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RACING NEWS

You Race It...

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Issue #10 Vol 2 February 28, 1982
By Donald Deutsch



- ★ U.S. INDOOR CHAMPS
- ★ FIRST PROCAR RACE
- ★ ORRCA SERIES FINALS
- ★ ORRCA QUARTER CHAMPS

- ★ BoLINK's ANNUAL FINALE
- ★ G.E.A.R.S. INDOOR SERIES
- ★ R.A.M.S. REPORT
- ★ GULF SOUTH and much more....

Race Corner

NAMBA reports that most of the country is snowed or iced-in and very little power boat racing activity is evident anywhere, except maybe in Southern California and Phoenix, Arizona where the weather is alot like summer or late spring. In fact, the All American Model Racing Team of Phoenix, AZ is ready to race the weekend of February 20-21, at Lower Lake Pleasant in Phoenix. They'll be running Heat Races; and the other spot in February will be at Legg Lake in South El Monte, Ca., the weekend of February 13-14, when the Southern California Hydro Association will be running Record Trials. Otherwise, the rest of the country is packed in tighter than a five-gallon pack of icecream. In fact, Alaska reports that their race schedule may not start until late May at best!!!

Just when we thought we would bring you some Quickie 500 Airplane coverage, as it has happened so many times in the past, the person who was to have given us coverage, results and pictures did not come through. "Too busy racing" was the comment. We can understand that, but we wish they hadn't committed to do it and then pulled out at the last minute. Anyway, we'll keep trying.

Back to power boating. We've received quite a bit of reaction to last month's interview with Jack Garcia. Almost all, very positive. Most of them were suggesting other names in power boating that would be good subjects. Example: Tom Perzentka of OCTURA Models, J. Brandon of DUMAS, Al Prather of PRATHER, and Mom Coad, Executive Secretary of NAMBA. Excellent list and we hope to get to all of them sometime during this year.

This issue has a "FOCUS" on OCTURA MODELS which you might enjoy reading. Check it out. It's an excellent piece by Octura's Tom Perzentka.

For those of you who are planning to attend and compete at the R/C RACING NEWS/ SCORE SHOW "1982 R/C Off Road World Championships" in

April 16-18, at the Anaheim Convention Center, you might want to write this name and address down if you plan to stay at a nearby Hotel. The SCORE SHOW people have an excellent package for those people attending the show, at the Marriott Hotel. For further information contact: Alex Xydias, SCORE SHOW, P.O. Box 6819, Burbank, Ca. 91510 or call Alex at (213)768-2914.

Speaking of same; entries for the Off Road World Championships started coming in on the first day that the entry schedule opened (January 25th). So if you plan to make that race, I wouldn't wait too long before sending yours in. There is a limit on the entries in all three classes (STOCK, MODIFIED & OPEN) because of the space and times available. Entry includes Free tickets to the show, discount tickets for family, a World Championship T-shirt and starting pin or plaque. Entries close March 26th. We understand that a certain block of entries have been put aside for entries from Japan and Europe.

In addition to great looking trophies that will be given to winners at the Off Road Championships, many companies are donating terrific prizes to be drawn during the three days of competition. First place in all three A MAIN's will receive a new off road kit and transmitter. In addition, companies such as M.R.C., Moore's Ideal Products, Custom Racing Products, Ranch Pit Shop, Sanyo, Royal Crown Cola, Futaba, Airtronics, BoLink, Boom's Video, Thorp, Kraft, Novak Electronics, Race Prep, Trick Stuff are but a few. More Companies are expected to join this elite group, including some of the manufacturers or the "full scale" off road products that will be exhibiting at the SCORE SHOW.

We're also delighted to announce that KRAFT Systems of Vista, California has picked up the "major sponsorship" of the MODIFIED Class at the Off Road World Championships. They join AIRTRONICS as the other "major sponsor" of the OPEN Class. Still to be filled is the sponsorship of the STOCK

Class. At presstime negotiations between several companies were still underway.

Speaking of World Championships, the 1/12th World Champs to be held in Southern California has had a track site change. Originally, it was reported that it was to be held at Briggs Cunningham, in Costa Mesa. That has now changed as the track looks like it's going to close because of some legal matters. Consequently, Mike Reedy told us that the Orange County Fairgrounds looks like to be a likely spot for the 1/12th scale World Championships. As we're going to press, Mike is negotiating with the Fairground people and as soon as it is official we shall let everyone know.

California Auto Racers (CAR), from Northern California, have organized their 1/12th electric racing schedule for the entire 1982 season. Race schedule appears in this month's "calendar" section. Check it out. For more information you can call Jim Aguirre at (415) 566-1022. Race locations are yet to be determined.

Just heard that NOVACK Elec. will be producing special servos for KRAFT's new KP3KW pistol-grip/wheel transmitter. The NOVAK Midget (KPS 33N) will come in gold color and it will have three versions for the right type of receivers, ie, KRAFT, K-LINE and FUTABA. Also, in the near future, NOVAK will have a special "off road" servo to go with KRAFT's transmitter.

The R.A.M.S. Club, up San Jose, Ca. way, want to let everyone know to start getting ready for their Team Enduro race coming up on March 21. It's a 1/8th scale gas enduro G.T. road race and each team must be comprised of one Novice, one Amateur and one Expert. The club's new race director, Loren Chaney, can be contacted for additional info at (415)965-4331. Also check our calendar section for the rest of their schedule.

The CHICAGO & MIDWEST RADIO CONTROL & HOBBY EXPO '82 has been set for

March 12-14, 1982. It's going to be held at the famous McCormick Plane On-the-Lake site. It's a consumer trade show that should draw heavily from the 10 million plus population of Chicago and its suburbs. We understand that booth space is going for \$250.00 and sign-ups were due by Feb 1. But if you call them at (312)448-0620 they may be able to extend it for you.

R/C CLUBS from in and around the Baltimore and Washington D.C. areas are having a show (not specified as to what type) at the Columbia Mall, Maryland, in conjunction with the SCCA. The date is February 19-21 and you can contact Bud Matthews at 8905 Wilton Ave., Ellicott City, MD. 21043.

MORE SHOWS. Don't forget the Racearama '82 show at the Better Living Center on March 5-7, 1982. This show promises to be one of the biggest shows displaying R/C electric car racing that western New England has ever seen. On tap are races in Grand National, Can-Am, Open, Off Road, Trans-Am/GT, Sprint Car, Indy Car, Super Modified, Modified, Late Model and NASCAR classes. Sounds like a handful. Contact Bill's Hobby at (413)736-7711 or Paul Senyk (203)633-7113. R.O.A.R. rules are for all electric racing and ORRCA rules are for all Off Road racing.

Speaking of ORRCA, we've just learned that a meeting of the track owners was just held and one additional Southern California track has been added to the next ORRCA Series. Hobby City, Buena Park will be the fifth track in the Series. The next ORRCA Series is scheduled to start on the first Sunday in March. The new schedule and rule changes anticipated will be covered in our next issue. In the meantime you can call each one of the tracks for further information.

(contd.)

ON THE COVER: (Left to right) Top three finishers in ORRCA. Open: Eustace Moore, Gil Losi Jr., Edie Street; MODIFIED: Jim Brophy, Allen Losi, Dennis Taylor; STOCK: John Gudvangen, Mike Deming, Ed Street.

By the way, the big winners of this past ORRCA Series (see coverage in this issue) and holders of the Number 1 plate for the next ORRCA Series were: John Gudvangen in STOCK, racing for Custom Racing Products; Jim Brophy in MODIFIED, racing for Mini Baja/Trick Stuff; and Eustace Moore in OPEN, racing for Moore's Ideal Products.

Winners of the ORRCA Quarter

Championships held on Jan. 31 at the Ranch Pit Shop were: Mike Deming in STOCK; Rick Churchill in MODIFIED, racing for R.C.H.; and Gil Losi, Jr. in OPEN, racing for Ranch Pit Shop. (Coverage in this issue)

Further news from NAMBA. If you plan to attend the NAMBA Nationals this coming July 10-17, 1982, you better get your entry(s) in early. One of the reasons is that only "legal" boat

frequencies will be used. Races will start at 8 am and finish at 5 pm, so there will be time for only so many heats. There will be a limit of entries and since Southern California has a large contingency of power boat racers, if you're from another State, you better hurry and beat the crowd.

Insurability for power boat racing maybe costing more if something is not done about

keeping people (non-racers) and their boats or rafts away from the racing areas. There have been several cases where non-racers have been hit by racing boats and claims are being filed. Each club should make an effort to police this matter and help keep the sport safe. Each racer should have a "pitman" to help spot the intruders.

Looks like Thorp Mfg. is coming out with an "off road" diff. Several proto-types were tested this past weekend - at the ORRCA Champs and seem to have done an excellent job. Diff should be out on the market sometime in March 1982. Also from Thorp are ball-caps for the Tamiya off road cars that "will not pop-off". This should be a welcome relief for those that have to replace those nasty things almost every race.

Thorp Mfg. has been mainly involved in 1/12th and 1/8th racing but now they are looking to get more involved in 1/10th off road. Rumors have it that there are a couple of other "major" 1/12th & 1/8th manufacturers that are also contemplating diving into the R/C off road market. Especially since developments of the Independent Suspension cars are near ready, it should be an easy conversion.

Already in the market and very competitive with the Tamiya Off Road car is the A.Y.K. Super Trail Off Road car also from Japan. It has suspension all around with coil-over springs, a three-speed control, metal encased gears and it comes as a single-seater or Ford truck body. At this time, the motor is not included in the kit. Retail for about the same as the Tamiya.

We also had the opportunity to view and test another Off Road car due to be released sometime this Spring by Cox Hobbies. It too is a 1/10th scale car that will be competitive with the others. The car we tested probably has the best body and more realistic body design of all, it is fashioned after Bob Rodine's SCORE Class 1 single seater. This car and the AYK may make their debut at the World Championships on April 16-18, in Anaheim.

(contd. page 32)

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Saturday, April 17
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Sunday, April 18
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On the Line

Deserves Better Treatment

In July of 1981 you contacted one of our club members (Kent Volmerding) and asked him to write an article on our Three Rivers Race. You told him that if the article was published, you'd send him a copy, plus his pictures back. To this date, Mr. Volmerding has not heard word one from you, not even thank you.

Even though I've heard this piece has been published, I haven't seen the paper because the hobby shop in town (Phil's Hobby Shop) didn't carry your paper till about a month or so after this issue was out.

I don't know about you, but I think Mr. Volmerding deserves better treatment than this, at least his pictures back, and to see the article in print. I also would like to see it along with other people in our Club that worked so hard to put on this race.

Don't get me wrong, I really enjoy your paper, I just think the people that write your articles should get what they are promised.

Steven J. Gall
President Driftwood R/C Club
Fort Wayne, Ind.

We apologize if Mr. Volmerding did not receive our comp copies we sent him. I must believe he didn't get them. I'm sorry he or someone in the club did not get in touch with us sooner. We are now sending him copies of that issue. With respect to the pictures, apparently there were no specific instructions to have them returned after our use, so our staff routinely filed them. We shall get those back to him as well. Thank you for your concern and don't let this discourage you or your club members from sending us more material in the future. ED.

WHERE CAN I RACE?

I have a completely Modified Tamiya car I bought and modi-

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fied it at Pomona Pit Shop.

The only problem is I live in Bellevue Washington. There's no one here to race. I was wondering if you knew of some clubs or at least some other people with Tamiya cars?

Garret Harvey
9288 Points Dr.
Bellevue, Wash. 98004

At this time, we're not aware of any specific "off road" clubs, but maybe by publishing your letter, you'll hear from some one. Please let us know. ED

Off Road Championships?

I read in your last issue about the forthcoming R/C Racing News/SCORE Show Off Road World Championships. Is that the same people (SCORE) who put on all those Baja races? Please let me know also some details of the race schedules and race rules. Is it part of ORRCA?

Ned Stockley
Redlands, Ca.

The SCORE SHOW people are Mickey Thompson (founder of SCORE International, the only sanctioning body in Mexico, to put on all the Baja races) and Alex Xydias, who runs the show. It's separate from SCORE International, in that they only promote the SCORE SHOW, but basically it's the same group. The race schedule will coincide with the Show's hours; Friday, April 16th, from 6 pm to 11 pm; Saturday, April 17th, from Noon to 10 pm; and Sunday, April 18th, from 11 am to 6 pm. Race rules are now being drafted and will be sent along with entry confirmation in the next few weeks. Yes ORRCA rules will be used. ED.

I CAN'T BELIEVE IT!

I was reading through your paper the other day and sure enough I came across an article that was written by Mr. Gardner

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R/C RACING NEWS

PRESENTS

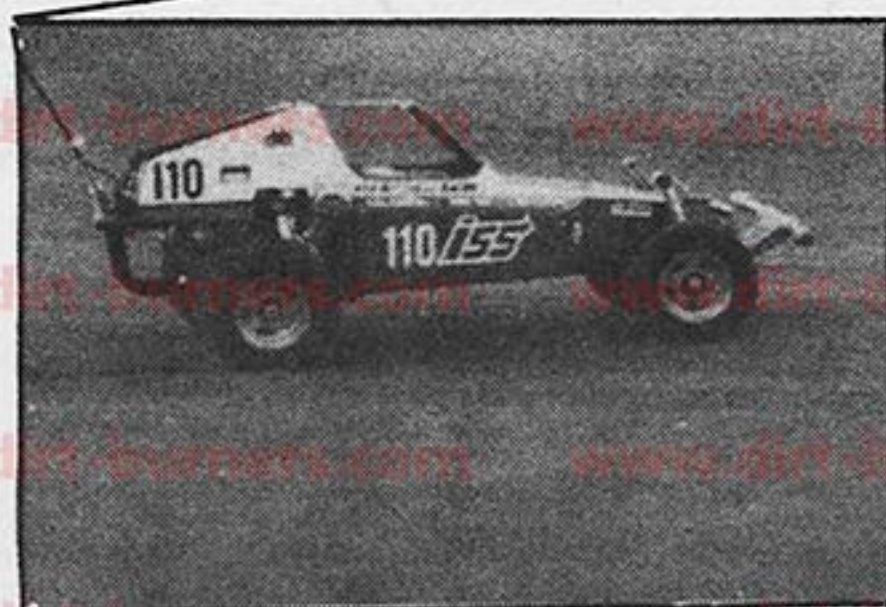
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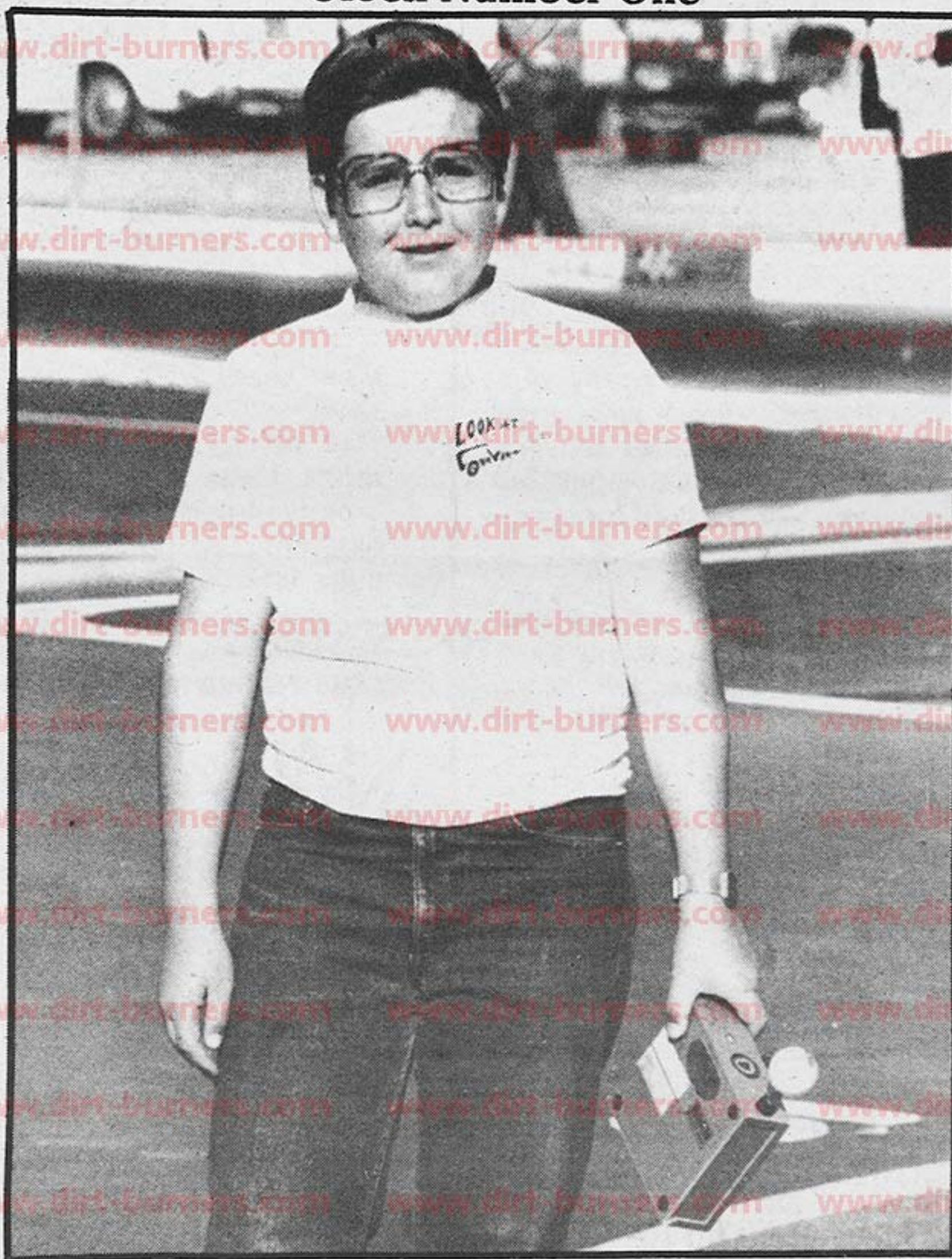
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Interview: NUMBER ONE ORRCA RACERS

This month, we decided to "focus" on the Off Road aspect of R/C racing. With ORRCA's first series just completed, we thought it would be of interest to our readers to meet and hear from the top drivers in the three ORRCA classes.

John Gudvangen (STOCK #1); Jim Brophy (MODIFIED #1); and Eustace Moore (OPEN #1) were all interviewed during the ORRCA Quarter Championship held this past weekend at the Ranch Pit Shop.

John Gudvangen Stock Number One



Well John, you won the series, what did you think of it?

Well, it was tough...cause Mike Deming had the lead most of the way until the second to the last race - he missed it, so I got all my points there.

Your generous to say so John, but you're also a very good driver. How old are you John?

I'm 13.

Where do you go to school?

St Brunno, in Whittier.

How long have you been racing off road?

About a year. I met a friend out in the desert; we went riding motorcycles, and he had his there and then I got into it a couple of weeks later.

The STOCK Class kind of limits you to a few things you can do to your car. What have you done to

your car to make it work better?

Well, uh, bearings...but everyone has those, steel U-joints, and that's about it.

Is there anyone else in your family that races cars?

Well, since I'm going to be moving up to Modified, my dad is going to be driving Stock now.

Well, let's see, he's been your pitman; who's going to pit for you now?

(Smiles) I'm going to be my own pit crew now.

Is this your only hobby?

This is my best hobby right now, but, uh, we've got alot...baseball, football, motorcycle riding.

This one allows you to have fun and be with your family as well.

Yes, it does, we're all together here, it's great.

You're going to be moving up to the Modified Class, what will you be doing to your car?

Well, direct steering, that's about it really.

Are you sponsored by anyone?

Yes, Custom Racing Products, Mike Tobey, like with coil-overs, shocks, different parts and accessories, that if I break, I need.

Are you looking forward to the next series and the growth of the sport?

Well, we don't have our Modified car all together yet, but we'll probably be starting about half way into it. I hope the sport goes on for a long time so that other people can get into it. I'll be in it probably as long as it is or until it dies out.

Did it take you long to get used to the car?

Well, not really! I didn't know, 'cause like that day when we went out motorcycle riding, it was like I had had the car in my hand for about a year, 'cause it was like riding a motorcycle, you get a good idea how to drive through bumps and jumps and dirt. It was great!

What would you say to one of your young friends who might be wanting to get into the sport?

Probably to start off in Stock and then after a while to move up. Like spend some time in it.

Jim Brophy Modified Number One

Ok, Jim how does it feel to be the first number one in ORRCA's Modified class?

Just great! I'm really surprised (laughs). A good series...it's been a long time coming.

How long have you been racing R/C Off Road?

Ah, close to two years now.

So you were into it right from the very beginning right?

Yeah, we started when there were just beginners.

Why do you think you won the series?

Well I was very consistant, never missed a race and always in the first four...I guess consistency counts.

Since you've been racing for about two years, how have you seen the sport grow?

Oh, it's grown immensely, the competition is getting harder and harder in all classes now, and the cars that are coming out are so fast, so quick that it's hard to keep up!...Money talks!

Do you think it's getting out of hand? Too much money to get involved in it?

No, I think it's balanced. You can have all the money in the world and still break down and lose in the race. It's preparation and keeping up with the new parts, that helps. Also getting help from somebody sometimes, you know, especially if you run two cars.

That's right, you run two classes. How did you do in the Open class?

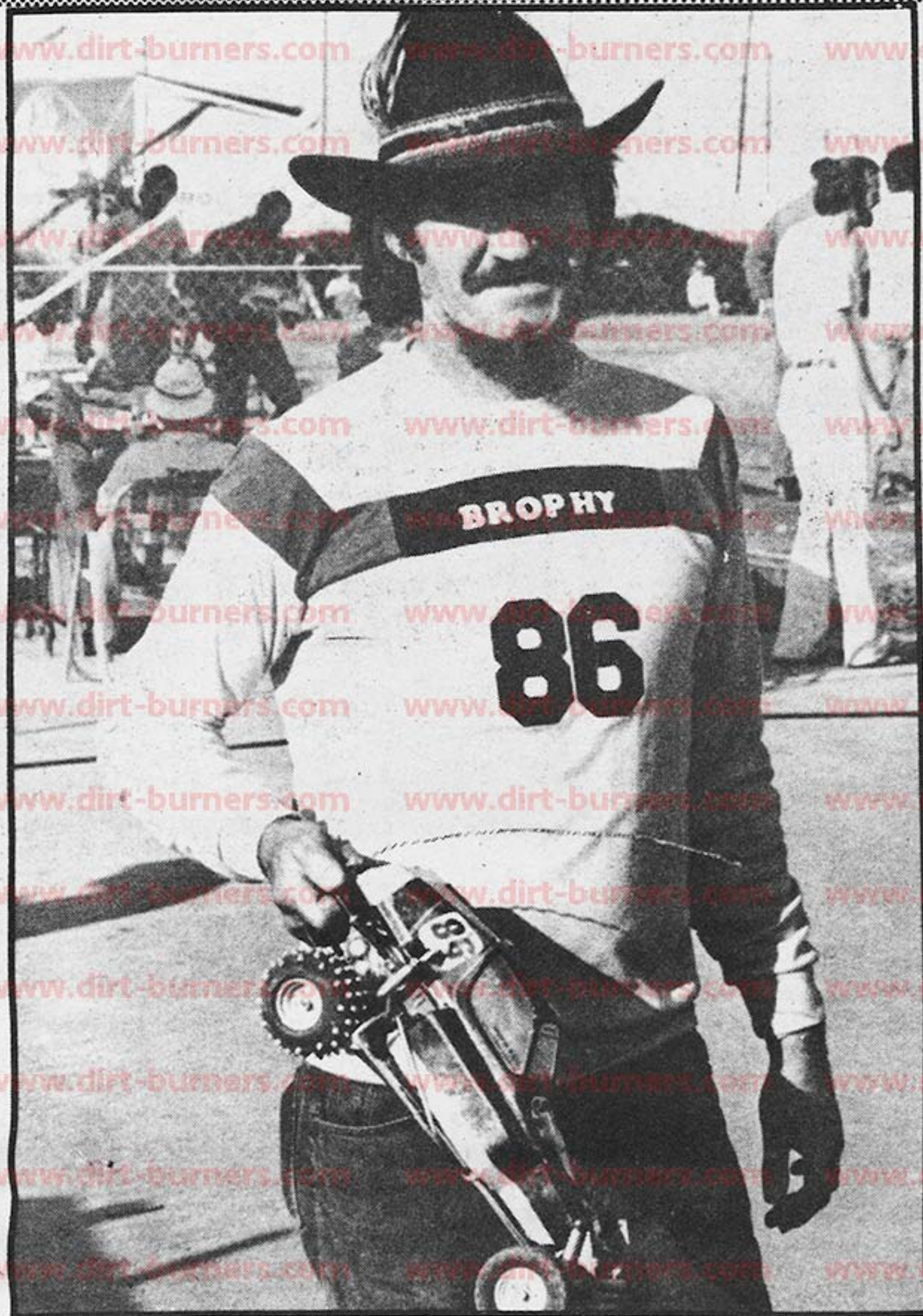
I think I got fifth overall.

You say keeping up with new parts: Do you think that availability of new parts makes the sport more competative?

Definitely. Definitely, all those new and better parts have really helped it.

What do you have in your car that's different from a STOCK car?

Nothing different really, steering, steel U-joints, trick tires in the rear, electronic speed control, Trick Stuff. Motor is stock.



Do you think that you earning the number one plate in the series will encourage others to participate?

Ah. Yeah things...things got started slow, but now it looks like it's going to grow because it's getting publicised and everyone's going to want to get in and be number one!

Do you race for any particular team or track?

Yeah, I race for MINI BAJA and TRICK STUFF, they're my main sponsors.

What do you think of racers getting sponsored. Do you feel it will help the sport?

To be truly competitive, one should get some help from someone. A sponsor or someone else because it does get very expensive. I've won a few trophies and I figure every trophy cost me \$150.00 in a year's time (laughs).

Where do you think this sport is going? Will it go the way slot-

cars went?

It's going to go for a while. Nothing is positive. It's coming on much stronger, lots of kits sold and more faces out at races. Come and go like slot-cars? I see a lot of people get into it and then quit. Like a few racers that were good at the time, but I guess it got to be too much for them, expense wise, so they got out. I don't know.

Had you been into any other form of R/C before off road?

I never had a car or airplane or nothing...Raced motorcycles, but nothing like this.

What made you get into this?

One silly neighbor next door talked me into getting a car and then he quit, right after I got the car. So I persued it and stayed with it.

I know you've made almost every race in the past year or so. Did this hobby replace another hobby of yours?

No, just replaced working on

weekends. I used to be a workaholic, now I'm a raceaholic!

I know that you also bring your brother and recently your son to race. Are you planning to start a Brophy Team?

No, not really. I've had so many cars off and on that we threw them together and either my son or my brother will come out and race...as a team.

How many cars have you had since you started?

I've probably owned five kits all together, at one time.

Will you be running in the next ORRCA Series? And what do you think are your chances of repeating your win?

Yes, I'll be running the next ORRCA Series and it's gonna get tougher 'cause there's a lot of men who decided that they didn't want to join ORRCA at the start and now they're all coming into it. The more men, the more competition and then your chances go down. It's like in the beginning, it was easy to go out to a race and win a trophy, but now you have to fight for everything you get.

What do you do for a living Jim?

I'm a carpet, linoleum, and hardwood floor installer. I work out of El Segundo, Sunset Floor Covering.

Will you be attending the World Championships in Anaheim?

Yes we'll be there...we don't miss any races if we can help it.

Eustace Moore Open Number One

You had some tough competition in the Open class. How does it feel to win the first ORRCA series?

Well, for all the preparation and time I put into it - it feels good to know that all the effort paid off.

What did you think of the series itself?

I think it went pretty good. I'd like to see a lot more guys come out rather than just running at certain tracks. I'd like to see all of the guys come out to all of the tracks, to get a feel of it. That's really what racing's all about, getting out and putting an effort

into it...not just one particular place 'cause you know it and you can win, but to be a champion everywhere really proves something.

You made it to all the races, with the exception of the last two.

That's correct, I went 1/8th scale racing for one race and the other race I just didn't have the time 'cause of work and all.

You started in R/C in 1/8th scale quite a while ago right?

No, actually, I started with the Jomac car, the 1/12th scale gas car, about 6 years ago. I was the first to put a differential in that car, carburator, ball bearing, front end, exhaust system, I had the whole works on it. It was the only one like it. It did pretty good, I had fun, I enjoyed it.

And then you got into 1/8 scale, what...a couple of years ago?

That's right, in that order.

What made you get into off-road?

Well, uh...basically just and interest. I was working on some prototype parts which was the differential and I found it to be quite interesting in that I was winning because I was running the differential where the other guys weren't as consistent 'cause they couldn't keep their car on the track. And I thought it was fun...I really enjoyed it once I got into it and really got the hang of it - I like it.

What did you think of the competition in the Open class?

Great! Some of these guys are so fast and, since a lot of the guys...they're really beginning to come up in driving...they're learning a lot of different techniques and learning how to make the car handle well. The competition is there...that's why I run open instead of modified or stock.

What kind of things do you run in your car?

Well we run the complete M.I.P. kit. I run the M.I.P. front end with shocks, the rear end...coil over with shocks, the axle, the differential, the wing kit, my own chassis which is very similar to the Tamiya, it's just that it's one-eighth inch rather than one-six-

(contd. next page)

teenth which makes a considerable difference in flex. It allows the suspension to do all the work rather than the chassis flexing.

Do you think there is a future in this sport...1/10th scale off road?

Definitely! I'll be producing a car in about 6 months to prove that. I think it's going to grow considerably, especially once other cars are on the market and available which are raceable rather than something that you really have to put a lot of work and bucks into to get it to work.

I guess you must feel pretty good because you have a company, M.I.P., and here you are winning the series...it must make you pretty proud.

Yeah, I've done a lot of work and a lot of preparation. I was...my total interest was winning this series...doing well in the Winter-nationals and Summer nationals...and doing well at all the larger races was to promote the product line and to prove to people that it's a little more than driving - it's efficiency and having something that works well.

You say you produce some products; I know you're making a car. How far do you think it can go, as far as products? Do you think it could get out of hand because of the expense?

Not necessarily...just stick with basic things and don't change.

Decide on what you want, go with that. If it doesn't work, try to budget it. Go with what you think's best and if it doesn't work then you automatically have to change...but otherwise, go with it. Don't put the bucks in it if it's not necessary. I, myself, am a really low budget racer. I own two sets of battery packs, one charger, one motor, one car, maybe three sets of tires. So I'm very low budget. Once you get the set-up, just leave it...don't change.

So what it comes down to is finding the right formula and just keep with it...take care of it.

