

# R/C RACING

# NEWS



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

AUGUST 28, 1981 - Issue # 4, Vol. 1.

Donald Deutsch  
Woodmere, Oh. 44122



★ Power Boat @ Legg Lake ★ Mini Baja 150 ★ Florida 1/12  
Champs. ★ Ventura 1/18th ★ Off Road Motors...Test ★ plus  
much more...

# RACE CORNER

Having just returned from Indianapolis, Indiana and the World 1/8 Scale Championships, I'm happy to report that the future of R/C Road Racing is bright and exciting. The more than 140 drivers representing many countries throughout the world showed the fantastic skills they possess when driving those 1/8 scale powerhouses. Check our coverage in this issue.

The man of the hour and "World Champion" is Arturo Carbonell and the company that will be able to boast of its World Champion status is Delta. Congratulations to both.

Unbelievable what's happening with R/C racing, especially in the months of July/August. The McCoy, The World Championships in 1/8th scale; The ROAR Nationals, 1/12 and 1/8 scale, NAMBA Nationals, IMPBA Nationals, AMA Nationals. We've got our hands full during these two months, but we hope to have coverage for you of all major events.

Look for the next issue to have both the NAMBA, ROAR, and IMPBA Nationals. In addition, the Off Road action is hot and heavy and there are several major events in the near future.

One such major event in Off Road is coming up on Sept. 26 & 27. The first Radio Controlled Western Off Road Championships, sponsored by Model Rectifier Corp. and Radio Controlled Hobbies, will be held at RCH Raceway, in Costa Mesa, California. Pre-entry only with \$15 for one class and \$25 for two classes. Great trophies and prizes will be awarded to the top three in each Main. Classes will be Stock, Modified and Open or Unlimited, and there will be a limit of 200

entries. For more information contact RCH, 653 W. 19th St., Costa Mesa, Ca. 92627. (714) 631-1555.

The other major Off Road event will be later on this year, during Christmas Vacation. MINI BAJA will be holding their MINI BAJA 500 (laps). Two complete cars, ready to run and "tricked out" to the max will be given away to the winning team. There will be a limit of 13 entries that will run the 500 laps, although non-qualifying teams will run the 150 lap Consolation races. Winners of each month's MINI BAJA 150, automatically will make the field. Entry is \$20. per team. A special SCORE memb. race will also be run, with drivers from the real BAJAS doing battle.

Does anyone know when ASSOCIATED's "ball diff" is coming out? We hear it may be right after the ROAR Nationals. People are waiting for it.

**Suggestion for Clubs/Promoters of R/C races. Try to keep a record of the final results of your races that include the type of equipment each racer is using. Many of our readers are asking to know what equipment is making some of these guys go fast. Some times it is as hard for us to get that information as pulling teeth. Perhaps you can incorporate in your Heat sheets or your Main sheets enough room to fill this info. I'm sure all the racers, enthusiasts and certainly manufacturers will appreciate this.**

R/C RACING NEWS is pleased to announce the "special" offer available to all NAMBA members. A reduced rate for subscription is available through NAMBA. For more information contact Mom Coad.

A similar package is available

for IMPBA, ROAR, AMA, and any other R/C organization. Just give us a call. These days if you can save a few bucks, you're just that much ahead of the game.

Back to World Champ. 1/8 scale racing. We learned that Japan was in line for the next one, two years from now but that they declined. The reason: They need more time to prepare a worthy World Championship Track. Knowing the Japanese, if two years isn't enough, we can expect in four years, when their turn comes up, probably the most beautiful and well prepared 1/8 scale track in the World.

In the meantime, Europe was awarded the next World Championships. We don't know which European country will be the "host" just yet, they still have to fight it out amongst themselves.

More on 1/8 scale. The PB car with their independent suspension made many people look at it more than twice. In fact, it seemed to be the hit among racers and spectators alike. It's soon to be here distributed through MRP.

Another hit of the Race week in Indianapolis, was the "Ground effects" car from Italy. We're expecting one soon and along with the PB car, we'll be giving you a full report on the pros and cons.

New "dirt oval" is going up at the Ranch Raceway in Colton, Calif. It should be ready for racing around mid-August. They have also built a new Off Road track that looks pretty good. The track will also include night lighting, pits, power source, announcing and scoring tower and spectator bleachers.

Our next issue will have an in-depth report on box-stock 1/12 road race cars. We're hoping to cover all available 1/12 cars now on the market.

The people of Group W Television contacted us to do a piece on kids involved in R/C racing. It's for an upcoming series of young kids programs to be aired Nationally this fall. We'll let you know when it is scheduled to be shown. In the meantime, they will be filming R/C Off Road, Power Boat, Road Racing racers.

Recently another Television network filmed one of Mini Baja's Off Road races. It was CNN, THE Cable News Network based out of Atlanta. They taped one of their Thursday races and next day the five minute spot was all over the country in their "cable" network. No sooner was it shown that telephone calls started pouring in from all over the country to MINI BAJA, from people interested in this form of R/C racing. The power of mass media is incredible and whether you're into boats, cars, planes, everyone should try to contact their local stations and get some R/C exposure. It will be great for the R/C sport.

Trinity Products, known mainly for slot-car products is entering the R/C field with their "modified" motor for 1/12 road racer or 1/10 off road, motor heat-sink, and Trinity Traction tire conditioner. We hope to do a preview on those items soon, in the meantime you can contact them at P.O. Box 86, Brooklyn, New York, 11228 (201) 352-7616 or (212)680-0216.

(Contd. page 5)

## ON THE COVER:

Eight of the ten drivers that qualified for the World's Championships. Left to right: Naoki Ishihara (Japan); David LeCat (France); Roberto Bortolomasi (Italy); Ermes Tadiello (Italy); Katsumori Kondo (Japan); Steve White (England); Arturo Carbonell (USA); Pieter Bervoets (Holland). Missing are Gary Burch (USA) and Gary Culver (England) - temporarily out with mechanical problems.

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# ON THE LINE

## MORE COVERAGE!

Your newspaper is great, we just got hold of a copy through a friend of ours in California and after reading your coverage of all types of R/C racing, we think you've got a winner with R/C RACING NEWS.

In fact, unless you guys really blow it, I'm going to be your best friend around these parts. Please send me a subscription and I will try to send in information about Powerboat racing. Please give us more coverage of PB racing as it never gets enough in some of the other magazines.

Keep up the great work!

Phil Arguelo  
Lubbock, Texas

We're always happy to hear from our readers, especially if they feel we're doing right. But we're more delighted when we can get information from you about the R/C activity in your area. We look forward to getting it. ED.

## HERE WE GO AGAIN

This is the fourth time I have subscribed to an R/C publication and on the previous three I've gotten burned. Meaning I got two or three issues and then no more.

Is this going to happen with you guys? I love R/C especially when it deals with race cars, but I would hate to get burned again

Charles Drake  
Pensacola, Fla.

No, you won't get burned. ED.

## WHO'S GOT WHAT?

You guys are doing a fine job of

race coverage, but what about giving us more detailed info regarding the type of equipment and set-up used by some of the racers.

I would like to see more information that will help me set-up my own equipment.

Otherwise, keep up the good work.

Carl Simpson  
Boston, Mass.

We've received similar requests from our readers and we will be giving you more "detailed" data. Thanks for the excellent suggestion. ED.

## TRY THE MOON

Recently I read one of your issues where you asked that clubs, promoters, racers send in information about their races and results and pictures to you so that you can publish them.

Well, I think you'd have better luck taking a trip to the moon than getting anyone to send you stuff.

I've been into R/C for about 14 years, I'm no longer actively involved, but I've seen the procrastination and non-involvement and lack of concern of those in R/C. At least when I was flying and racing boats, everyone talked about getting more coverage in the magazines, but no one did anything about it.

I think if you're going to depend on others for your stories you're going to have a long wait. Too bad because it looks like you've got a nice paper.

Fred C. Marchand  
Baltimore, Md.

We're the eternal optimists. Besides the response so far has been very good. ED.

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# R/C RACING NEWS

You Race It...  
We Cover It!

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# RACE CORNER:

(from page 2)

**We hear the district 19 director, Jack Garcia is stepping down due to health reasons. He is considered to be one of the most active directors and one who has done "a marvelous job". Wally Stewart, a long time member, has already sent in his nomination papers for district 19.**

NAMBA is getting ready to hold their National and District election come this December. Stuart Russell, NAMBA President, has written a letter to all members indicating the importance in taking an active part in the coming elections so as to further the sport of R/C boating. Here's his letter:

This may be the most important newsletter I have written. It concerns the up-coming district director elections. The mechanics of the elections are found in our Constitution on the first two pages of our Rule Book. I think it shows how important our Founding Fathers thought about the election of our National and District Leadership.

In my year-and-a-half of serving as your President, I find that your District Director is THE most important person in your district. Not the fastest boater - not the best builder, BUT the person who has a POSITIVE ATTITUDE about MODEL BOATING and can most affectively lead the district.

We are a group of widely differing backgrounds and interests, but we all LOVE MODEL BOATS! But loving model boats is not the most important aspect of NAMBA leadership. So we elect ONE of us to serve as Director of each of some two dozen districts. Only one of your cohorts can serve at a time, so who you select is the important thing! WHY? Because, the success of the District is a DIRECT RESULT of the efforts of its district director.

I have seen the "good districts" somehow have a "good director" - one who is a leader, who handles problems and creates a positive atmosphere among the clubs. When this attitude is present, good things seem to come along. The clubs grow, there are more boats entered during the year, more extra curricular activities taking place actually having more fun, and I think it all starts at the top.

So, if your area is NOT as much fun as you think it should be and problems are not getting solved and the clubs are not growing and no new positive ideas are being afford for your district, then it's time to act. YOU need to ASK someone to take

the responsibility and run for your district director. Don't let poor leadership ruin your sport/hobby that you have spent a lot of time and money on - do something about it - find the right person and ask that person to run and then vote for the best choice and then get ready for a change for the better. Seek out self-starters who will represent YOU in the district and you on the National scene. Of the 2000 members, the twenty-four people you elect will be the most important people in our organization.

I hope your district is collecting funds from the entry fees which your director can use to coordinate and communicate among the clubs and with the rest of the National leadership. Give your director the responsibility to work with all parts of your district and the funds to handle the situation.

Let me sum up by saying that YOU, the grass roots members, must take a part in our national organization. Do YOUR part to help get a worker-

dedicated to NAMBA; it's ideals and its membership - elected as your director.

Nominations are due by September. Ballots will be sent out for all ODD NUMBERED districts and voting is then due by December 1, 1981. Experienced directors are eligible to run for President of NAMBA and nominations are being sought now for the 1982-1983 term.

Stuart Russell  
NAMBA PRESIDENT

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**K & B 3.5cc (.21) OUTBOARD ENGINE** The first of its kind. Destined to set a trend others will follow! Equipped with ABC piston and liner, this water cooled competition engine is the ultimate in outboard engines.

**Other features include:** A new K & B carburetor & Pressure Tap • Ball Bearings • Flywheel designed for cup electric starter • Built-in water pick-up • Integral cavitation plate and skeg • Tough transom mounting plate to withstand stress of flat-out racing at top speeds.

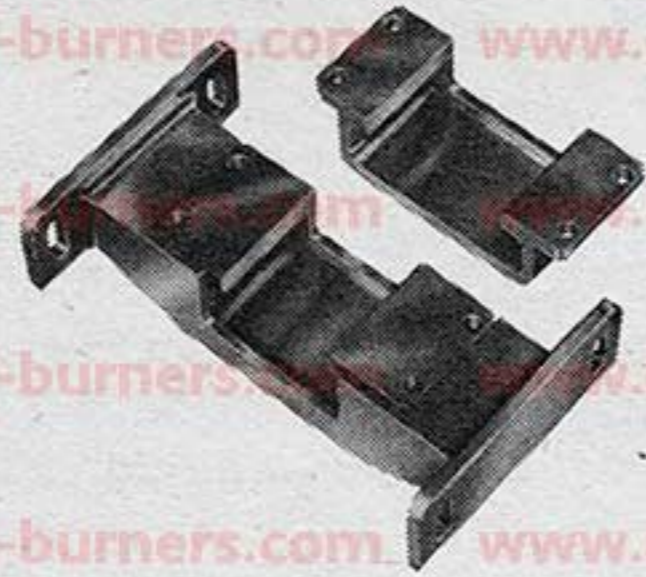


**K & B 7.5cc (.45) R/C INBOARD MARINE RACING ENGINE**, the engine that replaced the popular K & B 6.5cc. Since its introduction it has broken most of the old records held by the 6.5cc.

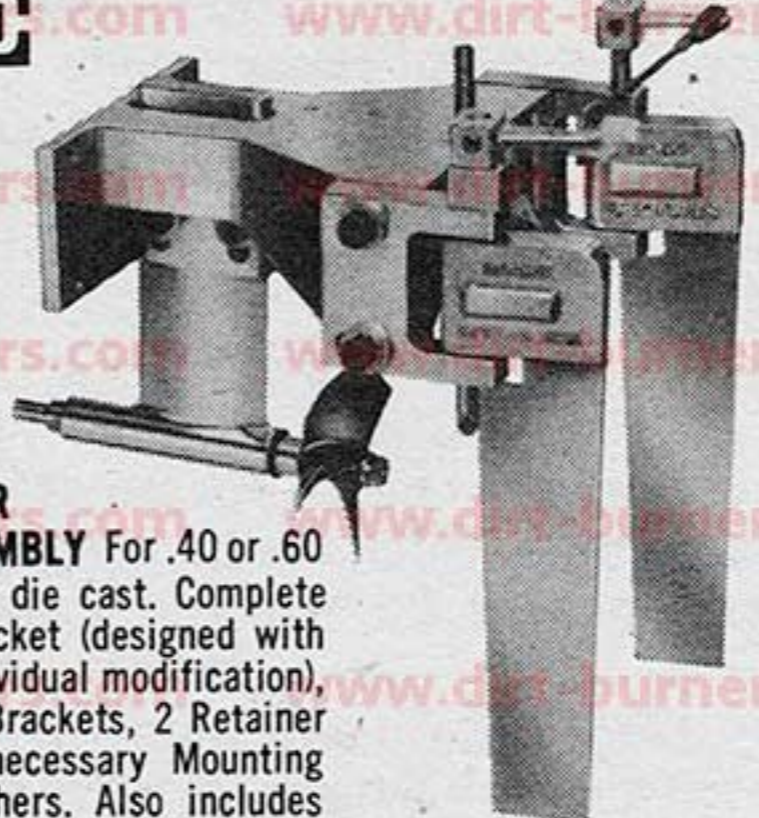
**Features include:** ABC Piston & Liner • Con Rod machined from 7075-T6 aluminum solid bar stock, bushed both ends • New machined steel rotor disc • Rotatable Case (Center Block) permits changing of exhaust from forward to aft position • Beefed-up Crankshaft • K & B's Quintuple Porting.




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**DOUBLE RUDDER OUTDRIVE ASSEMBLY** For .40 or .60 boats. Aluminum die cast. Complete with Master Bracket (designed with twin ribs for individual modification), 2 Rudder Pivot Brackets, 2 Retainer Plates and all necessary Mounting Screws and Washers. Also includes Adjustable Strut—with installed Olite Bushings, Pivot Pins — with Nylon Bushings, 3 Control Arms — with set screws and 2 Rudder Blades (2 ARB for .40, 3 ARB for .60). The **SINGLE RUDDER OUTDRIVE ASSEMBLY** is the same as the above, except it only includes 1 Rudder Blade, Rudder Pivot Bracket, Pivot Pin and Control Arm.



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# OVVAL RACING at 1/12 ROAD RACING VENTURA

Story by Richard Schwalm

July 12, 1981  
Ventura, Ca.

On the second Sunday of every month, one can find the Ventura Roadrunners hosting their usual exciting 1/12 scale electric road race on the Montgomery Wards parking lot. But not this Sunday! Strange things were happening! Exciting wasn't the word as a new system and track were introduced.

First the track looked like a huge "teardrop" shaped oval, with a sweeper on one end and a hairpin on the other, connected by two short straights.

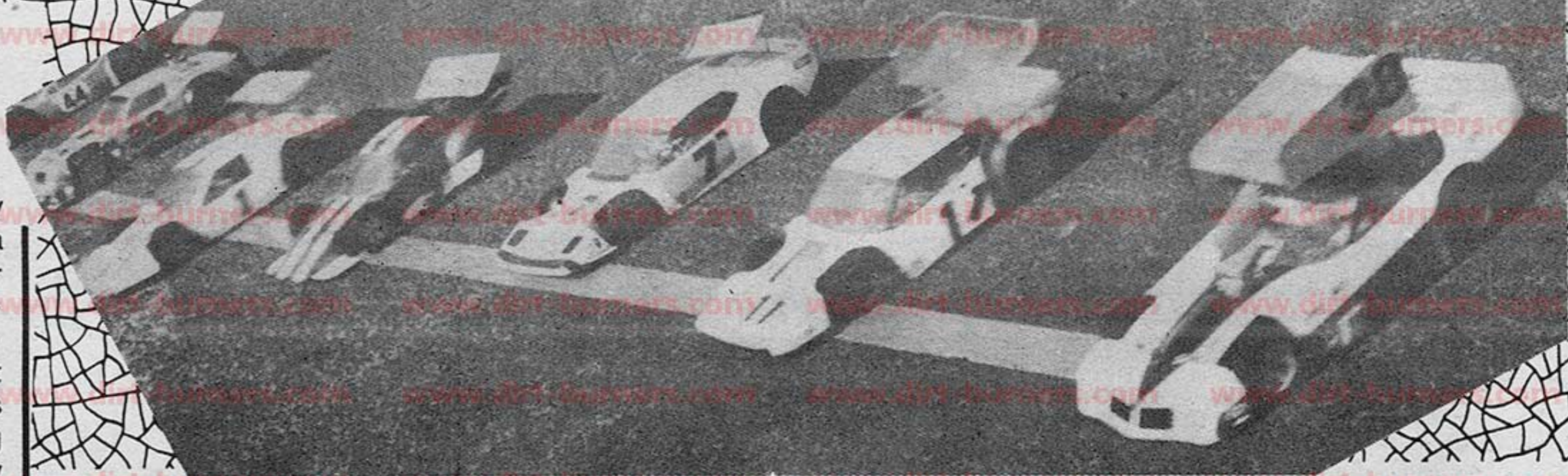
Next, the cars sported larger size tires on the right side, all bodies were G.T. or stock car style with front fenders cut open, and huge, strangely positioned rear wings.

Then the racing began with timed laps (one lap warm up and two laps timed) to qualify for the four car Trophy Dash, with an inverted start. With only one car on the track for time trials, all others gathered on the side of the track, waiting for their turn to "go for it."

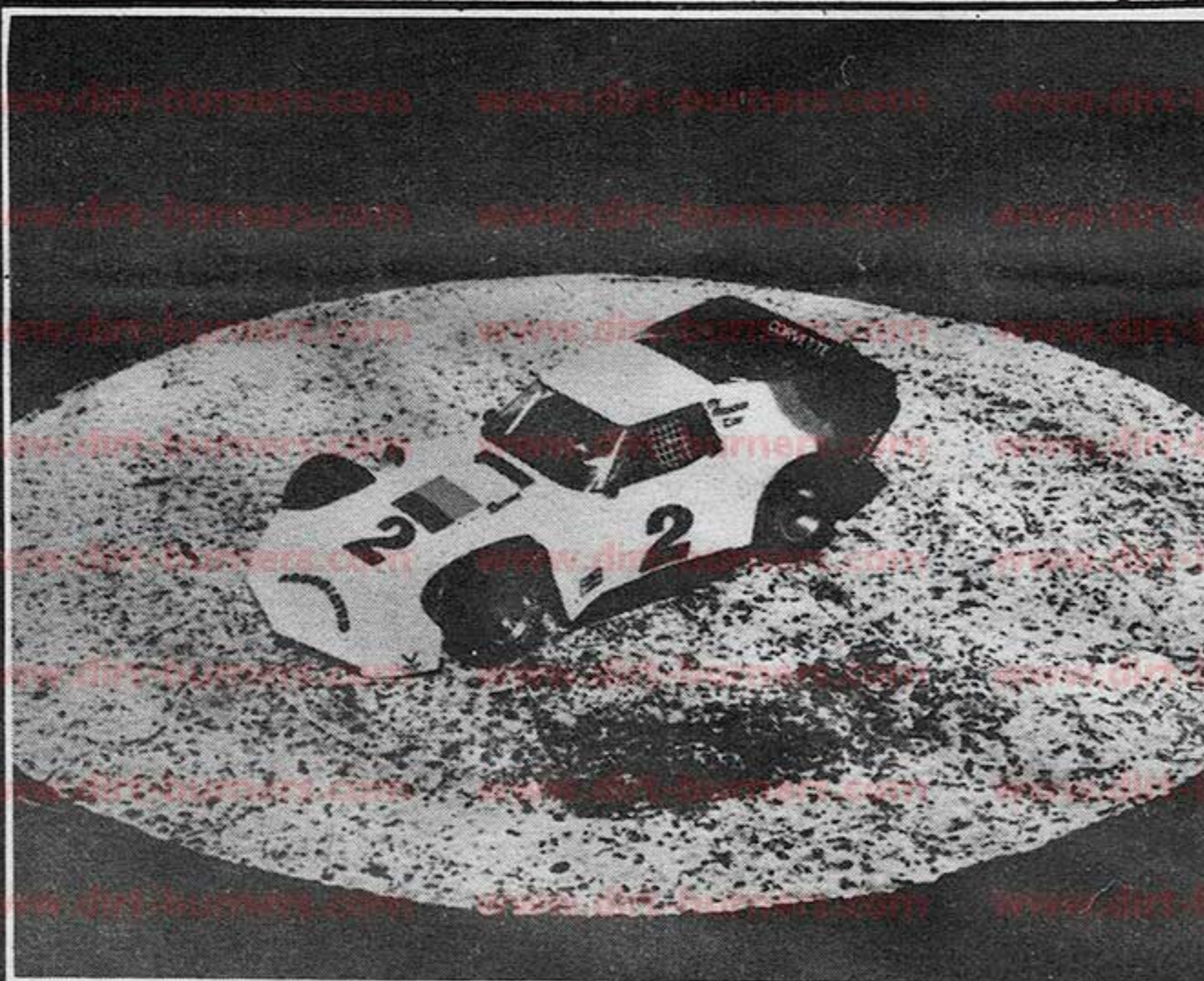
The Trophy Dash had four cars, in rows of two, with the slowest of the four having the pole position and the fastest lining up on the outside back row.

The four cars began a slow pace lap and as they came around the start/finish line the starter was to drop the green flag. But as it happened, the cars were not lined up in the right order, so the starter made them go around another lap.

This time they were given the green flag and top qualifier, Randy Tentschert took the early lead and held it until the checkered flag.



Top. The start of the G.T. A Main. Car #38 eventually won. A Main winner Sonny Maddison (below right) holding the winning car. Concoors winner (bottom left). Photos. Richard Schwalm.



Next came the more "normal" racing part of the day; two qualifying rounds of four heats to set the positions in four mains.

Each main was a highly contested race which lasted almost eight minutes.

At this time a new format was introduced, whereupon the winner of the C Main, Les Ammann Jr. was transferred right into the B Main.

Much to everyone's surprise, he also won the B Main. Then to Les' surprise, he was allowed to race in the A Main, with the seven fastest racers of the day. No Les did not win the A Main but he drove great and

placed 3rd for a super job of racing.

The A Main held some surprises for the racers as well as the spectators. Randy Tentschert shot into the lead and held it until developing steering servo problems, which put him out of contention. Sonny Madison, Bob Mathieson, Les Ammann were all right behind and now fighting for the top spot. But at the end it was Sonny Madison with his Santa Maria "38 Wild-Winged Special" that took the laurels and a well deserved win.

All racers ran in a Main, had a shot at the Trophy Dash, and experienced a truly unique



(contd. page 8)

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

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# Santa Barbara NIGHT RACING

Story by Richard Schwalm

July 8, 1981  
Santa Barbara, Ca.

WHILE MOST PEOPLE ARE relaxing at home after their Wednesday toil, there are some that are just beginning their "labor of love"; radio controlled 1/12 scale car road racing...at night!

High atop a public parking structure in beautiful downtown Santa Barbara, California (corner of Figueroa & Anacapa) a temporary race track is taking shape.

Large weighted foam pylons are put into place, overhead lighting is adjusted, an actual traffic signal to countdown the starts is connected, and a lap board placed for results.

All of these activities take place every Wednesday evening six till nine. Bodies of any style are accepted and stock motors are required because each heat lasts only five laps.

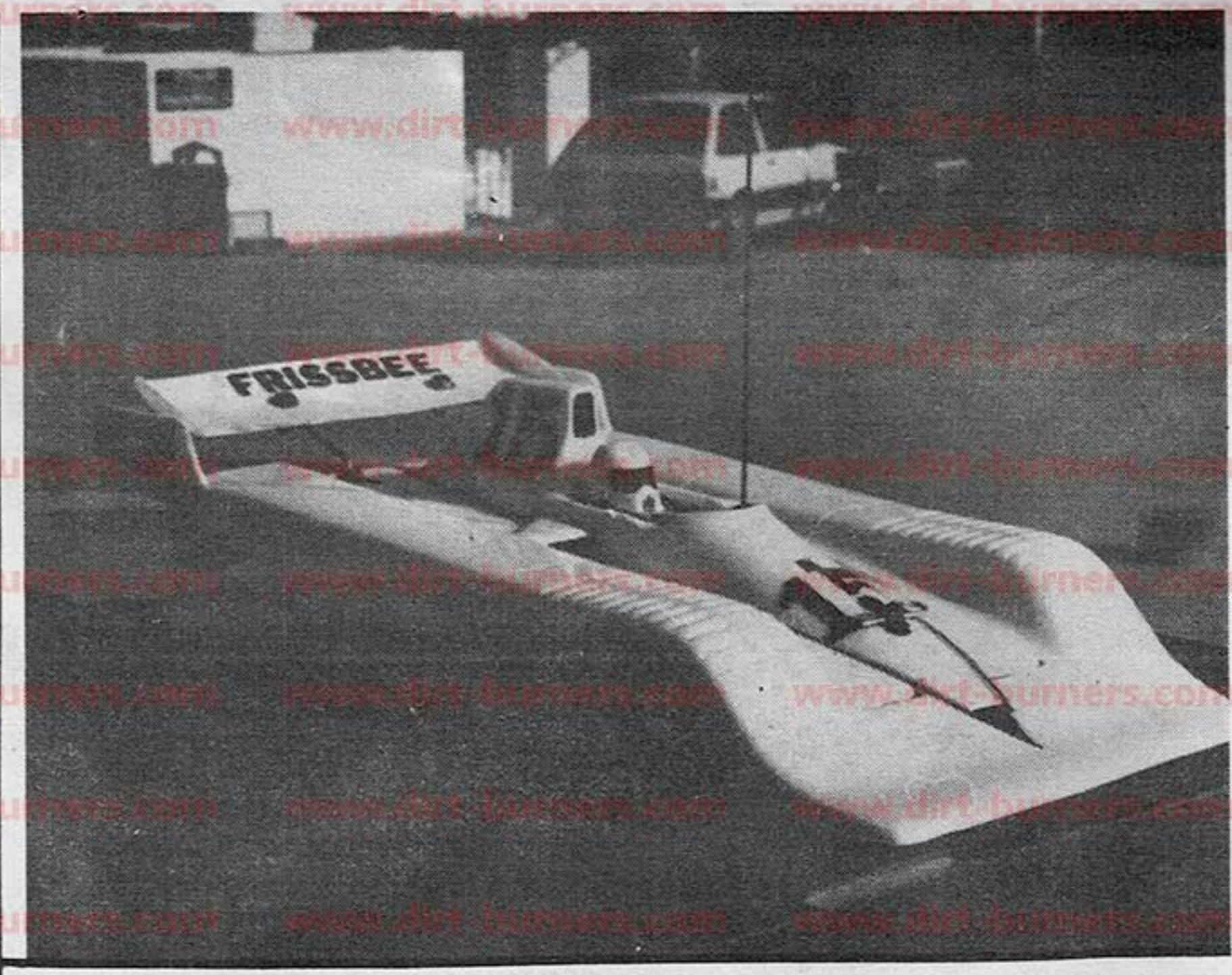
Each place in each Heat (usually eight heats are run in the program) is awarded points and the racer with the highest total points is the overall winner.

Prizes and ribbons are given to sixth place, well worth the two dollar entry fee.

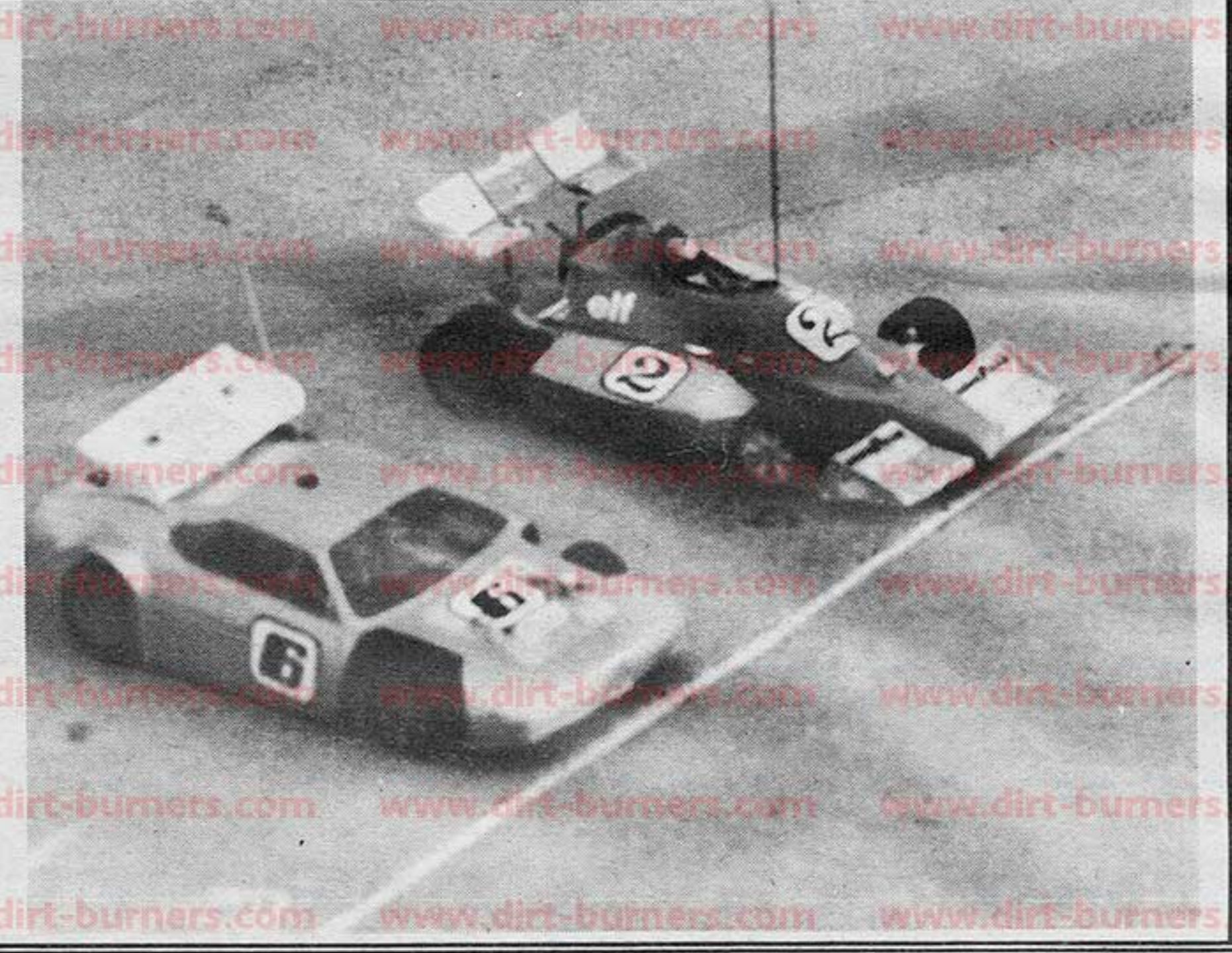
If that's not enough, the last race of the night is a ten lap extravaganza with only the cars with the lowest total points in each frequency competing. The winner receives half of his/her entry fee, one dollar!

On this particular evening, there were twenty-five entries. Mostly made up of local racers, but some came from Oxnard, Ventura, Thousand Oaks and Santa Maria.

The Heats ran fast with many close battles raging for every position. Even with only four



The "Frissbee" special (above) and the open wheel, open body styles (below) are accepted.



cars per heat, the tight, twisty sections seemed too crowded for some of the newcomers. But as the Heats progressed, the top points were collected by racers who drove the cleanest lines, stayed out of the "bumping", and were as consistent as possible.

The one racer who met all these qualifications was Leslie Amman from Ventura. He is one terrific racer.

It was a most enjoyable evening of fast, friendly competition.

So if you've been asking yourself, why can't they put on better stuff on T.V. on Wednesday nights, fret no more! Now you have a place to go and participate or watch, in beautiful, smog-free, clear-skied, Santa Barbara.

R.S.

## VENTURA 1/12 OVAL

(Contd. from page 6)

format in 1/12 scale electric racing.

Bravo for another Ventura Roadrunner success!

Keep on racing.

R.S.



### RESULTS

**Top Qualifier:**  
Randy Tentschert

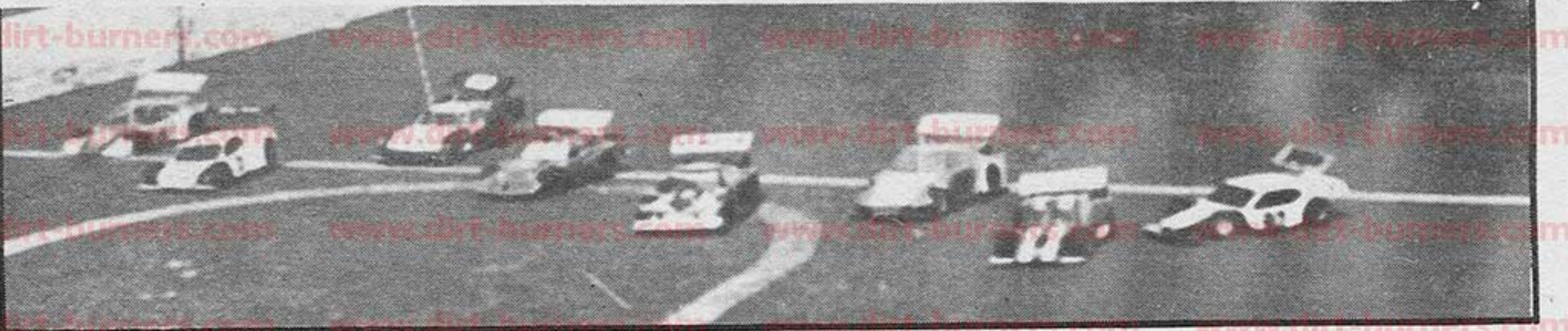
**Trophy Dash:**  
Randy Tentschert

- A MAIN:**
1. Sonny Madison
  2. Bob Mathieson
  3. Leslie Ammann Jr.
  4. Gary Ward
  5. Les Ammann
  6. Dick Pritchett
  7. Troy Blanton
  8. Randy Tentschert

- B MAIN:**
1. Les Ammann
  2. John D.
  3. Mike Ferguson
  4. Dave H.
  5. Chuck Baker
  6. Richard Schwalm
  7. Tom Wright
  8. Harvey G.
  9. Kevin N.

