

R/C

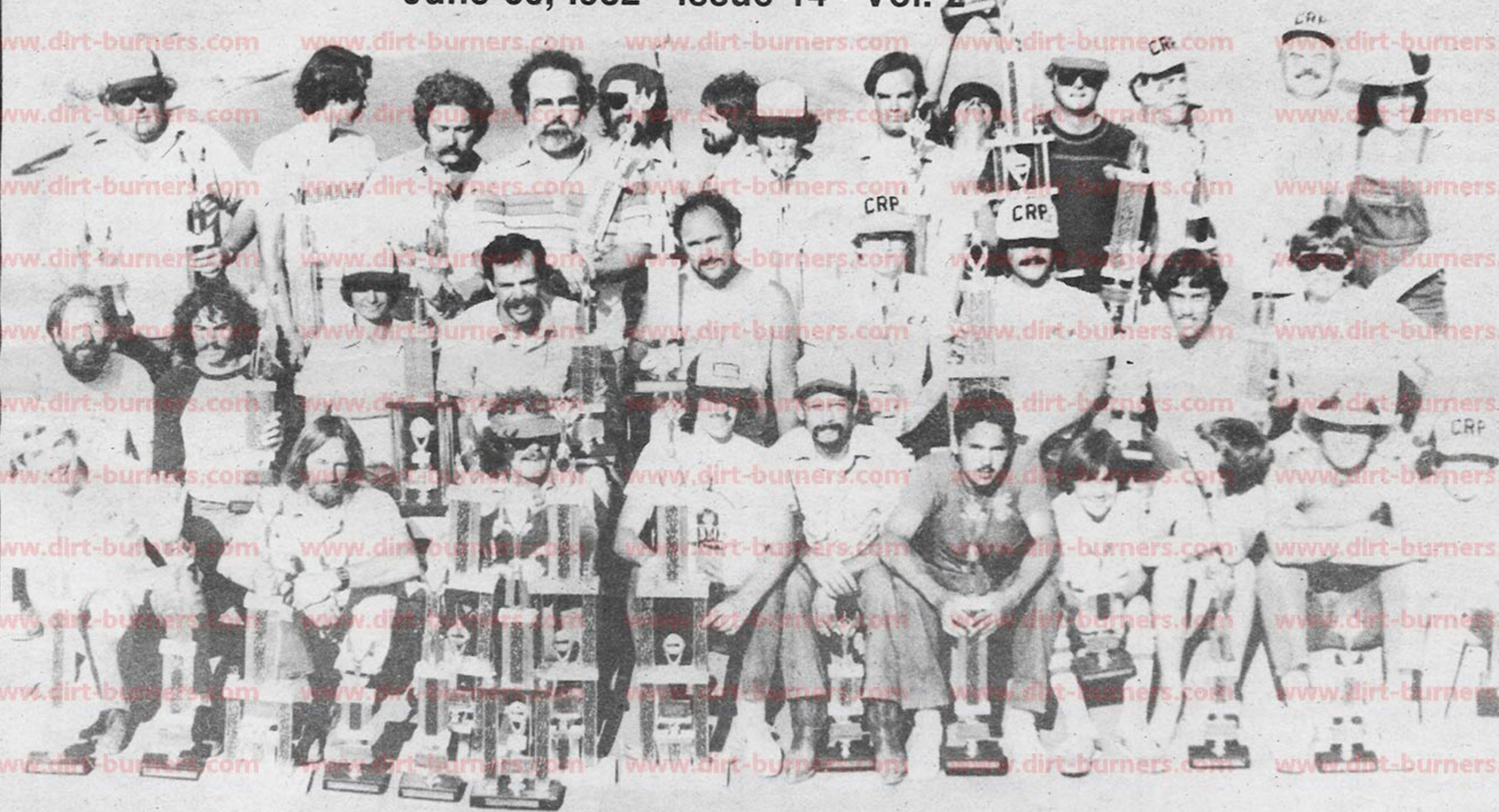
RACING NEWS

BULK RATE
U.S. POSTAGE
PAID
Permit # 335
Woodland Hills, Ca.



You Race It...
\$1.50 We Cover It!

June 30, 1982 - Issue 14 - Vol. 2



* **Special "New Products"**

* **ORRCA Quarter Champs**

* **European Report**

* **Ladies Regatta**

* **NMPRA Formula I**

* **1/12 In Hawaii**

Race Corner

The "lull before the storm". This issue falls right in between some of the most active times in R/C racing all year. So we decided to feature some of the products available in the R/C market in this issue. We hope you take a look at all the fine products featured here and give them serious consideration next time you're looking to do some buying.

Last month we gave you the CAJUN GRAND PRIX and the R/C RACING NEWS Off Road World Championships, but our next issue will also have a great load of excellent R/C racing; The Texas Biggie, The McCoy (both 1/8th gas races) the continuing busy NAMBA schedule and NMPRA flying scene. Also this month, we'll be featuring the newest "classic"; the Pepermill Classic 1/12 electric race, set for June 19-20. We hear that the hotel has gone out and really helped in putting this event on. The entry looms to be very big with racers from all over the West making the trek to Reno.

Speaking of traveling. We hear that there are at least six or seven entries from Japan for the upcoming "Real McCoy" race. The race is scheduled for June 11, 12, 13, Friday through Sunday, but we know that many will be at the Pit Shop on Monday trying to dial their cars to the track. This is truly one of the finest 1/8th scale gas races anywhere and if you have a chance to participate, or just be there to watch it, do it. You'll see the top racers in this country on hand to win the prestigious Real McCoy A Main.

July will also be filled with great R/C action. The NAMBA International is set for the Legg Lake site. A large turnout of power boaters is expected to be on hand here in Southern California the week of July 10-17th. Same month; the ROAR Nationals will put on a two week show in Indianapolis for the 1/12th and 1/8th Nationals. The track will be the same track used for the World Championships 1/8th gas last summer. So you can see, all you R/C "junkies" will have plenty to keep yourselves glued to this paper all summer and active in your favorite R/C pastime.

By the way, just because we feature the "biggie" events, that doesn't mean that we're not interested in your local racing activities. You are the backbone of this paper, so keep on sending us results, stories and pictures of your local racing. Our Editor, Lori Peralta, tells me that she looks forward to hearing from all of you around the country. As I understand it, a great many of our letters come from local

racers who appreciate the coverage we give their local clubs. Besides, it doesn't hurt our subscriptions. Right Lori?

The ever improving, and now dominant force in "off road" ORRCA racing is Jeff Cruzon. He took his Dennis Lyman/FUN RACING PRODUCT car to the overall win in both the Modified and Open classes this past ORRCA Series. He is tough to beat and his car(s) seem to be the best prepared and handling vehicles around. Bernie Rico was the top man in the ORRCA Stock class. See story in this issue.

It is now for sure. We stated last issue that a new permanent R/C facility would be going up in Del Mar. Well sometime in the later part of June (this month), the Del Mar R/C & Slot Car Racing Center will be opening up. The Race Center will feature a 1/8th and 1/12th asphalt road racing track which includes an oval and can be run both ways, one "rental" off road dirt track that can also be used for racing and one large "competition" off road track, with an oval for major events and ORRCA series races. Also featured will be an indoor, very large Slot-car track. A major shop featuring everything for R/C cars and slots is also being constructed. In the near future, a small pond will also be built to house electric R/C boats.

What makes the Del Mar Racing Center unique is that it will be a show place for R/C, especially since this location already houses recreational activities such as miniature golf, full size golf driving range, trampolines, tennis courts, arcade, snack bar, full camping facilities, and a future BMX track. All located about one mile from the beach at Del Mar and right off the San Diego Freeway, at Via del la Valle exit. We hear the racing program for all types of R/C racing will be quite extensive.

Another off road track is being built but not in SO. CAL. Bob Rule, of BoLink Industries, has been working hard in putting an off road track back in Georgia, behind his plant for regular racing. Bob was here during the Off Road World Championships and spoke to many of the track owners and got excellent pointers on how to set up one of these tracks. The result is that Bob's track should be one of the best in the East. We haven't received their racing schedule yet, but as soon as we do, we'll pass it on to you east coast racers. Bob will also be running under the ORRCA sanctioning.

Speaking of off road again. Recently, we were invited to the Pomona Fairgrounds, site of the

first Mickey Thompson full-size off road championship series. This permanent short track was laid out inside the horse race track and it looks great. The reason for us being there is to speculate on the possibilities of holding future R/C off road races in conjunction with Mickey's full size program. There are bleachers for about 40,000 people, so this could be a great place to show off one phase of the R/C sport. Mickey Thompson was so impressed with all the racers at his SCORE SHOW last April, where the Off Road World Championships were held, that he would like to expand his program with R/C off road racing.

KRAFT SYSTEMS of Vista, California, has named Ray Forbes Vice President of New Hobby Products Group. This announcement was made by Art Leighton, President of KRAFT. This move represents an increased internal emphasis on the hobby market. This will separate KRAFT's specialized engineering and other dedicated services from the expanding industrial and computer oriented business activities. Ever since KRAFT initiated its Dealer-Direct program, the company reports great success with its hobby division. Ray Forbes will oversee the entire hobby division.

ASCOT PARK, world famous for its sprint car, super stock and flat track motorcycle racing, announced the opening of the ASCOT G. P. race track for off road R/C cars. They will be racing every Friday nights at 8 p.m. For more information call Bruce or David at (213) 372-8649.

What about more enduros? We get alot of letters from people asking where are enduros being run. As far as we know, there are none in 1/12th scale electric, but there will be at least three in 1/8th scale gas later on this year, with the Pit Shop and Ventura 6 hr. and the Del Mar 12 hr. Besides, Florida hosts their 24 hr. every year in December, I believe. Also, in 1/10th off road, MINI BAJA will hold their "MINI BAJA 500" after the summer, and on tap there is a BAJA 1000 lap race. We think that NAMBA puts on a couple of power boat enduros during the summer. In any case, we'll try to get more updated information for the next issue.

In the meantime, if you know of an enduro race being held in your area, please let us know because we have lots of people who want to know.

Mike Reedy, of Reedy motors fame, announced that his new "off road" Reedy Modified motor is

ready to ship. We tried one recently and it's an excellent motor. Check our new product section for details.

How would you like to find yourself in a twenty-car/boat main? Or maybe even more? Well as crazy as it sounds, it may be possible. Sometime this coming November, the FCC will be issuing or allowing 30-plus frequencies for radio control car/boat use. I believe they will be in the 75 and 53 range, leaving all 72's strictly for R/C airplanes. The 27 band will still remain in use for cars and boats. So, it's quite possible that with all the frequencies available, one could see a monster of a main, with as many as 20 or 30 cars, or even 33 cars, just like Indy.

If the above happens, then a fully-automatic scoring system is a must! Can you imagine the poor guy or gal that has to count 20 or 30 cars in the same lap!

What about taking a completely different approach to the ever constant "turn-marshalling" problem? Consider the following with an open mind: Each racer is responsible to provide his or her own turn marshal to right his or her car only. If you don't get one, you car will most likely sit on the track. The other turn marshalls can only take care of their own cars and no one else's. If a turn-marshall interferes with another running car while attempting to right his driver's car, that car will be penalized at least one lap. The turn-marshall can not run directly across the track, but must enter it at the nearest point to the stalled car.

The reason for this is the ever increasing problems of not only getting turn marshalls out for every race without having to take a body count and constantly checking the cards and announcing on the P.A., but also the problem of "biased" or "favoritism" in turnmarshalling. Every race, albeit, 1/12th, 1/8th and 1/10th scale, we hear complaints of somebody doing somebody wrong, or playing favoritism. This way, you only have yourself or "your turn marshal" to blame. If you don't get one, (a turn marshal) you just sit there. It's worth consideration.

In real full size racing, the use of "silver tape" or "duct tape" is synonymous with practical racing. You just don't go racing your bike, buggy or race car without a couple of rolls of the stuff. Well in R/C racing, we have our own magic tape, except it's not tape at all, but one type or another of that "super glue" or "Hot Stuff". Can we finish a race without the use of it? It's the do-it-all tool for our racing needs. Recently, this was exemplified to a ridiculous degree. We saw an 1/8th scale racer, using Hot Stuff on his wing, the

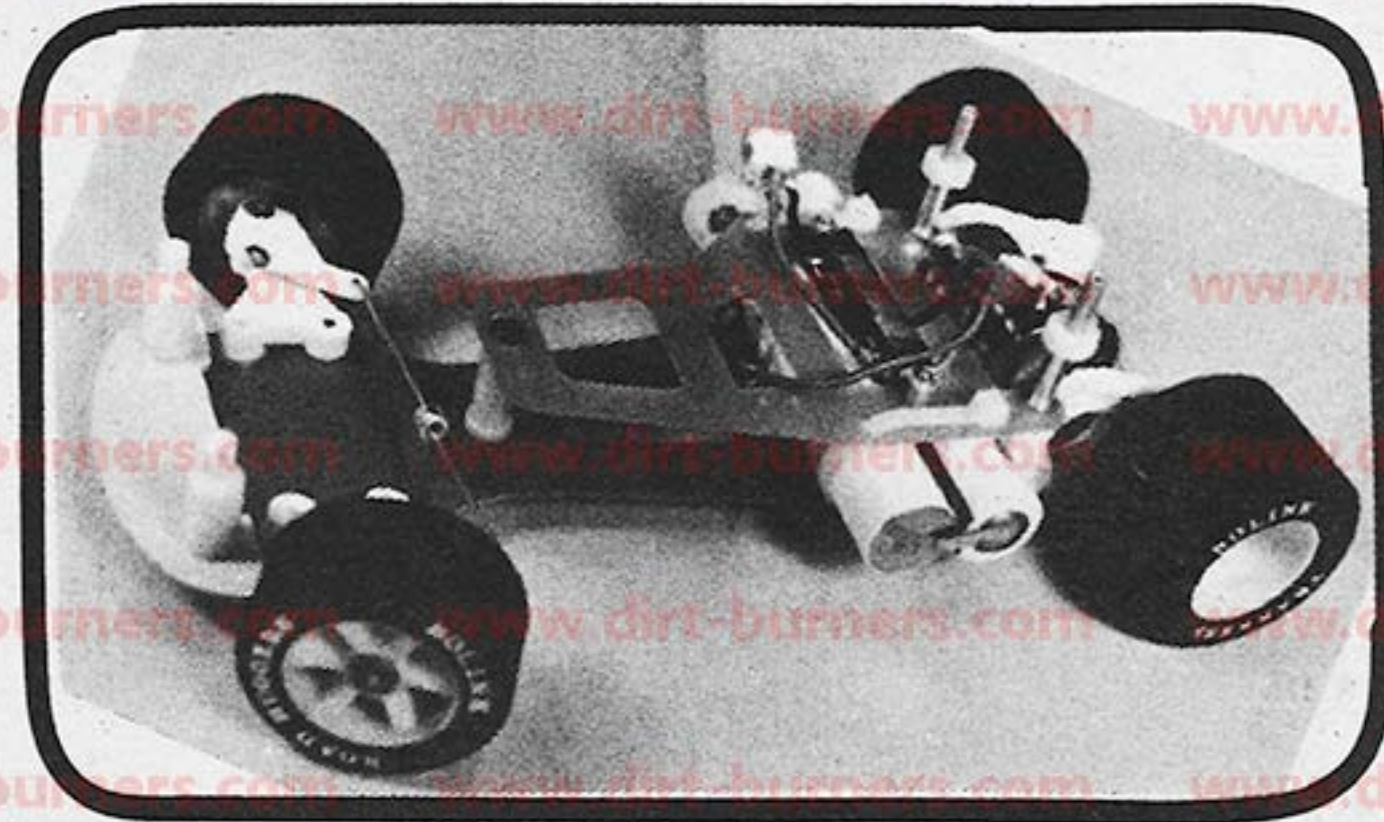
(contd. page 38)

DIGGER 10



THE DIGGER 10 FROM BoLINK IS A TOUGH DEPENDABLE 1/10th SCALE OFFROAD RACE CAR BUILT TO COMPETE. IT IS FULLY WATERPROOF AND FEATURES A ADJUSTABLE LIMITED SLIP DIFFERENTIAL, FRONT AND REAR WORKING SUSPENSION, SEMI PNEUMATIC FRONT AND REAR TIRES AND MUCH MORE. SEND S.A.S.E. FOR COMPLETE DETAILS.

Challenger DB



THE CHALLENGER DB IS A LITE WEIGHT (BUT STRONG) COMPETITION RACE CAR. IT FEATURES A CUT OUT COMPETITION FLEX CHASSIS, 7 3/4" WHEELBASE, SMALL FIBERGLASS RADIO TRAY WITH S-20 SERVO SIZE CUT OUT, MID MOTOR DESIGN, KYDEX RACE BUMPER, NYLON FRONT AND REAR SUSPENSION PIECES, THE CHALLENGER WINNING RECORDS ARE PILING UP AT SUCH A RAPID RATE THAT ITS COMPETITION IS SITTING UP AND TAKING NOTICE.

RACING ACCESSORIES

BL-1854 ROLL OVER ANTENNA DESIGNED TO KEEP THE CAR ON ITS WHEELS.

BL-1855 LITE WEIGHT RECEIVER CASE TO FIT FUTABA 2G & 2GS RECEIVERS.

BL-5731 GRAPHITE DIFF AXLE REDUCES WEIGHT WHERE YOU WANT IT.

BL-6015 100 BATTERY TIE STRAPS FOR \$9.50

SEND \$2. (REFUNDABLE)
FOR COMPLETE CATALOG
404-963-0252



SHOULDN'T YOU?

BoLINK NOW MANUFACTURES AND DISTRIBUTES 1/10th SCALE PARTS AND ACCESSORIES FOR

OFF ROAD RACING

Logos for: CRP, RCH, M.I.P., Parma, RANCH PITSHOP, TRICK STUFF, MRP, RACE PREP, NOVAK, COX COX HOBBIES, THORP, BoLINK R/C Cars, RADIO CONTROLLED HOBBIES, MRC, OX, R/C, and ORCA (OFF ROAD RACING CONTROL ASSOCIATION).

FOR MORE INFORMATION CALL STEVE OR WRITE:
JOIN & SUPPORT

420 HOSEA , LAWRENCEVILLE GEORGIA 30245

In this Issue

IN EVERY ISSUE:	
Race Corner.....	2
On the Line.....	4
Calendar.....	37

SPECIAL FEATURES:	
Inside Line (New Prod).....	20

ARTICLES:	
South Jersey Report.....	11
R/CECC.....	17
Gulf South.....	27
NMPRA Formula I.....	28
NERCAR, New Club.....	29
EFRA, European Report.....	34

FEATURES:	
ORRCA Update.....	6
Camarillo 1/12th.....	10
ORRCA Quarter Champs.....	15
Lady Boaters Regatta.....	18
Brunswick Regatta.....	19
Ventura Roadrunners 1/8.....	30

R/C RACING NEWS

You Race It...
We Cover It!

Publisher
Lou Peralta

Assoc. Publisher
Lois Peralta

Editor
Lori Peralta

Art Director
Leslie Peralta

Advertising Director
Victor Volinecs

Circulation
Kim Grisham

Technical Editor: Neal McCurdy - Contributing Editors: Richard Schwalm, Bill Gardner, Chuck August, Neal McCurdy, Glenn Kawamae, Lonnie Peralta, Cathie Galbraith, Bill Meyers, Richard Childree, Bill Dolack, Gary McPike, Robert Longacre, Rich Robertson, Jack Garcia.
Contributing Photo Editors: Paul Votava, Neal McCurdy, Richard Schwalm, Kevin Sarina, Karl Kaiser, Lonnie Peralta, Jack Garcia, Bill Dolack, Dick Norsikian, Bill Meyers, Jim Atkinson, Brad Joplin, Jiggs Garcia.

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

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

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

R/C RACING NEWS welcomes unsolicited editorial material, including stories, photographs, cartoons, etc. Such material, if published, becomes the exclusive property of R/C RACING NEWS. Such accepted material is subject to revision, as is necessary, in the sole discretion of R/C RACING NEWS. Unsolicited material, if not used will be returned if accompanied by a self-addressed stamped envelope. R/C RACING NEWS assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or in part only by written permission of the Publisher. Advertising and Circulation information only on written request.

COPYRIGHT R/C RACING NEWS 1982, a Trademark, all rights reserved.

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

On the Line

OPEN LETTER TO ALL RACERS

As an active observer (from slot car to 1/12th and now into 1/10th scale off road) I think it is time another side is heard from. I have neither a factory nor anything to sell to the Radio Controlled racer except the sport itself. I have been around now for about 10 years. I have seen the Slot Cars go by the wayside because of the way various races were ran, from poor products to poor sportsmanship.

Now, at long last, along came a sport with Rules. Rules, voted on and sent out to each member who belongs. Now, unfortunately, some of these same people who are running some of these races are under fire because they are not abiding by the R.O.A.R. Rules. I do not know if it is in print or not, but by going back through some of the old race heat set-ups, I can see that the heats were set-up as 10 car heats, from the A mains through the lower mains. If this is the way it has always been, then keep it that way. I would much rather see an "A" driver in an "A" main than to see him put in a lower main just to make the heats even in number. This is not necessary or fair to the better driver.

There are more and more younger people coming into R/C racing, now is the time to sit back and take a good look. Some of you "Gentlemen" need to clean your "acts". Not everyone can go to a National event, either for the lack of time, or money, or both. Either way, it is still no reason to run each other down. All you do is "turn off" the future buyer and/or driver of your products.

If a "good" driver comes along everyone starts yelling "factory driver", by this, do you mean they work for the factory? As with all sports, the "factory" is looking for a "good driver", that someone that has "something extra" that can put over the product. They do not want or need the loud-mouthed fighter or drinker of "strong soda".

Now because these various young people use the product does not mean that they are "factory sponsored". "Gentlemen" these are basically the same parts available to you, but many practice more, help each other out and come up with new ideas. I hear "factory special parts, trick stuff, etc., etc.", there is no trick to anything whether it be from Neal McCurdy, "Big Jim", Mike Reedy, or M.R.P., etc, etc. It could just be that these gentlemen might have that "something extra" that makes his product just a little better than someone else's. But the item will not be any better than the car set-up and the driver. That

"Gentlemen", is the secret.

There are a lot of good drivers out there that are not "team" or sponsored by any other than Mom and Dad, or by their own hard work. One or two might be sponsored to a National event, but so what, you all benefit from this.

If you "gentlemen" would lay off the "strong soda" and pay more attention to what's going on at your races a lot of these misunderstandings could be avoided. There would be no need for back-biting.

Last, but not least, do not forget for one minute that the "onlooker" is a prospective buyer. If they hear "bad vibes" coming through, this not only turns them away, but they do not want their young children around a lot of "loud mouthed, bad language men". So how about it, put this sport where it belongs; a fun sport, expensive, but so are drugs. I would much rather spend my money on a good clean sport, than see my child in a corner blowing his brain out on "pot".

So, let's keep this a family sport and stop knocking each other in a paper that should be used for reporting about R/C racing, upcoming events and new products and help new clubs get started. But above all, when you do report a race; local, National or otherwise, put not only the name of the driver, but what type of car and motor he or she was driving [whenever possible], whether he or she be on a "team" or not.

You say whocares? The future driver, that's who.

Concerned Parent
Anaheim, California

We certainly agree with your thoughts about our sport, although by the tone of your letter, I think you're referring to certain matters that may be "inside information" that we're not privy to. ED.

To So. Cal. Affiliated Clubs and Participants

Ventura Roadrunners are participating in the Southern California Series Races under PROTEST in 1982. What are the Southern California Series Races?

1. Southern California Series Races are run by affiliated clubs, not by one or two self-appointed individuals.

2. Furthermore, what clubs approved the new format? NOT OURS! Races were scheduled on our race site without our club having any vote. We were under the impression

that each club would have two steering committee representatives present to approve and discuss new formats and scheduling as we have done in the previous years. Additionally, who is the individual that can arbitrarily determine which classes each driver should be in without consulting with each club?

We were overlooked as having any right in the say of how our race site would be used or of how our Southern California Series would be run.

In closing, Ventura Roadrunners held a meeting on May 11, 1982 and it was unanimously approved that we would participate in the 1982 Southern California Series under PROTEST! It was further resolved that the Ventura Roadrunners will not participate in the 1983 Southern California Series unless we have our steering committee representatives present at a meeting to vote on the racing format, classifications, and scheduling.

Ventura Roadrunners

STARTING A NEW CLUB

First of all, I would like to congratulate you on your paper's first anniversary. I think it's the best publication on R/C I've ever seen.

I am a new comer to the sport, and my interest lies in off road racing, therefore I found it very exciting to read that ORRCA has gone National.

Which brings me to the point of my letter. We are working on starting a club and finding a place to build a decent track. I would like some information on joining ORRCA, ORRCA rules, and possibly our club's being part of the ORRCA organization.

Thank you very much for any information you can give me.

Robert J. Selves
Flint, Michigan

It's correct that ORRCA is going National, and clubs such as yours will be able to compete in off road under ORRCA sanctioning. For further information, you can contact

Gil Losi, President of ORRCA, at (714) 623-1506, in Pomona, Ca. ED.

NOT ENOUGH 1/12th

I've been a subscriber of your paper for several months now and one thing has become apparent to me. You guys are dedicating far too much space (coverage) to off road and 1/8th scale and very little to 1/12th scale electric. Now, I happen to like 1/12th electric and don't care much for the other stuff and if I don't see more coverage of electric racing I may not renew my subscription.

You put out a fine quality paper but I will look for more 1/12th coverage.

Phil Emery
Dotham, Ala.

We can't say that you're entirely wrong. But if you look in our past issues you will see a lot of 1/12th

coverage. The only problem is that many of the articles we receive do not have picture coverage, therefore they seem to be far less than we give off road or 1/8th. I must tell you, the best way to see that more 1/12th coverage is seen in our pages is to help get it to us. Either by you sitting down and sending it to us or encouraging clubs and other racers in your area to send us complete coverage which include pictures! You'll see how fast we'll put it in our pages. Thank you for your concern. By the way, wait till you see what we do with the 1/12th World Championships and what Mike Reedy, now on his way to the European Championships, brings us for the coming issues. ED.

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.

TEAM CHECKPOINT 1982 WORLD CHAMPION!

Congratulations to Gil Losi, Jr. for winning the 1/10th Scale Off-Road Championship using the new TEAM CHECKPOINT Stage IV Modular Motor. He knows there's more to horsepower than just rewinding an armature. The STAGE IV MODULAR MOTOR.....\$68.00
Congratulations also to Jeff Cruzon for coming in 2nd in the Modified class using a Team Checkpoint Dyno-Tuned Stock Motor. The Stage 1-A DYNOSTOCK MOTOR.....\$18.00

TEAM CHECKPOINT MOTORS · 1940-B Placentia Ave., Costa Mesa, Ca. 92627 · (714) 645-8043

DEALERS ONLY

Buy from Specialists in Scale Race Cars

SPEED & SPORT

WE CARRY ALL TOP LINES:

- Kimbrough
- Raceco
- Hot Stuff
- BoLink
- M.R.C./Tamiya
- R.C.H
- Thorp
- Pro Slot
- Rocket City
- Associated
- M.R.P
- Leisure
- Novak
- Trinity
- Trick Stuff
- Jomac
- Parma
- Twin-K
- C.R.P.
- M.I.P.
- Astro Flight
- Delta
- Cox
- Race Prep

★ We also carry HO 1/32nd & 1/24th scale ★

FAST PERSONAL SERVICE (with excellent fill rate)

SPEED & SPORT
5971 Lakeshore Dr.
Cypress, Ca. 90630
(714)995-4460

New Address!

HOBBY HUT, INC.

1/12 SCALE HEADQUARTERS
— MAIL ORDER WELCOME —

STOCKING THE BEST IN:

- | | | |
|------------|-----------|---------|
| AIRTRONICS | JOMAC | NOVAK |
| AJ's | KIMBROUGH | PARMA |
| ASSOCIATED | KRAFT/KO | REEDY |
| BOLINK | LEISURE | SANYO |
| DELTA | KYOSHO | THORP |
| FUTABA | MRP | TRINITY |

ALL MOODY SPRINT AND SUPERMOD BODIES IN STOCK

ALL AT 10 - 50% OFF

— EXAMPLES —

- SANYO 'MA' SERIES SUB-C CELLS: 6 / \$25.00
- AIRTRONICS 9121 W/NOVAK NES-1A: \$125.00
- ASSOCIATED RC12i, Less Body: \$91.50

HOBBY HUT, INC.

PHONE HOURS:
MON. TUE. THURS. - 12-8
WED. FRI. SAT. 12-6
105 EAST AURORA ROAD
NORTHFIELD, OH. 44067
216 / 467-6116

MASTERCARD and VISA WELCOME — WE SHIP UPS!

ORRCA UPDATE...



series from Whittier and Mini Baja

Unidentified "flying object" flying over one of MINI BAJA's jumps (above). Jim Brophy (below right) getting plenty of traction.

AFTER THREE MONTHS OF COMPETITION WHICH INCLUDED SIX EVENTS, THE SECOND ORRCA SERIES CONCLUDED THIS WEEKEND AT "MINI BAJA" IN RESEDA.

This time, over 150 Southern California racers competed in the three ORRCA classes: STOCK, MODIFIED & OPEN.

Needless to say, as the ORRCA Series progresses, the racing is more exciting, the skills more fine-tuned and the running of the events more proficient.

In fact, this last series reflected some of the refinements made from the previous series and I'm sure the next series will reflect additional changes that makes this series so successful.

This "honing" or refinement process of ORRCA has now made it possible for the association to make its next move; which is to become a National Association (More on this later.)

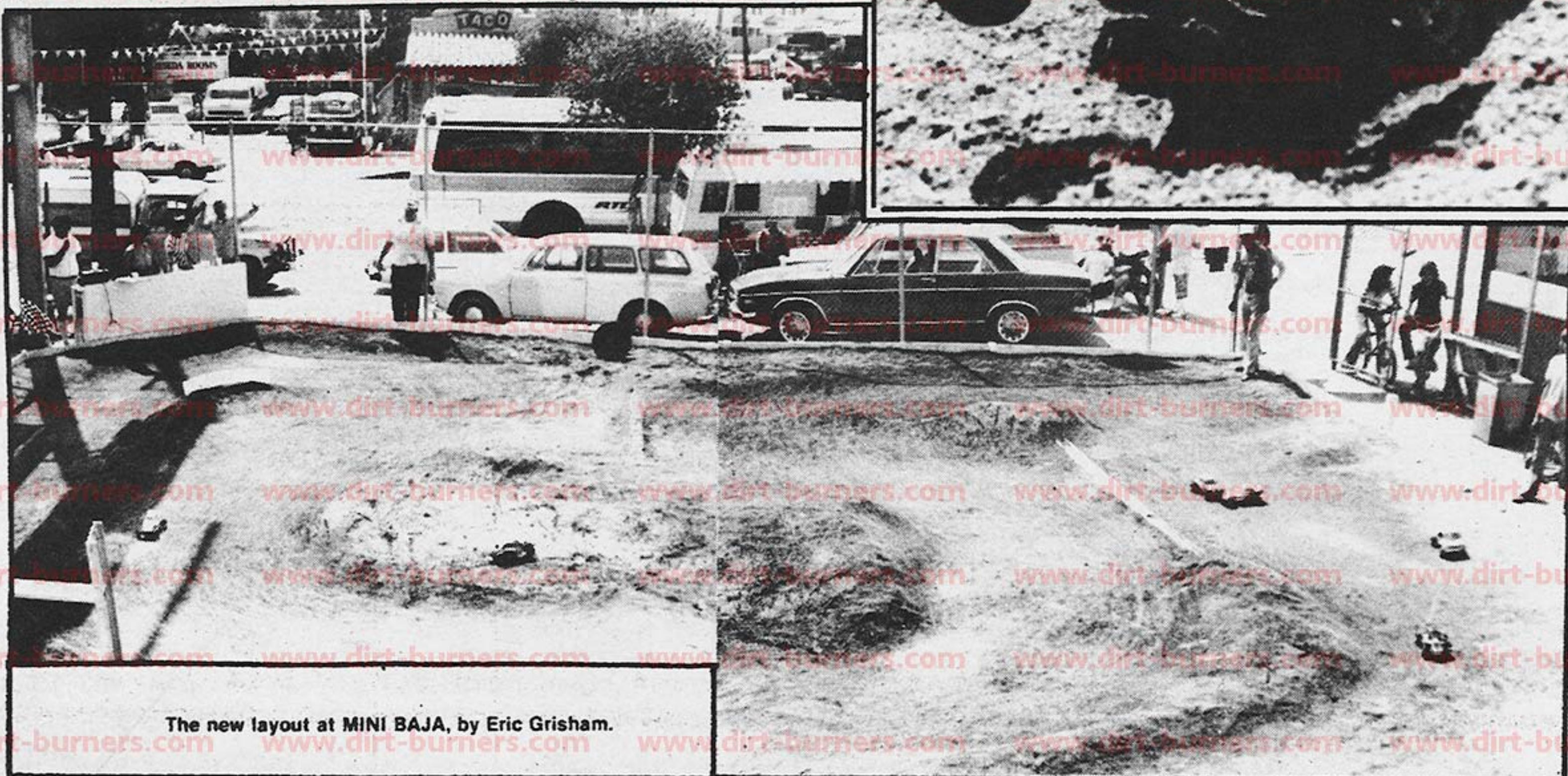
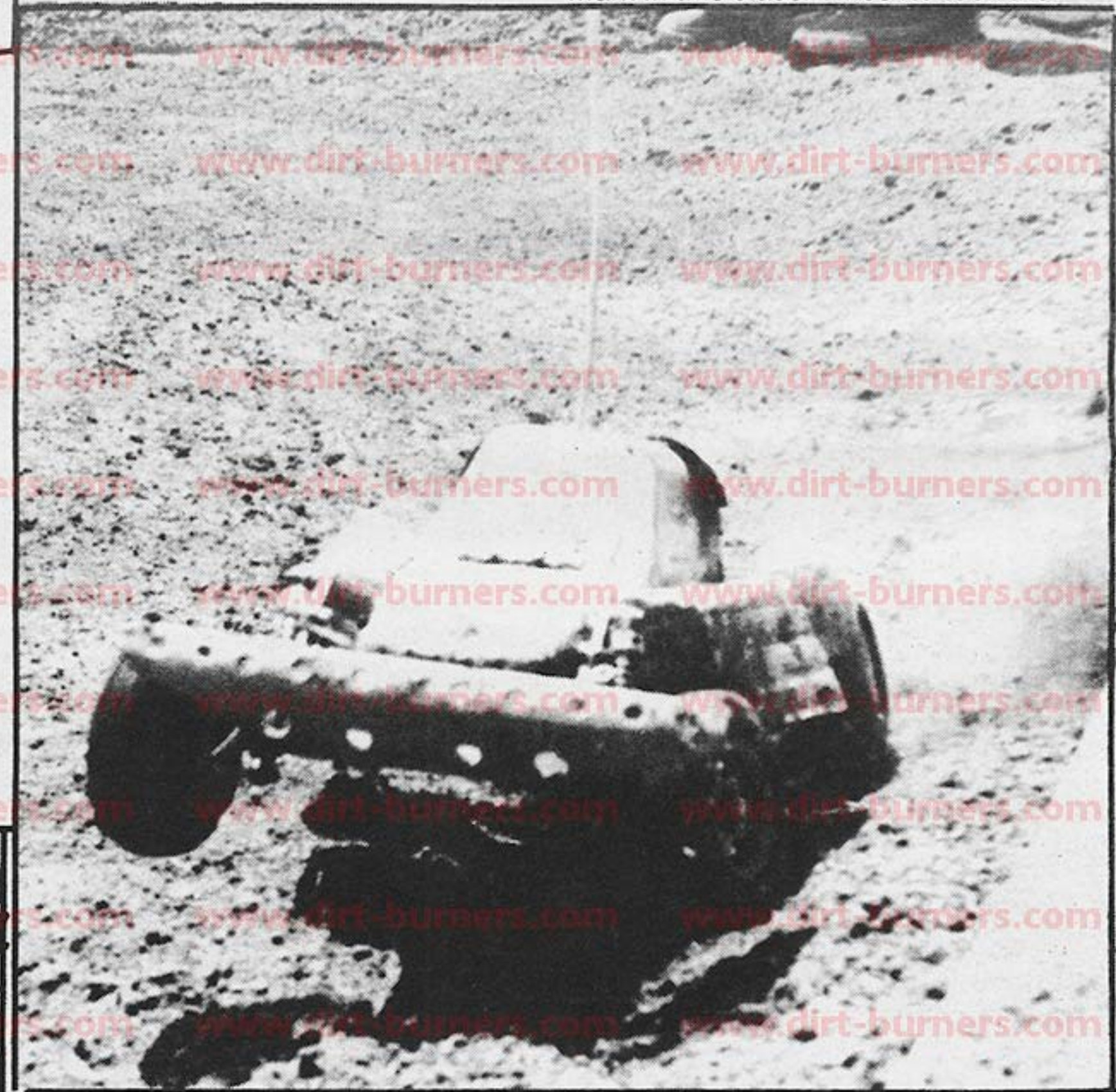
This last series saw the emergence of two new heroes in the sport. Also, new machinery and designs made the equipment perform to its peak.

