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# R/C RACING NEWS

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

**\$1.50**

NOVEMBER 29, 1981, Issue # 7 - Vol 1

Donald Deutsch  
Woodmere, OH 44122

★ Pre-Christmas Shopping Guide ★ Cal. 1/12  
Championships ★ World Qualifier ★ Gulf  
South ★ R.C.H. Off Road ★ Gears 500 ★



# RACE CORNER

**WE GOOFED!** In our last issue, Associated Electronics' ad indicated that "Mike Lavacot was the 6 cell Modified 1981 National Champion". **THAT'S WRONG!** R/C RACING NEWS made the mistake when preparing the ad for Associated from the copy sent to us. In fact, the 6-cell 1981 Modified National Champion is **RALPH BURCH JR, WHO WON WITH JOMAC'S "LIGHTNING 2000" car.** Any embarrassment caused by us to Ralph Burch Jr., JOMAC and ASSOCIATED is sincerely regretted.

Looks like Off Road is taking off in other parts of the world. R/C Off Road that is. Just got some news from EFRA (European Federation of Radio-Operated Model Automobiles) that in their agenda for their forthcoming meeting of November 14, 1981, Off Road Racing is going to be covered and possibly a Chairman will be appointed to set up some sort of rules and competitions. We understand that France wants to hold the first EFRA Sanctioned Off Road Euro-Championship next year. Is an Off Road World Championship too far behind?

The main reason for the EFRA meeting though, is to discuss the forthcoming Euro-Championships and the 1983 World Championships in 1/8 scale. As reported in an earlier issue, the next site for the World Championships in 1/8 scale was to be Japan, but they decided to pass for at least two more years. That means that one European country will be the host in 1983. Applications are now being taken. Review of same and voting will be done at that meeting. At this rate, the U.S. will not get a 1/8 World Championship (we just had one this year) until 1987. So get your passports ready.

We do have a World Championship event coming to the U.S. in 1982. It will be in 1/12 Electric cars and is set for Los Angeles. R.O.A.R. has not come up with the site yet, but we hear it may be around the Queen Mary, in Long Beach or in a large arena. Announcement of the date and

the site should be forthcoming soon and we'll let you know.

**Was that one of DELTA's prototype "suspension" cars being tested in Texas? We hear that they've been working very hard to get all the bugs worked out and didn't want too many people to know about it. Yet someone says he saw one and might have even taken a picture. The 1/8 scale suspension race is on. The winners will be the racers I think.**

ASSOCIATED is also working hard on their 1/8 scale suspension car, and it looks like theirs, as well as those of other companies, should be hitting the market by the start of next year's series.

**MRP is getting heavier into the Off Road 1/10 scale market. Besides producing bodies for the Rough Rider (single-seater) and the Sand Scorcher (Baj Bug) for the Tamiya cars, they announced two new bodies for the off road market. A "Walker Evans" Dodge pickup and a super-modified Pinto. They are already producing new front bumpers for the off road cars.**

Another 1/8 scaler going into the Off Road market is Eustace Moore (M.I.P.) His company is now producing hardened rear axles, a complete front end system, shocks with springs, ball and gear differentials and wings. M.I.P. is also still producing products for 1/8 scale gas, such as complete cars and carbs, among other things.

Now that most of the "series" races are over throughout the country, "special events" crop up around the country. Coming up is the 8th Annual S.G.R.A. Invitational R/C power boat race in Hammond, Louisiana for Hydro Class boats only. That happens on November 7 & 8, 1981. For more info call Dave Porter (504) 887-7505 or Fred Herzog (504) 455-9507.

In 1/8 scale racing two endurance events have come along. One will have already happened by the time you read this (we're covering it for the next issue), that's the PIT SHOP 6 hr. 1/8 Enduro on October 31, and the other is the Ventura Roadrunners' Third Annual 1/8 scale Ventura Championship 6 hr. Enduro. That one is set for Nov. 15, 1981. We'll cover that one as well.

**Then there's Florida's 24 hr. 1/8 scale Enduro on December 13-14. We understand that ASSOCIATED is sending at least two teams to represent them. Team one is made up of Curtis Husting, Bill Jianas, Rick Davis and Bill Newland; Team 2 will have Rich Lee, Chuck Phelps, Dana Smeltzer and Ralph Burch Jr. In talking with Curtis about the logistics, he mentioned that last year they went through 26 complete sets of tires and about 8 gallons of fuel. Special battery packs were made up to keep the same transmitter and receiver working for 24 hrs.**

In Off Road there are two major events coming up. The first will be at the RANCH R/C RACEWAY, in Colton on November 28 & 29, 1981. It will be the Winter Nationals of off road, run under the new ORRCA rules. Stocks, Modifieds and Open classes will qualify on Saturday and move into Sunday's Championship program.

The other Off Road event is set for December 19 & 20, 1981 at MINI BAJA in Reseda. That will be the MINI BAJA 500 lap team race. Thirteen (13) teams will be allowed to run on Sunday's 500 laps. Five teams have already qualified by virtue of winning one of the monthly MINI BAJA 150 races. There is one more of those to be run on the third Saturday in November. The other seven will come from Saturday's (Dec. 19th) MINI BAJA 150 qualifier.

Further information for all

these "special" R/C events are located in this issue, either in the "calendar" section or in the advertisement pages.

NAMBA's District 9 Champs were announced recently in their PROWASH newsletter. A MONO Champ was R. Kassis, B MONO, R. Joshnick; C MONO, B. Power; A HYDRO, A. Hammond; B HYDRO, H. Power, C HYDRO, J. Whitlatch; X HYDRO, H. Power, SPORT 40, F. Snowden. It was a banner year for District 9 and it looks like next year's series will be even bigger, especially since there seems to be a whole crop of new faces coming into the sport.

**UPDATE - The next MINI BAJA 150 and the next ORRCA Off Road Series (#4) will be on the same date, November 21st. It's a Saturday, and it will start at 12 noon instead of the 6 pm "summer schedule". The 150 is run first, then the Off Road race for Series points.**

Anticipation seems to be great among manufacturers and retailers about this coming Christmas and sales of R/C equipment. It seems that all areas of the R/C sport are once again surging and picking up great momentum. In many aspects, some of the limited mass media exposure that R/C cars and boats have received lately is beginning to get the interest of the general public. Recently the Cable News Network, for example, featured one of the Off Road races at MINI BAJA and broadcast about four minutes worth on their news show network the next day. The next two weeks, MINI BAJA received hundreds of calls and letters from all over the country inquiring about the sport. Likewise, a recently published article on the various aspects of R/C racing (boats, cars, planes) was published in Popular Hot Rod magazine and the reaction has also been tremendous.

Perhaps a concerted effort by the entire R/C industry to "get the word out" about R/C is just the right ticket for the growth of the sport. As the industry grows then the beneficiary is the R/C'er. Food for thought.

(contd. page 37)

**ON THE COVER: Fast Action on the water at Needles, Ca. Next issue, full coverage.**

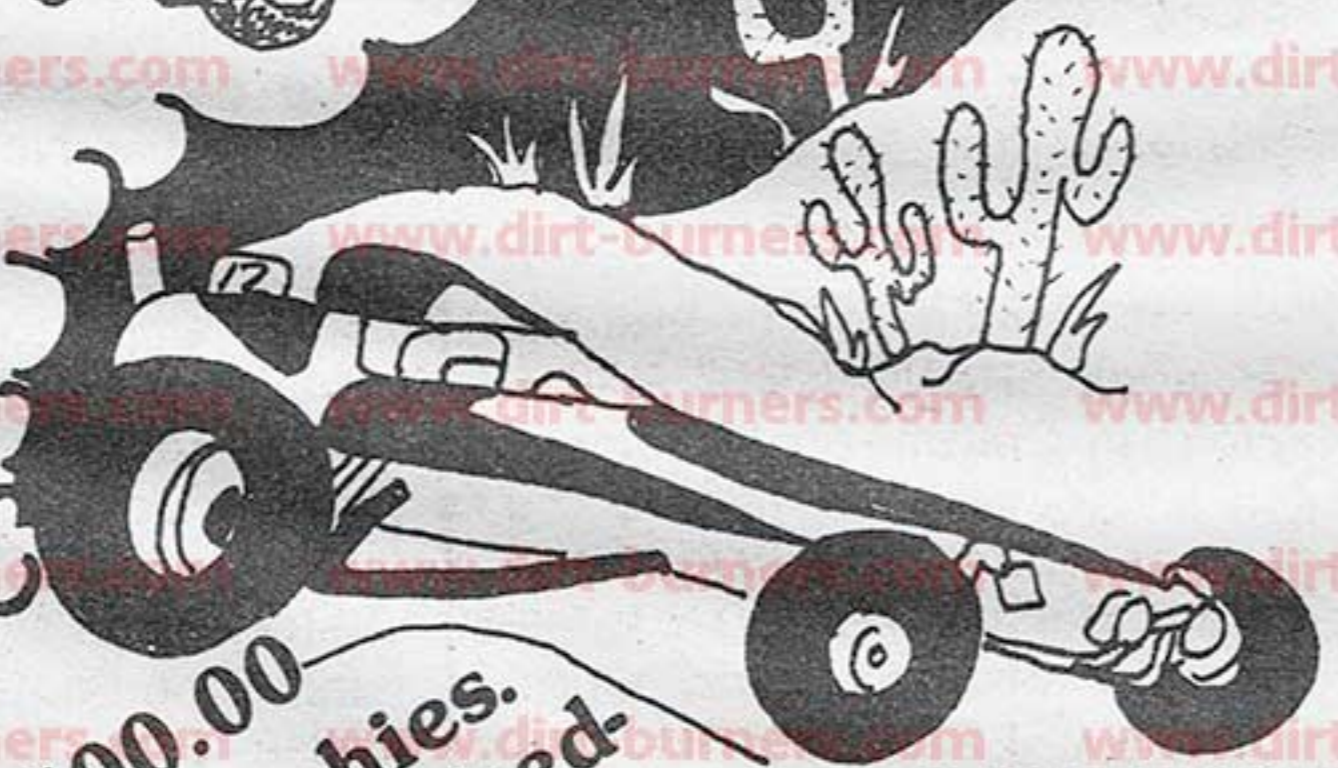
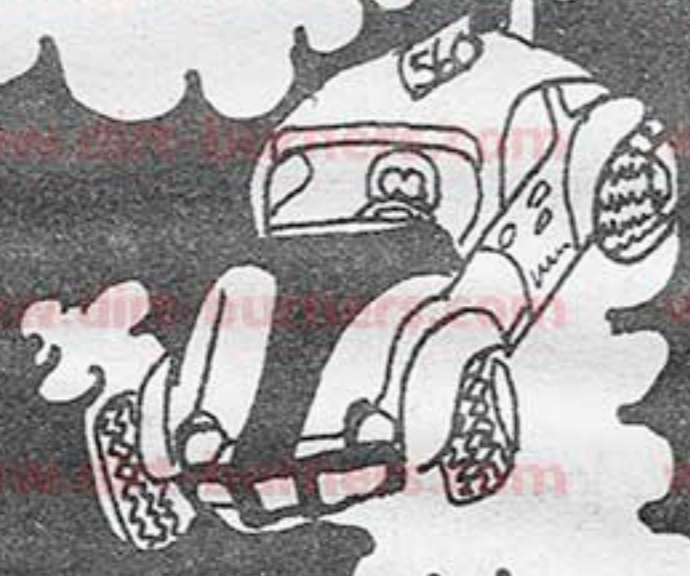
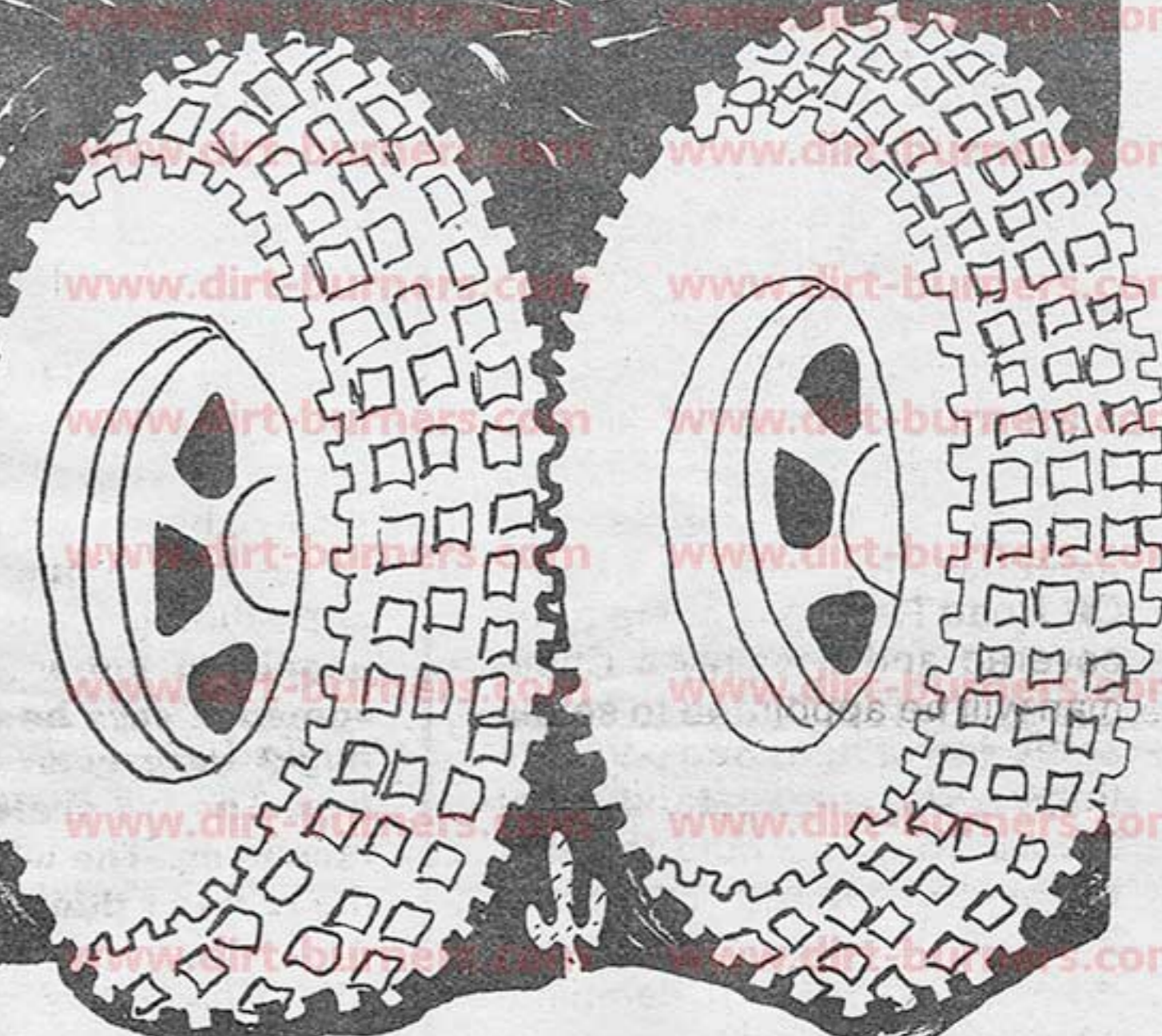


First Time Ever!

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 "off road" 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. ●



# ON THE LINE:

## STILL LOOKING

So far I think your coverage is just fine.

I appreciate the listing of all drivers and their finishing order, but I don't understand why the Nationals results were not included for 1/8 and 1/12 scale R/C cars.

I know there were a lot of drivers and classes, but after all, it was the Nats.

Keep up the good work.

Don Hill  
San Jose, Ca.

While we attempted vigorously to get the results from ROAR officials, they were not able to get them to us in time for the publication date. It did arrive, but it was several weeks later, after the issue covering the Nationals was out. We're still trying to convince the industry that if they get the news to us fast, it will be published fast and out to you before you can say "transmitter". We're working on getting our act together. Thanks for your interest. ED

## 500 LAP TEAM RACE

Enclosed, please find our initial order for ten copies of R/C RACING NEWS. I've also included a story on our local club's 500 lap team race (and two photos) for your use, if you think they're alright.

We have a track behind our store where we run Tamiya cars and our last race of the season is this Sunday.

I will send you some info on that also.

Thank you.

Bill Dolack  
E. Longmeadow, Mass.

Thanks for the pics and story. You'll find them in this issue. Keep us informed of future races in your area, any type of R/C racing. Look forward to hearing from you soon. ED.

## HOW ABOUT COLOR?

Hey, you guys are doing a fine job of covering R/C racing, even

though you've stopped covering some of the air races. It doesn't matter too much to me, since I'm not into airplanes, but it's R/C racing also. Right?

What I wanted to say though, is that even though some of your pictures are great, especially the far-out action ones, still, it's not the same as seeing it in color.

How about putting some color pictures in your paper. I think that would really make your paper the perfect R/C paper. At least maybe some "photo extra" or something.

Other than that, I just hope you guys can keep sending me the R/C RACING NEWS.

"Cyclone" Jim Summers  
Evansville, Ind.

Guilty on the lack of airplane coverage. While it's our intention to cover all aspect of R/C racing, at times it has been very difficult for us to get good reporting or even results of air races. In any case, we're working on it and you'll see our future issues more complete.

With regards to color coverage. No one knows better than us here how important and impressive color coverage would be. Especially since the entire spectrum of R/C racing lends itself to color. While we have the mechanism and capability to put out color pages, we have refrained from doing it to hold the costs down. This way, we can keep our advertising rates down so that we can encourage advertisers to come in. Once we've gained the confidence of our advertisers and of our readers, you'll see how fast we'll change. Look for it in the near future. In the mean time, keep up your support. We truly appreciate it. ED.

## BACK ISSUES PLEASE

I have just read one of your copies of R/C RACING NEWS, the September 30, 1981 issue and found that it was very interesting and does cover all of R/C. That's great to see. A good R/C

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# R/C RACING NEWS

You Race It...  
We Cover It!

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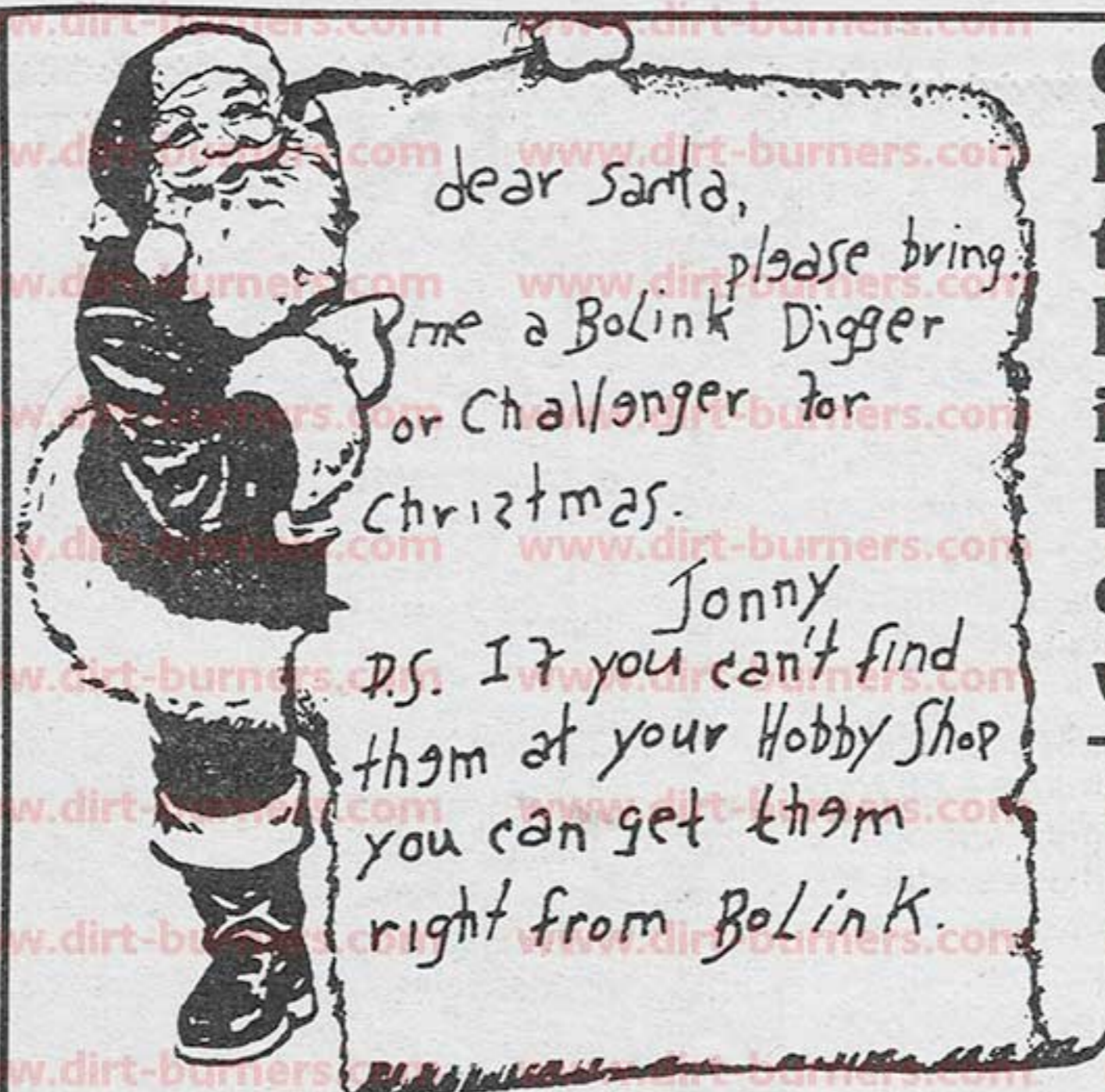


paper again that does all. Keep up the great work for all those in R/C hobbies, cars, boats, etc.

I plan on sending you a subscription for 1982, but also I would like to know, if I send you \$14.00 would you supply me with all of your back issues? I would like to have them as well. Also, do you send your paper to Hobby shops for them to sell to customers that want the paper? If you do, will you please send all the information to my sponsor of my R/C cars. Phil's Hobby Hut is the shop. Mention that I wrote to you on Phil's behalf. Thanks in advance and waiting for your reply.

Doug Houghton  
British Columbia, Canada

Thanks for your comments and interest. back issues are available. Your shop has been contacted and I believe they will start getting this issue. In the meantime keep us informed of your activities in your area. Oh yes! We'll tell Phil you sent us. ED



Attention all you Concours fans out there. Now you can ad the finishing touches to your favorite bodies. BoLink brings you a complete decal sheet for the C.A.C. body (decal BL-2609) and for the Datsun 280ZX Turbo (decal BL-2610). Both of these decals are printed in 3 colors.

For those of you who don't like to have to work to have a nice body on race day, BoLink is now offering the C.A.C. and the Datsun 280ZX bodies fully painted, just like the real car, with the decal sheet included. Just trim the body and stick on the decals. How much simpler could it be! The price will be \$19.95 for the painted body and decal sheet. Get yours today!



All you 10th scale off road racers, listen up! Here it is! This is what you have been waiting for! A 10th scale decal sheet with more of what you want. More off road sponsors. Center Line, Auto Haus, KC, Jackman Wheels, Gumout and the list goes on and on. The part BL-2613 only comes in black and the price is \$1.98.



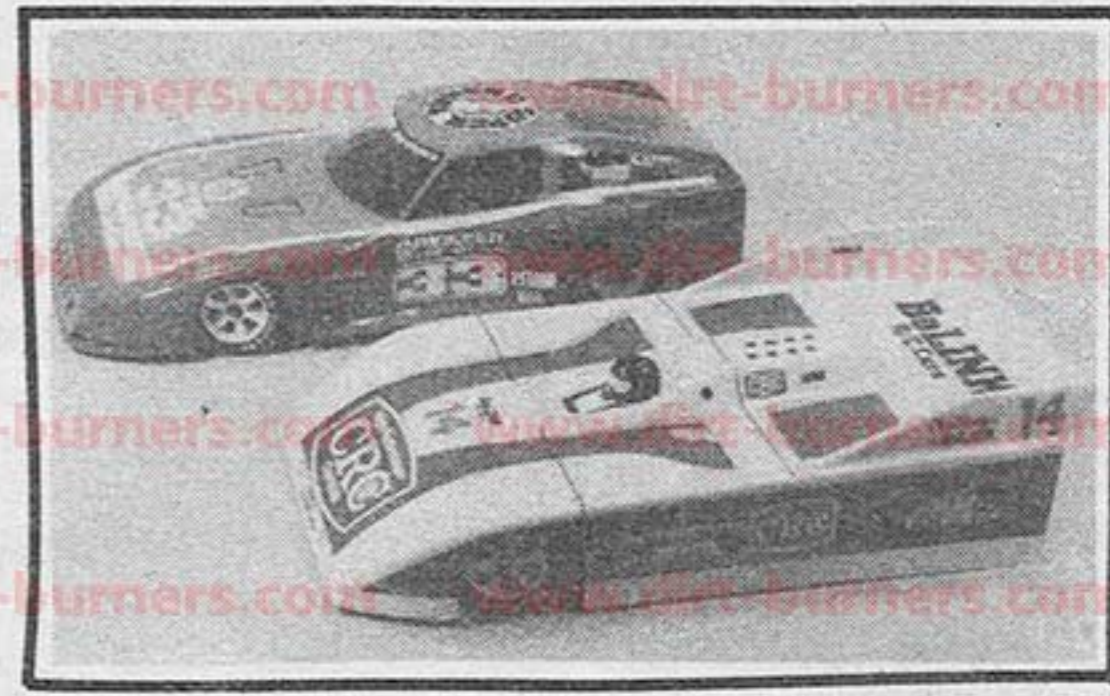
The low and wide Can Am bodies being raced in R/C today handle great, but they have a tendency to turn upside down and stay that way. Well, BoLink has a answer. A new roll-over antenna, made from stiff piano wire that has a tendency to flip your car right side up if you turn upside down and is available by ordering part BL-1854. The price is \$2.99.



420 Hosea, Lawrenceville, Ga. 30245 - (404)963-0252

Give the gift that will last long after the Christmas tree is taken down and the Holidays have past. Look into the quality world of BoLink. People building quality products for people who demand it.

Here are some new products from BoLink just in time for Christmas



## Late Racing News

Portland, OREGON - Kerry Montgomery win Tanasbourne Grand Prix with CHALLENGER.

FLORIDA - Glenn Lewis wins Florida State Series Races #2, 4, 5. This is the first time in the State Race Series that one driver has won more than one race in a season. Glenn has won 3 with a ... CHALLENGER!!!!

MICHIGAN - The last indoor M.A.R.T. Series was won by Marv Thomson along with Art Frelund coming in 3rd. Both were driving a CHALLENGER.

NEW JERSEY - SOUTHERN JERSEY CHAMPIONSHIPS Series Modified Class. Driving a CHALLENGER, Nick Piro wins the Series.

SOUTH AFRICA - CHALLENGER finishes 4th, 5th, 6th in the South African National Championship 6-cell Modified and 3rd overall in the 4-cell Modified.

### GARY... THANKS BUT NO THANKS

Thanks Gary (Gary Kyes, from MRP, who covered the 1/8 scale in the ROAR Nats.) for referring to me as a "World Class Driver" in your ROAR Nationals article. However, I don't really think I deserve the title just because I had one good event ( the only "A" Main I have ever qualified for at the Nationals).

Let's face it; Winternats, "F" Main; McCoy Championships, "C" Main; and "B", "C" and "D" Mains at the Nats isn't really "World Class Driving", is it?

Even so, it really swells the old ego to have someone of your talent and ability lay on a compliment like that.

Thanks,  
Joe Sullivan  
Richardson, Texas

Come on Joe, we know a "sand-bagger" when we hear from one. Besides we hear of reports that you're tearing them up back in Texas. ED.

## DEALERS! Ja-Lea Co. Has What You Need:

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Ja-Lea Co. 803 Business Parkway, Richardson, Texas 75081 (214) 238-0929



# California Championship Series Final

# THE RACE THAT ALMOST WASN'T

Story and pics. by Neal McCurdy  
Monterey, CA  
Sept. 26 & 27, 1981

I suppose the title of this story suggests that there were some problems concerning this race... well there was! When we arrived at the site Friday morning, we found: A. The track area ready for setup, B. Track boards, pins, driver's stand, and tables ready to setup, C. Many angry racers. It seems that the shopping center had not been informed about the race until late in the week, and there was a problem with the insurance. To make a long story short, R.O.A.R. Pres. Mike Reedy was able to straighten things out once he arrived and the race was on! (THANKS, MIKE).

So now we can lay out the track. For those unfamiliar with Monterey, this track is not painted down, but set up with boards. The boards are 2x2's of various lengths with eye bolts sticking out of each end. The boards are held together with  $\frac{3}{8}$ " pins welded to 6" square metal plates. The eye bolts on the end of the boards are then slipped over the pins on the plates and everything stays together. The whole thing is easy to set up and tear down. It allows an infinite variety of layouts, but "oh" is it hard on cars. Those boards and pins just don't move very much when you hit them...bring spare parts!

The track layout was of a rather spontaneous origin, as most everyone lent a hand in carrying and/or positioning the boards. Kent Clausen had a layout in mind and tried to direct the set-up, but it really didn't wind up as planned.

What we did end up with was a track almost opposite of that which we had at the last race here. Instead of 35 to 40 sec-

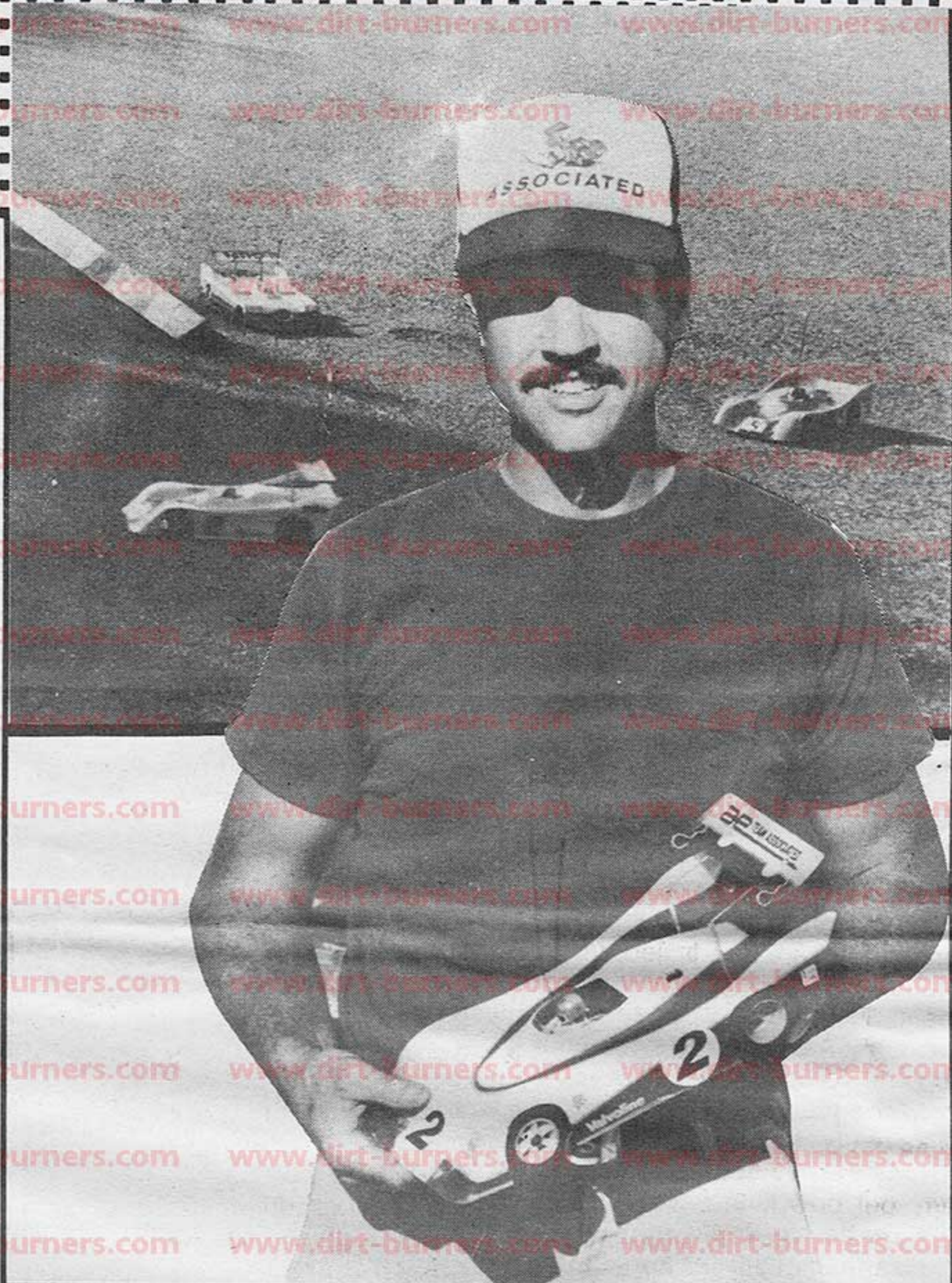
ond laps, we were turning 10 to 15 sec. laps. When you go that fast on a track such as this, look out! Photo buffs, grab your cameras...the cars are flyin' high!

