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R/C RACING NEWS

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December 31, 1981, Issue #8, Vol 1.

MERRY CHRISTMAS
to all our readers!

Donald Deutsch



- ★ Mini Baja Thursday Series ★ Ventura 6hr Gas
★ First ORRCA ★ Pit Shop 6hr. Enduro ★ MART News
★ Art Carbonell Interview ★ Silver Cup Trophy Race
★ Mid Atlantic Series ★ Gulf South...and much more! ★

RACE CORNER

MUSICAL CHAIRS DEPT. Change of ownership at Radio Control Hobbies, Costa Mesa. Ron Williams has taken over complete management of the Hobby shop and the running of the monthly R/C races. Larry Van Osteen stepped aside from the daily retail routine and will be concentrating solely on the RCH line of fine "off road" accessories. "Rapid" Ron will be the "super mouth" of the monthly RCH races as he not only will be giving the blow by blow description of the off road racing but will also be the Race Director.

Another change in ownership involves the famous Pit Shop facility (formerly Thorps). Joe Lynch has step aside and the Losi's have bought the famous R/C facility. Gil Losi Sr. is new to the R/C racing scene since first starting last year in R/C off road and then gravitating into the 1/8th scale cars. In the short time he has gained tremendous experience and with his formidable background in business and the "real" racing, he is sure to maintain a first-class racing program. He, along with his wife and two sons, will be putting together the 1982 racing schedule for 1/12th, 1/8th and 1/10th car racing. They also plan to re-shape the existing "off road" track, much like the one they have in Colton at the Ranch Raceway.

SOON TO MOVE to meet the growing numbers of off road R/C racers and 1/12 & 1/8 scale car races is the MINI BAJA facility in Reseda, California. This San Fernando facility has applied to the city for the use of a much larger lot in the middle of the Valley that will house, in addition to an off road track and oval, a 1/8th & 1/12 road racing track and oval, and possibly and electric boat pond. It was hoped that the R/C Racing World Cen-

ter, as it will be called, could have been opened by December but the City of Los Angeles is one place where nothing moves fast. Consequently a number of public hearings and a possible conditional use permit may be next before the facility becomes a reality. It would be terrific to have at least two full time R/C facilities in the Southern California area to meet the needs of the growing R/C sport.

Vegas Radio Raceway, located at 720 So. Decatur, Las Vegas, Nevada 89104 wanted us to announce that their off road races are scheduled on the first and third Sundays of the month. For more information you can contact the track at (702)878-8294. This is a newer facility from the original and, we understand, is an excellent racing facility.

Rich Lee and his Associated cohorts are all pumped up and ready for the 24 hr. 1/8th scale race in Florida this month. And well they should be after pulling off back-to-back wins in the two recent 6 hour enduros at the Pit Shop and at the Ventura track. The car, motor and crew performed flawlessly. They could be the odds-on favorites at Florida this month. Coverage of that race will appear in our January 1982 issue.

Speaking of same. Our January issue will also be our "SPECIAL SHOW ISSUE" in that thousands of copies will be distributed at the forthcoming H.I.A. Trade Show in Dallas, Texas on January 31st through February 3rd; and also at the International Toy Fair Show at Nuremberg, Germany on February 4-10. So if you've got a "hot" item to sell, this next issue may be the one to be in because many will get to see it.

Also Clubs, Sponsors, Associations, if you can get your 1982

Racing schedule ready and sent to us prior to January 4th, it will appear on that issue. What better way to start the year by letting every one know about your R/C racing program. Take advantage, it can only help you.

Ralph Burch Jr. sewed up the South West Championship Series by winning four out of the six scheduled races. In fact, the young Denton, Texas R/C ripper didn't even have to race the last two races because of his commanding lead. This young man has emerged, since the World Championships, as one of the leading forces in the sport and is destined for great things in the very near future. Watch it Art Carbonell.

In the same Southwest Championship Series the Rookie of the Year award went to Kenny Annesly in the Open Class and to 12 year old Johnathan Sullivan in the Super Stock Class. The next series starts in April 1982. Dates will be posted in our calendar section.

You know we always talk about this racer and that racer and give them accolades as to their fine driving and racing skills but we seldom, if ever, give proper recognition to all the pit-men, who selfishly give of their time to help a fellow racer. Some just come out to help and don't even race. After seeing so many R/C races this year I can't help but think how much harder it would be to race without the help of some of these unsung heroes.

One such person comes to mind thanks to Dean Brown. He is Vince Lammers and he's Dean's main man at the pits. This young man makes all the races with Dean, (Dean is confined to a wheel chair) and not only helps Dean get around but he is in constant motion. At the last 6 hr. Enduro at Ventura, thanks to Vince's fine tuning and constant adjustments to the Delta Pomona Team entry, this team wound up in the second spot after 6 hrs. According to Dean Brown: "Vince is great at adjustments...he can spot things going wrong before they happen and fixes them". Our hats go off to Vince Lammers and to the many enthusiasts of the sport like him, without them we'd sure be in a fix.

DON'T DISPAIR DEPT. As we all know, R/C competition kinda

winds down toward the end of the year and does not begin to pick up until after January. So if you haven't seen coverage of your favorite R/C sport, it's because many are taking a respite from the year's long racing schedule. Remember, sometimes if you want to see coverage of your favorite race in this paper, all you've got to do is send it in to us. We've got the space, if you've got the time.

Check out the interesting letters in this month's On the Line section. Especially about the possibility of our changing our format in future issues. Read on...

We've also received excellent feedback and suggestions of what our readers would like to see in future R/C RACING NEWS issues.

December 12-13 is the date for the 24 hrs. of Miami 1/8th scale race. The race site will be at Tropical Park and is being put on by the Southern Florida R/C Car Club. Race will start at Noon on Saturday and will end at Noon on Sunday. They have on hand 10 teams of about 4 to 5 people entered already. Last year's winner was the Associated team of Rick Davis, Bill Jianas and Curtiss Husting. According to race director, Doug McNeely, last year's winners logged in over 3500 laps, which computed to driving about 550 miles! For more information you can contact Doug at (305)232-1773. Entry is \$200.

Lots of Pros and Cons about R.O.A.R.'s suggestion to separate the suspension cars from racing with the flat-pan or rigid chassis cars. Already four major manufacturers are getting their suspension car ready for next year and ROAR would like to hear from all its members as to whether two classes should be run or not. Don't say you weren't asked when the decision is made. Make your feelings known right away, 'cause you'll have to race with or without them next year.

New M.A.R.T. officers for 1982 are Tom McGarry and Mark Bambrick of the Detroit Club. Both will be administering M.A.R.T.'s racing program for

(Contd. page 29)



M.I.P.

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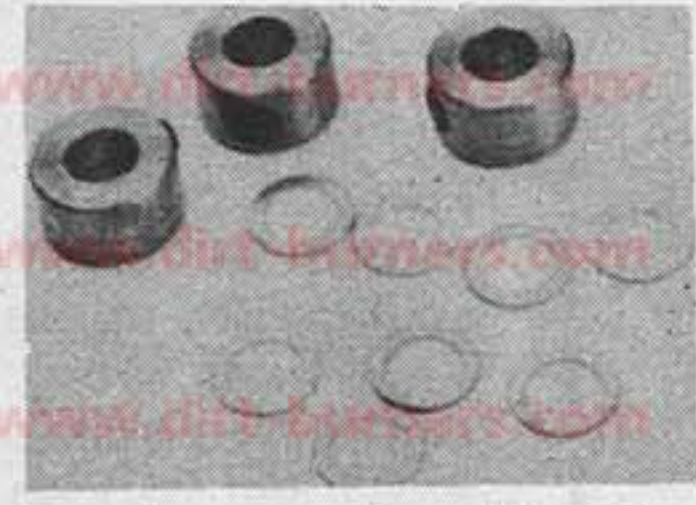
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Dear Santa,
 M.I.P. is having their first annual manufactures christmas sale with savings up to 50% off on some items. The sale starts December 7, 1981 to January 7, 1982
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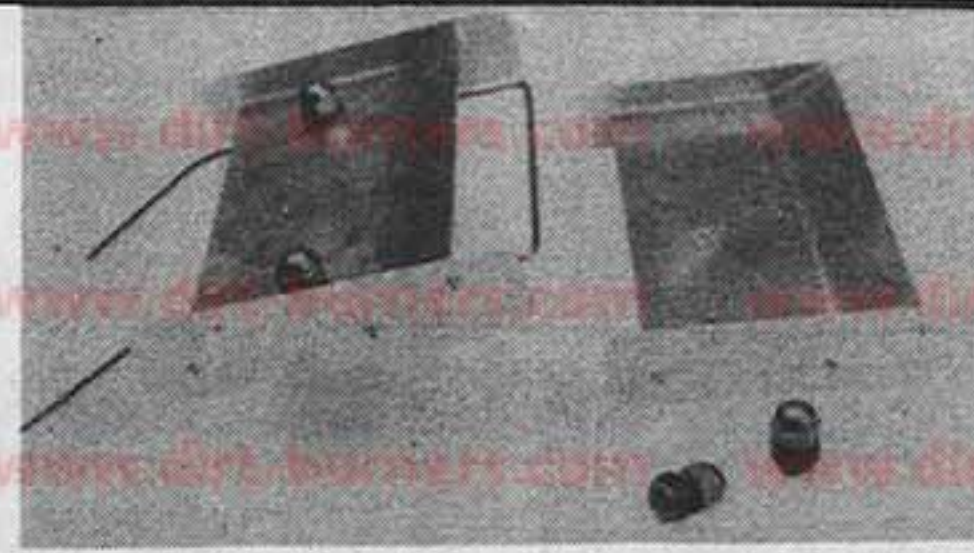
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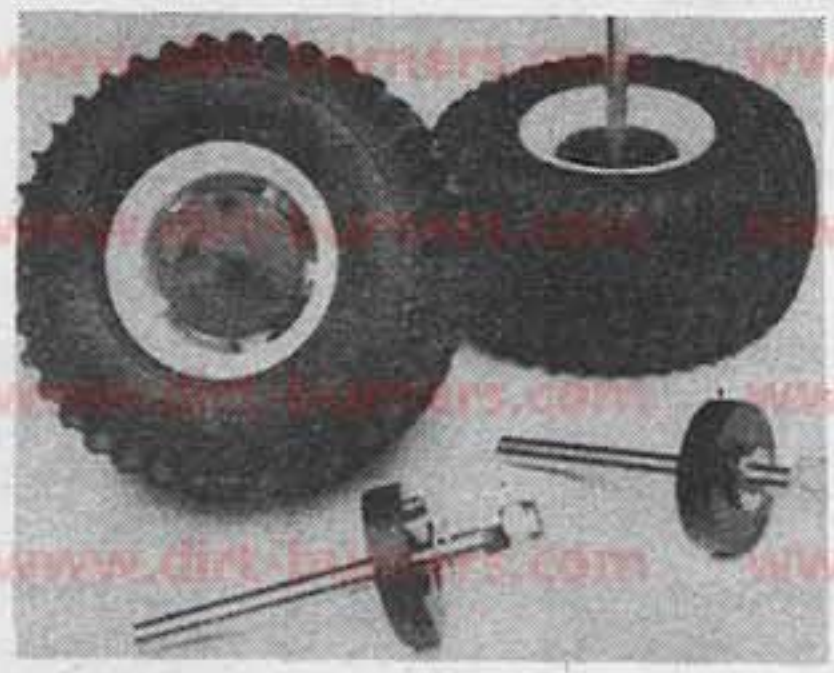
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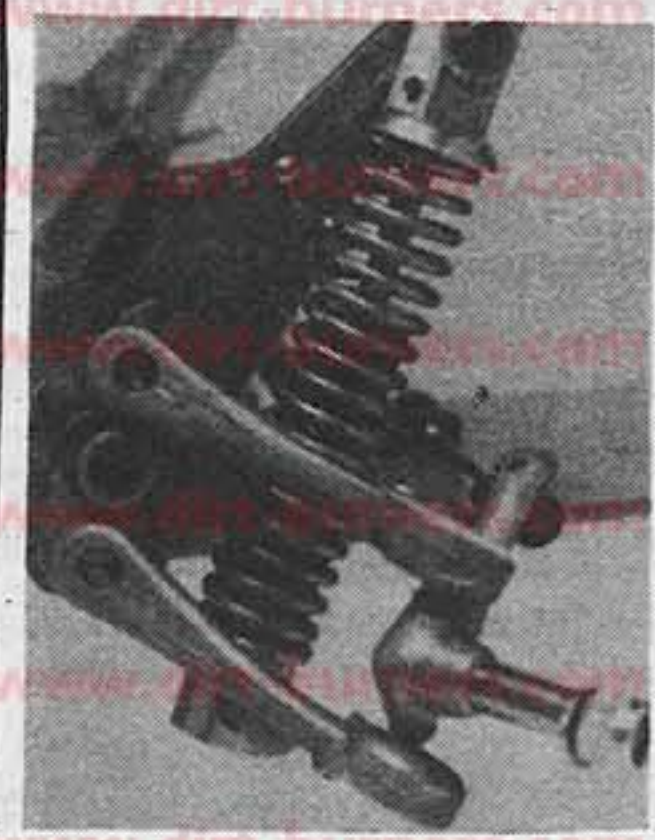
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ON THE LINE:

SUGGESTIONS

The R/C RACING NEWS surely takes the place for a number of publications and adds a fresh new look.

Your "open" letter in the November issue asks for suggestions, so here goes.

1. Manufacturer/Designer. Get write ups on new items on exactly how to be used on special equipment. A case in point is Futaba's new 3-channel model 3FG Transmitter. It's advertised for use on racing cars only.

2. Show subscription ending date on your address labels.

Your write-ups and pictures on the California Off Road races are very interesting and exciting. A driver's reflexes must be something to see.

Yours for more racing news.

Merle H. Young
Walla Walla, Wa.

Suggestion number one is right on. We will be doing more technical articles and they will be done by people heavily involved in whatever phase of equipment is being reviewed.

Suggestion 2, is also right on and computer program is being changed to reflect subscription date.

Thank you for those suggestions and don't let these be the last ones. ED.

MORE SUGGESTIONS

It's not unusual for publications to ask for ideas and suggestions. But most of the time you make them but never see them in print or worse, never even get considered. I don't usually write to publications, but I've seen you guys, especially Lou, at some of the races and I believe that he's really sincere and making R/C RACING NEWS "serve the R/C enthusiast". So here it goes.

Perhaps a little more time should be spent on editing some of the articles. Once in a while I see wrong information, mis-spelled names and words, etc. I just happen to be a bit sticky about things like that. And I also realize that some of your stories come from contributors and there's not very much you can do about getting the wrong information. But it's something you should look out for.

I don't want to give the impression that I don't enjoy reading your paper from cover to cover, because I think it's the best thing that has come along for us R/C'ers in a long time. Keep up the excellent work.

I'll be surprised if you print this.

Tom Courtney
La Mirada, Ca.

Foiled ya! ED.

DON'T DO IT!

You guys have a good thing going, don't blow it! Just when you're getting your act together you want to change your format. Next you'll want print like a regular magazine and then like all the others you'll specialize your coverage to help your biggest advertisers and it'll take three months to get the news.

Don't do it. We need a paper like R/C RACING NEWS that gets us the facts, results and wild pictures fast.

You'll probably lose one of your earliest subscribers (I started with issue 2) if you change.

Charlie Holt
Trenton, Oh

A magazine we're not, nor do we intend to become one. We are speculating all possibilities to better serve everyone in R/C. Regardless, we deeply appreciate your opinion. ED

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R/C RACING NEWS

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

Publisher
Lou Peralta

Assoc. Publisher
Lois Peralta

Editor
Lori Peralta

Art Director
Leslie Peralta

Advertising Director
Victor Volinecs

Circulation
Kim Grisham

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

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

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EUROPEAN BUREAU?

I recently came across your issue #4 at a friend of mine's house. We're both in the Air Force and we're both into radio control. Your publication seems very interesting and informative and I enjoyed reading it very much. I know he is a subscriber and I would also like to subscribe...

Would you also be interested in receiving some news about our activities here in Spain.

Especially in road racing articles as that's my main love. If so, please let me know via letter and I shall prepare something for the future.

Enrique Vidal
Valencia, Spain

We always welcome information about R/C racing. We look forward, in the near future, to receiving some of your input. Your letter is being answered and thank you for your comments. ED

MORE INFO

Recently I was reading through one of my car magazines and they had a write up on Off Road cars and gave the name of your publication as a source for information. So I went to a couple of local Hobby shops to pick up your publication and finally found one that carried it.

I could not believe the pictures and the story on some of the off road races in California. Are these cars really that "real" looking or is it done with photography? How can I find out more about these cars? They are incredible.

Mark Hendron
Jacksonville, Fla.

No trick photography there. The Off Road cars look and work like the real ones. They have the basic suspension and chassis designs that some of the real ones have. For more information, you can stop by your local Hobby shop or write some of our advertisers that specialize in "Off Road". ED

CONGRATULATIONS to all the drivers who have qualified for the 1982 World Championships, so far. You all will be fine representatives of the United States.

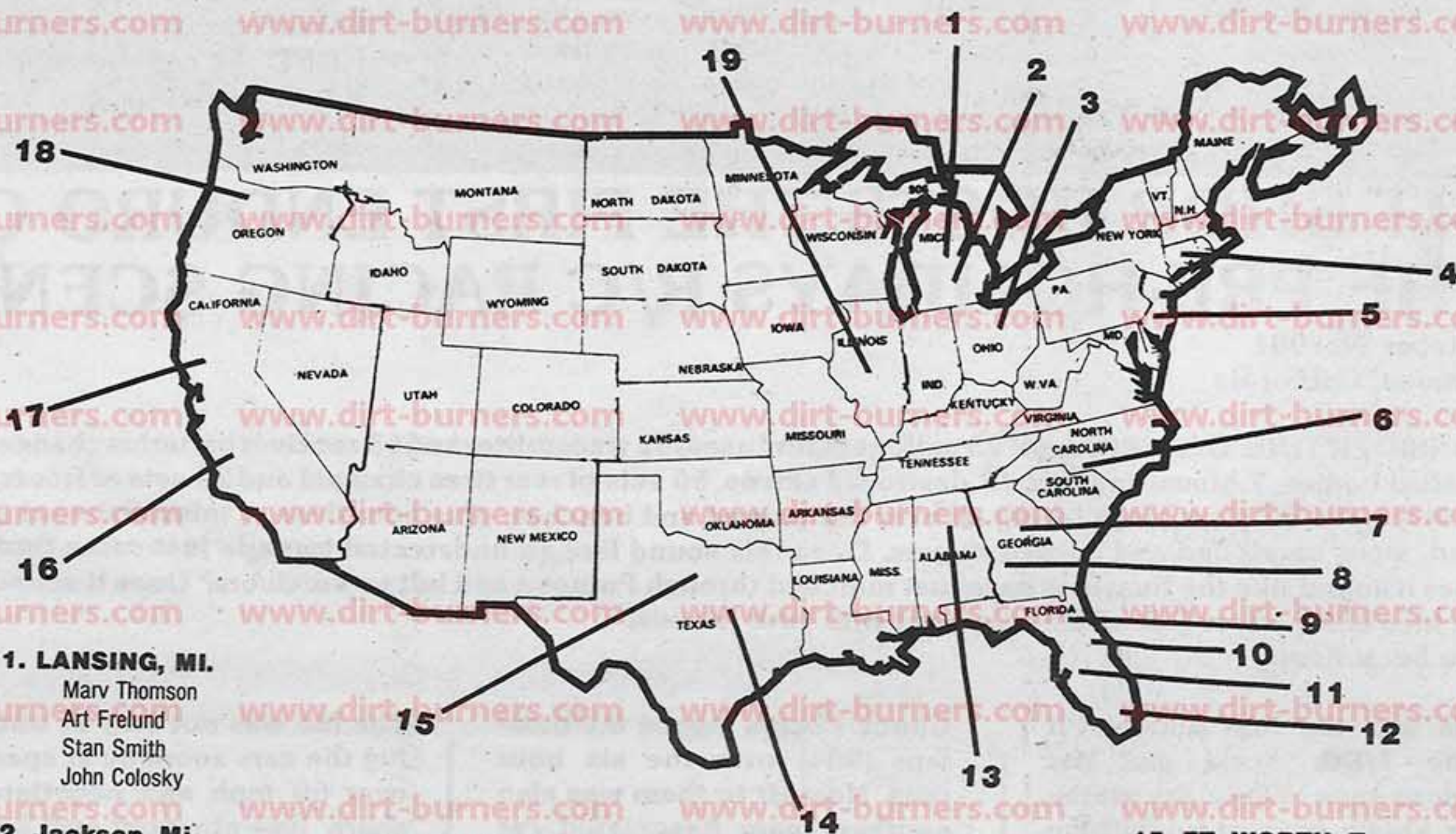
We are sorry you didn't see our name up among the top qualifiers at the 1981 Nationals. We are new to the racing game, and while we don't have any Ralph Burch's or Mike Lavaco's or Gary Keyes' driving our cars for us, it is just a matter of time.

It's hard to get a racer to break an old habit, even if it is a change for the better. For every race you read about that BoLink wins, there are dozens of local racers winning races of their own. Local racers, like you and your friends.

While we are the new kid on the block, we are off to a good start. The competition is sitting up and taking notice. SHOULDNT YOU?

FLASH...FLASH... Ron Schurr, Jomac Team driver, wins the Region 3 Championship using the new BoLink "Hornet" motor (BL-4004). Congratulations Ron. He also used "Mr. Concours" paint on his car body.

Performance Team Members Across the U.S.



1. LANSING, MI.
Marv Thomson
Art Frelund
Stan Smith
John Colosky

2. Jackson, Mi.
Chuck Ewing

3. West Carrollton, Oh.
Tim Wilson

4. WILTON, Ct.
Scott Sharp

5. WILLIAMSTOWN, N.J.
Carl Ford
Nick Piro, Jr.

6. CHARLOTTE, N.C.
Rick Wynne
Phil Davis

7. ATLANTA, Ga.

Harold Trader
Roy Kelley
Craig Kelley
Steve Rule

8. COLUMBUS, Oh.

Ray Gonzalez

9. S. DAYTONA, FL

Fred Hanstine

10. APOPKA, FL

Mark Bare

11. TAMPA, FL.

Glenn Lewis
Dave Willits
Mike Fromer
Frank Pupello

12. ORANGE PARK, FL

Greg Swink

13. MADISON, AL

Jim Marconnet

14. RICHARDSON, Tx.

Jon Sullivan

15. FT. WORTH, Tx.
Hal Semple

16. REDONDO BEACH, Ca.
Jeff Abrams

17. BERKELEY, Ca.
Jack Hiles

18. BEAVERTON, Or.
Kerry Montgomery

19. EAST ALTON, Ill.
Bill Prehn
Darren Prehn
Steve Quertermous

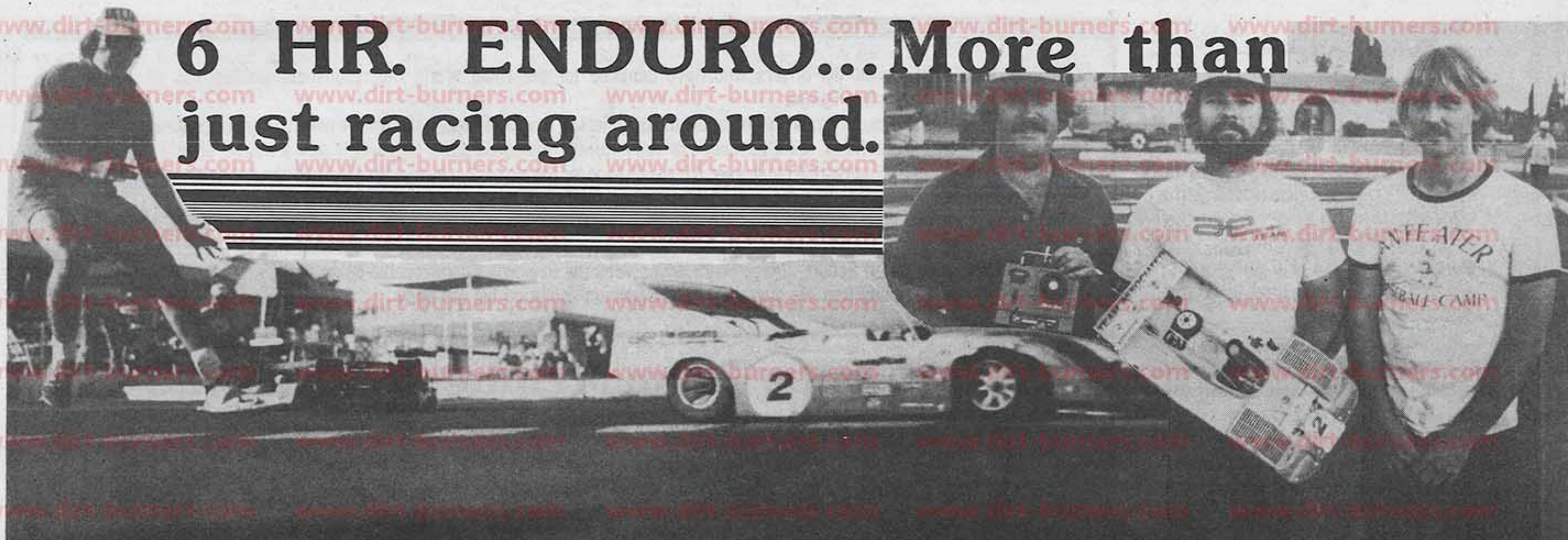
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6 HR. ENDURO... More than just racing around.



PIT SHOP HOSTS THE FIRST ENDURO OF THE PRE-HOLIDAYS R/C RACING SCENE.

October 31, 1981
Pomona, California

CONSIDER THIS: Over 8000 laps, 25 gallons of fuel used, 52 transmitter and 63 receiver batteries changed, 11 totalled bodies, 7 blown engines, 12 destroyed servos, 56 sets of rear tires changed and 28 sets of fronts, 485 pit stops and 63 glow plugs laying all over the ground and benches, plus countless miscellaneous parts used, many scratched and burned fingers. Does this sound like an undetected tornado just came through? Does it sound like the Russians have just marched through Pomona and left no survivors? Does it sound like the idea of a perfect Fall afternoon spent with your friends? You bet it does!

This was the first annual Pit Shop 1/8th scale gas car Enduro race. While the statistics above suggest something less than a fun day out at the races, it was nothing of the sort.

Instead, it was one of the best afternoons we've experienced in 1/8 scale racing in a long time.

The weather helped. It was a perfect Southern California Fall day (if you can call it Fall). Temperatures ranged around the 85 degree mark, with the warm Santa Ana winds keeping the sky crystal clear and the air smog-free.

There were 12 teams entered for this first annual event. Some entered this type of event for the first time, "just to see what it was all about". Others, the more serious ones, entered the event as a good way to test machinery, equipment, designs and engines for future racing and for the forthcoming 24 hr. race in Florida, in December.

To cut the suspense, the team of Associated racers consisting of Rich Lee, Jim Nelson and

Chuck Phelps logged the most laps (904) over the six hour race. Nearest to them was also another Team Associated car driven by Dana Smeltzer, Jerry Snow and Mike Kimrey. They posted 857 laps for second place. Third place went to the privateer team of Losi, Losi and Losi. More on them later.

The statistics alluded earlier, as outrageous as they might seem, were the sum efforts of all the teams entered.

Some had very good luck and excellent preparation, others did not. But in every case, every one there had a ball.

In fact, R/C RACING NEWS entered a three-men team with two drivers who had never raced in 1/8th scale before. The general consensus was that it was a blast even though we finished 10th.

Judging from the spectating crowd, this event was a real crowd pleaser. The action was furious for six hours. More importantly, it shows that 1/8th scale racing is on the verge of exploding as a major force in Radio Control racing. Events such as this one will certainly help the cause.

The fun was not only in watching the cars zoom by at speeds over 60 mph and negotiate a sharp hair-pin turn and burst out in a cloud of smoke and rubber. Part of the fun was watching the pit crews in action as they ran around in the pits and on the track, trying to "keep these babies going".

Tires had to be changed, fuel dumped and bodies had to be cut. Just like in the real racing. Just to keep the car going. Obviously, those that had it together better were the ones with the least problems. But in every case, everyone there gave it 110 per cent effort and that was just great to see and be part of it.

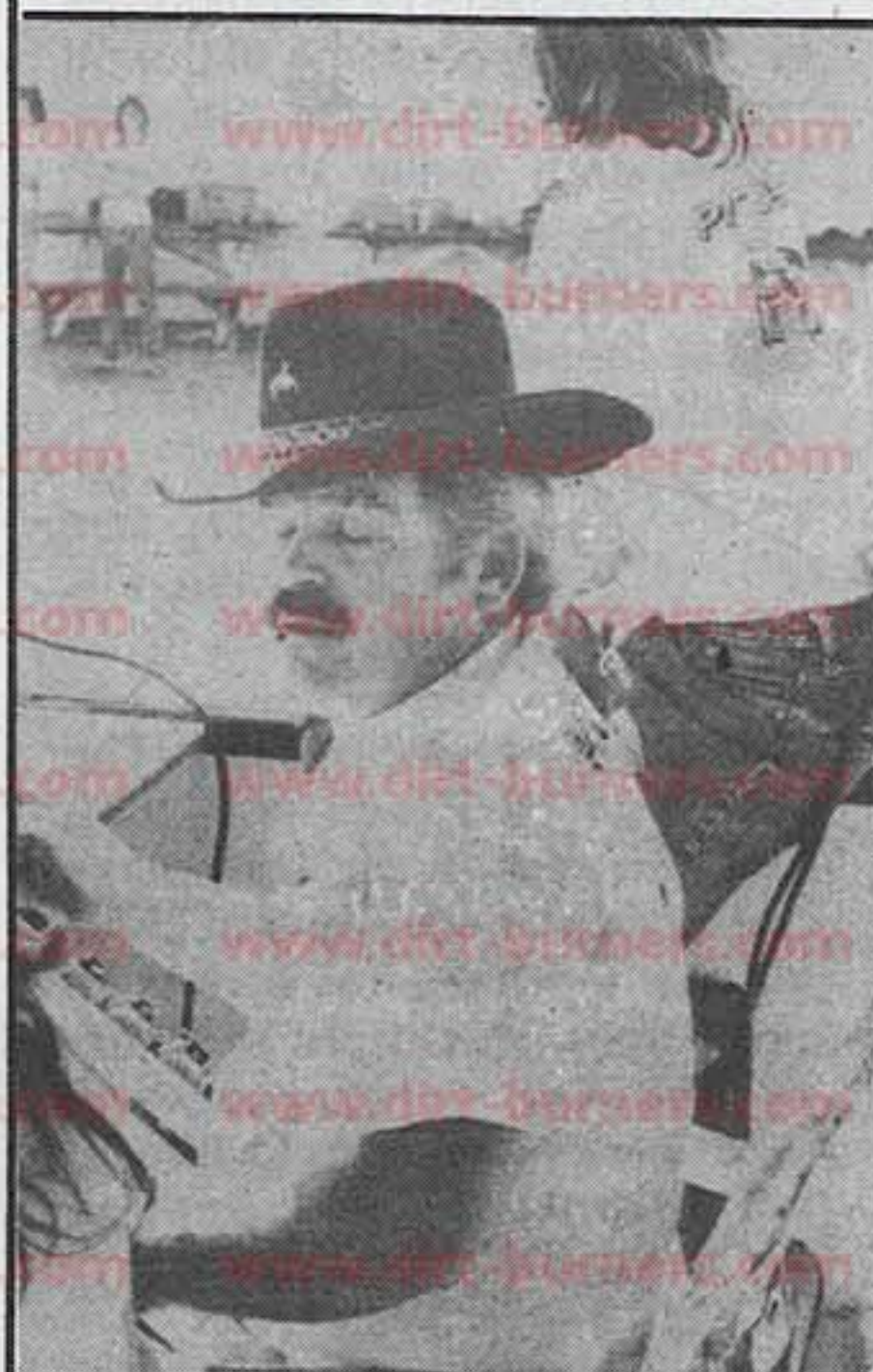
Because of the shortness of the days the race was started early in the morning at 9:30 am, estimating that it would end about at about 4:45pm, including the 15 minute breaks between hours.

Practice opened at 7am, with most of the teams using this time to dial in the motor and just check the handling. Contrary to other races, nobody wanted to practice too long for fear of breaking the car or running the receiver and the transmitter batteries down.

The winning team and car (above & left) Rich Lee (l), Chuck Phelps, and Jim Nelson, Team Associated.

A short driver's meeting was held and Joe Linch, Pit Shop owner and promoter of this race explained to everyone the simple rules for this event. Race for one hour, break for 15 minutes, can't work on the car during the break and "go for it".

The start of the race was a "dead engine" start. When the horn blew, each pit member ran to his car located in the starting grid, rushed back to the pits, started the car and got it back on the track. It was a traffic jam to say the least, but no one got hurt and after a few moments all cars were on their way.



A very tired Ed Street helped count over 8000 laps for all cars.

The first few laps resembled a regular race, as all cars were dicing for position. But soon after it became apparent that no one was going to finish a six hour enduro at that pace. So speeds were slowed a bit and strategy took over. Keep a fast but steady pace and save the car. Stay out of the way and don't race with anyone. Those were some of the words overheard from the pit crews.

THE RACE

The Teams consisted of:
TEAM 1: Dana Smeltzer, Jerry Snow & Mike Kimrey;
TEAM 2: Rich Lee, Jim Nelson & Chuck Phelps;
TEAM 3: Dick Camp, Jim Jones & Ray Gallovich;
TEAM 4: Ross Koebler, Butch Koebler & Jim Bauer;
TEAM 5: Joe Terror, Joe Linch & Donny Sallenbach;
TEAM 6: Gil Losi Sr., Gil Losi Jr. & Allen Losi;
TEAM 7: T. Brown, Eustace Moore & Benny Bullock;
TEAM 8: Bill Vickers, Rick Templeton and Dick Tyre;
TEAM 9: Tom Douglas, Glenn Wilcox & John Douglas;
TEAM 10: Lee Miranda, Mark Miranda & Dean Brown.
TEAM 12: Lonnie Peralta, Eric Grisham & Lou Peralta.