For the first time, one racer dominated two of the three ORRCA classes. Jeff Cruzon with his FUN RACING PRODUCTS car(s) took both the MODIFIED & OPEN classes' number one plate. From day one of this new series, he was the man to beat. He and his car performed flawlessly throughout the six-race

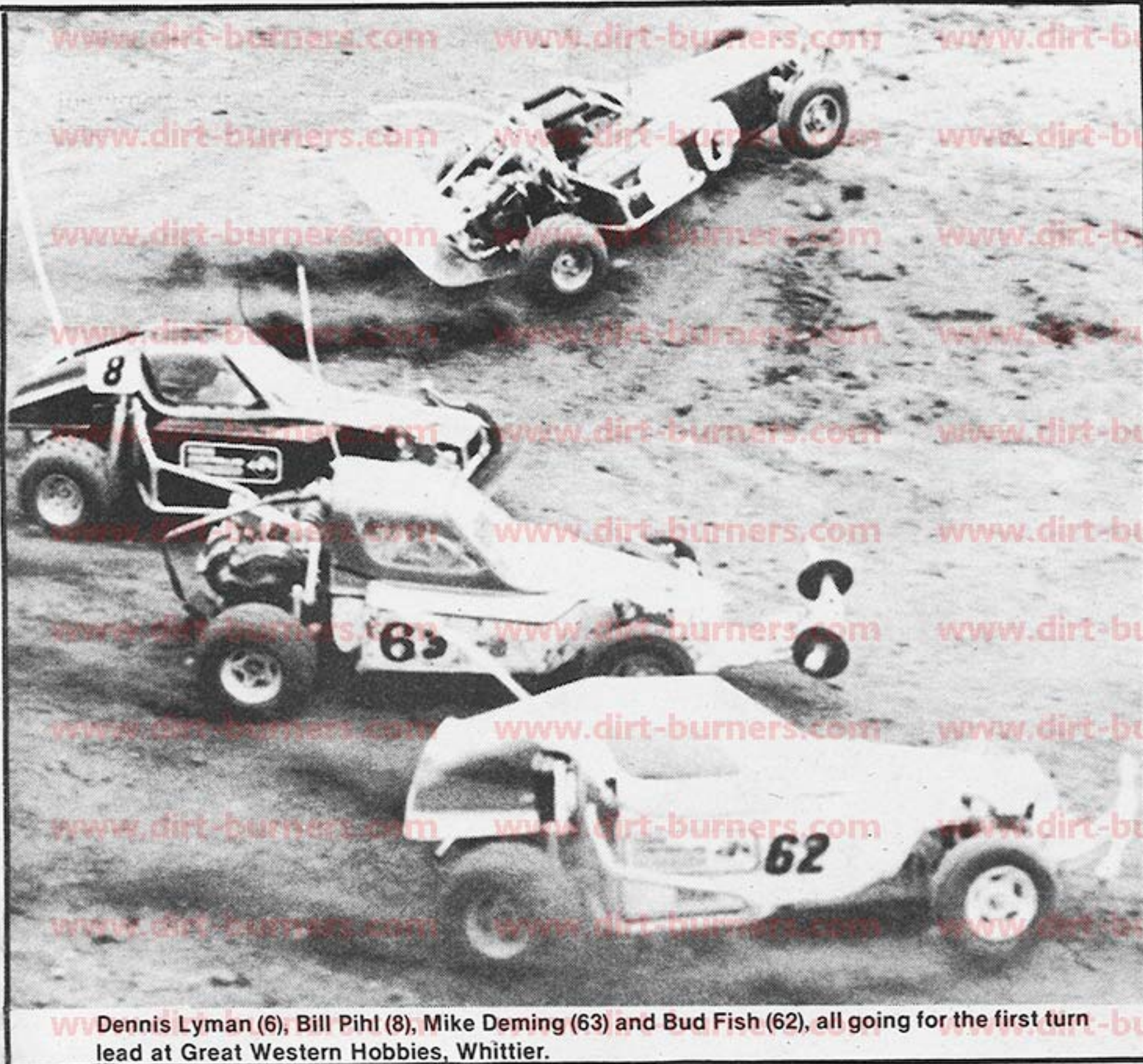
schedule and lead from the start.

In the STOCK Class, it was Bernie Rico who became the dominant force keeping his stocker in perfect condition and performance; sometimes a tough thing to do week in and week out. Bernie has now proven himself among the best and will soon be making the jump to the faster classes.

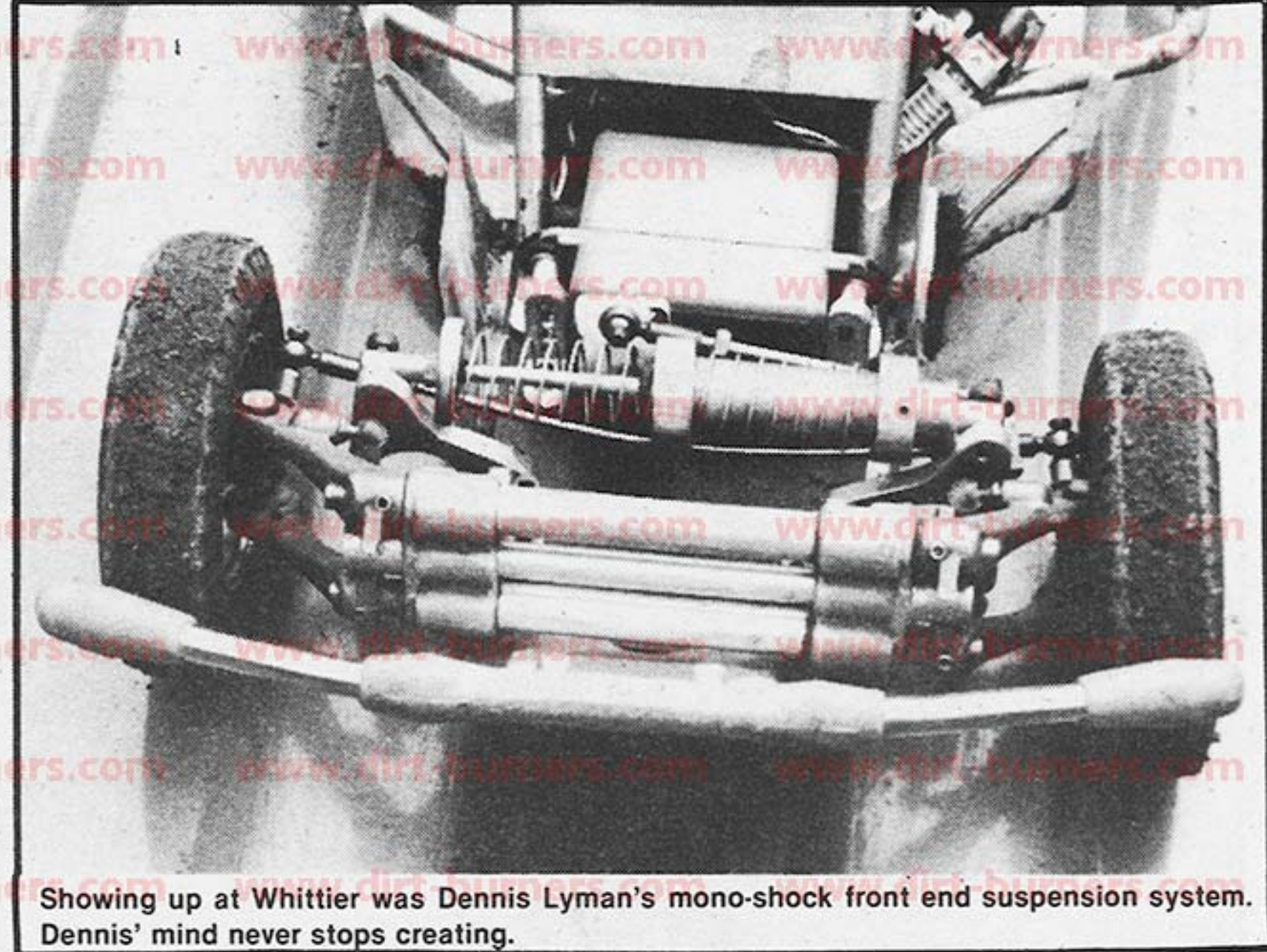
Although these two racers performed excellently throughout the series, their win did not come easily. For example: Bernie Rico barely won the Stock Class title over Larry Gold, a newcomer to the sport, but a very hard competitor. Bernie logged 492 overall points (less one finish), to Larry's 490 overall points. His two-point margin over Larry was enough for Bernie to take the number one plate for the next series, but look for Larry to be a force to contend with as well. Only four points behind Larry was another fine racer who has made his mark in this class. Vince Ito took the



The new layout at MINI BAJA, by Eric Grisham.



Dennis Lyman (6), Bill Pihl (8), Mike Deming (63) and Bud Fish (62), all going for the first turn lead at Great Western Hobbies, Whittier.



Showing up at Whittier was Dennis Lyman's mono-shock front end suspension system. Dennis' mind never stops creating.

third spot but, in fact, until the last race of the series was very much in contention for the overall title. As a result of his fine performance, Vince will now be campaigning the next series with the new AYK car.

Rounding out the top five in this class were: Irwin Markwardt in fourth and Doug Brown in fifth.

I think it should be noted that in this, only the second ORRCA series, the Stock Class grew tremendously. Last series there were 34 racers that participated, while in this last series there were 57 stockers going after the title. Proof positive of the growth of the sport. I'm sure we'll see that number grow in the next series.

This is an excellent class for those that have just started and want to gain experience and not spend too much. The cars are in "kit form" with only a few modifications allowed, so that anyone who has just purchased a kit and wants to race can feel competitive.

In the MODIFIED class it's another story. The highly developed and modified equipment made its way to the top with Jeff Cruzon and his Dennis Lyman/designed and manufactured FUN RACING PRODUCT car. From time to time we have shown you the car(s) in this paper which feature, in some cases, a "mono-shock" rear suspension system and a unique cage, among other things.

Jeff took basically the same car that he uses in the Open class and totally dominated the Modified class. His performance was excellent and his equipment, dependable. When you figure that Jeff rac-

ed at least once a week counting ORRCA and non-ORRCA races, his perfect score of 500 points is truly remarkable. He won every Modified main in the series. He has now risen among the top drivers anywhere.

Another newcomer among the top drivers was Chris Hawkes (CRP). He finished second to Cruzon and 12 points back, but became a very consistent driver. Once again, good preparation of the equipment and additional experience put Chris in the number two spot. We can recall in the previous series some of the problems that Hawkes experienced. These were not evident in this last series.

The third spot went to Bud "Feets" Fish (RADIO CONTROLLED HOBBIES). Bud is another of the new

heroes who, after a couple of series, is now making waves among the leaders. Rounding out the top five were Mike Deming in fourth and Jim Sneed in fifth.

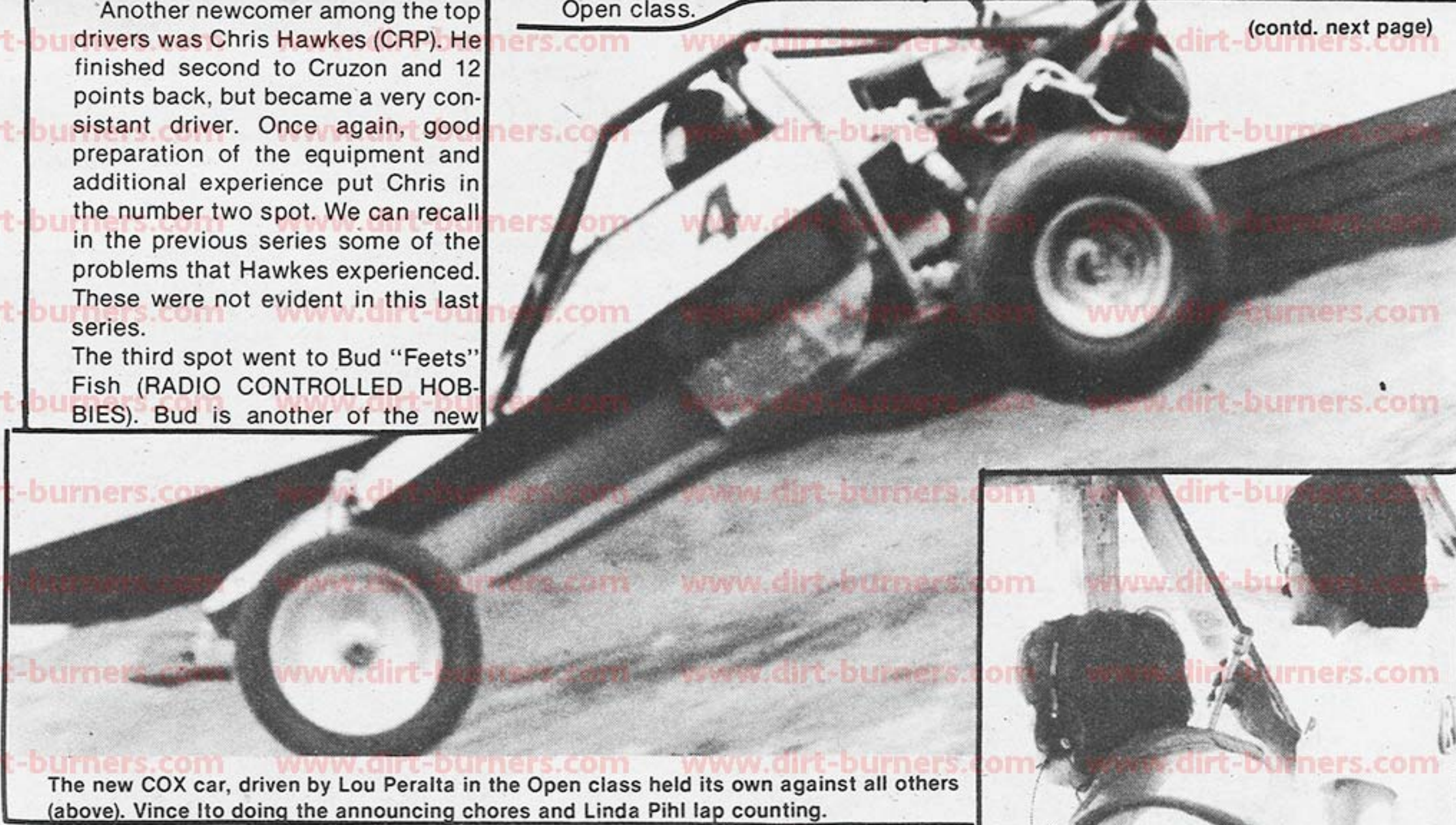
The wild and crazy class is of course the OPEN Class in ORRCA. The limits are only what the mind and the pocket book can envision. Once again, Jeff Cruzon came out with his FUN RACING PROD. car and

dominated this class. Jeff has developed a fine sense of racing well under pressure. This class, more than the other two, requires near perfect driving to win a main. One mistake and it's awful hard to make up for the error. Jeff proved to be the most consistent driver as he took the number one plate. The main thing is to "stay out of trouble" and that's what Jeff seemed to do. "You can't go for all the marbles in the first turn". Patience plays an important part in the final outcome of the race. This is especially true in the Open class.

We can remember when it was the "crash and burn" style of passing and racing. While this may still happen in the lower mains, the A Main races are becoming a thing of beauty to watch.

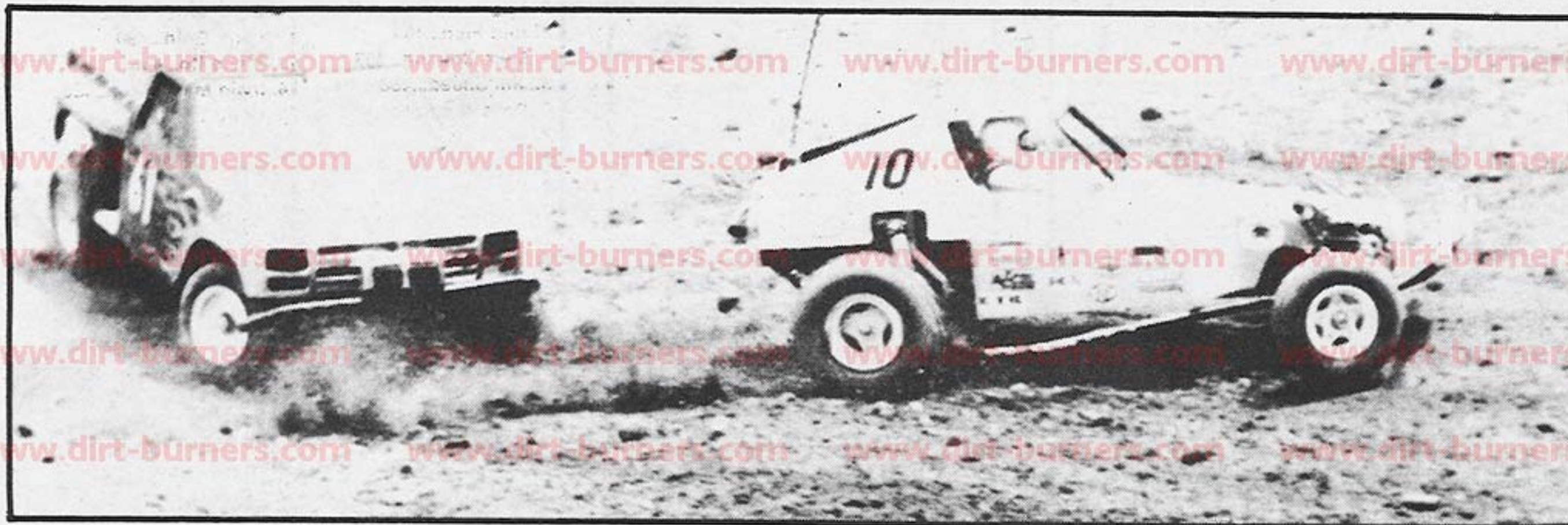
In this Open class, one consistent veteran made his way into the second overall spot. Jim Sneed (RADIO CONTROLLED HOBBIES) showed why he is regarded among the very best in the sport. Missing a couple of races kept him behind, but he was able to accumulate enough points to keep him in second.

(contd. next page)



The new COX car, driven by Lou Peralta in the Open class held its own against all others (above). Vince Ito doing the announcing chores and Linda Pihl lap counting.

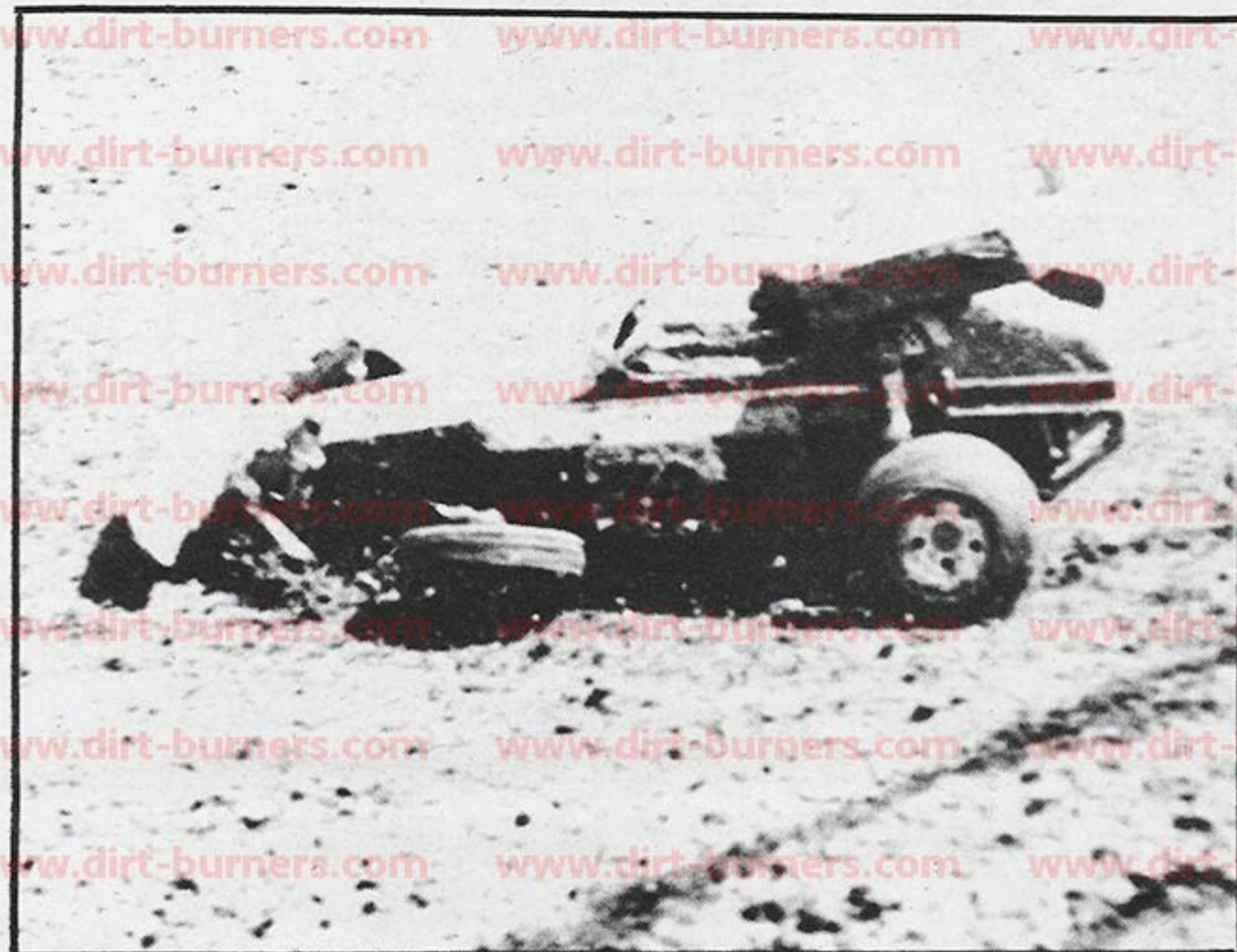




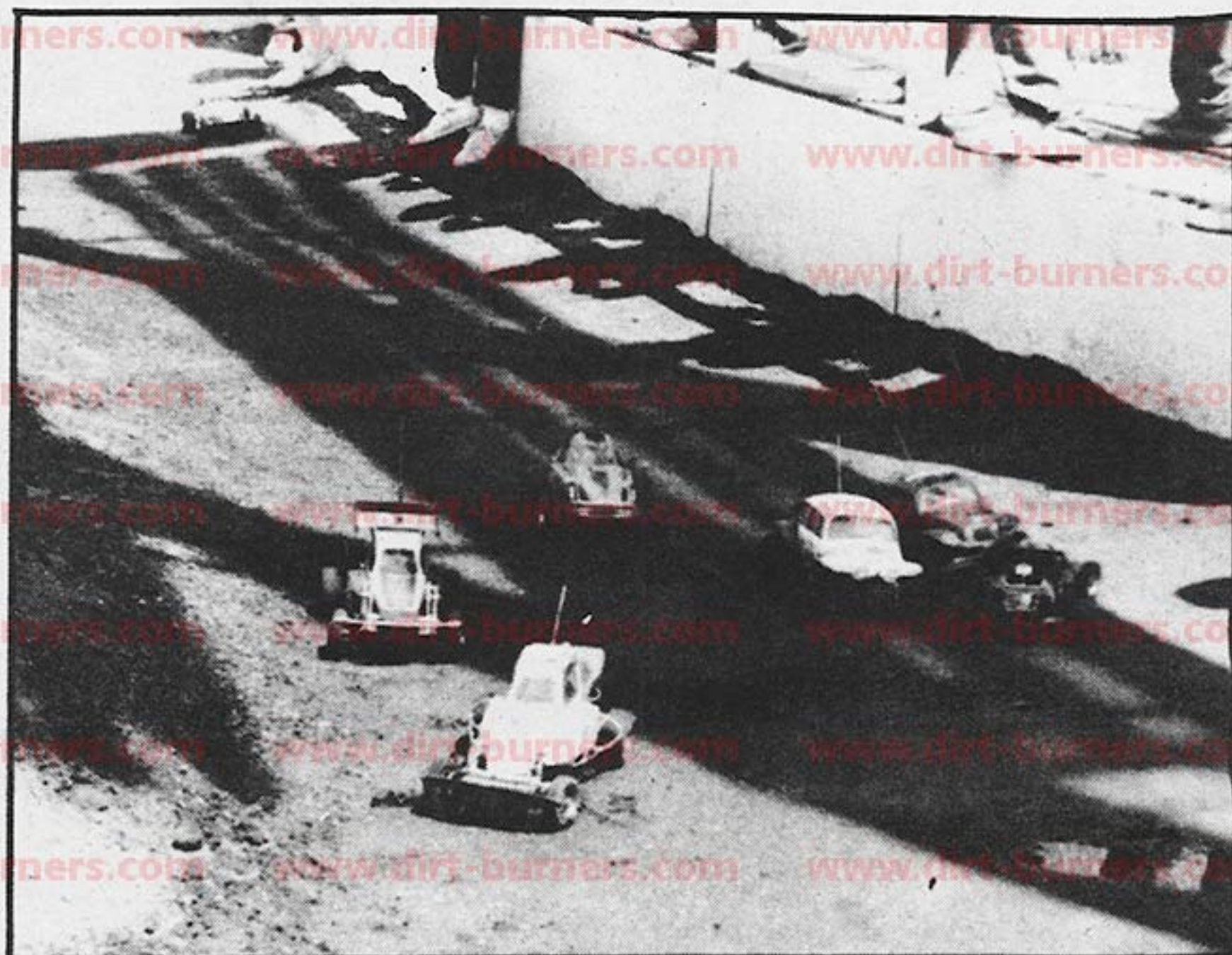
The new Whittier track got great use in the 5th ORRCA race. Traction was great. Above, two stockers getting plenty of bite.

John Burnham (BRP) took his famous speed control and adjustable chassis to the third overall spot in class. He and Sneed are experienced veterans who continue to improve from race to race. Rounding out the top five were Bud Fish in fourth and Bill Pihl in fifth. Noteworthy in this class is the fact that the first five racers are RADIO CONTROLLED HOBBIES team members.

The results show the order of finish for each racer that participated and was an ORRCA member. His finishing position also determines the race number that racer is allowed to use in the next series.



Some guys have to do it the hard way, like Nelson Kracke (70).



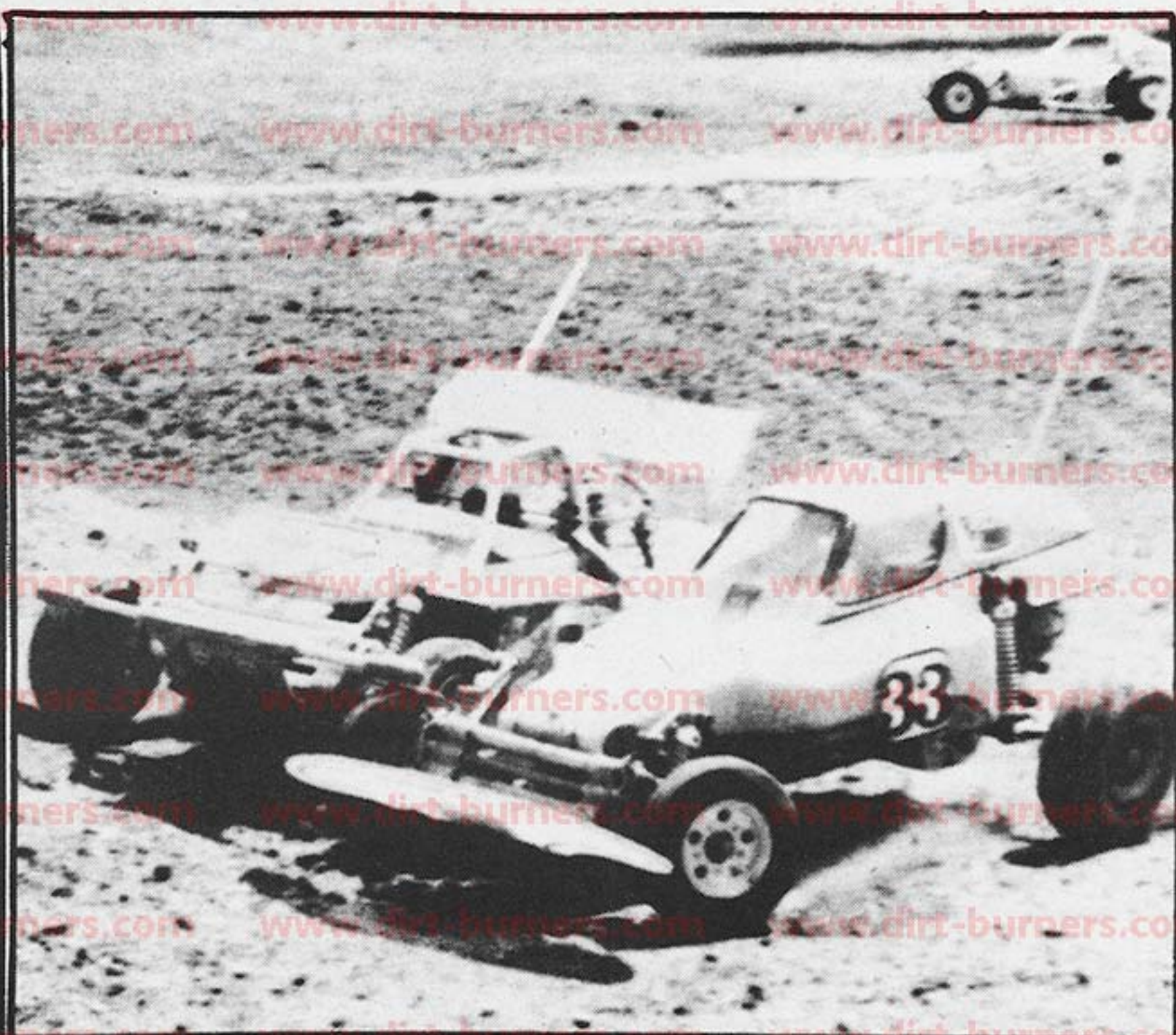
At MINI BAJA, the start of one of the mains. New track and boards made it a new challenge for all racers.

R/C OFF ROAD TIRES

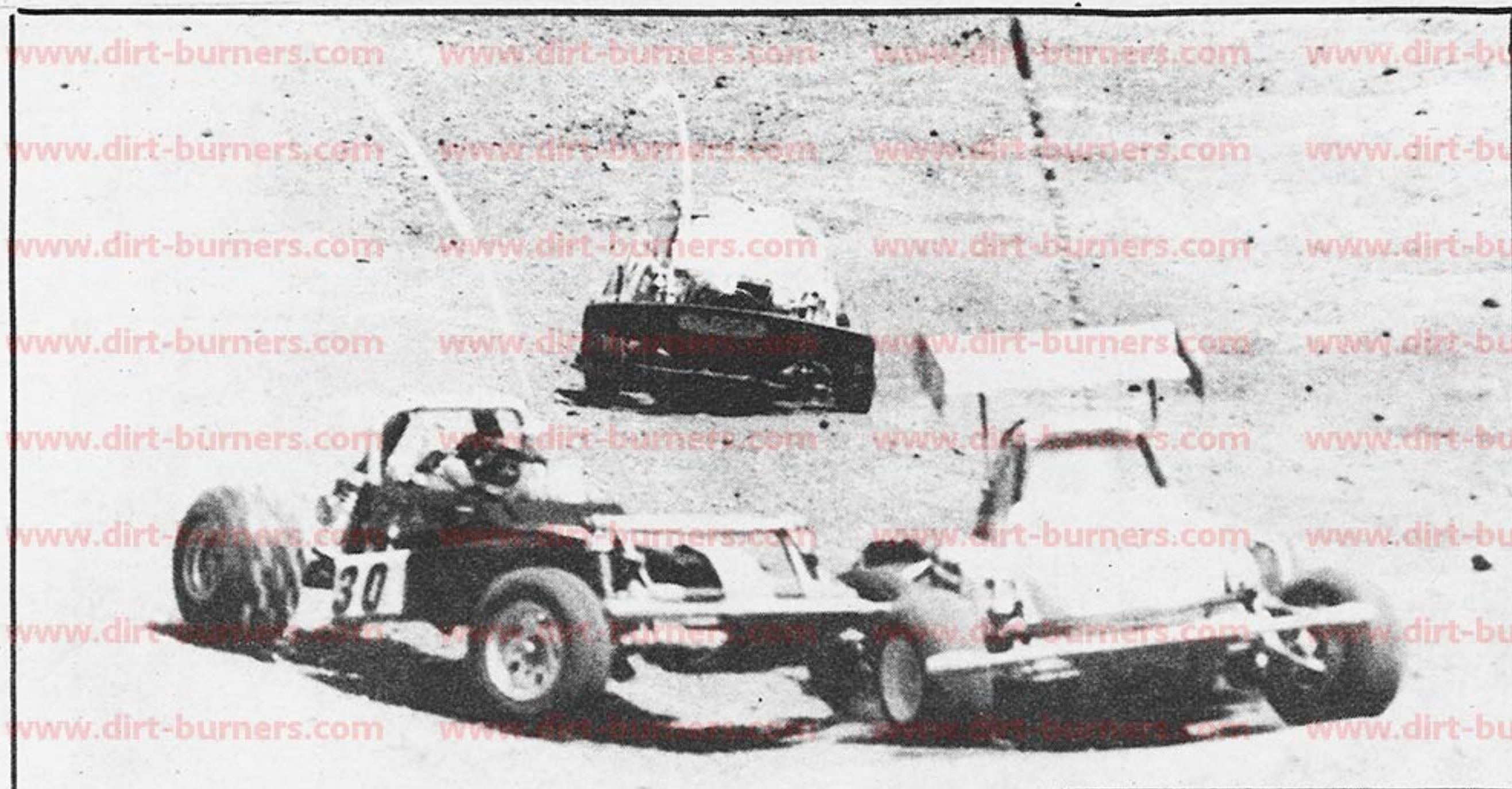
- Two sizes: Racing and Standard 1/10th Scale
- Either size available with Super Lite Hubs for Tamiya (MRC) cars
- Race Team Tested
- Special Formula rubber can be regrooved
- Racing size fits all popular 1/12th scale cars including BoLINK and MRP
- Write for our catalogue and price list.



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



Ron "BIG FOOT" Anthony (RC Race Prep) (33), making it tough for Jeff Cruzon (77) FUN RACING PROD.



Believe it or not, these were Tamiya kits once!

RESULTS

OPEN CLASS:

- | | |
|--------------------------|----------------------------|
| 1. Jeff Cruzon...495 | 24 Jason Garcia...283 |
| 2. Jim Sneed...470 | 25 Dave Hiebert...260 |
| 3. John Burnham...466 | 26 Jerry Case...255 |
| 4. Bud Fish...461 | 27 Frank Glasgow...242 |
| 5. Bill Pihl...435 | 28 Chris Allec...241 |
| 6. Edie Street...408 | 29 Cory Barana...226 |
| 7. Jim Brophy...402 | 30 Ewin Bragg...220 |
| 8. Mike Tobey...392 | 31 Gil Losi Sr...193 |
| 9. Eric Grisham...387 | 32 Ron Williams...177 |
| 10. Dennis Taylor...382 | 33 Eustace Moore...163 |
| 11. Rick Churchill...377 | 34 Chris Hawkes...157 |
| 12. Craig Dunne...377 | 35 Sean Hawkes...151 |
| 13. Dave Nieman...376 | 36 Flame Churchill...142 |
| 14. Mike Deming...358 | 37 Giti Gowland...78 |
| 15. Jim Bernardo...353 | 38 Steve Christiansen...75 |
| 16. Gil Losi Jr...351 | 39 Steve Douglass...74 |
| 17. Allen Losi...347 | 40 Chuck Kelley...67 |
| 18. Dennis Lyman...344 | |
| 19. Jiggs Garcia...332 | |
| 20. Lonnie Peralta...332 | |
| 21. Lou Peralta...309 | |
| 22. Dave Shively...291 | |
| 23. Leo Barana...288 | |

MODIFIED CLASS:

1. Jeff Cruzon...500

- | | |
|-----------------------------|-----------------------------|
| 2. Chris Hawkes...488 | 1. Bernie Rico...492 |
| 3. Bud Fish...464 | 2. Larry Gold...490 |
| 4. Mike Deming...403 | 3. Vince Ito...486 |
| 5. Jim Sneed...458 | 4. Irwin Markwardt...482 |
| 6. Dave Niemann...452 | 5. Doug Brown...477 |
| 7. Bill Pihl...451 | 6. Mark Thomsen...463 |
| 8. John Gudvangen, Jr...437 | 7. John Destefano...426 |
| 9. Ron Dyer...433 | 8. John Luypen...421 |
| 10. Craig Dunne...413 | 9. Aaron Heckert...409 |
| 11. Jim Brophy...388 | 10. John Gudvangen Sr...401 |
| 12. Edie Street...382 | 11. Duane Luypen...390 |
| 13. Nelson Kracke...381 | 12. Anna Stage...342 |
| 14. Ed Street...310 | 13. Eddie Perez |
| 15. Rick Churchill...361 | 14. Paul Thomsen...307 |
| 16. Dennis Lyman...355 | 15. Richard Beggs...283 |
| 17. Allen Losi...354 | 16. Larry Clark...274 |
| 18. Sean Hawkes...353 | 17. John Pihl...267 |
| 19. Randy Scott...350 | 18. Al Hess...263 |
| 20. Terry Wallace...348 | 19. Henry Nieto...263 |
| 21. Willie Melancon...337 | 20. John Voeller 258 |
| 22. Gary Duss...324 | 21. J.P. Ingerbritsen...243 |
| 23. Jiggs Garcia...323 | 22. Dean Heckert...231 |
| 24. Jim Bernardo...320 | 23. Ed Renney...230 |
| 25. Dennis Taylor...317 | 24. Larry Bussard...228 |
| 26. Tony Rodriguez...310 | 25. Mark Brunner...205 |
| 27. Ron Adams...306 | 26. Gordon Ingerbritsen... |
| 28. Frank Glasgow...292 | 27. Dennis Cox...165 |
| 29. Chuck Stage...267 | 28. Richard Winter...153 |
| 30. Chris Allec...236 | 29. Tom Rice...152 |
| 31. Erwin Bragg...230 | 30. Bob Gold...149 |
| 32. Milt Lewis...221 | 31. Rick Shaner...145 |
| 33. Jay McClow...202 | 32. Mark Bussard...135 |
| 34. Mark Anderson...201 | 33. Linda Perez...133 |
| 35. Jeff Paul...196 | 34. Donielle Bussard...131 |
| 36. Mike Giem...176 | 35. Traci Lewis...126 |
| 37. Marty Warner...173 | 36. Brett Armenta...123 |
| 38. Ron Williams...163 | 37. Matt Eyrchison...120 |
| 39. Tom Staples...146 | 38. Ed White...99 |
| 40. Kevin McMillan...144 | 39. Ross Rodgers...92 |
| 41. Jeff Maurer...138 | 40. Curt Hurley...90 |
| 42. Brian Stith...133 | 41. Gina Gudvangen...89 |
| 43. Carrol Nobile...131 | 42. Steve Winterbottom...88 |
| 44. Willie Franco...114 | 43. Doug Wisdom...87 |
| 45. Scott Brown...105 | 44. Shane Gardia...86 |
| 46. Giti Gowland...80 | 45. Julie Hurley...85 |
| 47. Greg Melton...74 | 46. Joe Mele...84 |
| 48. Steve Douglass...74 | 47. Monica Barana...78 |
| 49. Eric Sampson...68 | 48. Hans Waugen...78 |
| 50. Larry Taylor...60 | 49. Bruce Warner...77 |
| 51. Chuck Kelley...58 | 50. Craig Cambelle...73 |
| 52. Tom Coy...58 | 51. Gene Higa...70 |
| 53. Steve Christiansen...57 | 52. Bob Lucus...69 |
| 54. Loren Beggs...55 | 53. Danny Biscoe...67 |
| 55. Peggy Toshiba...0 | 54. Betty White...66 |
| | 55. Mike Larson...60 |
| | 56. Mike Sullivan...57 |
| | 57. Miceal Winter...56 |

The final event, although it does not count for the overall spot, will be held at Radio Controlled Hobbies in Costa Mesa. The ORRCA Quarter Championships are set aside to bring together, over the two days, the best-among-the-best. Those that qualified in the top 20 in Stock and Modified and top 12 in the Open Class made the Sunday final program, automatically. Others who for one reason or another weren't among the top, still have another chance on Saturday to qualify and make the Sunday program.

