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RACING NEWS



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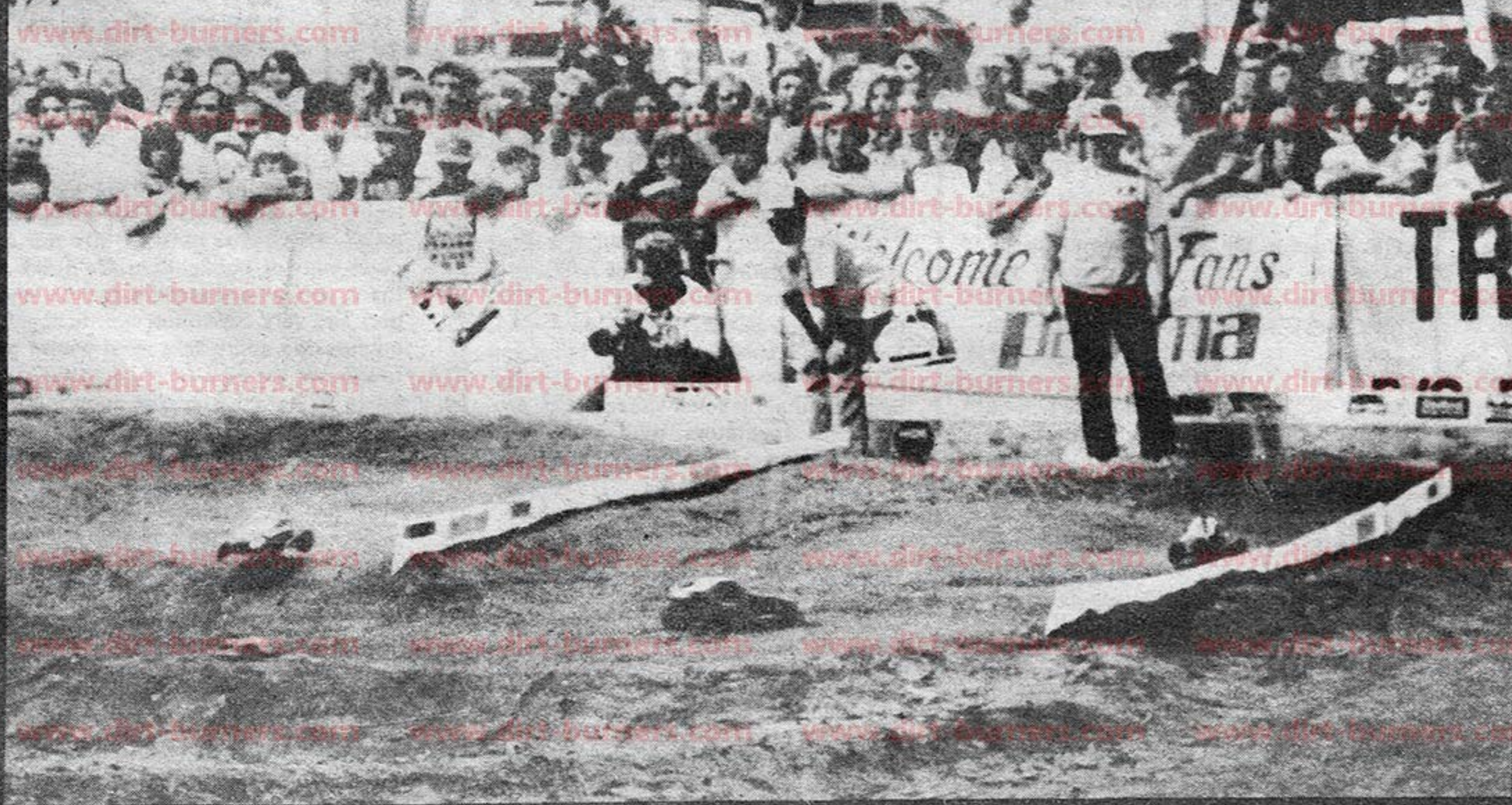
May 31, 1982 - Issue No. 13, Vol 2.

"Cajun GP"

**"Special
Anniversary
Issue"**



The "Worlds Champ"



The MACS

N A M B A History

**1 / 1 2 t h ,
1/8th, Boats
and more...**

Race Corner

HOWDY! Well once again young Ralph Burch, Jr. came through and captured the "Cajun Grand Prix" from a pretty formidable field of top-notch racers. Art Carbonell finished second and Rick Davis took third. Top Qualifier was Dana Smeltzer but wall and crash n' burn problems relegated him to 9th.

This makes the second major race for Ralph this year. The first being the Florida Internationals. Carbonell was also runner-up on that one. We hope Ralph can make it out to the McCoy race. He is one tough racer to beat. Sooo smooth! See "Cajun" story in this issue.

The R/C RACING NEWS/SCORE SHOW "1982 R/C Off Road World Championships" are now history. The big winners were Gary Kyes in the MRC/TAMIYA Stock "Mint 400"; Eric Grisham in the KRAFT SYSTEMS Modified "Baja 500"; and Gil Losi, Jr. in the AIRTRONICS Open "Baja 1000".

The biggest winner, we think, was the "sport" of R/C and of course all those involved in it. Over 40,000 people got to see these three days (four with "media" day) of outrageous radio controlled off road competition. More people saw this event than possibly every R/C event combined for the past two years.

Proof of the impact that this World Championship had on the R/C business can be documented by those manufacturers and dealers that took booths at the show. They literally "sold out" kits and parts for the off road cars. After the show they also reported excellent business in their shops and many of those buying were first-timers who had never seen anything to do with R/C but saw the cars at the show and just wanted to have them. Welcome!

It's now official. ORRCA (Off Road Radio Controlled Association) is now a National Association and will be sanctioning tracks and races throughout the country starting in June, 1982. At a meeting held last week, the founding members took into consideration all of the requests and letters received and voted to expand ORRCA from just the Southern California area to a National organization. Presently, a "package" is being prepared to be made available for tracks and clubs who'll want to race and be part of ORRCA. Package will include the updated ORRCA rules, Insurance program, racing and points-keeping format and all other pertinent information.

Elected for the first six months of re-organizing were the following officers of ORRCA: Gil Losi is the President of the Association; Lou Peralta, Vice President; Ron Williams, Treasurer and Linda Pihl is Secretary. After six months a general election will be held and the officers will be installed for either a one or two year term.

Those of you interested in more information can contact Gil Losi at the Ranch Pit Shop, Lou Peralta at R/C Racing News, Ron Williams at Radio Controlled Hobbies, or Linda Pihl at the MACS number.

Rick Davis, who placed 3rd at the "Cajun Grand Prix", looks like he finally got his Associated R/C 500 suspension car dialed-in. The car seemed to be handling quite well in the infield and over the rougher sections of the course. He's spent alot of time getting the geometry and the shocks to work in concert. By the way, the R/C 500 is just about ready to be out. Call your dealer.

Likewise, DELTA's Eagle suspension car, perhaps one of the most beautiful cars we've ever seen, has gone through about eight months of pretty tough R and D and according to Art Carbonell, it is ready. It seems that all the bugs have just about been worked out. The car works so great that the biggest problem you'll have is to bring your standard of driving up to the quality of the car.

For those of you who are wondering where is the staff of R/C RACING NEWS on Mondays, wonder no more. Monday is our only day off. After the hectic weekends we spend chasing all of the R/C racing events comes Monday, we just got to get ourselves together and organize our thoughts. Besides, that's the day we've got to get all of our pictures in for processing. So if you've tried calling us and there was no answer, don't despair. Even writers deserve a day off.

We've been informed that the North Bay Racing Association (didn't tell us what kind of racing!) races every Sunday. Practice starts at 11:30 a.m., with the first heat starting at 1 p.m. Race site is located at the corner of Fairmont & San Pablo Ave., El Cerrito, Ca. For more information please call (415) 527-7074 and ask for Tom Weatherston.

OK. The 1/12th World Championship races this summer will be held at the Grand Hotel's parking lot in Anaheim, Ca., just a stone's throw away from Disneyland. Here are some details about the track. The length of the entire track is 370' linear feet. The straight is 100 feet long and there are 11 turns around the track. There will be plenty of spectator facility and a "circus tent" of 100' X 200' will be erected to serve as pits for the racers. All racers should bring their own charging method. The track will be closed until the first day of controlled practice according to Mike Reedy. So don't try to get extra time on it.

First place in the Electric World Championships will be a Gold ring for the Champion, while runner-ups get a Silver ring. These will be awarded through 10th place.

Of the 120 expected racers for the 1/12th World Championships, 42 will be coming from Europe, 35 from Japan and 43 from R.O.A.R. and Canada. Here is the breakdown: Britain:10; Italy: 6; Switzerland: 4; Germany: 6; France: 5; Denmark: 4; Holland: 1; Sweden: 2; Austria: 3; Norway: 2; South Africa: 2; New Zealand: 7; Australia: 8; Japan: 20; and Canada: 1. Of course, the U.S. entries will come from all over the States.

New Off Road track located behind the Great Western Hobbies shop. The dirt that was used at Anaheim for the World Champs, was moved to Whittier, Ca. for this new track. We happened to

be there this last weekend and it looks like the track is going to be a great one. Check it out next time you want to go R/C off road racing.

Speaking of new tracks. There will be a permanent Off Road, 1/12 Electric and 1/8th Gas road race track opening this June in Del Mar, Ca. In addition, there will be Slot Cars, a rental "off road" track and in the near future an Electric Boat pond. Track is scheduled to open Mid-June with possibly a 1/8th series race. The facility is called R/C Race Center/Surf & Turf. It can be seen just off the freeway off the Del Mar Heights exit. By the way, the famous Del Mar Racetrack is just behind it, so if you're in the mood you can race the real ponies during the day and race R/C in the evening or nights. Plenty of camping facilities and other recreational activities.

More on tracks. Thanks to Chris Chan, we have a line drawing of what the track at Anaheim looked like for the off road World Championships. (see this page).

Charles Gaskill of Britton Drive, Long Beach was the winner of the TAMIYA Off Road car that was drawn by R/C RACING NEWS at the SCORE SHOW. Charles was speechless when learning that he had won the off road car donated by R/CRN. He picked it up from us on the following weekend at the MACS Show.

Speaking of the MACS (see coverage in this issue). We were told that the show broke the attendance record for last year. Evidence of that was obvious when checking out all the isles. They were constantly filled with people. Parking was a problem, one that we hope they can correct for next year.

The first annual "Central Jersey Model Boat Show" will begin at 10 a.m. and run all day on August 7, 1982. Electric, sail and steam powered models will be exhibited and will compete in various categories. Kit built and scratch built model boats will run the gamut from a round, six-motor boat to submarines and everything in between. Raceway Park Lake in Englishtown, New Jersey provides the ideal setting for this type of meet. Registration fee is \$3.00. The event is sponsored by Hobbymasters of Red Bank, New Jersey. For more info call (201) 842-6020.

IT'S NOW SET! The next R/C Off Road World Championships will be held at the Anaheim Convention Center, in conjunction with the SCORE SHOW, on April 1, 2, & 3, 1983. Don't say we didn't give you plenty of time to get ready. It's anticipated that bleacher space will be provided for spectators, plus a bit more space for the track.

It should also be interesting then because at least four new 1/10th off road cars would have been in the market for quite a while. The COX, AYK, MIP, and BoLINK cars should be all ready to compete with the TAMIYA.

The 10th Annual McCoy Race (1/8th gas) is set for June 11, 12, and 13, 1982. Qualifying rounds will be run on Friday and Saturday. They will try to get as many qualifying rounds as time permits. A

large turnout is expected so get your entry in soon. Everyone will run in a main, with all mains running on Sunday, June 13th. ROAR rules apply. Call the Ranch Pit Shop for more info. (714) 623-1506.

The Texas Biggie IV is now set for May 29, 30, 31, 1982. This Dallas, Texas event will feature 1/8 Scale Can-Am cars. There are five rounds of qualifying on Saturday and Sunday, with the Mains starting on Monday, May 31st, at 8 a.m. Classes are Open and Super Stock. Nitro and Diffs will be allowed in Super Stock. For more info call Bailey Whitley at (214) 681-0609, evs.

Here are the race dates for the North Jersey R/C Racing summer schedule for 1/12th electric racing: May 9, May 30, June 13, June 27, July 25, August 15, September 12, September 26. Call Glen McCartney for more info at (212) 981-1770.

More schedules. SARCAR (Susquehanna Area Radio Controlled Auto Racers) summer schedule is: May 2, 16 & 23, June 13 & 20, July 11 & 25, August 1 & 15, September 5, 18, & 26, October 10, 24 & 31. All races will be held at the Gee Bee parking lot, Shamokin Dam, Pa. starting at 2 p.m. Contact Tony Markunas (717) 473-3947.

And they keep coming. The Richmond R/C Speed Team has their 1/8th scale gas races on the following dates: May 2 & 23, June 13, July 25, August 8, & 22, September 12, & 26, October 10th. Write to: 82 DeKay Street, Staten Island, N.Y. 10310 for more info.

Bob Davis of R/C Electronics is looking for a couple of drivers out here in the West Coast. If you're interested, please send him your resume. Check his ad in this issue for the address.

The 1982 R.O.A.R. Nationals are set for July 7th through July 10th for 1/12 electric and July 12th through July 17th for 1/8 gas. They will be held at Castleton Square Mall, Indianapolis, Ind, site of last year's World Champs.

Entry for the R.O.A.R. Nats are \$16.00 for first event and \$8.00 for each additional. Check or money order should be mailed to R.O.A.R., Inc. Nationals. 12008 Welland, Cumberland, Ind. 46229.

Well, last month's issue marked our 12th issue and our ONE YEAR ANNIVERSARY. This issue gets us into our second year of publication. We'd like to thank you, all our readers, for your support and very constructive criticism. To be sure, we appreciate what you've got to say. We are also deeply grateful to all those in the industry who supported us from the very beginning through their advertising programs. Finally, many thanks to all of our Contributing Editors. They are an invaluable asset of this publication. We look forward with great anticipation toward this very exciting year of R/C racing.

ON THE COVER:The "Cajun Grand Prix" and LAPS members. (bottom) Huge crowds at the Off Road World Championships.

FROM THE PUBLISHER:

We are delighted to boast that this issue will mark the beginning of our second year of publishing R/C RACING NEWS.

I'm sure many R/C'ers did not give us much of a chance to be around for more than just a few issues, let alone for one year of publication. But just as many, and perhaps more, gave us their support and confidence from the very beginning to make R/C RACING NEWS an important part of the R/C racing world. To those of you who did, we sincerely appreciate your loyalty.

This first year was a terrific learning experience for us. Although we knew the mechanics of publishing a monthly newspaper, we had a lot to learn about the hobby and sport of radio control. And learn we did, and I think very fast. Thanks, to all the constructive criticism many of our readers and supporters have given us during the course of the year.

Never let it be said that R/C'ers are shy individuals. Many a time were we confronted at some race by those who care about the sport/hobby to let us know what we should be doing, or what we should plan for in the future. And never let it be said that we did not appreciate the candor and spirit in which those suggestions were made. We hope we have already implemented many of those suggestions and shall continue always to improve in our efforts and bring the R/C'er the best coverage possible.

At this time, we must also single out some of our many good friends and fellow contributors who sent in and kept us supplied with stories, race results and pictures this past year. Without them, R/C RACING NEWS would not be meeting the needs of the R/C'ers throughout the country and around the world.

I know that some of our Contributing Story and Photo Editors were perhaps hesitant at first to send in their coverage, feeling that it would just sit there on a desk and never get published. I hope we have been able to dispel those feelings. As you all well know that in almost every case, any story or coverage received by us has been published in our pages. We still need more help from all of you this coming year to give other R/C'ers the proper coverage they deserve. So don't be afraid to sit down and write and send us information, results, etc. of all your Radio Control activities in your area.

The advertisers who have been with us from the very beginning deserve our heartfelt thanks. They

stuck with us when the numbers (distribution and subscriptions) were low. Now, after a year and what we feel is an excellent distribution and subscription record, we hope that their loyalty is paying off. You our readers can help us toward that goal by considering and using the products that our advertisers represent.

We now look forward to our second year of covering the radio control racing world. Our calendar is filled with many exciting and varied

events in R/C. From the Off Road World Championships covered in this issue, to the Cajun Grand Prix and others also in this issue, we look with anticipation for R/C RACING NEWS being at the NAMBA and IM-PBA Nationals, the World Championships in 1/12th scale Electric Racing, the ROAR Nationals and many other events, including next year's World Championships 1/8th Scale in Carnoux, France. We also want to expand our R/C Airplane coverage and NMPRA activities, so that we can offer the R/C'er a com-

plete picture of the radio control world.

Finally, I would like to thank our staff, though very small in numbers but tremendously abundant in capabilities. Their dedication and belief in this publication transcends whatever restrictions may be put upon them. They have done an unbelievable job under truly "spartan" conditions.

We look forward to another exciting year.

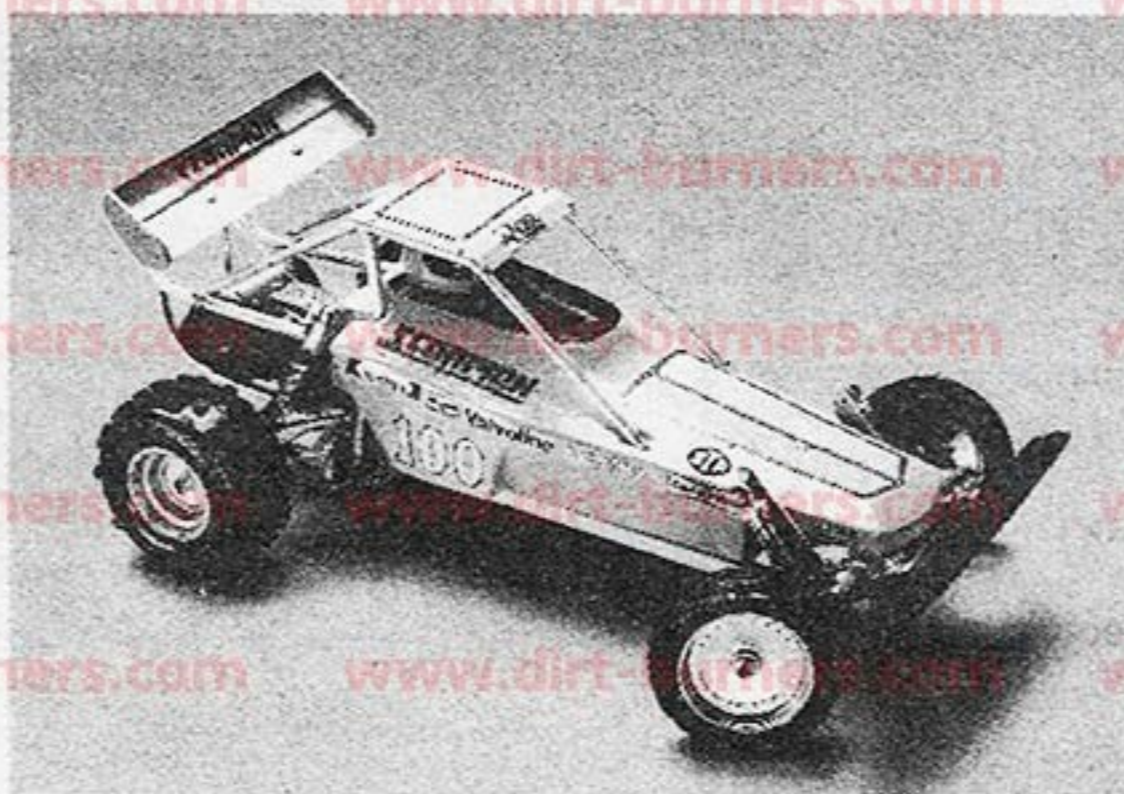
Lou Peralta, Publisher

Which 1/10th scale R/C Electric Off-Road Racers have the following features?

- Comes ready-to-run
- 4 wheel, independent, oil-dampened, adjustable suspension
- 3 gear ratios
- 3 forward speeds and 1 reverse speed
- .05 motor
- Aluminum chassis
- Built-in servo saver
- High performance nobby tires
- Runs in dirt, gravel, and water since rubber boot covers motor
- Complete parts and service support at retail and/or through factory customer service

The SCORPION and the SIDEWINDER from COX HOBBIES!

(Available in June)



SCORPION

Modeled after Bob Rodine's buggy



SIDEWINDER

Modeled after a Chevy Stepside Truck

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R/C RACING NEWS

You Race It...
We Cover It!

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On the Line

TECH. DEPT.

We have a small prospecting/hobby shop and are thinking of promoting some stock production racing. I picked up two of your R/C RACING NEWS papers at MRP when picking up some stock.

Have read them several times and they are quite well done. The only thing I feel it needs is a Tech. Dept. dealing with such things as setting up cars, tracks, driving, etc. so the beginner has something to go by. Please see what you can do.

Thank you.

Ted Conard
Kent, Washington

MORE TECH.

First: Great Paper! Second: How about a comprehensive article on the preparation and painting of Lexan bodies? I run 4-cell indoors and gas outdoors and after 15 or 20 bodies, still haven't found what I think to be the proper procedure or paint for the bodies. Would sure appreciate help on prep and what paint to use.

Thanks.

Don Meade
Joliet, Illinois

Thank you both for your comments and suggestions. I know that in the past we have been promising ongoing Tech articles dealing with just what you suggested. We will have them, but for us it's a bit more tough than perhaps a magazine. We concentrate in racing and the way we want to approach the Tech. articles is by having them done by some of the top racers in their field. This is hard because most of the time they are racing and/or preping for a race. It's hard to get them to stop and write their secrets. But we will keep trying and soon we hope to have a very diverse field of technical writers/racers. ED.

OPEN LETTER TO "BIG" JIM GREENEMEYER

I am the Editor of another publication about R/C racing, and I didn't like your March letter to "On the Line".

"Big" Jim, you ought to be ashamed of yourself. How can you sign your letter as "Big" Jim when you act so small! It was small of you to criticize the Western Winternationals reporter, accusing him of "the most blatant example of biased and inaccurate

reporting" that you've encountered in some time.

"Little" Jim, I've never met you nor the reporter of the article. But I have met your type: The cry-baby who complains about how the race was run; the loud mouth who argues with officials; the guy who seldom helps out, yet eagerly gets on everyone's case.

Grow up "Little" Jim. There's so much happening at a race and so few willing to write about it. I'd suggest you be kinder to the few who do write. It's a tough job. Ever tried it?

R/C racing, let's face it, is not a major sport. How would you like it if no one wrote anything about our sport? Who would stroke your ego? I say, "If you don't like it, do it yourself," to quote yourself.

Matt Miller
Editor, Hydroplane

BACK IN SLOTS?

I read the two letters on "A setup race" with a sense of deja vu. Bickering, sniveling and name calling...are you sure we weren't back in a slot shop? As far as I had heard, the Bakersfield race was a fun local race. It was not supposed to be the World Western Regional Greater Glory to our team Nationals. It may come as a surprise to Gene Husting that not all racers could or would want to go to the Florida Winternationals. Some people might want to go to a local race and have some fun without worrying about teams or professionalism.

The Associated people are quick to warn us of the past evils of slot racing. Well a lot of the people that quit slots did so because of factory teams and equipment they could not compete against.

When I see Team Associated (or fill in the team of your choice), I wonder how many of those people support their local hobby shops and how many are just running team-best-deal.

I find it amusing that Gene (Husting) would take Neal (McCurdy - R/C Racing News Tech Editor and Contributing Editor) to task for his journalism. I seem to remember a major R/C magazine covering a Pit Stop column that was usually touting the latest Associated product to the exclusion of almost everything else.

What we're losing sight of is that it was probably Frank Killam's driving that won Bakersfield; for while this time he was running a RC12i, a few months ago he was beating Associated's best with a Leisure car.

To Gene and Big Jim and others that want to use R/C RACING NEWS to sell merchandise...fine, buy an ad, don't do a hatchet job on the people that are trying to report on an "amateur" hobby sport.

Mike Bomkes

GENE & JIM LISTEN UP!

It's a shame that the general reader should be exposed to the kind of slanderous material that found its way into the "On The Line" column last issue. The material I refer to are two letters written by Gene Husting and Jim Greenmeyer. And it's doubly a shame that Gene feels it necessary to malign my technical skills because he can't understand and/or read the simple tech chart in the article.

As to the individual issues in Gene's letter:

1.) That our event was exactly the same time as the Florida race. "False!" Our race was Saturday and Sunday February 20-21. The Florida race was Monday through Saturday, February 15-20. Also, the Bakersfield race was originally scheduled for the 13th and 14th, but this conflicted with the local club and they asked if we could move it one week later. We did. If Gene doesn't believe this, just call the G.E.A.R.S. Club. Even if the original date had not been changed I wonder how many of the racers would have raced, having had to be in Florida on the following day.

2.) That the race was a set up for a well-known North-West team. "False!" That "well known North team" didn't even know about it until the last week before the race. They had to call in their late entries. As for "cherry picking", Gene should be well versed on that subject, with the group they pack from race to race.

3.) That no mention was made as to the make of car that Frank Killam was running and that I should be qualified to know this.

"True!" No mention was made of the make of anybody's cars in the tech sheet, and I did know what kind of car he ran.

4.) That I seemed to have problems recognizing Cavazo's and Case's cars.

"False!" I had no trouble knowing what cars people were running. Gene, it seems though, has trouble recognizing that there was no mention of car maker for any driver on the list. The information that followed the driver's name listed the motor he was running and whom he was

running for only! With time maybe Gene can learn to understand such simple articles, or perhaps it's past his time!

As to "Greenmeyer's" letter: "Slanted reporting" was his title, but more accurately, it might have been "Open Mouth and Insert Foot". As this is certainly what Jim did with this trite bit of fiction.

Greenmeyer refers to the article as "the most blatant example of biased and inaccurate reporting in some time"...The sometime must be since "Gene's" (Husting) last "Pit Stop" column in R.C.M.

How does Greenmeyer get off calling something biased because no car makers were mentioned and why is he so concerned about the Concours winner not getting his picture printed. He also seemed teed-off about the pictures that were used. The pictures printed in R/C RACING NEWS are picked by the magazine, I only identify them, nor do I write the captions.

As to the inaccuracies in the listing (which Jim calls "motor/car", but should be "motor/team") the only one I found out about is that Bob Arwine was running a BRM motor not a Revtech.

Greenmeyer finishes with "if you can't do it right, don't do it". Perhaps he should heed to that and return to what he knows little about (motor building) and quit what he knows nothing about (writing).

Neal McCurdy
REVTECH

IT'S REALLY NICE!

I've just got into the sport of R/C racing with a purchase of an off road car. I think the people are really great and racers and families seem to really help each other, not like in the real world of racing where I have been at it for 20 years. I mean to tell you "it's cut-throat". Your paper is great and I look forward to learn more about R/C.

Phil Osterlogh
El Paso, Tx.

And the beat goes on...ED.

AUTOMOTIVE GYMNASTICS

Thank you for mentioning my dedicating the Trophy I won at the Cancer Benefit race, to my fiancée's mother (see Ray Charbonneau 1/8th race March 1982 issue). I also want to thank the drivers, pit crews and spectators that signed the get well

card. It made my fiancée's mother very happy.

Last Sunday, I found myself at the SCORE Show watching the finest display of Automotive Gymnastics that I've ever seen. Unfortunately, many of the people watching never saw R/C off road racing before and didn't realize what they were seeing wasn't a comedy routine, but was supposed to be a World Championship event. In general, it was a very impressive event until the cars started to run. Doesn't the guy who designed the track realize that most of the people at the show were race fans rather than demolition derby fans?

Here's something to think about. There were two large jumps on the race course. One in particular was a water jump. It was about a foot high with a foot wide pool of water about 3 inches deep. Now, scale that up from 1/10th scale and you have a 10 foot high sheer drop with a 10 foot wide pool in front of it that's 2 1/2 feet deep. Ridiculous isn't it?

What I'm getting at is whenever you show R/C racing of any type to a new audience you should do it as realistically as possible with good close racing and a minimum of crashes. I'll admit that the drivers have to do their part, but at least give them a driveable track. Outside of that it was a great event and I'm looking forward to seeing it or even racing in it next year. Now let's see if the 1/12 scalers play bumper cars at the MACS show

again this year.

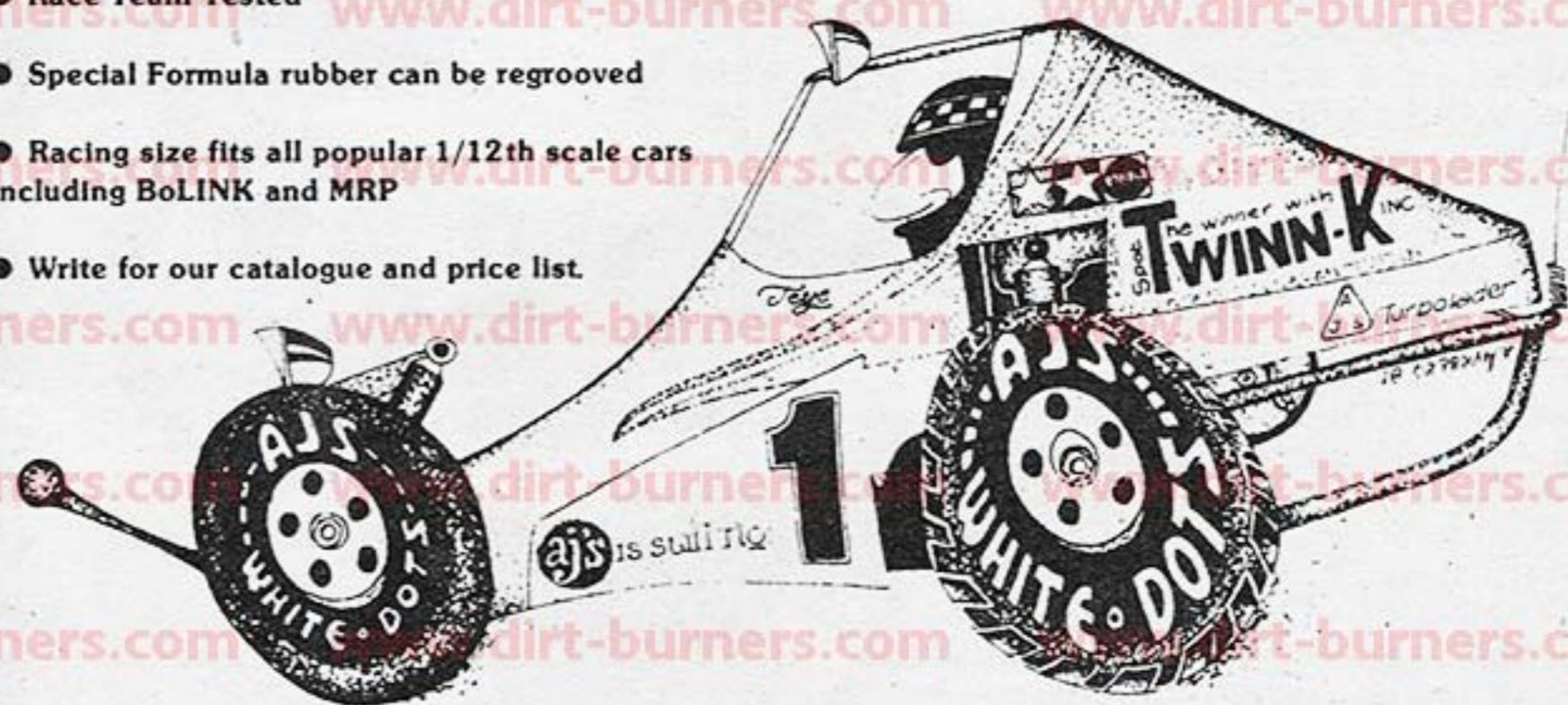
Larry Bain
Reseda, Ca.

Thank you for your letter and we hope your fiancée's mother gets well soon. The "Charbonneau" race has been doing great things for years in the fight against cancer and we hope it can continue.

Regarding the SCORE show off road race (The R/C RACING NEWS/SCORE Show R/C Off Road World Championships), you should know that the same fellow who originally designed the track (others helped as well, see story in this issue), found himself no too long ago in Baja California, competing in the San Felipe 250 SCORE full-scale off road race, wherein there was a section right after Mike's Sky Ranch that as you came down this very steep muddy hill, you dropped right into a raging river about from 3 to 6 feet deep. Motorcycles and later on cars, were stuck in the river, unless you were lucky enough to find (as our fellow did) an alternate route. So you can see the track at Anaheim was well within the realm of "realism"; besides, as in Baja, the SCORE show track had an alternate route which very few chose to take. You see, every time a car flew over the water jump, the thousands of spectators on hand went wild and cheered and this of course stroked the driver's ego. Hope to see you at the next one, which by the way is set for April 1, 2, and 3, 1983. ED. ☉

R/C OFF ROAD TIRES

- Two sizes: Racing and Standard 1/10th Scale
- Either size available with Super Lite Hubs for Tamiya (MRC) cars
- Race Team Tested
- Special Formula rubber can be regrooved
- Racing size fits all popular 1/12th scale cars including BoLINK and MRP
- Write for our catalogue and price list.



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

R/C RACING NEWS

OFF ROAD

WORLD CHAMPIONSHIPS

SCORE SHOW



Gary Kyes (above) from MRP, receives the World Champion Trophy in the MRC/Tamiya Stock "Mint 400" Class from Bernie Sadoff, from MRC. He also received a kit and radio system. At right, Eric Grisham, (TRICK STUFF/MINI BAJA) captures the top honors in the KRAFT Systems Modified "Baja 500" Champs. Below, Gil Losi Jr., triumphant in the AIRTRONICS Open "Baja 1000" Championship.



Captain, Eric Grisham who surpassed the entire field of eighty MODIFIED Class racers.

Then on Sunday, April 18th, the second biggest entry of the weekend (48), saw a flawless performance by Ranch Pit Shop's own Gil Losi, Jr. to take the OPEN Class laurels.

More on the races and how they got there later.

But first, one must put this event into it's proper perspective.

In its truest sense, perhaps this event may have not been a world-caliber event, although many will argue that certainly most of the drivers there could very well be the "best in the world". After all, this newest R/C sport had its beginning right here in the California area, and all the major developments in the equipment, the racing format and just plain know-how has evolved from the Southern California area.

By next year the R/C Off Road World Championships, I'm sure, will have more world-wide representation. The fact is that it had to start somewhere, and this was it.

Next year's event is set for the weekend of April 1, 2, 3, 1983.

Next, one must look into what it took to make this event possible and what kind of impact it may have had in the sport and for R/C in general.

For example: Six months were spent working out every single detail—from the design of the track, the importation of the dirt, and just how much would be needed—to the logistics of bringing it in, and preparing the track on a very limited time frame.

Hundreds of hours were spent blueprinting every aspect of the track, the race format and the crowd control. Plus all the small details that may arise during a large gathering as this one. There were many questions that could not be answered until after the race was over. Worrying about crowd control was an unknown factor, as was the space available for the track. Was it too small, too narrow, was the location inside the Convention Center the best possible? Would the racers have problems charging their batteries? Would there be enough space for all their equipment. Scoring; what would be the best way and the most efficient and least time consuming? How about the length of practice sessions, how many? The length of the heats and mains. These could only be answered once the track had been built and the race completed.

Consider the following: The race schedule called for the first race to go off at 5pm on Friday, April 16, for the Stock class.

On the Tuesday before (April 13th), all there was inside the Anaheim Convention Center was a solid concrete floor where a section of 35 feet X 70 feet had been marked off. This would be the exact location where the track should be

Over 40,000 See Biggest R/C Race Ever!

Anaheim, Ca.
April 16, 17, 18, 1982

OVER 40,000 spectators (36,500 paid and 4,000 plus trade and dealers) see three days of outrageous R/C Off Road competition in the MRC/TAMIYA Stock "Mint 400", the KRAFT SYSTEMS "Baja 500", and the AIRTRONICS "Baja 1000".

No, this isn't a typo, those figures are correct. The site was the sixth annual SCORE SHOW (the world's biggest full scale off road consumer and trade show). Within this show, the first annual R/C RACING NEWS/SCORE SHOW R/C Off Road World Championships were held to a resounding success.

The people attending the show got an extra treat; to see the newest, fastest and best drivers in the world taking the 1/10th scale off road cars around the specially designed and constructed track inside the Anaheim Convention Center.

On Friday, April 16th, Gary Kyes, from MRP, took his Ranch Pit Shop/Gil Losi, Jr.-prepared stock Tamiya car to the STOCK A MAIN win and the World Championship.

On Saturday, April 17th, the biggest entry for all three days (80) competed over 10 hours. At the end, it was TRICK STUFF/MINI BAJA sponsored and Team



constructed.

That Tuesday afternoon, over 50 tons of top soil were brought in and dumped on top of a pre-fab sand-box type of structure, lined with plastic. This dirt was spread out by some of the terrific volunteers on hand, getting it ready for early Wednesday morning when the

"skip-loader" would do its thing.

By Wednesday afternoon (April 14th), Ralph Winkler, on top of the magic skiploader, had carved out the Eric Grisham-designed and prepared track. The track was good enough for some of the volunteers there to go dashing out to their cars and bring in their off

road cars for one test drive. Incredible? True. One of the best tracks around was built in one day!

This feat must be largely credited to Ralph Winkler who did all the tractor work; Eric Grisham, who prepared the sand-box, laid down the plastic, built the pre-fab jumps and water-jumps and had an instrumental hand in the entire design of the track. In addition, there was the invaluable help of people like Anna and Chuck Stage, Mike Tobey and his group, Sean and Chris Hawkes, Richard and Mike Giem, John Burnham, Joe Tentchert and several others. Without their "hand-work" and fine-tuning of the track, this would have never been possible.

By Thursday, April 15th, the track was ready for "Media Day". This was the day when a number of local and network television crews came to cover not only the Score Show, but to get a glimpse at R/C Off Road and what was to come. They were impressed and by Thursday and Friday night, several of the local television stations were running short segments during their news programs about the R/C race.

In addition, radio spots had been running during the week, prior to the event, that also featured the World Championship race, and to top it off, during the course of the day (Thursday), a great number of newsprint writers and photographers were on hand to photograph and interview some of the racers.

Needless to say, news about the off road race has reached literally hundreds of thousands of homes in the Southern California area. The Score Show people confirmed these by indicating that one of the reasons their attendance had established a new record for the show was because of the promotion of the Off Road World Championships. Many came to the show for just that very reason.

By the time Friday, 5pm, April 16th rolled around, the stage was set for three days of absolutely terrific and spirited competition. On this day, the Stock cham-

panion would be crowned.

During these next three days, as stated before, over 40,000 people got to see one aspect or another of radio controlled off road racing. This became the biggest attraction of the show, so much so that at times, the 25-foot wide isles were filled with people six to eight deep. Many had never seen R/C cars, so what they were seeing was totally incredulous. Some just hung around for hours so that they would not lose their spots.

