

BULK RATE
U.S. POSTAGE
PAID
Permit # 335
Woodland Hills, Ca.

R/C RACING NEWS



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

September 30, 1981

Donald Deutsch
Woodmere, OH 44122

Ralph Burch

WINNING FACES

Joel Johnson

Mike Lavacot

Peter Collier

Dana Smeltzer

Dave Shuck

- ★ ROAR & IMPBA Nats
- ★ Off Road Series Final
- ★ New Product
- ★ 1/12 at BRIGG'S and much more...



RACE CORNER

Heavy duty R/C activity this month what with the NAMBA & IMPBA Powerboat Nationals, and the ROAR Championships, plus all the other activities, it was hard to get to all of them. But one way or another we're reporting them to you in this issue. We had some problems making connections with the airlines to get us to the race destinations on the days we had scheduled to cover all these events, so we've relied on people who were there to give us a first hand account of the exciting R/C racing. For this, we are deeply grateful.

Someone to watch in the very near future in R/C car racing. The last name is Burch...No, it's not who you think. Young Ralph Burch is already establishing his fine credentials among the top 1/12 & 1/8 racers in the country. We want you to keep a look out for Tina Burch, Ralph's younger sister. She is going to be some kind of racer. Listen to this: She won the F Main in the 4-cell Stock; won the E Main in the 6-cell Stock; won the F Main in the 4-cell Modified; took 5th in the C Main 6-cell Modified; and finished 9th in the D Main in the 6-cell Production Class. She did all this at the ROAR Nationals, among some of the top drivers in the world. Whew!

We knew we would hear from some of the other manufacturers of "off road" electric motors. As we stated in the test in our last issue, we tried to get all motors available but couldn't. We did promise an up-date. In our next test we'll cover those left out. Among them the Team Checkpoint & Leisure motors.

The Ranch Raceway is re-scheduling their monthly "Off Road" races to the SECOND SATURDAY NIGHT of the month. They've just completed

their "new" (located in the same facility but different spot) off road track and oval and it looks like it's going to be a winner. Their first race is September 4th when they start their 10-week Friday night Off Road series. Kits, Radios, batteries are some of the prizes to be awarded at the end of the series in the Stock, Modified & Open classes. The facility is located in Colton.

We printed race dates for the Santa Maria group in our last issue. Since then there have been some changes we'd like to pass on to you. Their races will be every Tuesday night at TransKing on North Broadway. Start time is 6:30 pm. Club meeting will be held every second Wednesday. For further information contact Sonny Maddison (805)925-7034 or Ron Souza, 500 W. Agnes, Santa Maria, Ca. 93454.

The talk in 1/8th scale racing is "suspension". Many were impressed back at the ROAR Nationals by the especially good handling of the suspended cars. It makes a lot of sense, since most tracks are rough with lots of cracks in the asphalt/pavement. Several companies are now working on their prototypes. MRP is already distributing the PB car from England. More on this exciting development of the sport later.

Northern California R/C Off Road Racing Association, located in Belmont, California, wanted us to let everyone know that they will be at the San Mateo County Fair on Sept. 4-19th. Doug Heuton is trying to get things going up there for all you R/C Off Roaders. Stop and see him or contact him at: 1011 Hiller, Belmont, Ca. 94002 for more info.

More on Off Road. Lancaster,

California will soon have their own off road track. It's scheduled to open sometime in September. When we get exact date and location we will pass it on to you.

Has anybody seen Mike Reedy? Since being back from the World Championships in Indianapolis and ROAR Nats in Mass., his work has piled up at home. So much so that he's not taking any calls for about two weeks in order to catch up. We tried to get hold of him so that we can put together a ROAR CALENDAR. Is there such a thing? If there is we would like to know about it so that we can carry it on our "calendar" section. In the alternative, we would like to hear from the various ROAR District reps. Perhaps we can put district race calendars.

We promised in our last issue we would be doing a report on the 1/12 Stock electric cars on the market. While we've received a few for our report, some of the other manufacturers have not yet sent theirs in, mainly because of the ROAR nationals this past month. So we're going to hold it up until the next issue. Be patient.

Speed & Sport, one of the larger R/C distributors in the West Coast has moved their offices to a larger warehouse. Their new address is: 5971 Lakeshore Dr., Cypress, California 90630. Tel. (714)995-4460.

Speaking of moving. If you get this issue a bit late, it is because our printers are in the process of moving right about the same time we go to press. So please bear with us.

The Kalamazoo MART Race has been changed from Sep. 12 to SEPTEMBER 19th. This will make sure that there is an alternate indoor rain date. For some of you who ask "what do we run if we go indoors if the race goes indoors?"...It's still six cells. The MART rules call for all summer races to be run with 6-cells, and all winter to be 4-cells. If they are forced indoors for a summer race, it will be still a 6-cell race. Get that?

Speaking of 4-cells. We would like to see more of that in the West Coast. I know the weather is usually pretty good, but 4-cell racing can also be promoted out here. We understand MINI

BAJA has a large room, formerly an arcade, that could be used this Fall & Winter for 4-cell racing. If you're interested, you can let them know at (213)345-7300. The more venues of racing available, the better the sport will grow.

We hear that BoLink has a new speed secret that can only be obtained by contacting Tim Morton, at BoLink and asking for part BL 27.225. John "Cutter" Colosky borrowed the secret from Tom at the Muskegon Winter MART Race and picked up 1st in the "B" Main. He hasn't qualified higher than the "D" or "C" main since he had to give it back to the Georgia boys. Wonder what it is?

RACE PREP, has come out with various Off Road after-market products. One such product, is their TAMIYA Shock rebuilding kits. Brass or Teflon flange will help keep that suspension from going away.

It's set, the ROAR Cal. Championships are set for Sept. 26 & 27 in Monterey at the Del Monte Shopping center. The ROAR Division 6 Regionals are also set for October 17-18 at the Great Race Place. Both are 1/12 races and Neal McCurdy can be contacted at (213)998-5113 for more info.

Our Editorial staff has just informed us that the NAMBA Nationals will not be in this issue but in the NEXT ONE (#6). It seems that results, pics, and stories from Amarillo, Texas, took three weeks to get to the offices, via U.S. Post. It arrived as we were going to print. Hang on, we'll spread it in the next one.

A.J.'S October Racing Fest has been cancelled as a 1982, 1/12 qualifier. ROAR nullified the race. Twin-K planned to donate all proceeds of the race to the Indy R/C Car Club to help defray the costs of putting on the World Champs.

ON THE COVER: Winners of various R/C Racing activities around the country. R/C is gettin hot and heavy.



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

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

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



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

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



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

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

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

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

Futaba

555 West Victoria Street/Compton, CA 90220

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



ON THE LINE:

CLUB IN EXPANSION

I had a chance to read your issue #3 (July 28, 1981) which was sent to my local Hobby Shop. R/C RACING NEWS looks great! Enclosed, is my check for my subscription. I'm sure members of our Club will also be sending their subscription soon. The Club is "R/C Middle Tennessee" (R/C.M.T. for short). We are 1/8 scale cars now and hope to expand to 1/12 electric soon. Our club was formed in June of this year ('81) and we have an eleven (11) race schedule under way at this time. We look forward to meeting and hearing from other R/C racers, Perhaps there is a club near us (Nashville) that we are not aware of. If so, please let us know.

Sincerely,

Bill Bonham, Sec.
R/C.M.T.
105 McLendon Ct.
Antioch, Tn. 37013

Always glad to hear a new R/C club being formed. We hope your letter will let other people know in your area of your existence. In the mean time, please send us pics, results and stories of all of your 11 races. We would like to feature them here. ED.

"I WAS BURNT"

I have just learned of your existence. R/C auto racing is just beginning in Southeast Alabama. However, in eight months, we have grown from two members to 19 paid club members, holding regular monthly points races.

All I have seen of your publication is the first and second pages of your first issue. Thus, before I send you my subscription money, I would like to know if you are still publishing. (I was burnt once by the "R/C Auto News"). Thus, if you would let me know if you are still in business, I will subscribe, as probably will the remaining club members.

Thanks,
page 4

Woody Trumble
Dotham, Ala.

Instead of answering your letter we're sending you a copy of our latest, as proof positive, that "yes Virginia...there is an R/C RACING NEWS!". We shall await your and your fellow members' subscriptions. Also send us news of your racing. ED.

NOBODY CARES ABOUT BOATS!

So how come you keep putting coverage of boats in your paper? Those guys don't race, they just "wade" in the water. Give us more, more, more, car racing coverage. And NO AIRPLANES, they get too much coverage anyway.

Thanks

Rod Long
Denver, Col.

I gather you like cars. Well, we like all types of R/C Racing, so what we'll do is give you car coverage, as much as we can, and we'll continue to give those that dig boats, their share. I just bet, if you get behind the controls of those 80 mph babies you'll be, as you say "wading" as well.

ED.

CAR RACE SCHEDULE

Can you print a more complete car racing schedule. I have an electric 1/12 scale and soon I'm getting an 1/8 scale and I would like to know where's all the racing is being done.

Phil DeLeon
Whittier, Ca.

Funny you should ask! We try to put all the upcoming car races in our CALENDAR section. Those that we get from various Clubs and such. We're now trying to get ROAR to supply us with their Regional and National schedule. So far no luck, but we'll keep trying. ED.

IN THIS ISSUE

★ IMPBA Nationals.....	5
★ Ventura Road Runners 1/8 Oval.....	10
★ Gulf South Series - 1/8 Scale.....	12
★ MINI BAJA 150 - Third qualifying round.....	14
★ So. Cal 1/12 Championship Series at Briggs Cunningham.....	16
★ Ventura Roadrunner stage 1/12 Secret Navy race.....	19
★ R.O.A.R. National Championships 1/12 & 1/8.....	20
★ Three Rivers, Driftwood Power Boat Race.....	23
★ Stanley Cup Power Boat Race, Deluth, Minn.....	24
★ So. Cal 1/8 Scale Championships #3.....	26
★ MINI BAJA's 10-Week Off Road Series, Finale.....	34

EVERY ISSUE:

● RACE CORNER.....	2
● ON THE LINE.....	4
● TEST LINE - Electric Motor Test & Off Road Differential.....	26
● INSIDE LINES.....	34
● R/C CALENDAR.....	36

NEXT MONTH:

NAMBA Nationals; Calif. State Championships; San Diego Argonauts Power Boat Race; 1/12 Stock Test; Quickie 500 Airplane Racing, Formula 1. and more....

R/C RACING NEWS

You Race It...
We Cover It.

Publisher
Lou Peralta

Assoc. Publisher
Lois Peralta

Editor
Lori Peralta

Art Director
Leslie Peralta

Advertising Director
Victor Volinets

Circulation
Kim Grisham

Technical Editor: Neal McCurdy; **Contributing Editors:** Eric Grisham; Richard Schwalm, Diana Coveney, Frank Pupello, Shon Casey, Neal McCurdy, Lonnie Peralta, Dan Post, Gary Kye.

Contributing Photo Editors: Paul Votava, Diana Coveney, Mike Lucas, Jim Atkinson, Richard Schwalm, Neal McCurdy, Lonnie Peralta.

R/C RACING NEWS is published monthly for a subscription rate of \$10.00 for 12 issues, by PEV Corporation, P.O. Box 411, Woodland Hills, California 91364.

Application to mail "second class" postage rates is pending at Woodland Hills, California.

Foreign subscription rates are \$20.00 for 12 issues. All subscription rates are subject to change without notice.

R/C RACING NEWS welcomes unsolicited editorial material, including stories, photos, cartoons, etc. Such material, if published, becomes the exclusive property of R/C RACING NEWS. Such accepted material is subject to revision, as is necessary, in the sole discretion of R/C RACING NEWS. Unsolicited material, if not used will be returned if accompanied by a self-addressed stamped envelope. R/C RACING NEWS assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or part only by written permission of the Publisher. Advertising and Circulation information only on request.

COPYRIGHT © R/C RACING NEWS 1981. a Trademark, all rights reserved.

Published by
UNITED PUBLISHERS GROUP
P.O. Box 411
Woodland Hills, Ca. 91364
(213)345-7300

IMPPBA

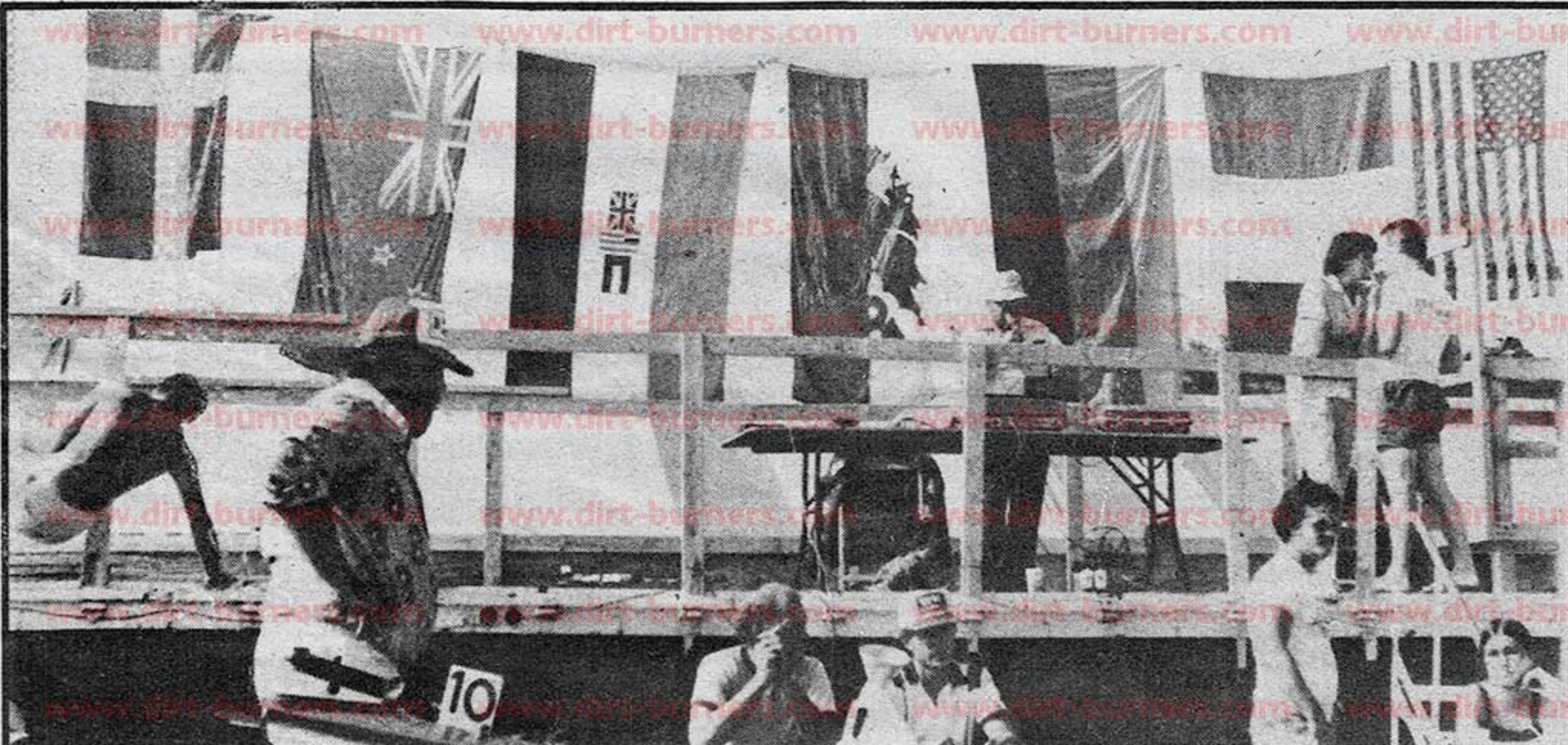
NATIONALS

EIGHT DAYS OF ALL OUT National & International Powerboat RACING

August 8-15, 1981
Indianapolis, Ind.

Report by: Shon Casey

THE INTERNATIONAL MODEL POWER BOAT ASSOCIATION WENT ALL OUT AND PUT ON THE "1981 INDY INTERNATIONALS" POWER BOAT RACES FOR A FIELD OF OVER 175 ENTRIES FROM THE UNITED STATES AND ALL OVER THE WORLD.



Flags of all the countries represented, hang in the background of the official stand. Racer's pits were directly in front of the stand for easy access.

The site was the beautifully laid out (but not yet completed) Waterfront Lake. Located just off U.S. Interstate 136 and West of Interstate 465 in Indianapolis, it offered a serene and picnic-like setting for all the racers and their families and friends.

The yet incomplete site will eventually have residential apartments and office buildings surrounding the lake. For that reason, overnight camping was not allowed, but there were plenty of motels near by to house the large throng of racers and supporters.

The site is also highly visible from the main highways. This attributed to the large turnout of passers by who stopped and

saw some of the finest powerboat racing anywhere. For some, this was the first time they had ever seen this type of racing. No doubt, the sport gained more supporters during this week and perhaps some new racers.

In addition, the three local television network affiliates for ABC, CBS and NBC, were there to cover the various scheduled daily events for their news program. Such exposure, surely helped to bring out the large crowds.

Additional help was lent by good old "mother nature". With the exception of a couple of days, where there was a bit of rain, that delayed only a couple

of races for a few minutes, the weather was near perfect.

Summer temperatures prevailed and the calmness of the water throughout the entire meet provided near perfect conditions for the different varieties of racing.

A large circus-type tent made things more comfortable for all the racers and their support teams, as it provided plenty of pit space, shade and a food concession near by. When you have that many people in one area, you know that the most popular place is where you find the food and drinks. The Food Producers of Indianapolis, concessionaires for the event, I'm sure appreciated such support.

This event, is not only fun to watch because of the fine racing, but it's just as fun to watch and meet the people there. Taking in consideration that many who were there representing other countries, spoke very little or no English at all. This made it for a rather interesting week of socializing and establishing or renewing friendships.

Such a gathering of people gave the whole affair an "air of professionalism" seldom seen in most races.

The foreign contingency accounted for over 20 racers, representing countries like: Australia, England, West Germany, 1980 World Champion, John Ballagh, from North Ireland; 1980 World Champion, Vittorio Gobetti from Italy; New Zeland, Norway, South Africa, Sweden, Malcom Bray, 1980 World Champion, from Wales and of course the American representatives.

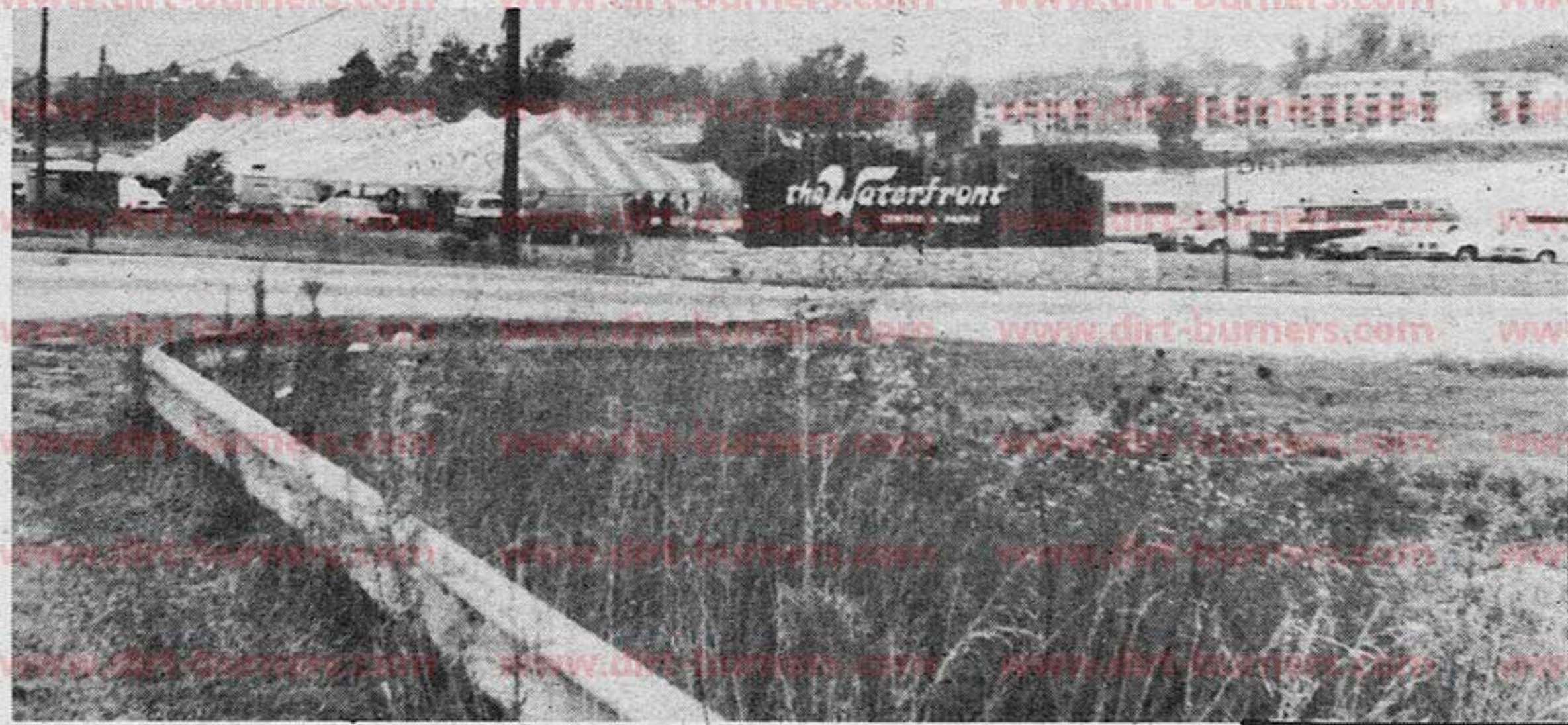
Interestingly, many of the foreign racers marveled at the calmness of the water, as they were used to much rougher conditions.

Those racers and spectators which filled the bleachers, provided for viewing the racers, also had the treat of being able to identify each and every racer in the meet. Numbered "bibs" were provided for each entrant, that also included their name on it. This is so much the better for all, because then the racing takes on a more personal aspect. It was, the "ice braker" for many racers as it was alot easier to approach someone for the first time when you know his or her last name.

This is something that other clubs or promoters of R/C racing should begin to consider for future racing. Whether on a National scale, or the local district or series races, it would be alot nicer and more professional to provide some identification among the racers.

In this event, as in all International or National stature events, there are personal "highs and lows" for those that compete.

The weeks, months, and hundreds of hours of work and preparation paid off for some, while it was truly disappointing for others.



The beautiful Waterfront Lake was the race site for this year's IMPBA World Championships & Nationals. The pit area & concessions were located under the 40' X 240' circus tent. Photo. Shon Casey



Ed Baker (above) & (top) shows his scratch built Crapshooter which he hoped to break the 100 mph mark at this meet. Above, with Gregg & Mike Bloom trying for the "C" class record. Ed still holds the record at 90 mph.

Jock Peden (above right) from Australia, demonstrates the "flat out" driving technique which resulted in numerous mechanical failures. (ie; bent props, broken drives, holes on hulls, etc.) from running over boats and bouys. Shon Casey should win the "wrench" award for trying to keep the boat running for 2 hrs. Typical launch (below) by the Italian team, using the single arm method. Photo S. Casey



Start clock used on oval and heat racing.

RESULTS:

"A" World Enduro-20:

1. Robert Berson (South Africa)
2. Paolo Bauli (Italy)
3. Peter Collier (New Zeland)
4. John Ballagh (N. Ireland)
5. Vittorio Gobetti (Italy)
6. Malcom Bray (Wales)
7. Ed Haughey (U.S.A.)
8. David Spicer (England)
9. Raf Charlier (W. Germany)

"B" World Enduro-40:

1. Marco Oliveri (Italy)
2. Vittorio Gobetti (Italy)
3. Nigel Wong (New Zeland)
4. Willis W. William (S. Africa)
5. Tony Sodervall (Sweden)
6. John Ballagh (N. Ireland)
7. David Spicer (England)
8. Mike Wisniewski (U.S.A.)

"C" World Enduro-60:

1. Mauro Braghieri (Italy)
2. Peter Collier (New Zeland)
3. Eric Jeffery (S. Africa)
4. Malcom Bray (Wales)
5. David Spicer (England)
6. Jock Peden (Australia)
7. Torjorn Sodervall (Sweden)
8. Terje Haugen (Norway)
9. John Ballagh (N. Ireland)

Deep Vee Classic Class "B":

1. Steve Babin
2. Bob Stephens
3. John Copeland

Deep Vee Classic Class "C":

1. Steve Babin
2. Bud Swanson
3. Dianna McGuffin

Deep Vee Classic Class "D":

1. John Copeland
2. Bob Gabehart
3. Scott Jones

1. Mario Broghieri (Italy) Crew: L Rovati/Cammino Braghieri
2. John Kemmet/Scott Jones Crew: John Copeland/Tony Keely
3. George Harris/George Grossman Crew: Charlie Chauvin/Scott McGuffin

30 Min. Enduro-Under 30:

1. Robert Berson
2. Bob Stephens
3. Peter Collier

30 Min. Enduro-Over 30:

1. Vittorio Gobetti
2. Nigel Wong
3. Scott Jones

Scale Hydro:

1. Steve Ball (Notre Dame U-7 1969)
2. Gary Preusse (Miss Budwiser U-12)
3. Ken Volmerding (Miss Timex U-8)
4. Shon Casey
5. Steve Babin
6. David Preusse
7. John Shannon
8. Jerry Badgro
9. Dave Lee

Outboard-20:

1. John Shannon (1400 pts)
2. Hap Mulvany (1325 pts)
3. Jim Fetters (1225 pts)
4. Maren Davis
5. Gary Turner
6. Ralph Hoffman
7. Dee haughey
8. Bob Finley
9. Harry Panchott

Such examples happened on a daily basis, and each is a story on to itself. It would take much too long to depict each and everyone of them, but those that stand out were for example:

A terribly disappointed John Shannon, chosen to represent the U.S.A. in the "A" World Enduro, who had to drop out of the International class because his boat sank during practice. Ed Hughey had to come in on short notice and replace him, running his outboard tunnel. The monos proved to be too much and Ed finished 7th, still very creditable.

Mauro Oliveri, from Italy, was quite "high" from winning the "B" WORLD CLASS ENDURO. He put on a great show.

Especially since he had to pull "all stops" after repairing his boat and just "blazed" everyone. In fact, over the 2-hour Enduro he completed 237 laps. Nearest to him in second was 1980 World Champion and also from Italy, Vittorio Gobetti, who turned 219 laps; a full 18 laps behind!

Ed Baker had to be disappointed in the Record Trials. He had turned times of over 100 mph on several occasions in the D Hydro, none of which were official. Most people knew that he and his boat were capable of doing it here. He had one shot to take his "scratch built" crap-shooter over the century mark. But unfortunately he could only muster 77-78 mph. He later commented that "in the Internats, you have no opportunity to change props where changing conditions can cause you to make the wrong choice." This was the case, although he still holds the record at 90 mph.

Another very disappointed racer/builder, was Shon Casey, who had spent many hours preparing his "C" Class Silak to run in the World Enduro, but because a U.S. rep. was already on hand, he allowed Australia's, Jock Peden to drive it. Unfortunately, Jock turned out to be much too erratic and "wild" in his driving style, that caused the boat to have a lot of mechanical problems.

Experiencing "euphoric conditions" had to be Karen Hughey, who was the fastest "B" Hydro of the meet at 60 mph. She used a stock B Hydro set up, using 4052 prop and proline radio.

Also, terribly euphoric was Steve Babin, who put away both the "B" & "D" Deep Vee classes by winning them. He also ran very well in the Scale Hydro and the E Hydro.

During the entire eight days of racing, there were many more happy and sad stories to be told. To cover them all or give a blow by blow account of the week long activity would take more pages than available. So we'll do one better.

They say that a picture is worth a 1000 words. We're giving you

lots of pictures that will reflect the mood, atmosphere and conditions of this fine powerboat event. The results will give the names of all who participated in this prestigious event. They all deserve some recognition for their efforts.

The INDY MODEL BOAT CLUB and its 65 members, whose President is Marten Davis, and VP. Shon Casey, should also be singled out for running an excellent event. It takes the cooperation from many people, including non-club members, to make this event happen. They

all seemed to have a great time and some have even indicated that they are ready to do another one...maybe in the year 2000!

Of course Fred McBroom, President of IMPBA, must also be congratulated for co-ordinating and promoting this event.

The next IMPBA biggie will be next year in August, at Barto, Florida. We hope to see you all there.

[Results on pages 6, 8 & 9]



The digital timing system used kept the racers well aware of their times, and the spectators as well.



653 West 19th Street
Costa mesa, Calif. 92627
(714) 631-1555

★ DEALER INQUIRIES INVITED ★

THE LEADERS IN HEAVY DUTY & HI-PERFORMANCE PARTS & ACCESS For Tamiya Off Road Race Cars

● ● ● JUST A FEW OF OUR PRODUCTS ● ● ●

- Heavy Duty Front Axle
- Aluminum Racing Wheels in 3 colors.
- Rubber Shock Boots
- All brass gears for trans.
- Bearings
- Dual Rear Shock Mounts
- Skid Plates
- Replacmt. Shock "O" Rings
- Special Shock Oil
- Air Vents

Available at Hobby Shops Everywhere

- 10 Karen Haughey
 - 11 Bill Schafer
 - 12 Bob Fox
 - 13 Ed Hughey
 - 14 Gary Preusse/Matt Luzewski/D.Lee
 - 17 Brad Schafer/Phil Van Hart
 - 19 Bernard Bathauer
 - 20 Don Bilsky
 - 21 Johnny Ackerman
 - 22 Joel Horak/David Preusse
- Trophy Trials - 1/3 Mile Ovat

B MONO

- 1. Dave Preusse (37.14 mph)
- 2. Bill Schafer (49.31 sec.)
- 3. David Spicer (100.26)

B HYDRO

- 1. Ed Hughey (30.93)
- 2. Bud Swenson (31.09)
- 3. Marten Davis (31.93)
- 4. Paul Pofahl (32.93)
- 5. Jerry Davet (33.88)
- 6. Richard Aldridge (33.89)
- 7. Mike Wisniewski (34.77)
- 8. Jim Fetters (35.26)
- 9. Don Bilsky (35.84)
- 10 Philip Pofahl (36.24)

D MONO

- 1. George Grossman (33.50)
- 2. Bud Swenson (37.96)
- 3. Bob Schoenon (38.86)
- 4. Bill Schoenon (39.49)
- 5. Kent Myhre (40.04)
- 6. Dianna McGuffin (40.77)
- 7. Tom Daniels (44.65)
- 8. Gene Taylor (60.85)

D HYDRO

- 1. Bob Finn (28.61)
- 2. Bud Beard (29.15)
- 3. Richard Aldridge (29.23)
- 4. Louis Durand, Jr. (29.35)
- 5. Jay Maguire (30.56)
- 6. Ed Hughey (30.80)
- 7. Lew Mettetal (30.93)
- 8. Howard Power (31.21)
- 9. Jeff Koppel (31.36)
- 10 Mike Wisniewski (31.60)

E MONO

- 1. Scott McGuffin (31.49)
- 2. Bob Finn (33.00)
- 3. Skip Horstman (34.36)
- 4. George Harris (35.37)
- 5. Sid Broughton (36.12)
- 6. Beverly Power (41.23)
- 7. Tom Daniels (41.77)
- 8. John Kemmet (43.31)
- 9. Scott Jones (51.26)

E HYDRO

- 1. Steve O'Donnell (25.80)
- 2. Bud Beard (26.55)
- 3. Maten Davis (27.35)
- 4. John Shannon (27.57)
- 5. Howie Whitaker (27.60)
- 6. John Barr (27.85)
- 7. Stu Barr (28.57)
- 8. Ben Beard (28.83)
- 9. Fred McBroom (29.24)
- 10 Louis Durand (29.25)

F MONO

- 1. David Spicer (42.58)
- 2. Eric Jeffery (53.27)

F HYDRO

- 1. Charlie Chauvin (25.52)
- 2. Tom Pretzfeld (30.03)
- 3. Jay Maguire (30.63)
- 4. Fred McBroom (31.45)
- 5. Robert Smith (31.66)
- 6. Joe Trexler (31.98)
- 7. Toby Sodervall (32.34)

B MONO STRAIGHT:

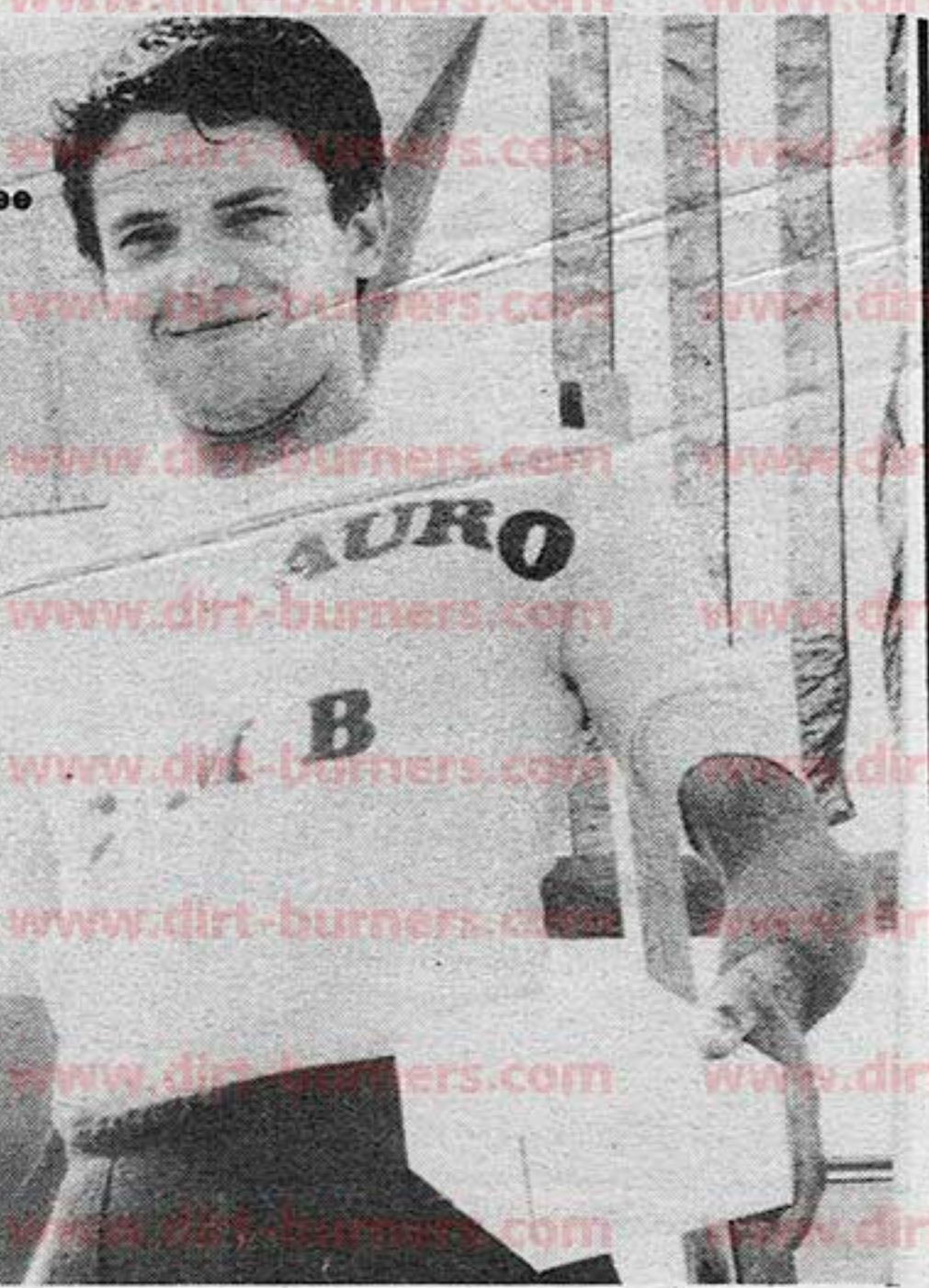
- 1. John Shannon
- 2. Dave Preusse
- 3. John Copeland

B HYDRO STRAIGHT:

- 1. Karen Hughey
- 2. Ed Hughey
- 3. Bob Fox

D MONO STRAIGHT

- 1. Ed German



Mauro Braghieri (Italy) won the "C" World Enduro and for his efforts he wound up with a new O.P.S. engine and tuned pipe donated by Shamrock of New Orleans (above).

