

R/C

RACING NEWS

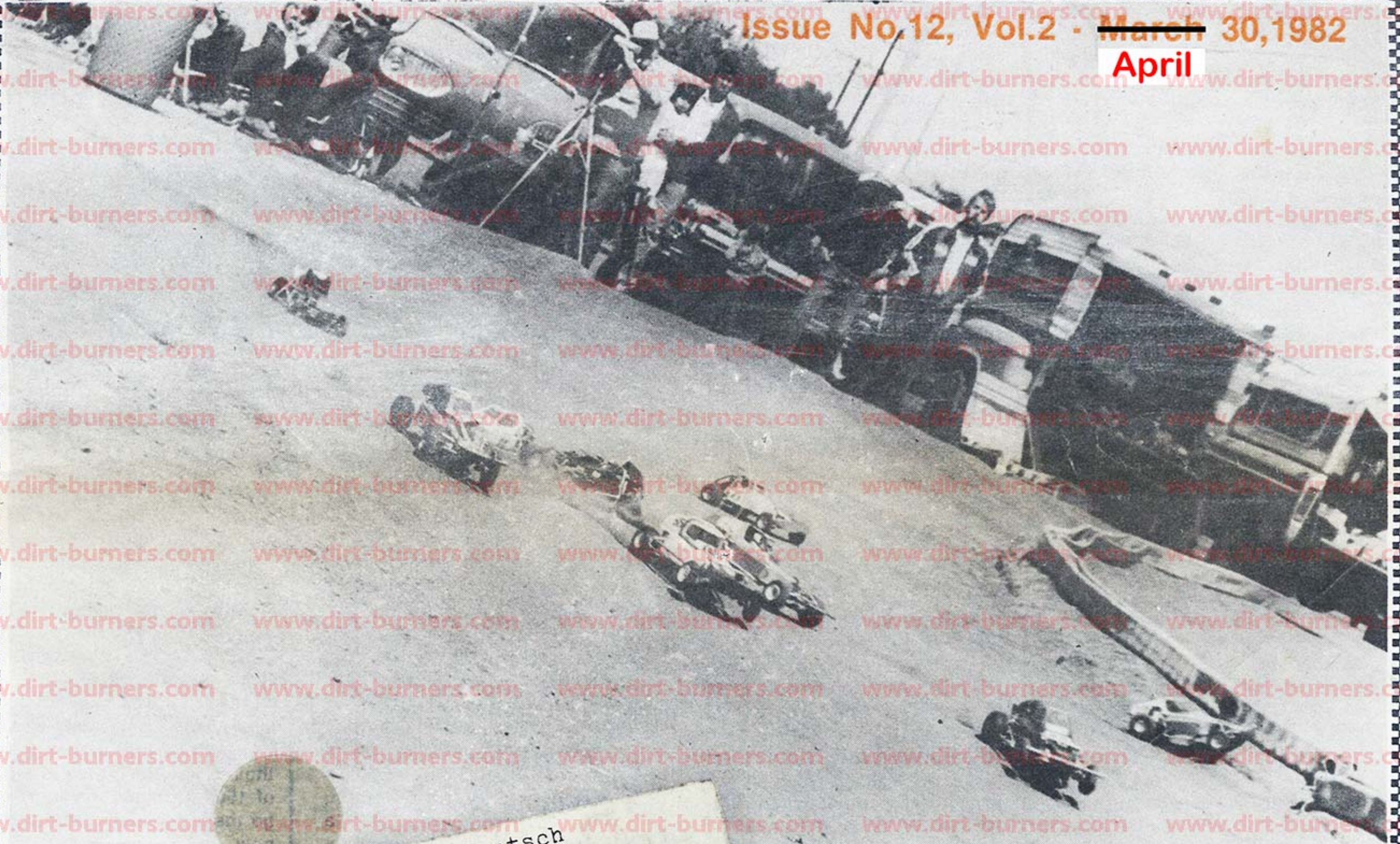
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Issue No. 12, Vol. 2 - ~~March~~ 30, 1982

April



Donald Deutsch

- **Special World Champ Program**
- **New ORRCA Series**
- **Ray Charbonneau Charity Race.**

- **IFMAR Internats**
- **NMPRA Formula 1**
- **Club Reports and**

much more...

Race Corner

Hey! Entries to the R/C RACING NEWS/SCORE SHOW "1982 R/C Off Road World Championships have reached the limit of 168 total entries. In fact, a number of them were sent back and some are being held in the event of no shows. It was anticipated that we would be able to take over 200 entries but because of time limitations in all three days, the total of entries was reduced to a maximum of 168. There are 40 in the Stock class, 80 in the Modified class and 48 in the Open class. All racers should have received their info packet and racing numbers.

Among some of the racers, there are a few first-timers in R/C Off Road racing, although no strangers to R/C racing. Bill Campbell from DELTA will be experimenting with their prototype (susp.) Off Road car; Bob Rule, from BoLINK, also has their new 1/10th scale off road to show; Gary Kyes from M.R.P. is going to try to raise havoc among the Stockers; Chris Chan of CHAN DESIGNS will have the new AYK on the line; Bob Novak of NOVAK Elec. is going to run the new "mono-shock" car from the LYMAN/CRUZON stable of fine cars.

Speaking of fine cars, there will be an unveiling of several cars at this first time event in Off Road at the Anaheim Convention Center. Eustace Moore has a totally new M.I.P. Off Road car ready to go. We already mentioned the DELTA, BoLINK and LYMAN/CRUZON cars, but now COX Hobbies has their Off Road version. Lou Peralta of R/C RACING NEWS will be running this car in the Modified Class.

It seems that alot of the R/C community has sat up to take a look at what's happening with R/C Off Road and try to get involved in it. We think it's great for the sport and the industry in general and we're glad we're helping to bring it to the forefront.

Entries are now available for the 10th Anniversary, 1982 NAMBA NATIONALS. We picked one up recently from Stuart Russell at Legg Lake. If you're planning

to attend, you'd better get your entry in soon because we understand that entries are coming fast. Contact NAMBA direct if you didn't get yours. Mom Coad would be glad to get it in the mail to you. Call her at (707) 994-6643.

Speaking of boats, you just had to be there to realize the dedication of some of the Powerboat racers recently, at Legg Lake. The rains came hard on Southern California, and while some of the R/C Off Road and 1/8th scale events had to be postponed, the first of the POWERBOAT MAGAZINE Outboard Series went on as scheduled. (See story in this issue by Cathie Galbraith). I mean to tell you that a duck would have stayed out of that rain, but not these boaters. At times it was raining so hard that you could hardly see more than 10 feet ahead. You can send your get well cards to the Pneumonia Ward of General Hospital.

We're happy to announce that Cathie Galbraith will be covering many of the R/C Powerboat races in the West Coast for us. Not only is she one of the top NAMBA racers but she is an excellent writer/reporter and knows the ins and outs of the powerboat scene.

We're also delighted that Gary McPike, Secretary to NMPRA, will be keeping us posted on all R/C Airplane racing, local and National levels. We certainly have been wanting to give that area of R/C equal exposure.

Just as important, Bill Meyers will be covering most of the 1/12 scale racing for us in Southern California along with Neal McCurdy and hopefully others.

As to, to these fine talent above, people like Bill Gardner, who has been covering the GULF SOUTH scene and most recently Richard Childree, also from GULF SOUTH; Richard Sylvester from the Radio Controlled Columbia Auto Racing Club, in Columbia, South Carolina; Gary Veselica from R.A.C.E. who is covering the MART races in Michigan; Bill Dolack of G.E.A.R.S. in Mass.; Robert

Longacre of CCRC in Manteca, Ca.; Richard Schwalm of the Ventura Roadrunners, in Ventura among others & I'd say that we're getting a broad spectrum of R/C racing, and from those who really know. We thank them and all of you who take time out to help us further the R/C sport.

We hear the Proline Electronics/Ace Radio is working on both a boat and car radio system to be due out sometime this fall. Their line currently takes care of the airplane phase of the sport.

Radio Controlled Hobbies of Costa Mesa had such a big turnout for March's Off Road races, 147 to be exact, that they had to cut down the number of qualifiers from three to two only, in order to get everyone out by sunset. Some guys didn't like, so "Rapid Ron" Williams, fast thinker that he is, called us to let us know that their next race in MAY will definitely have a minimum of three rounds. The reason: "daylight savings time". Didn't I tell you he was a fast thinker? Besides, he too wants three rounds, more chances to make that A MAIN, right Ron?

Please note two errors in the current ORRCA rules (re-printed in last month's issue): In the Stock class YOU CAN NOT RUN "COIL OVERS". In Mod. YOU CAN use any type of gear ratio.

We'd like to thank Ken MacDowell of PARMA Int'l for helping us get R/C RACING NEWS to the Nurnberg Show. As a result, we've not only received a sizeable number of subscriptions from there, but we have established several distribution houses throughout Europe and most importantly, we'll soon be getting R/C reports from Europe.



Can't wait for the 1/8th World Championships to come in 1983. They will be held in Carnoux, France. Any excuse to get to Europe and race some of their permanent tracks. I hear they really take it seriously there.

The SCORE SHOW is donating the top three trophies to be awarded for "Concours" in each of the three classes at the 1982 Off Road World Championships, at the Anaheim Convention Center, this April 16, 17, 18th. It's a "Running Concours" event, which means that you will have to run that same body in all heats and mains. Imagine all those hours of work and then pffff!

Neal McCurdy has been appointed Co-Race Director for the Anaheim Off Road event and he will also be the official Tech Inspector.

We gave you some information in our last issue regarding the "1982 Peppermill Classic" 1/12th electric Modified car race to be held June 19-20. Apparently some of that info was not made very clear, so here it is: The race is outdoors. The phone number we listed (that of the Peppermill Hotel) should not be used. Instead, all information should be obtained in writing only through: The Sierra R/C Car Club, c/o 3382 Lakeside Drive, Reno, Nevada 89509. Apparently the hotel was inundated with many calls from racers from all over and they could not answer their questions. There is a limit of 150 entries so if you plan to go there get that information in now.

One of the newest Off Road tracks to open in Southern California is the HIGH DESERT BAJA track in Palmdale, Ca. They have a 10-week Friday night series which starts April 16th; they also race every Saturday and will have their "Grand Opening" two-day race in May. For more information contact High Desert Baja at (805) 724-1162 or 270-0130.

(contd. page 11)

ON THE COVER: The ORRCA Off Road Series is underway again, with a full scheduled of races through December 1982.

1982 FLORIDA WINTERNATIONALS

205 ELECTRIC ENTRIES

136 GAS ENTRIES

TEAM ASSOCIATED



MIKE LAVACOT

RALPHIE BURCH

JIM AGUIRRE

1/12 STOCK CLASS

- 1st. Mike Lavacot
- 3rd. Kent Clausen
- 7rd. Rick Davis
- 8th. Bruce Hickman
- 9th. Jim Aguirre
- 10th Re-Pete Fusco

1/8 GAS CLASS

- 1st. Ralphie Burch Jr. TQ
- 3rd. Dana Smeltzer
- 4th. Rich Lee
- 6th. Curtis Husting
- 7th. Re-Pete Fusco
- 8th. Chuck Phelps
- 9th. Rick Davis
- 10th Kim Davis

1/12 MODIFIED CLASS

- 1st. Jim Aguirre
- 2nd. Rick Davis
- 4th. Kent Claussen - TQ
- 8th. Mike Lavacot
- 9th. Gene Husting
- 10th Rich Douglas

THE NEW ASSOCIATED RC12i ELECTRIC CAR WILL BE READY BY APRIL 1st. & THE NEW ASSOCIATED RC500 INDEPENDENT SUSPENSION GAS CAR, BY THEN OF APRIL

AO TEAM ASSOCIATED

1928 EAST EDINGER
SANTA ANA, CA. 92705

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R/C RACING NEWS

You Race It...
We Cover It!

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R/C RACING NEWS is published monthly for a subscription rate of \$15.00 for 12 issues, by United Publishers Group, P.O. Box 411, Woodland Hills, California 91365.

Application to mail "second class" postage rates is pending in Woodland Hills, California.

Foreign subscription rates are \$25.00 for Canada and Mexico, First Class; and \$35.00 to \$50.00 Air Mail to other Continents. All subscription rates are subject to change without notice.

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Published by: UNITED PUBLISHERS GROUP - P.O. Box 411, Woodland Hills, California 91365 - Tel. (213) 345-7300 or (213) 340-5750.

On the Line

"A SET UP RACE"

We enjoyed your report of the Florida Winternationals. This race has certainly become one of the best races of the year, and you've managed to capture most of the flavor and excitement of this two-week long event.

In the same issue was a race report on the "First Western Winternationals" at Bakersfield, as reported by Neal McCurdy. This event was exactly the same time as the Florida Winternationals, so any racers competing in Florida obviously could not compete at Bakersfield. It seemed to be a set-up race for one well known North-West team competing at Bakersfield. Some people referred to this as "CHERRY PICKING!"

Obviously something went wrong with the plan because the "Cherry Pickers" didn't win. Neal's report showed the winner to be Frank Killam using a Checkpoint modified motor. As a "Technical Editor", Neal should be qualified enough to know that Frank Killam was running the new Associated RC12i car. Frank should also have been given credit for his Top Qualifier honors with his Checkpoint/Associated combination.

Neal also seemed to have problems recognizing Robert Cavazos' Associated car which finished 5th in the A Main and Jerry Case's Associated car, which Jerry used to win the B Main. But there's no question that Neal is certainly qualified to recognize Revtech/MRP.

Perhaps in time, Neal can become a real Technical Editor.

Gene Husting
Associated Electronics

SLANTED REPORTING

It is with deep regret that I write to criticize an otherwise good paper. The report on the Western Winternationals, (hereafter referred to the Revtech/MRP Nationals) was the most blatant example of biased and inaccurate reporting

I have encountered in some time. Besides that, it was just done badly. Nowhere in the report was there a mention of what kind of car Frank Killam was running when he won the Expert "A" main, nor was there a picture of the car. Instead, we get a blurry picture of Neal McCurdy's "burst of speed" (?), and a picture of the 2nd place concours winner. What happened to 1st place?

The motor/car listing after the drivers in the expert mains was also inaccurate in some cases as well as the way the mains went down.

This is not a letter written by someone upset - because he didn't get a fair shake in the article. My motor was in the winning car in the Expert "A" Main and it was reported as such. I just think slanted reporting has no place in our only R/C Car publication.

Don't say "If you don't like it, do it yourself." That don't get it! If you can't do it right, don't do it!

"Big" Jim Greenemeyer
Team Checkpoint Motors

Thank you for your thoughts, they are well taken. For the record, we never intentionally try to slant any story, if it appears as such we regret it. Also, for the record, Neal McCurdy is more than qualified to be our Technical Editor. ED.

QUITE DESERTED

Thank you very much for the issue 9, Jan. '82, which is the first time appeared in Singapore R/C Racing history since the disappearance of "Racing Circuit" and "Race Car World" which I received from Malaysia two years ago.

Regret to inform you that we hear very little news from your part of the world of R/C racing, especially 1/8th scale gas car, inspite of the most popular group under IFMAR (we are also affiliated members).

As a founder member of R/C gas cars some 4 1/2 years ago in Singapore, I would like to keep

my club members well informed of all gas car activities all over the world, therefore I would like to subscribe to your newspaper.

The only British car magazines I receive monthly are not popular because they concentrate too much on electric cars only.

Kindly send me more details of your R/C RACING NEWS so that I can write to you and give you more information of our club: "Radio Control Modelers Club" in Singapore. I am trying to form the ASEAN/ASIAN group as we are quite deserted.

Robert Chan-Sze
Singapore

Well we have found you so don't feel deserted any more. The issues you requested are on their way to you. More importantly, we look forward now to hearing from you in the future about all or your R/C activities. Don't forget pictures as well, preferably black and white ones and also results. ED.

YOU'RE INVITED

Let us introduce ourselves. We are the Capital Auto Racers. We have been an organized 1/8 scale R/C gas car club for many years.

Two years ago we decided to hold the "Southgate 500" a 500 lap two-man team, GT oval patterned after the Indianapolis 500. This year will be our third annual Southgate 500 and we hope it will be our best.

Let us take the opportunity to invite you to participate. Factory teams are welcome as well as the weekend racer. In order to make our special race a success we are asking for your cooperation in donating 1/8 scale parts which we will give to the participants as contingency awards. Your cooperation will be greatly appreciated not only by our club, but by all participants.

Please send all entry forms and merchandise by May 15 to: Joe Witte, 8416 Jonquil Way, Citrus Heights, Ca. 95610.

Alex Winsley
President, CAR

Glad to be of help and you can count on subscriptions from us. We would like to know the exact date of the race and it's location, and I'm sure many racers will be there. ED.

OFF ROAD INFO PLEASE

I am a recent subscriber to your fine magazine: R/C RACING NEWS. I eagerly await each new issue and read it from cover to cover. I hope that you and your staff will continue the great work you are doing in covering the sport of Radio Controlled Racing.

I noticed from your publication that California is really involved in Off Road racing in a big way. The well deserved attention given by your magazine of the Off Road events in California has started to get my interest. I, myself, have been racing 1/12th scale electric cars locally here in Florida for about two years but I have enjoyed the sport and the competition. I am therefore, not very knowledgeable about 1/10th scale Off Road racing and I was hoping that you could be of assistance to me by answering some of my questions.

First, is the Tamiya Rough Rider a good starting kit in off road and what changes or alterations to the basic kit would you recommend initially?

Second, does an off road racer require the use of heavy duty servos?

Would you recommend to use a speed control unit?

I run more than 6 NiCad cells are used. If I start off in Stock class will I need more than a 6 cell pack?

Would you recommend the use of ball bearings when I start out?

As you can see I have not been able to find out too much here locally and I hope that you can be of some help.

One last question before I close. In your magazine there is a reference to ORRCA. Is this a California group or is it National?

Jerry Tabak
Tampa, Florida

Wow! It's a handful of questions

but we're glad you've asked them because alot of people outside of California have asked the very same questions before. I will try to answer them in the order of your letter.

1. The Tamiya Rough Rider, Sand Scorcher or the Ford F-150 kits are very good to start with. Also, there is the AYK Baja Bison kit just coming out, and in a few weeks COX Hobbies will be coming out with their off road version. All seem to be excellent kits to get started.

2. Heavy duty servos are preferred, especially for the steering servo and especially if you eventually go to a "direct steering" position, without the use of the stock or other servo saver. This of course is not possible in the Stock class. Futaba has excellent heavy-duty servos and most recently we've noticed the use of the Airtronics, Kraft and Novak servos. Anyone of these companies has an excellent heavy-duty servo that you can use.

3. The stock speed control plates in all three types of kits available, do not last too long. In every case you will have to get a speed plate that uses stronger contact material. You can also

go to a resistor-type of a setup for better wear and performance. For this you will have to do some fancy wiring for reverse or ad a Micro-switch for reverse, which you will need. The electronic speed control works great but it's quite expensive and only if you're racing all the time will it become a worthwhile investment. Several companies advertised in this paper have the above replacements.

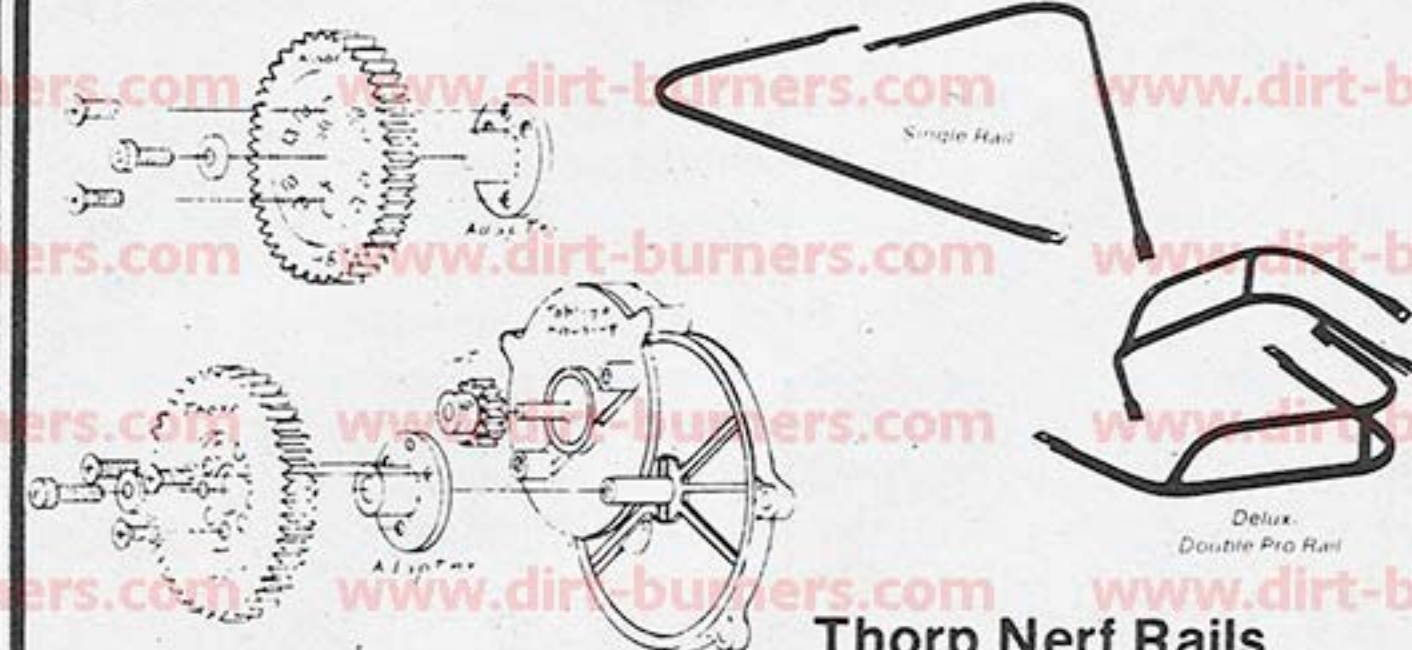
The tires that come with the kits work just fine. None of them are perfect all around tires. It just depends where you run the car. The Tamiya and the AYK rear paddle-style tires will give you a good bite but they also wear out faster than the knobby-type tire. You just have to test them all.

5. In Stock class you must stay with six cells (sub-C type).

6. Ball bearings will help, especially inside the Tamiya gear case. Six replace the stock brass bushings.

7. ORRCA was established to sanction the So. Cal. series. But it looks like now it will be a National Organization as well. More on that in the next issue. Rules are available from ORRCA. ED.

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THE 6TH ANNUAL RAY CHARBONNEAU CHARITY RACE

These two cars seemed at times to be glued to each other. Allen Losi (6) and Andy Jacobson (4) "magnetized".

March 21, 1982
Pomona, California

What can you say about a race that is in its 6th year of existence and where most of the top racers in the South West make an extra effort to be, not only to compete among the very best in this part of the country but also to do it for Charity.

As in every year, the entire proceeds from the race go directly to the Cancer Foundation to help their cause for research and the eventual cure of that dreaded disease.

The very same disease that took the life of one of the most liked and respected R/C racers; RAY CHARBONNEAU.

This year, unfortunately, the kitty was not as full as years past because Mother Nature decided to drench the beautiful Southern California countryside with a terrible downpour.

The original date for the yearly event was set for March 14th.

While on Friday and Saturday prior to the event, most of the drivers racing got plenty of practice time, when Sunday (14th) came around, the skies opened up and sent everyone to look for shelter.

As true racers, no one left for the first three hours in hopes that the skies would clear and the track could be dried up quickly.

The early morning rains did their damage, but at about 9 am, several racers and spectators got out on the track with whatever they could find to dry the track and started their muscle-power-drier. Just when it seemed that we would possibly

race, once again the skies opened up and this time they did not let up nor did it seem that they would any time soon.

So the decision was to postpone the race until the following weekend, Sunday 21st.

Too bad though, because the large entry on hand all the way down from Northern California to Portland and Arizona would have put a lot of needed cash into the Cancer Fund.

In addition, track preparation was excellent and the "bite" was there only to be washed away until the following week. But as is always the case, when Mother Nature commands, we've got to listen. So everyone said "see you next week".

SUNDAY, March 21st, was another story. The rains from the previous week have left that section of Pomona in its brilliant splendor. The San Gabriel/San Bernardino mountains offered a beautiful,



Tom Douglas just ahead of Dana Smeltzer.

The start of the A main.



snow-capped backdrop for a fine day of 1/8th scale gas racing.

Needless to say, many who had made the trek the previous week were not able to be on hand on this day and so the expected 60 plus entries from the week before was knocked down to 43 racers.

Having spent the entire week, chomping at the bit, most racers were really ready for today's racing program.

Three rounds of qualifying were scheduled instead of just two. Controlled practice was eliminated to allow for the added qualifying round.

The track was still in excellent shape and just a bit more of that "VHT stuff" made it nearly perfect for racing.

The first two rounds were run, then a lunch break and then the third and final qualifier before the Mains.

The same "transfer" or "move-up" system was announced, wherein if you won any main lower than the A Main you could choose to move up to the next higher main.

This is great because it allows those that have had nothing but problems all day, just "one more chance" to make good.

Taking advantage of this system was Ross Kloeber who had nothing but problems all day.

He started out in the very last main, the F MAIN, and by this system worked his way all the way up to the D MAIN. He was able to win the F and E mains and run in the D main where he finished in 6th place. He wasn't all that disappointed though, as he was the only one there that ran more laps than anyone. He logged in 90 laps.

As we said before, the F MAIN was won by Ross Kloeber, 6 laps ahead of second place Jerry Peden. He and Rick May, running his PB suspension car finished with 24 laps, but Rick was relegated to 3rd.

Once again, Ross Kloeber took the E MAIN win by two laps over Dean Brown who logged in 28 laps, two more laps than 3rd place winner Darrell Hall.

Could Kloeber do it once more in the D MAIN? Well not this time, he and the car were getting tired and a few mental errors kept him out of the top spot and another transfer. Instead, it was Glen Wilcox making the 30 laps first just ahead of Dick Camp, also with 30 laps. Joe "the Terrible" Terror finally put it all together and ran a very strong 3rd place.

At this point Glen Wilcox opted not to transfer in favor of that first place trophy in the D Main. Oh yes! We forgot to tell you, at this race if you chose to move up you forfeited your gold for the chance to get a better one.

The C MAIN was one of the better races of the day. The battle for the lead went on for the 40 scheduled laps between Dave Shuck and Larry Bain. Both drivers put on a great show of driving skill, both trading the lead, especially when one was pitting. But in racing, it's the last lap that counts and this time Dave Shuck was able to put on a very strong drive in the last 10 laps to come from second and take the win. Most of the racers and crowd gathered to cheer for both of these guys. Benny Bullock took the third spot.

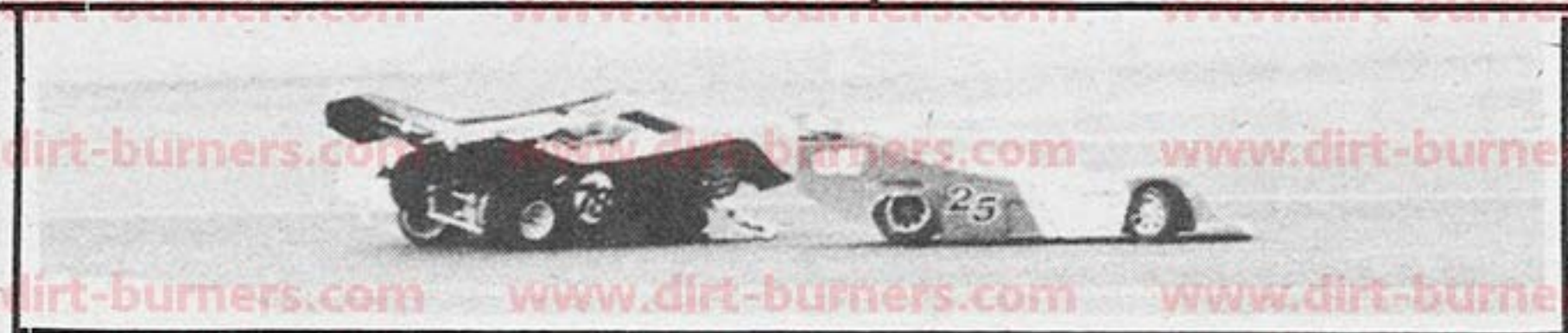
Jim Turner (below) casually demonstrating his feelings about winning the B Main. (Right) Dicing with Eustace Moore (4).



In moved a very fast Tom Douglas who was just about a half a lap behind Smeltzer when he dropped out. Douglas now proceeded to lap most of the field and got himself some breathing room.

Apparently his motor was leaning out in the straight and for the last 15 or so laps he wanted to save the motor. He drove hard through the infield but on the straight he backed off.

In the meantime, Tom Wong was



lurking just about a lap behind Douglas, just in case Douglas made a mistake or something went wrong.

Well you guessed it. Something did go wrong, just after Tom Douglas took the white-flag lap. The last lap of the race: Past turn one, then two and then all of the sudden the Douglas car was dead on the track. Engine "seized"...and there goes Tom Wong. Anyone else would have thrown the car and transmitter all the way to Upland, but Tom just smiled, certainly in disappointment, but nonetheless a smile.

Tom Wong took the top honors and Tom Douglas still managed a second place, followed by Rich Lee in third.

And so another chapter is complete in this yearly get together.

(contd. next page)

Later, at the trophy presentation, Larry Bain dedicated his second place trophy as he had done earlier over the P.A., to his fiance's mother who is presently in the hospital with the very same illness we were racing for here today. A nice gesture.

B MAIN time saw Jim Turner put on a great drive to wrestle the win from John Thorp. They both finished with 50 laps and no more than a few feet apart. This main had seen a number of racers hold the lead for a short time. Eustace Moore was the first one and held it for about half of the race, then brakes went out and dropped him back. Gil Losi, Sr. had it for a short time and so did John Thorp, but in the end, a noticeably delighted Jim Turner took the win. Thorp finished second and Moore, one lap behind, took the third spot.

The A MAIN would be the day's most exciting and disappointing race.

Dana Smeltzer took off like a whirlwind and started to put some distance between him and the rest of the field. The scheduled 60 lap main proved to be too much for him as in lap 40, the motor let go, or perhaps the plug, (we were never able to get the exact reason) and he dropped out.

(Above right) Ron Paris (78) climbs all over Darrell Hall (25). (Right) "On your marks, get set..." (Above) Allen Losi tangles with Andy Jacobson

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Everyone went home delighted with a fine day of racing and proud to have done it for an excellent cause.