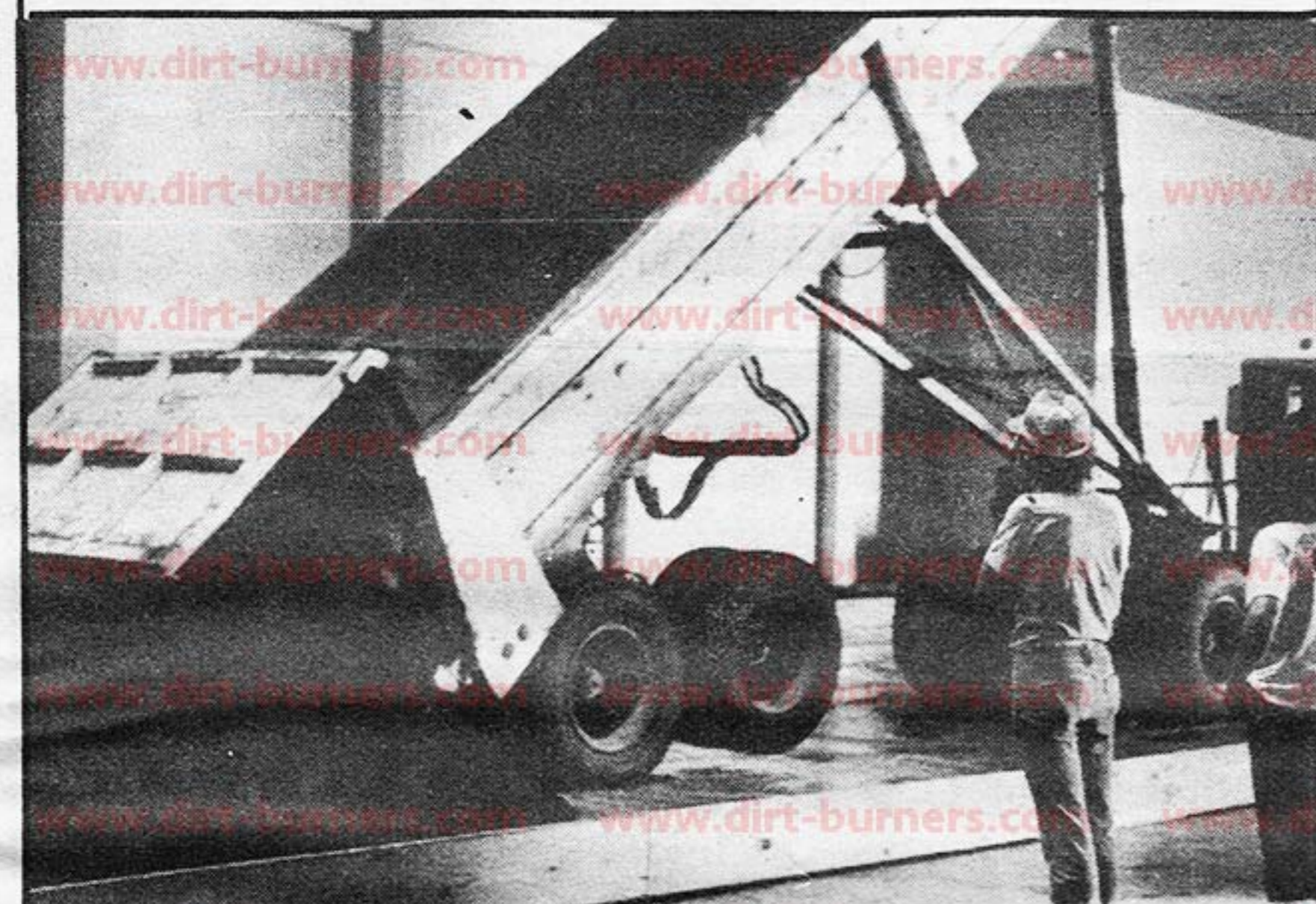
The four-foot wall that surrounded three sides of the track was really put to the test and several times stronger bracing had to be nailed to keep the walls from coming down.

When the three days of racing were over, the general consensus among the racers, the SCORE Show officials, the promoters and sponsors of the event and the general public was that it "was better than expected"... "it was terrific", and a "great success". "Can't wait for next year".

If there were any negative aspects of this first-time event, it had to be with the reaction from many spectators who complained that they could not see. Especially young kids who could not see past the four-foot high walls. So many spectators were forced to gravitate toward the restricted areas for drivers and pit only. This made for a difficult job of traffic control and many racers were not able to even get close enough to the action to see the races themselves or if they needed to get to the pits was difficult. On the last day, Sunday, part of the problem was remedied when an area was closed off to everyone except for drivers and their pit people and VIPs.

Next year there's an excellent possibility that there will be bleachers around the track to take care of the spectator problem.

The other problem was that at times, the scoring system lapsed. This was a



Prior to the dirt being brought in, plastic was laid down to keep the floor clean. There's 50 tons of dirt being dropped. By the next day, the track was ready.

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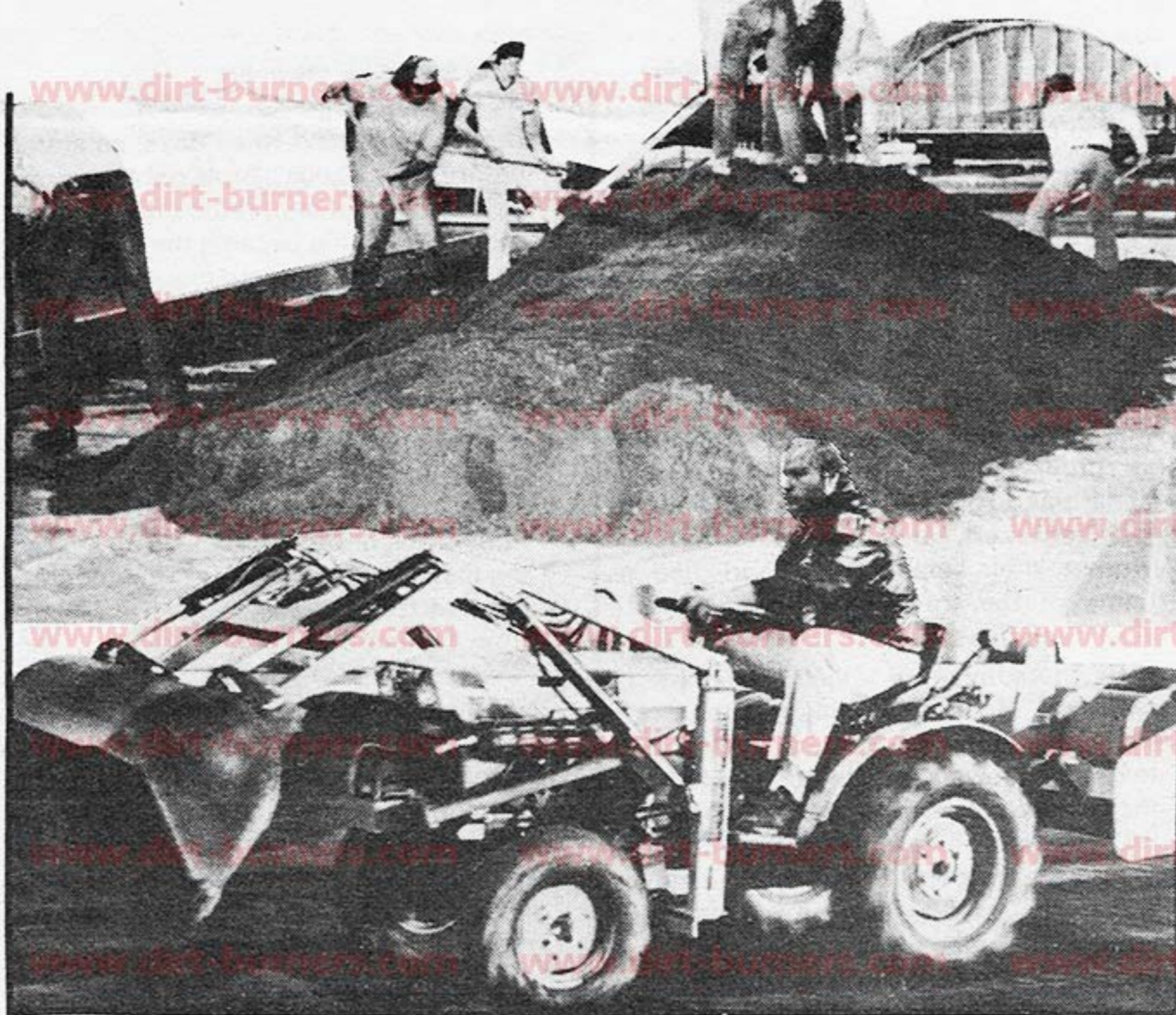
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Special thanks also to Lou Peralta and his crew for an extraordinary effort in coordinating the event.

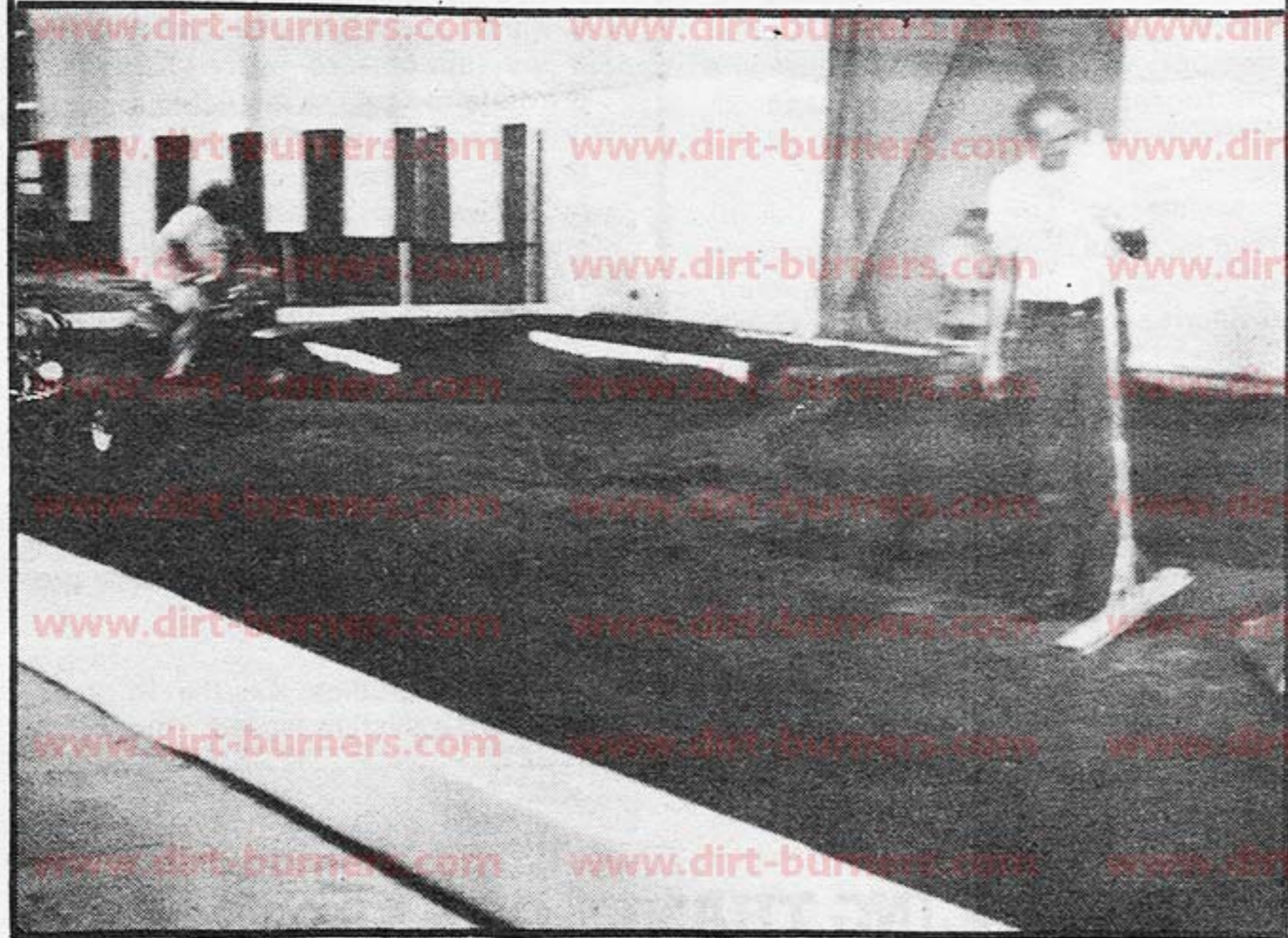


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On Wednesday, trucks dumped 50 tons of top soil (above); Thursday, Ralph Winkler did his thing with the tractor; that afternoon, the track was being packed down with ATC's and Carts, (below) ready for the next day. It took just one day to complete the track.



mammoth job to start with because of the time restrictions of the Score Show. The races had to be run during the hours of the show which varied from day to day. There was no room for overlapping. So the official scorers were saddled with a timed schedule wherein each practice session and heat and main had to be run. When the show closed, the lights went out and there just wasn't any time to run the event after that.

Race Director Neil McCurdy; Scoring Officials, Linda Pihl, Marcia Goodvanger, Joel Meyer, Chris and Sean Hawkes, Victor Volinets did a terrific job under pressed circumstances. Certainly mistakes were made and some racers were made very unhappy. But more often than not, when there was a question or a protest lodged, the re-running of the race tape proved the officials to be correct.

It is anticipated that by next year's event, a fully automated system will be in use to cut down as much as possible, any room for error.

Finally, and perhaps the saddest part of the entire event was that by Monday afternoon the entire track, boards, pits, the PROCAR driving stand, banners,

etc., all had to come down and make room for the following week's show. It almost seemed incredible that, where only the day before, an excellent off road track and facility was being used to its fullest, by Monday, at 5pm, that 35' X 70' section of the convention floor was once again bare concrete, with no hint of what it was before.

If there's any consolation it is that the very same dirt used for this event was hauled to nearby Whittier, California to make the new track for Great Western Hobbies. In fact, come May 9th, that same soil will be used to run the next ORRCA race of the series.

Next year new dirt will have to be brought in, perhaps a new design and some improvements. But one thing is for sure, the racing will be more intense, the crowds larger and the sport bigger.

THE RACING

The racing format called for two practice sessions, three qualifying heats, us-

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ing the best two finishes to make the mains and of course the Main race. Also in use was the "bump" system, wherein, if you won a main, lower than the A Main, you had the option to move up.

In order to be sure to make the A main at this event, a racer had to win at least two of the three heats. In addition, the third heat placement had to be near the top, so that in the event it was used as a tie-breaker, it would qualify the racer to the higher main.

In most cases, the heats were made up of eight cars, lining up: four in front and four in the back row. (There were some heats with nine cars). Determining where a car would start was done by drawing for a numbered-chip. This way, anyone had the chance at the pole.

As the racing progressed, this became increasingly important, because a rear position meant having to slow down and wait for the front runners to clear the water-jump or having to take the long way around.

Having placed the water-jump and the alternate route around the water about 25 feet from the start, made for unbelievable starts. The crowd loved it when an overly eager racer or racers flew five/six feet in the air, especially when those who weren't as lucky wound up in

the water or mud.

As the racing progressed and strategies were developed, some of the racers would take the long way around at the start unless they were able to get the hole shot. You see, the water jump only had a three-foot wide straight ramp where you could hit and fly off squarely. On the other hand, three feet to the left and right of the jump, the slope tapered off-camber so that if you were unlucky to hit that section of the jump, you would certainly wind up in trouble.

The remainder of the track was just as exciting, with several hoop-de-dooos strategically placed to make the driver's drive, several drop-offs that were set diagonally and a large table-top jump about three quarters of the way down the 50' straight. You could hit this jump "full-on" but you had to be able to break and turn fast, otherwise the car would disappear over the banked turn.

STOCK CLASS:

Managing to master the track and taking the A MAIN win was MRP's, Gary Kyes. Gary, who happens to be a world-class driver, National Champion and well experienced in R/C car racing (1/12th & 1/8th scale), was making his

R/C RACING NEWS

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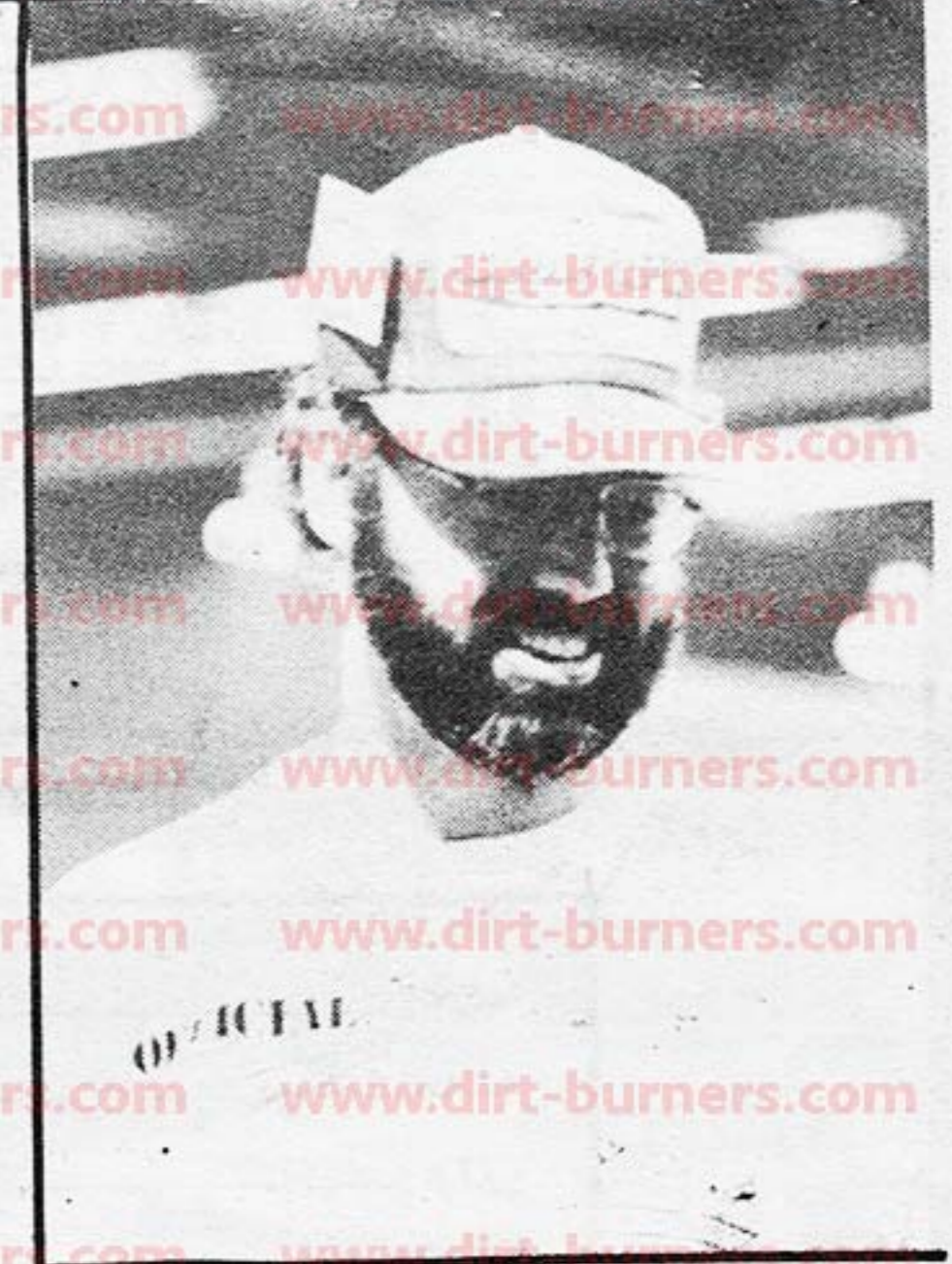


R/C RACING NEWS put on the Championships. Here Leslie Peralta Art Director for R/CRN, handled all the check-in and distributed T-Shirts and decals of the race to the racers.

debut in 1/10th scale off road racing. Having qualified with one heat win and two seconds, he made the A Main but was not considered the favorite. It looked like some of the other drivers such as Vince Ito, Mike Giem, Bernie Rico, John Gudvangen and others, who certainly had been running much longer in off road, would have a better chance.

But Gary proved that speed and power was not everything. Patience and smooth, error-free driving is what got him the win. He had a stock Tamiya car which was prepared by Gil Losi, Jr. pretty much just like the kit called for. But it was Gary's experience as a world class driver that made him the Stock Class World Champion.

It was not a decisive win for Gary, as he had to fight his way past early leader Mike Giem (TRICK STUFF), John Gudvangen (CRP) Vince Ito (who had worked his way up from the B Main), Mark Thomsen and others. Giem got himself in trouble after a couple of laps while passing a couple of slower cars, Bernie Rico was in there until he also got in trouble in the infield. And so it came down to who would put on the best and



Race Referee, Joe Tentschert kept a smile and a close eye on the race cars.



The tricky water jump had the crowd cheering. Some did not hit the jump squarely; the result: See car on the left. To the right was the alternate route.



Linda Pihl, Marcia Gudvangen, Sean Hawkes, under the gun doing the scoring. They handled the pressure superbly. Not shown was Race Director Neal McCurdy.

smoothest drive. Finishing in second was Mark Thomsen of THOMSEN & SON RACING TEAM, followed by John Gudvangen (CRP) in third, Mike Giem (TRICK STUFF) in fourth and Vince Ito, rounding out the top five.

Noteworthy in this A Main was the appearance of another 1/12th scale road racer, converted to off road, Chris Chan (CHAN RACING). Chris was the only one who was running the new AYK off road car. It was a stock car and this race marked its first outing. Chris actually qualified easily in the A Main, with two firsts and a second. Credit this to Chris' driving ability, also the car held up well. Chris is now going to be setting up a team for AYK to compete in future racing.

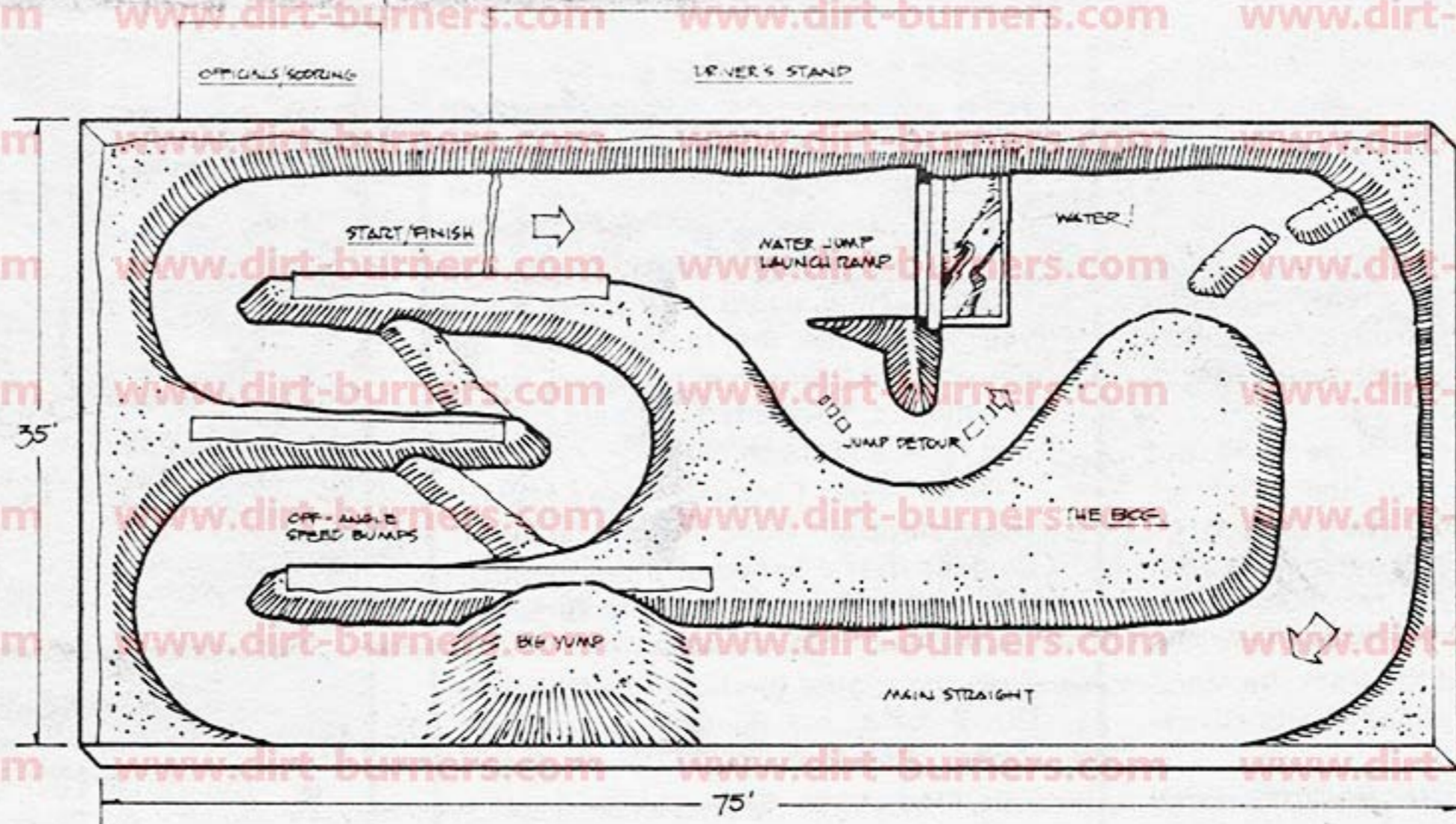
MODIFIED CLASS:

Eighty entries made up this class' program. It was the longest day of the show, which started at noon and the last main, the A Main, finished at 9:30 p.m. It was wall-to-wall racing all day.

The pits were packed with racers and their crew and equipment. The convention hall had the biggest turnout of spectators for the SCORE SHOW ever. The areas surrounding the track were packed eight deep with people all day. The entire atmosphere was that of great anticipation for one of the finest racing days ever.

And so it was. The crowds were not disappointed. They got to see some truly unbelievable racing during those hours. You could just feel the tension among the drivers. Every last detail of the car was checked and re-checked. People crowded to peek at some of the truly sophisticated equipment being used in this Modified class.

Just to show you how serious the racers were today: Not once did the start tape have to be stopped because a driver or drivers were missing from the starting line, nor did anyone miss the start. These guys knew how important this race was to be and how prestigious to win over the biggest class. They did not want to miss it.

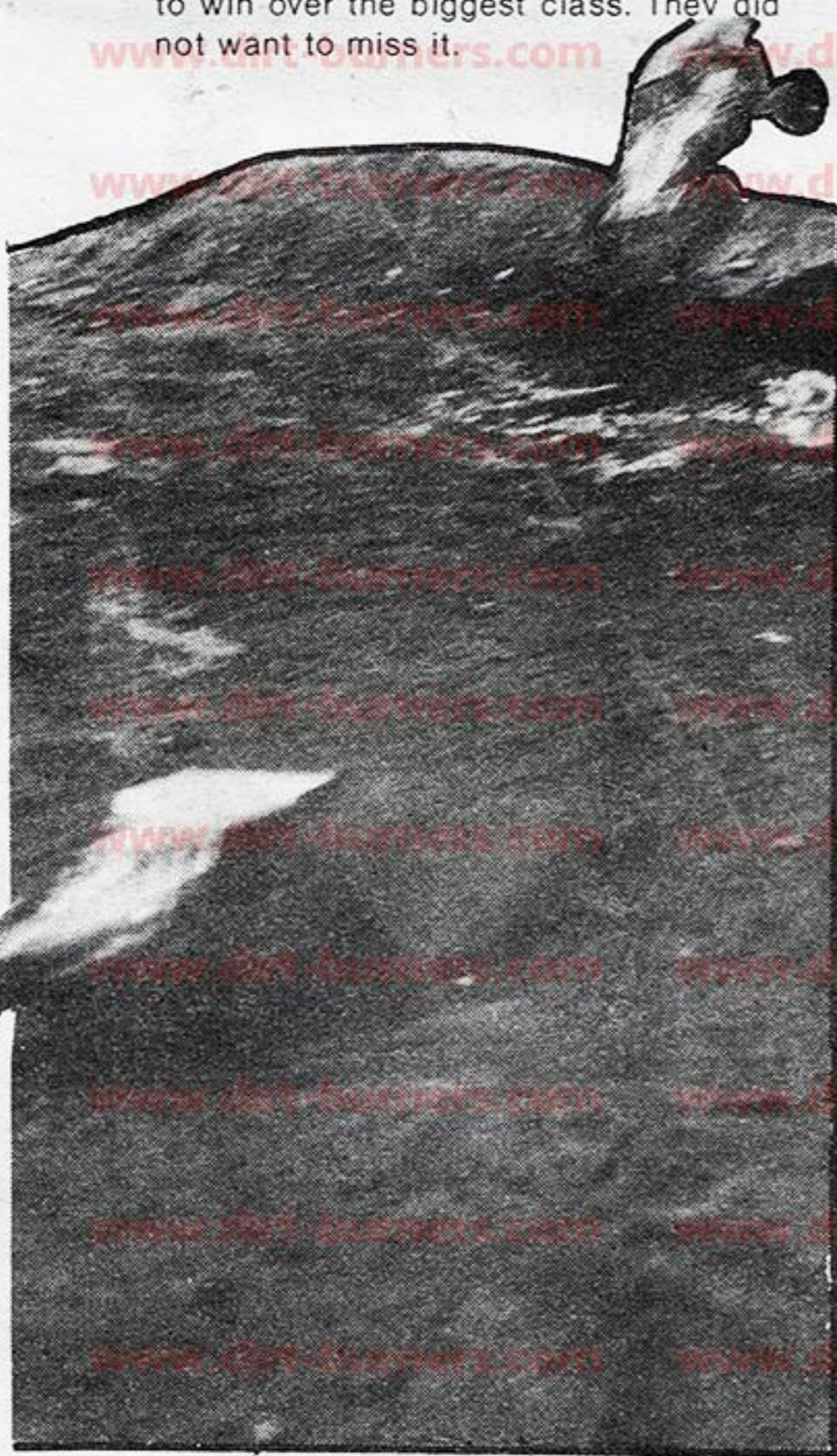


The pit area was closed to all except racers, pit crew and family members.

Every heat was like an A Main race. There was no letting up. To make the A Main, it was not only imperative to win at least two of the three heats but it would really be reassuring to win the third. When you figure that there were 10 groups of eight racers in each group and the A Main would only qualify the top 8. Even if the same people won all of their heats in each of the ten groups, only eight could make the A main. Well, this did not happen, but a tie breaker, using the third worst finish, had to be used to make up the A Main. Just missing the cut with three points was Gil Losi, Jr. The top eight drivers after qualifying, in the A Main, all had 2 points.

The two top qualifiers with perfect scores (three heat wins) were Eric Grisham (TRICK STUFF/MINI BAJA) and Bob Novak (NOVAK ELEC./FUN RACING PROD). These two racers lead the way through the qualifying heats. Especially noteworthy, was Bob Novak's A Main appearance. He, too, is an experienced 1/12th scale driver, but this marked his debut in off road. His very smooth and consistent driving skills got him there, and the super fine preparation by Dennis Lyman, who built the Fun Racing Product car for him.

(Contd. next page)



Poor lighting in the Convention Center made action shots very difficult.

The driver's stand, displaying this year's "major sponsors" was a portable stand atop of a boat trailer. This unit was rented from the PRO-CAR Club for its maiden use. It was terrific!

But when all the racing was done, Eric Grisham (TRICK STUFF/ MINI BAJA) had emerged the Modified World Champion.

Ironically, Eric, the very same guy who had spent countless of hours pre-fabbing the jumps, laying out the boards that surrounded the track, constructing the necessary equipment for the track, and had spent lots of energy shoveling the dirt around just two days before, was to be gratified with a well deserved win.

In the A Main he drove hard but smooth. At times, on the brink of destruction, because even though he had developed a comfortable lead after two laps, he never let off. Instead, he managed to lap all but three cars. He worked hard to build the track, he raced hard to win the Modified World Championship.

Jeff Cruzon, (FUN RACING PRODUCTS) who finished second, gave Eric a tough time at the beginning of the race. Had it not been for those pile ups and traffic problems, the race would have been very close. Jeff seemed to be gaining at times, only to get caught in traffic and having to slow down. He is certainly a force to be reckoned with any time. His cars are one of the most beautifully prepared cars, with really great innovations, thanks to Dennis Lyman.

Finishing in third place was Gil Losi, Sr. (RANCH PIT SHOP). Gil has emerged as one of the top drivers, not only in off road, but also 1/8th scale R/C. His vast experience as a real off road racer has been an asset when it comes to dicing it out with others. He qualified with two heat wins and a third place finish. In the A Main, he worked hard to free himself from the pack, but too late to overtake the leaders. Rounding out the top five were Mike Dunn (R/C RACE PREP) with a super fast car, and Jason Garcia (R/C RACE PREP). Jason made the A Main as a result of winning the B Main and "bumping up".

As in the Stock class, another new off road car made its debut this weekend. Lonnie Peralta, driving a box-stock COX Scorpion, qualified for the C Main and actually lead part of the way, only to finish in third spot.

This makes the AYK and the COX cars the latest entries into the off road 1/10th scale off road market. The AYK is now available, the COX car will be available mid-June.

OPEN CLASS:

While the previous two days had been really exciting for everyone watching the Stock and Modified classes run, the anticipation among those present was certainly for today's running of the OPEN Class World Championships.

Simply, this would be the day where you would see the fastest cars, the newest most tricked-out designs, super hot motors, specially built cars just for this race, and much more.

On hand was Eustace Moore's MIP Off Road car, built from the ground up by Eustace over a period of three months. It featured his own suspension design, gearing and chassis.

Then there were the FUN RACING PRODUCTS cars of Dennis Lyman, Jeff Cruzon, Bob Novak, Gil Losi, Jr., featuring their new mono-shock system, rollbars, etc. The gear case was the only Tamiya part in these cars.

The same COX car that had run in the Modified class the day before, had gone through a motor change only, taking one of the new TRICK STUFF "Green Meenie" motors.

There was the "Big Truck" of Clark Mossman, with dual engines in the rear. Talking about fast!

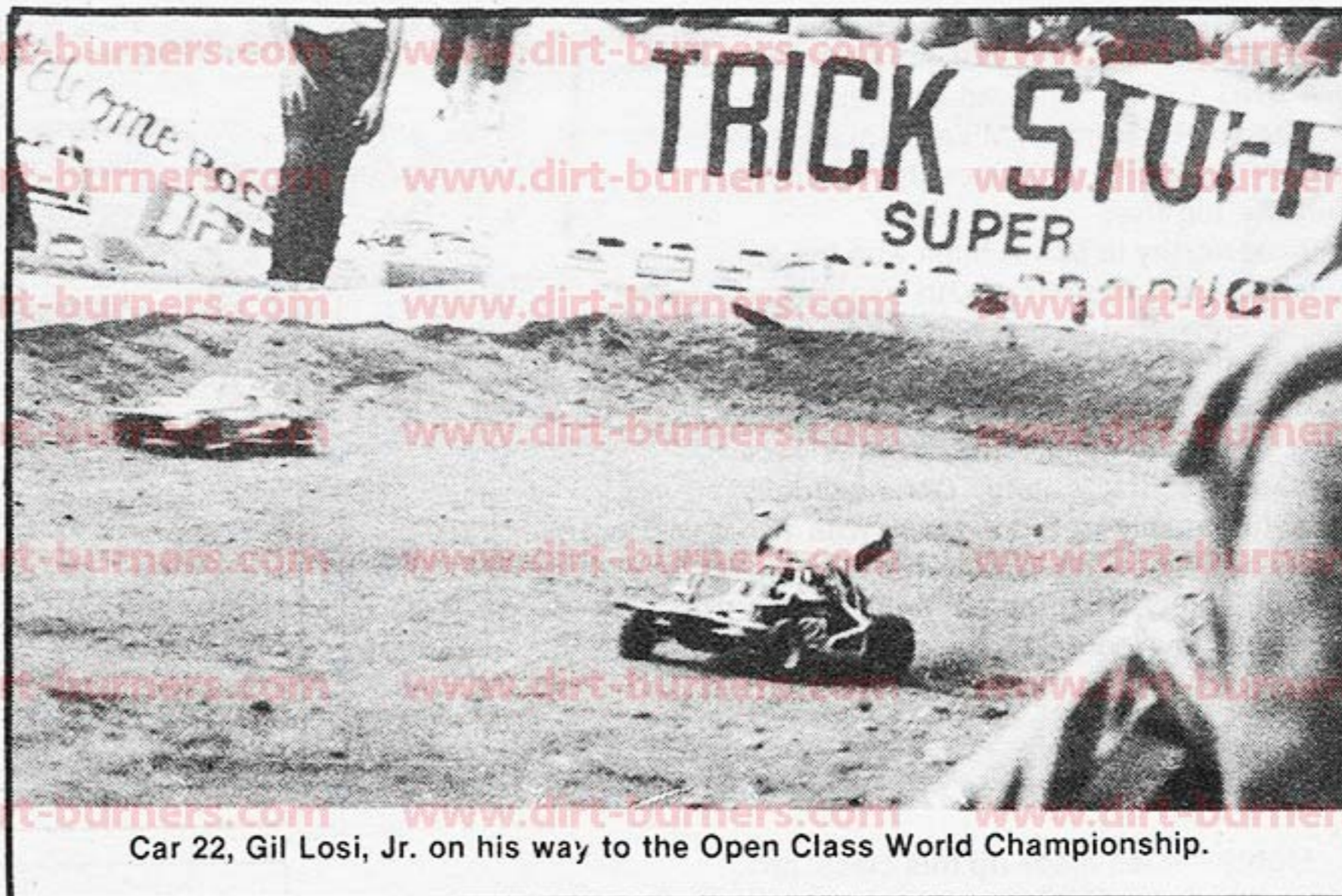
All in all, this was the big race of the weekend. The most sophisticated equipment in R/C Off Road was there to battle for the World Championship title.

The racing was really incredible. The cars were super fast, some more than others, but all equally exciting to watch. Where in the previous two days of racing the Stock and Modified cars were comfortably clearing the water jump and the big jumps around the track, these OPEN cars were literally flying over everything. Large rooster-tails were sent up in the air when the cars got hold of traction.

In this class there was little room for error. One mistake and it was all over. The crowds were in awe to see these cars perform just like the real ones, only in 1/10th scale.

When a driver misjudged a jump or a turn, it was five, six, seven rolls in the air or the ground. Some were lucky to land on all fours, others had to be scrapped off the soil. Amazingly, there were very few DNF's in this class, testament to the excellent preparation by most drivers.

Top Qualifiers into the A MAIN were:



Car 22, Gil Losi, Jr. on his way to the Open Class World Championship.

Eric Grisham (TRICK STUFF/ MINI BAJA), making his second A Main in as many days, and Mike Dunne (R/C RACE PREP). Both drivers had perfect scores with three heat wins.

Just missing the cut for the A MAIN, although having the same point total as the eighth best qualifier, was Lonnie Peralta (TRICK STUFF/MINI BAJA). The determining factor was the placement of his third qualifier (the throw-away). This put him as TQ in the B main.