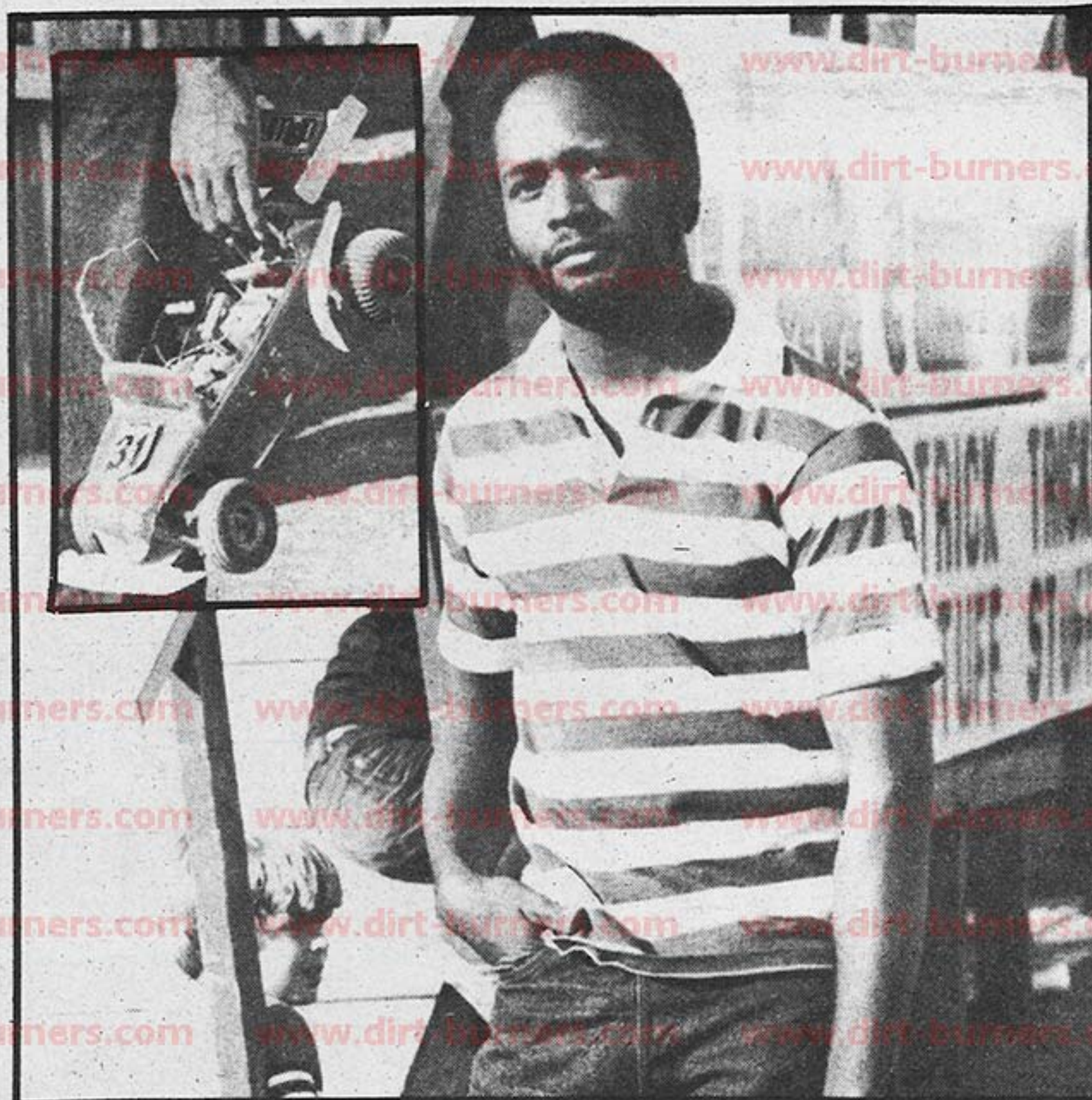
Exactly...remaining constant with what you want and what you believe in. Altering the car for every track and all the other preparations are unnecessary.

Do you think it's the equipment that's better or is it the people that are better now?

I think it's (equipment) a lot better.

So once you find the formula you should keep it and keep it running better.

Exactly. One of the things I do - and I've proven that it is definite, and a definite asset to the sport...a lot of people have a tendency to take their cars apart after every race - I've left mine ever since the Winter-nationals, the same. The only thing we've done is put a little more camber in the front end which is adjust-



able, and that's it...that's all we've done. I put it on the shelf when I'm finished racing. Knock it with a hammer to get the dirt off and that's just about it...that's all I do.

So the formula is working for you...Now a new series is coming up. What would you like to see happen? Would you like to see anything changed?

No, not really...than just to see the guys come out to other tracks. I think the points system and everything else is fair. I'd like to see - once other cars are being produced and other motors are available - I'd like to see another motor used for a modified, rather than just the Tamiya motor. I think it's not really fair in the essence that everybody's running the same motor...but I think there should be a deviation in that. It might bring a lot more guys in the modified, even though it is a particularly large class as it is.

We have a big event coming up in April. What do you think of that?

I think it's great! By then I should have my prototypes out and our team members running them in that race...and I'm hoping to win it. I think it's going to be a pretty big event and turn out great.

What can you say to the guy who's just thinking about getting into the sport? Is there a future for it?

Definitely...for a guy who used to race real cars or races other model cars, it is definitely worth getting into. European countries, the Asian countries and here in America, it's just growing daily. More kits were sold this Christmas than in the last 3 years when the car was first introduced. In the States, as well as other countries, it's just growing at an unbelievable rate.

What about the atmosphere of racing, do you like what goes on in the pits with the families and so forth?

I think the attitudes of the drivers is fairly nice. What I don't like is the way certain guys that run good, happen to downgrade other products even though they haven't tried them. Other than that, I like it. Everybody seems to be pretty level-headed. The guys get along real good. There's no fighting, no bickering...it's pretty good, other than the occasional gossip that goes around.

You find that everywhere you go, though, don't you?

Oh, definitely...eighth scale, twelfth scale, real cars, watching television...it always happens. But sometimes it hurts you...it slows things down for you a bit. Once you get out and race and prove your point...well it kind of goes away after a while. It's fun!

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Quest Editorial

"ABOUT THE LACK OF TIMING AND SCORING RACES".

By Dean Brown

I'm just cynical enough to believe that although we don't know about it, foreign technology has already provided a system at "reasonable" cost to provide automated timing and scoring of each car in a field of radio-controlled cars. But in the event this is not the case, I'd like to throw in a couple of ideas.

One is to copy the approach taken by John Perry in the development of his new fuel pump/injector. His great insight is to utilize the inherent vibration characteristics of a two-stroke cycle engine as the energy source to oscillate a plunger which acts to pump fuel through the unit. Can that vibration be employed to cause a specially-designed unit to send a distinguishing radio signal from each car on the track, which would be received at a trackside unit for processing?

Such a signal, of course, would have to be safely apart from frequencies now used for radio control or otherwise incapable of affecting car control. And this approach - or, as seems likely, any approach, would require locating a miniaturized unit on the car. The unit would have to be designed for easy but secure attachment on the car and for quick removal. An inconvenience for everyone to be sure, but a small price for the benefits to be gained. Each car would carry the same weight "penalty" but I'll bet the thing wouldn't have to weigh but a fraction of an ounce and it would have no effect on car performance.

Why not take a page from experiences already gained in the design and use of battery-powered active transmitters for small animal tracking? Or explore the use of something called passive transmitters which require no active power source and would only generate an ultra-low power radio signal when first hit by a radiating frequency transmitted from an ultra-low power transmitter at trackside, or via an

antenna wire buried in the track surface? Signal receiving circuitry would be located in a transceiver unit at trackside to process the unique frequency response from the unit on each car.

Pure fantasy? Too expensive? Not practical because the drivers would object to having to place a unit on the car, or would come to blame any and all radio control problems on signals used by the new timing and scoring system? Perhaps so.

However, I think that I am one of a growing number of 1/8th scale in particular who believe that automated timing and scoring equipment is long overdue and very much needed.

The tedious and boring job of a person manually counting/timing needs to be made a thing of the past.

On the best days it's a thankless task and it comes with many built-in hazards to accuracy.

It requires constant attention of the person to count one car and becomes proportionally more difficult and error prone, the greater the number of cars the person is responsible for. Any interruption or break in concentration creates uncertainty when there's little enough time to do what is routine.

Examples: When, as inevitably happens, a car re-appears on the track after being off, is there certainty it's the first time it appeared or was the car missed on the previous lap, when it really did first return to the track?

What is to be done? When?

What about the situation when several cars are in the pack and about to hit the finish line in a qualifying event? The counter/timer person has only two hands and needs to hit, say four stopwatches within less than a second!

What happens when a stopwatch plunger is missed in the haste to stop it? What is done when there is reason to suspect that a mechanical counter failed to advance a digit at one time or another?

These and other problems have led well-intentioned race directors to having backup timing/counting methods; but redundancy is not the answer to the basic need for automated timing and scoring. The cars we race are modern and sophisticated, why shouldn't the equipment and technique for timing and scoring also be modern and sophisticated?

All very well to talk about, you say. The reality is that there's no money available to get the ball rolling for some company to work on the problems and develop some prototype hardware, not to mention first doing some basic market research to get some idea of how many clubs or tracks would buy a system, and at what price.

Okay, if it's the only way, why not have ROAR, for example, establish a special project to receive money donations earmarked for use to get some answers from possible design and manufacturing sources. Determine some minimum amount that would be required and set that as a "fund" goal. Or approach some of the design wizards at Futaba or any other company now selling us radio control equipment and ask them for ideas and help. Or???

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The point is, let's start doing something to get out of the present dark ages of timing and scoring our races. And, if it has already happened somewhere, let us hear about it. Things are so desperate in some places that qualifying is based on determining where each car stops on the track after an announcement is shouted over the P.A. to stop racing! Can you believe it?

We worry about such performance factors as thousandths of an inch in fits and clearances inside our engines, proper balance to minutes of degrees in setting up the chassis, and strive for perfection in getting around lap after lap, all at considerable expense. Then we're supposed to listen for a command to stop racing when we're trying to qualify for the best possible class of racing. And, naughty boy, if your car goes an itsy bit too far after the command to stop, we'll put you back up the track to make it fair. Good grief! Not to mention the results of qualifying this way, 10½, 11¼, 11, etc., etc.; sound and read like a listing of the driver's shoe sizes - not the measure of car performance.

Let's always race back to the start/finish line as is done in every form of auto racing on a circuit, and receive an accurate lap count and elapsed time for the distance, both in the qualifying and main event racing.

To paraphrase an old cliché, to finish first you have to first finish and that's at the start/finish line, not some arbitrary point out on the track which might only be the result of driver obedience, his reaction time, and braking efficiency of the car. Think about it.

Dean Brown

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R/C 1/12th RACING ... BUCKING SUPERBOWL SUNDAY

Story and Photos by
Robert Longacre

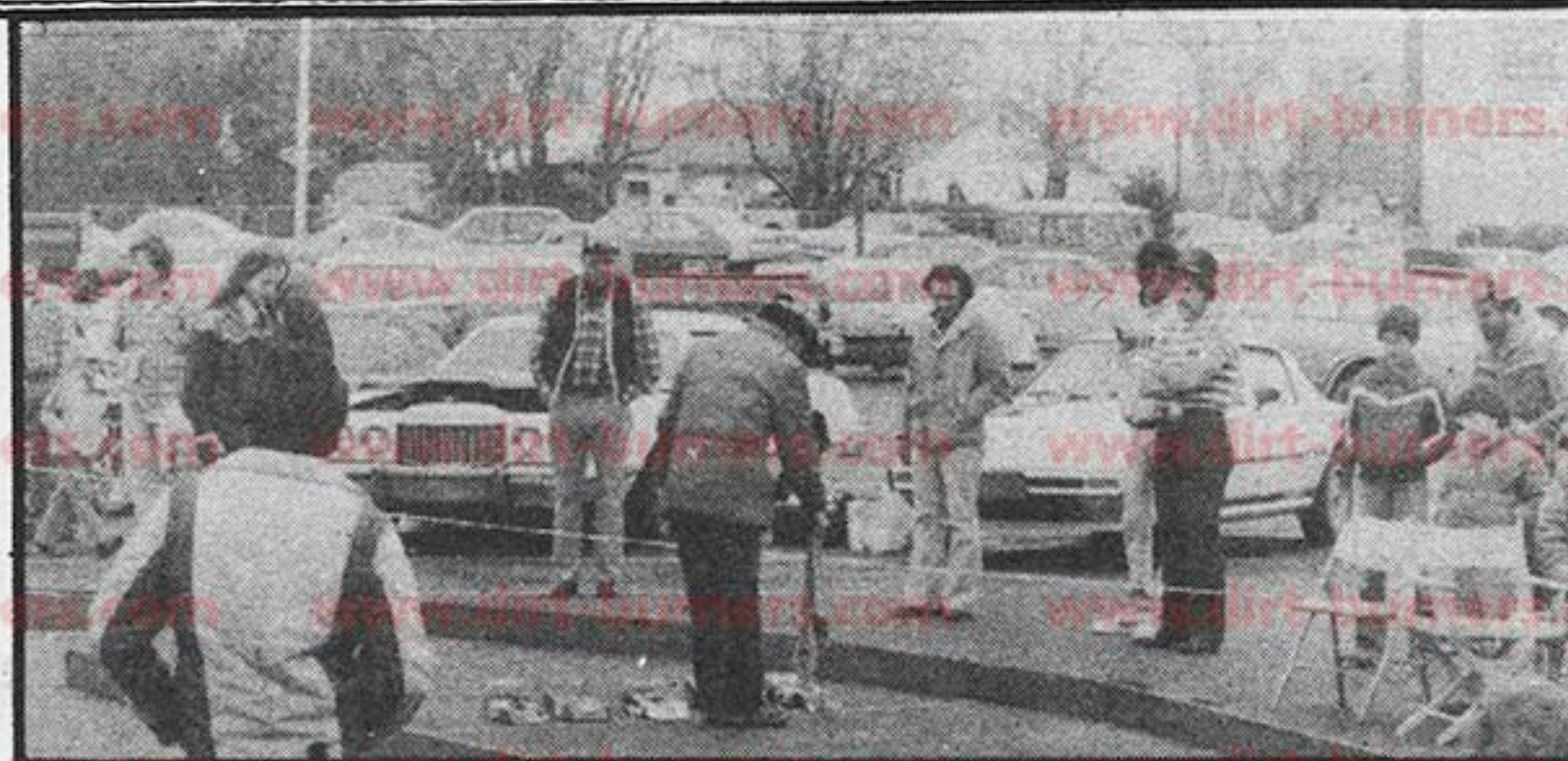
THE CENTRAL CALIFORNIA 1/12th-ELECTRIC RACERS CIRCUIT (CCRC) HELD THEIR FIRST RACE OF THE 1982 CAN-AM SEASON ON SUPERBOWL SUNDAY.

At 6:45 am the usual hard core racers had shown up to help sweep the asphalt and put the track up. The weather was lousy the fog heavy, the temperature was very cold and the track was very wet. So what's new around

Manteca, California in January?

The track was laid out very early in hopes that the weather would get better on in the day. By 8 am a dozen racers had already arrived and most of them were very anxious to get first crack at picking out their new motor.

Today was the first time that we will be issuing stock motors, and allow only those motors to be used in the race.



"No you can't start a half an inch ahead of everyone else"

who were not, and they will be seeking to correct this at the next race.

All motors were prechecked by Bob Arwine, local hobby shop dealer and fellow racer. He removed all the real dogs and the real hot motors from the bunch, keeping the balance as equal as possible. It must have worked because all the motors issued seemed to be very evenly matched. This made it a very interesting day of racing as no one really walked away in the straights.

As one might expect, the first race of the new season was a bit rugged, what with plenty of crashes and mishaps, bodies dragging, wheels coming off, and one or two airborne incidents; but overall it was a good day of racing.

If there was one problem the whole day, it was that batteries were not holding up to go the distance. A mystery that should be resolved.

Manteca CCRC races are held every 4th Sunday of each month, and everyone is welcomed to participate and enjoy 1/12th scale Northern California-style racing.

Robert Longacre

RESULTS

GROUP 1:

1. Rick Gibson 43.58
2. Mark Cagel 39.77
3. Alan Johnson 36.27
4. Skip Bradlee 32.1
5. Kim Henriksen 19.3
6. Greg Lewis 19.2
7. Pat McCoy 18.2
8. Wayne Zimmerman 14.2

NOVICE:

1. Robert Longacre 43.4
2. Randy Robertson 37.62
3. Randy Norton 28.99

AMATEUR:

1. Danny Stalins 49.88
2. Tony Ibson 42.57
3. Bob Campbell 39.29
4. Brian Rush 37.94
5. Rd Norton 23.6
6. John Silva 22.9
7. Richard Suzuki 20.9
8. Larry Figone 22.0

AMATEUR B MAIN:

1. Kevin Robertson 28.25
2. Mike Beeler 25.68

EXPERT:

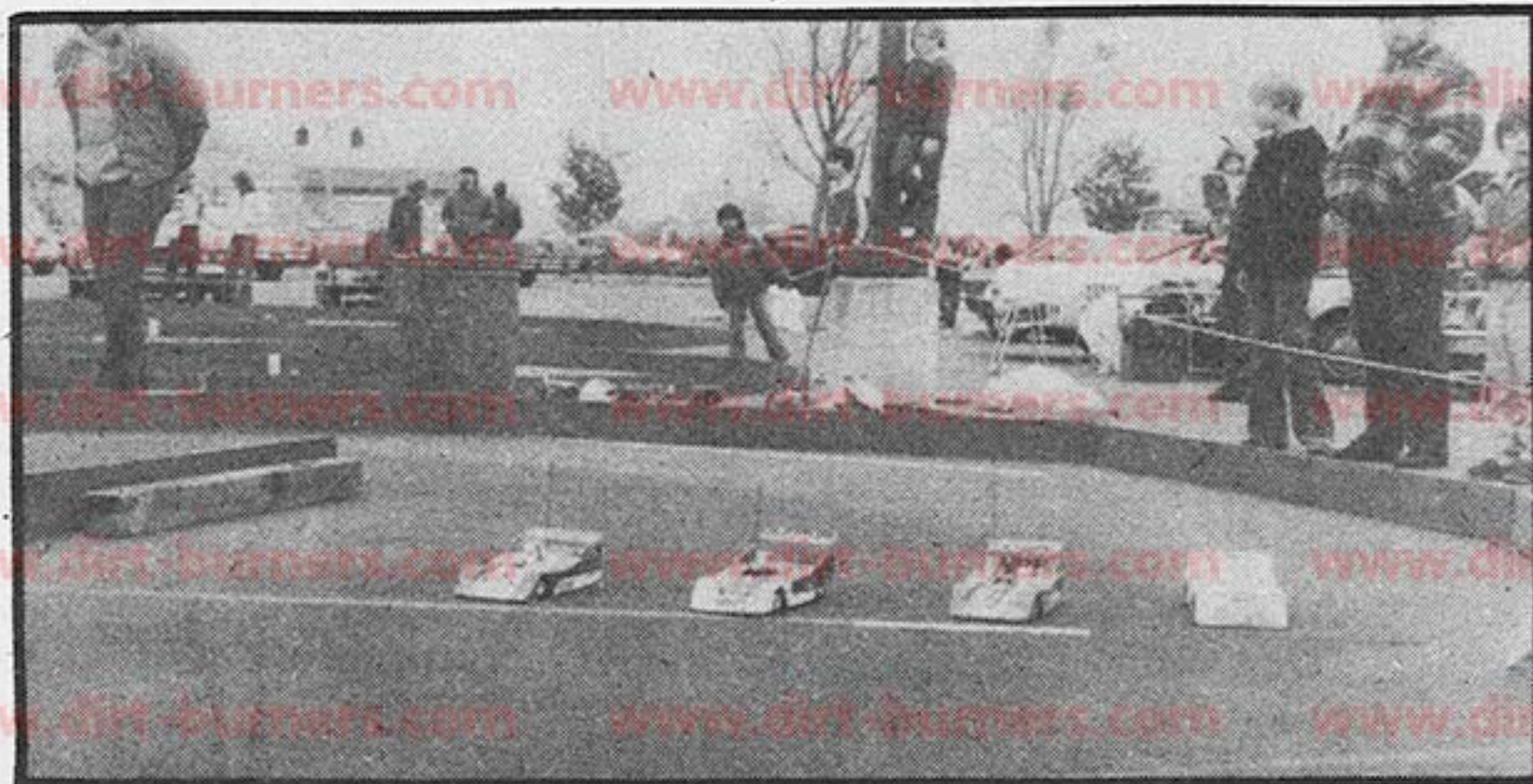
1. Carl Anderson 51.28
2. Ed Janis 41.91

MODIFIED:

1. Ed Janis 49.61
2. Carl Anderson 46.7
3. Danny Stalians 43.36
4. Brian Rush 37.2
5. Mike Beeler 23.5
6. John Silva 22.9
7. Kevin Robertson 22.8
8. Larry Figone 22.7

MODIFIED B MAIN:

1. Richard Suzuki 28.25
2. Rod Norton 26.46
3. Randy Norton 24.78



Close finish.

Everyone spent a great deal of time going through the selection of motors available; spinning them and listening to them, hoping to find that "magic" motor. Most everyone there used the water-breaking in method which proved to work very well.

By 9:30 am all 23 drivers had arrived. The weather still had not changed much and the track was still wet.

Practice was held for those who wanted to go out, although traction was zero. Those that went out spent considerable time spinning and trying to stay in line, while others just waited for a break in the weather and track conditions to get better.

Many drivers opted to run the "C" rubbers on front and back, thinking that this was a better combination, while others just cut grooves in their "D" tires.

The scene looked more like a skiing group than a 1/12 scale race. Heavy jackets, and gloves and even ski masks were being used as the cold weather never did let up.

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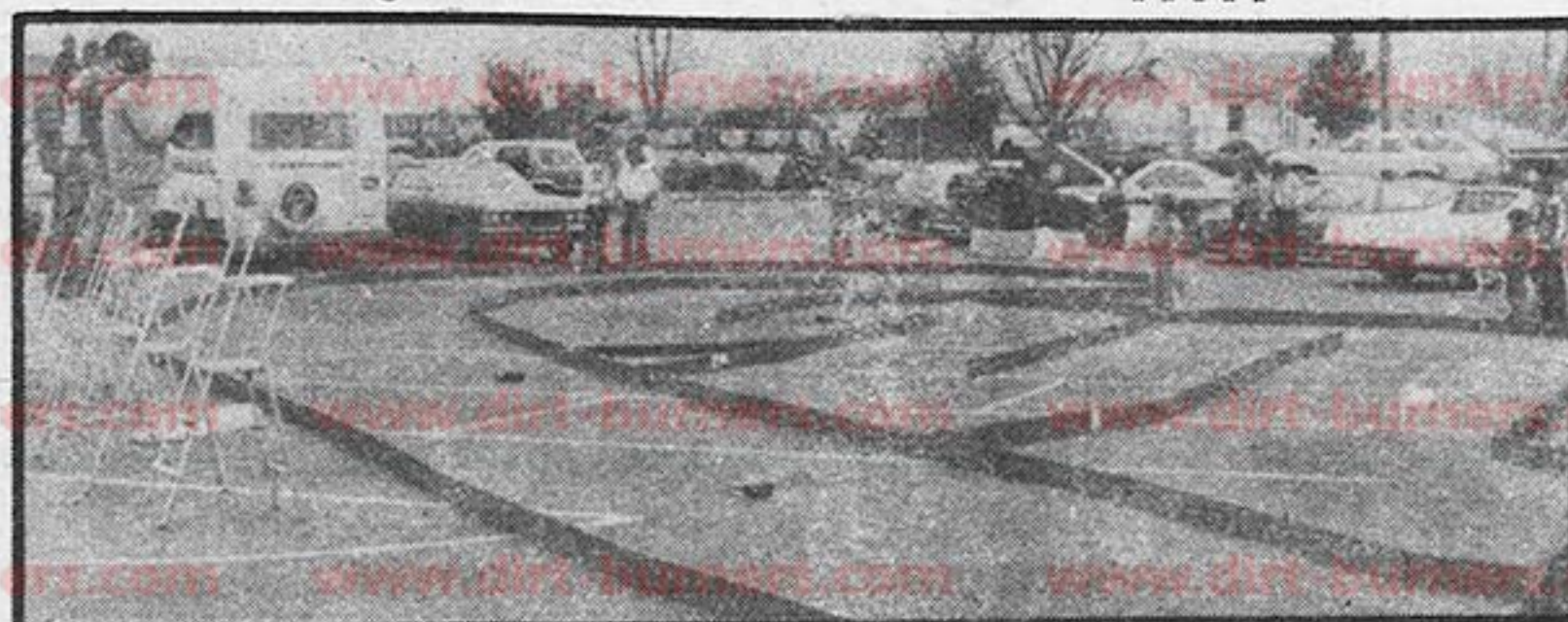
The track did dry by about 10:30 am, that's when the "driver's meeting" was held. Rules, old and new, and announcements were made and the official controlled practice started immediately thereafter.

Traction was a bit better but not by much, but this was corrected when a mixture of "vht & gas" was sprayed on the track. Suddenly, traction improved greatly. Traction remained good as long as you stayed in the sprayed groove.

The biggest problem of the day for most of the racers was that alot of batteries were not making the full 8 minutes. Perhaps the bitter cold had something to do with this. I know it also affected the drivers as hands just got too cold to really work the controls very well.

Two 8-minute qualifying heats were run and the mains were also 8 minutes. All things considered, things went very well and most of the racers were very happy with the performance of their new motors.

Of course, there were some



An unusual driver's stand...but it does the job.

1ST ORRCA SERIES;



"It's now history!"

Every which way but forward seems to be the direction at the start of the Stock heat, except for #97 who seems intent to stay out of the pile up. Photo: Brad Joplin.

Photos by Brad Joplin

The first ORRCA Series is now over and by all accounts, the people who helped organize the series should feel very good for a job well done.

Like anything new, it needed a shakedown cruise to work the bugs out of it, and this first series did just that. The next one will have all the improvements and adjustments needed to make it run even smoother.

The final race of the series was at Radio Controlled Hobbies Raceway in Costa Mesa, and when the final mains were completed, three gentlemen emerged as the overall winners in each of the three classes. Thus they earned the coveted number 1 plate which they can use throughout the next series.

In the STOCK Class it was a young man who started racing about six months ago. John Gudvangen managed to edge out Mike Deming for the top spot. It all came down to one race that Mike missed and John won, picking up 34 valuable points. While Deming had been leading the series for the most part, missing this one race was a great blow and knocked him out of the top spot.

John Gudvangen managed to win or place second in almost every race of the series and this consistency earned him the number one plate in Stock.

Needless to say, these two drivers proved to be the ones to

beat in this class and now they will be moving up into the Modified Class to test their skills and luck against the more experienced drivers.

In order to qualify for the Sunday portion of the ORRCA Quarter Championships, you had to finish in the top 12 spots in the Stock Class, otherwise it was one more chance on Saturday to make the finals.

Making the cut in this class were:

1. John Gudvangen 168
2. Mike Deming 153
3. Ed Street 129
4. Curt Hurley 129
5. Ed White 128
6. Larry Gold 108
6. Anna Stage 108
8. Julie Hurley 106
9. John Pihl 105
10. Irwin Markwardt 103
11. Peggy Tashima 98
12. Charlie Street 98

Out of Saturday's final qualifier six more drivers would make the program on Sunday.

In the MODIFIED class Jim Brophy missed only one race in the entire series and managed to finish in the top five in almost every case. Consequently, such consistency paid off by winning the number 1 plate in this class.

It wasn't an easy win for Brophy as Allen Losi was right on his tail. In fact, during the series Allen had assumed the actual lead in "net points" (that's throwing four of the worst finishes), but in the last couple of

aces, bad luck and mechanical problems dropped Allen from the top spot.

But that's racing, as they say. Skills are not the only factor to make you win. You first have to finish every race.

Still Losi managed to pick up the number 2 spot in this class. Dennis Taylor took third, edging out a hard charging Rick Churchill by just one point. In the fifth spot it was a vastly improving, Chris Hawkes.

This is the biggest class in ORRCA and the competition is terrific, so placing near the top 20 is quite an achievement. This was the order of finish and the numbers earned:

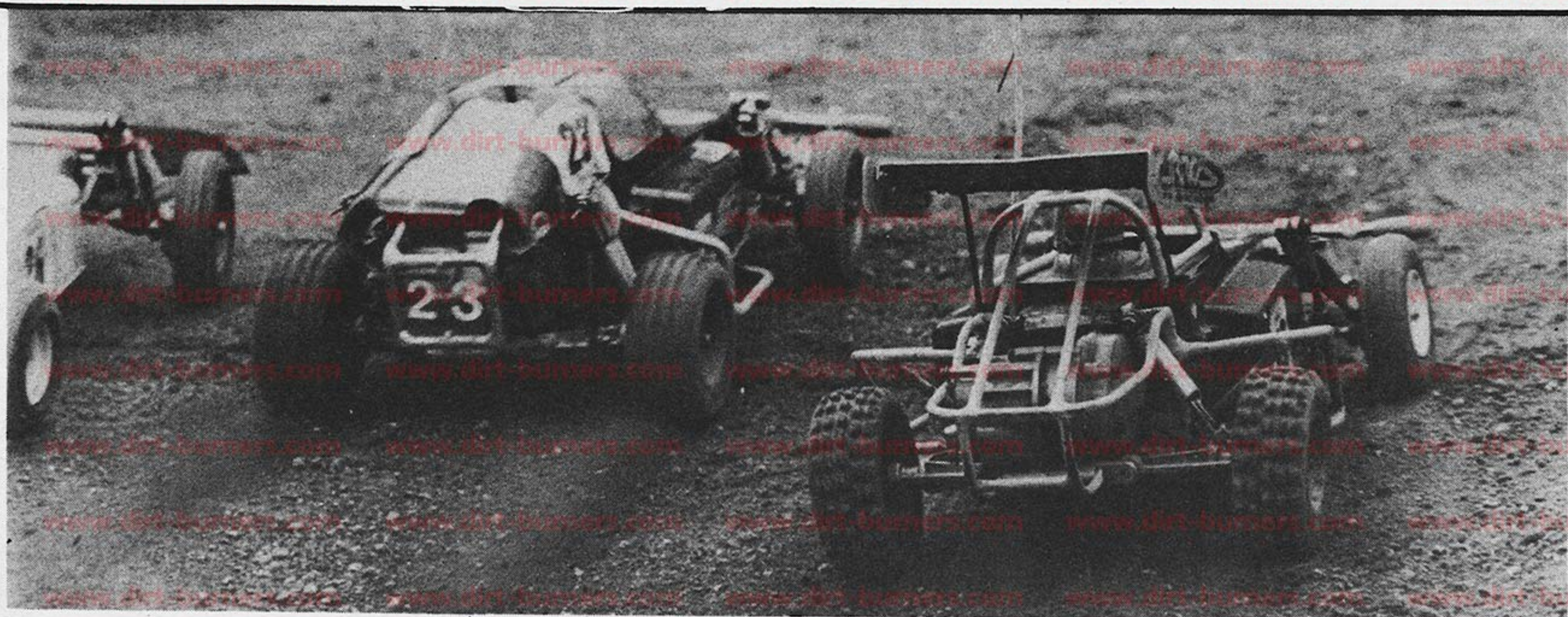
1. Jim Brophy 224

2. Allen Losi 217
3. Dennis Taylor 202
4. Rick Churchill 201
5. Chris Hawkes 198
6. Craig Dunne 185
7. Edie Street 180
8. Bill Pihl 176
9. Erwin Bragg 167
10. Mike Tobey 155
11. Brad Joplin 135
12. Marty Warner 123
13. Mark Johnson 121
14. Jim Sneed 117
15. Chuck Silvers 108
16. Scott Brown 105
17. Chuck Stage 101
18. Bill Borke 99
19. Butch Gilbert 98
20. Jeff Cruzon 85

(contd. next page)



(Left to right) Jim Brophy, Craig Dunne, Gil Losi Jr., Sean Hawkes, Bill Pihl and Erwin Bragg.



Erwin Bragg's car (23) blasting off the line at Whittier's last ORRCA race of the Series. Photo by Brad Joplin.

The OPEN Class had a terrific battle all series long among four drivers. In contention were Eustace Moore, Edie Street, Lou Peralta and Gil Losi, Jr. At one time all four were leading in "net points". For the most part though, it was Eustace Moore in the forefront and when the final race was over, even though he

had missed the last two races of the series, he emerged the overall winner and number one plate holder in the Open Class.

One point behind and second place overall was Gil Losi, Jr. who put on a charge in the late stages of the series. He did manage to miss a few races but

in the end, he came within one point of the top spot.

Edie Street had led most of the series in total gross points, but when the worst four finishes were thrown out, she had to settle for the third spot over all. Not too bad, considering that she's the only lady in the class consistently doing battle with the fast guys.

The fourth spot went to Lou Peralta. He and Eustace Moore were but a few points (net) from the top spot, but Lou managed to miss the last two races and thus dropped down to the 4th spot. In fifth, it was once again Jim Brophy (he won the Modified class), who as always managed to finish in the top spots.

Twelve drivers made the cut in this class and earned the following numbers:

1. Eustace Moore 155
2. Gil Losi Jr. 154
3. Edie Street 145
4. Lou Peralta 144
5. Jim Brophy 138
6. John Burnham 129
7. Craig Dunne 116
8. Bill Pihl 98
8. Jeff Cruzon 98
- 10 Dennis Taylor 94
- 11 Sean Hawkes 85
- 12 Rick Churchill 82

The first ORRCA is now in the history books. It set a standard that I'm sure will be the catalyst for other series.

