

R/C



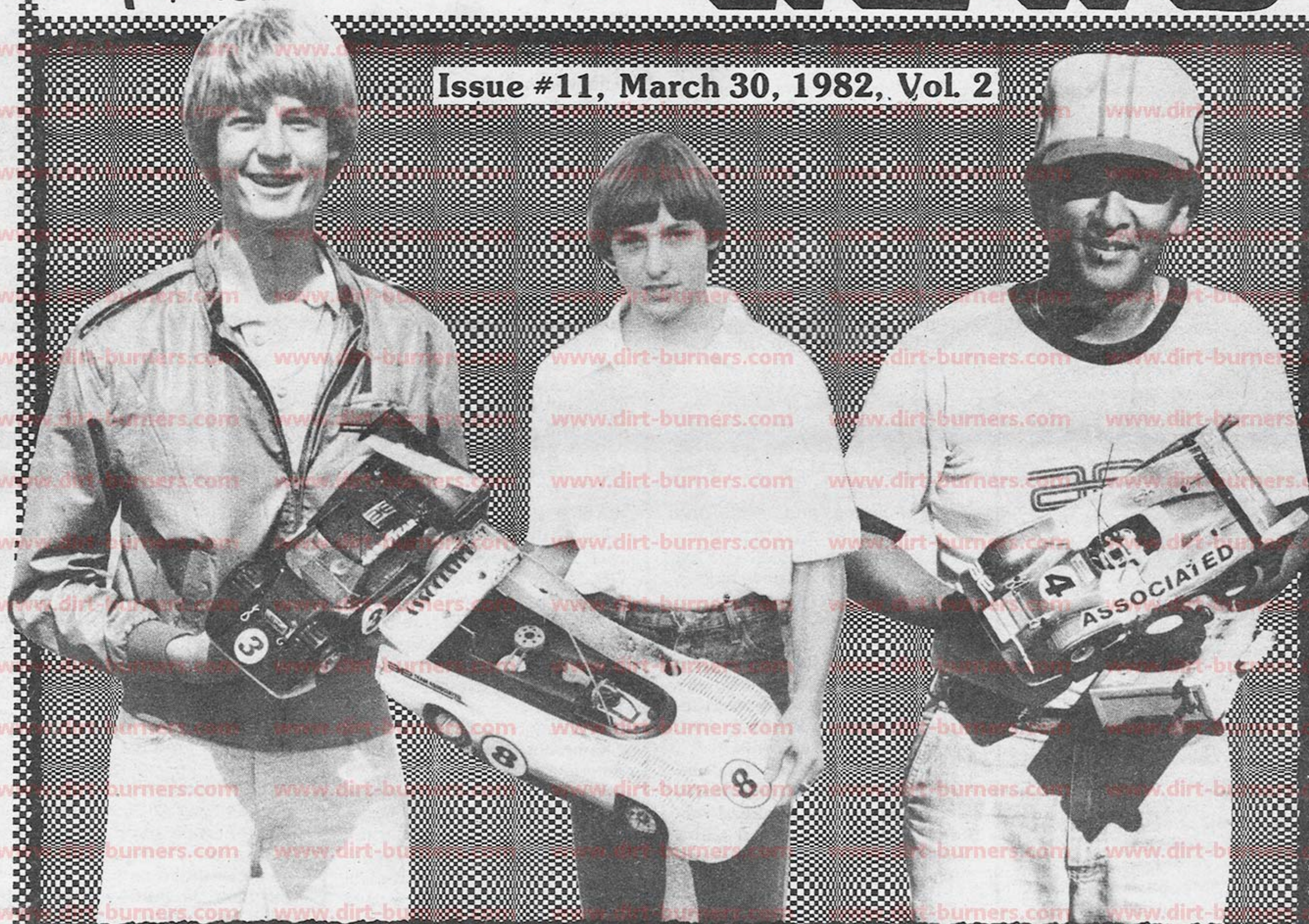
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Editor: Donald Deutsch

RACING NEWS

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Issue #11, March 30, 1982, Vol. 2



- ★ Florida Winternationals
- ★ ORRCA R/C Off Road Rules
- ★ Western Winternats. 1/12th
- ★ Power Boat Record Trials

- ★ Off Road Champs. Rules
- ★ Guest Editorial
- ★ Club Reports
- ★ EXTRA RACE PICTURES!

Race Corner

Just got back from the Winter-nationals in Florida. It was great and the racing was fantastic. Check out coverage of both the 1/12th and 1/8th scale races in this issue.

We can tell you who the big winners were though... Mike Lavacot (Assoc) won the Stock 1/12th; Jim Aguirre (Assoc) won the Modified 1/12th; and Ralphie Burch (Assoc) won the 1/8th scale gas race. I'd say that Associated did very well by these boys. They should all be very happy.

Speaking of Associated, we got a "sneak-peak" at their 1/8th scale suspension car (see photo in this issue). It looks very clean and the laydown shock design should really give them plenty of travel. This prototype was a bit different than the one that Rick Davis has been testing and racing for them. Rick managed to qualify in the top five with the car, but in the main lost a shock and had to pull in for repairs. The price of R & D.

The 1/12th Electric European Championships have been set for June 25, 26, 27, 1982. Nick Adams, from EFRA (European Federation of Radio-Operated Model Automobiles) reports. The Ally Pally Club is the organizer of the event, which will be held at an indoor sport hall in Waterford, North London. Adams reports that the track will be 30m X 18m of new needlefelt carpet, much like the one they used at the Switzerland European Championships last year. Entry deadline is April 30th for those of you who plan to do some traveling.

The "1982 Peppermill Classic" will be held on June 19-20, 1982 inside the Peppermill Inn & Casino. This resort hotel is located in Reno, Nevada and it seems that the Hotel is helping with the promotion. This is a 1/12th scale Modified event. Super racing, group rates on rooms, western cookout with band and open bar, trophies and gifts are what they're offering. For more information you can contact the Sierra Radio Control Car Club, c/o 3382 Lakeside, Reno, Nevada 89509

or you can call the Hotel, toll free at (800) 648-6992.

Speaking of good times and good eatin's, we can't wait for the "Cajun Grand Prix" to come around (April 30 to May 1, 2, 1982). Talking with Bob Murphy of Shamrock Distributing, made my mouth water. It seems that they're planning to roast three huge pigs for the Saturday night banquet. All you can eat and drink and racing, too! What more can you ask? Bob's also the guy who has been & still is donating over \$3,000 worth of merchandize to be given away at this event. If you plan to attend you better get your entry in soon. Send it to L.A.P.S. Pres. and Race Director, David Mellinger, P.O. Box 104, Scott, LA 70583 - (318)234-1088. Just as important, try to make your hotel reservation quick. I tried already and most are booked. Maybe the guys over there can help you.

Hey! We reported on the tremendous feat by the Associated Team at the 24 hrs. in Florida a couple of issues ago. How they went the entire 24 hrs with no problems and "with one plug". But we forgot to plug the "plug". It was an OPS Glow Plug RC300, and it is now hidden deep in the vaults of Associated for further study.

Another Off Road track is opening this March in the Antelope Valley. More specifically, it's located at 921 E. Ave. P8, Palmdale, California. It's called Hi Desert Baja and they will be featuring weekly races as well as weekend racing. They have an Oval and a Road Course. For more information call (805)724-1162.

THEY KEEP COMING FOLKS! Another Off Road track is scheduled to open (it may already be open by press time) in Guadalajara, Mexico. We received a nice letter from the Grupo Moro, S.A. Club of Guadalajara, inviting those that wish to attend their grand opening. Berto Moro promises to provide lodging and meals for all those who attend. You just have to get yourself there. The date for this event and location is not set yet but we'll let you know as soon as we do.

New item from MRP in Electric boating: Soon on the market is their highly acclaimed Electric Hydro Sport. I understand it's really a beauty and we should have one here pretty soon to review. It was voted the most creative entry in R/C Hobby Division for 1982. Can't wait to see it.

WE DIDN'T MEAN IT but we did. We made an error on the dates for the R/C Off Road race at Vegas Radio Raceway. Forget what we said before! They race on the First (1st) and the Third (3rd) Sunday of every month. Jeesh! Try to help a guy and we blow it!

IT IS NOW OFFICIAL. The R/C RACING NEWS/SCORE SHOW - "1982 Off Road World Championships" has all three "major sponsors" for the three days of competition at the Anaheim Convention Center, this coming April 16, 17, 18, 1982. Latest to join as a "major sponsor" is MRC/TAMIYA. They will sponsor the STOCK "MINT 400" on Friday, April 16th. Already set is KRAFT SYSTEMS, who are sponsoring the MODIFIED "BAJA 500" on April 17th; and AIRTRONICS who is sponsoring the OPEN "BAJA 1000" on April 18th. All three companies will be prominently featured in all three days of racing, on the Race Program and on all publicity and advertisement for the event.

Also expected for the Off Road Championships are a large amount of prizes to be donated not only from companies within the R/C Industry, but also from companies that display the "full scale" off road equipment at the show. Drawing for the prizes will be done during the three days of competition.

If we haven't bent your ear yet about donating prizes for the race and you are interested in sending "goodies" please contact us before March 30th, so that we can include you in the race program as co-sponsors of the Championships. Call us at (213)345-7300.

Check in this issue a re-print of the ORRCA Rules, as of the last ORRCA meeting. Also the rules concerning the Off Road World

Championships. These will be provided to all racers through a flyer but we thought you might want to get a first hand look at them. AND DON'T FORGET TO GET YOUR ENTRY IN BY MARCH 25th. THERE IS A LIMIT OF ENTRIES, BESIDES WHO WANTS TO PAY THE EXTRA 10.00 BUCKS FOR A LATE ENTRY.

Had a real nice chance to meet alot of fine R/C racers and people in Florida at the Winter-nationals. All the Gulf South guys and gals were great. It was interesting to match the faces with the names we knew. Amazingly, they all looked just like I thought they would (I wouldn't buy that).

Met three guys that drove all the way from Seattle and Portland. I'm sorry I didn't get their names but my hat goes off to them for their dedication to the sport. Can you imagine driving through rain, sleet, mud and snow for an R/C race? I can.

SORRY TO TELL YOU but the Chicago & Midwest Radio Control & Hobby Expo '82 has been postponed. Apparently deadline for show space reservations was so close at hand that many Exhibitors could not meet the time, especially with the Dallas, New York and Nurenburch Shows. A date is being negotiated for the McCormick Place "the nation's meeting place" for the Expo '82. We hope to have that information soon for you.

New in the horizon for the U.S.A may be "gas" off road. It's very big in Europe and there seems to be a trend in the U.S. to bring some of those cars in. PB, for example, is getting ready to send their Off road version. It should be in the U.S. by mid-April.

And how about gas 1/4 scale "sprint" cars. We saw a couple of them; one with a two-stroke 6.5 fuel engine and the other with a McCulloch motor. They looked terrific. Especially now with several of the off road tracks having large "ovals" this may be the coming thing.

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★ ENTRY CLOSES MARCH 25th DON'T BE LEFT OUT ★

R/C RACING NEWS

PRESENTS

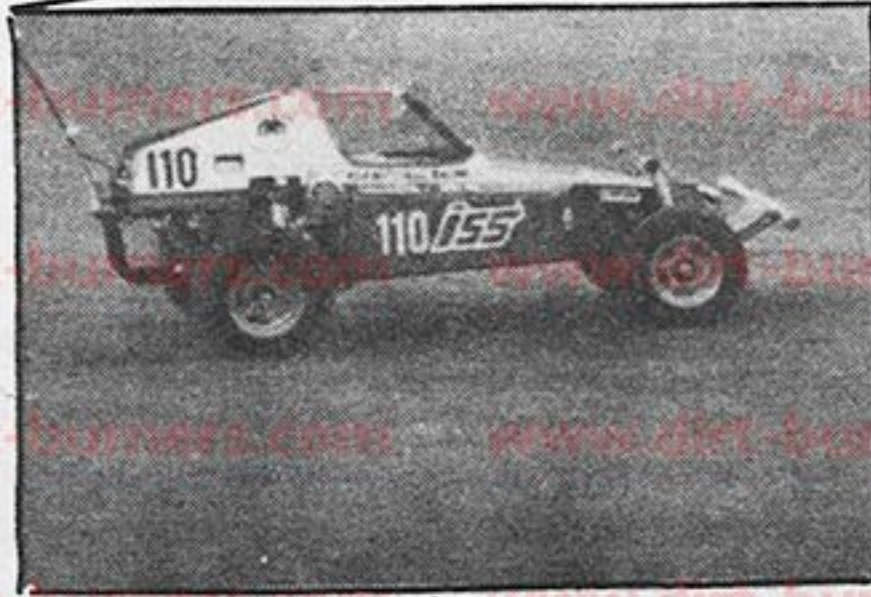
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For information, R/C RACING NEWS - P.O. Box 411, Woodland Hills, Ca. 91365 (213)345-7300

On the Line

INVITE ALL COMERS

Here's a letter I hope you can print in your paper. I enjoy your paper and I am waiting for my subscription to start.

Well, here we are "R/C 2" from Southeast, PA, in Delco (Delaware County). We invite all comers to call us about our '82 calendar. We run 1/12th electric Modifieds and Stocks.

This is our second season of racing. Last year's top five received trophies. Rich Warfield took first place; Cam Marziani grabbed the second spot; John O'Bein was third; Paul Marziani, a close fourth and John Gorman slipped into the number five slot.

It was a tough season--17 races and points were awarded at every race along with some prizes.

We race Sunday afternoons starting April 18th. The courses range from close road courses to giant tri-ovals. So if you think you can handle the calendar below (see our calendar section in this issue), give us a call at (215)MA3-8059 and ask for Paul or Cam.

Paul Marziani
Delco, PA.

Thank you for your letter and the calendar of events, which by the way, is listed in our "calendar" section in this issue. Now the real work begins for you. That is keeping us informed about the up coming races in your schedule and sending us story, results and PICTURES! If you think you can handle it, we'll keep some space open for you. ED.

TRYING TO ORGANIZE

I am the Director of M.O.R.R.A (Model Off Road Racing Association) which is a new R/C Club just forming in the San Jose, Ca. area.

There is a large number of R/C Off Road cars in our area and we are trying to organize as many drivers as possible to race regular events (and give you

guys (So. Cal) some out of area competition).

We currently have about 20 people as charter members. We would like to send a M.O.R.R.A. team to the World Championships.

The club is in process of negotiating the use of certain properties to use as club track sites. Before we can get the ball rolling, we would like to have more members to ensure some longevity to our plans. I hope that by printing this letter, people in our area who read R/C NEWS would become interested and join us.

Your paper is a great benefit to us newcomers to the sport. It would also be a big help to us to have copies of the rules and car class regulations that the Los Angeles area clubs run by.

If we race at the S.C.O.R.E. Show we would need to know how to prepare for Stocks, Modifieds and Open!

For more information, I can be contacted at M.O.R.R.A. (408) 749-1862, or write at: 1575 Tenaka Way #P-2, Sunnyvale, Ca. 94087.

Any help you can give us would be greatly appreciated. Thanks alot.

Philip H. Emery, Jr.
Sunnyvale, Ca

You're in luck all around. We're printing your letter and we hope it brings your group and Club great results. Please keep us posted of all your activities and races and PICTURES! You're also in luck, 'cause in this issue we're again printing the ORRCA Off Road rules as ammended at the last ORRCA meeting. It contains all the rules by which all ORRCA races will be run in this next series and most likely the rules by which most clubs in the U.S. will be running. Furthermore, as if it weren't enough, we're also publishing in this issue, the rules and procedure by which the OFF ROAD WORLD CHAMPIONSHIPS will be run this coming April 16-18, 1982, at the Anaheim Convention Center. Can you stand it? ED.

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R/C RACING NEWS

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FOCUS:

Strait-Away Trials LEGG LAKE

South El Monte, Ca.
Whittier Narrows Legg Lake

Super fast Hydros going for the "record" most often appear as a blur. This one had to make two runs, but failed in the second as a result of the winds coming up. Maybe next time.

Now that the power boat racing season is fast approaching, we decided to pay a visit to Legg Lake, site of many past power boat R/C races and site of this new season of District 19 NAMBA racing.

This lake is also going to serve as the location for the upcoming 1982 NAMBA Nationals. A one week extravaganza of all kinds of R/C Power Boat competition.

Today, on a lazy Saturday afternoon, we stopped by to check out the Time Trials action.

Unlike the hurried pace of Heat competition, getting the boat ready for the next heat, rushing to repair or set the equipment correctly, Time Trials offers a more relaxed atmosphere.

The competitive edge is still there, no question about it, but the "rush" is not on. Instead, the calculated preparation is made so that when that boat is making its run between those two time-traps, everything on that boat is working at peak performance.

Today there were a handful of racers (about 25) to test their luck and skills against the clock.

It cost \$1.00 everytime you make a run. Five minutes are given to get your boat started, running properly and go out to the lake and make as many passes necessary to "break that record".

In order for a record to become official, the boat has to make two consecutive runs. It doesn't matter that you shattered the record the first time, you've got to turn around and do it "one more time".

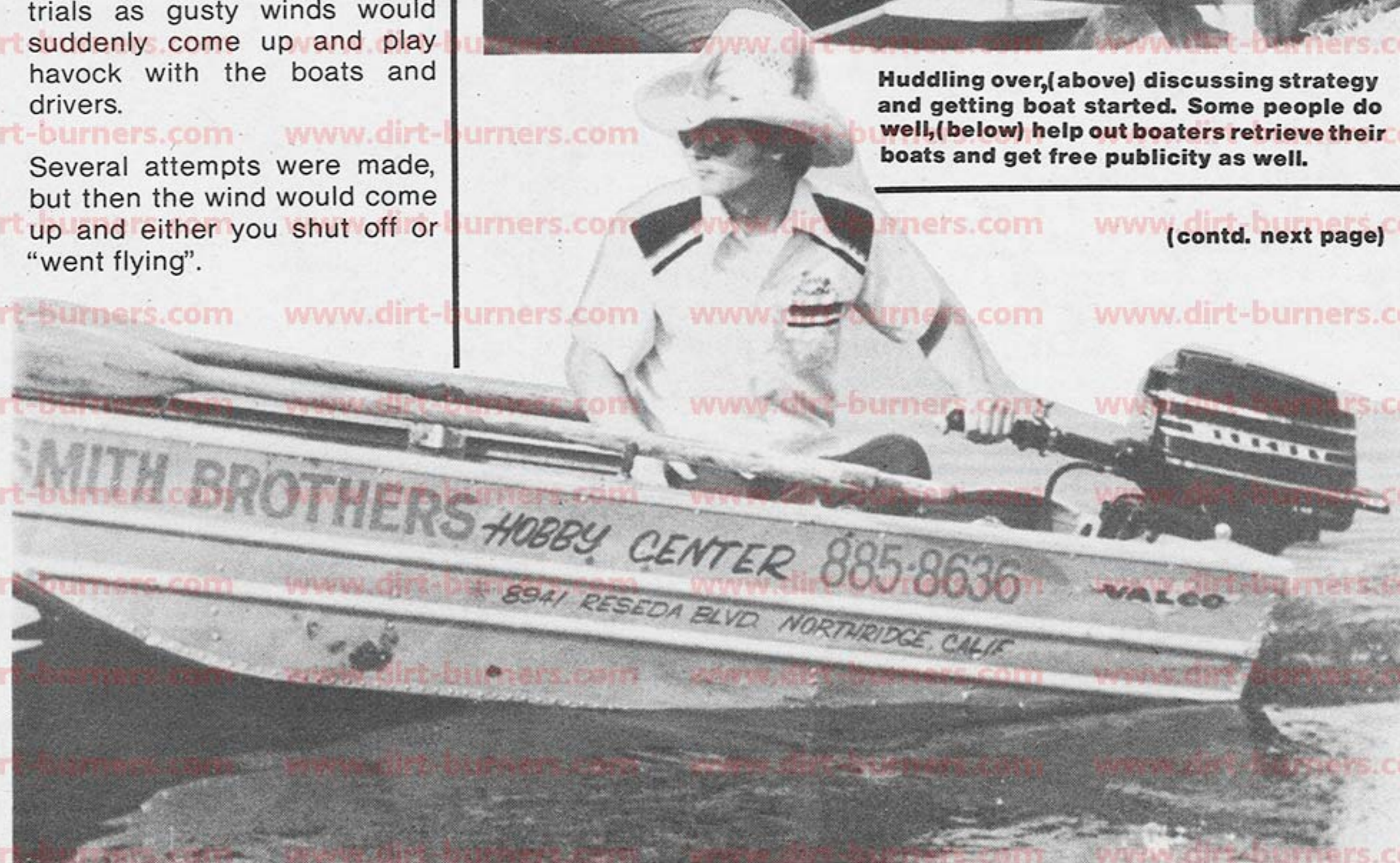
Especially designed equipment is used for this purpose and the "guns" at opposite ends of the pond are usually manned by two racers. It's their responsibility to hone in (on site) on the boat and follow it as it crosses the lake. The electronic system takes over and computes the time it takes from point A to point B for the boat to pass. This mechanism is triggered to a central timing box where the speed is computed.

Today was not the best for time trials as gusty winds would suddenly come up and play havoc with the boats and drivers.

Several attempts were made, but then the wind would come up and either you shut off or "went flying".



Huddling over, (above) discussing strategy and getting boat started. Some people do well, (below) help out boaters retrieve their boats and get free publicity as well.



(contd. next page)



Outboard Tunnel making an attempt.

Also on hand was Mike Kimrey, dedicated 1/8th scaler, venturing into the world rudders and hulls and wind conditions. He came close on several instances to "looping" his boat. "I better quit while I'm ahead" was his better judgement.

As the winds really picked up, the writing was "on the water"; choppy and dangerous, so most everyone packed up and figured tomorrow might be better. We agreed.



The Hydros have a tendency to fly, especially in windy conditions.

The Prather's were there with couple of new boats, and so was Rich Lee, now experimenting with his K& B prepared engines, for boats. He's already successful with what he has done for cars.

An old friend was also there.

Glen Reid, who used to fool around with Off Road cars, has now switched his R/C pleasure from the dusts of the Mini Baja track to the waters of the lake. His Deep vee only worked when the clocks weren't on. Isn't that always the case?



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Guest Editorial

Stuart Russell: "no merger" NAMBA Int'l President

In the recent interview with Jack Garcia (R/C RACING NEWS, Issue 9, Vol 2.), former NAMBA District 19 Director and current NAMBA Outboard Nat'l Chairman, Jack stated that I was in favor of "merging" IMPBA and NAMBA Int'l into one national organization. Let me explain my views on that idea.

I am not seeking, nor do I support the notion, that these two groups merge. I like having two groups because it keeps R/C model boating from falling into what we had prior to 1969... that is; a small group of people in Indiana unwilling and/or unable to meet the needs of model boaters in other parts of our country, much less in Canada or other parts of the nearby world.

So an alternative to IMPBA was born and has evolved, with much effort by 100 plus people in several states, into the North American Model Boat Association (NAMBA Int'l). And from this dedicated, but dissatisfied group of modelers emerged the largest model boat organization in America--growing to almost twice the membership of the older organization in just a few years.

Why has NAMBA grown so much in all parts of our land, in Canada and elsewhere? It is due to several factors which our founding fathers built into the spirit of NAMBA as well as the structure of NAMBA.

First, we asked for and received a better Insurance Policy for our members. In essence, when we join NAMBA we have the right to run our boats, cars and fly our planes at any spot, pond, or place we choose, at any time, 24 hrs. a day, 365 days a year. IMPBA can ONLY be covered on sanctioned ponds. Thus, we pay a little more for the freedom of running for fun or for competition--anywhere, anytime.

All we ask is to follow the safety rules set out in our rule book or published in our monthly newsletter, "The Propwash". When you join NAMBA, you are covered!

Second, our government is much better because we, at the National level, urge and support districts to practice self-government, using the National Rule Book as a guide.

Much progress has come from our many districts. Most of the rule changes voted on come from ideas born at the local and district levels. Our leadership at the district level (director and his district chairmen) are very enthusiastic and dedicated modelers who have been elevated from the ranks by their peers who respect them. This gives our members a very good Board of Directors to help guide our National organization. This will be very important in the years to come as the Board will be making some important decisions. So I think our system of government is the best and is getting better.

Third, I feel NAMBA is a fun-oriented group with many family memberships and a definite trend to involve women and teenagers in our sport/hobby. I feel NAMBA is for the "average model boater" with less emphasis on all-out competition and more emphasis on having a fun time with model boats. Oh, the competition is there, it is just not on a very extensive level. Thus, our membership grows as more and more "average" people are introduced to NAMBA Int'l.

I admire the skills that many of our members show in building, designing and racing their boats and we have some of THE BEST to be found--we need them to keep progress moving for the rest of us, but records are not THE most important factor in our sport/hobby.

Fourth, I like the challenge of having two National clubs since

it tends to keep us both striving to be the best that we can be and it encourages us to listen and act on the ideas of all areas which gives the average modeler anywhere a better environment for him/her to achieve what they desire to get out of their efforts in model boating. We have two political parties keeping check on each other--like two football leagues-- and I think it is healthy to have two national boating clubs...WE HAVE A CHOICE!

Take Florida, for example: They were not happy with IMPBA in the early 1970's and they went to NAMBA. But unfortunately, the district leadership was weak for three years and the members went back to IMPBA in 1981 (note: strong leaders make good districts and weak leaders make for unhappy members).

Then there is the myth of having a true "National Championship" in each class. Since we have two annual National races, no "real" champion is crowned.

I don't buy that! If a person was that interested in being "National Champ", all he or she has to do is enter both events--- if he wins in both, he is champ. However, I have been to six such races and I find that very few entries come from OUTSIDE the district in which the race is held. In other words, 70% or so, are local people and very few come from more than 600 miles away and only a handful travel more than 1000 miles to compete. So, I doubt that we have a format to choose a national champ from all our members since we are spread from coast to coast; from Puerto Rico to Canada and Alaska & Hawaii and foreign countries. IMPBA are mostly in Texas and east of the Mississippi River, except for the East Coast. Thus, they are closer to each other and can travel a closer circuit.

Speaking of National Races, I like the way NAMBA puts on its nationals. We have EIGHT full days of heat racing in all classes. I like it because if you want to race each day in good, first class competition, it is there for you. I like to keep busy, so I enter several events. Some nationals even offer Straight-away time trials and other "extra" events which are popular in their area. IMPBA, on the other hand, chooses to spend two or

three days on time trials. You get one chance to see how fast you can go around the dual course competing against the clock. Not too exciting for me! I like to see our members active all week and NAMBA offers this competition because it is more fun for those who like heat racing --- and let's face it---heat racing is more fun!

Now, for those like me who are geographically located near both IMPBA & NAMBA areas, I suggest you join both clubs as I have since my first years in boating. I race where I choose, but I put my efforts into model boating first, and then to NAMBA and I remain neutral at IMPBA races.

It cost me about the price of a gallon of fuel to join the other club but in recent years, the NAMBA circuit has grown in district 7 and I have not had time to go to all of the races in both IMPBA & NAMBA. Besides, I like NAMBA racing better!

Finally, we publish and distribute a monthly newsletter, "the Propwash". I feel this serves our membership very well as copies go to all clubs, individual members, national officers and many suppliers and other interested persons.

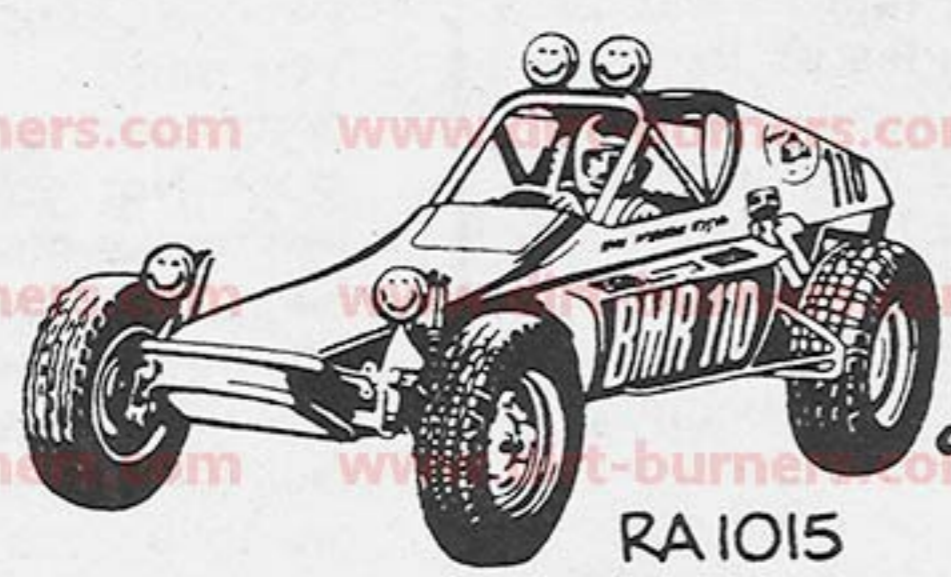
IMPBA, on the other hand, sends only four newsletters per year.

Our membership cost has been reduced overall with the reduction in the family membership fee this year, as well as cuts in site insurance. In fact, IMPBA memberships cost more if you join after March. And, by the way, our financial condition is very strong thanks to the fine efforts of our executive secretary, "Mom" Coad.

So with all these reasons and with all the great people we are blessed with, I feel NAMBA Int'l offers the best organization for the R/C Model Boaters in the Western Hemisphere. And for those who would like to see one national club, all you have to do is join NAMBA International.

Stuart Russell
President, NAMBA Int'l.

(R/C RACING NEWS makes these pages available for those with opposing views or comments on the above "guest editorial". ED.)



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Hawaiian R/C racing - ALIVE & WELL & READY

1/12 Make-up RACE

Story by Glenn Kawamae
Photos by Jiggs Garcia

JANUARY 17, 1982, CAN AM 1 WAS POSTPONED BECAUSE OF RAIN AND RESCHEDULED ON JANUARY 31, 1982.

After rain forced a postponement of our schedule Jan. 17 race, it was sure nice to wake up to bright blue Hawaiian skies. This was the make-up race and the first race of the 1982 season. The race went off exceptionally well.

Wayne Onoyama was the race director and really kept things moving. Everything went smoothly and aside from a few tardy turn marshalls there were no delays to speak of.

This was also the first officially sanctioned ROAR 1/12th electric race in Hawaii in over a year. At last, we may finally get the national coverage and recognition we have been striving for for such a long time.

Twenty-nine racers came out to this race, our first in the CAN AM series. As stated earlier, everything went off well and four rounds of four heats each were run and finished by 1:30 pm. After an hour lunch break, the Mains were started.

The D MAIN saw Ken Alagan just totally dominate from the start to the finish. But there was some very close racing for the second spot between Louis Vierra, David Steiner and Bentley Pai.

Louis held on to take second place in only his second race. David Steiner, after so many problems since he started racing in October, finally finished "in the money" with a third place finish. Eight-year old Bentley Pai took fourth after getting stuck in the boards on the last lap of the main.

In the C MAIN Dan Yamane took off into the lead, while the rest



The Hawaiian sign "stay loose" was the order of the day. Photo Jiggs Garcia

of the pack tried to get untangled. Gary Saito and Richard Robertson closed the gap quickly though and both managed to get by Dan by lap #5. By the end of the race, Gary and Richard had lapped the field three times with Gary going on to win by one lap over Rich Robertson. Leroy Lee managed a third over Dan Yamane, the early leader. Richard Ganotosi, in only his second race ever, moved up to the C Main and did very well by finishing in the fifth spot.

The B MAIN had some really close racing going on. All 7 cars were on the same lap for the first eight laps. Any one of these racers, on any given day, would be competitive in the A main, so you know with this caliber of driver the racing would be close.

Randall Hano slowly pulled ahead of the field and steadily increased his lead. The real battle was for second place. Ed

Ayson dropped out after only 16 laps. His car just kept going straight down the back straight away and instead of turning right, it went left into the far curb. I'm not sure whether he had radio trouble or his batteries went away. Tough luck Ed. There is always next month.

Top Qualifier Keevan Inouye dumped on lap 21, so that left Wayne Onoyama, Richard Ito and Pat McDonald fighting it out for second. Our Club President, Wayne, pulled this off to take the second spot with Ito and McDonald finishing 3rd and 4th respectively. Congratulations to Randall Hano for winning this one.

The A MAIN was another tough one. Beau Peterson had a clean start and was able to get and

maintain a comfortable lead for over half of the race. Glenn Kawamae, Jun Shudo, Russell Miwa and Ron Galang all got bounced around at the start but gave chase after Beau. By lap 20, Beau had a problem with his car body and had to pull off for repairs. Glenn Kawamae was able to pass Beau Peterson while he was pitting to repair the body, but by this time Glenn's batteries were dumping considerably. Ron Galang, using a new untried battery pack, dumped on lap 23 putting him out of the race. Glenn continued to lead, but Beau and Jun Shudo were in hot pursuit.

Russ Miwa, one lap down, was still pushing the leaders.



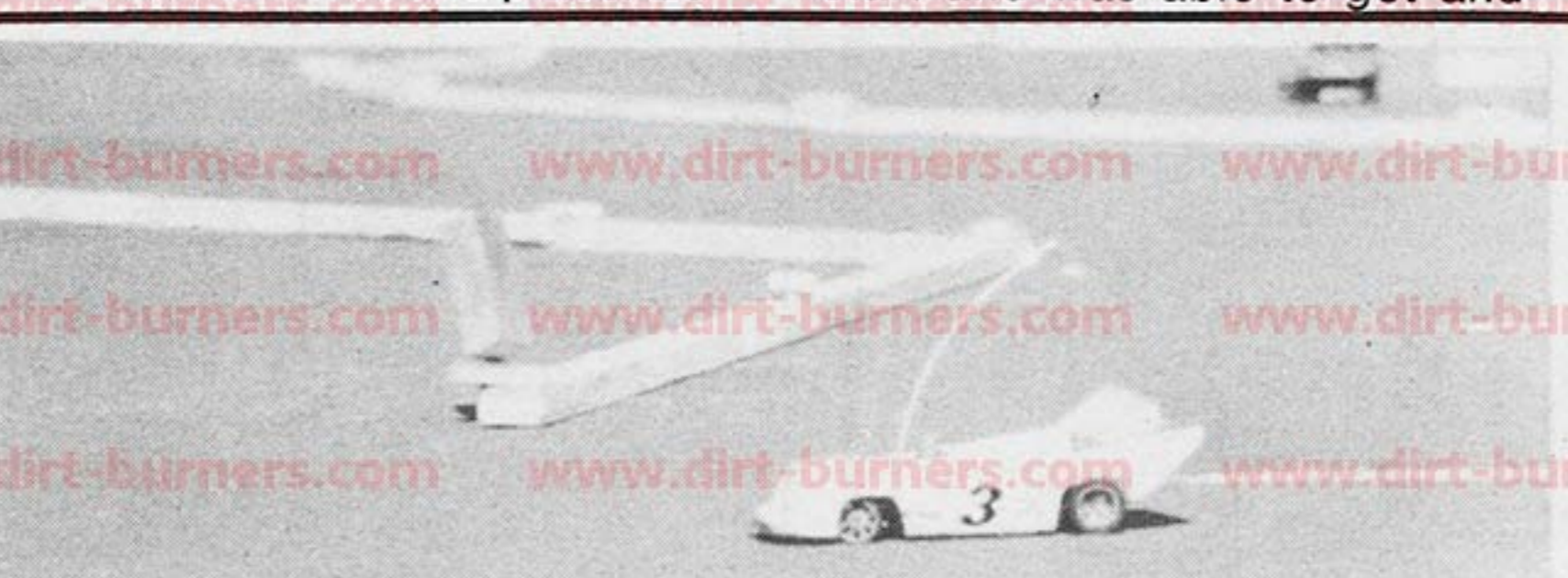
On lap 25, only 5 laps to go, Glenn Peterson picked up a rock in his gear, slowing him down even further. By now everyone had slowed down and it would be a struggle to finish the race.