- C MAIN:**
1. Les Ammann

- D MAIN:**
2. Doug C.
  3. Steve Maddox
  4. Jim Arnold
  5. Miles Cook
  6. Mark P.
  7. Bryon H.
  8. Keith





# DELTA - SUPER "J" 1981-1982...1/8 Scale Gas R/C Car

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# CARBONELL



## WORLD CHAMPION!!

**Arturo, DELTA, U.S.A. all WINNERS!**

June 27th - July 5th, 1981  
 Indianapolis, Indiana  
 By Lou Peralta  
 Photos Paul Votava & Lou Peralta

**Prior to the start drivers lined up according to qualifying times. (L.to r.) KONDO, BURCH, CARBONELL, ISHIHARA, BORTOLAMASI, CULVER, WHITE, TADIELLO, LECAT, (missing Bervoets).**

Japan, Holland, Singapore, Indonesia, Denmark, Norway and of course the U.S.A.

ANY WORLD CHAMPIONSHIP EVENT HAS THE MAKINGS OF TRULY A GREAT EXPERIENCE. I'VE BEEN TO MANY OF THEM. ALL VERY EXCITING. ALL TRULY WORTH IT. THIS WAS MY FIRST 1/8 SCALE WORLD CHAMPIONSHIP, AND IT RATES AMONG THE BEST EXPERIENCES I'VE HAD IN THE MANY YEARS OF FOLLOWING ALL TYPES OF SPORTING ACTIVITIES.

To qualify for this event, your name had to be submitted through sanctioning bodies, such as R.O.A.R.(Radio Operated Auto Racing) in the US; JMRCA (Japan Model Radio Control Association) for the Far East entries; and E.F.R.A. (Europaische, Federation Raidogeteuerter Automodelle) for all European nations. Being chosen to represent your country meant that you had to have some pretty good wins to your name for that previous year. For example: last December, the U.S.A team was chosen which included people like Bill Jianas, 1980 Winter National Champion; Chuck Phelps, 1980 Arizona State Champion; Rick Davis, 1979 National Champion; Gary Kyes, 1979 U.S. National Champion;

Let us not yet talk about the race itself, although Arturo Carbonell's win of the World Championship for himself, for DELTA, his team and for the USA, culminated many months of preparation, testing, and re-testing, renovating and designing, all for this one shot. They, Carbonell and DELTA, deserve every thing they earned.

One must remember that this World Championship happens only every two years. The next one will be in Europe, then Japan, and not for another seven years will the U.S.A. see another one. So it's very existence must be cherished for all that it is worth.

More specifically Joseph Werner, Chairman of the World Championships Race Committee and Race Director, who took the challenge of such an event and did a terrific job. He had a firm hand on the event and yet was able to appease and keep everyone happy.

But I think, just as important for this reporter, is to give you the feeling, the atmosphere, the aura that surrounds an event of this kind.

First and foremost, the Indy 500 Radio Control Car Club of Indianapolis must be singled out for the truly fantastic job they did in hosting this major event. All the club members & their wives and kids did well by all of us and should be proud.

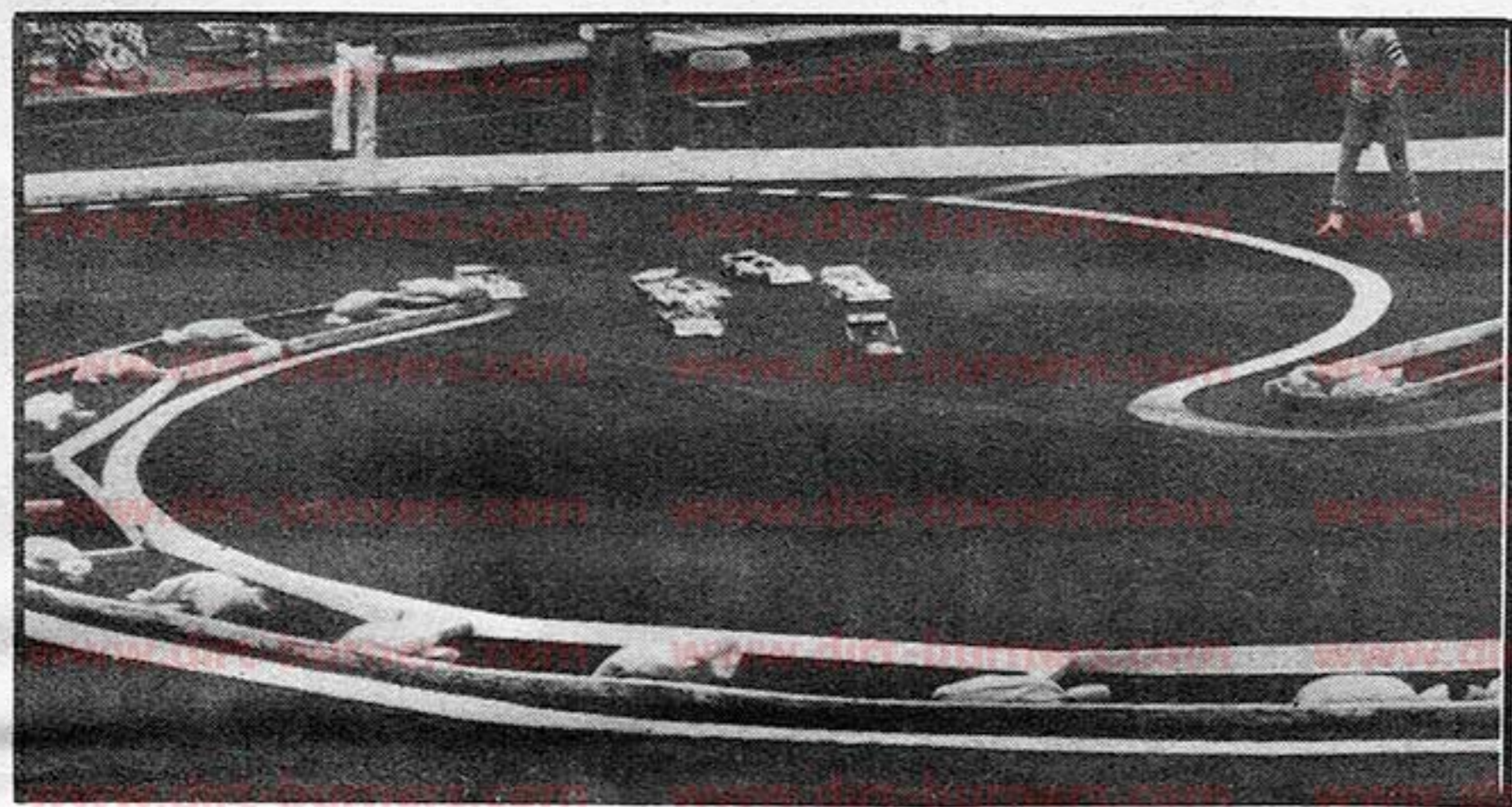
There were 138 entries representing countries from all over the world. Countries such as Spain, Italy, France, West Germany, Luxembourg, Sweden, Switzerland, Australia, Canada, Venezuela, England, South Africa, Monaco,

Arturo Carbonell, 1980 U.S. National Champion.

Drivers from other countries were no less representative in stature. People like Phil Booth, 1979 World Champion; Naoki Ishihara, 1979 All Japan Champion; Gabiani Patrick, 1980 Monaco Champion; Katsunori Kondo, 1980 Kyosho Grand Prix Champion; Pieter Bervoets, 1980 European Champion in F1 Class; Finn Gjersde, 1980 Danish Champion and many more.

This was the event that saw the "best" drivers in the world go at it for that coveted "World Champion" title. One that's sure to bring fame and some fortune to the driver and his sponsor(s).

### THE TRACK



A clean start during the qualifying rounds. Photo. Votava.

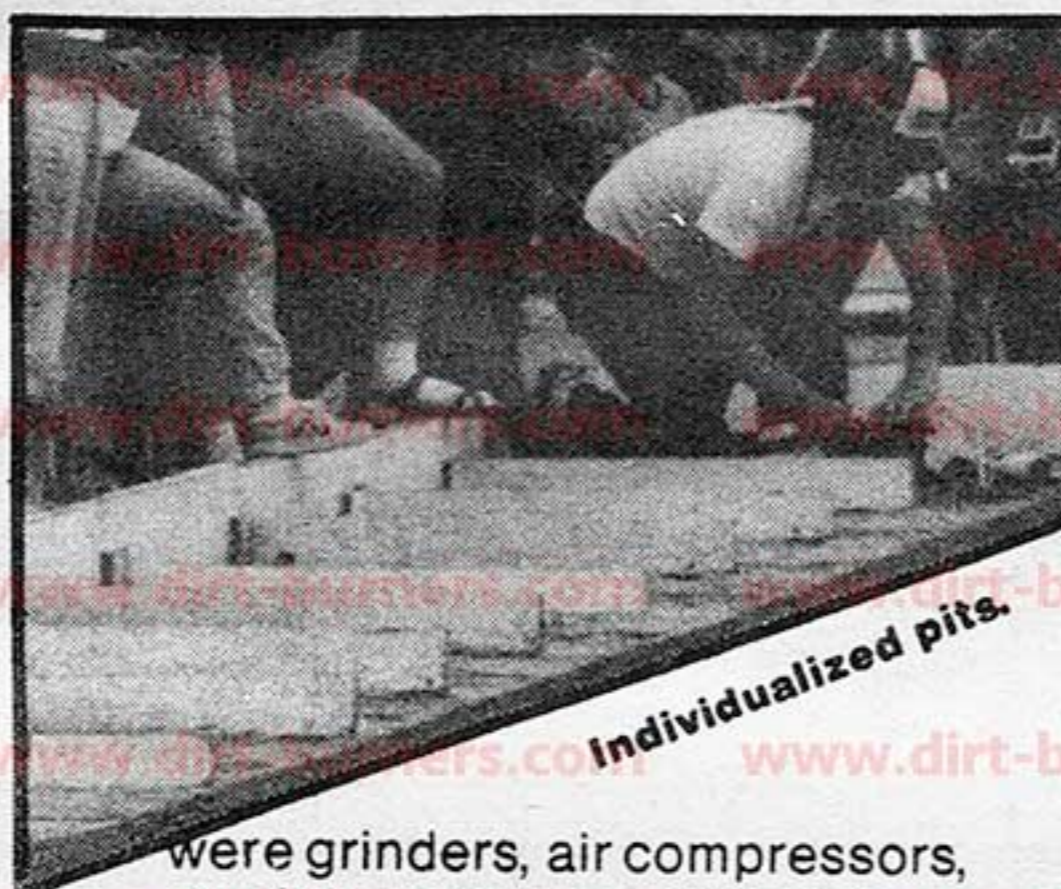
In this reporter's opinion, one which was shared by most of the 138 drivers here, the running grid was one of the best prepared and best surfaced tracks anywhere. With the exception of a few drivers from Japan and from Europe, who would have liked the track a bit narrower, everyone had nothing but praise for the facility.

While July in Indianapolis can be a bit wet (there were several days of rain including the final two days), the surface managed to stay nice and "sticky", "lots of bite" was the general comment. In fact, if you were wearing tennis shoes and you walked onto the track, you could feel your feet stick to the running surface. That's traction!

The layout of the track had two nice sweeping turns where you could really hook it on, One was just out of the back straight and one was coming off the in-field section. In between, there were three tight "hairpins", a short straight and two mild left-sweepers. This layout made for

excellent racing and passing as there were several lines that could be used to set up a pass. Most tracks we've seen have maybe one or two turns or straights where you can execute a clean pass, this track had many more. The pits were located directly below the massive drivers'/officials'/announcer's stand. It was laid out parallel & inside the start/finish straight that led into the first turn and infield. There were 10 slots, one for each car and plenty of room for one or two pit members. As cars came in to pit they had to drive inside their designated slots and then drive out. This kept each car and mechanic from bumping into each other while refueling or repairing.

Behind the drivers' stand, there

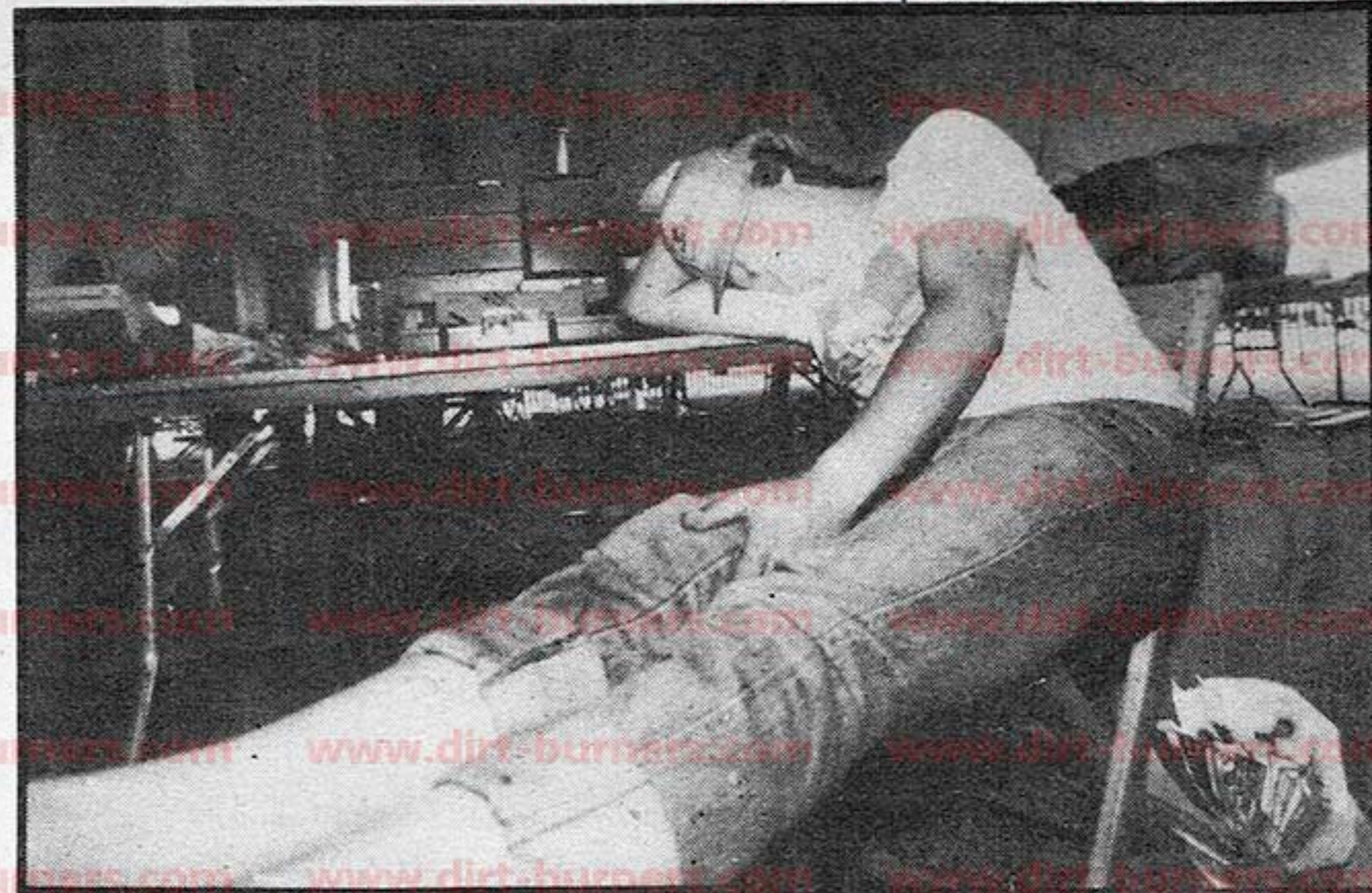


were grinders, air compressors, cleaning solution, drills & truing equipment, all to make the job of the pit crew much easier. Under the driver's stand, in a room specially designed for "transmitter impound", rows and rows of shelf space, by frequency, were designated to each driver. Two huge circus-type tents were brought in. One for the drivers and their teams and equipment, and the other for those manufacturers who chose to display some of their equipment.

The Indy Club must have known the problems of racing in July, in

Indianapolis, as rains hit this week long event on several days and fortunately, the tents were there to protect one and all. Although on one particular day earlier in the week, it rained so much during a short period, that several displays were washed out and lost.

### ATMOSPHERE



During the "long wait" for the rains to stop, some took it easy. Votava.

In walking around the pits, talking to the racers, their team managers, their crews and those friends and relatives that made the trek to Indianapolis, one got the feeling that this event was no less important than the INDY 500 or the Monaco Grand Prix of the real cars.

The Italian team, for example, had two tables-full of equipment, cars, tires and testing gadgets. While the team drivers sat and waited for their turn, their "paid" mechanics worked feverishly to make sure that not one single detail was overlooked on their S.G. car.

The team from England had brought cases upon cases of parts to service all of their PB-IS entries. The foreign teams could not afford to send back home for parts, so great effort was put into making sure that every possible need was taken care of.

The DELTA Team brought one of those "pop-up trailers" and parked it next to the pits. It was full of parts, bodies, and yes even a few sleeping bags. The week-long race required constant repairs and upkeep.

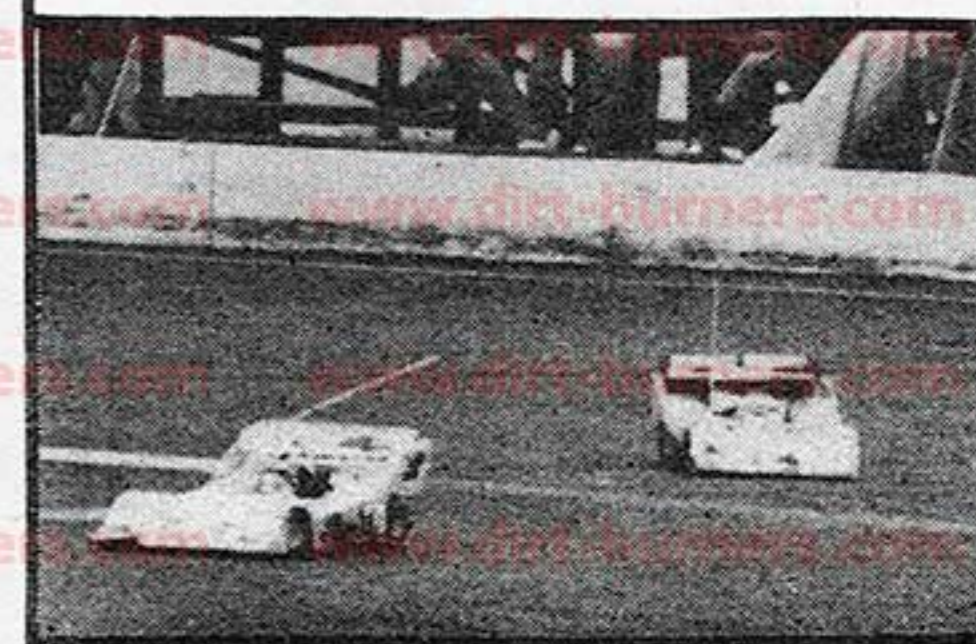
We can't begin to pin point just how much money must have been spent by all of those who participated in this race, but we can well estimate that it had to

be in the half million dollar mark. We spoke to one un-attached racer from the U.S. who said he had spent about \$3,500 to bring himself, his wife and two kids, to Indianapolis, plus all his equipment, hotel room and meals for about ten days.

Speaking of those un-attached or unsponsored racers who

were there: It was great to see that their efforts and those of their crews were no less than those of the big factory teams. In some cases friends and family members were seen right in there helping, tuning, polishing and prepping the cars. One such case, in fact, was Paul Verger III, who had his wife and his mom & dad all helping get that car ready.

### THE RACING



Prior to Sunday's 10 car, 200 lap World Championship, there were several days of practice and qualifying.

The first practice day, was Sunday, June 28th. All entries were divided into three groups, of 40 drivers each for practice. Within the "groups" there were 10 car heats, 7 minutes per heat with six practice heats per day per driver. This went on from Sunday to Tuesday.

Qualifying started on Wednesday, with Group I starting at 6:00 am till 10:00 am.

There were 10 cars per 20-minute qualifying heat. This included "hot lap" practice, the start, and 40 laps, 3 heats per driver per day for the first three days of qualifying (Wed. to Fri.). After Group I finished, Group II followed from 10:00 am to 2:00 pm. Same practice schedule was followed. Group III was the last group starting each day at 2:00 pm. to 6:00 pm.

It was imperative that these time schedules were kept so that everyone had equal time.

Two days of rains interrupted this schedule, but still all qualifying heats were run.

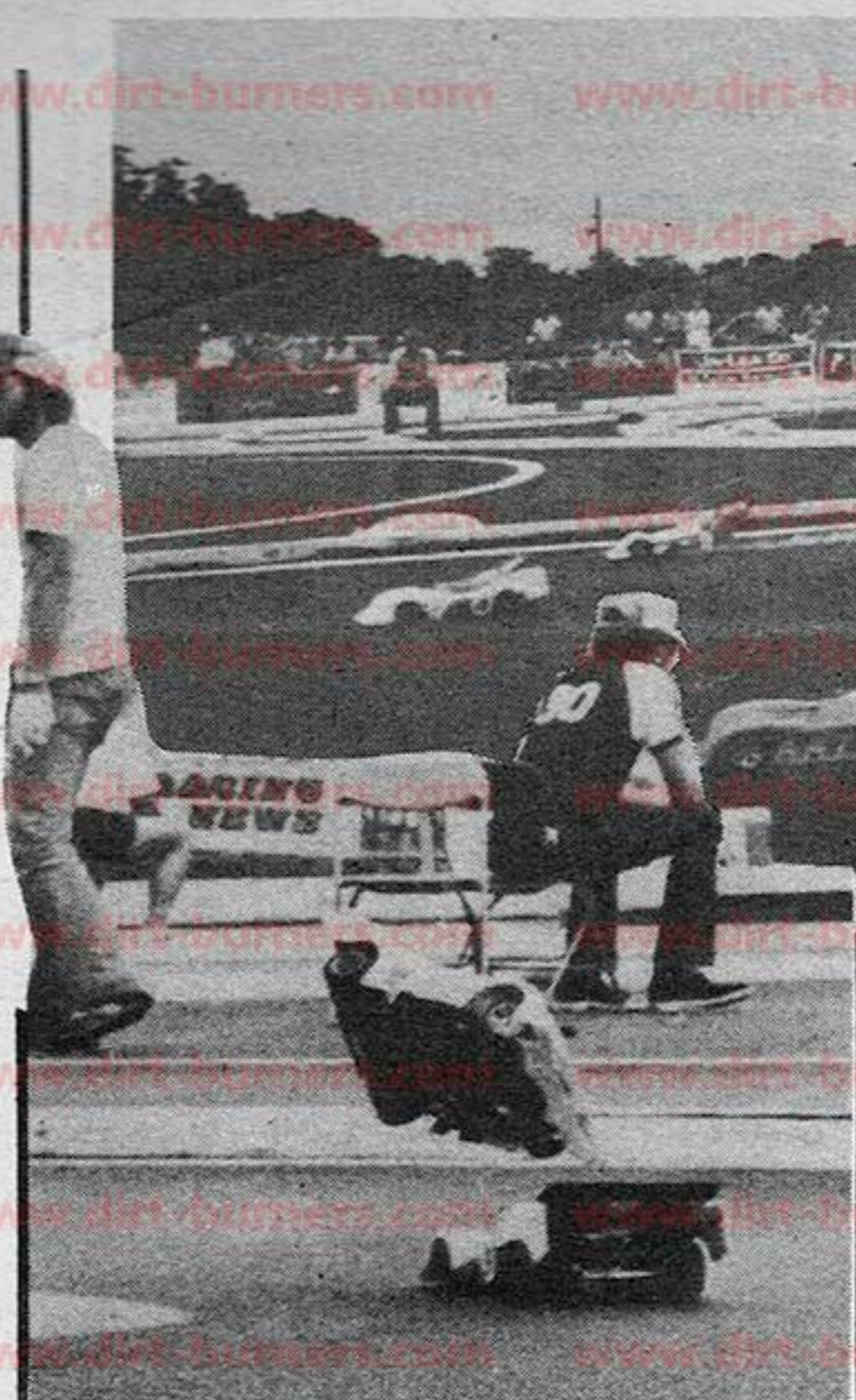
From these three days of qualifying, the top six drivers were sent directly to Sunday's World Championship main!

Among these were: Katsumori Kondo, from Japan who was top qualifier with 37 laps in 604 seconds. His KYOSHO built car with OS Max engine and MRC transmitter was the fastest among all entries and he was assured of the pole for Sunday's final.

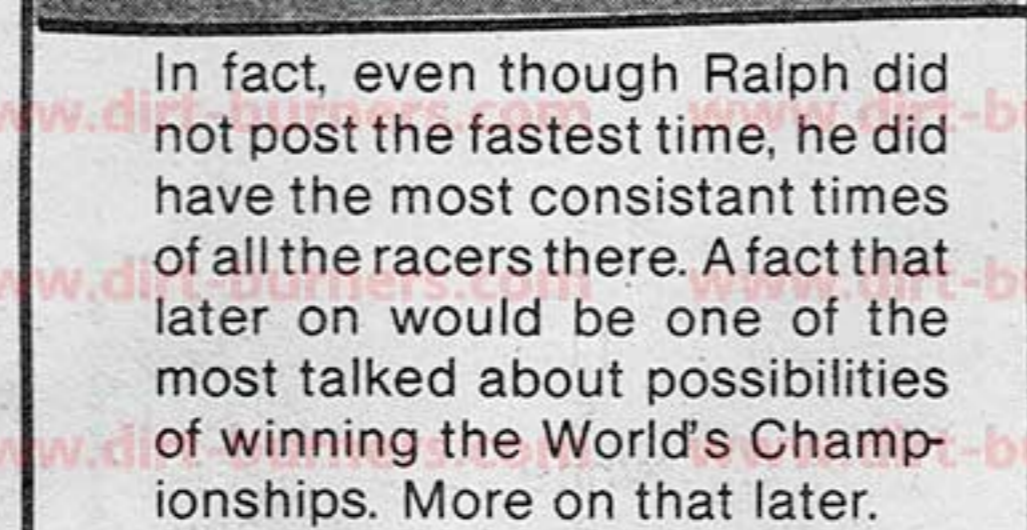
Kondo, who comes from Nagoya, Japan, was here on his honeymoon with his wife of two months, Matsumi. He was just delighted to be the T.Q. and thought it would be of great help to him in promoting his Toy Shop of Fujiya.

A real "shocker" was the second fastest qualifier. His name...Ralph Burch. He is 13 years old and resides in Denton, Texas. To say that he didn't expect to be where he found himself; in the second spot and in the World Championship final, is quite an understatement.

This was only his tenth 1/8 scale race ever. He was running a brand new ASSOCIATED/Rich Lee K & B/OPS/R/C 300 car that was built for this race and not run until qualifiers. He said, "I never thought I'd be here, but my dad built a good car, so here I am". We also asked him what his strategy would be once he got into the Finals. His response: "I'll try to get a good start and hold it". When asked what he would do if some of these top names in the sport were pushing right behind him, he very calmly responded: "If they're not lapping me... they're not getting by!"



**The World Championships start (above). Carbonell sneaks under (left) airborne car. He went on to win it. Votava.**



In fact, even though Ralph did not post the fastest time, he did have the most consistent times of all the racers there. A fact that later on would be one of the most talked about possibilities of winning the World's Championships. More on that later.

Third fastest was Arturo Carbonell. Fresh from his win at the McCoy Race in California, (he said "that was a good tune up for us") he had now posted third fastest with a time of 607 seconds for 37 laps. His DELTA/PICCO car DELTA/KO radio equipment performed as smoothly as expected. If anything, the track could have been a bit "less tacky, to really have to drive it".

Rounding out the top six qualifiers were: Naoki Ishihara, from Japan; Roberto Bortolamasi from Italy; and Gary Culver from England.

All these gentlemen were in the Finals, with only four spots left to be filled. This would be done on Saturday where the next top 40 racers would go through two rounds of three heats each. The top four from this group would then go to the World Championship on Sunday.

SATURDAY things began to go astray. Through no fault of anyone but the wishes of "Mother Nature", rains interrupted the final qualifier on several occasions. This presented the problem of not being able to get all the

rounds in order to choose the final four.

As it turned out, while some drivers got in three heats, some didn't due to the rains. So it was decided that the final or third heat would be thrown out and the top four would be chosen from only two heats.

Unfortunately, some drivers of World Championship status had suffered mechanical problems during the first two heats, while others were "tuning" their cars for the final heat. When this final qualifying never came or was disallowed, that left some prominent drivers off the finals on Sunday.

The last four to make SUNDAY's program were: Steve White from England; Ermes Tadiello, Italy; David LeCat, France; and Pieter Bervoets from Holland.

The most disappointed racer had to be the 11th qualifier. The one who "just missed" the cut. The one that came so close, but not close enough. His name ... Bill Jianas, Associated's top man.

So the stage was set for Sunday's race. Out of 138 entries and a week long racing and qualifying schedule, only ten drivers remain. The top ten drivers in the World!



**THE WORLD FINALS**

Because of the rains that hit hard on Saturday, a drivers' meeting was held on Saturday evening to go over the rules in the event it rained all day on Sunday, or there was rain during the race and the race would have to stopped or re-started, etc.

Every possible contingency was covered. All racers in the finals and their team managers were present and made aware of the situation.

They were all asked to be at the track on Sunday by 8 am. If it looked like rain was imminent at that time, the race would be started earlier, rather than wait for the scheduled 1 pm start.

Also covered in this meeting, was the fact that if there was no race on Sunday due to rain,

then the 3 best qualifying times for each racer would be averaged out and the driver with the best average would be the "World Champion".

Guess who was in the position to be the World Champion if there was no race on Sunday? Young Ralph Burch, from Texas. The 13 year old wonder kid of this event could walk away with the coveted title if there was no race on Sunday!

Also covered in this meeting were: 30 or less laps - there would be a re-start. Between 31 and 100 laps-the re-start would be according to the order of finish when the race was stopped, with 10 second intervals between positions. 101 laps: the race was "official" and whoever was in front at that time, would be the winner.

When everyone arrived at the track at about 8am, there was still considerable water from the night's rain. It was drizzling off and on. People, crews and drivers just sat around inside the tented area, nervously pacing, talking, tightening, just keeping busy. Tension was getting high. Talk in the pits was now mounting at the prospect of young Ralph Burch being declared the World Champion if no race was run.

Rumors abounded that the Japanese team would make a protest if this happened. Others would second the protest. The World Championship could be decided in a real battle of teams and pits and not on the track. No one wanted this. Every one prayed for the rain to stop just enough to run the event. Several times cars were sent out to test the track for traction and then the drizzle would come down again.

It was agreed that if the race could not get started by 4 pm in the afternoon, then there would be no Final race.

It was now noon and once more, one of the club members goes out to the track to test it. It is determined that the World Championship race could be

run. Everyone scrambles to get their cars ready. It's now or never. All of a sudden, the noise level reaches a fever pitch. The pits, the spectators, the officials are now moving about as if a shot of adrenalin had been injected.

**THE RACE**

Ten cars, ten drivers, and at least as many pit members are all lined up for the start of the race.

The stands are now full of spectators and racers.

Joe Werner, competition director, sends all the cars out to try the track for one lap. Katsumori Kondo is the only racer among the ten who is running a car without a differential. He would like to have someone with a similar car go out and try the track because the racer who had tested the track was driving a car with a diff. No such luck, the race has to start.

All the cars are now lined up. The countdown begins. Fuel cells are topped off. Five, four, three, two, one...They're off, in a magnificent cloud of smoke, they all hit the first turn as if painted in formation, almost

three abreast.

Carbonell (USA) takes the lead, followed closely by Pieter Bervoets (Holland), then Kondo (Japan), Steve White (England) and Ralph Burch (USA). Carbonell seems to be pulling ahead, White now moves in second and Burch is now in third! The crowd, sensing one of the biggest upsets, begins to cheer for young Ralph. The Italian, Ermes Tadiello has now moved from the back of the pack to 4th with a tremendous drive through the infield.

Seven laps down, Carbonell still in the lead, England's White is in second, but he's being challenged by Burch. And Burch has just taken over second! It's pandemonium! Unbelievable, among all the experienced drivers, here's this young man battling it out with the best and passing them!

Burch now slides in the hairpin and White repasses him. Carbonell, still leading after 12 laps "stuffs" his car on the wall and now White is in first. Carbonell doesn't lose any time, he's back out behind White and passes him on turn 6. But White sticks close to him. Kondo has now worked his way to fourth and right behind him is the Italian, Tadiello.

Lap 22, Carbonell pits and White moves into the first spot. Carbonell's pit stop is about five seconds. He's back out, two laps later catches White and regains the lead.

Ralph Burch is now dropping back and looks like he's got car problems. He pits and comes out again, then pits again!

Thirty one laps down and Carbonell is still in the lead and now lapping everyone except 2nd place White. Lap 32, he laps White and now he's one lap ahead on the entire field!

Lap 40, it starts to drizzle! It can't be, everyone keeps looking up. All except the drivers, their eyes glued to the car and track. Lap 44, the "red" flag has come out. The race is stopped. Cars have to be placed in the pit-slots directly under the drivers' stand. "THERE'S TO BE NO WORK DONE ON THE CARS," the announcer's voice is heard. Drivers and Pit Crews can go back to the sheltered areas, but cars must remain on the pit benches on the track under the supervision of one of the officials.

The lead is held by Carbonell. The re-start will be according to the order of finish on the 44th lap. The race is not yet official. Carbonell (USA) with 44 laps; White (ENGLAND) 43; Kondo (JAPAN) 42; Tadiello (ITALY) 42; Bortolamasi (ITALY) 42; LeCat (FRANCE) 42; Culver (England) 41; Ishihara (JAPAN) 40; Burch (USA) 39; and Bervoets (Holland) 35 laps.

Only 15 minutes have gone by, and the race is held up. It's now approximately 12:30. Time to wait for the rains to stop.

Nervous small talk is overheard in the sheltered pits. What if?... I wish it would stop... 1:30pm; still raining... "if they call this race, Ralph will win!"... more small talk. Groups of people gather, speculating, talking to the crews, the drivers... "how's the car running?" 2pm. the drizzle has stopped! The track surface kept the water from puddling. "Maybe it can be dried by 2:30 or so" one official is overheard saying. It is now 2:35 pm, one car is sent out to test the track, it's still slippery, but everyone wants to race. "Let's go for it".

Art Carbonell will be the only one to start by himself, all others, at least one lap down, will start together.

Carbonell will be given a 10 second head start. The flag drops and the race is resumed. White goes next, then Kondo, & Tadiello, in that order, just seconds behind each other.

It's race time again. Carbonell with a commanding lead seems to be stretching it through 50 laps. LeCat (France) is now in the top four. He's challenging White for 2nd. Kondo's still in there. Lap 70, it's Carbonell, lap 78, 80, 90, 95, 100, it's Carbonell still and now at lap 101, the race is official. If it rains again, the winner will be that person who is in the lead at that time.