Refinements in the rules, scoring & scheduling I'm sure will be



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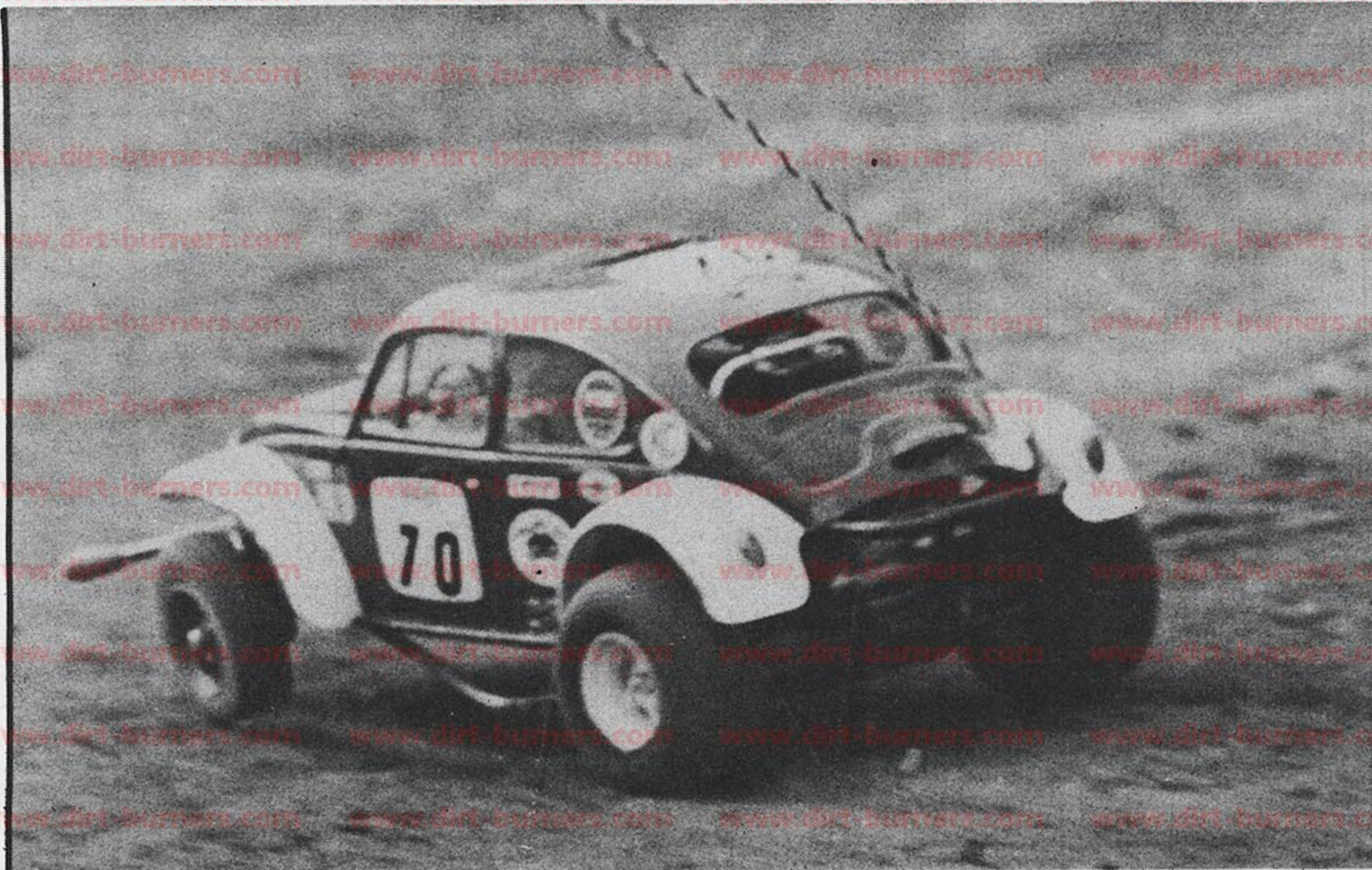
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"Lead-finger" Craig Dunne, does not believe in shutting-off. Consequently, he sometimes finds his cars in the strangest places. B. Joplin.



Only the antenna and front bumper give away the scale of this Baja Bug in off road action. Photo. Joplin.

- 32 Tom Coy 39
- 33 Steve Christianson 38.5
- 34 Jeff Paul 36
- 35 Mark Thompson 34.5
- 36 Mario Mele 26
- 37 Earl Valles 23
- 38 Peter Barana 22
- 39 Larry Taylor 21
- 40 Keith Eden 19
- 40 John Burnham Jr. 19
- 40 Mike Campbell 19
- 43 Charlie Smith 18
- 43 Tom Staples 18
- 43 Kevin McMillan 18
- 43 Greg Melton 18
- 47 Phillip Paley 14.5
- 48 Ron Williams 11
- 48 Randy Cain 11
- 50 Mike Sims 9
- 51 Ross Ditlove 7
- 51 Jeff Walsh 7
- 51 Larry Lukes 7
- 54 Clyde Simmons 6

- OPEN CLASS:**
- 13 Dave Holmby 61
 - 14 Jeff Cramer 57
 - 14 Frank Glasgow 57
 - 16 Gil Losi Sr. 46
 - 17 Erwin Bragg 45
 - 18 Dennis Lyman 44
 - 19 Dennise Jones 41
 - 19 Mike Dunn 41
 - 21 Ralph Winkler 34
 - 22 Dave Morford 32
 - 23 Lonnie Peralta 31
 - 24 Eric Grisham 30
 - 24 Todd Herndon 30
 - 24 Steve Christianson 30
 - 27 Dave Phelps 24
 - 27 Ken Hoopes 24
 - 29 Cory Barana 23.5
 - 30 David Shively 10
 - 31 Dennis Hill 9
 - 32 Chris Naylor 7
 - 32 Willie Franco 7
 - 34 Ron Williams 6
 - 34 Roger Wagner 6

(There were a number of other racers that participated in the ORRCA races but did not join ORRCA, therefore their point total was not included in the standings above).

made for the next series. This next one promises to be even better, and those who sat back this first one to "look and see what it's all about" will be right in there.

Originally, the next series was to have followed immediately after the Quarter Championships were over, on the first Sunday in February. But the ORRCA Tracks decided to "hold on for one month, while we review the rules, schedule, and we can get input from the racers themselves".

It is now scheduled to resume on the first Sunday in March at the Ranch Pit Shop. The second Sunday will be held at SkateCity, Whittier; third Saturday, Hobby City, Buena Park (new track in the series); third Sunday will be at Mini Baja, in Reseda and the fourth Sunday at Radio Controlled Hobbies, Costa Mesa.

The following are the remaining standings for each class and they reflect the numbers earned by each driver.

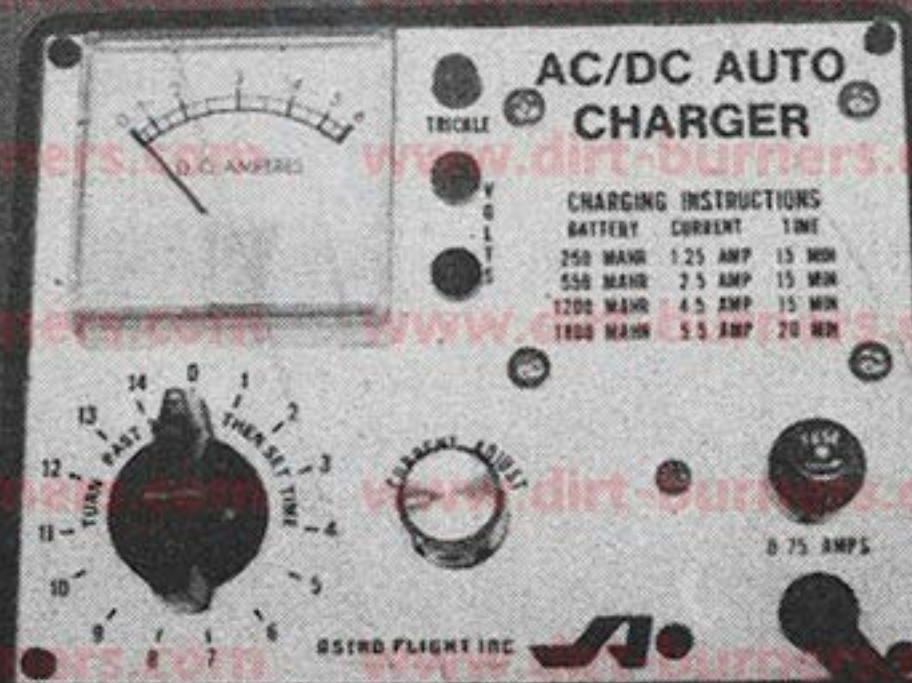
- STOCK CLASS:**
- 13 Larry Bussard 95
 - 14 Vince Ito 95
 - 15 Mark Bussard 89
 - 16 Gordon Ingerbritsen 86
 - 17 Bruce Warner 83
 - 18 Doug Wisdom 66
 - 19 John Voeller
 - 20 Ed Kenny 49

- 21 Rick Piar 46
- 22 Bob Lucus 44
- 22 Raymond Fletcher 44
- 24 Bob Gold 33
- 25 Wayne Lee 32
- 26 Betty White 31.5
- 27 Paul Thompson 30
- 28 David Barnnett 23
- 29 Monica Barana 21
- 30 Steve Winterbottom 20
- 31 Mike Giem 18
- 32 Stan Christiansen 17
- 33 Leroy Campbell 16
- 34 Evan Erickson 15
- 35 Jim Bernardo 14
- 36 Brent Armenta 10

- 37 Pat Clark 9
- 38 Henry Nieto 8
- 39 Paul Galante 6

- MODIFIED CLASS:**
- 21 Milt Lewis 77.5
 - 22 Ron Roane 73
 - 23 Frank Glasgow 67
 - 24 Tom Levecy 62.5
 - 25 Kirk Eden 61
 - 26 Tony Thompson 59
 - 27 Willie Franco 56
 - 28 Joe Fletcher 48
 - 29 Pat Jones 46
 - 30 Leo Barana 40
 - 31 Flame Churchill 39

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PROCAR Race # 1



"Perhaps we should race power boats today"

Dana Smeltzer(T.Q.) and Gene Husting in action during the first Qualifying round. After the rain, neither returned to race.

Pomona, Ca.
January 10, 1982

THE FIRST 1/8th SCALE GAS ROAD RACE OF THE SEASON GOT UNDERWAY TODAY IN THE MIDDLE OF AN ON & OFF RAIN STORM THAT BROUGHT THE TEMPERATURES DOWN INTO THE LOW 40's.

Southern California racers are just not used to that kind of weather, consequently the entry was much less than expected.

About 30 entries were on hand, but some left early after the first qualifying round was completed and the next one was delayed because of rain.

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Racers started arriving early in the morning around 8 am. Threatening skies kept everyone wondering if even the first qualifying heats would get underway. It was decided to get the show on the road and "let's see how far we can go".

Well it went for one round before racing had to be halted due to rain. It was not a heavy rain, but one that made the track seem like an ice track. People went for cover and others just sat under the scoring tower and under cover, doing some of the best racing (bench) of the day.

Others took time out to "experiment".

Lou Peralta was seen out there as the light mist kept falling, cutting his foam tires into rain

tires. The pattern that he chose did not seem to work any better than the stock tires and so a different pattern was tested. The diagonal cut with a slight ridge facing in seemed to work a bit better, but nothing to brag about or patent.

The Kloeber guys took this opportunity to really check out the PB suspension car. In the rain, it seemed to work quite well, especially in the in-field.

This delay took about an hour and once the rain had stopped and the track dried to a driveable condition, the rest of the qualifying heats were run.

Dana Smeltzer had set top qualifying time in the first round. He and Gene Husting had packed it in when the rains started, but still, his time was

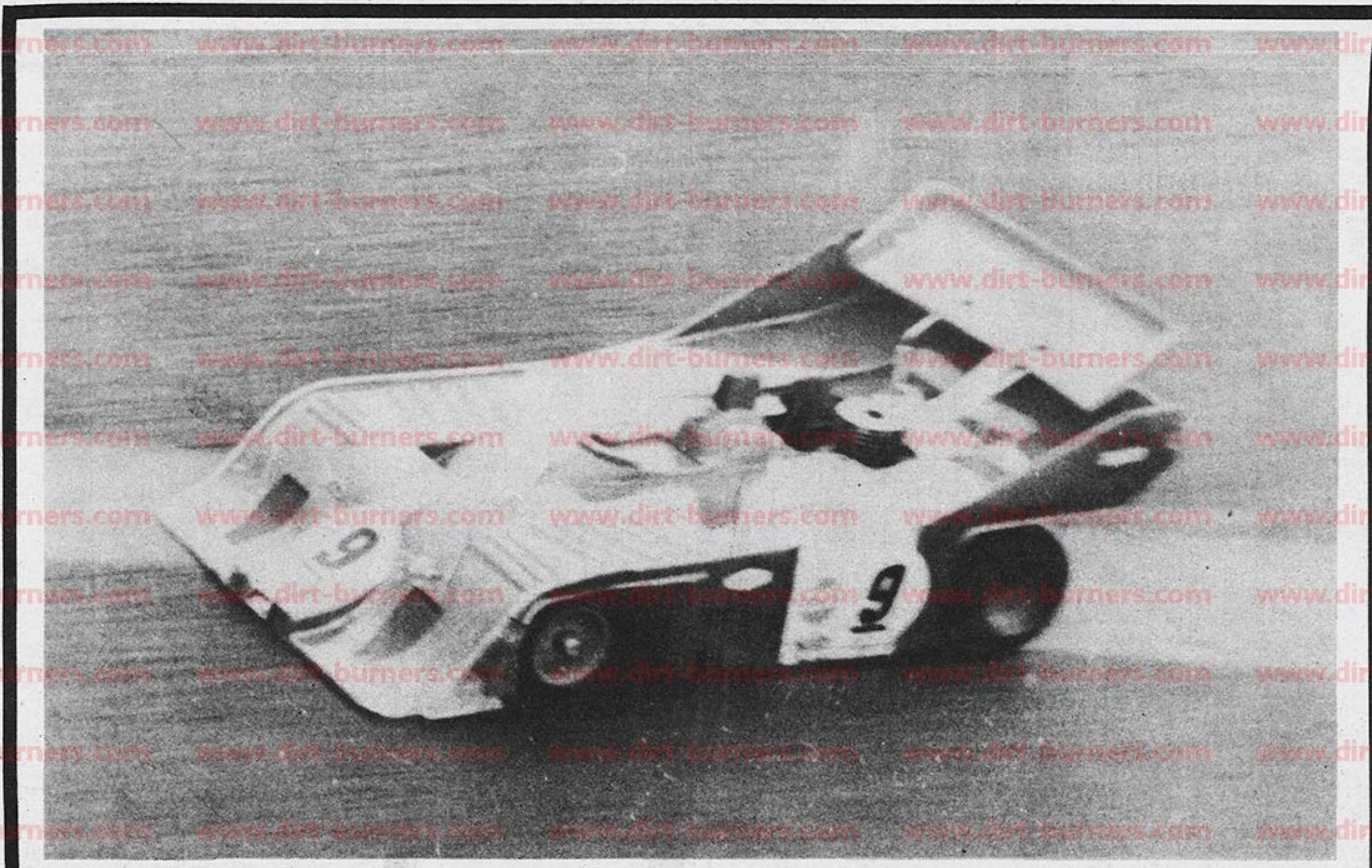
the fastest when all qualifying was done.

After a lunch break the C, B and A Mains were run.

Today it was a THORP day as winners of all three mains were driving Thorp cars.

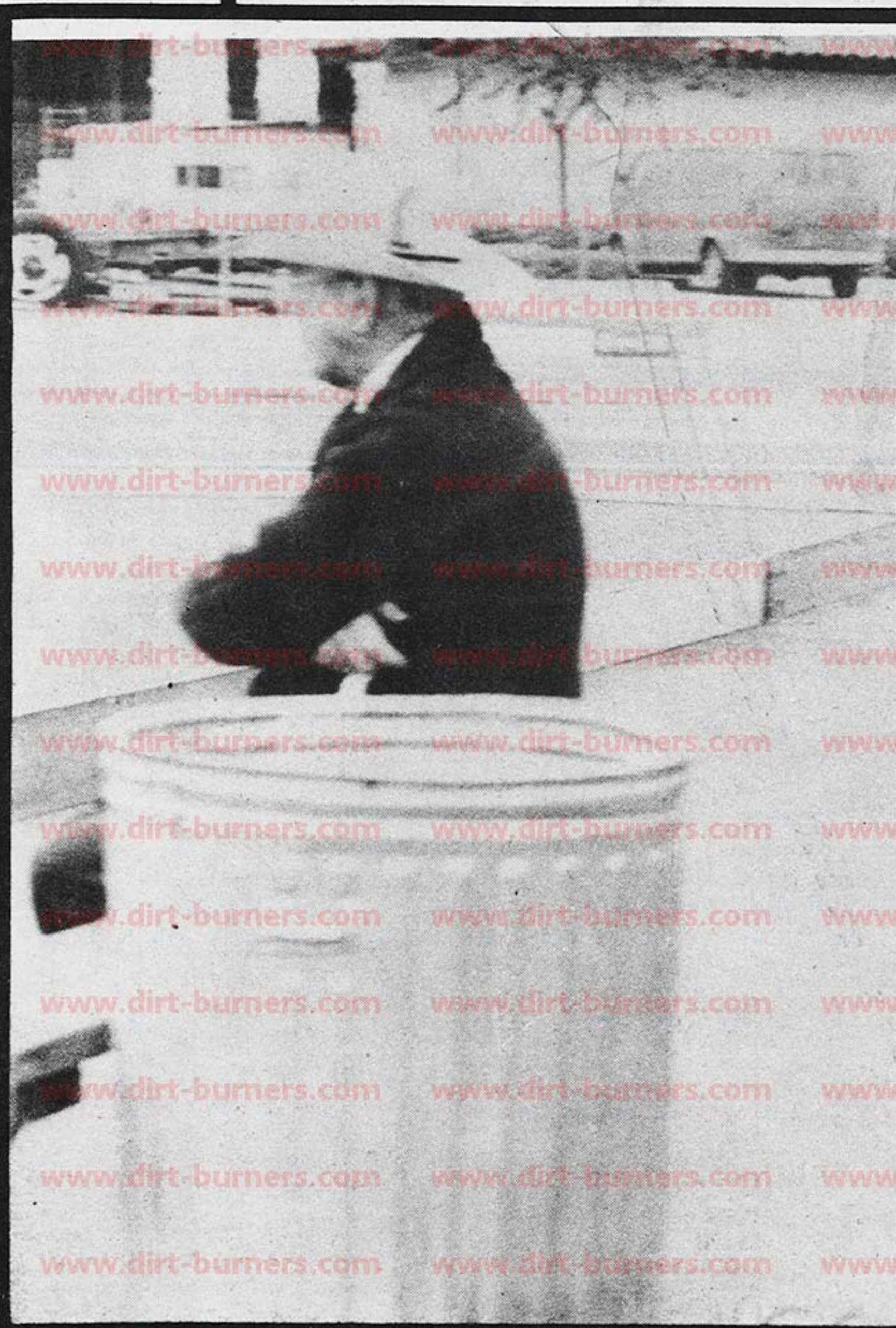
Xavier Mejia was the top dog in the C Main completing the scheduled 40 laps. One lap behind were Benny Bullock in second and Dave Shuck in the third spot. Rounding out the field were Ron Paris, Ralph Winkler and Darrell Hill.

In the B Main Roy Galovich, another Thorp racer, edged out Butch Kloeber and Dick Camp by a very slight margin. All three completed the 50 laps in the B Main. This was one of the more exciting races of the day. The



Ruben Serrano's car (9) took him to the 6th spot in the A Main (above). Even when it rains, Dick McCoy finds time to come out and check the 1/8th scale action and give a few pointers as to how to set up your engine. PROCAR has their racing schedule for 1982, all at the Ranch Pit Shop.

(contd. next page)



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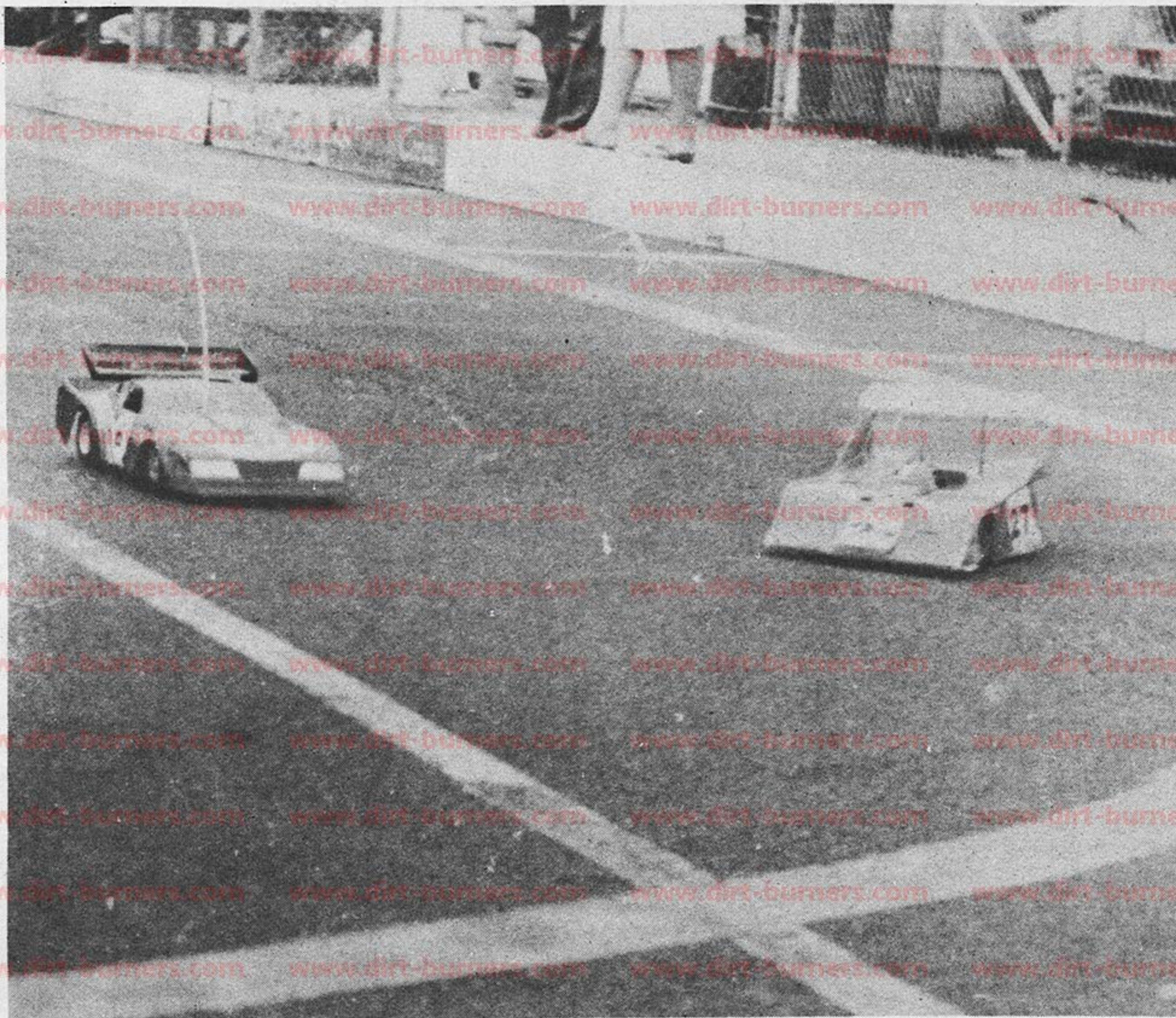
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What is that GT doing racing with a Can-Am? Not really, but during the rains, a few die-hards just wanted to play while the track was drying out.

4th spot went to Joe Terror, followed by Lou Peralta, Al Vega and Eustace Moore in that order.

A MAIN time brought out 7 of the 9 top qualifying drivers for the day. Missing from this field were Dana Smeltzer and Gene Husting who did not start.

John Thorp took the lead from the start and although being challenged several times during the 60 lap main by the likes of Tom Wong, Gil Losi Sr, Dean Brown, et.al., he was able to maintain his half lap lead when it counted, on the 60th lap.

Tom Wong, also with 60 laps, was the second place winner and he was followed by Gil Losi Sr., Dean Brown, Jim Jones, Ruben Serrano, Ross Kloeber, in that order.

The rains never did return today and the racing spirits remained undampened. Unfortunately, many of the expected racers stayed home, hoping for better and warmer weather to make their 1982 1/8th scale debut.

The next race at the Ranch Pit Shop is on the second Sunday in February, it's G.T. race, so bring out the family and friends and spend a pleasant So. Cal. afternoon racing 1/8th scale.



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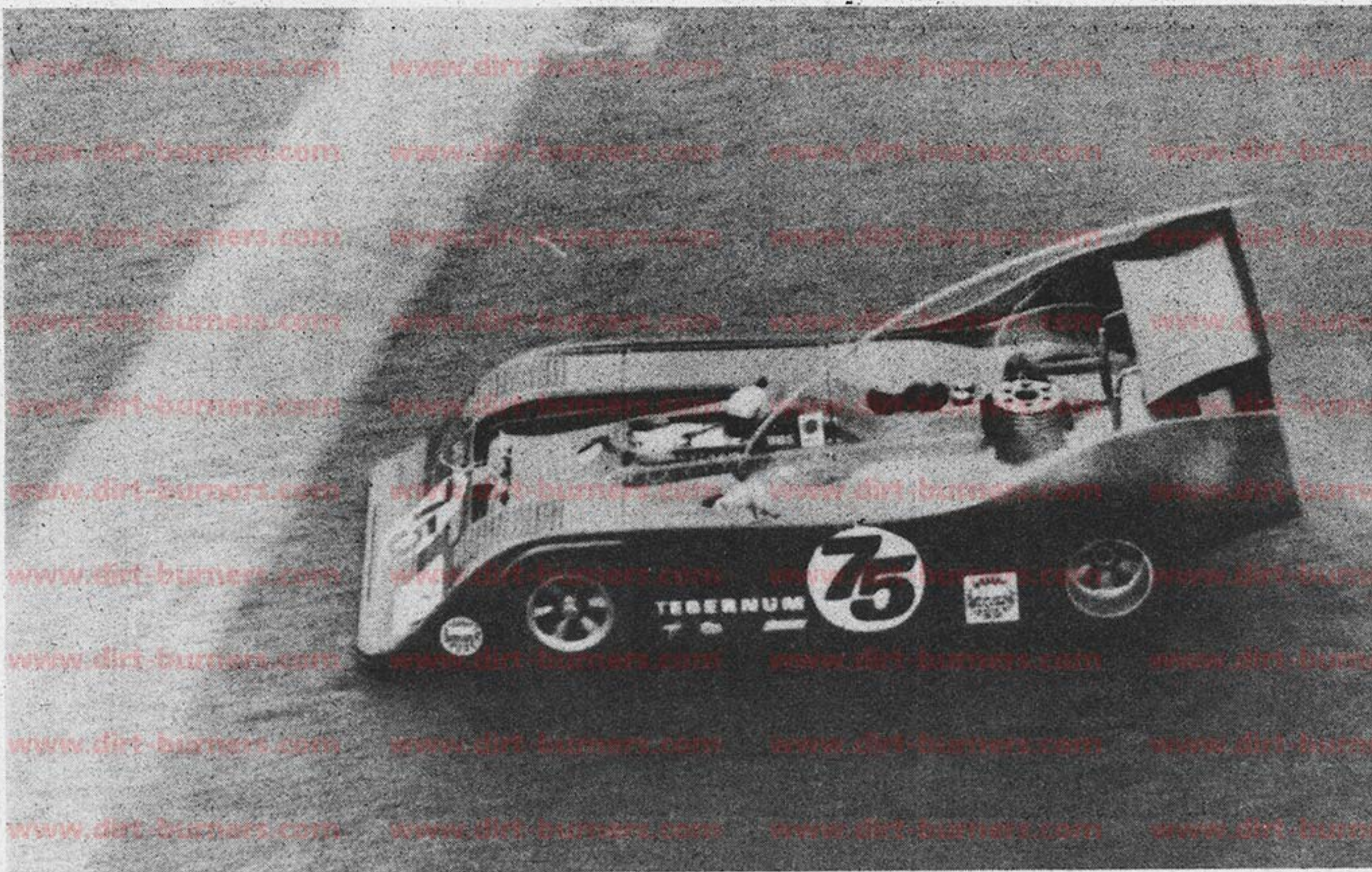
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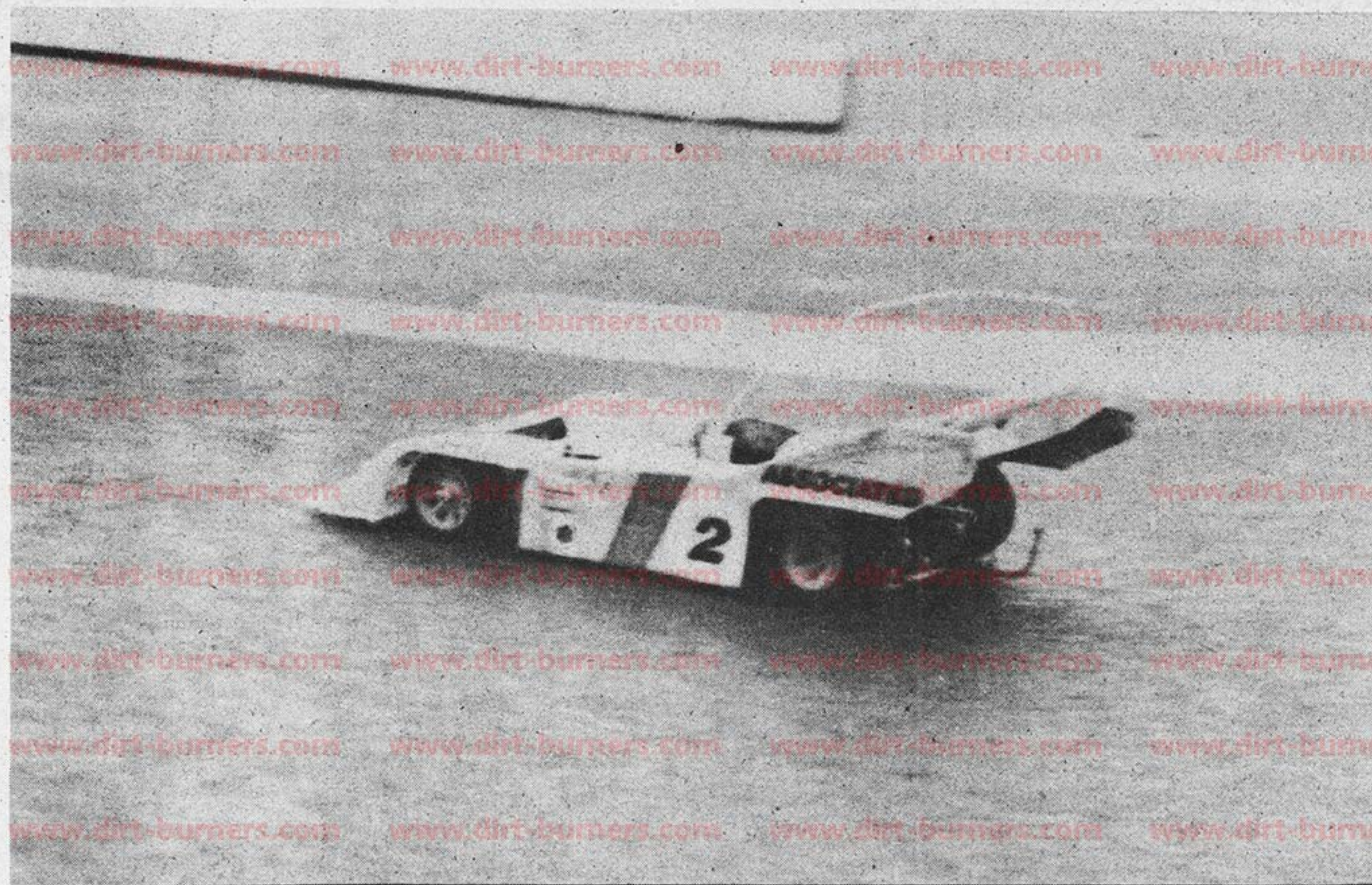


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Benny Bullock (75 above) took extra care in preparing his "concours" body for today. Very clean painted gold wheels, excellent paint and body detail, but today, no concours! So he went on to slightly "thrash" the body during the rain-delayed race. Car # 2 (below) trying to find the traction on the rain-soaked track. It took about an hour for the surface to be race ready.