Gene Niihau dumped and dropped out on lap 26. Everyone else who was still running was able to hold onto their places to finish.

As it were, Glenn Kawamae took first, with Beau Peterson in second and Jun Shudo was third.

My most whole-hearted congratulations to Beau Peterson for his best performance to date. Over the last 6 months he has had battery problems and really hadn't finished a race. This time he did finish and in remarkable fashion. It's only a matter of time before he wins the big one, the A MAIN.

Glenn Kawamae



Car #3 making sure no more damage is done to the boards. Photo Jiggs Garcia

RESULTS

A MAIN:

- 1. Glenn Kawamae (TQ) (Assoc) 30
- 2. Beau Peterson (AYK) 30
- 3. Jun Shudo (AYK) 30
- 4. Russ Miwa (Jomac) 29
- 5. Elton Yoneda (AYK) 28
- 6. Gene Niihau (Assoc) 26
- 7. Norman Uyeno (AYK) 24
- 8. Ron Galang (MRP) 23

B MAIN:

- 1. Randall Hano (RCE) 26
- 2. Wayne Onoyama (AYK) 25
- 3. Richard Ito (AYK) 25
- 4. Pat McDonald (Assoc) 25
- 5. Jay Nakahara (AYK) 24
- 6. Keevan Inouye (MRP) 21
- 7. Ed Ayson (RCE) 16

C MAIN:

- 1. Gary Saito (Assoc) 24
- 2. Rich Robertson (Assoc) 24
- 3. Leroy Lee (Assoc) 21
- 4. Dan Yamane (Assoc) 21
- 5. Richard Ganotosi (Assoc) 21
- 6. Vernon Pai (Assoc) 20
- 7. Rodney Imai (AYK) 19

D MAIN:

- 1. Ken Alagan (RCE) 22
- 2. Louis Vierra (Assoc) 18
- 3. David Steiner (Assoc) 18
- 4. Bentley Pai (Assoc) 18
- 5. Dennis Shigemura (Scratch) 17
- 6. Steven Onoye (Assoc) 11
- 7. Harold Kobayashi (Assoc)

HAWAII Off Road NEWS

Story by Rich Robertson
Pictures by Jiggs Garcia

Honolulu Community College
February 7, 1982

After a week of fairly dry weather, the Off Road Series #2, was run on the large portion of our track, a real change from the short track we used for race #1.

When news came out that we would have a "mainland" racer Jiggs Garcia racing with us, the excitement started.

A week before the race some of us got to see Jiggs run his buggy, and it was faster than any one of us! So, it was a week for many of us to sort out a good wind or a new motor. On the cold and chilly day of the



The fast way around the burn.

race, these changes reflected our efforts.

The C MAIN was first to run after all the qualifying was done. The winner of this main was late entry, B. Vedder, who I managed to call Phillip all day (I still can't remember his first name). Vedder showed to be a very consistant driver, especially in traffic. He was closely followed by Earl Honbo and Johnny Upshaw. Gary Shouk and Oran had a real battle for 4th, with Oran taking the spot at the end. The new AYK car that Beau Peterson raced had problems that kept him out of the race.

looked like it was all over for the rest of the guys, until Garcia's car popped out a front wheel. This allowed Glenn to take the lead and win it by just inches as Garcia finished with three wheels dragging behind. Ed Andrade finished on the same lap as the leader showing that practice does pay off.

In our RC RACE PREP Battery Endurance Challenge, Butch Farm did a real number on everybody and lasted 17:45 minutes with his stocker.

Thanks to Hobbietat and R/C RACE PREP for great prizes and KOKUA as well.

See you March 7 for race #3, don't forget: "free hot dogs".

Rich Robertson

□



The line-up before the storm.

The B MAIN saw some exciting action with the lead changing back and forth for about nine laps until Ken Inouye took over the lead and began to stretch it out over Gene Niihau and Rich Robertson.

An interesting note to point out is that Ken Inouye was running stock, while Gene Niihau used a Trinity armature and Rich Robertson packed an open class AYK motor in his buggy. Control was more important than speed!

The A MAIN brought out the fastest guys of the day, with Butch Farm being the only Stocker in the race.

With one lap down, Butch was out and Chuck Jordan was left behind.

The fight for the lead was between Jiggs Garcia, Glenn Kawamae, and Ed Andrade. Jiggs took over the lead and

RESULTS

A MAIN:

- 1. Glenn Kawamae 14
- 2. Jiggs Garcia (TQ) 14
- 3. Ed Andrade 14
- 4. Chuck Jordan 11
- 5. Butch Farm 1

B MAIN:

- 1. Ken Inouye 13
- 2. Gene Niihau 12
- 3. Rich Robertson 11
- 4. David Omura 8
- 5. Robert Upshaw 2

C MAIN:

- 1. B Vedder 11
- 2. Earl Honbo 10
- 3. Johnny Upshaw 9
- 4. Oran 6
- 5. Gary Shouk 5
- 6. Beau Peterson 2



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1982 SEASON OPENER

"Ventura Roadrunners" 1/12th

Ventura, California
February 14, 1982

Story & Pictures By:
Richard Schwalm

To start the 1982 racing season in proper fashion, "The New Ventura Roadrunners" began with a 1/12th electric road race on St. Valentine's Day at the famous Montgomery Wards site in Ventura, California.

The talk of the day was about the totally mobil, self-contained built-from-scratch club trailer. It neatly holds all track boards (more than enough for 1/8th scale track), timing area, P.A. system, complete electronic timing system (Dean Brown approved?), infield markers, flags, and a few old trophies. Due to the dedicated club members who donated many parts and hundreds of person-hours, this new mobil unit allows the Club to "do it right!".

Back to the race. Many racers have been competing through the winter months at other locations, but this was the first "points" race of the new season.

They came from Santa Maria, Santa Barbara, Simi Valley, and our local beach area. Their enthusiasm was running high even though the weather was cludy, cool and windy.

The equipment ranged from out-of-the-box MRP GP 12's to Associated's 12 E's with custom chassis. Everyone prefers setting-up their car to their own taste. Gearing, diff adjustment, body and wing contour, tire

Don't you wish all starts were this clean? Photo Richard Schwalm.

compound, and smelly tire cleaner solutions are just a few of the items that make the "hot set up".

As the two qualifying rounds progressed, it became evident that getting your battery charged to last eight minutes was the trick of the day. Maybe the unusually cool weather was the cause (Robert Longacre of Manteca CCRC agrees, Issue 10, Vol 2., Page 10). Possibly R/C RACING NEWS Technical Editor, Neal McCurdy could provide some added information about NiCad battery characteristics in a future issue?

The four Stock Mains with seven cars in each, clearly illustrated the fact that everyone had not lost their taste for close, wheel-to-wheel racing. In the D, C and B Mains, many experienced racers, and some new ones, spent their eight minutes in deep concentrated efforts. The A Main provided the same, except for a much tighter and more precise car control.

Two Modified Mains were run as the "fog" rolled in, blocking most of the remaining daylight. "What number was that?"... could be heard on the timing stand.

As the A & B mains were run, with most of the drivers who had raced in the Stock mains, it seemed that it was a replay from the previous races. The racing? Hot and heavy, cool and light, simply impressive. The drivers were just wired in and anyone

who made just the slightest error; a tap on the wall, a spin here or there, would have a hard time catching up.

Tony Neisiner made very few mistakes in the A Mod main and likewise did Richard Schwalm in the B Main. They both took the top honors.

The determining factor in the B main was battery life, while in the A Main it was pure and simple...some fast driving and very consistant.

The first 1982 points race was a success according to everyone that participated. The new trailer worked better than expected; you are standing so high on it, that you could almost see the Channel Islands!

All racers worked very hard and

helped each other to make this first race of the season a great way to start. We hope to see many more of you for our next race.

Richard Schwalm

RESULTS

STOCK A MAIN:

1. Tony Neisiner
2. Jay Duhan
3. Steve Maddox
4. Dave Hume
5. Bob Mathieson
6. Leslie Ammann
7. Richard Schwalm

STOCK B MAIN:

1. Steve Pritchett
2. Chuck Baker
3. Miles Cook

(contd. next page)



The new scratch-built super Roadrunner race trailer.

4. Bill Talavera
5. Doug Campbell
6. Tom Wright
7. Dick Pritchett

STOCK C MAIN:

1. Ed Bundy
2. Mike Eads
3. Troy Blanton
4. Mike Ferguson
5. Joe Martin
6. Mike Dallegos
7. Ken Blanton

STOCK D MAIN:

1. Tom Douglas Jr.

2. Troy Flick
3. Eddie Martin
4. Gene Morgan
5. Mark Morgan
6. Les Ammann
7. Anders Snoteland

MODIFIED A MAIN:

1. Tony Neisiner
2. Jay Duhan
3. Dave Hume
4. Miles Cook
5. Steve Maddox
6. Chuck Baker
7. Leslie Ammann
8. Bob Mathieson

MODIFIED B MAIN:

1. Richard Schwalm
2. Jim Arnold
3. Troy Blanton
4. Steve Pritchett
5. Tom Wright
6. Mike Eads
7. Dick Pritchett
8. Les Ammann
9. Doug Campbell

CONCOURS
Doug Campbell

RACE CORNER:

(contd. from page 2)

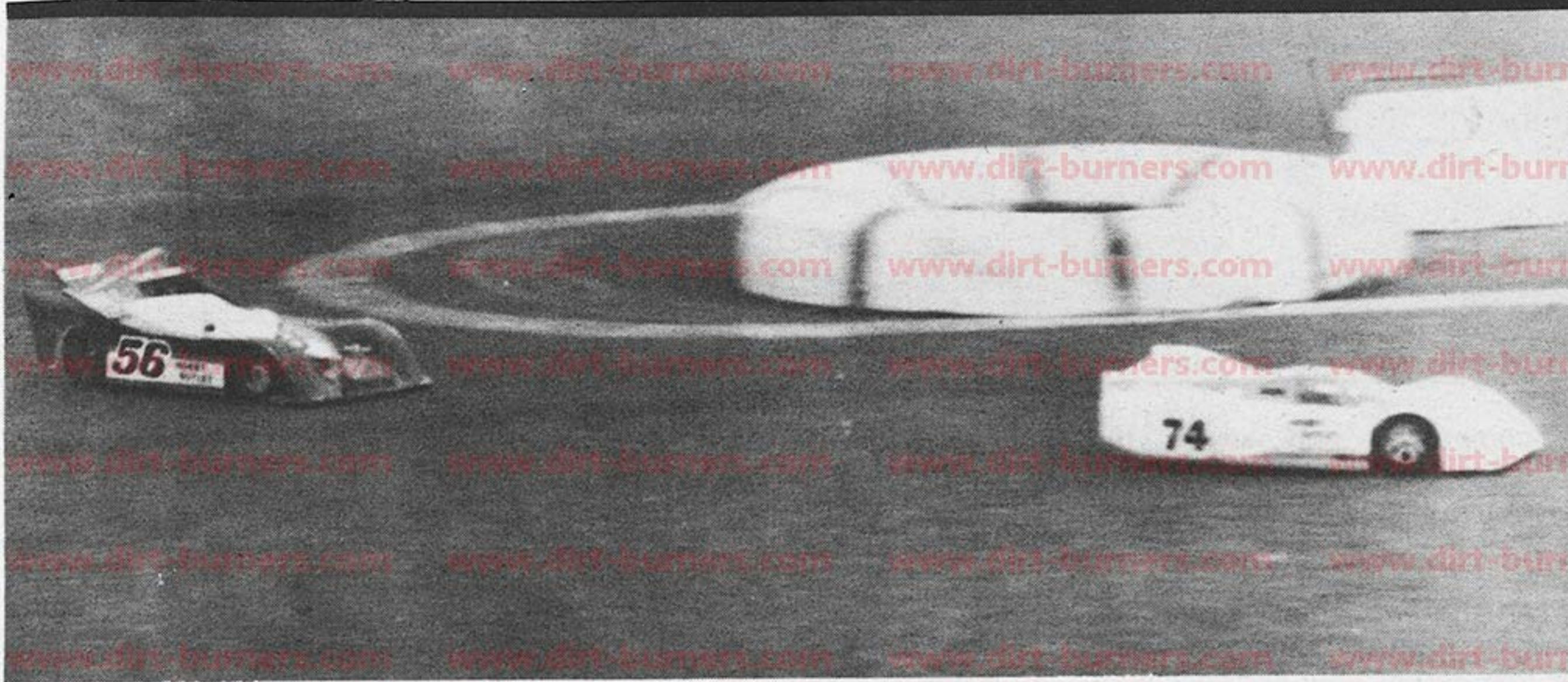
The 6th Annual Ray Charbonneau Memorial race comes up this month, March 14. We plan to be there to give it full coverage for the next issue. The Entry fee of \$12.00 is donated to the Cancer Foundation, so your entry is totally tax deductible. It's a CAN AM race to be held at the Ranch Pit Shop, 1655 E. Mission Blvd. Pomona, Ca. For more info. call (714) 623-1506. It's an excellent cause.

Tracy Valenta, owner of the Valenta Racing Team, of Baja and Off Road fame, took his full size Class 1 off road race car to the HIA SHOW in Dallas, Texas. He was a guest of the Brinkmann La Trax Corp. people who had a booth at the show. Valenta displayed the car during the entire show. The Dallas-based Brinkmann LaTrax Corp., manufacturers of radio-controlled products, patterned their newest race model "The Hustler" from Valenta's winning design.

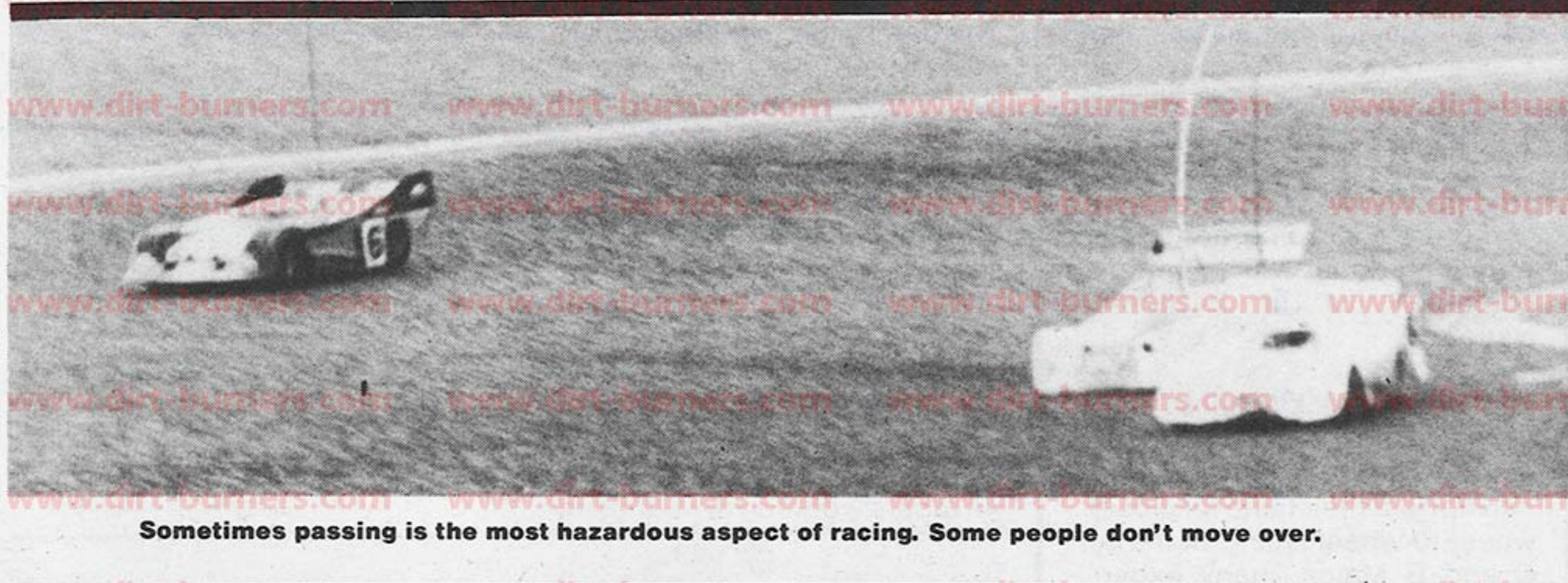
Strong response from Stuart Russell, President of NAMBA Int'l regarding Jack Garcia's interview, (January issue) whereby it was indicated that Mr. Russell was in favor of a merger between NAMBA & IMPBA. Check it out in our "Guest Editorial" section.

Mike Tobey of C.R.P. was the winner of the first Off Road race ever at the new Phaelan track. Mike won the Open class for the first time this season. Also Chris Hawkes (another C.R.P. team racer) pulled off the Modified win and John Gudvangen won the Stock class. The Phaelan track will be racing March 14, Saturday.

Power Boaters, now that the racing season is starting in most parts of the country, we are asked to remind you to keep us posted as to your activities. We want race coverage, results and pictures. If you want more information as to how to go about getting it, call our Editor, Lori Peralta(213)345-7300 and she'll help you get it together. Don't miss out because you think nobody cares about you... we do!



Following the "good line" around the hairpin waiting for just that one mistake. Photo Richard Schwalm.



Sometimes passing is the most hazardous aspect of racing. Some people don't move over.



The results of an over eager faster car and the unmovable object, the slower car. They never learn.

R/C RACING NEWS

PRESENTS

The

R/C RACING
NEWS



"1982 R/C Off Road World Championships"

WITH THE DATE FOR THE OFF ROAD WORLD CHAMPIONSHIPS JUST AROUND THE CORNER, (APRIL 16, 17, 18, 1982) WE DECIDED TO PUBLISH THE RULES CONCERNING THE RACE FOR THOSE WHO ARE PLANNING TO ATTEND IT AS A RACER OR SPECTATOR.

WELCOME to the R/C RACING NEWS/SCORE SHOW, "1982 Off Road World Championships". We are delighted that you can be part of this "First Time" ever R/C Off Road event.

This is a great opportunity for all of us to show a great number of people (mostly non-R/C'ers) what our hobby and sport is all about. Over 30,000 people will see many of you compete in your respective classes. We are happy that the SCORE SHOW has given us this opportunity.

We hope all of you participating will have a great time and and make this event a memorable one. The rules below, will help make this event run smoothly and efficiently. Your co-operation is greatly appreciated.

OFFICIAL RULES

These rules may be changed or ammended as deemed necessary to comply with the SCORE SHOW, The Anaheim Convention Center and the hours available for the race.

1. O.R.R.C.A rules will be used.
2. **TECH INSPECTION** is mandatory in all three classes (STOCK, MODIFIED, & OPEN). Inspection will de done during "controlled practice" sessions. **ITS YOUR RESPONSIBILITY TO HAVE YOUR CAR(S) TECHED.** A special coded mark will be issued, and all cars finishing the qualifying heats and Mains must have said mark.
3. A **STOCK** entry can not run in the MODIFIED or OPEN class, Modified or Open entries can not run in the STOCK class. A racer may run both the Mod. and Open classes.
4. **PROTEST FEE** will be \$25.00 in cash only and must be accompanied in writing no later than 10 minutes after the end of the heat or Main. Determination or protest will be according to ORRCA rules.
5. A **DRIVER** must qualify for himself and no one else and must use the car entered for the race. In the event that a car is damaged beyond repair, then a replacement car may be used **ONLY AFTER IT HAS BEEN APPROVED & TECHED BY RACE OFFICIAL.**
6. **CHOICE OF FREQUENCY** will be according to date of entry on a first-come-first-serve basis; and by qualifying points or best finish. **BE PREPARED TO CHANGE FREQUENCY & POSSIBLY RADIO BAND** (ie. 27mhs to 72 mhs or vise-versa). Final decision as to use of frequency is by Race Director.
7. **EACH DRIVER MUST TURN MARSHALL** at least one time during a round. This is mandatory and anyone not adhering to this will **LOSE ONE LAP** off the best qualifying heat or **LOSE ONE LAP** in the Main. Each racer will be issued a number or letter with his or her entry that determines the area of "turn marshalling". Turn marshalling must be done immediately after your heat, except for the very first heat of the day, when the last heat people must turn marshall. Only another racer may be substituted and only upon the approval of the Track Referee.

8. **RACE START** is by automatic horn and/or starting flag or gate. You must be on the line by the time the race is scheduled to start. We can not wait, as each heat and each main is already pre-determined time-wise. If you jump the start **YOU MUST WAIT UNTIL THE ENTIRE FIELD HAS PASSED YOU** before continuing, otherwise one lap will be deducted from your race. You may also be penalized to start "in the back" for a jump infraction. **THERE IS ONLY ONE** area in which you may enter the track and one where you must leave, please note those areas upon your arrival at the track.

9. **PIT AREA** will be limited because of the space provided by the SCORE SHOW. There

may also be a "limited" amount of power sources, although at this time the arrangements made seem sufficient. Because of these limits we recommend that you take the following precautionary methods:

- a.) Condense your car-box or tool-box(s)
- b.) Bring extra extension cords and plugs
- c.) You may need your own work table
- d.) If possible, bring "DC" power source (ie. 12 V. battery)
- e.) If possible, bring extra batteries and have them pre-charged and ready to go.
- f.) Be courteous to other racers and give each other plenty of room in the pits.
- g.) Bring extra transmitter & receiver batts.
- h.) Bring extra "frequency" crystals.

i.) Keep any excess equipment in your car.

10. **THE PIT AREA** will be closed to everyone except the driver of record for that day and **ONE PIT MEMBER ONLY!** Sorry, we can not allow more than that because of the space and security available. **NO EXCEPTIONS.**

11. **THE RACE NUMBER** issued to you will be the only number issued for the entire day of racing. We suggest that you also put your assigned number on your transmitter for easy identification. We recommend also that you may want to imprint your car number on your hat or T-shirt prior to the event for easy identification by the spectators. Numbers will be issued after entry deadline closes.

12. **THE WATER JUMP** on the track is more for the spectators than an actual water hazard although there will be several inches of water to jump over. This is the fastest way around the track, but also the most dagerous. There is an alternate route (slower) that is safer. **YOU ARE THE ONLY ONE RESPONSIBLE FOR CHOOSING WHICH ONE YOU WANT TO TAKE.** Have fun with it.

13. **ORDER OF FINISH** becomes "official" only after race official posts it. Announcer's call of the race is **NOT OFFICIAL** although it may be correct.

14. **CLASS TROPHIES** will be awarded at the end of each day of racing, if time permits. In the event of unforeseen delays, these ceremonies may be moved to the next day or to a different location as it becomes necessary. With your help, and following the schedule, we should have plenty of time to award the trophies and prizes.

15. **RACING SCHEDULE:**
STOCK CLASS first practice heat will start at 5:15 pm, Friday April 16, 1982. You may begin to set up by 4:00 pm on that day.
MODIFIED first practice heat will start at 12:15 pm, on Saturday April 17, 1982. You may set up by 11:00 am that day.
OPEN practice heat will begin at 11:15 am, Sunday, April 18, 1982. You may begin to set up at 10:00 am.

(contd. next page)

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THERE IS A POSSIBILITY THAT THERE MAY BE MORE PRACTICE TIME AVAILABLE FOR US. IF THIS HAPPENS WE SHALL MAKE THIS INFORMATION AVAILABLE PRIOR TO THE EVENT IF POSSIBLE. CHECK WITH YOUR LOCAL RACE TRACK FOR UP-TO-DATE INFORMATION.

16. RACE TIMES: We have allowed four (4) minutes of practice, two rounds for each group of racers. One (1) minute to leave the track and allow the next group to start. NO ONE WILL BE ALLOWED TO GO EXTRA TIME. We must keep to this schedule. The racing qualifying heats will be five (5) minutes long (unless because of size of track, cars won't last that long). We anticipate to run three (3) qualifying heats. Your PRACTICE & RACE TIMES will be posted

according to the group you are racing in. This will be done prior to the first practice heat.

17. PHOTO CREDENTIALS will be required of anyone taking pictures inside the race area. All others must remain behind the spectator walls. These credentials will be issued to "press people" only. PLEASE DON'T ASK unless you represent a publication or media. We will try to keep the area visible at all times for the racers.

18. TECH INSPECTION AFTER EVERY "A" MAIN is mandatory. After the A main, all cars must remain in impound to be checked. IT CAN NOT BE TAKEN TO THE PITS AND THEN BROUGHT BACK, otherwise you will lose your finishing position in the Main. Please be sure you don't forget this.

19. IF AVAILABLE, LATE ENTRIES will be sold at \$35.00 per class. Number assignment and frequency would be according to what is available. If you plan to attend the race, be sure to sign up by March 25, 1982, that way you're name and sponsor will appear in the Race Program.

20. ALL ENTRIES ARE NON-REFUNDABLE & NON-TRANSFERABLE. Be sure you are prepared to enter the race on the posted date and that your car is race ready. NO EXCEPTIONS PLEASE!

21. ANY UNSPORTSMAN-LIKE conduct, or harassment by a racer to a race official, or the harassment of a pit crew member or other will disqualify that racer from any further races during the entire event.

22. ABSOLUTELY NO ALCOHOLIC beverages will be allowed during the race or in the pit area.

RACE PROCEDURE

23. HEATS: There will be three Heats to qualify for a main in each class. Eight cars per heat, four in front and four in the second row according to position drawn. Drawing will be done at the starting area.

24. SCORING: First place is 1 point; Second place is 2 points; Third place is 3 points... Seventh place is 7 points, etc.

25. D.N.F. (Did not finish): Automatic last place finish, unless said car has logged in more laps than another DNF car. Points given accordingly.

26. D.N.S. (Did not start): Car that does not make ONE COMPLETE LAP is considered D.N.S. and NO POINTS WILL BE GIVEN.

26. MAINS: Will be set up according to the lowest points after three rounds USING ONLY TWO OF THE THREE qualifying heats. In the event of ties for the last transfer place in each main, then your fastest time in a heat will be used as a tie-breaker. If still tied after that, then your best finish in HEAT 3, then HEAT 2 and then HEAT 1. If still tied after that a "flip of a coin" will be used to determine placement.

28. LENGTH OF HEATS & MAINS will be announced at the riders meeting after we've had a chance to run the track. Prepare your car to run between four and five minutes.

29. STARTING ORDER IN MAINS will be according to best qualifier or if tied, by drawing for position.

30. MOTORS IN STOCK & MODIFIED classes will be "tagged" or "marked" prior to the start of practice. You may not change motors in these two classes during the race, unless you have received approval from Race Official.

31. CHECK IN TIMES: See #16. You should also check the practice/heat board for the exact time of your heats. The entire race will be run by timed-tape recorder, so it's important to know when your turn comes up and then try to be there early.

32. FINAL LAP: Once the lead car has been given the checkered flag, the RACE IS OVER. Finish the lap you are on and DO NOT TAKE AN EXTRA LAP! You must drive your car to the "Exit" area and pull off as quickly as possible, turn your radio off and prepare to "turn marshal". Any delays you cause may cost you a lap and will delay the entire race, so please co-operate.

33. REFEREE: There will be a race Referee for the first time in Off Road. His job is to oversee the conduct of each driver during his race. He will have the option to use the BLACK FLAG (if you're having mechanical problems and are just all over the track); the BLUE FLAG, (move over flag) and PENALIZE for any other infractions on the track. HIS DECISION IS FINAL!

34. BLACK FLAG: Means you must pull off the track immediately. This may be because of radio or mechanical problems or unsportsman-like conduct during the race.

35. BLUE FLAG: Means "MOVE OVER" as the leader or leaders are coming up on you ready to pass. You must adhere to this or you may be eliminated from the day's event. WE WANT TO MAKE EVERY RACE AS FAIR AND AS EXCITING AS POSSIBLE. THIS IS THE ONLY WAY TO DO IT.

36. IMPOUND FOR TRANSMITTERS: There will be a person in charge of issuing and receiving your transmitters and also issuing the "frequency color-pins". You may not take your transmitter to your pit unless first approved by the Impound Official. You may be disqualified otherwise.

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R/C RACING NEWS/SCORE SHOW

1982 RADIO CONTROLLED OFF-ROAD

WORLD CHAMPIONSHIPS

★ ★ ★ ★ ★ ★ ★ ★

37. ENTRANCE & EXIT AREAS: There will be designated areas for entering the track and leaving it. Please use those only.

38. R/C RACING NEWS/SCORE SHOW RETAINS THE RIGHT TO ALTER THE RACE SCHEDULE, STARTING TIMES, NUMBER OF HEATS AND CHANGE, ADD OR DELETE SOME OF THE RULES HEREIN. Any such matters will be of last resort and will be discussed with the racers during the "driver's meeting" or during a point in the race.

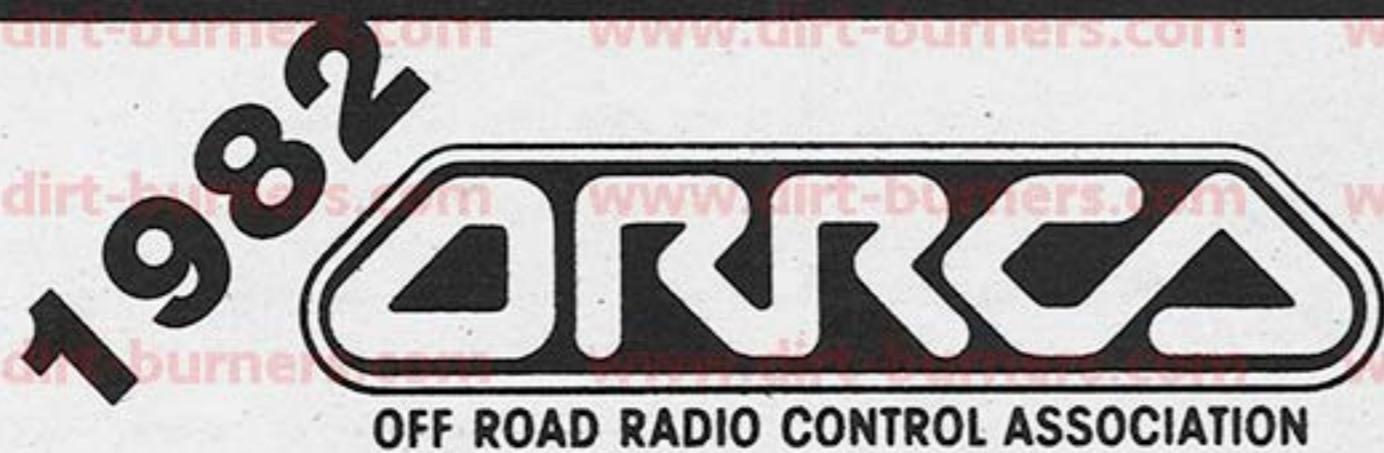
We all look forward to this first-time event and hope you'll be there racing with us. It is the first time that an indoor "dirt" track has been built inside an arena like the Anaheim Convention Center, so there are some question marks regarding number of laps, times, space, etc. We look forward to your co-operation, support whenever

possible.

We wish all of you the very best of luck in this event and if you have any questions regarding any of the above be sure to let us know...

GOOD LUCK!

We are reprinting these rules off the form provided to each entrant. We hope that this information will help you get started in getting yourself ready for the biggest event in R/C Off Road to date. Over 30,000 people will see you. SEE YOU AT THE RACES.



OFF ROAD RADIO CONTROL ASSOCIATION

Rules: "Revised"

February 12, 1982
Los Angeles, California

O.R.R.C.A. HELD ITS MEETING TODAY TO REVISE THE EXISTING RACING RULES PERTAINING TO ALL "OFF ROAD" COMPETITION.

PRESENT AT SAID MEETING WERE: GIL LOSI (RANCH PIT SHOP); RON WILLIAMS (RADIO CONTROL HOBBIES RACEWAY); LOU PERALTA (MINI BAJA/R/C RACING NEWS); LINDA PIHL (CENTURY MODELS/HOBBY CITY & GREAT WESTERN HOBBIES/SKATE CITY TRACKS).

Most of the original rules published will remain with a few amendments and deletions which will apply for the next ORRCA Series that starts March 14, 1982.

For the benefit of those who will be participating in the next ORRCA Series and for those that wish to incorporate these rules into their own racing program, we again are publishing this updated version.

ORRCA RULES

INTRODUCTION:

The purpose of this set of rules is to establish a consistent basis for the racing of R/C Off Road cars. This is important to drivers and race promoters to insure that races will be run fair and equal at all ORRCA tracks and that those with less experience or technical knowledge will feel comfortable in their respective racing classes.

This set of rules is designed to structure races objectively, based on cars only, rather than subjectively based on talent.

It is anticipated that in the near future, further class breakdown may be necessary to take into consideration both the structure of the car and the skill of the driver.

THERE ARE NOW three separate classes:

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

MODIFIED - Intermediate or Expert level cars with enhanced handling capabilities and suspension but limited to the "power base".

OPEN - Limited only to the driver's discretion and pocket book, with

the exception that in all three classes the LENGTH (18") MUST NOT be exceeded and the WIDTH (9½") MUST also NOT be exceeded. In addition, the chassis length should also be a maximum of 11".

GENERAL RULES:

A driver who races in STOCK class can not race in another class (ie. Modified or Open). A driver that has raced in either MODIFIED or OPEN classes can not revert back and race in STOCK class. However a driver can race both the MODIFIED and OPEN class.

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

RACING NUMBERS: Must use ORRCA assigned and provided numbers. The ORRCA logo must appear either above or below your assigned number or somewhere in a visible portion of the body.

Placement of the numbers MUST BE in three different areas of the body: Right side & Left side, and all cars must have the ORRCA number on the upper part of the front hood of the car.

In all cases, the numbers MUST BE BLACK with a clean WHITE BACKGROUND. You may not be allowed to race if you do not comply with this rule.

ORRCA MEMBERSHIP: Cost of membership will be \$2.00 (subject to change without notice) which will include a membership card, your assigned or "earned" number and a set of ORRCA numbers, logo and background. Any additional purchases of ORRCA numbers will cost \$2.00.

RACE ENTRY: The fee will be \$6.00 for ORRCA Sanctioned races, with \$1.00 going

to the ORRCA Championship Fund. Entry for an ORRCA Quarter Championship or National Championship may vary.

PROTEST PROCEDURES: Class protest should be lodged within 10 minutes after the end of a qualifying heat, Semi and/or Main race. Protest must be in writing and it must be accompanied by \$20.00 in CASH ONLY! The \$20.00 represents the protest fee for ONE PROTEST ITEM ONLY. Race Director or Official will determine the validity of the protest for only the ONE item protested. If there are more than one item protested against a car, an additional \$20.00 must be posted for each additional item.

Owner or Sponsor of the car must dismantle his or her own car under the supervision of the race official. If the car is found to be "legal", then the person being protested will receive the "protest fee(s)". On the other hand, if the car is found to be "illegal", then the person filing the protest will have the "protest fee(s)" returned and the guilty party will be DISQUALIFIED from the day's results in that class.

A driver who is found to be in violation of class rules on more than one occasion MAY BE SUSPENDED and/or EXPELLED from future ORRCA races.

QUALIFYING: A driver can qualify himself with any car as long as it meets that class' requirements. Each car to be used for qualifying must be "teched" by a race official. In the event that a car has to be exchanged for another due to mechanical problems, the new car must also be "teched" by a race official. UNDER NO CIRCUMSTANCES can one driver qualify for another.