The winner of this Quarter Championship, while not having earned the number one plate, can still go home feeling that on this day, he was the best among the best.

The next ORRCA Series, which is now going through some changes, will start on June 13, at the new Great Western Hobbies track in Whittier.

Among some of the changes made for this new series is the fact that it has been expanded from a three-month, six event series to a full six-month 14 event series. This change is, again, being made to satisfy many who felt that six races were too few. This way there will be fourteen races over a period of six months, averaging out to a little over 2 a month. In addition, only seven races will be counted for the overall points, so if one does poorly in a few races or can not make all of them, this series will really help to balance it out.

In addition to the five tracks now in ORRCA (Great Western Hobbies, Hobby City, Mini Baja, Radio Controlled Hobbies and Pit Shop), a new track has been added. R/C Race Center in Del Mar will be hosting a September 11th and November 13th ORRCA points race. Both are Saturday races. The Del Mar track will be running off road races every second Saturday of the month, plus their weekly off road and oval program.

The next ORRCA Championships are scheduled to be held at MINI BAJA in Reseda. The site will be announced later on, but it's anticipated that it will be run in the new MINI BAJA track or in a special off road track built just for the Championships. In either case, it will be capable of running through the large number of entries expected at these races.

Next year a new Series will be started that will take into consideration not only all of the Southern California tracks, but also all of the National ORRCA tracks in various regions, working toward a Grand National Championship perhaps at the end of 1983 or the beginning of 1984.

The BEAUTY and the BEAST!



The SCORPION

- The most Beautifully designed car on the market
- It's tough as a Beast when it comes to PERFORMANCE.
- Individual parts available, plus High-Performance parts from Trick Stuff
- Available June 20, 1982.

DEALERS ORDER FROM:
P.O. BOX 241, Van Nuys, Ca. (213)340-5750/348-4648.

TRICK STUFF

Super Quality Products

CAMARILLO 1/12 ACTION...NEW TRACK!!!



How serious is serious? Ask this young man, he's all business.

Story & Photos by
Richard Schwalm

Camarillo, California
May 16, 1982

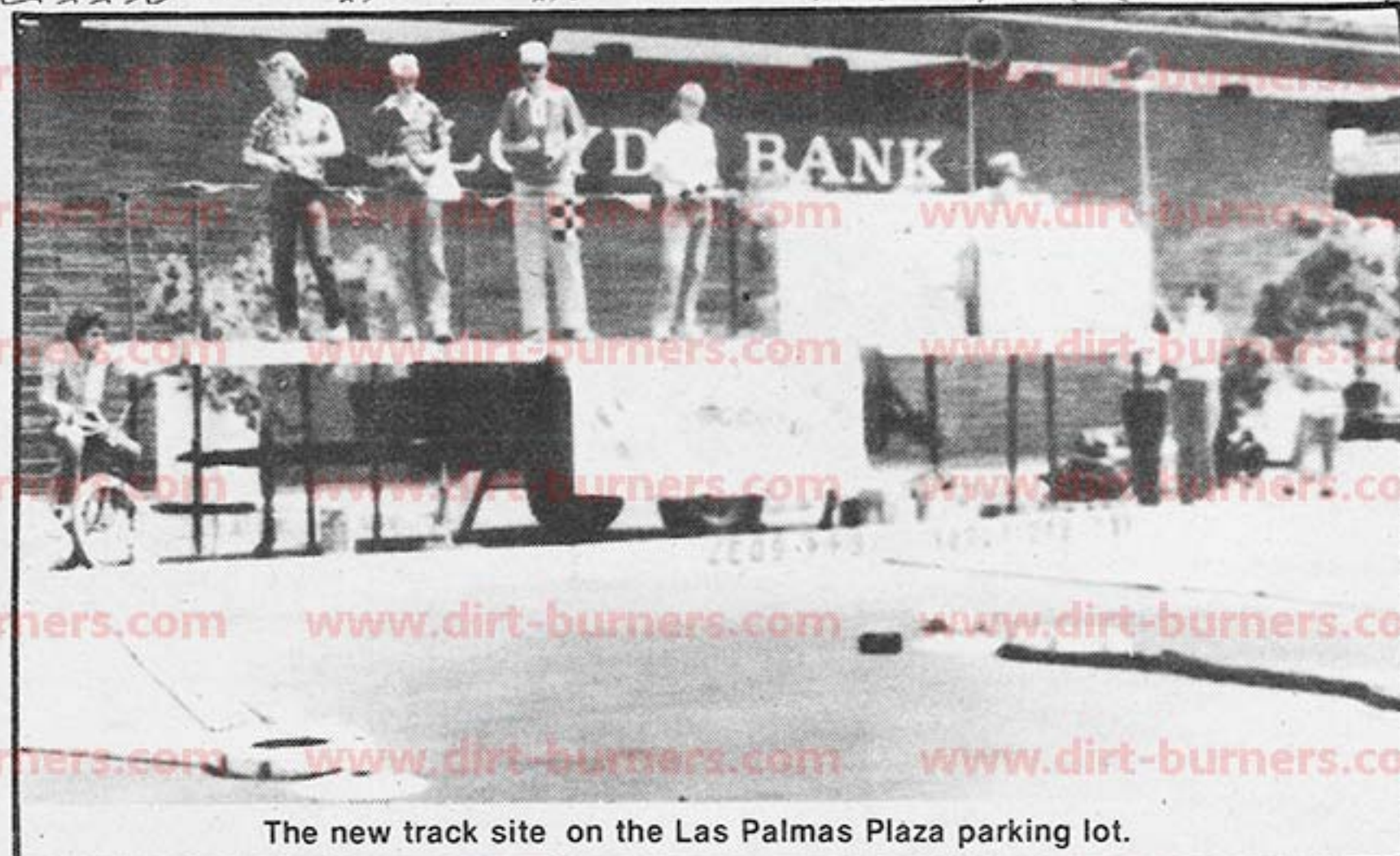
There is a new race track for 1/12 electric road racers in "Roadrunner Country". It's located about twenty minutes closer to Los Angeles in the town of Camarillo, Ca.

With the kind help from the Las Palmas Plaza owners, the local hobby shop, and the Ventura Roadrunners' traveling race-trailer, the site became a ROAR-sanctioned track ready for ACTION.

At this month's race, action was everywhere. Practice and qualifying became intense with many drivers logging in 40-plus laps in eight minutes, even though the track has many tight infield turns and a very little straight with a "kink" in the middle.

This particular event was most important because it was the final race of a four-event series. Total points, gleaming trophies, and gift certificates make the racer's throttle fingers glow!

Each main contained many hard-



The new track site on the Las Palmas Plaza parking lot.

fought battles. Fifth and sixth place was no less contested than the fight for first and second, but always executed with gentlemanly driving techniques.

The quickest car of the day was driven by Tony Neisinger with forty-six laps charted in the A Modified main. But the overall series winner was Jay Duhan with only two points off from a perfect score over a four-month period.

We were all winners today actually, because of the fine track location, the sponsors support, the racers' attitudes, the weather condition and the good number of spectators on hand.

The next time you're up this way, just look for Lloyd's Bank in the Las Posas Plaza, especially every third Sunday of the month. We'll be there racing our differentials off!

Keep On Racing.

Richard Schwalm

RESULTS

- STOCK A MAIN:**
1. Jay Duhan
 2. Les Ammann
 3. Anders Snorteland
 4. Miles Cook
 5. Troy Blanton
 6. Tom Wright
 7. Tony Neisinger
 8. Sonny Madison
- 2. Tommy Douglas**
3. Jack Balekian
4. Ed Sawyer
5. Joe Martin
6. Joe B.

- STOCK B MAIN:**
1. Steve Maddox
 2. Mike Ferguson
 3. Charlie Boldetti
 4. Richard Schwalm
 5. Mark Pesce
 6. Bill Talavera
 7. Mike Eads
- MODIFIED A MAIN:**
1. Tony Neisinger
 2. Jay Duhan
 3. Les Ammann
 4. Anders Snorteland
 5. Steve Maddox
 6. Miles Cook
 7. Troy Blanton

- STOCK C MAIN:**
1. Drew Smith
 2. Bill Secara
 3. Tom Roe
 4. Robert Adamar
 5. Dick T.
 6. Keith A.
 7. Glen U.
- MODIFIED B MAIN:**
1. Charlie Boldetti
 2. Richard Schwalm
 3. Sonny Madison
 4. Mark Pesce
 5. Tom Wright
 6. Mike Eads
 7. Earl Smith
 8. Brian Harrison

- STOCK D MAIN:**
1. Brian Harrison
 3. Robert Adamar
 4. John Peyser

Burnham Racing Products

3-SPEED THROTTLE PRODUCTS - The B.R.P. Speed Control is a heavy duty unit designed to carry the amperage loads of even the hottest motors. Can be wired as a resistor type controlled or in a unique "Tap-in" system that wires the battery pack directly into the speed controller. Race proven in the Southern California Area for the last nine months! \$39.95 (inc. shipping)

B.R.P.

20532 Sun Valley Drive
Laguna Beach, Ca. 92651



Here's putting your car to good use.

South Jersey R/C Racing And the Records came down!

Story by Joe DiCara

April 18, 1982

The sound you hear is not that of falling woods, it's the sound of falling records.

Race 2, held April 18th, saw Bill Davis become Top Qualifier with a 37.5 heat. The remainder of the "A" Main had Nick Piro, Carl Ford, Donny Pyle, Joe DiCara and Rich Schlosser.

After the first turn, it was Davis, Piro, DiCara, Pyle, Schlosser, and Ford in that order. A first lap bobble sent Joe DiCara behind Donny Pyle, although Joe tried to race with Pyle for a while. In the meantime, Carl Ford had made his move and had slipped past DiCara and Pyle for the third spot while the leaders, Davis and Piro were now coming up on 4th and 5th place.

There's a lesson to be learned here: It's better to go a little slower and pick your spots to pass, than to force it - probably crash and lose a whole bunch. Easy to say, hard to do, right?

In the meantime, Nick Piro and Bill Davis were having a great go at it, while fighting through the slower traffic.

When the flag finally fell, Nick Piro had won his first race of the series. Both he and Bill Davis were able to turn 39 laps, which equalled the existing mark set by Tim Morton and Joe DiCara.

Great racing!

RESULTS

AMATEUR/EXPERT A:		4. Sanders...31. AM
1. Piro...39 laps, EX	5. Wilson...31. AM	
2. Davis...39. EX	6. J. Billmers...31. AM	
3. Ford...38. EX		
4. DiCara...37. EX	AMATEUR/EXPERT D:	
5. Pyle, Jr...37. EX	1. N. Piro, Jr...28. AM	
6. Schlosser...34. EX	2. M. Edwards...27. AM	
	3. Burgess...25. AM	
AMATEUR/EXPERT B:		4. Williams...21. AM
1. Bojarski...37 laps, EX	5. Rosenberger...8. AM	
2. Pyle, Sr...36. EX	6. Robinson...DNS. AM	
3. Adams...36.		
4. Madajewski...36. EX	AMATEUR/EXPERT E:	
5. Gardner...34. EX	1. Grozoni...31. AM	
6. Lafferty...34. EX	2. Heim...29. AM	
	3. Coleman...29. AM	
AMATEUR/EXPERT C:		4. B. Billmers...27. AM
1. Laster...34. EX	5. Goode...25. AM	
2. Wade...34. EX	6. Edwards...3. AM	
3. Kuss...32. EX	Top Qualifier: Bill Davis	

NOVICE A:

1. J. Piro...29 laps.
2. N. Marino...28
3. D. Anastasio...26
4. D. Marino...10
5. Scruggs...6

NOVICE B:

1. N. Anastasio...28
2. C. DiCara...25
3. Gardner...23
4. Lafferty...18
5. Cowan...DNS

RACE 3:

May 2, 1982

May 2nd was a day for records. Both the qualifying record (37.9 held by DiCara) and the race record (39 laps, held by Tim Morton, Joe DiCara, Nick Piro and Bill Davis) were shattered.

Bill Davis set the tone of racing for the day by turning a blistering 38.8 laps. Bill established himself as the man to beat today.

At the start of the A Main, there was the usual first-turn sorting out process, and after one lap Bill Davis established himself as the leader. He was followed by Nick Piro, Joe DiCara, Andy Madajewski, Carl Ford and Tom Adams. On this day the driving was much better from an intelligent point of view. I for one, do not recall being nurfed or nurfing anyone, even once. Perhaps this was not entirely true for the entire field, but it sure seemed like a very clean race all around.

As stated, number 17, Bill Davis, broke clean into the lead and was never again challenged. In fact, he almost lapped everyone today.

When the horn sounded, signifying the end of the race, Nick Piro

crossed the finish and Bill Davis was just about to. This translated into a 39.1 laps for Piro and 39.9 laps for Davis. Think about it. Forty laps today, forty-one tomorrow!

Andy Madajewski drove his new ASSOCIATED 12i and qualified well, but unfortunately lost power only minutes into the race and had to drop out. Tom Adams could not find the right combination of tires and wing, and had to struggle the entire race.

Joe DiCara

RESULTS

EXPERT/AMATEUR A:		3. M. Groover...34. AM
1. B. Davis...40 laps, T.Q. New Record, EX	4. S. Robinson...31. AM	
2. N. Piro, Sr...40. EX	5. F. Heim...30. AM	
3. J. DiCara...38. EX	6. K. Johnson...29. AM	
4. C. Ford...37. EX		
5. T. Adams...36. EX		
6. A. Madajewski...9. EX		

EXPERT/AMATEUR B:		EXPERT/AMATEUR E:	
1. M. Gardner...36. EX	2. H. Wade...35. EX	1. F. Lafferty...34. EX	2. H. Pinkston...31. AM
3. D. Pyle...35. EX	4. R. Scruggs...35. AM	3. B. Billmers...31. AM	4. R. Billmers...28. AM
5. C. Wilson...34. AM	6. R. Williams...26. AM	5. J. Calclough...21. AM	

EXPERT/AMATEUR C:		NOVICE A:	
1. D. Pyle...37. EX	2. B. Kuss...34. EX	1. N. Marino...29 laps	2. D. Anastasio...27
3. S. Sanders...34. AM	4. J. Billmers...33. AM	3. S. Gardner...23	4. C. DiCara...20
5. L. Burgess...33. AM	6. N. Piro...32. AM	5. K. Lafferty...20	6. R. Cowan...20
		7. J. Piro...11	8. D. Marino...8
		9. S. Lafferty...DNS	

Opening Soon!

Del Mar R/C & Slot Car Racing Center

A TOTAL RECREATIONAL FACILITY:

- 1/10th Off Road Rental/Race Track
- 1/10th Off Road Oval & Baja Type Full Race Track
- 1/12 Electric Road Race & Oval Asphalt Track
- 1/8 Gas Road Race & Oval Asphalt Track
- Huge Slot-Car Rental & Competition Track
- Complete Retail & Rental Shop
- Pits & Charging Systems Available
- Huge Parking Facilities

IN ADDITION, WE HAVE: Arcade, Snack Bar, Miniature Golf, Golf Driving Range, Tennis Courts, Hi-Ball Trampolines, plus CAMPING FACILITIES FOR THE WEEKEND RACERS, WITH HOOK-UPS!

DEL MAR R/C & SLOT CAR RACING CENTER
Off San Diego Freeway at Via de la Valle Rd
30 miles North of San Diego

STEEL U-JOINTS

FOR TAMIYA OFF-ROAD



HARDENED STEEL BUSHINGS

THE BEST!

GILCORP SYSTEMS
Box 5456
Pasadena, CA 91107

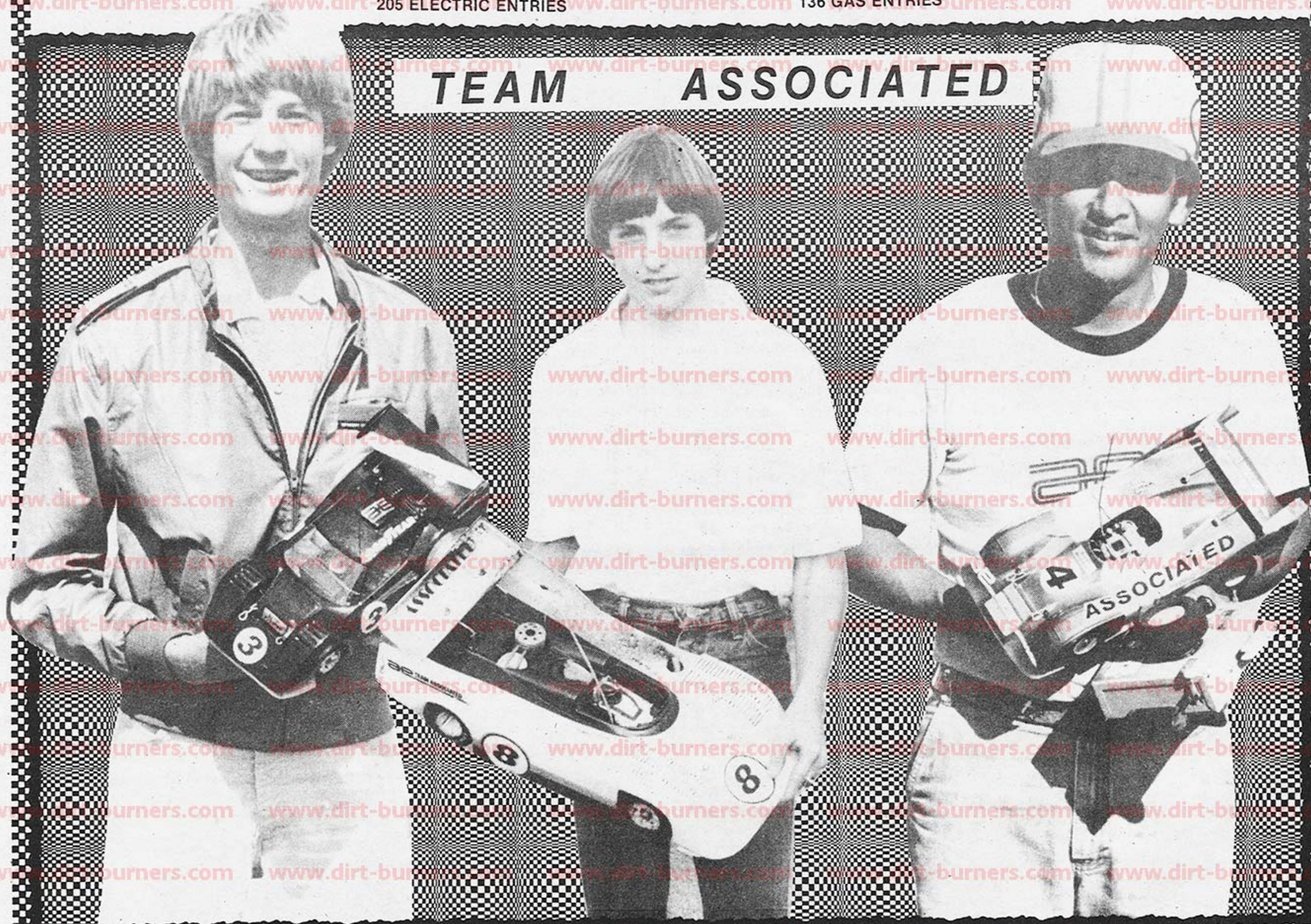
\$19⁰⁰ Postpaid
California Residents
add 6% tax

1982 FLORIDA WINTERNATIONALS

205 ELECTRIC ENTRIES

136 GAS ENTRIES

TEAM ASSOCIATED



MIKE LAVACOT

RALPHIE BURCH

JIM AGUIRRE

1/12 STOCK CLASS

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

1/8 GAS CLASS

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

1/12 MODIFIED CLASS

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

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

ae TEAM ASSOCIATED

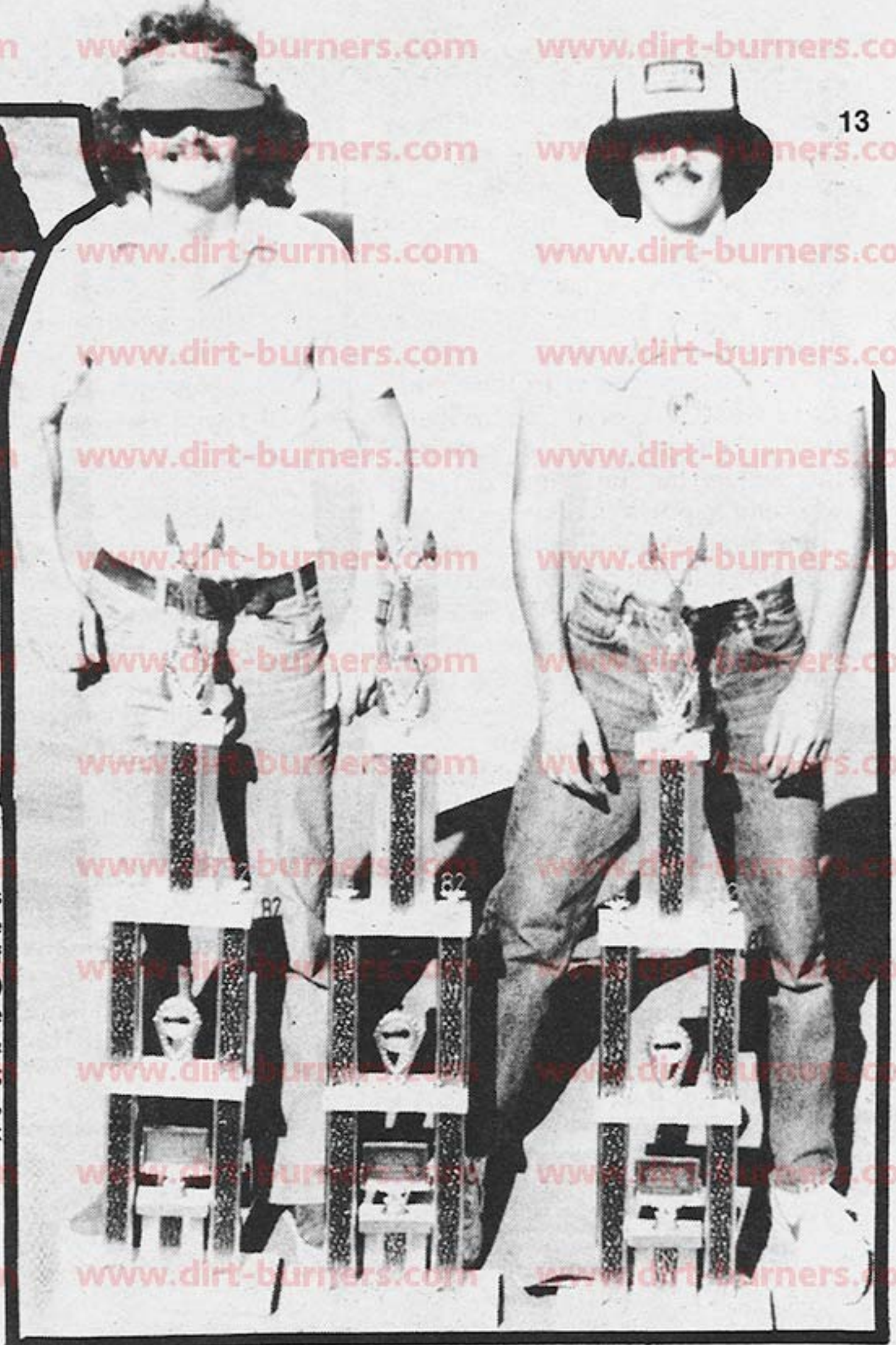
1928 EAST EDINGER
SANTA ANA, CA. 92705

(714) 547-4956

RCH-ORRCA Quarter Finals!



The start of the OPEN A Main was wild, but already out of the picture, Gil Losi, Jr. is in the lead, while Lonnie Peralta (far right) drops into second for a couple of laps.



ORRCA Series number 1 plate holders: Jeff Cruzon (left) won the Modified & Open Class; Bernie Rico, the Stock class.

Costa Mesa, California
May 30 & 31, 1982

The second ORRCA Quarter Championships were held at RADIO CONTROLLED HOBBIES this past weekend bringing about the end of the "Quarter Championship" format for the ORRCA Series.

The next ORRCA Series will be lengthened to a six-month period, fourteen-event series thus opening a new format for ORRCA.

This weekend saw approximately 65 entries show up on Saturday hoping to qualify in the top 12 in each class to move up to the Sunday program. Already qualified for Sunday were 20 of the top racers in Stock and Modified and 12 of the top Open class drivers. By Sunday a total of 88 racers would be on hand, marking perhaps the best field anywhere of 1/10th scale off road radio controlled competition.

Ron Williams, owner of Radio Controlled Hobbies, and many of the team members had the fast Costa Mesa track well prepared for Saturday's fair. Track was very smooth and very fast. Power is everything at this track, so the major effort was to get those stock motors and open motors to hum at peak power. Likewise, the right batteries were important, as with an eight lap program it would be very important not to "dump" (lose power) too early.

Watering of the track was kept to a minimum, so choice of the right tire and motor combination was important. Those with "differentials" in the Modified and Open classes

kept those rear ends nice and loose. The Stockers had to do with what they had and it really came down "finger control".

Qualifying started around 9:30 a.m. on Saturday. At the rider's meeting Ron Williams announced that because there were only 14 Open entries, all would automatically move up to Sunday's program. "But you have to race all qualifying rounds", noted Williams, which was fine with most because it gave them an opportunity to dial their cars in to the track and get more practice.



(Above). The beautifully detailed sprint car of "Grandpa" Staples.



Jeff Cruzon (77) tried to catch Dennis Taylor (3) with only three wheels. Never made it but surprisingly was close enough to take second.

Modified and Stock classes had three rounds of qualifying and thereafter, the top 12 were transferred to Sunday's race program. The next eight would have the "Consolation" race, the winner of which would move up to Sunday.

Saturday's program moved very quickly and by 2 p.m. the field was set for Sunday and the track was again open for practice. Many stayed to get the cars working to this very fast but slippery track. Dust trailing the cars made it look like a real BAJA race.

Sunday was the day when the top 88 racers in ORRCA, after this second series, would gather to once again do battle with other talented racers.

After a short driver's meeting three heats were run starting with the Modified class, followed by the Stock and Open classes.

One could tell the importance of this race in the eyes and minds of the racers. True, the number one plates were already decided through the course of the six-race series and you could not improve that today. What today meant though, was that if you were one of the top racers in the series, here was another opportunity that it was no "fluke" you wound up there. If for one reason or another you hadn't done well during the series, this was the chance to go against the top racers and show them what you could do. On this day, among the best, it was a great challenge to do well and go home with the gold.

The Sun came out early today, and although the track was watered more often than it had been on Saturday, still after two or three races the dust came up and the track got very dry. Since this would be the same for everyone in your heat, the great challenge was to go out there with the best possible combination for your car.

Under the gun were also guys like Jeff Cruzon and Bernie Rico. Jeff had won both the Modified and Open classes and Bernie the Stock class during the series. Could they do likewise here. Well, almost. Jeff Cruzon proved that he was no "fluke" during the series as he did win the Modified A main, the class that he had totally swept with a perfect score in the series and he also picked up a third place in the Open class. (contd.)

On the other hand, Bernie Rico had qualified into the A Main today on top of the heap, but during the A Main he had lots of problems and crashes and wound up in the 7th spot. The surprise of the day was young Dan Biscoe, who only after his second race, picked up the first place in the Stock class.

The A main winner in the OPEN class was Gil Losi Jr., once again. He had missed several races during the series, but he came out this weekend to prove that he is still one of the best off road racers. He used the same car that he has been using for quite sometime and the Pit Shop-sponsored racers took his 1/10th scale mono-shock car to the Open win.

After three heated rounds of qualifying the "mains" were set. The lower mains would be run first and the "bump" system would be used allowing the winners of each of the lower mains the option to move up.

The Modified D Main was first to go off at around 1 pm. "Led-finger" Craig Dunne, (TRICK STUFF/MINI BAJA) put his Baja Bug on the lead

and plowed his way to the first place win. He would now move up to compete in the Mod C Main. Coming in in second place in this main was Bill Pihl, followed by "Grandpa" Tom Staples.

Next was the Stock D main. This time Aaron Heckert (Great Western Hobbies) got it all together and took the win. He was followed by Eddie Perez and David Markaze.

There was no D Main in the Open class, so once again the Modified class came out to run the C Main. Craig Dunne had moved up from the D Main but did not place in the top three in this class. The winner was Willie Melancon (Team F.A.R.T.). He put his single seater at the lead of the pack. Ed Street (CRP) followed, with wife Edie Street (CRP) in third.

The C Stock showed the fine talents of Dexter Bradbury. In fact, Dexter not only topped this field, but then moved up to the B Main and won it also! In second, it was John DeStefano, with Dan Drumright in third.

The first of the Open mains was next with the running of the C Main. Lou Peralta, finally got his car working and took the early lead, with John Burnham the only one close enough following on second. By lap six Lou had stretched his lead to almost a lap but a sudden battery "dump" changed that quickly. Burham moved into the lead at the start/finish line and pulled off thinking that the race was over, when he realized that the rest of the cars were still going. It was only the sixth lap, and by the time he went out, he could only master a third place. Picking up the top spot in this main was Larry Van Osten, Sr. (RCH) and in second it was Dave Nieman (Radio Controlled Hobbies).

A bit more water was sprayed on the track and the Modified B Main was next. Jorge Brody pulled an excellent drive beating the likes of John Burnham, Jim Sneed and Nelson Kracke, who followed him in that order.

Dexter Bradbury, "bumping" up from the C main waited for the right time and after several laps, he made his move into the lead to win another main. Now he could go into the prestigious A Stock main. Coming in second was Larry Clark, with

only ones close enough to offer a real challenge, but first they had to pass each other. At the end, Jeff Cruzon (FUN RACING PRODUCTS) took his super-trick car to the A main win. He then was followed by Allen Losi who prevailed over the fight for position with Rick Churchill who finished third. "Rapid" Ron Williams took the fourth spot, while guys like Dennis Taylor, Ron Dyer fought hard to be in the top three spots, only to lose it at the end.

The STOCK A MAIN had Larry Gold, Bernie Rico, Irwin Marquart, Dan Biscoe, Richard Beggs, Brett Stovall, Vince Ito, Dexter Bradbury (for his third main in a row) and Curt Hurley. Today, well known names in this class like Rico, Gold, Ito, Beggs, gave way to a newcomer. Dan Biscoe, in only his second race (is that for real?), just outdrove the rest of the illustrious field. His A main win came as a surprise to everyone, specially to Larry Gold who finished in second, Richard Beggs, (3rd) and Curt Hurley (4th).

The fast boys were next and the last main of the day. The OPEN A MAIN always seems to bring out the best racing, because these are the fastest cars, the most sophisticated, and certainly some



The winning OPEN car of Gil Losi, Jr. (RANCH PIT SHOP) put the power to the ground and left all others in the dust.



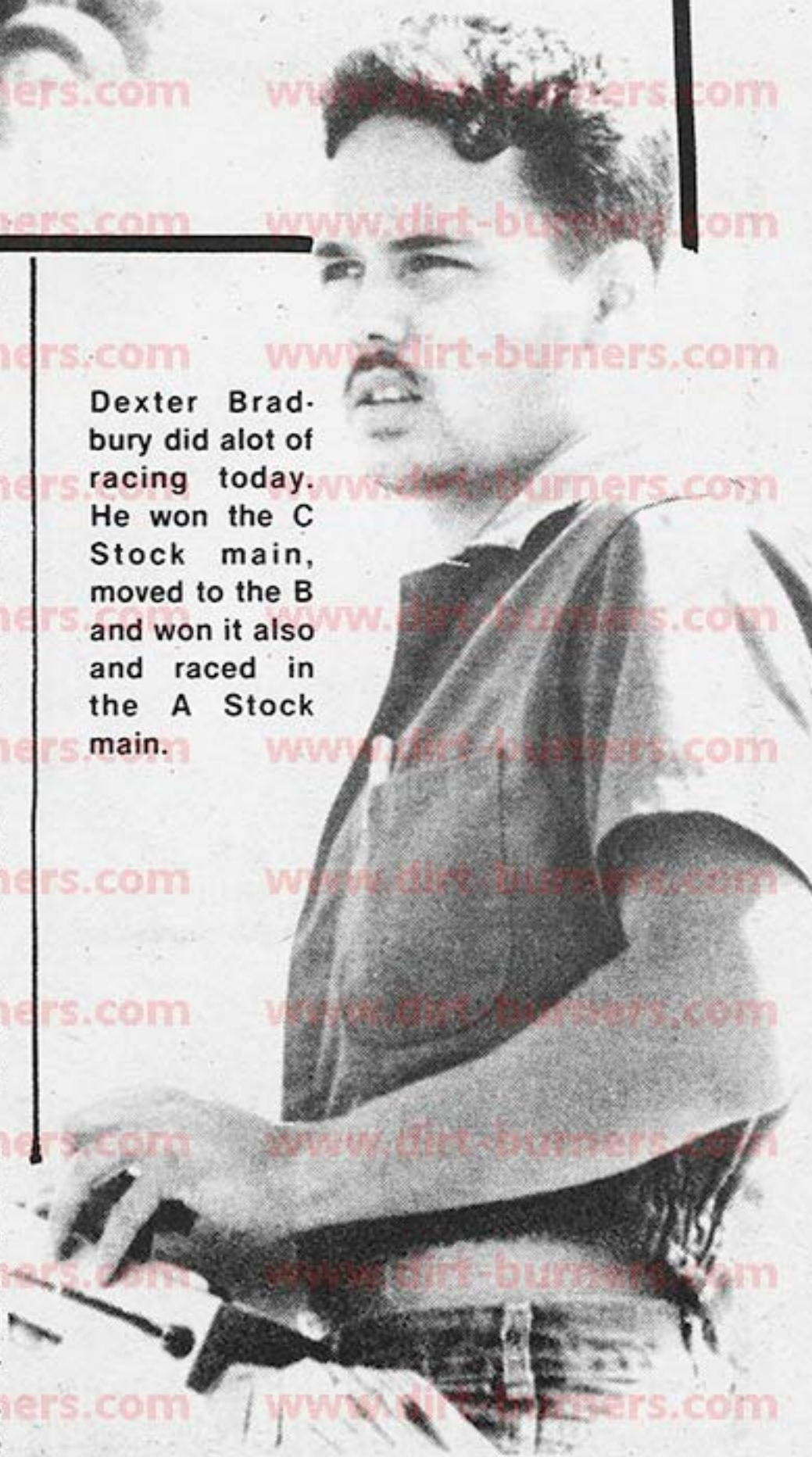
John Gudvangen, Sr., an early leader of this main, picking up the third spot.

"Rapid" Ron Williams came out "smoking" and took his Radio Controlled Hobbies/Tamiya to the Open B main win. He fought his way through the pack to best the likes of Bill Pihl, Edie Street and Giti Gowland, who followed in that order.

