

R/C

RACING NEWS

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**You Race It...
We Cover It!**

July 31, 1982 Issue 15

RACERS

It's KONDO!!!



**The "Real McCoy" 1/8th
Wavemakers Regatta
EFRA Report - Europe
Interview: Dick McCoy**

**Bakersfield 1/12th
San Jose 1/12th
Off Road Tech
and much more!**

Race Corner

High Desert Baja, off road track in Palmdale sent us info on their upcoming 750 lap Endurance Race. The race will be run over a five week period starting on July 10th. There will be a two hour allotted time to make 150 laps. The first team that makes the 150 laps or is ahead at the end of 2 hrs. will be considered the winner for that week. Then that total is carried over to the next week and then carried to the third, fourth and fifth weeks. After five weeks the winning team should have the total of 750 laps. One car and one or two drivers per team is allowed. Races will be on Saturday at 5 p.m., before the Oval race. For more information, contact High Desert Baja at (805) 724-1162 or 273-5075.

We hear that PARMA, is also looking for a couple of "team" racers to campaign PARMA's 1/12th cars out here in the West Coast. Their new "PANTHER" car is doing quite well back East and now they want to attack the West coast races. In fact, as I understand it, they are looking to give a big push in all areas of the U.S. So if you're interested in becoming a sponsored or semi-sponsored 1/12th racer, send your resume to: PARMA Int'l, 13927-A Progress Parkway, North Royalton, Ohio 44133, or call Ken McDowell at (216)237-8650.

We'd like to thank Model Retailer for their nice plug they gave us in their June 1982 issue. They suggest to retailers to consider carrying our paper in their shop. We'd like to also encourage our readers to go to your nearest Hobby shop and ask them why they're not carrying R/C RACING NEWS...shame on them. Your help is greatly appreciated.

We hear that the Rio Grande Racers have been racing R.C. cars in El Paso, Tx for several years now. (See story in this issue) First they started racing at the Coke plant, then by Cowtown Boot, and now every other Sunday they race in front of the Vista Hills Shopping Center parking lot. The club has about 25 active members and they run two race series a year. They also have Special Invitational and Team races on their schedule. The El Paso Racers feel they can hold their own with any racers, so if you're planning to do some traveling this summer or you find yourself near El Paso, be sure to take your car and stop by and see and race with them. They will be glad to see you. For more information call Bill Everett, Sr. (915) 598-9017.

It's official, the next Southern California 1/8th Series race has been re-scheduled for July 31st,

August 1, at the new permanent R/C facility in Del Mar. The Del Mar R/C and Slot Car Racing Center will make that race its official grand opening race, although the track(s) are expected to be completed by the time you read this issue.

Already in Del Mar, they have the Slot car race/rental track, the off road race/rental track ready to go, the 1/12th and 1/8th scale tracks almost finished, and after the 4th of July weekend they begin to prepare their full-size Off Road & Dirt Oval tracks. This looks like it's going to be one of the major centers for R/C racing, which also includes a number of other recreational activities for other members of the family and in-house camping grounds.

More on Del Mar: On tap, for August 22nd., the day after the 1/12th World Championships at Anaheim, is the Del Mar International Grand Prix. It's a fun race for those who have been racing at the World and would like to try another track. Also it's open to everyone who has a Modified car and who would like to race against some of the top drivers in the world.

Mike Reedy just left for Europe and the European 1/12th Championships. We are delighted that he's also there to give us some first hand reporting and photo coverage of those races. We'll catch up with him at the Nationals and get his impression of what's going on across the big pond. He's also been working very hard to get everything ready for the World's, and I'm sure he's keeping a lot of the European racers informed as to what to expect out here when they come in August.

A special computerized scoring system is being put together by Roger Curtiss to take care of all the World's scoring needs. Neal McCurdy has the job to build the back-up system, also computerized. There should be very little margin for error at the World's, we hope.

Space age technology must begin to take its place in R/C scoring systems. Most are very antiquated, and now that there seems to be more and more people getting into it and speeds are faster and faster, we really have a need for more sophisticated systems.

First batch of AYK Off Road Cars went like hot cakes, according to one source connected with World R/C Imports, Inc. The first batch of cars went out before they put them out on the shelves. The R/C off road future looks better and better.

The next off road car expected to make its debut this month is the

COX Scorpion and Sidewinder. It should be available, with parts, by the time you read this issue. It, too, looks very good. As we stated before, this should give much needed energy, not only to the R/C Off Road market but to R/C in general.

As we stated before, this will not only help off road, but also R/C in general. Example and fact: At the last McCoy 1/8th scale race I counted 12 racers there, racing, who had their start in R/C off road. In fact the Losi's, who now run the Ranch Pit Shop, were first introduced to R/C through off road. Conclusion: The more activity we can keep in any form of R/C, the better for everyone in it.

We thought that the development of the suspension cars in 1/12th and 1/8th scale racing was great for the sport. It was like a shot in the arm for many who perhaps may have been growing tired of the same old thing. Now comes the 4-WD 1/8th Phantom car from Japan that won the Real McCoy Race. This is sure to create yet another exciting phase to the sport. Will the 4-WD gasser be the car of the future? Whose to say. We think at any rate, that it will keep many in the sport to check it out, and others that will get into it because of it.

Further observations: MRP has a couple of "electric" R/C boats that look just great! They are simple to put together and easy to run. They can be run anywhere; in your pool, the local park pond, the river, etc. The point is that all you need to do is get someone started in one of those and before long you'll have him working on that power in-board/outboard or perhaps in other areas of R/C'ing. And the beat goes on.

Important message from our Editor and from many Factories or Sponsors. This is directed to those racers who drive for a team: make a point to include "all" you're sponsors when you sign your entry blank. This will help us give proper credit to those helping you race. If there's no space in the entry form for your sponsor(s), list it any way and be sure to let us know when we talk to you or when we're there covering the event. Hey! This is what it's all about, your sponsors spend a lot of time and money for you to run their equipment, you've got to turn that into positive publicity for them.

We're gearing up for the month of July, which will include the R.O.A.R. Nationals and the NAMBA Nationals as the two major events of the month among others. Cathie Galbraith and Jack Garcia will cover most of the NAMBA Nats, so if you see them around be sure to say

hello to them and give them as much info as possible. Neal McCurdy will be at the 1/12 Nats in Indy and then our staff will be at 1/8th Nats also in Indy on the following week. We think we'll have plenty of coverage for those of you that can't make these two important events.

The "Peppermill Classic" turned out to be a pretty good race for the first time according to most racers who were there. Like all first-time events, it takes a while to establish it and make everything work, but the folks up at Reno, Terry Wallace and others did try hard to please everyone. We also heard it was one hell of a race to the wire, with Mike Lavacot barely making it to the finish line for the top spot. Coverage of the Peppermill Classic in our next month's issue.

One guy that really did well there was Mike Reedy. No, Mike didn't win the A Main. He did manage to take the "gold" or "silver", when the jackpot gave him enough money to pay for his trip to Europe. We hear that some guys did very well in the casino, while others are still there waiting to get home. Stick to racing boys it's much safer.

We're giving you plenty of warning. The Unlimited Hydroplane Race in San Diego is set for September 19, 1982, at Mission Bay. Saturday, September 18th, is the date for the biggest R/C Scale Unlimited race in Southern California, the "Bill Muncey Classic". This event will be run on the Model Yacht Pond on Vacation Isle, just across the street from the full-sized races.

To make this event even more memorable, the San Diego Argonauts have decided to run a program of R/C Unlimited Scale Hydros, just like the souvenir program available at the real Thunderboat Race. The Club would like to get some of the R/C people, particularly those into boats, to advertise in their program. There will be a lot of people on hand & possibly prospective R/C'ers. For more information as to how you can get involved in this, call Cathie Galbraith, Secretary of the San Diego Argonauts, 1815 Halley Street, San Diego, Ca. 92154.

Speaking of boats. Whatever happened to our friends back East in Mass., and CT. Last year they used to send us race reports, now we can't even get hold of them. Are the lakes still frozen there? Come on folks we want to hear from you.

Remember the first racing season for NERCAR in Connecticut is under way now. All races are R.O.A.R.

(CONTD. PAGE 5)



The Power to Win.

Sanyo powers the 1982 1/12 Scale World Championship

This year Sanyo is proud to sponsor the 1/12 scale world championships in the Grand Hotel Disneyland, Anaheim, California from August 14 through the 20. This championship was sanctioned by the international federation of model auto racers. We are also proud that racing's biggest winners choose Sanyo batteries to help them with the big ones. Sanyo CADNICA sealed nickel cadmium batteries were the winners of the 1981 RC-Car National Championships.



You can get the power to win with Sanyo CADNICA batteries... ask for them at your local dealer or contact: Sanyo Electric, Inc., Battery Division, 200 Riser Road, Little Ferry, NJ 07643 (201) 641-2333 or 1200 West Artesia Blvd., Compton, CA 90220 (213) 537-5830.

 **SANYO**
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R/C RACING NEWS

You Race It...
We Cover It!

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On the Line

I'M SO GLAD!

I want you to know that I really enjoyed the last couple of issues wherein the "On The Line" column carried a couple of varied and controversial view points. You allowed both entities to vent their opinions and each to make a case for themselves.

What I'm glad about is that you didn't allow it to carry on further. Please don't let the paper become a gossip "rag" or one where people can start calling each other names. The way you guys handled it was just right. I look forward to future such controversial, yet invigorating topics.

Sally Bolles
Topeka, KS.

Thank you Sally, we felt the same way. In fact, we had a number of other letters we could have continued to publish both pro and con, but decided that both viewpoints were fully expressed. ED.

OFF ROAD HELP PLEASE!

Off Road racing is new to Florida and is slowly picking up interest. I am building an Open class Tamiya car. I am using seven sanyo batteries to run the motor.

The problem is, how can I wire my receiver to run off these batteries and do away with the separate receiver pack. I have tried several methods, but get interference to the receiver whenever I try to run the car. Also, what is the best method of speed control? Resistor or electronic or three speed control? Plate taping into the batteries for speed control?

Pete Petersen
Bradenton, Fla.

First, since you ask, we don't recommend you run your receiver off the main batteries. If it was up to me, I would always run a separate receiver battery. Futaba has a neat 4-cell package which is quite small and will fit almost anywhere. Sanyo has a five cell pack which is also quite compact. I would run those first since weight is not your problem in off road, not like it would be in 1/12th scale. Besides, 7-cells are just too much to feed into your receiver. If you want to do it, then wire 4-cells off the main batteries or reduce the current by means of a resistor to the receiver box.

As to the best method of speed control? There are several thoughts on this. The electronic speed control, such as the Trick Stuff one, is

excellent and it will work forever, but there is a certain amount of loss of power and low end. It also costs quite a bit, but if you're racing all the time this could be justified. The Resistor and Three-Speed systems seem to be the most popular. They are not as expensive and if you do some regular maintenance on them it should last you for a while. Remember, off road racing puts alot more strain on the motor, batteries and speed controls than any other type. So your systems must always be in good order for peak performance. Burnham Racing Products puts out an excellent three speed system, while Parma, Bolink, 3RM now carry resistor systems for offroad. Take your choice, a year ago there was nothing but the stock two speed system. ED.

INTERESTED IN RULES

I would like to obtain copies of any rules issued by sanctioning organizations for 1/8th scale gas racing cars.

Thank you for your help.

Ben D. Cranor
Mesquite, TX.

The best place to get all that info is from R.O.A.R. You can write to Joe Werner, Chairman of the 1/8 scale Competition Committee, at 12008 Welland, Cumberland, IN. 46229. You also happen to be in Region 4, so you can write to Kitten Hess, Regional Director, 22434 Elsnore, Katy, Texas 77450. ED.

(PLEASE NOTE: We receive a great number of letters every month regarding varied subject matters. To publish all the "Letters to the Editor" sometimes would take half of the pages available for the entire issue. We try to edit those letters that reflect the same opinions and just publish one or two. ED)

ON THE COVER: The "Real McCoy" action brings out some of the best 1/8th scale racers. Below are all the winners (1st, 2nd, 3rd) of all 13 mains!

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.

RACE CORNER (contd. from page 2)

sanctioned and are for Superstock cars. More information can be obtained by calling Larry Labounty at (203) 749-6281.

Can you imagine having to do an "Environmental Impact Study" to put on a permanent R/C Center in Los Angeles? Well, that's what the City is requiring of the San Fernando Valley Track to do. It's been already seven months since an application was filed to build the R/C center. But the City wants to know what effect the cars, and the people will have on the neighborhood and the community in general. Sounds like just more of that "justifying my own job" syndrom. We'll keep you posted.

Dick McCoy, founder of the "Real McCoy" Classic 1/8th scale ten years ago is interviewed in this issue. I think you will get a great insight on a super person and certainly one of the best friends R/C'ers have. For your information, Mr. McCoy doesn't make a penny out of the races. All moneys go to the Club and the Track. In addition, he puts up all the money for all the trophies, and plaques which are given to everyone who participates in this race. Thank you, Dick, for the past ten years.

"Double Wammie". Team Checkpoint had the best of two worlds at the last ORRCA Series/Quarter Championships. Jeff Cruzon won the Series in the Open Class, with one of those "hot" Checkpoint motors and Gil Losi, Jr. won the Open Class Quarter Championships with the same type of Checkpoint.

Companies now getting into the "hot" off road winds include: Parma, BoLink, Leisure, Revtech, Associated/Reedy. It looks like the off road market is opening up whole new roads for these, heretofore, 1/12 and/or 1/8 manufacturers.

We had great reactions from last issue's EFRA (European Federation of Radio-Operated Model Automobiles) coverage. Not surprisingly, many U.S racers are truly interested to know what's going on in the Continent. So, in this issue, we're giving you more on the EFRA scene. Check it out.

The last issue of REVUP included a form for the upcoming elections of R.O.A.R. Officers. Here's your opportunity to make your feelings known by nominating and eventually voting for the person or persons who best identify with your ideas as to how R.O.A.R. should be run. Stop complaining and do something about it by becoming active in the election procedure. If you didn't get your're copy, call Midge Husting, at Associated (714) 547-4986, and have her send one to you. Up for election this year are the posts of President, Secretary/Treasurer, Directors for Regions 2, 4, 6, & 8. Do it now!

FLASH! Just completed are arrangements to hold the next 1/12th electric California Championship Series at the new DEL MAR R/C CENTER. Neal McCurdy announced that the date is set for July 24 & 25. This will be the third race of the series. The address is 15555 Turf Road, Del Mar. Camping and Motels next to track.

Check out the new BoLink off road track (right) about to be completed. It'll have an oval and off road track and racing will be on Fri., Sat. & Sun. 275' of track! Yeah, Bob!



BoLINK WINS FLORIDA STATE CHAMPIONSHIP!

ROY KELLEY IS THE NEW FLORIDA CAN-AM STATE CHAMPION FOR 82. HE WAS ALSO T.Q. WITH A NEW TRACK RECORD OF OVER 35 LAPS, BREAKING THE OLD RECORD BY MORE THAN 1 1/2 LAPS. TWO OTHER DRIVERS ALSO WENT OVER THE 35 LAP MARK. CRAIG KELLEY (B MAIN WINNER) AND TIM MORTON. ALL WERE DRIVING CHALLENGERS. TAKE A CLOSER LOOK AT BoLINK.



T. MORTON, R. KELLEY, C. KELLEY

IT'S TIME TO MOVE UP OR MOVE OVER.

BoLINK WINS FOR HANDICAPPED KIDS



ON MAY 29, A BENEFIT RACE FOR HANDICAPPED KIDS WAS HELD BY THE SOUTH JERSEY R/C RACING ASSOCIATION. IT WAS A 1 HOUR ENDURO RACE MADE UP OF 5 MAN TEAMS. THE WINNING TEAM WAS MADE UP OF 5 CHALLENGER DB CARS WHICH ACCUMULATED 327 LAPS WITH OUT A SINGLE BREAKDOWN, GIVING THEM THE WIN. THE WINNING TEAM LEFT TO RIGHT: NEIL SANDERS, NICKY MARINO, NICKY PIRO, JOEY PIRO, & NICK PIRO SR. (PHOTO M. PANCOAST)

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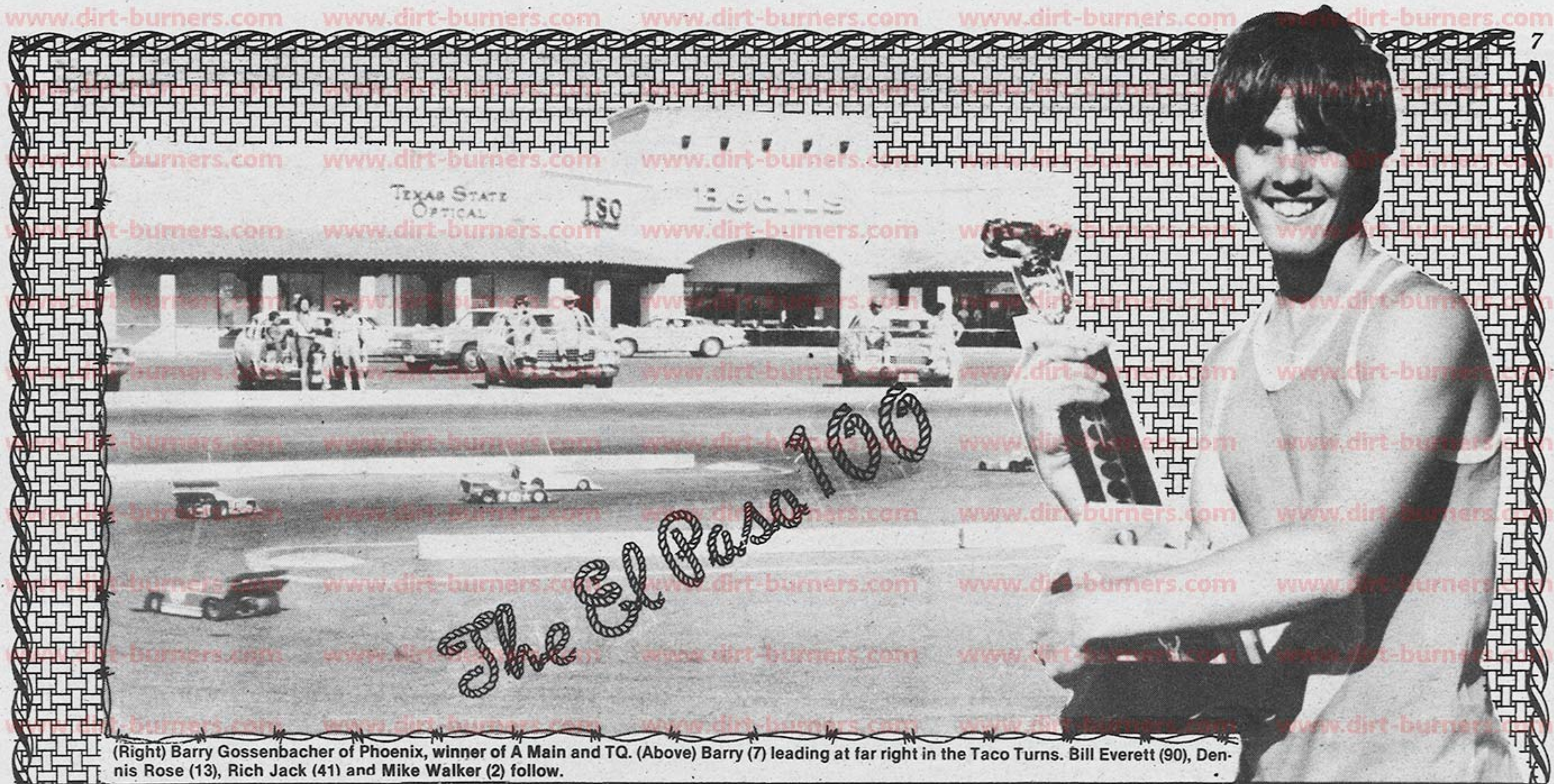
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(Right) Barry Gossenbacher of Phoenix, winner of A Main and TQ. (Above) Barry (7) leading at far right in the Taco Turns. Bill Everett (90), Dennis Rose (13), Rich Jack (41) and Mike Walker (2) follow.

Story & Photos by Leonard L. Chapin

Memorial Day, 1982
El Paso, Texas

THE RIO GRANDE RACERS WERE PLEASANTLY SURPRISED BY THE TURN-OUT AT THEIR MEMORIAL DAY BIG RACE - THE EL PASO 100.

Racers from Albuquerque and Phoenix always come to these events, but the recent growth of the

Rio Grande Racers really expanded the entry list. A good reason for this growth is the new track location in the Vista Hills Shopping Center on Lee Trevino Drive. Lots of traffic and excellent exposure for radio controlled car racing. In fact, for many of the new members, this was their first big race and their first chance to see the "hot shoes" from out of town.

The Rio Grande Racers have been racing 1/8th scale gas (Can Am, GT, and Open Wheel/Formula) cars for about five years. Growth has been slow, but steady until moving to the

new track site. Traditionally the Rio Grande Racers schedule two 10-race series' each year plus several big races. The just completed Spring Rio Grande Series started on Jan. 10th and finished on May 16, 1982. Mike Walker was the Series Champion. The Fall Series starts August 1st and ends on November 21st. A big, big race is planned for around New Year's in conjunction with the Sun Bowl Festivities.

The EL PASO 100 was a CAN AM race for 1/8th scale gas cars. The track was on an excellent asphalt

surface and was raced clockwise. The rectangle shaped track had the start/finish line in the lower right corner. A trip around the track would see these features: A short straight going to the left, then 180 degrees to the right through the first TACO TURN, then 180 degrees to the left through the second TACO TURN onto the CHILI CHUTE - a high speed gentle left, gentle right - leading into the BIG ENCHILADA - a 180 degree sweeper into the DIABLO STRAIGHT - the full length of the back of the rectangle, hard shut-down at the end of DIABLO to enter the RATTLESNAKE. These right-left-right turns bring you back to the start/finish line. A mostly high speed track. Barry Grossenbacher of Phoenix, the top qualifier, made nearly 18 laps in five minutes.

Every racer had three chances in qualifying heats. A lot for a one day show.

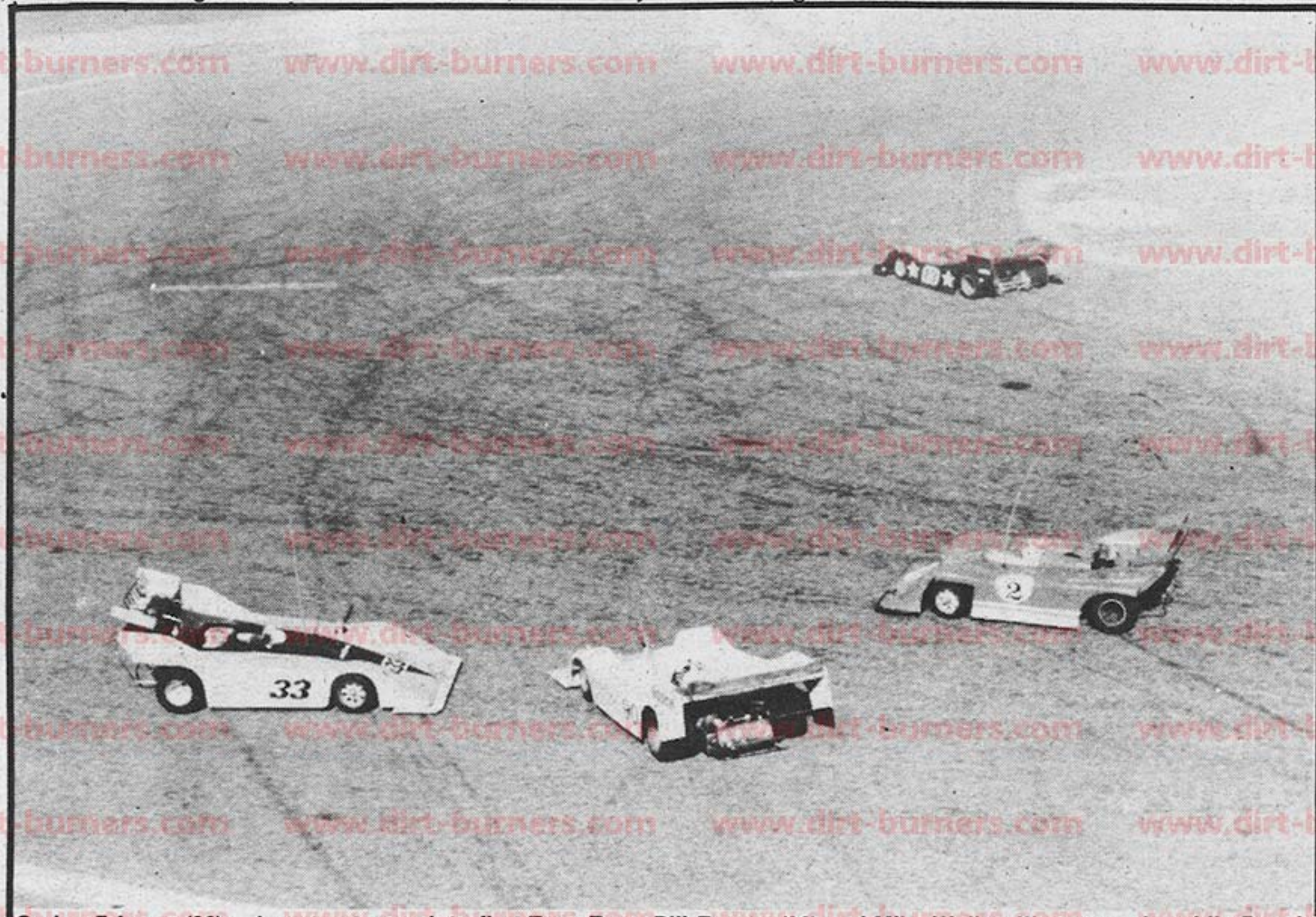
The temperature was steady throughout the day and the track didn't oil up.

Barry Grossenbacher and El Paso's five best drivers; Mike Walker, Carlos Priemer, Rich Jack (now going to Texas Tech), Dennis Rose, and Bill Everett plus Brad Toffelmire, a youngster from Albuquerque (he qualified fourth) - all qualified for the A Main.

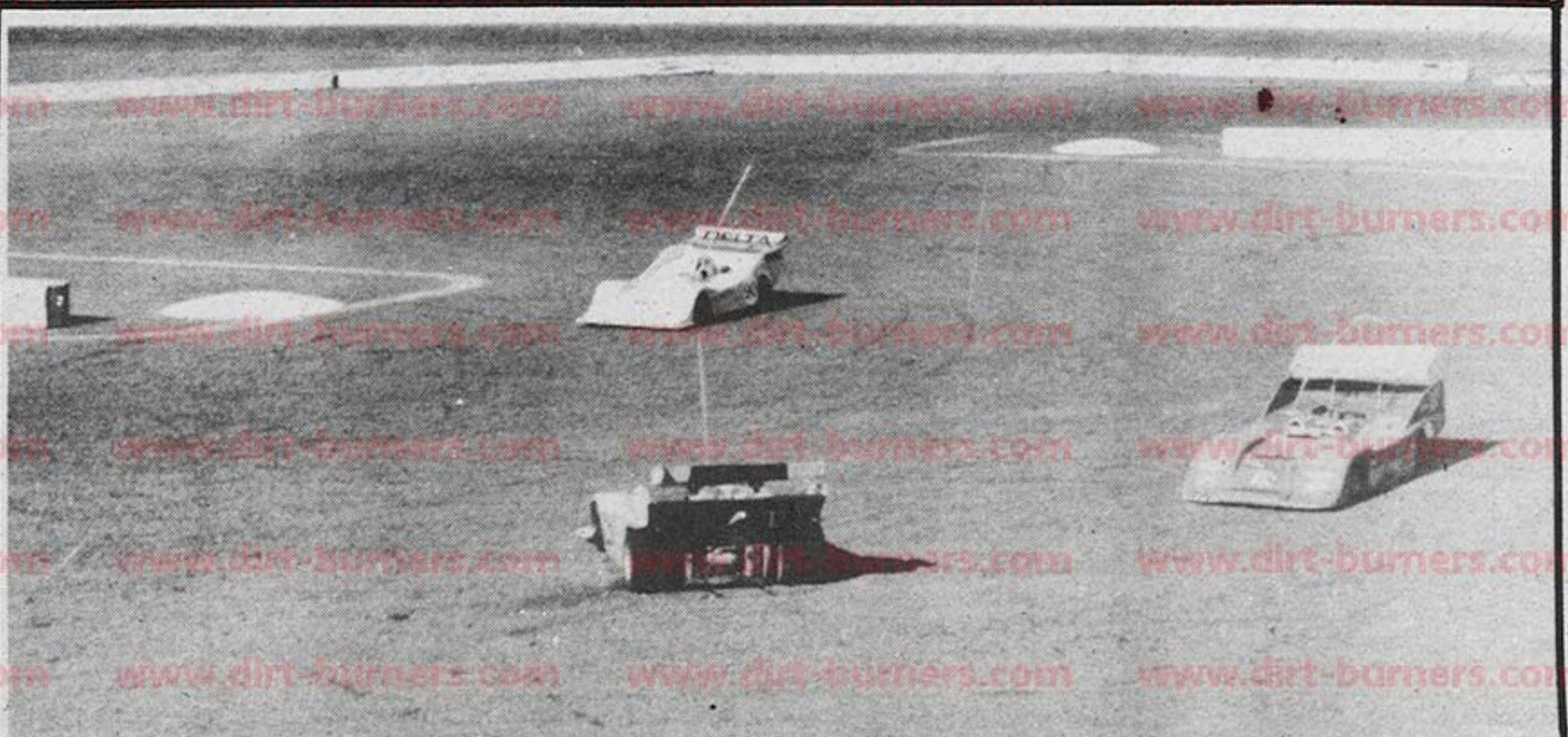
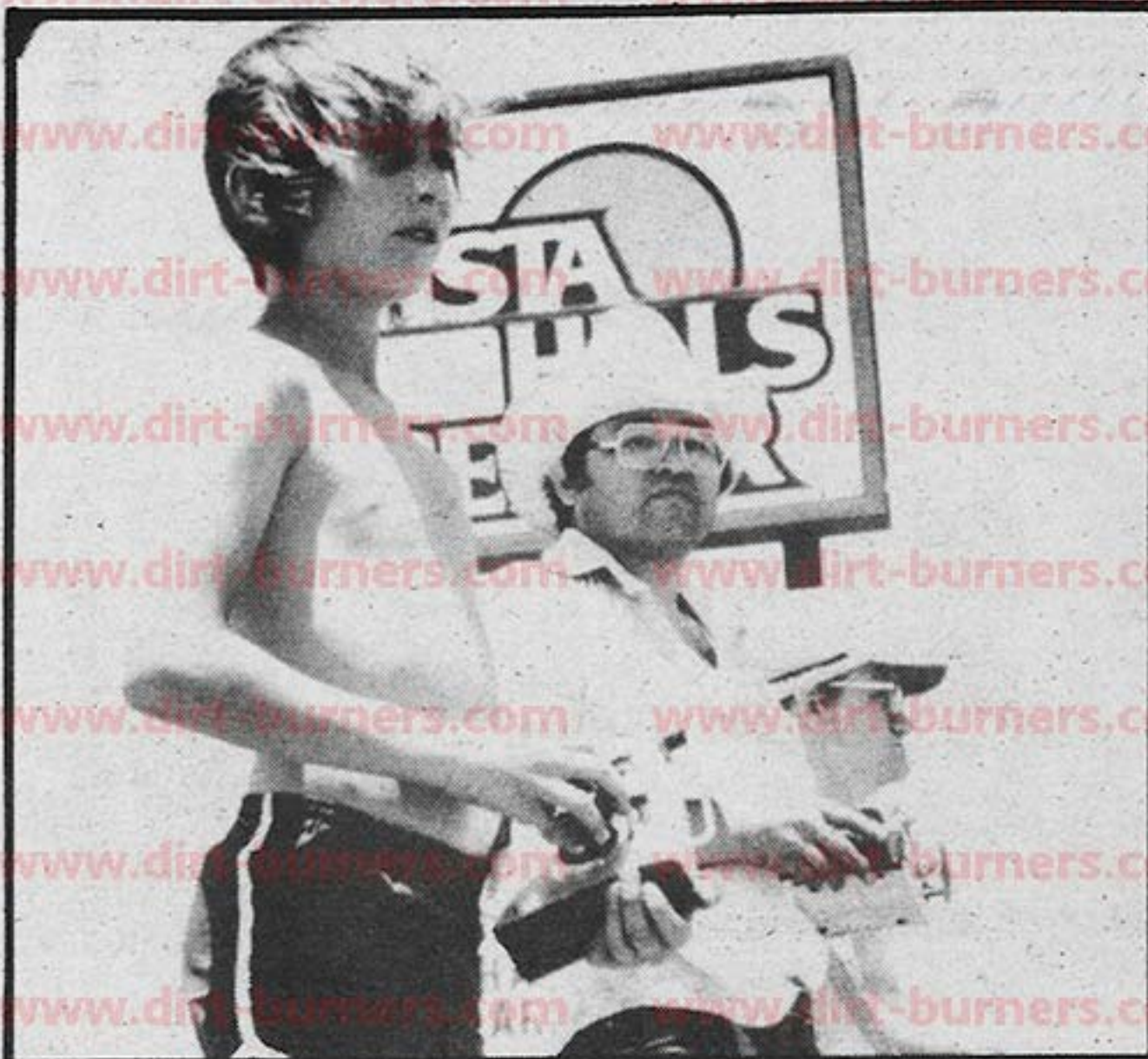
Bob Sanders, also of Albuquerque, had the bad luck of the day. He was bumped from the A Main due to a frequency conflict, and then the transmitter he thought would work, didn't for the "B" Main. A washout for him after a fine qualifying effort.

Top qualifiers in the "B" Main were Whit Whitfield from El Paso and Dave Gillen from Albuquerque.

(contd.)



Carlos Priemer (33) spins at entrance into first Taco Turn. Bill Everett (90) and Mike Walker (2) squeeze by while Dennis Rose (13) sneaks way ahead on the inside.



(Above) Carlos Priemer(33) gets sideways at end of Rattlesnake. Bill Everett(90) passes on the inside and Brad Toffelmire. takes evasive action. (Left)Brad Toffelmire, Danny Alvarado and Dick Jack. Brad was 4th fastest qualifier.



Mike Walker, of El Paso, took second place in the A Main.



Carlos Priemer, also from El Paso, took third in the A Main.

Highest qualifier in the "C" Main was Chuck Ohler of Albuquerque, then Archie Sims of El Paso.

"D" Main top qualifiers were George Marsh and Sal Nigro, Sr. both from El Paso.

The program was a little behind schedule, but the drivers voted not to shorten the races. The "D" Main had four new drivers from El Paso who kept the corner marshalls busy. George Marsh soon had car trouble and was out. Jim Cook drove steadily to the win in the C main. Bill Murray nursed his tired S.G. car to second place and Sal Nigro, Sr., in almost his first race, took third. Sal's one of the new RGR members and he's brought his sons enthusiastically along with him. They had a good day.

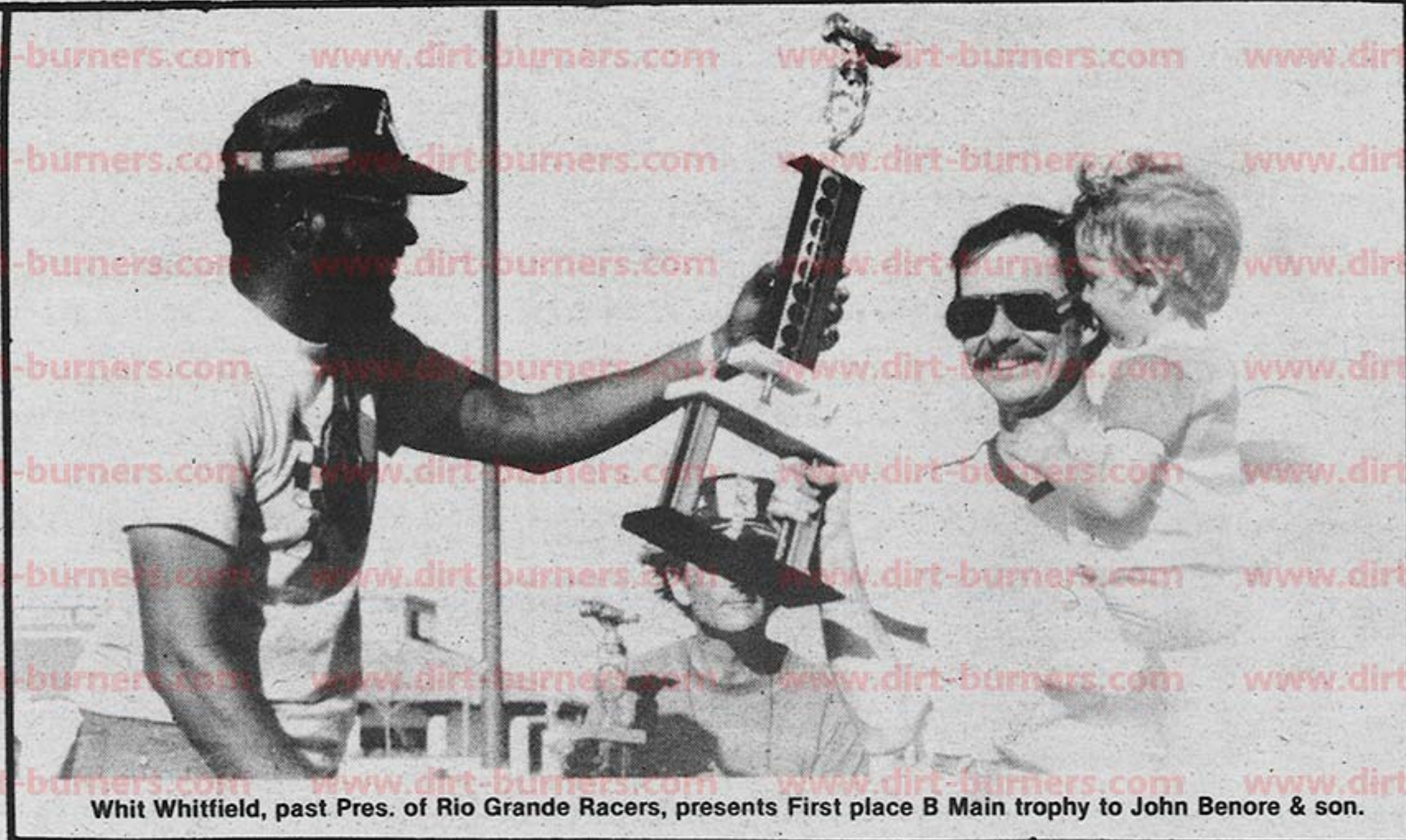
"C" Main was a renewal of the season long battle between Ed Cates and Archie Sims. Much bumping and many lead changes until Ed finally opened up a gap that Archie couldn't close. The finish was Ed Cates, Archie Sims, and John Nigro in a good race.

"B" Main was as close as the qualifying laps indicated it might be. In fact, the slowest qualifier of the group, John Benore - another new RGR member - won! At tech inspection, John was surprised that his car weighed 6½ pounds. He'll be faster for the next race. Dave Gillen of Albuquerque placed second and Robert Blum - the Snap-On man - was third.

The "A" Main action was what everyone was waiting for. The El Paso drivers were sure Barry's qualifying distance was a fluke - he only ran the first qualifier. They were just as sure that they would be leading at the end of the 100 laps.

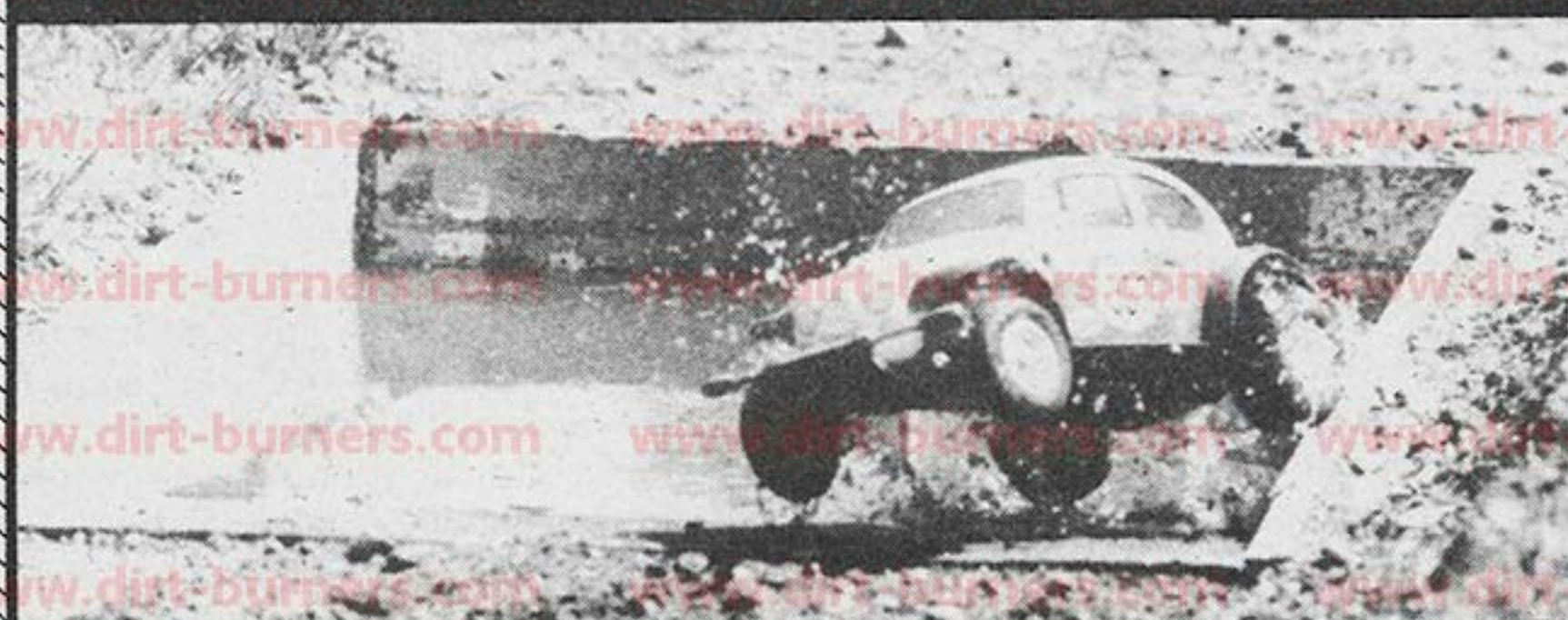
A good clean start and the first car across the start/finish line was Barry Grossenbacher. He held first place for about 30 laps. Then his engine died. Barry's dad (mechanic

(contd. pg. 42)



Whit Whitfield, past Pres. of Rio Grande Racers, presents First place B Main trophy to John Benore & son.