BY THE HOUR:

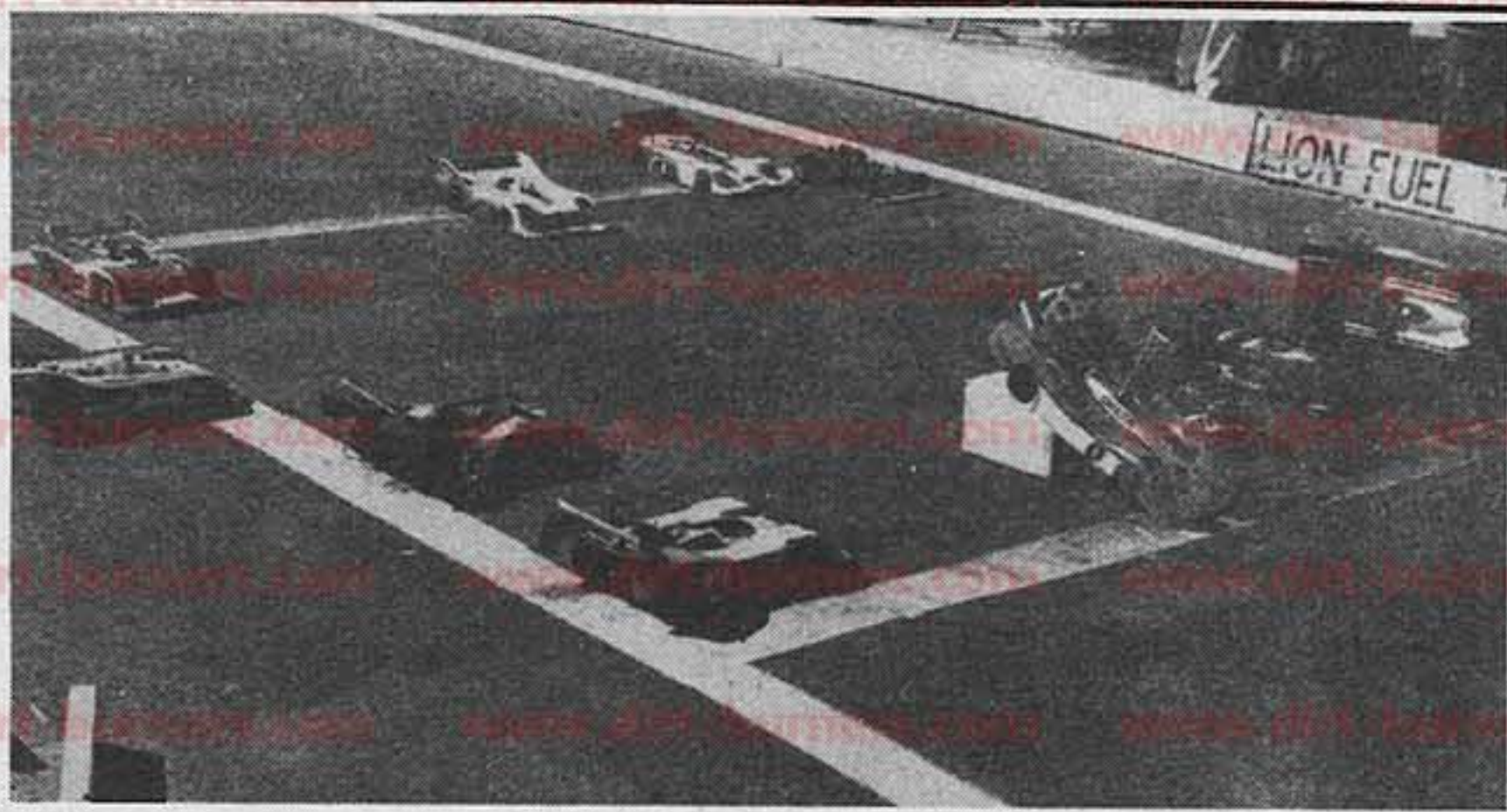
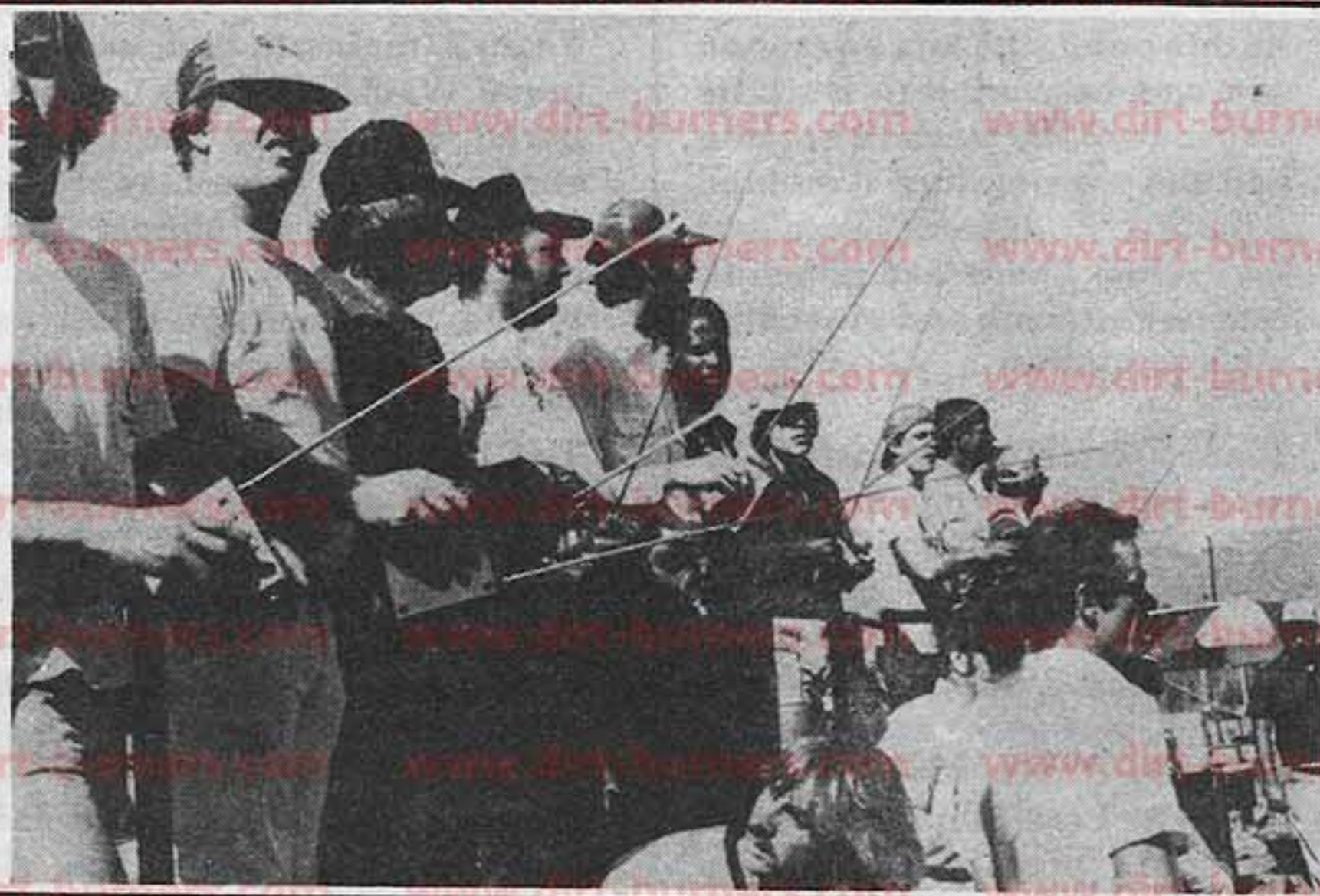
After the first hour the Associated team of Lee/Nelson/Phelps, Team 2, showed the way by posting 158 laps. Six laps down was the Douglas/Douglas/Wilcox, Team 9 with 152 laps and third it was the Smeltzer/Snow/Kimrey, Team 1 with 142 laps.

Already in the first hour, you could see those teams that would be having problems and those that would be running fairly strong.

You've got to remember that even at a big race, the most any one races is from 60 to 100 laps.



A packed driver's stand (above & below) with 14 team drivers kept the racing in close quarters. At times visual contact with the car was lost because of the number of drivers on the stand.



During the 15 minute break period, after every hour of racing, cars were left "untouched" at the starting area. Any work on the car had to be done after the rest period ended. The second place car (below left) of Team 1 (Smeltzer, Snow, Kimrey) at low angle. The Douglas team entry (below right) finished 4th.

Already in the first hour, all but one team had made over 100 laps.

- Team 2: 158
- Team 9: 152
- Team 1: 142
- Team 6: 135
- Team 3: 130
- Team 4: 123
- Team 0: 121
- Team 7: 117
- Team 9: 113
- Team 12: 107
- Team 5: 91

After the first 15 minute break ended and the driver's change made, the race resumed. At this point you could see who the "big guns" were.

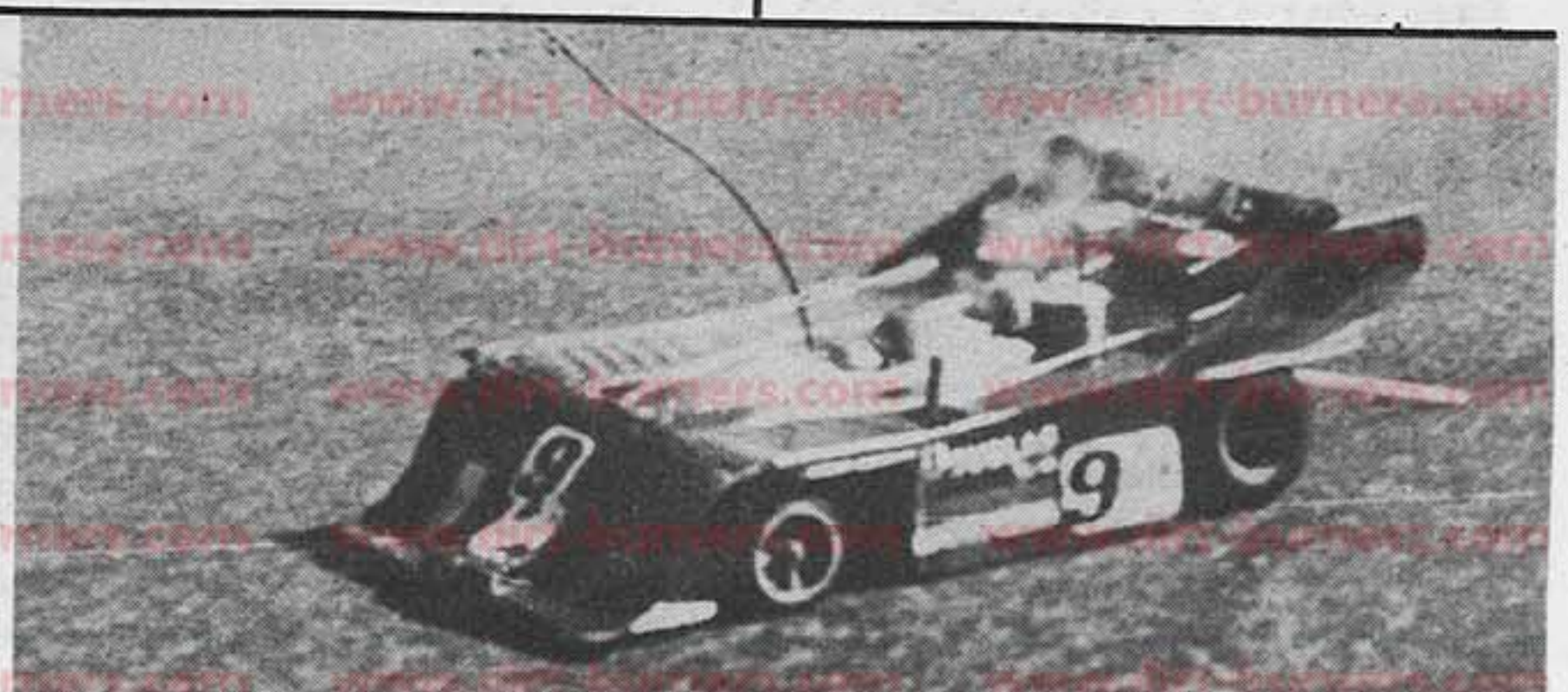
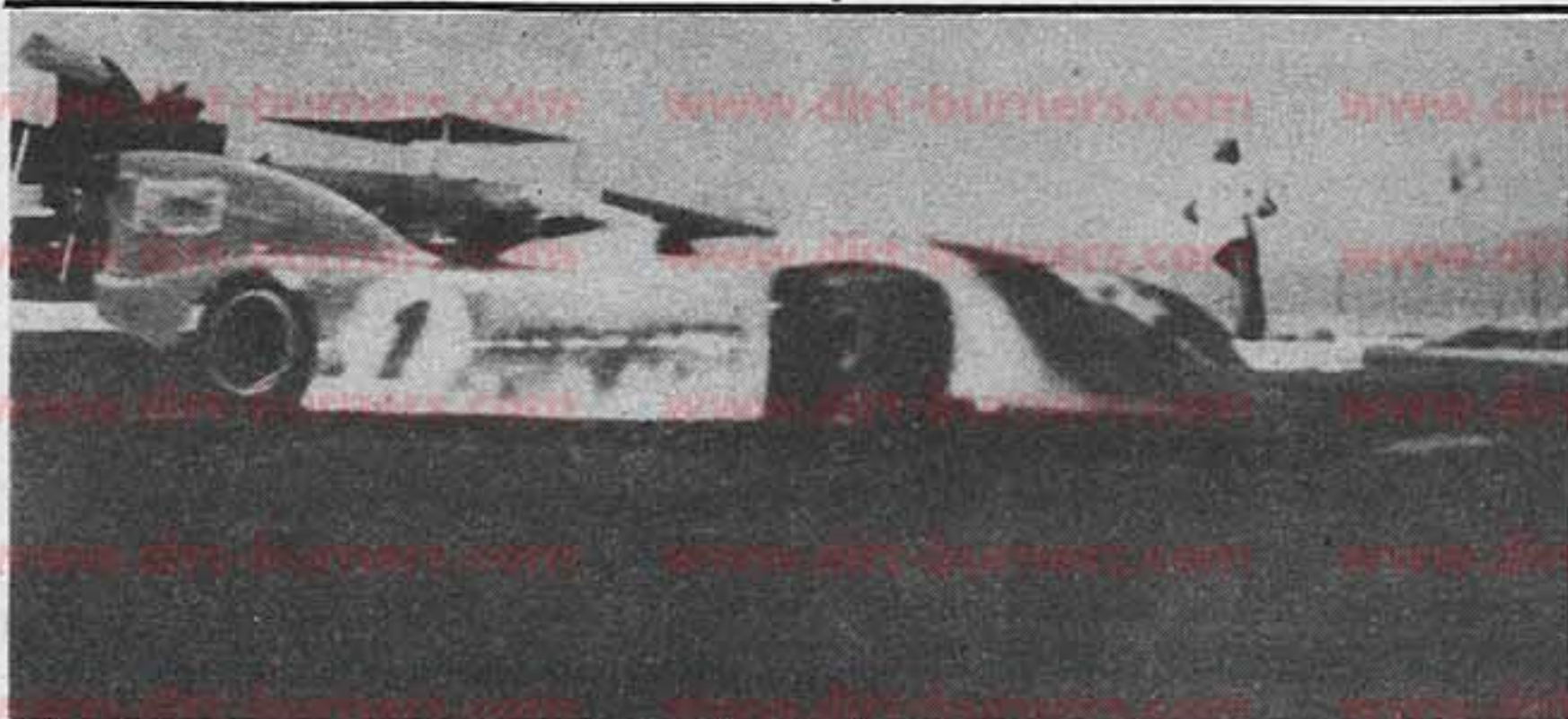
The Douglas/Douglas/Wilcox and the Lee/Nelson/Phelps teams came out smoking and after one hour, each had posted identical laps (155), leaving the rest of the field behind. At this junction Team 2 had 313 laps and Team 9 had 307.

A real surprise at this point was the privateer Losi team. Father and two sons were racing this type of race for the first time and had only prepared their THORP car the night before around 2am. According to the senior member of the team, Gil, "all we did was change tires and adjust the steering". Well whatever they did must have been right because here they were running with the leader. They had posted 150 laps, just five less than the first two teams and were now in third.

HOUR 2:

- Team 2: 313 laps
- Team 9: 307
- Team 6: 285
- Team 3: 270
- Team 1: 261
- Team 0: 231
- Team 4: 227
- Team 10: 223
- Team 12: 217
- Team 7: 148
- Team 5: 132

(contd. next page)



HOUR THREE began taking its toll on some of the teams. The Brown/Moore/Bullock, Team 7 blew an engine, while the Terror/Linch/Sallenbach Team 5, were experiencing all kinds of problems.

Even the leading team was out for a number of laps and was only able to post 127 laps, but so was Team 9, in second; they were only able to post 120 laps.

At the end of this hour, Team 1, Smeltzer/Snow/Kimrey posted an incredible 162 laps, but since they had problems in the second hour and they were only able to turn in 119 laps, all their effort was good enough to move them into a tie for third with the Losi Team.

HOUR 3:

Team 2: 440 laps
Team 9: 427
Team 6: 423
Team 1: 423
Team 3: 405
Team 10: 348
Team 0: 341
Team 4: 332
Team 12: 311
Team 7: 301
Team 5: 222

HOUR FOUR saw the Lee/Nelson/Phelps Team 2 come back to form and log in 155 laps to keep their lead.

The "darkhorses" of this event, the Losi Team 6, put in 148 laps

and moved into second place at this time. Team 4, Koebler/Koebler/Bauer made 145 laps and Team 10, Miranda/Miranda & Brown logged in 143 laps.

HOUR 4:

Team 2: 595 laps
Team 6: 571
Team 1: 554
Team 9: 553
Team 3: 527
Team 10: 491
Team 4: 477
Team 0: 451
Team 7: 434
Team 12: 376
Team 5: 283

HOUR FIVE started with the Terror/Linch/Dallenbach team dropping out after many problems and three blown engines.

At this point, the late afternoon sun was beginning to work its way toward the western horizon and the temperature remained a perfect 80 degrees, excellent for racing. There was plenty of bite on the track and most diffs were tightened.

Team 2 once again posted the most laps for the one hour, with 153. Two laps down from the previous hour, but still good enough to maintain the lead. The Camp/Jones/Gallovich, Team 3, was second best in this hour when they logged in 146 laps. The Losi Team experienced some problems and only posted 130 laps, but was still

able to maintain a slight edge in second place over Team 1, who was now only 8 laps behind.

HOUR 5:

Team 2: 748 laps
Team 6: 701
Team 1: 693
Team 3: 673
Team 9: 669
Team 0: 584
Team 4: 567
Team 10: 548
Team 7: 542
Team 12: 480
Team 5: 283

THE SIXTH AND FINAL HOUR brought alot of excitement and anticipation among the crowd and the pit crews alike.

Could the Lee/Nelson/Phelps, Team 2, maintain their winning pace? Would the Rich Lee-prepared engine and Associated car hold up to the stress of five hours running at almost "full on"?

Would the Losi's pull off an upset of the kind seldom seen in any R/C racing and bring their THORP car to the winner's circle in their first time ever enduro?

Could anyone keep the Smeltzer/Snow/Kimrey Team 1, from challenging the leaders and take the lead?

It took one hour to answer these questions and when it was all over Rich Lee/Jim Nelson/

Chuck Phelps had put it all together and conquered the six hour Enduro with a total of 904 laps. About 120 miles of running!

Noteworthy was also the drive that Dana Smeltzer put on in the last hour. He drove that car for a total of 164 laps, more than any one had posted all day long. Not good enough for the overall, but an excellent effort to move the team to the second spot overall.

The Losi team experienced problems in the final hour and although they were only able to post 122 laps, they still managed to place in third. A truly remarkable effort for the first time ever at an enduro.

The final standings were:

1. TEAM 2: Rich Lee, Jim Nelson, Chuck Phelps...904 laps.
2. TEAM 1: Dana Smeltzer, Mike Kimrey, Jerry Snow...857 laps.
3. TEAM 6: Gil Losi, Gil Losi Jr., Allen Losi...823 laps.
4. TEAM 9: Tom Douglas, John Douglas, Glenn Wilcox...801 laps.
5. TEAM 3: Dick Camp, Jim Jones, Ray Gallovich...784 laps.
6. TEAM 0: Dave Shuck, Tom Wong, Randy Wentz...736 laps.
7. TEAM 7: T. Brown, Eustace Moore, Benny Bullock...685 laps.
8. TEAM 4: Ross Koebler, Butch Koebler, Jim Bauer...641 laps.
9. TEAM 10: Lee Miranda, Mark Miranda, Dean Brown...625 laps.
10. TEAM 12: Lonnie Peralta, Eric Grisham, Lou Peralta...588 laps.
11. TEAM 5: Joe Terror, Joe Linch, Donny Sallenbach...283 laps.
12. TEAM 8: Bill Vickers, Rick Templeton, Dick Tyre...no laps.

The Pit Shop put on a fine race and one that we'll certainly remember for a long time and shall look forward to being there again next year.



The top three winning teams. (from left to right) The surprise team of Allen, Gil Jr. and Gil Losi Sr. placed third after being in second for most of the race. The winning team of Jim Nelson, Rich Lee & Chuck Phelps, strong from the first; and the second place team of Dana Smeltzer, Jerry Snow & Mike Kimrey.

R/C

RACING NEWS

It's your paper

SUPPORT IT!

6 HR. ENDURO
Pit Shop Raceway
1st. Place:
Rich Lee, Chuck Phelps
Jim Nelson

ae TEAM ASSOCIATED

6 HR. ENDURO
Ventura Club
1st Place:
Rich Lee, Chuck Phelps
Gene Husting

Performance & Reliability

1/8 GAS

1/12 ELECTRIC



MIKE LAVACOT

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

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

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



BUTCH BERNEY

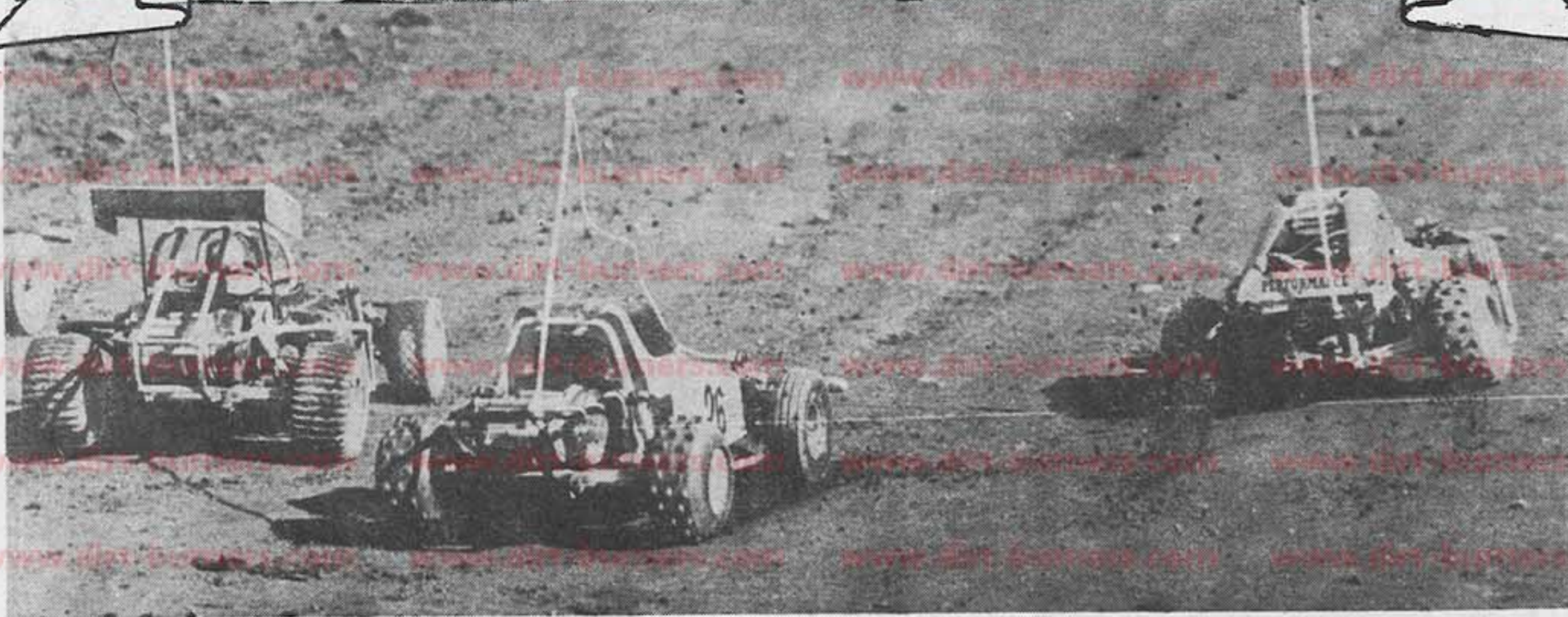
"FASTEST OF THE FAST"
TOP QUALIFIER 6 CELL MODIFIED (Butch broke
a transmitter spring in the main event). ● 2nd - 6
CELL STOCK & 3rd - 4 CELL MODIFIED

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

NOW READY!

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

1ST ORRCA-PIT SHOP



The first race of the ORRCA Series got underway at the Pit Shop. Above the start of the Open Heat. Check out the different tire set ups for better traction. Also the changing body styles.

ing her the second spot. Kirk Eden took third A main spot with some fine driving of his own.

Big Chuck Stage had his blue Honcho screaming through the course and when the checkered flag dropped, he had a commanding lead in the B Modified over 2nd place, Brad Joplin. Third place went to Chris Hawkes.

The C Main in this class saw Randy Cain edge out Scott Brown for the win.

There were only 7 Stock cars in this class and Mike Deming emerged the winner of the main. Mike has been ripping up lately, here and at the RANCH RACEWAY, and he appears to have if not the fastest, then one of the fastest stockers around. John Gudvangen, fast emerging as an excellent driver/racer, took the second overall but not until he gave Mike Deming a run

PIT SHOP Nov. 1, 1981

After several months of planning among the five (now four) Southern California Off Road Tracks, the first of the three-month-long series of off road racing got under way in Pomona California.

ORRCA has developed a scoring, racing and number system to differentiate all other racing from this Series.

Each contestant, whether in the Open, Modified, or Stock class, is assigned an ORRCA racing number and card and that number must be used at all ORRCA events during the three-month series.

At the end of the Series, new numbers will be assigned to those competing based in the order of overall finish in the previous series.

This first race of the series drew a moderate crowd at the Pit Shop. There were a total of 45 entries in all three classes.

Winner of the OPEN class, after very heavy competition through the heat process was Eustace Moore. Eustace took his M.I.P.

specially prepared single-seater, equipped with his own diff, front suspension, and shocks and lead almost all the way in the Open A Main.

Top Qualifier for the day and Trophy Dash winner, Gil Losi, Jr. managed to get only 3rd place, just behind dad, Gil, Sr. Lou Peralta and Jim Brophy, both of the MINI BAJA team, finished 4th and 5th respectively.

Eddie Street took the Open B Main for the first time and posted an excellent drive that made it a very smooth main for her. Erwin Bragg took 2nd and Denise Jones captured the 3rd spot.

In the Modified Class, Dennis Taylor, from the RANCH RACEWAY team, took his Baja Bug to the first spot in the A main. This car is one of the fastest and best handling cars in this class and Dennis is really going to be hard to beat.

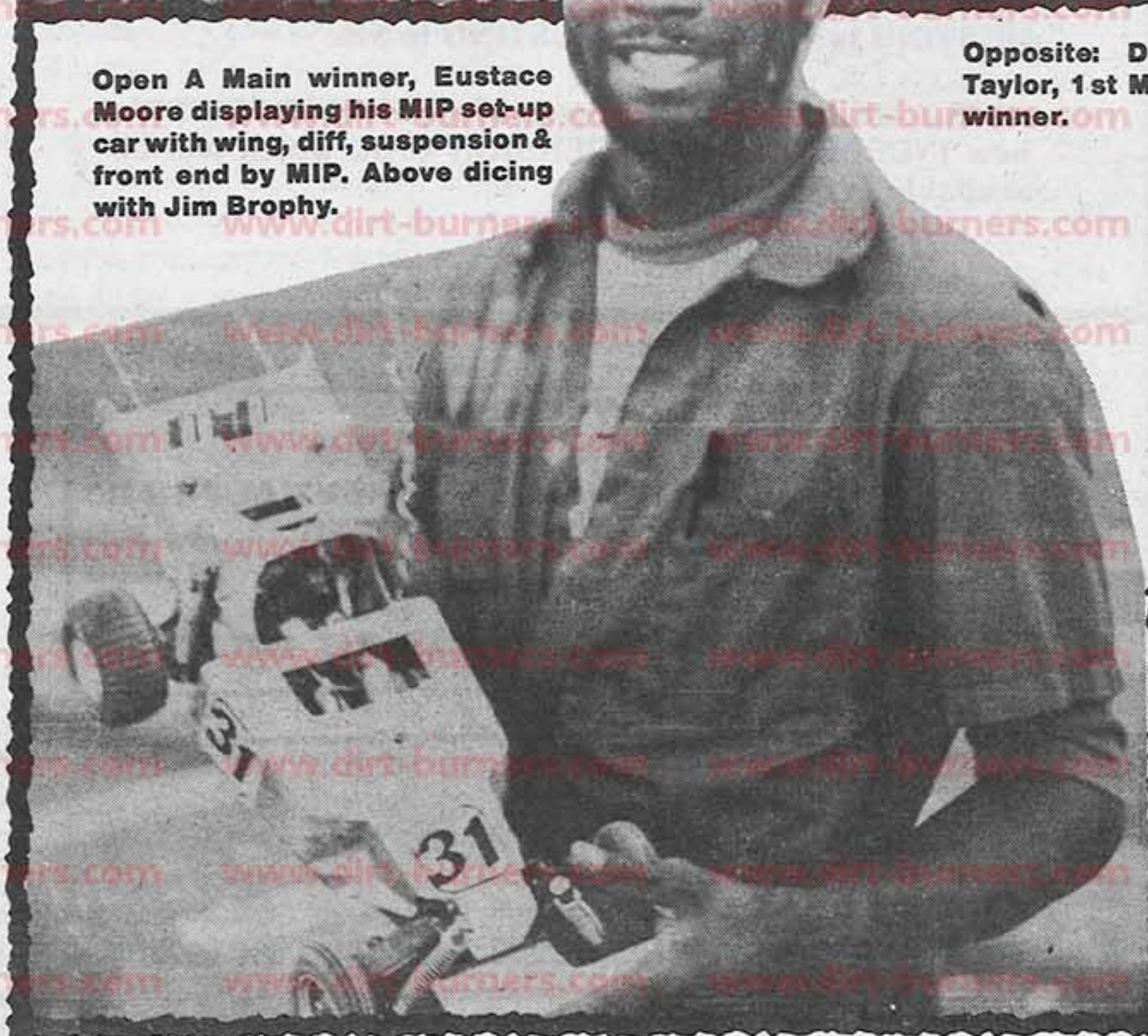
Eddie Street, running 2 cars today, took the second spot in the A main. Eddie is also proving herself among the gents and she is going to be a force to be reckoned with.

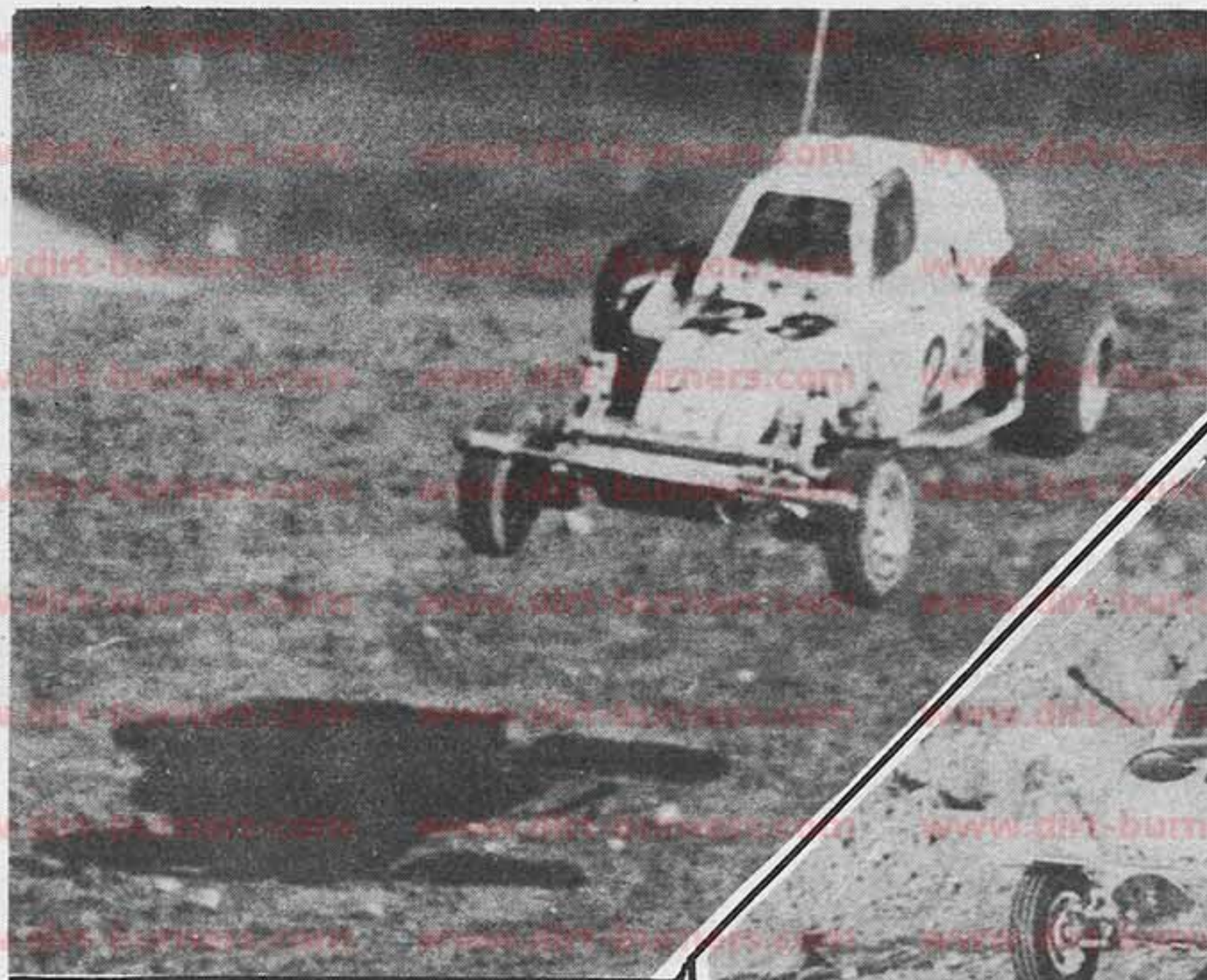
The able wrenching of husband Ed Street had her car running very smooth and stable allow-



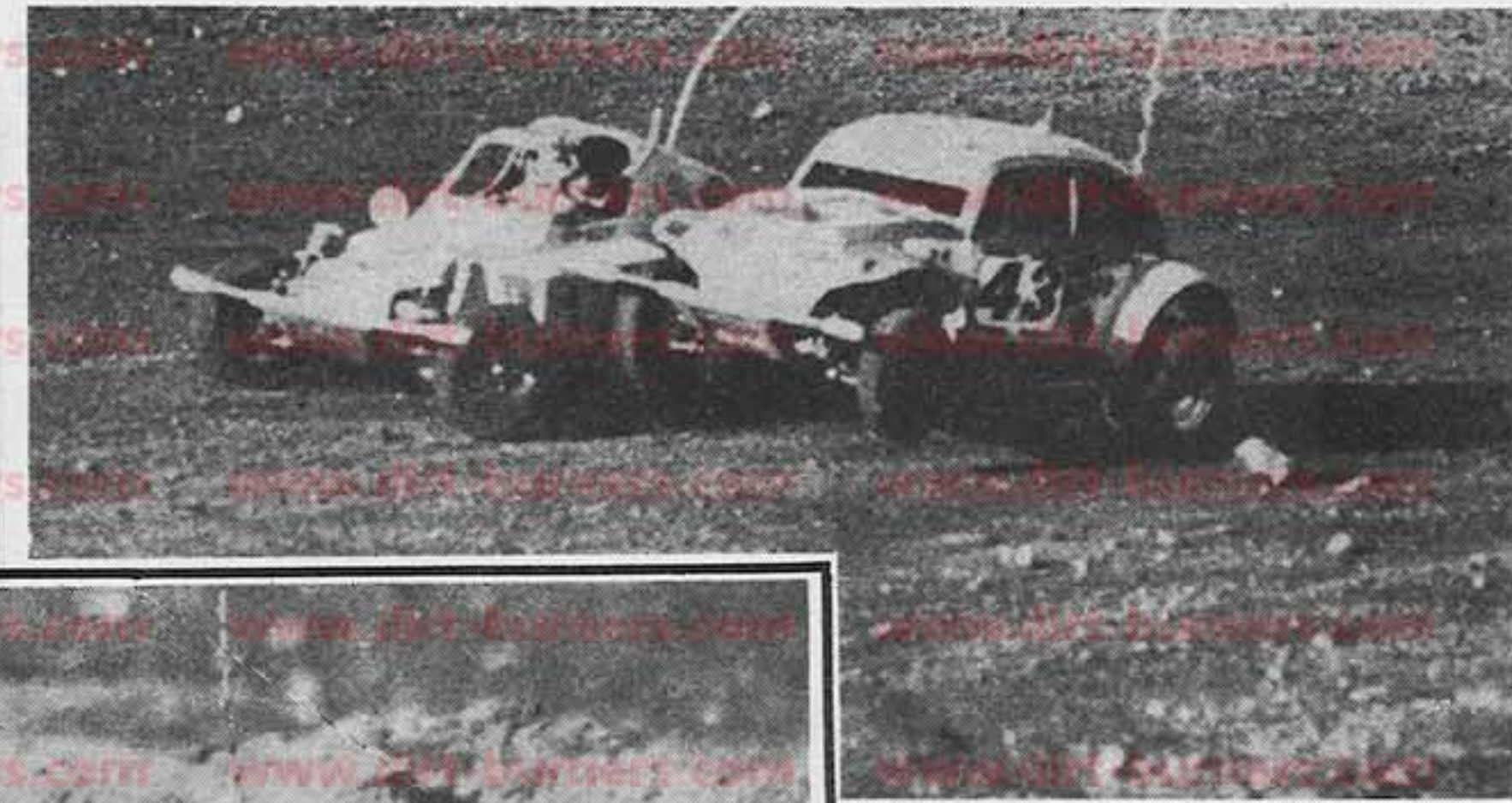
Open A Main winner, Eustace Moore displaying his MIP set-up car with wing, diff, suspension & front end by MIP. Above dicing with Jim Brophy.

Opposite: Dennis Taylor, 1st Mod. A winner.