Now the time had come. Today, there were nine racers in each of the A mains that had proven that they were among the best.

The MODIFIED A MAIN had Dennis Taylor, Jeff Cruzon, Rick Churchill, Ron Williams, Bill Bohr, Allen Losi, Ron Dyer and Chris Hawkes. The track had just been watered so traction was plentiful. The flag dropped and Jeff Cruzon shot into the lead. He has to have the fastest Modified car of all. He just powered his way through the first laps leaving the rest of the field behind. Rick Churchill and Allen Losi were the

Dexter Bradbury did a lot of racing today. He won the C Stock main, moved to the B and won it also and raced in the A Stock main.



Introducing

M.I.P.'s 1982

Precision/Race Built Accessories for
Tamiya Rough Rider & Sand Scorcher Buggies

- A100 . . . Hardened 5mm Rear Axle w/Drive Hub
- B100 Adjustable Ball Bearing Differential
- G15 010 Shims For 5mm Shafts
- S100 Coil Spring Shocks
- SL100 Heavy Duty Shocks (less springs)

"We don't only make cars look good . . .
 . . . we make cars work good!"

For Moore Information - Call or Write

MOORE'S IDEAL PRODUCTS

5485 1/2 West Washington Boulevard
Los Angeles, California 90016 U.S.A.

Phone: (213) 931-4078 - Mon.-Fri. 9a.m. - 5 p.m.

- WE WELCOME DEALERS INQUIRIES -

of the best drivers anywhere.

The field was made up of a surprising Chris Allec, with his "Yamaha" car; Jeff Cruzon, with his FUN RACING PRODUCTS machine; Rick Churchill (RADIO CONTROLLED HOBBIES), also with a very fast single seater; Gil Losi, Jr., the Pit Shop screamer; brother Allen Losi, another Pit Shop/Bolink powered single-seater; Jim Sneed (RADIO CONTROLLED HOBBIES) a veteran of many of these A main battles; team mate Bud Fish, proving tougher and tougher every time out; Lonnie Peralta (TRICK STUFF/MINI BAJA), a real surprise, proving that this 12 year old has come of age to run with the best; and "Rapid" Ron Williams, Race Director, owner and operator of Radio Controlled Hobbies and the track, who moved up from the B main.

The flag dropped, the dusty track amplified the power of these cars as dust filled the air and the race was on. Several pile-ups occurred before the second turns. But when the dust cleared, as he has done many times, Gil Losi Jr., seemed to be the only one who was not hit. He just went around the battered field and was leading. Following him very close behind was the youngest of the field, 12 year-old Lonnie Peralta. He seemed to be gaining on Gil. Jeff Cruzon had gotten himself tied up in a first-turn pile-up and was way in back of the pack. Allen Losi and Jim Sneed moved closer to Lonnie Peralta, as did Chris Allec. Gil Losi, Jr., seemed to be putting some distance between he and second place Peralta, but a mishap with the third and fourth place cars knocked Lonnie out of the second spot. Now Cruzon was starting to make his

move and, by lap four, was in third. In the meantime Chris Allec had picked his way past Allen Losi, Jim Sneed and Lonnie Peralta and now was charging on Gil. We've said it before, if Gil Jr., gets in the lead, he is one tough guy to catch. His super smooth and heady driving style is tough to beat under these conditions. So when the checkered flag was dropped, Gil Losi, Jr., today, had bested the best in the Open class. Chris Allec managed to hold off Jeff Cruzon who picked up the third spot. Ron Williams finished fourth.

Unexplicably, the official scorers kept records of only the top four finishers in each of the mains, so we can't give you a complete result list. We do list all those who participated in each of the mains, but the order may not be the order they finished. (See Results below).

Once again, the ORRCA Series had come to an end with a very exciting two days of competition. As we said before, the next series has been expanded to a six-month, fourteen race series, of which the best seven races will be counted. The next ORRCA Series will have added a new track. R/C Race Center in Del Mar will be hosting two ORRCA Series point races in September and in November of this year on the 2nd Saturday of the month.

The ORRCA Championships will be held in January 1983 at MINI BAJA, in the San Fernando Valley.

Those of you who participated in this last series will appreciate those improvements that will be made for the next series, which by the way,

starts on June 13th at the new Great Western Hobbies race track in Whittier, Ca. Those of you who did not participate, perhaps now you may want to join a great bunch of racers having the time of their life racing 1/10th scale off road.

Many thanks to the sponsor of the event that donated great prizes: R/C Race Prep donated the three kits given to the top racers in each of the three A Mains. Also, RCH, CRP, BOLINK, SPEED & SPORT, TRICK STUFF, LEISURE, whose help is greatly appreciated.

RESULTS

(Unfortunately, only the top four finishers in each of the mains was recorded. We shall list everyone else that participated but not necessarily in the order they finished.)

OPEN A MAIN:

1. Gil Losi, Jr.
 2. Chris Allec
 3. Jeff Cruzon
 4. Ron Williams
- Lonnie Peralta, Allen Losi, Jim Sneed, Bud Fish, Rick Churchill.

OPEN B MAIN:

1. Ron Williams
 2. Bill Pihl
 3. Edie Street
 4. Giti Gowland
- Dennis Taylor, Jim Brophy, Charlie Street, Flame Churchill, Larry Van Osten, Sr.

OPEN C MAIN:

1. Larry Van Osten, Sr.
 2. Dave Niemann
 3. John Burnham
 4. Willie Melancon
- Craig Dunne, Jim Bernardo, Mike Tobey, Lou Peralta.

MODIFIED A MAIN:

1. Jeff Cruzon
2. Allen Losi
3. Rick Churchill
4. Ron Williams

Dennis Taylor, Bill Bohrk, Ron Dyer, Chris Hawkes.

MODIFIED B MAIN:

1. Jorge Brody
 2. John Burnham
 3. Jim Sneed
 4. Nelson Kracke
- Dave Niemann, Chris Allec, John Gudvangen, Jr., Bud Fish, Willie Melancon.

MODIFIED C MAIN:

1. Willie Melancon
 2. Ed Street
 3. Edie Street
 4. G. Ingebritson
- Frank Glasgow, Terri Wallace, Mike Glem, Erwin Bragg, Craig Dunne.

MODIFIED D MAIN:

1. Craig Dunne
2. Bill Pihl
3. Tom Staples
4. Randy Scott
5. Sean Hawkes
6. Jim Brophy

STOCK A MAIN:

1. Dan Biscoe
 2. Larry Gold
 3. Richard Beggs
 4. Curt Hurley
- Irwin Marquart, Brett Stovall, Vince Ito, Dexter Bradbury.

STOCK B MAIN:

1. Dexter Bradbury
 2. Larry Clark
 3. John Gudvangen, Sr.
 4. John Pihl
- Al Hess, Doug Brown, Mike Larson, Mark Thomsen, John Voeller.

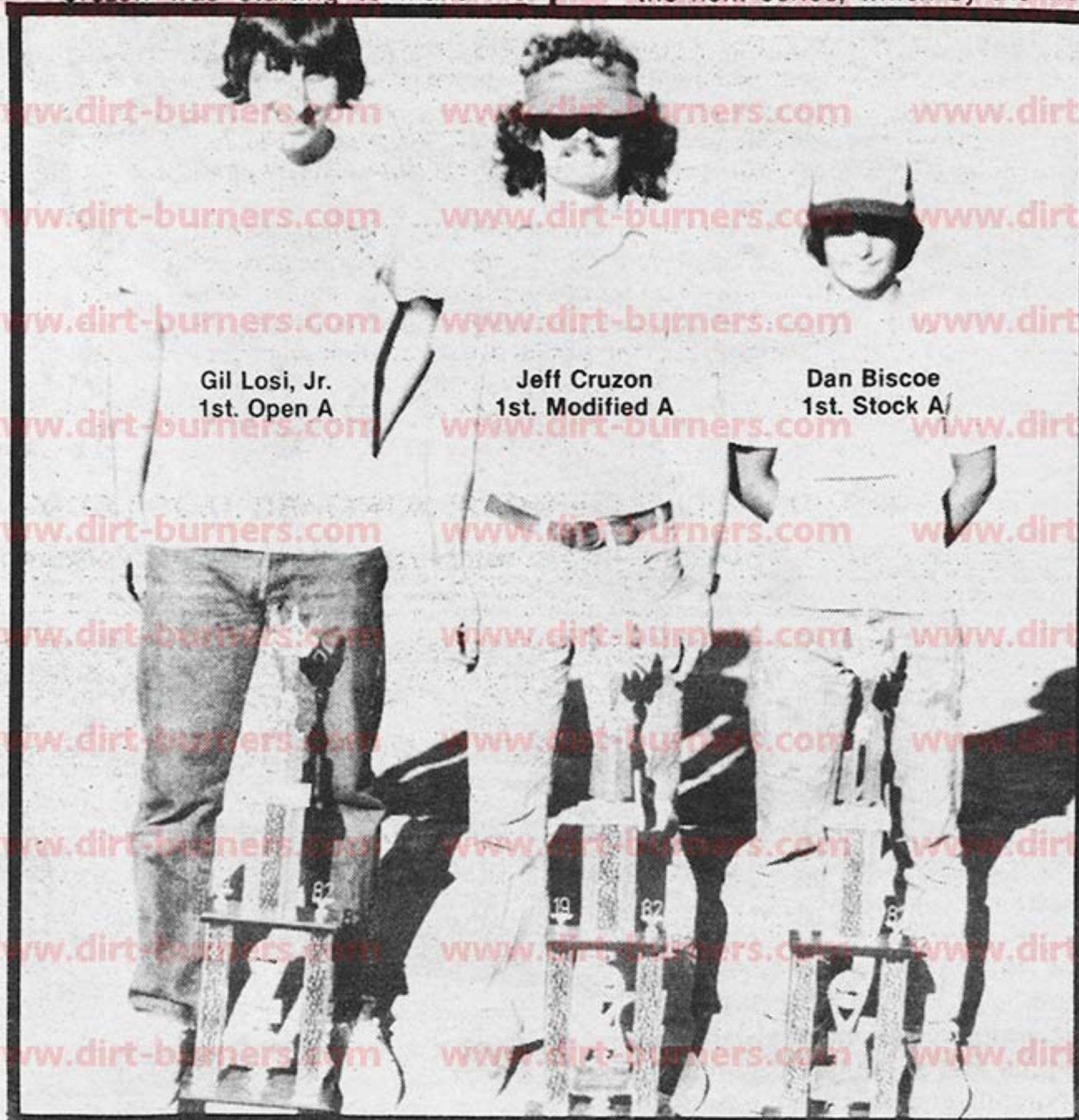
STOCK C MAIN:

1. Dexter Bradbury
 2. John DeStefano
 3. Dan Drumright
 4. Lance Drumright
- Duane Luypen, Tim Chavez, Paul Thomsen, Larry Van Osten, Jr., Aaron Heckert.

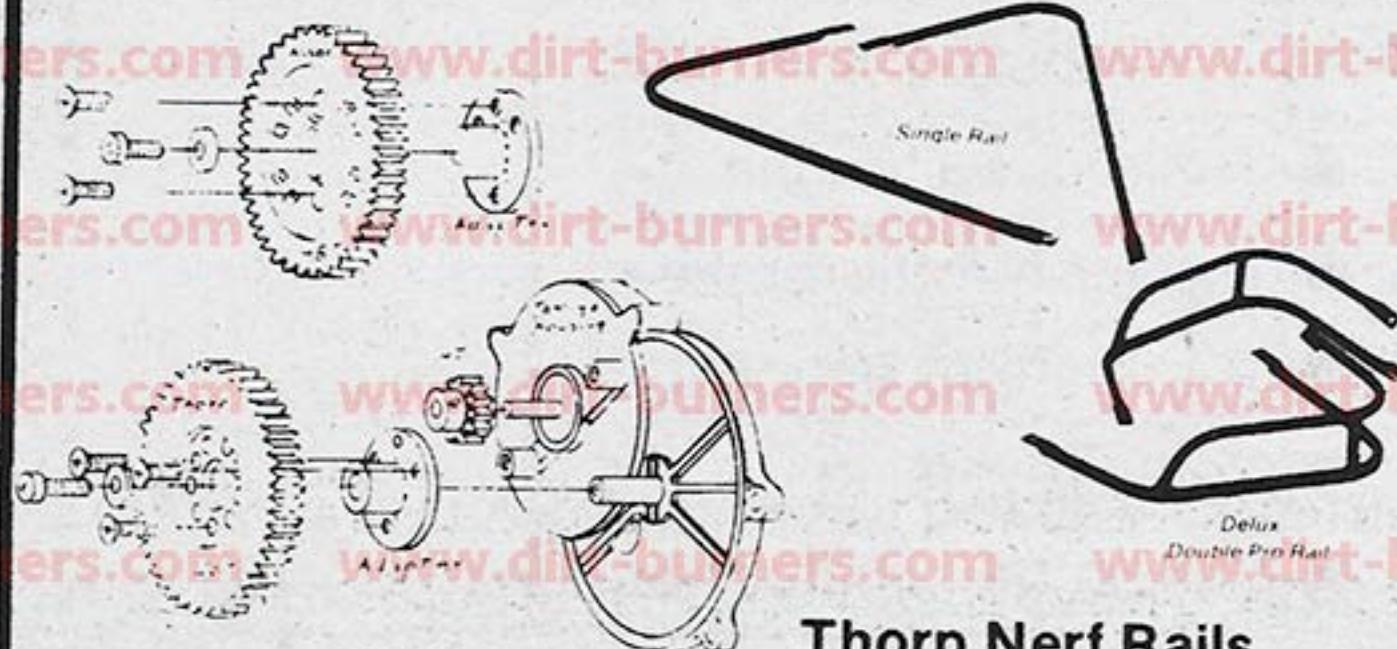
STOCK D MAIN:

1. Aaron Heckert
 2. Eddie Perez
 3. David Markaze
- John Luypen, J.P. Ingebritson

.....



Accessories for "Dirt Burners!"



Gear Adapter for Tamiya

Thorp's new adapter lets you use Thorp or Associated gears for the widest range of ratios available in your Tamiya off roader! Order gears separately.

Thorp Nerf Rails

Thorp all metal nerf rails are proved in heavy competition. Keeps you from flipping over others wheels. Delux is extra strong with brazed joints, the best protection you can get!

★ Just Released — Thorp's fantastic ball differential for Tamiya off-rovers!

Dealers — Get in on Thorp "Dirt Burner" line of off road accessories — Call!

THORP manufacturing

380 S. EAST END, UNIT H, DEPT. N
POMONA, CA 91766 • (714) 622-6518

R/C Off-Road World Champions



Stock Class

Gary Kyes - 1st Place

Unlimited Class

Gil Losi, Jr. - 1st Place

Modified Class

Jeff Cruzon - 2nd Place

Drove Kraft KP3KW... for the Natural Feel of Total Control

Exclusive pistol grip design makes driving easier, puts you in control - track or off-road. Check these features:

- Triple rate steering
- Trigger throttle/brake control
- Throttle trim optional from either end
- Servo reversing
- Plug-in transmitter frequency module
- 45 in.-oz. torque, double ball bearing servos
- Plug-in transmitter & receiver crystals

See for yourself why the champions are shifting to the Kraft KP3KW. See your Kraft dealer today.

KRAFT SYSTEMS



R/CECC... 1/12 Electric Racing in the Land of the Palm Trees & Soft Breezes

Story by Glenn Kawamae

Thirty four (34) racers came out to this, our fourth race of the year, Can Am 4. First-time racers came out and not all of them were running in the D Main as you will see.

Three rounds of qualifying were run under blue, sunny skies. This was also to be the debut of three new cars to Hawaii; the lightweight JOMAC Lightning 2000, the PARMA Panther, and the ASSOCIATED, RC12i-Wondercar.

The D Main saw Dan Yamane take off with the lead using a good set of batteries borrowed from Matthew Motas' burned out AYK. Dennis Shigemura, Everett and Rose Balmores took after him but he was just too fast. Bentley Pai and first-time racers, Carl Nakagawa and Earl Honbo, also made very respectable showings. No one could catch Dan though as he very handily lapped the field twice! Dennis drove a smooth race with a severely understeering car to a second place finish. Everett beat out Carl to take 3rd and Carl 4th. Everett's mother, Rose Balmores overcame a hard charging Bentley Pai to finish in 5th to Pai's 6th. Earl Honbo's first attempt at driving a 1/12th scale electric car ended up in 7th place finish. Matt Motas burnt out all the bands on his speed control and wasn't able to run in the main event.

The C main was a close one. All the racers took off at the start and no one was able to call this one in the first five laps of the race.

Gene Niihau was the first one to drop out with radio trouble. Wayne Onoyama and Donald Takenaka dropped out shortly after, 10 laps down, with various troubles. By this time Rodney Imai and Pat MacDonald started to pull away from the field with Richard Ganotisi and the T.Q. for this main, Vernon Pai, pushing the leaders.

First-time-racers Andrew Young and Mike Rapoza made very good time as they, themselves, were pushing Vernon and Richard. Rodney kept pulling from the field with Pat MacDonald making some moves to catch him, but as the race ended Rodney Imai took the first place with MacDonald taking second, and Richard Ganotisi, third. Vernon Pai held off Andrew Young who was on the same lap, for 4th and 5th respectively and Mike Rapoza took a very respectable 6th place.

The B Main was excitement personified. Reading down the list of names, read like an A Main. Butch Farm, in his brand new PARMA Panther car took off with an early lead followed by Keevan Inouye who was the T.Q. in this main.

These two cars clearly out-classed the field by lapping the next closest car by two laps. But by about half way through the race Butch Farm got a small rock stuck in his gear, plus the extra pressure being put on him really got to him as he started to make big mistakes. Keevan Inouye saw the chance and got by Butch, and that was all there was. Inouye went on to win with Farm having to settle for second.

Richard Ito took third holding off Leroy Lee and Norman Uyeno, a lap down. Louis Vierra who finished last place overall in our February race, is now in the B Main holding his own against some of the big names in this area. He managed a sixth place overall. Congrats to first-time racer, Francis Aki, I think this is the first time anyone ever got as high as the B main his first time out!

The A Main. The biggie. Wow! What a race. Right at the start you could tell this would be one tough race. Off with the early lead was Marshall Mizobe, driving his new JOMAC Lightning 2000. Right on his tail was Randall Hano, who won the

A main last month. After two laps, Randall got by Marshall and by lap five both Glenn Kawamae and Beau Peterson had gotten past Marshall as well.

Ron Galang, who was having trouble with his car all day, was right up there with the leaders, as was Russ Miwa, also in his Lightning 2000. By lap 10 Glenn was now right on Randall's rear when he executed a very clean pass. Richard Robertson, the second T.Q. for this main, hit a concrete curbing on the 11th lap tearing everything loose from his radio tray and putting him out of the race. This was Robertson's first A Main in seven months, and it sure is hard luck to lose like that.

Back to racing. By lap 20, Glenn Kawamae, who was driving his new RC12i, had lapped the entire field and pulled up to the pack for a second go around. Marshall Mizobe, by this time, had gotten his act together and passed a very fast Beau Peterson. Ron Galang broke his bumper again and was pretty much out of contention. Elton Yoneda and Jun Shudo were both having problems; Elton having to drop out and Jun just managing to finish. Russ Miwa was starting to move up on Beau Peterson but the end came quickly and Beau was barely able to hold him off.

Glenn Kawamae finished first, with Marshall Mizobe second, Beau

17
Peterson third, and Russ Miwa fourth, all on the same lap.

Tough racing guys and it's getting tougher and better every month.

G.K.

RESULTS

STOCK A MAIN:

1. Glenn Kawamae...31 laps
2. Marshall Mizobe...30
3. Beau Peterson...30
4. Russell Miwa...30
5. Randall Hano...29
6. Ronald Galang...28
7. Elton Yoneda...23
8. Jun Shudo...23
9. Richard Robertson...11

STOCK B MAIN:

1. Keevan Inouye...27 laps
2. Burch Farm...27
3. Richard Ito...25
4. Leroy Lee...24
5. Norman Uyeno...24
6. Louis Vierra...20
7. Francis Aki...13
8. Jay Nakahara...3

STOCK C MAIN:

1. Rodney Imai...24 laps
2. Pat MacDonald...24
3. Richard Ganotisi...23
4. Vernon Pai...22
5. Andrew Young...22
6. Mike Rapoza...21
7. Wayne Onoyama...13
8. Donald Takenaka...12
9. Gene Niihau...7

STOCK D MAIN:

1. Dan Yamane...20 laps
2. Dennis Shigemura...18
3. Everett Balmores...17
4. Carl Nakagawa...16
5. Rose Balmores...15
6. Bentley Pai...14
7. Earl Honbo...12
8. Matthew Motas...DNS

.....



Looking for Parts

Try Shamrock

Shamrock Competition Imports Inc.

The "Parts People"

P.O. BOX 26247 • NEW ORLEANS, LA. 70186
(504) 242-5967



ASSOCIATED

Toned Pipes S&O Products
OPS Glow Plugs Silicone Connectors

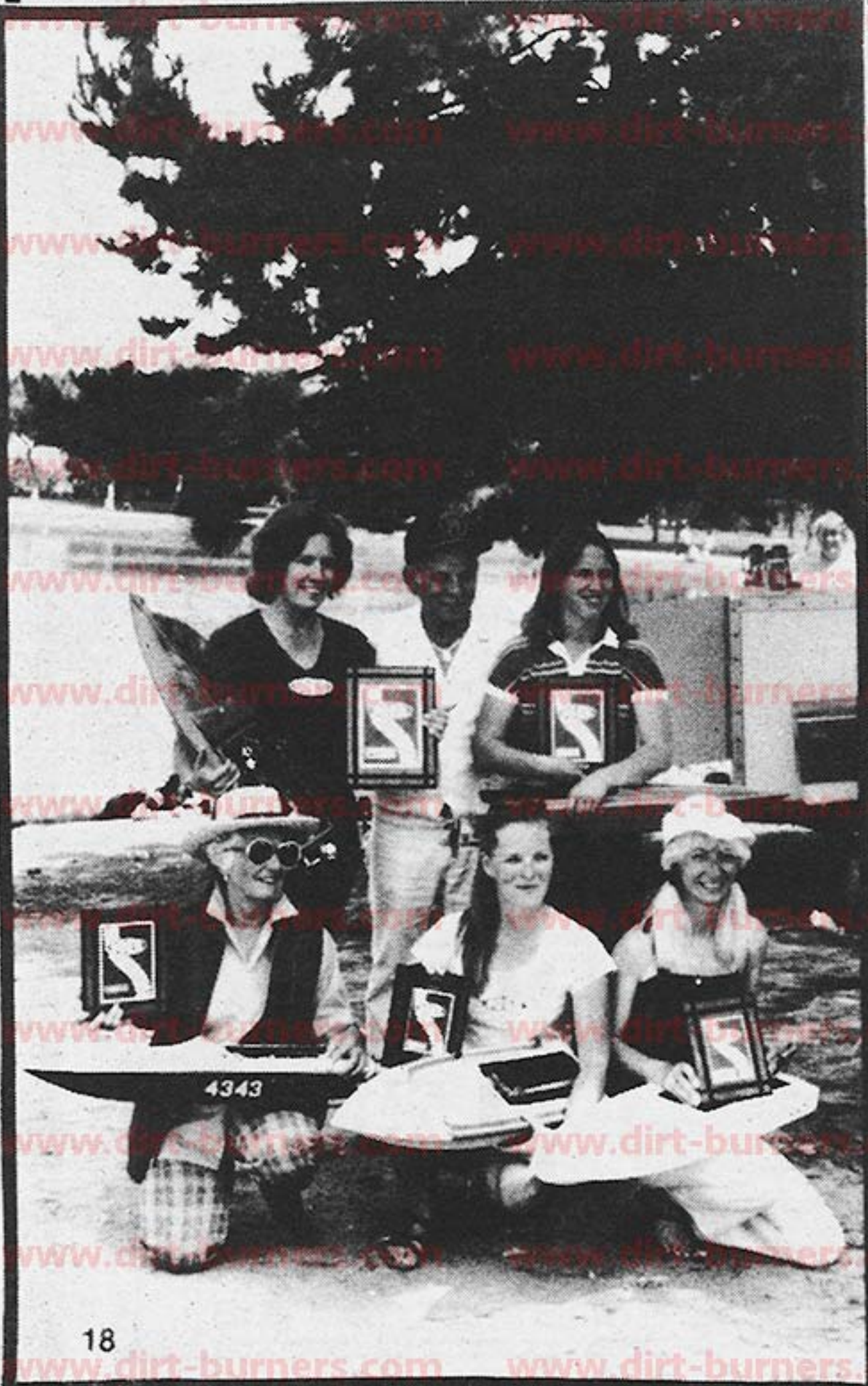
LADY BOATERS REGATTA



"Team Bust-Ing Loose" (above) Ellie Tom & Deb Wiechman, both picked up 5th place. Ellie in the A Main & Deb in the B Main. B Main winners (below): Judy Hazelwood, 1st. (John Brodbeck center); Gail Bassett, 2nd; Nikki Campbell, 3rd.; Deb Wiechman, 5th; Jan Fish, 4th. Photo. Roger Wiechman.



A Main winners: Diane Semler, 1st; (John Brodbeck), Dot Prather, 2nd; Rosie Garcia, 3rd; Cathie Galbraith, 4th; Ellie Tom, 5th. Photo D.W.



Story by Cathie Galbraith
May 2, 1982

Photos by Deb & Roger Wiechman

Each year sees the advent of more and more women into the ranks of the R/C boating hobby. The "weaker" sex is also proving what a misnomer that adjective is as they are competing quite successfully alongside their male counterparts. Perhaps one of the most ardent proponents of women in boating is John Brodbeck and K&B Manufacturing. Each year K&B sponsors the Lady Boaters Regatta. The event encourages participation by old and new boaters alike, with one stipulation...they must be women. Richard Hazelwood and Joe Monohan were heard threatening a sex change in order to participate in this annual event.

Normally this race draws a large contingent from both District 9 and District 19. However, this year District 9 scheduled a heat race for the same weekend which precluded participation by their women boaters. With only District 19 attending, turn-out was light as fifteen women battled it out for the trophies. Several new racers made their racing debut and should be commended for their driving skills. Gail Bassett, Cheryl Williamson, Vikki McColley and Pam Stewart, all in their first race, seemed to take to racing easily. I am sure we will be seeing their names in the winner's circle many times in upcoming races.

This year's racing consisted of four three-minute enduro-type qualifying rounds. The total laps accumulated during these rounds by each boat determined

their position in the two Main Events.

The A Main consisted of the five drivers with the most laps after four rounds, while the B Main included the next five boats. The end of four rounds saw three boaters with definite positions in the A Main, while three others tied for the remaining two spots. The situation necessitated a run-off between Diane Semler, Deb Wiechman and myself. Only two could qualify for the A Main, with the third moving into the B Main. The countdown commenced, the boats were fired up, and all three entered the water to fight it out for the two remaining positions. I hit a buoy in the first turn causing me to lose a lap and possibly all hopes of making it into the A Main. But Deb, following my rooster-tail a little too closely as she prepared to go around me, took on water and the boat sputtered to a stop. The Main Event positions were now determined - all that remained was the actual running of the A and B Mains.

Following a one hour lunch break, the five drivers in the B Main prepared for their event. It was decided to run these as five-lap heat races to add some variety to the day's format. After a perfect start, Deb Wiechman took an early lead, followed closely by Judi Hazelwood. But Deb's boat seemed to have a relapse of it's problem in the run-off as it died for no apparent reason. Judi went cruising by the now silent boat to move into first place. Meanwhile, the other three boats driven by Gail Bassett, Nikki Campbell and Jan Fish finished the race in that order to follow Judi in the top four posi-

tions. Deb's efforts were not without reward, however, as she was awarded fifth place.

Tension mounted for the A Main. The boats were in the pits, the clock was started, and the racing was about to begin. All five boats went into the water and the decision was made to move to the thirty-second mill. 17...16...15...The boats circled around to line up for the start. 7...6...5...and "you're committed to the straight". 3...2...1...0...All boats sped across the start line. However, it was announced that the first two boats, driven by Ellie Tom and myself, had jumped the start and had to run one extra lap. All we could do now was try to run a clean race and wait to see if any of the other boats would make a mistake. But their driving was flawless. In a battle for first and second, Dot Prather and Diane Semler ran neck and neck. But Diane, keeping her streak alive, captured first place for the third year in a row. Dot easily took second. Rosie Garcia, driving a brand new boat, continued to prove that she's going to be a threat this year by expertly earning third place. Ellie and I had to battle it out for fourth and fifth. But Ellie cut a buoy, giving me fourth place if I could just finish the race without any more driving infractions. Shortly thereafter, Ellie's boat died and I finished my six laps to take fourth place, while Ellie was awarded fifth.

The tension was over, the competition complete, and the 4th Annual Lady Boaters Regatta was drawing to a close. The winners were treated to a beautiful plaque and a kiss from John Brodbeck. It

The BRUNSWICK REGATTA

Story by Cathie Galbraith
April 25, 1982

Special thanks are in order to the Brunswick Corporation for their sponsorship the of second race of the Southern California Scale Thunderboat Association schedule. Located in Phoenix, Brunswick is represented in the S.C.S.T.A. by Ted McKay who was instrumental in acquiring their support for this race. Ted, fairly new to the Scale Thunderboat scene, is running the 1975 version of the U-55 Lincoln Thrift. His choice of trophies was excellent and provided a well deserved reward for the winners of today's event.

Sunny skies and a mild breeze made almost ideal weather conditions for the Scale Hydroplanes. However, the water level at El Prado has continued to recede, making for an unusually tight course for these large boats. Several boats were victims of the narrower straight-aways, as they experienced unplanned encounters with the shore. Approximately thirty boats and drivers travelled from as far away as Phoenix and Bakersfield to compete in the first of what is hoped will be an annual event.

Scale racing in Southern California employs a slightly different format than that used in regular heat racing. Each boat participates in three heats gaining the appropriate points for their finishing

positions in these heats. However, the driver with the highest total at the end of these three heats is not necessarily awarded first place. The top five point holders gain a position in the Main Event, while the next five are relegated to the Consolation Race. The Consolation Race is run first, with the winner advancing to the Main Event as an alternate.

Today's Consolation Race was a hard fought battle between two boats, as the other three died prior to the finish. Eddie Patten was sporting a new O.S. 65 engine in his U-76 Miss Cotts Beverage, and was running quite well. Ted McKay was having a very good day with his Lincoln Thrift. Both boats seemed to be pretty evenly matched in speed, as they ran close the entire race. But Ted, starting a little in front of Eddie, managed to keep that slight edge and go on to win the race and advance to the Main Event.

As an alternate, the Consolation Race winner starts and enters the water with the other five boats. If all five are still running at the end of the two minute start time, the alternate must bring his boat off the water. If any one of the other five dies, or does not make it into the water, the alternate races in his place. Today, all five boats make it successfully to the thirty-second buzzer. Ted, as per rules, had to bring the Lincoln Thrift into the pits and was not able to run the race.

And what a race it was! All five boats crossed the start line in close proximity as they headed for the first turn. Woodie Woodhouse, driving his Detroit Radiographics, had to cut a buoy to avoid a collision with Bill Silvers' Valu-Mart. However, that may have been the luckiest buoy cut of his career as it got him out of the way of the fiasco in the first turn when the other four boats became one solid mass of color and white spray. Only two of the four emerged safely from the turn. A collision between the Notre Dame, driven by Wally Stewart, and the Atlas Van Lines of Terry Holland, eliminated both boats from the running and caused extensive damage to the AVL. The rubble and debris in this turn created definite driving hazards for the remaining three boats. Woodie, already a lap behind, decided to take it easy for a guaranteed third, waiting for a possible mistake by one or both of the other boats.

But "mistake" was not meant to be one of the words used to describe the race that followed. In what appeared to be an "instant replay" of the previous Scale race, Joe Monohan and Bill Silvers fought it out neck and neck for the entire five laps. Bill, getting a slightly better start than Joe, took the early lead. Both had to dodge the dead boats in turn one as they fought for position. Several laps, Joe chose to cut inside the boats, only having

to slow down to make the left adjustment necessary to line up correctly for turn two. What Bill lost in distance going outside the boats, he made up by not having to throttle back, thus keeping the two boats pretty much the same distance apart. They say that "experience is the best teacher" and this seems to apply aptly to Bill's run today. Having lost the last race to Joe because he let him have the inside lane, today Bill took his turns tight and did not move out on the straights. As a result of this, and the debris in turn one, Joe was not able to close the gap in time. Once again these two boats crossed the finish line within inches of each other, with one difference...this time Bill emerged as the victor. Joe finished in second, followed by Woodie in third.

C.G.

FINAL RESULTS

1. Bill Silvers U-74 Valu-Mart
2. Joe Monohan U-80 Vans PX
3. Woodie Woodhouse U-70 Detroit Radiographics
4. Terry Holland U-71 Atlas Van Lines
5. Wally Stewart U-7 Notre Dame

1st in Consolation:
Ted McKay U-55 Lincoln Thrift

was a good day of racing thanks to the organizational efforts of John and Jack Garcia. And, while it was a ladies' race, we all have to give credit to our male pit crews who helped us make it through the day, and to all the other men who volunteered their time to count laps and retrieve boats.

C.G.

FINAL RESULTS:

A MAIN

1. Diane Semler
2. Dot Prather
3. Rosie Garcia
4. Cathie Galbraith
5. Ellie Tom

B MAIN

1. Judi Hazelwood
2. Gail Bassett
3. Nikki Campbell
4. Jan Fish
5. Deb Wiechman



THE X-RATED

Competition-Proven
OCTURA X-SERIES PROPELLERS
X-tra Speed!...X-tra Performance!

NOW... 4 NEW SIZES!