The next 80 or so laps, second through sixth places keep changing as result of pitting, but one spot that hasn't changed is first place. Carbonell is driving magnificently. No mistakes, perfect pitting and excellent times. His car body is tweaked several times as a result of being hit by cars he's passing. He's so far ahead that he stops and Bill Campbell, his crew chief and DELTA owner, has enough time to fix it properly.

(contd. pages 20-21)

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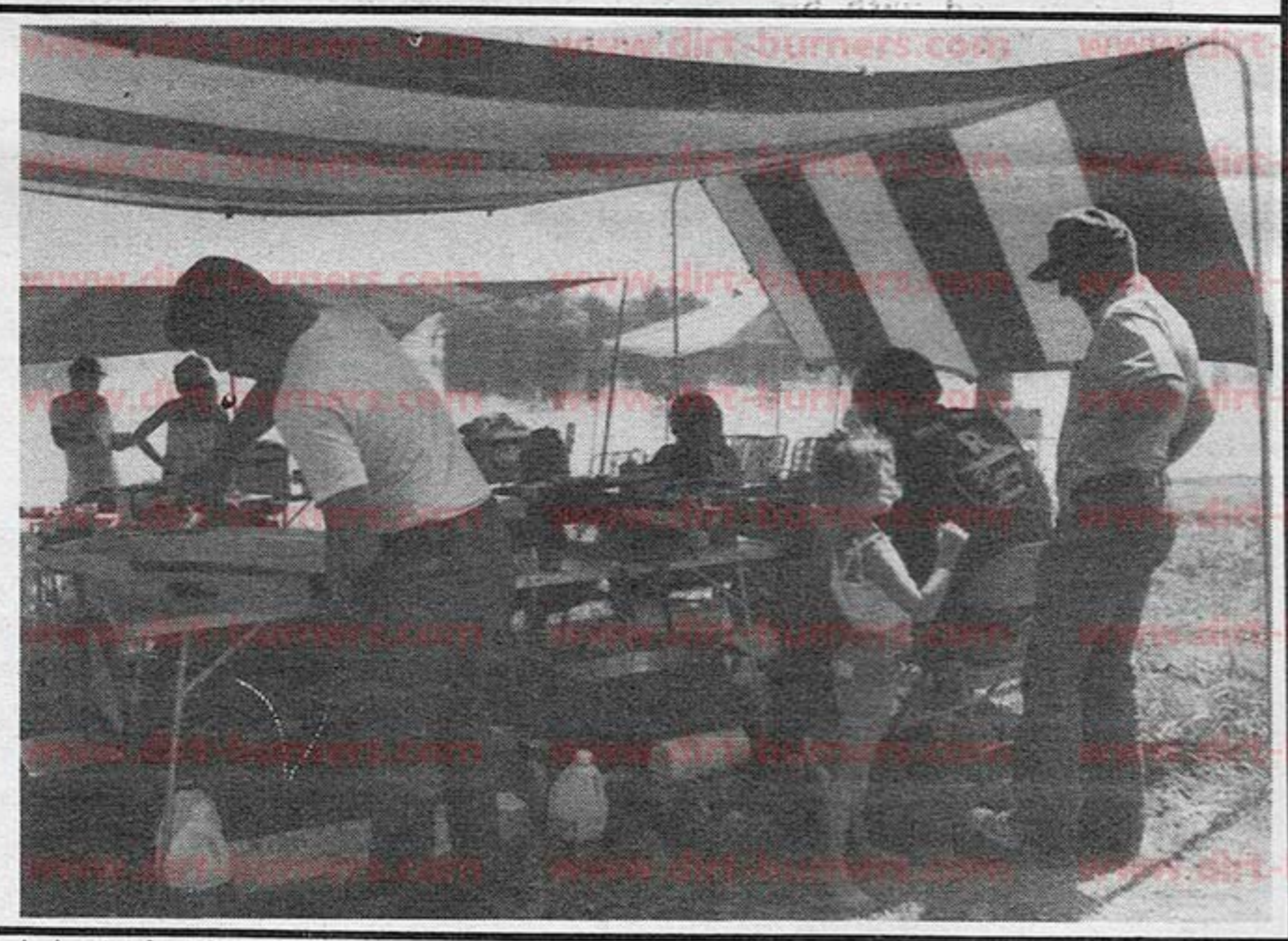
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# RON'S LINES

## POWERBOAT RACE AT LEGG LAKE

"Getting on top" and staying there (above). Typical scene on a hot, summer day; tented pits (below) where all the real racing is done. Hydro, the fastest of the R/C Power boats, in action (below right).



July 11 & 12, 1981

Story by A.C. Kemp  
Photos by Mike Lucas

ANOTHER WONDERFUL WEEKEND OUT AT LEGG LAKE. ADD TOGETHER RACING BOATS, NO COVER CHARGE, AND A PICNIC ATMOSPHERE 10 DEGREES COOLER THAN THE SURROUNDING SCORCHED REAL ESTATE, AND YOU HAVE SOME IDEA WHY THE CROWDS HAVE CONGREGATED HERE.

Saturday was Deep Vee and Mono action, and it was actually more popular than the Hydro's.

Every boat, whether they get perfect scores or succumb to mechanical failure, races in four rounds. People were here from all over the state and as far as Utah. Greetings to the Tucson Model Boat Club!

According to the way things are arranged, much depends on the luck of the draw and who you're racing against in your heat. Even to this novice's eyes, it's clear that consistency is more important than trying to go flat out all through the race. Many who are fastest just aren't around at the end.

Starting accuracy is also very important. If you aren't within a few yards of the starting line when the buzzer sounds, you've got a built-in disadvantage. And you definitely need a good caller. The races are so frenetic, and things are happening so quickly out there that a good caller can be the difference between finishing first or not finishing at all. Many of the boats we saw cutting across the leader's wake and bingo! A new buoy in the back straight!

One of the biggest disappointments of the weekend was not seeing Craig Glasglow run. Although he had put on a good

amount of practice the week-end before, he suffered from the inevitable glitches we all suffer from time to time, and so he had to sit this one out. Only instead of sitting, he was busier than ever, scorekeeping, announcing, and filling me in on the arcane lore of how to make a boat run real good.

Those new triangle-shaped wedge boats showed us they were very fast, but excruciatingly tricky. They led most of the heats they were in, only to flip if someone so much as sneezed. A lot of potential for the future though.

(contd. page 16)



## BOAT PREP. & OTHER THINGS...



### Preparation for the Legg Lake Race:

July 4th & 5th were used as days of tuneup and testing, in preparation for the big race one week away. Due to Independence Day, turnout was sparse.

Saturday, Dave Ghormley patiently explained the classification system.

MONO-HULLS and DEEP VEE's race on Saturdays, HYDRO's and SPORT (Stock Motor) HYDRO's on Sundays.

Hydro's are fastest and are slim hulls that run outrigger floats called Sponsons, to the left and right for stability.

Each one of these is classed according to engine size:

- A.) Up to 0.21 cubic inch
- B.) Up to 0.45 cubic inch
- C.) Up to 0.65 cubic inch
- X.) Unlimited displacement.

A good plan for someone just starting out would be to start with an A CLASS Mono, or Deep Vee and a 2-Channel radio and work your way up from there. Cost runs from a couple of hundred dollars if you buy used equipment (lots of it around in excellent condition) all the way up to \$800 plus for a top drawer C HYDRO.

Legg Lake is centrally located in the Los Angeles area and you can go there and run any day of the week. Practice is really important before you race.

Steve O'Donnell, the young hot-shoe of C Hydro, was there running his homemade baby blue K&B Outboard A Hydro. Though this class is only a year old, it's rapidly gaining in popularity and can only continue to do so in the future.

Norm Teague, of the full size "Powerboat Magazine" was there with his immaculate black and silver Outboard Tunnel Hull. This is a Prather prototype of Norm's own design, and boy, did it handle well! Just the right attitude and not a hint of porpoising

anywhere. It also featured a waterproof servo box that can quickly be switched to another boat, and Norm's own 4-way adjustable outboard motor mount. Imagine, instead of spending weeks shuttling between lake and workshop trying to get things dialed in, you could do it in an afternoon with Norm's trick mount. For more information contact: Teague's Model Marine, 8027 Genesta Ave., Van Nuys, Ca. 91406, (213)987-3239. Norm will be running 8 classes at the Amarillo Nationals!

Tom Gourd and Larry Ingelson were testing their beautiful "Yellow Fever" class B Hydro. It had picked up a spectacular trick-on full throttle, it would suddenly execute a barrel roll in a 1/2 second! I'm sure Tom and Larry will cure the unwanted acrobatics in no time for next weekend.

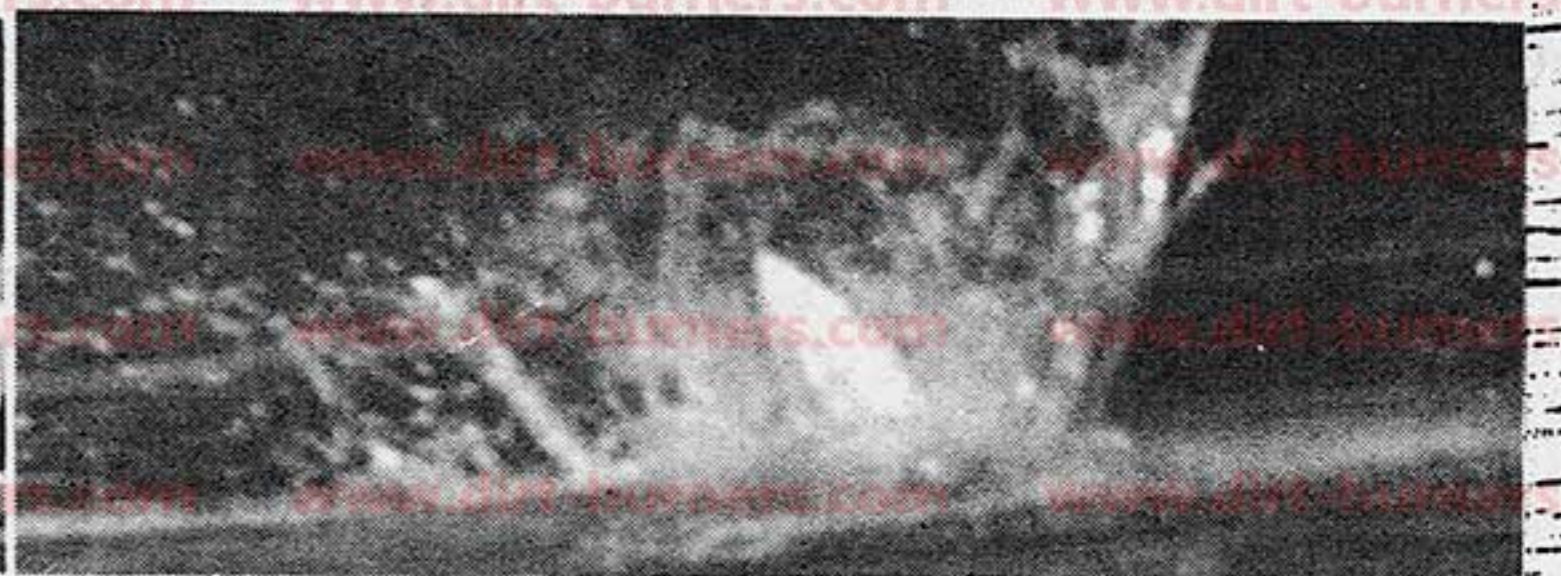
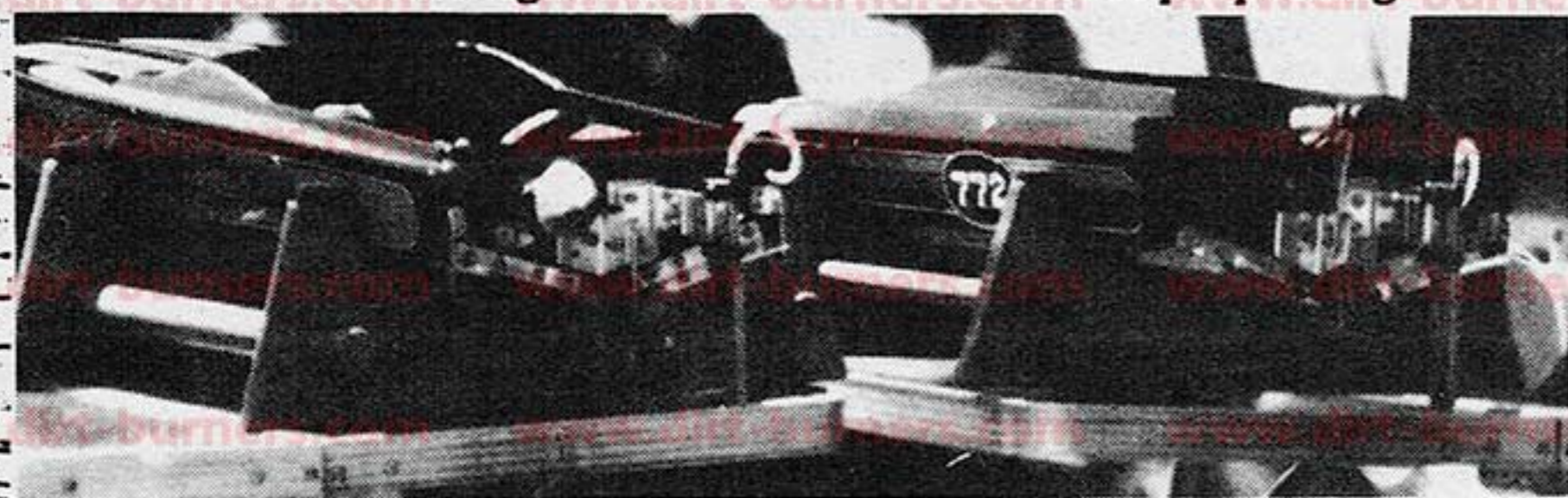
"I predict I will blow Teague into the weeds!" says Craig Glasgow, and with his one-way 42mph. record-holding outboard he is the favorite. Besides his frenetic orange and red Deep Vee, he also had two 38" long inboards using surface drive. The prop drive doesn't tick out below the hull, and the lessened drag is worth 5-7mph. according to Craig. If so, everyone will switch to surface drive in time. For more info, contact West Marine, P.O. Box 3712, Torrance, Ca. 90510 (213) 530-7910.

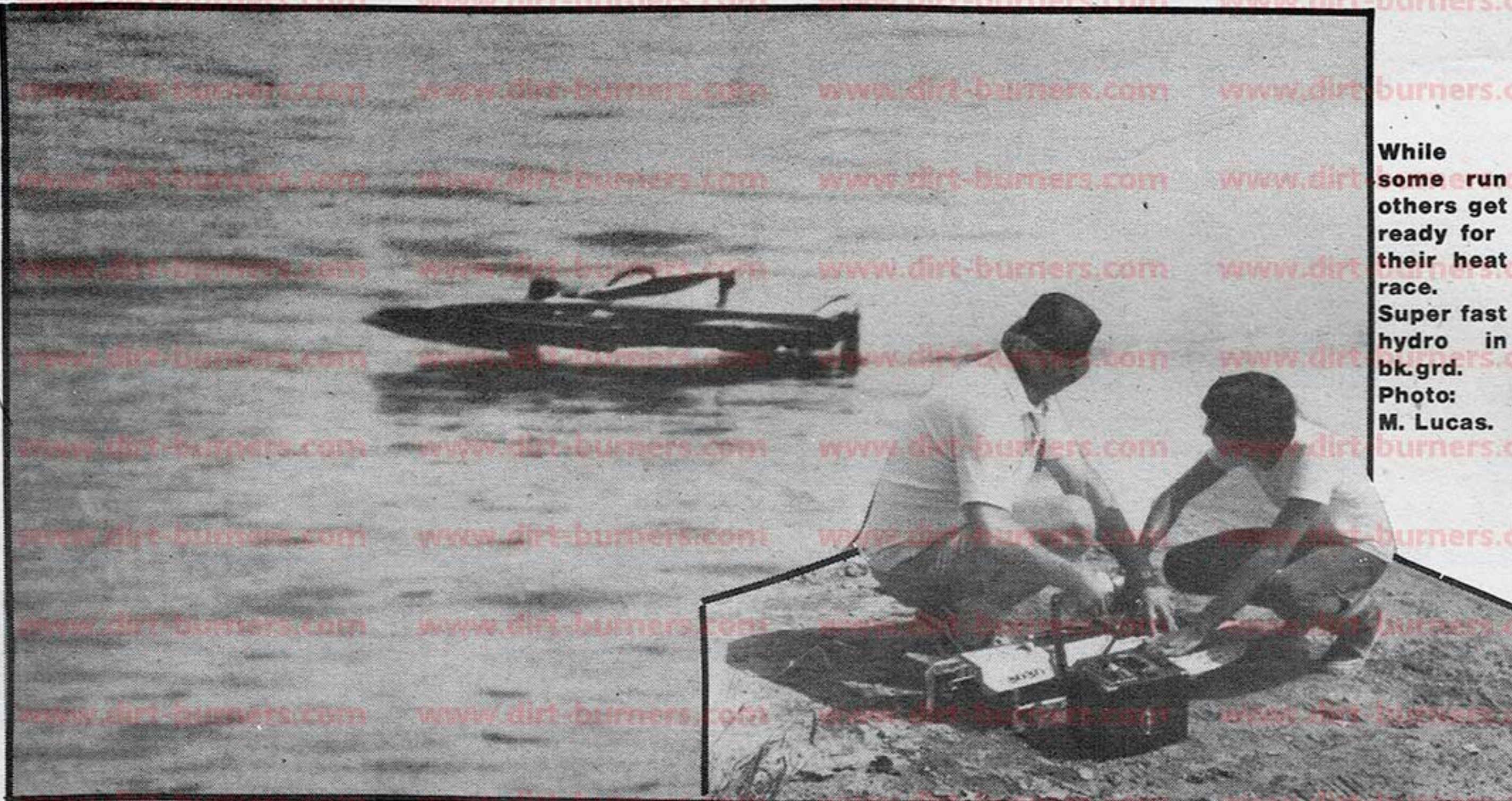
Eric Sopp & Steve Dunn, both happy K & B employees, were running their Dumas Hot Shot outboard, testing the new prototype Airtronics waterproof servos. Looks like a very desirable item.

And of course the lovely Rosie Garcia was there, happy and friendly and eager to help.

If you've never seen the spectacle of a bunch of three-foot boats pulling 6-foot rooster tails while sounding like Top Fuelers on methedrine, you owe it to yourself to picnic at Legg Lake this weekend. It's on Rosemead, just off the Pomona Freeway. See you there!

A.C.





While some run others get ready for their heat race. Super fast hydro in bk.grd. Photo: M. Lucas.

Nats!"(He's talking about the NAMBA Nationals in Amarillo Texas, the week of August 1-8. We'll be there to bring you our report for the next issue.)

INSANE! In the C Mono, not only were Terry Holland and Ken Puckett tied in points, they both turned identical times! They had to flip a coin! Ken got heads for the first spot and Terry took second, with Eddy Patton in 3rd; Richard Taylor, 4th; and Jack Bishop, 5th.

By the way, in case you think these C Mono guys are just puttering around, they run Nitro in the 50-60 percent range and use up a glow plug per run. That doesn't sound like a weekend cruise.

**SUNDAY RACE:**

Sunday was the violent Hydro's and boy, do they put on a show!

If Deep Vee's and Mono's were balancing on the edge of control, these guys were on the razor's edge! You've got to see these babies perform.

In the A Hydro, Wally Stewart came out high man with two firsts, and two seconds. Tim Lawson was second, Joe Monahan, 3rd; Ron Russell, 4th; and Tom Topping, 5th.

What caused your win Wally? "A lot of luck". (He's just modest) "My boat's a Wing Ding I've been running for over 10 years. Everything is stock, but well tuned. That makes replacing parts a whole lot easier." You can see Wally in action at the Amarillo Nationals.

Tom Topping copped (or is it Topped everyone?) 3 first places in B Hydro. But Ron Russell was more consistent and garnered more points.(Remember what we said about consistency?) So it was Ron in first, Tom in second, Craig Ingalls, 3rd. Jim Lawson, 4th; and Jack Oxley, 5th.

"I came prepared..." said winner Ron, "...went through extensive testing. I'm not fastest, just more consistent. My boat's a Wing Ding 60, much modified, running 60% juice." Catch his sharp white boat with red stars in Amarillo.

**THE RACING:**

In the A Mono Class, Diane Semlar and Joe Jusak both turned in perfect scores, fast enough for the B Mono! Joe had quicker time so he got the nod, with Diane in second, Wally Stewart third, Dave Ghormley fourth, and Dot Prather in fifth.

Joe said he was unprepared for today, "got three hours sleep after partyin' to 3am. I won because most people do not know the capabilities of their

boats. Don't print any of that," he said laughingly. His eight-year old modified Scirocco shows you definitely don't have to pop for "this year's trick hull" in order to be competitive.

Ladies, please notice that women are every bit as successful as the men in R/C. Diane Semlar proved that. She attributes much of her success to "my boyfriend. He maintains the boat, tunes the motor, and is my caller". Cathy Galbraith, on the other hand, builds all her own stuff, hull on up.

So ladies come on out, give it a try. It's a stone gas!

In the B Mono, Terry Prather copped the first spot, Diane Semlar got her second Second place, Doug Nystrom third, Terry Holland fourth and Norm Teague took the fifth spot.

Terry Prather, every inch a good sportsman, complimented everyone on a well-run race. He ran a 3 year-old 40" Prather Hull, (natch!), with a K & B 7.5 and J.G. 3121 prop. "If you think today was good, just wait till the



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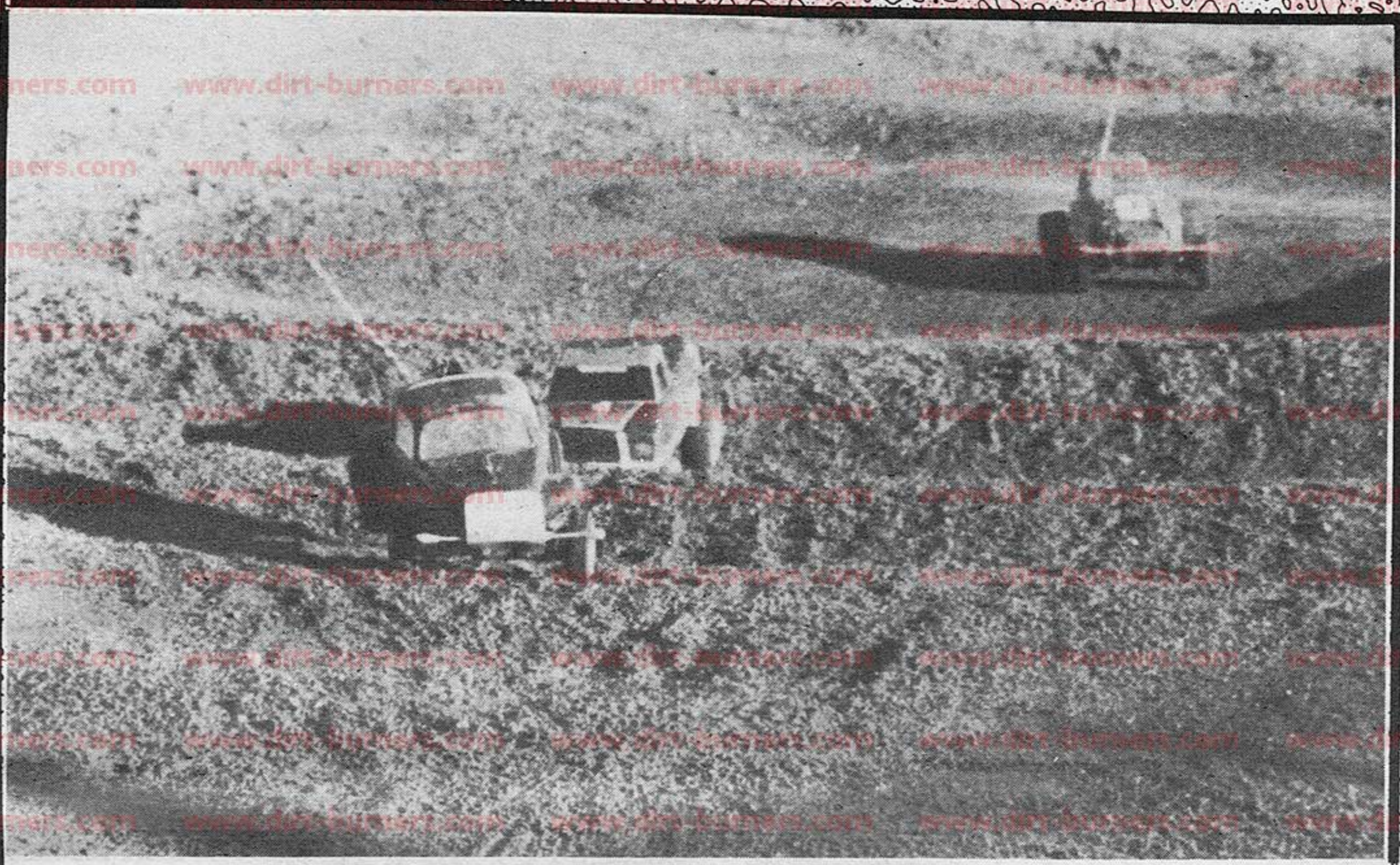
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# MINI BAJA

## 150 laps



One of the tougher sections of the MINI BAJA course is the "hoop-de-doo's". You either have to try to clear them "full on" the throttle or "back off". In between, you roll the car. Craig Dunne is in the lead, with Kye Young (eventual winner) behind, followed by Don Arndt. Photo. Lonnie Peralta.

FOR ONLY THE SECOND TIME ANYWHERE AND ONCE AGAIN AT MINI BAJA, THE LONGEST ENDURANCE OFF ROAD RACE FOR R/C CARS WAS HELD THIS WEEKEND IN RESEDA, CALIFORNIA.

Already within a month of the first 150 lapper, the record, then set by the Team of Jiggs & Jason Garcia of 48 minutes for 150 laps, was shattered by the RCH Team of Erwin Bragg and Kye Young. Today they completed the grueling 150 laps around the same course in 42 minutes exactly! Second place in this event went to the team of Don Arndt and Ron Anthony, who finished three laps behind, at 147.

Interesting to note that today's winners, Young & Bragg were runners up in the first Mini Baja 150, but then they promised to "be back next time, ready to win." And ready they were as they spent the entire month preparing the car, themselves and their pit crew for this race.

It paid off. Not only did their two cars, a Rough Rider and Honcho, both Tamiyas, perform flawlessly, but their pitting and pit crew, headed by Peggy Tashima, won the race for them. Imagine three to four second pit stops! In fact, it was the pit stops that won the race for them and lost it for the Don Arndt and Ron Anthony team, whose pit stops ranged from 8 to 14 seconds. Considering that the average lap around the tight Mini Baja Track is about 16 to 18 seconds, you can see that over a period of 42 minutes and approximately six to eleven battery changes, one or two laps are going to be lost.

Also noteworthy, the Arndt/Anthony team won the distinction of the fewest battery changes. They only had to change six times! While Kye Young and Erwin Bragg used up eleven of their 14 trickle-charged battery packs they had brought for this race.

Arndt and Anthony were getting 25 to 30 laps off their "black

motor, six-cell" cars, while others could only get 15 to 18 laps before the battery would start going south.

Still, the winning team of Bragg and Young did everything right today and walked away with the huge 3-foot trophy.

Talking afterwards with the winners, we learned that in the last week before the race they had spent many hours going over the entire car. Each wire was rechecked, each nut and bolt tightened and tight-locked, each battery cell and pack checked and slowly charged. They didn't want to suffer the same mechanical failures they suffered in the first Mini Baja 150. They even had a specially wound CHECKPOINT motor, that had plenty of power, yet gave them maximum battery life. They also used a combination of 7-cell Sanyo and 6-cell G.E. NICAD batteries. On hand they had 14 of them, so that they would not have to mess with re-charging.

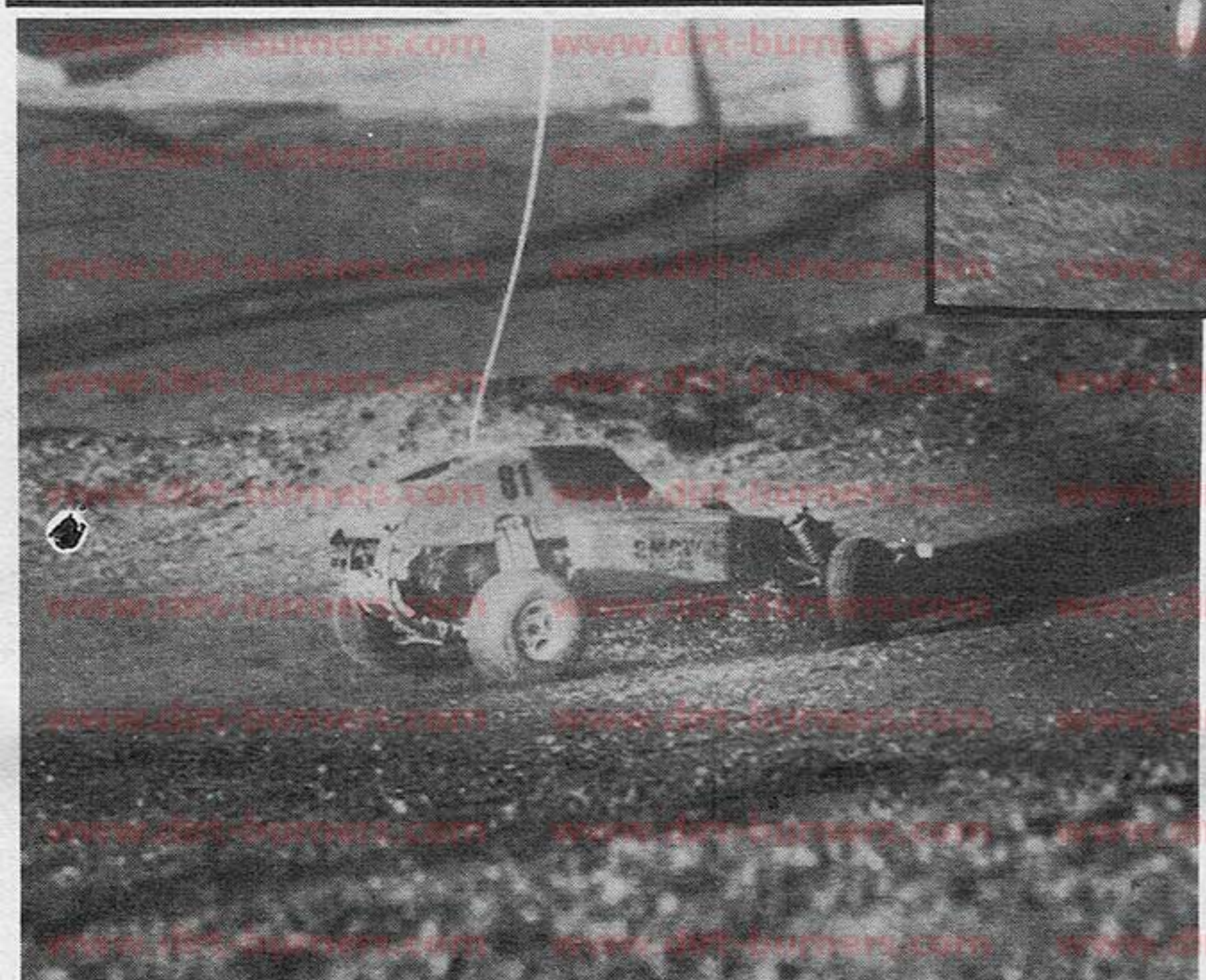
It's interesting that the first winners of the 150 last month, the Garcia team, only used 6 battery packs, with two fast charges and made a total of 11 battery changes. I think it comes down to team work.

Today the team of Young & Bragg had it. For example: When pitting a car, the driver must drive the car into the pits under its own power, through designated cones placed at the entrance of the pits. They can then change the battery on the car, or exchange the car with the used battery for another car with a fresh set of batteries. At this time, the option of the team is to change drivers or continue with the same one.

In the case of the winning team today, each driver drove "his own car", so that when the battery started running down, the driver would let his pit know and the next driver would prepare to take the driving chores.



Fast action and quick response are the ingredients for a Mini Baja race. Car # 81, belonging to Erwin Bragg (below) was one of the two cars in the winning team.



Kye Young's Honcho truck performed great (above) to win the 150. While others didn't have much luck (below).



(l to r.) Erwin Bragg & Kye Young, Mini Baja 150 winners, Don Arndt & Ron Anthony, second place finishers. Photo. L.P.

Once the crew was ready, the car was driven into the pits, picked up and turned upside down, while the second car was already "on" and dropped on the track, as soon as the first car was in. While this was happening in the pits, the one driver coming off the driver's stand would hand his partner the transmitter and off they went for another 15 or so laps. This all took about 3 to 4 seconds for the winning team. Remarkable!

When it was all over, the general reaction from those who participated and those drivers who were there to run in the regular Off Road Heat Racing Program, were heard saying; "I'm going to be ready for the next one, this is fun"... "wait till next month."

So next month, on the 3rd Saturday evening of the month, August 15th, another MINI BAJA 150 will be run at the Reseda, Ca. facility. In addition, there will be the regular Off Road program for those who do not wish to participate in the 150 and for those who may not qualify.

There is a limit of eight teams that will make the "150". If more than eight sign up, there will be qualifying rounds to determine the top eight. All others will run a 75 lap Consolation Race.

For more information you can contact MINI BAJA at 6734 Reseda Blvd., Reseda, Ca. 91335. (213) 345-7300.

We understand that MINI BAJA plans to run a "MINI BAJA 500" during the Christmas Holidays and that winners of each of the coming 150's will automatically make the program, but that others will have to qualify. At that time, 13 teams will be allowed to run, taking up all available frequencies.

Top prizes for that event will be two complete, ready-to-run cars, with all the "tricked out" high performance parts in them! Merry Christmas...

(results contd. page 28)



# MINI-BAJA

PRESENTS

## COMING IN THE MONTH OF AUGUST

★ **MINI BAJA 150...August 15, 1981- Entry \$5**

(150 laps. Off Road. Teams of 2 cars & drivers max. Plus Regular Off Road program. Starts at 6 pm.)

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# PHOTO-WORLD EXTRA-CHAMP



Carbonell's concentration (right). Italy's Bortolamasi (below).



Arturo Carbonell took the lead and never gave it back to win the World Championship 1/8 R/C Gas Car.