ORRCA SERIES: There will be a total of six (6) per ORRCA Quarter (three months), or two SERIES races per month where an ORRCA member can earn ORRCA points. Of the six (6) Series races per quarter, ONLY FIVE OF THE DRIVER'S BEST FINISHES WILL BE COMPUTED FOR THE OVERALL POINTS TOTAL. Driver's overall points total will reflect the driver's finishing position and racing number for the next Series. In other words, if a driver finished 4th in the points total after six races, then that driver's number for that class will be #4 in the next series.

ORRCA QUARTER CHAMPIONSHIPS: At the end of the three month series, there will be a 2 day ORRCA Quarter Championship held at one of the ORRCA Series tracks.

The following people will qualify directly into SUNDAY'S Championship Final round:
From STOCK: The top 20 in points;
From MODIFIED: The top 20 in points;
From OPEN: The top 12 in points;

All others will have to run in the Saturday Qualifying round. From said Qualifying round the following will advance to the Finals on Sunday:

From STOCK: The best 8 finishers on Sat.;
From MODIFIED: The best 8 finishers on Sat.;
From OPEN: The best 6 finishers on Sat.;

There may be a CONSOLATION race on Saturday for those who did not make the Sunday program.

RACING NUMBER EARNED is determined ONLY by the order of finish after 5 of the 6 races and NOT by the order of finish in the Quarter Championship Finals.

ORRCA POINTS:

A person winning the "A" MAIN in each ORRCA CLASS will earn 100 points; a person finishing 2nd will earn one point less (99) and those thereafter, one less point according to the order of finish.

A person that wins the "B" MAIN in any ORRCA Class will earn 90 points, and those behind the winner will earn one point less according to the order of finish.

A person winning the "C" MAIN in any ORRCA Class will earn 80 points; a person that wins the "D" Main earns 70 points; a person that wins the "E" MAIN earns 60 points and so on. In any case, finishing positions in each main are reduced by one (1) point in the order of finish.

ANY ORRCA OFFICIAL OR TRACK OWNER OR OPERATOR RESERVES THE RIGHT TO DISQUALIFY, SUSPEND OR EXPELL ANY INDIVIDUAL OR INDIVIDUALS WHO ARE CONSIDERED UNRULY, UNSPORTSMAN, OR WHO IS A DETRIMENT TO THE OTHER RACERS, THE TRACK AND/OR THE SPORT WITHOUT REFUND OR COMPENSATION.

STOCK CLASS

The STOCK class rules are based on the premise that a novice driver needs a place to begin. The rules are designed to limit the money invested to be competitive. They also take into consideration the limited amount of experience of the driver and at the same time allow certain modification that will make the car more reliable than its factory design.

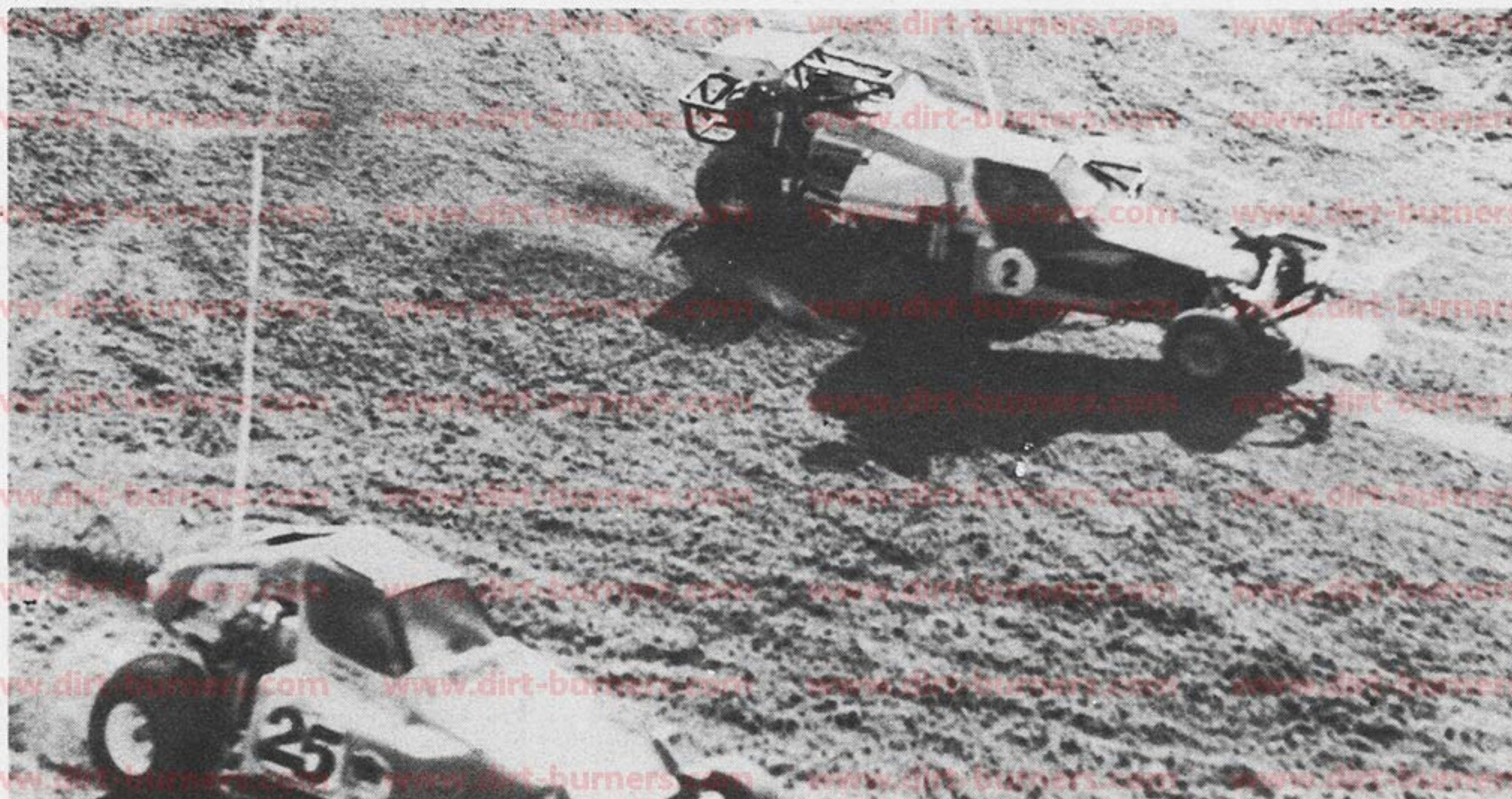
ASSEMBLY: Car must be assembled according to the configuration as delineated in the instruction book. Car kits used must be electric powered (Sub-C battery source) and be 1/10th or 1/12th scale.

SUSPENSION: Must remain in stock configuration. Single shock dampers per wheel in the instruction book position. Torsion bars may be softened by rebending or exchanging them for a softer kind.

Coil-over springs may be used to replace torsion bars or torsion springs. Rear camber adjusters are NOT allowed. Alignments to the front end may be made by shims or washers at the mounting point of the chassis.

TIRES & WHEELS: Must be in stock configuration. Tires may be swapped from one style to another as long as fronts are used in front and rears are used on the rear. You may use ball bearings to replace bushings all around. Wheels must be stock centers but metal outer rims are allowed. ABSOLUTELY NO "spike" tires allowed. The only compound of tire must be rubber or foam. No metal, plastic or synthetic supplements, spikes or sections allowed.

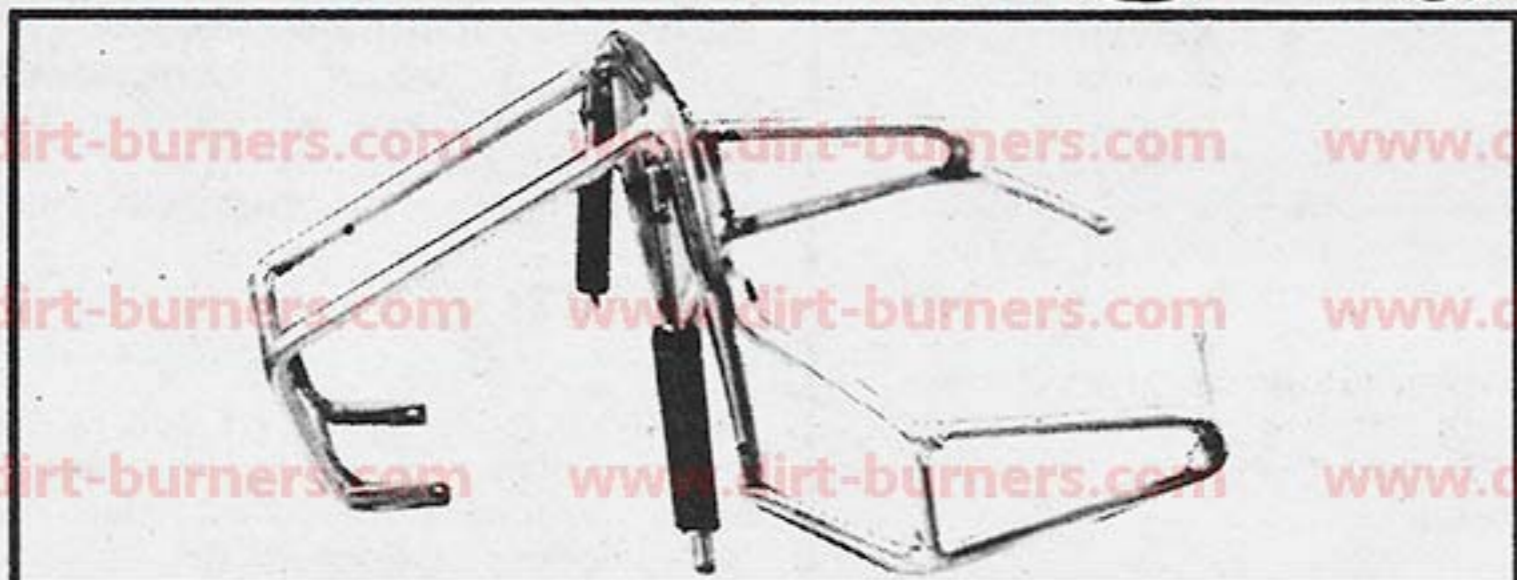
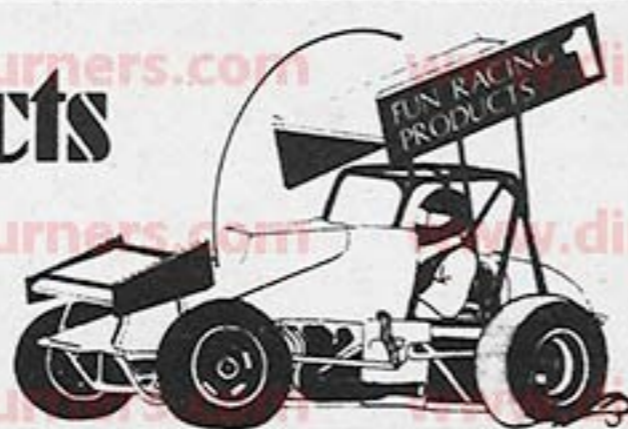
(contd. next page)



ORRCA Sanctioned races provide plenty of fun with a "purpose". Three classes are run, Stock, Modified and the Open class. ORRCA rules give you details for each class. Photo. Brad Joplin.

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BODY & CHASSIS: Stock kit bodies only, clear replacements are allowed. Mounting of the body must be a driver's discretion, however, a car can not compete unless its body is properly secured. If body falls off, car must stop and have body fastened before resuming the race. No car is allowed to cross the finish line without the body being properly fastened. Rubber bands to hold the body on is NOT ALLOWED.

You may add any detail, protective equipment (ie. nurf bars, roll cages, bumpers, netting, lighting, etc.) that enhances the scale realism of the car, as long as it does not increase its stock performance over another car.

CHASSIS must be stock. Total overall length of the car must not exceed 18" in length (bumper to bumper) and 9 1/2" in width (outer tire to outer tire).

STEERING: Must remain in Stock configuration with servo at right angle to steering action. Stock ball joints may be replaced, stock linkage may be replaced with heavier gauge material, but stock ball joint position must remain the same. Stock "servo saver" must be used. Servo saver tension may be increased by using a tie-strap. Spindles may be re-drilled forward or backwards as needed.

RADIO BOX: May not be altered, except for air vents and easy access to radio crystal. Receiver pack must remain in stock configuration but it may be rotated for easy access to crystal.

BATTERIES: Propulsion battery must have six (6) sub-C cells (max 1.2 volts ea.) in series only. You may not remove receiver battery pack.

SPEED CONTROL: Must be stock type, two-speed only in any convenient configuration to the servo, as long as servo remains in stock position. Replacement two-speed plates are allowed.

MOTOR: Motor must be stock Mabuchi .05 type. You MAY NOT advance the timing or remove the end-bell for any reason. Any sign of the motor having been tampered with or wires changed, will disqualify the motor and racer. You may "zap" the motor without removing the end bell. Stock motor capacitors may be replaced, if necessary for proper operation of the receiver. Antenna may be placed in front of the car to eliminate motor noise in receiver.

GEAR CASE: Plastic or metal gears may be replaced with aluminum or brass or stronger

metal gears. Bushings can be replaced with ball bearings. The two-stock gear ratios must remain the same. Plastic cases on either side of the gear case must remain clear.

AXLES: Can be replaced for a stronger material type, but length must remain the same as the stock length.

MODIFIED CLASS

The Modified class is for the more experienced driver with equipment and skills to make major modifications to the handling of the car. Basically, there are no limits to the suspension, chassis, body or steering. Propulsion, gear ratio and length is limited as outlined hereafter.

This class will emphasize handling and driver's skills. Must be electric power 1/10th or 1/12th scale.

SUSPENSION: No Limits

TIRES & WHEELS: No Limits.

BODY & CHASSIS: Maximum width of car not to exceed 9 1/2" and maximum length of Chassis not to exceed 11". Overall length of the car (bumper to bumper) not to exceed 18". Any "off road" or "dirt" type body can be used and any type of chassis plate and material may be used.

STEERING: No Limits.

RADIO BOX: No Limits. You need not use one and servo(s) and receiver configuration can be altered.

BATTERIES: Propulsion battery must have NO MORE than 7 sub-C cells, of no more than 1.2 volts each and in series only. Receiver and servo battery may be replaced or eliminated.

SPEED CONTROL: May be modified to suit the driver.

MOTOR: MUST BE STOCK, Mabuchi .05. You MAY NOT advance the timing, change the wires or remove the end-bell for any reason. Any signs of tampering with the motor may make it illegal. You may "zap" the motor, without removing the end bell. Stock capacitors may be replaced if necessary, but windings in the motor must remain stock gauge and number of turns. Bearings are NOT allowed in Stock motor.

GEARING: All gears can be replaced with stronger material and bushings may be replaced with bearings, but stock two RATIOS must remain the same.

OPEN CLASS

THE ONLY LIMITS IN THIS CLASS ARE THE FOLLOWING:

SIZE: Length maximum 18"; chassis maximum 11" & width maximum 9 1/2".

CAR: 1/10th or 1/12th scale.

POWER: Battery powered only.

TIRES & WHEELS: No Limits, except that as in Modified class, no metal, plastic spikes are allowed.

From time to time these rules will be ammended and some deleted to refine their use. We are interested in hearing from the racers as to suggestions concerning the rules, the series, and R/C off road racing in general.

RAMS NEWS & OTHER THINGS

By Chuck "R/C Charlie" August

February, 1982

THE FEBRUARY G.T. RACE WAS GREAT. IT WAS GOOD TO SEE OVER 40 RACERS SHOW up in the dead of winter to go at it.

We had enough guys in the Novice and Amateur classes to have Consolation races.

As I predicted, the Amateur class is the class to watch this season.

The January race was won by Scott Kimbrow, but the February race was won by "Big John" Hodgson.

John, Rich Perry, Bob Petruzzi, Terry Gillot, and Bruce Owen all looked strong. Terry was right in there, but when his pit-man went to look at his laps, the counter had him 3 laps off the pace. An error in lap counting forced Terry to try and strrrreeetttchh his pit stops. He ran out of fuel and out of contention. The strange face on the track driving the #10 Lola T 600 was Bruce Owen. Bruce ended up in second place, making life none too easy for "Big John".

It was a fine win by John and good racing by all the Amateurs.

"THE ONE THAT GOT AWAY"

With the sun slowly setting into the San Jose smog, the green flag went up on the Expert Main. It looked like Ken Kimbrow would would have no problem tucking in 20 big points as he really trounced everyone two out of three Heat races.

Ken was definitely the fastest guy on the track. He made a few changes to his car just before the A Main that proved to be fatal.

He tried to out-drive a car that wasn't doing what he was telling it to do. He got in trouble early and went out of the race.

Garry Buriani went out of the race early as well.

That #1 Jinx is still holding Gary.

Jeff Holfelder was running strong, but he got in a few crashes that cost him time.

With Kimbrow and Buriani out of the race, and Alves, Holfelder, and Gallo in trouble, who should be in second place and closing in on Jim Adkins? It was R/C Charlie (Chuck August). Jim was running quite fast and thumped the wall. After that crash, the car wasn't steering right.

He and Chuck went at it nose to tail for 4 or 5 laps. Old R/C Charlie actually took the lead at one point! As fate would have it,

Charlie was at full speed when he found a plow disk in the straight-away. The car flew 35 feet down the track about 10 feet high. When it found the pavement, it found it hard... Bam!!! No Steering..End of race.

That makes it two out of two Expert mains for Jim Adkins.

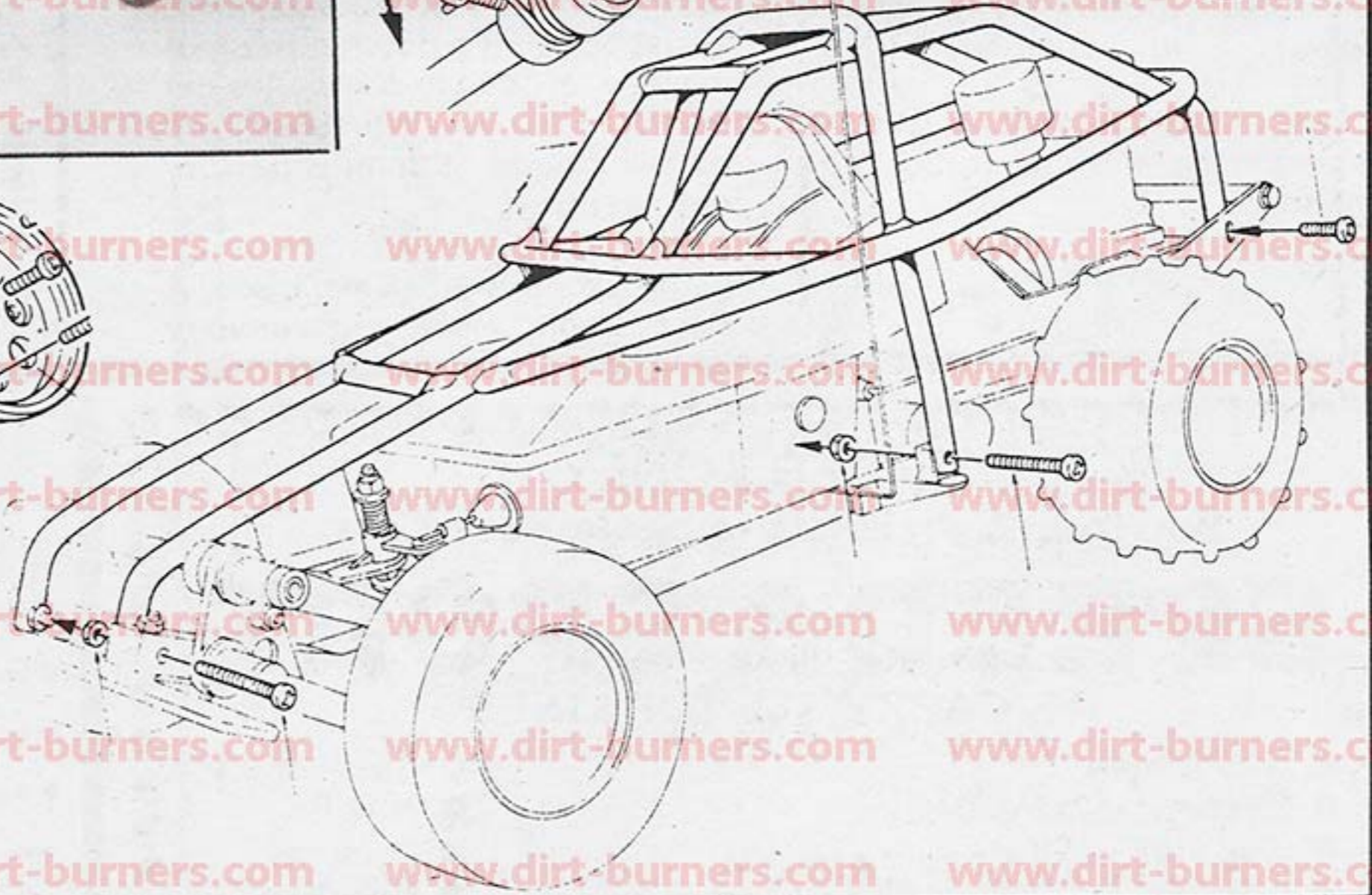
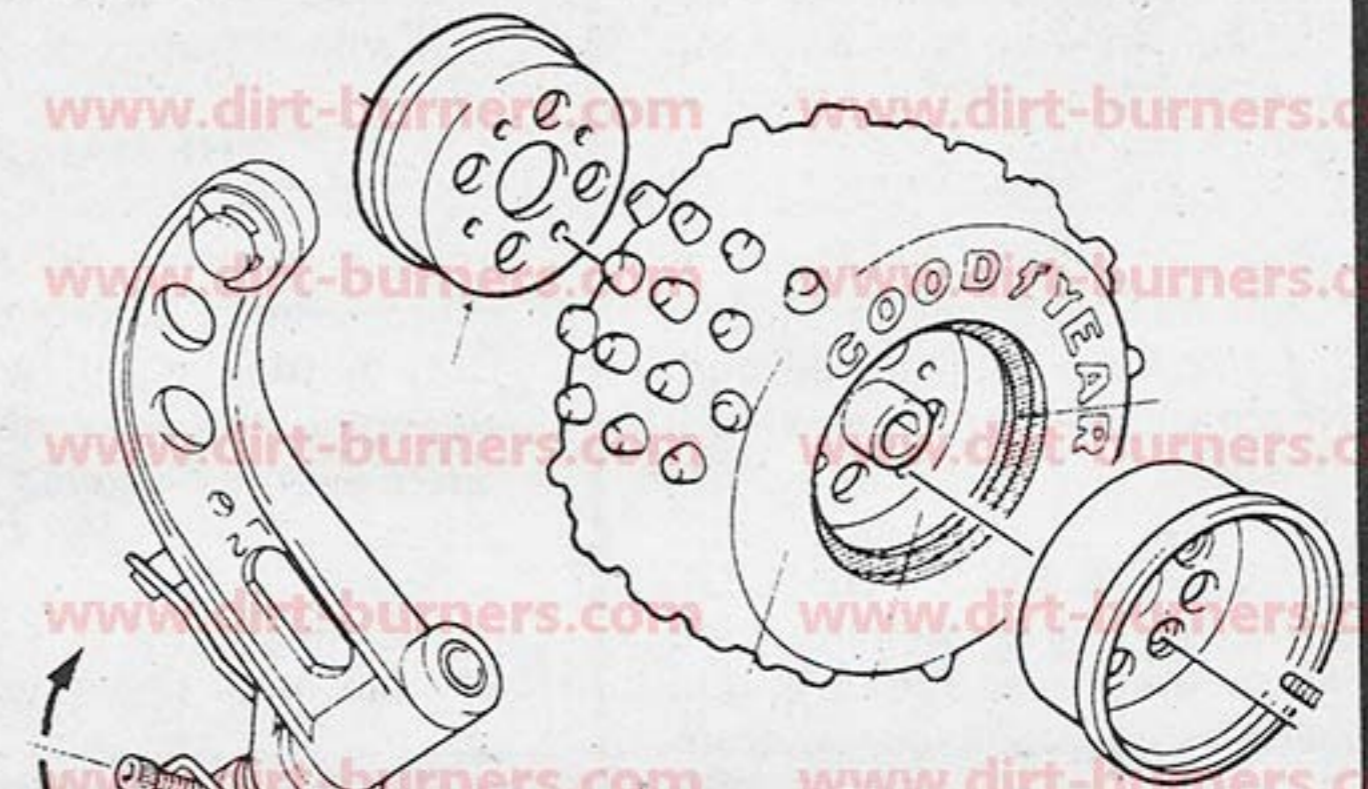
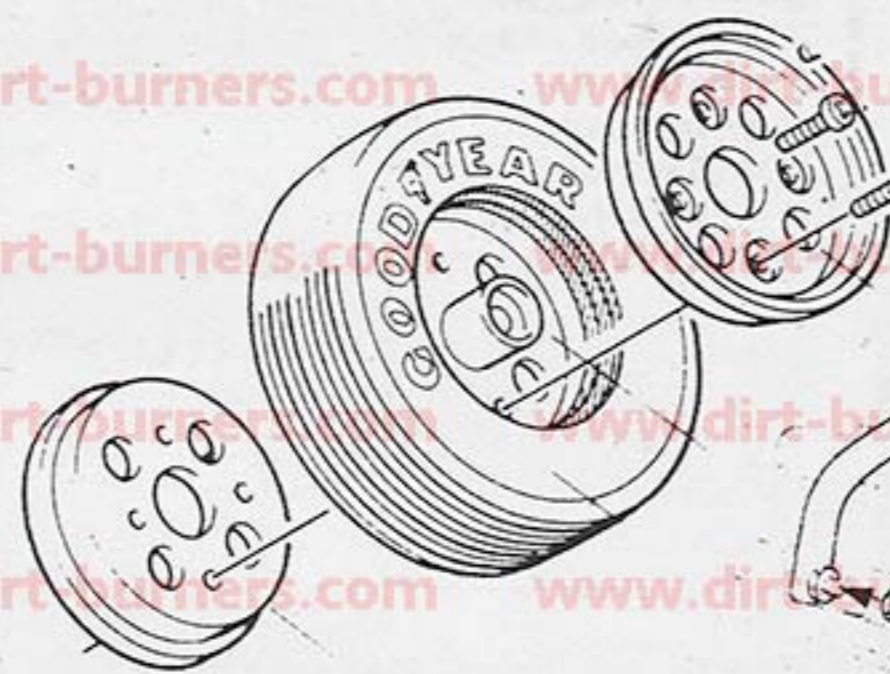
Till next time.

Chuck August

(Results were not available at press time)

Joe Alves got his car to run really fine using that S.O.B. engine. He dumped the receiver batteries at the start of the race, so he was a ways back.

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North Jersey R/C Racing Association

KNIGHTS OF COLUMBUS 1/12th Elec. Cars - Race #4

Dunellen, N.J.

"51" ENTRIES...IT WAS JUST FANTASTIC!

We are now half way through the N.J.R/C R.A. Series and we just keep getting better and better. In fact, this was the largest race in the East of the 81-82' season. Furthermore, if we can keep this up we can show a "prophet" (that's a joke) at the end of the year.

We would like to thank the Flemington Club for racing even though they didn't have their 4-cell cars with them and had to run their 6-cell cars instead.

At the next race, the KNIGHTS OF COLUMBUS will be making food for the racers during the day, so it would be nice if you would buy your lunch there. They're really nice people that help us racers.

This was our biggest race of the year and some of the best racing we've seen.

Ace Lane finally took the "Concours" with his TOJ.

During the qualifying, RePete Fusco turned 46 laps for Top Qualifier in the Modified Class. Tony P. was TQ in the Expert class with 43 laps and Little Joe Scarbrough (of the famous battling Scarbrough's) was the Amateur T.Q. with 40 laps.

THE MAINS:

In the Amateur B Stock, Rich Hinton, Henry Schepiga and Steve Duty battled it out wire to wire, swapping the lead several times but to eventually finish in the above order.

In the Amateur A Stock main Joe Jr. lead most of the way, but with one minute to go, Ace Lane closed to within three feet of Joe, Jr. Lane managed to hit a dot and gave up the lead for good to Joe Jr. Ace did manage to recover in time and held off the charge of John Brown for second place.

In the Expert B Stock main, Joe "A Boom Boom" Neely ran everyone

off the track to win by one lap over Rev. Glen Mac and Bob Bernhard.

The A Stock Main saw Tony P. come back from almost a lap deficit to win by a couple of feet over Ron Arrichi and Neil Tilbor. This was quite an accomplishment.

Jim Doyle was the main man in the 6-cell class. He was followed by Bill Cortright.

The Modified B main had Neil Tilbor holding off the hard charging Rev. Glen Mac to eventually win by about a half a lap.

RePete Fusco pulled out a quick lead from the start in the Modified A Main and held off Tony P. and RePete's father, Pete Fusco, even though he ran out (RePete) of batteries on the last turn of the last lap.

In all it was an excellent race and judging from the turn out, our next race-February 21st and then on March 7 and 21st - should be even better.

Let's see you there.

RESULTS

MODIFIED A:

1. RePete Fusco 47
2. Tony P. 46
3. Pete Fusco 43
4. Ron Arrichi 41
5. Joe Neely 40
6. Ken Jacas 40

MODIFIED B:

1. Neil Tiber 42
2. Glen Mac 42
3. Joe Jr. 42
4. Frank Radosti 41
5. J. Raymond 40
6. Bob Farrell 40

MODIFIED C:

1. Joe Colavita 41
2. Paul Punter 40
3. B. Bernhard 39
4. J. Russell 38
5. Ace Lane Jr. 5
6. Nosmo King 1

MODIFIED D:

1. Steve Duty 40
2. Slugger Brown 40
3. M. Bowcock 35

EXPERT STOCK A:

1. Tony P. 43
2. Ron Arrichi 42
3. Neil Tilbor 42
4. Ken Jacas 41
5. John Raymond 40
6. Bob Farrell 40

EXPERT STOCK B:

1. Joe Neely 41
2. Rev. Glen Mac 40
3. B. Bernhard 38
4. Jack Russell 37
5. Joe Colovita 35
6. Paul Punter 30

6-CELL:

1. Jim Doyle 16
2. Bill Cortright 14
3. Dylan Punter 11
4. Dave Cortright 4
5. Ken Efinger 3

AMATEUR STOCK A:

1. Joe Jr. 41
2. Ace Lane Jr. 41
3. John Brown 40
4. Joe Sr. 38
5. Slugger Brown 24
6. Nosmo King 16

AMATEUR STOCK B:

1. Rich Hinton 37
2. Henry Schediga 36
3. Steve Duty 35
4. Tony Scorciolla 35
5. Frank Radosti 6

AMATEUR STOCK C:

1. Steve Brown 37
2. Steve U. 33
3. Steve Szalus 33
4. Jim Doyle 29
5. Steve Stevens 16

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IFMAR Internats 1982 WORLD CHAMPIONSHIPS FOR RADIO CONTROL CARS UPDATE:...

By Bob Rule

Mike Reedy, President of R.O.A.R., has announced the dates for the Electric Car World Championships and has released a prepared format.

The first ever World Championship for Electric Cars will be held August 13-21, 1982. The race will be held in the greater Los Angeles area of Southern California, at a site not yet announced.

Open practice will begin on Friday, August 13th, and continue through Sunday, 15th. On Monday, August 16th, the only official practice will be held. There will be three (3) sessions.

Tuesday and Wednesday, August 17 & 18, the Stock Class qualifying will be held: Group A from 8:00 am (0800) till 1:00 pm (1300). Group B from 1:30 pm (1330) till 6:30 (1830).

The reason for A & B Groups is to allow the racers some free time for visiting around the pits or sight seeing. All qualifying heats will be 8 minutes and have 8 cars per heat.

Thursday and Friday, August 19 & 20, will be Modified Class qualifying. For those who have qualified for the Semi and the Main, Saturday morning will be set aside for controlled practice and beginning at noon the Semi and the Main will be run.

Stock Class World Finals is set for 2:30 pm (1430) and the Modified Class World Finals is 3:30 pm (1530). The rain date is set for Sunday, August 22, 1982.

A complete tentative format is available from the IFMAR INTERNATS, Public Relation Chairman. You can write to: INTERNATS, c/o Bob Rule, 420 Hosea Rd., Lawrenceville, Ga. 30245.

In the United States, send a self-addressed-stamped envelope. Outside the U.S. send \$1.00 or the equivalent for postage.

The exact location is almost finalized and will be announced in the next news release. The race will definitely be held in the Los Angeles area.

SANYO has agreed to become the Sponsor of the IFMAR INTERNATS.

RACING FORMAT

Events: Stock and Modified
Type of Cars: Sports/GT Prototype
Entries: 120 maximum
Qualifying Heats: 8 cars - 15 heats per round.

These heats will be divided into "A" and "B" groups. A racer will find it necessary to be at the track only a half a day each day during qualifying. He can use the rest of the time for visiting at the track or sightseeing, etc.