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

		RECOMMENDED APPLICATIONS
3.5 OUTRIGGER	X440/3 X445	7.5 OUTBOARD
.75 DEEP VEE	X447 X450	
7.5 OUTRIGGER	X455	.65 SCALE HYDRO
	X455/3	
	X457	.65 DEEP VEE
	X460	.65 OUTRIGGER
	X462	
	*X467	.90 DEEP VEE



*.250 Bore **7/32" Indicates 3-Bladed Propeller

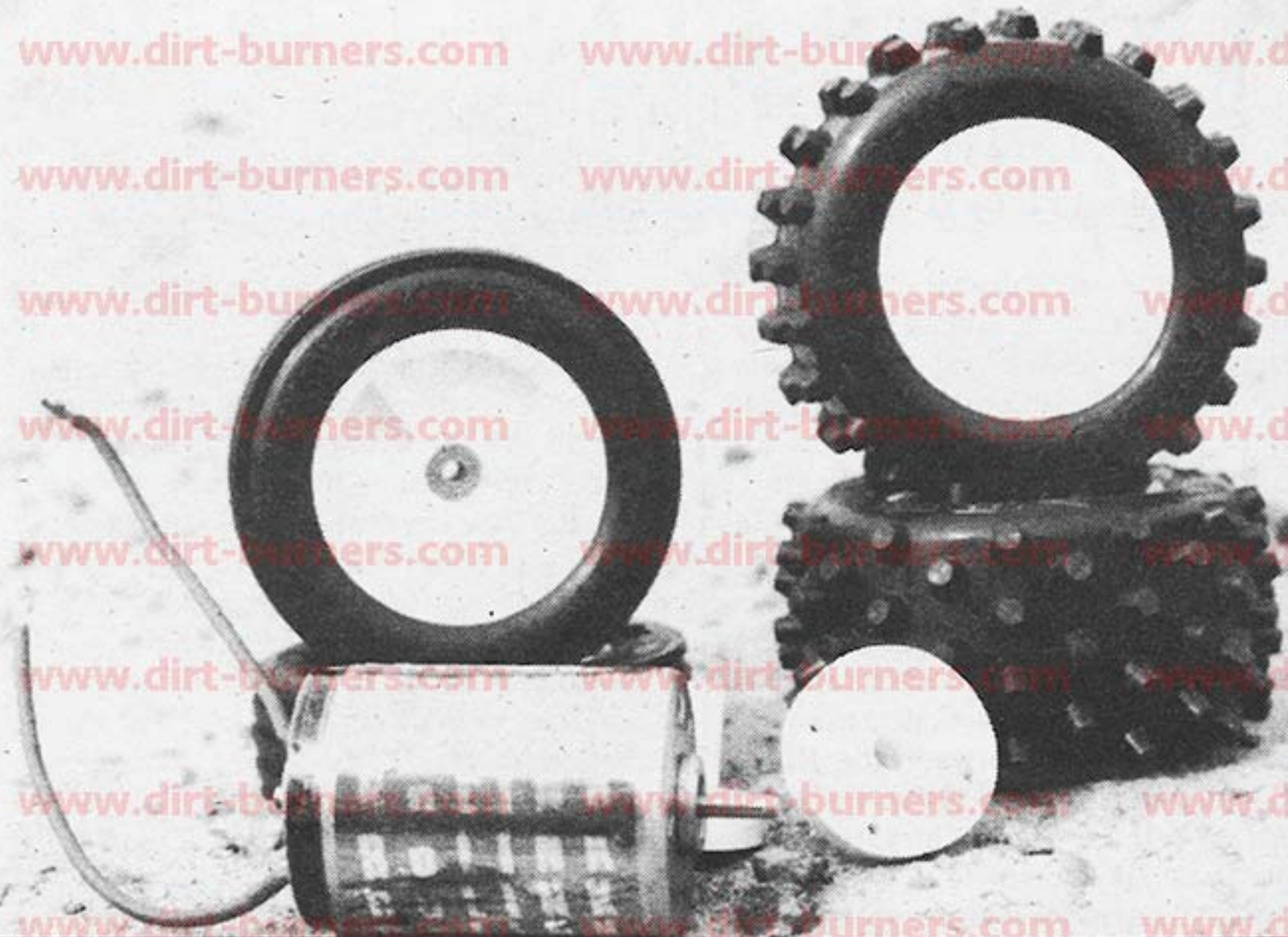
Send \$1.00 for catalog and price list to:

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

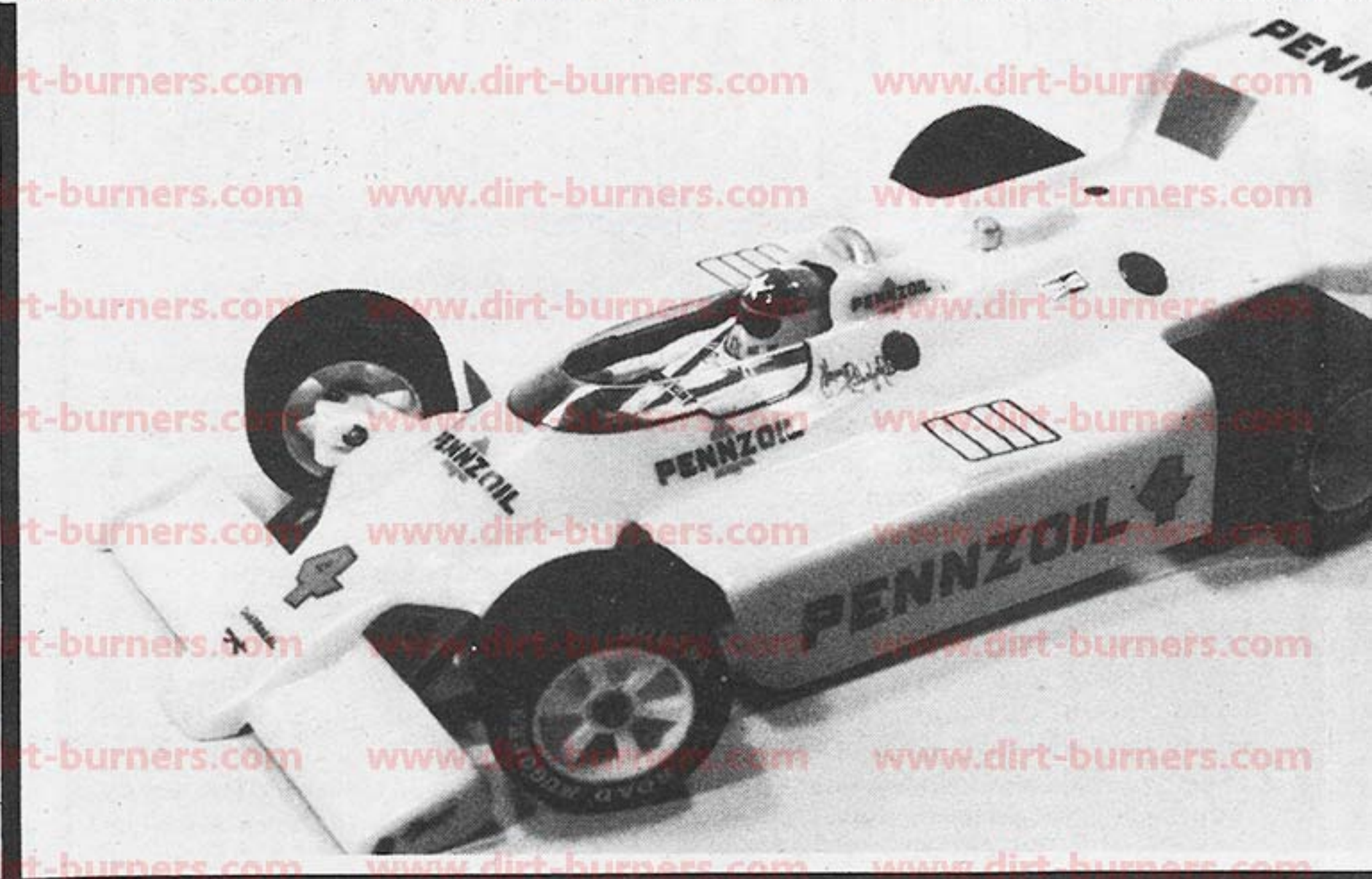


Some guys just love to hand out the trophies, especially to the lady boaters, the rewards are obvious. John Brodbeck Sr. here presenting and "planting" the rewards to Deb Wiechman. Photo. Roger Wiechman.

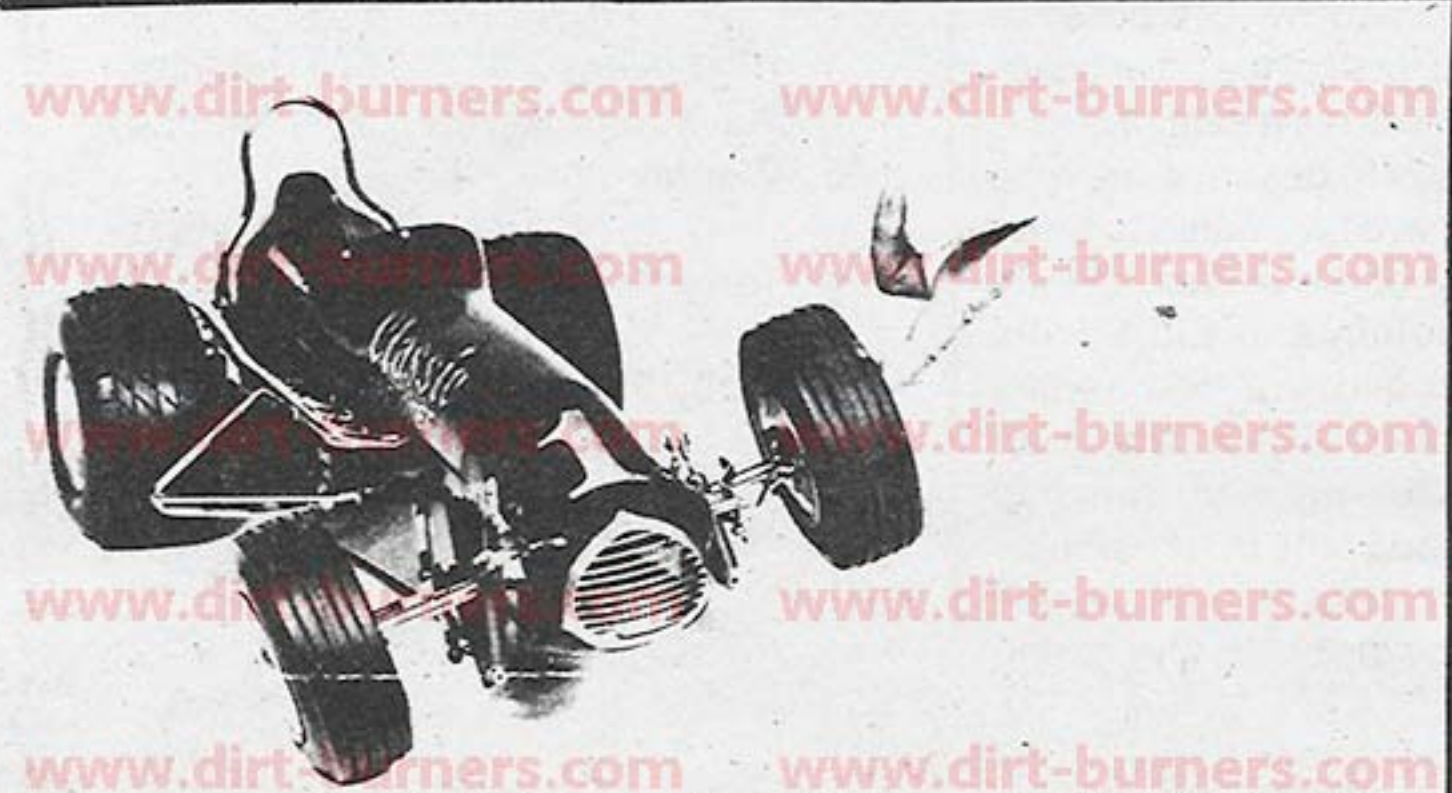
Inside Lines



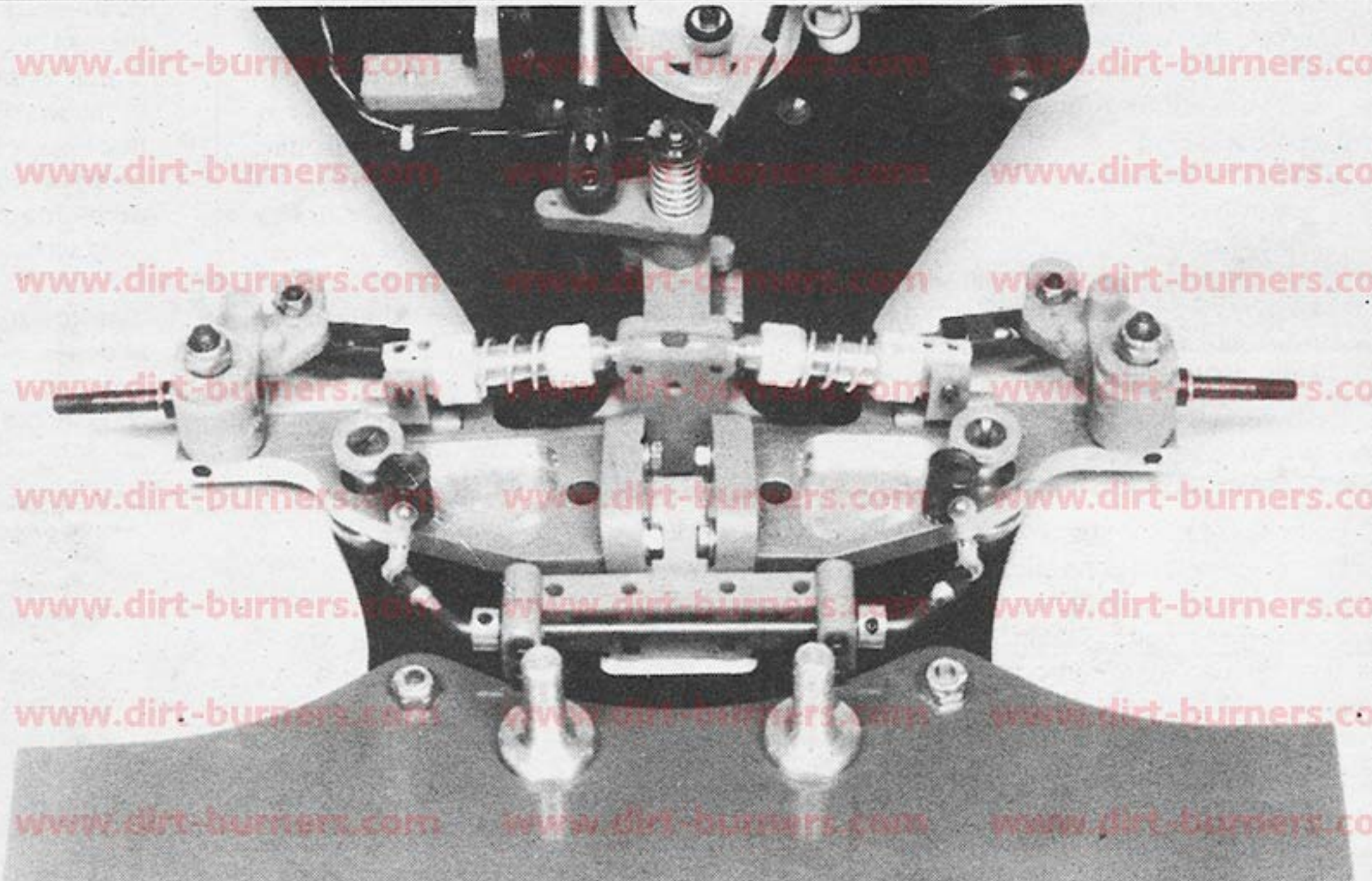
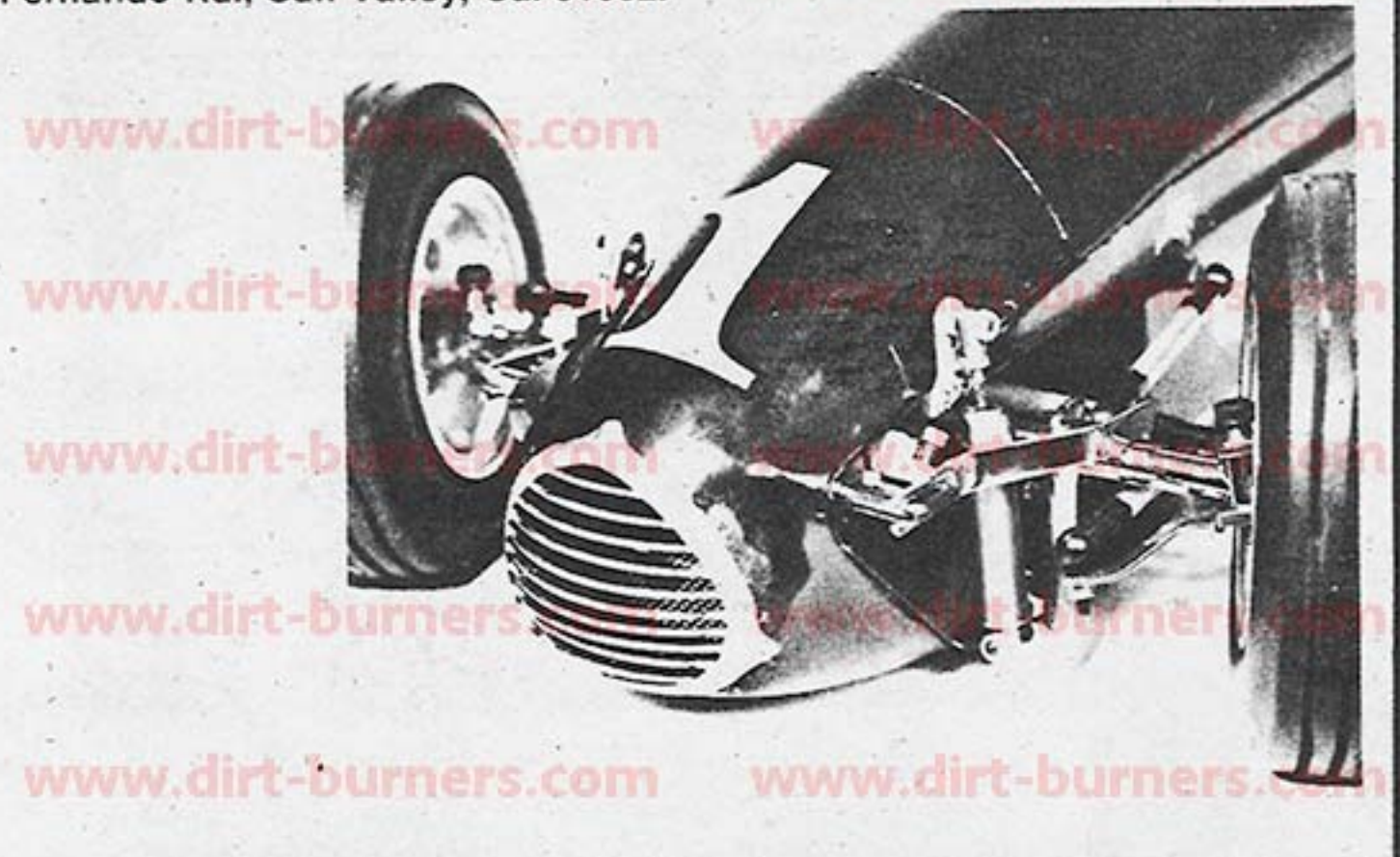
BoLINK now has 1/10th off road wheels & tires. One piece construction of nylon: super tough, ready to dig in. Fits Tamiya cars and other off road cars. Also shown is the "Stinger" off road motor. Features modular end-bell, double ball bearings and hot armature. Finished 2nd & 3rd in the World Champs. BoLINK, 420 Hosea Rd. Lawrenceville, Ga.



Make sure your 1/12th scale electric car is complete with a race winning body. BoLINK has a full line of bodies for whatever class you're running. Clear or painted, bodies include a wind-tunnel report on how the body works for that extra edge. Send \$2.00 for complete catalog, (refundable). BoLINK, 420 Hosea Rd. Lawrenceville, Ga. 30245-4695.



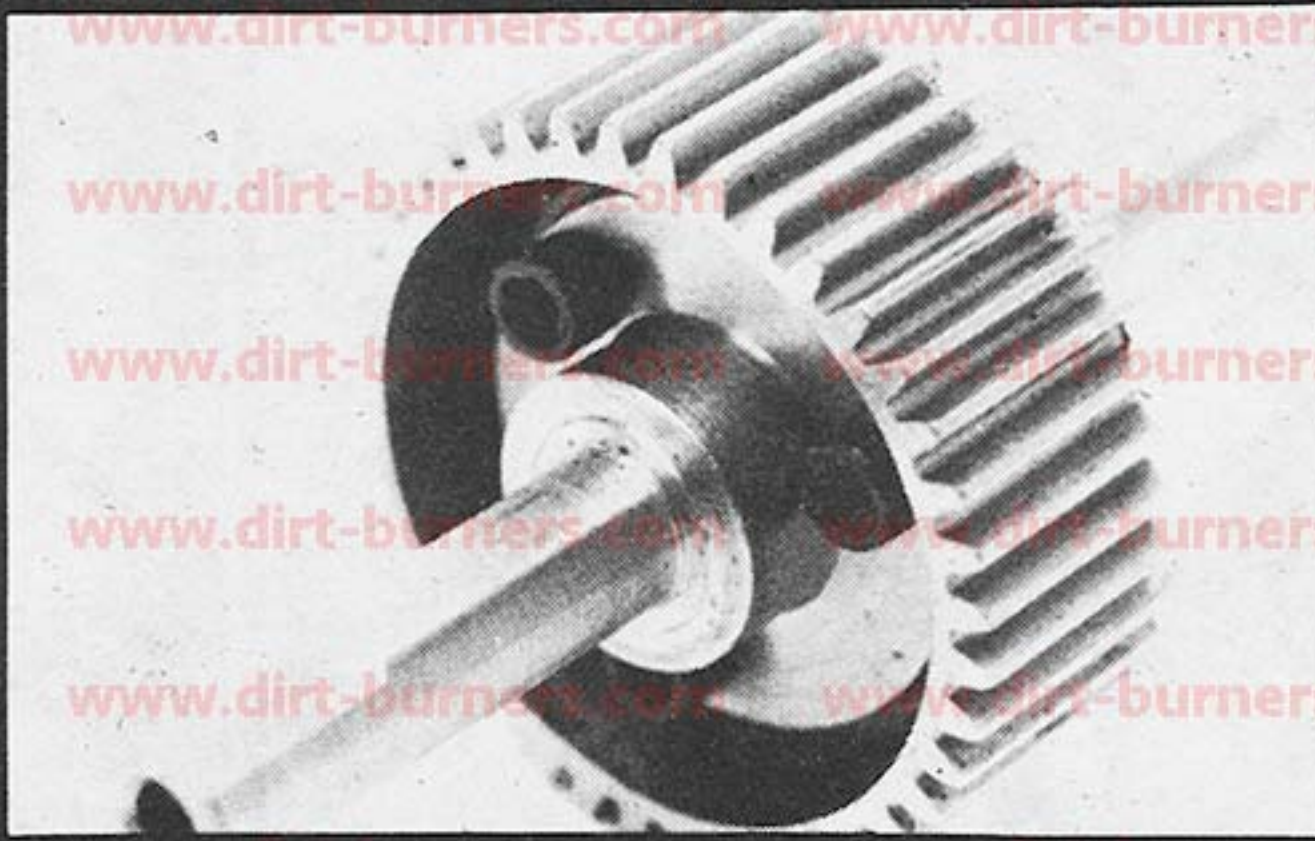
The 1/5th scale Classic Sprinter, scaled after an early 60's offy-powered four-bar sprinter, 29" long, works like the real one. Spun aluminum 2-piece wheels, custom tires and suspension. From Classic Models, 8152 San Fernando Rd., Sun Valley, Ca. 91352.



The DELTA "Eagle" front suspension and shock absorber system. Super tough 7075 T6 aluminum swing arms located near-center pivot for longest possible radius. Low center of gravity, nylon steering arms with bronze bushed king pins are attached to swing arms. Also featured are Delta's revolutionary AVC pressurized shock absorbers with coil-over springs, also ball-joint anti-roll bar. From DELTA - 27 Racecar Ct. Lorimer, Iowa 50149.



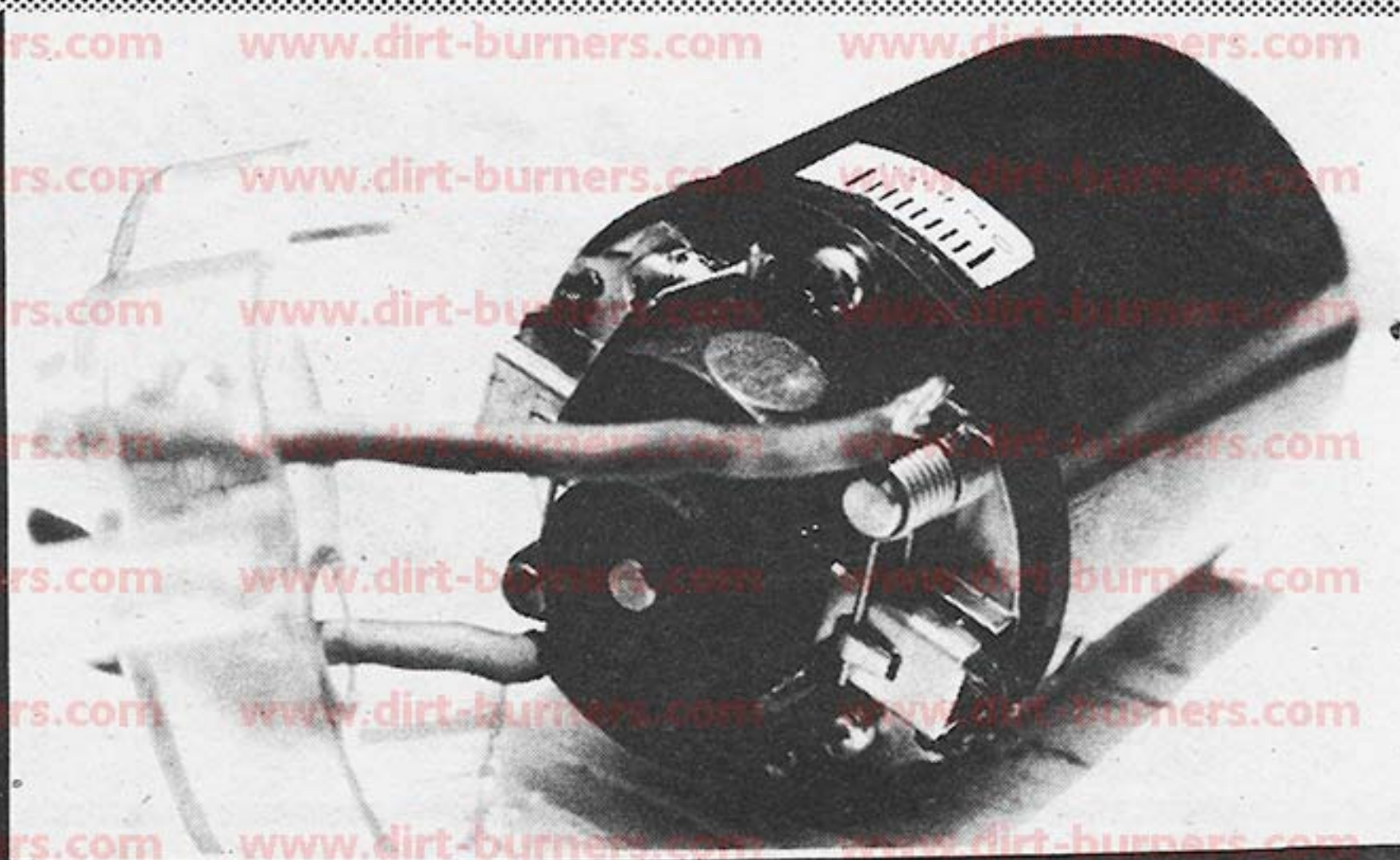
Seven-cell batteries, computer-matched for your Tamiya or other off road buggy. From PARMA.



Thorp's "Dirt Burner" Diffs for Tamiya off road, requires no modifications and it takes only minutes to install. Used by eight of the top nine qualifiers in the Off Road World Champs, including first & second place. From THORP MFG. 380 East End, Unit H, Pomona, Ca.



Thorp's "Dirt Burner" off road accessories, include Tamiya cars. Strong material will withstand the toughest conditions. From THORP MFG. 380 East End, Unit H, Pomona, Ca. 91766.



The Reedy Modified Off Road Motor is designed for high performance in off road racing. It is not ROAR legal for 1/12th electric racing. Features adjustable brush timing, motor is dyno-tuned for optimum performance and maximum torque/RPM ratio. Motor has been broken in and is ready to race. Special compound motor brushes that polish the

commutator and cause minimum wear. These brushes, due to current necessary to operate an off road car, should be checked and replaced occasionally to maintain peak performance. Re-truing of motor is not necessary when brush material is changed. From Associated Electronics, 1928 E. Edinger, Santa Ana, Ca. 92705.



Low clear plastic light-weight radio box to fit Tamiya off road cars. Slightly larger than stock:fits all units and batteries comfortably inside. Easy to install and seal. From MRP - 12700 N.E. 124th Kirkland, WA. 98033.

Great Gift Ideas for Dad or Grad.



The newest entry into the off road market is the COX "Scorpion" single-seater (Also the "Sidewinder" truck), features independent suspension all around, three-speed control and adjustable front end. Super light weight and fast, 85 percent assembled. From COX HOBBIES - Minneapolis, Minn. 55435.

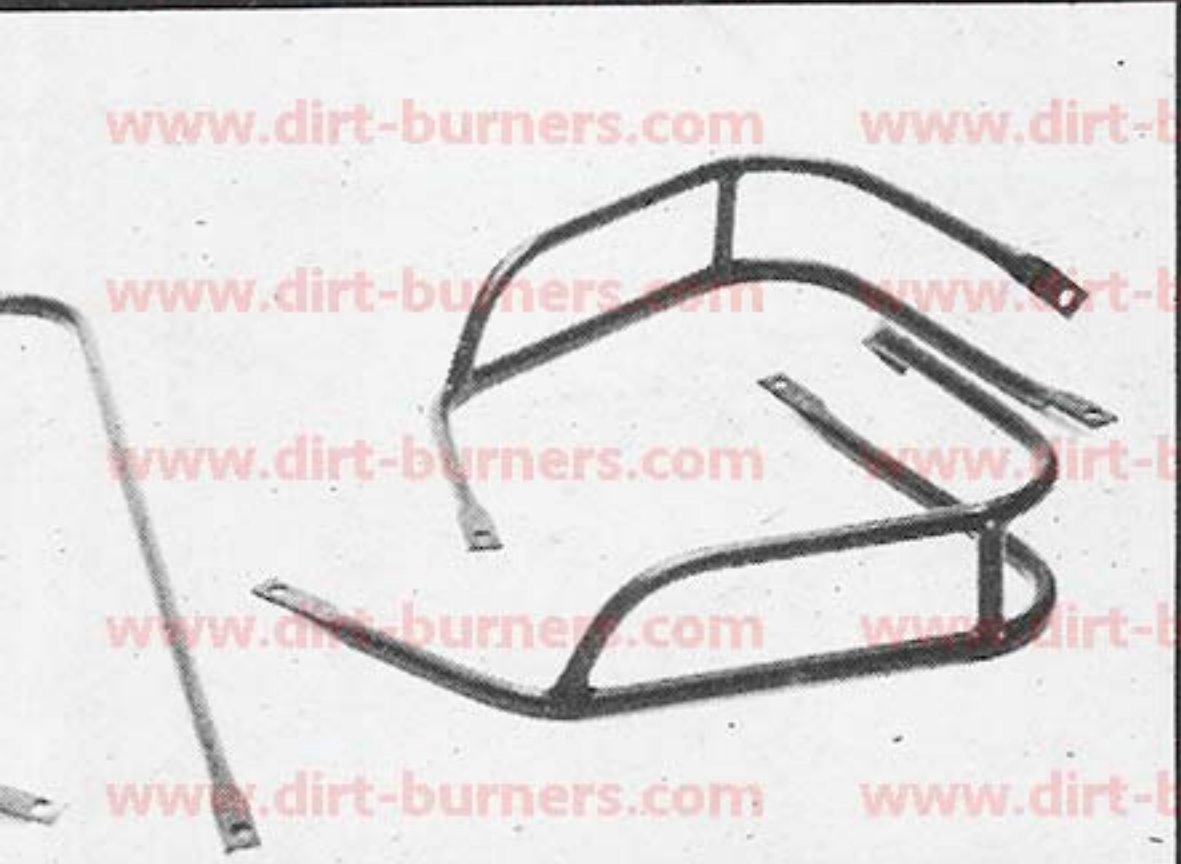


The 1/18 Porsche 1457 - The Newest "Group C" car to hit the track this year. Super sleek and fast line for maximum performance. From PARMA - 13927 Progress Parkway, N. Royalton, Ohio 44133.

Delta's 1/8 "Eagle" Suspension car. Masterfully designed to meet the toughest world-class challenges. From DELTA.



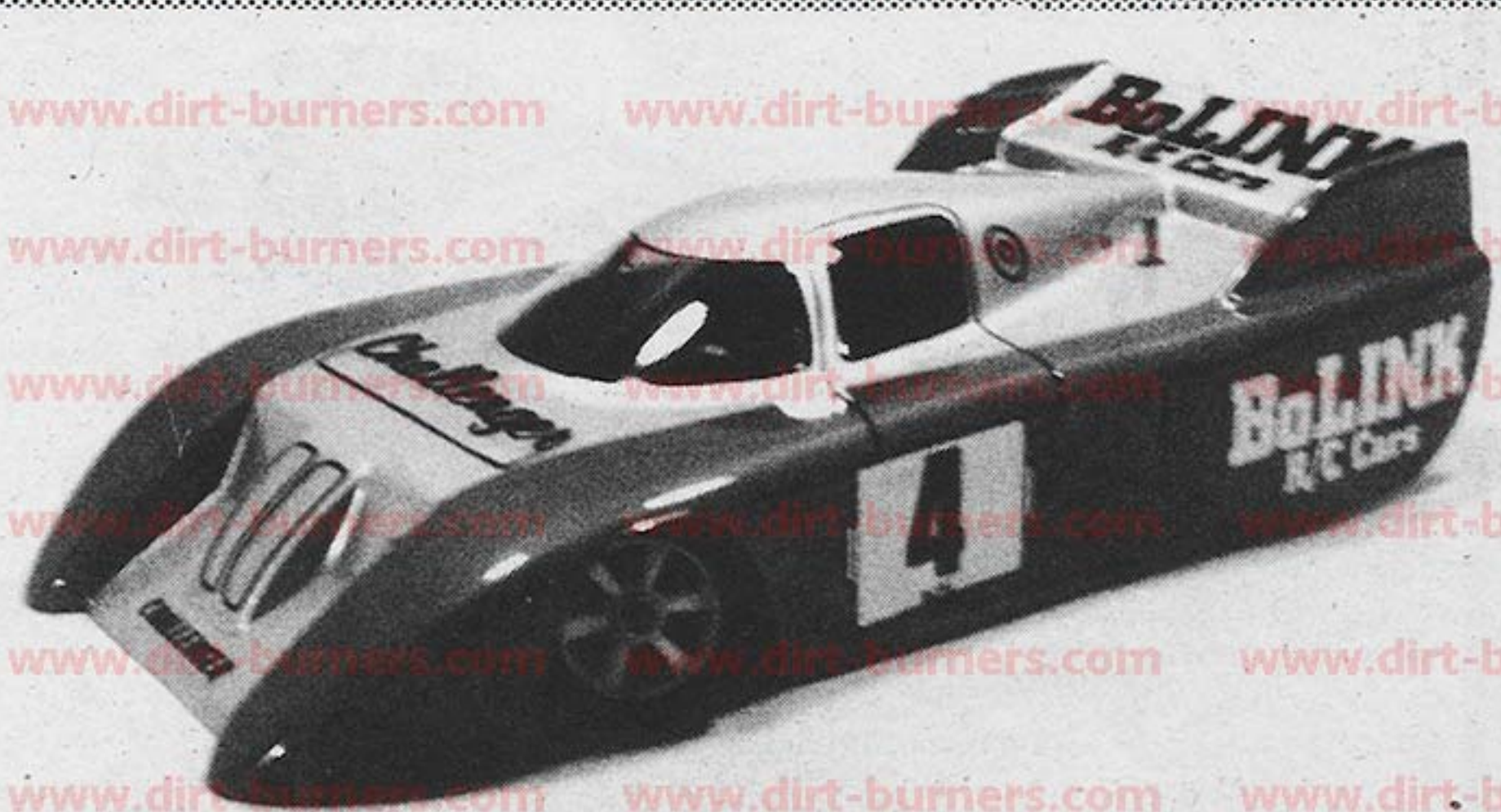
CRP's "Poly-Flex" front bumper, designed to absorb front end shock and not transfer it to the front suspension. Also acts as skid plate. Nothing protects your car better. From CRP P.O. Box 263, San Gabriel, Ca. 91778.



Include all metal single rail and double "cage" type nerf bars for the toughest impacts. Easy to install. From THORP MFG. 380



(contd.)



All BoLINK's bodies are designed and tested to meet the highest standards of performance. Wind tunnel studies back every body produced by BoLINK for aerodynamic excellence. From BoLINK, 420 Hosea Rd., Lawrenceville, Ga. 30245-4695.

Thorp's air cleaners have been known to be the very finest in the sport for years. Protects expensive engines with no power loss due to intake restrictions. The large rigid filter shields rocks and dust and it only weighs 15 grams. Available for Perry 19-40 carbs & Perry 60-61 with adapter. From THROP MFG. 380 East End, Unit H, Pomona, Ca. 91766.



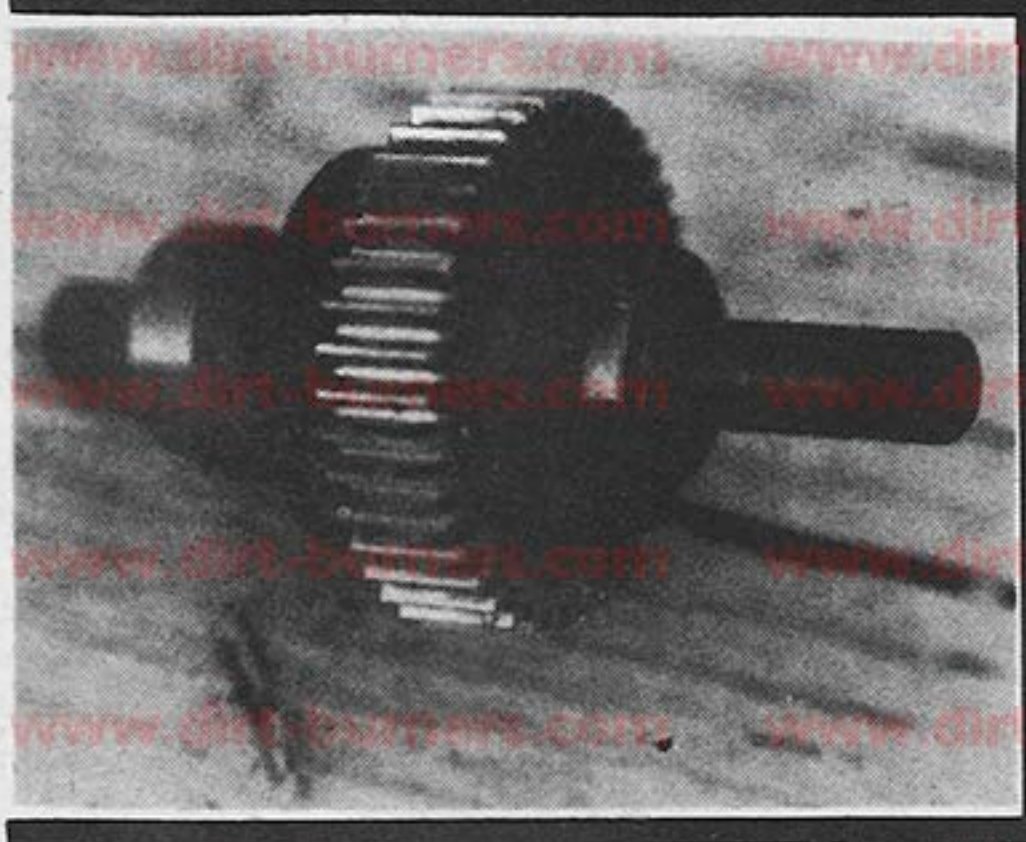
View of the "Eagle's" underside right, rear chassis shows the mesh of axle gear with the precision cut teeth on the pinion gear. Teeth are cut at a 10 degree angle with a three degree spiral cut. Wheel hub is driven by axle half-shaft assembly carried inside the carrier hub in two, sealed ball bearings. Note superb machining. From DELTA MFG. 27 Racecar Ct., Lorimor, Iowa 50149.