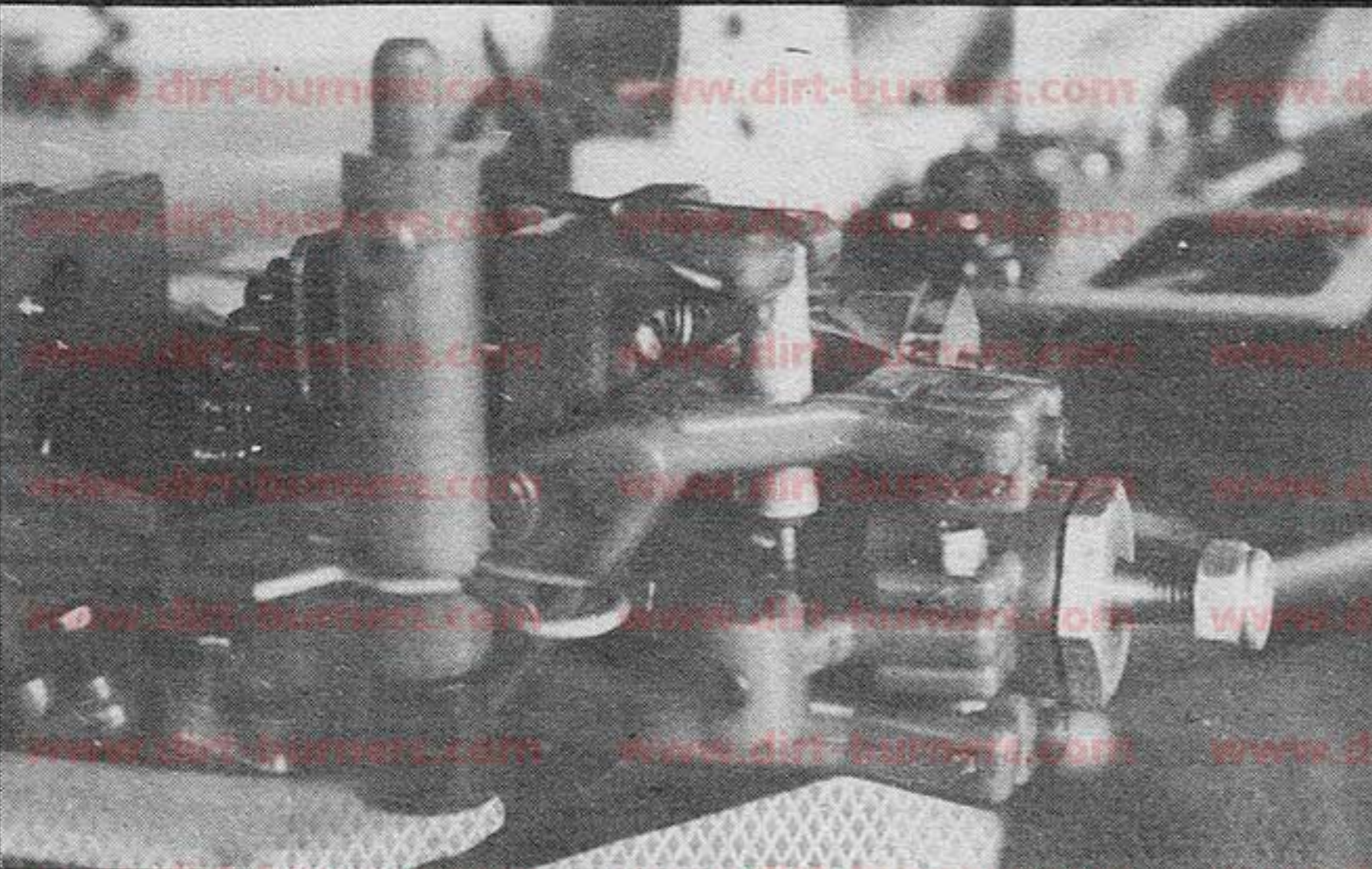
Katsumori Kondo (7) just missed Gary Culver (1).



Naoki Ishihara (3) lapping Culver at high speeds on the "sweeper".



Katsumori Kondo (Japan) fastest qualifier.



The P.B. car from England showed off front and rear independent suspension (left). Note the chain drive system. Gary Culver (right) car # 1 spent a considerable amount of time flying on the track due to handling problems.



Photos by:  
Paul Votava &  
Lou Peralta

Wild action on turn 1.

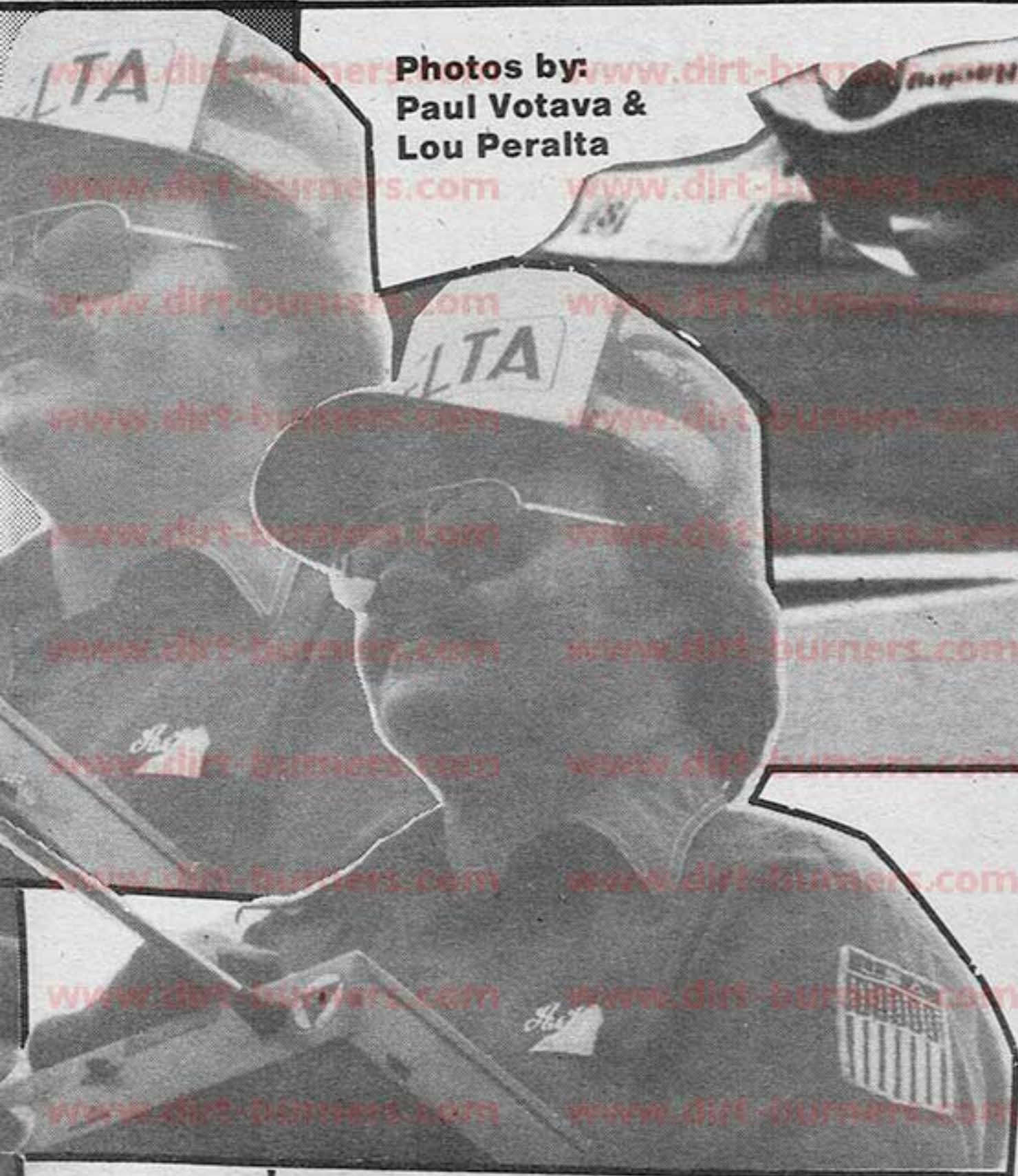
One hundred ninety laps, ten laps to go, and it's nervous time. To have run so well and now have something happen to the DELTA car would be an injustice. Still there's always that possibility. 195 laps, all eyes are focused on one car...#9, the DELTA car of Carbonell...198 laps...199 laps. One more lap to go!

I'm sure that on the last lap no one single person, of the estimated 2000 plus took a breath. When it was all over, Arturo Carbonell had crossed the start finish line for the 200th and final time.

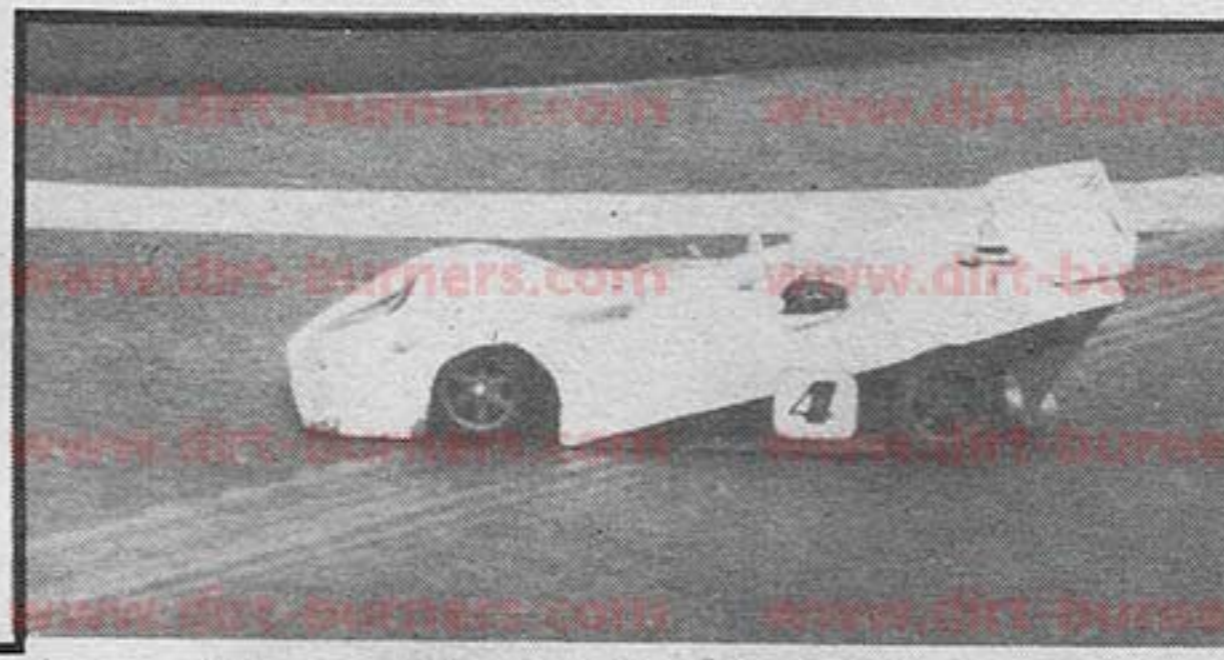
He has now become the World Champion, a title that he will carry for the next two years, and one that DELTA, his sponsor, will be proud to lay claim to.

When asked as to when he felt he had the race won, Carbonell answered, "in the last five laps". "Yeah, I just cooled it, I didn't want to crash into anyone".

His DELTA/Picco and Delta/KO equipment performed to the max and the general consensus among all drivers and spectators and those in the know, that Art is truly the best driver in the world today, and for the next two years.



Race Director and man-in-charge  
Joe Werner, resting between heats



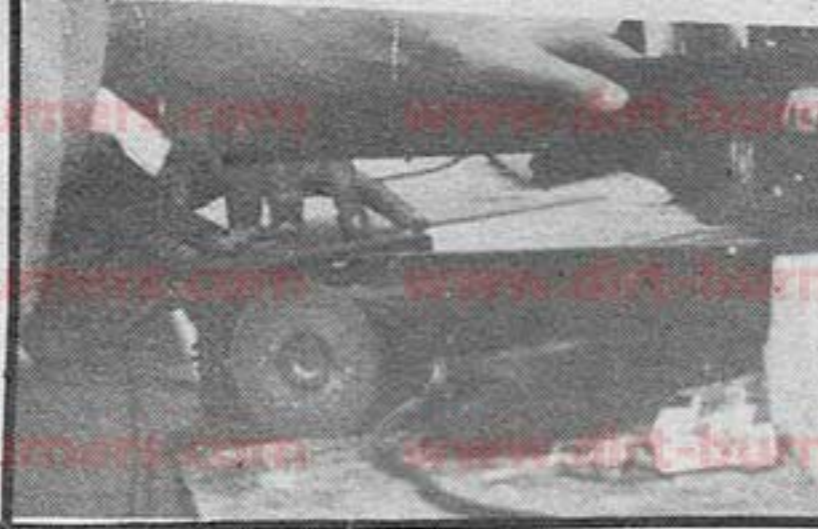
France's Devid Lecat car # 4.



Holland's Pieter Bervoets (above)

1. Arturo Carbonell...USA LP

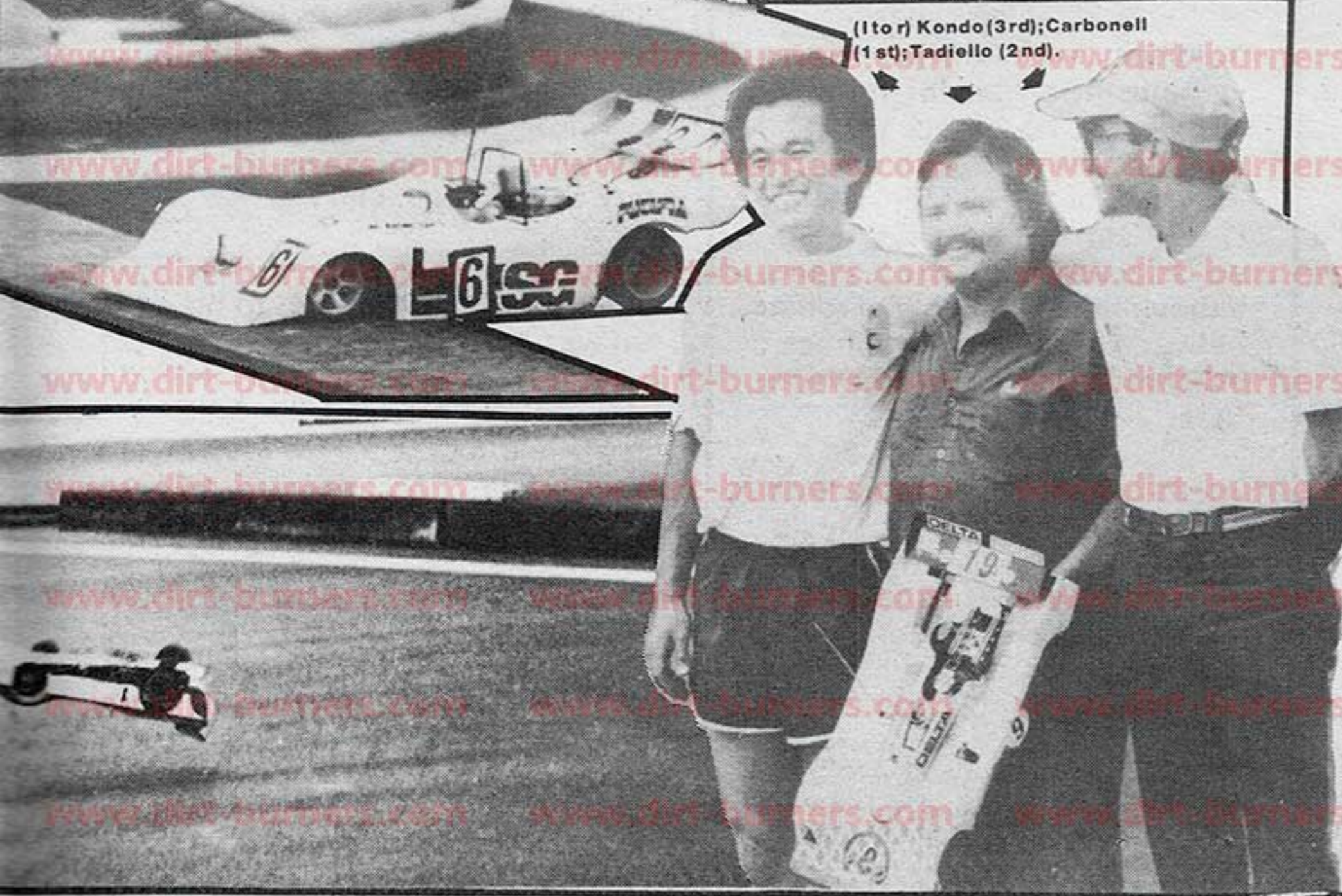
Some of the equipment available for the racers to use.



(l to r) Kondo (3rd); Carbonell (1st); Tadiello (2nd).



Ermes Tadiello's car (below) S.G. took the 2nd. place.



RESULTS

1. Arturo Carbonell...USA  
Qualified 3rd.; CAR:Delta; MOTOR: Picco; RADIO: Delta/KO
2. Ermes Tadiello...ITALY  
Qualified 8th; CAR: S.G. (no other data avail.)
3. Katsumori Kondo...JAPAN  
Qualified: 1st; CAR: Kyosho; MOTOR: OS Max; RADIO: M.R.C.
4. Naoki Ishihara...JAPAN  
Qualified: 4th; CAR: Delta; MOTOR: OPS; RADIO: KO
5. Gary Culver...ENGLAND  
Qualified: 6th; CAR: PB-IS; MOTOR: Picco; RADIO:JR
6. Roberto Bortolamasi...ITALY  
Qualified: 5th; CAR:S.G.: MOTOR: ST; RADIO:Sanwa
7. Steve White...ENGLAND  
Qualified: 7th; CAR: PB-IS; MOTOR:Picco; RADIO:JR
8. David LeCat...FRANCE  
Qualified: 9th; CAR: PB-IS; MOTOR: Picco; RADIO: MULTIPLEX
9. Pieter Bervoets...HOLLAND  
Qualified: 10th; CAR:Serpent; MOTOR: OS Max; RADIO: Futaba
- 10 Ralph Burch...USA  
Qualified: 2nd; CAR: Associated; MOTOR: K & B -Rich Lee; RADIO: Futaba

(At press time, we did not have the entire list of results. ROAR is currently holding their Nationals and was not able to get them to us. They will appear in our next issue.)



# COSTA MESA, CA. LARGEST OFF ROAD ENTRY TO DATE

ON A BEAUTIFUL SUMMER SUNDAY, THE RADIO CONTROL HOBBY OFF ROAD RACE-TRACK DREW 73 ENTRIES FROM ALL AROUND THE SOUTHERN CALIFORNIA AREA, TO DO BATTLE IN EIGHT MAINS IN THREE CLASSES.

July 26, 1981  
Costa Mesa, Ca.

Every race has to have its "pit tootsies". Mmes. Arndt & Anthony helping out husbands Don & Ron.



One of the top Off Road drivers in So. Cal. is Dave Hiebert, winner of the Trophy Dash & A Main at RCH. Check clean car.

A good portion of the 73 entries present today drove all the way from the San Fernando Valley to test their skills against the fine racers of the Costa Mesa area.

RCH Raceway holds their Off Road Race on the 4th Sunday of the month, which usually draws from 40 to 50 entries. Today's program was jam-packed with many entries and the entire day was needed to complete the qualifying rounds in the Stock, Modified and Unlimited Classes, as well as the eight Mains that were held.

Not everyone was asked to participate in the "Time Trials" as most of the Stock and Modified cars would not have a chance against the Unlimited cars. There were 21 racers that entered the time trial, of which only the top four would make the Trophy Dash.

Kye Young, local racer and RCH team driver, broke his own track record in the time trials by posting a 2-lap time of 46.56 sec. His special-wound Checkpoint motor just screamed in and out of the fast off road track. Second best time was posted by another RCH Team member, Dave Hiebert, who turned a 47.59 sec. for two laps.

Two non-local racers made the final four fastest racers. They were: Mike Dunn, from MINI BAJA, who placed third with a 50.77 sec.; and David Morford, from the RANCH RACEWAY, who sped through at 51.99 sec.

Immediately after the time trials the four-lap Trophy Dash was run and the winner was Dave Hiebert. Dave took the lead after Young spun out, and never relinquished it. Kye took second, Morford, third, and young Mike Dunn was in the fourth spot.

Thereafter, four heats were run to determine the mains. Points were awarded for the order of finish and at the end of the four rounds, those with the most points would make the A MAINS and all others would go to the lower Mains.

STOCK CLASS had an A & B Main; MODIFIED had A, B & C Mains; and the UNLIMITED Class had A & B Mains.

The track is laid out over a fairly large piece of raw ground, adjacent to the RCH Hobby Shop. Its surface is kind of powdery and requires alot of water, especially on warm days like today. Each heat or main could have used water on the track. Unfortunately, water pressure is not as high as it could be, so that the actual watering of this huge track takes a bit longer than most.

It is a fun track, laid out more like a T.T. course, for those of you who are familiar with Motorcycle racing. It has several jumps that launch the cars well into the air, but for the most part, it is a fast track that requires all the power you can get out of your Stock, Modified or Open set up. There are no walls around the track and, although there's plenty of room between sections of the track, every once in a while a nice "head-on" was witnessed.

There are no electrical outlets on which to hook up your charger; your D/C charging system is a must...although there were several enterprising racers who brought their own generators to produce A/C voltage. The atmosphere around the large parking lots around the track was one much like you

see at any real race. Campers, trailers and motorhomes were parked, as were several ready made tents, to keep everyone out of the hot sun.

RCH, by the way, runs their 1/12 Road Race program in this very same parking lot.

Once all qualifying heats were completed, the first main to be run was the B STOCK MAIN.

In this main, many of the first time or recently-introduced racers did battle. Flame Churchill came out on top after a shaky 9-car start. In second place was Lee Brophy, member of the BROPHY racing team. Lee was just recently made to run Off Road as, up to now, his brother Jim Brophy has been the sole driver of the team. Lee made the family proud as he picked up a solid second.

In third in the main it was Anna Stage, already a veteran of Off Road competition. She drives very steady in all her racing and her unique, pink-panther, single-seater kept all others out of the third place spot. Dave Phelps, first timer at Costa Mesa, picked the fourth spot.

The fastest modified car was that of Kye Young, from the RCH team. He pulled a hole shot that left everyone behind. It was a try-to-catch-me race for Kye, although on several occasions he had spun out and allowed the other cars to get closer. Erwin Bragg picked up



THE STOCK A MAIN was a Barana family-dominated Main. Although only Cory Barana finished in the top three, the three Baranas gave the crowd something to cheer about. The start was wild and cars were just flying all over. When it was over, Bill Pihl, running a very fast and well performing stocker took the A Stock Main. He won all his heats prior to that and today won the main. So it looks like he's going to have to switch to the Modified Class to test new waters.

the second spot and third went to Dave Morford, who earlier had beaten Kye in two of the four heat races. Fourth went to MINI BAJA's Jiggs Garcia.

Next came the Unlimited cars and the B MAIN in this class. Ron Anthony, from Dave's Custom Models, took the win from teammate Don Arndt. Don was actually about to cross the finish first, but backed off because he had taken over first place from Ron by center punching him two turns before the finish. He said later, "I aimed for you Ron, but I couldn't take it that way". So Ron Anthony picked up first, Don Arndt second, third went to Craig Dunn.

In second place was Dave Smith, followed by Cory Barana and Evah Erickson.

Next came the Modified Mains, starting with the C MAIN.

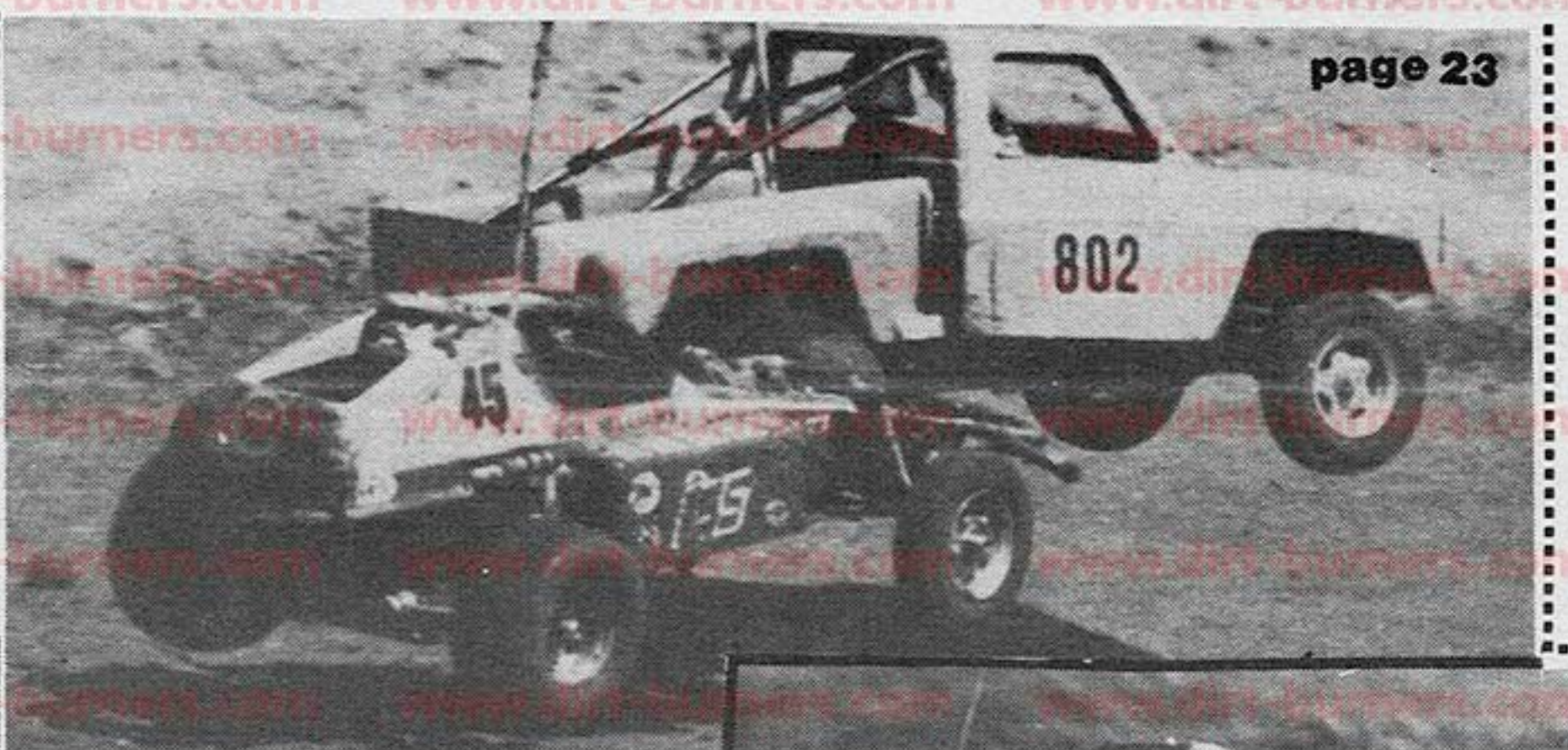
The final race of the day, at about 6:30 pm., was the A Main in the UNLIMITED Class.

Derek Schmitz put in a fine turn at eight laps, as he brought his #69 single seater ahead of the class. He took over the lead at lap two and was never headed back. Second place went to Jay McClow, who stayed out of trouble from the rest of the thundering pack. In fact, the announcer wasn't even counting him in the top three until he crossed the line. Third place went to Larry Taylor and fourth to Don Arndt.

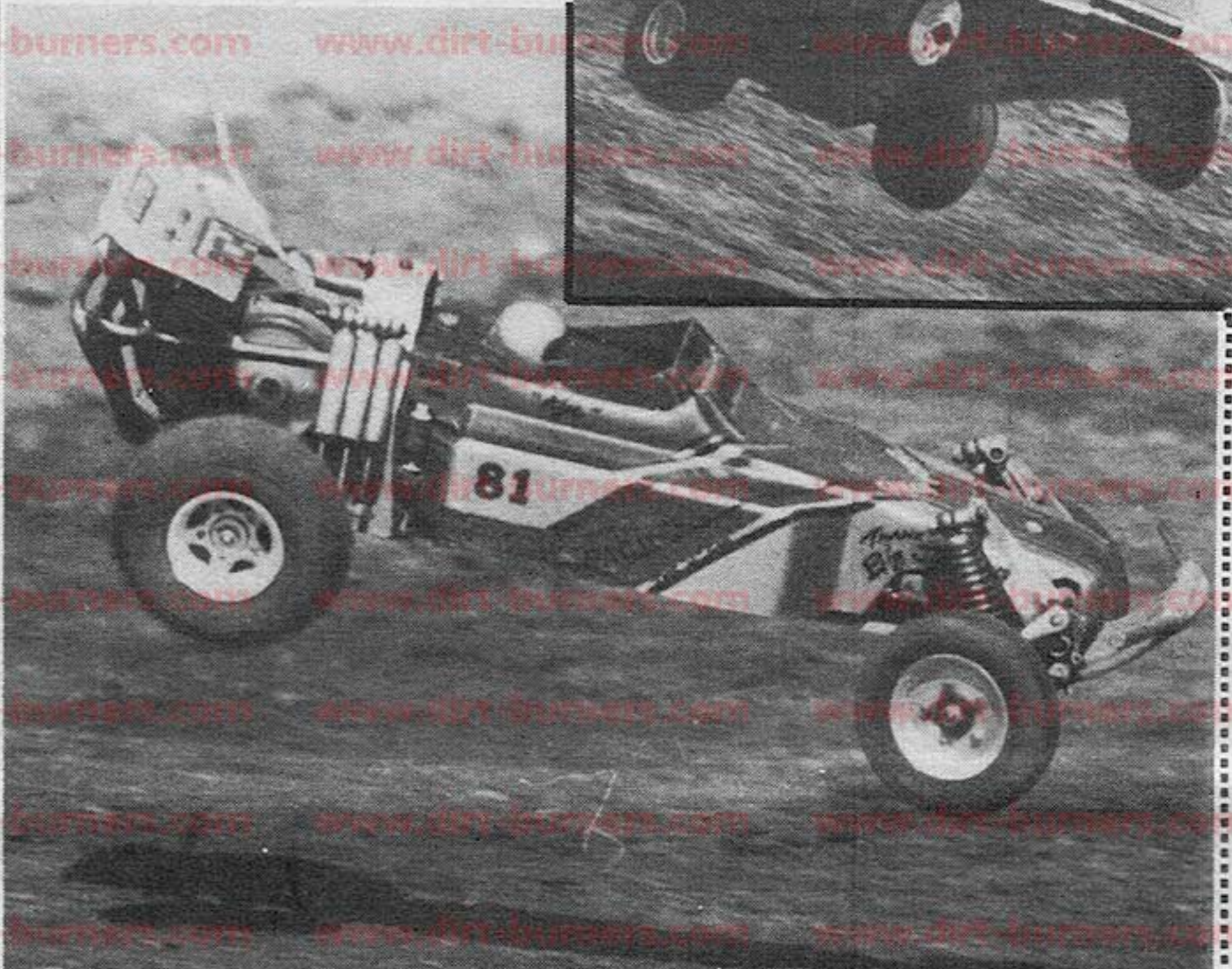
Everyone thought that the heavy racing would be between teammates Kye Young, fastest qualifier, and Dave Hiebert, Trophy Dash winner. As it turned out, Kye broke at the start and Hiebert went on to win. He had a serious challenge for about five laps of the eight lap main from David Shiveley, first timer at Costa Mesa, all the way from Reseda's MINI BAJA. Dave was no more than 10 feet in back of Hiebert, and several times actually passed him. Unfortunately, he flipped once in the middle of the infield and after laying there for several seconds, one of the local turn marshalls mistakingly picked him up and took him off the track, thinking he had broken. This knocked David out of any chances for the win.

MODIFIED B was next and from the start, it appeared that no one wanted to take the lead. They all kept hitting and bumping into each other and the lead was exchanged several times. Finally, when it was all over, Tom Coy had survived the destruction derby and picked up the first spot. In second, it was young Jason Garcia and third went to Milt Lewis.

The MODIFIED A Main had eight cars-all fine racers and winners of past mains at different tracks.



RCH action on the fourth Sunday of the month. Photo Lonnie Peralta



Second place went to ERWIN Bragg, also from RCH, and third went to the only guy there with a "differential" in an off road car, Eustece Moore. Eustece, in fact, seemed to dominate earlier in his heats. (There's a write up on this new trick item in this issue, check it out). Fourth place went to Mike Dunn another MINI BAJA racer.

For those of you who would like to do some fast driving, go out and check the RCH track, located at 653 - 19th Ave., in Costa Mesa, just off Harbor Bl.

Beautiful RCH Raceway plaques were awarded to the first three spots in each main.

Besides their regular 4th Sunday of the month races, they plan to host the Western Off Road Championships on Sept. 26 & 27. It's a pre-entry affair, with a maximum of 200 entries being accepted. Entry fee is \$15 one class and \$25 two classes. See you then.

(RESULTS page 38)



Ron Anthony (above) winner of the B Main, Open. Dennis Lyman's 300 plus (work-hours) # 67 (right) is nothing like the kit.

# TRIP - RACE SHOWDOWN

Story by Frank Pupello  
Photo. Tim Morton

July 4-5, 1981  
Tampa, Fla.

Take the Westshore Plaza, the Tampa Bay R/C Outlaws, the Tampa Bay R/C Action track, Federal Express, Kendall GT-1, Tampa's Golden Gate Speedway, Modifieds, GT cars, Late Model Sportsmen: add 'em up and what do you get? Pure, unadulterated, get-down and run-in-the-fast-lane excitement.