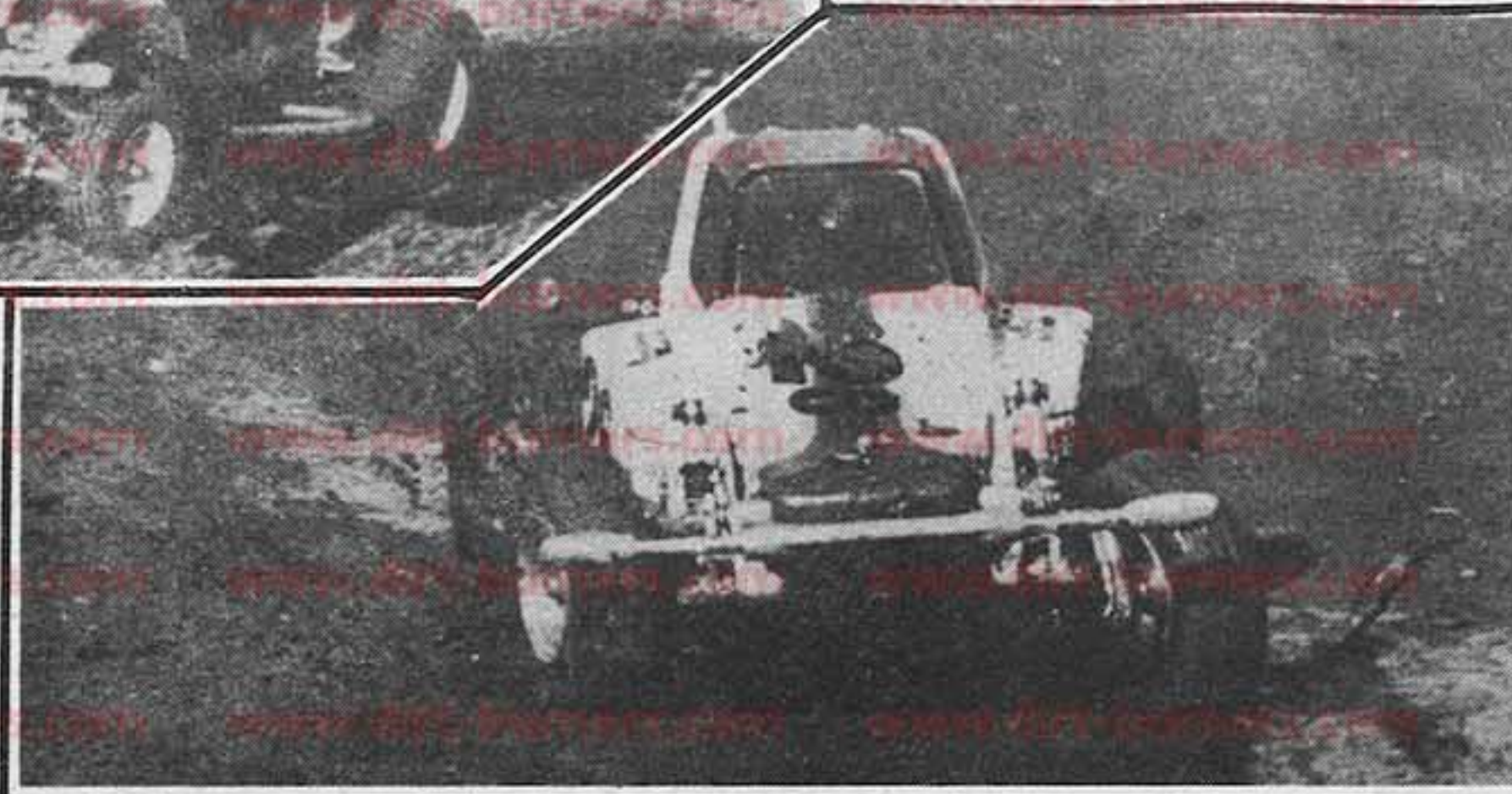




Chris Hawks' car 28 airborne over the jump (above). Kirk Eden (31) (right) took third in the Mod A main.



(above) Lee Brophy, bumper to bumper racing. Scott Brown's car (below) plowing through the mud & water.



An unusual driving style for the top lady driver in ORRCA, Edie Street, who took 2nd in the Modified A and 1st in the B Open Main. Husband Ed Street (pointing) wrenches, directs and chases cars for her.



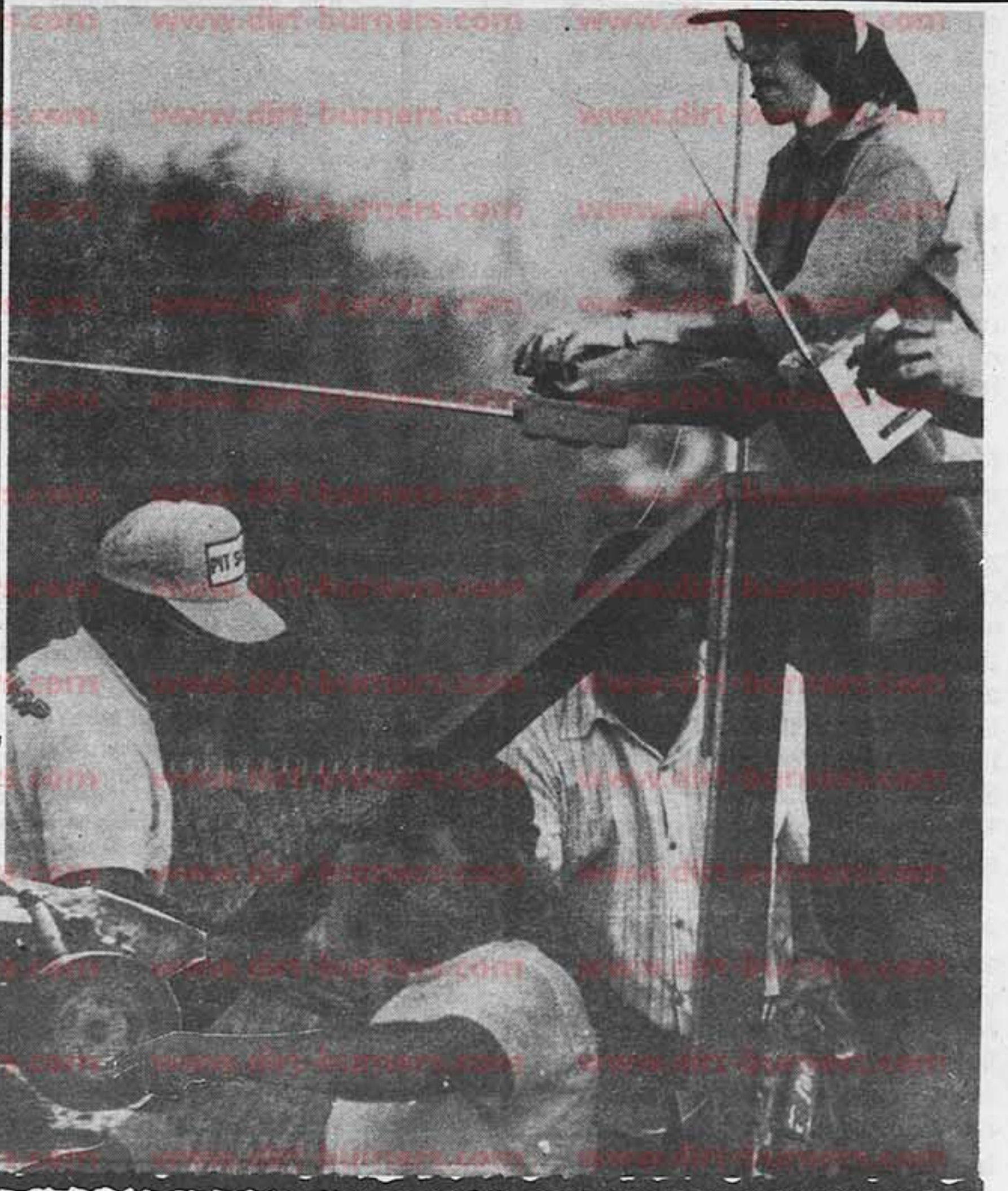
for his money. In 3rd it was Ed Street who has to be one of the hardest working guys around. Not only does he have to keep his wife's two cars running, but also his son's and of course his as well. Perhaps he should be mentioned for pit man of the year...for whatever that's worth.

So the first ORRCA series race is over. There are 14 races in the series and all you need to make is at least 11 of them during the course of the next three months so that you can qualify for the ORRCA Championships scheduled for late January.

But in the event that you can't make all the races, don't despair because you'll still have a chance to make the final program by qualifying the Saturday before the big race.

ORRCA hopes to have as many people involved in off road racing as possible and to have fun at it. While there are rules that govern the different classes and the points system, it is hoped that the main essence of ORRCA is that it is a fun way to spend a weekend afternoon.

Overall ORRCA points. Page 24.



MART NEWS

Reprinted from Nov. Newsletter

By Stan Smith, Editor.

THE REVERSE QUESTION

Many MART drivers have asked if reverse can or cannot be used at MART/ROAR races. We have written to ROAR and asked for a clarification of rule #22.03: "Control - normal forward/brakes and steering only".

Mike Reedy will be writing the official response soon. In the meantime, several MART drivers went to Indianapolis for the ROAR Region III Championship Electric Race. While there, ROAR V.P. and Contest Director, Joe Werner verbally explained the rule: #22.03 does indeed eliminate the use of reverse in all electric car classes including the modified class MART uses.

All major ROAR races are run without reverse. The Nationals, attended by Marv Thomson, did not allow reverse and the Region III Champs also banned reverse. So it does work, we can race without it.

Many reasons have been given for allowing and eliminating reverse. "Reverse means less corner marshalling, reverse causes more crashes, etc." And the debate goes on.

Mart will be starting its winter segment soon. You, the drivers, need an answer. Some will agree with MART's decision, others won't. However, since we adopted ROAR rules as ours, unless we officially change or add to them (like car numbers), it seems clear that ROAR specifically does not allow reverse. So MART will not allow reverse. This ruling will be effective starting with the winter series.

A note for those who disagree and want reverse: Write down your thoughts and send them to MART for consideration and/or inclusion in the newsletter. You have the forum, use it. Too much "grumbling" goes on behind the scenes.

FUTABA GIFT CERTIFICATE

Those drivers who won Futaba & Leisure Gift Certificates must contact Gary Veselica A.S.A.P. Gary must inform Futaba & Leisure who the winners are.

DETROIT M.A.R.T. RACE

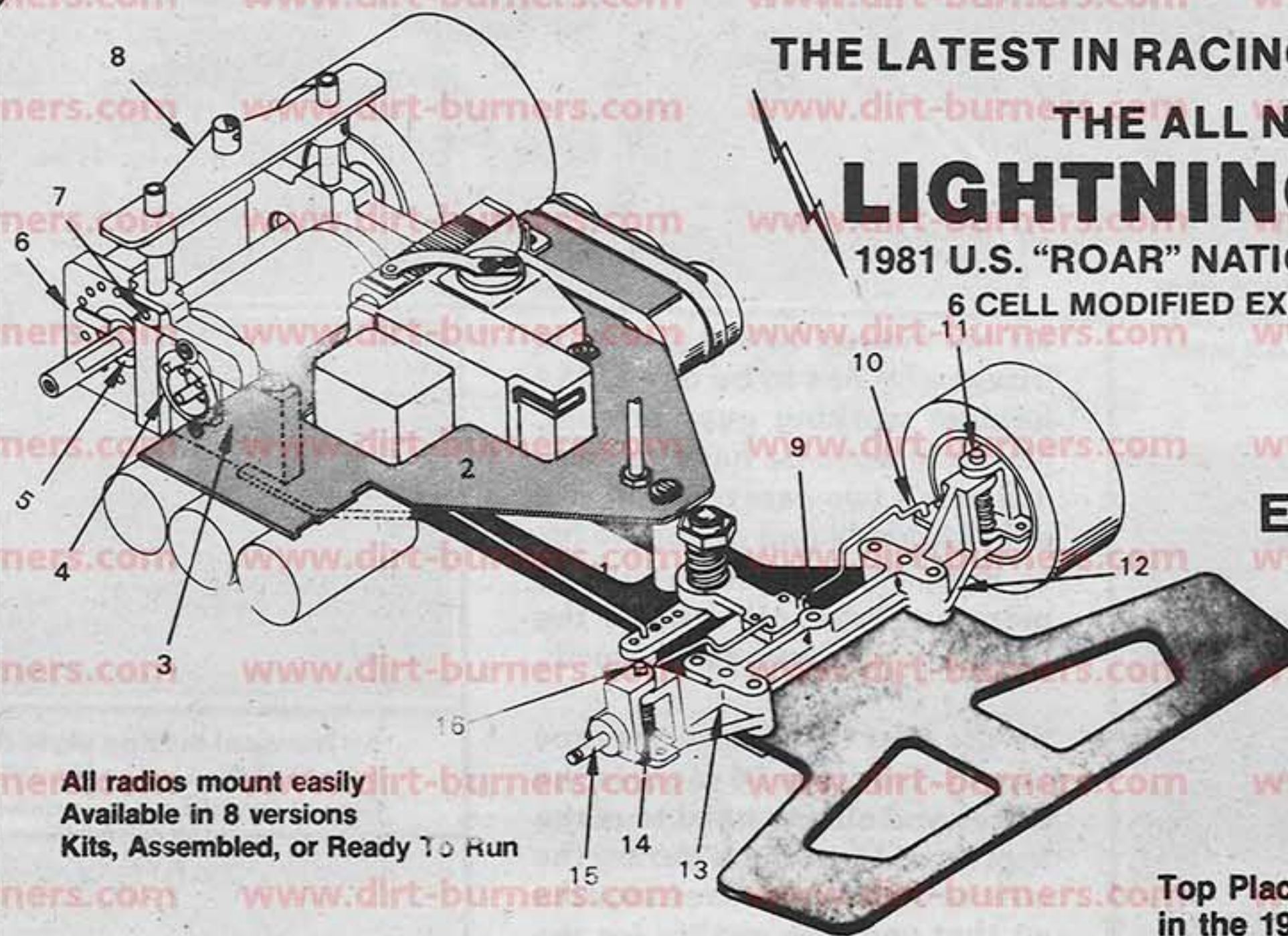
Thirty six drivers went to Detroit and enjoyed chilly but sunny weather and a track that chall-

enged both driving ability and your eyes? "Cause ya had a hard time seeing your car when it reached the end of the back stretch!!" Well, it wasn't quite like that, but it was the largest track most of us have ever run.

Detroit did a great job putting on this race and their facilities and equipment are second to none. The racing was exciting with Ron Schuur taking T.Q. and 1st in A main.



HIGHEST PERFORMANCE RACING CAR



THE LATEST IN RACING TECHNOLOGY

THE ALL NEW

LIGHTNING 2000

1981 U.S. "ROAR" NATIONALS WINNER

6 CELL MODIFIED EXPERT CLASS

**INTERNATIONAL
EXPERT CLASS
1/12 SCALE
ELECTRIC RACING
CARS
MADE IN USA**

**Winner of:
1980 French Expert
1980 Australian Expert
1980 South African
Nationals**

**Top Placing Production Car
in the 1981 European Championships**

Features Quality And Adjustability Unmatched By Any Other Electric Race Car

FEATURES:

1 CHASSIS—.080 thick epoxy board

- *Pre-lightened—controlled flex
- *Routed edges (not stressed from stamping)
- *Drilled & countersunk

2 SHAKER PLATE—.060 thick epoxy board

- *Pre-cut for small servos, adapts easily to others
- *Routed edges
- *Pre-drilled
- *Accepts most receivers with no modification
- *Neat wiring

REAR POD ASSEMBLY

- 3 *Two piece light weight injection molded nylon
- 4 *Adjustable motor cam for proper gear mesh
- 5 *Replaceable oilite bearing (Ball bearing available)
- 6 *Adjustable center of gravity rear axle cams
- 7 *Adjustable wing tube/rear body mount
- 8 *Wing tube tie bar for added strength

FRONT END ASSEMBLY

- 9 *Adjustable camber
- 10 *Adjustable Ackerman steering
- 11 *Offset kingpin inside wheel on wide wheels
- 12 *Adjustable caster with shims
- 13 *One piece molded nylon crossbar for proper alignment
- 14 *Adjustable independent front suspension
- 15 *Front axles are molded into spindle
- 16 *Replaceable steel kingpins

FRONT WHEELS—MOLDED

- *Super light weight
- *Replaceable oilites
- *.900" wide
- *"A" compound medium traction sheet foam tires glued & trued
- *Full 1.4" legal diameter

REAR WHEELS—MOLDED

- *Super light weight
- *Molded in aluminum set screw insert
- *Full 1 1/2" legal width 1.4" legal diameter
- *"D" compound highest traction sheet foam tires glued & trued

SERVO SAVER 2 PIECE MOLDED

- *Low profile
- *Adjustable tension spring
- *Adjustable movement arms

BUMPER—made from real Kydex®

- *Pre-Lightened & drilled

BATTERIES

- *Top quality G.E., sub C size, fast charge cells (Sanyo optional)
- *Wired w/heavy gauge flexible wire
- *Assembled cars have dip-sealed pre-wired packs

RESISTOR ASSEMBLY

- *Top quality 1 ohm Parma-wound w/adjustable brake winding
- *Easy change heat sink resistor mount
- *Complete with optional diodes to drop voltage & protect the receiver
- *Brass wiper arm and bronze high current contact button
- *Assembled cars are pre-wired

ACCESSORIES AVAILABLE ON SOME VERSIONS OR MAY BE ADDED

- *Graphite Chassis & Axles
- *Charge cord w/built in resistance
- *Differential rear axle assembly
- *Ball bearings for front wheels
- *Ball bearings for rear axle
- *Electronic speed control
- *Assorted main gears—46T, 48T, 50T
- *Assorted pinion gears—10T, 11T, 12T, 13T, 14T, 15T, 16T
- *Assorted painted or clear bodies

SEND \$1.00 FOR CATALOG TO: JOMAC PRODUCTS, INC., 12702 NE 124th ST., KIRKLAND, WA 98033 USA

Some of the "Old Time" MART drivers will remember that the FIRST MART race three years ago was hosted by Detroit at another of their three sites. Then as now, Detroit proved why they have a reputation of a Club dedicated to providing whatever is necessary for putting on well run, competitive races. With guys like Tom McGarry and Mark Bambrick, they can't go wrong!

RESULTS

A MAIN:

1. Ron Schuur
2. Barry Zulkowski
3. Tom Miller
4. Jeff Cook
5. Dave Lee Sr.
6. Judd Nichols
7. Tom McGarry

B MAIN:

1. Bud Bartos
2. Art Frelund
3. Marv Thomson
4. John Startks
5. Bob Herman
6. Bruce Shaffstall
7. Bill Novess

C MAIN:

1. Jim McCarthy
2. Jim Ruff
3. Steve Koepf
4. Mark Lenz
5. John Colosky
6. Tom Reynolds
7. Dave Lee Jr.
8. Butch Beebe

D MAIN:

1. Mike Corn
2. Mario Biscaro
3. Chuck Ewing
4. Doug Dubois
5. Leon Neil
6. Larry Noren
7. Mark Bambrick

E MAIN:

1. Carl Mollitor
2. Kevin Brown
3. Doug Bennett
4. Stan Smith
5. Randy Stanham
6. Keith Hamilton
7. Ken Hamilton

TENTATIVE MART WINTER SCHEDULE

We are still working out the details for the dates but we wanted to publish something A.S.A.P. Our appologies to the Clubs listed with the months or dates they haven't had time to confirm.

All Club Representatives please note: Please send flyers for your races to each Club as well as to MART. We've have the following dates:

- January 9, 1982 Kalamazoo
- February 13, 1982 Jackson (R/C show)
- March 20, 1982 Saginaw (R/C show)
- April 10, 1982 Detroit
- May 1, 1982 Muskegon
- May 22, 1982 Lansing

MART ROSTER

CARS (Capitol Area Racing Society)
Lansing Representatives:
Stan Smith (517)373-0982/882-0907
John Colosky (517)882-3752

Kal-County Miniature Racers
Kalamazoo Representatives:
Judd Nichols (616)349-9763

PCCR (Port City Car Racers)
Muskegon Representatives:
Dan Abma (616)245-0583
Cal Postma (616)677-5419

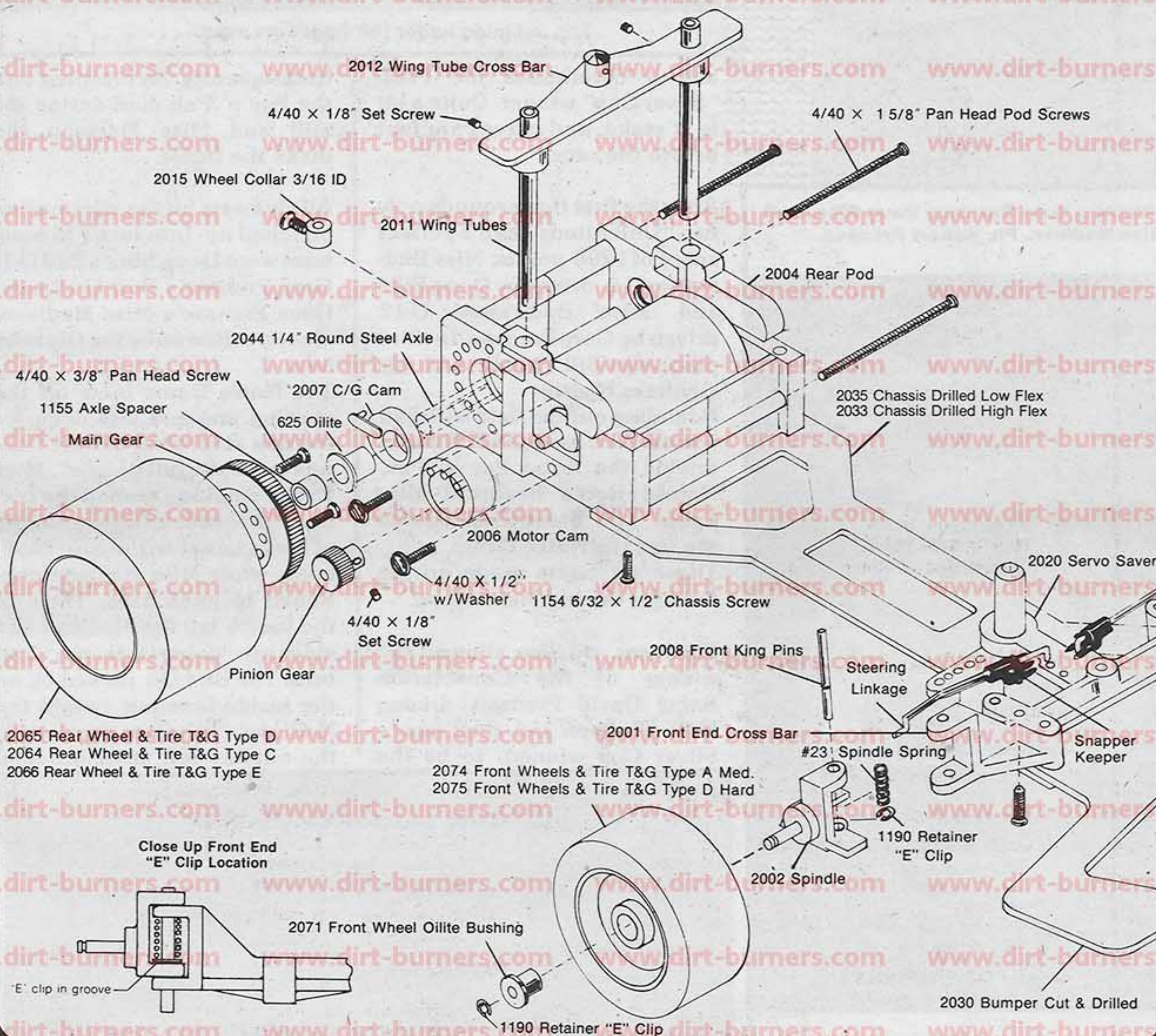
RACE (Radio Automobile Club Enthusiasts) Jackson Representatives:
Gary Veselica (517)782-8181 xt264
Chuck Ewing (517)783-6541

CART...Charlotte Representative:
Mike Cook (517)543-2917
Terry Dowker (517)543-1734

Valley Model Car Racing Assoc.
Saginaw Representatives:
Pat Sapikowski (517)662-2406
Mike Karmol (517)684-3705

D.R.C.C.C. - Detroit Representatives:
Tom McGarry
Mark Bambrick

Electric 2000 Chassis Assembly Exploded View Chassis Drawing



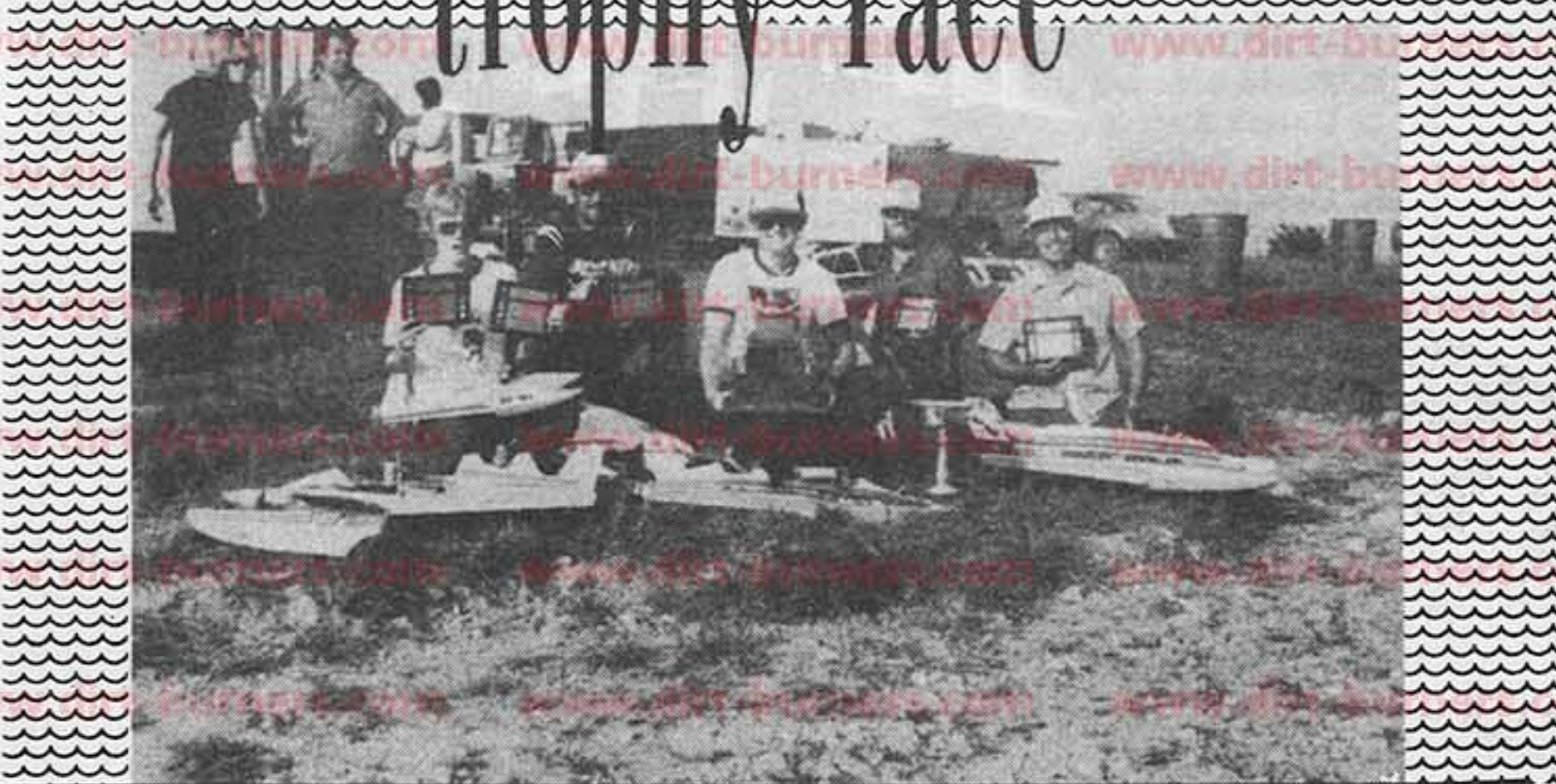
JOMAC ELECTRIC MODEL FEATURES COMPARISON CHART

	MOTOR	NICAD BATTERIES	CHASSIS	SPEED CONTROL	FRONT BEARING	REAR BEARING	DIFFERENTIAL	BODY (LEXAN)	CHARGE CORD	RADIO	FORM
2300	Not Included	Not Included	High Flex G-10 #2033	Not Included	Oilite #2071	Oilite #625	Not Included	Not Included	Not Included	Not Included	Kit
2320	ROAR Stock	6 Kit	Lexan Molded #2025	Not Included	Oilite #2071	Oilite #625	Not Included	Not Included	Not Included	Not Included	Kit
2330	ROAR Stock	6 Kit	Lexan Molded #2025	1 OHM Resistor Kit	Oilite #2071	Oilite #625	Yes	Not Included	Not Included	Not Included	Kit
2340	ROAR Stock	6 Kit	High Flex G-10 #2033	Not Included	Oilite #2071	Oilite #625	Not Included	Clear	Not Included	Not Included	Kit
2360	ROAR Stock	6 Assembled	Low Flex G-10 #2035	1 OHM Resistor Assembled	Oilite #2071	Oilite #625	Not Included	Painted	#596	Not Included	Assembled
2370	ROAR Stock	6 Assembled	Low Flex G-10 #2035	Electronic #486	Oilite #2071	Oilite #625	Not Included	Painted	#596	Not Included	Assembled
2380	ROAR Modified	6 Assembled	High Flex G-10 #2033	1 OHM Resistor Assembled	Ball #2072	Ball #624	Yes	Painted	Not Included	Not Included	Assembled
2390	ROAR Stock	6 Assembled	Low Flex G-10 #2035	1 OHM Resistor Assembled	Oilite #2071	Oilite #625	Not Included	Painted	#596	Futaba	Assembled
111	ROAR Stock	5 Assembled	Lexan #710	Resistor w/Reverse	Brass	Nylon	Not Included	Painted	#596	Not Included	Assembled
112	ROAR Stock	6 Assembled	Lexan #710	Electronic #408	Brass	Nylon	Not Included	Painted	#596	JoMac Mach 3	Assembled
192	ROAR Stock	6 Assembled	Lexan #710	Electronic #408	Brass	Nylon	Not Included	Painted	#596	JoMac Mach 3	Assembled

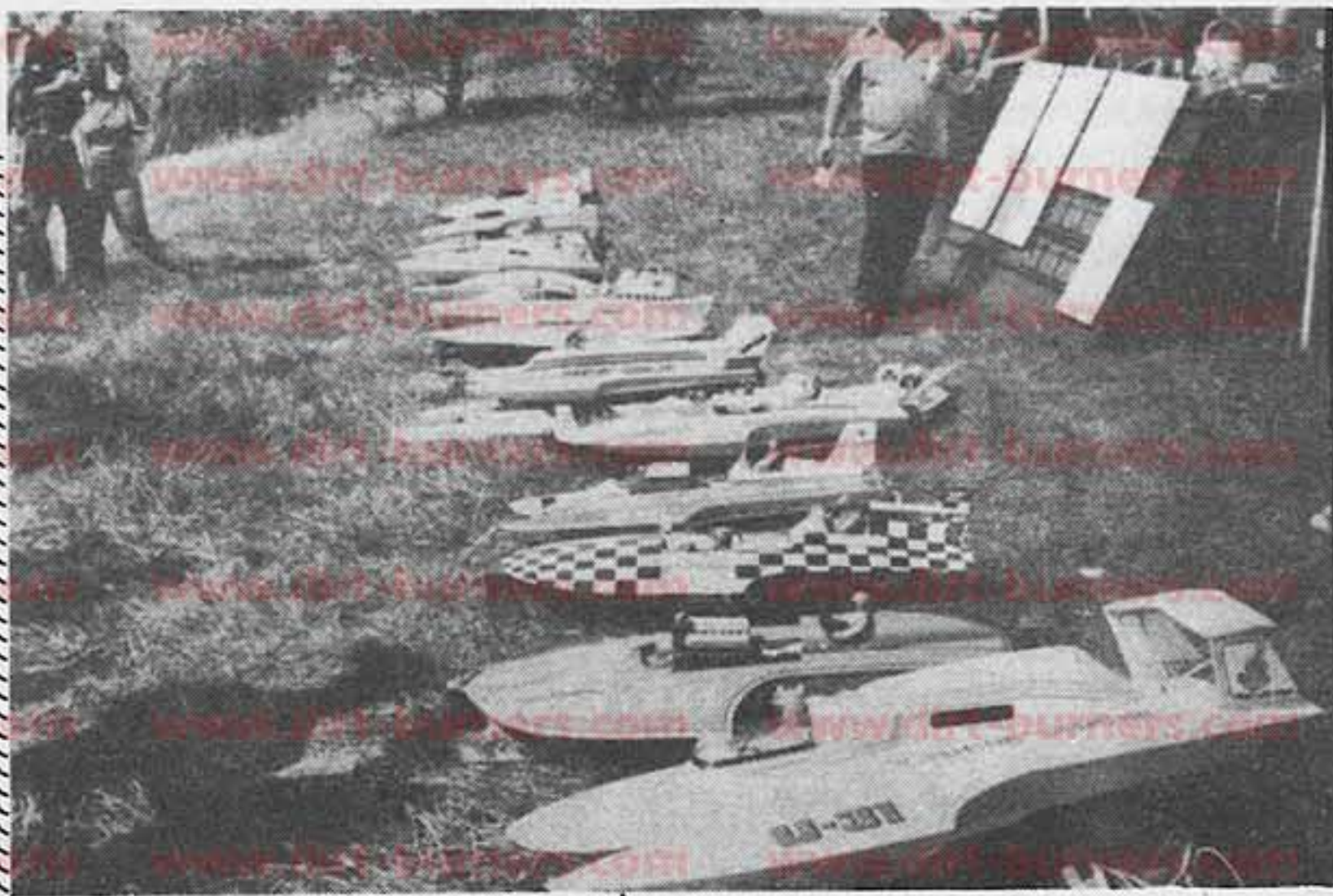
Sanyo batteries optional instead of G.E. All models may be built as 4 cell cars.—See Order Form

1981 SILVER CUP

Trophy Race



The winner's circle: Dave Preusse, Bill Pistello, Gary Preusse, Doug Riha, Phil Thomas. Note the damage suffered by Miss Madison. Ph. Robert Preusse.



Lining up for the Concours event.

Story & pictures by
Robert J. Preusse

September 20, 1981

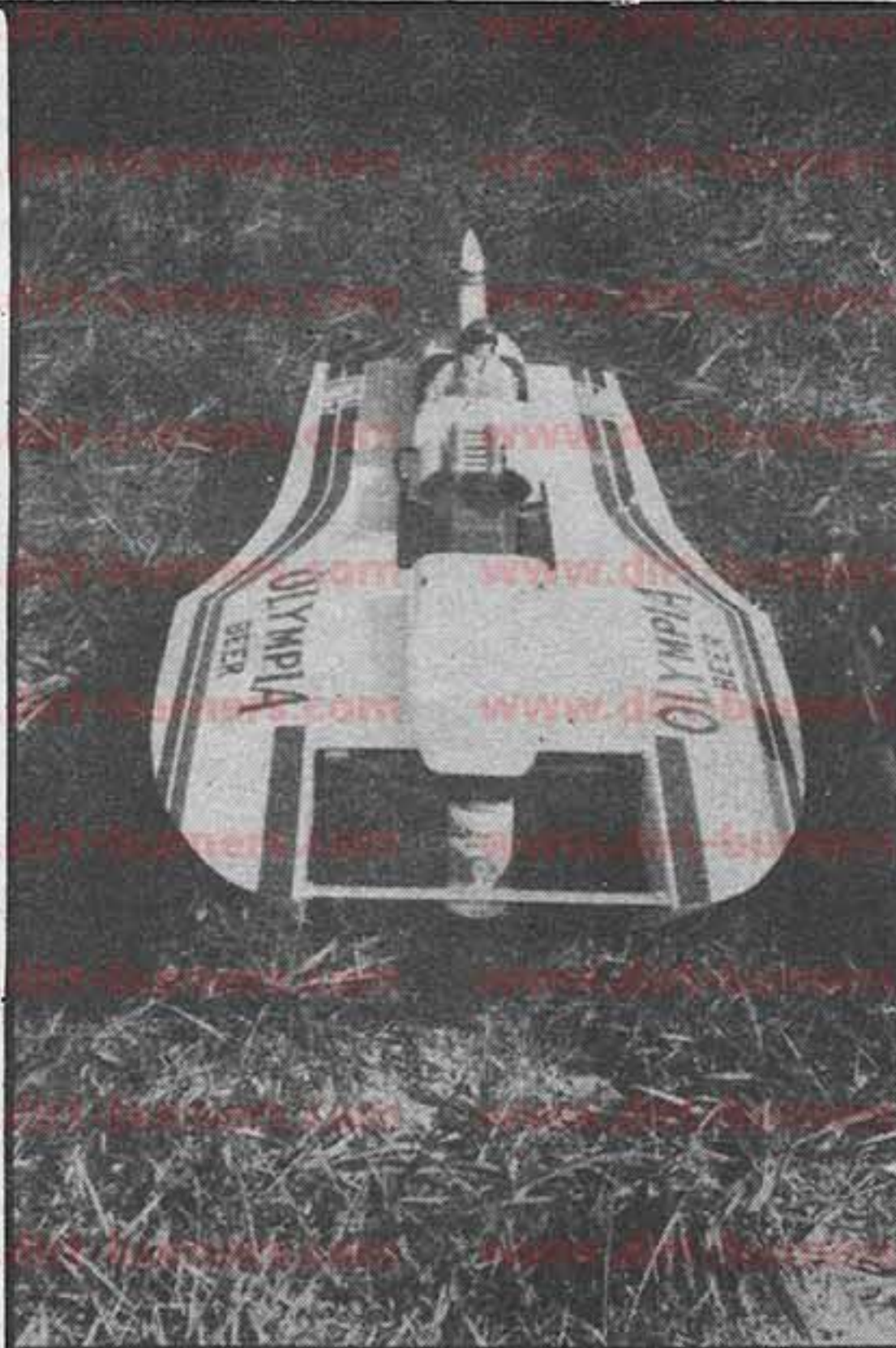
THE MINUTE BREAKERS MODEL POWER BOAT CLUB of Countryside, Illinois, held their 7th Annual "Silver Cup" Trophy Race for the 1/8th scale Unlimited Hydros.