When all nine racers and their cars lined up for the A Main, which included Bob Novak, as the 9th, who moved up from the B Main, the crowds around the track must have been 10 deep. There was no room to move. They knew that they would be seeing the fastest and best drivers. They were not disappointed.

Because just like being shot from a cannon, all nine cars exploded off the line and over the water-jump. Cars went flying all over, turn-marshalls hurriedly trying to right each and everyone. Several took the long, but safer way around the water-jump. One of them was Gil Losi, Jr. (RANCH PIT SHOP). He did it right. Because, while everyone was trying to get untangled from the melee, Gil moved into the first place never to look back.

His margin at the end of the race was about 15 feet ahead of brother Allan Losi (RANCH PIT SHOP) who finished in second and a couple of feet behind was third place finisher Eric Grisham (TRICK STUFF/MINI BAJA). Both Allan and Eric had fought their way from the back of the pack, getting bounced around a few times, to gain on Gil, only to lose ground whenever they tangled with the walls or another car.

Rounding out the top five were Mike Dunn (R/C RACE PREP) who seemed to have one of the fastest cars there, and Bob Novak (NOVAK ELEC/FUN RACING PROD), who had worked his way up from the B Main.

The dust settled, the applause and cheers reached high decibels and Gil Losi, Jr. was the Open Class World Champion, with a near perfect drive.

In an important race such as this one, there are many disappointments. Many had equipment failure, that kept their car from performing at peak level. Others broke during the race after leading, or charging for the top honors. Still others felt that the scoring may have kept them out of the higher main. But when it was all over, in retrospect, everyone realized that this first time event had really been a memorable one,

and "wait till next year" was the line of the day.

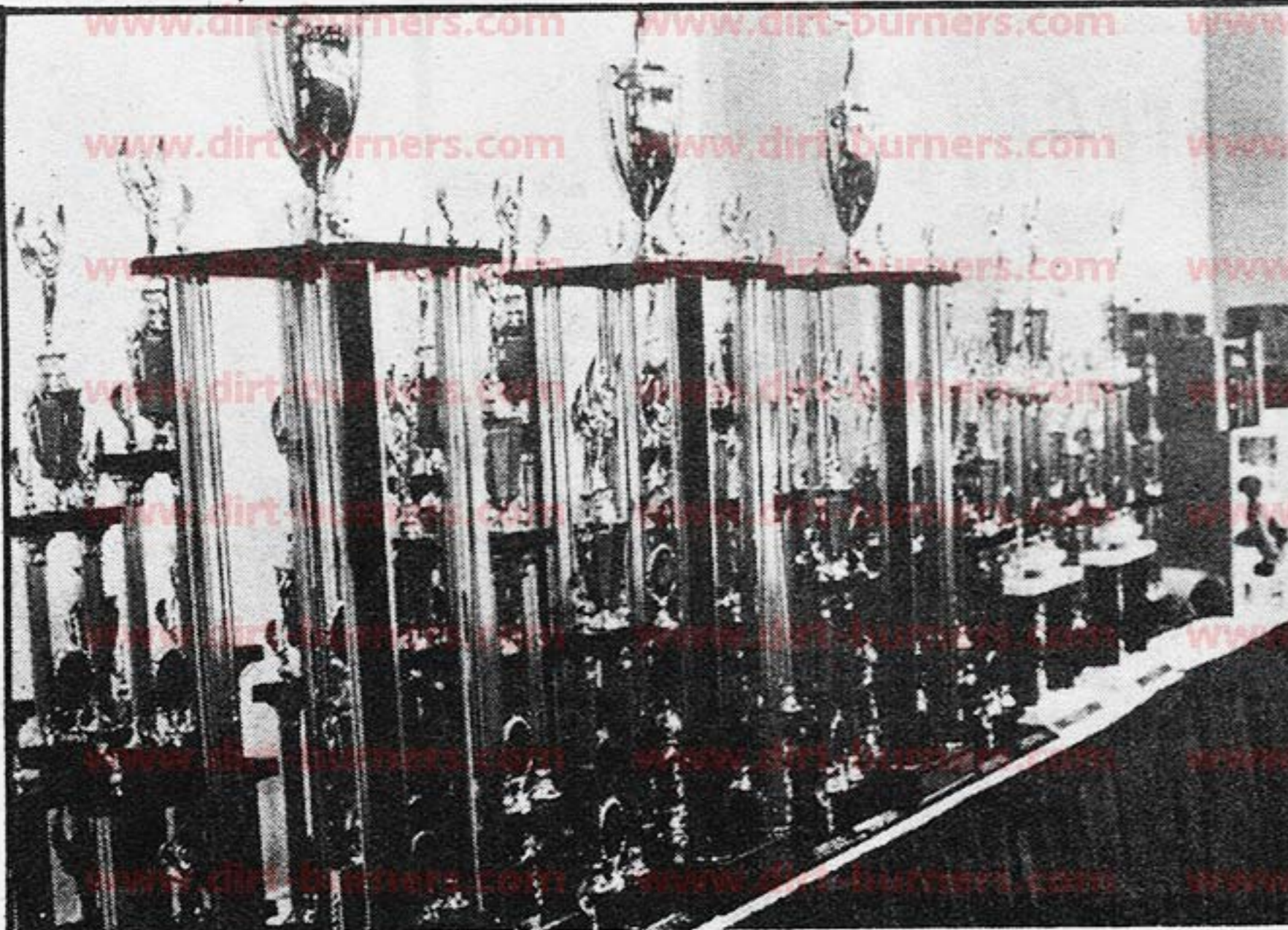
Besides, not a single person went home empty-handed. The sponsors and co-sponsors of the event had donated so many prizes that everyone had a chance to win at least one prize, and still others took home two or three.

Companies such as COX, GILCORP, M.I.P., RANCH PIT SHOP, ASSOCIATED, TWINN-K, SPEED & SPORT, THORP, ASTRO FLIGHT, BOLINK, LEISURE ELEC., NOVAK ELEC., TRICK STUFF, RADIO CONTROLLED HOBBIES, M.R.P., PARMA INT'L, C.R.P., SANYO, RACE PREP, BURHAM RACING PROD., JALEA, CO., P.O., & SCORE SHOW, all contributed prizes and to the success of this event.

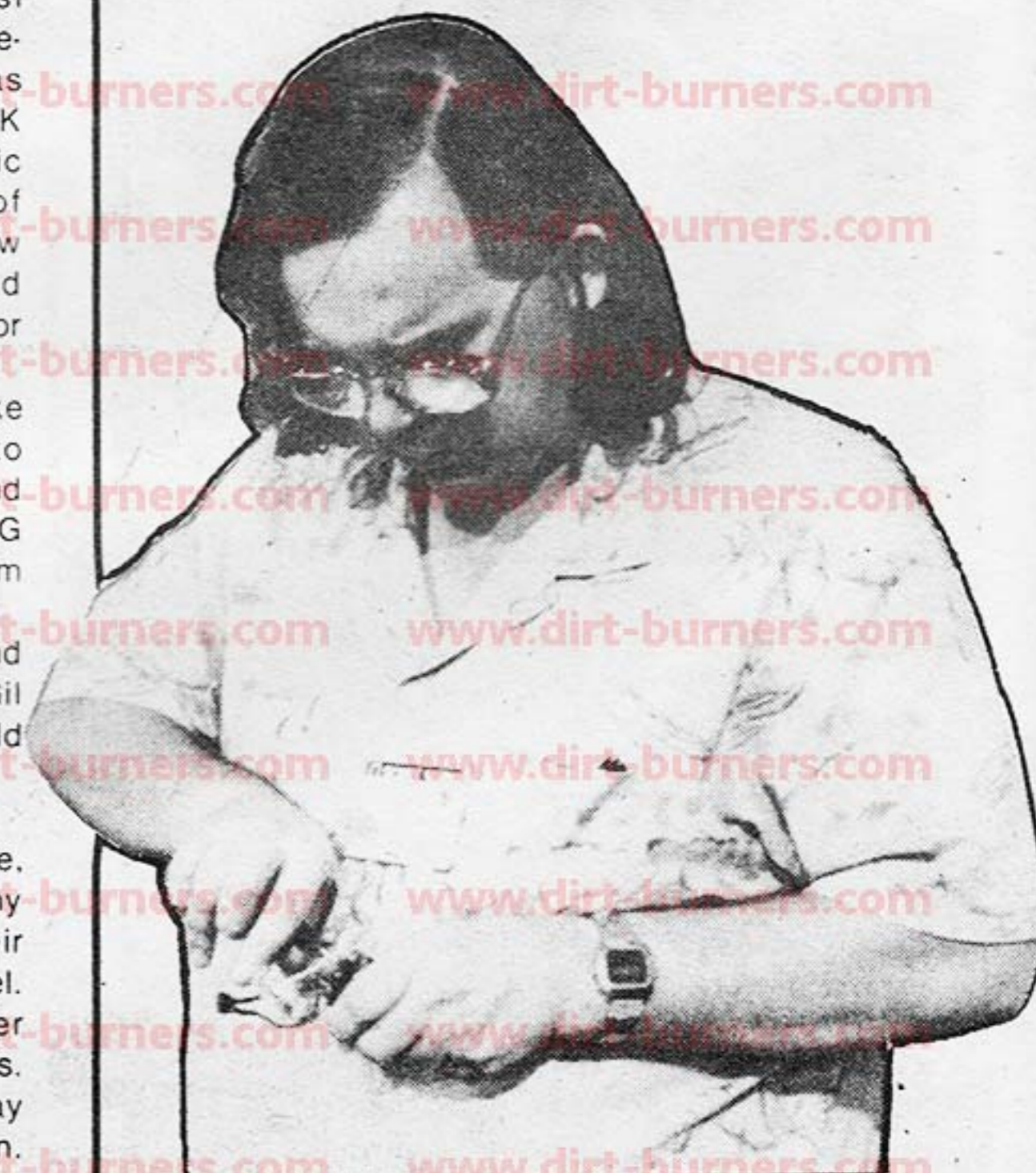
Just as importantly, those that helped in the preparation of the track, the officials and the racers themselves made this event a classic one! To quote one of the SCORE SHOW owners: "these R/C guys and their families are really great people...they really gave a good showing of themselves."

Of course we knew that. We'll see you on April 1, 2, 3, 1983.

(Results & pics contd. page 14)



The trophies were on display all three days of the event, adjacent to the track.



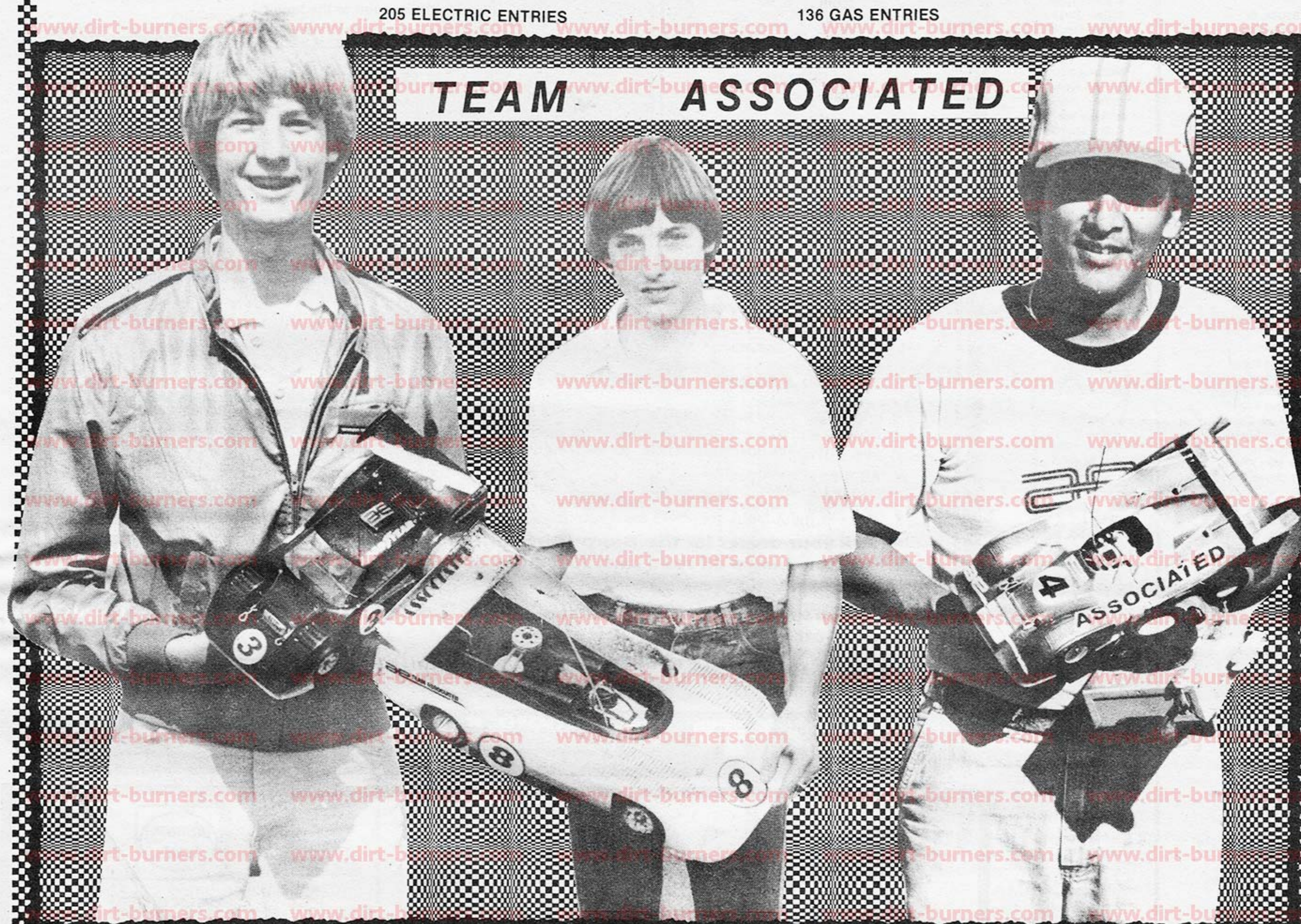
Neal McCurdy, Race Director, Techs the winning motor by taking the end bell off and counting the winds.

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

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- STOCK A:**
 1. Gary Kyes
 2. Mark Thomsen
 3. John Gudvangen
 4. Mike Giem
 5. Vince Ito
 6. Bernie Rico
 7. Kurt Kiesow III
 8. Richard Beggs
 9. Chris Chan

- STOCK B:**
 1. Vince Ito
 2. John Voeller
 3. Paul Pillette
 4. Joseph Mele
 5. Tod Anderson
 6. Bruce Warner
 7. Duane Luypen
 8. Terry Peiffer
 9. Doug Brown

- STOCK C:**
 1. Doug Brown
 2. Jeff Baker
 3. Aaron Heckert
 4. Larry Bussard
 5. Vincent Louie
 6. Bud Bartos
 7. Gene Higa
 8. Paul Thomsen
 9. Wyatt Sadler
 10. Bob Lucus

- STOCK D:**
 1. Bud Bartos
 2. Leroy Campbell
 3. Anna Stage
 4. Rob Rogers
 5. Traci Lewis
 6. Bob Fricker
 7. Lee Brophy
 8. Mike Stilkey
 9. Shane Gardia

- MODIFIED A:**
 1. Eric Grisham
 2. Jeff Cruzon
 3. Gil Losi, Sr.
 4. Mike Dunn
 5. Jason Garcia
 6. Chris Hawkes
 7. Terry Wallace
 8. Mike Deming
 9. Bob Novak

- MODIFIED B:**
 1. Jason Garcia
 2. Mark Abeldt
 3. Dennis Taylor
 4. Allen Losi
 5. Bud Fish
 6. Scott Mearns
 7. Gil Losi, Jr.
 8. Rick Churchill
 9. Steve Dunn

- MODIFIED C:**
 1. Allen Losi
 2. Jiggs Garcia
 3. Lonnie Peralta
 4. Ron Dyer
 5. Erwin Bragg
 6. Allan Mair
 7. Jim Sneed
 8. Jeff Maurer
 9. Scott Brown

- MODIFIED D:**
 1. Scott Brown
 2. Don Arndt
 3. David Shively
 4. Willie Melancon
 5. Bill Edgar
 6. Dennis Hill
 7. Mike Balloy
 8. Tom Asbury
 9. Dave Niemann

- MODIFIED E:**
 1. Willie Melancon
 2. Jerry Case
 3. Peggy Tashima
 4. Tony Rodriguez
 5. Randy Scott
 6. Bob Goerke
 7. Ron Anthony
 8. Jim Brophy
 9. Jay McClow

- MODIFIED F:**
 1. Jerry Case
 2. Bill Myers
 3. Chuck Stage
 4. Ron Williams
 5. Mike Campbell
 6. Ron Angell

7. Milt Lewis
 8. John DeStefano
 9. Kim Rethwish

- MODIFIED G:**
 1. Chuck Stage
 2. Bill Pihl
 3. Clark Mossman
 4. Craig Dunne
 5. Dennis Lyman
 6. Mike Fisher
 7. Gary Abrams
 8. Tom Staples
 9. Tim Lavigne

- MODIFIED H:**
 1. Tim Lavigne
 2. John Thorp
 3. Marty Warner
 4. Bob Thompson
 5. Willie Franco
 6. Ray Shelton
 7. Butch Gilbert
 8. Nelson Kracke
 9. David Birt

- MODIFIED I:**
 1. Tim Lavigne
 2. Kevin McMillan
 3. Craig Johannes
 4. William Beck
 5. Eric Medema
 6. Giti Gowland
 7. Jim Bernardo
 8. Tony Birt
 9. Jack Johnson

- MODIFIED J:**
 1. Jack Johnson
 2. Jeff Paul
 3. Greg Cuoco
 4. Grant Selle
 5. Mike Schumaker
 6. Mark Hadden

- OPEN A:**
 1. Gil Losi, Jr.
 2. Allen Losi
 3. Eric Grisham
 4. Mike Dunn
 5. Bob Novak
 6. Gil Losi, Sr.
 7. Ron Anthony
 8. John Thorp
 9. Jerry Case

- OPEN B:**
 1. Bob Novak
 2. Jiggs Garcia
 3. Jack Johnson
 4. Bud Fish
 5. Mike Tobey
 6. Sean Hawkes
 7. Jeff Cruzon
 8. Lonnie Peralta

- OPEN C:**
 1. David Shively
 2. Bill Pihl
 3. Ron Paris
 4. Erwin Bragg
 5. Dave Holmby
 6. Rick Churchill
 7. Steve Christiansen
 8. Dennis Lyman

- OPEN D:**
 1. Bill Pihl
 2. Don Arndt
 3. John Burnham
 4. William Beck
 5. Jim Sneed
 6. Steve Douglas
 7. Jason Garcia
 8. Ron Williams
 9. Giti Gowland

- OPEN E:**
 1. Ron Williams
 2. Terry Wallace
 3. Jim Brophy
 4. Jeff Jensen
 5. Craig Dunne
 6. David Harms
 7. Bruce Calomiris
 8. Kelly Daffer
 9. Dennis Hill

- OPEN F:**
 1. Craig Dunne
 2. Bill Edgar
 3. Greg Cuoco
 4. Eustace Moore
 5. Phillip Emery
 6. Clark Mossman
 7. Randy Tentschert



The reflection of the lights on the water and a car in trouble.



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Dateline: Anaheim, CA, April 16-18, 1982

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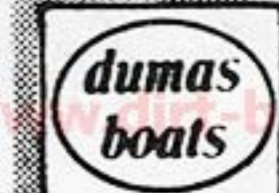







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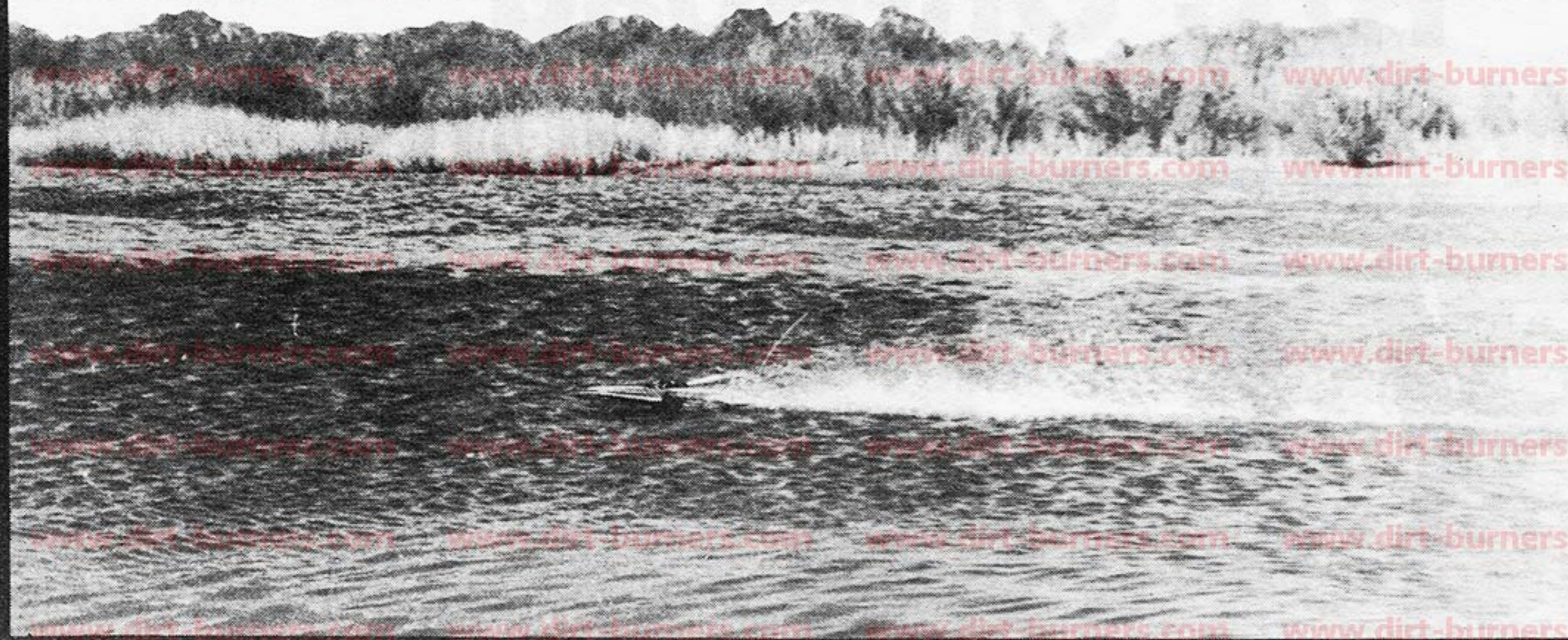
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KRAFT SYSTEMS

NEEDLES HEAT RACE...



Robert has been driving for 8 years. His driving skills equal or surpass most of the senior boaters. This Saturday was no exception, as Robert easily took first place in B Mono. Dot Prather proved that you should "never underestimate the power of a woman" as she placed 2nd; followed in 3rd by, you guessed it, Al Prather.

But Al, not to be outdone, rallied in C Mono to capture 1st. Doug Nystrom, having some engine problems in B Mono, did not let this dampen his spirits in C class, as he came through to take the second place trophy back to San Diego. Robert Holland, in the winner's circle for the second time, took 3rd.

Saturday night the River Rats put on their traditional barbeque. As usual, the food was great, and the event gave everyone a chance to relax and socialize. The heated battles of the day mellowed out into friendly "bench racing", as adversaries on the water became com-

Story by Cathie Galbraith
Photos by Jack Garcia

Windy conditions on Sunday made it a real treat to finish a heat. Notice the choppy water above. Below, was the judges' stand. Photos by Jack Garcia.

Needles, Ca.
March 27-28

PARK MOABI WAS THE SITE FOR THE HEAT RACE SPONSORED BY THE NEEDLES RIVER RATS.

This race boasted the largest turnout of any District 19 race, with a total of 138 entries. The park, nestled on the edge of the Colorado River, is beautifully maintained by the San Bernardino Regional Park Commission, and provides an excellent setting for a race.

Saturday dawned with clear skies and warm sunshine. For those of us who had left behind the rains of San Diego and Los Angeles, this was quite a welcome change. As always, this day was allotted to the MONOS. Sixty-four heats made it a full day of racing.

The River Rats, perhaps the smallest club in the District, proved that size need not be a factor at a race. Their four club members, and numerous family and friends, kept the race program running smoothly and efficiently.

With the aid of a motor-driven retrieve boat, the time between heats was kept to a minimum.

Richard Hazelwood, Contest Director, proved however, that he drives his model outboards better than the real thing. In an attempt to rescue my boat as it screamed at full throttle on the beach, Richard somehow ended up in the water. The dunking must have helped him to "keep his cool" during the races, as he went on to earn 3rd place in A Mono. Jack Oxley came in 2nd, while top honors went to Rich Taylor of Tucson.



B MONO provided perhaps the fiercest competition of the day. This is usually the largest class, and exhibits the hardest fought battles. In this class, one sees a wide variety of hulls, engines, and drive set-ups. However, all the various boats have one thing in common, SPEED!

I can still recall my first ex-

perience with a B Mono. Having driven "A" boats for two years, I was terrified and yet thrilled by the power. I had so much fun driving it, I forgot I was there to race.

Robert Holland is one person who never forgets he is there to race. One of the District's Junior boaters,

rades around the campfire.

Sunday was marred by strong winds which created whitecaps on the lake. The hydros, always a little less stable than the monos, found these weather conditions less than ideal. The A Hydros had perhaps the hardest time coping, as only 7 of the 29 boats finished even one heat all day! In one six-boat heat, not one boat made it past the first turn, as they were either blown over, or submerged by a large wave.

Wally Stewart, District 19 Director, managed to successfully conquer the waves to take home a 1st place trophy. Perhaps there is some correlation between his performance in A Hydro and his club name, the Wavemakers. Wally was followed by Jack Garcia, running an outboard hydro, and by Karl Morse of Tucson, who finished third.

The larger hydros fared a little better, but many heats were still lost due to high winds. Chuck McGaughey exhibited the stability of his B Hydro, as he finished all three heats to earn first place. Tom Topp-



Division I, Sport 40 winners. (l to r) Don Tallman, Cathie Galbraith, Joe Monohan.



Above left. Division II Sport 40 winners (l to r) Don Tippin, Larry Ingleson (above right) "A" Hydro winners: Karl Morse, Wally Stewart and Jack Garcia.



(Above left). C Hydro winners: Jack Oxley, Rich Fish. (Above right) C Mono winners: Robert Holland, Doug Nystrom, Al Prather.



B Hydro (above) winners: Jack Oxley, Chuck McGaughy, Tom Topping. Above right. B Mono winners: Robert Holland, Dot Prather, Al Prather. Below. A Mono winners: Rich Taylor, Jack Oxley, Richard Hazelwood.



ing came in 2nd, with Jack Oxley in 3rd.

New to District 19 heat racing this year is a rule which states that a racer can not earn district points for the day unless he completes at least one heat. C Hydro was a good example of the meaning of the rule, as wind conditions made finishing a heat, a real accomplishment.

Jack Oxley's Wing-Ding was the only boat to finish a heat during the entire day of racing. This feat earned him a first place trophy, as well as District points. Richard Fish and Don Schmelling captured 2nd and 3rd respectively, however, did not earn any District points for their efforts.

Sport 40 is a new class to District 19 heat racing, and is rapidly gaining in participation. Type I pits stock engines against one another. Don Tallman finished all three rounds to sew up first place. I was able to keep my boat on the water enough of the time to take second place,

while Joe Monohan followed in 3rd. Even in the wind, Monohan managed to break his own NAMBA record set in Phoenix earlier this year. Sport 40 Type II allows non-stock and piped engines. Don Maher took 1st place followed by Larry Ingleson in 2nd, and Don Tippin in 3rd. Larry is running a large tunnel hull in this class, and his boat exhibits great handling capabilities.

Despite the adverse weather conditions, Needles, as always, provided a good two days of racing. The ideal setting, a friendly and helpful club, and an extremely well-run race makes one look forward to racing here again. The River Rats should certainly be commended on a "job well done".

C.G.

RESULTS

A MONO:

1. Richard Taylor
2. Jack Oxley
3. Richard Hazelwood
4. Norm Teague
5. Tim Hess
6. Ron Russell
7. Joe Jusak
8. Don Tallman

B MONO:

1. Robert Holland
2. Dot Prather
3. Al Prather
4. Jack Garcia
5. James Woodhouse
6. Bob Atchley
7. Roger Wiechman
8. Don Tallman

(contd. page 20)

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PROP NUTS

OUTBOARD RACE

SPARK PLUG CHAMPIONSHIP REGATTA

Story by Cathie Galbraith

April 3, 4, 1982
El Prado Regional Park, Ca.

THE THIRD IN A SERIES OF EIGHT OUTBOARD RACES WAS HELD APRIL 3 & 4 AT EL PRADO REGIONAL PARK.

The race was hosted by the Prop-Nuts Model Boat Club, and it drew 69 entries in five classes.

One can easily use the old cliché "Well, I have some good news, and I have some bad news," when describing the racing conditions at El Prado.

The park itself is well maintained by the San Bernardino County Parks Department. The setting is beautiful, the facilities clean, and there are nice playgrounds for the children. On the other hand, the running site is a little less than ideal.

For example: The water level was lower than normal this weekend, making the already narrow lake even worse. Ankle-deep mud in the launch area makes tossing the boats somewhat precarious, as Deb Wiechman found out the hard way. While launching her husband's boat, her foot got stuck in the mud, causing her to lose her balance and tumble graciously into the murky waters.

A concrete dam near one end of the race course also presents some very gruesome possibilities for the boater with radio or depth perception problems. Add to this the almost certain afternoon winds, and you have a real challenge for racing R.C. boats.

Traditionally, the outboard hydro and monos run on Saturday. These two classes are growing in popularity, as they offer the new boater the versatility of running both the outboard series, and the heat race circuit with the same boat. In today's economy, this feature is important in that it allows one to have maximum participation with minimum expense.

Steve O'Donnell, new to the outboard ranks, made all of his inboard hydro experience pay off as he easily took first place in Outboard Hydro. Rich Lee, also a new outboarder, but experienced in the ranks of 1/8th scale car racing, and engine builder, took the second spot. Jack Garcia and Joe Monahan, normally high in the final standings, had an unfortunate crash in the second round, incapacitating both boats. Jack was able to finish out

the day with some quick repairs, but the damage to Monahan's boat required his scratching for the day. However, part of his boat did indeed win a trophy. After retrieving his battered hull, he put his engine on my boat, powering me to a third place trophy.

Twelve Outboard Monos vied for the trophies. These boats are fun to drive, as they handle quite well, and are capable of speeds approaching those of the inboards.

Most of the entrants seemed to have their boats running well, and competition was indeed close. Jerry Roman, always near the top in this class, came through again to take first place. Mike Clerc followed closely behind in second. Rosie Garcia, always one of the district's most cheerful boaters, proved she's now becoming one of the most competitive, as she quite easily took home the third place trophy.

Sunday, Prado's winds outdid themselves. Not waiting until the afternoon as is usually the case, they started in the morning, and continued with great gusto the entire day!

The tunnel hulls, flighty in calm waters, really proved their acrobatic abilities in this race. It became a matter of survival of the fittest, as they literally bounced their way around the course. At least when the boats did die, they were quickly returned to their owner on the shore, courtesy of the wind.

Norm Teague managed to keep his boat stable enough to take first place in A-Stock Tunnel. He was followed closely by Mike Boundy in second place, and Jack Garcia in third.

The A Modified Tunnels faced much the same problems today. However, Al Williamson, who captured first place, seemed to have no problems with the wind. When I asked him the secret of his success, he told me he had tied several ounces of weight around his driver's neck. How cruel the price of victory! Jack Oxley and Joe Monahan tied for second place. However, Jack had accumulated more laps in any one round, and was awarded second place, with third going to Joe.

Due to their larger size, the B-Stock Tunnels were not as adversely affected by the day's weather. This class is growing quite rapidly, as many boaters who formerly had no use for outboards, are now intrigued by the speed and stability of the larger engine and

boat.

Joe Monahan has been doing quite well all year with his Prather Tunnel, and had no problem taking first place in the race. Norm Teague and Jack Garcia, both running the Dumas boat, took second and third place respectively.

Hampered not only by the winds, but also by the lack of club support, the Prop-Nuts made the best of a bad situation. Only five of the club's approximately twenty members showed up to lend a hand during the two days of racing, which would have been hectic even with sufficient help. Roger and Deb Wiechman, Joe Monahan, Mike Murray and Allen Howe were kept frantically busy all day trying to carry the load that the rest of the club should have shared. I am sure that they went home Sunday night, and collapsed for a well deserved rest.

C.G.

FINAL RESULTS

OUTBOARD HYDRO:

1. S. O'Donnell
2. R. Lee
3. C. Galbraith
4. J. Garcia
5. J. Oxley
6. J. Monahan
7. A. Williamson

A-MODIFIED TUNNEL:

1. A. Williamson
2. J. Oxley
3. J. Monohan
4. F. Hu
5. N. Teague
6. B. Jones
7. M. Boundy
8. P. Jones
9. J. Rudasill
- 10 M. Kimrey

B-STOCK TUNNEL:

1. J. Monohan
2. N. Teague
3. J. Garcia
4. J. Kalpakoff
5. J. Cochrane
6. B. Lawrence
7. J. Love
8. A. Prather
9. T. Haggerty
- 10 H. McAfee

OUTBOARD MONO:

1. N. Teague
2. M. Boundy
3. J. Garcia
4. J. Cochrane
5. J. Monohan
6. J. Rudasill
7. J. Aubrey
8. A. Williamson
9. P. Dassonville
- 10 C. Galbraith

A-STOCK TUNNEL:

1. N. Teague
2. M. Boundy
3. J. Garcia
4. J. Cochrane
5. J. Monohan
6. J. Rudasill
7. J. Aubrey
8. A. Williamson
9. P. Dassonville
- 10 C. Galbraith

Story by Cathie Galbraith

March 21, 1982
El Prado Lake, Ca.

SCALE HYDRO RACING IN SOUTHERN CALIFORNIA CAN ONLY BE DESCRIBED AS A DICHOTOMY OF BOATING ATMOSPHERES.

On the one hand exists the casual lay-back pace of the racing format, with the first heat being run no earlier than 11:00 a.m., and the time between rounds seeming to stretch forever. On the other hand, even the most casual observer can sense the fierce, calculated competition which pervades the actual racing and culminates in the A Main Event at the end of the day.

The Champion Spark Plug Regatta held on March 21 at El Prado near Corona, Ca. was no exception. Race day boasted clear skies, sunshine, and views of snow-capped mountains in the distance.

As this was the first Scale race of the season, all boats and drivers had to qualify, in much the same manner that their full-size counterparts, the Thunderboats do. Being relatively new to Scale racing, I still considered this aspect an obstacle, and breathed a sigh of relief when I was informed that my boat, The Candyman, had indeed qualified. Then, all I had to worry about was the actual racing.

The three preliminary heats saw a lot of heated competition. It was obvious that much work had gone into these boats during the winter months. Many new boats and drivers made their debut, adding even more variety and competition to the already active class.

Eddie Patten had some problems in his first heat, but came back to qualify for and win the Consolation Race. Eddie is a member of the San Diego Argonauts, and has been racing boats for several years. However, this was his first attempt at Scale racing, and it looks like he will definitely give the veteran racers a run for the money.

Darryl Smith, also from San Diego, completed the three rounds in first place, and went on to take

LUG ONSHIP TTA

5th place in the Main. San Diego's two Thriftway boats, driven by Jay Koch and Tom Hockenberry, ran very strongly to take 3rd and 4th place.

The Main Event is usually a very fast-paced race, and this one proved to be just that. The battle for 1st and 2nd was perhaps the hottest race I have seen in quite some time. Both Joe Monohan and Bill Silvers Jr., also of the Argonauts club, entered the Main with three firsts under their belts. Bill, running his Valu-Mart for the first time in competition, displayed excellent driving skills coupled with a great running boat. Joe, the more seasoned driver, drove his Van's PX with his usual speed and ability. It was truly a fight to the finish as the lead changed hands several times. However, in the final turn, Bill slid out a little allowing Monohan all the room he needed to take the inside tight and cross the finish line just inches in front of the Valu-Mart boat.

On the whole, it was quite a start for the season. If the rest of the Scale races follow suit, this should prove to be quite an exciting year for the Southern California Scale Association.

C.G.

RESULTS

1. Joe Monohan...Van's PX
2. Bill Silvers...Valu-Mart
3. Jay Koch...Thriftway Too
4. Tom Hockenberry...Miss Thriftway
5. Darryl Smith...Valvoline

CONCOURS

1. Eddie Patten...Miss Cotts Beverage

.....

THE HISTORY OF NAMBA...

A RETROSPECTIVE:

By Myrtle B. Coad

In 1958, The Richmond Model Boat Club put on an RC Boat contest at the Berkeley Marina.

The City of Berkeley, California requested a Certificate of Insurance to cover the City, so RMBC asked Myrtle B. Robbers, then Exec. Sec. of W.A.M., to come to a meeting of RMBC and explain the WAM insurance coverage and then asked for permission to form the West Coast Model Boat Club as a subsidiary of WAM and participate in the WAM primary liability and personal accident and be able to apply for a certificate of insurance to cover the City of Berkeley and the County of Alameda.

Western Associated Modelers, Inc. is now 34 years old and had several subsidiary associations. In 1959, we saw a need for an R/C Boat Association and the West Coast Model Boat Association was formed. Then the requests kept coming in for membership from all over, so Don and Myrtle Robbers-Coad sent letters to all who had asked for membership asking if they would like to form a National R/C Boat organization under the auspices of WAM.

The response was immediate and very gratifying. The next step was to set up rules that could be used anywhere. With this in mind, again letters went out to all who corresponded, asking what they would like in the way of rules. In the mean-

time, contact was made with Wm. Young of Bakersfield, Ca., and he in turn set up a committee to come up with a temporary set of rules to get started with.

On this committee was Mr. Young, Russ Kominitsky, Sally and Wally Stewart; all from Bakersfield, Griff Parker from San Diego, Jim Riccio and Ira McKay of Arcadia. They all met in Pasadena to come up with a set rules.

As a result of this meeting a set of rules were made, copied and sent to all those who requested them. Thereafter, Gary Johnson of Honolulu, Hawaii was appointed by Don Coad as our first President and we were on our way.

Letters kept coming in from all over the world asking for information on NAMBA and how they could become part of it. North American Model Boat Association was growing fast and by 1974 it became apparent that NAMBA would have to make another change. So, officially we were changed to NAMBA INTERNATIONAL, although everywhere we are known simply as NAMBA.

NAMBA INTERNATIONAL is a non-profit association of radio controlled model boat clubs. Their permanent office is located in Lower Lake, Ca. and is incorporated in the State of California, under the auspices of WAM. We're also an affiliate of Hobby Industry of America.

A President, Executive Secretary,

and 26 Directors serve a two year term with the Directors serving on alternate years from each other so that there's never an all new Board of Directors.

The President appoints the various chairmen dealing with frequencies, public relations, recorder, technical and rules, classes, etc. The Jr. past President is the Executive Assistant. Each Director is selected by members of his own district. The President is elected by the entire membership.