Scott McGuffin (right) was the E Mono winner and USA # 1 Champion. Marco Oliveri (Italy) winner of the "B" class, World Enduro, used a Simprop Radio, Silak boat, with OPS power.



WIN



Buck Scofield (133), Ed Hughey (41) and Jay Maguire were all involved in a run-off because all three had perfect scores of 1600 pts. The end result was that Jay Mguire was the winner, with Ed Hughey in second and Buck Scofield in third.



NEWS



Karen Hughey was the fastest B Hydro of the meet @ 60mph. Fast enough to beat her ol' dad, Ed, who finished in second.

Steve Ball (left) with his Notre Dame U7, won the Scale class. Steve used a Super Tiger 65, Octura 1465 prop, Futaba 3 Ch. stick radio. Rob Benson (below right) "A" Class winner from South Africa, with his winning boat.

- 2. Diane McGuffin
- 3. Beverly Powers

D HYDRO STRAIGHT

- 1. Jay McGuire
- 2. Ed Hughey
- 3. Howie Whitaker

E MONO STRAIGHT:

- 1. George Harris
- 2. Scott McGuffin
- 3. Bob Finn

E HYDRO STRAIGHT:

- 1. John Shannon
- 2. Louis Durand
- 3. Stu Barr

F HYDRO STRAIGHT:

- 1. Fred McBroom
- 2. Tom Pretzfeld
- 3. Jay McGuire

MULTI BOAT HEAT RACING

B MONO:

- 1. Bill Schafer
- 2. Robert Berson
- 3. John Shannon

B HYDRO:

- 1. Ed Hughey
- 2. Marten Davis
- 3. Mert Miskiwick

D MONO:

- 1. George Grossmon
- 2. Bob Scholman
- 3. Ed German

D HYDRO:

- 1. Jay McGuire
- 2. Ed Hughey
- 3. Brock Scofield

E MONO:

- 1. Scott McGuffin
- 2. Beverly Powers
- 3. John Kemmet

E HYDRO:

- 1. John Ackerman
- 2. Bud Beard
- 3. Ben Beard

F MONO:

- 1. Norman Barnes
- 2. David Spicer
- 3. Malcom Fray

F HYDRO:

- 1. Roger Moran
- 2. Bob Finley
- 3. Sia Broughton

NATIONAL CHAMPIONS

B MONO:

- David Prouse

B HYDRO:

- Ed Hughey

D MONO:

- George Grossman

D HYDRO:

- Jay McGuire

E MONO:

- Scott McGuffin

E HYDRO:

- Bud Beard

F HYDRO:

- Tom Pretzfeld

NATIONAL HIGH POINT CHAMPION

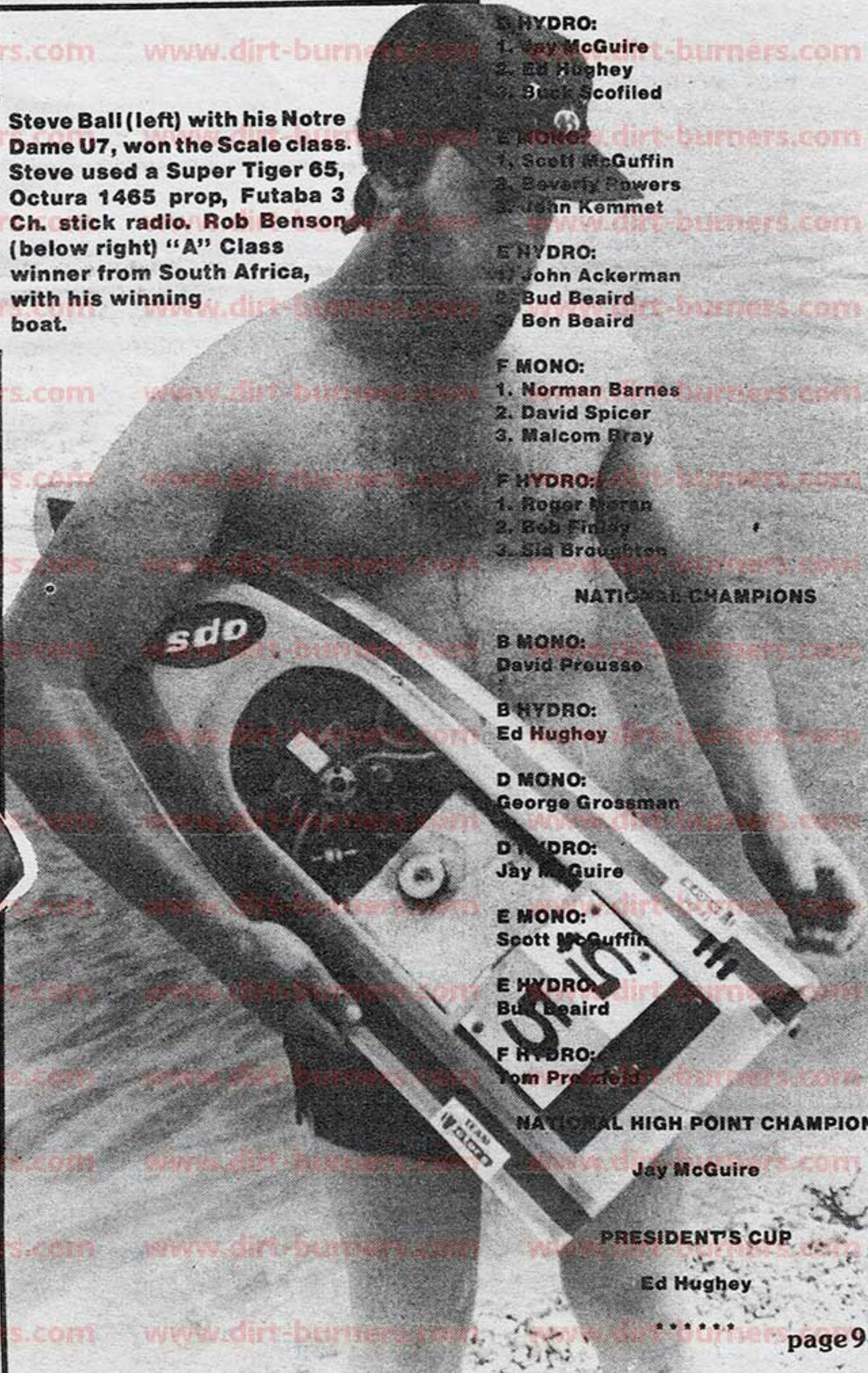
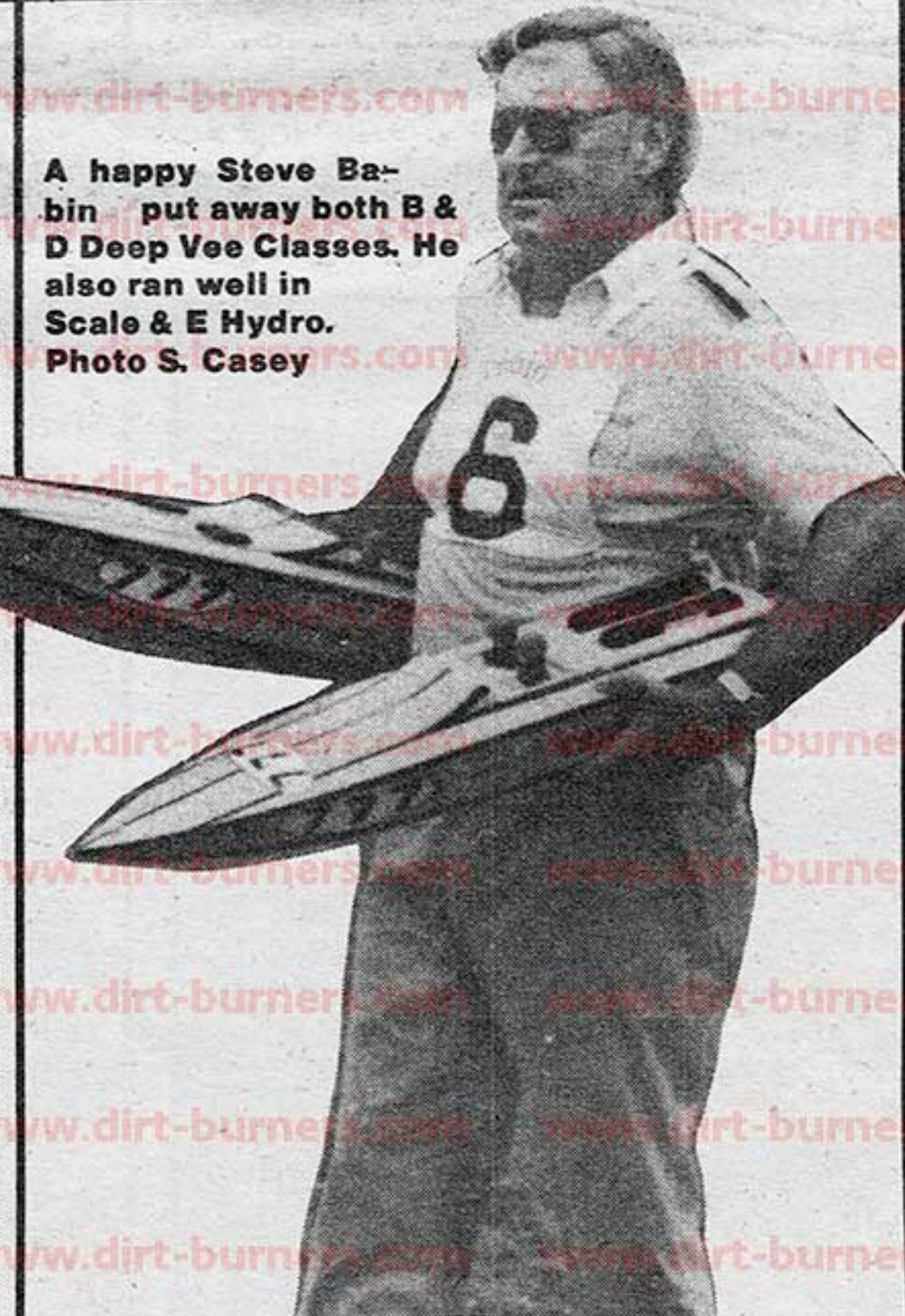
Jay McGuire

PRESIDENT'S CUP

Ed Hughey

Jay McGuire (below)

A happy Steve Babin put away both B & D Deep Vee Classes. He also ran well in Scale & E Hydro. Photo S. Casey



GAS OVAL

Full On Going Left..

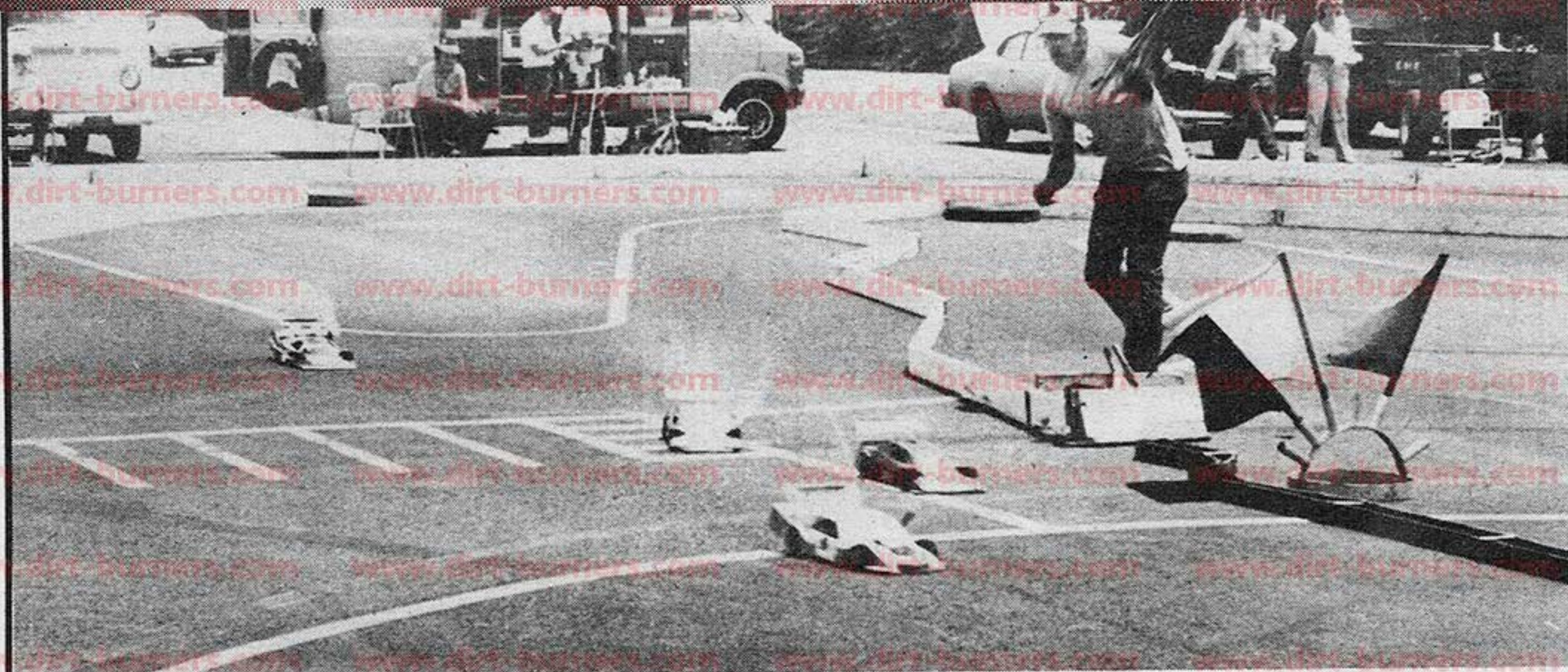
Photos & Story by
Richard K. Schwalm
July 26, 1981
Ventura, Ca.

DUE TO THE OVERWHELMING success of last month's 1/12 electric car race, the Ventura Roadrunners decided to repeat the oval format, but with the 1/8 gas cars going at it in competition.

All cars were required to run G.T. bodies with the front fenders cut out in order to expose the front wheels completely. Some drivers even modified their chassis for the all-right-turn-track by installing a rear-sized wheel in the right front position.

To qualify for the four car Trophy Dash each car had two timed attempts at 2 laps. Only one car at a time made each attempt. Set was an inverted start of two cars in the front row and two cars in the back. Those in the back were the ones with the fastest times.

As the rolling start format began each car had to move into the correct position according to



Start of the Trophy Dash. Bob Mathison's car # 2, the eventual winner, is already in the lead.

their qualifying times before the starter would drop the green flag. After a couple of laps of "sloppy" grouping and positioning, all four cars were off for six laps of wild "go for it" style racing. Tom Douglas (Top Qualifier) got off to a lightning start with Bob Mathieson hot on his trail. They gave the spectators on hand, many moments of wheel-to-wheel action, with Bob Mathieson finally prevailing for the well earned win. Next came the qualifying heats

to determine the Mains.

The A MAIN would run 100 laps; the B MAIN, 80 laps; C MAIN, 60 laps. While the lap count may seem like alot, in an Oval race they go much quicker than if it were a road race course.

Each Main was filled with lots of dicing for position, mucho racing and some wild pit action due to the high speeds and the racers' unfamiliarity of track conditions. All this to make the best Main possible.

By the time the A MAIN began, the tired spectators and fellow racers, and a few segulls that were hanging around, were all primed for the fastest racing yet.

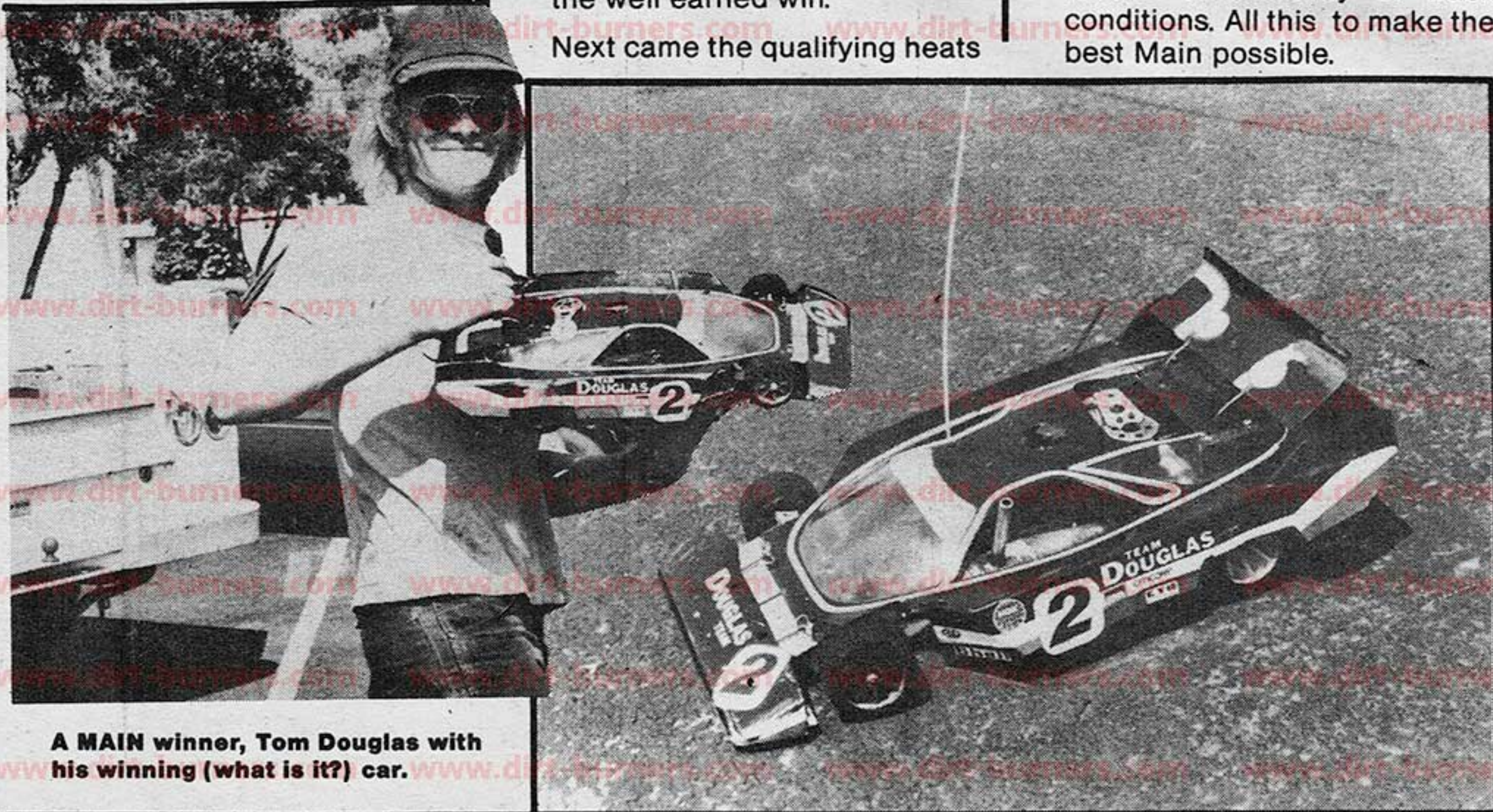
Qualifying for the A Main were: Bob Mathieson, Les Amman, John Pagel, Bob Coughran, Tom Douglas, Rick May and Dave Shuck.

But before looking at the fastest drivers there, the C MAIN was run.

Completing 60 laps after some heavy dueling, it was Richard Schwalm who won the C Main. He was followed by Kim Brown and T. Brown, in that order.

Next was the B MAIN. There were 80 laps to complete and when it was all over, Ray Flick had picked up the B main win. In second was Glen Wilcox and third went to Doug Cambell.

Now it was time for the fast boys to do their thing. But by the time the A Main was ready to start there were only three cars on the line!



A MAIN winner, Tom Douglas with his winning (what is it?) car.

(Contd. page 13)

TRICK STUFF

HI PERFORMANCE R/C RACING PROD.

P.O. Box 211

Van Nuys, California 91408

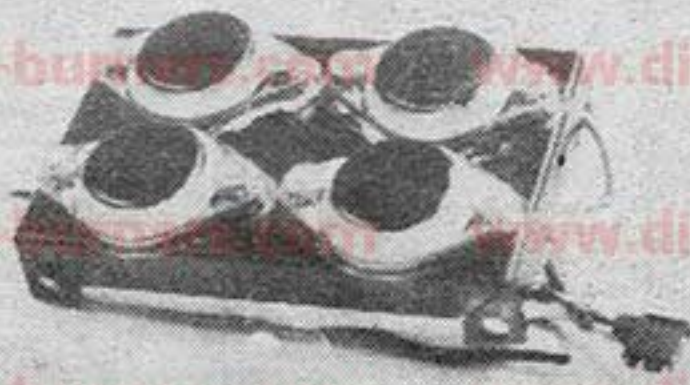
(213)340-5750/345-7300

(Send \$1.00 for complete picture catalog of all TRICK STUFF High Performance products. "The best in the race")

OFF ROAD

OFF ROAD

PARTS FOR TAMIYA'S OFF-ROAD RACE CARS



TS 357 Electronic Speed Control for stock Tamiya motors and 6-cell battery packs. Variable forward & reverse. Smooth take-offs.
TS 357A "Super Speed Control" for HOT motors and six plus battery cells.

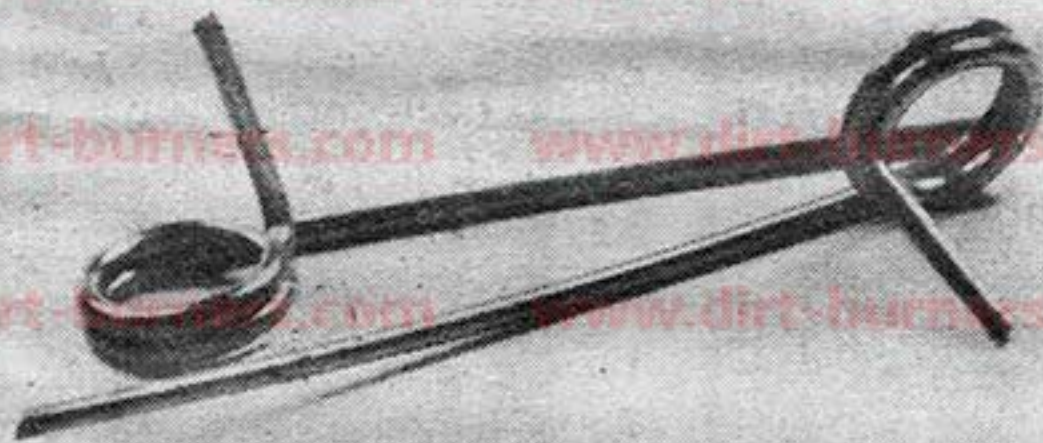
\$85.00 for "Stock" & \$125.00 for "Super"



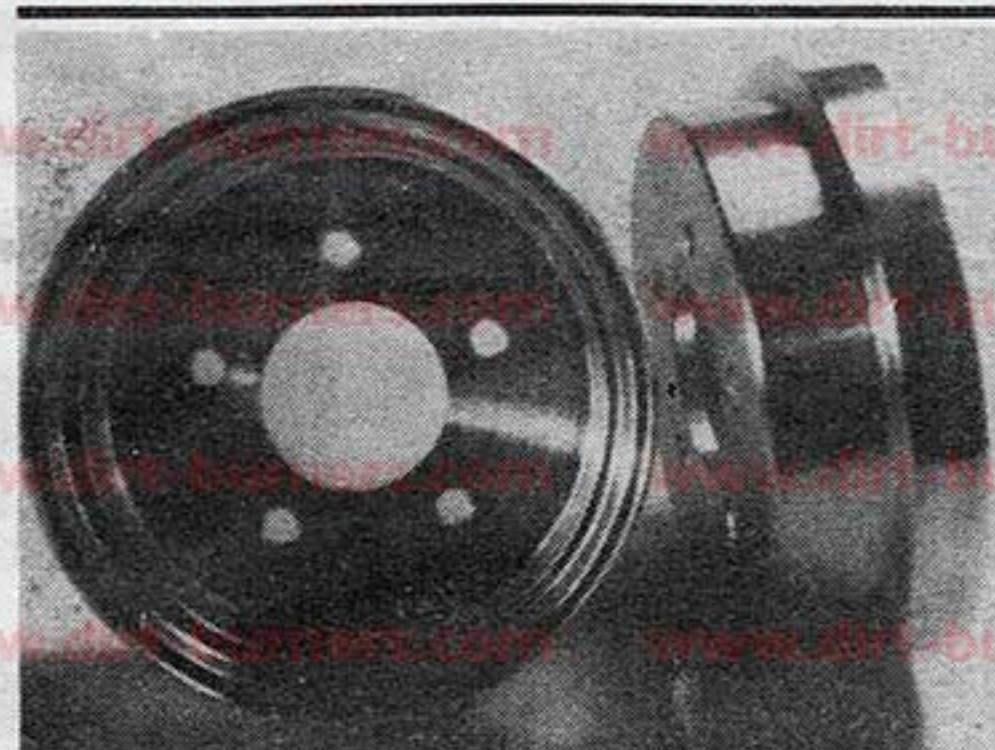
TS 351 FRONT END PINS, with cotter pins, for maximum security. Made of stronger material than stock, keeps the front end true. Comes in sets of four pins. \$7.00 per set.



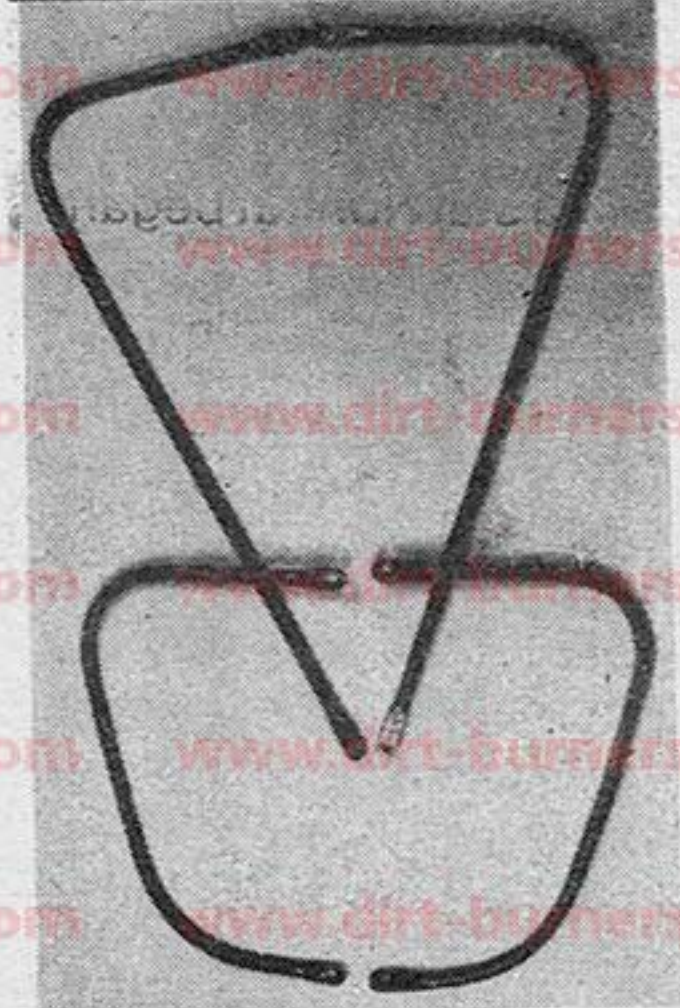
TS 352 & TS 352S LONG & SHORT Body posts made out of nylon with lock-proof body pin hole. Fits stock servo saver. \$3.95 (long) & \$3.50 short.



TS 353 Specially wound FRONT SUSPENSION SPRINGS. Comes in sets of two (right & left) will not "fatigue". Longlasting, 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 355 SIDE RAILS/NURFBARS protect the body and the Rear Axle. A must to use, made of tubular steel. Fits existing chassis holes.



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



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

SOME OF OUR OTHER "TRICK STUFF" HIGH PERFORMANCE ITEMS

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

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

TS 364- "The BAJA Motor" Specially designed for Off Road Use. Bearings and High torque. A must for the racer. Fits Tamiya's Off Road with minor Adjustments\$44.95

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

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

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

Gulf South 1/8 Series

Story by
Bill Gardner

July 23, 1981
Lafayette, La.

THE LAFAYETTE AREA PACE-SETTERS HOSTED RACE 1 OF Gulf South 1981, at their down-in-the-valley race site.

Freddie Rapuana did a very capable job in his first "Race Director" role.

All 25 racers were given the normal one-heat warm up. But different from before, there were four qualifying heats instead of the normal three.

This extra Heat may have cost some hardware & some series points to some of the racers who broke early in the mains. This extra heat was approved by the Gulf Series Board, so in any case, it was official.

Paul Verger used the 4th qualifying heat to edge out Bill Gardner for the Top Qualifier spot. He turned 19.6 "plus" laps to Paul Verger's 19.6 to earn the 100 points as T.Q. Karl Kaiser was the third best qualifier with 19.0 laps.

Once all the qualifying was over, the A through D mains were run, starting first with the D Main.

Danny Oliver edged out John Dingman for first in the D MAIN when John's diff. came untorqued late in the race. John ran well when his car was working and was able to hold on for second place. Merle Nothacker finished 3rd with less than an average performance. It seems Merle had problems with the off-camber track surface, as many also did.

The C MAIN saw Sheldon Nothacker walk off with first place putting together an excellent drive. He totaled 65.5 laps. Frank Vance finished second with 62.7 laps after experiencing a few problems of his own. Thomas Prine, the co-winner of the traveler's award, finished in 3rd with 59.7 laps.

page 12

Moving into the B MAIN; Richard Childree, the other traveler's award winner, took advantage of Don Ironmonger's engine failure at about 17.5 minutes into the race and brought home the first place hardware. Richard drove a fine and smooth, even-paced race. "Money Man" Ivan Bourdier finished less than two laps down from Richard for the second spot. Only .3 of a lap from second was John Dupuis, in third place.

In the A MAIN Paul Verger completed, what was to be a less-than-average performance, by taking home second place. A first in Gulf South.

Bill Gardner was able to edge out Paul by .6 of a lap. Bill posted 74.6 to 74.0 for Paul. Louie Le Blanc "put it" to the "hot shoes", including his dad, and took the 3rd place trophy with 70.0 laps. By far his best performance in Gulf South history.

Laps throughout the Mains were accurately reported by the very capable Suzanne Dupuis, JoAnn Meyers and Helen Dingman.

What ever happened to "Tech Inspection" and the mandatory transmitter impound? A Tech inspection before each

race might keep from having those three 8's in one heat. Also, everyone knows what transmitter impound does. It keeps from slowing down the racing while waiting for those individuals who insist on keeping their equipment close by for a quick radio check...or fight?

I think it's time that the club presidents and or series delegates read over the series by-laws and possibly hand out copies to members. Another suggestion is also that whoever is registering racers entries, should also record the driver's ROAR number. This means that everyone must carry their current cards with them, but that's the right way to do it, so let's do it.

In what direction is Gulf South Series headed? Twenty-five entries; by far less than the forty or so of a year ago.

Has the creation of another local series affected the turnout at Gulf South? Are two local series races per month too much for the local 50 or 60 racers to support?

These questions need answers.

Our Series, as young as it is, is producing some very competitive racers and that's what makes the newest drivers progress...having experienced racers there to help out in tuning or setting up the cars or giving pointers to those less experienced.

The future of our sport in this area depends on the participation of every racer.

Let's see everyone attend the next series race. Club presidents; call your members, get their support. Especially those that may have retired from the

sport.

Support your series...attend the races!

"To finish first, you must first finish".

Bill Gardner

RESULTS

A Main:

1. Bill Gardner
2. Paul Verger
3. Louie LeBlanc
4. Freddie Rapuana
5. Karl Kiser
6. Charlie LeBlanc

B Main:

1. Richard Childree
2. Ivan Bourdier
3. John Dupuis
4. Gerry Brown
5. Dan Ironmanger
6. John Abadie

C Main:

1. Sheldon Nothacker
2. Frank Vance
3. Thomas Prine
4. Mike Fruge
5. Tony Roscoe
6. Chris Borruso

D Main:

1. Danny Oliver
2. John Dingman
3. Merle Nothacker
4. Kenny Smith
5. Pat Roberts
6. Bryan Vance
7. Ted Simon

Club Representation:

Lafayette- Laps : 10
New Orleans- Race : 9
Slidell- Start : 4
Hattiesburg : 2

The Plain Gray Wrapper

R/CARS 1200 MAH
SUB-C NICADS

The Good News

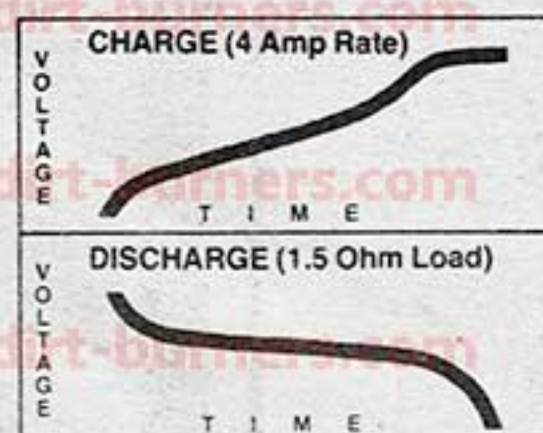
PRICE AND PERFORMANCE



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 — \$10⁰⁰
6 sub-C's — \$15⁰⁰

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

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

R/CARS

Radio/Control Auto Racing Supplies
153 N. Country Rd.
Miller Place, N.Y. 11764
Telephone (516)473-7600

The "PHANTOM MECHANICAL DEAMON" had struck the four other cars in this main with major difficulties that could not be repaired in time.

Bob Mathieson and Les Amman could not get their cars working and Bob Coughran and Rick May were running their old cars because their new ones were shipped to Massachusetts for the R.O.A.R. Nationals.

When the green flag dropped for the remaining three cars, Tom Douglas hit the hole shot and was first into the sweeper. John Pagel and Dave Shuck were very close behind.

With 100 laps to go, there were many pit stops, flame outs and lots of lead changes, but when it was over Tom Douglas had emerged the A MAIN winner. Second went to Dave Shuck and John Pagel picked up the third spot with a sputtering engine.

Even with the high attrition on mechanical equipment, it was an exciting day of racing and quite a different racing experience for all. I bet we do it again. Want to join us? Check the calendar section for our upcoming race schedule.

Richard

B Main - 80 Laps:

- 1. Rick Flick
- 2. Glen Wilcox
- 3. Doug Cambell
- 4. Glenn Schwalm
- 5. Randy Wente
- 6. Jerry P.