ON THE LINE: (contd. from page 4)

as "Gulf South" news, about one of the races that I attended. Now I am not into radio control, and it so happened that I was attracted to the crowd around the parking lot otherwise I would have never seen this type of racing. I thought it was really exciting and something I might like to get into. Then the other day I stopped by the hobby shop and saw one of your past issues and there it was, the race I had seen. I didn't realize that this was such a popular sport, I thought it was only some local guys having fun, but when I saw it covered in your paper, it convinced me that there's got to be more to it. So I wound up buying a car (I'll be getting the radio soon) and I hope to be racing with those guys and maybe see my name in the result column soon.

It looks like it's a fine paper, and I thought you may want to know that you've helped to get one person interested in radio control as a result of it.

Vance Sumner
Slidell, La.

We're delighted we had something to do with your getting into R/C. Now it's up to you to get involved and participate. Those guys at Gulf South have a pretty good racing program going on (see calendar for 1982 events) so you might want to contact them for further info. You can contact Mr. Bill Gardner at 3605 Pontchartrain Dr., Slidell, La. 70458. ED.

PRO OR EXPERT CLASS

I have a suggestion that maybe your readers may be interested in.

I don't want to sound like a poor loser but I feel strong about this. About six months ago I got into off road R/C racing. It took me about two months to really know what I was doing and to begining to handle the car. I went from a stock car to a wide open class car. I've spent alot of money on my car and I really enjoy driving it and racing.

(contd. page 31)

RESULTS

A MAIN:

1. John Thorp 60 laps
2. Tom Wong 60
3. Gil Losi Sr. 59
4. Dean Brown 58
5. Jim Jones 53
6. Ruben Serrano 50

7. Ross Kloeber 14
8. Dana Smeltzer DNS
9. Gene Husting DNS

B MAIN:

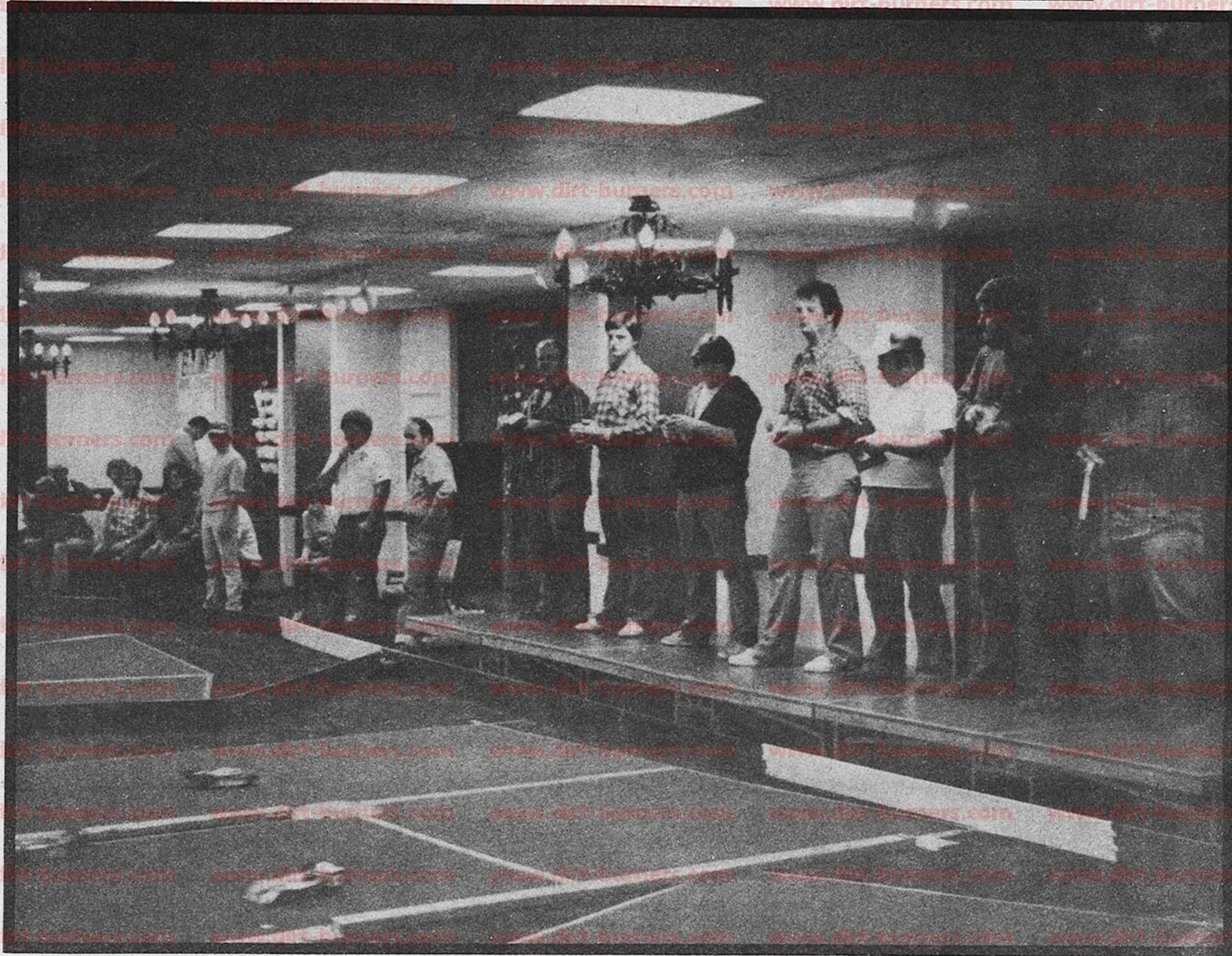
1. Ray Galovich 50 laps
2. Butch Kloeber 50
3. Dick Camp 50
4. Joe Terror 48
5. Lou Peralta 43
6. Al Vega 30

7. Eustace Moore 27

C MAIN:

1. Xavier Mejia 40 laps
2. Benny Bullock 39
3. Dave Shuck 39
4. Ron Paris 35
5. Ralph Winkler 25
6. Darell Hall 1

U.S. INDOOR CHAMPS.



GOOD RACING - That describes what is happening this year at major National-type events.

Story by Mike Reedy
Photos by Mike Toland

Cleveland, OH

The U.S. Indoor Championships in Cleveland, Ohio was no exception as the hosting organization put a fantastic effort into the race and planning. The selected site was a Holiday Inn hotel with the race itself, being held in a double banquet/meeting room. Complete pit facilities were provided or you could pit in the quiet of your room. The race itself was one of the best run events I have been to thanks to Race Directors, Ron Schur and Bill Jeric.

The entry list was impressive, with not only the top Midwest indoor drivers in attendance, but the best

drivers from all over the country flying in to continue where they had left off at the ROAR Nationals. MRP's superstar, Joel Johnson; JOMAC's, Ralph Burch, Jr.; ASSOCIATED's, Mike Lavacot, Kent Clausen, and Repete Fusco were all there to go at each other again. They were joined by PARMA's Buddy Bartos (he's getting faster every time I see him race) and Tom Miller; MRP's Ken Peckham; JOMAC mid-west ace, Ron Schur; DELTA's Tyree Phillips; and ASSOCIATED's Mike Toland. With a line-up like this, I could have left my cars at home, but when a group of this caliber of drivers get together, they put on a show that's worth watching.

The track was opened for the first time Friday morning with a short open practice session. Most drivers used this practice to check out

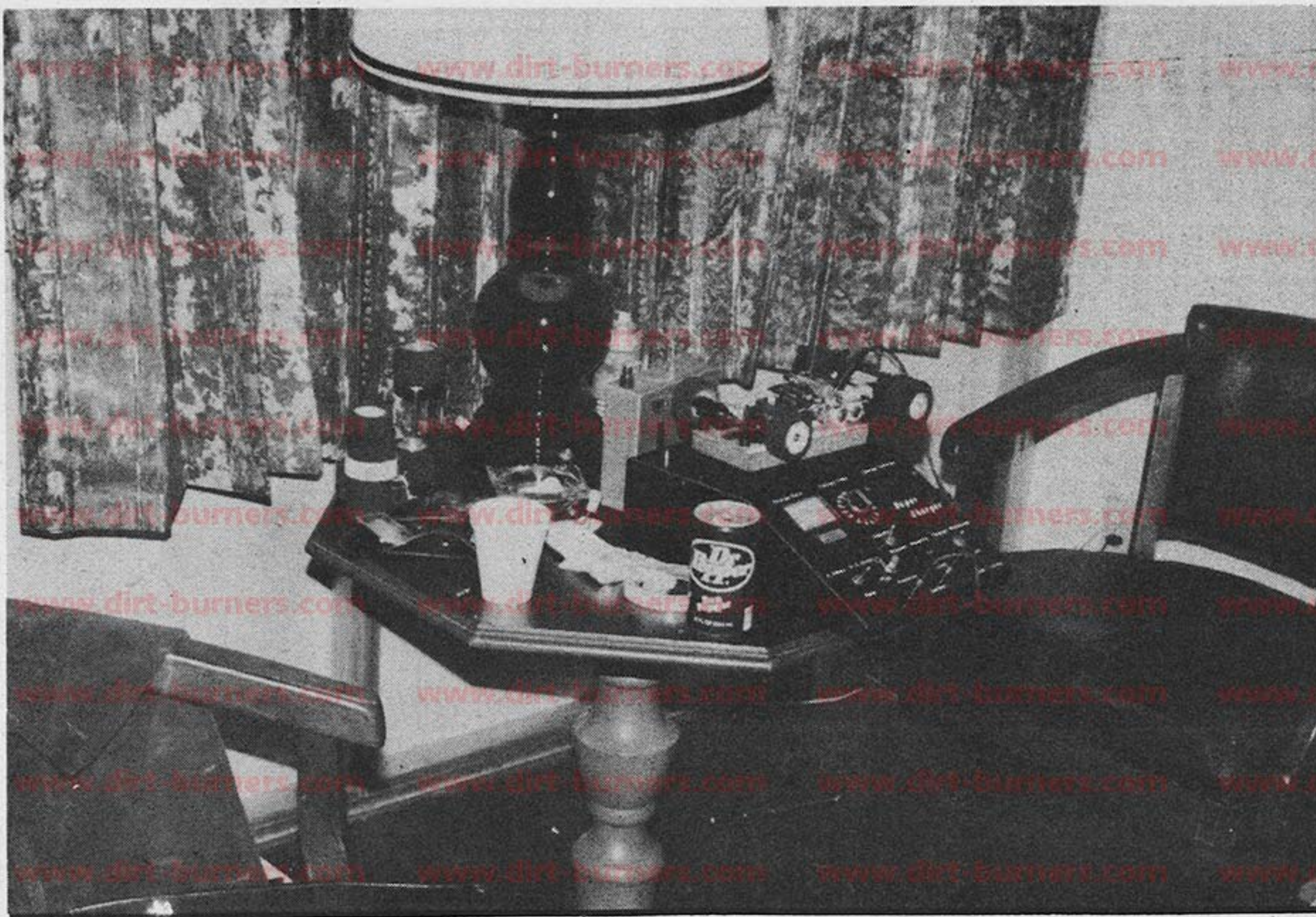
modifieds and get an idea of car set-up. The West Coast racers, I know appreciated this as they had never had the chance to run on carpet before. During this practice session the stock motors were handed out and everyone started their break-in procedures. It seems everybody has developed their own methods of breaking stock motors in fast. A lot of psych-out here, as you could hear one group telling the other speed secrets...whether they were true, or not. I even have a picture of a well-known West Coast racer in his pits with a spray can of "Doggie Bath" on his table. Come on now!

I went to Cleveland with two of Associated's new RC12i cars, one to race and one for a spare. During practice, Kent Clausen felt that the new cars being run by Mike Lava-

cot, Toland, and myself were better so he borrowed my extra car. I think I've lost a car as he proceeded to take top qualifier with it! When the smoke cleared after qualifying, we had one hell of a Main Event shaping up with Clausen being closely followed by Lavacot, Johnson, Burch, Fusco, Toland, and Bartos. Rounding out the A Main qualifiers were Kevin Orton, Tom Miller and Ron Schur.

The B Main was shaping up to be a good race, too, with MRP's Ken Peckham, Tony P., Tom McGarry, and Pete Fusco all qualifying close together. Peckham put on a good run to take the checkered flag, followed by Steve Keepp.

The A Main started out as a tight race between Burch, Johnson, and Fusco, but halfway through the

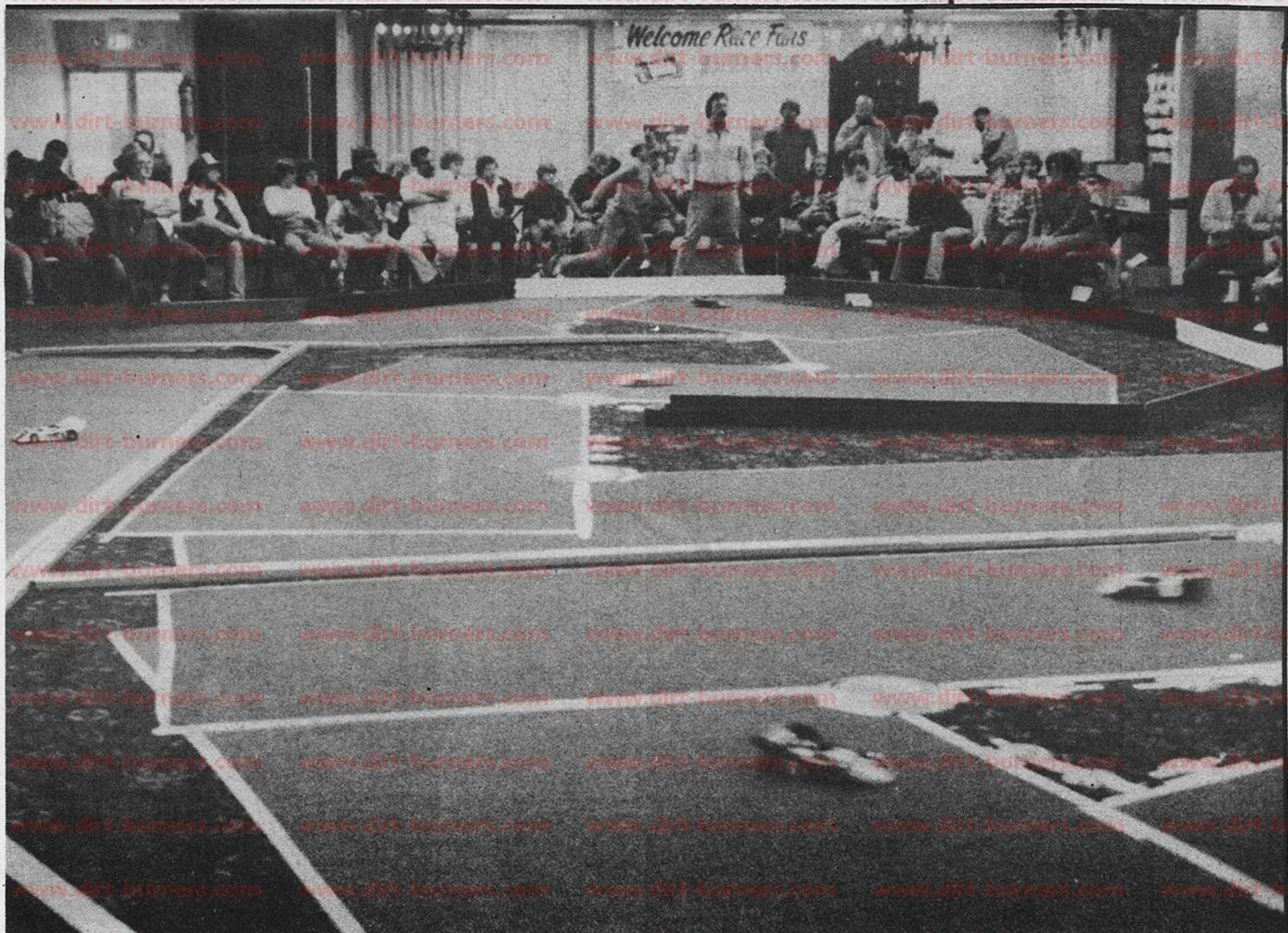


main. It had turned into a battle between Lavacot and Clausen. Lavacot took the lead and received the checkered flag at the end of 8 minutes to chalk up another win to his credit. A lap down and having a battle of their own were Re-Pete Fusco and Ralph Burch, Jr. Repete held on for 3rd place, with Burch taking 4th. At the Nationals this year, we saw this group of drivers go at it for a week, sometimes being only car lengths apart at the end of the race. Well, that was no accident as they did it again here. Love to watch that type of racing!

After the Stock Mains on Saturday, we all immediately switched our cars over to Modified and started right in with a single round of practice. A lot of good-natured kidding was going on at this point with TRINITY's Ernie Pervetti and myself giving each other a ribbing. (Example: "Hey Reedy, not bad but I bet it won't last 8 minutes.") Well, in the end it looked like all the racers got going good. The odd thing is, that with more horsepower available, almost everyone turned in slower qualifying heats. Seems the Modified cars require a little different set-up than the Stockers, and I'm sure if there had been time

Those that chose to make their pits inside their hotel rooms could also take it easy and watch their favorite T.V. program (above). A little bit of carpet, a large room and what do you have? Instant track. (below) Just remember to overlap the joints going with the flow of traffic, otherwise it can be an experience to head down the straight, come up on a carpet joint and go under the carpet. Photo Mike Toland.

(contd. next page)



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Performance & Reliability

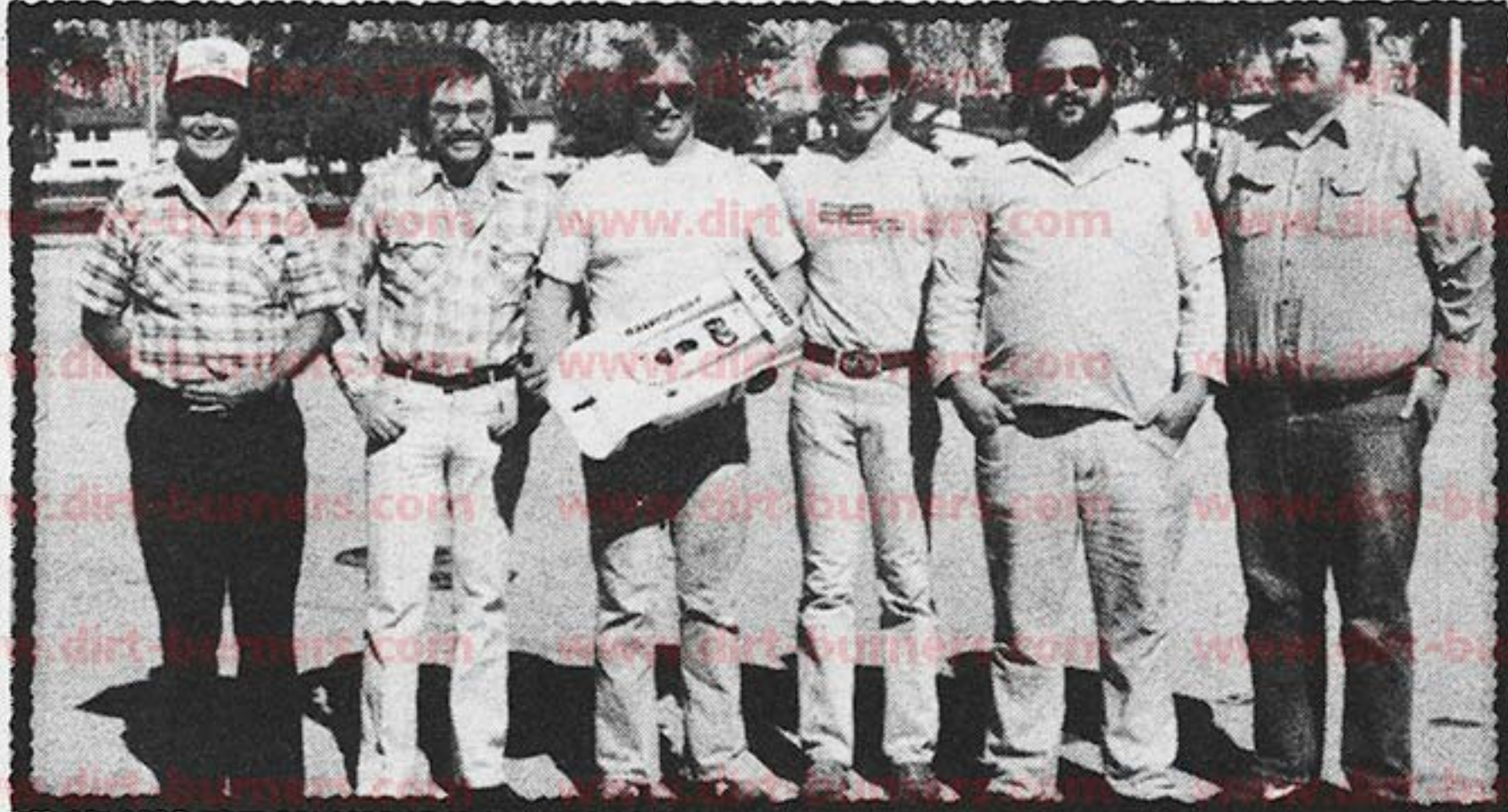
1/8 GAS



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

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

24 HOURS OF MIAMI - 1st PLACE



From left to right: GENE HUSTING & ROGER CURTIS - Alternate drivers - BILL NEWLIN - Pitman - CURTIS HUSTING, BILL JIANAS & RICK DAVIS - Drivers & Mechanics.

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1/12 ELECTRIC



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

U.S. INDOOR CHAMPIONSHIPS Cleveland - 204 Entries!!!



KENT CLAUSEN
 Modified Class

1st - KENT CLAUSEN - T.Q.
 2nd - MIKE LAVACOT
 4th - RE-PETE FUSCO
 5th - PETE FUSCO

Stock Class

1st - MIKE LAVACOT
 2nd - KENT CLAUSEN - T.Q.
 3rd - RE-PETE FUSCO
 (Kent & Mike were using the "new" RC12-I Car.)



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Pitting indoors in Cleveland, was in the banquet room. Racers were provided with tables, while others chose the comforts of their nearby hotel rooms for their pits. The WINNERS (below) did it all. (Left to right):Ralphie Burch, Jr. with a 3rd in Modified & 4th in Stock; Kent Clausen, Modified class winner and 2nd in Stock; and Mike Lavacot, Stock winners and 2nd in Modified. Photo Mike Toland.



Kent Clausen and Mike Lavacot's race winning Associated RC12i cars (right). Clausen's car on the right was also T.Q. in both Stock & Modified classes. Photo Mike Toland.

for another round or two of practice everyone would have sorted their cars out, but with approximately 100 drivers in attendance, time is a premium.

One person who got sorted out quickly, though, was Clausen (how come he goes faster with my back-up car than I do? Can't be the driving, or can it?!) as he once again took top qualifying honors. The lineup for the A Main was much the same as in Stock with Tyree Phillips and Ken Peckham replacing Joel Johnson and Kevin Orton in the final lineup.

The B Main race was no slouch of a race and had a good lineup of drivers. Mike Toland had some sorting problems in qualifying, but had it worked out for the Main, taking the early lead and going on to win by over a lap.

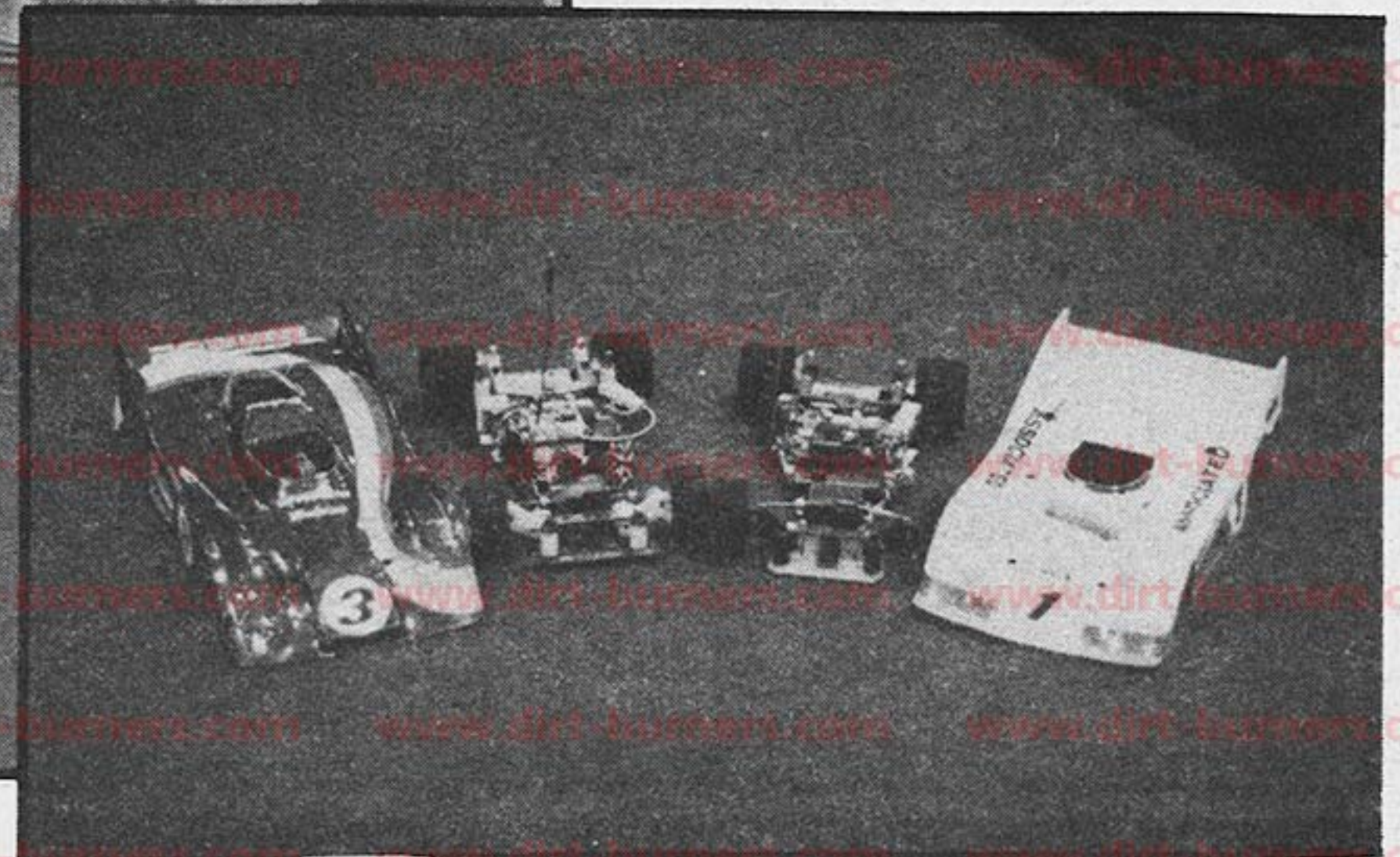
A Main time, and Clausen was out to prove his top qualifying position. He got off to a bad start in traffic, but passed the early leader, Ralph Burch, Jr. about three minutes into the race and proceeded to lap the field. At about the 5 minute mark, Lavacot also managed to get by Burch for second place and took off after Clausen, catching and passing him on the last turn of the last lap to be the only one on the same lap as Clausen at the end.

Thanks to the Cleveland racers for putting on this event for the second time in a row. They did a fantastic job and I know I'm putting the race on my calendar for next year.

As this was also a qualifying race for the ROAR team for the upcoming 1/12th scale World Championship, congratulations to the new qualifiers, Ken Peckham, Tom Miller, Tyree Phillips, Ron Schur, Kevin Orton, and Pete Fusco.

M. R.

(for results see page 31)



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ORRCA QUARTER CHAMPIONSHIPS

Pomona, California
January 30-31, 1982

The ORRCA Series having been decided and the number plates for each of the three classes assigned by virtue of the driver's performance during the series, all there was left to do was to get the top 18 racers in the Stock and Open Classes and the top 30 in the Modified Class, and put them all together in one full day of all-out competition.

The result: Some of the best racing seen to date. Close was not the word.

The 12-week series had told the story of consistency in driving. The Quarter Championships, today, would tell the story of racing under pressure among the very best in the sport.

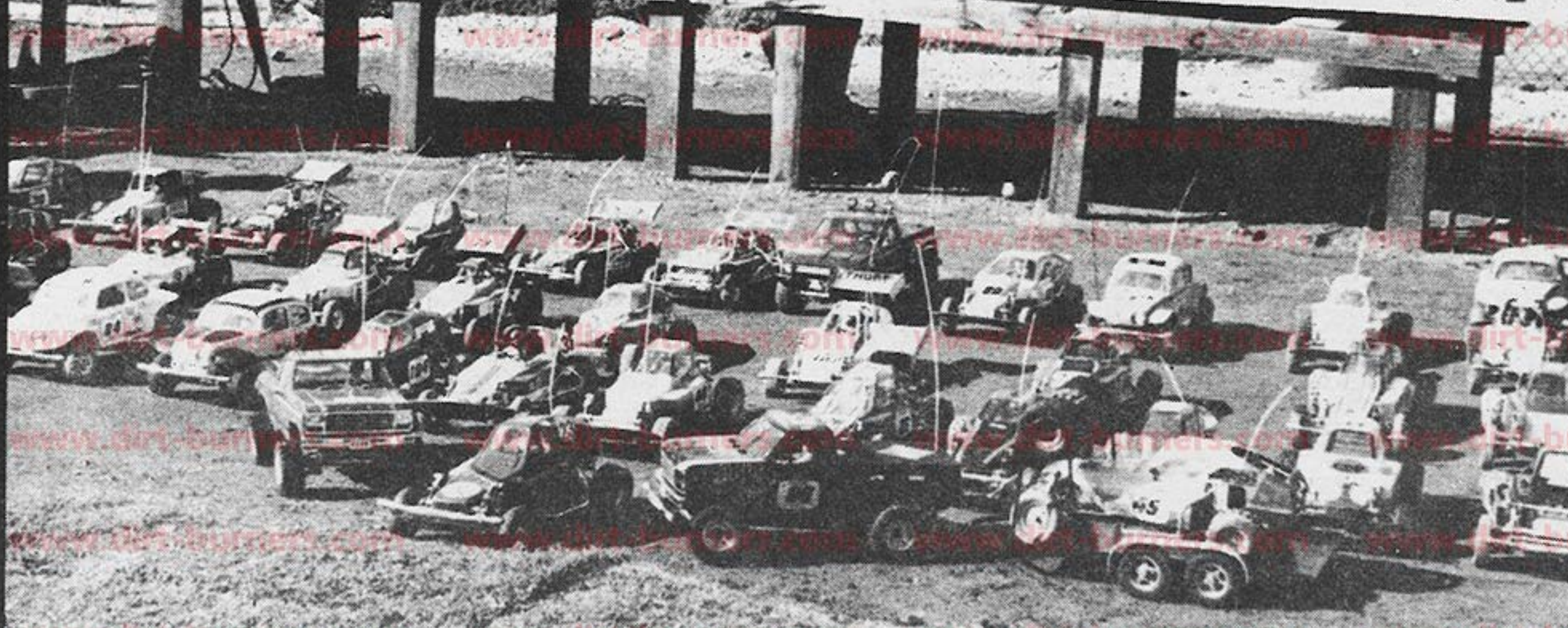
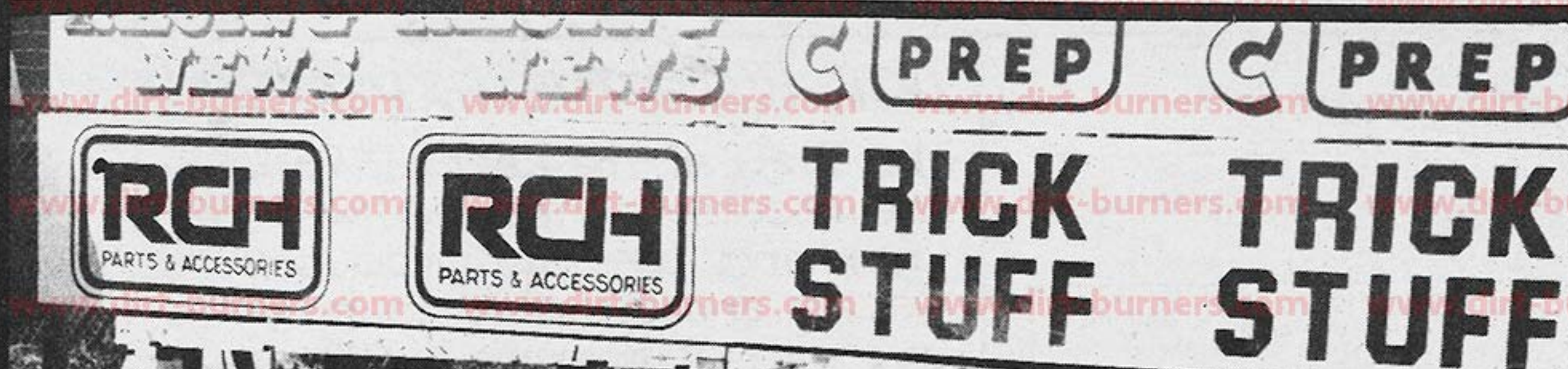
A total of 64 racers showed up on one of the most pleasant and beautiful days Southern California has offered these past few months (I know you guys in the mid-west and east coast really want to hear this, but we've got to call it as we see it). The afternoon temperatures were hovering in the low 80's on a crystal clear day. In this area of town this is a feat on to itself as smog usually covers the beautiful San Bernardino mountains. Today one could see the snow-covered tips made that way from last week's storm.