(contd. page 21)

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TS 421 - BODY POST - Short replaces Single Seater post. Nylon material won't break. Can not be used with stock servo saver. Pre-drill for body pin. **\$4.50 ea.**

TS 430 - FRONT BUMPER - Tubular steel material, painted. Offers maximum front end and wheel protection. Bolt-on to chassis and tower. A must for the racer or the sportsman. Painted BLACK... **\$19.95**

TS 431 - FRONT BUMPER - Tubular steel material chromed. Offers maximum front end and wheel protection. As above a must. CHROME... **\$20.95 ea.**

TS 432 - FRONT BUMPER Made of lightweight aluminum, ready to bolt-on to chassis, with two screws. Heavy duty for maximum protection. Black Anodized **\$16.95 each**

TS 433 - FRONT BUMPER Made of aluminum as above POLISHED... **\$16.95 ea.**

TS 434 - FRONT BUMPER - Strong "Kydex" material, pre-bent, ready to bolt on to chassis. Strong protection with resilience. WHITE **\$6.50 ea.**

TS 435 - FRONT BUMPER - Same as above, ready to bolt on. BLACK **\$6.50 ea.**

TS 440 - SIDE RAILS - Strong tubular material, ready to take the pounding of walls, rails and other cars. Protects body and chassis and rear axle. For BAJA BUGS we recommend the "SHORT" size. BLACK paint. **\$9.95 pair.**

TS 441 - SIDE RAILS - Same as above in material & size but Chromed... **\$10.95 pr**

TS 442 - SIDE RAILS - These are the "long" version of the above. Strong tubular material, ready to bolt on to chassis. We recommend these for Single-seaters and Trucks. Painted BLACK **\$9.95 pair.**

TS 443 - SIDE RAILS - Same as above "long", these are Chromed. **\$10.95 pair.**

TS 444 - DELUXE SIDE RAILS - These not only offer maximum protection to chassis, body and rear axle, but look terrific, just like the "full-scale" rails. Multiple tubular design. Ready to bolt on to existing chassis holes and roll bar. Painted BLACK: **\$19.95 pair.**

TS 445 - DELUXE SIDE RAILS - Same as above but Chromed material **\$20.95 pr**

TS 450 - ELECTRONIC SPEED CONTROL - For the serious-minded racer. No more burned-out speed plates. No more dying in the middle of the track. This variable forward and reverse electronic speed control was specially designed for multiple battery use (up to 9 cells) and "hot wind" motors. Some loss of take-off power, will make you a better driver. **\$125.00 ea.**

TS 451 - SPEED PLATE - Made of circuitry board material, strong and long-lasting. Replaces the stock Tamiya 2-speed plate. Pre-drilled holes for stock wiring. Can be installed in minutes. If you want to run two-speeds, this is the one to get. **\$6.75 each.**

TS 460 - PRECISION BEARINGS - High speed performance bearings replace the Stock Tamiya brass bushings. Can be installed inside the gear case for smoother longer-lasting gear wear. They can also be installed in front and rear wheels for truer turning. **\$ 22.50 set of 6.**

TS 461 - PRECISION BEARING - Same as above but sold individually. **\$3.75 ea.**

TS 470 - SKID PLATE - For rear end protects bottom of motor gear case from rocks and debris. Easily bolted on to bottom of chassis and with a tie-strap to rear cage. Looks great! SILVER ANODIZED: **\$5.50 each.**

TS 471 - SKID PLATE - Same as above but GOLD ANODIZED: **\$5.50 ea.**

TS 472 - SKID PLATE - Same as above but GREEN ANODIZED: **\$5.50 ea.**

TS 480 - HEAVY DUTY STEERING ARMS - Can be used with Stock Servo Saver or with Direct Steering configuration. Made of 4-40 threaded material; can be "bolted on" (instead of snapped on) to spindle arm and servo arm/ or servo saver. IT WILL NOT COME OFF. Can be installed in minutes. **\$6.95 set.**

TS 490 - BATTERIES - Sub-C cell G.E.. Six to a set ready to use, just put on your own connector. **\$32.00 set of 6.**

TS 491 - BATTERIES - Sanyo, "matched" cells Sub-C. Recommended for competition. Long battery life and excellent power band. Set of 6 cells **\$39.00.**

TS 492 - BATTERIES - Sanyo, same as above but "matched" 7-cells. **\$45.50.**

TS 500 - ROLL BAR - Aluminum material, stronger than stock, will bolt on to stock holes. Polished aluminum or painted **\$10.95 each.**

TS 501 - ROLL CAGE - Made of tubular material this is to replace plastic cage on Stock Single Seater body. Strong, protects body from roll-overs and will last longer than your body will. Ready to bolt on to stock body holes. Painted BLACK: **\$10.95 each.**

TS 502 - ROLL CAGE - Same as above but CHROMED: **\$11.95 each.**

TS 510 - REAR CAGE - Made of strong tubular material, yet lightweight will protect the rear end of your car. Replaces the stock plastic Tamiya cage. Fits stock holes and can be bolted on in minutes. Includes rear metal "screen" for added looks. Stock antenna bracket not included, you may need to re-position. Easy access to motor and gears. Painted BLACK: **\$10.95 each.**

TS 511 - REAR CAGE - Same as above but CHROMED: **\$11.95 each.**

TS 520 - BOX LOXES - This simple way of "holding down" your plastic radio-box cover. No more loosening of cam-locks. Instead, this simple method will provide easy access in and out of the radio box. Can be wet, muddy or dusted, it'll always work. Easily mounted "velcro" material, 4 fasteners make it water tight. **\$2.50**

TS 540 - TIE DOWNS - The best way to make sure wires, connectors, servos and others don't come loose. These tie-downs are strong plastic and easy to work with. They come in packs of 10. Size 6" .80c for ten.

TS 541 - TIE DOWNS - Same as above but... SIZE 8" .90c for ten.

TS 542 - TIE DOWNS - Same as above but... SIZE 11" \$1.10 for ten.

TS 550 - GREEN MEENIE MOTOR - Supper "hot" for that Open class win. Specially wound to accept 7-plus sub-C cell batteries. Race ready will give better battery life than any other comparable motor on the market. Race proven, the "Green Meenie" is one hell of a motor. Bearings throughout. Will fit right in the Tamiya motor case. No drilling necessary. UNBELIEVABLE PRICE **\$44.95.**

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IFMAR Internats UPDATE...

(contd. from page 19)

This was set up this way because of the 8-minute-length of the heats. If everyone was run in a single group, a person would have to be at the track for 10 hours to run 24 minutes (the total of 3 heats per day).

All qualifying heats will be 8 minutes.

All qualifying heats will have 8 car heats.

There will be six qualifying rounds for each event (Stock & Modified).

Fastest four in each event after six rounds have a placement into the World Final.

Next twenty fastest in each event after six rounds have a placement into the Semi's.

SEMI:

There will be two Semi's for each event. The drivers will be placed according to qualifying times:

5th fastest qualifier
1st selection in "A" Semi

6th fastest qualifier
1st selection in "B" Semi

7th fastest qualifier
2nd selection in "A" Semi

8th fastest qualifier
2nd selection in "B" Semi
and so on...

The Semi's will be 8 minutes long.

The Semi's will have 10 cars each.

First and second place in each Semi have placement into the World Finals.

The next fastest two times (regardless which Semi) also will be placed in the World Finals.

WORLD FINAL:

Length: 8 minutes

Placement of drivers into World Finals:

- 1 - Fastest Qualifier
- 2 - 2nd Fastest Qualifier
- 3 - 3rd Fastest Qualifier

- 4 - 4th Fastest Qualifier
- 5 - 1st "A" Semi
- 6 - 1st "B" Semi
- 7 - 2nd "A" Semi
- 8 - 2nd "B" Semi
- 9 - Fastest Semi time after 1st & 2nd places
- 10 - 2nd Fastest Semi time after 1st & 2nd places

SCHEDULE:

Friday, August 13, 1982:

Open Practice/Registration

Saturday, August 14, 1982:

Open Practice/Registration

Sunday, August 15, 1982:

Open Practice/Registration

Monday, August 16, 1982:

Official Practice/ Heat 1-15 3

Sessions.

Tuesday, August 17, 1982:

Stock Qualifying

Group "A" (heats 1-7)

8:00 am to 1:00 pm

Group "B" (heats 8-15-

1:30 pm to 6:30 pm

Wednesday, August 18, 1982:

Stock Qualifying

Group "B" (heat 8-15)

8:00 am to 1:00 pm

Group "A" (heats 1-7)

1:30 pm to 6:30 pm

Thursday, August 19, 1982:

Modified Qualifying

Group "A" (heats 1-7)

8:00 am to 1:00 pm

Group "B" (heats 8-15)

1:30 pm to 6:30 pm

Friday, August 20, 1982:

Modified Qualifying

Group "B" (heats 8-15)

8:00 am to 1:00 pm

Group "A" (heats 1-7)

1:30 pm to 6:30 pm

Saturday, August 21, 1982:

Stock Semi 1 Practice

9:00 am to 9:15 am

Stock Semi 2 Practice

9:15 am to 9:30 am

Stock Main Practice

9:30 am to 9:45 am

Modified Semi 1 Practice

10:00 am to 10:15 am

Modified Semi 2 Practice

10:15 am to 10:30 am

Modified Main Practice

10:30 am to 10:45 am

STOCK Semi 1.....12:00 n

STOCK Semi 2.....12:15 pm

MODIFIED Semi 2.....1:00 pm

MODIFIED Semi 2.....1:15 pm

STOCK World Final...2:30 pm

MODIFIED World Final.3:30 p

ON THE LINE...

(contd. from page 4)

SIMPLY PUT

I just wanted to say that I was one of the early skeptics about R/C RACING NEWS. But these past few months you have made a believer out of me. So you still don't cover airplanes and not too many boat races, but I know how tough it is to get people to sit down and send stuff to you. Still, I think you have done a marvelous job and as proof positive, I am finally sending you my subscription.

Please keep up the excellent work you do and don't change. Don't let those powerful manufacturers dictate what you folks publish. You are doing great so far and now that I'm sending you my hard earned money I hope you won't change.

Cecil Tempelton
Portland, Oregon

If you were standing next to me Cecil, you could see past my Southern California sun-tan just how much I blush. Thanks for your kind words and your money is well invested. Pass the word won't you? ED.



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R/C Racing News Looks At...

Recently we got a hold of MRP's V Sport (Model No. 991) electric R/C boat to check it out and give you a first hand report.

Much to our delight and amazement, (as far as R/C kits are concerned) there was minimal assembly to be done before you could go out and have fun with it.

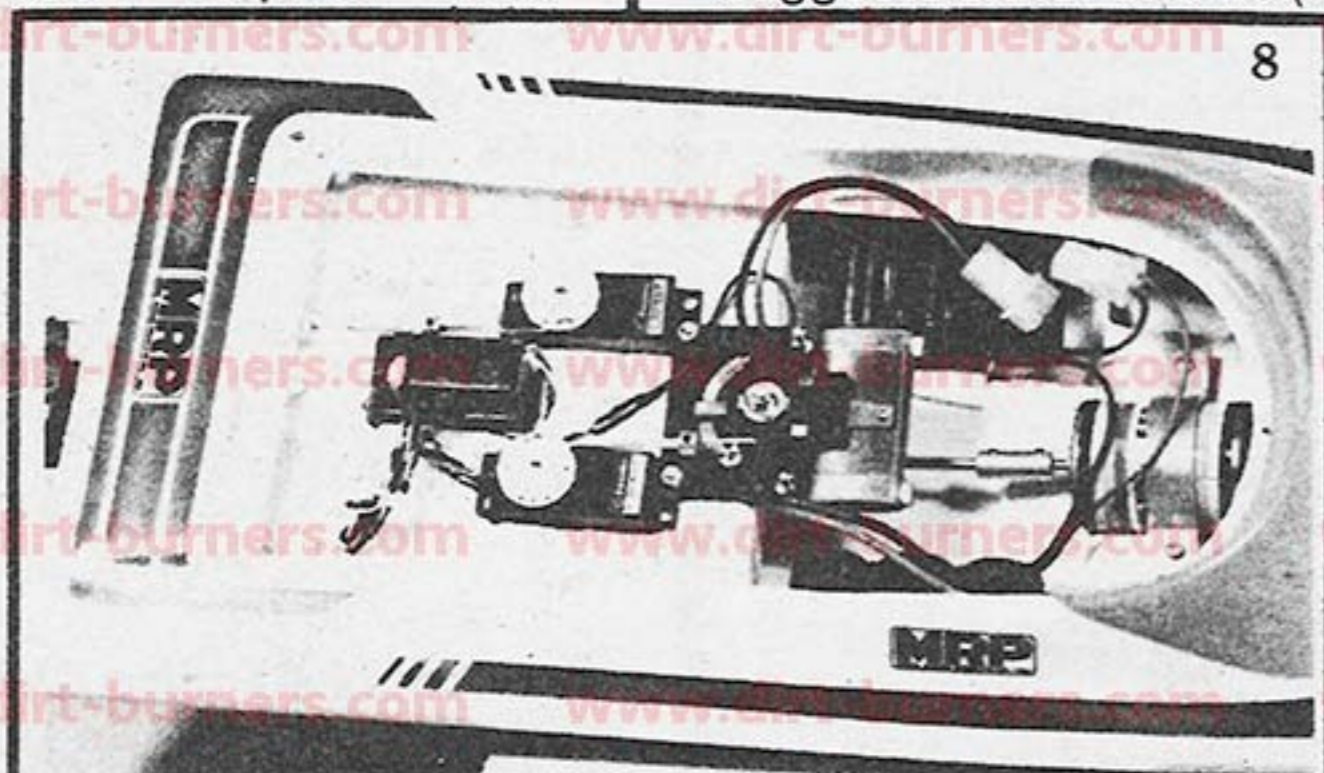
MRP has also Model No. 992 which does require more

There really isn't much detail in this kit and it's assembly can be done in less than two hours, with the major portion going to the radio and linkage.

The entire hull is white plastic and -trimming decals are provided. These will fit right on with slight trimming. In the event you choose to paint it then, the manufacturer suggests either enamel (Pactra,



MRP
MODEL RACING PRODUCTS, INC. - USA



The Sport V kit (#991) comes practically all assembled, except for the radio system and finishing decals and paint.

assembly, such as the hull and deck, motor bracket and motor, rudder, etc.

But in our case, the only thing we had to deal with is the radio system and linkage. The foam installation inside actually makes this job much easier as holes are pre-cut for both servos and receiver units. In the event that a servo is larger, the foam can be easily shaped to

Testors, Formula-U) or lacquer (Auto Touch Up, Du pont, or Ditzler) paints.

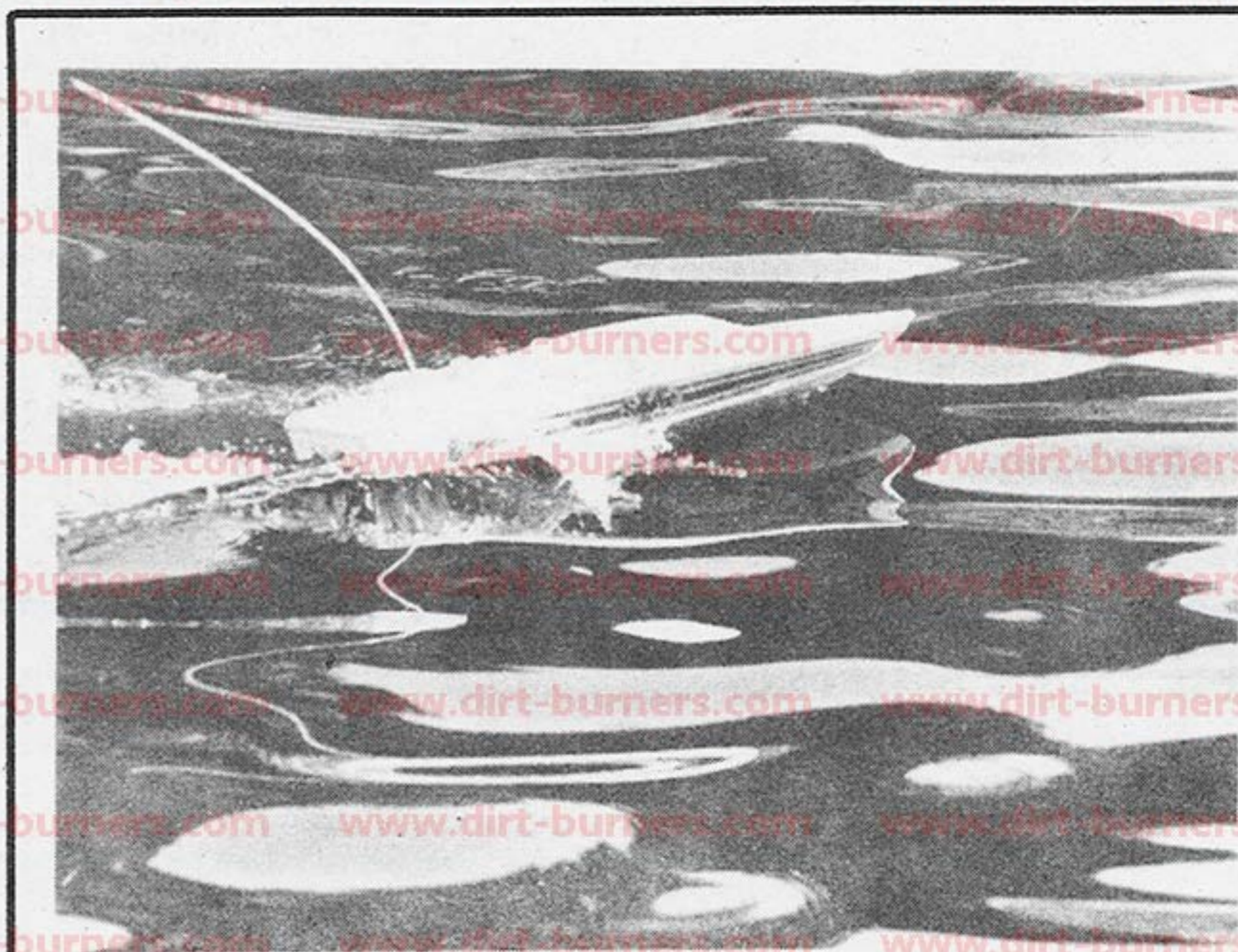
What we want to convey here is that the V Sport kit is an excellent beginner's kit that can be run almost anywhere. It's .05 motor and 6-cell power system can be easily charged in 10 to 15 minutes and can be run anywhere; back-yard pool, local park or pond or at any lake.



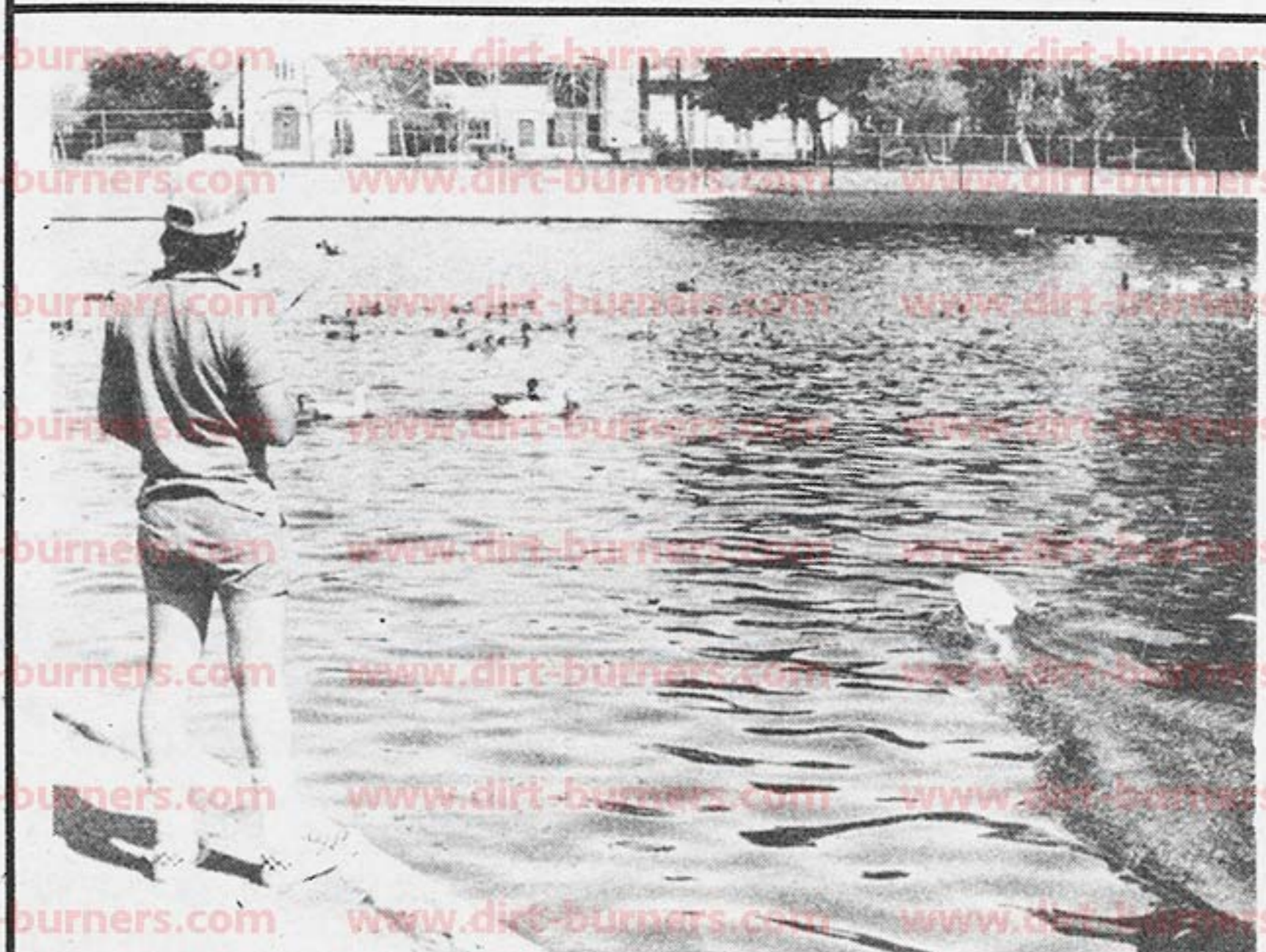
Some trimming is necessary to fit the radio compartment cover to the hull. Using a 1/16" drill, drill five attachment holes and place screws accordingly.

fit with a sharp knife. If the units are smaller, then using the foam provided, cut smaller pieces and stuff them between the servos or receiver box.

We can also see where someone can stick a hotter-wind motor and extra cells and really go-for-it! Available from MRP, U.S.A.



With batteries fully charged, this boat will run ten to fifteen minutes on smooth water. Radio compartment is not water-resistant, so stay away from choppy water conditions. Keep cover on at all times.



The V Sport kit No. 991 is perfect for the young or beginner R/C'er. Requires little assembly and in a couple of hours you can be having fun at your local duck pond. Go get'm.

R/C Racing News Looks At...



parma international

1/18 Cheetah

The PARMA "Cheetah" is the second in the line (first was DELTA's) of 1/18th scale electric R/C cars.

This scale promises great things to come if enough are sold and there are people to race them. Before getting into that, we'll check out its assembly.

provided, fit well enough.

The front end was a bit hard to set and perhaps the size of the piano wire provided may be too big for this scale. A smaller gauge makes it much easier to bend and trim.

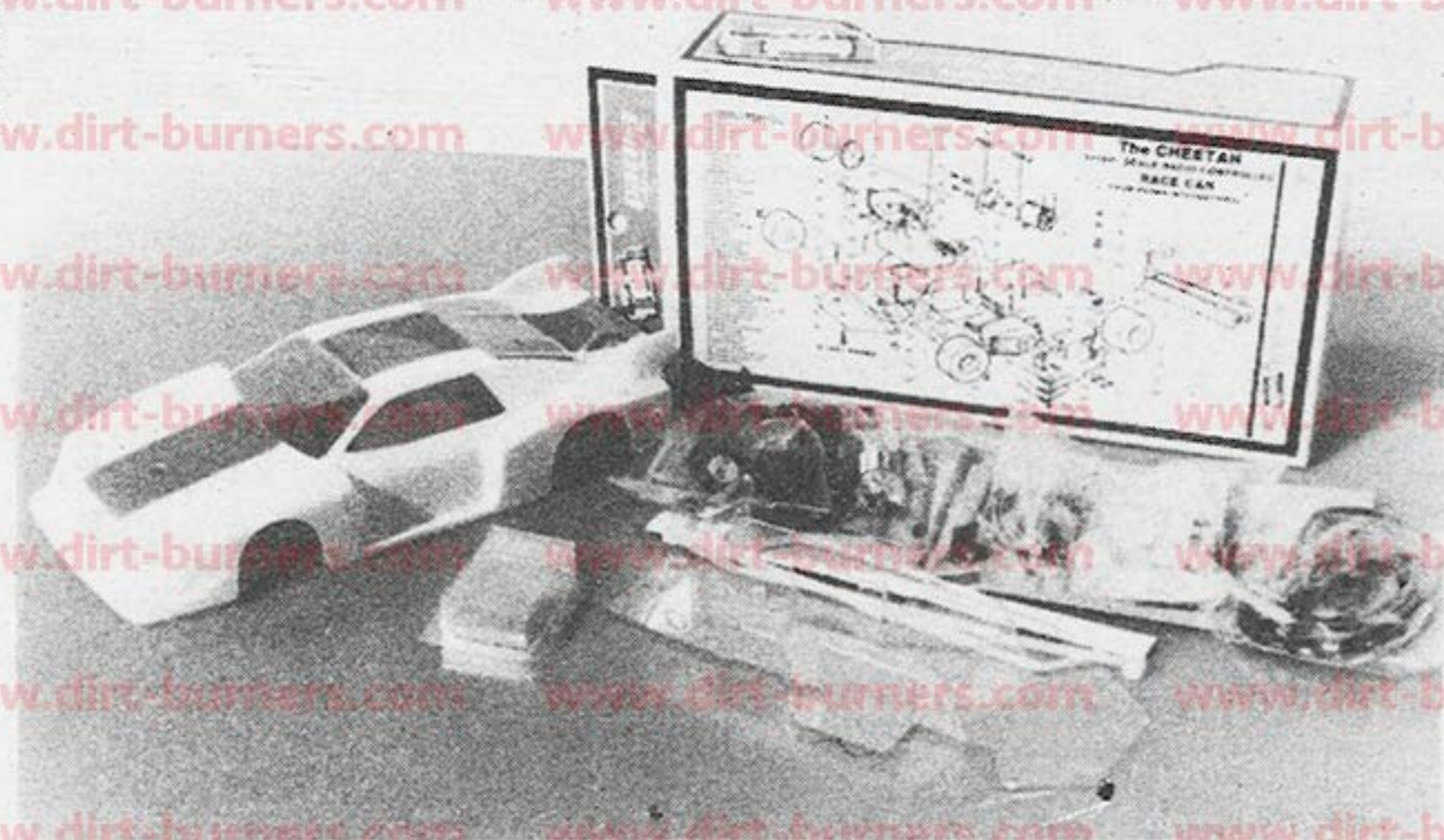
Be prepared to take your time in fitting the small pieces (I mean

radio system. Here we used futaba's S-20 servos for both steering and speed control. The chassis cut-outs are set for these types of servos, although other micro-servos can be used.

taken so that wires don't get tangled with each other.

The beauty about this scale is that it can be run almost anywhere. We used it indoors, in our garage, then on the family room and of course outside in

The speed control portion of the



The tightly packed kit (box) has all the components and a graphic relief showing the assembly of the car. Actual assembly can take between 2 or 3 hrs.

The instructions provided are simple enough and the graphic relief shows how every part should fit. This is very helpful as sometimes the copy is not as clear as the pictures. (What is it that they say: "a picture is worth...")

It took us about one hour to assemble the rear end, motor, and front end to the clear chassis. All the nuts and screws

(small) together. If your hands and fingers are not nimble, this may take a little longer. For example: fitting the outer "c" clip on to the wheel spindle is not an easy task. Tolerances are so small and tight that it can only be done with very small tools and patience.

Once front end and rear end and chassis and battery are all assembled, then comes the



Small and nimble fingers will work best in the assembly of this kit, otherwise, we suggest lots of patience and small tools.



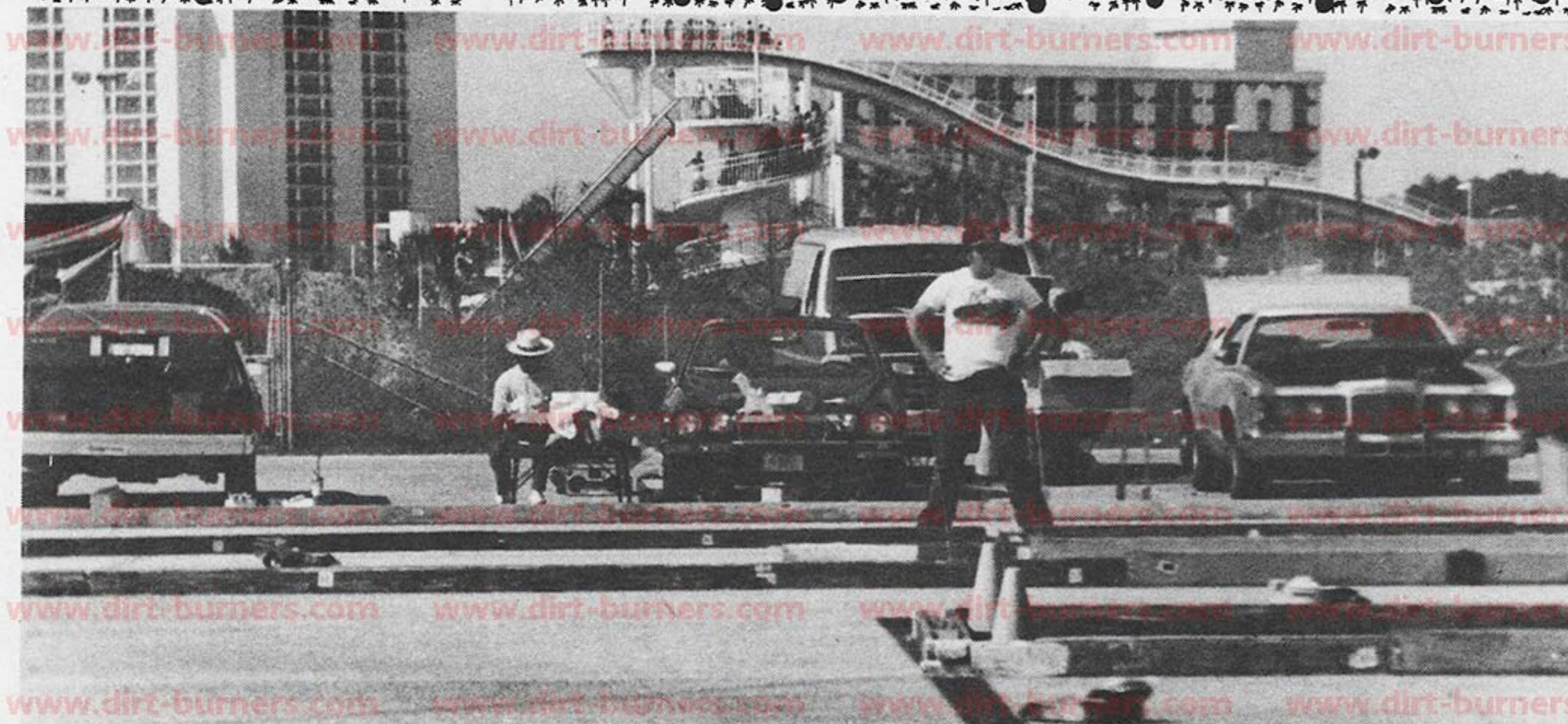
A rather unique speed control system (forward & reverse) is suggested. This unit takes more time to assemble than any other and cutting of servo arm is necessary to fit the very tight tolerances.

assembly took the most time. There is some cutting to be done (servo arm) according to the display and some bending* (contact points). When finished this unique speed control system provides (variable resistor) forward and reverse speeds (without the use of a micro-switch for reverse). Wiring is simple but great care must be

the asphalt parking lot. It is suggested that for slippery surfaces (like the garage) you use something like Sears Sure Grip paint. DELTA recommended tar paper which gives super traction and can be installed and removed easily.

The "Cheetah" kit and parts available from PARMA Int'l

THE FLORIDA WINTERNATIONALS



1/12th Electric Bonanza to LAVACOT and AGUIRRE

This year's Florida Winternationals was run in the parking lot of the WET N' WILD (background) Resort facility.

Orlando, Florida
February 15-21, 1982

THE CENTRAL FLORIDA R/C RACERS CLUB OF ORLANDO, FLORIDA PUT ON THE FIRST OF TWO WEEKS OF ALL OUT R/C RACING. THIS FIRST WEEK WAS SOLELY DEDICATED TO THE 1/12th SCALE "STOCK" AND "MODIFIED" CLASSES. THE END RESULT: SOME OF THE BEST RACING AMONG THE TOP RACERS IN THE COUNTRY.

All the factory teams were there: Associated, JoMac, MRP, BoLink, Delta, Parma; plus teams from various other parts of the country.

The setting was a new one this year, from last. It was the large parking lot for "Wet & Wild", a fun recreational water resort. The track was located to the extreme end of the parking area away from the traffic and crowds, which was really unfortunate because the thousands of tourists around missed seeing a truly spectacular week of racing.

Because of the ample area

surrounding the track, there was no problem for the one hundred plus racers finding their very own spot for the week.

Some flew from various parts of the country and used the "rent-a-cars" or in some cases the "rent-a-wrecks" as their pits, popping the hood or lifting the back to set their wares. Others drove to Orlando bringing with them, in some cases, all the comforts of home. Trailers, campers and motor homes were set up for the week-long racing program. Needless to say, this barren parking area, usually empty of cars, became

the focal point of activity and racing preparation.

Just so that we don't keep you in further suspense, two Assoc-



Driving too close to the board (above & left) can have its damaging effects.

iated Team members walked away with the coveted first place trophies in the STOCK and MODIFIED "A" Mains. They were Mike Lavacot (STOCK) and Jim Aguirre (MODIFIED). They both pulled all the stops when it was necessary to do so.

Of course not all the best racing is done in the A Main. It usually starts in Open Practice and continues through Controlled Practices, Qualifying and then the Mains. In fact, some of the best racing is done on the "bench" as we all know by now. This week was no different.

Monday, Feb 15th, was the first day when most of the drivers were arriving and beginning to start "dialing in" their cars.

The original schedule called for Monday, Tuesday and Wednesday to be used as days of practice (open and controlled), then Thursday and Friday was to be the two days of "qualifying" with the Finals to be held on Saturday, Feb. 20th.

That was the schedule, but when rain hit the area on Tuesday and part of Wednesday, all the dates were moved back one

day, thus making Sunday the day of the finals.

As a result, the banquet on Saturday had to be moved to Sunday as well, and because of this, it was agreed to cancel it,

as many racers had to start making their way back home early.

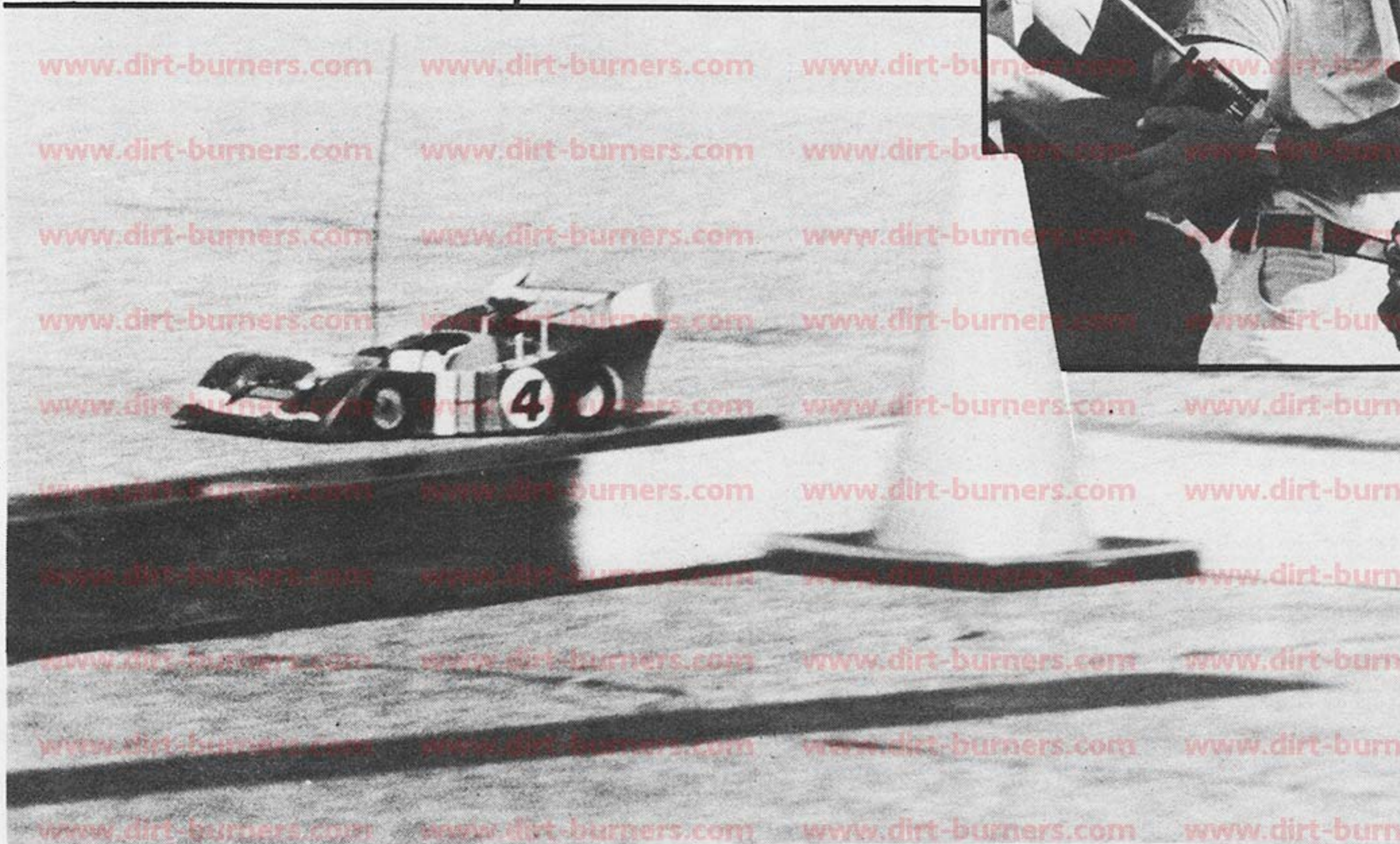
Stock practices and qualifying were held in the mornings, while the Modified action came in the afternoons.

