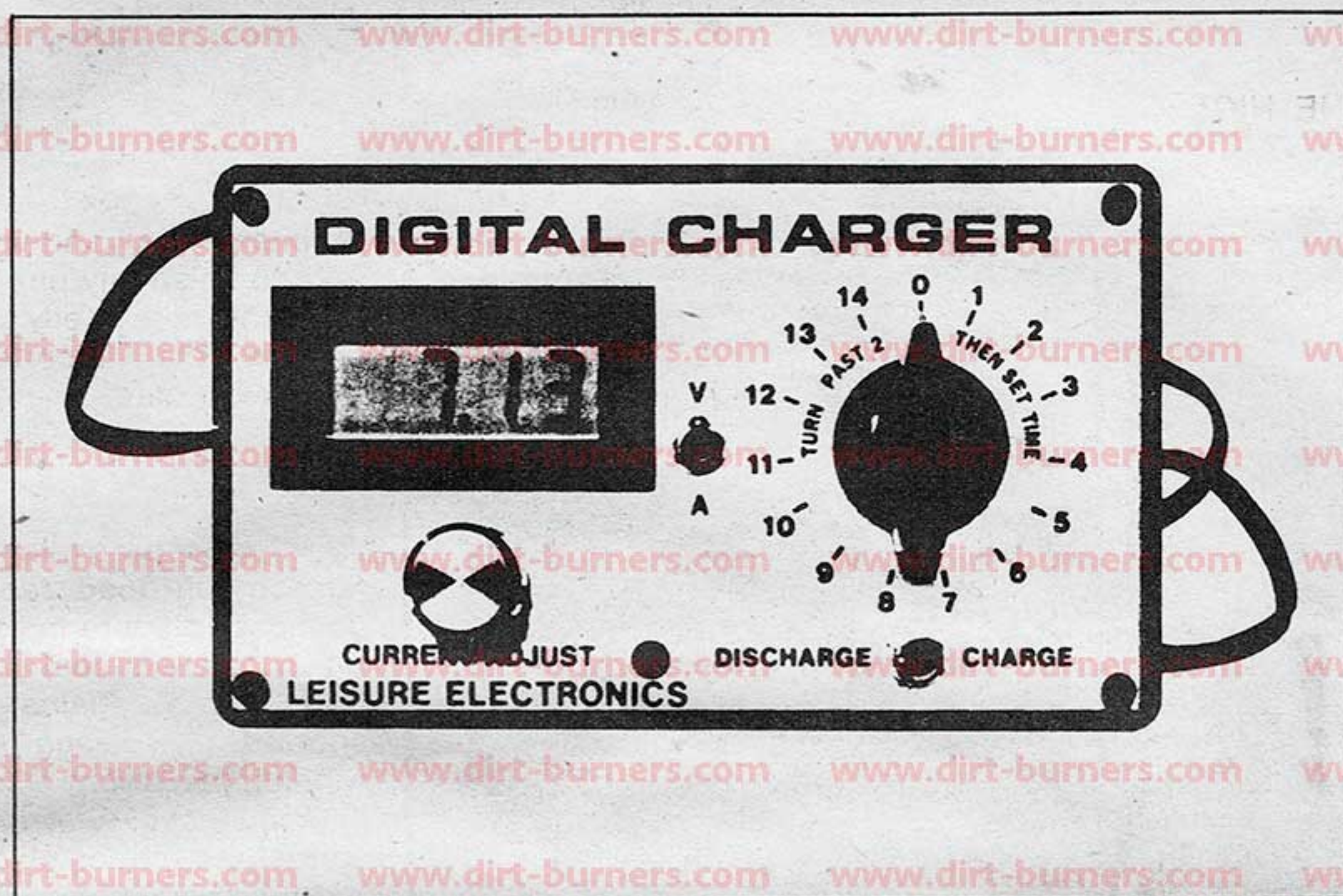


# LEISURE AUTO CHARGERS

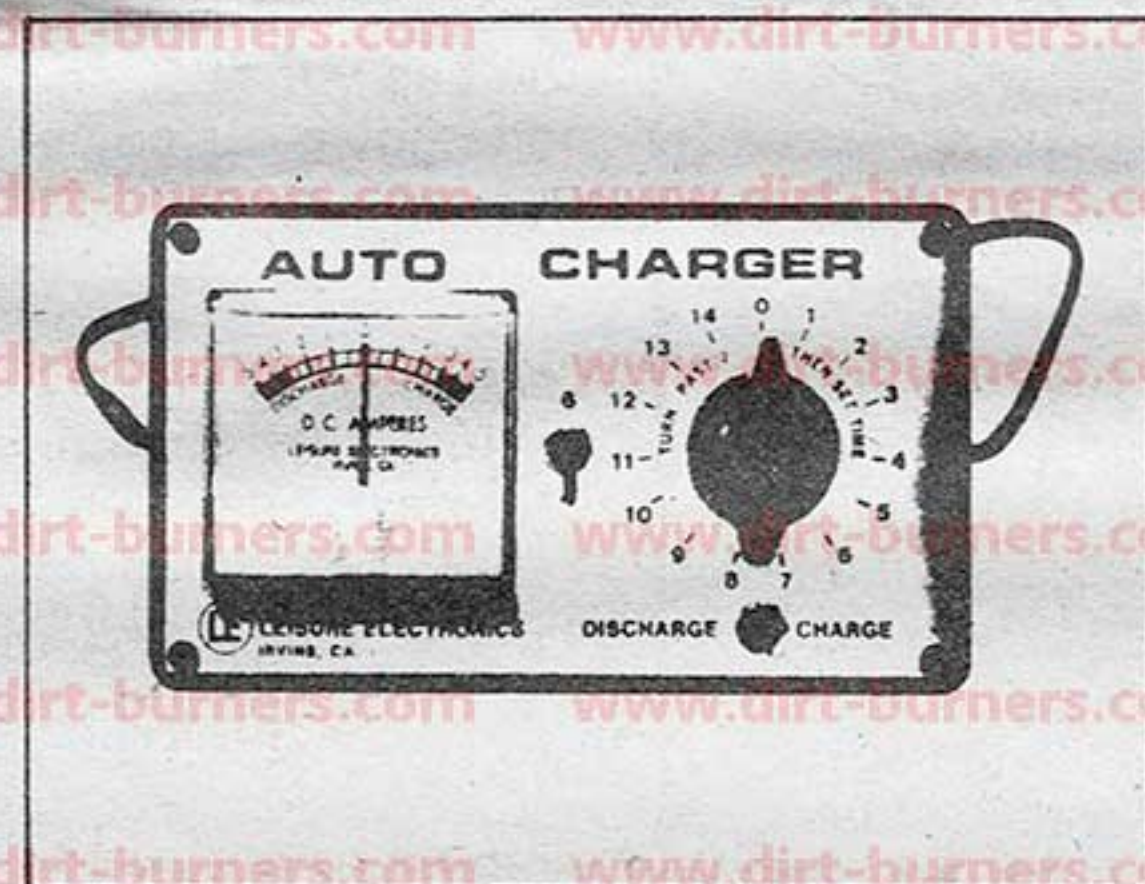
Leisure Electronics is one of the largest manufacturer's of 1/12-scale electric R/C racing cars. To satisfy the needs of individual racers, we have updated our 3 existing auto chargers and added 2 completely new ones. One of them should be just right for you.

## 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.

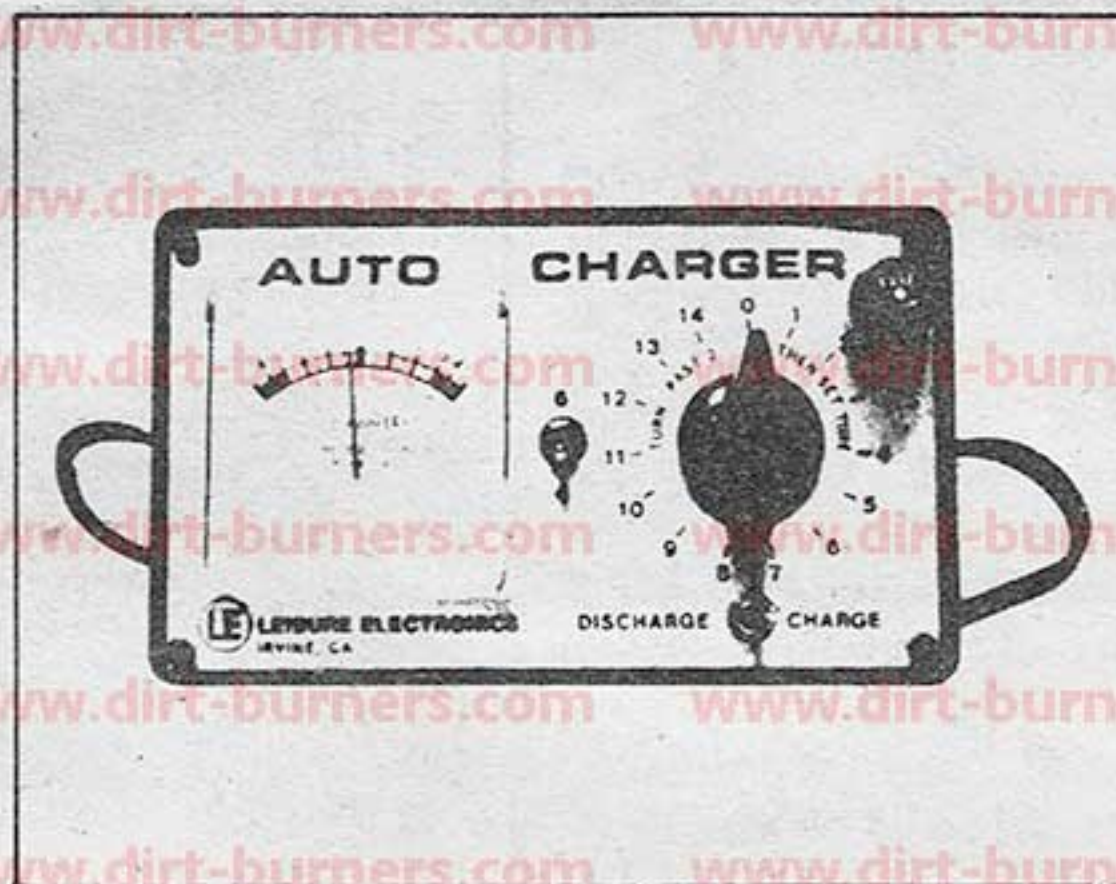


MODEL 109



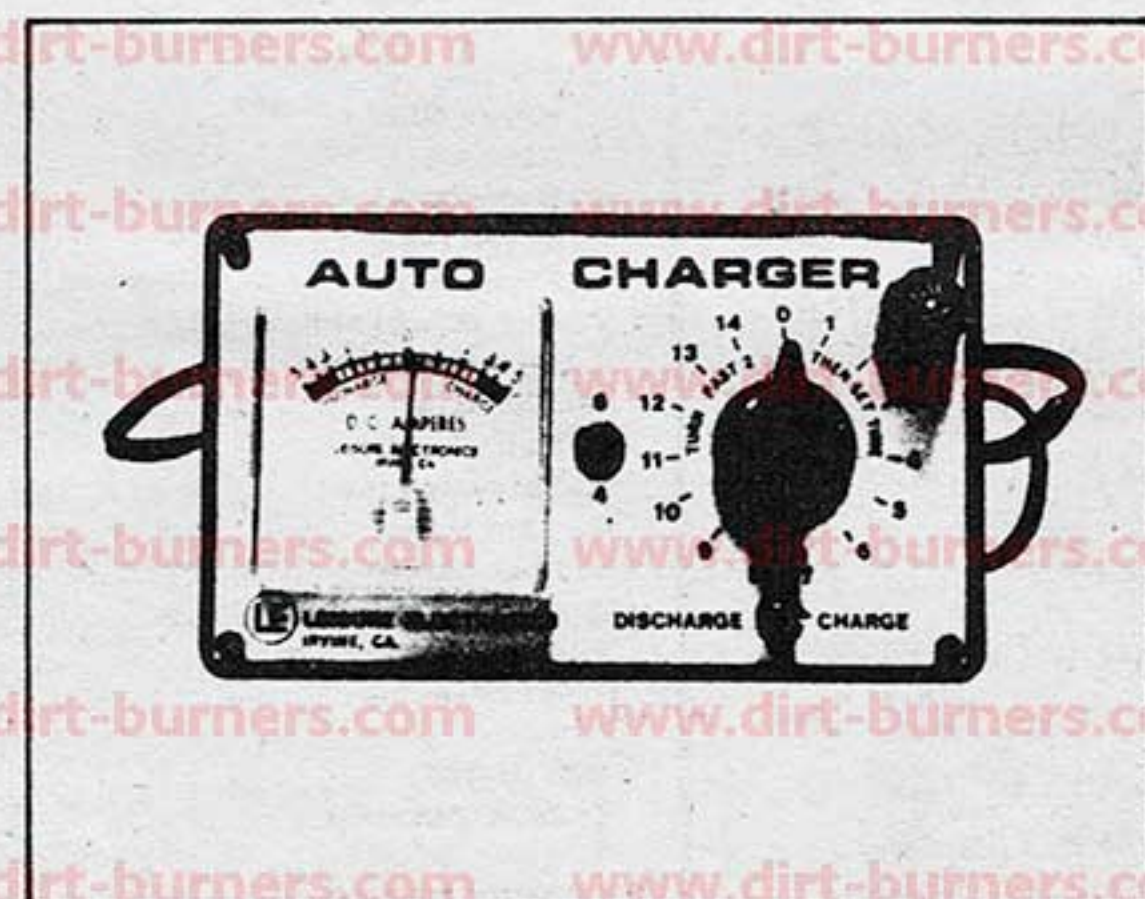
MODEL 105

**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.



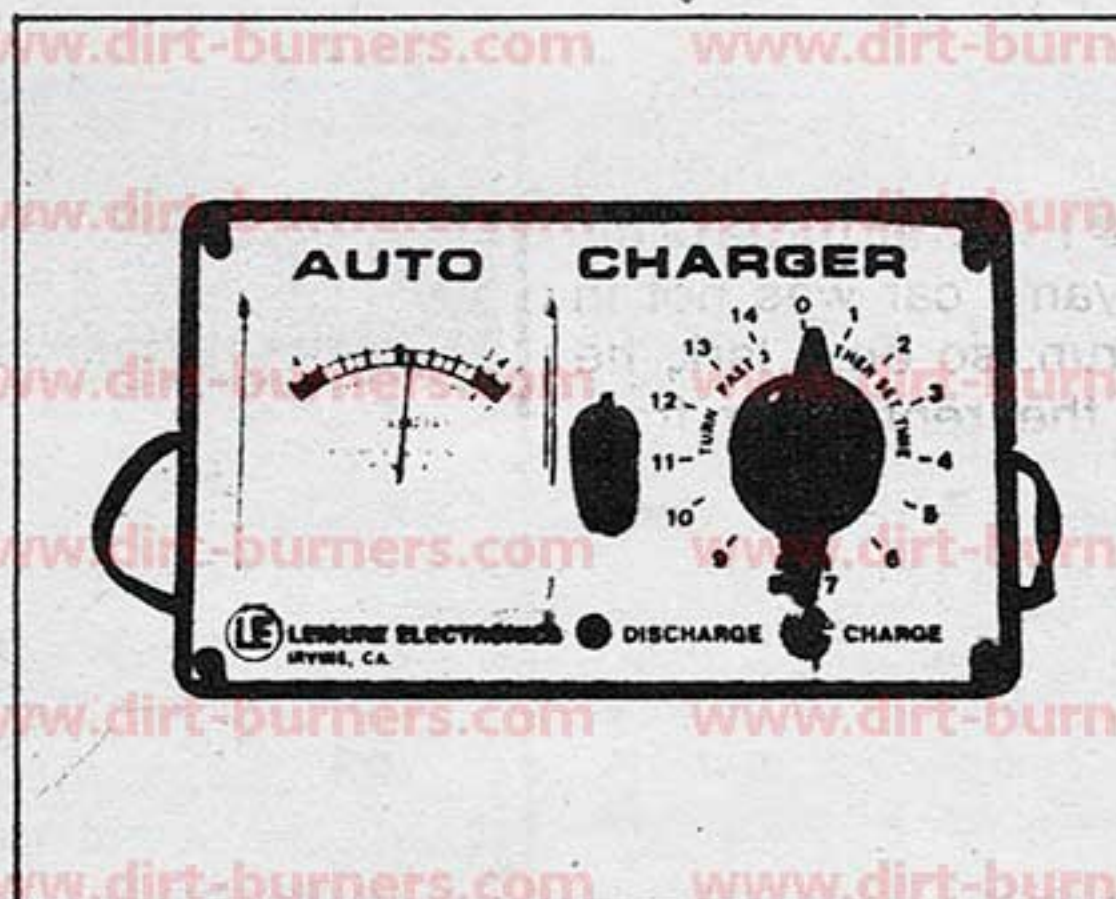
MODEL 106

**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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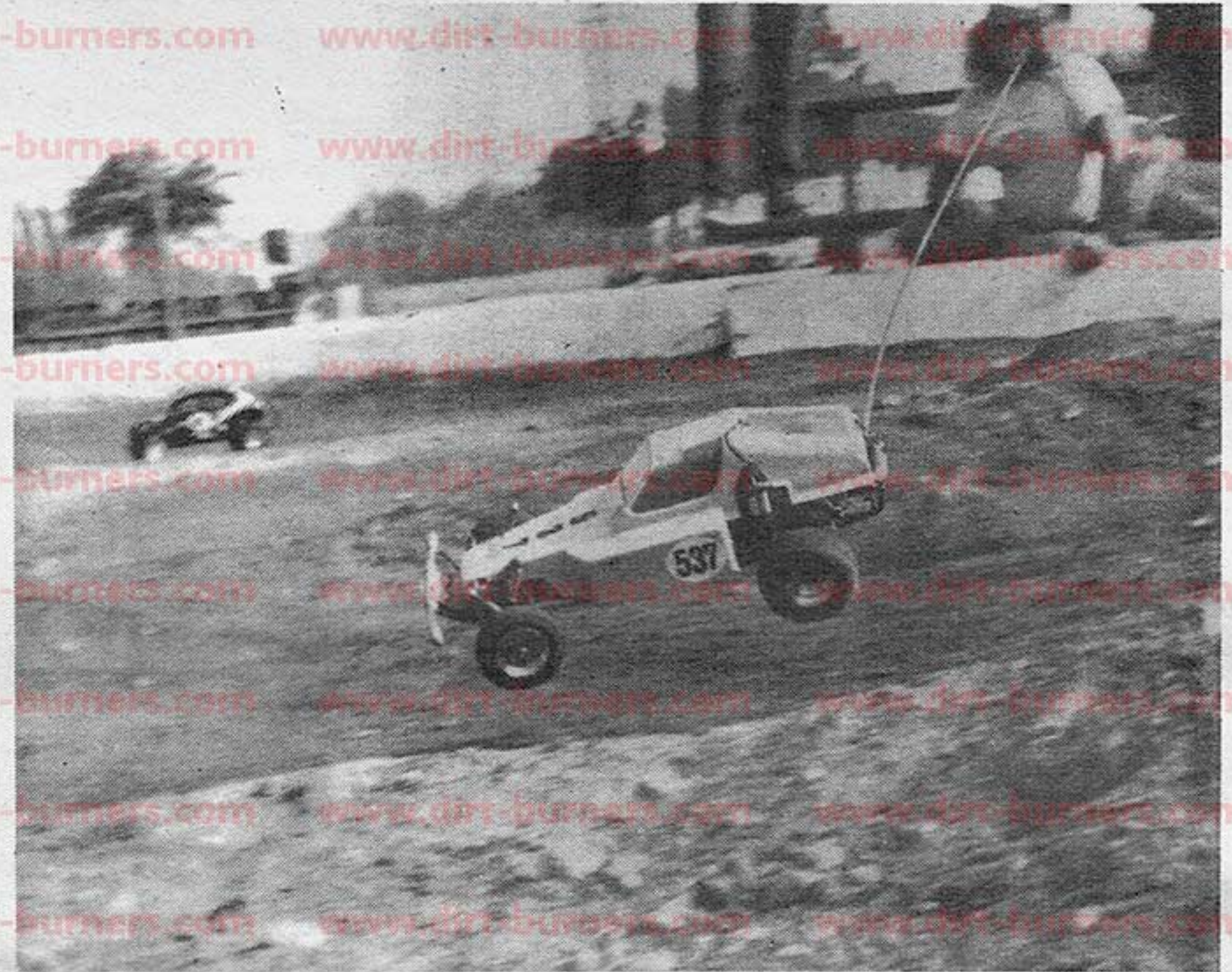


# PIT SHOP...SITE OF THE NEWEST OFF ROAD TRACK

May 31, 1981

Pomona, California

The PIT SHOP, formerly known as "Thorps" and one of the premier sites for 1/12th and 1/8th Road Racing, has added another dimension to their race program.



(Left) Young Charlie Street (hands raised) and dad Ed Street (black cap) jumping for joy after young Street won the Stock Main. Dave Morford getting his 537 single-seater over the ditch (above). Top Open Main winner, Gil Losi Jr. (below) already in the lead. Photo Lonnie Peralta.

Adjacent to the famous asphalt track, they have constructed a challenging and exciting off road track, complete with jumps, banked turns and long straights.

With the addition of this track which races off road on the first Sunday of the month, we now have six off road tracks in Southern California. There's racing every weekend, sometimes both on Saturday and Sunday.

On this Sunday, there was a large entry of off road cars with 11 in the Stock Class, 17 in the Modified, and 13 in the Open Class for a total of 44 cars.

Qualifying was the first part of the race schedule so that the Trophy Dash could be determined.

The Top Qualifier was a gentleman by the name of "Big Ken" (no last name given). He turned two laps in 41.99 seconds. Second fastest was Gil Losi Sr.



with a 43.72, followed by son Gil Jr. with a 43.77.

Also making the Trophy Dash were Jim Brophy, Tony Thompson, John Greagh and Joe Lynch (track owner).

Immediately after qualifying, the Trophy Dash was run and Gil Losi Jr. took top honors. He drove a steady four laps and attributed his good handling to the next experimental off road wheels/tires that John Thorp will be putting out soon. They seemed to really hold the track well.

This is especially important at this track as it has a surface that is very powdery and unless it is kept wet, it tends to be slippery. In fact, when driving through some of the dry sections, a cloud or rooster of dust trails the car, very similar to what you would see in the real BAJA races when a car is going through the desolate sections of Lake Chapala, or the "silty" sections of Cohabusco Junction or Diablo Dry Lake.

This is part of the challenge of off road racing and each track seems to have its own unique

character.

The Pomona track is one of the more challenging as it has a wide layout but the actual track is narrow, so that all skills must be employed to get around.

For example: The first turn, after the straight is very narrow at the bottom, but it does have a very tall (45 degree) bank, so that the most daring drivers can hit the bank on "full throttle" and sweep it. Of course if you miss it, you go right over the top and most likely fly about six to eight feet in the air! Page 12



Right after the sweeper there's a section of "hoops" (three of them) all at different angles. There's only one line through them that you can cross at a nominal pace, but you have to find it, otherwise on your "nose" you go. You've got to hit that section right on.

Immediately after the "hoops" you make a sweeping right that leads you to the "drop off" jump. This jump is about 18 inches high and at the end there's a two foot ditch. You've got to fly over the jump, otherwise you'll go nose first into it. To go around it is a mistake as there are rocks and powder to make it very tough to keep up any kind of speed.

Another left sweeper after this and into the back straight that leads to a huge Ascot-type long jump. The problem here is that this section is farthest from the driver's stand and the jump is no more than five feet wide. You've got to be right on or you'll roll the car off the side. If you hit it right, your car will travel six to eight feet in the air landing on soft dirt that leads you into a full-on left sweeper where you can go full throttle into the straight where the start and finish line is.

It is a fun track to run but you need to practice it and find the lines.

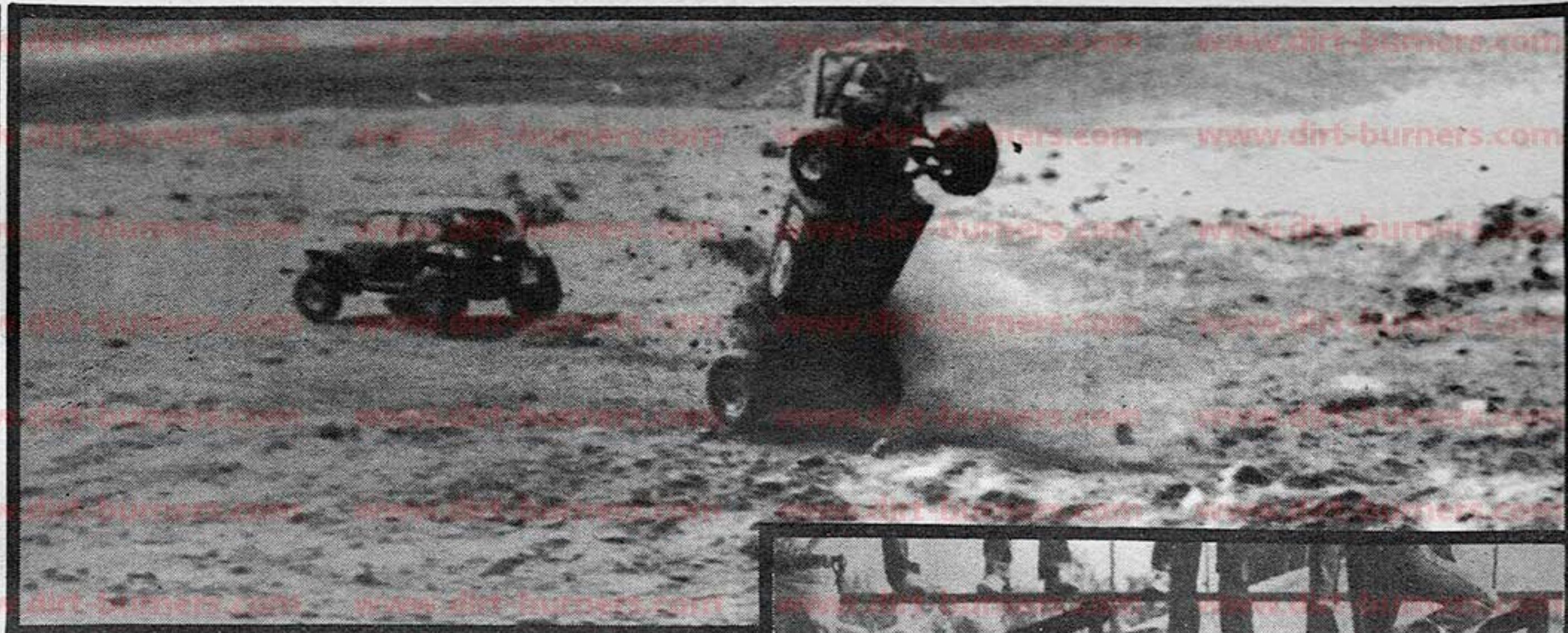
#### THE RACING:

Two heats were run per Class and thereafter, the Mains were determined according to the points earned. Unlike some of the other tracks that make you work through heats and Semis to the ultimate Main event, the Pomona track had Mains for everyone, much like they do in road racing.