Neither Rain nor Mud...



Jason Nims' sand scorcher takes on the new water jump built by racer, Joe Wozniak. As you can guess, this was a real crowd pleaser.

Story & Photos by
Bill Dolack

June 13, 1982
East Longmeadow, MA.

THE POURING RAIN DIDN'T KEEP EVERYONE AWAY ON JUNE 13th as six hardy souls with their off road cars battled it out in the mud. Two others were forced to drop out before the qualifying rounds started due to mechanical problems.

Once again it was Chuck Sullivan taking the top honors, followed by newcomers: Rob Wyse and Chap Davignon in second and third. Rick Pepin wound up in fourth.

Sullivan now leads all racers with 57 points, while Rick Pepin follows in second with 47 points, and just one point back is John Brown.

As if more excitement was needed, a water jump was built by racer, Joe Wozniak. This jump will really add a lot more excitement to upcoming races.

June 20, 1982

The sun finally showed up for today's race after six or seven weeks

in a row of miserable weekend rains.

The first heat of the day featured Chuck Sullivan, Rick Pepin and Chris Roleau. Chuck grabbed the early lead followed by Rick and Chris. Mechanical problems forced Chuck Sullivan out partway through the race, leaving Rick Pepin in first with Chris Roleau close behind. The positions stayed the same going into the final turn on the last lap, when Rick spun out and his Rough Rider stayed blocking almost the entire run. Chris' single-seater drove right over the parked car to take the win.

Rich Nichols, Jason Nims, and Bob Arnette were the drivers in the second heat. Jason was first off the line and was there to stay. He held a two-lap lead over Rich by the end of the heat.

The third qualifying heat with Chap Davignon and Rob Wyse was an exact carbon copy of the second heat, with Chap grabbing the lead and holding on for the win.

In the CONSOLATION race Rick Pepin took first and Rob Wyse second to advance to the Main Event.

The five car, twelve-lap Main started with Chris Roleau in the lead. Within several laps Chap

Davignon had moved in close and taken over the lead with four other racers all bunched together just behind in the same lap. While Chap still held the lead, Rob Wyse moved into second leaving Rick, Jason and Chris to battle it out for third place. After a few more laps, it was Rob Wyse taking over the lead followed by Chap Davignon, Rick Pepin, Chris Roleau, and Jason Nims. Rob held on to the lead past the checkered flag.

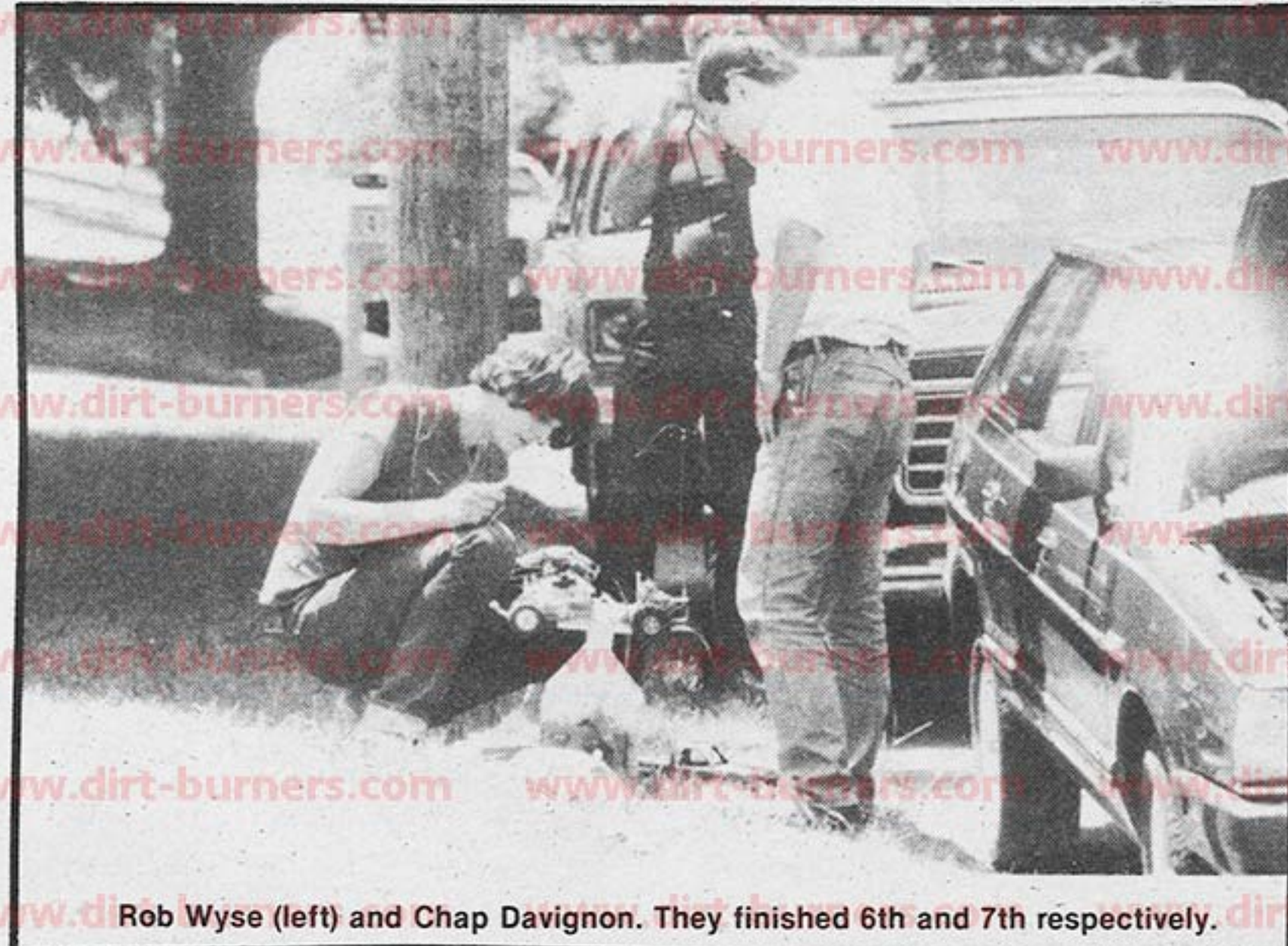
The current overall point standings still has Chuck Sullivan in the lead, but look out as the rest of the pack is beginning to make their

moves.

CURRENT POINTS STANDINGS

1. Chuck Sullivan...65
2. Rick Pepin...58
3. John Brown...46
4. Chris Roleau...38
5. Jason Nims...33
6. Rob Wyse...29
7. Chap Davignon...28
8. Rich Nichols...26
9. Joe Wozniak...22
10. Linda Sullivan...19

Bill Dolack



Rob Wyse (left) and Chap Davignon. They finished 6th and 7th respectively.

Open

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A TOTAL RECREATIONAL FACILITY:

WE HAVE: 1/10th Off Road Rental/Race Track * 1/10th Off Road Oval & Baja Type Full Race Track * 1/12th Electric Road Race & Oval Asphalt Track * 1/8th Gas Road Race & Oval...All Lighted!...Plus... * Huge Slot-Car Rental/Competition Track! * Complete Shop. Huge Parking Facilities! The total R/C Place!

COMING EVENTS:

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JULY 31-AUG 1: 1/8 So. Cal. Championship Series
AUGUST 22: 1/12 International Grand Prix.

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15555 Turf Rd.
 Del Mar, Ca. (714)481-0363
 30 min. north of San Diego

WHAT TO DO WHEN YOU BUY A TAMIYA 1/10th OFF ROAD KIT...

Now that you've gone out and got yourself into one of those neat 1/10th scale electric Off Road R/C cars, the next project, you say to your self: "how can I make it go fast?"

Well there are two answers to this question and each depends on just how long you've had the car.

For example. If you've just bought the car and are about to put it together or have just finished putting it together, the most **same** thing you can do is to stop thinking you want to go fast. The car, in its kit form, is fast enough for you. In fact, it's a handful for almost anyone, even if you're an experienced R/C car/boat racer.

Off road driving is totally different from let's say 1/12th or 1/8th scale driving. It requires different timing and certain skills not inherent to other types of R/C driving.

So following the premise that you've just got the car; here are a few suggestions that you can follow, not to make the car go faster, but to make it handle better. Which, in the long run will help you to accomplish the same thing...**GO FAST!**

Assuming you're about to put the car together (or if you want to, tear it down and start again), here are some simple things you can do to the Tamiya, Sand Scorcher, Rough Rider or Ford F-150:

1. GEAR CASE - If possible, exchange the six brass bushings that go in either side of the three gears, with precision bearings. Cost of this, if available is about \$18.00 to \$25.00. By doing this you will find that your gear mesh is much better, the motor will run smoother and cooler and plastic gear life is extended. If you do not want to go to this extra expense, then the alternative is to be sure that all six brass bushings are properly seated inside their slots. Because of heat and "flop" they tend to wear too quick. One way of minimizing this is to seat the bushings with something like "silicone" or loc-tite. Be sure that you leave the inner-diameter of the bushing clean so that the gear cams can work properly. By cutting down the bushing "flop" you will have truer gear mesh.

In addition, gear case must be properly lubricated. **DO NOT USE THE OIL THAT COMES IN THE KIT.** It is not consistent enough and

under heat it will dissipate. Instead, use a light weight grease, such as Sta-Lube or the like, or oils such as Teflon, or even motorcycle gear case oils (TORCO, BEL RAY, etc.) Any type of oil that will work under alot of heat.

Sealing of the gear case, once you have assembled your gears is an excellent idea. This will keep the lubricant you have used until you have to get back into the case again. You can also use something like G.E. Silicone or the like. If you have to take the gear case apart, be sure to clean the old sealer before resealing the case.

NOTE: A tip on how to get maximum life out of your "stock" gears. If you like to go fast but you are continually hitting walls and curbs and you're forgetting to let off the throttle; or if you like to kick the car in reverse real fast so that the car does a "wheelie"; or when you go off a jump you don't back off the throttle and the car lands with the gears fully engaged; then I would say your gear life is about three full charges of your batteries. Simply, that's the wrong way to drive with the stock gears and so be prepared to "tear down the gear case". Unless, you're willing to change all your plastic gears for either brass or aluminum gears, then life expectancy is much longer. While not fully guaranteed that the metal gears will last forever, they will certainly take alot more punishment than the stock gears will. Cost for this change-over is approximately \$25.00 for both gears.

2. SUSPENSION - The four stock shocks that come with your kit work just fine if they are properly assembled and maintained. Follow the instructions given to you in the kit on how to assemble them precisely, taking note of the following: Part of the shock kit is a brass bushing that has a flat side and a "bevelled" side to it. Be sure that the "bevelled" side is facing upwards on the shock rod. This will give you maximum dampening. You have to look very close to notice the difference of each side, but it's there.

DO NOT USE THE SHOCK OIL that's included in the kit. It will not work and it's too light! We recommend you use a heavier weight oil for your suspension. Perhaps you can go to a 20 to 30 weight oil for the front shocks and 30 to 40 weight oil for the rear shocks. The choice of oils depends on where you plan to drive your car. For example: If you will be driving your car on a fairly flat dirt lot, you may only need a 10/20 weight oil. The rougher the dirt track, the more suspension you'll need, perhaps the heavier the oil.

We have used with great success several types of motorcycle fork oils. Especially those that have "seal swell" such as Bel Ray. Not only does it work well in the shock, but it keeps leakage to a minimum.

Yes, the shocks will leak. Especially if you have allowed them to get dry of oil while running the car. If this has happened, you might as well throw them away as the tolerances of the shock cam to the shock case are too great to give you proper dampening.

There is a trick to filling your shocks with oil. We recommend the following: First, assemble the shock, leaving only the upper cap off. Fill the shock with the desired oil to the brim. Then, slowly begin to pump the shock. This will get rid of any air inside the shock. Once you've done this several times, and added oil if needed, compress the shock so that the oil is to the top, slowly screw the shock cap on. At this time, the excess oil will overflow, leaving the desired amount of oil in the shock. Sometimes, when there is too much oil in the shock, the shock rod will begin to push out as you're tightening the cap. All you have to do is partially unscrew the shock cap, compress the shock again, so that the excess oil overflows. Then screw the cap on tightly. The shock at first should feel a bit stiff and when pumping it, both the compression and rebound action should have equal pressure and be a very smooth process. If there's air in the shock, you will be able to feel it, when compressing or rebounding the shock. The tension will vary.

Another suggestion for better suspension is the adjustment of the two torsion bars. These stock items, we feel, are much too stiff for the car. They need to be softened a bit. The way to do this, is to remove the radio box, take the brass coupler off and individually bend each torsion bar, about 45 degrees (plus or minus). Remember, you must bend both torsion bars equally, otherwise you're suspension will favor one side from the other. This "softening" of the torsion, will not only make the rear end bounce alot less, but it will also allow the tires to sit flush with the ground. Better traction, softer suspension, better handling.

There are "coil-over" systems for the front and back that you can change to. The one advantage to this is that these systems have adjustments that allow you to dictate just how much tension you want on the coil springs. You can dial the suspension according to the terrain. These are especially good to use for your front suspension, as the two-

setting torsion spring has a tendency to fade or become uneven. There are stock springs being manufactured in the after-market that are made of better material for longer life.

3. STEERING - To help your turning radius, you must exchange the servo arm that is recommended to be used with a longer type of servo arm. When you set up the car in the stock configuration you will need all the help you can get. This longer servo arm will certainly give you a better and sharper turning radius.

In addition, you must be sure that all your adjustments of the steering rods (from servo to servo saver and from servo saver to spindles) are true. One way to do this is to first take you transmitter and move the steering "trim" to dead center. This will cause the servo arm to move to dead center. (If it doesn't, have someone knowledgeable with radio systems adjust it for you.) Once your radio and servo are trued, then your tie-rods must also be trued so that the final result is that both front wheels are dead-on-center. If they are not, it may be necessary to take in or out some of the adjustment from either the steering rods or the servo rod. There are some "heavy-duty" steering systems that you can switch to that have bolt-on ball links. The stock ball links work well, until they start coming off because of crashes. Once they start coming off, it will get progressively worse, so that eventually they will not stay on. Then you may want to consider the after-market systems available.

Another important factor for positive steering is to make sure the servo saver is clean. Do not use any lubricant, as it will attract dirt and eventually ruin the pivot movement. Once it's worn, you must replace it for better turning response.

There are also four brass bushings (two for each front wheel) in the front end. They, like the gear case bushings, will eventually become worn and you will develop some "slop" on the wheels. Follow the same procedure used for the brass gear bushings or you can replace them with precision bearings.

4. SPEED CONTROL - The best thing we can recommend for the two speed stock system is to: Keep it clean at all times, using very light sand-paper, or better yet, a pencil eraser. Also, make sure that the wiper-arm adjustments are properly centered. If they are not, the wiper-contact arm will arc and you can kiss your ball-caps and wires good-bye. All contact points must be clean otherwise you will have inter-

mittent power. There are contact plates that are made of tougher materials as replacements.

It's going to be tough to get used to this two-speed stock system, so we recommend that you start slowly. The car is plenty fast and it would be better if you just stay on the first speed until you can get used to the car, its handling and steering. The minute you go into the second speed you better get ready to stop fast.

5. DRIVING. As a new "offroad" R/C driver you must remember that you are driving a 1/10th scale car. In many respects, the car will act, respond and break just like a real car would. So the idea is to drive it just as if you were inside of it. How many times would you like to roll it over if you were inside? Besides, the only thing that is not to scale in that car is the speed. It works out to about 180 to 200 m.p.h., so you better back off until you feel confident you can have the car under control.

Besides, you'll have more fun, the car will last longer and it will be easier on your pocket book.

NOW FOR THOSE OF YOU WHO WANT TO GO FASTER ... and still want to remain IN Stock class, here are a couple of suggestions:

Make sure that all electrical connections (motor to speed control; speed control to batteries) are well soldered or in its place, that the pins you are using make solid contact with each other. There is a great amount of power loss if there are frayed wires, or loose contacts, so much so that you'd think you've got a dead motor.

REMEMBER, if you want to race in the Stock class, be sure you don't tamper with the wires coming out of the motor as this will disqualify you from using that motor in Stock or Modified class.

In order to make the motor perform to its peak, it's recommended that you break it in properly.

Breaking-in a motor is really an "art" and there are certainly a number of methods that can be used. Most are very complicated, intricate and sophisticated, and it would take an entire "Article" (which we hope to do soon) on the varied ways of doing it.

One simple way that we can share with you is the following: Leave your motor in the case, but remove the "pinion gear" so that there is no mesh with the outer gear. Once this is done, turn the car on and adjust the throttle trim so that you are using the slowest speed of the car. Let the motor run for 20 to 30 minutes or even an hour. This will allow the brushes to seat evenly, without excessive wear. You can also do this by hooking up your batteries directly to the motor. We do recommend that you use batteries that are about half charged, or maybe even wire only four cells, since running the motor at full speed will defeat what you're trying to do because of

excessive wear.

As we said before there are far too many different ways to break-in a motor and soon we'll be publishing them so that you can take your pick. The above is one of the simplest methods.

Now all there is left to do is go out and have a good time driving or racing your car and remember, once in a while let-off the throttle...the car will last longer.

R/CRN

Space Age Product Introduced by Twinn-K

On Sunday May 23, 1982, CBS' "60 Minutes" televised a program on Mrs. Lear, owner and chief executive of LEAR JET CORP.

In this interview Mrs. Lear described a new highly technical material which is being used in the manufacturing of their new Fan Jet. This material is GRAPHITE.

The manufacturing of raw GRAPHITE is still a closely guarded formula. Few scientists know the complete formula and they work in heavily guarded compounds to insure the secrecy of this process.

GRAPHITE was developed by aero space scientists who needed a light weight material which would supply tremendous strength, withstand intense heat, and hold its shape and dimension.

The facts about GRAPHITE which are available to the public are limited. We know that finished GRAPHITE can be formed through a high pressure laminate of carbon fibers set in an epoxy resin by heat, vacuum, and pressure process.

GRAPHITE is now made available to the hobby industry in sheets ranging in thickness from .007" to .120" (it can go as high as 3" thick). These sheets are ideal for use in construction of model airplanes, helicopters, boats and R/C cars.

GRAPHITE strengthens expensive airplanes, decreasing the likelihood of breaking and cracking. It eliminates excess weight while adding tremendous strength.

GRAPHITE retains its shape unlike balsa which can warp and crack from moisture and temperature changes.

GRAPHITE can be easily bonded to any modeling material, including honeycomb, foam, wood, etc... Unbelievable strength is obtained

from common modeling material when bonded with GRAPHITE. Any cyano-acrylate adhesive can be used. You must use caution when working with all adhesives.

In addition to flying models, GRAPHITE is applicable to model cars. Strong, light-weight car chassis make R/C cars faster and stronger. GRAPHITE stops the effect of tweaking, it has 100 percent memory and will always go back to its original shape unlike other materials. Frankly, GRAPHITE is stronger and lighter than any model material available today. It's 30 percent lighter than fiberglass, 40 percent lighter than aluminum and 80 percent lighter than steel.

Take a look at some of the technical specs available on GRAPHITE:

FLEXURAL STRENGTH

GRAPHITE: 280,000 psi
FIBERGLASS: 80,000 psi
ALUMINUM: 55,000 psi

TENSILE MODULUS (stiffness)

GRAPHITE: 20.0×10^6 psi
FIBERGLASS: 6.0×10^6 psi
ALUMINUM: 10.0×10^6 psi

WEIGHT (pounds per cu inch)

GRAPHITE: .057-/in³
FIBERGLASS: .067-/in³
ALUMINUM: .10-/in³

GRAPHITE does not measurably shrink and will not expand when heated as other materials do. It is versatile, as the carbon fibers can

R/CRN

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

JAPAN INVADES

Katsunori Kondo Four-Wheels The Record Entry...

At McCOY's 10th



A thoroughly delighted Katsunori Kondo from Japan receives the accolades of fellow racers after winning "The Real McCoy". Photo. Lonnie Peralta.

(Left to right) Dick Camp, co-race director (with John Thorp) & PROCAR Pres.; Dick McCoy, the gentleman who started the whole thing 10 years ago; & Gil Losi, Ranch Pit Shop owner.

Pomona, Ca.
June 11, 12, 13, 1982

IN AN UNEXPECTED, BUT NOT SURPRISING, TURN OF EVENTS, KATSUNORI KONDO, OF JAPAN, TOOK HIS 4-WD 1/8th GAS CAR to the prestigious win at this year's "Real McCoy Race".

The "granddaddy" of all 1/8th scale gas races here in the United States, The Real McCoy celebrated its 10th Anniversary with the "best race ever," befitting the occasion.

According to the man who should know, (the one who started this prestigious race ten years ago) Dick McCoy: "I think this was the best race since we started".

What made this race the most exciting of all previous ones (and who can forget the Bill Jianas and Art Carbonell battles of last year and the year before), was not only the fact that the race was not decided until the last lap and only by a few feet; but that a new type of car, at least to these shores, proved that speed was not everything.

The "Phantom 20-4WD", designed by Japan's Yuji Taki, using Kyosho suspension and major components, proved that handling was just as important as speed here. The car seemed to be glued to the infield track, thanks to the four-wheel drive

system that just wouldn't allow the rear to break loose. Thus, Katsunori Kondo, while not logging in the fastest qualifying times (he was sixth best with 4.11:30) crossed the finish line after the 100 laps first, when it most counted, just ahead of the super-fast Rich Lee.

Lee had decided to make this McCoy race an economy run race. He plugged his carburator and while remaining very fast, he wanted to get the mileage and cut down on pit stops. It almost worked, as he only made an incredible three pit stops in a hundred lap race! The margin between his second place spot was less than 30 feet, and it could have been just one bobble or one bump here or there that decided the final

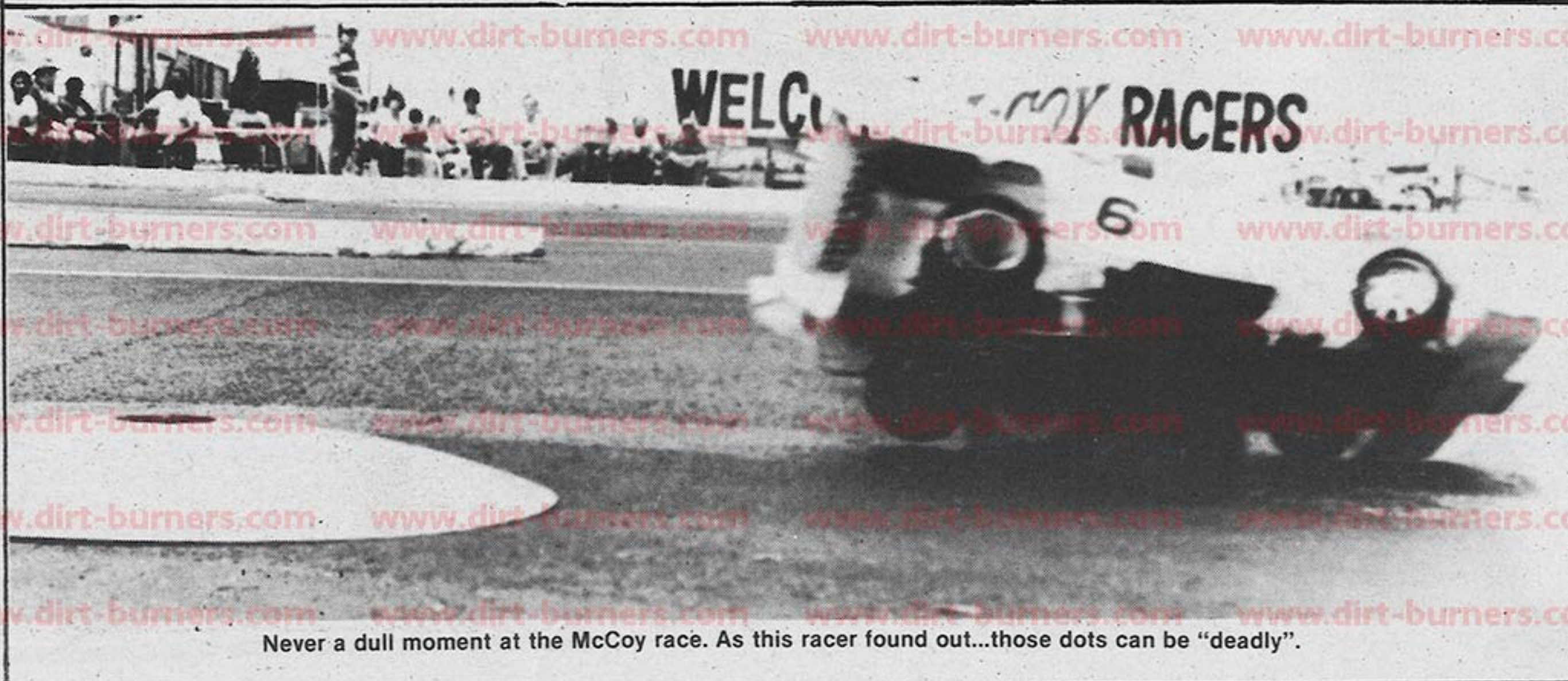
outcome. In fact, he led many of the 100 laps, trading with Carbonell at first, Curtis Husting, and then Kondo.

Another highlight of this 10th Anniversary race was the qualifying rounds. For the first time ever, Bill Jianas, coming out of semi-retirement, set a blistering pace that no one could come close to and almost did what no man has done at this track and that is make 14 laps in the four minutes allowed for qualifying. He came so close that, as the four minute clock ran out, he was but a couple of feet from the finish line. His best qualifying was 13 laps at 4.01:64.

Bill did it, not with his car,

because apparently since he's been in semi-retirement he didn't have one ready, but he did it with an Associated/OPS/Rick Davis-prepared suspension car. It was a jet. In fact, Rick Davis should be very happy with his work as he had two of his cars in the top two qualifying spots. He qualified in a similar Associated car with a 13 lap/4:04.81 qualifying run.

Associated dominated the top four qualifying spots, with Ralphie Burch logging in 4:07.29 for third best and Rich Lee "Mr. Rocket" in the fourth top spot with a 13/4:08.52. Rounding out the top five was Delta's World Champion, Arturo Carbonell who cracked the 13 laps



Never a dull moment at the McCoy race. As this racer found out...those dots can be "deadly".

POMONA!

His Way Past

Anniversary

in 4:09.72.

Eventual McCoy winner, Katsunori Kondo followed in 6th, with Dana Smeltzer, Chuck Phelps, Curtis Husting and Jim Nelson, rounding out the top ten in a record field of 122 entries.

So tough was the competition this year, that it wasn't enough that you had to make 13 laps, (last year's TQ had 12 laps) but that they had to be in the very low four minute mark. The time differential between the top qualifier in the A Main and the 10th was less than 12 seconds! Eight other racers who also logged 13 laps were only within 8 seconds of making the A Main.

The one who was most heart-broken was a newcomer to the sport, but already making his mark among the best; Gil Losi, Jr., son of the Ranch Pit Shop owner, Gil, Sr. and Off Road Open Class World Champion. Gil, Jr. turned in a 13/4:13.70, only 62/100th of a second



from making the A Main cut. He was the TQ. in the B Main.

To give you an idea of how important this race has become among the best in 1/8th scale, one needs to get there about two weeks before the race. There, daily, you will find some of the teams and other individuals starting to test and dial their cars. Countless hours are spent just deciding the right tire combo, suspension, jetting, etc. No matter that by race day it may all change, but everyone just has to put in the time and try to get the track down pat. Sometimes as the sun starts losing its glimmer in the late afternoon sunset, cars can barely be seen on the darkened track, still spewing the roaring sounds around the winding 9 turn track. Nobody wants to leave until it's totally necessary. Every last lap and minute could prove to give that extra edge come qualifying and race day.

Unfortunately, it can also work



As you can see, all the pits were solid with racers surrounding the Pit Shop track. Non-stop action for three days!

against some. Some try so hard to run that car that come Friday morning, the first day of qualifying, it's not unusual to hear about many racers who have spent the whole night rebuilding the "blown" engine, or that torn chassis. The price one has to pay for sometimes too much practice.

Early Friday morning the first race of the day is for the pit space. The

THE RANCH PIT SHOP RACEWAY

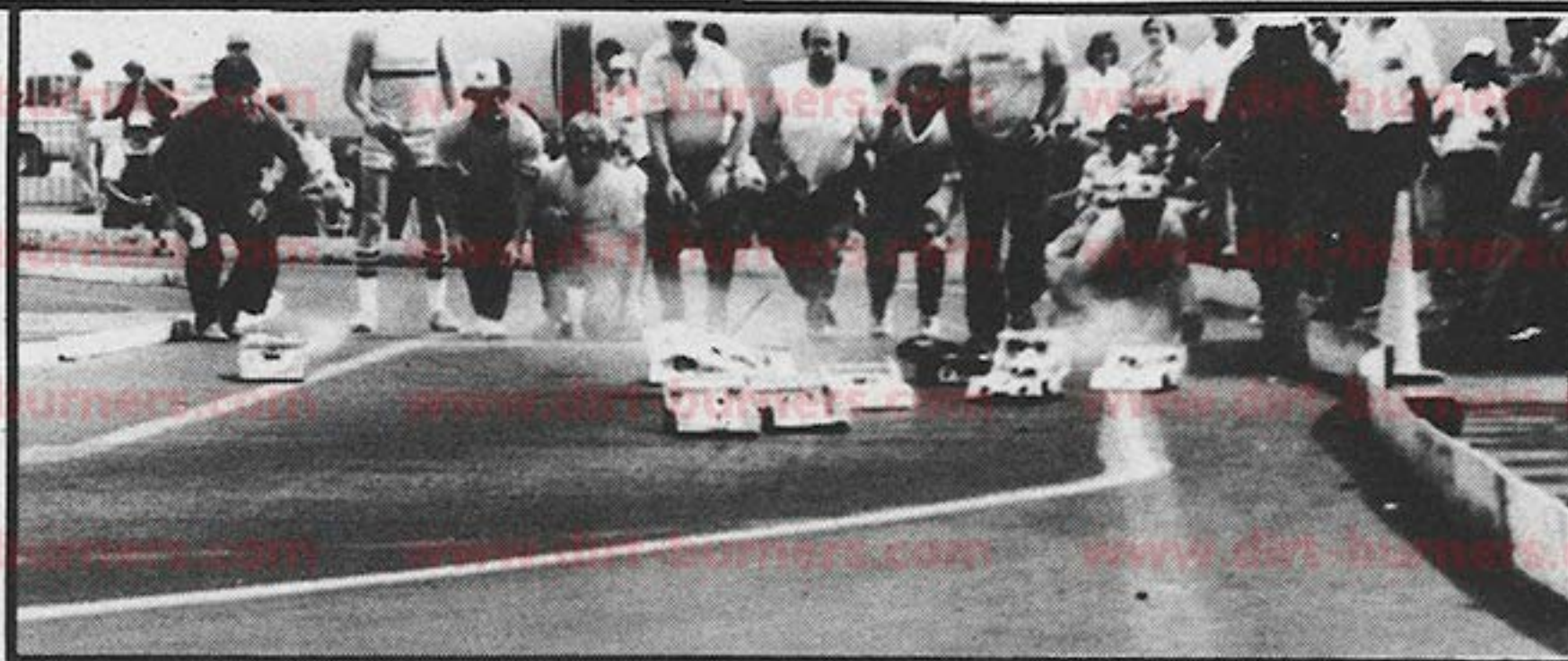
off the boards.

The massive scheduling, organizing, and programming job has been once again put together by John Thorp and Dick Camp. These two gentlemen, among others in PRO-CAR, seem to put it all together year after year to make this race an unqualified success.

Dick McCoy is on hand already. He has been for the past week. With clock on hand, he's been carefully watching, not only his drivers, but also everyone else's. He's impressed with what's going on and also on just how many "new faces there are



I believe the youngest Main winner ("M") ever, 10-year old Mike Vickers.



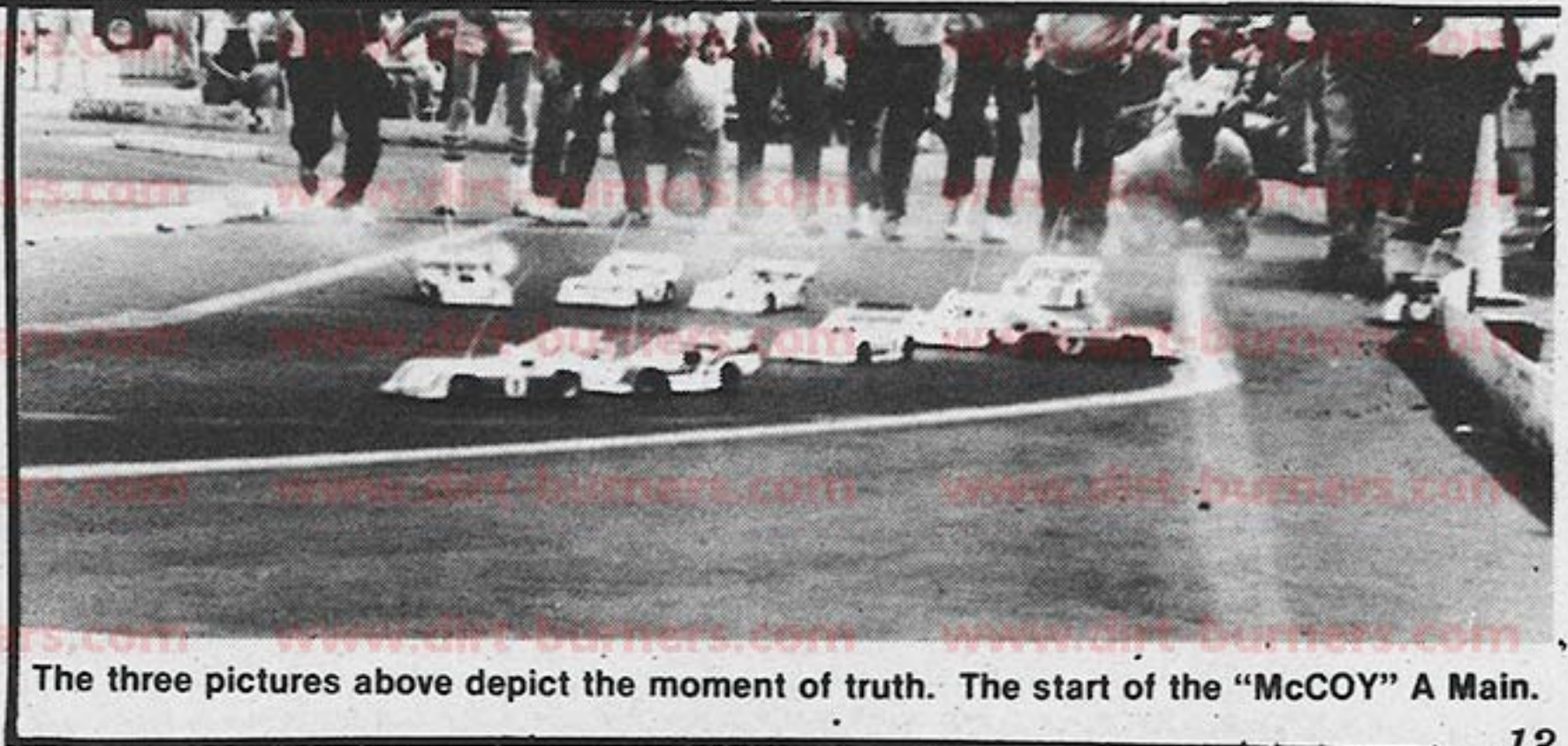
out here!". He's been here for the past ten years.

The roar of the engines begin to fill the morning air, signaling the first round of six qualifying rounds to be run over the next two days. There are thirteen different heats in each round. No time for screwing up now. If you've been running good during practice, then you better make it count now.

(contd.)

pits at this race resemble those at Indy, Daytona, Monoco. Long lines of colored tents line the area around the track. Massive boxes of equipment, parts, tires and extra cars are seen stacked on top of each other ready to service the team, the racer.

The track has been beautifully prepared by the Losi's and the Ranch Pit Shop crew. So much running has been done already on the track that there's no need to worry about the "bite", it's up. Just worry about keeping the car straight and



The three pictures above depict the moment of truth. The start of the "McCOY" A Main.

FLASH!
RC 500's
Qualify 1, 2, at
McCOY Race!
1. Bill Jianas
2. Rick Davis
(129 entries)

1982 FLORIDA WINTERNATIONALS

FLASH!
MIKE LAVACOT
Wins 1/12 Reno
Race!
(115 entries)

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 AND THE NEW ASSOCIATED RC500
SUSPENSION GAS CAR, ARE AVAILABLE NOW!

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Kondo (6) and Rich Lee (5) were this close for most of the last 40 laps. "The best race ever" said Dick McCoy. Rich was able to make 100 laps with only three pit stops; Kondo was able to outride the infield.

The pits are full of expectation, words fly from team to team, table to table. "I think I've got the car dialed in"... "I don't know if I'm going to go for it on the first run...maybe I'll just try to get 11 or 12 laps, solid, you know, see how the car is work-

ing"... "Hey Frank, what happened out there?"..."Man did you see me get bounced around at the start?...why can't some of those guys learn to drive?"..."Hey, Dave, you looked great out there man!"..."I know, my car is just working great

and it's just handling real good... I think I'll just lean it out at the top end for the next one..." "So what happened, you looked like you were running really strong?" "Seized it. I can't believe it, this motor has been running strong all week, I can't

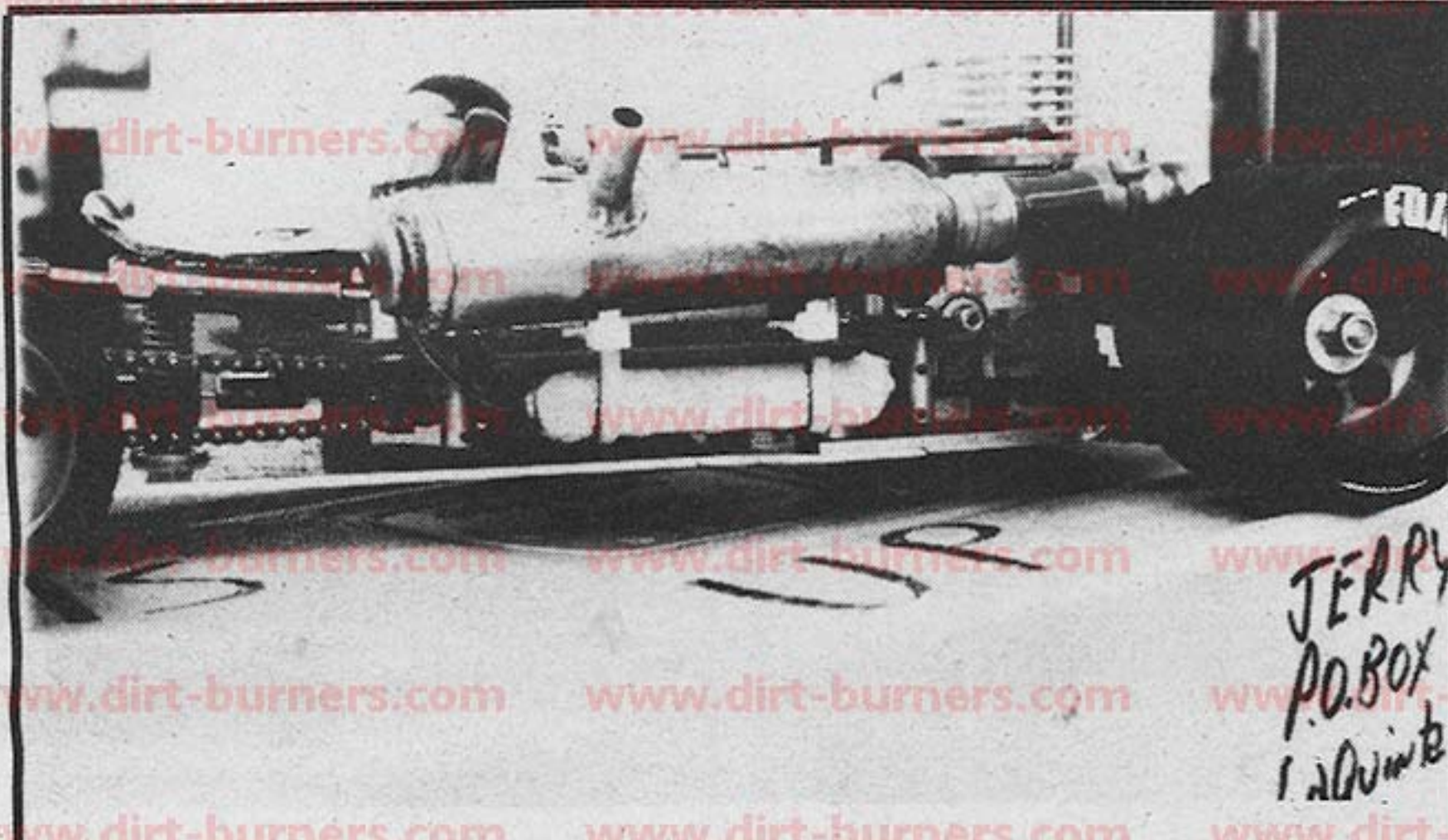
understand it." "I know I can get 12 laps in, maybe even thirteen, hey, we've got four more rounds, I know I can do it."... "Don't ask!"