RESULTS

- A MAIN:**
- 1. Tom Wong 60
 - 2. Tom Douglas 59
 - 3. Rich Lee 57
 - 4. Gene Husting 57
 - 5. Jerry Snow 56
 - 6. John Douglas 55
 - 7. Dana Smeltzer 40

- B MAIN:**
- 1. Jim Turner 50
 - 2. John Thorp 50
 - 3. Eustace Moore 49
 - 4. Gil Losi Sr. 48
 - 5. Rick Templin 44
 - 6. Bob Coughran 34
 - 7. Ruben Serrano DNS

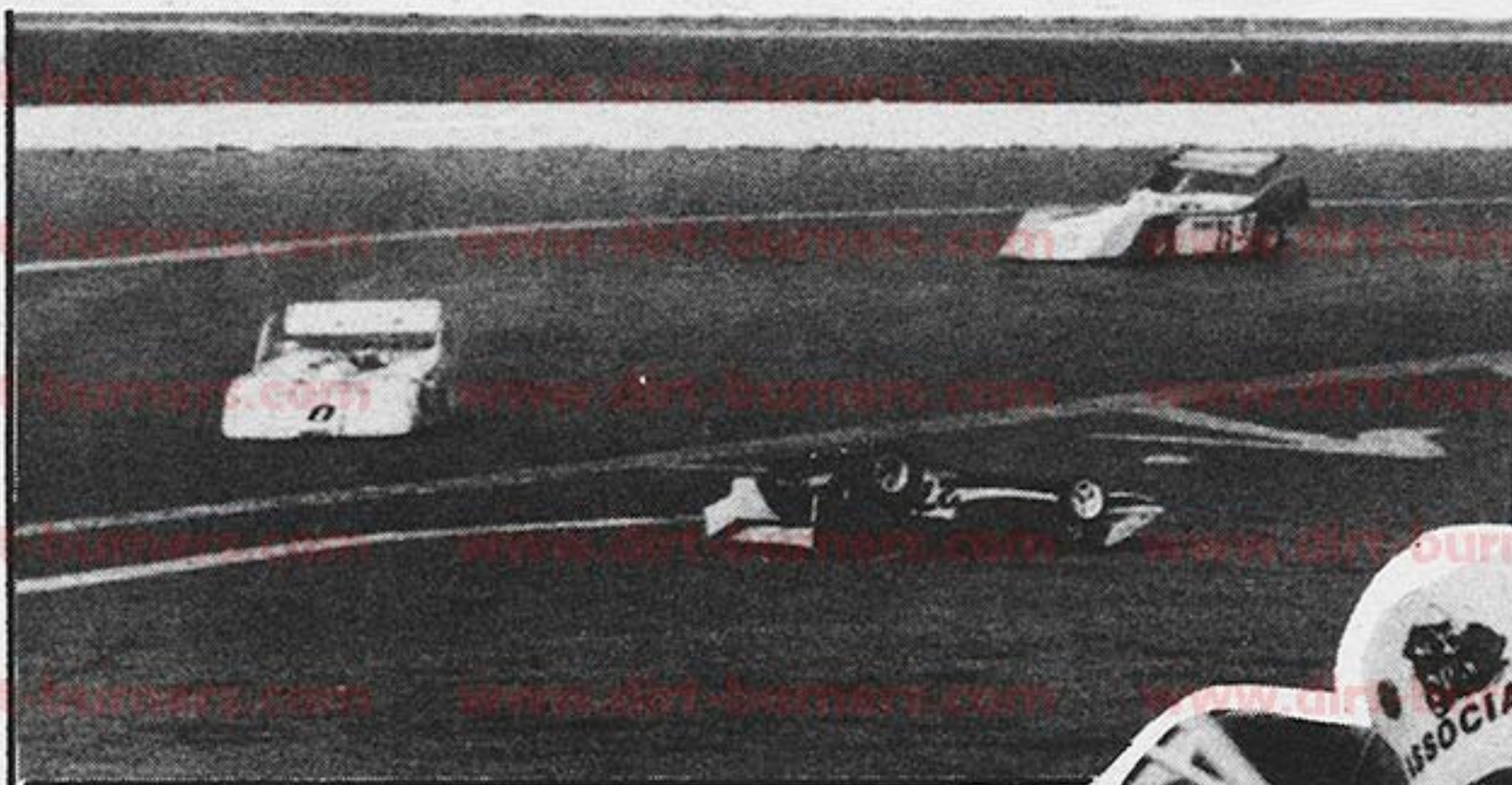
- C MAIN:**
- 1. Dave Shuck 40
 - 2. Larry Bain 40
 - 3. Benny Bullock 37
 - 4. Ray Gallovich 36
 - 5. Xavier Mejia 30
 - 6. Gil Losi, Jr. 13
 - 7. Jim Atkinson 7

- D MAIN:**
- 1. Glen Wilcox 30
 - 2. Dick Camp 30
 - 3. Joe Terror 28
 - 4. Randy Wente 27
 - 5. Ross Kloeber 27
 - 6. Lou Peralta 22
 - 7. Ron Parris 19
 - 8. Ted Herndon 7

- E MAIN:**
- 1. Ross Kloeber 30
 - 2. Dean Brown 28
 - 3. Darrell Hall 26
 - 4. Al Vega 24
 - 5. Andy Jacobson 24
 - 6. Ira Kimble 23
 - 7. Al Losi 23
 - 8. J.D. Green 16

- F MAIN:**
- 1. Ross Kloeber 30
 - 2. Jerry Paden 24
 - 3. Rick May 24
 - 4. Ed Ralph 23
 - 5. Mike Fox 20
 - 6. Al Laundenslager 1
 - 7. Willie Green DNS

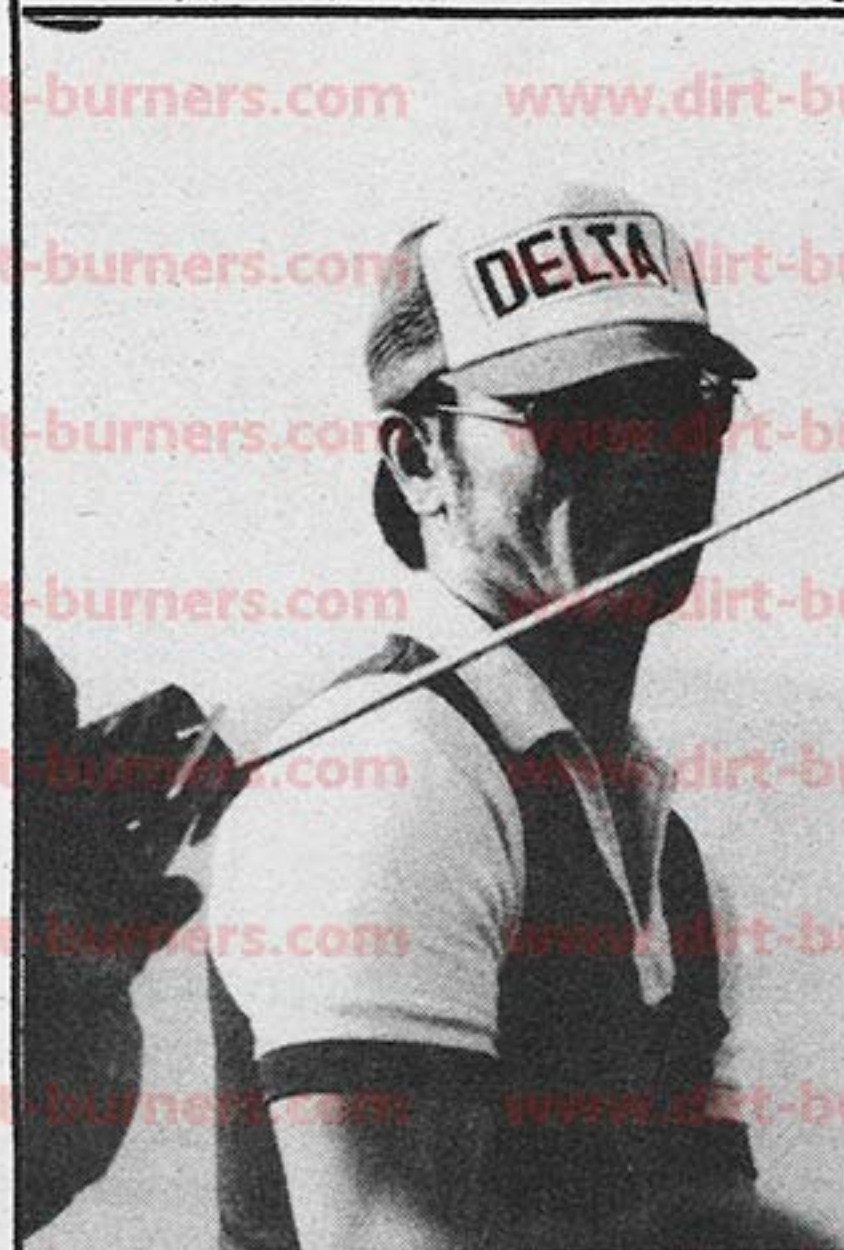
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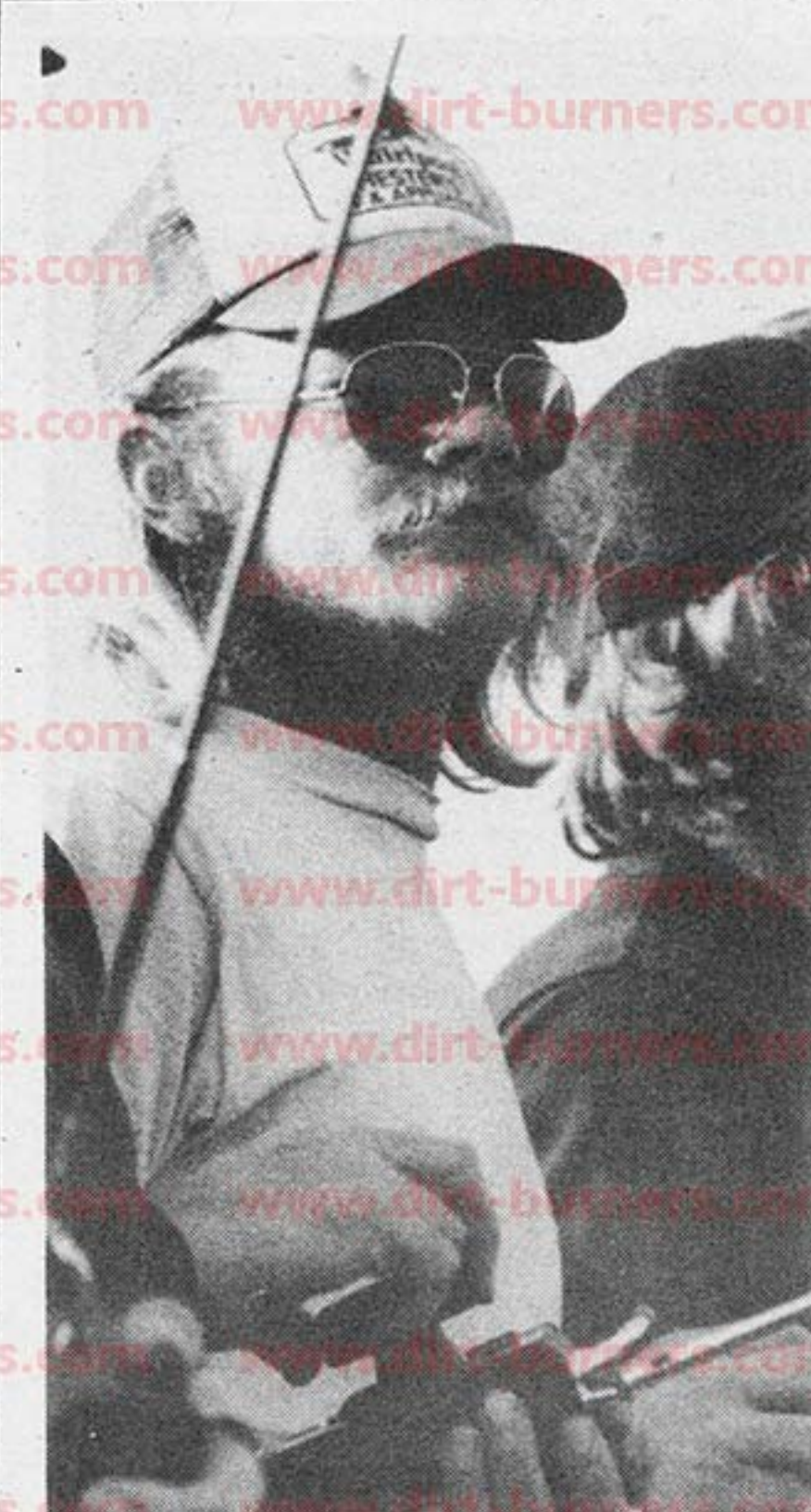
Ross Kloeber (0) moved up through two mains by winning them; while Lou Peralta (27) tried to do it the hard way (above). A Main winner Tom Wong (below).



Dejection and frustration for Dana Smeltzer, early leader.



Tom Douglas (below) almost had the A Main, until the final lap when the car died. Top three main winners (left).



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| Dart | Hi Johnson | Leisure Electronics | MRC | Pro Slot | Sheldon Fuel | Vantec |
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PRATHER RACING TEAM

presents... Outboard Series

Story by Cathie Galbraith
Photos by Jack Garcia
and
Dick Norsikian

March 13-14, 1982
Legg Lake, California

NOT EVEN TORRENTIAL DOWNPOURS COULD DAMPEN THE SPIRITS OF THE AVID OUTBOARD RACERS WHO BATTLED IT OUT FOR THE TROPHIES THIS WEEKEND HERE IN EL MONTE, CALIFORNIA.

The second race of the Powerboat Magazine Outboard Series, hosted by the Prather Racing Team, had perhaps the largest turn-out of any outboard race held in District 19. Some of the 79 entries came from as far as Canada and England.

Rain threatened on Saturday, but held off until evening to let the Monos and Hydros "do their thing". Competition was fierce in the Outboard Mono class with eighteen entries. Most were running the "Stingray", a hull now manufactured by Magic Boats, Inc. However, the new Prather "Offshore 31" showed promise of being very competitive in this class as well.

Norm Teague ran strongly and consistently to capture first place in the Outboard Mono class, while John Broadbeck and Jerry Roman rounded out the trophy positions.

Outboard Hydro saw nine entries as this class continues to grow. It never ceases to amaze me that a 3.5 outboard can move that fast! Although relatively new to the outboard ranks, the Octura "Wing-Ding 20" definitely proved that it has what it takes to win in this class, as it carried Joe Monahan to a first place trophy and myself to third. Second place went to Norm Teague running a Crapshooter "El Diablo".

This was Saturday and everyone was delighted with the day's racing and the very smooth water conditions. There were great expectations for Sunday, which was expected to be the biggest day for entries.



New method of starting (one boat every two seconds) made for crash free starts and first turn action. (Above) Two boats already started, two are waiting. (Below) Hobbyists and nature co-existing with each other.



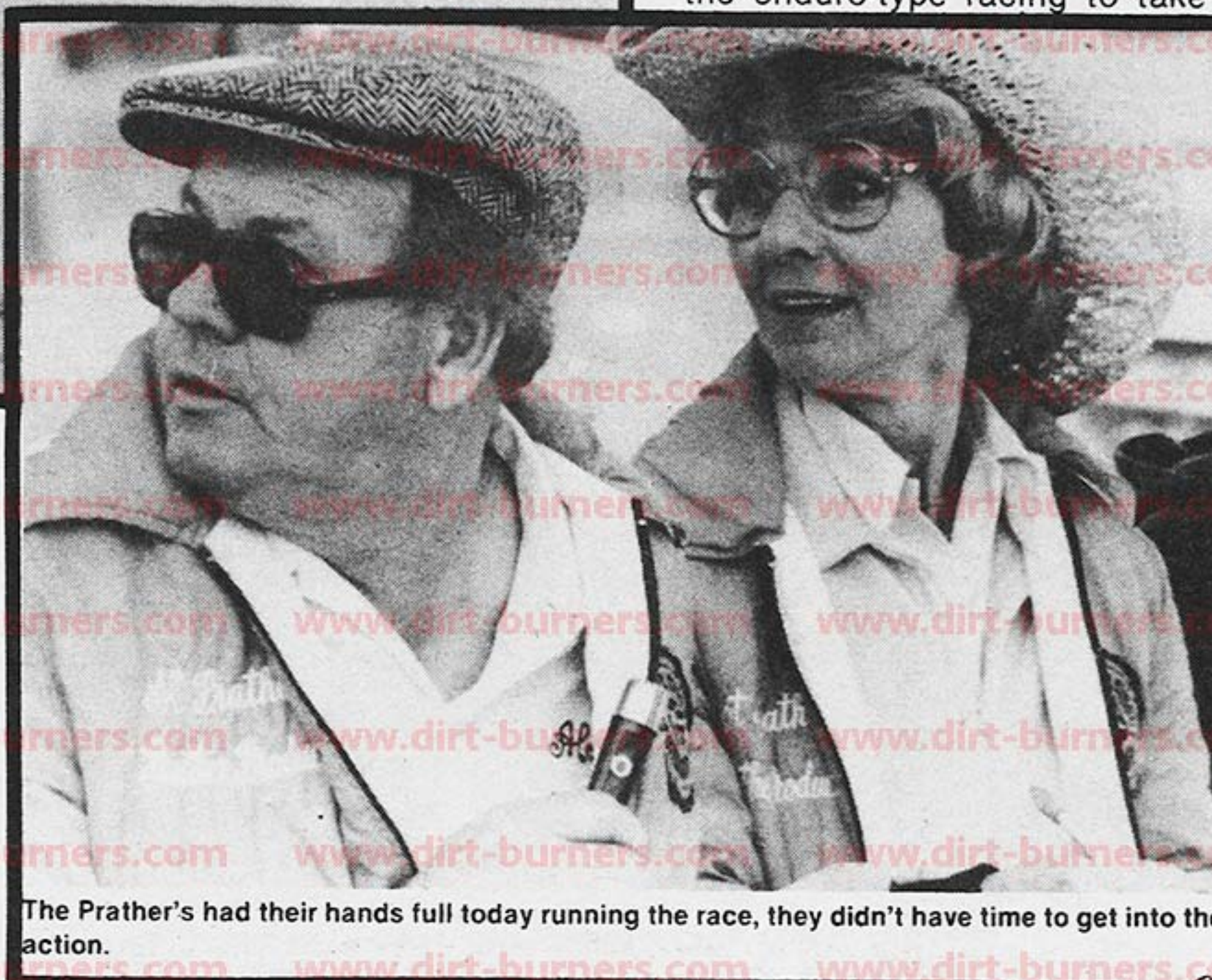
But Sunday could only be described as INSANITY SUNDAY!

Constant rain, wet equipment, a terribly muddy pit area and soaked clothing made the race day a little less than ideal. Several times the race was close to being cancelled due to the inclement weather, but the boaters elected to continue. Now, that's what I would call dedication!

Some of the less hardy pack-

ed up and headed for higher and dryer ground, while those of us who stayed wondered if we were going to need a radio-controlled ARK. But perseverance paid off and those who were brave enough to continue reaped the rewards.

The Stock Tunnel class was won by Bud Jones of San Diego. His Prather tunnel ran consistently through three heats of the enduro-type racing to take



The Prather's had their hands full today running the race, they didn't have time to get into the action.

the top honors. Second place was won by Ellie Tom, while yours truly brought up the rear with third place.

Modified Tunnel saw some heated competition, as most of these boats are now running very strong. Twelve boats fought it out for the trophies, with Joe Monahan emerging as the victor. Second went to yours truly who was followed very closely by a fast running Bud Jones, in third.

It should be noted that all

three of the top honors were won by Prather Tunnels although several new hulls, including the Taylor Craft, look like they will be very competitive in future races.

40 STOCK TUNNEL is a new class to the Outboard Series this year, and from the looks of it, it promises to be a very competitive one.

Powered by the new K & B 7.5 outboard, these boats looked like the feature race at lake Havasu. Once again, Joe



Monahan took the top spot, while Jim Kalpakoff and John Cochrane followed in second and third place respectively.

Several new hulls are now in the market for this class including the Prather Tunnel, the Dumas "Hotshot 45", and a new hull from Magic Boats, Inc. All indications point out to this



Three into turn one (above). Anything can happen. John Brodbeck (above right) with a careful eye, assisted by Jack Garcia. Photo. Dick Norsikian.



(Above) "Oh! Come on guys let me in".... Powerboat racers through and through. Waiting out the elements. (Below) Too much rain or too much sun, the umbrella plays an important part of the racer's equipment.





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class growing by leaps and bounds in the coming months.

All in all, it was two good days of racing. So what if you didn't dry out for about three days, when it's time to race boats, "neither rain nor snow..." well you know how that goes.

The Prather Racing Team [our hosts] put on a very well-organized, efficiently run race, in spite of the terribly adverse weather conditions. The trophies are beautiful and were well worth braving the elements for.

Looking back on it all (after a hot shower and dry clothes), the rain dripping in your eyes and running down your antenna, the mud in your boats and on your equipment, and the cold, clammy clothes...it wasn't so bad after all. It just proves that boaters enjoy their hobby, and will go through just about anything to participate and race.

OUTBOARD DEEP VEE

1. Norm Teague
2. John Brodbeck
3. Jerry Roman
4. Bud Jones
5. Craig Glasgow
6. Joe Denson
7. Jack Horwitz
8. Rosie Garcia
9. Cathie Galbraith
10. Joe Bechler

STOCK TUNNEL

1. Bud Jones
2. Ellie Tom
3. Cathie Galbraith
4. Jerry Roman
5. Paul Dassonville
6. Jim Aubrey
7. John Cochrane
8. Joe Monohan
9. Dick Vale
10. Jack Garcia

40 STOCK TUNNEL

1. Joe Monohan
2. Jim Kalpakoff
3. John Cochrane
4. John Brodbeck
5. Norm Teague
6. Jack Garcia
7. Jerry Roman
8. James Love
9. Dick Vale
10. Barry Lawrence

OUTBOARD HYDRO

1. Joe Monohan
2. Norm Teague
3. Cathie Galbraith
4. Rico DiNapoli
5. Randy Meyer
6. Jack Oxley
7. Jack Garcia
8. John Brodbeck

MODIFIED TUNNEL

1. Joe Monohan
2. Cathie Galbraith
3. Bud Jones
4. Jack Oxley
5. John Brodbeck
6. Norm Teague
7. Roger Wiechman
8. Rod Skinner
9. BRRY Lawrence
10. Terry Prather

RACE CORNER...

(contd. from page 2)

The WAVEMAKERS of NAM-BA's District 19 will be hosting their Heat Racing on May 15-16, 1982 at the Riverland Resort, Kingsburg, Ca. Contact Wally Stewart, Race Director for an entry blank. Classes to run are A,B,C, MONO; A,B,C, HYDRO and SPORT 40' I and II. Entry deadline is May 3rd. (805) 322-6972.

The new Southern California 1/8th scale Series which is due to start next month will have a couple of changes in their program of racing. One is that there will be a Beginner's class for those just starting, an Amateur class for those with more experience and an Expert class for those who can run with the factory guys. In any case, you have to earn so many points to move up in class. At press time we had not received all the details about the actual points, transfers, schedule, but I'm sure they will be available for next issue. Dana Smeltzer and Joe Tentschert are putting it all together.

One thing that we really liked at the Ray Charbonneau race (see story in this issue); the availability to move up from a lower main to the next highest by virtue of winning your main. This has been done in off road R/C racing but just recently has

been tested in the 1/8th scale ranks. It gives you one more chance in the event that you've had nothing but bad luck. One thing I would like to see different is that you should not have to give up the trophy you've earned because you decided to move up. A trophy earned is a trophy kept, I say.

Congratulations to Tod Anderson, Jack Johnson and Jeff Jensen for winning the Stock, Modified and Open classes respectively, in the first Vegas Radio Raceway Series in Las Vegas, Nevada. Those guys in Vegas are ardent off road racers and there's a large contingency coming to Anaheim this month.

It's amazing how narrow our thinking can get until you have somebody tell you otherwise. Recently we showed some video tapes of various R/C type of racing to some execs. from a couple of television stations who had never seen one R/C race. They were just floored at what they saw. They never realized how sophisticated our sport is

nor did they realize the extent of involvement or type of people in it. The bottom line is that they will be looking very close to our Off Road race to see if there's a possibility for future coverage. The point is, that when you or your club decides to put on a race, don't be afraid to contact your local media to get coverage. Chances are that they have never seen an R/C race and would love to expose it to the general public. And that's the name of that tune!

GOOD NEWS...As of press time, we had already received from the co-sponsors of the Off Road World Championships, about \$4,000 in prizes to be drawn among all entries. While first place in the A MAINS, (Stock, Modified & Open) automatically receives a new Tamiya Kit and radio system (Tamiya's for Stock; Kraft for Modified & Airtronics for Open), everyone else entered will have equal chance all three days to win some of the great prizes being donated. More are expected before the show.

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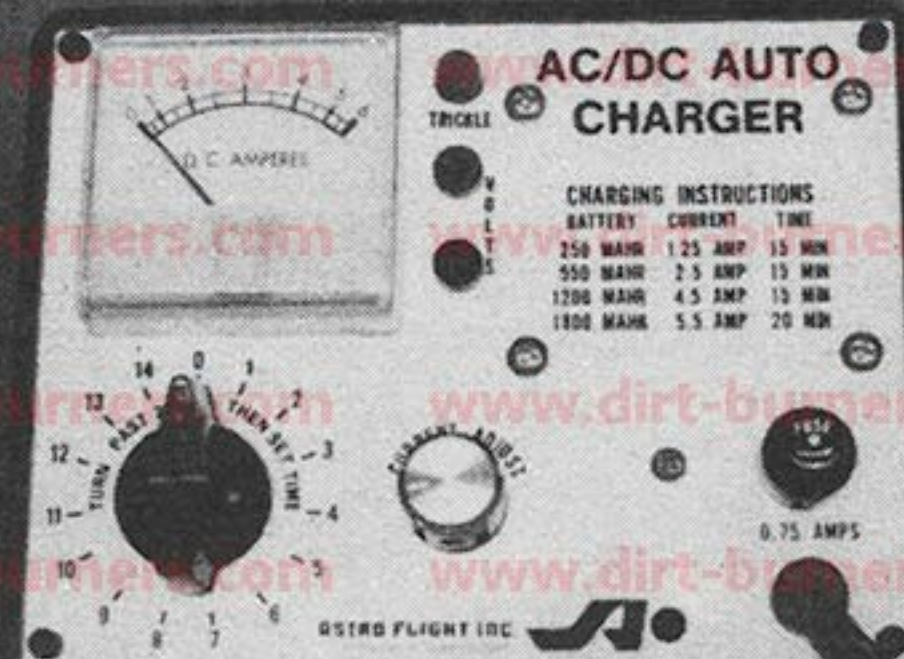
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- Formula Oval Nationals
August 1981 1/8 Scale
- National Production Race
August 1981 1/12 Scale

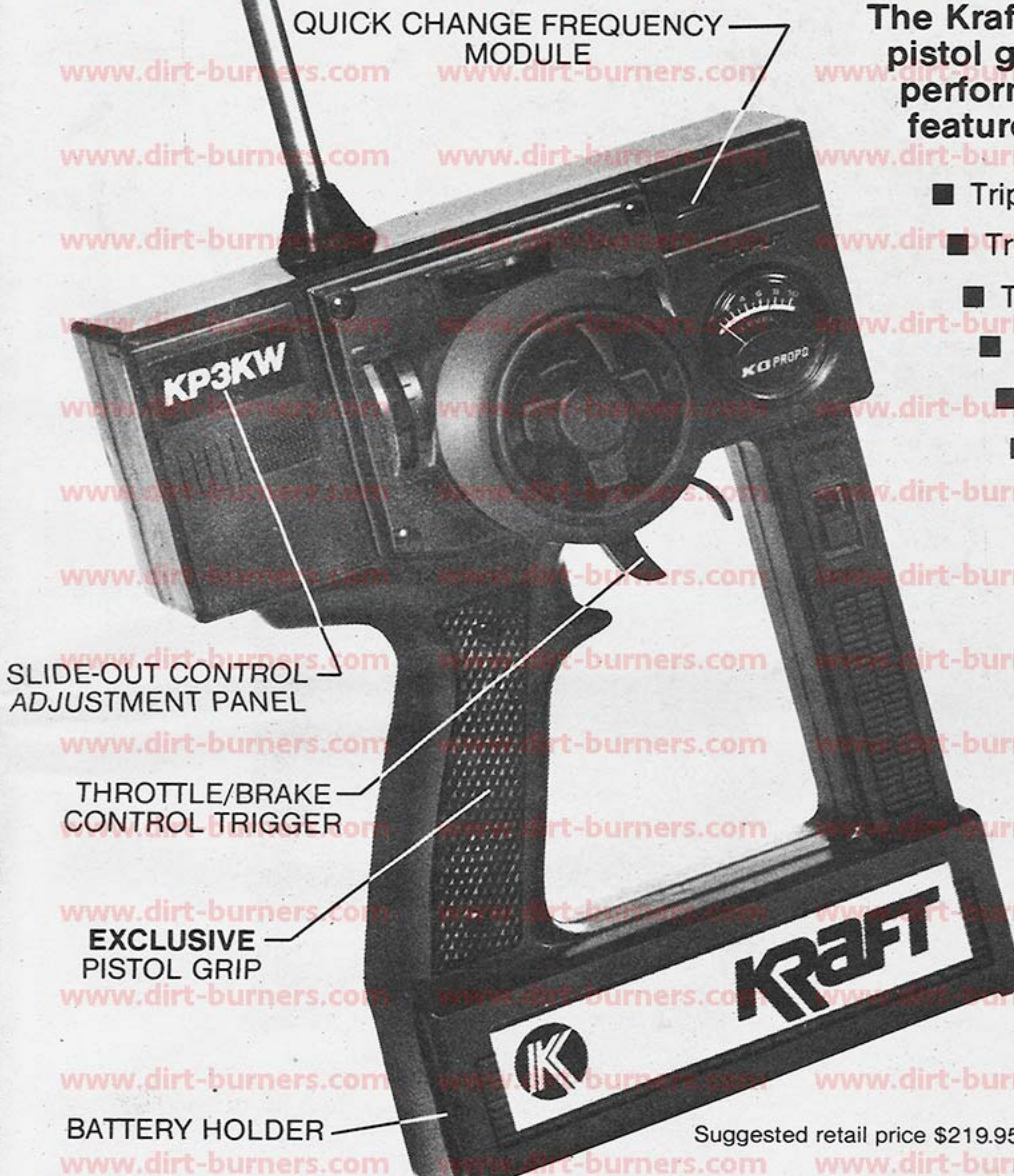


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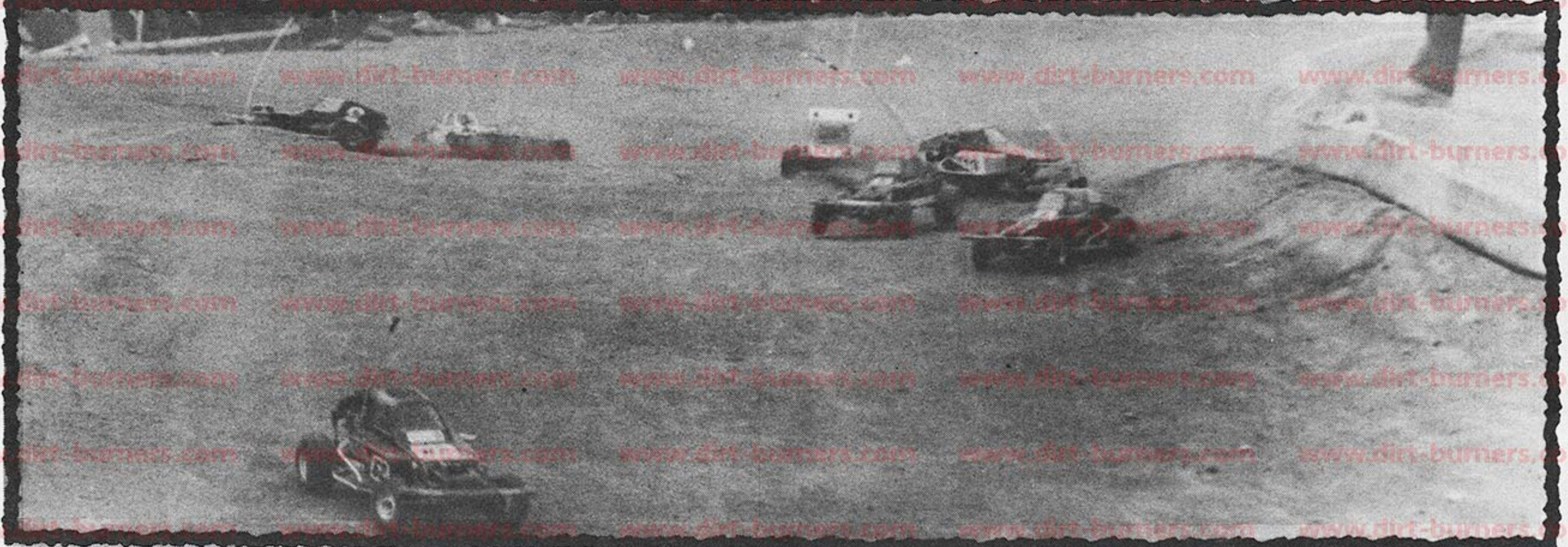
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ORRCA NUMBER ONE