As promised, the Ranch Pit Shop, under new management and ownership, (the Losi family) had built a brand new off road track. This track was very similar to the one that the Losi's had built in Colton but with the exception that a large banked-sweeping turn was added outside the perimeter of the oval track. This extra attraction made the track very fast and longer than the previous one. In fact, one could run the car almost full-on except for one or two turns. Those with diffs in their cars loved the idea of not having to shut off.

While completion of the entire facility is still a few weeks away, the track itself was in near excellent condition for this big weekend of racing.



"The best of the best gather for one day of unbelievable competition"



(Above top) The yet to be finished driver's stand, when completed, will duplicate the one in Colton; (above) the large entry of Councours cars. had Erwin Bragg (single-seater, front row center) the winner.



"Trophy Dash" winner Jerry Case (above) is a 1/12th scale cross-over doing quite well in 1/10th off road. John Thorp's car (below) took 2nd in the D Modified Main. John is another 1/12th & 1/8th cross-over.

It was decided before the event that the order of qualifying would be slightly changed from the norm. Usually the Stock class goes first then Modified and then Open. Today it was decided that because there were many drivers racing both Modified and Open cars, that the first class would be the Modified class, followed by the Stock and then Open. Thus, those racing in the first class would have plenty of time to get their Open cars and batteries ready. It worked since there were no major problems of a driver not being ready.

The "bump" system was again used as it has been in all of the ORRCA races. If you placed in anything lower than an A Main, there was still one more chance for you to move up. Winners of each main can move up to the next highest main. This works out great if you've had nothing but problems all day and finally get them sorted out in the main.

This "bump" system seems to be working so well that perhaps other forms of R/C racing should try it.

As we said before the qualifying heats were ferocious. In some cases the first two or three cars were within five feet of each other, and only one slight hesitation or spin-out or bump would be enough to knock you out of the top running spots. In this type of a race, there is no room for small mistakes.

As usual, the starts are very critical and avoiding the initial pile-up can be the difference between first and sixth.

Some of the best drivers who seem to always come out of the starts better than anyone else are people like; Gil Losi Jr., Jim Sneed, Eustace Moore, Dennis Taylor, Rick Churchill. While luck plays a factor in that, they seem to possess that certain sense to miss the first pile up. All others have to work their way up. In this type of a race, with some of the top dogs around, that is really tough to do.

Once qualifying rounds were completed, the mains were set and first to go was the E Main in the Modified Class. All the lower mains are run first to allow the winners of each to move up to the next highest main.

At around 4:30 pm all there was left was three A mains to be run.

The MODIFIED "A" Main saw a battle - royal between Rick Churchill and Dennis Lyman. Both led on several occasions during the main, and it took one mistake by Dennis with a slower car to knock him out of the lead and give Rick Churchill the win. Jim Sneed, who finished in third, also was in the early hunt for the lead but a couple of roll-overs set him back. Gordon Campbell, Bud Fish and Allen Losi made up the rest of the field.

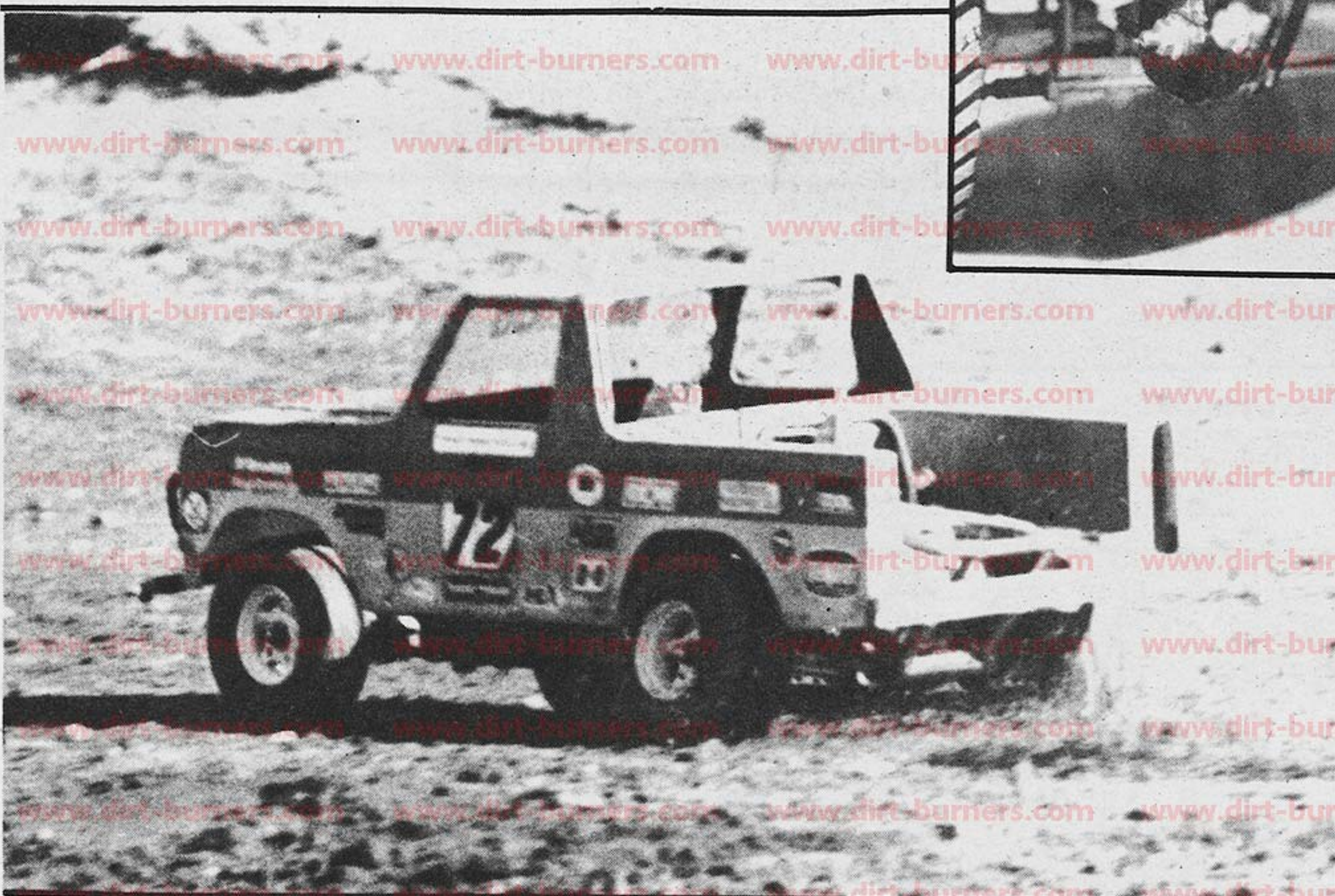
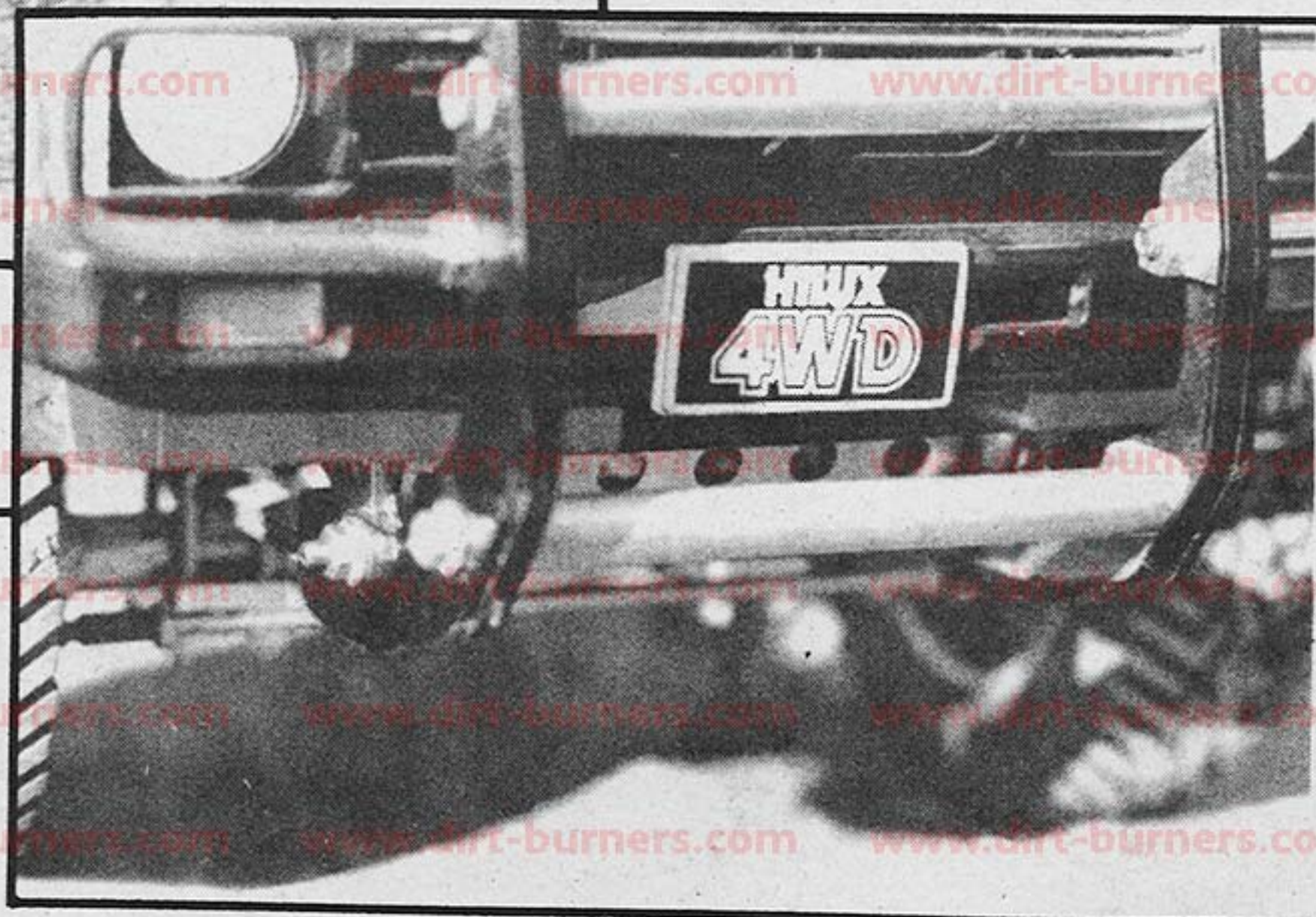
Jeff Cruzon had qualified to make the A Main by virtue of winning the B main, but car problems precluded him from making the start.

(contd. next page)





The camera lense makes all the difference. Above the cars look their scale, while at right & below, the 4WD and Truck (72) look very real.



Next was STOCK "A" Main and this time, Mike Deming asserted himself, at least as the Quarter Champions. As it has happend all series long, he and John Gudvangen went at it for all of the seven laps, trading positions several times. On the

PAGE 26

final lap, Mike crossed the line about 15 feet ahead of second place, John Gudvangen. Curt Hurley placed third followed by Doug Brown who had moved up from the B Main.

The final main of the day, the OPEN "A" Main started as the sun was setting on a beautiful

race day.

A horrible pileup involving four of the six cars, occurred on the first turn. Shooting past the field was Gil Losi, Jr., Eustace Moore. Dennis Taylor, Jerry Case & Lou Peralta, followed after untangling from each other. You can't give Losi a clear

lead in a seven lap race, he is one tough guy to catch and seldom makes the mistakes. So the battle was really for second and third spots...the trophy paying spots. Eustace Moore held the second spot for a while but a couple of mistakes and no reverse on his car allowed Jerry Case (who had set the Top spot in the Trophy Dash) to move into the second overall. Eustace took third.

The mains having been completed, it was time for the trophy presentations.

Earlier Erwin Bragg had won the Concourse event and Jerry

Case, the Trophy Dash. All that remained were the Quarter Championship trophies...the exclamation mark on a great first-time ORRCA Series.

The next one promises to be a hum-dinger. You be there, you hear?

STOCK CLASS:

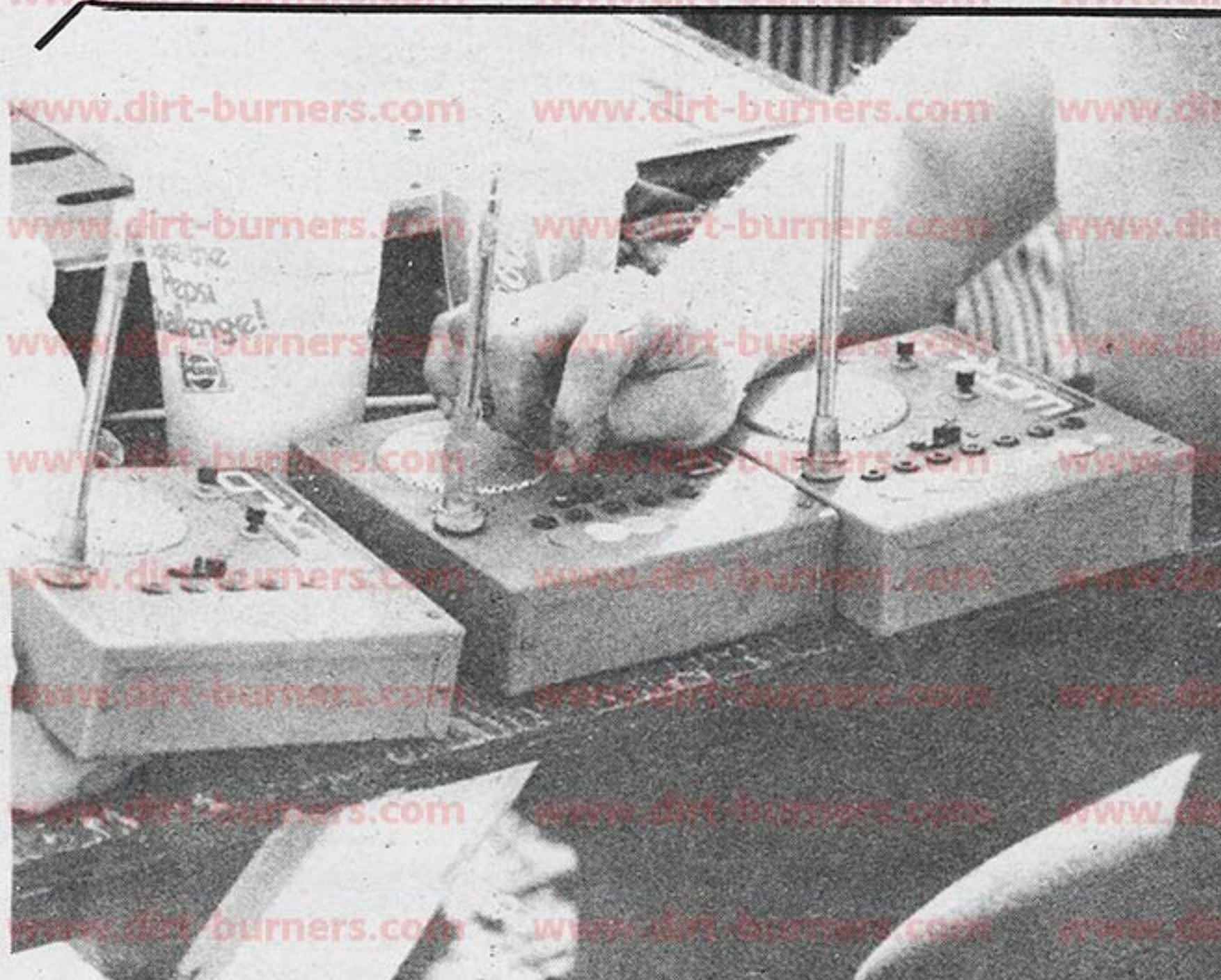
- A MAIN:**
1. Mike Deming
 2. John Gudvangen
 3. Curt Hurley
 4. Doug Brown (1st B)
 5. Ed White
 6. Ed Street

- B MAIN:**
2. Curtis Fletcher
 3. Ed Kenney
 4. Larry Gold
 5. Gordon Ingerbritson
 6. John Pihl (1st C)
 7. Doug Wisdom

- C MAIN:**
2. Anna Stage
 3. Charlie Street
 4. Julie Hurley
 5. Vince Ito
 6. Irwin Markwardt



Low-riding single seater. Check out wide XR311 tires in front.



Checking to see if anyone in the pits has their transmitter on is done by this system, courtesy of John Thorp.



The beautiful trophies on hand provided by ORRCA.

- C MAIN:**
 2. Greg Melton
 3. Erwin Bragg
 4. Jim Brophy
 5. Willie Franco
 6. Mike Tobey
 7. Craig Dunne

- D MAIN:**
 2. John Thorp
 3. Marty Warner (1st E)
 4. Butch Gilbert
 5. Scott Brown
 6. Dave Nieman
 7. Chuck Stage

- E MAIN:**
 2. Dennis Lyman
 3. Ron Williams

OPEN CLASS

- A MAIN:**
 1. Gil Losi Jr.
 2. Jerry Case
 3. Eustace Moore
 4. Dennis Taylor
 5. Lou Peralta
 6. Allen Losi (1st B)

- B MAIN:**
 2. Rick Churchill
 3. Bill Pihl
 4. John Thorp
 5. Ron Williams
 6. Jim Brophy
 7. John Burnham

- C MAIN:**
 2. Jeff Cruzon
 3. Craig Dunne
 4. Bud Fish
 5. Edie Street
 6. Sean Hawkes
 7. Ralph Winkler

MODIFIED CLASS

- A MAIN:**
 1. Rick Churchill
 2. Dennis Taylor
 3. Jim Sneed
 4. Gordon Campbell
 5. Bud Fish
 6. Allen Losi

- B MAIN:**
 1. Jeff Cruzon
 2. Terry Wallace
 3. Bill Pihl
 4. William Holland
 5. Brad Joplin
 6. Edie Street
 7. Chris Hawkes (1st C)

AJ'S manufactures a complete line of R/C Racing Tires.



Off Road Tires in two sizes: Racing & Standard 1/10th scale.

Molded Front Tires for 1/12th & 1/8th scale.

WRITE FOR OUR RACE TIRE CATALOGUE



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 Indianapolis, IN 46231

BoLINK 1st Annual Finale

Last 1/12th Electric Race of the Season

Racers came from all over the South to pay their last respects to sunny skies and warm weather. In just a few weeks, maybe even days, roads would become treacherous to travel and access to race tracks almost impossible.

The field of racers came from Georgia, Alabama, North and South Carolina, and Florida. And what a field it was! The best that the South had to offer.

Practice started Saturday with bright sunny skies and warm temperatures. A perfect day for R/C racing.

The drivers started coming early to get all the track time in as possible. Many of the out-of-towners arrived the night before, filled with much anticipation.

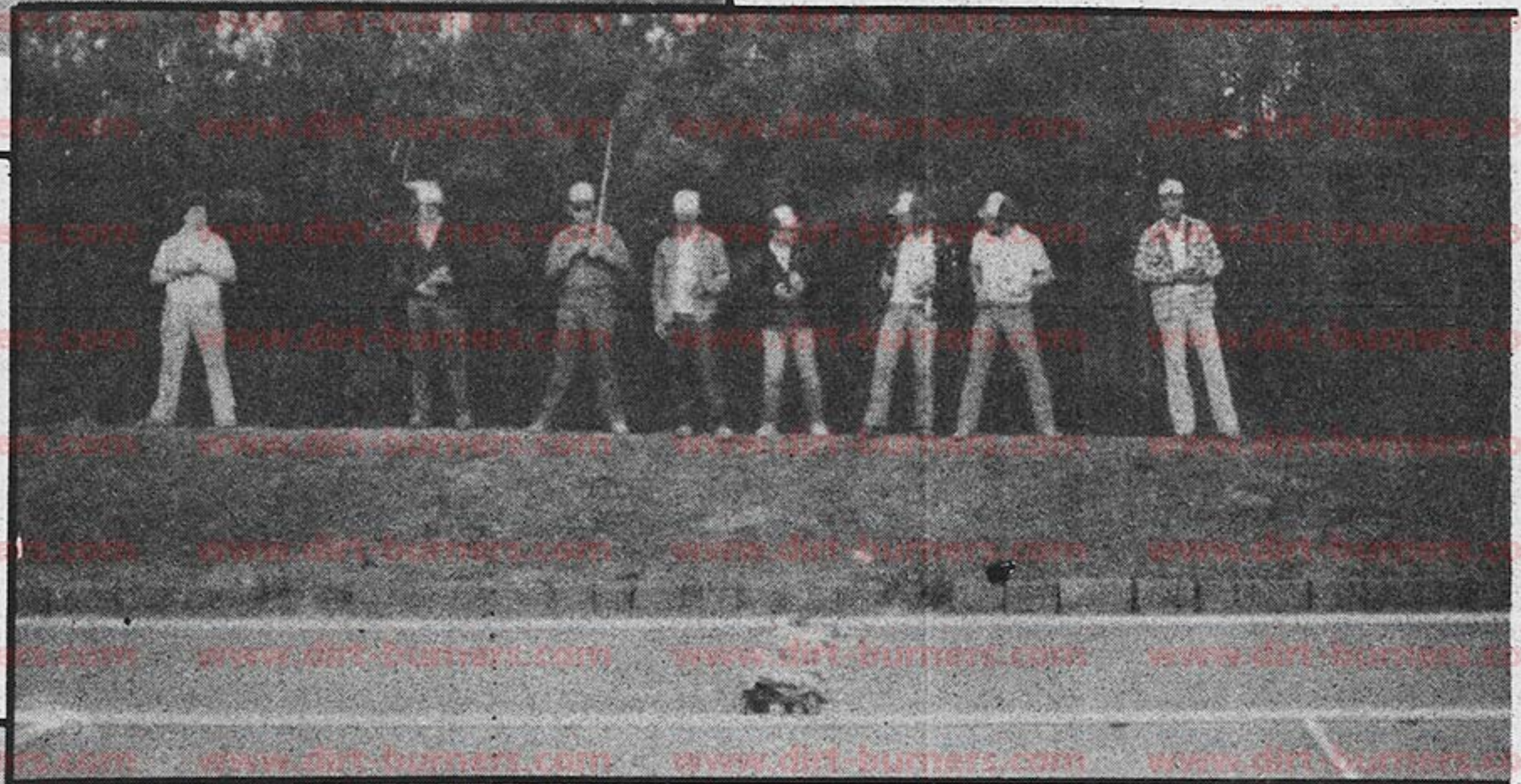
A small section of BoLINK INTERNATIONAL RACEWAY. Note the P.V.C. pipe used to make the track, a very popular system used in the South.

Photo & Story by

Tim Morton

Yes, this was it. The "Big One". With winter months rapidly approaching most of us (putting a wammy on our outdoor racing) we decided to close the year in style.

Thus, BoLink sponsored the First Annual Fall Finale.



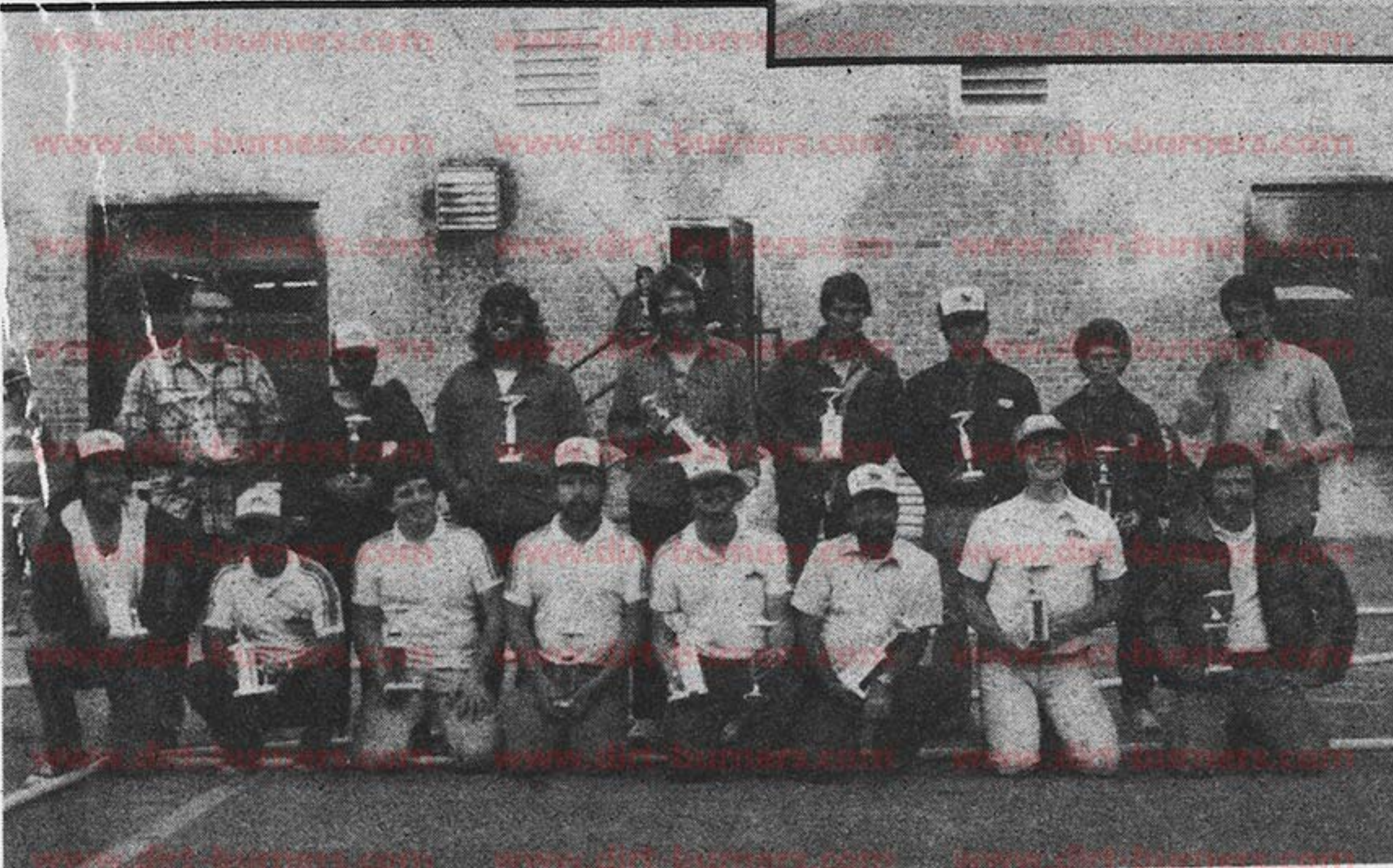
(Above) The start of the A Main. All cars were BoLINK CHALLENGER DB race cars and all but one driver are on the Performance Team. (l to r) Craig Kelley, Tim Morton, Lee Muse, Mike Fromer, Dave Willits, Glenn Le, Roy Kelley, Fred Hanstine.

During practice, two guys were just burning the track, they were: Fred Hanstine and Craig Kelley. They were the guys to beat. They left their mark.

And as the daylight turned into darkness everyone agreed that it was "Miller time". Time to sit back at the motel, camper or home and exchange race stories and think about the next day, the day of the "Big One".

Again, Sunday was a perfect day. Racers started rolling in early to get just a few more practice laps in. Do they ever get enough? Registration was over and 37 of the South's finest racers were on hand and ready to do battle.

First, the Concours and "best paint" judging was held. I'm glad I didn't have a body



Winners of the day. (1st row, l to r.) Tate McDaniel, Rick Jordan, Craig Kelley, Roy Kelley, Tim Morton, Bill Cheek, Scott Granfeild, Doug Spainhour; (second row) Steve Shepherd, Phill Davis Sr., Allen Arceneaux, Richard Sylvester, William Wainscott, Jim Brown, Phillip Cheek and Bo Pirkle.

entered. There were some spectacular entries. Winning the Concours was Rick Jordan with his new laser design paint job and also winning the Concours was Tate McDaniel, with the most beautiful job of airbrush work I have ever seen.

It was "high noon", the time for qualifying was here. Co-race director, Roy Kelley got the first round underway. At the end of the round Mike Fromer, from Florida (say that three times fast) was Top Qualifier, followed in hot pursuit by Craig and Roy Kelley and Fred Hanstine.

At the end of round two, Tim Morton was able to ease past Mike Fromer by 6/10th of a lap to take the Top Qualifier spot. Everyone that made the A Main was but just seconds apart.

The board was set up and the mains began. All the races were so close that the large throng of fans were going wild cheering for their favorite driver on to the winner's circle.

But the highlight of the day was the A Main. This was Craig Kelley's day to be sure. From the word "go", Craig and Roy Kelley were in the lead and were there to stay, only battling each other. After about four minutes, Roy got caught in traffic and that's all Craig needed. He took off, winning the race by more than a full lap over the rest of the field.

Roy Kelley finished second, with Tim Morton 20 feet behind him to take 3rd. Mike Fromer, 15 feet behind Tim, took the 4th spot.

All in all, it was a good day of racing. Especially for BoLink since 14 of the top 16 finishers were driving BoLink cars. In fact, everyone in the A Main had BoLinks; the new updated "Dead Boy" Challenger. (Built by Tim Morton, who was given the nickname of "dead boy" at the 1981 Summer Nationals).

Good-byes were exchanged and everyone went their separate ways to hibernate during the winter.

It probably was not a long drive home for the boys from North Carolina. Maybe it was because they won every main except the

A Main.

Thanks to everyone that came out and everyone is looking forward to doing it again next year.

T.M

RESULTS

- A Main:**
 1. Craig Kelley, GA.
 2. Roy "A.J." Kelley, GA.
 3. Tim "Dead Boy" Morton, GA.

4. Mike Fromer, TAMPA, FLA.
 5. Glenn "Motor" Lewis, TAMPA, FL
 6. Dave "Thrash" Willits, TAMPA
 7. Lee Muse, SNELLVILLE, GA.
 8. "Fast" Fred Hanstine, S.DAY, FL

- B Main:**
 1. Bill Cheek, CHARLOTTE, N.C.
 2. Scott Granfiled, ST.MT., GA.
 3. Doug Spainhour, LITHONIA, GA.
 4. Rick Wynne, CHARLOTTE, N.C.
 5. Jim Marconnet, MADISON, ALA.
 6. Rick Jordan, GAINSVILLE, GA.
 7. Tate McDaniel, CHARLOTTE, N.C.
 8. Scott Alpert

- C Main:**
 1. Steve Shepherd, DURHAM, N.C.