Winners of the Mains were as follows:

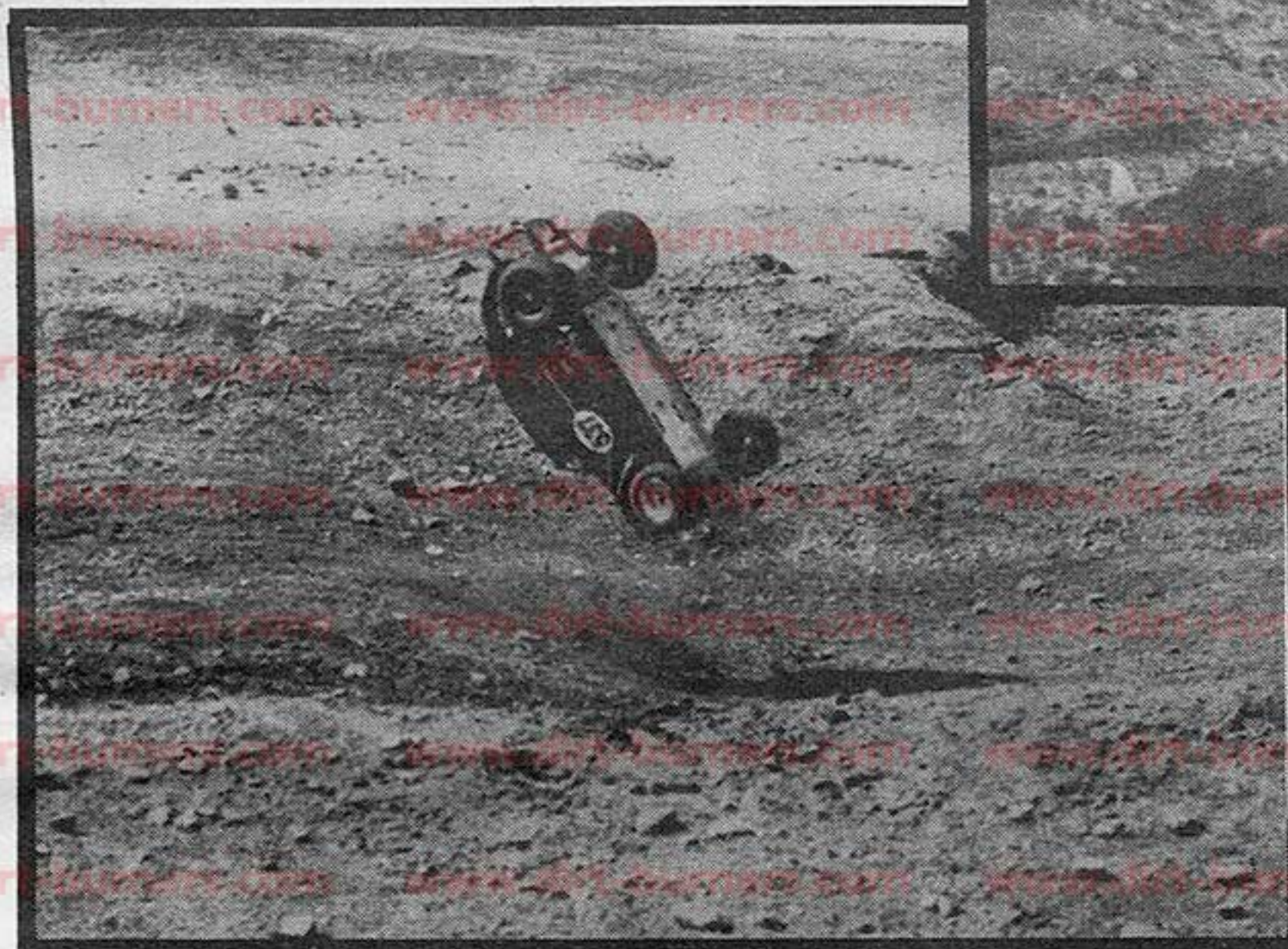
- OPEN A MAIN: Gil Losi Jr.
- OPEN B MAIN: Jim Brophy
- MODIFIED A MAIN: Dave (no last name given)
- MODIFIED B MAIN: David Morford
- STOCK A MAIN: John Creach
- STOCK B MAIN: Charlie Street

A worthwhile note is the Stock B Main won by Charlie Street. Noteworthy, because Charlie is only 11 and he's part of the Street racing family which includes mom Eda and dad Ed Street. They all come out to the races for a day of fun and they

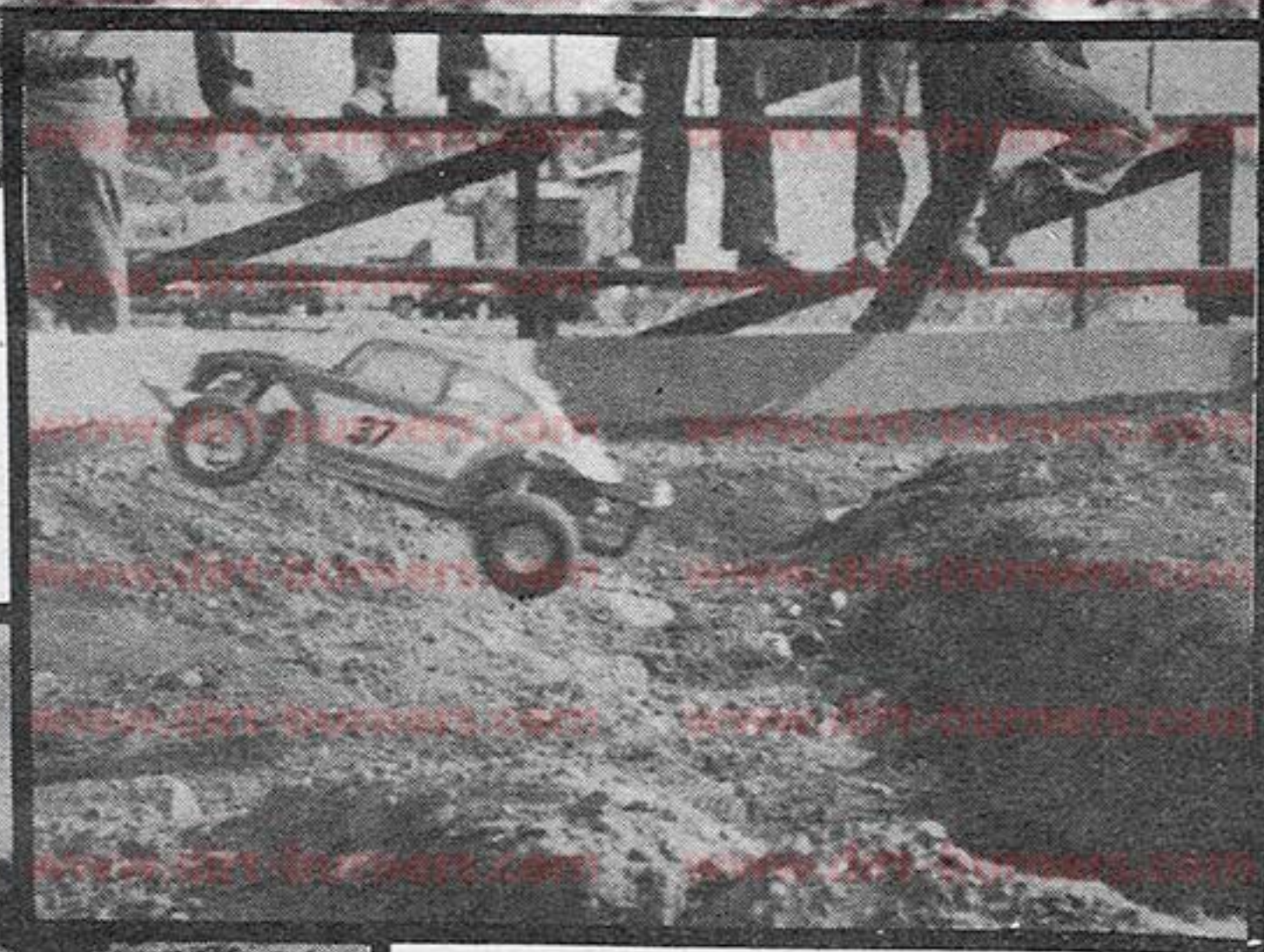
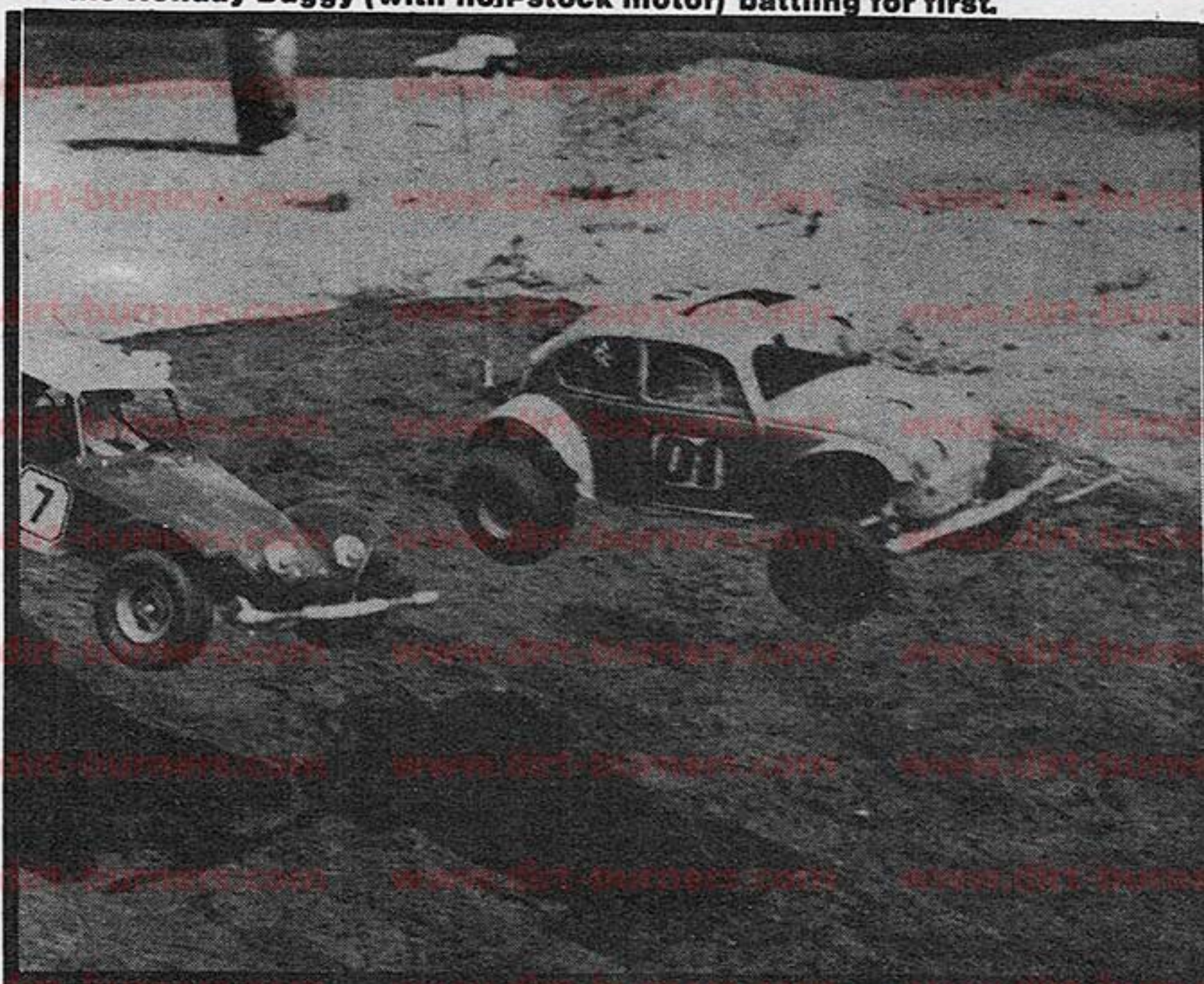


This is what happens (above) when you hit the "hoops" wrong...up and over, the car in front found the right line at the Pomona Pit Shop track. The nasty "drop off" (right) must be hit at speed in order to clear. Here's another car (below) searching for the right lines.

Photo Lonnie Peralta



Two buggies hitting the jump. One is the Sand Scorchers and the other the Holiday Buggy (with non-stock motor) battling for first.



put 110 percent effort whenever they race.

This was Charlie's first Main win ever and he was so nervous to blow it on the last lap, that he drove ever-so-slowly, and almost allowing the second place car to catch him. He and his dad were seen jumping for joy once he had crossed the finish line.

If you really want to have fun and challenge your skills in off road racing, try to make the PIT SHOP racing program which is held on the first Sunday of the month.

#### RESULTS:

- Trophy Dash:
1. Gil Losi Jr.
  2. John Greagh
  3. Gil Losi Sr.
  4. Tony Thompson

- OPEN A MAIN:
1. Gil Losi Jr.
  2. Dave
  3. Richard Inslow
  4. Don S.
  5. Lou Peralta
  6. Ken
  7. Gil Losi Sr.

- OPEN B MAIN:
1. Jim Brophy
  2. Joe Lynch
  3. Craig Dunne
  4. Buzz
  5. Lonnie Peralta
  6. Dave Myers

- MODIFIED A MAIN:
1. Dave
  2. Mario Mele

3. Tony Thompson
4. Don S.
5. Tom Staples
6. Jeff Paul
7. Ed Street
8. Jim Brophy

- MODIFIED B MAIN:
1. Dave Morford
  2. John Creach
  3. Charlie Street
  4. Bob Thompson
  5. Michelle Enslow
  6. Chris Dawson
  7. Stan Enslow
  8. Don
  9. Dennis Taylor

- STOCK A MAIN:
1. John Creach
  2. Ken Little
  3. Chris Thoman
  4. Sean Hawkes
  5. Greg Melton
  6. Rich Shaner

- STOCK B MAIN:
1. Charlie Street
  2. Charlie Moor
  3. Win
  4. Dave Tuel
  5. Jim Lynch



# SOUTHERN CALIFORNIA 1/12 CHAMPIONSHIPS

## Series Race Number 2...

Yes Virginia, there really is a Mike Lavacot

May 30-31, 1981  
Sylmar, California

Story by Ole Fatz

THE SECOND RACE OF THE 1981 SERIES  
WAS HELD AT THE GREAT PLACE (former-  
ly Crash & Burn) IN SYLMAR, CALIFORNIA.

Each day just over 100 racers made the scene with the complete Stock Class being run on Saturday and the Modified Class on Sunday.

The track was fast, had superb bite and with a typical warm valley day, Heat lap totals were excellent.

Stock tech inspection and motor handout started at 7:00. Practice started at 9:00am, followed by the Concours judging and the qualifying Heats at 11 am.

The Mains got underway at 6:00 pm with five Novice, three Amateur, and two Expert events.

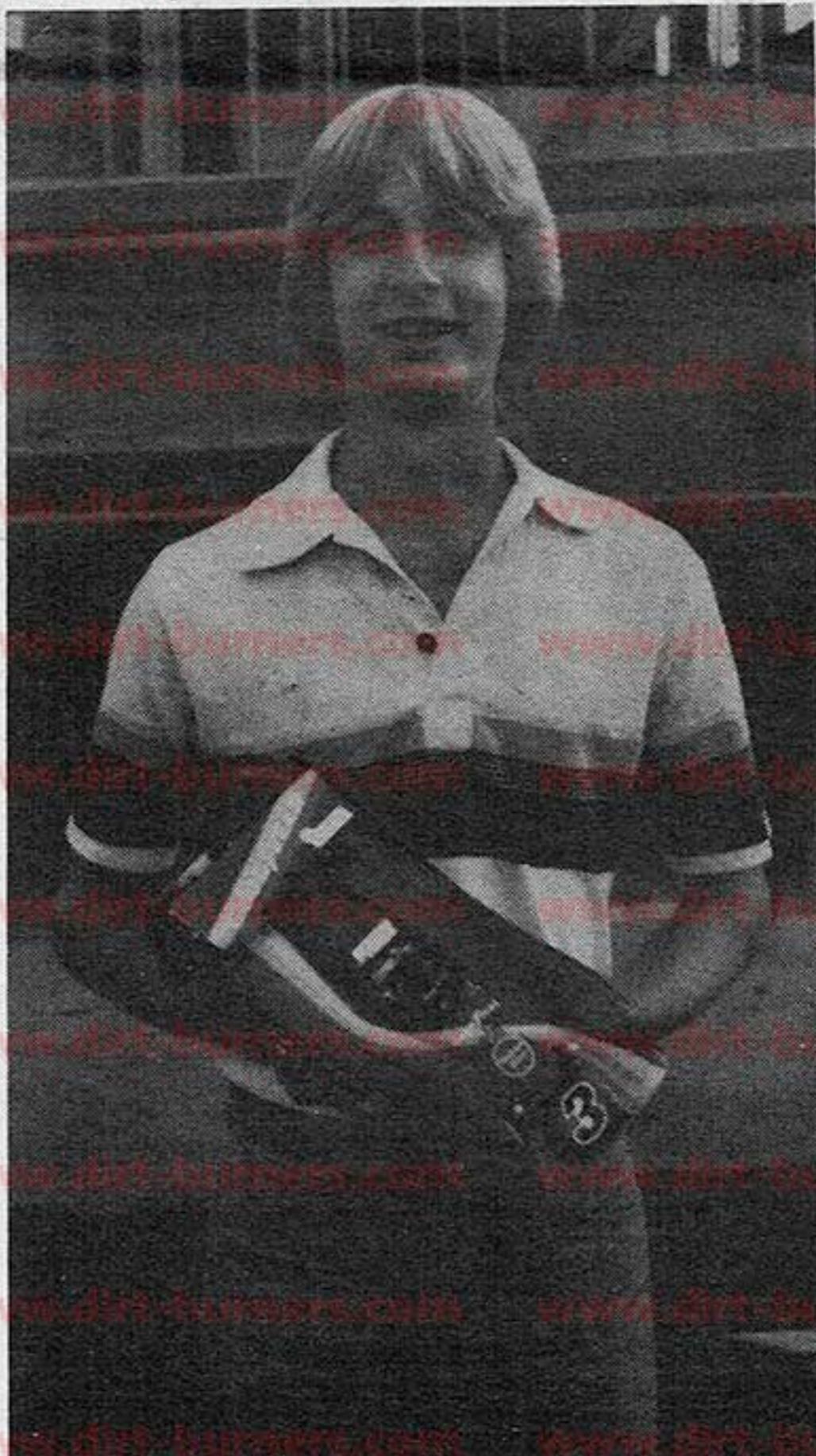
We finished under the lights at about 8:15 pm.

The Modified program moved a bit faster on Sunday. Essentially it was the same program as in the Stock, but the racing was over at about 7:15 pm.

Trophies and merchandise drawings lasted about an hour to wrap up one tremendous race weekend.

The quality of the racing, for the most part, was excellent. There should be alot of drivers moving up in class soon.

"The fast kid", Mike Lavacot (below) A Mains winner, Stock & Mod.



The scoring was done as in the R.O.A.R. Nationals, using time clocks, with lap times noted when a car crossed the finish line on each lap.

Not really a foolproof method, but squabbles were held to a minimum.



Modified Expert A Main line up, ready for the flag to drop.

All heats were video taped. This came in handy as the tape had to be used to define the results of the Novice Modified Main. It did pay off to use it and perhaps it should be used in all major events of this caliber.

Gary "Gumball" Slayton had the hair to run his Modified Concours winner for an entire Heat and nothing came loose. He won the heat, so good looking cars can also go fast. A first?

We had heard about Mike Lavacot for some time and now we're believers. He made it look so easy once he got cranking in both the Expert A Mains.

He shattered the old track record of 38 laps in the Modified Class, with 40 laps, while driving for the last minute with a "dumped" battery pack. Yes, folks, he is fantastic.

Joel Mayer and Neal McCurdy ran a terrific program and deserve all the credit. They also sacrificed their own racing so that all the other racers would have a good time.

Trophies and merchandise given out were plentiful and must have cost a small fortune.

The next race of the series is in August and it will run at Briggs Cunningham Automotive Museum in Costa Mesa.

See you there!

Fats

### RESULTS:

#### MODIFIED CLASS:

- Novice A Main:  
1. Barry Borin  
2. Gary Slayton  
3. Larry Stevens  
4. Sam Ellis  
5. Sonny Maddison  
6. Phil Ruggiero  
7. Wayne Taylor  
8. Gary McAllister  
9. Rick Marks  
10. Bruce Ashmore

#### Novice B Main:

1. Kerry Cavazos  
2. Anthony Porter  
3. Ron Connway  
4. Hans Wibben  
5. Craig Mohr  
6. Al Scott  
7. Mike Buffington  
8. Ted Corbett  
9. Bob Dewald  
10. Midge Husting

#### Novice C Main:

1. Stephen Quarterman  
2. Steve Toland  
3. Troy Blanton  
4. Julie Husting  
5. Jeff Abrams  
6. John Drane  
7. Robert Kellum  
8. Jim Brent  
9. Max Bowers  
10. Ted Graf

#### Novice D Main:

1. Dick Pritchett  
2. Les Ammann  
3. Bill "Fatz" Slayton  
4. Alan Gallagher  
5. Lee Comito  
6. Leslie Ammann  
7. Jason Toland  
8. Johnathan Holman  
9. Andrea Espevo  
10. Gene Prather

#### Novice E Main:

1. Clyde Buffington  
2. Joseph Hawkins  
3. Jim Allen

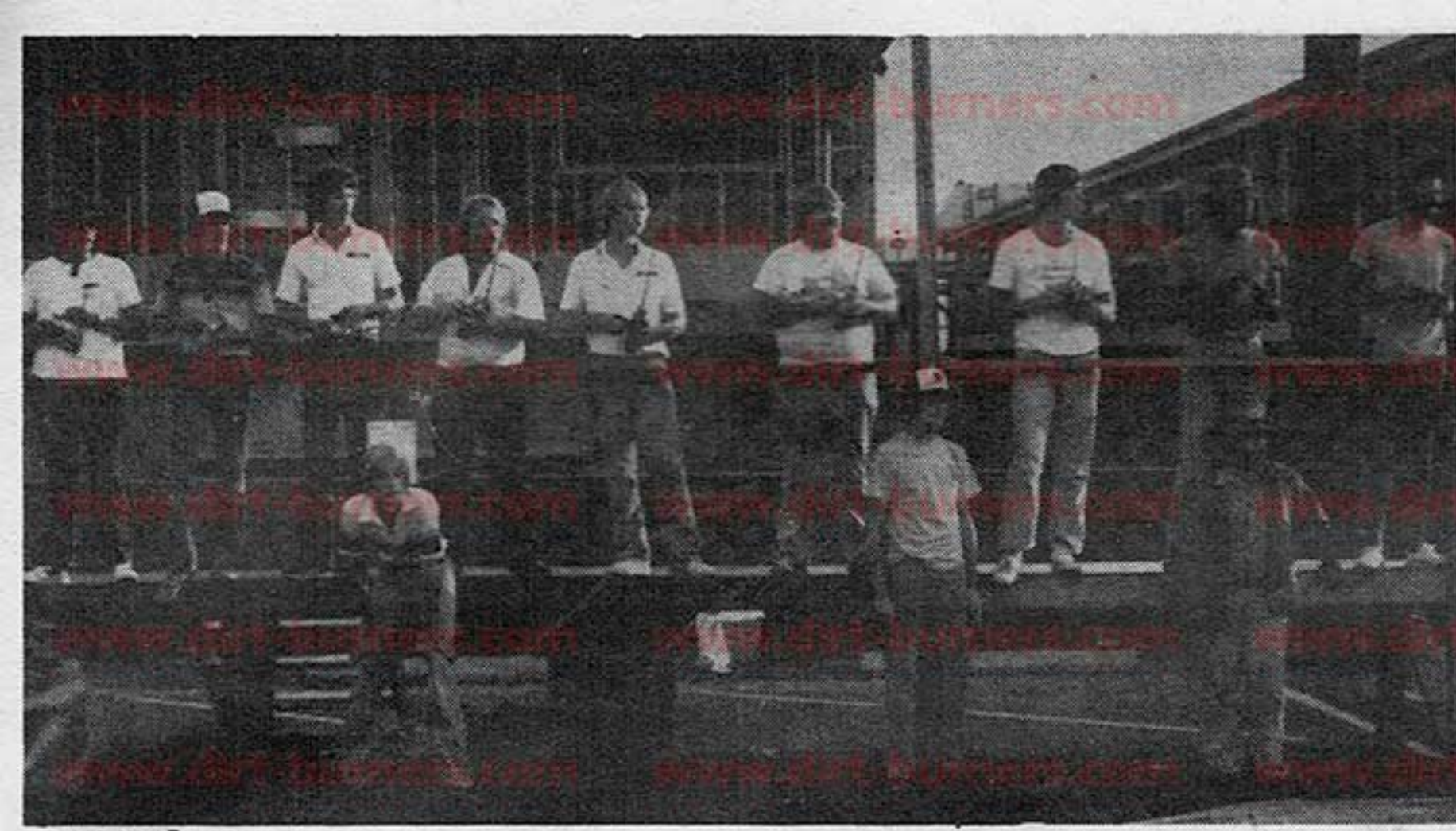
#### Amateur A Main:

1. Randy Tentschert  
2. Doug Kott  
3. Ken Jones  
4. Ken Stephenson  
5. Huw Powell  
6. Mike Toland  
7. Mike Pallotto  
8. Dan Golden  
9. Rene Cortez  
10. Bob Hayes

#### Amateur B Main:

1. Larry Harrison  
2. Larry Krogh  
3. Robert Fujloka  
4. Robert Cavazos  
5. Greg Borella  
6. Terry Ballard  
7. Bob Novak





Modified A Main drivers. Winner was Randy Tentschert, fourth from the left.



Modified Concours winners: First, "Gumball" car #2; 2nd: Gary McAllister #314; 3rd: Al Chuck # 1.

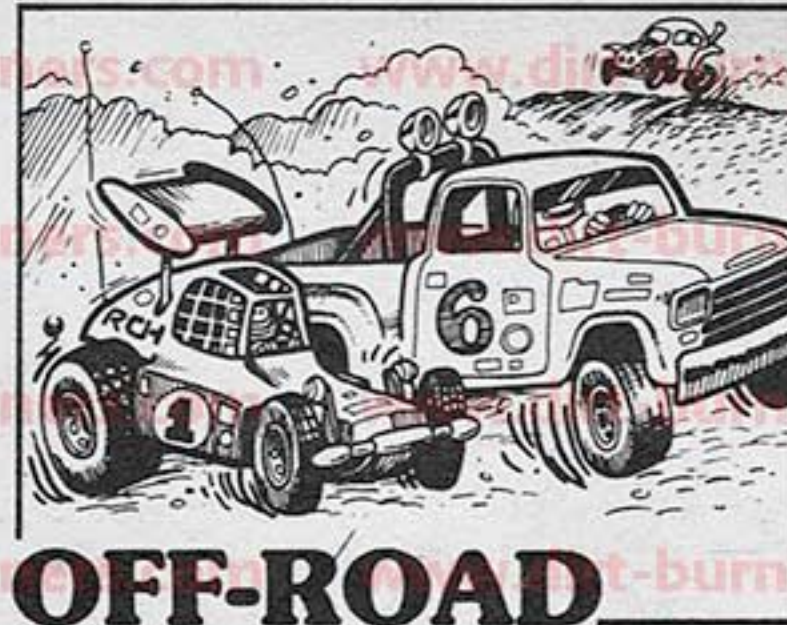


Stock Concours winners: Gary "Gumball" Slayton car # 9 took 1st; 2nd went to Bob Kellum (center) & 3rd to Frank Killiam # 3.