147 Begins New Series at COSTA MESA



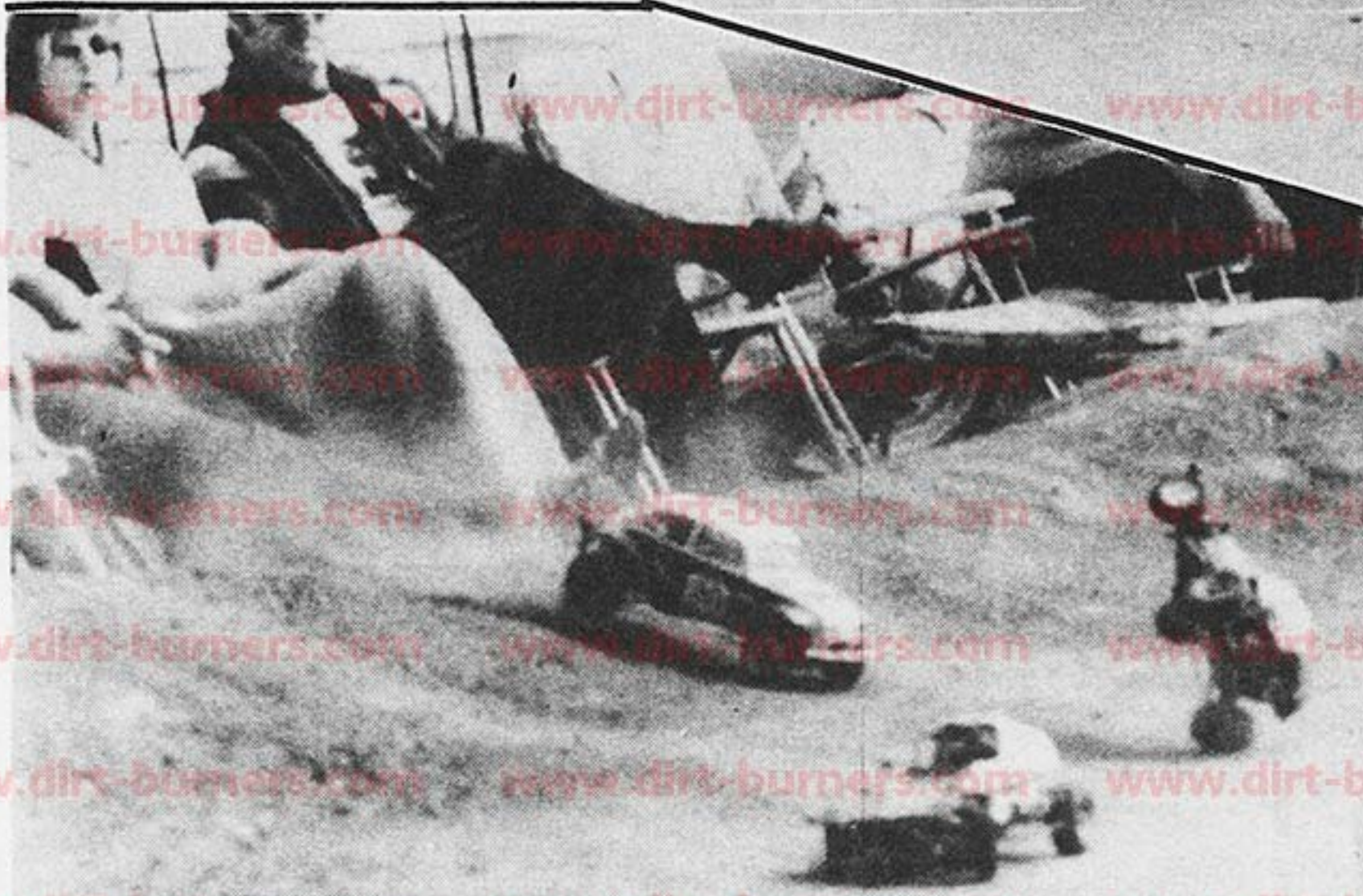
A NEW SERIES GOT UNDERWAY UNDER THE SANCTIONING OF O.R.R.C.A (Off Road Radio Controlled Association) SETTING IN ACTION WHAT IS BELIEVED TO BE THE BEST SERIES FOR R/C OFF ROAD TO DATE.

(Above) The start of the B OPEN MAIN, with car No. 62 leaving the group in the dust. (Below) One of the many Stock heats. Action is much more sedate. (Below left) The nice thing about R/C Off Road racing: you can sit and watch the crashes but no one gets hurt. Photo. Lori.

This was actually going to be the second race of the series. The first race in the schedule was to be the Whittier race, Great Western Hobbies, a couple of weeks ago but because of rain, it was cancelled and re-scheduled until May 9th. But everyone knew that this race was going to big in entries because on that rainy day, seventy racers were turned away.

Needless to say, the record for the Radio Control Hobbies track was broken (and one door...more on this later) when 147 racers showed up to compete in three classes.

I guess almost a month was too long to wait for these racers, they were all ready to get back into it!



The weather just couldn't make up its mind today...It went from mild to very hot and sunny, to very very chilly and back again to mild conditions.

At times grey skies threaten rain but they never materialized and the races went ahead as scheduled. This went on all day until it finally climaxed when, at the start of the Open A Main, it started to rain. But this didn't discourage the Open drivers as they went ahead and started the race.

Because of the large entry on hand, Ron Williams, owner and operator of Radio Controlled Hobbies, decided to have just two Heat races and then

go on to the Mains. It was good that this decision was made today, otherwise most of the rounds wouldn't have been completed and most likely the rain would have ended the event early.

For the next race though, Ron has indicated that three rounds will be run because by then "daylight savings" time will be in effect and the days will naturally be longer. I'm sure he'll get no complaints from any of the racers.

ON THE LIGHT SIDE...Quiz Time! Those of you present at Radio Controlled Hobbies should know this one...For you who missed this

event...well you really missed something.

OK. Here it is; What ORRCA racer is now referred to as "Mr. Taco Bell?" or "Taco John?"

You know him, the same guy that got himself locked inside the Taco Bell bathroom until the fire department came in and rescued him from a fate worse than eating an "Enchorito".

That's right, our very own Modified No. 1 ORRCA racer from last series, Jim Brophy! "Gentleman Jim" as he used to be called.

The funny thing about it is that it happened just before his race so he was in a hurry and wanted to break the door down so as not to miss his heat. But the manager of the Taco



The punishment that these 1/10th scale cars go through could hardly keep the full scale cars in one piece. Photo. Lori



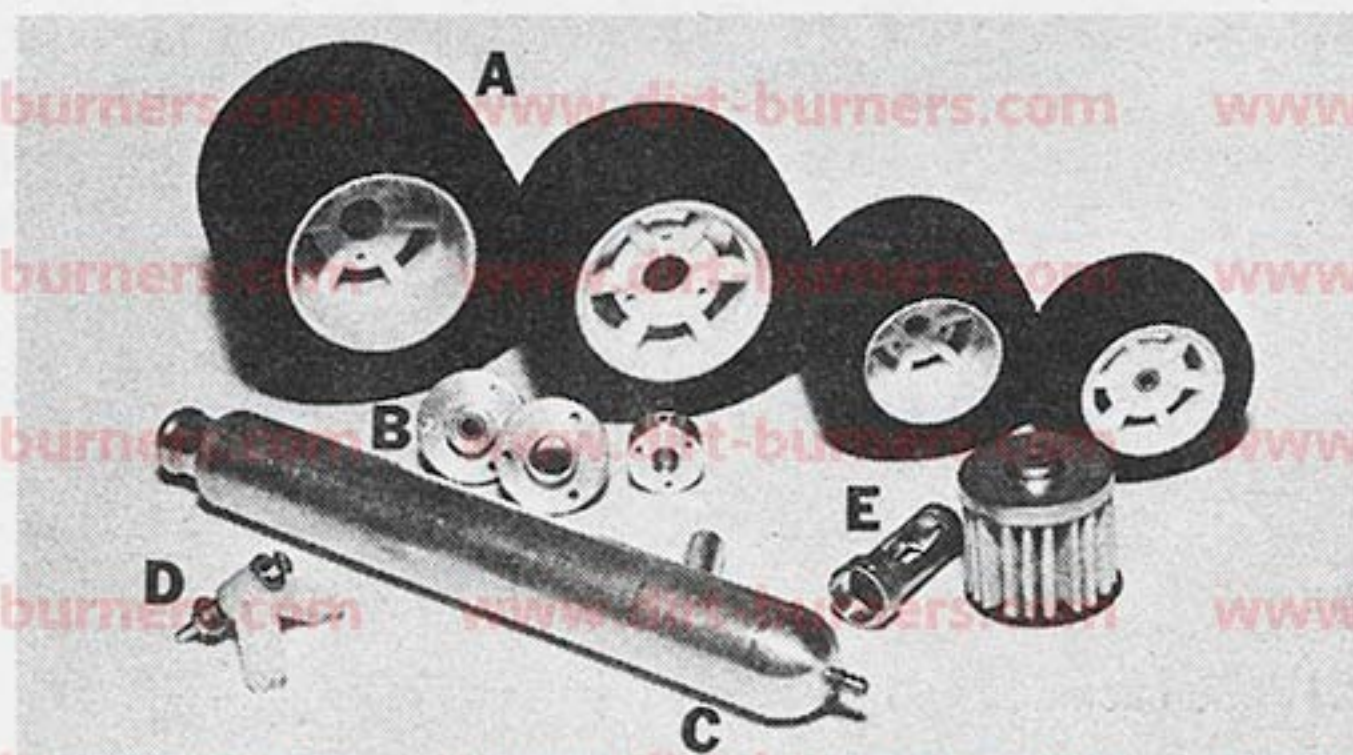
Bell talked him out of it, claiming that if he did break it down, Brophy would have to pay for it. Needless to say, we can't print Brophy's retort to the manager. As it turned out, when the Fire Department arrived, they used the simplest method to opening a door...an ax!

Fortunately, Jim was able to rush back just as his heat was to start and make the line up. I think from now on Jim will be checking out McDonald's facilities down the street.

All in all, it was a terrific day for R/C Off Road racing, one that seems

(contd. next page)

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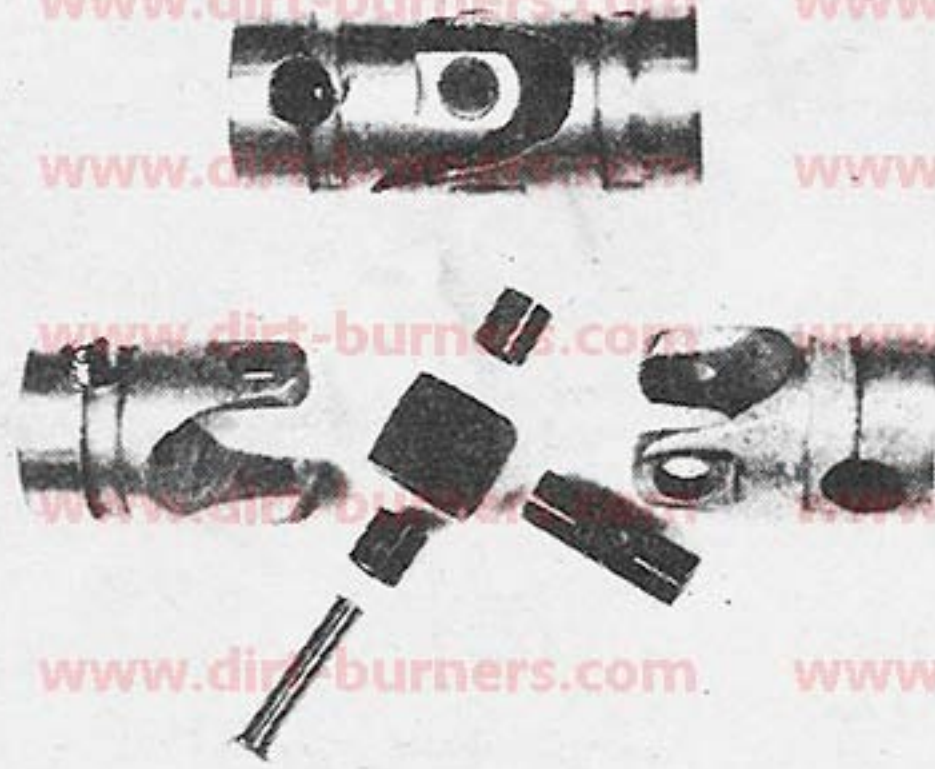
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to have set the tone for the rest of the ORRCA races to come.

Congratulations go to Ron Williams, his staff and the Radio Controlled Hobbies club members that helped put on the race. Keeping 147 racers happy is no small feat. Better get used to it.

We tried to get the complete results on several occasions but these were unavailable at press time. We hope to have them for you by next issue.

We can tell you that: In the STOCK A MAIN, it was Bernie Rico taking first place, Ed White for second and Vince Ito rounding out the top three.

In the MODIFIED A MAIN: Jeff Cruzon was the winner, followed by Chris Hawkes who just missed his first A Main win and in third it was Bud Fish.

A really close race to the wire gave the nod once again to the big winner of the day; Jeff Cruzon. He just edged out Eric Grisham for the win. In third, it was Rick Churchill

NMPRA

2 DAYS OF FORMULA 1 AIR RACING...

Story
Gary McPike

March 20-21, 1982
Sepulveda, Ca.

NMPRA Western District racing started with the Valley Flyers hosting a two day event at the Sepulveda Basin this weekend.

Thirty-one somewhat waterlogged Formula 1 racers showed up after several days of rain and stormy weather. As it turned out though, Saturday and Sunday's weather was great - warm sun and just enough wind to ease the landings.

Unlike most season kickoff races,

the competition was fierce from the first round.

Tom Christopher was running one of those new O.S. engines and was going good until he did a landing in the pits at a terminal velocity.

Gary Hover found, after all these years, that if you fly the plane down where you can see it, you can go faster. It seemed to work; all his times were below 1:20.0 sec. with a personal fast time of 1:14.5.

Fastest time for the race was turned in by Airtronics' Dave Shadel, with a 1:11.7.

The results for the day's competition were as follows:

- EXPERT:
1. Gary Hover ...1:14.5
 2. Dave Shadel....1:11.7

3. Larry Laulon...1:16.5
4. Jeff Bertken...1:19.6
5. Kent Nagy...1:13.5
6. Ron Schorr...1:18.4
7. Rusty Van Baron...1:15.9
8. Tom Christopher...1:15.1
9. Bob Nickle...1:21.8
10. Mike Atzei...1:14.5
11. Mack Moffat...1:19.8
12. Kim Tucker...1:17.0
13. Paul Stenberg...1:30.2
14. Doug Ruble...1:16.9
15. Gene Sidwell...1:30.6

STANDARD:

1. Stream...1:23.2
2. La Corte...1:35.7
3. Leon...1:55.6
4. Curiel
5. Graffio
6. Manning
7. Walborn

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1982 California ORRCA Champions

Eustace Moore Jr. - #1 Open Overall - Team MIP
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Eustace Moore Jr. - 2nd Open Overall

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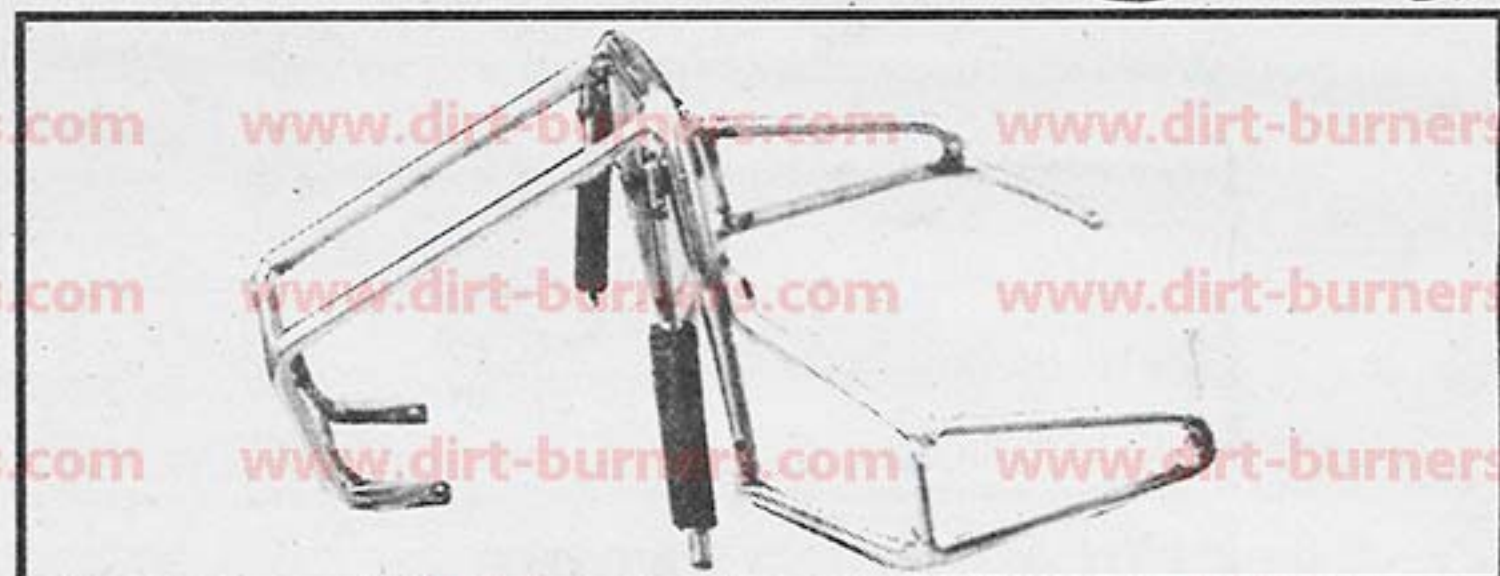
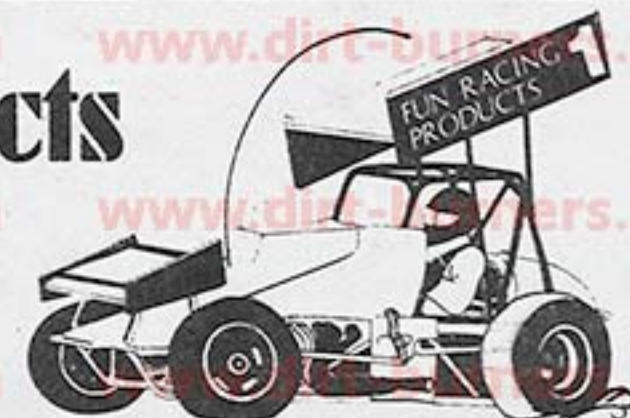
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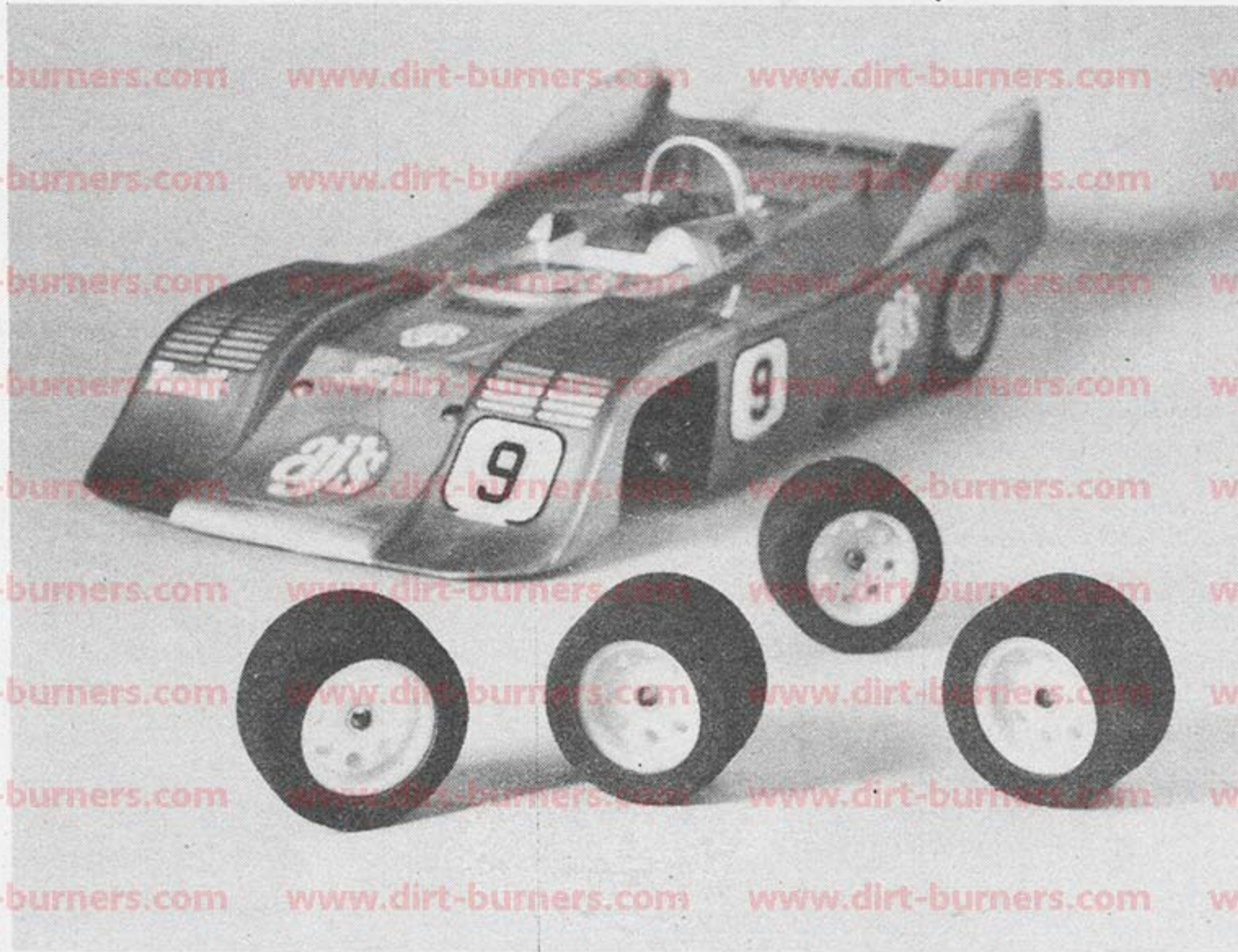
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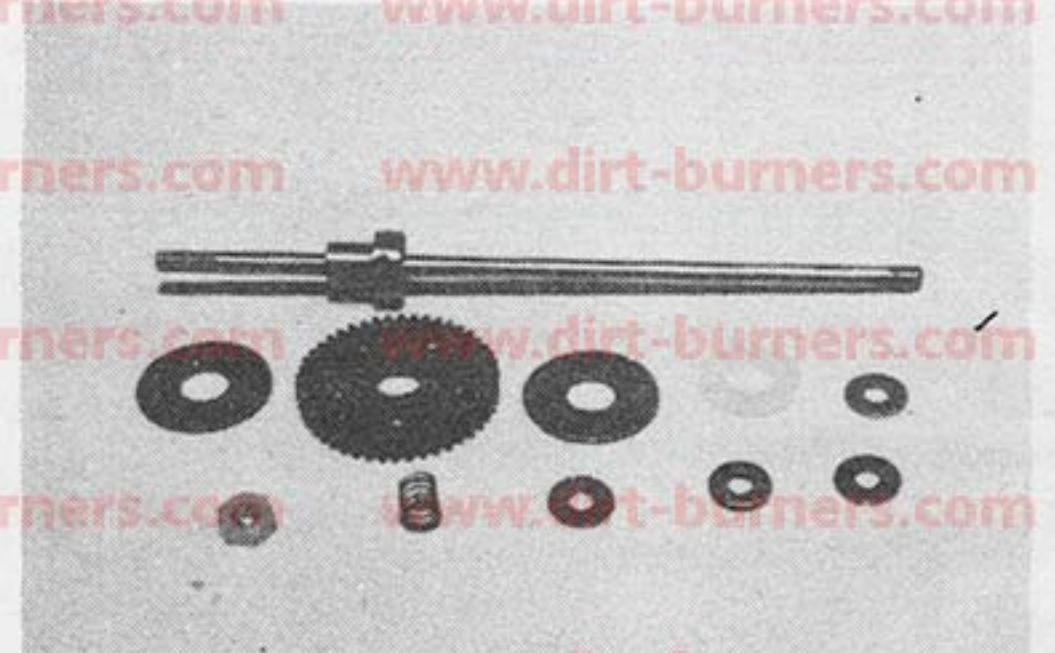
Inside Lines



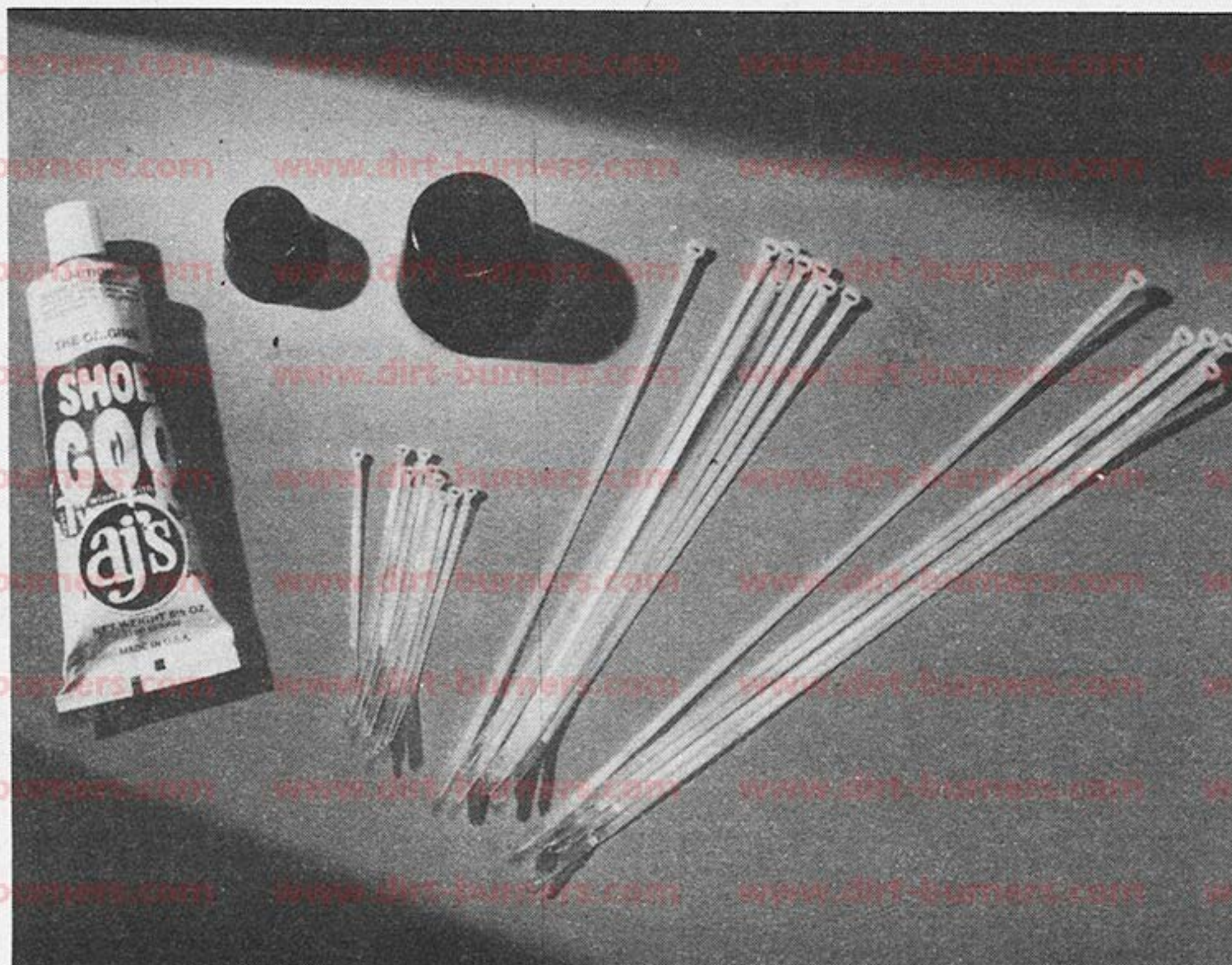
The "European Conqueror" is captured by PARMA in their newest 1/8th & 1/10th scale body. The Audi Quattro from PARMA Int'l.