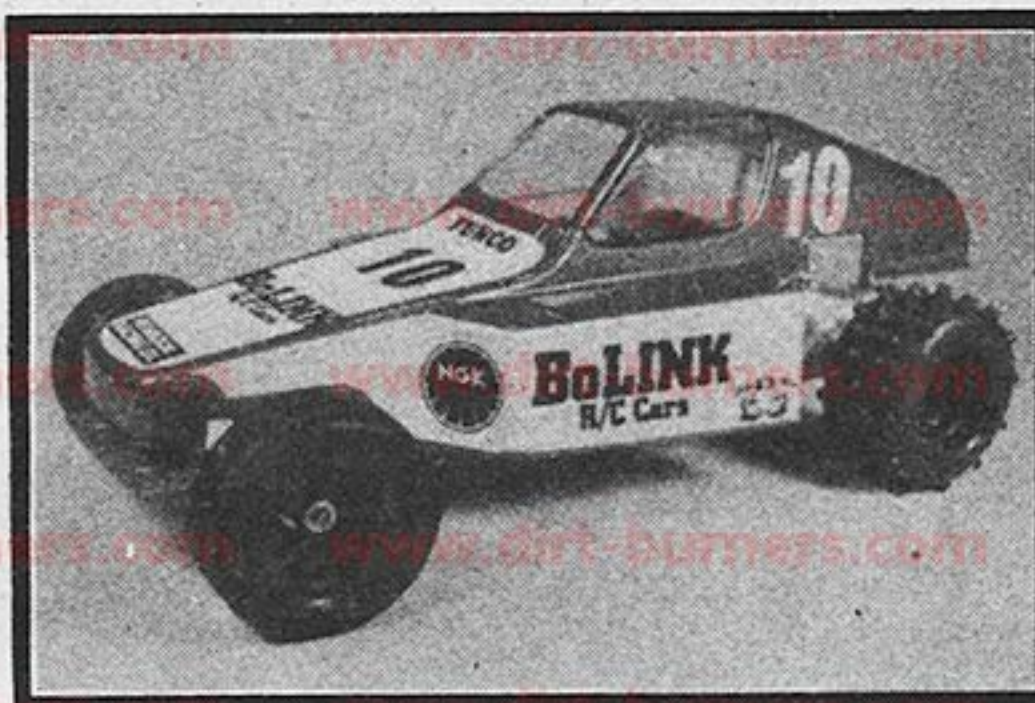
2. Phill Davis, Sr., CHARLOTTE, N.C.
 3. Allen Arceneaux, W.COLA, S.C.
 4. Dana Williams, CHARLOTTE, N.C.
 5. Larry Powell, SUWANEE, GA.
 6. Frank Davis, COVINGTON, GA.
 7. David Hall, MADISON, ALA.

- D Main:**
 1. Richard Sylvester, W.COLA, S.C.
 2. William Wainscott
 3. Jim Brown, HUNTSVILLE, ALA.

- E Main:**
 1. Philip Cheek, CHARLOTTE, N.C.
 2. Alex Torkens
 3. Bo Pirkle, TUCKER, GA.

NEW! DIGGER 10

THE BIGGER DIGGER



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 BL-1310 DIGGER "TEN" KIT less batteries & charge cord
 BL-1410 DIGGER "TEN" ASSEMBLED with radio installed

1/10TH SCALE OFF-ROAD BODIES



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 CHEVROLET
 S-10 PICK UP



BL-2396 SPRINT CAR



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SUPER SUNDAY AT THE RANCH PIT SHOP

By Larry Stanclift

Pomona, Ca.
Jan. 24, 1982

IT WAS SUPER BOWL SUNDAY all over the United States, but for 60 or so racers that fact didn't seem to matter very much, because they came to Pomona to do their favorite past time...race 1/12th scale cars.

The weather was super, you couldn't ask for a clearer day, 75 degrees and snow peaked San Gabriel Mountains for a backdrop. Speaking of backdrops, the Ranch Pit Shop (R.P.S.) has a new look. The buildings are various shades of yellow, orange and brown, the snack bar has been revamped, including decor and food, and the store has a new look, all thanks to Gil Losi Sr. and his crew.

Gil has really done alot for the R/C racing business since he started with the R/C Ranch Raceway in Colton, now closed. R.P.S. is his top priority. He brings to it a good personality with a keen business sense that will make R.P.S. a winning combination. The facility has a 1/8th, 1/12th and 1/10th track, also an dirt oval. Gil happens to race in all three, and very well I might add.

RACING

Qualifying went off really smooth. All R.A.C.E. Club members helped out. Yours truly took T.Q. honors in Production. Bob Hayes was T.Q. in Stock with the new concept II car, to

be on the market in April. Bob also set a new track record for stock: 25 laps 8:18. T.Q. for the Modified class was Bruce Hickman.

The mains went off on time. There were eleven of them and a few people got the "Pomona Syndrome" (radio problems) but most had a good clean race.

"Stormin" Norman Takaki set a track record in Production A Main of 22 laps in 8:15 min. This was Norm's last race in Production. (What a way to go.)

The A Main in Stock was won by Team Associated's ace Randy Tentschert, while the A Main in the Modified class went to Frank Killiam.

Speaking of the Modified, the highlight of the day happened when Tony Neisinger broke a throttle servo early in the day. He went ahead in the A Main Modified with his wiper arm strapped to his resistor, full throttle, with his pit man plugging the car in at the "sound of the horn". Tony managed 10 laps that way with only one problem; every time he came around turn nine (a hairpin) the car wouldn't...couldn't slow down. It was anybody's guess where it would end up. Next time Tony, bring a spare servo.

Anyway, the day was super thanks to all the R.A.C.E. members who helped and the racers who came. And a special thanks to Steve Hickman and Frank Killiam for their commentary during the mains. And a very special thanks to John Thorp for the use of his lap counting equipment and his invaluable expertise in R/C racing.

R.A.C.E RANCH PIT SHOP POINT SERIES '81-82 FINAL

Production:

1. Mark Walker (233)
2. Tim Lindsay (208)
3. Norm Takaki (200)

Stock:

1. Gene Prather (228)
2. Mike Buffington (211)
3. Kent Cassel (207)

Modified:

1. Kent Cassel (233)
2. John Thorp (204)
3. Bill Kalman (186)

RACE RESULTS

Jan. 24, 1982

Production A Main:

1. Norman Takaki
2. Mike Kelley
3. Kevin Franks
4. Danny Thompson
5. Andrea Espejo
6. Tim Koramitros
7. Steve Urbanovitch
8. Larry Stanclift (T.Q.)

Production B Main:

1. Mike Brown
2. Tim Lindsay
3. Denny Burkett
4. Fernando Belair
5. Mike Glover
6. Bill Prather
7. Blake Adair

Production C Main:

1. Charlie Mosier
2. Justin Glover
3. C. McAllister
4. Bobby Prather
5. Yvonne McDonald
6. Howard Johnson
7. John Chase
8. Ron Swets

Stock A Main:

1. Randy Tentschert
2. Mike Buffington
3. Don Sallenbach, Jr.
4. Gene Prather
5. Donn Rice
6. Kerry Cavazos
7. Gil Losi Sr.
8. Bob Hayes (T.Q.)
9. Sonny Cummings

Stock B Main:

1. Bill Myers
2. Tony Neisinger
3. Bob Novak
4. Barry Newman

5. Rob Adair
6. Ornan Valle
7. Jeff Abrams
8. Jim Busby
9. Norman Takaki

Stock C Main:

1. Kevin Karamitros
2. Steve Brownyard
3. Buff Buffington
4. Bill Bandelin
5. Michael Brown
6. Kent Cassel
7. Andy Jacobson
8. Rick Hohwart
9. Ed Van Horne

Stock D Main:

1. Joe Tentschert
2. Miles Cook
3. Bob Bradberry
4. Jack Lindsay
5. Helen Thorp
6. Chuck Boldetti
7. Denny Berket
8. Timothy G. Spice

Modified A Main:

1. Frank Killiam
2. Bruce Hickman
3. "Big" Jim Greenmeyer
4. Doug Kott
5. Bob Hayes
6. Randy Tentschert
7. Mike Hickman
8. Tony Neisinger
9. Robert Cavazos

Modified B Main:

1. John Thorp
2. Steve Hickman
3. Jeff Abrams
4. B. Franks
5. Ted Graf
6. Sonny Cummings
7. Chuck Crawford
8. Donn Rice
9. Mike Wickman

Modified C Main:

1. Chip Hayes
2. Bill Kalman
3. Gary McAllister
4. Jet Patel
5. Rob Adair
6. Ornan Valle
7. Kent Cassel
8. Steve Brownyard
9. Bob Novak

Modified D Main:

1. Bill Myers
2. Barry Newman
3. Mile Cook
4. Rick Fox
5. Alan McDonald

U.S. INDOOR CHAMPIONSHIPS

Modified "A":

1. Kent Clausen 49 laps (483.6)
2. Mike Lavacot
3. Ralphie Burch, Jr.
4. RePete Fusco
5. Pete Fusco
6. Bud Bartos
7. Ken Peckman
8. Ron Schuur
9. Tyree Phillips
10. Tom Miller

Modified "B":

1. Mike Toland 47 laps (481.8)
2. John Huron
3. Kevin Orton
4. Bob Herman
5. Tim Morton
6. Don Marsh
7. Terje Haugen
8. Mike Reedy

Modified "C":

1. Dave Hechler 46 laps (484.5)
2. Ron Arricchi
3. Steve Koepp
4. Vince Allison
5. Ned Schmalz
6. Art Freeland
7. Joel Johnson
8. Bruce Shaffstall

Modified "D":

1. Bill Matthey 44 laps (483.9)
2. Jim Przybyla
3. Jim Hamilton
4. Lou Przybyla
5. Tom Sagle
6. Wayne Gerber, Sr.
7. Barry Zulkowski
8. Judd Nichols

Modified "E":

1. Jim Ruff 45 laps (490.9)
2. Dale Mooberry
3. Steve Cross
4. Butch Beebe
5. Jim McCarthy
6. Dave Lee
7. Tim Hartman
8. Tony P.

Modified "F":

1. Marv Thomson
2. Tom McGarry
3. Mark Johnston
4. Gregg Fox
5. Joe Neeley
6. Ken Jacas
7. Don McKay
8. Bill Novess

Modified "G":

1. Dave Evans 42 laps (483.9)
2. Larry Martin
3. Kevin Van Dyke
4. Scott Lazar
5. Shelby Dillard
6. Bill Jeric
7. Cliff Garra
8. Mark Bambrick

Modified "H":

1. Gregg Combs 41 laps (487.0)
2. Dave Pulfer
3. Chuck Mackin
4. Dan Korff
5. Chuck Stryker
6. Mario Biscaro
7. Jim Damerell
8. John Starks

Modified "I":

1. Ed Emery
2. Howard Kemery
3. Mike Block
4. Joe Werner
5. Pete Kleebert
6. Carl Mollitor
7. Terry Rott
8. Ken Campbell

Modified "J":

1. Todd Little 43 laps (488.4)
2. Wayne Gerber, Jr.
3. Bill Keller
4. Robby Keller
5. Bob Person
6. Don Deutsch

Modified "K":

1. Bob Bernhard 38 laps (482.6)
2. Larry Gerber
3. Chris Doseck
4. Greg McFern
5. Steve Riley
6. Mark Higdon

Modified "L":

1. Doug Bennett 33 laps (480.6)
2. Ivan Brown
3. Ken Miller
4. Robert Wilkinson
5. Dave Wilhelm
6. Randy Feakins

Stock "A":

1. Mike Lavacot 50 laps (480.5)
2. Kent Clausen
3. RePete Fusco
4. Ralphie Burch, Jr.
5. Bud Bartos
6. Keven Orton
7. Joel Johnson
8. Mike Toland
9. Tom Miller
10. Ron Schuur

Stock "B":

1. Ken Peckman 48 laps (483.5)
2. Steve Koepp
3. Tom McGarry
4. Pete Fusco
5. Tony P.
6. Dale Mooberry
7. John Huron
8. Terje Haugen

Stock "C":

1. Tyree Phillips 49 laps (490.2)
2. Butch Beebe
3. Art Freeland
4. Bruce Shaffstall
5. Dave Hechler
6. Tim Morton
7. Don Marsh
8. Bob Herman

Stock "D":

1. Mike Reedy 46 laps (488.3)
2. Ron Arricchi
3. Jim Hamilton
4. Ned Schmalz
5. Ken Jacas
6. Barry Zulkowski
7. Jim Ruff
8. Bill Jeric

Stock "E":

1. Louis Przybyla 44 laps (485.2)
2. Vince Allison
3. Judd Nichols
4. Gregg Fox
5. Don McKay

6. Jim Damerell
7. Scott Lazaar
8. Jim McCarthy

Stock "F":

1. Howard Kemery 43 laps (491.5)
2. Gregg Combs
3. Bill Novess
4. Cliff Garra
5. Kevin Van Dyke
6. Dave Evans
7. Tom Sagle
8. Mario Biscaro

Stock "G":

1. Bill Matthey 45 laps (487.4)
2. Wayne Gerber, Sr.
3. Shelby Dillard
4. Ken Campbell
5. Mark Bambrick
6. Ed Emery
7. John Starks
8. Larry Martin

Stock "H":

1. Joe Neeley
2. Dave Pulfer
3. Marv Thomson
4. Todd Little
5. Bob Bernhard
6. Steve Cross
7. Wayne Gerber, Jr.
8. Bob Person

Stock "I":

1. Tim Hartman 41 laps (490.8)
2. Chuck Mackin
3. Mike Avins
4. Terry Rott
5. Greg McFern
6. Bill Keller
7. Mark Johnston
8. Mike Block

Stock "J":

1. Jim Przybyla 41 laps (483.2)
2. Dan Korff
3. Tom Sufka
4. Don Deutsh
5. Chris Doseck
6. Larry Gerber
7. Joe Werner
8. Chuck Evans

Stock "K":

1. Robby Keller 37 laps (486.7)
2. Tom Nightengale
3. Ed Gall
4. T. Nab
5. Carl Mollitor
6. Larry Dick
7. Jack Nab
8. Randy Feakins

Stock "L":

1. Dave Lee 39 laps (483.8)
2. Jim Carney
3. Doug Bennett
4. Jay Huron
5. Ken Miller
6. Bonnie Gerber
7. Ivan Brown
8. Mark Higdon
9. Robert Wilkinson

ON THE LINE:

(contd. from page 17)

Because of my work, I don't get to all the races so I maybe race once or twice a month. But every time I go to a race and race Open class I get the pants beat off of me. Some of these guys around, and I won't mention any names, are darn good and they spend alot of time racing 'cause I see their names in the results all the time. I don't want to race stock or modified because I like the power I have in my open car. So my suggestion is why not divide the open class into either Amateur open and Expert open or start a professional class. I know of about ten to fifteen guys that would qualify for the better class.

Off Road racer
Newport, Ca

Your suggestion is not without merit. I believe that there's been talk among some of the track operators of doing something like that. Perhaps in all classes, not just the Open class. The current ORRCA Series should give plenty of information as to where the sport can go and perhaps the next series may reflect some of those changes. The important thing is that everyone that participates should first have fun doing it. Good suggestion. ED

1/12th WORLD CHAMPS

I plan to attend the 1/12th scale World Championships this summer in Los Angeles. But I have yet to see any details about the races, practices, etc. Can you help?

Nick Stowell
Portland, Oregon

We've just received some information that we can pass on to you. The dates are August 13 through August 21, 1982. The first three days will be open practice, then official practice opens August 16. Next two days are Stock Qualifying, then the next two (19th & 20th) are the Modified qualifying, with the 21st being the big day of the World Finals. Site is not yet known. We'll keep you up to date. ED.

**Coil Overs
are the Answer!
CRP**

NAMBA International Records As of January 1, 1982

If you need further information and/or clarification of these records you can contact Ms. Myrtle B. Coad, Executive Secretary - NAMBA - 6073 Sunrise Drive, Lower Lake, Ca. 95457 - (707)994-6643. Good luck to all of you who are going out this year and try to "shatter" those records.

CLASS	NAME	YR.	CLUB	SEC.	M.P.H.	ENGINE	HULL	PROP	USED
HYDRO 1/16th STRAIGHT-A-WAY									
AH	Dick Aubert	78	MMSC	3.41	66.91	K&B 3.5	Hughey	OCT.	2.5
BH	Wray Freitas	80	PN	2.74	82.11	K&B 4.5	Crapshooter	OCT.	2.8
CH	Wray Freitas	79	PN	2.54	85.23	Own 65	Crapshooter	OCT.	2.8
XH	Wray Freitas	80	PN	2.64	85.22	K&B 68	Crapshooter	OCT.	2.8
MONO									
AM	Ed Fisher	79	SMYC	4.70	47.84	K&B .21	Little Streaker	1-27	X
BM	Bruce Kaiser	79	MMSC	3.54	63.42	ST X 44	Transonic	1957	
CM	Bruce Kaiser	81	MMSC	2.99	75.12	ROSSI 65	Transonic	OCT. 1957	(4)
XM	Bruce Kaiser	81	MMSC	3.19	70.53	ROSSI 72	Transonic	OCT 1957	(4)
ELECTRIC HYDRO									
EH	Herb Stewart	81	MBRT	15.4	14.59	Pro-Slot	Stewart	SST DUMAS	P-49
FH	Herb Stewart	81	MCRT	9.43	23.86	Pro-Slot	Twin Stewart	JG # 20	
ELECTRIC MONO									
EM	Stephen Myers	81	MCRT	13.15	16.25	Pro-Slot	Stewart	DUMAS	P-49
FM	Herb Stewart	80	MBRT	8.88	25.32	Astro-Twin		JG G-25	
EOBM	Stephen Myers	81	MCRT	23.02	9.77	Elec. 08	Jackson	OCT.1740	
OUTBOARD HYDRO									
A0BH	John Dian	81	MR	3.79	59.36	K&B 3.5	Phoenix	OCT.2.2	
BOBH*	Norm Teague	82	ALII	3.86	58.21	K&B 7.5	Campbell	OCT.1462	
OUTBOARD MONO									
A0BM	George Campbell	81	ALII	5.61	40.10	K&B 3.5	Prather	G-25	
OUTBOARD TUNNEL									
A0BT	Norm Teague	81	ALII	5.49	40.98	K&B 3.5	Prather	OCT.17.40	
BOBT*	Al Prather	82	PRT	4.94	45.49	K&B 7.5	Prather	Tunnel 35	OCT X450
OFFSHORE									
A0S	Ed Fisher	81	SMYC	4.91	45.83	K&B 3.5	Prather	1-27X	
B0S	Manuel Cardoza	81	GCMB	3.71	60.65	OS 45	Schoeff	1955	
C0S	Manuel Cardoza	81	GCMB	3.68	61.14	ROSSI 65	Schoeff	1957	
X0S	Manuel Cardoza	81	GCMB	3.54	63.56	ROSSI 71	Schoeff	1955	(4)
SPORT 40									
S40-1	Joe Monohan	81	PN	3.98	56.80	K&B 40	Own	OCT.	1755
S40-2	David Blacksten	81	SMYC	3.83	58.76	K&B 7.5	RC	X 460	
UNLIMITED HYDRO									
UH	Ron Erickson	80	SMYC	2.98	75.70	OPS .65	Circus Circus	1667	
HYDRO OVAL FIVE (5) LAP HEAT RACING COMPETITION RECORDS.									
AH	Ed Fisher	80	SMYC	73.63		K&B 7.5	Boats by Fisher	1462	
BH									
CH									
XH	Jim Whitlatch	81	MM	75.11		ROSSI 69	Wing Ding	OCT. 1470	
MONO									
AM	Ed Fisher	76	SMYC	95.9		K&B 3.5	Northwind	JG F 25	
BM									
CM	Ed Fisher	76	SMYC	85.5		ST 40	Northwind	JG 1-27	
XM									
ELECTRIC HYDRO									
EH	Herb Stewart	81	MCRT	177.50		Pro-Slot	Stewart	B-49	
FH	Herb Stewart	81	MBRT	133.75		Pro-Sito	Stewart	JG F 20	
ELECTRIC MONO									
EM	Herb Stewart	81	MBRT	109.9		Astro-Twin	Stewart	JG F-20	
OUTBOARD HYDRO									
A0BH	Ed Fisher	80	SMYC	90.03		K&B 3.5	Boats by Fisher	JG H 27	
OUTBOARD MONO									
A0BM	Ed Fisher	80	SMYC	121.45		K&B 3.5	Prather	JG-25	
OUTBOARD TUNNEL									
A0BT	Ed Fisher	80	SMYC	111.12		K&B 3.5	Prather	JG F-25	
OFFSHORE									
A0S	Ed Fisher	81	SMYC	156.18		K&B 3.5	Prather	H-27	
B0S	Ed Fisher	81	SMYC	229.45		K&B 4.5	Wardcraft	JG 1.30	
SPORT 40									
S40-2	Ed Fisher	81	SMYC	78.75		K&B 7.5	Prather	OCT.1462	
UNLIMITED HYDRO									
	Ed Fisher	80	SMYC	82.98		OPS .67	Coral Reef	1465	
NAMBA INT'L. ENDURANCE RECORDS AS OF JANUARY 1, 1982 on 5 LAP COURSES									
CLASS	NAME	YR.	CLUB	MILES	LAPS	ENGINE	HULL	PROP	USED
A	Tony Rutledge	79	NZ	10.17	56 1/2	K&B 3.5	Own	JG H25	
B									
C	Beverly Power	79	GCMB	10.98	61		Dumas	J-35	
X	Jerry Dunlap	72	PSMBC	9.00		K&B	Swordsman		
ONE HOUR ENDURO									
A	Tony Rutledge	79	NZ.	21.01	116 3/4	K&B 3.5	Own	Gale H-25	
B									
C									
X	Jerry Dunlap	72	PSMBC	17.85	110	K&B	Swordsman		
TWO HOUR ENDURO									
A	Jerry Dunlap	73	PSMBC	34.50		K&B 40	Dow's Hobby Special		
B									
C									
X	Jerry Dunlap	72	PSMBC	32.0		K&B	Swordsman		
FOUR HOUR ENDURO									
A	Jerry Dunlap	73	PSMBC	66.15		K&B 40	Dow's Hobby Special		
B									
C									
X									
100 LAP TEAM MARATHON									
	Don Pinckert & Ronnie Hodges	41	Min.	32	Sec	K&B 6.5	Gator	1466	
ELECTRIC DISTANCE									
EM	Myrtle B. Coad & Ken Robbers	78	CS	1.6	NM	Dumas Deep Vee		12V	
ENDURANCE									
BH	Magnum Racing Team	81	MRT	186	MILES	8 hours	1240 LAPS	K&B 7.5	Hughey 45

EVERYONE HAS HAD FOUR MONTHS TO NOTIFY THE OFFICE IF THEIR RECORD WAS SET ON A 5 LAP COURSE. SO THESE ARE NOW THE OFFICIAL RECORDS.

For those of you who are planning to take out your power boats and go break some records this year, check out the various listings supplied to us by NAMBA of existing records. It has everything from Enduro to Straight-A-Way, to Oval. Check it out.

There's a guest editorial in this issue on "automated timing and scoring systems" that we think is very timely. We know of several people currently working on just that and we hope to bring you a full report in a future issue. We agree, in times of great development in electronic components for R/C, it's a shame that antiquated systems have to be used to score an R/C race.

The Capital City Auto Racers 1/8th scale Club is having a two-day race meet at the Sport & Boat Show (full scale kind) at the California State Fair Ground, Sacramento, Ca. The date is February 11th to the 15th for the show, but race days are February 13th & 14th. They expect over 40,000 people to attend that show, so why don't you go out there and join the crowd and race as well.

We're planning to make both the 1/12th and 1/8th scale R/C races at the Winternationals in Florida. We understand they have a large entry and the racing should be the best ever. Full coverage of the Winternats will be in our March issue.

Keep on The Move Dept. We also plan to be at the Annual Cajun Grand Prix, April 30 to May 2nd. We missed the one last year, although we received fine coverage, but this year we plan to be there as well to give you a full report. Once again Shamrock Competition Imports, of New Orleans, is putting up over \$3,000 in prizes.

The long-awaited San Fernando Valley R/C track may be delayed for yet a couple more months at least. R/C Centers reported that although the city fathers very much approved the concept and idea of having a permanent Radio

1982's First Gas Race

By Chuck August

THE FIRST RACE OF '82 WAS GREAT

It was nice to see the Petruzzi family out there racing again after a brief absence. They have all improved a bunch. Also nice to see Gary and Mike Burioni plus Tony and Bryn Foskett, two other father and son teams.

One of the best things the R.A.M.s have going is the "family spirit". Another great family team in the club is the Kimbrow family. There are five members all involved in racing.

(Allways a Bride's Maid Never the Bride). In the two years I have raced with the R.A.M.s, I can count on one hand (with a few fingers left over), the times I have won a race. Last race proved no exception. Second Fast Qualifier, two seconds in Heat racing (one was thrown out), fourth and fifth in Heats, and fourth in the Main. I can't seem to put it all together. It must be attitude? And no Gillott engine.

Jim Adkins is on the move already. He T.Q.'ed, won one Heat race, and won the Expert Main. He's one fast little "Buckeroo".

Ken Kimbrow drove up to the race track "literally" at the start of the first Expert Heat Race. He started his cold car, jumped on the track and broke a bearing block. He borrowed one from Chuck August and started his march. He won the other two Heat races and pushed Jim Adkins around the track for the entire Main. Their finish was down to the wire, with Ken having to settle for Second place. Quite a show for having no practice and borrowed parts. "I don't get no respect", he borrowed my parts and then blew me out his exhaust.

"THAT OLD #1 JINX". After his "perfect season", Gary Burioni

had nothing but hard luck in this first race. He said his engine is very tired and on it's way down. If you will recall, Ken Kimbrow won the #1 in the first half of 1981. He had bad luck all through the second half. After this January race Ken said he doesn't want the number one on his car, instead he'll use #11.

Nobody can talk of hard luck more than Joe Alves. Joe, who always is a strong runner, did the right thing at the beginning of the season. He bought a new engine for his new "Springer" (Springer is Dan Rutherford's name for Independent Suspension Cars). That engine was the most cantankerous, abstinence, hard starting, unpredictable, cold-blooded engine I have ever seen. Joe's day went something like this: It ran, it didn't run, started, didn't start, too fat, too lean, die, no start, start, die again, sputter-sputter-sputter, die. It was so bad that Joe renamed his new O.P.S. an S.O.B.

With Jim Adkins out of the A Main class, it looks like this is going to be a class to watch. I was surprised to see that it is

not going to be a run-away for someone or anyone. Scott Kimbrow, Terry Gillott, John Hodgson, Rich Perry, Mike Burioni and Bob Petruzzi; all of them looked very good last Sunday. Anyone of them has an excellent shot at the crown in this class. Scott Kimbrow drove a fine race to beat all these guys in the Main.

It was also nice to see alot of new faces in the Novice Class. I don't know many of you yet, but I will try to get around to your pits in future races. In fact, any questions that you may have or any help that you may need, you should feel free to ask any of the R.A.M.s for assistance.

For your information, R.A.M.S. has new faces "at the wheel" running the show. President is Gary Burioni; V.P., John Hodgson; Sec. Tres., Ivan Gallo; Special Events, Tony Foskett and Race Director, Loren Chaney.

We look forward to seeing more faces in our subsequent races. Come up to Northern California and have a good time with us racing.

RESULTS

Expert Class Main:

- | | |
|-------------------|------------------|
| 1. Jim Adkins | 4. Ross Wilson |
| 2. Ken Kimbrow | 5. Mario Guevara |
| 3. Jeff Holfelder | 6. Bob Petruzzi |
| 4. Chuck August | |
| 5. Ivan Gallo | |
| 6. Bob Stirling | |

Novice Main:

- | | |
|----------------|-------------------|
| 1. John Perry | 3. Dale Bowman |
| 2. Jon Quaid | 4. R. Perry |
| 5. Willy Brown | 6. Ricky Petruzzi |

Amateur Main:

- | | |
|------------------|-------------------|
| 1. Scott Kimbrow | 4. R. Perry |
| 2. Terry Gillott | 5. Willy Brown |
| 3. John Stirling | 6. Ricky Petruzzi |

Controlled Racing facility, proper channels must be taken to obtain L.A. City approval. This means that a filing for a "Conditional Use Permit" must be made and a public hearing must be attended before the city issues their approval. This could take from two to six months. In the meantime, other parcels are being looked into in the Valley as alternate sites for the R/C facility.

Just heard from a Mr. Berto Moro, President of Grupo Moro, S.A. De Cpg., R/C Club, Guadalajara, Mexico. It seems that they are about to complete their "off road" race track and will be holding their "Grand Opening" in the next couple of months. Their 40 member club will be putting on a race and would like to invite some of the top R/C off road racers to their "Grand Opening Race". They indicated they would be willing to pay for lodging and food if those that qualify to go can take care of their travel expenses. We hope to have exact details by the next issue, such as dates and times and how qualifying might be held.

Boom's Video Prod. told us that they've got the R.C.H. Western Championship Off Road and the Ranch Winternational Off Road races on tape and that anyone wishing to purchase, should contact them at 1038 N. Tustin Ave. Box 30, Orange, Ca. 92667, (714)538-9341. Please specify if you need a Beta 2 system or a VHS system. Boom's Video will also be on hand to cover the World Championship in Anaheim and they will be donating as a prize, a complete tape of the three days of racing.

New Off Road Track located just off Phelan Rd. and Johnson Rd., near Victorville and Hesperia owned by Joe Fletcher. Their first race will be Feb. 21, 1982 so bring your camper or motorhome and stay for a while. Plenty of room for everyone. Their March race date (as yet announced) will feature a "roasted pig" for all entries, free of charge! Pig-out race fans!

<p>RATES</p> <p>PRIVATE PARTY Ten words \$3.50 11 through 25 words \$5.50 Over 25 words, 10 cents per word Headline in bold type ... \$2.00 extra Photos \$5.00 extra (No larger than 5x7)</p> <p>COMMERCIAL/HELP WANTED Ten words \$6.00 11 through 25 words \$10.00 Over 25 words, 30 cents per word Headline in bold type ... \$4.00 extra Photos \$7.00 extra</p> <p>CREDIT CARD CHRG. MINIMUM \$10.00 PLUS. 50c POSTAGE & HNDLG.</p> <p>Please fill in you complete account number and expiration date</p>	<p>FILL THIS BLANK</p> <p>WANT AD DEADLINE Third Friday of the Month for the following month's issue. Fill Charge blank or send check or M.O. to: P.O. Box 411 Woodland Hills, Ca. 91364 No cancellations after 5:00 p.m. Thursday</p> <p>Signature _____ Card expires _____</p>	<p>● Communicate ● Sell ● Trade ● Advertise ● Promote</p> <p>World Wide circulation</p> <p>PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE</p> <p><small>The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.</small></p>
<p>Name _____ Please run my ad _____ times</p> <p>Address _____ City _____ State _____ Zip _____</p> <p>PRINT BOLD HEADLINES HERE - \$2.00 EXTRA (leave spaces)</p> <p>_____</p> <p>_____</p> <p>_____</p>		
<p>R/C News cannot be responsible for illegible phone numbers.</p>		<p>Area Code _____ Phone Number _____</p>

R/C "FOCUS" ...

OCTURA MODELS, INC.

Early Pacesetters.

By TOM PERZENTKA

We at Octura Models, Inc. like to think of June 1962 as year one for R/C model power boating.

The June 1962 issue of Popular Mechanics magazine featured a construction article for the White Heat V R/C racing hydroplane.

This single step hydro, 42" long and 16" wide, was powered with an O & R industrial compact 3/4 h.p. gas engine. This was the first time, to our knowledge, all components for an R/C model power boat were available from one source...the engine, motor mount, exhaust stack, racing carburetor, stuffing box, universal, drive shaft, propeller, drive dog, bearings and the steering strut.

Later Octura offered a rotary valve to boost the output of the, by then, 1 h.p. O & R engine.

Speeds of 28 to 30 m.p.h. were achieved on spark ignition and gasoline.

The White Heat X followed and then the White Heat XIV, Octura's first three-point, surface prop racing hydro. The White Heat XIV was also 42" long with a beam of 21". This hull was running in 1964-65 and was the inspiration for the White Heat 4-60 three-point hydro.

It is interesting to see the Unlimited scale hydros running today and compare their size to the White Heat XIV.

Best speed achieved with the White Heat XIV, which was 40" X 20", using a spark ignition O & R on alcohol and castor oil running a submerged prop was 41 m.p.h., set at Phoenix, Az.

This year, 1981, marks the 10th anniversary of Octura's Wing Ding 60 which made its first

appearance and set a two way average of 69.6 m.p.h. record at Flint, Michigan, Memorial Day 1971. It was the first R/C boat officially to reach 70 m.p.h. The White Heat 4-60 was the first to break the 60 m.p.h. two-way average.

The Wing Ding 60 was not the first R/C outrigger, but it was the first one to feature the wings in the rear. All previous outriggers consisted of some sort of center hull with sticks supporting the sponson, aerodynamically they were not too different from some of the frying pan or should we say flying pan hulls that preceded them. These hydros had a very broad, flat section ahead of, and adjacent to the engine and then tapered off to almost a boom to support the strut and rudder. The only force holding up the stern at speed was the lift of the propeller. When power was cut to go into a turn the tail end would drop, the bow would assume a lifting angle of incidence and the hull would kite off the water. There was nothing to retain or restore aerodynamic balance.