C main - 60 Laps:

- 1. Richard Schwalm
- 2. Kim Brown
- 3. T. Brown

Trophy Dash:

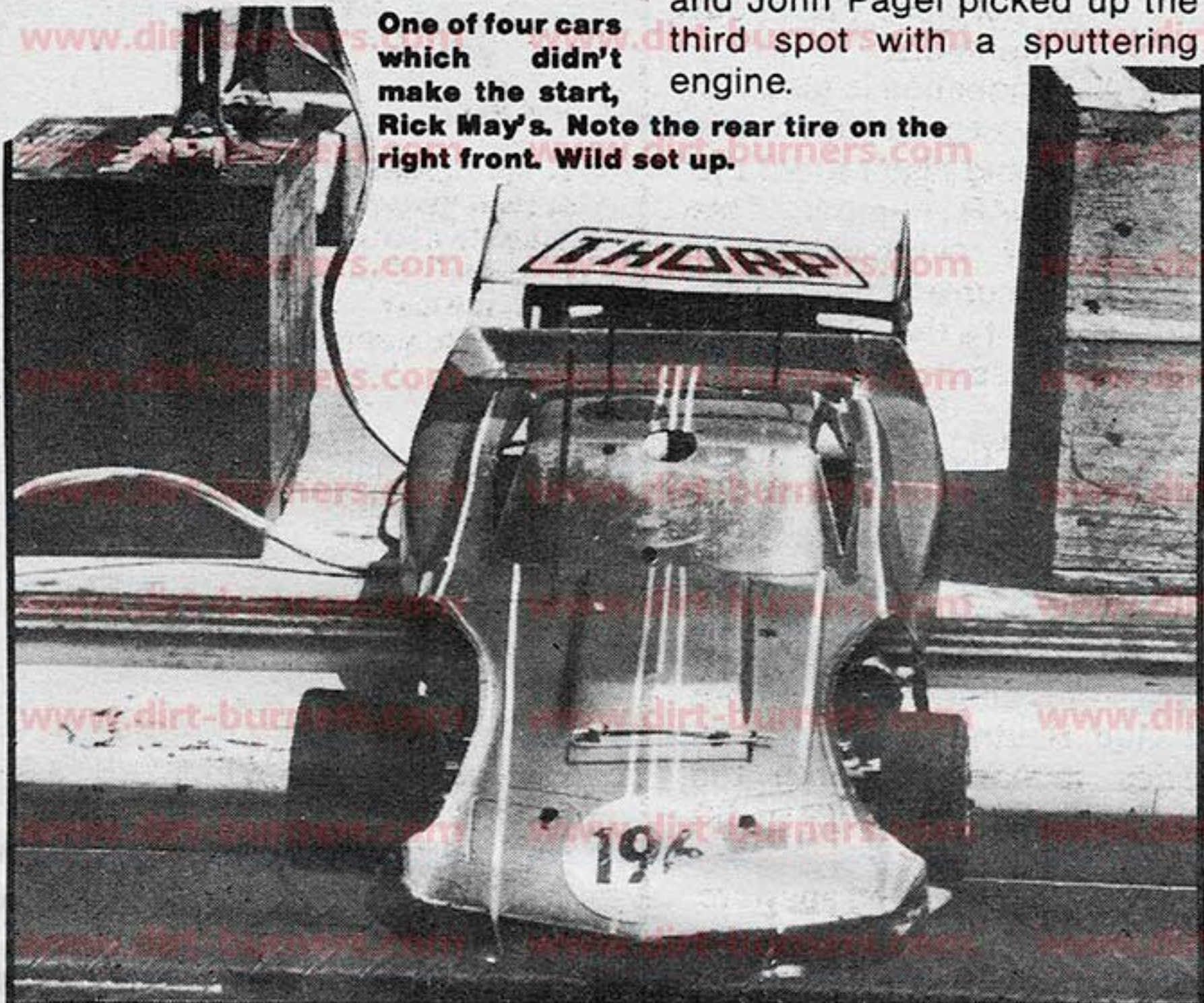
- 1. Bob Mathieson.

RESULTS

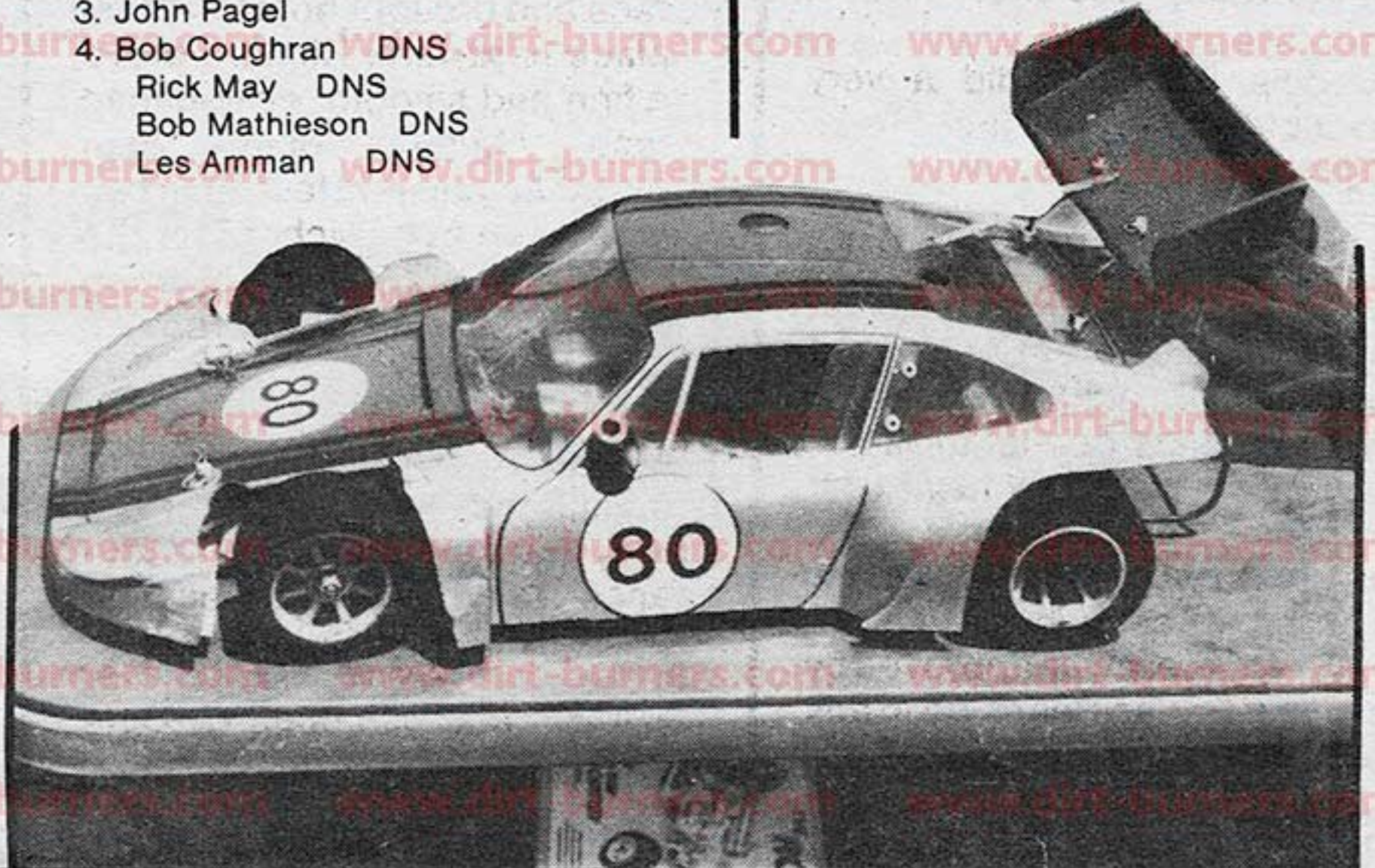
A Main- 100 Laps:

- 1. Tom Douglas
- 2. Dave Shuck
- 3. John Pagel
- 4. Bob Coughran DNS
- Rick May DNS
- Bob Mathieson DNS
- Les Amman DNS

Doug Campbell's Porche 935. third in the B Main..



One of four cars which didn't make the start, Rick May's. Note the rear tire on the right front. Wild set up.



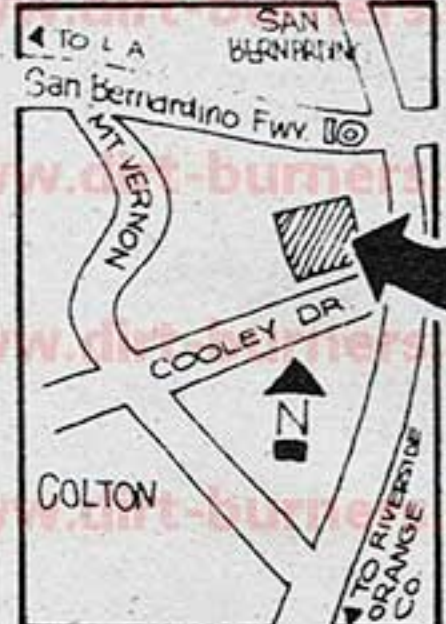
Race Under the Lights!



EVENING SCHEDULE

- FRI. SEP 4th 7pm
- 10-Week Series
- RACE 2ND SAT OF MONTH...7 pm.

STOCK, MODIFIED, OPEN CLASSES



the RANCH R.C. RACEWAY

COMPLETE RACE SHOP

22849 COOLEY DR COLTON, CALIFORNIA FOR INFORMATION CALL (714) 824-5850

P.S. - Thanks to all the racers who have come out and supported the Ranch R.C. Raceway!



OFF ROAD RACING

* RADIO CONTROLLED CARS *



SUNDAY

SEP 13



STOCK MOD UNLIMITED

TROPHIES TO 3RD PLACE-EACH CLASS

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

\$5.00 ENTRY *****

PRACTICE AND REGISTRATION 3:00 pm

PARTS ON HAND AT RACE FOR MRC. TAMIYA CARS

(213)946-1402 (213)698-0721

TROPHY run at 4 pm. Prize for Concourse

RACE SITE

14330 E. TELEGRAPH RD. WHITTIER CA.



MINI BAJA 150

Shively/ Garcia Qualify

TWO MORE NAMES ARE ADDED ON TO THE LIST OF QUALIFIERS FOR THE FORTHCOMING "MINI BAJA 500" (laps) IN DECEMBER... DAVID SHIVELY AND JASON GARCIA.

August 15, 1981
Reseda, California

Both David Shively and Jason Garcia join past Mini Baja 150 winners Jiggs & Jason Garcia and Erwin Bragg/Kye Young, to compete in the final Mini Baja 500 On December 20, 1981.

By virtue of winning this monthly race, they will automatically make the final on Sunday December 20th. All others will have to qualify on Saturday for Sunday's main 500 lap race. There will be a total of 13 entries that will get to run on the final. All others will run on Sunday's Consolation 150 race.

So it's very important for some of these racers to qualify early through these monthly 150 lap races. At stake are two brand new, all "tricked out" ready to run Off Road cars for the winning team. The first place prize alone will be in excess of \$1,600 for the winning team.

Today's race had only 2 teams complete the 150 laps, while all the other teams had many problems in trying to complete the 150 laps. In fact, even the winning team experienced problems that negated them from breaking the record set last month; of 42 minutes for 150 laps.

Shively/Garcia's winning time was a 45.6 min.

Although slower than last months "150", it was no less exciting as the first two teams which included Erwin Bragg/Wink Eller battled it out to the last ten yards. When it was all over, the difference between first and second was only about five feet.

The team of David Shively and Jason Garcia had taken the early lead in the race and seemed to be running away with it. At one point, at about lap 56, they had almost a four lap lead over the second place car of Erwin Bragg and Wink Eller. This was



This month's winning team of the MINI BAJA "150", Jason Garcia (r) and David Shively (l). They have now qualified to run in the final MINI BAJA "500" in December 19-20, by virtue of their win. The Brophy clan (below), trying to keep all their cars running. The Wood Brothers-they're not, but they sure give it a try.

in spite of their very slow pit times. Bragg & Winkler were averaging 3 to 4 seconds pit stops, while Shively/Garcia could do no better than 8 to 12 second pits.

Once again, the RCH Team members of Bragg/ Eller had worked hard to get the cars in and out with very little time wasted.

The fact that the team of Shively/Garcia could stretch such an early lead was credit to their very aggressive style of driving.

While others were trying to conserve their cars, Shively/Garcia seemed to be pouring it on as if it were a "short-course" race.

Well, keeping up this pace for 150 laps is really tough and so at about lap 87, the leading team dropped out with front end and speed control pro-



blems. Once they stopped and lost two of the four laps they were ahead. Then it happened. In for repairs once again and this time it took them about five laps to come back out. In the mean time, Erwin Bragg & Wink Eller had moved into first place, followed by the Arndt/Anthony team.

Now it was Shively/Garcia's turn to play catch up. They were about four laps down when they finally came back out. Little by little they kept charging, running slightly faster lap times, but at times losing those seconds gained in the pits.

Finally at about lap 118, the teams of Bragg/Eller and Shively/Garcia had been working so hard that they had pulled away from the rest of the field.

The crowd sensed a wild finish and it was clear that either one of these two teams would win it, but by what margin was the only question.

The crowd seemed to be pulling for the local team of Shively/Garcia, although every time the RCH team of Bragg/Eller made one of their super fast pit stops, the 100 plus crowd would cheer for them.

At about lap 122, both teams were finally in the same lap, swapping the leads. This went on until about lap 132, when the team of Shively/Garcia, having taken the lead had to make at least one more pit stop. Everyone knew that they were averaging slow times for their pits and so it was a good chance that the Bragg/Eller team would take the lead at this late stage. The word came in that they would pit. Shively/Garcia had about a 7 to 10 second lead on the second place team.

Shively/Garcia pitted their car, and here was the Bragg - Eller car, ready to take the lead. Shively pulled out about two seconds behind the new leaders and quickly passed. For the next 10 laps they were no more than four feet apart. The crowd

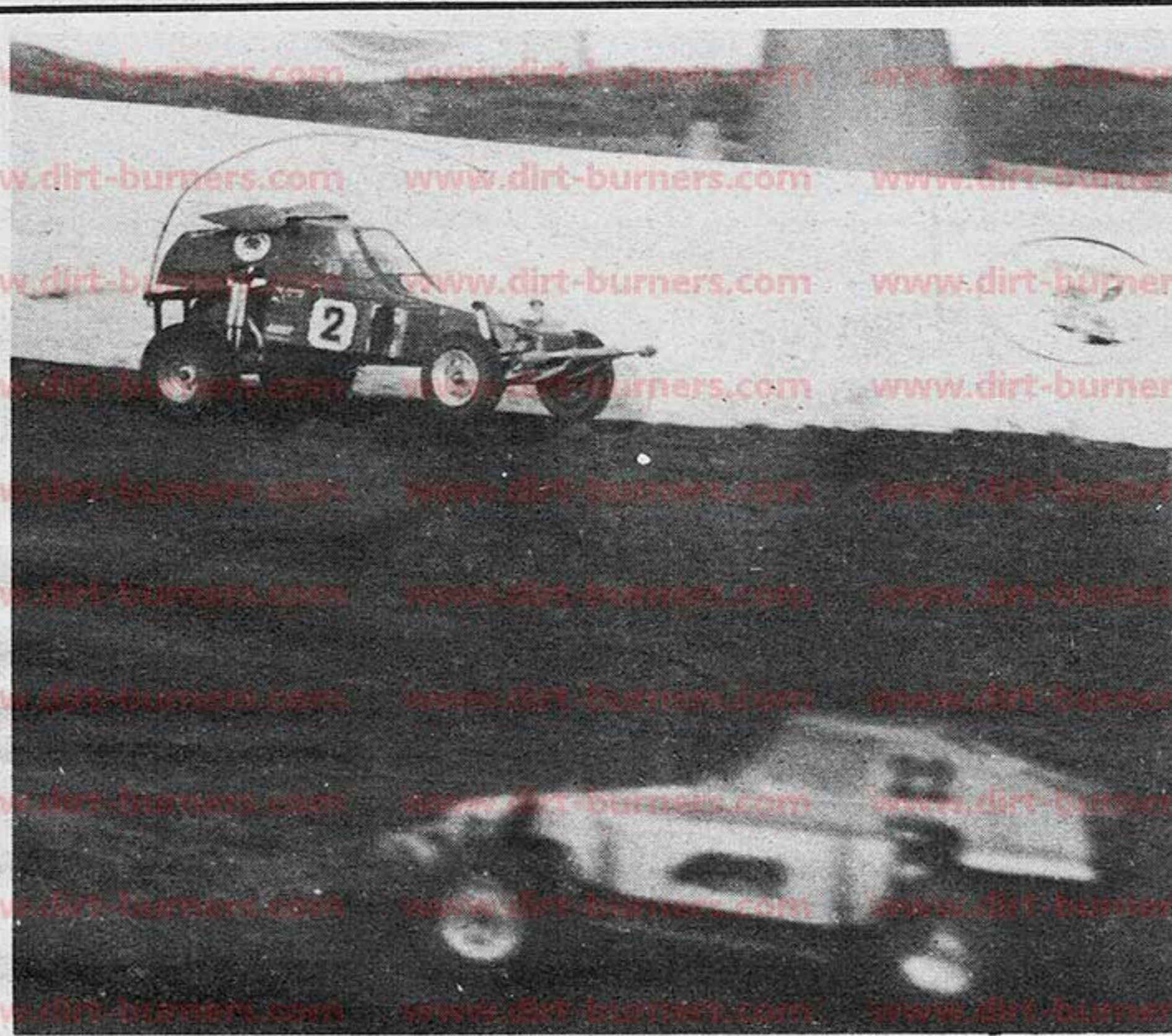


Winning Team's car Shively/Garcia.

was going wild. Would the Bragg/Eller team have to pit one more time? How about Shively/Garcia, could they make the rest of the race with that last pack?

The answer came at lap 146, with only four laps remaining, the Bragg/Eller team went into the pits for just one more pack. They were out in the shortest time yet, about 2 seconds! The Shively/Garcia car was running, but the battery was already beginning to show signs of slowing. The next 4 laps saw some of the best driving by both

teams. Neither could afford to make a mistake and get upside down. No hitting of walls or sliding around. And so when the final lap was announced both teams, after 149 laps, were just a few feet apart. With a half a lap to go, the Shively/Garcia car slid and allowed the Bragg/Eller car to drive a nose into the inside of the turn, but Shively/Garcia got a good bite and pulled ahead. Now it was the last turn, a real tight, left hair-pin, sometimes very tricky to negotiate. You take it too wide and the car behind you can drive past you.



Car #2, the Arndt/Anthony special, trailing the blurred car of Bragg/Eller, at that point holding the slight lead.

Take it too tight and the drop-off will send the car belly up. Shively/Garcia showed great calm, as they drove right into the turn and slowly made the hairpin, making the second place car take the wider turn in order to pass them.

Shively/Garcia won by about two-car lengths over a fine team of Braggs/Eller. The entire crowd of spectators let out a great round of applause for both teams to show their appreciation.

Finishing in third place, after many problems, was the Don Arndt/Ron Anthony team, who had just finished out of the top spot the month before.

Next Mini Baja 150 qualifier is set for the third Saturday in September, on the 19th. Practice starts at 4pm, with the "150" starting at 6 pm. In addition to the endurance race, there's also a regular Off Road program. Trophies are awarded in both races.

See you next time.

RESULTS

Mini Baja 150:

1. David Shively/Jason Garcia 150
2. Erwin Bragg/Wink Eller 150 lps.
3. Don Arndt/Ron Anthony 127
4. Jim Brophy 78
5. Craig Dunne 58 laps.
6. Bill Witthans/Derek Schmitz 2

MODEL RACING PRODUCTS

BY **C&H** inc. SINCE 1935

THE REAL **MCCOY**

10767 MONTE VISTA AVE.
ONTARIO, CALIF. 91761
PHONE: 714-627-3696

- Crankshafts
- Sleeves
- Pistons
- Rods
- Wrist Pins
- Air Cleaners
- Carburators
- McCoy Glow Plugs
- Silicon Fuel and Pressure Line
- Right Angle Pressure Jets

NEW FROM MCCOY

Special Large Bearings with Non-Metal Retainers.

Fits all Engines listed below. Guaranteed 90 days. \$12.00.

New McCoy Bearing Removal Tool designed to remove bearings with an I.D. of .472 as used in Veco 19, K&B 3.5, K&B 6.5 Rear Intake, K&B 7.5 Rear Intake Marine, O.P.S. 3.5, and Pico 3.5. **\$8.75.**

McCoy K&B Engine with Perry Pump Carb. and new McCoy large bearing. Each Engine is test run by Dick McCoy.

Order Direct if dealer can't supply.

Send For Complete Price Lists

SINCE 1946



SO CAL CHAMPIONSHIP SERIES 1/12 scale

August 15-16, 1981
Briggs Cunningham Auto Museum
Costa Mesa, Ca.

RACE NO. 3

Story & Photos by:
Neal McCurdy

WELL HERE WE ARE, ONLY FIVE DAYS BACK FROM THE ROAR NATIONALS AND "AT IT AGAIN!" ONLY THIS TIME IN CALIFORNIA, AT BRIGGS CUNNINGHAM'S FINE TRACK IN COSTA MESA.

The SCAR (Southern California Auto Racers) Club has used this facility for many years and has hosted many exciting events here.

This track was originally set up for 1/8 scale gas cars, but through the years, with the track losing its "bite" and the 1/12 cars coming into popularity, the 1/12 electric cars have dominated this site.

Last year, in fact, this location was also the site for the 3rd race of the Cal. Championship series, the track was changed for that race, but the "bite" was still not there.

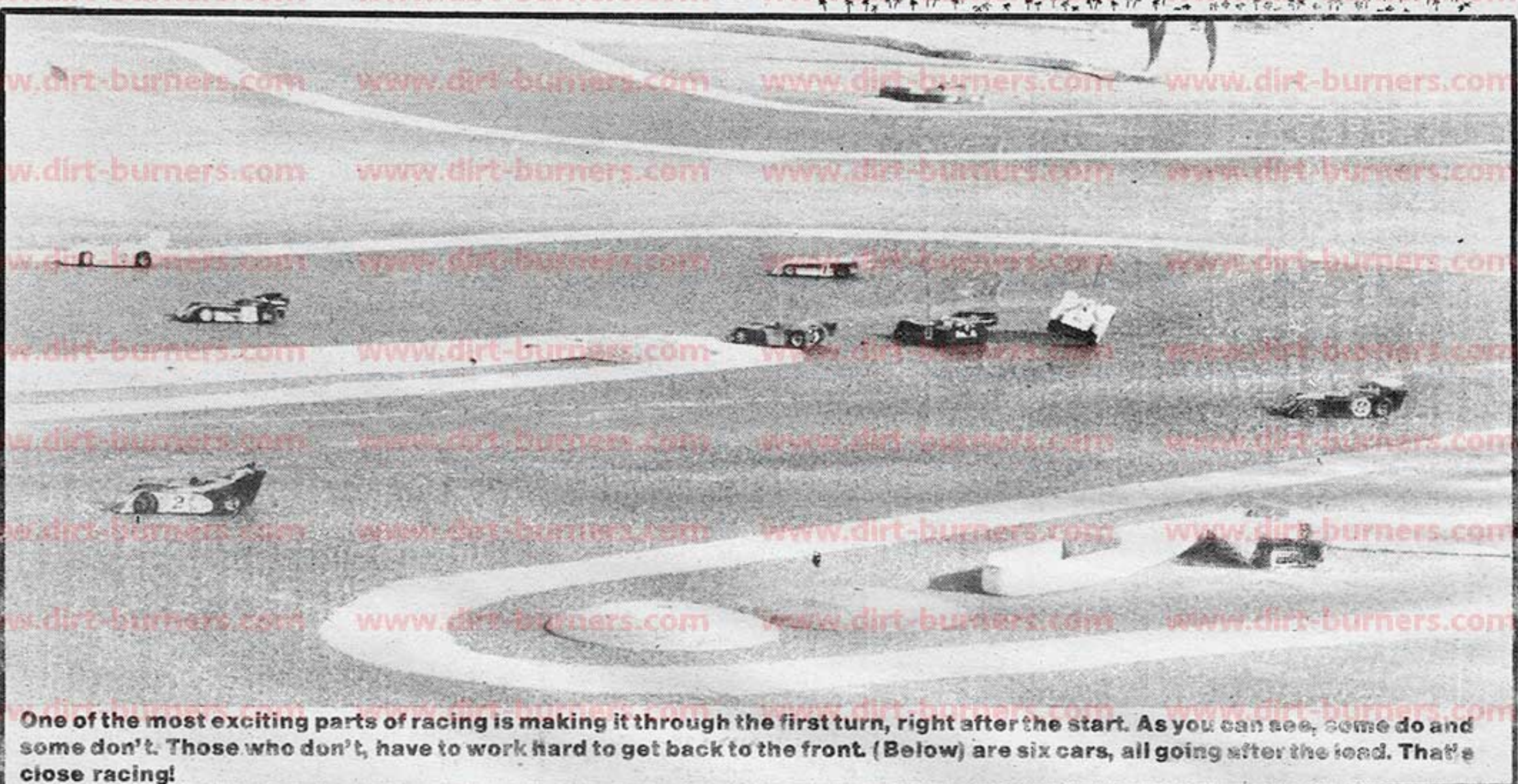
This year, however, SCAR made many changes to the track. Some changes were made only two days before the event because of a trailer parked on the track. This left some large holes in the soft asphalt, one being a considerable increase in traction!

The bite was "super" during the day (I never dreamed I would be using a D rubber fronts at Briggs).

The new track layout with 10 turns was a killer on batteries but still challenging. In fact, Mike Reedy observed on Sunday: "I think we have too many turns now!" Yeah Mike, I think so!

Still, the Track was in the best condition I have ever seen it; fast, challenging and not too long.

At 7 am. Tech and Stock motor handout began. For those of us



One of the most exciting parts of racing is making it through the first turn, right after the start. As you can see, some do and some don't. Those who don't, have to work hard to get back to the front. (Below) are six cars, all going after the lead. That's close racing!

who had just come from the Nationals, this was becoming old hat. Our poor cars were inspected to death.

This race, like all the others in the Series, supplies a stock motor for all who enter the Stock class. The motors are checked and sealed, but in boxes and you pick your motor at Tech inspection.

These motors are usually fairly even in performance. Should you have the bad luck to pick a "rock", you can exchange it. If the new one is slower yet... you're out of luck.

The SCAR CLUB usually runs a good race and this weekend was no exception. With Larry from RCH and his crew counting and handling the paper work and the rest of the SCAR Club filling in wherever they were needed, we encountered a minimum of hassels.

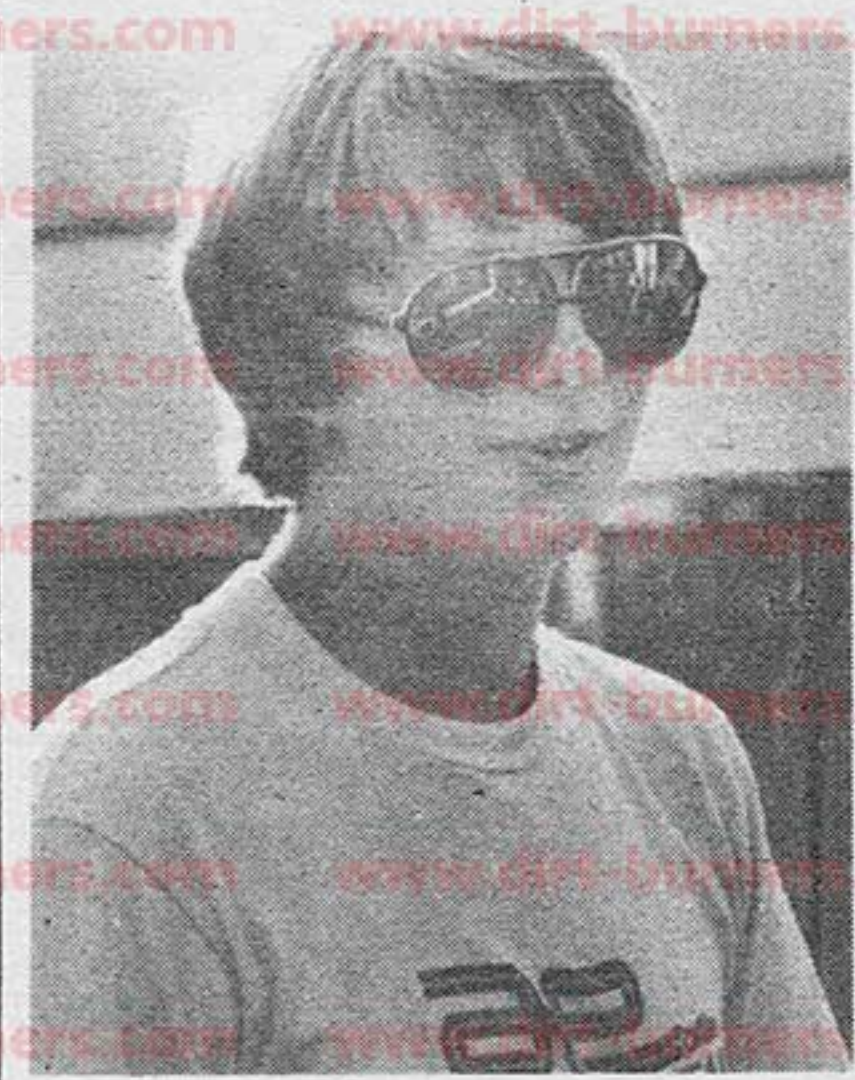
This was also the first time SCAR's new self-contained lap counter/timer system was used. With a few minor bugs to be taken care of, this is a super system, one that I hope will be ready for the next race.

Practice began at 8:00 am and all over the pits one could hear the buzz of stock motors being broken in. Powerpacks, chargers, battery packs; every imaginable means of breaking in a stock motor, were being used. Personally, I use the 4-cell battery pack method. It works! Proper motor "breaking-in" is important, when you only have a couple of hours before race time.

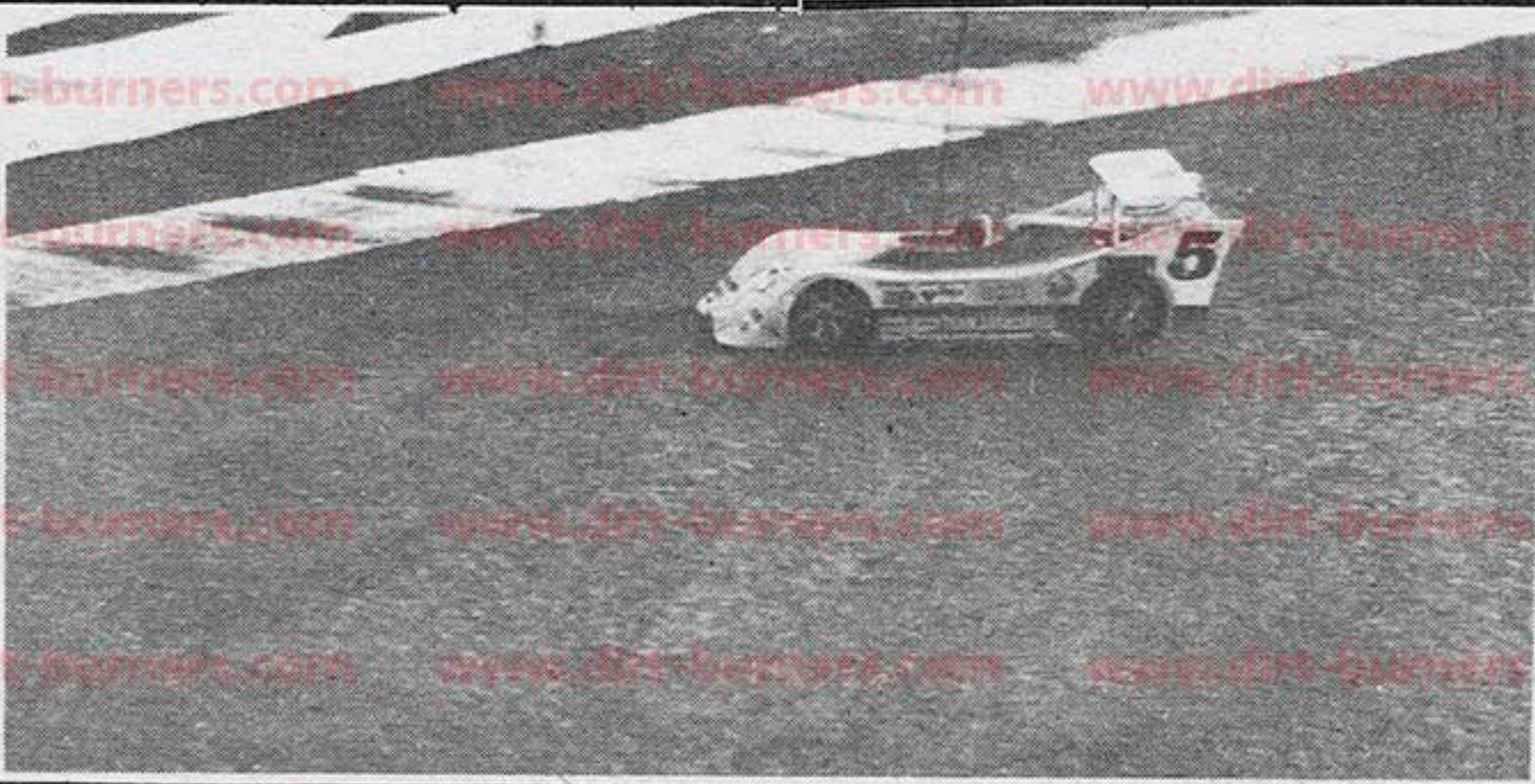
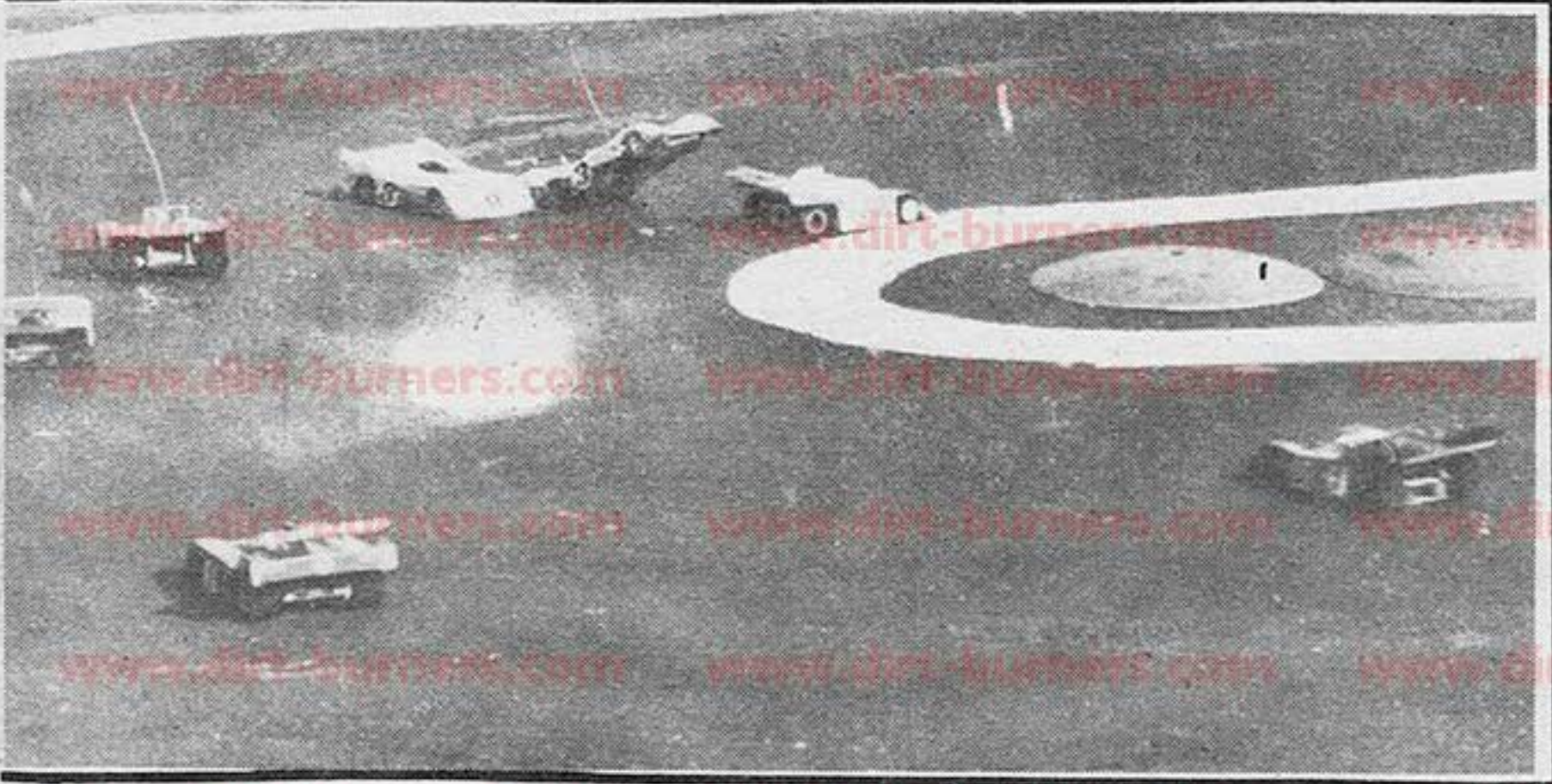
Immediately after practice, the call for the "Concours" judging is heard. Bob Kellum, once again, took first with a super clean/nice



Associated McKroy. It's too bad we can't get more people interested in concours, maybe next year there should be a concours series along with the race series?