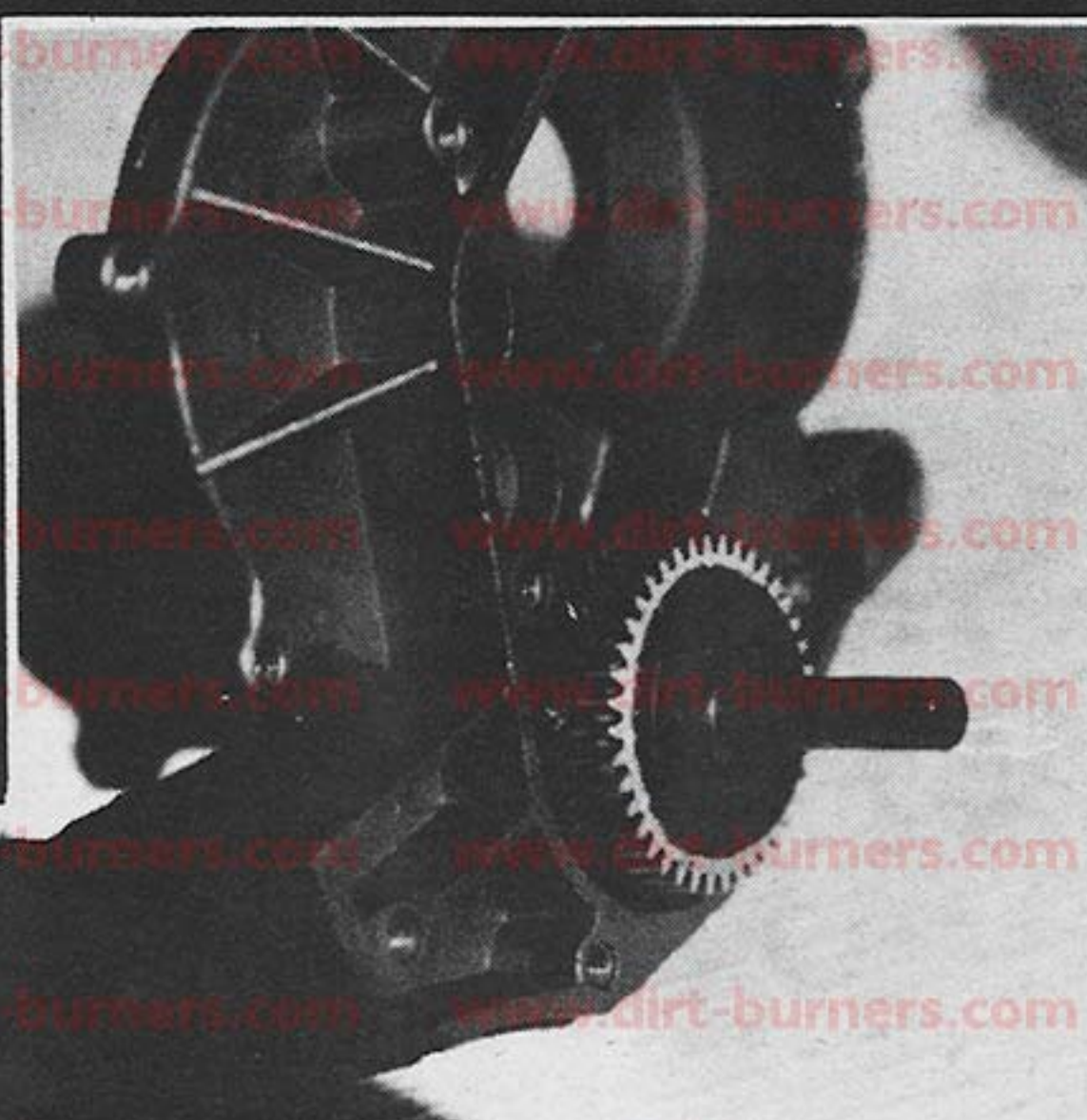
Thorp Mfg. has a really unique servo saver that has perfect centering everytime due to a "sliding ramp" system where top arms are locked into the lower arms by two large V-shaped teeth that drop into a V-shaped groove. It can't de-center. Available for 1/8 & 1/12 cars. From THROP MFG. 380 East End, Unit H, Pomona, Ca. 91766.

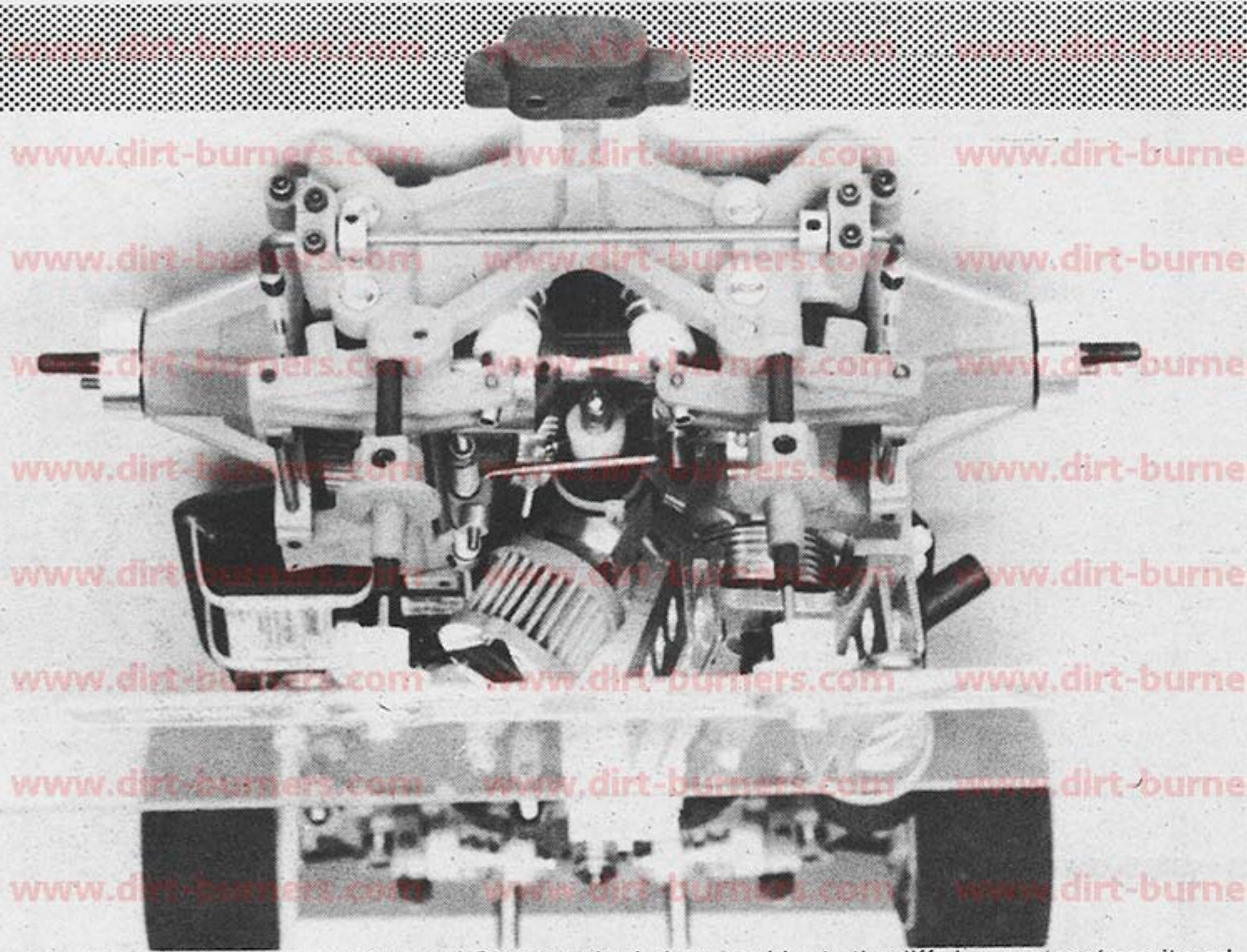


The Leisure LT50 Modular motor, (above) a sophisticated high performance design for R/C sailplanes, pattern and pylon aircraft, boats, buggies and cars. Heavy duty machined magnet housing, dual ball bearings, easy maintenance. The Leisure LT-50 Gear motor (below) has new 3:1 reduction that can produce up to 2 lbs Static thrust when operated on 9.6v unit. Dual ball bearings. From Leisure Electronics.



New diff for off road Tamiya cars, aluminum & brass, with smaller gear face for optimum performance. Replaces stock gear with NO MODIFICATIONS. Adjustable and guaranteed. From TRICK STUFF, P.O. Box 241, Van Nuys, Ca. 91408.





The Delta's "Eagle" suspension car features: Direct anglewinder gear drive to the diff.; low center of gravity, adjustable ride height; AVC pressurized shocks and coil springs; single nut quick change wheels; adjustable ball diff; 12 sealed ball bearings and 2 roller bearing thrust assemblies; among other features. From DELTA.



They had the first rear Mono-Shock system for off road cars, now they've developed the front Mono-Shock suspension system. FUN RACING PRODUCTS make the off road cars perform better in tough competition. This unique system gives your car better turning and suspension over the tough terrain. From FUN RACING PRODUCTS.



From MRP, new tough front bumper, body post and servo saver for the Tamiya off road cars. Ready to bolt on, these items offer ruggedness, yet lightweight for excellent performance. From MRP 12700 N.E. 124th St. Kirkland, Wa. 98033.



The 1/10th scale BoLink Sprint body (BL2396) fits all 1/10th off road cars. Tough and durable lexan. From BoLINK, Lawrenceville, Ga.



Schumacher Pinions (6020-6026) Lightweight nylon pinions with 4/40 allen set screw. From PARMA.



"TINYTOOLS", not toys as the name might imply, but precision engineered, lightweight power tools. Low voltage Safety concept. Kit includes a variety of variable speed electric drills, router, sander, lathe and assemblies. From Byron International, Box 246, Chardon, Ohio 44024.



Smaller yet. Getting small and feeling tall! Parma's newest 1/24 RC BobCat. It now makes table top or living room racing a reality for the R/C racer. From PARMA - 13927 Progress Parkway, N. Royalton, Ohio 44133.



Off Road tires & wheels (1635-1642) Donuts, that fit Tamiya cars only. Tough on the rough terrain. From PARMA.



Miller Mustang - A real fire breather in both 1/32 and 1/24 scale, for slot racing and Parma's new 1/24 R/C car, the BobCat. From PARMA.



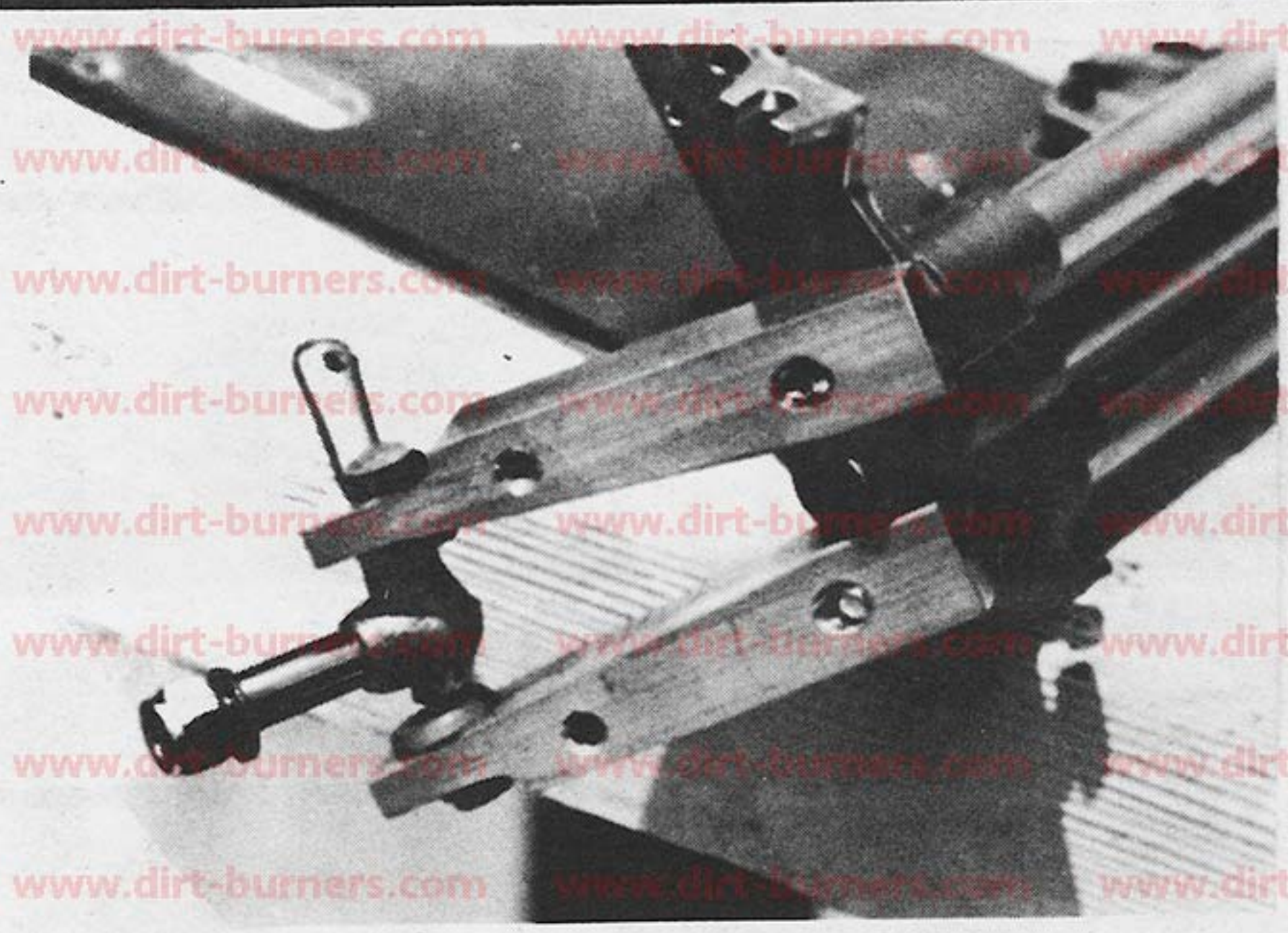
1/12 Ultra-light resistor (4018-4019). Thin is in...Parma's 1 ohm and .8 ohm resistor with built in Power Bypass offers 50 percent less weight. From PARMA.



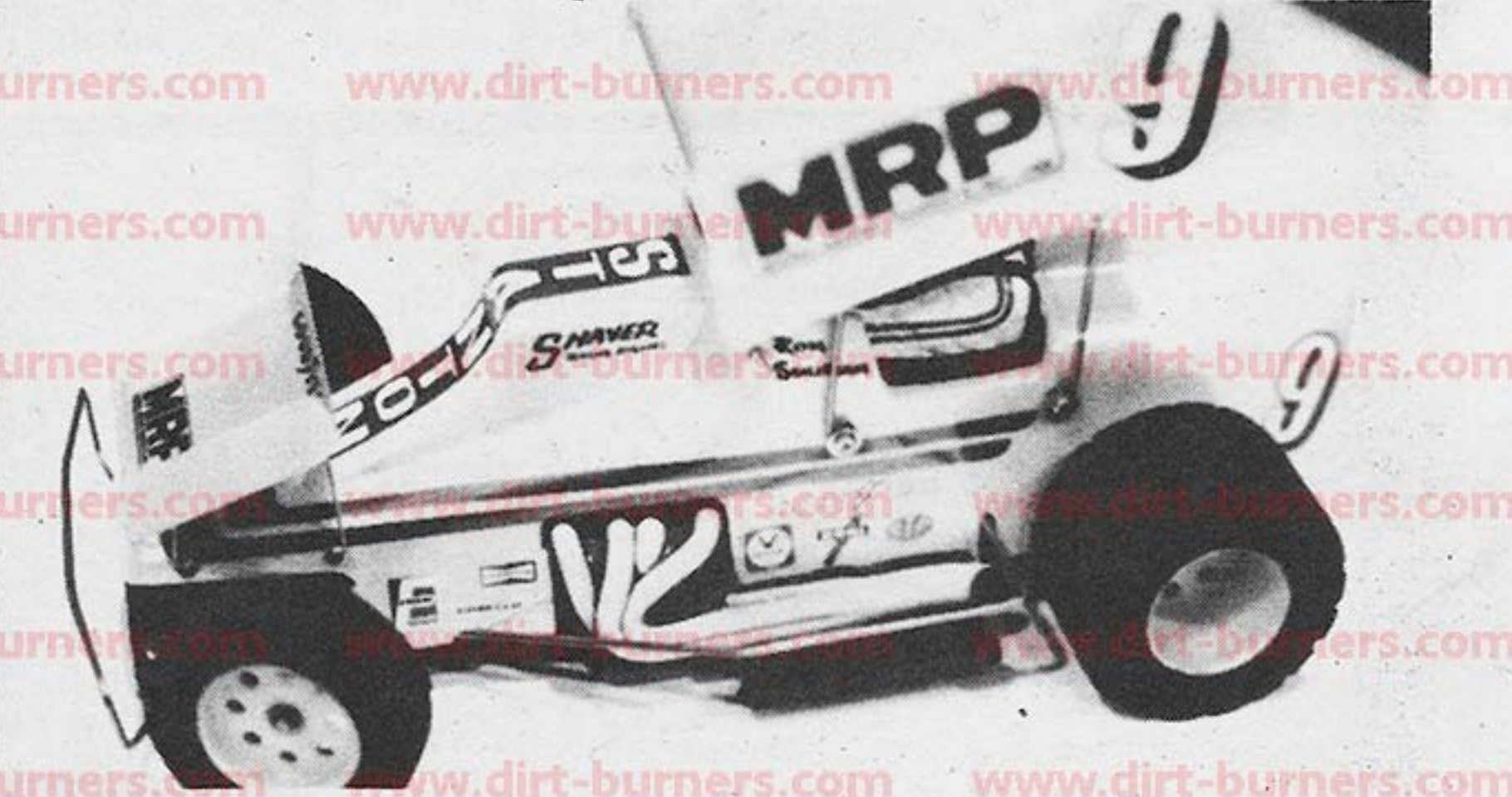
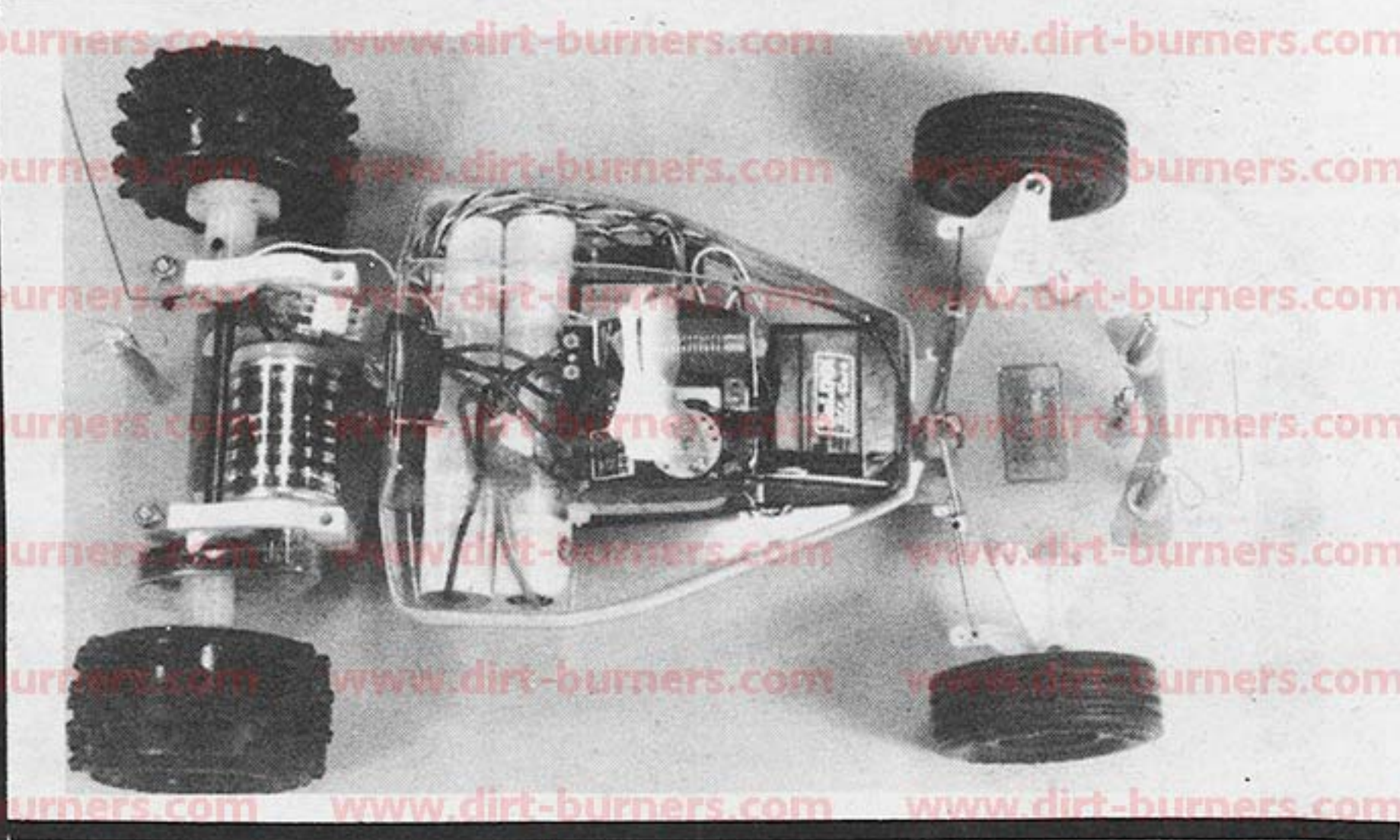
A real winner. Thorp's nylon King Pin Ball Sockets for the Tamiya off road cars. This set up works and keeps on hanging in there through the pounding of RC off roading! No modification necessary, easy to install. Replaces stock ball caps. From THORP MFG. 380 East End, Unit H., Pomona, Ca 91766.



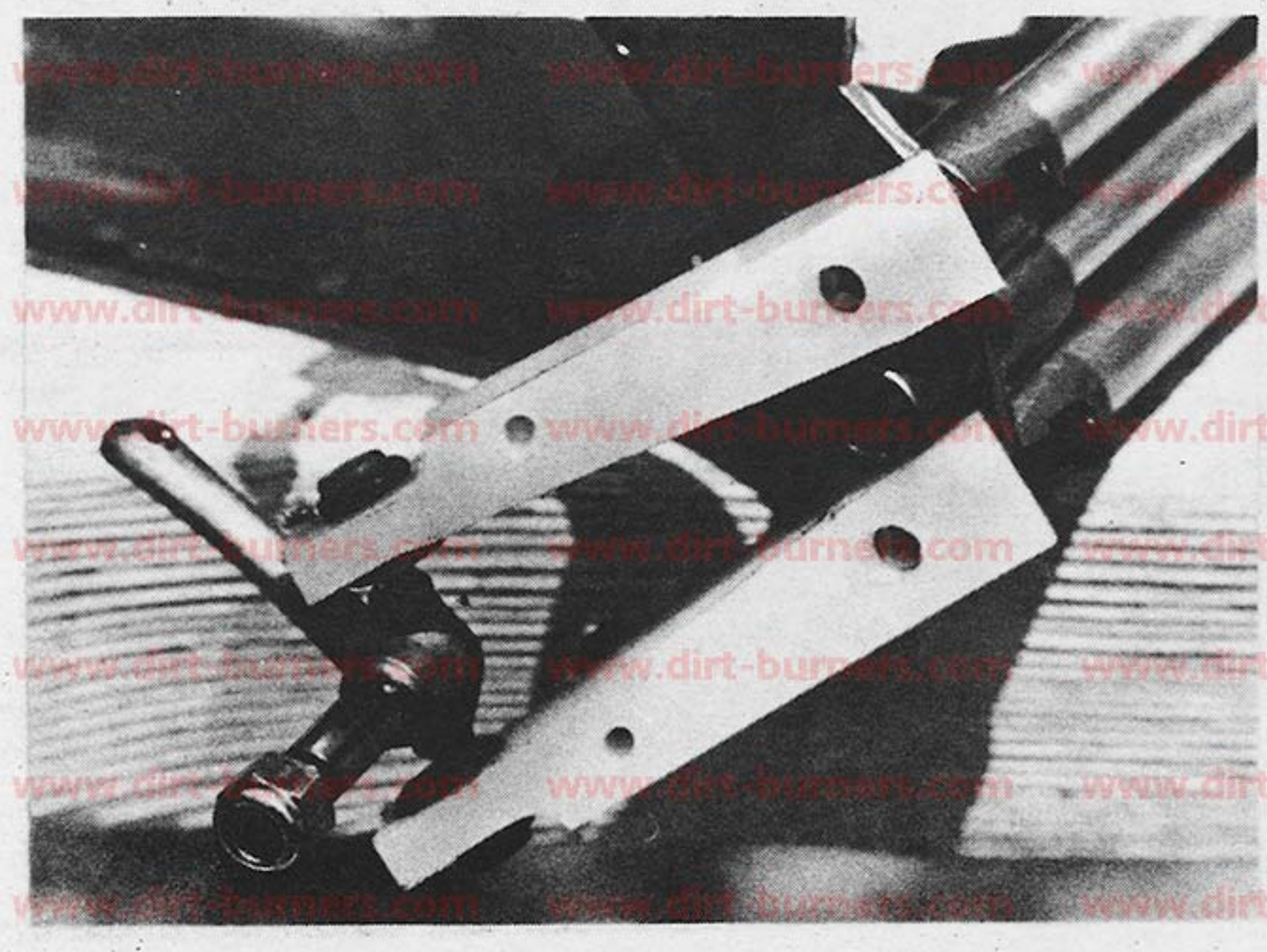
BoLINK's "Digger 1/10th" off road car offers the best of both worlds. Sleek, scale off road bodies, and tough, strong, durable chassis and running gear. Made to withstand the toughest off road punishment and be competitive. From BoLINK - 420 Hosea Rd. Lawrenceville, GA. 30245-4695.



The newest breakthrough in off road "high performance." Especially made to fit all Tamiya front ends, the new "TOUGH ARMS" from Trick Stuff will stop all your front suspension breakage problems. No more losing races or stop-playing because of broken trailing arms. No more loose or weak front ends. Made of strong aluminum and/or nylon for guaranteed performance. To be used with King Pin Ball Caps. From TRICK STUFF - P.O. Box 241, Van Nuys, Ca. 91408.



MRP's little dynamo. New 1/12th outlaw sprint car. Ready for the dirt or asphalt oval. Beautifully designed body and chassis offers the R/C'er the newest kind of entertainment and racing possibilities. From M.R.P.



BoLINK's resistor bracket for Futaba systems. Ready to assemble, offers maximum performance under rigid conditions. From BoLINK.



TUNA

At last - a system for charging Ni-cad batteries that works so well you don't have to think about it. No meters to watch, no timers to set and most important - no false shut-off problems.

The TUNA system is simple, effective and foolproof. Designed by TUNA, the system was developed and tested by two of the hottest Southern California expert racers, Mike Lavacot and Rich Douglas, under actual race conditions. If the system works for racers as demanding as Rich and Mike, it may be just what you have been looking for.

Two systems are currently available for your R/C racing. These are:

*The Module. The Module is to be used with your existing charger.

**The Charger. The Charger is the Module principle in a self-contained, pocket-size charger.

The Module retails for \$44.88 plus tax and the Charger for \$48.88 plus tax.

Send for free literature or order direct from TUNA. Please enclose \$2.00 postage per unit and California residents please include 6% sales tax.

TUNA 4615 Fulton St. Sherman Oaks, California 91423

Dealers inquiries invited

★ ★ ★ DEALER AND DISTRIBUTOR INQUIRIES WELCOME ★ ★ ★

"TRICK STUFF" OFF ROAD

★ ★ Product that is Race-tested & Performance-tested ★ ★

HIGH PERFORMANCE R/C OFF ROAD PARTS FOR TAMIYA CARS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ORDER THESE ITEMS DIRECTLY FROM YOUR LOCAL DEALER ● IF UNAVAILABLE CALL US!

PRICES EFFECTIVE: **March 15, '82**

Subject to change without notice
Residents of California add 6%
sales tax. All orders C.O.D. Cash
only plus shipping chgs.

PERSONAL CHECKS, allow two
weeks for delivery

TRICK STUFF

P.O. BOX 241

Van Nuys, California 91408

(213) 340-5750/345-7300

TRICK STUFF

Super r/c racing products

GULF SOUTH SERIES... Update, Round Two & Three.

Story by Richard Childree

April 4, 1982
Slidell, LA

The rights of spring are being held almost everywhere but here. It was 42 degrees in Hattiesburg when I left the house heading south for Slidell. I just knew that old man winter was supposed to have left for the year but I guess not. Anyway the day turned out better than it had started.

When I arrived at St. Tammany's Mall, the Slidell gang had done their thing and had the track just about set up. My first look at the track was one of shock. When I got my heart started again, I asked who had dreamed up this track. The answer was the "Baton Rouge Streaker", Freddie Rapuana. This is supposed to be the same track that will be used at the "Cajun Grand Prix". It was, to say the least, long and tough. I know of three people who replaced either the chassis or the front axle support, or both, during and after this day was over. I must say that the track was a burner with short chutes, a sweeper and one long back straight.

On a suggestion from Tom Prine and myself, old fuel was sprayed on the track in the corners. We had tried this in Hattiesburg and it worked with some good results. The only drawback is that it must be done early enough to allow the fuel to evaporate and leave the oil residue that promotes the traction. Also, it should only be used when sun and heat can speed up evaporation.

The only gripe this month is an old dog; CORNER MARSHALLING. It wasn't much of an improvement over last month. Let's all start taking this job alot more seriously. I know we really don't like to do it, but it is a job that needs to be done. So what do you say people, "let's work harder at it in the next race".

We had 26 drivers show up today which is two up from last month, but we still need more drivers and cars. Call your friends and let's get out there racing and helping the Gulf South become the best yet.

Again, the quality of the racing has improved and it is evident by the qualifying and the mains. So on with the racing!

D MAIN. John Mistic, Jr. lead the way to the finish line with a 2 lap lead on the rest of the field. John is one of our up-and-comers who, with time, will be one of the top racers in Gulf South. John Serou showed that

he can handle the pressure of racing by squeaking past Edgar Riviere to take second place.

Final results: 1. John Mistic, Jr., 42.48 laps; 2. John Serou, 39.22; 3. Edgar Riviere, 39.00; 4. Todd Schumert, 37.42; 5. Tommy Bordelon, 31.14; 6. John Mistic, Sr., 30.00; and 7. Daniel Gardner, 29.48 laps.

C MAIN. Ted Simon found the secret to running on the track as his qualifying showed it. He took first place over John Abadie and the rest of the field. Ted is another comer who is looking for some of the A Main gold. Watch him in the future.

Final results: 1. Ted Simon, 48.64; 2. John Abadie, 46.10; 3. Brian Long, 45.84; 4. Pat Robers, 44.82; 5. John Dingman, 43.00; 6. Gerry Brown, 39.18; and 7. Tom Prine, 38.12.

B MAIN. There was some heavy racing here today. We had two old, but not forgotten, faces showing up to join the battle in the trenches. Ernie "I still like boats" Chassanoil and Dan "Mr. Automotive" Ironmonger showed up and proved that you never forget how to race cars no matter how long you have been away. Anyway it was nip and tug for the whole race with Danny Wenzel (another one of those comers) winning by the closest margin of the day...one tenth of a lap!

Final results: 1. Danny Wenzel, 48.52; 2. Ernie Chassanoil, 48.42; 3. Terry Robertson, 46.00; 4. Dan Ironmonger, 44.68; 5. Kenny Smith, 43.94; and 6. Martin Zeller, 36.26.

I would like to take a minute here and say that there are more people who are coming up fast in the lower mains and before too long, will be joining the fast guys in the upper

mains. My hats off to all of you up-and-comers!

A MAIN. There is an old saying that "on any given day, one man will have a day when he can beat anyone he comes up against", well with Bill Gardner, we throw away old sayings and watch a man put on a show of driving skills that are excellent, to say the least. Billy drove a race that was as perfect as it could be. He lead from the start to the end with never so much as a look over his shoulder to see who was catching up to him. Congrats, Bill, on a great day. The rest of the A Main had to follow Billy, so we'll just say that Freddie was next and then came the race between Karl Kaiser and John Dupuis. Karl and John fought it out the whole race, with Karl slipping by John at the end and taking third place by 2/100ths of a lap...now that's close racing!

Final results: 1. Bill Gardner, 54.52 laps; 2. Freddie Rapuana, 52.12; 3. Karl Kaiser, 51.86; 4. John Dupuis, 51.84; 5. Richard Childree, 50.86; and 6. Dave "The Fuzz" Mellinger, 41.00 laps.

I would like to close in saying that the ladies of Slidell and Baton Rouge - Belinda Gardner, Helen Dingman, and Charlene Rapuana - deserve a large "THANK YOU AND WELL DONE" for their lap count duties this weekend.

The next race is May 16th, 1982 at Lafayette, LA at the Target Department Store (167 West). Let's all be there to help Lafayette have a good race.

It is not he who goes the fastest that wins,
but he who goes faster, longer.
R.C.

May 16, 1982
Lafayette, LA.

IT WAS SO FOGGY THIS MORNING that I had to have radar on my car when I left Hattiesburg and headed southwest to Lafayette for round three of GULF SOUTH '82.

Upon arriving at the race site, the fog was gone but the track was missing! I was told by some people there that Ivan and Charlie were having a problem with the trailer. Several racers went to give the club a hand and get the trailer back so that the track could be set up.

We finally got under way around 10:30 a.m. with a round of controlled practice. The Mains were started at 2:00 p.m. (Note: For those of you who were complaining about the late start, check the by-laws and you'll see that 2:00 p.m. is the starting time for the mains.)

I would like to commend a few of the LAPS members and wives who showed up and put on the race. After having put on the "Cajun Grand Prix" two weeks before, it was tough to come back out there and put on another race.

Well, they got the sugar, and now for the "castor" oil. There were several things that were not done by the bylaws. These were noticeably missing from Sunday's race: 1.) No "tech" inspection; 2.) ROAR cards were not checked; 3.) Tape backup for lap count was missing for first round of qualifying; 4.) The track was not properly clean for racing.

I am sure these were not purposely left out but they were missing from the program. It's the hosting club's responsibility, according to the bylaws, to provide these items, so let's all try and help next time.

As a result of bad weather, the A Main was rained out and so the winners were decided by the best average of the two best qualifying rounds. Series points were awarded accordingly. This helped some people, while it hurt others. Trophies were awarded to the B,C and D Mains, as they had a chance to run

(contd.)

JA-LEA CO.

THE R/C CAR DISTRIBUTOR

803 BUSINESS PARKWAY
RICHARDSON, TEXAS 75081 PH. (214) 238-0929
WE SHIP WORLDWIDE

their mains. The A main got trophies based on two best qualifying rounds.

D Main: John Mistic Sr. (who was heard to have had his son's arm broken so he could win some trophies) won by a two-lap lead over "UNCLE" Bob Murphy, with John Serou taking third place. I would like to welcome Wes Young to GULF SOUTH. He is a boat racer moving over to dry land.

C Main: Pat Roberts (who shaved his beard and was thought by me to be a new racer) ran an excellent race and took first over Edgar Riviere and "BIG" Frank Vance (3rd).

B Main: A real sizzler here with excellent racing for the top three slots in this main. At the start, Brian Long had a good lead that lasted several minutes into the race before the new "Mr. NITRO", John Abadie wizzed by to take the lead for the rest of the race. Brian finished second but had a scare from "BIG UN", Gerry Brown, who drove better than I have seen him drive in a while. Gerry finished the race in third. The A Main drivers had better watch out, there are some real comers in the lower mains who are looking for A Main gold.

A Main: The race was started but rained out nevertheless. Bill Gardner showed (again?) that he is the most consistent and smoothest driver we have in GULF SOUTH. Bill lead from the start to when the rains came and never looked over his shoulder. He had a very large lead over the rest of the field. Karl (THE KILLER) Kaiser proved that when his

car is running right, he is hard to catch. He took second, while "LITTLE" Louis LeBlanc placed third.

After the A Main was stopped, Bill Gardner complained that he had had a hard time keeping his balance on the driver's stand during the race. What he didn't know is that Freddie Rapuana and I were up there doing our rain dance so we could keep our high series points. Wonder if Fred and I should go into the rain-making business?

The next race is a two day affair over in Hattiesburg, at the Possum Hollow race and skating track. Practice and qualifying will be on Saturday and on Sunday there will be another three rounds of qualifying and of course the mains. The fun begins at 10 a.m. on both days.

"Some fast guys never finish first".

Richard Childree

OVERALL RESULTS
(After race 3)

- | | |
|----------------------------|----------------------------|
| 1. Freddie Rapuana...1487 | 18 John Serou...1174 |
| 2. Bill Gardner...1487 | 19 Dave Mellinger...951 |
| 3. Richard Childree...1465 | 20 Ernie Chassanoil...929 |
| 4. Karl Kiser...1447 | 21 Dan Inronmonger...880 |
| 5. John Abadie...1397 | 22 Martin Zeller...862 |
| 6. Brian Long...1385 | 23 John Mistic, Jr....803 |
| 7. Ted Simon...1367 | 24 Todd Schumert...801 |
| 8. John Dupuis...1360 | 25 Daniel Gardner...759 |
| 9. Terry Robinson...1349 | 26 Sheldon Nothacker...465 |
| 10 Danny Wenzel...1341 | 27 George Molinary...438 |
| 11 Tom Prine...1280 | 28 Merle Nothacker...430 |
| 12 Gerry Brown...1261 | 29 Frank Vance...411 |
| 13 Kenny Smith...1257 | 30 Tommy Bordelon...382 |
| 14 John Dingman...1252 | 31 Wes Young...381 |
| 15 Pat Roberts...1248 | 32 John Robert...371 |
| 16 Edgar Riviere...1239 | 33 Bob Murphy |
| 17 John Mistic Sr....1198 | |

NMPRA - 1982 Calif. State Championships FORMULA 1 Race

San Luis Obispo, CA
May 15-16, 1982

Story by Gary McPike

Attendance was down a bit this year; only 49 entries made it to registration at the California State Championship Formula 1 Race. Fourteen contestants were from out of state, including such places as far away as England, New York, Mexico, Oklahoma and Washington.

