

R/C

RACING NEWS

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October 30, 1981 • Issue #6, Vol. 1

Donald Deutsch
Woodmere, OH 44122

REAL...or NOT?

- ★ ORRCA Off Road Rules
- ★ RCH Western Championships
- ★ 1981 NAMBA Nafs.
- ★ BoLink Race of Champions
- Plus...MART Racing, Sol Cal. #3,
- Dist. 19 Powerboats, L.A. Racers....

RACE CORNER

FLASH! FLASH! FLASH! For those of you who are preparing your Christmas specials and your ultra-tricked out R/C equipment and accessories ready to be flashed at the R/C buying public, PAY ATTENTION. Our next issue will devote several pages of "new product" or "specials" for Christmas. So if you want to send in your copy and pics, do it right away. It's first come, first serve type of arrangement. Do it now! Send it to R/C RACING NEWS, P.O. Box 411, Woodland Hills, Ca. 91364.

It's official. ORRCA, the new Off Road Radio Control Assoc. has been formed to take care of the needs of the the now five "off road" tracks in Southern California, and those opening elsewhere. Owners/operators of the Ranch R/C Raceway (Gil Losi); MINI BAJA (Lou Peralta); RADIO CONTROL HOBIES (Larry Van Osteen); THE PIT SHOP (Joe Linch) and WESTERN HOBBIES (Bob Teeple), met a couple of weeks ago and the results were as follows: A standard set of rules defining Stock, Modified & Open classes, a competition series among all five tracks (starting Nov. 1) and better communications between the tracks to make things better and more enjoyable for the R/C off road enthusiast. Check out the full report in this issue and the schedule of the upcoming series.

The 8th Annual S.G.R.A. Invitational is set for November 7 & 8, 1981, at the Super Pond in Hammond, Louisiana. It's for the super fast Hydros only and it's sanctioned by the IMPBA. It's a "run what ya brung" type of an event. Trophies and over \$3,000 in prizes will be awarded. Registration deadline is October 5th and it costs \$25.00 and the "Super Late" registration date is Oct. 19th. at which page 2.

time the entry will cost you \$30.00. Save some money and sign up early. Contact Dave Porter (504) 887-7505 or Fred Herzog (504) 455-9507.

The Ventura Roadrunners will be presenting their 3rd Annual 1/8 scale Three-man team 6 hr. Enduro on November 15, 1981. Entry fee is \$30. per team, and if you've got the time, we've got the space. And that's the name of that tune.

Last week, we attended the RCH Western Championship Off Road races in Costa Mesa (coverage in this issue) and it was unreal to see so many people now racing these cars. Not only that, but some cars were nothing like the original Tamiya kits, instead, highly developed and designed suspension, chassis, frames, etc. You can tell that many hours are being put into these cars. There was everything from tubular frames, totally redesigned shocks and "A" arm suspension, gears, differentials, speed controls, bumpers, tires, you name it, it was there.

MEN OF THE HOUR at RCH were: Dave Heibert (Open A Main); Jim Sneed (Modified A Main) and John Nichols (Stock A Main) all winners. They took, besides a Tamiya kit, the biggest first place trophy we've seen so far. About five feet tall. Next big off road event is set for Thanksgiving weekend at the Ranch R/C Raceway. Check out their ad in this issue.

all entries must be in by Nov. 6th. Contact Bob Coughran (805) 987-2965. Each driver must drive for two hours, while the other two pit and turn marshall. Use only one G.T. body and car for the entire race. It promises to be a fun race. For more info. contact Bob.

There are two more months in which to qualify to go "directly

into the main" of the MINI BAJA 500 on December 19-20. Win the monthly (3rd Sat. of the month) 150 and you won't have to fight it out on Sat. 19 with all the others.

The International Modeler Show (IMS) is set for its fifth annual run in Pasadena, California on January 9 & 10, 1982. There will be no outside facilities for demonstrations, but there will be some room inside the hall. Those of you who are planning to exhibit should contact IMS for more details at (714)548-4700 or (714)645-8830. Incidentally, the show is strictly for model aircraft, cars, and boats (radio controlled or free running). No crafts or model railroad exhibits.

An R/Cer's wish for Christmas may be a 6-Cell pack that lasts for about 25 minutes, a motor/carb that gives you at least 50 laps on one tank; fuel that costs about \$5.00 a gallon, and lots of empty parking lots and fields and lakes, within 20 minutes from your house. I did say it was a wish didn't I?

To wet your appetite, the first Off Road race scheduled for the ORRCA series is November 1st at The Pit Shop, in Pomona. Check out the calendar inside for the rest.

John Thorp (THORP MFG.) has come out with new hex-blades that promise no more stripped out set screws or rounded hex wrenches. They are made of high speed steel drill blanks and are guaranteed not to round off. They come in 1.5mm, 2.5mm for Tamiya cars and 3/32" & 1/8" for American made R/C cars. Check their ad in this issue to contact them.

Forthcoming, as soon as our publisher finishes putting it all together, a detailed account on building a P.B. car. So far, we understand he's spent many hours just trying to read the "English" instructions. Same language, but oceans apart.

ROAR members: you should be getting a flyer in the mail soon from R/C RACING NEWS which has a special discount for "members in good standing" on the annual subscription rate. This is a chance to save some money and keep informed with us. We've done likewise with NAMBA members and hope to do the same with the IMPBA

folks, as well as any other R/C organization that is interested. Contact our circulation department right away.

One of the nicest "off road" facilities has just opened in Colton, Ca. The Ranch R/C Raceway is newly designed with lots of pit room, driver's stand and an excellent track (off road and oval). Check out our report in this issue.

There's also the new Vegas R/C Raceway and one opening soon in Lancaster, Ca. We also hear that there will be several in Texas, Louisiana, Florida, Georgia.

M.R.C. may want to consider sponsoring a national Series of off road races with this many tracks going up all over. Think, an Off Road championship, maybe held next summer. Where? Maybe Ensenada, Mexico, site of all BAJA off road races. It's a thought.

THE POWER OF THE PRESS. Recently "Popular Hot Rod" magazine did a piece on R/C racing. In it, it showed 1/12, 1/8, power boat and off road racing. It also named several organizations to contact for more info and R/C RACING NEWS as well. To date we have received hundreds of letters inquiring about our sport. They all have a copy of R/C RACING NEWS, but more important, they are prospective R/C'ers, and that's what counts.

SOAP BOX TIME. For those of you who feel we favor one R/C sport over another or one location better than another or more coverage from the South than we give the North and vice versa; solution. Get off your duffs and send us as much information, results, pictures, etc. and you'll see who gets the coverage. We've said it before, if you've got the time, we've got the space.

The Pit Shop is also having a 6hr. Endurance 1/8th scale race this month. They'll take at least 13 teams. Call them for more information at (714) 623-1506.

ON THE COVER: Two cars raced at Riverside recently and two raced at one of the local R/C off road tracks. Can you tell which? If you can, it may have taken you a second look before deciding. That's the attraction that's sweeping the Nation about R/C Off Road.

TEAM ASSOCIATED

1/8 GAS



RICK DAVIS (left) 1981 ROAR NATIONAL CHAMPION
 ● **RALPH BURCH JR.** (center) TOP QUALIFIER 1981 R.O.A.R NATIONALS, Finished 3rd. Ralph was also THE FASTEST AMERICAN QUALIFIER AT THE INDY WORLD'S CHAMPIONSHIPS ● **BILL JIANAS** (right) 2nd. R.O.A.R. CAN AM NATIONALS, followed by CURTIS HUSTING in 4th & GENE HUSTING in 5th.

RICK & BILL were running prototypes of ASSOCIATED's new INDEPENDENT SUSPENSION CAR, which will be available in FEBRUARY 1982.

1/12 ELECTRIC



MIKE LAVACOT

6-CELL MODIFIED 1981 NATIONAL CHAMPION
 4-CELL MODIFIED 1981 NATIONAL CHAMPION
 2nd - 6-CELL MODIFIED ● 3rd - 6-CELL STOCK



BUTCH BERNEY

"FASTEST OF THE FAST"

TOP QUALIFIER 6 CELL MODIFIED (Butch broke a transmitter spring in the main event). ● 2nd - 6 CELL STOCK & 3rd - 4 CELL MODIFIED

REPETE FUSCO - 2nd - 4 Cell Stock
 KENT CLAUSEN - 3rd - 6 Cell Production

NOW READY!

- ★ NEW BALL DIFF FOR RC 300 CARS
 # 2850 ASSOCIATED BALL DIFFERENTIAL FOR RC 300 COMPLETE WITH WHEELS & TIRES..... \$70.00
- ★ NEW RC300BD RACING CAR KIT WITH BALL DIFFERENTIAL..... \$240.00



Call or write for your free copy of "Racing with the Team," Official Newsletter of Team Associated
 Associated Electrics/1928 East Edinger/Santa Ana/CA 92705 (714) 547-4986

ON THE LINE:

Micro-Mini Tractor

I have been reading about your sport in your publication and that of Hot Rod magazine. Every time I see a baja car (mini of course) I seem to get more interested.

I have been into Micro-Mini Tractor pulling for five years and am thinking about trying something different. (By the way, Micro-Minis are 1/16th scale toy tractors. We bolt a drive line with Jerobee gears and a Cox 0.49 engine and these babies turn 27,000 rpm and call pull up to 150 pounds!)

Anyway, I'm wondering if you can send me more information about the Baja's; where to get them and so forth.

I really enjoyed your publication.

Perry Nelson
Lincoln, Nebraska

Thanks for the letter and we sure would be interested in seeing one of your Micro-Mini Tractors in action. If you have any pictures, please send them to us. ED.

Thanks for the Coverage

A word of appreciation for your write-up of our track in the July 1981 issue #3. We had some racers from Charlotte, N.C. and also from Tampa, Florida stop by as a direct result of the coverage and they left quite impressed with our track, which impressed us with your growing coverage.

Our track continues to develop; we have one of the best in the country. We have added new lights for super illumination and it is in use up to midnight by the largest group of avid racers we know of. Our sponsor club (Dixie Racing Club) now numbers fifty and is growing every week.

We are now under construction of a 1/10th scale dirt oval (high speed rather than off road) fully banked corners with 60' str-aights. This should be in oper-

ation within the next two weeks.

We are developing the largest center for R/C cars in the South and with continued support by folks like yourself, this development will continue.

Fred Botts
B&B Sales Co.
Snellville, Ga.

We're glad that we can help you in boosting the sport of R/C in your area. The Dirt oval sounds great and we shall await coverage and pictures of your first race there. In the meantime keep sending us all the results, pictures and coverage of your 1/12 racing. Also, check out the coverage in this issue of one of your recent races. ED.

R/C Car enthusiast spins his wheels over model boaters!

I was a little shocked after reading the letter from the R/C car enthusiast who didn't like all the coverage R/C RACING NEWS was giving to the boaters who "wade" in the water, instead of racing.

I admit that I don't see a whole lot of coverage of R/C cars in most R/C magazines - but some of them don't do much for boating either.

Contrary to this guy's thinking, R/C BOATING IS EXCITING! I have not attended any R/C car races, but I do not intend to put their hobby down. There must be something exciting about it to them or they wouldn't be doing it.

Let's face it guys, the name of the magazine is "R/C RACING NEWS". Not R/C Model Cars! The airplane guys would probably enjoy some pylon coverage also, but keep up the good work, we enjoy reading all you have to say!

We can only be thankful that the guy that complained is not in charge of the Olympics.

Diana Semler
Carson, Ca.

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R/C RACING NEWS

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

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R/C'er FIRST

To the guy who said in your last issue that he wanted more car coverage and not so much boating, I want to say that he's full on bunk!

I'm an R/C'er and although I'm into cars now, I have enjoyed all types of R/C activities. Just because my interests now are into cars, that doesn't mean that all other areas of R/C should not get equal coverage. It's a sport and many of us cross over from time to time and although at times you may give more coverage to one event than to another, I know that at the end it will balance out.

The big problem has been that most magazines have given much too much coverage to one area of R/C (I need not mention which) and don't try to balance it out.

Your newspaper is great because you're trying to be fair.

And for those people in the R/C airplanes who think they don't need your publication, I say watch out for R/C RACING NEWS because one day it will be THE R/C paper to read.

Keep up your excellent publication, you have my support.

Daniel Patterson
Peoria, Ill

We appreciate your confidence and we'll try not to let you down. With regards to the people in the R/C Airplane sport, we admit we're having troubles in getting to them, but we'll keep trying. We hope to have Formula racing soon.

NOBODY CARES

I just received my issue of R/C RACING NEWS and after I got to page 4 I read Rod Long's letter on "nobody cares about boats". Well, I can only say that I have tried 1/8 and 1/12 scale cars as well as air planes before I got interested in boats and I get quite a bit of enjoyment out of running them.

And the only things I can think of are: 1. Rod Long has never run a boat and if this is the case; how does he feel qualified to pass judgement on something he knows nothing about or - 2. he tried boats and found it was too difficult a challenge for him and

gave up.

The only thing else I have to say is that your IMPBA Nationals on page 5, was an excellent article.

Thanks and keep up the good work on your model boat articles.

Dennis Hess
H & H Hobby Shop
Sarasota, Fla.

What happen to NAMBA?

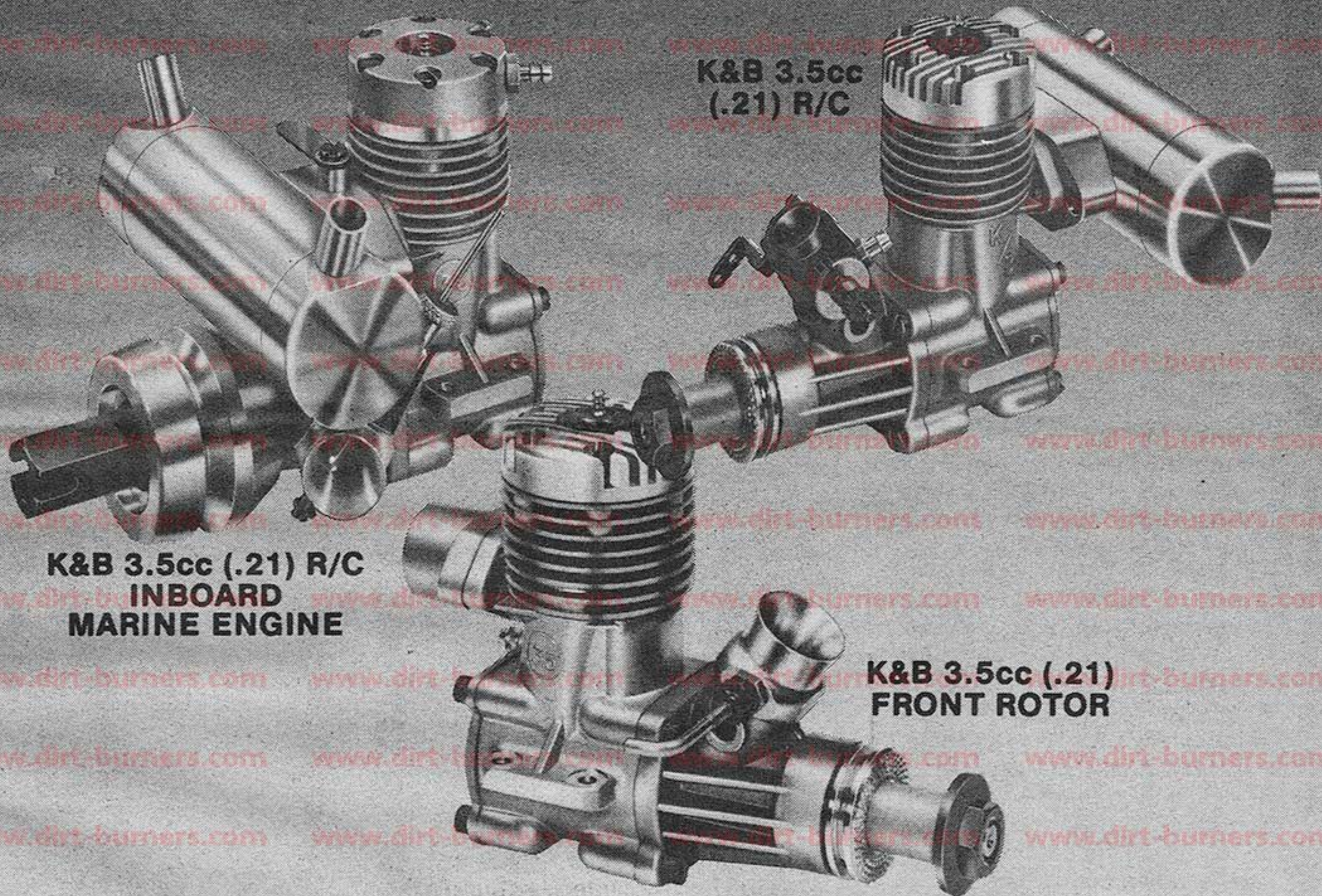
I just received my latest issue (August 1981) of R/C RACING NEWS and looked for the coverage of the NAMBA Nats and it wasn't there. What happened?

Steve Pysol
Tulsa, Okla

page 5

When in doubt, blame it on the Post Office, right? Well, it so happens that was one of the problems and the other was that our correspondent there had some difficulties getting back all the pictures and results of the week long event. But just to make sure you're happy, we have the NAMBA coverage in this issue. Check it out.

"REPEATABILITY"



K&B 3.5cc
(.21) R/C

K&B 3.5cc (.21) R/C
INBOARD
MARINE ENGINE

K&B 3.5cc (.21)
FRONT ROTOR

K&B has long realized the value of repeatability! The new features in our latest K&B 3.5cc R/C car engine give every indication of its great success... it was the top qualifier at the R.O.A.R.* Nationals... so we are repeating these new features in the three K&B 3.5cc engines shown above. Which ever one you choose you will experience the same satisfaction that comes from "repeated" peak performance.

*Radio Operated Auto Racing

The new features are:

Con Rod - machined from high tensile strength aluminum stock. Bushed at both ends.

Heavier Wall Sleeve - harder and stronger - brass alloy minimizes distortion during machining as well as during running.

Honed Piston - honed after the grinding operation... resulting in a perfect round piston

that automatically extends the life of the piston and sleeve fit.

Crankshaft - true running threads through a new machining process.

K&B's own Super Bearings - developed by our R&D - will withstand 30,000 R.P.M. plus without shedding ball retainers.

Mounting Lugs - webbed for extra strength.

On the ground,
on the water and
in the air K&B continues
to be "The choice of Champions"



K&B MANUFACTURING

A DIVISION OF LEISURE DYNAMICS

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O.R.R.C.A.

New Entity in R/C OFFROAD Racing

Off Road Radio Controlled Association (ORRCA) is formed to promote and sanction R/C Off Road Racing.

Owners/operators of the five Southern California Off Road tracks met on September 15, 1981 to discuss bringing R/C off road racing to a more organized and standard manner.

Present at the meeting were Gil Losi (Ranch Raceway) Joe Lynch (Pit Shop), Bob Teeple (Great Western/Skate City Raceway) Larry Van Osteen (RCH Raceway) and Lou Peralta, (MINI BAJA).

The primary objective was to work a set of rules for racing that all tracks would enforce and adhere to. Several tracks had been operating under one set, while others were different. This presented a problem for those racers who like to "make the rounds" to most of the tracks. It became necessary to set up one car for "this track and one for this other".

Since the basic rules were for the most part used by all, there remained only a few points to be ironed out. Namely, the use of stock motors in the Modified class and the number of cells allowed, plus the length and width of the race cars. As a result, there now exists a set of rules that all tracks will be enforcing starting on November 1, 1981.

Some of the other items covered in this initial meeting dealt with forming a "series" that will start November 1st and will continue for three months (or 15 races). All five tracks will host once a monthly a "Series" race and points will be awarded for all three classes; Stock, Modified and Open. The point tallying will be kept in one office and a regular point standing will be distributed to all five tracks involved in the "Series". (see series schedule)

This 15-week race program will allow a racer to miss (or fare poorly in) four of the fifteen races in the schedule. At the end of the "Series", the best 11 races will be used to compute the overall standings in all three classes.

The top 20 racers in each class will transfer directly to Sunday's program of the Series Championships, while all others will have to compete on Saturday and qualify for Sunday's finals. Exact details on how this is going to work have not been worked out yet, but it's anticipated that at the end of the series, each racer that has participated in the "Series" will be awarded an ORRCA "earned" number, which no one else will be allowed to use, at least at these five tracks.

It's also anticipated that this format will be continued at least for the next three "Series", culminating in one grand Championship sometime late next year.

Since this is the first "Series" of its kind that involves more than one track, there will be the normal experimentation period in which certain rules may have to be changed or amended and perhaps the format or point system will have to be changed. But what is important is the fact that all five tracks have agreed and are eager to get the race program started.

There's another meeting scheduled during October to iron out all the final details and a flyer will be made up and made available to racers through hobby shops and at the tracks.

R/C RACING NEWS will give you further details as they become available, in the November issue.

Another serious point of discussion among the track owners was the growing trend of "pit sales" or "parking lot sales" of parts and accessories for the race cars. While everyone has the right to make his or her best deal possible and to buy and sell at the most convenient level, this trend must be stopped at the tracks themselves. The tracks are there to offer a place for the R/C enthusiast, but just as important, they are there also to make money, through the sales of kits, parts and accessories. Anything that will deter from this, the track owners will take a very hard look at it.

It is anticipated that any person who is found to be selling parts, kits and equipment on the premises, will most likely be suspended or expelled from that, and perhaps all other ORRCA Tracks.

As stated before, the new rules (listed below) and schedule of races will go into effect as of November 1, 1981.

The participating tracks are:

The Ranch R/C Raceway
22849 Cooley Dr.
Colton, Ca.
(714) 824-5850

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

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

Skate City, Great Western
Hobbies Raceway
14330 E. Telegraph Rd.
Whittier, Ca.
(213) 946-1402

The PIT SHOP
1655 E. Mission Blvd.
Pomona, Ca.
(714) 623-1506

ORRCA RULES

INTRODUCTION:

The purpose of this set of rules is to establish a consistent basis for running R/C Off Road races. This is necessary to the drivers and race sponsors so that races will be run fair and equal and so those with less experience will feel comfortable in their respective racing classes.

This set of rules is designed to structure races objectively, based on cars only, rather than subjectively based on talent. As racing progresses, the talent in each class will become apparent based on race results, and further class breakdown may be necessary.

The classes are structured on the following basis:

STOCK - Entry level type cars with minimum capital investment (other than original costs of kit, radio & batteries).

MODIFIED - Intermediate level cars with enhanced handling capabilities ONLY.

UNLIMITED/OPEN - Limited only by driver's own imagination and or pocket book, although there are only a couple limits in the length and width of the car.

GENERAL RULE:

A driver who races in **STOCK** class can not race in **MODIFIED** or **OPEN** class. A driver may enter both **MODIFIED** & **OPEN** classes.

In all three classes, body used on the cars must be of "Off Road" or "Dirt Track" type.

Car must have three numbers placed on the body, easily viewed by the official scorers. Numbers must have a contrasting background that is clearly visible and no smaller than one (1") inch high.

STOCK CLASS

The Stock class rules are based on the premise that a novice driver needs a place to begin. The rules are designed to limit the money involved to be competitive, take in consideration the limited amount of experience of the driver and at the same time, to allow modifications that make the car more reliable than in its factory design.

Car must be assembled as per instruction book for Tamiya cars. Cars must be electric powered and 1/10 or 1/12 scale.

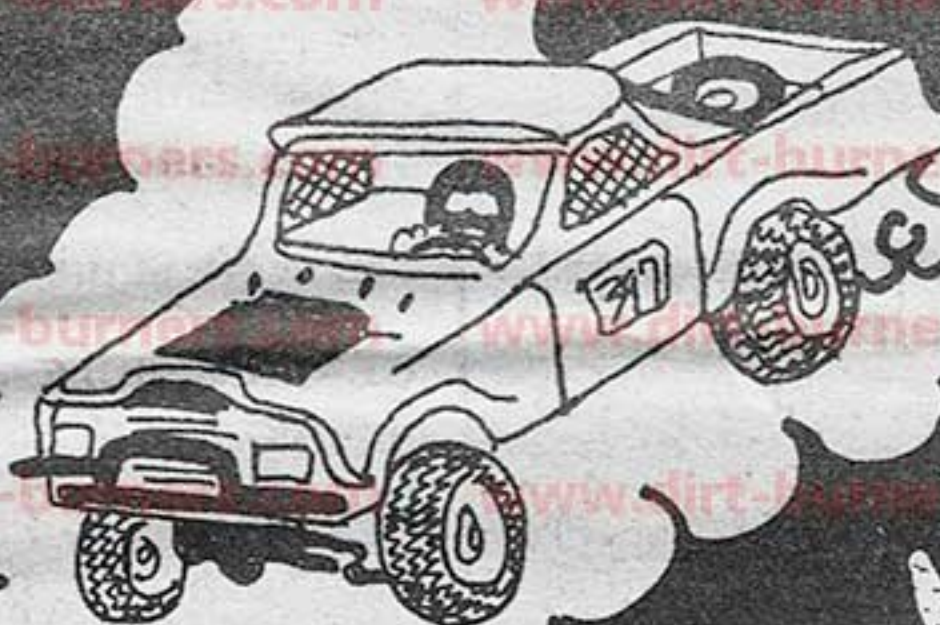
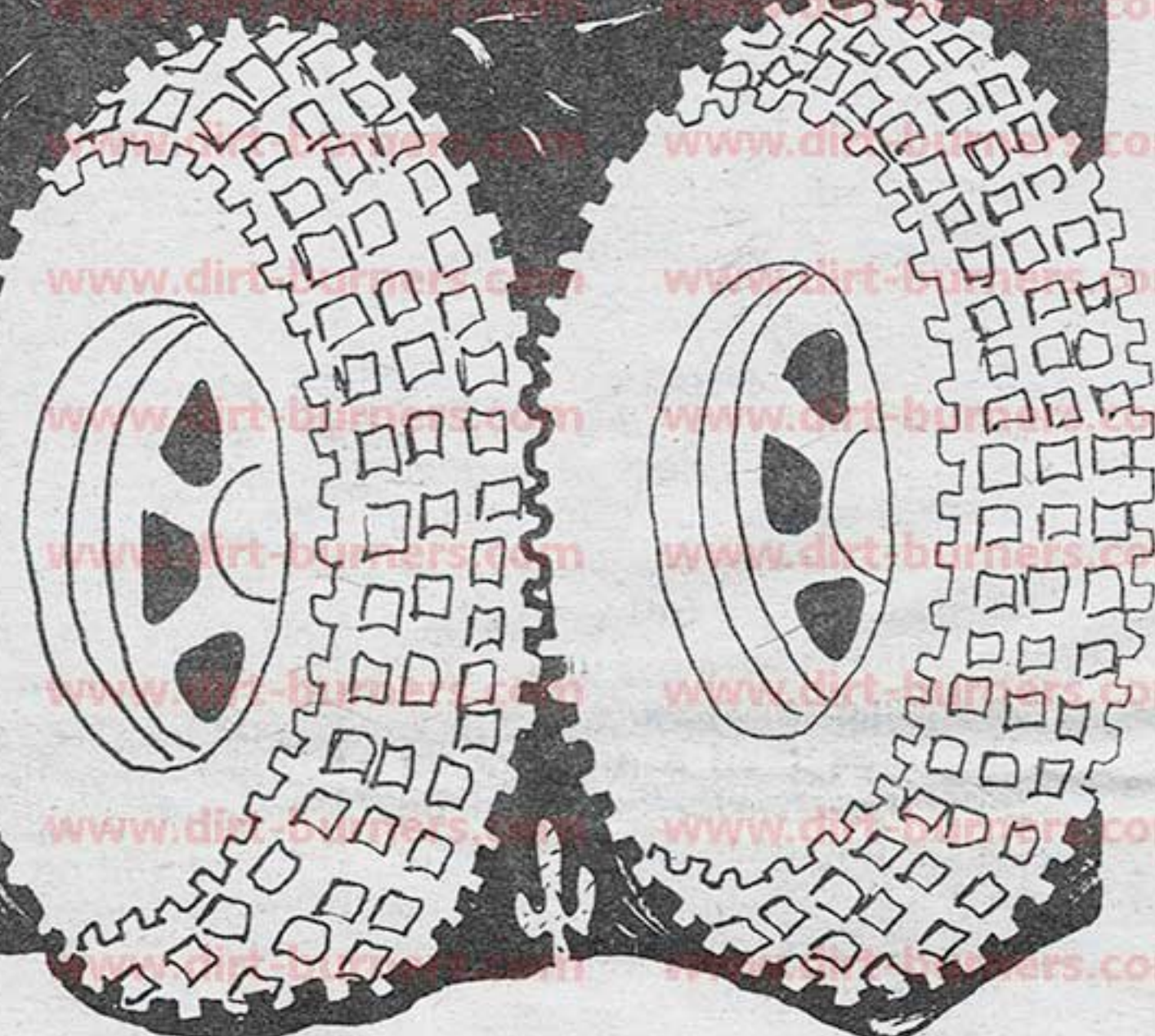
(contd. bottom page 24)

First Time Ever!

THE ULTIMATE TEST

MINI BAJA

500



DEC. 19-20, 81'

SATURDAY, (19th)-10am. Qualifiers (150 laps) Six teams will move into Sunday's Main "500". All others will race in Consolation Race(s) also on Sunday.

