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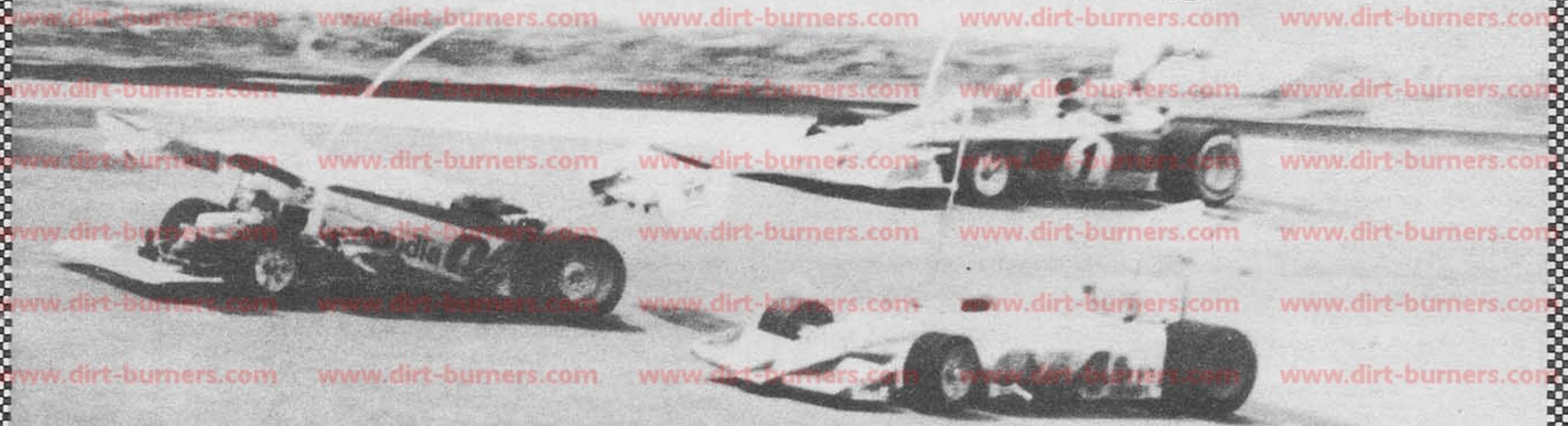


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You Race It...
We Cover It!

August 31, 1982 - Issue 16 - Vol. 2

1982



NATIONALS

- R.O.A.R. Nationals 1/12th & 1/8th in Indianapolis.
- NAMBA Nationals
- ORRCA Update...Rules
- Del Mar R/C Center Opens
- Peppermill Classic
- more and more...

Race Corner

NAMBA and power boat followers, we're sorry that at presstime we could not include the full coverage of the NAMBA Nationals held at Legg Lake in July. Our ace reporter and power boat Senior Editor Cathie Galbraith has been putting together the massive details of the entire week's affair, plus pictures and results, while still taking care of her duties as Editor of the San Diego Argonauts Newsletter, and of course her job at Crocker Bank. Most of the story was complete but Cathie, being as conscientious as she is, wanted a bit more time to put the finishing touches of what she felt was the best National yet and also to have time to gather pictures for the story.

Our September issue will then be loaded with coverage of the NAMBA Nationals held at Legg Lake. To be sure, those of you who were not able to attend will get the complete picture from our Editor, Galbraith.

Speaking of same. Cathie Galbraith was thoroughly surprised at the NAMBA Nationals when NAMBA President, Stuart Russell presented her with a plaque, honoring her devotion in communications for her many articles promoting and telling about NAMBA races in this newspaper and in her monthly newsletter; then much to her surprise, she was also given the NAMBA "Sweetheart Award", presented by "Mom" Coad, Executive Secretary of NAMBA. Needless to say, the San Diego Argonauts are very proud of their secretary and R/C RACING NEWS is just as proud of its Power Boat Editor. Way to go Cathie!

MORE NATIONALS DEPT. While Cathie Galbraith was covering the NAMBA Nats here in L.A., we were back in Indianapolis, Indiana covering the R.O.A.R. Nationals. This annual bash of 1/12th and 1/8th racers from all over the U.S. brought out some kind of racing. Complete coverage of both events and the two weeks it took to run them is in this issue.

Our hat goes off to the Indy 500 R/C Car Club, its officers and members and especially to Joe Werner for the terrific job they did in putting this massive effort. As in all races anywhere there's always disputes and there are some who feel they should have been scored better, but we think that Joe and the entire Club dealt fairly with everyone.

By the way, next year's Nationals will be out here in the West. There are several locations bidding for the Nats, all there is left to do is for the Regional Directors to choose one.

When they do, we'll let you know where and when.

From the WHO CAN WE BLAME DEPT. We apologize for incorrectly captioning some of the winners of the Real McCoy race in our last issue. Left out, even though their pictures appeared in the issue were Joe Terror and Bill Jianas. Sorry guys.

We just got the info. for the 1982 ROAR Region 6 1/12th Championships. The date is Saturday, October 23rd for Stock and Sunday, October 24th for Modified Class. The location is the Ranch Pit Shop in Pomona, and the event is hosted by R.A.C.E. Club. For more information call (714) 623-1506.

Back to the ROAR Nats. I've never seen so many people rushing to add more weight to their cars than during the 1/8th Super Stock program. Most cars weighing in around the 5 lb minimum had to make the 5.8 weight minimum for Super Stock. You should have seen the various methods used to add weight. Everything from fishing weights, to tire lead-weights, wrenches, screws, nuts and bolts were fastened to make the minimum. Then afterwards, all the weight was once again taken off for the Open Can Am portion of the program.

Another factor was the tuning necessary to run No-nitro in Super Stock. Some got it dialed in just right and in fact ran no-nitro in the Open events, while others could not get their act together and wound up with all sorts of engine tuning problems.

What would you say about using one set of brand new 6-cell Sanyos, "super-charged" and "vented", for just one race and then throwing them away? If you think that's nuts and ludicrous, we wholeheartedly agree. But that's what was happening at the 1/12th Nationals. Guys were using a set of batteries just one time, for a qualifying or main and then throwing them away. If this practice continues, we think it's really going to hurt the sport.

What's next? Do we now need to start issuing batteries for races? We hear that as much as \$1,200.00, at cost, was spent by some just on batteries for the Nats. Ridiculous!

It's official! The date for the next R/C RACING NEWS/SCORE SHOW "1983 Off Road World Championships" will be March 30, April 1, 2, 3, 1983, again at the Anaheim Convention Center, site of the SCORE SHOW. This last year the three day race drew in excess of 200 entries, but only 176 were accepted due to time limitations by the SCORE

SHOW. This year, that number may be expanded to a bit over 200, but you should try to enter early so that you're not left out. More information on that event will be forthcoming in the next few months, including the names of the sponsors who'll be helping the show. The first Off Road World Champs were sponsored by AIRTRONICS, KRAFT & MRC/TAMIYA and judging from the tremendous amount of media coverage and articles written about the EVENT the sponsors have been delighted with the kind of publicity they have received to date.

Speaking of Off Road, we hear that Radio Controlled Hobbies in Costa Mesa is about to put in an "Oval" dirt track very soon. It seems that more people are beginning to dig the closeness, constant-left racing of dirt oval. It sure is a lot of fun. This will be the third permanent track in Southern California that will feature an oval besides the regular "off road" track. The other two are: The Ranch Pit Shop, in Pomona, and the Del Mar R/C Racing Center, Del Mar, which is currently under construction and will be in full operation by the end of the month.

Further on the subject. Why doesn't ORRCA help organize some of the other tracks that are now operating in and around the So. Cal and No. Cal. areas to have their own series for the remainder of the year. The current ORRCA Series will not end until December of this year. It's a shame that these other tracks can not be involved in some way with ORRCA at present. Currently, there's a new track open in the Simi Valley, Palmdale, Agoura, Ventura.

Even though Dana Smeltzer did not win the A MAIN at the recent So. Cal Champ Series 1/8th scale race at DEL MAR, he was still walking around with a big grin for not only being the T.Q. in the event, but doing it with "no-nitro and a plug!" It seems that Dana got his car working so good, and that K & B/McCoy engine humming just right without using nitro, that he decided to race the entire event as is. He got bounced around pretty good during the A Main, but still proved to himself and others that maybe we should be looking toward the cheaper fuel for future racing.

Doug Pratt, Special Events Manager for the 1982 National Model Airplane Championships sent us information of their upcoming Nationals August 1 through 8th, to be held in Lincoln, Nebraska. The program they put together is really excellent and informative. We hope to have coverage of this major event by the A.M.A. (Academy of Model Aeronautics) by the next issue. This happens to be the

world's biggest model airplane meet, and a lot has to do with the kind of sponsorship they are able to get.

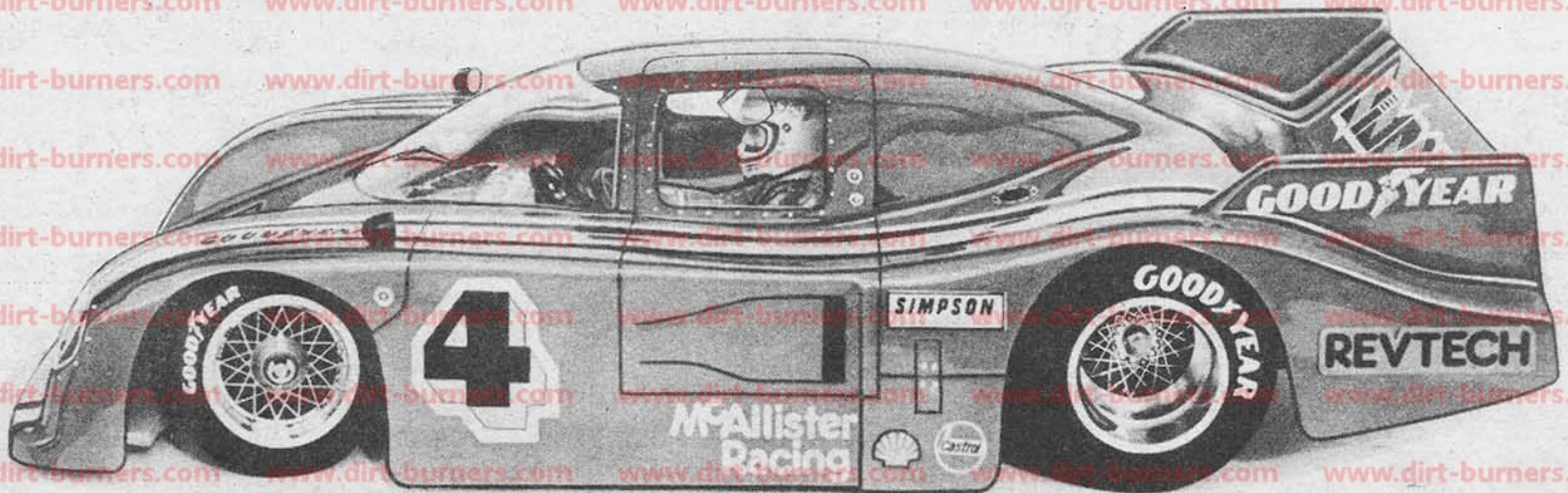
Sponsors in and out of the industry are always important in promoting any type of event. The AMA's Nationals have been fortunate to have: Astro Flight, Ace Radio Control, Addis Elmore, Airtronics, Baltek Corporation, Du-Bro Products, Fox Mfg., Carl Goldberg Models, Grish Brothers, HB Engines, Hot Stuff, Indy R/C Sales, Jetco Models, K & B Mfg., Kraft Systems, McDaniel RC Service, Mid-Am Distrib., Model Aeronautic Publications, Nico Engraving, Peck-Polymers, Rev-Up Props, Sailplane Factory, Sig Mfg., Sullivan Prod., Toledo Weak Signals, Top Flite Models, William Brothers, and World Engines, all who we feel deserve their due recognition for helping the sport.

It looks like the R/CÉCC guys in Hawaii may be losing their off road track site at The Honolulu Community College due to some added construction by the college. They're putting out the word to everyone who can find an alternate site where they can continue to race off road for the rest of the year. It should be a location near Metro-Honolulu, although not entirely necessary, but it should be a dirt lot with parking for racers and one that the owner can agree to allow the club to race there. You can contact the folks at HOBBIETAT (Butch or Paula) if you have a spot.

Dave Kleinman of Fantasy World Toys, Inc. in Tacoma, WA sent us info. about their new "off road" track. They have formed the Tacoma Electric Auto Racers Off Road Division to promote races at the B & I Department Store in Tacoma. They are encouraging guys who'd like to race with them to contact Fantasy World for more information. (tel. 584-8659). By now they will have had their initial race which was scheduled for July 17 & 18. We hope to have a report from them for the next issue.