Well I guess we've all been there, and after all, this is "The" race to make it all happen. Isn't it?

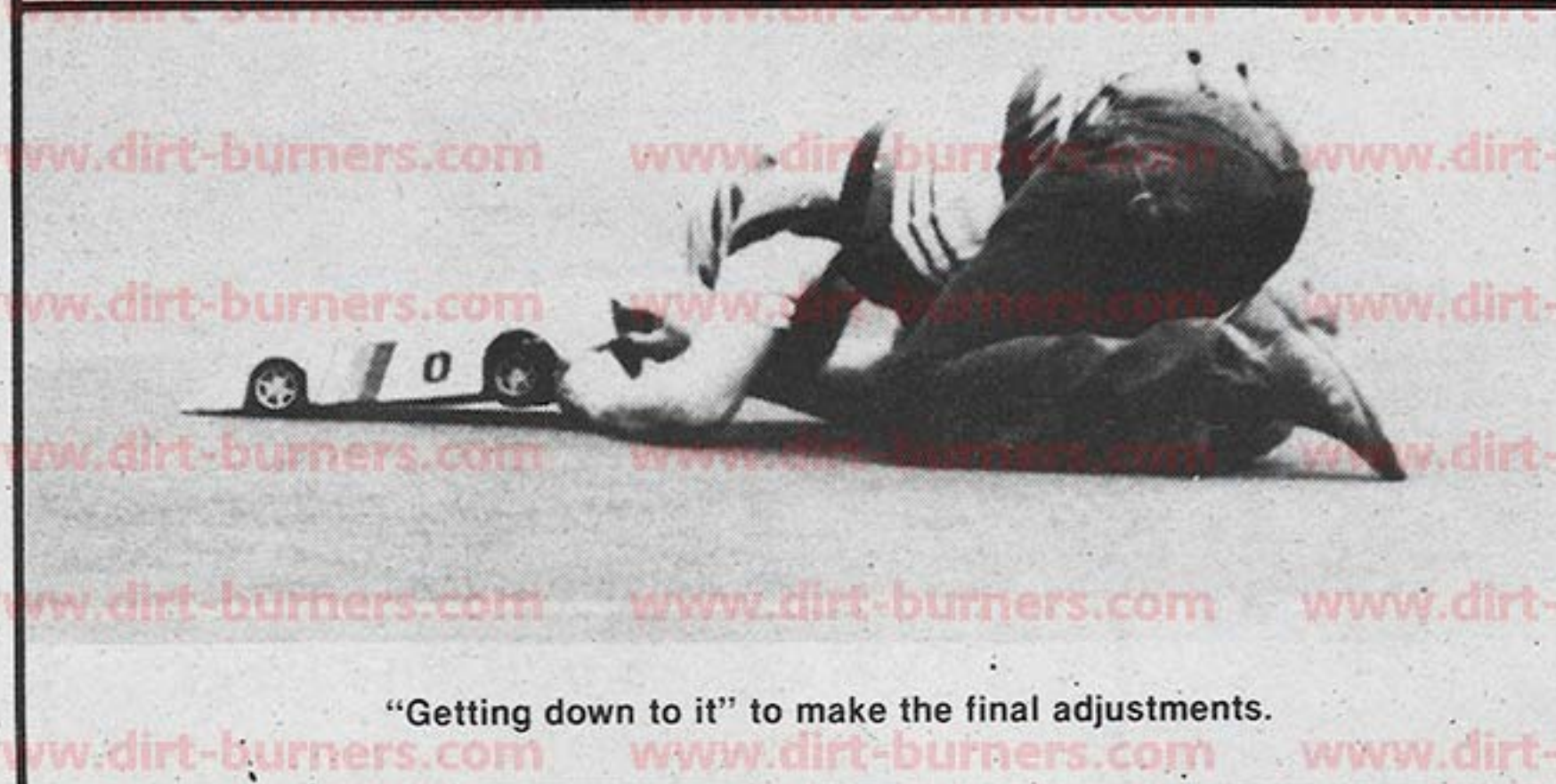
Chuck August, giving blow by blow account of every qualifying heat, along with John Thorp, Dick Camp and others, make every heat seem like the A main. But this is the McCoy isn't it?

Yeah, this is the McCoy, and for one more year, it has proven to be the best race among the "big event" races. Except that this year, a diminutive young man from Japan, Katsunori Kondo, owner of the FUJIYA SHOP, a Toy and Car Hobby Shop, came across thousands of miles and took the glory from the

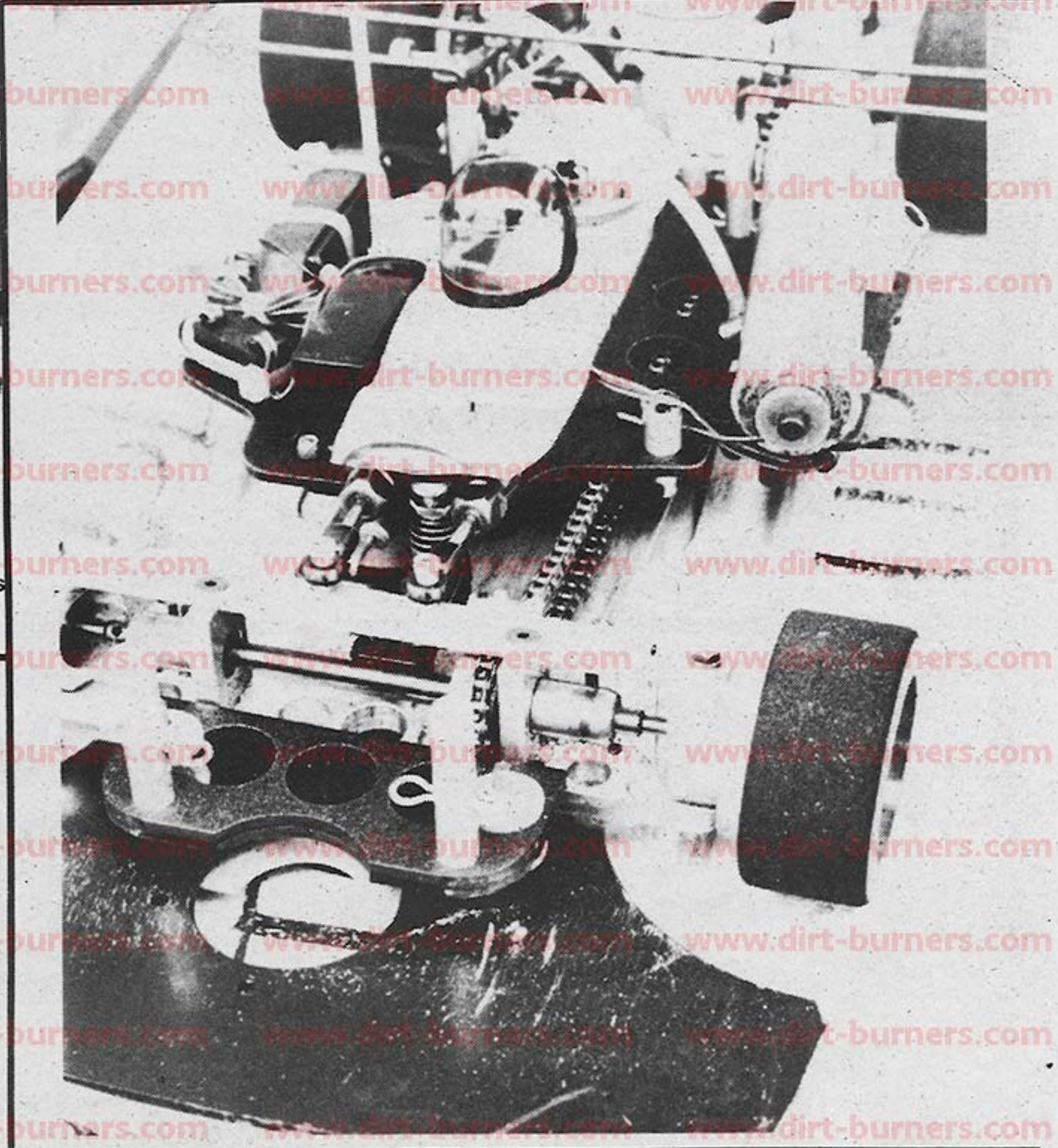
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(Above and right) The unique design of the Phantom 4WD of Kondo. The chain drive keeps the front wheels turning just in case the rear wants to wash out. It makes sense!



"Getting down to it" to make the final adjustments.



Our Publisher: A bit slow in getting to his son's (Lonnie) fuel tank. Perhaps a couple of inches lost around the waist will take care of it.

American boys. Not surprisingly, since last year Mr. Kondo was the Top Qualifier at the World Championships in Indianapolis. He certainly was qualified to be among the best.

And so this year's "Real McCoy" is history, and I'm sure we'll be seeing Mr. Kondo back for the next one to defend his "McCoy" title.

I know there are about a hundred racers out here, Mr. Kondo, who know

they can beat the pants off you. But in the meantime savor your victory...you deserve it!

RESULTS

- A MAIN:**
 1. Katsunori Kondo...100
 2. Rich Lee...100
 3. Dana Smeltzer...99
 4. Arturo Carbonell...98
 5. Rick Davis...97
 6. Ralph Burch...96
 7. Chuck Phelps...92

8. Curtis Husting...92
 9. Jim Nelson...59
 10. Bill Jianas...50

- B MAIN:**
 1. Jerry Snow...90
 2. Joe Sullivan...90
 3. Gene Husting...90
 4. Gil Losi, Jr...89
 5. John Thorp...88
 6. Mike Kimrey...85
 7. Bob Mathisen...83
 8. Kenji Masuda...77
 9. Gary Kyes...74
 10. Randy Tentschert...57



(contd.)



Two ladies that "took it to the guys". Gay Sullivan (above) G-Main winner; and Georgia Campbell (below) D-Main winner.

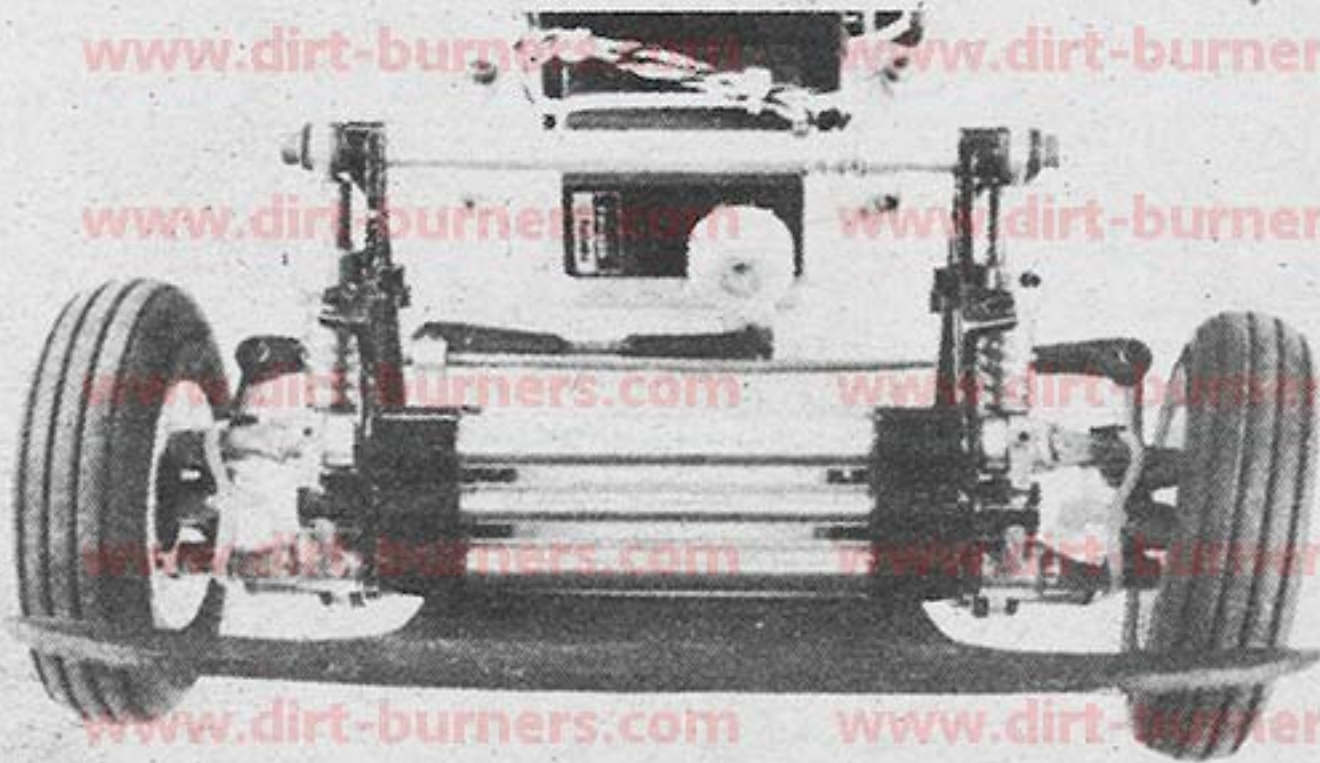


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4. Gary Buriani...78
5. Joe Tassillo III...76
6. Jim Adkins...75
7. Tom Douglas...70
8. Mike Buriani...49
9. Jim Turner...2
10. Chuck Moon...79
(disqualified)

D MAIN:

1. Georgia Campbell...70
2. Randy Wente...70
3. Jim Atkinson...69
4. Mark Miranda...69
5. Richard Potempa...66
6. Junichi Tanizaki...64
7. Freddie Rapuana...62
8. Gil Losi, Sr...34
9. Jeff Holfelder...4
10. Eustace Moore...4

E MAIN:

1. Masahisa Yamashita...60
2. John Hodgson...60
3. Lou Pryzbyla...60
4. Paul Sang...58
5. Karl Kaiser...58
6. Yuichiro Tanuma...55
7. Terry Gillott...52
8. J.D.Green...45
9. Ben Bullock...37
10. Ruben Serrano...30
11. Chuck August...0

F MAIN:

1. Bill Campbell...50
2. Rick Templin...50
3. Dick Camp...50
4. Dave Shuck...49
5. Tony Neisinger...46
6. Butch Kloeber...46

7. Dale Bowman...46
8. Joe Tentschert...39
9. Ron Paris...9
10. Al Losi...6

G MAIN:

1. Gay Sullivan...40
2. Ivan Gallo...40
3. Ian Miller...39
4. Ross Wilson...36
5. Rick May...36
6. Larry Bain...30
7. Yukio Yamada...28
8. Dean Brown...18
9. Jim Jones...10
10. Tom Welding...3

H MAIN:

1. Xavier Mejia...30
2. John Perry...30
3. Bob Oliver...29
4. Ray Gallovich...29
5. Jon Quaid...29
6. Al Vega...28
7. Willie Green...23
8. Darwin Sims...17
9. Ira Kimble...16

I MAIN:

1. Les Ammann...30
2. Bob Vogel...30
3. Mike Fox...29
4. Howard Robertson...29
5. Barry Newman...28
6. Barry Grossenbacher...28
7. Bob O'Neal...28
8. Lou Peralta...27
9. Glen Williams...12
10. Darrell Hall...0

J MAIN:

1. Joe Terror...30
2. John Pagel...30
3. Lee Miranda...30
4. Maggie Turner...29

5. John Douglas...28
6. Bill Vickers...26
7. Rich Perry...21
8. Jon Sullivan...19
9. Bob Coughran...9
10. Steve Fox...0

K MAIN:

1. Glen Wilcox...30
2. David Hume...30
3. Steve Lilley...30
4. Steve Maddox...28
5. David Kryszak...28
6. Lonnie Peralta...24
7. Mike Ouimette...8
8. Jim Gosnel...0

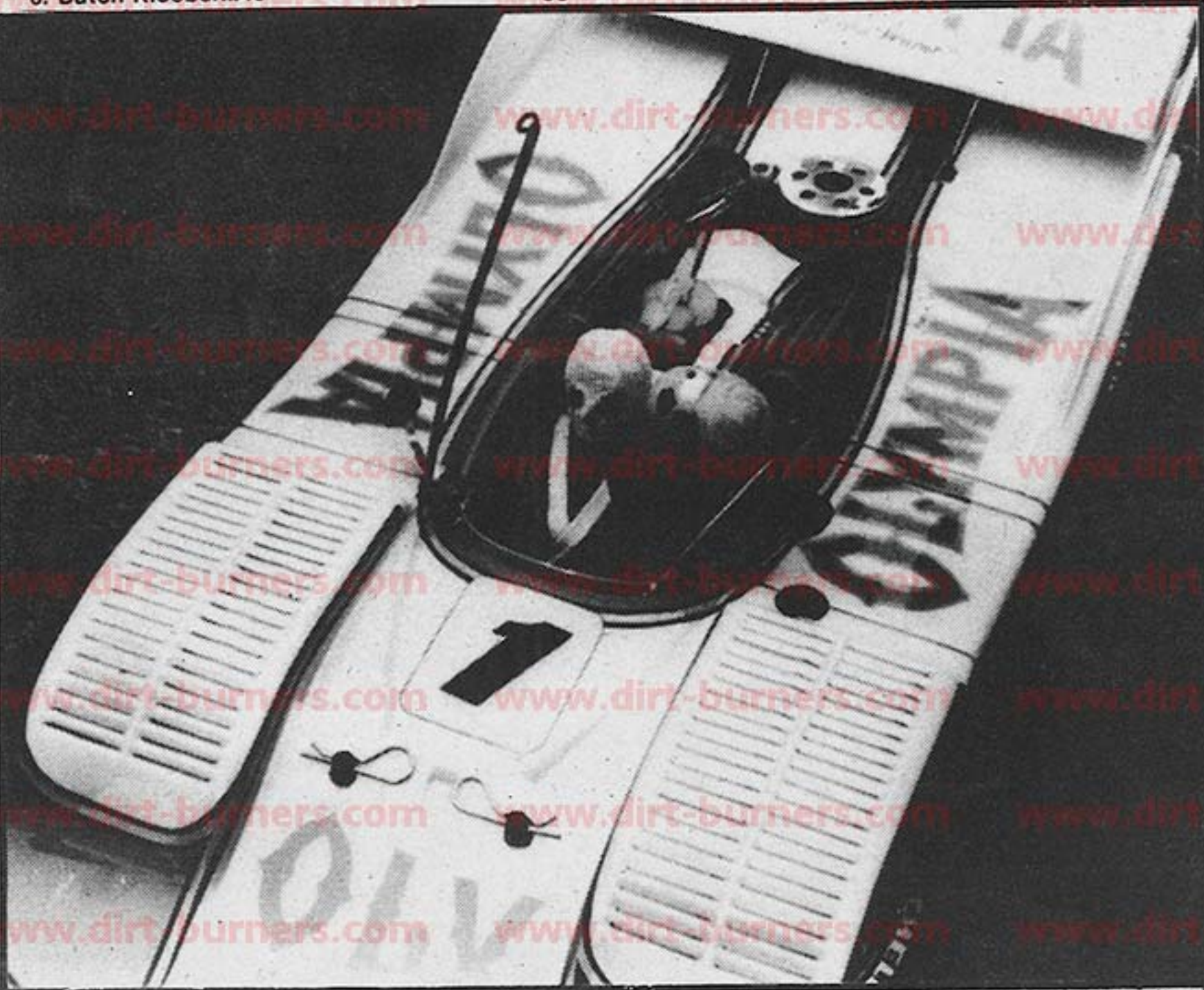
L MAIN:

1. Dave Morford...30
2. Andy Jacobson...30
3. Cliff Vose...30
4. Bill Waite...30
5. Gary Higgins...29
6. John Dingman...28
7. Dick Tyre...8
8. Tom Wright...0

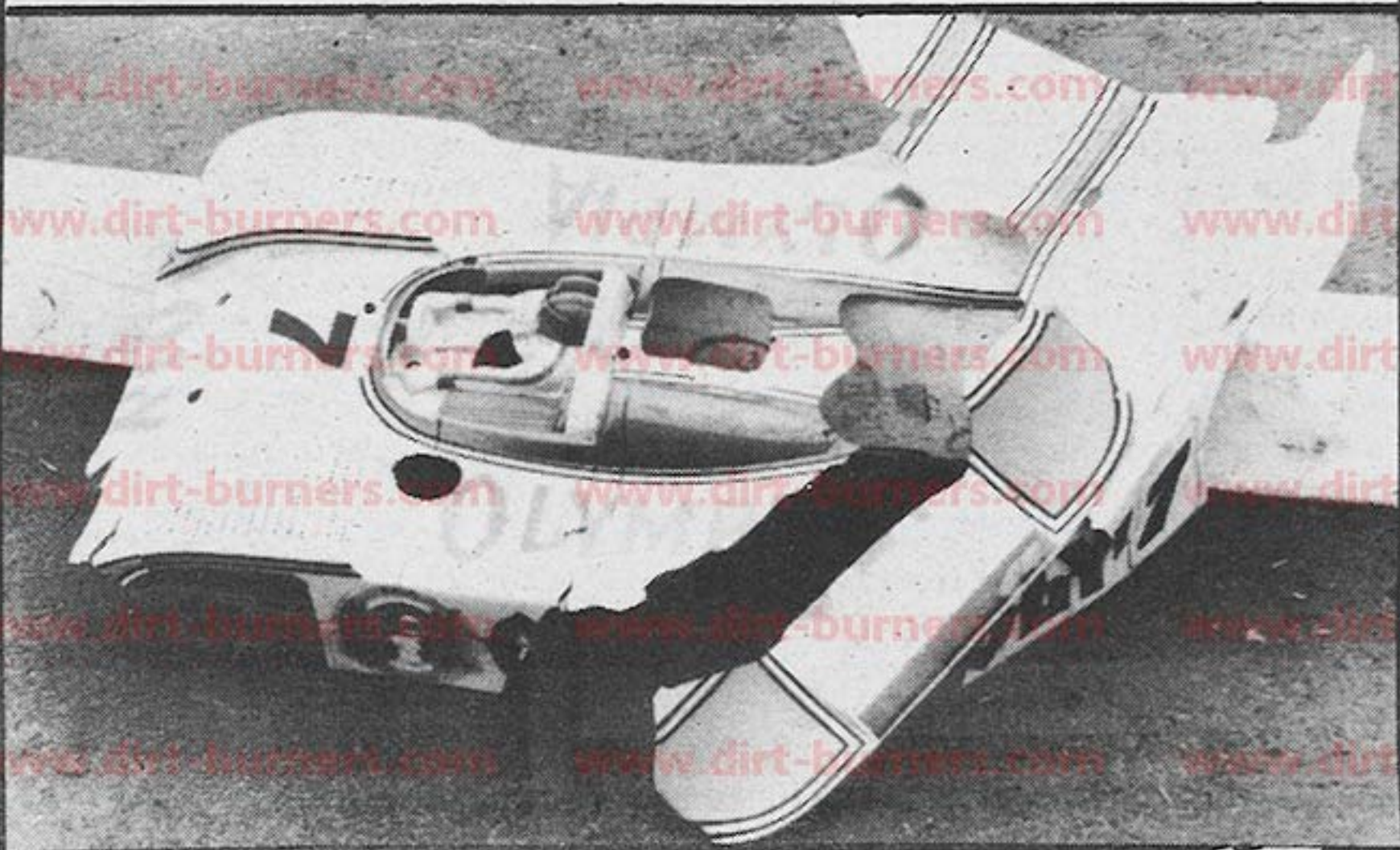
M MAIN:

1. Mike Vickers...30
2. Dean Miranda...27
3. Ken Higdon...26
4. Rene Romero...19
5. Les Prather...23
6. Buddy Dalke...0

(For more pictures from the McCoy race, turn to page 20)



Chuck August winning car (top) in the McCoy concours went through some modifications (below) during the six qualifying rounds. All those hours of work!



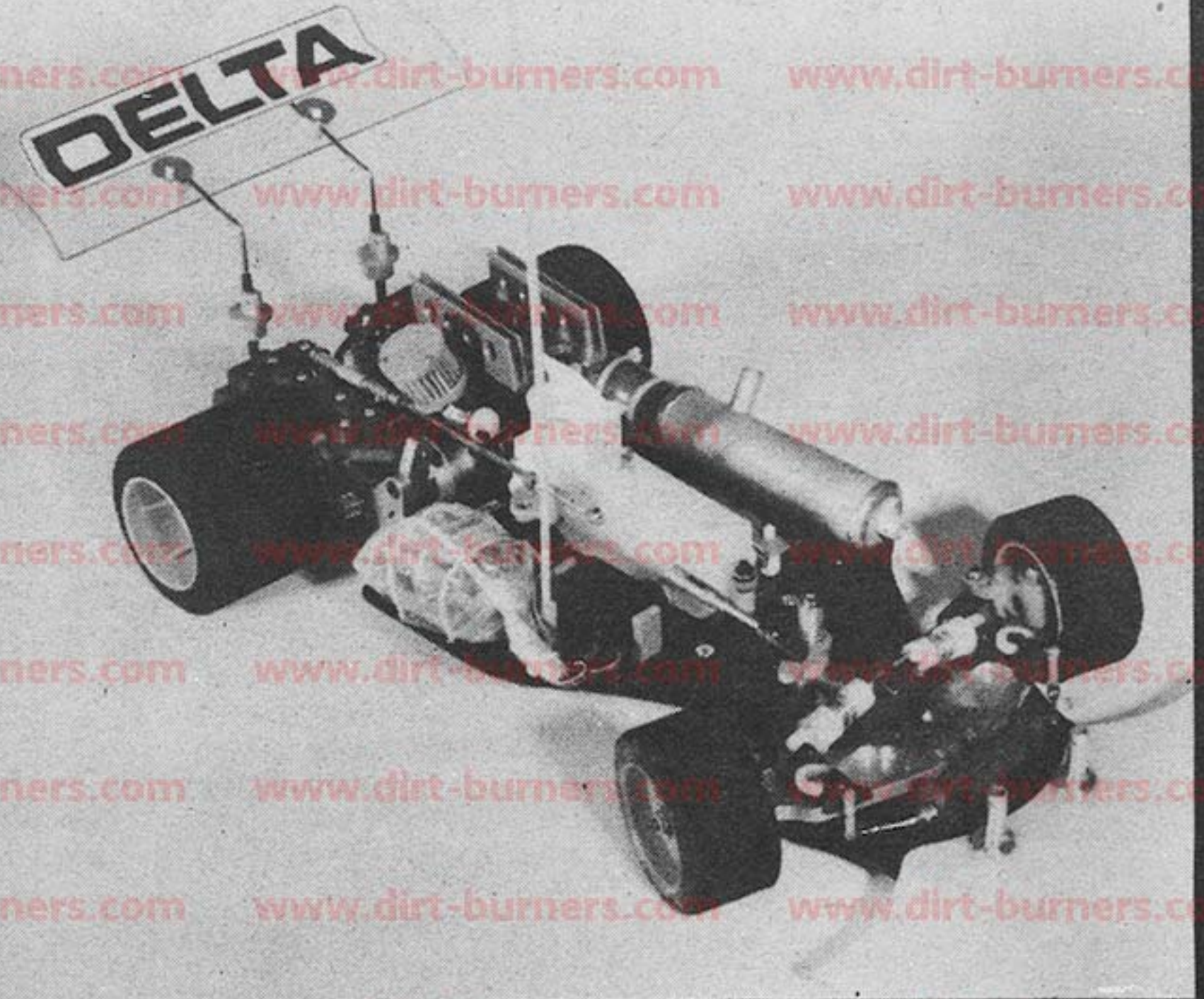
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Interview:

(Since we're giving the McCoy Championship race extensive coverage in this issue, we thought it would be of interest to our readers if we also offer an insight as to the man who made this "classic" possible. He is the one who, ten years ago decided to help the club and the sport by solely sponsoring the "First Real McCoy" race. Now ten years later, he is still sponsoring this major event and is still active in the promotion and propagation of the sport.)

Dick, when did you first get involved in radio control racing?

Well, it was probably in 1970-72, I guess, for cars. Before that I was active in designing radio control small planes. I was always interested in anything that had engines in it. Then in 1970-72 when Thorp had a track on Commercial (Ave), out there I got involved in building a few spare parts and things & ... my son Harold got involved and he bought a small car, started running a THORP car. Then I got interested in building parts for those engines since the original K & B's weren't as fast as we'd like and also didn't stand up quite as well as the ones with the kit with piston and rings which we made for it. Which we sold, oh, about probably a couple of thousand different setups. It was a pretty hot engine, and probably used in model race cars up until the new K & B came out. Then I started building the parts; sleeves, pistons, rods, wrist-pins, heads, mufflers... All sorts of things... which I am still doing.

Had you been experienced in working with two-stroke engines prior to that?

Not in the big ones. See, I designed the first model engine I built back in 1940. I started winning races with the tether cars in 1940. Won three different events in Detroit, 1941, my car did. Then I started building my own engines in my shop in Pomona, 60 engines, we built those during the war and I sold 35 or 40 because I was winning all the races. Then other fellows started winning with them. Then Duro-Matic Products came to me during the war and said as soon as the war is over they

Meet the Real **McCoy**



would make a deal with me, ... see, I had a race car too. The day after the war ended they came out and we made a deal with Duro-Matic to sell all my engines and cars. I stayed with them building and designing their engine products, that they sold under my name, well, it was until about a year ago, last November. That was my last contract. I was with them around 35 years.

So you've been building hobby engines since 1940.

Yeah, they were sold all over the world under my name. Well they still are, what they have left, but they are not manufacturing any at this time. Yeah, but I've been in models for 40 years.

A true pioneer. Tell me Dick, how did the concept for the "Real McCoy" race get started?

That was back in 1972, I know it was because it's been ten years. I decided I wanted to do something for the club and the fellows running a lot of my products at the time, so I started the McCoy race, and everything you know. The first year it got rained out, there were about 17 racers, I think, that year (laughs). Every year since it has grown up to... What did we have, 127 this year?

I believe it was more than that,
129.

Yes, 130 entries, 127 that ran.

Who was the first "McCoy" winner?

I'm afraid I couldn't tell you.

Someone said that it might have been Jack Garcia.

You know, it could have been, Jack at that time, he was quite active with race cars.

Where did you say the first McCoy race was held?

It was held in Pomona, on Commercial Street, the John Thorp track, his first track.

I bet you've seen a lot of changes in ten years in the cars and racers. What's the biggest change?

The biggest is probably the improvement of the engine and parts. When they first told us that we were gonna have to use mufflers, why we thought, this is gonna be no good. The engines will heat up and won't have any speed. Now we're going a lot faster with them (mufflers) than without them.

Who made the decision to make mufflers mandatory?

I think it was R.O.A.R. Which, it was a good deal easier on the ears (laughs). Especially on the old track where John (Thorp) lived near by, it was built between two buildings. It was terrible! The noise, you know.

I'd like to know how do you go about building-up an engine, like getting more power out of it? Is there a formula? Can you take any engine and make it perform better?

Normally you can. But it's not always just changing parts and port and timing. Generally, the quality of the work, especially the piston and sleeve. We have always felt the piston and sleeve were the most important parts of the engine. The roundness and the finish of the chrome. This has been our main objective. Quality and getting a good round cylinder and piston with a good fit. I always say that this is the answer, not so much the shape of the ports or anything else. That one particular item (quality); the others have a little bit to do with it but not as much as the sleeve and piston fit. That's been my objective.

Then the quality and workmanship of the person or persons working on the engine is the final difference?

That's true. You can have an exceptionally good engine and say... I'm gonna copy that engine, even though it's my own, and make another exactly like it. They won't always run the same. It's a matter of the fit you get, that you don't always know how you got. The wear-in and everything else has something to do with it. Of course there's been ad-

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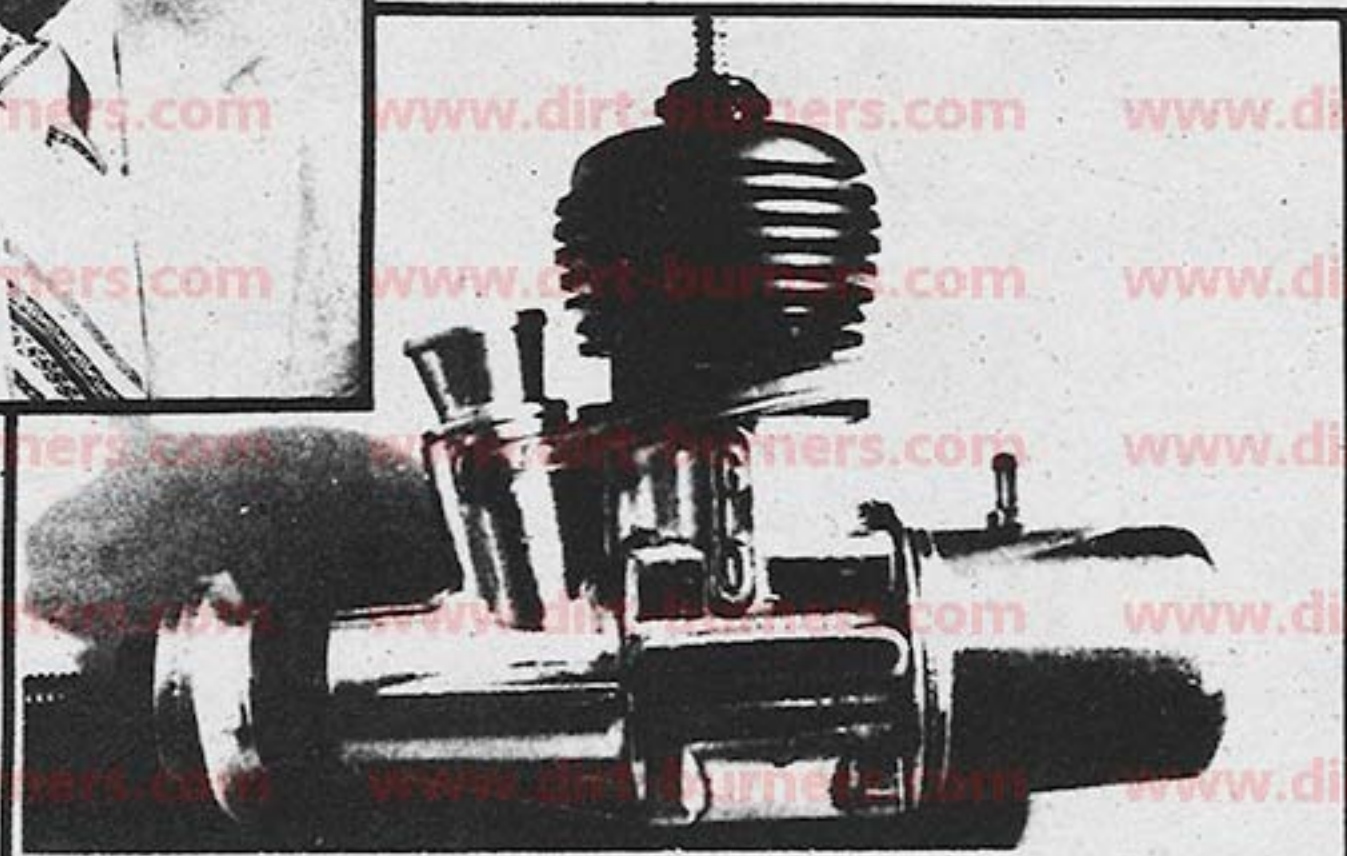
DICK McCoy

SINCE 1946



I was going to ask you, were you impressed with that car from Japan?

I was impressed with the way it handled in the corners. I wouldn't say that the car was any faster than some of the other cars. But faster through the infield...going through the corners. I don't know whether I'd say that I think it's gonna be the coming thing because I think it's expensive. And I think when you get



The .09 glow pictured above was built on the 1954 .09 diesel case. A new plug was made for the die to change the word "diesel" to "glo" on the side of the case. A new cylinder head, anodized red, was also used to accept the glow plug.

vancement in fuels and better oils, things like that. These are also reasons they go faster, too. So have the improvements on the cars.

You mean the handling, suspension, so forth?

And the tracks are better. It's a combination of things that have brought this on.

What did you think of this last McCoy race this past weekend?

I would have to say the last McCoy race has been the best race we've had. Both, in the way it was put on...it was handled, exceptionally well and I have to give those people credit that they did that. They really did a good job. There was no particular time loss, very little interference of radios. It was just great the way it went. I don't know why it was so much better, but...the year before it was run real good too. With the tape (system) that they now have and all...it just seems to go much smoother.

With that many racers there is no other way to do it. It's got to be well organized.

That's right. (laughs) It takes longer than that sometimes to run a club race with 40 people. Without good cooperation from the people you can't do it.

Is there one race during these past ten years that really sticks to your mind that's your favorite?

I'd have to say there is none as good as this one, actually...with that four-wheel car and the way it handled around the corners...

too expensive...why it hurts the hobby. Like the 4-wheel suspension car, I think it's a good deal but it's expensive and it's a four-day job to put one together, that's what I hear.

Talking about expensive, some think that we can run people out of the hobby if we allow that to happen.

Very likely to happen. It's happened in other things...go carts, the old slot cars, things like that; and pretty soon you've got the experts running and that's it. But I've noticed now we are getting quite a few new people, which is great. We had, you know, clear down to the M or L main. (it was to the M Main.ED) A lot of those people I've never seen before...local people I have never seen before...never met! Which was good.

It's encouraging isn't it?

Yeah.

What do you think of the system being used now, namely, classifying Beginners, Sportsmen and Experts?

Well, I think it's good, but I believe, for my race, I like the A, B, C, better because I think that it gives more people chances... and everyone at the McCoy race got either a trophy or a plaque. Which I think is good.

That was really neat! Do you underwrite the entire expense for the awards?

I pay 100 percent on that.

You don't get anything out of the race itself do you?

Not a penny. It goes all to the

PROCAR...this year it's divided between PROCAR and the Pit Shop. Oh, I get free advertisement out of it. Well it's not really free...you know.

"The Real McCoy", besides perhaps, a National or World Championship event, has become the most prestigious 1/8th scale race in the country. Do you agree?

I'd have to agree 100 percent with that. When you get people that come over from Japan and all over the United States, why that's a pretty good turnout. The boys from Japan have already said, "We'll be back next year!"

Of course they have to defend their "McCoy Championship"

Right! (laughs)

Your family is also involved in the business.

Yes, my sons... my two sons, Harold and Carl. Yes, and my granddaughter does the shipping of the engines and engine parts. She was my photographer this year. And my other granddaughter was the trophy girl.

What are their names?

Sabrina was the photographer, Sabrina McCoy and Tammy McCoy was the trophy girl. Also Harold's wife, Peggy, takes all the orders in the shop.

I can see it's a family project.

We have other employees but it's kind of a family affair.

It seems to work best nowadays, to keep it within the family.

What would you like to see happen to the sport? Anything other than what's happening now?

No...I can't think of anything that's really big...any big change...I don't want to see too much money involved in cars, to hurt the beginner. Of course the beginners can still race the other cars...One thing I would suggest to...maybe at some of the bigger races, that they have a class for manufacturers and people that are running for them. So, that

others don't have to compete against them, maybe separate class, I don't know.

Well maybe the Beginner, Sportsman and Expert classes now will take care of that...Do you think we've promoted the sport well enough?

That's one thing I've said, I've talked about to people, right here locally at this track, you know there's people who've been around here for years, that are within two or three miles, that have machine shops, that have never seen one...(an R/C race)...never heard of it. I'm only sorry that we didn't have some coverage from the local paper. We did last year, and Gil (Losi, owner of the Pit Shop) had called them, I guess. But they weren't interested enough to come down, which I can't see why not! But it happened.

It's been my experience in talking to people around the country, that when they first see a race, they are really amazed...surprised that they didn't know about it. I think we could promote them alot better.