The White Heat 4-60 hulls showed a better than average tendency to stay parallel to the water when they would bounce or lift off. This geometry was incorporated in the design of the Octura Wing Ding 60.

There have been no changes in the design of the Wing Ding 60 since it came off the drawing board in the spring of 1971. Boaters have taken the Super Wing Ding sponson supports and installed them on their Wing Ding 60 and 40 but the basic hull and sponson have remained as it was originally designed.

With the introduction of the .65 engines, some boaters have built stretched versions adding up to 4" in length but the original design in knowledgeable hands has given a good account of itself in regattas everywhere.

This is a bit of background on Octura Models, Inc., which slogan has stood "for better and faster R/C model power boating".

This year Octura introduced the following X series propellers: X440/3, X450, X460 and the X447. At the foundry is the mold for the X457 and in the

works is the X462. Future plans call for an X452, X440, X437/3 and either an X470 or X475. These, together with the others, should help boaters everywhere obtain faster speeds and improve handling.

The X447 propeller should work quite well on either 3.5 outriggers or 7.5 deep vees and monos. The X457, in turn, should be worth trying on a .65 scale hydro or deep vee.

The X452 could be the proper choice for a 7.5 deep vee or 3.5 rigger, while the X462 could be a good choice for either a shallow surfacing 7.5 rigger or a deeper surface drive .65 outrigger.

The X445 prop has been performing quite well on shallow drive 3.5 deep vees and on surfac drive 3.5 riggers, while the X450 is working on 7.5 deep vees.

Depending on the engine used and the weight of the hull, the X455 and X460 props have been working successfully on some .65 scale hydros, particularly those with a full round nose, while achieving high speeds with a 1400 or X series propeller are prone to blow off the water. To correct this condition, many boaters are using 1755, 1752/3 or 2.4 propellers to hold the stern up and the bow down.

Nor have those boaters running outboards been overlooked... the 1740, 1740/3, 1240/3, 1.6/3, 1.6 and 1540 props offer a selection of propellers with potent potential.

Octura has tried to provide a propeller for just about each and every hull and engine combination.

"Tweaking" or "repitching" or altering the prop to correct a deficiency in hull design or just to get best performance has one glaring fault. If the hull has been trimmed to run with the customized propeller and the propeller is damaged or lost, you're up the creek without a prop. Unless you have an exact duplicate to replace it, you're back to square one.

Thus Octura has made a great variety of props just to take care almost every need. New designs are constantly tried to further explore other variations, from three bladers and even the 2.0/4 four blader.



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NOW...
4 NEW
SIZES!

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**OCTURA
X-SERIES
PROPELLERS**
X-tra Speed!...X-tra Performance!

FOR PERFORMANCE YOU'LL BE PROUD OF...
These, as all Octura Propellers, meet the most exacting requirements. Available now in beryllium copper. Fit 3/16" shaft. Check your local progressive hobby shop.

Propeller Model	Recommended Application
3.5 OUTRIGGER	X440/3, X445, X447
.75 DEEP VEE	X450, X455
7.5 OUTRIGGER	X455/3, X457, X460, X462, X467
	7.5 OUTBOARD
	.65 SCALE HYDRO, .65 DEEP VEE
	.65 OUTRIGGER, .90 DEEP VEE

Send \$1.00 for catalog and price list to:

OCTURA MODELS, INC. "SINCE 1954"
7351 N. Hamlin Ave • Skokie, IL 60076

*.250 Bore. **/3" Indicates 3-Bladed Propeller

Octura also introduced the new 6-90 and 5-90 mounts for the 90 engines together with 8mm and 10mm flex hexes for .250 cable, which should stimulate the "F" and "X" classes in hydro, deep vees and monos.

For deep vees and monos, the 1470, 1467, X467, 1667, 1967, 2.4/3, 1567 and X460 props should provide a good starting point for heat winning and record setting performance.

For 90 hydros, the 1475 and 2167/3 props should be

adequate. However, if this application warrants larger props, Octura will again go to the drawing board and design a new one.

As it can be seen, Octura is constantly on the move to improve on its designs and to meet the challenges of newer designs by boaters.

Input from R/C boaters is important to Octura, as it strives to keep up with the needs of the times, examples: swift switch motor mount, stainless steel struts with skeg,

flex ferrules, hulls, kits, quiet mounts, rudders, etc.

Octura Models first started offering model marine supplies when there wasn't the equipment because there wasn't the interest and there wasn't the interest because there wasn't the equipment. Octura's initiative to break this circle has paid off, as its slogan of producing equipment "for better and faster R/C model power boating" has kept Octura users in winner's circle.

"Off Road" World Champ UPDATE:

A second "major sponsor" has joined the R/C RACING NEWS/SCORE SHOW "1982 Off Road World Championships" by sponsoring the Modified Championships.

KRAFT Systems, of Vista California joins AIRTRONICS of Downey, Ca in sponsoring two of the three major events. Still open is the STOCK Class Championships, and at press time there were negotiations with two companies to underwrite the Stock class. It's anticipated that all three "major sponsors" will be set by the end of the month.

Ironically, both KRAFT and AIRTRONICS, while being involved in all areas of Radio Control with their fine radio systems, have not been too evident in the growing "off road" market. This is all to change, as both companies are ready to make a big push in this market.

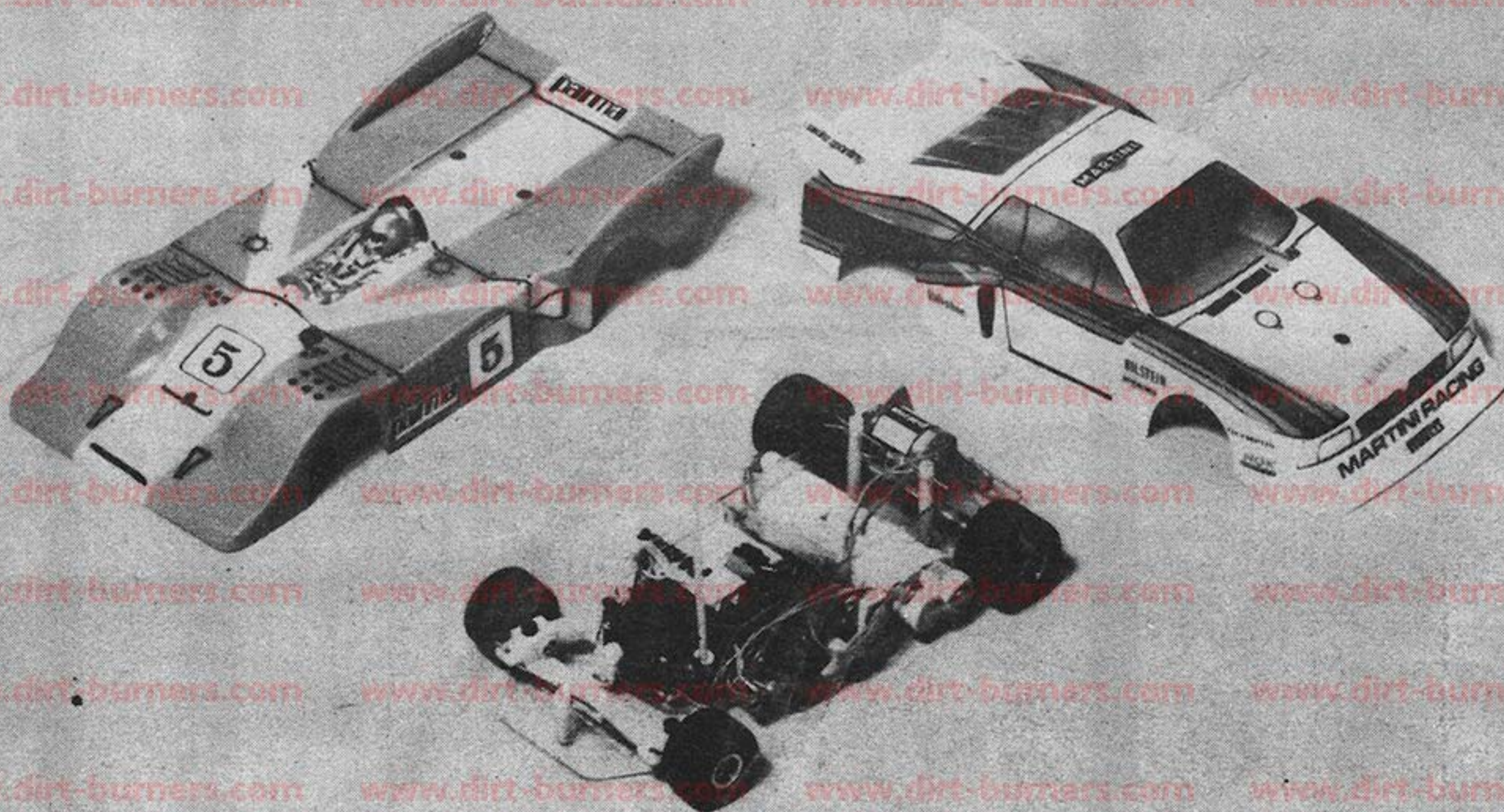
By sponsoring the Modified Class (KRAFT) and the Open Class (AIRTRONICS) at the upcoming Off Road World Championships, both companies will have the opportunity to have their name and product exposed to over 30,000 people that usually attend the SCORE SHOW.

Their names and logos now appear in all publicity and advertising material for the event and other promotional material. In addition, a feature story of each "major sponsor" will be published in the Race program to be given away at the SCORE SHOW.

One of the first officials to be named to the Off Road World Championships is Joe Tentschert. Mr. Tentschert has been involved in R/C racing for a number of years, mostly in 1/12th and 1/8th scale racing. His official function will be that of "Race Referee" for all three days of the Championships.

(contd. page 43)

New PARMA "Cheetah" 1/18 Race Car



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GULF SOUTH SERIES FINAL

Story by Bill Gardner
December 28, 1981

As the 1981 racing year comes to a close so it is with Gulf South. The scheduled 6th race of round II was rained out in Lafayette on Dec. 6th and, as originally planned, the first rainout of the series would not be rescheduled, thus reverting to a best 3 out of 5 race series as opposed to the original best 4 out of 6 series.

The Lafayette club's new site at the Target Department Store seems to be very promising. The traction was remarkable in the first round of qualifying, despite the dampness prevailing before the deluge. In the second round the traction came up noticeably until about 2½ minutes into the A group when the cars began to float about at a considerably slower pace. After about an hour of waiting, the race was called off due to rain.

With everyone eager to head home after the disappointing weather, series points were figured and the trophies were awarded to the top 15 finishers. Only a few minor changes were made in the top 15 from the standings after the 5th race.

Thomas Prine won the "Most Improved Driver Award", just edging

out Danny Wenzel. Both drivers made vast improvements in their track skills as well as in their reliability. Accordingly, Thomas and Danny finished 9th and 10th in the series standings, with only 21 points separating them. This looks to be a real rivalry in 1982!

A quick glance at the final standings will show you that only 20 points separated 1st and 5th place. Third and fourth places were decided by just one single point. (Have you ever wondered about that qualifier back in race 2 when you stuffed it and ended up losing a quarter of a lap or so? A couple of guys out-qualified you on account of it, but no big deal, you still make the A Main.) No big deal, huh! Those two points cost you a year-end position. Every corner counts these days! I guess that's why I've been harping all year long about lap count, number of laps per 5 minutes, marking those tenths of a lap, and so forth, and doing it accurately and consistently. These toy cars mean a whole bunch to some of us crazies!

Well so much for 1981, a year of fast and furious competition with a continuing reduction in attendance. Where do we go from here?

Our 1982 racing season has been scheduled with some major changes.

The current hosting clubs in New Orleans, Lafayette, and Slidell voted Hattiesburg, Mississippi in as a hosting city. Each of the four clubs will host 2 races in 1982, giving us a total of 8 Series points races. You will be held responsible for five of them to obtain your year-end total for awards. **ALL RAIN-OUTS WILL BE RESCHEDULED!** With the increased geographic area and the cost of making the road trips, the Series delegates have adopted this one-series-system per year, as opposed to our previous two. Reasons were many, including the above mentioned, as well as the individual club's need to increase the number of "club" races, hoping to increase membership and resulting in larger Series races.

It was also felt that fewer races during the fair-weather months, might attract a larger percentage of out current racers per race. The 1982 Series will begin in March in New Orleans. (Complete schedule is in CALENDAR section.)

There have been many other changes made in our racing system for 1982 (all for the better, I hope) too numerous to list. I will mention a few important ones now and the remainder will be supplied to each racer in booklet form before Feb. 1982. Much time and work have been put into this publication so please, take the time to review it thoroughly. Ignorance will no longer be accepted as an excuse.

1. All races require Can-Am ROAR legal bodies.
2. Entry Fee: \$8.00, \$5.00 to hosting club and \$3.00 to Series Treasury.
3. Mandatory Tech Inspection at each race. Includes checking and recording all ROAR numbers on entry form. **YOUR "ROAR" CARD MUST BE IN YOUR POSSESSION AT ALL RACES!**
4. Car numbers must be ROAR legal. **NO MARKS-A-LOT NUMBERS!**
5. Concours events to be held at the first race in March and the fifth race in July. The Series will provide the Concours trophies.
6. All rainouts will be rescheduled at the earliest possible date not conflicting with any other scheduled event. Rainouts are when less than two complete rounds of qualifying have been completed.
7. Banquet Race and banquet - A banquet, for the purpose of awarding the year-end awards is to be held in the month of November. At the June race, all clubs interested in hosting the banquet will be eligible in the luck of the draw. The Banquet is to be held Saturday night with a race on the following Sunday (this is a non-points event). Tentatively, the dates are November 20 and 21.
8. All race protests and rainout

decisions will be made by the Executive Committee (the race director will no longer be responsible for making these decisions at a series event).

The complete list of by-laws will make it possible for each racer to know his responsibilities as a racer

The 1982 racing season promises to be the best ever with just a little work from each of us. In as much as this will be my final newsletter, I would now like to thank each of you for responding to my opinions, whether it be in argument or agreement (and there were one or two, believe it or not). At least I was able to have your attention for a few minutes each month. I have thoroughly enjoyed spreading this pornography for the past year. Hoping I can still find a pit man, I will turn this job over to the newly elected Secretary-Reporter, Richard Childree. I expect everyone will work with Richard as you have with me.

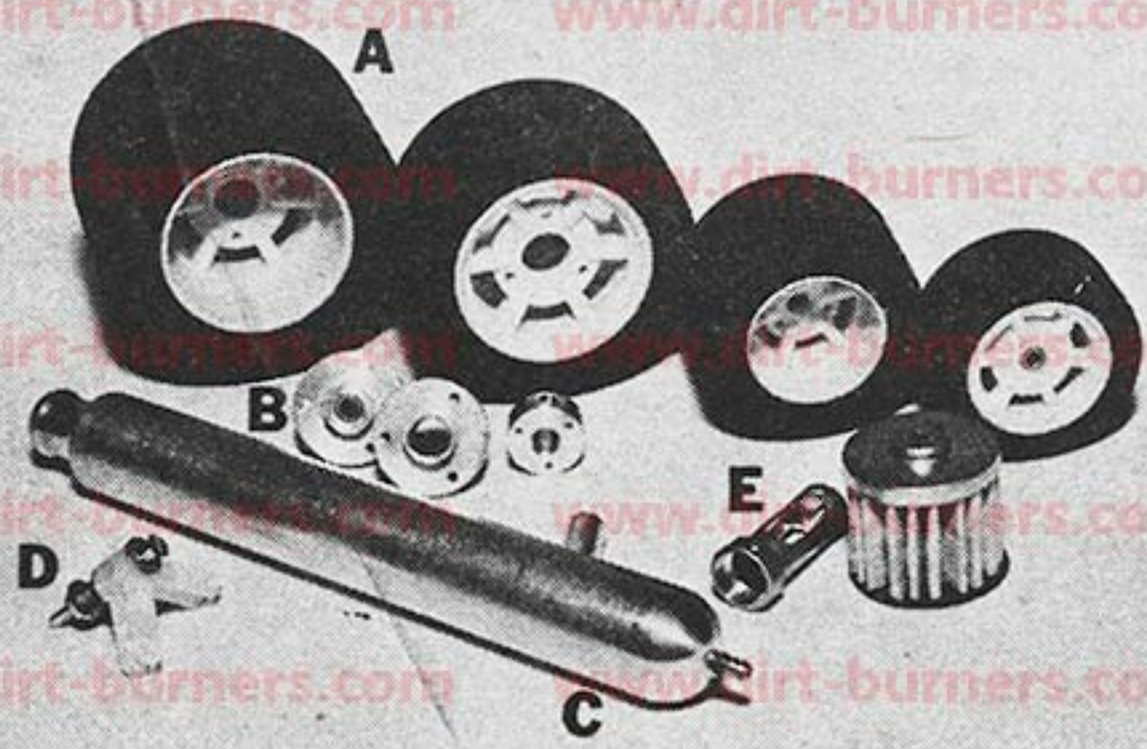
To finish first, you must first finish.
Bill Gardner

OVERALL FINAL RESULTS

1. Bill Gardner START 1469
2. Freddie Rapuana LAPS 1463
3. John Abadie RACE 1457
4. Richard Childree HATT 1456
5. Louie LeBlanc LAPS 1449
6. Karl Kaiser START 1425
7. Charlie LeBlanc LAPS 1417
8. John Dupuis LAPS 1407
9. Thomas Prine HATT 1395
10. Danny Wenzel RACE 1374
11. Frank Vance LAPS 1356
12. Dan Ironmonger START 1338
13. Gerry Brown RACE 1330
14. Martin Zeller RACE 1326
15. George Molinary RACE 1303
16. Kenny Smith RACE 1270
17. John Dingman START 1269
18. Terry Robertson RACE 1228
19. Pat Roberts RACE 1211
20. Edgar Riviere RACE 1173
21. Ted Simon RACE 1166
22. Brian Long RACE 1154
23. Bryan Vance LAPS 1125
24. Bumpy Kearney RACE 1124
25. Sheldon Nothacker START 892
26. Paul Verger LAPS 875
27. Kenny Durio LAPS 852
28. Steve Hite START 841
29. Bob Murphy RACE 816
29. Todd Schumert RACE 816
31. Tony Roscoe RACE 800
32. Bob Botnick LAPS 789
33. Bob Reedy HATT 788
34. Merle Nothacker START 781
35. Scott Reedy HATT 741
36. John Mistic, Jr. RACE 739
37. Chris Borrouso RACE 725
38. John Mistic RACE 680
39. Ivan Bourdier LAPS 664
40. Mike Fruge LAPS 415
41. Tommy Bordelon RACE 414
42. Danny Oliver LAPS 406
43. David Kearney RACE 380
44. Daniel Gardner START 364
45. Charles Bordelon RACE 347
46. John Serou RACE 341
47. Frank Reedy HATT 0

TOTAL ENTRIES: 47
RACE - New Orleans: 22
LAPS - Lafayette: 12
START - Slidell: 8
SMAC - Hattiesburg: 5
MOST IMPROVED DRIVER OF GULF SOUTH
1981
Thomas Prine #188

PRECISION THORP RACING ACCESSORIES

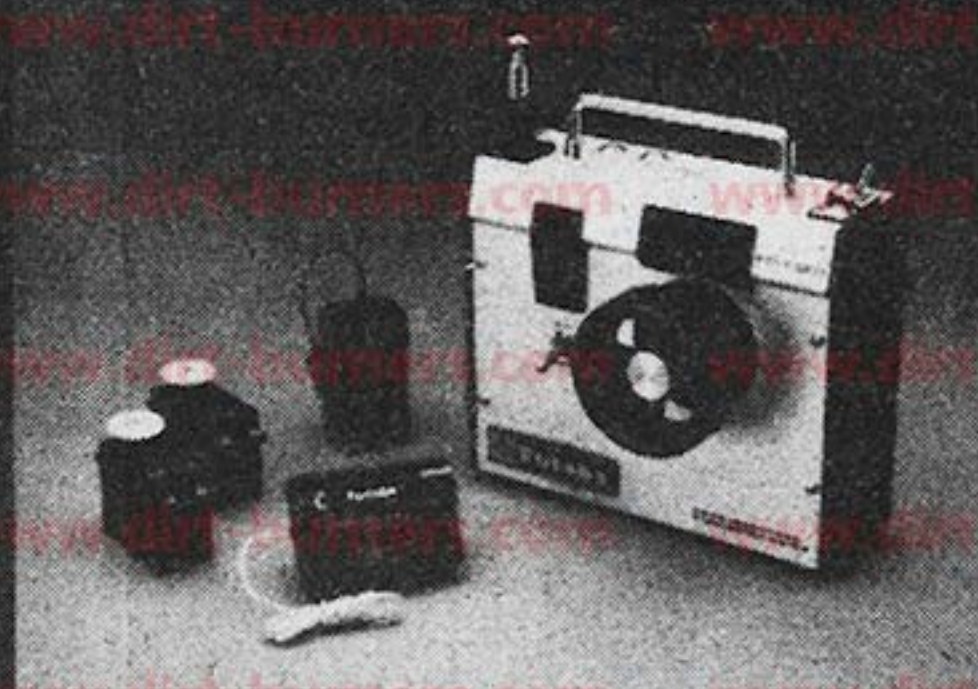


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- B. Thorp wheel hubs.** To fit Thorp wheels to Associated or other chassis: 1/8 - F/R, 1/12 - Rear.
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The deluxe 3FG/Dual Rate system includes NiCads, 2-S24/Coreless Motor servos and R3F receiver.

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



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

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

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

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

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



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

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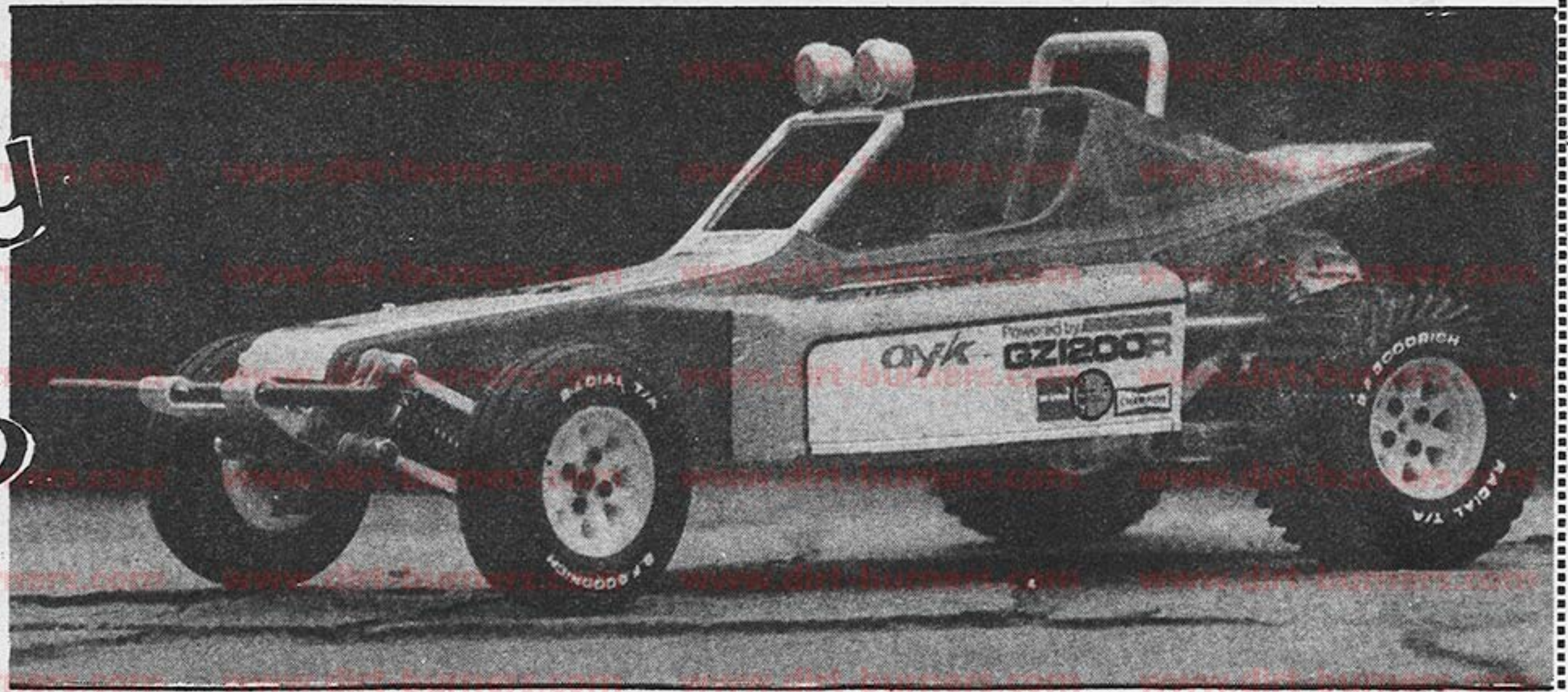
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Track tune your racer from the driver's stand with the new Futaba 3FG.



THERE'S A NEW "KIT" IN TOWN

Special introductory price only: **\$129.95**
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& It's ready to take on all comers!

1/10th ELECTRIC TO BEAT THE COMPETITION

(Parts available by January 25th, 1982)



NEW "Bolt-on" front suspension, lay-down shocks for maximum travel. Totally secured independent suspension.



Enclosed gear case. ALL METAL gears and trick "swing-arm-type" rear laydown suspension.



Large Radio/Battery box holds up to ten cells. New 3-speed control and Solid, aluminum chassis.

FORD Truck Model



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The ORIGINAL Of
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 (213) 341-1111
 (Dealers & Distributors)

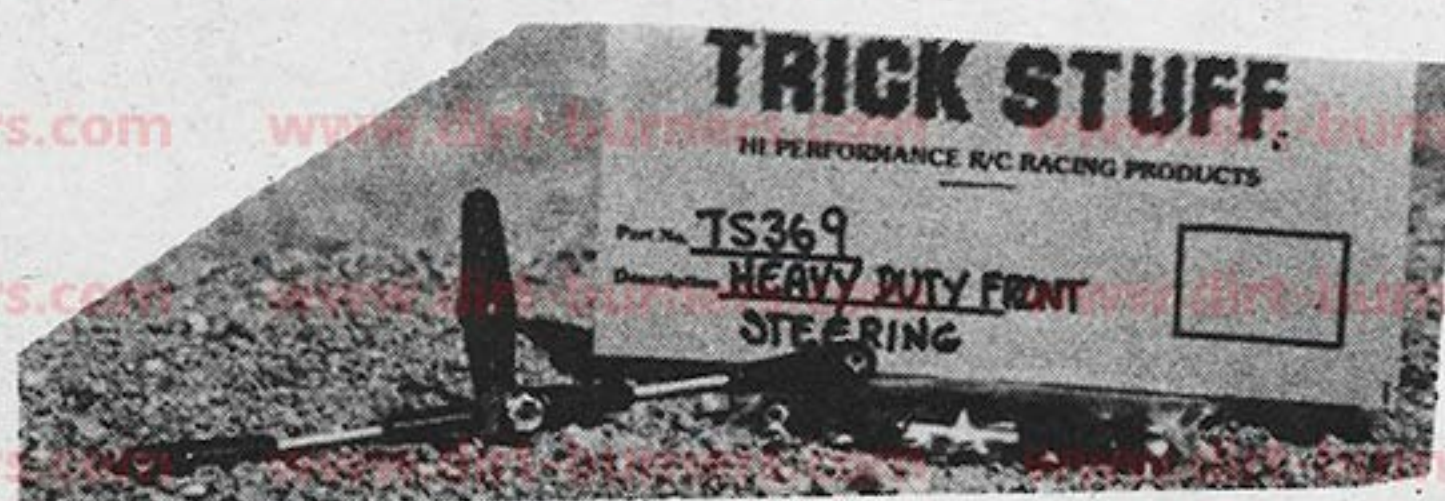
FEATURING THIS MONTH:



NEW

TS381 - THE GREEN MEENIE. Our motor eats up all other so called "off road" winds by a mile. Especially designed to bear the load of seven plus cells under competition use. Double precision bearings keep it running smooth and fast. Fits Tamiya cases. The only problem with this motor is keeping it under control. But you can work on it.

Retails for \$49.95



TS369 - HEAVY DUTY FRONT STEERING. No more ball joints popping off. No more bent tie-rods. Made of strong plastic, it's made to take the hardest of impacts. Easy bolt-on to servo & spindles. \$7.00 set.

NEW



TS386 - 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.

\$2.50 pk.

We have what you need in OFF ROAD parts.