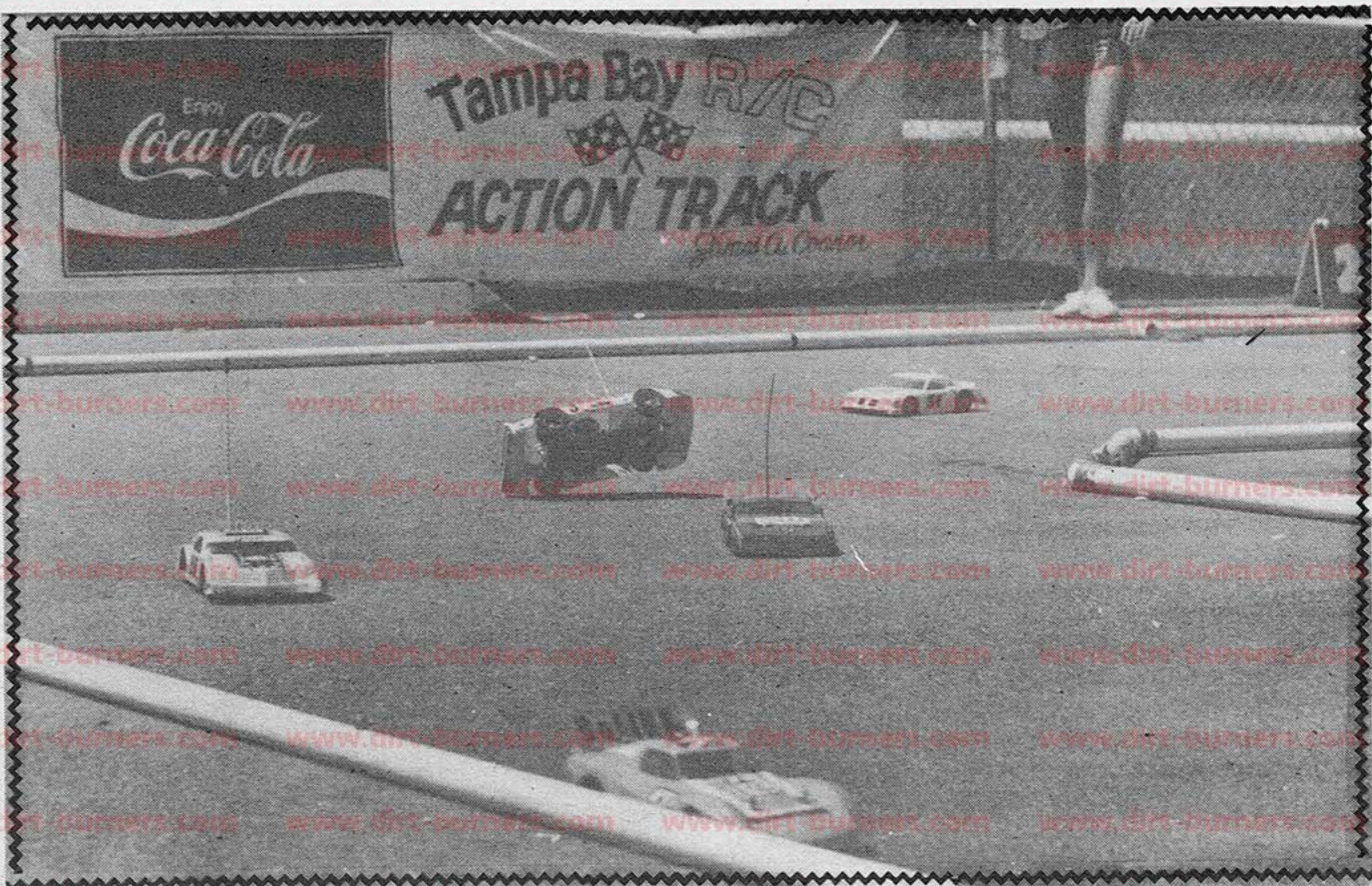
This second annual showdown was to provide a solid weekend of racing in three different classes. Racing was run by the Tampa Bay R/C Outlaws; the premier 1/12 scale electric club in the area.

Saturday morning, Outlaw race director Frank Pupello, called up the first qualifier for the Federal Express modifieds. Quite prevalent in the Northeast U.S.A., the modifieds proved to be exciting because of their front wheels being exposed; the full bodied rear of the car made for some bumping in the turns that gave the boys a thrill, as well.

After the drivers' meeting, the racers produced a beautiful field of concours and best paint candidates. For this series, the Outlaws chose to award two best paint and two best concours trophies per race. The reason being they felt this would encourage more people to try their hand at doing a nice paint job.

Best paint went to Yoshimi Core (using Bolink's "Mr. Concours" paint) and Don Miller. Concours was won by Miami's Gary Crumb and Wayne Chiak.

The Federal Express top qualifier of the day was Georgia's Tim Morton with a new track record for the Tampa Bay R/C Action track, of 39.2 laps. Tim was upended in the main, though, by Outlaw, Glenn



Fast pace action at the Tampa Bay R/C "Action Track", during the Tri-Race Showdown.

Lewis driving his Bolink-Kendall GT-1, Monza. Third was Mike Fromer; fourth, Dennis Mitchell; fifth, Hugh Ebner; and sixth, Orlando's Mark Bare.

Just a few hours later, the Action track road course opened for practice prior to the running of the 2nd Annual Kendall GT-1 Midnight Special, sponsored by Tampa's Neumann Oil Co. This race featured ultra-sleek Imsa GT cars, each equipped with working scale headlights. The number one rule for this race was: "no lightee, no racee". All cars were required to have working lights at the beginning of each qualifier and main. The only area of the track that was brightly lit was the start/finish line to aid in the lap counting. All other areas were lit by the overhead lights.

Once again, concours brought out a bevy of beautiful cars; this time GT's. Best paint went to Dennis Mitchell, of Seffner and Dick Herrick; while concours went to Mike Pederson and Rob Selover.

The key to winning the night race, besides car set up, and driving of course, is concentration. Being able to follow your

car in a pack at night is a skill not easily attained.

In the A Main, the man that seemed to have the ability to find his car and keep it ahead of the group was Lawrenceville, Georgia's own, Tim Morton. Second in the A main was Outlaw, Mike Fromer, driving for television's PM Magazine.

Speaking of PM Magazine; correspondent Dave Saint and the PM Magazine film crew were on hand all weekend to do a piece on 1/12 R/C racing. Due to be aired at a later date, the story is intended as a look at R/C racing as a 'sport'; its impact and attraction on participants and fans. Also on hand to cover the action were WTSP Television, Tampa Tribune, St. Petersburg Times, It's Sports Magazine, Revup, and of course R/C RACING NEWS.

At the end of the night race action, the road course mysteriously changed into an oval track for the final and premier event of the weekend, the Golden Gate Speedway-Buccaneer 250. Golden Gate GM., Chris Muller, had the Outlaws over to Golden Gate for an R/C exhibition on the speed

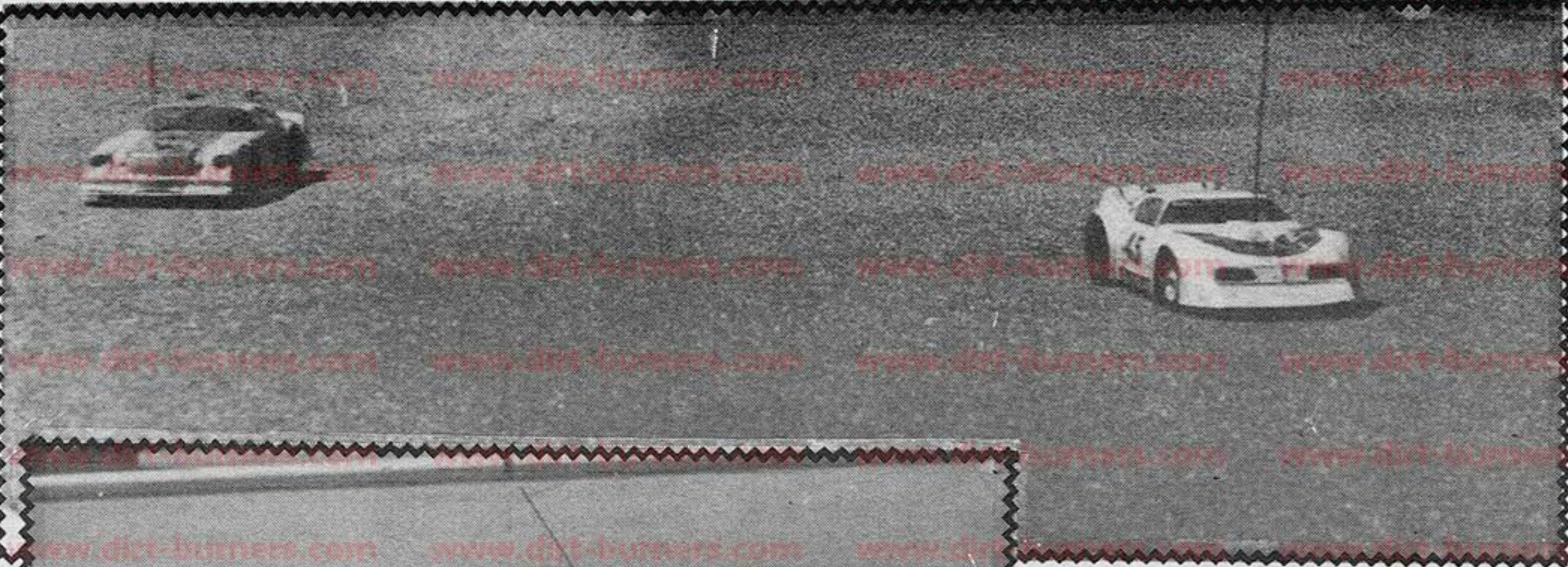
plant's front straitaway a few weeks prior, and was so impressed that he and the folks at Golden Gate decided to sponsor this first-ever R/C event. This is, to our knowledge, the first time the Late Model Sportsmen have run in the 1/12 scale.

These are the type of cars that are run Friday and Saturday night on tracks all around the country. They have been made very popular by ASA Champ, Mark Martin and All Pro stand-out, Junior Hanley. The cars are Oldsmobiles, Chevys, T-Birds, Dodges and even Silverbirds. Although no wings were allowed, spoilers (mounted to the body) were used. Noses and roofs were modified to an extent.

Just in time for this event, the people at Bolink introduced their new ASA LMS Camaro, to which all the high speed modifications have been made. The new body was so good that it not only beat all the Silverbirds, but took both concours, both best paints, and firsts in the A, B, & C Mains!

Best paint trophies went to Gary Crumb and Bolink's ace, Rick Jordan, both with ASA Camaros. Competition con-

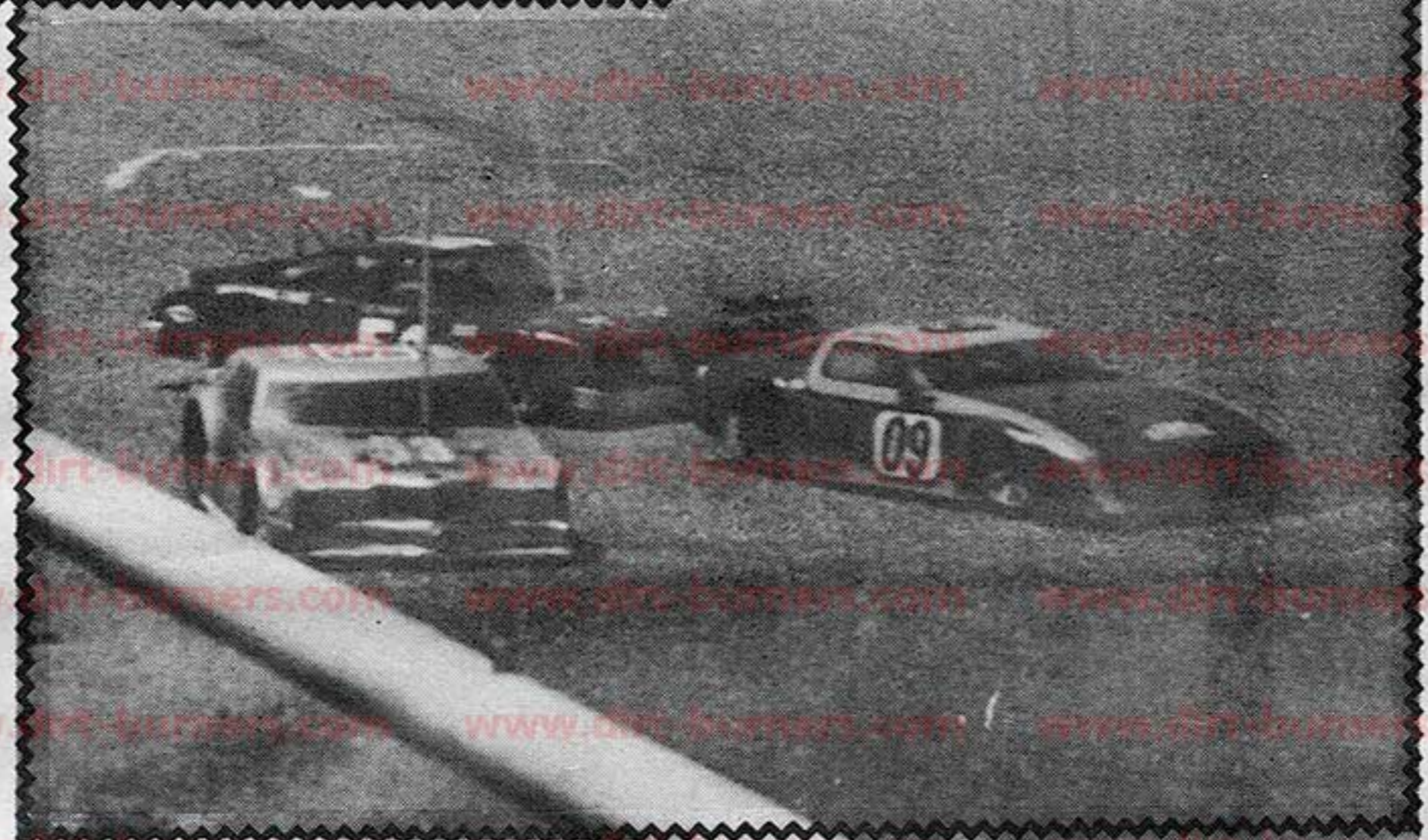




Some of the fast & sleek models at the Tri-Race "Showdown" in Tampa, Florida. Race was put on by the Tampa Bay R/C Club.  
Photo. Tim Morton

cours honors went to St. Petersburg's, Rocky Hagen and (who else?) Frank "Mr. Councours" Pupello. Pupello duplicated Mark Martin's Camaro using "Mr. Councours" paint, with Speedway Numbers and some hand lettering.

On to the qualifiers: Dennis Mitchell was the Top Qualifier with a new track record of 68.5 laps. A super fast field of champions made the A Main for the day.



They included Georgia Champion, Tim Morton; 1980 Florida State Champ, Dennis Mitchell; Ace Auto Parts Champ, Outlaw, Glenn Lewis; Golden Gate Champ, Outlaw, Dave Willits; plus Larry McClendon; Gary Crumb; and Jay Smith.

After a slow start, eventual winner, Glenn Lewis brought his Kendall/Bolink Challenger Camaro to the front of the pack to stay and cop the heavy iron of the day. Second went to Larry McClendon and third was Dennis Mitchell.

Some of the boys were so hot for LMS racing on the roundy-round track that they kept running even after the award ceremonies.

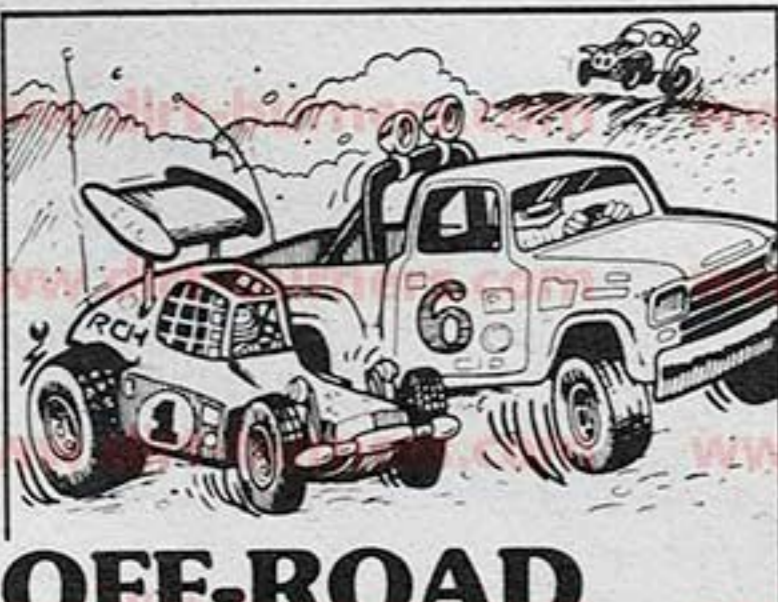
Everyone had an excellent time, all due to the efforts and hard work by the Tampa Bay R/C Outlaws.

We're looking forward to seeing more good things by the Outlaws and going to the "showdown" next year.

Frank Pupello.

RESULTS: See page 28.

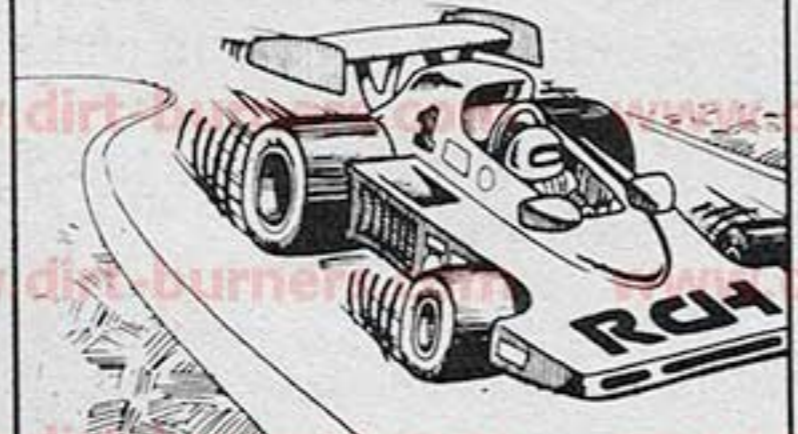
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# ... TEST Line ...

## MOTOR TEST FOR OFF ROAD R/C BATTERY POWERED CARS

**By A.C. Kemp**  
Technical Editor

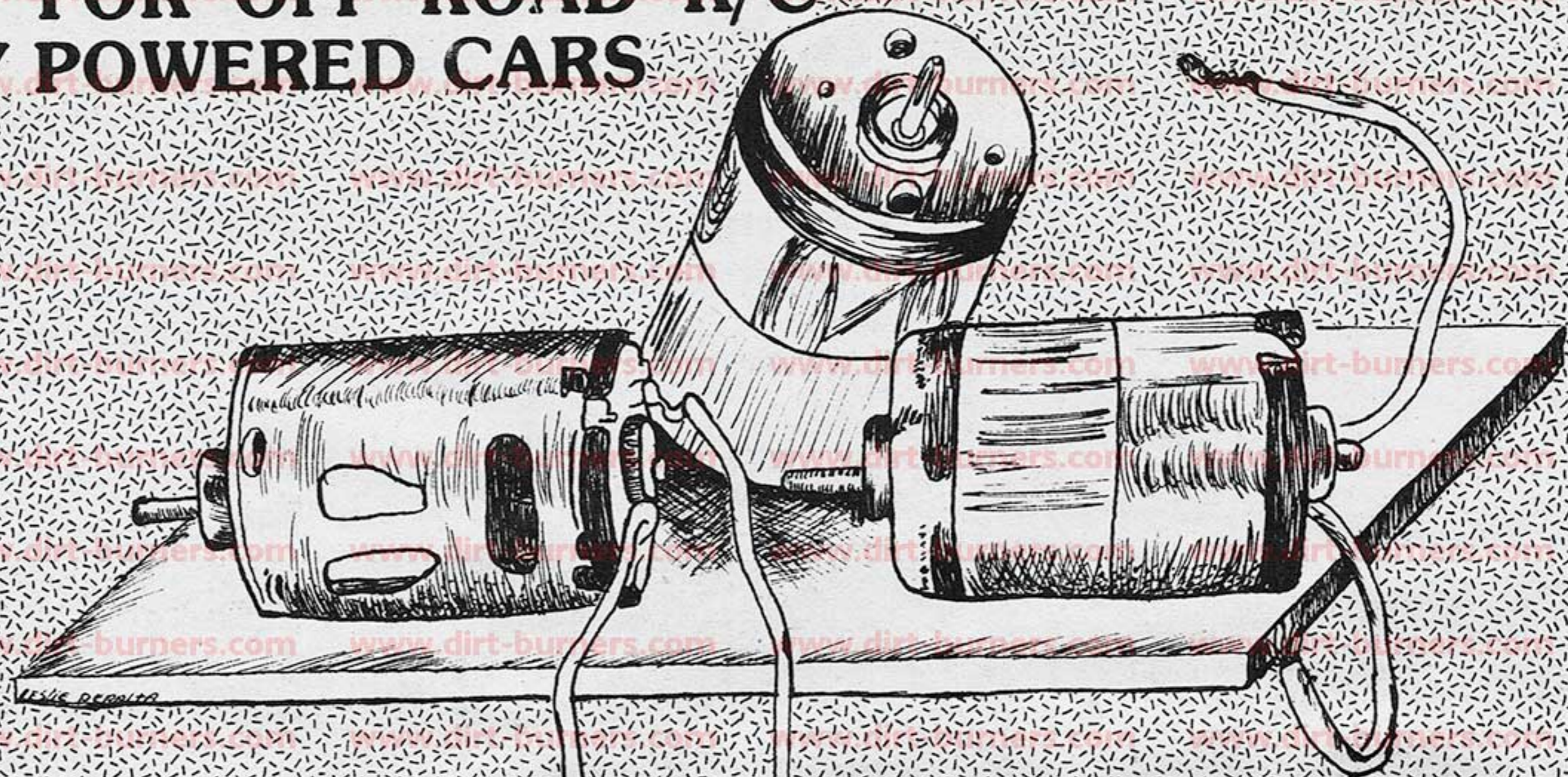
(EDITOR'S NOTE: We've tried to obtain motors from MRP, Leisure, Checkpoint and others but were not able to by the time we had scheduled this test. In future issues we will continue to do comparison tests using the same parameters used in this test and we shall update our report.)

Quick! Grab the children! Put your women indoors! Load your shootin' iron! The Swift Six are in town, and every one of em's out to gun down th' other five. But not with flyin' lead. They're gonna use stopwatches... Stopwatches?

Yes, it's the First Annual Six-way Motor Shootout and what a fight it was folks. Five hot re-winds slugged it out toe-to-toe with the ubiquitous stock TAMIYA that comes in the kits, each determined to garner the first place laurels. And as we'll see the margin of victory was by no means comfortable.

Great care was taken to insure equal conditions throughout the tests. The same battery pack was used throughout, charged in each instance to the same exact voltage. We used a tub of ice to keep the temperature of the battery pack the same in each case. An electronic speed control was used to maximize consistency.

The A - B - A system of testing was used. If you look at the chart below you're probably wondering why we ran the Stock setup test for a second time. It is very important to recheck your baseline (first) step. This is the A - B - A testing system. You run setup A, then B, then C, etc. Then you rerun A again. Without it your figures are meaningless because all the time you're testing, the car is changing. Parts are wearing,



shocks may be leaking oil, certain parts will suffer fatigue, so that maybe on C setup, the wear of the car is reflected in it's performance. You won't know it and perhaps could make the wrong conclusions unless, you go back to the "baseline" and run the A test again. On our chart you will note that the Stock Re-check was within the allowable percentage to make the test valid.

Looking at the chart, the acceleration and deceleration runs are the most objective. Here, driving variables are at the absolute minimum, and repeatability at the maximum. We used a driver of roughly average abilities, but even so, the driving is the least controllable when running the track tests.

When looking at the chart under track times, please remember that a "hot shoe" will slice a few tenths off these times, and a beginner will probably be slower, due to that power getting the rear side-ways more often. In fact, that was the largest bugaboo of our testing- get enough rear end traction and the track times may line up in the same order as the acceleration times. So to make the most of any hot motor, you must first get that chassis handling better than stock.

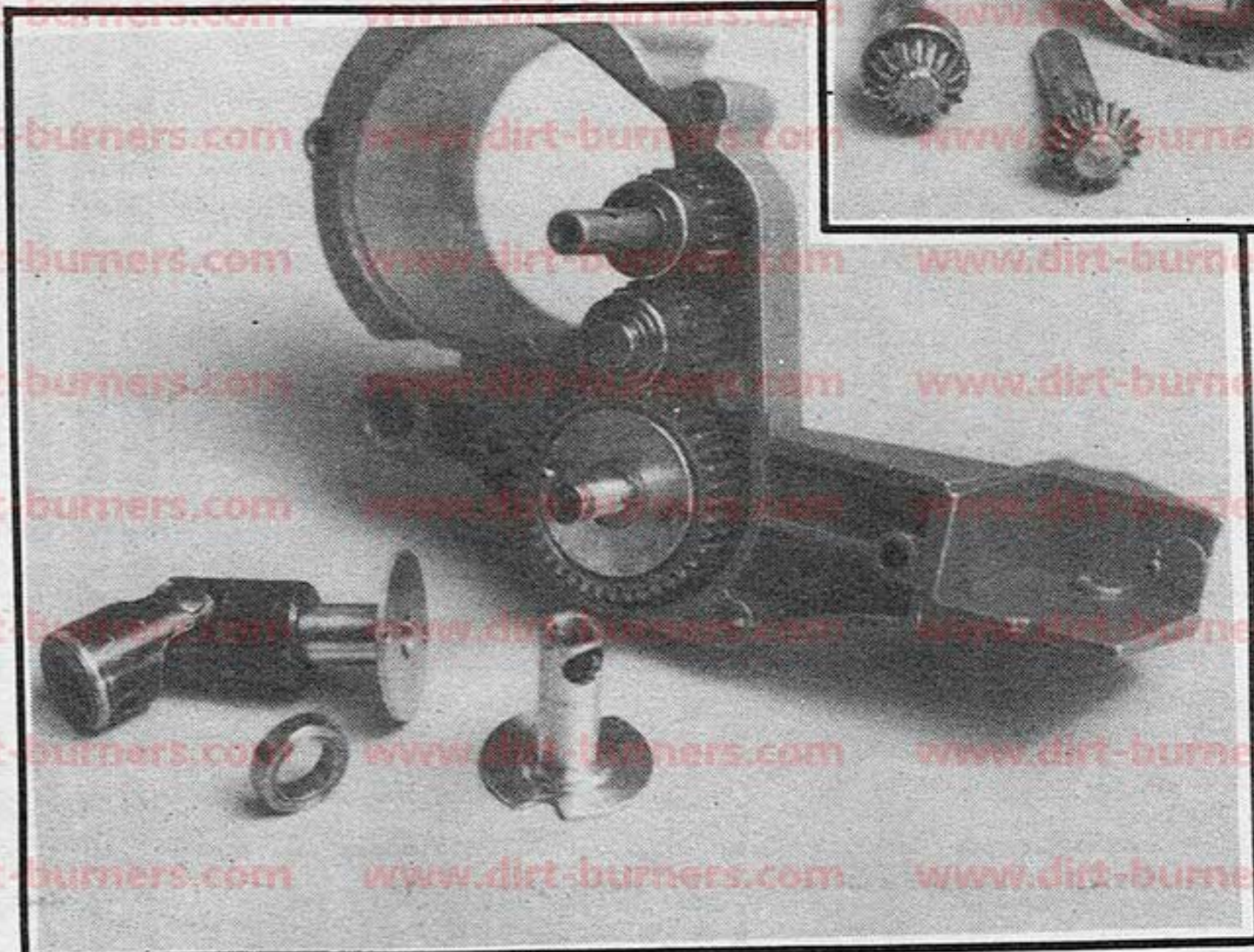
Overall, all the motors are bunched up closely. There's no one that really stands out taller than the others. The Reedy and the Revtech Silver Dot are a tad better, but the Reedy didn't turn a faster track time than Stock, and the Revtech was slower due to power-caused oversteer. Spinout city!

We simply did not want to make any final conclusions, but just indicate the results of the tests, as we'll continue to do in future issues when testing some of the other available off-road motors. But the choice is yours, whichever motor you choose to spend your hard-earned money we hope we have given you information that will help you choose the right motor for your driving and racing needs.

### TEST RESULTS

	Stock Tamiya	Tamiya's Black Motor	Revtech "Purp. Dot"	Revtech "Silver Dot"	Revtech Prototype	Reedy	Stock Recheck
Average Acceleration:	2.25sec.	2.15sec.	2.15sec.	2.10sec.	2.20sec.	2.15sec.	2.25sec.
Average of Deceleration:	43"	57½"	55½"	51"	54"	49"	45"
Average of Offroad Track Times:	18.7sec.	18.7sec.	19.0sec.	22.0sec.	19.8sec.	18.7sec.	18.8sec.
Number of laps on one charge at comp. speeds:	13 laps	14	13	17	14	15	13

# The M.I.P. Off Road Differential



This month we're evaluating a whole new product, new to Off Road that is, but it's been around the 1/8 & 1/12 scale road race cars for a while... a locking differential.

Developed by Eustace Moore of MIP and featuring the same adjustable ball bearing locking action of MIP's line of 1/8 & 1/12 scale diffs, we ran back to back comparison tests on the same car between the standard locked rear end and the diff.

Due to time limitations we could not test the car at different settings, but according to Eustace the adjustment was "about on medium."

A.C.

One thing is clear though, especially in Off Road racing. If your chassis and suspension and steering are not properly tuned, no matter what hot motor you buy, it won't do you any good, until you can put all that power to the ground.

Soon we will do an extensive article on all the different ways some of the top off road racers set up their cars.

In our next issue, we will be testing box-stock 1/12th scale road racers.

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9065 11cc to 15cc Muffler for Pipe \$11.95	<b>NARCO MARINE</b>	Easy Bailer \$3.55	Current Rapid
8051 Rudders (new) Prather 40.60 Boats \$ 4.25	Water Outlet Small \$ 1.50	Starting Belts	Charger \$34.95
8050 Rudders (new) Prather .21 Boats \$ 4.25	Water Outlet Large \$ 1.70	Large 17" \$2.95	Compatible cross-reference
<b>WESTCOAST MARINE</b>	Cable Collet .187 \$ 4.20	Small 15" \$2.95	with Associated Parts
Surface Drive Unit (new) for Deep Vees \$64.95	Cable Collet .150 \$ 4.20	<b>BEST MODELS INC.</b>	
<b>HORTON MANUFACTURING VENTURES</b>	Cable Ferrule .187 \$ 1.50	Waterproof Seals \$1.75	
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K&B 7.5 Standard Bell \$11.70	7.5 12° & 20° Empire \$39.95	and Hardware	Sandscorcher \$119.95
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Hemi Head for K&B 3.5	<b>STEVE MUCK</b>	K&B 7.5 \$14.85	Datsun 2802X
for Long Glow Plugs \$14.50	Prop Pitch Gage	OPS .60 or .65 \$20.25	1/12 scale \$ 99.95
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Water Pickup in Rudder.			Charger \$ 48.50
Call or Write for Price			

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Ball diff. inside stock gear case, with "U" joints. (Inset) MIP miter gear diff. 1. Drive gear & 2. Output axles with bearings.

The MIP diff. was virtually identical to the standard rear on a dry and dusty track, so we believe that with a "softer" locking setting it would have been quicker than the standard car.

On a wetted-down track it was a tenth or so quicker.

But what was really impressive was the consistency and the driver's comments. All laps turned were within 3/10th of the average time. This matches the driver's report that the diff-equipped car was easier to drive at fast speeds.

If so, the differential contributes to the consistency, so important in winning races.

If you're interested, MIP is soon coming out with the diff., ready to fit inside the stock gear cases with no major modifications. In the evergrowing Off Road market this is just one more item that will make the performance of your Off Road car just that much better.

A.C.