The "Silver Cup" race has become the most prestigious event for the scale class in the Midwest. Entrants come from Indiana, Wisconsin, Michigan, and of course, Illinois. In fact, we have some spectators that drive two hundred miles just to see these boats compete.

The race was held at Tollway Lake which is the Club's primary racing site. There's plenty of room for the large tear-drop shaped course which is used for this class.

Contest Director, Gary Preusse had the workers out early, the day before the race, to set up the course and make sure the site was race ready. This is very helpful to the out-of-towners because everything is ready when they arrive early in the morning so they can have ample open water space to set their engines.

Racing started promptly at 11:30 am with preliminary Heat



1A. The race program follows the format of the prototypes, in that we schedule the preliminary "heats" at approximately 10-15 minute intervals.

The result is a very enjoyable contest for the boaters and very professional-looking event for the spectators.

Fourteen (14) 1/8th scale boats competed in three preliminary rounds trying to accumulate points toward the Main event. This is a winner-take-all finale

and it determines the 1981 "Silver Cup" winner. Quite a bit is at stake, and nerves are taut before the race.

After the first three rounds only two "Unlimiteds" had a perfect score of 1200 points: Miss Budweiser U-1, driven by Doug Riha and Miss Budweiser U-12 driven by Gary Preusse. In third place was Bill Pistello with his Oly Beer Hydro.

Rounding out the field with 825 points each were; Phil Thomas driving the turbo Pay n' Pak, Harold Rott's beautiful Miss Exide, and Steve Ball driving the famous Notre Dame. These six boats made up the field for the big Main event.

This year, we also allowed the winner of the Consolation Race, David Preusse, driving Miss Madison U-6 (last year's Silver Cup winner), to be the

back-up entry. As it turned out, the Pay n' Pak died during the mill and Miss Madison did make the finale.

All six boats hit the starting line bunched up. Into turn 1 (5 bouy turn) were Doug Riha's Bud U-1, Gary Preusse's Bud U-12, and Dave Preusse's Miss Madison, closely followed by the Oly Beer boat.

The Notre Dame blew off the starting line and was done for the day. Rounding out the field was an "oldie but goodie", Miss Exide, smoking around the corners. The lead changed a couple of times between the two "Bud" boats while Miss Madison continued to push hard. Then on the fourth lap the Madison slid sideways going into the first turn. The Bud U-1 moved by on the inside lane but caught the Madison's left front sponson in the outside left sponson skin.

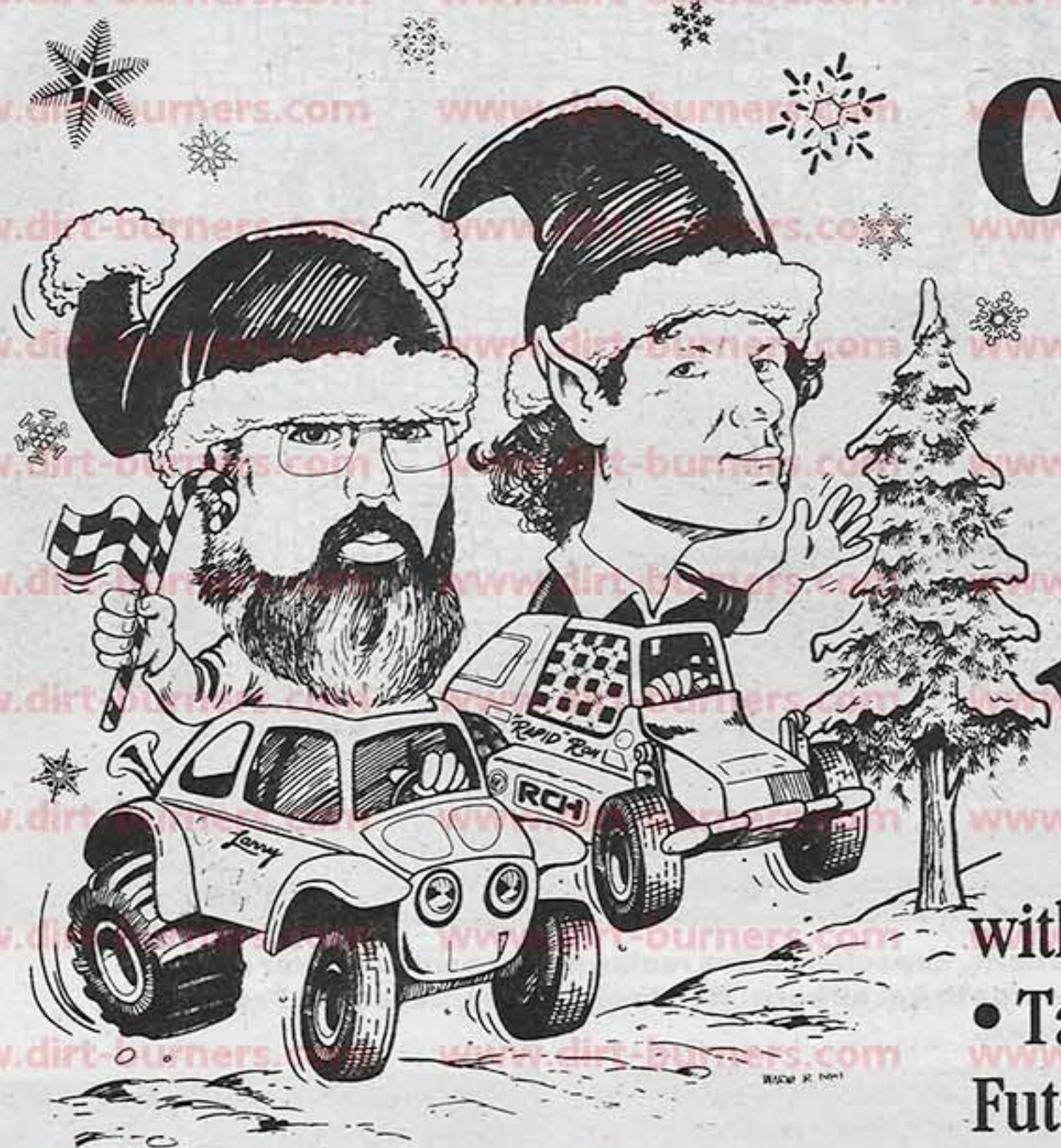


Miss Madison (above) winning the Consolation Race. Phil Thomas & son (left) with his beautiful turbine Pay n Pak, which won the Concours event.

(contd. page 41)

Santa's two weird little helpers have a Christmas Special

...that's really special



FREE!

Set of 4 RCH aluminum racing wheels (valued to \$33.95)

with purchase of complete off-road kit consisting of

- Tamiya Rough Rider or Sand Scorcher car kit
- Futaba FP-2F Radio with one S-27 Heavy Duty Servo & one S-26 Servo
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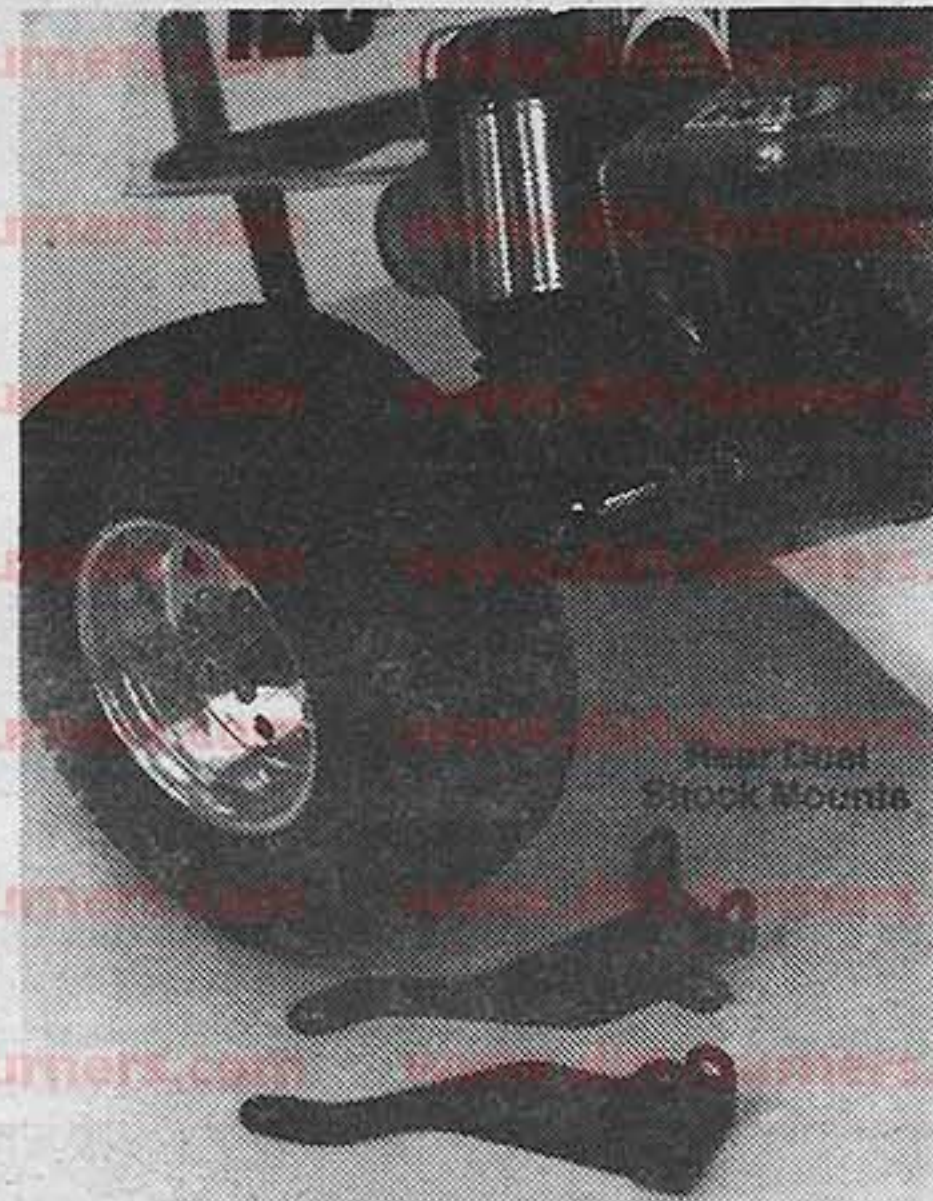
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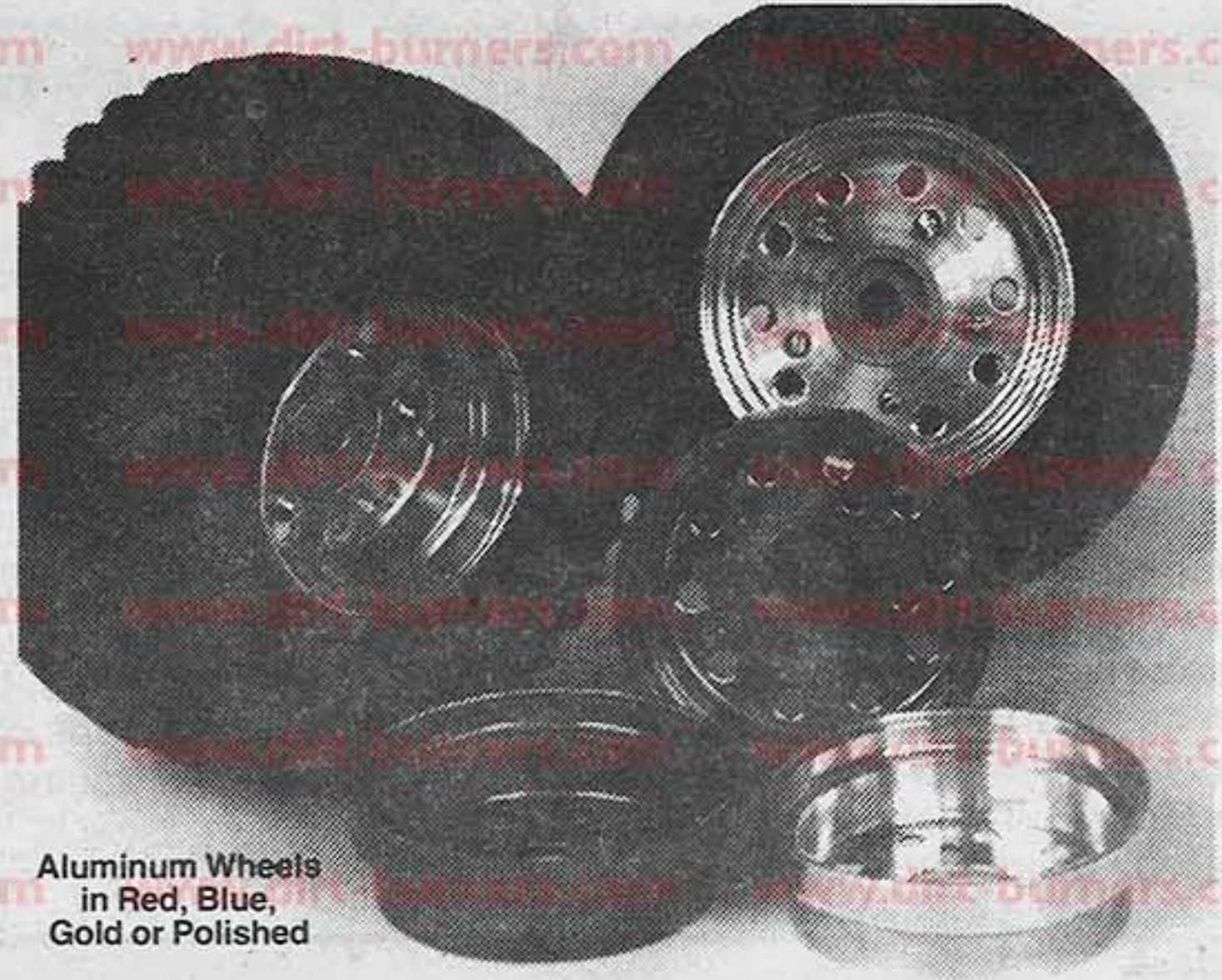
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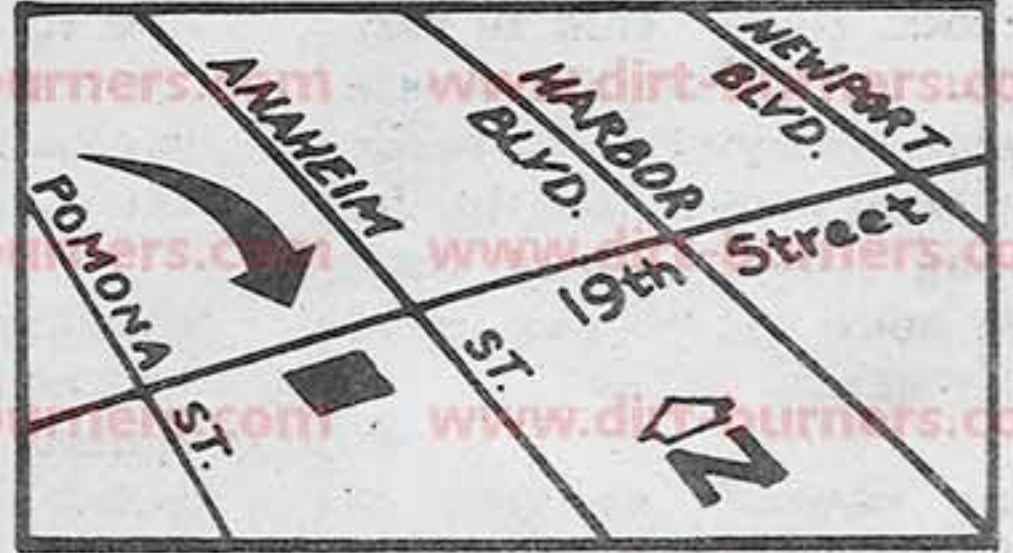
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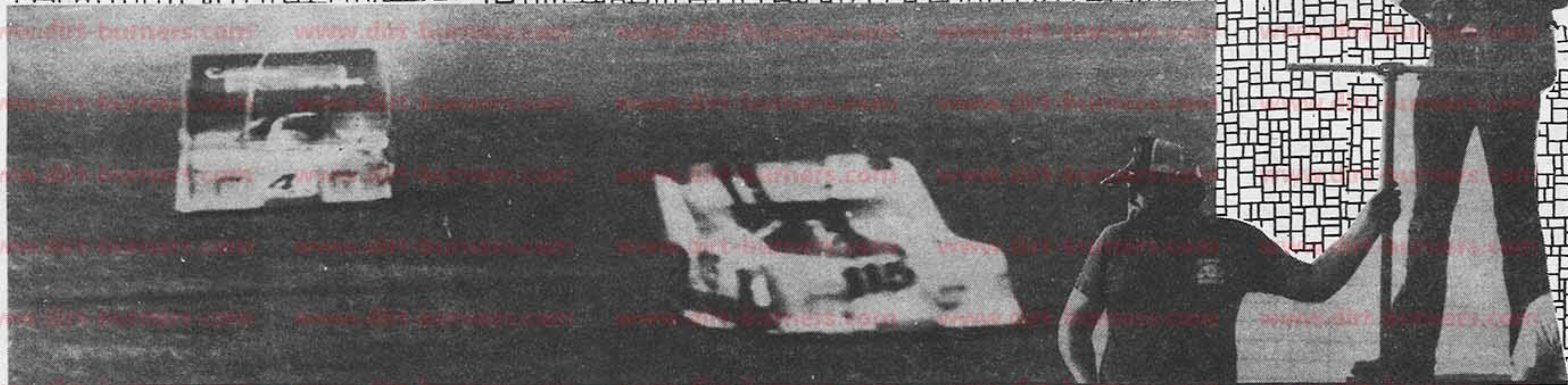
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The Last Club Race ... VENTURA ROADRUNNERS



Ventura, CA Story & photos by
Oct. 25, 1981 Richard Schwalm

With the passing of time, summer heat, and lazy evenings, we move into the Fall chill. Warm weather comes to a close and so does the gas racing season of the Ventura Roadrunners. A last chance to enhance one's club point standings before the annual banquet.

Everyone assembles all of their seasons hard earned (and paid for) lessons of speed tactics and inside trick racing secrets. Old battered bodies, thin tires and remnants of the fastest engine parts are combined into a last ditch effort for success.

Bob Coughran chose this event to premier his revolutionary, all-independent suspension car, "The Phalanges Phantom". The chassis was layered neoprene foam stiffened with fiberglass. Suspension, radio equipment, engine, etc... were cleverly housed inside a torpedo

Gas racing, 1/8th scale, requires precise reactions, especially when racing in close with another car. One wrong movement at high speeds and the car wants to get airborne. Newly elected Ventura Club President, Tom Douglas, gets helpful pointers from pit crew.

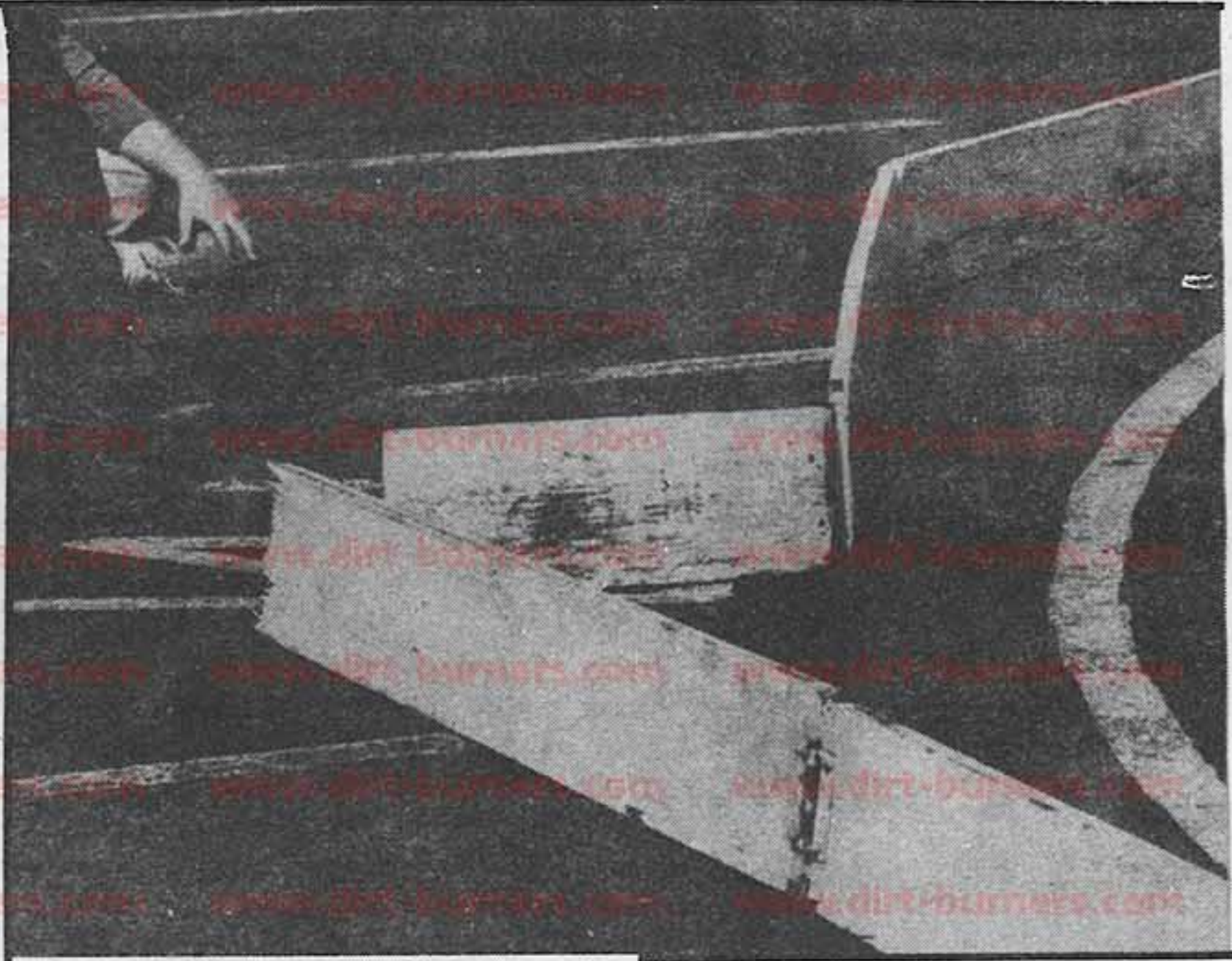
shaped body (ROAR illegal) with an over-sized exhaust in the rear section. The car failed to qualify due to developmental problems (too much toe-in), but it will be race-worthy by the Six Hour Enduro.

The weather was cloudy, cool, and conducive for maximum power. Track conditions were on the slippery side, but with an extra practice round, it assumed its usual grippy surface.

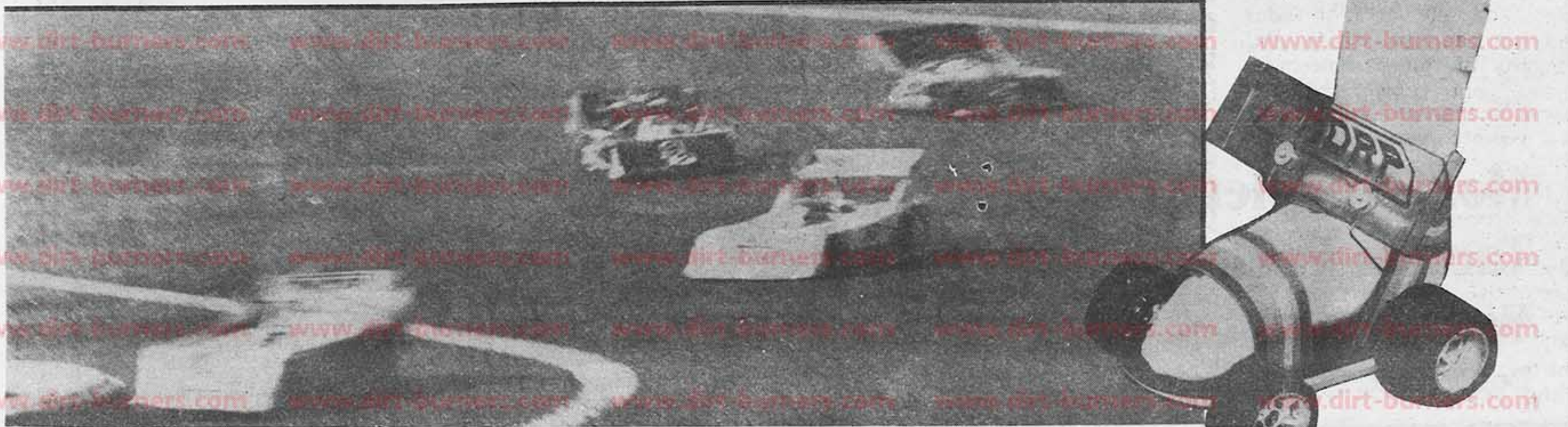
The current rule of allowing the winner of any main to transfer up to the next main, leaving first place, was used. Rick May won the D main and transferred to the C, placing second. Les Amman won the B main and transferred to the A.

The C main was won by Jim Jones after many laps of hard, and at times wild, racing.

(contd. page 39)



Sometimes spectators fail to realize how dangerous some of these cars can be. Note where an "out of control" car made its exit.(above) New Thorp-designed alternative transportation method. Photo.R.S.



The "blur" off a fast sweeper accentuates the high speeds these cars can reach. (above) Perhaps not as fast, but equally noteworthy is this Thorp-modified alternative transportation method (right) R.Schwalm.

OFF ROAD 1981 Massachusetts style.

Story by Bill Dolack

East Longmeadow, Mass.
November, 1981

The 1981 Off Road racing season has come to a close at Bill's Hobby Supply in East Longmeadow, Mass. The season consisted of 13 races featuring the MRC/Sand Scorchers and Rough Riders 1/10th scale off road cars. Although not getting the number of entries as "out West", we did manage to have a lot of fun and start great R/C activity out here.

The top three point leaders for the year were Chuck Sullivan of Holyoke, Mass. with 143.5 pts. Don Stebbins of Springfield, Mass. was second with 126.5 pts. followed by John Brown, also of Holyoke, who dropped to third in the final standings with 121 points. Mechanical problems forced him out of the final race.

Chuck Sullivan also led all drivers in the points per race average with 11.03, just nosing out John Brown in the final race by .03 points.

Drivers throughout the year ranged from ages 10 to over 60 years old. There were also two ladies competing this season.

The season got off to a bang on May 17th with over one hundred spectators cheering the racers on.

Don Stebbins came away as the big winner on that day as his black and yellow Rough Rider led the pack of five for the majority of the 12 lap main event. John Brown was that day's second finisher and third place went to Linda Flaherty of Holyoke. The other two drivers in the main were Bob Allen and Russ Brown.

Mike Glista of Ludlow, a member of the GEARS club, called the race, while Bill Dolack, of Bill's Hobby Supply presented the trophies to the winners. Bob Echo, promotional director for Speedway Scene, presented Don with a Rusty Jones baseball cap.

Also throughout the year, several 1/12th scale races were held which generated a lot of public interest. The majority of the racers were members of the GEARS club.

The future for R/C electric racing seems extremely bright for all of us in Western Mass.

In March 1982, R/C racing will be a big part of Racearama '82, the largest race car exhibition in the Northeast. Twelve races are scheduled, including a three-race series, IROC, for stock car drivers throughout the Northeast and also an off-road race. There are over \$3,000 in prizes, trophies and contingency awards.

The off-road race is to be held on March 6th, and it will be our first points race for 1982. Information can be obtained from Bill's Hobby Supply, 600 N. Main St., East Longmeadow, Mass. 01028.

GLASTONBURY, CT.

GEARS President, Paul Senyk has announced the winter racing dates for the club. They are Nov.29, Dec.20, Jan. 17, Feb. 21, March 14, and April 11. Racing is from 10:00 am to 12:30 pm. For more information call Mike at (413)547-6067.

Bill Dolack

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Art Carbonell's 1/8th WORLD CHAMPION INTERVIEW:



Art Carbonell (left) with Ted Longshaw after capturing the 1/8th scale World Championship in Indianapolis this past summer. Art drove an almost perfect race.

Art Carbonell, driving for DELTA MFG., drove his 1/8th scale road race R/C car into the record books by beating 120 of the best R/C drivers from all over the world this past summer in Indianapolis. He is the reigning world champion and will be for two years when the next World Championship event will take place and Art will place his title on the line. We spoke with Art over a telephone interview to share his thoughts about R/C racing, preparing for the World Championship and his future in racing...

November 16, 1981

Art, as you know, we publish a monthly paper dealing in all types of Radio Control racing. I think our readers would very much like to know more about the World Champion in 1/8th scale racing. How long have you been into Radio Control racing?
Well I've been running since, uh... 1970, I guess.

Have you always been in 1/8th scale racing or were you in other forms of R/C?
Oh, I started in 1/8th scale, yeah. I haven't...I didn't fly airplanes or anything like that.

Are you involved in anything else other than 1/8 scale now?

Well no, not really. Uh, I've got a hobby...shooting, you know, but that's not part of this hobby, you know, target shooting, hand shooting and such.

What made you get into 1/8 scale?
Well I was running slot cars before and one thing led to another, you know, but a friend of mine had an 1/8th scale car put together and he was kinda of old and he didn't want to drive it any more...so, well, we got together and I started running the car.

What kind of car was it?
Well it was an original Thorp car and we modified it a little here and there, but (laughs) back then, anything went.

Do you remember how much it weighed?

Oh God, probably 6 lbs. It was... they were the old belt drives, you know, the first ones, the ones with the teeth on the belt, you know, (pause) the simple ones. (laughs)

Have they gotten too complicated, you think?
Well, some people say it's complicated, some say its better, so I don't know.

Do you still have your first car?
No, no.

When did you first get into the racing aspect of it?
It was with that car. We started racing that car in Miami at a club

track and uh...I don't know, there were 4 or 5 other guys and we just started racing then, back in 1970. I lived in Miami then.

After the Thorp car, what was your next car?

I think it was a scratch-built one. It was like an old Taurus car, I don't know if you remember that. It had a big power pod in the back and a friend of mine had one that I really liked. (laughs) Anyways, it was a scratch built, something like that, they were sort of similar. Then I had...uh (laughs again) well I guess I had a "Marker" after that. Dave Bloom makes them here. (Lorimor, Iowa)

Did you do well in racing back then?

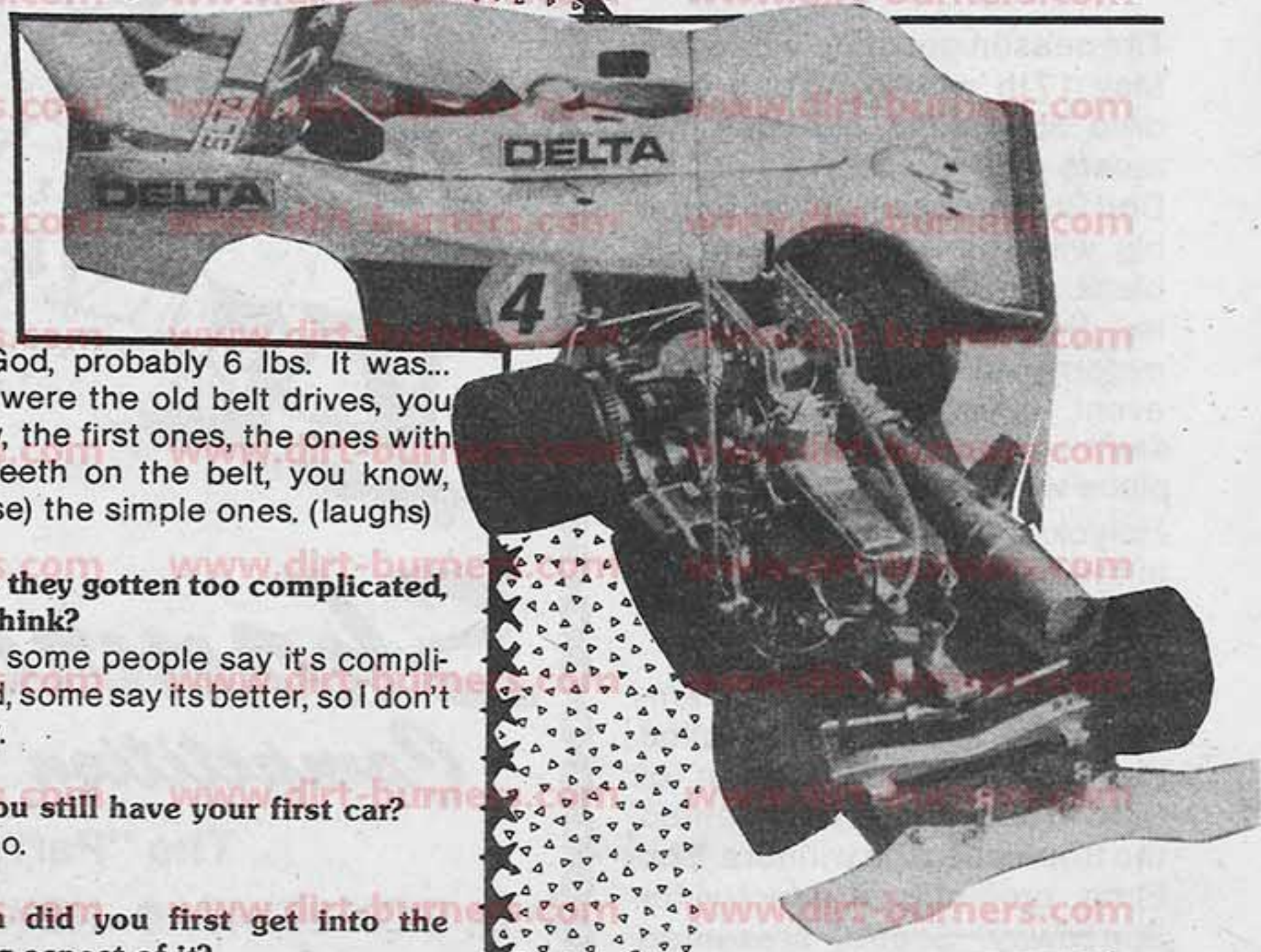
Well when we started running that Thorp car, we were all beginners back then and we had the club races. And I guess we had 12 races and I think I won 9 of the 12. But the main thing we did was just go out Saturdays and practice and uh... tune up for the race. Others came out on Sunday and expected to win without practice.

What kind of motors were you running then? It was a Vicco, and I guess it was K & B who made it.

What was the fuel like then?
The fuel was basically the same. I think we were running K & B 100, I guess it was back then. I think it was only 5% nitro.

When did you finally team up with DELTA?