Boy do the guys at Rio Grande Racers R/C Club have their act together! We just received a color poster from them announcing their start of the Summer/Fall Rio Grande Series for 1/8th Gas cars. That series starts on August 1, 1982 and will go through December 5th; a total of ten (10) races, eight of them road races and two ovals. They will also run Can Am, Formula and G.T. Bodies. (See Calendar section for their schedule). They have the Montwood National Bank and AVM Realty to sponsor the first "kick-off" event. I'm sure we'll have coverage

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On the Line

OFF ROAD INTEREST

I am very interested in obtaining the current rules and regulations of Off Road Racing (R/C). If you would be so gracious in sending the information I would distribute it among members of the Hilo Off Roaders. Thank you for your time.

Charles T. Kawamoto
Pahoa, Hawaii

You're in luck Charles! We not only have the newest "hot of the press" rules from ORRCA, which are published in this issue, but we also have their new P.O. Box address if you ever need any further information. You can contact ORRCA at P.O. Box 475, Westminster, CA. 92683. ED.

I'M A NEWCOMER

I am a newcomer into the fantastic world of "off road" cars.

Last May I was in the States, in Los Angeles City and I went to a shop to buy some accessories for my R/C airplanes. I saw there those fantastic Tamiya off road cars, so I decided and I took one of those Ford Pick-ups. And as you see, I do not know anything about off road R/C cars and I'll be grateful if you can give me a hand with your newspaper or something like that.

Carlos Bijit
Vina Del Mar, Chile
South America

The rules for competition or setting up your car by whichever class you want to run are in this issue or you can get them by writing to ORRCA, address above. The other way is to look at the various ads in our issues for those manufacturers that provide some of the after-market, high performance products. Third is to keep on reading this paper. R/C RACING NEWS covers many of the off road events and also will do tech articles from time to time. Last issue we covered how to set up a box-stock off road kit and the do's and don't's. Check it out! ED.

NAVY MAN WANTS TO RACE

I am a member of the United States Navy stationed on board a ship homeported in Norfolk, Virginia. I own two Associated 1/12th scale electric cars which I enjoy running very much.

I would appreciate any kind of information that you could furnish me concerning R/C cars in this area. I would also like very much to subscribe to your monthly newspaper.

From a fellow enthusiast.

Stg.2nd Jose C. Mendana
USS Conynham

ROAR's Region 1 Director is a gentleman by the name of A.B. Markunas. You are in his district and he'll be glad to put you in touch with several clubs that race in your area or that you can drive to. Mr. Markunas' telephone number is (717) 286-6461. I know that there's a number of R/C Clubs quite active in your area, like NERCAR, South Jersey & North Jersey R/C Racing Assoc., SARCAR, SHARA, MARA, etc. I'm sure you'll be able to hook up with one. ED.

FACTORY DRIVERS GOOD OR BAD FOR R/C RACING

I'd like to take this opportunity to congratulate Sierra R/C Club on their first annual Peppermill Classic and to thank all the sponsors who made this event possible. Jim McAdory and his staff deserve a big pat on the back for handling 100 plus entries with the speed and efficiency of a well experienced crew.

However, there are a couple of incidents I would like to comment on. They deal with the ever-present "factory driver" situation. Let me say now that I'm presently a factory driver, and feel that much of the "help or hinder" debate is based on situations synonymous to the two I'm about to relate.

The first deals with a factory driver getting caught practicing on the track after it was closed by the race director until the next day. The track closure was obviously so no one would have an advantage. Getting caught was naturally grounds for disqualification. The race director then chose to have the drivers vote as to whether the driver in question should be disqualified. This action was in my eyes, questionable at best. Without disclosing the driver's name, a vote was taken. The majority voted to let him race. As it turned out he won the main event.

The second incident was when the officials had decided to put nine cars in the feature race. The 10th qualifier was also a factory driver. Upon finding out he hadn't made the main he had a discussion with the race director and was then placed in the race as 10th and final qualifier.

Now take a minute and imagine how this must have looked to the majority of the nonfactory or independent racers! As factory drivers it is our responsibility to set a good example. After all we represent the factories and if we don't, who will?

R/C RACING NEWS

You Race It...
We Cover It!

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

Application to mail "second class" postage rates is pending in Woodland Hills, California. Foreign subscription rates are \$25.00 for Canada and Mexico. First Class; and \$35.00 Air Mail to other Continents. All subscription rates are subject to change without notice.

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

There definitely is a place for factory drivers in R/C racing. But it's not playing politics. It's helping other drivers who drive the same brand of car, helping with advice and knowledge that the factories have passed on to us, and fighting for the lead in that "A" main regional or National. It's helping the manufacturers prove that a win on Sunday makes a sale on Monday, but not at any cost. Eddie Janis Manteca, CA.

TIRED OF TEAM DRIVERS

I've just about had it with team racers. I am about to quit the sport because of them and I know I won't let my son get into because of it.

I can't believe what primadonnas they are. They take and hide the frequency pins while working on their cars or charging their batteries; they use illegal frequencies which they know they can't use. They protest about any little thing that happens during a race but are never around when the race director is asking for help to turn marshall or lap count. They are privileged to get some of the up-to-date trick equipment, but if you ask them to share that information they think you're some kind of a nurd and walk away laughing.

It's not fair even to some of the shops that want to carry R/C car items. I have spoken to many of them and for example, many explain that they carry very little car parts because they usually can't sell them. The fact is that these so call "team The fact is that these so called "team racers" or "pros" go around or van. If I was a shop owner, I too wouldn't have anything to do with it.

I love R/C, and I've been around for a while now, not too long, but long enough to see the way it's going - it's not going to last long.

If the sponsors or manufacturers were smart enough (and I don't think they are) they would set certain standards or guidelines that each team member MUST follow, otherwise they are out! I doubt if they have enough courage to do that though.

I don't want you to print my name cause I race with these "clowns" and I'm afraid I'd probably get bounced off the wall more so than I do now.

Name withheld upon request
Irvine, CA.

I must say, that many "team drivers" are fine gentlemen and very helpful, but I can see where you're coming from and there's very little argument. Don't quit the sport though, perhaps with your efforts and that of your son's we can clean our act, right? ED.

RACE CORNER:

(Contd. from page 2.)

of that race for the next issue, in the

meantime check out their report of the Albuquerque race, the "Enchantment 100" in this issue.

Lee Chapin, from El Paso, also tells us that their second annual El Paso Can Am 100 lapper is set for September 4th & 5th. For more information you can contact Lee at 705 Winter Dr., El Paso, TX 79902.

On that same weekend, September 4 & 5, MORCAR of Columbus, Ohio will be hosting the ROAR Region 3 Gas Championships. This will also be the final race of the 1982 Midwest Series. The race format is Heart of America. The race site is at the Eastland Shopping Center, site of the 1979 Nationals. Pre-entry is \$14.00, late entry \$17.00 and registration opens Saturday 4th, at 8 a.m. For more info contact Mary Warnick (614) 268-9763.

September looks to be a very busy month for racing. The Ventura Roadrunners will be presenting the first annual R.O.A.R. Region Six 1/8th Scale Gas Championships on September 24, 25, & 26, 1982. Richard Schwalm is in charge of getting all the entries and such, so if you plan to attend be sure to send your entry to: 1696 E. Thousand Oaks Blvd. Thousand Oaks, Ca. 91362. Entry fee is \$20.00. The track site is the track which the club uses all the time at the Montgomery Wards parking lot, just off the 101 Freeway and Main Exit. This race will be a USA Nationals and World Championships qualifying race for the four Western States, so be sure to be there.

The second race at the new permanent R/C tracks at Del Mar was the 1/8th gas So Cal Series this past weekend (See coverage). Though the track layout is "tight" most of the drivers were able to dial-in their cars for the sharp rights and lefts and in some cases many drivers were delighted that the track is a "driver's track" and "not just a power track". Del Mar will be building their large 1/8th track shortly but in the meantime they will be running both the 1/12th and 1/8th racing program, as well as weekly series.

Interesting to see just how many 1/8th and 1/12th scale racers are former "Slot-Car" racers. While attending the events at Del Mar these past two weekends, many racers were overheard saying, "I should have brought my old box and slot cars...I haven't raced those things in years!" The reason: Del Mar also has beautiful Slot Car track inside, currently running rentals and weekly competition. Check it out!

With the recent, unfortunate helicopter accident, that occurred while shooting the film "Twilight Zone", maybe some of those Hollywood producers and stunt people should start thinking more of using R/C helicopters and such to do

their trick stunts. We heard that one local R/C "off road" racer is now being paid by a movie studio to do some off road stunts with his R/C car. Hollywood can just about do anything and make it look real, so some of you guys maybe should start thinking of getting an agent and try to get into the movies! Hurrray for Hollywood....!

We've had some complaints from off roaders we've not been carrying too much off road lately. This is true, we've been covering several of the major National events in cars and boats which has kept us from getting to some of the off road races. But as we said before, we can use everyone's help, and if you guys want to get coverage, help us out by sending us results, pictures and possibly a story of the race. We will certainly try to get to everyone. Just remember a few months back when we had quite a bit of coverage in off road and not too much of the other. Hopefully it all averages out at the end of the year. And that's the name of that tune.

Hey! How's this for an idea, what with today's high costs of travel and accomodations? We're thinking of establishing...R/C RACER'S CENTRAL. A service for R/C'ers who plan to do some traveling to races outside their State. By publishing in advance you may be able to find another racer who could share your traveling costs, ie, gas, lodging meals, or maybe even find someone who would put you up for the time you're racing and then you can reciprocate when that person comes your way. Anything to beat

the high costs of going to a race now-a-days. Let us hear from you.

If you haven't by now, you may be receiving in the mail your ballot to elect R.O.A.R.'s new President. The ballot, we've been told should be in ROAR's offices no later than September 10th. This is a great opportunity for you to make your statement as to how the future of ROAR should shape up. Don't just throw it away, but fill it out and send it right back.

For your information Joe Werner, from Indianapolis and Joe Sullivan from Richardson, TX are in the running. We've got a short profile on both gentlemen in this issue. You might want to check it out to make up your mind. In any case, I think ROAR is lucky to have two highly qualified gentlemen who are willing to give of their time FREE OF CHARGE for the cause. VOTE!

Roger Curtis, of Associated, and the man in charge of designing and putting together the "computer" which will do all the scoring at the 1/12 Electric World Championships this month, gave his "baby" a trial run at the recent electric race at Del Mar. Except for low power available to feed the computer, everything else seemed to work quite well. Current standings during the race were flashed on the T.V. monitor as the first car came by and immediately after the race, there was a print-out of the final results. It looks like it's going to work great.



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1/12th

The 1982 R.O.A.R. Nationals

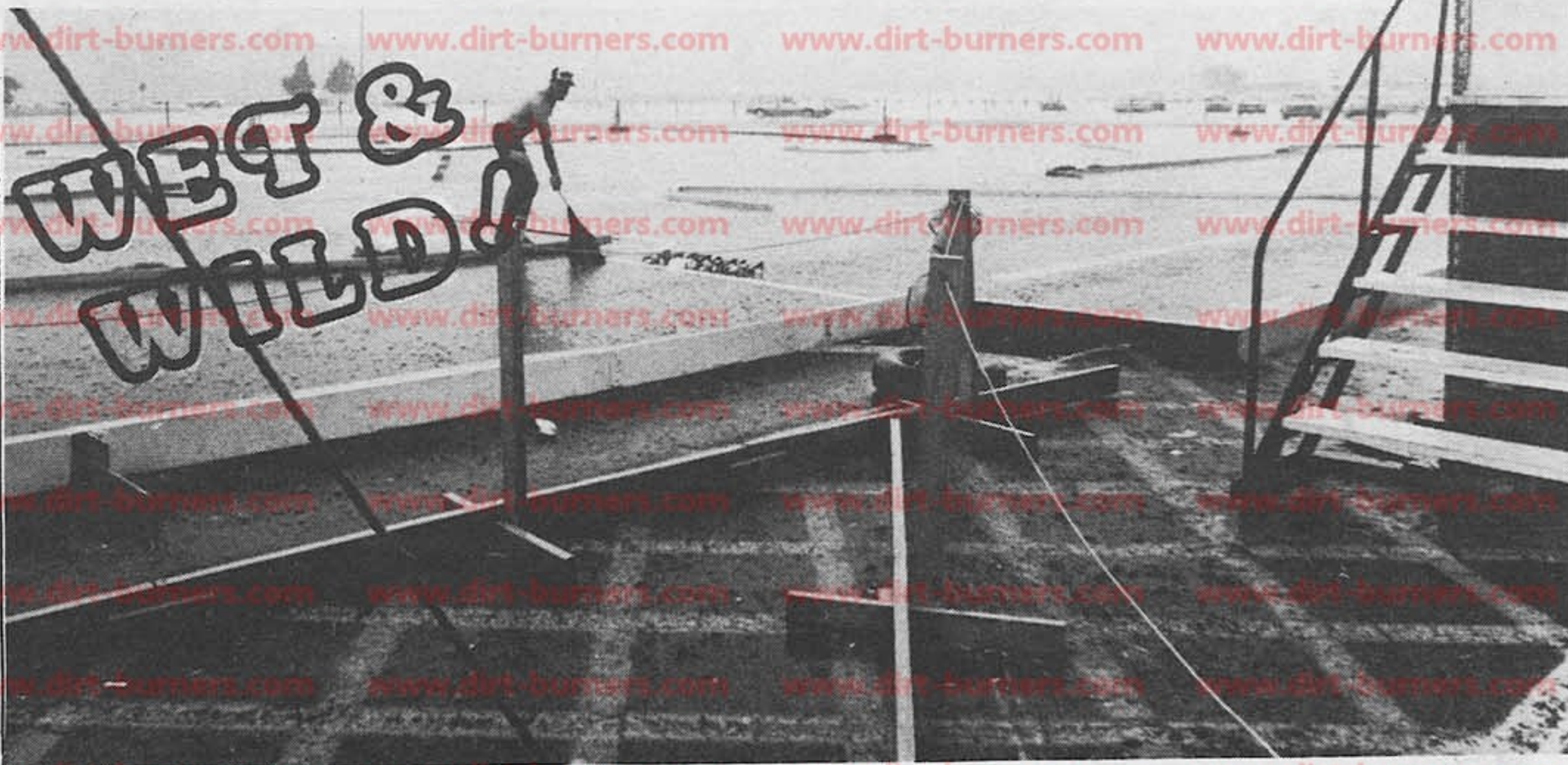
Story and Photos by
Neal McCurdy

Indianapolis, Ind.