Racing usually ended at sunset, but one could still see many racers staying on until there

send you sprawling onto the middle of the track. No room for mistakes here, no matter how slight. It became apparent toward the final day of qualifying that you just had to stay off the boards at all costs because they were unforgiving. On several occasions cars were seen coming into the pits with pieces of wood-slivers right through the body or tire;



Jim Agurrie (foreground) the Modified "A" winner, way ahead of the rest of the field.



The winning Modified A car was Jim Agurrie's Associated #4.

was almost no car to see on the track, (because of the darkness) for that extra bit of time to get the car ready for the mains. Real diehards I say.

Around the pits one could hear the racers discuss the latest "trick set up" for this track...the best tire compound...what would be the best line around the infield... "is the bite coming up?"...and so on; the normal race talk one hears at all races but only this time, the right answers could mean a great deal more in a race of this "stature". So everyone was intent to find the right combination to make the car and driver work.

A lot of talk was concentrated on the track itself. Especially the boards that were laid out throughout the infield and out of the corners. These sections were constructed of 2" X 4" X 8' pieces of lumber, squared off at the corners. If you came too close to them while making the turn, they seemed to come out and bite you and

evidence of that one mistake. But when you think about it, it was that way for everyone and that's racing.

THE RACING

It's very difficult to give you a blow-by-blow description of every heat and every main in this kind of a race. Almost every heat or main had its great moments of wheel-to-wheel competition, and while some were dicing for fourth or first in the "J" or "F" mains, their efforts were no less dramatic or important in the scheme of things. We acknowledge those efforts by posting every main in the Stock and Modified Classes and the finishing positions and laps.

The one race that everyone did focus on was the "A Main" in both classes.

Starting with the A STOCK: It was Mike Lavacot (ASSOC.) from the start fighting it out with Jim Welch (MRP), Tim Morton (BoLINK), Kent Claussen

(ASSOC) and Art Carbonell (DELTA). (Yeah! You heard it right, Carbonell, the current World Champion in 1/8th scale) All within just a few feet of each other trying to find the right line and keep it. While the racing was close for the first two or three laps, it became apparent that Mike Lavacot was the one to beat. He started to pull away from the field and by the 10th lap he had put a half a lap dist-

ance between he and second place.

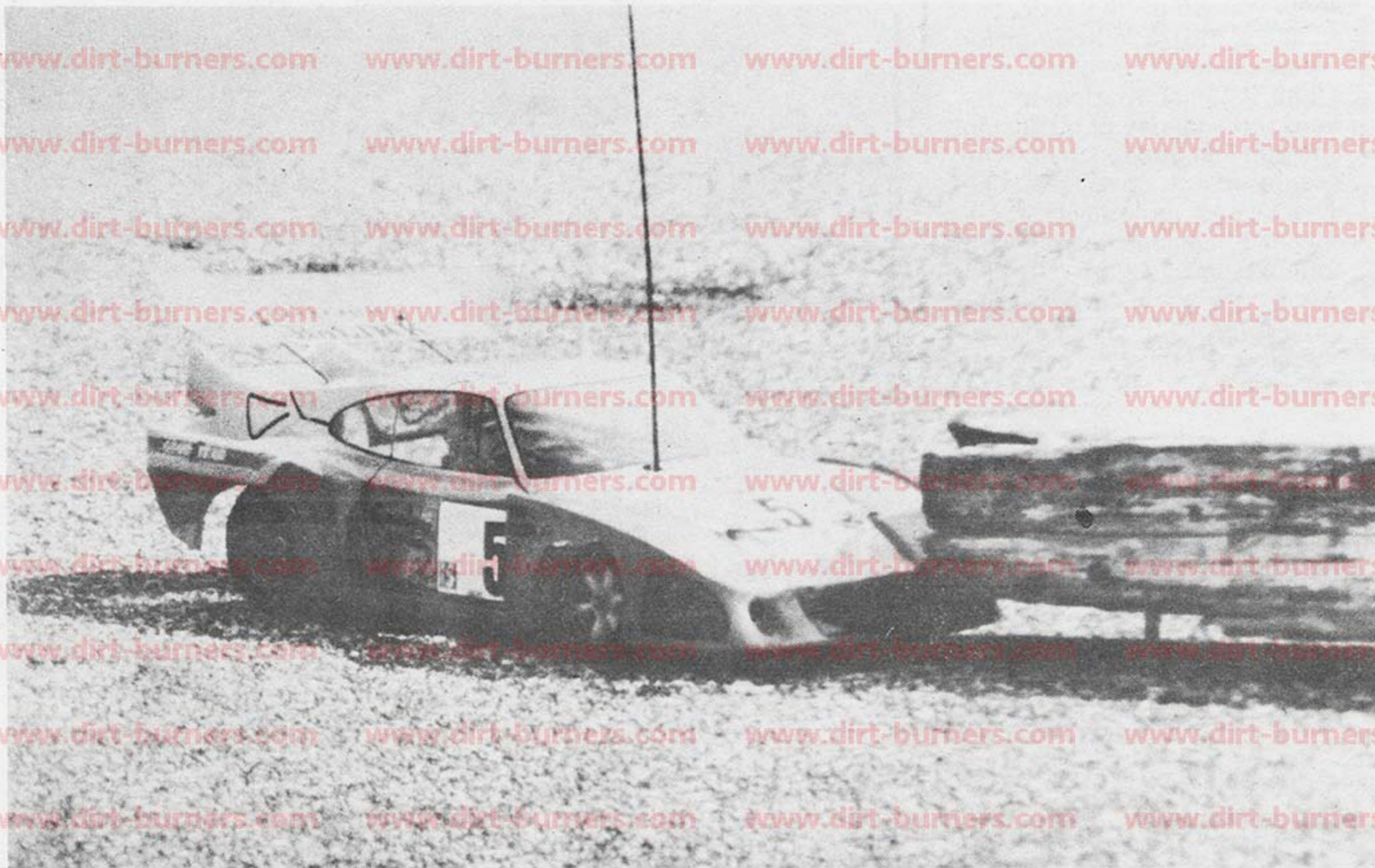
But as we know in 1/12th racing, skill in driving isn't all. The batteries have to last the full eight minutes. And as the seven minute mark was announced, it was obvious the Mike Lavacot was "dumping" a bit earlier than expected. This allowed Jim Welch and Kent Claussen to begin to close up on Mike.

And so it was that by the time the eight minute bell rang, Mike Lavacot's lead over second place Jim Welch's was only a mere 15 boards or about two turns in the infield. Third place went to Kent Claussen (ASSOC) with fourth to Art Carbonell (DELTA) and fifth to Tim Morton (BoLINK).

A special note should be made of BoLINK and Tim Morton's efforts, as this was the first time (contd. next page)



The hard working group of the Central Florida R/C Car Club.



Mark Bare (3rd. E Stock) found the going tough, especially when you dice it out with a 2 X 4"...Nasty!

a BoLink car had made the A MAIN of a major event such as this one. The Georgia boys were overheard afterwards; "they now know that a BoLink car can run with the fast ones, wait till the next one, we'll be right up there".

The MODIFIED A MAIN had a real surprise for everyone, as Jim Aguirre (ASSOC), running his 121, Reedy Modified/Sanyo powered/Novak, suspension car took the lead from the start and never looked back. I mean to tell you, he put eight minutes of flawless driving, and while considered an excellent driver, when you're running with the likes of Gene Husting, Mike Lavacot, Rick Davis, Rich Douglas, Kent Claussen, Ron Shuur, Art Carbonell, Mike Queller and Steve Koepp all in the same main, the label of "dark horse" was best suited for Jim. Still, when the flag dropped, there was no one there that even came close to catch him and his 34.24 laps were almost one lap ahead of second place Rick Davis who finished with 33.31 laps.

WINNERS

These gentlemen deserve recognition for their fine efforts against an outstanding field of racers:
 STOCK A MAIN: Mike Lavacot (ASSOC); B MAIN: Mike Toland (ASSOC); C MAIN: Ron Shuur

(JOMAC); D MAIN: Ed Enberg; E MAIN: Stephen Cupp(ASSOC); F MAIN: Joe Tasillo (DELTA); G MAIN: Jeff Mikolaitis; H MAIN: Tim O'Sullivan, Jr; I MAIN: W.R. Kimbrell; J MAIN: Lamar McClellan.

MODIFIED A MAIN: Jim Aguirre (ASSOC); B MAIN: Craig Kelley (BOLINK); C MAIN: Steve Hickman; D MAIN: Ed Enberg; E MAIN: Bill Jeric; F MAIN: Richard Leeds (MRP); G MAIN: Robert Wold; H MAIN: Bob Hayes; I MAIN: Dennis Harris; J MAIN: Lamar McClellan.

Winner of the "Concours" in both classes was Bob Selover, who also took a third place



Somewhere in there, there's a car. Bob Rule hopes it's not a BoLINK.



The scoring van, manned by five people kept track of all the laps.

trophy in the G Main.

In recapping the entire 1/12th week of racing, one must point out that anytime you get together one hundred plus top racers from all around the country, some representing the major companies in the sport, all thinking that they have just as good of a chance to win as the next guy; there's going to be disappointment, heartbreak and frustration. These feelings are sometimes taken out on the promoting club or organization. In most cases, we feel this is unwarranted, and although there were a number of things that could have been a bit better or improved during the week, we still take our hats off to the Central Florida R/C Racers Club for tackling such an effort. More specifically to the club's President Milt McKinney, Race Director, Kim Davis and the unsung heroes and heroines that do all the tough work: Sylvia O'Sullivan, Linda Valyou, Pattie

Champion, Bill Mikolaitis, Tim O'Sullivan, Jr., Angel Diaz, Rod Bauer, Doc Donhoff, Tim O'Sullivan, Sr., Dana Roun, Jeff Mikolaitis and Bob Valyou.

We'd like to thank them all for a fine week of racing and also the WET N' WILD facility for providing the space and nice setting for this year's Winternationals. We all hope to be back next year.

RESULTS

STOCK A MAIN:

1. Mike Lavacot.....	32.62
2. Jim Welch.....	32.47
3. Kent Claussen.....	32.14
4. Art Carbonell.....	31.59
5. Tim Morton.....	31.46
6. Allen Andrews.....	31.15
7. Rick Davis.....	30.58
8. Bruce Hickman.....	13.0
9. Jim Aguirre.....	
10. RePete Fusco.....	

B MAIN:

1. Mike Toland (33.24)
2. Rich Douglas (32.57)
3. Gene Husting (32.17)
4. Steve Koopp (31.49)
5. Pete Fusco (31.47)
6. Jerry Brower (31.3)
7. Mike Queller (31.0)
8. Patrick Miller (15.0)
9. Mike Hickman
10. Mike Reedy

C MAIN:

1. Ron Schuur (31.24)
2. Craig Kelley (31.23)
3. Hugh Ebner (31.1)
4. Bill Jeric (30.59)
5. Doug McNeely (25.4)
6. John Parcell (28.39)
7. Larry McLendon (26.1)
8. Doug McNeely (25.4)
9. Glen Lewis (1.0)
10. Randy Tentschert (1.0)

D MAIN:

1. Ed Enberg (30.37)
2. Roy Kelley (30.21)
3. Ray Hepner (30.21)
4. Mario Biscaro (30.15)
5. Tom Porfirio (30.8)
6. Fred Hanstine (28.68)
7. Bob Hayes (28.8)
8. Steve Hickman (26.68)
9. Scott Ferguson (22.0)
10. Dave Willits (1.0)

E MAIN:

1. Stephen Capp (29.5)
2. Pete Peterson (28.63)
3. Mark Bare (28.23)
4. Gary Wallace (28.9)
5. Richard Sylvester (28.5)
6. Mike Fromer (27.34)
7. Richard Leeds (27.32)
8. Dana Roun (27.28)
9. Cliff Garra (25.50)
10. Don Miller (20.0)

F MAIN:

1. Joe Tasillo (28.61)
2. Robert Wold (28.45)
3. Lee Muse (28.10)
4. Tony Massey (27.35)
5. Steve M. Krutsinger (27.24)
6. Bill Cheek (27.22)
7. Tate McDaniel (27.3)
8. Timo Kurko (26.60)
9. W.T. Kimbrell (17.0)
10. Rick Jordan

G MAIN:

1. Jeff Mikolaitis (27.22)
2. Mike Childress (26.68)
3. Glen Selover (26.61)
4. Rocky Hagan (25.50)
5. Edie Herrman (25.46)
6. Bryan Esser (25.22)
7. Frank Davis (24.22)
8. Allen McDonald (22.50)
9. Tim O'Sullivan (12.0)
10. Bob Herman

H MAIN:

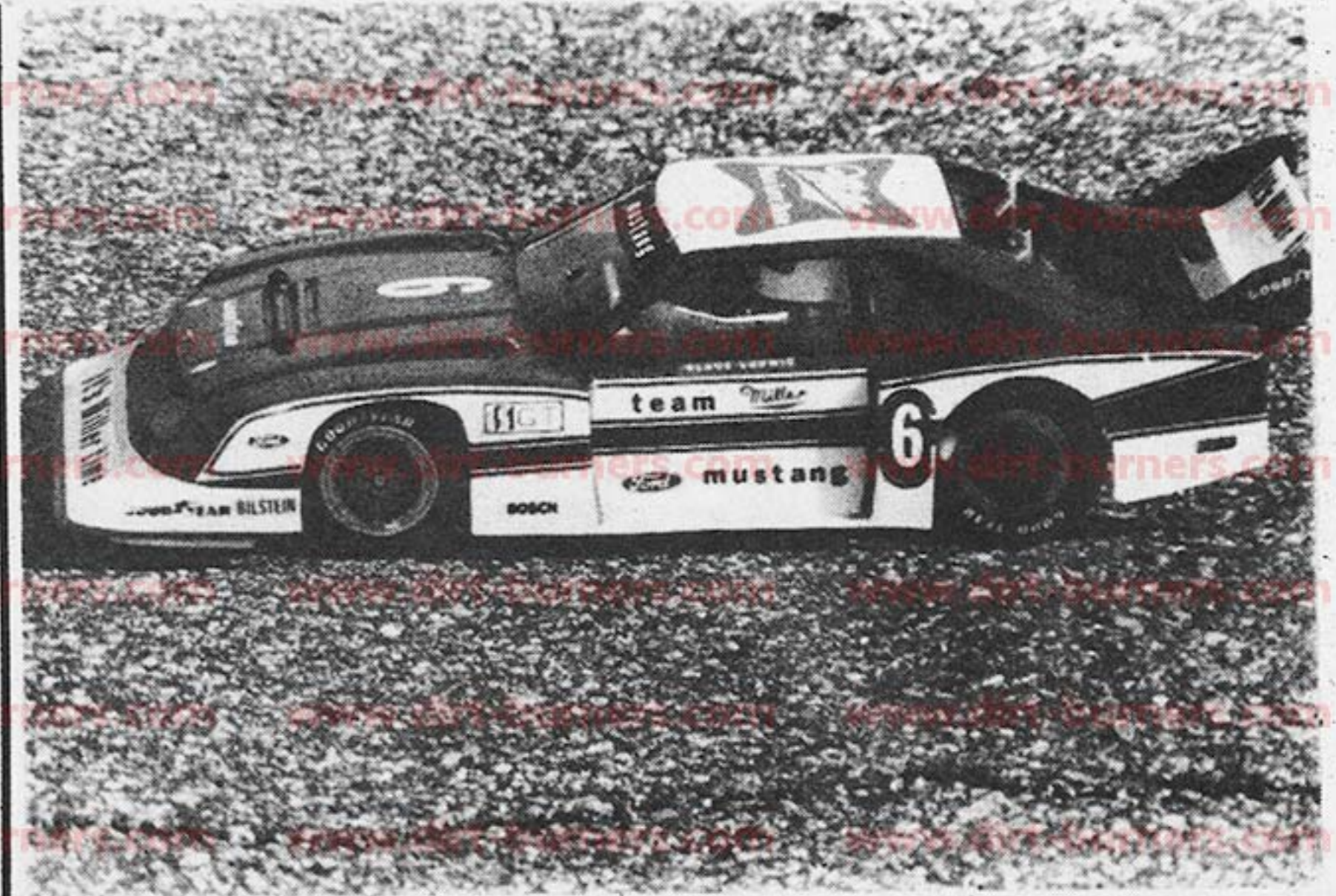
1. Tim O'Sullivan Sr. (26.39)
2. Ray Gonzalez (25.38)
3. Rod Bauer (25.37)
4. Marty Robertson (25.37)
5. Bruce Hollander (25.13)
6. Dennis Harris (23.46)
7. Bob McDowell (14.0)
8. John Jones (7.0)
9. Robert Harris (5.0)
10. Carl Ford (1.0)

I MAIN:

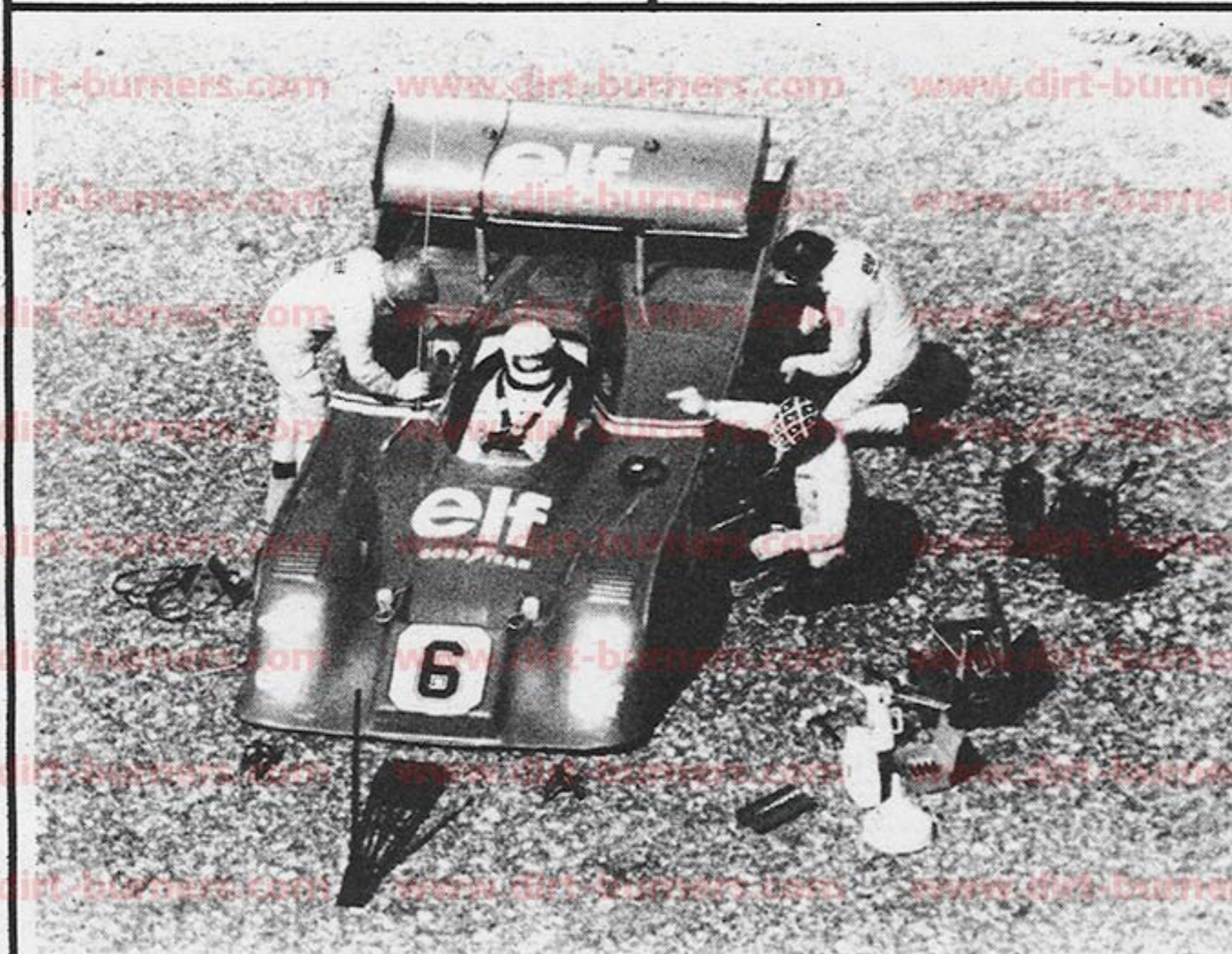
1. W.R. Kimbrell (27.47)
2. Glenn Walta (25.54)
3. Bob Selover (25.28)
4. Frank Pupello (24.5)
5. William Haggerty (23.28)
6. Steve Kraus (18.54)
7. Dennis Crenshaw (18.40)
8. Art Scarvelli (17.0)
9. Noel Palmer (4.41)
10. Joey Candelore (1.0)

J MAIN:

1. Lamar McClellan (26.34)
2. Craig Destefano (24.57)
3. Dan Roeder Jr. (23.47)
4. Bill Fraden (20.1)
5. Ron Robertson (19.51)
6. Patty Champion (19.48)
7. James Swan (9.0)
8. Dan Roeder (3.8)



Bob Selover's cars in the Modified and Stock classes won the "concours" event.



This entry in the "Concours" event took second. It featured a driver, whose head turned to each side, pit crew and equipment ordinarily used during pit stops.

7. Tom Porfirio (29.59)
8. Fred Hanstine (29.46)
9. Gary Wallace (27.58)
10. Joe Tasillo (8.0)

E MAIN:

1. Bill Jeric (31.45)
2. Mark Bare (31.3)
3. Richard Sylvester (30.7)
4. Lou Przybyla (29.24)
5. Tony Massey (29.22)
6. Don Miller (29.20)
7. Bill Cheek (27.0)
8. Cliff Garra (25.0)
9. Ross Klober (21.1)
10. Allan McDonald

F MAIN:

1. Richard Leeds (29.39)
2. Lee Muse (29.29)
3. Stephen Capp (28.38)
4. Ray Hepner (28.27)
5. Dana Roun (28.4)
6. Pete Peterson (27.68)
7. Rick Jordan (27.62)
8. Ricky Hagan (27.15)
9. Ray Gonzalez (18.0)
10. Eddie Herrman

G MAIN:

1. Robert Wold (28.68)
2. Carl Ford (28.41)
3. Tim O'Sullivan, Jr. (28.31)
4. Bryan Esser (28.23)
5. Steven Krutsinger (27.47)
6. Robert Ham (27.14)
7. Jeff Mikolav (24.5)
8. W.T. Kimbrell
9. Tim O'Sullivan, Sr.
10. Bob Herman

H MAIN:

1. Bob Hayes (30.45)
2. Tate McDaniel (27.29)
3. Mike Childress (26.68)
4. Alfred Reidel (26.30)
5. Marty Roberson (26.19)
6. Bob Selover (24.31)
7. William Haggerty (22.36)
8. Glen Selover (19.31)
9. W.R. Kimbrell (8.0)
10. John Jones

I MAIN:

1. Dennis Harris (25.99)
2. Rod Bauer (25.19)
3. Frank Davis (25.8)
4. W.S. Forshay (24.28)
5. Art Scarvel (24.7)
6. Charles Sumner (22.54)
7. Ron Roberson (22.41)
8. Tom Marlowe (20.68)
9. Dan Roeder Jr. (15.0)
10. Dan Roeder (14.36)

J MAIN:

1. Lamar McClellan (27.13)
2. Bruce Hollander (26.38)
3. Bob McDowell (26.28)
4. Patty Champion (19.1)
5. Noel Palmer (13.32)
6. Frank Pupello
7. Dave Hadsock
8. Warren Jamison
9. Ken Campbell

(Note: decimal after number of laps designates number of boards into the last lap)

MODIFIED A MAIN:

1. Jim Aguirre.....34.24
2. Rick Davis.....33.31
3. Ron Shuur.....33.30
4. Kent Claussen (TOP QUALIFIER 33.67) 33.29
5. Art Carbonell.....33.19
6. Mike Queller.....32.44
7. Steve Koopp.....32.43
8. Mike Lavacot.....31.3
9. Gene Husting.....31.0
10. Rich Douglas

B MAIN:

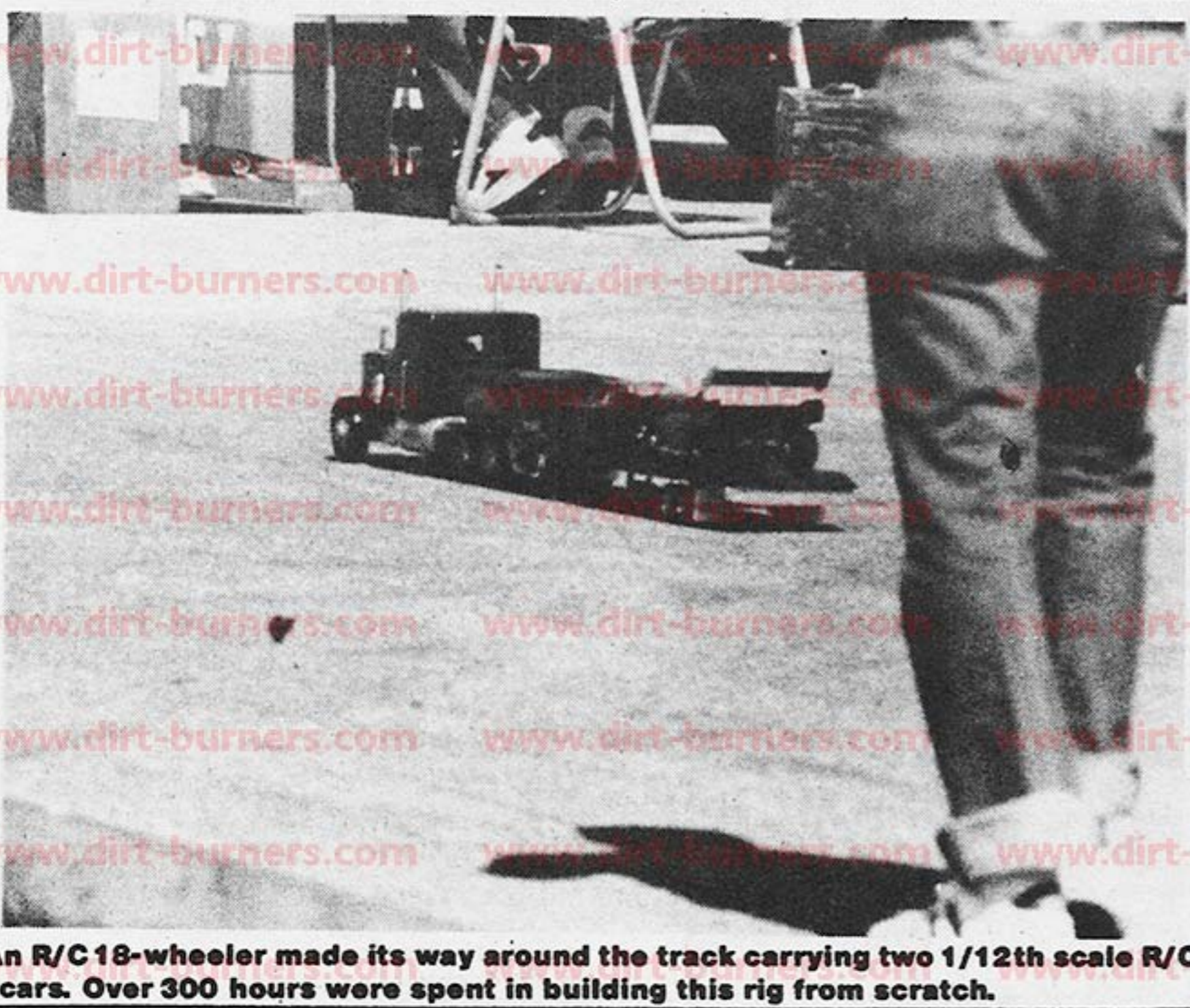
1. Craig Kelley (33.14)
2. Pete Fusco (32.44)
3. Bruce Hickman (32.43)
4. Tim Morton (32.29)
5. Mike Toland (32.24)
6. Mike Hickman (31.37)
7. Allen Andrews (31.29)
8. Mike Fromer (31.3)
9. RePete Fusco (4.0)
10. Scott Ferguson

C MAIN:

1. Steve Hickman (32.19)
 2. Mike Reedy (31.68)
- (the rest of the results were not available to us at press time, due to a conflict)

D MAIN:

1. Ed Enberg (31.53)
2. Gary Crumb (31.21)
3. Dave Willits (31.3)
4. John Parcell (31.1)
5. Mario Biscaro (30.2)
6. Jerry Brower (30.)



An R/C 18-wheeler made its way around the track carrying two 1/12th scale R/C cars. Over 300 hours were spent in building this rig from scratch.

ae TEAM ASSOCIATED

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.

★ Using the popular RC 300 BD car, Team Associated shattered last year's record by 419 laps! Car features **RICH LEE** - built K & B Engine & **AIRTRONICS** Radio. ★
TEAM ASSOCIATED HAS NOW WON THE LAST THREE 24 HOUR MIAMI RACES!

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.)



Call or write for your free copy of "Racing with the Team" Official Newsletter of Team Associated.
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THE TEXAS "TERROR" TAKES



Ralph Burch, Jr. Winner of 1/8th Can Am

IT WAS THE SECOND WEEK OF THE TWO-WEEK LONG FLORIDA WINTERNATIONALS AND SOME OF THE BEST RACING WAS YET TO COME. MORE SPECIFICALLY, THE DAZZLING SHOW OF SKILL & ABILITY BY THE TEN "A" MAIN DRIVERS, AND ONE IN PARTICULAR; A YOUNG MAN FROM TEXAS: "RALPHIE" BURCH, 14 YEARS OLD AND A "TERROR" ON THE TRACK.

Orlando, Florida
February 22-27, 1982

Just as the dust had cleared and most of the 1/12th scale racers were on their way back to their homes in various parts of this country, a whole new group turned up at the WENT N' WILD facility, ready to crank up that two-stroke and have a little fun for about a week.

A few people like Ross Kloeber, Gene Husting, Rick Davis, Pete & RePete Fusco, among others, had raced in 1/12th and now with their electric cars safely packed away in their hotel rooms, it was time to "raise some hell" and make the track come alive with the sounds and smell of 20%, 30%, 40% mix.

Most everyone else started arriving on Sunday and Monday to start dialing in their cars during the "open" practice sessions.

"Open practice" or better known as "massacre" time. It's

amazing to see some of these guys fly or drive thousands of miles, spend a small fortune in travel and hotels and in one short "open" practice session destroy their car and then have to spend the next two days trying to get it running.

Wish I'd had a rolling hobby shop, I could have made a fortune.

Of course I'm speaking from first hand experience as I was one of those "dummies" trying to get my car(s) back in running condition before Thursday and Friday qualifying days.

While the track (and boards) was tough the week before with the 1/12th cars, it was totally unforgiving for the 1/8th scale cars. Hitting speeds of 55 miles plus on the straight-away and diving into a right hand sweeper to a right hairpin, where one of those "nasty" 2 X 4's seemed to just reach out and grab you if you got too close. It was a matter of better judgement (or skill) whether you went for it and "gassed it" or laid back and cruised around it.

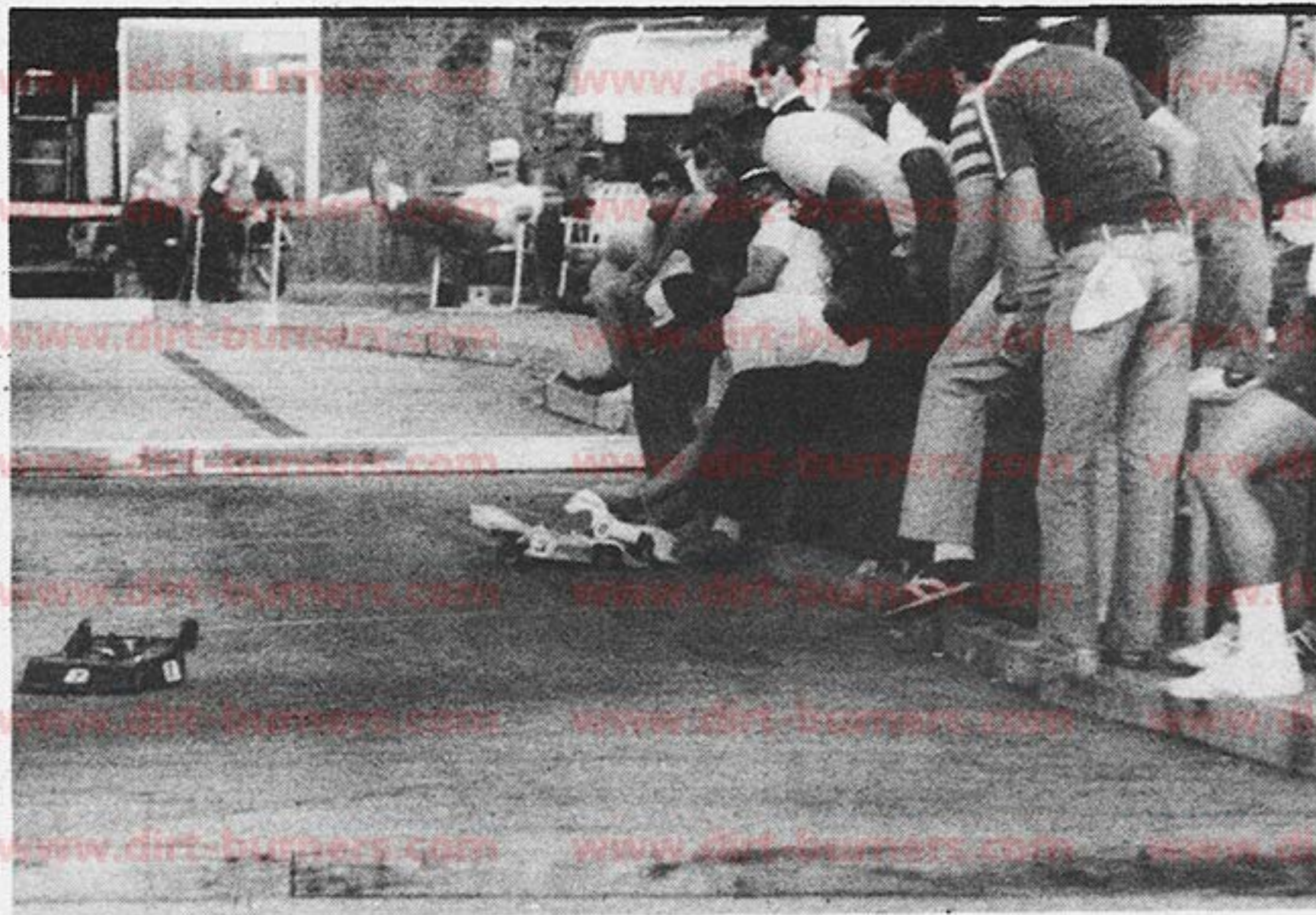
The infield was no less tough on the cars, as my six blown servos will testify.