It's always exciting to see a "train" of cars following each other around the track. Especially when you know that the inevitable is coming, as shown (below). Someone will always make the wrong moves.



Qualifying went smoothly with only one problem. That was a racer who felt he should be able to "sandbag" in to the E or F Main. He actually got angry when he learned that we only went to the "D" Main. His comment: "if I had known that, I would have qualified higher". Oh, well, there's always one in every crowd.

Saturday's Stock program had Jonathan Holman picking up the Novice A Main, with Ted Graf and Lee Hall right behind him.

The B Novice Main was won by Rick Marks.

C Novice Main winner was Steve Toland, followed by Frank Baker and Sonny Maddison.

The last Novice Main, the D Main, belonged to Ray Van Wyck, with Mike Kreics in second and Bud Tish in third.

The more experienced Amateurs put on a great show. Winners in each main were: Doug Kott (A Stock); Gregg Borella (B Stock); Steve Brownyard (C Stock).

The "hot boys" took over for a display of skill and tenacity and emerging winner of the Stock Expert A Main was, who else?

Mike Lavacot. He was followed by Mike Wibben and Frank Killam.

Neal McCurdy picked up the Expert Stock B Main, while Mike Hickman and Jim "Big" Greenmeyer rounded out the top three.

With the exception of handing out the stock motor during tech inspection, SUNDAY's race program for the Modified cars remained the same and on Saturday.

Novices Mike Buffington, Rick Marks, Max Bowers, and Lee Comito, picked up the wins in the A,B,C,D Modified Mains respectively.

The Amateur Modified Class had Mike Toland picking up the A Main win; Sonny Cummings the B Main; and Mike Pallotto sweeping the C Main.

Expert Jerry Case beat out the challenge for the A Main by Kent Clausen and Mike Lavacot who finished second and third respectively.

Rich Douglas was the Expert B winner.

The next and last Cal. Championship race (#4) is scheduled for September 26-27, 1981 in

Monterey, California. It will be held at the Del Monte Shopping Center just off Munrus Ave. For more information, call Neal McCurdy (213)998-5113. Entry for that event will be \$13.00 for Stock class (you get a motor); and \$9.00 for the Modified class.

Hope to see everyone there.

Neal McCurdy

RESULTS:

NOVICE STOCK A MAIN:

1. Jonathan Holman
2. Ted Graf
3. Lee Hall
4. Max Bowers
5. Sam Ellis
6. Wayne Taylor
7. Midge "Killer" Husting
8. Phil Ruggiero
9. Larry Stevens
10. Bruce Ashmore

B MAIN:

1. Rick Marks
2. Bill Nichols
3. Chip Hayes
4. Denny Lynn
5. Roy Kalin
6. Julie "Killer Jr." Husting
7. Bob Dewald
8. Hans Wibben
9. Ron Conway
10. Jeff Abrams

C MAIN:

1. Steve Toland
2. Frank Baker
3. Sonny Madison

4. Dick Pritchett
5. Anthony Porter
6. Bayne Just
7. Lee Comito
8. John Drane
9. Ronnie Souza
10. Robert Kellum

D MAIN:

1. Ray Van Wyck
2. Mike Kreics
3. Bud Tish
4. Jack Kaist
5. Bob Cambell
6. Robert Carroll
7. James Allen
8. Gene Prather
9. Mike Kerkes
10. Ed Van Horne

AMATEUR STOCK A MAIN:

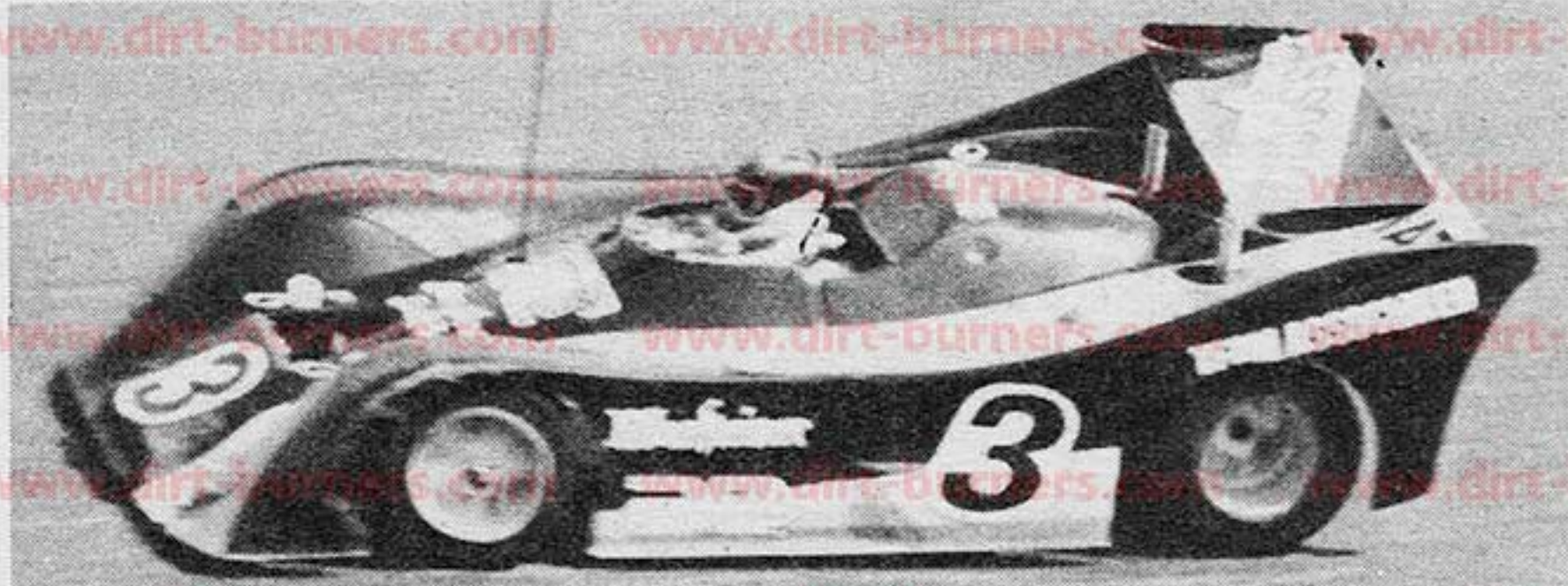
1. Doug Kott
2. Mike Toland
3. Mike Westfall
4. Ken Stephenson
5. Larry Krough
6. Tony Neisinger
7. Terry Ballard
8. Robert Covazos
9. Bob Hayes
10. Randy Tentschert

B MAIN:

1. Greg Borella
2. Robert Fujioka
3. Russ Aguirre
4. Ken Jones
5. Sonny Cummings
6. Donn Rice
7. Jim Adkins
8. Cory Barana
9. Mike Pallatto
10. Todd Babbit

C MAIN:

1. Steve Brownyard
2. Larry Harrison
3. Bob Forsyth
4. Dan Golden
5. Dennis "Foamy" Hill
6. Tim Toland
7. Dan King
8. Warren Page
9. Chuck Engle
10. Peter Barana



A good running car (above) is a beautiful sight to see, but when "it don't go fast no more", some just "chuck" the motor (below) and start all over again.



EXPERT STOCK A MAIN:

1. Mike Lavacot
2. Mike Wibben
3. Frank Killam
4. Jim Aguirre
5. Bruce Hickman
6. Mike Mikrey
7. Tim Neva
8. Rich Douglas
9. Kent Clausen
10. Matt Azzara

B MAIN:

1. Neal McCurdy
2. Mike Hickman
3. Jim "Big" Greenemeyer
4. Glenn Kawamae
5. Steve Hickman
6. Jerry Case

SUNDAY

NOVICE MODIFIED A MAIN:

1. Mike Buffington
2. Ted Graf
3. Roy Kalin
4. Lee Hall
5. Sam Ellis
6. Phil Ruggiero
7. Bill Nichols
8. Larry Stevens
9. John Drane
10. Sonny Madison

B MAIN:

1. Rick Marks
2. Midge "Killer" Husting
3. Julie "Killer Jr." Husting
4. Robert Kellum
5. Hans Wieben
6. Jeff Abrams
7. Mike Kerkes
8. Steve Toland
9. Wayne Taylor
10. Bob Campbell

C MAIN:

1. Max Bowers
2. Greg Jones
3. Chip Heyes
4. Dick Pritchett
5. Ron Conway
6. Leo Barana
7. Bob Dewald
8. Alan McDonald
9. Anthony Porter
10. Jack Karst

D MAIN:

1. Lee Comito
2. Bayne Just
3. Bud List
4. Bruce Ashmore
5. Ronnie Souza

6. Chuck Crawford
7. Chuck Baker
8. Jason Toland
9. Clyde Buffingtonm
10. Ricky Petruzzi

AMATEUR MODIFIED A MAIN:

1. Mike Toland
2. Doug Kott
3. Robert Cavazos
4. Mike Westfall
5. Tony Neisinger
6. Dan Golden
7. Larry Krouth
8. Randy Tentschert
9. Ken Stephenson
10. Bob Hayes

B MAIN:

1. Sonny Cummings
2. Larry Harrison
3. Rene Cortez
4. Domie Quintana
5. Jim Adkins
6. Russ Aguirre
7. Ken Jones
8. Chris Chan
9. Bob Novak
10. Robert Fujioka

C MAIN:

1. Mike Pallotto
2. Greg Borella
3. Terry Ballard
4. Donn Rice
5. Steve Brownyard
6. Tim Toland
7. Cory Barana
8. Chuck Engle
9. Darrell Hall
10. Dennis Hill

EXPERT MODIFIED A MAIN:

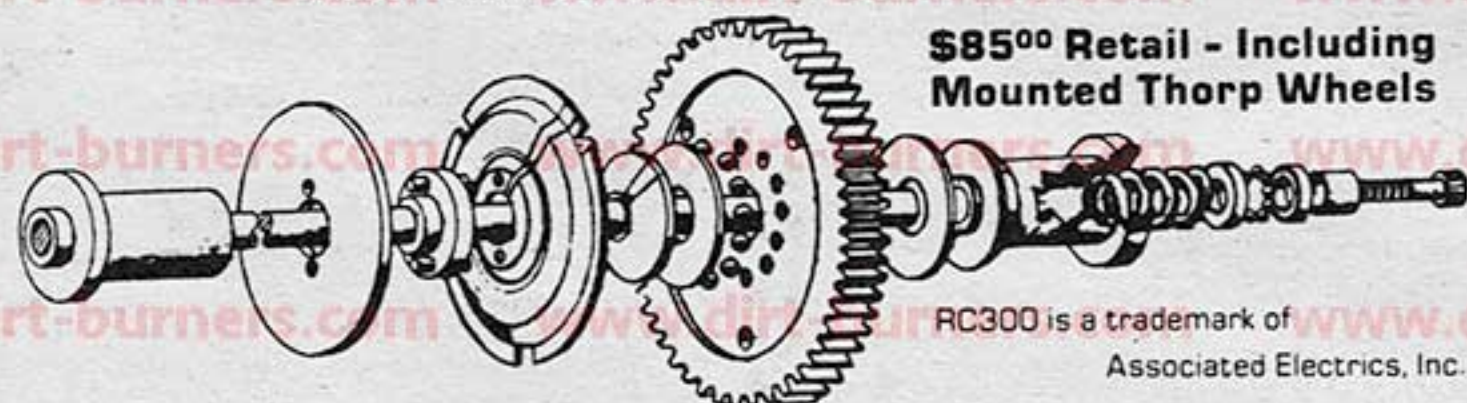
1. Jerry Case
2. Kent Clausen
3. Mike Lavacot
4. Mike Wibben
5. Neal McCurdy
6. Mike Kimbrey
7. Jim Aguirre
8. Frank Killam
9. Bruce Hickman
10. Curtis Husting

B MAIN:

1. Rich Douglas
2. Matt Azzara
3. Steve Hickman
4. Jim "Big" Greenemeyer
5. Mike Hickman
6. Tim Reedy
7. Tim Neva

**The Time for Differentials is Here.
The Time for Thorp's Diff is Now!**

Thorp Adjustable Differential for RC300
New! Now available for MRP Pro 180



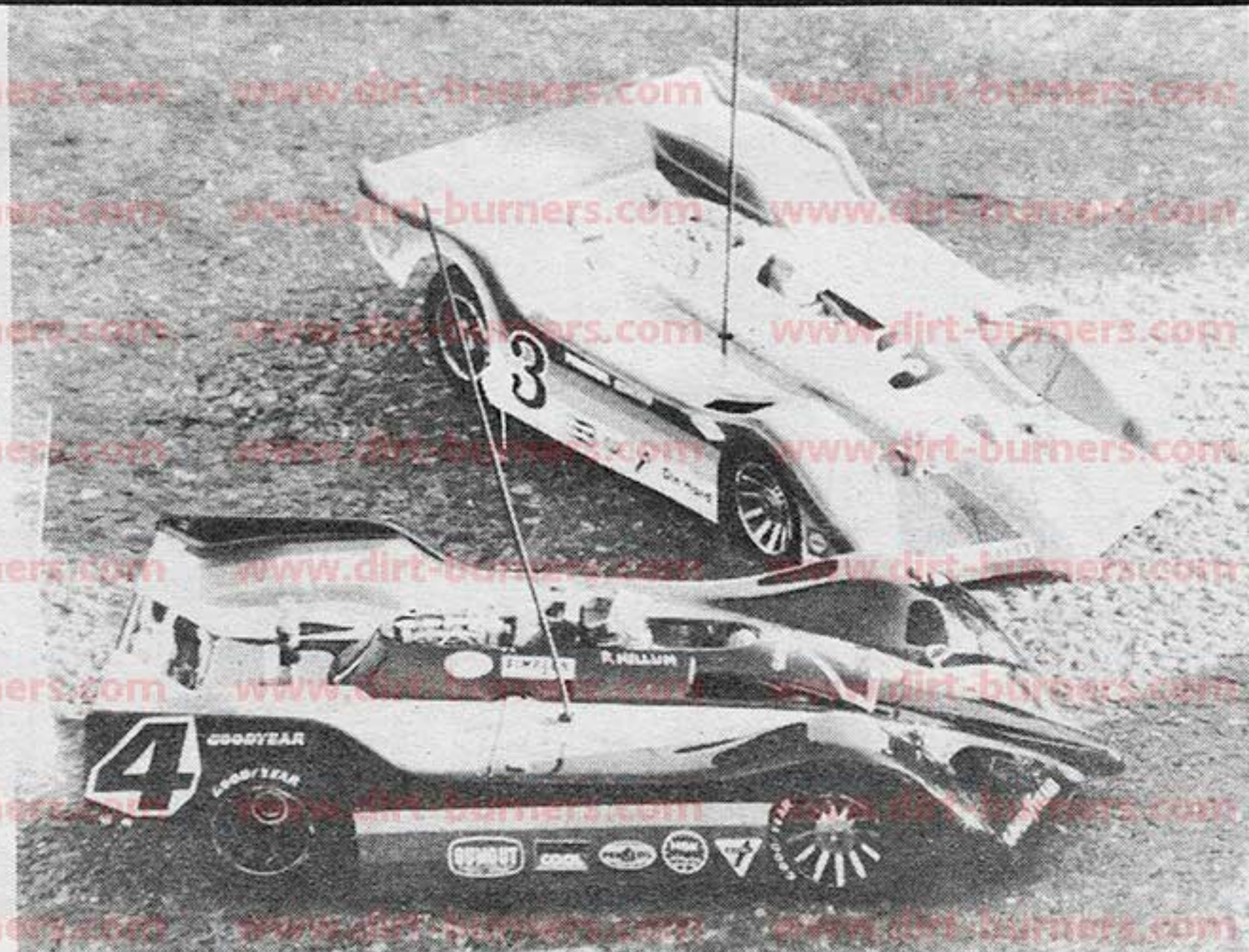
\$85⁰⁰ Retail - Including Mounted Thorp Wheels

RC300 is a trademark of Associated Electrics, Inc.

Thorp precision engineering and machine work has produced an adjustable differential for the Associated RC300 that works . . . and works . . . and works! Set up for use with outstanding Thorp wheels, you can count on the highest quality precision craftsmanship and performance. See all of Thorp's cars & goodies!

THORP manufacturing DPT-4
380 S. EAST END, UNIT H
POMONA, CA 91766 • (714) 622-6518

Send \$1.25 for complete Thorp catalog.
Dealers and distributors, reply on letterhead.



Check out the detail work on these two Concours winners. From stickers to trim and body, near perfection.

Electric 1/12 RACING

a deep secret of the Navy

Story by Richard Schwalm
Photos...(not allowed)

July 19, 1981

The mystery is really for our readers, as we were unable to take any pictures of the hot action at this event.

The reason? Well, in our efforts to improve, enhance, and further develop the joys of radio controlled car racing as a sport, the Ventura Roadrunners had the opportunity to host a 1/12 scale electric road race at a location that was "NOT" a parking lot.

I know what you're thinking: "a race without a parking lot is like a day without sunshine."

Wrong. The track location was located on the Navy's C.B.C. (Construction Battalion Center) Base.

The only restriction was that we could not take pictures of the race while inside the base.

The asphalt surface of the track was the "official" parade ground, which offered about ten times the area normally found in a parking lot.

Traction was fair to good, but improved as the ocean breezes became laced with exotic odors of the various tire cleaning potions.

Electric racing has its own special aroma, much like racing fuel.

We didn't keep a detailed account of all the day's action-packed racing.

As usual, the competition was great among the local racers and those who came from as far as Santa Maria, to the North and those from Sylmar, to the South.

To make things run smoother and easier for everyone, racers shared the timing/scoring duties.

Qualifying ran in the morning and after a short lunch break, the STOCK and MODIFIED Mains were posted.

Rather than give you a blow by blow account of all the mains, we can say that in each, the competition was fierce.

Jay Duhon won the A Modified Main and Les Amman won the B Modified Main.

Leslie Amman took the Stock A Main, while Dave Hume captured the B Stock Main and Mike Ferguson won the C Main.

Concours trophy went to Mike Eads.

What we would like to take a bit of time to point out is the fact that "new grounds" have once again been broken to expose our sport.

Like using the Navy's C.B.C. Base, which introduced new people to the sport.

It's important for all of us to continue to try to open new areas where we can bring our sport to a new breed of people.

A special thanks must be given to the Navy's C.B.C. Base for their fine cooperation.

Keep on racing.

Richard

RESULTS

A Main:

1. Jay Duhon
2. Troy Blanton

3. Dave Hume
4. Charlie Boldetti
5. Dick Pritchett
6. Gary Ward
7. Leslie Amman

B Modified Main:

1. Les Amman
2. Richard Schwalm
3. Miles Cook
4. Chuck Baker
5. Steve Maddox
6. Mike Eads
7. Brian Harrison
8. Tom Wright

A Stock Main:

1. Leslie Amman
2. Les Amman
3. Charlie Boldetti
4. Richard Schwalm
5. Troy Blanton
6. Dick Pritchett

B Stock Main:

1. Dave Hume
2. Miles Cook
3. Brian Harrison
4. Tom Wright
5. Gary Ward

C Stock Main:

1. Mike Ferguson
2. Steve Maddox
3. Mark Pesco
4. John Horneby Jr.
5. Marty Grande
6. John Hornsby III
7. Lee Manning

Concours Winner:

Mike Eads

DEALERS ONLY

Buy from Specialists in Scale Race Cars

SPEED & SPORT

WE CARRY ALL TOP LINES:

- Associated
- M.R.P
- Leisure
- Novak
- Trinity
- Trick Stuff
- Jomac
- Parma
- Twin-K

- Kimbrough
- Raceco
- Hot Stuff
- BoLink
- M.R.C./Tamiya
- R.C.H
- Thorp
- Pro Slot
- Rocket City

FAST PERSONAL SERVICE (with excellent fill rate)

SPEED & SPORT

5971 Lakeshore Dr.
Cypress, Ca. 90630
(714)995-4460

New Address!

New Address!

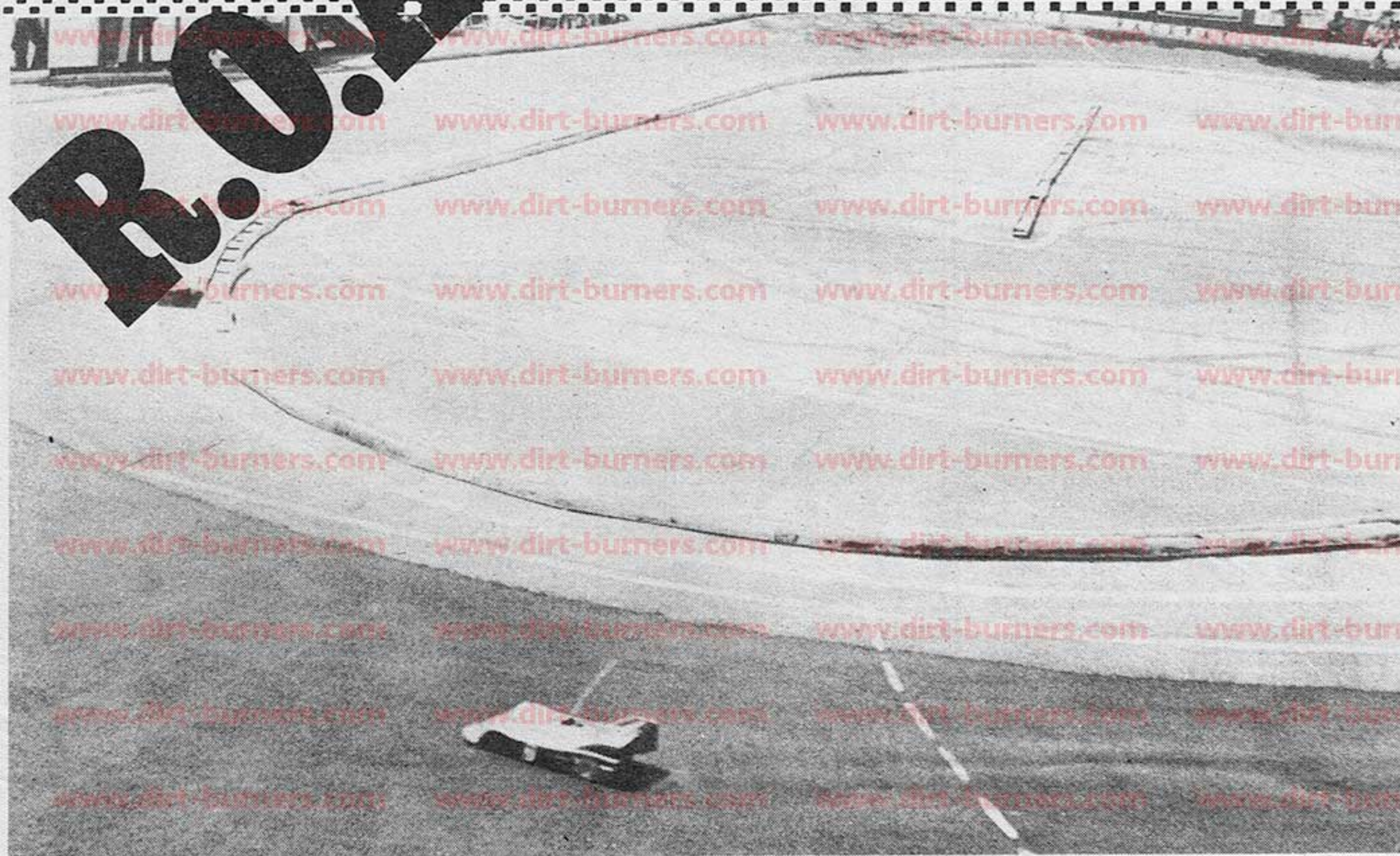
EMPIRE MODELS Dept. C, P.O. Box 42287/Tucson, AZ 85733/(602) 881-1257

Competition Racing Headquarters for Parts. We speak Boats, Boats, Boats.

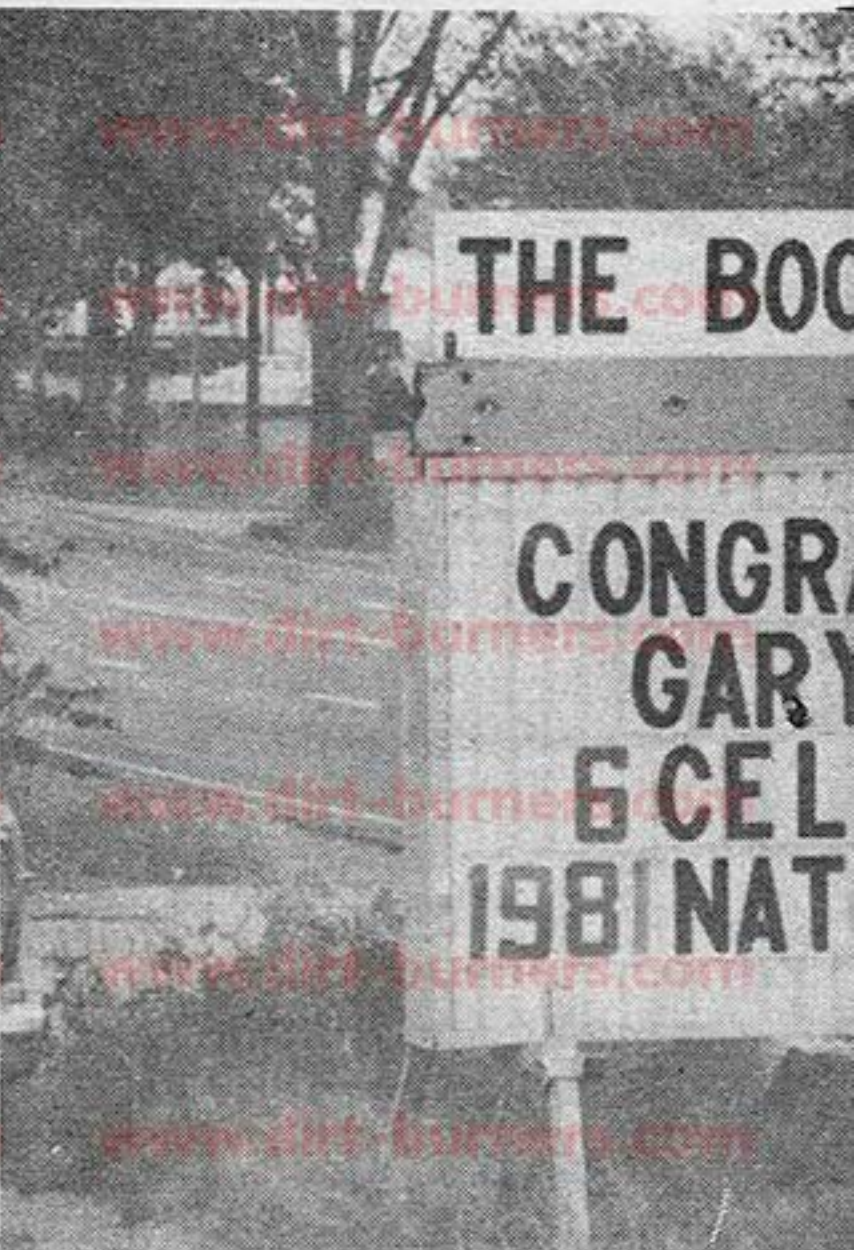
PRATHER TUNE PIPES	ED MK-1 Tune Pipes	AEROMARINE	JO MAC RC CARS
9010 3.5cc Tune Pipe \$19.95	#3 \$23.95	Trim Tabs \$8.95	Lightning 2000 \$75.95
9020 7.5cc Tune Pipe \$26.95	#2 \$17.95	Teflon Lined	Lexon Bodies
9040 11cc to 15cc Tune Pipe \$27.95	#1 \$16.95	Stuffing Boxes	Painted \$11.95
9050 11cc to 15cc Pipe/Muffler \$34.95	#3Q \$24.95	18" \$7.25	Unpainted \$ 7.95
9060 7.5cc Muffler for Pipe \$11.95	#2 Q \$18.95	12" \$5.40	Jo Mac Constant
9065 11cc to 15cc Muffler for Pipe \$11.95	NARCO MARINE	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
WESTCOAST MARINE	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	BEST MODELS INC.	
HORTON MANUFACTURING VENTURES	Cable Ferrule .187 \$ 1.50	Waterproof Seals \$1.75	
K&B 3.5 Standard Bell \$11.70	Cable Ferrule .150 \$ 1.50	10% OFF J.G. Props	MRC
K&B 3.5 Large Bell \$12.85	STEVE MUCK THROTTLES	10% OFF Octura Props	Rough Rider \$115.95
K&B 7.5 Standard Bell \$11.70	7.5 12° & 20° Empire \$39.95	and Hardware	Sandscorcher \$119.95
K&B 7.5 Large Bell \$12.85	Reg. \$44.95	RPM Rods	Limited quantity on
OPS .60 or .65 Standard Bell \$12.60	3.5 12° & 20° Empire \$39.95	K&B 3.5 \$12.55	MRC Can Am Lola
OPS .60 or .65 Large Bell \$13.75	Reg. \$44.95	K&B (old) 6.5 \$14.85	1/12 scale \$157.95
Hemi Head for K&B 3.5	STEVE MUCK	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
Rudder Assemblies with	Reg. \$21.95 Empire \$19.95	Rossie .60 \$16.15	Tamiya Quick
Water Pickup in Rudder.			Charger \$ 48.50
Call or Write for Price			

PRICES SUBJECT TO CHANGE WITHOUT NOTICE!

R.O.A.R. NATIONALS



Rick Davis (above) was top man together to win the prestigious A with all (below).



The general consensus was that the best line was just off the rail, but inside the bank. The abrupt change of transition made it a bit "shaky" at speeds. Photo Neal McCurdy.

Stories by:
Gary Kyes (1/8 scale-gas)
Neal McCurdy(1/12 electric)

IT WAS UNFORTUNATE OR FORTUNATE, (depending the way you look at it) THAT THE WORLD CHAMPIONSHIPS AND THE R.O.A.R. NATIONALS WERE SO CLOSE TOGETHER THIS SUMMER. IT WAS GOOD FOR SOME, BECAUSE THEY JUST MADE THEIR VACATION THAT MUCH LONGER AND MOVED FROM INDIANAPOLIS, SITE OF THE WORLD CHAMPIONSHIPS, TO NORTH ATTLEBORO, MASS. THIS YEAR'S SITE OF THE NATIONALS. NOT SO GOOD FOR OTHERS, WHO HAD TO GET BACK TO WORK AND THEIR BUSINESSES, AND COULD NOT "TAKE OFF" TO MAKE BOTH.

(We were fortunate to have two fine R/C racers attend the Nationals who were able to participate and cover the event as well. Gary Kyes, well known for his fine World Class exploits in 1/8 scale, covered the "fuel powered events", while Neal McCurdy, heavily involved in all types of 1/12 electric racing, covered the 6-cell and 4-cell indoor and outdoor events. The first report is from Gary Kyes.)

Previous Nationals were held in 1975 and 1978.

Bill Rattey owns and operates Rattey's Raceway as a full time enterprise. Besides the outdoor banked track, there is also a specially-built indoor track for 1/12 electric racing.

For this year, Bill redesigned the track and added yet another banked turn to make a total of three banks!

This modification was accomplished in part, thanks to the aid from Sanyo Electric Co., who showed a tremendous interest

in our sport. They were the sponsors of the Nationals. A special thanks should also go to Patricia Takeda, of Sanyo, who was not only in attendance for the 1/12 electric events, but was instrumental in securing the sponsorship and support of Sanyo Electric.

In 1975, Rattey's Raceway was a new and super-conditioned track. It was, by far, the best track in the country. In 1978, the ravages of Northeastern winters had taken their toll and we found the racing surface a bit too rough and bumpy. Al-

The 1981 R.O.A.R. Nationals were held at Rattey's Raceway, in North Attleboro, Mass. This is the third time the U.S. Nationals have been held at this location.

Cars

the ultimate test.



ing qualifying and finally put it all in the 1/8 Can Am. The sign says

EXCHANGE
ULATIONS
KYES
PROD
NALS CHAMP



The indoor track at Rattey's proved to be tight but fun to race on. Good surface that offered good traction.

though considerable work was done on the track for this year's race, the condition of the track was found to be worse than expected.

It should be noted, however, that it was the SAME track for everyone who raced. So there was no advantage or disadvantage for anyone,

FORMULA OVAL

The formula oval event is always exciting due to its very nature of open-wheel cars. These cars race around a high speed, banked oval circuit at speeds of over 60 mph. An oval race at Rattey's is even more exciting, due to the fact that the track features steep banked turns at either end of the lengthy straights. If the car is handling well, it will literally "rocket-off" the banked turns into the straights.

It was the first, of the three 1/8th scale events, that the new

suspension cars were to show their dominance.