Well, it was...They had the first Winternationals there, I guess in June of '73, down in Miami...in the beginning of '73 or something. They (DELTA) came down for the race...Ken (Campbell)...He was running around and we ran the race and 'met' or whatever. Then I wanted to race the Midwest Series



Five years in the making paid off for the Delta World Champion car.

race...the Midwest had a big series then, so I guess we got together there (in Miami) and I came up with a friend of mine that year...in '73... up to Delta, which was located in St. Louis then. And I started racing with them. I brought my own car to race, which was a "Marker" then...it was their competition (laughs), but they gave me a car and I switched.

So you went up to St. Louis with your own car but when you got there they gave you a DELTA?

Yeah, well I wanted to race the series, you know, a couple of races at least, and I had to work somewhere, so they offered me a job doing something in the plant.

So you've actually been with Delta, not only racing with them but also working since 1973?

Yeah, I worked drilling holes, soldering here and there, you know, typical production work and also raced for them. My first race for Delta was in Indianapolis. It was an indoor 1/8th scale race...and it was snowin' outside (laugh) and we were racing inside.

What do you do at DELTA now?

Well I'm in R & D now, racing and

developing and making pre-production parts. Trying to get better working parts and experimenting.

Obviously you must have been doing the right R & D to help you win. I'd like to touch a bit upon yourself, as to what you do for yourself to prepare for a race. Can you give me an idea how long it takes you to get ready for a race, what you do physically, mechanically and mentally to get ready?

Well, since I do work everyday on this stuff, I don't really have any set...well I was gonna say "goals" or whatever...but when I'm working all the time, I'm with it. My car is pretty much ready, you know. Like the one that I ran at the World Championships with, it's been running for 2 or 3 years...the same basic car with new parts and everything. That car in fact has been in development for five years, so you know, it's very well put together.

Very well tested right?

Yeah, so it really wasn't anything new...anything tricked, you know, especially for the World.

You mean to tell me everything you ran in that car is available?

Oh yeah! It is right now...it was available before then.

I know you came out here to the West coast prior to the World, to run in the McCoy race. Was that race to be used as a testing ground for the World race?

Uh...yes and no, ok. The car was... like I said before, really ready, we really didn't do any changes and I was just trying to get mentally ready by racing with the fast guys here, which I knew were gonna be in the top in the World. I was really surprised at the World that some of those guys didn't make it. But that's the way it sometimes goes.

The race between you and Bill Jianas at the McCoy was a real classic. What was your feeling after that race?

Well I was uh...I guess he had a bad break this year and I had a bad break last year. We just traded. Like last year my tire fell off when I was leading at the end. It was one of those things...the close racing only makes it better for everybody. For us too, you know, for me and Bill (Jianas) it just gets us more sharp.

Did you feel that after beating one of the best drivers not only in this country but in the world, it gave you more confidence to go into the World Championships?

Well it's kinda hard...it's kinda hard to answer that. Yes...you've got to be mentally ready for it...especially for that race and I guess it did help...it helped me, you know.

Besides the World Champs, what do you consider the real important races for you to be at. Is the McCoy race one of them?

Yeah, I'd figure the McCoy is one of them...uh, the track is pretty good and the bite is usually good...it's a chance to test the car on that type of a track...in races around here,

the traction never gets quite as good, so it's hard to test here. McCoy is definitely one of them. And the Winternationals in Florida, the Nationals of course, the Cajun in Louisiana is another. Bill won there. It was a very close race too (laughs), you know. It was just a different track...the traction never really was quite that good.

How come you didn't go to the Nationals this year?

Uh...after the World Championships it was kinda...well for me, it was kinda downhill, you know (laughs). We spent alot of money going through and getting ready...I couldn't afford it, so...I'd like to have gone to the 1/12 scale races mainly, because we have a new car and new chassis...but the gas car, we would have run the same thing there but we didn't have anything to prove after the World. Had we not won the World I guess we would have gone.

Are you also racing 1/12 scale now?

Oh, a little bit. I'm trying that now, like I said, we've got the new chassis out so we gotta run it and we got motors and chargers and every thing else.

Are you as good at it as you are in 1/8th scale?

Uh...I don't know...there's alot of good little kids around (laughs) runnin' real, real fast in 1/12 scale. It's a little different. You can't really throw the car around, you have to be very smooth and precise, you know. In 1/8th scale you get certain gaps where if you make a mistake you can recover, but like on 1/12 scale...8 minutes maximum, you can't really make that many mistakes cuz it's very challenging.

(contd. next page)



At the last McCoy Race, Art won after dicing it out for most of the race with Bill Jianas. Here he posed with fellow DELTA racers.



Mr. McCoy presents the coveted First place trophy to Art. Ms. McCoy, Dick's daughter was also a presenter.

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Do you think it sharpens your driving by racing 1/12th scale, like for your 1/8th scale racing?

Well, if you don't run anything, yes it will. Like indoor racing and stuff like that. The timing is a little different than the gas cars. It's very close... well as an example Ralph (Burch) ran for...what...6 years of 1/12th scale and in his first year in gas... you know, he's a rocket ship.

So in other words, you think future 1/8th scale racers may come out of the 1/12th scale?

Yeah, I'm sure because it's alot easier to go from 1/12th scale to 1/8th scale than from nothing to 1/8th scale. The timing is there, the driving is there.

Let me ask you this: You're in a race, you've got 6 or 7 cars around you. Not only do you have to concentrate on your car but on those around you. You have to see what's ahead, what's in the next turn and so forth. Is that something that comes naturally for you? Do you work at it? Do you do anything special to really get that smooth driving style that you have?

Well, the biggest thing that helped me was just running, you know... Just experience. Just doing it... You have to drive...you have to go out and race. If you go out around parking lots and run by yourself, you might be great around the parking lot but get somebody else with you...It's just different, you have to take different lines sometimes, you have to know what the guy's gonna do or hopefully anticipate it. It just takes practice and experience. Just keep racing...and a race is not just practicing by yourself.

What do you think is more important in 1/8th scale, the power or the handling of the car or a combination of both? Or do you think it's just the driving skills that play a big part?

Well right now...everything takes an important part. It used to be if your car wasn't working that well, you could still drive well to win. I say it used to be 2 or 3 years ago or maybe 5, when the cars weren't really working that well and the radios weren't that good. But right now, you need everything working! You need the engine, the car, radio,

tires, (laughs)...you need everything!

Do you think it's getting too sophisticated now?

Well, I wouldn't say real sophisticated...with this independent car, it might be, but uh...well the cars we have now...they have to have everything working. Driving skills alone, that helps a bunch, experience helps also, but it has to be a complete package, definitely.

Do you think the independent suspension cars is the next generation for the 1/8th scale?

Yeah...probably is. Personally, I like it. It's a new thing, I'm working on it right now, trying to get it running, ready for production. But anyway, yeah, I think it is. The flat pan is still a very good car, I mean it's rugged, very reliable. It's got 4 or 5 years behind it.

When do you anticipate to have the DELTA suspension car that you're working on now, ready for competition?

We ran the car 2 or 3 months ago already, at a formula race in Kansas City. I happened to win. I qualified better than the rest. Then the race was "rained out" and so I was declared the winner.

So you won the race as the top qualifier with the suspension car?

Yeah, it was a formula type race. On that particular track, on formula cars, the car felt fairly well. You can

throw it around easier than a regular car. I don't know, I didn't take my regular car with me so I couldn't say that I would have done better times with it or with the suspension.

You know, the track at the World Championships was in excellent condition. Did you think the suspension cars had any real advantage?

Well, I thought that they were gonna have when it rained, ok...but when we got out there, it didn't look like they did and...it ended up that way. If I would have had a suspension car and a flat pan car, I would have run the flat car.

Why?

Well, it had five years in developing.

And you were more comfortable with it.

Yes, and I knew it wasn't gonna break. The traction was very good and the track smooth, so I didn't feel I needed one (suspension car).

Well, obviously you made the right choice. You ran, what I thought, was a near perfect race. I don't remember seeing you get in trouble but one time and that wasn't even your fault.

Well there was a couple of times (laughs).

During those 200 laps were you totally concentrating on your car or were you aware of what was going on around you?

Of course I was listening to the P.A. but you can't always go by that. I was trying to be aware of the other cars, especially when I was gonna pass, but I was mainly concentrating on my car.

Who did you think was your biggest challenge there?

You mean before the race?...Well, before the race I thought Jianas and Rick Davis. I reckon that was my biggest competition.

How about the Europeans?

Well, they were very good, the Europeans, you know, Phil Booth... Ishihara, the Japanese were running very good, I knew that before, from the last World Champs.

When you got into the finals, in the 200 lap main, who did you figure would be your biggest challenge?

Uh...well I figured before the race it was the independent cars because the traction wasn't very good. I figured they were gonna walk all over me. But at warm up there, before the race, I was running and I was keeping operable and we were going faster than them and I wasn't sure if they were just letting off or what, until the race started.(laughs) Everybody had a chance to win. I dunno, before qualifying I figured Jianas or Davis. After qualifying, ...Ishihara...the Italians...everybody had a chance. It's hard to say. Ralph was running real well. Unfortunately he had problems.

Ralph Burch you mean. He really displayed some finesse and a very mature style of driving. Did you feel that?

Yeah...yeah.

I remember seeing him pull aside a couple of times, when he was having problems, and letting you and some of the other top drivers go by without getting in the way.

Yeah, well that's very mature, you know, and especially from a kid like that. To me that's very good. He showed it before that, too.

Do you think that he's maybe one of our future champions?

Oh, yes definitely!

Future plans for you. You said you were going to the 24 hrs in Florida this December. Who's on the team?

Unfortunately, we ain't gonna field a real "factory" team. It's gonna be me and Bill (Campbell) and a couple of guys from Florida...Chuck Moon and a couple of other guys.

What's the plan for a race like that? How do you prepare for it? What do you do?...Do you build a tank?

Well (laughs) ok, we are gonna run our suspension car. It's a 24 hr. test on the car. If we were really gonna run an "all out" race, it'd be our regular car...the flat pan. And we'll probably change a couple of engines in the race, go out semi-sprint...not quite full, but almost. It

(contd. page 34, Col 3.)

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Overall ORRCA

(Contd. from page 11)

FLASH...The on again...off again ORRCA races at SKATE CITY, Whittier are ON. The Whittier facility will continue to race on the SECOND SUNDAY OF THE MONTH. Cancelled are all the races at the RANCH RACEWAY. Ownership from said track has moved to Pomona and is now called the RANCH PIT SHOP. They remain on the FIRST SUNDAY OF THE MONTH.

RESULTS

ORRCA - OVERALL Standings (through 5 events)

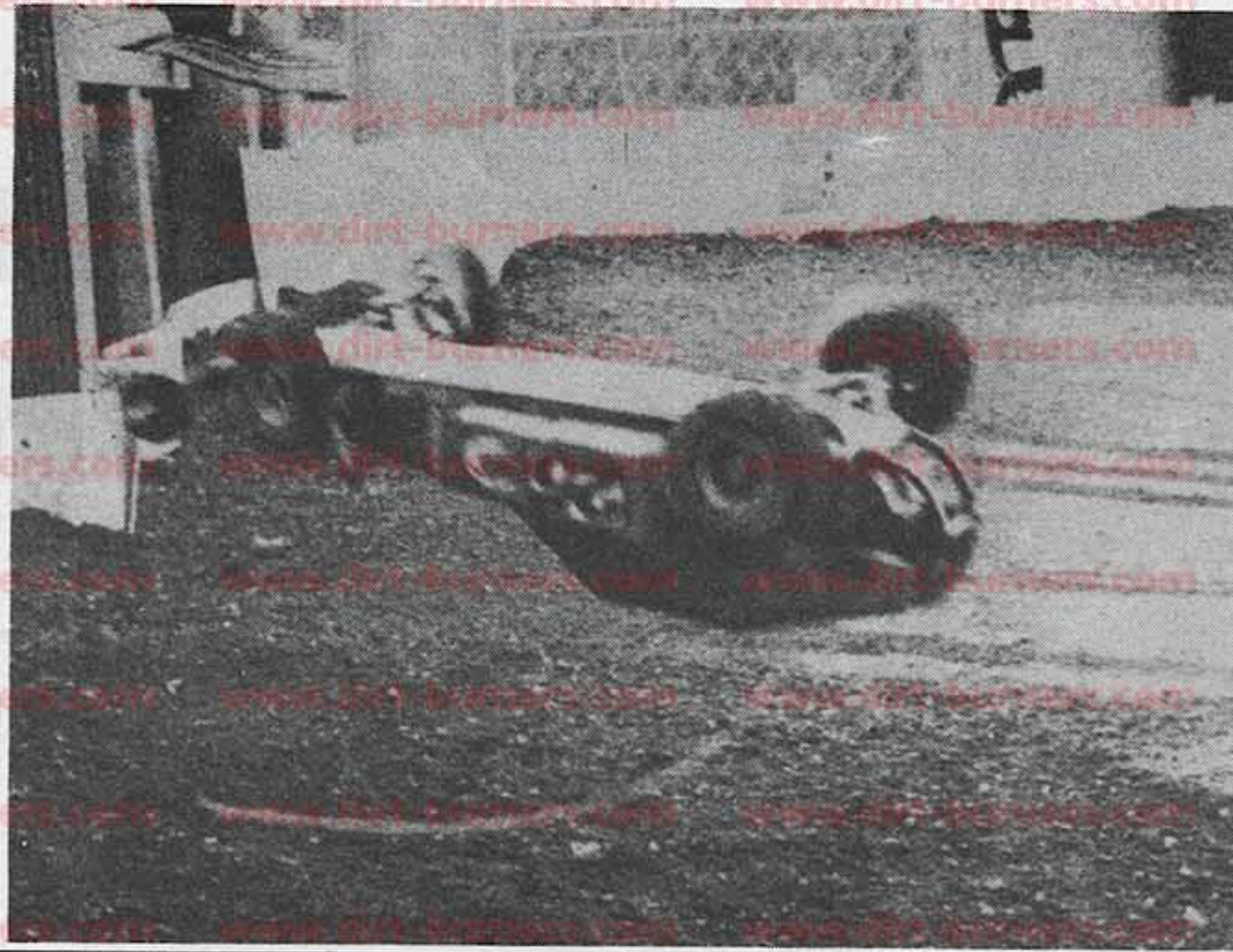
STOCK:

1. Mike Deming (72)
2. John Gudvangen (65)
3. Rick Piar (46)
4. Ed Street (43)
5. Ed White (36)
6. Anna Stage (32)
7. Paul Thompson (30)
8. Lee Brophy (26)

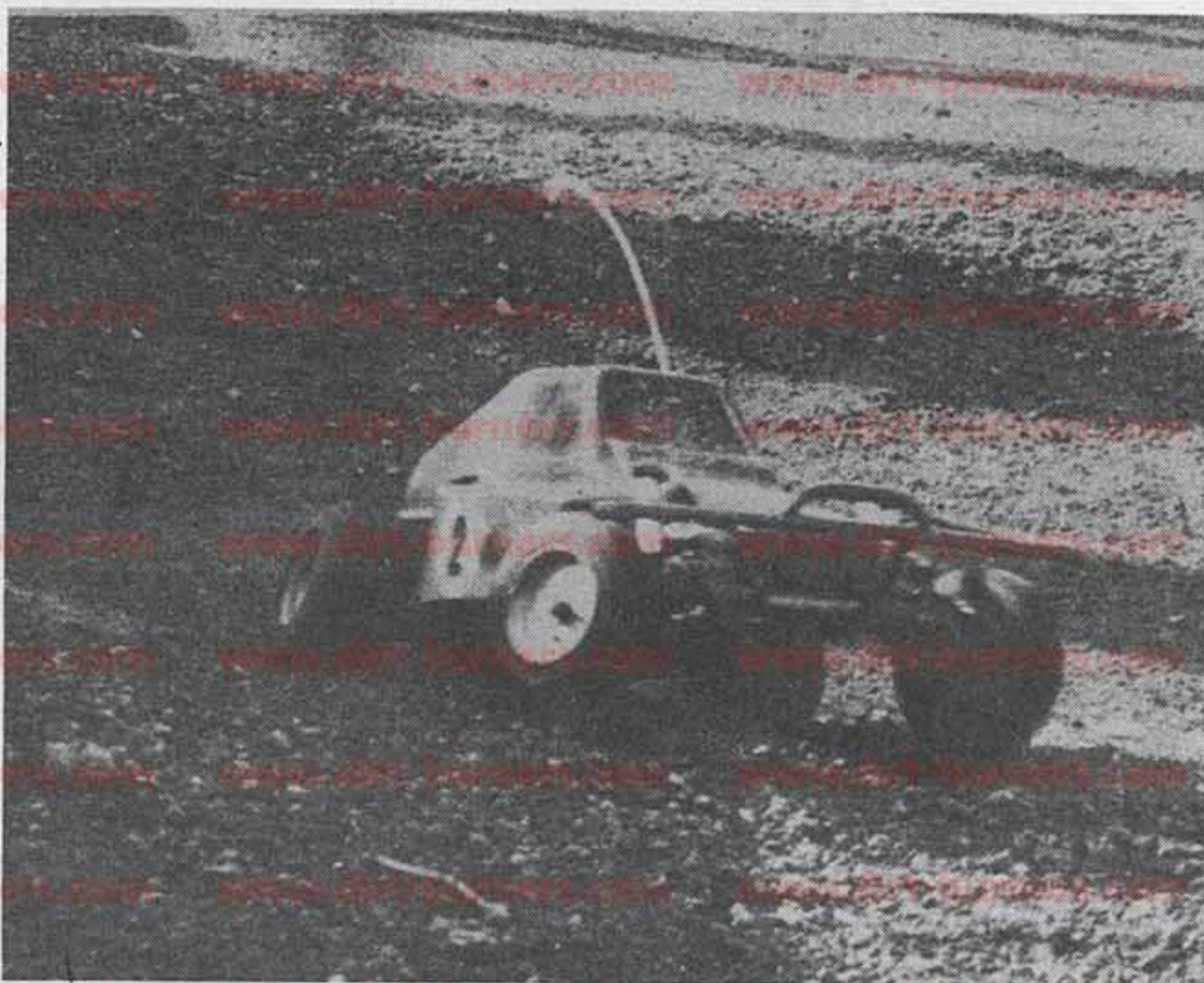
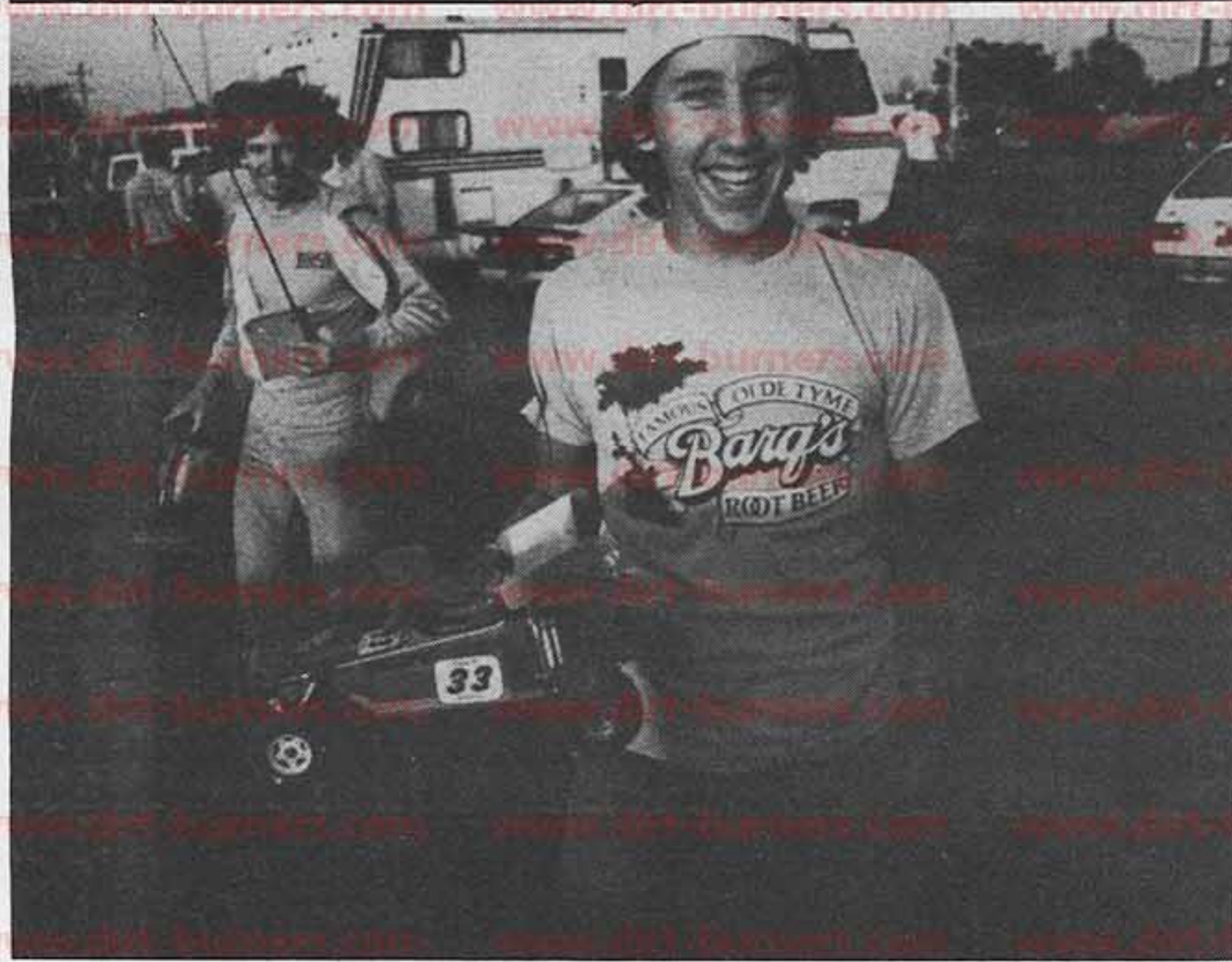
9. Peggy Tashima (25)
10. Monica Barana (21)
11. John Pihl (19)
12. Betty White (17.5)
13. Stan Christianson (17)
13. Bruce Warner (17)
15. Irwin Markwardt (16)
15. Leroy Campbell (16)
17. Evan Erickson (15)
18. Jim. Bernardo (14)
19. Josh Gall (13)
20. Bob Lucus (10)
20. Brent Armenta (10)
22. Charlie Street (8)
23. Brett Schwartz (7.5)
24. Bernie Rico (7)
25. Paul Galante (6)
25. Greg Tobey (6)

MODIFIED:

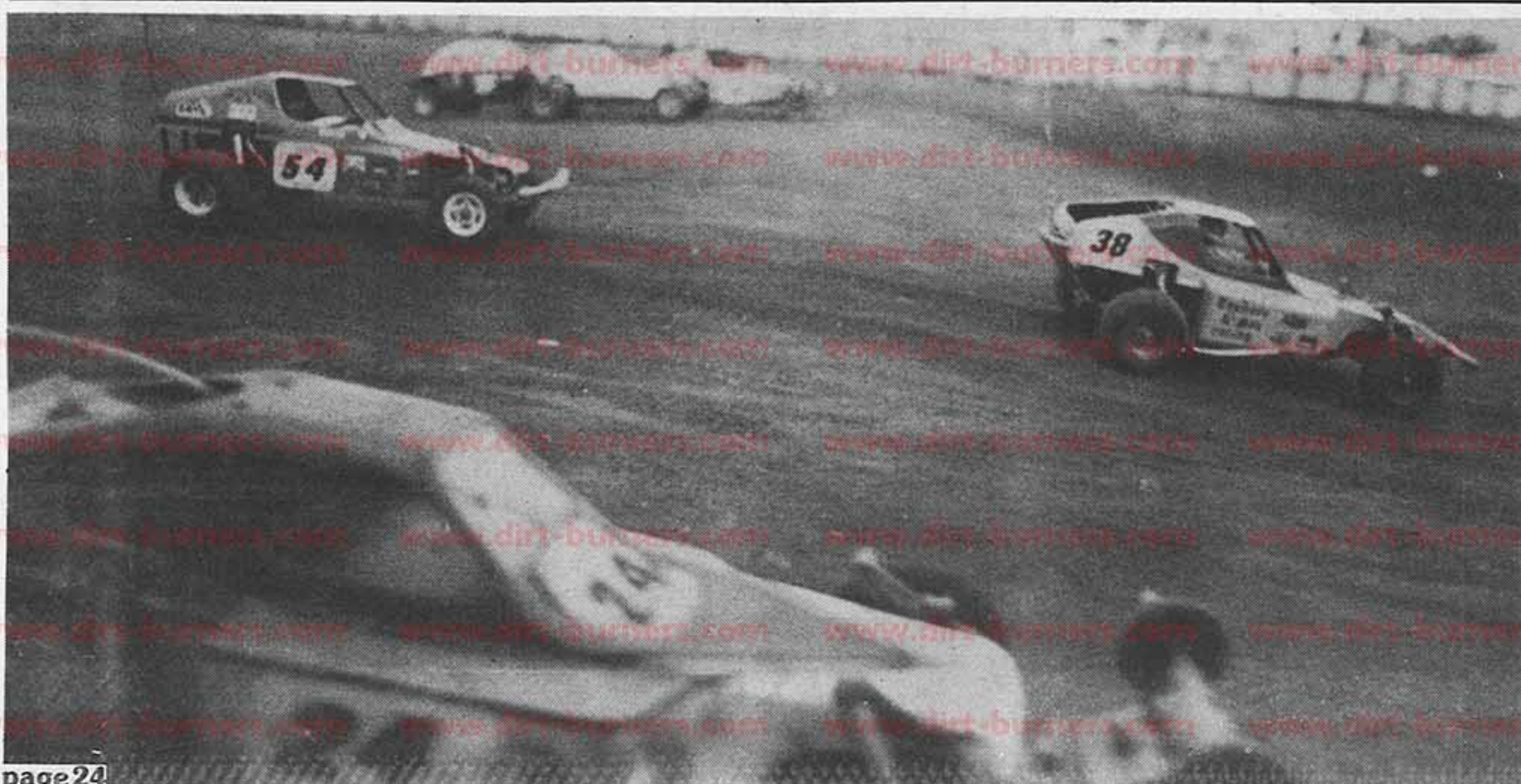
1. Edie Street (109)
2. Allen Losi (97)
3. Dennis Taylor (93)
4. Jim Brophy (88)
5. Chris Hawkes (84)
6. Craig Dunne (74)
6. Rick Churchill (74)
8. Chuck Stage (73)
9. Jim Sneed (71)
9. Erwin Bragg (71)
11. Marty Warner (70)
12. Mark Johnson (67)
13. Bill Pihl (63)
14. Kirk Eden (61)
15. Tom Levey (56.5)



The upside-down world of Off Road racing (above) at the tight Mini Baja track. Getting a "good bite" at RCH in Costa Mesa.

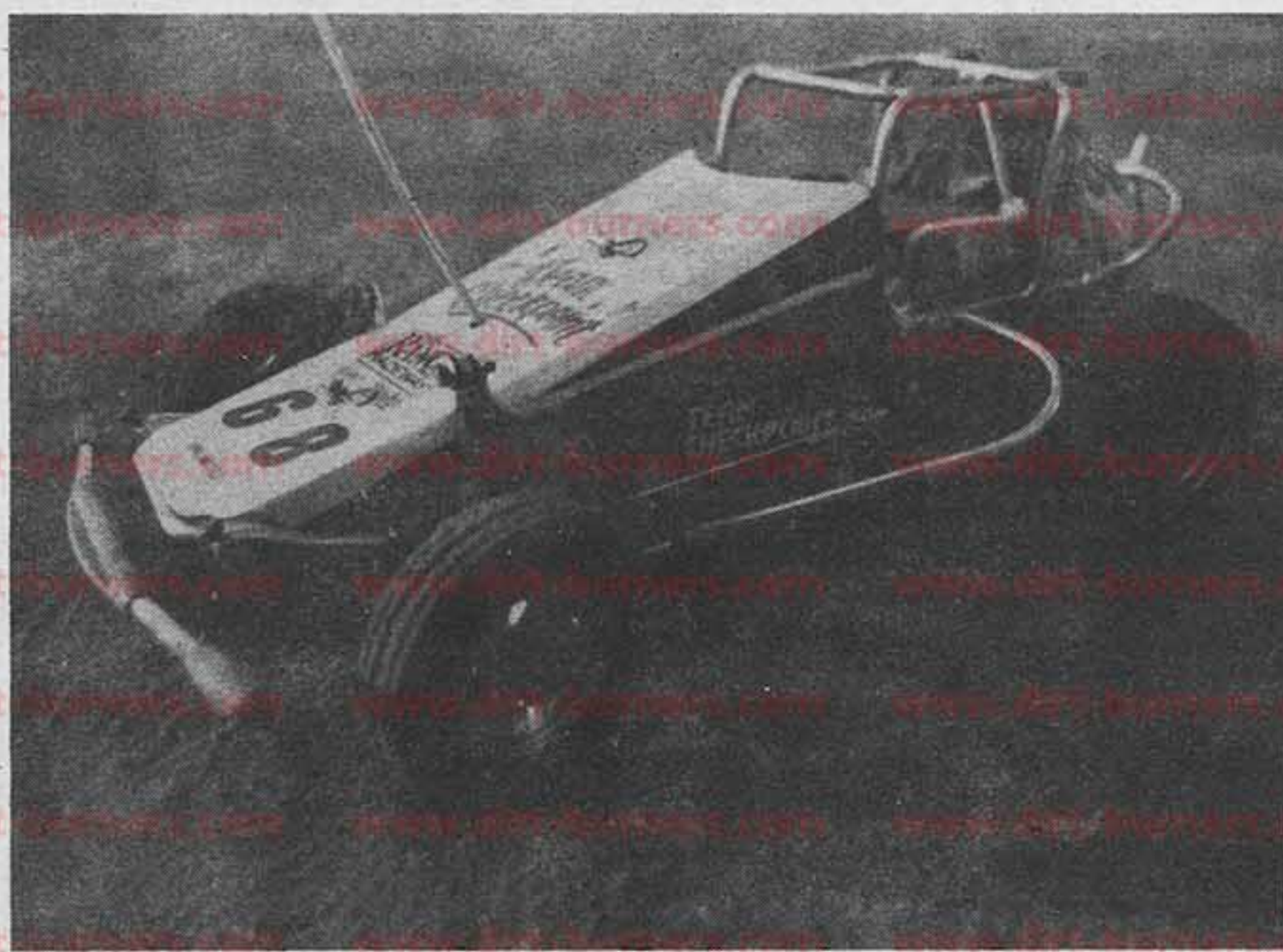
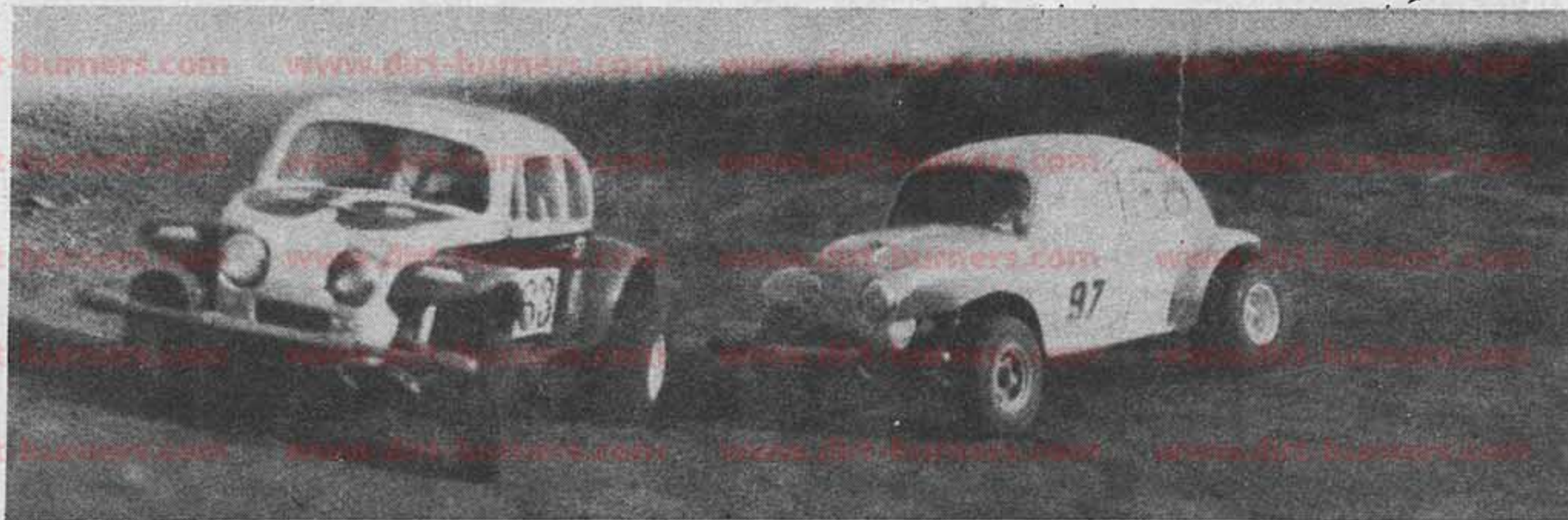


Allen Losi (left) took 1st A Mod. main at RCH. The start at RCH, just after the treacherous "hump".



16. Brad Joplin (55)
17. Pat Jones (46)
18. Scott Brown (44)
19. Bill Bork (42)
20. Tom Coy (39)
21. Bud Fish (36)
22. Mark Thompson (34.5)
23. Wink Eller (31)
24. Jeff Paul (29)
25. Mike Tobey (27)
25. Ron Roane (27)
25. Steve Christiansen (27)
28. Mario Mele (26)
29. Milt Lewis (25)
30. Flame Churchill (24)
31. Earl Valles (23)
32. Peter Barana (22)
33. Larry Taylor (21)
34. Frank Glasgow (20)
35. Mike Campbell (19)
35. John Burnham Jr. (19)
35. Keith Eden (19)
38. Charlie Smith (18)
38. Tom Staples (18)
38. Greg Melton (18)
41. Butch Gilbert (16)
42. Ron Anthony (15)
43. Phillip Paley (14.5)
43. Milt Lewis (14.5)
45. Dave Nemann (14)
45. Tim Levigne (14)

**Off Road Action
at Mini Baja, the
RCH Raceway...
ORRCA Series.**



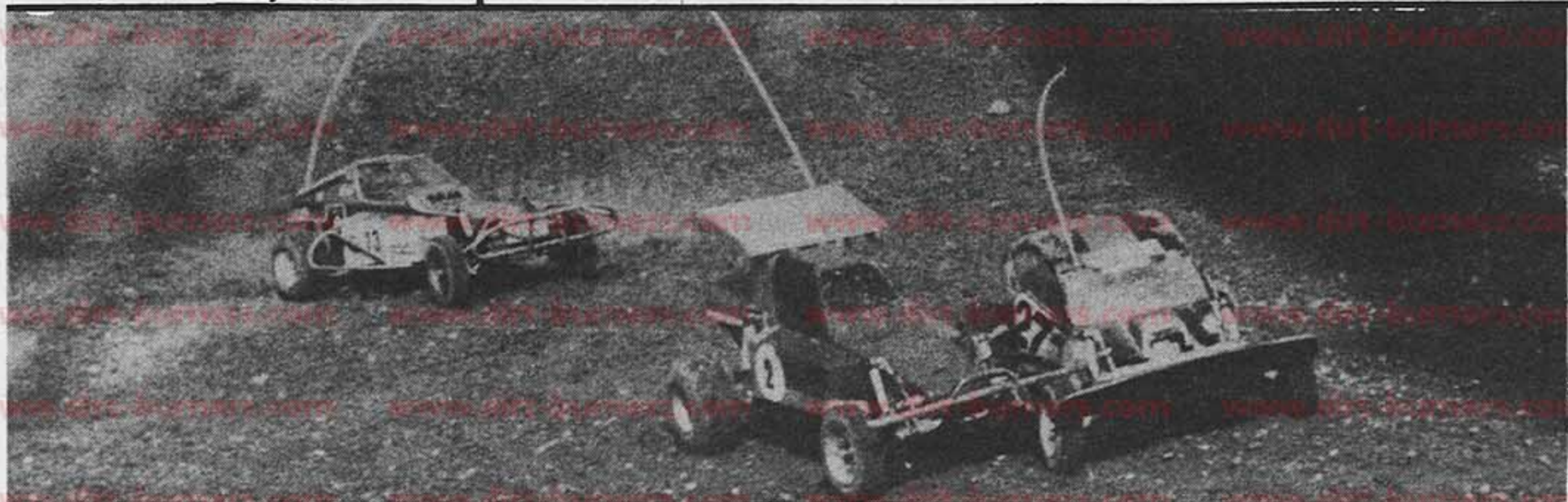
(Top, right, center & below) Car 27 of Lou Peralta at Mini Baja; car 63, one of the Barana family entries at RCH; Dennis Lyman's (68) sprint beauty; Edie Street (25) doing a wheelie; Don Mancini (13), Don Arndt (2) & Lou Peralta (27) dueling at the Mini Baja 150.