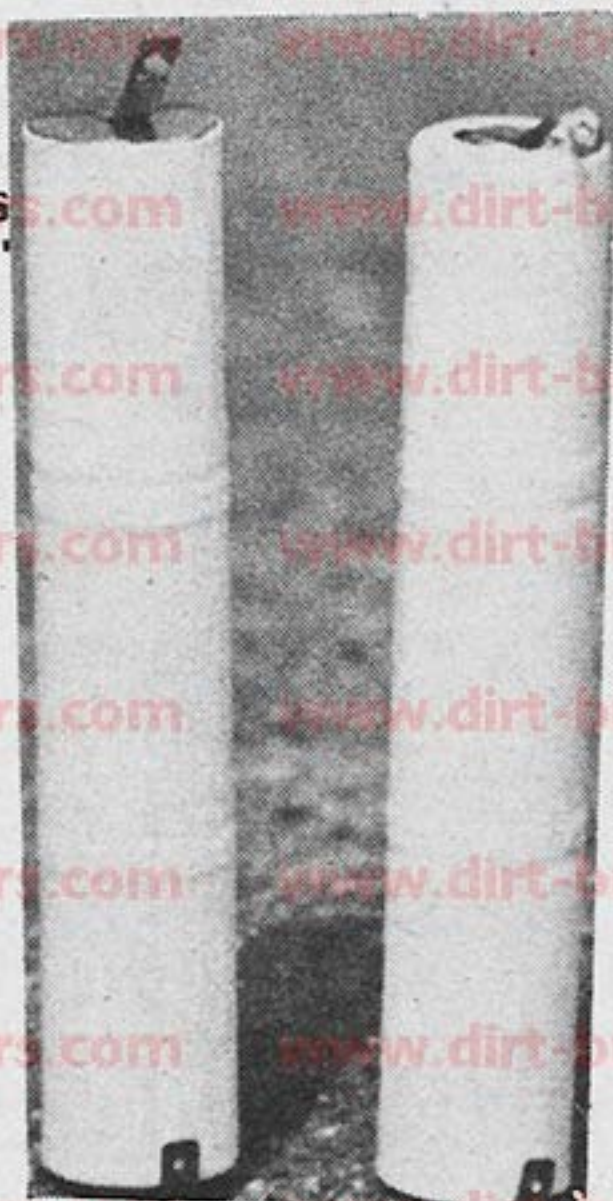


TS 357 - ELECTRONIC SPEED CONTROL. No more burning your speed plates. No more breakdowns during races. Our "Super" Electronic Speed Control gives you one less thing to worry about. Plus, it's "variable" forward and reverse speeds allow you to drive your car smoothly and proficiently. Designed for racing.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

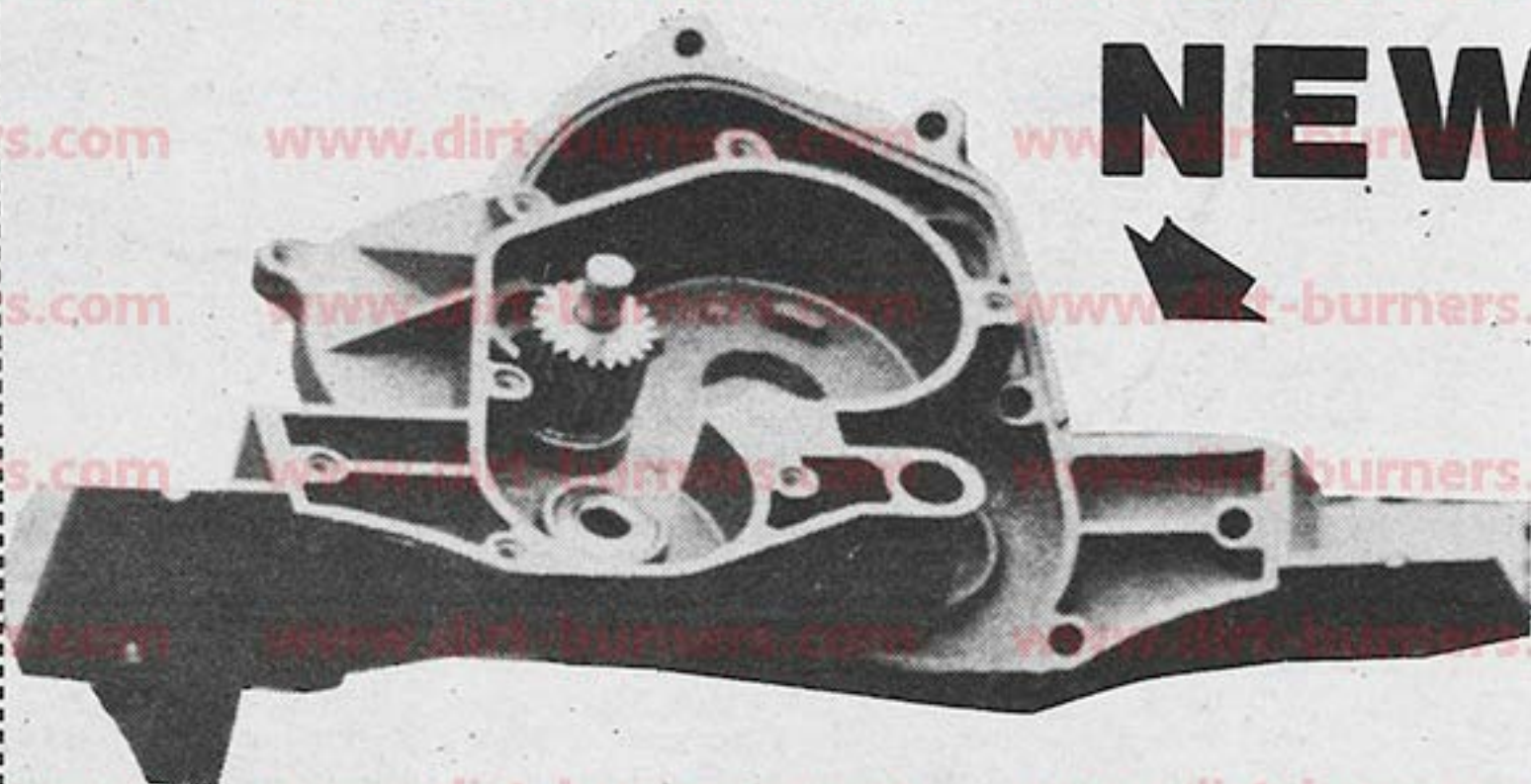
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We have what you need in parts & accessories

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Inquiries welcomed

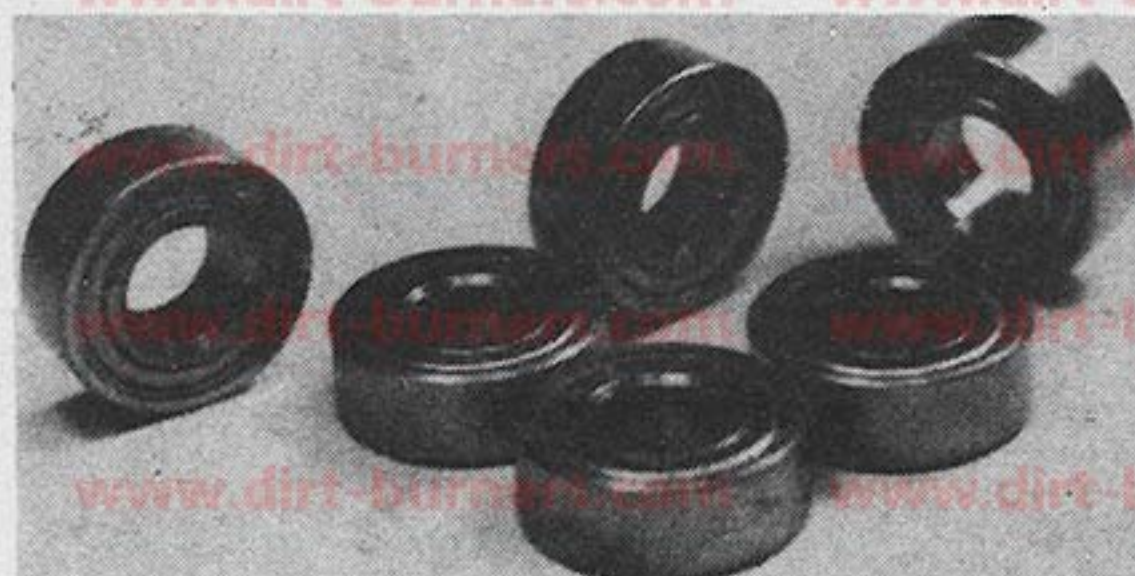


TS 388 - NICAD BATTERIES. They are the "work horses", made to recharge time after time. 1.0V. 6-Cell pack, in shrink tubing..... \$32.00



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

\$7.95 ea.



TS 360 MBB PRECISION BEARINGS. (six to a set) will fit inside gear case to replace six brass bushings and also will fit in wheel hubs (four in the front and two in the rear) for better handling. Unique "C" clip allows you to clean if needed and seal. NO OTHER BEARING CAN OFFER THIS.....\$23.00 set of 6



"POLY-FLEX FRONT BUMPER"

This bumper is designed as both a bumper and skid plate. Made of Kydex®, it is strong and flexible to absorb shock and protect your car. Fits all width front ends. Won't break like stock, yet costs less.



"ADJUSTABLE COIL OVER SUSPENSION"

Our suspension system is designed to replace both the stock front springs and the rear torsion bars. Installation is simple and quick. Once installed your Tamiya off-road car has totally adjustable suspension which can be quickly adjusted for any track.

CRP-01	RADIO HOLD DOWN NUTS —The stock nuts strip easily, these will not. Set of 2 nuts and 2 screws.	\$1.50
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)	\$9.95
CRP-13	REAR BUMPER —Made of 1/4" Shelby Seamless steel tube. Replaces stock plastic bumper.	9.95
CRP-14	LONG METRIC SCREW SET —Contains 6-3mm x 20 Allen screws, 4-3mm Nylock nuts and 2-3mm standard nuts. Ideal for the job that needs a longer screw, such as shock mounts.	\$2.79
CRP-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.	\$9.95
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.	\$16.50
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.	\$16.50
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
NEW CRP-20	HEAVY DUTY "STOCK" STEERING —Special heim joint ends coupled with 4-40 stainless steel rod. Eliminates those troublesome ball joints and weak steering rods. Replaces all three rods. Complete with all screws and nuts.	\$6.95
CRP-21	METRIC ALLEN WRENCHES —Replaces the soft wrenches that come in kit.	\$1.00

CRP-22	BODY POST CLIPS —Package of 5 replacement body post pins.	\$1.00
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" Kydex®, this bumper is flexible to absorb shock and protect your car.	\$4.95
NEW CRP-24	HEAVY DUTY SPRINGS —1/2" longer springs for use on our Coil Over Suspension (CRP-15). For those who want more spring tension... (for heavier cars).	\$3.50
NEW CRP-25	HEAVY DUTY "MODIFIED" STEERING —Designed for modified or unlimited class racers, or for a play car with a driver who demands. Eliminates bump steer-comes with servo saver.	\$9.95
NEW CRP-26	1.5mm BALL END DRIVER —For 3mm set screws. Allows you to reach those awkward, hard to get to screws. Screws can be loosened or driven at angles up to 30°	\$6.50
NEW CRP-27	2.5mm BALL END DRIVER —For 3mm allen cap screws and 5mm set screws. Allows you to reach those awkward hard to get to screws. Screws can be loosened or driven at angles up to 30°.	\$6.50
NEW CRP-28	4.40 BALL END DRIVER —Great for 1/8 scale carburetors. Permits angled entry. Screws can be driven or loosened at angles up to 30°.	\$6.50

Custom Racing Products
CRP
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PARTS DESIGNED FOR TAMIYA OFF ROAD CARS

Custom Racing Products

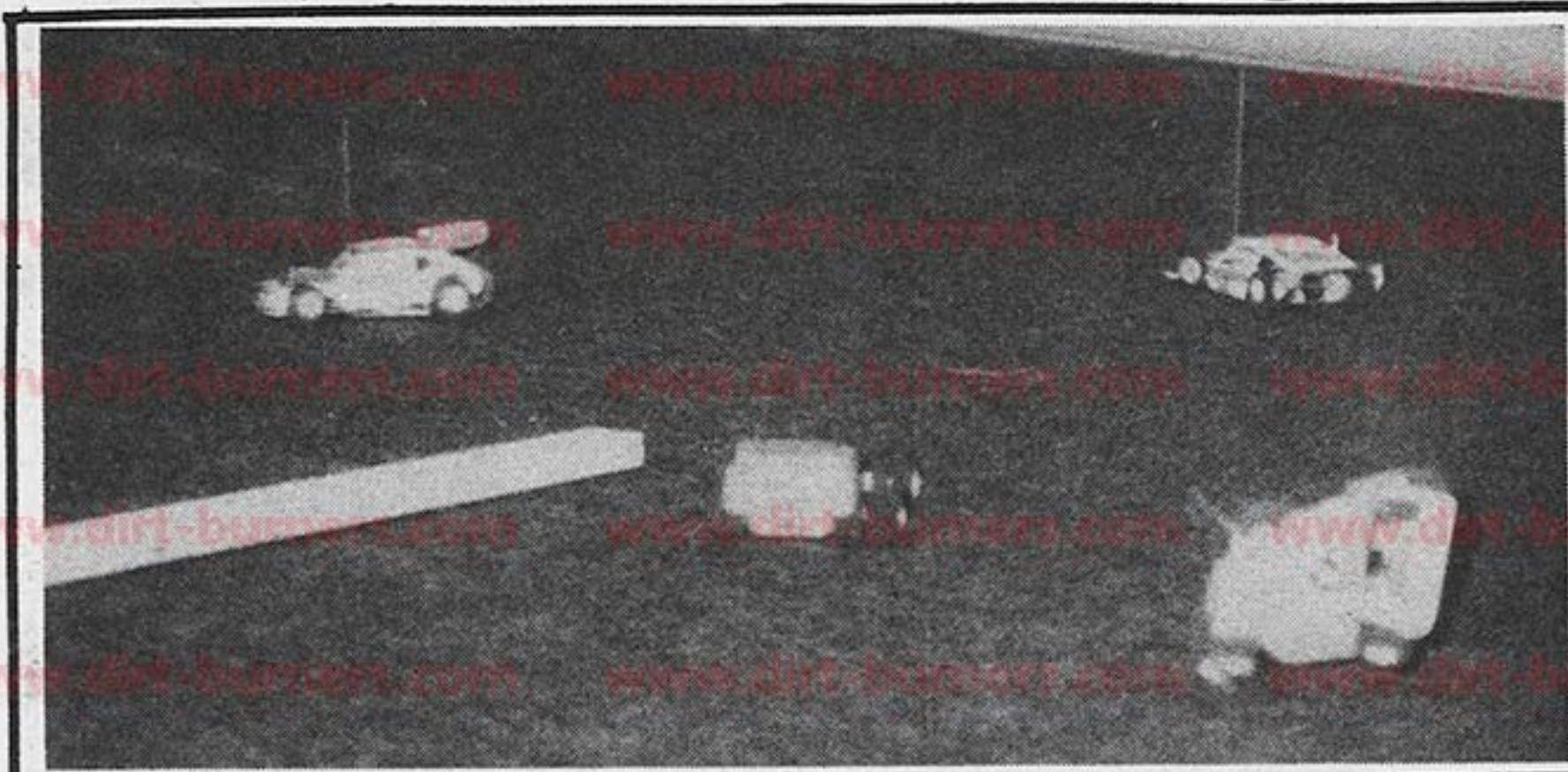
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GEARS INDOOR MODIFIED RACE



Story and pics. by William Dolack

**W. Hartford, CT
December 30, 1981**

The first indoor modified race of the season was held by the GEARS club at the William H. Hall High School. After two rounds of qualifying, the top times belonged to Chris Senyk, Bob Parker and Paul Senyk. Rounding out the drivers going to the A Main Event were Ed Lazarin, Scott Parker, Dan Decourcey, George Fitz, and Larry Weddle.

Drivers for the B Main Event were Rick Blouin, Kevin Driscoll, Dave Wichowski, Martin Leary, Wayne Coulombe, Rob Georgides, Billy Hagenow, and Sandy Alonzo. The C Main drivers were Dave Miceli, Charlie Bailey, Curly Georgides, Steve Georgides, Anthony Miceli, Bob Wichowski, and Jeff Clark.

The C Main was a 40 lap oval event. Curly Georgides pulled into the quick lead with Charlie Bailey right behind him. Curly's lead, by the fifth lap, was a full lap ahead of second place. The top two positions stayed the same over the next ten laps with Curly's lead stretching to two laps over Charlie. Dave Miceli was in third, a few feet back. Curly held his two-lap advantage over the next ten laps with Dave falling a lap behind Charlie. The top three positions were the same when Curly hit the 30 lap mark with Charlie at 28 and Dave at 27.

The frontrunner's lead stretched to three laps with five more laps to go. Second and third were still only one lap apart. Curly's lead over second place proved to be too much as he took the win.

C MAIN EVENT RESULTS

1. Curly Georgides 40 laps
2. Charlie Bailey 38
3. Dave Miceli 34
4. Steve Georgides 32
5. Anthony Miceli 29
6. Bob Wichowski 24
7. Jeff Clark DNF

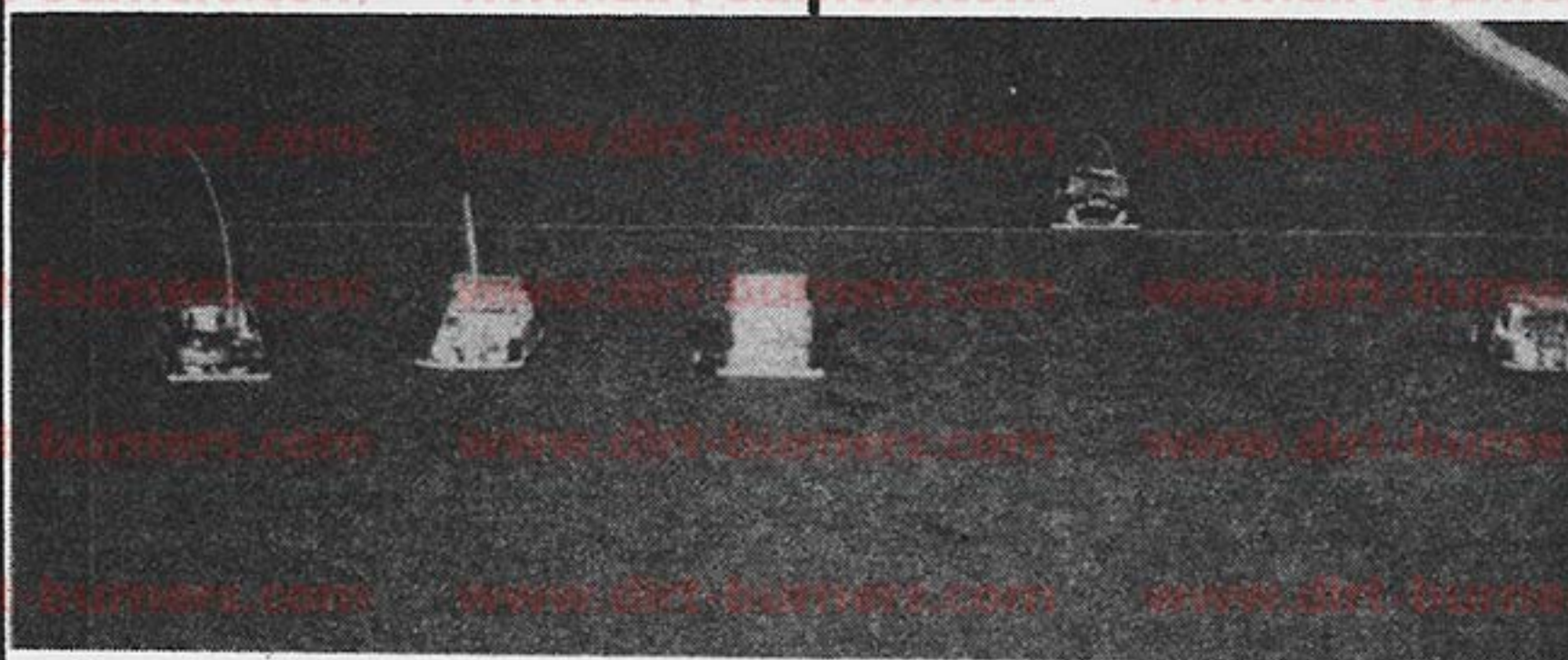
Action in the lower turn (above) and Larry Weddle (right) in the B Main, finishing 7th.

Rick Blouin, the top qualifier for the B Main Event, grabbed the early lead followed closely by Billy Hagenow and Kevin Driscoll. By the fifth lap Rick had fallen to fourth, with Kevin in the lead, followed by Billy and Dave Wichowski. As Kevin reached 10 laps, Billy and Dave were only one lap down. By the 15th lap the lead was two laps over the second and third place runners. Things tightened up a bit by the 20th lap as Billy gained a lap and was at 19 with Rick and Dave both on 18 and battling it out for the third and fourth slots.

Kevin and Billy were still running the same at the 25th lap with Dave and Rick dropping back another lap to 22. With ten laps to go, the frontrunner's lead was three big laps over Billy, Dave, and Rick who were all on lap 27. Only five laps to go and Kevin had a commanding four lap lead followed by Billy, Dave and Rick, all on the same lap. Some hard last-minute driving by Dave brought him within two laps of the leader at the end of the race.

B MAIN EVENT RESULTS

1. Kevin Driscoll 40
2. Dave Wichowski 38
3. Rick Blouin 36
4. Martin Leary 36
5. Billy Hagenow 36
6. Sandy Alonzo 32
7. Rob Georgides 31
8. Wayne Coulombe 28



Carpet or indoor racing. What better way to spent those cold icy days.



The A Main Event featured several of the GEARS club's top drivers, along with two of the top drivers from the visiting MASCAR club of Florence, MA; George Fitz and Larry Weddle.

Paul Senyk was first to reach the turn with Ed Lazarin close behind and Scott Parker in third. Scott took over the lead and, at the ten lap mark, had a one lap lead over Dan Decourcey, with Paul and Ed dropping back.

Dan, Ed, and Chris Senyk were all tied at lap 13 as Scott reached lap 15. The halfway point saw Scott still in the lead with Dan, Ed, Chris and Paul all on their 18th laps. George Fitz was one lap back at 17 and Larry Weddle, on 15.

Scott's lead increased to three laps by the 30 lap mark, with Chris in second with 27 laps and Dan, Ed and Paul still fighting for the third, fourth and fifth positions, all one lap behind Chris.

As the race entered the final five laps, Scott was in total command with an insurmountable four-lap lead. Dan was back in second with 31 laps followed by Chris and Ed, also with 31. Paul and George had 30 laps and Larry had 28.

During the final laps, Scott once again lapped the field to take first

place. Ed, Dan, Chris and Paul all finished at 35 laps. Larry gained two laps on George but still finished seventh, missing sixth place by 1/4 of a lap.

A MAIN EVENT RESULTS

1. Scott Parker 40
2. Ed Lazarin 35
3. Dan Decourcey 35
4. Chris Senyk 35
5. Paul Senyk 35
6. George Fitz 31
7. Larry Weddle 31
8. Bob Parker DNF

Many thanks go to the Hall High School for allowing us the use of their facilities and also to Dan Decourcey for setting it up.

GEARS UPDATE

**W. Hartford, CT
January 10, 1982**

GEARS club elections were held today with Paul Senyk (President), Dick Price (Sec./Treas.), and Bob Davis (Liason Officer) all unopposed. Ed Lazarin defeated two opponents for the VP slot.

This was also a good day for the Bill's Hobby Supplies Racing Team with Ben Ramos taking home the A Main Event first place trophy (along with the Top Qualifying time of the day) and Mike Glista and Larry Weddle taking first and second in the B Main.

**W. Springfield, MA
January 16, 1982**

Don't forget the Racarama '82 show at the Better Living Center on March 5th through the 7th. This will be the biggest display of R/C electric racing that western New England has ever seen with a total of 13 races being held. Information is available from:

BILL'S HOBBY (413) 736-7711
or
Paul Senyk (203) 633-7113

On the OFF-ROAD scene, we would like to remind everyone that the Racearama Off-Road race will be our first points race of the 1982 season. After talking with several of last year's racers, we have decided to follow "ORRCA" rules for the upcoming year.

Last year's points champ, Chuck Sullivan, is working on a special project which he plans to unveil at Racearama '82. Believe me, this is going to generate a lot of interest! Pictures and information will be coming soon.

Bill Dolack

R/C CALENDAR

POWER BOATS NAMBA

MARCH 6-7

Modesto Buccaneer, Woodward Lake, Oakdale, Ca. Dist. 9 points. Heat Racing. Gary Johnson, (408) 244-6267.

MARCH 27-28

Hobbies Galore Racing Team, Lake Roberts, Seaside, Ca. Dist 9 points. HEAT RACING. Tom Anderson (209)674-0776.

APRIL 17-18

Fresno Model Boat Club, Riverland Park, Kingsburg, Ca. Dist 9 pts. HEAT RACING. Tom Anderson (209)674-0776.

APRIL 17

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING. Jerry Dunlap (206) 584-7131.

MAY 1-2

Sacramento Model Boat Club, Dist 9 HEAT RACING, Guy Davis (916) 783-9315.

MAY 15-16

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING. Jerry Dunlap (206) 584-7131.

MAY 22-23

Gold Coast Model Boaters, Lake Roberts, Seaside, Ca. Dis 9 HEAT RACING. H. Power (408) 394-1200.

JUNE 12-13

Marine Modelers Santa Clara, Los Gatos Creek Park, Campbell, Ca. Dis 9 pts. ENDURO, UN-HY. SPORT 40. Cecil Reynolds (408) 234-1856.

JUNE 26-27

Reno Model Boaters, Lake Paradise, Reno, Nv. Dis 9 ENDURO, OUTBOARD, UN-HY & SPORT 40. Wm. Samuels (702) 359-2507.

JULY 31 - AUGUST 1

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. Dis 8 HEAT RACING. Jerry Dunlap (206) 584-7131.

JULY 10-17

Dist. 19 Host for the 1982 NAMBA Nationals. Legg Lake,

So. El Monte, Ca. DV, OBC, TUN, SC.HY., OB, MONO, HY, SPORT 40 Kids Special event. Russ Kominitsky (805)832-6091 or Wally Stewart (805) 322-6972.

AUGUST 14-15

Model Mariners, Kaiser Kove, Fremont, Ca. Dis 9 HEAT Racing. Art Hammond (415)828-6523.

DISTRICT 19 SCHEDULE:

February 13-14

Southern California Hydro Assoc. Legg Lake, So. El Monte, Ca. STRAIGHT-LINE

February 20-21

All American Model Racing Team. Lower Lake, Pleasant, Phoenix, Az. HEAT RACING.

February 27-28

Tucson Model Boat Club, Silver Bell Lake, Tucson, Az. OUTBOARD RACING.

March 6-7

Modeleers, Inc., Legg Lake, So. El Monte, Ca. DEEP VEE.

March 13-14

Prather Racing Team Legg Lake, So. El Monte, Ca. OUTBOARD RACING.

March 20-21

So. Cal Scale Thunderboat Assoc., Prado Lake, Ca. SCALE

March 27-28

Needles River Rats Model Boat Club, Needles, Ca. HEAT RACING.

April 3-4

Prop Nuts, Legg Lake, So. El Monte, Ca. OUTBOARD.

July 10-11

Three Rivers Invitational 1982, IMPBA, Fort Wayne, Ind. HEAT RACING, 5 heats per class. Classes by engine size and scale Hydro. Mail to: Gene Helm, 907 Andros lane, Fort Wayne, IN 46815 (219)749-1040. Deadline July 1, 1982.

OFF ROAD ORRCA

NEW ORRCA SERIES:

At press time, dates for the new series were not yet set. ORRCA is set to start in March, with the first Sunday most likely at the Ranch Pit Shop in Pomona. Flyer of the new ORRCA schedule will be sent to all participating tracks during this month. Check with them. New schedule will appear in our next issue.

EVERY THURSDAY NIGHT:

MINI BAJA Off Road, Heat racing, plus Semi & Main. Points for 10-Week Series race. Stock, Modified & Open Classes. Practice 5pm. Race 7pm. Entry \$5.00. 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

EVERY TUESDAY NIGHT:

MINI BAJA Endurance Heat Racing. Maximum laps per one battery. Ad all three Heats and set up A, B, C, Mains. Prac. 5pm Race 7pm. Last car on track wins. Charge 'em up good! 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

EVERY THIRD SUNDAY:

RANCH PIT SHOP "Oval" racing. Starts in February. 1655 E. Mission Blvd. Pomona, Ca. (714)623-1506.

EVERY 2nd & 4th SUNDAY:

Vegas Radio Raceway, Las Vegas, Nevada. Off Road Heat Racing, to A,B,C, ... mains.

SPECIAL EVENT OFF ROAD

APRIL 16,17,18th

THE R/C RACING NEWS/ SCORE SHOW "1982 Off Road World Championships. Anaheim Convention Center. Indoor Special built track. Three days of competition. STOCK, Friday, April 16th; MODIFIED April 17th; OPEN April 18th. Entry \$25.00 includes admission to SCORE SHOW, T-shirt, Starting Pin. Limited entry. Signup start Jan 25th and close March 26th. For more info. call R/C RACING NEWS.

February 21

J.C. & Sons. New Track, just off Johnson Rd & Phelan Rd. Over-camping OK. Joe Fletcher (714) 249-4834.

1/12 ELECTRIC

EVERY SECOND SUNDAY:

Ventura Road Runners, at Wards, Ventura, Ca. Just off the Main Street exit 101 Fwy. Call Richard Schwalm (805) 492-2334 or 496-3110.

SO. JERSEY R/C RACING ASSOCIATION:

JAN 17-Chews Landing Rd. Blackwood, N.J.

JAN 31 - Chews Landing Rd.

FEB 14 - Chews Landing Rd.

FEB 28 - Chews Landing Rd.

MAR 14 - Chews Landing Rd.

Practice 10 am, Race noon. For more info call Nick Piro (609) 227-1071

NORTH JERSEY R/C RACING ASSOCIATION:

JAN 24 - Series #3, Chichon Post N.J.

JAN 31 - Elmsford Indoor Series

FEB 7 - Series #4, Chichon Post

FEB 21 - Series 5, Chichon Post

MAR 7 - Series 6, Chichon Post

MAR 21 - Series 7, Chichon Post, N.J.

APR 4 - Series 8, Chichon Post

For more info call Glen McCartney (212)981-1770 or Jack Russell (201)691-0498.

CALIFORNIA AUTO RACERS (CAR):

Tentative dates only:

FEB 21; MARCH 21; APRIL 18;

MAY 23; JUNE 13; JULY 18;

AUG 15; SEP 19; OCT 3; NOV

21; DEC 19.

Locations to be announce. For more info contact Jim Aguirre (415) 566-1022/

March 5-7

"RACEARAMA 82", Better Living Center, Eastern States, W. Springfield, Ma. Bill Dolack. (413)736-7711. CAN-AM, GRAND NAT. INDY, LATE MODEL, MODIFIED, OPEN, OFF ROAD, SPRINT CAR, SUPERMODIFIED, TRANS AM GT.

1/8 SCALE GAS

GULF SOUTH 1982:

March 14

New Orleans, La. Gulf South Series, CONCOURS - CAN-AM OPEN.

April 4

Slidell, La. Gulf South Series,

1/8 SCALE GAS

CAN-AM OPEN.

April 17-18

Shreveport, La., Southwest Series, CAN-AM OPEN & SUPERSTOCK.

April 30 - May 2

Lafayette, La. "Cajun Grand Prix"

May 16

Lafayette, La. Gulf South Series

CAN-AM OPEN.

May 29, 30, 31

Dallas, Tx, Texas Biggie, CAN-AM OPEN & SUPERSTOCK

PROCAR SCHEDULE:

(All races at Pit Shop)

FEB 14

CAN AM

MAR 14

FORMULA Run Track Reverse

APRIL 11

CAN-AM Ray Charbonneau Cancer Benefit.

MAY 9

CAN-AM

JUNE 11-12-13

CAN-AM McCoy Championships.

JULY 11

CAN-AM

AUGUST 8

CAN-AM

SEP 12

CAN-AM

OCT 10

G.T. Run Track Reverse

NOV 14

G.T.

DEC 12

G.T. Toys For Tots

EVERY FOURTH SUNDAY:

Ventura Road Runners at

Wards track/ Ventura, Ca. off

Main Street exit 101 Fwy.

Richard Schwalm (805) 492-

2334 or 496-3110.

WORLD CHAMP UPDATE:

(contd. from page 35)

Mr. Tentschert's specific duties are to be at track site during all qualifying and Mains and to monitor all cars during each race.

More specifically, it will be at his discretion to ask a driver who may be being lapped by the leader or leaders to "move over" or allow to pass; or "black flag" a driver/car because of technical or mechanical problems or unsportsman-like conduct.

As it happens in most R/C racing, there are those that just hate to be passed and also those that, because of mechanical difficulties, proceed to "take out" anyone in their path. It is hoped that by using a "race referee" these problems will be largely overcome. In an important race such as this one, pure racing should prevail.

Mr. Tentschert brings a great deal of race experience and is considered a great asset to help in the running of the Off Road World Championship.

It's now official, winners of each of the three "A" Main events will receive, as prize, a car kit and radio system. These are but a few of the prizes being donated by companies in the R/C business.

In addition, it's anticipated that prizes will also come from exhibitors at the SCORE SHOW. These are the full-scale ones. At press time, details of exact items were not available.

For those of you who have already signed up, confirmation of your entry, plus race schedule and rules will be mailed out when entries close on March 26, 1982. In the meantime, we will try to bring you up to date as any new developments occur.

If you haven't sent your entry yet, be sure to do so soon and don't be left out of this "first time" event.



For all that the New R/C Sand Rover offers, you should be paying lots more.

If you've been intrigued by the excitement and fun of off-road, and you're ready to make your move... the Sand Rover is a sensational buy.

As the leader in quality engineered off-road R/C, with the broadest selection in the market, MRC-Tamiya knows what makes a sound value. And we've put it all into this thrill machine. You'll find the handling you need, the power options you can use and the performance that makes off-road R/C running the fastest growing radio control category. And the best part, is that it's irresistibly priced to be your first, or second off-road vehicle.

More Mileage Per Outing... Plus The Power Option

First off, the Rover comes with a minimum drain Mabuchi RS380S electric motor, that means you can get up to 20 minutes and sometimes more on a single charge. That's quite a run. At the same time, we equipped this baby with a big motor bracket... we call it the power option. And it means that when you're ready, you can soup up your Rover by attaching the bracket, and then putting in an RS540 motor for competition power, and speed. In addition, ball bearings can be added for still higher performance.

Body Beautiful... Then we took a cue from the big boys, the full size off-roaders who love to customize their beasts. That's why the Sand Rover's body comes to you ready for painting... to any specs you want. Personalize the color, the stripping, the decals to your whims and talents.

Of course, being an MRC-Tamiya car, we took care of the engineering as only we can. This includes:

- 4 wheel inde-

Introducing

The 1/10 Scale Sand Rover Kit

pendent suspension with two single trailing arm reinforced nylon units in front with two coil springs, and two rugged, fiberglass supported swing arms in the rear. ■ A unique motor and geartrain combination provide for superior ease of handling and control ■ A shock absorbing, equipment protecting, ABS box frame. ■ Variable forward and reverse speed control. ■ A protective roll bar guards

the body against damage in case of spills.

Price Perfect... The Sand Rover is a sport machine you can sink your teeth into. Soup it up, paint it up, run it up just about anywhere. To get this kind of sophisticated engineering, versatility and quality, you might expect to pay more... lots more... but not this time. We've priced the Sand Rover to move off the shelves and off-the-road. Now at your hobby dealer for \$75 or less.

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

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

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

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

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

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

MRC



TAMIYA

Model
Rectifier
Corporation
2500 Woodbridge Ave.,
P.O. Box 710
Edison, New Jersey 08818

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