SUNDAY (20th)-10am. Mini Baja 150 Consolation Race (1st. place makes the main) and 1 pm. MINI BAJA 500 Finals. Maximum of 13 teams will make the field. All frequencies will run!

Over \$1,500.00 in prizes and trophies. Including 2 fully "tricked-out" off road cars. Entry: \$20.00 For one or two drivers both days. Pre-entry A MUST! Sign up early. Entry opens Nov. 30. (Send for competition rules.)

- DON'T MISS this FIRST EVER event in R/C "offroad" racing - duplicating, (in scale) the rigors of the "real" BAJA races. Television & Media coverage on hand.
 - NON-STOP ACTION for 500 laps for at least 3 HOURS! All pits stops, repairs, battery changes, etc. to be done on track or in designated "pit areas", just like in BAJA!
 - TWO MONTHLY QUALIFIERS LEFT! October & November (3rd. Sat. of the month) to make the Main in December. WINNERS of each of the remaining two Mini Baja 150's need not qualify on Sat. Dec. 19th. All others, will have ONE MORE CHANCE!
 - CARS entered on DEC. 19 & 20 MUST HAVE identical frequency, and car number! For your benefit and easier scoring we recommend IDENTICAL BODIES. A "special" award will be given to the best looking team in the Concours event prior to the start of the "500".
 - MAXIMUM OF 2 cars and 2 drivers per team. Bring as many "pit people" as you want. ONLY ONE allowed in the "car exchange" area.
- ★ DON'T MISS IT! ★ DON'T MISS IT! ★ DON'T MISS IT! ★ DON'T MISS IT! ★
Get yourself a partner, load up the car, bring yourself some chairs and the wife and kids and spend a full weekend of all out, fun racing, in the BIGGEST EVENT IN OFF ROAD R/C RACING ever!!!

THE BIG ONE IS COMING! MINI BAJA 500!

● FOR MORE INFORMATION: Call (213)345-7300 or 6734 Reseda Bl. Reseda, Ca. 91335. ●



WESTERN OFF CHAMPION

Mammoth entry for the two day affair

RCH's Larry Van Osteen & Ron Williams next the "gold".

OVER 120 SIGNED UP FOR THE EVENT, BUT NINETY FOUR WERE ON HAND WHEN THE FINAL MAINS WERE RUN ON SUNDAY. BY ANY SCORE, STILL THE LARGEST ENTRY FOR ANY R/C OFF ROAD EVENT EVER AT THE RCH FACILITY IN COSTA MESA.

Costa Mesa, California
September 26-27, 1981

It was by all accounts the best participated R/C off road race to date, and one of the best run ever.

Considering the number of entries, many who by the way, did not make the weekend affair even though they were signed up, and some that only lasted through the first day of qualifying. Still, race promoters Larry Van Osteen and Ron Williams did a super job.

Stock class ran three of their four qualifying runs on Saturday, Modified and Open classes ran two of their four on that same day. In addition, the Trophy Dash and Concours events, plus controlled practices were all squeezed in on the same day. Still, everyone was done by four in the afternoon. This is no small feat.

Sunday's program called for the final qualifying round for the Stockers, and two more rounds for the Modified and Open and then onto the Mains.

RCH did an excellent job of promoting this event long before it got under way and as a result, many of the racers on hand today had spent considerable time in preparing their cars. This was the big one to do well in!

TO KILL THE SUSPENSE, it was Dave Heibert, Jim Sneed and Jon Nichols who won their respective Open, Modified and Stock Mains. These were the racers of the hour, each working their way through some of the finest type of competition.

The fruits of their combined efforts gained them each some unbelievably large trophies, new Tamiya off-road kits, plus a large assortment of prizes donated by: M.R.C. PARMA, TRICK STUFF, R.C.H., RACE PREP, NOVAK & R/C RACING NEWS.

There had to be over \$2,500 in prizes and trophies on hand for all the deserving racers.

Trophies and prizes were awarded for first through third, including a large Concours and Top Qualifier and Trophy Dash.

Fastest time was set by Dave

Hiebert. Trophy Dash was won by Kye Young, with Gil Losi Sr. in second and Eric Grisham in third.

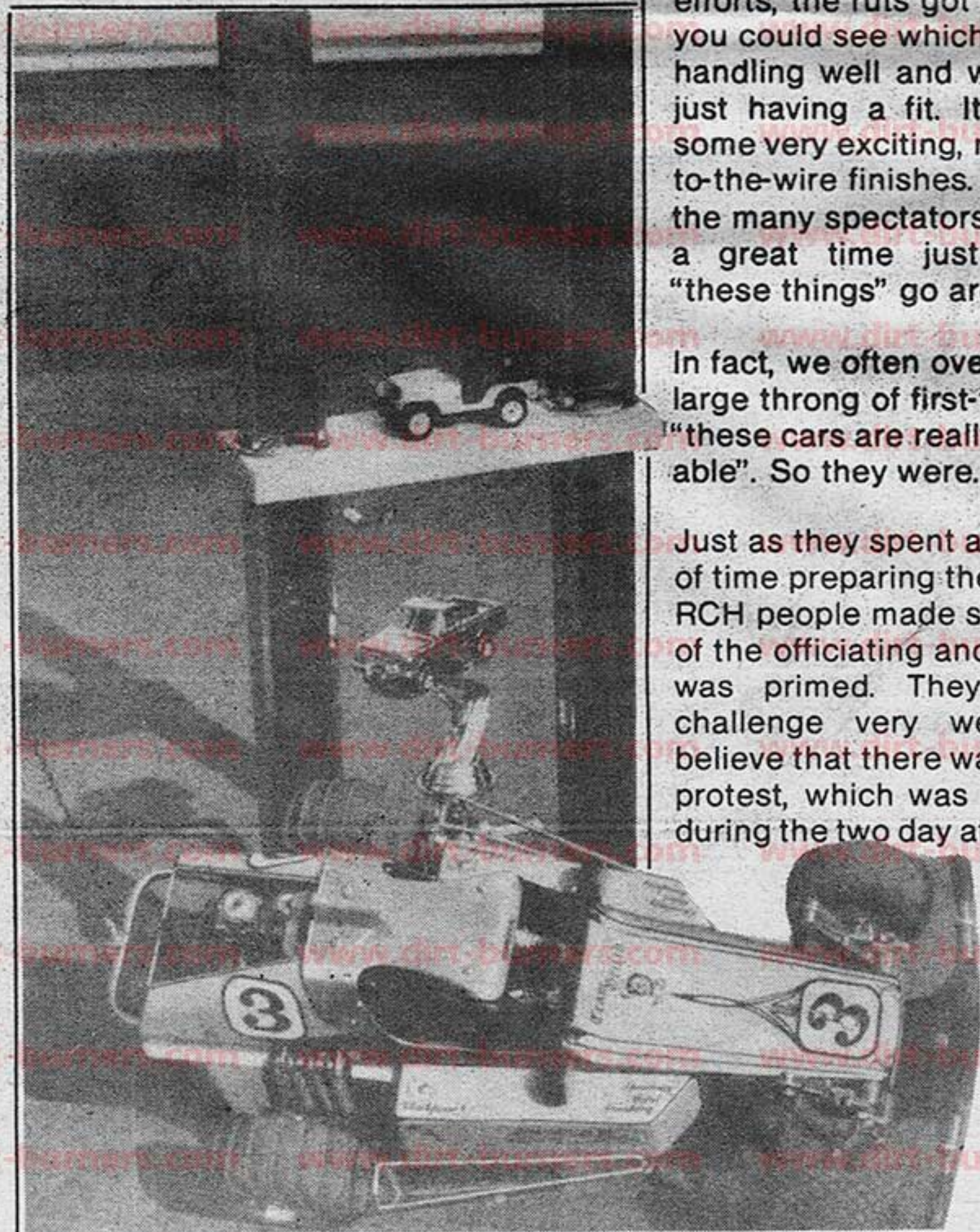
Concours was Milt Lewis with a single-seater that included air filters, chromed tubular frame, detail paint and gas spouts, and netting.

Preparation of the track was excellent. And although great care was taken, when you have run so many heats with so many cars through a two day period, there's no way that it can not affect the track. Consequently, by the time the mains rolled around, the track was choppy and rutted, just like it should be in an off-road race. This perhaps gave the advantage to those who had not only prepared their car with lots of power, but had spent some time in getting their suspension dialed in.

Some had the power, but as the day wore in, in spite of watering efforts, the ruts got bigger and you could see which cars were handling well and which were just having a fit. It made for some very exciting, right-down-to-the-wire finishes. Of course, the many spectators there had a great time just watching "these things" go around.

In fact, we often overheard the large throng of first-timers say, "these cars are really unbelievable". So they were.

Just as they spent a great deal of time preparing the track, the RCH people made sure that all of the officiating and recording was primed. They met the challenge very well, and I believe that there was only one protest, which was unfounded, during the two day affair. This is



Milt Lewis' super clean single seater won the Concours event.

ROAD SHIPS

really amazing because with so many people eager to "do good", I would have thought there would have been more!

Many folks came as early as Friday afternoon to practice and get their rigs ready. Camper and motor-home space was available for those who decided to stay over night. And many did just that, which really brought out the realistic atmosphere of a real race track. The Friday night spirit was of fun and good times among those who stayed.

This race took a new look of professionalism, with several manufacturers bringing out their tents and banners and setting up massive pits for their racers.

It looks like we're now moving in into the factory vs. privateer phase of the sport. Will there be a Pro class soon? Maybe it should be considered.

In this event, more than any other, the sport of R/C Off-Road racing looks to have its future

course set. One that promises to be very exciting and rewarding for those who participate.

THE RACING

The largest entry was in the Modified Class, with Mains from A to F; Stock had A, B, & C Mains and so did the Open class.

First run was the Stock C Main, with Bret Stvall picking up the win. Steve Christiansen took the second spot and Ed Street, with his left arm in a cast and all, managed a well-deserved third place.

The STOCK B went on next and Don Churchill's Jeep Honcho was the winner. He drove an excellent race that had a wild beginning, with five out of the eight cars being involved in a massive first-turn crash. This was to set the tone for many more of these pile-ups during the course of the day.

Peter Barana, one of the five Baranas racing today, took the hard-fought second spot and third went to his sister, Monica Barana.

Also in this race there were two other ladies, Carol Piar and Anna Stage. We like to mention this because we would like to encourage more ladies to get involved in the sport.

The STOCK A MAIN had another Barana member taking the gold. It was Leo Barana, who placed second to top Stock winner Jon Nichols. The third



Jiggs Garcia (above) took the Modified B Main, while Jack Johnson (below) all the way from Las Vegas took third place.



spot went to Peggy Tashima, now one of the most experienced of the lady racers. She showed some of the guys the way around there.

Next was the massive Modified class. It had the biggest entry that was divided into six mains.

The F MAIN was first, and Cory Barana, the senior member of the family, showed the way into first place. Willie Melancon, who had not been able to race on Saturday, took the second spot and third went to Edie Street. It should be noted that Edie is another one of the racing ladies who is beginning to assert herself. She has improved tremendously in the past few months and can give any racer a run for his money.

The MODIFIED E saw a great battle between Erwin Bragg and rapidly improving Craig Dunne. Not only did they battle among each other, but had to fight through some very heavy and wild traffic. At the end it was Erwin Bragg taking the checkered flag, followed by Dunne and John Burnham in third.

MODIFIED D was a heartbreaker for Frank Glasgow and his yellow Baja Bug. He led most of the race until his body came off on a nasty crash with a slower

car. The rules are that you can not continue to race until the body is back on. He lost the lead and during several of the remaining laps, he managed to lose his body a few times. Winner of this main was Bill Bohr, who kept the pressure on Frank while he was still leading, and took the opportunity when it came. Second went to Mario Mele and third to Jeff Cruzon.

MODIFIED C Main was a duel between Larry Taylor and Mike Dunn. All others dropped back. Larry and Mike put on an excellent show of driving skills and when lap eight came around, Larry Taylor was the winner with Mike Dunn just behind him for second. Third went to Bryan Ritchie.

MODIFIED B Main saw Jiggs Garcia start dead last and work his way to the front of the pack and run away with it. It was an excellent example of patience in passing and still aggressive driving. He won it way ahead. A closer battle was between second and third with Marty Warner edging Jack Johnson for the second spot.

Jack Johnson was one of about nine racers that came from the Las Vegas Raceway.

The big MODIFIED A Main rolled up with all eyes on Kye

Open winner Dave Hiebert (left); Stock Main winner Jon Nichols (center).

Jim Sneed, Modified winner.





The start of the STOCK B main has David Churchill (4) getting sideways. he eventually won the event.

No doubt, this was one of the best racing weekends ever, one that many drivers will remember for a long time. The gold that was distributed, plus the prizes awarded will leave a lasting impression until next year.

In the meantime, there are two more major events before the end of the year in R/C Off Road racing; The Ranch R/C Raceway WINTERNATIONALS on Thanksgiving weekend and the MINI BAJA 500 on December 19-20. For more information, look in this issue for their ads.

Young, Jim Sneed as favorites. Others with a chance to catch the top prize were local racers Wink Eller and Tom Staples, and Jason Garcia and Allan Losi as dark horses.

When the flag dropped, the two favorites took off ahead of the bunch, but that first corner right after the double jump was nasty and a massive pile up occurred. Coming out of it in first was Jason Garcia with Kye Young and Jim Sneed in back of him. Jason continued to lead through two laps but then spun out and opened the door for Kye Young. Sneed was right behind so he moved into second. A couple of laps later Sneed moved into the lead and never relinquished it. The final result was Sneed first, Young second and Jason Garcia in third.

In our opinion Jim Sneed is one of only a handful of drivers that is excellent under pressure and always keeps charging.

The super tricked-out fast cars were next. The Open or Unlimited class cars.

Race promoter, announcer, prize hander-outer and all round man in motion, Ron Williams, took the C OPEN Main. It didn't come easy as Lonnie Peralta, after getting the hole shot,blew a speed control to go wild into the crowd and Mike Dunn, who's car died on the track, both posted an excellent challenge. But the end is what counts and Ron Williams picked up the win. Second went to Bud Fish and third went to Eustace Moore. Eustace, by the way, drew alot of attention from the crowd to his car. His newly designed front end suspension, shocks and differential were among a few of the modifications done to his car.

The UNLIMITED B Main was next and a royal battle ensued among team members Wink Eller and Erwin Bragg. In fact the margin at the checkered flag was about two feet, with Erwin Bragg taking top honors. Wink got second and Dave Shively took the third place trophy. It was one hell of a race to watch, perhaps the best of the day.

Finally the last race of the day was next. These were the eight fastest, most modified cars on the line. The UNLIMITED A Main had three RCH members; John Burham, Jim Sneed and Dave Hiebert; three Ranch Raceway racers; Gil Losi and Gil Jr. and Dave Morford; one racer from Trick Stuff; Eric Grisham (also representing MINI BAJA) and privateer Craig Dunne, wearing the MINI BAJA colors and racing for Team BROPHY.

Anyone of these eight racers could have been the favorite and when the flag dropped, the one racer who you don't want to take the early lead was, in fact,

Erwin Bragg (6) won the Modified E Main.



in the lead. Dave Hiebert is a tough guy to beat, especially if he's in the lead. And from the start this was Hiebert's race. He blasted right off the start and while others were banging into each other, he was already out in front by about 20 feet. Gil Losi and Gil Jr. worked their way out of the pack, which left Dave Morford, Eric Grisham and Jim Sneed upside down. Craig Dunne had worked himself into fourth only to fly off one of the burms into the crowd. Sneed managed to get going and did a fine job of making up distance, but when the checked flag dropped, it was Hiebert all the way, with Gil Losi Jr. in second and Gil Sr. in the third spot.

RESULTS

Unlimited A:

1. Dave Hiebert
2. Gil Losi Jr.
3. Gil Losi Sr.
4. Jim Sneed
5. Eric Grisham
6. Dave Morford
7. John Burham Sr.
8. Craig Dunne

Unlimited B:

1. Erwin Bragg
2. Wink Eller
3. Dave Shively
4. Jim Brophy
5. Bill Phil
6. Lou Peralta
7. Cory Barana
8. Kye Young

Unlimited C:

1. Ron Williams
2. Bud Fish
3. Eustace Moore
4. Edie Street
5. Mike Dunn
6. Lee Redmond
7. Lonnie Peralta
8. Jeff Cruzon

Modified A:

1. Jim Sneed
2. Kye Young
3. Jason Garcia
4. Allen Losi
5. Rick Churchill
6. Steve Dunn
7. Tom Staples
8. Wink Eller

Modified B:

1. Jiggs Garcia
2. Marty Warner
3. Jack Johnson
4. Dave Shively
5. Dennis Taylor
6. Jim Brophy
7. Randy Scott
8. Bob Goerke

Modified C:

1. Larry Taylor
2. Mike Dunn
3. Bryan Richie
4. Thom Coy
5. Milt Lewis
6. Jeff Paul
7. Ron Williams
8. Jeff Jensen

Modified D:

1. Bill Bohrk
2. Mario Mele
3. Jeff Cruzon
4. Charles Stage
5. Frank Glasgow
6. Bill Phil
7. Mark Abeldt
8. Jorge "Rat" Brody

Modified E:

1. Erwin Bragg
2. Craig Dunne
3. John Burnham
4. Bud Fish
5. Kim Rethwish
6. Kelly Daffer
7. Carl Bengtson
8. Mike Campbell

Modified F:

1. Cory Barana
2. Willie Melancon
3. Edie Street
4. Louis Koorndyk
5. Gary Abrams
6. Mark Thomson

Stock A:

1. Jon Nichols
2. Leo Barana
3. Peggy Tashima
4. Roger Southworth
5. Ed White
6. Phil Nyland
7. Larry Stevenson
8. Dave Smith

Stock B:

1. Don Churchill
2. Peter Barana
3. Monica Barana
4. V.D. Jr.
5. Ed Churchill
6. Carol Piar
7. Anna Stage
8. John Gudvagen

Stock C:

1. Bret Stovall
2. Steve Christiansen
3. Ed Street
4. Rick Piar
5. Mark Anderson
6. Charles Capra
7. Evan Erickson
8. Lee Brophy



Massive tangle at the start.

R/C RACING NEWS

It's your paper

SUPPORT IT!

L.A.

Story & Photos by
Neal McCurdy

Culver City, Ca.
September 20, 1981

IF YOU'VE EVER ASKED YOURSELF, "WHAT EVER HAPPENED TO THE CRENSHAW R/C RACING CLUB? You're in luck, the Club is now called "L.A. R/C RACERS", and they run their races in Culver City.

On the second Sunday of the month, "Bob's Rancho Park Hobbies" sponsors the Club's 1/12 scale electric racing. The track is located near the 405 Freeway on Jefferson Blvd., one block east of Sepulveda Bl. in the FedMart parking lot.

The large track (also used for 1/8 scale gas powered cars) has excellent bite and is well laid out. The track is a little fast for 1/12 cars, but I understand they are changing this for next time.

The track is also in an excellent area, with many places to eat nearby and close to freeway access. The only thing that was not too neat was the driver's stand. I've heard stories about people walking off it during a race (it has no railing) and of racers falling through it.

But overall, the track is very nice and challenging. On Sunday, the club had attracted over 90 entries. Pulling people from as far away as San Diego and Santa Maria.

Mike Lavacot showed up and won both classes (not unusual). But Mike Hickman kept it close in the Modified class by getting within 20 feet of Lavacot. The real drive in that main though, was that of Frank Killam who came from last place to almost pass second place Hickman.

If you're looking for a place to race on the second Sunday of the month, try this track, "You might like it!" better yet, I'm sure you will like it.

page 11.

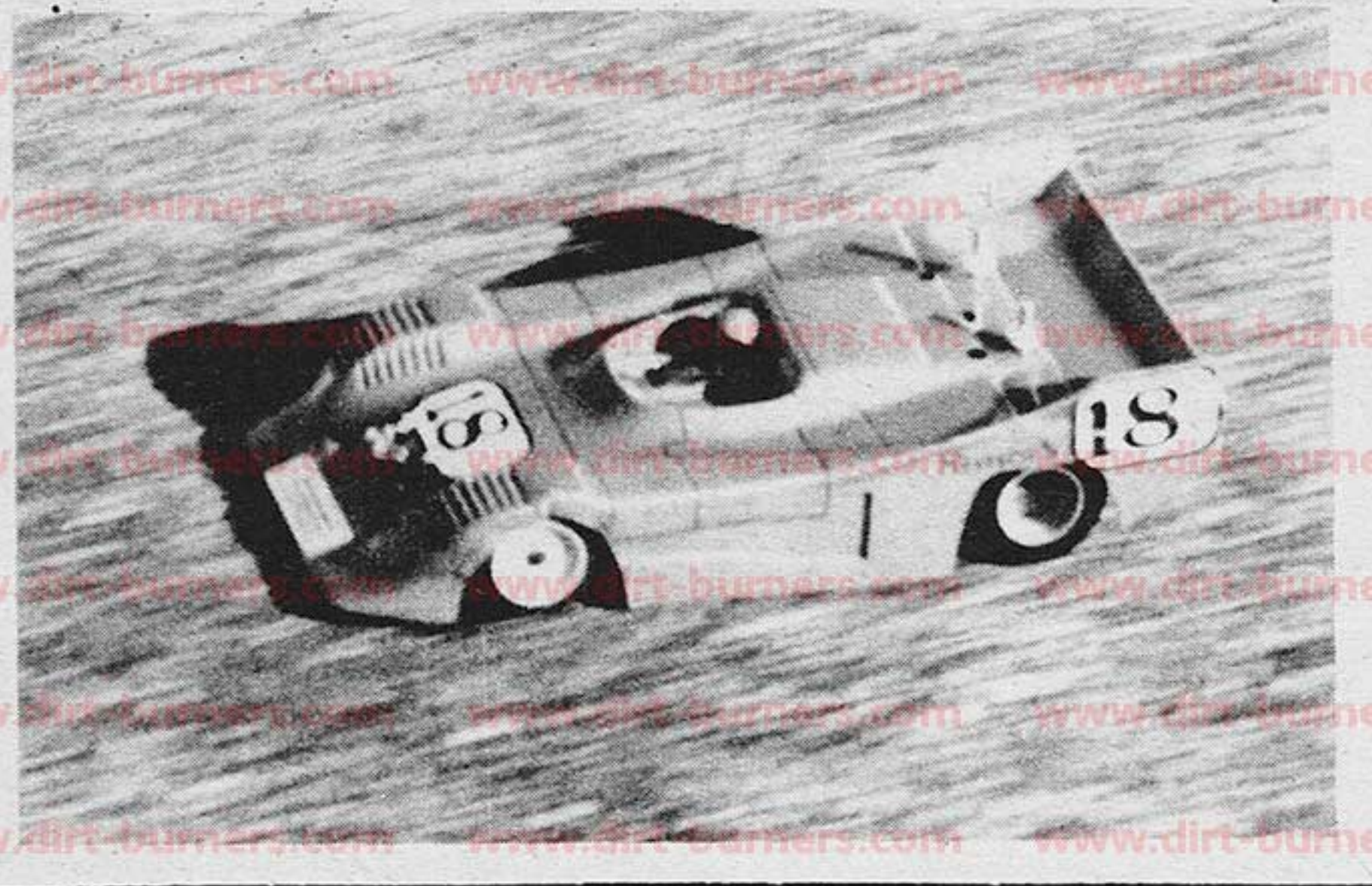


NEW NAME SAME RACERS

Bob's Rancho Park Hobbies and the newly formed L.A. Racers sponsored this 1/12 scale electric road race event at the FedMart parking lot, that brought out over ninety entries from all over Southern California.



1/12 Scale action on the fast and rough FedMart track (above). Associated's, Roger Curtiss (right).



Racing starts at 10 am sharp and sign ups begin at 8 am. Entry fee is \$4.00 per event. For more information call "Bob's Rancho Park Hobbies" at (213) 836-2000.

Don't forget! For all you "Formula" body fanatics; the "L.A. GRAND PRIX" will be held here on December 13, 1981, be there!

Neal McCurdy

(no results available)

DIST. 19 HEAT RACE

san diego argonauts'

Annual Power Boat Race



Ralph Henry's super fast C Hydro took all the marbles with a perfect score of 1600 points. Photo. D. Coveney.

San Diego, California
Labor Day Weekend

EACH YEAR THE SAN DIEGO ARGONAUTS MANAGE TO PUT ON A SUPER RACE AT THE MODEL YACHT POND, AND THIS YEAR WAS NO EXCEPTION.

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

There were three days of fabulous racing in one of the most beautiful settings anywhere for power boat racing. Saturday's schedule had A, B, & C Mono racing; Sunday there was A, B, & C, Hydro and on Monday the Deep Vee A, B, & C's were run. In all, there were 126 entries on hand.

Because the Yacht Pond is narrow, the Argonauts moved the turn buoys 10 feet in, allowing more turning radius for the speeding boats.

There were a few beaching incidents on Saturday; one in particular was Ray Smith's C-Mono that gave everyone a real scare when it went haywire and landed in the pits.

I must say I didn't know that some of my fellow boaters could move that fast! When it finally stopped, it had hit Richard

Fish's C Mono on the beach and had pierced a large dent on the boat's side.

While Saturday was an exciting day of racing, Sunday's Hydro racing was a real treat. Once again the narrowness of the course makes it interesting for these super fast boats. Just trying to keep the boats in the water and off the beaches was a real experience for these drivers. There were so many boats making trails through the beaches that I overheard one spectator ask what kind of animal tracks those were on the beach. "Eighty plus miles per hour animals", the other gentleman said.

Poor Bobby Tom, was retrieving his wife's (Ellie) boat, and suddenly another Hydro got to him and hit him on the leg. It can get real dangerous out there!

On Monday the Deep Vees came out and this was the day that the new R/C RACING NEWS-sponsored A Mono made its christening run with yours truly, "The Water Witch" on the controls. We took fifth for the day in the A Mono class.

It was a great weekend of racing and just one note of warning for next time you go to the Model Yacht Pond. Don't take your dog! It's a \$40 fine, if it's on a

leash or not. I was hassled because I wouldn't let them take the dog away. You must keep it in your car, trailer, or camper!

Nevertheless, it was a great weekend made even better by Mrs. Cotton's (Ira Cotton's mother) cookies. Cotton, as she prefers to be called, is 82 years young and travels with son Ira and makes those wonderful cookies for all the boat racers.

Till next time.

Diana Coveney
"The Water Witch"

RESULTS

SATURDAY

A Mono:

1. Joe Jusak
2. D. Tallmare (1400)
3. Karl Morse (1325)
4. Diane Semler (1200)
5. Diana Coveney (1050)
6. Deb Wiechman (1025)
7. Wally Stewart (925)
8. G. Mohler (869)

B MONO:

1. Doug Nystrom (1425)
2. Jack Garcia (1225)
3. Robert Holland (1225)
4. Cathie Galbraith (1169)
5. Joe Monohan (1152)
6. Dot Prather (1094)
7. Terry Holland (1050)
8. Ellie Tom (1027)

C MONO:

1. Richard Fish (1600)
2. J. Bishop (1094)
3. Ken Perckett (1025)
4. R. Smith (950)
5. J. Horwitz (725)
6. P. Piraino (650)
7. B. Silvers (475)
8. Doug Nystrom (450)

SUNDAY

A HYDRO:

1. R. Russell (1500)
2. K. Morse (1500)
3. B. Jones (1325)
4. Jack Garcia (1125)
5. Lawson (1125)
6. Williamson (850)
7. Joe Monahan (750)
8. Atchley (725)

B HYDRO:

1. Chuck McCaughy (1400)
2. R. Henry (1225)
3. Tom Topping (1200)
4. C. Ingalls (850)
5. Kari Morse (475)
6. T. Ingalls
7. Lawson (375)
8. Silvers (375)

C HYDRO:

1. Ralph Henry (1600)
2. Gary Delara (650)
3. Steve O'Donnell (350)
4. R. Smith (50)
5. Blackford (25)



"The Water Witch's" R/C RACING NEWS Deep Vee. Good enough for fifth overall.



Ron Russell's wrecked Hydro (above). A Mono duel (below).

The San Diego Model Yacht Club has a perfect setting for R/C power boat racing. Photo: Diana Coveney.