Gary Kyes drove his MRP/PB car to a clear cut, fast qualifier spot. Rick Davis (Associated), Chuck Phelps (Associated), and

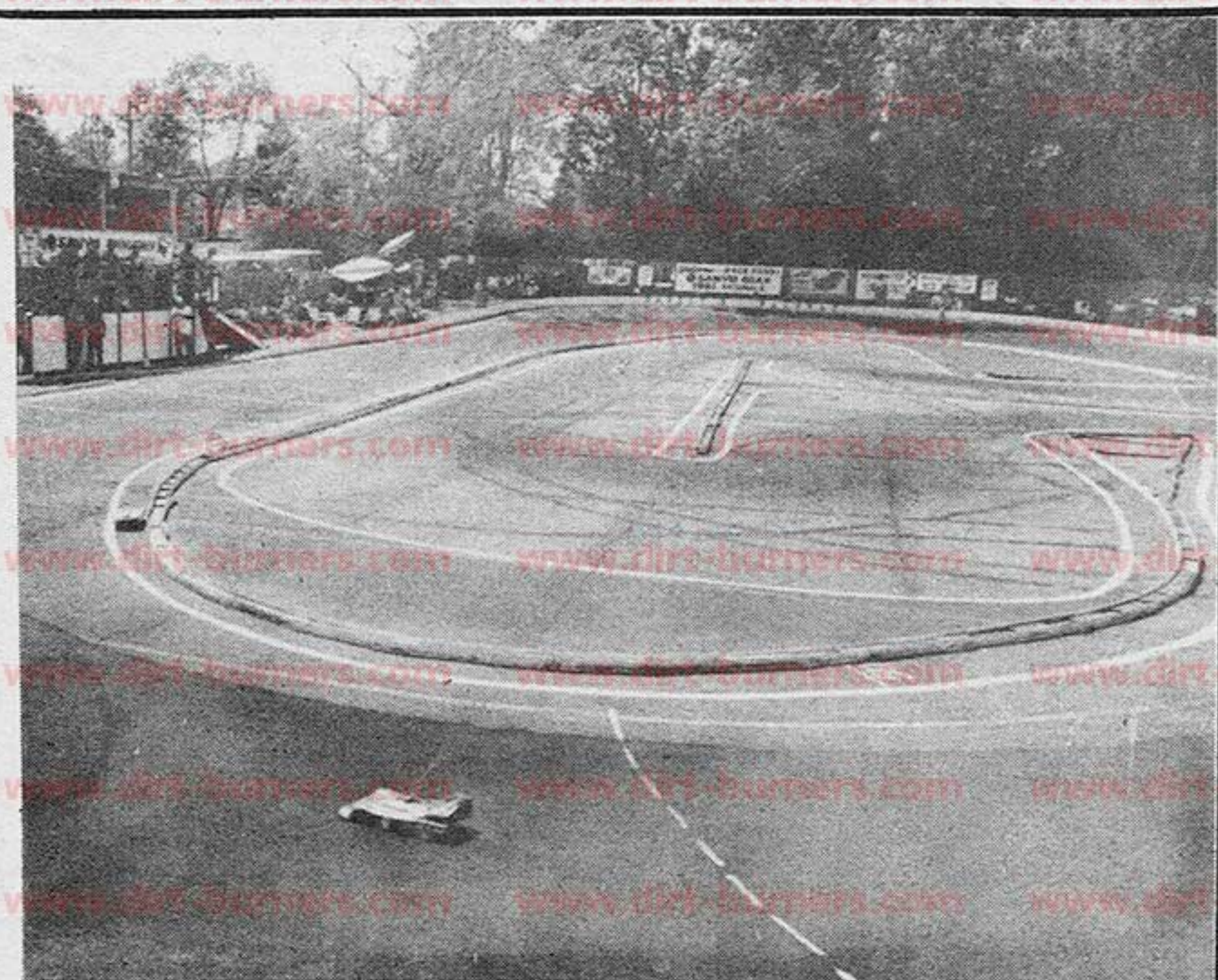
Jim Welch (MRP flat pan chassis) made up the top four qualifiers.

The C & B MAINS were some- (contd. page 23)



You spin out one too many times and the "big guy" will step on your car. Bill Jianas helping out? Photo. Neal McCurdy.

ROAR Nats...



The National outdoor track. Three banks around it and a bit rough on the surface made it a driver's track. Photo. McCurdy.

what uneventful, except for the anticipated high speed crashes which have become familiar in these lower mains.

Dave Heckler drove superbly to easily win the C MAIN by a handfull of laps.

George Brown III and Paul Punter, finished second and third respectively and were the only two cars close at the finish.

Ross Koebler, cigar-in-mouth, did an equally admirable job in driving his way through traffic to take the B MAIN win over Jim Morrison and Tom Brown.

As expected the A MAIN was fast and furious. Kyes took the flat, low grove through the first turn and drove into a lead he was not to relinquish. The capabilities of the MRP/PB suspension car, became most appar-

ent as Kyes carved his way through traffic and the bumps. In fact, Kyes could change lines through the banks and through some of the rougher sections of the track at will.

Rick Davis, Chuck Phelps, Larry Snow and Jim Welch, all appeared to be very close in performance, with bad breaks and unfortunate traffic, destroying the chances of both Jerry Snow and Jim Welch.

Rick Davis pressed hard to stay close, in the hunt, and was aided to that effect by extremely fast pit work.

After 100 laps however, it became apparent that Kyes had more than enough advantage to continue his tire-saving cruise; pushing his car only when necessary to maintain a 2 lap advantage and the win.

Davis finished a strong second with Phelps a distant third.

After the A Main, there was a special 30-lap race held for the top finishers of all the Mains.

Kyes handed his car over to Jim Welch, exactly as it finished in the A Main, and Welch proceeded to lead wire to wire for the win.

SUPER STOCK

This was the first year of competition under the new (and definitely not better) Super Stock

rules. The GT bodied, small bore carbed and no nitro fuel cars, worked extremely fast around the road course.

World-class racer, Joe Sullivan, was somehow allowed to run in this "no stars allowed" class.

Sullivan didn't find it easy, as Rich Potempa (Associated), Jim Welch (MRP) and Ed Janis (MRP), all showed, not only speed, but excellent handling and driving ability.

Unfortunately, there were only a handful of entries. The new rules were supposed to create a more popular class, in this class but it didn't work out that way.

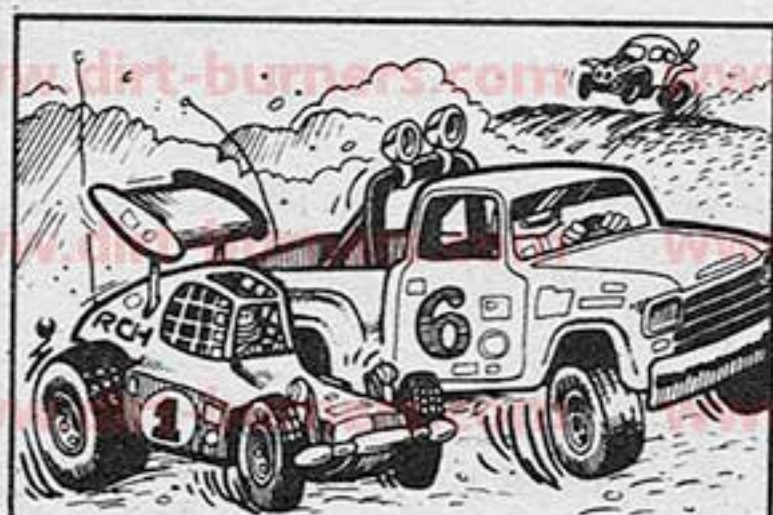
The C MAIN was a real shoot-out, as Scott Robert, Jim Morrison and George Brown III, traded advantages, flame-outs and racing luck. Eventually, the finish order was Robert, Morrison and Brown III.

The B MAIN saw, cigar-smok'n, Ross Koebler, from Arizona, once again pick up a hard earned win over Tom Brown and Paul Punter.

The A MAIN was to be the best of the races as Sullivan, Janis, Welch and Potempa, raced away from the pack and became the center of the spot light.

(contd. page 29)

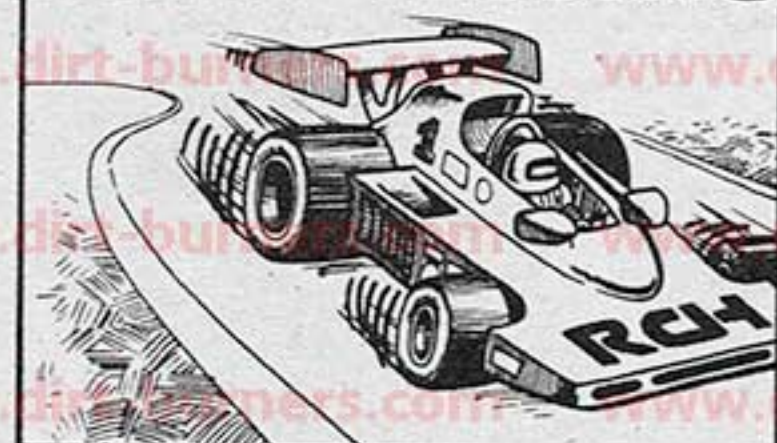
THRILL TO 2 KINDS OF RACING AT 1 LOCATION!



OFF-ROAD

4th Sunday of every month. Stock, Modified and Unlimited class races with trophies for first through third place.

1/12 SCALE ELECTRIC ROAD RACING



2nd Sunday of every month. Production, Stock and Modified class races with trophies and points in all three classes.

While you're there, check out our huge selection of parts and accessories.



653 W. 19th Street • Costa Mesa, CA 92627 • (714) 631-1555

Store Hours: Mon.-Fri. 10 AM to 8 PM • Sat. 10 AM to 5 PM • Sun. 11 AM to 3 PM

WE RACE

DON'T BUY ANY R/C CARS...

UNTIL YOU CHECK WITH US FIRST!

We have the products, the prices, and the R/C Car knowledge that you can't get anywhere else. Don't hesitate— call today!

R/C CAR SPECIALISTS

SEND FOR FREE DEALER CATALOG

AMERICAN MODEL DESIGN

2603 S. Glenwood • Springfield, IL 62704 • 217 789-7770

3 RIVERS INVITATIONAL

R/C MODEL BOAT RACE

Story & Photos by:
Kent & Joyce Volmerding

July 11-12, 1981
Fort Wayne, Indiana

THE DRIFTWOOD R/C MODEL BOAT CLUB HOSTED THE 1981 THREE RIVERS INVITATIONAL R/C MODEL BOAT RACE AT SHOAF LAKE, IN FRANKE PARK.

The race was part of the 13th Annual Three Rivers Festival, which is a full week of assorted, continuous events for all interests and enjoyed by all age groups.

Thirty-seven contestants competed in the two-day event for prizes and trophies which totaled in excess of \$600.00.

The thirty-seven drivers who competed in Unlimited Heat racing and the three who also participated in the Unlimited Scale Hydroplane, saw some excellent rounds of competition.

Throughout the weekend warm humid weather prevailed. This made for some difficult engine tuning, but left the water like glass, thus allowing excellent racing conditions.

Each racer participated in five rounds of racing. Three rounds were held on Saturday and two rounds on Sunday. The point-scoring system was kept in accordance with I.M.P.B.A rules.

Featuring in the Heat racing were: Deep Vees, size 20, 40 and 60 Hydros and a matis.

When the water returned to calm conditions and the points were totaled in the Unlimited heat racing, the win went to Chuc Morris, from Fort Wayne. Chuck picked up the first place with his 60 Crapshooter.

In second place it was Steve Ball, also from Fort Wayne. His 40 Gator ran strong and kept him in the tough second spot.



Winners and their trophies.

Third place went to Lou Mettetal, from Canton, Michigan, also on a 60 Crapshooter. Forth and fifth went to Bill La Febre Sr.(Indianapolis) and Robert White, respectively. Bill ran a 60 Crapshooter, while Robert tuned his 40 Crapshooter for a well deserved 5th place.

While only three boats were entered in the Unlimited Scale Hydro Class, the competition was nonetheless very exciting and crowd pleasing.

Due to mechanical failure, the Notre Dame boat, owned by Steve Ball, was forced out of the competition early on Saturday. This left a battle to the end for first place between Shon Casey, driving his Atlas Van Lines; and Kent Volmerding, driving his Miss Timex.

Going into the final Heat there were only twenty-four points separating both boats.

At this point the Miss Timex, while running strong late in the race, flipped and thus allowed the Atlas Van Lines boat to get the overall.

Shon Casey took the win, with Kent Volmerding right behind him for second and Steve Ball in third.

Following the race on Sunday, there were the awards ceremonies, where the first fifteen finishers in Unlimited Hydro racing and the first two finishers in the Unlimited Scale Hydro competition received hand made trophies. These were Outriggers and Scale boats custom made by Rick Lee and Steve Ball, both of the Fort Wayne Driftwood R/C Model Boat Club.

The first six finishers in the Unlimited Hydro racing, and all three Hydro Scale racers received their pick of the prizes on hand, this according to their points total. The prizes included boat kits, motors, Dremel tools, starters and prop balances.



Final stop in the pits before the scale race. Miss Timex & Atlas Van Lines.

No race would be complete without the "Bent Prop Award" which goes to the boater who was thought to have had the worst luck of the weekend.

This year's award was presented to Larry Eubank, of Grabill, Indianapolis. He scored zero (0) points for the weekend. He also had the misfortune of having his boat run over by another competitor. When your luck is bad, it's usually all bad.

This weekend's Power Boat races got the entire Three Rivers Festival on the right foot. This is an excellent Festival which included activities ranging from Bubble Blowing, to a Mexican - American Softball Tournament, to a "Show us your tan" contest. It brings alot of people together to enjoy a bit of American Recreation.

K. & J. Volmerding



Shon Casey, first place scale.



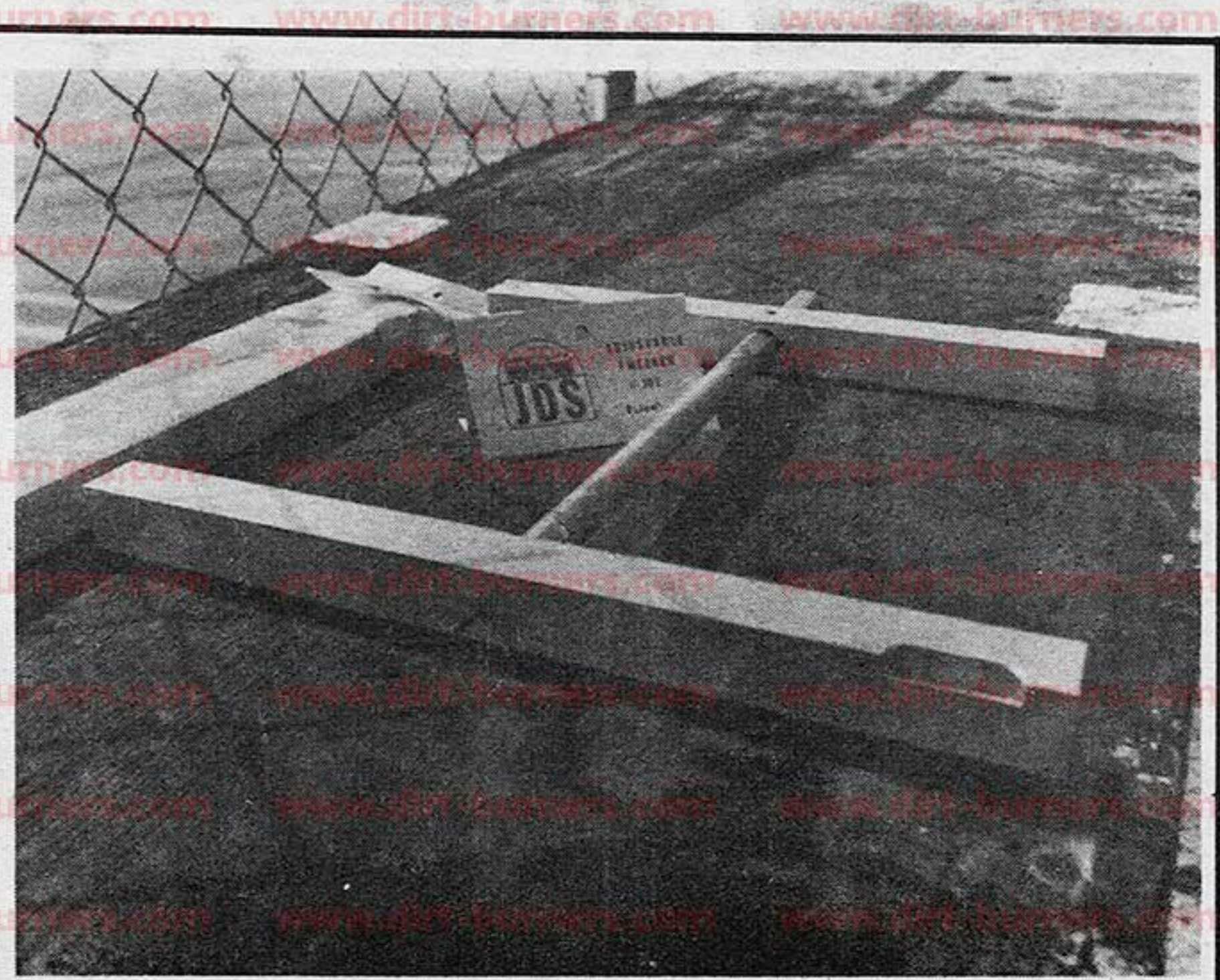
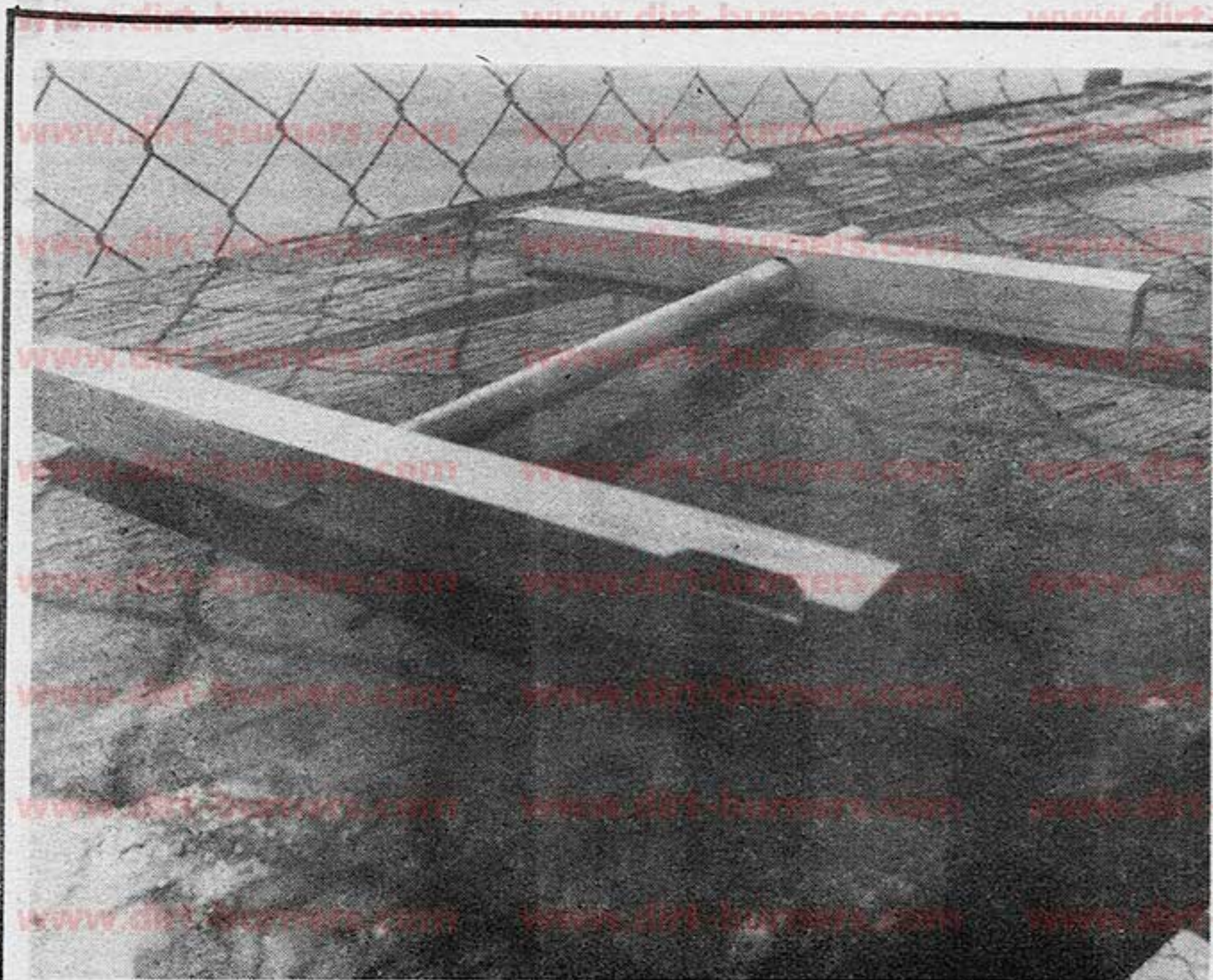
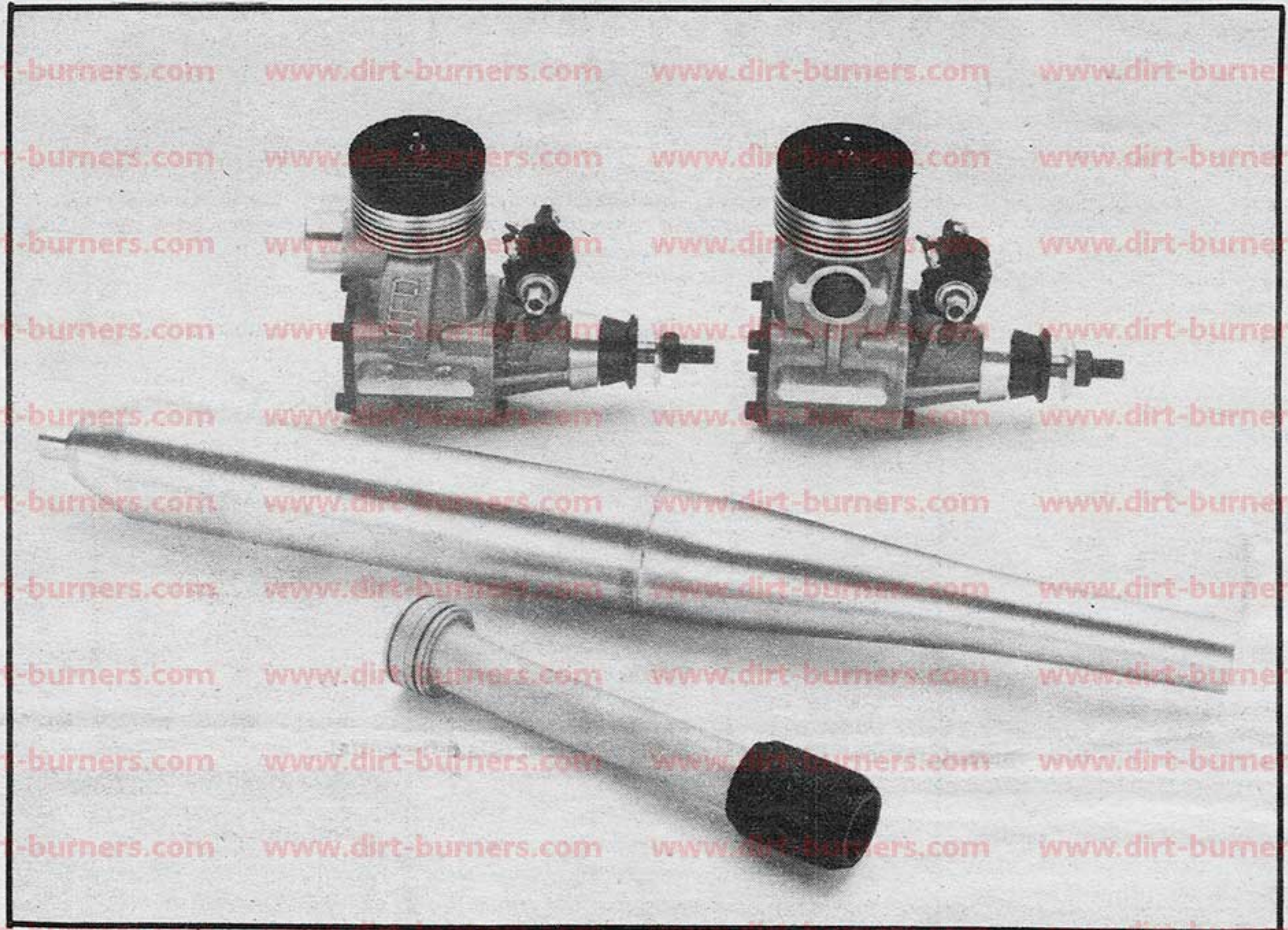
Chuck Morris, Unlimited Hydro winner and contest co-ordinator.



Larry Eubank won the "Bent Prop" award.

INSIDE LINES

PICCO USA announces the availability for the first time in this country, the entire line of PICCO model engines. Imported from Monza, Italy, these engines feature gravity/sandcast crankcases and very sophisticated Schnuerle porting systems. The line includes a 21 race car engine (which has already appeared on these shores and is proving a winner), a 40 Pylon engine, a 60 size R/C model, and 21, 40, 45, 65 and 80 Marine engines. All engines are sold complete, including such features as flywheels, tuned pipe exhaust systems, and slide-valve carb. PICCO USA 3970 Marburg Av. Cincinnati, Ohio 45209.



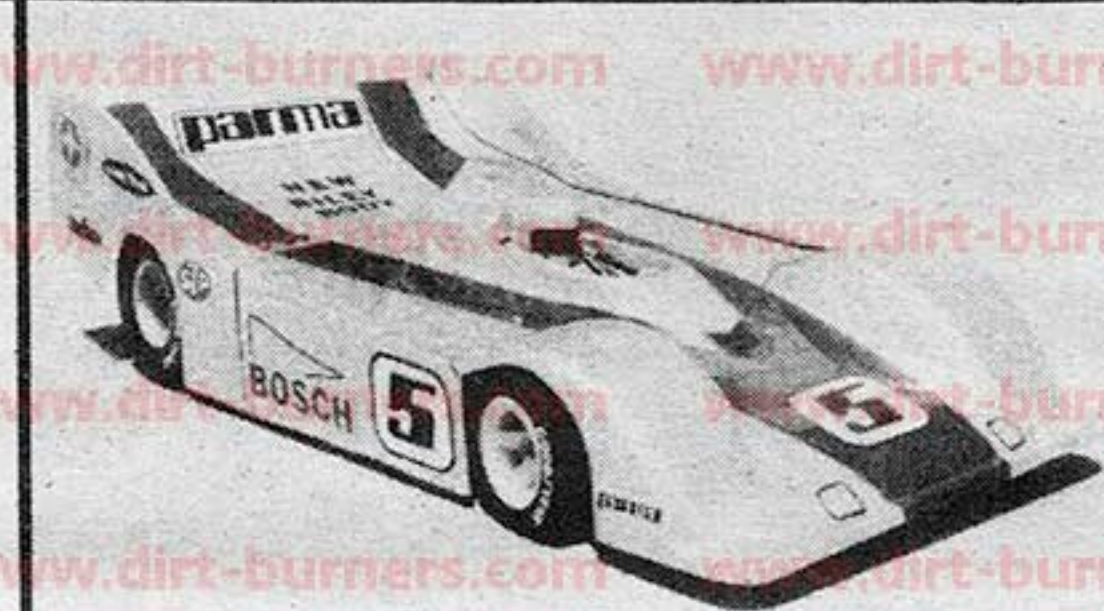
The new "adjustable" Tweaker, from J.D.S (that Jerry Snow's, well known 1/8 racer, own brand) While others offer just one size, this "Tweaker" can be adjusted to be used all the way from the "Pocket Rocket" scale through, 1/12, 1/10 and 1/8 cars. All adjustments are made with "allen set screws". List at about \$39.95 at your Hobby shop.



#928 "HONCHO" Off Road by MRP. The newest, most technically advanced 1/12 scale Off Roader available. Special Kydex chassis, spring-over front suspension, and unique design give superior performance and speed for such a low price. The Honcho comes completely assembled, less radio (#928); or Ready To Run, w/Futaba FP-28 (#905). Features include: fast charge batteries and charge cord, hi-bite grooved tires, proportional fwd/rev. speed control and painted Lexan body.



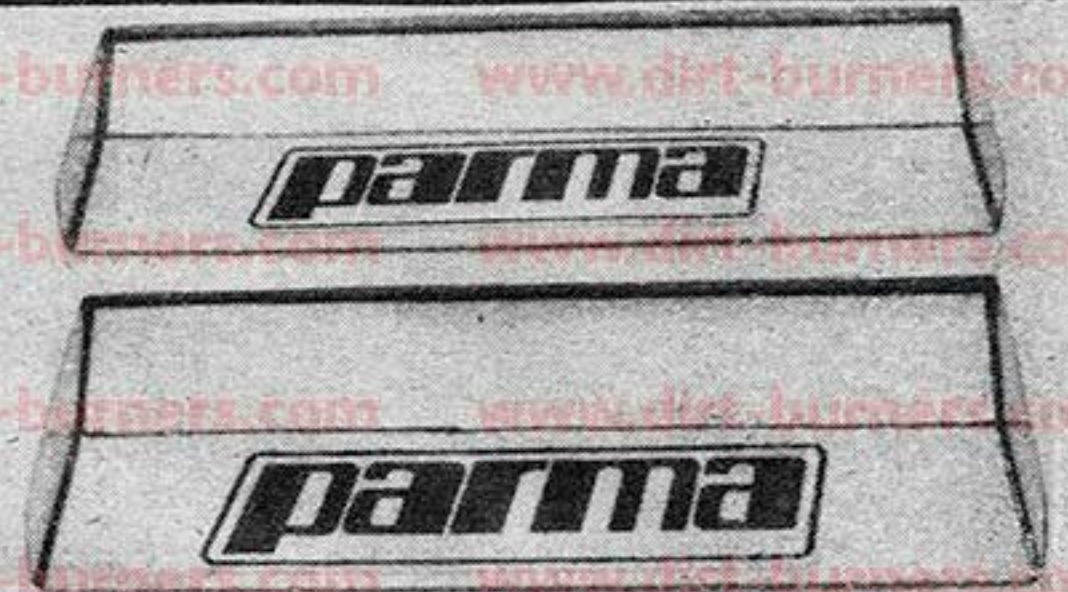
#786 - 790(C) from MRP. New Pinion Gears. The new set screw pinions from MRP are longer to allow better positioning when running a differential or Off Road. These pinions range from 12 teeth (#786) through 16 teeth (#790) and are also available hard chromed (#786C - #790C), which cuts both wear and friction.



PARMA'S 1/8 Riley body, the latest addition to the stable of world class winner. Similar in appearance to the famous Sorbello body, but offers different handling characteristics.



Parma/Associated differential. This world famous differential now available through Parma. Parma Tiger quick-change wheels are designed to fit this differential.



New 1/8 scale wings, vacuum-formed from .050 lexan. New design perfected by Team Parma. Out-performs all others!



Twinn-K manufactures a complete line of replacement tires for TAMIYA radio control race cars with the approval of TAMIYA PLASTIC MODEL COMPANY and with their full cooperation excluding any liability in their use.

Replacement tires available for all 1/12 and 1/10 scale TAMIYA R/C CARS, including the popular Sandscorcher, Rough Rider, and California Holiday Buggy.

Write for price list and details.

Spot **the winner with**
TWINN-K
INC.

P.O. Box 31228
Indianapolis, Indiana 46231
(317) 839-6579

PARMA'S NEW

1/12 Scale "Panther" Race Car



LOOK AT THESE FEATURES:

- Full Independent Front Suspension
- Adjustable Rear Ride Height
- Lexan Chassis, Fiberglass Shaker Plate
- Light weight Tires & Wheels



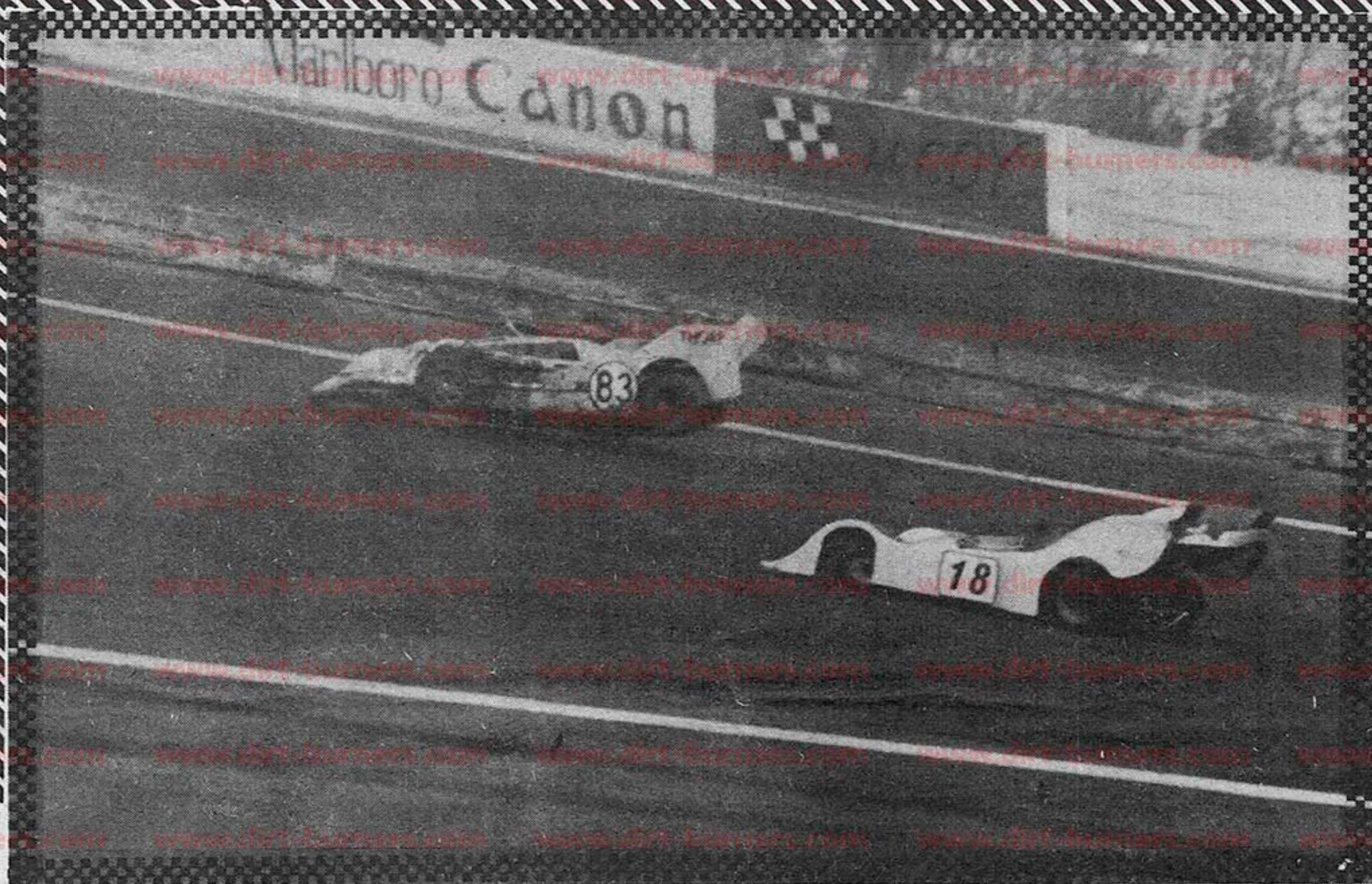
parma international

13927 PROGRESS PARKWAY • NORTH ROYALTON, OHIO 44133

MANUFACTURERS OF MODEL CAR RACING PRODUCTS

SO. CAL 3rd CAN AM CHAMPIONSHIP SERIES

★ Dana Smeltzer maintains the Series lead! ★



August 17, 1981
Pomona, Ca.

DANA SMELTZER CAME IN AS THE LEADER OF THE SOUTHERN CALIFORNIA CAN AM CHAMPIONSHIP SERIES AFTER HAVING PLACED FIRST IN THE SERIES OPENER IN SAN DIEGO AND SECOND AT THE CRENSHAW RACE AND PULLED OFF A WIRE TO WIRE WIN HERE TODAY TO MAINTAIN HIS POINTS SERIES LEAD

Action on the fast lane. Shuck passing a slightly outa-shape car.

There were 43 entries today at the PIT SHOP Raceway as the third round of the series got under way. In this series there are now several, as many as seven, new 1/8 scale racers that have never raced these gas powered cars before. A good indication of the growing sport in this area. But where were some of the old-timers? There should have been at least ten more entries.

Perhaps the time of the year, with vacations and such, the entry was a bit down.

In any case, some of the guys who have been around for a while emerged winners in their respective Mains.