Al Metelak of Chicago, Ill was elected as President in 1974 and served from 1974 through 1979, having been re-elected thrice. Under his administration NAMBA International stature grew with members in Alaska, Japan, New Zealand, Brazil, West Australia, West Germany, England, Puerto Rico and Canada.

Stuart Russell of Wichita Falls, Tx has been our President since 1980. Under his leadership we have added members in Sweden and Israel.

Each year, NAMBA holds the International Regatta in a different locale so that all members can participate. In 1980 this event was held in Tacoma, Washington; last year it was held in Amarillo, Texas and this year, it is scheduled to be held at Legg Lake, South El Monte, Ca. Members from all over the U.S and foreign countries will be on hand for this yearly event.

The first HALL OF FAME members were voted in 1981. Elected to this honor were: Don and Myrtle Coad of Clearlake Skippers, and founders of NAMBA: Gary Johnson, of Hobbies Galore Racing Team and first President of NAMBA; Al Metelak of the Windy City Racing Team and past NAMBA President; George Campbell of the ALII Racing Team and designer of many famous model boats.

Myrtle B. Coad,
Executive Secretary, NAMBA

.....

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Chilton Hobby Books	GMS	K & S Engineering	Model Racing Prod.	Power Sonic Ni-Cds	Satellite City	Trinity
Custom Racing Prod.	Hallico	Kyosho	MPC-Headlock	Prather	SG Decals	Twin-K
Dart	Hi Johnson	Leisure Electronics	MRC	Pro Slot	Sheldon Fuel	Vantec
Delta Mfg.						Vortac Mfg.

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TUCSON HEAT RACE

Story by Cathie Galbraith

April 17-18, 1982.

As I was driving the 400+ miles to go to the District 19 Heat Race hosted by the Tucson Model Boat Club, I kept asking myself if it really was worth it - did I really want to race that badly? When the two days of racing were over, I remembered why I always attend their races...despite the distance involved - Arizona hospitality! The Tucson boaters and their families always go out of their way to make us Californians feel right at home, and to assist in any way they can to make our racing experience a successful one.

Situated in the Southern Arizona desert, Tucson provides almost ideal racing conditions. Clear, warm days let you work on your tan while racing the boats - and clear, cool nights make the post-race relaxation all the more pleasant. In addition, after the rain and winds we have experienced at some of our recent races, the calm, dry air was a welcome change.

A large percentage of the racers arrived on Friday to get in some practice runs. Usually this is beneficial, as it gives you a chance to work out potential problems. Occasionally the opposite is true, however, as an accident or error in judgement can necessitate several hours of repairs before the racing starts the next day. This situation occurred for one such boater this weekend. After a scrape with the far shore, he not only had to find all the torn off parts, but then had to patch the boat back together, hoping it would hold up through four tough rounds the next day. It all paid off, as he went on to win a trophy with that boat.

Saturday saw competition in A, B and C Mono's. The majority of these were powered by inboard engines, although a few of the smaller boats featured the 3.5 outboard.

THE A MONO provided some very close competition for the trophies. In the battle for third place, both Scott Caldwell and myself went into round four with 1000 points and we had to race each other! The two boats were pretty evenly matched, so it was anyone's race. But luckily for me, my pit man for that race, Eddie Patten, called me to a perfect start and I ended up winning the race. Scott finished second and placed fourth for the day. The fight for first and second was even closer as Karl Morse and Mark Baldachino ended up tied after the four rounds. But Karl, whose boat ran great all day, had a faster time and just nosed out Mark for first place.

THE B MONO saw some fast and furious competition. The trophy positions were up for grabs until the very end as almost all the boaters were plagued by problems or accidents in at least one of their four heats. Doug Nystrom, last year's B Mono District Champion, proved he will again be a contender this year as he came through with a convincing win. Robert Holland, the current leader in this class, took second to add another 300 points to his total for the year. The trophy positions were rounded out by Karl Morse in third. The competition in this class was marred by several accidents, resulting in some damaged boats. But the boaters, being master craftsmen with five-minute epoxy and duct tape, had the injured hulls back in the water by the next heat.

THE C MONO proved to be equally as exciting. Several boaters were tied going into the final round, and it was only in the final moments that the positions were determined. This class certainly provided a source of satisfaction to the group from San Diego, as the top five finishers were Argonaut members. Dick Barlag, after some problems with his boat earlier this year, had no trouble walking away with third place. Eddie Patten finished second, moving him into the overall lead for this class. Terry Holland, after some quick field repairs the night before, captured the first place honors.

Saturday night we were given some insight into how another faction of the R/C hobby operates as we were chased around the camping area by an R/C dune buggy and truck driven by Robert Holland and Bill and John Silvers. While they didn't maneuver these as well as their boats, they did show a definite talent.

Sunday provided racing for the hydro classes. While these classes have gotten somewhat smaller in recent years, they seem to have gained in numbers this year due to the addition of the Sport 40 classes and the advent of the outboard hydro. Turn-out for this race, however, was lighter than usual. With many boaters having a 7 to 8 hour drive home after Sunday's events, this was understandable and in no way reflects on the popularity of the classes.

THE A HYDRO saw 13 boats battling it out for the trophies. Top honors went to Pat Brannon of Tucson. He really seemed to have this lake mastered as he completed each of the four rounds with a six-lap time of under two minutes. Jack Oxley followed closely in second, having problems in his first heat, but coming through with three firsts in his final rounds. Scott Caldwell

proved that consistency pays off, as he drove his outboard powered tunnel hull to a third place trophy.

THE B HYDRO, normally a larger class, attracted only four entries. Ron Russell accumulated 1300 points in the four rounds to sew up first place. Right on his heels with 1225 points was Karl Morse, followed by Jack Oxley in third. But Jack was not about to settle for 3rd in C Hydro. He drove his boat with speed and expertise to bring in the fastest and second fastest times of the day, earning him not only the first place trophy, but also the K & B 3.5 engine and the boat kit presented by Outlaw Outriggers to the driver who achieved this distinction. Dick Roberts and B. Schertz tied for second and third. Dick, having the faster time, was awarded second, with third going to Mr. Schertz.

SPORT 40 is a class which had almost died out due to not being included with any of the organized races. Due largely to the efforts of Richard Fish and Joe Monahan, this class was included as an event in District 19 heat racing this year. Its popularity is growing, and it is hoped that it will bring more boaters into the hydro class.

There are quite a few excellent hulls available, including those being produced by Dumas Boats, Leonard Feeback, and Richard Fish. As there were not enough Division II boats entered in this race, only Division I was run.

My boat seemed to like Tucson as well as I do, as it completed all four rounds to earn me a first place trophy. S. Kritch of Tucson, running his boat for the first time in competition, placed second followed by Richard Fish in third.

I think that Tucson should be commended on a well-run race. The plaques, in the configuration of the state of Arizona, were the joint effort of the club members and J.W. Trophy Company, and will provide a beautiful memento of the weekend for those of us who won them.

Due to the small number of boats, and the efficient manner in which the race was run, we were able to get an early start on the long trek back home to California. I think I speak for all who attended when I say that we'll be looking forward to next year's race.

FINAL RESULTS

- A MONO:**
1. K. Morse
 2. M. Baldachino
 3. C. Galbraith
 4. S. Caldwell
 5. J. Oxley
 6. R. Taylor
 7. G. Muller
 8. P. Brannon

NEEDLES...

(from page 17)

- 5. Ron Russell**
6. Jim Lawson
- C MONO:**
1. Al Prather
 2. Doug Nystrom
 3. Robert Holland
 4. Eddie Patten
 5. Paul Dassonville
 6. Richard Fish
 7. Jack Carley
 8. Terry Holland

- C HYDRO:**
1. Jack Oxley

- SPORT I:**
1. Don Tallman
 2. Cathie Galbraith
 3. Joe Monahan
 4. Don Tippin
 5. Jim Lawson
 6. Chuck McGaughy
- A HYDRO:**
1. Wally Stewart
 2. Jack Garcia
 3. Karl Morse
 4. Scott Caldwell
 5. Steve Mueller
 6. Tom Topping
 7. Pat Brannon

- SPORT II:**
1. Don Maher
 2. Larry Ingelson
 3. Don Tippin
 4. Bruce McCord
- B HYDRO:**
1. Chuck McGaughy
 2. Tom Topping
 3. Jack Oxley
 4. Karl Morse

*Where places are not given through 8th indicates that the other entrants did not complete a heat, and therefore did not receive District points.

- B MONO:**
1. D. Nystrom
 2. R. Holland
 3. K. Morse
 4. C. Galbraith
 5. M. Baldachino
 6. D. Roberts
 7. B. Silvers
 8. W. Woodhouse

- C MONO:**
1. T. Holland
 2. E. Patten
 3. D. Barlag
 4. D. Nystrom
 5. J. Silver
 6. K. Puckett
 7. D. Schmelling
 8. R. Fish

- A HYDRO:**
1. P. Brannon
 2. J. Oxley
 3. S. Caldwell
 4. R. Fish
 5. J. Clark
 6. R. Russell
 7. C. Galbraith
 8. D. Roberts

- B HYDRO:**
1. R. Russell
 2. K. Morse
 3. J. Oxley
 4. C. Dreese

- C HYDRO:**
1. J. Oxley
 2. D. Roberts
 3. B. Schertz
 4. M. Baldachino
 5. A. Wehnert

- SPORT 40:**
1. C. Galbraith
 2. S. Critch
 3. R. Fish

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NMPRA Report:

Formula 1

Story by Gary McPike

Bakersfield, Ca.
April 18-19, 1982

FAST...Fast was the word for this year's Bakersfield Race. The attendance was 28 racers with 21 in the Expert class and 7 in the Standard class.

The times were incredible! The first round was nothing special with everyone trying to find the course and get over the "first race jitters". Then it all broke loose. The air got good and the times went down.

In eight heats of the second round, seven of the winning times were under 1:16 and it got better as the race progressed.

In 10 rounds of racing there were 39 times posted of 1:15 or lower, with Dave Shadel turning the fastest time ever of 1:07.76! (Maybe you'd say a 9-lap record. Dave's time of the whole race: 1:13.32, 1:11.87, 1:07.76, 1:09.63, 1:11.9, 1:08.8, 2 cuts, N/T, 1:13.12 and 1:10.52.)

With times like Dave's and everyone else's, San Luis Obispo should be the race of races.

The contest was well run with the usual professional BARKS crew doing a great job.

We had two new Standard class flyers flying their first Formula 1

race. Loran Furlong and Jerry Scott were both flying with Tom Christopher and using OS-40 engines. Loran was first in Standard and Jerry second - not a bad start.

All in all, it was a great race and anyone who could have attended and didn't, missed some of the best head to head racing they may ever see.

Gary McPike

RESULTS

EXPERT:

1. Dave Shadel...1:07.76
2. Jeff Bertken...1:14.89
3. Larry Laulom...1:11.88

4. Eric Ristrum...1:12.22
5. Kent Nagy...1:13.10
6. Scott Johnson...1:13.4
7. Rusty Van Baren...1:14.5
8. Russ Kime...1:21.2
9. Ed Allen...1:14.5
10. Tom Christopher...1:10.93
11. Gary McPike...1:23.0
12. Ron Schorr...1:17.8
13. Gene Sidwell...1:27.36
14. Paul Stenberg...1:22.9
15. Ron Gilman...1:11.48

STANDARD:

1. Loran Furlong...1:33.06
2. Jerry Scott...1:30.7
3. Joe Stream...1:30.5
4. Jim Kelly...1:37.31
5. Len Curiel...1:30.15
6. Jerry Scoczylas...1:32.0
7. Charles Welborn...1:52.51

NOTE: On the Friday before the race we got a preview of the new prototype K & B engine when Bill Wisniewski put one in Joe Stream's airplane. It only flew 3 times, and all of the bugs aren't worked out yet, but what I saw was very impressive. I hope the powers at K & B give Bill the O.K. to get it into production...We need that engine.

G.M

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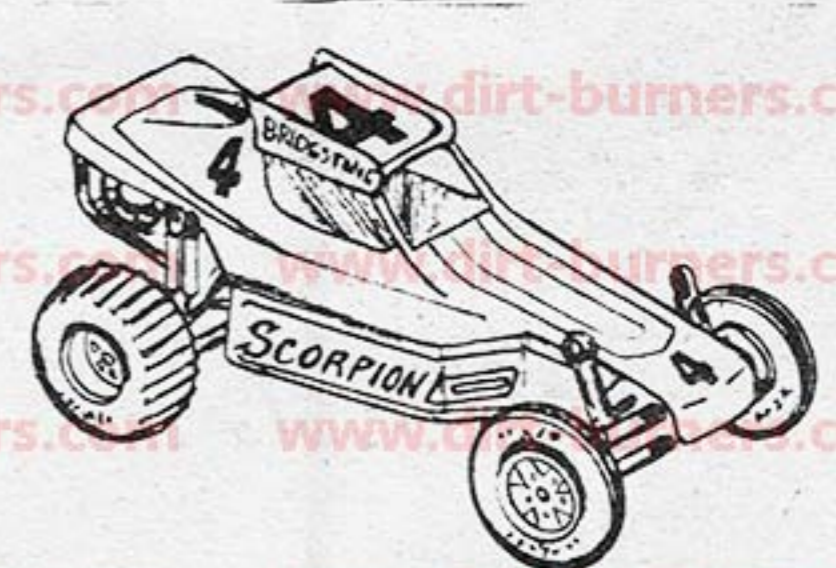
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VENTURA'S WEATHER WIDES

Story and Photos by:
Richard Schwalm

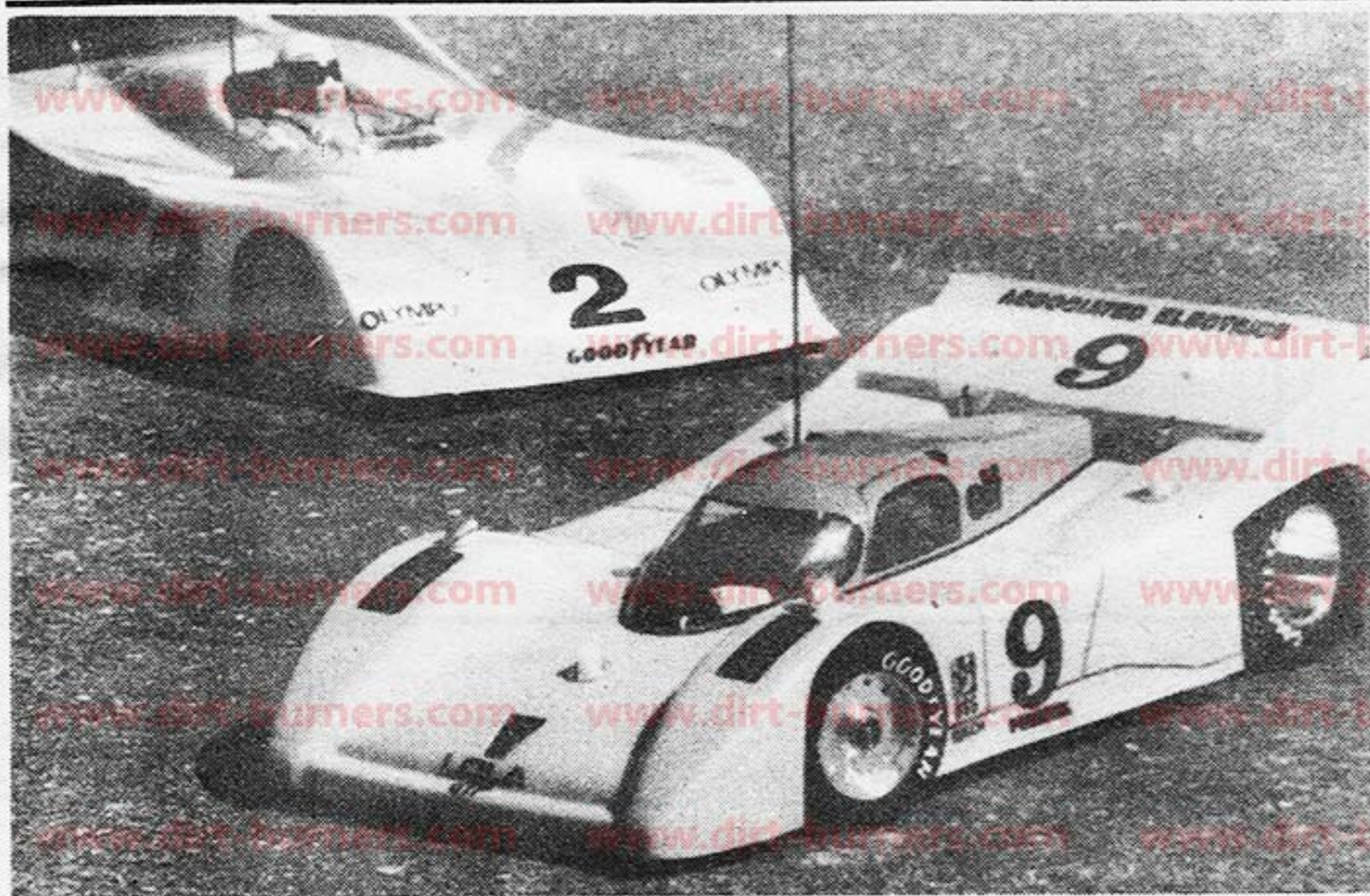
HERE IN BEAUTIFUL SUNNY SOUTHERN CALIFORNIA WE PRIDE OURSELVES ON YEAR-ROUND IDEAL WEATHER FOR ALL ACTIVITIES.

The Ventura Roadrunners Club plan three races monthly: two 1/12th electric; one 1/8th gas and one open Sunday for traveling to other events.

Well, the best laid plans of racers do not always match the weather. As a result, the last two electric races and one gas race at the Montgomery Wards track location were not run because of wet conditions. Liquid sunshine and road racing just don't mix!

One of the electric events scheduled had progressed through

Need we say more? No racing today!



Just as the cars were coming out for the first heat, suddenly the rains came and it was back to the car.

The Douglas team racer on the burner. Photos by Richard Schwalm.



practice, two qualifying rounds, and the running of the D Main. But as the C Main cars were called to the line, down it came!

fell the whole weekend; another chance to gain club points down the drain (pun intended).

Camarillo. It was bright and sunny for each of the monthly races.

Now for the real test, we scheduled a 1/8th gas race at the Wards track, using formula bodies. There

were 27 entries on hand that day. All had new bodies with fancy paint jobs. The drivers had high hopes for the unstable-handling cars. But WOW! Were these cars squirrely! The earlier rain storms had completely washed out any track "bite". As we were running the last qualifying round, yes...you guessed it, rain and more rain came down. Once again we passed out the rain-checks, packed the track away, and went home to watch some boring sports program on the tube.

Thus far, our famous sunny and ideal weather has yet to prove itself. But we haven't given up, next month is crammed with races, races, and more races. See you there!

Richard Schwalm

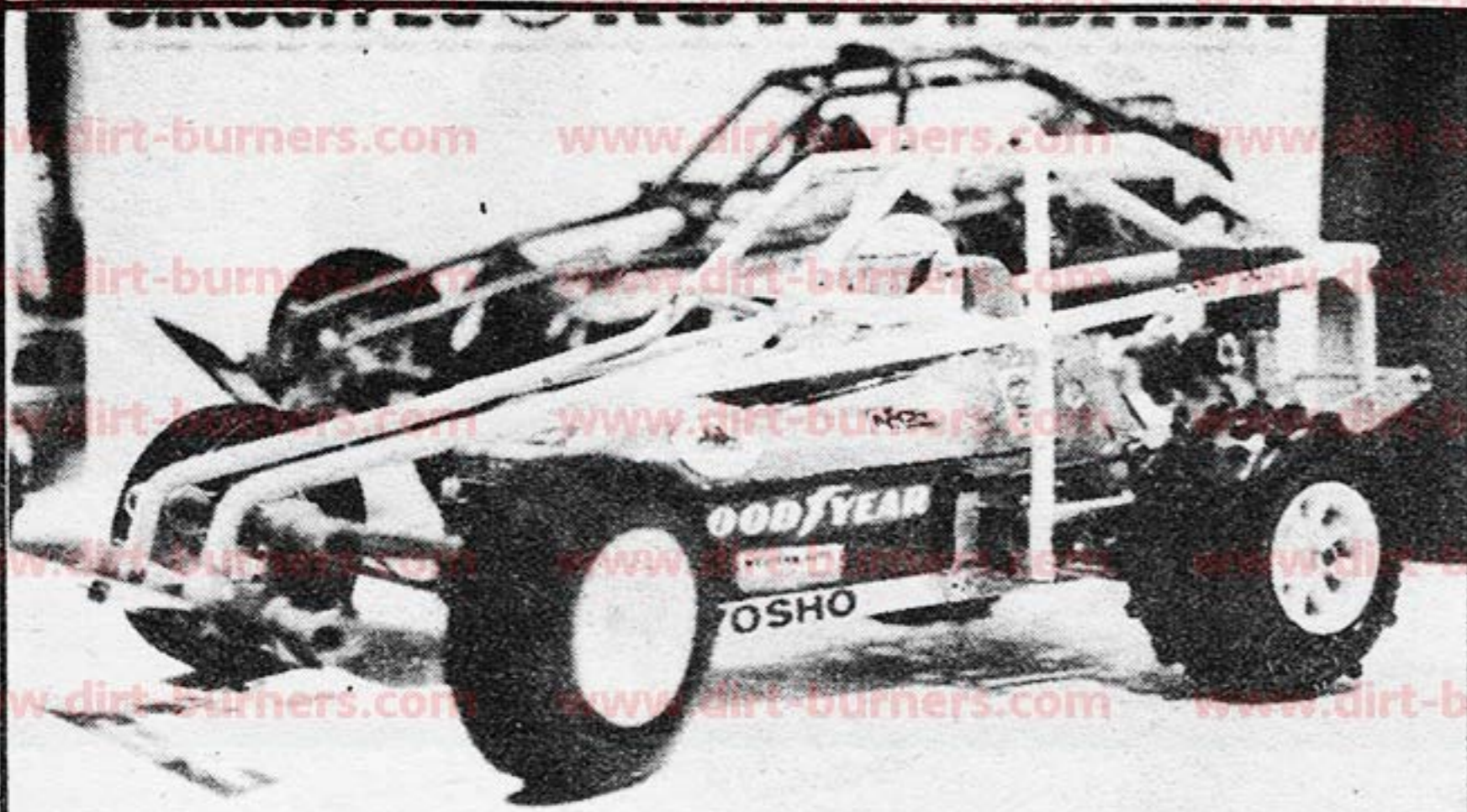
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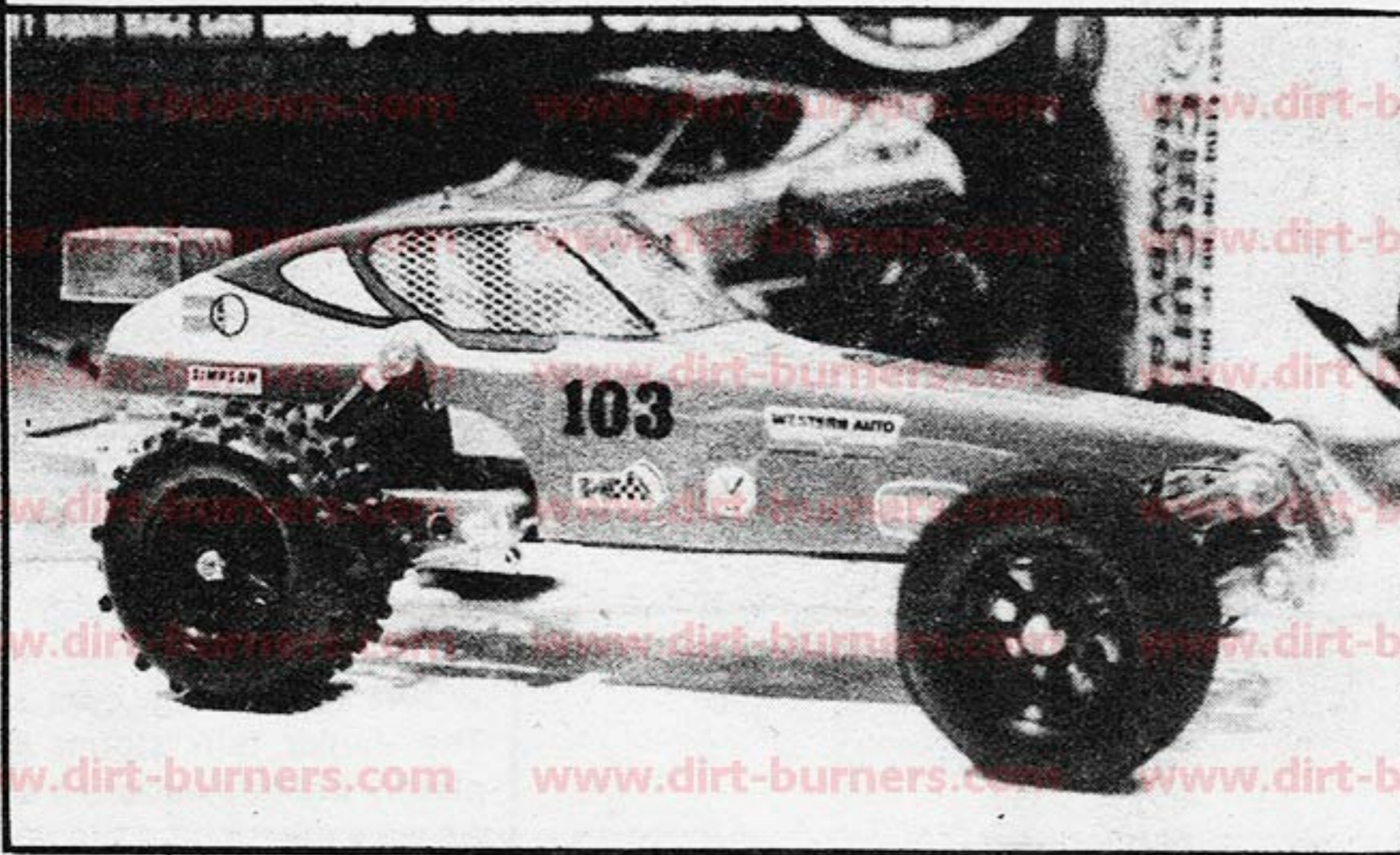


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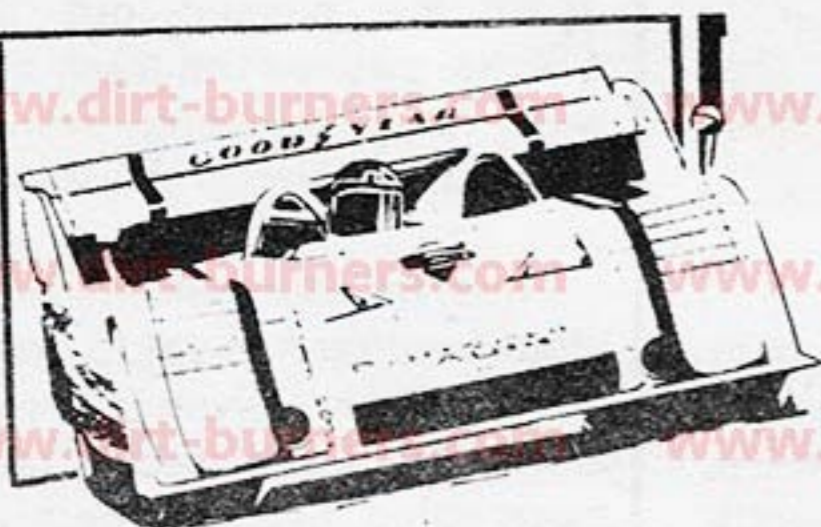
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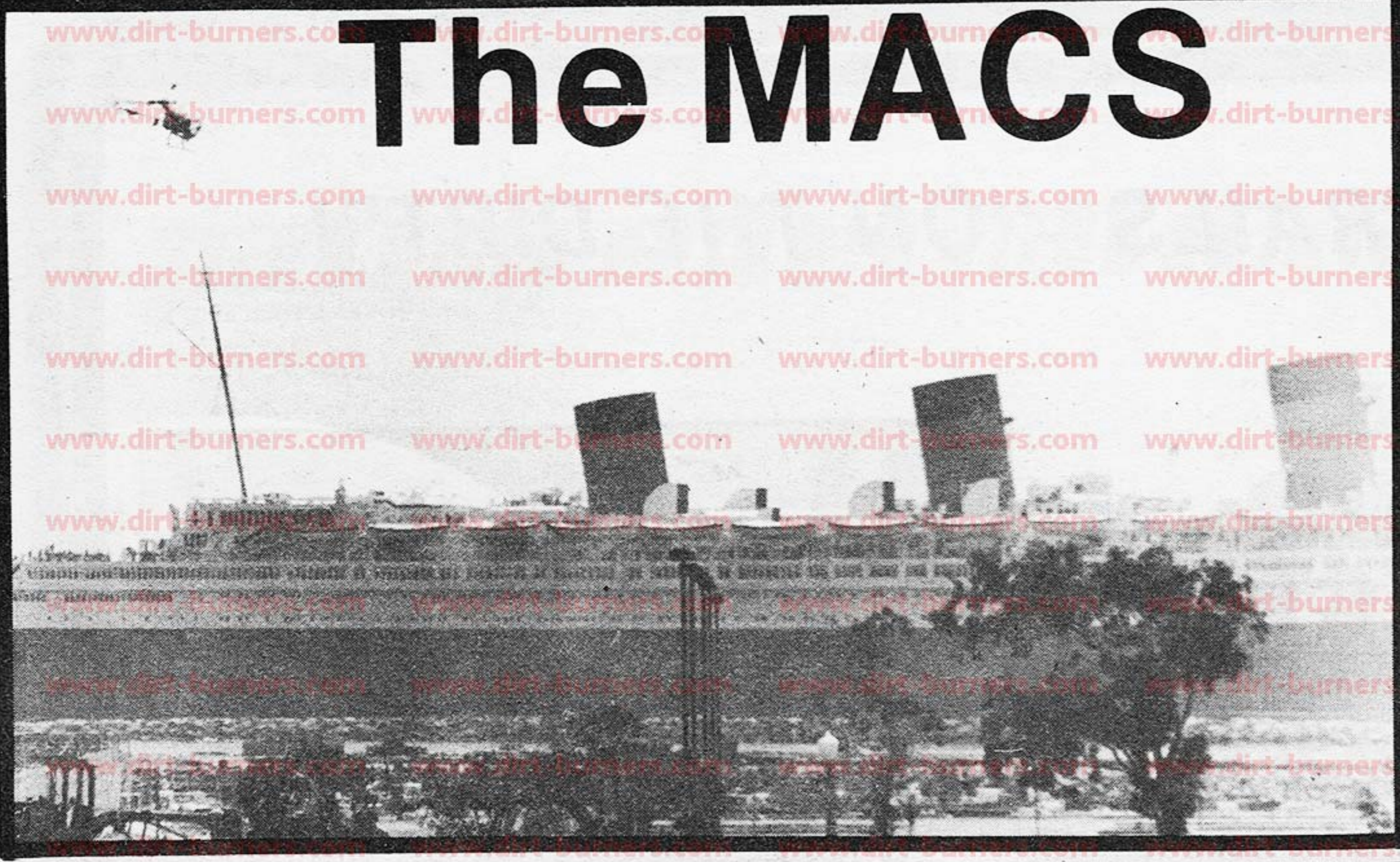
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The MACS



Long Beach, California
April 24, 25, 1982

Once again the annual Model and Craft Show arrived at the Long Beach Convention, where a vast number of exhibitors in the hobby and craft industry showed off their latest products.

While the general public attendance was considerably up from last year's show, it appeared to us that the Dealer and Trade count was a bit down. Nonetheless, the show came off great with the general buying public and the results may be already starting to be felt by manufacturers, distributors and dealers alike.

With the exception of just a few hours during Saturday and Sunday, the isles throughout the show were heavily filled with people looking at the latest in Helicopter designs; the

new Off Road market; the latest developments in 1/12 and 1/8th road racing cars; the shining and beautiful power boat displays, and of course the vast variety of airplanes and sail planes. In addition, a great number of companies displayed their latest wares of electronic equipment, (radio systems, chargers, etc) to complement all of the radio control vehicles on hand.

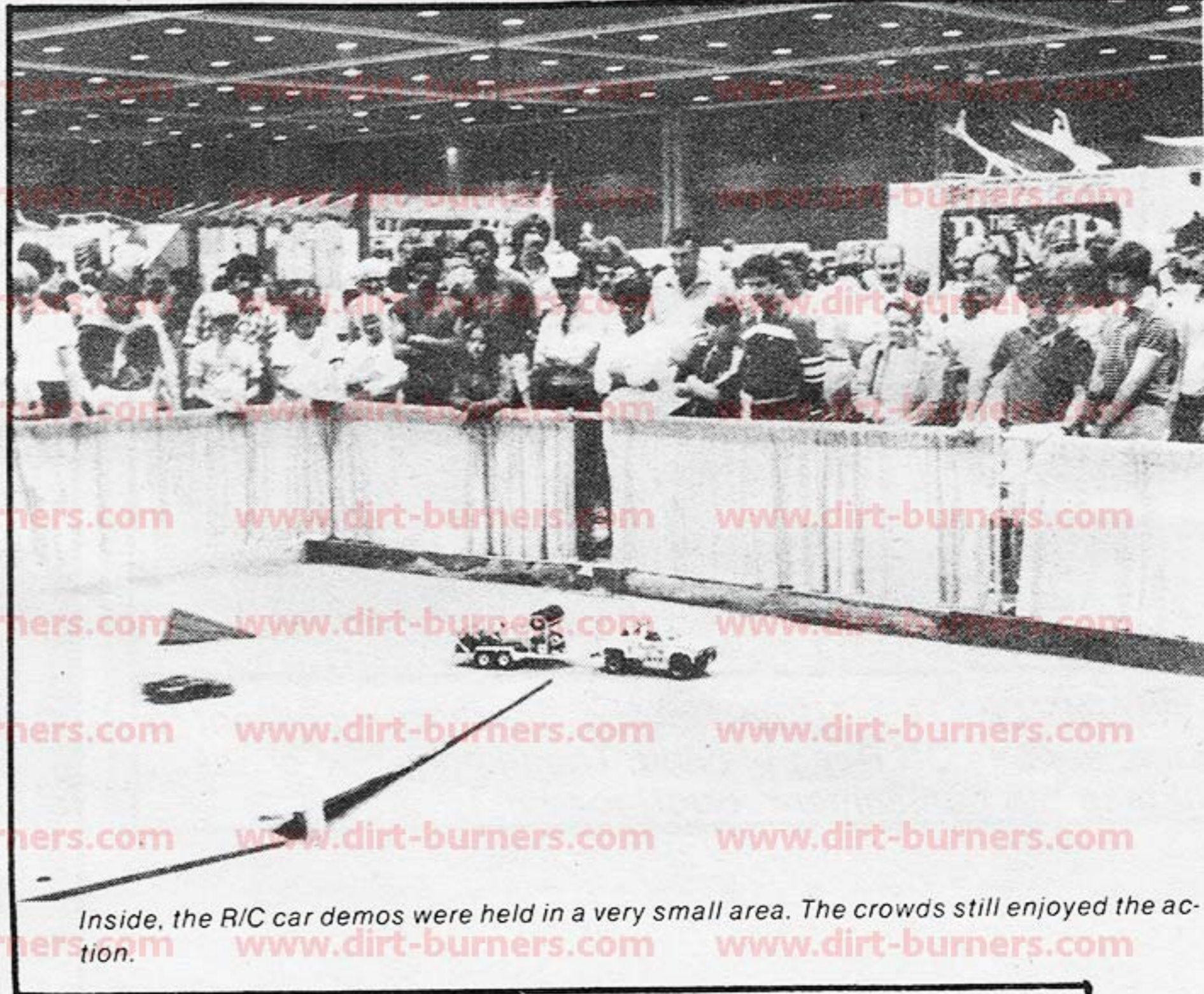
Interesting to note, that while R/C cars have always been a very popular attraction of the show, this year the R/C Off Road cars seemed to have had more representation than before. Large crowds gathered around those booths where the latest off road cars and accessories were on display.

In years past, there have been two distinctive areas for R/C demonstrations. The area outside, immediately adjacent to the exhibition hall has been used for airplane, helicopter,

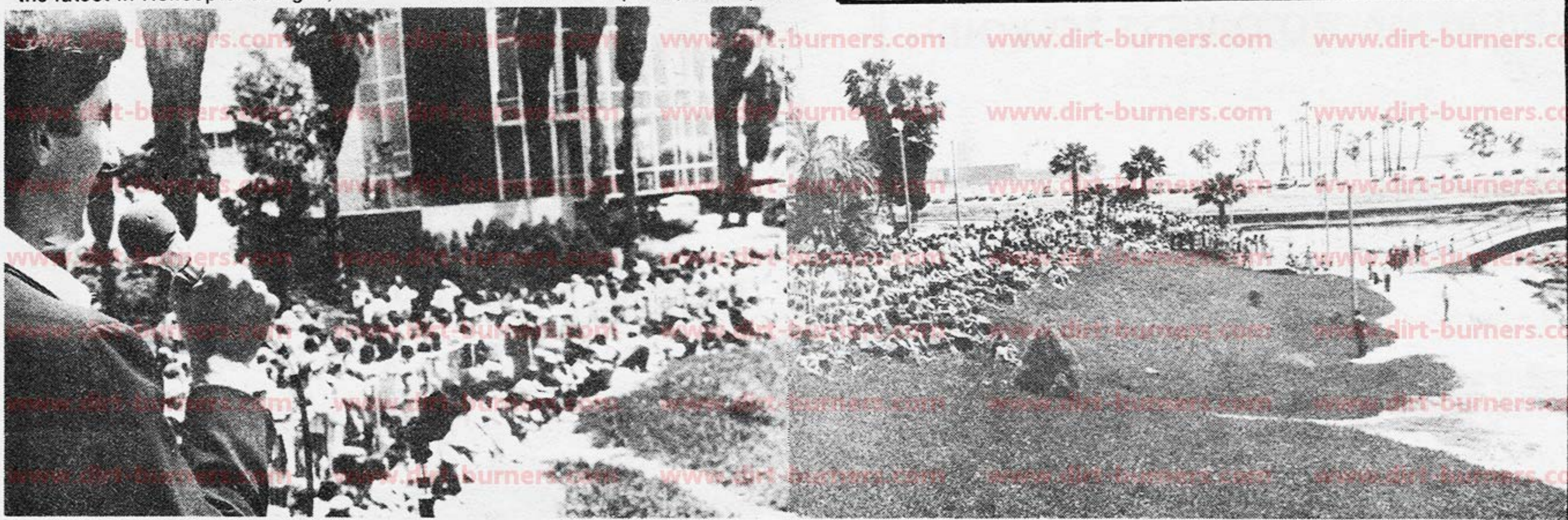
power boats and rocket demos. This year, it was restricted to helicopters only, because much of the space used before is now under construction. The pond, heretofore used for R/C boat demos, could not be used because the water level was much too low. So thousands of spectators only got to see the helicopters do their thing.