If I'm giving you the impression that this was not a great race, it's not purposely. A few problems were encountered, but in this marvelous place you can't help but enjoy yourself. The area surrounding the "Del Monte" shopping center is wooded and green, and the Monterey/Carmel area, in general, is superb for fine food, relaxation, and play.

Saturday tech opens nearly on time and we process the line of anxious racers through tech, motor pick, and registration. It's a little foggy as controlled practice is started, but it burns off within the hour. Qualifying runs a bit slowly at the start as we get the racers used to the counting system.

Qualifying ends with Larry Stevens turning 36 laps to TQ in the novice class. In the amateur, Ken Stephenson TQ's with 38 laps, and super expert Mike Lavacot TQ's with 39. The main events are run through quickly and smoothly, with Sam Ellis winning the Novice "A"; Mike Petruzzi, the Amateur "A"; and Kent Clausen winning the Expert "A", passing Lavacot on the next to last lap when Mike's batteries dumped. Now it's on to "Cannery Row" for dinner.

The weather report I watched on Thursday said we might have rain on Sunday, but not a chance! It's gorgeous out this morning. Tech starts late but ends quickly as almost everyone is running the same car today. It seems to work better having the drivers lap count and then marshall, instead of marshall then count. Top qualifiers this time are: Larry Stevens (again?) with 37 laps in Novice;



This is what it's all about. The fight for the "Gold". Amazingly, hundreds of dollars are spent to get a \$25.00 trophy. Of course, it beats going out and buying one.





The "calm" before the "storm" Starting line of the 10 car Main. Neal

Randy Tentschert, 39 laps in Amateur; and Mike Lavacot, 40 laps in Expert.

In the Novice class, Larry Stevens wins the "A" by a full lap over 2nd place, Rick Marks. This was Larry's last race as a novice, good luck in Amateur. Also being moved up is the Amateur "A" winner, Ken Stephenson. The Expert "A" was, as usual, **the** race to watch. Jim Aguirre jetted out to a quick lead with Tim Neva and Mike Lavacot right behind. At lap 10, Jim and Tim are nearly tied, with Clausen and Killam chasing them. Now what happened to Lavacot? A pesky steering servo, and Mike's down  $\frac{3}{4}$  a lap from the leaders. This is when Mike really starts to drive and by lap 15, is only 3 seconds behind Jim, but now Clausen and Killam are tied for the lead, 2 seconds ahead of Jim. At about lap 25, Kent is in 1st, Killam in 2nd (by 1 sec.) and Gene Husting and Lavacot are in 3rd (by 3 sec.). At around lap 33, Lavacot passes Kent and takes 1st, pulling away. But it's not to be, on the last lap the servo problem crops up again, with Clausen, Killam, and Husting passing Mike, to Finish 1st, 2nd, and 3rd, respectively.

In all, a very good weekend of racing was had by everyone. Thanks to all who raced and/or watched and especially to all those who helped.

One last item: Much blame was put on Kent Clausen because of the site hassles. While some may be deserved, if it weren't for Kent, we would not have had a race at all! **THANKS, KENT.**

Neal

**RESULTS**

**NOVICE A STOCK:**

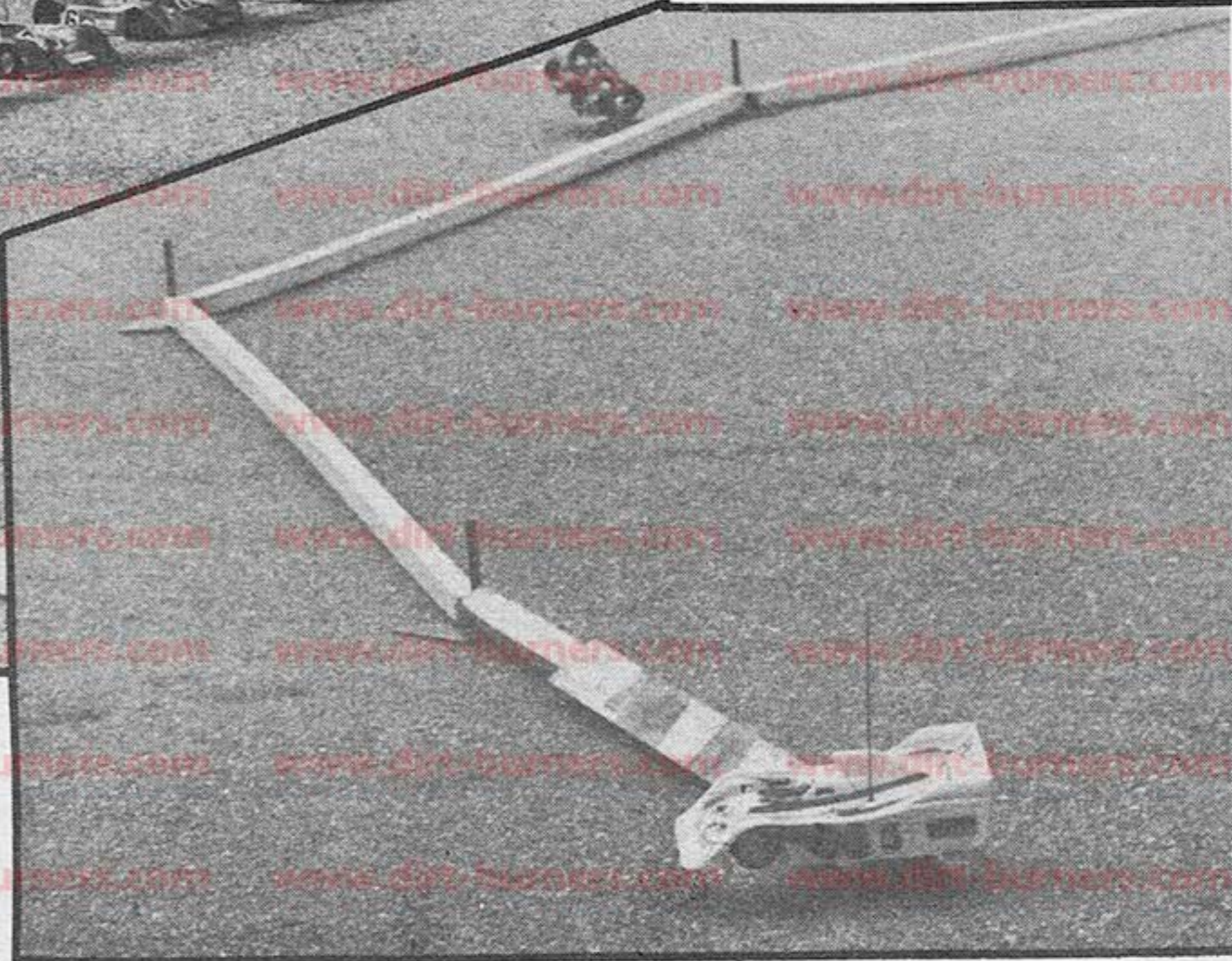
1. Sam Ellis
2. Larry Stevens
3. Lee Hall
4. Bob Gafford
5. Ron Souza
6. Gary Slayton
7. Sonny Maddison
8. Bill Gafford
9. Bob Dewald
10. Mike Beeler

**NOVICE B STOCK:**

1. "Killer Jr."
2. Lee Comito
3. Dale Gibson
4. "Killer"
5. Hans Wilbren
6. Anthony Porter
7. Mike Kierce
8. Dick Pritchett
9. Bob Kellum
10. Ted Graf

**NOVICE C STOCK:**

1. Don Sallenbach
2. Donald Gaither
3. Bill Kalman
4. Chuck Crawford
5. Steve Towland



Good way to re-shape your chassis. Wonder if one of those pins are sticking through the chassis.

6. Steve Rege
7. Carlos Calcedo
8. Jeff Rampoldi
9. Takeo
10. Greg Jones

**NOVICE D STOCK:**

1. Bob Campbell
2. Ricky Petruzzi
3. Ray VanWyck
4. Billy Johnson
5. Jason Toland

(results contd. page 25)



Close racing is a sight to see, especially when both drivers give each other room to work and make their moves.



Sometimes a picture is not worth a thousand words. Can't tell which way the course runs. The guy in the middle seems to think it goes "that a way!". Photos Neal McCurdy.



# DIV. 6 - *Western Regional* CHAMPIONSHIPS A World Qualifying Event!

Story by Neal McCurdy & L.P.

Photos: L.P.

Oct. 8-18, 1981

The Great Race Place

Sylmar, Ca.

THIS LAST EVENT OF THE SEASON WAS ALSO BILLED AS "A WORLD CHAMPIONSHIP QUALIFYING EVENT" AND IN DOING SO, IT BROUGHT OUT SOME OF THE BEST TALENT IN 1/12 ELECTRIC RACING.

This was the last major event in Division 6 racing held at the famous The Great Race Place, in Sylmar Square, Sylmar, California.

Warm and typical for this time of the year, Santa Ana winds engulfed the racers over the two day racing schedule. It was a spectacular setting, with the foothills of the Northern-most part of the San Fernando Valley glistening in the clear and smog free skies.

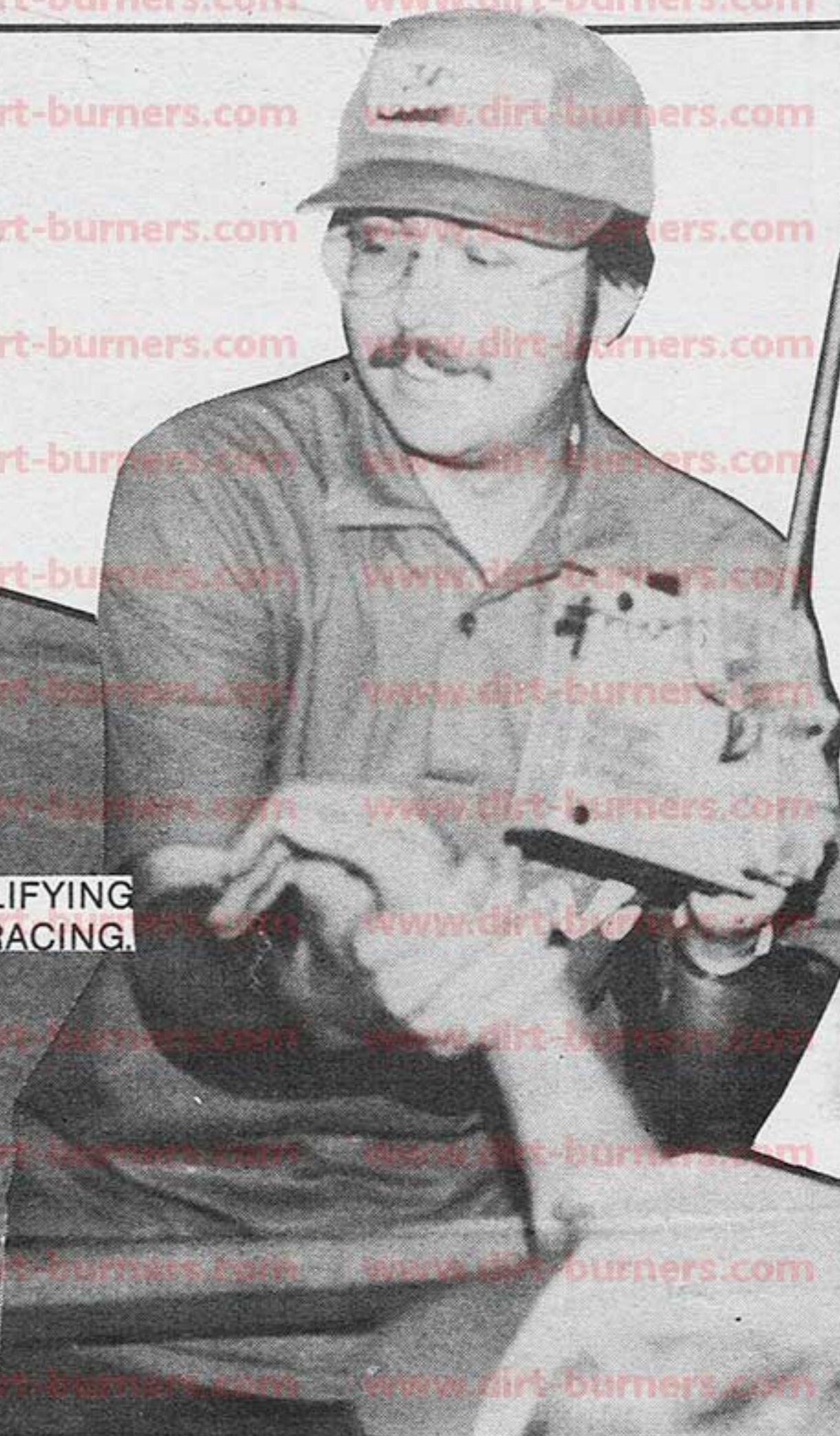
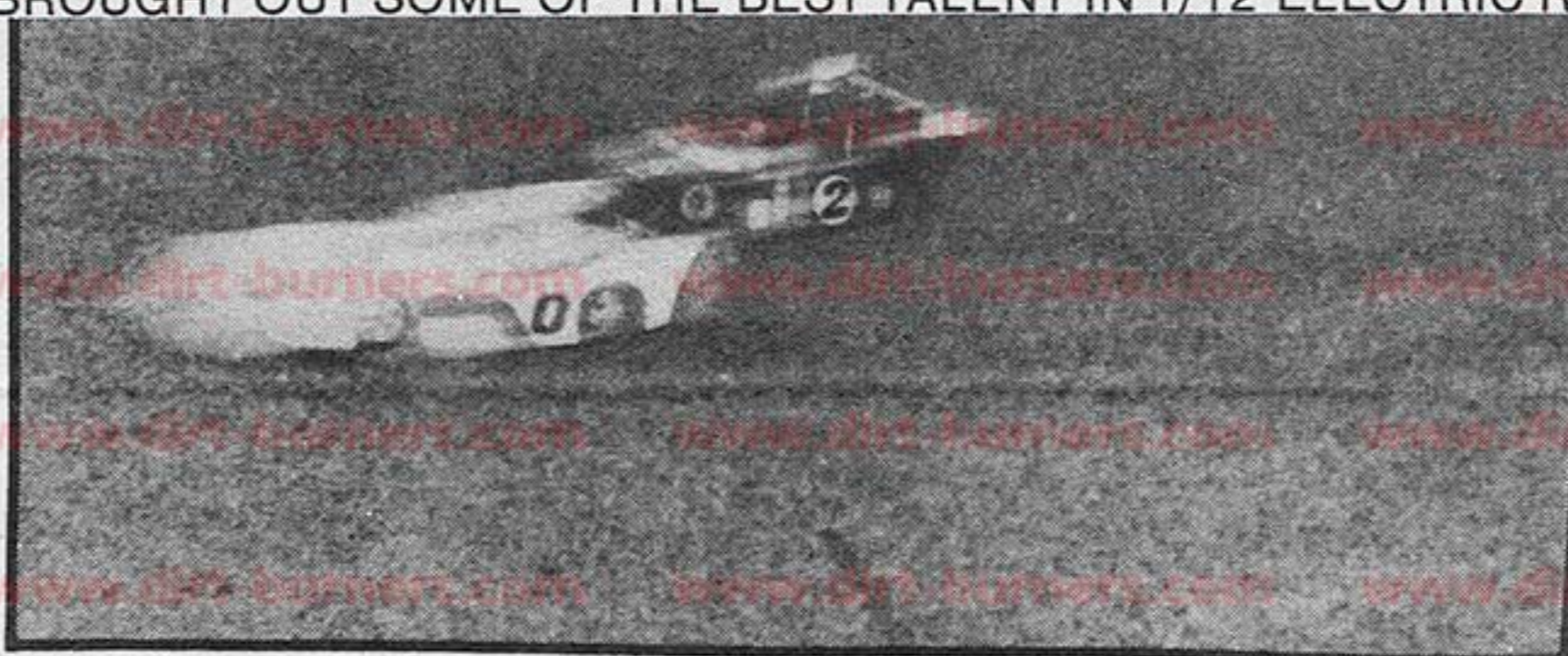
While the strong Santa Ana winds (35 mph at times) created havoc at times in the pits, it didn't seem to make any great effect on the racing. The track got dusty at times, but because of the winds, it also rid itself of the debris just as quickly.

R.O.A.R. rules were enforced and as a result, an early controversy evolved on Saturday.

Posted and in the flyers sent out, Tech inspection was scheduled both days between 7 am to 8 am.

Associated's elite team members, namely, Lavacot, Clausen, Berney, Randy Tentschert, Greg Birdman arrived at about 8:45am, way past the close of tech. As a result, even though tech had been left open until about 8:30, these gentlemen were not allowed to run on Saturday's Stock program.

Several moments of discussion and pleading went by, but race officials did not budge. As a result, the race program got a late start that would make the



program run late in the day, almost in darkness.

There were a total of 93 entries (should have been over 100, except for those that were not allowed to run) for the STOCK and a total of 100 for SUNDAY's Modified event.

Race Director Neal McCurdy scheduled the Concours event prior to the start of qualifying.

Winning the Scale Concours was Frank Killam (MRPVDS), second was Gary McAllister (who won Sunday's "Running Concours") and third, it was Russ Aguirre (ASSOC. TOJ).

In the EXPERT A Main, Rich Douglas (Team Assoc./Reedy) brought in his car at 38 laps in 8:02 min. Ever so close behind was Bruce Hickman with also 38 laps in 8:05 seconds. Bruce suffered a number of bumps along the way that kept him from the top spot. Third went to Doug Kott with 38 laps in 8:10 min. to make up the top three in the STOCK EXPERT A MAIN.

The AMATEUR STOCK A MAIN was won by Team Revtech's Gary McAllister. He won it by almost two laps ahead of Bobby Schatz who logged in 36 laps in 8:01, to Gary's 37 laps in 8:11

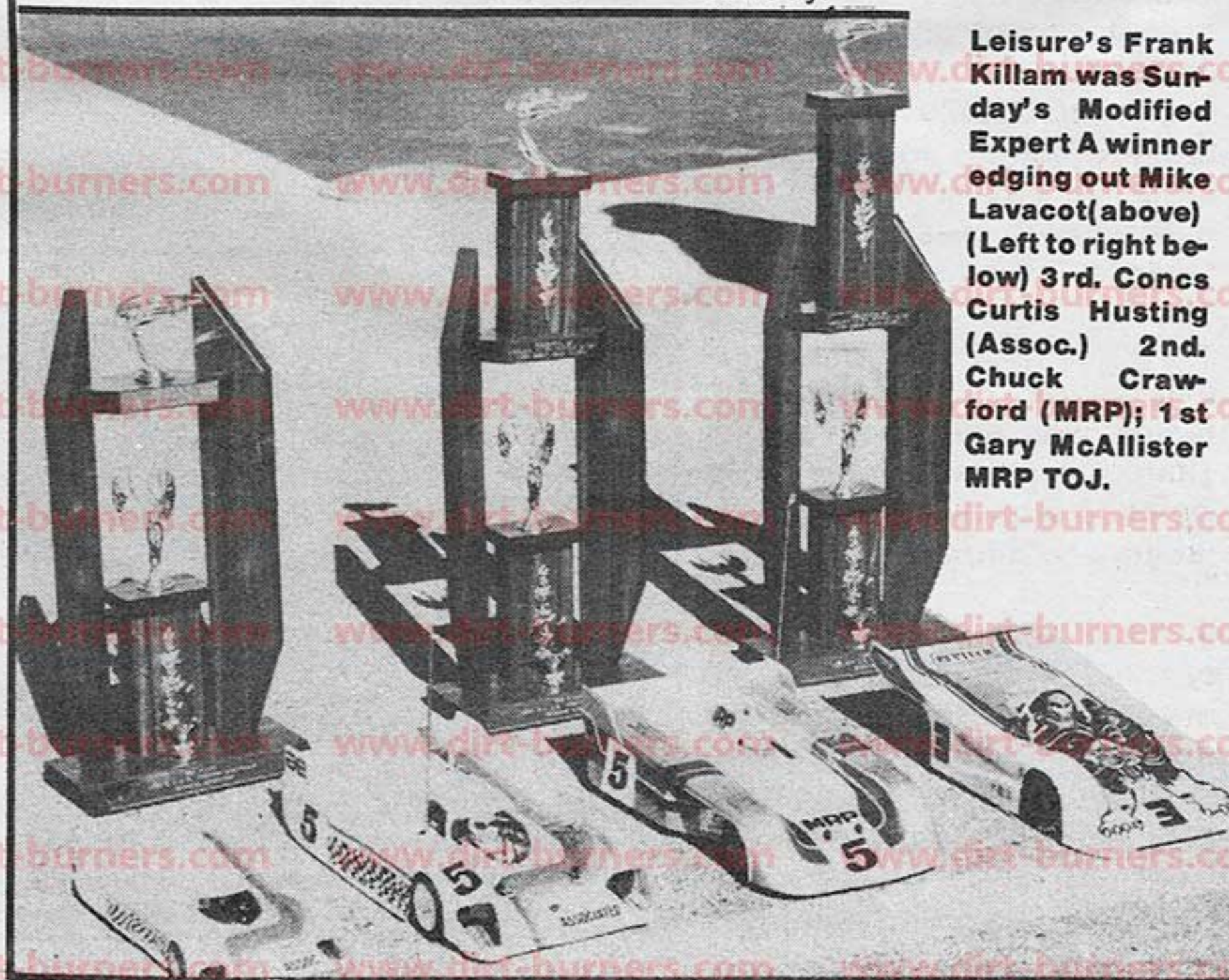
min. Third place with 36 laps in 8:01, was Bob Hayes.

In the NOVICE STOCK A MAIN Jim Brent made his presence known and as a result of his win in this class he can look forward to some heavy competition in the Amateur ranks. The Team Revtech/Assoc. racer logged 35 laps in 8:00 to win the main. He was followed by Julie (Killer Jr.) Husting who managed to edge out Chip Hayes for second. They both had 35 laps in 8:09 min. and crossed the

line within inches.

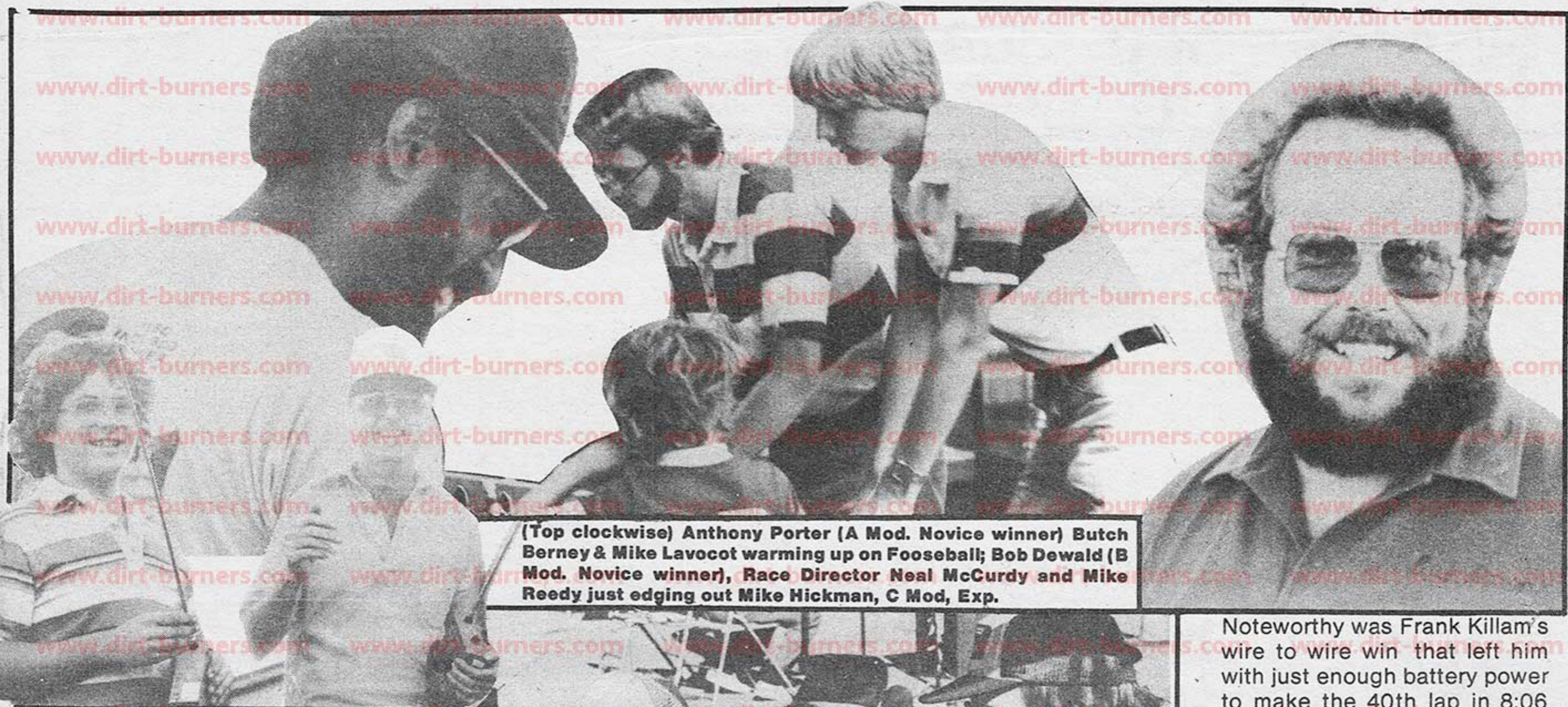
As a result of today's racing several other racers were moved up in class. They were: Larry Stevens moved from the Novice ranks directly to the Expert class and proceeded to win the Expert C Stock Main.

Mike Westfall went from Amateur to Expert as a result of setting T.Q. as an Amateur, winning the Amateur C on Saturday and winning the Amateur A on Sunday.



Leisure's Frank Killam was Sunday's Modified Expert A winner edging out Mike Lavacot (above) (Left to right below) 3rd. Concs Curtis Husting (Assoc.) 2nd. Chuck Crawford (MRP); 1st Gary McAllister MRP TOJ.





(Top clockwise) Anthony Porter (A Mod. Novice winner) Butch Berney & Mike Lavacot warming up on Foosball; Bob Dewald (B Mod. Novice winner), Race Director Neal McCurdy and Mike Reedy just edging out Mike Hickman, C Mod, Exp.

Chris Chan moved from the Amateur class to Expert.

### SUNDAY'S MODIFIED

The entry for Sunday topped the 100 mark, and this time everyone, but I mean everyone, made the early tech inspection.

Once again it was a beautiful fall day in the San Fernando Valley, with the Santa Ana winds continuing to clear the skies and keep the temperatures in the high 80's.

Today's program went very smoothly with one exception of a radio conflict towards the end of the day.

Otherwise, Neal McCurdy and all of the officials kept things moving quickly. It was anticipated that today's racing program would finish earlier than Saturday's. It would have but for the radio problem that developed late in the day.

I think it's noteworthy, at this point in time, to take notice of the camaraderie that exists among the racers and of the wholesome family atmosphere that is part of R/C racing.

While there are the normal rivalries among competitors and the natural drive to be the best in the sport, many outsiders present at this race commented to this reporter of the very pleasant setting and wonderful atmosphere present.



One particular lady had never seen this type of racing at all, and only found it while shopping at the center. Her comment was: "I'm going to really push my husband to get into this instead of just sitting in front of the T.V. He likes to tinker with things and this seems to be right up his alley. Besides, maybe I can get out of the house with him".

Well this is one aspect that all of us need to bring out to the general public if our sport is to succeed. We know it's fun, but does the general public know it?

Anyway, the big Modified winners today were Frank Killam in the Expert A, Mike Westfall in the Amateur A and Anthony Porter in the Novice A.

Noteworthy was Frank Killam's wire to wire win that left him with just enough battery power to make the 40th lap in 8:06 min.

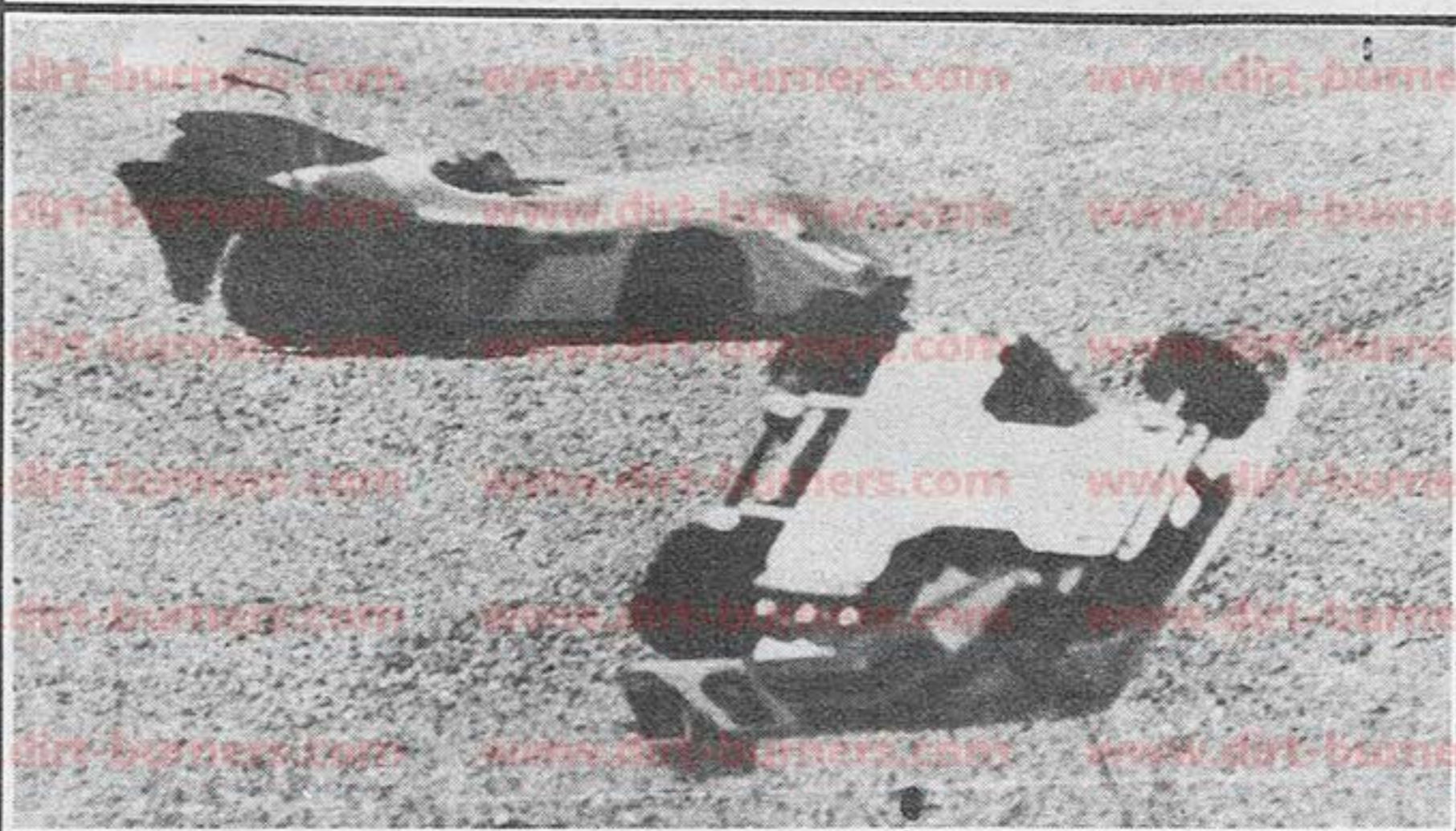
He "dumped" about two laps prior to the finish and all eyes were on Mike Lavacot who was charging hard. Mike had trouble during the first half of the race and it wasn't until about lap 22 that he started to make his move to catch Frank.

Killam, on the other hand, kept his Leisure car on a steady course around the track not allowing to make any errors.