The three days of "open practice" allowed many to get it out of their systems and just run for the hell of it.

(contd. next page)



THE A MAIN: (left to right) Kim Davis (ASSOC); Mauricio Bernardo (DELTA); Rich Lee (ASSOC/RICH LEE); Chuck Phelps (ASSOC/RICH LEE); RePete Fusco (ASSOC/RICH LEE); Art Carbonell - World Champion (DELTA/PICCO); Curtis Husting (ASSOC/RICH LEE); Ralph Burch, Jr. (ASSOC/RICH LEE); Dana Smeltzer (ASSOC/McCOY); Rick Davis (ASSOC Susp). 29

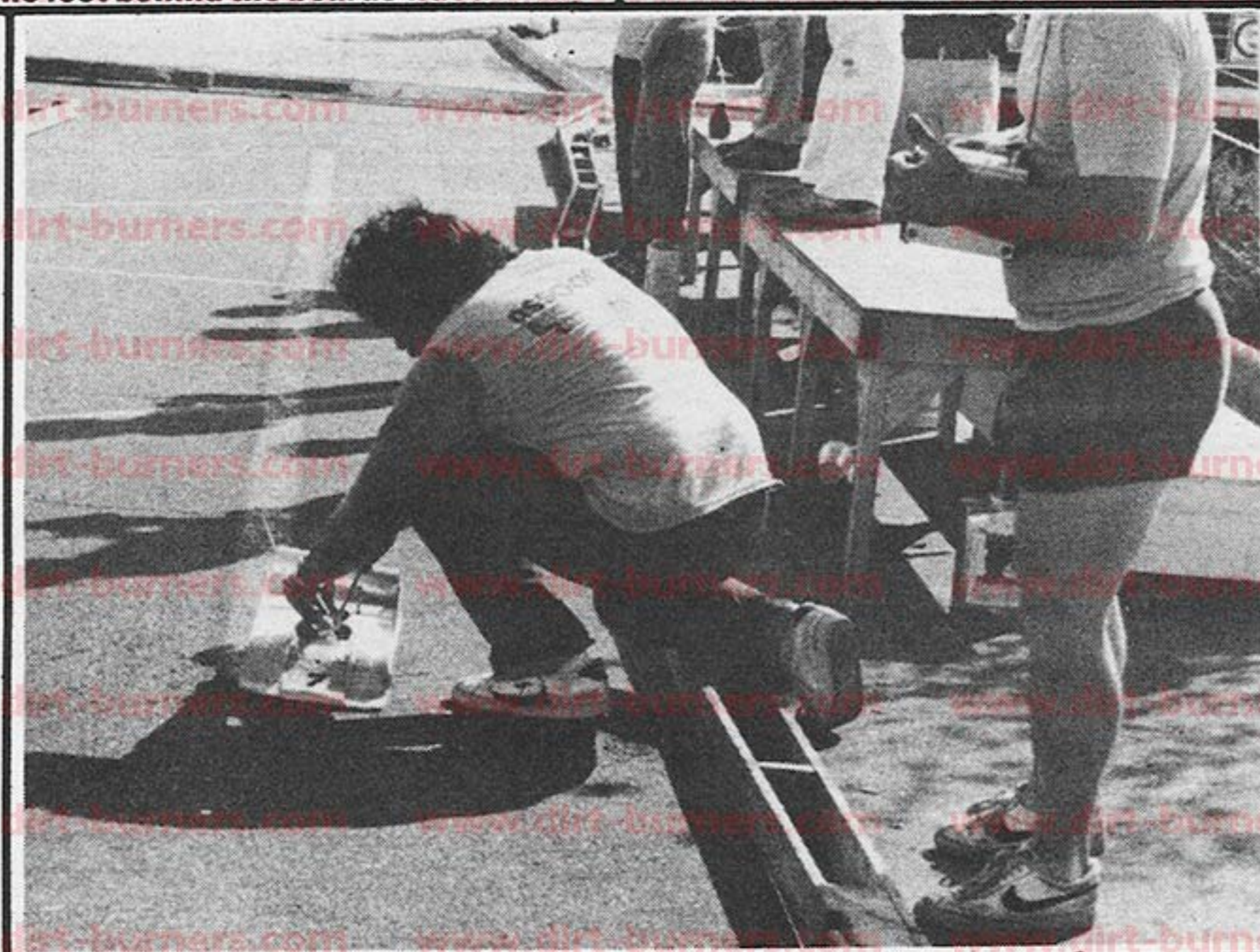


Some times most of the damage was done in the pits (above), the narrow space made for interesting strategy. (below) One foot behind the boards was a must.

One of the biggest problems was trying to find the frequency pins, as some dubious characters seemed to walk away with them and hide them for hours. It helped if you had crystals for all frequencies and grabbed whichever one became available. Otherwise it might be an hour before you got to run.

A large contingency arrived on Tuesday from Venezuela. Nine drivers and their ladies and friends set up camp at one end of the track and from the sounds and the noise coming out of that area, it seemed like they were having the time of their life. Interestingly, only one out of the whole group understood English. At times, it was very difficult to make them understand that they can't test their cars without the "pin" or that they had to return the "pin" once they were through with it. "Pin-hogging" wasn't exclusive to them as almost everyone tried to get as much running time as possible.

The weather remained very pleasant, in fact almost perfect. Humidity was way down, the temperature about 70 and clear and plenty of sun to get some of



that revered Florida tan to show the folks back home.

By Wednesday eve almost everyone was there. Thursday morning (Feb 25th) was the first day of Qualifying, with the first round going off at 8:00 am sharp (or a few minutes thereafter).

This was the first time we had a chance to see young Ralph Burch, Jr. do his thing here.

He went out for a few warmup laps prior to his first qualifier and looked like he had been here all week practicing on the track, while in fact, this was the first time he had driven on the track. His lines around were near perfect. This could have been his back yard track for all anyone knew. He made it look that easy.

Not to take away anything from some of the other fine drivers



Bill Gardener (DELTA) was TQ in the "B" main, but starting problems kept him out of the top spot.

because the best were there, but it was striking to see how easily he adopted to the track.

Among some of the fast boys getting around; Rich Lee, with his Associated/Rich Lee motor, race car, seemed to have unbelievable power. He really gets the most out of those engines.

World Champion, Art Carbonell (DELTA) looked as smooth as ever. He seems to be able to block out everything that goes on around him and on the track and just work on those smooth lines. The suspension car was still being dialed in, but he was posting some fast times.

Curtiss Husting (ASSOCIATED) seemed to be the one who could run with Ralphie, at least through the early rounds of qualifying. He was fast enough to keep up, also using a Rich Lee-prepared K & B.

Rick Davis, running the only prototype ASSOCIATED suspension car was making fast laps, but not as consistant as he is known to be. The price one has to pay for R & D.

Dana Smeltzer, as always, can run up there with the fast guys, but at times he seemed to have trouble with those nasty boards and more than once found himself under a 2 X 4", smoking.

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1.) Bill Gardener #9 and Joe Tassillo #2 getting ready for things...

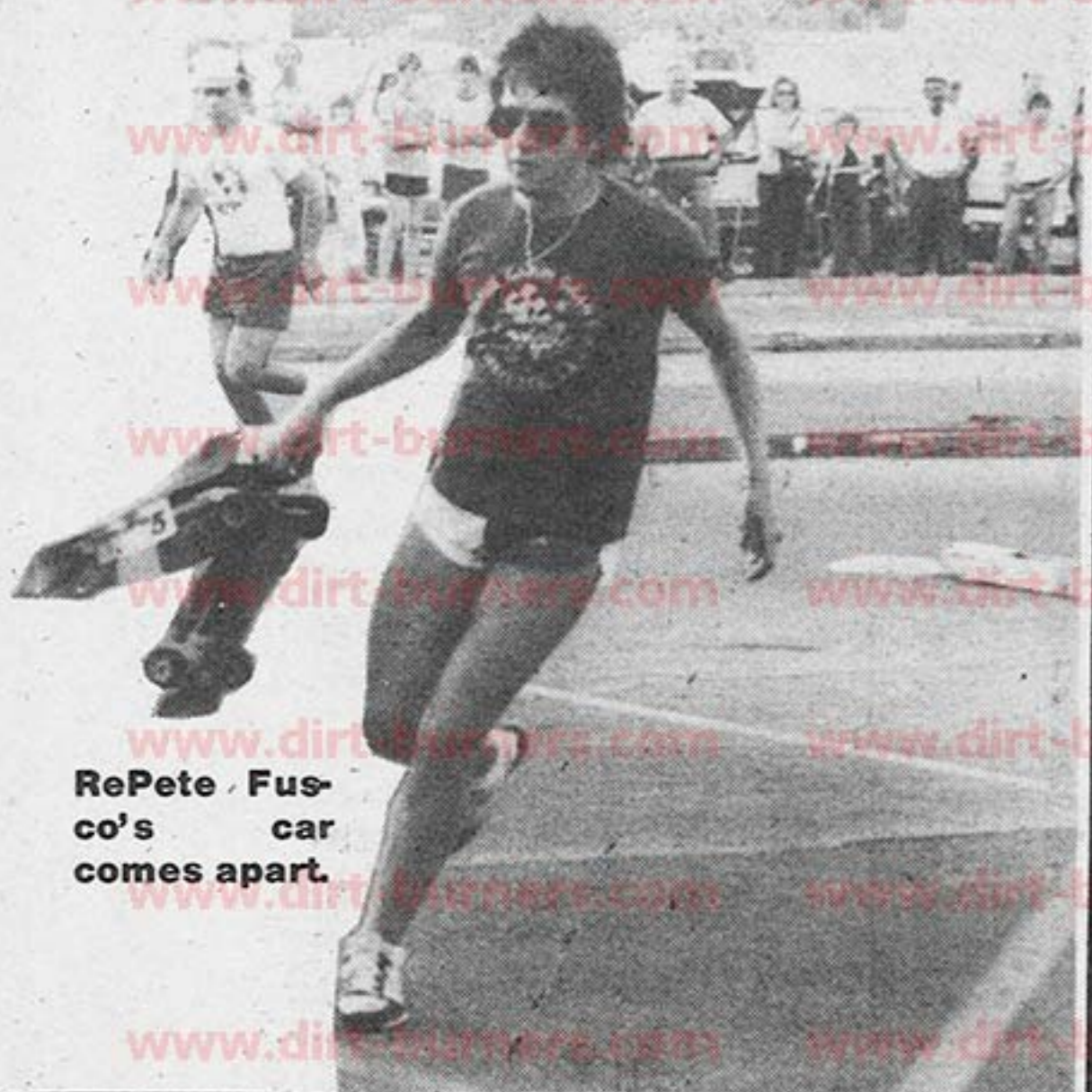


2.) ...to come as they start to tangle in the straight-a-way at high speeds...

He spent a lot of time testing different tire compounds and better yet, helping out a lot of other racers who had car and engine problems. Dana is one of those guys that really goes out of his way to help anyone who needs help, even if it takes time out from his own preparation. Many of us, less skilled, really appreciated that.

A real surprise among the top qualifiers was Mauricio Bernardo, Venezuela's Champion. He went out in one of the first qualifying rounds and posted one of the fastest times. Many skeptics thought there may have been an error in the scoring but when he came back two rounds later and posted an even better time than his first, all the skeptics looked the other way and walked away whistling. "Who me?" "I didn't say he wasn't fast".

Chuck Phelps seemed to have plenty of power, but during the early rounds, was having a tough time getting around. He



RePete Fusco's car comes apart.



3.) ...then, all of the sudden the cars fly up, twirling several times in the process...

would later put it all together and post the second fastest time in qualifying.

Local racer Kim Davis started with his PB car, but a nasty crash at the end of the straight-away put the car out of commission. He took out his Associated and made one of the top ten qualifiers.

RePete Fusco, 12 years old from New York, was another top qualifier. He and Ralph Burch were put in the same heats and RePete seemed to be able to keep up with Ralph for a while. This young man is another one that should be watched closely. He's got lots of talent.

QUALIFYING

There were three rounds on Thursday and three on Friday. Each heat was five minutes long and only the best one would count for the mains.

The trick here is to try to break the 16 lap barrier. This was the magic number that could put

you into the "A" or at the very least the "B" Main.

Ralph Burch, Jr. posted the fastest time at the end of the first rounds, with almost 17 laps.

As they had done in 1/12th scale, at the end of 5 minutes, a bell would ring and everyone on the track had to immediately stop (some got away with a little more). Then the board "sections" were counted where you stopped and those were added to the number of laps you had recorded prior to the bell.

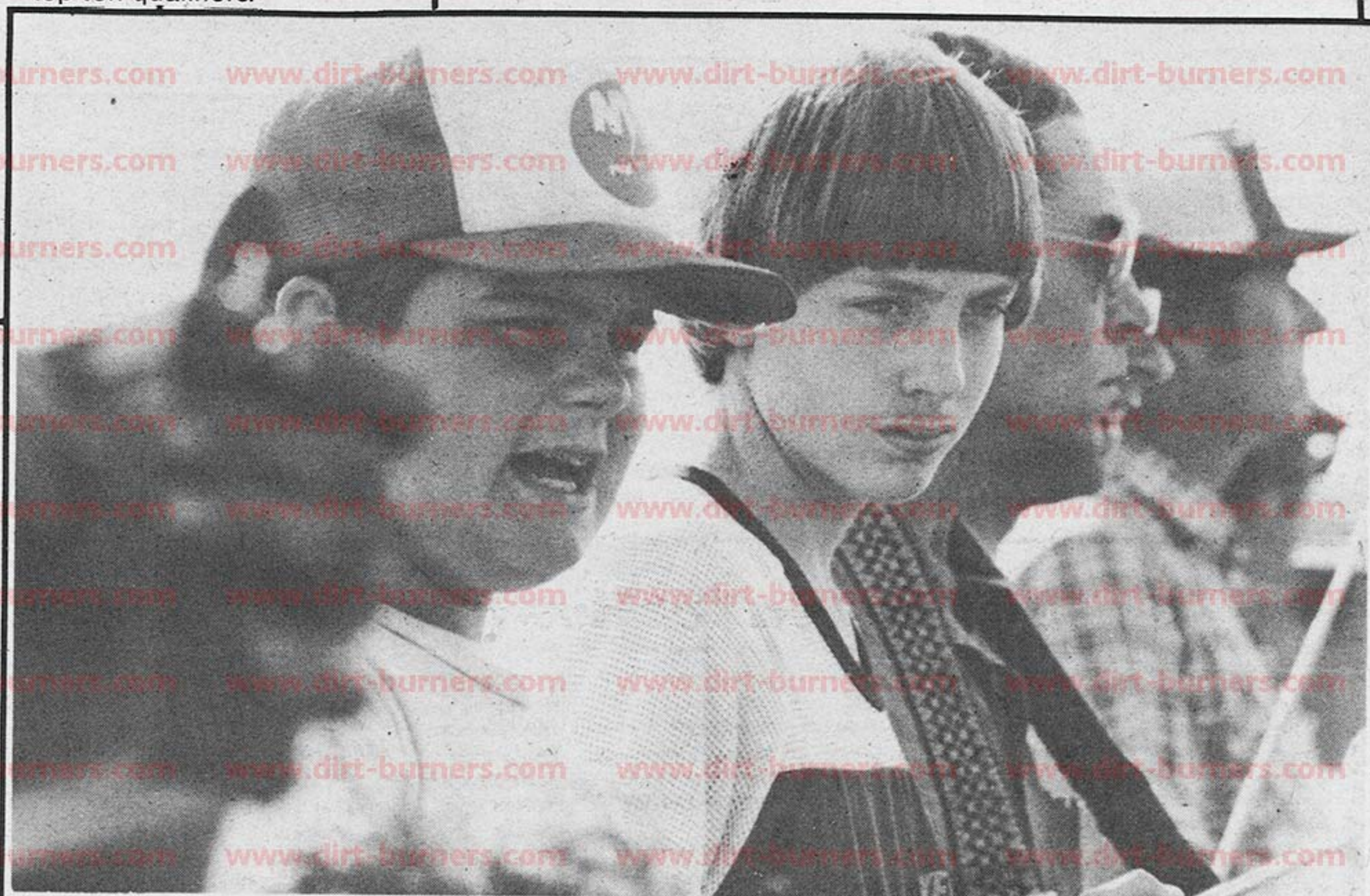
When all six qualifying rounds were complete here was the order of the top ten:

1. Ralph Burch, Jr. (TQ) 17.54
2. Chuck Phelps (17.42)
3. Curtis Husting (17.01)
4. Rick Davis (16.93)
5. Art Carbonell (16.87)
6. Dana Smeltzer (16.62)
7. Mauricio Bernardo (16.54)
8. Rich Lee (16.53)
9. RePete Fusco (16.34)
10. Kim Davis (16.30)

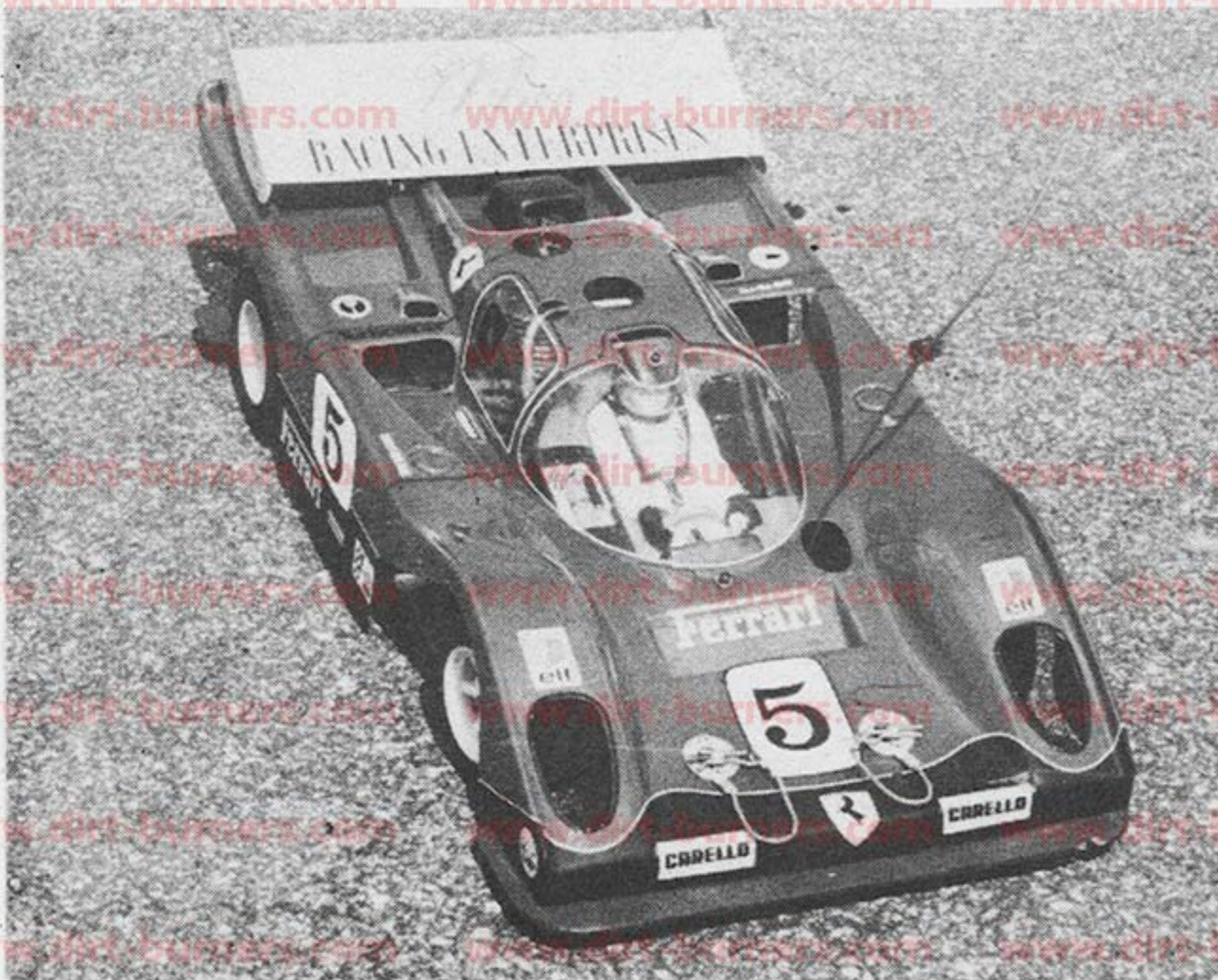
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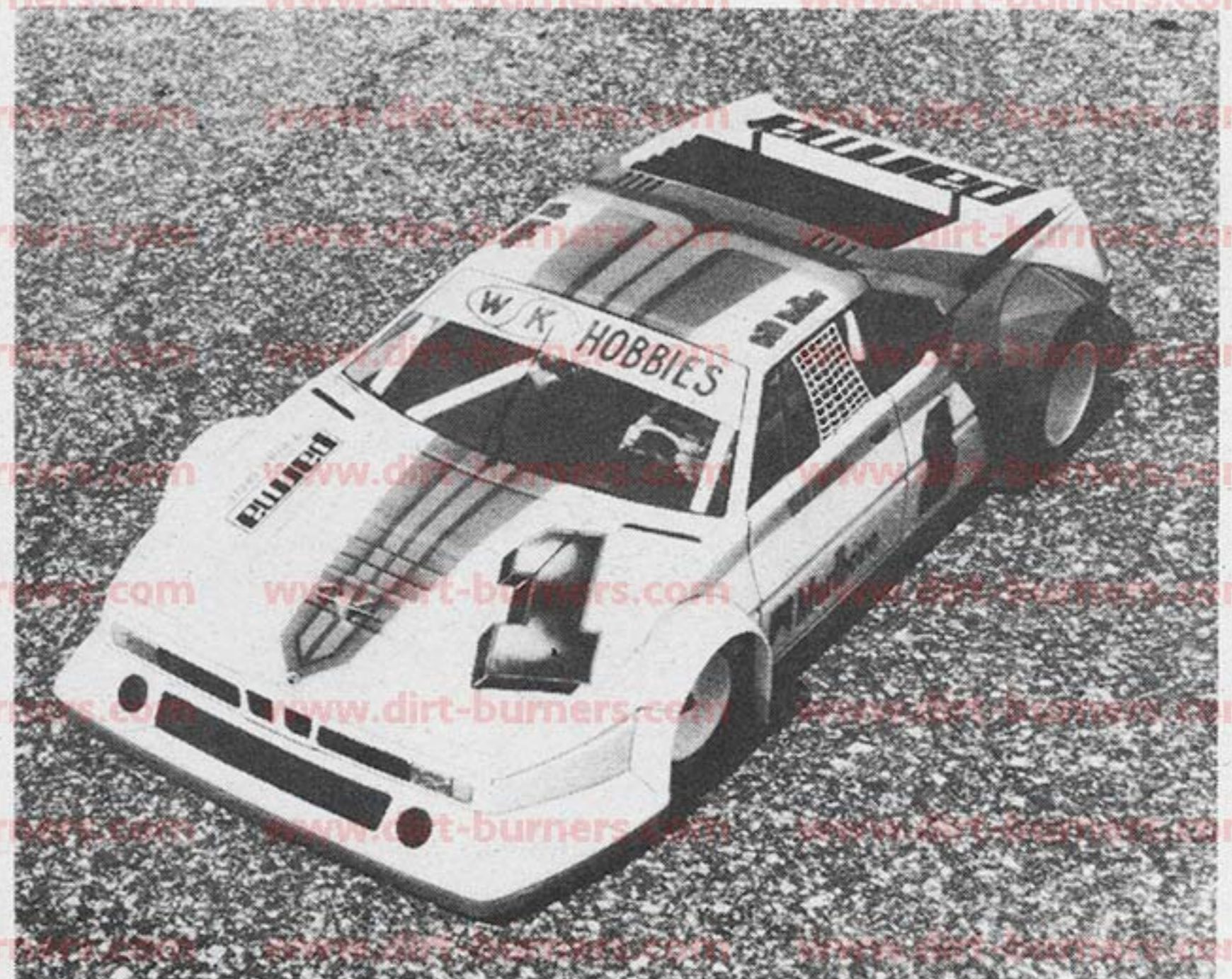
4.) ...when they finally come down, only one is lucky, the other... well you know.



"Listen Ralphie, you get number nine and I'll get number two!". Not really. These two young guys are fast becoming the class of the field. RePete Fusco (left) and Ralphie Burch (right) among giants.



Mike Saputo's CAN AM Concours winner.



William Kelley was the Concours winner with this beauty.



This was the start of the "A" Main...

The bite had come up really good from earlier in the week. Plenty of traction as long as you stayed on the dark part of the track. If you were unfortunate to get out of it, the "marbles" would get you and just spin you around. I mean, the only way you could get out of them was by idling your way out. One sudden burst of power and back to an uncontrolled spin.

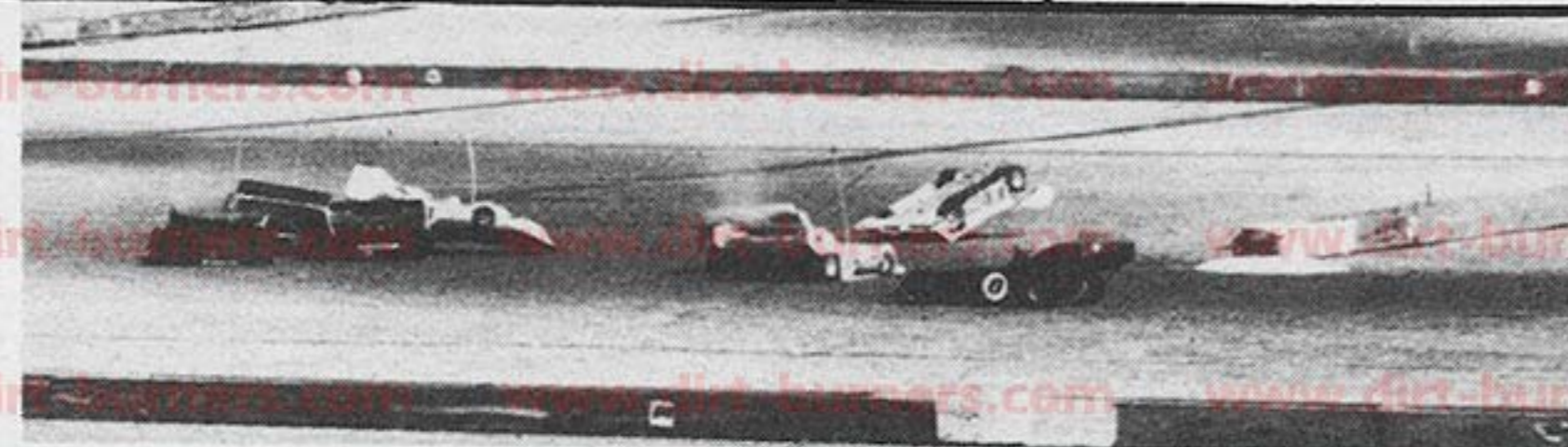
Well as it turned out, only two drivers out of the 100 plus on hand did over 100 laps during the 30 minute mains.

The winner, Ralphie Burch, logged in an unbelievable 106.62 laps and World Champion, Art Carbonell posted 103.63 laps. Everyone else stayed under the century mark.

The A MAIN was a terrific show of skills and concentration. Ralphie was flawless for 30 minutes and he grabbed the lead just after turn one and never looked back. His dicing in and out of traffic was masterful. The large crowd of spectators and racers around the track really appreciated this and ooh's and ah's were constantly overheard. Art Carbonell was able to get close at times, but a slightly lose diff. kept his power band at about 90%. I dare say though, that even with a perfect-running car, Art would have had a tough time

Just missing the "A" Main was Bill Gardner, from Gulf South, who also posted a 16.30, but apparently his other rounds weren't strong enough to break the tie between he and Kim Davis.

With the qualifying rounds over and mains scheduled for early Saturday morning, one thing was clear. Stay off the boards and keep it in the groove.



In it, the best drivers this week...



But no matter, when the green flag drops...It's every man for himself.

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THE REAL **McGOY**

NEW McCOY SLIDE VALVE CARBURATOR - All adjustments at rear of carb. Complete with Air Filter. Special Introductory Price. MC2100 - \$42.50

NEW McCOY RED HEAD, for K & B 3.5. Lighter weight, lower, larger dia. for better cooling & lower center of gravity. Includes 3 R.C. Glow Plugs. MC18-R - \$15.50.

NEW SLEEVE, PISTON, ROD & WRIST PIN, for New or Old K & B 3.5. Special Low Price, Limited Time Only. MC2101 (Old) - \$26.50; MC2101 (New) - \$31.50.

NEW SUPER McCOY RACING OIL with fuel formula. More power, cooler running, longer engine and glow plug life. MC73-SRO - \$9.00/quart (less 33%) 4 quarts at \$9.00/quart (Less 40%).

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INSERTS FOR McCOY CARB. .193 dia. for super stock, 1/4 & 5/16 dia. available. MC2110 - \$3.00 each or set of 3 for \$7.50. Specify Size!

CARBURATOR EXTENSION for use on P.B. Car or where carburetor needs to be raised for clearance. MC2120 - \$3.75.

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THE MAINS

There were ten mains in Can Am and two in the Superstock class.

Saturday's Finals started at 8:00 am with the B Super Stock Main.

All mains were 30 minutes long. This really settled well with all the drivers because usually the lower mains run much less than the A and B mains. But since everyone here came to race, that's what they got, plenty of racing, even for the lower mains.

According to the times and laps during qualifying, it was going to be close to try to make 100 laps. If you could run steady and trouble-free there was a chance, but everything really had to work well; Pit stops, traffic, passing, etc.

going around Burch. The kid was great. Dana Smeltzer did all his talking in the main, and while he was never in contention for the top spot, drove hard enough to post a 98.85 laps, good enough for third spot. This was really remarkable since the first twenty laps or so he was bounced off the walls many times.

Just two sections back for 4th place was Rich Lee who posted 98.85 laps. He too got the "bouncies" and spent alot of time getting back on the groove. He wasn't totally disappointed as six of the ten A Main cars were running his motor (K & B/Rich Lee). In fact, the top qualifier had the Rich Lee motor.

The Venezuelan "bullet", Mauricio Bernardo, did some very creditable driving and finished 5th with 97.0 laps. He'll have a few stories to tell back



If a car flipped over right after the start and before the second turn the race was re-started. This "A" Main took 4 starts.

home as to how he ran with the "fast guys" in the U.S.A.

Winners of the other mains were:

Joe Sullivan: B MAIN; Antonio Prieto: C MAIN; Larry Martin: D MAIN; Larry Moore: E MAIN; Larry McLendon: F MAIN; Dennis Harris: G MAIN; Victor Castro: H MAIN; Maurijio Covicchiolt: I MAIN; Eugene Greed: J MAIN; Mike Saputo: K MAIN & Can Am Councours; Bob Yelle: A SUPER STOCK; Elmer Schilli: B SUPER STOCK.

(complete results below)

And so a wonderful week of 1/8th scale racing came to a close at the awards banquet Saturday night. Beautiful trophies were awarded and prizes were given away thanks to MRP, PARMA, ASSOCIATED and others. The Central Florida R/C Racers did a

9. Rick Davis(Assoc Suspension) 81.29
- 10 Kim Davis 63.92

B MAIN:

1. Joe Sullivan (97.29)
2. Earl Nester (95)
3. Ray Hepner (93.60)
4. Bill Gardner (92.51)
5. Rick Potempa (91.12)
6. Dan Dowdy (83.54)
7. Tom Lause (81.20)
8. Jerry Brower (67.91)
9. Joe Tassillo (28.0)
- 10 Gene Husting (DNS)

C MAIN:

1. Antonio Prieto (94.91)
2. Freddie Rapuana (94.69)
3. Lou Przybyla (89.11)
4. John Thorp (88.69)
5. Tony Markunas (88.69)
6. Luis Albarracin (85.93)
7. Alex Manrique (85.69)
8. Troy Moore (74.44)
9. Chuck Moon (46.37)
- 10 Gil Losi Jr. (10.0)

D MAIN:

1. Larry Martin (92.43)
2. Ross Klober (88.57)
3. Bill Tu (88.55)
4. Brad Smith (85.84)
5. Armando Bencid (82.09)
6. Brett Fulmer (78.49)
7. Bill Jeric (77.10)
8. Ken Campbell (37.0)
9. Jerry Grasby (17.0)
- 10 Doug McNeely (DNS)

E MAIN:

1. Larry Moore (91.5)
2. Uwe Schildback (88.36)
3. Rob Lechron (88.30)
4. Ernie Hughes (87.61)
5. Jeff Masterman (87.48)
6. Jim Przybyla (85.04)
7. Gil Losi Sr. (84.71)
8. Roberto Lopez (67.47)
9. Tim O'Sullivan Jr. (40.0)
- 10 A.B. Markunas (35.0)

F MAIN:

1. Larry McLendon (90.28)
2. Butch Klober (88.29)
3. Bob Vogel (84.85)
4. Joe Tassillo Jr. (84.56)
5. Tim O'Sullivan Sr. (84.48)
6. Jim Atkinson (84.46)
7. Howard Robertson (81.00)
8. Kark Kaiser (25.0)
9. Lou Peralta (2.0)
- 10 Jim Chastain (DNS)

G MAIN:

1. Dennis Harris (83.83)
2. Pieter Mueller (82.47)
3. Gaston Silva (81.35)
4. David Schultz (79.53)
5. Jim Gartaczewski (75.0)
6. Joe Terror (73.01)
7. Preston Keith (61.19)
8. Tom Marlene (29.0)
9. Paul Kalendra (19.)
- 10 Gary Greed (10.0)

H MAIN:

1. Victor Castro (83.79)

2. Apelle (83.60)
3. Gary Soltys (83.20)
4. Dick Ebin (82.87)
5. Sheldon Nothacker (71.61)
6. Angel Diaz (76.44)
7. Lou Bauer (76.27)
8. Dana Roun (71.88)
9. Jamie Walker (71.61)
- 10 Pete Fusco (DNS)

I MAIN:

1. Maurijio Covicchiolt (79.70)
2. John Hammill (77.61)
3. Keith Stover (77.11)
4. Danny Payne (74.36)
5. Carl Brandenburg (71.81)
6. Dave Hadsock (65.79)
7. Rio Ratel (65.0)
8. Edwardo Mujica (63.0)
9. Greg Esser (61.0)

J MAIN:

1. Eugene Greed (76.47)
2. Jeff Mikolaitis (76.23)
3. Bobby Hamby (73.24)
4. David Barbian (72.01)
5. John Riley (66.65)
6. Jerry Hamphries (65.90)
7. Merle Gardner (56.42)
8. John Natali (12.0)
9. John Dingman (2.0)

K MAIN:

1. Mike Saputo (73.04)
2. Carl Petri (73.0)
3. Paul Natali (69.93)
4. Phil Cring Sr. (57.69)
5. Merle Nothacker (12.0)
6. Ken Annesiey (5.0)

A SUPER STOCK:

1. Bob Yelle (87.04)
2. Butch Barry (83.75)
3. Jim Baugh (76.51)
4. Dave Hechler (74.38)
5. Frank Vance (72.85)
6. Phil Cring Jr. (52)
7. Arlynn Simon (23.0)
8. Robby Keller (2.0)

B SUPER STOCK:

1. Elmer Schilli (74.34)
2. Jim Morrison (74.09)
3. Don Deutsch (72.20)
4. Steve Koepf (63.43)
5. Walter Taylor (54.85)
6. William Keller (39.0)



Gil Losi Sr. would say that the competition was a bit tough & so were the boards.

very fine job and President Milt McKinney and all of the club members should be congratulated.