New Molded front tires for 1/8 scale R/C racing. AJ's has developed a brand new molded front tire. As many racers know, most molded fronts have a very tough skin which can be very undesirable on some tracks. AJ's molds their fronts through a special forming process and then grinds them down to perfect concentricity and removes all objectionable skin, mold release, and surface imperfections. AJ's molded fronts are available in two hardnesses, No.738 - Soft; and No.739 - Firm. Many of the independent suspension drivers have said that the Soft molded is the finest tire they have ever used.

Twinn-K expands their great accessory line for the radio control car racer. Ty-RAPS (No.5236, 5242, & 5266) will hold your R/C car parts securely. SHOE GOO LEXAN BODY SAVER saves and protects costly Lexan bodies from rips and tears. AJ's TIRE HORNS (No.57105 for 1/12 & No.57104 for 1/8) allow the tire to slip in easily into the hub. Everyone knows how hard a job that is. These horns make the job much easier. All these products from TWINN-K, P.O. Box 31228 - Indianapolis, IN.46231.



Increase your turning ability. Now you can turn circles around the competition! PARMA's 1/18th scale Differential.



The perfect addition to stabilize your rear traction is PARMA's 1/18th scale Wing Wire Kit.



These new tires make your car more driveable on smooth cemented floors or asphalt slippery surfaces. 1/8th scale Silicone Tires from PARMA, Intl.

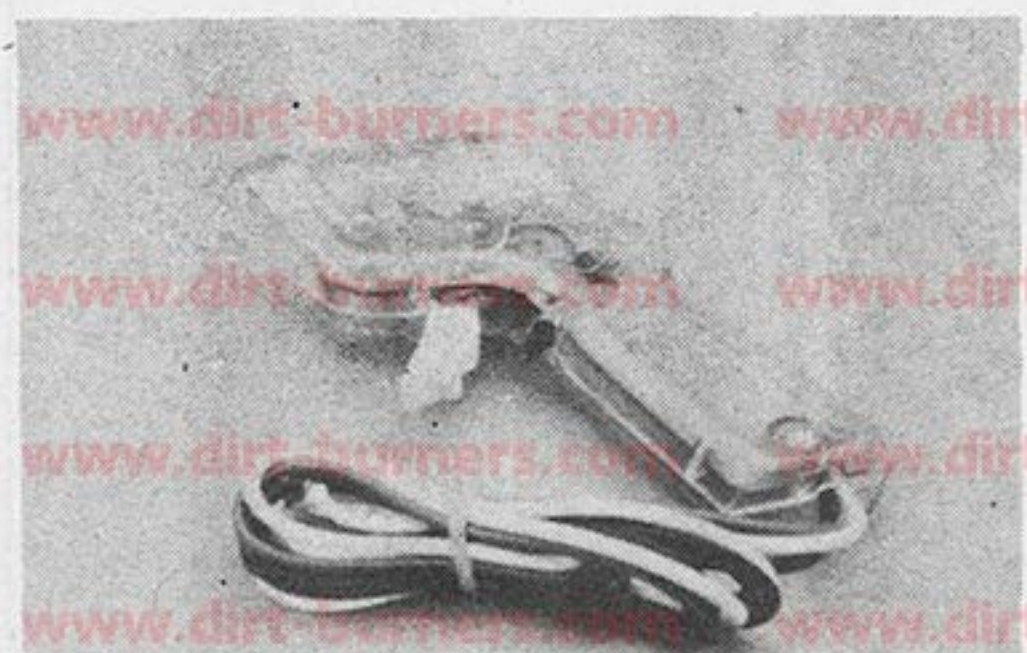


The new Heavy Duty Stock steering (above) (CRP 20), from Custom Racing Products (CRP) is designed to replace all three stock rods and ends. Comes complete with all hardware. Rods are stainless steel. Available at your local hobby shop.

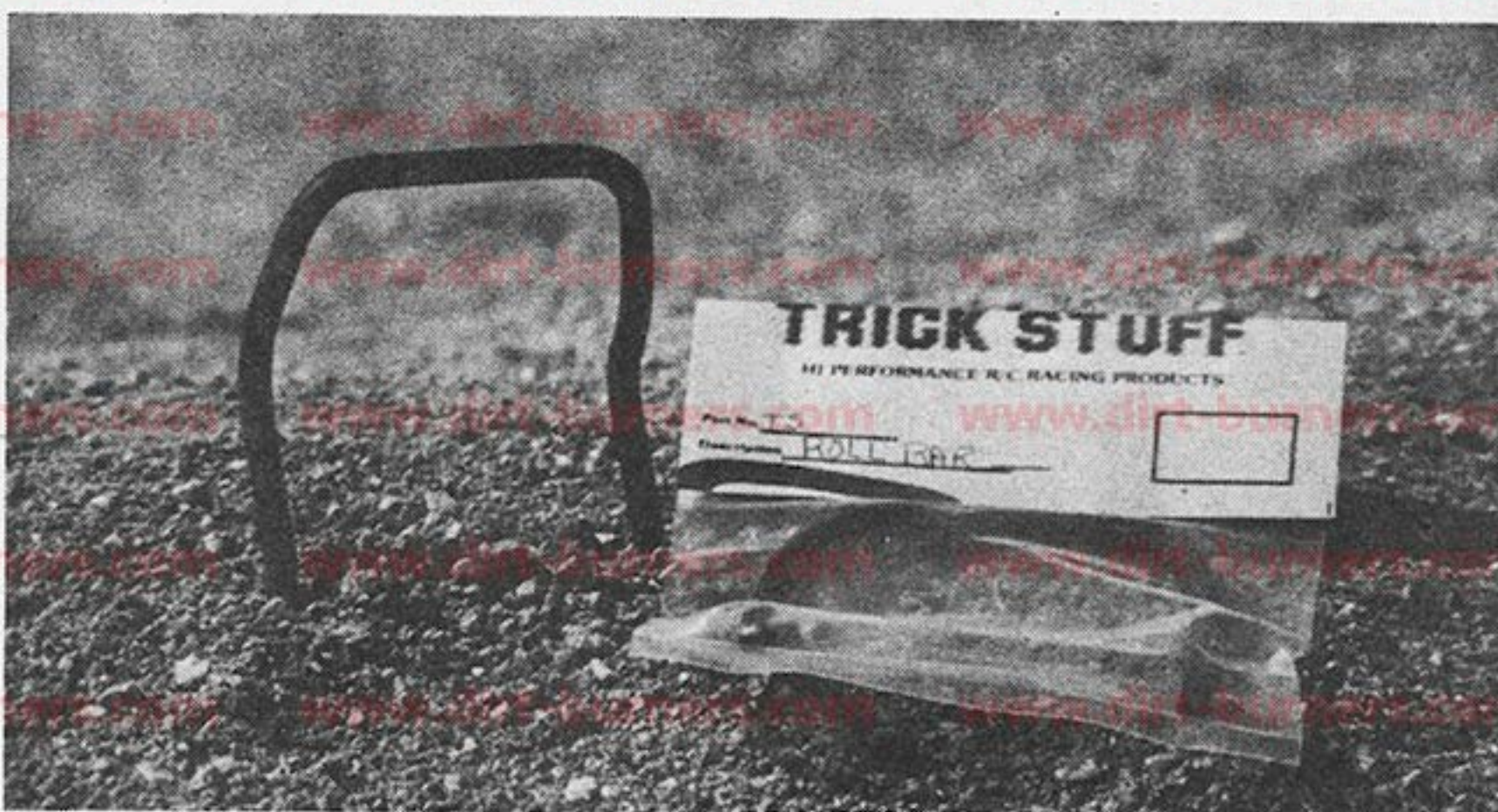
CRP's new Modified Direct Steering (below) (CRP 25) fits all width front ends and is designed to eliminate "bump steering" problems. Comes complete with servo saver and all necessary hardware. Rods are stainless steel. CRP - P.O. Box 263, San Gabriel, Ca. 91778.



Turn your Whisperjet into a jetstream with a new high speed pulley. Whisperjet Pulley from PARMA Intl.



Turbo quality at economy price. The River-side Controller from PARMA Int'l. 13927 Progress Parkway - N. Royalton, Ohio 44133.

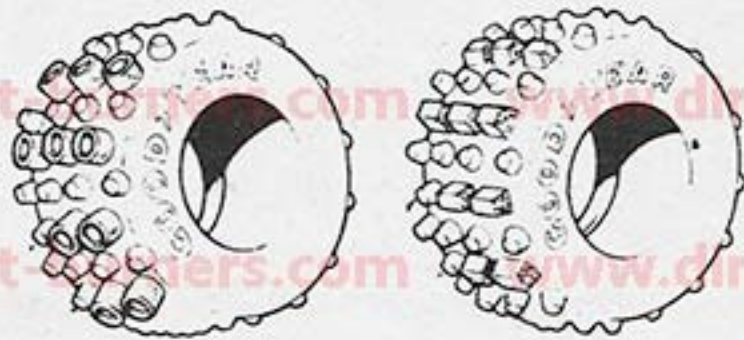


Having troubles finding the Tamiya aluminum roll bar? Don't wait for the shop to get it in. Try the Trick Stuff. Easily fits into existing holes and lasts alot longer. Specially designed to re-drill your shock-hole pattern for longer shocks, or multiple shock mounting. From TRICK STUFF - P.O. Box 241, Van Nuys, Ca. 91408.

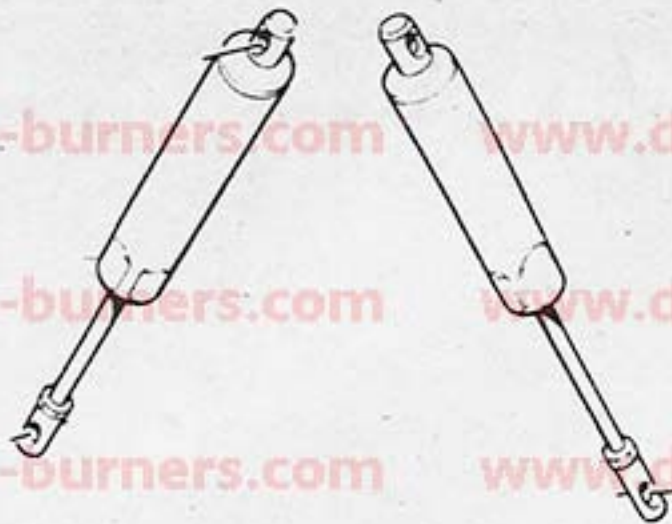
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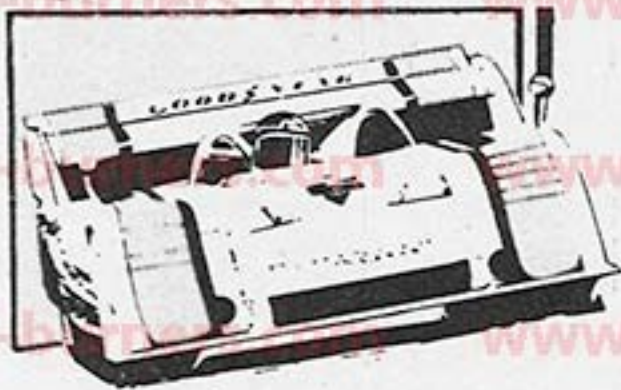


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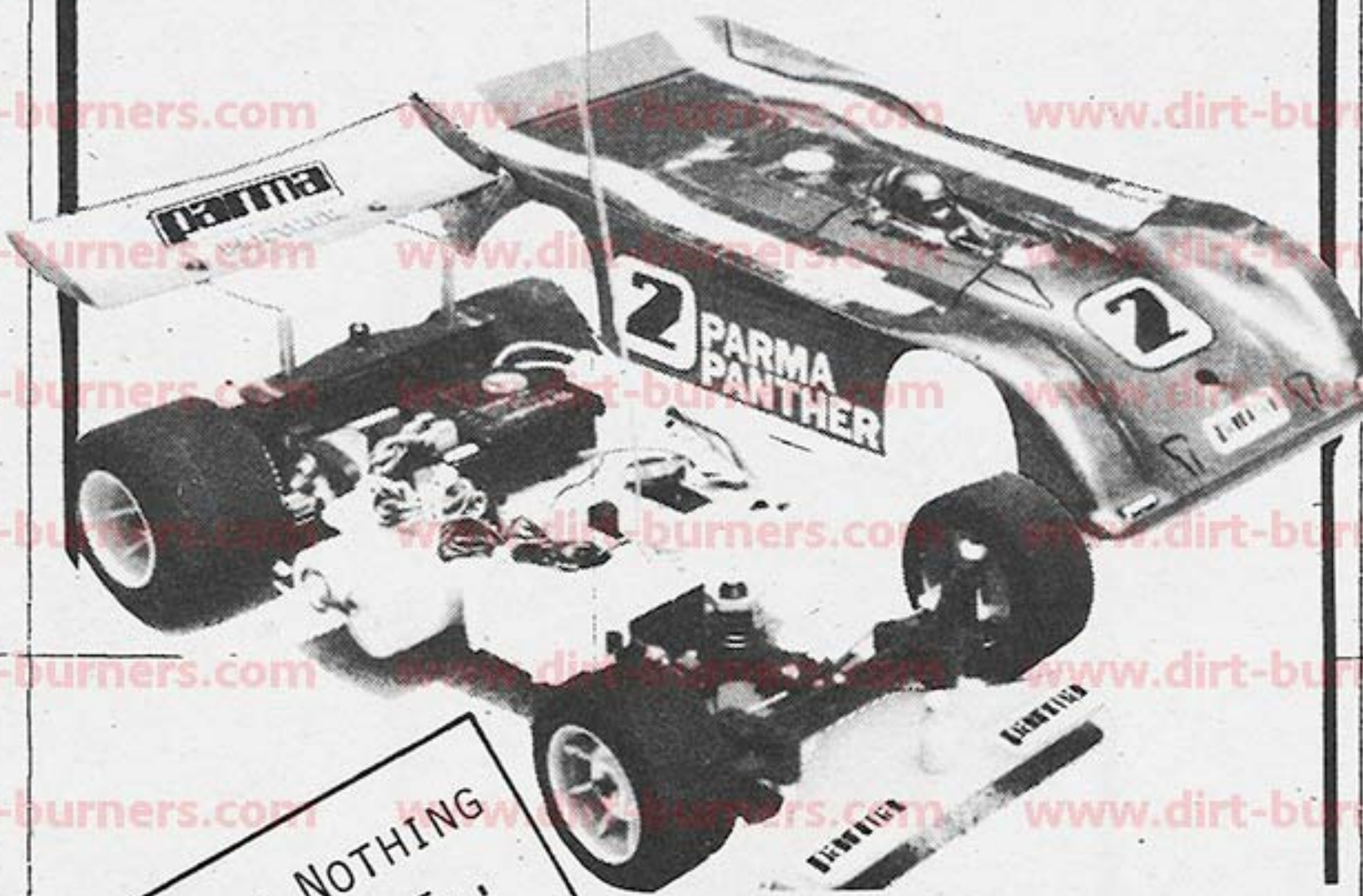


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"1982 R/C Off Road World Championships"

Featuring



STOCK "Mint 400"



OPEN "Baja 1000"



MODIFIED Baja 500



800 West Katella Avenue, Anaheim, California 92802

APRIL 16-17-18, 1982

(1/10th SCALE, ELECTRIC ONLY)



WELCOME!

The 1982 R/C OFF ROAD WORLD CHAMPIONSHIPS

How it all began...

WELCOME to this first-time event, the R/C RACING NEWS/SCORE SHOW "1982 R/C Off Road World Championships"

We are delighted that you are part of this historic event as a competitor or as a spectator.

While R/C (Radio Controlled) hobbies have been around for a number of years, such as airplane flying, gas powered and electric boats, gas and electric road racing cars, the sport of R/C Off Road racing is relatively new. In fact, it has only been two years since these cars hit the U.S. market with tremendous force.

The big boom of off road R/C cars started when M.R.C./Tamiya started importing their Sand Scorcher and Rough Rider 1/10th scale electric cars. Prior to that, R/C enthusiasts and off road lovers built and designed scratch 1/12th scale cars using parts from other models or sometimes building their own parts.

But the sport and the racing, as you will see this weekend, really got started with the MRC/TAMIYA kits.

These cars hit first here in the West Coast and among the few that saw the possibility of a brand new R/C activity and sport, were Larry Van Osten, Dan Bradley and Lou Peralta. These three gentlemen were the first to establish permanent racing facilities and create a regular racing program. Of the three, Mr. Peralta had been and continues to be involved in racing the full-size off road vehicles. In fact, he is a member of SCORE International and a constant participant in all BAJA Races and long endurance off road races.

Peralta's active involvement in off road competition prompted him to establish a number of weekly and monthly Series races where the hobbyist could participate, hone his or her skills and earn trophies and prizes. This program evolved into other tracks and the eventual establishing of ORRCA (Off Road Radio Control Association), the main sanctioning body representing a number of off road tracks.

Because of Peralta's involvement with SCORE, it seemed natural to him, that what better place to have the first really big Off Road event than to have it at the site of the biggest full-scale Off Road Trade and Consumer show; the SCORE SHOW.

And so, it is with great pleasure and anticipation that R/C RACING NEWS/SCORE SHOW and MRC-TAMIYA, KRAFT SYSTEMS and AIRTRONICS bring you the "1982 R/C Off Road World Championships".

We hope you will enjoy this three-day event and that perhaps you too will become an avid enthusiast of the sport of R/C racing.



RACE CREDITS

RACE DIRECTOR
Lou Peralta
CO-RACE DIRECTOR
Neal McCurdy
RACE REFEREE
Joe Tentschert
SENIOR SCORING OFFICIAL
Victor Volinecs
SCORING & TIMING
Marsha Gudvangen, Linda Pihl
IMPOUND OFFICIALS
Kirk Naylor, Todd Starks
TECH INSPECTION
Neal McCurdy
CONTINGENCY & PRIZES
Lois Peralta
STARTERS
Chris Naylor, Lonnie Peralta
ANNOUNCERS
Ron Williams, Lou Peralta
DRIVER'S STAND
By ProCar
TIMING SYSTEMS
Thorp Mfg.
MEDIA CO-ORDINATORS
Leslie Peralta, Lori Peralta
TRACK DESIGN & CONSTRUCTION
Eric Grisham
Ralph Winkler & The Good Guys

The "1982 R/C Off Road World Championships" is a Copy-right of R/C RACING NEWS.

ABOUT OUR SPONSORS...

We are most fortunate to have, in this first R/C Off Road World Championship, four companies which truly represent the broadest spectrum of the Radio Controlled Hobby Industry.

They are: Model Rectifier Corporation/Tamiya, Airtronics and Kraft Systems. Each in their own right, has established itself among the leaders of the industry.

Our "STOCK MINT 400" Sponsor is MRC/TAMIYA. These two companies were really the catalysts in creating a whole new arm of the Radio Controlled hobby/sport. Tamiya created & manufactured the Sand Scorcher and Rough Rider 1/10th scale kits which you will see in these events, and MRC was the company instrumental in bringing those kits to the U.S. and setting in motion one of the biggest and fastest growing sports/hobby in the country. While there are now other companies producing 1/10th scale off road cars, MRC/TAMIYA remains the leaders in this field.

Our "MODIFIED BAJA 500" sponsor is KRAFT SYSTEMS. They bring nearly 25 years of experience in the design and manufacture of radio systems for the hobby industry. Their systems have long been serving hobbyists in model airplanes, boats and cars. Their new "Pistol-grip" radio system is fast becoming a popular system among radio controlled car and boat racers.

Our "OPEN BAJA 1000" sponsor is AIRTRONICS. They too bring two decades of vast experience and technology in radio systems for all uses in the radio controlled hobby. Their reputation is highly regarded among the hobbyists throughout the world.

As you can see we truly have three "giants" of the hobby industry helping us put on one of the biggest events in R/C racing. If you are into R/C or have thoughts of getting into this wonderful family sport, you owe it to yourself to first take a look at the equipment and accessories that these excellent companies produce and distribute. You won't regret it.

The



"STOCK MINT 400"

MODEL RECTIFIER CORP.

For the past 35 years, Model Rectifier Corporation has been a leader in the design, manufacture and marketing of electronic hobby products.

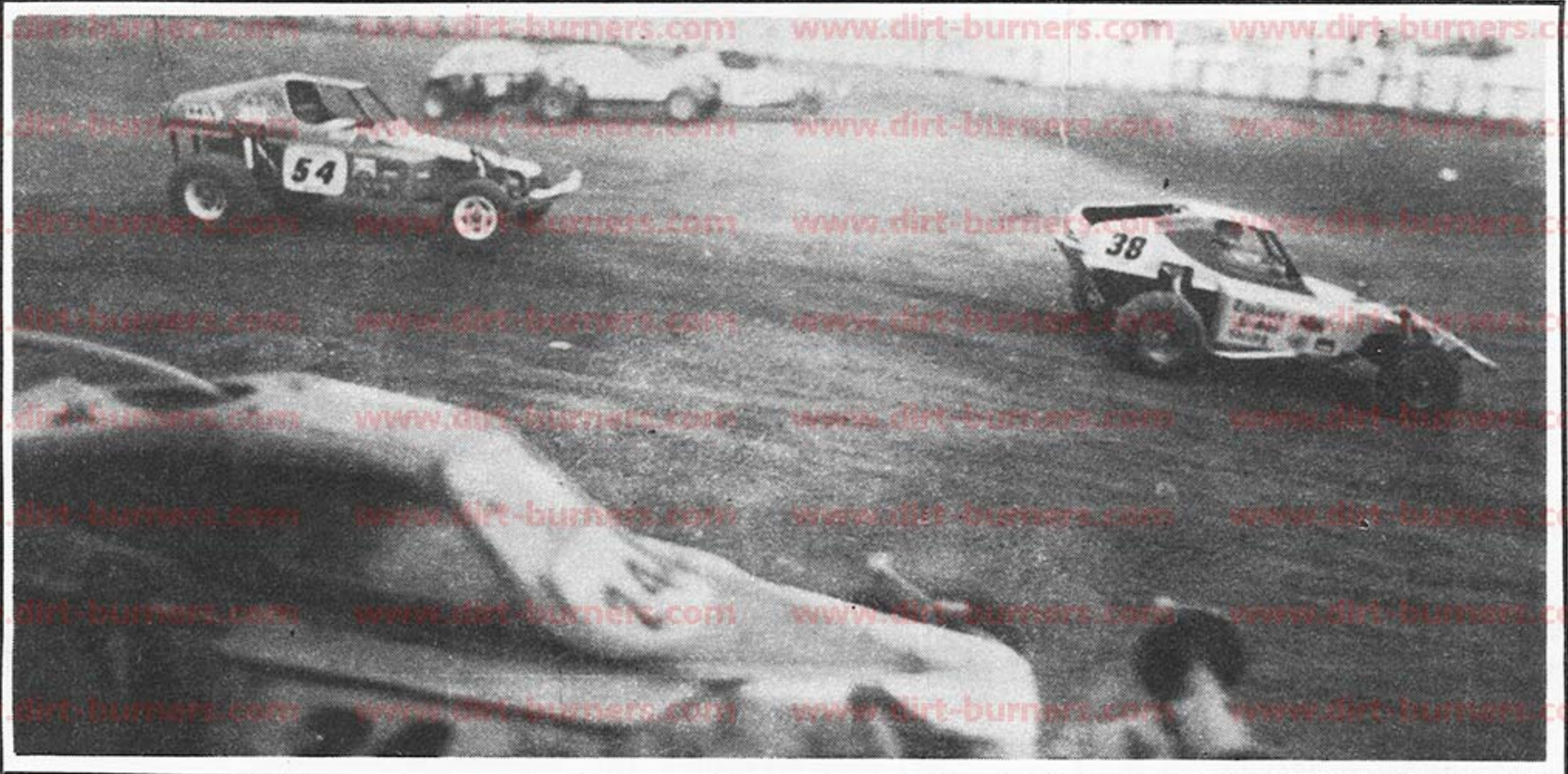
A "POWERFUL" BEGINNING-
The company was founded in 1947 by Roy C. Gelber. It quickly earned an enviable reputation as a producer of power supplies for both hobby and industrial applications. Within a few years MRC had become the country's leading maker of power packs for model railroading enthusiasts, and today produces the widest selection of advanced electronic train controls made in the country.

Putting its engineering skills to work in related fields, M.R.C. soon captured a major share of the slot racing market with their Enduro Controllers. They remained the leading hand controllers throughout the glory years of slot racing's popularity.

R/C SYSTEMS - Then, when radio control as we know it today was still in its "infancy", M.R.C. began to market a complete line of radio control systems.

M.R.C.'s expertise spread to model engines as they helped make the Enya, one of the most respected model airplane engine names in the marketplace. Enya's reputation for reliability and broad selection is as strong today as it was a decade ago.

Always on the leading edge of R/C technology, M.R.C. is a major manufacturer and marketer of electronic R/C hobby products, including Vector and Grand Prix radio systems, M.R.C.-Tamiya controlled electric race cars, off-road buggies and trucks and R/C tank kits.



In addition, M.R.C. offers a full line of ready-to-fly aircraft from trainers to aerobatic models. These allow both the new and experienced R/C'er to be airborne within an hour or two of buying the RTF kit. The Trainer Hawk is one of the most popular kits in the shop, as it comes complete with .15 TV engine installed, steerable nose gear and full throttle control. It's 48" wingspan and excellent power give it magnificent wind penetration and allow it to do advanced maneuvers as well as cater to the beginner's needs.

R/C OFF ROAD LEADERSHIP- Perhaps the most exciting and fastest growing portion of M.R.C.'s business in the past few years has been the radio control car area. When radio controlled cars first appeared, Roy Gelber, M.R.C.'s President and A. Iati, Executive Vice President, saw that the future of R/C cars in the United States would depend not on the toy type cars that were flourishing at the time,

but on the development of quality built kits with engineering that matches the full size rigs, and the ability for the vehicles to provide complete control and take the gaff of off-road competition.

At the same time the Tamiya Plastic Model Company of Japan designed and created what has become the world's leading examples of sophisticated R/C vehicles.

In the U.S., M.R.C.-Tamiya has helped to create not only an entire category, but a completely new compelling hobby...off road radio control running and racing. It is the fastest growing hobby-sport in the country.

A 4 X 4 BREAKTHROUGH
-While the M.R.C.-Tamiya Sand Scorcher and Rough Rider buggies created the off road vehicle category with their ability to run through water, sand, mud and treacherous terrain, M.R.C.-Tamiya's latest introduction, the 4 X 4 Toyota Hilux

Pickup Truck Kit, has already broken new ground through creative engineering.

This 4-wheel drive Hilux Pickup features a factory built 3-speed transmission and electronic speed control. For the first time, the driver can shift gears with radio command from his transmitter, while the 4 X 4 is on the move.

Today M.R.C. is not only a leading R/C hobby company, but active in all facets of the industry. Roy Gelber is President of the Hobby Industry Association of America, and M.R.C. is a strong supporter of R/C activities throughout the country.

The firm operates from a national headquarters where manufacturing and research are performed out of Edison, New Jersey. It also has a nationwide network of electronic service centers to support hobbyists, as well as sales offices throughout the U.S.A.

The

KRAFT R/C Systems

“MODIFIED BAJA 500”

KRAFT SYSTEMS, INC.

For nearly 25 years, KRAFT Systems, Inc. has dedicated its efforts almost exclusively to the design and manufacture of a broad line of radio control systems, components and accessories for the hobby model airplane, car and boat market.

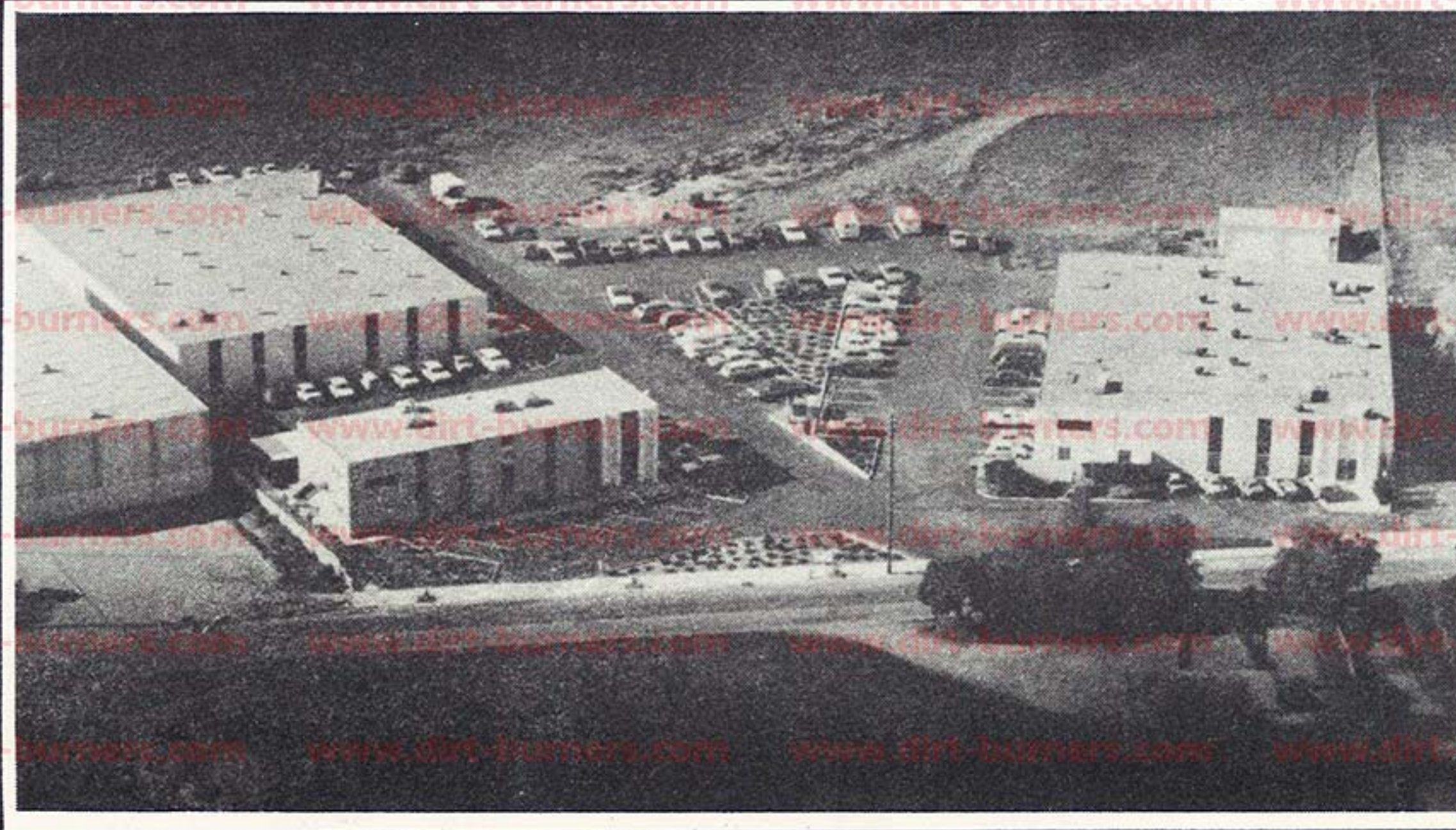
During these years, KRAFT has contributed outstanding technical advancements of the hobby in the development and introduction of many technological breakthroughs, some of which are still basic circuits in today's R/C systems throughout the world.