- 47 Panama (12)
- 47 Steve Dunn (12)
- 50 Randy Cain (11)
- 51 Chuck Silvers (9)
- 51 Willie Franco (9)
- 51 Mike Sims (9)
- 54 Steve (8)
- 55 Ross Ditlove (7)
- 55 Jeff Walsh (7)
- 55 Leo Barana (7)
- 55 Larry Lukes (7)
- 55 Pat Munoz (7)
- 60 Robo Pumpo (6)
- 60 Clyde Simmons (6)
- 62 Thom Gall
- 63 Tom Coy

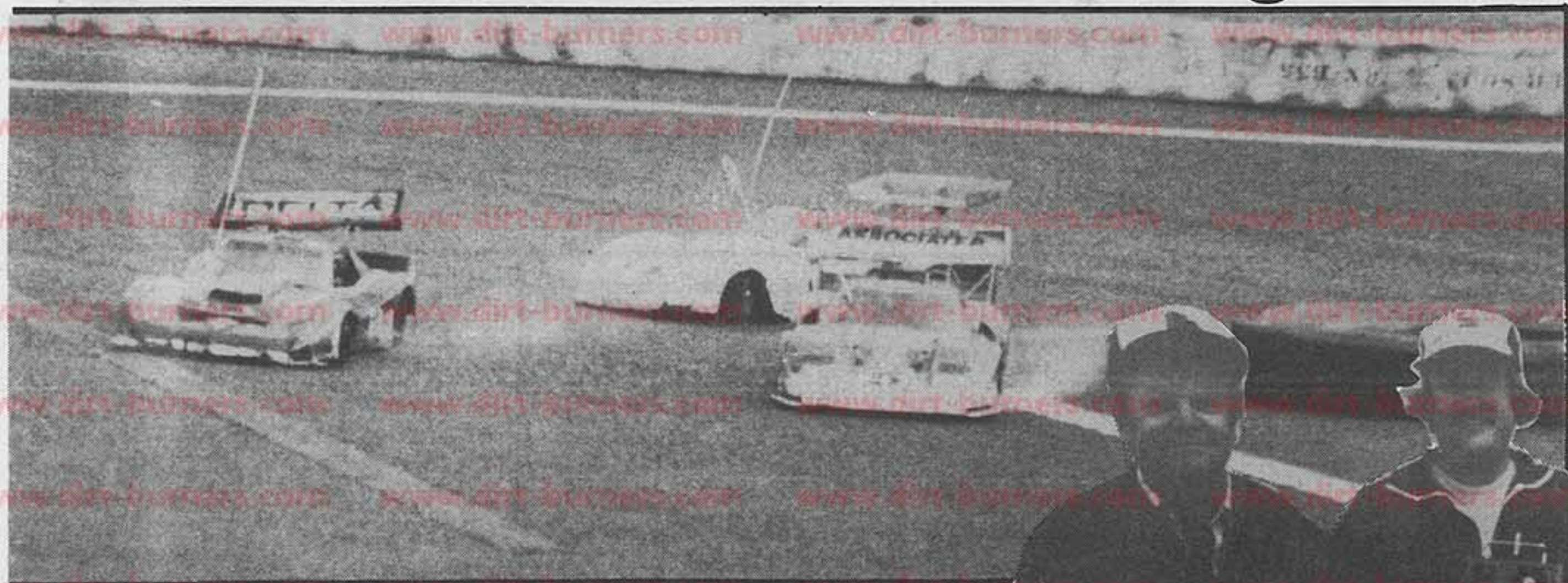
OPEN:

- 1. Eustace Moore (84)
- 2. Edie Street (82)
- 3. Jim Brophy (79)
- 4. Gil Losi Jr. (78)
- 5. Lou Peralta (74)
- 6. Jeff Cramer (57)
- 7. Craig Dunne (56)
- 8. Jeff Cruzon (52)
- 9. Sean Hawkes (51)
- 10 John Burnham Sr. (50)
- 11 Gil Losi Sr. (46)
- 12 Dave Holmby (41)
- 13 Rick Churchill (40)
- 14 Bill Pihl (38)
- 15 Dave Morford (32)
- 16 Steve Christiansen (30)
- 17 Wink Eller (28.5)
- 18 Dennis Taylor (27)
- 19 Erwin Bragg (26)
- 20 Lonnie Peralta (25)
- 20 Ron Parkes (25)
- 22 Ken Hoopes (24)
- 23 Dennise Jones (23)
- 24 Dennis Lyman (22)
- 25 Don Arndt (17)
- 26 Ted Herndon (16)
- 27 Dave Phelps (14)
- 28 Eric Grisham (13)
- 28 Frank Glasgow (13)
- 30 Mike Dunn (12)
- 30 Fred Jones (12)
- 33 David Shively (10)
- 34 Cory Barana (9.5)
- 35 Chris Naylor (7)
- 35 Bobo Ez (7)
- 35 Willie Franco (7)

NOTE: These results are unofficial and R/C RACING NEWS is not responsible for correct points or spelling. Contact the local track for any questions.



VENTURA - ROADRUNNERS HOST A 6 HR ENDURO Team Associated wins again!



Overall winners of the 6hr Enduro (left to right) Gene Husting, Rich Lee & Chuck Phelps. Team Assoc. made it two for two.

Ventura, California
November 15, 1981

JUST A LITTLE OVER TWO WEEKS AGO WE FOUND OURSELVES HAVING A GREAT TIME AT THE PIT SHOP'S 1ST ANNUAL 6 HR. ENDURO. WHEN WE LEFT THERE, WE SAID: "BOY THAT WAS GREAT, I WISH WE COULD DO IT AGAIN!"

No sooner had we said that, when we realized that, in fact, we could do it again! But this time a bit further up, north of our L.A. headquarters.

The town...Ventura; the track... the Montgomery Wards parking lot and permanent track for the Ventura Roadrunners R/C Club.

If you think that this is just another parking space, you're wrong. This is a fine track for both 1/12 & 1/8 scale R/C racing. Its surface is fast and smooth, and although a bit slippery at the start, it proved to be a fine track for the six hours of running.

The race was run much like the Pit Shop race earlier, with the exception that each team (3 drivers) had to have one member driving, one pitting and one either counting laps or turn marshalling. NO EXCEPTIONS was the word from race officials. Thus you really needed more than three people in your team to be effective because one

was always tied up marshalling or counting laps.

This track, unlike the Pit Shop, was much easier on tires although many of the 14 teams on hand had their share of problems. Perhaps because of the smoothness and fast surface, cars were able to reach their top speeds and so the crashes were really spectacular.

Overall winner today was once again the Associated Team of Rich Lee, Chuck Phelps and Gene Husting (Gene replaced Jim Nelson for this one). This is the same team that won the Pit Shop 6 hr. Enduro.

Rich Lee was visibly delighted of the performance of his own prepared Lee/K&B motor that ran ever-so-strong for the six hours. They ran a small carb, about equivalent to a 40, and used 30% nitro.

While others were suffering of servo and transmitter problems, their Airtronics system performed flawlessly.

This team is well and ready for the up coming 24 hrs. in Florida this month. "We used these two races to work the bugs out of the car for Florida", Rich Lee was quoted in saying after the race. "Check out the chassis, it's like a tank, we're ready", Lee added.

The second spot in this very

tough race went to the Pomona Delta Team of Dean Brown, Paul Sang and Tom Wong. This was the team that won the Concours portion of the event. Paul Sang was credited with much of the fine designed paint job of the car, although the entire team contributed.

The winning team logged in 1094 laps over the six hours, while second place got 1038 laps, only 56 less. When you think about it, this is very close in such a long race.

In fact, we noticed that the Pomona Delta Team lost many valuable laps during the race because in almost every fuel stop, some kind of adjustment had to be made on the car.

Another way to lose laps was the LeMans style of starting. Cars were placed in the starting grid. When the start or re-start was announced, pit crews had to rush to the area and run back to their respective pits to start the car. Some, who had parked near the starting grid had it better, while others had to run from one end to the other just to get to the starter. You had to be in shape.

Most notable was car #35, of Mark Miranda/Rene Romero/

Dick Tyre, they were the first on the track every time and could run as many as two or three laps before another car would hit the track. They were parked right in front of the starting grid and had an excellent starting system.

The GREEK FLEET Team of Bill Jianas, Randy Tentschert and Joe Tentschert ran out of receiver and transmitter battery packs and had to retire early. Surprisingly, they had only brought two sets of each for the entire race. When they were gone, they had to shut it off.

Later it was learned that they were more interested in seeing how the car handled and what they had to do to get it ready for the 24 hour race in Florida.

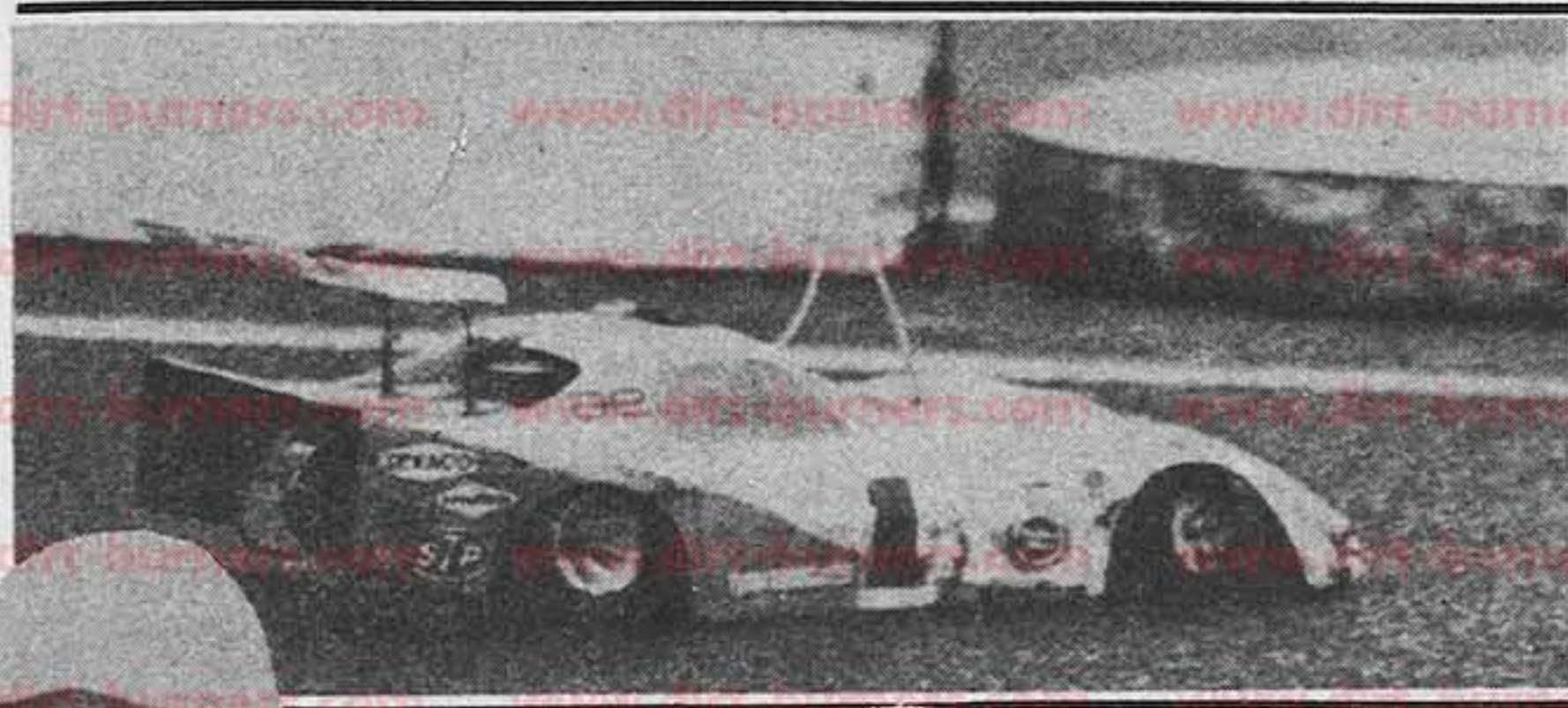
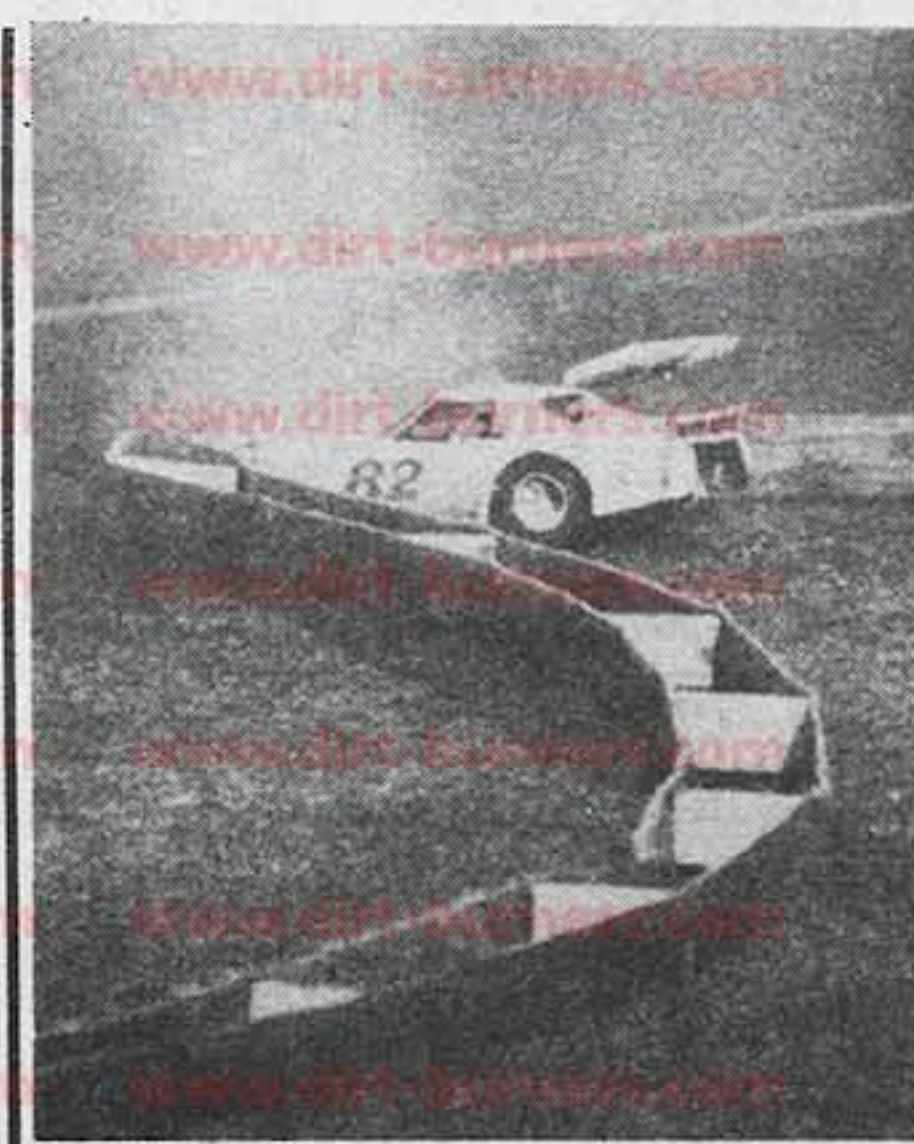
The Third place team in this very long race was the Thorp Racing Team of John Thorp, Ray Gallovich and Gil Losi Jr. They drove a total of 1022 laps. They ran a Thorp-designed/K&B powered car almost trouble free, except for one blown glow plug sometime during the race. John Thorp was quick to point out after the race that the car ran with the same "belt drive" for the entire race.

Fourth place went to Team Delta. Flying in especially for this race was Delta's Ken Campbell, who teamed up with Dave Shuck and Randy Wente. They posted a total of 1016 laps for the 4th spot. Noting that "nothing major"... "but the normal bits of problems" that happen in a race like this one, kept the team back from the leaders.

It's interesting to point out that Team Delta went from turning hourly laps in the 150's for the first three hours to hourly laps in the high 180's in the last three hours. I guess they finally got used to the car and track.



The hazards of 1/8th scale gas racing, (above & right) especially when both machine and driver suffer fatigue during a 6 hr. enduro. Car 1 (below) went through 3 receiver units and DNF.



LeMans-type start, kept John Thorp on the move.



I've heard of keeping the weight to the rear but this is ridiculous!

The most laps turned in by any one driver or Team was turned in by Rich Lee in the final hour of the race. Rich logged in an incredible 202 laps in one hour! Nearest to him to turn as many laps in one hour was Bill Jianas and Chuck Phelps, both turned 191 laps.

Preparation was and is the most important part of this type of race. But luck also plays an important part.

Some of the hard luck guys had their share of troubles today. For example:

Imagine going through three (3) receiver units during a three hour period. That's what happened to the McCoy Racing Team of Dana Smeltzer, Mike Kimrey and Jerry Snow. How many times does one blow one receiver pack, let alone three in a few hours?

Or how about the Douglas Team? John and Tom Douglas and Glen Wilcox went through

four (4) motors and only managed to make 332 laps! They were a tired bunch at the end of the day.

The "determination award" should go to the Pit Shop Team of Joe Linch, Joe Terror, and Steve Moody. This team also blew three motors. But every time they did, they were back in their pits changing or repairing it, dripping with fuel all over their hands, clothes, hair. They managed to log in a very creditable 517 laps for 11th place. Joe Linch later confided that, that night he and his wife went out to dinner and he just sat there for hours unable to move, totally exhausted.

The "Futility Award" should go to our very own R/C RACING NEWS/Team Peralta of Lou Peralta, Lonnie Peralta and Chris Naylor.

Originally, this team was to include two other experienced drivers, besides Lou. But last minute cancellations by both forced Lou to wake up his 12 year old son (Lonnie) and 12 year old nephew (Chris) and say to them: "come on kids, we're going racing". The fact that neither of the boys had ever driven in an 1/8 scale race before, did not deter their determination. It's one hell of a way to get quick experience.

What Lou forgot was that neither of the boys knew how to get the car started. We

believe he lost about 15 pounds that day from running back and forth.

The Team did manage to get everyone to "get up and take notice". Not because of the number of laps they logged in, but because they were a "holy terror on the track" just to get past them, especially when the two youngsters were driving. More than once it was overheard by one of the other pit people yelling out to their driver... "be careful! you're coming up on 127"... "just take it easy... don't let 127 blow you out of the water".

This team had fun though and so did everyone else. It was indeed a great and fun race. For those who were more serious, it was an excellent proving ground for equipment and for the forthcoming 24 hrs.

For some, it was a great way to gain experience in driving, preparing, while for others it was a way to give it their best shot and try to beat the best in yet another phase of the wonderful world of R/C racing.

If there's anything negative to be said about this type of racing is that it is limited to no more than 13-14 teams because of frequency availability. Many didn't sign up in time and were sorry to be left out of the program.

Hour by hour results follow:
(contd. next page)



HOUR BY HOUR RESULTS: Ventura 6HR.

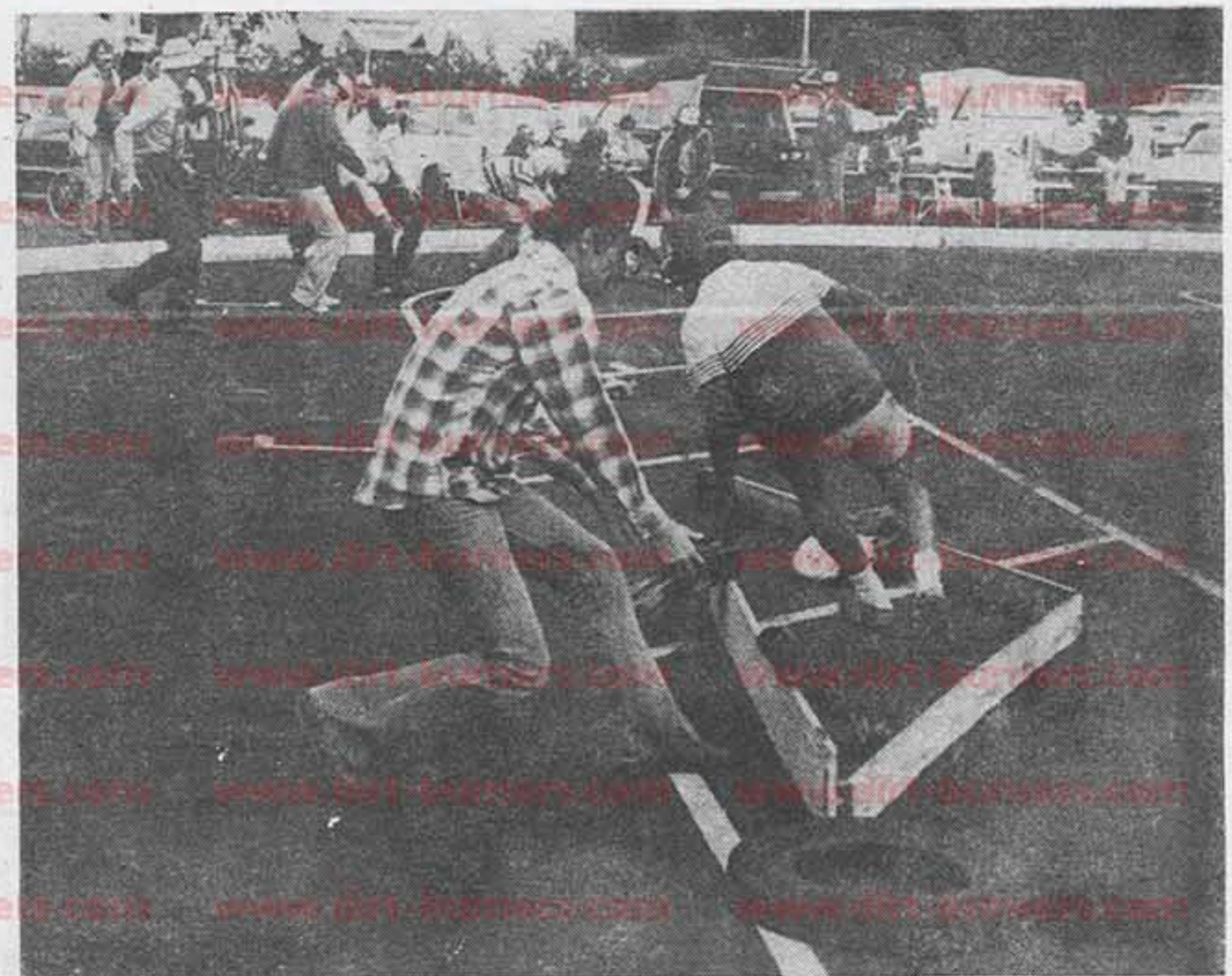
HOUR 1:
Randy Wente...173 laps
Dave Hume...130
Lou Peralta...44
Glen Wilcox...82
Doug Campbell...163
Bob Coughran...172
Bill Jianas...191
Jim Atkinson...110
Mark Miranda...170
Gil Losi Jr...162
Chuck Phelps...191
Dean Brown...167
Jerry Snow...173
Joe Lynch...70

HOUR 2:
Ken Campbell...159 laps.(332)
Steve Maddox...36...(166)
Lonnie Peralta...57...(101)
John Douglas...84...(166)
Les Ammann...168...(337)
Rick May...148...(320)
Randy Tentschert...162...(353)
Gil Losi Sr...131...(241)
Rene Romero...152...(322)
Ray Gallovich...167...(329)
Gene Husting...153...(344)
Paul Sang...178...(345)
Mike Kimrey...177...(350)
Joe Terror...90...(160)

HOUR 3:
Dave Shuck...153...(485)
Tom Wright...1...(167)
Chris Naylor...44...(145)
Tom Douglas...90...(256)
Bob Mathisen...175...(506)
John Pagel...159...(479)
Joe Tentschert...166...(519)
Jim Jones...148...(389)
Dick Tyre...153...(475)
John Thorp...178...(507)
Rich Lee...196...(540)
Tom Wong...169...(514)
Dana Smeltzer...181...(531)
Steve Moody...63...(223)

HOUR 4:
Randy Wente...160...(645)
Dave Hume...27...(194)
Lou Peralta...0...(145)
Glen Wilcox...76...(332)
Doug Campbell...170...(676)
Rick May...137...(616)
Randy Tentschert...172...(691)
Jim Atkinson...136...(525)
Rene Romero...109...(584)
Gil Losi Jr...170...(677)
Chuck Phelps...186...(726)
Dean Brown...178...(692)
Jerry Snow...127...(658)
Joe Lynch...13...(236)

HOUR 5:
Dave Shuck...183...(828)
Steve Maddox...138...(332)
Lonnie Peralta...0...(145)
John Douglas...0...(332)
Les Ammann...140...(816)
John Pagel...118...(734)
Joe Tentschert...100...(791)
Gil Losi Sr...120...(645)



The mad rush to get the cars started. Usually the closest to this area got started first, while others had to run quite far.

Dick Tyre...150...(734)
Ray Gallovich...163...(840)
Gene Husting...166...(892)
Paul Sang...185...(877)
Mike Kimrey...17...(675)
Joe Terror...140...(376)

5. Bob Mathisen...177...(993)
6. Bob Coughran...152...(886)
7. Mark Miranda...148...(882)
8. Bill Jianas...0...(791)
9. Jim Jones...98...(743)
10. Dana Smeltzer...0...(675)
11. Steve Moody...141...(517)
12. Tom Wright...68...(400)
13. Tom Douglas...0...(332)
14. Chris Naylor...0...(145)

HOUR 6:
1. Rich Lee...202...(1094)
2. Dean Brown...161...(1038)
3. John Thorp...180...(1022)
4. Ken Campbell...188...(1016)

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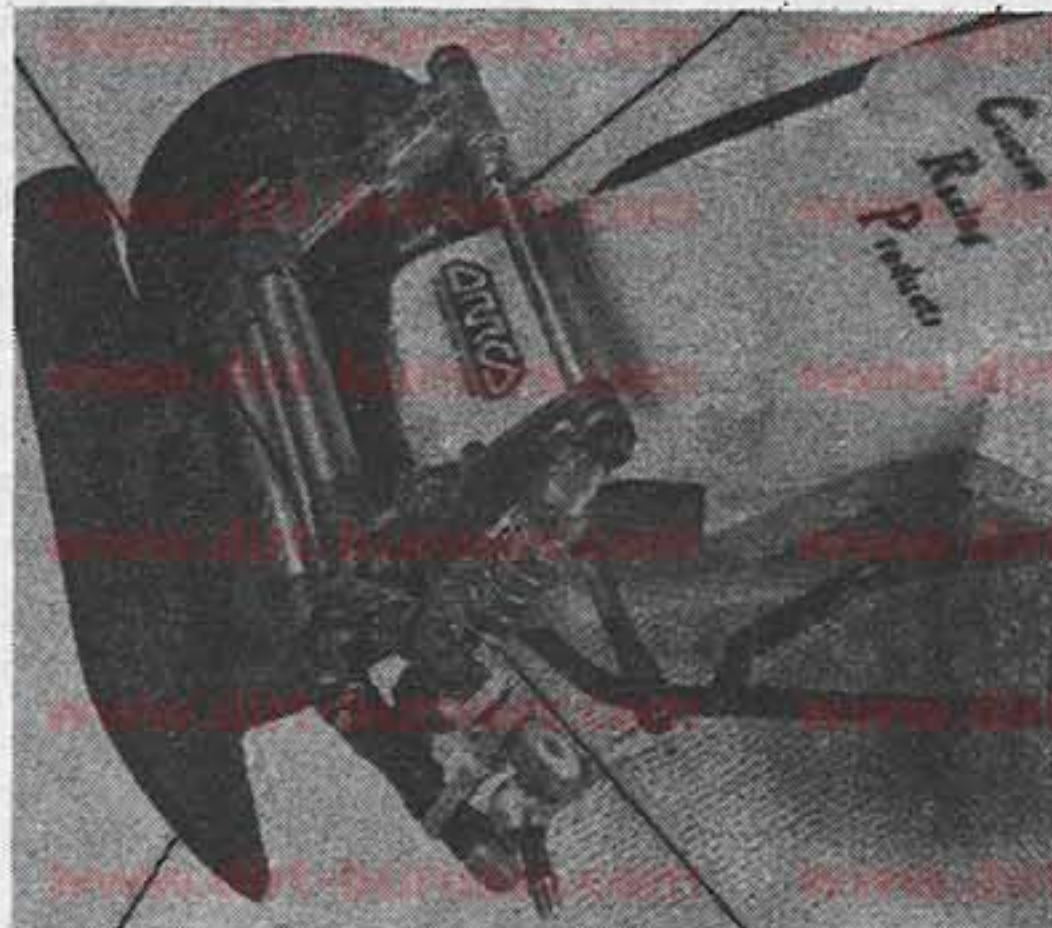
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CRP-02	METRIC SCREW SET—Contains 3 each Allen screws; 3mm x 6, 3mm x 10, 3mm x 18. Pan Head 3 each; 3mm x 10, 4mm x 10.	\$2.90
CRP-03	METRIC ALLEN SET SCREWS—Contains 4 each; 5mm-5 (for U-joints), 3mm x 3 (front and rear suspension).	\$1.50
CRP-04	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
NEW CRP-15	ADJUSTABLE COIL OVER SUSPENSION—Now! Total adjustment of your Tamiya Off-Road suspension is possible. Our new Coil spring suspension allows you to fine tune your car's suspension whenever you want in just seconds. A must for the serious racer. Infinitely adjustable, bolt on ease, can be used front or rear. Shocks not included.	\$8.95
CRP-16	WIDE FRONT BUMPER—Made of seamless steel tube. Fits our wide front end, (CRP-08). Can also be used on 1/2" wide front ends.	\$13.50
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
CRP-18	BODY POST (Short)—For single seater, fits stock servo saver, better support for body, uses strong locking pin hole. Body post, 4mm screw and 2 locking pins. Made of 6061-T6 aluminum.	\$3.79
CRP-19	BODY POST (Long)—For Baja Bug. Description same as CRP-18.	\$3.79
CRP-21	METRIC ALLEN WRENCHES—Replaces the soft wrenches that come in kit.	\$1.00
NEW CRP-22	BODY POST CLIPS—Package of 5 replacement body post pins.	\$1.00
NEW CRP-23	POLY-FLEX FRONT BUMPER—Our Poly-Flex front bumper is designed to fit both our wide front end (CRP-08) and the stock front end. Made of 1/8" Polycarbonate plastic, this bumper is flexible to absorb shock and protect your Tamiya Off-Road car.	\$4.95

RACE CORNER

(contd. from page 2)

the 1982 year pledge to continue to improve and make R/C racing a well run, competitive, yet fun part of the sport.

We have a special section for M.A.R.T. News in this issue. Check it out for more info.

DON'T FORGET, PROCAR's 3rd Annual TOYS FOR TOTS 1/8th scale race on December 20th at Gil's Pit Shop. Entry is only \$2.50, plus a new \$5.00 or more toy. Please don't bring carnival prizes, but whatever you're heart and wallet can afford to give to so many needy children. It's an excellent and worthwhile cause.

ON THAT SAME WEEKEND, don't forget the MINI BAJA 500 lapper for off road cars, December 19-20. There's great anticipation to see whether any one of the off road cars can actually finish 500 laps. They have been finishing 150 laps on the monthly qualifiers, but 500?...

On DECEMBER 19, the ORRCA Off Road series will also be held at the MINI BAJA facility. Check out the first five race results and overall standings in this issue. In any case MINI BAJA will have their hands full on that weekend with the ORRCA and the last 150 Qualifier on Saturday, Dec. 19th and the MINI BAJA 500 on Sunday. I'm tired just thinking about it.

New officers for the Ventura Roadrunners R/C Club of Ventura: Elected President was Tom Douglas; VP, Les Amman; Sec., Richard Schwalm; Tres., Doug Campbell. Check out their race calendar for December and January 1982.

The 1982 NAMBA Nationals are set for July 10 through 17th. It all starts with the first two days of Deep Vee Classic, then on Monday: A OPC Tunnel, A O.B. Hydro; Tuesday: A Mono, X Hydro, Sport 40 Div.1; Wednesday: B Mono, X Mono, Sport 40 Div.2; Thursday: B Hydro, C Hydro, B OPC Tunnel; Friday: A Hydro, C Mono and Kids under 12 event. On Saturday, July 17 there will be the Scale Hydro event and then the Banquet. Team Marathon and Enduro events are not scheduled because of the lack of participation at previous Nationals. If you want to have them, write to

Jack Garcia at K & B and let him know.

Things seem to be awfully quiet back East, as we haven't heard too much. I know it's getting cold and the racing is down guys but we still like to know what some of your plans are for next year, what kind of rules may be put into effect, future racing schedules, new clubs,

products, etc. Well you get the picture. Let's hear from you.

We have been somewhat criticized for not getting more coverage of R/C Air racing, and to a certain extent, rightfully so. We now have plans to make a full commitment for next year to cover that area of R/C equally. First, we're attempting to obtain a 1982 National race schedule if there is one.

IN MEMORY: Luis B Peralta, patriarch of the Peralta family and leading force behind the various Peralta enterprises of which this paper is one, died in his sleep on November 23, 1981. Born in Callao, Peru, in 1910, he and family moved to the U.S. in 1954 and set up base for the entire Peralta family. He will be missed by all who knew him and those whom he inspired.

8

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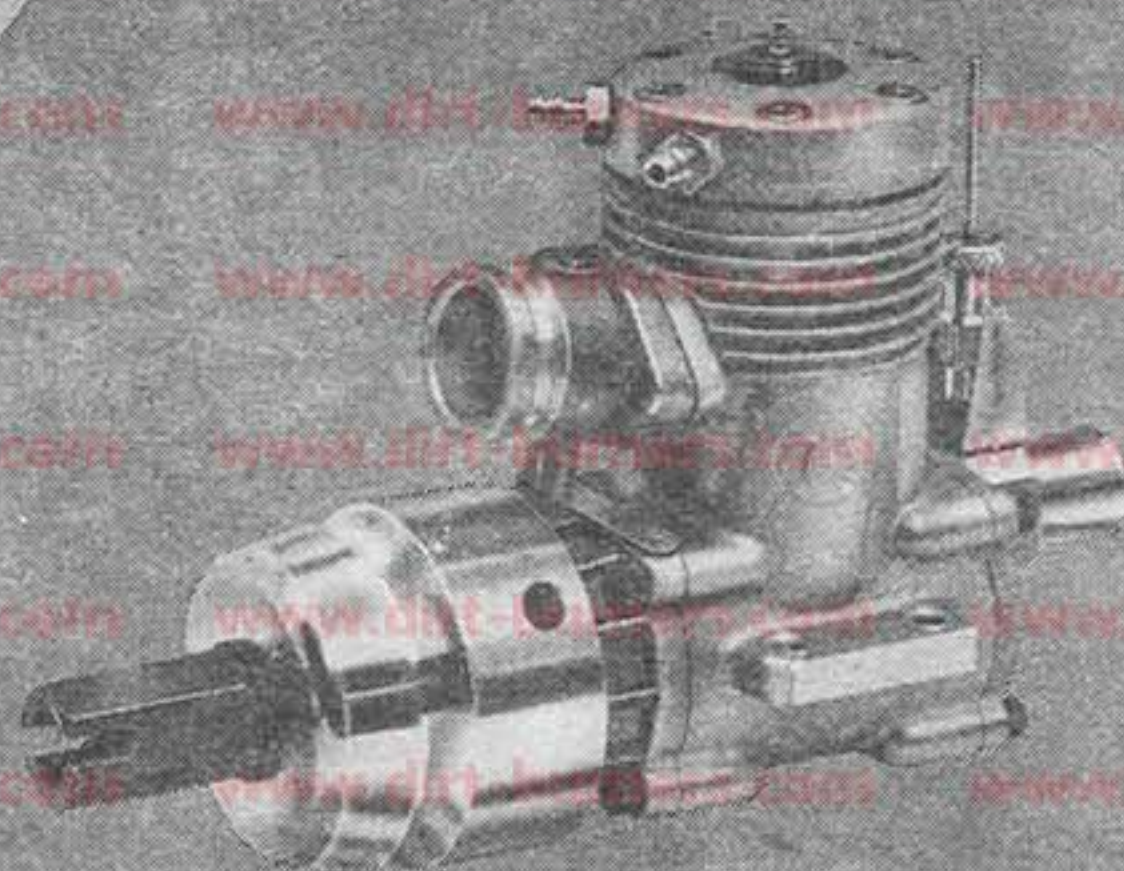
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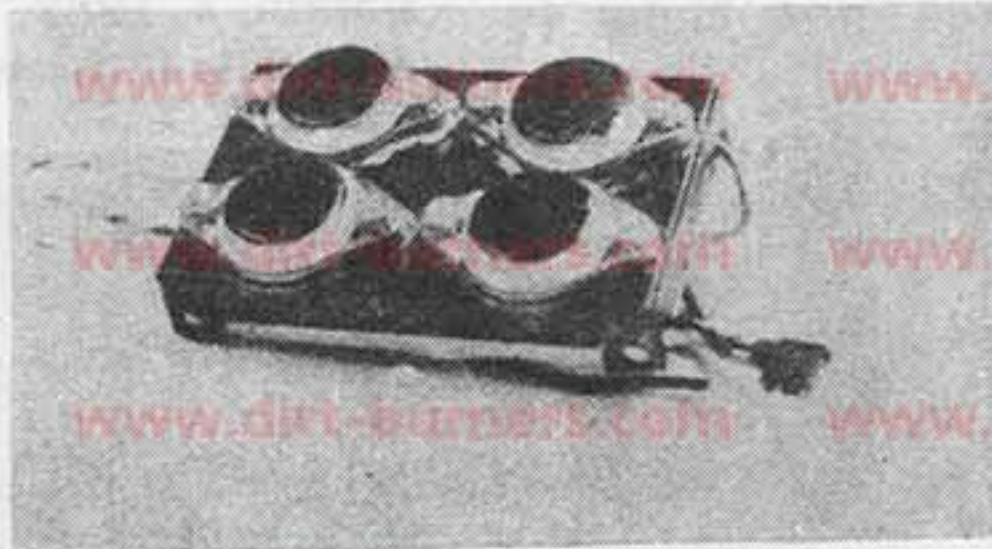
World records are not new to K&B! Of course we're proud to be part of the new record established by the Magnum Racing Team. The very accomplishment itself proves that the K&B 7.5cc Inboard Marine Racing Engine and K&B 1000 Fuel are products of quality and reliability. So that you, too, may enjoy the pleasure of reliable boating, we suggest you try this winning combination — an Airtronics R/C System and a K&B Engine using K&B Fuel.