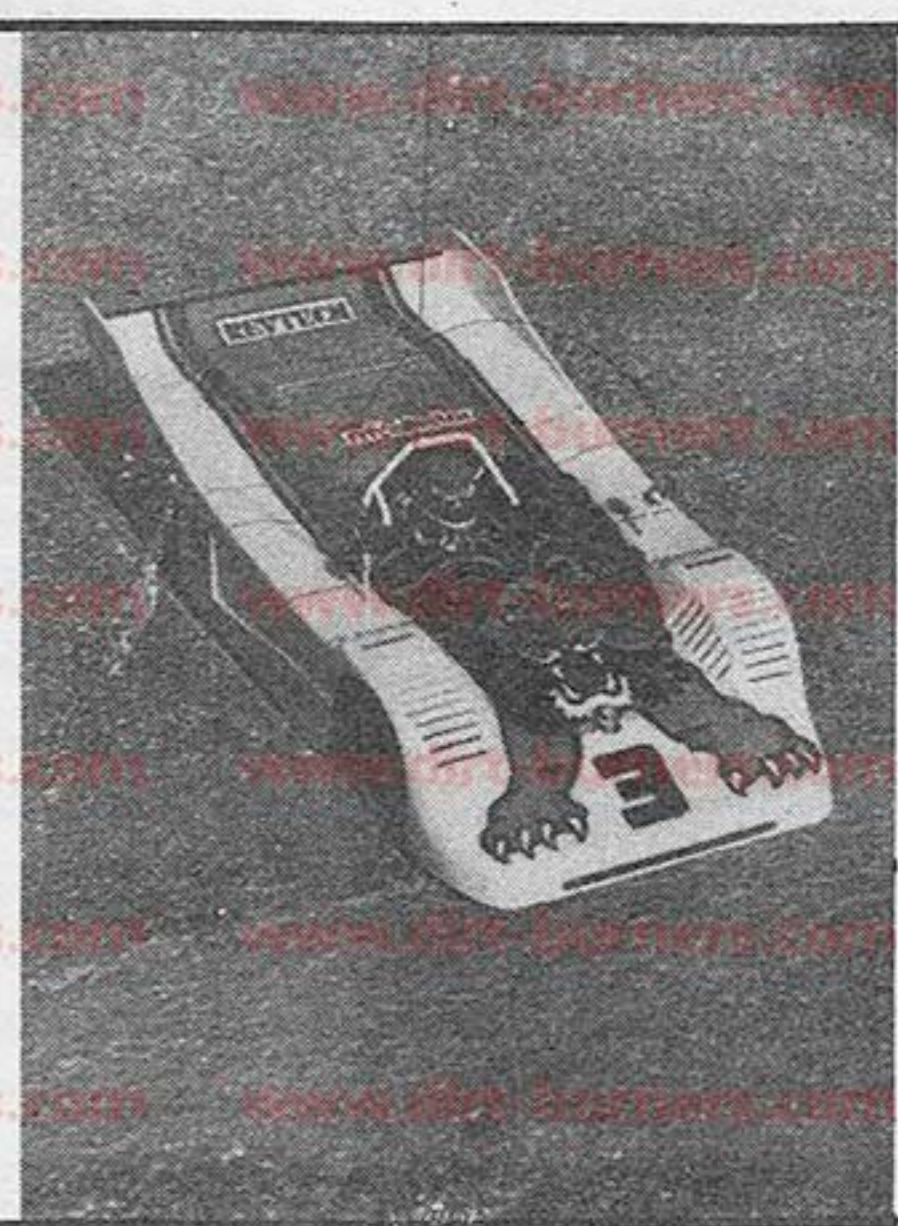
The crowd went wild, with five laps to go, as it was obvious that Frank's car had slowed down and was ready to "dump", while Lavacot's car still looked to have a strong charge.

The final result of the Expert Modified Main had Frank

(contd. page 34)



Chuck Crawford doing his "flying routine", with Steve Pritchett (7) trying to stay out of it (above). Gary McAllister's MRP TOJ, winner of the "Running Concours" on Sunday (right).





# GEARS 500 LAP TEAM RACE



Story by William Dolack

Glastonbury, CT  
September 20, 1981

"FANTASTIC IT WAS ANYBODY'S BALL-GAME!" This is the way club President Paul Senyk described the Glastonbury Electric Automobile Racing Society's (GEARS) 500 lap team race. The location was the Gideon Welles School parking lot on a partly sunny, cool autumn day with temperatures in the low 60's

The race consisted of six teams with four drivers each. The pre-race favorite was Team #1 with Mike Glista, Ed Lazarin, Brad Churchill, and George Foreman.

The race started promptly at noon as the first four drivers battled for the early lead. During the first hundred laps, we saw several different teams the lead. At the 100 lap mark, the Glista/Lazarin team grabbed first and held it until lap 160, when team #2 (Ray Claude, John Giovanni, Eric Lazarin, and Allison Woodstock) took over. Glista/Lazarin was back in 1st by lap 170, with Glaude/Giovanni one lap behind, team #4 (Dan Decourcey, Deek Decourcey, Sandy Alonzo, and Kevin Driscoll) two laps back and team #3 four laps behind.

Glista/Lazarin was the first team to hit the 200 lap mark with the third place team only two laps behind the leader. Over the next 25 laps the top two positions belonged to teams 1 and 2 with teams 3 and 4 swapping back and forth for the remaining two positions.

The halfway point saw Glista/Lazarin still in first, about 1/2 lap ahead of Glaude/Giovanni, with third place team Decourcey/Decourcey trailing by five. The lead over second place stretched to two laps when the wind picked up and started buffering the cars around the track. At 275 laps the top three were still running in the same positions.

The Glista/Lazarin team suffered an accident on lap 292 and while the corner marshal was untrangling the cars, Glaude/Giovanni grabbed the lead. The lead changed hands several times and at the 300 lap mark, Glista/Lazarin were the frontrunners once again.

On the 305th lap, Glaude/Giovanni again took the lead. Over the next 17 laps the lead stretched from ten feet to one lap. Two pit stops within five laps dropped Glista/Lazarin back to third on lap 327. On lap 340 it was Decourcey/Decourcey in first by about five feet, but Glaude/Giovanni quickly regained the top spot. Glista/Lazarin rolled into second again on lap 345 and held off Decourcey/Decourcey for the next ten laps.

With Glaude/Giovanni running

steadily, it was up to teams 1 and 4 to battle for the second and third positions. Glista/Lazarin again ran into problems and found themselves four laps back, in third place.

One hour and four minutes into the race, the 400 lap mark was reached by Glaude/Giovanni, followed by Decourcey/Decourcey with 393 laps completed and Glista/Lazarin with 388. Throughout the next 50 laps the positions did not change, although the frontrunners put another lap on the pursuing teams. Strong running over the next 25 laps by the second and third place teams brought them within four and ten laps respectively of first.

The excitement really picked up as the race sped towards the finish. The Glista/Lazarin team was burning up

the track with co-captain Ed Lazarin at the wheel in an attempt to make up the deficit. With 5 laps to go, it was Decourcey/Decourcey running 5 laps back and Glista/Lazarin only one behind the second place team. Glista/Lazarin continued to close the gap on second position with only one lap to go for leaders Glaude/Giovanni but had to settle for third, one half lap out of second, as the Glaude/Giovanni car streaked across the finish line for lap number 500. Decourcey/Decourcey ended with 495 laps, and Glista/Lazarin with 494. This was the closest finish in a 500 lap team race yet for the GEARS club.

At the conclusion of the race, Paul Senyk presented the top three teams with their trophies along with a bottle of champagne for the winners. A bottle of champagne was also presented to the lap counters for all their help in a "thankless" job.

W.D.

Bob Parker inspects Mike Geistat's car prior to the race.

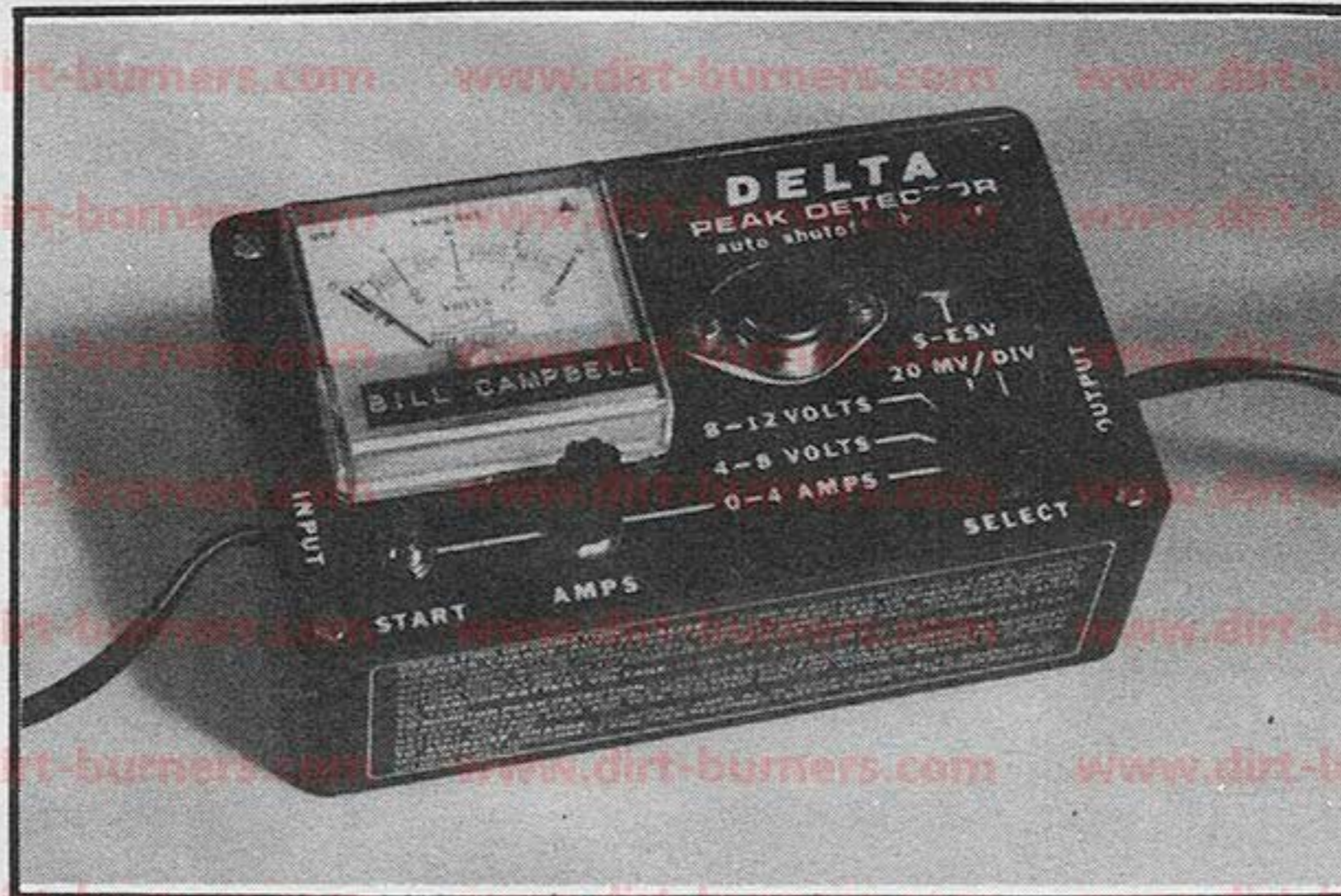


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O.R.R.C.A.

# 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 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.

**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 (i.e. small tires in front, large in rear). Tires may be swapped from one style to another (i.e. 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.

Happy Racing!

## ORRCA Update

**IN ADDITION TO THE RULES which were published in our last issue (and now reprinted in this issue as a result of the many calls received from people not being able to get last month's issue) another set of pertinent data was made available to us from the last ORRCA meeting held.**

1. The NEW POINT SYSTEM has been worked out. Most significant change for this series is the fact that "first place" points will be awarded commensurate to the number of entries in each class. No longer will there be an automatic 100 points for first, but first place will get points that directly reflect the number of entries for that class. For example:

If there are twenty-two (22) entries in Modified, then first place will receive 22 points, second 21, third 20, fourth 19 and so on with last place getting 1 point. If there are 30 entries in the Unlimited class, then first place is worth 30 points, second 29 and so on.

This means that racers will not gain from attending those tracks that may draw less entries in one class than in another track. No "sand bagging".

In addition to the above ORRCA point system, there will be an additional five (5) points awarded as "starting points". These are points given to each racer who enters an ORRCA race, whether he or she races or not.

It is hopeful that this will encourage everyone to try and make as many ORRCA events as possible.

2. The ENTRY for all ORRCA sanctioned events will be \$6.00 per class, with \$1.00 going towards the ORRCA Championship fund. This will help alleviate the costs of putting on the race and trophies at the end of the series.

3. ORRCA MEMBERSHIP & RACING NUMBERS will be issued at each participating track and at each event. The cost for the membership will be \$4.00 and will include the card and the assigned ORRCA number.

At first numbers will be issued at random, starting with number

21. After the first series is over, numbers will be then issued according overall finish in each class. Each racer will then have the right to use that number for the next series. No one else will be issued "earned numbers".

4. An updated points totals list will be made available monthly to each track for display. Out of the 15 scheduled events, only eleven will be used to compute the overall points totals. From there the top "earned numbers" will be assigned.

5. At the end of the three month, 15-race series, there will be a two-day ORRCA Championship the first to be held at the PIT SHOP in Pomona. (see entire schedule in Calendar section)

It was decided that the top 12 racers in the Stock and Open classes and the top 20 in the Modified class will automatically make the Sunday's Championship finals. All others will have to go through qualifying rounds on Saturday. It's anticipated that the top 6 in the Stock and Open Classes and the top 10 in the Modified class from Saturday's qualifying rounds will make Sunday's program. This means that there will be a total of 66 entries for the finals of the ORRCA Championships, divided as follows: Stock-18; Modified-30; Open-18.

There will be an ORRCA series winner as a result of the eleven best finishes and there will be an ORRCA Championships winner as a result of Sunday's finals.

6. Other items discussed and agreed upon were: NO SPIKED tires of any kind will be allowed. Tires must be of rubber or foam compound or must receive prior approval from the ORRCA track to run.

A driver can qualify himself with any car as long as it meets that class' requirements. One driver CAN NOT qualify for another.

ORRCA, in association with MRC, will endeavor to put on the best possible series for Off Road competition. While it recognizes that certain things may have to be amended or changed for next time, it encourages the participation and positive input from all R/C racers.

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



# SoCal 1/8 GAS CAN AM SERIES...

"Best Ever!"

Highlights by  
Joe Tentschert

THE FINAL RACE OF THE 1/8 CAN AM SERIES FOR 1981 WAS HELD AT THE PIT SHOP (formerly Thorp's) ON OCTOBER 18, 1981.

## Highlights of the final race:

There were a total of 52 entries for today's final. This was the largest series entry of the season. Good way to finish a successful series and good way to set the tone for next year's series.

There was also a record entry in the "Beginners" class, with eleven making the entry. The biggest yet. Some of the veteran beginners already know that they will be moving up next year, leaving room for "new blood" coming into the sport. One surprising beginner was Allen Losi who made his first 1/8 scale race ever and took second place in the Beginner's A main. We're not sure if he'll be battling it out in the beginner's class next season, but certainly he is one to keep an eye on.

For the first time (in Southern California) a new system of qualifying times was used. Like most good things, it is a simple system to implement and control.

Rather than run the ten laps, as it has been done in the past, per heat and account for the time it took to complete them, today everyone was given 4 minutes to log in as many laps as possible.

At the end of the four minutes, a signal was given and each car had to STOP wherever it was on the track. The turn marshalls then shut off the motor and radio. The scoring was then computed by the number of laps completed, plus the number of turns after the last lap logged in.

For example; Top Qualifier was Arizona's, Jerry Snow, who logged in 11 laps 6 3/4 turns.

PAGE 14

The real beauty of this system is that it eliminates the problem of "fast or slow" fingers on the stop watch, which often results in "bogus" times.

It's amazing how everyone in the track, pits and in the grand stands assumed the position of "watch dog", making sure that each car stops exactly where it's supposed to and not an inch further.

Today's big winner, as he has done all series long, was Dana Smeltzer. He wound up the year as the top racer of the series amassing 499 points. Right behind him in the A main and in the overall points was Jerry Snow.

Larry bain took his first main win in the B Main today. He was followed by Ruben Serrano. Larry finished 8th overall for the series.

Other Main winners were:

C MAIN: John Pagel, first; Gil Losi Sr., second; T. Brown, third.  
D MAIN : Bob Coughran, first; Lee Miranda, second; Al Vega, third.

E MAIN: Andy Jacobson, first; Joe Tentchert, second; Tom Wright, third.

BEGINNER'S A: Bob Oliver, Allen Losi and Benny Bullock.  
BEGINNER'S B : Tom Souza, Kim Brown and Al Laudenslager.

It's gratifying to see the recent upsurge of new faces and some of the old timers coming out for these 1/8 scale gas races. The future of this type of R/C racing looks very promising. There may be a few changes made for the next series that will further divide the classes to give everyone the chance to compete with other racers of similar experience and ability. We shall all be looking forward toward that.

## Series Overall Best 5 of 7...

The most successful 1/8 scale series in history culminated this weekend with the "grand finale" at the PIT SHOP in Pomona.

There were over 90 participants throughout the year, proving once again that R/C Gas racing is alive and well in Southern California.

A "Beginner's" class was re-instituted this year with excellent results. We had over 20 "beginners" in the series and at the last race only one (1) point separated the first three guys!

The final "Overall" results show another interesting aspect of this series. Namely, that there was at least one of each brand of car manufactured in the U.S.A. in the top ten; including "Team Douglas" with their scratch-built car.

Another awesome performance was turned in this year by Dana Smeltzer who garnered 499 points of a possible 500!

Dana is Dick McCoy's main motor tester, and I can't think of anyone having been able to out-power him all year long.

Even though Rich Lee and Gene Hustings came close a couple of times, Dana has been able to get super power out of his Perry 40 carbs. In fact, he runs Perrys exclusively, while some of the other fast guys have switched to "side valves" of some sort. Maybe that should tell us something?

Speaking of Perrys. The guy who finished 8th overall, Larry

he runs 19's. Can you believe it? Larry ran a box-stock RC-300 with a K & B and 19 size carb and no diff; in most of the B Mains on skill alone. It was great to watch Larry get his doors blown off down the straightaway and then pass 7 cars in the infield.

The winner of the Beginner Class was Bob Oliver. Bob ran a variety of engines during the year, but they were all in his old RC-300. Bob started the year with a Perry 19 and switched to the English OPS and tuned pipe at the end.

Bob also races go-carts and wrenches "roundy-round" big cars. He is a guy to watch in the future. Any teams looking for a driver, he's your man.

The Southern California Steering Committee will be meeting soon to get started on next year's series.

Some of the items to be discussed are: Expansion to a three-class system of Expert, Sportman and Beginner; and the possible addition of Santa Maria and Phoenix, Arizona tracks, to the schedule.

A full report of the ensuing meeting will be published in R/C RACING NEWS along with the entire series schedule. Any other suggestions that you would like to see put into effect for next series, please contact ROAR or this reporter.

Good racing and hope to see everyone next season "cranking it on".

Joe Tentschert

## RESULTS

Pit Shop, Oct. 18, 1981:

A MAIN:	C MAIN:
1. Dana Smeltzer	1. John Pagel
2. Jerry Snow	2. Gil Losi Sr.
3. Ross Klober	3. T. Brown
4. Tom Wong	4. Doug Campbell
5. Tom Douglas	5. Tony Neisinger
6. Bob Mathieson	6. Rick May
7. Dean Brown	7. Jim Jones
8. Mark Miranda	8. Randy Wente

B MAIN:	D MAIN:
1. Larry Bain	1. Bob Coughran
2. Ruben Serrano	2. Lee Miranda
3. Glen Wilcox	3. Al Vega
4. Paul Sang	4. Ray Galovich
5. Greg Stetzer	5. Steve Maddox
6. Dick Camp	6. Dick Tyre
7. Dave Shuck	7. Jim Atkinson
8. Gil Losi Jr.	8. Chuck Phelps

(contd. page 27)



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# RCH 77 entries Losi, Bohrk, White ... Main Winners!

AS IT DID LAST MONTH AT THEIR WESTERN OFF ROAD CHAMPIONSHIPS, R.C.H. DREW ANOTHER BIG RACING CROWD (77) FOR THEIR MONTHLY OFF ROAD RACES.



Larry Van Osteen gets in the action.

October 25, 1981  
Costa Mesa, Ca.

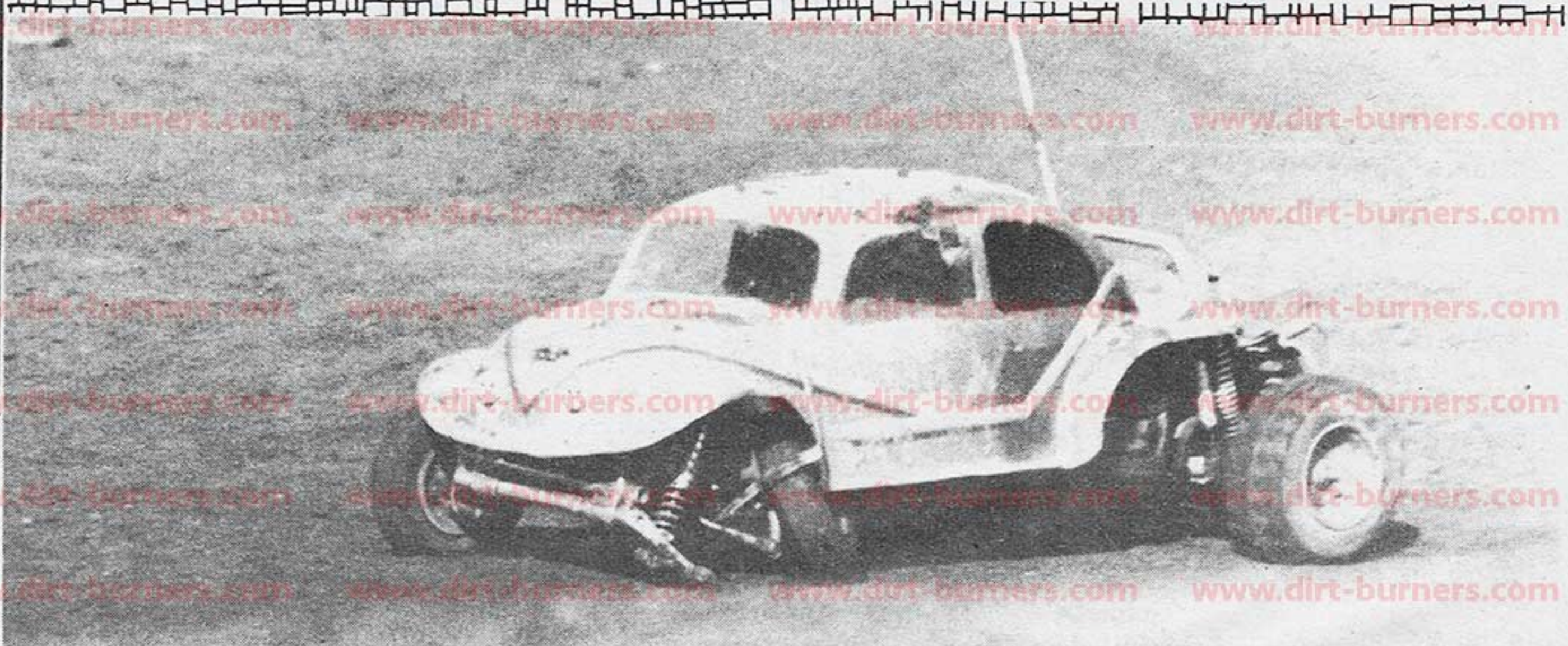
On a pleasant California fall day (temp. about 75 degrees), seventy-seven racers brought out their Stock, Modified and Open racing buggies to the Costa Mesa track. Everything from pure stock cars (hard to find now a days) to the highly modified and open vehicles, was on hand for the day's racing activities.

To be sure, the sport just now seems to be taking a strong hold, and judging from the enthusiasm, and the amount of

To be sure, the sport now seems to be taking a strong-hold, and judging from the enthusiasm and the amount of time that's being spent on these cars (not to mention \$'s), it looks like its future is on the right track.

For the first time since the track has been in operation, a non-local, non-RCH team member holds the track record.

Gil Losi Jr., all the way from his Colton Ranch Raceway, came and not only set fastest time of the day in time-trials, but set the fastest two laps ever at the Raceway. In addition, Gil made the A Main in the Unlimited Class and proceeded to win it as well. As if that wasn't enough,



The meanest looking thing at RCH was this Baja Bug(?) Maybe it's looking for a sand hill.



at the end of the day there was a drawing held of RCH's gift certificates. Gil won the top prize as well. Not bad for one day's work!

Gil's single-seater/sprint-type car is highly modified, using many innovative ideas (some his own) and also putting to use some of the high performance after-market products now available. His car really worked!

Racing got started with the time trials, then followed with three qualifying Heats to set the respective mains in the Stock, Modified and Open classes.

Prior to the start, Larry Van Osteen, co-owner with Ron Williams of RCH, called for a rider's meeting to explain the prevailing racing rules for the day and to bring everyone up-to-date as to the new ORRCA Series and its rules. He also stated that starting next

month all the races at RCH will be run under the ORRCA guidelines and points will be awarded towards the Series overall standings.

Larry also announced that the watering of the track will be held to a minimum, and that rather than watering every three or four races, the track would be left pretty much dry, much "like the real BAJA off road racing". "Driver's skills will have to take over, rather than sheer power", Larry pointed out. One reason for this, I think is that since today's switch from "daylight savings time" to standard time, and the number of entries on hand, it was anticipated that the program may run into the dark hours of the early evening. Watering every three or four races does take time. The other reason was that as Larry said, they want to duplicate the rigors of real off road racing, and keeping the track

mostly dry is just that. It's anticipated that at next month's race, "there will be no watering at all".

Since today's races were run in almost a totally dry track, Gil Losi's Top Qualifier has even a more formidable meaning.

There were a total of eight mains, three in Stock (A,B,C); three in Modified (A,B,C) and two in the Unlimited class (A, B).

More and more now a days, including RCH, all the tracks are putting emphasis on turn marshalls being out there and that they should be the drivers themselves and not spectators. Today, if you didn't turn marshall or help count laps, you lost your best finish or a lap in the mains. Heavy penalty, but a sure way to insure that every racer gets the best marshalling possible.

As a result, there were very few arguments about track assistance and the program went very well.

## THE MAINS

First of the Mains was the C Stock Main. Leo Berana (of the famous Berana R/C racing family) took the first place after a shaky start. As in most races, but especially in the least experienced Stock class, the start



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 can be a harrowing experience. Cars and bodies flying all over, even before they get to the first turn. Leo was no exception as he had a couple of head-ons with other cars before he got un-tracked and went for the win. In 2nd. it was Jim Bernardo and he was followed by Bruce Warner in third.

The B STOCK Main saw another Barana take the winner's circle. This time it was the lovely member of the family, Monica Berana. She too got a slow start and after about the third lap, she worked herself into the third spot. Lee Brophy had the lead after the first lap and held it with two more laps to go. But he had a head-on with a last place car going the wrong way and had his right front wheel knocked off. Still Lee managed to finish third. Monica moved into first, with William Franco taking the second spot.

In the A STOCK Main, Ed White pulled off the win by shaking a charging Flame Churchill and young John Gudvagen. It was a tight race for the first five laps, but Ed prevailed at the checkered flag. Noteworthy is Gudvagen's improving driving skills that will soon get him to the winner's circle.

C MODIFIED Main was next and Larry Taylor, local RCH team racer, showed that practice makes perfect and a "hot" stock motor really helps. He definitely had the power among all the cars in this main. Earl Valles finished in second, followed by Marty Werner, Edie Street. Interestingly absent from the top mains and the top spots in this main were Erwin Bragg and Bill Phil who had serious radio and car problems.

B MODIFIED Main had Frank Glasgow, the hard luck kid from the Western Championships of last month. He had body problems then, but today he put it all together to take the B main win. In second it was Jon Nichols, last month's Modified A winner. Third place went to Dennis Taylor in what appeared to be one of the fastest Modified cars.

The A MODIFIED Main saw a great battle between Bill Bohrk, Rick Churchill and for a while Jim Sneed. These three cars spent the first four laps no more

than ten feet from each other. Sneed faded at lap five and then it was a battle to the finish between Bohrk and Churchill with Bohrk taking the well deserved win.

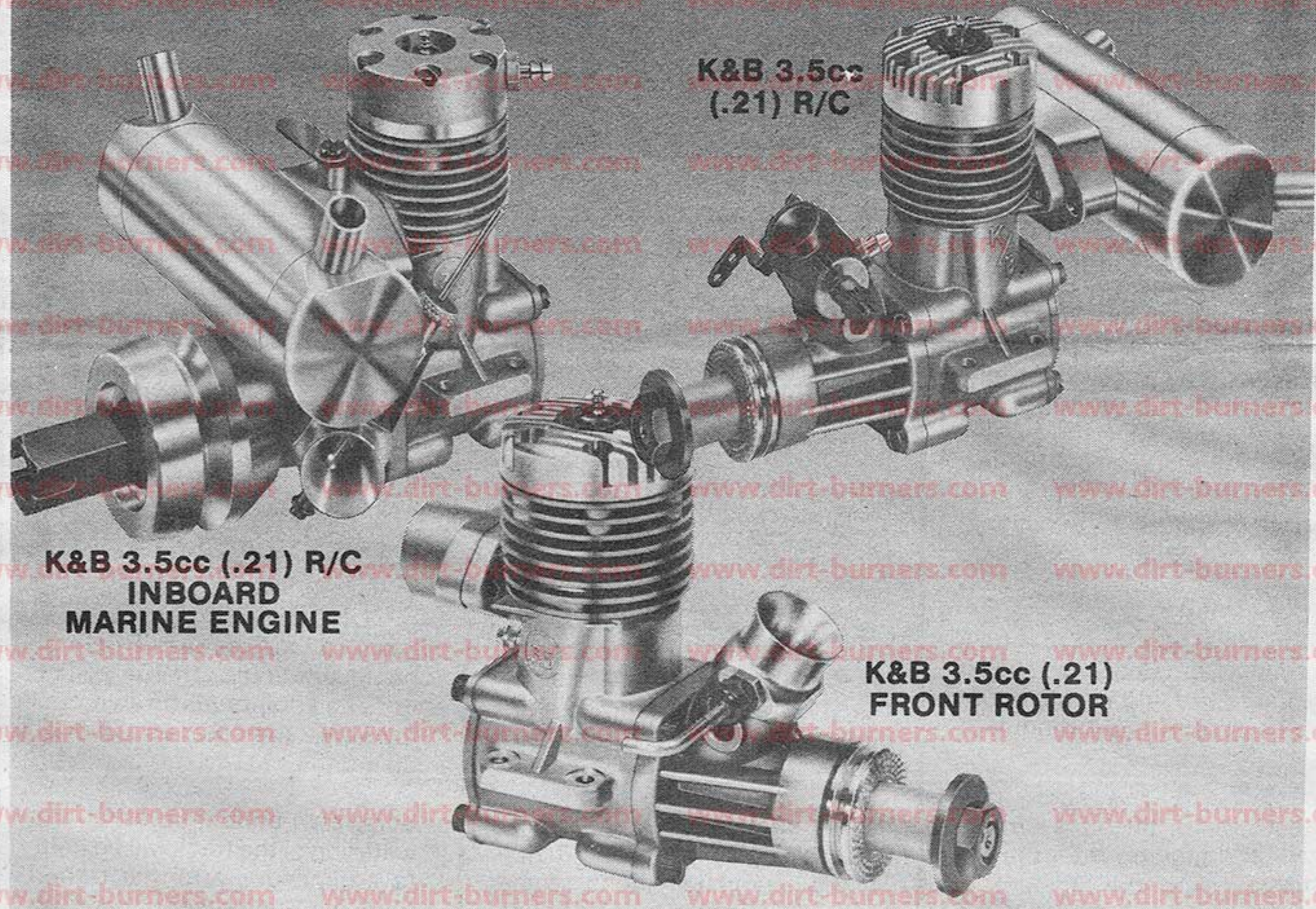
The first of two Unlimited mains came next with the B MAIN. Wink Eller had had problems with his modified car that kept him out of the top spots, but here he brought out his Open car (according to him, it was

sporting a pure stock motor) and won the main. This could very well be the secret, as the track was very dry and dusty and power just seemed to work against you. John Burnham (designer of the new three-speed throttle plate) took the second spot and Edie Street on for a strong third.