Right, I think that Gil could put possibly an ad...not just for the big races but for some of the club races...something you know, stating that the race is going to be held and that there's no charge...just come and watch...and you know that's what it takes to get people involved. This year we didn't seem to have as many spectators as we did last year. Well, that was probably due because there was nothing in the paper. Last year there was...the bleachers were all full. That must have something to do with it. I even told Gil I think an ad could be put in the "Times", you know... "come and see the races"... and charge 50 cents. You might even get more people if they thought they had to pay. Everyone I talk to says: "well, what do you charge to get in"... I say it's free, you know.

I'd have to agree with you...A cou-

(contd.)

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ple of other things I want to ask you. I know you work closely with Dana Smeltzer, Mike Kemrey. What kind of feed back do you get from them, what kind of input do they give you about your engines?

Well, normally, I give them parts, or carburetors, or mufflers, then they make tests on them and I'm generally there when they run anyway. We keep good records on what happens and from that, is how we develop the product to make it better. We chart everything. We're still improving the muffler you've seen, and some different porting on the sleeves.

Anything new in the near future?

We have a "Turbo Crankshaft"...we haven't sold very many...we've never advertised it. The guys with the boats say they've never had an engine run like that "Turbo Crank". We haven't been running too many, but we've had calls from the East coast about that "Turbo". The guys running boats, boy, they really like it. We also have a very excellent oil out that some people really like.

What about a water-cooled engine for cars, Dick? Is that feasible?

We thought about that but we don't think we need it. Not like the boats. We feel it's not necessary, cars don't get that hot. We have a new boat almost ready to run. We are testing and Mike (Kimrey) runs it like with his own head. Not water cooling it. An he's fast. We feel that they are running most of those boats too cool.

So you think that the application for cars may not be necessary.

Well, since we've been using 10 percent oil, we have found that the engines are lasting better than using 20 percent oil. The plugs are lasting longer. We feel the engine runs cooler with 10 percent oil.

Lastly, are you encouraged the way the sport, the industry is going?

Oh yeah. I think...that for a while there, six months ago, it was a little slower, and not nearly as many people coming out to the races. I feel now that I see a lot of new faces, it's getting better.

To what do you attribute that upward swing?

I really don't know. Maybe it's because more people's finding out it's there...Your paper is helping...very good, very good, you're getting details and everything that comes out in it that keeps them informed. It's good.

Well Dick, we appreciate your time. I hope that ten years from now we'll still be looking foward to racing in "The Real McCoy".

Oh yeah!...I hope so (laughs).

MC COY WINNERS!!!

(contd. from pg. 17)



(L to R) Back row: Rich Lee, 3rd in A Main; Katsunori Kondo, 1st overall; Dana Smeltzer, 2nd-A; Concours winners, Jeff Holfelder, 3rd; Chuck August, 1st; and Ken Higdon, 2nd. Middle row: Glen Wilcox, 1st-K; Masahisa Yamashita, 1st-E; Les Ammann, 1st-I; Jerry Snow, 1st-B. Front: Xavier Mejia, 1st-H; and Bill Campbell, 1st-F Main.



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(Above) Top ten racers for the day...Looks like their efforts were well rewarded.

Story & Photos by
Thomas R. Perzentka

Indianapolis, IND.
June 5, 6, 1982

THE ANNUAL INDY UNLIMITED R/C REGATTA WAS HELD THIS PAST WEEKEND HERE IN INDIANAPOLIS.

For those unacquainted with this outstanding R/C boating event, the

rules are fairly simple. The contestant is allowed to enter any boat of his choosing... "outrigger", "deep vee", "outboard", "scale hydro", "twin 65", "twin 90"... providing it is not over the 30cc (1.8 cu.in.) displacement limit of the IMPBA. The boat has to run in all five heats, minor repairs allowed.

The contestant with the highest score for the five heats is declared number one, second highest score is second, and so on. The contestant with the highest score is given first choice of prizes displayed on the tables after the regatta, second place, second choice, etc.

In case of a tie, either a "run-off" or a coin-toss determines finishing position. The "run-off" is the usual method of breaking a tie and at times they can be pretty fierce. Usually there are about 100 to 120 entries so to come out in the number one spot it takes a combination of preparation, good equipment, driving skill and last but by no means least...luck!

The fascinating feature about this regatta is the opportunity one gets to see a wide variety of boats running on all water conditions. The majority of times I have attended, the water would be rough on one day and glass-smooth the next. This makes the choice of hull-type somewhat of a gamble as 3 heats are run the first day, and the remaining heats the next day.

The rough water favors the Deep Vees while the Hydros really move on the smooth water.

This year, the majority of boaters opted for Outriggers, with Deep

Vees being in the minority.

Saturday the weather was cool with a brisk breeze blowing toward the pits, resulting in waves parallel to the straightaway... not the best water for either Outriggers or Deep Vees. However, the slighter Deep Vees with their "length" appeared to be handling these conditions and maintaining a good speed. Shorter Deep Vees had to cut their speed to a greater degree to stay running. With the Outriggers, it was not unusual to see seven boats start and only two finish the heat! This was due, no doubt, to the 5 DNF's insisting on racing on the water rather than just finishing. On the other hand, those boaters driving Outriggers with weight and length and using common sense, finished their heats.

By the last remaining heats on Saturday the water started to calm down and on Sunday, it was ideal conditions for the Outriggers. The temperature also warmed up and the speeds came up also, as all the previously frustrated Outrigger pilots tried to improve their scores. When boats didn't finish their heats on Sunday, it was due to tweaking the "needle" too lean, running into buoys or other boats.

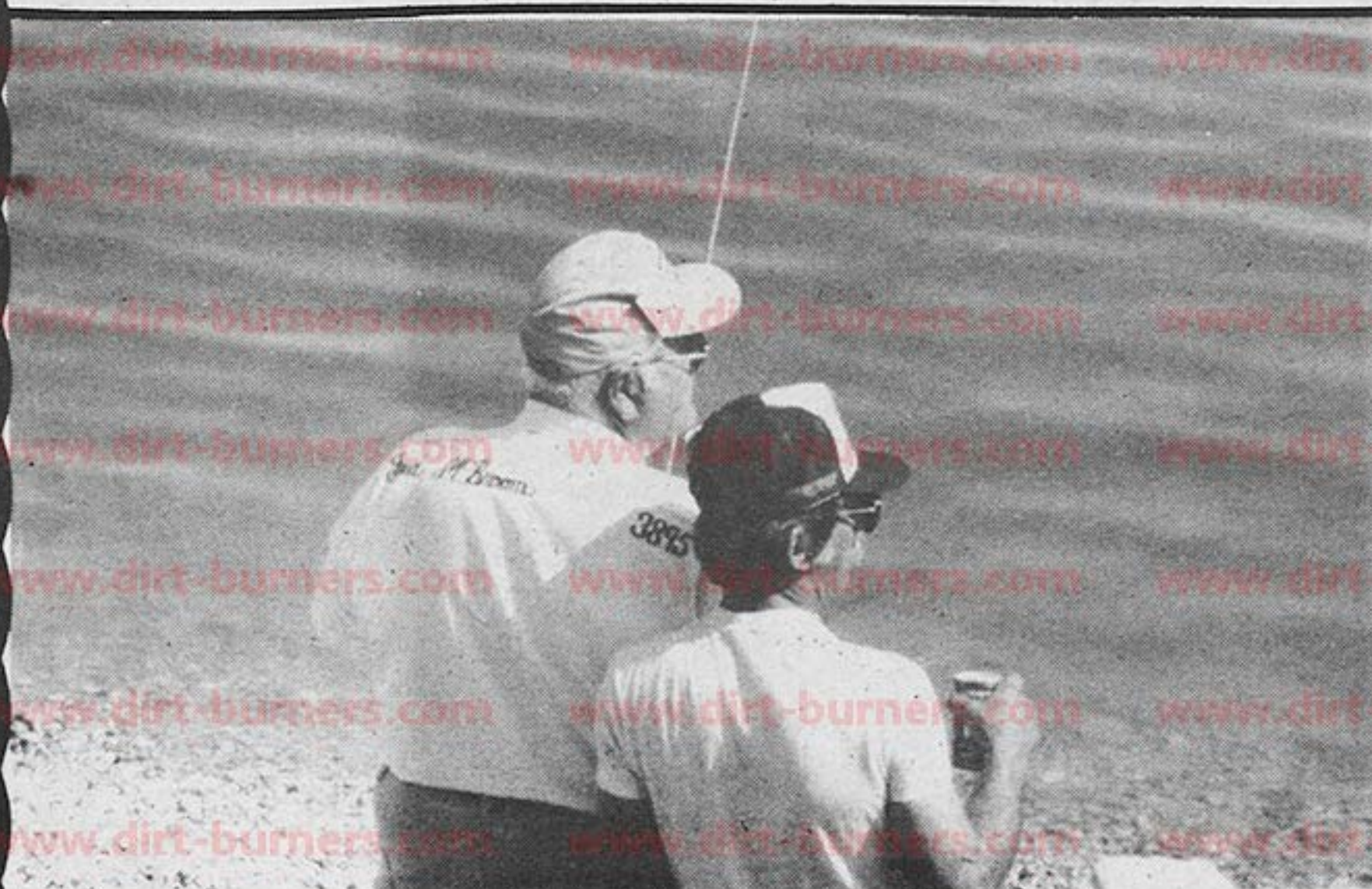
When the fumes, spray and cussing had subsided and the heat scores totaled, one individual had a perfect score... Roger Moran of Louisiana, running a Spider Outrigger, powered by an OPS 45 engine and turning an Octura 1460 propeller was the top racer.

The Indy R/C host club have the running of this Regatta down just

(contd.)



Contestant's tent. Although weather was cool, this provided shelter from the sun.



Fred McBloom (think his shirt gave him away?) here with Leonard Skweira.



This picture shows you the improved water conditions on Sunday. Ideal for the Outriggers.

about to perfection. With a large flat-bed trailer for the contestants to drive from, and astro-turf to start the boats in the pits, to a huge tent for the racers, the club had taken care of everything. In addition, a special high lift platform was provided to give the judges a better perspective for calling cut buoys and driving infractions.

There were plenty of refreshments for the contestants and the P.A. system and score boards kept everyone informed as to what was going on.

While the Indianapolis area chapter of the Red Cross was on

hand for both days, there was no need for their services. Not so with the mobile repair unit, supplied and staffed by Hobby Poxy. They were kept busy both days, dissecting raw exposed foam on shattered hulls and sponsons. An electric heat gun was used to dry the existing wood or foam area before the new skin was grafted, using the fastest-curing epoxy. With the number of boats being run there was usually more than enough time to complete critical repairs. Of course, sometimes medical surgery was involved, resulting in some unsymmetrical hulls and sponsons. Their untiring work earned the gratitude of all those who made use

of their emergency repair services.

Needless to say, some of the boats after the 5th heat bore little resemblance to what they looked like before the first heat. All things considered, both winners and survivors seemed to have enjoyed the two days of racing and would recommend this Regatta for all the serious R/C boaters next year.

3. Ed Hughey - Indianapolis, IN.
4. Brian Bringolf - Moline, ILL.
5. Gerard Davet - Winchester, KY.
6. Don Wagner - Meroux, LA.
7. Mike Stewart - Lexington, KY.
8. Ed Baker - Pittsville, MD.
9. Ed Lackey - Birmingham, AL.
10. Bud Beard - Lumberton, N.C.
11. Phil Thomas - East Moline, IL.
12. Bob Gabehart - Montgomery, IL.
13. Clay Skebba - Waukesha, WI.
14. Gene Taylor - Memphis, TN.
15. Bill LeFeber, Jr. - Albuquerque, NM.
16. Richard Zimmerman - Florissant, MO.
17. Steve Slusher - Oakgrove, MO.
18. Ken Brunck - Louisville, KY.
19. Steve Ball - Fort Wayne, IN.
20. Pat Clifford - St. Louis, MO.

(Out of the 115 entries, only the top twenty finishers were sent to us. RCRN)

RESULTS

1. Roger Moran - Madisonville, LA.
2. John Barr - Indianapolis, IN.



Judges platform above the contestants platform. Looks like they got the best seat in the house.



By the looks of it, this transistor impound rack came in handy.

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EFRA NEWS

By Ted Longshaw

EFRA's 1/8 Grand Prix:

SWEDEN has just written, confirming that their proposed Swedish G.P. is cancelled, due to inability to find suitable organizers.

ITALY. The EFRA race here was well attended, (too well) there being 140 entries. Clearly it is impossible to satisfactorily run 17 heats in one day, and the A.G.M. in November must extend the regulation for Euro-Championship of 104, to cover all EFRA G.P.'s preference being always given to International Licence holders. The referees report on the race will also be discussed.

CORSICA. The French G.P. was not well attended due mainly to its location, but it was well organized, and those Drivers who did go not only had a good race on a fine circuit, but the pleasure of visiting a beautiful holiday Island.

UTRECHT. I did not go here but the results are already with EFRA. Almost 70 entries, but too far to travel for the Italian Team with so many races in so few weeks.

AUSTRIA. The fact that the 5 EFRA G.P.'s were scheduled in 8 weekends undoubtedly affected the numbers attending this race which was held at Sollenau on what is probably the fastest circuit in the world. The length around the "driving line" is 357 meters and the fastest one lap I saw was 19.12 seconds with 5 laps in 15 minutes, 1.7 sec. You can have fun with your there will be an A.G.M. of the EFRA sure on the main straight the cars were in excess of 100 KPH. A financial disaster for the Organizers but again a pleasure for those lucky enough to take part.

BRITISH EFRA G.P. Mendip. A full entry of 104 is assured at this meeting with participation from Italy, Holland, France, Belgium, Germany, Denmark, etc. I look forward to seeing you all there (I guarantee the weather will be better than it was in ROME this year). Starting procedure here will be as is standard in England now, and as will be proposed by BRCA at EFRA AGM for use at all future EFRA races. (i.e., Races are started by an audible signal, not a flag, and the cars are stationary, not moving.) We are sure it eliminates arguments about "jumping the line", as an offence is obvious to everyone.

There are no more EFRA G.P.'s scheduled now until MONACO in

RAMS REPORT

Reported by Chuck August

"Long time no hear from me, huh?" My last report was some weeks ago and we've had three races since then.

First was the March make-up race, then there was the May series race, and finally there was the MINI-INDY Oval.

The points standings for everyone are listed herein below and as you will see, the totals include the races in March, April and May. So it looks like the DeAnza Race at DeAnza College will be a good race to make.

In the Expert class Jim Adkins has locked up the First Place spot, but the race for second place is up for grabs between Gary Buriani, Jeff Holfelder, Ken Kimbrow and Chuck August - all four are very close to one another in the points standings.

In the Amateur class the final results will go right to the wire. Scott Kimbrow is currently in first place, just ten points ahead of Terry Gillott. John Hodgson is only 14 points away from Terry. The fourth and fifth place battle is between Ross Wilson and Rich Perry. Rich is only five points behind Ross.

In the Novice class things are closer yet! John Perry is ahead of Tom Welding by six points (213 to 207). Hossner is ahead of Greg Kimbrow by just two points for third (146 to 144). Dale Bowman is ahead of Dave Marshal by nine points for fifth, and Dave is ahead of Willy Brown by three points (134 to 131).

The DeAnza race is going to decide it for a bunch of racers this coming weekend. I can hardly wait to get there. If you have never raced at DeAnza College, it is really a treat. The reason we race there is because during this time of the year the College has a big Fair right on campus. They have all kinds of things to do. Not only that, but we get to race in front of huge crowds of race fans! It's really fun to be out there racing with people cheering you on. Most of the day there are about 100-200 people standing around the track watching and cheering. This is also a good time for our club members to show people how fun our sport is. So if you aren't having a good day racing, just

smile and wave at the crowd. They will probably think you are the winner!

THE MINI-INDY OVAL

This race is a big question mark after the last one. I was sorry we didn't have a big turnout for this race but I do understand why most racers didn't show up. The problems that were given to me are very good ones, and I think the club should think about them before we have an Indy-Oval next year.

The first problem on the list is that most guys didn't come to the race because they felt they didn't want to risk any damage to their cars. Mainly because they were in good shape in the series points. In other words, one bad crash in this race and they may kiss the series championship "good-bye".

The next problem was that the oval race was scheduled too close to the McCoy Championships. Next, an oval race is hard on parts. And the last problem that was voiced is that many racers just don't like oval races. Hopefully, by putting these problems in this report, we can make some corrections to either improve the MINI-INDY Oval or do away with it. Let's all talk about it and come up with some ideas. Perhaps other clubs that are running Ovals successfully would like to suggest some ideas.

I would like to say that with all the shortcomings, we did have some fun and (if I may also say) some super race statisticians! The entire Adkins family brought their trailer and clocks to do the lap counting and timing. We had a clock on every car the entire day. I'm sorry there were only thirteen racers who showed up for the race, but we did have some fun anyway.

Big John Hodgson won the race, and a new racer with the club made a fine show for second. His name is Howard Robertson, and he is all the way from Portland. Mario Guevara took third. He has really improved in the last few months. Ivan Gallo won the Concours with a beautiful white and gold car with black pin-stripes.

Chuck August

MINI-INDY RESULTS

1. John Hodgson
2. Howard Robertson
3. Mario Guevara
4. Ivan Gallo
5. Jeff Dobin
6. Gary Buriani
7. John Perry
8. Rich Perry
9. Alex Winsley
10. Conrado Santos
11. Chris Cross
12. Tom Robins
13. Tony Foksett

SERIES CHAMPIONSHIP POINTS STANDINGS

- Expert:
1. Adkins...2252. Kimbrow...171
 3. Holfelder...168
 4. Buriani...164
 5. August...153
 6. Gallo...136
 7. Quaid...111
 8. Alves...96
 9. Gonsel...76
 10. Sterling...43

- AMATEUR:
1. Kimbrow...218
 2. Gillott...208
 3. Hodgson...194
 4. Wilson...137
 5. Perry...132
 6. Guevara...126
 7. M. Bear...107
 7. Foksett...107
 9. M. Petruzzi...98
 10. B. Petruzzi...97
 11. J. Sterling...78
 12. Santos...66
 13. R. Sterling...56
 14. Matsuo...45
 15. Owen...43
 16. Ulstad...42
 17. Wanzong...38
 18. Balagot...33
 19. Jones...30
 20. Robertson...13

- NOVICE:
1. J. Perry...213
 2. Welding...207
 3. Hossner...146
 4. G. Kimbrow...144
 5. Bowman...143
 6. D. Marsh...134
 7. Brown...131
 8. J. Quaid...116
 8. R. Perry...116
 10. Foksett...113
 11. Joyce...108
 12. R. Marsh...73
 13. Rick Petruzzi...67
 14. G. Quaid...63
 15. Robbins...49
 16. Green...42
 17. Norred...40
 18. Diaz...29
 19. Rick Ravetto...20
 20. Ron Ravetto...18
 21. Ford...16
 22. Rogello...8
 23. Bailey...6

(Standings include first through fifth race of the series of six races.)

October. There is an International Open Race in CARNOUX on September 5th and this will be on the NEW circuit that will be used for the 1/8 World Championship next year. Quite obviously all the factory teams will be sending representatives here to sample the delights prepared by M. Rossi, Vice Pres. of FFMARC.

EURO CHAMPIONSHIP IGUALDA SPAIN. I understand all countries have taken up their allocations except GREECE, and these will now be reallocated to Norway. Remember there will be an E.G.M. of the EFRA representatives on Friday evening. An Agenda will be sent out with the next T.L. so if you have anything you wish to discuss let me know now!

This year we wish to fix the dates of 1983 EFRA G.P.'s in August at this meeting, so please come prepared with your proposed dates. This will hopefully avoid clashes with National Championships, etc., and lead to a more balanced Calendar than this year's. (contd. pg. 30)

SAN DIEGO OUTBOARD



B Outboard Deep Vee racers in the pits getting ready to run.



(Above) Pits area.

(Left) Dot and the pits.

Story and Photo by
Cathie Galbraith

San Diego, Ca.
May 29 & 30

THE OUTBOARD IS ALIVE AND WELL, AND LIVING IN SOUTHERN CALIFORNIA.

This class seems to be growing by leaps and bounds, as each race boasts more entries than the previous ones. Perhaps one reason for its popularity is the economy. Outboards are still fairly inexpensive "to get into the water", and are pretty economical to run. They also have the added advantage of versatility. For example, the A Outboard Deep-Vee can participate in it's own class in the Outboard Series, A Mono at regular heat races, and A Deep-Vee at a Deep-Vee Classic. This is an important factor for the new boater with limited funds and an unlimited desire to race. Add to this the fact

that they are just plain "fun to run" and it is easy to see why their numbers are growing.

The advent of the 7.5 outboard has also opened up new classes, and brought in new outboarders.

The Outboard Race sponsored by the San Diego Argonauts proved to be the largest Outboard Race ever held in District 19. Eighty-four entries in six classes set a record for the Powerboat Magazine Outboard Series.

Eighty-one heats provided a lot of excellent competition in the two days of racing, and kept things moving at a very fast pace.

For those not familiar with Outboard Racing in Southern California, let me explain a few of the differences in format as compared to normal heat racing.

These races are run as five-minute enduro races. Each boat is essentially competing against the clock rather than the other boats. The goal is to get as many laps as possible in the five-minute period.

Total number of laps accumulated in the four rounds of the five-minute heats determines the final standings.

Outboard Hydro usually provides fast-paced competition, and this race was no exception.

On the smaller San Diego pond, turning ability proved to be the important factor.

Jack Garcia seemed to have positive results with his new, larger turn-fin as he drove his El Diablo expertly around the tight course to accumulate forty-eight laps and a first place trophy. Joe Monohan lost some valuable time in one heat when his steering cable came off, but got his Wing-Ding back into the water in record time to keep his lap count up at forty-five. This total earned him second place. Third place went to K&B's John Brodbeck.

A Outboard Deep-Vee saw the racing debut of one of the Outboard Series' youngest boaters. Rumor has it that nine-year-old David Meyer has been out, night after night, practicing his launching, turning, and driv-

ing. It appeared that all his practice paid off as he had no problem maneuvering among all the "old hats". David did quite well, accumulating more laps than his own father by the end of three rounds, only to have his engine die in the fourth round.

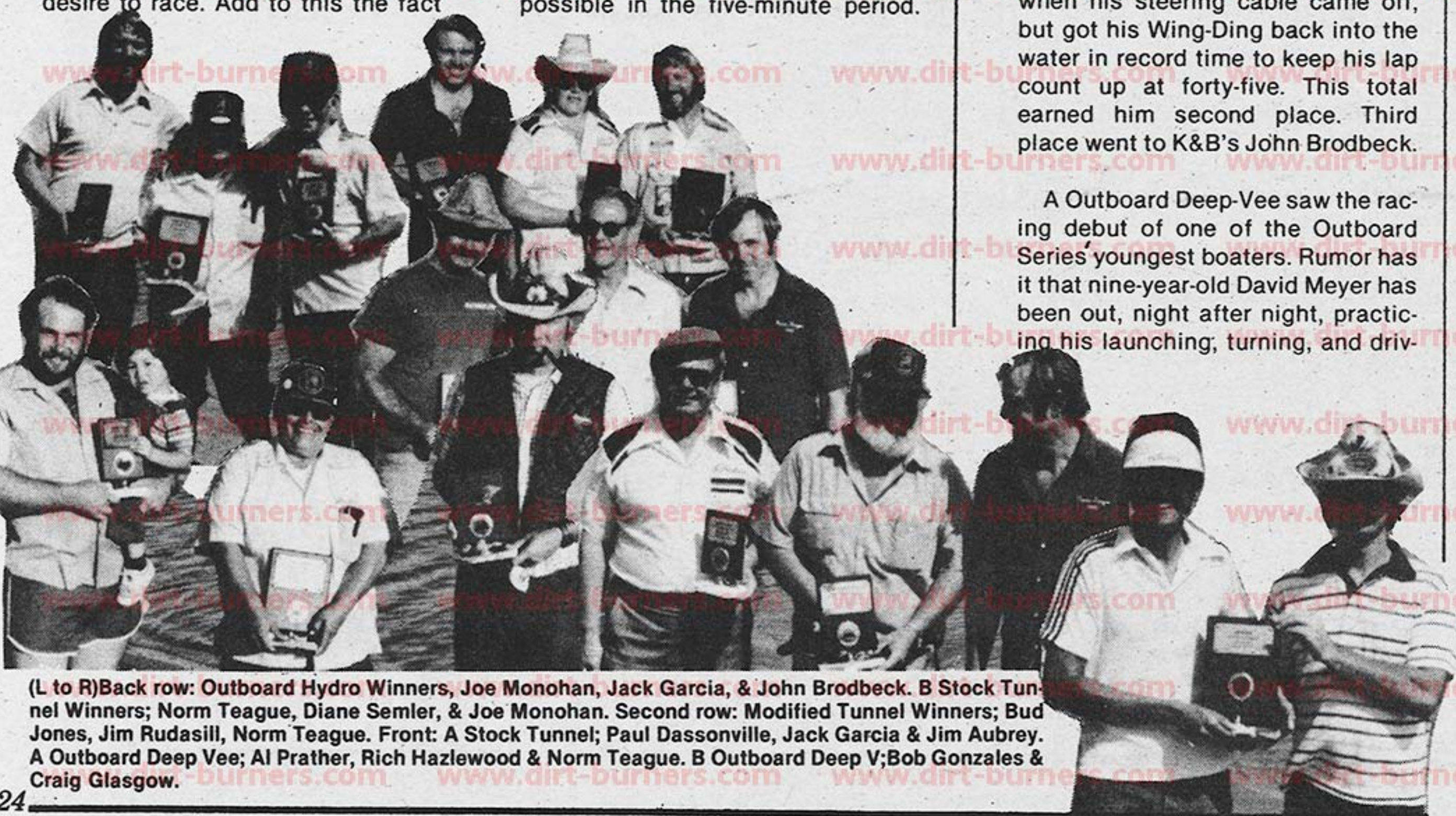
While he did not take home a trophy, I am sure that we will see David in the winner's circle sometime in the near future.

Norm Teague, NAMBA's new National Outboard Chairman, displayed his outboard expertise by capturing first place with forty-seven laps, nearly as many as the faster hydros. Second place ended up in a tie between Rich Hazelwood and Al Prather. In the run-off heat that followed, both boaters again accumulated the same number of laps. But unfortunately for Al, he had cut a buoy and was penalized one lap, thus giving Rich second place.

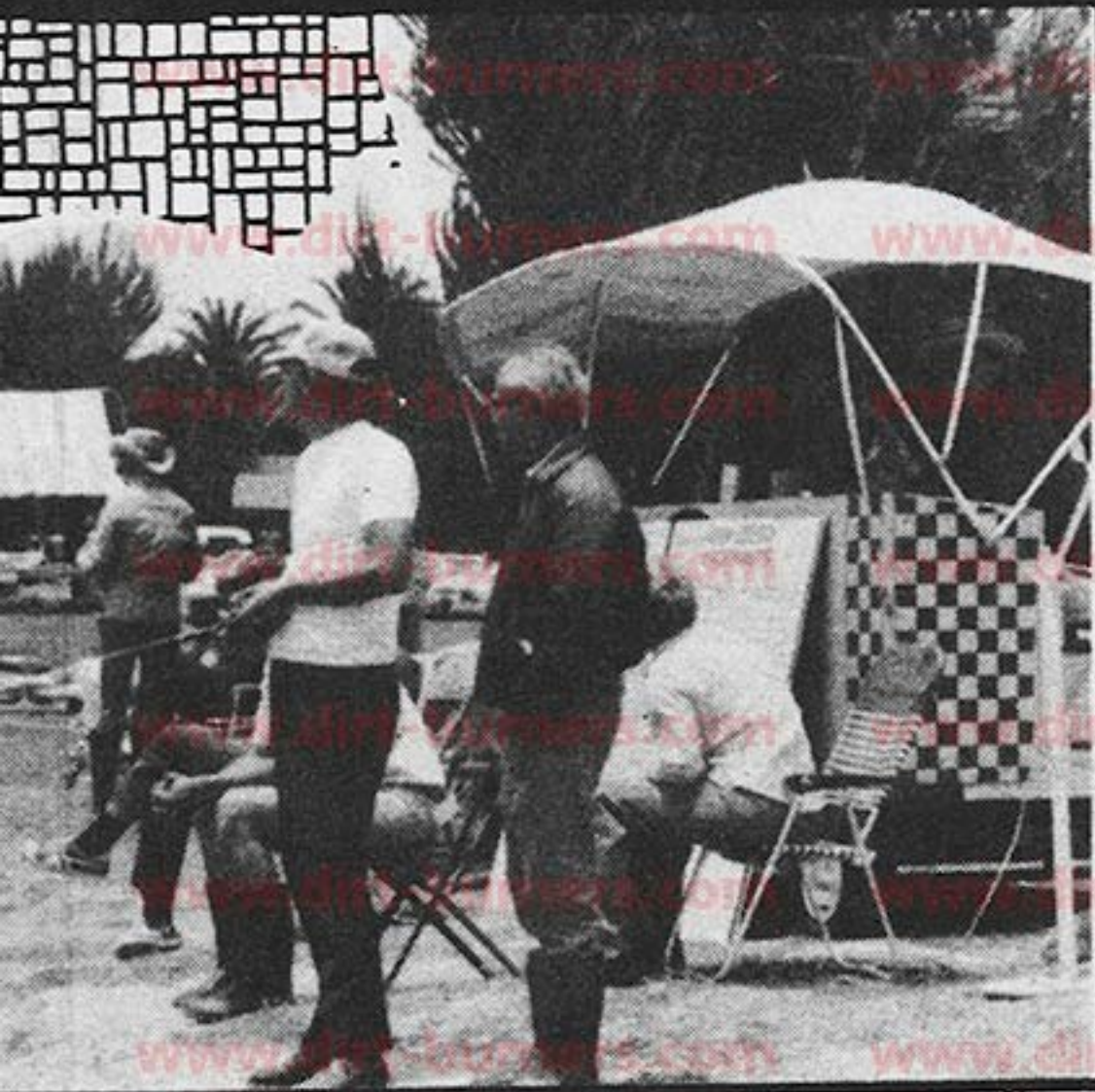
Saturday also had the distinction of having the first race of the 7.5 Outboard-powered Deep-Vees. Only five boaters entered, as this new class is just getting off the ground. But those five boats proved that this will be a very competitive class as they handled quite well and exhibited pretty fair speeds.

Several different hulls were used as this class is still in the experimental stages. Among these were deep-vees manufactured by Magic Boats, Steve Muck, Prather, and Pinkert.

While the Pinkert boats took first and second at this race, the other boats seemed to handle just as well. I'm sure it will take a few races to see if any particular hull will



(L to R) Back row: Outboard Hydro Winners, Joe Monohan, Jack Garcia, & John Brodbeck. B Stock Tunnel Winners; Norm Teague, Diane Semler, & Joe Monohan. Second row: Modified Tunnel Winners; Bud Jones, Jim Rudasill, Norm Teague. Front: A Stock Tunnel; Paul Dassonville, Jack Garcia & Jim Aubrey. A Outboard Deep Vee; Al Prather, Rich Hazelwood & Norm Teague. B Outboard Deep V; Bob Gonzales & Craig Glasgow.



dominate the class.
 First place went to Bob Gonzales of Pomona. This was Bob's first race, but he made it look like he had been at it for a some time as he had no problems beating the veterans. He was followed in second place by Craig Glasgow.

Sunday the tunnels came out. It couldn't have been a more perfect day for these classes as the wind stayed to a minimum. Twenty-three A Stock Tunnels gave this class the distinction of being the largest. Jack Garcia easily led the field with forty-nine laps. Jim Aubrey and Paul Dassonville followed in second and third.

In direct contrast to Stock Tunnel, participation in A Modified Tunnel has decreased substantially this year. This is probably directly related to the growing number of B Stock Tunnels. Running three classes in one day presents more work than most boaters want to undertake.

Because of this declining participation, there has been some talk of eliminating this class from the Outboard Series next year. Entries at this race followed the declining pattern as only eleven boats were entered.

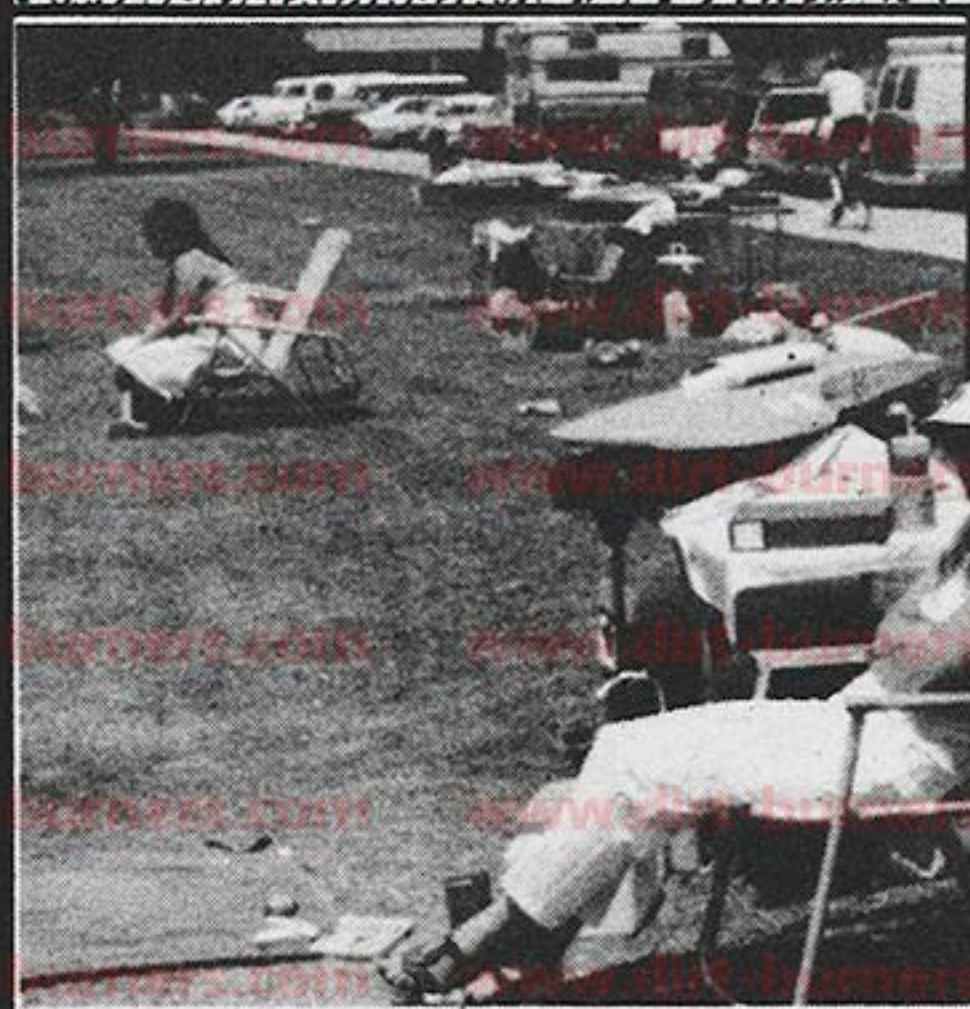
A touch of irony was added to the situation by the fact that all of the top three finishers in this modified class were running STOCK engines! It was a close fought race, with several boaters going into the final round within one lap of each other.

Norm Teague had a beautiful final round to edge out Jim Rudasill by ONE-HALF lap to take first place. Jim had to settle for the runnerup spot, while Bud Jones followed in third.

Many boaters enter the world of the Outboard, as B Stock Tunnel continues to grow. This race saw several new competitors in this class, including myself. Finishing the boat up Thursday night, I didn't even have time to get it painted

(contd. pg. 43)

The SILVER CUP REGATTA



Story and Photos by Cathie Galbraith

San Diego, Ca.
 June 6, 1982

JUNE 6th DAWNED WITH CLEAR, SUNNY SKIES, AND A LIGHT BREEZE. BUT AS THE DAY WORE ON, IT QUICKLY BECAME APPARENT THAT THE CALMNESS of the weather was not to be carried over into the day's racing.

In an event that looked more like a demolition derby than a Scale Thunderboat race, more crashing and destruction occurred than in any race for some time. Damage ranged from minor scratches to the amputation of an entire sponson.

A total of twenty-nine boats entered the race hosted by the San Diego Argonauts. Aside from the



Dick Barlag & Eddie Patten getting Dick's boat ready for the next heat.



(Above) Doug Nystrom's boat after crash. (Left) Deb Weichman pensively contemplating her next heat.



(Below) Ralph & Jim Henry getting ready to start boat. (Right) Ralph & Jim during heat.

damage sustained by some of the boats, it was a good day for racing, highlighted by heated competition.

Several new boats, or boat and driver combinations, qualified to add to the large number already on the roster.

Ralph Henry easily qualified the OH BOY OBERTO owned by Ira Cotton. Word is that Ralph will be driving this boat for the rest of the season. Pete Prybylski qualified

his boat, the CRYSLER CREW, but due to some problems with the boat, decided not to run in the actual race. Dick Barlag also qualified his recently acquired DETROIT RADIOGRAPHICS.

As mentioned earlier, the heats leading up to the Consolation and the Main were intermittently marred by costly accidents. Ted McKay encountered radio interference, resulting in the LINCOLN THRIFT running full speed up onto the bank. Shortly thereafter, as the final countdown approached, another boat lost radio control, turning sharply into the side of the passing SQUIRE SHOP owned by Doug Nystrom.

The right sponson, from the picklefork forward, was cut off. Surprisingly, Doug was able to run another three-fourths lap before the badly crippled hull gave up.

In another, the HAWAII KAI, owned by Deb Weichman, and my own CANDYMAN were running in close proximity. The HAWAII KAI took a bad bounce, flipping in front of the approaching CANDYMAN. With no time to swerve, I ran over the upside down boat, knocking it's pretty pink

(contd. pg. 43)

CALIFORNIA CHAMPIONSHIP SERIES, 1982... RACE 1, SOUTH!



Gary McAllister's second place concurs winner.

Bakersfield, Calif.
 Story & Photos by
 Neal McCurdy

THE CAL-CHAMP SERIES HAS PROVEN OVER THE YEARS TO BE ONE OF THE PREMIERE WEST COAST R/C EVENTS.

With drivers such as Mike Lavacot, Joel Johnson, Frank Killam and Kent Clausen participating in it, one can see why it's so popular.

Bakersfield once again kicks off the year's racing in fine style. With the scoring/counting problems associated with last year's event cleared up, this year's race ran just super.

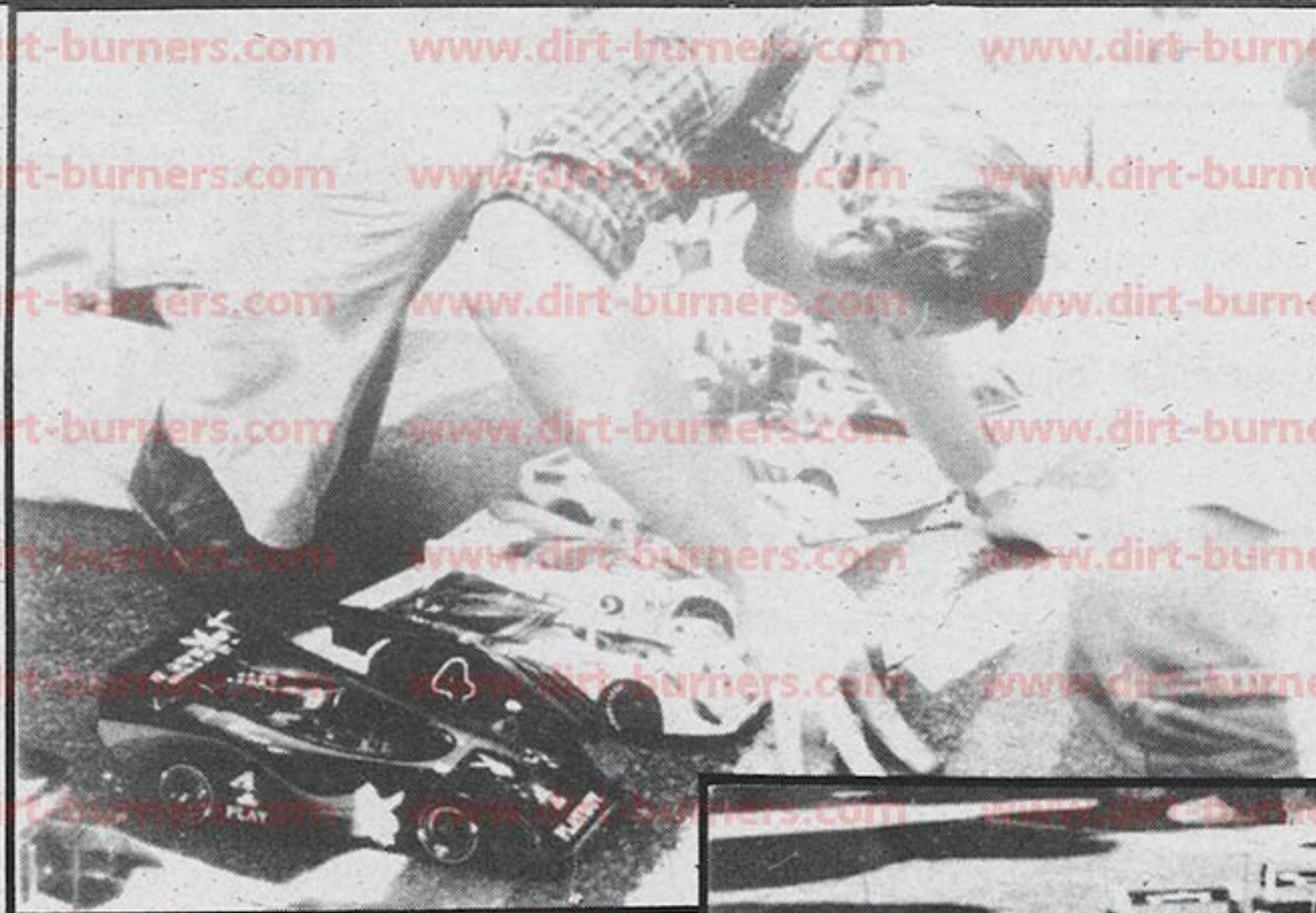
Today's race was sponsored by S.P.C.C. & G.E.A.R.S. R/C Club of Bakersfield. To say the least, mother nature provided splendid weather for the weekend.