KRAFT Systems, Inc. was founded in 1958 in El Monte, California and in 1970 moved to their present facility at 450 West California Avenue, Chula Vista, Ca. The original plant occupied 18,000 sq. ft. and housed an integrated engineering/manufacturing complex.

In 1958 the company introduced its first radio and soon became the most popular model of its type.

Development work continued at KRAFT on a true proportional control R/C system, and in 1964, the KRAFT KP-4 was introduced. This reliable, lightweight, accurate proportional system ushered in the modern era of radio control.

In 1975 KRAFT's advanced engineering efforts resulted in the development of the multiplexed linear ramp encoder making possible the world's first programmable R/C transmitter. This unique circuitry was incorporated into the new Signature Series, which remains today as the world's first and only programmable R/C System tailored exclusively to the needs of the dedicated hobbyist.



In 1973, production requirements necessitated the addition of another 25,000 sq. ft. of manufacturing and administration facilities. KRAFT currently occupies more than 40,000 sq. ft. of modern integrated facilities in Vista, California and operates a 5,000 sq. ft. warehouse and distribution center in Plattville, Alabama.

Today, KRAFT offers a complete line of R/C systems - ranging from budget-priced models for the novice or sport hobbyist to more expensive customized series for the competition modeler. Complementing these systems is a full line of modeler-designed components and accessories.

In the field, KRAFT also supports its customers with the industry's most extensive service organization, with authorized service centers throughout the U.S. and many foreign countries. KRAFT products are sold dealer-direct and they are only available through local neighborhood KRAFT hobby dealers.

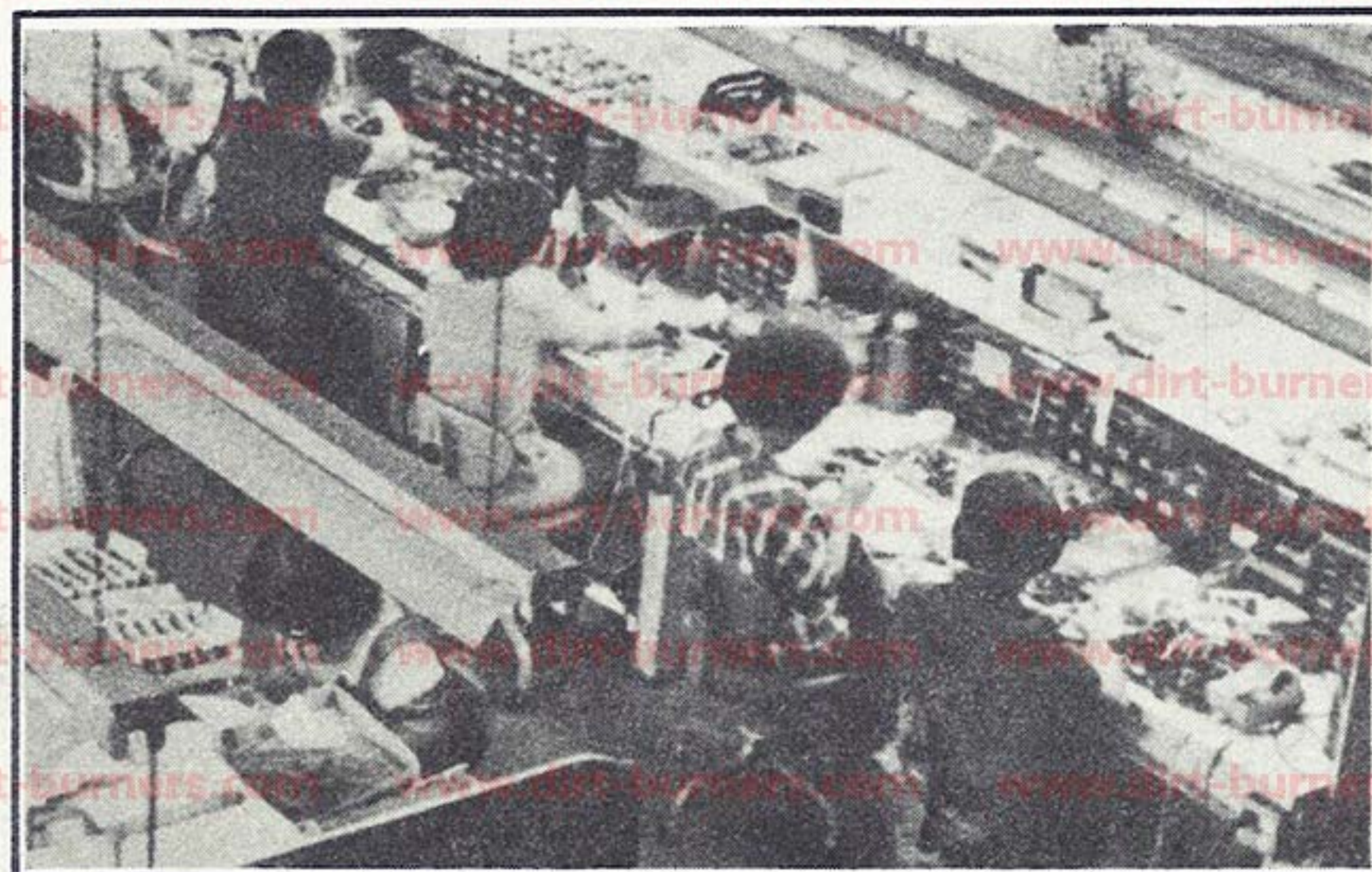
KRAFT Systems, Inc. has

been a subsidiary of Carlisle Corp. (NYSE) since 1972, A multi-divisional firm headquartered in Cincinnati, Ohio. Carlisle is a leading producer in such diverse markets as recreational tires, automotive parts, data communications, aerospace/electronics, construction materials and general industrial products.

KRAFT is a member of the general industry group, supply-

ing premier R/C systems to the hobby market, and RF sub-systems and control sticks for commercial and industrial applications.

We're proud to be one of the leaders in the industry and to be part of this first time event, the "1982 Off Road World Championships".



The



AIRTRONICS

“OPEN BAJA 1000”

AIRTRONICS.

1982 marks the beginning of AIRTRONICS' second decade of serving the modeler. We take this opportunity to thank all of you who have helped in building our company's success, and who have become friends of AIRTRONICS.

Ten years is a long time in a field as challenging and dynamic as the R/C Hobby Industry and we are proud to begin another year with exciting new products.

AIRTRONICS began as a manufacturer of the highest quality R/C Sailplane Kits, and established new standards for quality and performance.

1982 continues that tradition with the introduction of five new kits. The world of electric flight continues to advance and Airtronics is moving forward with new products, following the popular Kitty ARF introduced last year.

The big news for 1982 is our new lineup of Radio Control Systems with four series available which take care the requirements of the Novice as well as the Expert.

These radio systems offer the greatest value and highest performance available in the Hobby industry. They have been engineered for the future - every radio is fully compatible with the AMA Frequency Plan, and is usable for many years by simple "crystal" change.

For the car or boat enthusiast we offer three systems tailored to the unique demands of these sports. Our two and three channel "wheel" systems have been proven in the heat of competition and have an impressive list of wins.



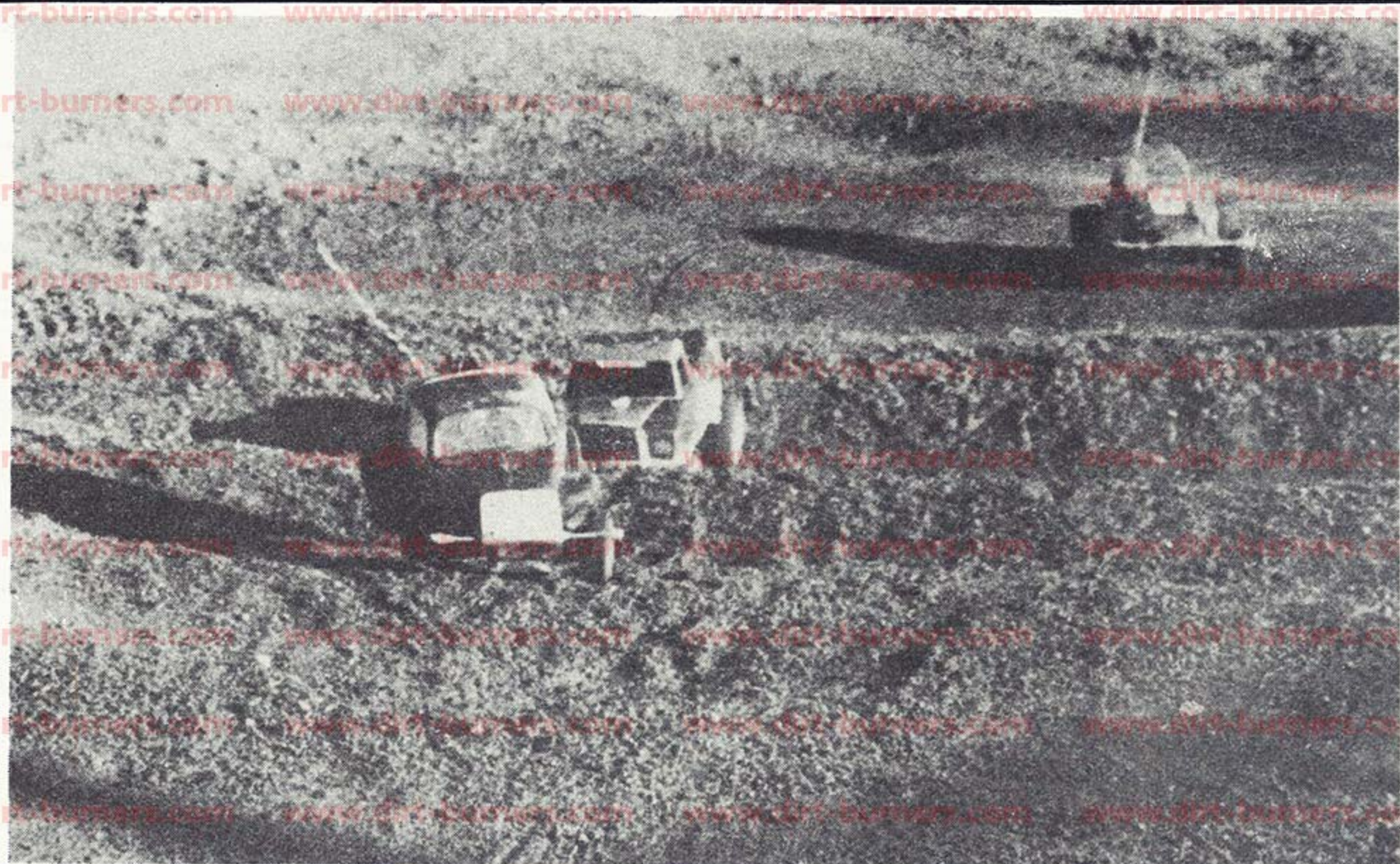
For 1982 we have added more features to our three-channel systems and introduced a companion 2 stick-3 channel unit for those who prefer stick control.

We at AIRTRONICS are proud

to begin our second decade with such an exciting line of R/C product. Especially to be involved in this new form of R/C racing; Radio Controlled Off Road racing. We are confident that our equipment will perform to its

highest challenge.

We invite you to join us and to share our enthusiasm.



The RACERS:



STOCK CLASS: April 16

GROUP 1:

- 34 KURT KIESOW III (Grn) - Yuba City, Ca.
Sponsored by: GOLDEN T. HOBBY/SPORT SHOX/GORDON "GT" TOM
- 24 LEROY CAMPBELL (Brn/wh) - Yucaipa, Ca.
Sponsored by: LEROY'S SPOT RV REPAIR
- 44 DUANE LUYPEN (Blue) - Whittier, Ca.
Sponsored by: GREAT WESTERN HOBBIES
- 47 TERRY PEIFFER (Bl/wh) - Lompoc, Ca.
Sponsored by: Self
- 46 TRACI LEWIS (Yel) - Fountain Valley, Ca.
Sponsored by: GEMSON CUSTOM JEWELERS
- 29 LARRY BUSSARD (Yel/wh) - Ontario, Ca.
Sponsored by: Self
- 26 MIKE GIEM (Pur/wh) - Arleta, Ca.
Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 22 ANNA STAGE (Red) - Anaheim, Ca.
Sponsored by: Self

GROUP 2

- 21 BRUCE WARNER (Bl/wh) - Silverado, Ca.
Sponsored by: WARNER RACING TEAM
- 28 JOHN GUDVANGEN (Red) - Whittier, Ca.
Sponsored by: CUSTOM RACING PRODUCTS
- 30 DOUG BROWN (Brn/wh) - Los Angeles, Ca.
Sponsored by: DAVE'S CUSTOM MODELS
- 37 SHANE GARDIA (Red/wh) - Ontario, Ca.
Sponsored by: Self
- 40 BUD BARTOS (Yel) - Amherst, Ohio
Sponsored by: PARMA INTERNATIONAL
- 50 MARK THOMSEN (Yel/wh) - Fountain Valley, Ca.
Sponsored by: THOMSEN & SON RACING
- 45 RON ROGERS (Grn/wh) - Palos Verdes Estates, Ca.
Sponsored by: Self
- 38 BOB LUCUS (Pur/wh) - San Diego, Ca.
Sponsored by: FRANCO RACING

GROUP 3

- 25 JOHN VOELLER (Grn/wh) - Glendora, Ca.
Sponsored by: Self
- 20 RICHARD BEGGS (Red/wh) - Pasadena, Ca.
Sponsored by: DAVE'S CUSTOM MODELS
- 27 BOB FRICKER (Yel) - Hemet, Ca.
Sponsored by: ROD HALL RACING
- 41 JOSEPH MELE (Purp/wh) - Jamul, Ca.
Sponsored by: Self
- 42 CHRIS CHAN (Brn) - Santa Monica, Ca.
Sponsored by: CHAN RACING
- 43 WYATT SADLER (Yel/wh) - Palos Verdes Estates, Ca.
Sponsored by: Self
- 51 PAUL THOMSEN (Brn/wh) - Fountain Valley, Ca.
Sponsored by: THOMSEN & SON RACING
- 35 PAUL PILETTE (Blu/wh) - Yuba City, Ca.
Sponsored by: GOLDEN T HOBBY/SPORT SHOX/GORDON GT TOM

GROUP 4

- 33 BERNIE RICCO (Yel) - Whittier, Ca.
Sponsored by: B.C. RICH
- 36 VINCE ITO (Yel/wh) - Monterrey Park, Ca.
Sponsored by: DAVE'S CUSTOM MODELS
- 32 VINCENT LOUIE (Red) - Los Angeles, Ca.
Sponsored by: Self
- 31 TOD ANDERSON (Grn/wh) - Las Vegas, Nevada
Sponsored by: Self
- 48 LEE BROPHY (Or/wh) - Culver City, Ca.
Sponsored by: BROPHY RACING TEAM
- 39 MIKE STILKEY (Yel) - Agoura, Ca.
Sponsored by: MAN-A-FRE CO./4 WHEEL MAGAZINE
- 49 JEFF BAKER (Brn/wh) - Canoga Park, Ca.
Sponsored by: RACE PREP
- 56 GARY KYES (Brn) - Redmond, Washington
Sponsored by: MODEL RACING PRODUCTS



MODIFIED April 17

GROUP 1

- 92. DAVE NIEMAN (Brn) - Huntington Beach, Ca.
Sponsored by: HANG EM' HIGH RACING
- 89 WILLIAM BECK (Bl/wh) - Albuquerque, New Mexico
Sponsored by: ALLEN TEST CENTER
- 88. RON ANGEL (Pur/wh) - Torrance, Ca.
Sponsored by: Self
- 87 DAVID BIRT (Red/wh) - Orange, Ca.
Sponsored by: Self
- 86 JEFF MAURER (Yel) - Ontario, Ca.
Sponsored by: Self
- 82 ERIC MEDEMA (Brn/wh) - Albuquerque, New Mexico
Sponsored by: Self
- 74. BILL EDGAR (Or) - Albuquerque, New Mexico

GROUP 2

- 38 DENNIS HILL (Or/wh) - Cypress, Ca.
Sponsored by: BoLINK R/C & SPEED AND SPORT
- 22 KEVIN MCMILLAN (Brn/wh) Reseda, Ca.
Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 35 BOB THOMPSON (Bl) - Ontario, Ca.
Spons by: TEAM THOMPSON/RACE CAR LETTRNG/MILLERS OUTPOST
- 48 JIGGS GARCIA (Red/wh) - Tarzana, Ca.
Sponsored by: RACE PREP

- 63 MIKE SHEUMAKER (Bl/wh) - Thousand Oaks, Ca. Sponsored by: Self.
- 75 JAY MCCLOW (Grn) - Ranchos Palos Verdes, Ca. Sponsored by: F.A.R.T.
- 23 MIKE CAMPBELL (Pur/wh) - Yucaipa, Ca. Sponsored by: LEROY'S SPOT RV REPAIR
- 94 BOB NOVAK (Red) - Santa Ana, Ca. Sponsored by: NOVAK ELECTRONICS

GROUP 3

- 39 STEVE DUNN (Red) - Canoga Park, Ca. Sponsored by: RACE PREP
- 40 TOM ASBURY (Brn) - Northridge, Ca. Sponsored by: Self.
- 56 CLARK MOSSMAN (Grn/wh) - Albuquerque, New Mexico Sponsored by: PONY EXPRESS R/C
- 61 GITI GOWLAND (Grn) - Palm Springs, Ca. Sponsored by: R/C ENGINEERING
- 21 KIM RETHWISH (Bl/wh) - Bonita, Ca. Sponsored by: CHULA VISTA HOBBIES
- 60 TERRY WALLACE (Yel/wh) - Los Angeles, Ca. Sponsored by: DAVE'S CUSTOM MODELS/LIPPIL FRICTION SHOCKS
- 83 MILT LEWIS (Yel) - Fountain Valley, Ca. Sponsored by: GEMZON CUSTOM JEWELERS
- 84 GRANT SELLE (Org) - Las Vegas, Nevada Sponsored by: Self.

GROUP 4

- 47 RON WILLIAMS (Brn) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 62 TONY BIRT (Yel) - Anaheim, Ca. Sponsored by: Self.
- 50 ERWIN BRAGG (Yel/wh) - La Habra, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 58 CHRIS HAWKES (Or/wh) - Temple City, Ca. Sponsored by: CUSTOM RACING PRODUCTS
- 59 WILLIAM HOLLAND (Pur/wh) - Calabasas, Ca. Sponsored by: MOORE'S IDEAL PRODUCTS
- 85 ROY SHELTON (Red) - Las Vegas, Nevada Sponsored by: Self.
- 70 JIM SNEED (Bl/wh) Lynnwood, Ca. Sponsored by: RADIO CONTROLLED HOBBIES

GROUP 5

- 49 JASON GARCIA (Bl/wh) - Tarzana, Ca. Sponsored by: RACE PREP
- 36 TIM LAVIGNE (Yel/wh) - Canoga Park, Ca. Sponsored by: Self.
- 54 WILLIE MELANCON (Org) - Canoga Park, Ca. Sponsored by: CRAFTSMAN HOBBY
- 29 MARTY WARNER (Or/wh) - Westminster, Ca. Sponsored by: Self.
- 73 JERRY CASE (Red/wh) - La Habra, Ca. Sponsored by: Self
- 93 SCOTT BROWN (Red) - Pomona, Ca. Sponsored by: Self.
- 76 JIM BERNARDO (Br/wh) - Santee, Ca. Sponsored by: FRANCO RACING

GROUP 6

- 24 ERIC GRISHAM (Grn) - Sepulveda, Ca. Sponsored by: TRICK STUFF/MINI BAJA/M.I.P.
- 53 ALLEN MAIR (Bl/wh) - El Segundo, Ca. Sponsored by: Self
- 31 MARK HADDEN (Yel/wh) - Palmdale, Ca. Sponsored by: Self
- 65 WILLIE FRANCO (Brn) - San Diego, Ca. Sponsored by: FRANCO CABINET
- 66 MIKE FISHER (Pur/wh) - Las Vegas, Nevada Sponsored by: Self
- 69 TOM STAPLES (Red) - Costa Mesa, Ca. Sponsored by: HANG EM' HIGH RACING
- 81 JIM BROPHY (Br/wh) - Culver City, Ca. Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTERS

GROUP 7

- 57 JEFF PAUL (Pur/wh) - Costa Mesa, Ca. Sponsored by: RICARDO'S AUTO SALON/HANG EM' HIGH RACING
- 51 LOU PERALTA (Grn) - Woodland Hills, Ca. Sponsored by: R/C RACING NEWS/ COX HOBBIES/ MINI BAJA
- 43 DENNIS LYMAN (Red) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 25 SCOTT MEARNS (Red/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 45 JEFF CRUZON (Or) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 79 NELSON KRACKE (Br/wh) - Acton, Ca. Sponsored by: Self
- 77 TONY RODRIGUEZ (Yel) - Norwalk, Ca. Sponsored by: ORANGE COUNTY NAME PLATE
- 42 BUTCH GILBERT (Bl/wh) - Long beach, Ca. Sponsored by: Self

GROUP 8

- 28 JOHN THORP (Red/wh) - Pomona, Ca. Sponsored by: THORP MFG.
- 44 MARK ABELDT (Pur/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 37 DON ARNDT (Br/wh) - Burbank, Ca. Sponsored by: RACE PREP
- 20 CRAIG DUNNE (Yel/wh) - Downey, Ca. Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 64 GREG CUOCO (Grn) - Albuquerque, New Mexico Sponsored by: Self
- 91 ALLEN LOSI (Yel) - Rialto, Ca. Sponsored by: RANCH PIT SHOP
- 72 BILL CAMPBELL (Brn) - Lorimor, Iowa Sponsored by: DELTA MFG.

GROUP 9

- 78 RON DYER (Pur/wh) - Agua Dulce, Ca. Sponsored by: Self
- 71 BUD FISH (Or/wh) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 32 GARY ABRAMS (Org) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 68 RICK CHURCHILL (Brn) - Westmister, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 26 BOB GOERKE (Yel/wh) - Las Vegas, Nevada Sponsored by: INDUSTRIAL ELECTRONICS
- 52 PEGGY TASHIMA (Red/wh) - La Habra, Ca. Sponsored by: Self
- 34 STEVE CHRISTIANSEN (Grn) - Sepulveda, Ca. Sponsored by: Self

GROUP 10

- 33 RON ANTHONY (Brn/wh) - Burbank, Ca. Sponsored by: RACE PREP
- 41 MIKE DUNN (Org) - Canoga Park, Ca. Sponsored by: RACE PREP
- 27 CHUCK STAGE (Blu) - Anaheim, Ca. Sponsored by: Self
- 30 CRAIG JOHANNES (Pur/wh) - Bonita, Ca. Sponsored by: CHULA VISTA HOBBIES
- 46 JACK JOHNSON (Bl/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 80 DAVID SHIVELY (Grn) - Northridge, Ca. Sponsored by: MINI BAJA
- 67 BILL PIHL (Org) - Westminster, Ca. Sponsored by: Self



OPEN April 18

GROUP 1

- 45 GITI GOWLAND (Grn) - Palm Springs, Ca. Sponsored by: R/C ENGINEERING
- 44 TERRY WALLACE (Pur/wh) - Los Angeles, Ca. Sponsored by: DAVE'S CUSTOM MODELS
- 31 LONNIE PERALTA (Red/wh) - Woodland Hills, Ca. Sponsored by: TRICK STUFF/MINI BAJA/R/C RACING NEWS.
- 28 BOB THOMPSON (Org) - Ontario, Ca. Spons by: MILLER'S OUTPOST/TEAM THOMPSON/RACE CAR LETTERING
- 51 BILL CAMPBELL (Red) - Lorimor, Iowa Sponsored by: DELTA MANUFACTURING
- 56 STEVE DOUGLAS (Yel) - Fallbrook, Ca. Sponsored by: Self
- 55 PHILIP EMERY (Br) - Sunnyvale, Ca. Sponsored by: Self
- 64 WILLIAM BECK (Bl/wh) - Albuquerque, New Mexico Sponsored by: ALLEN TEST CENTER

(contd. next page)

GROUP 2

- 35 RON WILLIAMS (Brn) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 46 GREG CUOCO (Grn) - Albuquerque, New Mexico Sponsored by: Self
- 36 JIGGS GARCIA (Red/wh) - Tarzana, Ca. Sponsored by: RACE PREP
- 37 ERWIN BRAGG (Bl/wh) - La Habra, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 25 MIKE DUNN (Org) - Canoga Park, Ca. Sponsored by: RACE PREP
- 48 RICK CHURCHILL (Br) Westminster, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 20 DENNIS HILL (Or/wh) - Cypress, Ca. Sponsored by: Self
- 65 BOB NOVAK (Red) - Santa Ana, Ca. Sponsored by: NOVAK ELECTRONICS

GROUP 3

- 41 JASON GARCIA (Bl/wh) - Tarzana, Ca. Sponsored by: RACE PREP
- 22 RON ANTHONY (Grn/wh) - Burbank, Ca. Sponsored by: RACE PREP
- 43 EUSTACE MOORE (Pur/wh) - Los Angeles, Ca. Sponsored by: MOORE'S IDEAL PRODUCTS
- 62 GIL LOSI, JR. (Org) - Rialto, Ca. Sponsored by: RANCH PIT SHOP
- 50 BUD FISH (Or/wh) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 61 BRUCE CALOMIRIS (Br/wh) - Fresno, Ca. Sponsored by: DELARA ENTERPRISES
- 57 JOHN BURNHAM (Grn) - S.A. Heights, Ca. Sponsored by: BURNHAM RACING PRODUCTS
- 63 DAVE HOLMBY (Yel/wh) - Ontario, Ca. Sponsored by: RANCH PIT SHOP

GROUP 4

- 23 JOHN THORP (Pur/wh) - Pomona, Ca. Sponsored by: THORP MANUFACTURING
- 38 LOU PERALTA (Grn) - Woodland Hills, Ca. Sponsored by: R/C RACING NEWS/TRICK STUFF/MINI BAJA
- 32 KELLY DAFFER (Or/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 27 DENNIS LYMAN (Red) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 40 CLARK MOSSMAN (Grn/wh) - Albuquerque, New Mexico Sponsored by: PONY EXPRESS R/C
- 60 RANDY TENTSCHERT (Brn) - Santa Ana, Ca. Sponsored by: ALL AMERICAN RACING TEAM
- 59 GIL LOSI, SR. (Red) - Rialto, Ca. Sponsored by: RANCH PIT SHOP
- 42 SEAN HAWKES (Bl/wh) - Temple City, Ca. Sponsored by: Self

GROUP 5

- 24 ERIC GRISHAM (Brn) - Sepulveda, Ca. Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 39 MIKE TOBEY (Or/wh) - San Gabriel, Ca. Sponsored by: CUSTOM RACING PRODUCTS
- 33 JACK JOHNSON (Bl/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 21 STEVE CHRISTIANSEN (Grn) - Sepulveda, Ca. Sponsored by: Self
- 30 JEFF JENSEN (Pur/wh) - Las Vegas, Nevada Sponsored by: VEGAS RADIO RACEWAY
- 58 JIM BROPHY (Blue) - Culver City, Ca. Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 53 BILL EDGAR (Yel/wh) - Albuquerque, New Mexico Sponsored by: Self
- 66 DAVID HARMS (Grn/wh) - Albuquerque, New Mexico Sponsored by: Self

GROUP 6

- 34 JEFF CRUZON (Org) - Costa Mesa, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 26 CRAIG DUNNE (Blue) - Downey, Ca. Sponsored by: TRICK STUFF/MINI BAJA OFF ROAD CENTER
- 29 DON ARNDT (Br/wh) - Burbank, Ca. Sponsored by: RACE PREP
- 47 BILL PIHL (Pur/wh) - Westminster, Ca. Sponsored by: Self
- 49 JIM SNEED (Bl/wh) - Lynnwood, Ca. Sponsored by: RADIO CONTROLLED HOBBIES
- 54 DAVID SHIVELY (grn) - Northridge, Ca. Sponsored by: Self
- 52 JERRY CASE (red/wh) - La Habra, Ca. Sponsored by: Self

****LATE ENTRIES AFTER MARCH 25th ARE NOT REFLECTED IN THIS PROGRAM - CHECK HEAT BOARD FOR YOUR RACE SCHEDULE.****



WHERE'S THE OFF-ROAD RACE?

Cartoon: Courtesy of Team Associated.

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Calendar of Events...

- April 15 - Thursday: 4 pm Press & Media Day
- April 16 - Friday: 5 pm Stock Class World Championships
- April 17 - Saturday: 12 n. Modified Class World Champs.
- April 18 - Sunday: 11 am Open Class Championships.

(Times subject to change without notice)

CAR WARS OF 1/12 TH



Story and pictures by
Bill Meyers

Mike Lavacot found the "dot" to be unco-operative. Photo. Bill Meyer.

Ranch Pit Shop, Pomona
March 28, 1982

For those who braved the ominous thunder clouds and dreary grey skies, a dry day of super racing was a welcome sight.

There was only one problem that occurred during the course of the day. There was a loss of electrical power which left 81 entrants wondering what happened and battery chargers useless, until John Thorp came to the rescue.

Other than that, it was a smooth day of racing thanks to the excellent job done by Race Director Donnie Sallenbach, Jr. and his fine crew. Donnie went way out of his way to accommodate any and all who need help.

With power restored, qualifying started. Traction was terrific on every part of the track. The end result was that Mike Lavacot, Modified Top Qualifier, burned up the track with an incredible 27 laps! I should add that right behind Mike was Jerry Case, also with 27 laps.

Stock qualifying saw a rarity of sorts with the T.Q. position being held by two drivers. Donnie Sallenbach, Jr. and Bill Meyers both shared the top spot with identical times for 24 laps; 8.13 sec. By virtue of the second run tie-braker, Donnie found himself in the position he is most accustomed to... "pole-sitter" (darn it!)

Luckily, without just one drop of liquid sunshine having fallen, the Mains got underway.

The A Production main was first up with Dave Clark narrowly crossing the line just ahead of Fernando Belair, while 3rd. place finisher Mike

Kelley finished a lap down.