- |   |   |   |  |
|---|---|---|--|
| <p>8. Bob Forsyth<br/>9. Stan Brininger<br/>10 Russ Aguirre</p> <p>Amateur C Main:<br/>1. Mike Westfall<br/>2. Tim Toland<br/>3. Sonny Cummings<br/>4. Domie Quintana<br/>5. Todd Babbitt<br/>6. Donn Rice<br/>7. Chris Chan<br/>8. Steven Brownyard</p> <p>Expert A Main:<br/>1. Mike Lavacot<br/>2. Kent Clavessen<br/>3. Mike Hickman<br/>4. Jim Aguirre<br/>5. Tim Neja<br/>6. Frank Killman<br/>7. Bruce Hickman<br/>8. Jim Greenemeyer<br/>9. Butch Berney<br/>10 Mike Reedy</p> <p>Expert B Main:<br/>1. Jerry Case<br/>2. Mike Wibben<br/>3. Bob Arwine<br/>4. Derick Coopersmith<br/>5. Rich Douglas<br/>6. Al Chuck<br/>7. D.D. Coopersmith<br/>8. Steve Hickman<br/>9. Ed Janis<br/>10 Neal McCurdy</p> <p>STOCK CLASS</p> <p>Novice A Main:<br/>1. Sam Ellis<br/>2. Barry Borin<br/>3. Wayne Taylor</p> | <p>4. Larry Stephens<br/>5. Bruce Ashmore<br/>6. Gary McAllister<br/>7. Ted Graf<br/>8. Rick Marks<br/>9. Kerry Lavazos<br/>10 Ron Conway</p> <p>Novice B Main:<br/>1. Craig Mohr<br/>2. Anthony Porter<br/>3. Ted Corbett<br/>4. Mike Buffington<br/>5. Anders Snortland<br/>6. Bob Dewald<br/>7. Phil Ruggiero<br/>8. John Drane<br/>9. Gary Slayton<br/>10 Jeff Abrams</p> <p>Novice C Main:<br/>1. Max Bowers<br/>2. Midge Husting<br/>3. Dick Pritchett<br/>4. Sonny Maddison<br/>5. Steve Quarterman<br/>6. Julie Husting<br/>7. Robert Adamar<br/>8. Jonathan Holman<br/>9. Jason Toland<br/>10 Al Scott</p> <p>Novice D Main:<br/>1. Jim Brent<br/>2. Troy Blanton<br/>3. Lee Comito<br/>4. Andrea Gallagher<br/>5. Ron Page<br/>6. Hans Wibben<br/>7. Bob Kellum<br/>8. Ed Van Horne<br/>9. Gary Ward<br/>10 Steve Toland</p> <p>Novice E Main:<br/>1. Bill "Fatz" Slayton</p> | <p>2. Llyde Buffington<br/>3. Alan Gallagher<br/>4. Abdra Espejo<br/>5. Jim Allen<br/>6. Seth Thomas</p> <p>Amateur A Main:<br/>1. Randy Tentchert<br/>2. Doug Kott<br/>3. Ken Stephenson<br/>4. Ken Jones<br/>5. Mike Pallotto<br/>6. Mike Toland<br/>7. Mike Westfall<br/>8. Robert Cavazos<br/>9. Greg Borella<br/>10 Russ Aguirre</p> <p>Amateur B Main:<br/>1. Larry Krogh<br/>2. Larry Harrison<br/>3. Todd Babbitt<br/>4. Huw Powell<br/>5. Jeff Bates<br/>6. Robert Fujloka<br/>7. Rene Cortex<br/>8. Stan Brininger<br/>9. Bob Hayes<br/>10 Dan Golden</p> <p>Amateur C Main:<br/>1. Sonny Cummings<br/>2. Terry Ballard</p> | <p>3. Domie Quintana<br/>4. Bob Forsyth<br/>5. Bob Novak<br/>6. Paul Devos<br/>7. Tim Toland<br/>8. Steve Brownyard<br/>9. Donn Rice<br/>10 Richard Schwalm</p> <p>Expert A Main:<br/>1. Mike Lavacot<br/>2. Jim Aguirre<br/>3. Kent Clausen<br/>4. Jim Greenemeyer<br/>5. Mike Wibben<br/>6. Mike Reedy<br/>7. Frank Killiam<br/>8. Jerry Case<br/>9. Rich Douglas<br/>10 Bruce Hickman</p> <p>Expert B Main:<br/>1. Tim Neva<br/>2. Al Chuck<br/>3. Butch Berney<br/>4. Derek Coopersmith<br/>5. D.D. Coopersmith<br/>6. Bob Arwine<br/>7. Joel Mayer<br/>8. Ed Janis<br/>9. Steve Hickman<br/>10 Mike Hickman</p> |
|---|---|---|--|

Thank you to all manufacturers who donated prizes for the race: MRP, KRAFT, ASSOCIATED, REVTECH, LEISURE, NOVAK, CHECKPOINT, ROGERSOUND LABS, SPEED & SPORT, RACECO, KUSTOM KREATIONS, MAYER'S AUTOMOTIVE DIST., APOLLO WEARHOUSE, DUXLER CO., PACIFIC ENGINE, K-BAUTO, THE GREAT RACE PLACE.

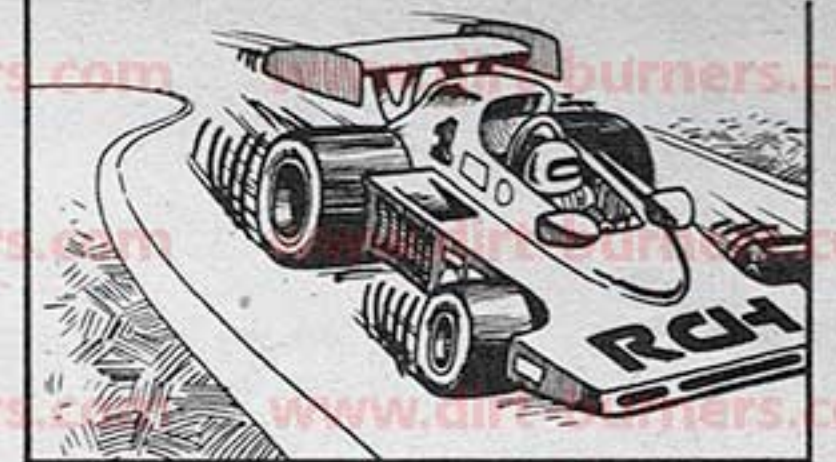
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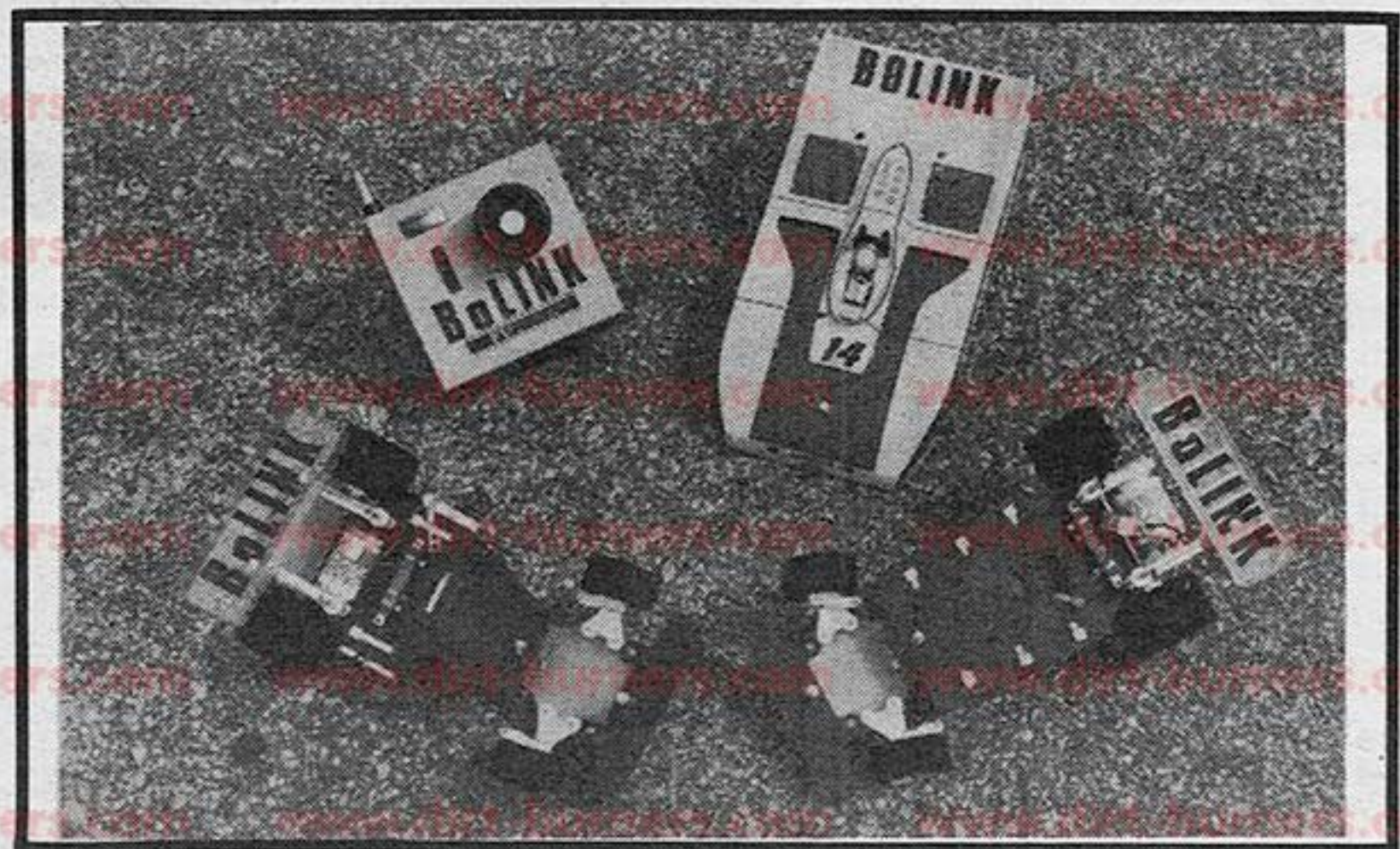


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# R/C HOBBIES RACEWAY

Story by Linda Lass  
Photos by Ron Williams

Costa Mesa, California

RCH RACEWAY, ONE OF THE LARGEST 1/10 SCALE OFF ROAD RACE TRACKS IN SOUTHERN CALIFORNIA, HAD A BIG TURNOUT OF RACERS & SPECTATORS THIS SUNDAY

This track was built to simulate actual off road racing, complete with gullies, jumps, and a 125 foot straight-a-way.

Another outstanding feature of this track is the organization. RCH staff really keeps the racing going from start to finish, with a minimum of delays and virtually no frequency problems.

The drivers also like the six-foot high driver's stand that oversees the entire track, as well as the high berms on the track. It is the kind of track that really puts a driver and his car to the test.

RCHR holds its races on the fourth Sunday of the month and it runs three classes; Stock, right out of the box with minor modifications; Modified, motor must remain stock, anything else goes; and Unlimited, anything goes.

Sunday's race had 6-Stock entries, 23-Modified and 16-Unlimited entries.

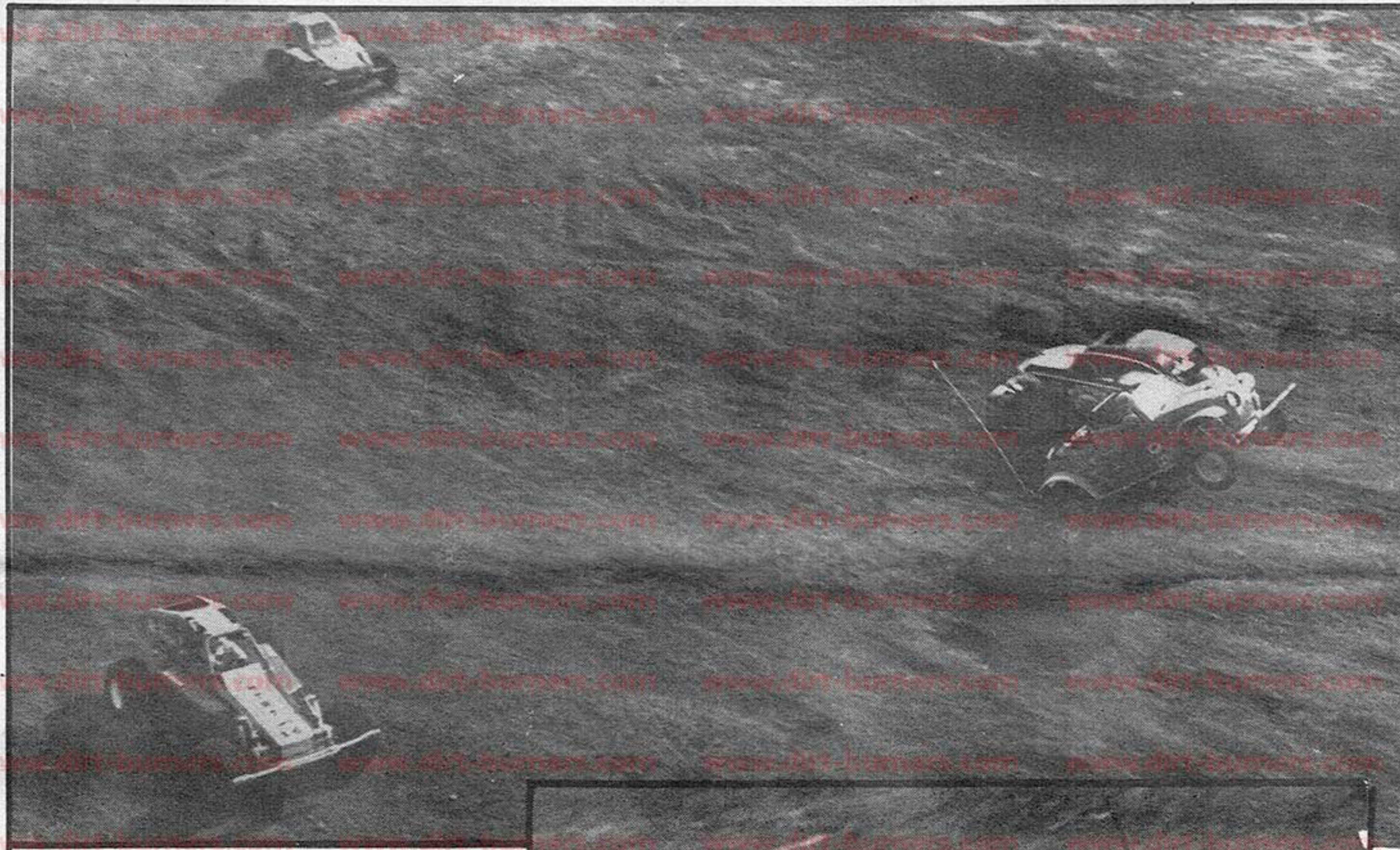
The cars are as individualized as their drivers. From customized "Rough Rider" single-seaters and Baja Bugs, to "Safari" and "Pink Panther" trucks and everything in between.

While appearance counts in the Concours, most of the custom work is done for performance.

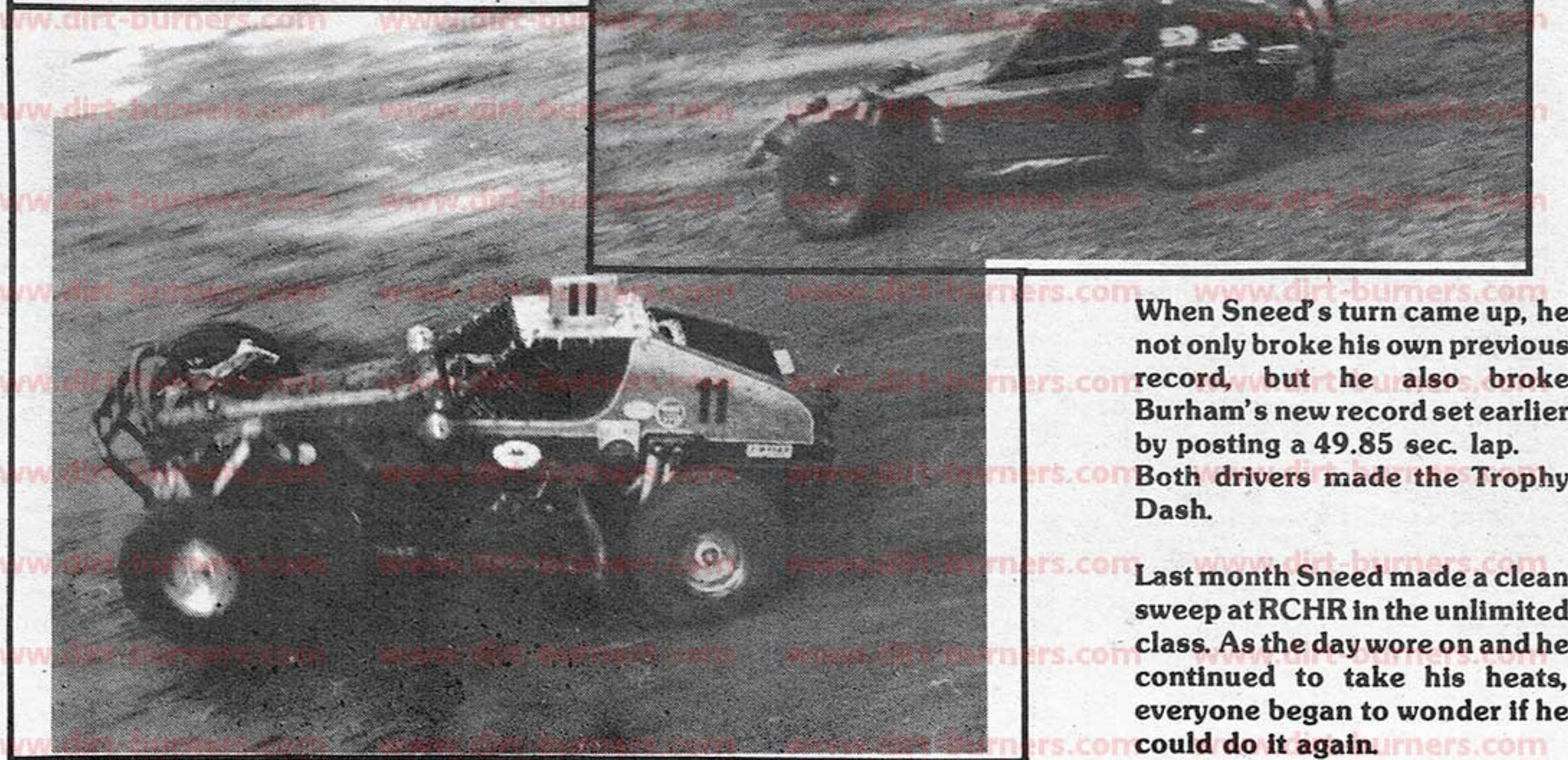
The day began with time trials for the "Trophy Dash". Excitement grew when John Burnham, RCH team member, broke fellow team member Jim Sneed's previous track record of 51.6 sec.

## Off Road Racing at its finest

### in Costa Mesa



Stuart Hamill's VW convertible doing a "wheelie" (above). Where's 537 going? John Burham (right) won the track record and lost it in the same day to Jim Sneed (below) who won everything.



When Sneed's turn came up, he not only broke his own previous record, but he also broke Burham's new record set earlier by posting a 49.85 sec. lap. Both drivers made the Trophy Dash.

Last month Sneed made a clean sweep at RCHR in the unlimited class. As the day wore on and he continued to take his heats, everyone began to wonder if he could do it again.



Despite keen competition, Sneed took all of his heats and went on to the main as top qualifier.

Gil Losi Sr. (of the Colton Ranch Raceway), also made the main, and when the flag dropped, Gil took off in the lead just ahead of Sneed.

This lead changed several times with Sneed, but finally Jim took it for good and it was another clean sweep for the man who holds the RCHR record. Gil finished in second and third place went to Erwin Bragg.

The Modified class had a big turn out and lots of heavy competition, especially between Tom Coy and "Rapid" Ron Williams.

In the A Main, Modified class, Tom Coy took first and Gil Losi Jr. captured the second spot, while third went to Ron Williams.

Jim Atkinson took first in the B Modified Main, Jorge "Rat" Brody second and third went to Vic Babbitt.

The Stock Class was small but very competitive, especially Peggy Tashima and Anna Stage, two of the three ladies entered out of 45 entries.

First place was taken by Mark Anderson, Jim Brophy took second and Peggy Tashima got third.

Councourse was judged throughout the day to assure that the body judged was the same one raced.

Jim Sneed also won that, and a gift certificate redeemable at the RCH shop.

His single-seater red and yellow trimmed car and hand painted bird on the front, also featured double front shocks, triple shocks on the rear, metal roll cage, custom model center line wheels, nurf bars and scale netting around the driver's cage.

RCHR will soon be announcing their new flat dirt oval sprint track and their schedule of events. In the meantime you can call them for more information at (714)631-1555.

Linda Lass



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## The Plain Gray Wrapper

R/CARS 1200 MAH  
SUB-C NICADS

### The Good News

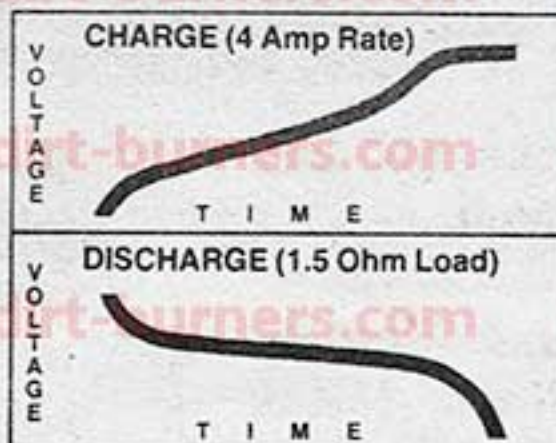
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Charts show charge/discharge characteristics of R/CARS 6 cell pack. Curves are typical of prime commercial grade Sub-C Nicads.

### 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!

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# GULF SOUTH SERIES

## 1981

THE ST. TAMMANY AREA RACING TEAM HOSTED THE 5th AND FINAL RACE OF THE SPRING SEASON OF GULF SOUTH 1981, ON SUNDAY, MAY 17 AT THE TAMMANY MALL

Story by Charlie LeBlanc  
Photos by Bill Gardner

Slidell, Louisiana  
May 17, 1981

There were 37 drivers that paid to compete today, 36 managed to qualify and 33 of them ran at least one lap in their respective mains.

Upon arriving at the track on Sunday morning, rumors were that Paul Verger, current series leader, would not be running. Well, that's all they were rumors, as he was there to at least qualify. Indeed he qualified first, but when he got to the A Main he suffered radio problems and wound up in 7th.

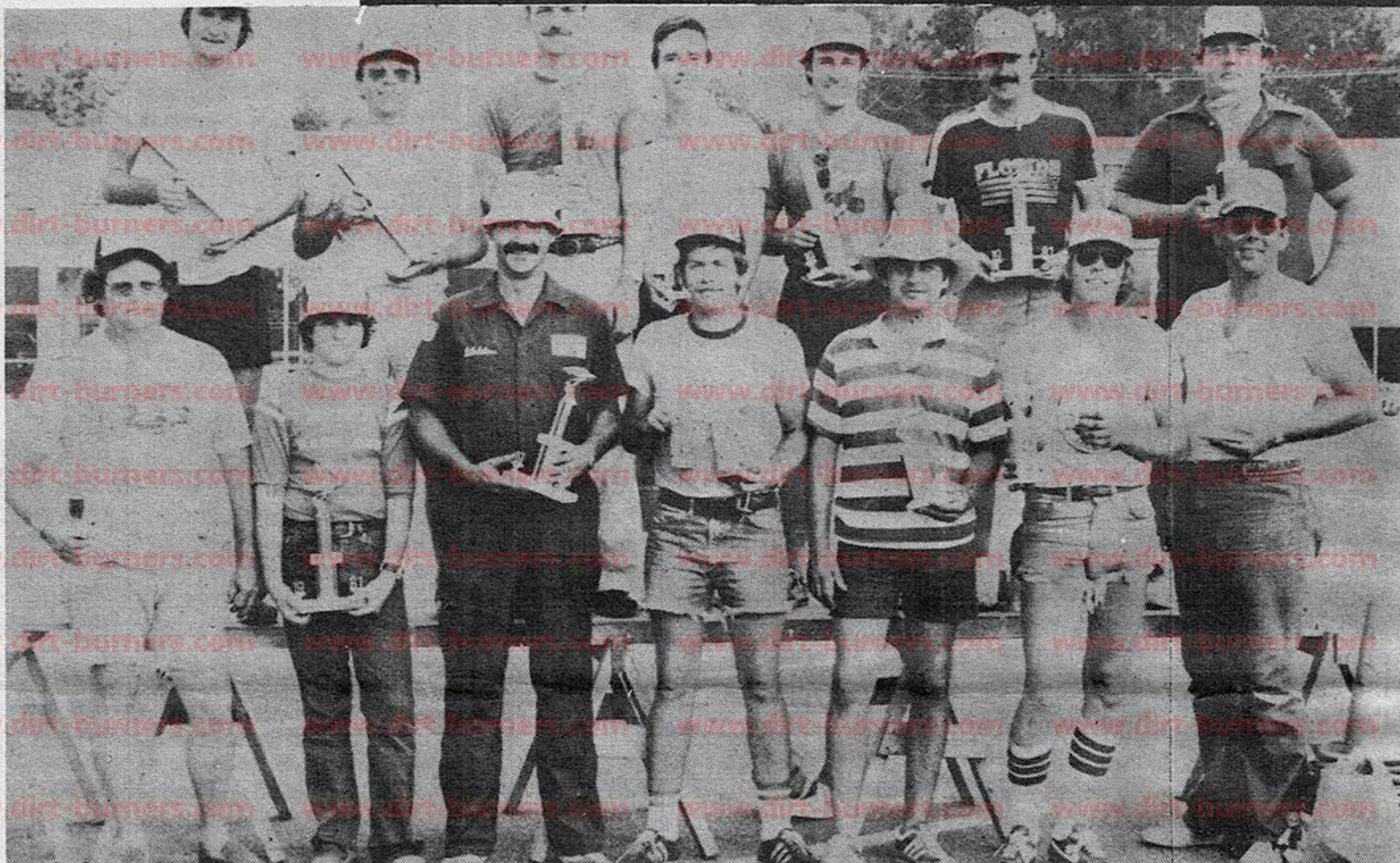
The entire race was run on schedule without any problems. Lap counting was excellent and to my knowledge there were no Heats recounted.

The track design, on first inspection, looked like a maze with some areas too narrow to drive a car through. However, after driving it, I found it to be a fun track to drive, and I had no problem avoiding cars. I did set a personal record for a number of times hitting the wall at full throttle in a race.

The six groups of qualifiers were consolidated into five seven-car mains, after Ivan Bourdier withdrew with AMPS' problems.

This was the first appearance of the full suspension car in the Gulf South series and for those of you who were concerned about having to update your equipment to be competitive, you may relax, as I don't see where it would be to most persons to be advantageous to own one of those cars.

Bumpy Kearny put the other



AMPS car on the track and had mega-problems as well.

Series Champ, Paul Verger, who is working with the AMPS directly (as a possible factory driver) was unable to run his AMPS car due to his inability to make the car "work" to his satisfaction.

While testing and tuning his AMPS earlier in the week, Paul went through all the available clutch bells in the U.S. The car is impressive to look at and I'm sure will work for some, but if Paul has trouble making it go... "NUF SAID". Paul pulled out his old trusty DELTA late Saturday to take the Top Qualifier honors.

In looking at the top 15 overall in the series, it's clear that the DELTA car and the OPS 3.5 continue to be the favorite in South Louisiana.

Dan Ironmonger ran a K & B in his Delta, but his best two finishes were with an OPS.

Sheldon Nothacker ran a Picco

for a while but since retired it, while Karl Kaiser tried an H/P (an OPS look-a-like) but went back to the OPS.

### RACE RESULTS:

Ted Simon won the E MAIN by 1/2 a lap over Janie Mogel. Pat Roberts took 3rd place in his first G/S appearance.

THE D MAIN was a RACE club sweep. Chris Borrouso ran away taking 1st with 42.0 laps (enough for 2nd in the C main!) Martin Zeller was 2nd with 36.8 laps and Tony Roscoe a close third with 36.6 laps.

Ernie Chassaniol won the C MAIN with 44.6 (enough for 2nd in the B main!) after having his share of qualifying problems. George Mollinary ran 2nd with 39.7 laps and Charlie Bordelon took the third spot with 38.3 laps. It was good to see Charlie back in form.

THE B MAIN had Louie LeBlanc taking the first place honors. A flame out by the 2nd place car of Freddie Rapuana at the 6 1/2 minute mark may have aided Louie. Nevertheless, Louie is back and he chalked up 44.8 laps, while Freddie was so close in second with 44.2 laps. Sheldon Nothacker ran a strong race and finished third with 41.7 laps.

The A MAIN winner was Bill Gardner with a total of 49.5. This was only Bill's second win in two years, but it was no less sweet. Perhaps he was aided by the fact the Paul Verger, the T.Q. of the day was out with radio problems. But in any case it was still a sweet victory for Bill. Taking the second spot in the a main was Karl Kiser who finished a total of 48.4 laps, while John Abadie ran 3rd with 47.5 laps.

(contd. page 33)



# MINI BAJA 150

## Pit Stop, Repairs, Drivers & Battery Changes Makes the Race Like-Real!

June 20, 1981  
Reseda, California

I'M SURE EVERYONE HAS HEARD OF THE BAJA 1000 OR THE BAJA 500. MEXICAN OFF ROAD RACES.

This is where the true test of man and machinery is pitted against the desolate and tough deserts and mountains of Baja California, Mexico.

Now there's a new BAJA Race on the books. The MINI BAJA 150 (laps) for off-road R/C cars.

Like its counterparts, the Baja 1000 and 500, the MINI BAJA 150 was designed to test the ability of the racer, the quality of the car and the performance of the team and pit crew.

For the first time ever in the Off Road R/C racing world, a race was put on that came as close and resembled the "real" Baja, but only in 1/10th the scale.

Indeed the scale is only 1/10th but those who made up the seven teams entered put no less effort than if they had entered one of the famous Mexican races.

For this race there had to be complete teamwork between co-drivers and pit crew. Cars had to be well prepared and the batteries used had to be able to go the 150 laps.

On this inaugural race, the only team to complete the full 150 laps, was the father and son team of Jiggs and Jason Garcia. They finished 150 laps in just under 50 minutes.