The UNLIMITED A Main was the last race of the day and it came not a minute too soon, as dark-

ness was beginning to set in. In spite of such, Gil Losi put on a wire to wire win. For a while, he was closely followed by Jeff Cruzon, super radical and highly modified single-seater, and Lou Peralta's super modified-type car, featuring the new MIP differential. Lou's car seemed to be really handling well with the diff, especially on the dry track, and was pulling on the leader at one time about 20 feet  
 (contd. next page)

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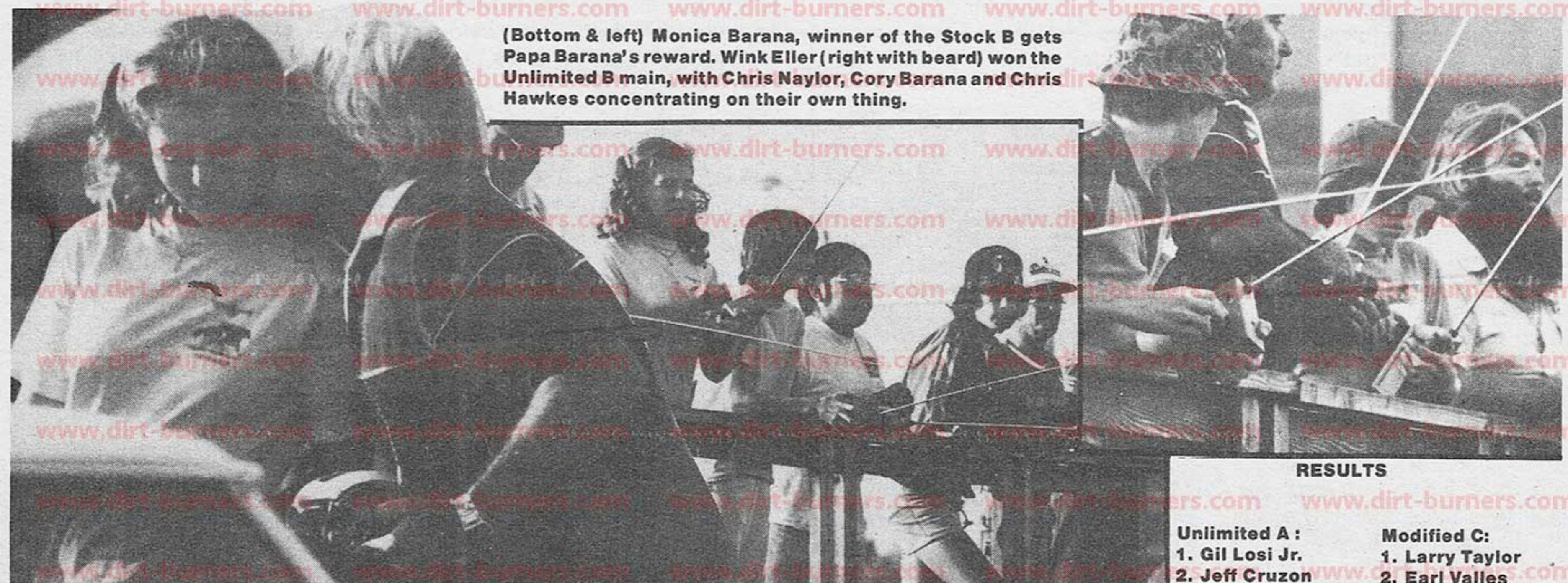
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(Bottom & left) Monica Barana, winner of the Stock B gets Papa Barana's reward. Wink Eller (right with beard) won the Unlimited B main, with Chris Naylor, Cory Barana and Chris Hawkes concentrating on their own thing.



**RESULTS**

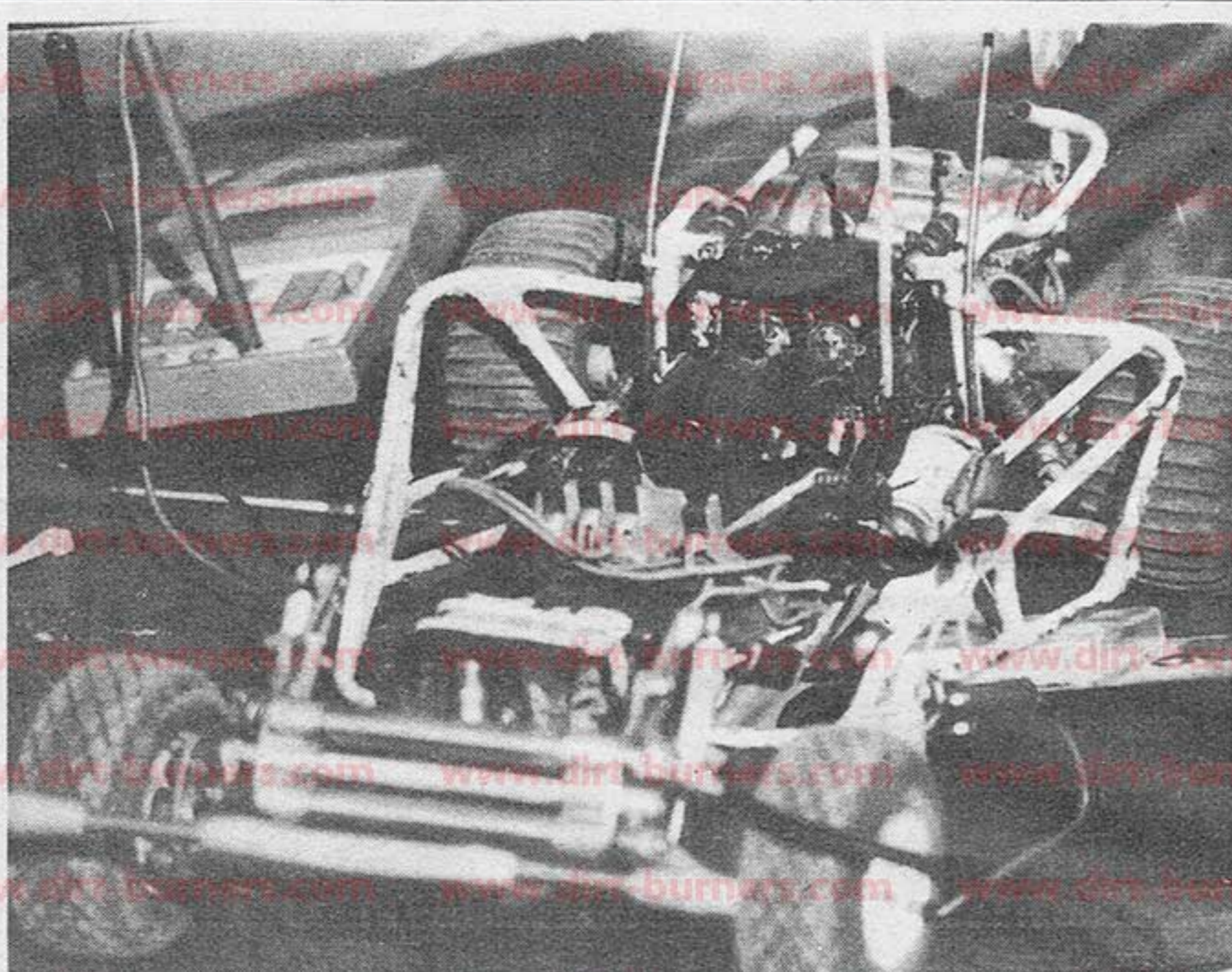
- |                      |                         |
|----------------------|-------------------------|
| <b>Unlimited A :</b> | <b>Modified C:</b>      |
| 1. Gil Losi Jr.      | 1. Larry Taylor         |
| 2. Jeff Cruzon       | 2. Earl Valles          |
| 3. Jim Sneed         | 3. Marty Werner         |
| 4. Craig Dunne       | 4. Edie Street          |
| 5. Eustace Moore     | 5. George Gustafson     |
| 6. Lou Peralta       | 6. Mike Tobey           |
| 7. Ron Williams      | 7. Bill Phil            |
| 8. Jim Brophy        | 8. Erwin Bragg          |
| <b>Unlimited B:</b>  | <b>Stock A:</b>         |
| 1. Wink Eller        | 1. Ed White             |
| 2. John Burnham      | 2. Flame Churchill      |
| 3. Edie Street       | 3. John Gudvagen        |
| 4. Erwin Bragg       | 4. Randy Scott          |
| 5. Cory Barana       | 5. Ed Street            |
| 6. Chris Hawkes      | 6. Chuck Capra          |
| 7. Dave Phelps       | 7. John Phil            |
| 8. Chris Naylor      | 8. Mike Deming          |
| <b>Modified A:</b>   | <b>Stock B:</b>         |
| 1. Bill Bohr         | 1. Leo Barana           |
| 2. Rick Churchill    | 2. Jim Bernardo         |
| 3. Jim Sneed         | 3. Bruce Warner         |
| 4. Jim Brophy        | 4. Gregg Tobey          |
| 5. Chris Brewer      | 5. Betty White          |
| 6. Bud Fish          | 6. Paul Gelante         |
| 7. Greg Melton       | 7. Larry Van Osteen Jr. |
| 8. Dennis Lyman      | 8. Bob Lucas            |

behind, but a radio tray came off after a jump and knocked him out of the running. Keeping the pressure was Jeff Cruzon who took second and Jim Sneed in third.

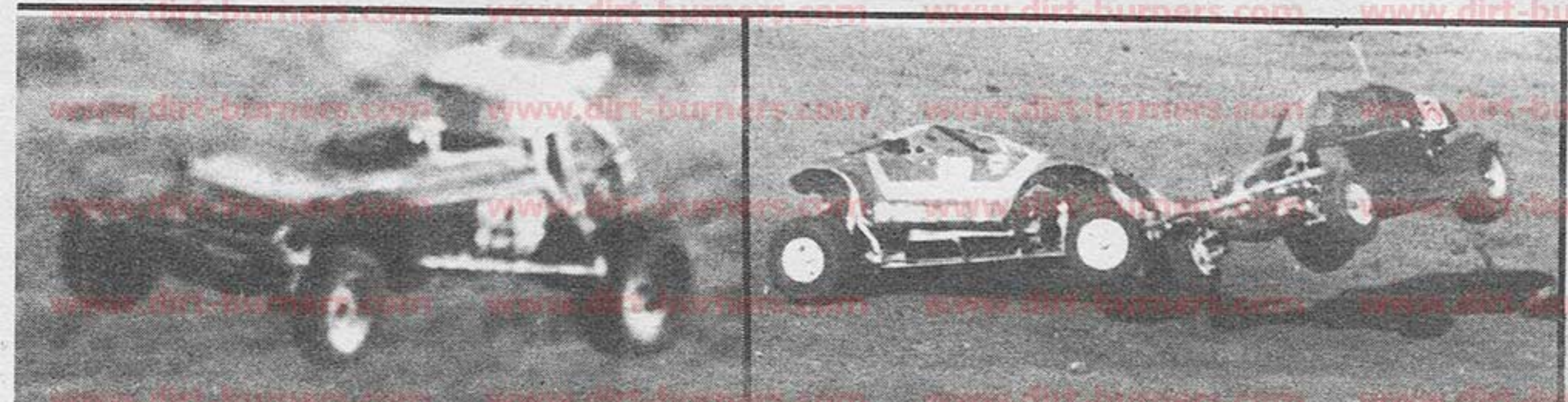
Gil later commented that he had been using his "worst batteries all day" and he never bothered to use his "hot packs".

As before stated, after the race there was a drawing held and then the RCH Raceway plaques were awarded.

The next RCH race will be on the fourth Sunday in November and it will be run under ORRCA rules and will be part of the ORRCA Series. The date is Nov. 22, 1981. See you there.



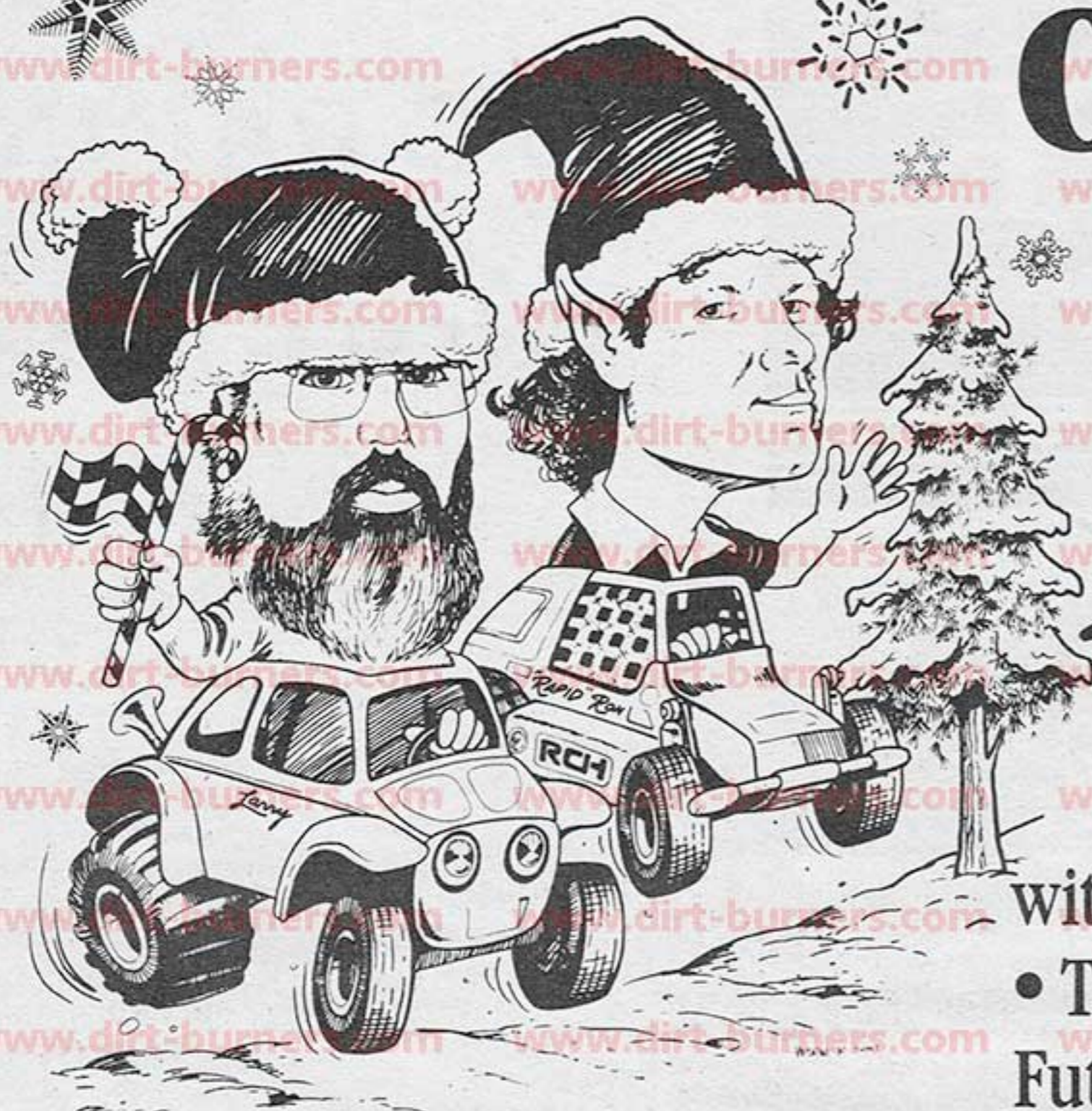
The highly modified Losi Jr. open car.





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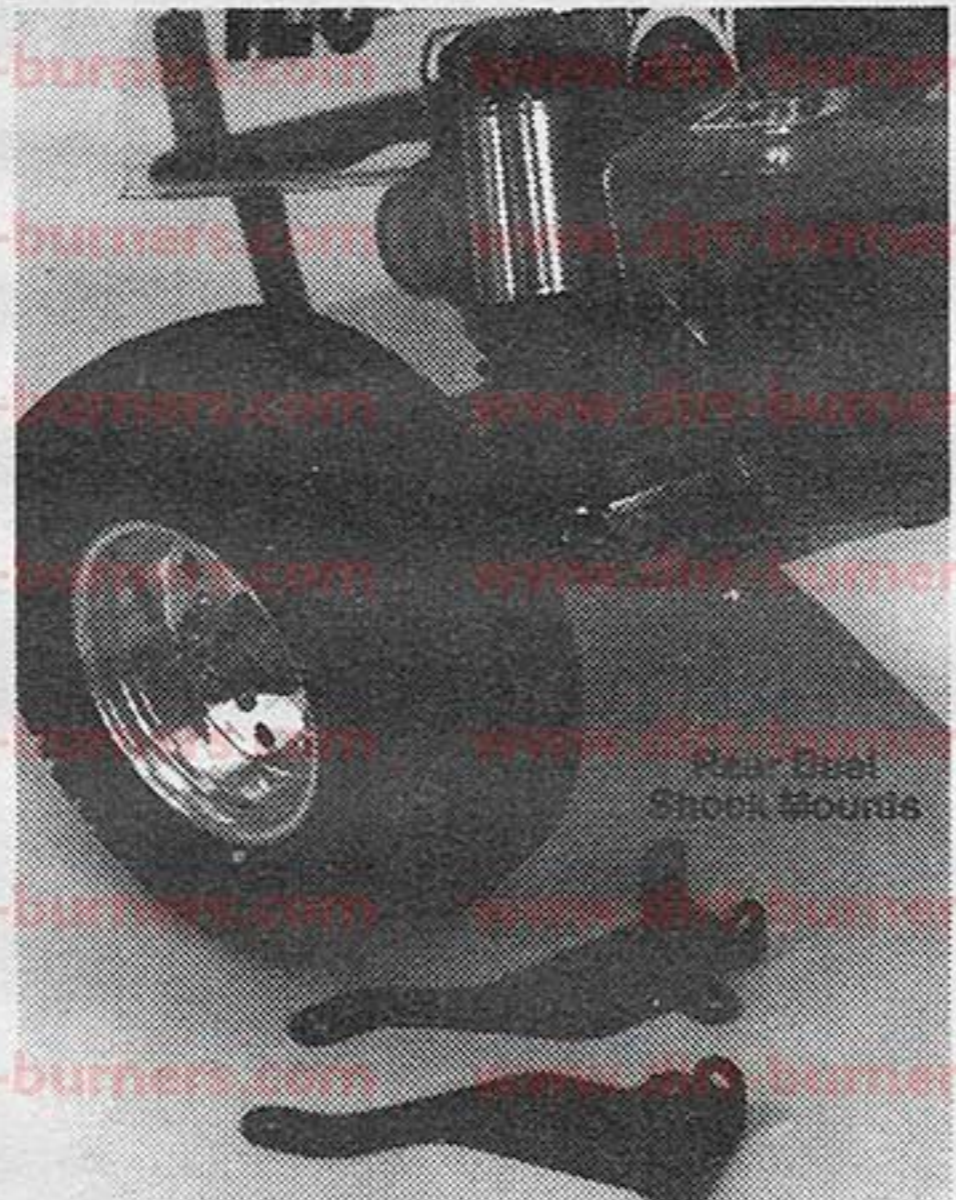
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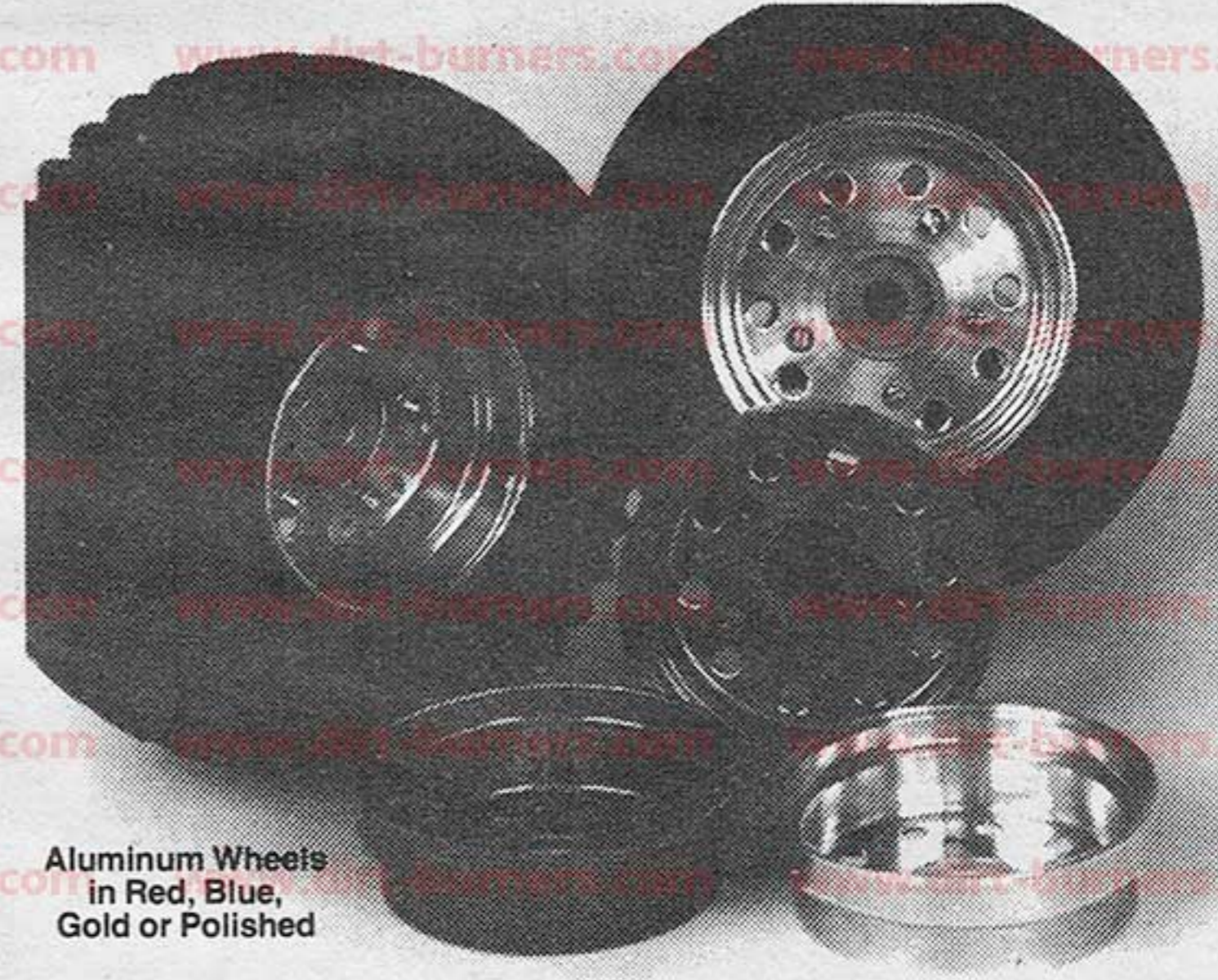
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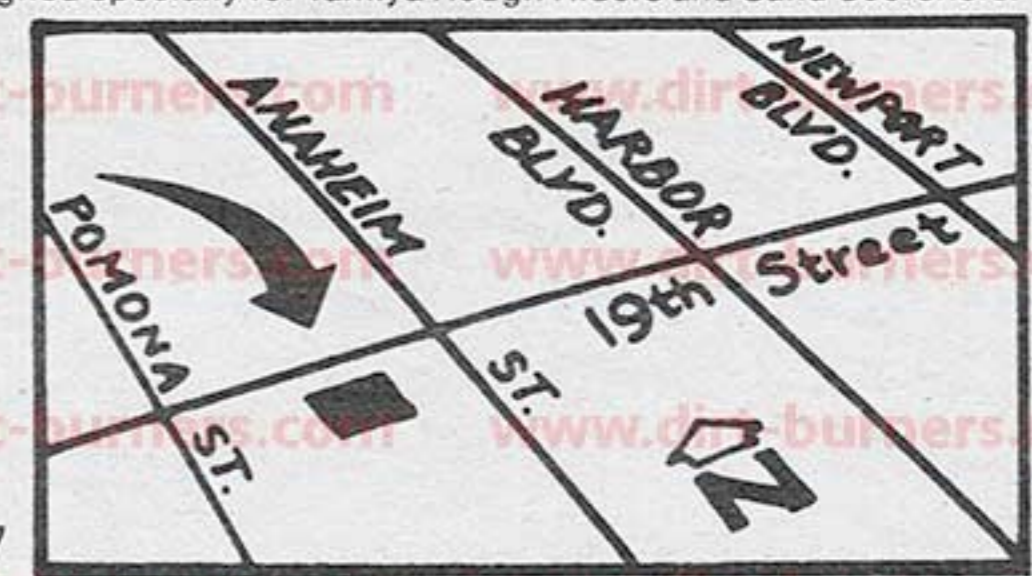
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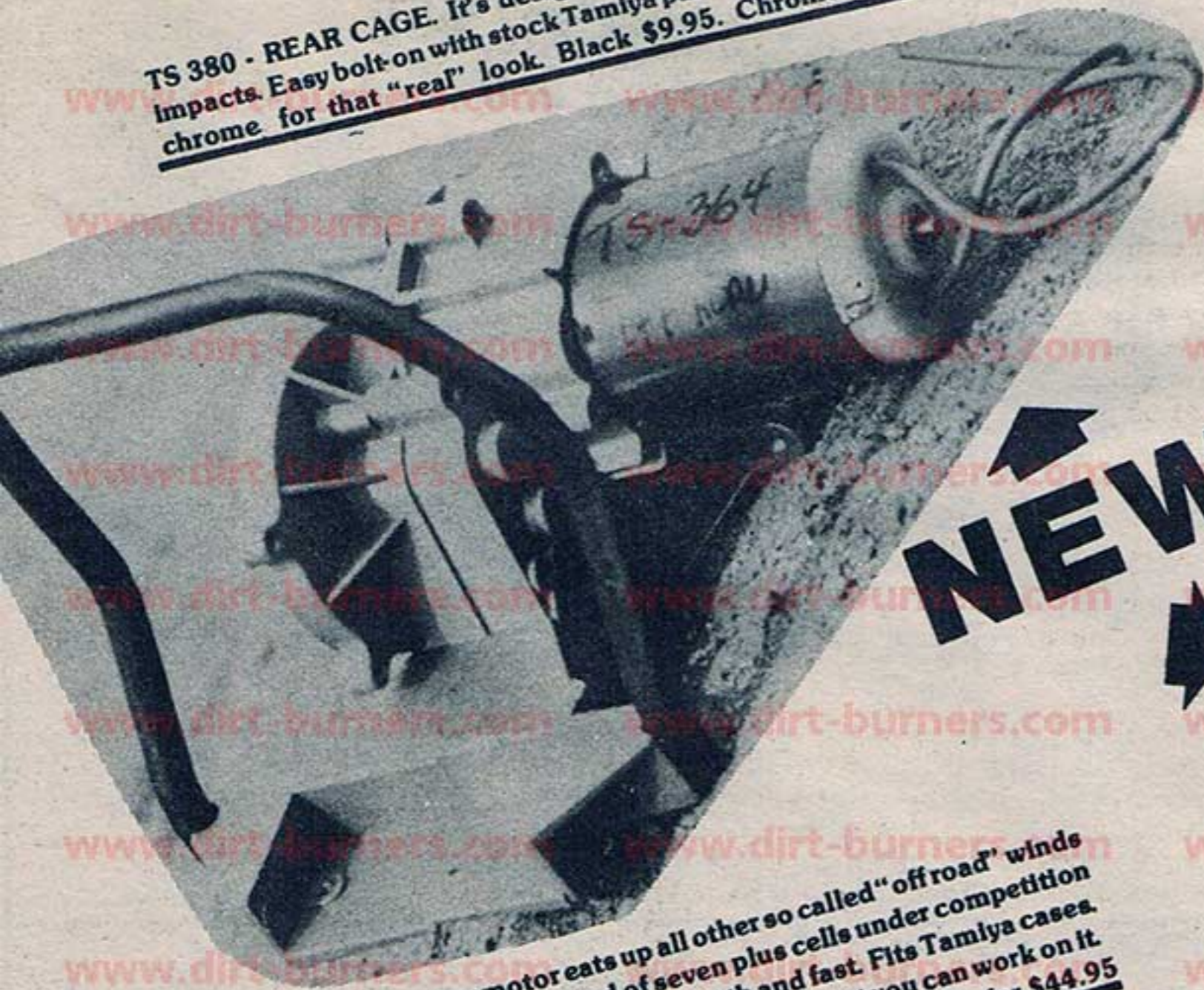
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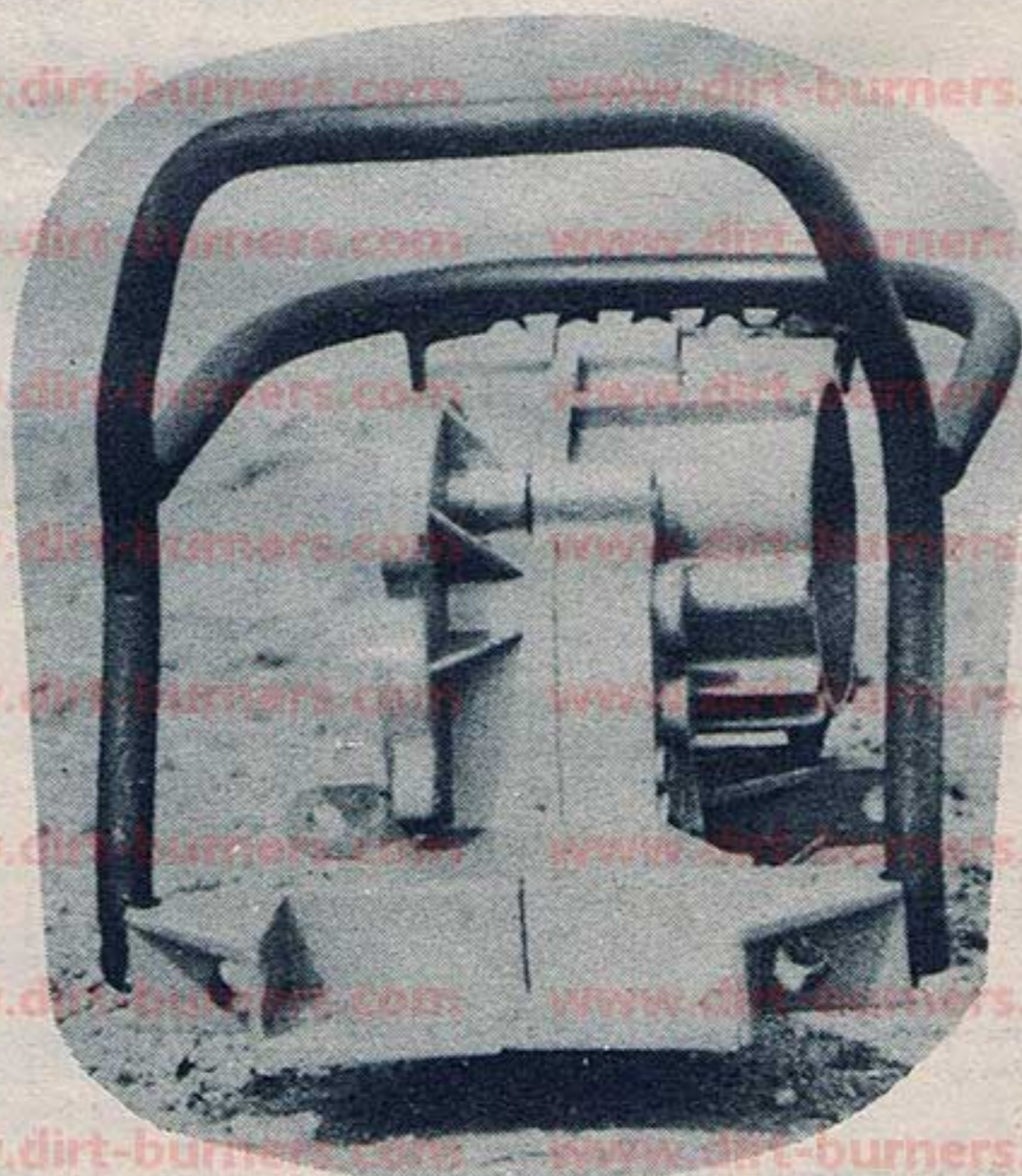
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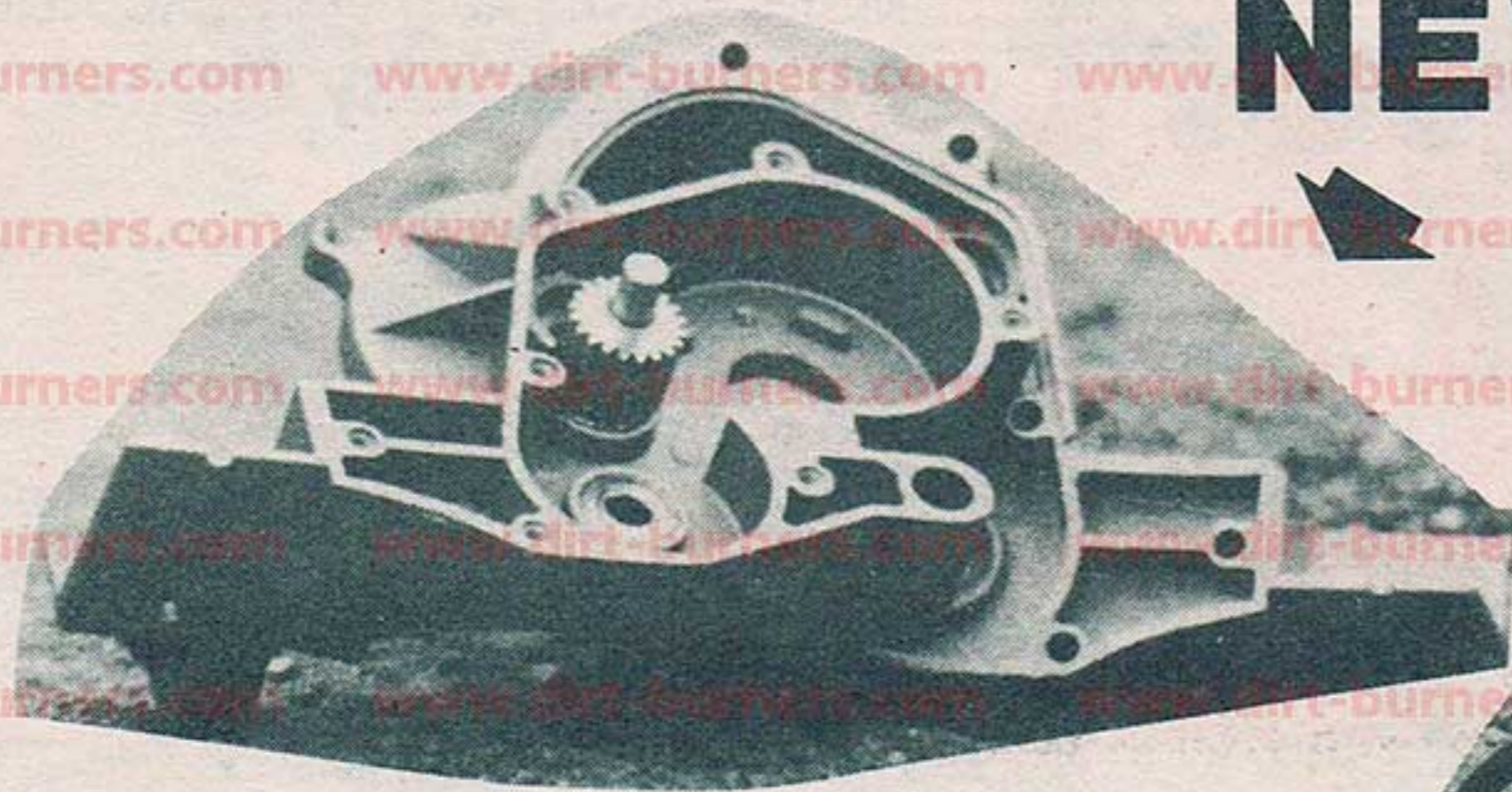
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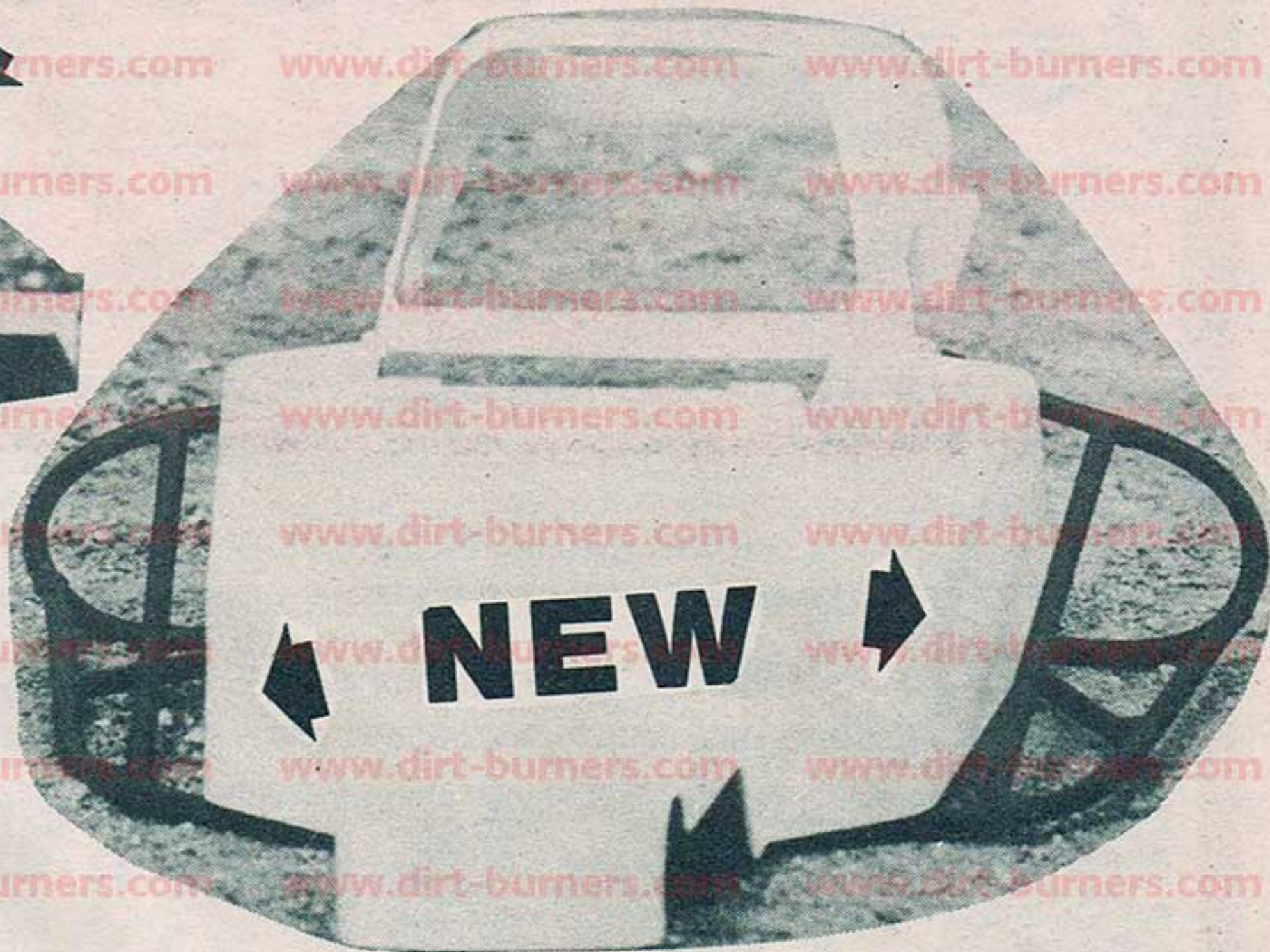
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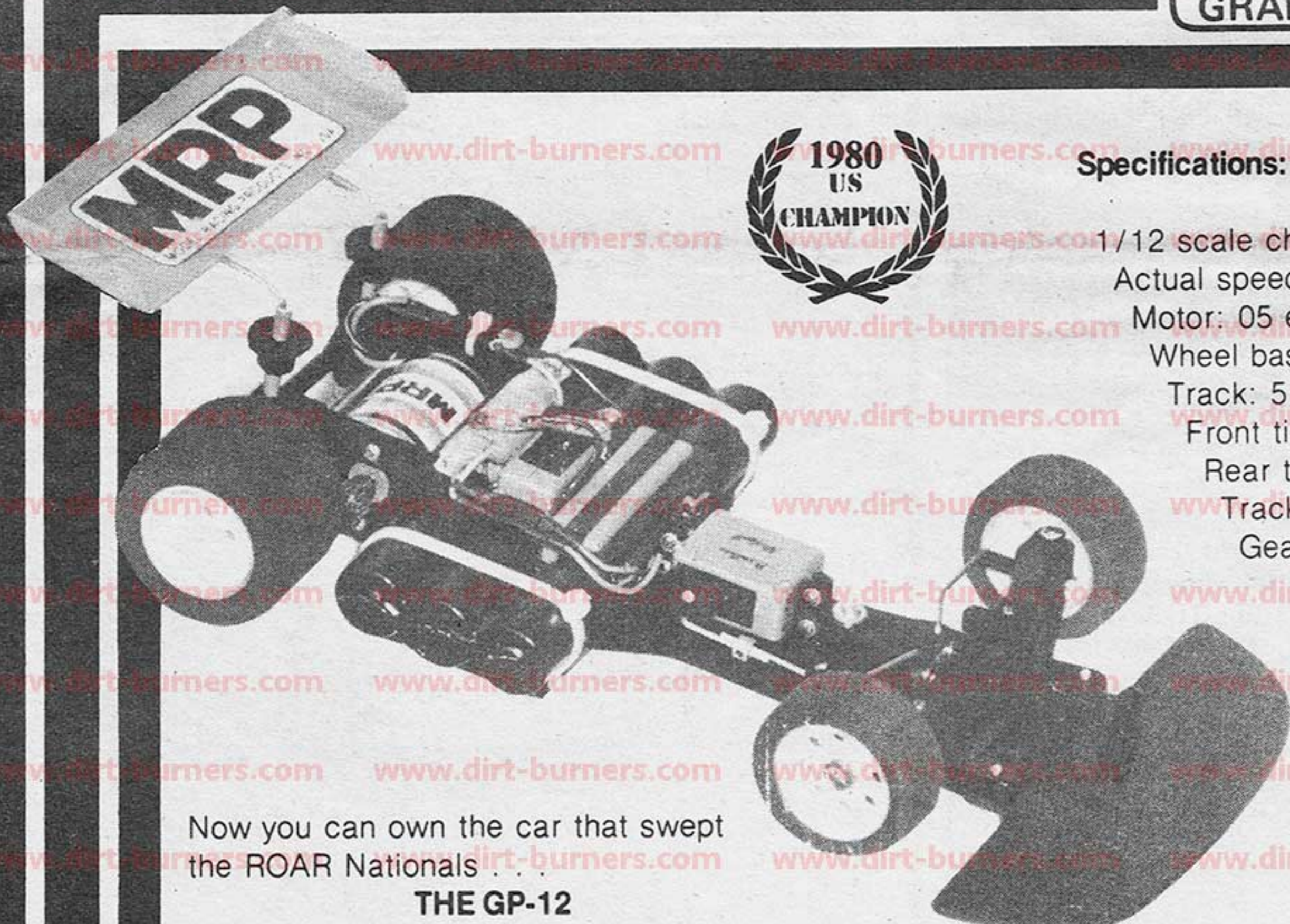
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# ae TEAM ASSOCIATED