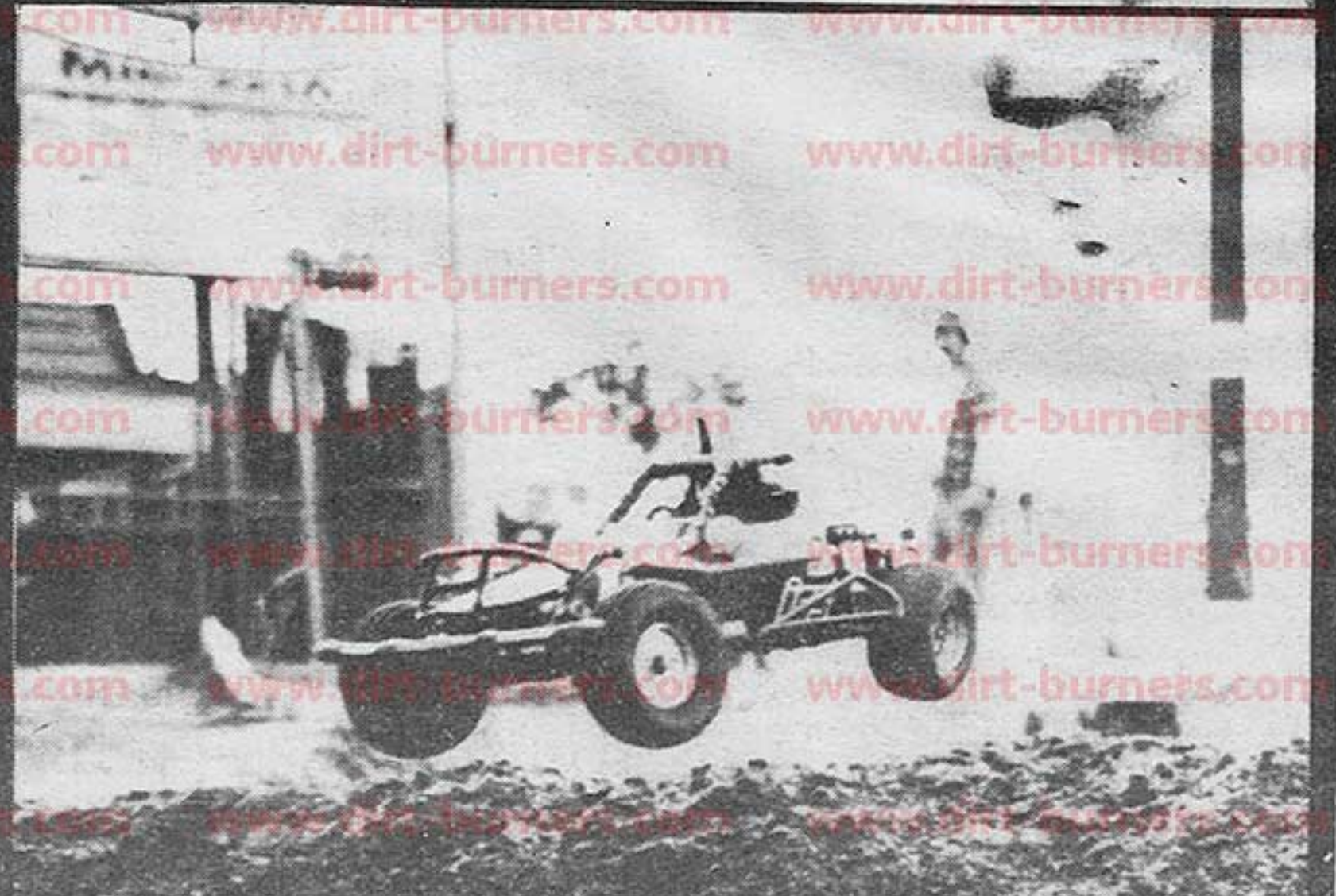


Cathie Galbraith (far) battling it out with Robert Holland (51) in the B Mono. Winners (below, bk. row, l to r.) R. Fish, K. Morse, K. Puckett, R. Smith, D. Nystrom, Diane Semler, J. Bishop, (frnt. l to r.) D. Tallman, J. Jusak, J. Garcia, R. Holland, K. Galbraith.



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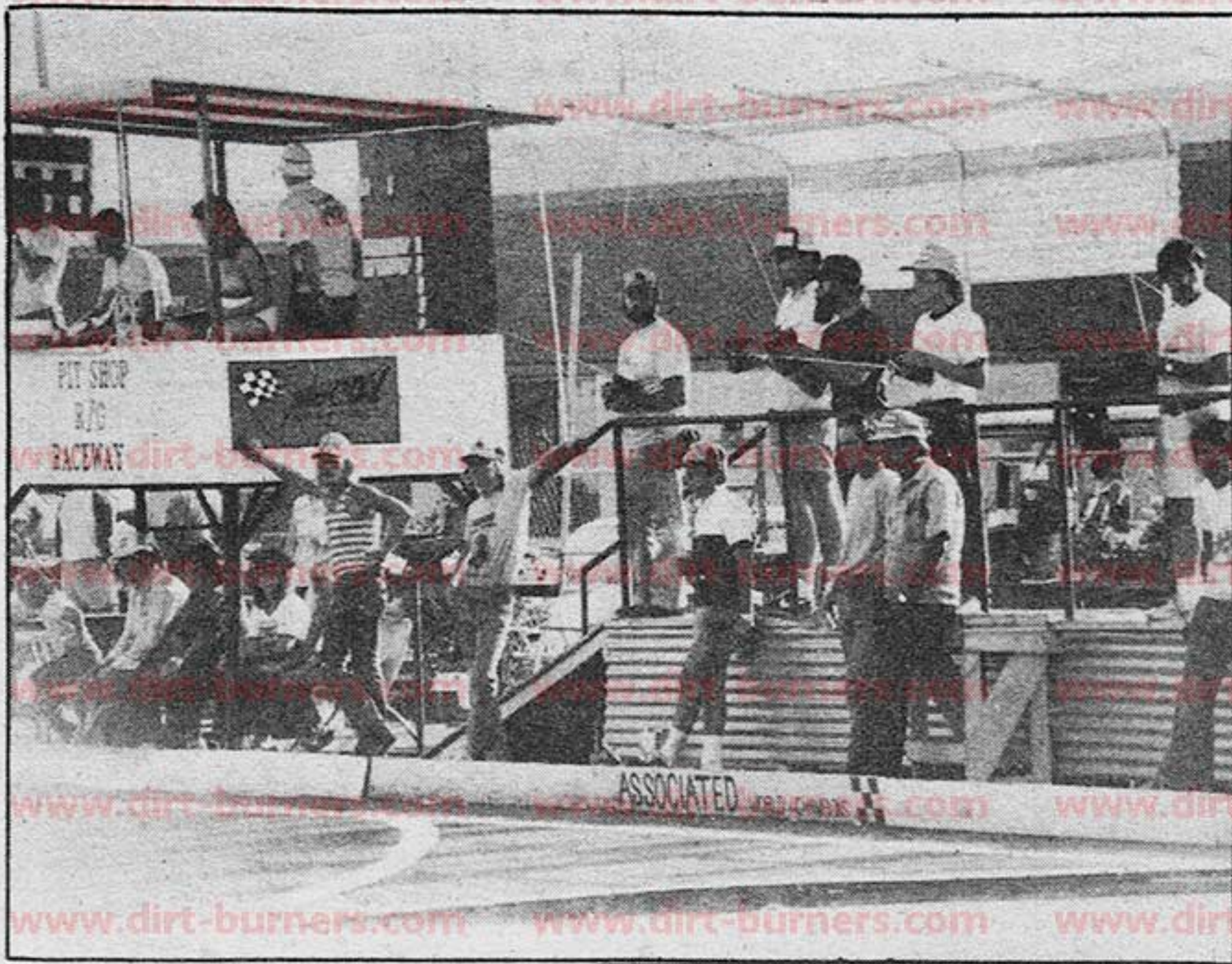
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PIT SHOP RACEWAY S.O. - CALIF.

SERIES 3

THE THIRD RACE IN THE SOUTHERN CALIFORNIA CHAMPIONSHIP SERIES GOT UNDER WAY TODAY WITH 41 ENTRIES MAKING THE FIELD OF EAGER 1/8 RACERS.

The host club was PROCAR, and this was their last race at the Pit Shop, as was announced by John Thorp. For whatever reasons, PROCAR will be looking for another location in which to put on their club races.

Coming into this race, the points leader was Associated's Dana Smeltzer and although he did not take the A Main today, he still maintains his series points lead.

Winner of this race was Gene Husting, also from Associated, who although having a shaky start, managed to work his way into the top spot.

It was not an easy win for Gene as he had John Thorp, perhaps the fastest car today, Dana, Rich Lee, Jerry Snow, Tom Wong, Tom Douglas and Eustace Moore to contend with.

In fact, the favorites going into the the A Main were Thorp, Rich Lee and Jerry Snow.

Rich had blown and engine later and quickly managed to put on a fresh one to make the field of qualifiers. His new motor proved to be a potent one and certainly was no surprise to anyone when, at the start of the A Main, it was he who had the early lead.

It should be interesting to note that recently, in almost every 1/8 gas race, there seems to be four or five new (first-time) page 14.

drivers getting their feet wet with the veterans. These new drivers are beginning to make things interesting for some of the veterans.

Benny Bullock for example, in only his second race in So. Cal, won the Beginners class with great ease and we can see that he'll soon be ready to move out of the beginners ranks and do battle with the big boys.

Gil Losi, Sr., Lou Peralta, Al Laudenslager and Peter Laudenslager (first race) and Bob Oliver are all future contenders.

What we have failed to see is a really good turn out for a series race. Some of the guys that were out there for the McCoy race for example, are not coming out to all the series races. Granted, some work, some have other things to do, but it should be noted that something needs to be done to bring out as many people as possible to these races.

Another observation is that while PROCAR put on an excellent race, more care should have been taken to insure a full

set of "turn-marshalls" around the track. Quite often cars laid 10 to 15 seconds without anyone getting to it. More often the driver's own pit-man had to go to the other side of the track to retrieve a car. This can be potentially dangerous and could result in someone getting badly hurt by falling or getting hit by a speeding car.

In talking to many of the drivers there, it was the general consensus that the rule of docking points or placing should be applied if a person (racer) fails to take his or her turn in turn marshalling. We hope this can be corrected.

For the most part, it was a fun race that got started at about 10 am with qualifying (two rounds) and went on much later than expected. The race ended about 6 pm. Problems with frequencies and radios were the main cause.

First in the order of Mains was the Beginners main. As stated before, Benny Bullock was the dominant force in this main and although Les Ammann logged the same number of laps (30),

he was never really challenged and won wire to wire. In third was Kim Brown, who had dad, T. Brown, running back and forth from the pits, trying to keep the car running.

The E Main was won by Tony Meisinger with 40 laps. Tony had been off the track earlier in the race with fuel problems, but was able to come in about five laps down from leader Lou Peralta. Lou took the lead at about lap 10 and started to pull away from the field, only to lose a wheel at about lap 30. It took about five laps to get the wheel back on and fuel the car, and by this time Neisinger had taken over the lead. For the next ten laps, the race was close and at the end both Neisinger and Peralta finished with 40 laps, six laps ahead of the next place.

In the D Main, it was once again Dave Shuck, putting his Delta in the winners circle. I'm sure, Dave would like to pick up a win in a higher main, but his being in this main was because of qualifying problems with the car. He is a much better racer and certainly one that has proven to be very consistent in



The famous Pit Shop driving stand (top left) now sports a bit of shade. The start of the A Main. Gene Husting (77) was winner of the main after chasing John Thorp (11) for half a race.

all his races. Al Vega picked up the second place in this main and Ray Flick, the third spot. Paul Sang, Sonny Maddison and Dick Tyre were all the early contenders but suffered mechanical problems in this 45 lapper.

Ruben Serrano drove an excellent race in this C MAIN and was never headed from the start. He seldom made a mistake, inspite of flying cars and bodies behind and in front of him and took the 50 lap main.

Hard luck guy was Gil Losi Sr. who once again had his car go dead on him. A carburator needle valve fell and he could not keep the car running. He was in second and charging at the time.

Rick May took the second spot in this main, but the real battle was between Butch Kloeber and Glen Wilcox for the the third spot. Butch finally pulled it off.

Cigar-chewing Ross Kloeber won the B MAIN by three laps over second place Larry Bain. Butch appeared to drive the entire 55 lap event with little trouble. This was not the case with Larry Bain, who developed clutch problems with about 15 laps to go. Everytime he had to slow down to a halt, it took him forever to get his speed back. His strategy was to keep the r's up and not allow the car to bog down. It was a good piece of driving that earned him the second spot, just ahead of Gregg Stetzer, who finished third with 51 laps.

The A Main was won by Gene Husting, who seemed to have the perfect lines around the track. His corner-shaving is really masterful to watch and he seems to have the Pit Shop track just wired.

Perhaps going faster than Gene though, was John Thorp who was the early leader, but got into trouble about half way into the race and fell back to fourth. He did manage to work his way



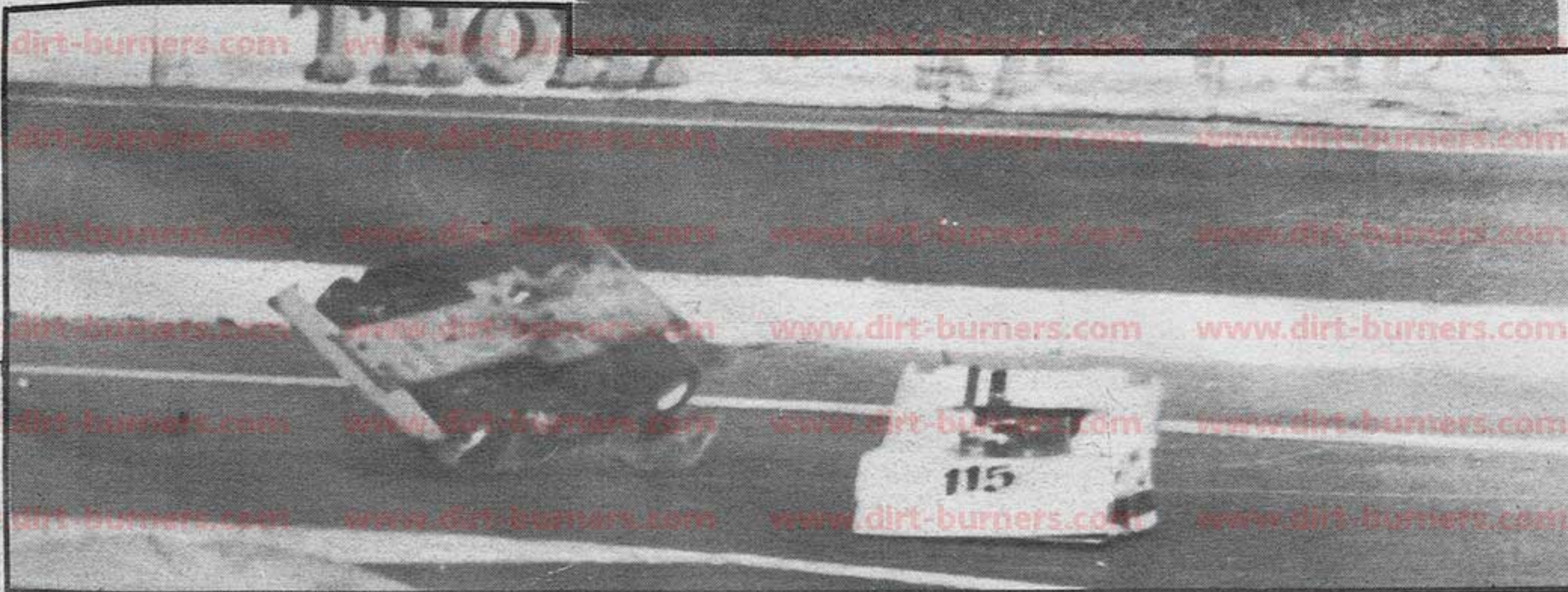
to second and keep the pressure on Husting. Perhaps one of the finest pieces of aggressive driving was done by Dana Smeltzer, who I believe did not even make the starting grid when the flag went up. He was dead last at the start and had to work his way past the likes of Rich Lee (dropped out) Tom Wong, Jerry Snow, Eustace Moore & Tom Douglas, to finish third.

The next series race is at Ventura and we hope we can see many more entries.

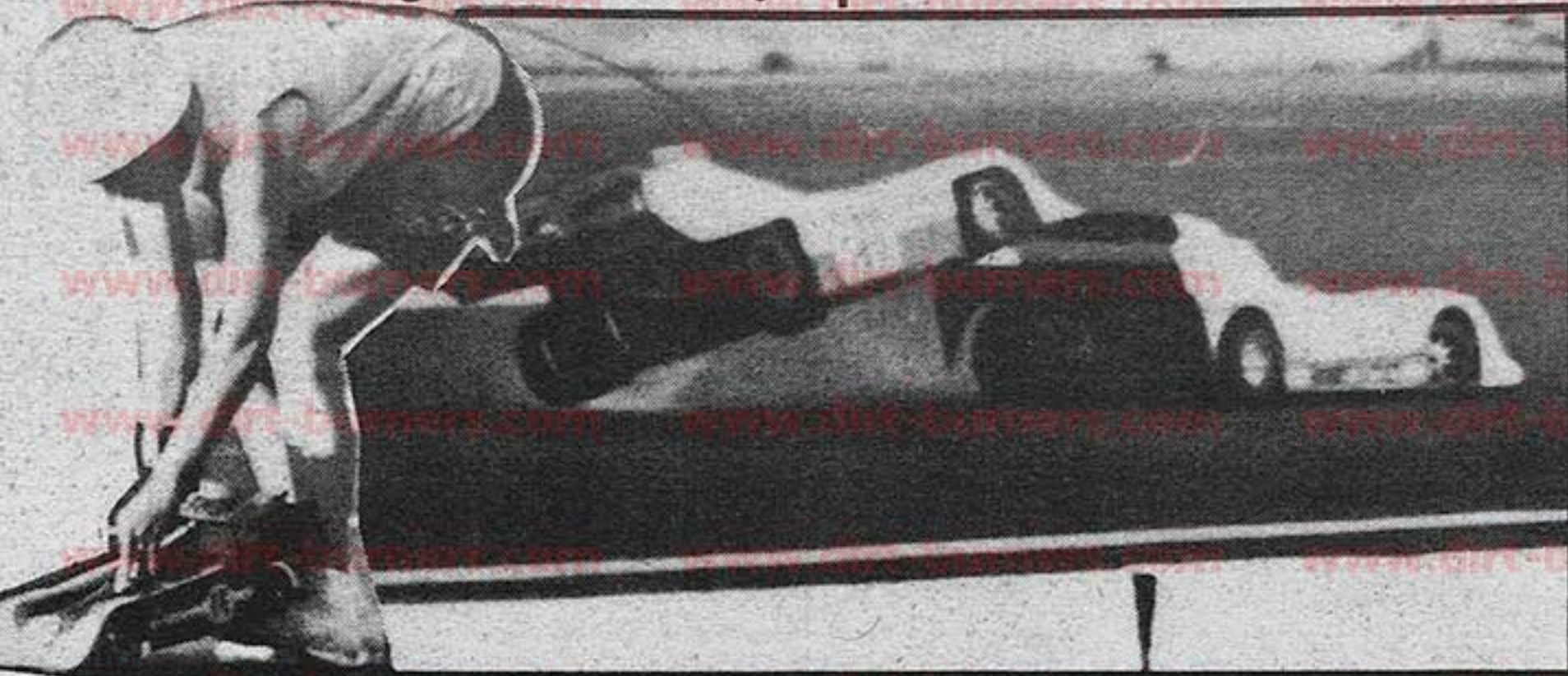


Ruben Serrano holding C Main winner

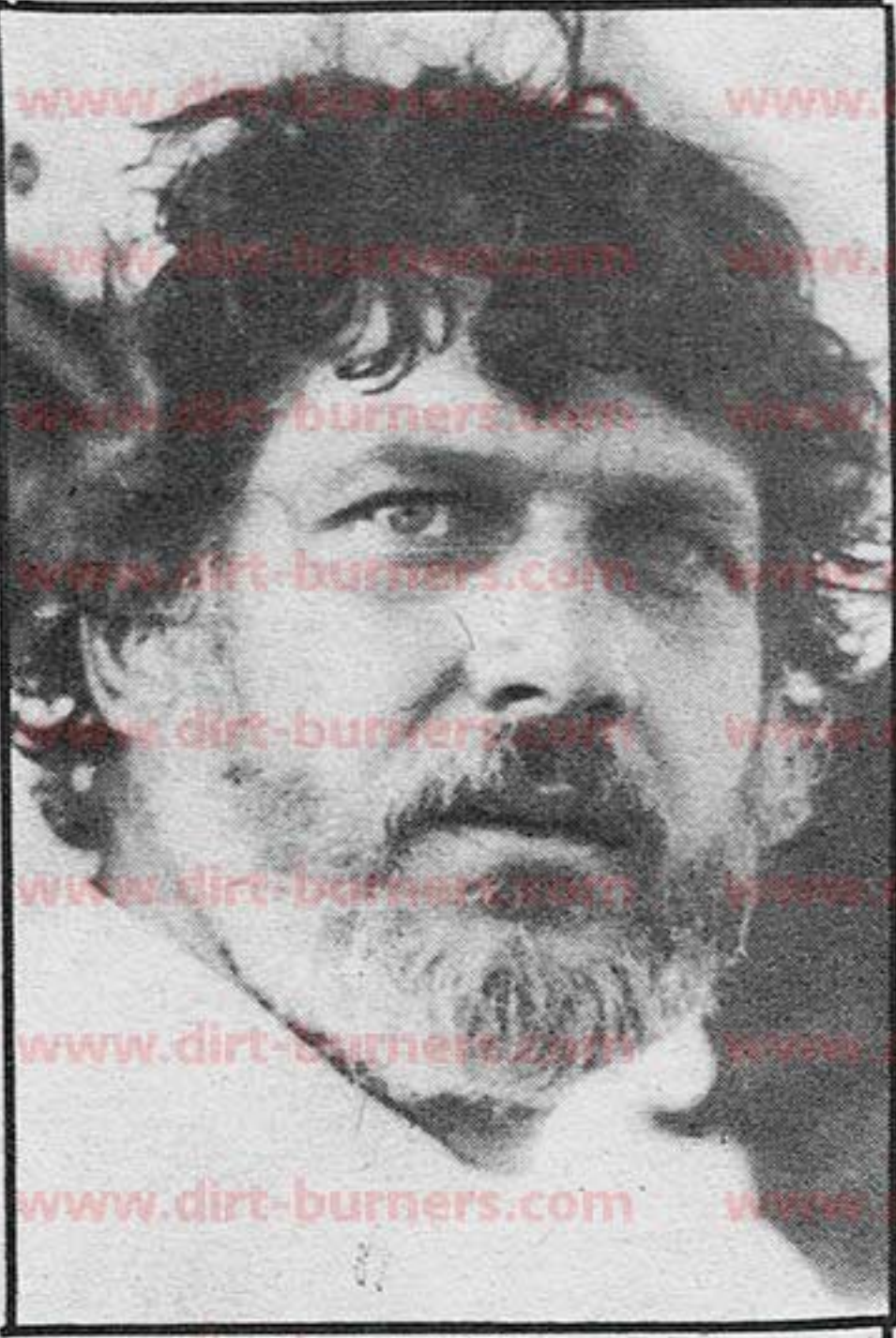
Benny Bullock drove the 75 car to the Beginners Main win.



Glen Wilcox (115) found himself tangling with an airborne car (above). (below left) Mrs. Helen Thorp, keeps John's car full of fuel, while Larry Bain (600) tries the "over-the-body" pass on Bob Mathisen, in the B Main. Gil Losi (68), one of the early leaders in the C main, gave way to Rick May (196), who took 2nd. in class (below right).



Pictures & results contd. on page 37.



the RANCH R.C. RACEWAY

A new dimension in Off Road

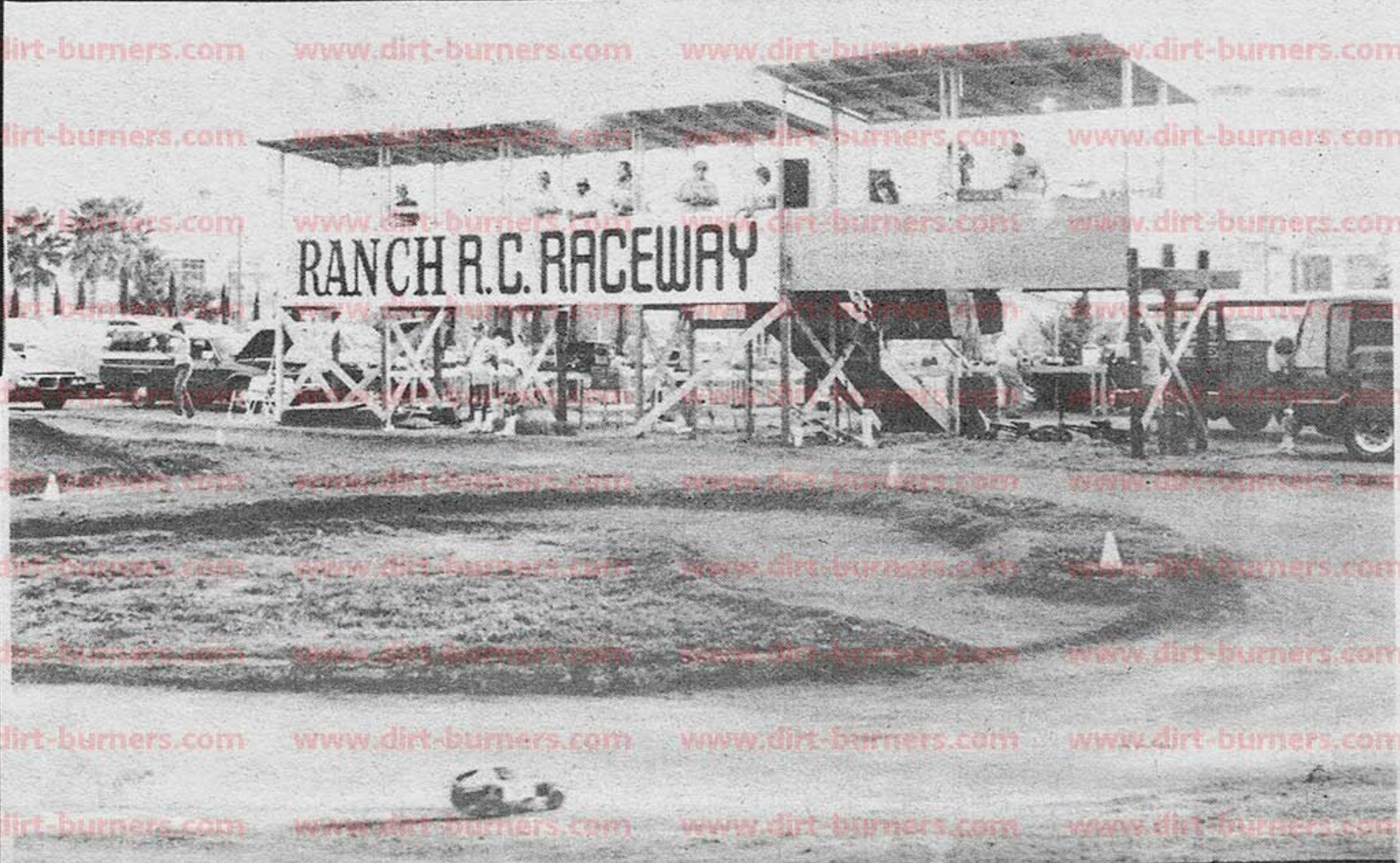
Racing

September 12, 1981
Colton, California

BARELY A YEAR OLD AS AN ORGANIZED RACING SPORT, "OFF ROAD" R/C RACING IS NOW BEGINNING TO SHAPE UP AS A REAL ENTITY IN THE R/C CAR RACING WORLD.

The latest addition to the Southern California racing scene is the opening of the Ranch R/C Raceway in Colton, Ca.

Although this Colton facility has been in operation since the beginning of the year with a smaller and tighter track, their "new" half-mile (1/10th scale)-off road track has been fashioned after the famous ASCOT Racetrack, site of many championship races in sprint, off road buggy and motorcycle racing.



Gil Losi Sr. (top left) owner of the Ranch R/C Raceway (above) has laid out an ASCOT-type of off road track.

We first went to the Ranch R/C Raceway for their first Saturday night race in their "new" track. Starting also is their Friday night points series over a 10-week schedule, where your best seven races will be counted for the overall points totals in the Stock, Modified and Open classes.

Owner and track designer Gil Losi Sr., along with his two sons Gil Jr. and Alan, plus a group of local racers have almost duplicated the famous ASCOT track and have made it one of the finest racing facilities anywhere.

It has a 1/10th scale half mile oval surrounding the off road infield.

The surface is very smooth, fine dirt with one big "table-top" top jump across from the driver's stand, several drop-offs and double jumps. But for the most part, this track is for fast running. An "all out track".

The trick set up for this track is to figure out how to get the most out of your Stock Tamiya motor for those who run in the Stock and Modified classes; and for those who run in the Open or Unlimited class: just how much power can be put to the ground from one of those special re-wound motors and multi-cell (seven or more) battery packs.

While suspension is not as critical on this track as in some of the rougher ones, still the right set up, to handle the fast sweeping turns and getting the power to the ground, is most important.

Locals are now beginning to set up their cars very similar to those used in ASCOT as sprint buggies. Low tuned suspension with little travel, wide front ends, wings (which I think in

this track may really help) and of course, a good power band.

One of the really nice features of the racetrack is the combined driver's stand and announcing booth.