The standard format for racing was used, that is; Saturday the Stock class was run and Sunday, featured the Modified class. Both events had Novice, Amateur and Expert classes. Also a standard practice is the handing-out of motors for the Stock class participants, thus assuring of even power plants. Of course, the motor is included in the Stock entry fee. In addition, if a racer feels that his or her motor is too slow, another motor can be purchased.

This practice has sure eliminated the problem of racers being accused of running illegal, overhauled, leaned on, or super-selected motors. The Stock class thus, is very competitive.

RACING

In Novice Stock class, newcomer Jim Busby won the A main. Northern Cal racer Bob Campbell finish-



ed second and Delta's Bill Meyers, took third.

Mark Enstad won the B Main; while Brian Rush, from Fresno, finished in second; Laura Pelletteri, in third. It's nice to see more women drivers out there racing. We had six out of thirty in the Novice class, let's see if we can better that next time.

Amateur Top Qualifier, Sonny Maddison won Saturday's Stock A Main. Bakersfield local, Dave Kisbey took the 2nd spot and 3rd went to Lee Hall.

One third of the Pettruzzi clan, Bob, won the B Main in this class, while Mike Conway and Troy Blanton followed in that order.

Another Bakersfield local won the C Main. Bill Gafford took the top spot and "Futaba's" Donn Rice was second to Bob Bernhard's third. Bob, by the way, came all the way from the East Coast.

The Expert A Main was full of "Hickmans", with Mike Hickman pulling out a win over Nor-Cal's Jim Aguirre and Lerry Stevens.

The B Main was again won by a Pettruzzi, this time the nod going to Mike. S.P.C.C.'s Race Director/Announcer, Joel Meyer, finished second. You see, you can run and run in a race and still do well.

SUNDAY was the Modified program. It looks like Jim Busby is hot. Another A main win and a super start in the Series. Second this time went to Chuck Crawford, and Bill Meyers once again picking up a third place trophy.

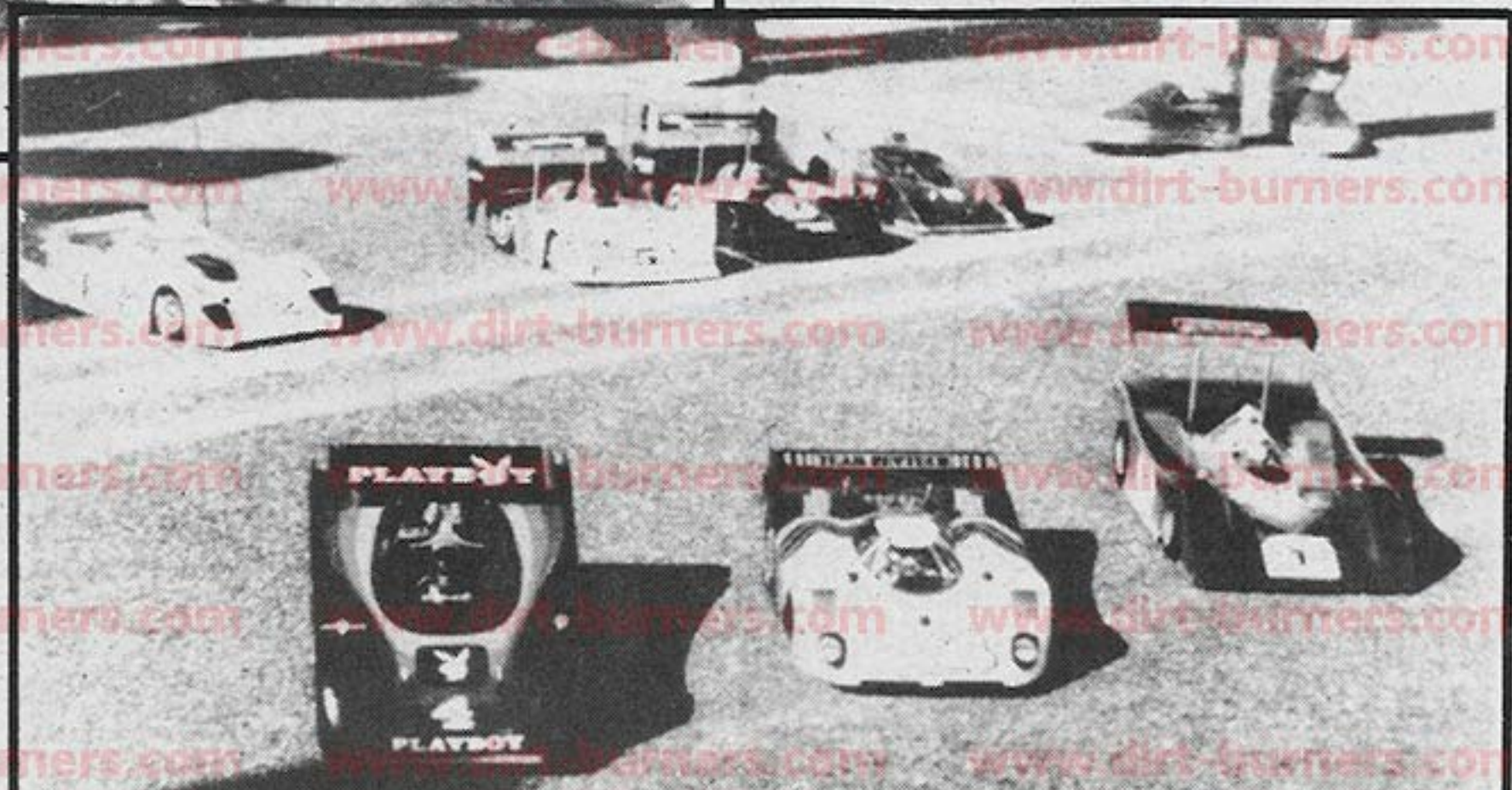
Brian Rush was the B Main winner and the youngest one-third of the Pettruzzi racing family, Ricky, won the C Main.

Seems as though Amateur Ken Jones got his act together for Sunday as he won the A main. All day Saturday, Ken was going around saying "I'm getting hit...who's on brown!"

Bob Pettruzzi made it two in a row winning the B Main again. Where is this family going to put all their trophies?

They're doing it again! Another main full of Hickmans. For the second time this weekend, Mike Hickman won the A Main, with brother Bruce finishing third. Sandwiched in between, however, is the Japanese secret weapon, Koji Matsumura. Koji is a Japanese entry in the "World Championships" coming up in August. Presently, he is attending school in Northern California. He looks mighty good!

Tony Neisinger and Jim Aguirre battled it out in the B Main with Tony eventually taking the win.



(Center left) "Gumball" judging in the concurs. (Above l to r) 1st, 2nd, and 3rd place concurs winners. (Below) Tech inspection time!



SAN JOSE RACE 2

RACE NUMBER TWO
OAKRIDGE SHOPPING MALL
SAN JOSE, CALIF.

May 22-23, 1982

New for 1982 is the fine San Jose Track located in the beautiful Oakridge Mall. This is one of the sights used by the San Francisco area car club for their regular races.

Weather was a bit warm but didn't seem to hinder entries. Notably absent from Bakersfield, Mike Lavacot was here today with fellow team mate Kent Clausen. Also present was Joel Johnson, as you would expect as this is his home town.

Another fine weekend of racing that saw Brian Rush, Danny Stallins and Steve Pritchett all winning their A through C Mains respectively in the Novice Stock class. Also winning their mains were Bill Meyers and David Ford in the Novice Modified A & B.

In the Amateur Stock, Main win-

ners were Dave Kisbey (A); Bob Gafford (B); while in the Modified it was Dave Kisbey again in the A; and Lee Hall in the B.

Mike Lavacot came and conquered in the Expert Stock A Main, while Ed Janis took first place honors in the Expert B Main.

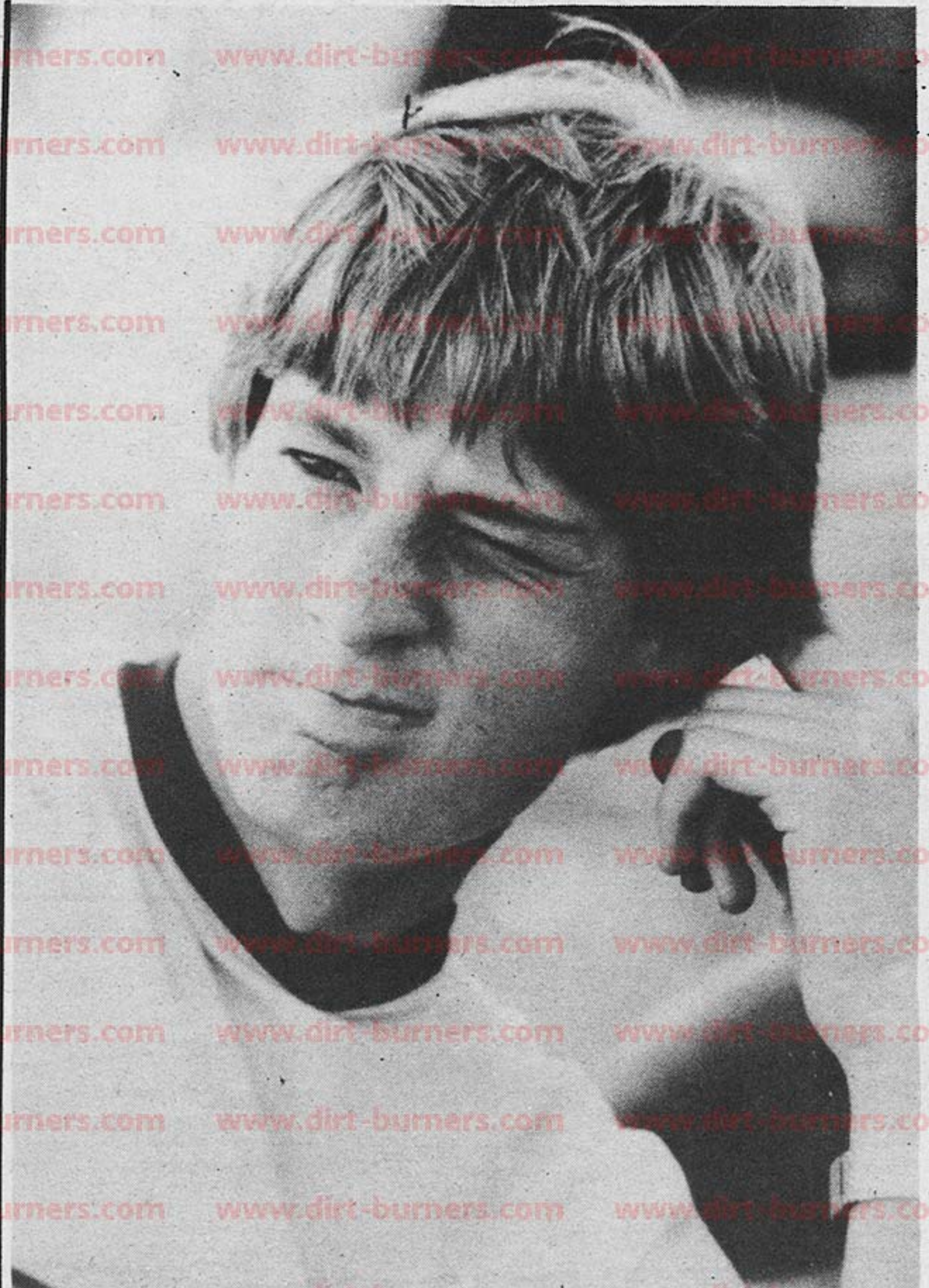
Lavacot once again proved why he is among the very best as he captured the overall crown in the Modified A Main. On both days, Mike was also the Top Qualifier.

Ed Janis, as well, proved to be consistent by once again winning the B main, this time in the Sunday's Modified class.

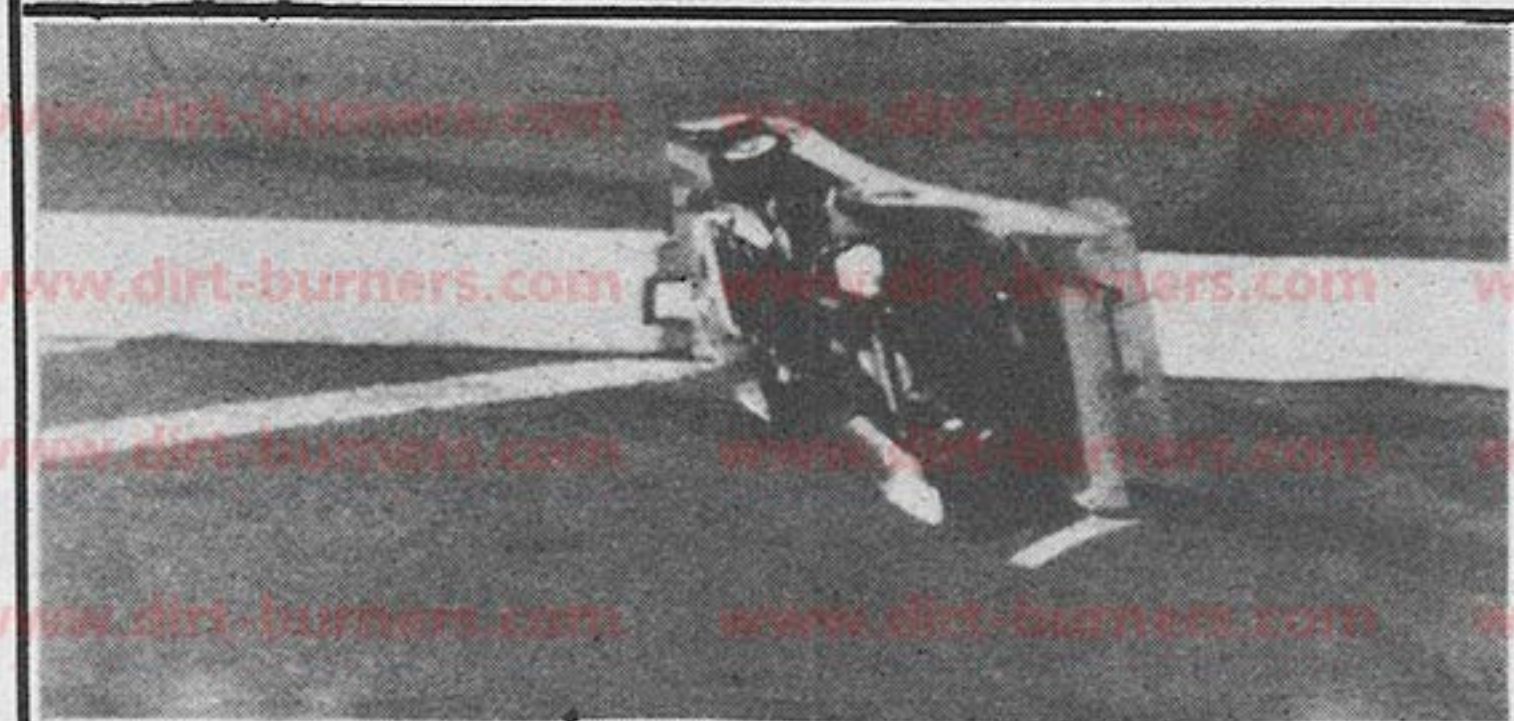
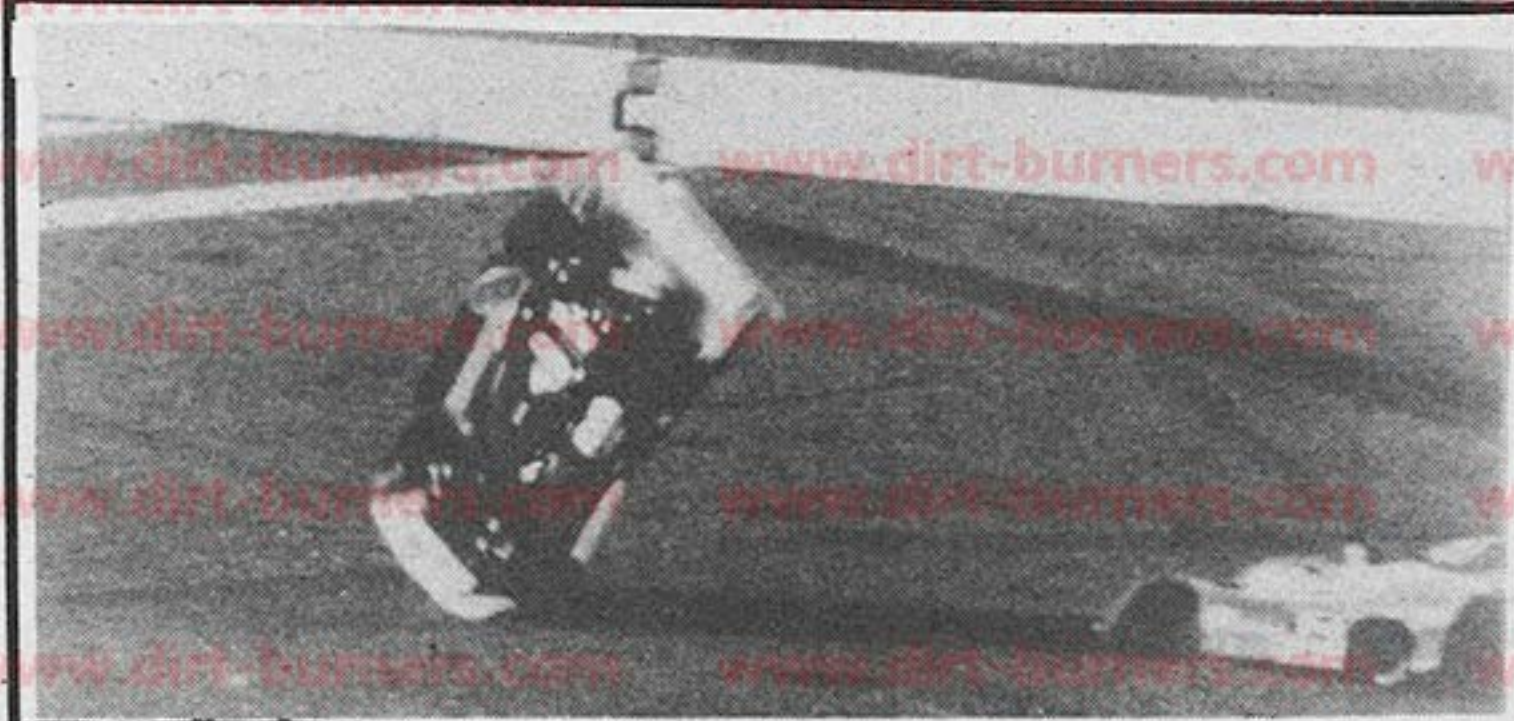
Results for both California Championship Series are listed below.

We are delighted to also report to all the Series racers that at press time, we have finalized the date and location for the third (and next) 1/12th Series race.

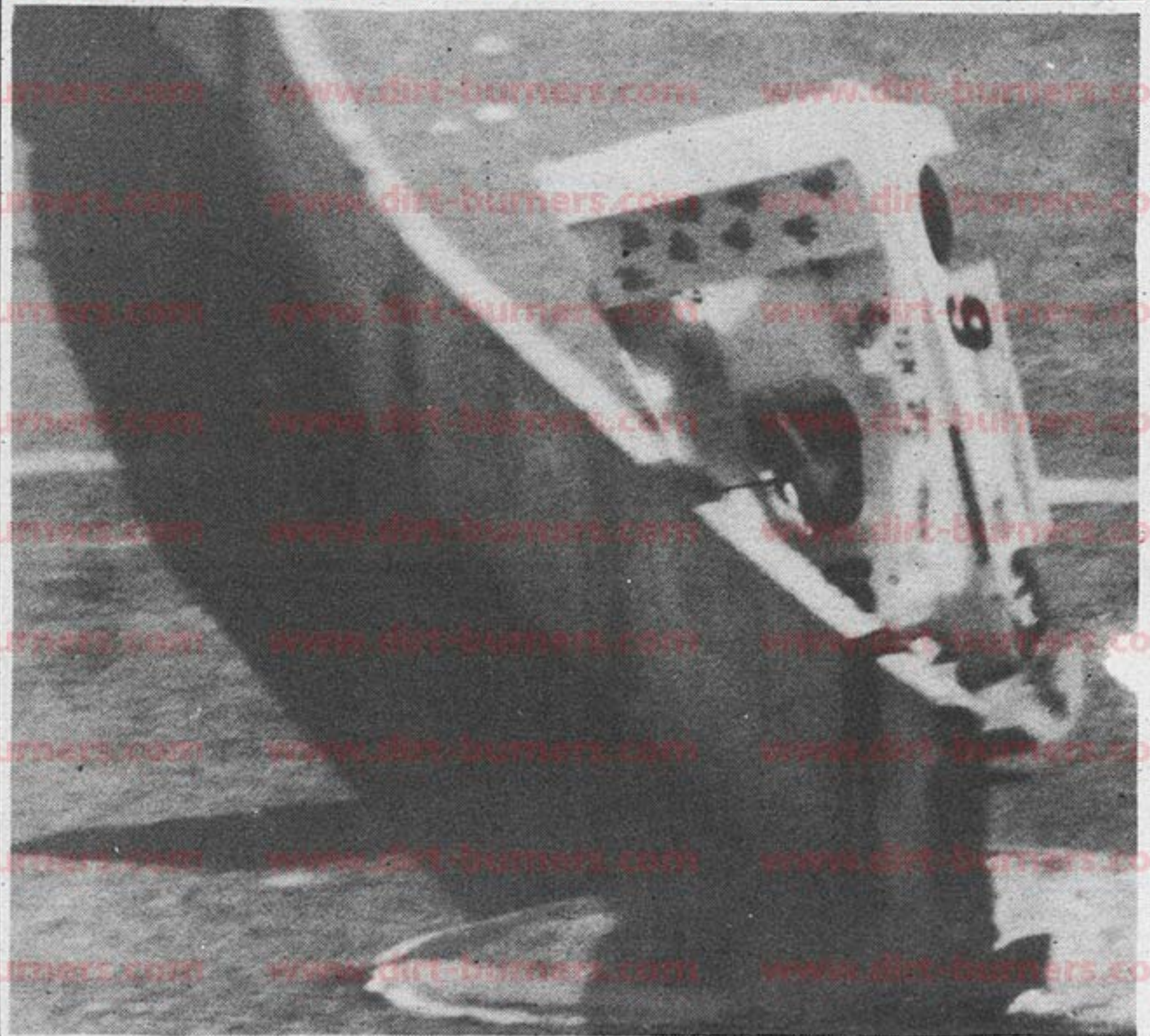
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Mike Lavacot planning his strategy.



Sequence above shows Lee Comito (9) as Rick Marks (6) makes his move. Hey Lee, you ought to try your hand at R/C planes.



Gary Slayton's "BANZAI SATURDAY NITE SPECIAL". Now you know how he got that name!

The new DEL MAR R/C & SLOT CAR RACING CENTER, we are happy to report, will be hosting their first race in this permanent facility, on July 24 (Stock) and July 25 (Modified). This permanent facility is just now being completed and the California Championship Series 1982 will be the inaugural race for the facility.

There are camping/trailer facilities inside this R/C facility and motels very near by. So it looks to be a real coup for the next series race to be held at this beautiful seaside facility. Bring your swimming trunks as the beach is only but a mile away. Tech inspection will start at 7 a.m. to 8 a.m. Control practices at 9 a.m. with approximate start time of the first qualifying heat on both days at about 11 a.m.

Hope to see many of you there!

Neal McCurdy

RESULTS BAKERSFIELD

NOVICE STOCK A MAIN:

1. Jim Busby
2. Bob Campbell
3. Bill Meyers
4. Steve Pritchett
5. Jon Nichols
6. Dick Pritchett
7. Horn Takaki
8. Chris Conway
9. Mike Callaway
10. Chuck Crawford

B MAIN:

1. Mark Enstad
2. Brian Rush
3. Laura Pellettieri
4. Dale Davis
5. Mark Richard
6. Billy Johnson
7. Larry Stanclift
8. Ricky Petruzzi
9. Chris Maddox
10. Chuck Baker

C MAIN:

1. Danny Stalians
2. Lloyd Nix

NOVICE MODIFIED A MAIN:

1. Jim Busby
2. Chuck Crawford
3. Bill Meyers
4. Danny Stalians
5. Billy Johnson
6. Chris Conway
7. John Nichols
8. Mark Richard
9. Bob Campbell
10. Chuck Baker

B MAIN:

1. Brian Rush
2. Dick Pritchett

C MAIN:

1. Rick Petruzzi
2. Paul Renna
3. Bill Malone
4. John Hall
5. Carolyn Stevens
6. Karen Kisby
7. Cathy Brunstedt

AMATEUR STOCK A MAIN:

1. Sonny Maddison
2. Dave Kisbey
3. Lee Hall
4. Larry Figone

B MAIN:

1. Bob Petruzzi
2. Mike Conway
3. Troy Blanton
4. Gary Slayton
5. Bob Pellettieri
6. Denny Lynn
7. Phillip McNelly
8. Jeff Abrams
9. Chuck Maddox
10. Sonny Cummings

C MAIN:

1. Ken Jones
2. Mike Conway
3. Lee Hall
4. Bob Gafford
5. Dave Kisbey
6. Bob Pelletteri
7. Gary Slayton
8. Denny Lynn
9. Robert Fujioka
10. Ted Graf

AMATEUR MODIFIED A MAIN:

1. Ken Jones
2. Mike Conway
3. Lee Hall
4. Bob Gafford
5. Dave Kisbey
6. Bob Pelletteri
7. Gary Slayton
8. Denny Lynn
9. Robert Fujioka
10. Ted Graf

B MAIN:

1. Bob Petruzzi
2. Bill Gafford
3. Sonny Maddison
4. Phil McNeely
5. Gary McAllister
6. Larry Figone
7. Greg Borella
8. Dan Golden
9. Chuck Maddox
10. Russ Aguirre

EXPERT STOCK A MAIN:

1. Mike Hickman
2. Jim Aguirre
3. Larry Stevens
4. Al Chuck
5. Doug Kott
6. Koji Matsumura

B MAIN:

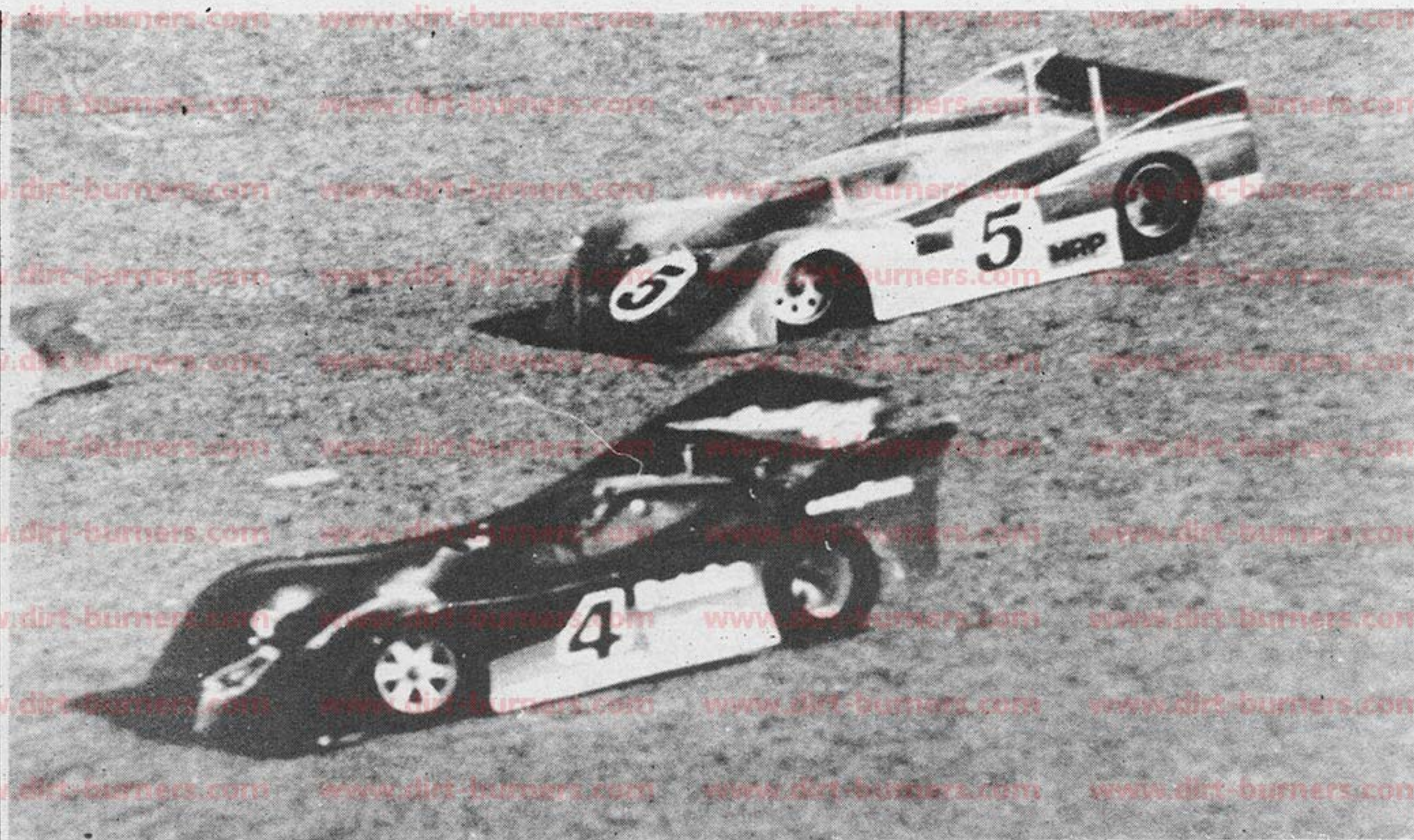
7. Bob Arwine
8. Bruce Hickman
9. Steve Hickman
10. Ed Janis

B MAIN:

1. Mike Pretuzzi
2. Joel Mayer
3. Mike Westfall
4. Chris Chan
5. Tony Neisenger
6. Butch Berney

EXPERT MODIFIED A MAIN:

1. Mike Hickman
2. Koji Matsumura
3. Bruce Hickman
4. Steve Hickman
5. Butch Berney



Mike Lavacot (4) and Joel Johnson (5). Mike, on his way to 1st place...Joel took 5th in the Expert Stock A main.

Burnham Racing Products

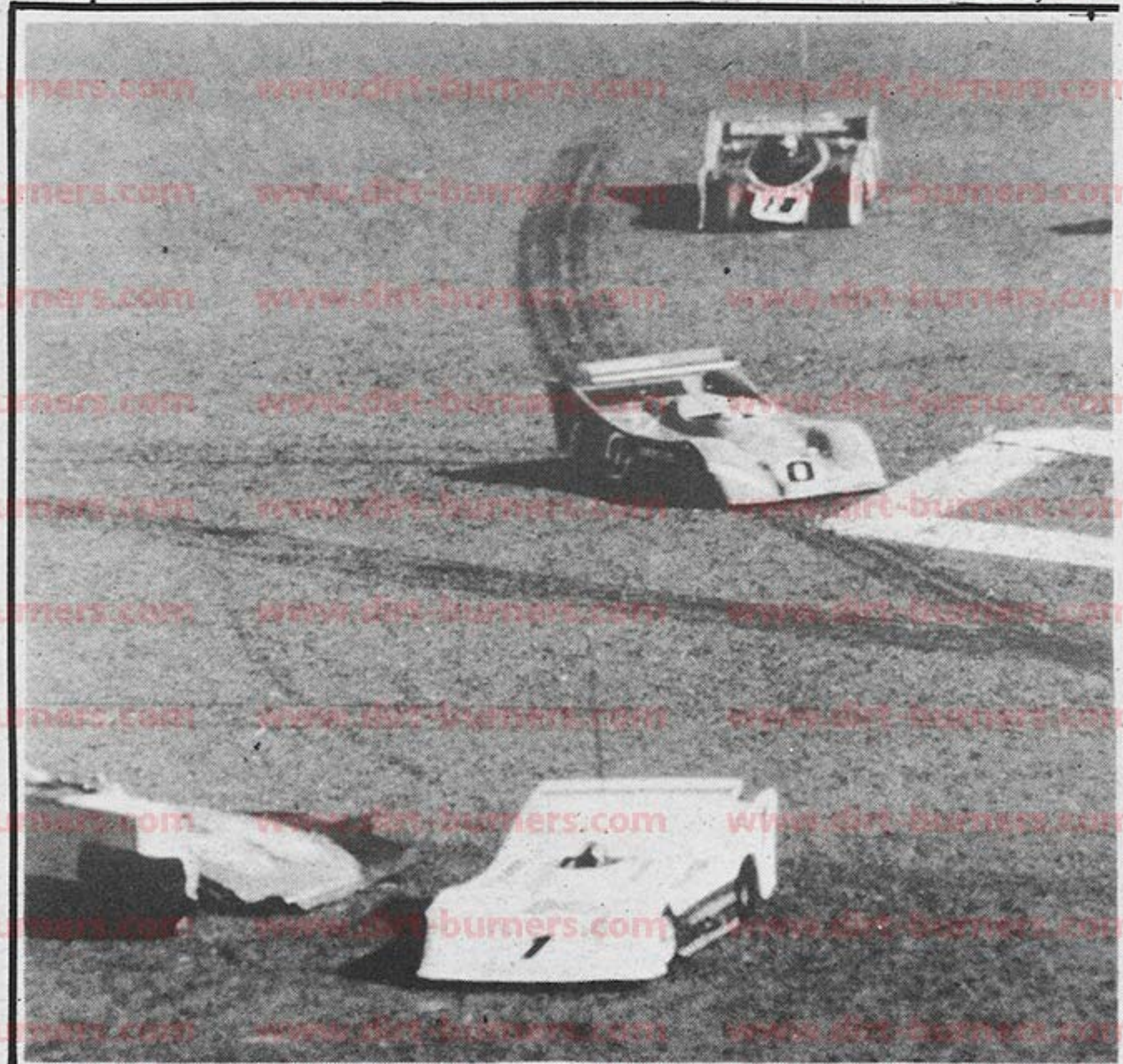
3-SPEED THROTTLE PRODUCTS - The B.R.P. Speed Control is a heavy duty unit designed to carry the amperage loads of even the hottest motors. Can be wired as a resistor type controlled or in a unique "Tap-in" system that wires the battery pack directly into the speed controller. Race proven in the Southern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

B.R.P.
20532 Sun Valley Drive
Laguna Beach, Ca. 92651

**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
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Koji Matsamura (1), Kent Clausen (0), and Jerry Case (8). Kent and Jerry went on to pass Koji and take 2nd and 3rd respectively.

- 6. Al Chuck
- 7. Ed Janis
- 8. Larry Stevens
- 9. Neal McCurdy
- 10. Tony Neisinger

B MAIN:

- 1. Jim Aguirre
- 2. Mike Westfall
- 3. Bob Arwine
- 4. Doug Kott
- 5. Mike Petruzzi
- 6. Joel Mayer

RACE NUMBER TWO - SAN JOSE

NOVICE STOCK A MAIN:

- 1. Brian Rush
- 2. Bill Meyers
- 3. Mike Callaway
- 4. Dave Buettner
- 5. Bob Campbell
- 6. Leonard Norred
- 7. Dick Pritchett
- 8. Chuck Crawford
- 9. Jim Rose
- 10. Mark Enstad

B MAIN:

- 1. Danny Stallians
- 2. Dale Davis

- 3. Mike Quarterman
- 4. Ricky Petruzzi
- 5. Chris Conway
- 6. Tom Vaughan
- 7. Karl Carlson
- 8. Lloyd Nix
- 9. Billy Johnson
- 10. Donald Gaither

C MAIN:

- 1. Steve Pritchett
- 2. William Brown
- 3. Karen Kisbey
- 4. Bill Malone
- 5. Carolyn Stevens
- 6. Al Sandrini
- 7. Claude Turner
- 8. David Burgoon

NOVICE MODIFIED

A MAIN:

- 1. Bill Myers
- 2. Danny Stallians
- 3. Chuck Crawford
- 4. Mike Callaway
- 5. Mark Enstad
- 6. Chris Conway
- 7. Leonard Norred
- 8. Dick Pritchett
- 9. Ricky Petruzzi
- 10. Brian Rush

B MAIN:

- 1. David Ford
- 2. Steve Pritchett
- 3. Dale Davis
- 4. Tom Vaughan
- 5. Billy Johnson
- 6. Donald Gaither
- 7. Bill Malone
- 8. Carolyn Stevens
- 9. William Brown
- 10. Jim Rose

AMATEUR STOCK

A MAIN:

- 1. Dave Kisbey
- 2. Ken Jones
- 3. Sonny Maddison
- 4. Greg Borella
- 5. Sam Ellis
- 6. Bob Petruzzi
- 7. Robert Fujioka
- 8. Larry Fugone
- 9. Denny Lynn
- 10. Ted Graf

B MAIN:

- 1. Bob Gafford
- 2. Rick Marks
- 3. Phil Ruggiero
- 4. Wayne Taylor

- 5. Bob Pelletteri
- 6. Mike Conway
- 7. Gary Slayton
- 8. Bill Gafford
- 9. Russ Aguirre
- 10. Lee Comito

AMATEUR MODIFIED

A MAIN:

- 1. Dave Kisbey
- 2. Larry Figone
- 3. Sonny Maddison
- 4. Denny Lynn
- 5. Ted Graf
- 6. Sam Ellis
- 7. Greg Borella
- 8. Gary Slayton
- 9. Bob Gaford
- 10. Mike Conway

B MAIN:

- 1. Lee Hall
- 2. Bob Pelletteri
- 3. Bob Petruzzi
- 4. Robert Fujioka
- 5. Lee Comito
- 6. Killer "JR"
- 7. Anthony Prather
- 8. Bill Gafford
- 9. Russ Aguirre
- 10. Ken Jones



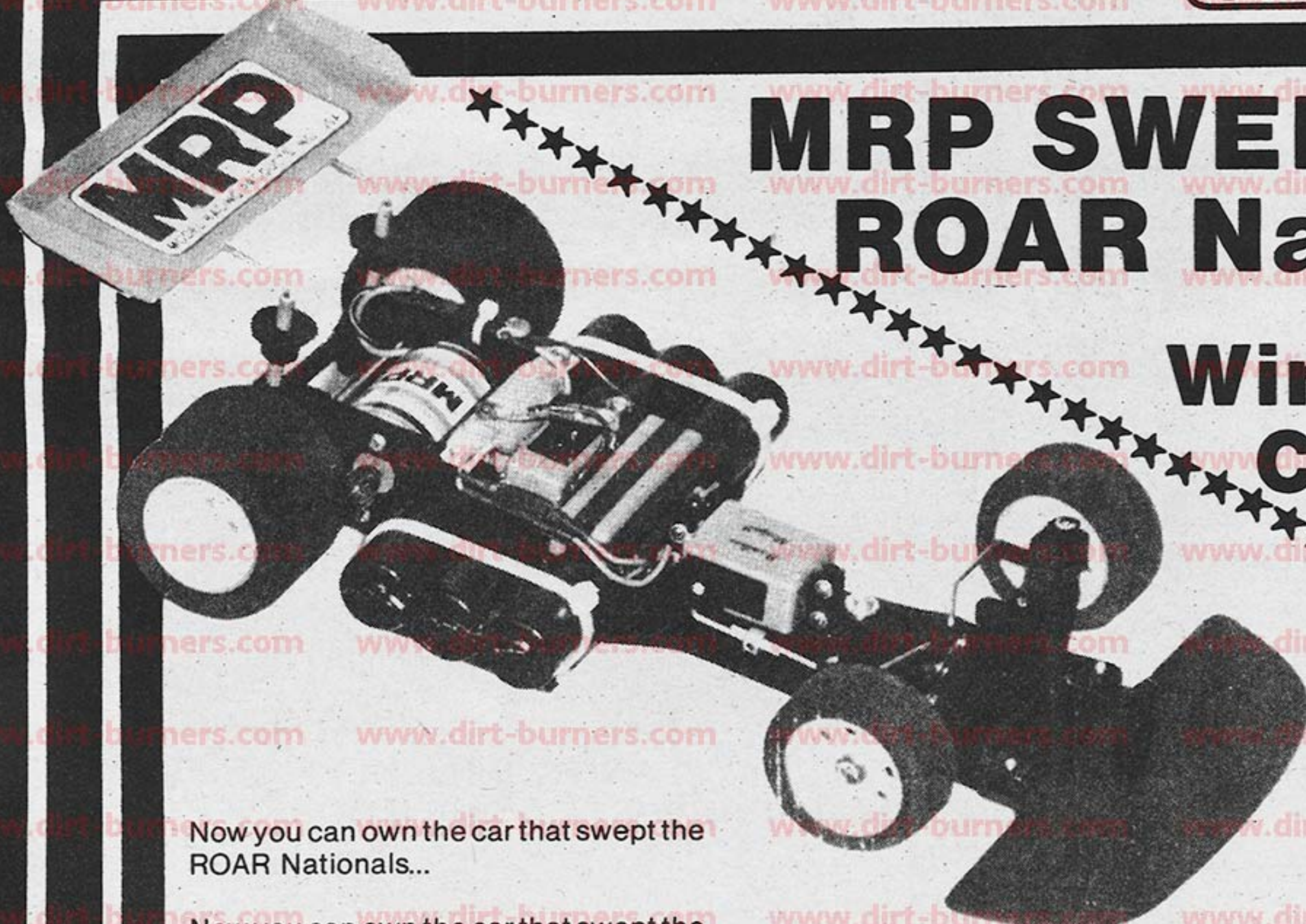
Larry Stevens, car number 7. GOING OVERBOARD?