And they did it with preparation and excellent teamwork and smooth intelligent driving. Much like what one has to do in winning the "real" BAJA.

Their plan was to take their Supermodified-bodied Tamiya

off road car, on a steady pace of lap turning. No racing for the first spot and trying to lap everybody in the first few laps.

Instead, their theory was to not challenge anyone or race with anyone if it meant that they could crash. All they wanted to do is keep the car on the track and running. Since it had to go 150 laps, there was no sense to race "full on".

This was a mistake that most did, as other cars thought they had to get in front in order to win. Many crashed in the early stages of the race and had to spend the rest of the race making up laps.

Not that the Garcia Team just sat back until everyone had broke down. They were in a battle for first from the first few laps against the team of Kye Young and Erwin Bragg. Both ran fast, but steady and managed to pull away from the other five teams.

It wasn't until about lap 105 that the duel between the Braggs/Young team and the Garcia Team came to an end, when Young's car suddenly stopped because of wiring problems. They had also suffered bent shock problems which did not help the matter. At that point, the Garcia team was able to pull away from the rest of the field and the eventual win.

They went through 11 battery charges, with only six batteries for their use, which meant that they really had to keep their two charges humming for nearly one hour!

What made this race so "unique" and so "real like", was the fact that certain rules were made to approximate the real Baja races.

For example: One rule was that if a car broke on the course, it

had to be repaired on the course. Or if it ran out of battery, a new set had to be put on the car in the spot where it stopped. The only way that a car could go into the pits for repairs or to exchange with the other team car, was to go in under its own power.

Some cars were seen just bearily making the pits, almost dead of battery, or with one of the wheels off, or the body coming off.

Since a team could have two cars with identical numbers and frequencies, each running, when the other one wasn't, this rule prevented teams from switching cars on the track or "double lapping". It worked, as the action in the pits was as frantic as on the track.

The Garcia team won, with the Bragg/Young team logging in 142 laps after their problems good enough for second.

Third place went to the team of Jim Brophy and Craig Dunne. They came close to taking over the second spot around lap 110, when the Bragg/Young team was down for repairs. They got within two laps, but were never able to pass them.

Fourth place went to the team of Chris Naylor and Eric Grisham. They were the only team to run one car. They made 118 laps.

One thing is certain, next month's MINI BAJA 150, scheduled for Saturday Night, starting at 6 pm on July 18, will have most of these teams back plus a few others. But according to many, there will be many different changes in their equipment and their driving style.

Some left saying, wait until the next one "our car is really going to be prepared for 150 laps", with an almost sheepish grin,

perhaps indicating that some "secret" formula was in the works.

The simple rules will be in force for the next one:

1. No more than two cars or two drivers per team.
2. Same car number & frequency and if possible paint and body style for easy scoring.
3. Only one driver per team can drive, while the other must wait off the drivers stand or near by.
4. A team can have as many pit crews as needed, as long as they don't interfere with the racers.
5. Use as many batteries as needed and as many chargers.
6. A car that dies on the course, because of batteries or mechanical failure must be repaired on the spot where it stopped. It can not be taken in the pit, unless under its own power.

These are a few of the significant rules that I'm sure will undergo some changes as more races of this nature are run.

In the meantime, if you want to test your driving skills and stamina, your car's performance and reliability and most important, if you want to have a great time, make the next MINI BAJA 150.

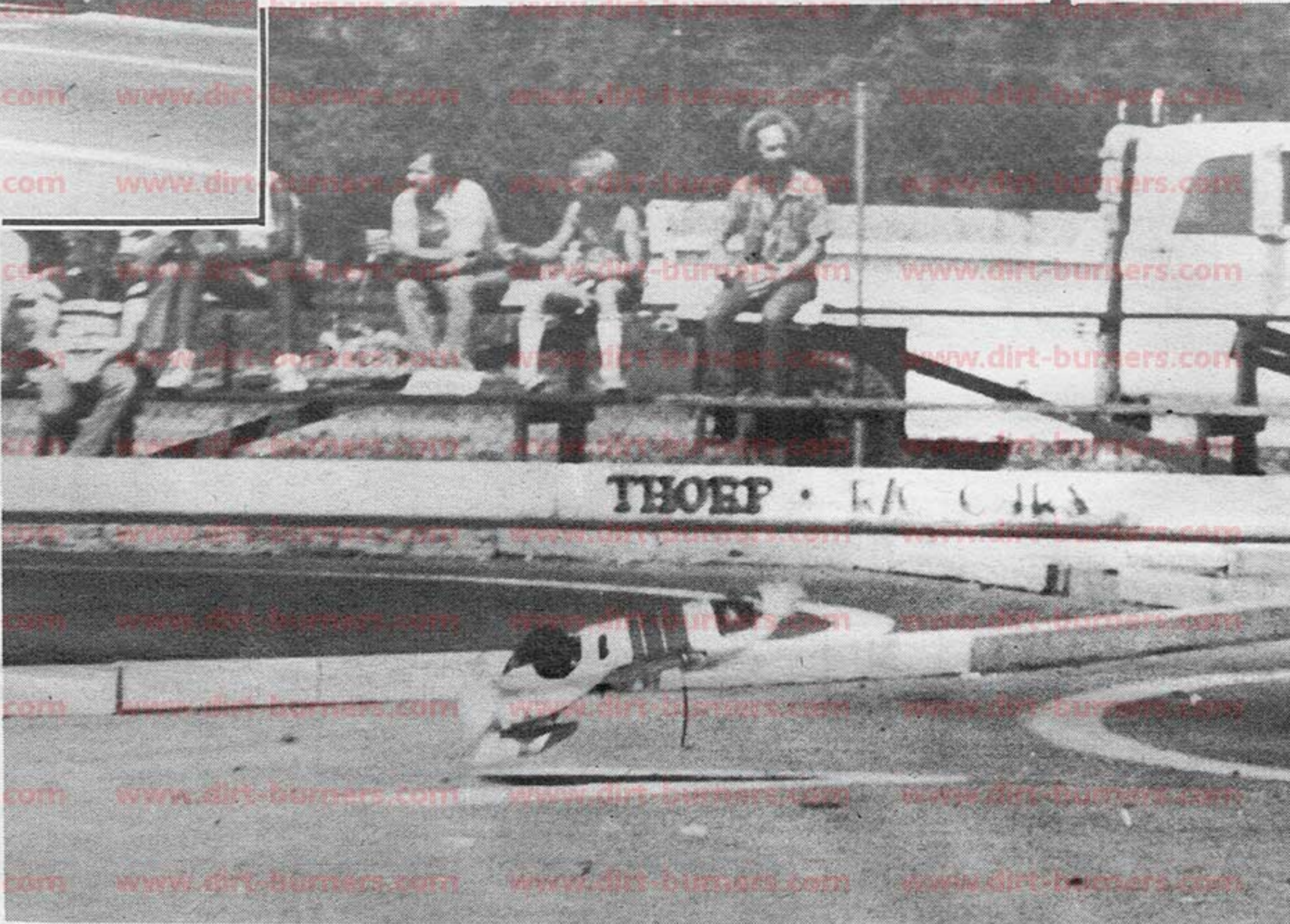
### RESULTS:

1. Jiggs Garcia & Jason Garcia 150 laps
2. Erwin Bragg & Kye Young 142 laps
3. Jim Brophy & Craig Dunne 128 laps
4. Chris Naylor & Eric Grisham 118 laps
5. Ray King & Ernie King 100 laps
6. Earl Harvey and Ronnie Harvey 78 laps
7. Lonnie Peralta & Dave Shively 64 laps



# THE REAL MCGOY

## CARBONELL & DELTA Triumphant



Mr. and Mrs. McCoy (Above) watching the torrid action. The moment (right) when Bill Jianas lost the race to Art Carbonell. A small twister passes through the track during the B Main (below).



June 12-14, 1981

Photos by Paul Votava & LP.

This weekend "tradition was once again perpetuated and made more meaningful, as old "rivalries" were accentuated, friendships and acquaintances were renewed and the sport of 1/8 Scale Road Racing was once again showcased in its best form...The McCoy Race.

The 9th annual affair is to 1/8th scale racers as the Masters is to a Golfer, the Kentucky is to a horse breeder, the playoffs are to a team owner.

While not truly an International event, the MCCOY race drew an excellent contingency from Japan. In addition, it brought out some of the best racers in the United States.

The tradition is perpetuated,

because to win the MCCOY is to place your name amongst the greatest R/C drivers in the world. In fact, just to be part of the program is truly an experience one will always remember.

The "rivalries" are accentuated, as evidenced this weekend by the hard-fought battle between Arturo Carbonell and Bill Jianas.

When they last met, at the Cajun Grand Prix in Louisiana, both drivers went at it for 100 laps. The winner, Bill Jianas, won, but by the narrowest of margins.

Today, it was Carbonell's turn to just edge out Jianas.

But the story goes beyond that. It also includes the friendships and acquaintances that are renewed when people from all around the country gather

together under one common denominator...to do the best you can at the MCCOY Race. The bench racing is terrific!

Of course, under these conditions and circumstances, the "sport" gets the best "showcase" and also a shot in the arm.

Much of the credit for this wonderful event must go to people like Dick McCoy, who nine years ago agreed to host and help promote and finance the event.

This year he outdid himself and the trophies and plaques that were passed out to "all" who raced are really something to cherish.

Thanks to John Thorp and Dick Camp; to PROCAR, for staging a fine and smooth and professional race. Running 107 cars through three days of qualifying and competition is no easy task,

and to keep everyone happy on top is truly a mammoth job.

Thanks to Linda and Joe Lynch and the folks at the PIT SHOP. They provided one of the best facilities to have this type of a race. It's one great track.

And of course, congratulations should also go to all the racers who made this annual event one to remember.

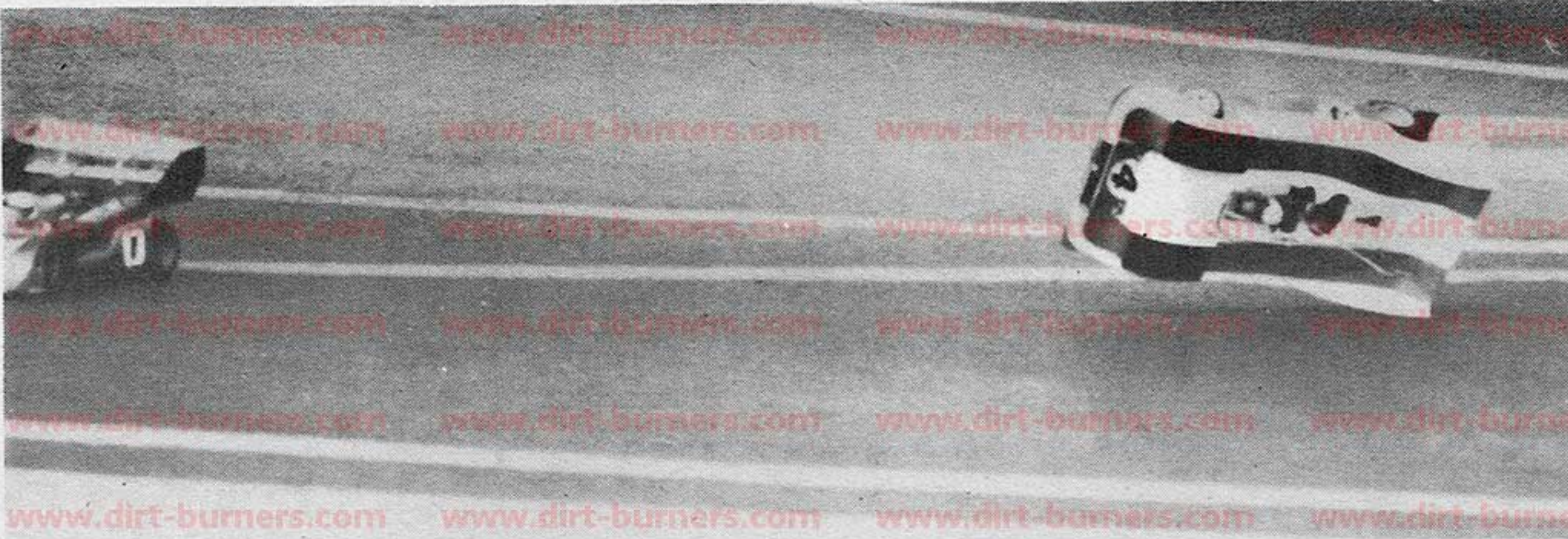
### QUALIFYING

There were 107 racers who made the trek to Pomona, California hoping to qualify in one of the top Mains.

Each racer had six shots, or qualifying heats to turn the most laps in the allotted four-minute heats. The best of the six would be used to place the car/racer in the Mains.

Qualifying started Friday morning at 9am, with the first heat being





Xavier Mejia (above) gets sideways in the "I" Main, while Sonny Maddison (below) leads the pack after turn one.



**J MAIN:**

This Main had a strange beginning as four cars had the lead in the first two laps, but all managed to "flame out". All, except Dick Tyre, who after two laps and when everything was sorted out, took over first place and never relinquished it.

Young Jon Sullivan (11 years old), all the way from Texas, and one of the three Sullivan racers competing today, had the second spot all sewed up until lap 22, when he ran out of fuel. He dropped to third and that's where he finished.

Moving into second at lap 22 was Ken Higdon.

Hard luck fell upon Frank Milowicki, who had a strong second spot midway into the race, but lost it when his receiver battery flew out and his car went wild.

One of the few ladies in this race was Kim Brown, she finished 5th in this Main.

**I MAIN:**

This Main had ten cars and you just knew that the first turn was going to be wild.

Cars were hitting each other, hitting walls and course markers, flying all over the place, landing upside down. All before turn 4!

When things finally settled down, Sonny Madison took the lead and never looked back for 30 laps. It wasn't all that easy for him as he tangled with another car on lap 8 and then again with a few laps to go, but thanks to some alert turn marshalls he was righted and able to finish first.

Ross Wilson came close to catch Madison, but could only manage second spot. The battle for 3rd place was a good one between Jerry Thompson and Alan Laudenslager, with Jerry finally pulling away. Laudenslager dropped to fifth and let Bill Vickers, who had had lots of troubles at the start, get the fourth spot.

**H MAIN:**

This was the last of the 30 lap Mains.

In this Main the racing was much closer as four cars finished in the same lap.

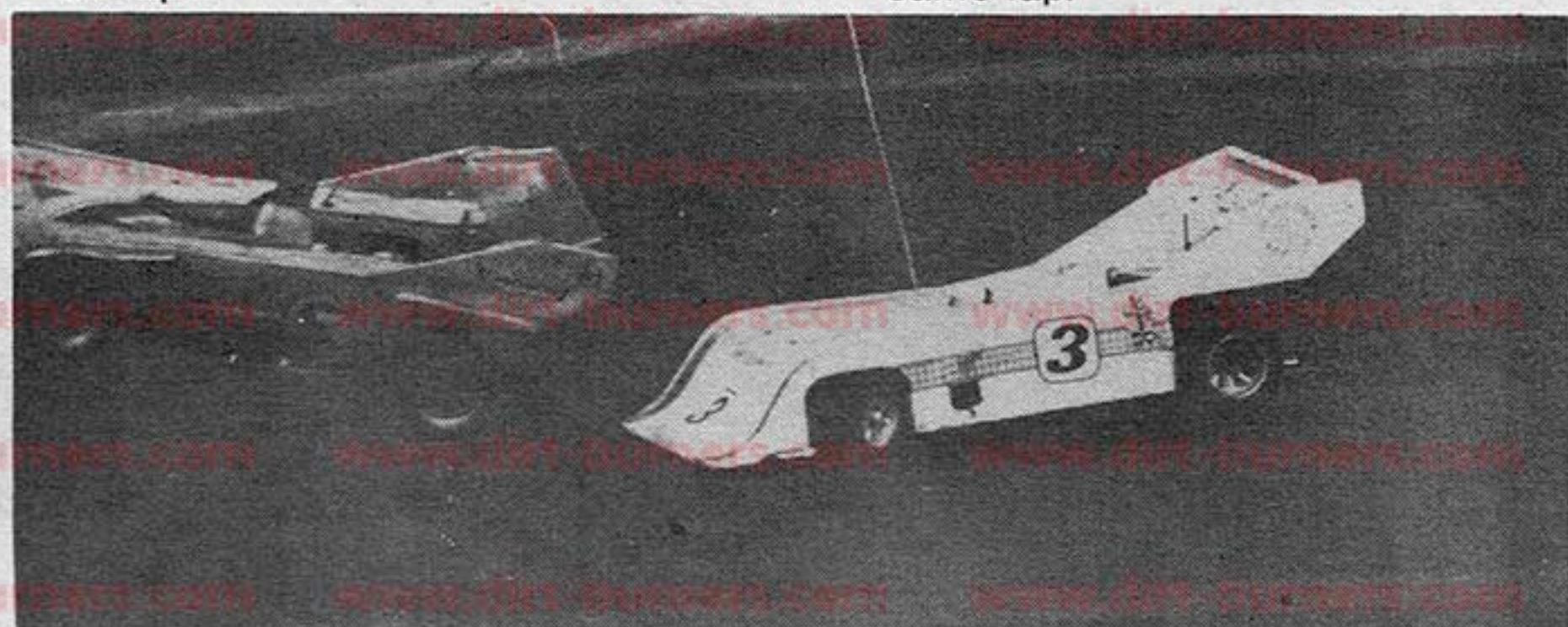
**SUNDAY MAINS**

**K MAIN:**

It all started at 9:30 am. This Main had seven cars in it. Several cars in this main had not been able to qualify on Saturday.

When the flag dropped and the cars shot into the first turn, it was Lou Peralta (our publisher) in only his second 1/8th scale race, holding the lead. He had not been able to qualify on Saturday due to engine problems, but he seemed to have the motor sorted out.

His lead did not last long, and after one lap he went "belly up" and let Glen Wilcox and John Coffman go by in first and second respectively. Glen and John battled it out for the next 28 laps and at the end of the 30 lap event, it was Glen Wilcox in first, John Coffman in second both with 30 laps, Lou Peralta in third with 29 laps, Dean Miranda in fourth with 24 laps and fifth place went to Willie Green who logged in 21 laps.



A little bumping action sends car #5 doing a wheelie, while car #3 loses traction. Photo P. Votava.

made up of "first timers" or the least experienced drivers. In fact, the first two or three heats had a large contingency of novice drivers.

Not everyone of the 107 cars entered was there on Friday. Some chose to come on Saturday and only take three qualifying runs. There were probably 80 percent of the racers entered.

The general talk was that it would take 13 to 14 laps in the four minutes heats to make the A and B Mains, especially if the "track came in" (good traction) as it had in years past.

Well neither on Friday nor on Saturday did the track truly "come in". It remained a bit slick and the top qualifier, Bill Jianas, was only able to log 12 laps in 4:01.30.

Second fastest was Rick Davis who, until Jianas' second to last run on Saturday, was holding the top qualifier spot. Rick posted 12 laps in 4:04.88.

Third fastest was Curtis Husting with a 4:07.13 for 12 laps.

Qualifying was so close that the difference between first and tenth qualifier, all in the A Main was .13 of a second.

Just missing the A Main was DELTA's Georgia Campbell, who qualified in 11th place with a time of 4:15.71, one tenth slower than the last car to qualify in the A Main.

As in all types of qualifying events,

Lady Luck plays an important part. This weekend was no exception as many top drivers had a heck of a time getting their cars to run. As a result, some of the lower mains were filled with guys who would ordinarily be racing among the top.

The last of the qualifying heats was over at about 4pm on Saturday. John Thorp went back to his office to make up the Heats for Sunday's race program.

In the meantime, many racers stayed to practice, tune their cars and try to get the track "wired" for Sunday. It was almost dark before the last racer pulled off the track.

A couple of hours after the last qualifying heat was over, the Mains were posted.

The A MAIN had Bill Jianas, Rick Davis, Gene and Curtis Husting, Arturo Carbonell, John Thorp, Tom Wong, Chuck Phelps, Dana Smeltzer and Rich Lee. Quite an elite group.

In spite of Jianas' fastest time, anyone of the ten racers had a "shot" at the win.

Some thought that Art Carbonell had the best driving style to make the 100 lapper. Jianas of course was favored. Others thought that Rick Davis, with his aggressive style of driving was a real threat to win it. The Husting clan could not be counted out.

In any case, everyone knew that the A MAIN was going to be one heck of a race to watch.



# ONE RACER'S VIEW

## The McCoy Championships

By Dean Brown

For some of us it was the ninth try at making the starting field under the Expert-Amateur-Novice-Beginner System of the early years, or finishing the main under the A-B-C... Main System of the recent years.

For others it was the first nervous, pressure-laden appearance.

For everyone, it was the culmination of weeks or months of planning, building, replacing, inspecting and inspecting everything again, providing spares and spares for the spares, taking extra pains in preparing those precious engines, checking and rechecking the radio system.

All this and more for one of the most important races of any year in the United States. The Ninth Annual Dick McCoy Championship.

It was three days of open practice leading to two days of nonstop qualifying rounds and ending with one climatic day of A through K main event racing by a field of 107 cars.

The scene of action was the PIT SHOP Raceway of Linda and Joe Lynch in Pomona, California with the combination of exciting public address system announcing by ROAR Division 6 Director, Chuck August and superb organization and race direction by the hosting PROCAR Club under the leadership of John Thorp and Dick Camp.

Only a second or two would elapse between qualifying heat races or main events, thanks in large part to the use of prerecorded race and time directions over the public address system, ending with instructions to each driver to "watch the flagman" for the hand-off-car signal at five seconds and then go on the "starting horn".

Jump starts were virtually nonexistent, as were serious first-turn pile ups.

Factory Teams were out in force and included the best drivers from ASSOCIATED, lead by Bill Jianas; DELTA, lead by Art Carbonell; MIP lead by Eustace Moore; MRP lead by George Linder; THORP lead by John Thorp.

The majority of engines were K & B fitted with various McCoy parts up to and including everything but the crank case. A number of the potent Picco's were evident in the DELTA cars.

Several of the latest full-trick radios from Futaba were seen as were a few of the KO Pistol Grip systems that, for the transmitter, represents another attempt by a radio manufacturer to meet the needs of car racers.

Who won?

Every driver who entered won in part, thanks to the generosity of Dick McCoy, who must have spent a bundle in sponsoring extra-large and quality commemorative trophies for first through fourth in all eleven mains with plaques plus merchandise awards for fifth through last place in each main.

But there was a special thrill for all of us to see eleven drivers headed by Art Carbonell who, having performed with skill and stamina, was rewarded with the first place trophy in the A MAIN.

It was 100 laps in sweltering 95-degree heat for just over thirty-three minutes of constant action.

Jianas and Carbonell, both were near perfect in the early laps, soon leaving the rest of the field far behind.

Thanks to an extraordinary show of sportsmanship by most of the other drivers in allowing both Art and Bill to pass, two of the world's best were able to race cleanly lap after lap.

The outcome was decided after a split-second mistake by Jianas, when it appeared that his engine power stayed too long while entering a turn. The car ended over the wall and off the track. Carbonell shot past as a turn marshal rushed to put Jianas back into the race. But it was too late.

The grim hopes for a miracle fading for Jianas' Associated teammates and giving way to the wild cheers from the Delta pit areas.

Each of the other mains were won by drivers who were able to put together a near-perfect performance. Any mistake in driving judgement, even the slightest kiss with a wall could mean the first spot.

The high heat of the day took its toll on engines, with carburation set too lean in an attempt to squeeze every last rpm and more than one

driver suffered from "brain fade" in those late race laps, due to the heat.

For added excitement, during the B Main we even had one of those vicious dust devils that swept across the track during the race to scatter trash and an assortment of caps and hats and debris amongst the cars. Mike Kimery's car was lifted in the air during a top speed pass on the straight and turned upside down.

So, it must be obvious that the 1981 running of the McCoy Championships was one hell of a great event and will long be remembered by contestants and spectators alike.

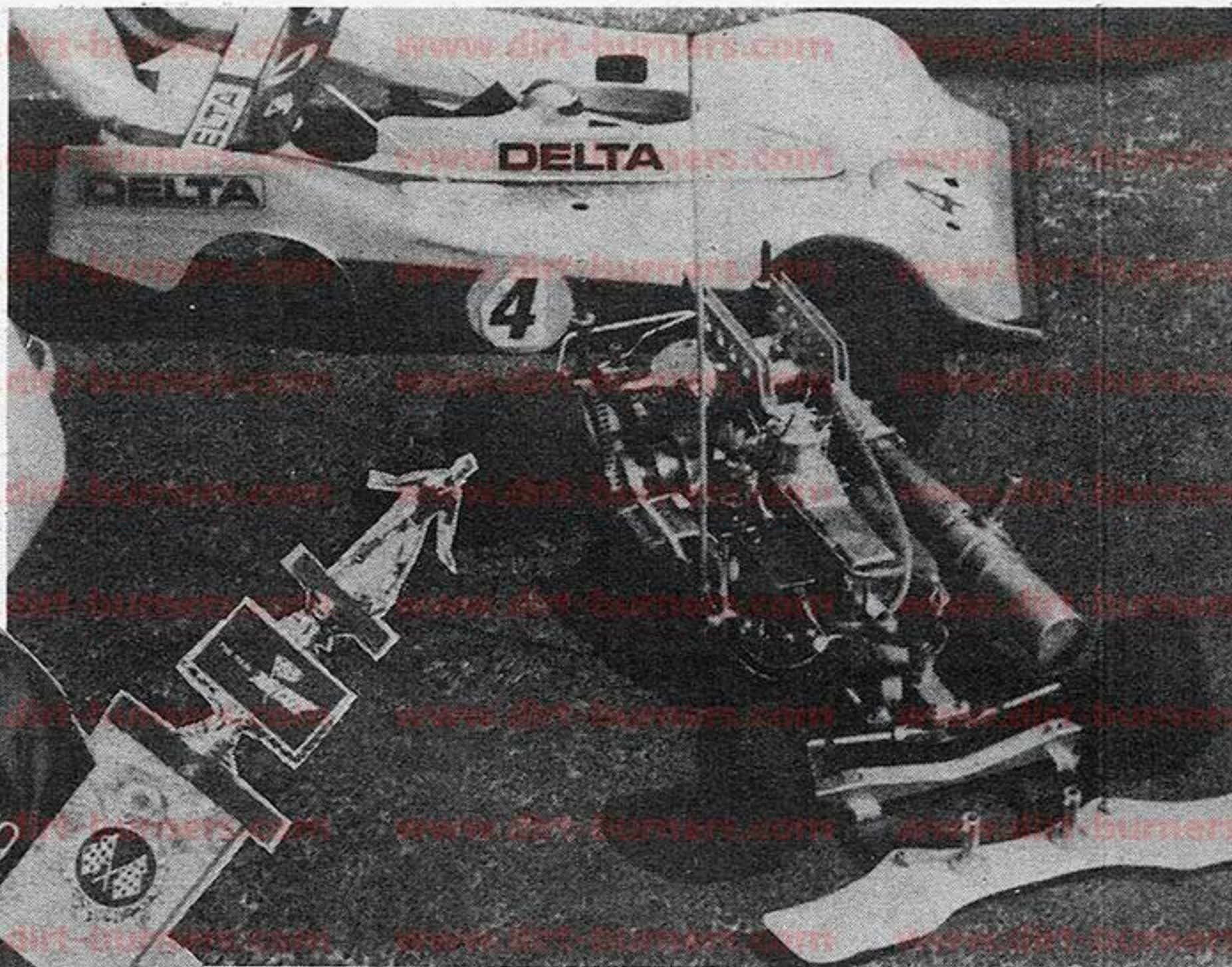
The castor oil and nitro fumes have long cleared from the air, the sticky layer of oil residue and rubber is disappearing from the asphalt track surface, the pits are empty, the rows of spectator seats deserted. But it won't be that way for too long.

Next, it will be the Tenth Annual gathering in Southern California to select the McCoy Champion.

Join us if you can. Come prepared for good times and tough racing. But also try to arrange for a little good luck. It's nice if you're good but it's better if you're both good and lucky.

Anyone who doesn't believe that, has never driven and won in a McCoy Championship.

Dean Brown



Man of the hour and MCCOY Championship winner Art Carbonell and his DELTA Car. Steady, yet aggressive driving earned him a well deserved First.

The lead was taken by the Japanese entry of Hiroshi Kumabe. He looked very strong and it appeared he was going to walk away with it. But fate struck again and with only five laps to go, on lap 25, he flamed out. This allowed Bob Oliver to move into the first spot and John Douglas into second. Still Hiroshi was able to return and capture the third spot. Fourth went to Gary Higgins and fifth to T. Brown.