Nine rounds were flown with some good racing all around. Friday was "test-fly-mania" with many pilots trying to get in a few flights, either to test a new ship or to try out some "super trick" engine or fuel.

Laird Owens, after a year away from racing (he's been chasing girls and wrecking his 240Z), needed one more flight on his newly borrowed Minnow. He got about half way around no.1 pylon & the radio quit. The last we saw of the airplane...it was heading out to sea.

On Saturday the racing started at about 9:15am (promptly at 8:30?) with good solid racing all around. The day was fair and the racing, fast; the times showed it. Mike Atzei, Jr., from Huntington Beach, CA, turned a 1:08.89 in the first round. Then he came back in the second round with a new fast time of 1:07.06. In the fourth and fifth rounds he did a 1:15.42 and a 1:14.0 both for eleven laps. Mike was flying a Denight Special that he built and painted in only 8 days. (Maybe that's the secret!)

Sunday was even nicer than Saturday, the gusty afternoon wind didn't appear and the racing was close. Sometimes too close! Norm Johnson got in front of Ron Schorr's racer at the 1 pylon and they both "bought the farm".

In a tight race, Kent Nogy and Mike Atzei, Jr. touched wings coming around pylon 3 which wrote off both Kent's new plane and the record setting Denight Special.

As the dust settled, we had a tie for first place between Gary Hover and Tom Christopher. The flyoff was a race of racers. Not once were the two planes more than 20 feet apart with the slim lead changing hands more times than you could count. Finally Tom nosed Gary out at the finish line to win the contest. The only other flyoff was for tenth place - a four way tie between Rusty Van Baren, Tony Huber, Don Rice and Gary Heithold with Rusty steadily pulling away from the pack throughout the race.

The Calcutta had some new faces and some exciting results. In the end, after all the fried engines and

cuts, Gary Hover had won it and he and his sponsors took home just under \$1000.

Standard Class racing saw some new faces also this year. Len Oberg, Brad Young and Matt Russell (from Washington) were all flying in their first contest. Tom Dooly came all the way from the shadow of Vassar College in New York to compete. There were also two contestants from Mexico. Len Oberg placed first in the Standard Class...not bad for his first race.

My only regret is that I wish I could remember every race and had more time to report all the action because there is so much happening in a race of this size. I would like to thank the SLO Flyers for a well-run contest (as usual).

Gary McPike

RESULTS

EXPERT

- | | |
|---------------------|---------|
| 1. Tom Christopher | 1:13.7 |
| 2. Gary Hover | 1:14.67 |
| 3. Mike Atzei, Jr. | 1:07.06 |
| 4. Dave Shadel | 1:09.06 |
| 5. Mack Moffat | 1:17.42 |
| 6. Eric Ristrim | 1:14.85 |
| 7. Ed Allen | 1:18.89 |
| 8. Paul Stenberg | 1:16.76 |
| 9. Kent Nogy | 1:12.69 |
| 10. Rusty Van Baren | 1:13.29 |
| 11. Tony Huber | 1:19.02 |
| 12. Don Rice | 1:22.61 |
| 13. Gary Heithold | 1:17.58 |
| 14. Bob Nickle | 1:13.5 |
| 15. Doug Ruble | 1:12.10 |
| 16. Jeff Bertken | 1:17.63 |
| 17. Larry Lulom | 1:13.65 |
| 18. Russ Kime | 1:24.18 |
| 19. Gary McPike | 1:22.35 |
| 20. Norm Johnson | 1:16.38 |
| 21. Chuck Greenwood | 1:20.50 |
| 22. Bill Rutherford | 1:28.47 |
| 23. Jorge Avalos | 1:38.71 |
| 24. Jorge Mena | 1:49.99 |
| 25. Bob Root | 1:20.06 |

STANDARD

- | | |
|---------------------|---------|
| 1. Leonard Oberg | 1:28.90 |
| 2. Brad Young | 1:25.14 |
| 3. Jim Kelly | 1:28.17 |
| 4. Joe Stream | 1:29.63 |
| 5. Loren Furlong | 1:22.53 |
| 6. Tom Dooly | 1:30.76 |
| 7. Scott Manning | 1:32.22 |
| 8. Matt Russell | 1:35.50 |
| 9. Len Curiel | 1:36.20 |
| 10. Edward Aburto | 1:48.30 |
| 11. Chuck Wanner | 1:43.75 |
| 12. Dan Bignardi | 1:35.40 |
| 13. Jorge Comas | |
| 14. Jerry Scott | |
| 15. Charlie Welborn | |

Fast time and new record:
Mike Atzei, Jr. 1:07.06

PRECISION THORP RACING ACCESSORIES



- A. Thorp 1/8 & 1/12 scale super precision racing wheels.** The lightest and truest wheels in the sport! Compounds: standard rear, hard/soft combo and reverse combo fronts.
- B. Thorp wheel hubs.** To fit Thorp wheels to Associated or other chassis: 1/8 - F/R, 1/12 - Rear.
- C. Thorp "Power Chamber" quiet pipe.** A true expansion chamber! The quietest and "least power loss" method of muffling high rpm engines. It's super light, too!

- D. The Famous Thorp servo saver.** Unique sliding ramp system is the most positive anywhere and with perfect return alignment every time! In short, the best ever, and saves those DNF's. Available in 1/8 & 1/12 sizes.
- E. Thorp "Free Flow" carb air filter.** The ones that the "fas. guys" use! Fits Perry 19-40 carb, 60 & pumper 61 carb with adapter. The most effective & cheapest way to protect those special engines, and with zero power loss!

THORP

manufacturing
380 S. EAST END, UNIT H, DEPT. N
POMONA, CA 91766 • (714) 622-6518

NAMBA HALL OF FAME

By Gary L. Johnson
Chairman Selection Committee

This is a message to all NAMBA members regarding the NAMBA International Hall of Fame.

The NAMBA Hall of Fame selection committee will be installing new inductees at the 1982 National Awards Banquet in Los Angeles. There has been a question as to how one gets nominated for the Hall of Fame.

Any NAMBA member may nominate any other NAMBA member by submitting the nominee's name, address, and NAMBA number to the NAMBA office.

This nomination will be turned over to the selection committee for consideration. In the past, the selections were voted upon by the Board of Directors. This procedure was unsuccessful due to the fact that less than 15 percent of the Board ever replied to the correspondence. It is also a fact that over fifty percent of the Board of Directors (District Directors) have only been NAMBA members four years or less and have very little knowledge of NAMBA's history or its people.

The Hall of Fame selection Committee is now composed of the five inducted members in the Hall of Fame, who's accumulative time in Model Boating is over 151 years and all members have been in NAMBA over 10 years. These are totally dedicated people to model boating and NAMBA.

The Hall of Fame was founded to honor the NAMBA members who have distinguished themselves by their outstanding service, hardwork, devotion, and participation in NAMBA activities. The Hall of Fame will not become a popularity contest nor will it be swayed politically in any way.

The Hall of Fame is now, and always has been, financed by donations. No NAMBA funds, dues, or moneys of any kind go for any Hall of Fame activities, awards, or expenses.

The Committee is, and has been busy in the process of getting information on nominated members. If you receive a questionnaire from the Hall of Fame, please fill it out completely and add the little things you may think are pertinent. Your care and service to NAMBA and Model Boating may get you a place in the NAMBA Hall of Fame.

There is only one way to get into the Hall of the Fame, and that is to earn it. Thank you to all who have submitted nominees in the past.

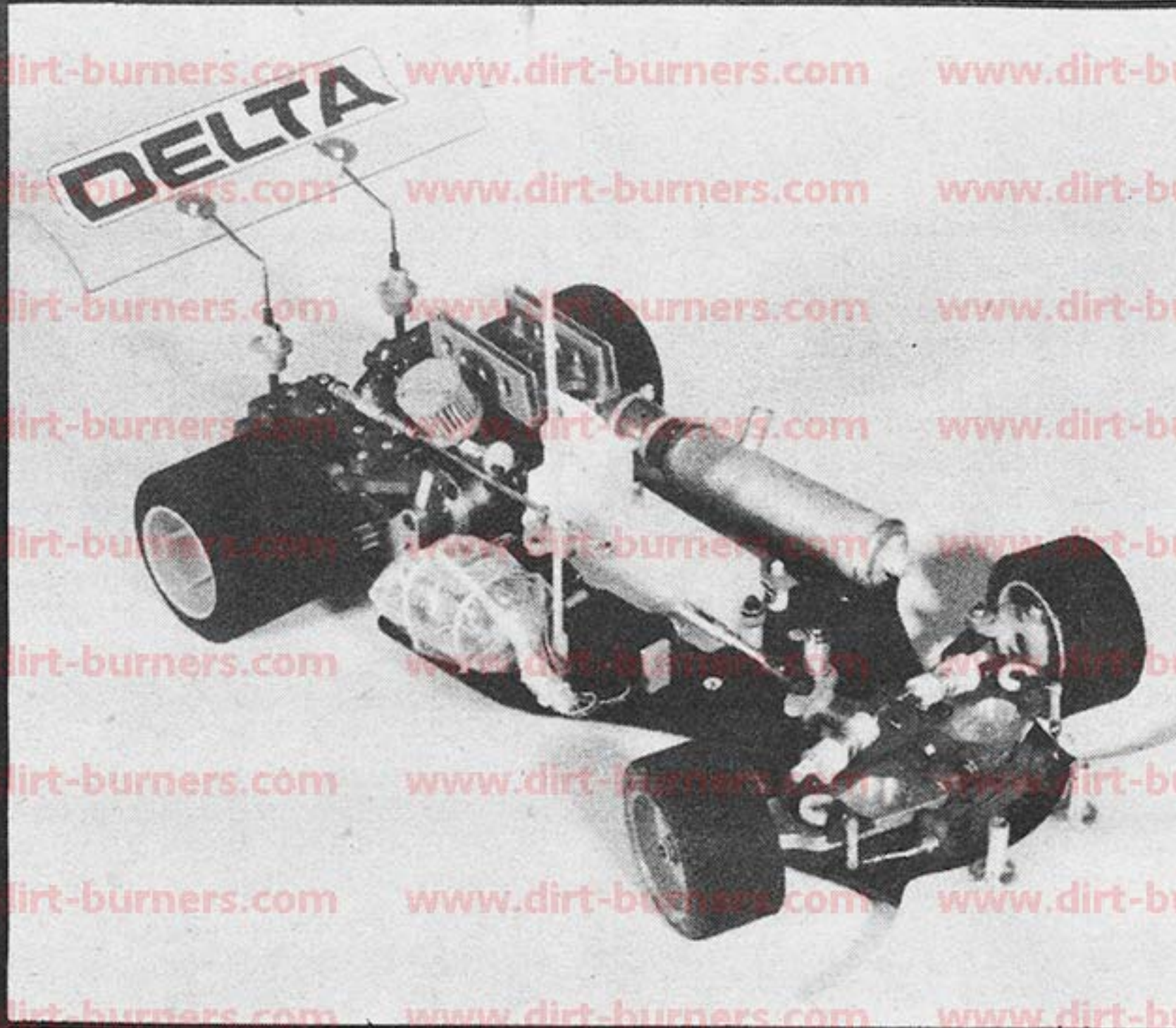
Gary L. Johnson
Chairman

DELTA MFG. INC.

1/8 1982 WORLD CHAMPIONS

PRESENTS

EAGLE SUSPENSION 1/8 CHASSIS



.. We Also Build Championship 1/12 & 1/18 Scale Electric Cars ..

- Simple Direct Angewinder Gear Drive
- Proprietam Delta Pressurized Coil/Shock Absorbers
- Anti-Roll Bars
- Low Center of Gravity
- Adjustable Camber Front and Rear
- Quick-Change Wheels
- Quick-Change Engine
- Lightweight
- Top Finishing Suspension Car-Winternationals
- Thoroughly De-Bugged at the 1981 Miami 24 Hour Enduro Race.

SEE US AT BOOTH 531 AT MACS SHOW

DELTA MFG. INC.

27 RACECAR COURT
LORIMOR, IOWA 50149 USA
PHONE: 515-763-2220

NERCAR...New 1/8th Club in the East Coast

Reported by Larry Labounty

March 29, 1982
Enfield, Conn.

North East Radio Control Auto Racers' (NERCAR) is the official name of the North Central Conn. and South Central Mass. newest 1/8th scale gas car racing club.

The Club was formed in mid-February and held their first practice session on April 18th, in NAMCO's parking lot. The race site is located on Route 5 (Enfield St.), in Enfield, Conn. Exit off I-91 at exit number 46 and travel north approximately 1/4 of a mile and you'll find NAMCO on your right.

With the formation of NERCAR, new officers were elected. They were: Larry Labounty, President; Phil Olsson, Vice President; Wes Ford, Sec-Treas.

All club races will be run under R.O.A.R. rules in the Super Stock Class. This class is for pan type chassis and carburetors with a .200 inch bore. Differentials are legal in this class.

The Club voted to affiliate with R.O.A.R. and run all events under ROAR rules. Therefore, anyone who wishes to race will have to be a R.O.A.R. member and a valid membership card must be presented at each race. This is a must to have insurance coverage.

The Club has scheduled 50 percent of its races to be run as oval and fifty percent to be run in road course.

For oval racing, the body style will be GT or NASCAR modified, while Can-Am bodies will be used for road course racing.

All spoilers or wings must be painted white. The reason for this is that the lap counting will be done by color coding the white wing with tape. This will make it much easier to count laps.

No driver's stands will be provided, so you'll have to bring your own box to stand on. Rain dates are the following Sunday.

For more information you can call Wes Ford (203) 749-7927.

The Club's main goal is to have a "good time among friends".

Larry Labounty

VENTURA GAS RACE... SO-CAL SERIES 2

This is what we call the squeeze play, you either pull over or take the consequences.

May 23, 1982
Ventura, California

THE SECOND GAS RACE OF THE SOUTHERN CALIFORNIA CHAMPIONSHIP SERIES WAS HELD THIS WEEKEND IN VENTURA, AT THE WARDS PARKING LOT, SITE OF THE VENTURA ROADRUNNERS CLUB RACES.

For the second time, the new class format was used today, separating Beginners from Sportsman and Experts. While some of the racers (very few according to an on site poll) had reservations of this new class format, most agreed that it was better and at least deserves a chance to be implemented.

The theory is that Beginners, of course, should have a class where they can gain the experience and knowhow that it takes to run 1/8 scale gas cars, without jeopardising

other more advanced racers.

The idea of separating the Sportsman from the Expert also seems to make sense since most of the Expert racers are factory or shop-backed racers, with far better access to equipment and trick items. Thus the pure sportsman does not have to go up against racers who have an advantage of equipment and experience. Still, if a person wanted to race as an Expert, he could, but those that have been rated as Experts can not drop down to the Sportsman class. It seems very fair to this reporter and I think this system should be given a chance to prove itself. The important thing is that by using these breakdowns of classes, expenses should be more moderate for the Beginner and Sportsman racer.

On this Sunday, 51 racers showed up on a warm but overcast day of racing, actually perfect racing conditions.

The bite was late in coming but it did come up and after qualifying was over a new track record was set by T.Q. "Mr. Rocket" Rich Lee. Rich, famous for preparing those super-fast motors, set his Associated/Rich Lee car atop of the heap with fastest time. His motors simply go fast, and they are a handfull to say the least, perhaps just too fast for anyone else of less caliber than Rich Lee and some of the other top racers. But today, he was the fastest going into the Main races.

But T.Q.'ing is not the same as winning the A Main, where the top 8 racers have the same purpose in mind. So today Jerry Snow took the overall sweep from Lee by winning the A Main in the Expert class. Jerry's win by no means came easily, as he and Rich Lee battled for just about all of the 60 lap main. Sometimes they traded first spots in just one lap. They each had lead a number of times during the race, on-

ly to drop the lead because of a pit stop or slower traffic to cope with. No matter though, because each one of these racers seemed to be able to catch up with each other during the race. But at lap 50, fate seemed to point its lucky finger to Jerry Snow, when Rich Lee stuffed it into a corner and then got bounced around a few times, dropping him back too far to make up the distance in the few remaining laps. Jerry Snow took the win and Rich Lee took the second spot.

Dana Smeltzer, fresh from a T.Q. and track record at the Pit Shop, came in today as the odds-on favorite, but early crashes in the A Main relegated him to the third place spot.



The SPORTSMAN A MAIN...wonder what they're thinking? (l-r) J.D. Green: "why can't that fool get my car started?" Gil Losi, Jr.: "so I said to this chick..." Randy Tentschert: "maybe I should have worn my Dodgers cap." Dave Shuck: "you guys mind moving back so I can see!" John Douglas: "it's going to be tough to drive and hold on to this rail at the same time." Ross Kloeber: "you guys wake me up when you're ready" Jim Atkinson: "why is that guy stepping on my car?" Ira Kimbal (right) was the SPORTSMAN B MAIN winner with his MIP.





Jerry Snow (left) was the A main winner. Above he duels with Rich Lee (2) for the win.

Local hero, and many time A Main winner here at Ventura, Tom Douglas, finished 4th. He seemed to be running very smooth most of the time, but the leaders had set such a torrid pace that they were gone before anyone knew it.

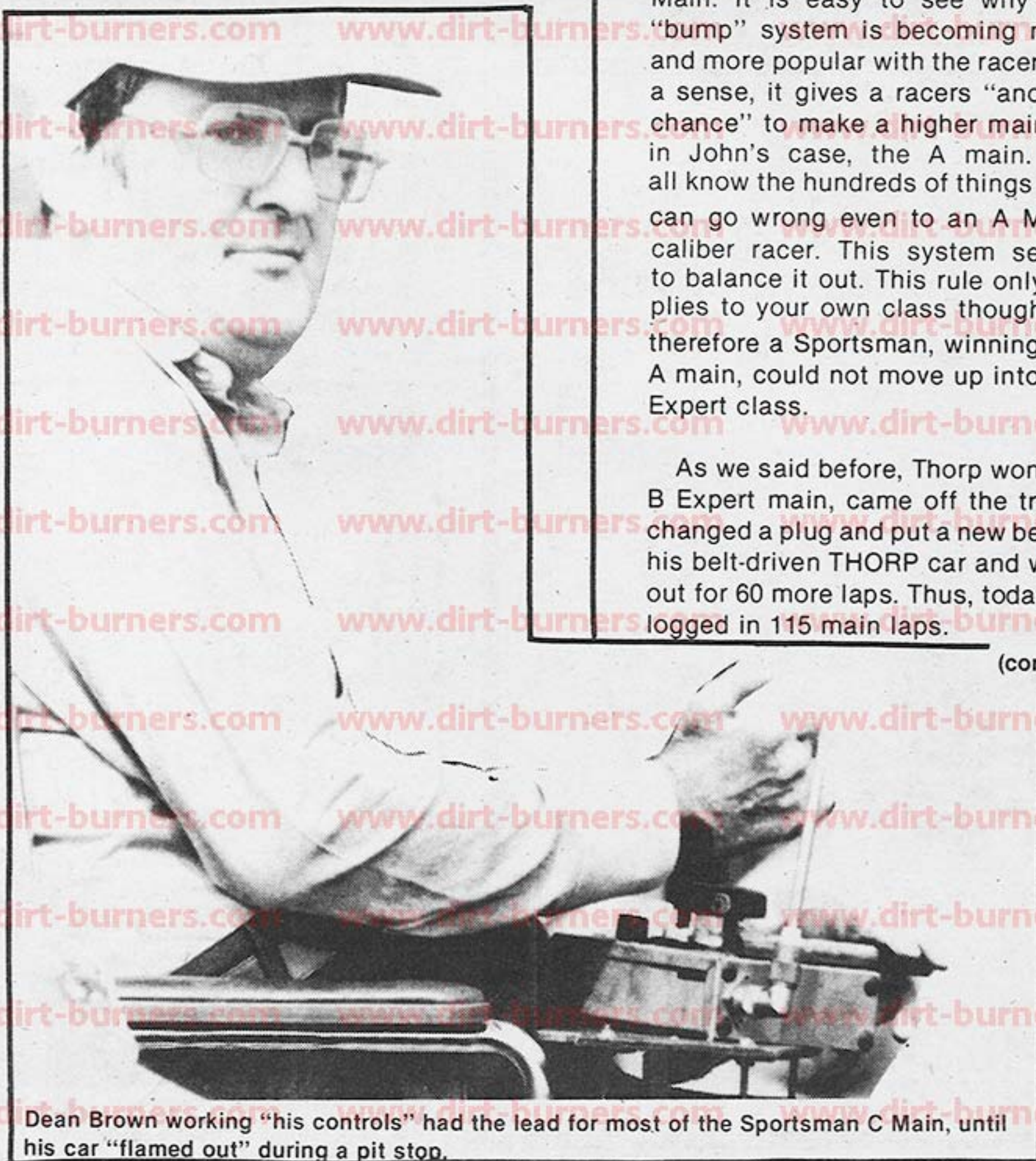
The fifth spot in the Expert A Main went to John Thorp, who was able to battle from last place at the start of the race. John got into the A main through the back door or the "bump" system. He won the B Expert main and therefore had the option to move up one main. He did and finished a creditable fifth place.

Gene Husting took 6th, Gil Losi, Sr., 7th and Bob Mathisen, 8th to round out the Expert A main.

As we said before, the "bump" system was once again used and John Thorp took advantage of this to move up, by winning the B Expert Main. It is easy to see why this "bump" system is becoming more and more popular with the racers. In a sense, it gives a racers "another chance" to make a higher main, or in John's case, the A main. We all know the hundreds of things that can go wrong even to an A Main-caliber racer. This system seems to balance it out. This rule only applies to your own class though, so therefore a Sportsman, winning the A main, could not move up into the Expert class.

As we said before, Thorp won the B Expert main, came off the track, changed a plug and put a new belt in his belt-driven THORP car and went out for 60 more laps. Thus, today he logged in 115 main laps.

(contd.)



Dean Brown working "his controls" had the lead for most of the Sportsman C Main, until his car "flamed out" during a pit stop.



The Expert A Main: (l-r) Rich Lee, Tom Douglas, Gene Husting, Gil Losi, Bob Mathisen, Dana Smeltzer, Jerry Snow (winner), John Thorp (who moved up from the B Main.)



Eustace Moore's unique "steering suspension" system on his MIP gasser.

Put the bite on competition!



TWO CHASSIS:
KING COBRA & COBRA I



...ON ONE OF
THE HOTTEST CARS
IN THE MIDWEST

CALL US AT
815/338-2711
(Evenings: 815/459-0917)

CHECK THESE FEATURES:

- Unique lightweight, flex-suspension chassis for superior handling.
- 6° camber on relieved I-beam front axle.
- Tweek plate.
- Aluminum motor mount heat sink.
- Car with S-20 servos weighs only 26½ ounces.

WRITE FOR A COMPLETE LIST OF DISTRIBUTORS.
NEW DISTRIBUTOR INQUIRIES ARE WELCOME.

R/C ELECTRONICS
608 Devonshire • Crystal Lake, IL 60014

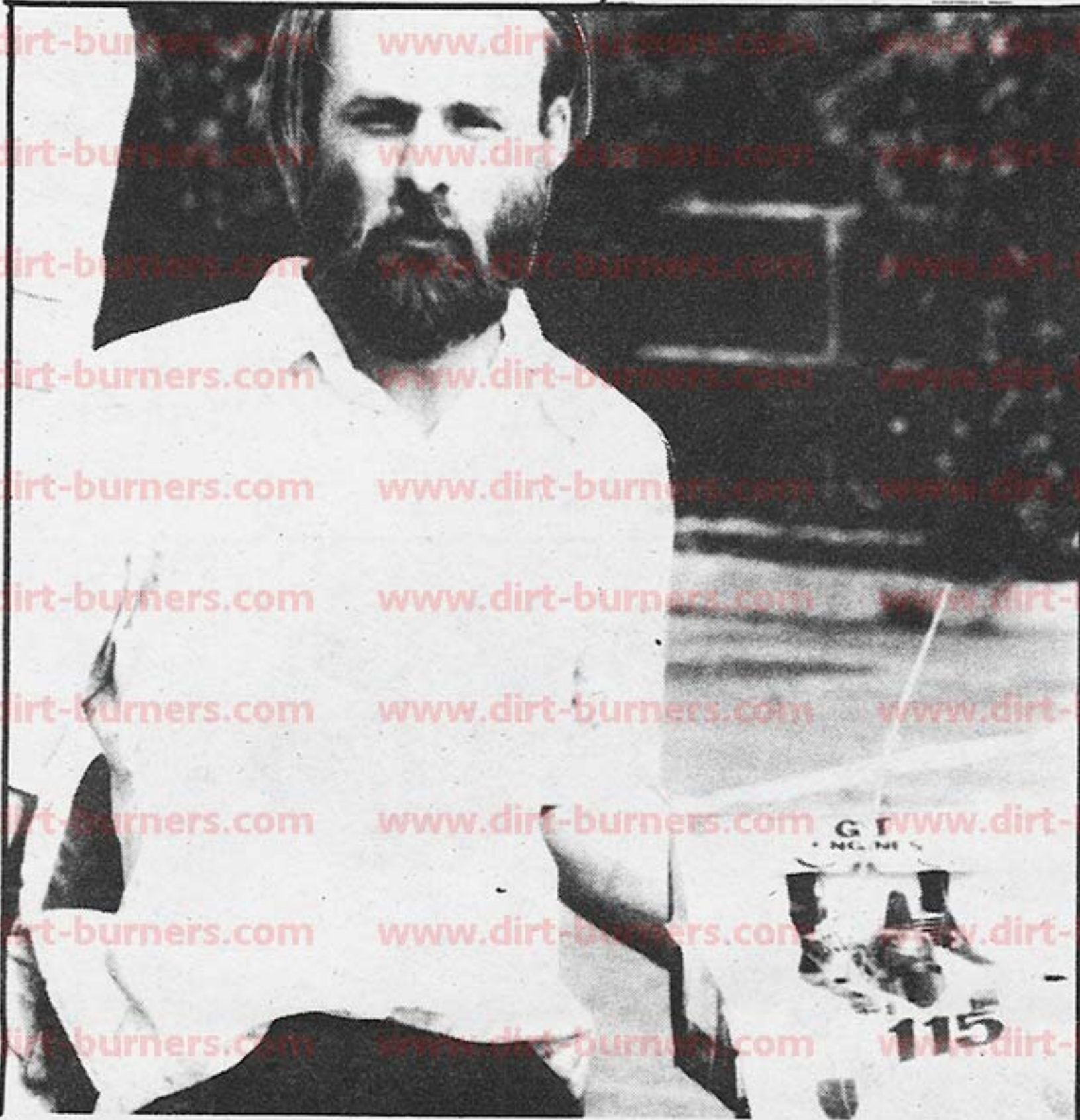
Finishing in second place in the B Expert main was Mark Miranda (DELTA). Mark came close several times to gaining the top spot, but as we've said before in these pages, sometimes the toughest part of racing is not leading, but just getting through traffic.

Eustace Moore brought his MIP car into the third place spot. Eustace's car (one of about six on hand today) features a new suspension front steering system that

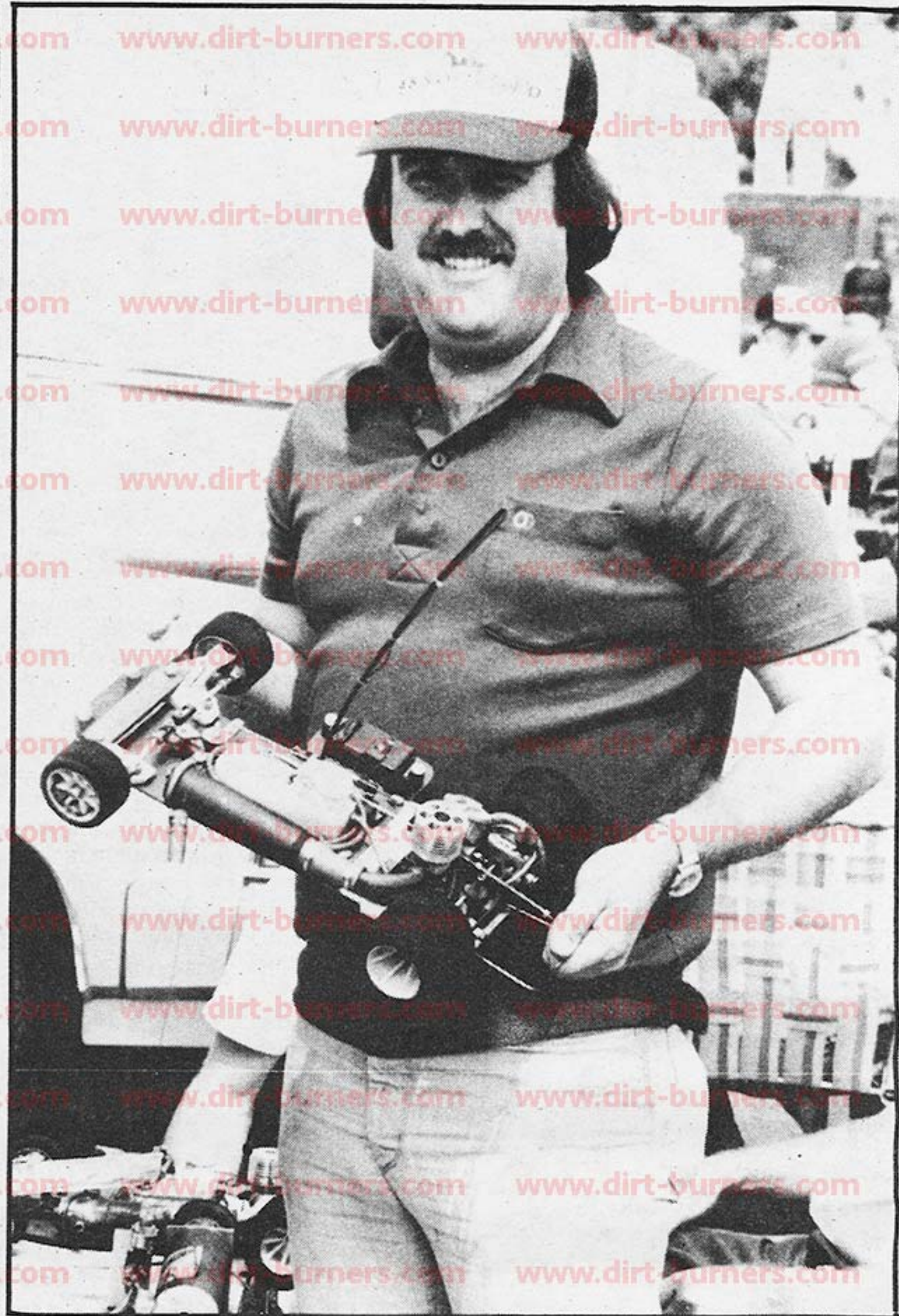
seems to work quite well.

Joe Tentschert, Tom Wong, Ruben Serrano and Lou Peralta made up 4th through 7th place finish.

Randy Tentschert took his very, very fast Associated car to the A Main win in the SPORTSMAN class. He shot out into the lead early in the race never to look back. He finished at least three laps ahead of the field. In second, it was John Douglas



Glen Wilcox (above) trailed for most of the C Sportsman main, but crossed the finish line first when it counted, on the last lap. Rich Lee (right) was the T.Q. for the day.



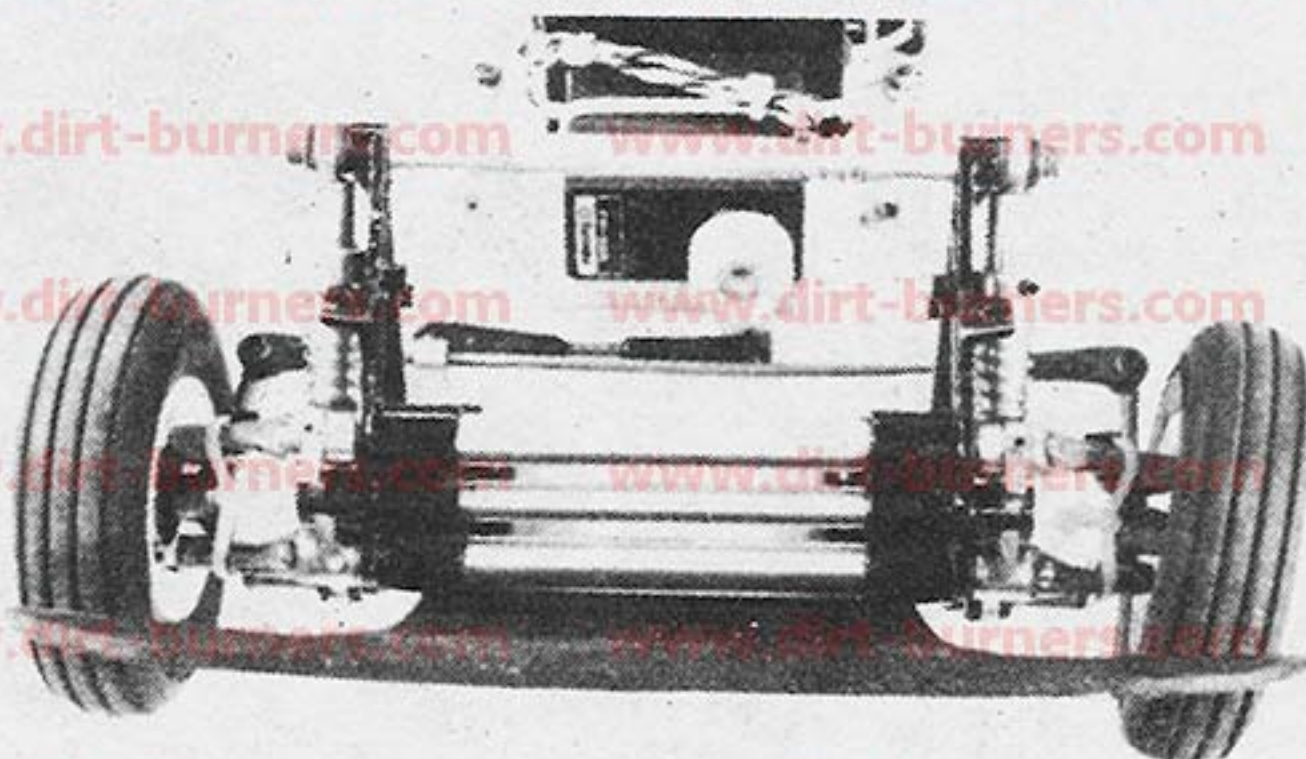
"Originators" of
the Adjustable
Coil-Over
Suspension



CUSTOM RACING PRODUCTS

Most Parts
Designed for
Tamiya Off-Road
R/C Cars

- CRP-23 Poly Flex Bumper
- CRP-08 3/8" Wide Front End
- CRP-15 Adj. Coil Over Suspension



- CRP-06 Shock Tower Saver
- CRP-25 Direct Steering
- "Plus many more products not shown"

Retail - Send S.A.S.E. for Catalog & Decal

Dealer & Distributor Inquiries Invited

"Join & Support ORRCA"



P.O. Box 263
San Gabriel, CA 91778
(213) 285-7254

followed by Ross Klober (3rd), Dave Shuck (4th), J.D. Green (5th).

Ira Kimbal took his MIP car to the B Sportsman Main win. He did it right from lap one, as he showed everyone that to beat him you would have to drive plenty hard. This was perhaps Ira's best drive ever, and we believe his first main win.

(contd.)



Randy Tentschert blasted his way into the Sportsman A main win.

Finishing in the second spot was Doug Campbell, who kept the pressure on Ira through the first part of the race but later faded. In third it was John Pagel, followed by Glen Wilcox and Lee Miranda.

Ira could have moved up to the A Sportsman main but opted not to do so. He explained that his win had just about taken all out of him (nerves and the like) and that he just wanted to sit back and savor this first-time win. We can't blame him. For those of you who have won and have been in the lead, you know how nerve-racking it can be, especially if it's your first win.

The C Sportsman main was won by Glen Wilcox, who moved into the B main and finished 4th. He was the winner, but the heartbreak of the day came when Dean Brown flamed out during a pit stop and lost the lead he had held for most of the race. It was really sad to see it happen as Dean had put together a very strong drive to lead the rest of the field by at least three laps. When he made his final pit, apparently the instructions between he and his pitman got crossed up and wound up flaming out the car. It took several laps to change a plug, fuel and restart the car. So much so that he dropped from a solid first to a 6th place finish.

Taking the second place finish in this class was Les Ammann and he was followed by Larry Bain (3rd), Benny Bullock (4th & Concours winner), and Ron Paris, who experienced all kinds of motor and pressure problems during the qualifying heats.

The Beginners A main saw Steve Cilley take the checkered flag for the win. He was followed by M. Fox and Cliff Vose. Moving into this main from the B main, was Dean Miranda. He finished 8th place but still got lots of laps under his belt. The experience will certainly help.