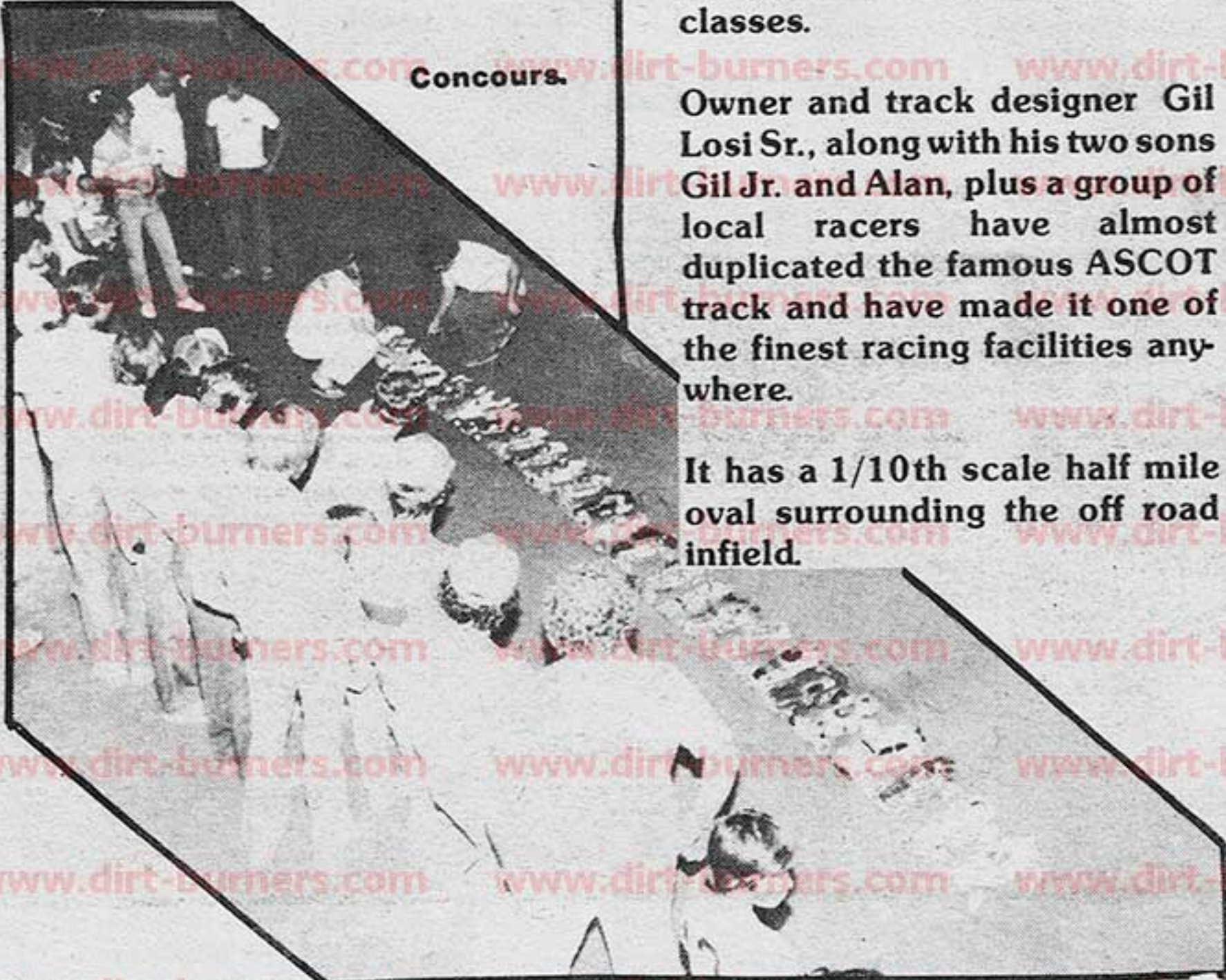
A massive super-structure was constructed to accommodate ten or twelve drivers and a whole slew of scoring and announcing people.

The driver's spot is about seven feet from the ground for easy viewing of the entire track. In the future, there will be a snack bar right under the stands, just to take care of the racing crowd.

Since many races are scheduled for night, there is good quartz lighting throughout. There are no problems for lack of light.

Another unique feature is the sprinkler system around the track, which at a turn of a knob, waters the off road and oval track simultaneously. This is certainly a plus, as in most tracks, the watering of the dry

Concours.



surface takes time off from the racing program.

The ample pits are located just behind the driver's stand and is capable of housing the biggest entry they can get. Plans are to increase the power load to keep all those amps going to the battery chargers. The pits are also well lit and easy to get to from your car.

There's plenty of room for spectators, and although not yet finished, there will be plenty of bleacher space.

Gil Losi and his sons and the loyal local racers have really out done themselves on this track and have made the Ranch R/C Raceway a real fun, challenging track to race. Perhaps it may be the best track built to date.

What's interesting is that so far, all the tracks in Southern California have been very different from each other and thus, their uniqueness will keep all the enthusiast ever challenged.

As we said before, the Ranch R/C Raceway holds their "series" off road racing on Friday nights starting at 7 pm. and also race every second Saturday of the month. Prizes for the ten-week series include: kits, radios, chargers, batteries and lots more, plus trophies for the Saturday races.

Soon they plan to start an Oval racing series on their very smooth and wide oval.

In fact, this event may prove to be one of the most fun events at this track, as evidenced by the number of people who can't wait to get through with the off road program so that they can go out and run the dickens off their batteries and motors in the oval.

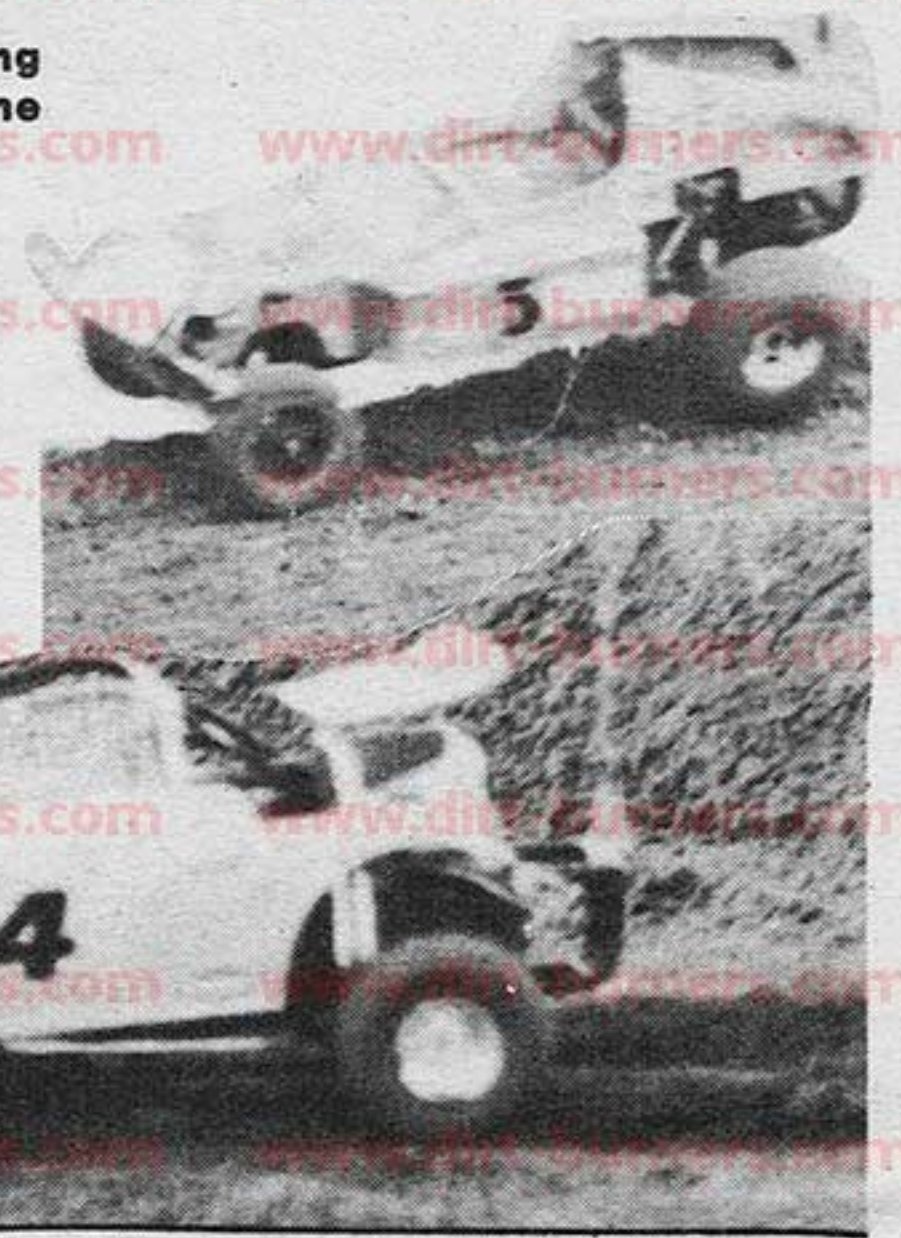
The entire group at Colton's Ranch R/C Raceway should be congratulated for an excellent job, and I'm sure we'll all be looking forward to many races there.

Check their ad in this issue for exact details and location.

Tonight's program was off road and the results are as follows:



The Ranch R/C Raceway allows cars to really "get it on" in speed, yet it's challenging enough to make a good driver work hard (above). The pit area, directly below the massive driver's stand (below) is well lit with plenty of space for everyone.



RESULTS

Concours:

1. Ralph Winkler
2. Mike Campbell
3. Bill Phil

Top Qualifier:
Gil Losi Jr.

Trophy Dash:
Dave Heibert

STOCK MAIN:

1. John Phil
2. Robert Cavazos
3. Chris Green
4. Anna Stage
5. Flame Churchill
6. Lee Brophy
7. Kipper Sheldon

MODIFIED B MAIN:

1. Bill Phil
2. Greg Melton
3. Chuck Stage
4. Jeff Paul
5. Stan Enslow
6. Michelle Enslow
7. Jeff Demers
8. Mike Campbell

MODIFIED A MAIN:

1. John Burnham
2. Craig Dunne
3. Tom Staples
4. Bill Bork
5. Rick Churchill
6. Tony Thompson
7. Ron Williams
8. Dennis Taylor
9. Edie Street

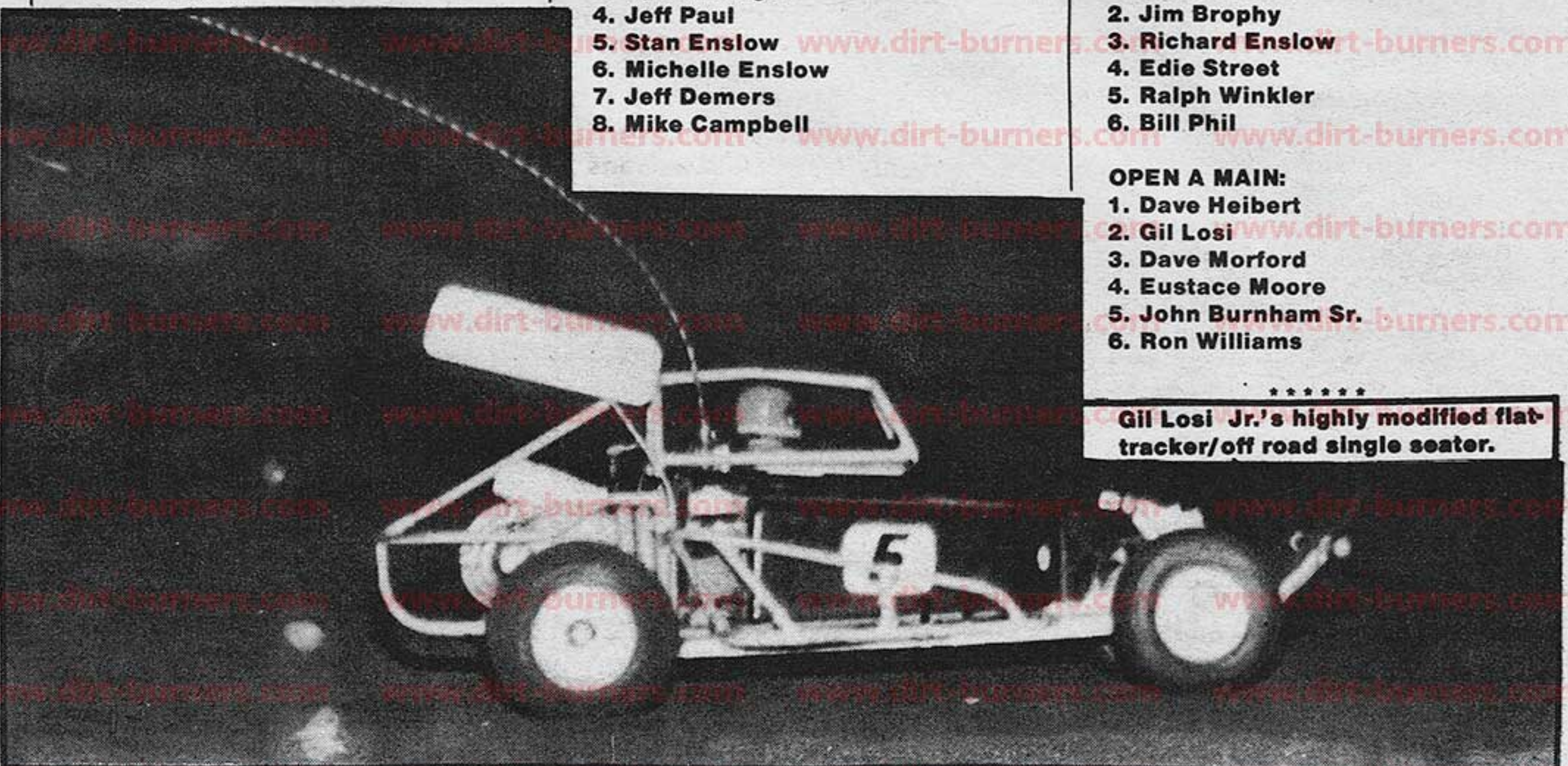
OPEN B MAIN:

1. Craig Dunne
2. Jim Brophy
3. Richard Enslow
4. Edie Street
5. Ralph Winkler
6. Bill Phil

OPEN A MAIN:

1. Dave Heibert
2. Gil Losi
3. Dave Morford
4. Eustace Moore
5. John Burnham Sr.
6. Ron Williams

Gil Losi Jr.'s highly modified flat-tracker/off road single seater.



ELMSFORD RACEWAY

Indoor Series Schedule & Rule Changes

OCTOBER 4th, TARGET DATE, IS THE START OF THE 1981-82 4-CELL INDOOR SERIES.

It is the first of two practice sessions preceding the opening race on OCTOBER 18th.

The first practice (as will all others) will begin at 12:00 noon and end at 6:00 pm promptly. Practice sessions will be held on the track design for the next race.

As specified in the rule changes made, this year's stock class will be limited to a sealed (with epoxy) and coded motor. Since you will need one of these motors to run in the stock class (expert or amateur), you may want to stop by the Raceway for the first practice session and pick one up.

In the past this series has featured the top indoor racers from the Eastern seaboard and averaging over 60 entries per race. Some of the top drivers come from New York, New Jersey, Connecticut, Massachusetts and Pennsylvania.

The surface is indoor/outdoor carpet and the track design is different for every race.

If you haven't raced here before, we'd like to invite you, and if you have, we'd like to welcome you back.

INDOOR RULE CHANGES

1. This indoor season, everyone will be running in a main event. To adjust for this, some heats will have less than 6 drivers. No heat, however, will be run with less than 4 racers.
2. There will be two stock classes, with the only differentiation being an Amateur driver as compared to an Expert driver. An Expert driver is considered to be anyone who has made an A Main in the 1980-81 Indoor series, or is up to the race director's discretion.
2. In Stock Amateur, as well as Expert, the motors will be sealed with epoxy and coded by the race director. These motors will be of the \$11 stock variety. The motor also may not be run by more than one driver on any given day.
4. In Novice or Production class, you must use a chassis (uncut) produced by

an R/C Manufacturer (May not be scratch built). You may not use any ball bearings or a differential.

1981-82 INDOOR RACE SCHEDULE

- OCT. 4 Practice
 OCT. 11 Practice
 OCT. 18 Race 1
 OCT. 25 Practice
- NOV. 1 Practice
 NOV. 8 Race 2
 NOV. 15 Practice
 NOV. 22 Race 3
 NOV. 29 Thanksgiving Break
- DEC. 6 Practice
 DEC. 13 Race 4
 DEC. 20 Christmas Break
 DEC. 27 Christmas Break

1982:

- JAN. 3 New Years Break
 JAN. 10 Practice
 JAN. 17 Race 5
 JAN. 24 Practice
 JAN. 31 Race 6
- FEB. 7 Practice
 FEB. 14 Race 7
 FEB. 21 Practice
 FEB. 28 Race 8
- MAR. 7 Practice
 MAR. 14 Race 9
 MAR. 21 Practice
 MAR. 28 Race 10 (Last Race)

All dates and practices are subject to change. Please call (914)592-5375 for up to date information.

JACKSON MART RACE

1/12 Road Race

By Gary Veslica

BAD WEATHER AGAIN PLAQUED THE "MART" RACE BUT THIS TIME A LITTLE LIGHTNING WAS ADDED TO LIVEN THINGS UP A BIT.

After two early morning rain delays, practice and qualifying were finally underway by early afternoon. With the third round almost complete, the rains once again started. This time the race was a "wash out", so the final standings were based on the best qualifying time for the first two rounds.

Dave Lee Sr. was the Top Qualifier and "A" Main winner for the third race in a row. Close behind Dave was Bill Novess and, a newcomer to MART, Marc Lenz from Detroit.

The competition in Detroit will be fast and tight because many of the top spots in MART will be up for grabs.

A special thanks is in order to the TOY HOUSE, in Jackson which helped sponsor the race. They supplied gift certificates to all drivers, as well as coffee and donuts during the rain delays. A special drawing was held for some R/C car kits for both drivers and spectators. Sponsors such as THE TOY HOUSE should be told how much their support is appreciated in helping promote the sport.

Also helping sponsor were PARMA, BOLINK, FUTABA, LEISURE, RIDERS.

G.V



Kal/County 150

By Bill Novess

AFTER A RAIN-DELAYED START, AND WITH HELP FROM ALL THE RACERS THEMSELVES, THE RACE, AT THE WESTMAIN MALL, WAS MOVED INDOORS.

I'd like to thank everybody who helped, especially the out-of-towners from Lansing and Detroit.

As the lint settled back on the floor, 25 Michigan drivers were pitted against each other in a highly competitive race that really brought out their skills and talent for racing.

This was the second annual 150 event and with the things we learned from this race, (which will be applied to the next all-out open-wheel 150 in '82) it's sure to be a great race.

RESULTS are as follows:

1. Tom McGarry (148.7)
2. Bill Novess (146.1)
3. Carl Mollitor (144.2)
4. John Starks (139.5)
5. Butch Beebe (139.5)
6. Leon Neal (137.7)
7. Judd Nichols (136.9)
8. Jeff Cook (136.8)
9. John Avila (135.2)
10. Rich Temple (134.7)
11. Tom Reynolds (131.3)
12. John Sparks (131.2)
13. Dave Perigo (126.3)
14. John Colosky (125.9)
15. Mark Lenz (125.8)
16. Karl Kenzel (124.7)

17. Mark Bambrick (122.5)
18. Justin Tenbrink (112.6)
19. Mike Corn (112.0)
20. Jeff Hossinger (105.6)
21. Jeff See (105.3)
22. Dale Baldwin (97.9)
23. Pete Mitchell (83.1)
24. Dick Brabon (46.6)
25. Ken Hargie

The Kalamazoo MART Race

Saturday, Sep. 19
 Kalamazoo, Mich.

THIRTY ONE DRIVERS GATHERED IN KALAMAZOO WHERE THE WEATHER FINALLY COOPERATED TO HAVE A GREAT DAY OF RACING.

The Kalamazoo Club did their best job yet in hosting a MART race. Everything went very well.

Two outstanding features were the track and the announcing.

The track layout was excellent; the best part was the infield section. That section was painted green and resembled the grass infields of the real tracks in ambiance and performance.

What do I mean by "performance"? Well, on the real tracks, when the car goes into the grass infield, it loses traction; so is the case in Kalamazoo—get into the painted stuff and no more traction.

Dave Lee, Sr. continued his streak and now has made it four in a row. He not only won the "A" Main, but was also Top Qualifier. No one else has dominated our series as Dave has in this Summer series. Congratulations Dave, you worked hard and deserve the wins!

MART POINT STANDINGS After Kalamazoo—Best 4 of 5

1. Dave Lee, Sr. 599.9 pts.
2. Bill Novess 573.8
3. John Starks 568.1
4. Judd Nichols 548.2
5. Jeff Cook 526.9
6. Dave Lane 512.1
7. Chuck Ewing 504.5
8. Butch Beebe 481.7
9. Jim McCarthy 476.6
10. Doug Dubois 472.2
11. Mark Bambrick 463.8
12. Tom Reynolds 459.4
13. John Colosky 456.4
14. Carl Mollitor 444.8
15. Art Frelund 435.7
16. Dave Lee, Jr. 434.9
17. Tom McGarry 425.6
18. Kevin Brown 411.1
19. Randy Stanham 406.3 (contd. bottom p. 37)

Keep on racing.

Richard Schwalm

RESULTS

A Modified:

- 1. Troy Blanton
- 2. Gary McAllister
- 3. Dave Hume
- 4. Leslie Ammann
- 5. Richard Schwalm
- 6. Tom Wright

B Modified:

- 1. Ray Flick
- 2. Steve Maddox
- 3. Jerry Lofy
- 4. Miles Cook
- 5. Ralph Klestadt
- 6. Charlie Boldetti

C Modified:

- 1. Mike Eads
- 2. Brian Harrison
- 3. Mark Pesce
- 4. Keith A.

A Stock:

- 1. Leslie Ammann
- 2. Dave Hume
- 3. Troy Blanton
- 4. Richard Schwalm
- 5. Tom Wright
- 6. Brian Harrison
- 7. Steve Maddox

B Stock:

- 1. Miles Cook
- 2. Mike Eads
- 3. Gerry Lofty
- 4. Mike Ferguson
- 5. Harry Greenberg
- 6. Charlie Boldetti
- 7. Jim Blanton

C Stock:

- 1. Mark Pesce
- 2. Tshar Datal
- 3. Keith Arimura
- 4. Tony Eads
- 5. Troy Flick

Concours:

- Gary McAllister



Story & Pictures by: Richard Schwalm

Ventura, Ca. August 16, 1981

DURING ONE OF OUR MONTHLY meetings, a suggestion to host an electric road race with only Formula bodies was presented and approved.

First thoughts considered were of the chores of painting, trimming, and changing present chassis set-ups. Secondly, there were thoughts as to how realistic in appearance the open-wheeled cars would be, adjusting to the more precise handling characteristics, and how the drivers would meet the challenge, one that can only help their driving abilities.

Deciding that it was worth the try, race day dawned with the typical summer coastal cloudiness that cleared by noon.

Can Am cars ready for Concours.

Present there were twenty-two drivers and thirty-five entries. Some drove two classes. Many drivers and spectators alike, looking at all the strange looking bodies, were asking "what type of body is that?" Magical names such as Penske PC-9; Renault RS23 Turbo; Brabham BT49; Lotus 79; and Ferrari 312T, were some of the answers.

The "hot" set-ups included the Associated 12E, with their wedge chassis, Novak Bantam steering servo mounted on the chassis, with a Kimbrough shock absorbing arm, Reedy "green dot" modified motor, dual compound "SK" front tires, differential, ballbearings front and rear, and soft rear tires coated with Oil of Wintergreen.

MRP GP-12's were also used, but with less trick stuff. They basically used soft molded front tires, soft "D" rears, ballbearings, differentials, Pro-Slot double wings, and MRP "team" motors. There were also a few "scratch-built" cars using some of the above components in different innovative designs.

Today's program had nineteen cars in the STOCK Class, running in three 8 minute mains. It was the same for the Modified mains with sixteen racers participating.

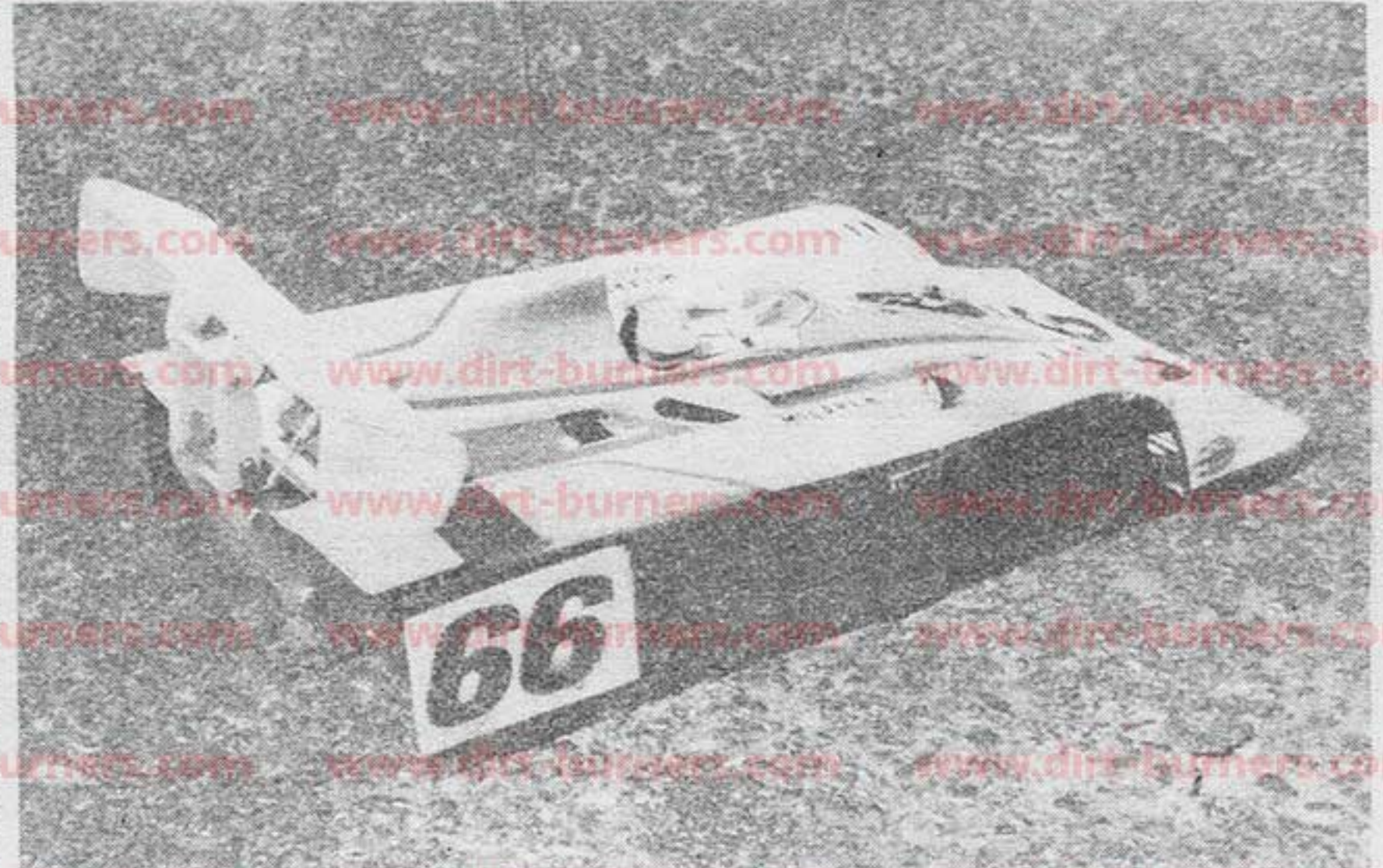
As usual in these parts, the racing has become very competitive, with the promise of any driver being capable to walk away with the top honors.

Today was no exception as Troy Blanton drove to the A Main win in the Modified class and Leslie Ammann took the A Stock Main. Both excellent drivers who, on other occasions, have been close to putting it all together but for lady luck had failed.

Other winners were: Ray Flick (B MODIFIED Main); Mike Eads (C MODIFIED Main); Miles Cook (B STOCK Main); and Mark Pesce (C STOCK Main). Concours winner was Gary McAllister.

Winners also were all the drivers who participated in this event, as their imagination, inspiration and abilities were challenged.

I'm sure that the "Formula Fever" is now with us here in Ventura and you're sure to see more of it soon.



Formula fever or Can Am cars (above) the Ventura Roadrunners take great pride in their cars, as seen in this beautifully detailed McLaren.

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TS 380 - REAR CAGE. It's designed to absorb the hardest of impacts. Easy bolt-on with stock Tamiya parts. Painted black or chrome for that "real" look. Black \$9.95. Chrome \$10.95.

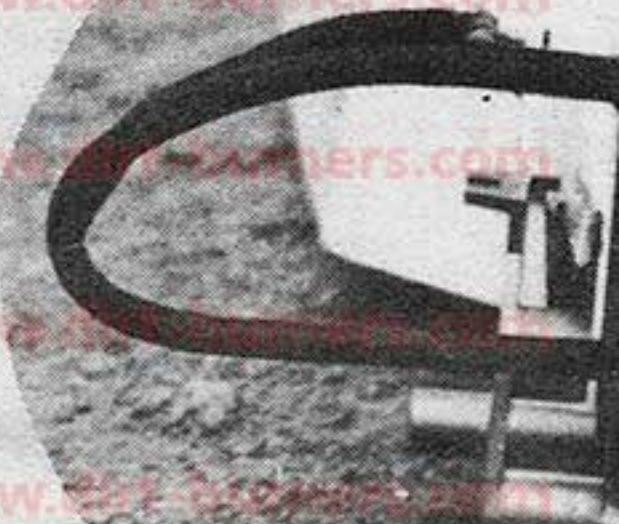


TS 357 - ELECTRONIC SPEED CONTROL. No more burning your speed plates. No more breakdowns during races. Our "Super" Electronic Speed Control gives you one less thing to worry about. Plus, it's "variable" forward and reverse speeds allow you to drive your car smoothly and proficiently. Designed for racing. \$125.00



TS 351 - FRONT END PINS. These are made to keep those trailing arms from falling off and your front suspension from bending. Comes with cotter pins. Easy to install. Keeps that front end true. Four to a set.....\$7.00 per set

The Original



TS 356 - FRONT BUMPER. curbs, you name it. A MUST in black & Chrome. Not only



TS 381 - THE GREEN MEENIE. Our motor eats up all other so called "off road" winds by a mile. Especially designed to bear the load of seven plus cells under competition use. Double precision bearings keep it running smooth and fast. Fits Tamiya cases. The only problem with this motor is keeping it under control. But you can work on it. Retails for \$44.95



TS 382 - ROLL BAR. Made to replace the stock aluminum roll bar, this one will give you firm support for your shocks and rear cage. Solid metal made to withstand the hardest of hits or rolls. Easy bolt on. Painted \$9.95 or Chrome \$10.95.