G MAIN:

This main saw Gay Sullivan, matriarch of the Sullivan team, put the heat on and nearly win the Main.

This 40 lap event began to show the other drivers in the higher mains that there were going to be some tire problems due to the heat on the track.

There were several cars that suffered tire problems as chunks of tires were seen flying off. Also flying off was Gil Losi's front tire, early



in the race. He had qualified strong for this heat, but after a couple laps his wheel came off.

Taking the lead at lap 13 was Bob Coughran, and that's where he stayed until the end. Gay Sullivan, who had lost a lap at lap 21 because of a flame out, worked very hard to unlap herself to earn 2nd. She was the only one to pass Bob and finish 40 laps.

Another 40 lap finisher and in third was Al Vega. Andy Jacobson finished a lap down (39) for fourth. Rounding out the top five was Darrell Hall with 36 laps.

**F MAIN:**

This main featured 50 laps in the 90 degree plus time of the day. It was becoming more evident that the biggest problem of finishing was to finish with decent tires.

When the flag dropped, Joe Tentschert, Lee Miranda, Dick Camp, Bob Mathison and Yukio Yamada all hit the first turn together. Joe got caught in the inside and Miranda took the short lead. Among the dicing of the five cars, when they hit the long sweeper into the straight, Joe Tentschert's car seemed to slingshot past all the cars and headed for the right hairpin in front of everyone. This car was really in the wrong main, as it seemed to out power all others. He never looked back and won the Main. Later we talked with Joe and found out that he had problems qualifying because of a flat ball in his differential, but when changed (the car) "was working great"... "it was a cake walk...this car should have been a B Main car".

Still, he didn't totally walk away with it, as Larry Bain, who was caught in the early traffic of the first laps, drove a very steady error free race and was the only other car to finish 50 laps while gaining on Joe.

Larry and Dick Camp had a real battle for the second spot. Dick's car seemed to have the pull, but Dick suffered a number of setbacks that never allowed him to grab a solid second spot. As it was, he had second on the 12th laps only to lose it at lap 15 due to fuel; regained it again by lap 25 only to lose it again to Bain on lap 30, when his fuel stop took too long, then the worst came when on lap 42, he lost his batteries. Dick finished 5th.

Third spot went to Yukio Yamada and fourth to Lee Miranda.

**E MAIN:**

Now the temperature was about 95 degrees, and well over 100 on the track. The prospect of going 60 laps with the same tires was dim, but it had to be done. This worried many drivers. One who was truly delighted to be in this main was Gil Losi Jr. This was Gil's first 1/8th scale race ever. He'd only put his car together about three weeks before. His brand new Thorp car seemed to be humming and handling very well. No doubt he was a bit nervous as he found himself among top talent.

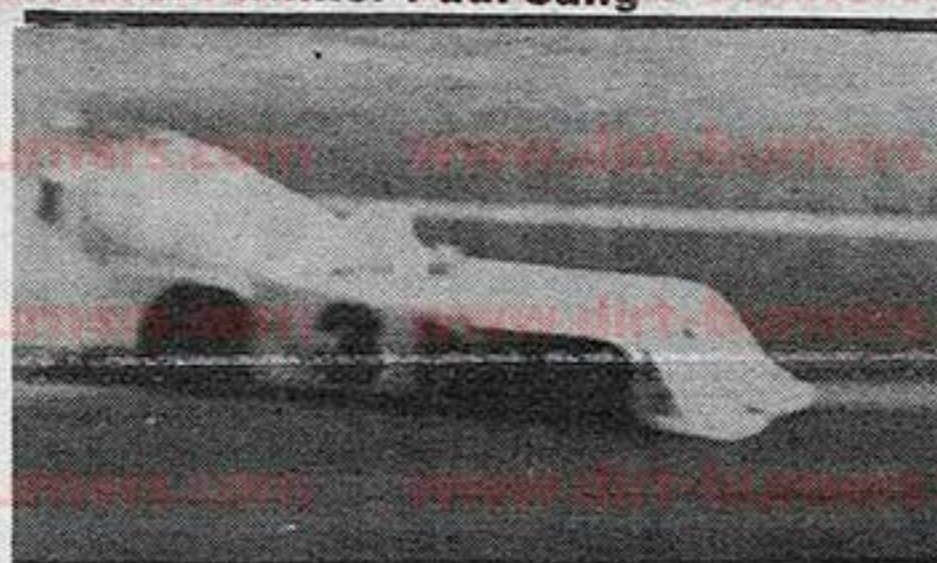
When the flag dropped, Paul Sang took the lead on turn two and guess who was in second? Right, Gil Losi Jr. had the second spot in his first race and he and Paul seemed to be pulling from the field. Unfortunately Gil's second place position came to an end when on lap 19, his pipe came off and he was "black flagged". This moved Bill Strange into the second spot.

Frantic attempts were made by Losi's pit crew to get him back out, but no dice.

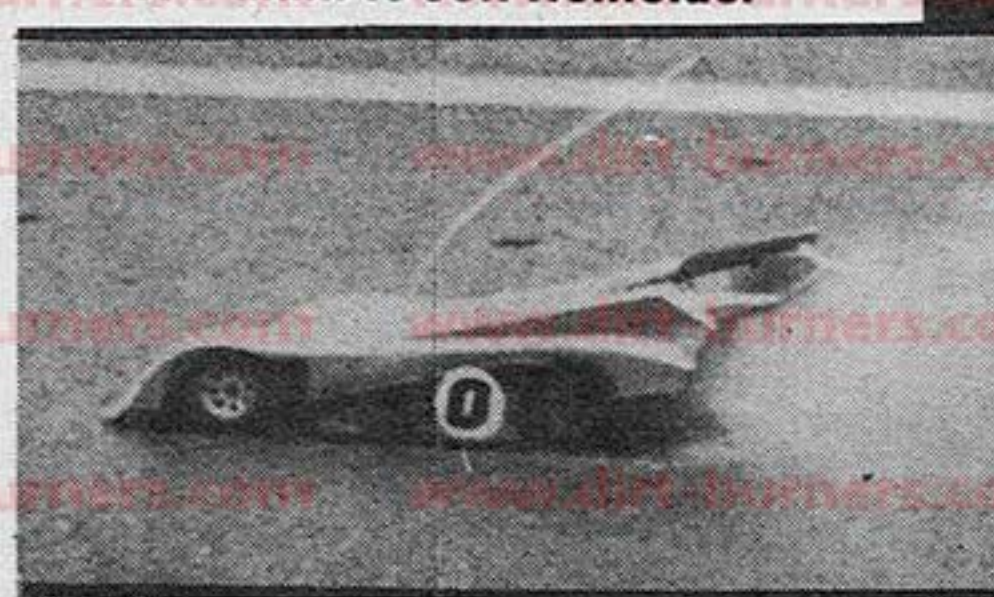
Bill Strange held the second spot until lap 51, when he developed fuel problems and then lost a front right tire. At this point Tom Douglas grabbed the second spot and held it until the end of the race.

Third place went to Jim Hodson who seemed to have lots of power to pass, but due to several flame outs kept him from the top spot. Fourth went to Dean Brown (check

**E Main winner Paul Sang**



**First D Main to Jeff Hollfelder**



out Dean's "One Racer's Observations" of the McCoy in this issue) who always drives a very steady race.

**D MAIN:**

This Main could have been the Japanese Team Main, as it featured four drivers from Japan.

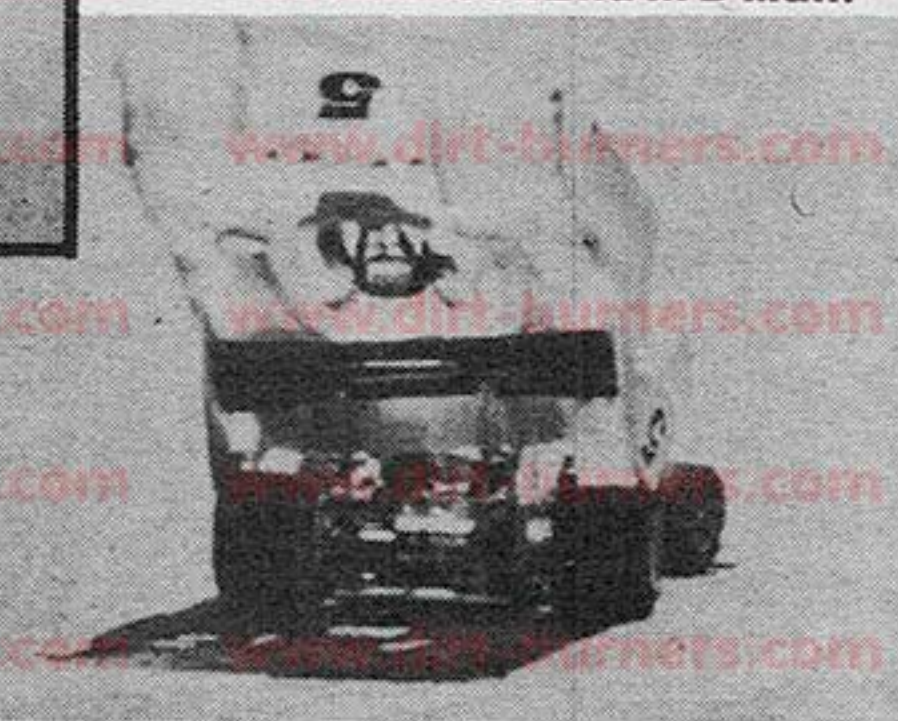
The strongest of the four was Kenji Mashuda who finished the 70 lap main in third place with 66 laps completed.

What was amazing about his 3rd place finish is that he had a number of setbacks during the race. For example: On lap 3 he lost a tire, then he lost his body clip and his body went flying up; then on lap 17 he got caught on the rail and lost valuable time. On lap 18 he stopped for fuel and took quite a long time. Still, when he was running he was charging hard.

**E Main crash.**

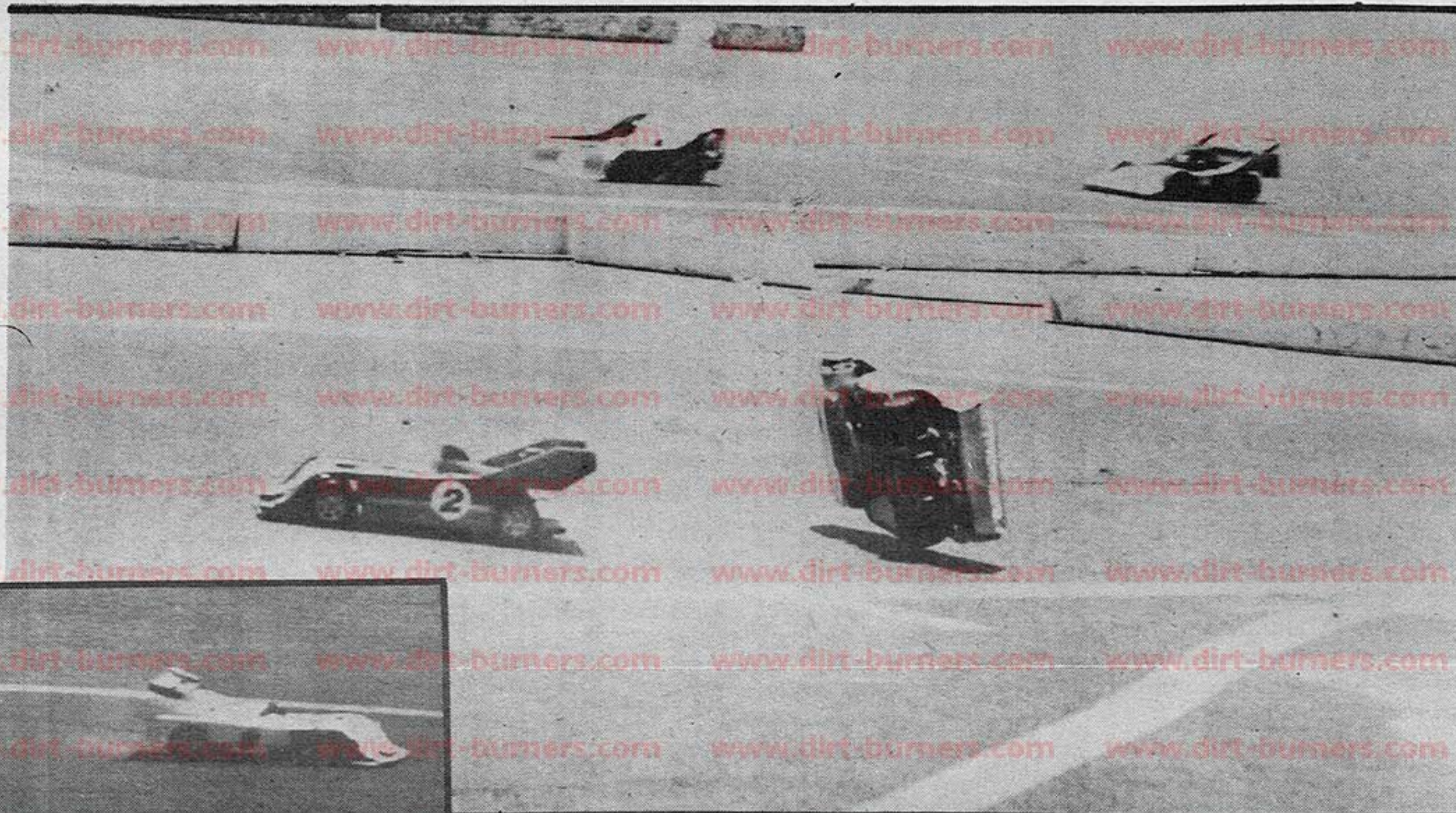


**In spite of blowing up his body, Ross Kloeber took 2nd in D Main**



The hard luck guy in this heat was Chuck August (pulling double duty as a racer and fine announcer). Chuck looked like he was going to walk away with this race. He had the lead through 59 laps, but then disaster struck. He blew a gear and that was all for him.

Jeff Hollfelder, who had been following Chuck not too far back, took the lead and finished first. Second place went to Ross Kloeber, who had some problems early in the race, and despite long fuel stops and a couple of flips, he charged hard enough to take 2nd.



Larry Bain (#8) and Dick Camp (#2) had a real battle for second for most of the race(left), at one time Bain hit the course marker and got sideways,(above) but was able to recover to earn the 2nd spot in the F MAIN. Camp finished 5th. P. Votava.





## C MAIN:

Eighty laps to go. Would it take four or five fuel stops? With this kind of heat, fuel milage was a question mark. So was tire life. Would they last?

For about four drivers the answer was "no".

Take Mike Rowland who on lap 71 finally shredded his rear tire after having lost chunks for about 10 laps. Then it was Jerry Brower who ran without a right front tire.

Randy Wente, who even though miraculously finished in Second, drove about half of the race with only one half of his right rear tire!

Emerging the winner with a truly smooth ride was Jim Nelson. He was the only one to complete the 80 laps.

Second went to Wente, third to Roger Curtis.

Roger had flirted with second spot on several occasions, but kept falling behind during fuel stops.

## B MAIN:

Only because of the limits of frequencies and driver's space, were these ten drivers relegated to the B Main. They could all have been A Main drivers.

The difference the top qualifier in the A Main (Jianas) and the last qualifier for the B Main (Matt Azzara) was .18 of a second!

In this Main the DELTA team was well represented with all three Campbells; Bill, Ken and Georgia. Georgia had surprised everyone by just narrowly missing the A Main cut.

Right from the start, Jerry Snow took the lead. Announcer Chuck August seemed surprised at this fact, but watching Jerry drive and pulling away from all other cars, it seemed that that's where he belonged.

He drove a very smooth race, that except for fuel stops, and once flipping his car on lap 83, he was flawless. He was the only one to complete 90 laps.

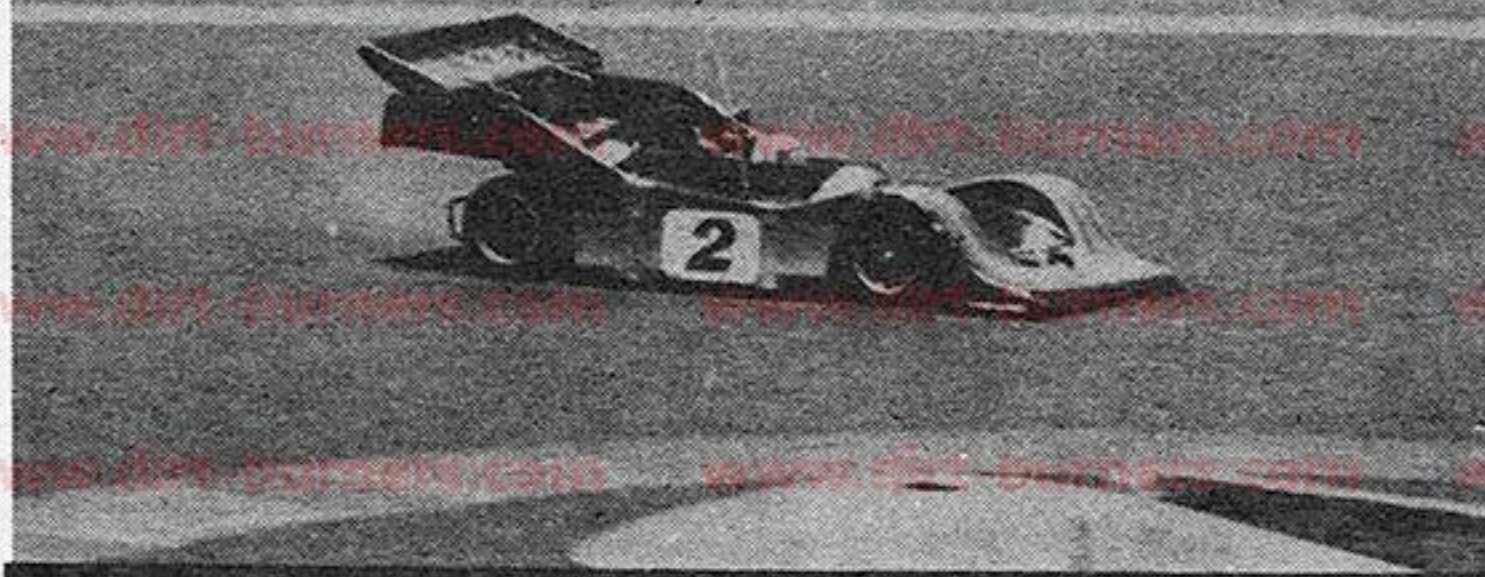
In second with 88 laps was George Linder. He too drove very well, but had some anxious moments, when on lap 50 he flamed out. Quick pit action, got him started and regained the second spot.

Mike Kimrey looked like he would be the guy to beat in this Main, but several encounters with the walls and cars kept him back and could only manage third.

In fourth it was Eustace Moore, driving his own designed and built MIP car, challenging Kimrey for the third spot. Unfortunately, on lap 58, he and Mike tangled and Moore lost his radio and the bid for 3rd.



The hectic start of the C MAIN (above). Jim Nelson car #2 (left) took the C MAIN win. B MAIN winner Jerry Snow, (#2) led from the start.



Ken Campbell wound up in fifth. He appeared to be having lots of problems, especially with his steering. He also managed to lose a tire on lap 62.

## A MAIN:

This was what the "REAL MCCOY" was all about.

Out of 107 entries, the ten best cars and drivers would go for 100 laps and the glory.

Anticipation was great. Nerves were taut and the crowd was ready for a great show.

The start was delayed for about 20 minutes, because of some drivers complaining of radio interference during their practice prior to the start.

This added to the already mounting tension.

Pits were checked for any transmitters.

At first it was thought that a van, carrying Video equipment, that had parked near the track to tape the race was causing the problem. They were asked to move.

Still, Rick Davis and Rich Lee seem to be having radio problems.

Now the heat was on. Drivers wanted to get started. The temperature was well over 100, the track heat had to be 120 degrees.

It was time to go. So, when it was determined that it would be safe to run the A Main, a one minute warning was given through the previously taped voice of John Thorp.

The cars were taking the last few practice laps. Thirty seconds!



Some cars started to pull into the line. Fifteen seconds! Almost all cars were now in line and getting the last drops of fuel.

Ten seconds! Each pit person, behind their driver's car, holding the rear end up, allowing that engine to roar and clean itself out.

Five seconds! Cars are put down, and all of the sudden an erie quiet engulfs the starting line.

Five, four, three, two, one...the horn goes off and the explosion begins!

Sounding like a swarm of bees, all ten cars shoot for the first turn. Passing is rampant; dicing into the second turn is wild. Each driver's eyes glued to his car, but always cognizant of who's in front, or who is behind. Turn three and all ten cars are about five yards apart.

Then all of the sudden as if shot from a cannon, Bill Jianas' ASSOCIATED Special, pulls out onto the sweeper and drives away

from the pack. The only other car to do likewise about ten yards behind, is the DELTA car of Arturo Carbonell.

It is now clear at this early stage that Jianas' car is working and handling great. He's the guy to catch.

Two laps down and it's Jianas and Carbonell, resuming their competitive rivalry. It's the Cajun Grand Prix once again.

Clearly they are the two watch. Dicing goes on in the back of the pack, but most eyes are on these two drivers.

Those who watched the first 75 laps saw some of the finest driving by two excellent competitors. They were never more than 30 yards apart.

(contd. page 37)



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# MANUFACTURERS' 4-CELL SERIES

# Elmsford Raceway

## 4-CELL 1/12 Indoor Racing

Story by Michael Del Rosario

### INDOOR SERIES ENDS IN DRAMATIC FASHION

It was the last heat of the day and the last race of the season, and Bill Fisher was trailing Jack Benas, in the series, by only two points...349 to 351.

The race was for the overall championship of the Leisure Stock Class.

Jack got off to a good start by qualifying second, which placed him just in front of Bill, who started fourth in the grid. (Maybe that's just what Bill wanted, so he could keep his eye on Jack)

As it turned out, Bill got into an early crash and Jack sped out to an early half lap lead.

At the half way mark, Bill moved up to third place and was putting a strong charge to catch Jack.

Bill moved so well and so quickly that with one minute to go, the gap had closed to a mere car length.

The other four cars in the field, understanding the importance of the race, gave both drivers a clean path around the track.

Then it happened. With 30 seconds to go, Jack cut the turn a little too fine. As he brushed the board, Bill took the outside, and charged ahead to win and take the one point victory in the series. Some finish!

In the MODIFIED class, Tony P., who dominated this class during the series with five wins in eleven races, also came away with first place overall honors in the last race of the season. Jack Benas finished second and Jim Damerell, with a second in the last race, slipped into the third overall spot.

NOVICE Class turned out to be a runaway for Chris Stargiotti, with he only having to show up to clinch the first overall. As it turned out Jay Braverman, also had clinched second, even though he was attending a wedding and could not be there

Going into the final race of the season the top two positions in CONOURS were sewn up, but there was a battle for third.

Paul Punter finished first, Jim Damerell was second but third was decided on the final race between Wayne Burkhardt and Joe Neeley. Neeley won the third spot.

Now that the 4-Cell season is over, the next series is the Outdoor Six-Cell Series. It began on May 17 at Elmsford and will continue through September 20.

Here is the remaining schedule:

JUNE 28:  
at Rattey's

JULY 19:  
at Elmsford

August 30:  
at Elmsford

SEP. 20:  
at Elmsford

Practices for the outdoor season will be on Sunday, when there's no racing. Practices on race day begin at 10:30 am to Noon.

Entry is still \$6.00 for first class and \$4.00 for each additional class.

### FINAL STANDINGS:

#### Concours:

1. Paul Punter
2. Jim Damerell
3. Wayne Burkhardt
4. Joe Neeley
5. Joe Nocera
6. Steve Brown, Paolo Catucci, John Chandler, B. Kollopoulos, John Nocera, Walter Prink Jr., Walter Prink Sr. (all tied)

#### Novice Final Standings:

1. Chris Stargiotti
2. Jay Braverman
3. Dan Genovese
4. Walter Prink Sr.
5. Eddie Whol
6. George Victorov
7. Fred Emdler
8. Scott Givre
9. Jack Russell
10. Greg Aupperlee
11. Bill Ruffin
12. Frank lau
13. Lee Fountain
14. Randy Burroughs
15. Dick Bond & Joe Nocera

#### Stock Final Standings:

1. Bill Fisher
2. Jack Benas
3. Jim Damerell
4. Neil Tilbor
5. John Chandler
6. Ron Aricchi
7. Ken Jecas & John Andrews
9. Bob Person
10. John Raymond
11. Wayne Burkart & Bob Emmot
13. Scott Lucas
14. Bob Farrell
15. Paul Punter
16. Joni Kinsley
17. D. Frankelstein
18. Jerry Malone
19. Ben Ramos
20. Glen McCartney
21. Jim McCarthy & Walter Prink Jr.
23. Andy Perman
24. Vincent Lee
25. Paul Rosenberg
26. Ray Lee
27. Joe Neeley
28. Bob Kantor
29. Jeff Kellner
30. Bob Bernhard
31. Frank Radosti
32. Ric del Rosario
33. Steve Brown
34. Repete Fusco & Bill Siry
36. Joe Colavita
37. Ray Poski
38. Steve Duty
39. Jay Costa
40. Paolo Catucci
41. Pete Fusco & Lew Garfinkle
43. Frank Cirulli
44. Dave Tilbor
45. Marc Blumenthal
46. Bob McVety & Joe Morel & Steve Van Leer
49. Bill Frame
50. Bill Hopcraft
51. Michael Pino & Sandi Wood
53. Charlie Lynch
54. B. Kollopoulos & R. Liontonia
56. Arnie Cohen & Keith Huot & Larry Labounty

59. Hugh maloney & Bob Musted
61. Lee Fountain & Steve Lubar
63. Richard Hunter
64. Bob Anton
65. Matt Wilson
66. Ed Hanley
67. Timmy Morton & Bill Rattey & Walt Schroder

#### Modified Final Standings:

1. Tony P.
2. Jack Benas
3. Jim Damerell
4. Ron Aricchi
5. Bill Fisher
6. Neil Tilbor
7. John Chandler
8. Ken Jecas
9. RePete Fusco
10. John Raymond
11. Pete Fusco
12. Scott Lucas
13. Paul Punter
14. John Andrews
15. Bob Emmot
16. Wayne Burkart
17. Jerry Malone
18. Bob Farrell
19. Ben Ramos
20. Glen McCartney
21. Ray Lee
22. Frank Radosti
23. Bob Kantor
24. Jim McCarthy
25. Bob Bernhard
26. Bill Siry
27. C. Netobartolo
28. Walter Prink Jr.
29. Vincent Lee
30. Ric del Rosario
31. Bob Person
32. Steve Brown
33. Charlie Lynch & Joe Neeley
35. Ray Poski
36. Steve Duty
37. Michael Pino
38. Joe Colavita
39. Paul Rosenberg
40. Paolo Catucci
41. Marc Blumenthal
42. Steve Van Leer
43. Terry Haugen & Dave Tilbor
45. Lew Garfinkel
46. Frank Cirulli & Bill Frame
48. Bill Hopcraft
48. David Kalendra
50. D. Finkelstein
51. Al Delemo Sr.
52. Robert Anton
53. Lee Fountain & Steve Lubar
55. Bob McVety
56. Keith Huot
57. Jay Costa & Bill Rattey

★ ★ ★



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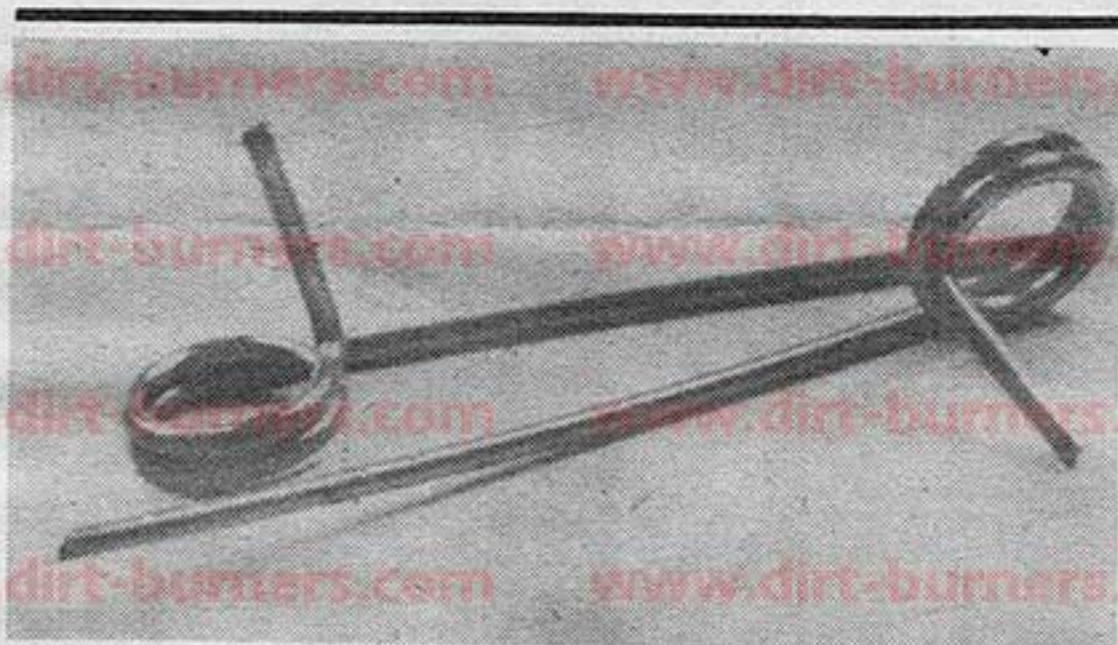


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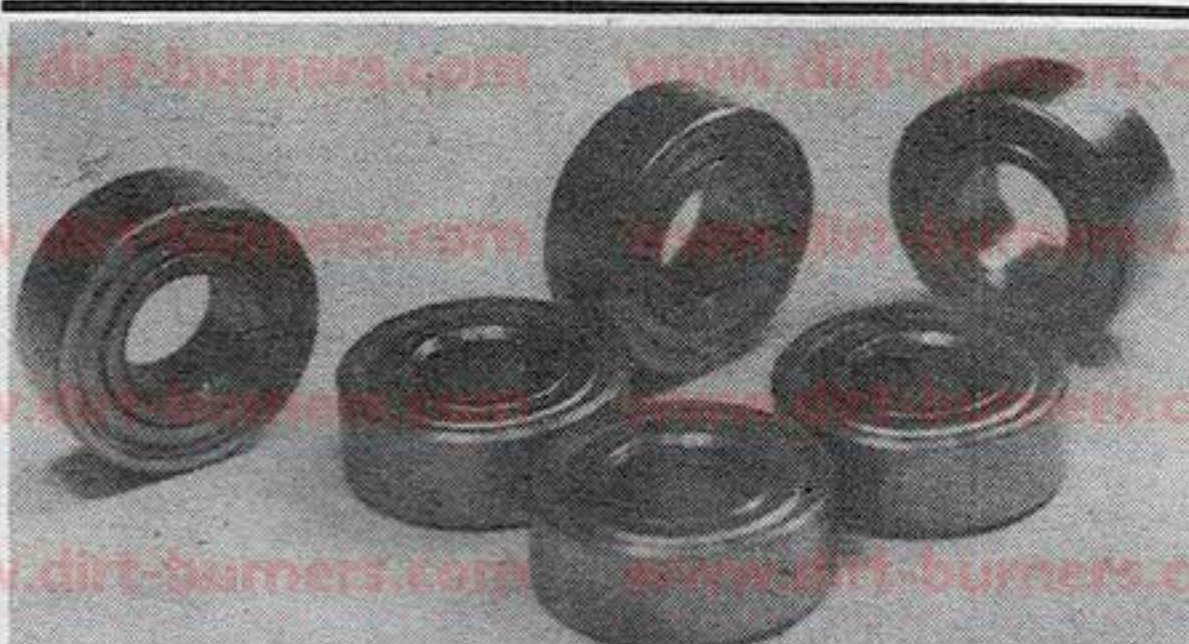
TS 351 FRONT END PINS, with cotter pins, for maximum security. Made of stronger material than stock, keeps the front end true. Comes in sets of four pins. \$7.00 per set.