The B Main winner, Alan Youts, had a hard fought battle with Bobby Prather, while Eleanor Buffington held on to third place.

Tom Yarrington, Victor Owens, and John Chase were all victorious in the C Main in the above order.

As I looked down the driver's stand prior to the start of the Stock A Main, I realized that I was among some fast company! And fast it was.

Donnie Sallenbach took off and seldom looked back, except when he felt the pressure from second place Mike Wickman, and a fleeting



Bill Meyer (above) and unidentified racer (below) seem to have attended the same driving school... "crash and burn" tech.



glimpse of yours truly. He (Donnie) stretched his lead in the main to take top honors, while "Mr. Consistency", Kerry Cavazos, moved into the third overall spot.

Stock B Main winner and T.Q., Terry Ballard, led a hoard of racers

around the track, with the top five places finishing on the same lap! Kenny Quintana and Donn Rice finished behind Terry for second and third respectively.

Mike Cerjak never looked back as he handily won the C Main. Second

and third place was won by virtue of distance, as Hans Wibben made it through the esses and Domie Quintana stopped on the back straight, for their second and third place finish respectively. (Who needs a finish line anyway?)

If it isn't the darkness, it's the threat of rain, tornados, monsoons, or some other kind of adversity that the Modified Mains always have to worry about in order to get through the day. In today's case, I'd have bet on the skies opening up.

Well, I lost twice today as the rains held off until shortly after the completion of the A Main. And what an A main it was!

It seemed that everyone in the main had their turn at the lead. But TQ and main winner Mike Lavacot settled into another steady performance and held off the late charge of Robert Cavazos, crossing the line a mere ten seconds ahead of Robert. Third place went to Jerry Case, with 4th, 5th, and 6th place

finishers only seven seconds behind.

Mike Westfall overcame the pressure from second place finisher, Rob Adair, to win the B Modified Main. Jet Patel crossed the line just ahead of Gary Slayton for the third spot.

A three-way battle in the C Modified Main for the laurels wound up with Bob Hayes finishing in first, Mike Wibben in second and Gary McAllister in third, all only thirteen seconds apart.

Well, two great weekends of 1/12th electric car racing have passed without a hitch, and "Mother Nature" has managed to be kind on Sundays. Let's try for three in a row on April 4th, in Mission Viejo. See you there.

Bill Meyers



THE AYK SUPER TRAIL. FINALLY, AN OFF-ROAD RC KIT FOR THE SERIOUS RACER.

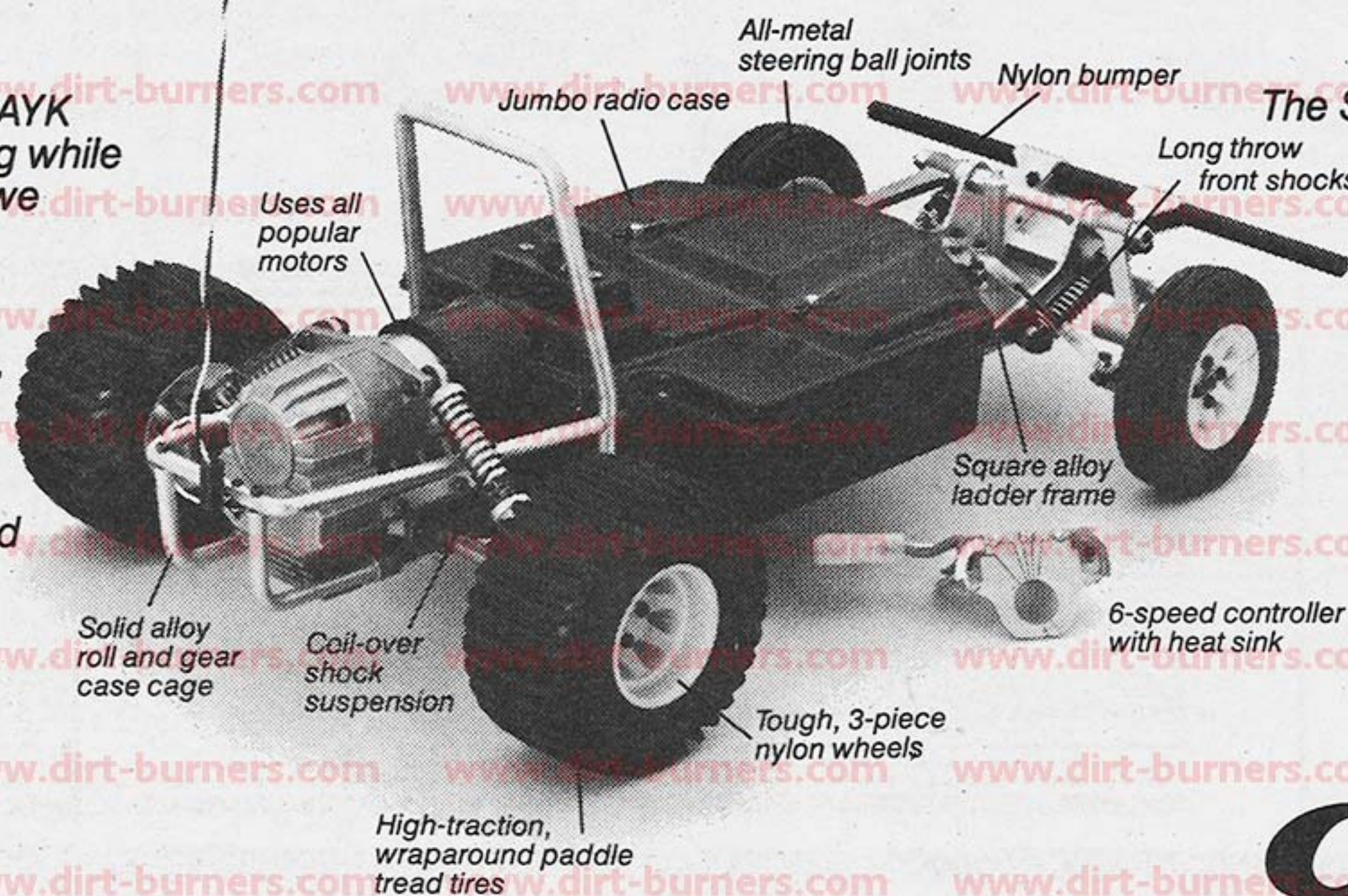
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TS 410 - FRONT END PINS: Heavy duty drill rod material replaces the stock (soft) material. Longer in length with drilled hole for "cotter key" to prevent from coming off. Trailing arm set screw not needed but recommended. **Set of 4 \$8.00**

TS 420 - BODY POST: Long body post replaces stock Baja Bug post. Nylon material is unbreakable. Pre-drilled hole for body pin will keep the body on and not lose the body pin. Pre-drill for self tapping screw. **\$4.95 each.**

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 LOXS: 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.**

TS 560 - CHASSIS PLATE: (Available end of March, 1982)

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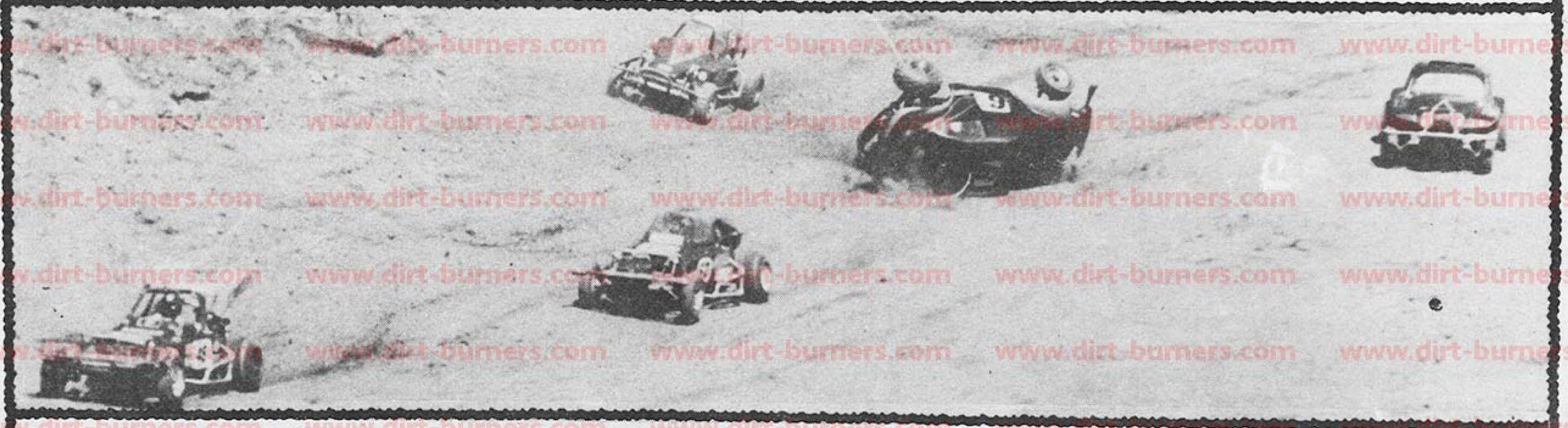
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Sequential photo (above-top and above) capturing the mayhem of a start. "Led-finger" Craig Dunne (6) gets the worst of it.

March 20, 1982
Anaheim, California

On a beautiful and sunny day the first Off Road race in quite a long time was run in back of Century Models' Hobby Shop. This track was one of the originals to have R/C Off Road racing but about a year ago management decided to discontinue the racing program.

Now, after 12 months or so, Bill and Linda Pihl have taken over the running of the monthly off road races there and in fact, this track has become the newest addition to the ORRCA circuit.

The location of the track is perfect as it is located among one of the largest Hobby complexes in the world; Hobby World. Everything from trains, and crafts, miniature doll houses can be found in this complex. Century Models, itself, carries not only off road equipment but a large inventory of cars, boats, airplanes, etc.

The track is located immediately behind the Hobby shop in an empty lot. Bill Pihl and his gang did a terrific job in preparing this track for today's racing. According to Bill, he has plans to rework the track for the next ORRCA race, which will include more pit area and electrical outlets.

But for the 35 plus entries of today there seem to be no problem getting situated and hooking up to the existing outlets. Of course when the ORRCA event comes through, the number of entries will increase dramatically and because of this, Bill has some expansion plans.

Today was one of the most relaxed racing programs we've experienced for a long time. It was a non-ORRCA race, so the pressure was off. It was going to be a fun race, although trophies would be awarded.

Many other racers had gone to another track located in Phaelan, which recently opened so the entry was a bit down.

As it turned out the competition was just as fierce, but the racer's attitudes were certainly much more relaxed. In fact, some of the racers really got relaxed...if you know what I mean.

Originally, it was planned to have just three qualifying rounds and then go into the mains. By the time the third round was completed, it was only 12:30 pm and most racers decided to add one or two more rounds. With such a beautiful and warm day, nobody wanted to go home just yet. So two more qualifying rounds were added for a total of



Close racing (above). 1st & 2nd A Open Main, Jim Sneed & Lonnie Peralta (left). The start (b)

five. The best three of the five would be used to place the mains.

Jim Sneed and Jerry Case dominated the qualifying rounds with perfect five for five wins. Sneed, in fact, did it in both the Modified and Open Classes, while Case won all his heats in the Open class.

Case seemed to be the fastest of all the racers, while Sneed was certainly the smoothest and the most poised driver.

Also putting on a fine show of driving skills were: Bill Pihl, Jeff Paul and Tom Staples in the Modified class; Lonnie Peralta, Erwin Bragg and Lou Peralta in the Open class; and Russ Rodgers, John Pihl and Aaron Heckert in the Stock class. All these drivers finished with excellent qualifying points.

A lunch break was called between the third and fourth rounds, then qualifying resumed and at about 2:30 pm, the mains were started.

The transfer system was used in the lower mains. If you win your main you could move up to the next highest. Today, there were only two mains in each class, so the winner of the B main could move up to the A main.

Doing just that were: Hans Waugen, winner of the Stock B Main; Craig Dunne, winner of the Modified B Main; and Bill Pihl, winner of the Open B Main.

Noteworthy moments came when for example: In the B Modified main, Kevin McMillan and Craig Dunne were in battle for most of the seven laps main, when his speed plate went



Jim Sneed (50) ready to put a move on car (45). Jim's one of the smartest racers around.

belly up and lost power. Craig Dunne took no time to overcome McMillan and take the win.

Speaking of Craig Dunne, or better known as "led-finger": He has to be one of the wildest drivers anywhere. He never lets off and as a result he keeps the drivers and the crowd on their toes. His parts bills must be astronomical.

In the Modified A Main, another excellent battle ensued between Jim Sneed and Bill Pihl. Sneed came into the main as the odd-on-favorite after having posted perfect scores in two classes. But in racing anything can happen and Bill Pihl took the early lead and Sneed went after him. For seven laps there was little room for any mistakes by any one of them. And as it turned out, none made a mistake and Bill Pihl was able to keep his original lead.

A real surprise in the A Open main came about. Lonnie Peralta, making the A main among the likes of Sneed and Jerry Case, Erwin Bragg, Lou Peralta, Bill Phil and Dave Nieman, took the hole shot after a first turn tangle and led the entire field. In fact he seemed to be pulling away from the pack.

Sneed, Pihl and Lou Peralta were caught in the first tangle. Case, perhaps the fastest car there, developed some problems and he was out. But after about four laps, it was clear that Jim Sneed wasn't going to let Lonnie Peralta pull away too far. He went after him and by the last lap he was within feet of the leader, Lonnie. In racing you can't make too many mistakes. In Open class racing you are rarely afforded more than one mistake. The competition is that close. Lonnie made that one mistake catching the burn too early and Jim Sneed shot past him for the win. Pihl wound up in third and Erwin Bragg took the fourth place.

It was an excellent day for racing, everyone got plenty of running time and went home early enough to have no problems at home.

Many admitted that it was sure nice not having the pressure of the points series for a change, and that it was great just to come out and play and race. We agreed.

RESULTS

STOCK A MAIN:
 1. Russ Rodgers
 2. Dale Kazarian
 3. Aaron Heckert
 4. Richard Winter
 5. John Pihl

STOCK B MAIN:
 1. Hans Waugen
 2. Mark Brunner
 3. Michael Winter
 4. Jack Knepper

5. Larry Clark
 6. Rick Knepper

MODIFIED A MAIN:
 1. Bill Pihl
 2. Jim Sneed
 3. Jeff Paul
 4. Erwin Bragg
 5. Dave Nieman
 6. Bud Fish
 7. Tom Staple
 8. Craig Dunne

MODIFIED B MAIN:
 1. Craig Dunne
 2. Kevin McMillan
 3. Peggy Tashima
 4. Rick Churchill
 5. Darryl Pierce

6. David McManus

OPEN A MAIN:
 1. Jim Sneed
 2. Lonnie Peralta
 3. Bill Pihl
 4. Erwin Bragg
 5. Dave Niemann
 6. Lou Peralta
 7. Jerry Case

OPEN B MAIN:
 1. Bill Pihl
 2. Ron Williams
 3. Craig Dunne
 4. Rick Churchill
 5. Dennis Hill
 6. Bud Fish
 7. Steve Douglas

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VENTURA ROADRUNNERS

First 1/8th race of the Season!

Story and pictures by
Richard Schwalm

February 28, 1982
Ventura, Ca.

AFTER WAITING FOR THE LONG WINTER MONTHS TO FINALLY PASS, NOW WE COULD ONCE AGAIN RACE.

The end of February was the first 1/8th scale gas race of our 1982 season. The new mobile trailer was completely equipped. The Montgomery Wards track (the parking lot adjacent to the 101 Freeway) was still in fine racing shape and after several months of kitchen-table tinkering, the race cars were in tip-top condition.

A new chapter in the ROADRUNNER Club's history book was written by Rick May's PB suspension car. Even with some minor initial set-up problems that Rick encountered, the car demonstrated amazing road-holding abilities. Rick could dive into any turn and rocket out with the greatest of ease. "Bear's Bomb" definitely has that winning potential.

After the two scheduled qualifying heats, the four mains were set up, each having six cars in it.

The D MAIN was won by MIP's Eustace Moore, with John Douglas coming in for a very close second spot.

Since Eustace won, he elected to transfer into the C Main. (A practice that's becoming more and more popular in 1/8th and 1/10th scale racing...transferring up from a lower main).

After a troubled start, a three-way battle for the lead developed which lasted for most of the race. But in the end it was Glen Williams taking the win with Steve Maddox in second and Eustace taking the third spot.

The B MAIN was a wild chase after Bob Mathison. Heading the chase-pack was Richard Schwalm, but to no avail as the order of finish remained the same. Bob Mathison opted to move up and make the A MAIN program.

The A MAIN. Last year most of the

After a couple of dry months, the smell of the burning nitro brings back renewed excitement in 1/8th scale gas racing. Lining up (below) for the A main start. Before the end of the season each racer will have used as many as 10 bodies.

A Mains were won by Tom Douglas, so this year "Dr. Tom" was THE TARGET!

We were "going to show him" but as it turned out, he showed us! Dr. Tom was the Top Qualifier, early winning the Trophy Dash, and then going on to win the A MAIN after lapping the entire field as many times as he wanted for a clean sweep.

"It's all in your head, you've got to think winning and it will happen," he said as he walked away with all the gold.

It was quite a day at the races for our first points gas event. There were some new racers, some new tricks to be seen and checked out, and some new cars, but the same old enjoyable, hard-fought, competitive spirit was still there from last season. Come and enjoy with us.

Keep On Racing

Richard Schwalm

RESULTS

A MAIN:

1. Dr. Tom Douglas
2. Bob Mathison
3. Randy Wentz
4. John Pagel
5. Bob Coughran
6. Les Ammann
7. Tony Neisiner
8. J.D. Green

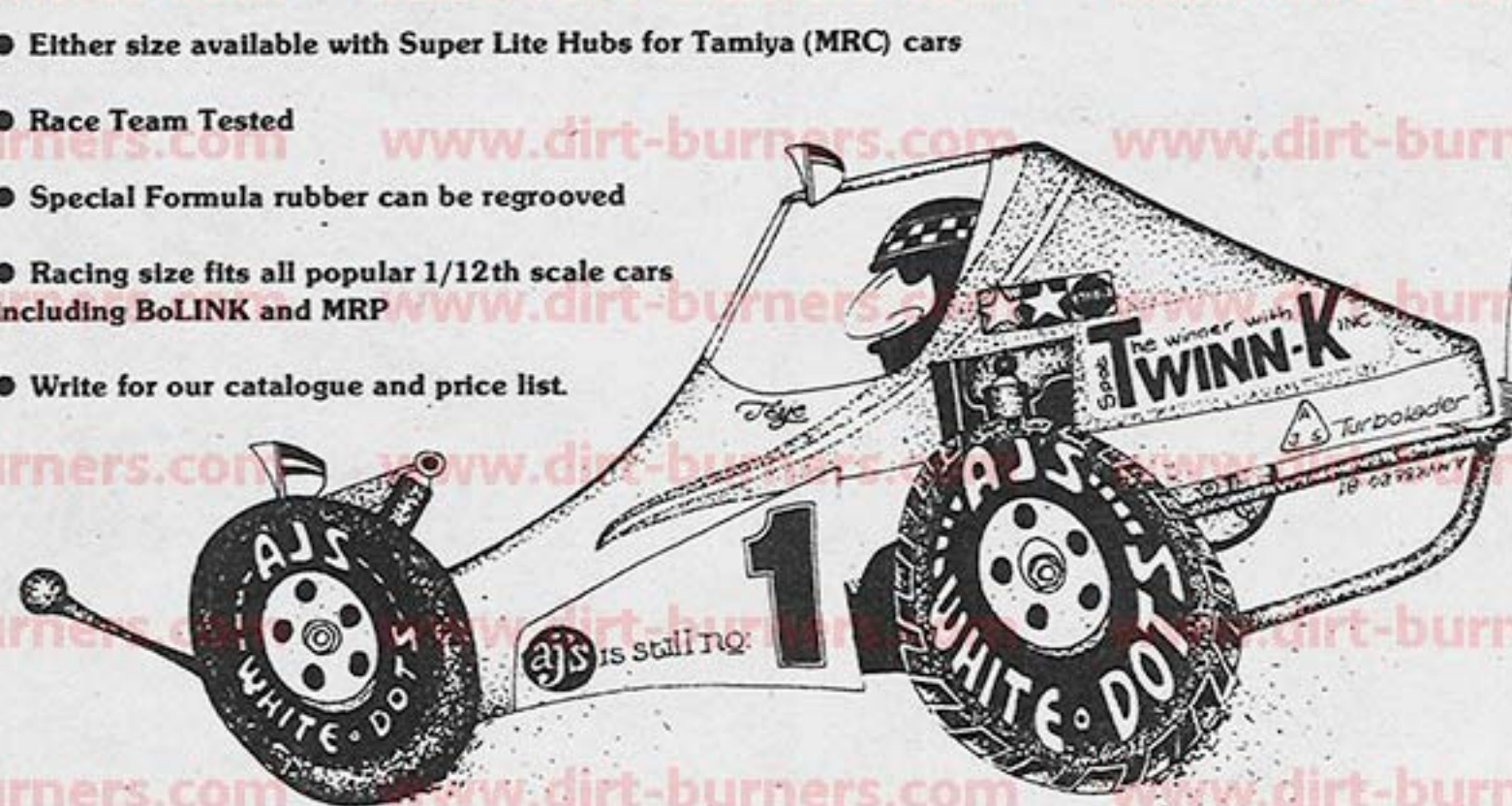
B MAIN:

1. Bob Mathison
2. Richard Schwalm
3. Glen Wilcox

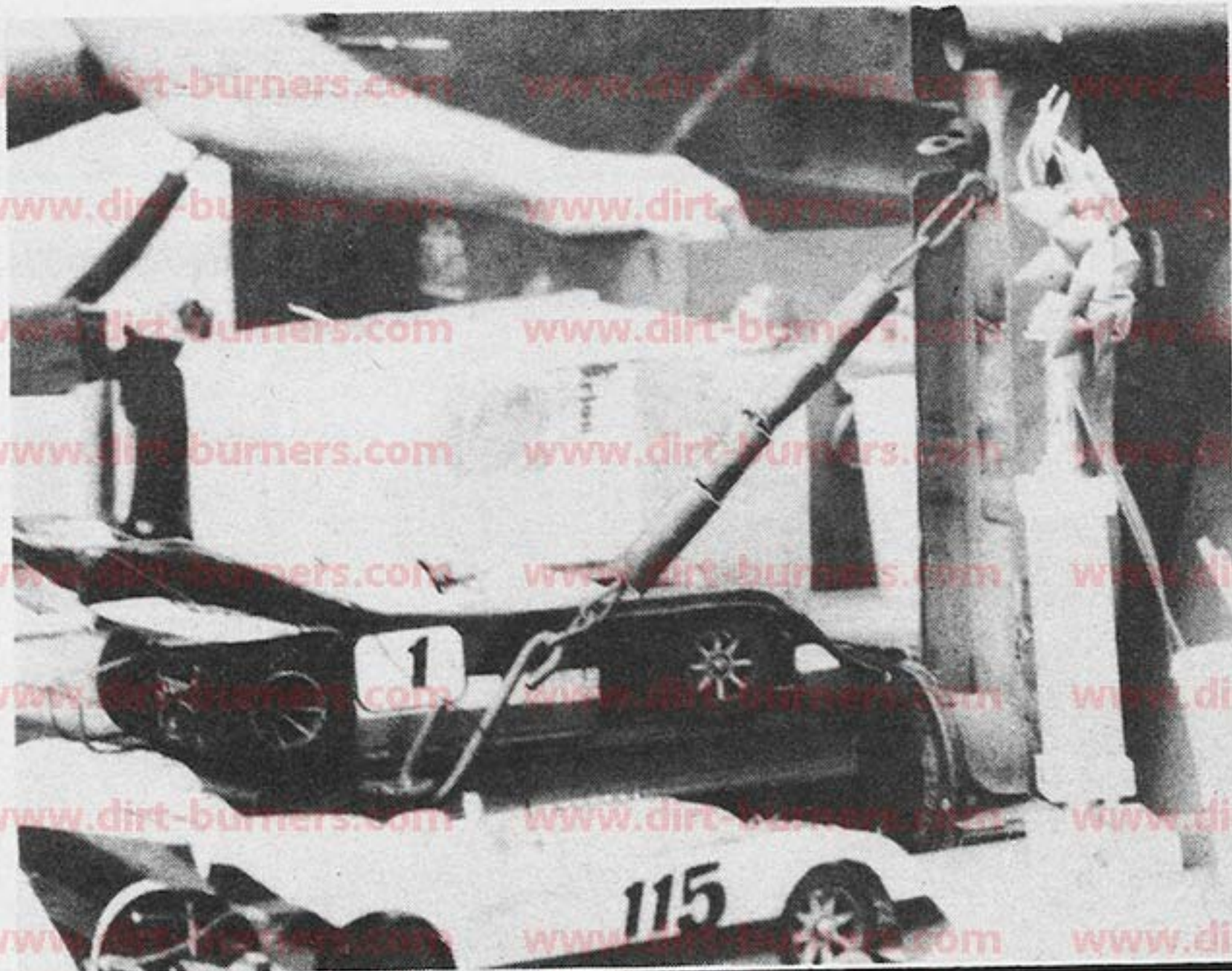


R/C OFF ROAD TIRES

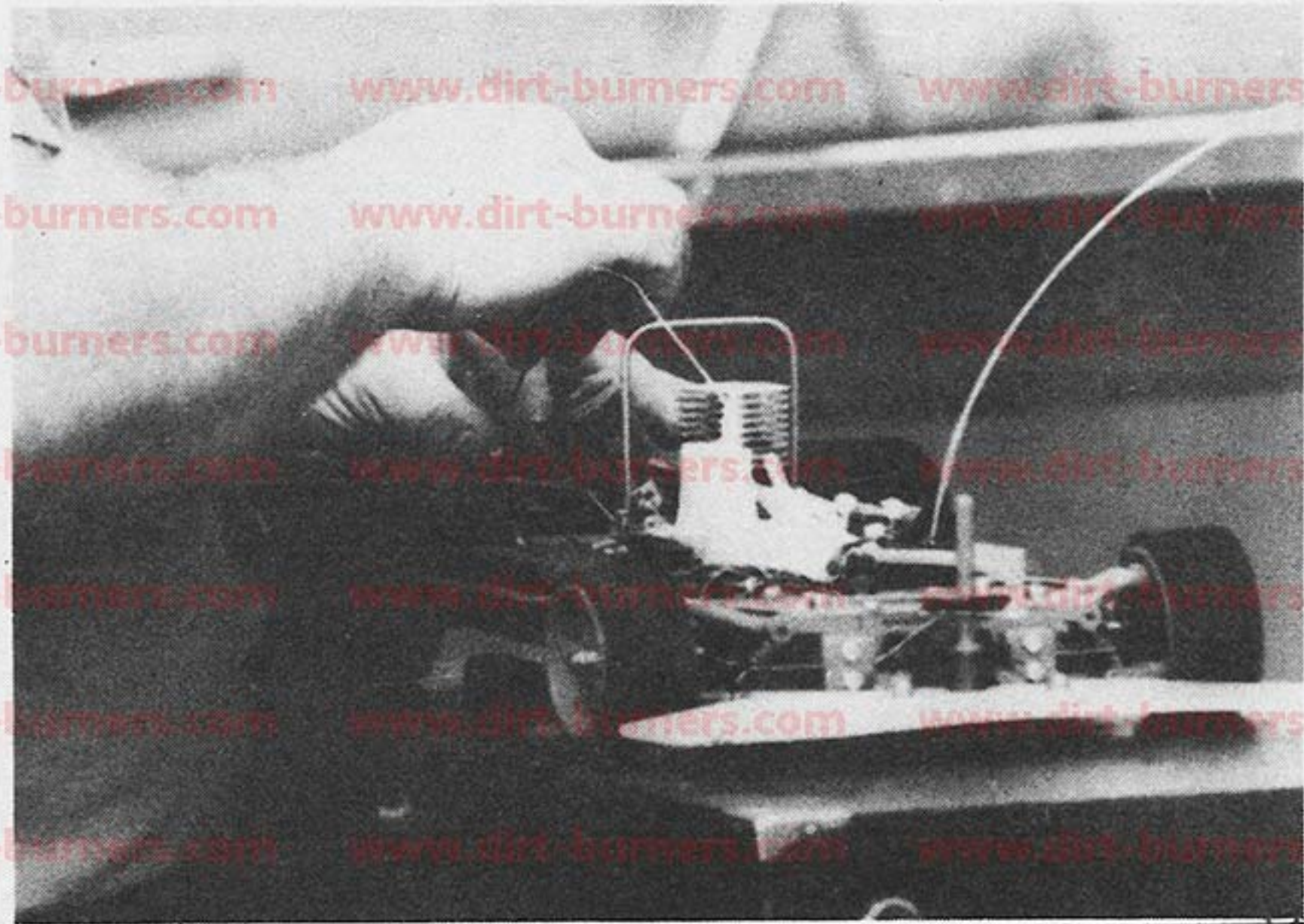
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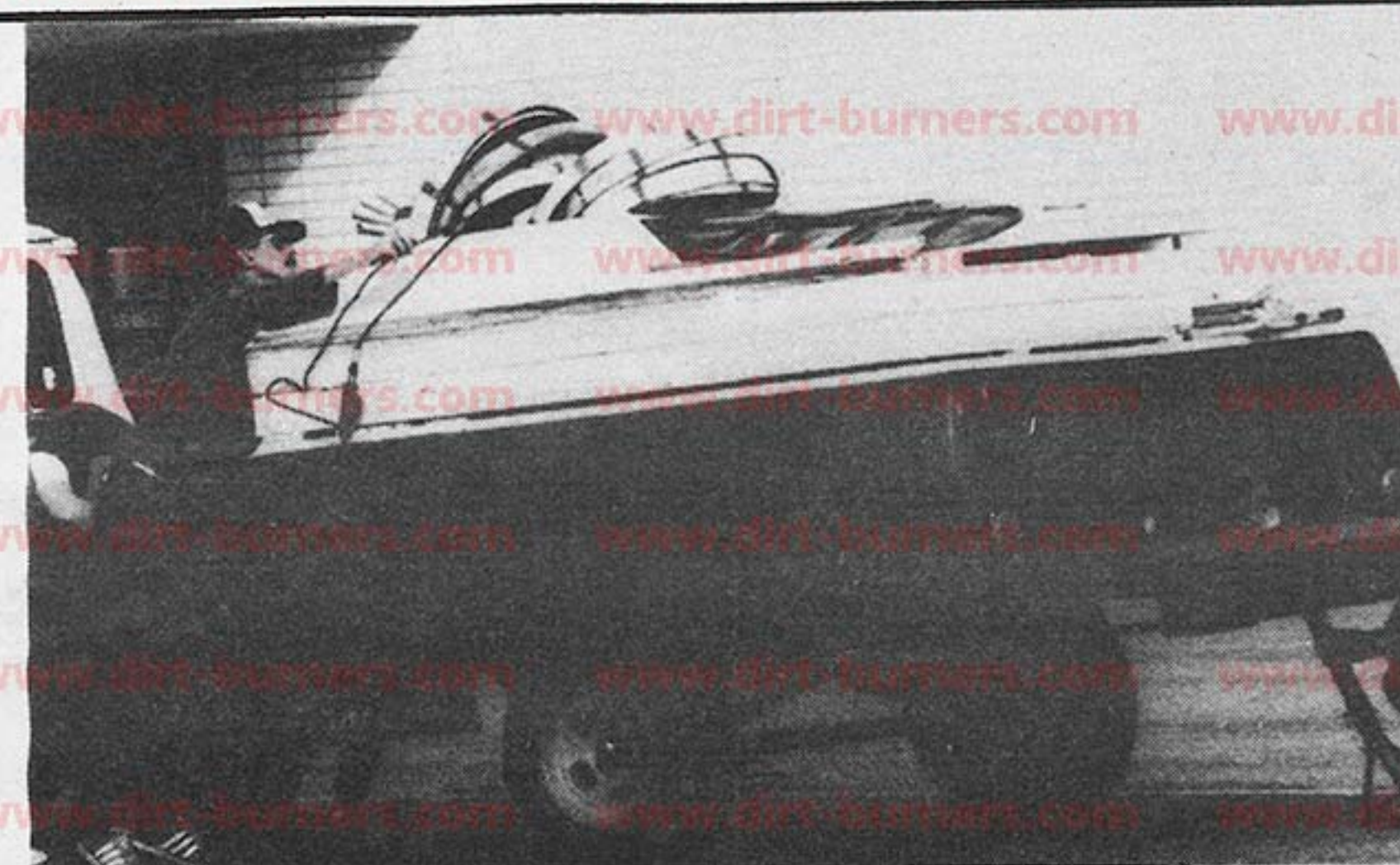
TWINN-K INC, Dept N - P.O. Box 31228 - Indianapolis, Indiana 46231



Tom Douglas (1) getting his car ready (above). The new self-contained trailer (below) worked great. Photo: Richard Schwalm.