## The Plain Gray Wrapper R/CARS 1200 MAH SUB-C NICADS

### The Good News

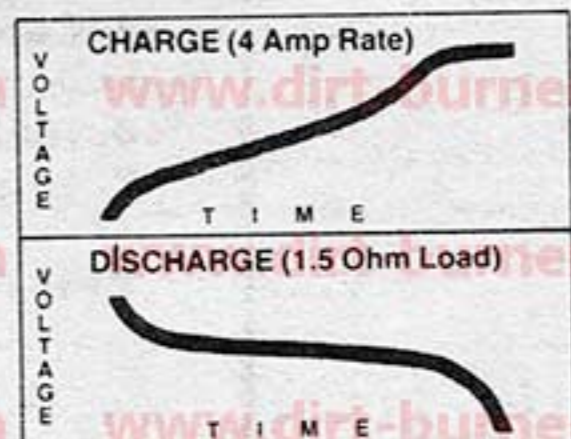
### PRICE AND PERFORMANCE



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



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



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

### Price Comparison:

	GE	R/CARS
6 cell	\$32.50	\$15.00
4 cell	\$24.50	\$10.00

### The Bad News

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

4 sub-C's — \$10.00

6 sub-C's — \$15.00

Add \$2.00 for handling  
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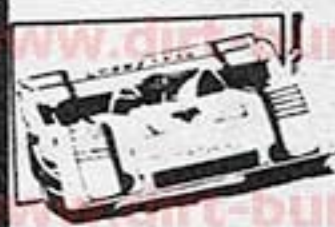
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MANUFACTURERS OF MODEL CAR RACING PRODUCTS

# FLORIDA 1/12

(contd. from page 25)

### RESULTS

#### Modified A Main:

1. Glenn Lewis
2. Tim Morton
3. Mike Fromer
4. Dennis Mitchell
5. Hugh Ebner
6. Mark Bare

#### Modified B Main:

1. Craig Kelley
2. Larry McLendon
3. Dave Willits
4. Jay Smith
5. Rick Jordan
6. Frank Pupello

#### Modified C Main:

1. Gary Crumb
2. Roy Kelley
3. Mike Kelley
4. Chip Mullins
5. Don Miller
6. W.T. Kimbrell

#### Federal Express Top Qualifier:

Tim Morton

#### Best Paint:

Yoshimi Core  
Don Miller

#### Concours:

Gary Crumb  
Wayne Chiak

#### G.T. Midnight Spec. A Main:

1. Tim Morton
2. Mike Fromer
3. Hugh Ebner
4. Dennis Mitchell
5. Larry McLendon
6. Craig Kelley
7. Glenn Lewis

#### G.T. Midnight Spec. B Main:

1. W.T. Kimbrell
2. Jay Smith
3. Dave Willits
4. Mark Bare
5. Roy Kelley
6. Mike Kelley
7. Bill Forshay

#### G.T. Midnight Spec. C Main:

1. Chip Mullins
2. Rick Jordan
3. Rod Bauer
4. Timo Kukko
5. Lee Muse
6. Wayne Chiak
7. Steven Krutsinger

#### Best Paint:

Dennis Mitchell  
Dick Herrick

#### Concours:

Mike Pederson  
Rob Selover

#### Late Models A Main:

1. Glenn Lewis
2. Larry McLendon
3. Dennis Mitchell

# MINI BAJA 150

(contd. from page 23)

### RESULTS

#### MINI BAJA 150:

1. Kye Young & Erwin Bragg
2. Ron Anthony & Don Arndt
3. Mike Dunn & Willie Melancon
4. Jim Mack & Dave Phelps
5. Jim Brophy
6. Derek Schmitz & Bill Witthans
7. Craig Dunne & Kirk Naylor

\*\*\*\*\*

#### OFF ROAD HEAT RACE:

##### Stock Class:

1. Bill Pill
2. Peggy Tashima
3. Steve Christiansen
4. Devon Kirschbaum
5. Lee Brophy

##### Modified Class:

1. Dave Hiebert
2. Derek Schmitz
3. Erwin Bragg
4. Mike Williams
5. Tim Lavigne
6. Willie Melancon
7. Ronnie Harvey
8. Bill Witthans
9. Steve Dunn
10. Jim Brophy

##### Open Class:

1. Kye Young
2. Don Arndt
3. Dave Phelps
4. Jim Brophy
5. Mike Dunn
6. Erwin Bragg
7. Craig Dunn
8. Ron Anthony
9. Dave Hiebert
10. Lou Peralta

4. Gary Crumb
5. Jay Smith
6. Tim Morton
7. Dave Willits

#### Late Model B Main:

1. Hugh Ebner
2. Eddie Herman
3. Rick Jordan
4. Steven Krutsinger
5. Roy Kelley
6. W.T. Kimbrell
7. Craig Kelley

#### Late Model C Main:

1. Frank Pupello
2. Chip Mullins
3. Yoshimi Core
4. Lee Muse
5. Jay C Smith
6. Rodney Faulkner
7. Mike Kelley

#### Best Paint:

Rick Jordan  
Gary Crumb

#### Concours:

Frank Pupello  
Rocky Hagen



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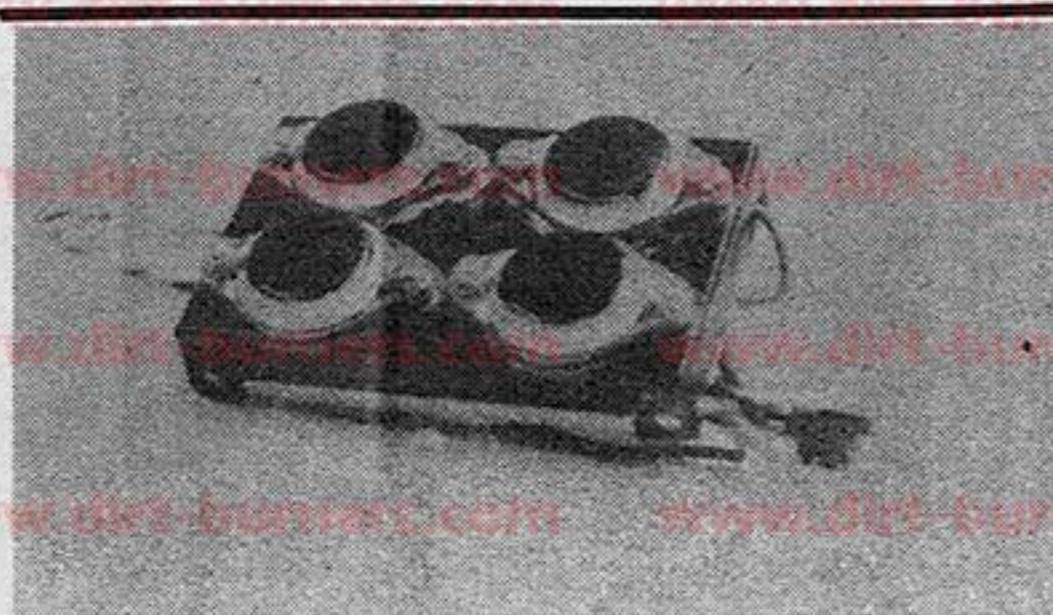
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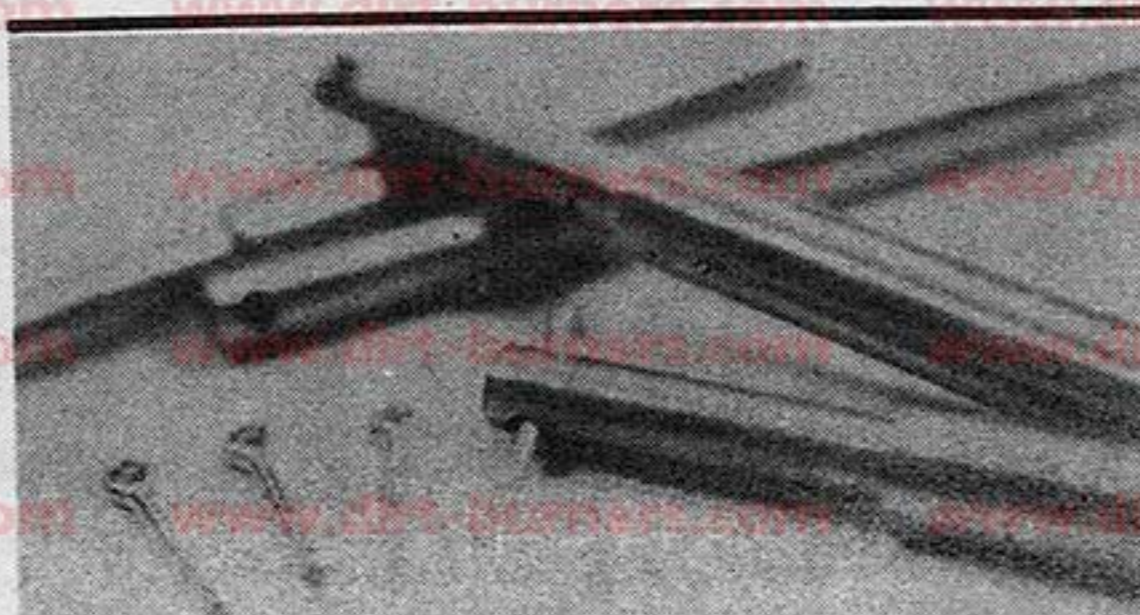
OFF ROAD

### PARTS FOR TAMIYA'S OFF-ROAD RACE CARS

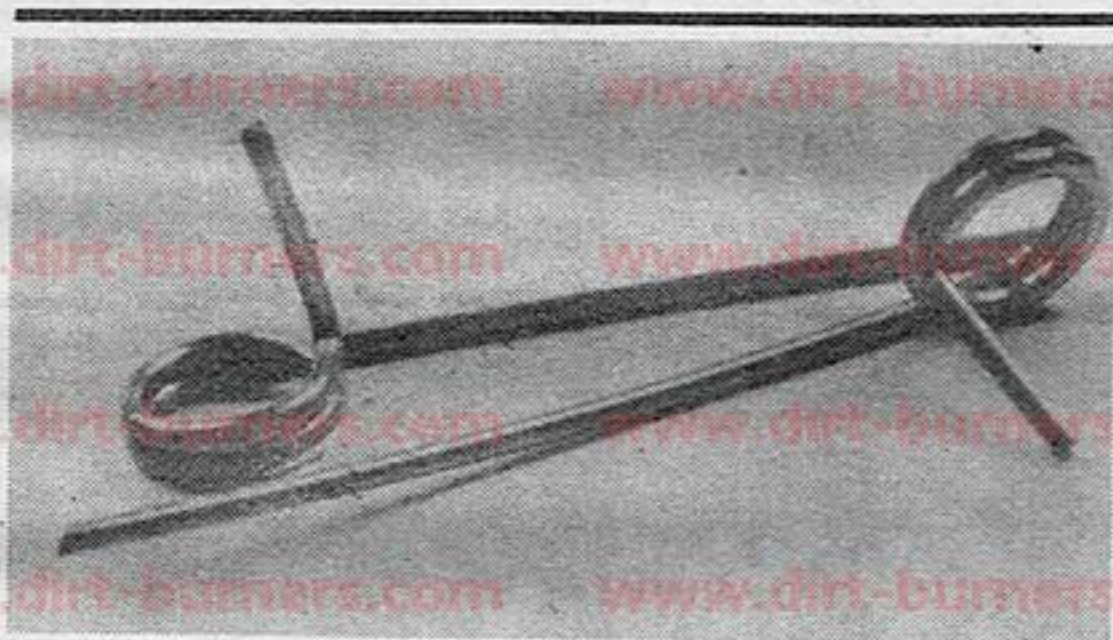


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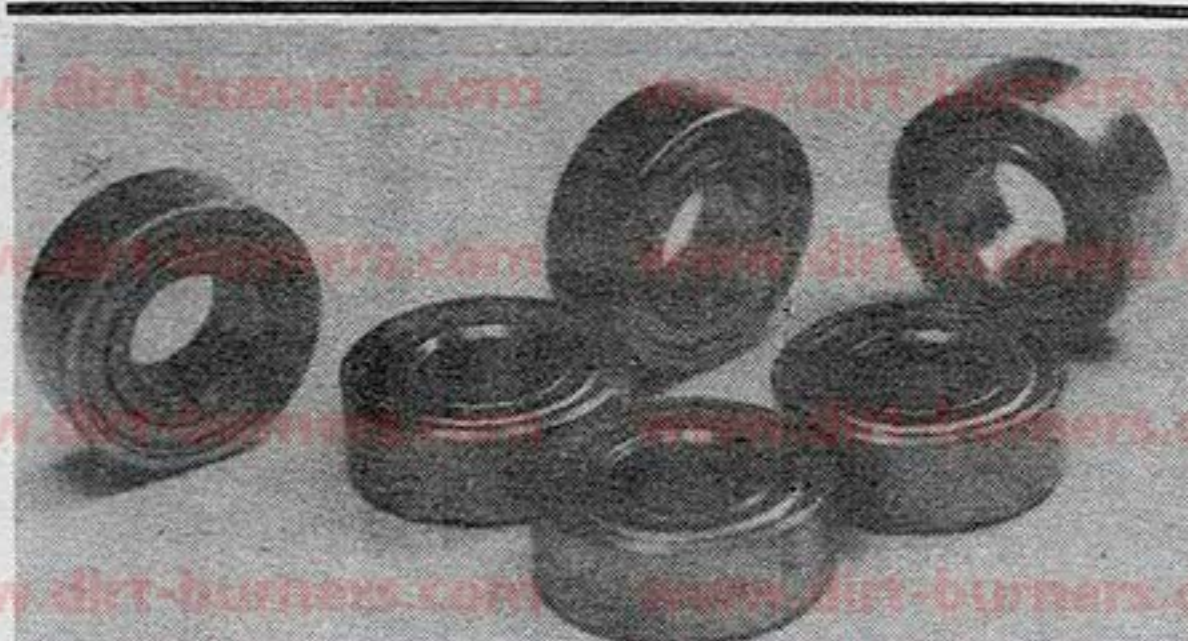
TS 351 FRONT END PINS, with cotter pins, for maximum security. Made of stronger material than stock, keeps the front end true. Comes in sets of four pins. \$7.00 per set.



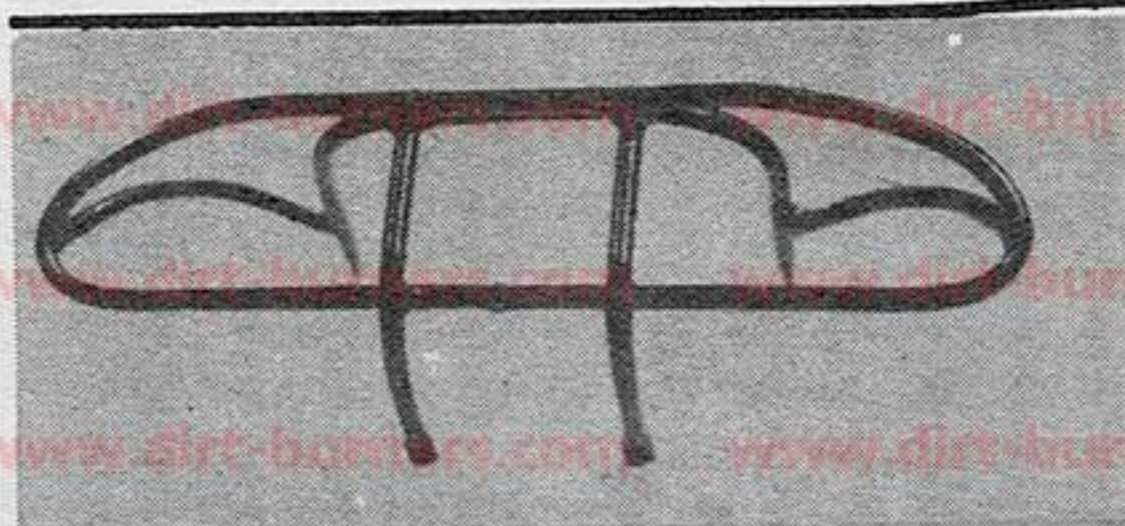
TS 353 Specially wound FRONT SUSPENSION SPRINGS. Comes in sets of two (right & left) will no "fatigue". Long lasting, high performance. \$3.50



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



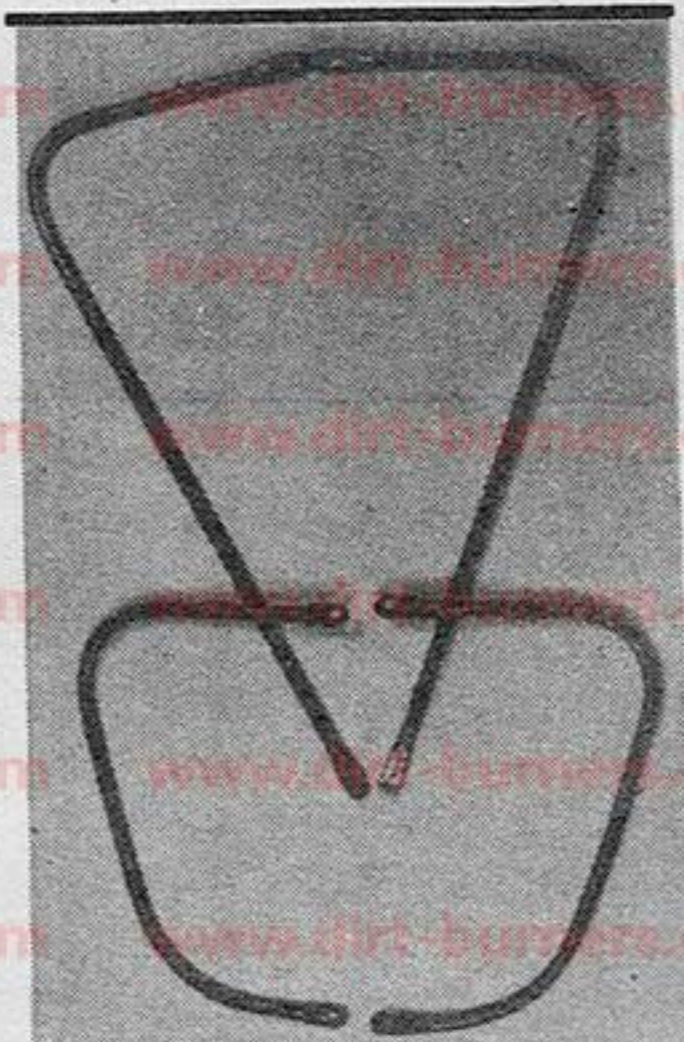
TS 360 MBB PRECISION BEARINGS, (six to a set) will fit inside gear case to replace six brass bushings and also will fit in wheel hubs (four in the front and two in the rear) for better handling. Unique "C" clip allows you to clean (if needed) and seal. NO OTHER BEARING CAN OFFER THIS.....\$21.00 set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



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3001	66.00	49.50	3027	35.00	26.25			
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3150 thru 3163	11.00	8.25	3040	50.00	37.50			
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3314	22.00	16.50	3044	50.00	37.50	RA1015	154.95	119.95
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3655	12.00	9.00	4052	7.00	5.25	RB0008	31.95	26.50
3430	15.00	11.25	4505	5.50	4.10	Grand Prix 3	214.95	169.95
3511	47.00	35.25	4509	17.00	12.75			
3614	9.00	6.75	5100	215.00	159.95			
3654	9.00	6.75	5550	9.00	6.75	<b>PARMA - 1/10 SCALE</b>		
3656	10.00	7.50	5553	9.00	6.75	1650	17.00	12.75
3726	6.50	4.85	5556	9.00	6.75	1650-P	25.00	18.75
3733	36.50	27.35	5559	9.00	6.75			
3735	40.00	30.00	5565	10.00	7.50			
3772	34.00	25.50	5569	10.00	7.50			
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# 1<sup>ST</sup> ANNUAL 1/8 SCALE VENTURA CHAMPIONSHIPS

June 27-28, 1981  
Ventura, Ca.

The ROAR-sanctioned event in 1/8 scale racing got under way with qualifying rounds on Saturday (four of them) and one qualifying round on Sunday, plus the final A,B,C,...Main races.

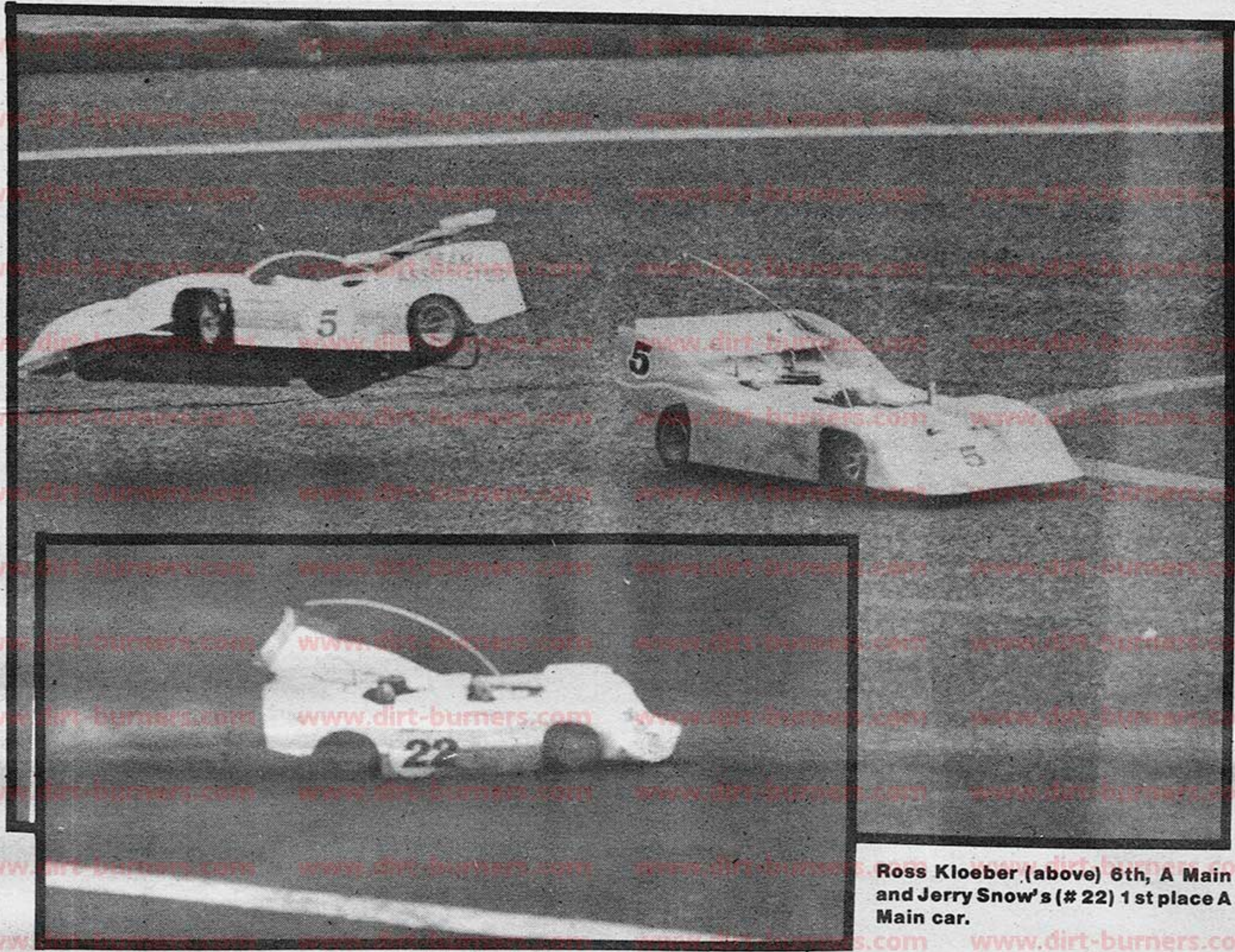
Topping the field of qualifiers of this Ventura Roadrunners-sponsored race was Tom Douglas. He qualified fastest among all other 39 entries. He is one of the most aggressive drivers, yet seems to be under constant control.

This weekend's race was held at the Montgomery Wards parking lot, site of all Ventura Roadrunners 1/8 & 1/12 scale races. The "facility" is quite nice and the track layout is a good running track with lots of challenging sections.

One almost wishes that the back straight was a bit longer, perhaps another 15 or 20 feet. The fire hose liners around the infield of the track seemed to work just fine as they stopped the cars but did not seriously destroy them. It did require more upkeep as from time to time the hose would be pushed all the way into the track. A nice touch was the pit area. It was set up parallel to a semi-fast section of the track, so that if you pulled into the "pits" you would not gain any advantage, yet it was a safe area to get to the car.

Sunday's schedule called for one round of five minute practice and two rounds of qualifying. But to save time, only one round of qualifying was run and thereafter the Mains were started.

At the driver's meeting the officials explained some of the rules of running the event and answered some questions. Little did they suspect that later on in the day several controversial issues would pop up that would leave several racers upset.



Ross Kloeber (above) 6th, A Main and Jerry Snow's (# 22) 1st place A Main car.

Mains were set from A to E. The controversial issues came up in the D, C, and A Mains. More on that later.

The first main of the day was the E MAIN. Sonny Maddison, certainly no E Main racer but because of qualifying problems found himself in the lowest main, took the overall spot. He was followed by Glen Williams, also not an E Main racer, who took second. Third went to Willie Green and fourth spot went to Allen Williams. Allen by virtue of being last place among all entries, had a nice surprise later on when the awards were given as he received a brand new motor for his car. In this main, Sonny was the only one to complete the scheduled 40 laps.

The 50 lap D MAIN had the first controversy of the day. This was discovered after "tech" inspection which was held immediately after the main. Lou Peralta

(yes our very own publisher, always looking to stir up a little copy) won the D main, but his car could not pass the width test as his Assoc. front bumper was about 1/16 too wide. The officials had a conference and it was determined that because Lou had bought the bumper "as is" from the Associated package, without making any modifications, (assuming it would be alright to run) the officials agreed not to disqualify him. It was mentioned that this problem had come up before and that Associated had been informed about their RC300 stock front bumper not meeting ROAR specs.

Lou was the only driver to complete the 50 laps, while Doug Campbell, who completed 46 laps, took the second overall. Jerry Peden took third with 42 laps.

The C MAIN brought out another problem. Bob Coughran

won the main by completing the 60 laps. One lap behind was Glen Wilcox (59). When tech was made on Glen's car, it was found to be about 1/16" too wide at the rear tires/wheels. When put through the tech box, the car fit just fine until it reached the rear tires. At this point, Glen had forgotten to shave off the rims, and although the amount of tire thread was within the specs, his rims were just that much wider to not allow the car to go through. He was penalized and dropped back but later this was reversed by the club members as they felt that in reality, thread width was within the ROAR rules. This made several racers upset, as they felt that if rules are to be used, then they should be enforced. Third in this main went to a fine racer, Dave Shuck who found himself among a lot of traffic at the beginning but slowly worked his way up to finish among the top three. (contd.)

By this time, everyone was expecting more problems, but when the 80-lap B MAIN came, it ran without a hitch. Darrell Hall was the winner by completing the 80 laps, and although he had hard work for the first 50 laps, the last 30 went very easily for him. He was really delighted at the end of the race as he had beaten some pretty tough drivers. The real racing was for second place as there were three cars that finished in the same lap with 78 laps total. Dean Brown finished in second just ahead of Larry Bain (3rd) and Bob Mathisen (4th). These guys were at it for most of the race and their pit stops made the real difference. Greg Stezer, Ira Kimble and Joe Tentschert suffered mechanical problems throughout that kept them out of contention. Rick May finished in fifth.

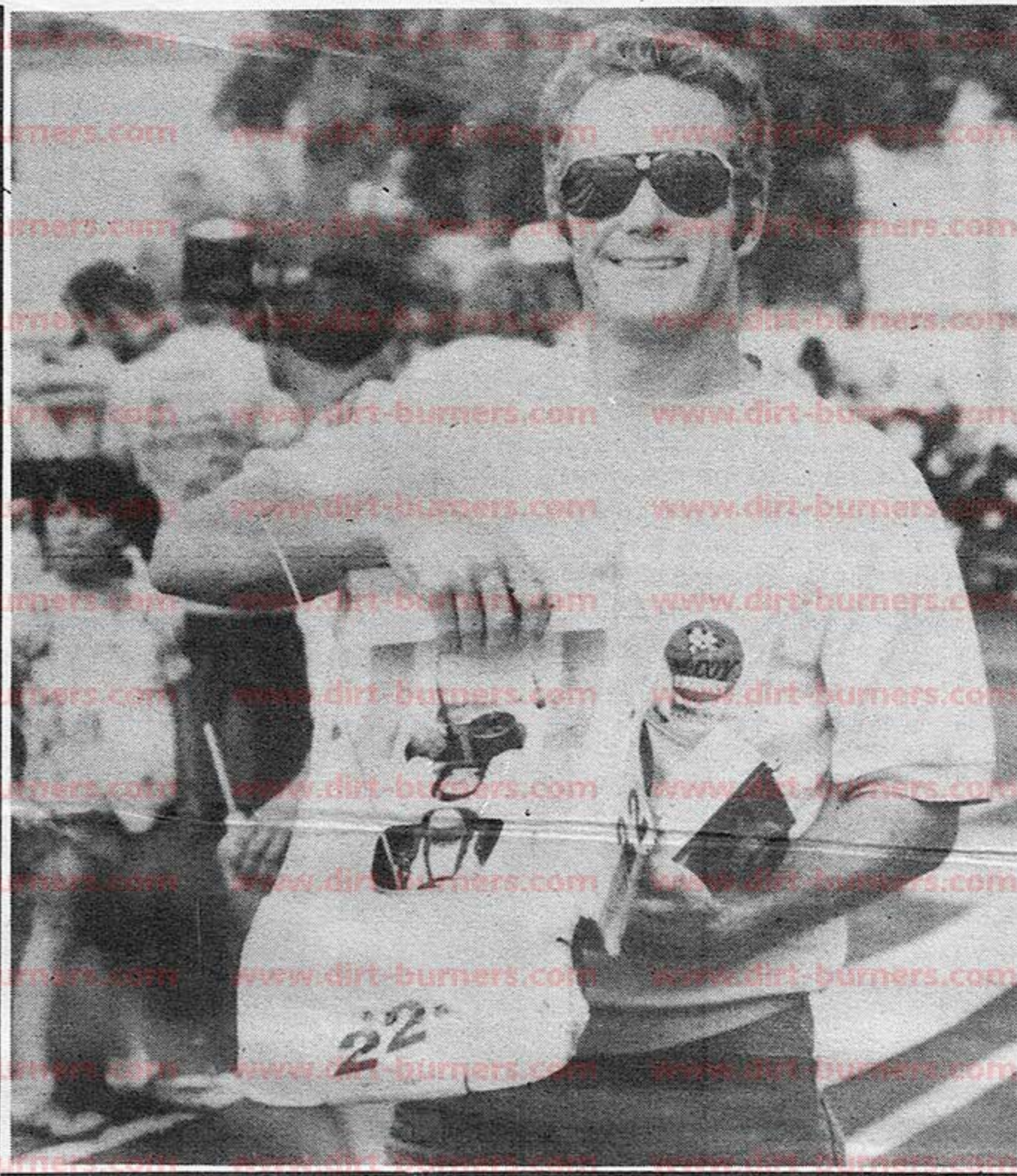
**THE A MAIN** had the top 8 drivers of the day. All super fast and quite capable to win this main.

Among them was Tom Douglas, T.Q. This was not to be his race. When the flag dropped he shot into the first corner about six feet in front of everybody. By the time one lap was completed he had already a quarter of a lap lead on the field. He was no doubt the fastest guy there. At about the 25th lap, while leading the field by a very comfortable margin, he was "black flagged". There didn't seem to be an obvious infraction on his part, but as he pulled off the lead, he was told that his car did not have a driver. While he had qualified with a similar body as the one he was driving in the main, he had forgotten to take the driver out of the one and put it in his A Main body. He pulled off fuming mad, claiming that Randy Tentschert was also running without a driver. He was told that Randy had started with one but that during the race it had come off. Obviously this didn't settle too well. Anyone else would have been out of it, but Tom went back into the pits, pulled off his qualifying body and went back out. A good 15 to 20 laps had gone by before he was able to get back. But much to his credit he charged hard and at the end he wound up in fourth place, only 7 laps behind overall winner, Jerry Snow.

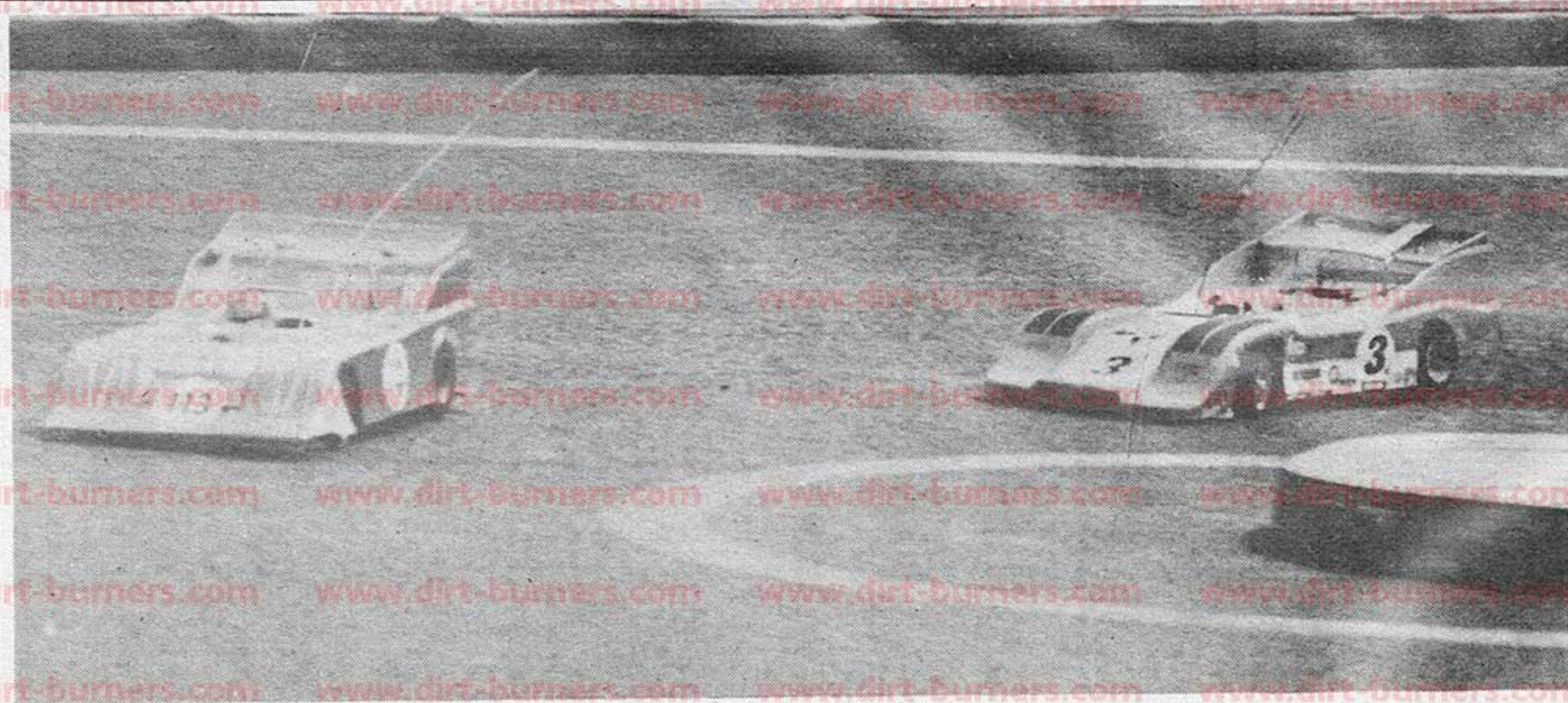
Jerry Snow did an excellent job driving and although experienc-

ing problems at the beginning of the race, was able to drive a steady race. It didn't come easy for him as Mark Miranda, the only other driver to finish the 100 lap Main, was just a few feet behind him. In fact, the lead changed several times and their pit stops were dead even.

Jerry had an added handicap as he had cut his finger earlier just before the start of the A Main, when he had to run out and make a final adjustment, and he was bleeding quite a bit. His radio transmitter, in fact, was well soaked with blood by the end of the race. Who says you can't get hurt in R/C racing?



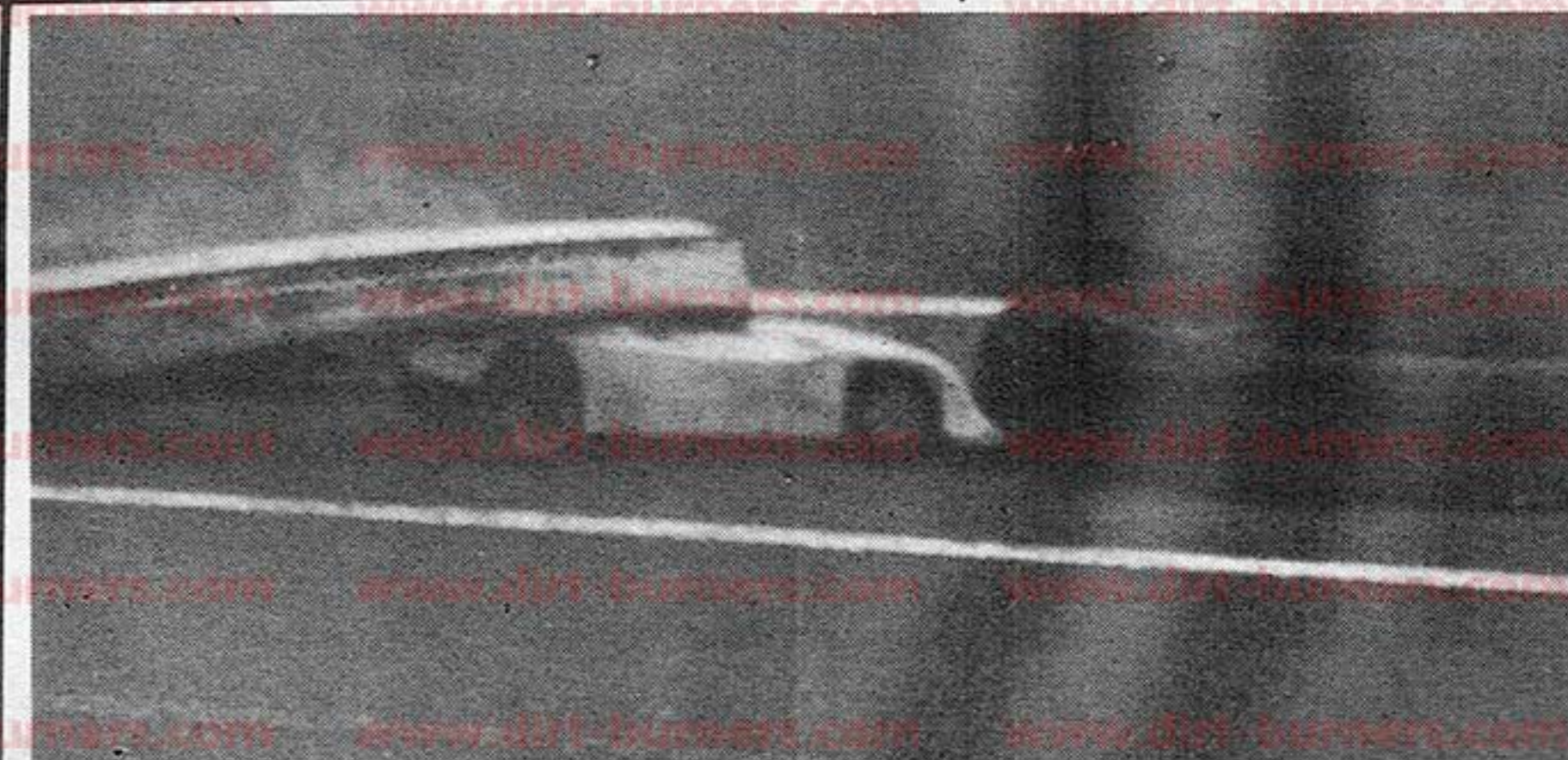
Jerry Snow's cut hand (left) still managed to win the A Main with # 22.



Bob Coughran # 113 took the C Main win.