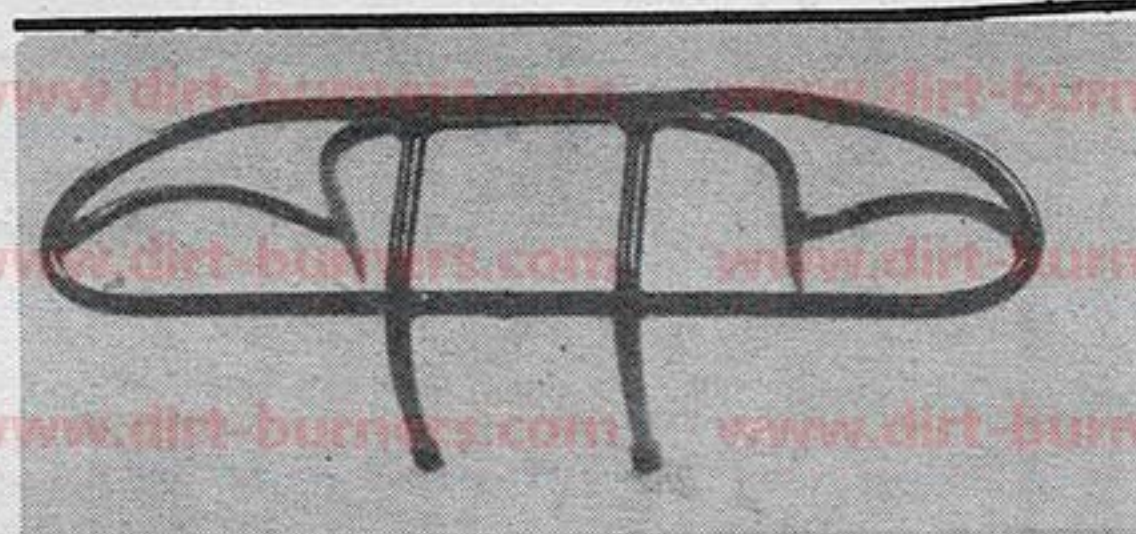
TS 353 Specially wound FRONT SUSPENSION SPRINGS. Comes in sets of two (right & left) will no "fatigue". Long lasting, high performance. \$3.50



TS 354 Rear Rough Rider; TS 354F Front Rough Rider; TS 354S Rear Sand Scorcher, Aluminum outer wheels. Excellent for "Councourse". .....\$15.95 pr.



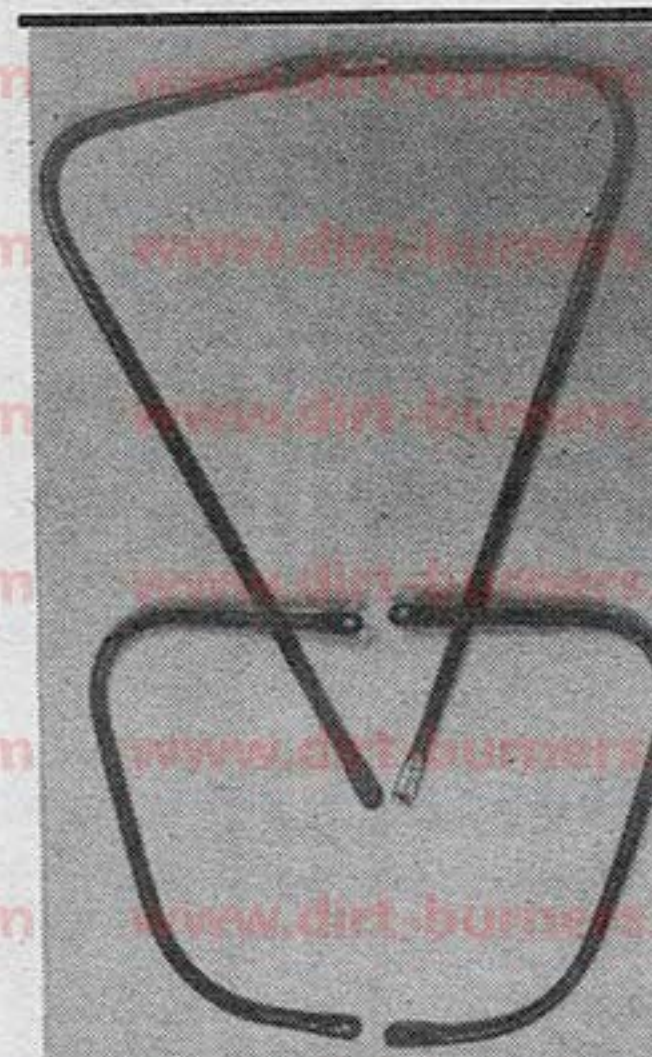
TS 360 MBB PRECISION BEARINGS, (six to a set) will fit inside gear case to replace six brass bushings and also will fit in wheel hubs (four in the front and two in the rear) for better handling. Unique "C" clip allows you to clean (if needed) and seal. NO OTHER BEARING CAN OFFER THIS.....\$21.00 set of 6.



TS 356 FRONT BUMPER, made of tubular steel protects the front end like no other bumper can. Hand made and welded. Fits both the single seater and Sand Scorcher (with minor bending).....\$18.95 ea.



TS 352 & TS 352S LONG & SHORT Body posts made out of nylon with lock-proof body pin hole. Fits stock servo saver. \$3.95 (long) & \$3.50 short.



TS 355 SIDE RAILS/NURF BARS protect the body and the Rear Axle. A must to use, made of tubular steel. Fits existing chassis holes.

### SOME OF OUR OTHER "TRICK STUFF" HIGH PERFORMANCE ITEMS

TS 369- Heavy Duty Steering Arm & Ball Joint. Screw fitted for long lasting use and dependability.....\$5.95 (set)

TS 370; TS 371; TS 372; TS 373 - NYLON TIE STRAPS OF 4", 6", 8" & 11" sizes. 10 to a pack. From .60c, .80c, \$1.00 and \$1.25.

TS 364- "The BAJA Motor" Specially designed for Off Road Use. Bearings and High torque. A must for the racer. Fits Tamiya's Off Road with minor Adjustments

TS 365- 6 CELL Battery Packs (3-sticks of two) NICD rechargeable batteries, perfect for modified usage. Connect yourself and save lots of \$ \$ \$ \$ \$21.00 (set of six)

COMING PRODUCT:  
ST Dual & Triple Shocks Bracket  
★ Air Scoops  
★ Off Road Wings  
★ Kydex Tough Chassis

● Ask your local shop for TRICK STUFF or Call us ● Distrib & Dealers inquiries welcome ●



# HEAT RACING IN SAN DIEGO

## Courtesy of THE PROP NUTS,

Story and Photos by  
Diana Coveney  
"The Water Witch"

Legg Lake, Ca.  
June 13-14, 1981

**THIS WAS THE FOURTH "HEAT RACE" OF THE YEAR, BUT THE FIRST ONE IN SOUTHERN CALIFORNIA, AND "HEAT" RACING IT WAS!**

The temperature soared over the 100 mark for both days of competition which brought out 104 entries.

The race was hosted by the Prop Nuts. The competition directors were Roger & Deb Wiechman who did a fine job, even though they had to continually ask for volunteers to help judge.

This is something that all clubs must have in order to run a smooth and enjoyable race program...support!

STURDAY's racing was for Deep Vees only, with A, B, C Classes.

The starts were done by the use of a pre-recorded tape, which seemed to work just fine.

Each class ran for four rounds. In heat racing, you race against other boats, for first, second, ect...so it makes for really an exciting type of competition. In addition, you also chalk up points for the overall Championship at the end of the season.

Today, for some reason, many drivers were having Radio control problems.

One such case was Tommy Smith, whose boat went around the island and believe it or not, returned on the other side heading for land, when in the nick of time, it turned by it self and eventually died in the water it was close.

There were several ties that had to be run-off.

In the A MONO (would you believe it, again?) Diane Semlar and Cathie Galbraith were tied for 2nd. Semlar took the lead



Joe Monahan's Miss Van's. Detailed yet fast and competitive.

Photo. Diana Coveney

but blew upside down in the first turn allowing Cathie to take the second spot.

In the B MONO there were two run-offs. One was for 1st and 2nd between Paul Michalczyk and James "Woodie" Woodhouse. Woodie cut a buoy, lost a lap, then lost his rudder and came to rest on shore. Found out his problem: He was using a staple gun for a radio. The new KRAFT KP3KW Radio, looks like a large staple gun. Even though Michalczyk won first place, Woodhouse still holds first place in the point standings in this class.

The second run-off was for 6th & 7th place between Al Prather

and Robert Holland. Prather took the lead until the second lap when Holland caught up to him and even though Prather forced Holland to the outside, Holland caught up to him again and this time passed him for the 6th place win.

The last run-off was in the C MONO for 1st and 2nd. Jack Garcia and Jack Bishop both had 1400 points. Jack Bishop was first in the water, but at the start buzzer Jack Garcia took the lead. Bishop almost lost his boat as it hooked on him, but was able to right it and finish the race. Garcia took 1st even though his engine was loose for the entire race and was heard

rattling through out.

### SUNDAY

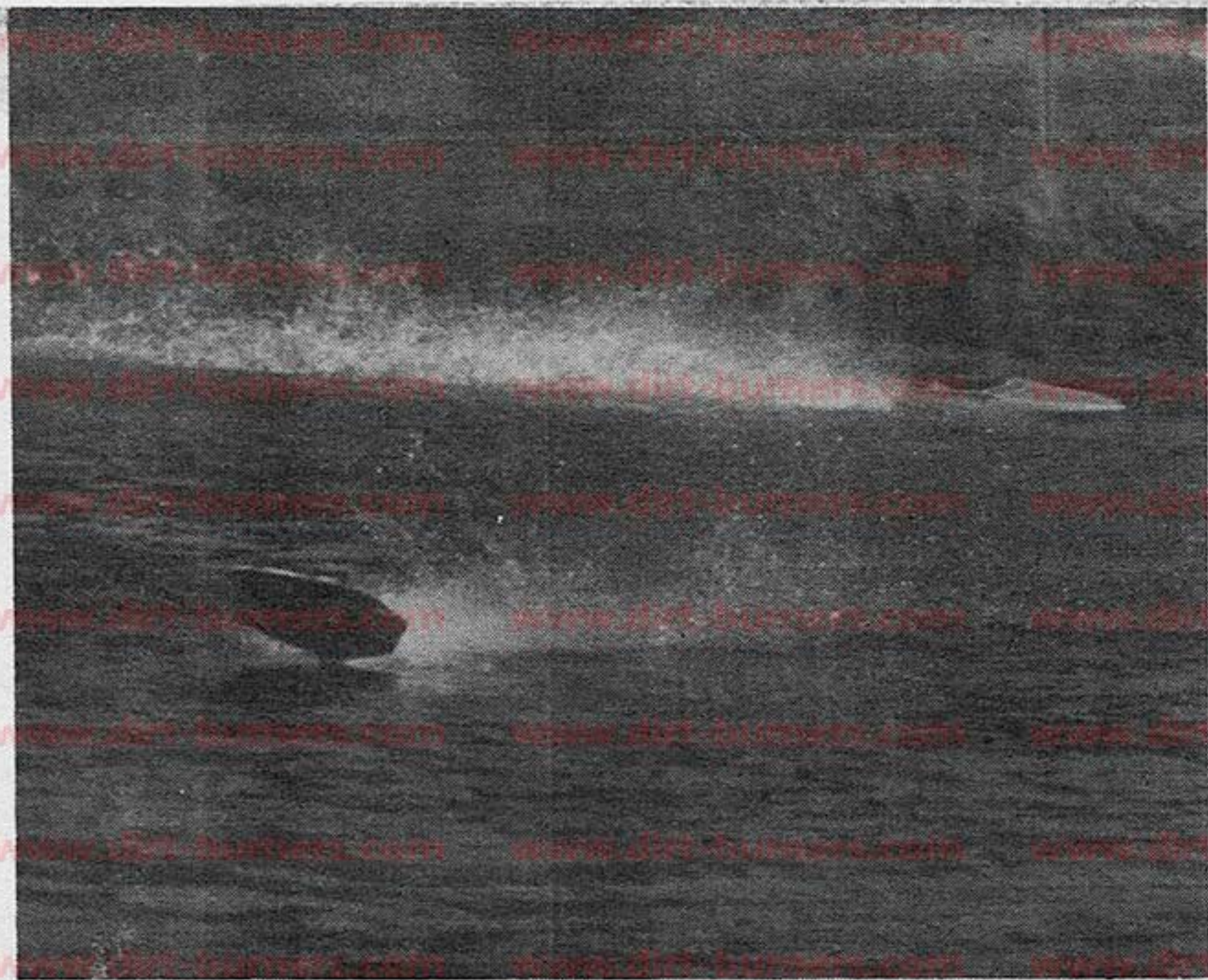
Watching the Hydros on Sunday seemed to raise the temperatures even more.

These Hydros are so hot that they are capable of reaching speeds of 50 to 70 mph! When these boats race, everyone gets to their feet to watch them.

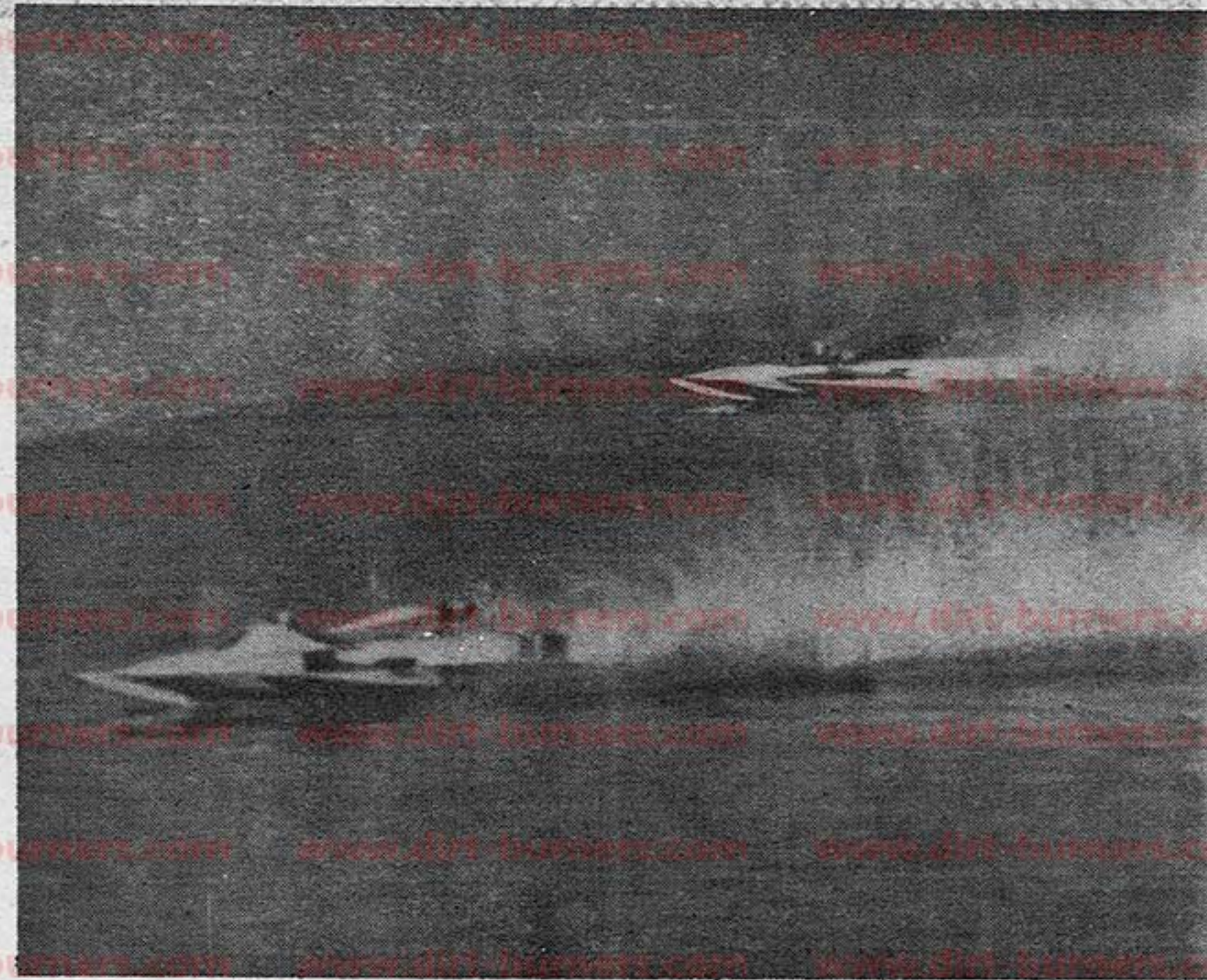
The Hydros also ran four Heats with A, B, C, mains.

Once again there were radio problems today, either from some type of interference or from a Ghost boat rider.

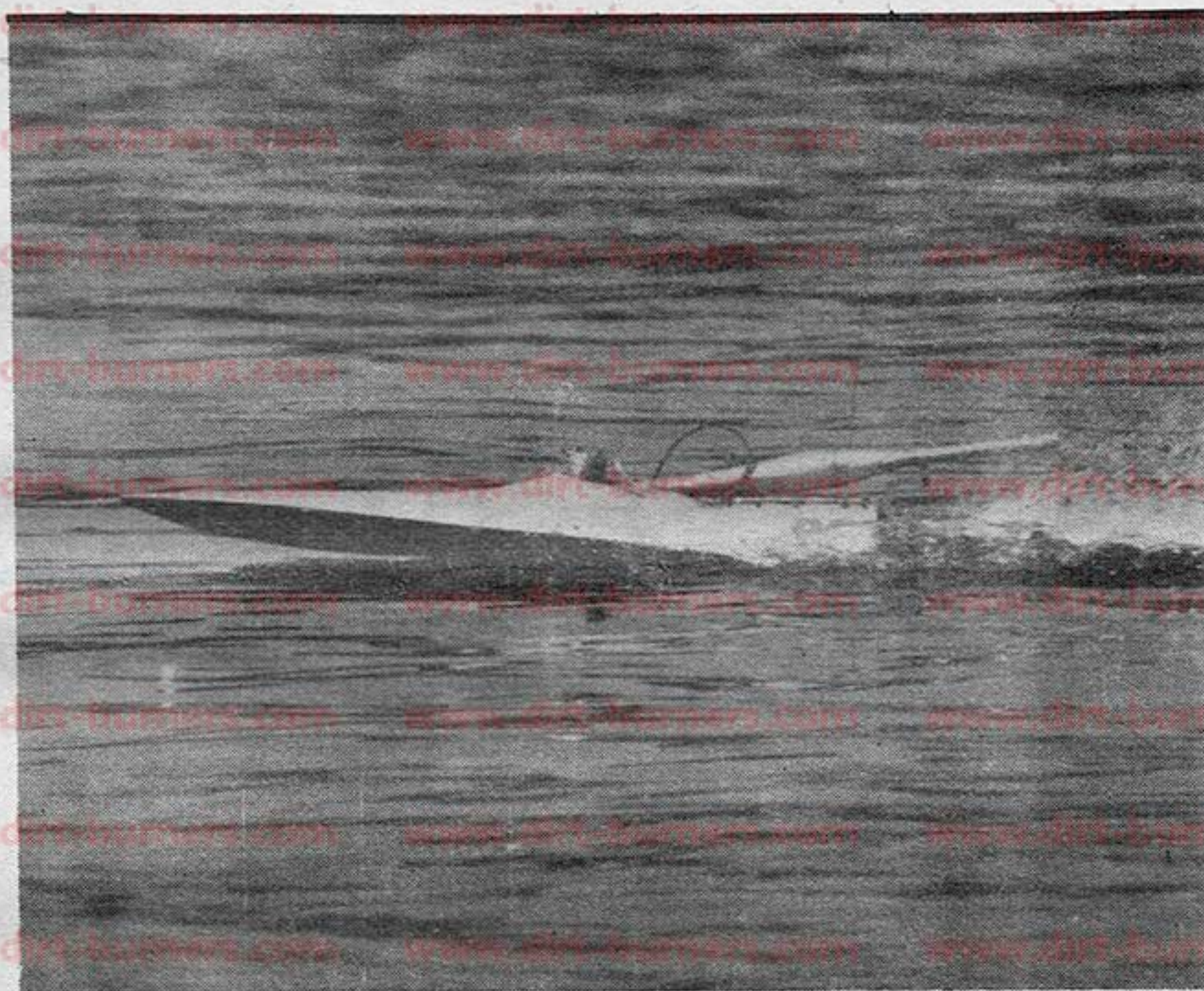




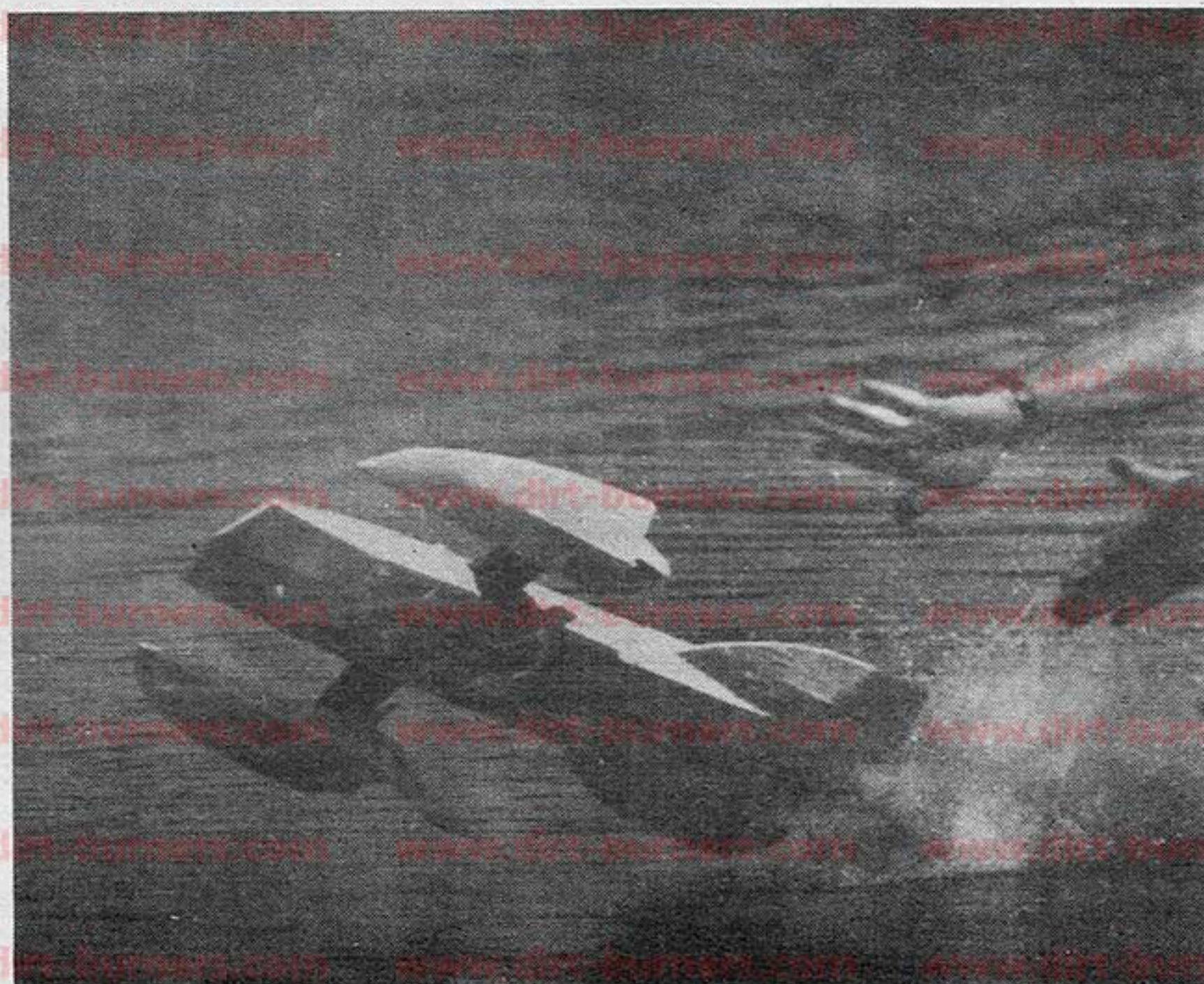
Cathie Galbraith keeping it from getting air born.



Jack Oxley in front of Gary DeLara in the Hydro Main.



Jack Garcia's Hydro (above) before the big explosion. Steve O'Donnell lost the race as a result of a very poor start (below). D. Coveney.