IT'S HARD TO BELIEVE THAT A YEAR HAS ALREADY PASSED SINCE THE '81 NATIONALS WERE HELD AT RATTEY'S, IN BOSTON. I have heard rumors the RATTEY'S had been torn down, and if that's true, then tracks where the last two Nationals have been held (Freemont and Rattey's) have both gone under. I sure hope that doesn't happen here - This is a very nice facility. Come to think of it though, it hasn't been really a whole year, as this year's Nationals were scheduled early so as not to conflict with the 1/12th World Championships, which are to be held on August 13-21 in Anaheim, California. I knew it seemed much to fast for a year to go by!

The "Nationals" is the "World Series" of 1/12 and 1/8 Scale racing here in the United States and the Castleton Square R/C Raceway is an excellent place to hold such an event.

The track is the home of the Indy 500 R/C Car Club and is located at the Castleton Square Mall, a suburb of Indianapolis. The course is



Believe it or not, some guys wanted to go out and race in the rain. Fortunately heavy rains came fast and went fast and the entire program went off as scheduled, but it was sketchy at times. Photo. Neal McCurdy.

primarily a 1/8th scale layout but with enough cuts and alternate routes to allow many variations.

Because the 1/12th track was set up within the infield of the 1/8th track, there was really no true straightaway, just short shoots and sweepers. Even so, it was a nice course to drive with the better racers turning 30-35 laps in eight minutes.

My one gripe about the course was that in the entrances to some

corners, the ground had so many lines crossing each other (that's because of the lines for the 1/8th scale track), that it was rather confusing to pick the right line, at least until you had driven the track a number of times.

One who never did get the feel for the track was Gene Husting who confided that he never felt comfortable with the track, "the tape outlining the 1/12th track was confusing", and was never able to get it

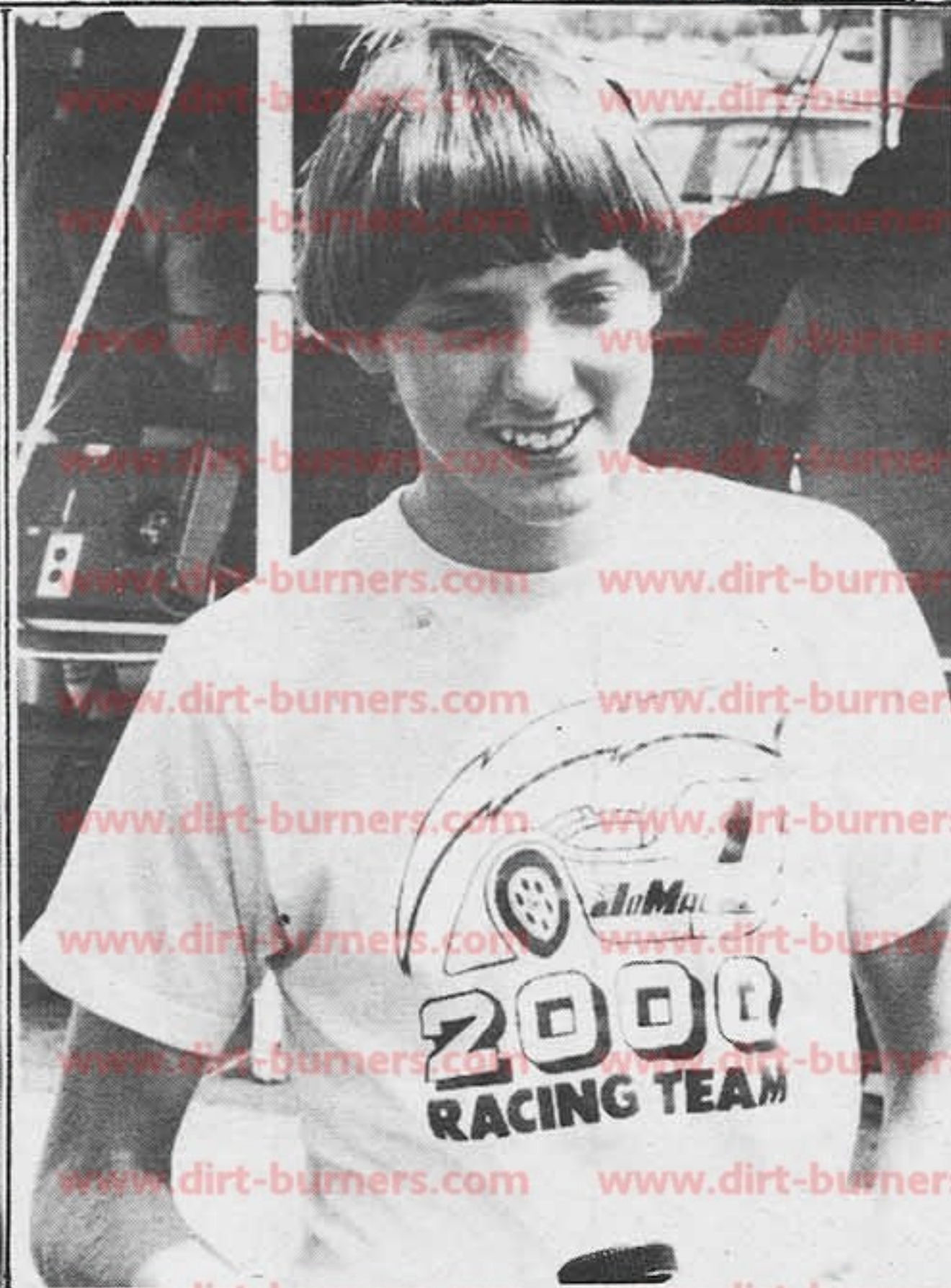
wired.

On the other hand, there were many things about this race to like: The Mall was very close to the track, and has stores for just about anything you could ever want or could afford. The Motel where most everyone stayed was quite close. Across the race site there was just about every kind of fast food (junk-food heaven) place you could want or your stomach could take. There were also six movie theatres to keep you busy at nights in the event you didn't have to work on your car.

But the place that everyone really enjoyed during the week was being under the Circus-type tent provided by the Club for a small weekly fee of \$10.00. This tent served as pits, with tables and most importantly it kept everyone out of the steaming sun and the rain. (Oh boy! Did it rain!) It was really handy.

The show (Nationals) was put on by the Indy 500 R/C Car Club and ROAR V.P., Joe Werner was the Race Director. Joe did an excellent job of running the 1/12th scale activities and did so with a firm hand. When Joe would come over the P.A., with statements like: "This is Joe 'GOD' Werner speaking..."; you certainly knew who was in charge and where you stood. For example: The return of the frequency pins was usually prompt, as Joe would threaten to rip the antenna out of your transmitter and break it into little sections if you didn't get it back in time.

One of the events missing from this year's Nationals was 4-cell racing. This year, it was decided to have a separate 4-Cell Nationals to be held in Cleveland, OH.



You can always spot the smile of a winner. In this case, two winners. Joel Johnson (left) repeated last year's National win in the Stock class with an impressive win here in Indianapolis, while Ralph Burch, Jr.(right) nearly pulled off the "hat trick" by winning two of the three National events, in Production and Modified classes. He also T.Q.'ed all three events. Unreal! Photo. Neal McCurdy.



DAY ONE - SUNDAY

PRACTICE - As usual, whenever a major event is planned, you can count on the weather to change it. I was told by some of the local racers that "last week was beautiful", but today it was about 90 degrees with about 90-95 percent of humidity. Typical, fickle Nationals weather.

My practice on the track was also very typical, finding most every dot placed on the track, and testing every board and hose and flapper around. The car was still intact, but the body was definitely wrinkled.

The week's most unusual event occurred after returning to the motel that evening. I was dog-tired after taking the "red-eye-special" into Indy, so I decided not to go to dinner. After relaxing for a while in my room, I stepped outside and in the driveway in the next building, there were people all over with flashing lights, police cars, etc. It seems that while Ernie Provetti and Don McKay were out dining, there had been a fire in their room. Somehow the electric stove in their room was turned on and some of the T-Shirts sitting on top of the stove caught on

fire. Fortunately, the fire was discovered early and not much damage was done to the room and contents. Lucky!

DAY TWO & THREE PRODUCTION CLASS - It seems odd that Production always has the least amount of entries at the Nationals. With the cars being run dead stock, I would think more people would be interested in racing, without the big bucks behind it. Could it be that the "Heart of America" race format scares people off? Maybe people like the idea of driver's classes more? Although, in Los Angeles, we usually get from 50 to 100 entries on a given weekend, for a club race, but we don't have driver classes either. So you figure it out! Actually, the "H of A" format is perhaps the best to use in this case. It would be difficult to determine the ability of drivers coming from all over the U.S. Would an Amateur from L.A. or Chicago be on the same skill level as the one from Portland or Steamboat Springs? So you see, the Heart of America format perhaps is the best for this type of event. So people, come out and let's get more people at the Nationals. It's a fun, week-long event that if you're into racing you shouldn't miss.

Something that the Club did this year that I thought was very nice was the issuing of "coupons" when you signed in. They handed you an envelope that contained discount and sometimes free dinner coupons for use at many restaurants and food places in the area. A very nice idea.

One thing I can point out, perhaps the club should have assigned more people to Tech Inspection. For example, my car passed with ballbearings, where it shouldn't have if there were more people to help. The people Teching were just overloaded, and time was a factor.

Well, the Production race came down to who would finish second, because Ralphie

Burch, (JOMAC) as he had done last year, had captured the T.Q. spot in Production and the A main win for the National Championship. Joel Johnson (MRP) and Mike Lavacot (Associated) finished in that order right behind him.

DAY FOUR AND FIVE STOCK CLASS - I won't bother to go through great details and blow by blow descriptions of each event, other than to say that Ralph Burch, Jr., once again was T.Q. He is a machine!

Stock Class is much the same as Production except for the chassis modifications. You run the same motor, unless you made the Production A Main, in which case your motor was taken from you and destroyed and a new one issued. The Production and Stock motors were issued by means of drawing a numbered chip from a can, then getting that pre-numbered motor that matched the chip.

Ralphie did go fast once more to set fastest time with a different motor, but this time Joel Johnson (MRP) had different ideas as to who should win the A main. Joel did and once again became the Stock Class National Champion, as he had done last year.

The rains that hit on Wednesday, and simply washed out the rest of the practice and qualifying day, did not affect the outcome in this class and, in fact, Joe Werner was able to

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This is the only way anybody could get Randy Tentschert to take a shower. Where is the soap Randy? Photo. Neal McCurdy.

get everything back on schedule on Thursday to complete the program and get ready for Friday and Saturday's Modified Championship.