Dana Smeltzer, as stated before, was the A main winner with a wire to wire win. Larry
page 26

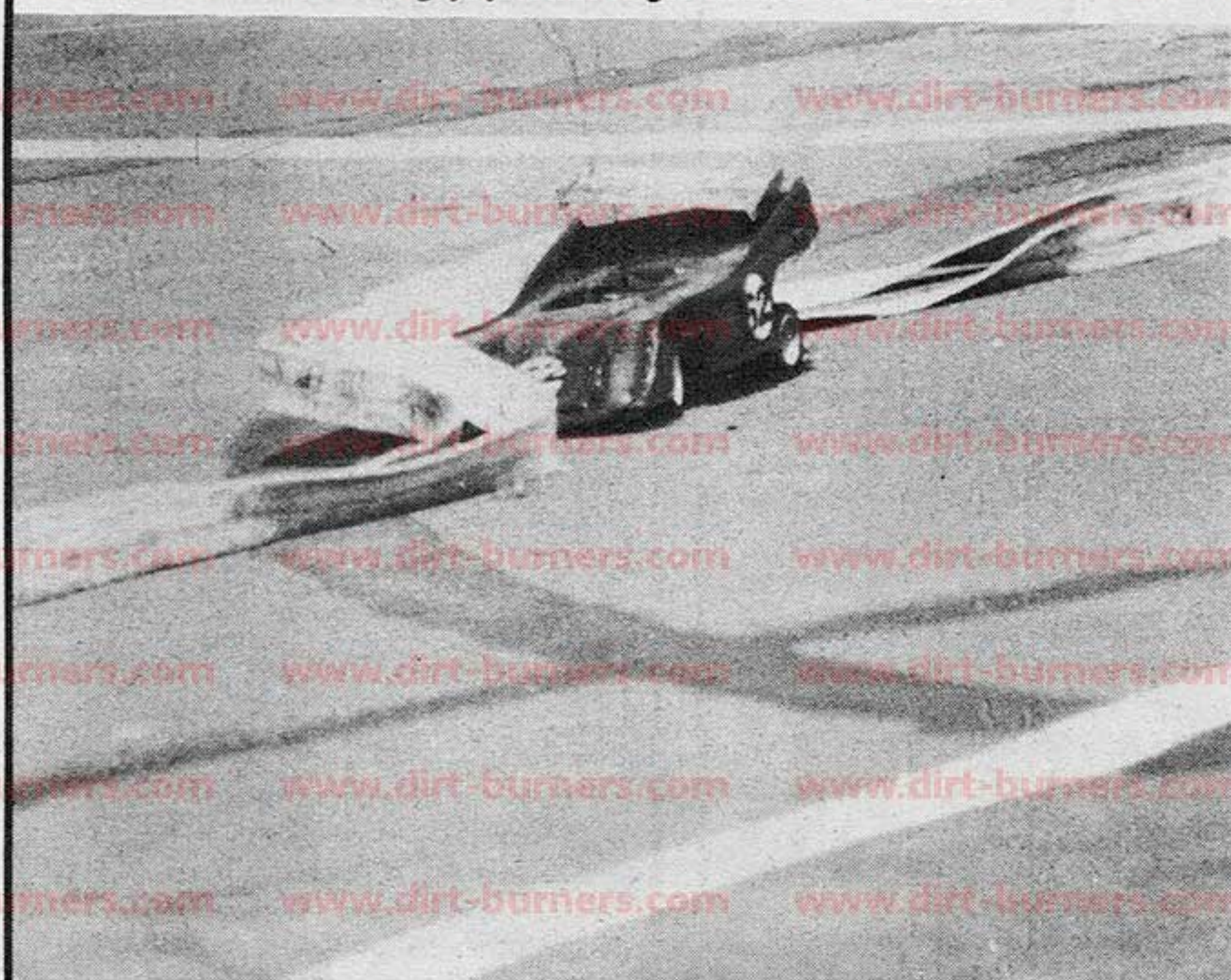
Bain worked his way up slowly and took the B main win. Dave Shuck drove a very exciting race that saw many lead changes, but when it counted he picked up the top spot in the C main. Glen Wilcox captured the D main, while Gregg Stetzer took the E Main. In the "beginner" class it was Benny Bullock.

After qualifying, and a short lunch brake, the first of six mains were started.

The BEGINNERS Main was sent off first on their 30 lap race.

Kim Brown, Les Amman and Dean Miranda were fighting it out for the first few laps, but soon it was Benny Bullock who assumed the lead after Kim Brow dropped back. It was a

Some guys just like to get themselves in trouble.



typical beginners race where most of the drivers spend time hitting walls and flying up off the course markers (moons). In any case, this is where the learning is done and where experienced is obtained. It was a good entry for the beginners class as there were 8 total in this class.

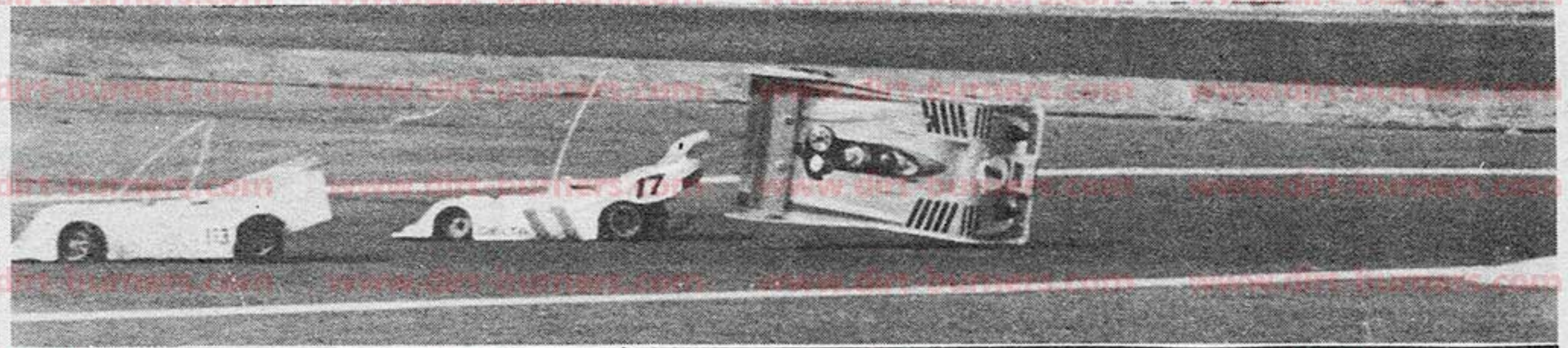
The E Main was next. There were only three cars in this main as all others had eight in each. In it were Eustace Moore, Gregg Stetzer and Lee Miranda. At one time or another, each of the three drivers led the race. Eustace Moore had the early lead and led for most of the race, while the other two cars were experiencing lots of mechanical problems. At one point Eustace was about five laps ahead of the second car. Suddenly, Eustace's car broke and he went out into the pits for repair. Gregg Stetzer who had spent several laps in the pits as well, proved that perseverance paid off. Being about seven laps down, he went out just as Eustace was coming in and made up the difference of the laps and took the win. Moore managed to come back in for second and Lee Miranda took the third spot.

The D MAIN had eight cars ready to do battle. It's interesting to note that some times the best racing is seen in the lower mains. As it was in this case, there was a hard fought battle between the top four cars, but when it was all over, Glen Wilcox was the winner, with John Pagel in second and Paul Sangsahachart in third.

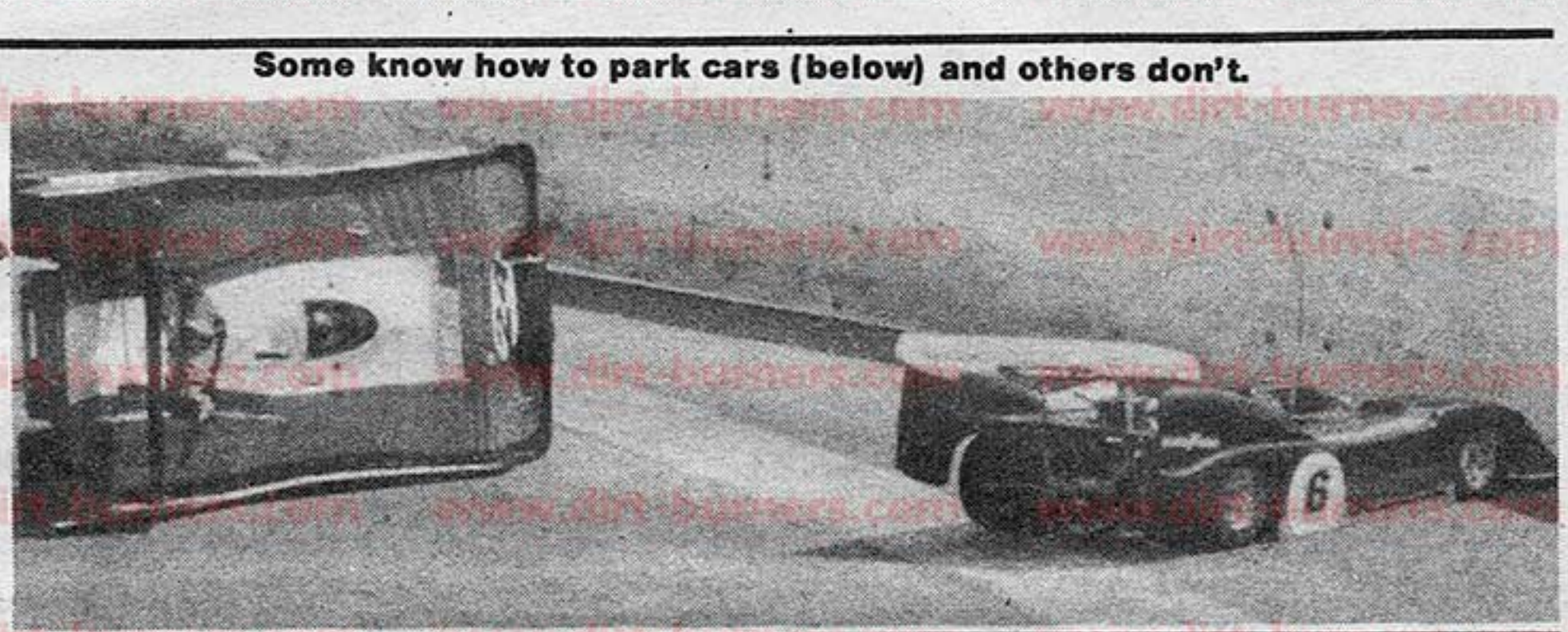
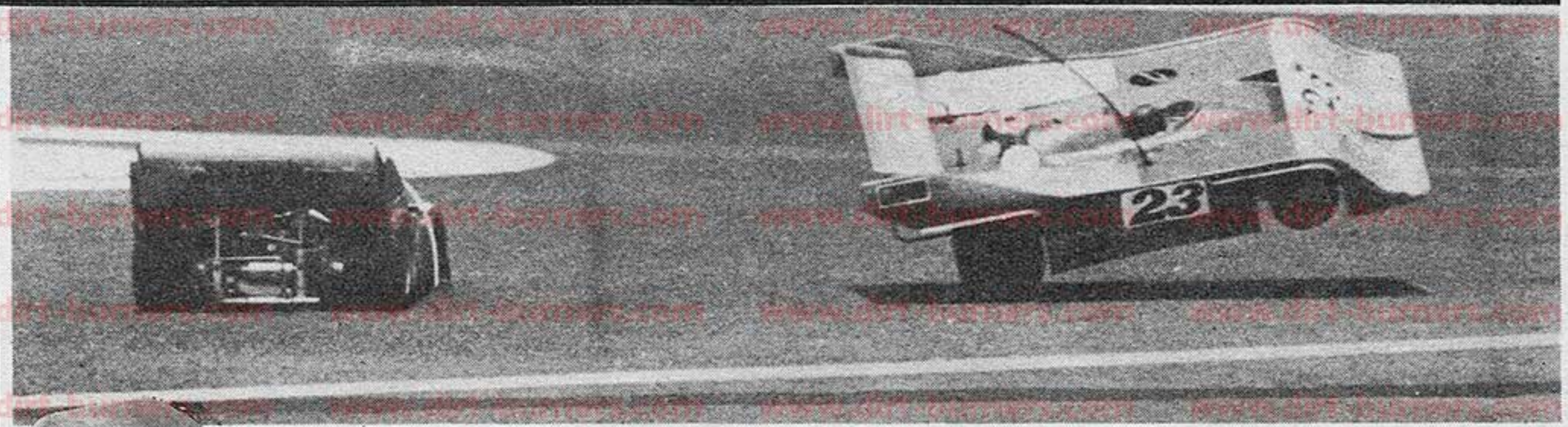
The C MAIN had some fine drivers in it. Some accustomed to running in the A Mains. But today, it was Dave Shuck who drove an excellent race, while making only a few minor mistakes. The early leaders were racers like Tom Wong and John Douglas, Jim Jones, but when the checkered flag dropped, the only one that counted was Dave Shuck.

Larry Bain stepped up in the winner's circle for the first time this series and took the B MAIN win. He had to beat out guys like Jerry Snow, Dick Camp, Mark Miranda and such. He did it with a very smooth style of driving.

(contd. page 33)

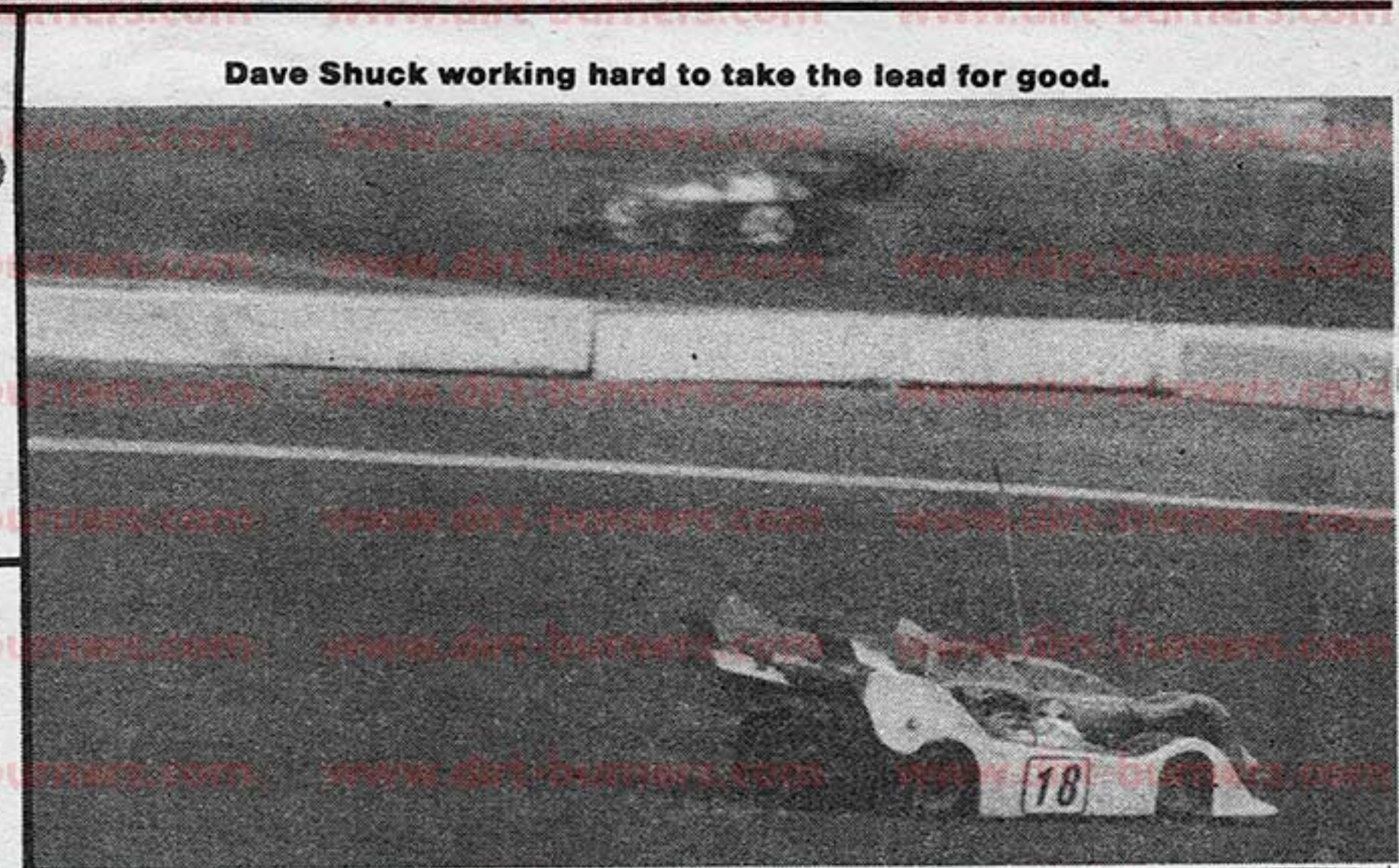


SOME OF THE LIGHTER MOMENTS (for spectators) for the otherwise, very serious business of racing. The car above is trying to pass, by "hopping" over the two lead cars. Car #23 (below) is one of those "new fangle" one rear wheel specials, doing its thing.

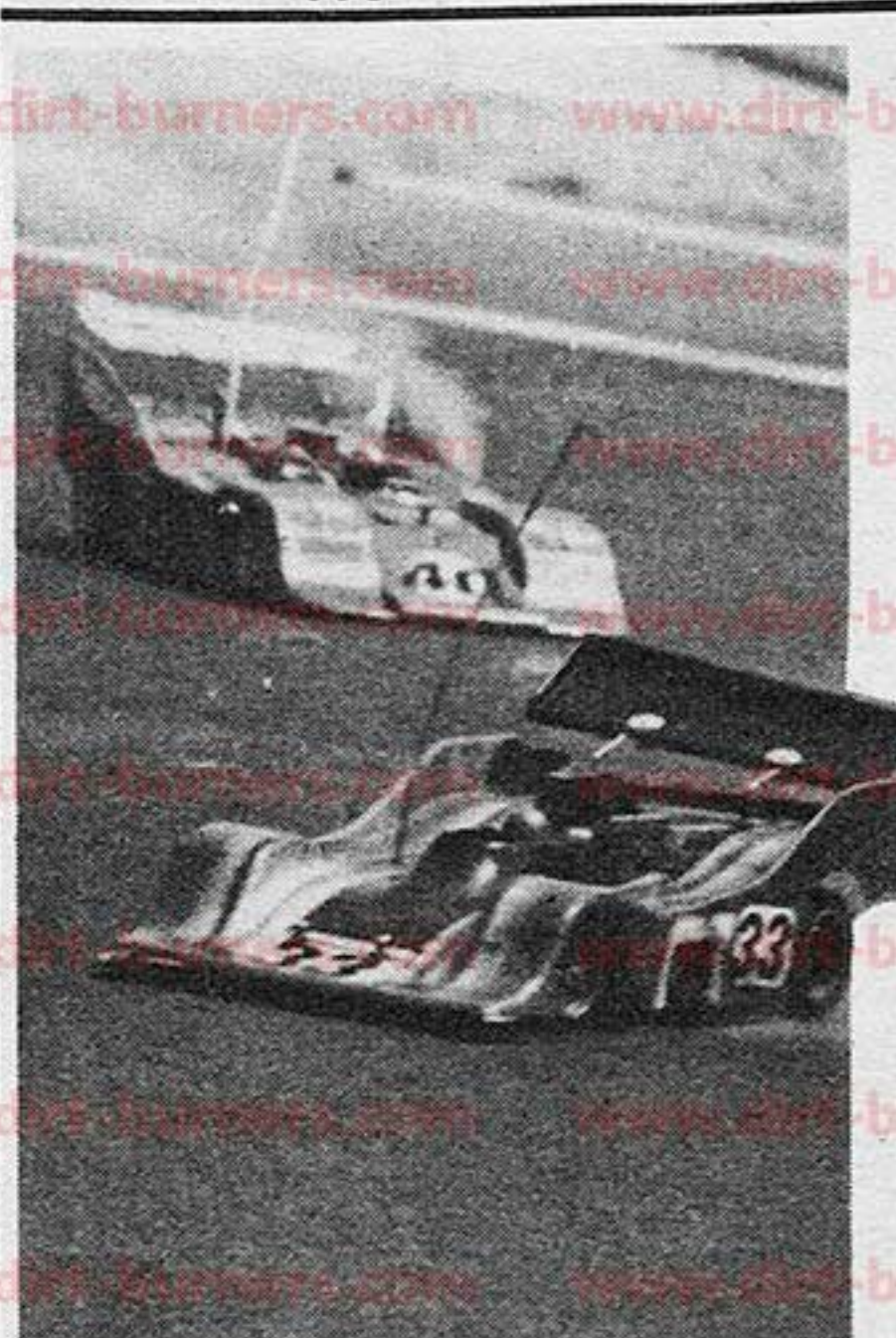


Some know how to park cars (below) and others don't.

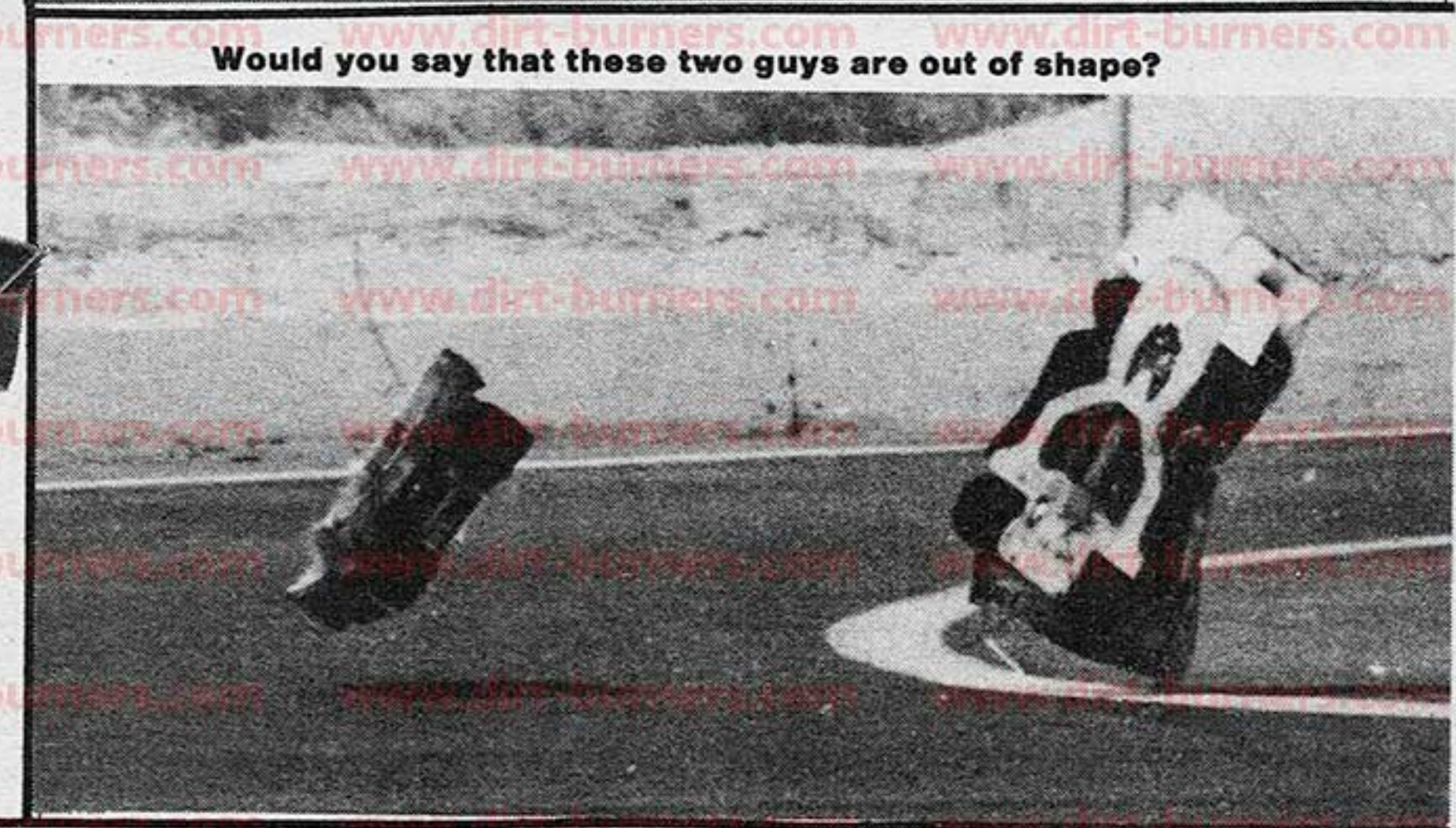
Larry Bain (above-background) with a smirk on his face after winning the B Main. The others don't seem too happy.



Dave Shuck working hard to take the lead for good.



Mark Miranda getting a good bite.



Would you say that these two guys are out of shape?

DELUTH'S STANLEY CUP POWERBOAT RACE

August 2, 1981
 Duluth, Minn.
 Story & Pictures by
 H.A. Panchott Sr.

On this weekend the second series of the Stanley cup races was held at Barkers Island Mini Park, in Superior, Wisc.

The Model boat racing park was developed through the efforts of the City Council, City Planning, Parks and Recreation departments, and all guided into being by Mayor Bruce C. Hagen. When completed, the site will have a picnic area, Driver's mound, permanent score board and a fine pit area.

These Stanley Cup Races are named after Stanley Panchott, who organized boat racing in the area.

There were a total of twenty seven competitor in the race with 59 boats entered.

The "overall" winner of the day was Wayne Amendola. This marks the second time that Wayne has captured the much sought Stanley Cup. This makes it two in a row for him.

Team Carr pressed hard to win this race as the boat lapped the leader on several occasions, only to suffer mechanical problems.

Team Panchott captured the Tunnel-hull Class with Stanley Panchott taking first and Vance Panchott tying for second.

The Twin Cities Model Boat Club was well represented. They arrived ten-members strong and captured many awards with their excellent driving and very fast boats.

Everyone really enjoyed themselves and are looking forward



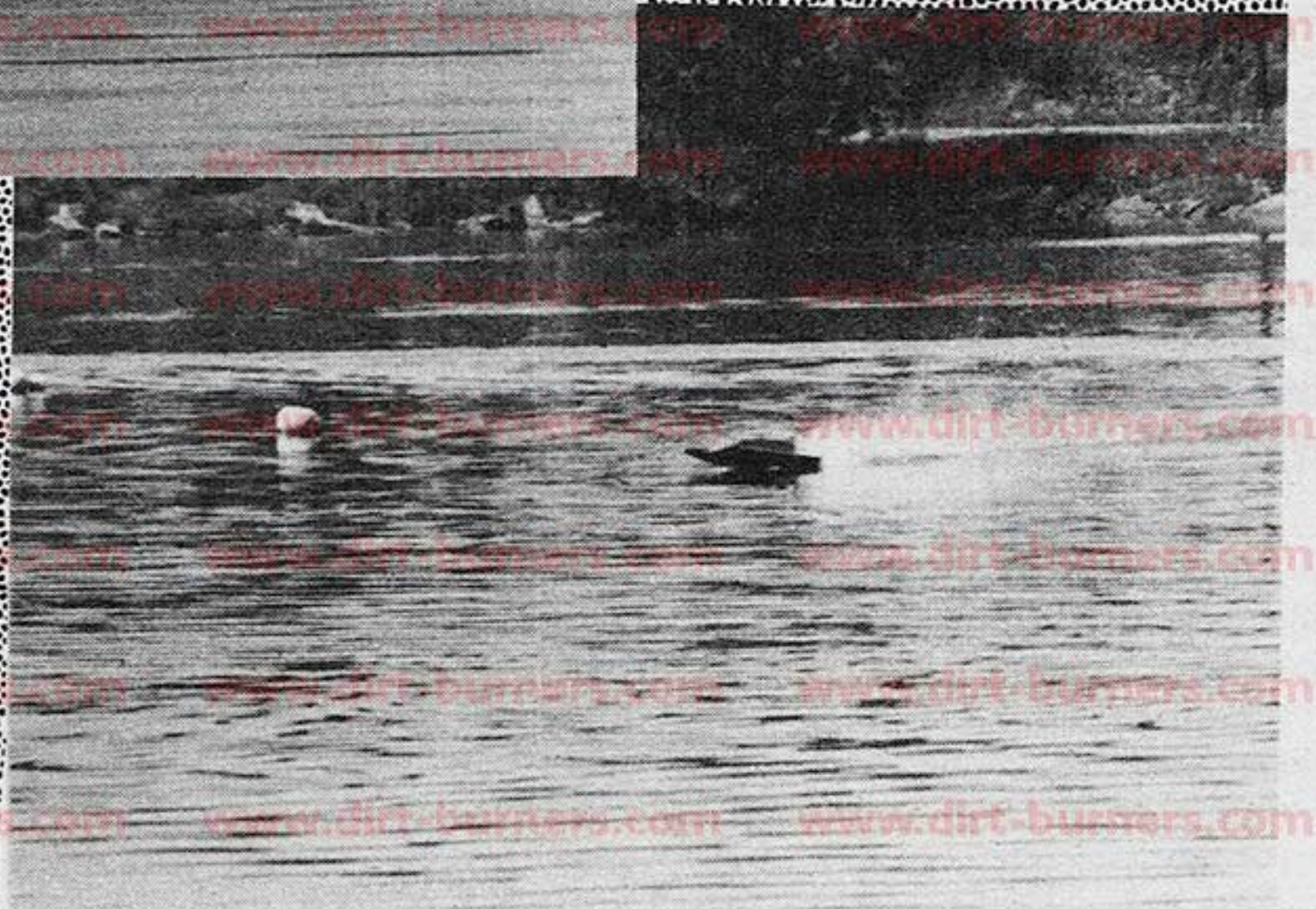
The start clock. Getting your timing to hit it just right at the start is an art. Wayne Amendola (right) overall winner, with a little help from his friends.



One of Jack Carr's boats (above) and Vince Pancho's "Hot Shot" (right)



'Dynamic duel' between Jack Carr and Wayne Amendola (above)



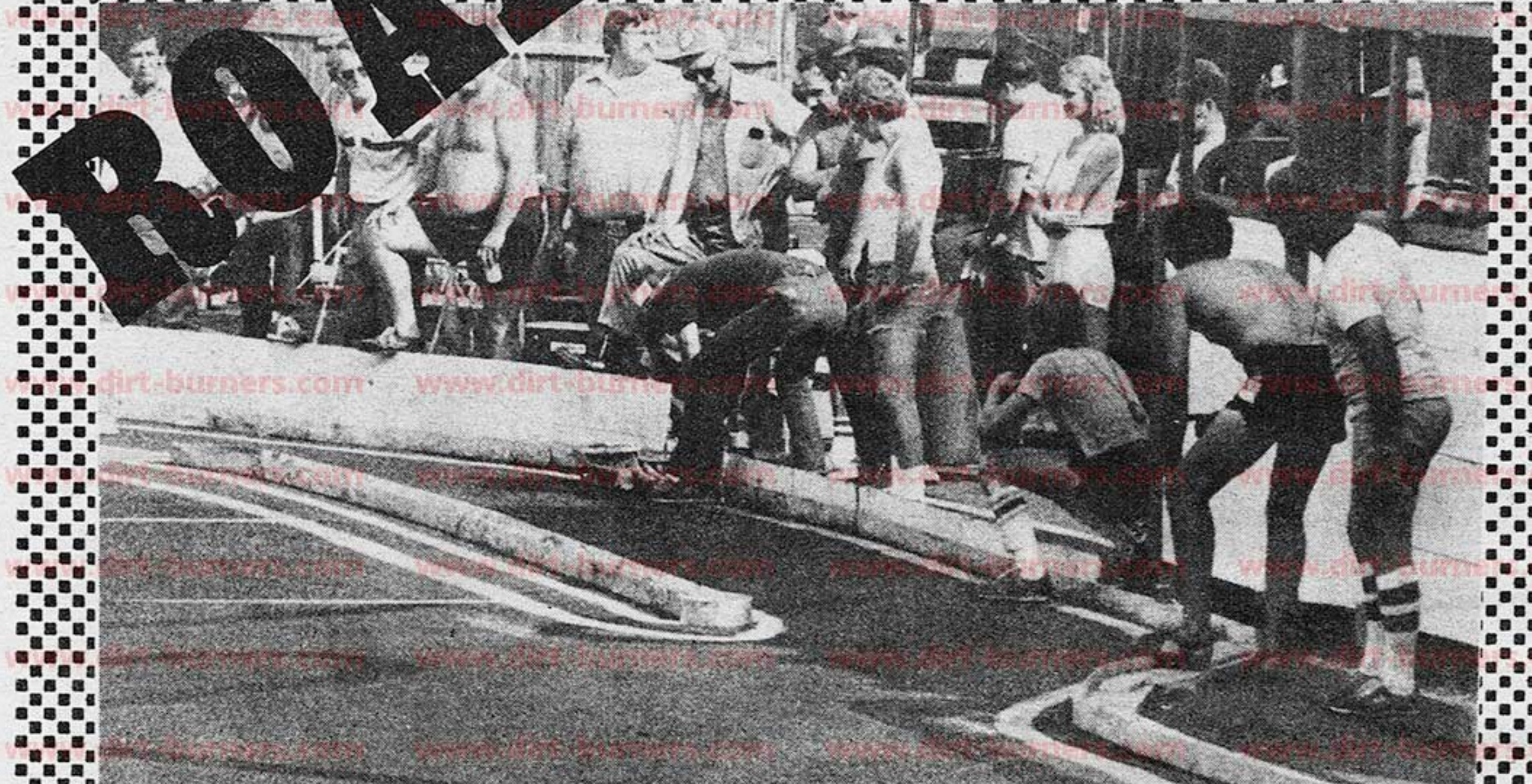
to the next event in this excellent power boat facility.

Till next time.

H.A. Panchott Sr.



ROAR NATIONALS



The pits were a bit tight and crowded at times and the "one foot behind the wall" rule was strictly enforced. It cost Joe Sullivan first place.

Welch experienced a steering servo problem at the hand of a lapped racer, while Janis had a glow plug seal erupt. This left Sullivan and Potempa to battle it out for the lead. Soon thereafter, this battle ended when Potempa started experiencing a slipping diff. and Sullivan started exerting his driving superiority. Sullivan took the checkered flag one lap ahead of second place Potempa.

After the race, Race Director, Bill Rattey, imposed a two-lap penalty on Sullivan for an illegal pit (his pit man had two feet, instead of one over the pit wall). This dropped Joe from the overall spot to second. Most of the racers found it unfair for Joe to be penalized at this stage, not that it was not deserved, because it was according to the rules, but because the fact was that Sullivan was not informed of this decision at the time the infraction took place. Had he known that the 2 lap penalty was in effect, I'm sure he would have driven much harder, than he did, to make up the difference.

A bit overshadowed by the above controversy, was the performance of Jim Welch, driving a wounded car. An extremely underrated 16-year-old driver, Welch drove a seemingly "terminal" car (servo trouble

into a third place spot and in the same lap as the leader! Also, of note, was the consistency and perseverance of Tom McGarry and Ed Janis, who both overcame problems to finish fourth and fifth.

CAN AM ROAD RACE

As expected, the Can Am Road event saw the most participation by the racers. Once again the suspension cars showed a clear advantage on this rough surface.

Kyes and Welch, both had their MRP/PB cars running well. Rick Davis and Bill Jianas, were running English-designed and built suspension cars, that at times showed comparable speeds but suffered a bit in consistency. Both Bill and Rick worked hard to overcome this. "Wonder Boy", Ralph Burch Jr., the "Texas Terror", was the most impressive driver of a non-suspended car (Associated) as was Ed Janis (MRP) in only his fifth 1/8th scale race ever.

Qualifying proved somewhat of a surprise to everyone, as Burch edged out the suspension cars of Kyes, Davis and Jianas, by fractions of a second.

Noteworthy, and a good indicator of how tough was the com-

petition was, that after four or five qualifying rounds, there were many racers very close to each other. It came down to the point where a minor mistake or a poor line could cost you making some of the higher mains.