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

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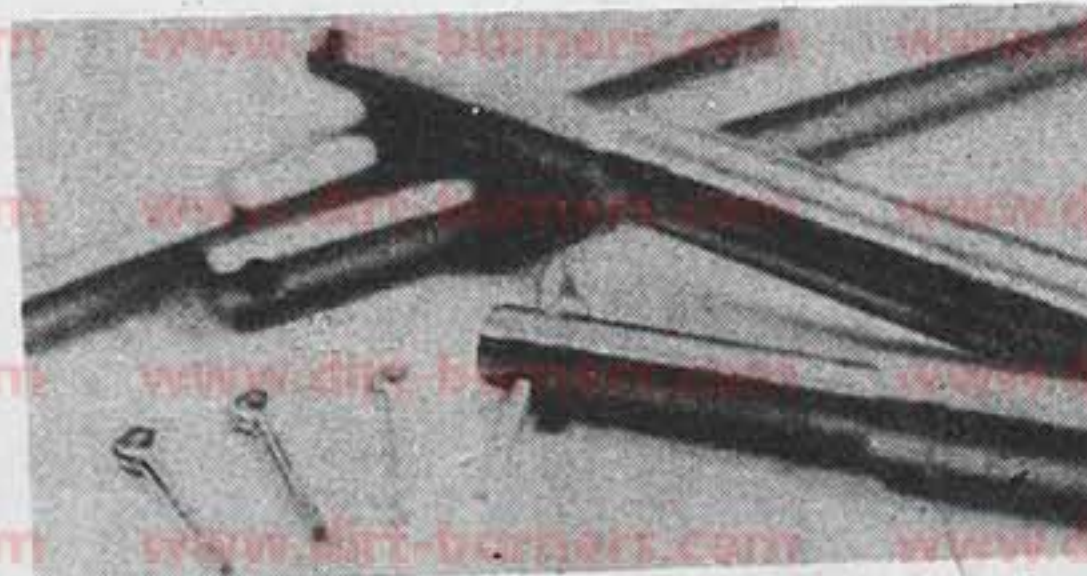
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The Original



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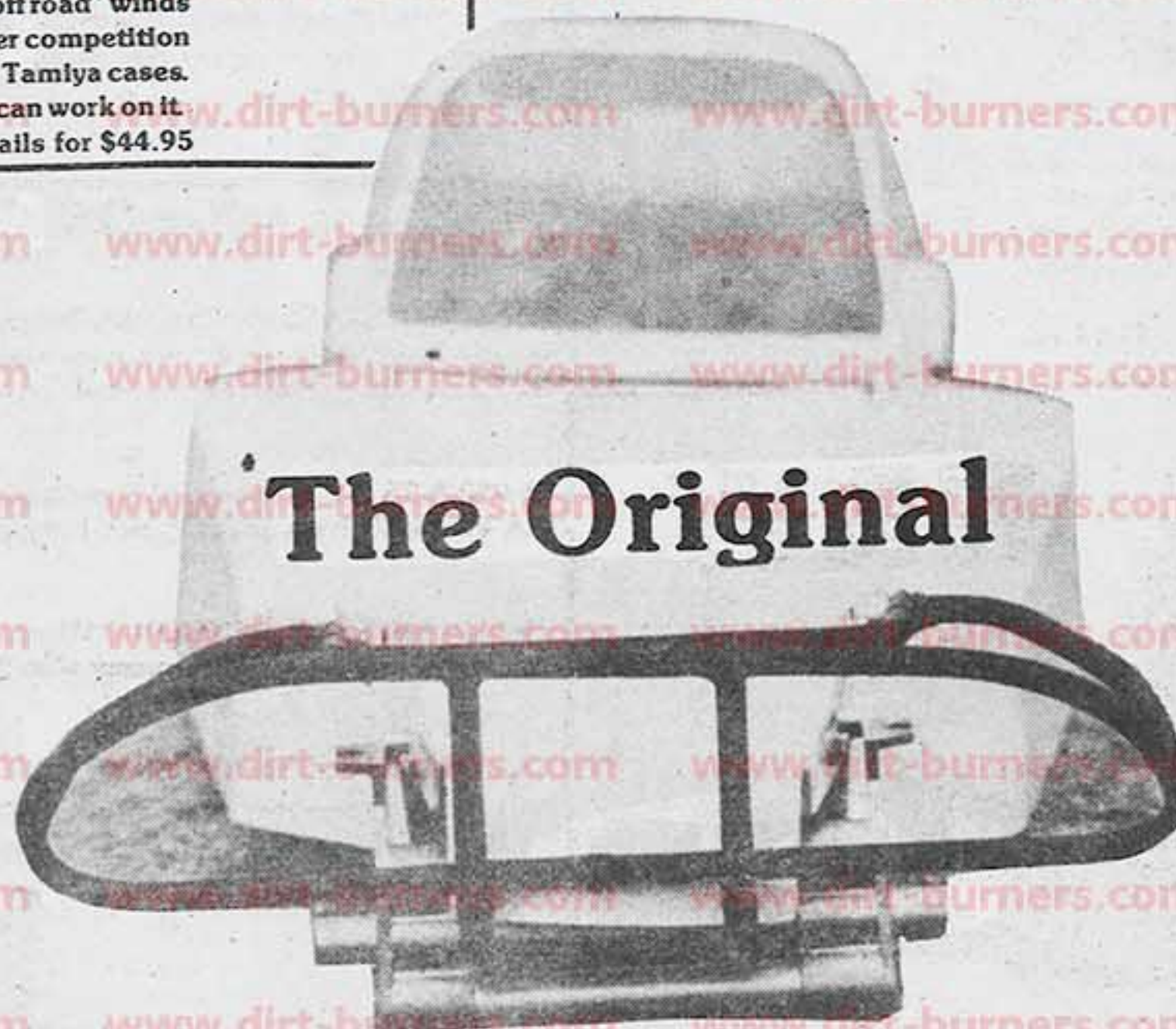


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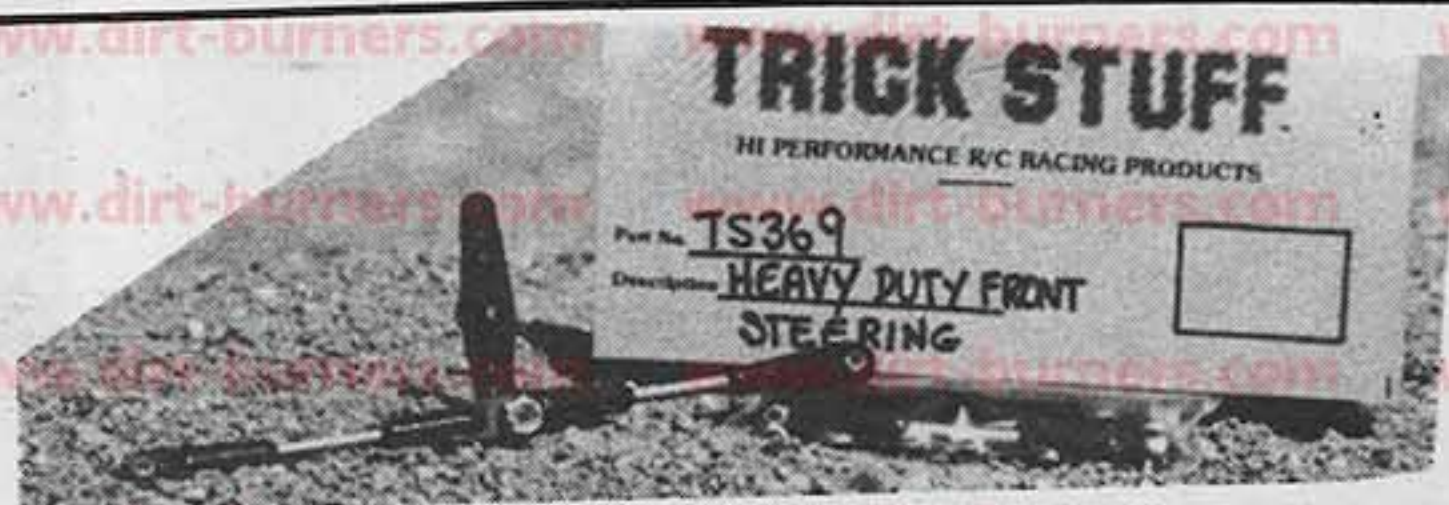
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TS 386 - BOX LOXS. No more looking for camlocks for your Tamiya radio box. This "easy on" fastener will keep it all together for a fraction of the cost. Long lasting dirt, water or mud won't hurt it. Pack contains fasteners for all four sides.
\$1.50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



TS384 - DELUXE SIDE RAILS. Designed for optimum protection to body and chassis and rear end. Both for the Rough Rider or Sand Scorcher. Painted \$18.95 or Chrome \$19.95.

PLUS our other ORIGINAL Hi-Performance Products

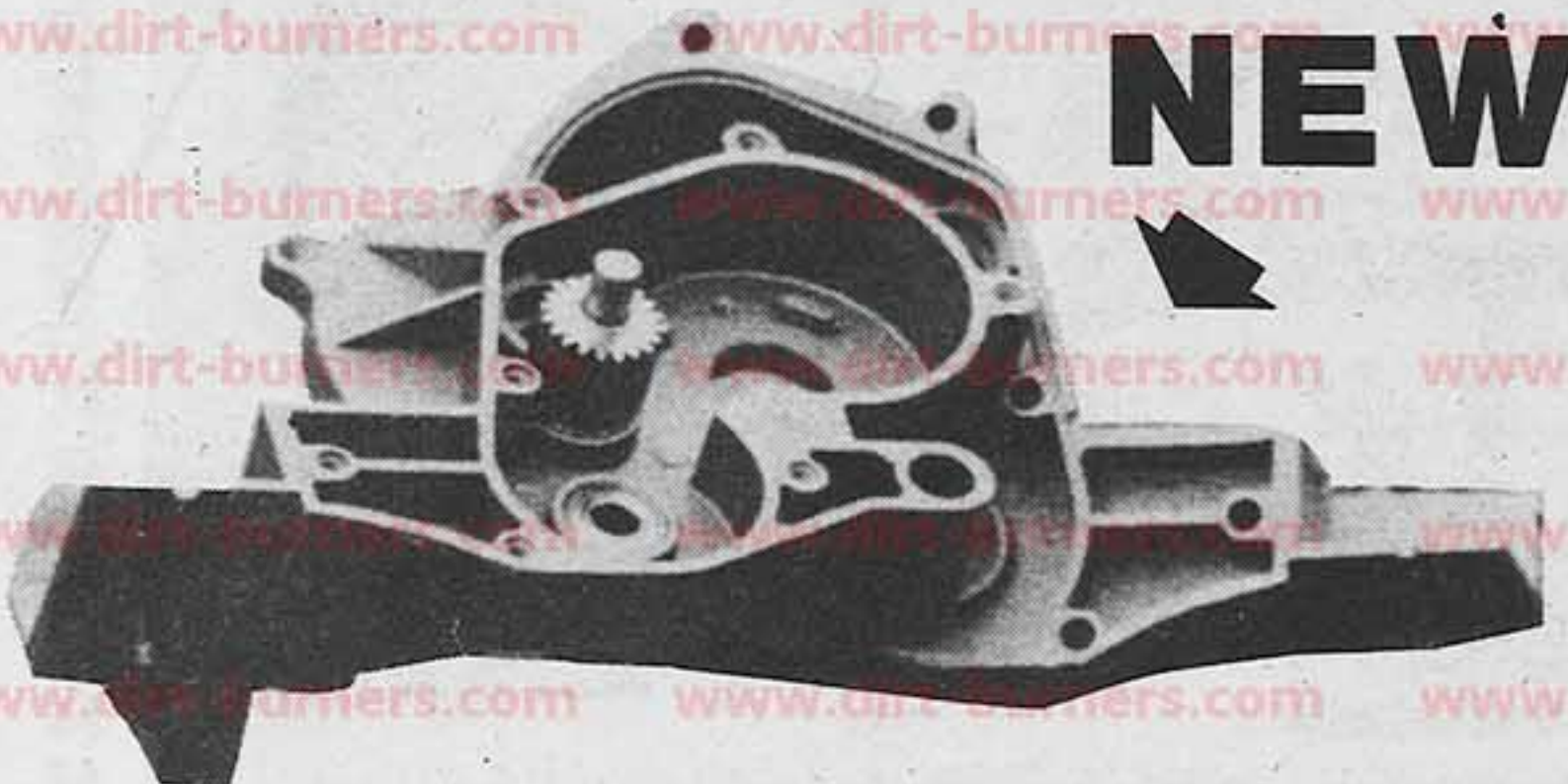
TS355 - SIDE RAILS/NURF BARS. Protection for your car body and chassis and rear end. It fits your stock chassis holes and case screws. easy to install. Made of tubular steel. Comes into two sizes: "long" for the Rough Riders; "short" for the Sand Scorcher.
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TS 383 - BRASS GEAR. Replaces plastic ones for longer gear life. Change it once, and that's all.
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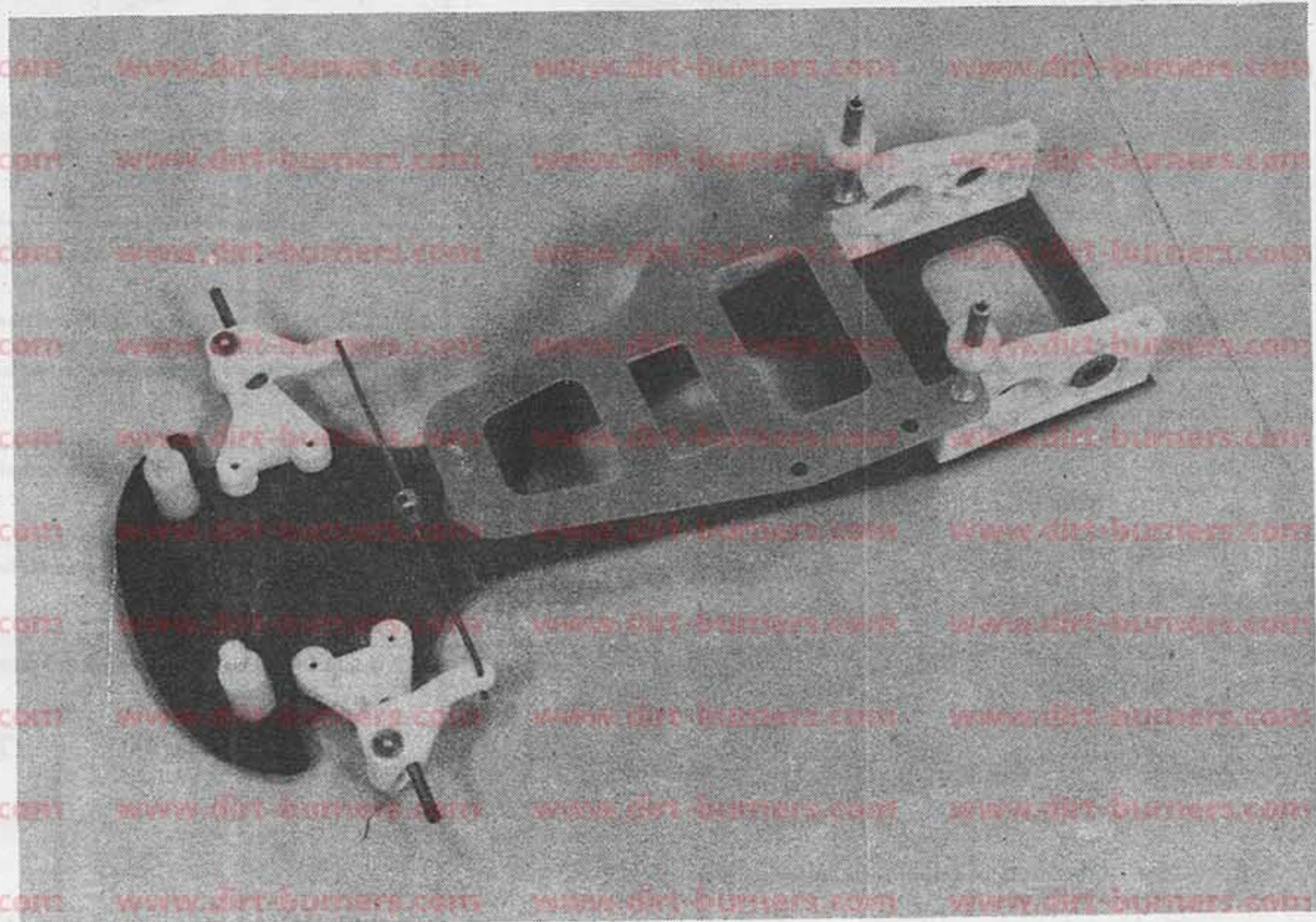
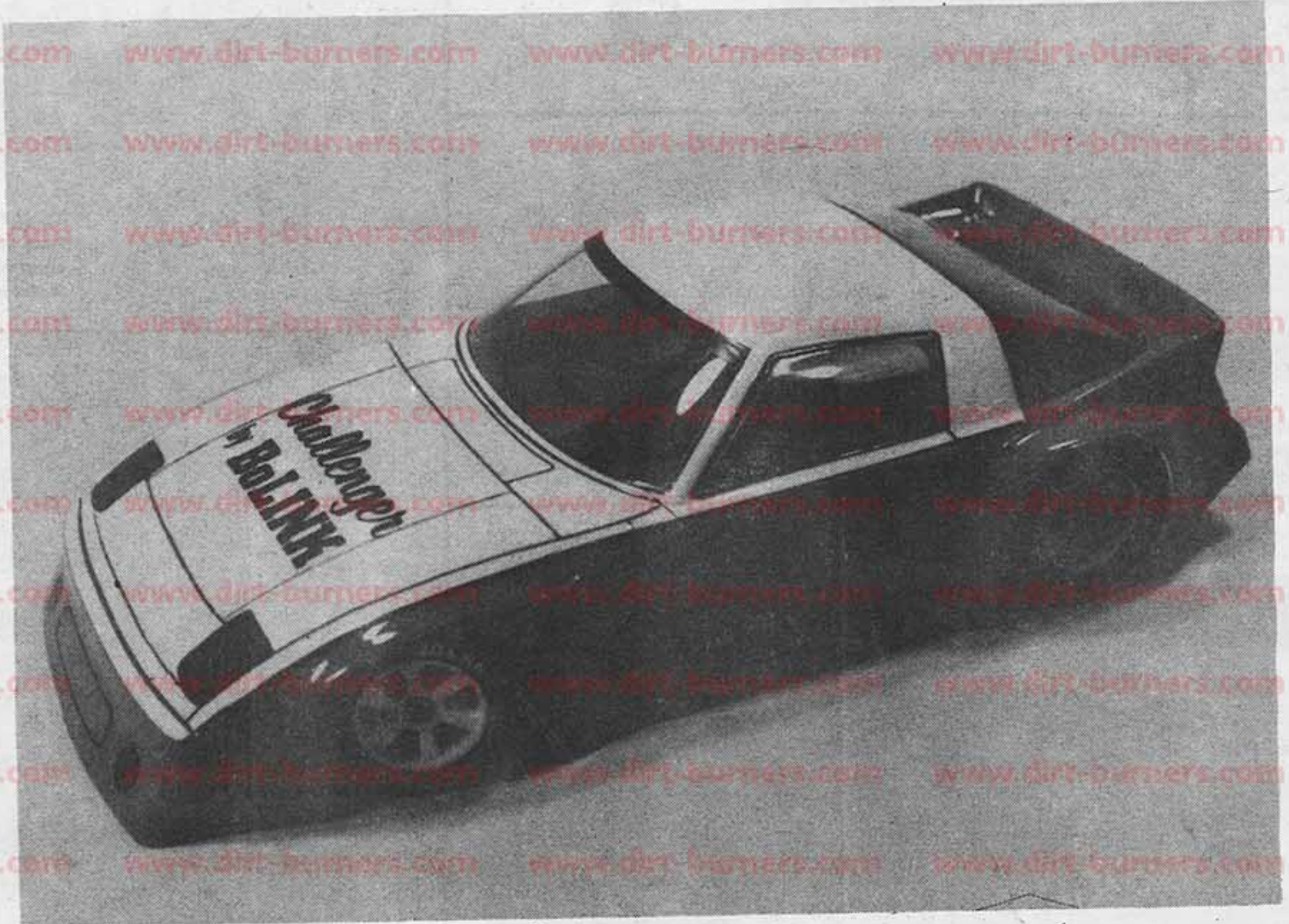
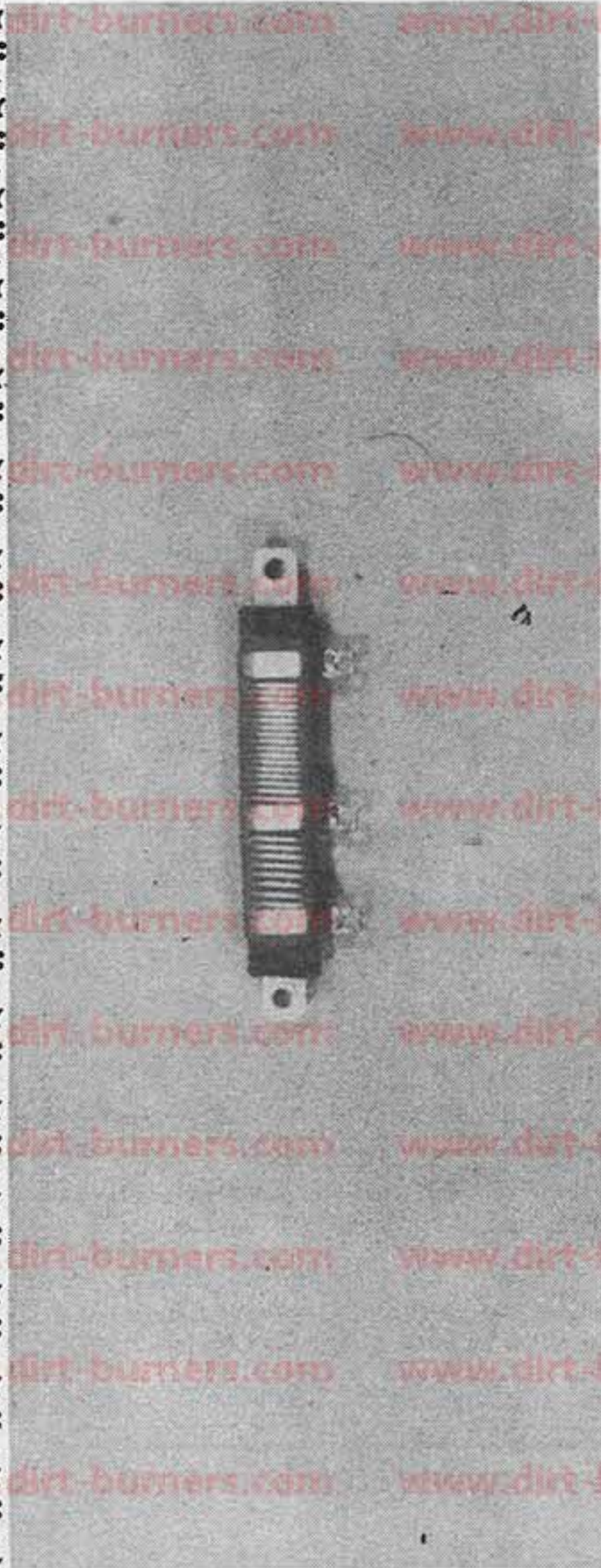
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WATCH FOR OTHER "ORIGINAL" PRODUCTS FROM "TRICK STUFF"

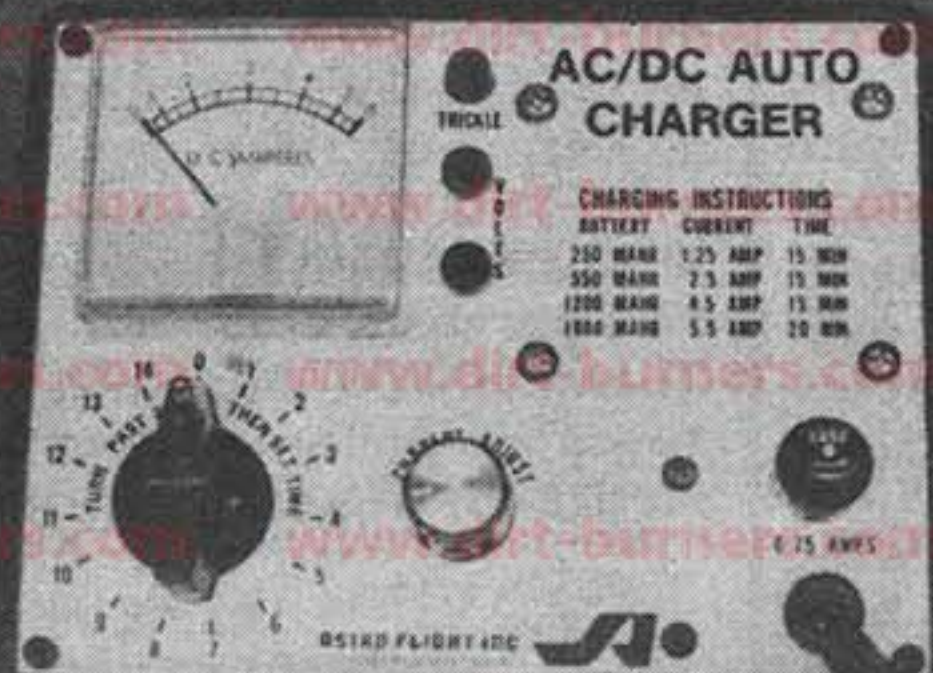
INSIDE LINES

The RX-7 is back (below top picture) This new body is for all you sports car fans. That was the body everyone would ask "What is that thing?". Well the Mazda RX-7 is back. New mold, reworked and the new body looks like the RX-7 should. Stock no. BL-2068, is available in clear (\$10.95) or painted (\$15.95).

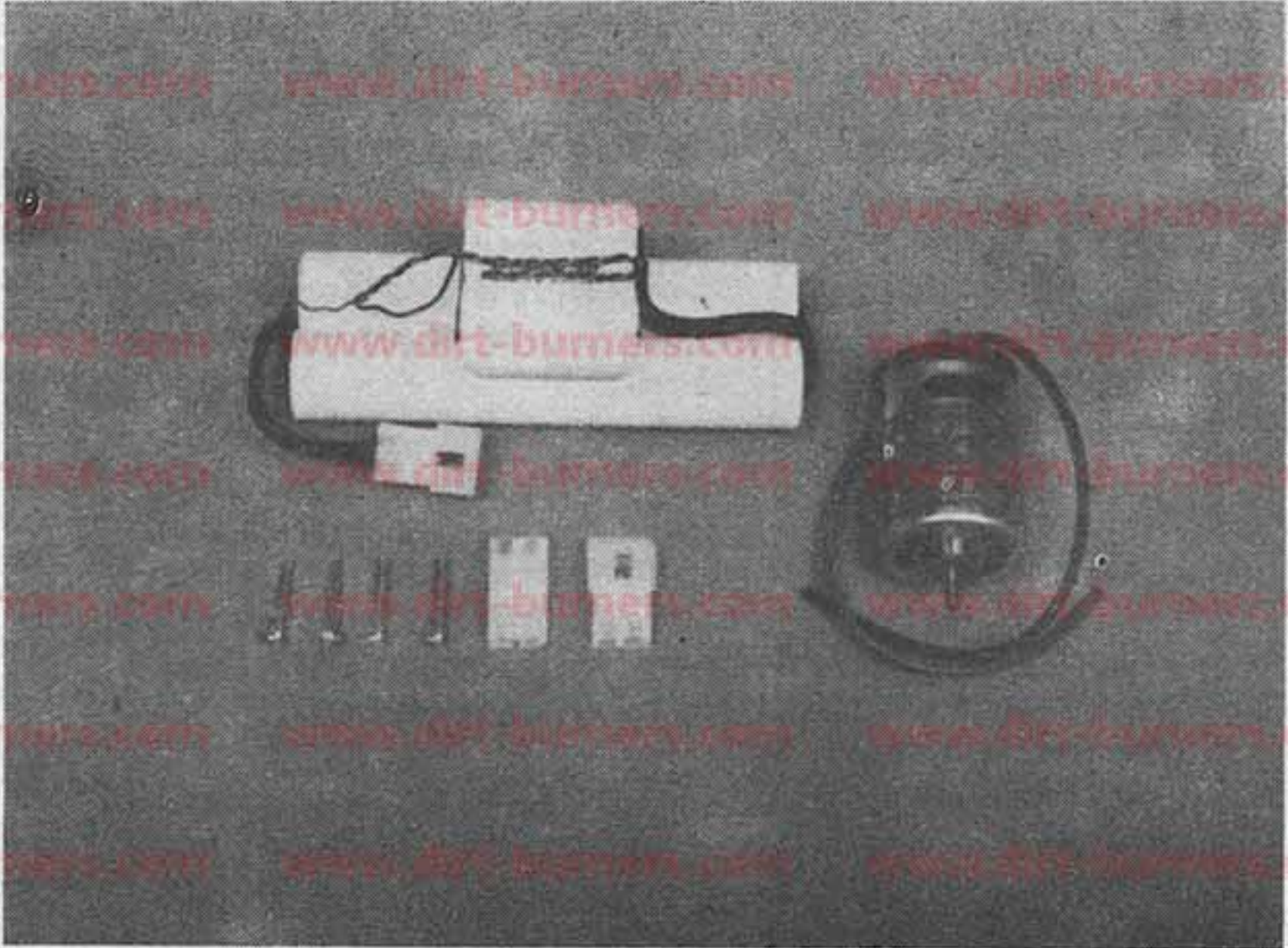
The new lightweight 1/12 scale CHALLENGER also from BoLink (below bottom) This car features a lightweight radio tray, cut-out fiberglass chassis with flexibility in all the right places. BoLink's own lightweight resistor and differential are also included with this car. The regular Challenger has a 8" wheel base, this new lightweight Challenger has a 7 3/4" wheel base. This will make those corners a little easier to make. BoLink Industries, 420 Hosea Rd., Lawrenceville Ga. 30245 (404)963-0252.



The development of the BoLink's own lightweight resistor gave racers a easy way to lose some un-wanted weight as well as being able to mount the bodies as low as possible. This unit also has a wider brake band to set your brakes where you want them. It has a 1 OHM power band and a 1/2 OHM brake band. Complete catalog available. Send to: BoLink Industries, 420 Hosea Rd. Lawrenceville, Ga. 30245. (404) 963-0252.



The new ASTRO 05 STROKER System is specially designed to fit the MRC Baja Bug & Sand Scorcher off-road vehicles. It features a twin ball-bearing, long wind, hi-torque motor for maximum pulling power and get-away torque. The 8-cell, 1.2. amp hour battery gives long runs of 18 minutes, almost twice as much as the Mabuchi System. This system comes with extra connectors and a tap for the receiver battery can be installed in about a half an hour. A companion ASTRO Auto Charger (4005A) will charge this 8-cell system as well as any 4 or 6 cell system. Contact ASTRO FLIGHT 13311 Beach Ave., Venice, Ca. 90291 (213)821-6242.



ASTRO FLIGHT announces its newest and best NICAD battery charger, the "AC/DC AUTO CHARGER". (stock no. 4005AC/DC) The unit is rugged and designed for years of trouble free use. The power transformer is UL rated at 4½ amps continuous duty. Charger was tested for 12 hours of constant use with no sign of overheating. Features continuous adjustable charge current from 0 to 6amps. Charge batteries from 100mahr to 1800 mahr from 4,5,6,7,8 cells. 110 Volt operation, equalizer circuit with pilot light trickle charge, built-in Voltmeter and much more. Contact ASTRO FLIGHT.13311 Beach Ave., Venice, Ca. 90291 (213)821-6242.

RADIO CONTROLLED MODELS

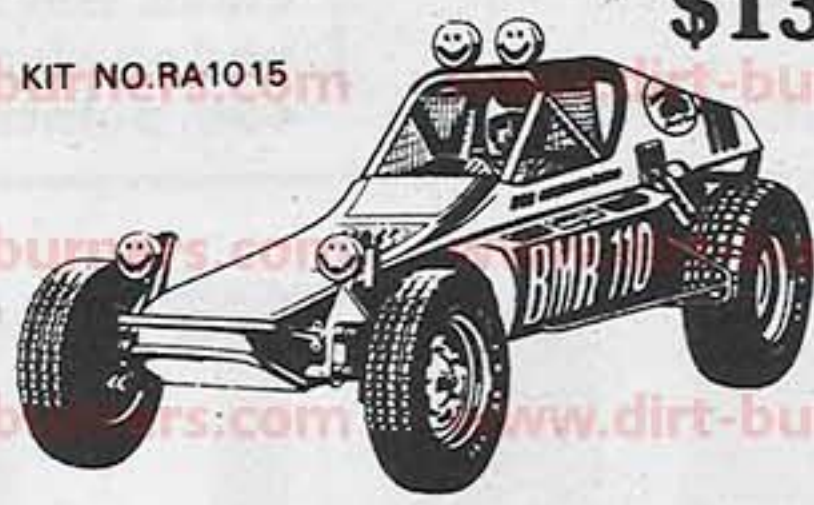
\$139.00

KIT NO. RA1016



KIT NO. RA1015

\$135.00



ACCESSORIES

- FUTABA FP2F RADIO **\$119.00**
- 6-CELL NICAD PAK **30.00**
- Leisure 107 Charger 110/12 Volt ... **55.00**
- RCH 1301 Large Brass Gear **17.95**
- RCH 1302 Small Brass Gear **7.95**
- RCH 1401 Dual Shock Mount **5.95**
- RCH 1502 Heavy Duty Steering Kit ... **7.95**
- RP 708 Wide Front End **15.95**
- Black Motor **50.00**
- SP1118—Shock Kit **12.00**

CATALOG—\$1.00

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MINI BAJA THURSDAY NIGHT SERIES

Reseda, CA
November 20, 1981

ANOTHER SERIES OF OFF ROAD COMPETITION IS UNDER WAY AT THE FAMED MINI BAJA TRACK IN RESEDA, CALIFORNIA.

This is the fifth series of Thursday Night Racing at the Reseda track which marks the longest of any other off road track.

MINI BAJA has been running this 10-week Thursday series ever since the summer of 1980 and it has proven to be one of the catalysts in getting many people involved in the R/C Off Road racing program throughout Southern California.

It's amazing to see the development of the cars and of the talent ever since this "sport" started.

While in the first series, it was an Open series meaning that everyone would run against everyone else. It has now developed into class racing: Stock, Modified and Open.

Prior to dividing the racing

into car classes, MINI BAJA had also run the division in Amateur, Beginner and Expert classes.