Nevertheless, they were exciting to watch and really provided great entertainment for the massive crowds. Hopefully for next year, all the construction should be done around the convention center and the pond and other areas will be available for more R/C demonstrations.

Inside, there usually has been an area for R/C cars, where short demo races could be run. This year, unfortunately, because of need for booth space, that area was cut way down and a racing track could not be laid out. Instead, there was just a small space provided for R/C cars to run wild. It did become at times a "crash and burn" session, which I guess the public enjoyed. I'm not so



Inside, the R/C car demos were held in a very small area. The crowds still enjoyed the action.



The demonstrations outside the Convention hall brought out large crowds of expectators.

sure that the owners of the cars did. Perhaps next year, more effort should be put in to provide an honest-to-goodness R/C car and off road track.

We believe that the MACS show came off great with the general

public and perhaps an even greater crowd could have been realized if the PARKING situation had been better. This is especially true for the trade and dealer people. The rear of the facility has the trade, exhibitor and dealer parking. But because of heavy construction going on all

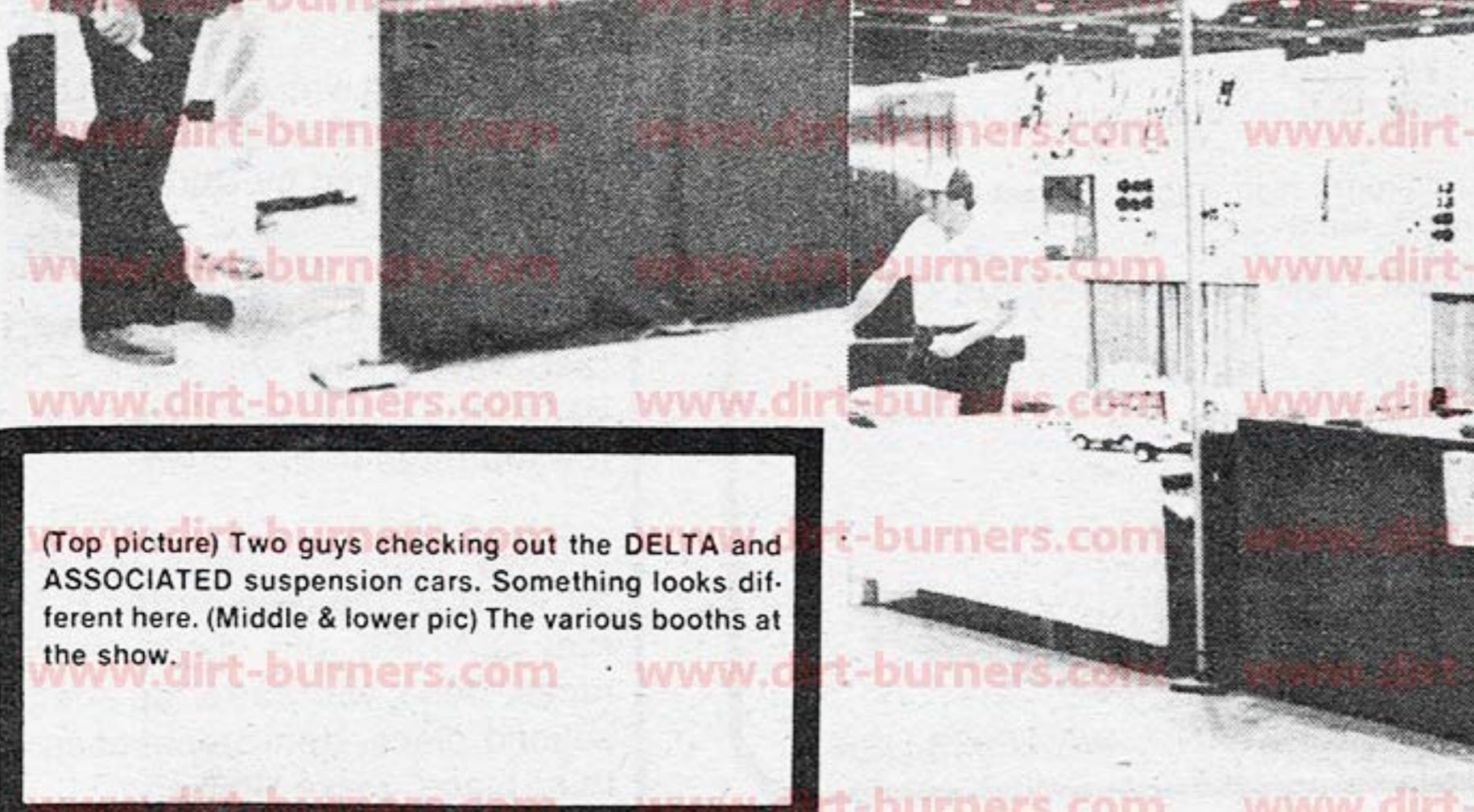
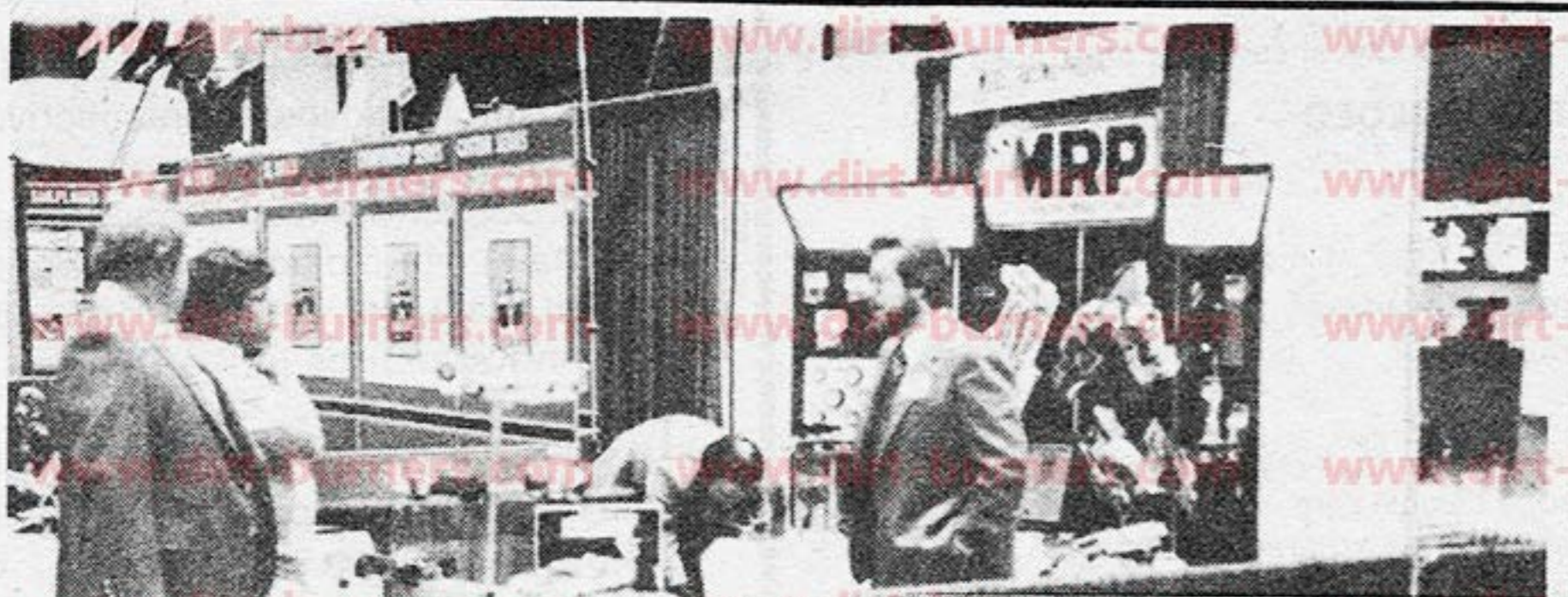
around, parking space was at a minimum. Many had to park four to five blocks away. This made for some irate people who felt there should have been better parking facilities provided.

The general public also encountered parking difficulties as another function in the auditorium next door brought in thousands more to the area. It was hectic to say the least.

We can not fault the MACS people as they did their best to make

everyone happy and bring off a successful show, which they did. But we do suggest that perhaps for next year's show these problems should be looked into. If Long Beach continues to grow at the rate that it is growing (we counted about 10 new high rise buildings under construction within a two mile radius) perhaps an alternate site should be found.

In all, this may not be the biggest Hobby show in the country but judging from the general public it was



certainly one of the most successful. In fact, there are a number of manufacturers and dealers reporting immediate impact on their businesses as a result of the show. And after all, that's what it is all about.

(Top picture) Two guys checking out the DELTA and ASSOCIATED suspension cars. Something looks different here. (Middle & lower pic) The various booths at the show.

Top Picture. The MACS officials who put the whole thing together. More booths at the show.

SO CAL RACING

Story by Bill Meyers

March 21, 1982

AFTER A PREVIOUS STORMY WEEK OF TORRENTIAL DOWNPOURS, SO. CAL. POINTS RACERS WERE LEFT WITH A CLEAN TRACK AND A PICTURE PERFECT RACE DAY.

With 104 entries, the SCAR crew was left with a rather large task, to which they performed flawlessly.

The day's events started off with Frank Killam taking first place in Concours with his MAC Show bound car-tandem trailer and race car entry. (Who ever heard of a SCCA BMW for a tow car anyway?) Second place went to the entry of Mini Bob, while third place honors were won by Kent Lavacot.

As the racing program got started, the qualifying rounds shaped up into some hotly contested races with Mike Lavacot (Mod) and Mike Buffington (Stk) as your top qualifiers.

The first main was the A Production Main which Fernando Belair won with at least one lap on the rest of the pack.

Likewise, the B Production Main was won by Steve Urban.

With a large turnout in Stock, it was necessary to run four mains. Randy Tentschert took the first place in the A Main and Mike Buffington placed second. The only question was who would place third. Larry Krough walked off with the honor. He also did a fine job as the day's Race Director.

The B Main saw Kerry Cavazos put on a super driving job to take top honors, while Oran Valle finished 2nd and Chuck Crawford (nice recovery Chuck) finished 3rd.

C and D main winners were: Sam Ellis and Rick Howart, respectively. The second spots were shared by Mini Bob (C Main) and Jason Toland (D Main). Third place honors went to Rene Salazar in the C main and Kevin Karamitros in the D main.

The Production and Stock mains having been completed and the day slowly drawing to a close, the Modified Mains were run next.

The D Main was easily won by Jim Busby, with Max Bowers second, closely followed by Chris Conway.

T.Q. and C Main winner, Steve Toland showed everyone else the fast way around the track. Chuck Baker and Chip Hayes rounded out the top three in this main.

Doug Kott was never contested for most of the race as the B Main ran just like the day's previous races. Don's win was a lap ahead of second place, Ken Stephenson and third place, Steve Hickman.



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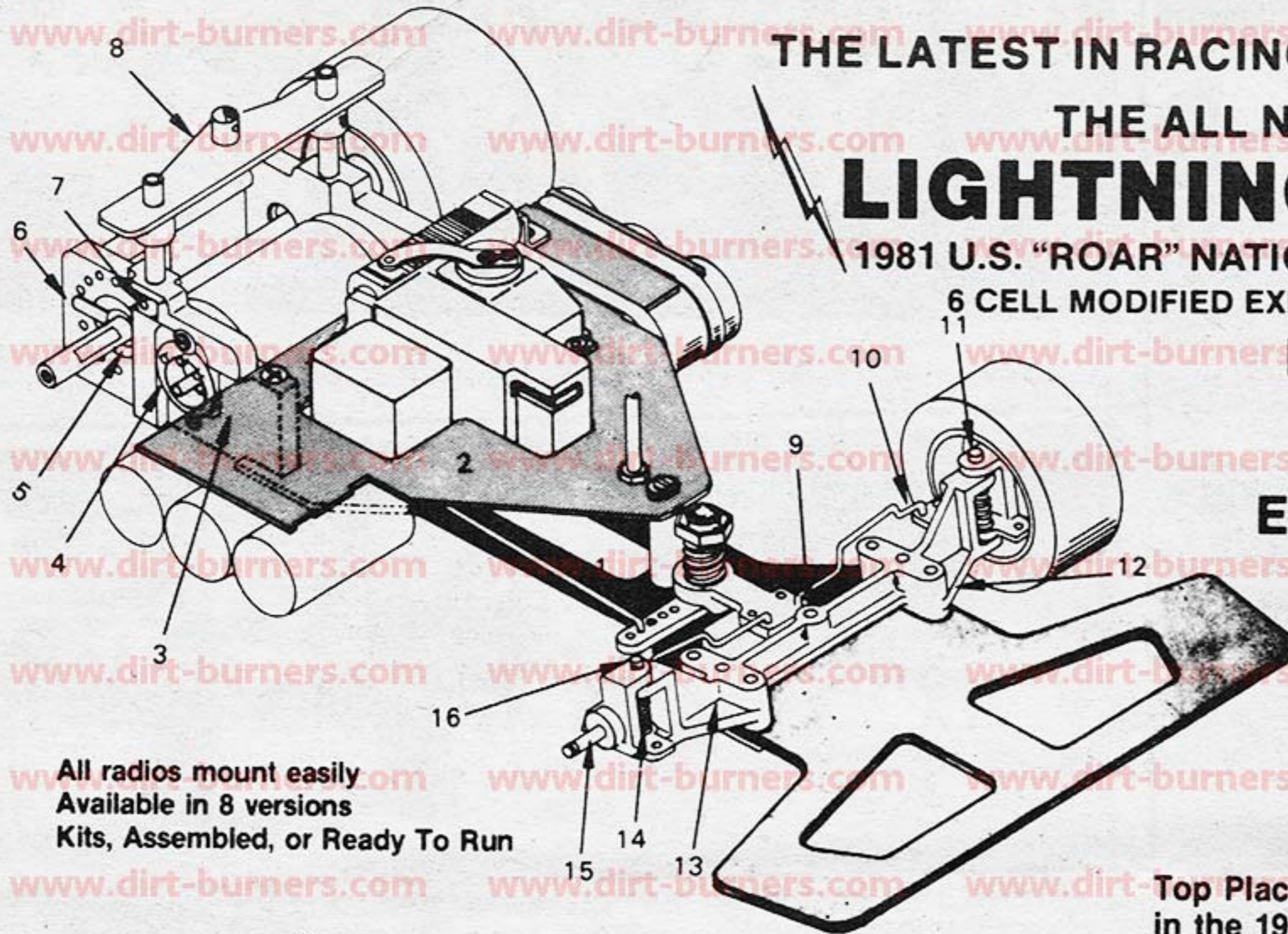
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- *Full 1 1/2" legal width 1.4" legal diameter
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- *Assorted painted or clear bodies

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The "CAJUN GRAND PRIX"

Funtime in Bayou Country...



Top three in the A MAIN: Center is winner, Ralph Burch, Jr. Left is second place Art Carbonell; and right is Rick Davis. (Above right) Official lap counter checks out the number of sections. Check out the legs! I don't mean the one with the apron. Below are A Super Stock: Louis LeBlanc, Frank Vance and Adrian Tamburri.

Lafayette, La.
May 1, 2, 1982

THERE AREN'T A WHOLE LOT MORE FUN THINGS YOU CAN DO IN R/C RACING THAN TO GO TO A RACE WHERE THE WEATHER IS A BALMY 75-80 DEGREES, THE ATMOSPHERE RIGHT DOWN FRIENDLY, SOUTHERN COMFORT AS THEY say, the track in fine shape, a bit tricky but challenging, the food excellent and plenty of drinks for everyone, and all the racers there with one thing in mind, to do well in the race but most important...TO HAVE A GOOD 'OLE TIME!

This reporter started to have a good 'ole time the minute one foot set on the airplane from California. Although the trip to New Orleans, Louisiana was a bit long, (we grabbed Republic Airline's multi-stop shuttle bus) the anticipation of hitting the French Quarter and OD'ing on things like Oysters on the half-shell, shrimp and crawfish, gumbo and shrimp creole, was just too much. As far as I was concerned, this was just as much of a part of the racing program as anything they had planned for us.

About a two hour drive from the French Quarter, the LAPS Club and SHAMROCK COMPETITION IMPORTS presented their fourth annual "CAJUN GRAND PRIX". They outdid themselves.

Once again, young Ralph Burch, Jr. (as he did in the Winternationals) beat a real tough field of ten drivers to take the A MAIN win at the CAJUN.

His style and his performance have now become a trade mark that only Ralph Burch can execute to perfection. Smooth lines around the track, staying out of trouble, keeping a distance from traffic, waiting for the right moment to pass, patience and just plain going fast when it counts. At this time, it appears that there's no one better than he.

Actually, the fastest qualifier (TQ) was Dana Smeltzer. He made his mark, when on the fourth round, after already being assured of an A Main spot, he let out all the stops and qualified with 17.49 laps during the five minute qualifying heat. Art Carbonell was second fastest with a 17.47, just two boards back. Ralph Burch was the third top qualifier with 17.14. These were the only

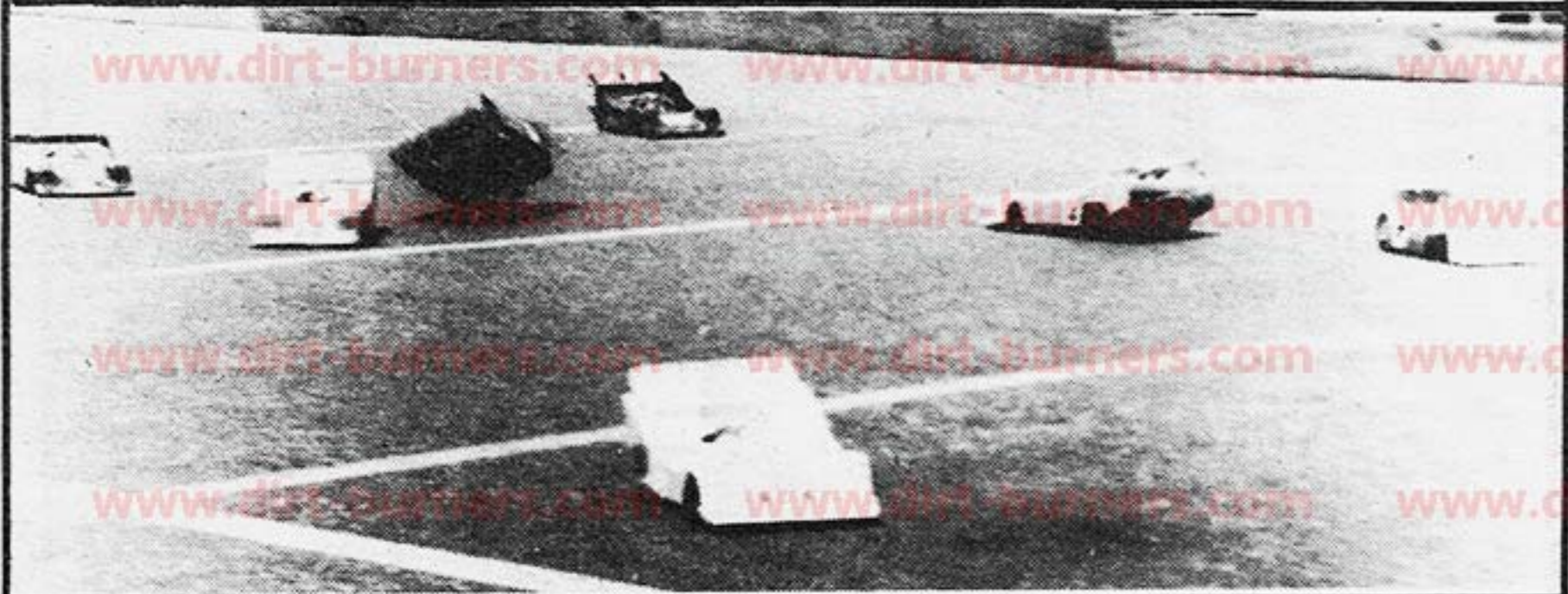
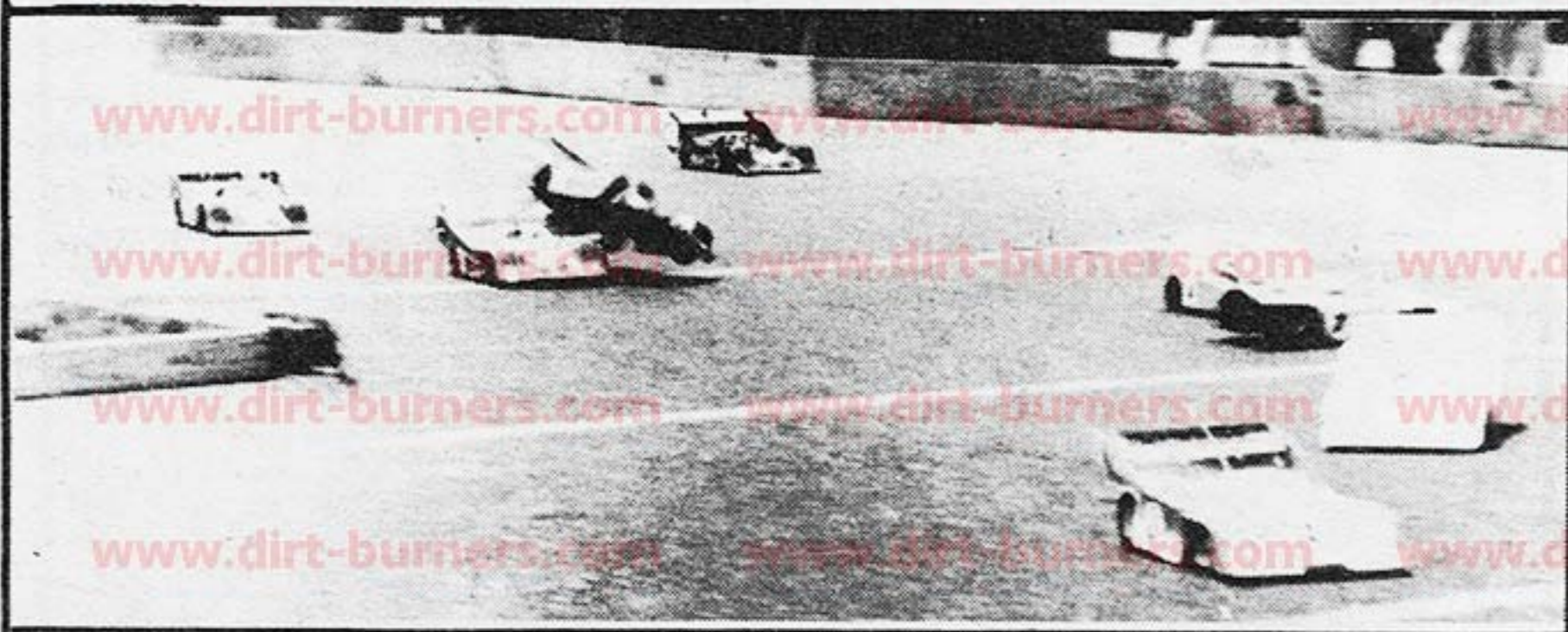


three drivers to break the 17 lap mark. All other A Main qualifiers were in with 16 plus laps.

But before we get too carried away with the racing aspect, we just got to point out that if you have a chance to make this event next year, you should do it.

While the racing is serious, the nice thing about the CAJUN GRAND PRIX is that it offers a great oppor-

tunity to meet lots of great people from all over the country. In addition, as it was this year, we were blessed with excellent weather. You know it could have just rained cats & dogs or it could have been so hot and humid, that would have been really uncomfortable. Instead, the weather cooperated all three days. When it rained, it rained at night, just enough, to cool off things, but by morning the track surface was dry and ready to race.



In sequence, top to bottom. The start and then the quick left turn, then the action.



Joe Terror throwing a clean block on Rich Lee to see who can get to the car first. Spectator seems to be mad at something.

The sun peeked in and out of the clouds just to give those who wanted a nice tan, the opportunity, yet still remain comfortable.

All the guys running the race and especially the ladies, who did such an excellent job of score keeping, were very cordial and attentive. Running an important race such as this one, always makes the officials get edgy. But the folks here were as pleasant as they could be and if you had a frequency problem or just a question, they did their best to help you out. A rarity in some circles of racing.

The track was somewhat rough on the cars. But it was rough for everyone, so you just had to do your best driving. Stay off those boards! The two by fours have a way in which they seem to just reach out for your car. I know that's what those boards did to my car. They grabbed my car so many times I thought of just leaving it there next to the boards as a permanent fixture and a track obstacle. Well, after two broken front ends, six blown wheel and suspension bearings, a bumper and a few other things, I was still able to smile. It must be that "CAJUN" feeling.

Friday, April 30th, was controlled practice day. Practices were scheduled according to heat placement. The bite was non-existent. But many of the local guys kept reassuring that "it would come...just give it time". Sure enough, by the end of the day, one could see the groove start to form.

Since the track is laid out on one of the parking lots of HUB CITY FORD, there was little trace of having been used before. The "marbles" were there at first.

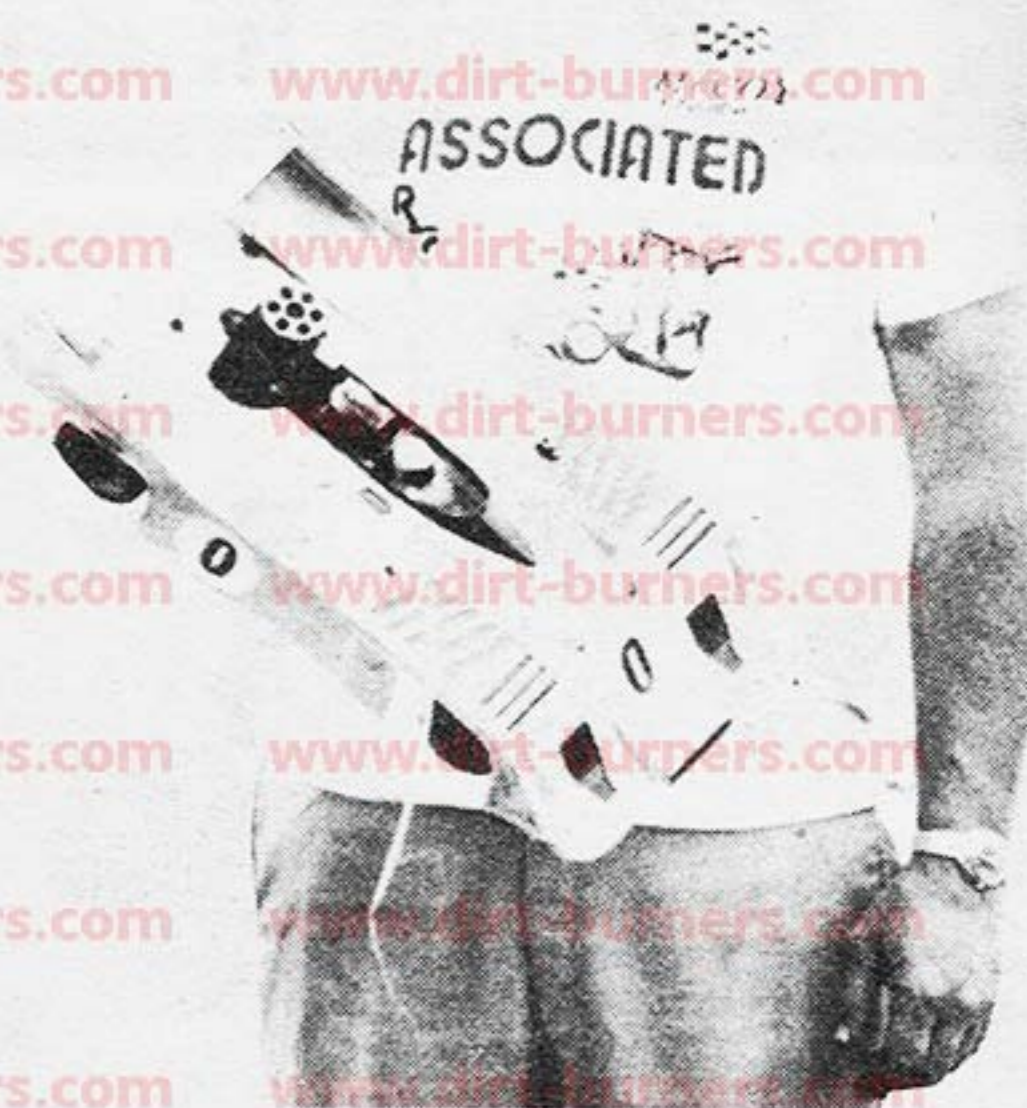
By the time Saturday, May 1, came around, all the qualifying heats were ready to go. By mid-day, there was plenty of "bite" on the track, so your biggest worry was to stay clean and charge hard.

There were 93 entries on hand, divided into three groups for Super Stock and seven for the open class. Can Am bodies were used.

In the Super Stock class, Louis LeBlanc qud up to be the top qualifier with 14.64 laps. Louis, who is a local racer showed excellent poise and determination during his qualifying heats. These traits would prove valuable by the time the A Main rolled around on Sunday. Second best qualifier in this class was Adrian Tamburri. He logged in with 14.55 laps, followed closely by Tec Simon with 14.36. In fact the top five qualifiers were all in the same 14th lap.

As we said before, Dana Smeltzer was the TQ in the OPEN class. When we had a chance to talk to Dana, he attributed his fine showing

T.Q. at the "Cajun", Dana Smeltzer.



today to the fact that he went back to his old Associated gear diff. It seems that he had made the change over from the gear diff to Associated's ball-diff sometime ago. But in fact, he had learned to drive with the gear diff. He just felt that going back to "what I've learned with" was the key. We couldn't argue with that. His car and his driving through the four qualifying rounds were the best we've seen him do.

Once Saturday's qualifying rounds were over, which was about 5 p.m., the order coming from Race Director, David Mellinger, was that "there's plenty of free beer (donated by Hub City Ford) and about five roasted pigs waiting back at headquarters". He really didn't need to say more. I've never seen racers pack up so quickly and get out of there.

This club always holds the banquet on Saturday, the day before the Mains are run. This makes alot of sense, because it gives everyone a chance to be more relaxed, have a chance to really get to know all the people and do some heavy-duty "bench racing".

Many of the racers brought their families, but nevertheless, there was plenty of food and beverages for all.

It was at this point, after the dinner was over, that the prizes, donated by Bob Murphy (Uncle Bob) from Shamrock Competition Imports, were drawn out. Among the prizes were several complete OPS engines, caburator, filter as one prize; plenty of carburators, tuned-pipes, glow plugs and several more engines were given out during the course of the drawing. It was estimated that over \$3,000.00 worth of merchandise was awarded. Bob, we thank you.

Immediately after the drawings,



Pre-A Main jitters. Checking things out are Joe Sullivan, Rich Lee, Chuck Phelps, Ralph Burch.

the Mains were announced. With the exception of a few, mostly the A Main drivers, everyone else waited with anticipation what the day's efforts would have meant in terms of placement in the mains.

SUNDAY was the perfect day for racing. Warm, but overcast, to keep tempers on the cool side and the motors from leaning.

First to go off for the 20 minute main, was the Open G MAIN. All the

mains would be running a full 20 minutes.

John Hamilton, from San Angelo, Texas captured the win. He was followed by John Robert, from Lafayette and Gary Ellis from El Reno, Oklahoma.

Next was the F MAIN. The Senior Tamburri (he also had both of his sons in a higher main) from Houston, Texas picked up the win. Claudio drove a very good race staying out of trouble most of the way. In second, also from Houston, Texas was Sim Picheloup, followed by Rod Bauer from Melbourne, Fla.

E MAIN saw Preston Keith go for the win. The Norman, Oklahoma racer took it nice and easy and while everyone around him seemed to be going fast, he was steady, right to the checkered flag. Second place went to Southern California racer, from Pomona, Ca, Joe Terror. Joe put in an excellent drive, fighting through traffic. Third went to Patrick Miller from Houston, Texas.

D MAIN saw Race Director, Dave Mellinger, show the boys the way around the track. He picked up the first place gold. Second went to Danny Wentzel from Marrero, LA. Third, to another Tamburri. It was Sandro who took the third place trophy.

Right after the D Main, there was a break taken so that the drivers from the C Main up would have a chance to get one round of practice. Earlier, the lower mains had had their practice rounds before starting the mains.

Immediately after, the C MAIN got under way for the 20 minutes allotted. Steve Salisbury, from Bethany, Oklahoma was the victor. Following Steve was Jeef Booth, also from Bethany and in third, it was Larry Crouch, from Shreveport, LA.

The first Super Stock main got under way with the B MAIN. Gary Wilkey from San Angelo, Texas worked his way to the first place

spot. In second, it was Bridge City, Texas', Ricky Lee. He was then followed by Edgar Riviere, local racer from Marrero, LA.

In the B OPEN MAIN, the field was made up of many racers who would have run many A Main races. Competition was tough, so this is where they had to do their thing. Taking the big win was Steve Sanders, from Dallas, Texas. He out-powered and out-drove the hard charging Gene Husting, from Santa Ana, Ca. In third, it was Bob Leckron, from Indianapolis, Indiana.

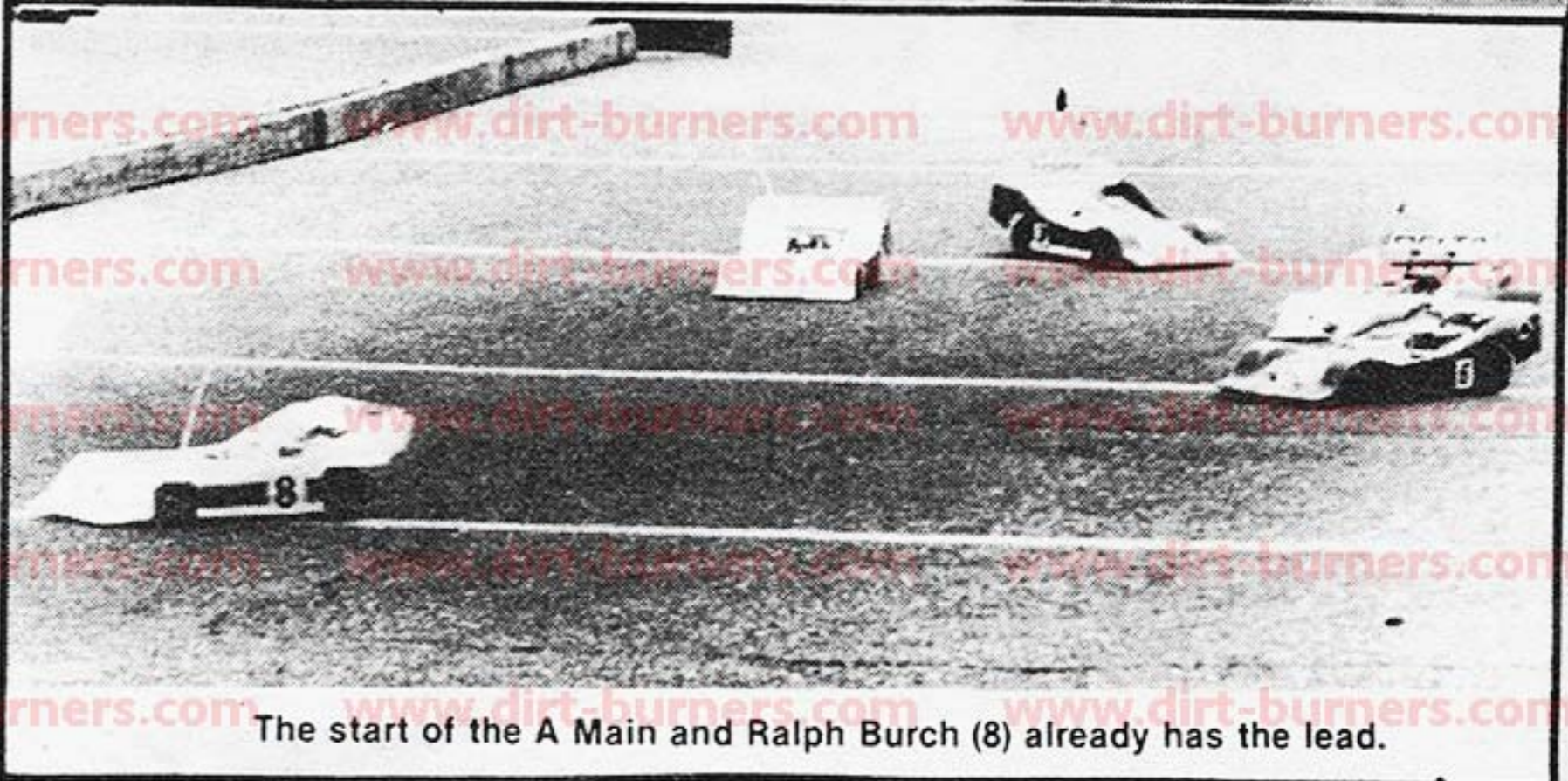
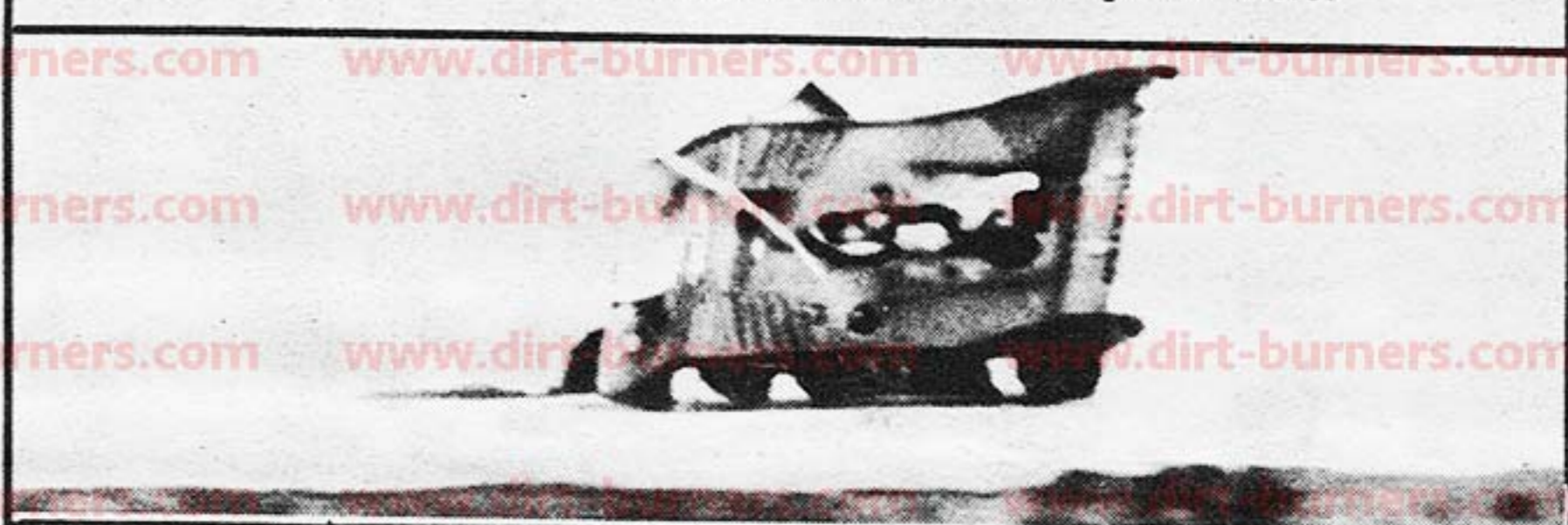
All that was left now were the

final two A Mains.