We look forward to being there next year and perhaps by then, some of the rough edges of the event (the club knows what those are) will be corrected.

I do want to implore the club to try to get some one to announce the races next year, or at least do some recapping. Racers, spectators and this reporter's job would be alot easier to keep track as to what's going on.

RESULTS

A MAIN:

1. Ralph Burch(Assoc/RichLee/Airtronics) 106.62 laps
2. Art Carbonell (DELTA/PICCO) 103.63
3. Dana Smeltzer(Assoc/McCoy/Airtronics) 98.87 laps
4. Rich Lee(Assoc/RichLee/Airtronics) 98.85
5. Mauricio Bernardo(DELTA) 97.0
6. Curtis Husting(Assoc/RichLee/Airtronics) 95.34 laps
7. RePete Fusco(Assoc/RichLee/Futaba) 85.58
8. Chuck Phelps(Assoc/RichLee/Airtronics) 85.43 laps



THE AFTERMATH: How many bodies can you count? How many broken dreams of an A MAIN win? Well, maybe next year. 33



WINNING

1/12

Mike Toland 1st "B" Stock Main.

Bob Selover 1st in Stock & Modified Concours.

Ron Shuur, 1st "C" Stock; 3rd "A" Mod.

Craig Kelley 1st B Modified.

Richard Leeds 1st "F" Mod.

34 Bob Hayes 1st "H" Modified

Ed Enberg 1st "D" Mod. & Stock.

FACES

1/8

Bill Yelle 1st "A"
Super Stock.

Larry McLendon 1st "F"

Maurijio Cavicchioli 1st "I"

Dennis Harris 1st "G"

Joe Sullivan 1st "B"

Victor Castro 1st "H"

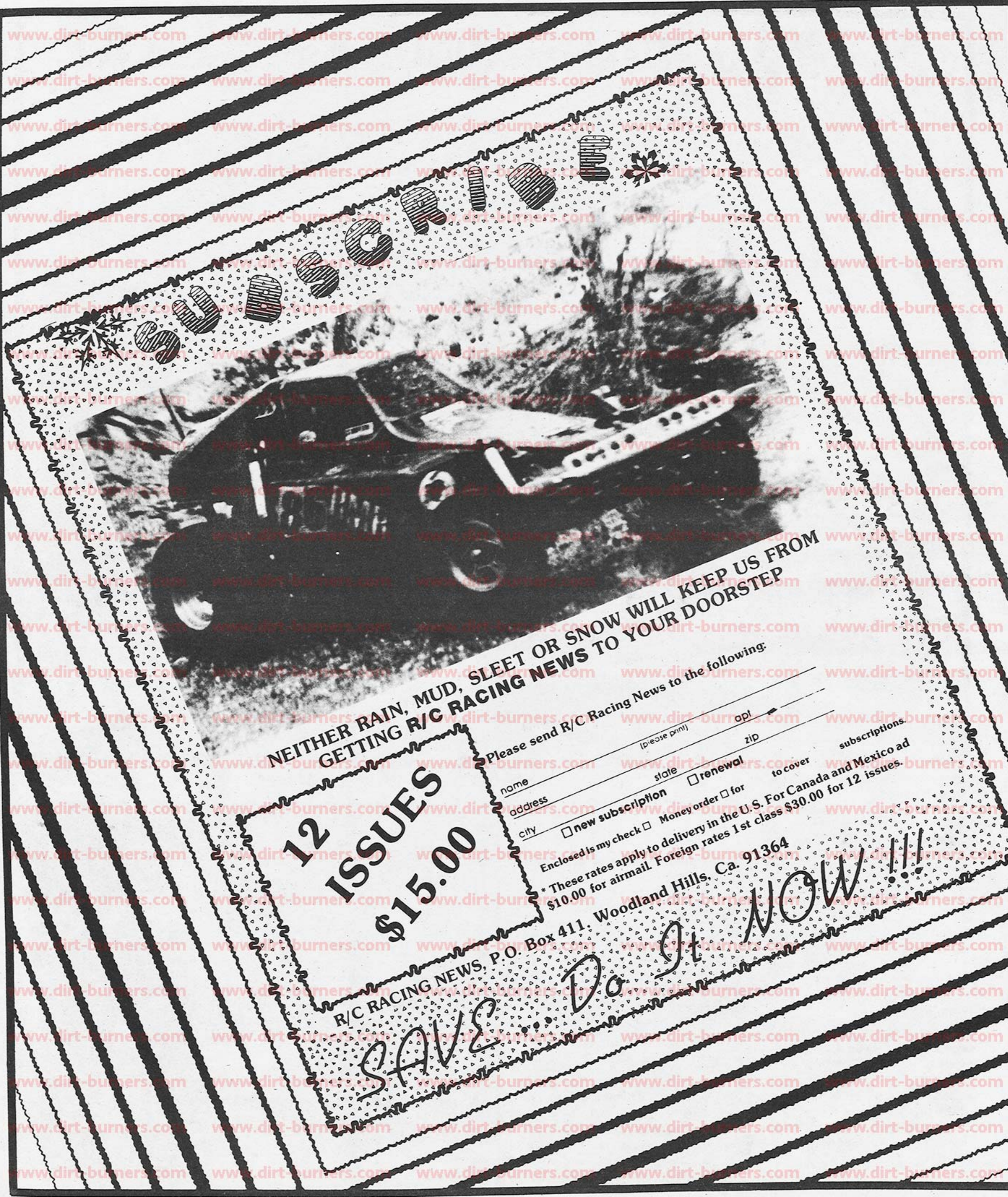
JOE

Mike Saputo 1st "K" & Concours

Elmer Schilli 1st "B" Super
Stock

Larry Moore 1st
"E" Main.

Eugene Gred 1st
"J" Main.



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WINTER

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SAVE

Do It NOW!!!

The First Western Winternationals At

BAKERSFIELD

The Silent Power Contest Club & G. E. A. R. S. of Bakersfield Host 2 Days of Outrageous 1/12th Electric R/C Racing...

Story & Photos by:
Neal McCurdy

Bakersfield, California
February 20-21, 1982

WHILE THIS WAS NEITHER A QUALIFYING RACE, NOR WAS IT WELL ADVERTISED, ABOUT 80 racers showed up and enjoyed a superb weekend of competition. Weather was a bit of a concern early in the week but it sure shaped up by the time the weekend arrived. It was great!

This was the first time we have used the two-day, one-class format (Modified only). On Saturday, practice and two qualifying rounds were run, and then on Sunday after morning practice, we ran two more qualifying rounds and thereafter the Main events.

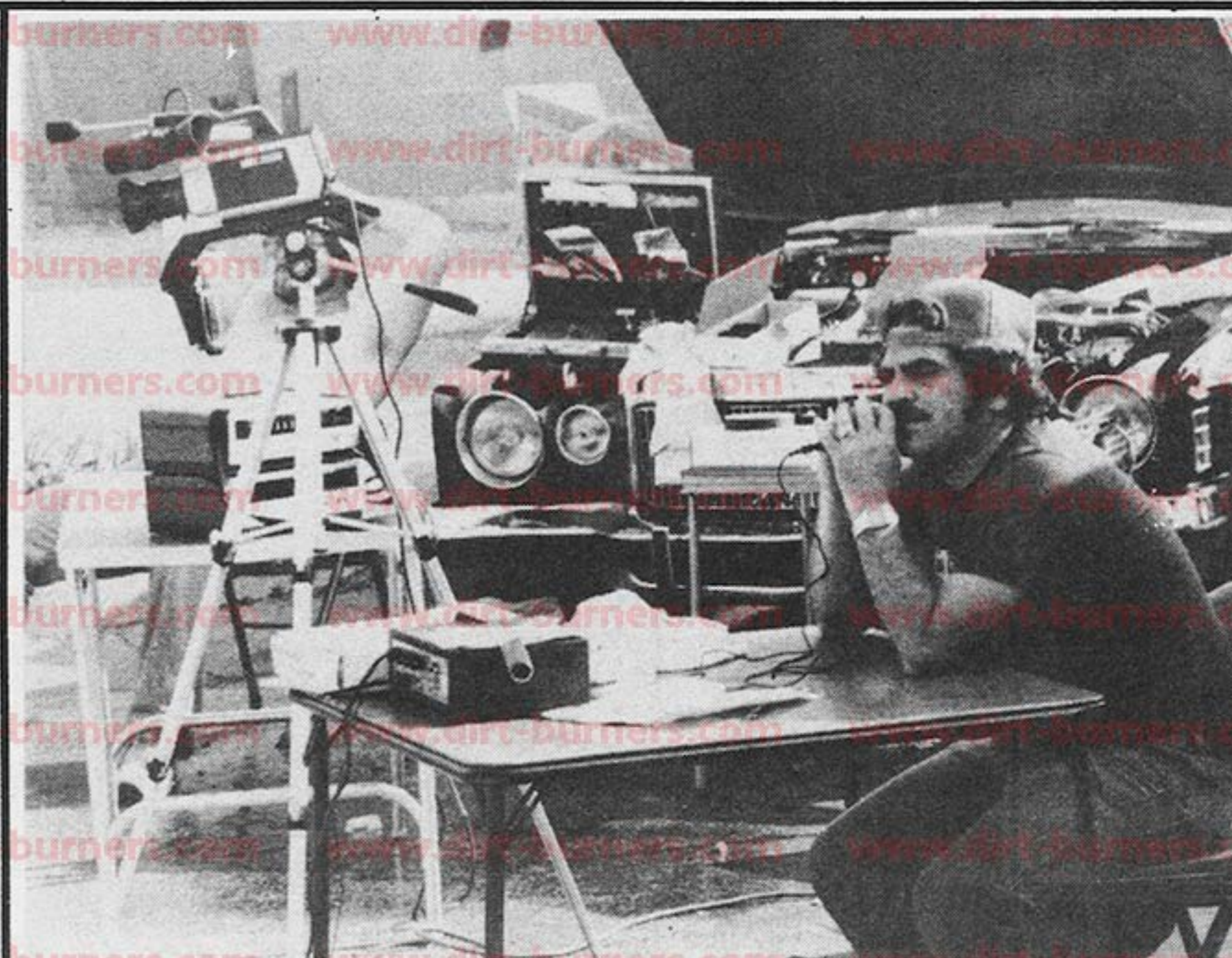
This format made for a very

leisurely weekend. There was plenty of time to work on one's cars and relax as well. This system also allows persons who can only get away on Sunday to compete. In fact we had several Sunday-only entries.

As usual, trophies were awarded to first through third place in all mains and "concoors" as well.

Ed Janis was, in fact, the "concoors" winner. The gentleman from Manteca, California put his beautiful MRP car against all comers and came out the winner of this event. Chuck Crawford took second with his "VDS" bodied DELTA car.

The start. Some times shortcuts don't work as well. Photo Neal McCurdy.



Joel Meyer running the video equipment. It's not that bad Joe.



Frank Killam, Expert "A" Main winner. Photo McCurdy

The "concoors" event was held on Sunday so that the Sunday-only entries would also have the chance to compete in it. Frank Killam, a "concoors" ace himself, was the judge for the event.

After several hours of practice and four qualifying heats, everyone had their cars pretty much sorted out, ready for the mains.

The Novice "A" main was won by Mike Beeler from "Ripon Ca". His win was a scant one second over second place, Ricky Petruzzi of San Carlos. Third went to Troy Blanton.

Bill Kalman won the Novice "B" main finishing about a half a lap ahead of the father-and-son team of Dick and Steve Pritchett, who finished second and third respectively.

The "C" main looked like a runaway for Chris Conway, but after reviewing the lap sheets it seems that at the 18th lap, the first three places were only separated by one second. Allen Losi (2nd place) was on the same second and so was Chuck Baker (3rd place), just one second behind.

I guess it shows how deceptive a race can look, even when

watching it closely.

The Amateur "A" was a close one. Only two laps separated first place from last place in this main.

Donnie Quintana won, with Lee Hall taking second and Sonny Maddison following in third.



Bill Meyers' DELTA in flight.

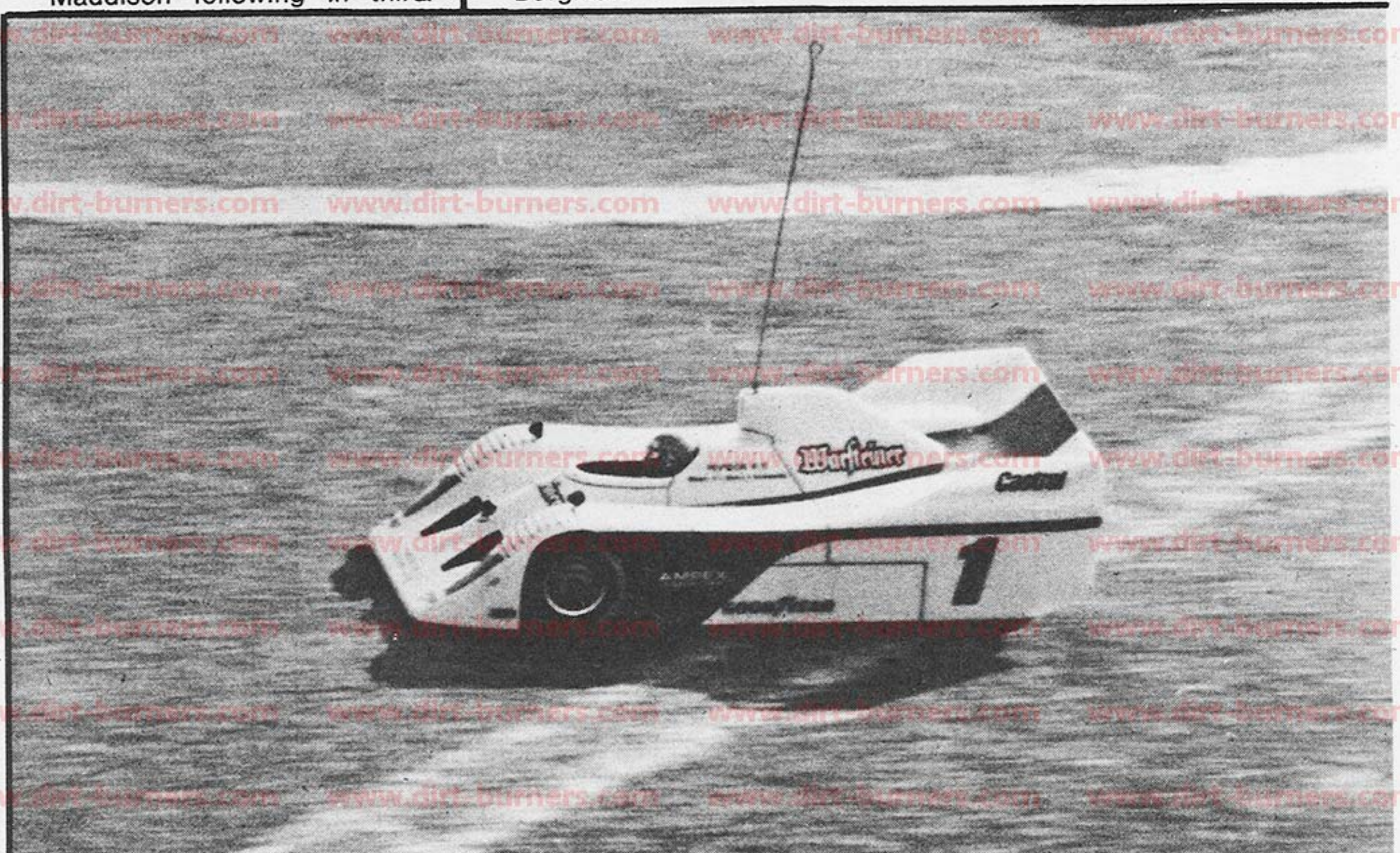
They all had 24 laps. Greg Borella, also with 24 laps, finished 4th. He also won a \$50.00 merchandise certificate from M.R.P. for being the best finishing non-factory "MRP CAR" in the Amateur Class.

Chuck Maddox, of Bakersfield, was the winner of the Amateur "B" with Gary McAllister in second and Bob Gafford in 3rd.

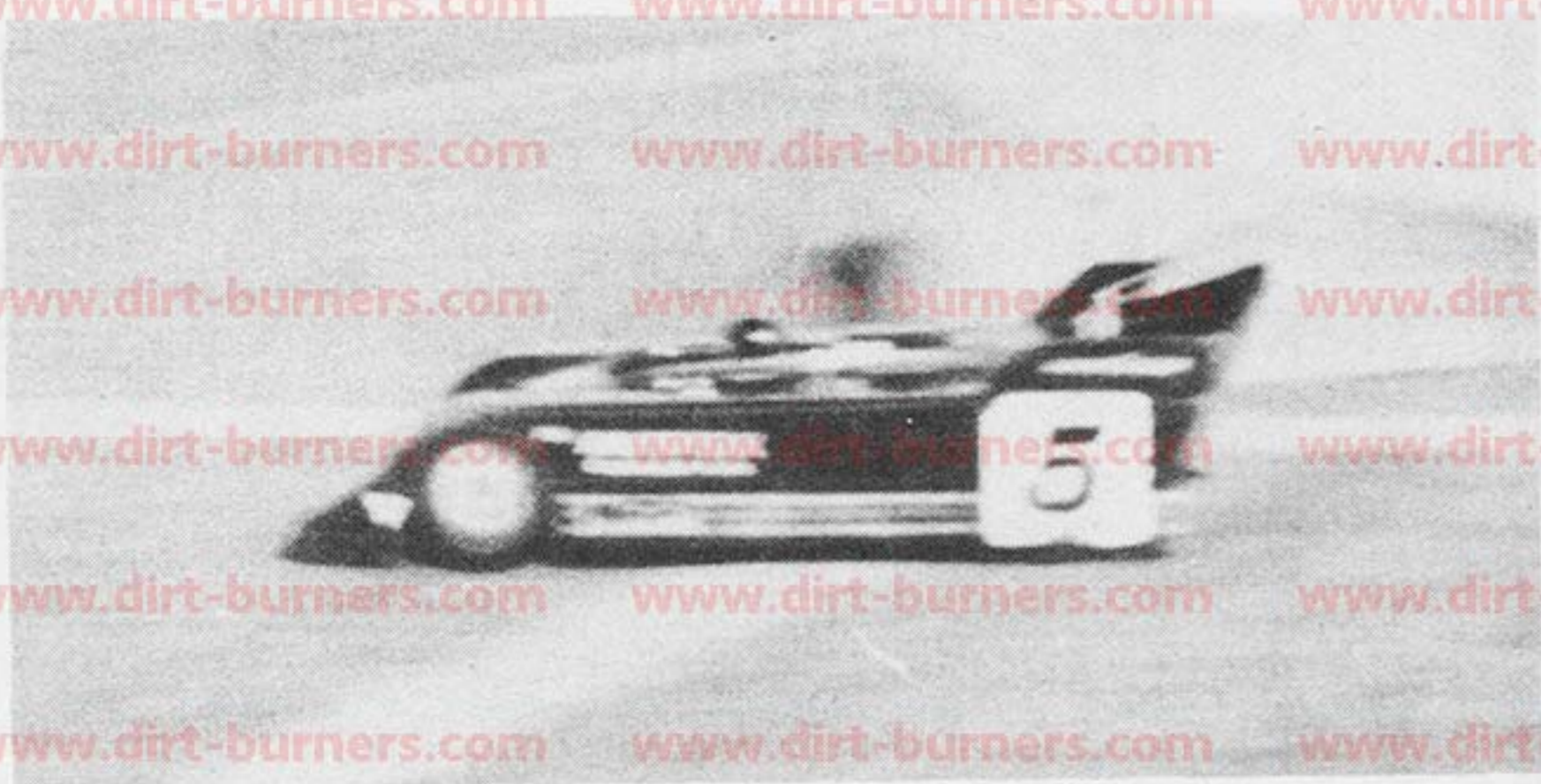
BoLINK's Jeff Abrams won the Amateur "C" main by one lap over Todd Babbitt who finished in second just ahead of Greg Bergman.

Oh yes! Both Jeff Abrams and Chris Conway could have made their "B" Mains but they didn't marshall once and lost one lap off their best qualifying time. "Will people never learn?" I think if this rule is enforced more often, they soon will.

The Expert "A" was the race of the day as well it should. Mike Westfall leaped into an early lead with Bob Arwine & Gary Kyes right behind. Frank Killam, after a poor start, moved into second at about lap four. Frank continued to pull on Westfall and then took over the



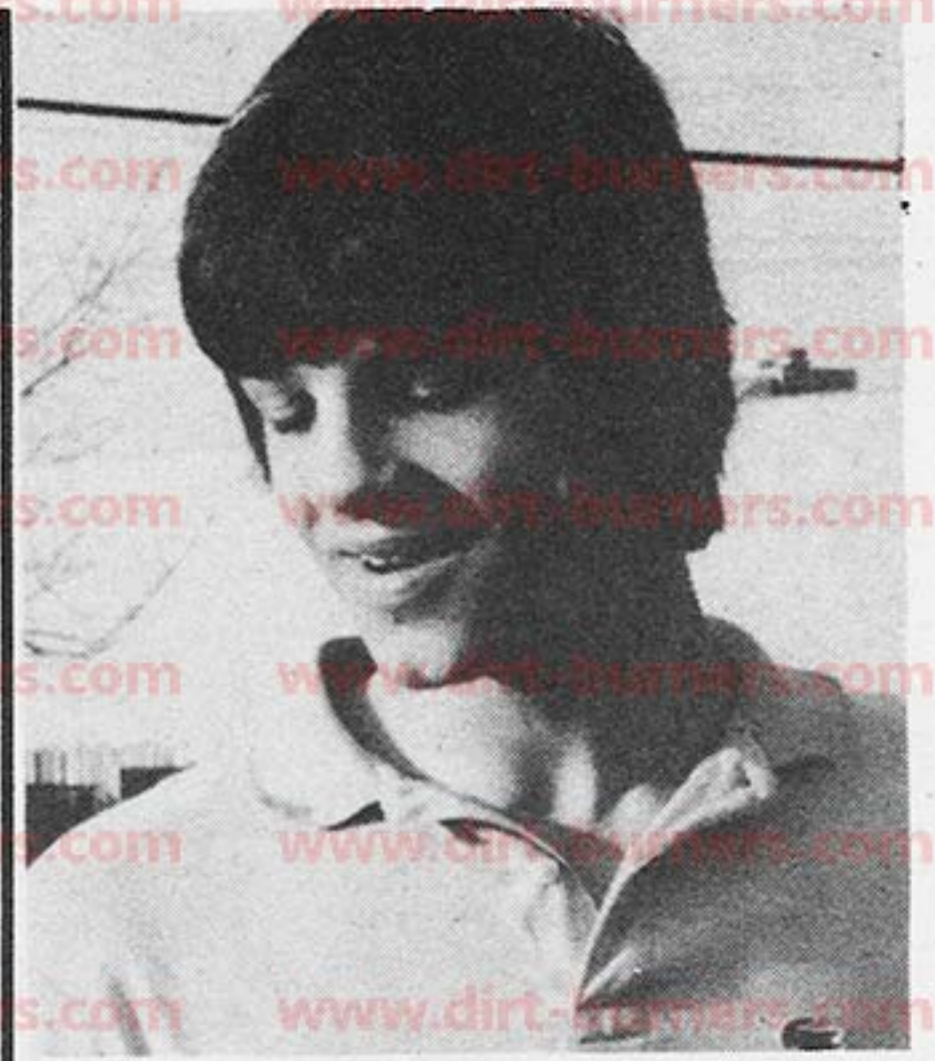
Revtech's Chuck Crawford picking up another 2nd in Concoors.



Neal McCurdy in a "burst of speed".



Larry Stevens, 2nd Expert "A".



Chris Conway, 1st Novice "C".

lead for good when Mike spun on his 8th lap. At about the same time, Larry Stevens passed Gary Kyes and moved to second. Larry Stevens was the only one to press Killam, getting as close as four seconds behind, but could never pass.

In the "B" Main, Jerry case won but was pressed hard by Tony Neisinger. Tony lost to Jerry by only two seconds; not bad for one who never got a complete qualifying heat (Tony arrived late Sunday and had very little practice).

In all, it was a super weekend and everyone really enjoyed it. The relaxed atmosphere was evidenced by no complaints from racers or crews. Perhaps we should have more "big" races for fun only?

Hope to see you next time for the "Second Western Winter-nationals".

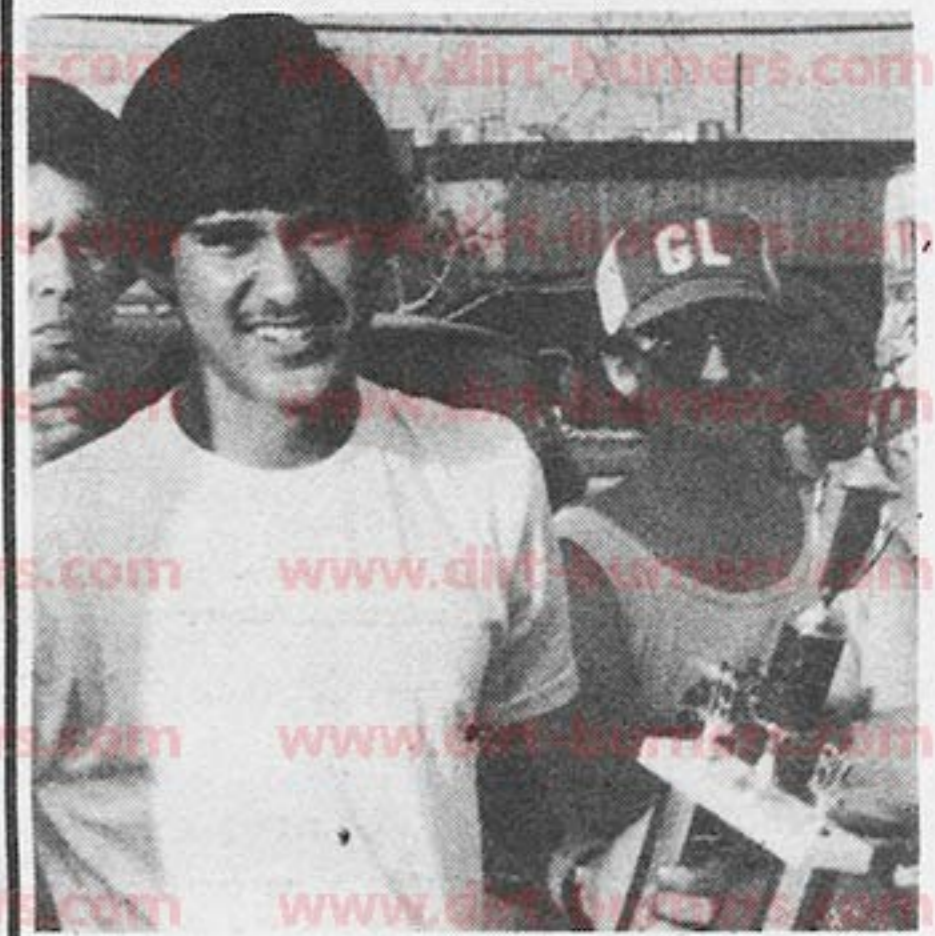
Thanks to everyone for the help.

Neal McCurdy

Jerry Case, 1st Expert "B".



Domie Quintana, 1st Amateur "A".



Frank Killam gives the Concours entries very close scrutiny.

EXPERT A MAIN:

1. Frank Killam (Checkpoint) 26
2. Larry Stevens (Revtech/MRP) 26
3. Gary Kyes (Revtech/MRP) 25
4. Doug Kott (BRM/JOMAC) 25
5. Robert Cazavos (Reedy/Ind) 25
6. Bob Arwine (Revtech/Jomac) 25
7. Joel Johnson (Trinity/MRP) 25
8. Mike Westfall (Revtech/MRP) 24
9. Ed Janis (Revtech/MRP) 22

EXPERT B MAIN:

1. Jerry Case (Reedy/Ind) 25
2. Tony Neisinger 25
3. Mike Petruzzi (Revtech/MRP) 25
4. Neal McCurdy (Revtech) 25
5. Carl Anderson (Revtech/MRP)
6. Al Chuck (Reedy/Associated) 24
7. Matt Azzara (Reedy/Associated)
8. "Big Jim" (Checkpoint) 22
9. Joe Tentschert (Reedy/Assoc)

AMATEUR A MAIN:

1. Domie Quintana 24
2. Lee Hall 24
3. Sonny Maddison 24
4. Greg Borella 24
5. Mike Buffington 23
6. Robert Pellettieri 23
7. Dave Kisbey 23
8. Terry Ballard 23
9. Denny Lynn 22

AMATEUR B MAIN:

1. Chuck Maddox 24
2. Gary McAllister 23
3. Bob Gafford
4. Bob Petruzzi
5. Ted Graf
6. Gary Slayton
7. "Killer"
8. Sam Ellis
9. Don Sallenback

AMATEUR C MAIN:

1. Jeff Abrams
2. Todd Babbitt
3. Greg Bergman
4. Bill Gafford
5. Dan Golden
6. Chuck Bishop

NOVICE A MAIN:

1. Mike Beeler 24
2. Ricky Petruzzi 24
3. Troy Blanton 23
4. "Killer Jr." 23
5. Floyd Prather 23
6. Kerry Cavazos 21
7. Bob Campbell 20
8. Bob Dewald 9
9. Brian Rush 3

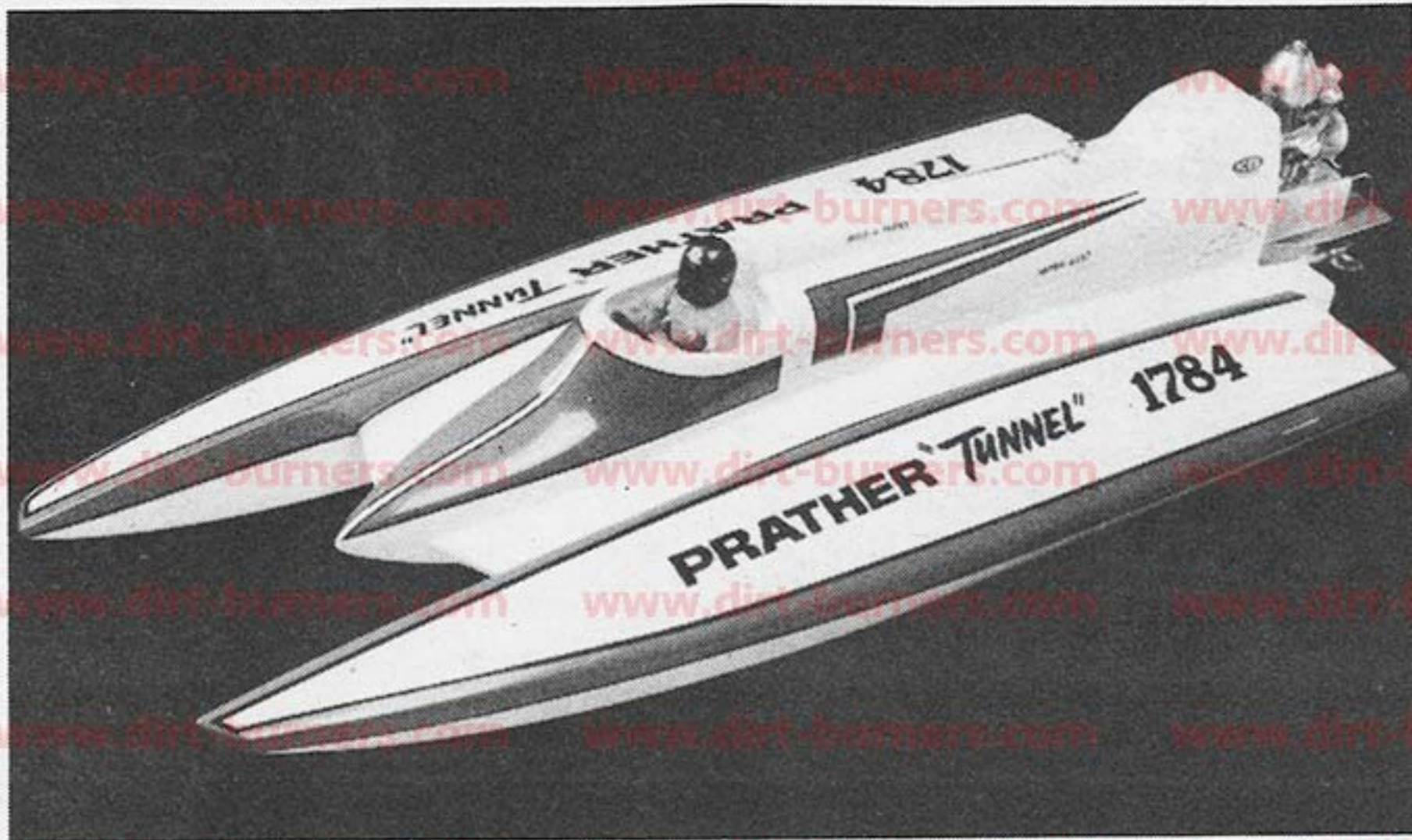
NOVICE B MAIN:

1. Bill Kalman 23
2. Dick Pritchett
3. Steve Pritchett
4. Charles Mosier
5. David Nelson
6. Chuck Crawford
7. Kenny Quintana
8. Steve Rege
9. Bill Myers

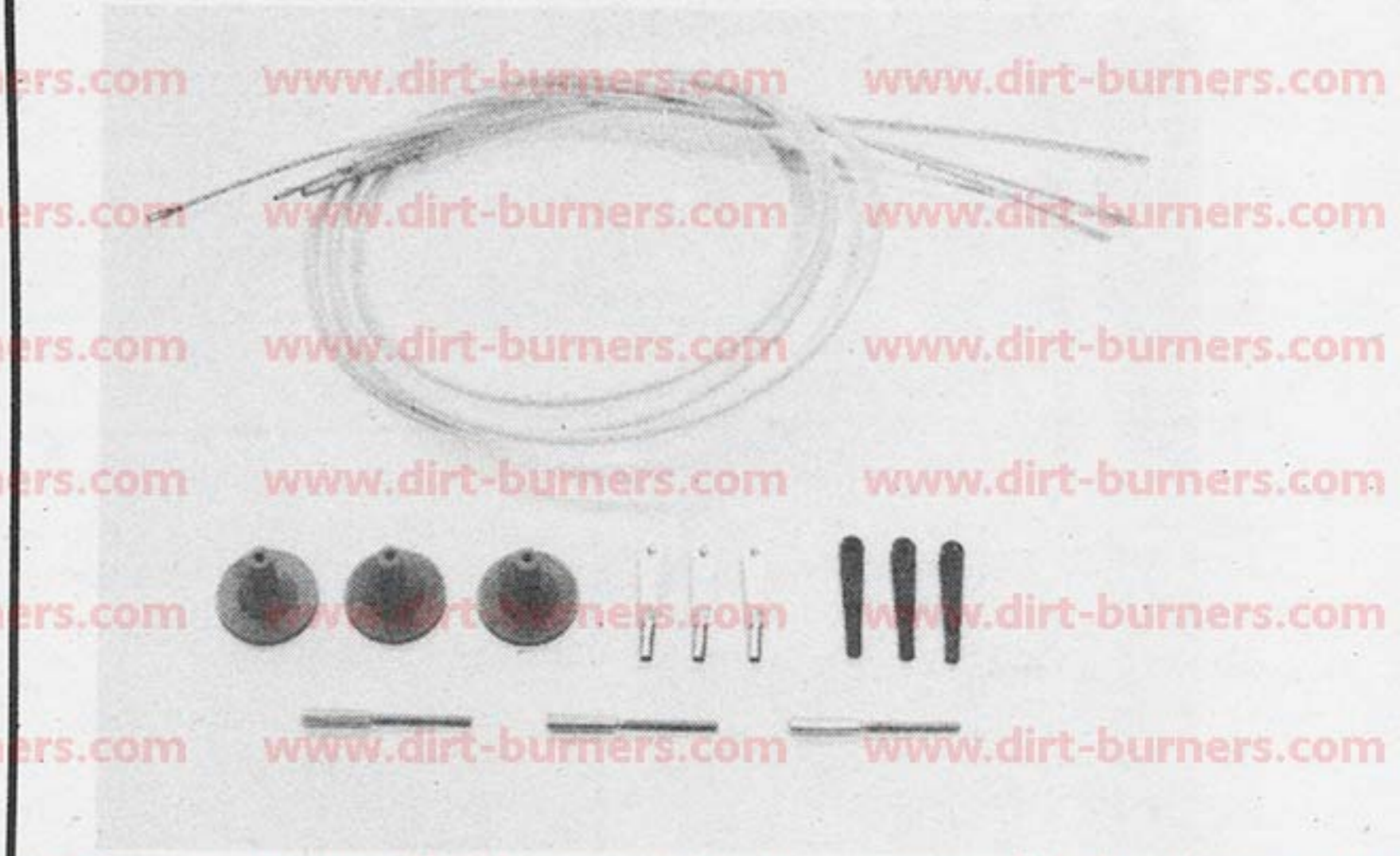
NOVICE C MAIN:

1. Chris Conway 22
2. Allen Losi 22
3. Chuck Baker 22
4. Billy Johnsen
5. Terry Bishop
6. Bruce Wilson
7. Chris Maddox
8. Pudgy Kisbey
9. Mark Enstad

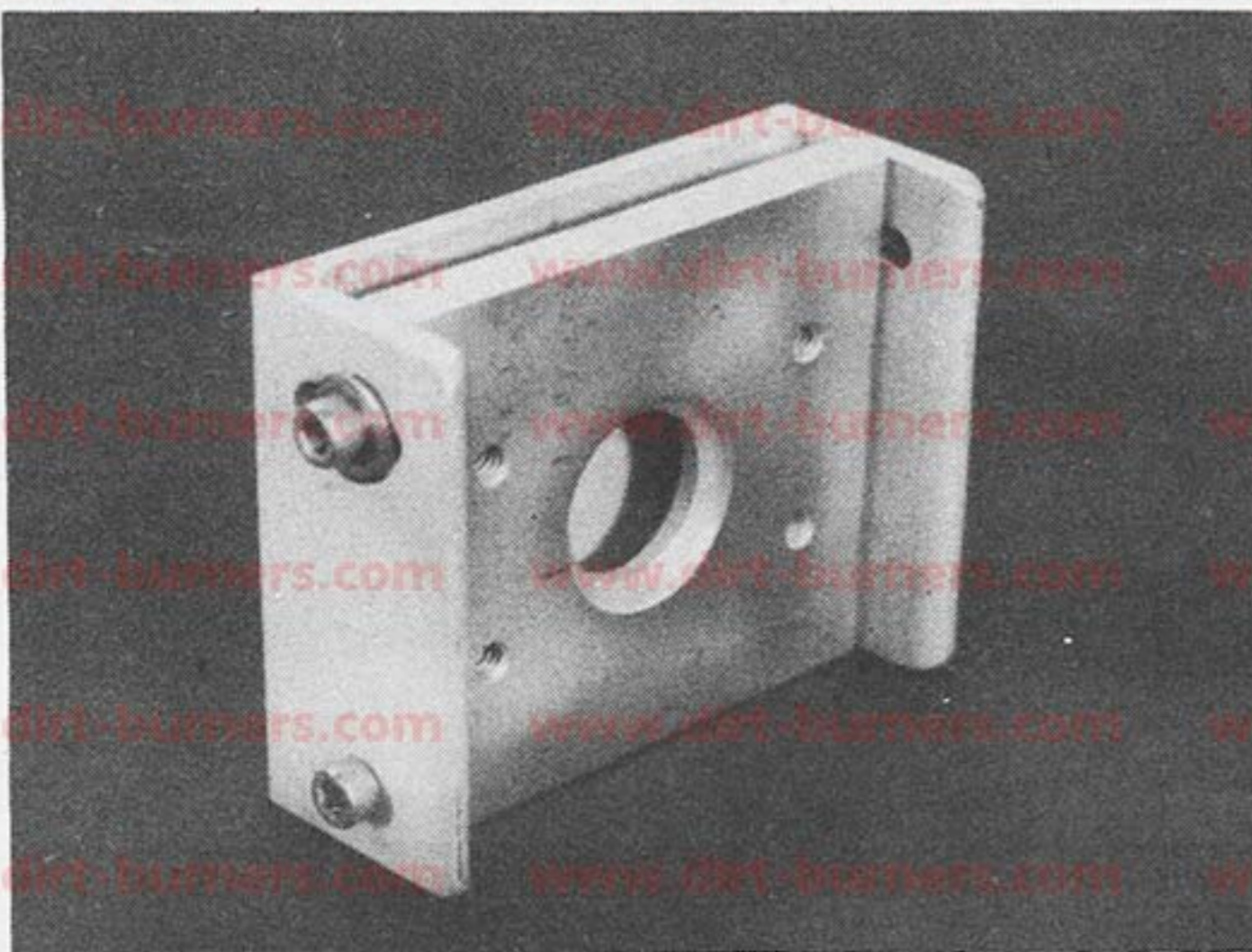
Inside Lines



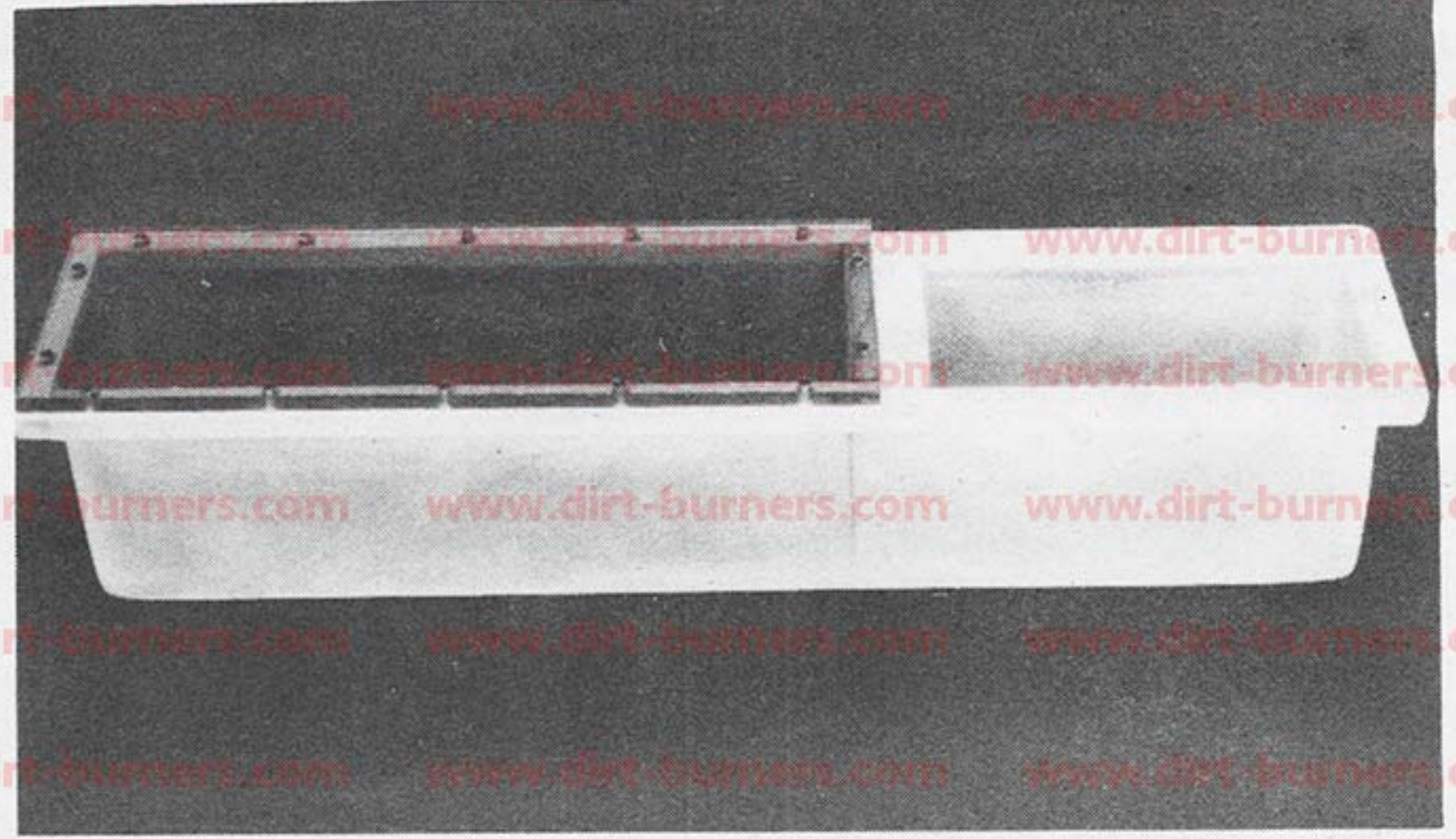
The PRATHER 35" TUNNEL is designed for the new K & B 7.5 cc outboard engine. The boat handles like a dream, it easily gets on the step with a stock prop and corners smoothly even at full speed. The hull is made of epoxy-fiberglass and comes completely joined with the plywood transom plate factory installed. A scale appearing epoxy-fiberglass cowl also comes with the hull. It's one of the quickest building boats on the market. The new K & B 7.5 cc outboard is very forgiving and this model should create great interest for both sport and racing use. From PRATHER PRODUCTS. 1660 Ravenna Ave., Wilmington, Ca. 90744.



The new OUTBOARD CABLE SET is designed for both the K & B 3.5 cc and 7.5 cc outboard engines. It includes all the hardware necessary for steering & throttle. Kit includes: throttle & steering cable, nylon guides, radio box seals, clevises and brass connectors. Cable is heavy duty to prevent kinks or bends in the system. From PRATHER PRODUCTS. 1660 Ravenna Ave., Wilmington, Ca. 90744.



The new ADJUSTABLE MOTOR MOUNT is drilled and tapped to fit the new K & B 7.5 cc outboard engine. The adjustable mount easily adjusts the engine angle to change how the boat rides on the water. From PRATHER PRODUCTS. 1660 Ravenna Ave., Wilmington, Ca. 90744.



The EPOXY-FIBERGLASS RADIO BOX kit is available for the new Prather 35" tunnel. It is specifically designed and comes with an epoxy-fiberglass shell, lexan cover, plywood bulkheads and wood mounting rails. From PRATHER PRODUCTS. 1660 Ravenna Ave., Wilmington, Ca. 90744.



Thin is in...PARMA's new "Ultra Lite" 1 ohm and .8 resistor with built in Power Bypass will give you 50% less weight. From PARMA Int'l 13927 Progress Parkway, North Royalton, Ohio 44133.



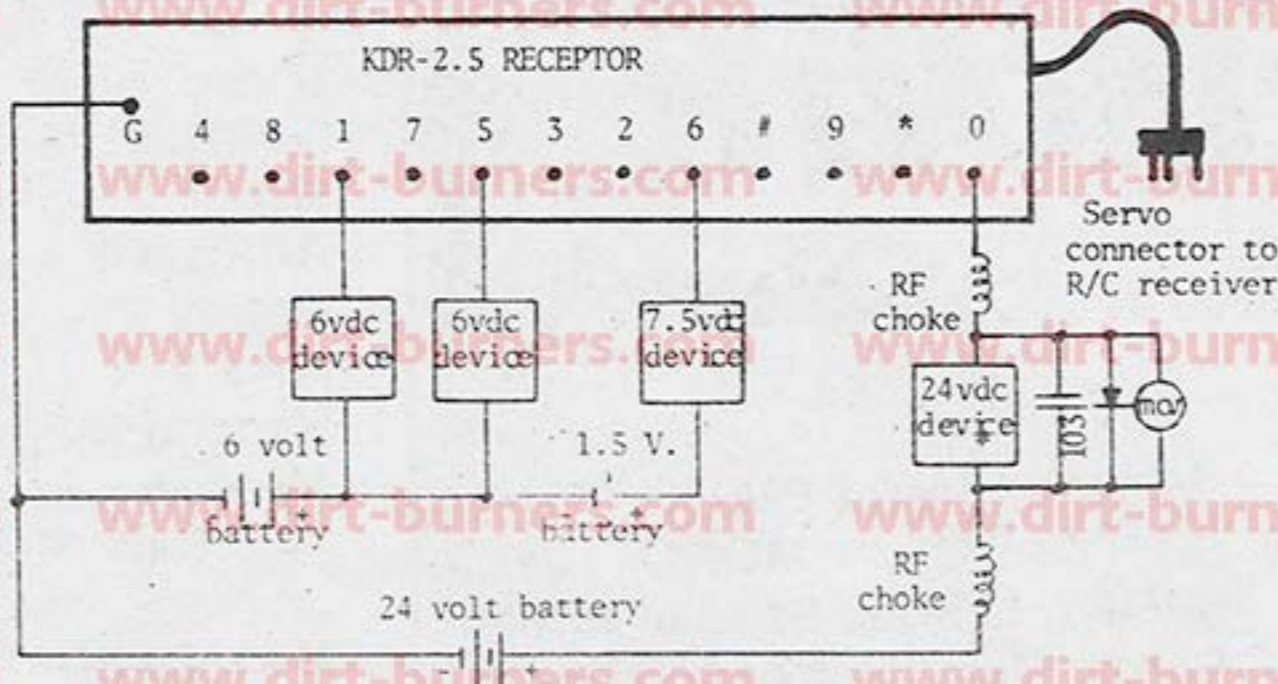
Losing weight was never easier - Not until PARMA produced the ".010 coverup". Now in 3 sizes for the R2GS, R2F and NOVAK receivers. From PARMA Int'l



4-Cell Computer Matched batteries, ready to deliver more power, longer. Get away from the "DUMPS"! Get PARMA's matched Sanyos. From PARMA Int'l



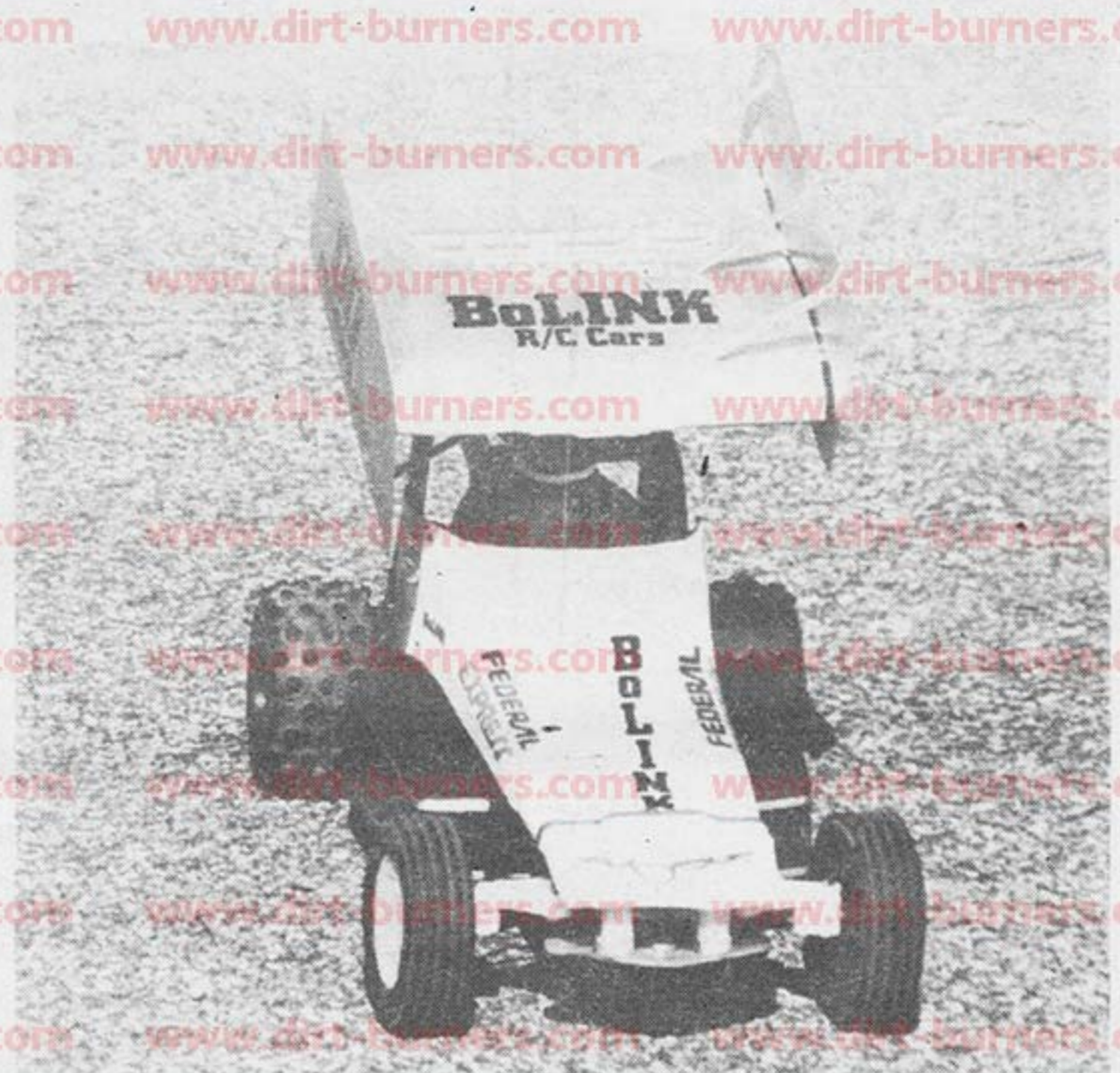
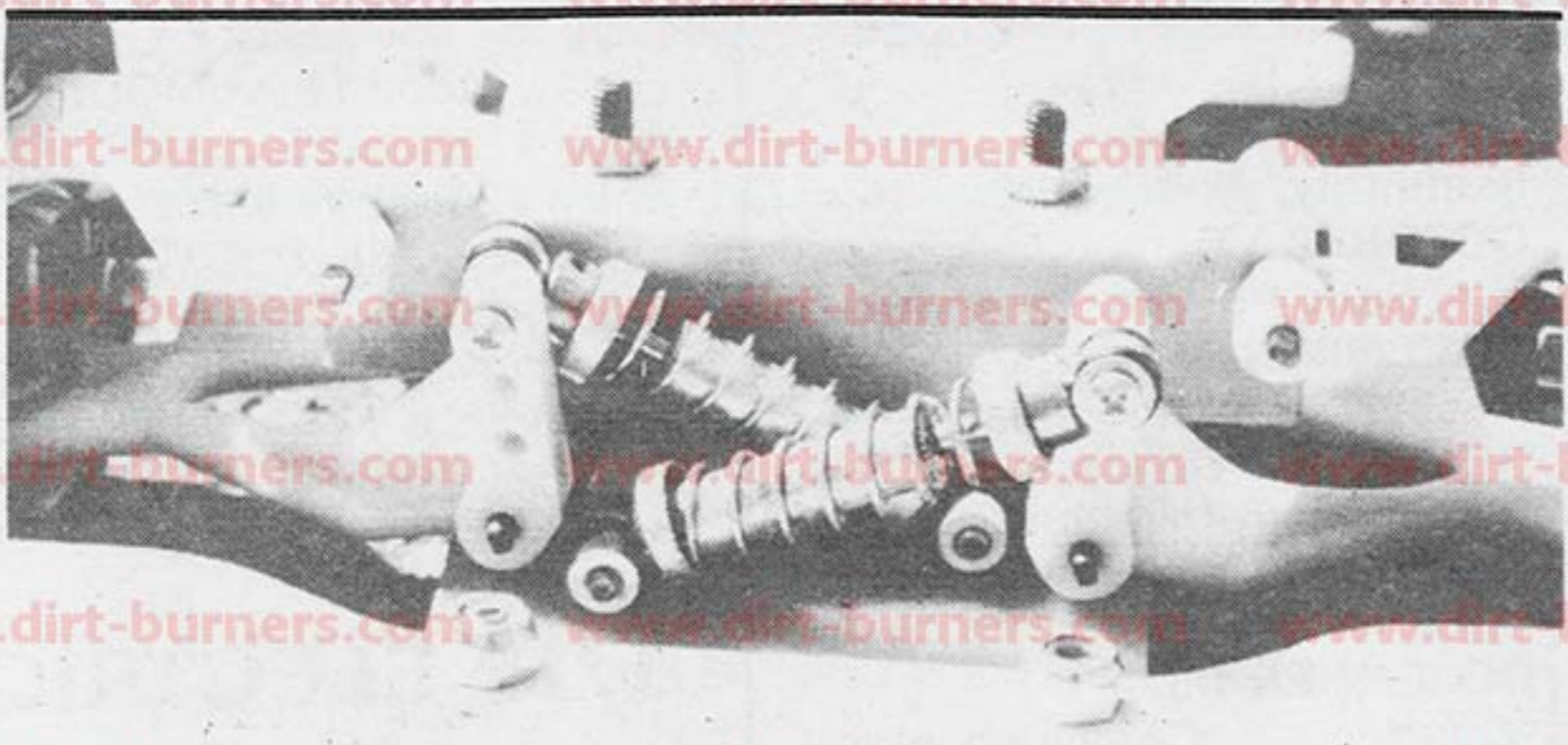
Device battery ground. 17.5A



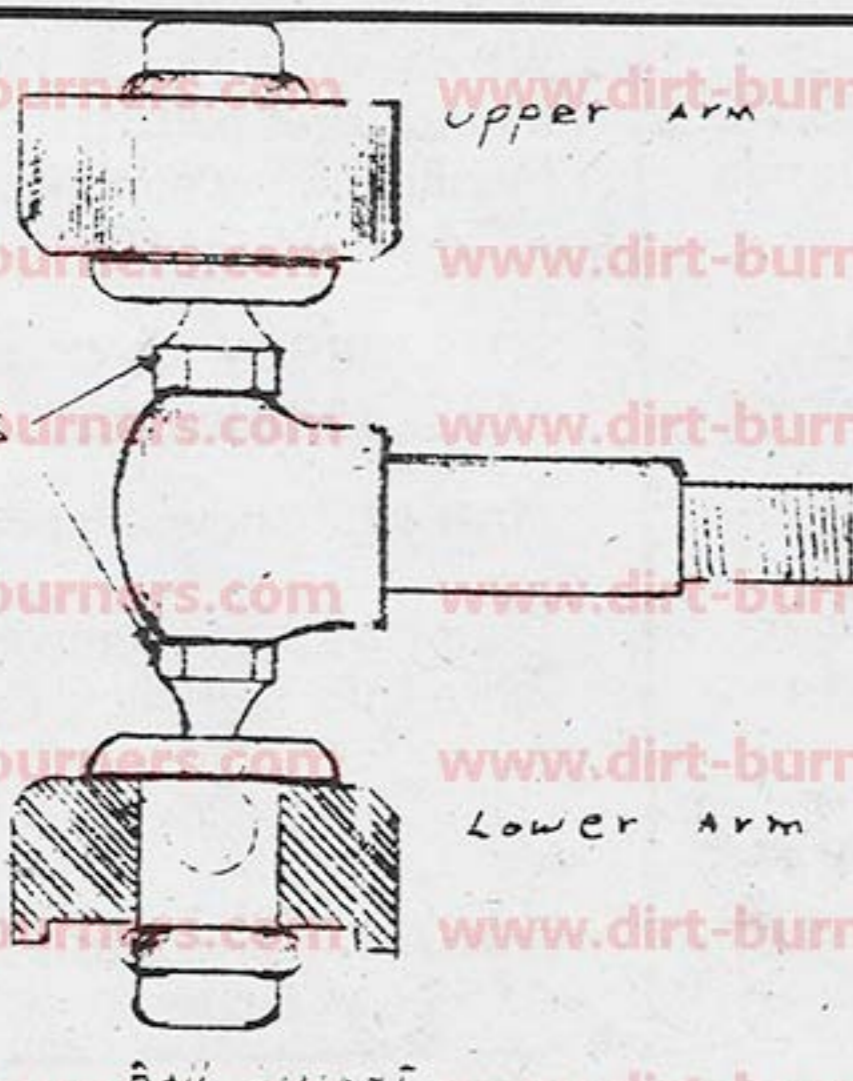
The new 12 CHANNEL KEYKODER designed to expand your standard Radio Control set with 12 new on-off channels to operate lights, horns, bells, bombs, cranes or whatever. The KEYKODER piggybacks 12 new channels onto one conventional channel. The remaining channels and joysticks are unaffected. From VANTEC. 15445 Ventura Bl. (10-281), Sherman Oaks, Ca. 91413.



A "sneak peak" at the suspension system of the R/C500 from Associated. The rear shock assembly (above) is on a slight "laydown" position for better shock travel and easy access. The front suspension system (below) offers a pronounced "laydown" position to give maximum travel with shorter shocks. It is also easily accessible for maintenance. The R/C500 is expected to be on the market by mid-April from ASSOCIATED ELECTRONICS, 1928 E. Edinger, Santa Ana, Ca. 92705.



BolINK's new "Sprint" car body kit (above) is now available for the 1/12th and 1/10th Off Road cars. Lexan body kit needs some cutting to fit and can be detailed to look like the "real" Outlaw sprinters.. Available from BolINK INDUSTRIES. 420 Hosea Road, Lawrenceville, GA. 30245.



New "King Pin Ball Sockets" replace the Tamiya/Off Road ball caps. No more trailing arms popping off the king-pin. This new ball socket will stay on. Snap ball socket before inserting into trailing arms, insert sockets into arms and lock with "O" ring. From THORP Mfg. 380 S. East End, Unit H, Pomona, Ca. 91766.



One quarter (1/4) scale R/C sprint cars may be the craze of the future. These kits come with or without front suspension and can be used with a 6.5 cc airplane two-stroke engine or a McCulloch (go cart-type) engine. Kit must be assembled, painted and detailed. Extra large steering servo(s) are required for maximum performance. From PACESETTER PROD., Anaheim, Ca.

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. Dist 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 Kominitzky (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:

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.

APRIL 17-18

Tucson Model Boat Club, Silver Bell Lake, Tucson, AZ. HEAT.

APRIL 24-25

So. Calif. Scale Thunderboat Assc. Legg Lake, So. El Monte, Ca. SCALE.

MAY 15-16

Wavemakers, Riverland Resort, Kingsburg, Ca. HEAT RACING.

MAY 22-23

So. Calif Scale Thunderboat Assoc. Legg Lake, So. El Monte SCALE

MAY 29-30

San Diego Argonauts, Mission Bay, San Diego, 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

ORRCA SERIES

MARCH 14

SkateCity, Whittier

MARCH 21

Radio Control Hobbies, Costa Mesa.

APRIL 4

Ranch Pit Shop, Pomona

APRIL 10

Hobby City, Anaheim

MAY 2

Ranch Pit Shop, Pomona

MAY 16

Mini Baja, Reseda

MAY 29-30

"Quarter Finals" Radio Control Hobbies, Costa Mesa.

JUNE 6

SkateCity, Whittier

JUNE 27

Radio Control Hobbies, Costa Mesa.

JULY 4

Ranch Pit Shop, Pomona

JULY 18

Mini Baja, Reseda

AUGUST 8

SkateCity, Whittier

AUGUST 21

Hobby City, Anaheim

AUGUST 28-29

"Quarter Championships" Mini Baja, Reseda

SEPTEMBER 5

Ranch Pit Shop, Pomona

SEPTEMBER 19

Mini Baja, Reseda

OCTOBER 3

Skate City, Whittier

OCTOBER 17

Mini Baja, Reseda

NOVEMBER 20

Hobby City, Anaheim

NOVEMBER 28

Radio Control Hobbies, Costa Mesa.

DECEMBER 4-5

"Quarter Championships" Whittier.

EVERY FIRST SUNDAY:

Ranch Pit Shop - 1655 E. Mission, Pomona, California 91766 (714) 623-1506.

EVERY SECOND SUNDAY:

SkateCity/Great Western Hobbies (213)698-0721.

EVERY THIRD SUNDAY:

Mini Baja - 6742 Reseda Blvd. Reseda, California 91335 - (213) 345-7300.

EVERY FOURTH SUNDAY:

Radio Control Hobbies - 653 W. 19th Street, Costa Mesa, Ca. (714) 631-1555.

EVERY THIRD SATURDAY:

Hobby City/Century Models - 1238 S. Beach Blvd., Anaheim, Ca. 92804 - (714) 821-8320.

EVERY 1st & 3rd SUNDAY:

Vegas Radio Raceway - Decatur Rd. Las Vegas, Nevada

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'm up good! 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

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.

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:

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:

1/12 ELECTRIC

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.

R/C 2 SOUTHEAST, PA. CLUB

APRIL 18 - (season opener), **MAY 2, MAY 16, JUNE 13, JUNE 27, JULY 11, JULY 18, JULY 25, AUG 8, AUG 22, AUG 29, SEP 12, SEP 26, OCT 10, OCT 24.**

For further information contact Paul Marziani (215) MA3-8059.

1/12 SPECIAL EVENTS

AUGUST 13-21

IFMAR Internationals 1/12 Electric World Championships, Stock & Modified Class. R.O.A. R. Sanctioned. Location yet to be announced. For more information, contact Mike Reedy, Race Director, 16661 East McFadden, Tustin, Ca. 92680.

JUNE 19-20

'1982 PEPPERMILL CLASSIC' for 1/12 Modified Electric. Sierra Radio Control Car Club, 3382 Lakeside, Reno, NV 89509. (702)826-2121.

1/8 SCALE GAS

MID-ATLANTIC CHAMPIONSHIP SERIES:

APRIL 4

WRCRA, Tysons Corners, Va. Road Course, CAN AM.

APRIL 25

SJRCRA, Williamstown, N.J. Road Course, CAN AM.

MAY 23

SARCRA, Selinsgrove, Pa., Oval Track, Formula One Body.

JUNE 6

GBMRA, Glen Burnie, MD. Road Course, CAN AM.

JUNE 27

BCRCRA, Baltimore, MD. Road Course, CAN AM.

JULY 18

WRCRA, Tysons Corners, VA. Tri-Oval, Formula One Bodies.

AUGUST 8

GBMRA, Glen Burnie, MD. Oval Track Formula One Bodies.

AUGUST 29

SJRCRA, Williamstown, N.J., Road Course, CAN AM.

SEPTEMBER 26

SARCRA, Selinsgrove, PA. Road Course, CAN AM.

OCTOBER 17

BCRCRA, Baltimore, MD. Road Course, CAN AM.

Best six(6) finishes. For more info: Tony Markunas (717) 473-3947 or Earl Nester (301) 796-8828 or Merle Gardner (609) 629-4623. ROAR & FCC Lic.

L.A. R/C RACERS:

APRIL 4

CAN AM

MAY 2

CAN AM

JUNE 6

CAN AM

JULY 4

CAN AM

AUGUST 1

CAN AM

SEPTEMBER 5

CAN AM

OCTOBER 3

G.T.

NOVEMBER 7

G.T.

DECEMBER 5

G.T.

All racing at Fed Mart parking, Culver City, Ca. For more info: Glenn Williams (213)734-7888 or Willie Green(213) 204-1987.

GULF SOUTH 1982 :

March 14

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

April 4

Slidell, La. Gulf South Series, 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.

1/8 SPECIAL EVENTS

MARCH 14

6th ANNUAL RAY CHARBONNEAU Memorial Race. For Cancer Charity. CAN-AM. Ranch Pit Shop (714)623-1506

RACE CORNER:

(contd. from page 12)

Marshall Gilbert from the "54th Aero Squadron, 18930 Soledad Canyon Rd., Canyon Country, Ca. called up to say that he's just about ready to open his new "Off Road" track. For further information call Marshall at (805)252-2644.

ON THE COVER:(left to right)

Mike Lavacot, 1/12th Stock winner, Ralph Burch, 1/8th CAN AM winner, and Jim Aguirre, 1/12th Modified winner at Florida's Winter-nationals. All with Associated.

APRIL 30 - MAY 1, 2

Shamrock Competition Imports present the "CAJUN GRAND PRIX. Lafayette, Louisiana. Over \$3,000 in prizes, CAN AM Road Course. David Mellinger R.D. (318)234-1088. Entry \$20. by April 15th.

★1982 CALENDAR★

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

R/C

RACING NEWS

It's your paper

SUPPORT IT!

Do you know what the best selling R/C product in your local hobby shop is?

Answer: MRC-Tamiya's Baja Buggies.

Hobby shops throughout the country are selling them at a record pace. These miraculous, off-the-road buggies have created a new R/C category. RCers are taking them to the beaches, deserts, mountains, raceways. They're running them through sand, dirt, mud and water. They're clearing obstacles and taking on mud trails that have never been challenged before.

Superior engineering makes these buggies as much fun to build as to run. You'll find a sealed metal case covering the transmission. And a water resistant box protecting your radio gear. Two forward and one reverse speed powered by a special electric motor provide power for clearing obstacles and taking on the terrain. Fully adjustable, four wheel independent suspension to tune the chassis to the road is all designed in. But fun is the big drawing card, and anywhere you go they go.

You'll fly over jumps and absorb jolts that would send other R/C cars to the pits. You'll sail over ramps, land in full control and keep on trucking.

And because you build these machines from a precision kit, you'll be able to modify, repair and keep them on the road indefinitely.

There has never been anything like them before. They're number one at your hobby shop now. *Get one and let the fun begin.*



MRC  
Model Rectifier Corporation
2500 Woodbridge Avenue
P.O. Box 710
Edison, NJ 08818

OFF-ROAD R/C TRACKS

Here's a partial listing of R/C car raceways where you can run your MRC-Tamiya off road-vehicles... there are competitions, fun running, obstacles and more. See how good you really are. For details contact the track nearest you.

WEST COAST

Ranch R/C Raceway
22849 Cooley Drive
Colton, CA 92324
714-824-5850 Gil Losi
Mini Baja
6734 Reseda Blvd.
Reseda, CA 91335
213 345-7300 Lou Peralta
R C H Raceway
653 West 19th Street
Costa Mesa, CA 92627
714-631-1555
Larry Van Osten

Skate City, Great Western
Hobby Raceway
14330 E. Telegraph Road
Whittier, CA 90601
213-946-1402 Bob Teeple

The Pit Shop
1655 East Mission Blvd.
Pomona, CA 91766
714-623-1506 Joe Lynch
Bishop Enterprises
Vegas R/C Raceway
720 S. Decatur
Las Vegas, Nevada 89107
54th Aero Squadron
18930 Soledad Canyon Rd.
Canyon Country,
CA 91351
805-252-2644
Marshall Gilbert

SOUTHEAST

B & B Sales Co.
2759 West Main Street
Smellville, GA 30278
404-972-2328 Fred Botts

Radio Track
10723 Beach Blvd.
Jacksonville,
Florida 32216
904-642-2228
Mark Seyforth

NORTHEAST

Bills Hobby Supply
600 North Main
East Long Meadow,
Mass. 01028
413-736-7711
Bill Pollack Jr.
Raceway Park
Pension Road
Englishtown, N.J. 07726
201-446-6331
Vince Radosti
Ray's Hobby Shop
468 Jerusalem Avenue
Uniondale, N.Y. 11553
516-486-4047
Ray Jacobelli

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