The C MAIN saw young (12 years old?), Tony Markunas take the win over Mike Pino and Ned Smaltz. Markunas did a

fine job of driving far beyond his tender age, showing great maturity and car control. Pino, from New York, had suffered through a number of motor and car failures, during the previous races, to finally place in one of the higher main events. By the same token, Ned Smaltz is to be congratulated. He, having only run his car in Super Stock during the season, was able to make the adjustment to Can Am and take a third place finish.

The B MAIN was very close as the seven positions were only a few laps apart at the finish. East coast racer, Earl Nester (MRP/PB) used his horse power and handling well to edge Ken Peckman (MRP) and Roger Curtis (Associated). The racing was top notch as we saw 5 or 6 cars that dived throughout the entire race. This type of racing gave the spectators a great show.

The A MAIN, as usual, was the one race both spectators and racers alike were waiting for. It featured the best drivers in the country.

At the start, it was clear that a great battle was brewing. Bill Jianas got off a great start, followed by Rick Davis, Curtis Husting and a cast of about six other cars right behind them. By the third or fourth lap, Gary Kyes, who had gotten a terrible bad start, had worked himself up through the pack and positioned himself in second, behind Jianas. Davis was running comfortably about 20 feet back in third.

(contd. p.30)



Bill Rattey, competition director, going over the scheduled Mains.

ROAR

This threesome literally freight-trained away from the rest of the field and provided a real show for the crowd. Kyes kept pressuring Jianas, in an effort to pull away from Davis. Several times Kyes passed Jianas and Jianas passed him back. It was about 10 laps into the race, that this group started lapping the pack. During this dicing, both Jianas and Kyes got spun around, letting Davis take the lead. It was about this time (5 minutes into the 20 minute main) that the pit stops began. Unfortunately, Jianas suffered a flame out, while Kyes had his car stepped on and killed by another pit man. This left Davis with a comfortable lead. This lead began to dwindle when both Jianas and Kyes restarted and worked their way back through the pack.

Kyes drove all out, and on the 10 minute mark, he found himself in second and on the same lap as Davis. Soon after, Kyes' motor let go and spitted the crank. He was out. Jianas was also driving very hard and by the end of the race was a close second but a lap down.

It would have been interesting to see what would have happened if Jianas and Kyes had been able to run the entire race. But as they say, "that's racing".

After many years of trying and coming very close, this was the first National Championship for Rick Davis. He did a super job battling often a testy car. Ralph Burch Jr., finished a close third and as usual drove an excellent and methodical race.

In looking back at this year's events, a few things really stand out in my mind.

The fact that a large company such as Sanyo Electric got involved was appreciated and promising.

The suspensions cars have shown a glimpse of their potential, and I'm sure as they get tuned in, they'll go faster yet.

Ratney's is not the same track it was in 1975 and requires major work, before another major race is held there.

The dominant motor in all three classes was the O.P.S. It seems that the K & B has fallen from favor with some of the fast guys.

Last but not least, the Nationals are still THE NATIONALS, no matter what track, what cars, what rules, etc. And to miss them is to miss a piece of R/C racing history, that we have come to enjoy from year to year.

Those who were there, know what I'm talking about. Those who missed it, well there's always next year, but this was

your loss.

G.K

1/12 SCALE

August 3 to 9, 1981
By Neal McCurdy

Aug 3: 1/12 practice, 1/8 rain date.
Aug 4: 6 Cell Production
Aug 5: 4 Cell Stock
Aug 6: 6 Cell Stock
Aug 7: 4 Cell Modified
Aug 8: 6 Cell Modified
Aug 9: Rain Date



R/C BOATING *at its Best!* with **K&B** ENGINES... MARINE



K & B 3.5cc (.21) R/C ENGINE Designed specifically as a marine engine. Powerful, rugged and dependable. Will provide countless hours of high-performance operation. Easy to start, no break-in required. Precision machined U-Joint Nuts fit most existing ball drives.

Features include: • Efficient Muffler — under 90 decibels • ABC Cylinder and Piston • Ball Bearings • Water-Cooled Head • Rear Exhaust — Butterfly Throttle • Rotatable Case (center block)—permits changing exhaust from forward to aft position.

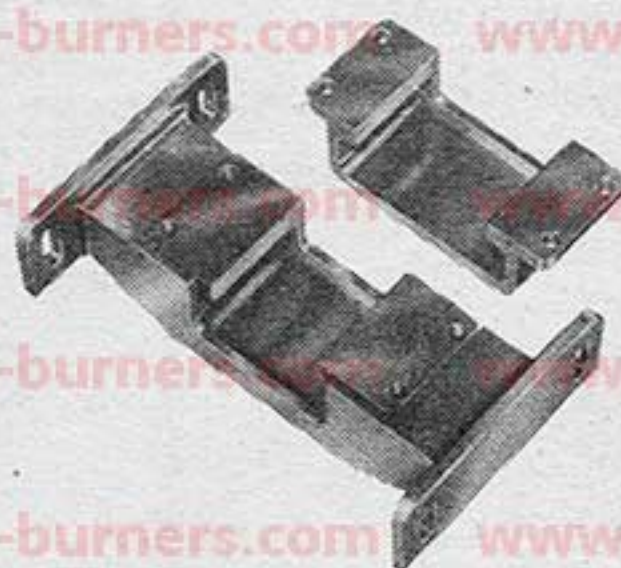
K & B 3.5cc (.21) OUTBOARD ENGINE The first of its kind. Destined to set a trend others will follow! Equipped with ABC piston and liner, this water cooled competition engine is the ultimate in outboard engines.

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.

K&B MARINE SPECIALTIES HARDWARE



MOTOR MOUNT SET Die cast aluminum, complete with 5" Master Mount, Screws and Washers, and Insert Adapter for .40 or .60 engine. Inserts can be rail mounted in boats with confined engine placement areas.



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 Olive 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.



RUDDER ASSEMBLY Aluminum die cast. Available for both .40 and .60 boats. Easy to assemble. Comes complete with Mounting Plate and Screws, Pivot Bracket, Rudder Blade, Pivot Pin — with Nylon Bushings, and Water Pick-up — threaded and adjustable. The .40 and .60 Rudder are identical, except the .60 Rudder Blade is 1/2" longer.

Send for your K&B Catalog, "Matched Finish System" Handbook and Super Proxy Paint Chart. Include 50c to cover postage and handling. Address to Dept. SR



K&B MANUFACTURING
12152 WOODRUFF AVE., DOWNEY, CA. 90241

R.O.A.R.

A DAY BY DAY ACCOUNT

AUG 1: Rich Douglas and I arrive at Logan Airport, Boston; 7:00 am. It looks a little hazy outside. I've heard stories about East coast weather and wonder how much truth there is to it.

We get our baggage and rental car and head out of Boston. It's south to Attleboro, about 50 miles.

It's now almost 8:00 am and no traffic! The weather is super, nicer than when we left L.A. Beautiful country, lush green country side. It's hard to picture it all covered with snow.

Rathey's Raceway is just ahead. We arrive there. It looks a little like a converted Drive-In hamburger stand. The area is very pretty with deep forest on three sides of the Raceway and a running stream.

Can-Am practice is underway, so we go inside to take a look at the facility.

(contd. page 32)

JA-LEA CO.

THE R/C CAR DISTRIBUTOR

803 BUSINESS PARKWAY
RICHARDSON, TEXAS 75081 PH. (214) 238-0929
WE SHIP WORLDWIDE

1/8 Gas Super "J" WORLD CHAMPION



THIS CHASSIS IS EXTREMELY FAST AND RUGGED

Peak Detector Charger



AUTOMATIC SHUT-OFF AT BATTERY VOLTAGE PEAK. EXPANDED VOLTS SCALES. SWITCHING REGULATOR

DELTA MFG 1981

- ★ 1/8 GAS R/C WORLD CHAMPION
- ★ 1/8 GAS R/C McCOY CHAMPION
- ★ 1/8 GAS R/C JAPAN CHAMPION
- ★ 1/8 GAS R/C TEXAS Biggie CHAMP

If you enjoy competition racing equipment, we invite you to consider DELTA - We deliver

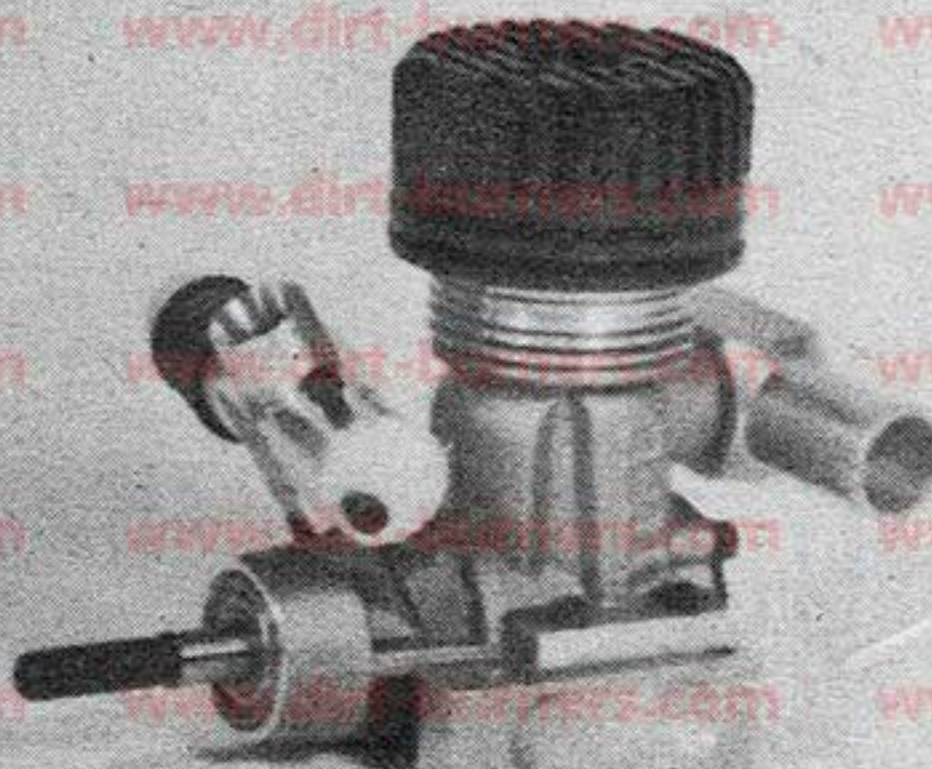
Send \$1.00 for catalog

DELTA MFG.
BOX RCRN

Lorimor, Iowa 50149
or call (515) 763-2220

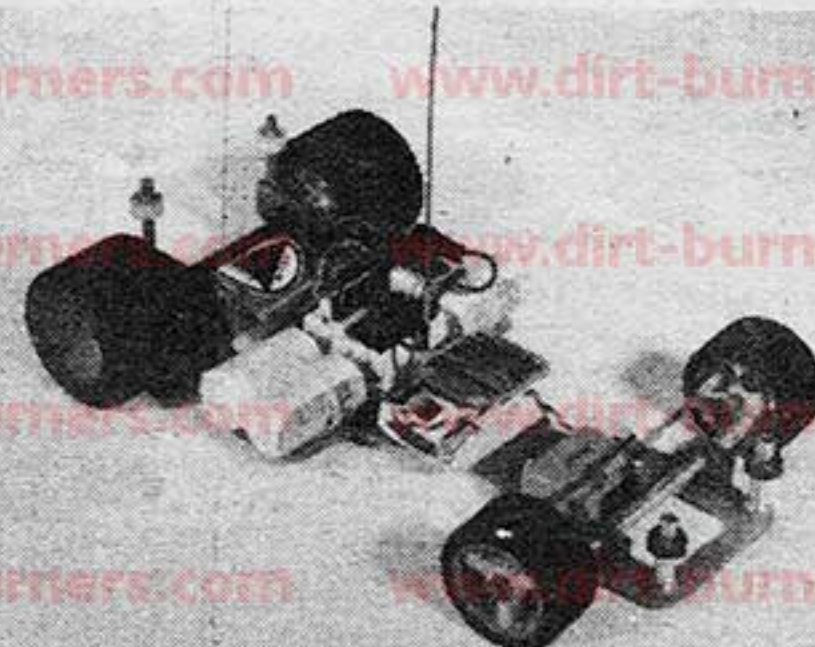
DEALER INQUIRIES INVITED

PICCO-21 Racing ABC Engine WORLD CHAMPION



THIS ENGINE IS VERY FAST & STRONG FOR R/C CARS & BOATS

1/12 Electric Phaser (uses Associated R/C 1/12 axles, wheels & diff)



THIS CHASSIS GIVES SUPER LOW "CG" & QUICK STEERING RESPONSE

1/18 Pocket Rocket



SMALL AREA RACER SHOWN NEXT TO SUPER "J" 1/8 & PHASER 1/12 CHASSIS

ROAR Nats

(from p. 31)

The track is big! The track is also not re-surfaced as had been advertised. The righthand turn, entering the straight, however, has been banked.

This particular bank is a bit hard to describe. It's basically a flat piece of asphalt, joined to the existing track surface at about a 25 - 30 degree angle. The entrance and exit of the bank, is to say the least, abrupt.

In direct contrast, the timing tower is, good looking, functional and air conditioned.

Pit space around the track is good. You have to reserve your space in advance upon sign-up.

AUGUST 2:

Somewhat a muggy day, scattered cluds. It's a short drive to the track, so we get up late. Please no rain!

Can-Am qualifying is on as we arrive. Things don't seem to be too organized. Maybe I'm wrong, Reedy says I'm not. It's getting real hot now. So much for the good weather. I haven't seen 1/8 scale cars for sometime. Wow!

AUGUST 3:

It's getting hotter now and more humid. Rich Douglas and I decide to stay in the motel where it's more comfortable and work on our cars. We'll make the practice session later. Many other racers are staying at this motel.

Later, down at the track, we get our first taste at the course. I really liked it. It's fast, easy to see and has a good bite (after all that gas racing, it should).

The only thing I don't like is the bank, but if you stay on the inside of the apron, it's fine. Just don't go too far on the inside, it's a killer

Gary Kyes and Joel Johnson look pretty good out there; so does Ralph Burch. A good line is important on this big track. I've got to work on that!

Associated has been testing their new car today; they call it the "Wonder Car". I can't tell much difference between their old one and this one. It seems to be working really good.

AUGUST 4: 6-Cell Production

G.T. bodies, Olites and no diff's, is the equipment call for today.

Racers from all over Canada and the U.S. are here. There are 59 entered in the Production class...23 of them from California.

Practice got started late, so will the qualifying.

Kyes confides that this is MRP's best event. Clausen looks like Associated's best shot and so does Burch for Jomac.

Qualifying ends with 5 MRP cars; 3 Associated and 2 Jomac cars in the "A" Main.

At the start of the "A" Main, there's 4 MRP cars that jet into the lead. Soon Kyes pulls away from the other three, which later on is reduced to only two, since Mike Hickman has run into trouble. After all the dicing, it's

Kyes on top, followed by Jim Welch; Kent and Joel are in third and fourth respectively.

An excellent day of racing, but why did it take so long? There were only 59 racers. Maybe 4 cell will go faster tomorrow.

AUGUST 5: 4-Cell Stock

Spent last night turning my car from a 6 cell car to a 4 cell car for today's race (big deal, two holes)

Weather report, last night said, there's a chance of rain today. It's a good thing we're going indoors.

This indoor track is really neat. It has super bite, easy on tires and equipment. The lanes are

about 4 feet wide, with a painted concrete surface. Really fun to drive. The pit space however, is a bit tight. I decided to go outside; much nicer.

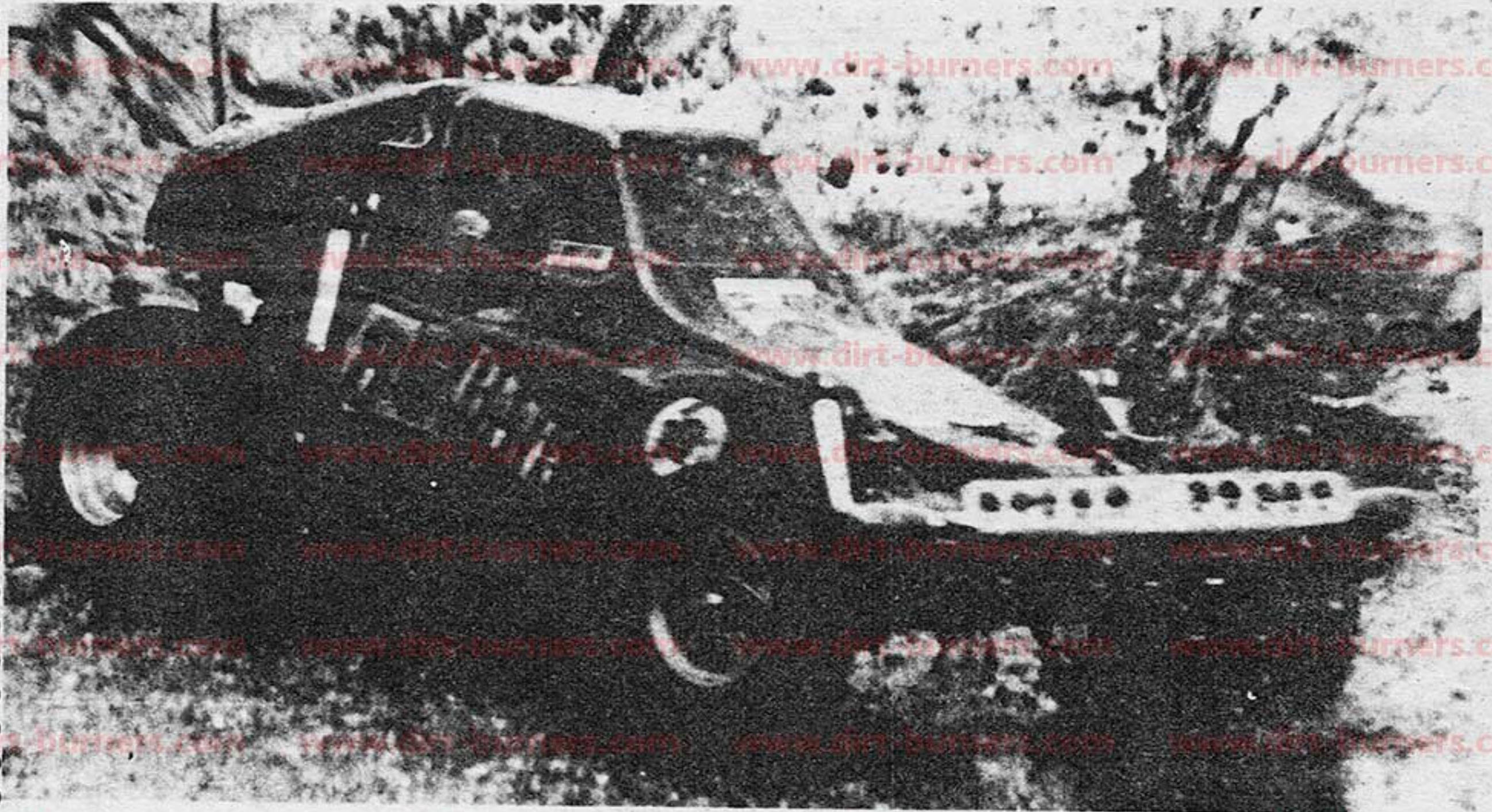
This is my second time on an indoor track. They are really fun. Got to get one in California.

The weather report was right, it started to rain, East coast style. It comes quick with lots of lightning and thunder. One thunder bolt hits so close to us that my ears ring out!

Three rounds of qualifying, says Mike Reedy, that's ROAR rules. But at the speed things are being run, we'll be here until tomorrow.

CONTD. page 36

SUBSCRIBE



NEITHER RAIN, MUD, SLEET OR SNOW WILL KEEP US FROM GETTING R/C RACING NEWS TO YOUR DOORSTEP

12
ISSUES
\$10.

Please send R/C Racing News to the following:

name _____ (please print)
 address _____ apt _____
 city _____ state _____ zip _____
 new subscription renewal

Enclosed is my check Money order for _____ to cover _____ subscriptions.

*These rates apply to delivery in the U.S.A. For Canada and Mexico add \$4.00 per subscription. Foreign rates 1st class \$22.00 a year

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

SO. CAL. 1/8 Series.

(contd from p. 27)

He does not have the fastest car there, nor the best handling, when compared to the ones named above. But Bain manages to stay out of trouble and off the walls. And that's what counts. His diff-less car is at a disadvantage when compared to the others, but when you log more laps than others in your heat and a faster times, it's difficult to keep you off 1st.

Jerry Snow picked up the second spot and Dick Camp took third in this hard fought main.

The A MAIN had those same people one has grown to expect to be in the top main. Chuck Phelps, John Thorp, Randy Wente, Rich Lee, Gene Husting, Ross Kloeber, Dana Smeltzer, Bob Coughran, et.al. When the flag dropped, it was Dana Smeltzer who hit the first turn in the lead. He never looked back, as he put on an impressive show of driving and car handling. Several times, drivers like Husting, Lee, Wente challenged for the lead, but Dana managed to stay right on top, with excellent lap times and pit times.

When it was over he had maintained his series lead by picking up another first. This makes it two first and one second in the last three series races. Not bad. In second in this main was Rich Lee and he was followed by Gene Husting.

The next series race moves to Ventura, August 30, 1981. We will be there reporting it for you and keeping you informed as to the exciting battle for the series championships.

RESULTS

A main:

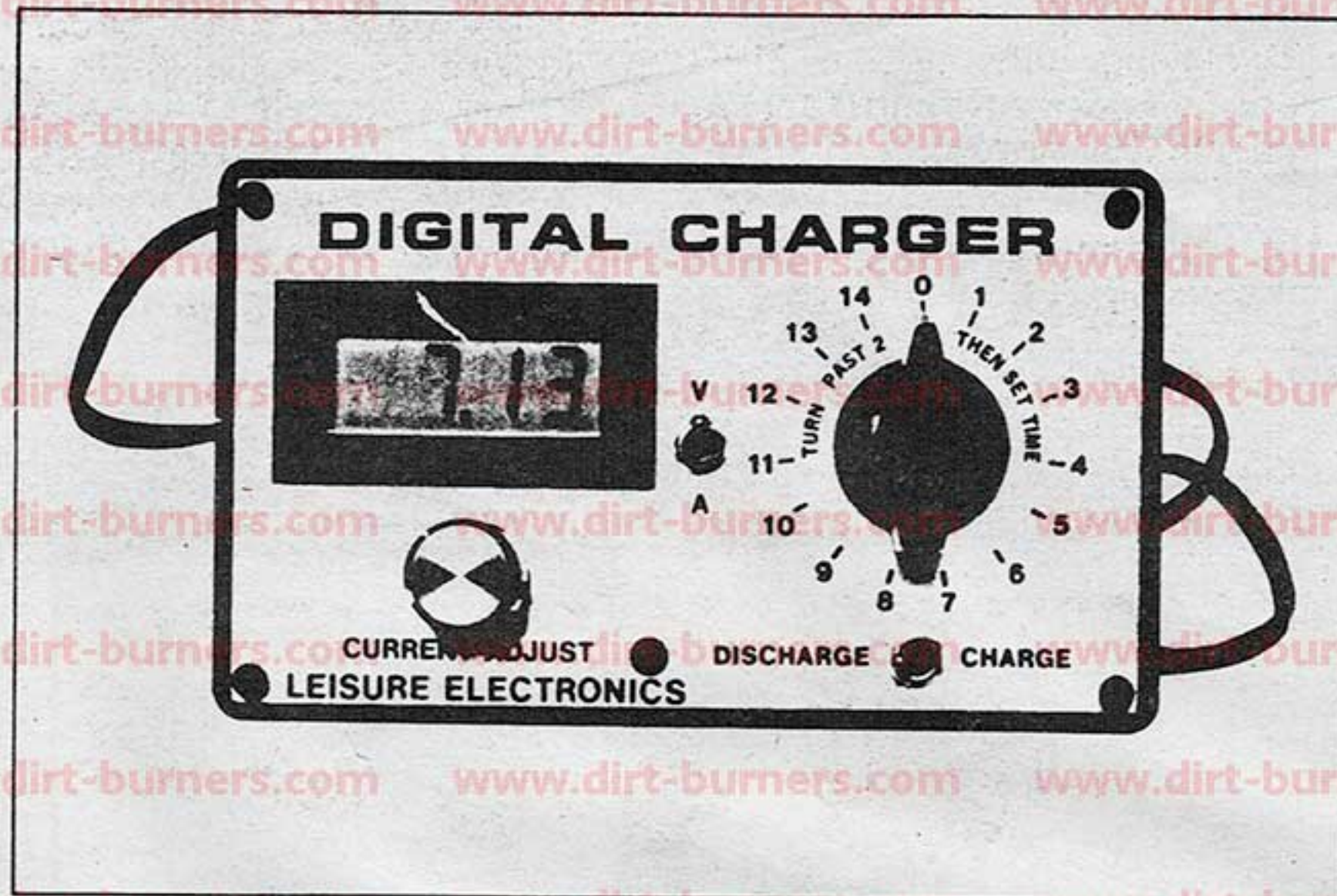
1. Dana Smeltzer
2. Rich Lee
3. Gene Husting
4. Ross Kloeber
5. Bob Coughran
6. Randy Wente
7. John Thorp
8. Chuck Phelps

B main:

1. Larry Bain
2. Jerry Snow
3. Dick Camp
4. Mark Miranda

LEISURE AUTO CHARGERS

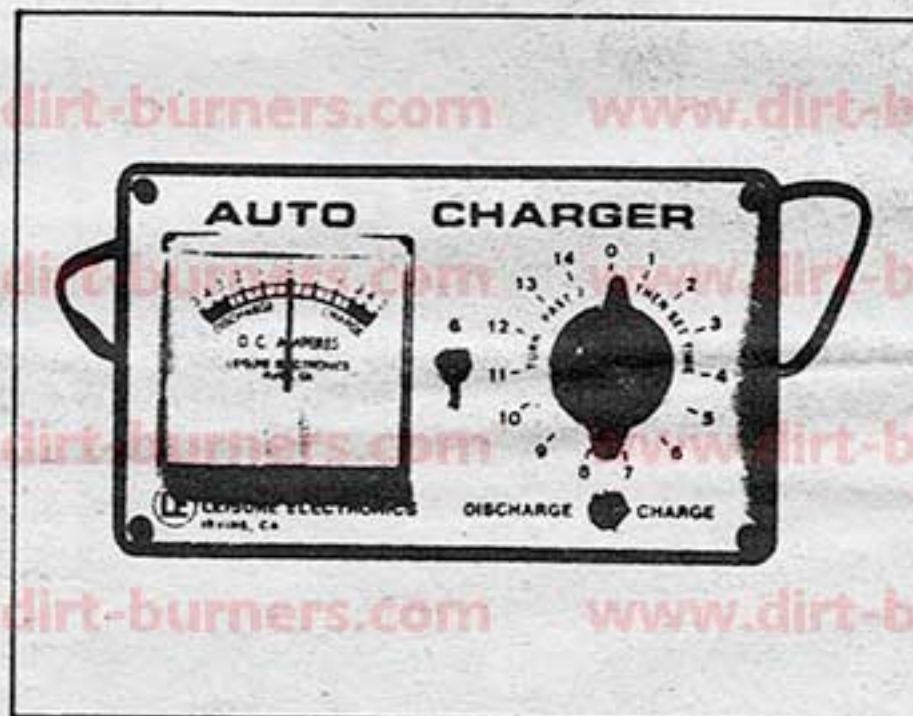
Leisure Electronics is one of the largest manufacturer's of 1/12-scale electric R/C racing cars. To satisfy the needs of individual racers, we have updated our 3 existing auto chargers and added 2 completely new ones. One of them should be just right for you.



MODEL 109

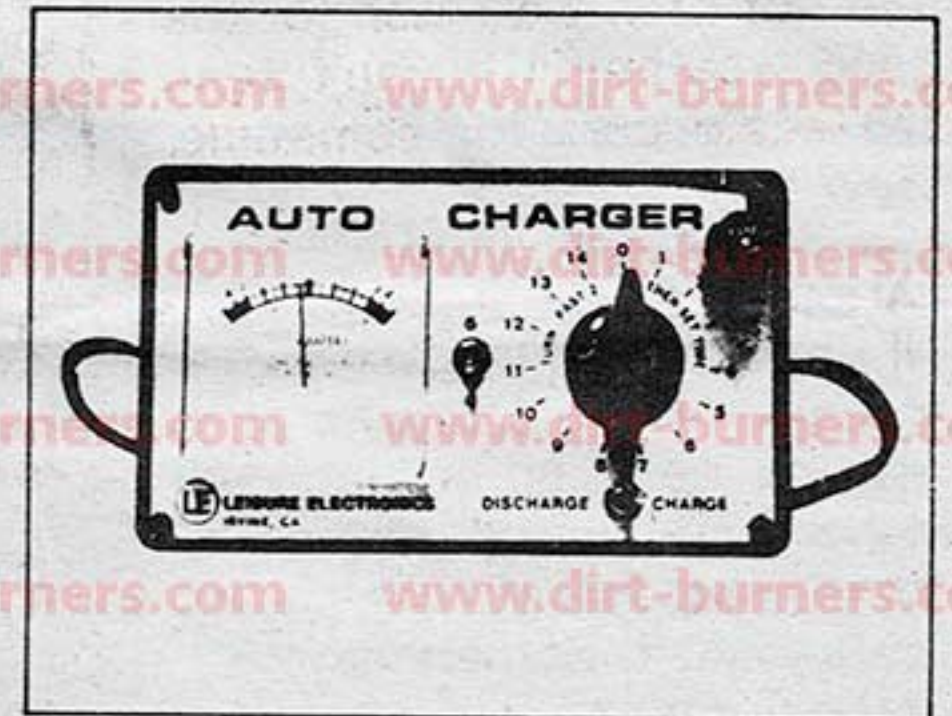
DIGITAL AUTO CHARGER

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



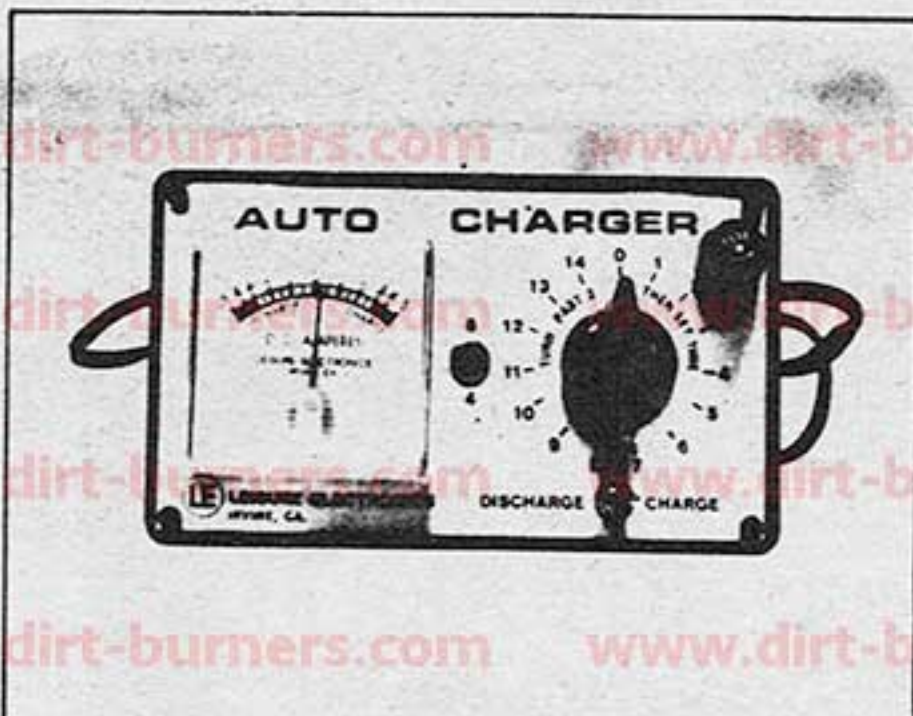
MODEL 105

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



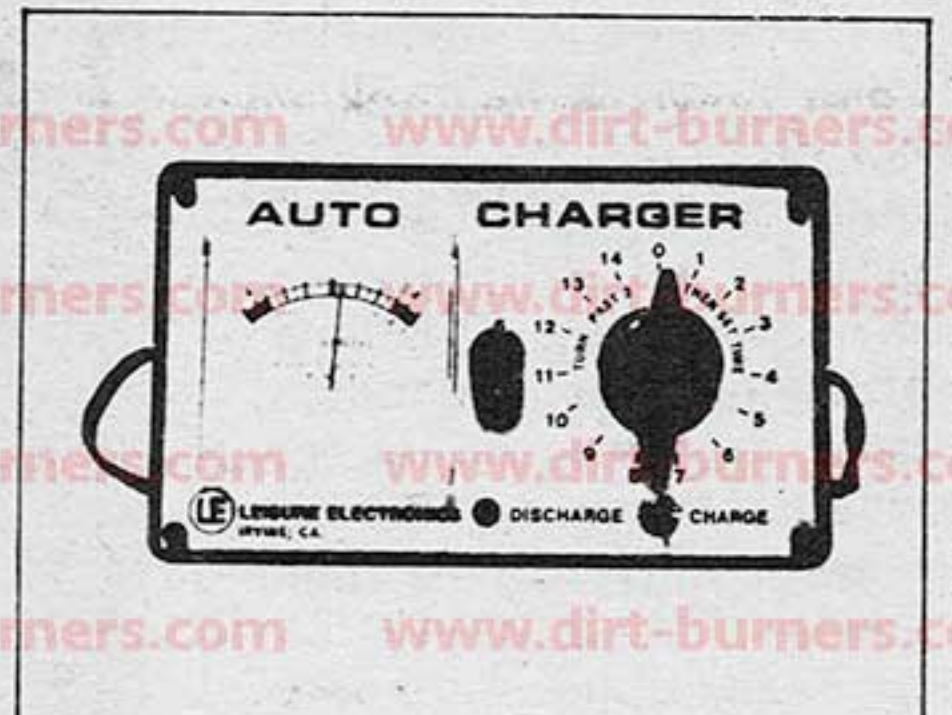
MODEL 106

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



MODEL 107

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



MODEL 108

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

LEISURE ELECTRONICS

11 DEERSPRING, IRVINE, CALIFORNIA 92714 • PHONE (714) 552-4540

5. Gil Losi Jr.
6. Gil Losi Sr.
7. Bob Mathisen
8. Rick May

C Main:

1. Dave Shuck
2. Andy Jacobson
3. John Douglas
4. Bill Vickers
5. Joe Tentschert
6. Jim Jones
7. Tom Douglas
8. Tom Wong

D Main:

1. Glen Wilcox
2. John Pagel
3. Paul Sangsahachart
4. Dick Tyre
5. Butch Kloeber
6. Doug Campbell
7. T. Brown
8. Gery Higgins

E Main:

1. Gregg Stetzer
2. Eustace Moore

3. Lee Miranda

Beginner Main:

1. Benny Bullock
2. Les Amman
3. Kim Brown
4. Jerry Peden
5. Dean Miranda
6. Al Laudenslager
7. Dereck Burks
8. Lou Peralta

Overall Winners of Dave Heibert

TEN WEEKS, SOME NINETY HEATS, SIXTY SEMIS, 30 MAINS AND LOTS OF LAPS AROUND THE MINI BAJA OFF ROAD COURSE LATER, YET ANOTHER "OFF ROAD" POINTS SERIES IS COMPLETED AND WINNERS OF EACH OF THE THREE RACING CLASSES; STOCK, MODIFIED & OPEN CLASS, WALKED AWAY WITH OVER \$1,000 WORTH OF PRIZES AND TROPHIES.

Off Road Series at MINI BAJA

Reseda, California

This was the third Thursday Night Off Road Series completed at Mini Baja. Over 80 racers made their way to the Reseda facility to compete in the three classes.

Competition was fierce this time around, especially in the Stock and Modified Classes.