First was the Super Stock A Main. This turned out to be an excellent and close race between early leader Frank Vance and eventual winner Louis LeBlanc. They went nose to tail, board to board and side to side for quite a few laps. But as the race progressed, Louis asserted himself with very smooth driving and to the eventual A Super Stock win. In second, after moving through the pack, was Adrian Tamburri. This made it three for three as all three Tamburri's went back to Houston, each with a trophy. The third place went to Frank Vance, local racer and LAPS member. (contd. page 47)



Let the action speak for itself. It was rough out there!



The start of the A Main and Ralph Burch (8) already has the lead.

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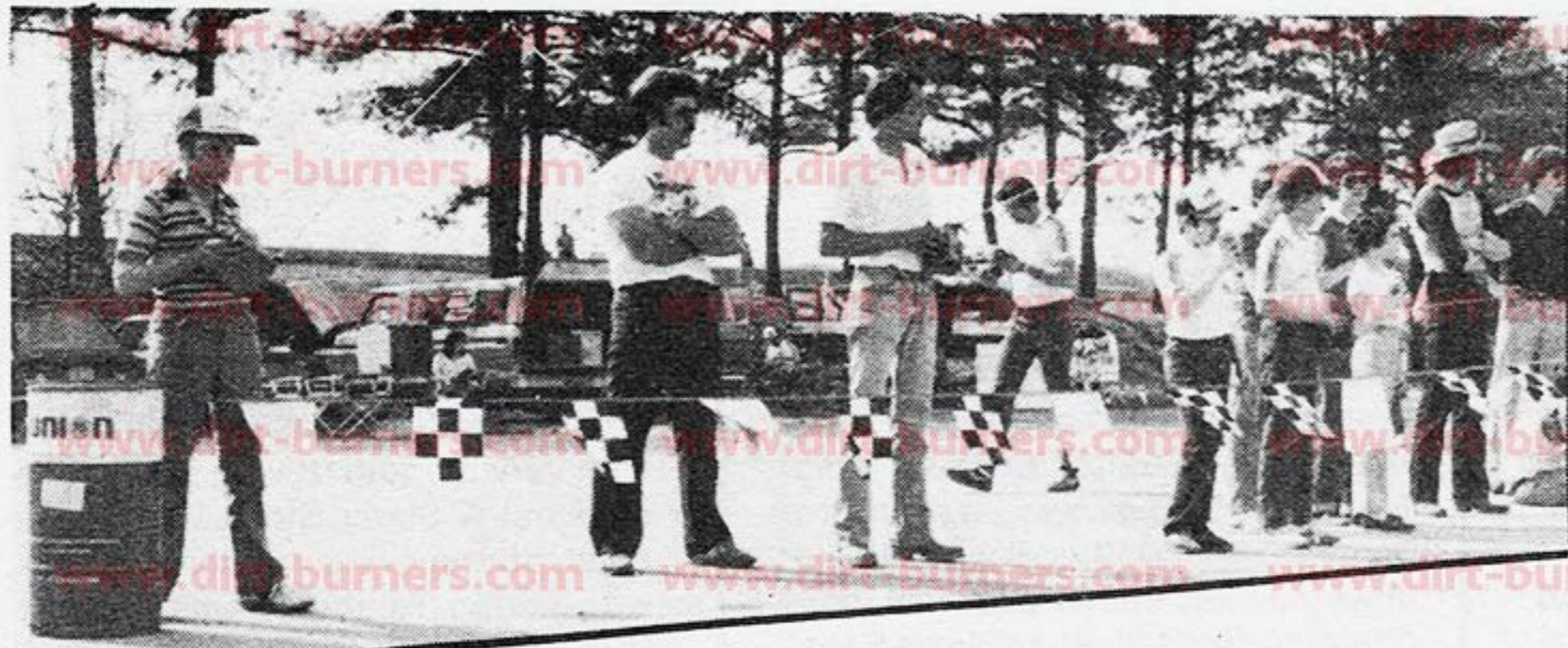
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BoLink's Mini Coke 500



All ages of drivers (above left) participated, showing it's a good family sport. (Above right) On the left is Craig Kelley giving Bill Elliot some pointers. Bobby Watson (right) gets help from Roy Kelley. (Left) The B Main: Rule, Mullins, Botts, Powell, & Spainhour.

Atlanta, Ga.
March 14, 1982

THE ATLANTA INTERNATIONAL RACEWAY HELD AN OPEN HOUSE TO KICK OFF THE ATLANTA 500 STOCK CAR RACE.

The festivities at the race included Harry Gant's Skohl Bandit car which was set out for display, the Jolly Roger Candy Stagecoach that gave people a tour of the race facilities, autographs by Bill Elliot who qualified 4th for the Atlanta 500, Miss Coca Cola 500, as well as many contestants and then drawings for prizes during the entire day.

The main attraction of the open house was a 1/12th electric demonstration race put on by BoLINK, Inc. and The Dixie racers from Snellville, Georgia. Fifteen club members put on a good show for the crowd.

The track was an oval track and the bodies used for the race were all NASCAR type bodies.

As well as being fascinated by the little cars, the spectators were given a chance to register for a drawing that would give them a chance to race these cars themselves.

The day started off with the club members qualifying for the mains. Although trophies were to be given away to each of the drivers, everyone was out to have a good time, and really try to give the large crowd a good show. By the way, trophies were furnished by Coca Cola.

After qualifying was over, a match race was held. Bobby Batson, general manager for the Atlanta International Raceway and driver Bill Elliot went at it for the best 2 out of 3 races. Roy and Craig Kelley were the instructors showing Bill and Bobby everything they knew.

Needless to say, after a couple of minutes, the racing started. Bill's driving ability really showed up because he won 2 out of 3, hands down over Bobby Batson; even with a 5 lap handicap! Batson said that

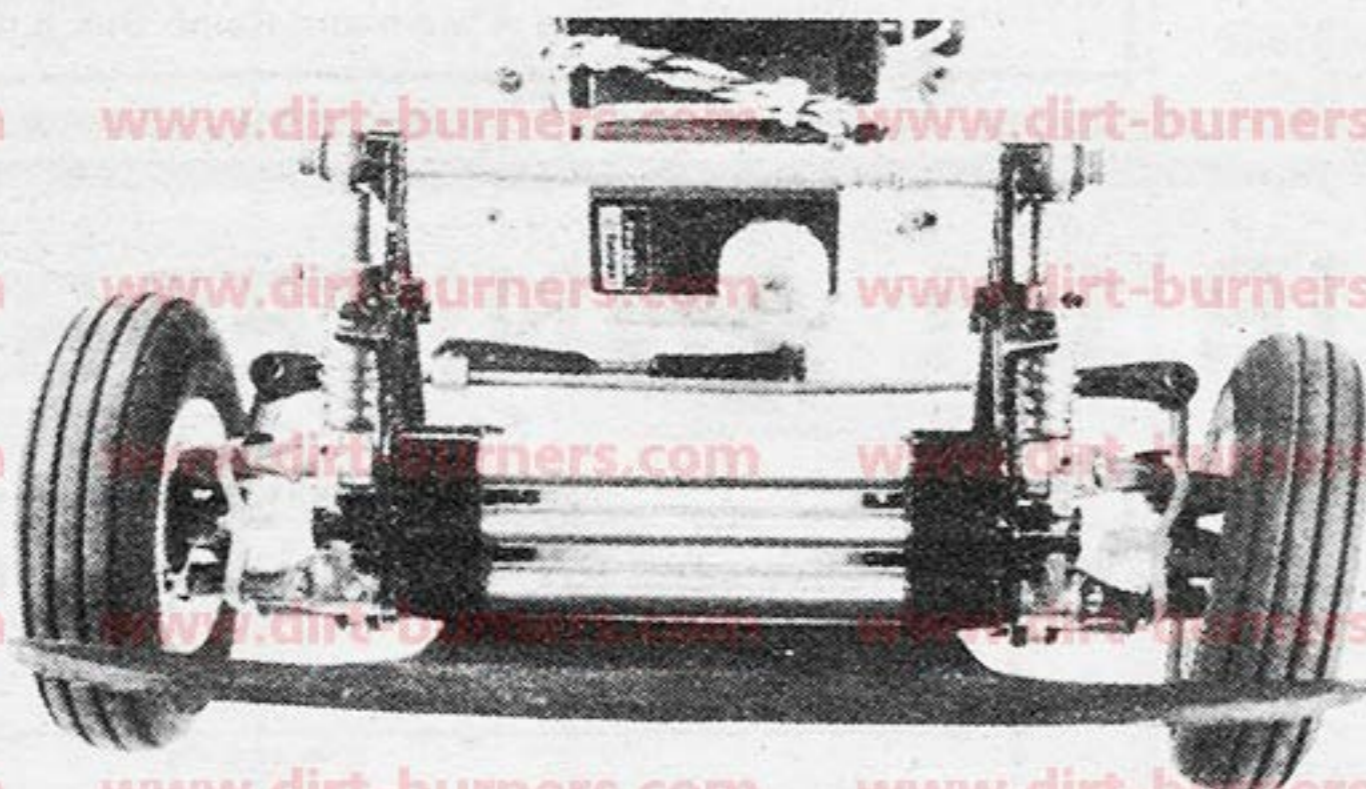
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he would practice more and would ask for a rematch.

After the celebrity race was over, the mains were started. Race Director, Tim Morton, kept the crowd yelling and cheering for their favorite cars. This helped the drivers put on a great racing show. These were the final results:

A MAIN:

1. Craig Kelley
2. Lee Muse
3. Scott Alpert
4. Roy Kelley
5. Frank Davis

B MAIN:

1. Fred Botts
2. Red Powell
3. Doug Spainhour
4. Bob Rule
5. Chip Mullins

C MAIN:

1. Kevin Cree
2. Lee Botts
3. Steve Rule
4. Tony Spainhour

After the mains were run, the drawing was held for six of the spectators to have a chance to drive. Six willing people were drawn, along with Bill Elliot and Miss Coca Cola 500.

After a couple of minutes of practice and a few minor repairs to some of the cars, we were ready to go again.

Once again, Bill Elliot walked away with the race, but everyone managed to have a great time anyways.

The festivities and the day were coming to an end. Everyone said they had a great time, enjoyed the race and that the 1/12 cars were the hit of the open house. Excellent PR for the sport/hobby.

The Dixie Racers would like to thank the Atlanta International Raceway. Coca Cola and BoLINK for having us there; and we all look forward to making the next one bigger and better.

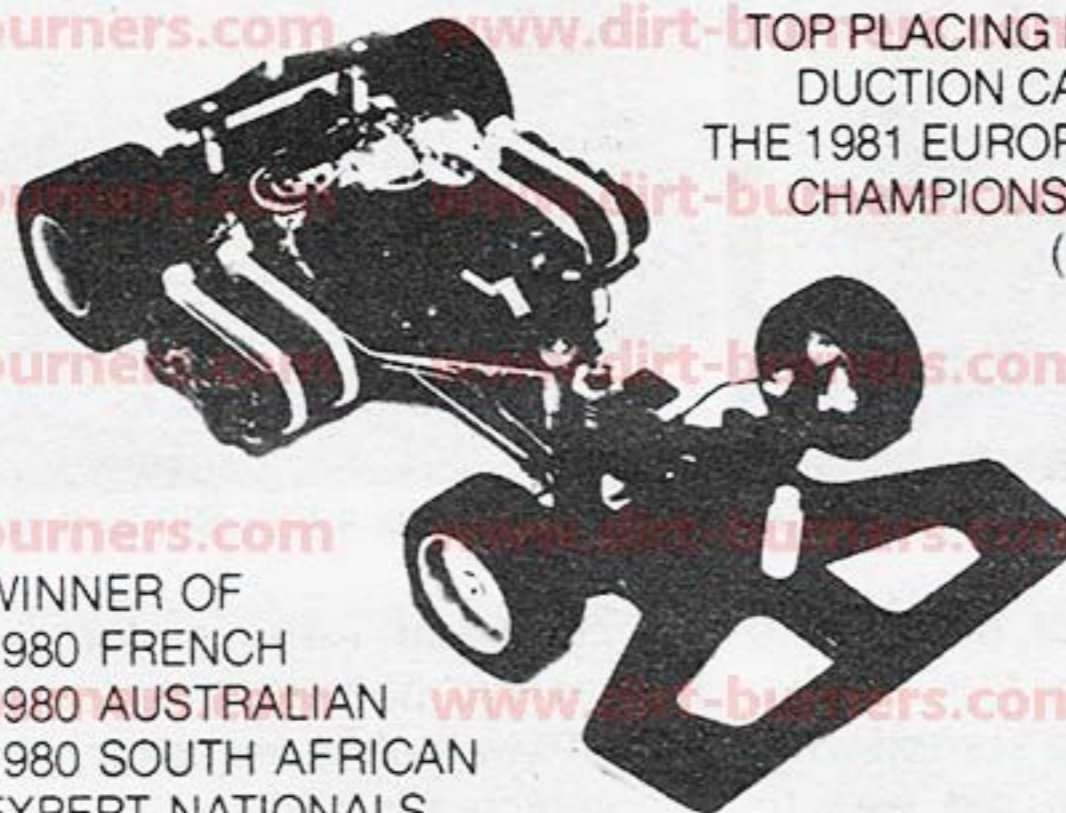


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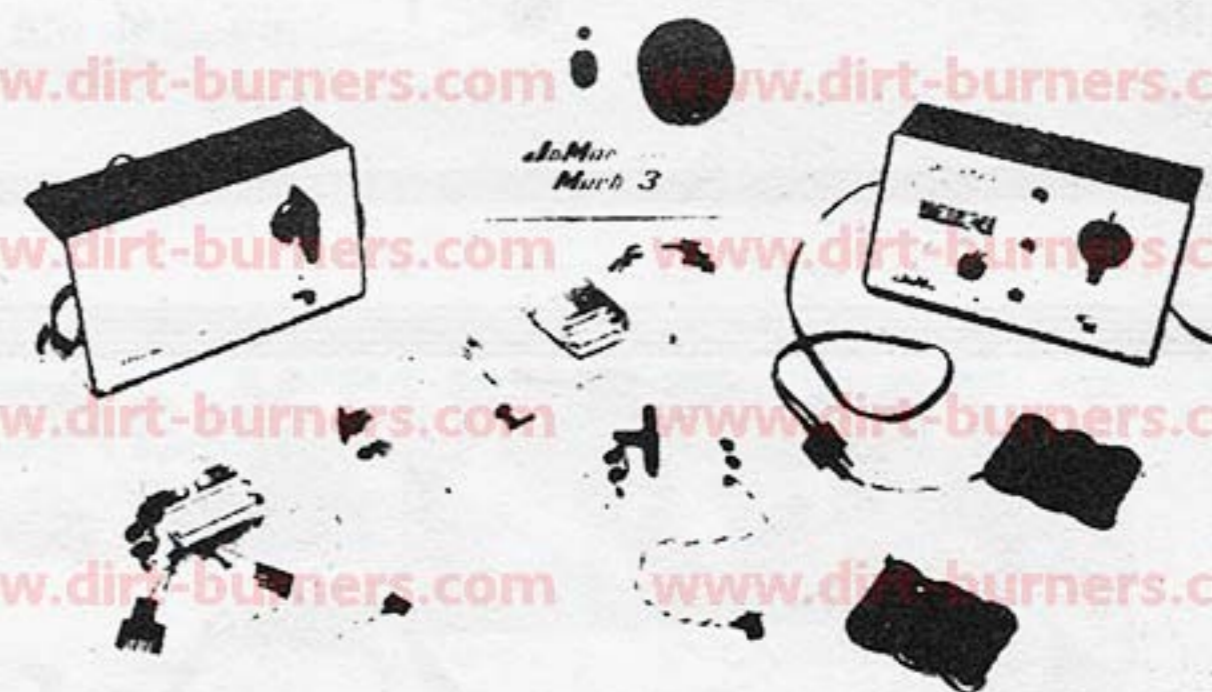
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CAR WARS:

Pit Shop, Pomona
March 28th 1/12 results.

RESULTS

MODIFIED A MAIN:

1. Mike Lavacot (26)
2. Robert Cavazos (26)
3. Jerry Case (25)
4. Mike Toland (25)
5. Frank Killam (25)
6. Tim Neja (25)
7. John Thorp (24)
8. Steve Toland (23)

9. Rich Douglas (13)
- 10 Ted Graff (3)

MODIFIED B MAIN:

1. Mike Westfall (24)
2. Rob Adair (23) TQ
3. Jet Patel (23)
4. Gary Slayton (23)
5. Steve Hickman (22)
6. Jim Busby (22)
7. Greg Borella (22)
8. Jeff Abrams (21)
9. Steve Brownyard(20)
- 10 Chip Hayes (9)

C MAIN:

1. Bob Hayes (23) TQ
2. Mike Wibben (23)

3. Gary McAllister(23)
4. Bob Forsyth (20)
5. Chuck Baker (29)
6. Chuck Boldetti (17)

STOCK A MAIN:

1. Don Sallenback (24) TQ
2. Mike Wickman (23)
3. Kerry Cavazos (23)
4. Mike Buffington(23)
5. Oram Valle (23)
6. Norm Takaki (23)
7. Rick Hohwart (23)
8. Frank Baker (22)
9. Gene Prather (21)
- 10 Bill Meyers (19)

STOCK B MAIN:

1. Terry Ballard (22) TQ
2. Donn Rice (22)
3. Joe Coarasa (22)
4. Larry Standclift(22)
5. Chuck Crawford (22)
6. Kenny Quintana (21)
7. Ken Lavacot (20)
8. Erik Kullenberg(9)
9. Alan McDonald (9)
- 10 Sonny Cummings (3)

STOCK C MAIN:

1. Mike Cerjak (20)
2. Hans Wibben (19) TQ
3. Dommie Quintana(19)
4. Jack Lindsay (19)
5. Charlie Burton (19)
6. Les Prather (18)

7. Paul Gallovich (16)
8. Steve Cerjak (1)
9. Don Duncan DNS
- 10 Clyde Buffington DNS

PRODUCTION A MAIN:

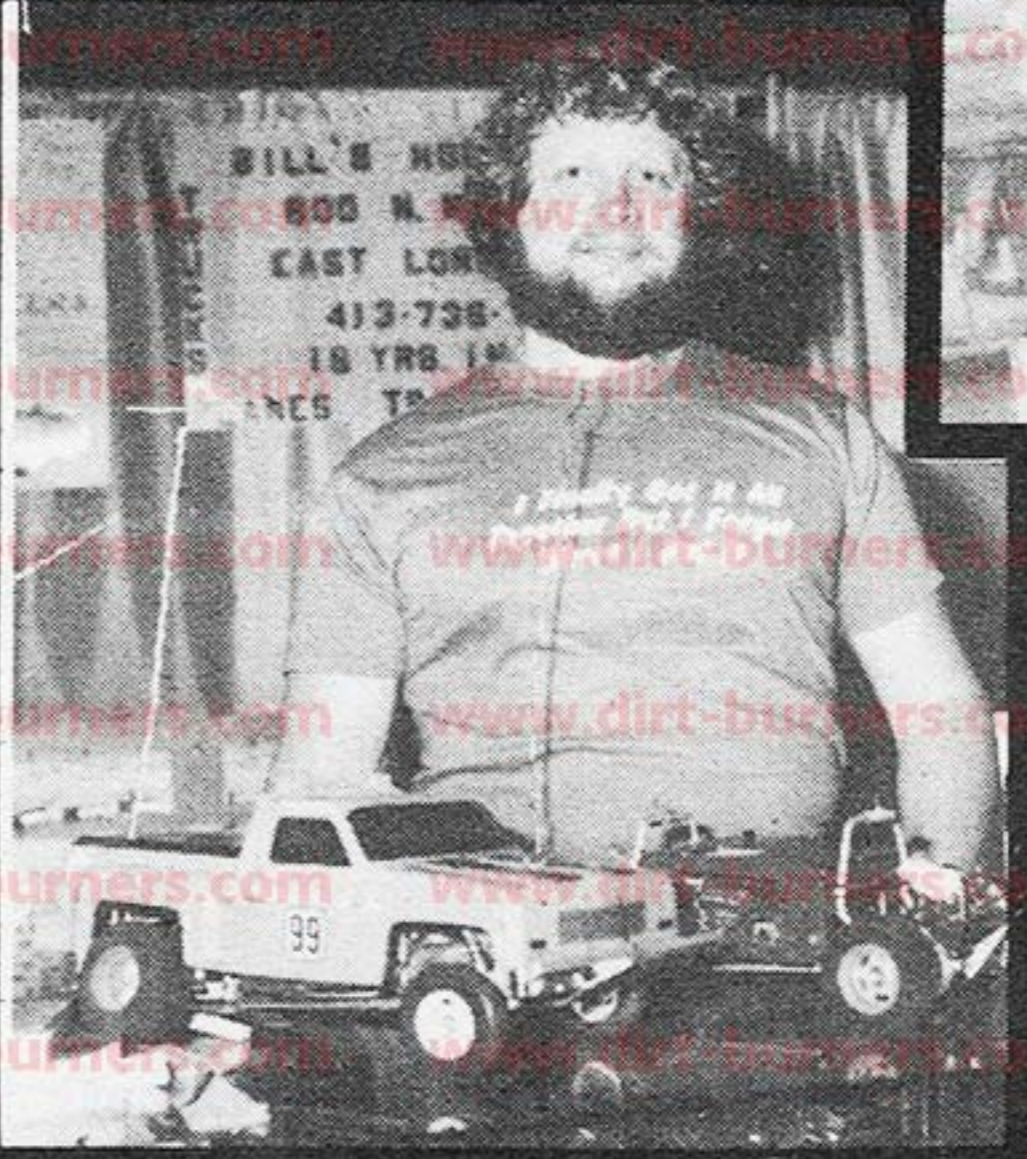
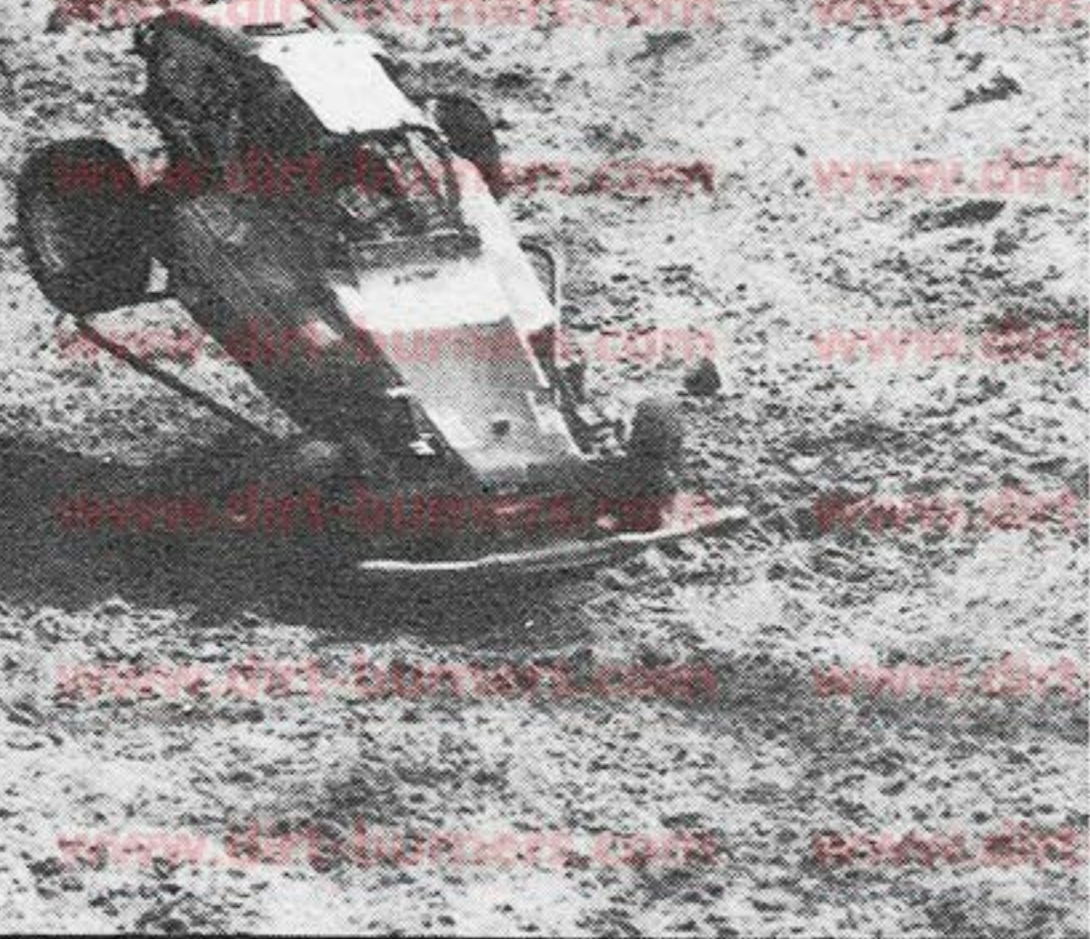
1. Dave Clark (21)
2. Fernando Blair (21)
3. Mike Kelley (20)
4. Steve Sallenback (19)
5. Danny Thompson (17)
6. Blake Adair (17)
7. Tim Lindsay (17)
8. Steve Urban (15)
9. Gary Haskill (13)
- 10 Tara Belair (DNS)

PRODUCTION B MAIN:

1. Alan Youts (18)
 2. Bobby Prather (18)
 3. Elenor Buffington (17)
 4. Tom Osborne (17)
 5. Howard Johnson (17) TQ
 6. Bob Standclift (17)
 7. Don Dallenback, Sr. (16)
 8. Timothy Spicer (15)
 9. Cathie McAllister (15)
 - 10 John Graham (3)
- PRODUCTION C MAIN:**
1. Tom Yarrington
 2. Victor Owens
 3. John Chase
 4. D Thompson
 5. Fred Hohwart

RACEARAMA 1982...

HIGHLIGHTS OF AN OUTSTANDING R/C SHOW



Featured in this year's program was the off road race (above left). Chuck Sullivan (above right) with his 4 WD. Bill Dolack pics.

Story & Photos by Bill Dolack

THE 4 WD OFF ROAD

One of the highlights of RACEARAMA '82 was the unveiling of Chuck Sullivan's dual-engine, four-wheel drive R/C truck. Chuck, an experienced racer, was the 1981 points leader at BILL'S RACEWAY PARK.

The finished product, (4WD) bore little resemblance to the Tamiya Rough Rider kit that he started with. The first thing Chuck did was to remove the entire front end of the car and "tossed it aside". Next, he constructed an aluminum chassis, 2 1/4" shorter than the original chassis in the kit.

A second motor and gear case (Tamiya) was mounted in the front of the car backwards. Chuck explained that the motors were not syn-

chronized - the motor running in reverse (the front motor) has more RPM which is necessary to keep the vehicle running straight.

The front end has a total of four universal joints. The outer universals on each side control the steering, while the inner joints control the suspension of the car. There are no shocks in the front. When the front end compresses, the tires toe-in. This forces the front end back up and keeps the car traveling straight.

The stock servo-saver was scrapped and a metal steering post (which Chuck sells for about \$10.00) was installed with a Kimbrough servo-saver mounted on the servo. This enabled him to put a straight shaft from the servo saver to the steering post.

The 3/8" square aluminum shafts were used as bumper posts with a 3/8" square Delran bumper attached.

Extra batteries were necessary to power the dual motors, so two 8-cell battery packs were wired in parallel to supply the juice. The stock two-speed switch is used with the stock resistor for low speed.

An electronic radio box (purchased from Radio Shack) houses the battery packs, radio, etc. This radio box can easily be made waterproofed.

Traction is supplied by four Rough Rider tires with every other row of thread cut out for better traction. Two roll bars are used to mount

The BEAUTY and the BEAST!

By



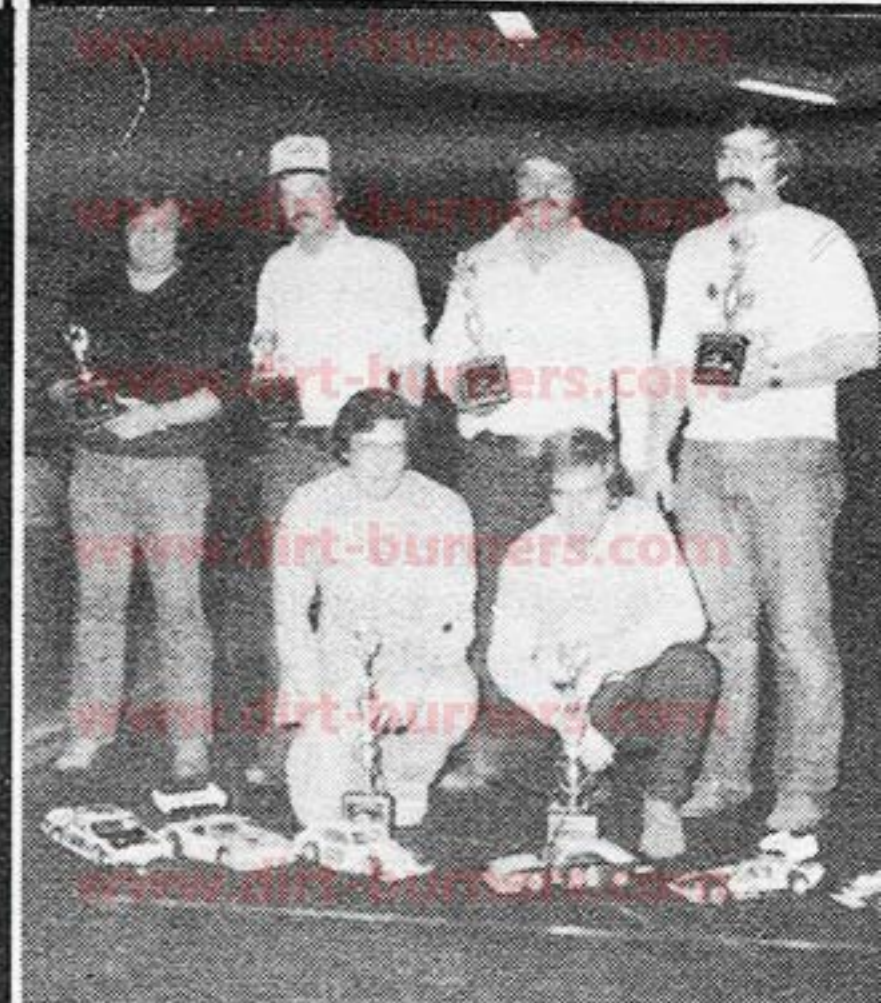
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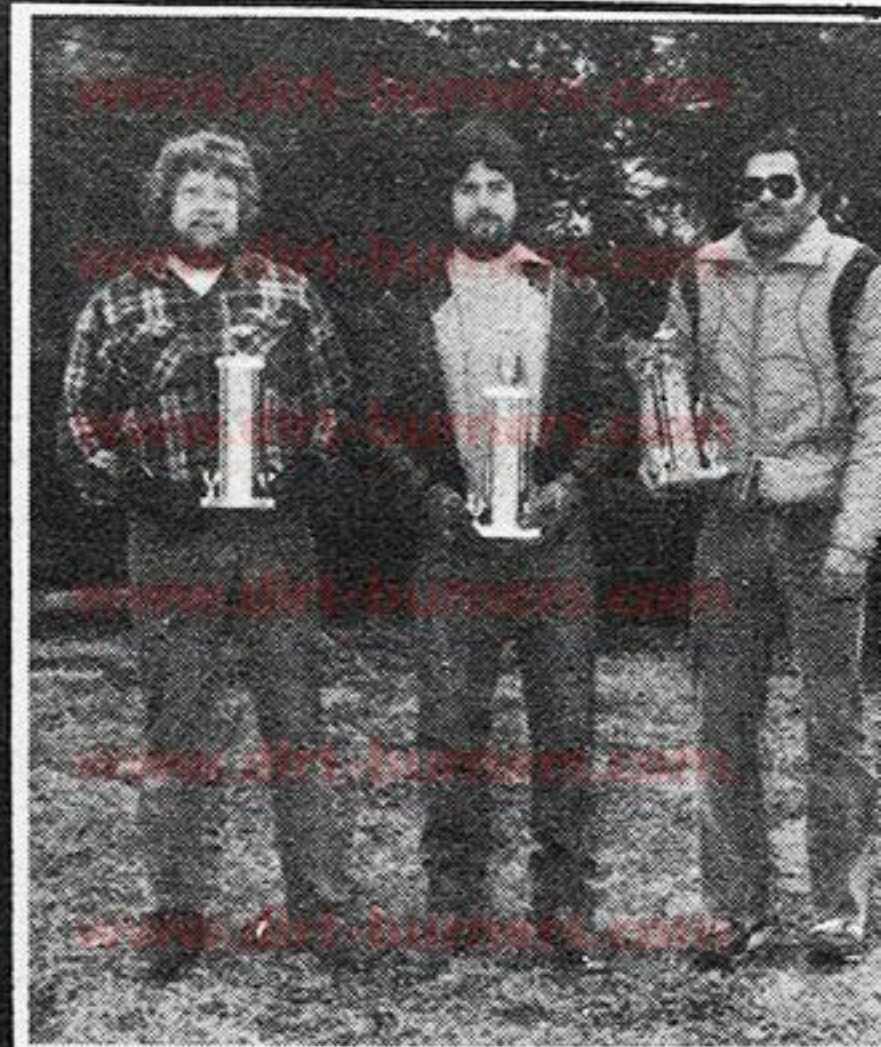
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Racearama winners



the body; a Parma Chevy Stepside, painted by Larry Weddle of MASCAR, using Parma paints and a Paasche air brush.

Dual ball bearings are run in the rear of this truly unique 4-wheel drive. Chuck Sullivan should really be congratulated for a super job of re-designing the original Tamiya kit and making a truly one-of-a-kind R/C off road vehicle.

OVERALL WINNER



Ben Ramos, representing the BILL's HOBBY RACING TEAM, came away as the big winner at RACEARAMA '82, in West Springfield, Mass. Ben took top honors in the General GEARS Can Am Classic; A.B. Dick Indy Classic; Show Car Chassis 50; NASCAR North Molson 50; and the Hartford Publications Trans AM/GT Challenge. He added to his wins, a second place finish in the B.R. DeWitt Modified 300. Ben ran an Associated 12E. I'd say he did a pretty good showing for himself!

The second overall finisher was Chris Senyk, followed by his father Paul Senyk. Chris and Paul are also members of the GEARS Club.

NEW 1/8 GAS CLUB

A new 1/8 scale gas club has recently been formed in the Hartford-Springfield area. The North East Radio Control Auto Racers (NERCAR) elected Larry Labounty as their first President, Phil Olson as Vice President, and Wes Ford as Sec/Tres. Information can be obtained by calling Larry at (203) 749-6281 or Wes at (203) 749-7927.



Ben Ramos (left) the big winner at Racearama this year. Above is the tight section of the off road track. Below, Ben Ramos off road car.



OFF ROAD RACING

Off Road racing at BILL's RACEWAY PARK, will be held on the first and third Sundays of the month. Qualifying rounds will start at 11:00 a.m.

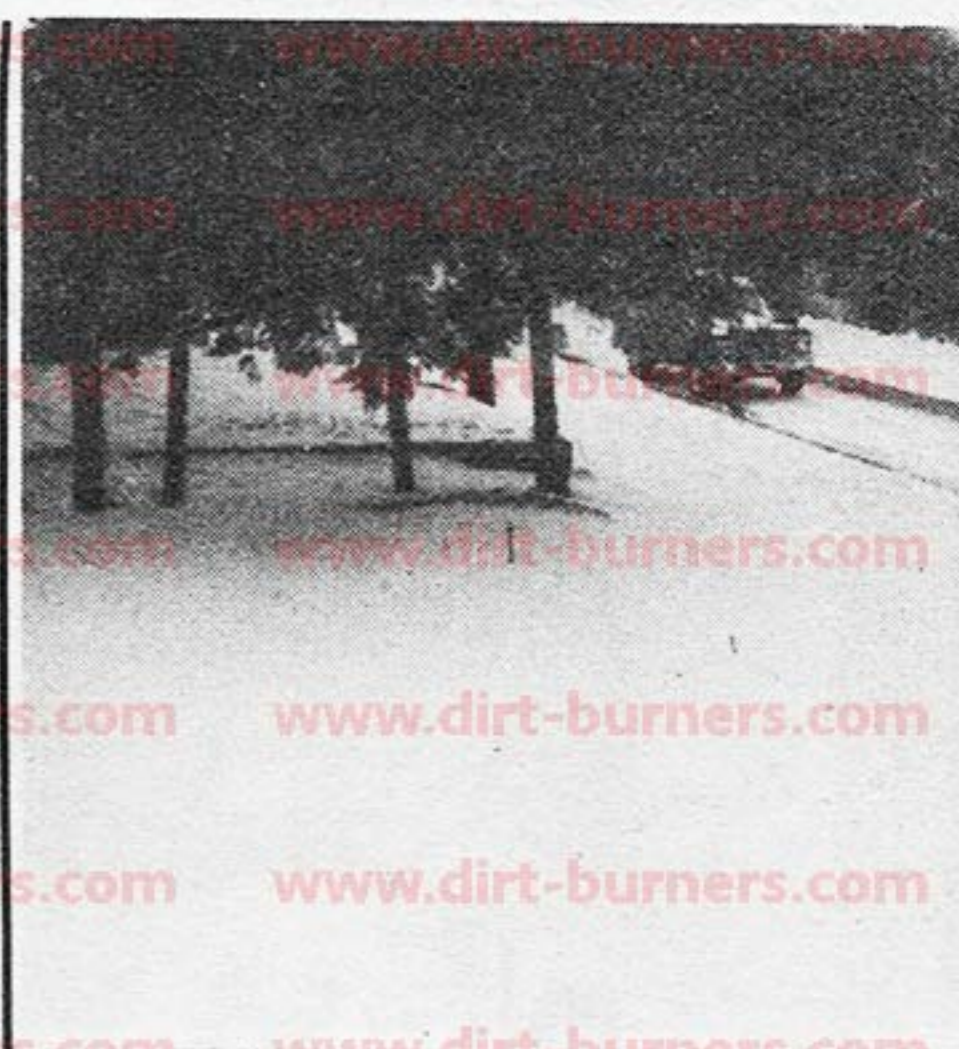
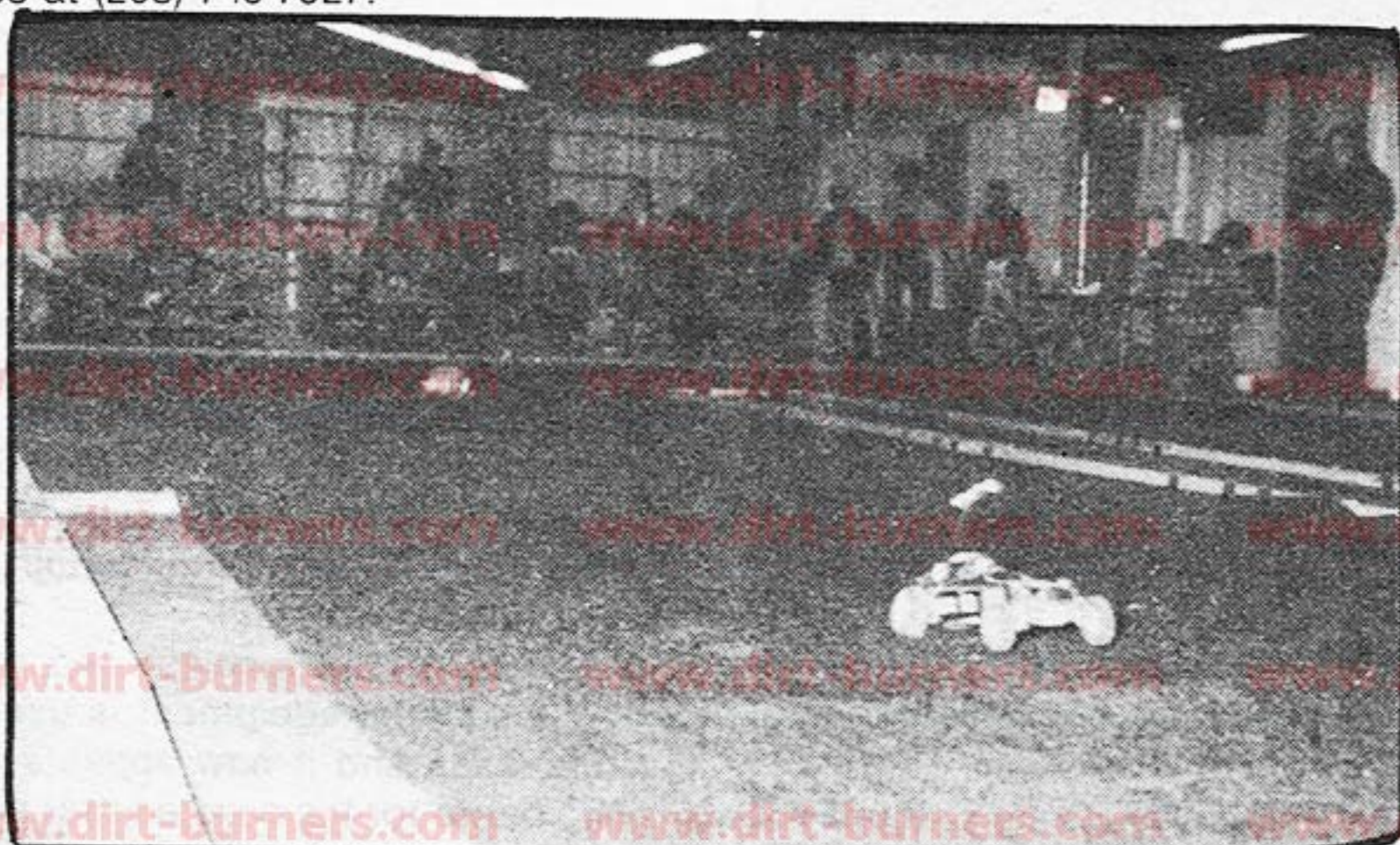
Two races have been held so far with very limited attendance. This is mainly attributed to very cold weather.