The Beginners B main was won by Dean Miranda and he was followed by Les Prather, Gary Wilcox, J.U. Dellangil and Cory Borgman.

The weather held out to be a very cloudy but pleasant day of racing, which kept the speeds up.

The next series race is scheduled for June 27th in San Diego, at the Teamsters parking lot.

The July 25th series race will be the inaugural race for the new and permanent R/C track being built in Del Mar, California. The R/C Race Center track will feature a 200' straight and 11 turns.

The 5th series race on August 8th will be at the Pit Shop in Pomona; August 29th at Santa Maria; September 19 at the L.A. Racers track-Fed Mart; October 3 in Phoenix and the November race at the Pit Shop.

See you all there.

RESULTS

EXPERT A MAIN:

1. Jerry Snow
2. Rich Lee
3. Dana Smeltzer
4. Tom Douglas
5. John Thorp
6. Gene Husting
7. Gil Losi Sr
8. Bob Mathisen

EXPERT B MAIN:

1. John Thorp
2. Mark Miranda
3. Eustace Moore
4. Joe Tentschert
5. Tom Wong

6. Ruben Serrano
7. Lou Peralta

SPORTSMAN A MAIN:

1. Randy Tentschert
2. John Douglas
3. Ross Kloeber
4. Dave Shuck
5. J.D. Green
6. Gil Losi Jr.
7. Jim Atkinson

SPORTSMAN B MAIN:

1. Ira Kimbal
2. Doug Campbell

3. John Pagel
4. Glen Wilcox
5. Rick May
6. Lee Miranda
7. Richard Schwalm
8. Rick Templin

SPORTSMAN C MAIN:

1. Glen Wilcox
2. Les Ammann
3. Larry Bain
4. Benny Bullock
5. Ron Paris
6. Dean Brown
7. Bob Coughran
8. Gary Higgins

BEGINNERS A MAIN:

1. Steve Cilley
2. M. Fox
3. Cliff Vose
4. Barry Newman
5. Steve Maddox
6. Tom Wright
7. Troy Blanton
8. Dean Miranda

BEGINNERS B MAIN:

1. Dean Miranda
2. Les Prather
3. Gary Wilcox
4. J. Dellangil
5. Cory Borgman

.....

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

Cox Hobbies a division of Leisure Dynamics, Inc.
Minneapolis, Minnesota 55435

© 1982, Cox Hobbies, Inc.

EFRA.

Update...

By Ted Longshaw
Kent, England
May 1982

Quite a lot of news this time from 1/12th as well as 1/8th scale.

NORWAY. Having proved that it was never their intention to leave EFRA and that non-payment of cotisation was an administrative error, these Norwegians are still full members of EFRA.

They already have an allocation for 1/12th W.C., and the intention is to re-allocate the first two places not taken up for 1/8th E.C. from Spain to Norway. Therefore, if any country is not sending their full allocation...could they please let me

know NOW! Any places not taken in excess of two will be re-allocated as per EFRA rules.

RULES. Mention of EFRA rules reminds me that unfortunately, Pieter has been unable - due to various other commitments - to carry out the revision and additions as he had hoped. Bernard Poupaert, the French President, has offered to tackle the job but it will be a few weeks before they are ready. In the meantime, it means that if you have any comments to make on our existing rule book; NOW is the time to write me. For instance:

In the U.K., now all starts are with the car in a "box" approximately 400mm x 800mm, with the mechanics standing away from the cars. This way there are no "jumped" starts because ALL CARS ARE STATIONARY until the horn sounds (or light glows). This should be adopted universally.

One other very important point that should be clarified is the number of drivers allowed in a sanctioned G.P. It was agreed at the A.G.M. that if the holders of EFRA International Licences were not of sufficient numbers to fill the entry list, then other home country drivers would be allowed providing they were 'seeded' into separate qualifying races. Although not specified, I'm sure it was the intention of the Committee that, as at E.C., 104 would be the MAXIMUM number, i.e., 13 heats of 8. This being the maximum possible to run in one day allowing for breaks for the lap counting staff and other officials.

However, because there is no rule to specify this, we had nearly 140 drivers entered in the Italian G.P. This is clearly too many!!! 104 MUST be the maximum for any ONE DAY race.

EURO-CHAMPS 1/8 SCALE IG-UALADA. The organizers have telephoned me from Spain to say that most of the improvements promised at the circuit have already been completed and that their automatic lap counting system is undergoing tests which seem to indicate that it will be successful. You all know your allocations for this event, and now is the time to let EFRA know whether or not you are sending a full team.

LIECHTENSTEIN. There has been a change here. The new President is: E. Gassner, LRCCA, Postfach 361, FL-9490 Vaduz, Liechtenstein.

SWEDEN. They have applied to host the 1983 OFF-ROAD E. CHAMPIONSHIPS. This will not be decided until the A.G.M. in November, but if you have any ideas in this direction, I suggest you prepare your application.

1/8 WORLD CHAMPIONSHIP CARNOUX 1983. Monsieur R. Rossi has written to confirm the arrangements being made. The racing

HOW TO GET A REAL CHARGE OUT OF YOUR NICADS.

The Ultimate Charger.

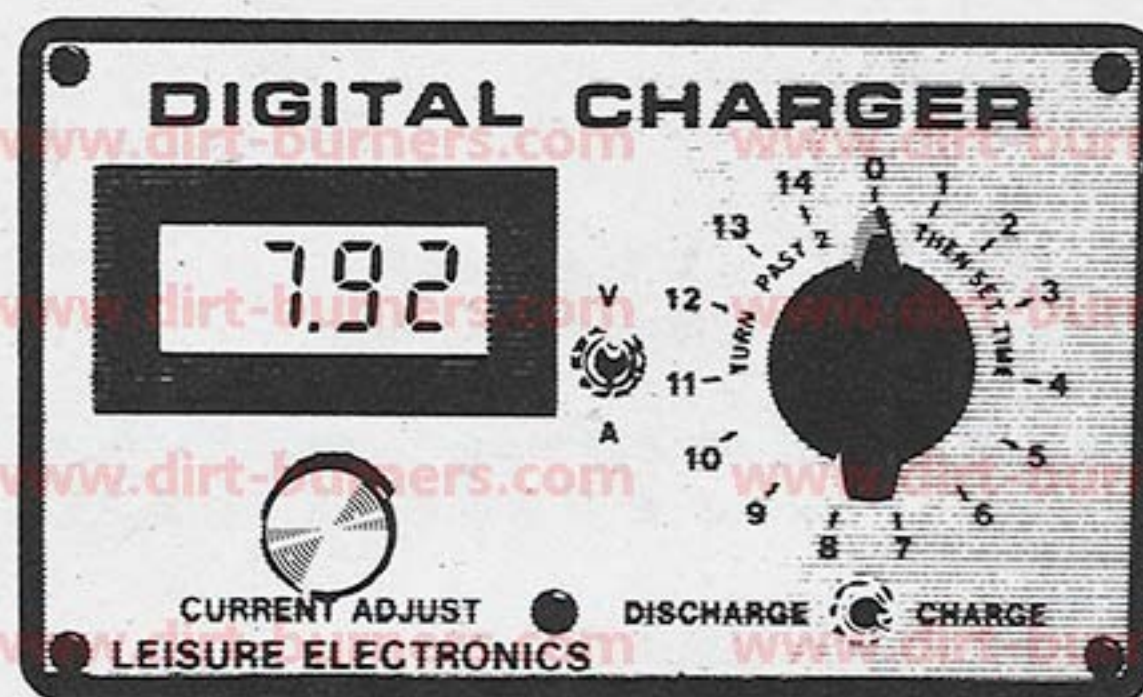
When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

We built the sophisticated 109 with the features and functions you need for peak performance and extended battery life.

With the 109's built-in digital LCD display and ammeter, you can select and set any constant current charge rate from 0 to 4 amps. That means you can charge every size NiCad from 250mAh to 1.2AH with maximum efficiency.

Using the voltmeter function of the 109, you can also monitor battery voltage while charging with incredible ($\pm 1\%$) accuracy.

The Leisure 109 also includes our popular standard features like built-in discharge cycling, convenient 15-minute timer and overnight equalizer circuitry.



Leisure 109 Digital. Designed for 12VDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

Safe, Simple NiCad Charging... Automatically.

Each Leisure Auto Charger offers hassle-free, efficient and effective NiCad charging.

No tangled cords. No battery temperature to check. No waiting and wondering.

Just plug in your batteries, set the timer and relax. Each Leisure charger constantly checks battery capacity and switches off at the end of the cycle.

Our resistor-type chargers (105/106/107) also use our exclusive Declining Rate Charge, which senses battery condition and automatically reduces the current rate to safe levels.

5 Models to Choose From.

The 109 Digital and DC Power Supply aren't our only great way to charge nickel cadmium batteries.

We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.



Off-Road Power Combo. Special Leisure 105 charger with wired 6-cell pack (fits Tamiya radio case).

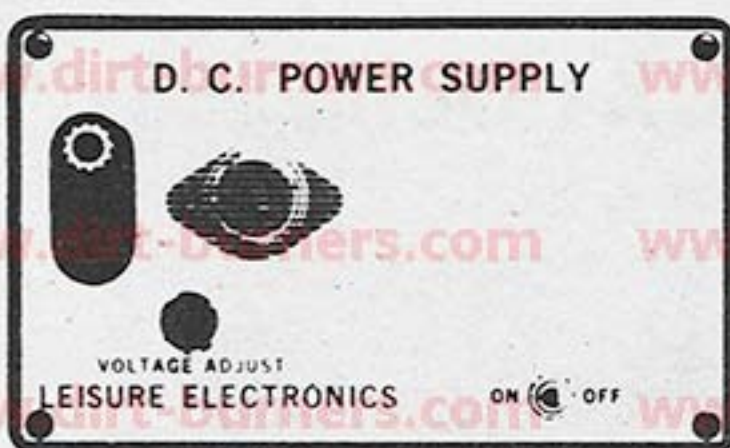
Leisure Electronics... the Leader in RC NiCad Technology.

We know so much about the care and handling of nickel cadmium batteries because we pioneered the use of electric power for radio-controlled models.

We built and flew the first, practical RC electric airplane over 10 years ago. In 1975, we introduced our R.O.A.R. National Champion 1:12 scale electric car, a design still winning races today. Even our revolutionary 1:12 scale differential was a product, in part, of our continuing effort to extract maximum performance from electric power.

Get the most from your NiCad batteries, and from your RC hobby. See Leisure's complete line of equipment and accessories at your local specialist, or write for more information.

Leisure
11 Deerspring/Irvine/California 92714

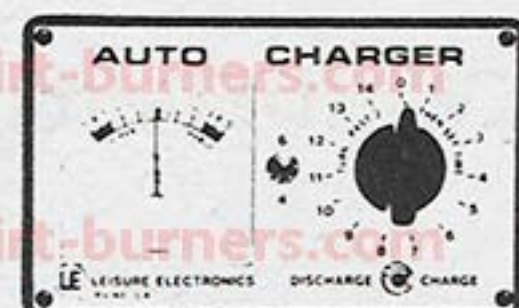


Leisure 110 DC Power Supply. A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

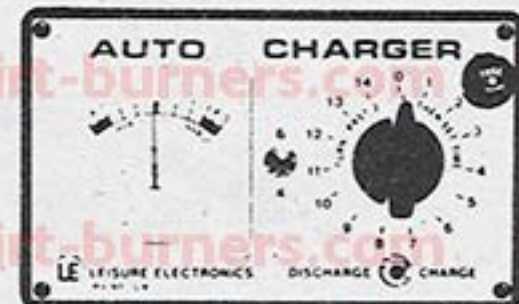
New DC Power Supply.

Charge transmitter NiCads in 15 minutes. Charge 4, 6 and 8 cell packs indoors. Even break-in new motors. The Leisure DC power supply operates off standard 117vAC wall current and provides filtered and regulated DC power from 9 to 13.5 volts.

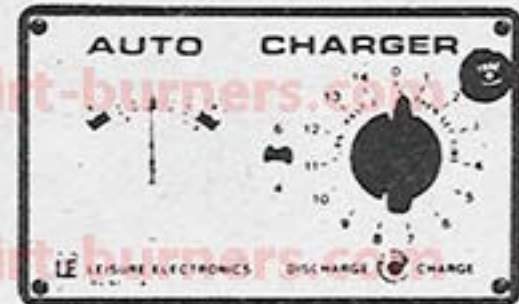
Matched up with our 109 charger, the DC power supply gives you a complete charging system with unmatched versatility.



Leisure 105
Input: 12vDC
Rate: 4/6 cell



Leisure 106
Input: 117vAC
Rate: 4/6 cell



Leisure 107
Input: 12vDC/
117vAC
Rate: 6 cell



Leisure 108
Input: 12vDC
Rate: Variable
(0-4 amps)

FLASH: The Off Road Power Combo (105T) Pack. Now only \$59.95!

FLASH! FLASH! New Off Road Power Motor (1002EX), Now Available!

will be over a period of four days and the system to be used will be as the enclosed diagram. The Executive Committee likes this type of format and it should satisfy everyone to know that they have had a fair chance of reaching that biggest of all R/C car racing finals; the 1/8th WORLD CHAMPIONSHIP. The track is already being modified and the new circuit layout will be available for the October Carnoux Open Meeting. With the advanced planning that is going into this event, I am sure it is one race that is going to be a must for competitors, families and friends.

CORSICA. The French G.P. in Corsica on May 22nd and 23rd does not seem to be getting the entries we had hoped for. It is such a beautiful island and such a super circuit that this is a great pity. The general excuse seems to be that it is difficult to get there. Keith Plested and myself will be going there from England and we will probably be telling you that if you didn't go, you don't know what you've missed, when we get back.

HOLLAND. The Heemstede Club, run by Vice-Pres. Pieter Bervoets, is holding it's inaugural meeting on the same weekend (Pieter assures me the date was fixed AFTER he had contacted the invited drivers to see whether they were going to Corsica or not). It is a great pity that it is on the same weekend if for no less a reason than that it prevents me from going to the opening of yet, another new super purpose built circuit in Europe.

The other slight problem is that it is just two weeks before the official Dutch EFRA G.P. in Utrecht. The Sanction has been granted to this very experienced 'RACO' Club. Because of other commitments in London, I regret that I will miss this one.

G.P. arrangements are now well advanced for the British EFRA G.P. at Mendip near Weston-Super-Mare. The club did a very good job last year organizing this same event, and it has the full backing of the B.R.C.A.

I look forward to meeting many of our European friends at this prestigious meeting. England in July could be sunny and warm. As the location is a holiday resort, early hotel reservations are advised.

AUSTRIA. Before the British G.P., remember that Sollenau is hosting this year's Austrian G.P. on June 12th and 13th. I hope to see many of you there!

At all of the meetings mentioned, if you or any of your members think they have any ideas for improving EFRA or the way it is run, please come and tell me about it.

HONG KONG. My trip to this picturesque Island proved very enjoyable and, without a doubt,

helped to strengthen the World organization of R/C Car Racing.

Mr. Tomita of Japan, together with representatives from Malaya, Singapore, Macau, and Thailand, were also there and the Far East Federation reached many agreements and fixed their next meeting for Singapore in December when Constitution will hopefully be approved and representation in IFMAR will be discussed.

IFMAR. Speaking of IFMAR, the 1/12th section will obviously be having a meeting at the 1/12th World Championship in August. Nick


Adams will be the EFRA representative. It is to be hoped that constructive proposals will be made for the full IFMAR meeting next year in Carnoux, especially with regards to voting procedures and rule changes.

THE CONTROVERSY over the 180mm wide chassis, this year, has proved that the present system leaves something to be desired. Translation difficulties and misunderstandings have left a situation where every country participating, except for R.O.A.R. (USA), accepts the wider limit. R.O.A.R. accepts the wider limit on bodies but

insists that the 1981 R.O.A.R. rule on width is retained regarding chassis. No amount of pleading from EFRA or JMRCA will persuade them to change their minds, as they feel they are in the right... and as the written word stands, they probably are.

But hopefully, constructive proposals will be made in Carnoux in 1983 to allow more flexibility and change if and when the majority desire it in the future.

GOOD RACING, KEEP IN TOUCH
Ted.



1/10TH SCALE OFFROAD
\$114.95 EACH

ROUGH RIDER SAND SCORCHER

TOYOTA 4x4 \$229.95

<ul style="list-style-type: none"> ● OFF ROAD BEARING SET (6)... 17.95 <small>REPLACES BUSHINGS</small> ● BRASS COUNTER GEAR... 7.95 <small>REPLACES M-15 AND M-20</small> ● BRASS FINAL GEAR... 17.95 <small>REPLACES M-16 AND M22</small> ● HEAVY DUTY M.I.P. REAR AXLES... 12.00 ● REPLACEMENT STOCK AXLES... 4.95 ● HARDENED STEEL FRONT ENDS... 6.95 <small>REPLACES N-1</small> ● HEAVY DUTY TIE ROD AND ENDS... 6.95 ● HEAVY DUTY 1/2" WIDER FRONT END... 18.95 <small>INCLUDES TUBES AND PINS</small> ● ADJUSTABLE COIL OVERS FOR... 8.95 <small>STOCK SHOCKS</small> ● MODIFIED REAR END... 87.95 <small>INCLUDES: CASE, BEARINGS, BRASS GEARS, A-ARMS, AXLES, SHOCKS-ASSEMBLED</small> ● MODIFIED FRONT END... 47.95 <small>INCLUDES HEAVY DUTY PINS, SHOCKS</small> 	<ul style="list-style-type: none"> ● 6 CELL NICAD BATTERY PACK... 29.95 <small>GENERAL ELECTRIC</small> ● SINGLE CELL NICAD BATTERY... 5.00 <small>GENERAL ELECTRIC</small> ● ADJUSTABLE M.I. DIFFERENTIAL... 42.00 ● NERF BARS... 7.95 ● DELUXE NERF BARS... 16.95 ● B.R.P. SPEED CONTROL... 39.95 <small>HEAVY DUTY 3 SPEED</small> ● ALUMINUM WINGS... 9.95 ● ALUMINUM WHEELS-FRONT+REAR 23.95 <small>SPECIFY SAND SCORCHER OR ROUGH RIDER MODELS</small> ● VELCRO BOX CLOSURES... 1.50 ● LONG CHASSIS DRILLED... 8.50 <small>FOR STOCK OR WIDE FRONT END</small> ● TEAM CHECKPOINT RACING MOTOR "TAMIYA KILLER" ALL BEARING, MODULAR END BELL HOLDS ALL RECORDS... 68.00
---	---

NAME _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____

Qty	Item number	Description	Amount
SUB TOTAL			
Add postage & handling			
Calif. residents add 6% sales tax			
TOTAL COST			

POSTAGE & HANDLING CHARGES

\$ 0.00	\$ 8.00 add	\$2.25	\$25.01	\$40.00 add	\$3.00
\$ 8.01	\$15.00 add	\$2.50	\$40.01	\$50.00 add	\$3.50
\$15.01	\$25.00 add	\$2.75	OVER \$50.00 add	\$4.00	

California residents add 6% state sales tax.

PLEASE CHARGE THIS ORDER TO MY CREDIT CARD

CHARGE IT TYPE OF CREDIT CARD VISA MASTER CHARGE

CREDIT CARD NUMBER _____

EXPIRATION DATE _____

DEAL WITH THE EXPERTS!


The Staff at the Ranch PITSHOP are racers themselves, who know and use the products weekly and are able to help you with your racing questions:

GIL LOSI, JR. - Record Holder: Pomona Colton, Costa Mesa

TEDD HERNDON - '81 Winternationals Top Qualifier/Open

GIL LOSI, SR. - Winner: Costa Mesa O.R.R.C.A. #1

ALLEN LOSI - '81 Winternationals Top Qualifier/Modified

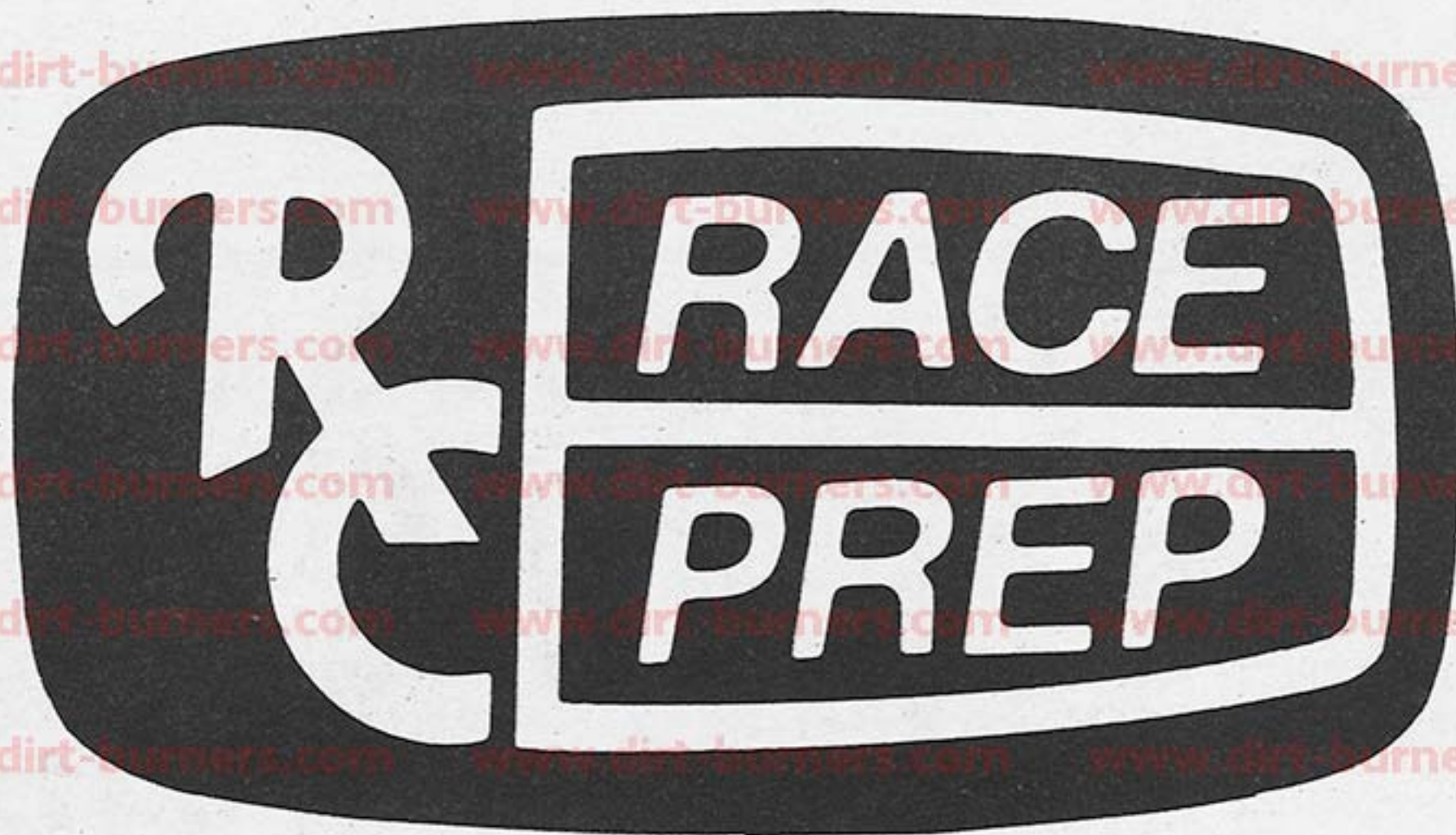


THE RANCH PITSHOP

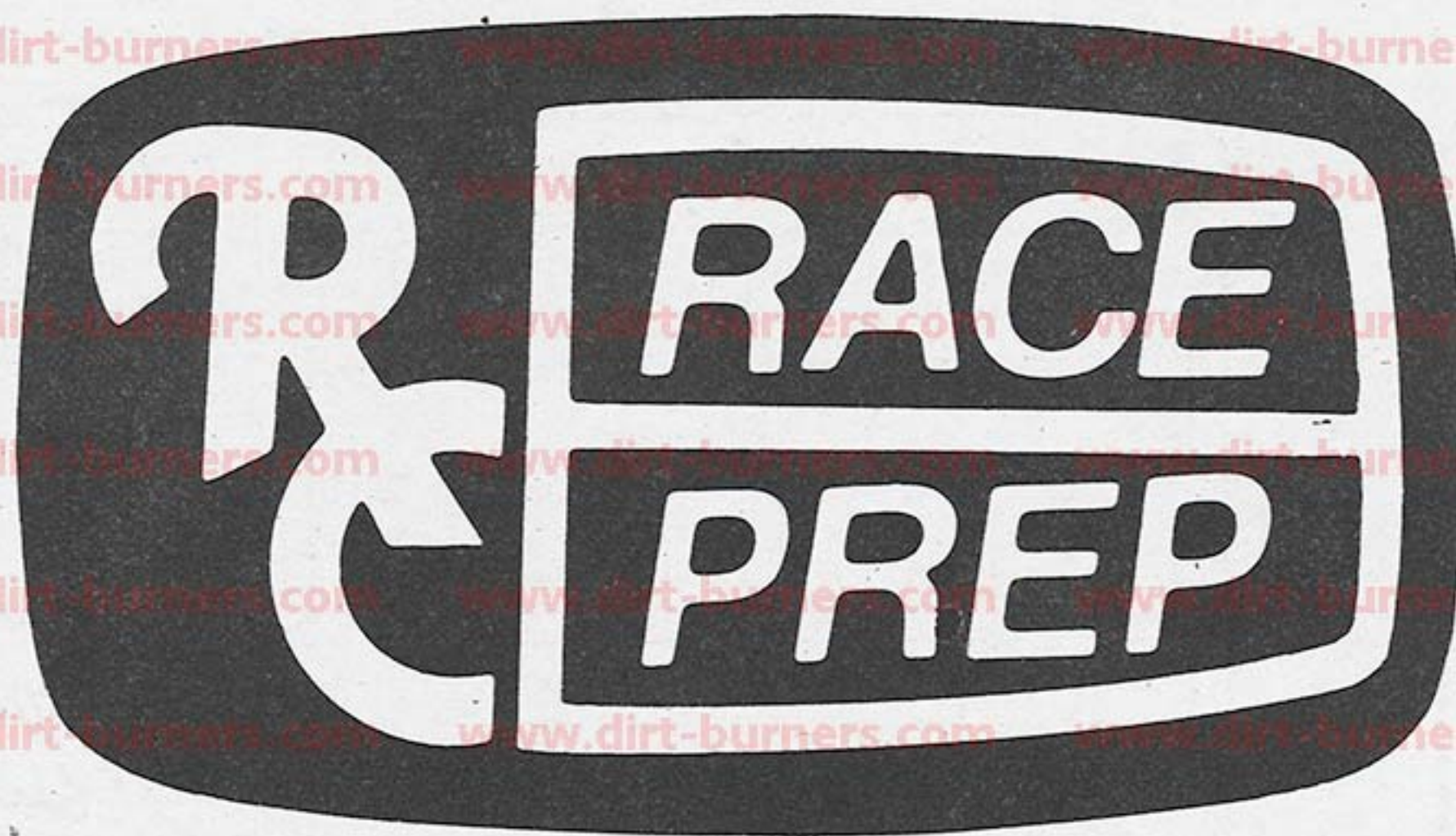
We Specialize in R/C Race Cars Only - Complete Parts in stock for Most Brands.

1655 East Mission, Pomona, Calif. 91766 - (714) 623-1506

NOW OPEN



WEST



Vist our Shop

~~~~~  
20825½ ROSCOE BLVD.  
CANOGA PARK, CA 91306  
(213) 341-0842 / 341-3319  
~~~~~

R/C CALENDAR

POWER BOATS NAMBA

JUNE 26-27

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

DISTRICT 19 SCHEDULE:

MAY 22-23

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

MAY 29-30

San Diego Argonauts, Mission Bay, San Diego, Ca. OUTBOARD

July 10-11

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

JULY 31 - AUGUST 1

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

JULY 10-17

Dist. 19 Host for the 1982 NAMBA Nationals. Legg Lake, So. El Monte, Ca. DV, OBC, TUN, SC.HY., OB, MONO, HY, SPORT 40 Kids Special event. Russ Kominitzky (805)832-6091 or Wally Stewart (805) 322-6972.

AUGUST 14-15

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

OFF ROAD ORRCA

JUNE 27

Radio Control Hobbies, Costa Mesa.

JULY 4

Ranch Pit Shop, Pomona

JULY 18

Mini Baja, Reseda

AUGUST 8

SkateCity, Whittier

AUGUST 21

Hobby City, Anaheim

AUGUST 28-29

"Quarter Championships" Mini Baja, Reseda

SEPTEMBER 5

Ranch Pit Shop, Pomona

SEPTEMBER 19

Mini Baja, Reseda

OCTOBER 3

Skate City, Whittier

OCTOBER 17

Mini Baja, Reseda

NOVEMBER 20

Hobby City, Anaheim

NOVEMBER 28

Radio Control Hobbies, Costa Mesa.

DECEMBER 4-5

"Quarter Championships" Whittier.

EVERY FIRST SUNDAY:

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

EVERY SECOND SUNDAY:

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

EVERY THIRD SUNDAY:

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

EVERY FOURTH SUNDAY:

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

EVERY THIRD SATURDAY:

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

EVERY 1st & 3rd SUNDAY:

Vegas Radio Raceway - Decatur Rd. Las Vegas, Nevada

EVERY THURSDAY NIGHT:

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

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.

JUNE 27

Any type of body.

JULY 25

Any type of body.

AUGUST 22

G.T. Body only.

AUGUST 28 (Sat)

G.T. Body. Afternoon/Night Race, Working Headlights.

SEPTEMBER 26

Any type of body.

OCTOBER 24

Any type of body

NOVEMBER 28

Any type of body.

DECEMBER 26

Any type of body.

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

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.

AUGUST 13-21

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

1/8 SCALE GAS

MID-ATLANTIC CHAMPIONSHIP SERIES:

JUNE 27

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

JULY 18

WRCRA, Tysons Corners, VA.

Tri-Oval, Formula One Bodies.

AUGUST 8

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

AUGUST 29

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

SEPTEMBER 26

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

OCTOBER 17

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

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

L.A. R/C RACERS:

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

(contd. next page)

★1982 CALENDAR★

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.

All events at Leeward Community College. R.O.A.R. memb. req. also F.C.C. radio lic. Leeward College. Use Permit and Club memb. Close toe shoes, a must. Muffler for gas cars. Call: Dionicio Pascual, Jr. (808) 623-2111.

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



Race Corner

(from page 2)

body, the radio tray and before one of his heat races, he noticed that the throttle lever on his transmitter was coming apart. With little time left before his heat, he grabbed a full bottle of the "magic stuff" and glued the broken pieces.

As the story goes (can you tell what's coming?), this racer, in his haste put more glue on that lever than was necessary and ran up to the driver's stand. The punch line.

You guessed it. He ran his race, got off the stand, and spent the next ten minutes trying to unglue his finger and hand that had become permanently a part of the transmitter. Well at least he didn't drop it during the race.

Gil Losi Jr. was the OPEN ORRCA Quarter Championship winner, Jeff Cruzon the MODIFIED champ and newcomer, Don Biscoe the STOCK class quarter champ. Eighty-eight racers were on hand for the final race of this quarter's ORRCA race.

NAMBA wanted us to pass on this information to you about CHARTER LIFE MEMBERS & INSURED NUMBERS. In the beginning of NAMBA, a number of racers paid \$150.00 for the Charter Life Membership, to help take care of the costs of preparing the Rule Book. That money was used to offset printing costs of the rule book whenever there wasn't enough from revenues of advertising. There are a number of original members in this club and no other members can be allowed into the club. The INSURED NUMBER Club, is another thing. For \$25.00 you can be assured that your race number will remain the same ever year, even though you may not race for one year. This is listed in the Rule Book and no one else can use it. This fee also helps defer the costs of reprinting the rule book. For more information, contact "Mom" Coad, Executive Secretary for NAMBA at (707)994-6643.

The Northern Illinois Radio Operated Car Club (NIROCC) sent us their race schedule for 1/12th outdoor racing. Their schedule starts as of May 16th and goes through October 10th.(see race calendar) They race at three locations; Crystal Lake - Crystal Point Mall, Route 14; Rockford - Cherryvale Mall, Harrison Ave.; and Carpentersville -Meadowdale Shopping Center, Route 25. For more information you can contact Sue Marsh, Secretary of NIROCC at 74 N. Elizabeth St. - Lombard, IL 60148.

We hear that the folks at R/C Electronics are still looking for some drivers to sponsor in 1/12 electric racing out here in the West Coast. Their COBRA and KING COBRA 1/12th models are doing quite well in the mid-west and east coast, they now want to move hard on the west coast. If you're interested, send your resume to R/C Electronics, 608 Devonshire, Crystal Lake, IL 60014.

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

Please send R/C Racing News to the following:

name _____ state _____ zip _____
 address _____
 city _____

new subscription renewal

Enclosed is my check (\$) Money order for _____ to cover _____
 \$10.00 for airmail Foreign rates 1st class \$40.00 for 12 issues

R/C RACING NEWS, P.O. Box 411, Woodland Hills, Ca. 91364

12 ISSUES \$15.00

SAVE... Do It NOW!!!

ON THE COVER: Group shot of recent winners in the ORRCA Series and Quarter Finals at the Radio Control Hobbies track.

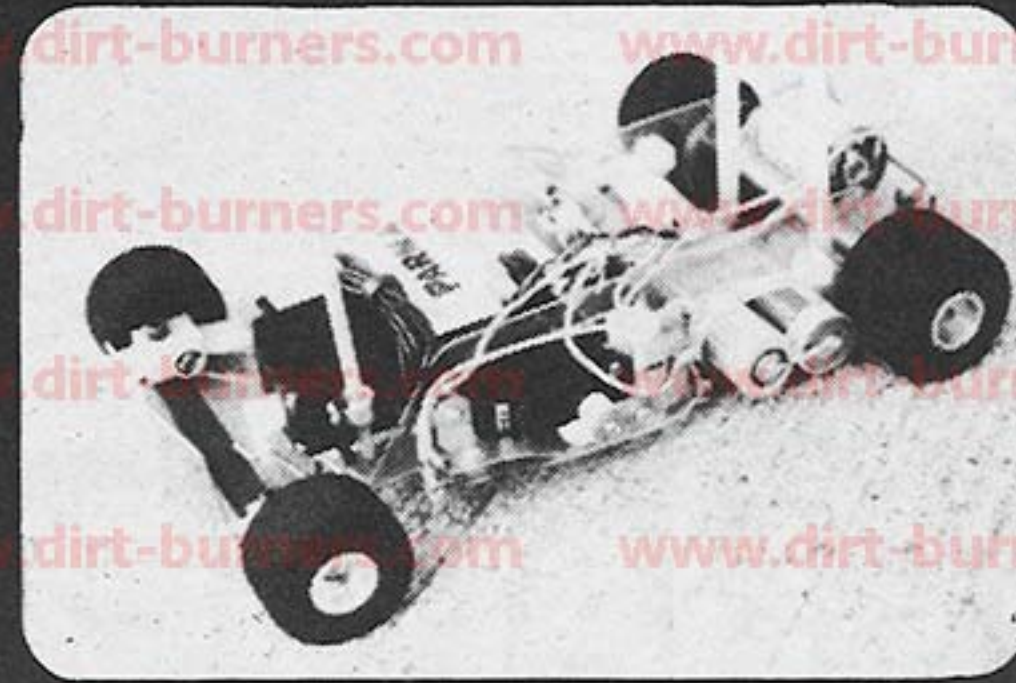
New Items From PARMA...



7 Matched SANYO cells for Tamiya Buggies...\$42.00



1/8 Scale Brabham BT48 Body...\$19.95



1/18 Scale "CHEETAH" Race Car...\$99.95



Lightened Panther Lexan Chassis...\$11.00



Schumacher Nylon Pinions, 11 thru 16 \$3.25



Special Wheels & Tires for Tamiya Buggies...\$8.00 to \$16.00



Ultralite Resistor, 2/3 lighter...\$10.00



1/12 Scale Panther Race Car...\$90.00



1/18 Scale Porsche Group C Body...\$7.50



New 1/24 Scale Radio Control "BOBCAT" Race Car...\$70.00



1/10 Scale Funco Buggy Body .050 thick \$15.00

IF NOT AVAILABLE FROM YOUR LOCAL HOBBY SHOP, CALL US FOR INFORMATION (216) 237-8650, OR SEND \$1.00 FOR CATALOG



parma international inc.

13927 PROGRESS PARKWAY • NORTH ROYALTON, OHIO 44133-USA

FREE!

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

From March 25, 1982 through July 4, 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 July 4, 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 July 4, 1982

2. Qualifying requests must be received by MRC no later than July 14, 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

This scanned magazine is a part of the
“Vintage RC Magazine Preservation Project”
presented by
www.dirt-burners.com

The original magazine is one of many, aquired
by kind donations from some of our readers,
through a crowd-funding campaign in 2019.

The original publisher (Lou Peralta) has, in writing,
granted www.dirt-burners.com rights to scan
and host this publication as well as all other
issues of R/C Racing News and R/C News.

Please do not sell these scans, or upload
them to other websites or sharing services.

If you want to share them, please just link
to our website, where the latest updates and
additions can be found. By ignoring this plea
you can seriously hurt the project, to a point
where further magazines will not be shared.

Due to abuse of the content on the www.dirt-burners.com
website for personal gain, all scans are now watermarked.

THIS IS A NON-COMMERCIAL PROJECT!