In fact, the winner of the Modified Class was not determined until about a week after the series was over as there had to be a three-way "run-off" for the top spot. But more on that later.

The warm summer nights not only brought out lots of racers but also a fine group of family members and spectators. In fact, the Thursday night affair in the Valley (San Fernando) is rapidly becoming a favorite spot for racer and spectator alike. Centrally located on Reseda Blvd., many people, just off the street, stop to see what all the commotion is about. What they find is truly an unbelievable sight for the first timer. Truly a "mind blower" in many respects as the average spectator doesn't even know that R/C Off Road ever existed. To see these cars racing against each other is really quite an experience for the first-time viewer. In fact, needless to say, it has caught on as quite a spectator activity, as many regulars, not into the racing part, just come to watch every Thursday night and cheer for their favorite car or driver.

For the first time since the Series began, trophies were awarded to the overall top three in each class, for the first five races and for the last five races. This is policy that will continue on the current 10-week series.



This is the third time that Dave Heibert has won the Open Class Mini Baja Series. At this point, he may do well in opening up his own shop with all the kits that he has won. He plans to campaign two cars in the next series, running in both the Modified and Open class.

The reason for this is that many racers can not make the entire 10 week race schedule, yet they should get something for their efforts. Especially if one does well in the first five weeks, but, because of vacations or job demands, is forced out of the remaining weeks of racing; or as it happens, some enter the Series late. Their only chance to win anything is if they can place well in the last five races.

For the Overall Series winners, they do have to make at least eight of the 10 races. The best eight finishes are used to compute the "overall" winners, thus, if a person can't make a race or had problems on one or two nights, he or she still has a chance at the overall win.

What does the "overall" win mean to a racer? Well, as it was in this series, both the Modified and Open class winners walked away with a brand new TAMIYA "Off Road" kit; and the Stock winner took a brand new two-channel radio from FUTABA. Other prizes included Bodies, Parts, etc. for the the top five in each class.

STOCK CLASS:

The overall winner was John Goss, who let consistency do his work. While not winning all the races, he was able to place in the top five in every race to earn him a total of 792 points for a clear cut win.

In second, was Steve Christiansen, who only a series back, was sitting in the bleachers, just like any other spectator and decided that "this looks like too much fun just to sit and watch" and got himself a kit and started racing the Stock Class. The result was an impressive second overall and more so, winner of the "last five" events. Larry Stevenson was the overall third place winner in this class and Dave Phelps & Tom Asbury made the top five.

With the exception of John Goss, who has already raced one other series prior to this one, all the top five finishers were "first timers" into the sport of R/C Racing.

Now it appears that some of them are, as they say, "hooked" because several have put together a second car, to race in two classes.

MODIFIED CLASS:

This was a real hum-dinger of a class. When it was all over, after ten weeks of racing, three racers had identical overall scores of 764 points for their best eight races.

Jiggs & Jason Garcia, father and son, each campaigning their own off road car, and Tim Levigne, wound up tied for the top spot. While Jiggs and Jason had competed in all ten events, Tim had come up the hard way, but missing the first two. He had no bad events to throw away, he had to finish in the top spot or near it, in every race.

In order to resolve the three-way tie, it was hoped that a three-man run-off would be scheduled in front of the Monthly Saturday race crowd. But because of conflicting schedules, none of the three racers could be gathered together at the same time. So it was decided to have time trials for all 3 racers. Using the two courses at Mini Baja, each was given four turns in which to post their best time for two laps around the course.

Both Garcias were run first on a Saturday afternoon, while Tim Levigne had to be run on the following Tuesday.

The elder Garcia, Jiggs, was the winner against his son, posting the fastest combination of times. Jiggs had 128 seconds combined, while Jason posted

Tim Levigne, Modified Series winner, picks up a Tamiya Off Road Kit.

132 seconds. Now all there was left to break the tie is to have Levigne do likewise on the following Tuesday. Levigne posted his best combined times at 121 seconds and was declared the winner of the Modified Class, with Jiggs Garcia in second; Jason Garcia in third, followed by Willie Melancon and Jay McClow, to round out the top five.

At stake was a brand new Tamiya Sandblaster kit that Levigne took home.

OPEN CLASS:

Once again, and for the third time, the overall winner was Dave Heibert. He is no doubt the class of the group and the

guy to beat. We've reported in the past on the amount of time, money and effort he puts into his car, and it does pay off. He really walked away with the class posting a perfect 800 points for eight races. In fact he won the "first five", the "last five" and the overall. His nearest competitor, with 766 points was, second place, Don Arndt. He was really the only racer who gave Heibert an early battle. Ron Anthony, Mike Balloy & Jim Brophy made up the top five.

Another "Thursday Night Series" is currently under way, and there's plenty of time to get in and do battle for the overall or for the last five races. It's a fun evening to spend once a week among some really nice people in the sport of R/C Off Road.

MINI BAJA is located at 6734 Reseda Blvd. in Reseda, San Fernando Valley. Stop by and see them or call (213) 345-7300 for further racing information. That facility races Tuesday Nights Dirt Oval, Thursday Nights Off Road and on the third and fifth Saturday night of the month. Lots of action for those interested.



RESULTS:

Overall Stock:

1. John Goss (792)
2. Steve Christiansen (774)
3. Larry Stevenson 750
4. Dave Phelps 566
5. Tom Asbury 486
6. Don Mancini 278
7. Bill Holland 196
8. Wyatt Sadler 176
9. Mark Weichman 172
- 10 Chris Madsen & Mike Dunn 98
- 12 Don McEleeney & Willie Melancon 96
- 14 Trip Kirsan 94
- 15 Tom Melancon 92
- 16 Ronnie Harvey, Mike Grolmack & Lee Brophy 90
- 19 Bob Newhan 88
- 19 Rodney Anthony 88
- 21 Jim Pollard 86

STOCK Last Five:

1. Steve Christiansen 494
2. John Goss 488
3. Dave Phelps 474
4. Larry Stevenson 472
5. Don Mancini 278
6. Tom Asbury 192
7. Wyatt Sadler 176
8. Don McEleeney 96
9. Lee Brophy & Mike Grolmack 90
- 11 Rodney Anthony & Bob Newman
- 13 Mark Wiechman 84

Overall Modified Class:

1. Tim Lavigne 764*
2. Jiggs Garcia 764*
3. Jason Garcia 764*
4. Willie Melancon 748
5. Jay McClow 740
6. Earl Harvey 670
7. Don Shively 650
8. Chris Madsen 638
9. John Talbott 628
- 10 Web Hurd 608
- 11 Dave Morford 586
- 12 Steve Dunn 530
- 13 Eric Grisham 498
- 14 Mike Langmack 474
- 15 Jim Marlewski 460
- 16 Jim Brophy 420
- 17 Richard Aungst 384
- 18 Mike Dunn 366
- 19 Ray King 358
- 20 Ernie King 308
- 21 Ray Ikiri 182
- 22 Tom Asbury 162
- 23 Steve Forte 154
- 24 Tom White 144
- 25 Allen Losi 94
- 26 Bill Wittham 84
- 27 Mack Hudson 80
- 28 Randy Davis 78
- 29 Mike Papet 78
- 30 Erwin Ritter 76
- 31 Chris Thoman & Ronnie Foster
- 33 Dwight Gilliam & Bob Teeple 62
- 35 Kirk Naylor 56

Modified Last Five Races:

1. Jiggs Garcia 480
2. Tim Lavigne 476*
3. Willie Melancon 476*
4. Jay McClow 460
5. John Talbott 432
6. Chris Madsen & Earl Harvey 422
8. Don Shively 418
9. Jason Garcia 392
- 10 Richard Aungst 384
- 11 Web Hurd 304
- 12 Mike Langmack 238
- 13 Dave Moreford 188
- 14 Ray Ikiri 182
- 15 Jim Brophy 174
- 16 Tom Asbury 162
- 17 Steve Dunn 158
- 18 Ray King 82
- 19 Steve Forte 78
- 20 Erwin Ritter 76
- 21 Tim White 74
- 22 Jim Marlewski 72

Overall Open Class:

1. Dave Heibert 800
2. Don Arndt 766
3. Ron Anthony 740
4. Mike Balloy 730
5. Jim Brophy 714
6. David Shively 690
7. Lonnie Peralta 660
8. Lou Peralta 532
9. Jim Atkinson 466
- 10 Craig Dunne 444
- 11 Gil Losi Sr. 396
- 12 Mike Dunn 380
- 13 Eustace Moore 366
- 14 Jim Mack 258
- 15 Bruce Choat 254
- 16 David Beckett 248
- 17 Eric Grisham 98
- 18 Gil Losi Jr. 90
- 19 Glenn Reid 80
- 20 Don Shively 78
- 21 Kirk Naylor 74

Open Last Five:

1. Dave Heibert 500
2. Don Arndt 474
3. Ron Anthony 460
4. Mike Balloy 452
5. Craig Dunne 444
6. Jim Brophy 432
7. David Shively 418
8. Mike Dunn 380
9. Lonnie Peralta 320
- 10 Lou Peralta 258
- 10 Jim Mack 258
- 12 David Beckett 248
- 13 Eustace Moore 180
- 14 Eric Grisham 98
- 15 Jim Atkinson 96
- 16 Kirk Naylor 74.

* Placing according to run-off.

Northern California R/C Off Road Racing Association

STOP BY & SEE US AT
SAN MATEO COUNTY FAIR
Sept. 4-19, 1981

FOR MORE INFO: Call Doug Heuton (415) 593-6314

R/C

CALENDAR

POWER BOATS

NAMBA SANCTIONED:

SEPT. 1920

Pudget Sound Boat Club, Lake Waughop, Steilacoom Park, Tacoma, Wash. Dist 8, Heat, OS, OB. Jerry Dunlap, 119 Crestwood, Tacoma, Wa, 98498

SEPT. 26-27

Gold Coast Model Boaters, Lake Roberts, Seaside, Ca. Dis. 9 Offshore. Howard Power, 2031, Marsola Cr. Monterey, Ca

SEPT. 26-27

Needles River Rats, Park Moabi Needles, Ca. Dis. 19 Heat- Rich Hazelwood, 1807 Coronado, Needles, Ca. 92363

OCT 3-4

Seattle Model Yacht Club, Twin Lakes, Marysville, Wa. Dis 8 Record Trials. Bill Howell, 2533 N.E. 24th, Renton, Wa. 98055

OCT 10-11

Canadian Marine Modelers, Sandy Beach, Mission, B.C., Canada. Enduro, Heat, Deep Vee, Dave Haydon, #607, 2445 Ware St. Abbotford, B.C. V2S 3E3.

OCT 10-11

Lilac City MBC, Spokane River, Spokane, Wa. Dis 8 Heat, Ron Miller, 819 E. 35th, Spokane Wa 99203

IMPBA SANCTIONED:

SEPT 19

Old Dominion Model Boat Assn Indian River, Chesapeake, Va. Record Trials, 1/16 & 1/3 oval, Rick Johnson (804)547-4868

SEPT. 19 & 20

Indy Model Boat Club, Dandy T. Indianapolis, Ind. Record Trials SUN 10% (must run 10% on Sat) John Ackerman (317)241-4724

SEPT. 19 & 20

Wolverine Min. Race Boat Assn. Thread Lake, Flint, Mi Record Trials. Ken Bergman (313)437-9452.

SEPT. 20

Minute Breakers, Inc. Tollway Lake Racing, Naperville, Ill 81'

Silver Cup, Pre-reg. Scale Race, 96DB. Gary Pruesse (312)279-2451.

OCT 3

Southern Gent. Rac'n Assn. Millers Lake, Hammon, La. Record Trial 1/16 & 1/3. Don Wagner (504)277-1923.

OCT 4

Racing Dolphins, Potawatomi Lake, Wheeling, Ill Race 2 boats Mert Mischnick (312)437-2094.

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:

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 pm. 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

SEPT 27

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

OCT 25

Can Am Body, Same as above.

1/12 SCALE

SEPT. 26-27

Cal. Championships, Race #4 (Final Race) Monterey, Ca., Del Monte Shopping Center. Entry \$13.00 Stock (motor included) & \$9.00 Modified.

Neal McCurdy (213)998-5113.

OCT. 17 & 18

ROAR Division 6 Regionals, at the Great Race Place, Sylmar, Ca. Entry: \$15.00 stock (motor included) & \$10. Modified.

Neal McCurdy (213)998-5113.

R.O.A.R.

(from p. 32)

This is everyone's chance to see, for the first time, Associated's new "wonder car" in competition. Roger Curtis' car sure looked good the other night during practice. The car seems a little heavy, as they're weighing in at about 31½ oz. in 4-cell trim. Kyes' MRP car weighs in at 27½ oz.

Qualifying ends with 3-Associated; 3-MRP and 2-Jomac cars in the "A" Main.

In total there were 64 racers.

As it turned out, this "A" Main event turned out to be the best event of the entire week. The top three cars of; Joel Johnson, Ralph Burch and Repete Fusco, ran so close, that everyone in the shop got honed into the race. In fact, Gary Kyes and Roger Curtis pulled off so that they could watch the battle to the finish.

In the end, only one second separated Joel, Repete and Ralph, all with 44 laps. This was the best event I have ever seen.

By the way, Butch Berney, in the "B" Main, turned 44 laps in faster time, than Joel Johnson did in the "A" Main. Of course, Butch was running with six cars, instead of the eight cars in the top main.

It's now very late, got to get to bed. Tomorrow, it's the 6-cell Stock.

AUGUST 6: 6-Cell Stock.

We have 95 entries in this class. To top it all, the weather does not look good. There's a little drizzle in the morning and as usual, the track opens up late; so does practice.

Many are quite upset as to how "slow" things are running. It starts raining. The officials decide to wait it out. Everyone scurys to get equipment and themselves covered. I don't see much difference between 95% humidity and 100% rain, I take my time.

Rain has stopped and after about an hour, a few brave souls decide to test out the track. It feels OK!

Officials decided to skip the practice and go right into the

R.O.A.R.

three qualifying rounds. Everyone agrees.

Qualifying goes on smoothly, but it's late when we finish. The officials decide to run as many Mains as possible and finish the rest tomorrow.

Some people left, thinking that they wouldn't get to their mains. As a result for example, the D Main only had eight people in it. The A,B,C, Mains will be run tomorrow.

AUGUST 7: 6-Cell A,B,C, Mains and 4-Cell Modified

Wow! A beautiful day, best since I've been here. Clear, not humid, but cool and today we race indoors. It figures. Well, not all races are indoor. We still have three mains left from the day before. These have to be finished before we can start practice for today's program.

Finally today's program begins, and after some frantic qualifying rounds, the "A" Main has the elite bunch.

The start finds Gary Kyes in an early lead, with Joel Johnson and Ralph Burch just a tad behind him. Mike Lavacot and Butch are right behind the top three. Joel now is putting a lot of pressure on Gary. Gary lets him by and now Joel has the lead for good. In the end, Joel finishes 30 laps, with Butch, Mike, Gary and Ralph, all also with 30 laps. The first five cars, in fact, finished within 4.8sec. of each other; the difference between first and fifth place.

Now that all the 6-cell action was over, it's time for the regular program. The 4-cell Modified.

Today, we saw Tina Burch win the F Main; Pete Fusco, the E Main; Dave Johnson, the D Main; Scott Lucas, the C Main and Jerry Case the B Main.

Now it was time for the "biggy"

The start is most important in any kind of racing, and especially so on a tight track like an indoor track.

At the start, it was Lavacot in the lead, Butch, and Kyes were right behind him; but where was Joel Johnson? Due to a very poor start, and getting upside

down in the sweeper, Johnson has to work up from dead last. Who would have thought that Joel would be in contention. But during the race, he kept inching closer and closer to the leaders. So methodically. He gets by Kyes, then Burch, with only Lavacot in front. Joel is gaining about one or two feet per lap on Mike. It's another heart stopper. There's one minute to go and Lavacot's batteries seem to be going dead, Johnson is gaining.

With only 15 sec. left Johnson is within 3 feet, but spins! Lavacot takes the win.

AUGUST 8 - 6 Cell Modified:


The one last heat of the entire week, the A MAIN Mod. is ready. They're off! Gary Kyes takes the lead, Ralph Burch, Mike Lavacot and Joel Johnson is right behind. At about 6 minutes, Gary seems to be slowing. Lavacot goes by, so does Burch

but not before he clips Kyes and spins him. With less than 1 minute to go Lavacot is leading but Burch is five feet back. The controversy starts here. Both cars are side, at about 20 sec. Mike Hamilton takes out Lavacot and although getting right back into it, Burch takes the win.


No doubt a few choice words were heard in the pits, but as we all know...THAT'S RACING!

THE RACERS CHOICE

Challenger by **BoLINK**




**BL-2058
NEW FERRARI**



**BL-2070
NEW SPYDER**



**REAR ENGINE
CHALLENGER**



**MID-ENGINE
CHALLENGER**

BoLINK's Challenger Race Series Cars were researched and designed in Europe and are taking the U.S. by storm. The Challenger is the most versatile 1/12th scale electric car on the market today. It is available in both Rear Engine (motor behind the axle) and Mid-Engine (motor in front of the axle) form. Both versions are available in a High Performance Racing Version which features a modified motor and a limited slip differential. The differential enables you to take corners much tighter and faster. Also a Class D Production Version is offered in the mid and rear engine challenger. D Production Racing is a class of racing in which no modifications can be made. The car comes with a stock motor and a solid rear axle. BoLINK has a car for whatever type of racing you would like. Mid or rear engine, modified or production. The Challenger comes completely assembled ready for radio installation or with radio installed. Kits also are available that come with both mid and rear engine radio plates.

Complete Catalog Available. Send \$2.00 (refundable)



BoLink Industries, 420 Hosea Rd., Lawrenceville, Ga. 30245-

MINI-BAJA

PRESENTS

COMING IN THE MONTH OF SEPT.

★ **MINI BAJA 150... Sept. 19, 1981 - Entry \$5**

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

★ **EVERY TUESDAY NIGHT... DIRT OVAL**

(Entry \$4.00... Prizes... Practice 5pm, Race 7pm)

★ **EVERY THURSDAY NIGHT... OFF ROAD**

(Entry \$5.00... Practice 5pm, Race 7pm. Points for SERIES, plus trophies and prizes at the end of SERIES)

- We carry the latest selections of "trick" items for the race cars. ●
 - Largest selection of "stock" parts anywhere ●
 - We may not be the cheapest, but we're the best in helping you set your car up. ●
- KITS - RADIOS - CHARGERS - BATTERIES**

MINI BAJA
 6742 Reseda Blvd.
 Reseda, Ca. 91335
 (213) 345-7300

★ ★ **COMING... December 19, 1981, MINI BAJA "500" (laps)**

At the '81 ROAR Nats, MRP's Joel Johnson was the Top Qualifier of the 4-cell Modified Class, running a TRINITY 24/24 motor. He also finished second to Lavacot. His teammate, Gary Kyes, finished 4th, also running a TRINITY motor.

Whether it's Nats. time or local racing with your club, insist on TRINITY Products & Services.

TEAM TRINITY
 P.O. Box 86
 Brooklyn, New York 11228
 (201) 352-7616

NOW THERE'S A CHOICE

Joel Johnson



TEAM TRINITY

RC #08-Steel Motor & Front Axle Spacers...\$1.25 set.

OTHER PRODUCT:

- RC #19-Trinity Tire Conditioner, used by all the fast guys: Jim Aguirre, Pete & Repete Fusco, Al Chuck, Team Assoc.; Joel Johnson, Mike Hickman, Team MRP, Tony D & Bob Emott of Team Trinity & Team Bolink & many others. 2 ounces for...\$2.99
- RC #20-Motor Heat Sink (anodized black)...\$2.99
- RC #21-"Matched" Sanyo Battery Packs... 6 Cell...\$40.00 4 Cell...\$27.00

RC #04-Hand Wound Armatures (21,23/23, 24/24, 24/25, 25/25)... \$20.00



TEAM TRINITY

RC #05-Modified Motor (Indoor/Outdoor)...\$50.00

Also Try our New Motor Rebuilding Service. Send us any motor we will disassemble it. Diamond-true the commutator & balance the armature to the lowest tolerances available, magnetize the magnets, brush springs are re-bent and bearings are sonically cleaned. Motors are then re-assembled & Dyno tuned for max. hp. & proper amp. Motors shipped UPS with "FREE" heat sink.....only \$12.00

TRINITY

R/C RACE PREP

7131 Owensmouths #26C
Canoga Park, CA 91303
(213) 341-0842

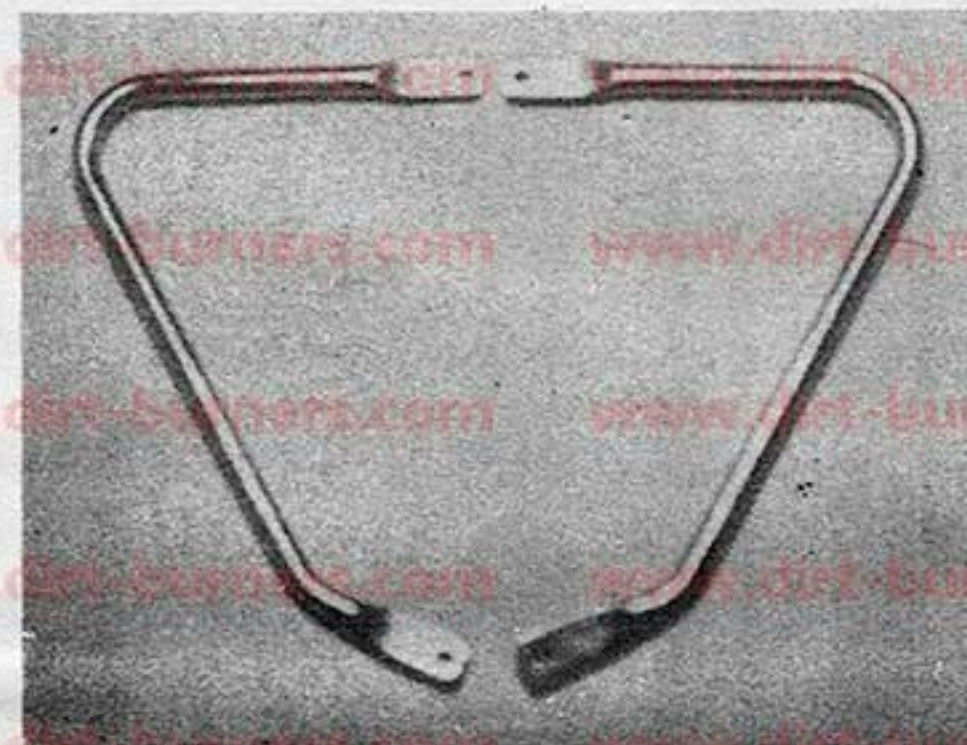
IS IT FOR R/C PRODUCTS

QUALITY
HI PERFORMANCE
R/C PRODUCTS



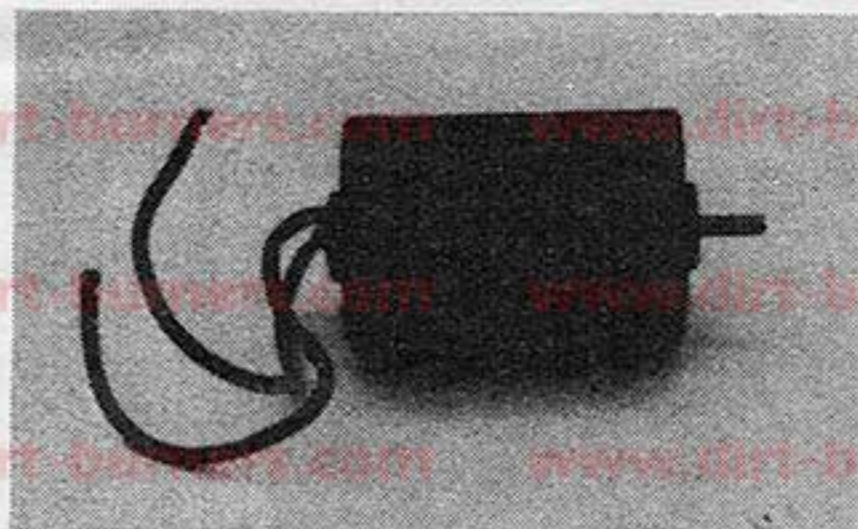
SHOCK REBUILDING KITS — Don't throw away those old shocks. Rebuild them better with stainless steel shafts, modified brass plungers, or super TEFLON racing plungers. A must for the serious competitor.

RP-701 Brass 2-Frt & 2-Rrs \$5.75
RP-702 Teflon 2-Frt & 2-Rrs \$7.50



NERF BARS — (Side Bars) A must for all offroad cars. Protects wheels, axles, & bodies. Made of super light weight, strong, polished aluminum. Concourse quality.

RP-706 \$9.50 pair



RACE PREP RACING MOTOR — High torque, high rev, full ball bearing racing motor. Made to our specs by well known mfg. Fits Tamiya.

RP-712 \$37.50



SEPTEMBER SPECIAL!
Reg. \$3.95 NOW \$2.95

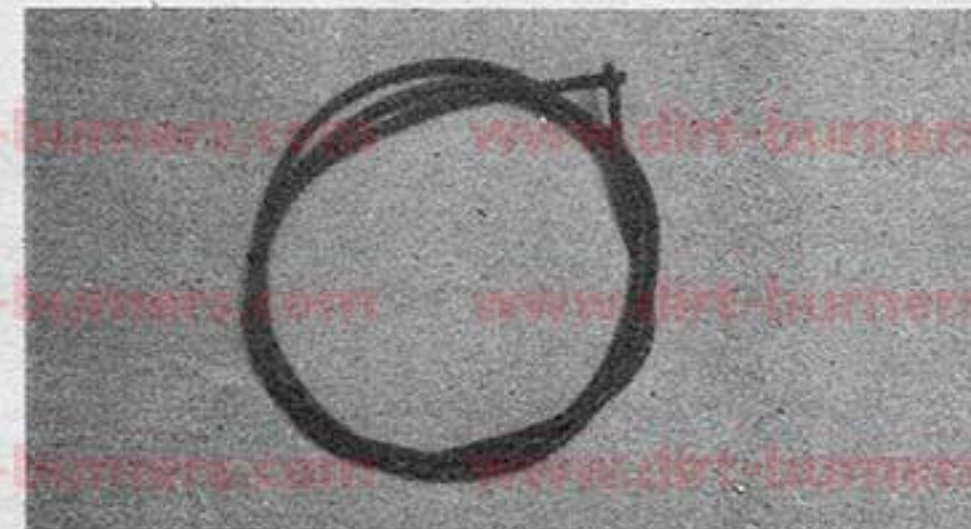
METRIC HEX DRIVERS — 2.5 mm & 1.5mm with polished aluminum handles. A must for the real professionals.

RP-720 2.5 mm \$3.95
RP-721 1.5 mm \$3.95
RP-722 Both 2.5 mm & 1.5 mm \$7.49



FRONT BUMPER — Welded steel tubing. A must for racing, fits Baja & single seater, guaranteed not to break.

RP-707 \$16.95



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

RP-709 3 ft. Pkg. \$2.00



NI-CAD RECHARGEABLE BATTERIES — Major Brands.

RP-718 "AA" 12 for \$15.00 or \$1.65 ea.
RP-719 6 ea. Sub C wrapped w/ solder tabs 3 sticks of 2 ea. \$15.00



WIDE FRONT END KIT — Gives superior handling & stability to offroad cars. Outside tubes are 6061 alloy aluminum, plus are high tensile steel, drilled for cotter pins as additional safety feature.

RP 708 \$15.95

Custom Race Preparation & Assembly of Offroad Cars — Call for Quote

Full line of
★ TAMIYA REPLACEMENT PARTS ★

CATALOG & DECAL
\$1.00

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

TIE ROD STEERING KIT — Two heavy duty tierods, spherical ball ends, 3 bolts with nylon locking nuts.
RP-716 \$5.95

SPEED CONTROL KIT — Rheostat, Micro switch, Bracket & Wire.
RP-714 \$12.95

WIDE FRONT END ADAPTER — used to adapt wide front end to stock Tamiya chassis.
RP-724 \$3.95

SHOCKS LEAK?? — Heavy Duty "O" ring kit.
RP-717 8 per Pkg. \$1.50

FUTABA — 2 Channel Radio Control System, complete with two S-27 Heavy Duty Ball Bearing Srvos & crystals. Model FP2F-27.

RP-705 Sug. Retail \$129.95 our price \$104.95

NYLON WIRE TIE STRAPS — Excellent simple way to hold anything together. Use for wiring, servos, skid pans, etc.

RP-710 Pkg. of 25-4" \$1.00
RP-710 A Pkg. of 25-8" \$1.50
RP-710 B Pkg. of 25-11" \$2.00

★ HARDWARE ★

ALLEN SET SCREWS — 3mm for front trailing arms, 5mm for U-Joints.

RP-715 4 of each size \$2.00

ALLEN HEAD BOLT KIT — 10 ea. 2-56 x 1/2" screws with 10 ea. nylon lock nuts. Use for general assembly, mounting accessories or modifications.

RP-713 \$2.25

3mm ALLEN HEAD BOLTS — to replace set screws in front trailing arms.

RP-723 4 ea. \$1.85

CATALOG & DECAL
\$1.00

• Ask your Hobby Shop for R/C Race Prep Products •

★ DEALERS!!! INQUIRE ABOUT OUR ATTRACTIVE DEALER PROGRAM ★

**SUDDENLY YOU DON'T HAVE TO
SELL YOUR SOUL TO HAVE
A DEVILISHLY GOOD TIME**

**NEW...
and under \$75**

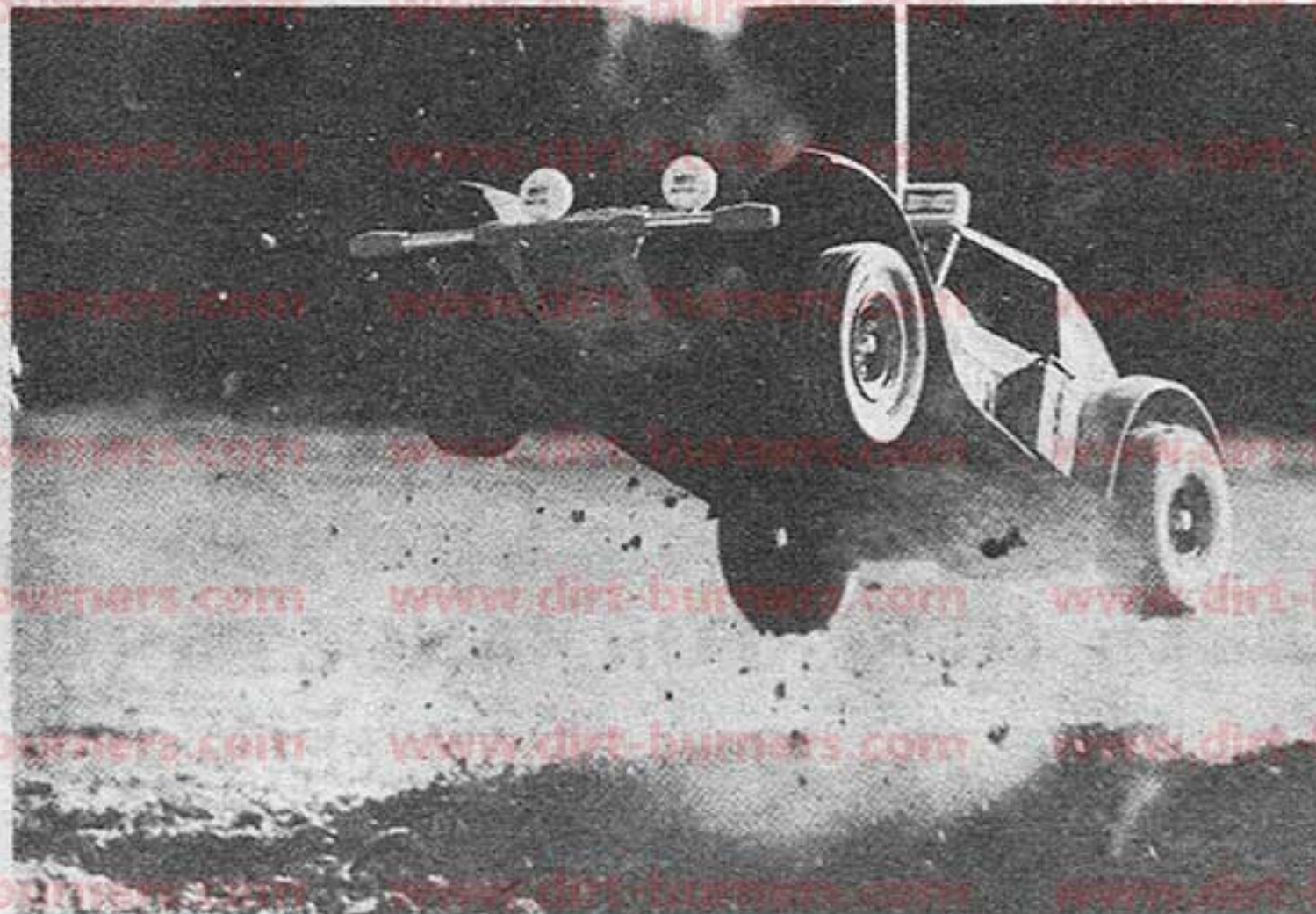


Introducing MRC's new, economical, off-the-road Holiday Buggy

Now you can enjoy the excitement of off-road running, and still walk away with your budget intact. Using carefully chosen components, the Holiday Buggy matches the others in performance, but really burns them in endurance and economy!

Born To Run . . . Up To 20 Minutes On A Single Charge. We chose the high performance — low drain Mabuchi RS380S motor for power and then designed a new transmission for it. This new combination provides both exciting performance and extended running time. Then we selected a variable speed control resistor. The result is a powerful drivetrain which performs smoothly and very efficiently over challenging off-road terrains.

R/C gear from harm, a special ABS box frame/chassis was developed to withstand the nastiest beatings. Then we surrounded the frame with a sophisticated suspension system,



Made Tough — But Simple: The Holiday Buggy is a precision kit, you assemble it. So if it breaks, you can fix it yourself (that can't be done with a ready to run car). You can also adjust or modify the buggy for various road conditions. To protect your

two single trailing arm reinforced nylon units in front, dampened by two rugged coil springs, and two swing arms (flexible fiberglass plate) in the rear. And to keep it all on the road, the Holiday Buggy is equipped with ribbed front and spiked rear semi-pneumatic tires that lift you up and over obstacles. But best of all, the Holiday Buggy is inexpensive . . . to buy and to keep running. So, if you're looking for endurance, performance, economy and quality, get MRC's Holiday Buggy. Then go chase the devil on your own time!

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 for RC-14 . . . plugs into your auto's cigarette lighter. To recharge your batteries within approx. 15 minutes.

RC-13 5-Cell, 6 Volts 1200 MAH with charger.

RB0002 5-Cell, 6 Volts 1200 MAH without Charger.

MRC



MODEL RECTIFIER CORPORATION, 2500 Woodbridge Avenue, P.O. Box 710, Edison, N.J. 08818

This scanned magazine is a part of the
“Vintage RC Magazine Preservation Project”
presented by
www.dirt-burners.com

The original magazine is one of many, aquired
by kind donations from some of our readers,
through a crowd-funding campaign in 2019.

The original publisher (Lou Peralta) has, in writing,
granted www.dirt-burners.com rights to scan
and host this publication as well as all other
issues of R/C Racing News and R/C News.

Please do not sell these scans, or upload
them to other websites or sharing services.

If you want to share them, please just link
to our website, where the latest updates and
additions can be found. By ignoring this plea
you can seriously hurt the project, to a point
where further magazines will not be shared.

Due to abuse of the content on the www.dirt-burners.com
website for personal gain, all scans are now watermarked.

THIS IS A NON-COMMERCIAL PROJECT!