It is anticipated that in the near future, as the number of entries grow, that there will be a combination of both class and expertise breakdown. For example: Open class may also have an Expert and Amateur division.

In the meantime, this sixth Thursday night series has reached the half way point with the fifth event of the ten-scheduled events, having been completed.

In addition to awarding the "overall" trophies and prizes at the end of the 10-week series, MINI BAJA also awards trophies for the winners of the FIRST FIVE WEEKS in each class and winners of the LAST FIVE WEEKS of the series.

This time around, a young lady and a new-comer to the off road racing program is the leader of the STOCK class. Her name is Tazu Ikiri and she leads the class with 490 points. Closely follow-

ing Tazu in second is Don Macini who has 488 points and in third, another newcomer to MINI BAJA, John Cosby with 479 points.

In the Modified class of veteran racers is 13 year-old Jason Garcia in the lead with 496 points. Last series' winner, Don Arndt trails in second place with 489 points and just one point behind in third is John Goss with 488 points.

Goss was the overall winner in the Stock Class last series and having won a brand new kit, he decided to switch to the much faster class which is the Modified Class.

These three racers are really going to make an interesting race for the balance of the series

In the wild and Open Class, the leader at this point is Eustace Moore. Eustace, a veteran of 1/8 scale racing, has made the switch (although still racing 1/8 scale) to the off road program as a result of his company's, M.I.P., producing certain items (differential, shocks, front suspension, axles, etc...) for off road. He's proving that his equipment is working by leading this class with 494 points.

In second, and winner of the Open class last series, is Don Arndt with 482 points. Don's effort is amazing as he competes in both the

Modified (currently in second) and Open classes. Third place in this first five weeks goes to Jim Brophy with 449 points. Jim's had some problems during the series, but still manages to hang in there to garnish the points.

MINI BAJA will take a break on Thursday, Nov. 26th, for Thanksgiving and will resume racing for the next five weeks on December 3rd.

RESULTS THURSDAY NIGHT SERIES OVERALL OF FIRST FIVE WEEKS:

STOCK CLASS:

- | | |
|-----------------------|------------------------|
| 1. Tazu Ikiri 490* | 15. Mike Dunn 93 |
| 2. Don Mancini 488* | 15. Chris Schrieder 93 |
| 3. John Cosby 479* | 17. Pat Bowser 91 |
| 4. Chuck Rosine 472 | |
| 5. Roland Baily 399 | |
| 6. Rick Piar 295 | |
| 7. Kevin Hampton 286 | |
| 8. Robert Silver 190 | |
| 9. Todd Clark 99 | |
| 10. Kirk Sanderson 96 | |
| 10. Lee Kibbler 96 | |
| 12. Nelson Kracke 95 | |
| 13. Jack Sadowski 93 | |

OPEN CLASS:

- | |
|--------------------------|
| 1. Eustace Moore 494* |
| 2. Don Arndt 482* |
| 3. Jim Brophy 449* |
| 4. Mike Dunn 388 |
| 5. Lou Peralta 379 |
| 6. Ron Anthony 378 |
| 7. Richard Schroder 377 |
| 8. Larry Stevenson 374 |
| 9. David Shively 373 |
| 10. Jay McClow 371 |
| 11. Jiggs Garcia 276 |
| 12. Eric Grisham 275 |
| 13. Mike Balloy 273 |
| 14. Dave Phelps 272 |
| 15. Lonnie Peralta 269 |
| 15. William Holland 269 |
| 17. Brian Hampton 267 |
| 18. Brian Sommatino 255 |
| 19. Gil Losi, Jr. 199 |
| 20. Gil Losi, Sr. 187 |
| 21. Craig Dunne 179 |
| 22. Steve Christensen 88 |
| 23. Jim Humme 81 |
| 24. Eric Samson 80 |

MODIFIED CLASS:

- | |
|---------------------------|
| 1. Jason Garcia 496* |
| 2. Don Arndt 489* |
| 3. John Goss 488* |
| 4. Ray Ikiri 482 |
| 5. Ron Dyer 472 |
| 6. Tom Asbury 467 |
| 7. Martin Emert 455 |
| 8. Kevin McMillan 454 |
| 9. Ron Anthony 387 |
| 10. Lavar Emert 369 |
| 11. Willie Melancon 286 |
| 12. Dave Phelps 182 |
| 12. Steve Christensen 182 |
| 14. Steve Dunn 94 |

(* Trophy winners for first 5 weeks)

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SERIES RACE, SATURDAY, DECEMBER

RACE STOCK, MODIFIED & OPEN

First Time Ever!



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.)

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!

- 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. ●

★★ \$6.00 ENTRY ★★ AT 1:PM

GULF SOUTH SERIES 4 NEW ORLEANS

Story by Bill Gardner

New Orleans, La.
October 25, 1981

THE NEW ORLEANS BASED R.A.C.E. organization hosted Race 4 of Gulf South Series, Round II, Sunday, October 11th at the Woolco site.

Chris Borrouso directed the race without any major problems. The RACE club's system of assigning their members to count laps seems to be adequate, provided the tapes are readily available for review. In one particular qualifier, one car got one extra lap and another car got two extra laps. Those two extra laps put Thomas Prine in the TQ spot for a few minutes until he admitted that there was a error. Very sportsmanlike. I wonder how many others would have done the same? In re-checking, it was found that in fact Tom was given two extra laps. Better luck next time Tom.

In marking the tenths of a lap, it is understood that if a car happens to stop between the .3 and .4 markers, that car receives the .3 distance and not the .4. This mistake was made several times and in fact, it was almost made in one of my runs. The rules are simple in this matter, you can not earn a marker unless you've passed said marker. In matters such as these, it would be a good idea if the host clubs would get together with those that are to officiate and make sure they understand all the rules and ramifications. Thus there can be some continuity in all races. After all, we're there racing and to have our laps counted.

Qualifying ran on schedule and the track bite came sooner than expected. (May be attributed to the extra time John Abadie spent with the blower cleaning the track) By the third round of qualifying, B rubber...Associated moldeds, and a bunch of caster had found itself on my car.

Freddie Rapuana took the TQ spot with a 21.8 lap run, a first for him in Gulf South. The track design was less than trying with a very simple infield closed in by two sweepers and a straightaway, thus the high number of laps in qualifying. Of course, this could also result in more lap count errors.

The Mains got rolling with the E Main first. Edgar Riviere out classed the field after having considerable qualifying problems. Edgar's 65.8 laps was good for a first and would have let him run in the money in the D event. Brian Vance, a Groves, Texas product finished 2nd and Bumpy Kearney finished 3rd with 55.7 laps.

Ted Simon found himself a bit out of place in the D Main by turning 72.8 laps to capture the first spot. In second it was Todd Schumert with 64.5 laps and third place went to Scott Reedy with 62.8 laps. This was Scott's first Gulf South appearance. Congratulations Scott.

Thomas Prine set the pace in the C Main with 78.8 very exciting laps. Just behind, it was Danny Wenzel who posted 77.0 laps for second. Both Thomas and Danny would have placed in the B Main had they qualified a little stronger...Sandbagging guys? Kenny Smith finished in the top three with 74 laps.

Louie LeBlanc had an easy time in the B Main with John Dupuis and Kenny Durio falling out early in the race. Louie turned 82.6 laps, over six laps ahead of second place Terry Robertson (76 laps). John Dupuis' pit crew got him going again to take the third place finish with 75.0 laps.

Top Qualifier, Freddie Rapuana running "too lean" and Bill Gardner stripping a spur gear on his car was all that Karl Kaiser needed to assure him of first place in the A main and the 400 points. Karl Turned 87.0 laps in his first win since October 1980. John Abadie fin-

ished in second with 84.9 laps in one of his better outings. Rapuana managed to adjust his carburator and to hold on for the third spot overall in the race.

The Series standings now have Freddie Rapuana holding first place with a total of 1879 pts, that's 121 points less than the maximum points possible. Normally this would not be good enough for the overall. John Dupuis is in second overall with 1853 points and he is followed by Thomas Prine with 1816 points.

All this means that the top spots in our Series are still up for grabs and it's anyone's game.

The consistency of the fast guys is off considerably, so now it's the time to take the slack. Your next chance is at Tammany Mall in Slidell, on Nov. 15th. Three exciting rounds of qualifying and several "parts consuming" main events are on tap for your racing fun and pleasure. Be there.

To finish first, you must first finish.

Bill Gardner

ROUND II, RACE 4 RESULTS

A Main:

1. Karl Kaiser 87.0 laps
2. John Abadie 84.9
3. Freddie Rapuana 83.7
4. Charlie LeBlanc 78.9
5. Richard Childree 69.1
6. Bill Gardner 66.0

B Main:

1. Louie LeBlanc 82.6
2. Terry Robertson 76.0
3. John Dupuis 75.0
4. George Molinary 73.2
5. Frank Vance 67.2
6. Kenny Durio 41.0

C Main:

1. Thomas Prine 78.8
2. Danny Wenzel 77.0
3. Kenny Smith 74.0
4. Martin Zeller 69.7

D Main:

1. Ted Simon 72.8
2. Todd Schumert 64.5
3. Scott Reedy 62.8
4. Brian Reedy 59.8
5. Pat Robert 35.0

E Main:

1. Edgar Riviere 65.8
2. Brian Vance 57.9
3. Bumpy Kearney 55.7
4. John Mistic, Jr. 50.2
5. John Mistic 14.0

OVERALL GULF SOUTH Standings after 3 of 6 Races

1. Freddy Rapuana 1879
2. John Dupuis 1853
3. Thomas Prine 1816
4. Richard Childree 1793
5. Bill Gardner 1782
6. Frank Vance 1777
7. Karl Kaiser 1775
8. John Abadie 1760
9. Pat Roberts 1568
10. Ted Simon 1503
11. Bryan Vance 1460
12. Charles LeBlanc 1390
13. Danny Wenzel 1371
14. Louie LeBlanc 1358
15. Dan Ironmonger 1338
16. Gerry Brown 1330
17. Martin Zeller 1309
18. George Molinary 1290
19. John Dingman 1269
20. Kenny Smith 1201
21. Edgar Riviere 1173
22. Paul Verger 875
23. Kenny Durio 852
24. Bumpy Kearney 842
25. Terry Robertson 827
26. Todd Schumert 816
27. Bob Murphy 816
28. Tony Roscoe 800
29. Brian Long 792
30. Bob Reedy 788
31. Chris Borrouso 725
32. Ivan Boudier 464
33. Sheldon Nothacker 453
33. Steve Hite 453
35. Mike Fruge 415
36. Tommy Bordelon 414
37. Danny Oliver 406
38. Scott Reedy 389
39. Merle Nothacker 388
40. Bob Bostnick 380
40. David Kearney 380
42. John Mistic, Jr. 366
43. Charles Bordelon 347
44. John Mistic 344
45. Frank Reedy

Total entries: 45

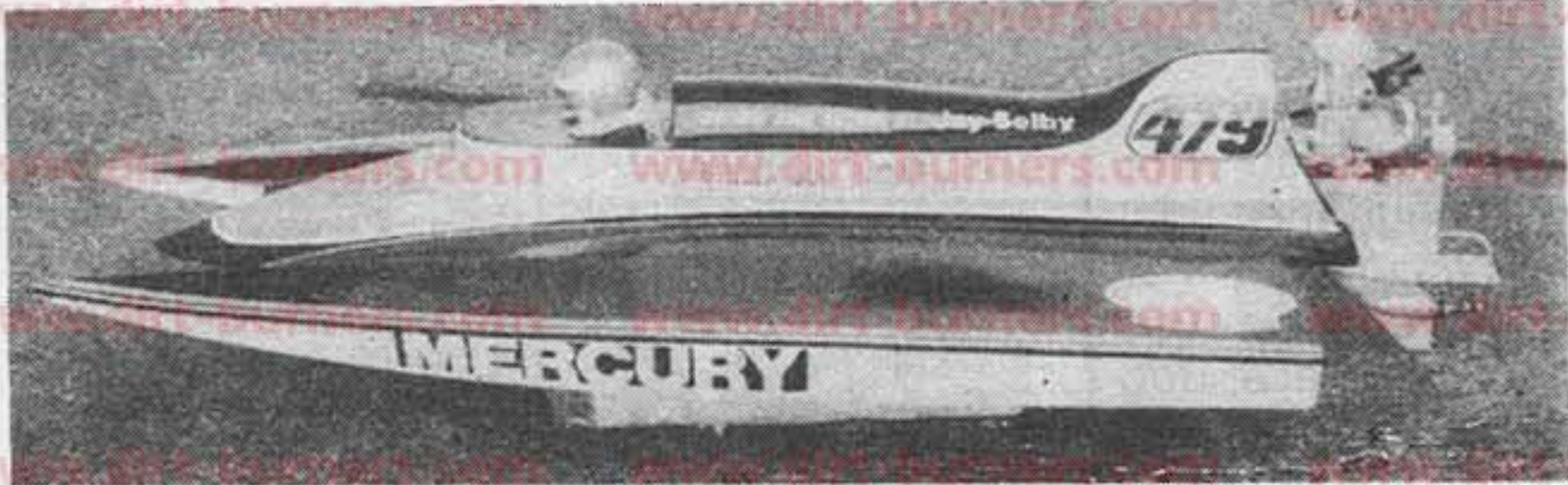
Race - New Orleans :22

Laps - Lafayette :11

Start - Slidell :7

Hatt - :5

3RD NO. - CAL. OPC CHAMP



A typical outboard used on the Northern California OPC race circuit, a Stewart SST driven by Jay Selby.

by JAY SELBY
Oct 24, 1981

On Saturday, October 24, 1981, the third Northern California Outboard Performance Craft (OPC) Championship was held at Kaiser Kove in Fremont, California with Art Hammond as contest director. This was the 8th and final championship points race climaxing the current race schedule. There are 28 OPC members and 22 active tunnel boat drivers from various area clubs. Races were held at 4 different sites and the season ran from March through October. The OPC circuit is based on NAMBA outboard rules and is open to stock engine tunnel hulls utilizing the K&B 3.5 cc outboard engine. No particular hull dominates the sprint cour-

ses used on the circuit which requires drivers to steer various shaped courses (called "naviga" courses) which utilize left turns as well as right. A usual racing-day format calls for open water testing, 6 heat races of 6 laps, a fast timed lap or two, and a trophy dash with qualifiers of like time or a couple of 5 minute enduros. Points, based on the NAMBA points system, are accumulative and the popular R/C boating adage of "he who would finish first, must first finish" holds true.

1979's champ was Steve Hamilton of Santa Cruz, Nancy Miller of Kenwood was 1980's winner and again showed her transom to the field by securely holding first place for 1981 with a total of 14,007 points for 8 races. Steve Jensen (Santa Rosa) with 12,725 held second and a

close third was Hap Miller (Kenwood) garnering 12,525 points. Hap is Nancy's husband...can you imagine the secrets those two must share?

Awards for the current OPC circuit were given out at the District #9 Banquet held at the Blue Pheasant in Cupertino on Saturday, November 7th.

Plans are now under way for the 1982 race circuit and will again include tunnel hulls using only stock K&B 3.5 cc outboard engines, and perhaps a modified (open) 3.5 cc outboard class and races for the new K&B 7.5 cc outboard that will be available sometime at the beginning of 1982 will also be included. Any R/C boater in northern California who is interested in racing competition should contact

Jay Selby, OPC Director

682 Emerald Hill Rd.
Redwood City, CA 94061
(415) 366-9831

RESULTS

OPC RACE CIRCUIT FINAL POINT STANDINGS

CHAMPION, 1980-1981:

1. Nancy Miller.....14,007
(perpetual trophy)

2. Steve Jensen.....12,725
3. Hap Miller.....12,525
4. Rick Barry.....11,794
5. Rick Harrison.....11,275
6. Jay Selby.....11,213
7. Ken Reilly.....10,969
8. Dan Jones.....10,315
9. Darrell Batteux.....8,025
10. Richard Starr.....7,740
11. Larry Gondola
12. Don Wicks
13. Ken Marshall
14. Gerry Brown
15. Tony Ojeda
16. Mitchell Lockett
17. Dave Grainger
18. Rob Cummins
19. Steve Bradely
20. Roy Berg

SPECIAL AWARDS

1981 ROOKIE OF THE YEAR:
Don Wicks

1981 MOST IMPROVED DRIVER:
Larry Gondola

1981 OUTSTANDING DRIVER:
Nancy Miller

1981 SPLINTERED SPONSON
(HARD LUCK):
Darrell Batteux

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First Place in all 4 Mains

A Main:
1. Buddy Bartos

B Main:
1. Dave Lee ● 2. Tom McGarry
4. Bruce Shaftstall ● 7. Bill Matthey

C Main:
1. Bill Jeric ● 6. Jim McCarthey
7. Bob Herman

D Main:
1. Jeff Cook

DAYTON, OHIO

Two Panthers entered. Tom Miller TQ & 1st in A Main ● Jim Ruff second TQ.

HOUSTON, TEXAS

One Panther entered. Scott Ferguson was TQ and 1st A Main, plus Houston Series winner!

DENMARK

Finn Gjersoe won both classes in the Danish Championships

CLEVELAND

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1981 MID ATLANTIC Series Championships

The Mid Atlantic Series just started this year. And what a success it was. It consisted of six one-day racing events for 1/8 scale gas cars. Points were awarded on a simple 1st-A-100 points, 2nd-A-99, 1st-B-94, etc... Each driver's 4 best scores of 6 events counted in determining the Series Championship.

The racing in this series was super competitive, with the top spots not being decided until the final race. I, for one, know that Earl Nester (East Coast Series Champion 1977-81) was sweating this one out until the final race.

Race #6 was not what most of us expected. It started off with the threat of rain and most drivers standing around trying to decide whether to unpack or not.

The results of the three qualifying rounds surprised everyone. The top 3 racers in points-standings did not make the A main. Instead they all qualified for the B main. 12 year old Tony Markunas was Top Qualifier with his PB8/PICCO combination.

The C Main saw Gary Soltys win with a PB ALPHA/PICCO and Johnathan Hughes took second with a DELTA SJ/OPS.

The B main saw Earl Nester take the flag first with a PB ALPHA/PICCO combination and John Haas, Jr. was second with a PB OMEGA/PICCO.

The A main was called after 7 minutes due to rain. Chuck Wiggins put his DELTA SJ/PICCO in the winners' circle for his first A main win of the Series. "CONGRATULATIONS, CHUCK!" Tony Markunas placed second.

The Super Stock A main was won by Bill Mosner who had almost 3 laps on second place, Bob Anders.

Now for the final results: Earl Nester won the Mid Atlantic Series Championship with 394 points even though his tight schedule only enabled him to make four races. Not to be overlooked was second place, Bob Matthews with 393 points. Bill Mosner won the Super Stock championship with his MRP/OS MAX combination.

The Mid Atlantic was a great success and exceeded everyone's expectations. For this we owe a special thanks to Merle Gardner and Earl Nester who helped get this series off the ground.

We are all looking forward to a bigger and better Mid Atlantic "1982". The Series will be expanded to 8 or 10 races next year and we are looking forward to seeing more new faces.

This series proved that gas racing is alive and growing in the East with 57 racers in the open class and 23 racers in the super stock, all participating in this series. A tremendous interest in the formula body oval events will probably result in half of the races being ovals in 1982.

FINAL STANDINGS MID ATLANTIC CHMPSP '81

- | | |
|----------------------------|----------------------------|
| 1. Earl Nester 394 | 43. Steve Williams 147 |
| 2. Bud Matthews 393 | 44. Wayne Smith 145 |
| 3. John Haas, Jr. 388 | 45. Jerry Borrasso 132 |
| 4. Paul Snyder 383 | 46. S. Caruso 93 |
| 5. Tony Markunas, Sr. 382 | 47. Bob Pakulski 89 |
| 6. Dave Bailey 381 | 48. Jim Orner 83 |
| 7. Chuck Hooper 376 | 48. Tim Basile 83 |
| 8. Chuck Wiggins 374 | 50. Ewing 82 |
| 9. Bunky Fischer 372 | 50. Charles Notabartola 82 |
| 9. Mike Rachau 372 | 52. Wayne Johnson 80 |
| 11. Tony Markunas, Jr. 367 | 53. Ed Reilly 77 |
| 12. Tom Abernathy 360 | 54. Arturo Barrera 74 |
| 13. Don Young 356 | 55. Joel Mabus 73 |
| 14. Bill Tu 355 | 56. T. Massiello 72 |
| 15. Carl Machen 349 | 57. Bill Dyke 71 |
| 16. Frank Wong 340 | |
| 17. Merle Gardner 335 | |
| 18. Dale Kallenberger 332 | |
| 19. John Haas, Sr. 326 | |
| 19. Don Pyle, Sr. 326 | |
| 21. Bill Kern 323 | |
| 22. Walt Holloway 321 | |
| 23. George Faraghan 309 | |
| 24. Phil Paskos 308 | |
| 25. Gary Soltys 283 | |
| 26. Tom Szysmanski 275 | |
| 27. Lee Fountain 265 | |
| 28. Dave Hurn 248 | |
| 29. Tom Hayden 243 | |
| 30. Ralph Phillips 236 | |
| 30. Rich Schlosser 236 | |
| 32. Kevin Machen 223 | |
| 33. Melvin Anders 213 | |
| 34. Drexel Williams 185 | |
| 35. Jonathan Hughes 171 | |
| 36. Steve Kern 168 | |
| 37. Ed Baker 163 | |
| 38. Mike Hornberger 158 | |
| 39. Rich Hurn 156 | |
| 39. Stan Stinchcomb 156 | |
| 41. Royce Thompson 154 | |
| 42. Rich Reilly 150 | |

SUPER STOCK

- | | |
|-----------------------|------------------------|
| 1. Bill Mosner 399 | 7. Ralph Phillips 194 |
| 2. James Butt 393 | 8. David Wright 193 |
| 3. Don Pyle, Jr. 386 | 9. John Loving 192 |
| 4. Frank Laffery 379 | 10. Bob Anders 189 |
| 5. Tom Haskins 286 | 11. Eisenhart 100 |
| 6. Bob Wright 197 | 12. Wilbur Thornton 98 |
| 7. Ralph Phillips 193 | 13. Gary Zechman 97 |
| | 13. Patrick Yarosh 97 |
| | 13. Carl Roberts 97 |
| | 16. S. Caruso 96 |
| | 16. Chuck Hooper 96 |
| | 16. Matt Durner 96 |
| | 19. Chris Zechman 95 |
| | 19. Jeff Gore 95 |
| | 21. Larry Switzer 94 |
| | 22. Appleby 92 |
| | 23. Curry 91 |

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Ventura Last Club Race
(Contd. from page 16)

Fifty laps of the B main began after the first turn shuffle for positions. A long battle soon developed for the lead between Les Amman and Richard Schwalm. After a few pit stops and friendly bumps, radio problems took Richard out, leaving Les to take the first place spot with John Pagel closing into second.

The A main started and ended smoothly with "Dr." Tom Douglas operating on the Wards track with his precision driving. Lap after lap, Dr. Tom cut away at the record, proving over and over how he had earned top qualifier, trophy dash winner and finally, A main event winner. Want to know how he does it? Call for an appointment, the Doctor is "in"!

All things considered, it was a great event to cap a great gas racing season for the Ventura Roadrunners.

KEEP ON RACING

Richard

RESULTS

A MAIN

1. Tom Douglas
2. Bob Mathieson
3. Les Amman
4. Doug Campbell
5. Glen Wilcox
6. Bob Coughran
7. John Douglas

B MAIN

1. Les Amman
2. John Pagel
3. Losi
4. Jim Atkinson
5. Richard Schwalm
6. Ray Flick

C MAIN

1. Jim Jones
2. Rick May
3. Allen L.
4. Sonny Madison
5. Steve Maddox
6. Tony N.
7. Tom Wright

D MAIN

1. Rick May
2. Ron S.
3. Glenn Scwhalm

TROPHY DASH

Tom Douglas

CONCOURS

Sonny Madison

CARBONELL Interview:
(contd. from page 21)

may be different for other teams but like I say...right now, we are gonna run the suspension(car) as a kinda 24hr. test. Run 25% nitro and change the motor a couple of times, I dunno, what the hell! The equipment can take it but I guess the biggest thing is the chassis pan because you can't change it.

So you've got to make sure that one stays together. How about tires. How many changes do you anticipate?

Well, I don't know with the suspension car. With the regular car we'd use...The first year we used 6 pairs of tires (laughs) which is very little. The year after that, we used 12 pairs of tires - we were pushing a little - and last year we used 24 sets of tires!(laughs)

It's getting better and it's getting worse, huh?

Right, the racing is getting faster.

Besides the 24hr. race, do you plan to go to the Winternationals in February '82?

Oh yeah...for sure!

What's your plans for 1982. Are you planning to come out to the West coast at all?

Uh...yeah, probably the McCoy race and the Nationals, I'm sure. Yeah.

Do you think it's good for you and the company to do more traveling and make as many races as you can?

Well we almost have to because of the suspension car. Last year...we just tried the big ones, you know, and some of the local ones because the car was basically ready. Right now, I'm sure we're gonna try and make all the races while we can, just to get some time on the new car and figure what's going on with it.

I'm sure we're all going to look forward to seeing you, whether it's here in California or wherever. And of course in about a year and a half, your World Champ title will be on the line. I believe the next World is in Europe. Are you going start preparing for it soon?

Well I dunno where the race is going to be, see...it's supposed to be in Spain or maybe in Carnoux (France), it depends where it is. We might have to go there before the race. I'd like to go there to practice if we can...just to get an idea of what's going on...(laughs) you know.

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R/C CALENDAR

OFF ROAD

EVERY FIRST SUNDAY:
Ranch Pit Shop, ORRCA Series race. Starts 9 am, A,B,C mains. \$6.00 entry Stock, Modified & Open classes. 1655 E. Mission Blvd., Pomona, Ca. 91766 (714) 623-1506.

EVERY SECOND SUNDAY:
Skate City/Western Hobbies Raceway. Whittier, California. ORRCA Series Races, Call for information. \$6.00 entry.

EVERY THIRD SATURDAY:
Mini Baja, Reseda, Ca. ORRCA Series Race. \$6.00 entry. Open for practice 10am. first race at NOON. 6742 Reseda Blvd., Reseda, Ca. 91335 - (213)345-7300. Also Mini Baja 150 Team Enduro.

EVERY FOURTH SUNDAY:
Radio Controlled Hobbies Raceway, ORRCA Series. \$6.00 entry. Practice 7am, race at 9am. Entry \$6.00. Call Ron Williams. 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. Continual, start 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.

ORRCA Off Road Series

DEC. 6
The PIT SHOP, Pomona
DEC. 12
Ranch (cancelled) 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 (cancelled) 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

Special EVENTS

OFF ROAD:
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

★1982 CALENDAR★

ATTENTION: Clubs, Associations, 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; AIRPLANES, 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!

RANCH PIT SHOP Grand Opening!

CHRISTMAS SPECIALS:



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1/12 SCALE	ASSOCIATED RC 12E KIT 3024	120.	78.95
	" " " " 3012	102.	68.95
	" " " " 3016	122.	83.98
	" " " " RTR 3030-B	280.	199.95 (INCLUDES RADIO ASSEMBLED)
1/8 SCALE	ASSOCIATED RC 300	190.	118.95
	THORP RTR	650.	575.00 (INCLUDES RADIO ASSEMBLED)

RACING SCHEDULE:

1ST SUNDAY
OFF ROAD

2ND SUNDAY
1/8 Scale PROCAR 1/8 CLUB

3RDSUNDAY
OVAL (OFF ROAD) START FEB.

4TH SUNDAY
1/12 Scale R.A.C.E. 1/12 CLUB

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1981 Silver Cup

Trophy Race...

(Contd. from page 14)

With the Bud moving full bore the Madison was ripped in half by the force of the crash.

We have never seen a scale boat damaged this badly in 8 years of racing.

Meantime, Gary Preusse's Bud opened up a lead and held on to it to capture the 1981 Silver Cup.

In addition to the fine skills of the racers, the preparation of the boats, and the excellent racing; what makes this race such a successful one, are the many contributions provided by very important manufacturers and sponsors.

These people support the model boater and help our hobby grow by providing new products. A special thanks to the following contributors who received public recognition throughout the day: Airtronics, Americas Hobby Center, Applied Design Corp., Astro Flight, Badger Air Brush Co., Bavarian Precision Prod., Best Models, Inc., Consumers Hobby Corp., Enya Model Products, Carl Goldberg Models, G & M Models, J.G. Products, Kraft Systems, Kress Technology, Norco Marinecraft, Octura Models, Pacer Industries Inc., RAM Radio Control Models, R/C Modeler Corp., Riha Machine Work, Satellite City, Sterling Models, Sullivan Prod., Tower Hobbies, Twin-K Inc., Ward Marine Corp., and World Engines.

R.J.P.

RESULTS

1981 Silver Cup:

1. Miss Budweiser U-12
Gary Preusse
2. Miss Budweiser U-1
Doug Riha
3. Oly Beer U-74
Bill Pistello

Course Trophy:

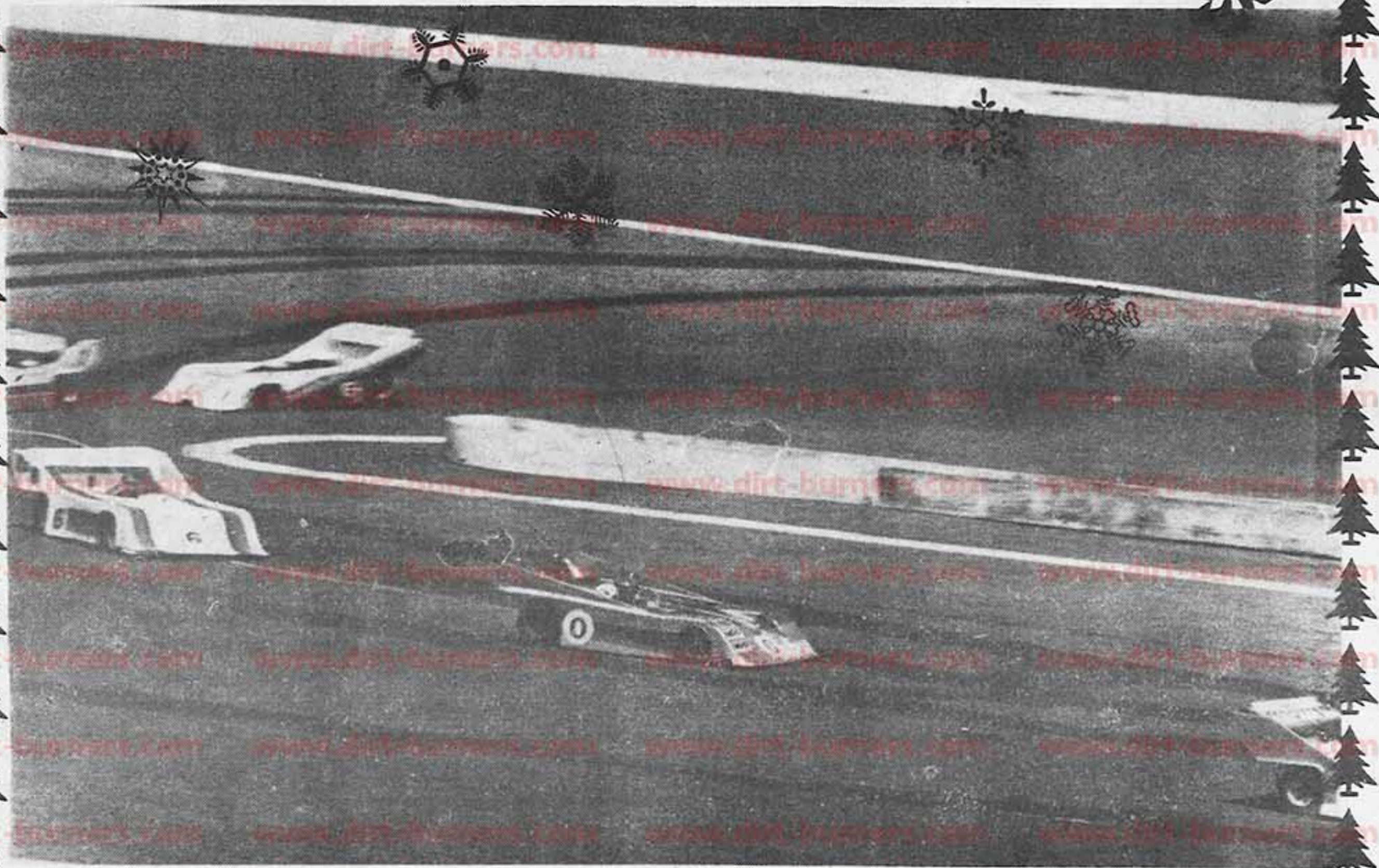
1. Pay n' Pak - Phil Thomas

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

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

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START TO GET BORING...



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FAMED BAJA

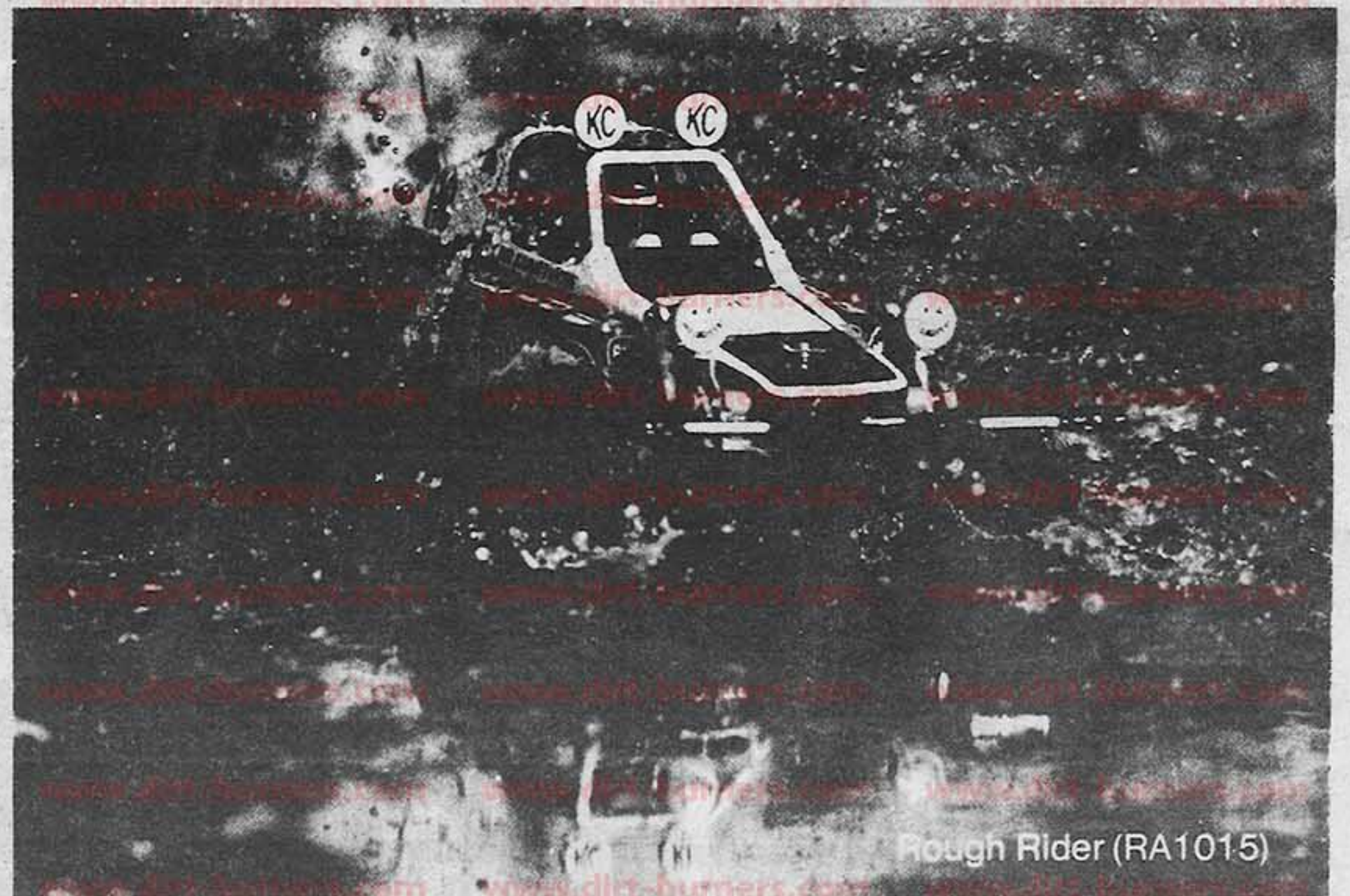
BUGGIES START TO GET GOING.

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

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

RB0010 Quick Charger... plugs into your auto's cigarette lighter to recharge your batteries within 15 minutes.

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