In the first two events, Chuck Sullivan has picked up where he left off last year, and is currently leading in points with a total of 16. He is followed by John Brown (15) and Rick Pepin (13).

Till next time.

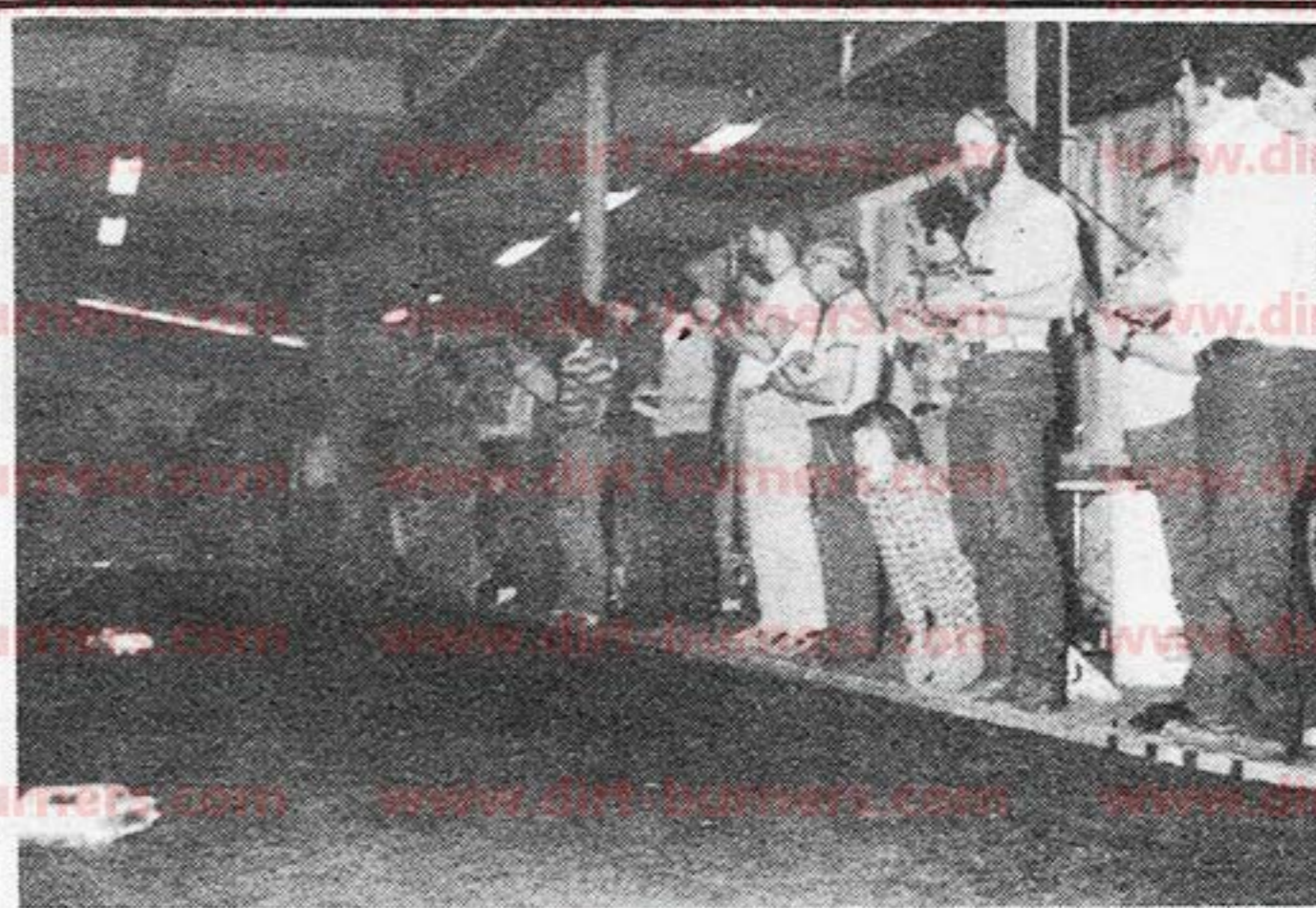
Bill Dolack

Off Road indoors, on carpet. The traction is great.



This was the sight of the off road track, before Mother Nature decided to dump some two feet of snow. The hazards of Eastern racing.

Indoor racing at Racarama had a packed house watching the 1/12th scale action.



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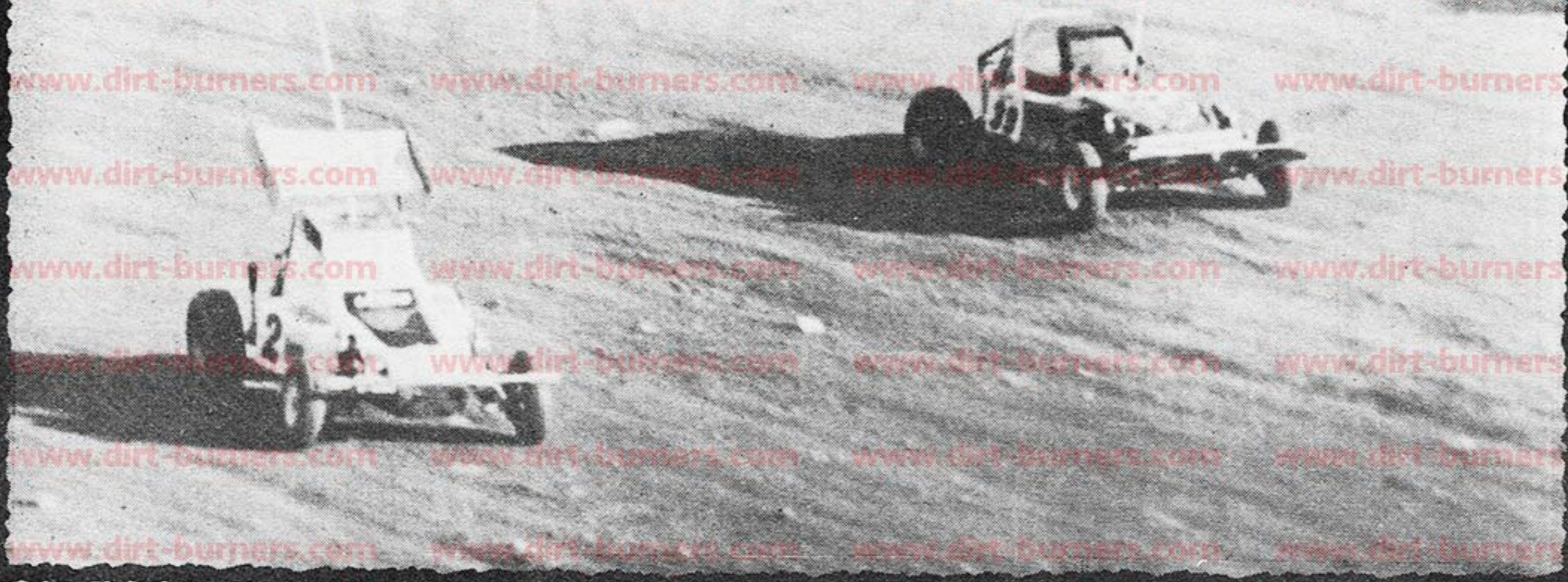


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May ORRCA Update...



WE ARE NOW HALF WAY INTO THIS NEW ORRCA SERIES WHICH IS DUE TO CONCLUDE AT THE END OF MAY.

So far, three of the six scheduled races have been run, with one (the Whittier race) having been rescheduled for May 9th, because of rain.

So far, 145 people have competed in the first three events in all three classes, which appears to be the most successful series to date.

Rules have been more clearly defined, although I'm sure more changes will be made as the series and season progresses, which have helped many of the racers and have made the various classes more equal.

Contrary to the last ORRCA Series where there were 12 events scheduled, this series was cut down to only six events, allowing the driver to throw out the worst finish of the six. Cutting down the number of ORRCA points races has

made it easier for all those who wish to participate, to make all the points races. "12 races were just too much to try to make", some of the racers were heard to say. This way, only two races during one month keeps everyone interested and able to attend them, without creating problems at home.

Still, if you want to race every weekend, there's always a race going on in some part of Southern California, the only difference is that not every race is for the ORRCA points.

So, through the first three races, we now have some of the leaders in some heavy battles:

In the STOCK Class a terrific battle for the overall is ensuing with Mike Giem just one point ahead of Bernie Rico. Mike's 295 overall points better Bernie's 294. This order may change when 1 of the six races is dropped at the end of the series. Not too far behind with 288 points after three races is Vince Ito;

Above. Allen Losi and Jerry Case going at it. Below. Drivers waiting for the flag to drop.



and just one point behind Vince is Doug Brown with 287 points. Mark Thomsen, Anna Stage, Aaron Heckert, Irwin Markwardt, Duane Luyten and Paul Thomsen round out the top ten in this class.

It should be noted that this Stock class has increased dramatically after the first series was over. Perhaps the publicity on the series and more definite rules have encouraged many first time racers to come out and have fun and race.

In the MODIFIED Class, another close battle is apparent. Although in the overall points totals the difference between Jeff Cruzon (300) and Chris Hawkes (297) is seven points, when you drop their worst finishes, the race is much closer than that. Jim Sneed, currently in third place with 291 points is someone who bears watching. He is now considered one of the most consistent drivers in the series, and these next three races should see him make a definite movement toward the top of the class.

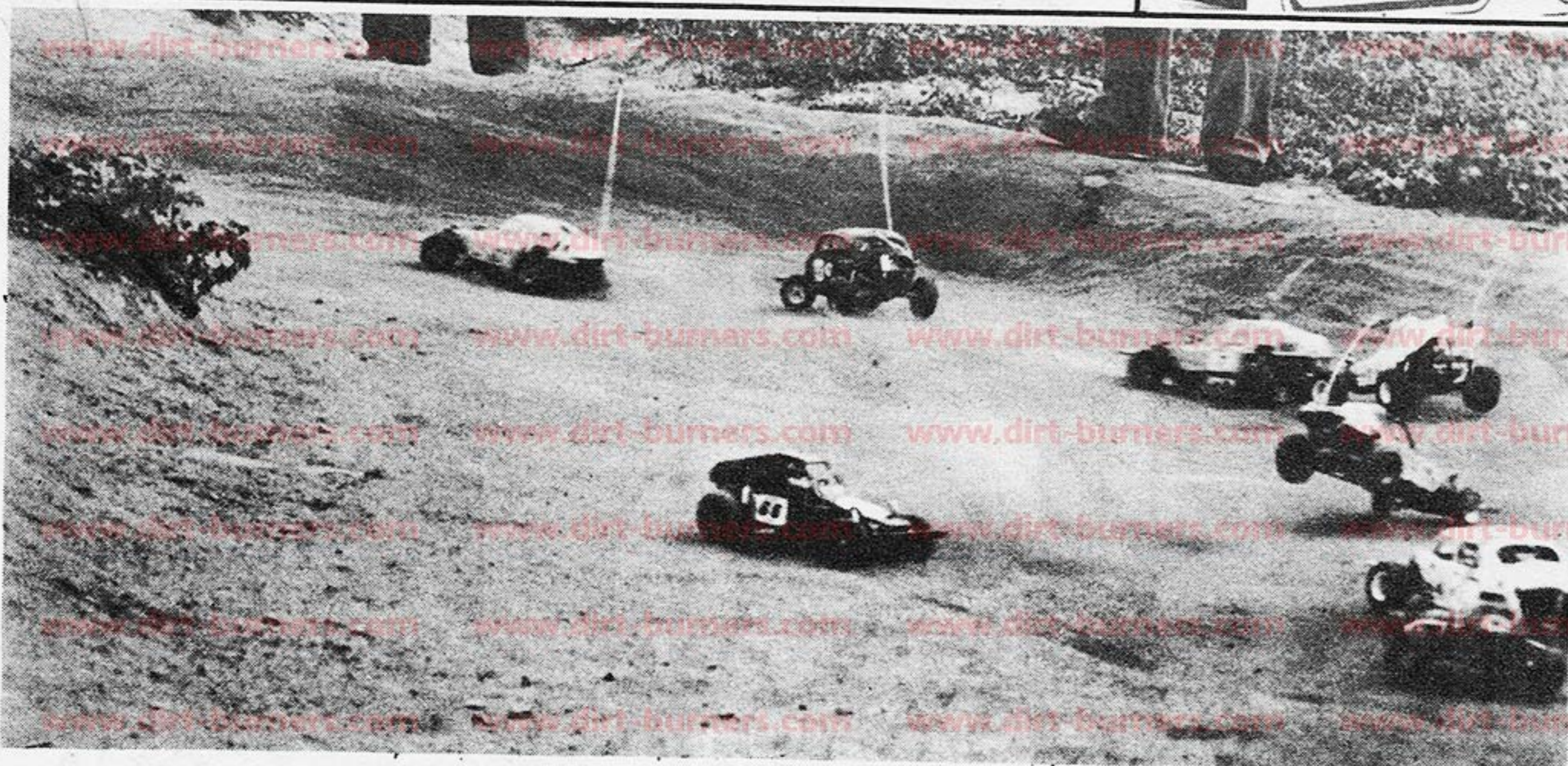
Dave Niemann, Bill Pihl, Mike Deming, Rick Churchill, Craig Dunne,

Allan Losi and Terry Wallace make up the top ten in this class.

Interestingly, this class has so far drawn 56 entries, just four more than the Stock class. Last series, this was by far the largest class of all.

In the OPEN Class there have only been 37 entries so far in the series. While the number is less than the two other classes, this is the most competitive class by far of all. Competition is outstanding with drivers having to prove their skills to the maximum. There is no room for mistakes in this class. Everyone in this class is capable of winning at any time, anywhere.

Some of the fanciest and more sophisticated equipment is used in this class and it now appears that the battle for the coveted first place



ORRCA at Century Models in Anaheim. Anywhere anytime, still lots of action.

or number 1 is going to go down to the wire among possibly five drivers.

Currently the top five for first place are Eric Grisham and Gil Losi, Jr., both with 291 points. Throwing away the worst finish for both, Gil has a one point edge over Eric. Conversely, Grisham maintains a one point lead over Jeff Cruzon. Rick Churchill and John Burnham are just a turn away in 5th and 6th respectively. Rounding out the top ten are Bud Fish, Mike Deming, Bill Pihl and Jim Brophy.

This may be the last time that this series is run this way. Although the same format may be used for races and points, a new program is under way. In fact, as of press time, the official members of ORRCA held a meeting in which it was decided that ORRCA will now be a National Association, organized to sanction and assist in the running of similar series' throughout the United States.

Since there are now more and more tracks opening all round the country, requests have been made to ORRCA to expand their program.

During this month of May, the remaining three ORRCA races will be completed, the final overall points



computed, the class champions singled out and the ORRCA Quarter Championships will be run. This time The Quarter Championships will be held at Radio Controlled Hobbies in Costa Mesa. We'll be there to bring you first hand coverage. (results on page 42)

High flying action, (above and below) typical of ORRCA Series races. Here at the Ranch Pit Shop ORRCA race, there was 134 entries on hand.



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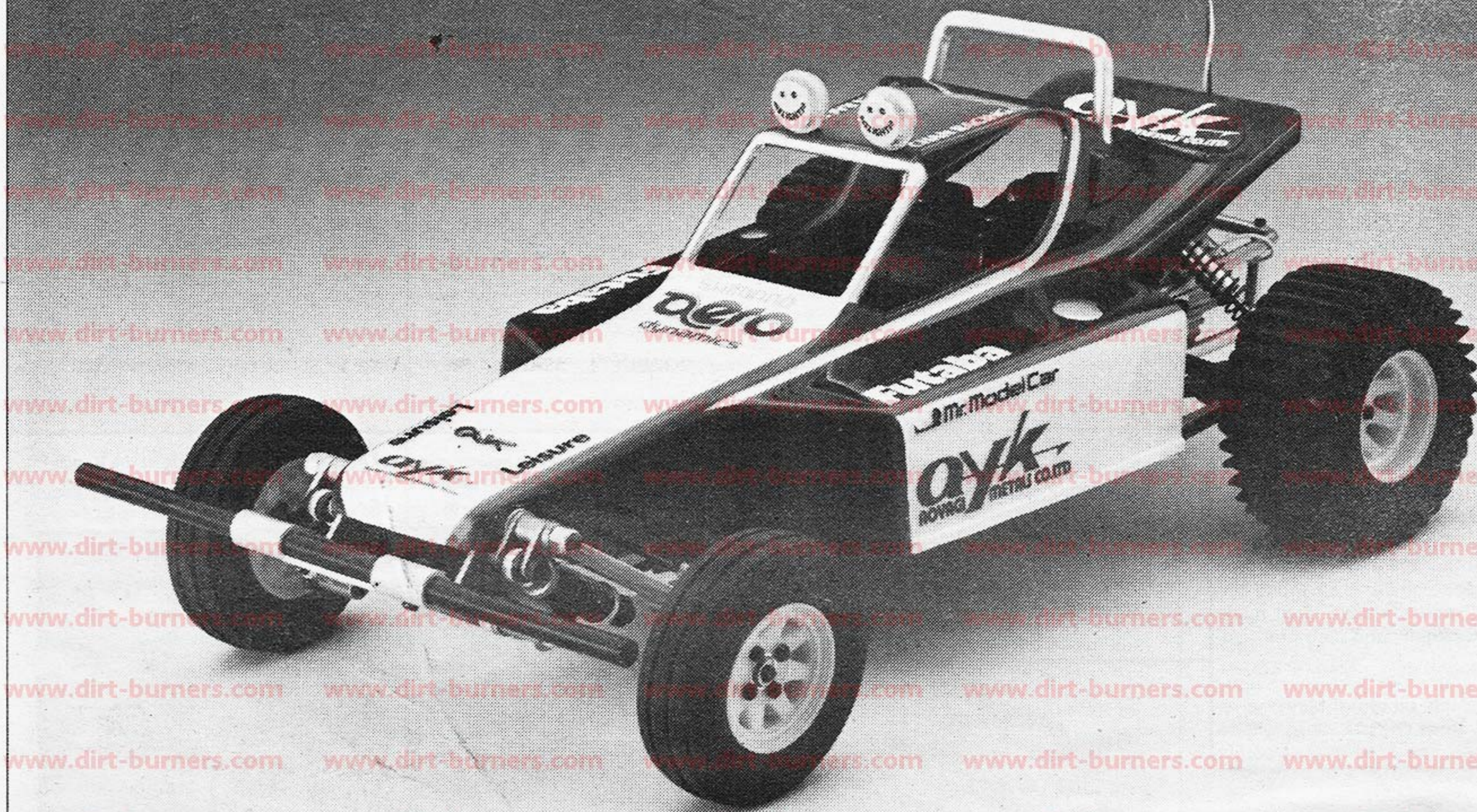
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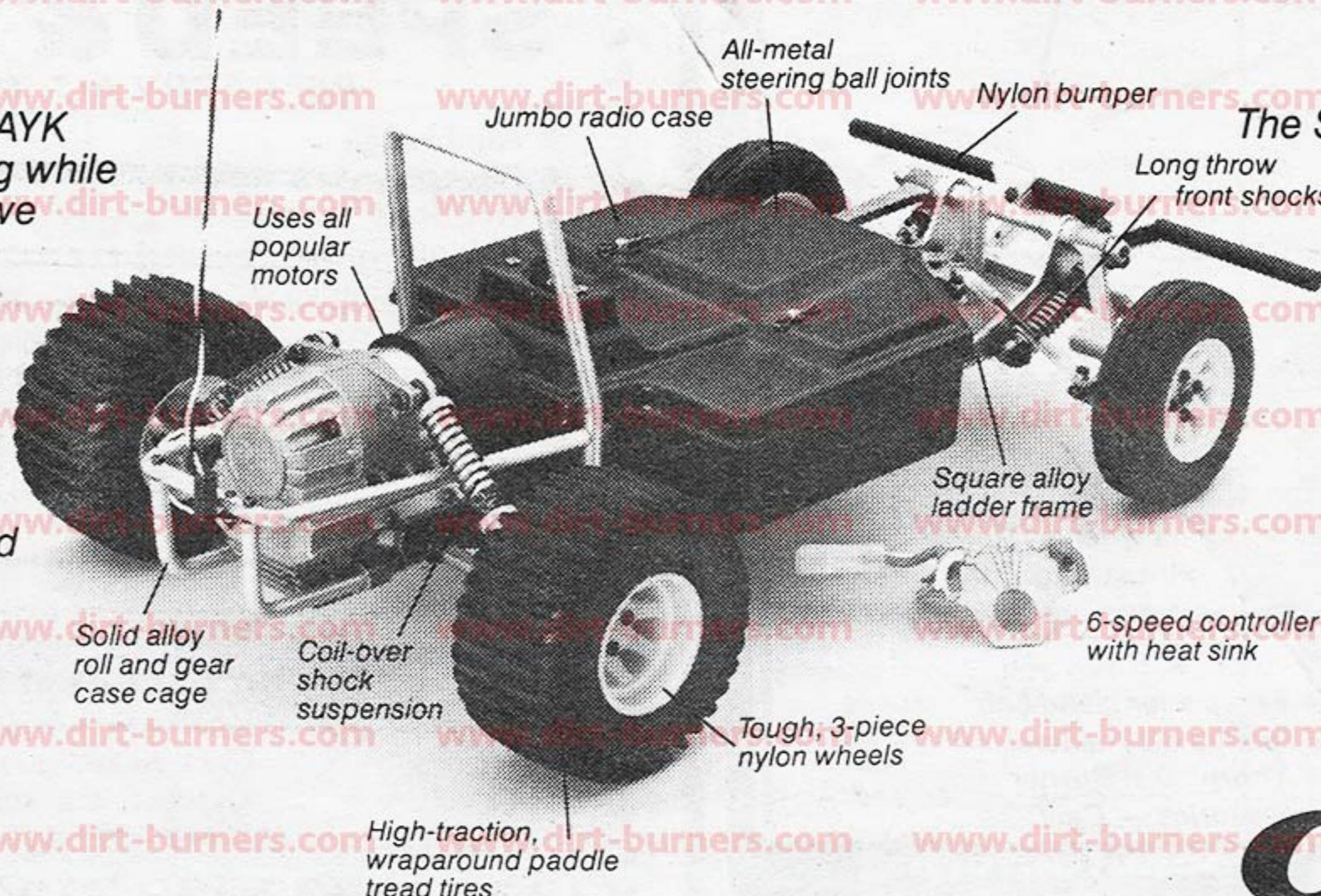
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North Jersey R/C Racing Association's

UPDATE...

Story by N. King

IT'S ALMOST UNBELIEVABLE HOW WELL OUR SERIES IS DOING. RACE No. 6 HAD 60 ENTRIES, OUR BIGGEST ONE YET! IT ALSO HAD THE BIGGEST SURPRISE OF THE YEAR IN THE MODIFIED EVENT, WITH JOE JR., OUR AMATEUR CHAMPION BEATING OUT THE SPONSORED FACTORY RACERS. WHAT A DRIVE!!!

It seems the JOMAC car, after two years, has finally caught on in the New York area. It really seems to run very well on carpet and doesn't need major rebuilding like other brands. In fact, 90 percent of the cars run are either JOMACS or M.R.P.'s, with just a hand full of DELTA's and a couple of ASSOCIATED-based scratch built.

In the Amateur Stock Class, Joe Jr. was once again top qualifier with 39.1 laps. Slugger Brown did 38.4 and Ace Lane made 37.6.

In the Expert Stock class, John Raymond was T.Q. at 41.4 laps; Neil Tilbor was second with 41.3 and Bob Farrell took third with in this qualifier with a 40.3.

In Modified, Repete Fusco T.Q.'ed at 44.4, Neil Tilbor was 2nd with 43.2 and Bob Farrell once again in third with 41.4

In the Amateur D Main, Steve Brown who "sandbucketed" and got no qualifying times, won over John Lawa and Dylan Punter.

The Amateur C Main, had Flemington's Jim Doyle, winning over Don Smith (who was top Novice) and another Novice, Robert Hutton.

The Amateur B Main was a battle royal with Team Neely's, Rick Hinton pinning Steve Duty for the win. Henry Schepiga finished one lap back in third.

In the A Main Slugger Brown went wire to wire, to win over Joe, Jr. by 1/8 lap. Joe, Sr. was two laps back for the third place.

In the Expert B Stock Main, Bob Person in his first appearance at the Knights of Columbus Series, won by two laps over Paul Punter and Jack Russell.

The Expert A saw Neil Tilbor jump into the lead for about 7 1/2 minutes. Then, Neil made just one mistake and allowed Tony D. to move past for the first place. Bob Farrell with his new JOMAC took the 3rd place.

In the Modified D Main, (duty main) Bob Person won over who

else, Steve Duty and Tom Brown.

The C Mod had John Raymond 1/2 a lap ahead of Bill Davis. MRP, Charlie Noto was third, one lap down.

Slugger Brown lead all the way in the Modified B Main, to beat Ken Jecas by one lap and his brother John by 20 laps.

The Modified A Main was the best race of the day as Bob Farrell got the lead with Joe Jr. 1/2 a lap back. Joe kept catching Bob until the last lap, when both their batteries started to "dump". All Bob had to do was finish the race and he would have won his first indoor Modified race. But with two turns to go, he hit a dot, letting Joe, Jr. crawl by to win by about five feet. The crowd went crazy, as a 12 year old buckeroo had just beat all the "fast guys". It was great, just like a Hollywood movie.

We look forward to being at race number 7, where we expect the entries to be even bigger.

N.K.

RESULTS

MODIFIED A:

1. Joe Jr. (MRP)...42
2. Bob Farrell (JOMAC)...42
3. Neil Tilbor (JOMAC)...42
4. Pete Fusco (SCTH ASSOC)...38
5. Joe, Sr. (MRP)...38
6. Repete Fusco...(SCTH ASSOC)...25

MODIFIED B:

1. Slugger Brown (ASSOC)...40
2. Ken Jecas (JOMAC)...39
3. John Brown (ASSOC)...20
4. Ace Lane (JOMAC)...9
5. Glen Mac (JOMAC)...5
6. Tony D. (JOMAC)...DNS

MODIFIED C:

1. J. Raymond (DELTA)...38
2. Bill Davis (DELTA)...38
3. C. Noto (MRP)...37
4. B. Frame (JOMAC)...36
5. S. Brown (MRP)...32
6. J. Russell (MRP)...DNS

MODIFIED D:

1. Bob Person (JOMAC)...37
2. Steve Duty (ASSOC)...37

3. Tony Brown (MRP)...37

4. Paul Punter (MRP)...36

5. Jim Doyle (MRP)...4

EXPERT STOCK A:

1. Tony D. (JOMAC)...41
2. Neil Tilbor (JOMAC)...41
3. Bob Farrell (JOMAC)...40
4. Ken Jecas (JOMAC)...40
5. J. Raymond (DELTA)...39
6. Glen Mac (JOMAC)...39

EXPERT STOCK B:

1. Bob Person (JOMAC)...40

2. Paul Punter (MRP)...38

3. Jack Russell (MRP)...37

4. Bill Davis (DELTA)...37

5. Charlie Noto (MRP)...37

6. R. Arrichi (DELTA)...DNS

AMATEUR STOCK A:

1. Slugger Brown (ASSOC)...40
2. Joe, Jr. (MRP)...40
3. Joe, Sr. (MRP)...38
4. Ace Lane (JOMAC)...38
5. Bill Frame (JOMAC)...37
6. John Brown (ASSOC)...37

AMATEUR STOCK B:

1. R. Hinton (MRP)...37
2. S. Duty (ASSOC)...37
3. H. Schediga (MRP)...36
4. T. Brown (MRP)...31
5. Tony S. (ASSOC)...10

6. N. King (JOMAC)...2

AMATEUR STOCK C:

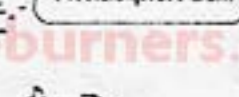
1. Jim Doyle (MRP)...30
2. Don Smith (JOMAC)...28
3. R. Hinton (ASSOC)...27
4. "Lil" Nick (MRP)...27
5. S. Szlaus (JOMAC)...23
6. G. Kester (JOMAC)...20

AMATEUR STOCK D:

1. Steve "The Doctor" Brown (MRP)...37
2. John Lawa (ASSOC)...35
3. Dylan Punter (MRP)...23
4. Ken F. (JOMAC)...20
5. Bob Mihlon (JOMAC)...10

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

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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.**

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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.**

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A total of ten teams took part in this year's race, and it was some race!

At the beginning it looked like it would be a real test of aerodynamics as the three lead cars were LOLAS T 600's (the only three in the race). The teams of Holfelder, Gillott and Petruzzi had a golden day. They could do nothing wrong. Jeff Holfelder had cut the doors and fender wells to open for concours. Nobody thought that the body would last for 1/2 an hour, let alone the full six hours. Jeff put almost a roll of Scotch Tape on it to keep them shut, and "lo-and-behold", it lasted without problem. This team took the lead as the green flag went up and were only threatened once in the entire six hour race.

At the beginning of the second hour came the race of the day. The defending Champs from last year; Alves, Owens, and Chaves, were closing on the leaders. Bruce Owen moved onto the same lap as the leader, Terry Gillott. It looked like Bruce was closing in a few feet each lap. Then they were nose to tail for about 6 laps or so, until Terry pulled in for fuel. Bruce Owen went into the lead, only to give it up at the next pit stop. Both teams raced around like that for about 20 minutes. Then, what had been the race of the day ended with a blown engine for the Alves/Owen/Chaves team.

That was the last time that anyone got within 50 laps of the leading team, and they went on that way to get the checkered flag.

The second place spot was taken by the team of Hodgson/Perry/Welding with a total of 725 laps.

Third place turned out to be the battle of the century. The teams of Buriani/Kimbrow/Perry and Chaney/Mesa/Robins went at it for the entire 6 hours. Can you believe that at the end of the six hours these two teams wound up in the same lap? At the end, it was a 6 hour race with one lap sprint to determine who would end up with the third place. Loren Chaney's team of Rob Mesa and Tom Robins got across the line ahead of "Big Bear's" team to take third place. Both teams logged in 663 laps!

Story by Chuck August

Some racing folks! You had to be there. Perhaps next time you will.

Chuck August

RESULTS

- 1. Holfelder/Gillott/Petruzzi...820
CAR: M.R.P.
- 2. Hodgson/Perry/Welding...725
CAR: M.R.P.
- 3. Chaney/Mesa/Robins...663
CAR: (?)

- 4. Buriani/Kimbrow/Perry...663
CAR: ASSOCIATED
- 5. Stirling/Stirling/(not known)...477
CAR: THORP
- 6. Quaid/Quaid/Quaid...465
CAR: Japan ?
- 7. Ulstad/Wells/Joyce...379
CAR: THORP
- 8. Alves/Owens/Chaves...261
CAR: M.R.P.
- 9. Foskett/Hossner/Foskett...219
CAR: Tony Rocket
- 10 Rich/Marschall/Fujoika...152

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(Contd. from page 37)

OVERALL STANDINGS
(Through first three races)

STOCK:

1. Mike Giem...295
2. Bernie Rico...294
3. Vince Ito...288
4. Doug Brown...287
5. Mark Thomsen...277
6. Anna Stage...269
7. Aaron Heckert...263
8. Irwin Markwardt...254
9. Duane Luypen...225
10. Paul Thomsen...221
11. John Luypen...211
12. Mark Brunner...205
13. Larry Clark...204
14. Larry Gold...194
14. Gordon Ingerbritsen...194
16. Richard Beggs...183
17. Henry Nieto...173
18. John Voeller...169
19. J.P. Ingerbritsen...163
20. Eddie Perez...157
21. Larry Bussard...154
22. Dean Heckert...153
22. Richard Winter...153
24. Tom Rice...152
25. Ed Kenhey...151
25. John DeStefano...151
27. Rick Shanner...145
28. Mark Bussard...135
29. Donielle Bussard...131
30. Matt Eytchinson...120
31. Ed White...99
32. Russ Rogers...92
33. Curt Hurley...90
34. Bob Gold...89
35. Doug Wisdom...87
36. Shane Gardia...86
37. Julie Hurley...85
38. Joe Mele...84
39. John Gudvangen...79
40. Hans Waugen...78
40. Monica Barana...78
42. Bruce Warner...77
43. Charlie Street...75
44. Gene Higa...70
45. Bob Lucas...69

46. Betty White...66
47. Linda Perez...64
48. Brett Arminta...63
49. Mike Larson...60
50. Traci Lewis...58
51. Mike Sullivan...57
52. Mikeal Winter...56

MODIFIED:

1. Jeff Cruzon...300
2. Chris Hawkes...293
3. Jim Sneed...291
4. Dave Niemann...277
5. Bill Pihl...276
6. Mike Deming...275
7. Rick Churchill...274
8. Craig Dunne...266
9. Allen Losi...261
10. Terry Wallace...258
11. Edie Street...256
12. Bud Fish...245
13. Ron Dyer...237
14. Jim Brophy...235
15. Erwin Bragg...230
16. Ed Street...217
17. Jim Bernardo...201
18. Randy Scott...195
18. Nelson Kracke...195
20. Chris Allec...189
21. Charlie Stage...181
22. Marty Warner...173
23. Dennis Taylor...170
24. Dennis Lyman...169
25. Miilt Lewis...154
25. John Gudvangen...154
27. Jiggs Garcia...148
28. Tom Staples...146
29. Kevin McMillan...144
30. Frank Glasgow...137
31. Mark Anderson...136
32. Gary Duss...134
33. Jeff Paul...128
33. Ron Adams...128
35. Tony Rodriguez...112
36. Sean Hawkes...92
37. Bill Bohrk...85

38. Jeff Maurer...78
39. Brian Stith...76
40. Greg Melton...74
40. Steve Douglas...74
42. Willie Melancon...68
43. Ron Williams...67
44. Larry Taylor...60
45. Willie Franco...59
46. Chuck Kelley...58
46. Tom Coy...58

46. Jay McClow...58
 49. Steve Christiansen...57
 50. Scott Brown...56
 51. Loren Beggs...55
- OPEN:**
1. Eric Grisham...291
 1. Gil Losi, Jr...291
 3. Jeff Cruzon...290


4. Rick Churchill...288
5. Jim Sneed...287
6. John Burnham...274
7. Bud Fish...270
8. Mike Deming...259
9. Bill Pihl...244
10. Jim Brophy...243
11. Edie Street...242
12. Leo Barana...228
13. Cory Barana...226

14. Dave Niemann...222
15. Erwin Bragg...220
16. Craig Dunne...211
17. Jim Bernardo...208
18. Dennis Taylor...194
19. Gil Losi, Sr...193
20. Jerry Case...179
21. Dennis Lyman...162
22. Chris Allec...161
23. Mike Tobey...158

24. Chris Hawkes...157
24. Jiggs Garcia...157
24. Lonnie Peralta...157
27. Frank Glasgow...156
28. Lou Peralta...154
29. Sean Hawkes...151
30. Dave Shively...139

31. Jason Garcia...89
32. Dave Morford...88
33. Ron Williams...78
34. Steve Christiansen...75
35. Steve Douglas...74
36. Chuck Kelley...67
37. Flame Churchill...65

Note: Non-ORRCA members points are not listed in the overall totals. Only ORRCA members can compete for the overall title.



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* **Mike Giem**
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The BURRRR! Classic

Or How Cold Can It Be To Race!

Story by Joe Dicara

March 28, 1982

NO, THE 1/12th RACERS HAVEN'T PUT GAS ENGINES IN THEIR CARS. THAT NOISE YOU HEAR IS THE SOUND OF 40 RACERS TRYING TO GET WARM.

Sunday, March 28th was our first outdoor electric race. I think everyone had their fingers crossed hoping for sunshine. Unfortunately, most of us forgot to worry about the temperature. 40 Entrants, one for each degree of temperature.

The turnout was excellent for this first race, with the total of entries exceeding most of last year's races. Most of those that raced were ready and, considering the temperature, lap counts were at mid-season form.

Three heats were planned but only two were actually run, with the single best race counted toward the placement of the Mains.