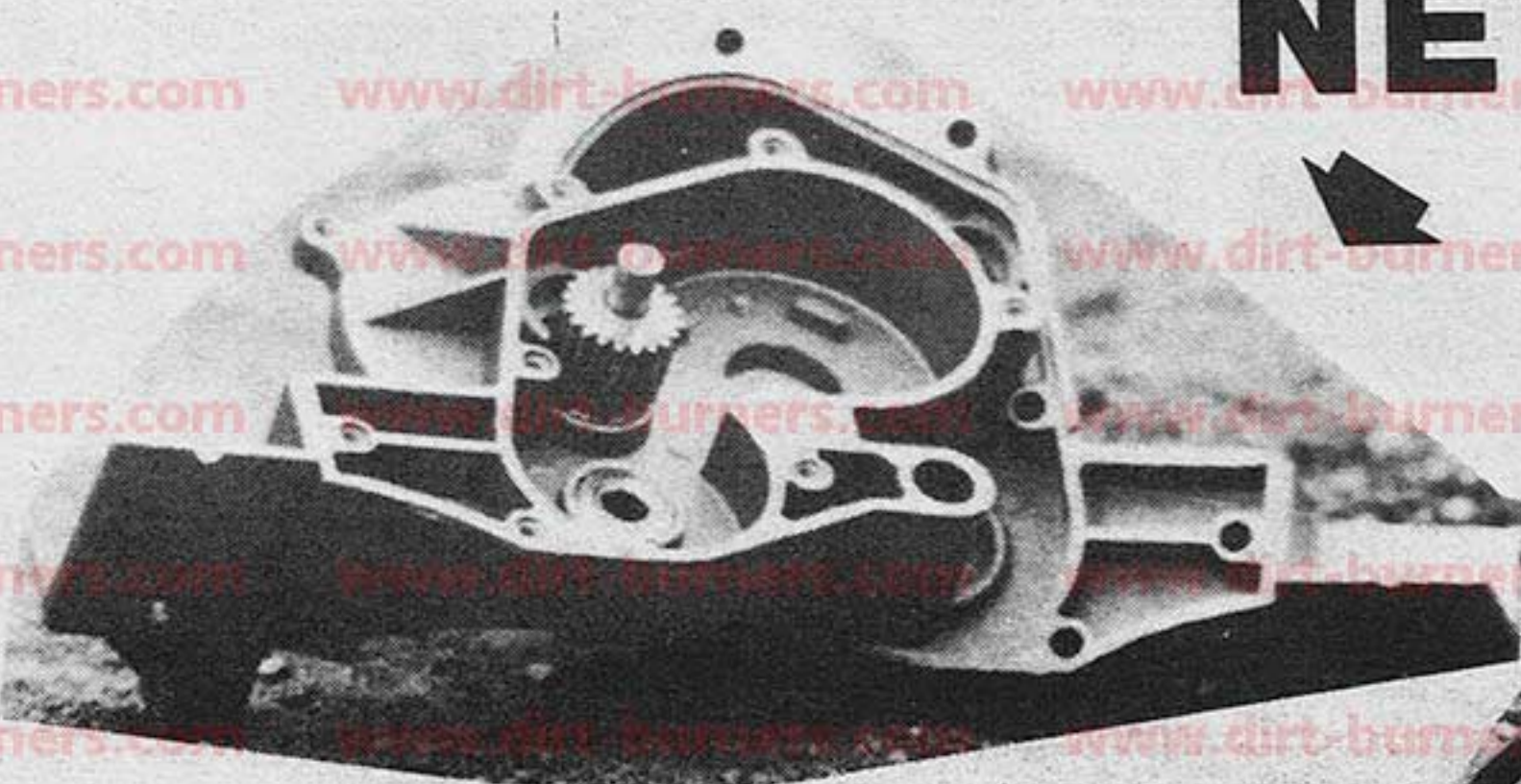


TS 388 - NICAD BATTERIES. They are "horses", made to recharge time after time. 6-Cell pack, in shrink tubing.....

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ANCE

NEW



TS 383 - BRASS GEAR. Replaces plastic ones for longer gear life. Change it once and that's all. \$7.95 ea.



NEW

TS 384 - DELUXE SIDE RAILS. Designed for optimum protection to body and chassis and rear end. Both for the Rough Rider or Sand Scorcher. Painted \$18.95 or Chrome \$19.95.

OAD



for anything. Head-on's with other cars, posts, end protection. Painted yellow, red, light blue, it work, but it makes yopur car look good. Painted \$18.95 or Chrome \$19.95



NEW

TS 386 - BOX LOXS. No more looking for camlocks for your Tamiya radio box. This "easy on" fastener will keep it all together for a fraction of the cost. Long lasting dirt, water or mud won't hurt it. Pack contains fasteners for all four sides. \$1.50 pk.



NEW

TS 387 - ROUGH RIDER ROLL CAGE. The first time you roll your Tamiya car, the plastic cage goes. No more with OUR Roll Cage. Made out of metal tubing. It bolts right on! Painted \$9.95 or Chrome \$10.95

NEW

PLUS our other ORIGINAL Hi-Performance Products

TS 355 - SIDE RAILS/NURF BARS. Protection for your car body and chassis and rear end. It fits your stock chassis holes and case screws. easy to install. Made of tubular steel. Comes in two sizes: "long" for the Rough Riders; "short" for the Sand Scorcher. \$9.95 a pair.

TS 352 & TS 352 S - Long and Short Nylon body posts. Virtually unbreakable. Drilled-hole for your body pin, keeps pin from popping out. Keeps that body on under adverse conditions. Long post \$3.95 or Short \$3.50.

TS 353 - FRONT SUSPENSION SPRINGS. Stop fading suspension. These won't fade on you and will give you continuous, same-rate suspension. Made of heavy-duty piano wire for long life. \$3.95 a pair.

TS 361 - REAR ALUMINUM SKID PLATE. Protects your engine case. Easy bolt-on to existing screws. Not only it looks good but keeps the gear case from wear and tear. \$5.95

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The Original

The WEST COAST CHAMPIONSHIPS

Or...The Slam-Bang 1/8 Can Am Race



THE BEAUTIFUL, PEACEFUL, TRANQUIL SETTING OF EVERGREEN VALLEY COLLEGE, JUST ON THE OUTSKIRTS OF SAN JOSE, NORTHERN CALIFORNIA, WAS THE SITE FOR ONE OF THE WILDEST, WRECK-RIDDEN AND DESTRUCTIVE 1/8 SCALE RACES WE'VE SEEN IN A LONG TIME.

San Jose, California
September 5-6, 1981

To put it mildly, if you survived the "walls" through the qualifying rounds, you stood a chance to make it in the mains. Many didn't and so they were relegated to spectator status.

The RAMS R/C CLUB was the host for this year's version of the West Coast Championships. They did a fine job of promoting the race, but whether the Labor Day weekend had something to do with it or not, the entry was far shorter than expected for this type of a major event. The other reason could also be that the ROAR Nats. and the World Championships left a lot of drivers short of racing funds for traveling and accommodations.

In any case, those who showed up were treated to a very fast course, well laid out, but with some difficult and dangerous spots.

Many brand new lexan bodies were seen totally in shambles after the first day of qualifying. The reason:

While the track layout was fine and fast and fun to drive, the boards that surrounded the infield left something to be desired. Several critical corners had sharp edges and boards that "just stuck out" and which seemed to grab almost every car. Also, the infield lines

seemed to be ever changing as a result of the retaining boards not having a solid backing to keep them from moving about. One particular section right in front of the drivers stand had a "chicane" that you had to make a quick right, then left and then right into the sweeper, but on the next lap, the board had been moved back by the cars crashing into it and now there was a straight line through that section. Two laps later, someone got to it and fixed it again, and surprise, surprise, surprise! There were those rights and lefts and rights into the sweeper!

Another surprise were the light post bases that momentarily blocked your vision with your car. One was located coming out from the sweeper into the long straight and the other in a hair pin, in front of the driver's stand. At times it was scary.

But as they say, that's racing and the challenges must be met. And so for most of us, it was truly fine weekend of 1/8 scale racing. Especially for those of us who drove from Southern California (about a seven hour drive) and spent the entire trip going up "bench racing" and predicting the outcome and on the way down, still "bench racing"...telling of the guy that "just left me sitting upside down" or..."if I had just stopped for fuel one lap before..." Well we all know how that goes.

There were a total of 52 entries, divided into three categories; Novice (16), Amateur (20), and Experts (16).

Qualifying started on Saturday with two rounds in the morning. Based on your finishing position, the "Heats" were made up by class. In the afternoon two Heats were run and points were awarded according to where you finished in your heat. First place earned you 10 points; second, 9 points; third, 8 points and so on. Last, or tenth, was only worth 1 point. At the end of the two heats, those with the most points would then be changed into another group for Sunday's

final Heat before the Semi's and Mains.

On Sunday the final Heat was run and the top five racers in points would go directly into the Main, while the others had just one more chance to make it to the Main by battling in the Semi.

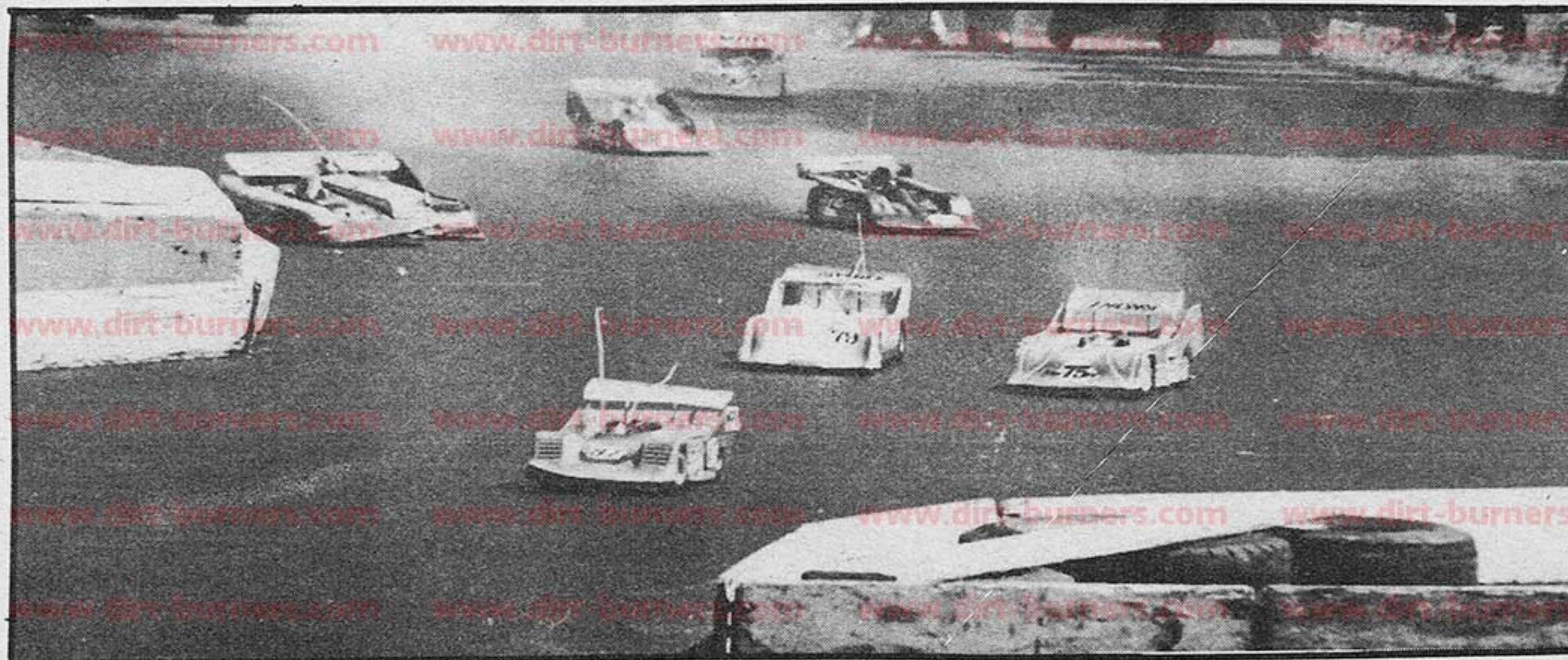
Saturday's leaders after two Heats in the Novice class were: Darren Lawley, with two firsts for 20 points, G. Kimbrow with 18 and Gary Lawley with 17 points. In the Amateur class it was Benny Bullock with 19 points, M. Buriani with 17 and Lou Peralta with 16 points.

The Expert class had Dana Smeltzer with two wins for 20 points, Mike Kimbrey with 18 points with two seconds, and Tom Douglas with 17 points. Tom, in fact, had just arrived before the Heats started and had no practice but was full-on from lap one.

Saturday's weather was near perfect, Sunday's was even better. The temperature was about in the 80's and a slight breeze, that makes the northern



Jerry Snow's Concours-winning car. Check out driver's head gear.



(Top) Just after the start you had to negotiate a fast right and left. The action below was the scene in most cases. Many bodies took their toll through this section.

mainly because of the number of crashes and pit stops along the way. Even if you were in the pits, you were in danger of getting his, as Peralta found out when he pitted at about lap 45 and another car, trying to negotiate the sweeping turn in front of the pits, took it too wide and slammed into Peralta's car, knocking his steering servo off. He then had to drive the rest of the way only able to turn left.

After 100 laps the winner was Adkins, followed closely by Tom Wong. In third it was Hodgeson, followed by M. Buriani and Gil Losi for the top five spots.

California scenery just glisten. No wonder they call it "Ever-green" College.

The final Heat got under way after a controlled practice session.

Making the direct transfer into the Main after three Heats were: Guevara, G. Kimbrow, Darren Lawley, Gary Lawley and Gina Quaid in the Novice class; Serrano, Lou Peralta, Benny Bullock, Adkins and M. Buriani in the Amateur class; and Tom Douglas, Jerry Snow, Dana Smeltzer, Rich Lee and Mike Kimbrey in the Expert class.

Now the rest of the racers would have one more battle in the Semi to make the move into the main program.

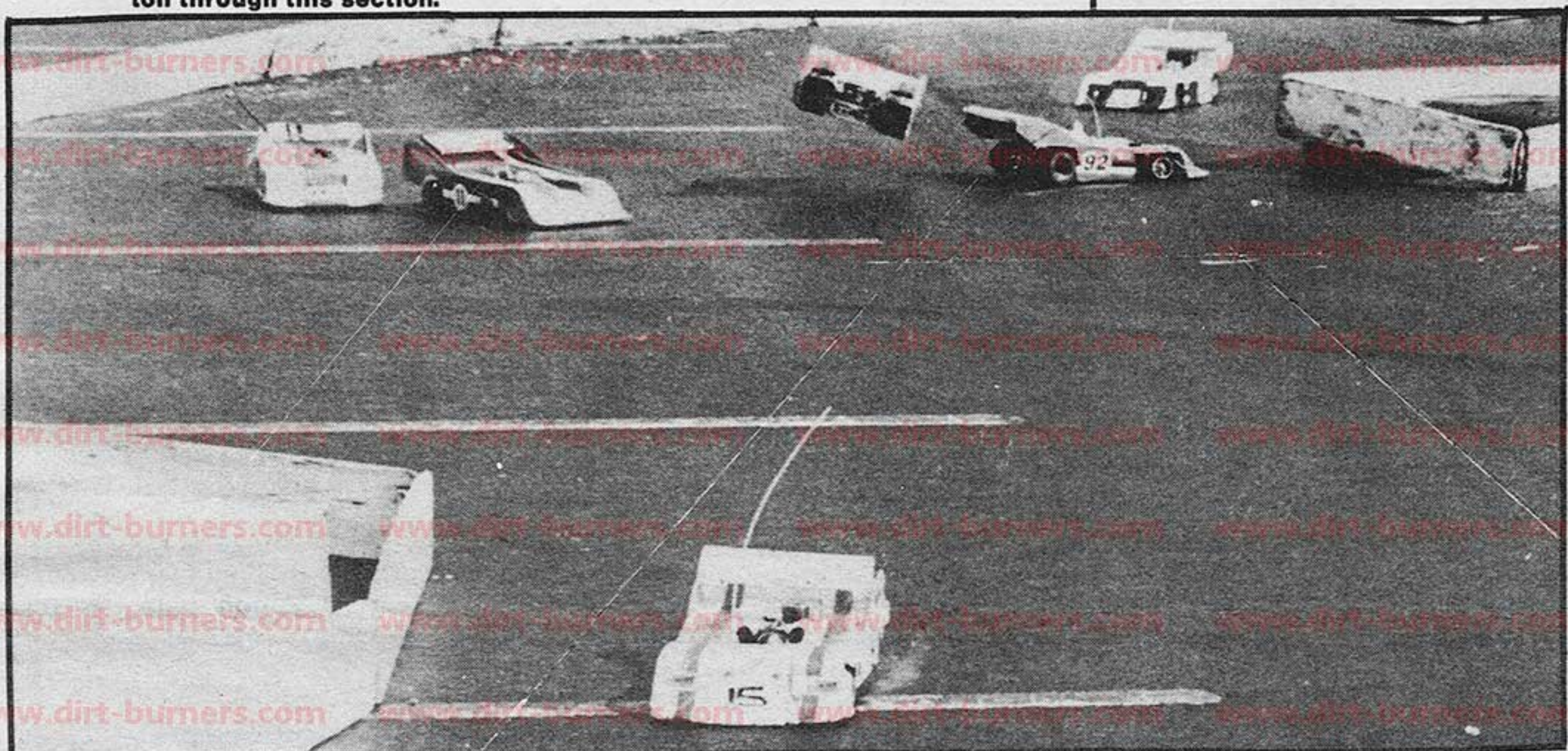
Only the top five in the Semi's would make the main and so it was John Thorp who captured the first place in the Expert Semi, followed by Buriani, Paul Sang, Alves, Glen Wilcox and Chuck August.

In the Amateur division Tom Wong took the first in the Semi (wasn't he in the final in the McCoy race...and what's he doing with the Amateurs?); Hodgeson took second; K. Lawley, third; then Gil Losi and D. Lawley for the final transfer spot.

Novices saw Vassallo win the semi, followed by J. Perry, R. Petruzzi, J. Stirling and Juan Quaid.

By 2pm on Sunday, the first Main was ready to run. It was the Novice -75 lap main. It would be followed by the Amateurs' 100 lapper and the Expert 125 lap main.

Winner of the Novice Main was Guevara, who did a fine job of



driving after getting a slow start. Many of the Novice racers had never run 75 laps. Most races for this class of driver run about 30 to 35 laps. So it was a real treat for these guys to "drive for a while". One racer told me: "I didn't realize that driving this many laps would get me so tired, but I was sweating, I was not used to it". In fact, some were not used to making so many pit stops, and many lost valuable time in just getting all their pitting straight.

But when the checkered flag dropped, it was Guevara, Gary Lawley, J. Perry, Vassallo and Juan Quaid making the top five.

The Amateur main had an excellent battle brewing at the start between five racers. Adkins, Wong, Peralta, Losi and Bullock. At one point there were about 35 feet between first and fifth. But during the 100 laps in this main, a constant shift in position was obvious,

Just as you start "hooking it up" off the sweeper into the straight, a momentary loss of visual contact made things very interesting for some (below).



(contd. page 27)

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ORRCA: Rules...

(contd. from page 6)

SUSPENSION: Must remain in stock configuration. Single shock-dampers in original positions. Stock rear torsion bars (.079 diameter) and front springs (.051 diameter) must be used. They may be rebent or exchanged to increase or decrease spring rates. Rear camber adjusters are NOT allowed. Adjustments to align the front end may be made by shims or washers at the mounting point on the chassis.

TIRES & WHEELS: Must be in Stock configuration (ie. small tires in front, large in rear). Tires may be swapped from one style to another (ie. Rough Rider front tires on Sand Scorcher body). Ball bearings are allowed on the axles and wheels of the car. Wheels must use stock centers; metal rims are allowed.

BODY & CHASSIS: Stock bodies only; clear replacements are allowed. Mounting of the body may be at driver's discretion, however, it will be the judges decision as to whether the mounting is sufficient to maintain the body in place during the race. Judges/officials may require additional reinforcement. Chassis plate must be Stock. Total overall length of the car is not to exceed eighteen (18") inches in length and nine and a half (9½") inches in width.

STEERING: Must remain in Stock configuration with servo at right angle to steering action. Stock ball joints may be replaced, stock linkage may be replaced with heavier gauge wire. Stock ball joint positions must be maintained. Stock "servo saver" must be used. Radio box may not be altered, except for air vents and easy access to the radio crystal.

BATTERIES & MOTOR: Propulsion battery must have 6 sub "C" cells (max. 1.2 volts ea.) in series only. You may not remove receiver battery pack or circuit breaker. Speed control must be stock 2 speed only in any convenient configuration. Motor must be stock you MAY NOT advance the timing, or remove end-bell for ANY REASON.

Any signs of the end bell being tampered with will deem the motor illegal. Motor must be stock type supplied with the car kit. Stock capacitors may be replaced, if necessary, for proper operation of receiver.

GEAR CASE: Plastic gears may be replaced with brass or metal gears and bushings may be replaced by ball bearings for longer gear wear. Plastic motor covers must remain clear.

MODIFIED CLASS

The Modified class is for the more experienced driver with equipment and skills to make major modifications to the handling of the car. Basically, there are no limits to suspension, chassis, body or steering. Propulsion is limited to basically stock parts. This class will emphasize handling and driver's skills. Must be electric power 1/10 or 1/12 scale.

SUSPENSION: No Limits

TIRES & WHEELS: No Limits

BODY & CHASSIS: Maximum width of car not to exceed 9½" and maximum length of chassis not to exceed 11". Total overall length of the car, front bumper to rear cage or bumper, not to exceed 18".

STEERING: No Limits

BATTERIES & MOTOR: Propulsion battery must have NO MORE than 7 sub "C" cells, of not more than 1.2 volts each and in series. Receiver and servo battery may be eliminated. Speed control may be modified to suit driver. Motor MUST BE STOCK, you may NOT advance timing, or remove end bell for any reason. Any signs of the end bell being tampered with will deem the motor illegal. Motor must be stock type supplied with the car kit. Stock capacitors may be replaced if necessary as in the stock class. Windings must be stock gauge and number. Bearings ARE NOT ALLOWED in the Stock motor.

UNLIMITED/OPEN CLASS

This class is as it is named: "Unlimited. The only limits are driver's sensibilities and pocket book, the following exceptions:

Car must be electric powered and 1/10 or 1/12 scale.

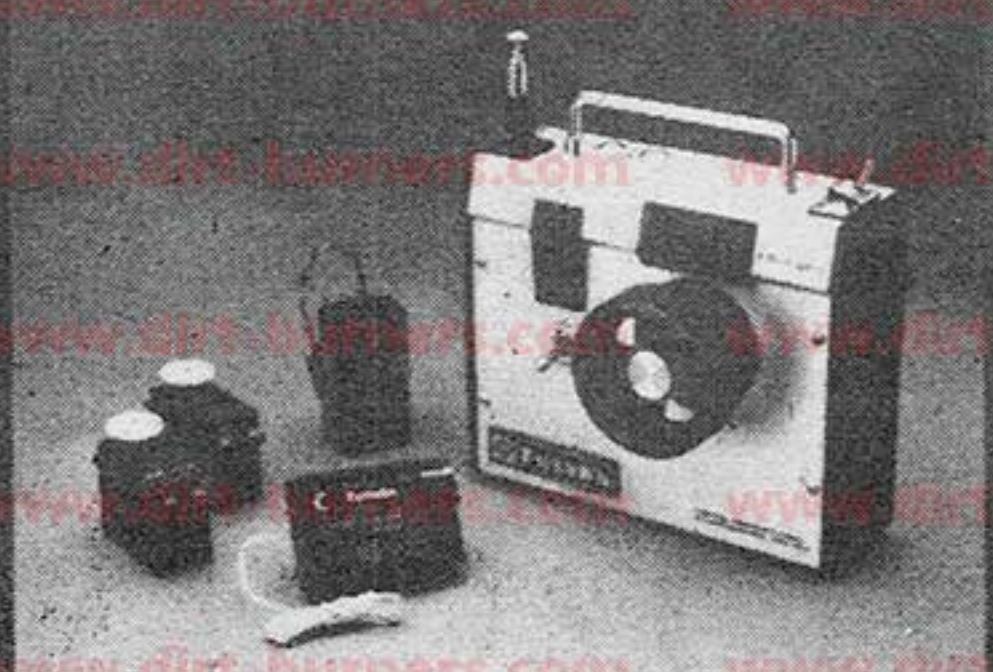
Body & Chassis limits are the same as in the other two classes.

PROTEST PROCEDURE

Class protest should be lodged prior to the main event (or trophy race). The protesting party will advance \$20.00 to the race official. After completing the main event, the car under protest will be dismantled by its owner, under the supervision of the race official. If the car is judged to be legal, the car owner will receive the posted \$20.00 protest fee; if the car is found to be illegal, the \$20.00 is returned to the driver filing the protest and the guilty driver is disqualified from all the day's results.

The above ORRCA Rules, as agreed by all parties present, are the basis for future off road competition. From time to time, there may be addition, changes or deletions as deemed necessary.

For complete race schedule of the Series events, refer to our "Calendar" section.



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



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



1st Annual "Race of Champions" BoLink R/C Cars

Story By Roy Kelly
Pictures by Bob Rule

August 30, 1981
Snellville, Georgia

BOLINK INDUSTRIES AND THE DIXIE RACERS HELD THE FIRST ANNUAL SOUTHEASTERN RACE OF CHAMPIONS ON AUGUST 30, 1981.

This race took place at Snellville International Raceway, a permanent 1/12th scale R/C track, owned by the local club and located behind B & B Sales in Snellville, Georgia.

Racers from all over Georgia and Alabama came out to test their skills and equipments. Hard rains the night before and on race morning shortened the field considerably.

North Carolina was planning to send their finest drivers but did not want to chance the weather on such a long drive. The rain also kept many local racers from showing up at this inaugural event.

Once the rains stopped, the clouds broke and the sun was out drying the track, we were racing by noon.

Race director Roy Kelly got the racing under way and maintained a brisk pace of racing throughout the afternoon. The Dixie Racers club members also did an excellent job in planning and organizing the event.

Thanks to the rain, the track was washed of the fine dirt film and traction was excellent. So much so that after two rounds of qualifying, a new track record had been set.

The previous track record was set by Tim Morton of 40.4 laps in 8 minutes. Today Tim broke his own record by posting 40.8 laps in 8 minutes. This also gave him the Top Qualifier spot.

During practice and qualifying races, names were drawn out of a hat and prizes, donated by BoLink, were given away. Almost everyone there went home with something.

page 26.

One of the interesting side-lights of the racing day was caused by the BoLink race trailer. This trailer was built by Harold Trader and Rick Jordon with the sole purpose of all out racing in mind.

The BoLink race trailer contains, among other things, a 280 amp-hour battery, which will charge 4 racers' cars for two days with NO RECHARGING! Its sides fold down into 4 separate pit spaces, which can be shut or locked individually. Each pit on the trailer has its own power hook up and is equipped with lights. The canopy frames are made out of PVC pipe and when disassembled, they fit inside the trailer. This trailer has made several trips to Florida and recently made the trek to the 1981 Nationals in North Attleboro Massachusetts. A feature story will follow in a future issue.

The heat board was rearranged, and the mains were set. The skies were clear and the track was hot, giving all the cars fantastic traction.

(Editor's note: When we were back in Indianapolis we noticed that the track for the World Championships was super as far as traction, but it became even better after the rain delay



The BoLink Team Trailer has everything in it for the racer except the kitchen sink. Wait! I think it even has that too!

had occurred and the race restarted. Why can't this similar application be made before each race? The host club could bring out a bucket and a mop and before qualifying and/or the Mains, mop the film off the track for better traction. Often, it's not the track surface that has lost the bite, but the dirt-film that often settles on top. One quick, light mop with plain water could take care of this problem. Just a thought.)

When the mains were completed, yet another track record was set. Tim Morton won the A MAIN with a lap total of 42.5 laps. A new track record.

Other winners of the lower mains were: Lee Muse (B Main); Bob Rule (C Main); Frank Davis (D Main) and Dan Sorg (E Main).

Trophies were donated by BoLink Industries, which everyone agreed were excellent.