Third spot went to Randy Tentschert and as mentioned before, Tom Douglas picked up a hard-fought 4th place.

It's unfortunate that not everyone went home happy because it was a fun race and a fun track. The Ventura Roadrunners tried hard to put on a good race and by the looks of all the club members present helping in the race, they have to be one of the most active clubs around. The sad part is that you can't please everyone.



Some guys just don't know when to get out of trouble. Double wammy.



We hope this won't discourage others in the future from attending this club's races as they are a bunch of dedicated R/C racers. Perhaps in the future, all technical aspects should be taken care of at the beginning of the race so that everyone knows what is expected, and if rules are to be followed, than follow they must.

The club's next 1/8 scale race is August 23, when they'll be running Can Am bodies.



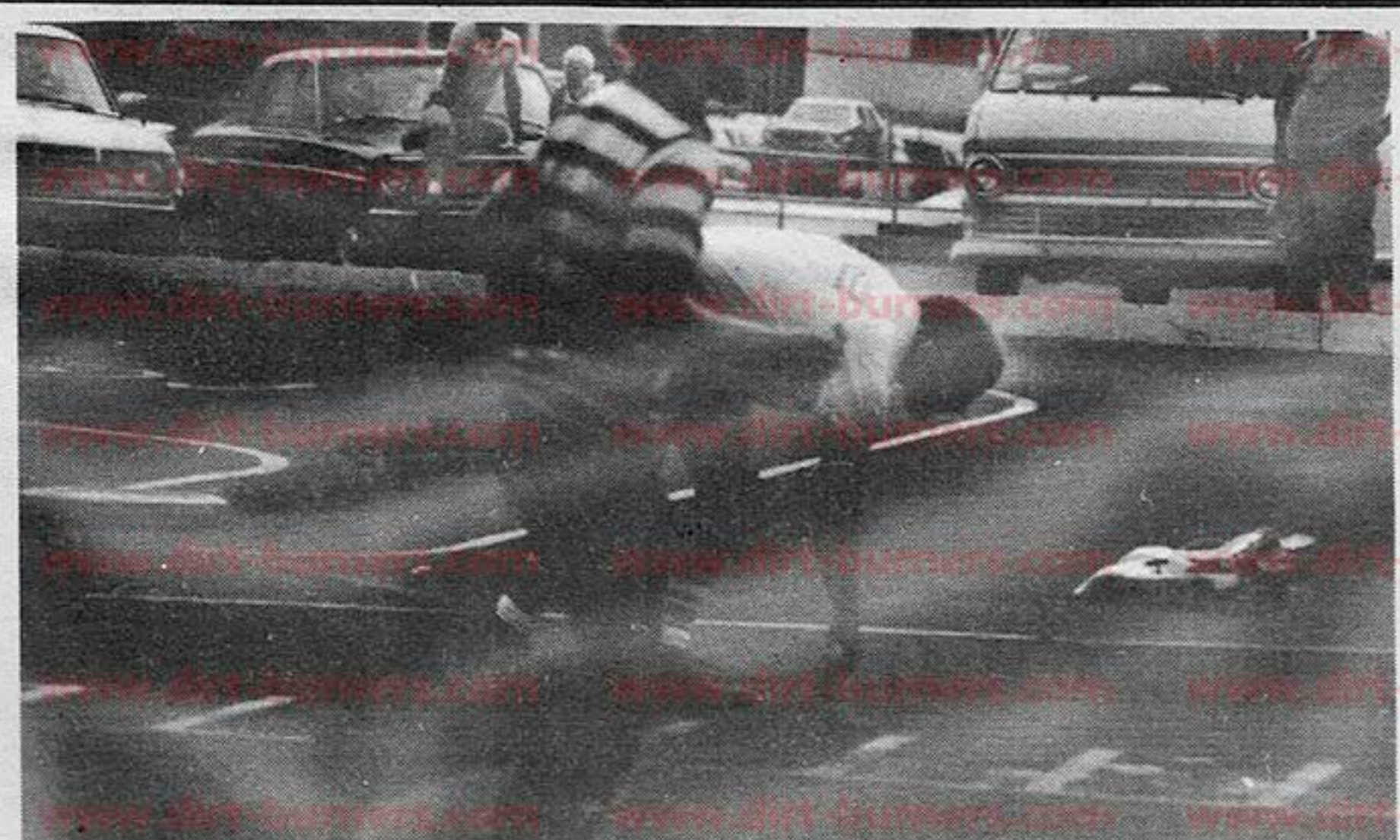
Getting "the hole shot" by # 2 Tom Douglas (above) T.Q. Mark Miranda's (below) fast Delta got him 2nd.

★

RESULTS

- A Main:**
1. Jerry Snow 100
  2. Mark Miranda 100
  3. Randy Tentschert 98
  4. Tom Douglas 93
  5. John Pagel 92
  6. Ross Kloeber 91
  7. John Douglas 76
  8. Eustace Moore
- B Main:**
1. Darrell Hall 80
  2. Dean Brown 78
  3. Larry Bain 78
  4. Bob Mathisen 78
  5. Rick May 72
  6. Joe Tentschert 70
  7. Ira Kimble 45
  8. Greg Stetzer 38

- C Main:**
1. Bob Coughran
  2. Glen Wilcox 59
  3. Dave Shuck 59
  4. Richard Schwalm 58
  5. Bennie Hill 55
  6. Wayne Flick 43
  7. Ray Flick 20
  8. Jim Jones 18
- D Main:**
1. Lou Peralta 50
  2. Doug Campbell 46
  3. Jerry Peden 42
  4. J.D. Ggeen 41
  5. Les Ammann 39
  6. Glen Schwalm 36
- E Main:**
1. Sonny Maddison 40
  2. Glen Williams 33
  3. Willie Green 11
  4. Allen Williams 5
- \*\*\*\*\*



Even if you're just a crew man, you've got to be in shape to get to those cars. Joe Tentschert has the lead. Dave Shuck (below) 3rd. in the C Main.



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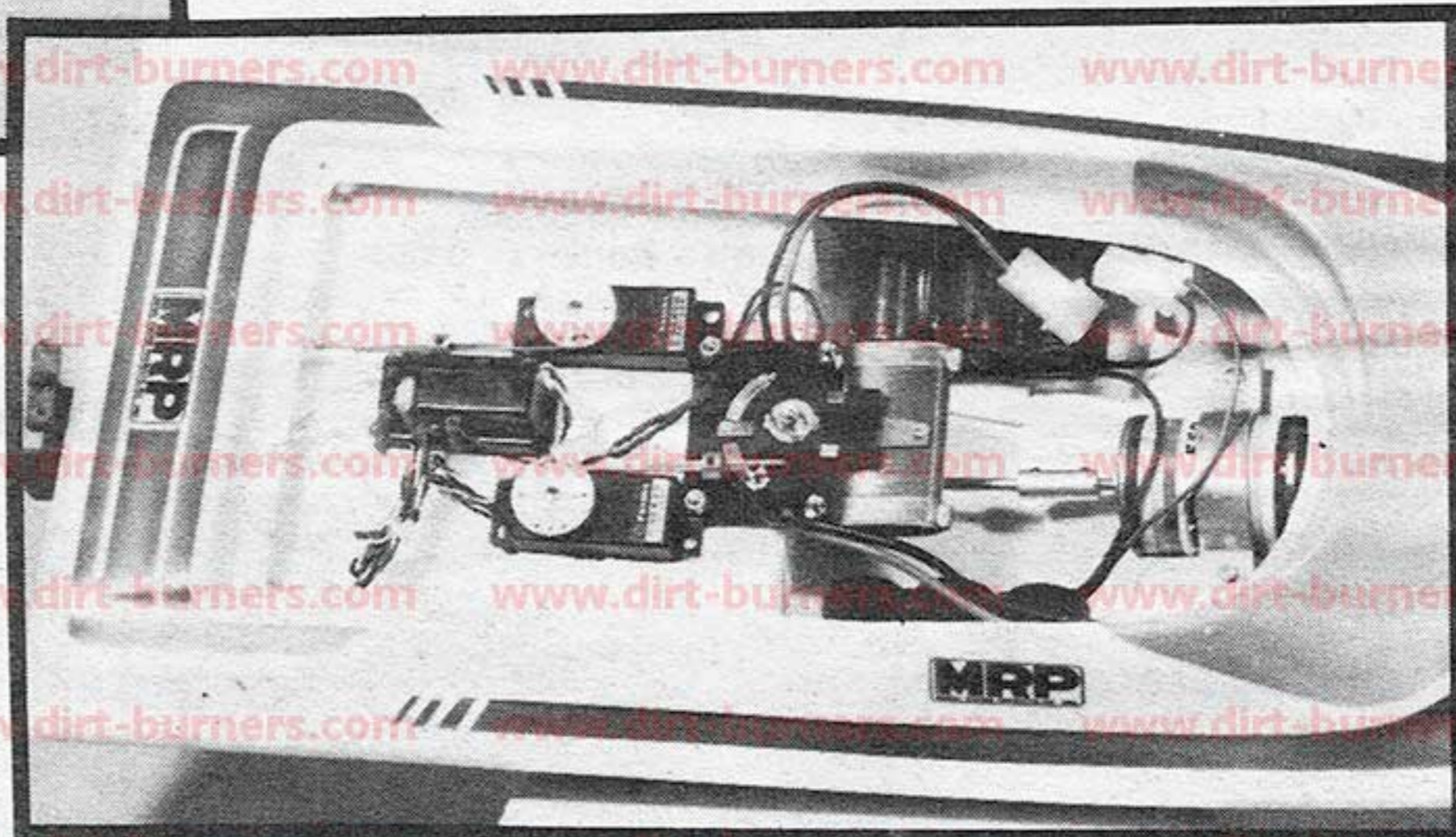
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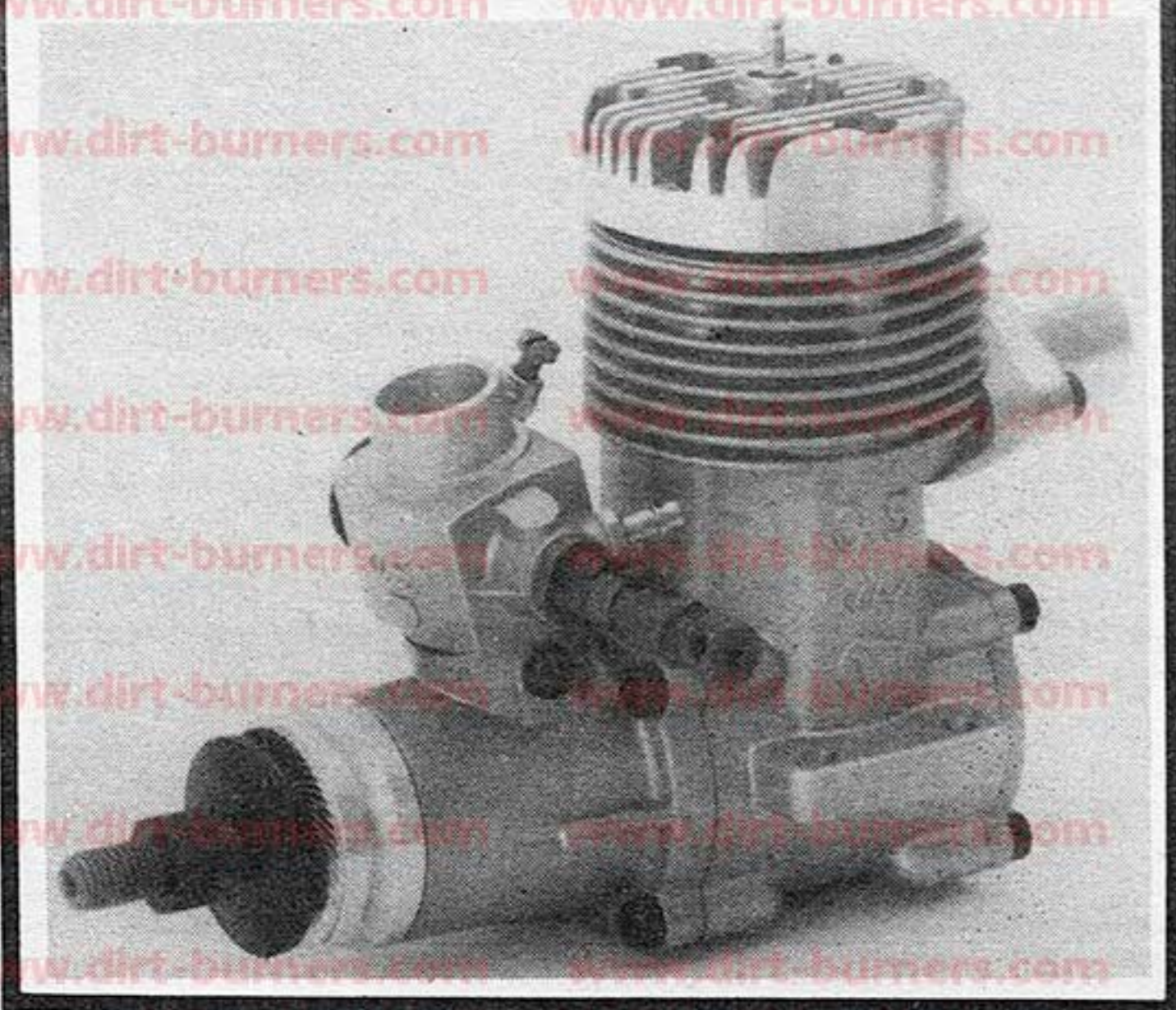
# INSIDE LINES



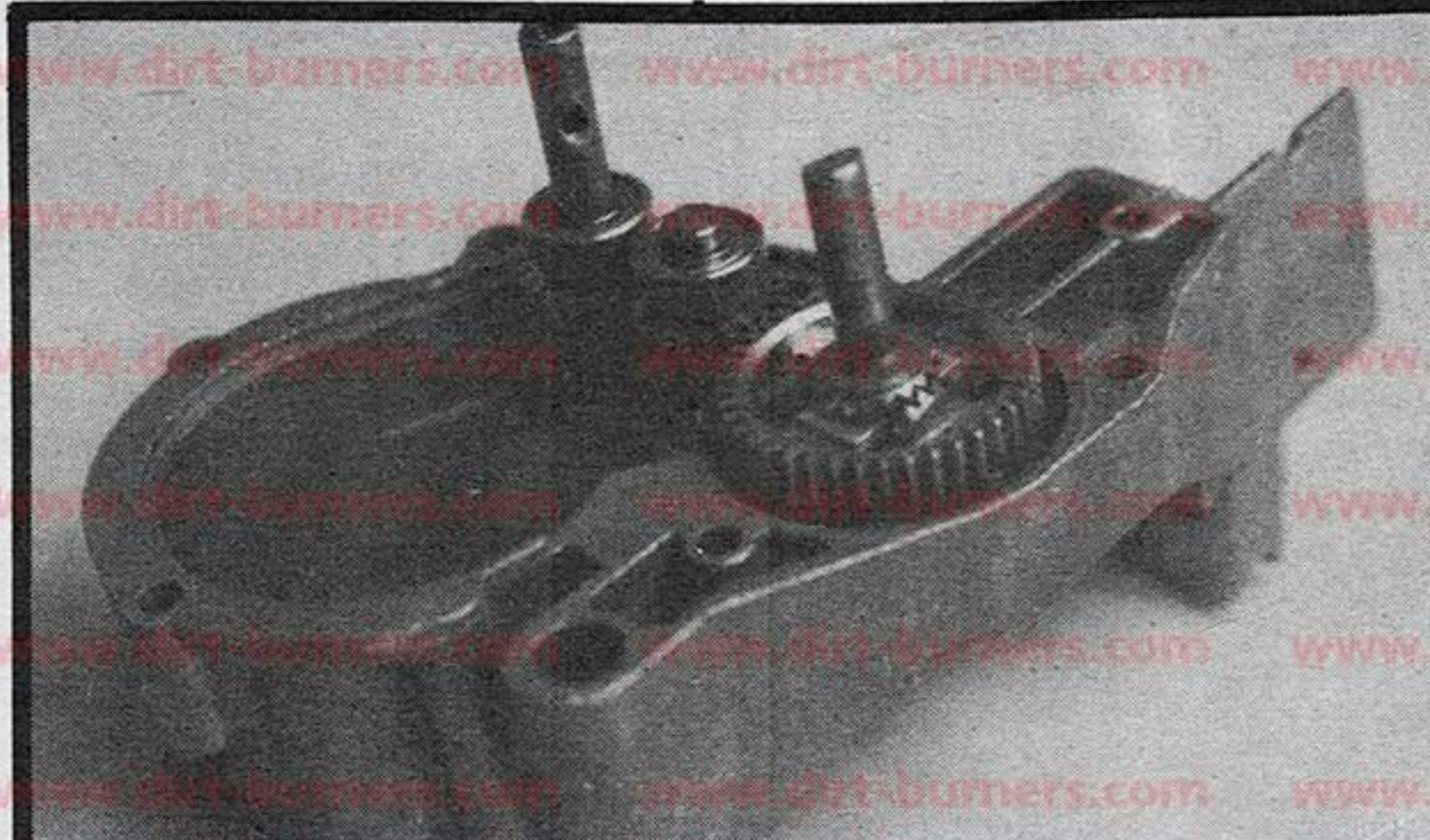
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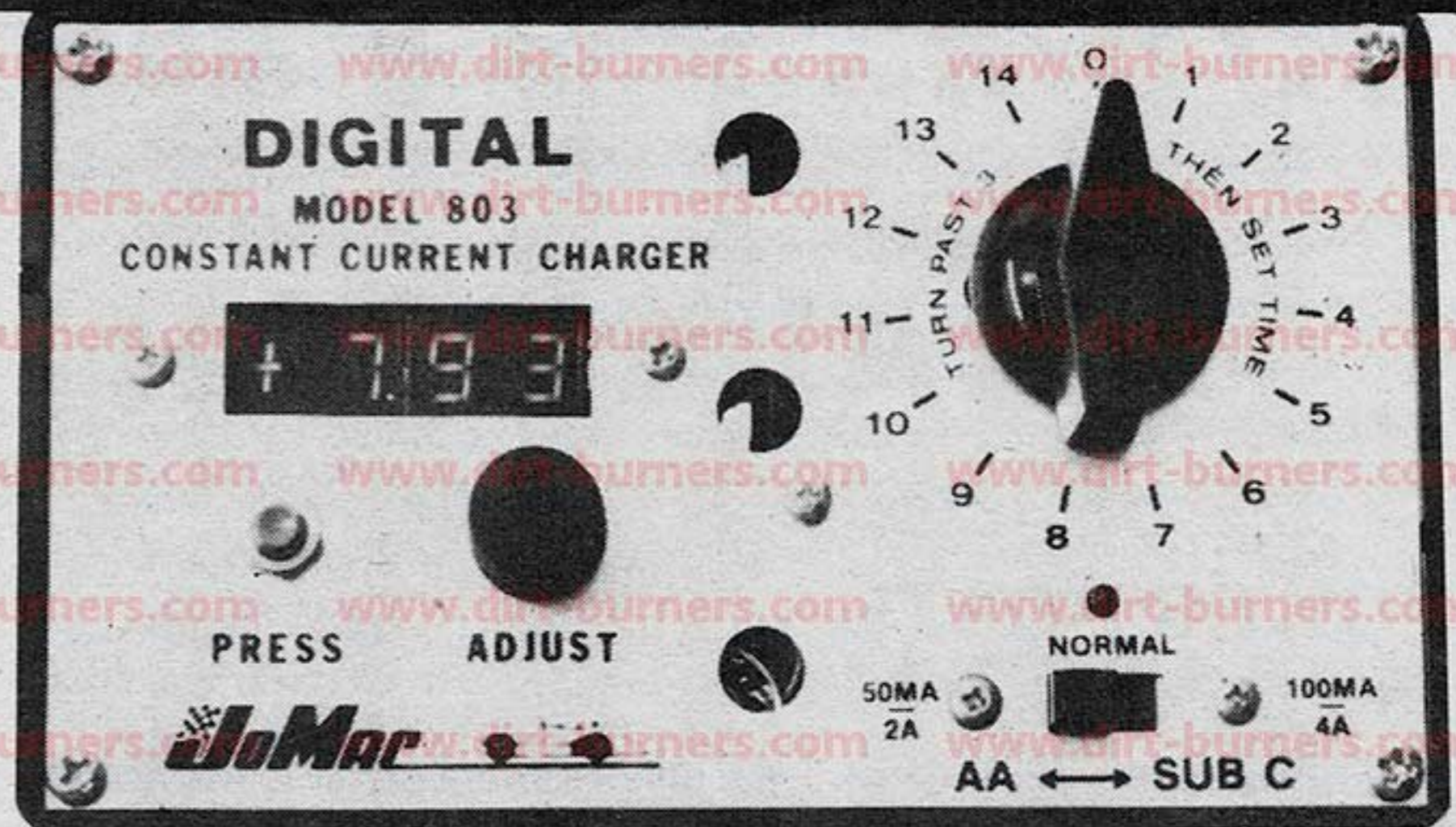
**WORLD ENGINES O.S. Max 40 & .46 VF ENGINES.** These two entirely new additions to the O.S. VF line were developed specifically for high performance pattern flying. Set up with front intake and rear exhaust, they are ideal for aircraft incorporating tuned pipe systems. Stronger component parts, using 16mm crankshaft. Bearings, connector rods, and carb are beefed-up. **WORLD ENGINES, 8699 Rossash Ave., Cincinnati, Ohio 45236.**



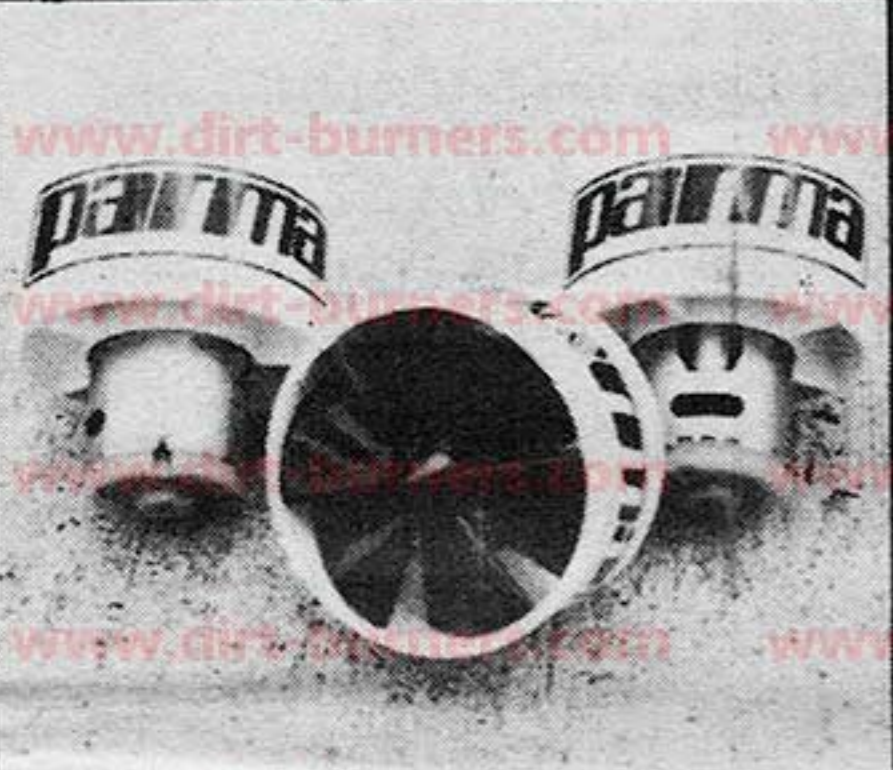
**MRP 110- DUAL DIGITAL CHARGER.** Features "constant potential" circuitry that monitors charge conditions of bat. and automatically adjusts charge current (not volt). LED meter monitors, volt. & amp. 4-cell & 6-cell. Secondary output peaks & bal. second pack.



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**JOMAC's Series 803A Digital constant current charger.** Retail about \$100.00, it will work with a 12 volt battery charger or supply. Also has slow charge cord that will work while fast charging. Features 3-1/2 digit readout, adjustable preset voltage, timer, and more.



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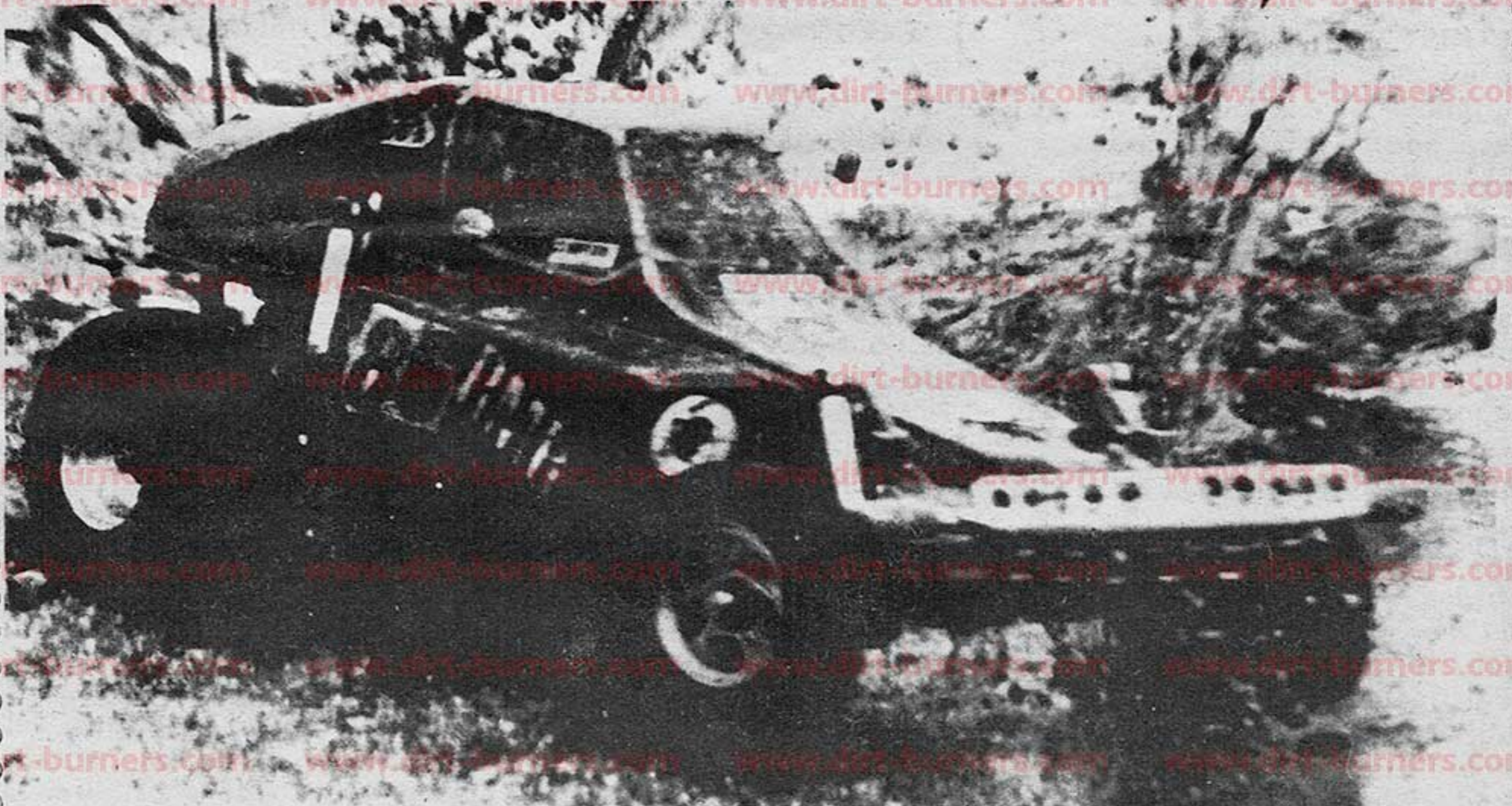


**PARMA 1223st-Sorbello 1/8 scale body** of lightweight lexan. This body used by 4th & 9th place finishers & 22% racers at World Championships.



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# R/C

## CALENDAR

### POWER BOATS

#### NAMBA SANCTIONED:

##### AUGUST 1-8

Muddy Rudders, Thompson Park, Amarillo, Tex. Nationals, All Events. Fred Wall, 3603 Van Buren, Amarillo, Tex. 79110

##### AUGUST 8-9

Del Val R/C M.P.B.C., Lake Magnolia, Bristol, Pa. Dist 1. Trials. Ruediqu Oreskovich, 14 Florence Ave., Collingdale, Pa. 19023

##### AUGUST 16

Rose City M.Y.C.- Force Lake, Portland, Oregon. Dist 8 Heat Race, Sport 40. Garry Ginader, 7224 N. Wilbur, Portland, Oregon 97217.

##### AUGUST 16

Anchorage R/C MBA- Lake Taku, Anchorage, Alaska. Heat, Deep Vee, Hydro, OB. Jim Raffuse, 4211 Spenard Rd. Anchorage, Alaska 99503

##### AUGUST 15-16

Clearlake Skippers- Clearlake, Ca. Dist.9. Record trials, Elec. dist. run, Don Robbers, 5890 Sunrise Rd., Lower Lake, Ca. 95457.

##### AUGUST 23

Buoy Busters Calgary- Carburn Lake, Calgary, Alta Prov. Dis 16 Record trials. J. Pomeroy, 131 Wimbledon Dr., Calgary, Alta T30302

##### AUGUST 22-23

Capitol Racer Club- Wash. Lagoon, Wash, D.C. Dist.1. Heat Race. Charles Wornley, 814 Tuckerman St., Wash. D.C. 20011.

##### AUGUST 29-30

Racing Assoc. of New Jersey, Overpeck Park, Palisades Park, N.J., Dist 1 Deep Vee, Steven Luoni, 6 Ann Pl. Pequannock, N.J. 07440.

##### SEPT. 5-6-7

Marine Modelers of SCV- Perk Ponds, Campbell, Ca, Dist 9. Heat race, Sport 40, Gary Frank 234 Escuela Ave. 24, Mt. View, Ca. 94040.

##### SEPT 5-6

Lilac City M.B.C.- Spokane, River, Riverfront Park, Wa. Dist 8, Heat race, Alex Lesline, E. 292862nd, Spokane, Wa.99203

##### SEPT 5-6

EMBRA- Lake Heritage, Edmonton, Alberta, Dist 16, Heat Race, OS, OB, UH, Louie Omerza, 15710-89th Ave., Edmonton, Alberta T5R4R5.

##### SEPT 5-6-7

San Diego Argonauts- Model Yacht Pond, Vacation Island, San Diego. Dist 19 Enduro, Heat, Offshore. James Woodhouse, 652 Rancho Santa Fe Rd., Olivenhain, Ca. 92024.

##### SEPT 12-13

A R/C MBA- Lake Taku, Anch., Alaska. Dist.11, Heat, Deep Vee, Hydro, OB. Jim Raffuse, 4211 Spenard Rd. Anch. Alaska 99503.

##### SEPT. 13

S.F. Model Yacht Club- Spreckles Lake, Golden Gate Park, S.F., Ca. Dist. 9. Scale, Robert Veinot 2366 9th Ave., S.F., Ca. 94116.

#### IMPBA SANCTIONED:

##### AUGUST 8

Michigan Miniature Mariners, Rochester, Mi. Rochester Muni. Pond. Scale. Skip Temple (313) 464-8449.

##### AUGUST 8-15

1981 Powerboat Internationals Indy Model Boat Club, Ind., Ind. All Classes. Bill Le Feber (317) 842-3591, Fred McBroom (317) 257-8716.

##### AUGUST 23

Badger Model Boaters, Inc. Badger Lake, Kenosha, Wi. AB, CD, EF, & OB. Gary Randall (414) 886-5295.

##### AUGUST 29

Wolverine Min. Race Boat Assoc. Thread lake, Flint, Mi. 1/16, 1/3, Record trial. Ken Bergman (313)437-9452.

##### AUGUST 30

Wolverine Min. Race Boat Assn. Thread Lake All Classes, Annual Can Am. Dick Grenier (313) 751-1207.

##### AUGUST 30

Marquette R/C Boat Club, Twin Lakes, Oak Forest, Ill. AB, CD,

EF, Mono & Hydro OB. Randy Vitek (312) 485-6706.

##### SEPT. 5

Indy Model Boat Club, Dandy T Lake, Ind. Record Trial, Bob Finley (317) 786-9048.

##### SEPT. 6

Indy Model Boat Club, Dany T Lake, AB,CD, E,F, Scale & OB. David Lee (317) 359-7522.

##### SEPT 5

Kawartha Model Marine Club, Lock #23, Peterborough, ONT. AB,C,D,E,F Mono, Hydro, OB Rigger, Tom Kemp (705) 742-7606.

##### SEPT. 5

Lone Star Model Boat Club. Lone Star Lake, Conroe, Tx. Deep Vee, Twin, Ob, Scale Hydro. Bobby Cook (713) 456-9124.

##### SEPT. 12

Cleveland Model Boat Club, Clare-Mar Lakes, Wellington, Oh. AB.CD. EF. Mono, Enduro, Deep Vee. Pay Myers (216)365-7508.

##### SEPT 13

Saginaw Bay RC Boat Club, Lake Linton, Resrv. Saginaw, Hydro's Only 1/8 scale. Terry Lindauer (517) 893-3105.

### OFF ROAD

#### Monthly:

##### FIRST SATURDAY NIGHT:

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

##### FIRST SUNDAY:

Pit Shop, 1655 E. Mission Blvd. Pomona, Ca. 91766 (714)623-1506.

##### SECOND SUNDAY:

Great Western Hobbies, Skate City Racetrack, 14330 E. Telegraph Rd., Whittier, Ca. (213) 946-1402/ 698-0721. Start at 4pm.

##### THIRD SATURDAY EVE:

MINI BAJA, 6734 Reseda Blvd., Reseda, Ca, 91335 (213) 345-7300. Pract. 4pm. Race 6pm. Baja 150 (lps) plus Off Road. \$5.00 entry.

##### FOURTH SUNDAY:

Radio Controlled Hobbies Raceway, 653 W. 19th St., Costa Mesa, Ca. (714)631-1555.

##### FIFTH SATURDAY:

MINI BAJA Oval Dirt Racing, 6734 Reseda Blvd., Reseda, Ca. 91335. (213)345-7300. Trphy. & Prizes. Prac. 5pm, Race 7pm. Entry \$5.00.

#### EVERY TUESDAY NIGHT:

Dirt Oval, MINI BAJA, 7pm. Entry: \$4.00. Prizes (213) 345-7300. Dirt 1/10 scale.

#### EVERY THURSDAY NIGHT:

MINI BAJA 10-week Off Road Series. Starts August 6, 7pm. Stock, Modified, Open. Prizes at the end of series for each class, plus Trophies for winners of 1st five races and last five races. Overall 8 of 10 best races.

#### SPECIAL OFF ROAD EVENTS:

##### AUGUST 30:

"Hot August Night" Off Road Race. THE PIT SHOP, 1655 E. Mission Bl. Pomona, Ca. (714) 623-1506. 5pm. Entry: \$5.00, by August 23, late \$6.00. Trophies for 1,2,3rd. A,B,C, Mains, Stock Modified & Unlimited Concours & Trophy Dash.