DAY SIX AND SEVEN MODIFIED CLASS - Guess who was T.Q. once again. Do the initials R.B. mean anything? You've got it! For the third time, (three out of three times) Ralph Burch, Jr. set fastest time, this time in the Modified class, to reign supreme among all racers for the best qualifier in this year's Nationals. Not only did Ralph have his

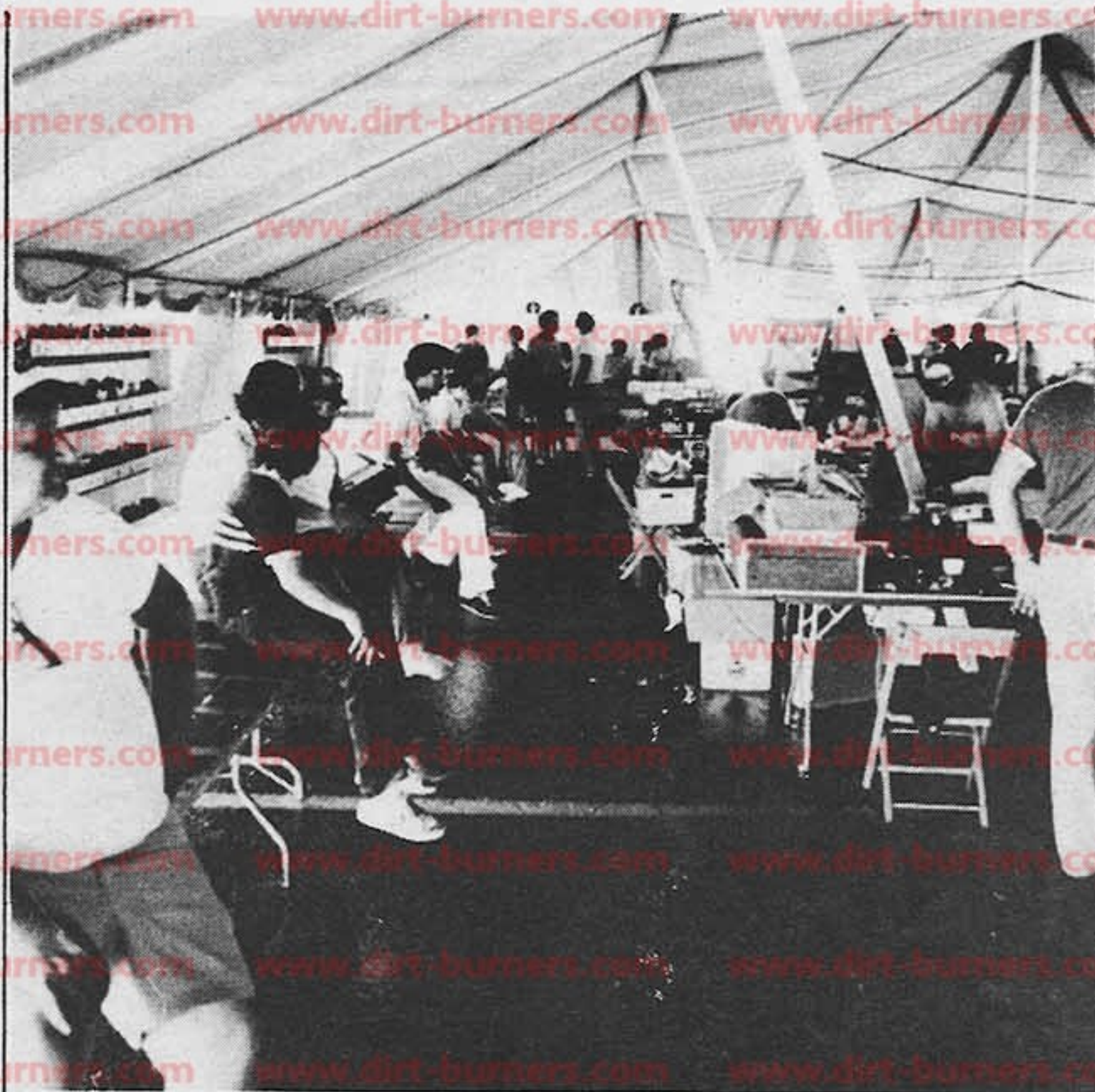
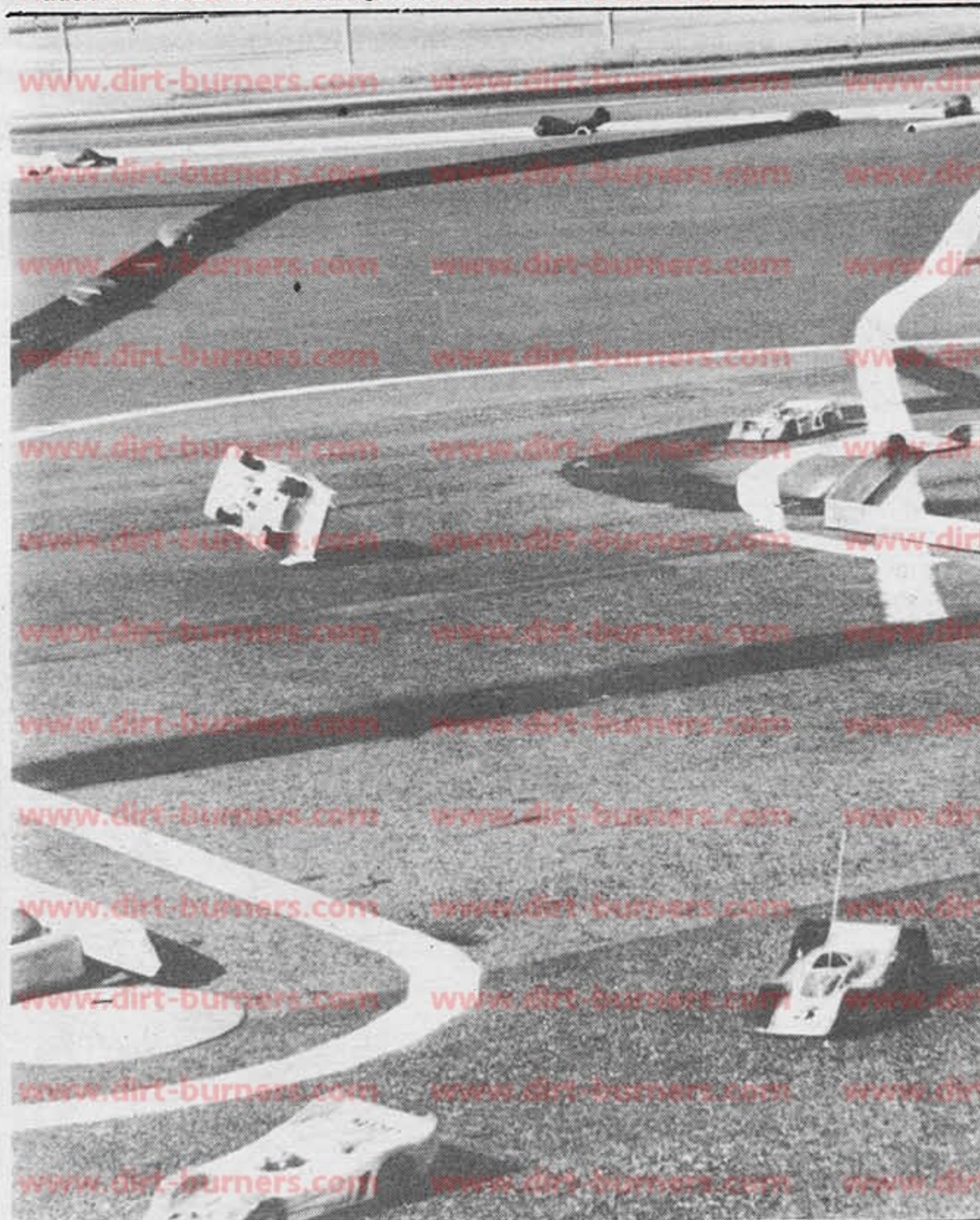
JOMAC car humming but when it came time for the A main, he won it by a little over 2 laps! He just left the field behind to fight it out for the "other" spots while "the" spot: "numero uno" in this year's Modified Nationals was his. Mike Lavacot (Associated) and Art Carbonell (Delta) followed Burch for the top three spots.

It was simply an awesome display of talent and skill by one racer, one

(contd. next page)



"Oh, come on Ralphie, tell me what you did to the car to make it go so fast", looks like Gene Husting is asking of three-time T.Q., Ralph Burch, Jr. (above). The tape on the track made it a little confusing for some of the drivers (below).



While it was pouring outside, racers sat around (notice feet up) doing some serious "bench racing".

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very young racer I might ad, who seems to have become the dominating force in R/C car racing. Three National classes Top Qualifier, Two National Championships, and one second place! Not bad!

As for the rest of us, we'll just have to be satisfied with having done pretty well and also with the thought that despite where we finished, we had a good time and we can all look forward to the next National. Maybe by then we can show "that kid" a thing or two.

The Nationals will be in the West Coast next year, and we hope that many of you racers can come out next summer and race with us. I think we can show you a good time and give you an excellent race format.

Neal McCurdy

RESULTS

1/12th NATIONALS RESULTS (the following shows laps/time)

PRODUCTION A:

1. Ralph Burch, Jr.(TQ) 32/494.4
2. Joel Johnson 31/487.3
3. Mike Lavacot 31/493.6
4. Steve Koopp 30/486.0
5. Tom Miller 30/491.9
6. Tyree Phillips 29/481.7
7. Ron Schuur 29/483.5
8. Mike Hickman 29/491.7
9. Mike Hamilton 29/497.0
10. Jerry Case 28/483.8

PRODUCTION B:

1. Repete Fusco 30/493.7
2. John Huron 30/496.7
3. Jim Aguirre 29/484.3
4. Gary Kyes 29/491.3
5. Bill Jeric 28/495.2
6. Randy Tentschert 26/484.7
7. Terry Rott 25/497.3

PRODUCTION C:

1. Larry Stevens 30/499.0
2. Patrick Miller 29/487.6
3. Scott Ferguson 28/484.1
4. Donn Rice 28/489.5
5. Ken Peckham 28/490.0
6. Neal McCurdy 26/483.0

PRODUCTION D:

1. Bud Bartos 29/489.0
2. Tim Morton 28/483.0
3. Bob Novak 28/495.6
4. Bob Arwine 28/495.7
5. Tom Adams 27/480.1
6. Butch Beebe 27/485.7

PRODUCTION E:

1. Chris Chan 28/487.8
2. Gene Husting 28/493.9
3. Jon Laster 28/497.2
4. Mark McCuen 27/482.7
5. Steve Hickman 14/DNF
6. Marvin Thomson 8/DNF

PRODUCTION F:

1. Pete Fusco 29/493.9
2. Ken Sitarz 29/495.5
3. Bob Light 29/495.6
4. Cliff Garra 28/494.7
5. Lee Hall 27/487.6
6. Bill Lawrence 26/498.8

PRODUCTION G:

1. Leon Neal 28/497.6
2. Tina Burch 26/486.6
3. Howard Kemery 25/492.5
4. Thomas Sufka 25/492.5
5. Bob Bernhard 23/483.5
6. Greg Fox DNS

PRODUCTION H:

1. Kenny Annesley 26/488.5
2. Larry Miller 24/489.2
3. Randall Stanham 23/494.7
4. Carl Ford 22/486.7
5. Dan Gottschall 22/490.1
6. Chuck Mackin 16/480.0

PRODUCTION I:

1. Doug Bennett 23/486.0
2. Ken Hamilton 22/497.4
3. Alan Margerison 20/483.9
4. Ross Margerison 17/496.4
5. Jerry Wells 11/489.0
6. Keith Hamilton 8/DNF

STOCK A:

1. Joel Johnson 33/487.7
2. Mike Lavacot 32/480.0
3. Ralph Burch(TQ) 32/482.1
4. Art Carbonell 32/493.1
5. Jerry Case 31/484.5
6. Tim Morton 31/489.1
7. Repete Fusco 31/490.2
8. Terry Rott 31/491.0
9. Tom Miller 31/492.9
10. Mike Hickman 21/DNF

STOCK B:

1. Gary Kyes 31/481.3
2. Tyree Phillips 31/495.3
3. Bill Jeric 31/497.4
4. Bud Bartos 30/481.0
5. Kevin Orton 30/488.7
6. Patrick Miller 30/492.0
7. Steven Koopp 29/482.1
8. John Huron 27/491.0

STOCK C:

1. David Johnson 31/495.2
2. Randy Tentschert 30/483.0
3. Larry Stevens 30/484.0
4. Ken Peckham 30/485.1
5. Steve Hickman 30/496.0
6. Ken Sitarz 29/481.3
7. John Parcell 28/482.2
8. Ron Schuur 27/483.5

STOCK D:

1. Mike Hamilton 31/489.9

STOCK E:

1. Scott Ferguson 30/490.1
2. Pete Fusco 30/493.2
3. Greg Fox 29/487.7
4. Neal McCurdy 29/488.4
5. Lee Hall 29/492.1
6. Bob Novak 28/495.9
7. Tom Adams 16/498.0

STOCK F:

1. Bill Davis 29/481.0
2. Jon Laster 29/481.8
3. Mark McCuen 29/493.3
4. Donn Rice 29/504.7
5. Gary Crumb 28/480.6
6. Tina Burch 28/501.2

STOCK G:

1. Howard Kemery 29/481.9
2. Chris Chan 29/498.6
3. Kenny Annesley 28/484.4
4. Eddie Enberg 28/488.2
5. Chuck Mackin 28/502.9
6. Mike Reedy 18/DNF
7. Bob Bernhard DNS

STOCK H:

1. Don Miller 29/495.0
2. Larry Noren 28/490.5
3. Kevin Brown 28/490.7
4. Bill Lawrence 28/496.0
5. Thomas Riedel 28/497.0
6. Tom McGarry 26/489.1
7. Herb Wade 26/494.7