## 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.

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# DISTRICT 9 & 19

## Power Boat Challenge:

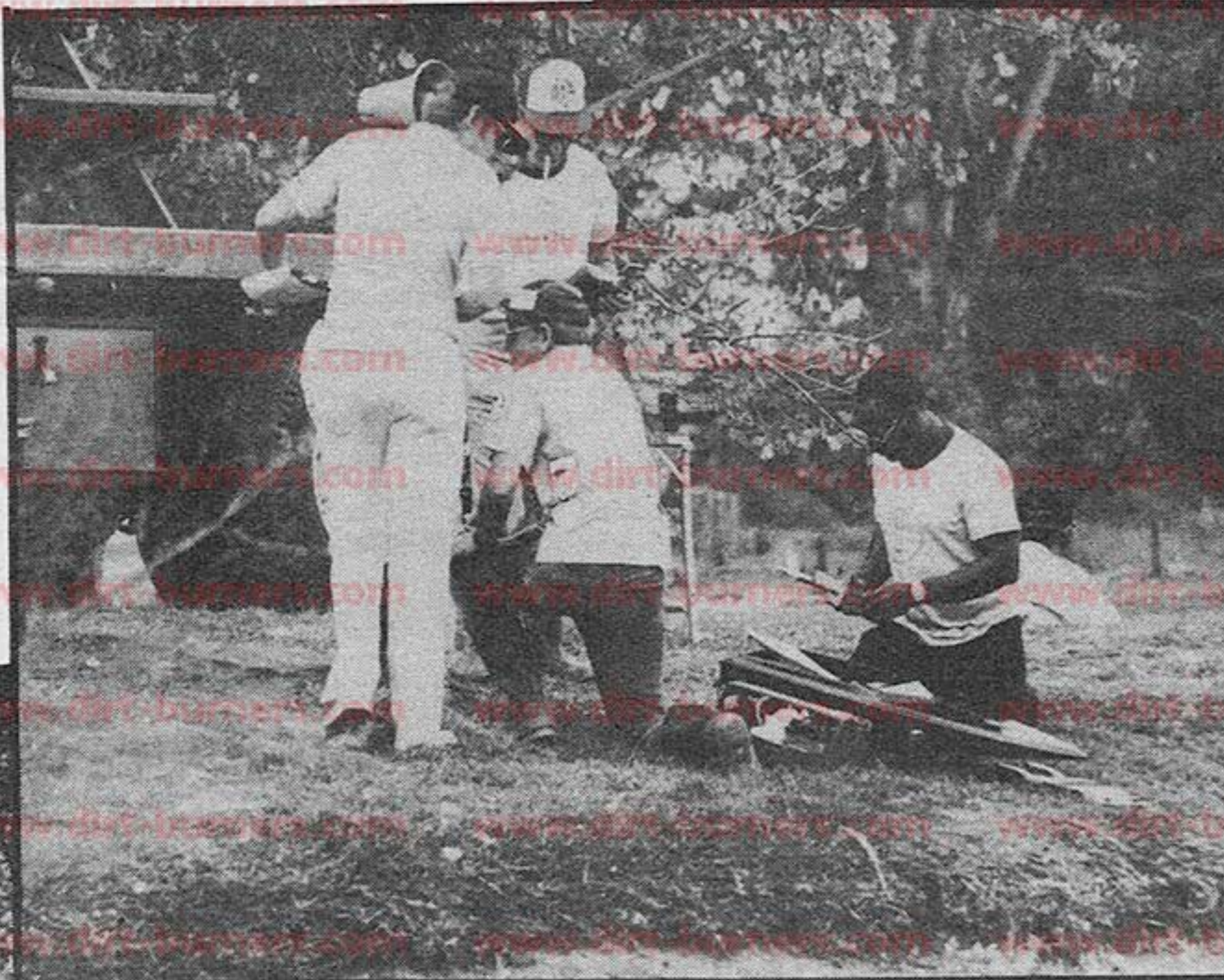
Results & Pictures of "fun-times" in the pond.

### NEXT ISSUE !:

DIANA COVENEY covered the District 9 & 19 R/C Power Boat Challenge at Needles this last month and the full story report will be in our December issue. In the meantime, we thought we'd wet your appetite with a few pics and results.



After a long season of District Series racing, it's just as important to spend a weekend of racing "for the fun of it". That's what the District 9 & 19 Challenge race is all about, while no less competitive, it was just that... "fun".



#### A HYDRO:

1. C Burdue
2. R. Williams
3. R. Neidigh
4. W. Stewart
5. M. Stearns
6. B. Atchley
7. F. Hu
8. J. Monahan

#### A MONO:

1. R. Russell
2. M. Drewry
3. A. Hammond
4. G. Frank
5. R. Kassis
6. F. Hu
7. W. Stewart
8. J. Garcia

#### B HYDRO:

1. J. Oxley
2. McGaughy
3. C. Raynolds
4. M. Drewrey
5. D. Reutlinger
6. W. Hines
7. G. Frank
8. D. Garrilth

#### B MONO:

1. R. Holland
2. D. Nystrom
3. B. Josknisk
4. J. Garcia
5. W. Woodhouse
6. J. Brodbeck
7. J. Monahan
8. D. Janioth

#### C HYDRO:

1. R. Henry
2. G. Delara
3. R. Johnson
4. S. O'Donnell
5. J. Whitlatch
6. J. Broadbeck
7. J. Oxley
8. C Raynolds

#### C MONO:

1. D. Reutlinger
2. C. Raynolds
3. E. Patton
4. D. Nystrom
5. B. Samuels
6. L. Pike
7. G. Johnston
8. B. Silvers



**CAL CHAMPS...**  
(Contd. from page 7)  
**NOVICE D MAIN:**

6. Alan McDonald
7. Chuck Baker
8. Mike Buffington
9. Brian Rush
10. Rick Marks

**NOVICE A MODIFIED:**

1. Larry Stevens
2. Rick Marks
3. Gary Slayton
4. Sam Ellis
5. Bob Campbell
6. Sonny Maddison
7. Ted Graf
8. Don Sallenbach
9. Ron Souza
10. "Killer Jr."

**NOVICE B MODIFIED:**

1. Lee Hall
2. Anthony Porter
3. Hans Wibben
4. Dick Pritchett
5. Mike Kierce
6. Bob Gafford
7. Bob Kellum
8. Lee Comito
9. Donald Gather

**NOVICE C MODIFIED:**

1. Chuck Crawford
2. Carlos Caicedo
3. Mike Quarterman
4. Bill Kalman
5. Brian Rush
6. Steve Quarterman
7. Steve Toland
8. Bob DeWald
9. "Killer"
10. Mike Buffington

**AMATEUR A STOCK:**

1. Mike Petruzzi
2. Randy Tentschert
3. Doug Kott
4. Mike Toland
5. Terry Ballard
6. Robert Cazavos
7. Robert Fujioka
8. Mike Westfall
9. Ken Stephenson
10. Greg Borella

**AMATEUR B STOCK:**

1. Steve Brownyard
2. Sonny Cummings
3. Dan Golden
4. Larry Krough
5. Jeff Abrams
6. Bob Petruzzi
7. Dave Kisbey
8. Mike Pallotto
9. Bob Hayes
10. Ken Jones

**AMATEUR C STOCK:**

1. Todd Babbitt
2. Bob Forsyth
3. Russ Aguirre
4. Pops Toland

**EXPERT A STOCK:**

1. Kent Clausen
2. Mike Lavacot
3. Butch Berney
4. Ed Janis
5. Steve Hickman
6. Roger Curtis
7. Tim Neva
8. Gene Husting
9. Mike Kimrey
10. Jim Aguirre

**EXPERT B STOCK:**

1. Jerry Case
2. Rich Douglas
3. Joel Mayer
4. Carl Anderson
5. Frank Killam
6. Matt Azzara
7. Mike Wibben
8. Chuck August
9. Mike Reedy
10. Mike Hickman

**NOVICE D MODIFIED:**

1. Greg Jones
2. Bob Gibson
3. Jason Toland
4. Billy Johnson
5. Chuck Baker
6. Alan McDonald

**AMATEUR A MODIFIED:**

1. Ken Stephenson
2. Randy Tentschert
3. Mike Toland
4. Larry Krogh
5. Robert Cazavos
6. Ken Jones
7. Doug Kott
8. Bob Hayes
9. Greg Borella
10. Robert Fujioka

**AMATEUR B MODIFIED:**

1. Terry Ballard
2. Mike Westfall
3. Dan Golden
4. Mike Pallotto
5. Bob Forsyth
6. Dave Kisbey
7. Steve Brownyard
8. Todd Babbitt
9. Pops Toland

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2. Frank Killam
3. Gene Husting
4. Mike Lavacot
5. Jerry Case
6. Butch Berney
7. Tim Neva
8. Ed Janis
9. Mike Wibben
10. Jim Aguirre

**EXPERT B MODIFIED:**

1. Rich Douglas
2. Chuck August
3. Matt Azzara
4. Roger Curtis
5. Carl Anderson
6. Neal McCurdy
7. Mike Hickman
8. Mike Reedy

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B-100..... Adjustable Ball Bearing Differential  
C-100..... 5 mm Bored Collars  
F-100..... Independent Replacement Front End  
G-15..... .010 Shims For 5mm Shafts  
G-100..... Miter Gear Differential (*special*)  
M-100..... Adjustable Wing Kit  
S-100..... Coil Spring Shocks  
SL-100..... Heavy Duty Shocks (*less springs*)

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# GULF SOUTH SERIES 3

SEPT. 13, 1981

Story by Bill Gardner

Another rather dismal turnout (27 by official count) for Race #3 of Gulf South Round II should once again make us ask ourselves, "Where is R/C Racing headed?" A year ago, a 40 car race was not unusual. Fifty car owners are receiving newsletters monthly, so I know they are informed as to when and where the races are held. How many of you are doing your part to provide yourself with a future of good, competitive racing on a relatively local level? Last year it was 40 plus entries per race; this year, 30 or so; and next year, 20... maybe 15 if there's a chance of afternoon showers. We need to support our series and attend the races. I don't believe this problem is going to absolve itself. We must attack it before we find ourselves without enough racers for a club race, much less a full boogie series. Some other major series throughout the nation are experiencing similar descension and are also having reduced attendance at races. I'm not convinced that the economics of the hobby are to blame exclusively. What has caused the reduced turnout? What can you do to promote your hobby? I'm afraid if we don't answer these questions soon, there will be no one to ask them in a couple of years. So much for the bright side, on to the dismal turnout.

START hosted race III of Gulf South Round II on Sunday, September 13. In as much as I was the race director, I'll skip the part where we compliment him on how well he carried out his duties, and will certainly not mention any of my inadequacies. I know not of any major problem or protest, and the lap count team seemed accurate enough for the majority. The A main was recounted by the lap counters without a protest because they, themselves, felt there was an error. Sure enough there was, and it was

page 26

corrected before trophy presentation.

The D Main was won by George Molinary. Pat Roberts finished 2nd with 40.4 laps, just 2/10ths of a lap down. Bob Reedy took 3rd place with a 39.0 lap time in his very first race.

John Dingman took first place honors in the C Main by edging out Gerry Brown with a 45.6 to a 45.1 lap margin. Todd Schumert took 3rd place with 43.5 laps.

The B Main was won by Martin Zeller. Martin turned in one of his better races lately with an even 50 laps (good enough for 3rd in the A Main). The late, great Kenny Durio finished with 49.5 laps to take 2nd place. For those of you who don't remember Kenny, he was a consistent A-Mainer during our first Gulf South Series. With a few more races under his belt, I'm sure Kenny will again become a threat to win it all. Glad to see you back, Kenny. Thomas Prine finished in 3rd place with a 48.4 lap time.

The A Main, after being recounted twice, was finally awarded to yours truly. (The race was gridded as I had promised and the positions were correct as posted at the race.) 52.9 laps were good enough for first place and the 400 points. John Dupuis took 2nd with 52.3 laps in his best Gulf South finish. John Abadie took 3rd with 49.4 laps. Again, problems plagued a number of the fast guys. Paul Verger couldn't find his way to the track, his first miss in about two years. Freddie Rapuana ran out of engine after about 12 minutes while leading the race. Karl Kaiser and Dan Ironmonger both had less than perfect runs...mechanical problems. Richard Childree fell out early with engine problems. I managed to recover from an early flame out and carb adjustment to win the race. (Thanks guys, without your cooperation, I

doubt that I could have been competitive.)

The concours was a flop. Two trophies awarded for three competitors. A Karl Kaiser painted Spyder won Bill Gardner first place and a car #7 received 2nd. The fact that I don't know the second place winner's name will attest to the amount of enthusiasm put into this event.

A brief meeting was held after the race to settle the eligibility requirement of Gulf South participants. It was voted as follows:

A person competing in the Gulf South Series on a regular basis must be a member of either LAPS, RACE, START, or SMACK. Persons not belonging to one of the four clubs will not be able to participate in Gulf South on a regular basis. (I think those of you who voted this in should reconsider, particularly when our biggest problem to date is lack of attendance.)

Gulf South Race IV is scheduled for Oct. 11th in New Orleans at their Woolco site. With three races down and three to go, the series standings are starting to shape up. It looks as if the top 15 spots will remain unsettled until the final race, with few drivers having the consistency of the previous series. This is a chance for all competitors to take home one of the top 15 awards.

Let's get the Gulf South back on the right track with a strong turnout in New Orleans.

"To finish first, you must first finish!"

B.G.

1981 GULF SOUTH ROUND II  
Oct. 11th - New Orleans/Woolco  
Nov. 15th - Slidell/Tmny Hall  
Dec. 13th - Lafayette/site to be announced.

## RESULTS

1. Bill Gardner 500
2. John Dupuis 489
3. Martin Zeller 482
4. Kenny Durio 475
4. John Abadie 475
6. Dan Ironmonger 474
7. Thomas Prine 457

8. Frank Vance 454
9. Steve Hite 453
10. John Dingman 433
11. Gerry Brown 436
11. Danny Wenzel 436
13. Todd Schumert 422
14. Freddie Rapuana 416
15. George Molinary 414
16. Karl Kaiser 408
17. Pat Roberts 405
18. Bob Reedy 403
19. Richard Childree 402
20. Bumpy Kearney 392
21. Bob Murphy 380
22. Bryan Vance 375
23. Terry Robertson 373
24. Ted Simon 371
25. Edgar Riviere 364
26. Brian Long 80
27. Frank Reedy 0

## GULF SOUTH SERIES 1981 ROUND II (Standings after 3 of 6 races)

1. John Dupuis 1399
2. Freddie Rapuana 1389
3. Richard Childree 1362
4. Bill Gardner 1358
5. Frank Vance 1356
6. Thomas Prine 1353
7. Dan Ironmonger 1338
8. Gerry Brown 1330
9. Karl Kaiser 1278
10. John Abadie 1270
11. John Dingman 1269
12. Pat Roberts 1211
13. Bryan Vance 1082
14. Ted Simon 1075
15. Danny Wenzel 914
16. Charles LeBlanc 912
17. Martin Zeller 883
18. Louie LeBlanc 880
19. Paul Verger 875
20. George Molinary 850
21. Bob Murphy 816
22. Tony Roscoe 800
23. Edgar Riviere 778
24. Kenny Smith 762
25. Chris Borrouso 725
26. Kenny Durio 475
27. Bumpy Kearney 470
28. Dan Boudier 464
29. Sheldon Nothacker 453
29. Steve Hite 453
31. Brian Long 427
32. Todd Schumert 422
33. Mike Fruge 415
34. Tommy Bordelon 414
35. Danny Oliver 406
36. Bob Reedy 403
37. Merle Nothacker 388
38. Bob Botnick 380
38. David Kearney 380
40. Terry Robertson 373
41. Charles Bordelon 347
42. Frank Reedy 0

TOTAL ENTRIES: 42  
RACE: New Orleans - 20  
LAPS: Lafayette - 11  
START: Slidell - 7  
HATT: 2  
No Club - 2



(contd. from page 14)  
**SO CAL 1/8 Can Am:**

**E MAIN:**

1. Andy Jacobson
2. Joe Tentschert
3. Tom Wright
4. Eustace Moore
5. Pete Laudenslager
6. Gary Higgins
7. John Douglas
8. Xavier Mena
9. Joe Lynch

**BEGINNER A:**

1. Bob Oliver
2. Alen Losi
3. Benny Bullock
4. Les Ahman
5. Ed Rolph
6. Joe Terror

**BEGINNER B:**

1. Ron Souza
2. Kim Brown
3. Al Laudenslager
4. Jim Sneed
5. Steve Moody

\*\*\*\*

**1981 SOCAL SERIES  
 Top 30 Final Results  
 (best 5 of 7 races)**

1. Dana Smeltzer 499 pts. ASSOC
2. Jerry Snow 485 pts. ASSOC.
3. Ross Klober 479 pts. ASSOC.
4. Tom Douglas 478 pts. DOUGLAS
5. Rich Lee 477 pts. ASSOC.
6. Tom Wong 477 pts. DELTA.
7. Mark Miranda 473 pts. DELTA
8. Larry Bain 472 pts. ASSOC.
9. Bob Coughran 468 pts. THORP
10. Greg Stetzer 459 pts. MRP
11. Bob Mathisen 458 pts. ASSOC.
12. Randy Wente 458 pts. DELTA
13. Dean Brown 450 pts. DELTA
14. Dave Shuck 449 pts. DELTA
15. Eustace Moore 446 pts. M.I.P.
16. John Pagel 445 pts. ASSOC.
17. Glen Wilcox 444 pts. DOUGLAS
18. Rick May 442 pts. THORP
19. John Douglas 439 pt. DOUGLAS
20. Jim Jones 435 pts. THORP
21. Paul Sangsahachart 432. ASSC.
22. Joe Tentschert 422 pts. ASSOC.
23. Gary Higgins 421 pts. H.R.E.
24. Bill Vickers 416 pts. DELTA
25. Lee Miranda 416 pts. DELTA
26. Doug Campbell 410 pts. ASSOC.
27. Dick Tyre 405 pts. DELTA
28. Gene Husting 397 pts. ASSOC.
29. John Thorp 385 pts. THORP
30. Torrance Brown 312 pts. THORP

**BENINNER CLASS  
 (Top 10 Overall)**

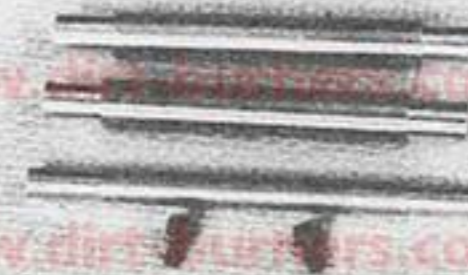
1. Bob Oliver 497 pts. ASSOC.
2. Ben Bullock 494 pts MIP/ASSOC
3. Les Ahman 494 pts. ASSOC.
4. Kim Brown 481 pts. THORP
5. Al Laudenslager 480 pt. Scartch
6. Jerry Peden 294 pts. Scratch
7. Dean Miranda 283 pts. DELTA
8. Ed Rolph 194 pts. ASSOC.
9. Lou Peralta 192 pts. MIP/ASSOC
10. Glen Schwalm 191 pts. MRP.