RESULTS

SATURDAY

A MONO:

1. Joe Jusak 1500
2. Cathie Galbraith 1400
3. Diana Semler 1400 (lost run-off)
4. Wally Stewart 1225
5. Paul Michalczyk 1150
6. Rosie Garcia 1075
7. Jack Garcia 994
8. Don Talman 925

B MONO:

1. Paul Michalczyk 1500
2. Woodie Woodhouse 1500 (lost run-off)
3. Doug Nystrom 1400
4. Terry Holland 1325
5. Terry Prather 1225
6. Robert Holland 1125
7. Al Prather 1125 (lost run off)
8. Eddie Patton 975

C MONO:

1. Jack Garcia 1400
2. Jack Bishop 1400 (lost run-off)
3. Al Prather 1225
4. Richard Taylor 1100
5. K. Puckett 950
6. Richard Fish 825
7. Doug Nystrom 750
8. Paul Michalczyk 644

SUNDAY

A HYDRO:

1. Jack Oxley 1500 (fastest time)
2. Karl Morse 1500
3. Wally Stewart 1325
4. Sid Ford 1125
5. Joe Monohan 1125
6. Tom Topping 1125
7. Ron Russell 900
8. James Lawson 875

B HYDRO:

1. Tom Topping 1225
2. Dave Ghormley 1200
3. Karl Morse 950
4. Ron Russell 850
5. Jack Oxley 625
6. James Lawson 550
7. Sid Ford 475
8. R. Meyer 450

C HYDRO:

1. Gary Pelara 1225
2. Steve O'Donnell 800
3. Wally Stewart 750
4. B. Rasmussen 419
5. Jack Oxley 375

\*\*\*

Jack Garcia, for example, lost control of his boat, although it was later blamed on his radio. His boat headed for the other side of the Island, and he had almost given it up for gone, when the boat reappeared on the other side of the island. Jack was able to regain control for two more laps, but then the boat took off again and this time it never returned. The Legg Lake ghost took a joy ride once again.

Steve O'Donnell is definitely one of the top contenders. He's currently in the second spot overall in the C Hydro class.

He made an attempt on the record by being clocked at 87 mph on the straight. Before he could make the second run, as it's required to establish the 1/16 of mile record, his boat died. He did earn a one way patch.

Gary Pelara won the fast C Hydro class while Steve O'Donnell finished second. We're mentioning Steve's performance and singling it out because at the tender age of 17, he looks like he's going to give the veterans of the sport a run for their money.

In order to drive these C Hydros you've got to have tremendous concentration and skills. At those speeds, one slight mistake and it's all over. If you ever have a chance to see these boats run, try to make it, you'll be amazed.

"The Water Witch"



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

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**TROPHIES TO 3<sup>RD</sup> PLACE-EACH CLASS**

PRACTICE AND REGISTRATION **4PM.**

**\$4.00 ENTRÉE**

PARTS ON HAND AT RACE FOR MRC. TAMIYA CARS

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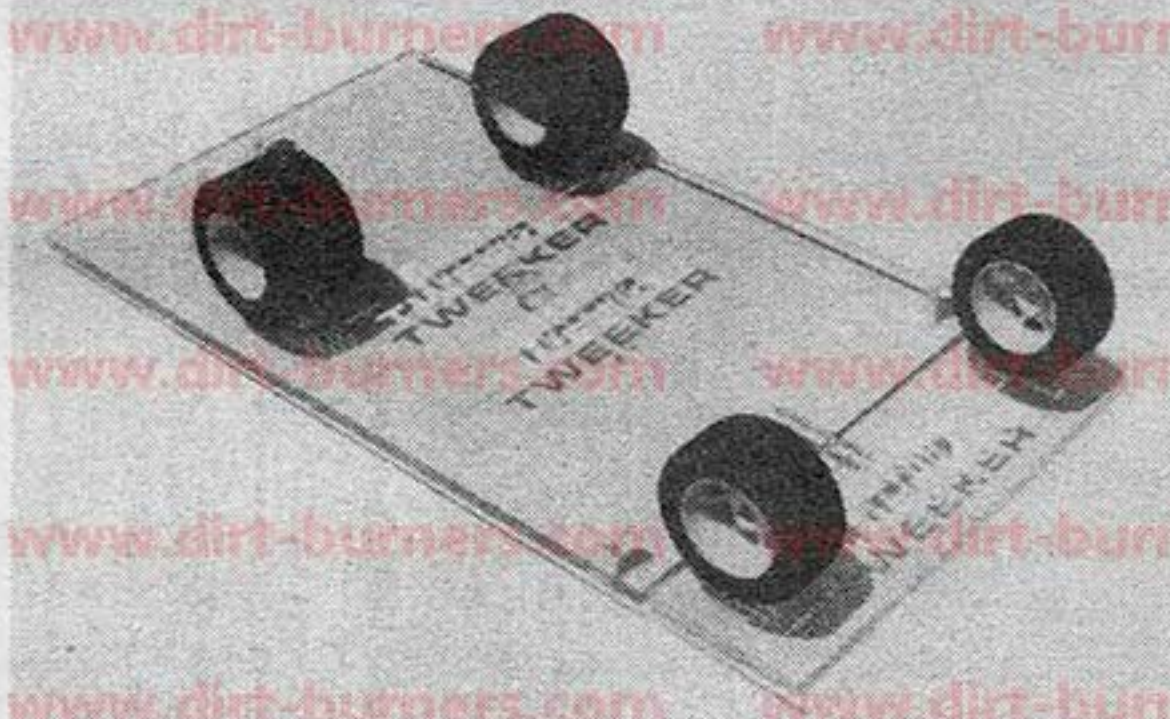
RACE SITE **14330 E. TELEGRAPH RD. WHITTIER CA.**

**In conjunction with: Great Western Hobbies NEW \*HOT\* TRACK\***

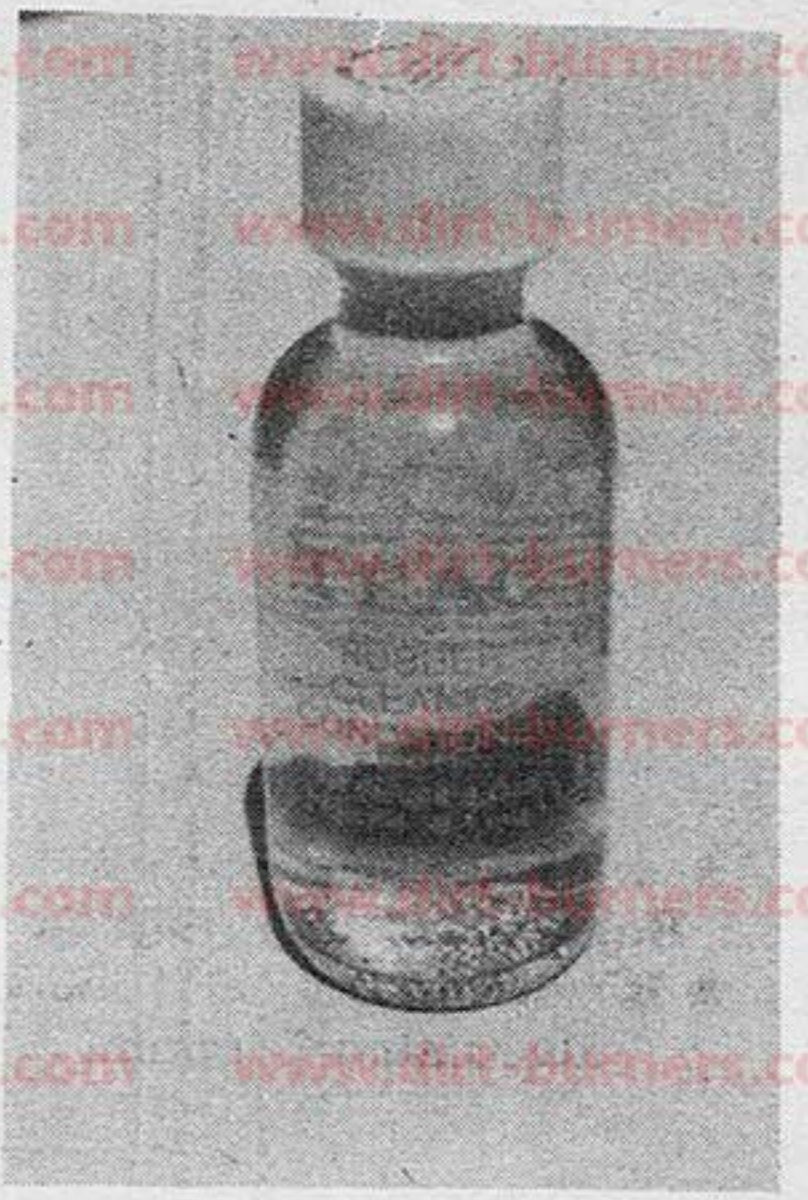
TROPHY run at 9am. Prize for Concourse



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 & 1/8 scale Tweeker Plate. Specially designed by Buddy Bartos for improved handling due to proper weight balance. Flat work surface when needed at the races.



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



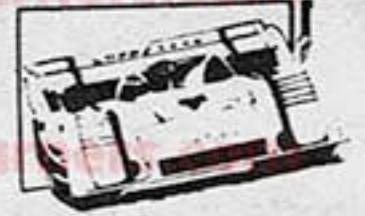
New 1/8 Scale BMW M1 ProCar. Our latest GT body from Europe will be run in the Camel GT races this summer.



New 1/8 scale Holbert CAC-1 body made from virtually indestructible Ilexan plastic.

**★ NEW ITEMS COMING IN R/C:**

- 1/12 Scale PANTHER car!
- Hand picked, dyno tested, Turbo Renault and Porche motors
- Super light-weight 1/8 scale Sorbello body
- 1/10 and 1/8 scale Audi Quattro body



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# DIRT SPRINTERS

## OVAL FLAT TRACK RACING GIVES NEW DIMENSIONS TO THE OFF ROAD CARS

WELL IT HAD TO HAPPEN SOONER OR LATER. YOU'VE GOT OFF ROAD CARS, SPECIALLY DESIGNED TO RACE ON DIRT AND OVER JUMPS AND THROUGH WATER AND SUCH. NOW THE IMAGINATION OF THE R/C ENTHUSIAST TAKES OVER AND FIGURES OUT HOW TO FURTHER EXPAND THE USE OF HIS R/C CAR.

And so, the introduction of Oval Flat track racing looks like it's going to be a popular one among many.

Already several of the Off Road tracks around are constructing or are in the process of building their "ovals".

One track that is already operating such a program is the MINI BAJA Track in Reseda.

Their first Oval race was held this past weekend, May 30, 1981.

The race brought out many of the off road racers who ordinarily compete in the Series, to try their luck at the oval.

Most used their Tamiya off road cars, with some slight modifications. In fact, those same cars can be raced on the oval with almost no alterations.

The purists though, wanted to at least use some of the basic principles used on the "real" sprint cars. Such things as pre-loading the front and rear suspension for the constant left turn; different size and compound of tires; softening of the shocks, and using bodies that are more conducive to a sprint car.

Since the racing is done on the oval, constantly turning left, the setting of the steering mechanism and trim was also changed to facilitate a smoother ride.

For example: several drivers chose to set their steering trim on the transmitter so that it pulls to the right. This way, while racing, you could have the transmitter steering cranked all the way to the left, but if the car started to spin around or break

loose, the slightest release to center would pull the car back to a straight line. This is like setting the car to under-steer.

It is quite interesting to see these cars come around the sweeping turns fully crossed up as the "real" sprinters do. It does require a finer touch by the driver, more so than when off road racing.

While speed is always nice to have, in this type of racing, the most important thing is to have a car that really handles well and a driver who can really keep the car on the edge, without breaking it loose.

The MINI BAJA Sprint Races held this weekend proved one thing, and that is that given the proper basic equipment to start with, the R/C enthusiast can just about do anything to add to the enjoyment and fun of the sport.

One such racer is Dave Hiebert. Dave, a former flat track racer on dirt bikes, is one of the most dedicated R/C off road racers around.

He spends an average of six to eight hours a week working on his car and preparing for his weekly racing. Some weeks, he races as much as four times.



## One-Tenth Scale

So it was no surprise that for the first Oval flat track, he came well prepared. His car was set up to go fast, always left and steady. Needless to say he not only won the Trophy Dash, but also walked away with Open Main.

To give you an idea in the difference of racing off road vs. oval, Dave usually turns a 16 second lap in the off road track at Mini Baja, while in the oval he was turning laps around 7 sec. In fact his best was a 7.1 sec. lap.

Racing is divided into heats according to time trials. To make things more equal, faster cars are pitted against each other, while the slower cars compete with other slower cars. The starts are always inverted, placing the slower cars in the front row and the faster ones in the back of the pack. This makes for more exciting racing.

At the MINI BAJA track, the heats are 15 laps, while the Main is 20 laps.

So for those of you who went out and got yourself one of those trick off road cars and you've done just about everything that can be done to them, here's your chance to go to another dimension. It doesn't take a lot of money because the equipment is already there. But it does take a little imagination and experimentation to set the car to go "left and fast".

Since more Ovals will be opening soon, it may be worthwhile to start experimenting right now.

We understand that the RCH Raceway in Costa Mesa will be putting in an oval track soon and so will the Ranch Raceway in Colton. In fact the Colton facility is presently under construction and it will be a "scale" half mile.

MINI BAJA is currently racing Flat Dirt Oval every Tuesday night starting at 7 pm and on every 5th Saturday night of the month at 7 pm. For more information you can call them at (213)345-7300.

Good racing.

### RESULTS:

Dirt Oval, May 30, 1981:

1. Dave Hiebert
2. Jiggs Garcia
3. Randy Spencer
4. Lou Peralta
5. Lonnie Peralta
6. Bob Pope
7. Ron Anthony
8. Dwight Gilliam
9. Mack Hudson
10. Don Arndt
11. Collin Thomson
12. Eric Grisham

TUESDAY DIRT OVAL  
June 9, 1981:

1. Jason Garcia
2. Jiggs Garcia
3. Lou Peralta
4. Trip Aiken
5. Randy Spencer
- Ernie King
- Jeff Baker
8. Steve Christianson
9. Tim Lavigne

- 10 Bob Pope
- 11 Lonnie Peralta
- 12 Ray King
- 13 David Phelps
- 14 Jim Brophy

TUESDAY DIRT OVAL  
June 16, 1981:

1. Jiggs Garcia
2. Jason Garcia
3. Kirk Naylor
4. Ernie King
5. Jeff Baker
6. Randy Spencer
7. Earl Harvey
8. Mack Hudson
9. Dave Phelps
10. Lonnie Peralta
11. Trip Aiken
12. Ray King
13. Bob Pope
14. David Shively
15. Chris Naylor
16. Tim White
17. Jim Brophy
18. Jim Mack

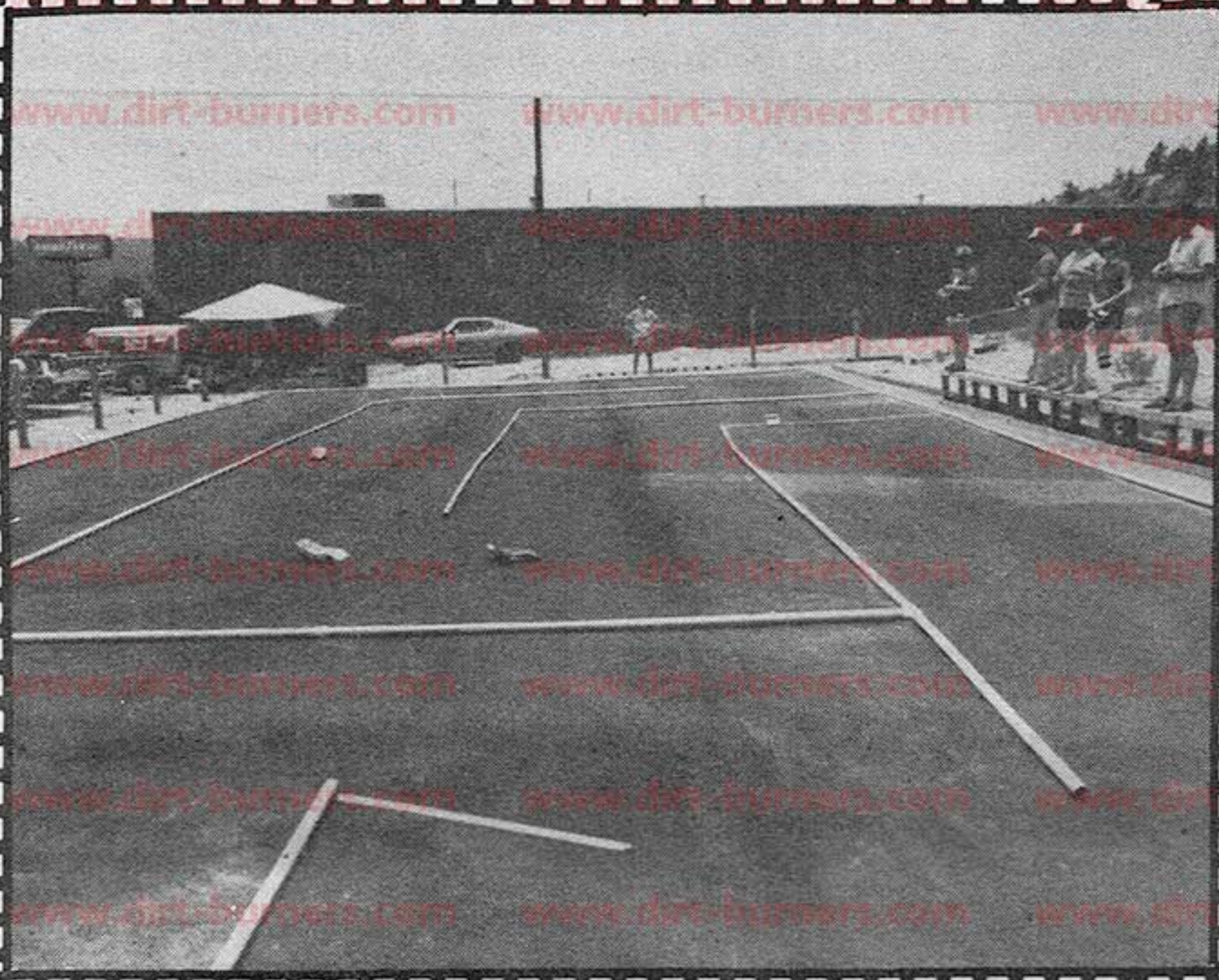


(Top picture) Jiggs Garcia and eventual overall winner Dave Heibert running their "super-modified" bodies for 15 laps. (Picture above) Four cars into the first turn. Leader car # 3, Lonnie Peralta, grabs too much bite and rolls.



# NEW RACEWAY

## In Snellville, Georgia



A NEW 1/12th SCALE TRACK IS OPENING IN SNELLVILLE, Georgia, sponsored by B & B Sales and the Dixie Racing Club.

The S.I.R. Track, as it is called, is an asphalt track especially designed for 1/12 scale racing. The track is 45' X 80' with "tennis court mix" surface. Barriers are 2" PVC pipe bolted to the surface.

Driver stands are two feet high and the lanes are ten feet wide. The Track is fully lighted and surrounded by rope barriers. The Track is open for 24 hours a day at NO CHARGE, except for a coin box that operates the lights.

B & B Sales is the sponsor of both the track and the Dixie Racing Club. B & B also keeps the largest stock of cars, parts and accessories for 1/12 cars in the South.

The Dixie Racing Club is the oldest R/C Car Club in the state and presently has 30 highly competitive racers/members. Membership is open to all at a nominal membership fee. President of the club is Roy Kelley.

Organized races are held every Wednesday night at 7:00 pm and on every Sunday at 1:00 pm. Prizes donated by B & B Sales are awarded to 1st, 2nd, and 3rd, in A, B, C, mains. Three trophies are awarded monthly to the highest cumulative points leaders.

The track record is currently being held by Brian Callaway with 38.5 laps in 8 minutes.

The Snellville International Raceway is truly one of the finest tracks in the South. It's located on Hwy 78, just East of Atlanta, Georgia. If you're ever in that area, make it a point to see and participate in the racing program.

(Contd. from page 18)

### Gulf South:

There was a bit of confusion in the A Main as to who was in 3rd, but after reviewing the tapes, although Gerry Brown was announced as being in third, it was clearly determined that John Abadie was holder of that position.

We must remember that although the announcer is there to help keep the spectators informed during the race, he is not the "official" word.

The series is over and the points speak for themselves.

Earlier in the season I had predicted that 1240 points would get you in the top 15. Try 1306 points!

Better drivers, better racing, more competition in 1981 has made the difference for us here in the South.

The recent showing of some of our drivers at the CAJUN GRAND PRIX proved that we can do battle with some of the nation's best racers.

### RECAP OF SERIES FACTS

Paul Verger has now won four out of four series crowns! Also, he has never lost a series race that he was able to compete.

Bill Gardner has taken second place in the Series in the last two Series. He is the only other person to win an A MAIN in the series besides Paul Verger.

Charlie LeBlanc made a significant move upwards in the standing from 7th in the last series to 3rd. "Ya like your DELTA, hey Charlie?"

Karl Kiser is the only other person to take the T.Q. in a G/S race, other than Paul Verger.

Freddie Rapuana has ran in the top five in only his two series.

The Most Improved Driver Award, voted by the 1981 G/S Executive Committee, was given to the "sleeper", Mr. Gerry Brown, who saved the best for last and improved last season's finish by 98 points!

First runner up was Danny Wenzel, who just missed top honors by one point. He managed to better his total by 97 points.

Another Series is history and the next one is already planned and scheduled and it begins on July 12 in Lafayette. Round II will have six races, two for each hosting city. The best four races will be used for the official total.

All G/S races will require the use of ROAR legal CAN-AM body. ROAR membership is a must!

### SERIES FINAL RESULTS Gulf South Series 1981

(best three of five counted)

|                       |      |
|-----------------------|------|
| 1. Paul Verger        | 1495 |
| 2. Bill Gardner       | 1491 |
| 3. Charlie LeBlanc    | 1457 |
| 4. Karl Kiser         | 1446 |
| 5. Freddie Rapuana    | 1439 |
| 6. John Abadie        | 1433 |
| 7. Dan Ironmonger     | 1417 |
| 8. Ivan Bourdier      | 1382 |
| 9. John Dupuis        | 1375 |
| 10. Sheldon Nothacker | 1356 |
| 11. Dave Mellinger    | 1346 |
| 12. Ernie Chassaniol  | 1344 |
| 13. Steve Hite        | 1342 |
| 14. Richard Childree  | 1326 |
| 15. Gerry Brown       | 1306 |
| 16. Frank Vance       | 1296 |
| 17. George Mollinary  | 1271 |
| 18. Chris Borrouso    | 1246 |
| 19. Kenny Smith       | 1246 |
| 20. Danny Wenzel      | 1237 |
| 21. Thomas Prine      | 1220 |
| 22. Charlie Bordelon  | 1203 |
| 23. Martin Zeller     | 1198 |
| 24. Terry Robertson   | 1191 |
| 25. Tony Roscoe       | 1168 |
| 26. Merle Nothacker   | 1162 |
| 27. John Dingman      | 1140 |
| 28. Ted Simon         | 1104 |
| 29. Todd Schumert     | 1097 |
| 30. Edgar Riviere     | 1095 |
| 31. Tommy Bordelon    | 1080 |
| 32. Bumpy Kearny      | 1056 |
| 33. Janie Mogel       | 993  |
| 34. Daniel Gardner    | 955  |
| 35. Louie LeBlanc     | 841  |
| 36. Chris Mottram     | 817  |
| 37. Benny Kimberly    | 799  |
| 38. Donald Spensel    | 703  |
| 39. Don Schenzel      | 689  |
| 40. Mike Tafaro       | 405  |
| 41. Dennis Spansel    | 400  |
| 42. Ron Robertson     | 380  |
| 43. Randy Schulte     | 372  |
| 44. Mark Moddy        | 364  |
| 45. Mike Fruge        | 356  |
| 46. Pat Roberts       | 347  |
| 47. Rocky Clause      | 329  |
| 48. Dudley Kinard     | 322  |
| 49. Tommy Rogers      | 315  |
| 50. Harry Waldrop     | 299  |
| 51. Fred Gentry       | 288  |
| 52. Jason Gentry      | 75   |
| 53. John Mistic       | 66   |
| 54. Richard Garrison  | 63   |
| 55. M. Dufour         | 0    |





The deluxe 3FG/Dual Rate system includes NiCads, 2-S24/Coreless Motor servos and R3F receiver.

*It's no secret the hot way around the track requires precise tuning of the steering linkage.*



*Too much angle and it's spinout time; not enough, and you "push" out too wide.*

*That's why the new Futaba 3FG is equipped with adjustable, dual rate control. Flick*

*Dual Rate control lets you adjust servo throw and sensitivity electronically.*

*the rate into action and your car automatically responds to the steering ratio of your choice for perfect cornering balance.*

*The 3FG also features servo reversing, torque compensation mixing, throttle/brake centering and fine-tune and a handsome new brushed aluminum case with built-in carrying handle.*



The original 2F. Super reliability and still the overwhelming favorite of RC car drivers everywhere.

*Get Total Control of your car. Futaba 3FG systems are available with all popular servo combinations for gas, electric and off-road competition.*

**Futaba**

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# Track tune your racer from the driver's stand with the new Futaba 3FG.