Last minute "dialing" (above), while others prepare the track (below). Maximum club effort is necessary to put on a race.



- 4. Doug Campbell
- 5. Dean Brown
- 6. Tom Wright
- 7. Glen Williams

C MAIN:

- 1. Glen Williams
- 2. Steve Maddox
- 3. Eustace Moore
- 4. Vose
- 5. Troy Blanton
- 6. W. Smalls

D MAIN:

- 1. Eustace Moore
- 2. John Douglas
- 3. Lilley
- 4. Glen Schwalm
- 5. Rick May
- 6. Ken Blanton

TROPHY DASH

Dr. Tom Douglas

CONCOURS

Bob Mathison

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the Adjustable
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IFMAR UPDATE

1/12th Elec. World Champs

By Bob Rule
P.R. Director

Mike Reedy, president of R.O.A.R. (Radio Operated Auto Racing, Inc.), announced the site, location, and sponsors for the IFMAR (International Federation of Model Auto Racing) Electric Car World Championships scheduled for AUGUST 13 thru 21st, 1982.

The Grand Hotel, located directly across the street from Disneyland in Anaheim, California, will host the first event in the Grand parking lot.

The hotel will be used as race headquarters and the banquet will be held in the hotel's STARLIGHT ROOM, on top of the Grand, overlooking Disneyland. The banquet is scheduled for Saturday night, August 21st.

A "Welcome to the Internats" party, hosted by the U.S.A., will be held Saturday evening, August 14th, in the ball room of the Grand Hotel.

SANYO, once again, has come forward as the main sponsor, donating over \$10,000.00 to the event. They also sponsored the U.S. National Championships in 1981. SANYO is the leading manufacturer of Sub-C batteries used in the race cars and their product dominates almost every major race in the U.S.A.

Also adding their name to the sponsor list, is KRAFT SYSTEMS. KRAFT has donated \$1,000.00 to a local high school band. The band members will act as official "corner marshalls" for the entire event. They will practice at local club races for two months prior to the World Championships.

The band was in need of a fund raising project to raise money for new uniforms, when KRAFT came to the rescue.

KRAFT manufactures their own line of radios for planes, boats, cars, as well as importing the K.O. radio, which is gaining

popularity with car racers world wide.

Two different events will be run at this first ever Electric Car Championships - STOCK & MODIFIED.

Drivers all over the world have been competing in qualifying races in order to gain a valuable spot in the event. Only 120 drivers were invited. Europe has 40 spots. The Pacific block, which includes Japan, has 40 spots, and the third block, consisting of the U.S.A., Canada, Mexico, and South America, has 40 spots as well.

Most of the active competition for the 3rd block is in the U.S. There are several alternates for the U.S. team in case of no shows.

While this is the first Electric Car World Championship for 1/12th cars, there have been three World Championships for 1/8th gas cars.

The first was held in California six years ago (1977). In 1979, the race site was Geneva, Switzerland, and in 1981, Indianapolis, Indiana. The next 1/8 scale gas car World Championships will be in Carnoux, France in 1983.

The 1/8th races will be held every other year on the "odd" years; while the 1/12th Championships will be held every other year on the "even" years.

The sites for the races alternate between the three blocks. So far, Japan has declined hosting a World Championship event, preferring to gain a little experience in conducting major races.

Anyone wishing further information on the Internats, can contact P.R. Director, Bob Rule, at 420 Hosea Road, Lawrenceville, Georgia 30245-4695 or call area code (404) 963-0252. You can also contact the Internats Chairman, Mike Reedy, at 16661 East McFadden, Apt. 63, Tustin, California 92680.

See ya at the Worlds.
B. R.

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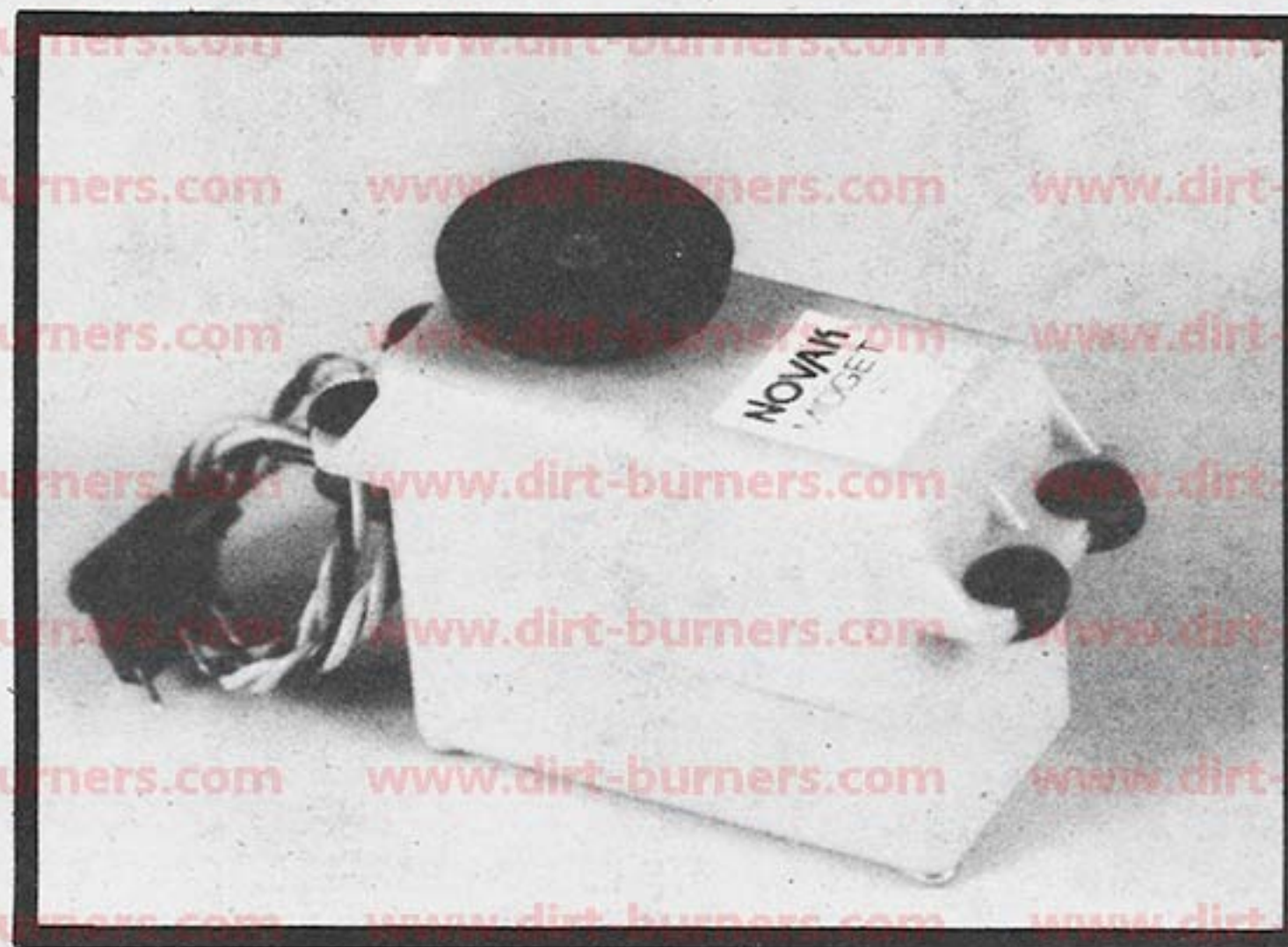
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R C RACING NEWS



GRP



— FRIDAY NIGHT RACING —

10-week "Off Road" Points Series

first race of series APRIL 23rd

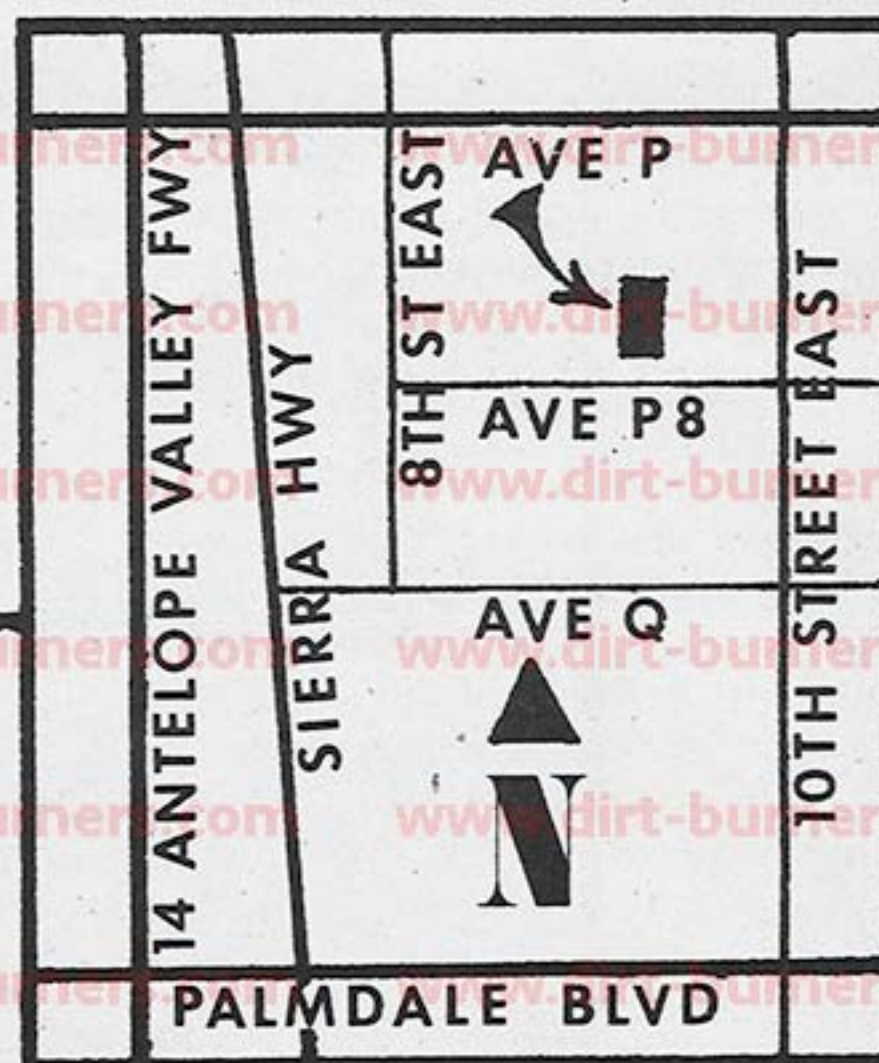
PRACTICE STARTS 5:00 - HEATS START 7:00

— RACING EVERY SATURDAY —

STOCK - MODIFIED - OPEN

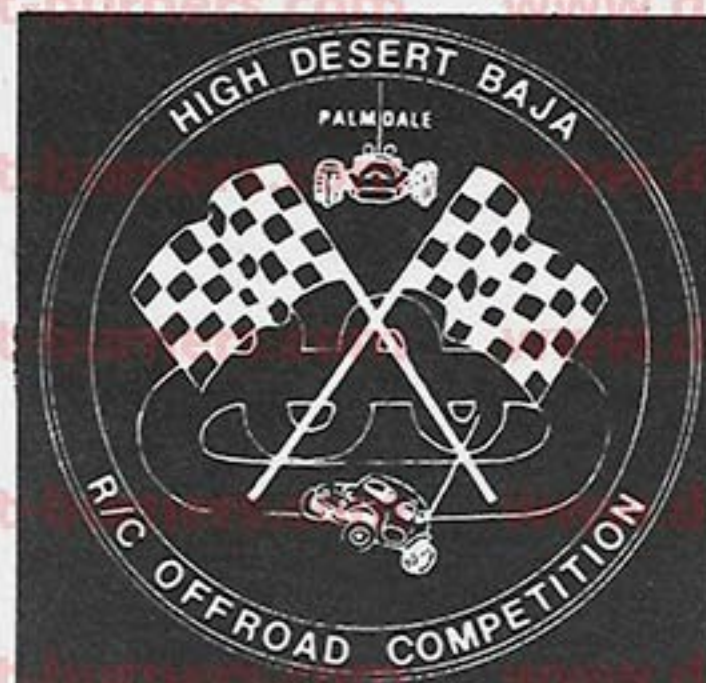
PRACTICE STARTS 11:00 - 1st HEAT STARTS 1:00

— ENTRY FORM —



**** GENERAL INFORMATION ****

1. Deadline for entries May 10, 1982.
2. ORCA rules will apply.
3. Choice of frequencies and car numbers go to the earliest post marks.
4. Prior to the race, you will be notified of your frequency and car number.
5. Prizes and trophies will be awarded to first, second and third in each main.
6. Trophy for concourse.
7. Trophy race for four fastest cars in heat races.
8. There will be four qualifying heats.
9. All heats and mains will be 8 laps long.
10. There will be 8 cars in all mains.
11. Must be capable of changing frequencies.



NAME _____ PHONE () _____

ADDRESS _____

CAR CLASS: STOCK MODIFIED OPEN CAR # _____ CAR COLOR _____

FREQUENCY CHOICE: 1. _____ 2. _____ 3. _____

ENTRY FEE: \$15.00 Per. Class - \$25.00 Two Classes.

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Ed Janis (2) followed by Larry Figone (74), also standing next to each other on the stand.

Story by Robert Longacre
Photos by Kevin Sarina

February 28, 1982
Manteca, Ca.

R/C IS ALIVE AND GROWING IN MANTECA.

As usual we got an early start getting things ready for the race. Myself and friend spent most of the early morning sweeping the asphalt getting it ready for the rest of the racers to put up the track.

We had an unusual treat today, because up to now we have had only one size of boards... "large", and our various layouts were getting kind of repetitious. But now thanks to Bob Arwine, we have a good assortment of sizes which made for a very nice, smooth flowing track. The straight was rather short but it had a fast and wide sweeper at the end of it that was really nice. The other turns were also very fast and, in addition there was VHT mix on the track; the result...very fast and an excellent traction track.

Because of the threat of rain and just plain bad weather, we did not have the normal "controlled" practice session, instead we went straight into the qualifying runs. As it worked out, this was an excellent move because with so many people racing today, we never would have gotten in all the practice, qualifying and mains before dark. As it was, we just got through before dark, just before the winds kicked up and the night chill set in.

Speaking of entries, we had a total of 50 drivers registered for today's race. Compared to last month's race when we drew 32 entries, this looks promising. In fact, many of the entries were from out of town which really pleased all the club members, especially the guys from Reno, Nevada! They had some problems getting to our race as one of their cars broke down, but we were able to have a special qualifying round for the late-comers so that everyone got in the action.

I think the thing that impressed us all the most was the number of new faces to our sport. We know for a fact that there were at least six guys who were here racing for the first time ever anywhere. Two others were first-timers here: Jim Hoopes, who took a first place in the B Main; and Mark Petkus, who took a first place in the C Main. Great work guys!

Mark Petkus broke his car in the first qualifying race so I let him use my car and believe me, that was a tricky situation - having two guys use the same car...insane! As might be expected, batteries became the major problem, but it was still great fun.

Another group that left their mark at this track was the group from Antioch. These are very talented racers and it appears that their club is growing by leaps and bounds. In fact, the Antioch racers swept the first four places in group 1 with Alan Johnson taking the first place; Mark Cagle, second; Bob Hansen, third;

and Kim Henreksen rounding out the top four spots. A close fifth spot went to Reno's Rick Looney.

It would be no surprise to anyone here if these guys don't start racing in the Novice class next time. They were very good.

Larry Stevens had an excellent day, taking first in both Expert and Modified classes. Larry was definitely the "man-to-beat" today.

I was very pleased to have our local newspaper come out today for the first time to cover our race. They took pictures and wrote an article



Robert Longacre working on a new motor. Photo. Kevin Sarina.



Somehow, certain drivers have a flair for doing things. Unidentified show-off.



"Fast" Eddie Janis, in for a fast pit stop showing his trick transmitter.

and seemed to be very eager and enthused to do so. Every club should be able to contact their local newspaper and have them cover some of the events. This would really help the future and exposure of R/C racing, 1/12th scale or whatever.

As a result of the paper's coverage, we think that we will see many new faces at our next race which is the first step in enlarging the club memberships and furthering the R/C sport. Besides, what better way to do something you enjoy and share it with others?

We should note though, that in the future, especially when we have new faces in the crowd watching, we should try to refrain from yelling at the turn marshalls. This gives off very negative vibes and could be a deterrant to future racers.

Results appear hereafter. Our next race is scheduled for March 28th, and everyone is welcome to participate and enjoy 1/12th scale electric car racing, Northern California-style here in Manteca.

RESULTS

GROUP 1 - A MAIN:

1. Alan Johnson
2. Mark Cagle
3. Bob Hansen
4. Kim Henriksen
5. Rick Looney
6. Frank Appel
7. Mike Pato
8. Rick Gibson

GROUP 1 - B MAIN:

1. Jim Hoopes

2. Bob Arriaga
3. Greg Lewis
4. Craig Staliens
5. Marc Silveira
6. Pat McCoy

GROUP 1 - C MAIN:

1. Mark Petkus
2. Sam Wahyou
3. Gine Bulleri
4. Bob Habel
5. Shawn Bulleri

NOVICE A MAIN:

1. Marion Crowder
2. Jay Rocha
3. Rick Mikulski
4. Robert Longacre
5. Randy Robertson
6. Dale Davis
7. Barry Miller
8. Jim Skhite

NOVICE B MAIN:

1. Al Ford
2. Dave Walters

EXPERT A MAIN:

1. Larry Stevens
2. Ed Janis
3. Carl Anderson
4. Lee Hall

AMATEUR A MAIN:

1. Tony Ibson
2. Larry Figone
3. Bob Campbell
4. Jeff Rampoldi
5. Brian Rush
6. Danny Staliens
7. Terry Ramsey
8. Kevin Robertson

AMATEUR B MAIN:

1. Mike Conway
2. Mike Middleton
3. Jim McAdory
4. Roger Mayo
5. Kim Haldron

6. Richard Suzuki
7. Terry Walters

MODIFIED A MAIN:

1. Larry Stevens
2. Lee Hall
3. Carl Anderson
4. Tony Ibson
5. Mike Conway
6. Ed Janis
7. Larry Figone
8. Brian Rush

MODIFIED B MAIN:

1. Bob Campbell
2. Danny Staliens
3. Terry Ramsey
4. Marion Crowder
5. Jim McAdory
6. Richard Suzuki
7. Robert Longacre
8. Kim Haldron

MODIFIED C MAIN:

1. Barry Miller
2. Terry Walters
3. Alan Johnson

No, he's not killing bugs, it's VHT time! That's Bob Arwine, taking care of the track.



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For the benefit of you first-timers out there ROAR is the national governing body for Radio Operated Auto Racing. The members (you!) vote to set the rules by which the cars are built and raced, and to select officers and regional directors. ROAR sanctions major races around the country and you must be a member to participate in the sanctioned events. In addition, membership in ROAR provides you with the following:

- Bodily Injury/Property Damage Liability Insurance
- Membership Booklet (rules, bylaws, body list, etc.)
- REV-UP, the official ROAR magazine

NORCAL starts 6th year of racing!

THE NORTHERN CALIFORNIA 1/12 SCALE ELECTRIC CAR RACING CIRCUIT WILL BEGIN ITS 6th YEAR OF COMPETITION IN JANUARY OF 1982.

Over 900 drivers have raced for the Nor-Cal gold since its beginning in 1976.

Nor-Cal holds one race a month throughout the year. The first six months are CAN-AM races and the rest are G.T. Six classes of drivers are offered by Nor-Cal.

The first is Group I, which is the class for the Beginner. After a driver wins three trophies in this class, he or she is elevated to the Novice class. This is Nor-Cal's largest class.

After each year of racing, the top ten Novices are promoted to the Amateur class. This is the last stop before becoming an Expert.

A driver from this point on elevates voluntarily because of the expense it takes to compete with the sponsored drivers.

Nor-Cal's favorite class is the Junior class. This class is for kids who will be 15 or younger during the racing year. Juniors are not allowed in the Novice or Amateur class racing. A Junior wishing to move up before the 16th birthday, must go to EXPERT.

Nor-Cal racing is tough. In the last 60 races, no two track designs have been the same. The average track runs 30 laps for 8 minutes and is completely lined inside and out with interlocking 1 X 4" boards to offer driver challenge and spectator safety.

Nor-Cal driver skill is extremely evident by its growing list on National Champions who began their racing careers and honed their skills on Nor-Cal tracks.

The following Nor-Cal drivers are National Champions and are headed for the 1982 World Championships: GARY KYES, JOEL JOHNSON, BUTCH BERNEY, and KENT CLAUSEN. Two other fine drivers from Nor-Cal have also qualified for the World Championships; ED JANIS and JIM AGUIRRE. This alone speaks clearly about the quality of racing on the Northern California 1/12th Scale Electric Car Circuit.

The success of this excellent racing program must be attributed to the full time racing staff that makes it all possible. Thanks goes out to the Nor-Cal staff: Director, Gary Johnson; Flagman, Don Aherns; Lap Counters, Jan Adkins, Jim Adkins, John Hogan, Karen Cameron; Timers and Score Keepers, Pete

Law and Ken Frisby; and Secretary, Renie Petruzzi.

Here are the final results and standings for the 1981 racing season, by class. We congratulate all those who participated:

JUNIOR CLASS

- | | |
|-------------------|--------------|
| 1. Mike Petruzzi | San Carlos |
| 2. Kerry Law | Cupertino |
| 3. Harold Hill | San Jose |
| 4. Ricky Petruzzi | San Carlos |
| 5. Joshua Hill | San Jose |
| 6. Nils Martin | Monte Sereno |
| 7. Bill Nichols | Cupertino |
| 8. Randy Norton | Manteca |
| 9. Pete Howarth | San Jose |
| 10. Billy Johnsen | Santa Cruz |

AMATEUR CLASS

- | | |
|--------------------|---------------|
| 1. Jim Adkins | Sunnyvale |
| 1. Bob Petruzzi | San Carlos |
| 3. Dave Burwell | San Jose |
| 4. Larry Stevens | Fremont |
| 5. Ken Jones | San Francisco |
| 6. John Hoowarth | San Jose |
| 7. Mike Conway | San Jose |
| 8. Curtis McCarthy | San Mateo |
| 9. Jerry Cook | Redwood City |

NOVICE CLASS

- | | |
|----------------------|---------------|
| 1. Chas. Hendrickson | Oakdale |
| 2. Denny Lyn | San Mateo |
| 3. Roy Kalin | Sunnyvale |
| 4. Rod Norton | Manteca |
| 5. Rich Suzuki | Modesto |
| 6. Myrna Hendrickson | Oakdale |
| 7. Tony Ibison | Pinecrest |
| 8. Bruce Delevaux | Santa Clara |
| 9. Gus Valero | Sunnyvale |
| 10. Alan Yee | San Francisco |

EXPERT CLASS

- | | |
|------------------|-------------|
| 1. Joel Johnson | San Jose |
| 2. Ed Janis | Manteca |
| 3. Don Hill | San Jose |
| 4. Mike Cameron | San Jose |
| 5. Bob Arwine | Manteca |
| 6. Kent Clausen | San Mateo |
| 7. Chuck Bunch | San Jose |
| 8. Butch Berney | Mtn.View |
| 9. Darrell Empey | Sunnyvale |
| 10. Steve Betts | Santa Clara |

MODIFIED CLASS

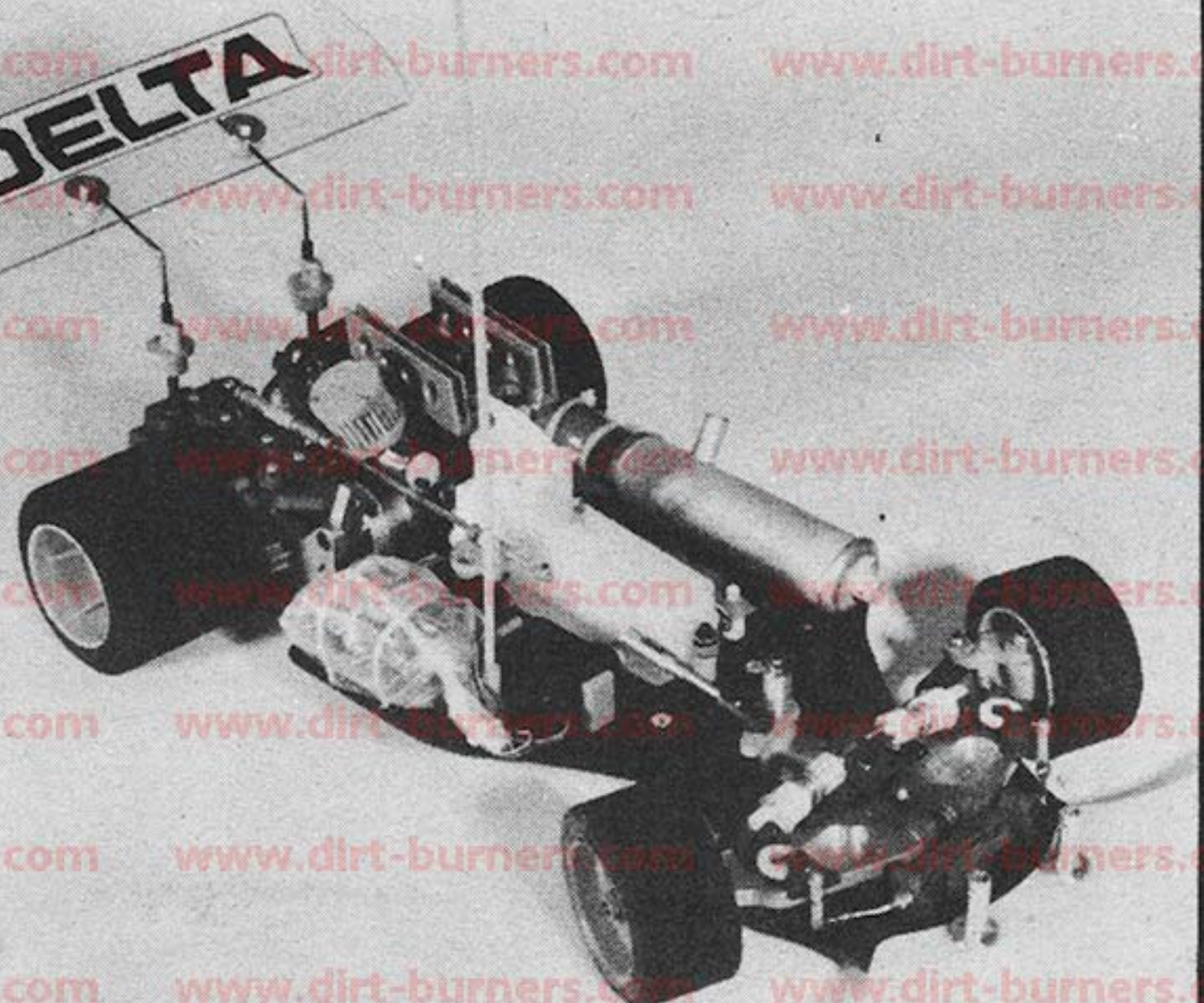
- | | |
|----------------------|------------|
| 1. Ed Janis | Manteca |
| 2. Don Hill | San Jose |
| 3. Mike Petruzzi | San Carlos |
| 4. Joel Johnson | San Jose |
| 5. Bob Arwine | Manteca |
| 6. Bob Petruzzi | San Carlos |
| 7. Derek Coopersmith | Monterey |
| 8. D.D. Coopersmith | Monterey |
| 9. Larry Stevens | Fremont |
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GULF

SOUTH

GULF SOUTH racing is well under way with tight racing just like this one in the pictures. Those boys don't give you very much ground do they? Photo by Karl Kaiser.

Story by Richard Childree
Photos by Karl Kiser

March 14, 1982
New Orleans, LA

The day dawned cloudy and overcast and looked real good for a rainout, but thanks to some southerly winds, the rain went away and the 1982 edition of the Gulf South Series got underway. The track was set up when I arrived at R.A.C.E.'s new race site on the Sears parking lot. Race Directors Kenny Smith and Edgar Riviere had come up with a track design that was, to say the least, interesting. I heard several remarks about the track ranging from, "My God!" to, "I really like it." I, myself, have always enjoyed a driver's track and that's what this one was... "tough!" Congrats to the R.A.C.E. members on a track site that has good traction after one round of qualifying (I went to front moldeds).