Many thanks should also go to B & B Sales for the use of their property, and to the Dixie Racers for doing such a fine job of planning and running the event, in spite of such adverse weather conditions.

I'm sure next year's Second annual Southeastern Race of Champions will be an even greater success.

Local club races here are held every Wednesday and Sunday nights. The club is planning on holding a Georgia State Championship series of 6 races. Four out of the six races will count for the overall finish. Also planned is an Indoor Winter Series. For more information you can contact Tim Morton at BoLink (404)963-0252 or Roy Kelly (404)498-2882.

See you next time!

Roy Kelly

RESULTS

- A Main:**
 1. Tim Morton (42.5)
 2. Craig Kelly (39.14)
 3. Roy Kelly (37.14)
 4. Chip Mullins (37.8)
 5. Steve Kellett (36.7)
 6. Jay Wagner (31.13)

- B Main:**
 1. Lee Muse
 2. Doug Spainhour
 3. Jim Marconnet
 4. Scott Grandfield
 5. Jimmy Simmons
 6. Rick Jordon

- C Main:**
 1. Bob Rule
 2. Larry (Red) Powel
 3. George Forzly
 4. Jerry Evans
 5. Bo Pirkle
 6. Lee Botts

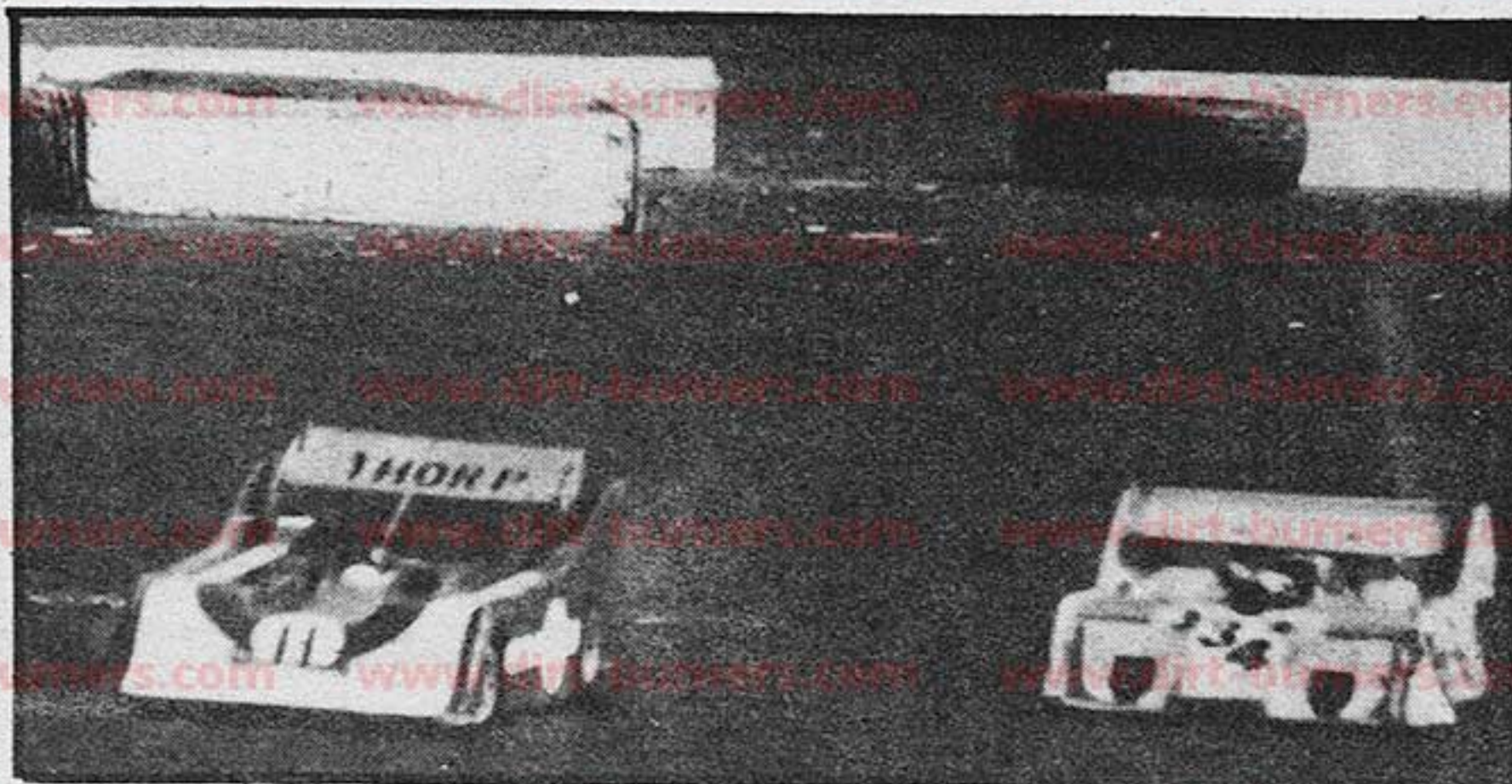
- D Main:**
 1. Frank Davis
 2. John Barnacle
 3. Thomas Uhl
 4. Kevin Cree
 5. Jim Brown
 6. Harold Trader

- E Main:**
 1. Dan Sorg
 2. Steve Rule
 3. Gregg Jannakos
 4. Pete Harris
 5. Scott Alpert
 6. Bob Kimbrough



The smiling faces of the winners in the 1st Annual BoLink race of Champs.

1/8 West Coast Champs. (contd. from p.23)



(Left) Dana Smeltzer (center) 1st; Jerry Snow (right) second; and John Thorp (left) third in the A. Thorp & Smeltzer this close (right) for most of the race.

The anticipation of the Expert main, as always, is quite high. Many locals don't get to see some of the top Southern California racers but a few times a year. Guys like Snow, Rich Lee, Kimbrey, Thorp, Smeltzer, Eustace Moore, Tom Douglas & Glen Wilcox are all products of the So. Cal scene.

This Main was really exciting as Smeltzer but on one of the best drives from dead last. He got a poor start and had to slowly work his way up, while Thorp led most of the way. Jerry Snow, Kimbrey & Tom Douglas were keeping the pressure on the leader Thorp. Needless to say, in a 125 lap race a lot can happen. Along the way, Thorp got bounced around a few times, Kimbrey got knocked out, Snow was in and out of the pits several times and Smeltzer kept charging.

In the end the top three were Smeltzer, Snow and Thorp in that order.

Racing ended at about 5pm just in time to have some daylight left for those heading back to So. Cal.

It was a nice weekend of road racing, one that we all look forward to being at next year.

BoLINK Finishes 1, 2, 3, 5 In Florida State Race # 4

FLORIDA STATE RACE # 4 St. Pete, Fla.

1. GLENN LEWIS - CHALLENGER
2. MIKE FROMER - CHALLENGER
3. DAVE WILLITS - CHALLENGER
5. TIM MORTON - CHALLENGER

BoLink's Florida Performance Team Winners:
MIKE FROMER
GLENN LEWIS
DAVE WILLITS



FINISHING POSITION FOR OTHER CHALLENGER DRIVERS:

| | | | | | |
|-------------|--------|--------------|--------|-----------|---------|
| R. KELLEY | 1st. B | L. MUSE | 5th. C | H. TRADER | 2nd. G |
| R. JORDAN | 5th. B | C. KELLEY | 1st. E | G. FORZLY | 5th. G. |
| C. MULLINS | 6th. B | B. RULE | 9th. E | S. RULE | 5th. H |
| F. HANSTINE | 3rd. C | D. SPAINHOUR | 1st. G | | |

AND Florida isn't the only area in which the Challenger is doing good...

NEW JERSEY - SOUTHERN JERSEY CHAMPIONSHIP SERIES

FINAL RESULTS - STOCK
N. PIRO...3
C. FORD...4

CURRENT STANDING - MODIFIED
N. PIRO...1
C. FORD...6

TRACK RECORD CHALLENGER

MICHIGAN - M.A.R.T. SERIES - 200 DRIVERS

MARV THOMSON - CHALLENGER...1st
ART FRELUND - CHALLENGER...3rd

CALIFORNIA - Jeff Abrams running in the tough Southern Cal Series. CHALLENGER right out of box - Stock Class - 1st. C Main. Has made approx. the last 10 "A" Mains in Stock Class.

GEORGIA - Snellville International Raceway -

Home of & owned by the Dixie Racers. Results of point series:

1. CRAIG KELLEY - CHALLENGER
2. ROY KELLEY - CHALLENGER
3. TIM MORTON - CHALLENGER

TRACK RECORD - CHALLENGER

OREGON - Kerry Montgomery wins the Tanasbourne Grand Prix driving a Challenger. Closest competitor was Don McKay, part owner of JoMac, and the designer of the famous Lightning 2000 car.

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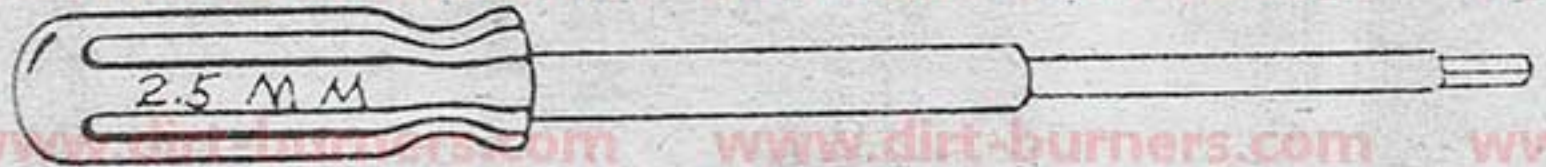
RESULTS

- EXPERT MAIN:
1. Dana Smeltzer
2. Jerry Snow
3. John Thorp
4. Tom Douglas
5. Glen Wilcox
6. Paul Sang
7. Chuck August
8. Buriani
9. Alves
10. Rich Lee
11. Mike Kimbrey
- AMATEUR MAIN:
1. Adkins
2. Tom Wong
3. Hodgeson
4. M. Buriani
5. Gil Losi
6. Serrano
7. Benny Bullock
8. Lou Peralta
9. D. Lawley
10. K. Lawley
- NOVICE MAIN:
1. Guevara
2. Gary Lawley
3. J. Perry
4. Vassallo
5. Juan Quaid
6. Darren Lawley
7. R. Petrucci
8. J. Sterling
9. G. Kimbrow
10. Gina Quaid

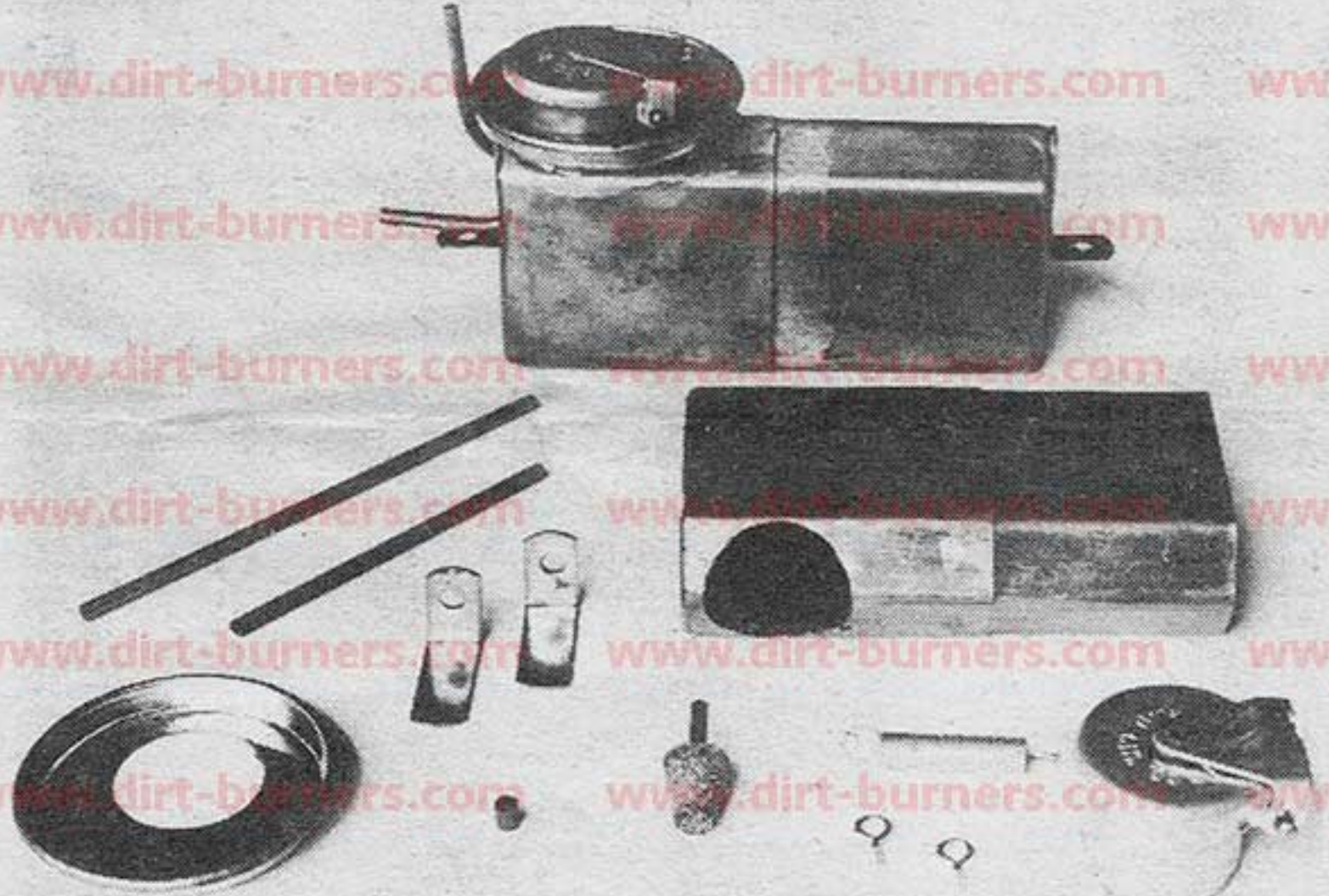
INSIDE LINES



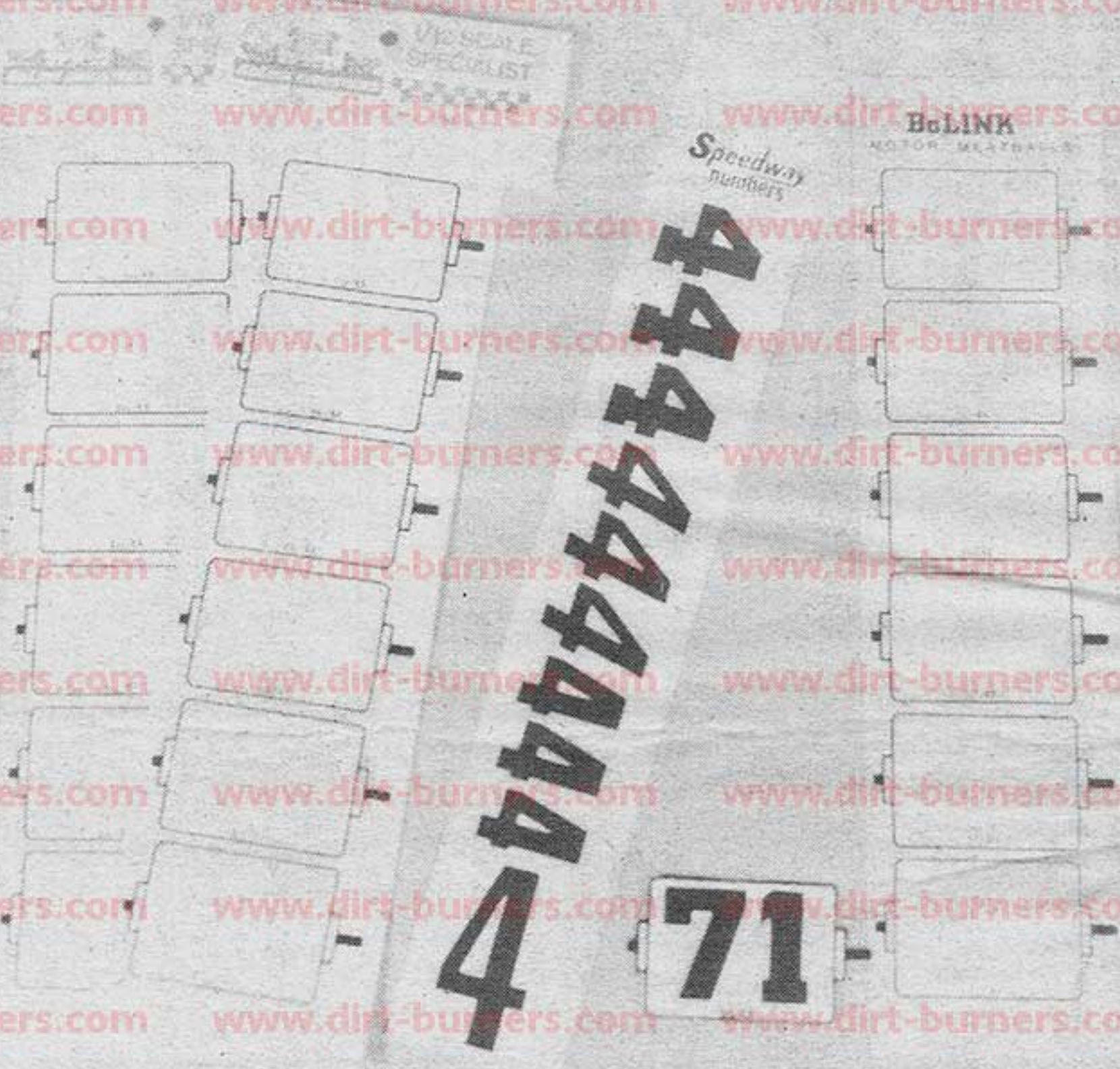
Twinn-K Inc. Indianapolis, Ind. has just announced a new 1/8 scale R/C product. Vinyl Tire Covers are designed to protect R/C tire's side-wall and add aesthetic appeal. The covers attach to the R/C tire with a self-adhesive back. AJ's logo appear on all tires and there are 6 to a pack which retails for about \$2.50.



Tired of stripped out set screws and rounded hex wrenches? This is the ANSWER. These hex blades are ground from high speed steel drill blanks and are guaranteed not to round off. They come in 1.5mm & 2.5mm for Tamiya buggies & 3/32" & 1/8" for American R/C cars.



Gas tanks for R/C 1/8th scale cars from Sonset Co. This 125cc upright Hi Johnson tank features metal flip top fuel cap; Dubro internal gas filter, heavy duty spring to insure air pressure and it's ROAR legal. Assembled or ready for solder, from Sonset (916)577-7710.



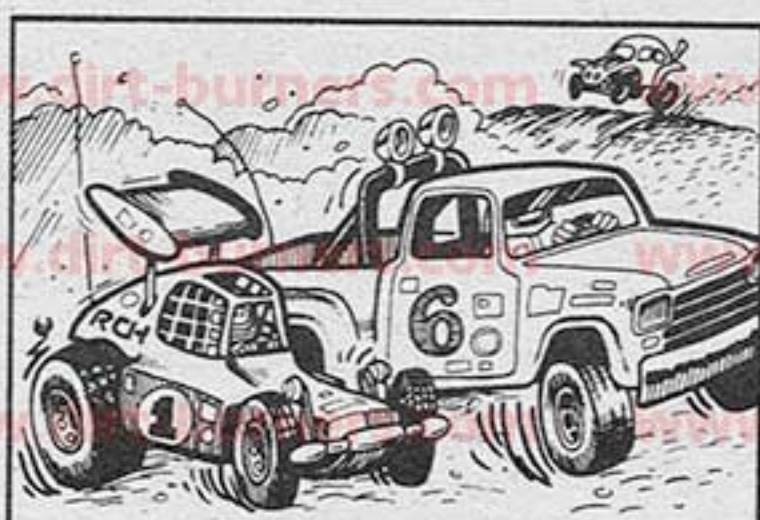
BoLink now has white backgrounds for your numbers in the shape of a motor, made for most 1/12 scale cars. the backgrounds will handle three digit numbers. Two strips of 6 meatballs per package for about \$1.59.



BoLink's A.S.A. late Model Sportsman Camero. These modifieds are the ones that run on Friday & Saturday nights all over the country. This body not only looks good but it works great on the track. The roof has been lowered to reduce wind resistance and a large air moving spoiler has been added on the front end to slice through air.

NOTE: Next issue we'll be doing an extensive Pre-Christmas "new product" layout. Send yours in today and don't delay. Keep picture no larger than 3" X 5".

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.

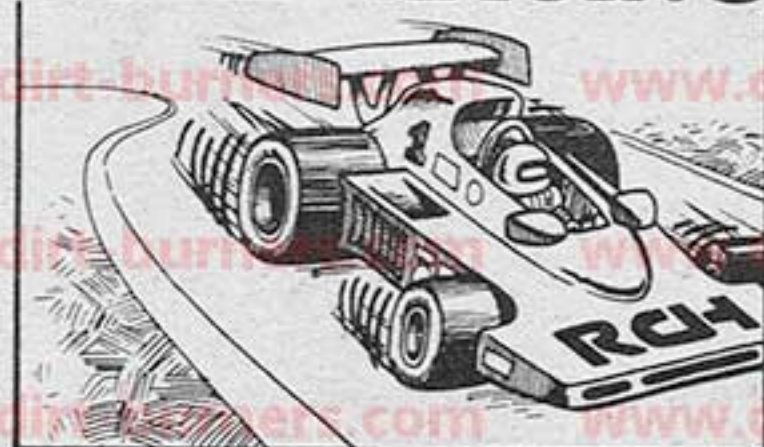
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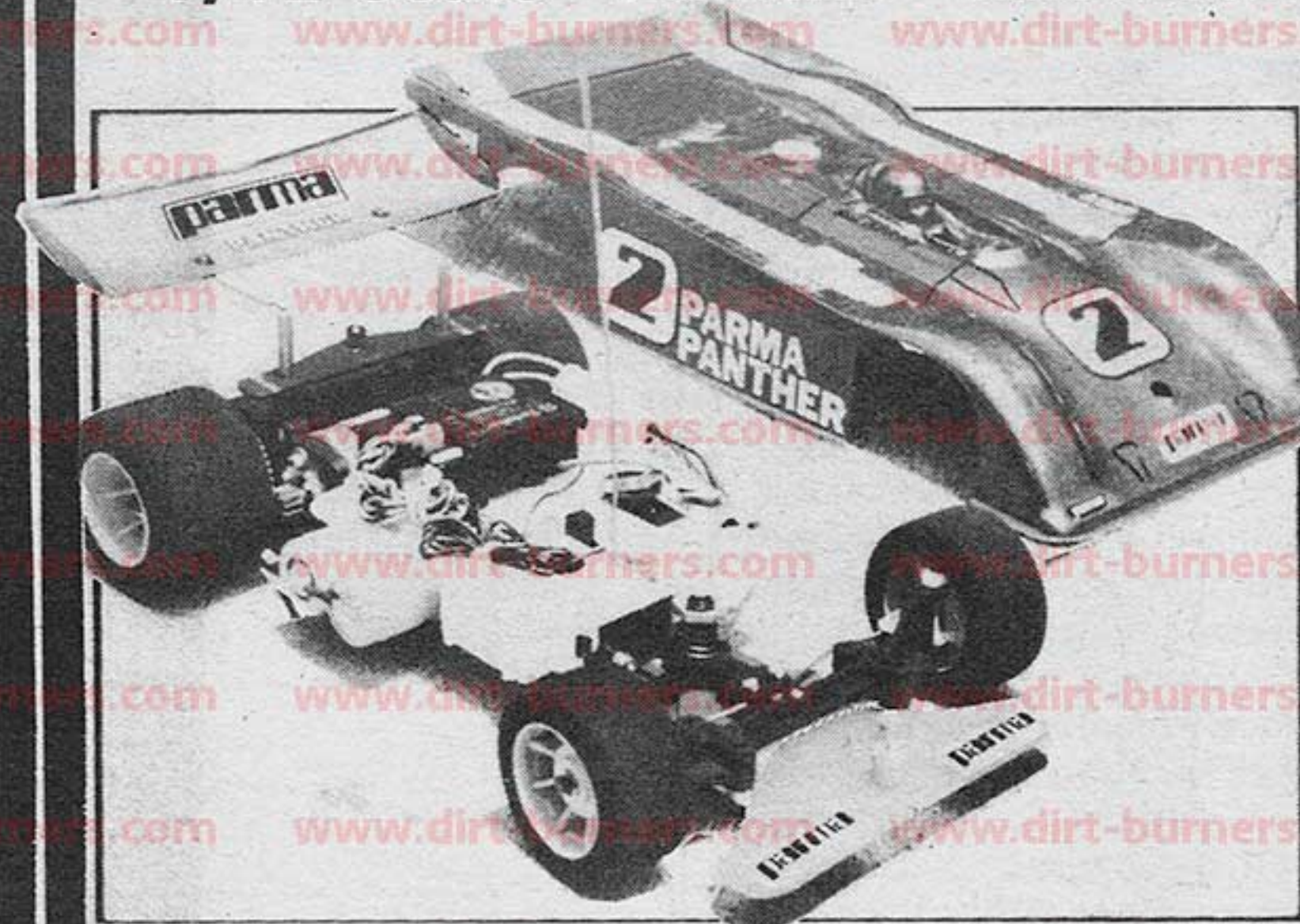
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GULF SOUTH... Survival of the fittest

Story by Bill Gardner

August 15, 1981
Slidell, La.

ROUND II of the Gulf South 1981 Series could have been more accurately described as the "survival of the fittest" race.

Richard Childree of Hattiesburg, Miss. took the first place honors in the A MAIN by virtue of his ability to qualify into it and being able to out last all other drivers and keep his car on the track for the full 20 minutes. We didn't offer you much competition did we Rich?

Freddie Rapuana got the race winner's points (a total of 493, his best ever) from the B main with 69.3 laps (the most for the day).

A very untypical race for the normally extremely consistent group of "hot shoes", who normally make the A Main was witnessed today.

Consider. Charlie LeBlanc finished 2nd in the A Main with 60.4 laps after making an unscheduled 2-min. or longer pit stop for fuel and a glo plug at the 4:45 mark. Dan Ironmonger took the third place hardware and got to watch the final two and a half minutes of the race from the comfort of his easy chair. Their cars don't run so well with the carburetor laying on the chassis plate! You better glue her on for the next one Bucko, that's two in a row!

The remainder of the fiasco-ridden A Main (Webster defines fiasco as "a complete, ridiculous failure") went as follows:

Karl Kaiser, who got off to one of those close-your-eyes-and-go starts, led the race in the first

page 30.

minute. A touch too lean engine went south on Karl and after another minute or so his brake arm falls off and he's out for some repairs. Karl was out for 6 to 8 minutes then returned to take 4th place. (That should indicate the problems of the other drivers).

At about seven minutes into the race, Bill Gardner, who was leading the race by a half a straightaway, pulled his car off the track with throttle servo symptoms. (That sucker didn't seem to ever want to slow down.) Ended up being a lack of brake disc. That's right! It was all gone and they still haven't found it!

Paul Verger ahead by a lap and a half at the 11 minute mark... pressure tap falls out of the header...no tank pressure... goes lean...flame - out...gone time.

Thirteen minutes is announced. Louie LeBlanc is first by about a half a lap...Louie loses a tire, that's all for him. Little did he know he could have changed it and probably taken 2nd or 3rd today. You just never know. Of course, with the normally consistent drivers that show up in the A Main, this fiasco was not expected.

As elated as Richard was to have won the A Main, I'm sure he would have enjoyed it much more if just a couple of them fast guys could have hung in there for the full race. Congrats Richard! After all, finishing is a prerequisite to winning and that you did.

Tommy Bordelon and Pat Roberts co-directed race II held in New Orleans. To the best of my knowledge, everything went well - a couple of incorrect lap times were posted, but quickly corrected thanks to the use of our back up tape system. A potential problem; now just a routine recheck.

The race went smooth, the track layout was interesting enough and Tommy and Pat had everyone on their way home (including the home team) by 4:30 pm. This is really nice for the traveling racers. All hosting clubs should try to do as well.

Paul Verger took TQ honors, as

he so often does, with 18.7 laps. As previously mentioned, Freddie Rapuana got the 400 points for his B main win. His 69.3 laps were a rather comfortable margin over second place, Danny Wenzel at 64.6. (Danny was 3rd overall this weekend as well).

Thomas Prine, another Hattiesburg product, finished third in the B Main, with 63.2 laps...his best Gulf South finish to date.

Frank Vance won the C Main with an even 63 laps. John Dingman finished second in the C Main with 55.2 laps and Edgar Reviere took third with 51.8 laps in his best Gulf South outing.

Bob Murphy, "the Shamrock Flash", took home first place in the D Main with a whopping 58.9 laps, while George Mollinary was second with 57.9 laps and Pat Roberts took third with 55.7 laps. By the way, this was the best race of the day.

John Dupuis, who found himself without a completed qualifier, ended up a bit out of place in the E Main. John had no mercy on the rookies and took it to them running for the points despite his early problems. His 61.5

(contd. next page)

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laps were good for first in the E Main and was the 6th best for the day.

Tommy Bordelon took second place and in his first Gulf South race, David Kearny finished third. Welcome aboard David!