STOCK I:

1. Bill Matthey 28/490.6
2. David Minter 26/482.0
3. Larry Miller 26/483.9
4. Mike Mercer 26/496.2
5. Carl Ford 26/501.6
6. Bob Rule 26/510.3
7. Robby Scruggs 6/DNF

STOCK J:

1. Randall Stanham 26/490.0
2. Dan Gottschall 25/486.5
3. Ken Hamilton 25/498.0
4. Alfred Riedel 25/499.2
5. Gay Sullivan 23/492.6
6. Doug Bennett 22/495.1
7. Joe Sullivan 22/DNF

STOCK K:

1. Jon Sullivan 24/486.0
2. Ross Margerison 23/480.8
3. Ivan Brown 22/501.3
4. Keith Hamilton 20/496.0
5. Jerry Wells 20/497.3
6. Robert Wilkinson 12/480.8

7. Alan Margerison 9/495.6

MODIFIED A:

1. Ralph Burch, Jr.(TQ) 34/496.3
2. Mike Lavacot 32/481.4
3. Art Carbonell 32/486.4
4. Mike Hickman 32/489.2
5. Terry Rott 32/491.0
6. Repete Fusco 32/493.7
7. Jerry Case 32/496.4
8. Gary Kyes 31/484.0
9. Bob Light 31/491.8
10. Joel Johnson 31/DNF

MODIFIED B:

1. Kevin Orton 32/488.5
2. Larry Stevens 32/492.8
3. Tim Morton 32/495.1
4. Tyree Phillips 31/486.1
5. Tom Miller 30/484.3
6. Ken Peckham 30/486.9
7. Ron Schuur 29/482.5
8. Steve Koopp 22/DNF
9. Randy Tentschert 13/DNF
10. Bill Jeric 6/DNF

MODIFIED C:

1. Bud Bartos 31/492.0
2. Lee Hall 31/492.4
3. John Huron 31/495.6
4. Mike Hamilton 30/482.0
5. David Johnson 30/483.9
6. Bob Arwine 30/485.7
7. Patrick Miller 30/493.6

8. Scott Ferguson 29/487.5

9. Steve Hickman 28/DNF
10. Jim Aguirre 17/DNF

MODIFIED D:

1. Gary Crumb 31/500.7
2. Bob Novak 30/488.7
3. Mark McCuen 30/492.0
4. John Parcell 29/491.1
5. Cliff Garra 29/493.3
6. Neal McCurdy 26/484.5
7. Pete Fusco 22/DNF
8. Chris Chan 10/DNF

MODIFIED E:

1. Butch Beebe 31/492.3
2. Greg Fox 30/498.9
3. Tom McGarry 29/481.0
4. Marvin Thomson 29/481.1
5. Kenny Annesley 29/487.0
6. William Matthey 29/488.0
7. Bob Bernhard 29/493.2
8. Bill Davis 28/483.1

MODIFIED F:

1. Ken Sitarz 31/488.1
2. Donn Rice 30/489.2
3. Dave Lee 30/492.0
4. Eddie Enberg 29/495.2
5. Tina Burch 28/493.3
6. Leon Neal 25/DNF
7. Pete Mitchell 19/DNF
8. Judd Nichols 4/DNF

MODIFIED G:

1. Joe Sullivan 29/491.7

2. Don Miller 29/495.7
3. Chuck Mackin 29/499.1
4. Kevin Brown 29/499.2
5. Bill Lawrence 28/483.0
6. Howard Emery 27/490.0
7. Doug DuBois 13/DNF

MODIFIED H:

1. Jeff Hossinger 28/482.0
2. Larry Noren 28/494.2
3. Butch Kloeber 27/481.2
4. Doug Bennett 27/495.0
5. Joe Hutton 25/DNF
6. Buzz Blair 24/499.0

MODIFIED I:

1. Thomas Riedel 27/495.7
2. Carl Ford 26/480.7
3. Mario Biscaro 25/493.5
4. Larry Miller 25/495.0
5. Chuck Ewing 24/481.5
6. Ross Kloeber 24/483.5
7. Mike Mercer 5/DNF

MODIFIED J:

1. Gay Sullivan 26/483.0
2. Jon Sullivan 25/482.0
3. Robert Wilkinson 24/483.4
4. Keith Hamilton 23/DNF
5. Ivan Brown 20/DNF
6. Randall Stanham 14/DNF
7. Ken Hamilton 13/DNF
8. Dan Gottschall 12/DNF

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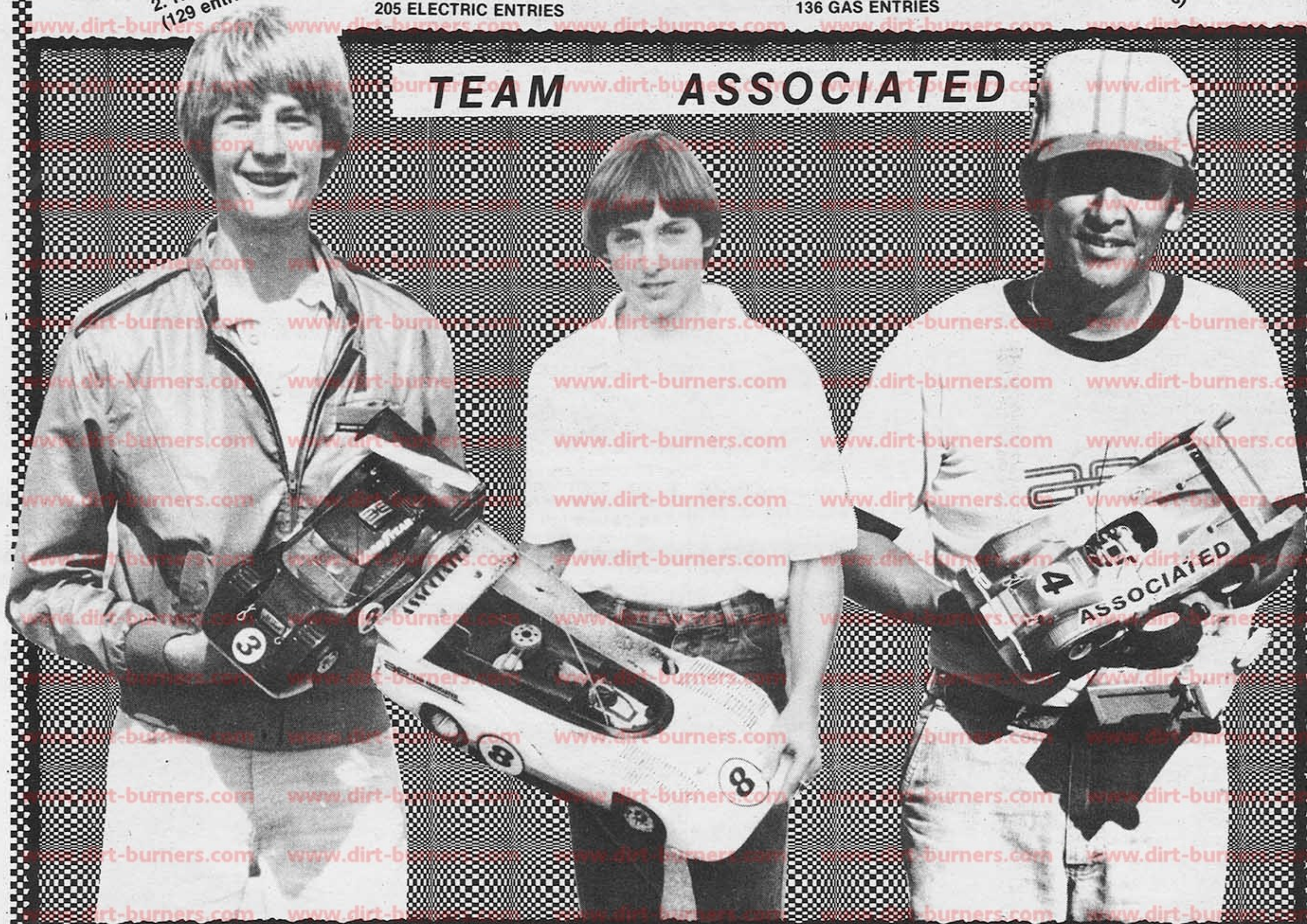
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136 GAS ENTRIES

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RALPHIE BURCH

JIM AGUIRRE

1/12 STOCK CLASS

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

1/8 GAS CLASS

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

1/12 MODIFIED CLASS

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

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Hot and humid, thunder and lightning, rain and more heat and an unbelievable track "bite" made for quite an interesting week of 1/8th scale gas car National competition.

Coping with Indianapolis' volatile elements of nature was not the only taxing challenge that the racers on hand had to deal with. During the first part of the week, many had to learn how to tune an engine running No-Nitro fuel in the Super Stock class, while others had a heck of a time finding the right tire combination for the super-tacky track. Yet, others never found the right jetting to keep their motors running at peak levels and it was not unusual to hear from more than one racer who had gone through two or three motors during the week.

Then came the highly anticipated or highly dreaded OVAL event. Some newcomers looked forward with anticipation of seeing two or three Formula-type bodied cars come off the turn side-by-side, while others who had been there before, knew quite well the consequences of OVAL racing and the toll it would take on many cars. It did, but it was still very exciting.

When all was said and done, four National Champions in three National events were crowned for the year 1982. (Four, because in the CAN AM class, for the first time, a Nat'l Champ was chosen in the Suspension class and one in the Flat-Pan class [stock].)

The first National Champion to receive the accolades of his fellow

racers was Mark Miranda from San Diego, CA who bested the top field of ten to take the Super Stock title driving his DELTA Super J Rocket. This rain-delayed A Main (which was started on Tuesday for only 25 laps and postponed until Wednesday because of rain) saw the powerful driving style of Jerry Snow pull off the track ahead of the field on Tuesday. Then, as he was given a full eight-second start on the re-start on Wednesday, he was forced to pull into the pits as a result of someone having stepped on his car and bending the front end, thus relinquishing his very strong lead and leaving the door wide open for a very fast Mark Miranda.

The second National Champion and overall CAN AM winner was crowned on Thursday. ARTURO CARBONELL, current World Champion and DELTA ace driver showed the rest of the field the way to the checkered flag. Art made it clear he was the one they had to beat when he set the Top Qualifying time during the two-day, four-round qualifying heats. His driving was flawless.

The third National Champ, also in the CAN AM class and second overall was Ralph Burch, Jr. He was crowned the Flat-Pan car National

The start of the Open A main (above) had Art Carbonell (1) eventual winner, upside down! Below, Race Director, Joe Werner did a super job keeping it all together for two weeks!

Champ driving his ASSOCIATED RC300. He was the only other driver to complete the scheduled 100 lap A Main. He was also the second best qualifier.

The fourth National Champ was crowned on Saturday, the last day of the week-long program. ASSOCIATED's Rick Davis won the very exciting OVAL event by just inches to become the Oval National Champ. He just barely beat Kevin Orton because of a car body that decided to pop up in the last three laps of the race. The finish was the most exciting of all.

To capsulize the week-long program, one must start with the fact that the Indy 500 R/C Car Club, hosts of this year's Nationals, did a super job of planning and running this massive event. Their experience in hosting last year's World Championship event paid off as the entire two weeks (first week for 1/12th electric and the second for 1/8th gas cars) went off as smoothly as it could have gone. When you consider having to cope with the elements, teams and racers from all over the country and crown-champions in a number of classes, the challenge is demanding.

Credited as the Race Director was Joe Werner. As he had done in the World's last year, Joe dealt with a firm but fair hand to all racers. At times racers thought a bit too firm, but overall the Race Director must



Oval racing, perhaps more than all other events, really had the drivers and the crowd cheering. Common view of three-a-breast around turn three.

be a strong force to run an event of this caliber and bring it to a final, and may I add, popular conclusion. Joe did just that, although we understand from Joe that this was to be his last race as Race Director. "No more," he said, explaining that from now on he would be concentrating on gaining the ROAR Presidential title and hopefully continuing to work hard for the National Association. (NOTE: Both Joe Werner from Indiana and Joe Sullivan from Texas will be going after the ROAR Presidency this next election.)

Also credited with much of the preparations and planning were Bob Leckron, President of the Indy 500 R/C Car Club and Ralph Spencer, Official Scorer. There were many other club members and their wives who had a great deal to do with this race and of which we'll mention hereafter.

The facility was located in the same spot that the World Championship was located last year, in the Castleton Shopping Center next to JC Penny's parking lot. The track layout was a bit different, however, as it featured a much longer straight.

As they did last year, the Indy Club rented a massive Circus-type tent to house most of the racers. They also had table space available for a minimal additional fee. Those who chose to be inside the tent and rent the table space realized the benefits of such a move when the thunder and rain came down and then again when the 90° plus temperatures hit the area.

A unique and clever scoring/timing system was utilized to keep accurate records of all heats and mains and also to keep all racers up to date in the progress of the race.

Heat cards were housed in a clear

Super Stock National Champ;
Mark Miranda.