Like letters of the past, I have a few gripes that I think need airing:

1. We need to work on our corner marshalling duties. It was fair today but let's try harder in Slidell.

2. Let's watch where we leave our litter, take it home, don't leave it all over the parking lot.

3. Let's not bother the lap counters. Their job is hard enough without us looking over their shoulders.

It seems that we had a lack of communication with some people as to where the race was to be held. I must take the blame for that as I was out of town on business and didn't get word out to everyone. "Sorry 'bout that!" Seems we were missing some racers from New Orleans and Lafayette. Let's get the word to everyone when and where the next race will be.

Only 24 drivers showed up today which only allowed for 4 mains, but believe me the racing was tough. Just look at qualifying and mains!

When that race started it looked like Todd Schumert was going to run away from the rest of the field, but around the 19 minute mark, Todd developed car troubles and was forced to withdraw from the race. That allowed Merle Nothacker, John Dingman, and Edgar Riviere to

"fight it out" for the top three slots. I know that in the last minute of the race, the lead changed three times. It was anyone's race until the last lap. When the dust settled and the smoke cleared, we got out the rulers

to see who won. Final results: Merle Nothacker in first; John Dingman, second (Merle had him by a nose); Edgar Riviere, third; Todd Schumert, fourth; John Serou, fifth; and John Mistic, Jr. in sixth. As you can see, it was close.

Here, again, we had a race that looked like one man was going to run away with it. Gerry Brown (Big 'un) was really humming along when the old 'loose, fall-out-of-your-car' battery bug hit him and he left the race to catch it. I never did find out if he caught the little bugger. Tom Prine took up the slack and the race. Tom has not raced his car for the last two months and told me after the race that he thought his car was part of the track for the number of times he was up next to the boards. Final results: In first was Tom Prine; second, George Molinary; third, John Mistic, Sr.; fourth, Kenny Smith; fifth, Gerry Brown; and Pat Robert in sixth.

Seems we had new faces in the B Main. Bill Gardner (sporting a new hairdo) had some problems in qualifying and ended up in the B, instead of the A Main. Needless to say Bill got his troubles worked out and proceeded to blow the field away with



Winners. (L - R) Freddie Rapuana, 1st A Main; Bill Gardner 1st B Main; Thomas Prine, 1st C Main; and Merle Nothacker, 1st D Main. Photo. Karl Kiser.

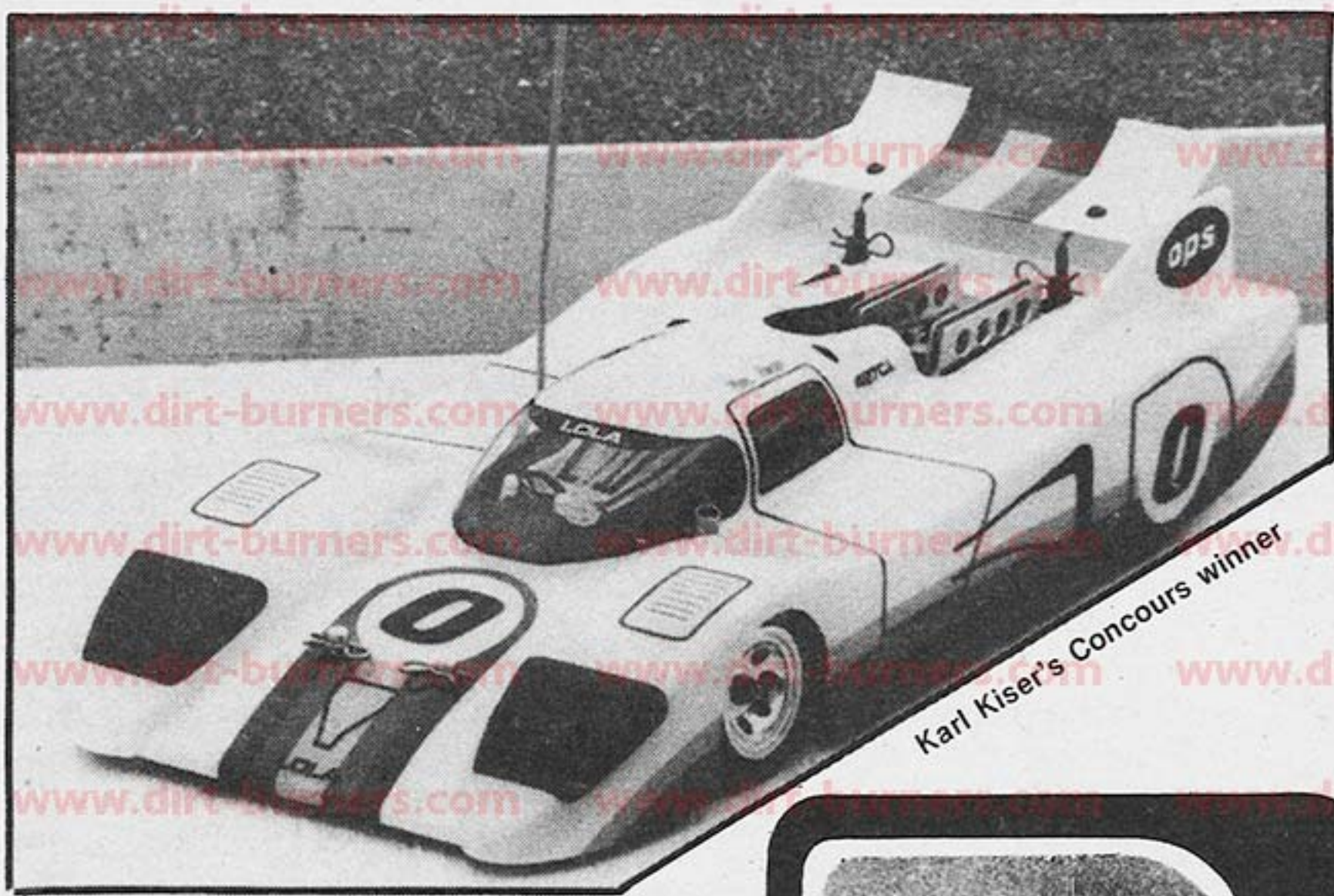
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the largest lead all day. The next four racers were close to each other, so that is where the racing was in the B Main. Final results: Bill Gardner came in first with 58.5 laps (good enough for third in the A Main); Brian Long, second; Sheldon Nothacker, third; Ted Simon, fourth; Terry Robinson, fifth; and in sixth was Danny Wenzel...wonder what happened to him?

Freddie Rapuana, TQ for the day, finally won the A Main but he had to fight for it as it was a running battle with John Abadie and myself for 19 minutes. The lead changed hands so many times, I lost count until the 17 minute, 45 second mark when I slipped by Fred while he was busy



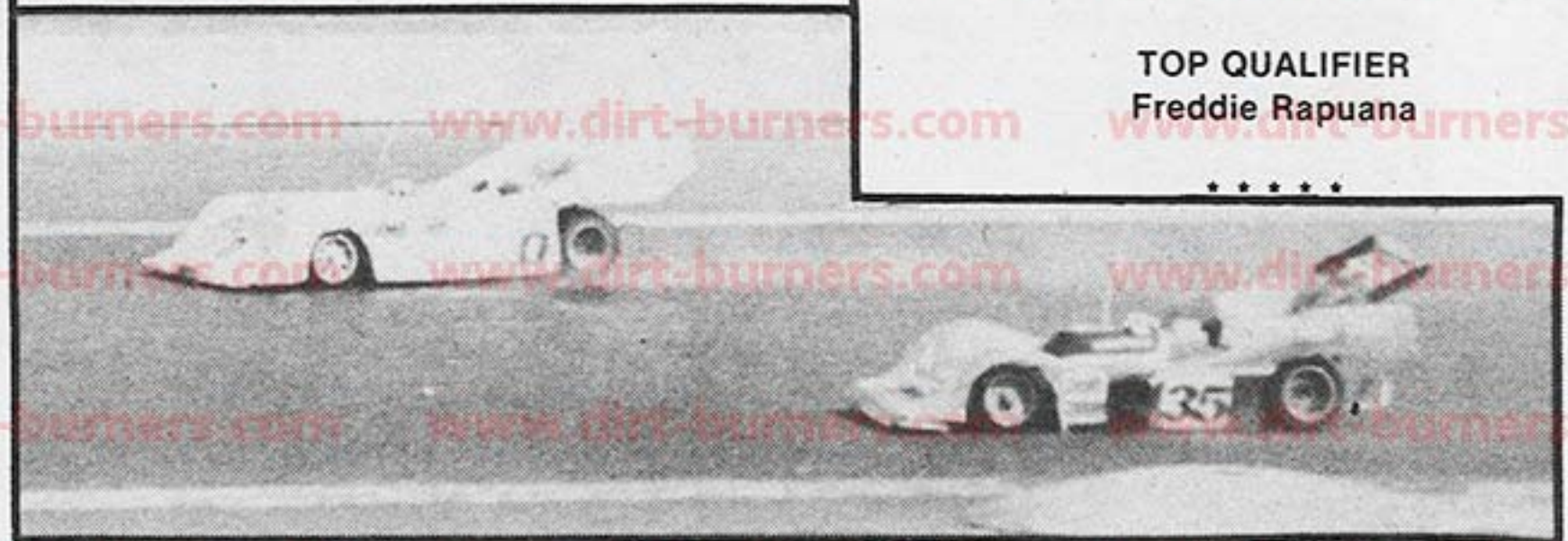
C MAIN:

1. Tom Prine (51.5)
2. George Molinary (46.5)
3. John Mistic, Sr. (44.7)
4. Kenny Smith (44.6)
5. Gerry Brown (35.0)
6. Pat Robert (31.4)

D MAIN:

1. Merle Nothacker (44.8)
2. John Dingman (44.8)
3. Edgar Riviere (44.7)
4. Todd Schumert (44.0)
5. John Serou (42.0)
6. John Mistic, Jr. (30.0)

TOP QUALIFIER
Freddie Rapuana



checking out the knot holes in the boards. My lead lasted for one lap when the same board that Fred had checked out came out to talk to my car. Must have been pretty interesting, because I couldn't get my car away from the board until Fred passed me by (wonder if he told the board to tell my car a good joke?). Anyway, Freddie lead the rest of the way until the final gun. Final results: Freddie Rapuana, first; Richard Childree, second; third was John Abadie; fourth, Karl Kaiser; fifth, John Dupuis; and in sixth, Martin Zeller. This was Martin's first time in the A Main in the Gulf South Series and he told me he was so nervous about running in the A Main that he had washed his hands before the race so he could get a grip on his transmitter! Welcome to the fast lanes, Martin.

My hats off to all the people who came out to the races and did their thing. We did have the concours judging today, with first place going to Karl Kaiser's Lola T-6000 and second to John Serou's TOJ. Both of these cars were really nice and it was hard to choose between them.

Let me close this by saying that I am proud to be writing this and I want everyone to tell me if they see something that they would like printed in it. After all, it is your newsletter. By the way, if anyone has something to sell, let me know and I'll put it in the Gulf South Newsletter.

I finished, but not first!
Richard Childree

RESULTS: GULF SOUTH

A MAIN:

1. Freddie Rapuana (60.1)
2. Richard Childree (59.8)
3. John Abadie (58.2)
4. Karl Kiser (54.8)
5. John Dupuis (54.1)
6. Martin Zeller (53.8)

B MAIN:

1. Bill Gardner (58.5)
2. Brian Long (54.6)
3. Sheldon Nothacker (54.4)
4. Ted Simon (53.2)
5. Terry Robinson (52.8)
6. Danny Wenzel (41.4)

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East Coast 1/12th happening...



There are other things to do inside the gym besides play basketball.

GEARS

three laps. With five laps to go for Tom, his lead was four over Curly and Steve. Bob was seven back and H. was eight laps down. Curly and Steve were unable to overcome Tom's lead as he took the win.

Tom Dinirio	50
Curly Georgides	48
Steve Lazarin	47
Bob Stickles	44
H. Kupper	43
Bob Wichowski	DNF

Scott Parker, Dennis Wilcox, Robbie Georgides, Earl Moores, Ed Lazarin, Martin Leary and Bob Glista were the drivers for the B Main Event. Ed took an early lead of 15 feet over the rest of the pack. Scott briefly took the lead but held it for only 1/4 of a lap when Ed passed him on the far turn.

With five laps down Ed was in the lead followed by Scott, Robbie, and

point with Dennis running a strong race. Robbie closed to within a few feet of Dennis on lap 26, dropping Scott back to third. But buy lap 29 it was Scott in the lead followed by Robbie, Dennis, Earl and Ed. Earl nosed ahead of Dennis on his 30th lap to take over third.

With 15 laps to go Scott still had a one lap lead over Robbie, followed by Earl, Dennis, and Ed. By the 40th lap the battle for first appeared to be only between Scott and Robbie, with the third place car three laps back. With 45 laps completed Scott was running smoothly in first, Robbie one lap behind, Earl three laps off the pace, and then Dennis and Ed. Robbie was unable to close the gap as Scott took the checkered flag.

Scott Parker	50
Robbie Georgides	49
Earl Moores	48
Dennis Wilcox	46
Ed Lazarin	43
Martin Leary	DNF
Bob Glista	DNF

Story and pics.
by Bill Dolack

Glastonbury, CT
Feb. 21, 1982

Due to limited time today, the GEARS Club ran two minute qualifiers instead of their customary three minute trials. The two rounds of qualifying saw nine different drivers top the 20 lap mark with eight of them going to the A Main Event.

Drivers for the D Main Event were Craig Kupper, Keith DeCaralis, Wiley Smith, and Bill Sawn. Young Craig grabbed the early lead followed by Wiley, Keith, and Bill. With five laps down, Wiley had taken over the lead with Bill, Keith, and Craig all on their fourth lap. Wiley kept a one lap lead over Bill as Keith fell three back with seven laps and Craig with six. Bill took over first on lap 13 with Wiley just a few feet behind. The halfway mark came with Bill a lap over second-place Wiley and third place Keith. Craig was on lap 11.

Bill's lead over Wiley on lap 17 was a mere five feet. Keith was down two and Craig was down five. With ten laps to go, it was Bill with one lap up on Wiley. Keith grabbed second from Wiley on his 24th lap, leaving him one lap behind Bill. As Bill entered the white flag lap, Wiley inched past Keith. The checkered flag saw Bill in first followed by Wiley, Keith and Craig.

Bill Sawn	30
Wiley Smith	29
Keith DeCaralis	29
Craig Kupper	19



Dave Wichowski preparing his car for the A main.

Drivers in the C Main Event were Curly Georgides, Bob Stickles, Tom Dinirio, H. Kupper, Steve Lazarin and Bob Wichowski. Steve was first off the line with H. right behind him, followed by Curly, Bob S., and Tom. Bob W. dropped out at the beginning.

Tom took over first on lap six with Steve right on his tail. Within one lap, Steve fell back to third behind Tom and Curly. As Tom reached lap ten, Curly, Steve, Bob, and H. were all on lap nine. By the 15th lap Tom was up by one over Curly and two laps over Steve, Bob and H.

Tom's lead stretched to two full laps over Curly and Steve by lap 20. Bob and H. were both at 17. The halfway point had Tom in the lead followed by Curly and Steve with 23, H. with 22, and Bob with 21 laps.

With 30 laps down by the leader, Steve had fallen a full lap behind second place, Curly. H. was down four with 26 and Bob was down five laps. Steve closed the gap on lap 32 trailing Curly by a few feet, both three laps down from Tom.

Bob took over fourth place from H. on lap 34. Curly and Steve were still battling for second and third with Tom safely in first, ahead by

three laps. With five laps to go for Tom, his lead was four over Curly and Steve. Bob was seven back and H. was eight laps down. Curly and Steve were unable to overcome Tom's lead as he took the win.

Drivers in the C Main Event were Curly Georgides, Bob Stickles, Tom Dinirio, H. Kupper, Steve Lazarin and Bob Wichowski. Steve was first off the line with H. right behind him, followed by Curly, Bob S., and Tom. Bob W. dropped out at the beginning.

Tom took over first on lap six with Steve right on his tail. Within one lap, Steve fell back to third behind Tom and Curly. As Tom reached lap ten, Curly, Steve, Bob, and H. were all on lap nine. By the 15th lap Tom was up by one over Curly and two laps over Steve, Bob and H.

Tom's lead stretched to two full laps over Curly and Steve by lap 20. Bob and H. were both at 17. The halfway point had Tom in the lead followed by Curly and Steve with 23, H. with 22, and Bob with 21 laps.

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Bob took over fourth place from H. on lap 34. Curly and Steve were still battling for second and third with Tom safely in first, ahead by

All the drivers in the A feature topped 20 laps in the qualifiers. They included Paul Senyk, Dan Decourcy, Larry Labounty, Bob Parker, Larry Weddle, Chris Senyk, Dave Wichowski, and George Forman. Before the race a tech inspection was held to check for diffs, legal motors, and ball bearings.

Larry W. grabbed the lead with Dan, Larry L., and George right behind. George moved up and by the fifth lap, had first, closely followed by Paul and Larry W. On lap ten Paul was in the lead with George, Dan and Larry W. all on lap nine.



Larry Weddle (l), Ed Lazarin & Mike Glista during Tech Inspection.

Martin. Dennis, way back in fifth, put on a furious burst and grabbed the lead from Ed on his tenth lap. The lead changed again by lap 15 with Scott a few feet ahead of Dennis closely followed by Martin and then Robbie. On lap 17 Martin broke a tie rod and was out of the race.

Dennis was back in first on lap 20 with both Scott and Robbie one lap back. Ed and Earl were two down with 18 laps completed. The positions did not change by the halfway

Paul's son Chris moved up into third place, one lap back as Paul hit lap 15. George was in second with Dan and Larry W. in fourth and fifth also on lap 14. Dave was back one more on lap 13.

The A feature became a battle of father vs. son as Chris bumped Paul out of first on lap 20. By lap 25. Chris had a full lap lead over Paul, George, and Dan with Larry W. and Dave two laps down. Paul closed to within a few feet of Chris on lap 30 but could

not overtake his son. With 15 laps to go, Chris stretched his lead to a full lap once again with Paul and Dan fighting for second and third. George was in fourth place with 34 laps.

Going into the final ten laps, it was Dan in second followed by Paul and George, all on lap 39. Chris increased his lead to two laps over Dan with Paul in third with 42 laps. Then came George with 42, Larry W. with 41 and Dave with 37 laps. Chris held off all the racers and took the win.

Chris Senyk	50
Dan Decourcy	49
Paul Senyk	48
George Forman	48
Larry Weddle	47
Dave Wichowski	41
Larry Labounty	33

The best looking car of the day belonged to Larry Labounty who raced a silver/metallic blue ASA Camaro.

B. D.



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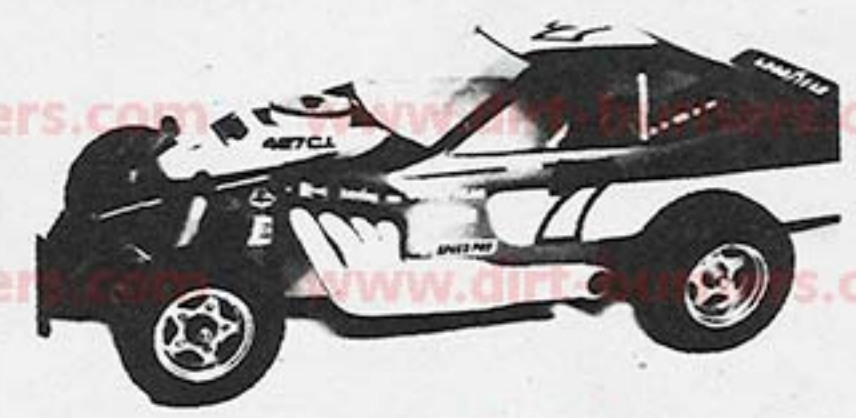
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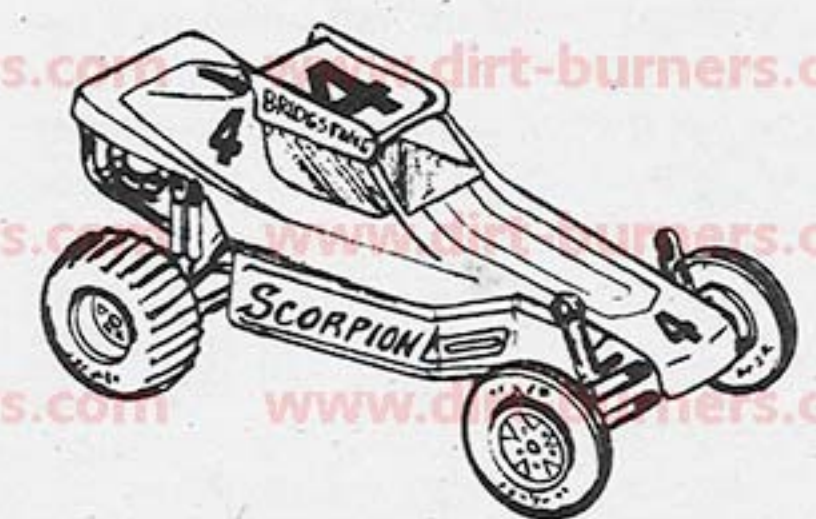
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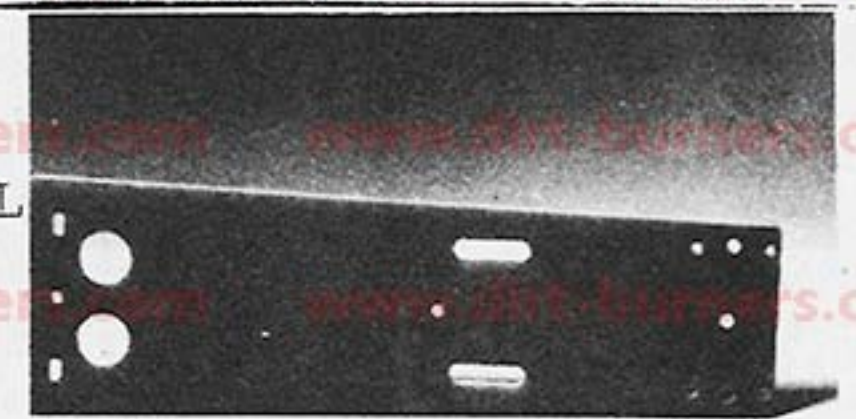
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R/C CALENDAR

★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!

POWER BOATS NAMBA

APRIL 17-18
Fresno Model Boat Club, Riverland Park, Kingsburg, Ca. Dist 9 pts. HEAT RACING. Tom Anderson (209)674-0776.

APRIL 17
Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING, Jerry Dunlap (206) 584-7131.

MAY 1-2
Sacramento Model Boat Club, Dist 9 HEAT RACING, Guy Davis (916) 783-9315.

MAY 15-16
Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING, Jerry Dunlap (206) 584-7131.

MAY 22-23
Gold Coast Model Boaters, Lake Roberts, Seaside, Ca. Dis 9 HEAT RACING. H. Power (408) 394-1200.

JUNE 12-13
Marine Modelers Santa Clara, Los Gatos Creek Park, Campbell, Ca. Dis 9 pts. ENDURO, UN-HY. SPORT 40. Cecil Reynolds (408) 234-1856.

JUNE 26-27
Reno Model Boaters, Lake Paradise, Reno, Nv. Dis 9 ENDURO, OUTBOARD, UN-HY & SPORT 40. Wm. Samuels (702) 359-2507.

JULY 31 - AUGUST 1
Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa.

Dis 8 HEAT RACING. Jerry Dunlop (206) 584-7131.

JULY 10-17
Dist. 19 Host for the 1982 NAMBA Nationals. Legg Lake,

DISTRICT 19 SCHEDULE:

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 Assc. 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.

POWERBOAT SPECIAL EVENT

MAY 2
Lady Boaters Regatta, Legg Lake, California. Sponsored by K & B. NAMBA Class A engines only. No Entry fee. Race Director: Jack Garcia, 12152 S. Woodruff, Downey, Ca. Three Heats to qualify for a main. Trophies to fifth place.

MAY 15-16
Wavemakers, Dis. 19 Heat racing, Riverland Resort, Kingsburg, Ca. Entry \$6.00 per boat. NAMBA cards req. Contest Director: Wally Stewart, 347 Cypress St. Bakersfield, Ca. 93304. Entry by MAY 3, 1982.

OFF ROAD ORRCA

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.

R.A.C.E. 1982 RACING SCHEDULE

APRIL 25
Can Am Bodies

MAY 23
Indy & Formula, Run Track Reverse.

MAY 30
Can Am. Two 3 hour Enduros, 1 Stock and 1 Modified.

JUNE 27
Any type of body.

JULY 25
Any type of body.

AUGUST 22
G.T. Body only.

AUGUST 28 (Sat)
G.T. Body. Afternoon/Night Race, Working Headlights.

SEPTEMBER 26
Any type of body.

OCTOBER 24
Any type of body.

NOVEMBER 28
Any type of body.

DECEMBER 26
Any type of body.

Track Location: Pit Shop, Pomona, Ca. 7:30 prac. Signups close 9am, First Prod. Heat at 9:15. R.O.A.R. memb. req.

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.

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1/12 SPECIAL EVENTS

JUNE 19-20

'1982 PEPPERMILL CLASSIC"
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Sierra Radio Control Car Club,
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89509. (702)826-2121.

1/8 SCALE GAS

MID-ATLANTIC CHAMPION- SHIP SERIES:

APRIL 25

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

MAY 23

SARCAR, 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.

L.A. R/C RACERS:

APRIL 18

Can Am

MAY 16

Can Am

JUNE 20

All races at FedMart parking lot,
Jefferson and Sepulveda, Culver
City, Ca. Prac. 10 am. Signup by
9am. Entry:\$5.00.Contact: Glenn
Williams (213)734-7888 or Willie
Green (213) 204-1987.

GULF SOUTH 1982 :

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)

MAY 9

CAN-AM

JUNE 11-12-13

CAN-AM McCoy Champion-
ships.

JULY 11

CAN-AM

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

MAY 29-30

Capitol Auto Racers, Sacramen-
to, California. The "Southgate
500". Two man Team, 500 Lap
G.T. Oval. Factory Teams
welcome. Entry per team \$20.00
(at track \$25.00). Joe Witte, 8416
Jonquil Way, Citrus Heights, Ca.
(916) 722-8325. R.O.A.R.

HAWAII RADIO CONTROL AUTO RACING CLUB. 1/8th.

APRIL 11

Hawaii Series '82, Can Am

MAY 16

12th Annual Hawaii State Cham-
pionships. Can Am (Pre-
registration required).

JUNE 13

Hawaii Series '82. Formula 1

JULY 11

Hawaii Series '82. Formula 1

AUGUST 8

Hawaii Series '82. Formula 1

SEPTEMBER 12

Hawaii Series '82. Formula 1

OCTOBER 10

Hawaii Series '82. G.T.

NOVEMBER 8

Hawaii Series '82. G.T.

DECEMBER 12

Hawaii Series '82. G.T.

PRODUCT DESIGNER

American Model Racing Manufac-
turer seeks in-house Product
Designer with experience in all
scales. Must be familiar with cur-
rent products both domestic and
foreign. Salary negotiable. Send
Resume in confidence to: RCN 221,
Box 411 Woodland Hills, Ca. 91365.

NEITHER RAIN, MUD, SLEET OR SNOW WILL KEEP US FROM
GETTING R/C RACING NEWS TO YOUR DOORSTEP

Please send R/C Racing News to the following:

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12 ISSUES \$15.00

SAVE ... Do It NOW!!!

FREE!

THE BIG BATTERY AND CHARGER GIVEAWAY, A \$43.95 RETAIL VALUE... FREE

From March 25, 1982 through June 15, 1982, MRC will promptly send buyers of a new MRC-Tamiya Rough Rider (RA-1015), Sand Scorcher (RA1016), or Ford Ranger Pickup (RA1027), A FREE RC-14-6 Cell, 7.2 Volt 1200 MAH Battery and Charger. A \$43.95 Retail Value at absolutely no cost.

Here's how it works

Buy any of the three R/C kits listed from your local hobby dealer between March 25, 1982 and June 15, 1982 and follow these simple instructions.

- Send MRC the right hand quarter of BOTH box end flaps from the box. The portion with the red and blue stars, including all copy under the stars. A full 1/4 of the right side of both box end flaps.
- The end flaps you send MUST have Model Rectifier's name and address on them.
- The same end flaps must also have the kit model number and/or the kit name.
- The MRC name, address and other information will either be printed on a black label affixed to the end flaps, or on the box flaps themselves.
- Send the box flaps with Model Rectifier's name, (right hand quarter of both) along with the dated proof of purchase - sales receipt, signed by your dealer.
- Sign the receipt yourself as well.
- Also, you must include the first page (the cover page) of the instruction booklet packed in the kit. It must be blue in color, and printed in English.
- Be sure to include your name, telephone number and mailing address

on a separate piece of paper. Print clearly or type. We'll send the battery and charger within a few days.

Send the above to: Model Rectifier Corporation, 2500 Woodbridge Avenue, Edison, N.J. 08817. In some instances, the dealer may be able to assist you, by giving you the FREE Battery and Charger immediately. If so, please give him the end flaps, and page one of the instruction booklet. Dealers: Send us the flaps, your signature, dated register receipt, customer's signature, and page one of the instruction book, as well as your name and address, we'll send you a replacement battery and charger.

4-Wheel drive special sale and bonus battery-charger

MRC-Tamiya's Toyota Hilux 4-Wheel Drive Pickup Truck (RA1028) comes complete with battery and charger packed right in the kit... if it's an authentic MRC-Tamiya kit. And it's now on sale at a special price for a limited time only. Ask your dealer.

1. Dated register receipt must prove purchase was made between March 25, 1982 and June 15, 1982



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

2. Qualifying requests must be received by MRC no later than June 25, 1982

For your protection avoid "Counterfeit" MRC-Tamiya Buggies

Why do we require both end flap right quarters, instruction page, etc.? Because we have found there are some kits being sold as MRC-Tamiya, off-road kits which are not authentic, authorized MRC-Tamiya models. These "counterfeit", non-authorized kits:

- Have not passed MRC's rigid incoming inspection.
- Some, we've found, have missing, damaged or substitute parts. And we wouldn't be able to help you with them.
- They don't always have easy-to-follow instructions, written in plain English.

We're sorry, but we can't service or be responsible for these "counterfeit" kits, and above all, we don't want you to get stuck with them. There aren't many of these kits around, but enough to warrant that you be careful when you buy. So if the end flaps don't have Model Rectifier's name, we can't stand behind it. And of course, this exciting \$43.95 value... Free Battery and Charger offer... does not pertain to these non MRC-Tamiya kits. So check the box end flaps, follow the instructions above, and we'll send you a Free Battery and Charger.

Legal Action

We are planning legal action against this non MRC-Tamiya chain of distribution. In the meantime, be a smart buyer. Check the end flaps.

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