\*\*\*\*

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CRP-08 Wide Front End



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CRP-18/CRP-19 Body Post (Short & Long)



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CRP-13 Rear Bumper



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- CRP-02 **METRIC SCREW SET**—Contains 3 each Allen screws; 3mm x 6, 3mm x 10, 3mm x 18. Pan Head 3 each; 3mm x 10, 4mm x 10. \$2.90
- CRP-03 **METRIC ALLEN SET SCREWS**—Contains 4 each; 5mm-5 (for U-joints), 3mm x 3 (front and rear suspension). \$1.50
- CRP-04 **METRIC NUT SET**—4 each 3mm lock nuts, 8 each 3mm standard nuts. \$1.95
- CRP-05 **SHOCK TOWER SAVER**—The shock towers on Tamiya Off-Road cars are very weak, in time they bend inward and will break. This new device ends the problem and allows the body to be quickly removed. This is a must accessory. Comes with new upper shock screws. \$6.95
- CRP-06 **SHOCK TOWER SAVER**— + 3/8 \$6.95
- CRP-07 **SHOCK TOWER SAVER**— + 1/2 \$6.95
- CRP-08 **WIDE FRONT END**—3/8" wider than stock. Makes the centerline of the front and rear wheels the same. Improves handling and stability. Made of 6061-T6 aluminum. \$8.95
- CRP-09 **METRIC AXLE NUTS**—5 replacement Nylock axle nuts. They have a habit of getting lost or wear out—carry spares. \$1.59
- CRP-10 **CAR STAND**—Designed to fit Tamiya Off-Road cars. Accepts all chassis. Keeps car off table for easy work access, and car can't roll around. \$6.25
- CRP-11 **HEAVY DUTY FRONT AXLE TUBES**—Made of 6061-T6 aluminum. Replaces stock tubes which wear out and become deformed inside which obstructs smooth movement of pins. \$4.95
- CRP-12 **NERF BARS**—Made of 3/16 Shelby Seamless steel tube. Protects side of car, helps protect from wheel lock up from other cars. Adds rigidity to chassis. (pair) \$9.50
- CRP-13 **REAR BUMPER**—Made of 1/4" Shelby Seamless steel tube. Replaces stock plastic bumper. \$8.95
- CRP-14 **LONG METRIC SCREW SET**—Contains 6-3mm x 20 Allen screws, 4-3mm Nylock nuts and 2-3mm standard nuts. Ideal for the job that needs a longer screw, such as shock mounts. \$2.79
- CRP-17 **FRONT BUMPER**—Made of seamless Shelby Steel tube. Fits both single seater and baja. Does not attach to top of fragile shock tower. \$13.50
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- CRP-19 **BODY POST (Long)**—For Baja Bug. Description same as CRP-18. \$3.79
- CRP-20 **NERF BARS—Polished Aluminum**—Made of 3/16 6061-T6 polished, light in weight aluminum. Nice for Concours. \$7.95
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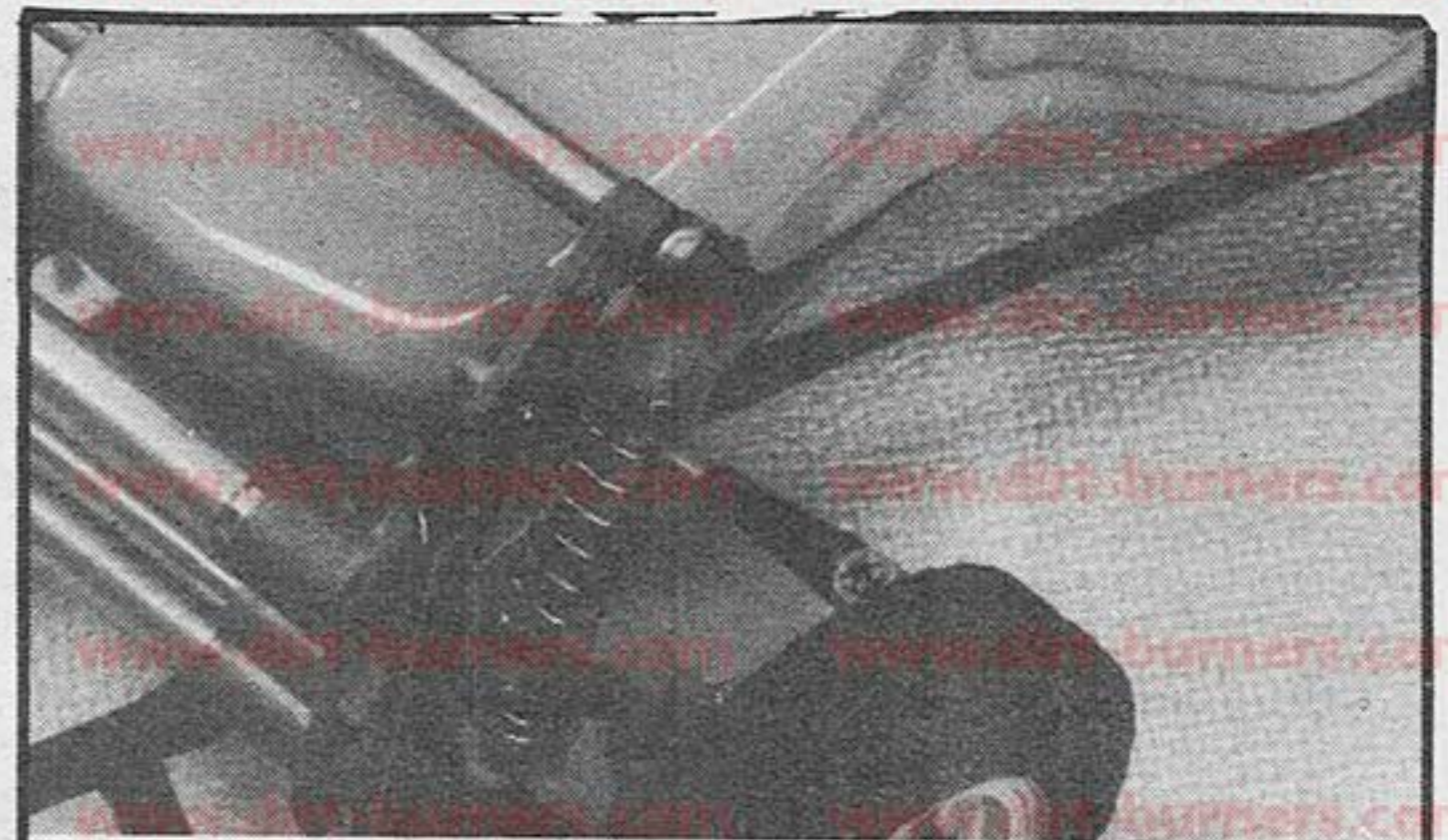
Quick disconnect roll over antenna and mount. Loosen a set screw and remove. Quick and easy. **Parma Int'l 13927 Progress Pkw., N. Royalton, Ohio 44133.**



Lightweight receiver cover for Futaba receivers. made from strong Lexan .010. **Parma Int'l 13927 Progress Parkway, N. Royalton, Ohio 44133.**



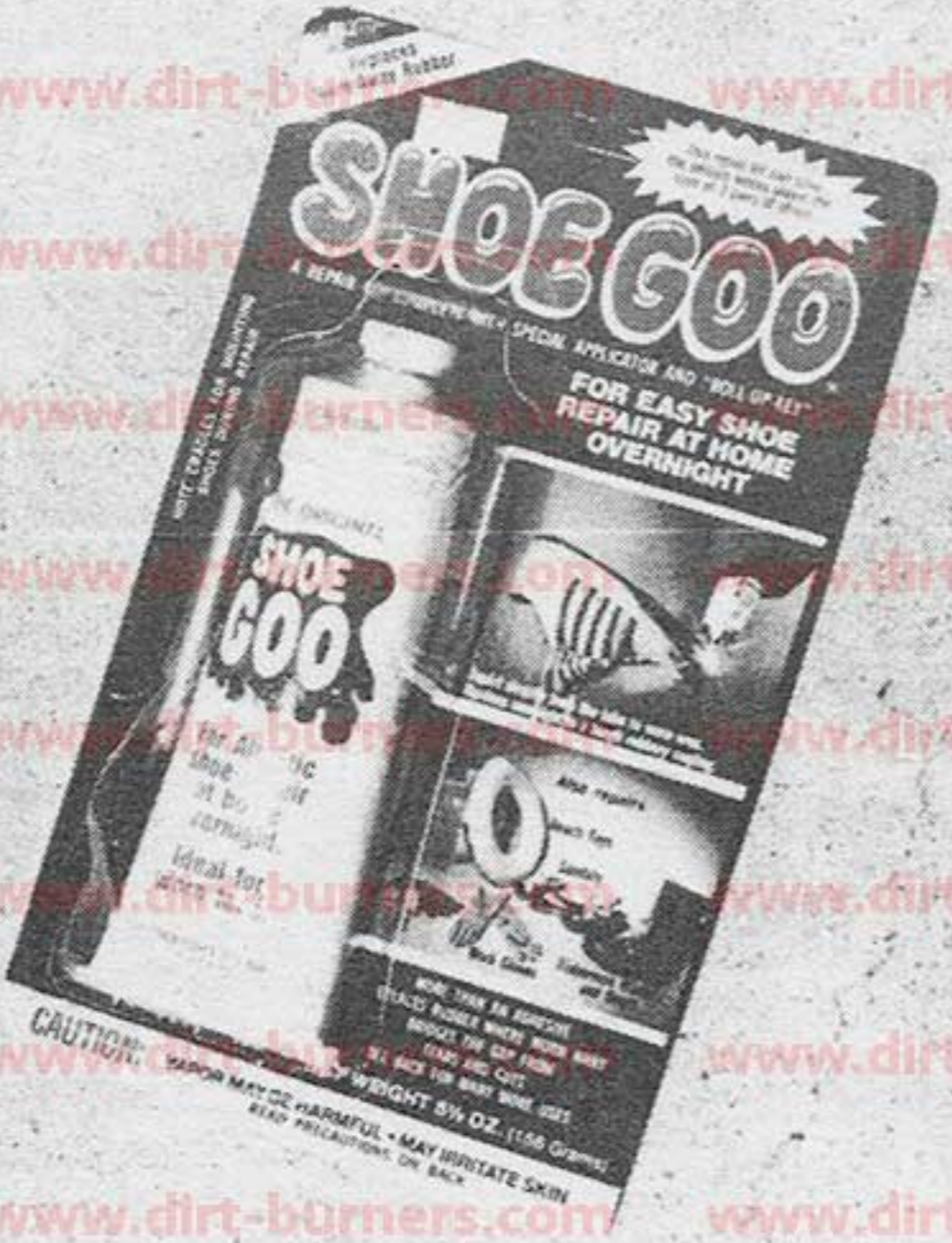
From PARMA, Turbo motors. Dynamometer-tested version of the race winning Renault & Porsche motors. **Parma Int'l 13927 Progress Parkway, N. Royalton, Oh 44133.**



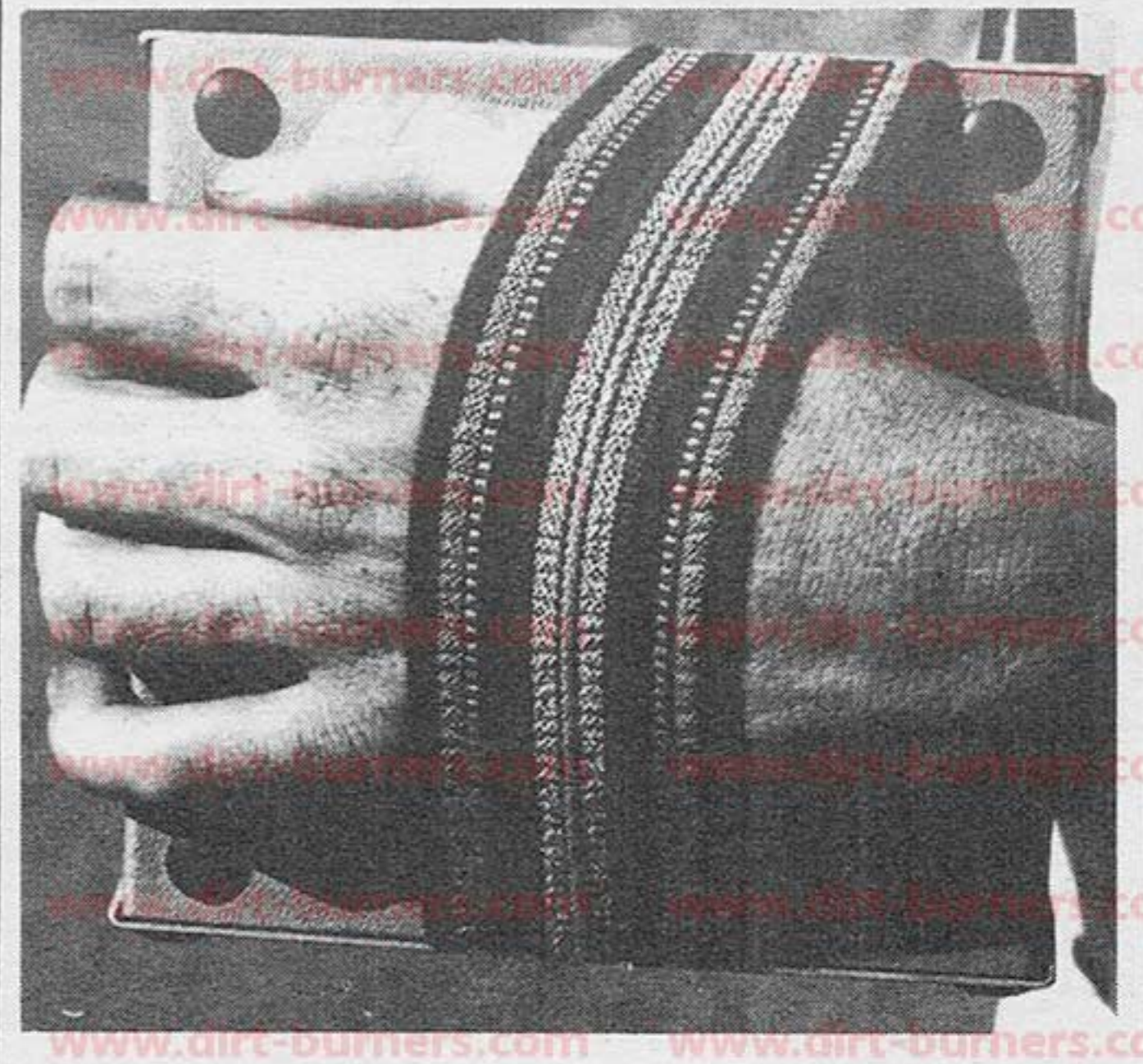
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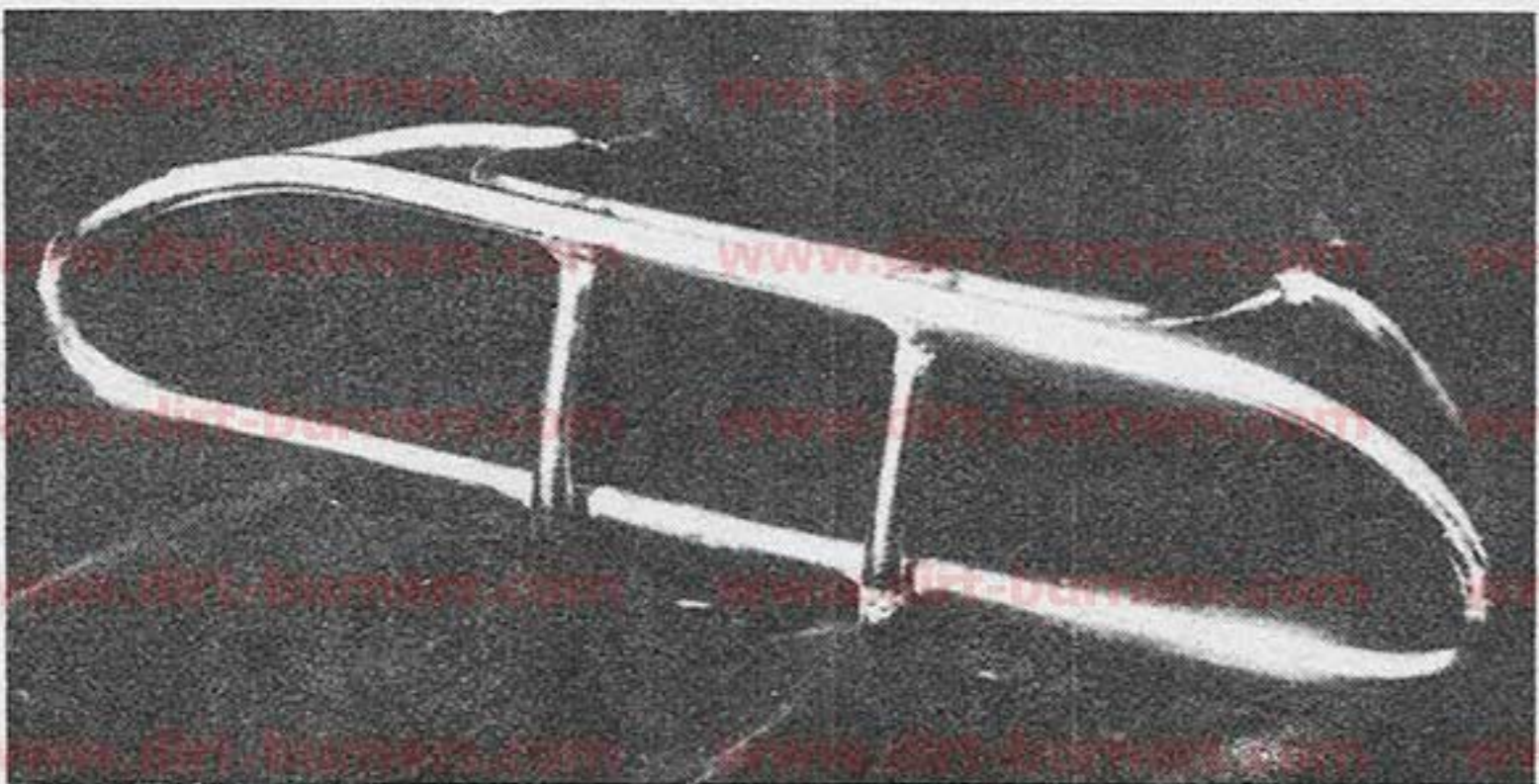
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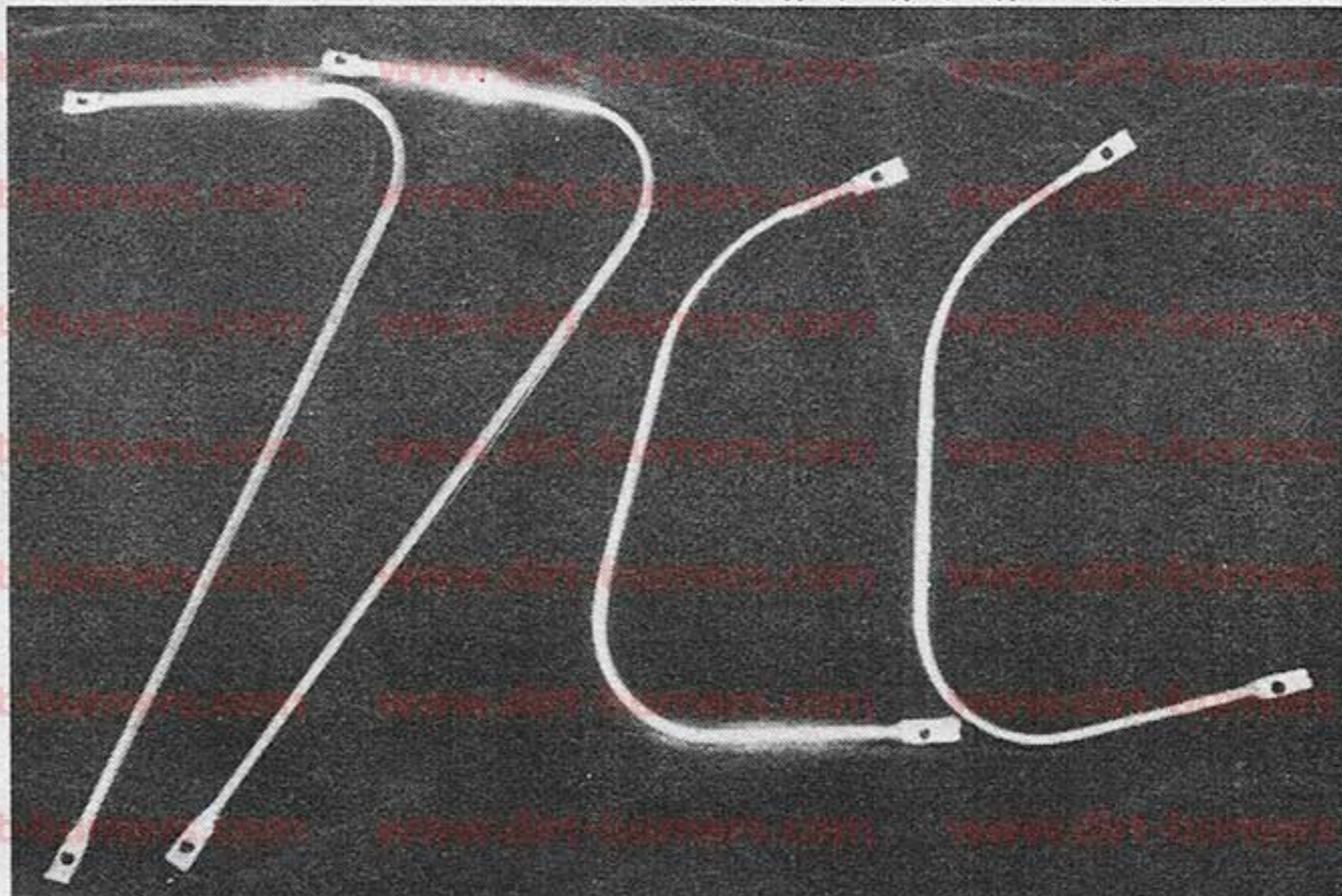
From Ja Lea, TRI-FLON mineral oil base with micro-teflon beads for reduced friction. Excellent for motors, wheels, bearings, gas engines, and as "after run" oil. SHOE GOO used to strengthen the nose of R/C car bodies and weaker points also dampens vibration. **\$3.69.** Transmitter Strap, elastic slips over back of Futaba 2F for positive & comfortable handling. **\$1.75.** **Ja-Lea, 803 Business Prkw, Richardson, Tex. 75081**



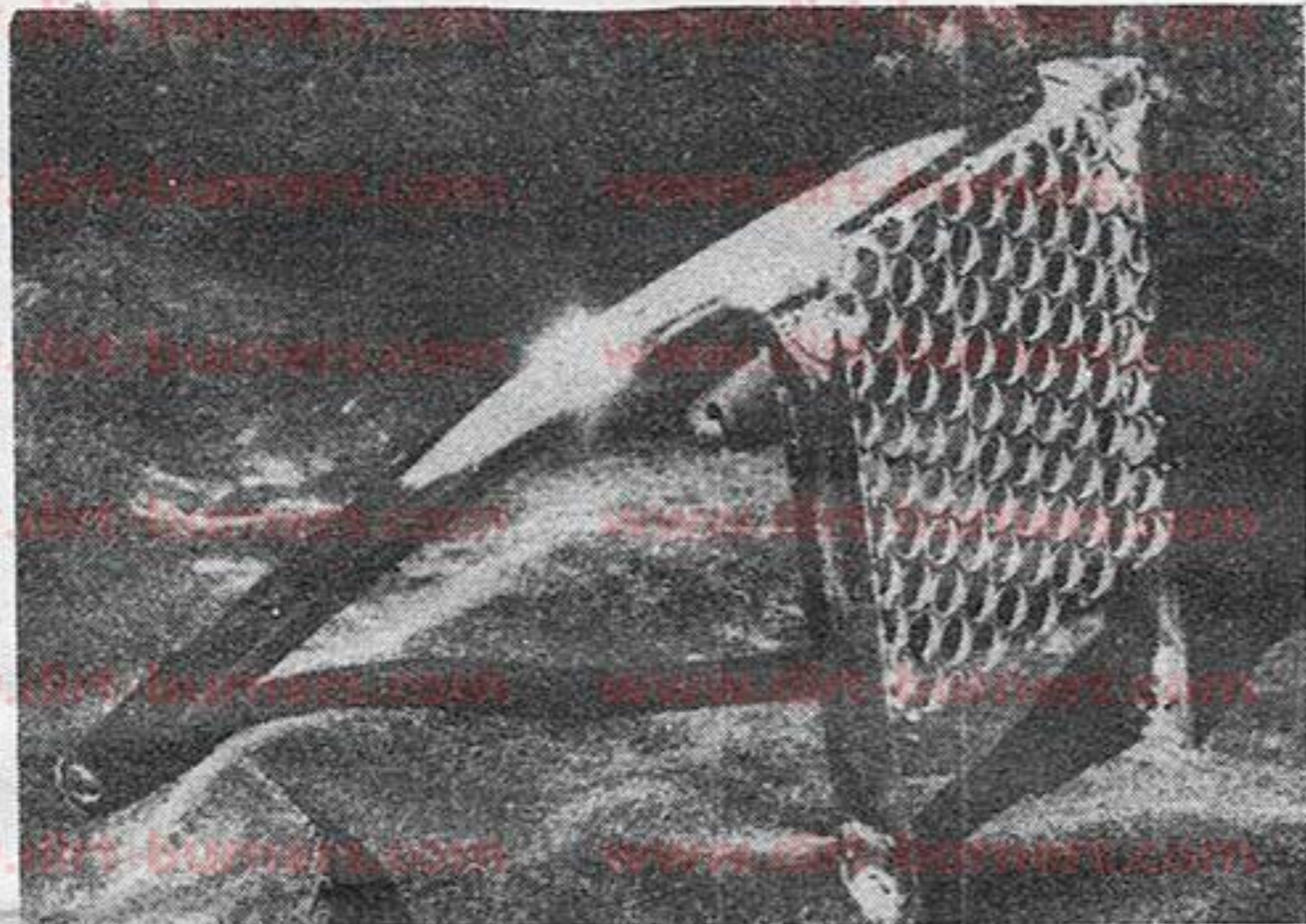




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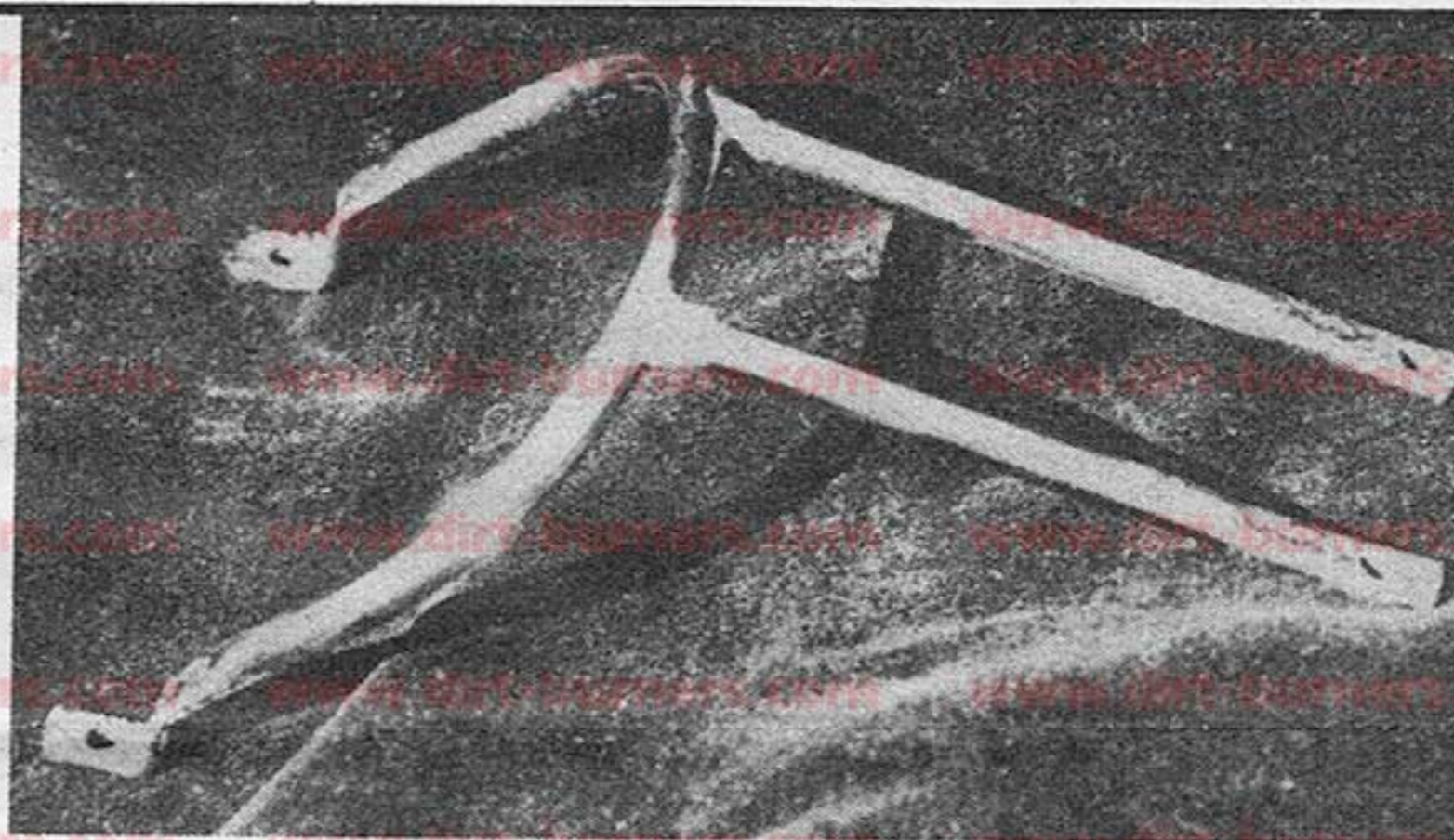


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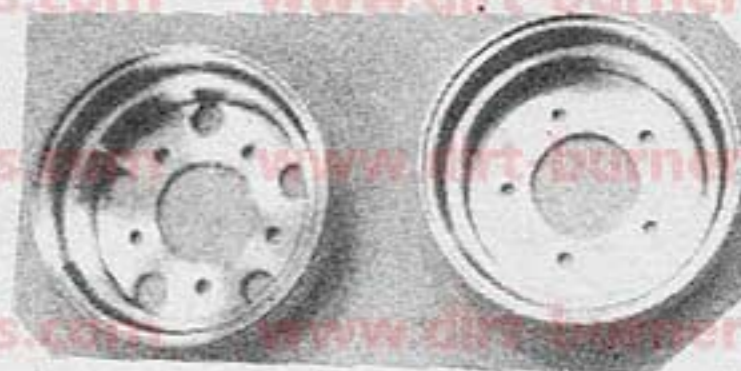


Wide Front End to improve the handling of your off road Tamiya car. More tube clearance to allow pins to move freely. **\$8.95 C.R.P., P.O. Box 263, San Gabriel, Ca.**

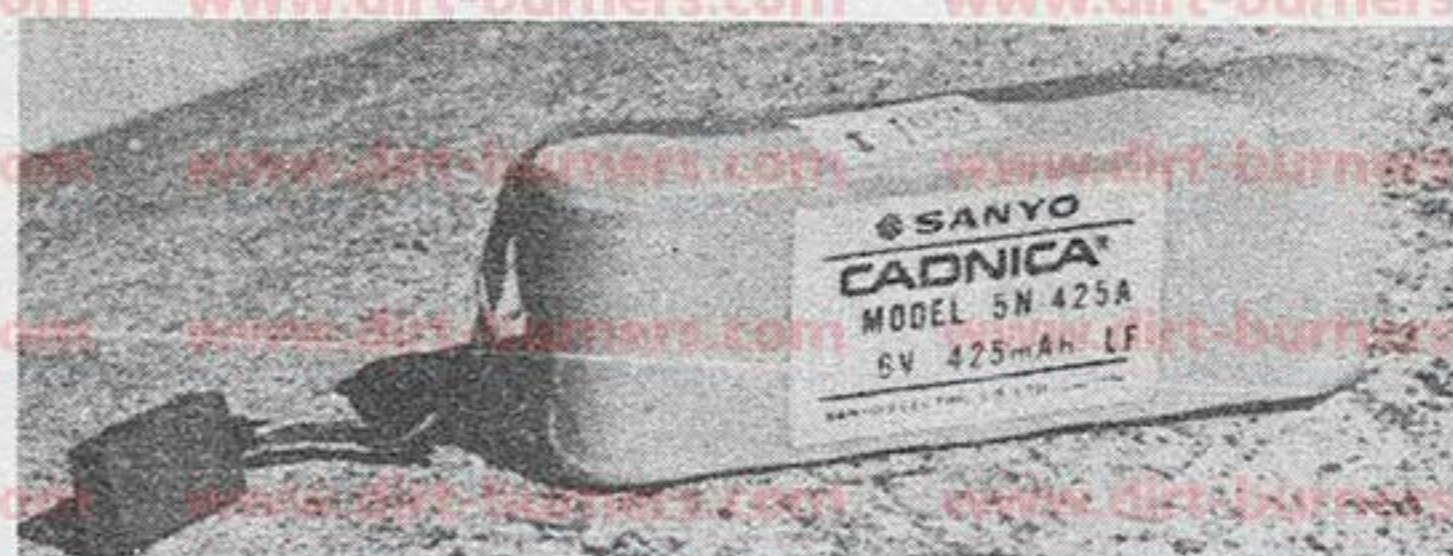


Servo Top with ball bearing for Futaba S7 servos, eliminates wear on the output shaft. Smoother servo operation under load. **\$7.50, Ja-Lea Co., 803 Business Parkway, Richardson, Tx 75081 (214)238-0929.**

Race Prep aluminum wheels for Tamiya's Off Road cars. Add beauty to your Concours car and add strength to your wheels under the most severe racing conditions. Polished aluminum or red, gold or blue anodized. SKID PLATE fits Tamiya's off road cars. Made of strong aluminum and light. Pre-drilled for easy mounting, can be used for front or rear. **Race Prep, 7131 Owensmouth #26-C, Canoga Park, Ca. 91303.**



Shrink wrap, specially formulated for Parma out of .004 Parma wrap material. Clean your batteries and protect them for maximum performance. **Parma Int'l, 13927 Progress Pkwy, N. Royalton, Oh**

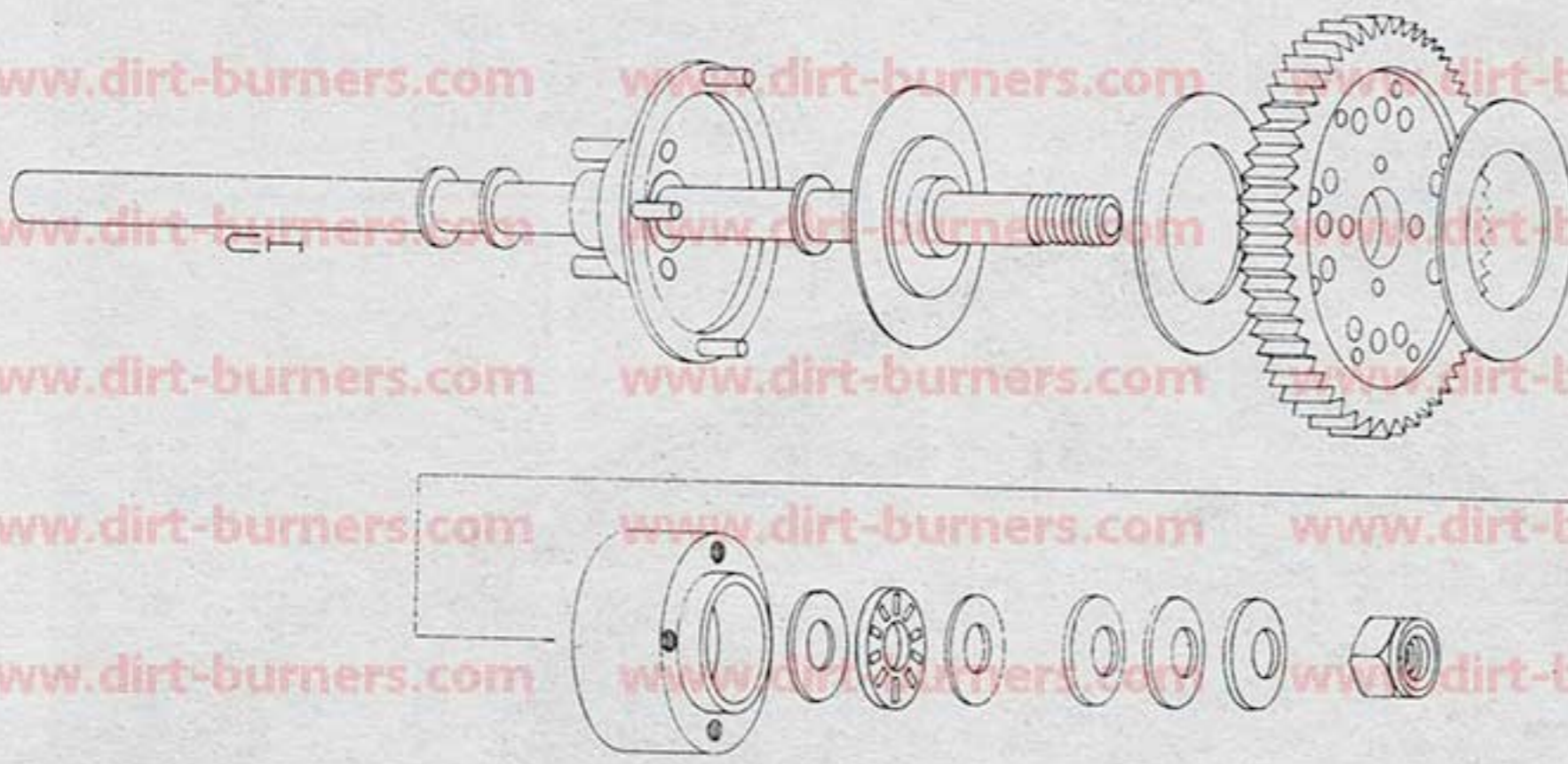


Receiver Battery, 5-cell, 425mah Sanyo pack, with Futaba connector. Fits all Futaba radios except "J" series. Rx pack reduces servo transit time and increases servo thrust about 25%. Made by Sanyo for Ja-Lea Co. **\$19.95.**



**TEAM ASSOCIATED**

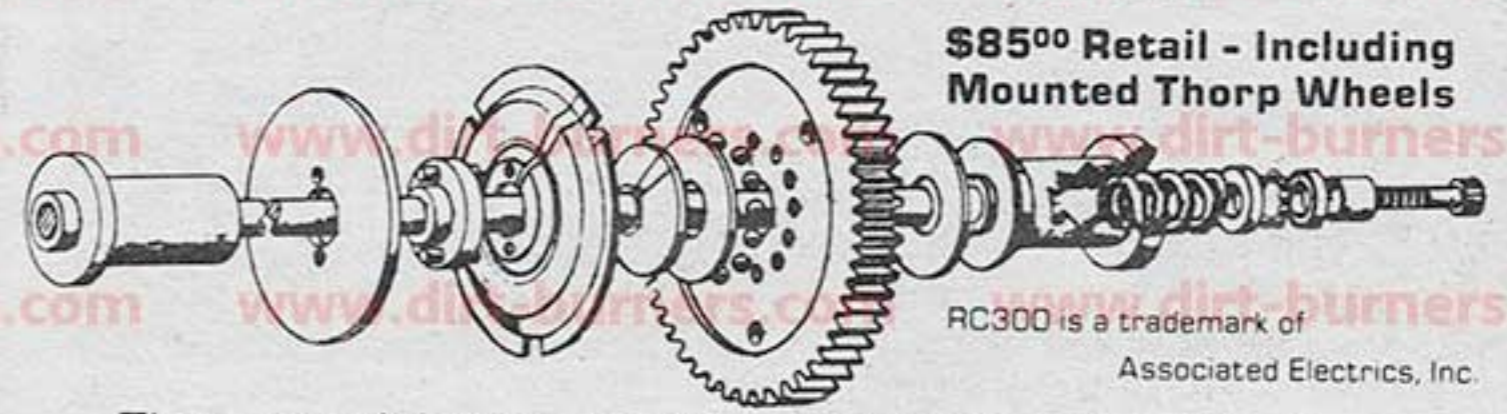
**RC300 BALL DIFFERENTIAL**



Associated's # 2850 complete ball differential for RC 300 car. It includes wheels & mounted tires. Easy tuning for changing track conditions, allows the racers best possible traction. **\$70.00** from Associated Electronics, 1928 East Edinger, Santa Ana, California, 92705. (714) 547-4986.