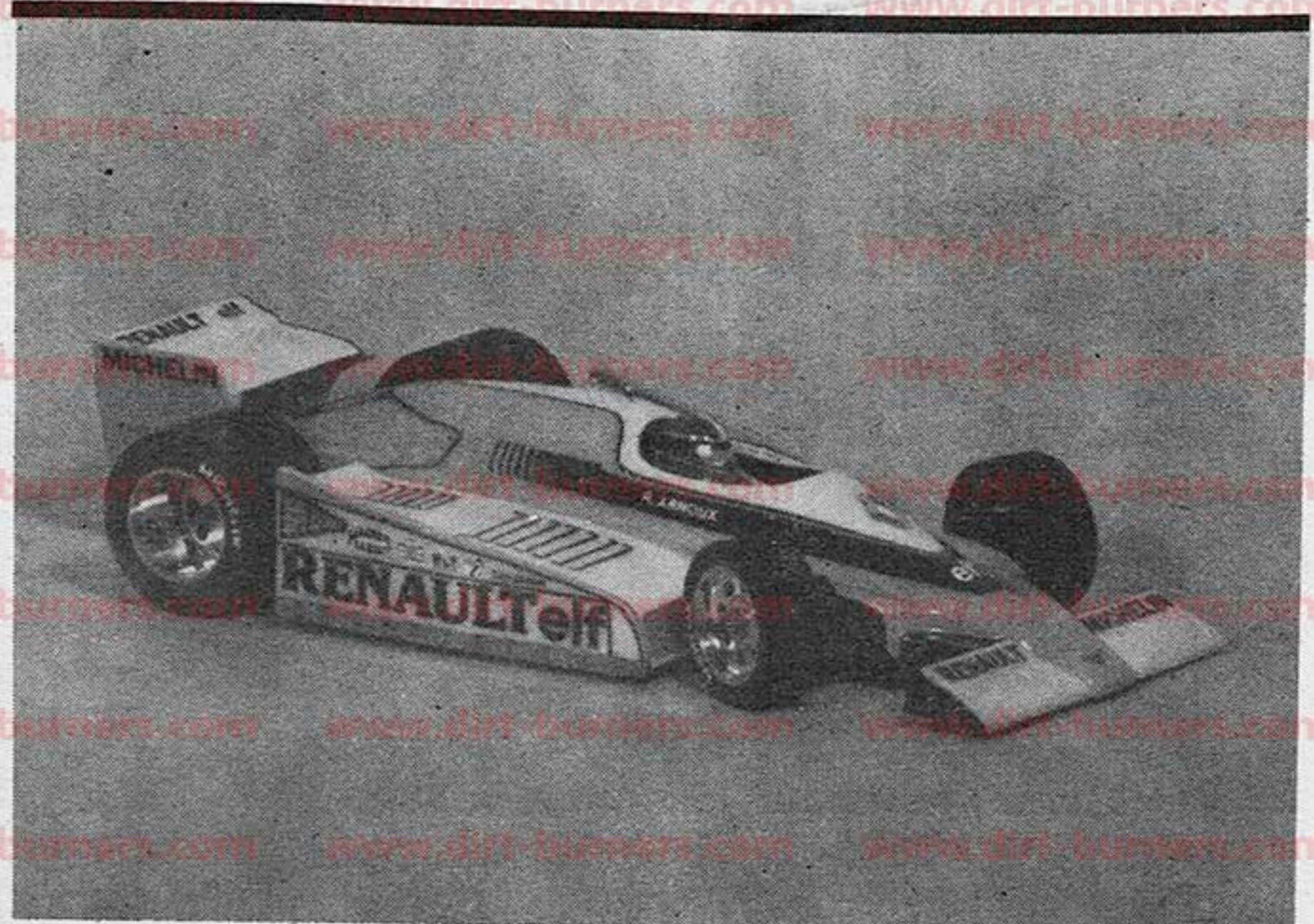
# INSIDE LINES



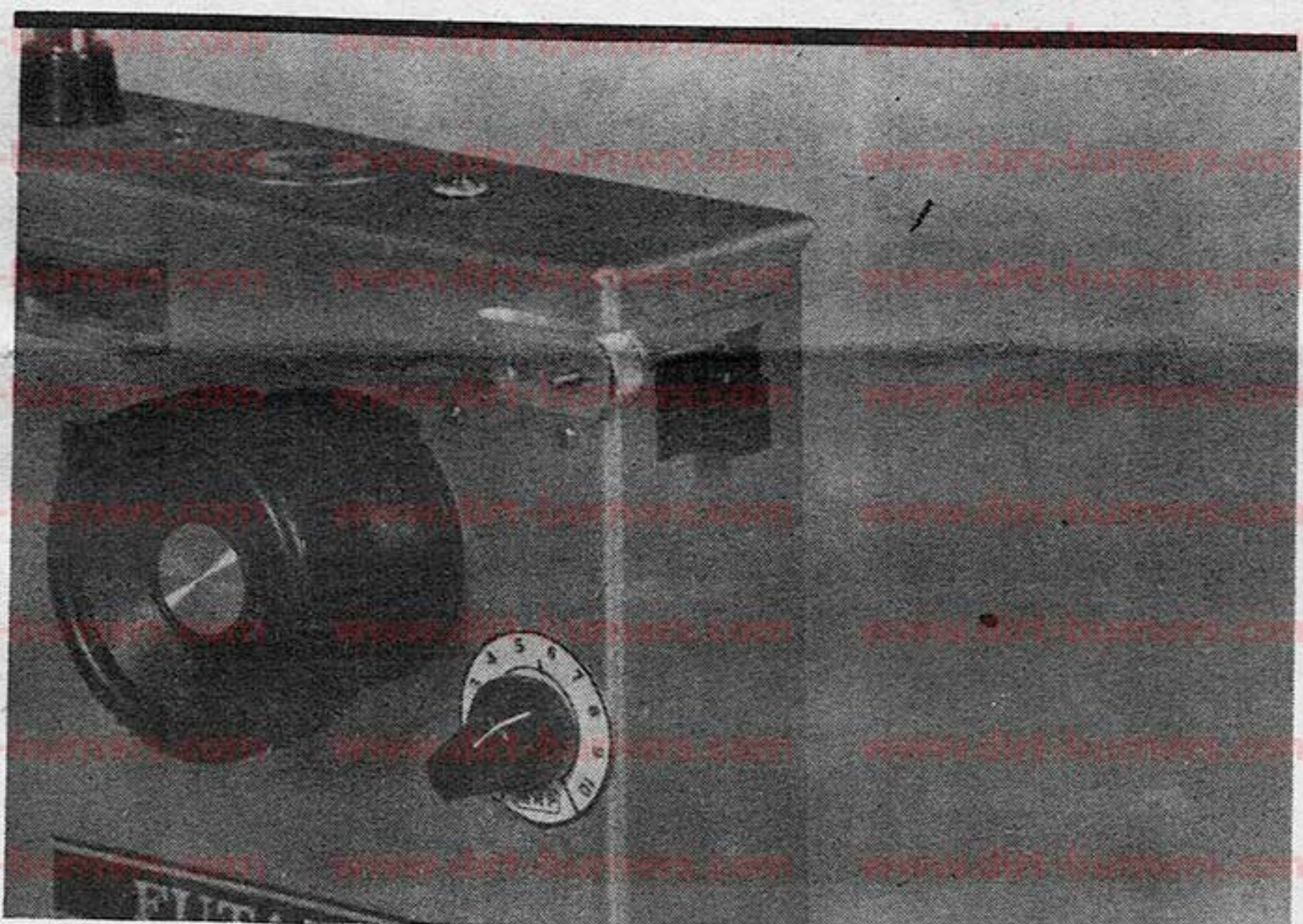
Short stroke Resistors now available in 8/10 & 1 ohm, which give you quicker response with less weight and is smaller in size to boot. From PARMA.



Also from PARMA. the KO Pistol Grip Radio-Precision control with outstanding features: Adjustable steering throttle servo reversing, plug-in crystals and ball bearing servos.



From MRP. The RENAULT RS23. The latest in F1 technology. Superior aerodynamics and design yield superior handling. Just like the PC-9, there is lots of room for electrics, batteries, etc. Available Clear #933 or Painted #933P.



MRP's # 205 STEERING RATE TRIM, an absolute necessity for sport or racing. The rate trim allows easy steering throw adjustment for your transmitter while running. Easy ten minute installation, fits all radios. The BRAKE TRIM # 206 is also quickly installed. The brake trim allows you to make fine adjustments while driving, when it's so critical.

## CAR WARS

We believe that the Challenger 1/12 car is best because it's simple enough to enjoy, complex enough to perform. Today's racing demands versatility; mid-engine or rear-engine Challenger has both. BoLink's new Challenger has the competition sittin' up and takin' notice. Shouldn't you? BE DIFFERENT TRY TEAM BOLINK. BE A WINNER! BE PROUD!

(Car Wars column is open to anyone who feels their car is the best. Maximum of 50 words per car. Send as often as you like. Remember, if you don't do it, no body will.)



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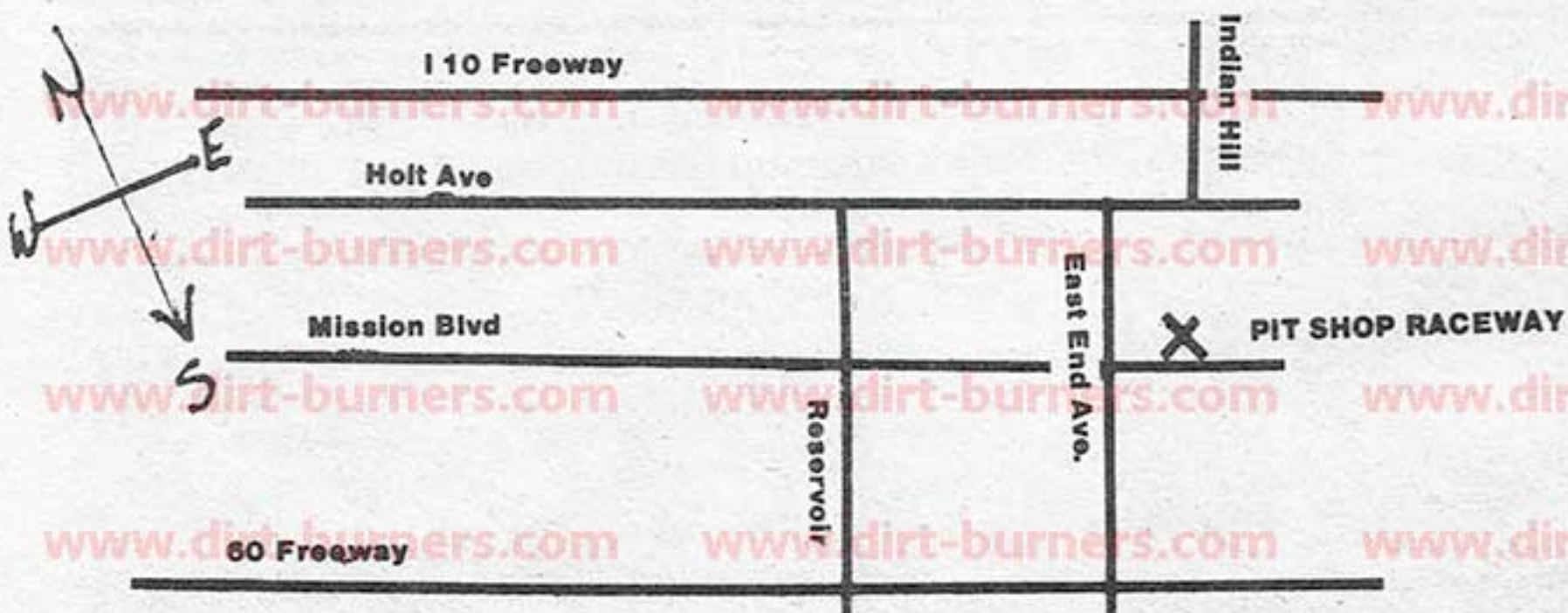
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- 4th SUNDAY OF EACH MO: 1/12 SCALE ROAD RACING

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# MC COY:

(Contd from page 24)

Jianas and Carbonell were driving with such precision, that it was hard to watch anyone else.

When they pulled behind a car, ready to lap him, you could see the mastery of their skills.

At times, for example, Carbonell had to weave in and out between two, sometimes three cars that were not moving over, while never shutting off! He couldn't let Jianas pull away.

Several times both Jianas and Carbonell pulled in for fuel no more than 10 feet apart. Got fuel and took off in less than five seconds and still 10 feet apart. The pit crew was really working great.

Around lap 63, we noticed that Jianas, although still in the lead, was beginning to get "squirly" around the turns and lose traction. Could it be tire problems or fatigue or both? His car was definitely not handling as it had for 60 plus laps. Carbonell just sat behind, waiting for one mistake.

All of the sudden, on lap 75, Jianas came of the straight, into the right hairpin, charging for turn 6 and the left hairpin. Suddenly, his car is airborne and flying about 30 feet into the infield, locked by the boards around the track. No way to get out unless a turn marshal pulls you out!

This is all Carbonell needed, he passed Jianas, and for the next 25, the entire DELTA Team held their breath as Jianas tried so hard to catch Art.

These had to be the longest 25 laps for Art, who drove a near perfect race. In Carbonell's mind, there had to be the memory of last year's MCCoy, when he was leading, but broke a few laps from the end and Jianas won. Could it happen again?

The DELTA pits went wild, when Art got the white flag. I don't think anyone in the pit moved or took a breath for the next 25 seconds. Then Carbonell passed the finish line and got the checkered flag and it was all over. The McCoy Race belonged to Art Carbonell.

Jianas was truly dissapointed, but glad that it was Arturo that won. Bill knew that a momentary loss of concentration, fading handling capabilities of his car, and perhaps his own fatigue caused his losing first spot.

Finishing in third, was Associated's main-man, Gene Husting, with 96 laps.

Fourth went to Tom Wong and fifth to Curtis Husting.

Truly dissapointed was Rick Davis, who was an early favorite, but had radio problems and pulled out early in the race.

So for the ninth time, The Real McCoy Race is in the 1/8th scale history books.

The next big race of this type will be on July 4-5, at the World Championships in Indianapolis.

But for most, the next big race is next year, when once again, drivers from all over come to Southern California, to give it one more try, a shot for the "glory".

### RESULTS

#### A MAIN:

1. Art Carbonell
2. Bill Jianas
3. Gene Husting
4. Tom Wong

#### B MAIN:

5. Curtis Husting
6. John Thorp
7. Dana Smeltzer
8. Chuck Phelps
9. Rick Davis
- 10 Rich Lee

#### B MAIN:

1. Jerry Snow
2. George Linder
3. Mike Kimrey
4. Eustace Moore
5. Ken Campbell
6. Randy Tentschert
7. Bill Campbell
8. Matt Azzara
9. Georgia Campbell
- 10 Mike Lavacot

#### C MAIN:

1. Jim Nelson
2. Randy Wente
3. Roger Curtis
4. Joe Sullivan
5. Mark Miranda
6. Mike Rowland
7. Jerry Brower
8. Chuck Moon
9. Bill Newlin
- 10 Barry Grossenbacher

#### D MAIN:

1. Jeff Hollfelder
2. Ross Kloeber
3. Kenji Masuda
4. Dave Shuck
5. Chuck August
6. Ralph Burch Jr.

#### 7. Masahisa Yamashita

8. Junichi Tanizaki
9. Butch Kloeber
- 10 Kazuya Mori

#### E MAIN:

1. Paul Sang
2. Tom Douglas
3. Jim Hodson
4. Dean Brown
5. Mike Pino
6. Billy Strange
7. Joe Lynch
8. Gil Loal Jr.
9. Ira Kimble
- 10 Jim Jones

#### F MAIN:

1. Joe Tentschert
2. Larry Bain
3. Yukio Yamada
4. Lee Miranda
5. Dick Camp
6. Jim Turner
7. Ruben Serrano
8. Bob Mathisen
9. Jim Gonzel
- 10 Gregg Stetzer

#### G MAIN:

1. Bob Coughran
2. Gay Sullivan

#### 3. Al Vega

4. Andy Jacobson
5. Darrell Hall
6. Gil Loal
7. J.D. Green
8. Mike Reedy
9. Rick May
- 10 Dave Richardson

#### H MAIN:

1. Bob Oliver
2. John Douglas
3. Hiroshi Kumabe
4. Gary Higgins
5. T. Brown
6. Don Sallenback
7. Rene Romero
8. David Morford
9. Ian Miller
- 10 Brad Tofflemire

#### I MAIN:

1. Sonny Maddison
2. Ross Wilson
3. Jerry Thompson
4. Bill Vickers
5. Alan Laudenslager
6. Mike Smith
7. Jerry Peden
8. Glen Williams
9. Xavier Mejia
- 10 John Page!

#### J MAIN:

1. Dick Tyre
2. Ken Higdon
3. Jon Sullivan
4. Frank Milowicki
5. Kim Brown
6. Bennie Hill

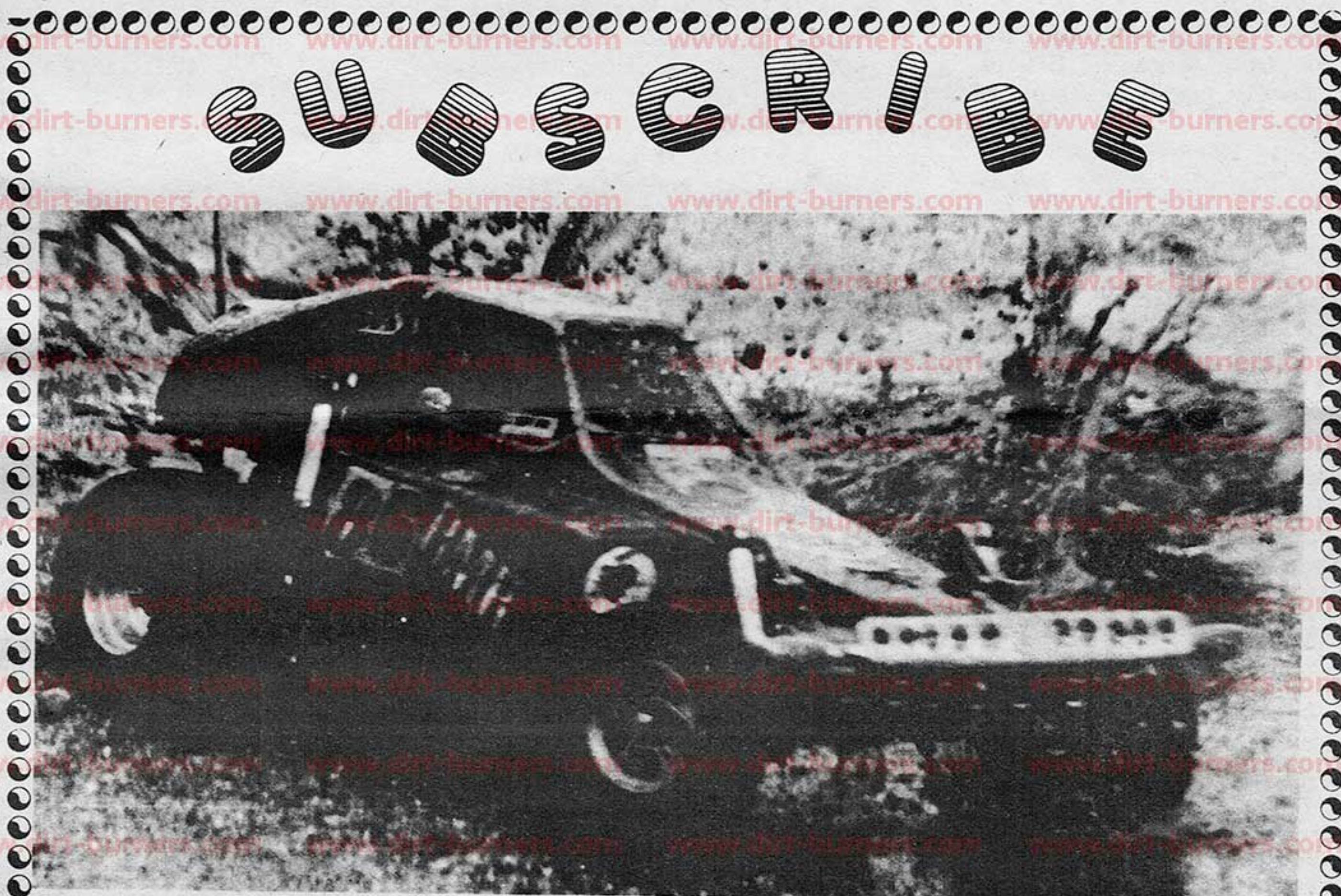
#### K MAIN:

1. Glen Wilcox
2. John Coffman
3. Lou Peralta
4. Dean Miranda
5. Willie Green
6. Chris Chan
7. Alan Williams

#### TOP QUALIFIERS

- |                   |         |
|-------------------|---------|
| 1. Bill Jianas    | 4:01.30 |
| 2. Rick Davis     | 4:04.88 |
| 3. Curtis Husting | 4:07.13 |
| 4. Art Carbonell  | 4:07.72 |
| 5. Gene Husting   | 4:08.62 |
| 6. Dana Smeltzer  | 4:11.72 |
| 7. Tom Wong       | 4:12.46 |
| 8. Chuck Phelps   | 4:13.37 |
| 9. John Thorp     | 4:13.59 |
| 10 Rich Lee       | 4:14.88 |

\*\*\*



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Southern Oregon Power Boaters. Expo Ponds, Central Point, or Elec., Enduro, Offshore, Outb 40 Unlim. Hydro (503)776-5331

**JULY 4-5**  
Rudder Busters-Sarno Pond, Melbourne, Fla. Record Trials (305)269-2779

**JULY 11-12**  
Del Val RC Model Power Boat Club. Lake Magnolia, Bristol, Pa. Dist 1. Heat Race (215)586-8829.

**JULY 11-12**  
Ron's Drain Lines Race Team-Legg Lake, So. El Monte, Ca. Dist. 19, HEAT.(213)830-3664

**JULY 18-19**  
Reno Model Boaters- Paradise Lake, Reno, Nev. Dist 9 Heat Race, Sport 40. (702)359-2507

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

**JULY 19**  
Alaska RC Model Boat Assoc.- Lake Taku, Anchorage, Alaska, Dist 11, Heat Deep Vee (907)243-2643.

**JULY 25-26**  
Greater Hartford Model Boat Club- Mansfield Hollow Da. Mansfield, Ct. Dist 1, Deep Vee (203)295-0909

**AUGUST 1 thru 8**  
Muddy Rudders Host NAMBA NATIONALS, Thompson Park, Amarillo, Texas. All events, plus big EXTRAS!  
(806)373-3040, Fred Wall

**AUG 8-9**  
Del Val RC Model Boat Club- Magnolia Lake, Bristol, Pa. Record Trials (215)586-8829.

**AUGUST 16**  
Rose City Model Yacht Club- Lake Force, Portland, Oregon. Sport 40, Heat (503)285-4325.

**AUGUST 16**  
Anchorage RC Model Boat Assoc. Lake Taku, Anchorage, Alaska. Heat, Deep Vee, Outboard. (907)243-2646

**AUGUST 15-16**  
Electro Cutiners-Clearlake, Clearlake, Ca. Distance Record Trial Electric. (707)994-5500.

## 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:**  
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**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:**  
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**EVERY TUESDAY NIGHT:**  
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**JULY 18:**  
MINI BAJA 150- Practice at 4pm, Race 6pm. 150 laps Open class. One or two cars or drivers Ok. Must have same number and frequency. Entry \$5.00. Big Trophies. For more info. call (213)345-7300. 6734 Reseda Blvd. Reseda, Ca. 91335.

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**JULY 1-5**  
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**AUGUST 23:**  
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## AIRPLANE RACING

**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.

**AUGUST 2-9**  
National Model Airplane  
Championships, Seguin, Texas

**AUGUST 9**  
Scale, Valley Flyers, Sepulveda  
Basin, Ca.

**AUGUST 8-9**  
Mammoth Scale, Morgan Hill

## BOAT & CAR

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**JULY 12:**  
Nor-Cal Racing. Cars. Hobby  
Galore. Nor Cal Staff.

**JULY 12:**  
Short Circuit. Pleasanton  
Hobby. PHRT

**JULY 18-19:**  
Powerboat Racing, Reno Nev.  
Reno M.B.C.

**JULY 25:**  
Sunday Boat Contest. Cuper-  
tino Mem. Park. BAMMA.

**JULY 26:**  
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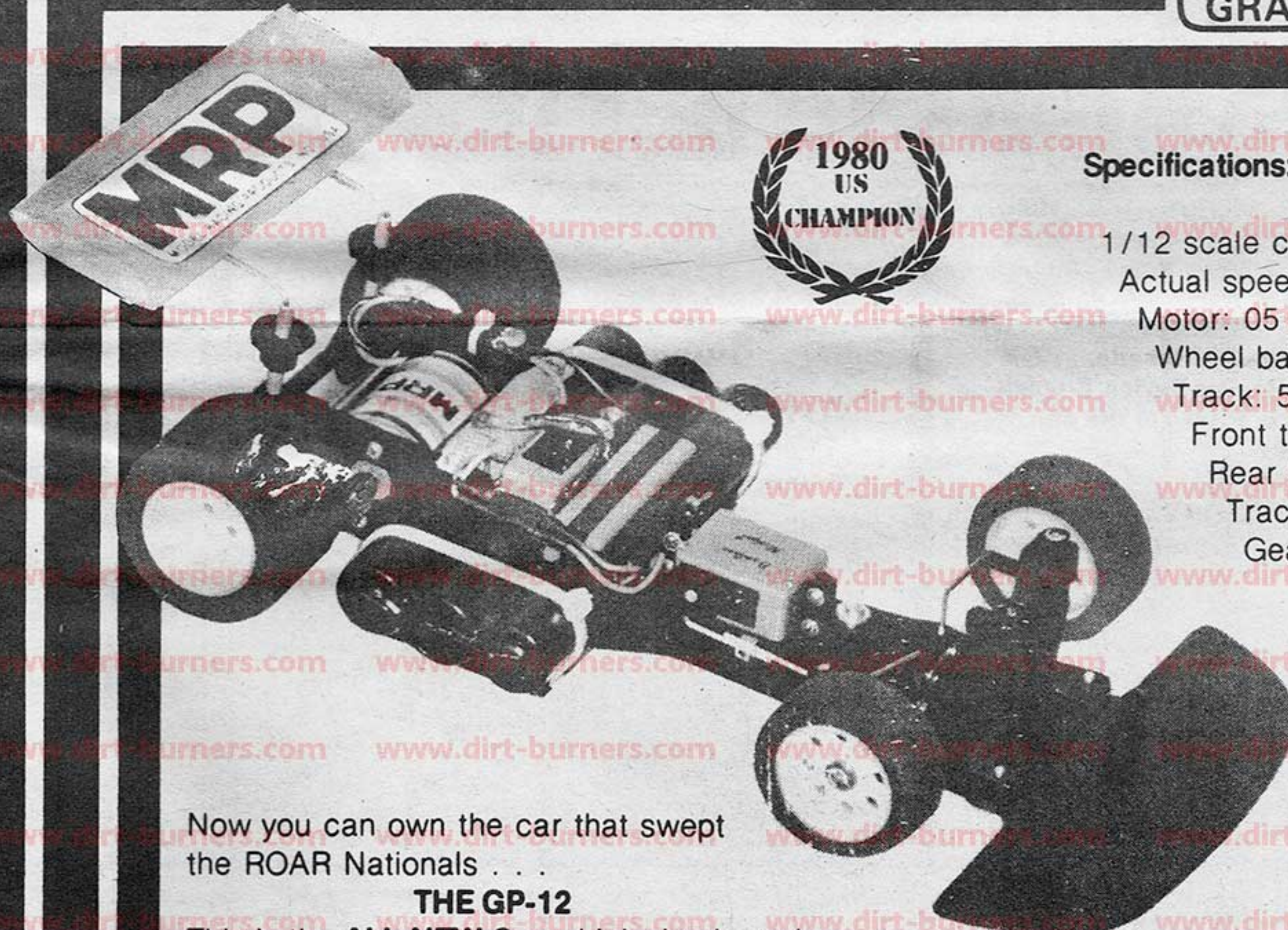
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**Sand Scorcher (RA-1016)**

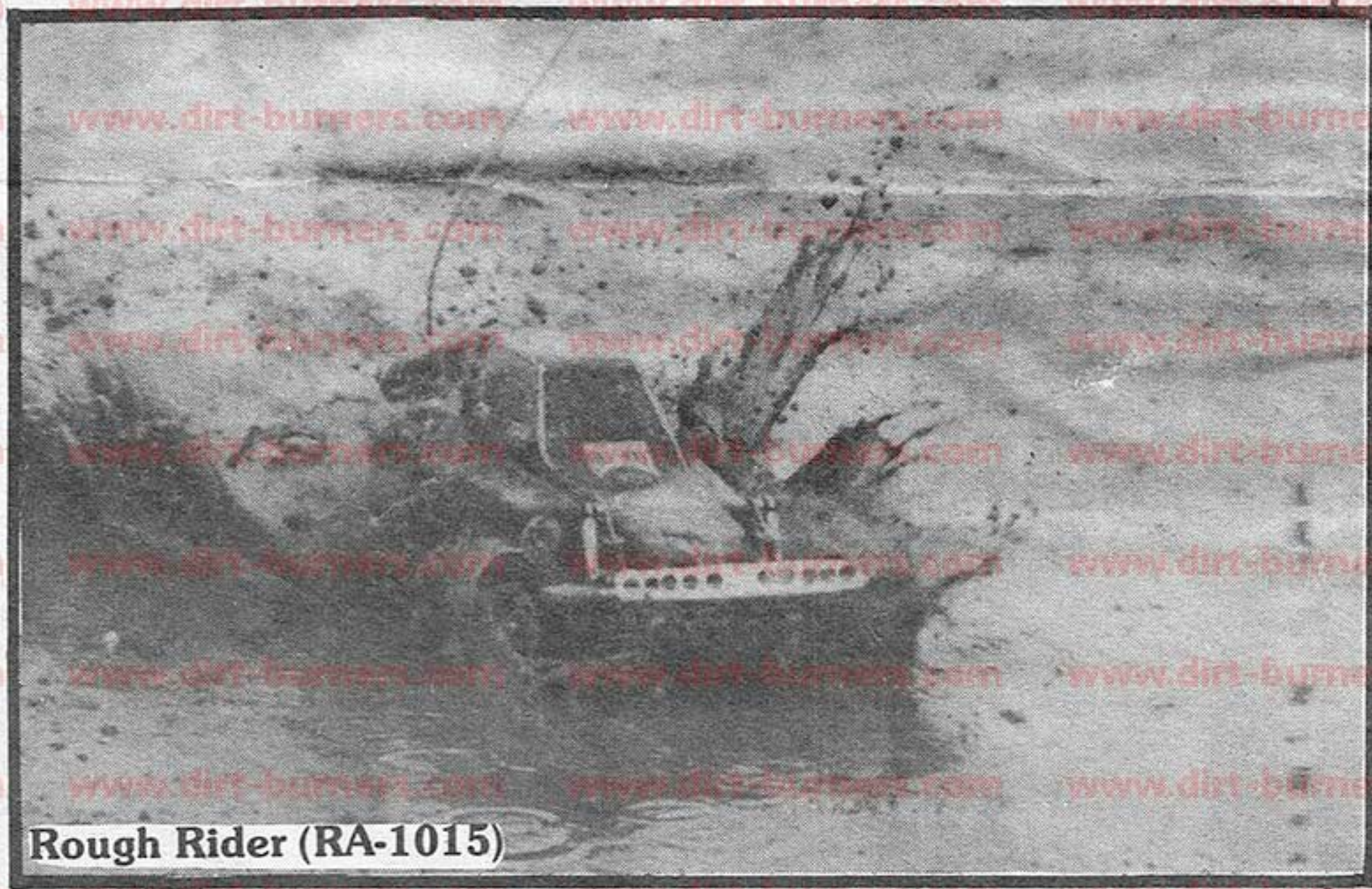
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