##### SEPT. 26-27:

Western Off Road Championships. RCH Raceway, 653 W. 19th St., Costa Mesa, Ca. (714) 631-1555. Limited entry to first 200. Pre-entry \$15. for 1 class, \$25. for two. Deadline: Sep. 10. Sponsored by MRC & RCH.

##### DECEMBER 19-20:

MINI BAJA "500". 500 Laps! One or two car Race Team. Cars must be identical, with same numbers & frequency. Winners of each MINI BAJA 150 monthly race automatically qualify for the "500". Others qualify on Sat. 19th. Only 13 Teams. All others race BAJA "150" on Sunday noon. BAJA "500" starts 2.p.m. Entry per person \$20. Giant trophies and 2 ready-to-run Off Road, "tricked out" cars. (213)345-7300. Limited entry. Sign up by December 10th.

### 1/8 SCALE

Ventura Roadrunners, Race at Montgomery Wards Parking, Ventura, Ca. Richard Schwalm (805)496-3110/492-2334

##### AUGUST 23

1/8 Can Am Body, ROAR Rules, Concours, Trophy Dash, Tech. Inspec.

##### SEPT 27

G.T. Body, ROAR, Trophy Dash, Concours, Tech. Insp.

##### OCT 25

Can Am Body, Same as above.

Crenshaw R/C Car Club. Track site FEDMART, Jefferson, one block east of Sepulveda. Sponsored by Bob's Rancho Park Hobbies.

AUGUST 2  
Can Am Road Race 1/8

SEPT. 6  
Can Am Road Race 1/8

OCT 4  
Can Am Road Race 1/8

NOV. 1  
G.T. Road Race

DEC. 6  
Formula Road Race 1/8

For info : Eustace Moore (213) 931-4078/295-0217 or Willie Green (213)204-1987.

SEPT. 13  
So. Cal Series Points

OCT. 11  
So. Cal Series Points

NOV 8  
So Cal Series Points

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295-0217 or Glenn Williams  
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(213)204-1987.

AUGUST 29:  
R.A.C.E Presents First Annual  
Night G.T. Classic Race. The  
PIT SHOP 1655 E. Mission,  
Pomona, Ca. 91766 (714)623-  
1506. Pre-entry by August 23rd.  
All cars must have headlights at  
start. Stock, Modified & Prod.  
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AUGUST 16  
Short Circuit, Pleasanton  
Hobby.

AUGUST 30  
Stock Car Racing, Hobbies  
Galore.

AUGUST 30  
Short Circuit, Pleasanton  
Hobby.

SEPT. 13  
No-Cal. Racing, Hobbies  
Galore.

For info. call Gary Johnson  
(408) 244-6267 or  
Tom Dobbins (415)846-6810.

### AIRPLANES

AUGUST 2-9  
National Model Airplane  
Championships. Seguin, Texas.  
Lee Polansky (805)967-5197.

AUGUST 9  
Scale Racing, Valley Flyers,  
Sepulveda Basin. Wayne  
McElrath (213)888-8591.

AUGUST 8-9  
Mammoth Scale, Morgan Hill,  
AUGUST 16

United Way Fun Fly, Orange  
Coast RCC, Mile Square.  
Kenny Wilson (714)839-5588.

AUGUST 23  
Quickie 500, San Gabriel  
Valley RCL Whittier Narrows,  
Paul Linn (213)575-1471.  
AUGUST 29-30  
Formula I, NMPRA, Sepulveda  
Basin, Gary McPike (213)991-  
6283.

SEPT. 5-6  
Scale '81, Canyon Country  
Crosswinds, Canyon Country,  
Lee Polansky (805)967-5197.  
SEPT.13  
Quickie 500, Valley Flyers,  
Sepulveda Basin. Wayne  
McElrath (213)888-8591.

## PHOTO EXTRA

Photo By Pat Geronomi



## 1/12 SCALE

Central Coast R/C Racing  
Wheels, Santa Maria. Sonny  
Maddison (805)925-7034.  
Tues. Night race on top of Mall  
Parking. Main & Broadway.  
Start 7pm.

Sunday races "Trans King"  
transmission parking corner  
of Broadway & McClellany.  
Start 1pm. Stock motors only.

AUGUST 2, Sunday.

AUGUST 11, Tuesday.

AUGUST 16, Sunday.

AUGUST 25, Tues..

SEPT. 6, Sunday.

SEPT. 8, Tues.

SEPT. 20, Sunday.

SEPT. 22, Tuesday.

Crenshaw R/C Car Club. Track  
site at Jefferson, one block  
east of Sepulveda at FEDMART  
1/12 Scale Road Race. Entry:  
\$4.00. Start 8am. Controlled  
practice 9am. A,B,C, Mains.  
Sponsored by Bob's Rancho  
Park Hobbies.

AUGUST 9:  
So. Cal Series Points.

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**RCH RESULTS:**  
(Contd. from page 18)

**RESULTS:**

- Unlimited A:**  
 1. Dave Hiebert  
 2. Erwin Bragg  
 3. Eustece Moore  
 4. Mike Dunn  
 5. Jim Brophy  
 6. David Shively  
 7. John Burnham  
 8. Kye Young

- Unlimited B Main:**  
 1. Ron Anthony  
 2. Don Arndt  
 3. Craig Dunne  
 4. Lou Peralta  
 5. Jeff Cruzon  
 6. Lonnie Peralta  
 7. Dennis Lyman  
 8. Chris Thomann

- Modified A Main:**  
 1. Kye Young  
 2. Erwin Bragg  
 3. Dave Morford  
 4. Jiggs Garcia  
 5. Bill Withams  
 6. Jeff Paul  
 7. Ron Williams  
 8. Rick Churchill

- Modified B Main:**  
 1. Tom Coy  
 2. Jason Garcia  
 3. Milt Lewis  
 4. Mario Mele  
 5. Marty Warner  
 6. Don Shively  
 7. Tom Staples  
 8. Randy Spencer

- Modified C Main:**  
 1. Derek Schmitz  
 2. Jay McClow  
 3. Larry Taylor  
 4. Don Arndt  
 5. Wink  
 6. Chuck Stage  
 7. Bud Fish  
 8. Dave Admex

- Stock A Main:**  
 1. Bill Phil  
 2. Dave Smith  
 3. Cory Barana  
 4. Evah Erickson  
 5. Mark Anderson  
 6. Leo Barana  
 7. Peter Barana  
 8. John Gudvangen

- Stock B Main:**  
 1. Flame Churchill  
 2. Lee Brophy  
 3. Anna Stage  
 4. Dave Phelps  
 5. Ed White  
 6. Monica Barana  
 7. Randy Anthony  
 8. Randy Scott  
 9. Brett Schwartz

**LEGG LAKE**  
(Contd. from page 16)

In C Hydro, Jack Oxley grabbed the gold with Wally Stewart in second; Steve O'Donnell "the boy terror", 3rd, despite not starting the 4th heat due to a lunched engine; Gary Delara, 4th; and Wayne Diener, 5th.

Jack is an old hand in the field, been running the 1/1 scale jobs for 22 years. How do you do it Jack?  
 "Engine kept running." Jack

says consistency is 95% of a winning performance and that luck doesn't hurt. He's the series high-points man currently, and he was running a muffler in preparation for the Nats. "I'm always glad to help somebody set up a boat right, even if I'm running against him in the next heat. That's what it's all about. Just come up and ask." The only unpropitious event Sunday was the portable generator going out, but with just two races to go, everything went off successfully.

So there you have it in a nutshell. Believe me, the story and the pictures don't begin to do justice to the fun and excitement taking place all over the country. The next Series race will be at San Diego, September 5, 6, & 7. Then Needles, Sep. 26 & 27.

Till then, keep your prop wet!  
 A.C.

(Results not available at press time)

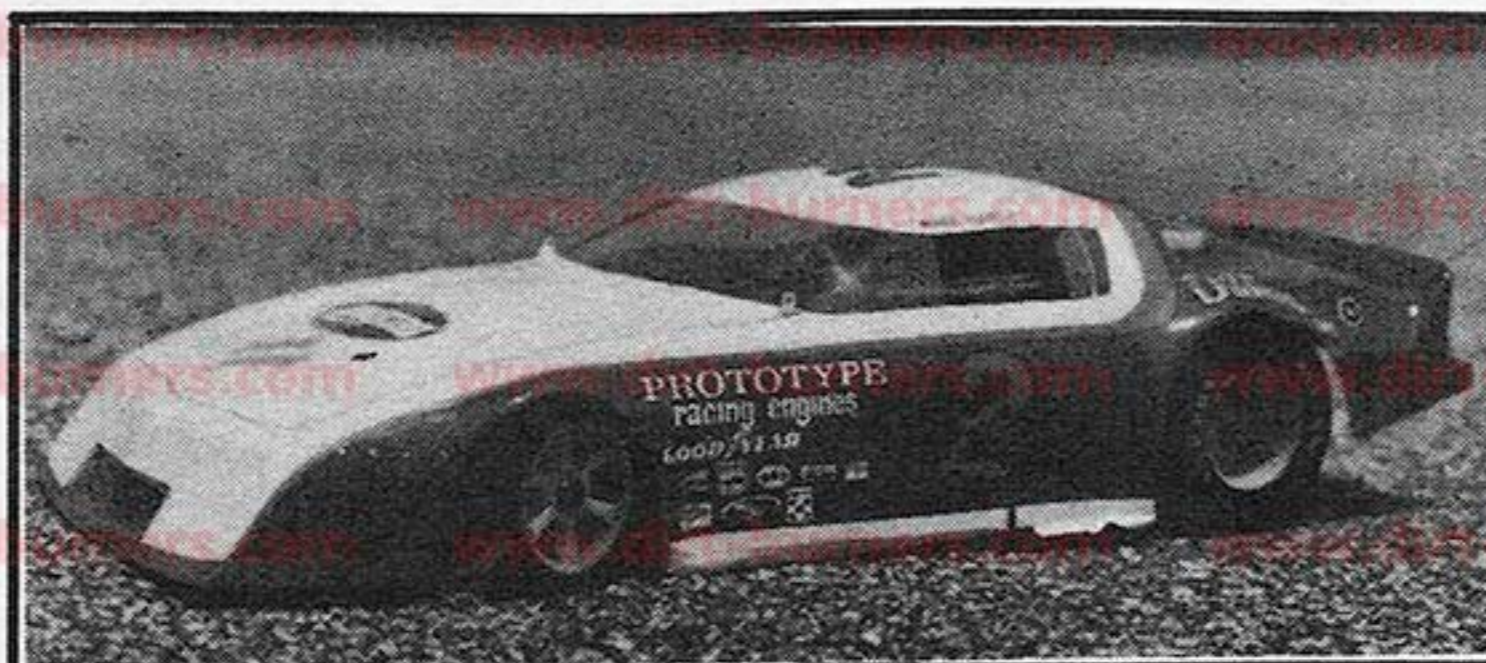
# BOLINK SWEEPS

## July 4th Tri-State "Showdown", Tampa, Fla.

CIGAR CITY 250	KENDALGT-1 Midnight Spec.	Golden Gate Speedway-250
A Main 6-Cell Modified	A Main 6-Cell Modified	A Main 6-Cell Modified
1. Glenn Lewis...Challenger 2. Tim Morton...Challenger 3. Mike Fromer...Challenger	1. Tim Morton...Challenger 2. Mike Fromer...Challenger 6. Craig Kelly...Challenger 7. Glenn Lewis...Challenger	1. Glenn Lewis...Challenger 6. Tim Morton...Challenger 7. Dave Willits...Challenger

Florida isn't the only State the Challenger is doing well in. Jeff Abrams of L.A. California is running in the Southern Cal. series. The first time out he won 1st. in the C MAIN Stock race. The car was right out of the box. His next finish was 3rd. in the Stock B MAIN. Then he proceeded to make the next four A MAINS.

Michigan is another spot where the Challenger is doing good. Marv Thomson won the last M.A.R.T. series with a Challenger by BoLink. You too could win with a Challenger. If you're interested in BoLinks Performance Team and the Challenger, please contact us.

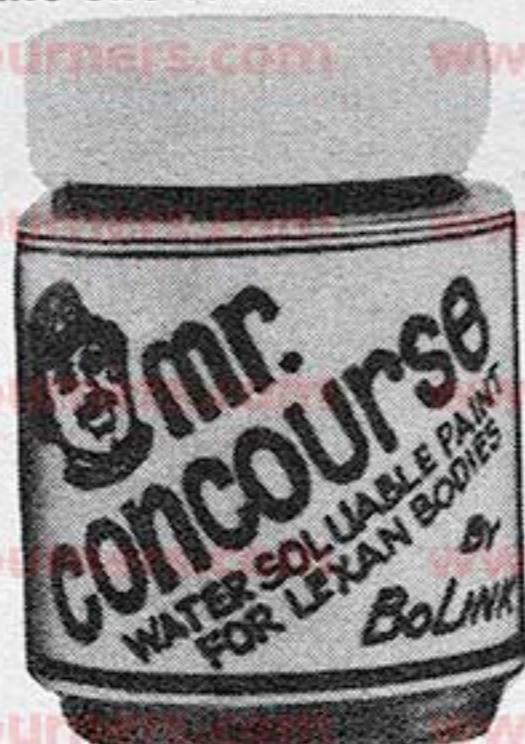
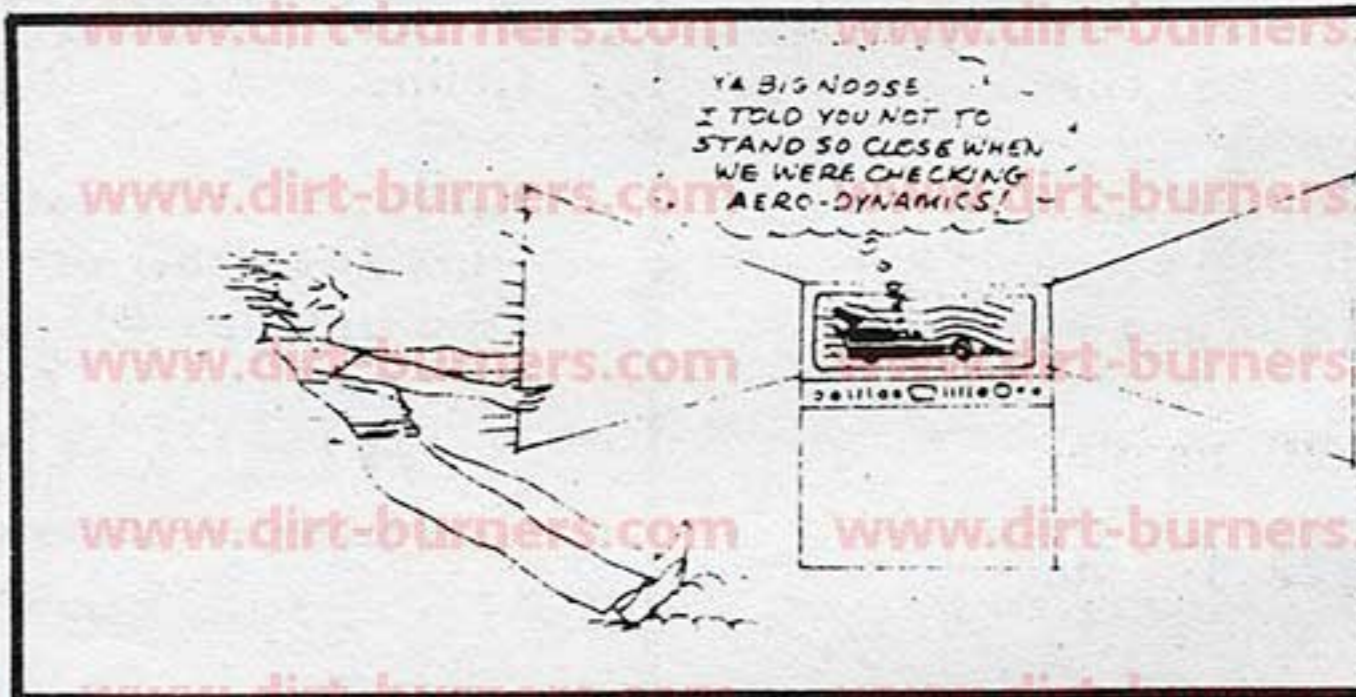


**BL-2090 A.S.A. CAMARO/SPORTSMAN**

BoLink's newest addition to its line of racing bodies is the A.S.A. Camaro (BL-2090). This late model oval car was designed with all-out racing in mind. The A.S.A. Camaro made its debut at the Buccaneer 250. It ended up working as well as it looked. And speaking of looking good, guess what body won concours...that's right. The A.S.A. was the hit of the oval race. Glenn Lewis liked the body. He won it all, finishing 1st in the A MAIN. If you race oval races, this body is the one to have.

**WIND TUNNEL PROGRESS**

BoLink's wind tunnel is now set up to do some serious testing. The results will show which bodies are the best and the best way to mount them. Also the testing will show which wings are good and which wings are bad, along with the angle they should be set at. As the tests are completed a full report will be included with each body. Be watching for the first series of reports.



"THE DAMN STUFF REALLY WORKS." That's the comment most often heard around the track about BoLink's new Mr. Concourse paint. Mr. Concourse paint is specially formulated for R/C bodies. No expensive thinner is required. Just brush it on or thin it with water and spray on. Recent tests have shown Mr. Concourse paint to be fuel resistant on 1/8th scale gas cars. The test was done with 25% nitro. Mr. Concourse paint is available in 7 concours-winning colors with more on the way. It comes in easy-to-use 2oz. wide mouth plastic jars. Where will Mr. Concourse (Frank Pupello) strike next? His last Concours award was at the July 4th Tri-Race Showdown in Tampa. Remember "The Damn Stuff really works!"

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CATALOGUE & DECAL  
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# QUALITY HI PERFORMANCE R/C PRODUCTS

7131 Owensmouth #26-C  
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RP 717 - Heavy duty "O"-ring kit. Package of eight.  
\$1.50



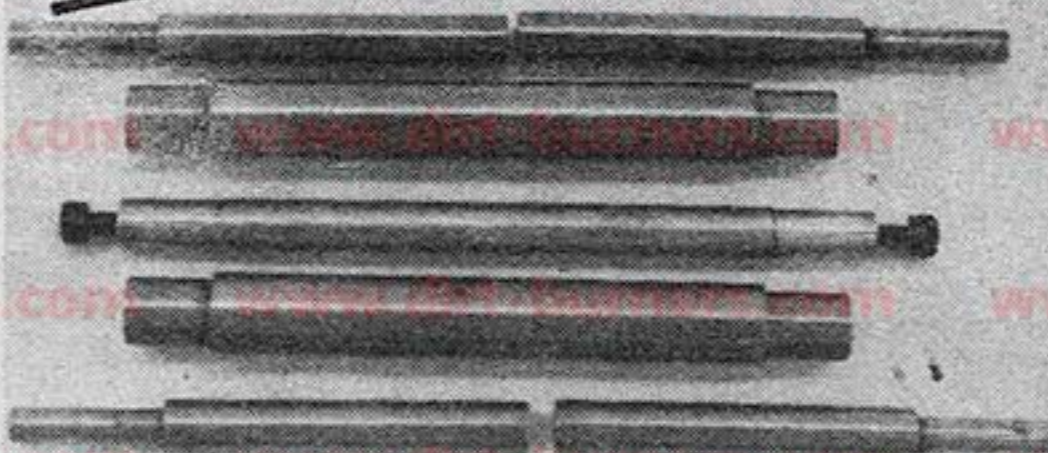
RP 718 - "AA" NI CAD RECHARGEABLE BATTERY.  
12 for \$15.00 or \$1.65 ea.

RP 719 - 6-SUB-C NICAD Rechargeable Batteries  
Plain wrapped with solder tabs in three sticks of  
two. Major brand.  
\$12.50

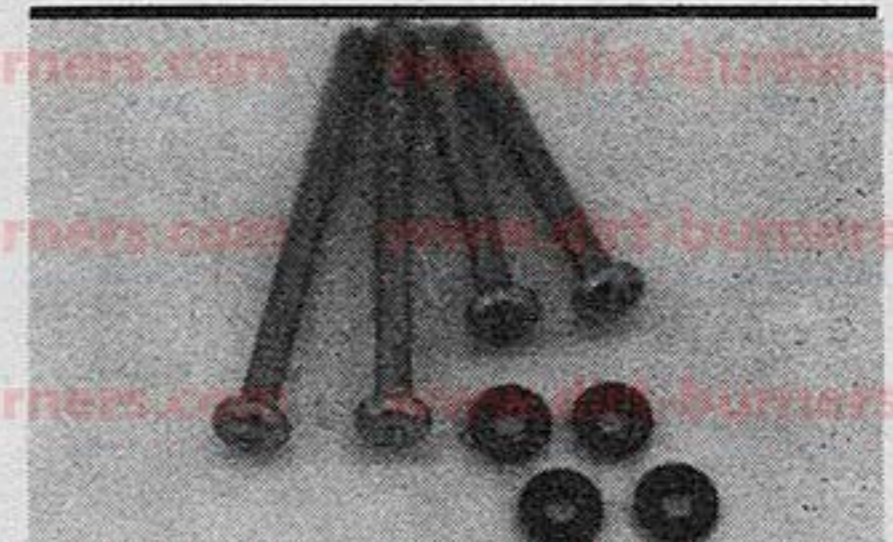


RP 706 - NERF BARS (Side) A Must for all off road  
cars. Protects wheels, axles & bodies. Made of  
super light & strong polished aluminum. Concours  
quality.  
\$9.50 pair.

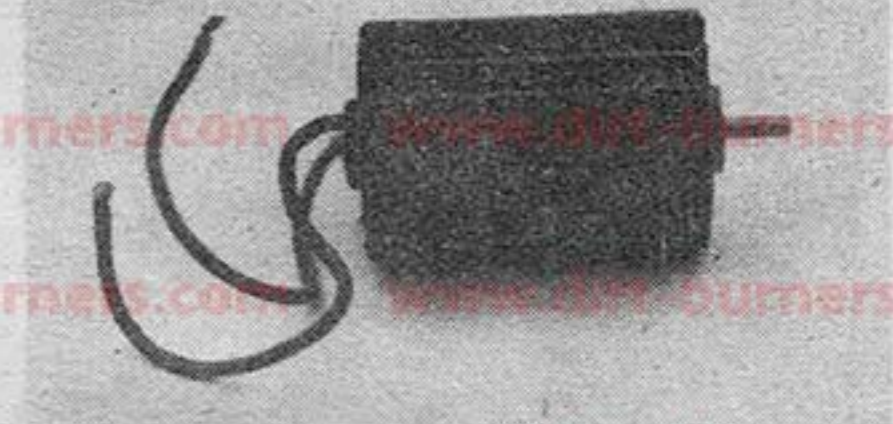
**AUGUST Special!**  
**\$9.50**



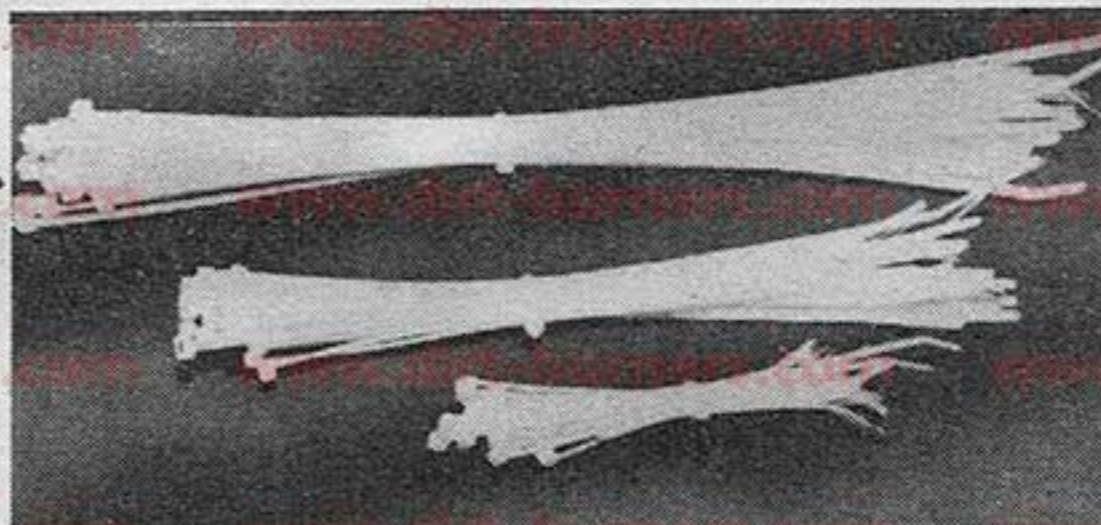
RP 708 - WIDE FRONT END (Complete). Gives superior  
handling & stability to off-road cars. Made of high strength  
steel tube.  
August Special \$9.50 (Reg. \$15.95)



RP 701, 702, 703, 704 - SHOCK REBUILDING KITS.  
DON'T throw away those old shocks. REBUILD  
them better with stainless steel shafts, modified  
brass plungers or racing TEFLON plungers. A must.  
RP 701-Frt. Brass & RP 702-Rr. \$5.75  
RP 703-Frt. Teflon & RP 704 -Rr. \$7.50

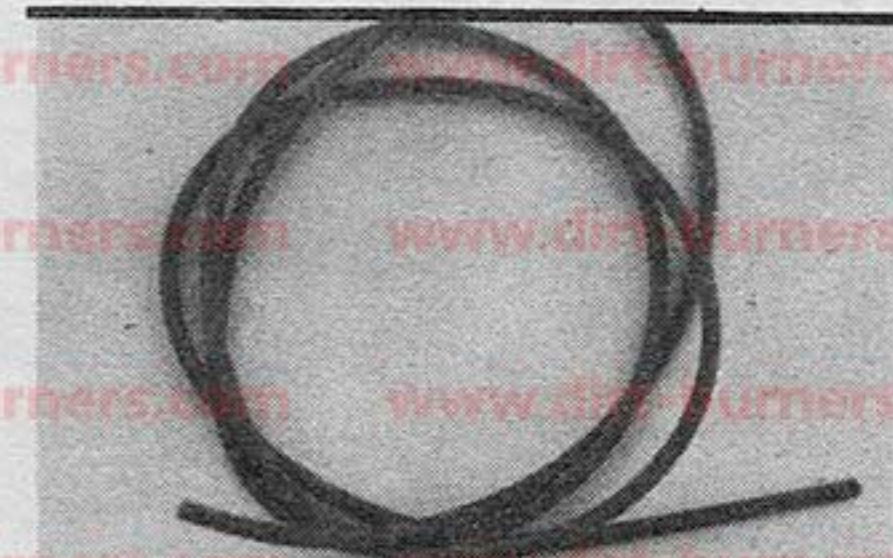


RP 712 - RACE PREP RACING MOTOR. High torque,  
high revving, full ball bearing racing motor. Made  
for us by a well know mfg. for our label. Fits Tamiya.  
\$37.50



RP 710 - NYLON WIRE TIE STRAPS- Package of 25. Excellent  
simple way to hold anything together. Use for wiring, servos,  
skid pans, etc.

4" - .90c; 8" - \$1.50; 11" - \$1.85



RP 709 - HIGH TEMP WIRE. Wire your complete car  
with this super flexible, high temp, low resistance  
wire. More battery power to the motor.

3' Pkg. \$2.00

## ★ OTHER RACE PROVEN R/C PREP HI PERFORMANCE PARTS ★

RP 714 - SPEED CONTROL KIT- Rheostat ● Micro  
Switch ● Bracket ● Wire ●.....\$12.95

RP 707 - FRONT BUMPERS. ● Welded Steel Tubing  
● A must for racing ● Fits Baja & Single Seater ●  
\$16.95

RP 711 - ALUMINUM REAR SKID PLATE. ● Includes  
fasteners ● Red, Gold, Black.  
\$4.75

RP 715 - ALLEN SET SCREWS - ● Pkg. of 8 ● 4-3m  
for Front Arms ● 4-5m for U-Joints...\$2.00

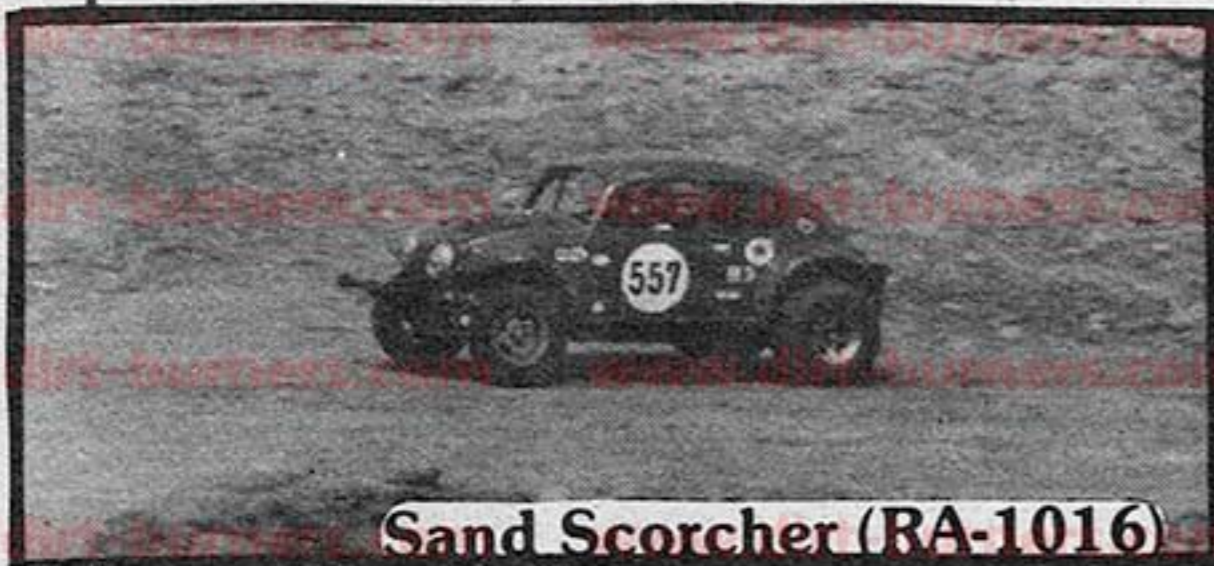
RP 716 - TIE ROD STEERING KIT. ● Two heavy duty  
tierods ● Heim joint ends ● 3 Bolts with Nylon  
Nuts.  
\$5.95

RP 713 - BOLT KIT. ● 10 2-56 X 1/2 Allen Head ● 10  
2-56 Nylox Nuts.  
\$2.25

★ When ordering add \$2.00 for shipping & handling, plus 6 % tax for Calif. residents ★

★ DISTRIBUTORS/DEALERS INQUIRIES INVITED ★

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



Sand Scorcher (RA-1016)

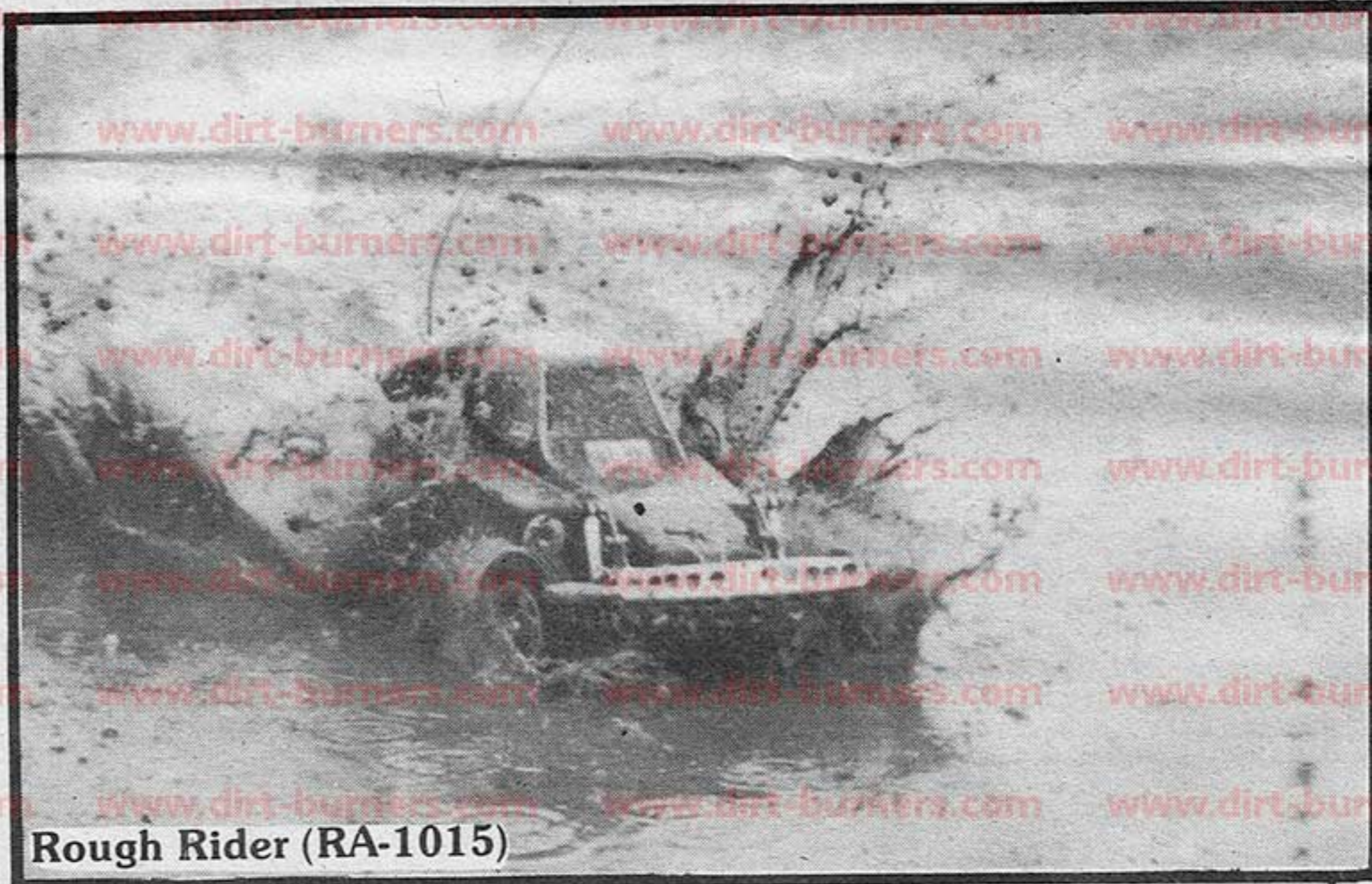
MRC  TAMIYA'S  
FAMED BAJA  
BUGGIES START TO GET GOING.

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

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

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

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



Rough Rider (RA-1015)

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

So if you're ready for an off-the-road racer that never gets boring, see the "wild pair" at your hobby shop and get going... everywhere.

**To Get The Most Out Of Your R/C Cars, Use An MRC-Tamiya Nickel Cadmium Battery Pack and Charger.** Specially designed to deliver more power and offer more running time between charges.

- RC-14 6-Cell, 7.2 Volts 1200 MAH with charger.
- RB0008 6-Cell, 7.2 Volts 1200 MAH without charger.
- RB0010 Quick Charger... plugs into your auto's cigarette lighter to recharge your batteries within 15 minutes.

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