(contd.)

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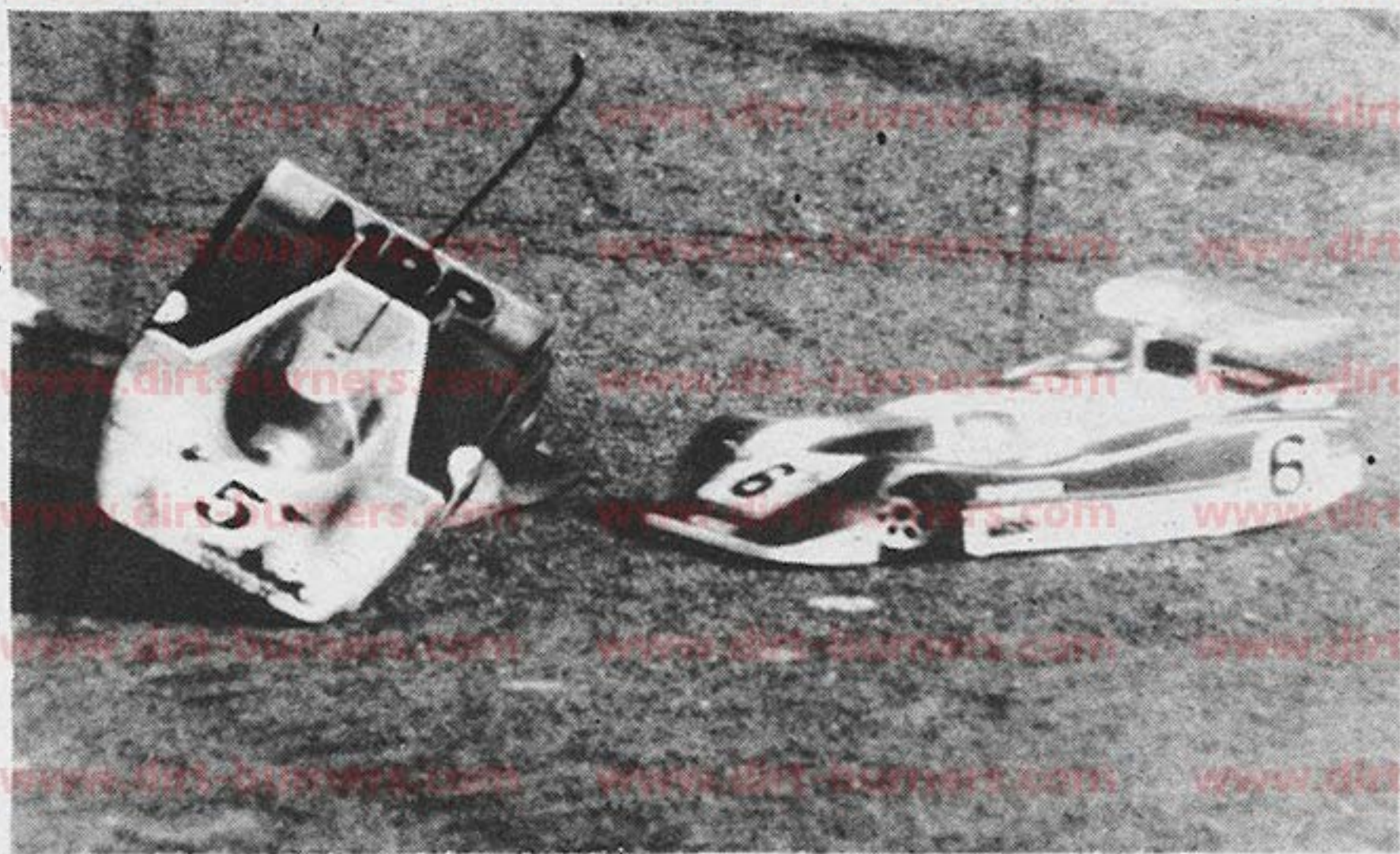
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Joel Johnson (5) cutting in on Carl Anderson (6)...I guess it worked, Joel placed second in the Expert Modified A Main.

**EXPERT STOCK
A MAIN:**

1. Mike Lavacot
2. Kent Clausen
3. Jerry Case
4. Carl Anderson
5. Joel Johnson
6. Bob Arwine
7. Tony Neisinger
8. Butch Berney
9. Koji Matsumura
10. Jim Aguirre

B MAIN:

1. Ed Janis
2. Jim Adkins
3. Al Chuck
4. Joel Mayer
5. Neal McCurdy
6. Larry Stevens
7. Mike Petruzzi

**EXPERT MODIFIED
A MAIN:**

1. Mike Lavacot
2. Joel Johnson
3. Butch Berney
4. Koji Matsumura
5. Jim Aguirre
6. Jim Adkins
7. Kent Clausen
8. Larry Stevens
9. Carl Anderson
10. Jerry Case

B MAIN:

1. Ed Janis
2. Al Chuck
3. Tony Neisinger
4. Bob Arwine
5. Joel Mayer
6. Mike Petruzzi
7. Neal McCurdy

9. Mark Enstad...181
10. Ricky Petruzzi...172

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2. Mike Conway...190
2. Denny Lynn...190
2. Ted Graf...190
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6. Lee Hall...188
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8. Sonny Maddison...186
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10. Ken Jones...181

4. Brian Rush...189
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6. Chuck Crawford...184
7. Mark Enstad...181
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STOCK AMATEUR:

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9. Bob Gafford...183
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STOCK EXPERT:

1. Jim Aguirre...190
2. Bob Arwine...189
3. Al Chuck...188
4. Koji Matsumura...187
5. Larry Stevens...183
6. Ed Janis...181
7. Tony Neisinger...180
8. Butch Berney...178
9. Joel Mayer...176
10. Mike Petruzzi...174

**CAL CHAMPIONSHIPS SERIES
POINTS STANDING AFTER TWO RACES
(Top ten only)**

MODIFIED NOVICE:

1. Bill Myers...204
2. Chuck Crawford...197
3. Danny Stalians...196

STOCK NOVICE:

1. Bill Myers...200
2. Bob Campbell...195
3. Mike Callaway...190

EFRA NEWS

(contd. from pg. 23)

EURO-CHAMPIONSHIP SALOON CARS DUISBURG. We have now received all the details of this EFRA sanctioned event, and the organization looks fantastic, not only for the racing but also for entertainment of all who attend; Drivers, Mechanics & friends. When it was discussed at the last A.G.M., it was not thought that allocation of places would be necessary as there appeared to be limited interest. However, that seems to have changed and now I understand they will have their full quota of 104 with representatives from almost every Member Country of EFRA. With 2 days to run this one class meeting, the format has been changed and it could be that the Formula & G.P. Classes will be watching with interest to see if anything can be learned.

OFF ROAD E.C. Herve Davoine has now completed all the arrangements for this the first official Off Road 1/8 E.C. on July 3-4. Unfortunately, I will not be there, but I hope all who participate enjoy themselves at this—the newest branch of our sport.

IFMAR. Several people have asked about the IFMAR representatives meeting at the 1/12th Scale World Championships. At this meeting EFRA will be represented by Nick Adams. No changes to IFMAR constitution or rules can take place there, but it is hoped that recommendations regarding future policy of 1/12 racing World Wide will be discussed, and proposals formulated for presentation to the next general meeting of IFMAR which will be at CARNOUX, France next year at the 1/8th World Championships.

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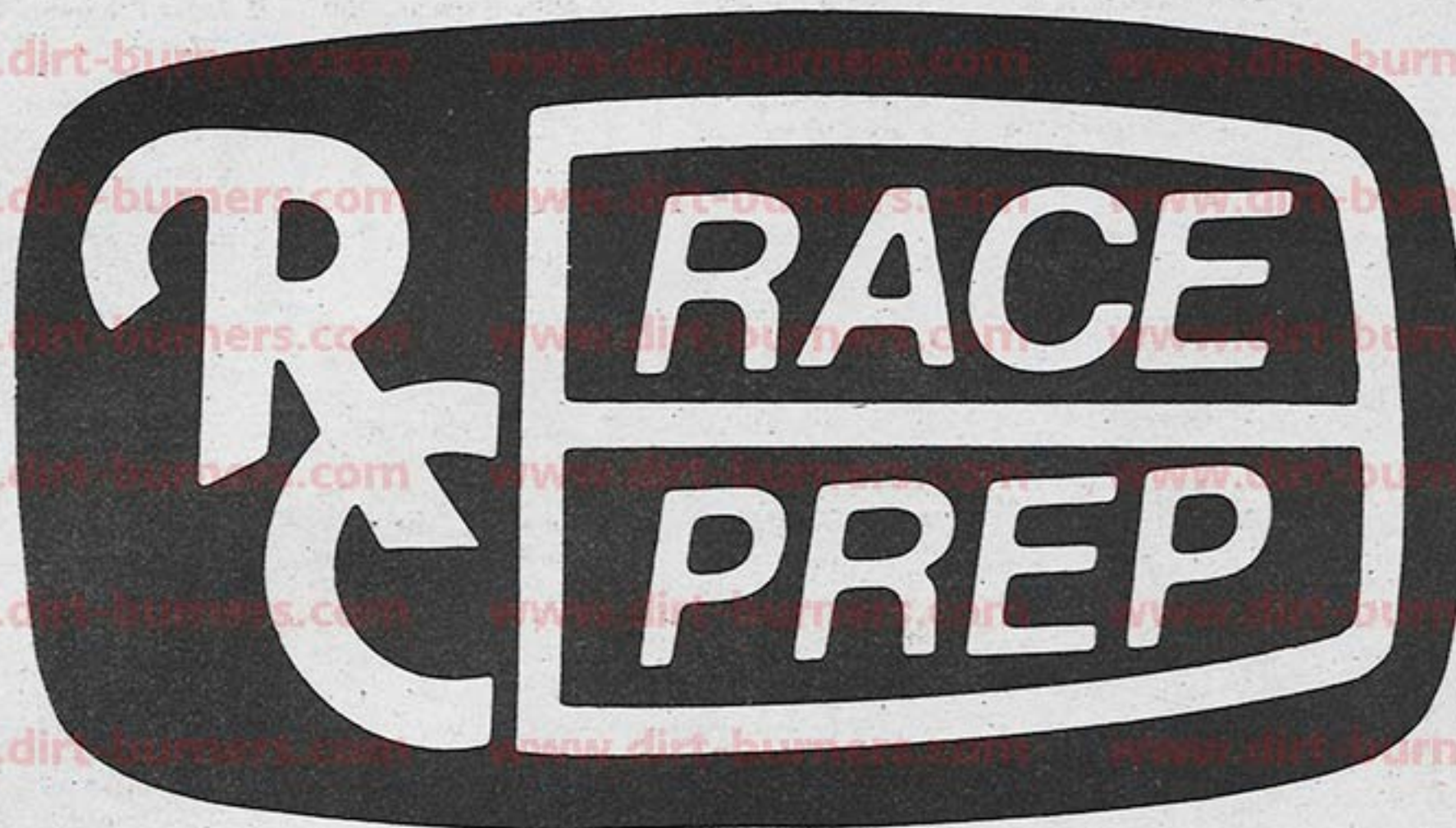
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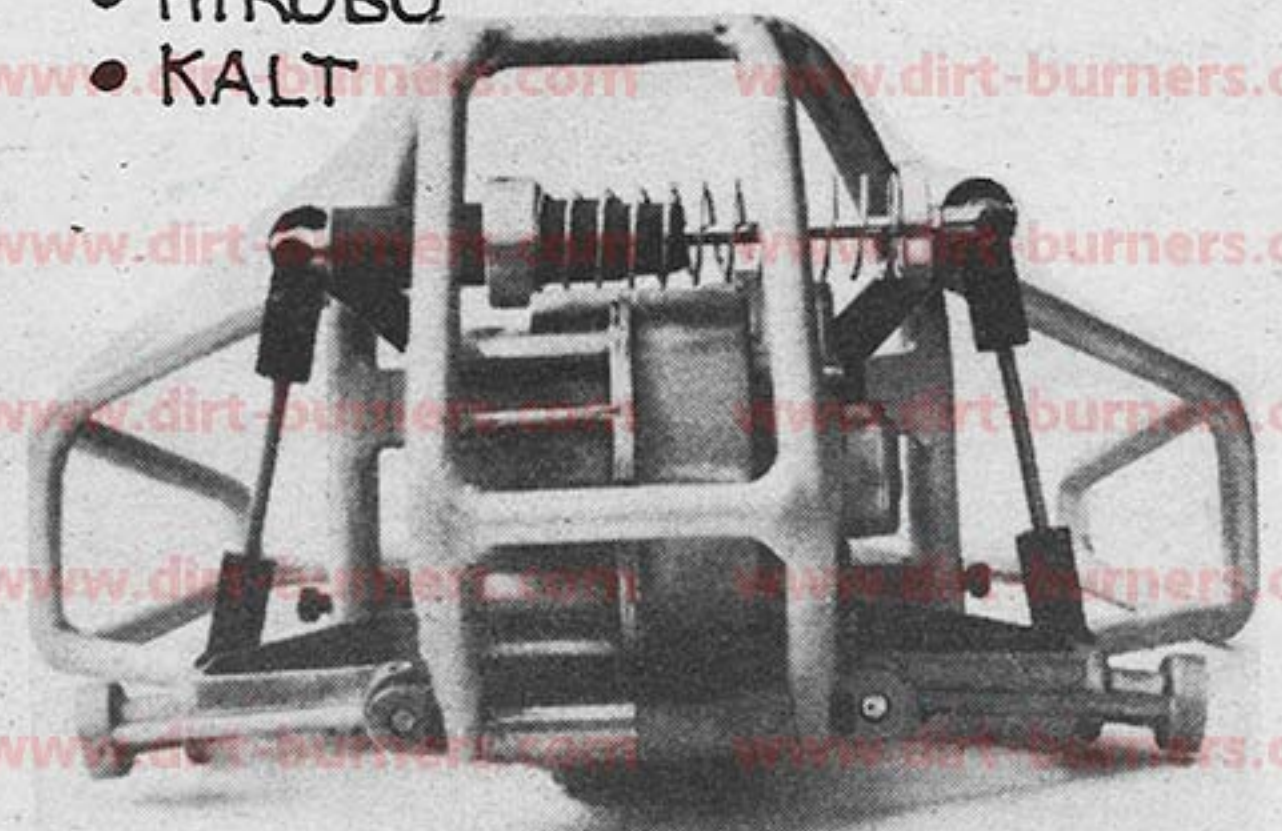


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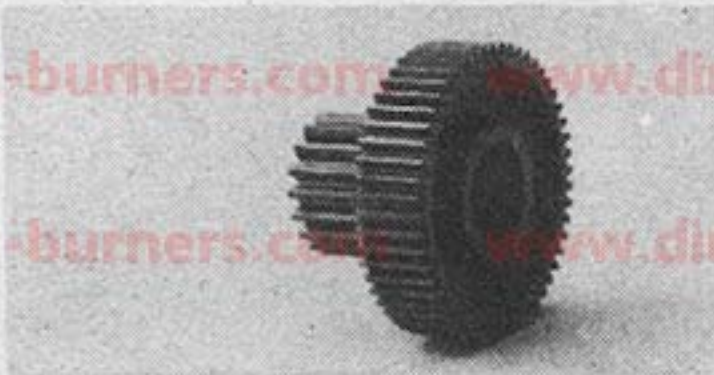


- RP706A - ALUMINUM 3 POINT RACING NERF BARS.
- RP776 - MONO SHOCK KIT.
- RP778 - ALUMINUM ROLL/MOTOR CAGE. PRE DRILLED TO BOLT ON RP706A-RP776

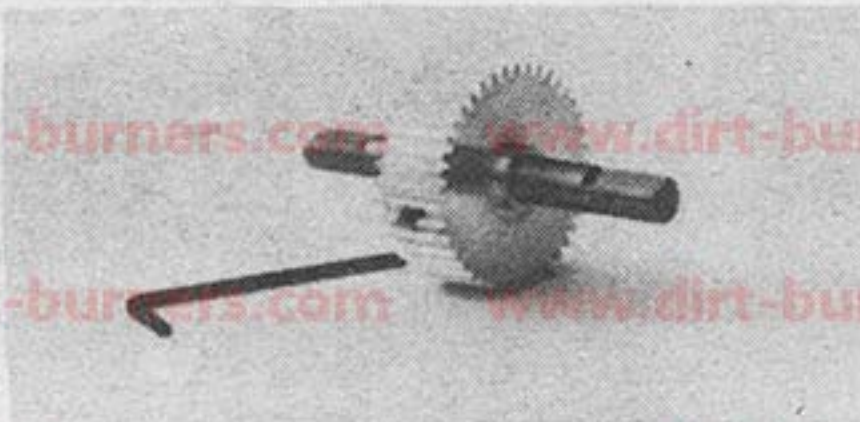


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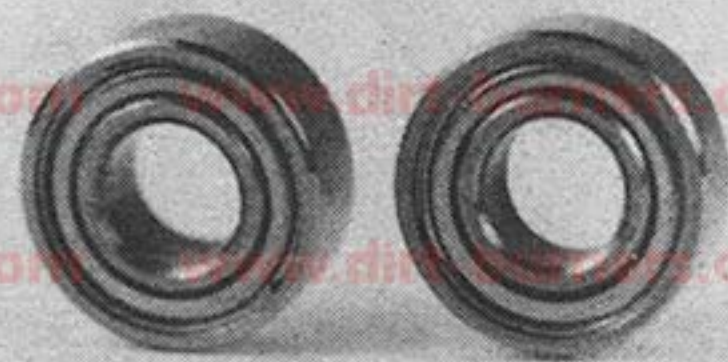
Inside Lines



ASSOCIATED announces the release of their all new RC500 1/8 scale fully independent suspension car. The RC500 placed 1st and 2nd at the 1981 ROAR Nationals and at the 1981 English Nationals, the RC500 won the G.T. and Formula 1 classes. The car is designed after the 1/1 scale real Formula racing cars, using identical suspension points and geometry as the real Formula cars. The handling is superb. The RC500 just won the Detroit 6 hour Endurance race, making the RC500 not only fast but reliable. From Associated Electrics 1928 E. Edinger, Santa Ana, Ca. 92705.



1/10 Scale Shocks CB 88 & 89. Heavy duty. Fits Tamiya Buggy & smooths out the bumps and jumps. From Parma Int'l.

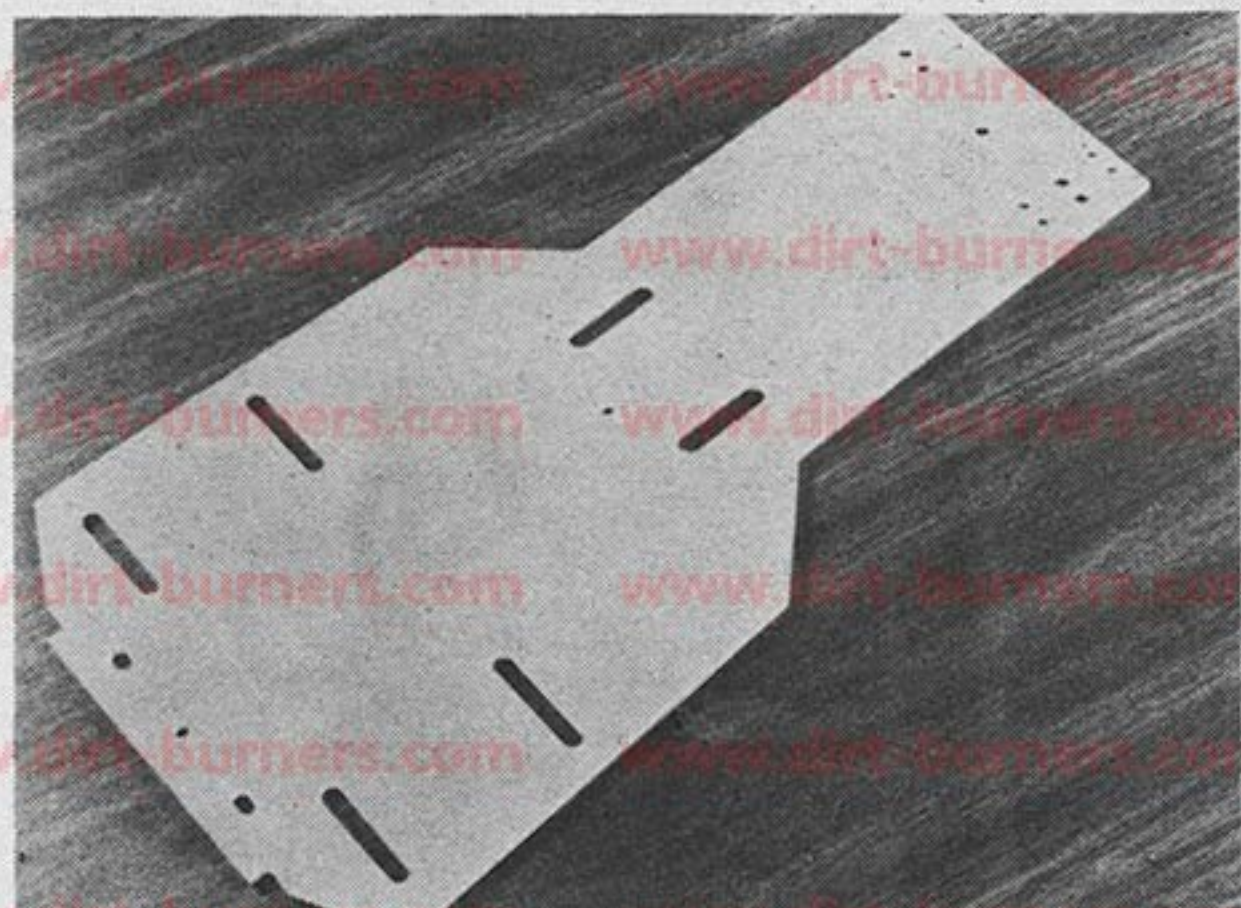


Ball Bearings 1751 - Heavy Duty for your Tamiya. Longer run times & smoother response. From Parma Int'l - 13927 Progress Parkway, N. Royalton, Ohio 44133.

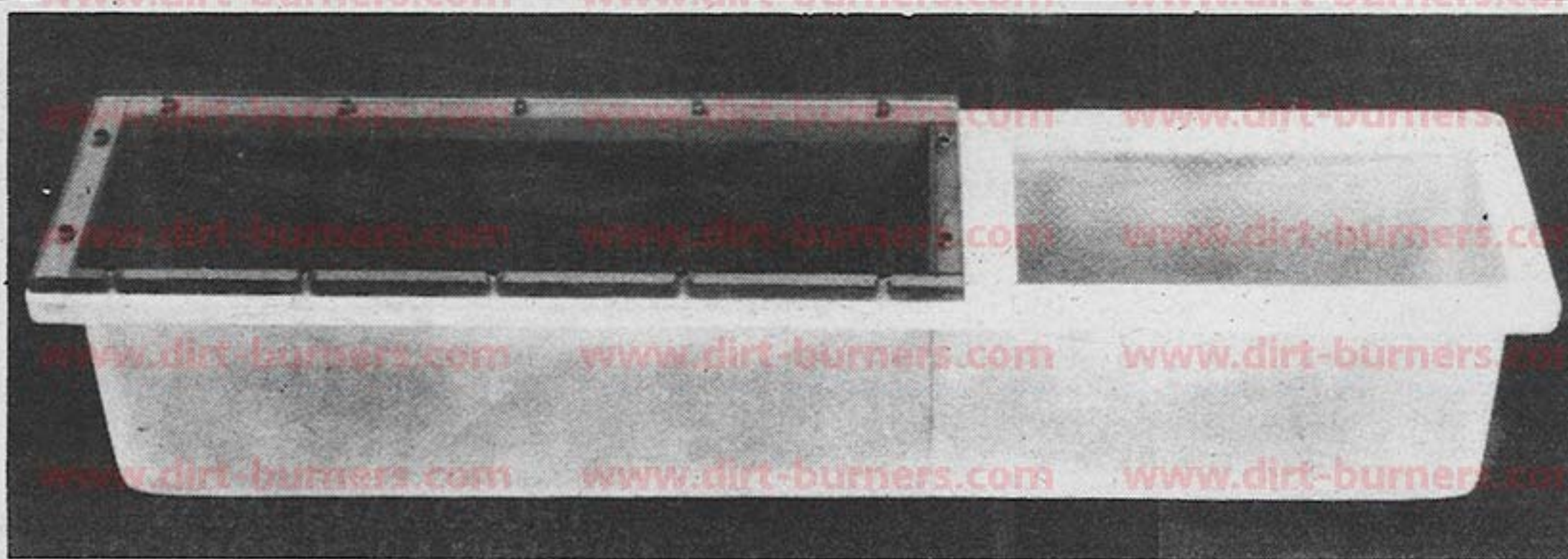


At left, Velcro mounted on plastic allows quick & easy access to radio case. Fits Digger 10, Tamiya & AYK cars. Set of 4 BL-2616.

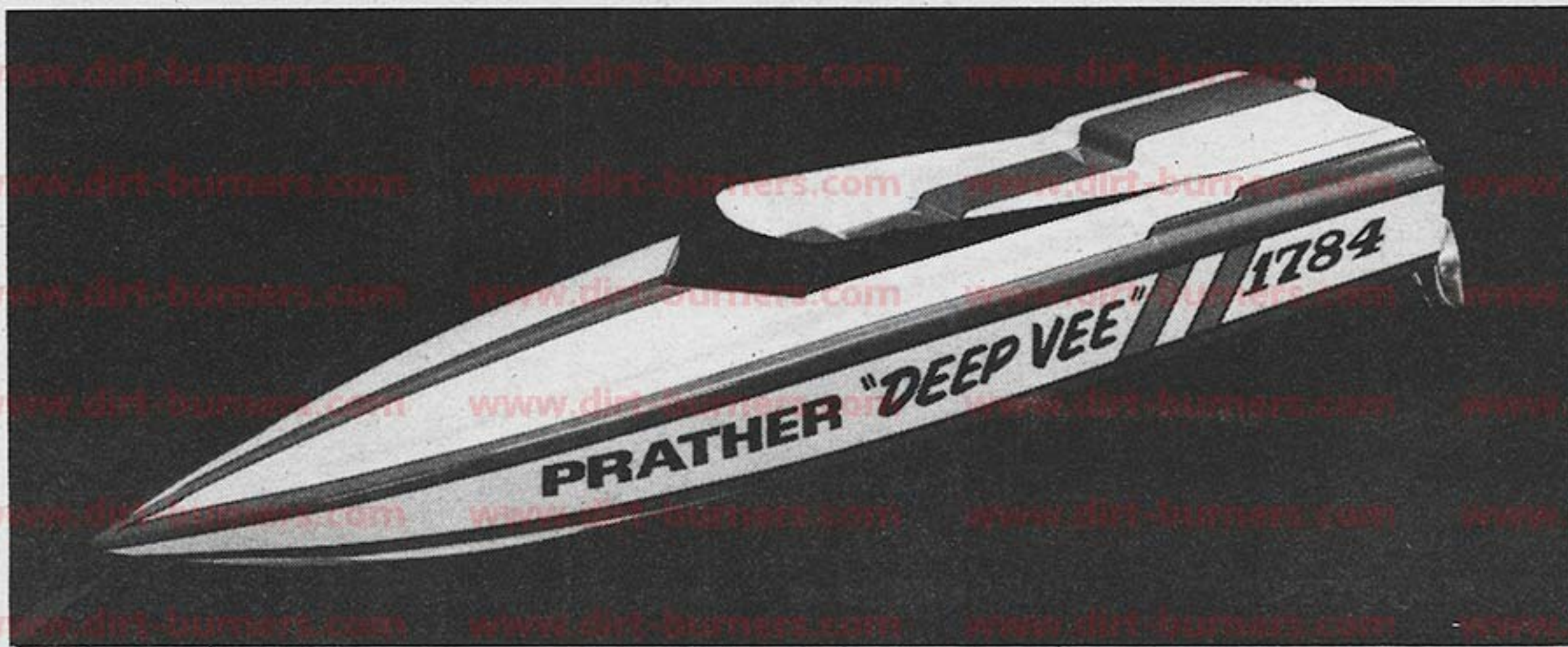
Below, BoLink has a full line of Off Road bodies for your 1/10th scale. The newest is the Funco 2-seater BL-2394. Detailed like the real cars, and strong (.040 Tuffak). BoLink R/C Cars, 420 Hosea Rd. Lawrenceville, Ga. 30245-4695.



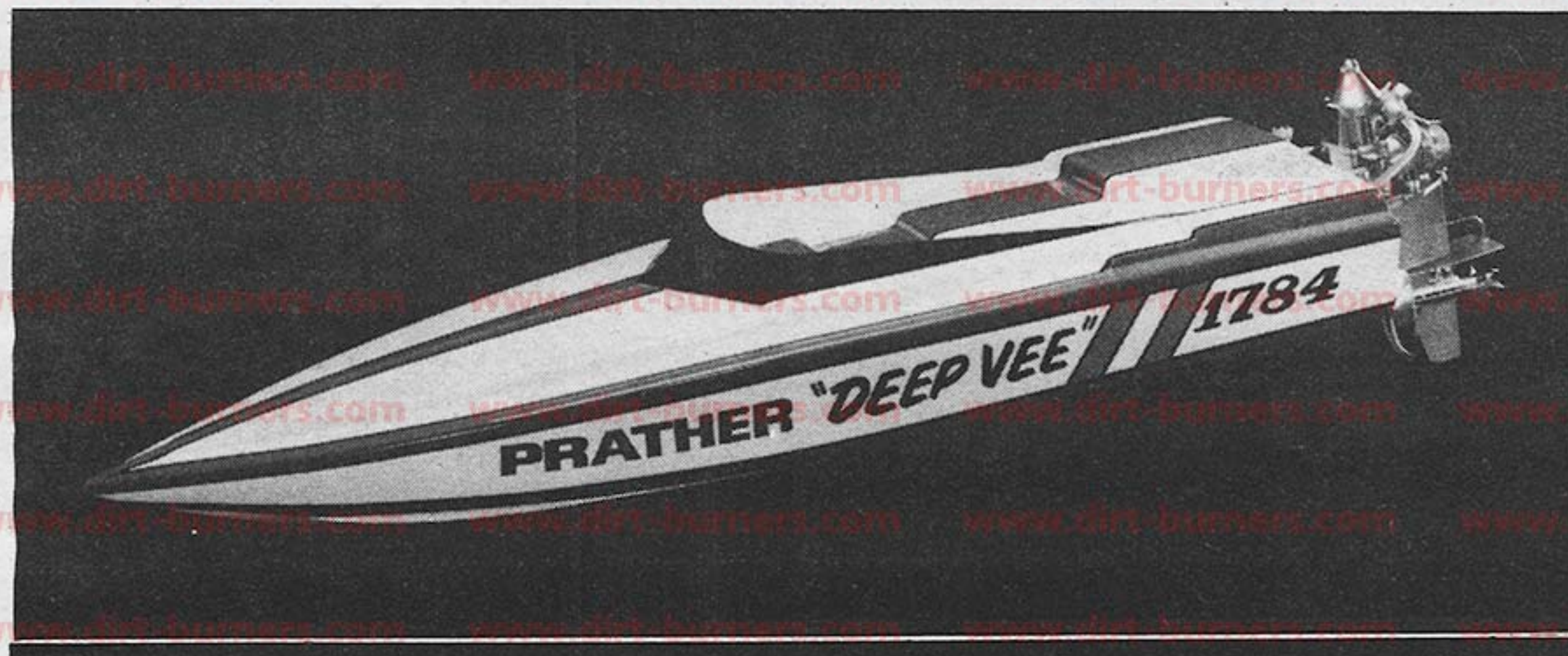
The new "Butterfly Chassis" (1015) is designed to eliminate the radio box on your Tamiya. All radio gear and batteries are installed directly to chassis, lowering the C.G. For stock front suspension or CRP's wide front end. One inch longer. C.R.P. P.O. Box 263, San Gabriel, Ca. 91778.



Prather's new Radio Box Kit for 31" Deep Vee, Oubords gives you full protection for your radio systems. It is especially designed for the Outboard Deep Vee. Prather Prod. 1660 Ravenna Ave. Wilmington, Ca. 90744.



The 31" Offshore style Deep Vee (Inboard) has the same bottom hull as its sister boat the classic. This new improved Offshore features a more streamline upper deck with a more modern design. It uses the same running gear and radio box kit as the 31" Classic. The 31" Outboard (below) is one of the fastest building boats in the market. Specially appealing to first time boaters, outboard Deep Vees are easy to run and maintain. From Prather Products. 1660 Ravenna Ave. Wilmington, Ca. 90744.



1/10 Scale Shocks. Std. CK8 & Coil Overs CK9. Fits Tamiya Buggies. Parma Int'l.



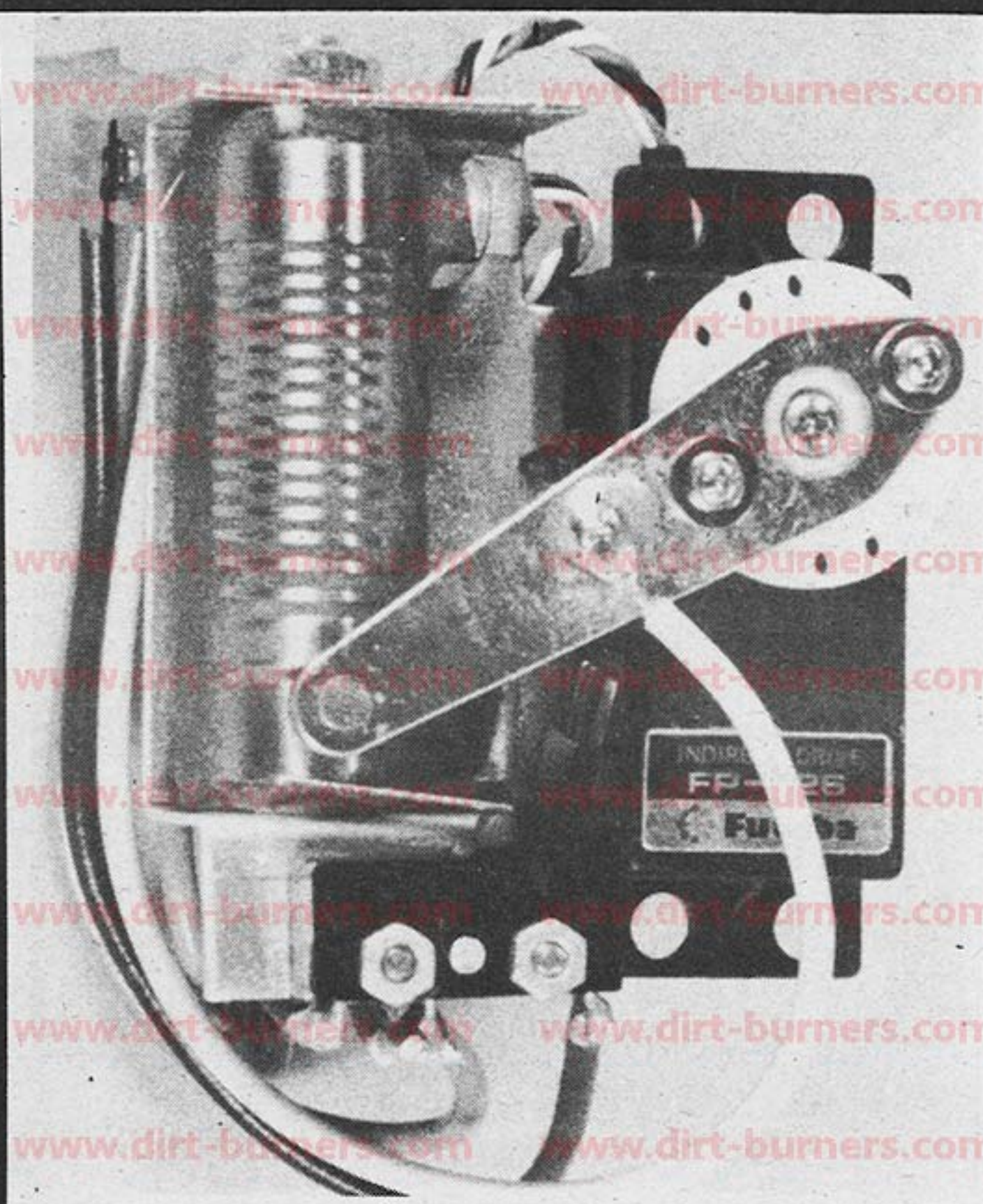
Off Road Knobbies 1640, will fit over Tamiya 2-piece wheels. Better traction. From Parma Int'l.



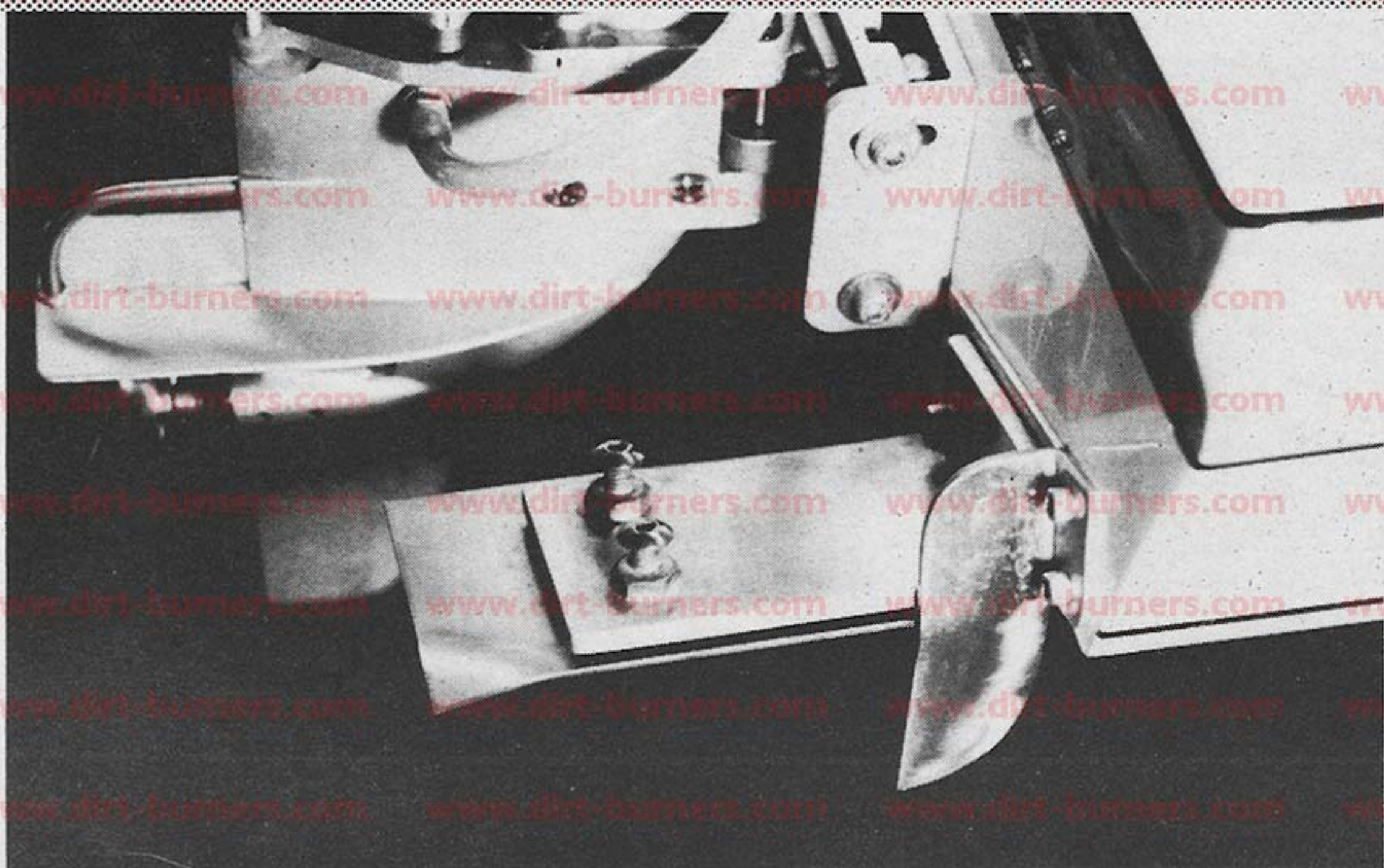
C.R.P.'s new Kyosho Shock Tower Adaptor (1514) enables you to use the new Kyosho shocks in front. Made of G-10 Fiberglass. C.R.P. P.O. Box 263, San Gabriel, Ca. 91778



Get more power for your off road cars. BoLINK has a 7-cell battery pack (BL-4707) It comes with no plugs and no charge cord. Also available 7-cell Sanyo packs. BoLINK, 420 Hosea Rd. Lawrenceville, GA. 30245-4695.