After the qualifying dust settled, some new names appeared at the top. T.Q. was Carl Ford. Carl obviously had his act together. His lap count of 37.4, was within 5 sections of the track record! Close behind was Bill Davis. You could see that the indoor season did not hurt either of these guys.

Next qualifiers were Donny Pyle and Andy Adams. Andy and friends traveled up from Maryland and

definitely had not forgotten the fast way around the track.

The A MAIN was rounded out by Andy Madajewski and Merle Gardner. Andy was quick, even though he had never seen our outdoor track before. It was nice to see Merle back running electrics again and very competitive at that. It was no surprise to see Bill in the A, but it was a surprise seeing him qualify only second fastest.

This race kicked off our Expert/Amateur class racing. (Check out the race results for the top finishes in class. Note the "A" after each car number signifying the Amateurs.)

I would like to take this opportunity to announce that MRP and I will award an MRP GP-12 rolling chassis (less electronics and batteries), complete with differential and body, to the Amateur Series number one points champion. Places, second through tenth, will also receive bodies. We hope this will sweeten the Amateur pot and give them something to really shoot for.

The NOVICE division saw the highest number of entries ever. Only one round of practice was held for them. It is the club's intention to allow the Novices at least two practice races and their mains. Because of the shortness of this early spring day, only one practice was allowed.

All the kids put on a good show.

They were as intense as ever. Don't ever tell any of them that their races don't count. Just watch their faces when something breaks or batteries quit before the 8 minute mark.

I would like to thank the members that pitched in and helped when the kids ran. Especially those that helped the young ones when something went wrong with their cars. This is something we should continue to do.

The best race of the day was the A MAIN. Donny Pyle broke out to an early lead over the rest of the pack. Carl Ford closed up and these two drivers swapped the lead a couple of times. Then, with seconds to go and Carl leading by 30 or so feet, he dropped low on the sweeper, put a tire on the paint and spun. That allowed Pyle past into first, which he held until the checkered flag. Andy Madajewski and Merle Gardner went nose to tail, back and forth for the full eight minutes, with Andy finally prevailing. Good racing and you know it's going to get better.

The gas division tried to hold their first race of the season on Sunday, March 21. Unfortunately the weather was really poor, washing the race out. They got some practice in so the next race (April 25) should see some keen competition.

You should also note that this race will be race number 2 in the Mid-Atlantic Series. If you want to see good driving, don't miss this race!

Along with more racers than we've seen in a while, race No. 1, for the electrics, revealed some kinks in the race procedures. I'm sure these

will be ironed out by the time the next series race rolls along. See you then.

Joe Dicara

RESULTS

EXPERT/AMATEUR A:

1. Donny Pyle...37 E
2. Carl Ford...37 E
3. Andy Madajewski...36 E
4. Merle Gardner...35 E
5. Andy Adams...35 E
6. Bill Davis...34 E

EXPERT/AMATEUR B:

1. Nick Piro...37 E
2. Ray Bojarski...32 E
3. Carl Ford, Jr....29 E
4. Russ Williams...26 A
5. Don Pyle...24 E
6. Joe DiCara...12 E

EXPERT/AMATEUR C:

1. Herb Wade...34 A
2. Rich Schlosser...31 E
3. Chuck Wilson...29 A
4. JoAnn Billmers...28 A
5. Len Burgess...26 A
6. B. Rosenberger...26 A

EXPERT/AMATEUR D:

1. Frank Lafferty...33 E
2. Bob Billmers...31 A
3. Nick Piro, Jr....28 A
4. Sandy Sanders...27 A
5. Ken Johnson...24 A
6. Bob Kuss...DNS A

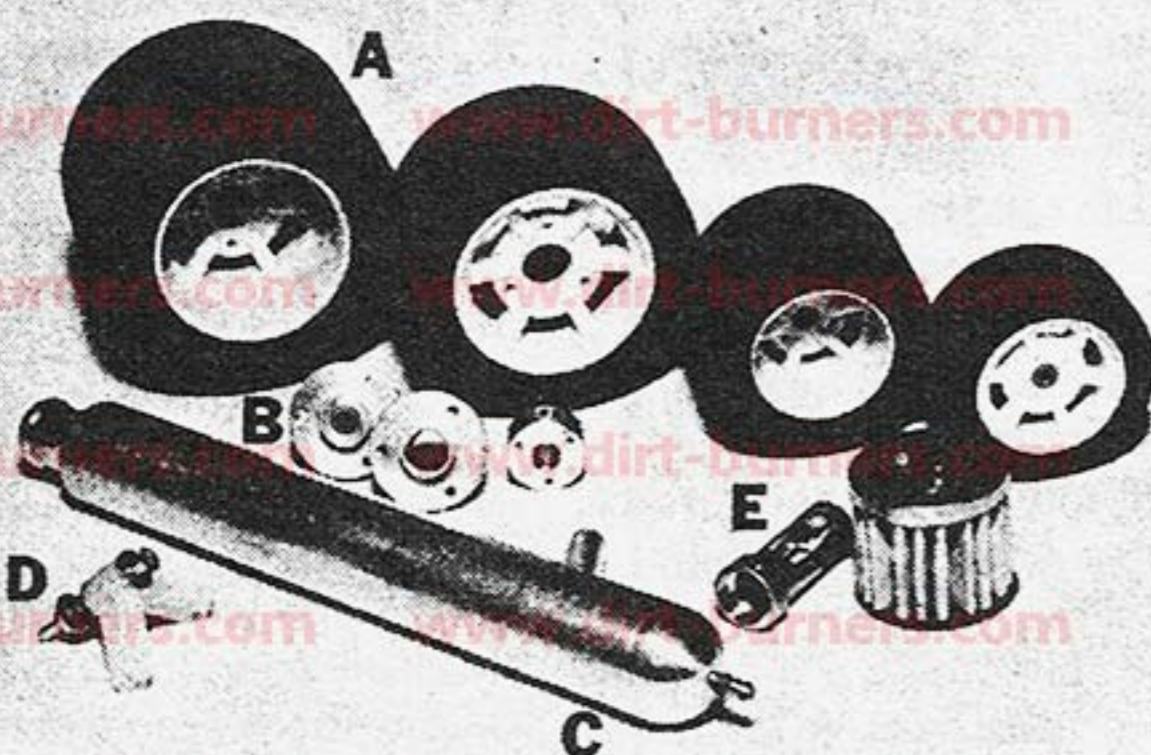
NOVICE A:

1. Scruggs...31
2. Joe Piro...28
3. A. Anastasio...27
4. Dan Marino...26
5. Mike Pyle...25
6. Chis DiCara...22
7. Nick Marino...DNS

NOVICE B:

1. Sheryl Gardner...18
2. S. Hollingshead...17
3. K. Hollingshead...16
4. Sherri Lafferty...10
5. Kelly Lafferty...9
6. Tony DiCara...6

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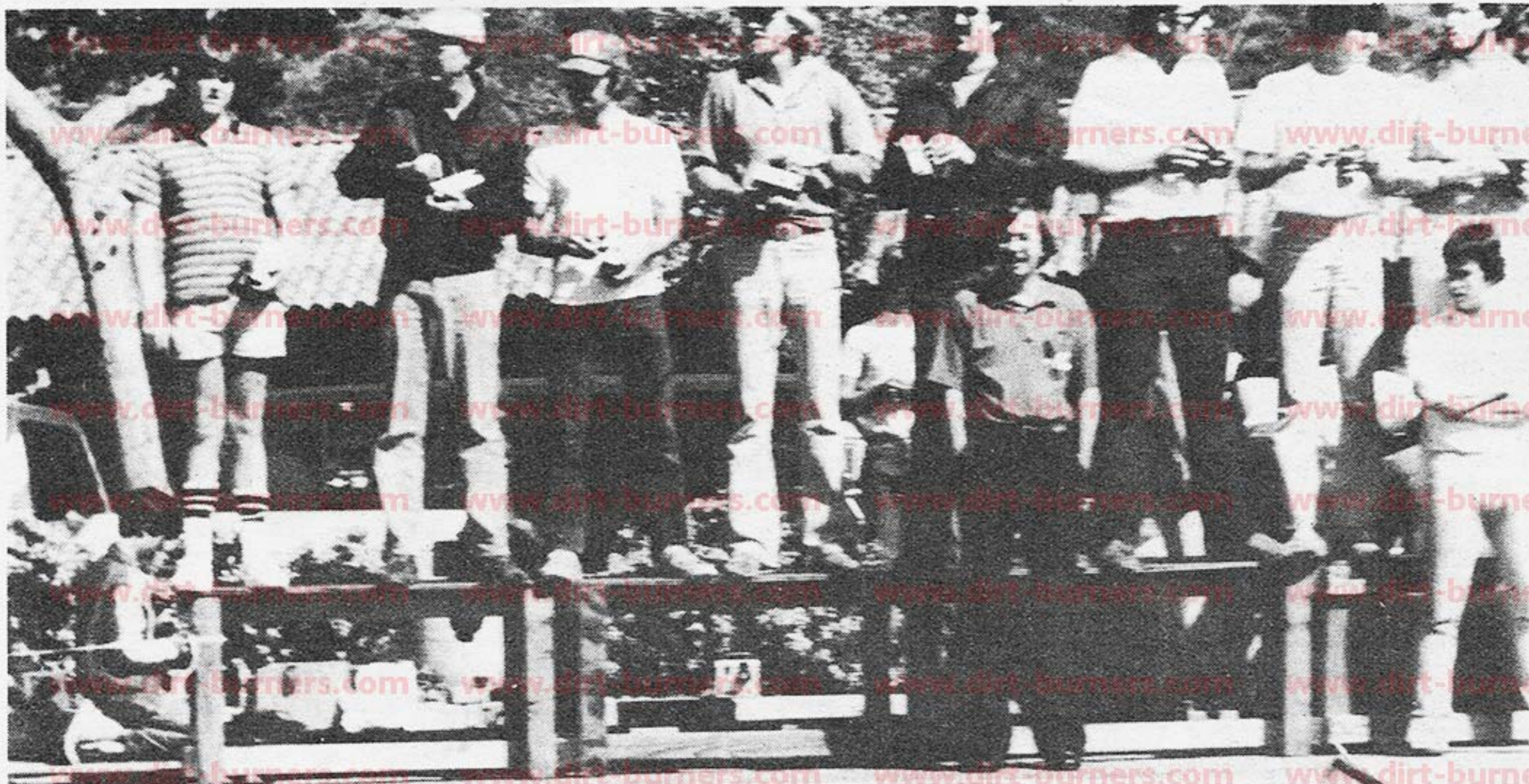
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The Last Mission Viejo...

Story by Bill Meyers
Photos by Norm Takaki

Mission Viejo, Ca.
April 4, 1982

AS OF THIS WRITING, YESTERDAY'S TRACK IN MISSION VIEJO HAS NO MORE TOMORROWS. ITS LEASE AND USE HAS EXPIRED. But as many drivers would agree, it was not a very forgiving track but a

fun one never-the-less, with fond memories for all that participated there.

Oh well, hopefully it's on to better things. In fact, today's race director, Alan McDonald, already has his sights set on a new location, and with a little bit of luck, we'll not miss our next scheduled points race on May 4th.

At least the track went out in a blaze of glory as many drivers put on fine driving exhibitions. I don't know if

several drivers found a way to make electric motors compatible with nitros oxide or what, but you had to be at your best to make the upper mains.

Leading off the assault was Modified TQ, Mike (just wait until August) Lavacot. Mike Toland led the way in the Stock by taking TQ honors.

As I said before, everyone was literally flying, and the Production Class wasn't any different with TQ and A MAIN winner, Fernando Belair, turning in a nifty 35 laps to run away, by five laps, from the father and son entries of Danny (2nd) and Dante (3rd) Thompson.

B MAIN winner, Dick Knapp, won a hard fought battle with Bill Prather, 2nd and TQ, while Elenor Buffington had no trouble with the rest of the pack to take home the 3rd place trophy.

STOCK MAINS were something else, to say the least. The top three finishers turned more laps than all but the top five in the Modified class!

Leading the charge was A Main winner Randy Tentchert, after Mike

Toland (the day's TQ) had to withdraw while leading, on lap 28, because of mechanical woes. Just the same, Randy had all he could handle with the second place entry of Mike Buffington, and third place, Gary Slayton. They applied all the pressure he needed to stay on top.

Greg Borella played cat n' mouse for the first half of the race before settling into some steady driving to win the B Main laurels. Greg's early quarry was the ever present Kerry Cavazos (2nd) and Norm Takaki, charging hard for the 3rd place. Norm started the main as the TQ.

C MAIN winner and TQ, Donn Rice, had little trouble winning as second place winner, Chuck Crawford, was never able to get back into it after losing the lead to Donn. Wayne Taylor hung on to third with several other drivers in close pursuit.

You had to be there to witness the A Main Modified. They were going absolutely crazy. The top four cars all turned big numbers, with 43 laps each, narrowly missing the old track record of 44 laps.

Frank Killam put an end to Mike Lavacot's roll of two, by winning decisively, even though both wound up in the same lap. Frank took the lead early and never relinquished it. It seems that every time you say he can't get any better, he does! Mike Lavacot, "dumping" badly, won 2nd place over 3rd place, Bob Hayes. Mike won by the width of a dot, as Bob charged hard right to the end.

B Modified winner, Mike Toland, shook off his Stock main problems to edge out second place finisher, Domie Quintana, while Greg Borella captured his second trophy of the day by taking 3rd in this class.

Donn Rice, likewise, took home his second trophy for the day, by easily winning the Modified C Main. Four laps down, Jeff Abrams was able to hang onto 2nd place, one lap ahead of Jet Patel.

Well, I suppose there are those among us who'll not miss this tight, short, driver's track, but I'm sure I share the sorrow of many others that will miss the good and bad - you know, there aren't that many tracks around.



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PB racing

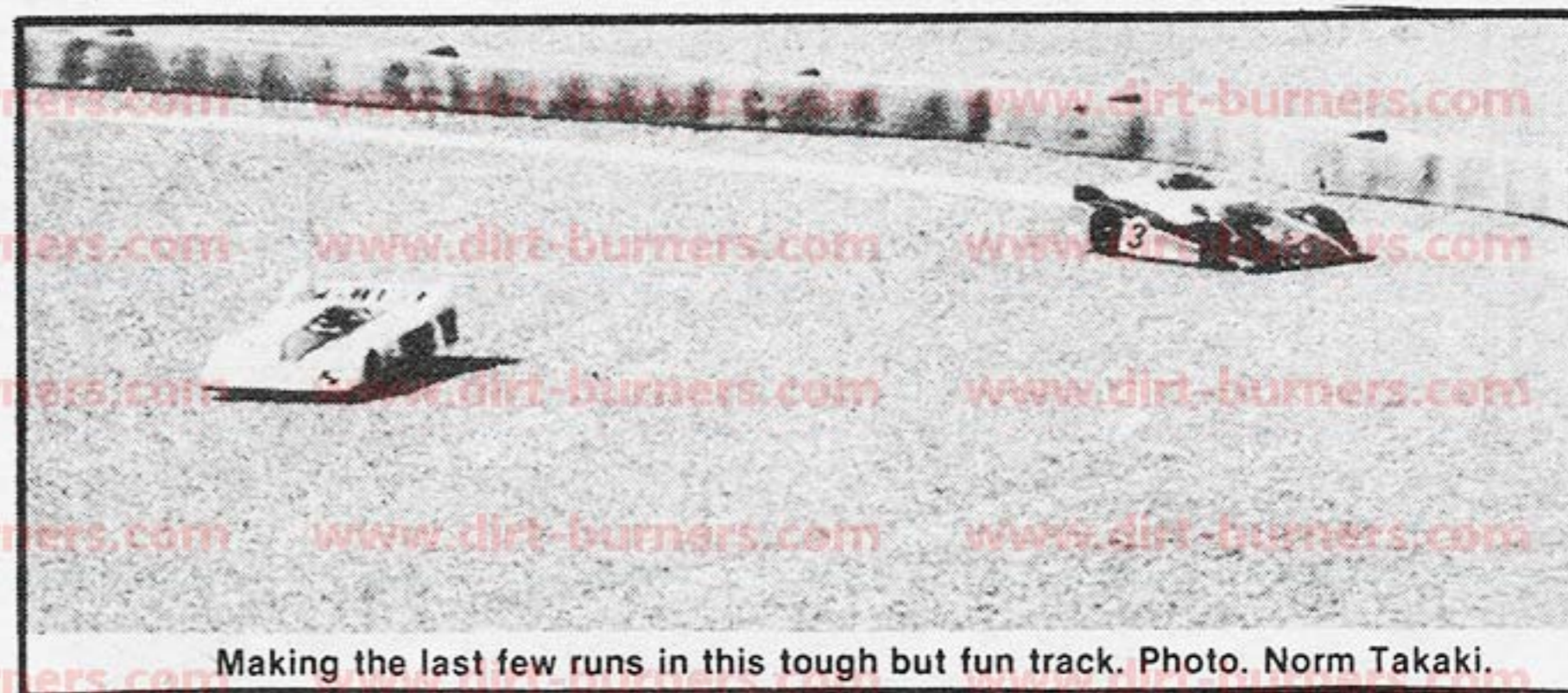
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Making the last few runs in this tough but fun track. Photo. Norm Takaki.

For those who can sneak out of the house on Easter Sunday, I'll see you at the L.A. Racer's track in Crenshaw.

Bill Meyers

RESULTS

MODIFIED A MAIN:

1. Frank Killam...43
2. Mike Lavacot...43 (TQ)
3. Bob Hayes...43
4. Robert Cavazos...43
5. Mike Reedy...41
6. Doug Kott...40
7. Steve Hickman...40
8. Ted Graff...37
9. Steve Brownyard...37

MODIFIED B MAIN:

1. Mike Toland...39
2. Domie Quintana...39
3. Greg Borella...38 DNF
4. Big Jim...38
5. Terry Ballard...38
6. Sam Ellis...37
7. Gary Slayton...35 (TQ)
8. Steve Toland...33
9. Sunny Cummings...1

MODIFIED C MAIN:

1. Donn Rice...41
2. Jeff Abrams...37 DNF
3. Jet Patel...36 DNF
4. Chip Hayes...35
5. Mike Wickham...35
6. Wayne Taylor...35
7. Bob Forsyths...33
8. Rick Hohwart...31
9. Chuck Baker...28
10. Chuck Boldetti...26

STOCK A MAIN:

1. Randy Tentchert...42
2. Mike Buffington...41
3. Gary Slayton...41
4. Bill Meyers...40
5. Bob DeWald...39
6. Steve Brownyard...35
7. Mike Toland...28 DNF (TQ)
8. Don Sallenbach...25
9. Sonny Cummings...25
10. Big Jim...DNS

STOCK B MAIN:

1. Greg Borella...40
2. Kerry Cavazos...39
3. Norm Takaki...39 TQ
4. Larry Stanclift...38
5. Killer...37
6. Clyde Buffington...36
7. Jason Toland...31
8. Jeff Abrams...30
9. Alan McDonald...28

STOCK C MAIN:

1. Donn Rice...39 TQ
2. Chuck Crawford...37
3. Wayne Taylor...36
4. Pops Toland...36
5. Jerry Lamb...36
6. Jet Patel...35
7. Rick Hohwart...26
8. Ed VanHorne...25
9. Chuck Boldetti...12

PRODUCTION A MAIN:

1. Fernando Belair...35 TQ
2. Danny Thompson...30 DNF
3. Dante' Thompson...30
4. Chuck Williams...30
5. Steve Urban...30
6. Ken Knapp...28
7. Bob Stanclift...27
8. Fred Hohwart...27
9. Tom Osborne...11

PRODUCTION B MAIN:

1. Dick Knapp...31
2. Bill Prather...30 DNF TQ
3. Eleanor Buffington...DNF
4. Tom Yarrington...27
5. Tara Belair...26
6. Fern Knapp...25
7. Karl Neis...22
8. Fran Knapp...19
9. Bill Johnson...10

SOCAL...

(contd. from page 28)

Only in your dreams could you have conjured up a closer A Main race. There were seven drivers, all within two laps of eventual winner Mike Lavacot, and as many lead changes for most of the eight minutes. The ever-improving, Robert Cavazos more than happily accepted second place honors with 39 laps (I think he likes his new wonder car). Following him, the remaining five cars were all in the same lap vying for that third place finish. Jerry Case, narrowly prevailed with lots of pressure from the rest.

This reporter enjoyed the day's racing immensely, as did most everyone else. Amazingly, there were virtually no complaints heard.

Again, a big thanks to those involved and hopefully we'll have much of the same at the next points race to be held April 25th at the Ranch Pit Shop.

Bill Meyers

RESULTS

PRODUCTION A:

- | | |
|------------------------------|---------------------------|
| 1. Fernando Belair...30 (TQ) | 6. Richard Ovelletie...30 |
| 2. Mike Kelley...29 | 7. Buff Biffington...30 |
| 3. Fred Howart...28 | 8. Garth Wise...29 |
| 4. Tim Karamitros...28 | 9. Ken Lavacot...29 |
| 5. Timothy Spicer...28 | 10. Ed Van Horne...18 |
| 6. Danny Thompson...27 | |
| 7. Andrea Espejo...24 | |
| 8. Steve Sallenbach...19 | |
| 9. Elenor Buffington...12 | |
| 10. Tom Yarrington...10 | |

MODIFIED A:

1. Mike Lavacot...40 (TQ)
2. Robert Cavazos...39
3. Jerry Case...38
4. Mike Toland...38
5. Rich Douglas...38
6. Frank Killam...38
7. Tim Neja...38
8. Tony Neisinger...37
9. Mike Hickman...7
10. Matt Azzara...DNS

MODIFIED B:

1. Doug Kott...38
2. Ken Stephenson...37 (TQ)
3. Steve Hickman...36
4. Mike Reedy...36
5. Leo Barana...35
6. Steve Brownyard...32
7. Jeff Abrams...31
8. Ted Graff...30
9. Bob Hayes...29
10. Bruce Hickman...DNS

MODIFIED C:

1. Steve Toland...35 (TQ)
2. Chuck Baker...34
3. Chip Hayes...33
4. Alan McDonald...33
5. Wayne Taylor...32
6. Cory Barana...31
7. Greg Borella...16
8. Gary Slayton...DNS
8. Mike Wibben...DNS

PRODUCTION B:

1. Steve Urban...29
2. Bob Standclift...27
3. Chuck Williams...27
4. Tara Belair...27
5. David Lee...25
6. Julie DeWald...21
7. Mike Glover...21
8. Bobby Prather...16
9. Bill Olson...16
10. Tom Osborne...1 (TQ)

STOCK A:

1. Randy Tentschert...38
2. Mike Buffington...37 (TQ)
3. Larry Krough...35
4. Don Sallenbach...33
5. Frank Baker...32
6. Don Rice...32
7. Baine Just...27
8. Terry Ballard...27
9. Gene Prather...17
10. Bob DeWald...13

STOCK B:

1. Kerry Cavazos...37 (TQ)
2. Oran Valle...36
3. Chuck Crawford...35
4. Bill Meyers...35
5. Bob Novak...35
6. Larry Stanclift...34
7. Tim Toland...33
8. Sonny Cummings...13
9. Joe Coara...3
10. Killer, Jr...DNS

STOCK C:

1. Sam Ellis...34 (TQ)
2. Mini Bob...33
3. Rene Szalay...31
4. Bill Bandelin...30
5. Barr Newman...30

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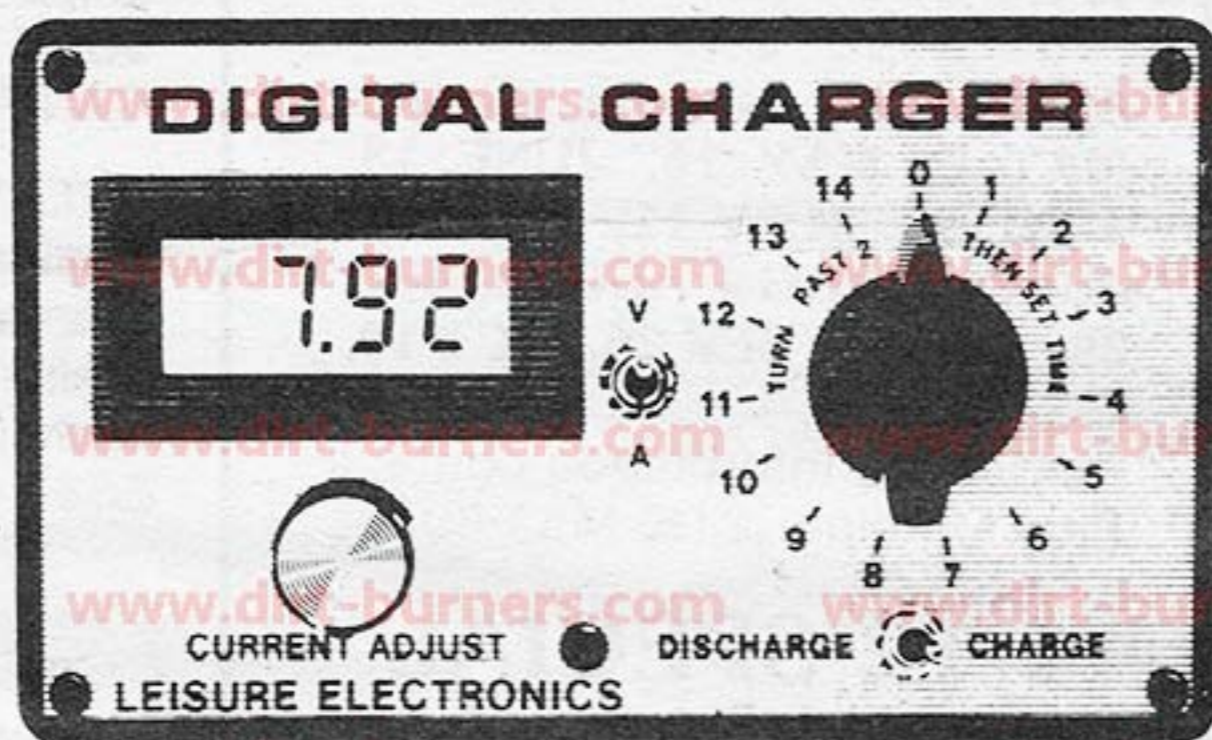
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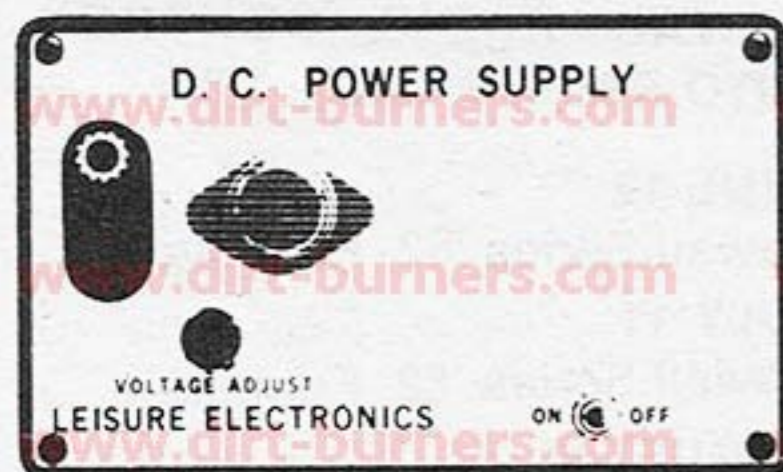


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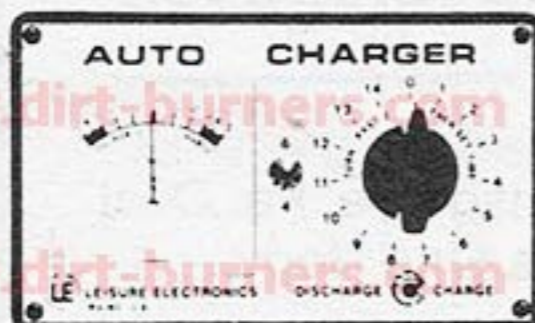


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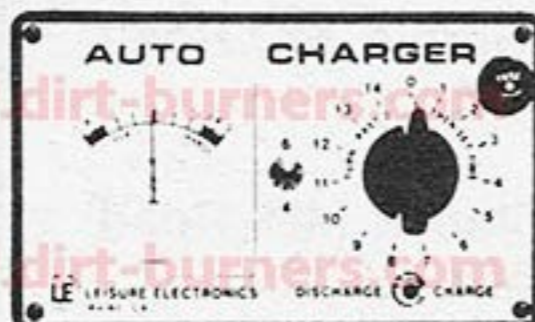
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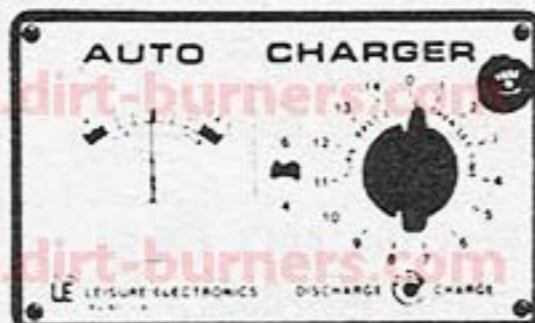
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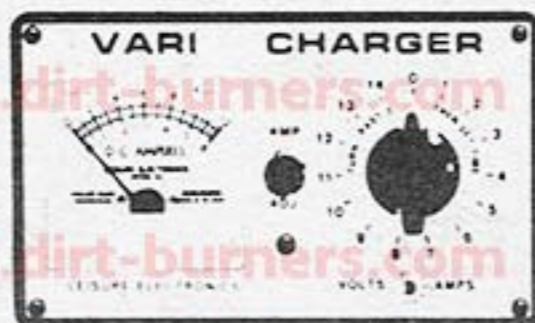
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MAY 22-23

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MAY 29-30

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JULY 18

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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.

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.

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.

CALIFORNIA AUTO RACERS (CAR):

Tentative dates only:

FEB 21; MARCH 21; APRIL 18; MAY 23; JUNE 13; JULY 18; AUG 15; SEP 19; OCT 3; NOV 21; DEC 19.

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

R/C 2 SOUTHEAST, PA. CLUB

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

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

1/12 SPECIAL EVENTS

JUNE 19-20

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

1/8 SCALE GAS

MID-ATLANTIC CHAMPIONSHIP SERIES:

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.

JULY 18

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

AUGUST 8

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

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 :

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 Championships.

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, Sacramento, 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.

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 Manufacturer seeks in-house Product Designer with experience in all scales. Must be familiar with current products both domestic and foreign. Salary negotiable. Send Resume in confidence to: RCN 221, Box 411 Woodland Hills, Ca. 91365.

"CAJUN G.P."

(contd. from page 31)

Now it was time for the "biggie". Ten of the fastest drivers were on hand for this final race of the weekend.

The start was a chaotic sample of fast charging boys. No one wanted to stay behind. The one who did stay in the rear as a result of several pile-ups at the start was top qualifier, Dana Smeltzer. He had a hard job ahead of him to try to catch up.

The lead cars were Rich Lee, Rick Davis, Art Carbonell, Ralph Burch. The rest of the pack was just a few feet apart. Joe Sullivan broke out from the rear pack and moved to a strong fourth place. In the meantime, Ralph Burch had worked his way into first and was now stretching his lead. As we all know, when the first pit stops start taking place, one loses sight of who is first, second, etc. The only one this reporter could keep track of was Burch. He seemed to be stretching his lead with every lap.

We saw Carbonell start to get close, but unlike him, he suffered momentary "brain fade", and he stuffed his car several times. Also, whenever we looked for car number 7, Rich Lee's, we saw the car up in the air. He was getting hit from all sides.

In the meantime, Burch had lapped all but the top three cars in the field. Except that all of the sudden, Smeltzer had found the groove and started passing cars. In fact, he passed everyone except Ralph Burch. Then slowly he reeled in Burch and at the proper time made a beautiful pass to unlap himself and move into a solid second place. No sooner had he done so and stretched his distance by about 50 yards, then he found one of the walls and just rammed the car right into it. There went the handling, there went the chance of the win.

When it was all said and done, Ralphie Burch, once again had proven that he's got to be the man to beat. Carbonell finished second and Rick Davis took the third spot.

So this race, this weekend, was now history. I think most would agree that it was one of the finest races put on by a bunch of really great people.

Special mention should be made of the ladies that did all the scoring. They sat there and counted lap after lap, without so much as anyone complaining or challenging scores. They were: Janet Stahlhath, Claudette LeBlanc, Billie Vance, Charlene Rapuana, Lois Robert, Lou Ann Lee and Renee Mellinger. All doing it for the love of their husbands and the sport. We thank you and look forward to seeing you all again next year.

Membership Application

Name _____ Age _____

Street _____

City _____ State _____ Zip _____

Check one:

\$20.00 _____ Adult Membership

15.00 _____ Junior Membership (under 16 yrs)

20.00 _____ Family (add \$3 for each additional member)

Dues are annual and now include insurance

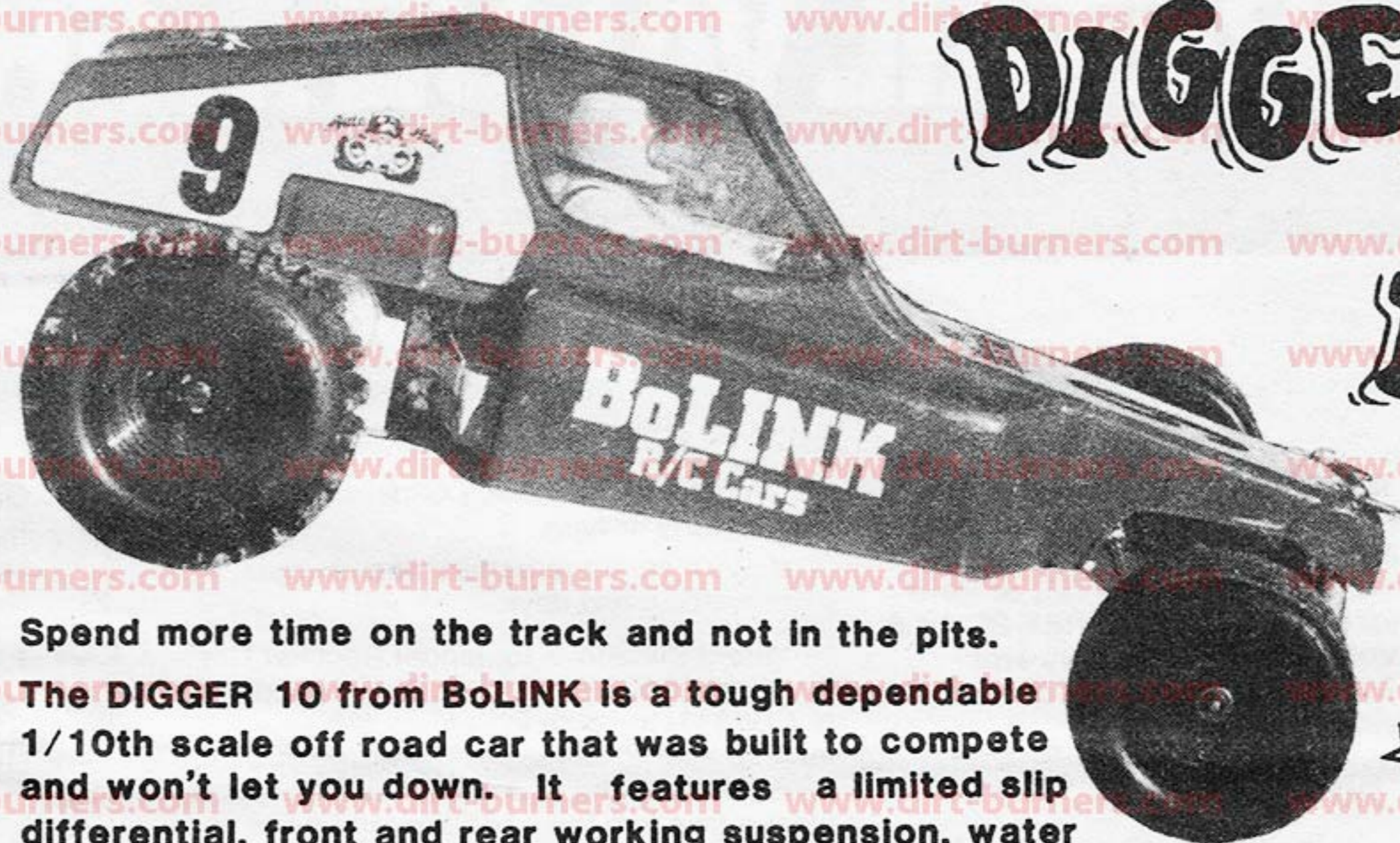
Mail to: ROAR, Inc.
12008 Welland
Cumberland, IN, 46229



WHAT IS ROAR?

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



DIGGER

10

Spend more time on the track and not in the pits.

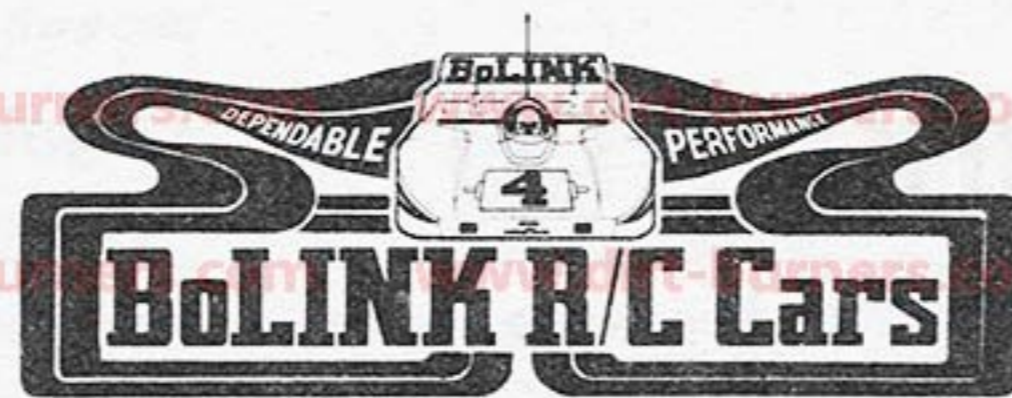
The DIGGER 10 from BoLINK is a tough dependable 1/10th scale off road car that was built to compete and won't let you down. It features a limited slip differential, front and rear working suspension, water proof box for electrical and radio equipment, gear cover over drive train, water resistant caps for motor, special knobby tires, heavy duty wheels, forward and reverse speeds, rechargeable ni-cad batteries, 15 minute quick charge cord, fiberglass chassis plate, powerful .05 motor, heavy duty TUFFAK Funco body .040 thick and much more.

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BoLINKS STINGER OFF ROAD MOTOR FINISHES 2 & 3 IN UNLIMITED CLASS AT THE 1982 OFF ROAD WORLD CHAMPIONSHIP !



BoLINK ALSO IS NOW A DISTRIBUTOR FOR MANY POPULAR BRANDS OF OFF ROAD RACING PARTS AND ACCESSORIES. FOR COMPLETE CATALOG SEND \$2 (REFUNDABLE)



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PHONE 404-963-0252

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

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.



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

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