You racers who missed the race: you blew it! With all the fast guys shutting down early, some serious points were collected by some of the consistant racers in the lower mains. You just can't afford to miss a race when series points and positions mean something to you.

START will host the next Gulf South race, Sunday, September 13 at Tammany Mall in Sidell. There will be a Concours judging for Can Am cars, with trophies to second place. Something special will also be on hand so don't miss the race. Registration opens at 8:00 am.

To finish first, you must first finish.

Bill Gardner

RESULTS

A MAIN:

1. Richard Childree
2. Charles LeBlanc
3. Dan Ironmonger
4. Karl Kiser
5. Louie LeBlanc
6. Paul Verger
7. Bill Gardner

B MAIN:

1. Freddie Rapuana
2. Danny Wenzel
3. Thomas Prine
4. Gerry Brown
5. John Abadie
6. Martin Zeller

C MAIN:

1. Frank Vance
2. John Dingman
3. Edgar Reviere
4. Tony Roscoe
5. Kenny Smith
6. Ted Simon

D MAIN:

1. Bob Murphy
2. George Mollinary
3. Pat Roberts
4. Bob Botnick
5. Charles Bordelon
6. Bumpy Kearney

E MAIN:

1. John Dupuis
2. Tommy Bordelon
3. David Kearney
4. Chris Borrouso
5. Brian Long
6. Brian Vance

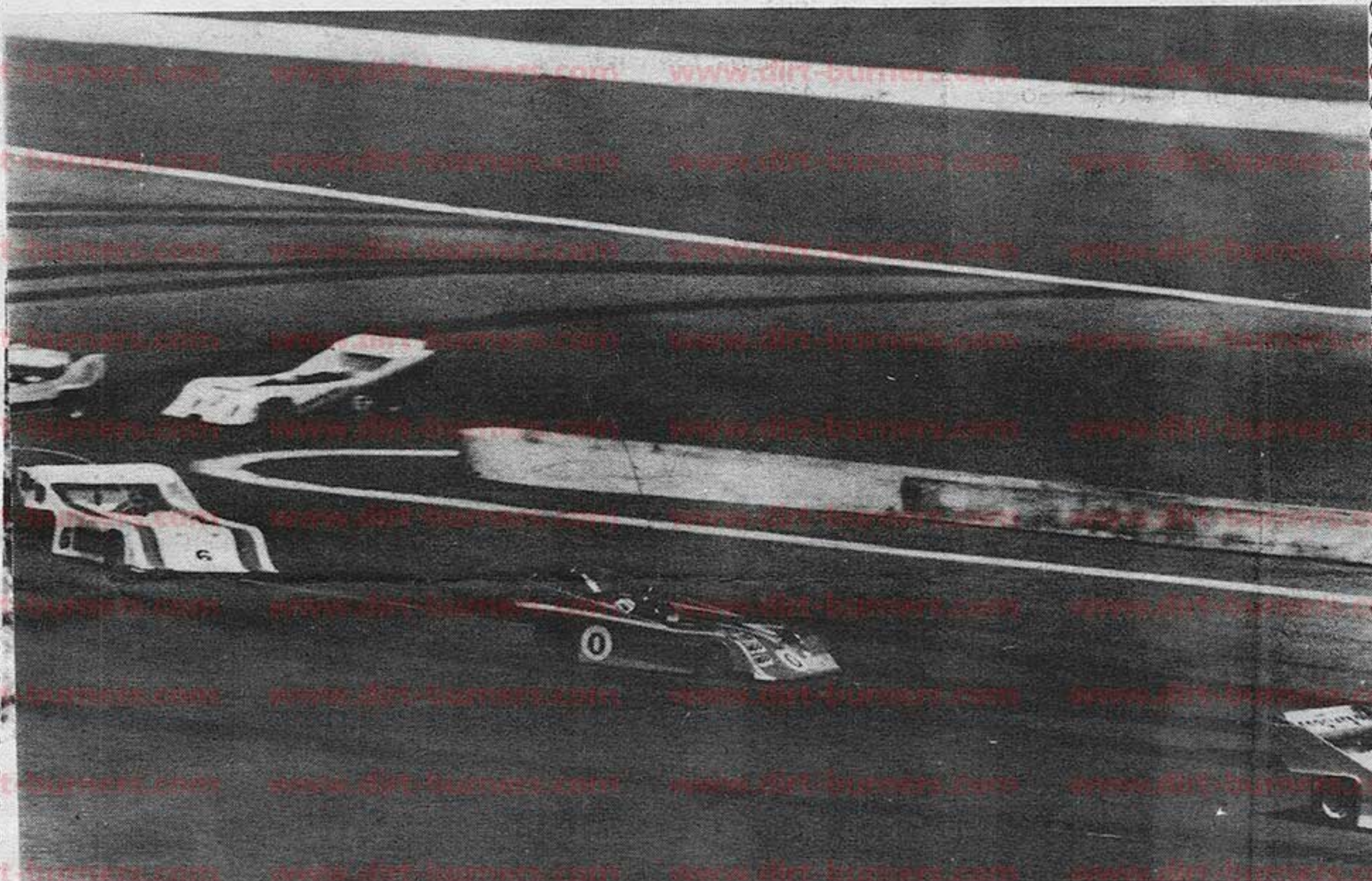
**OVERALL STANDINGS
(through two races)**

1. Freddie Rapuana (973)
2. Richard Childree (960)
3. Chalie LeBlanc (912)
4. John Dupuis (910)
5. Frank Vance (902)
6. Thomas Prine (896)
7. Gerry Brown (894)
8. Louie LeBlanc (880)
9. Paul Verger (875)
10. Karl Kiser (870)

- 11 Dan Ironmonger (864)
- 12 Bill Gardner (858)
- 13 John Dingman (831)
- 14 Pat Roberts (806)
- 15 Tony Roscoe (800)
- 16 John Abadie (795)
- 17 Kenny Smith (762)
- 18 Chris Borrouso (725)
- 19 Brian Vance (706)
- 20 Ted Simon (704)
- 21 Danny Wenzel (478)
- 22 Ivan Bourdier (464)
- 23 Sheldon Nothacker (453)
- 24 Bob Murphy (436)

- 24 George Mollinary (436)
- 26 Mike Fruge (415)
- 27 Edgar Reviere (414)
- 32 Tommy Bordelon (414)
- 29 Danny Oliver (406)
- 30 Martin Zeller (401)
- 31 Merle Nothacker (388)
- 32 Bob Botnick (380)
- 32 David Kearney (380)
- 34 Charles Bordelon (347)
- 34 Brian Long (347)
- 36 Bumpy Kearney (78)

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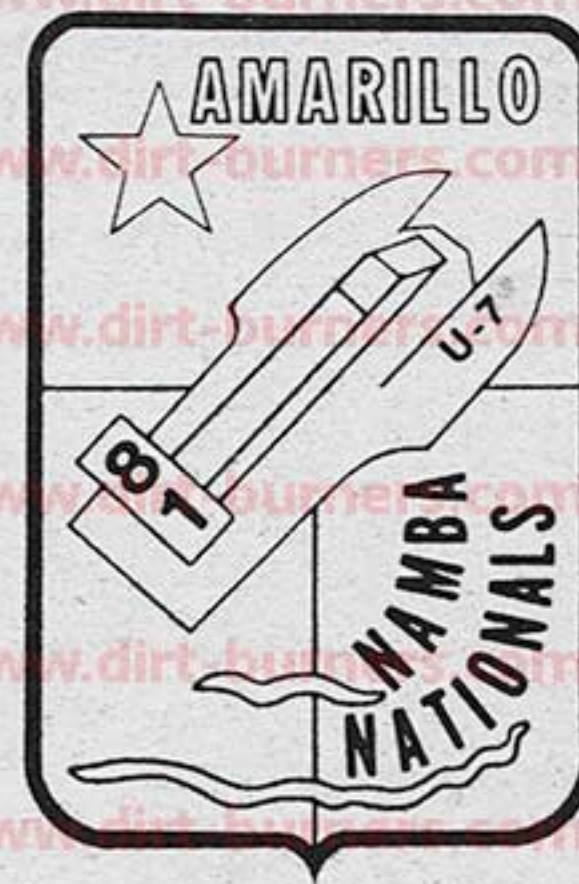
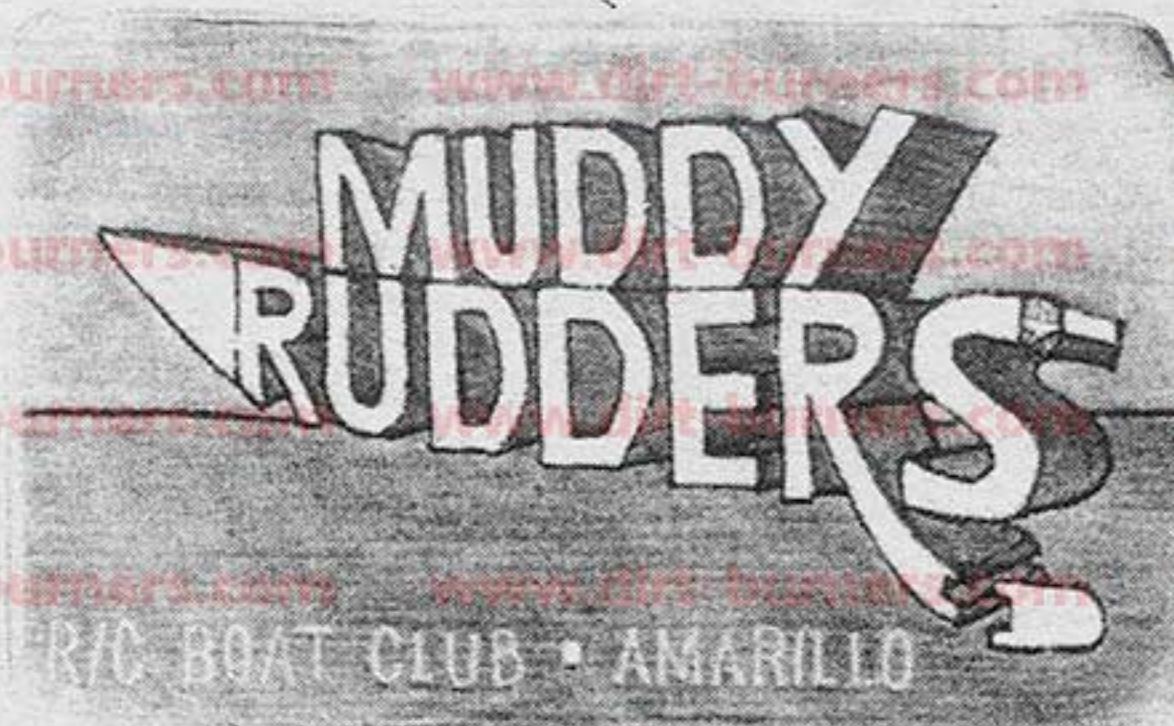
R/C RACING NEWS, P.O. Box 411, Woodland Hills, Ca. 91364

SAVE " DO IT NOW!

N.A.M.B.A.

1981 NATIONALS

AUGUST 1-8 AMARILLO TEXAS



Plenty of pit space, parts and accessories were on hand as were food and drinks for all those participating and spectating during the week.

To give you a detail of the hundreds of races during this action pack week, can only be done in a large book, so instead, we'll let the pictures and results speak for themselves.

Fred Wall

RESULTS

Sport 40 Hydro:

1. Kelly Wilson (1500)
2. Joe Monahan (1300)
3. Dave Collis (1050)
4. Cathie Galbraith (675)-
5. Bob Baker (519)
6. Dennie Preston (475)
7. Jerry Wright (225)

R/C Unlimited:

1. Howard Power "Miss Bud"
2. Wally Stewart "Miss Notre Dame"
3. Richard McWayne "Sonny Jim"
4. John Brodbeck "Circus Circus"
5. Roger Hooks "My Surprise"
6. Cecil Reynolds "Squire, Squire"
7. Joe Monahan "Vans Px"
8. Thresa McWayne "Miss Technicolor"

NON STOP R/C POWER BOAT RACING FOR EIGHT DAYS AT THE FAMOUS THOMPSON PARK IN AMARILLO, TEXAS WAS THE MAIN ATTRACTION FOR THIS YEAR'S NAMBA NATIONALS, HOSTED BY THE MUDDY RUDDERS R/C CLUB.

Story & Pictures by
Fred Wall - Contest Director

While the main action for this year's Nats. would be at the Thompson Park lake, two other sites were used for racing; Lake 2 for the Straight-A-Way racing and Lake 3 for the R/C Warship Contest. These were all located in the outskirts of Amarillo, Texas and with easy access off Interstate 40 and Dumas Dr.

Over 200 entries from all over the United States made this week long racing program a memorable one.

It was one full of joy for the winners and obvious disappointment for those who didn't fare as well as expected. But as we all know that's part of racing and that's what makes an event such as this one so important.

The schedule of racing called for August 1, Saturday as the first day of racing, with the Sport 40 classes.

Sunday, August 2nd. were the Team Marathon (100 laps) and the 1/2 Hr. Enduro, in A,B,C,X classes. Also on Sunday, at Lake 2, the Straight-A-Way A,B,C & X Hydro, Outboard Hydro and Outboard Mono, were under way.

Monday was the Dumas Off-shore Classic, as were the finals on Tuesday; Wednesday had OB Mono and A, C Hydro; Thursday, A & Mono; Friday, C Mono, Scale Combat Fleet Finals, A OPC Tunnel and the final day, Saturday, the super fast X Mono, X Hydro and B Hydro.

In all, eight great days of watching some of the best power boat racers in this country.

The Muddy Rudders had work-

ed on this event for almost a year and their fine effort proved to be the deciding factor in making this event run smoothly and efficiently.



Not a pleasant sight to see during a heat. Boat being retrieved.

TEAM MARATHON:

1. Team 3 - Custom Marine
2. Team 2 - Prather Racing
3. Team 4 - Crap Shooter
4. Team 1 - Alli Racing Team

A OFFSHORE:

1. Art Hammond (59 laps)
2. Gary Johnson (37 laps)
3. Arthur Valdesere (4.5 laps)

CLASS B ENDURO:

1. Dot Prather (78 laps)
2. Gary Frank (60 laps)
3. Al Prather (57 laps)
4. Mike Allen (12 laps)

C OFFSHORE:

1. Beverly Power (66.5 laps)
2. Don Reutlinger (63 laps)
3. J.T. Finley (28.5 laps)
4. Cecil Reynolds (22.5 laps)
5. Gary Johnson (5.5 laps)
6. Arthur Valdesere (.5 laps)

DUMAS D.V. CLASSIC "A":

1. Mike Drewery (63.5)
2. Art Hammond (58.75 laps)
3. Judy Prigley (56.25 laps)
4. Kelly Wilson (54)
5. Ron Williams (52)
6. Robert Schleimer (51.5)
7. Jim Rudasill (51)
8. Kathy Galbraith (49.75)

DUMAS D.V. CLASSIC "B":

1. Terry Prather (71.5 laps)*
2. Mike Drewery (71.5)*
3. Robert Holland (68.25)
4. Howard Power (68)
5. John Brodbeck (67)
6. Ron Williams (64.25)
7. Gary Frank (57.5)
8. Dot Prather (55.25)

* Decided through a run-off.

DUMAS D.V. CLASSIC "C":

1. J.T. Finley (74 laps)
2. Don Reutlinger (72.75)
3. Beverly Power (57.25)
4. Gary Johnson (52.5)
5. Cecil Reynolds (51.25)
6. Don Farmer (43)
7. Stuart Russell (41.25)
8. Al Prather (36.5)

DUMAS D.V. CLASSIC "X":

1. Al Prather (69.5 laps)
2. John Frakes (53.25)
3. Robert Steels (22.5)
4. Mike Allen (4)

A MONO:

1. Mike Drewery (1600 pts.)
2. Richard Hazelwood (1500)
3. Diana Semler (1300)
4. Dot Prather (1169)
5. Robert Holland (1125)
6. Jim Rudasill (1125)*
7. Jack Garcia (1100)
8. Robert Schleimer (952)

B MONO:

1. Jim Whittatchi (1500 pts.)
2. Jerry Prather (1425)
3. John Brodbeck (1400)
4. Steve Muck (1300)*
5. J.D. Richter (1300)*
6. Diana Semler (1269)
7. Cecil Reynolds (1250)
8. Norman Teague (1225)

* Decided in a run-off.

C MONO:

1. Robert Holland (1369 pts.)
2. J.T. Finley (1225)
3. Roger Hooks (1125)



Unidentified Mono (left) cranking it on.

Fred Walp's Hydro (below)



Interior shot of Ken Holgood's X-Hydro, with scratch-built hull and dual K & B 7.5's.



4. Judy Prigley (1094)
5. Steve Muck (994)
6. Allan Hobbs (950)
7. Don Reutlinger (925)
8. Larry Dicken (925)

X MONO:

1. Don Farmer
2. John Frakes (1300)*
3. Beverly Power (1300)*
4. Al prather (1125)
5. Robert Steele (706)
6. Larry Brake (444)

* Decided by fastest time.

A OUTBOARD MONO:

1. Jack Garcia (1600)
2. Richard Hazelwood (1400)
3. Dave Coelis (1125)
4. Layne Hendricks (1100)
5. Carol Frakes (850)
6. Norm Teague (825)
7. Rosie Garcia (825)
8. Judy Hazelwood (775)

A OUTBOARD HYDRO:

1. Norm Teague (1500 pts.)
2. Joe Monahan (1500)*
3. Richard McWayne (1225)
4. Jack Garcia (1125)
5. Art Hammond (950)
6. Steve Slusher (875)
7. Harvey Stiler (850)
8. Kyle Hendricks (769)

* Slower time.

A OPC TUNNELHULL:

1. Jack Garcia (1225)
2. John Brodbeck (1225)*
3. Terry Prather (1125)
4. Joe Monahan (1100)
5. Dave Collis (950)
6. Jack Oxley (950)*
7. Chris Christianson (925)
8. Jim Whittatchi (869)

* Slower time.

A HYDRO:

1. Sid Ford (1600 pts)
2. Art Hammond (1425)

B HYDRO:

1. Howard Power 1600 pts.
2. Dennie Preston (1500)
3. Jack Oxley (1325)
4. Cecil Reynolds (1300)
5. Jim Neff (1100)
6. Wally Stewart (1025)
7. Thresa McWayne (994)
8. Don Reutlinger (925)

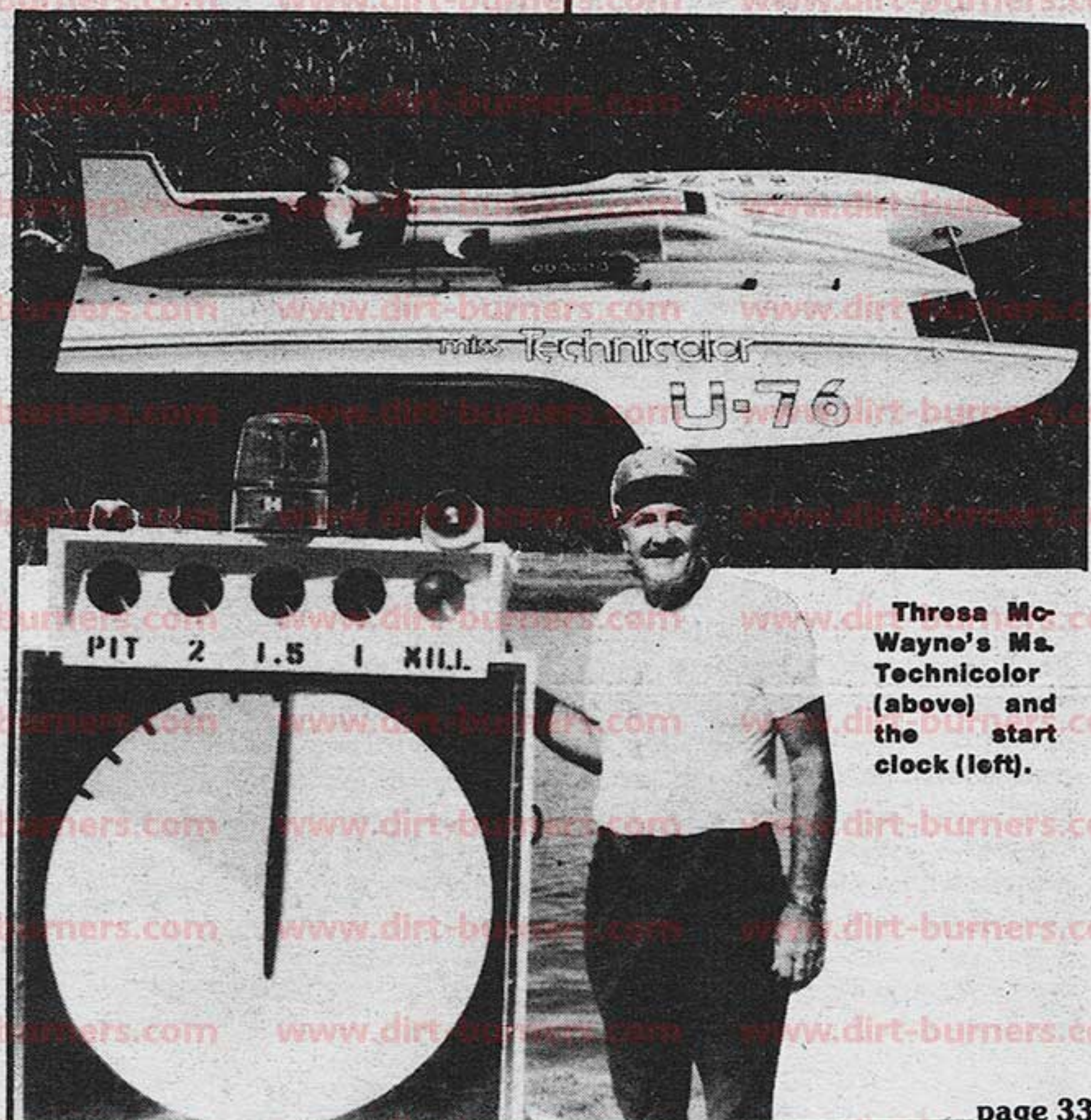
C HYDRO:

1. Roger Hooks (1400 pts)
2. Thresa McWayne (1225)
3. Gary Jeffry (1200)
4. Howard Power (1125)
5. Bill Prigley (1075)
6. Cecil Reynolds (950)
7. Jim Whittatch (725)
8. Jack Oxley (450)

X HYDRO:

1. Howard Power (1500 pts.)
2. Jim Whittatch (1400)
3. Gary Thorton (1300)
4. Dennie Preston (1150)
5. Chris Christianson (863)
6. Jack Oxley (850)
7. Marvin Lang (650)
8. Larry Bracke (525)

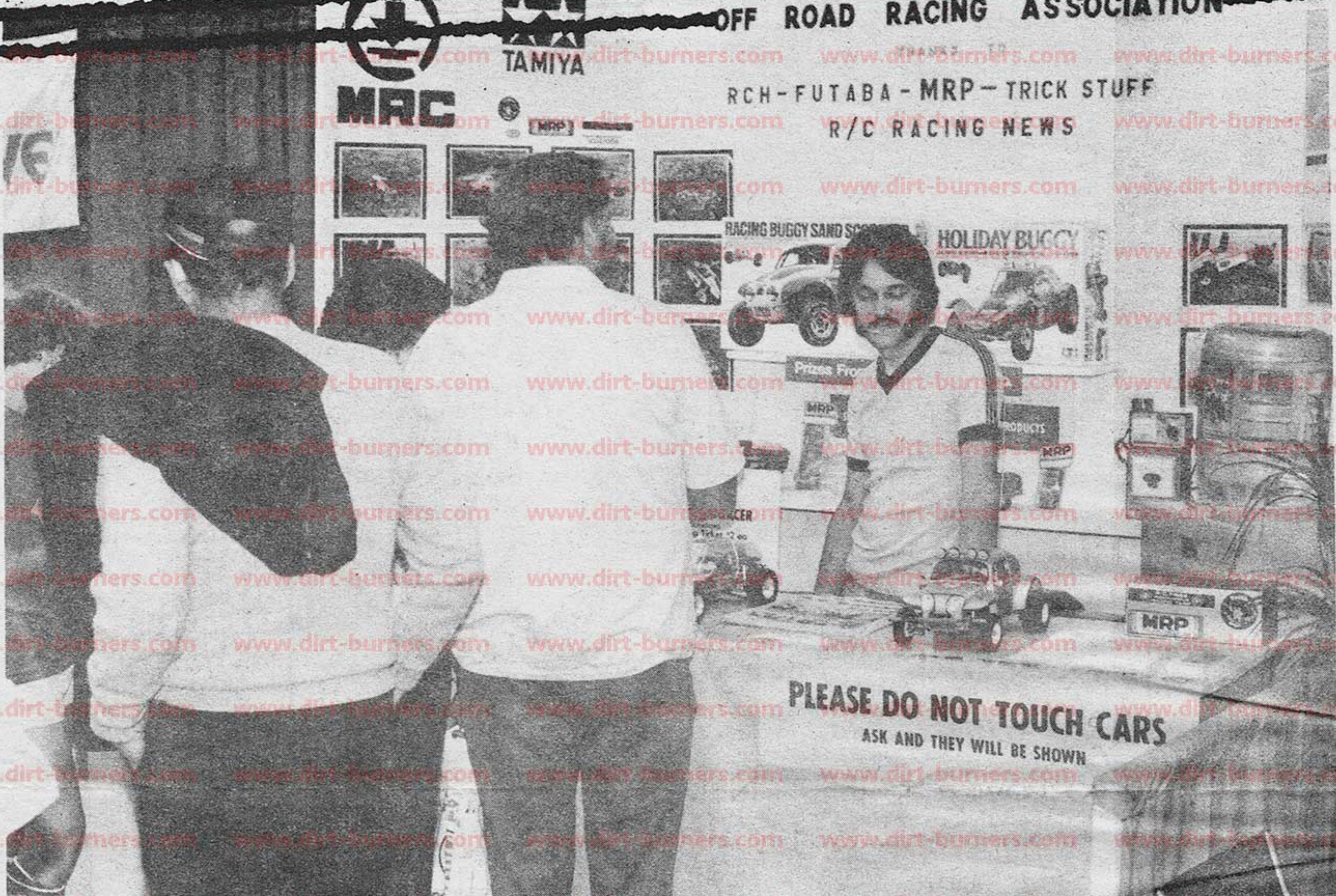
.....



Thresa McWayne's Ms. Technicolor (above) and the start clock (left).

San Mateo County Fair

NORTHERN CALIFORNIA RADIO CONTROL OFF ROAD RACING ASSOCIATION



The Northern California R/C Off Road Racing Association held a 16-day display at the San Mateo County fair, to introduce people to the sport of R/C Off Road racing.

The response was great with the Fair having an attendance of over 150,000 people.

The display always had curious and interested people looking at the cars and accessories. The booth was manned by Ray Riley, Chuck Frear and Doug Henton, for the two weeks that it lasted. Companies such as FUTABA, MRC, MRP, R/C RACING NEWS, TRICK STUFF, RACE PREP and RCH helped out in making the display a success.

A special thanks to R/C RACING NEWS, for donating many current issues to be handed out. Many boat and car racers came back to pick up another copy or two of the paper.

MRC also donated two off road cars to be given away in a raffle. Winners were: Joe Chiasson and Kathy Whitney. San Mateo police officer, Suzanne Blick drew the winning tickets. The Northern California R/C Off Road Racing Association plans to continue with its promotion of R/C Off Road racing and any interested parties may contact them at: 1011 Hiller, Belmont, Ca. 94002.

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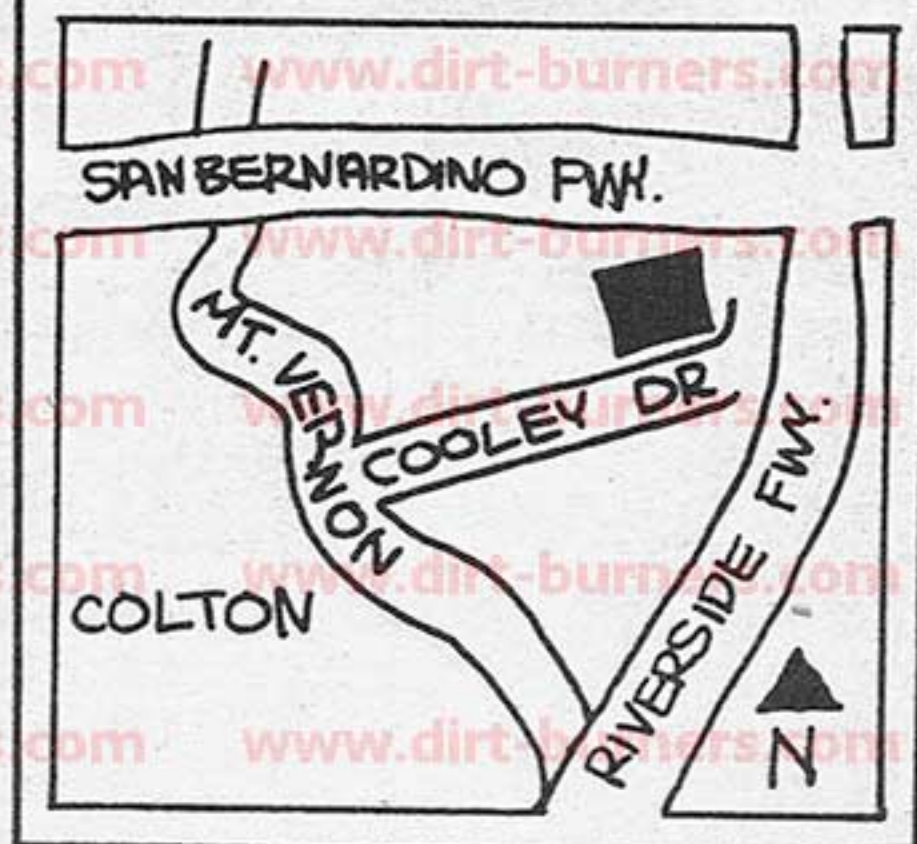
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FREQUENCY: 1ST CHOICE _____ 2ND _____ 3RD _____

CAR COLOR _____

POWER BOATS

NAMBA SANCTIONED:

OCT. 10-11

Canadian Marine Modelers, Sandy Beach, Mission, B.C. Dis. 16 pts. Enduro, Heat Race, Deep Vee, Scale - Dave Haydon (604)853.7829.