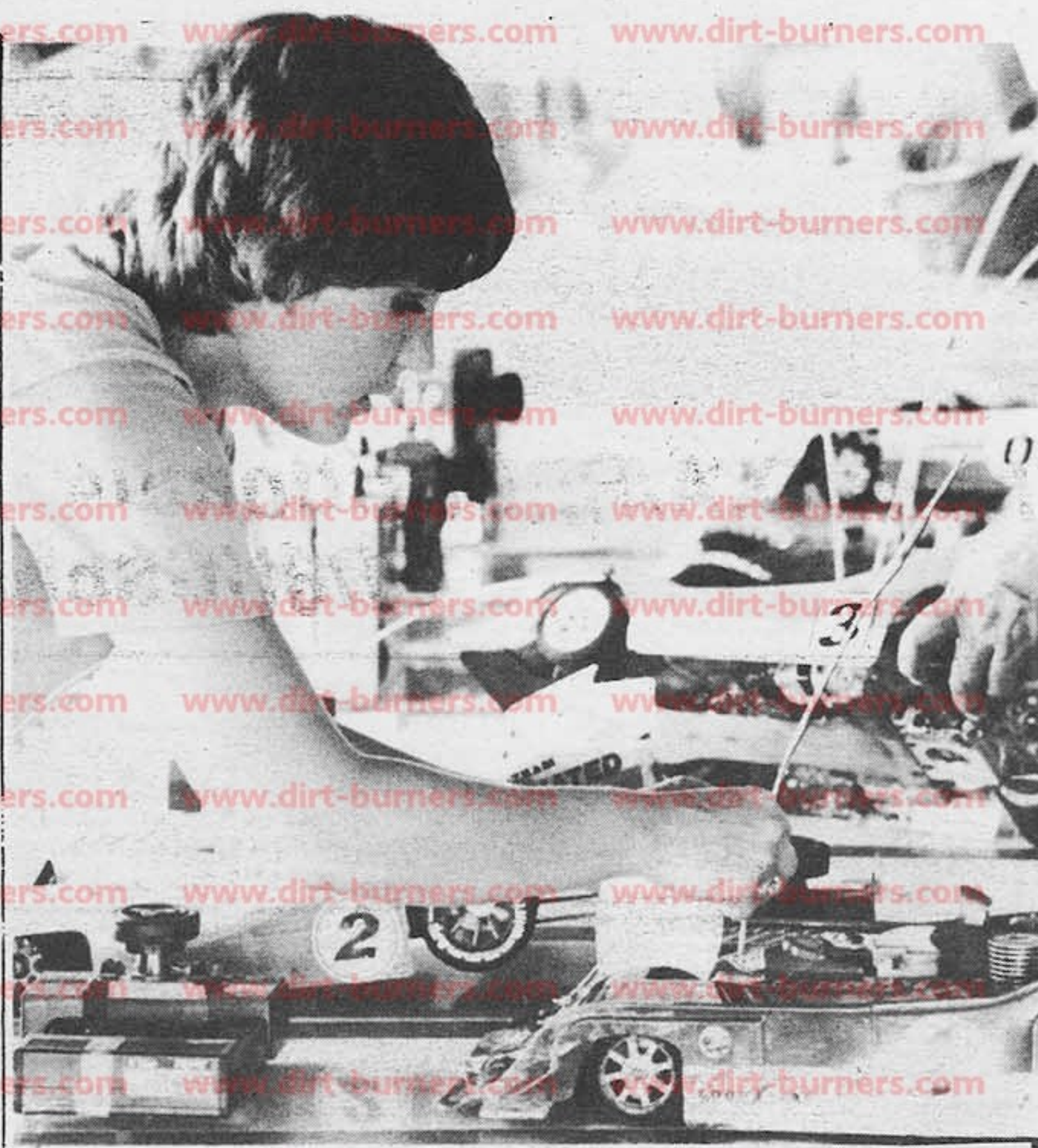


plastic board/panel that could be seen from both sides. Each racer's scores and times were visible. The ten-bank push button lap counter/timers were read into a main console where the announcer could not only read the laps but also the elapsed times for each racer.

Atop the tent, a lighted column made of clear plastic had the letters A through O, signifying the heats/



A neat way to let everyone know which main was running. Located high up on the tent. No excuses for missing your race.



One of the beautiful "Impound Ladies" (above) that handed out transmitters and check them in according to whichever main was running. The moment of truth (below), Rick Davis (0) and Kevin Orton (9), final turn of the Oval A Main. Davis won by inches!



mains. If the E Main was being run, a light behind the letter E would be lit, thus giving everyone a clear point of reference.

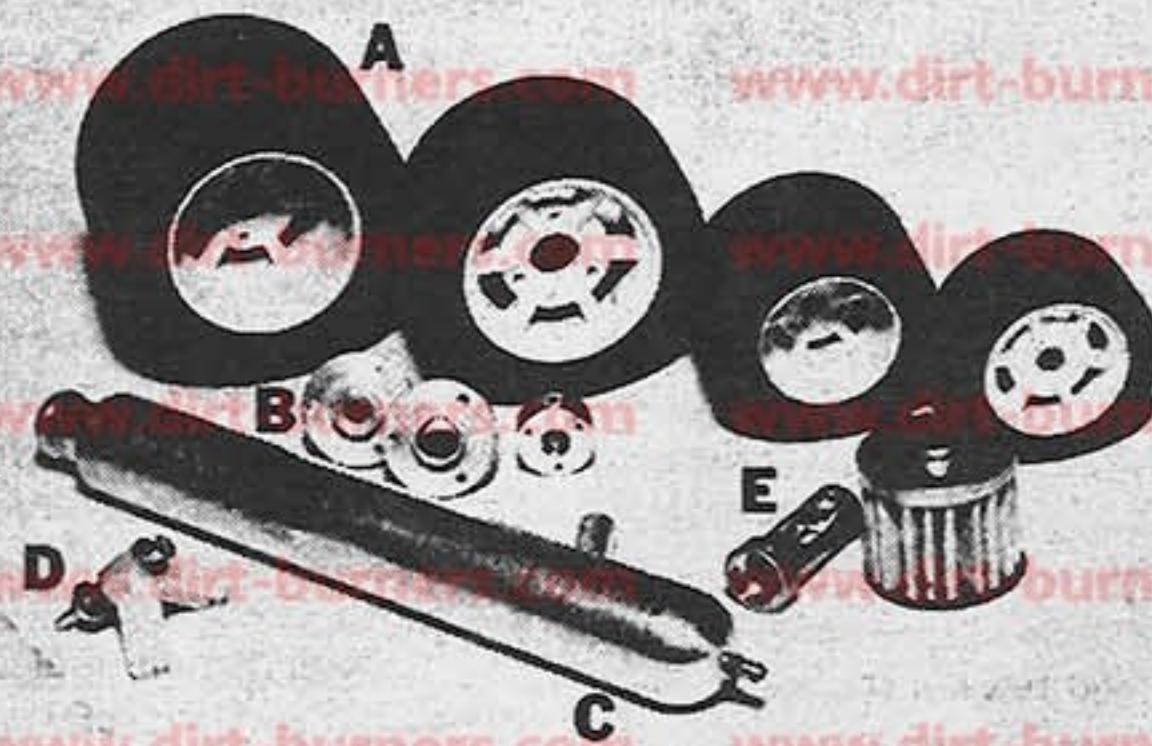
Impound tables were provided in front of the impound racks for all transmitters. The loveliest Impound Officials we've ever seen did an excellent job of handing out transmitters as your heat or main came up and then storing them again in their proper sections. These ladies were Sham Mueller, Judy Oakley and Kathie Smith.

A very delightful and to say the least, cheerful Mike Pierson was the Official Starter. Mike served in excellent form as starter/flagman and at times as the human P.A. system. His voice could be heard anywhere and everywhere, always cheerful and accommodating...A real nice guy.

In a major event such as this one, TECH Inspection becomes a very important part of the proceedings. During the 1/12th electric week, the "MART" group from Michigan lent a very helpful hand. During the "gas" 1/8th week, Jim Atkinson from L.A. and Ross Kloeber from Phoenix took on the thankless task.

(contd. next page)

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- A.** Thorp 1/8 & 1/12 scale super precision racing wheels. The lightest and truest wheels in the sport! Compounds: standard rear, hard/soft combo and reverse combo fronts.
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14 Tech-ing - became very important throughout the week of racing, but never more important than during the first two days of the Super Stock class.

Planning ahead to avoid "shenanigans", the club promoted the No-Nitro fuel from K & B. Everyone that raced in the Super Stock class had to use the K&B fuel during controlled practices, qualifying, and mains. Atkinson and Kloeber's task, among others, was to make sure that everyone ran the same fuel.

A very comical scene was also taking place during the weighing of cars. In Super Stock the minimum weight allowed per car (dry) was 5.8 lbs. (5.7 lbs. after the race, allowing for tire wear). Ninety percent of the racers on hand were very much under the minimum weight, all hovering around the 5 lb. weight limit for the Open class. Racers were strapping, bolting, and duct-taping everything from lead weights, nuts and bolts, and even wrenches to make the minimum Super Stock weight. All these months of doing everything you can to get down to 5 lbs. shot in 1 afternoon because of Super Stock!

Since no suspension cars were allowed in this class, there were a number of racers having the suspension cars who had to sit back and watch the fun for two days.

The formal 1/8th scale National program started on Monday, July 12

with controlled practices by heats for the Super Stocks. On that same day, two qualifying heats were run, taking most of the day. On Tuesday, July 13, two more qualifying heats were run and from there, the mains were set according to the best qualifying run.

Jerry Snow (ASSOC.) from Arizona was the Top Qualifier making the A Main.

The first main to run was the G Main which started at approximately 2:30 pm. Threatening weather loomed on the horizon as the first main got under way. Each main was scheduled to be a 60 lap event, except for the A Main which was to be a 100 lap race. There was also a 14 minute time limit for all but the A Main, so that in the event that the leader had not completed 60 laps after 14 minutes, the race would be called and the lead car at that time would be declared the winner.

Such a case happened in the G Main, when little Michael Vickers (11yrs) from San Diego took the checkered flag at the end of 54 laps to pick up this main's win.

This marks young Michael's second big main win in two very important events in the past couple of months; this one and at the Real McCoy. Dad, Bill Vickers is trying to find out from Mike, the secret of his success. He claims that it's got to be his "mechanic"!

Tony Markunas and Craig Fischer, both with 50 laps, placed

second and third, respectively. Winners of the other mains were: Chet Wietcki, "F"; Paul Dionne, "E"; A.B. Markunas, "D"; Jim Przybyla, "C"; and Ross Kloeber, "B".

All during the afternoon while running the lower mains, the skies began to get darker and darker, with winds picking up from the southeast. It didn't look good at all, yet all the mains, including the A Main, were started. Unfortunately, as soon as the A Main got underway at about lap 25, the rains came. Boy did they! Within seconds the entire track was flooded with about 2 inches of water running through the pits. At that time, it was decided to wait it out, in hopes that the rain would subside before too long and the race could be resumed. Everyone then huddled under the 'tent'...that's where the serious "bench" racing began.

Jerry Snow had built a commanding lead after only 25 laps, thus it was decided that when the race was to be re-started he would be given an 8 second start ahead of the rest of the field.

Now all there was left to do was wait for the rain to stop and the track to drain and dry. It was about 5 pm...still plenty of time to finish the A Main. It had rained just as hard on other days, but not as long so the track had time to dry out. Today, however, the rains lasted a bit too long and after a couple of hours of waiting, it was decided that the A

Main in the Super Stock class would be resumed on lap 25 on Wednesday morning, July 14th.

Jerry Snow would be started first and then the rest of the field would follow in three second increments according to the standings after 25 laps. No one was allowed to work on the cars or their radio equipment, except to charge the transmitter and receiver batteries. Everything else was impounded, including the fuel, until the following morning.