Digger 10 resistor bracket, complete speed control system. Variable forward & reverse, includes bracket, resistor, reverse switch, new wiper arm, completely assembled. Part BL-4610. Bracket only BL-4628. BoLink.



The running hardware for the 31" Deep Vee Outboard from Prather. Prather Products.



M.R.P.'s Hydro Sport Electric. Winner of the most exciting new item at the H.I.A. Show. Thermo formed hull, .05 power plant, two different cowls, foam boat stand, stainless hardware, color decals. Partially assembled (972), assembled less radio (971), ready to run with Futaba Radio (970) MRP 12702-D, N.E. 124th St. Kirkland, WA 98033.



The new "NIMROD" Aston Martin-Lola. One of the hottest Group C racers. Super detail, accurate scale reproduction, ROAR approved, CAN-AM class, 1/12th scale. McAllister Racing, 4827 Top Circle, Simi Valley, Ca. 93063.



Lightweight skid plate made of Kydex (1016) attaches to chassis & rear Bumper. From C.R.P.



Castor blocks and lowering blocks are designed to lower the C.G. for Tamiya.C.R.P. Box 263, San Gabriel.



1/10 Off Road wings (1755) A&B Small & large to fit your style of traction needs. From Parma.



Now you can put the finishing touches on your offroad cars. BoLINK now has number plates to mount on top of bodies to display your numbers. Comes painted white with mounting hardware. BL 2615 from BoLINK R/C CARS.



The Funco Buggy (1535) The latest 1/10 off road body. .050 thick body that will out-crash the competition. From Parma Int'l.

Soft Winds From The Islands Bring Us R/CECC CAN-AM 1/12th Report...

Reported by Glenn Kawamae
May 23, 1982

BEAUTIFUL WEATHER AND A DUSTY TRACK GREETED US FOR OUR SECOND TO THE LAST CAN AM SERIES RACE IN 1982.

After setting up the track, our friend and California Champion, Frank Killam promptly grabbed a broom and started to clean up the dusty track. He must have done it right because by the main events the traction was as good as or better than our HCC track.

Earl Honbo brought out his new driver's stand which really gave a spectacular view of the track. Now we know how it feels to drive like they do in the mainland.

Qualifying rounds went fairly smooth with the exception of getting turn marshalls out on the track. Our race director, Matt Motas, made it quite clear that he wasn't happy about the situation. I think we may see some heavy penalties levied on racers who do not turn marshall when they are supposed to.

The racing went well with four complete rounds of qualifying having been run. Frank Killam bested the track record in qualifying by about a lap and a half posting a 32.6 laps in 8 minutes. This would certainly prove to be one tough day of racing.

The D MAIN saw close racing with the big battle between Ken Sakai and Mike Rapoza, and also between Earl Honbo and Rodney Imai. At the start of the race Ken took the early lead followed closely by Mike. Ryan Honbo was third but was being pushed by Rodney and Ryan's father, Earl. Rich Ganotisi and Joe Kaanapu both got tied up at the start and trailed the field. This was pretty much the way things were for the first few laps. David Steiner finally got his car going on lap 3. Then it happened. Ryan and Richard got tangled up and dropped way back. Ken Sakai was maintaining the lead followed by Mike Rapoza, but now Earl Honbo was third and Rodney in 4th. By lap 6 Ken was trying to lap Rodney and succeeded a few times only to have Rodney unlap himself successfully. In the process, Earl had fallen back behind Rodney and was now lapped by Ken. By lap 11, Mike had started to move on Ken and with all the battling between 1st and 2nd, Earl managed to unlap himself. Mike Rapoza had the

lead now and was holding off Ken. By lap 14 Ken again retained the lead, and now Rodney Imai was catching up to the leaders. By lap 18 these four leading cars were only 30 feet apart. By the close of the race, Rodney was slowing quickly and at the end Ken Sakai took first, with Mike Rapoza holding on to second; Earl Honbo, third; and Rodney Imai managing to finish in 4th. All of these racers were on the same lap.

The C MAIN also saw some heavy action, but someone turned off the tape recorder and I can't give you a blow by blow description of the race. The official race results do show however, that the top four cars all finished with 27 laps. Francis Aki, in only his second race, took the top honors in this one. He was followed by Andrew Young, Leroy Lee in third, and Ken Alaga in fourth.

The B MAIN was a long drawn out WAR. Butch Farm took off with the early lead, followed by Jay Nakahara and Randall Hano. So much pressure was on Butch that by lap 4 he succumbed allowing Jay to pass him. This also brought along Russell Miwa who moved into second. By the following lap, Russ had moved his way into 1st place with Randall now in 2nd and Jay in 3rd. On lap 7 the leaders started to lap the field. On lap 8, Elton Yoneda moved ahead of Jay Nakahara. The cars were very close the entire race with not one car being down more than one lap from the leaders. Russ Miwa held on to finish first followed by Randall Hano and Elton Yoneda, all with 30 laps.

Now came the A MAIN. How would Hawaii do against the California Champion? The start was typical of the A Main. Everyone went for it, causing a massive pile-up in the first turn. Beau Peterson got away super clean, being chased by Glenn Kawamae, Ron Galang, Norman Uyeno, Marshall Mizobe, Frank Killam, Jun Shudo, Vernon Pai, and Keevan Inouye in that order. On the first lap in the right hand sweeper, Glenn passed Beau to take over the lead. By the second lap Frank Killam had moved through the pack and into 4th. Now by lap 6, Killam was in 2nd just behind Kawamae, and just ahead of Ron Beau and Norman Uyeno. These five cars by now, had lapped the entire field. All the way up to the 16th lap, Frank Killam and Ron Galang exchanged

the second place spot many times. Killam finally got by on lap 17 and started to close on Glenn Kawamae. By lap 21 Glenn and Frank had lapped Ron and Beau who were now in a dog fight for third. On lap 23, the Killam car got thrown over the boards and by the time he was put back on the track, he was about 75 feet back. Showing his best racing form, within three laps Killam had closed the gap to about 30 feet charging ever so hard. It seems that every car that Frank wanted to pass wanted to race with this California racer. In the process Frank was pushed all over the track, allowing Glenn Kawamae to hold on to the lead and the win, while Killam came in 2nd. Ron Galang and Beau Peterson finished in third and fourth respectively.

There are a couple of things worth mentioning now. First of all, congratulations go to Vernon Pai. He was right in the middle of the A main. This is an outstanding accomplishment for one who just lost to his 9 year old son just three months ago in the "D" main!

And now a very special thanks to Earl Honbo. That driver's stand of his has got to be the best thing to happen to R/C car racing in Hawaii.

Glenn Kawamae

RESULTS

A MAIN:

1. Glenn Kawamae...33 ASSOC
2. Frank Killam (TQ)...33 ASSOC
3. Ron Galang...32 MRP
4. Beau Peterson...31 AYK
5. Marshall Mizobe...30 AYK
6. Keevan Inouye...29 PARMA
7. Vernon Pai...29 ASSOC
8. Norman Uyeno...22 AYK
9. Jun Shudo...18 AYK

B MAIN:

1. Russell Miwa (TQ)...30 JOMAC
2. Randall Hano...30 RCE
3. Elton Yoneda...30 AYK
4. Richard Robertson...29 ASSOC
5. Butch Farm...29 PARMA
6. Wayne Onoyama...29 AYK
7. Richard Ito...29 AYK
8. Jay Nakahara...29 AYK
9. Gene Niihau...29 ASSOC

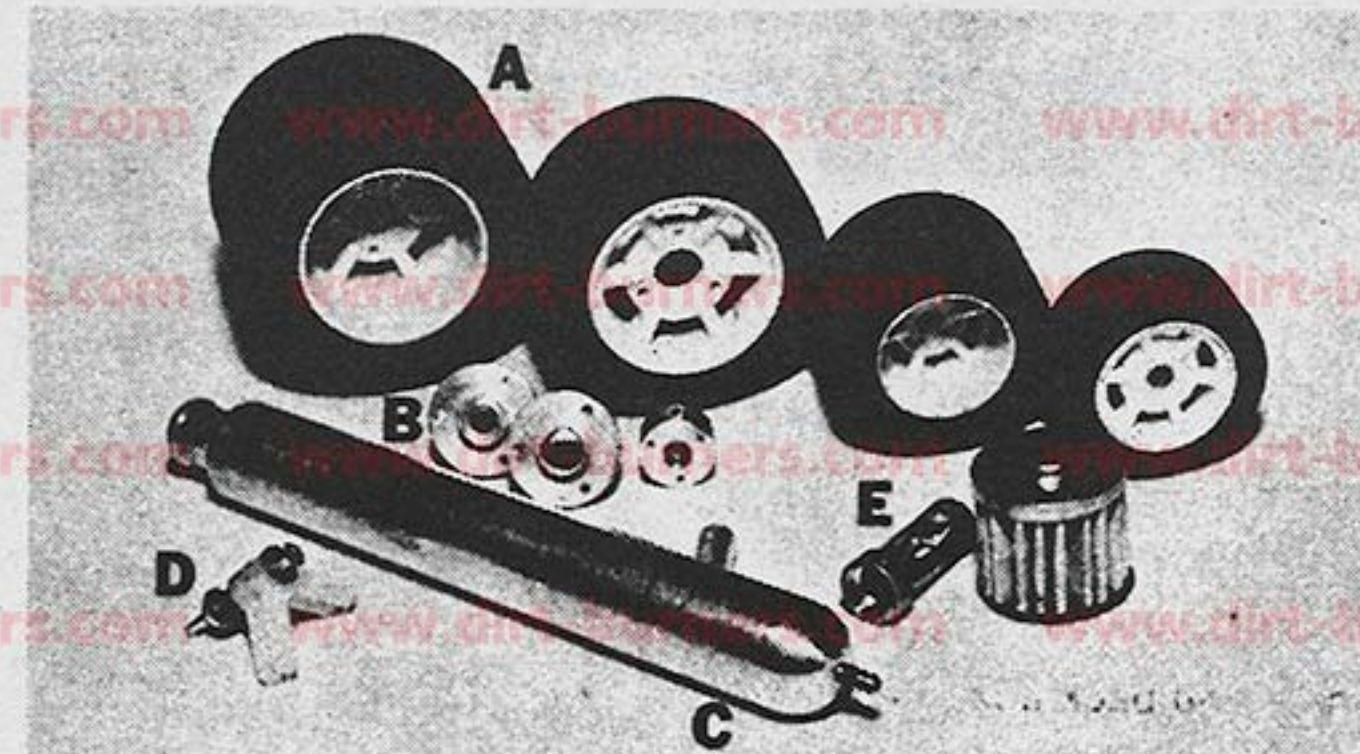
C MAIN:

1. Francis Aki...27 ASSOC
2. Andrew Young...27 AYK
3. Leroy Lee...27 ASSOC
4. Ken Alagan (TQ)...27 RCE
5. Donald Takenaka...24 ASSOC
6. Carl Nakagawa...22 ASSOC
7. Ed Ayson...19 RCE
8. Luis Vierra...3 AYK

D MAIN:

1. Ken Sakai...23 ASSOC
2. Mike Rapoza (TQ)...23 ASSOC
3. Earl Honbo...23 ASSOC
4. Rodney Imai...23 AYK
5. Richard Ganotisi...19 ASSOC
6. Joe Kaanapu...17 ASSOC
7. David Steiner...16 ASSOC
8. Ryan Honbo...14 ASSOC
9. Pete Bisonett...DNS ASSOC

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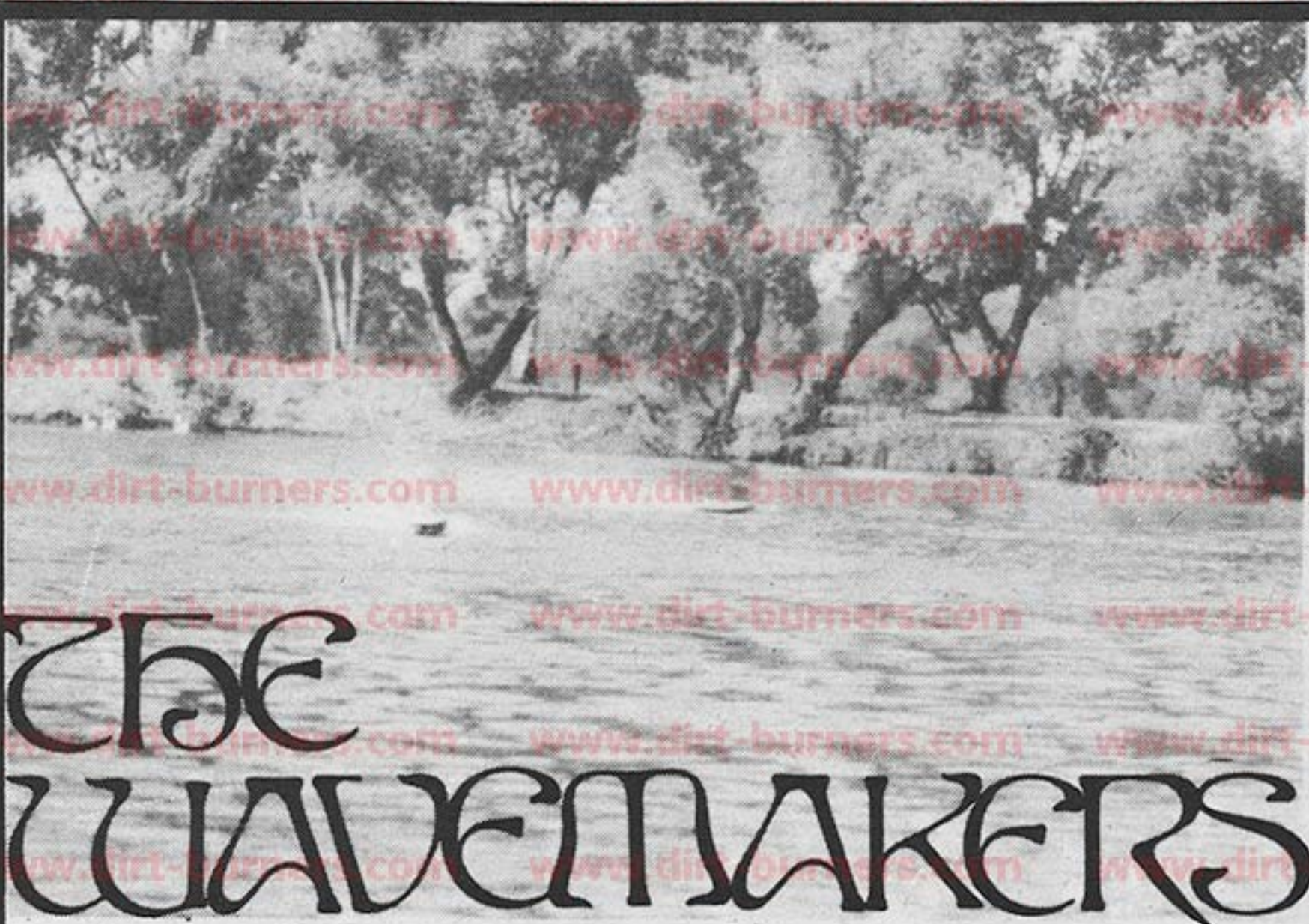
D. The Famous Thorp servo saver. Unique sliding ramp system is the most positive anywhere and with perfect return alignment every time! In short, the best ever, and saves those DNF's. Available in 1/8 & 1/12 sizes.

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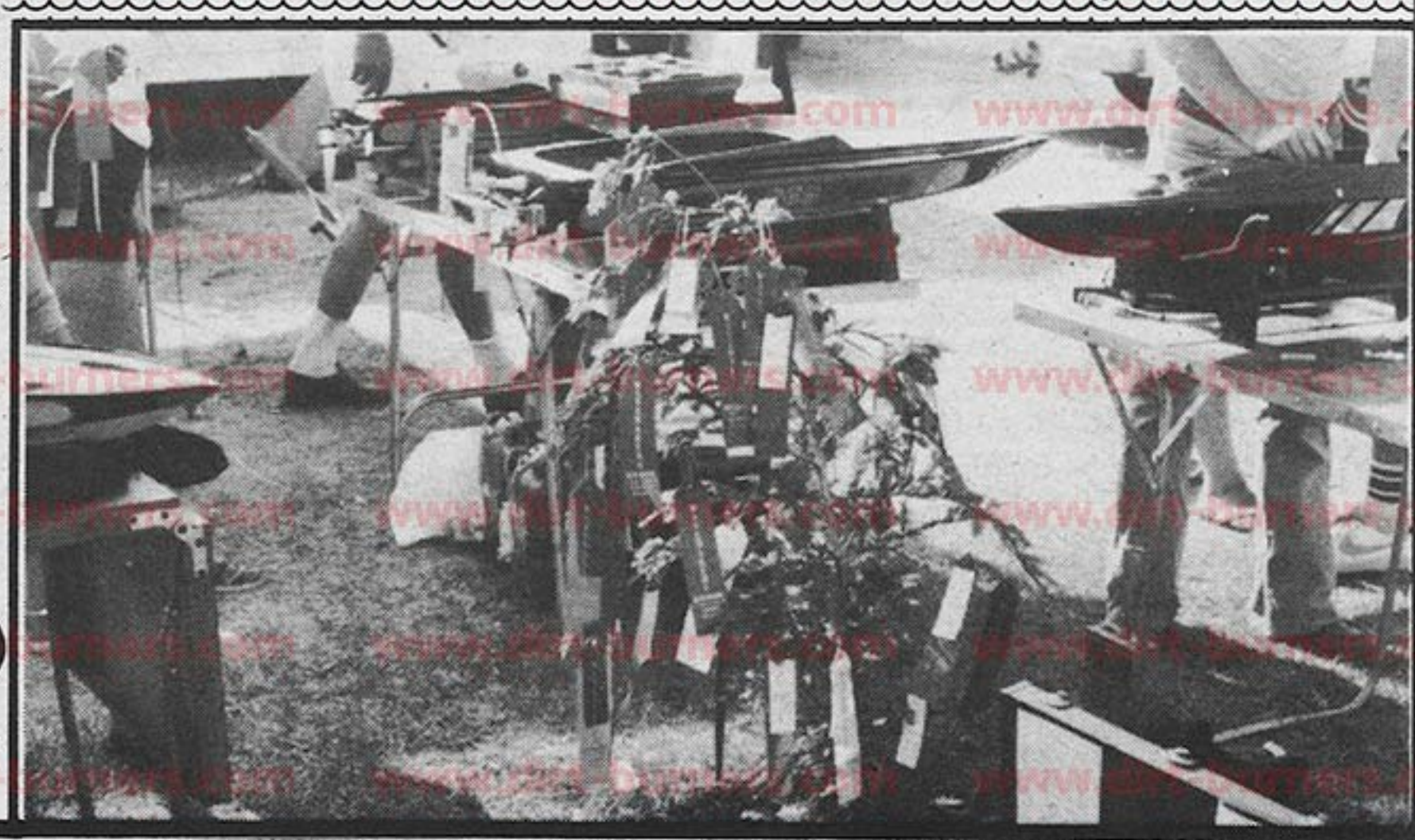
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THE WAVEMAKERS

The neat setting for power boat racing (above), the Riverland Resort. San Diego Argonauts' "Ribbon Tree". Photo. Cathie Galbraith.

Heat Racing at Kingsburg



Story and Photos by
Cathie Galbraith

Kingsburg, Ca.
May 15, 16, 1982

RIVERLAND RESORT IN KINGSBURG, CALIFORNIA PROVIDES AN IDEAL SETTING FOR R/C MODEL BOAT RACING.

Situated on the Kings River, the park offers something for everyone. A beautiful campground provides excellent facilities for the nature lover, while the motel and restaurant gives the less hardy a place to get away from the elements.

Sixtyfive boaters from Districts 9 and 19 attended the race hosted by the Bakersfield Wavemakers. The State was well represented, as entries came as far away as San Francisco to the north, and San Diego to the South. In all, approximately 130 boats vied for the trophies in the two days of racing.

A-MONO saw a diverse mixture of hull and engine types. Hulls ranged from flat-bottom mono's to the more prevalent deep-vees, and were powered by both inboard and outboard engines.

The five trophies, and the accompanying district points, provided excellent motivation for the twenty-four entrants in this class.

Jack Oxley stretched his district lead by again capturing first place. He was followed closely by Ron Russell in second. Joe Jusak, District 19 A-Mono champ in 1980 and 1981, finished third after a slow start earlier this year. The trophy positions were rounded out by Dot Prather and Don Tallman, in that order.

B-MONO boasted the largest number of entries of the eight classes run this weekend. Thirty-five

boats battled it out for the seven trophy positions. It was a close fought race, as five boaters went into the final round within 100 points of each other and, as the old saying goes, "it was anybody's ball game". But luck remained stable and all five boats came out of round four in the same positions that they went in. I managed to hold onto the slight lead I had acquired to sew up first place, while Al Prather followed closely in second. The battle for third ended up in a tie between Doug Nystrom and Robert Holland, currently the top two boaters in this class. However, Robert managed to sneak into third because of a faster heat time, while Doug was relegated to fourth.

Fifth place went to Rico DiNapoli, another one of the District's junior boaters. This was his first B-Mono race so this trophy was quite an accomplishment. Woodie Woodhouse captured sixth, followed by Mike Shelhart in seventh.

C-MONO has grown substantially in popularity this year, as new engines and hulls are making their appearance.

A field of fifteen matched wits and equipment to arrive at the final outcome at Kingsburg.

Cecil Reynolds, the only District 9 boater to take home a trophy in the Mono classes, did it up big by walking away with first place. Eddie Paten, the current leader in this class, added to his cumulative point total by placing second. Following Eddie for the day, and in the yearly standings, was Al Prather.

While sixty heats of racing creates a fast-paced, hectic atmosphere, the day was not without it's fun and relaxation. The socializing between heats, and the verbal taunting in the pits relieves the tension, creates the friendships that bind the boaters together even when the racing is over.

One of the highlights of the day was a birthday party for Joe

Monohan. Even though Joe was unable to attend the race at the last minute, those of us that were there enjoyed his cake during our break for lunch. The paint scheme on the VANS PX looked almost as good in icing as it does in K & B paint.

Saturday evening provided the usual after-race picnicing and partying. A large portion of the boaters took advantage of Riverland's excellent camping facilities, as trailers, campers, and motorhomes were in abundance. There is nothing like a cold drink, an excellent steak, and a campfire under a clear sky to wash away the day's defeats, and accentuate the day's victories.

Sunday saw warm weather, and perhaps the largest Hydro turn-out so far this year.

Fifty-six boates competed in the five classes.

A-HYDRO proved that the outboard can definitely hold it's own alongside the more prevalent inboards, as Jack Garcia easily took

first place. He was followed closely in second by Wally Stewart. Jack Oxley took third for the day, to maintain his overall lead for the year.

Today's B-HYDRO event saw the first District 19 racing participation by a 7.5 outboard-powered hydro. While it did not earn it's driver, Al Williamson, a trophy, the boat showed great promise. Perhaps in the near future, we will see outboard-powered B Hydros heading the trophy list, as is now often the case in A-Hydro.

However, the inboarders were safe today and managed to capture all the trophy positions. First place went to Ron Russell, second to Paul Dassonville and third place was taken North by Milt Post of District 9.

District 9 gave the District 19 boaters a run for their money in C-Hydro, as two of the three trophies were also taken North. Jack Oxley kept District 19 in the spotlight by winning second place, while Gary DeLara and Cecil Reynolds, both of District 9, took



B Mono winners: Al Prather, Rico DiNapoli, Doug Nystrom, Robert Holland, Cathie Galbraith, Woodie Woodhouse (love that name!) and Mike Stelhart.



(Clockwise)Hydro winners, top row: Ron Russell, Milt Post, Tom Anderson, Paul Dassonville, Cathie Galbraith, Larry Ingleson. The driving stand. C-MONO winners: Al Prather, Eddie Patten, Cecil Reynolds. A-MONO: Jack Oxley, Ron Russell, Dot Prather, Don Tallman. Photo.C. Galbraith.



first and third.

SPORT 40 again proved that it is a class that is regaining popularity as twelve boats were entered in Division 1, and six in Division 2.

After some very close heats, I was able to edge into first place in Division 1, to hold onto my lead in the District. Don Tallman captured second to stay right behind me in the points chase. I am sure there will be a lot of good competition and lead changes, before the 1982 championship is decided.

Tom Anderson, of District 9, took third.

Division 2 was once again captured by Larry Ingleson, with his tunnel hull. Don Maher took home second, followed by Bob Atchley in third.

As you can tell from reading our report, it was a good weekend of racing. The Wavemakers put on a very efficiently run race and should be commended for their efforts. The weather they ordered was ideal.

Although it necessitates a little longer drive, Riverland will always be one of the favorite racing and camping spots for us boaters from Southern California.

RESULTS

A MONO:

1. J. Oxley...Prather/K&B 3.5
2. R. Russell...Prather/K&B 3.5
3. J. Jusak...Scirocco/K&B 3.5
4. D. Prather...Prather/K&B 3.5
5. D. Tallman...Streaker/K&B 3.5
6. H. DiNapoli...Noroco/K&B 3.5
7. C. Galbraith...Prather/K&B 3.5
8. R. Garcia...Prather/K&B 3.5

B MONO:

1. C. Galbraith...Prather/K&B 7.5
2. A. Prather...Prather/K&B 7.5

3. R. Holland...Wardcraft/K&B 7.5
4. D. Nystrom...Wardcraft/K&B 7.5
5. R. DiNapoli...Streaker/K&B 7.5
6. J. Woodhouse...Prather/O.S. 46
7. M. Shelhart...Magic Boat/O.S. 46
8. D. Wright...Prather/K&B 7.5

C MONO:

1. C. Reynolds...Prather/OPS 65
2. E. Patten...Prather/OS 65
3. A. Prather...Prather/OPS 65
4. P. Michalczyk...Streaker/OPS 65
5. P. Dassonville...Westcoast/OPS 65
6. J. Silvers...Westcoast/OPS 65
7. D. Barlag...Prather/OPS 65
8. R. Fish...Prather/OPS 65

A HYDRO:

1. J. Garcia...El Diable/K&B 3.5 OTB
2. W. Stewart...Wing-Ding/K&B 3.5
3. J. Oxley...Wing-Ding/K&B 3.5
4. R. Russell...Hughey/K&B 3.5
5. M. Post...Creepin Charlie/K&B 3.5
6. D. Tallman...Own design/K&B 3.5
7. B. Hankins...Creepin Charlie/K&B 3.5
8. T. Topping...Crapshooter/K&B 3.5

B HYDRO:

1. R. Russell...Wing-Ding/K&B 7.5
2. P. Sassonville...Wing-Ding/K&B 7.5
3. M. Post...Hustler/K&B 7.5
4. H. Yamagata...Wing-Ding/OS 46
5. J. Oxley...Wing-Ding/K&B 7.5
6. C. Ingalls...Crapshooter/K&B 7.5
7. T. Topping...Wing-Ding/K&B 7.5
8. C. McGaughy...Wing-Ding/OS 40

C HYDRO:

1. G. DeLara...Wing-Ding/Rossi 65
2. J. Oxley...Wing-Ding/OPS 65
3. C. Reynolds...Crapshooter/Rossi 65
4. R. Fish...Wing-Ding/Rossi 65
5. H. Yamagata...Wing-Ding/Rossi 65
6. L. Ingleson...Exterminator/Picco 65

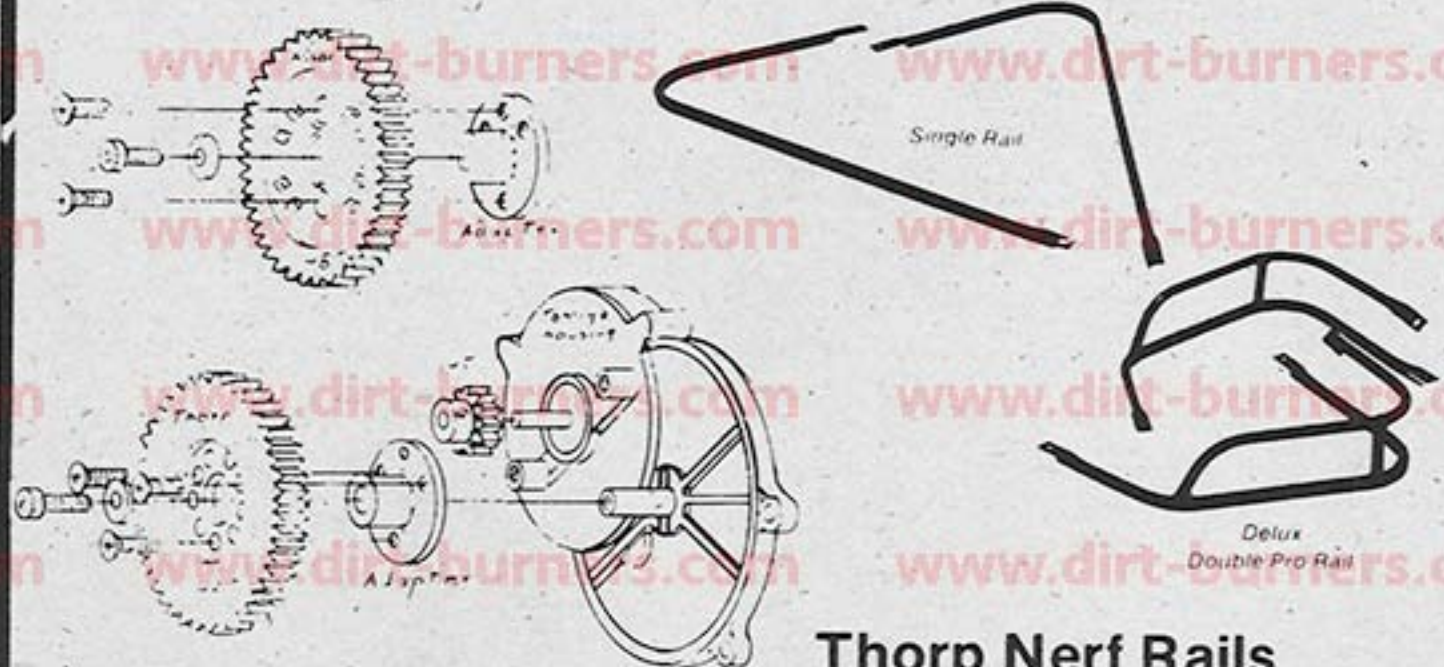
SPORT 40 DIVISION 1:

1. C. Galbraith...Feedback/K&B 40
2. D. Tallman...Dumas U-1/K&B 40
3. T. Anderson...J.V.S./KOMO
4. D. Tippin...Outlaw/K&B 40
5. R. Fish...Eagle 1/K&B 40
6. M. Penner...
7. G. Enoch...Outlaw/K&B 40

SPORT 40 DIVISION 2:

1. L. Ingleson...Prather Tunnel/K&B 7.5
2. D. Maher...Cobra/Super Tiger
3. B. Atchley...Lawson/K&B 6.5
4. W. Stewart...Own design/K&B 6.5

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SO CAL RACING

The Championship Series



The smiling face of Mike Kimrey says it all. (Below, left & right) Jerry Snow (99) looked certain for a win until blown crank took him out early. Kimrey (15) sat back and waited until the last few laps to make his move for the Expert A Main win.



The start of the A Main resembled those of many of the Beginners' Mains... This sequence (right) shows those with the "lead fingers" and those with the belief that "patience is a virtue"...they were right!



June 27, 1982
San Diego, Ca.

RACING FEVER PICKED UP ONCE MORE FOR THIS THE THIRD OF THE SO CAL 1/8th SCALE CHAMPIONSHIP SERIES RACES.

This time the setting was at the Teamsters parking lot in San Diego, better known as "bring extra tires" and hope-for-the-best track.

Upon arriving at the track (my first time there) I thought to myself; what are these guys talking about? This track really looks in good shape, the surface looks very smooth. What are they talking about, this track doesn't look like it destroys tires!

Well, you know what they say about looks. They aren't everything! In fact the track looks so deceiving that on my first qualifying run, I decided to use the same tires left from the "Real McCoy" race...after all they looked like they could go another 30 or so laps.

Boy was I wrong. I barely made the ten laps mandatory for each qualifying round. It seems that the surface is made up of a special sand, brought from Coral Gables, Florida sometime ago. The coral in the asphalt, as deceiving and deceptive as it looks, just eats up tires. It acts like tiny little razor blades just having a great time slicing you're brand new set.

The track layout is really excellent. There is no real straightaway but, in fact, an ever turning (it seems) right sweeper. No time to relax. I think it's one nice track for a driver. Unfortunately, the tire wear doesn't let you fully enjoy the challenges of the track.

Still, the 44 entries on hand seemed to have a good time. Everyone there expected the tire problem (except poor me) so they had enough on hand to make it through the day. I wound up begging for a couple sets. Thanks, Joe Tentschert.

But this tire problem came to play an important part by day's end, when the 60 lap A main was run. Sixty laps! Heck, I can barely make 10!

Prevailing, almost, when the

checkered flag dropped for the A main, was Mike Kimrey, (ASSOC/MCCOY). In fact, he almost did not make the last three laps of the race. By lap 57, he had lost all rear rubber and now sparks from the chassis pan were seen shooting out from the back every time he got on the gas. At times, he could hardly make the sharp turn into the sweeper because the whole rear end was dragging.

Mike displayed patience and some luck in his win today. The early leader and what looked to be the run-away racer for the day, Jerry Snow, suffered and earned the "hard luck award" for the day. He led most of the way and with only a few laps remaining, I think it was about four or five, he too was suffering from heavy tire loss. So he slowed a bit, trying to conserve his traction. We saw him slow down and thought nothing of it, until in the back sweeper, he just stopped! No it wasn't tire troubles but "crank" launching. Blew the engine, and with still a smile on his face, picked up his car and made it back to the pits.

This left the always hard charging Tom Wong trying to catch Kimrey for the lead. There just a few laps left, and even though Mike was almost without traction, he was still able to take the win. Wong held his second spot and Dana Smeltzer took the third place.

We were really impressed with the driving of Bob Mathisen. He looked awfully strong during his qualifying heats and wound up in 4th place in the Expert A Main. He had the best lines around the track than anyone else there.

In the Sportsman A main, Gil Losi, Jr., proved that his near A Main qualifying at the McCoy was no fluke. (Does he really belong with the Sportsmen?) He had problems with his Delta suspension car earlier during the day through qualifying. Consequently, he was relegated to the B main in the Sportsman class.

He went out and devastated the competition in the B Main, went back into the pits, re-fueled, changed tires and went out to again win

the A main. Randy Tentschert, (another very likely prospect for the Expert class) took the second place, while John Douglas was third in the A Main.

Another A main winner, this time in the Beginners' class, was Mike Fox (with one X please!) Mike held his breath through 30 laps, hoping the car would hold up and he would not make one mistake. He didn't and he won. Will we be able to live with him from now on? Next he'll want his picture in the paper!

Bonnie Mathisen, must be getting excellent driving lessons from Bob, as she picked up the second place spot in the A main. Bill Waite was third.

B Main winners were: In the Ex-

pert class; Mark Miranda, who also handled the announcing chores, followed by Ross Kloeber and Gil Losi, Sr.

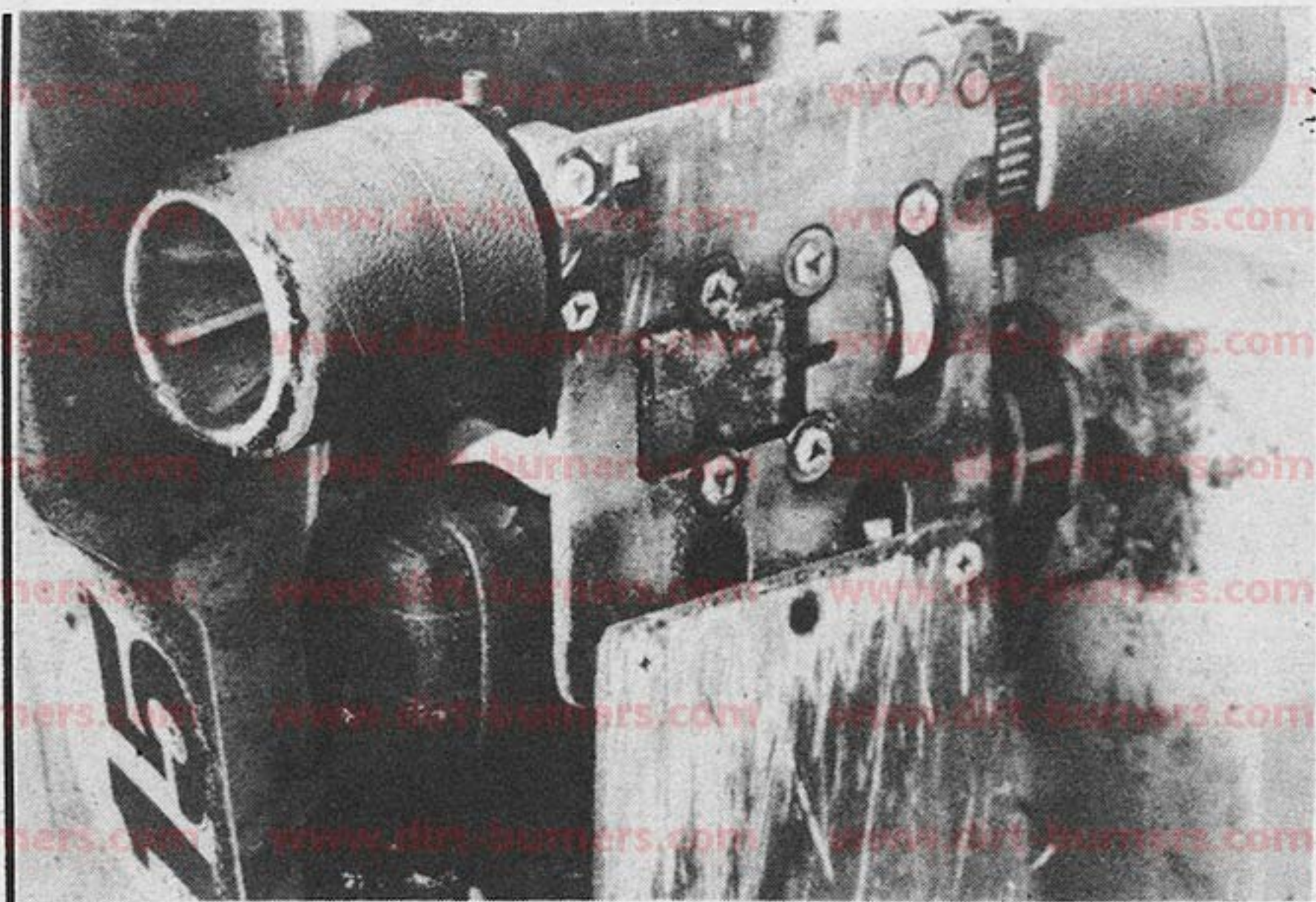
In the Sportsman class it was Glen Wilcox, followed by Rick Templin and Ron Paris.

Beginners B main had Les Prather on top for most of the race. Gary Wilcox followed.

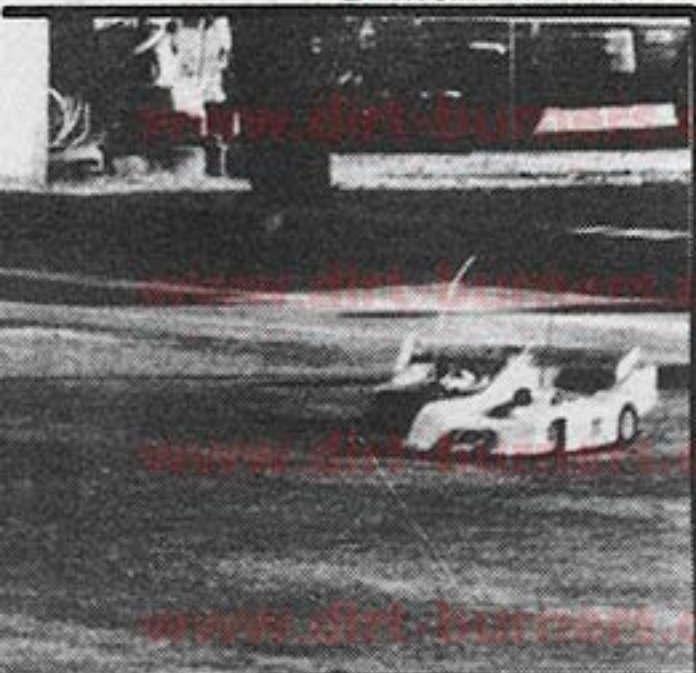
(It should be noted, that winners of mains other than the A main shown here were not necessarily in first place, since the bump system is used, but that's how they are rated in the final standings)

The race ended around five thirty in the afternoon, still plenty of daylight for those who have driven from Ventura and the Valley to head back home under sunlight.