OCT 10-11

Lilac City Model Boat Club, Spokane River Riverfront Park, Spokane, Wa. Heat Racing - Ron Miller (509)624-6702.

OCT. 10-11

Wavemakers/Blue Dolphins, Riverland Resort, Kingsburg, Ca. Dis 9/19 Challenge Race, Heat - Wally Stewart(805)322-6972.

OCT. 17-18

Imperial Valley R.C. ASSOC. Sunbeam Lake, El Centro, Ca. Dis. 19 pts. Heat Racing - Royce Hinson, (714) 352-4271.

OCT. 18

Seattle Model Yacht Club, Kent Lagoon, Kent, Wa. Heat Racing Bill Hornell (206)226-7454.

OCT 24-25

Marine Modelers Santa Clara, Elkhorn Slough, Moss Landing, Ca. Record Trials- Bruce Kaiser (408) 688-8618.

OCT. 31

All American Girls Model Racing Team.

CANCELLED!!!

IMPBA SANCTIONED:

OCT. 3

Southern Gent. Racing Assn. Millers Lake, Hammond, La. Record Trials 1/16 & 1/3 oval. Don Wagner (504)277-1923

OCT. 4

Racing Dolphins, Potawatomi Lake, Wheeling, IN. Racing 2 boats, 1/4 mile oval. Mert Mischnick (312)437-2094.

OCT. 10

Indy Model Boat Club, Dandy T Lake, Indianapolis, Ind. Record Trials. Sun OCT. 11, 10% (must have run 10% SAT) Jim Fetters (317) 291-9986.

OCT. 10-11

San Antonio Model Boaters, Loop 410 Lake, San Antonio, Tx. Offshore Classic, 20, 40, 60 Mono & Enduro. Tom Folts (512) 333-0567.

OCT. 17 & 18

Dallas RC Boat Club. Nitro Farmers Branch, TX. Record Trials. Jack Hickman (214) 231-4222.

NOV. 7 - 8

Southern Gent. Racing Assn. Millers Lake, Hammond, La. Annual Invitational, Dave Porter (504) 887-7505.

ROAR 1/8 & 1/12

REGION 1:

Richard Hunter (212)740-3781
Queens Village, N.Y.

OCT 3-4

1/8 Can Am Open, Series East-Dover.

OCT. 11

1/8 Open & S.S. WRCRA.

OCT. 11

1/8 Open & S.S. BCRCA G.T. Sprint.

OCT. 18

1/8 Open & S.S. Mid Atlantic Championship - Can Am.

OCT. 25

1/8 Open & S.S. BCRCA GT. Sprint.

NOV. 1

1/8 Open & S.S. WRCRA.

REGION 3:

Ned Schmaltz (419)836-7837
Oregon, Ohio

OCT. 3

1/12 Modified. MART Race.

OCT. 4

1/8 Open. Cleveland Club Race

OCT. 4

1/8 Open & S.S. Chicago Club

OCT. 4

1/8 Open. Detroit RCCC Race.

OCT. 4

1/12 Stock. Detroit RCCC Race

OCT. 11

1/8 Open. Detroit RCCC Race.

1/12 Stock. Detroit RCCC Race

OCT. 17-18

1/8 Open & SS. Midwest Series St. Louis. Bill Coalson.

OCT. 18

1/8 Open & S.S. Chicago Club Race.

REGION 4:

Kitten Hess (713)392-2875
Katy, Tx.

OCT. 4

1/8 Open. RACE Huston Series

OCT. 4

1/8 Open. Shreveport Series.

OCT. 4

1/8 & 1/12. Open Formula Series.

OCT. 11

1/12 Stock & Mod. Quick Chargers Houston Champs.

Can Am.

OCT. 11

1/12 Mod. & Prod. RCCARS Series.

OCT. 17-18

1/8 Open & S.S. Southwest Champ. series.

OCT. 18 1/8 & 1/12 Open Formula Series.

NOV 1

1/12 Mod. & Prod. RCCARS srs.

NOV. 5

1/8 Open RACE Huston Series

NOV. 7-8

1/8 Open & S.S. Southwest

Champ. Series, Lafayette.

REGION 5:

Larry Flatt (913)381-9537

Overland Park, Ks.

OCT. 10-11

1/8 Open & S.S. Heart Of America, Kansas City. Mike Bolline (913)764-8650.

REGION 7:

Dan Rutherford (206) 481-5760
Bothel, Wa.

OCT. 4

1/12 Championship Series, Formula I. SARCAR.

NOV 18

1/12 Champ. Series Formula I SARCAR

REGION 8:

Dionicio Pascual, Jr. (808)623-2111. Mililani Town, Hawaii

OCT. 11

1/8 Open Hawaii Series, Formula I. race 1.

NOV. 8

1/8 Open. Hawaii Series Formula I, race 2

CANADA:

OCT. 11

1/12. All. Westminster MRA.

OCT. 25

1/8 Open WCAR.

ORRCA Off Road Series

NOV. 1

The Pit Shop, Pomona

NOV. 8

Skate City Raceway, Whittier

NOV. 14

Ranch R/C Raceway, Colton

NOV. 21

MINI BAJA, Reseda

NOV. 22

RCH., Costa Mesa

DEC. 6

The PIT SHOP, Pomona

DEC. 12

Ranch R/C Raceway, Colton

DEC. 13

Skate City Raceway, Whittier

DEC. 19

MINI BAJA, Reseda

DEC. 27

RCH Raceway, Costa Mesa

JAN. 3

The PIT SHOP, Pomona

JAN. 9

Ranch Raceway, Colton

JAN 10

Skate City, Raceway, Whittier

JAN 16

MINI BAJA, Reseda

JAN 24

RCH Raceway, Costa Mesa

JAN. 30

Qualifying for Championships @ the PIT SHOP

JAN. 31

FINALS @ The PIT SHOP

NEW SERIES STARTS:

FEB. 7

The PIT SHOP, Pomona

OFF ROAD

EVERY FIRST SAT. NIGHT.

Oval at Ranch R/C Raceway, Colton, Ca. Starts 6pm. \$5. (714)824-5850

EVERY SECOND SATURDAY

Off Road. Starts 6pm. \$5. entry Ranch R/C Raceway, Colton. (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.

Pit Shop Race
(contd. from page 15)
RESULTS

- A Main:**
1. Gene Husting (60)
 2. John Thorp (60)
 3. Dana Smeltzer (60)
 4. Tom Wong (59)
 5. Tom Douglas (57)
 6. Rich Lee (47)
 7. Jerry Snow (45)
 8. Eustace Moore (41)

- B Main:**
1. Ross Kloeber (55)
 2. Larry Bain (52)
 3. Gregg Stetzer (51)
 4. John Pagel (50)
 5. Bob Mathisen (49)

Ross Kloeber took his Assoc. to the 1st place in the B Main.

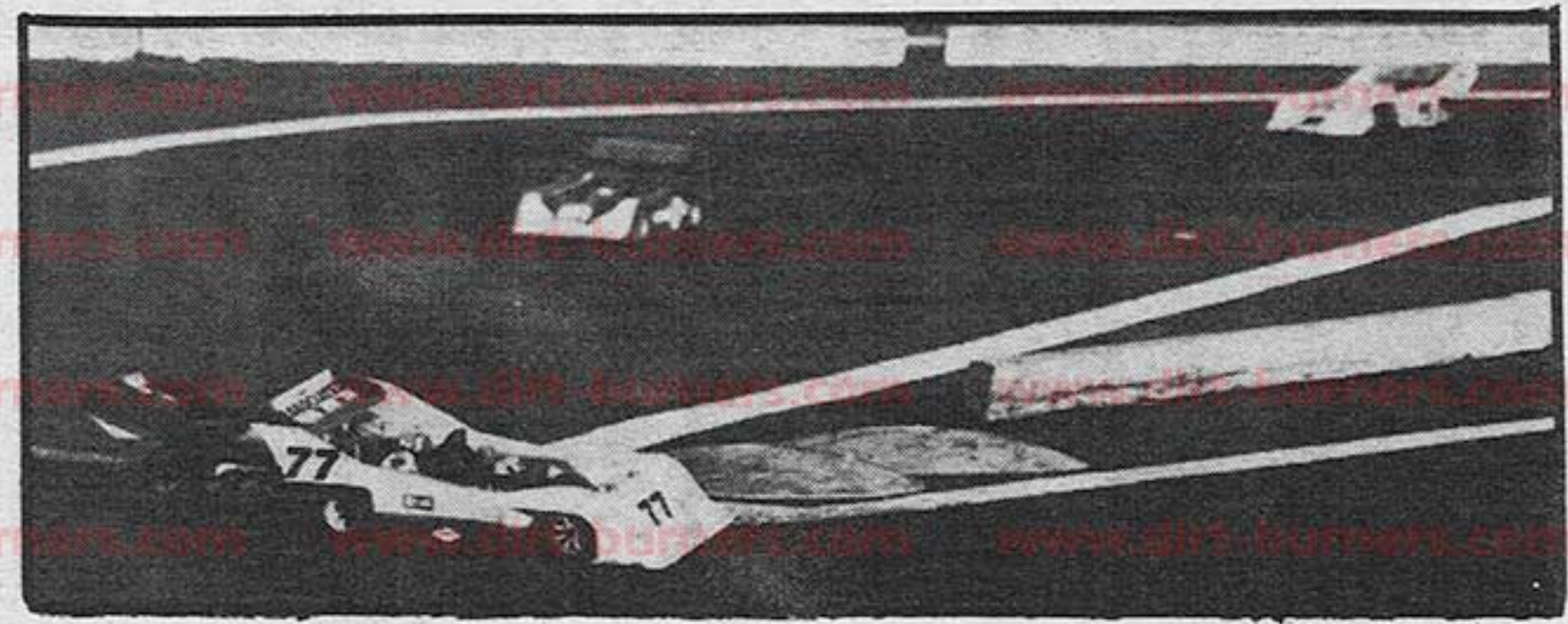
6. Bob Coughran (37)
7. Jim Jones (36)
8. Randy Wente (DNS)

- C Main:**
1. Ruben Serrano (50)
 2. Rick May (48)
 3. Butch Kloeber (47)
 4. Glen Wilcox (47)
 5. Joe Tentschert (45)
 6. John Douglas (42)
 7. Gil Losi Sr. (22)
 8. Dean Brown (DNS)

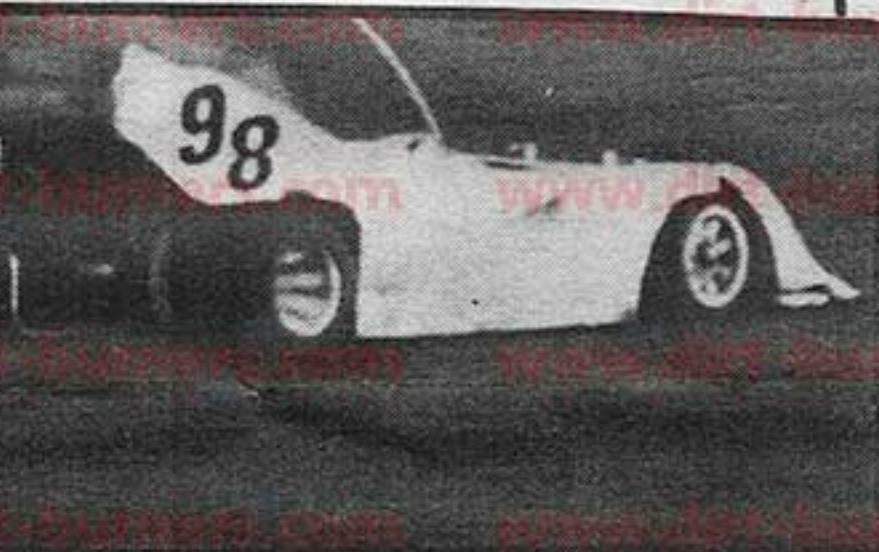
- D Main:**
1. Dave Shuck (45)
 2. Al Vega (45)
 3. Ray Flick (42)
 4. Doug Campbell (41)
 5. Bill Vickers (41)
 6. Paul Sang (40)
 7. Sonny Maddison (31)
 8. Dick Tyre (8)

- E Main:**
1. Tony Neisinger (40)
 2. Lou Peralta (40)
 3. Gary Higgins (34)
 4. Peter Laudenslager (31)

- Beginners Main:**
1. Benny Bullock (30)
 2. Les Ammann (30)
 3. Kim Brown (18)
 4. Al Laudenslager (18)
 5. Bob Oliver (10)



A Main winner, Gene Husting (77), gets a nudge from Tom Douglas (92) during the race. Thorp & Smeltzer following, waiting for a mistake.



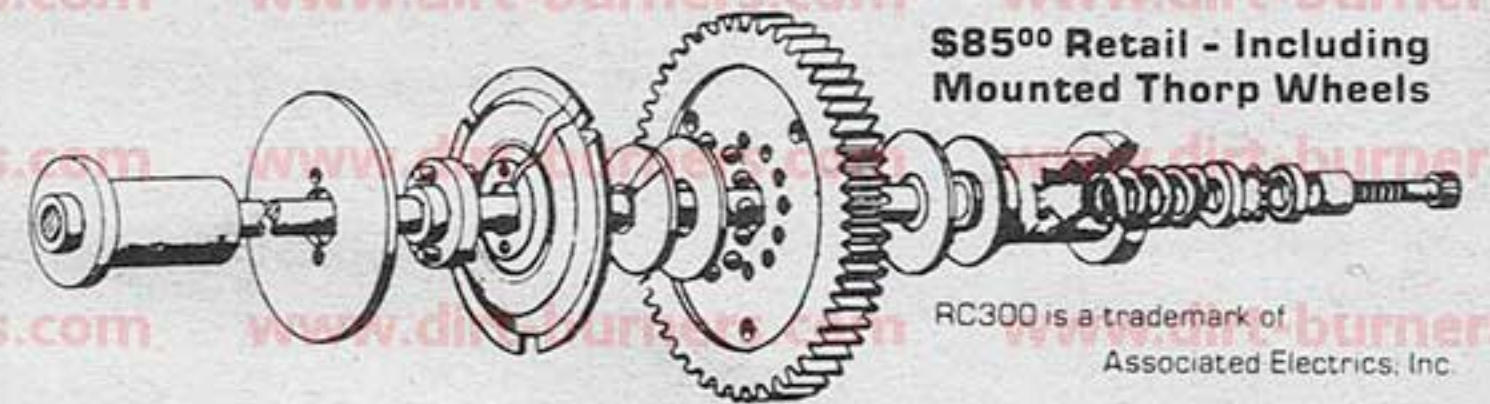
KALAMAZOO MART
(contd. from page 18)

- 20 Barry Zulkowski 394.9
- 21 Mark Lenz 391.5
- 22 Ken Hamilton 346.1
- 23 Rich Panches 345.7
- 24 Keith Hamilton 313.3
- 25 Leon Nell 311.6
- 26 Mike Corn 297.9
- 27 Larry Noren 294.8
- 28 Stan Smith 278
- 29 Dave Price 264.9
- 30 Ned Smaltz 259.6
- 31 Jim Fountain 258.9
- 32 Doug Bennett 254.1
- 33 David Smaltz 240
- 34 Gerry Lemere 200
- 35 Jason Nichols 175.8
- 36 Rick Davis 149.9
- 37 Bud Bartos 149.2
- 38 Roger Culbert 135.8
- 39 Steve Keopp 132.1
- 40 Marv Thomson 131.5
- 41 Jeff Hossinger 131.2
- 42 Gary Veslica 117.1
- 43 John Sparks 106.9
- 44 Rich Temple 107.1
- 45 Cary Peoples 105.3
- 46 Jim McElheny 103.6
- 47 David Overhiser 100.8
- 48 Cliff Gara 96.8
- 49 Chuck Smieska 96.6
- 50 Doug Hermann 90.1
- 51 Jeff Peoples 88.7
- 52 Ivan Brown 88.4
- 53 Jay Chalko 88.3
- 54 Bill Johnson 81.7
- 55 Ken Hargie 78.9
- 56 Terry Dorer 76.3
- 57 Jeff Beach 68.1
- 58 Terry Rett 68.2
- 59 Dan Abma 68.3
- 60 Scott Bernard 49.2
- 61 Gary Strayer 22
- 62 Mike Loin 20

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R/CARS 1200 MAH/
SUB-C NICADS

The Good News

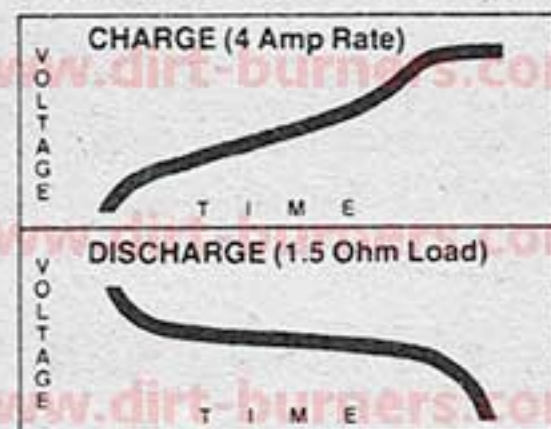
PRICE AND PERFORMANCE



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!

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Miller Place, N.Y. 11764
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(Contd. from page 36)

AIRPLANES

OCT. 4 Quickie 500. Pomona Valley MAC, Cucamonga. Tony Lopez (714)875-8743.
OCT. 7 - 12 Aerobatics World Champ. Mexico. Lee Polansky (805) 967-5197.
OCT. 10-11 Patter, Pioneers. Betty Stream (213)429-1281.
OCT. 17-18 Pattern. LVRC, Las Vegas.
OCT. 24-25 Pattern, San Gabriel Valley RCL, Whittier Narrows.
OCT. 31 - NOV 1 NMPRA Formula I, Champs., Las Vegas
NOV. 1 Flying Wing, Flightmasters, Mile Square.

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NOV. 28-29 WINTER NATIONAL R/C OFF ROAD CHAMPIONSHIPS. Ranch R/C Raceway. Entry \$15 both days. Sign up early. Prizes & Trophies Stock, Mod. & Open Classes. (714)824-5850.
DEC. 19-20 MINI BAJA 500 (laps). Entry \$20 per team (max. two drivers) Qualify on SAT. running the MINI BAJA 150. Total of 13 teams run SUN, 500. Rest run SUN. 150's. Over \$1,500 in prize & trophies. Qualify for the main OCT.17 or NOV. 21. (213) 345-7300

1/8 GAS:

NOV. 15 Ventura Roadrunners 3rd Annual Three Man 6 Hr. Enduro. Montgomery Wards in Ventura. Main St. exit off 101 Frwy. \$30.00 per Team, starts 10:30a Bob Coughran (805) 987-2965.

1/12 ELECTRIC:

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| 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 | #2Q | \$18.95 | 12" | \$5.40 | Jo Mac Constant | |
| 9065 11cc to 15cc Muffler for Pipe | \$11.95 | | | Easy Bailor | \$3.55 | Current Rapid | |
| 8051 Rudders (new) Prather 40.60 Boats | \$ 4.25 | NARCO MARINE | | Starting Belts | | Charger | \$34.95 |
| 8050 Rudders (new) Prather 21 Boats | \$ 4.25 | Water Outlet Small | \$ 1.50 | Large 17" | \$2.95 | Compatible cross-reference | |
| WESTCOAST MARINE | | Water Outlet Large | \$ 1.70 | Small 15" | \$2.95 | with Associated Parts | |
| Surface Drive Unit (new) for Deep Vees | \$64.95 | Cable Collet .187 | \$ 4.20 | BEST MODELS INC. | | MRC | |
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| OPS .60 or .65 Large Bell | \$13.75 | 3.5 12° & 20° Empire | \$39.95 | K&B (old) 6.5 | \$14.85 | 1/12 scale | \$ 99.95 |
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| for Long Glow Plugs | \$14.50 | STEVE MUCK | | OPS .60 or .65 | \$20.25 | Charger | \$ 48.50 |
| Rudder Assemblies with | | Prop Pitch Gage | | Rossie .60 | \$16.15 | | |
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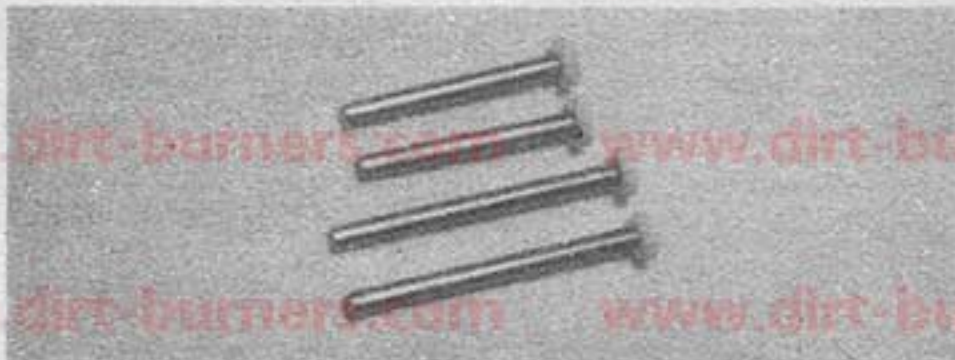


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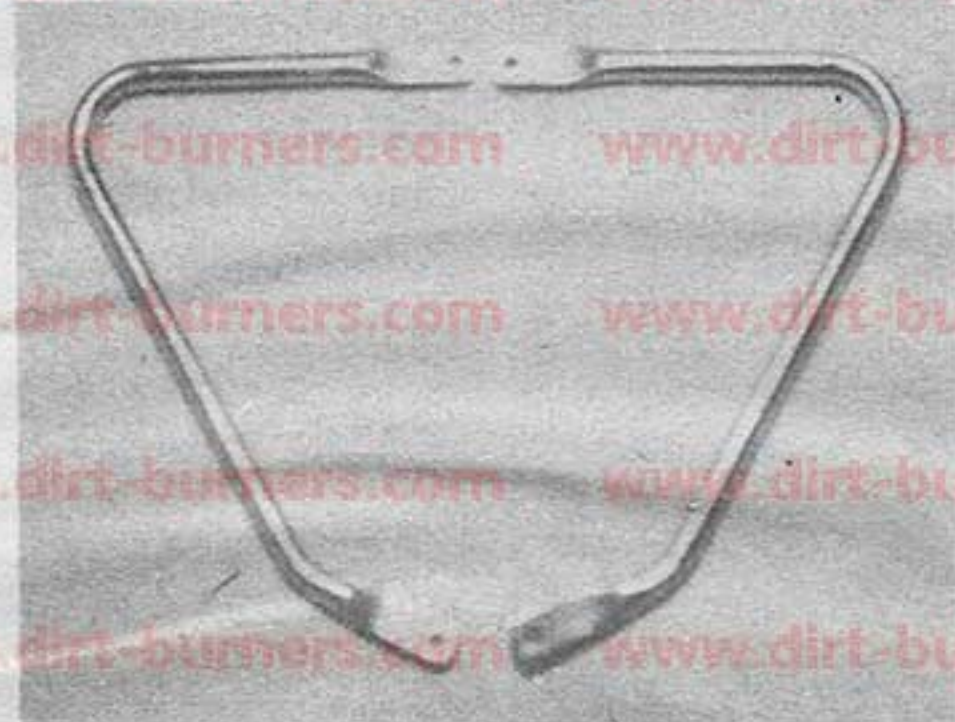
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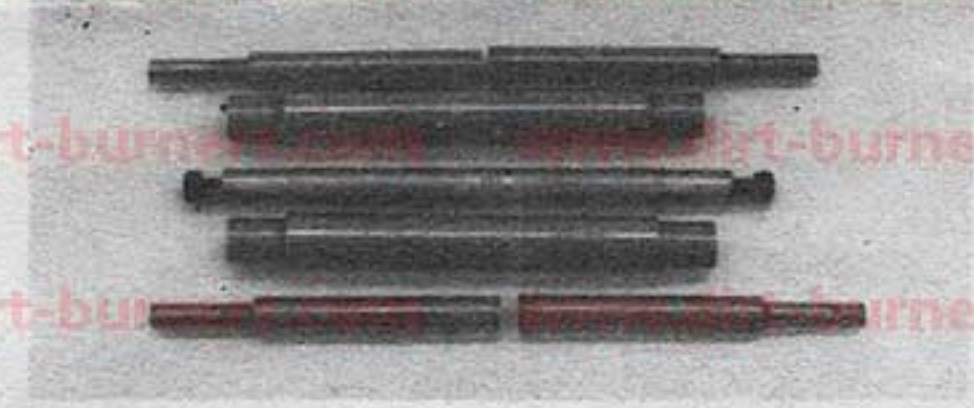
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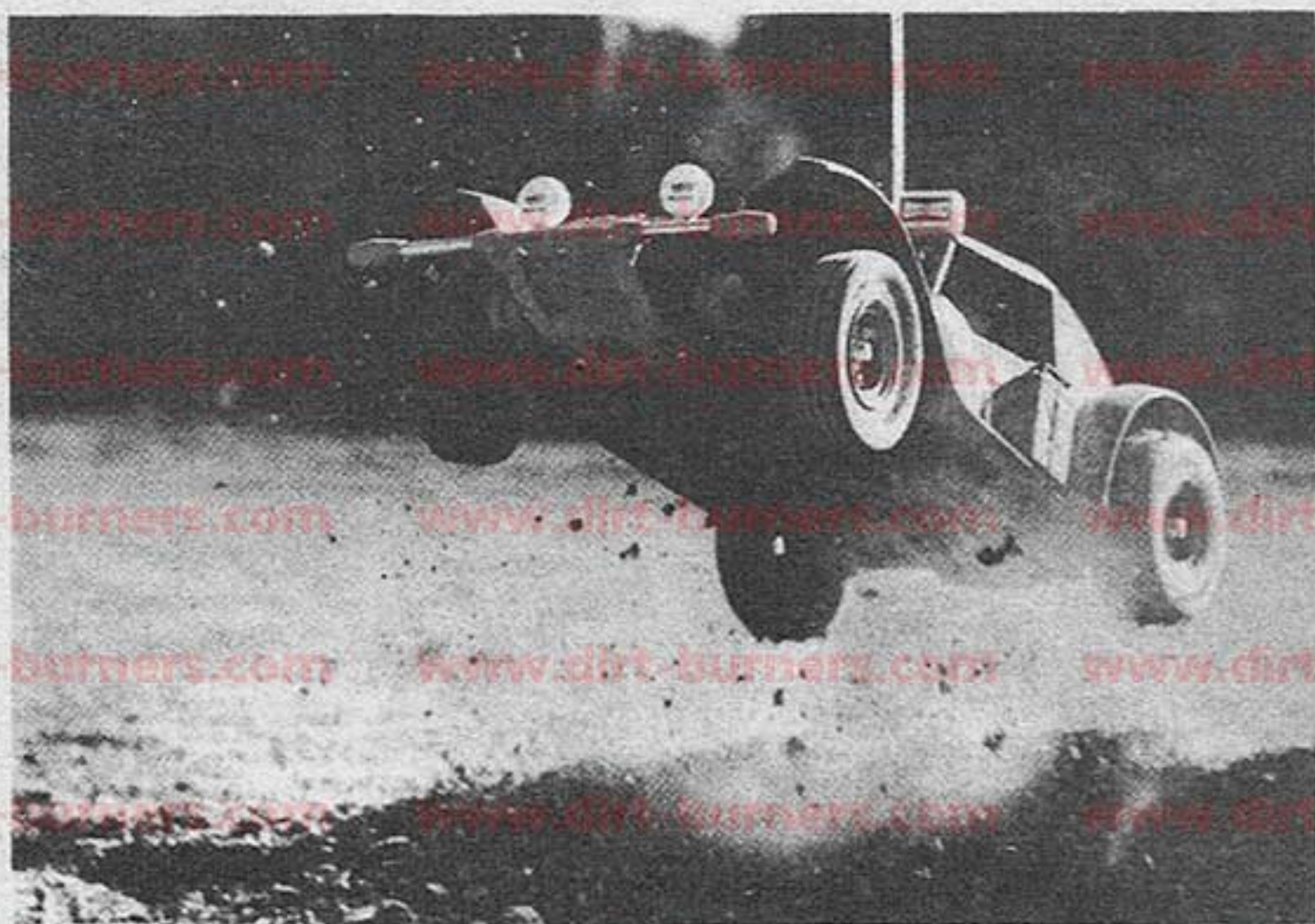
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