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

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



**\$85.00 Retail - Including Mounted Thorp Wheels**

RC300 is a trademark of Associated Electronics, Inc.

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

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

The Great One has **Superior Design:** forward engine position for balanced weight distribution, super rugged construction, yet meets weight minimums • precision swing axle front end • exclusive belt drive • **Superior Features** pre-

**The Great One**

shift • Thorp tubular expansion chamber exhaust system • **Superior Construction:** precision machined parts throughout • aircraft grade or better hardware • specialized materials for rigidity and "failsafe" ruggedness • all parts hand fitted. The GREAT ONE can make you one of the "Great Ones" . . . ask your dealer, or write directly to Thorp for free information. Dealers - call or write on your letterhead.

cision miter-gear differential • dual slide carburetor • adjustable spring rate front suspension • exclusive continuously variable ratio transmission system — like a gearbox you don't have to



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Frank Killam's, LEISURE 100TM, winner of the Modified A main at the 1981 Western Regionals, sports Leisure chassis, diff, wheels, and radio tray, Futaba receiver, Bantam servos, Sanyo batteries, and prototype, Jim Greenmeyer, team Leisure motor. Leisure, 11 Deersprings, Irvine, Ca. 92705, (714)552-4540.



The MRP GP-12 chassis is competition proven to be not only the best performing design available, but the easiest to tune and maintain as well. Winner of many U.S., European and Far Eastern Championships and most recently, winner of the renowned 1981 R.O.A.R. Nationals. In fact it dominated 3 of 5 events at the Nationals, with 13 year old Joel Johnson winning two events after only his second year of racing. The GP-12 features: super tough T-bar graphlon chassis, adjustable CG and ground clearance, high traction foam tires, Kydex bumper, super smooth diff., complete instruction and tuning manual. **\$57.00 in 4 versions** from MRP, 12702-D, N.E. 124th St. Kirkland, Wa. 98033 (206)823-0800.



# Beautiful bods...



The VDS 001 is the hottest Can Am design to appear since the Prophet. Wind tunnel design, Lexan body for 1/12 scale. Available in clear from **MRP**.



The Zakspeed "Miller" Mustang, Porsche killer from Ford and Miller beer, two litre turbocharged Mustang has a super efficient 1/12 body. Short tail and smooth nose give excellent handling. From **MRP**, 12706 N.E. 124th St, Kirkland, Wa.



The Ferrari 308GTS, another Porsche killer. Superior aerodynamics give superior handling. Available in clear or painted body. **MRP**, 12706 N.E. 124th St, Kirkland, Wa. 98033.



The latest in 1/10 off road bodies, the Chevy stepside pickup from Parma. Made to fit Tamiya's Off Road vehicles. Painted or clear. **PARMA**.



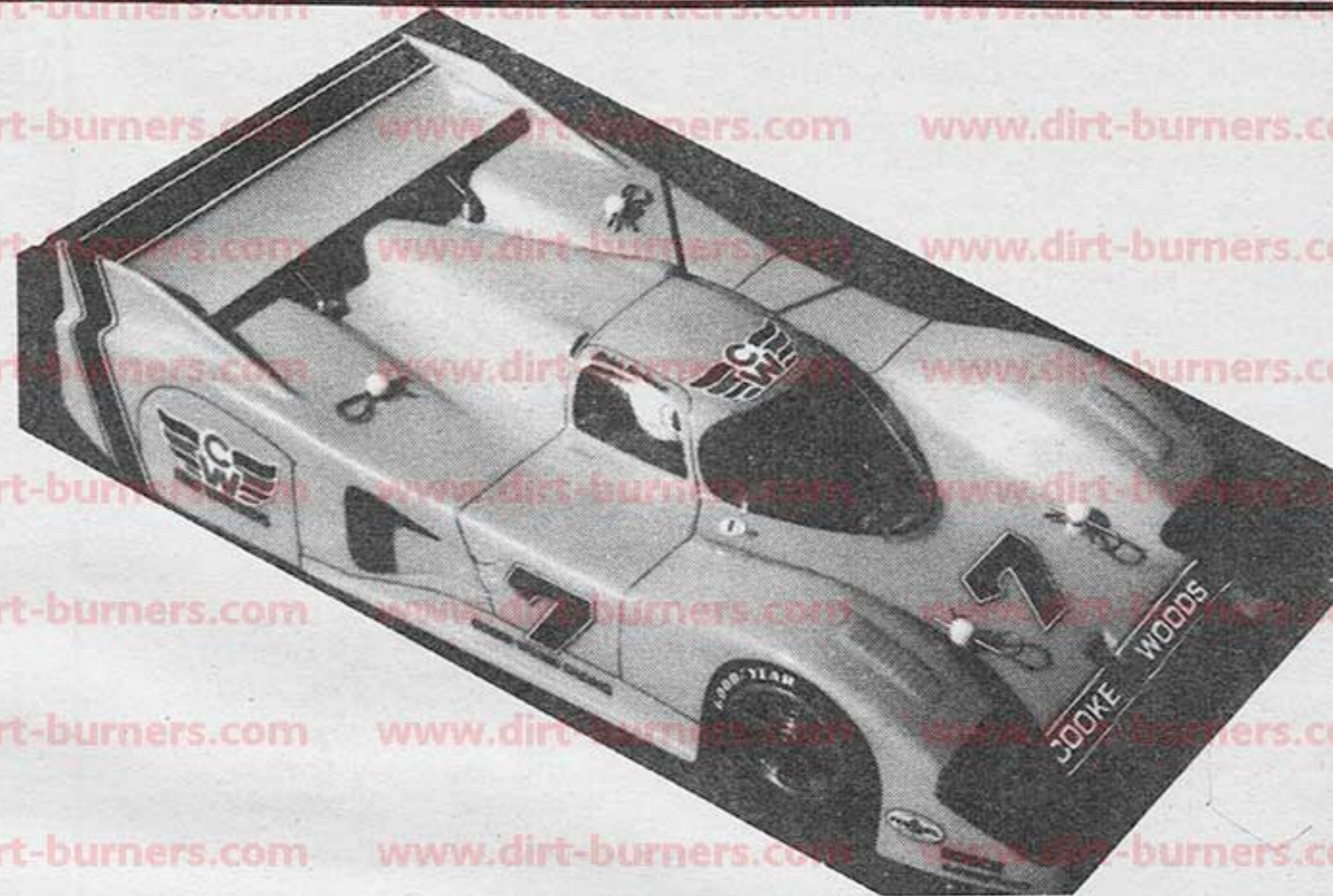
New 1/8 scale HOLBERT CAC body available in indestructible Lexan plastic. **PARMA**, 13927 Progress Parkway, N. Royalton, Ohio, 44133 (216) 237-8650



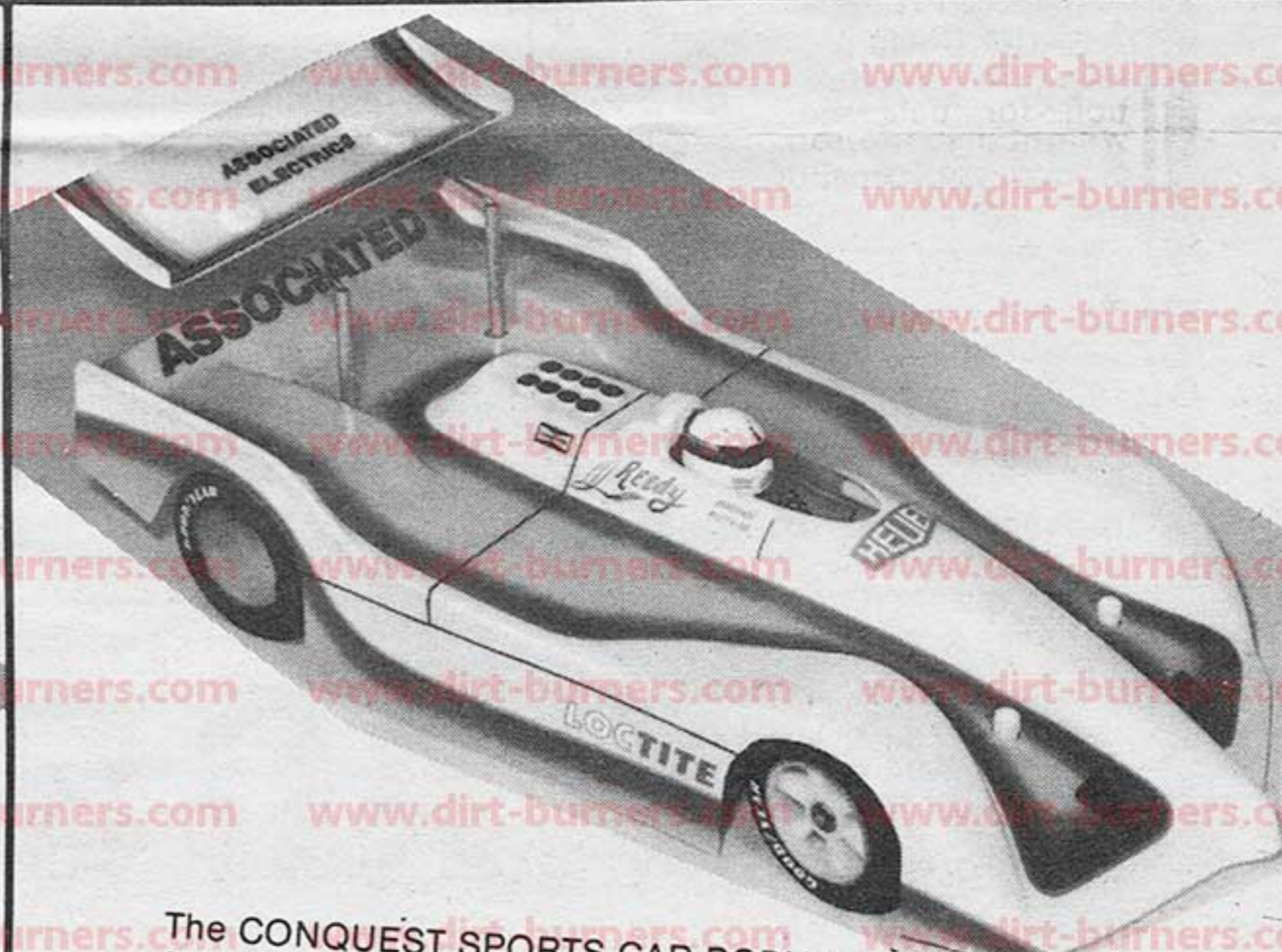
The LOLA T-600 in 1/8 scale is the new Group C "hot dog" in big car racing. Fast lines that make it handle like no other. **PARMA Int'l**



The all new Ford C-100 is the most aerodynamically perfect GTP car to hit the track. This slick design is the perfect 1/12 scale body. Super detailed, made of crystal clear, super tough Lexan. **MRP**, 12706 N.E. 124th St, Kirkland, Wa. 98033



The LOLA T600 (#3164) GTP Coupe for 1/12 electric racing. Fast and excellent handling are its main features. **Associated Electronics**, 1928 E. Edinger, Santa Ana, Ca.



The CONQUEST SPORTS CAR BODY is another of the fine line of 1/12 scale bodies from **Associated Electronics**, 1928 E. Edinger, Santa Ana, Ca. 92705.



# OPEN LETTER TO THE R/C INDUSTRY AND THE R/C'er

Now that we have a half a year under our belt of covering the various aspects of Radio Control, we want to thank all of you for the tremendous support you have given us and the very positive, constructive criticism you have offered.

We have listened with great interest because we want R/C RACING NEWS to reflect the wants and needs of the R/C'er and of the Industry.

Needless to say, along the way we've made some mistakes, hopefully none too serious. But I think, for the most part, we have tried to fill the communication gap that may have existed. And that is to get the news out to you as fast and as accurately as possible. Your help has made this a reality.

Going in we knew that we first had to "prove" ourselves to our readers because several similar publications have come and gone and that stigma remained in the minds of most. We also knew that we had to "prove" ourselves to the Industry for the very same reasons.

While we always want to maintain the feeling for the need to continue to improve, I hope that we are now beginning to gain your confidence.

It's very important for us that that confidence exists, as it will make R/C RACING NEWS a better serving paper. The more confidence you have in us, the better you'll feel about communicating with us, letting us know your feelings, keeping us informed about activities in your area, races, results, news-worthy items.

This, as you know, is the backbone for this type of publication. We literally "eat up news" in an effort to get the word out to you fast. "Old news" for us is no news. So we must depend on our readers to keep our pages filled.

I believe that many of you are beginning to see and realize the

impact of your contributions toward your local R/C activities and toward the R/C sport and industry in general.

Finally, we hope that you, our readers, feel that R/C RACING NEWS is your paper, and that at any time, you can use our pages to express your feelings or to communicate with others of like interests.

As we've said before, if you've got the time, we've got the space.

Now, so that you know what's in our future plans, we would like to share with you some of our thoughts for the next year of R/C RACING NEWS.

We are contemplating a format change, in size, to make it easier and faster to get R/C RACING NEWS out to our readers and perhaps to news stands.

Also this format will take into consideration our advertiser's needs for ad sizes, so that one ad can be used for our publication, as well as for others, without major changes.

No, we will not become a magazine, we will remain a newspaper or periodical that works on getting the news out fast. But we will be putting more emphasis on color coverage and advertisement.

Editorially, you will still see the action shots, the results, the calendar, the stories, big and small. Lots of names, lots of activity.

We will begin to do more "technical" articles because many of you want to know.

Also, we plan to run monthly "Interviews" of prominent R/C racers and of prominent people in the industry.

In the case of the racer, we want to know what goes into preparing for a race, the technical and mental aspects, the type of equipment used, the "in tricks" to make it go just that much faster or better.

In the case of a manufacturer/designer, we would like to know what goes into making a product, getting the word out, putting it out in the market-place, etc.

These are some of our plans for the future. We'd like to hear from you if you have other ideas that will make R/C RACING NEWS serve you better.

Lou Peralta  
Publisher

# WANT ADS

Want to sell, trade promote or advertise?  
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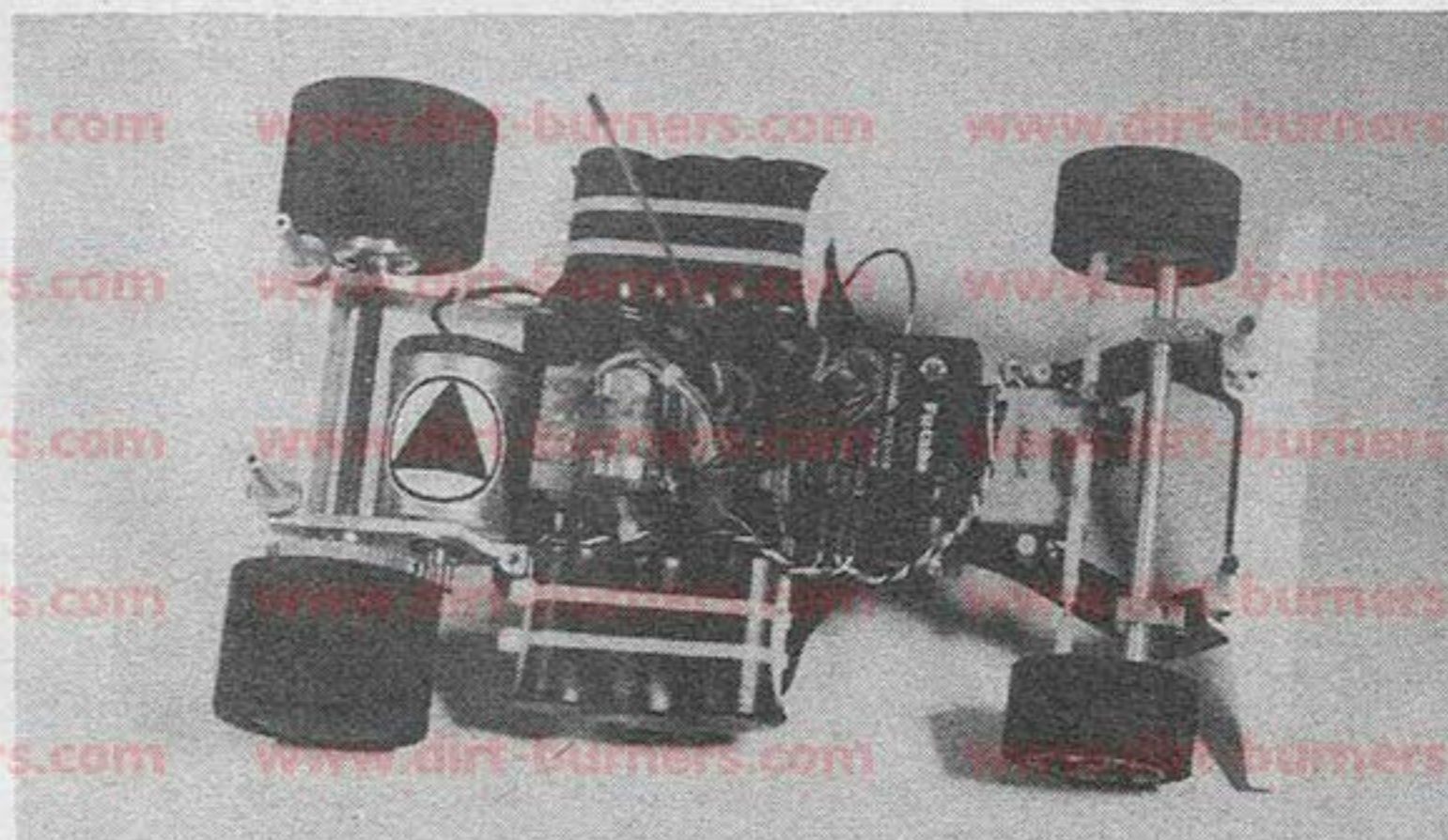
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<p>Name _____ Please run my ad _____ times</p> <p>Address _____ City _____ State _____ Zip _____</p> <p>PRINT BOLD HEADLINES HERE - \$2.00 EXTRA (leave spaces)</p> <p>_____</p> <p>_____</p> <p>_____</p>		<p>Area Code _____ Phone Number _____</p>			
<p><small>R/C News cannot be responsible for illegible phone numbers.</small></p>					



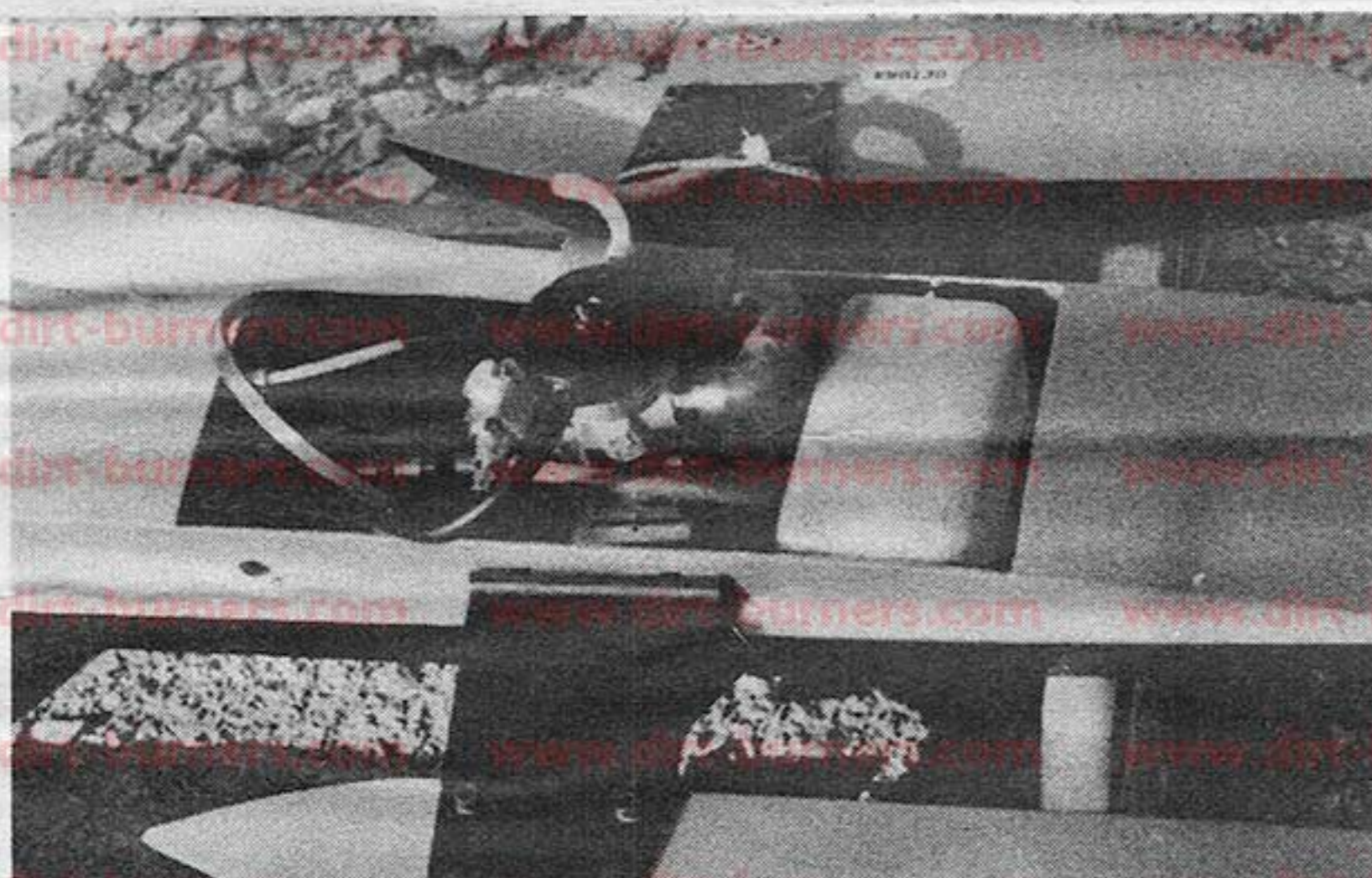
# INSIDE LINE...



If your TAMIYA car has suffered from bent or broken shock towers, then here's the answer for you. The "Shock Tower Saver" fits between the upper shock mounts and is spring loaded to make installation and removal simple and quick. You don't have to cut your single-seat body. Available in three widths. Stock 3/8" and 1/2". **\$6.95 ea. from Custom Racing Products, P.O. Box 263- San Gabriel, Ca. 91778, (213)285-7254.**



DELTA (1/8 gas World Champion) is now entering the 1/12 racing scene with their Phaser Mod kit. This chassis kit uses Associated wheels, axles and differential to complete the assembly. The completed car has extremely low CG and greatly improves steering response and handling. It has adjustable caster front suspension to control throttle steering and machined aluminum heatsink power pod with a fiberglass chassis and low mounted radio plate. Now available. **\$60.00 from Delta Mfg. 27 Racecar Ct., Lorimor, Iowa 50149 (515)763-2220.**



Picco .21 Racing Engine. This engine was used in Delta's Super-J 1/8 race car in their 1981 World Championship win. The engine delivers extremely good power and is rugged to stand competition racing. Engine has ABC piston/sleeve construction and schruerle porting. Above engine has Delta's SVC800 carburetor and exhaust manifold for use in R/C racing cars. Engine is now gaining popularity in R/C boat racing. Available in both completely assembled and short block versions. Parts available. **\$135.00. From Delta Mfg. 27 Racecar Ct., Lorimor, Iowa 50149 (515)763-2220.**



1/12 Hot Racing Motors, special wind, electronic balanced, ball bearings, epoxied and commutators diamond trued. Precision checked on Delta's electronic balancer and recording dyno. Several winds available. Send for copy of Delta's motor rating system to select the proper motor for your track. **\$50.00 Delta Mfg. 27 Racecar Ct., Lorimor, Iowa 50149 (515) 763-2220.**



Popular with team racers is the OPS Car slide valve carburetor. Instant response and dependable idling. Air cleaner and rubber adaptor available. Ideal for the new K & B 3.5 or any engine with a 0.4724 base. OPS Engines and parts distributed in U.S. by **Shamrock Competition Imports, 7200 Florita Ct., New Orleans, La. 70126.**



The new OPS 3.5 "Pro" Race car engine includes magnesium back plate and heat sink, OPS slide valve carburetor, high speed bearings air cleaner and adaptor as standard equipment. Tested at over 40,000 rpm's. Distributed by **Shamrock Competition Imports, 7200 Florita Ct., New Orleans, La. 70126.**



# Division 6...

(contd. from page 9)

Killam putting in 40 laps in 8:06 min., while Lavacot logged 40 laps in 8:07 min, just one second behind!

It really was an exciting finish to a great day of racing.

In third was Mike Toland, who also ran 40 laps in 8:16 min.

Mike Westfall's AMATEUR MODIFIED A MAIN win came as no surprise to anyone, as he had run very strong all day at his local racetrack. He walked away with it and even though he finished one lap ahead of second place, Bob Hayes, there was little doubt that he would be caught unless his batteries "dumped" prematurely.

Mike put in 39 laps in 8:12 min, to Hayes' 38 laps in 8:06 min. and Bob Schatz' identical laps and time. Second place was decided in inches, with Hayes winning.

In the MODIFIED NOVICE A MAIN Anthony Porter took the win with a 10 second lead over second place. His 36 laps in 8:00 min. were near perfect, although, through no fault of his own, he found himself "bounced around" a few times. Regardless, he held it together for the A main win.

In second it was Donny Sallenback, who seemed to have equal skills in driving, making very few mistakes yet lacking in power to move up on the leader. Donny posted 36 laps in 8:10 min. Third went to Julie Husting with 36 laps in 8:15. She could have overtaken Donny, had it not been for a last lap flip that cost her over 7 seconds. She finished with 36 laps in 8:15 min.

So this years series has come to an end and the expectation for next year seems to be great. Especially in the light that Los Angeles, or Southern California will be hosting the World 1/12 Scale Championships.

Currently the site for the World Championships has not been decided, but it's anticipated that that announcement will be made soon.

For those of you who haven't

raced your 1/12 scale for a while or to those of you who may have never raced one, this is the time to start looking for next year, as it promises to be an exciting one in 1/12 Electric Car racing.

We hope to see you all there.

N.M.& L.P.