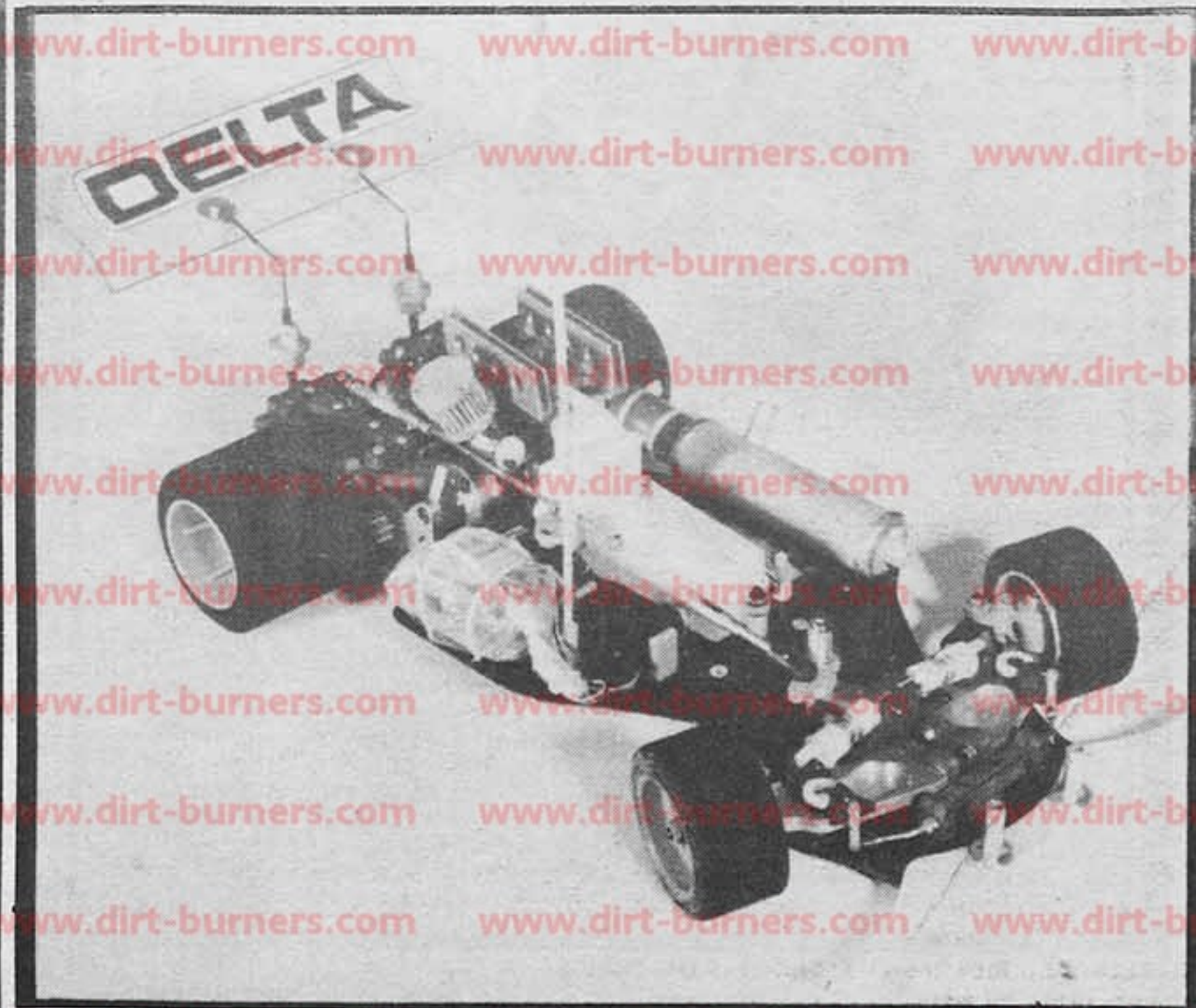
WEDNESDAY, July 14 was the first day of OPEN CAN AM practice and qualifying. Sandwiched in between the first practice rounds at about 9 am. was the running of the Super Stock A Main.

As previously stated, Jerry Snow was going to be the first car off the line, sporting an 8 second lead over the second place car. When the cars were called up to the line, someone accidentally stepped on Jerry Snow's car. The front bumper and body were severely bent downwards, leaving Snow with almost no steering. The green flag was waved and to everyone's shock, Snow's car made two turns and headed for the pits. His crew worked frantically to get the front end working, but by the time Snow's car got back into the race, the field had already put three laps on him.

It was during this time that Mark Miranda, who was in third before the break, asserted his driving skills

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1982 WORLD CHAMPIONS



Different Strokes (styles) for different folks. Each pit person showing his or her style on the starting line during the Super Stock portion.

and took the lead. Although suffering several setbacks during the race; crashes, flame-outs, etc., Mark managed to get the lead back every time. In the meantime, Dale Smith, Don Reger, Louis Przybyla and Rich Potempa were all within striking distance. Snow, in the meantime, had made several stops and it looked like he didn't have a chance to even finish the 100 lap main event. But by about lap 50, Snow got his car working again and put on one of the finest driving exhibitions I've seen. He started to reel in, one by one, the six cars ahead of him. The only one he could not get to was

the leading car of Miranda. Perhaps with two or three more laps, he might have done it, but by the time the 100th lap came around, Mark Miranda took the National Championship with Jerry Snow just 3 seconds behind and also with 100 laps, to take second. One other racer to make the 100 laps was third place winner, Dale Smith.

OPEN CLASS

As we've said, sandwiched in between the Open practice and qualifying was the conclusion of the Super Stock class. Once that was over, the CAN AM program went into

high gear.

The CAN AM track was run in the opposite direction of how it had been used for the Super Stock. This way, those drivers who participated in the SS Open classes would not have an advantage over the other drivers as having logged more practice time.

Well when you have the likes of Carbonell, Burch, Davis, Smeltzer, young Fusco, the Hustings, Lee, Phelps, Orton, Mueller and others, you don't really have too much of an advantage.

After four qualifying rounds and no immediate threat of rain, the Top

Qualifier turned out to be World Champ, Arturo Carbonell (DELTA). ASSOCIATED's Ralph Burch had held the early T.Q. spot, but on Art's third run his 255.1 bested the field. Ralphie finished second best qualifier and RePete Fusco, driving Gene Husting's new RC 500 posted third best qualifier.

A "new face" among the top made the field of ten in the A Main. Young Butch Kloeber (15) set a blazing time on his first qualifying heat and got himself in the A Main for the first time in his racing career. The reason - he grabbed dad's RC300 car that was set up pretty well (contrary to the usual hand-me-downs he's been using) and just went fast! He was only one of three "Flat-pan" cars out of the ten that qualified for the A Main.

In total, there were 11 mains run on Thursday, July 15th. The K Main was the first one off around 2 pm. Pat Dotterty was the first racer to win a main with his Independent suspension car.

During this portion of the National, it had been decided that trophies would be awarded for the top three in the Independent class and the top three in the Flat-pan class cars, even though both types of cars would be running in the same mains...Confusing?

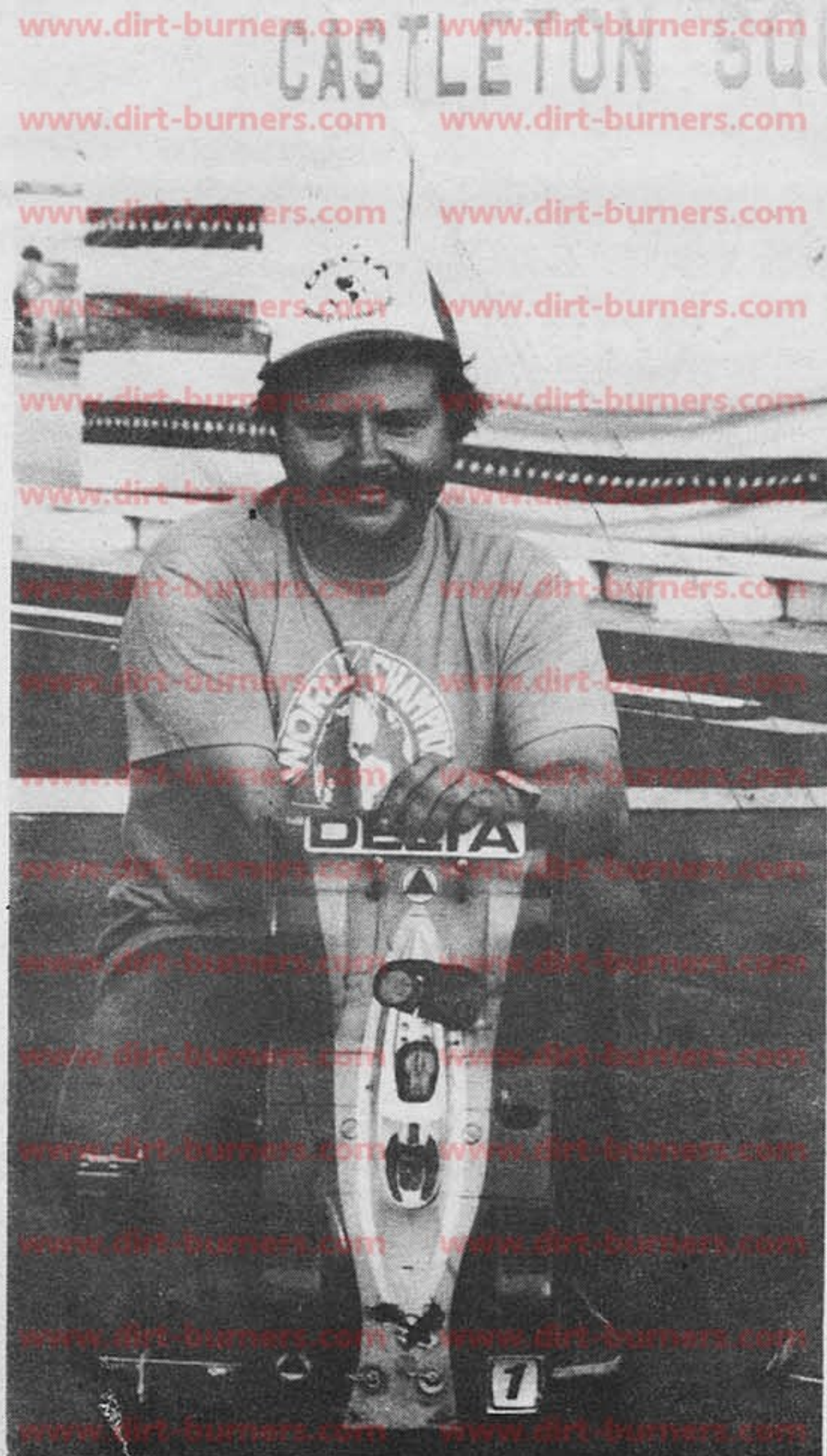
So as it turned out, John Dingman took the second spot in the K Main but was first "flat-pan" or stock car, so he won a first place trophy as well.

Other main winners include: J Main-Craig Fisher (stock) and Lee Fountain (susp.); I Main-Jeff Leckron (stock) and Mark Johnson (susp); H Main-Jim Lehman (susp), Jon Sullivan (stock); G Main-Mark Parus (susp), Bruce Armstrong (stock); F Main-Jerry Snow (susp), Dan Doughery (stock); E Main-Ross Kloeber (susp), Arlynn Simon (stock); D Main-Dave Hechler (stock) and Jim Przybyla (susp); C Main-Pete Fusco (stock), Gary Campbell (susp); B Main-Bill Campbell (susp) and Joe Sullivan (stock).

Then came the last race, the last main of the day: The ten best drivers among the 94 entered in this class. Lining up at the start were the cars of Art Carbonell, Butch Kloeber, Ralph Burch, Rick Davis, Jack Mueller, Kevin Orton, Bruce Oakley, Rich Lee, and Kevin Yelle.

All the mains were slated for 60 laps, this main would go a full 100 laps. Interestingly to note that all but three of the ten cars were suspension cars - Delta Eagles and Associated's RC 500.

When the green flag dropped, pandemonium hit the first turn. I guess everyone thought they could win the race on the first turn because no one would let off. The result was that there were two cars upside down in turn one, and according to the rules a re-start was necessary. The second start was



Art Carbonell (DELTA), current World Champion 1/8th Scale took the National Championship in the Open Class.



Rick Davis (ASSOCIATED/OPS), took the Oval National Championship in one of the closest races all week.

ORRCA

CRAGAR



THE LONG AWAITED AND UPDATED ORRCA RULES HAVE BEEN SENT TO US FOR PUBLICATION. We have received a number of calls from various parts of the country that are about to organize or are currently running off road races and would like to run their events under the guidelines of ORRCA.

ORRCA is currently in the midst of their 1982 Fall Series program and while the series includes only six Southern California tracks, (Mini Baja, Great Western Hobbies, Ranch Pit Shop, Radio Controlled Hobbies, Century Models and Del Mar R/C Racing Center) it is hoped that other tracks can begin to run their racing program under the guidelines of ORRCA so that in the future a National program can be implemented.

Presently, the competition and Series program will run through December 1982, with the Finals

ORRCA RULES:

INTRODUCTION:

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

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

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

THERE ARE NOW three separate classes:

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

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

OPEN - Limited only to the driver's discretion and pocket book, with the exception that in all three classes the LENGTH (18") MUST NOT be exceeded and the WIDTH (9 1/2") MUST also NOT be exceeded.

GENERAL RULES

It is the intention of ORRCA to promote family oriented racing. With this in mind, unruly or unsportsmanlike conduct will not be tolerated. People judged to be in violation will be requested to leave the area. Due to insurance regulations no alcohol use is allowed at races.

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

BODY

In all three classes, body used on the cars must be strictly "Off Road" or "Dirt Track" type bodies. All cars must have a readily removable body.

RACING NUMBERS

Legible ORRCA numbers must appear on both sides and the top (hood, roof, wing, etc.) of all race cars. Numbers MUST be legible with a white background.