During the lunch break, there was a driver's meeting where the date for the next series race was discussed. It was decided by vote that the next Series race will be moved back to JULY 31- AUGUST 1, to be held at the new DEL MAR R/C RACING CENTER. Originally scheduled for the fourth Sunday of July at



The San Diego track, known for its wear & tear on tires, left Kimrey's car running on the gear.



(Above & below, right) San Diego's drivers' stand provided for excellent viewing of the cars for all racers.



Doug Campbell won the D Main and was "bumped" up to the C Main to take 6th place.

Ventura, it was decided that it would be a nice opportunity to run the series race at the brand new permanent facility in Del Mar. For more information, you can contact DEL MAR (see ad this issue) or Joe Tentschert or Dana Smeltzer.

We'll see you all there!

RESULTS

EXPERT A MAIN:

1. Mike Kimrey
2. Tom Wong
3. Dana Smeltzer
4. Bob Mathisen
5. Jerry Snow
6. Tom Douglas
7. Rich Lee
8. John Thorp

B MAIN:

1. Mark Miranda

2. Ross Kloeber
3. Gil Losi, Sr.
4. Ruben Serrano
5. Lou Peralta
6. Joe Tentschert

SPORTSMAN A MAIN:

1. Gil Losi, Jr.
2. Randy Tentschert
3. John Douglas
4. Jim Atkinson
5. John Pagel

6. Ira Kimble
7. Benny Bullock
8. Rick May

B MAIN:

1. Glen Wilcox
2. Rick Templin
3. Ron Paris
4. Ray Gallovich
5. Jim Jones
6. Bill Vickers
7. Bob Oliver

C MAIN:

1. Gary Higgins
2. Andy Jacobson
3. Dick Tyre
4. Rene Romero
5. Willie Green
6. Doug Campbell

D MAIN:

1. Bob Coughran
2. J.D. Green
3. Dean Brown

BEGINNER A MAIN:

1. Mike Fox
2. Bonnie Mathisen
3. Bill Waite
4. Barry Newman
5. Steve Lilley
6. Cliff Vose
7. Mike Vickers

B MAIN:

1. Les Prather
2. Gary Wilcox

3. Corkie Borgman
4. Steve Pritchett

SERIES STANDINGS
(through June 27, 1982)

EXPERT CLASS:

1. Jerry Snow...295
2. Rich Lee...293
3. Dana Smeltzer...289

(contd. next page)



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- | | |
|-------------------------|-------------------------|
| 4. Tom Douglas...287 | 20 Gary Higgins...164 |
| 5. Bob Mathisen...286 | 21 Andy Jacobson...162 |
| 6. Mark Miranda...285 | 22 Bob Oliver...161 |
| 7. Gil Losi, Sr...284 | 23 Ray Gallovich...87 |
| 8. Tom Wong...283 | 23 Joe Terror...87 |
| 9. Ross Kloeber...282 | 25 Bill Vickers...85 |
| 10 John Thorp...280 | 25 Les Ammann...85 |
| 11 Ruben Serrano...277 | 25 Dick Camp...85 |
| 12 Joe Tentschert...273 | 28 Tony Neiseinger...84 |
| 13 Mike Kimrey...194 | 28 Richard Schwalm...84 |
| 14 Gene Husting...193 | 30 Dick Tyre...83 |
| 15 Eustace Moore...187 | 30 Randy Wente...83 |
| 16 Lou Peralta...181 | 32 Rene Romero...82 |
| | 33 Willie Green...81 |
| | 34 Al Vega...79 |

SPORTSMAN:

- Randy Tentschert...283
- Gil Losi, Jr...278
- John Douglas...277
- Jim Atkinson...270
- Glen Wilcox...269
- Ira Kimble...265
- Benny Bullock...263
- Rick Templin...260
- Ron Paris...259
- John Pagel...259
- Rick May...253
- Doug Campbell...250
- Dean Brown...249
- Bob Coughran...246
- Dave Shuck...175
- J.D. Green...170
- Jim Jones...168
- Larry Bain...167
- Lee Miranda...165

BEGINNERS:

- Mike Fox...269
- Steve Lilley...265
- Cliff Vose...258
- Les Prather...254
- Corky Borgman...251
- Bill Waite...176
- Barry Newman...174
- Dean Miranda...170
- Gary Wilcox...168
- Bonnie Mathisen...89
- Steve Maddox...86
- Tom Wright...85
- Mike Vickers...84
- Troy Blanton...84
- Jack Dellangie...83
- Steve Pritchett...82

Mike Fox (with one "x", please) won the beginners' class thanks to the help of his crew chief "Little Fox".



The Ultimate Charger.

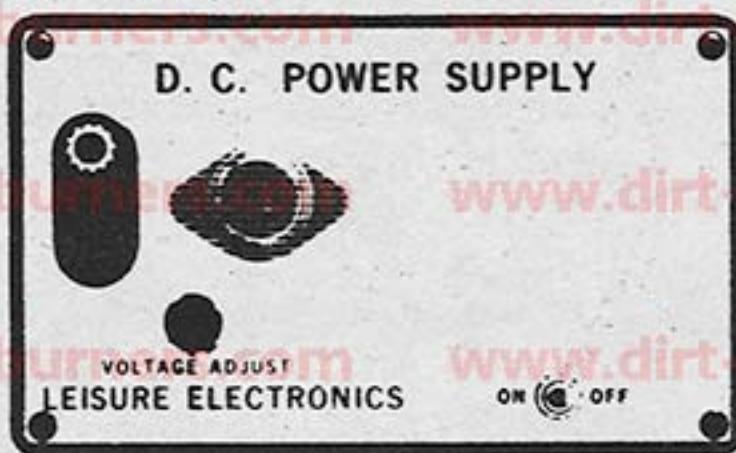
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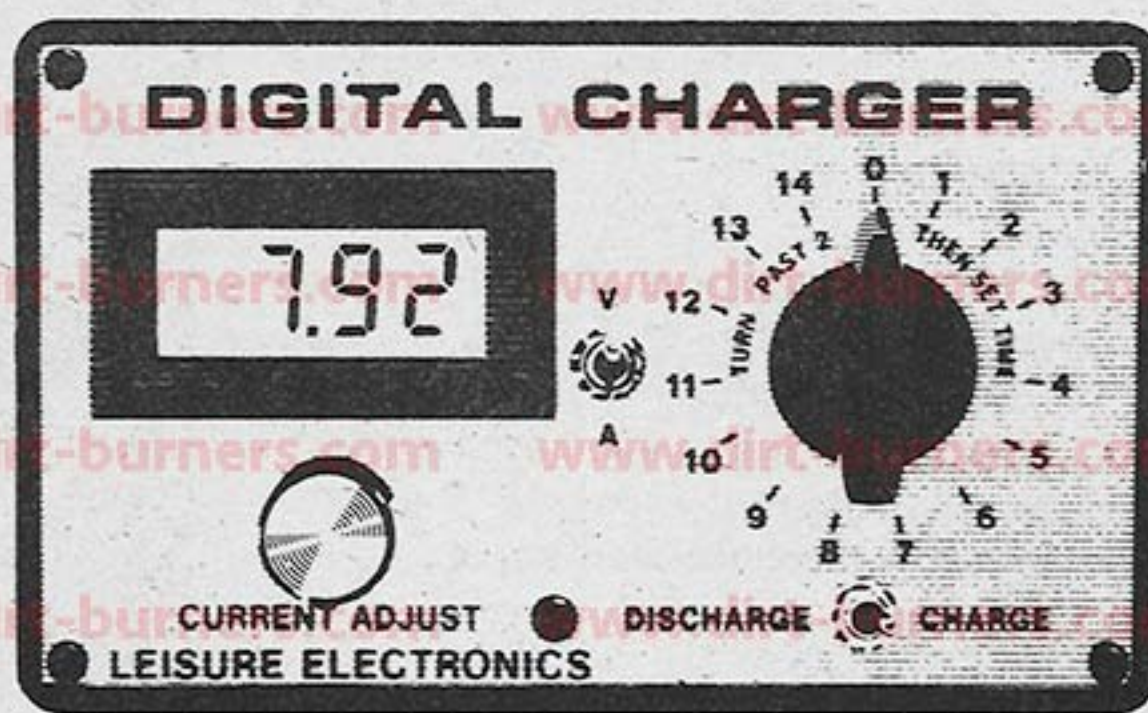


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Rate: 4/6 cell



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Rate: 6 cell



Leisure 108
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Rate: Variable
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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**

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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.**

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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" .80¢ for ten.

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

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

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

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

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EL PASO 100
(contd. from page 8)

too) calmly carried the car back to the pits, changed the plug, started the engine and sent Barry on his way. Meanwhile the other drivers were putting on a great racing show. Mike Walker worked his way to the front and held the lead for some time. But by about 60 laps into the race, Barry had made up the two or three laps he was down and started to challenge Mike for the lead. Mike held him off for a while, but not for long. When he got by, Barry kept the gas on and finished with four laps to spare. A real lesson in what a good car, driver and mechanic can do.

Mike Walker finished second and Carlos Priemer was third.

Racing was completed at 5:30 p.m. and thereafter the trophies were presented. Probably every driver there would have raced the next day, if possible.

The Rio Grande Racers will be going to Albuquerque for their July 4th race - The Enchantment 100, and then getting ready for the Fall Rio Grande Series. All Rio Grande Racers' events are R.O.A.R. sanctioned and anyone in the El Paso area on race weekend is welcome to come and race or watch.

More information can be obtained from Carlos Priemer at Hal's Hobby Shop in El Paso.

Leonard L. Chapin

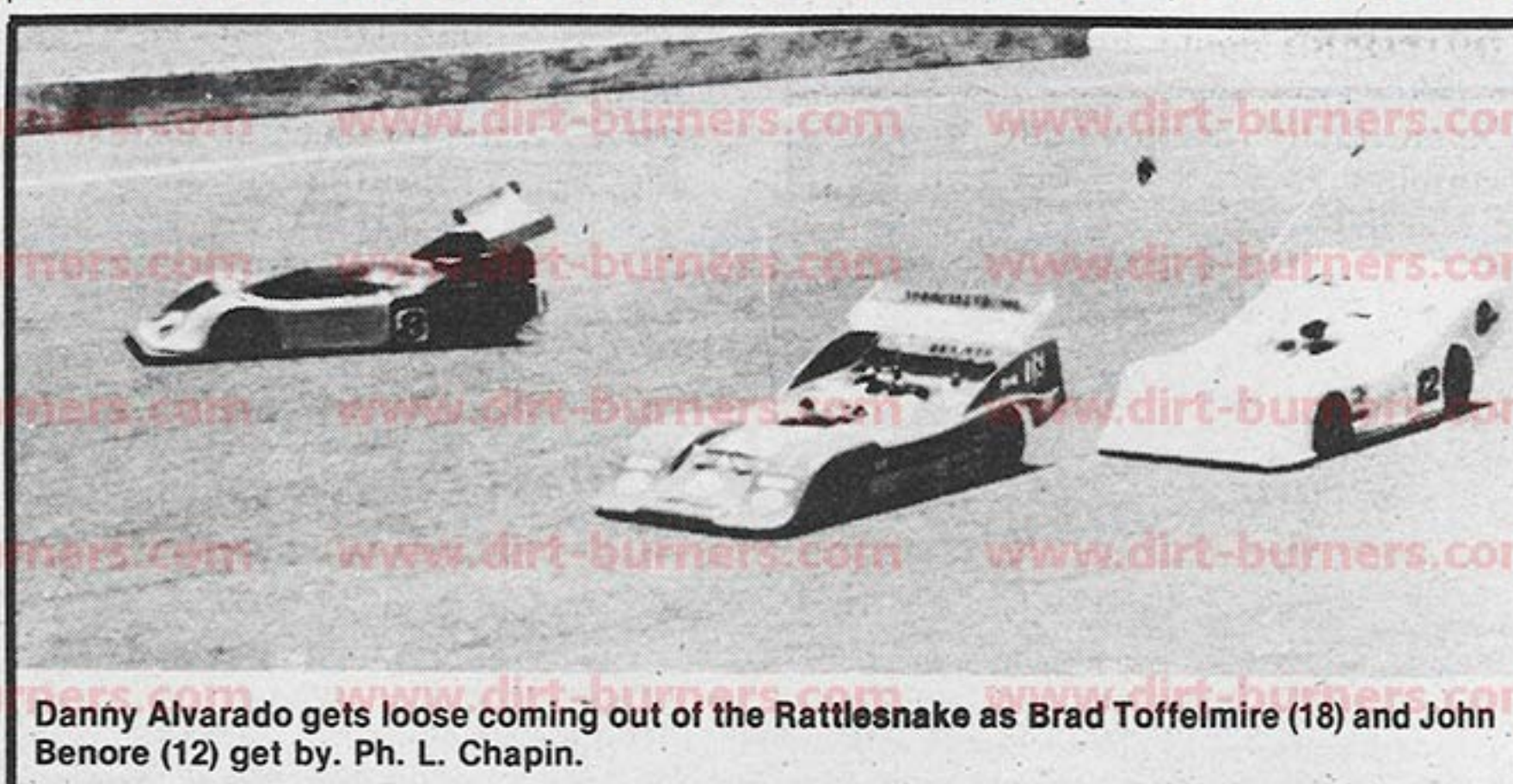
RESULTS

- A MAIN:**
1. Barry Grossenbacher
RC300/McCOY/Futaba
 2. Mike Walker
RC300/K & B/Futaba/Ind.
 3. Carlos Priemer
RC300/OPS/Airtronics/Hal's Hobby
 4. Rich Jack
RC300/K & B/Futaba/Self
 5. Dennis Rose
Delta/K & B/Airtronics/J.C. Hobby
 6. Bill Everett
Delta/K & B/McCoy/Futaba/Self
 7. Brad Toffelmire
RC300/K & B/McCoy/Futaba/Self

- B MAIN:**
1. John Benore
RC300/K & B/Futaba/SEPTOR
 2. David Gillen
Delta J/Picco/Futaba/Self
 3. Robert Blum
Delta/K & B/Futaba/Snap-On
 4. Dick Jack
RC200/K & B/McCoy/Futaba/Self
 5. Daniel Alvarado
RC300/K & B/Futaba/Self
 6. Ralph Guterrez
RC300/K & B/Futaba/Self
 7. Whit Whitfield
RC300/OPS/Airtronics/Self
 7. Bob Sanders
Delta/Picco/Futaba/Duke City Hobby

- C MAIN:**
1. Ed Cates
RC300/McCoy/Futaba/Self
 2. Archie Sims
RC300/OPS
 3. John Nigro
Delta/K & B/Futaba/Gene Horn Old
 4. Chuck Ohler
RC300/K & B/Futaba/Self
 5. Roxanne Welch
RC300/OPS/Futaba/Hondo Boot

6. Bob Wellington
Delta SJ/Picco/Futaba/Self
 7. R.S. Cannon
RC300/K & B/Futaba/Self
- D MAIN:**
1. Jim Cook
RC300/McCoy/Futaba/Hondo Boot
 2. Bill Murray
SG/S. Tiger/Self
 3. Sal Nigro, Sr.
RC300/K & B/Futaba/Gene Horn Olds
 4. Les Elliot
RC300/K & B/Futaba/Duke City Hobby
 5. Danny Austin
Airtronics/Carlos Austin
 6. Carlos Austin
RC300/Picco/Futaba/Carlos Austin
 7. George Marsh
RC300/K & B/Self
 8. Sal Nigro, Jr.
Delta/K & B/Futaba/Gene Horn Olds



Danny Alvarado gets loose coming out of the Rattlesnake as Brad Toffelmire (18) and John Benore (12) get by. Ph. L. Chapin.

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B. K.P. BALL TUBES are a clear plastic Tube Pak that holds three Ball Flags. Handy for keeping spare Ball Flags in tool kit. KP-102 - \$1.25 each

C. K.P. SERVO ARMS were specially designed for 1/8" scale cars. They are a little longer and a lot stronger than stock servo arms. KP-111 will fit S24, S7, or all servos with 4.5 mm = .177" square drive. KP-111 will fit large Airtronic 23 spline servo. \$1.00/pair

D. K.P. TIRE HORNS are tools just like the factories use to mount tire doughnuts on wheels. They come complete with instructions for gluing and truing tires. There are two sizes available. KP-104 are for 1/8" scale 2" diameter wheels. \$2.50 each
KP-105 are for 1/12" scale 1.4" diameter wheels \$1.75 each

E. K.P. SERVO GEAR SAVERS for 1/12" scale cars come in five different square drives.

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KP-107 SGSB for Bantam or any servo with 4.3 mm = .169" square drive.

KP-108 SGS20 for S20 or any servo with 4 mm = .1575 square drive.

KP-112 SGS 215 fits new Novak Midget, Kraft 33N or any 21 spline servo.

KP-113 SGS 235 fits Airtronic or Cox Sarwa servos with 23 splines.

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OUTBOARD (contd. from pg. 24)

before testing it on Friday. It was cutting it kind of close, but with the help of Norm Teague and Jack Garcia on Friday, we managed to get it running quite respectfully. While I didn't do well enough to earn a trophy, I certainly enjoyed driving it, and can well understand why this class has gained so much popularity.

Joe Monohan continues as the leader in this class, as he easily took first place with fifty-eight laps. Norm Teague followed in second with fifty-three laps. Diane Semler took her B Tunnel very quickly, as she easily earned the third place laurels with her new boat.

Now that the excitement of the racing is over, one can look at it all in retrospect. It is a little hard to comment on the way that a race was run when it was your own club that was hosting it. However, at the risk of sounding biased, I do feel that the rest of the Argonauts need to be commended on a well-run race.

Because of the support of the entire club, there was always adequate help to keep the heavy schedule running smoothly, and to make it an enjoyable adventure for all concerned.

Ron DeLozier did an excellent job in his first attempt as Contest Director. He sure came a long way fast from "What's an Outboard?" to being an expert at the race format and rules. I am sure also that everyone enjoyed his humor on the microphone, and his efficiency in handling the race.

Cathie Galbraith

RESULTS

A-OUTBOARD	5. A. Prather	6. C. Galbraith
DEEP VEE:		7. D. Vale
1. N. Teague	A-OUTBOARD	8. B. Jones
2. R. Hazelwood	HYDRO:	9. C. Williamson
3. A. Prather	1. J. Garcia	10. M. Boundy
4. J. Cochrane	2. J. Monohan	
5. B. Jones	3. J. Brodbeck	A-MODIFIED
6. N. Kisztyk	4. A. Williamson	TUNNEL
7. J. Horwitz	5. N. Teague	1. N. Teague
8. M. Clerc	6. R. Hazelwood	2. J. Rudasill
9. J. Denson	7. J. Oxley	3. B. Jones
10. J. Brodbeck	8. C. Galbraith	4. J. Monohan
		5. E. Tom
B-OUTBOARD	A-STOCK	6. J. Kalpakoff
DEEP VEE:	TUNNEL:	7. T. Prather
1. R. Gonzales	1. J. Garcia	8. B. Lawrence
2. C. Glasgow	2. J. Aubrey	9. J. Henry
3. J. Cochrane	3. P. Dassonville	10. D. Prather
4. M. Shelhart	4. N. Teague	
	5. D. Donikowski	

SILVER CUP (from pg. 25)

paint. My boat managed to finish the heat with a loose sponson back and bottom.

However, the largest crash of the day was yet to come. The stage was set as the RED MAN run by Curt Vanderbush died near the entrance of turn two. Later in the heat, Dick Barlag, driving to avoid the dead boat, was suddenly intercepted by a boat that had cut the turn buoys and was circling back around in the wrong direction. With no place to go, the RADIOGRAPHICS bounced

off the offending boat and ran across the silent RED MAN. The debris in the turn was so extensive that the Contest Director called the two boats still running off the water.

Perhaps it seems hard to believe that there were any boats left to compete in the Consolation and the Main? Well, luckily, the remainder of the boats remained unscathed, and the racing went on as normal.

In the CONSOLATION, all five boats managed to earn a start. However, in lap one, my boat died coming out of turn one. A couple laps later, Terry Holland's ATLAS VAN LINES followed suit, dying within a couple feet of the CANDYMAN. It was now left to the remaining three boats to determine who would advance as the alternate to the Main. However, Jack Bishop, in an excellent run with his MISS BUDWEISER, out-distanced the other two to earn the spot. Elmer Keck finished second, followed by Tom Hockenberry in third.

The pits were full as the top five boats and the alternate prepared for the Main. The boats entered the water, the clock ran down, and the race was on. All five boats successfully made it to the 30 second mill, so Jack Bishop was required to bring his MISS BUDWEISER off the water.

Ralph Henry, running strong with the OH BOY OBERTO, encountered a stroke of bad luck as he lost a drive cable, and was unable to finish the race. Bill Silvers managed to take the early lead. However, Robert Holland was not about to let him coast to an easy victory as he followed just inches behind in his WAYFARER'S CLUB LADY. Perhaps he pushed just a fraction too hard, as he finally blew his boat over going into one of the final laps. Bill completed the race in first place followed by Leonard Feedback in second, and Dave Miller in third.

The engines were all quiet now, the applause had died down. All that remained for many of today's boaters was the packing up of the battered hulls, and the hours of repair necessary to get the boats back into commission before the next race and the Nationals. But you can bet that they will be done - these racers are not ones to miss out on the next chance at grueling competition.

Cathie Galbraith

RESULTS

1. Bill Silvers...U-74 Vale-Mart
2. Leonard Feedback...U-8 Oh Boy Oberto
3. Dave Miller...U-74 Olympia Beer
4. Robert Holland...U-19 Wayfarer's Club Ldy
5. Ralph Henry...U-8 Oh Boy Oberto

CONSOLATION:

1. Jack Bishop...U-12 Miss Budweiser

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RC CALENDAR

POWER BOATS NAMBA

JULY 10-17

District 19 Hosts for NAMBA Int'l Nationals. Legg Lake, So. El Monte, Ca. Heat Race, Offshore, OB, Unltd Hydro, Sport 40, Team Marathon. Russ Kominitsky, (805) 832-6091.

JULY 24-25

Basin Aquanauts. Andrew City Park Lake, Andrews, Tx. District 7 pts. Enduro, Heat Race, OB, Unltd Hydro, Sport. Kelly Wilson (915) 523-2882.

JULY 24-25

Greater Hartford Model Boat Club. Mansfield Hollow State Park, Mansfield, CT. Dis 1 pts. Heat Racing. John Palica (203) 875-1950.

JULY 31 - AUG 1

Puget Sound Model Boat Club. Lake Waughop, Tacoma, WA. Dis 8 pts. Heat Racing, Sport 40, OB Tunnel, Offshore. Jerry Dunlap (206) 584-7131.

JULY 31-AUG 1

Buoy Busters Calgary. Lake Carburn, Calgary, Alberta. Dis 16 Canadian Nationals. Enduro, Hydro, Heat Race, OB, SC, Unltd. Hydro. Douglas Sick (403) 239-5194.

AUGUST 7-8

Modelers, Inc. Legg Lake, So El Monte, CA. Dis 19 pts. Heat Racing. Leslie Smith (213) 324-0128.

AUGUST 7 - 8

Del Val RC Boat Club. Magnolia Lake, Bristol, Pa. Dis 1 pts. Heat Racing. Ruedy Oreskovich (215) 586-8829.

AUGUST 14-15

Model Mariners, Inc. Kaiser Cove, Fremont, CA. Dis 9 pts. Heat Racing. Art Hammond (415) 828-6523.

AUGUST 14-15

Kansas City RC Boat Club. H & S Sporting Lake, Kansas City, MO. Dis 7 pts. Heat Racing, OB, Scale, Sport 40. Tony Pearson (816) 531-4102.

AUGUST 15

Bay Area Miniature Maritime Assoc. Sunnyvale, CA. Dis 9 pts. Electric Scale & Semi Scale Tug Boats. Al Godding (408) 44 266-9144.

AUGUST 15

Seattle Model Yacht Club. Kent Lagoon, Kent, WA. Heat Racing. Bill Hornell (206)226-7454.

AUGUST 15

Anchorage RC Model Boat Assoc. Lake Taku, Anchorage, AK. Dis 11 pts. Enduro, Offshore, Outb, Record Trials, Hydro. Jim Raffuse (907)243-2643.

AUGUST 21-22

Alti/Teague. Legg Lake, So. El Monte, CA. Dis 9 pts. Outboard. Norm Teague (213) 987-3239.

AUGUST 22

Rose City Model Yacht Club. Force Lake, Portland, OR. Heat Racing, Unltd. Hydro, Sport 40. Larry Knudsen (503) 654-1879.

AUGUST 28-29

Racing Assoc. of New Jersey. Overpeck Creek, Palisades Park, N.J. Dis 1 pts. Deep Vee. Steve Luoni (201) 694-0216.

OFF ROAD ORRCA

JULY 18

Mini Baja, Reseda, Ca.

AUGUST 8

Great Western Hobbies, Whittier, Ca.

AUGUST 21

Hobby City/Century Models, Anaheim, Ca.

SEPTEMBER 5

Ranch Pit Shop, Pomona, Ca.

SEPTEMBER 11

Del Mar R/C & Slot Racing Center, Del Mar, Ca.

SEPTEMBER 19

Mini Baja, Reseda, Ca.

OCTOBER 10

Great Western Hobbies, Whittier, Ca.

OCTOBER 17

Mini Baja, Reseda, Ca.

NOVEMBER 13

Del Mar R/C & Slot Car Racing Center, Del Mar, Ca.

NOVEMBER 20

Hobby City/Century Models, Anaheim, Ca.

NOVEMBER 28

Radio Control Hobbies, Costa Mesa, Ca.

DECEMBER 1982

ORRCA Championships at MINI BAJA. Date to be announced for

the two day event.

OFF ROAD

(Regular Scheduled Events)

EVERY FIRST SUNDAY:

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

EVERY SECOND SATURDAY:

Del Mar R/C & Slot Car Racing Center. 15555 Turf Rd. Del Mar, Ca. Off Road. (714) 481-0363. Practice 9am. Race 11am.

EVERY SECOND SUNDAY:

Great Western Hobbies, Whittier, Ca. (213) 698-0721.

EVERY SECOND SUNDAY:

Del Mar R/C & Slot Car Racing Center. Oval Racing only. 15555 Turf Rd. Del Mar, Ca. (714) 481-0363. Practice 10am. Race Noon.

EVERY THIRD SATURDAY:

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

EVERY THIRD SUNDAY:

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

EVERY FOURTH SUNDAY:

Radio Controlled Hobbies. 653 W. 19th St. Costa Mesa, Ca. Off Road. (714) 631-1555.

EVERY 1st & 3rd SUNDAY:

Vegas Radio Raceway. Decatur Rd. Las Vegas, Nevada.

EVERY 1st & 3rd FRIDAY NIGHT

Del Mar R/C & Slot Car Racing Center. Oval Racing. 10 Race Series. Prizes. Practice 4pm Race 6pm.

EVERY 2nd & 4th FRI NIGHT:

Del Mar R/C & Slot Car Racing Center. Off Road 10 Race Series. Prizes. Practice 4pm. Race 6pm.

EVERY THURSDAY NIGHT:

Mini Baja. 10 Race Off Road Series. Prizes. 6742 Reseda Blvd. Reseda, Ca. 91335 (213)345-7300.

1/12 ELECTRIC

EVERY FIRST SUNDAY:

Del Mar R/C & Slot Car Racing Center. Starting in September. 15555 Turf Rd. Del Mar, Ca. (714) 481-0363.

EVERY SECOND SUNDAY:

Ventura Road Runners at Wards, parking lot. Ventura, Ca. Just off Main exit 101 Fwy. Richard Schwalm (805)492-2334.

EVERY FOURTH SUNDAY:

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

1/12th SCALE Special Events

JULY 5-10

R.O.A.R. Nationals. Indianapolis, Indiana. National Championship - Production, Stock & Modified. Mike Reedy.

AUGUST 13-21

IFMAR WORLD CHAMPIONSHIPS. 1/12th Scale Electric, Stock & Modified. R.O.A.R. Sanctioned and hosted. Grand Hotel Parking Lot. Sponsored by SANYO. Contact Mike Reedy. 16661 East McFadden, Tustin, Ca. 92680.

N.I.R.O.C.C. (Northern Illinois Radio Operated Car Club)

Schedule:

July 11 - Carpentersville
July 25 - Crystal Lake
August 8 - Rockford
August 22 - Crystal Lake
September 12 - Carpentersville
September 26 - Rockford
October 3 - Carpentersville
October 10 - Crystal Lake.
(Contact Sue Marsh 74 N. Elizabeth St. Lombard, ILL. 60148).

R/C2 SOUTHEAST, PA. CLUB:

July 11, July 18, July 25, August 8, August 22, August 29, September 26, October 10 & 24. Contact Paul Marziani (215)MA3-8059.

CALIFORNIA AUTO RACERS (CAR):

July 18, August 15, September 19, Oct 3, Nov 21, Dec 9. Contact Jim Aguirre (415) 566- 1022.

CALIFORNIA CHAMPIONSHIP SERIES: RACE NUMBER 3

JULY 24-25

Del Mar R/C & Slot Car Racing Center. 15555 Turf Rd. Del Mar, Ca. Tech 7am both days. Controlled Prac. 9 am. Race 11am. Contact Neal McCurdy at Revtech. (213)998-5113.

DEL MAR INTERNATIONAL G.P. AUGUST 22

Del Mar R/C & Slot Car Racing Center. Fun Race right after the World Championships. Modified 1/12th Electric Only! Entry \$10.00 (\$7.00 for World Champ racers). Practice 10 am. Race Noon.

1/8SCALE GAS

(Regular Scheduled Events)

EVERY SECOND SUNDAY:

Ranch Pit Shop 1655 E. Pomona, Ca. (714) 623-1506. Race 9am.

EVERY THIRD SUNDAY:

L.A. Racers. At Fed Mart Parking Lot, Culver City. Contact Glenn Williams (213)734-7888 or Willie Green (213)204-1987.

EVERY FOURTH SUNDAY:

Del Mar R/C & Slot Car Racing Center. 15555 Turf Rd. Del Mar, Ca. (714) 481-0363. Race 9am.

EVERY FOURTH SUNDAY:

Ventura Road Runners at Wards track. Main Street, Ventura, just off freeway. Richard Schwalm (805) 492-2334.

SOUTHERN CALIFORNIA CHAMPIONSHIP SERIES. RACE 3.

JULY 31 - AUGUST 1.

Del Mar R/C & Slot Car Racing Center. 15555 Turf Rd. Del Mar, Ca. (714) 481-0363. Race 9 am. Saturday Open practice, Sunday, three qualifying rounds and Mains.

(Note: This date was moved up one week from July 25 at Ventura).

HAWAII R/C AUTO RACING CLUB:

JULY 11

Hawaii Series Formula 1.

AUGUST 8

Hawaii Series Formula 1.

SEPTEMBER 12

Hawaii Series Formula 1.

RIO GRANDE RACERS

AUGUST 1, 15, 29

CAN AM.

SEPTEMBER 5, 19

CAN AM.

OCTOBER 3, 17, 31

INDY OVAL & Last G.T.

NOVEMBER 7

G.T.

NOVEMBER 21

CAN AM.

DECEMBER 5

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1/8 GAS SPECIAL EVENTS

JULY 12-17

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- Membership Booklet (rules, bylaws, body list, etc.)
- REV-UP, the official ROAR magazine

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Del Mar, California 92014
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AWARDS: Commemorative Medals.

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First Heat: Noon - we have lights
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TELEPHONE: () _____ TYPE/CAR: _____ MOTOR: _____

RADIO SYSTEM: _____ SPONSOR: _____

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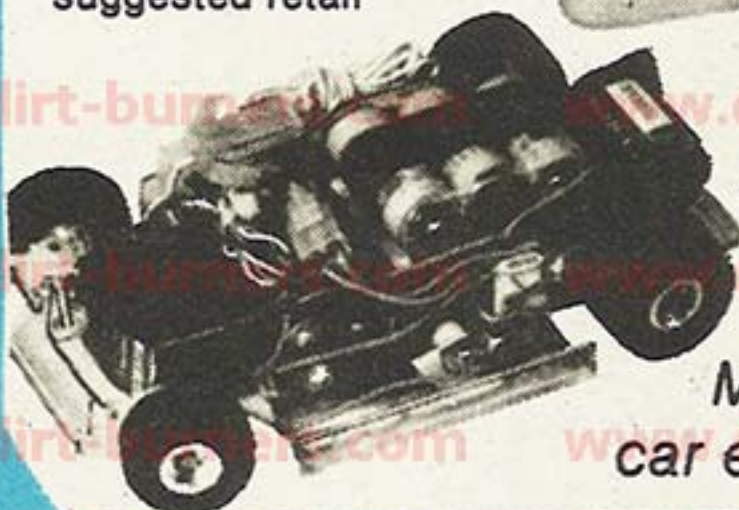
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complete kit
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SEND \$1.00
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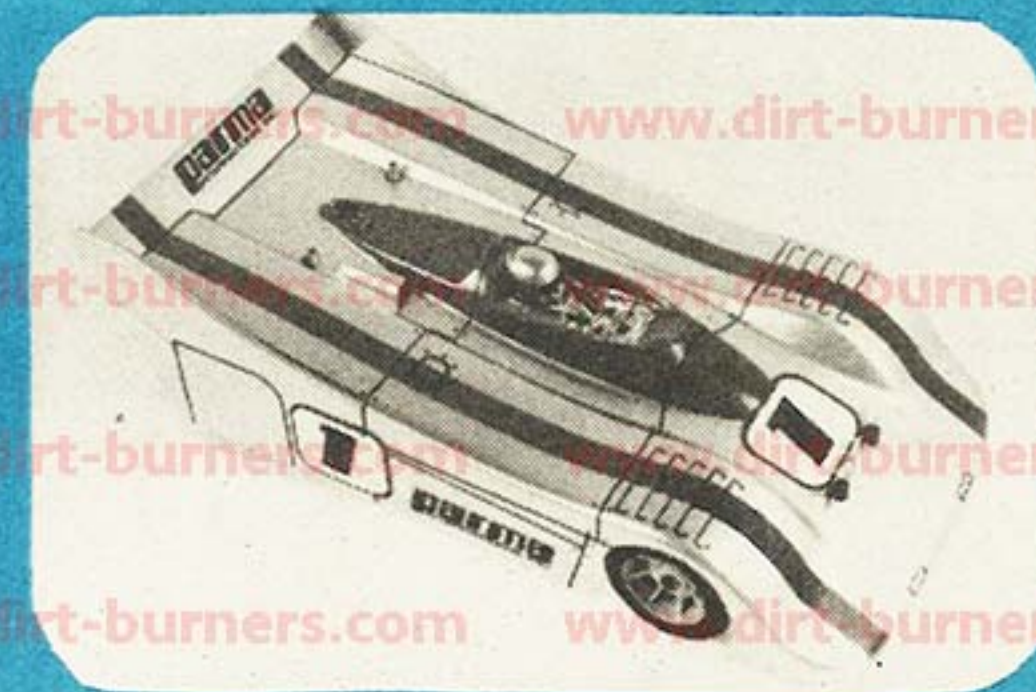
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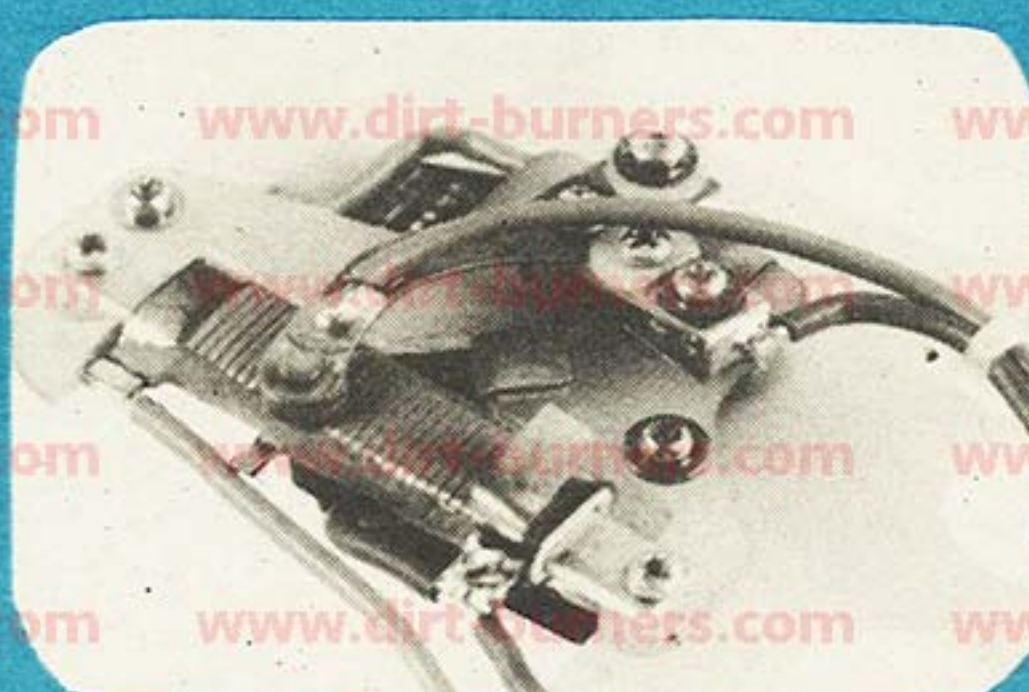
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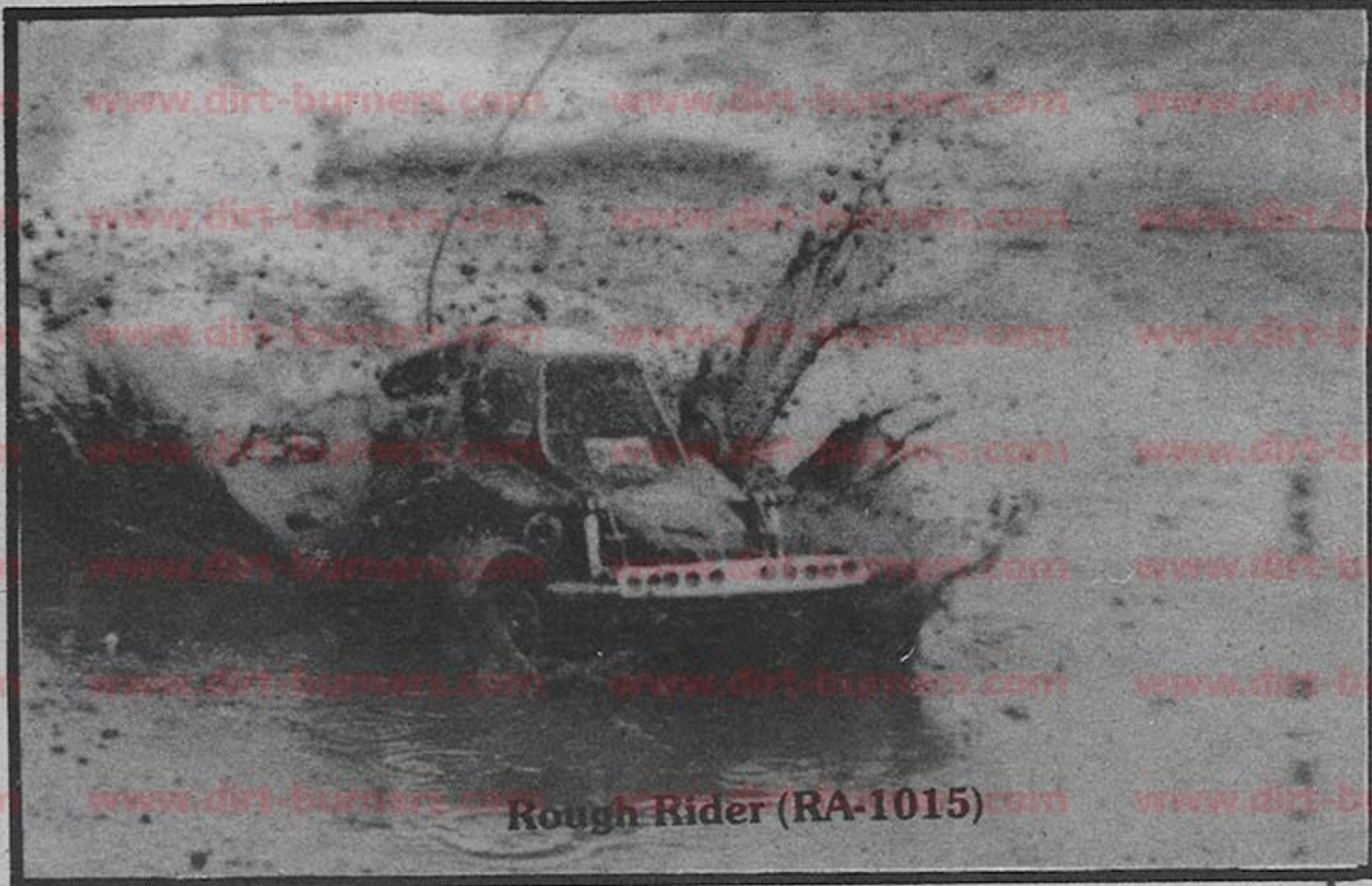
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