## RESULTS

### SATURDAY STOCK CLASS:

#### EXPERT A:

- |                   |                   |
|-------------------|-------------------|
| 1. Rich Douglas   | 4. Don McKay      |
| 2. Bruce Hickman  | 5. Larry Harrison |
| 3. Doug Kott      | 6. Jim Greeneymer |
| 4. Curtis Husting | 7. Mike Reedy     |
| 5. Tim Neja       | 8. Neal McCurdy   |
| 6. Jerry Case     | 9. Matt Azzara    |
| 7. Jim Aguirre    | 10. Bill Davis    |
| 8. Bob Arwine     |                   |
| 9. Ken Stephenson |                   |

#### EXPERT B:

- |                   |                    |
|-------------------|--------------------|
| 1. Mike Wibben    | 3. Job Hayes       |
| 2. Gene Husting   | 4. Sonny Maddison  |
| 3. Frank Killam   | 5. Mike Buffington |
| 4. Robert Cavazos | 6. Mike Pallotto   |
| 5. Mike Kimrey    | 7. Chris Chan      |
| 6. Steve Hickmar  | 8. Russ Aguirre    |
| 7. Joe Meyer      | 9. Terry Ballard   |
| 8. Mike Toland    | 10. Robert Fujioka |
| 9. Rich Lee       |                    |
| 10. Mike Hickman  |                    |

#### EXPERT C:

- |                  |                 |
|------------------|-----------------|
| 1. Larry Stevens | 3. Larry Krogh  |
| 2. John Thorp    | 4. Darrell Hall |
| 3. Walter Bailey | 5. Chuck Engle  |

#### AMATEUR A:

- |                    |
|--------------------|
| 1. Gary McAllister |
| 2. Job Schatz      |
| 3. Job Hayes       |
| 4. Sonny Maddison  |
| 5. Mike Buffington |
| 6. Mike Pallotto   |
| 7. Chris Chan      |
| 8. Russ Aguirre    |
| 9. Terry Ballard   |
| 10. Robert Fujioka |

#### AMATEUR B:

- |                    |
|--------------------|
| 1. Ken Jones       |
| 2. Steve Brownyard |
| 3. Larry Krogh     |
| 4. Darrell Hall    |
| 5. Chuck Engle     |

#### NOVICE A:

- |                   |
|-------------------|
| 1. Jim Brent      |
| 2. Julie Husting  |
| 3. Chip Hayes     |
| 4. Max Bowers     |
| 5. Anthony Porter |
| 6. Bob DeWald     |
| 7. Chuck Baker    |
| 8. John Green     |
| 9. Bob Killam     |
| 10. Steve Toland  |

#### NOVICE B:

- |                   |
|-------------------|
| 1. Mike Kierce    |
| 2. Bill Kalman    |
| 3. Dick Pritchett |
| 4. Hans Wibben    |
| 5. Alan McDonald  |
| 6. Willie Green   |
| 7. Bill Gafford   |
| 8. Troy Blanton   |
| 9. Chuck Crawford |
| 10. Bud Fish      |

#### NOVICE C:

- |                    |
|--------------------|
| 1. Don Sallenback  |
| 2. James Arnold    |
| 3. Ray Van Wyck    |
| 4. Mark Grasso     |
| 5. Leo Barana      |
| 6. Kevin Franks    |
| 7. Steve Pritchett |
| 8. Miles Cook      |

- |                 |
|-----------------|
| 6. Mike Howe    |
| 7. Sam Ellis    |
| 8. Gary Slayton |
| 9. Greg Borella |
| 10. Donn Rice   |

#### AMATEUR C:

- |                  |
|------------------|
| 1. Mike Westfall |
| 2. Todd Babbitt  |
| 3. Ted Graf      |
| 4. Phil Ruggiero |
| 5. Julie Husting |
| 6. Kent Cassel   |
| 7. Wayne Taylor  |
| 8. Brad Franks   |
| 9. Cory Barana   |
| 10. Peter Barana |

- |                  |
|------------------|
| 9. Billy Johnson |
| 10. Darwin Sims  |

### SUNDAY'S MODIFIED

#### EXPERT A:

- |                 |
|-----------------|
| 1. Frank Killam |
| 2. Mike Lavacot |
| 3. Mike Toland  |
| 4. Rich Lee     |
| 5. Roger Curtis |
| 6. Gene Husting |
| 7. Jim Aguirre  |
| 8. Jerry Case   |
| 9. Doug Kott    |
| 10. Mike Wibben |

#### EXPERT B:

- |                     |
|---------------------|
| 1. Rich Douglas     |
| 2. Joel Mayer       |
| 3. Tim Neja         |
| 4. Ken Stephenson   |
| 5. Bruce Hickman    |
| 6. Curtis Husting   |
| 7. Mike Kimrey      |
| 8. Randy Tentschert |
| 9. Larry Stevens    |
| 10. Kent Clausen    |

#### EXPERT C:

- |                   |
|-------------------|
| 1. Mike Reedy     |
| 2. Mike Hickman   |
| 3. Walter Bailey  |
| 4. Bob Arwine     |
| 5. Steve Hickman  |
| 6. Robert Cavazos |
| 7. Matt Azzara    |
| 8. Don McKay      |
| 9. John Thorp     |
| 10. Butch Berney  |

#### AMATEUR A:

- |                   |
|-------------------|
| 1. Mike Westfall  |
| 2. Bob Hayes      |
| 3. Bob Schatz     |
| 4. Mike Howe      |
| 5. Robert Fujioka |
| 6. Larry Krogh    |
| 7. Russ Aguirre   |
| 8. Greg Borella   |

- |                 |
|-----------------|
| 9. Gary Slayton |
| 10. Chris Chan  |

#### AMATEUR B:

- |                    |
|--------------------|
| 1. Terry Ballard   |
| 2. Darrell Hall    |
| 3. Ted Graf        |
| 4. Gary McAllister |
| 5. Ken Jones       |
| 6. Sonny Maddison  |
| 7. Donn Rice       |
| 8. Mike Buffington |
| 9. Phil Ruggero    |
| 10. Dave Kisbey    |

#### AMATEUR C:

- |                    |
|--------------------|
| 1. Todd Babbitt    |
| 2. Mike Pollatto   |
| 3. Wayne Taylor    |
| 4. Chuck Engle     |
| 5. Sam Ellis       |
| 6. Bob Bernhard    |
| 7. Dennis Hill     |
| 8. Steve Brownyard |
| 9. Bob Forsyth     |

- |                   |
|-------------------|
| 4. Mike Kierce    |
| 5. Bob Killam     |
| 6. Chip Hayes     |
| 7. Dick Pritchett |
| 8. Chuck Baker    |
| 9. Jim Brent      |
| 10. Max Bowers    |

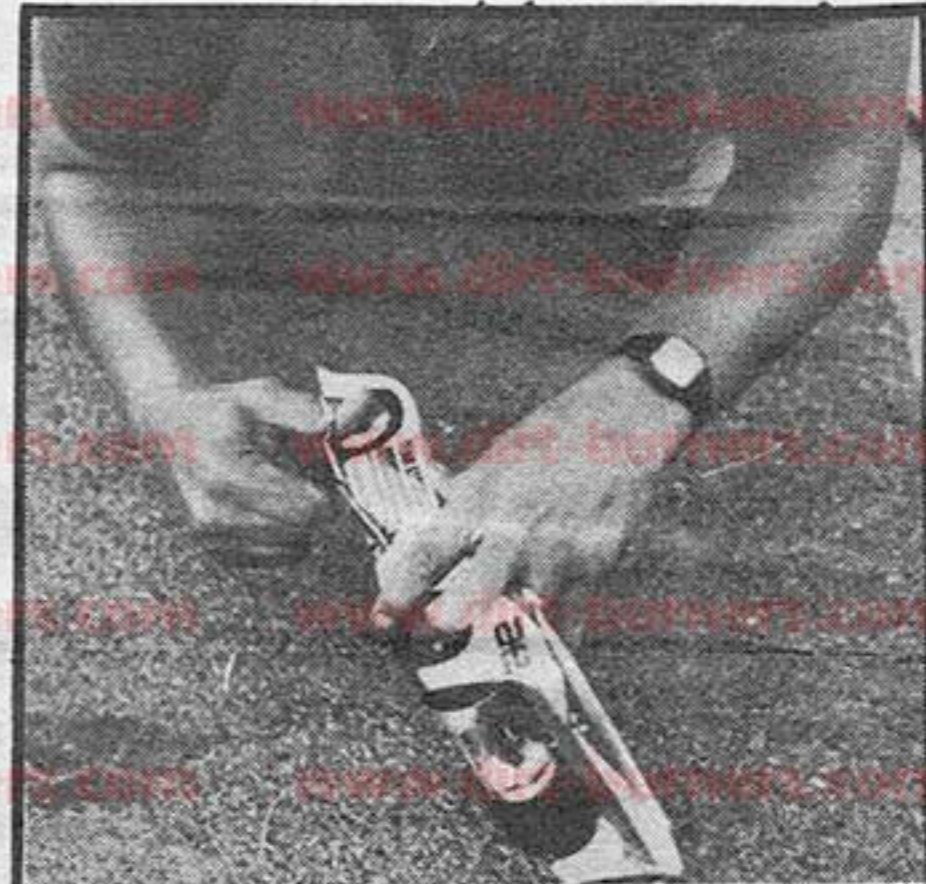
#### NOVICE B:

- |                  |
|------------------|
| 1. Bob DeWald    |
| 2. Hans Wibben   |
| 3. Bill Gofford  |
| 4. Les Amann     |
| 5. Billy Johnson |
| 6. Bud Fish      |
| 7. Bill Kalman   |
| 8. Willie Green  |
| 9. Troy Blanton  |
| 10. Steve Toland |

#### NOVICE C:

- |                    |
|--------------------|
| 1. John Green      |
| 2. Steve Pritchett |
| 3. Kevin Franks    |
| 4. Darwin Sims     |
| 5. James Arnold    |
| 6. Fatz Slayton    |
| 7. Chuck Crawford  |
| 8. Miles Cook      |

(contd. last col. next page)



On the line trimming. Cut it close.

# THE INSIDE STORY OF A PARMA FERRARI MOTOR

**HIGH TEMPERATURE THERMOSET PLASTIC COMMUTATOR-DIAMOND TRUED TO .001". TABS ARE SPOT SOLDERED W/1100° SILVER SOLDER.**

**ORIENTED FERRITE MAGNETS**

**MOLDED NYLON ENDBELL W/NEW SOFTER COPPER & CARBON BRUSHES FOR LONGER COMMUTATOR LIFE.**

**SILICONE STEEL ARMATURE W/ML INSULATED POLYTHERMALEZE MAGNET WIRE RATED AT 600°.**

**HIGH GRADE RESIN EPOXY - SET IN A VACUUM CHAMBER TO WITHIN 10 MICRONS OF PURE VACUUM TO GIVE BETTER PENETRATION FOR SUPERIOR INSULATION OF ARMATURE WIRES.**

**M-16 SILICONE STEEL CASE**

**DOUBLE SHIELDED GRADE 5 BALL BEARINGS**

**40,000 RPM AT 8V. w/1A. DRAW**

**AVAILABLE IN SIX STYLES**

22 GAUGE	25/26
24/25	6 MINUTE
25/25	4 MINUTE

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1/12 PANTHER race results - DETROIT M.A.R.T. race; A Main: Dave Lee 3rd; Tom Miller 4th; Tom McGarry 7th. B Main: Bud Bartos 1st; Bob Herman 4th, Bruce Shaffstall 5th. C Main: Jim McCarthy 1st. ROAR Region 3 Race held in Indianapolis: Tom McGarry had the only PANTHER Car entered and placed 2nd in the a Main.



**parma international inc.**

13927 PROGRESS PARKWAY - NORTH ROYALTON, OHIO 44133 - (216)237-8650. Telex 985316



# 1981 COMPETITION CAR Model 100SR



- New Lightweight Chassis
- New Shaker Plate
- New Tubular Axle

Widely recognized as the Highest Performance Ready-to-Run Car offered to the serious racer.

## LEISURE ELECTRONICS

11 Deerspring, Irvine, CA 92714, Phone (714) 552-4540

## FLASH FLASH

★ LEISURE wins So. Cal. Regionals, Oct 18th. Frank Killam, driving a nearly stock, 1981 LEISURE Competition car & a Jim Greenmeyer-built, prototype, race ready, Team LEISURE "Black Label" motor. ★

## L.A. TO HOST 1/12 WORLD CHAMPIONSHIP IN

IFMAR WORLDS CHAMPIONSHIPS COMMITTEE PUBLIC RELATIONS DEPARTMENT  
ROBERT M. RULE  
420 HOSEA ROAD  
LAWRENCEVILLE, GA 30245-4695

The R.O.A.R. Organization (Radio Operated Auto Racers) has announced the first ever Worlds Championships for 1/12 scale electric cars. While details are still sketchy, the race will be held in the Los Angeles area in August 1982. Exact details and sponsorships are being worked on now.

A committee was appointed at the annual R.O.A.R. general membership meeting, held during this year's National Championships. This committee includes R.O.A.R. President, Mike Reedy; Chairman of Committee Don MacKay (JOMAC); Bob Rule (BOLINK); Gary Keyes (M.R.P.) and Ken MacDowell (PARMA). Each member will



have duties assigned in specific areas.

Only 40 of the best drivers from the U.S. will be eligible. Qualifying for the World Championships started during the 1981 1/12th Nationals. Everyone who made the A-Main in any of the 5 events, now qualifies for the World Championships. Additional qualifying races will be held in Cleveland, OH; L.A., CA; and Orlando, FL. If there are any open spots left after the qualifying races, R.O.A.R. regional directors will be asked to submit names from their areas and include the racers' performance records and other merits which might qualify him for the Electric World Championships.

Racers are expected from all over the world. In July '81, 137 drivers, representing the worlds best 1/8th scale gas racers, met to decide on the 1/8th scale Gas Worlds Championships. This year DELTA MFG. (U.S.) came out on top with driver, Arturo Carbonell; England's Phil Booth was the reigning World Champ. The U.S.' Arturo, won the title. No driver or manufacturer has ever had a repeat win in the World Championships.

Some of the countries in which the drivers will be coming from include England, Spain, Germany, Italy, Japan, South Africa, Australia, France, Holland, Sweden, Switzerland, Norway, Denmark, South America, Mexico, the U.S. and Canada.

Anyone interested in seeing the most prestigious electric car race ever held, should start making their vacation plans for the 2nd or 3rd week of August 1982, in Los Angeles. For more info contact:  
Bob Rule  
420 Hosea Rd.  
Lawrenceville, Ga. 30245  
(404) 963-0252

### CALIFORNIA CHAMPIONSHIPS 1/12 SERIES RESULTS

Top Ten. (contd. from page 34)

EXPERT STOCK	EXPERT MODIFIED
1. Mike Lavacot	1. Kent Clausen
2. Jim Aguirre	2. Mike Lavacot
3. Kent Clausen	3. Jerry Case
4. Mike Wibben	4. Jim Aguirre
5. Frank Killam	5. Frank Killam
6. Tim Neja	6. Mike Wibben
7. Jerry Case	7. Bruce Hickman
8. Butch Berney	8. Butch Berney
9. Bruce Hickman	9. Tim Neja
10. Jim Greenmeyer	10. Ricj Douglas

AMATEUR STOCK	AMATEUR MODIFIED
1. Doug Kott	1. Randy Tentschert
2. Ken Stephenson	2. Ken Stephenson
3. Randy Tentschert	3. Mike Toland
4. Mike Toland	4. Doug Kott
5. Mike Westfall	5. Robert Cavazos
6. Terry Ballard	6. Ken Jones
7. Robert Cavazos	7. Larry Krogh
8. Larry Krogh	8. Dan Golden
9. Greg Borella	9. Rene Cortez
10. Robert Fujioka	10. Bob Hayes

NOVICE STOCK	NOVICE MODIFIED
1. Larry Stevens	1. Sam Ellis & Gary Slayton
2. Sam Ellis	
3. Wayne Taylor	3. Larry Stevens
4. Kerry Cavazos	4. Sonny Maddison
5. Midge Huston	5. Rick marks
6. Barry Borin	6. Mike Buffington
7. Max Bowers	7. Ted Garf
8. Lee Hall	8. Julie Husting
9. Ted Garf	9. Hans Wibben
10. Bob Dewald	10. Phil Ruggiero

\*\*\*\*\*



# CALENDAR

## POWER BOATS

### NAMBA SANCTIONED

NOV. 14-15  
Needles River Rats, Park Moabi  
Needles, Ca. Dist 19 Pts. and K  
& B All Outboard Classic.  
Richard Hazelwood, 1807  
Coronado, Needles, Ca. 92363  
(714) 326-4186.

NOV. 21-22  
Alii Racing Team, Legg Lake,  
So El Monte, Ca. Enduro, Out-  
board. Norman Teague, 8027  
Genesta Av. Van Nuys, Ca.  
91406 (213)987-3239

NOV. 26-27-28-29

Jacksonville Gator Dodger  
Lake, Fla. Dis 3 Championships  
Heat Race, Enduro, R.T. DV Jim  
Jim Paterson 8740 Havershill  
St. Jacksonville, Fla. 32211  
(904) 721-2229.

1982 JULY 10-17

Dist. 19 Host for the NAMBA  
Nationals, Legg Lake, East El  
Monte, Ca. DV, OBC TUNNEL,  
SCALE HYDRO, OUTBOARDS  
MONO, HYDRO, SPORT 40,  
Special events for kids 12 years  
old and under! Russ Kominitsky  
2201 Sherwood, Bakersfield,  
Ca. 93304 (805)832-6091 or  
Wally Stewart, 347 Cypress St.  
Bakersfield, Ca. 93304 (805)  
322-6972.

### IMPBA SANCTIONED

NOV 7 & 8  
Southern Gent. Racing Assoc-  
iation, Hammond, La. Millers  
Lake, Annual Invitational  
Racing V Muf or T. Pipe, Dave  
Porter (504) 887-7505.

## ROAR 1/8 & 1/12

### Region 4:

NOV 22  
Quick Chargers Houston  
Championship-CanAm 1/12,  
Stock & Mod. Kitten Hess (713)  
392-2875.

page 36

NOV 22  
RCCARS Series  
Mod & prod.  
DEC 6  
RACE of Houston Series '81,  
1/8 Open

DEC 13  
RCARS Series  
Mod & Prod.

Region 5:  
Larry Flatt (913)381-9537

Region 7:  
Dan Rutherford (206)481-5760

NOV 18  
SARCAR 1/12 Championship  
Series, Formula I

Region 8:  
Dionicio Pascual Jr. (808) 623-  
2111.

NOV 8  
Hawaii Series 81, Formula I No.  
2. 1/8 Open.  
DEC 13  
Hawaii Series '81 Formula I No.  
3. 1/8 Open.

## 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. Tele-  
graph Rd., Whittier, Ca. (213)  
946-1402/ 698-0721. Start at  
4pm.

THIRD SATURDAY - NOON:  
MINI BAJA, 6734 Reseda Blvd.,  
Reseda, Ca. 91335 (213) 345-  
7300. Practice 10 am, Race 12n  
Baja 150 & ORRCA Series Off  
Road. Entry \$6.00 (both)

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

FIFTH SATURDAY NOON:  
MINI BAJA Off Road "Payback"  
Racing. 50% of Entry by class  
paid back to winners. Racers  
choose payback %. Prac. 10am,  
race 12n. 6734 Reseda Bl.  
Reseda, Ca. (213)345-7300.

EVERY TUESDAY NIGHT:  
"Payback" Racing, Off Road,  
Prac. 5pm, race 7pm. Entry \$5.  
with 50% paid back to racers.

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.

## AIRPLANES

NOV. 7-8  
Pattern, Imperial Valley RC  
Club, El Centro. Roger Kramer  
(714) 352-1085

NOV 15  
Scale Squadron Uncontest,  
Mile Square.

NOV 22 Quickie 500, San Gab-  
riel Valley RCL, Whittier  
Narrows. Paul Linn (213) 575-  
1471.

NOV 27-28-29  
WinterNats, Tucson, Arz. Lee  
Polansky (805) 967-5197.

NOV 28-29  
Pattern Scale, Aeronuts, Chula  
Vista. Betty Stream (213)429-  
1281.

## Special EVENTS

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

### OFF ROAD:

NOV. 28-29  
WINTERNATIONAL 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 10:30 a  
Bob Coughran (805) 987-2965.

## ★ 1982 CALENDAR ★

ATTENTION: Clubs, Associa-  
tions, Promoters and R/C'ers.  
We're starting to put together  
the 1982 Calendar and we want  
to hear from you. We'll list any  
and all R/C events; AIRPLAN-  
ES, OFF ROAD, POWER BOAT,  
1/12 & 1/8 CARS, etc. If it's R/C  
we want to know about it so that  
we can let others know as well.  
Do yourself, your club, your  
organization a favor, send us  
your 1982 schedule of events. If  
they change later on, then just  
send us an "Update". Don't say  
we didn't give you a chance!



### RACE CORNER...

(from page 2)

New items from TRICK STUFF, for the off road after market, are chromed accessories and their new "front trailing arms". The arms are being made of strong aluminum and they should hit the market before the end of the year. These items should correct the major problem of broken Tamiya front ends.

Race Prep has new aluminum wheels on the market for the Tamiya cars. Also made of strong aluminum, they will come in anodized colors; gold, red, blue. They also are now marketing a skid plate for the same cars.

In our last issue we featured various types of "hex wrenches" that seem to work great and do not get rounded like most do. But we forgot to tell you who puts them out. It's THORP Mfg., 380 So. East End, Pomona, Ca. 91766. Sorry John, Helen.

Congratulations should go to Glenn Lewis who won three Florida State Series Races in one season. He ran BoLink's CHALLENGER in the series and we understand that this is the first time that anyone has won more than one race in a season.

Another big winner this month was Frank Killam who took the A Modified main at the 1/12 Western Regionals World Championship Qualifier at the Race Place in Sylmar. Frank's LEISURE car just edged out Mike Lavacot's ASSOCIATED. It was an excellent race. Coverage of same appears in this issue.

Hear that there may be three classes next year in 1/8 R/C gas racing. There may be a Beginner and Expert class and a new Sportsman class. This class will be for those who may have the capabilities of an expert but are self-sponsored or non-sponsored racers. This way, those racers will not have to go against those with the big factories behind them. Sounds like it can work. But how about also setting up a control system so as to eliminate "sand baggers", like in the Beginner's class and Amateur classes? Boy this past season in Southern California, there were some obvious "sand baggers".



### TO BE FORMED

fee, payable to local charter or to G.B.A. directly.

The Giant Boating Association will hold 3 to 4 International regattas a year, which will also include a membership meeting.

The governing body of G.B.A. will consist of a President, Vice-President, Secretary-Treasurer and a minimum of five people on the board of directors. For more information, contact:

Jim Kunkel  
P.O. BOX 82  
Belmont, Ontario  
Canada NOL 1B0  
1-519-644-0375

The Giant Boating Association has been formed to provide a membership-controlled organization for the construction and enjoyment of large radio-controlled boats.

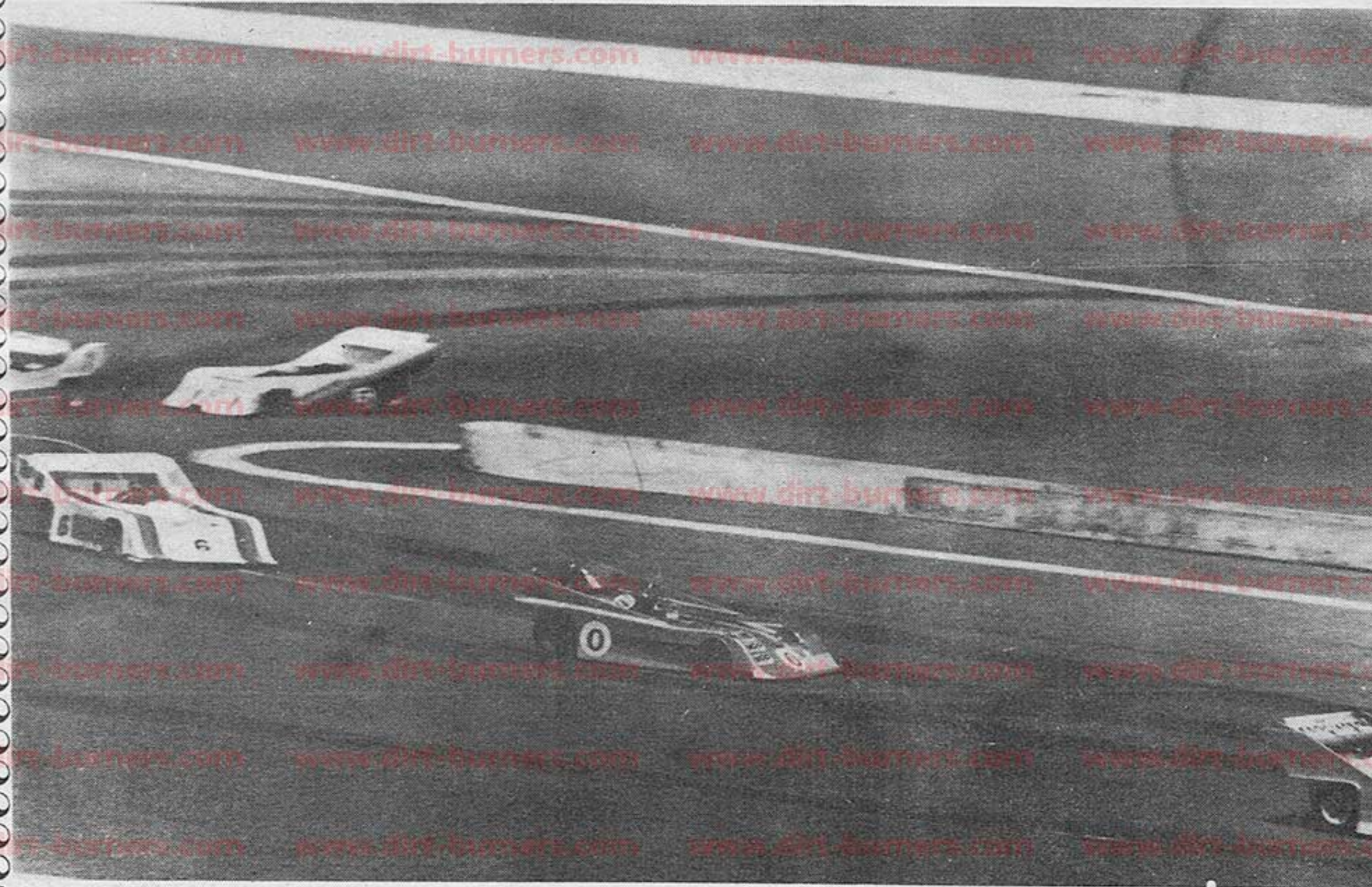
The only limitation, to date, is a maximum boat complete with equipment weight of 53 lbs., due to insurance coverage.

It is hoped that local clubs will

be formed in areas where there is enough interest to hold monthly meetings for the exchange of ideas, fellowship, and the organization of local regattas. A minimum of four people can form a club chartered under G.B.A. Club charters are \$25.

Membership is open to all persons interested in the construction, operation, and enjoyment of giant boats for a \$10. yearly

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

# SAVE " DO IT NOW!





# the RANCHO R.C. RACEWAY



## WINTER NATIONALS

### OFF ROAD R.C. CHAMPIONSHIPS

# NOV. 28 and 29 Thanksgiving Weekend

#### SAT. NOV. 28 - QUALIFYING

RACES ■ EACH CAR IS INDIVIDUALLY TIMED ■ BEST TIME COUNTS ■ FASTEST 8 CARS QUALIFY FOR "A" MAIN - NEXT 8 FASTEST QUALIFY FOR "B" MAIN, ETC. ■

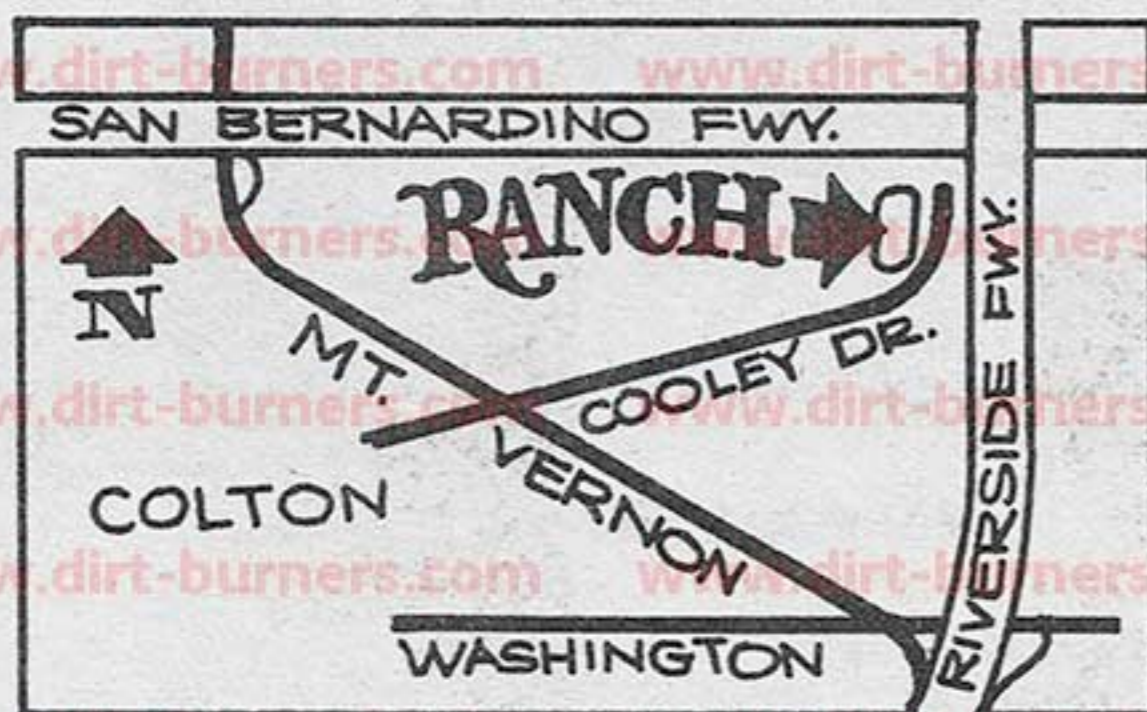
START 10:00 A.M. ■ STOCK, MODIFIED, AND UNLIMITED CLASSES. ■ EACH CAR RUNS 3 QUALIFYING HEAT

#### SUN. NOV. 29 - MAIN EVENTS

START 9:00 A.M. ■ EACH CAR RUNS 2 MAINS ■ FINISHES AVERAGED ■

### TROPHIES AND PRIZES!

### Concourse



#### RANCH RACEWAY

SMOOTH "ASCOT TYPE" TRACK ■ LARGE ELEVATED COVERED DRIVER'S STANDS ■ BATHROOMS ■ SNACK BAR ■ ARCADE ■ 110 V. OUTLETS FOR CHARGING ■ SPRINKLERS FOR FAST WATERING ■ COMPLETE RACE SHOP ON GROUNDS ■ SPECTATOR STANDS



OFF-ROAD-RADIO-CONTROL-ASSOCIATION RULES (SENT OUT WITH ENTRY)

ENTRY FEE: \$15.00 PER CLASS. SEND CHECK OR MONEY ORDER WITH THE ENTRY FORM TO: RANCH RACEWAY, 22849 COOLEY DRIVE, COLTON, CAL. 92324. FOR FURTHER INFORMATION ON RACE CALL TRACK (714) 824-5850.

NAME \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CLASS:  STOCK  MODIFIED  UNLIMITED CAR COLOR \_\_\_\_\_

FREQUENCY CHOICES 1ST \_\_\_\_\_ 2ND \_\_\_\_\_ 3RD \_\_\_\_\_





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

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

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



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

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



Too much angle and it's spinout time; not enough, and you "push" out too wide. That's why the new Futaba 3FG is equipped with adjustable, dual rate control. Flick

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

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

**Futaba**

555 West Victoria Street/Compton, CA 90220

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





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

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

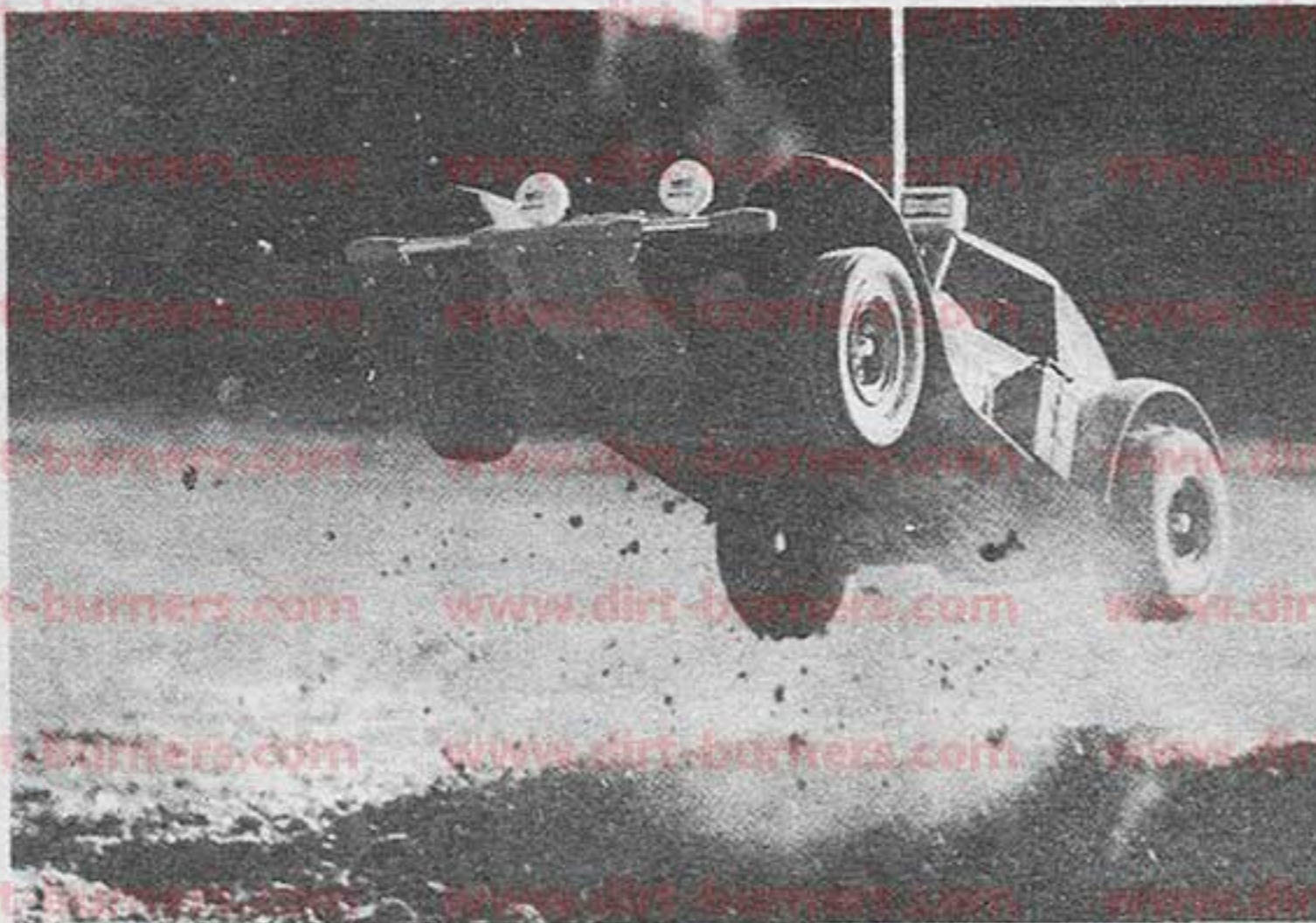


## Introducing MRC's new, economical, off-the-road Holiday Buggy

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

**Born To Run ... Up To 20 Minutes On A Single Charge.** We chose the high performance — low drain Mabuchi RS380S motor for power and then designed a new transmission for it.

This new combination provides both exciting performance and extended running time. Then we selected a variable speed control resistor. The result is a powerful drivetrain which performs smoothly and very efficiently over challenging off-road terrains.



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

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



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

To get the most out of your R/C cars, use an MRC-Tamiya nickel cadmium battery pack and charger. Specially designed to deliver more power and offer more running time between charges.

RC-14 6-Cell, 7.2 Volts 1200 MAH with charger.

RB0008 6-Cell, 7.2 Volts 1200 MAH without charger.

RB0010 Quick Charger for RC-14 . . . plugs into your auto's cigarette lighter. To recharge your batteries within approx. 15 minutes.

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

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

**MRC**



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