ORRCA MEMBERSHIP

Cost of membership will be \$2.00 (subject to change without notice) which will include a membership card, your assigned or "earned" number and a set of ORRCA numbers, logo and background. Any additional purchases of ORRCA numbers will cost \$2.00. A driver must be a member of ORRCA to race in an ORRCA Points Race.

RACE ENTRY

The fee will be \$6.00 for ORRCA Sanctioned races, with \$1.00 going to the ORRCA Championship Fund. Entry for an ORRCA Quarter Championship or National Championship may vary.

PROTEST PROCEDURES

Class protest should be lodged by the end of the following race. Protest must be in writing and it must be accompanied by \$20.00 in CASH ONLY! Race Director or Official will determine the validity of the protest for only the ONE item protested. If there is more than one item protested against a car, an additional \$20.00 must be

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

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

QUALIFYING

A driver can qualify himself with any car as long as it meets that classes requirements. Each car to be used for qualifying must be "teched" by a race official. A driver must race the car he or she has teched and qualified with. UNDER NO CIRCUMSTANCES can one driver qualify for another.

RACING NUMBER EARNED

The number is determined ONLY by the order of finish in the series races and NOT by the order of finish in the Championship Finals. Assigned ORRCA car numbers prevail over non-ORRCA numbers in the event of duplication. Under no circumstances will anyone be allowed to use an earned number except the person assigned.

ORRCA POINTS

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

A person that wins the "B" MAIN in any ORRCA Class will earn 90 points and those behind the winner will earn one point less according to the order of finish. A person winning the "C" MAIN in any ORRCA Class will earn 80 points; a person that wins the "D" MAIN earns 70 points; a person that wins the "E" MAIN earns 60 points and so on. In any case, finishing positions in each main are reduced by one (1) point in the order of finish.

SPORTSMANSHIP

A "Black Flag" will be given to a driver whose driving or car operation constitutes a hazard to the other cars in a race.

If a driver ignores the "Black Flag" he will be disqualified from the race for the day.

A car MUST finish a race under its own power. (Cannot be pushed). Unsportsmanlike driving (ie. intentional hitting of other cars, short coarsing and corner driving) is not allowed. Anyone doing so will be disqualified at the judgement of the race director. Abusive language by a driver to a turn marshall or any official will not be tolerated. Immediate disqualification will result.

Referees will be present at all points races to black flag cars with problems or drivers with problems.

SPORTSMAN & EXPERT DIVISION

Stock, Modified, and Unlimited classes are divided into two divisions each, sportsman and expert, for the finals. The decision will be by points. (Top 50% expert, bottom 50% sportsman). The top finisher in each expert class is the overall winner of stock, modified, or open. (Class positions for finals is decided by dividing number of points earned by number of races raced).

DRIVING RULES

No car will be driven at any time in reverse of the track traffic. One lap penalty in main. A driver must be careful not to hit the throttle when a turn marshall is handling the car.

scheduled for January 16, 1983 at Mini Baja's new race site. Thereafter, a broader program is hoped to be put together that will encompass all tracks interested in joining.

ORRCA is also seeking more input and participation from racers who would like to contribute to the efforts of the Association.

ORRCA meetings are held on a regular basis, mostly on Monday evenings, and if any racer would like to attend any one of those meetings, they are invited to call any of the six ORRCA tracks for exact dates and times of the meetings.

Besides the rules published herein below, ORRCA is currently studying the possibility of forming one additional class: Super Stock class rules and feasibility are being considered because of the demands from a number of racers who wish to move up from the pure Stock class,

but do not wish to take on the expense of building a highly modified and expensive Modified Class car. The Super Stock class, it is anticipated, will fit the cost factor in between the Stock class car and the Modified class car. Items such as differentials, special cages, mono-shocks and updated shock systems will most likely be eliminated from the Super Stock class.

If approved, this class is not expected to be in effect until the next Series begins, although there may be some tracks that will begin to experiment and run Super Stock classes in the meantime.

Herein then, are the newest set of rules in effect from ORRCA. If you wish to receive your own copy, please send a self-addressed-stamped envelope to:

ORRCA
P.O. BOX 475
Westminster, CA. 92683

TURN MARSHALLS

Drivers must turn marshall for the race immediately following their own race. Failure to do so will result in the loss of one lap in the main event. (Another RACER may substitute, if necessary, but the original driver is responsible for the actions of the substitute).

Race cars MUST NOT be repaired on the race track. A turn marshall doing so will be docked one lap in the main event.

A car running on the track has the right of way over a car that has gone off the track, turned over or otherwise has problems. Turn marshall must treat all cars equally.

SEMI-ANNUAL FINALS

To be eligible for the qualifying race that precedes the finals, a driver must be an ORRCA member and have raced two (2) ORRCA points races in the current series.

TRACK RULES

Opposing traffic should be separated by 2 feet, or by a barrier 4 inches high. Tape all races. All tracks must have a clearly marked start-finish line. Scoring area should be at finish line.

GENERAL TECH RULES

Motors (modified and stock) Mabuchi .05 RS540 (non-ball bearing), (winds 27, wire size 22g, .68mm) or equivalent must be used in stock and modified. Timing may not be altered. Motor may be zapped. Any motor that is not an RS540 with above specs must be approved by ORRCA. Motors that show any sign of tampering will be disqualified. Motors must be of a production type with a minimum of 5000 produced. A manufacturer must have completed a minimum of 500 cars of one type and design before it could be accepted by ORRCA as a stock class car. The car must be commercially available in the U.S. A driver must race the car he or she has teched and qualified with. Tech inspection will be held prior to a race, (may also be inspected at any time during the race by the race director or his designee). First place cars in the Stock and Modified "A" Main will be inspected IMMEDIATELY after the mains. Legible ORRCA numbers must appear on both sides and the top (hood, roof, wing, etc.) of all race cars. Numbers MUST be legible with a white background. Non-Shock absorbing front bumpers are NOT allowed. NO METAL BUMBERS. Most stock bumpers are acceptable as well as many after market bumpers. No sharp protruding objects allowed on cars. All tech rules must be strictly adhered to. No cars will be allowed to race if they are found to be in violation of the rules. Any violation must be corrected BEFORE the car is raced. All cars must have a readily removable body.

STOCK CARS

The STOCK class rules are based on the premise that a novice driver needs a place to begin. The rules are designed to limit the money invested to be competitive.

They also take into consideration the limited amount of experience of the driver and at the same time allow certain modifications that will make the car more reliable than its factory design.

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

SUSPENSION: Must remain in stock configuration. Single shock dampers per wheel in the instruction book position. Torsion bars may be softened by rebending or exchanging them for a softer kind. Rear camber adjusters are NOT allowed. Alignments to the front end may not be made by shims or washers at the mounting point of the chassis. Adjustable coil-overs are legal in stock class on stock cars.

TIRES & WHEELS: Tires from one car kit may be interchanged with other car kits but the wheels that come with tires must be used, (metal outers OK), but may be drilled to fit. Tires must be mounted on the wheels in the stock configuration. Profile cannot be altered. ABSOLUTELY NO "Spike" tires allowed. The only compound of tire must be rubber or foam. No metal, plastic, or synthetic supplements, spikes or sections allowed.

BODY & CHASSIS: Stock kit bodies only; clear replacements are allowed. Mounting of the body must be at driver's discretion, however, a car cannot compete unless its body is properly secured. If body falls off, car must stop and have body fastened before resuming the race. No car is allowed to cross the finish line without the body being properly fastened. Rubber bands to hold the body on are NOT ALLOWED. You may add any detail, protective equipment (ie. nerf bars, roll cages, bumpers, netting, lighting, etc.), that enhances the scale realism of the car, as long as it does not increase its stock performance over another car. Chassis must be stock. Total overall length of the car must not exceed 18" in length (bumper to bumper) and 9 1/2" in width (outer tire to outer tire).

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

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

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

SPEED CONTROL: Must be stock type, in any convenient configuration to the servo, as long as servo remains in stock position. Direct replacements are allowed.

GEAR CASE: Plastic or metal gears may be replaced with aluminum or brass or stronger metal gears. Bushings can be replaced with ball bearings. The two-stock gear ratios must remain the same. Plastic cases on either side of the gear case must remain clear.

AXLES: Can be replaced for a stronger material type, but length must remain the same as the stock length + or - 1/16" total car width.

MODIFIED CLASS

The modified class is for the more experienced driver with equipment and skills to make major modifications to the handling of the car. Basically, there are no limits as outlined hereafter. The class will emphasize handling and driver's skill. Must be electric powerd 1/10th or 1/12th scale.

SUSPENSION: No Limits.

TIRES & WHEELS: No Limits.

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

STEERING: No Limits.

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

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

SPEED CONTROL: May be modified to suit the driver.

GEARING: All gears can be replaced with stronger material and bushings may be replaced with bearings.

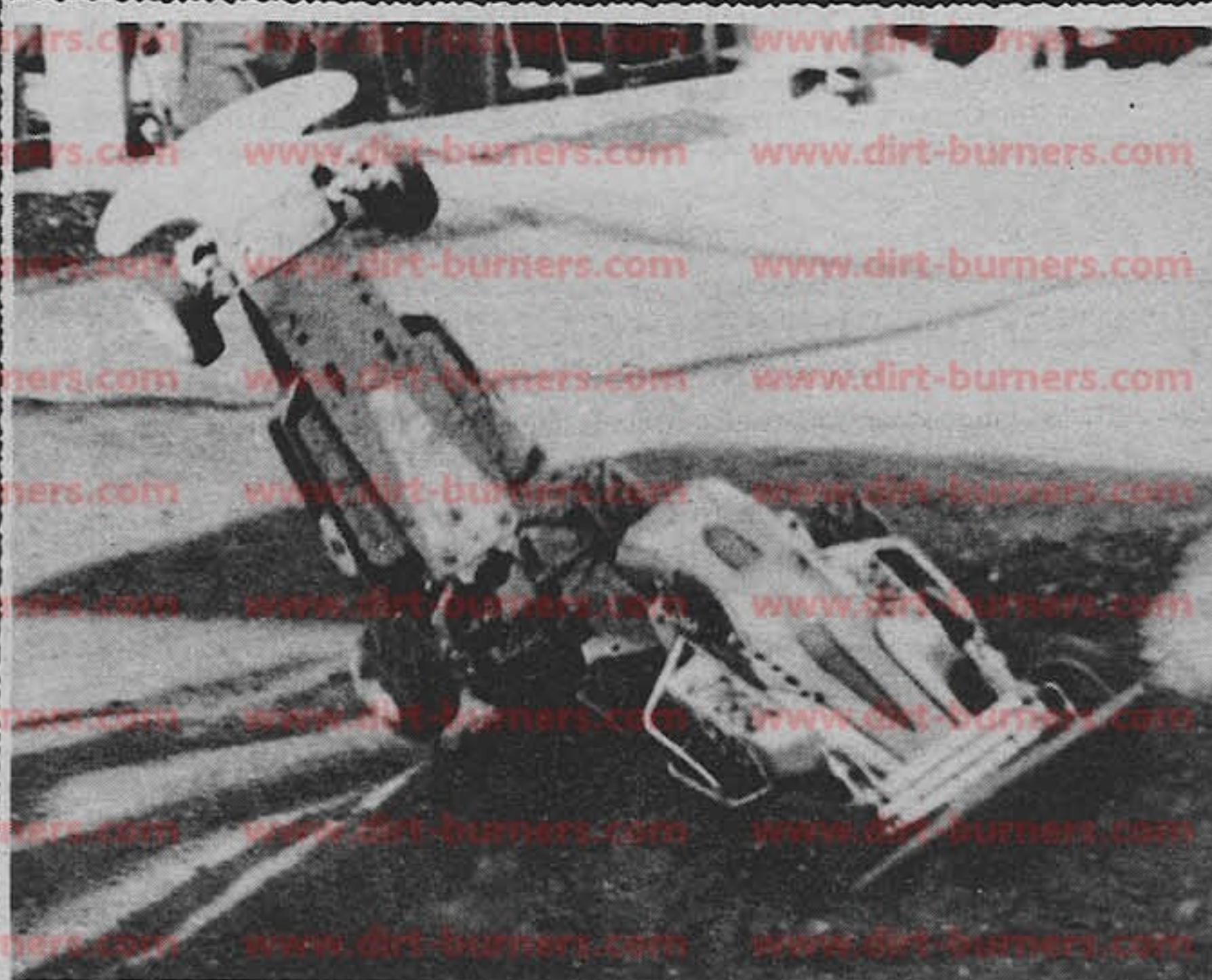
UNLIMITED CLASS

The only limits in this class are the following:

SIZE: Length maximum 18" and width maximum 9 1/2".

POWER: Propulsion battery must be rechargable sub-C, or no more than 1.2 volts each in series only. No limit to number of cells. Receiver and servo battery may be replaced or eliminated.

TIRES & WHEELS: No limits, except as modified class, no metal, plastic, spikes are allowed.



not better but all cars managed to make the first turn on all four wheels, so the A Main was officially "on"!

Right from the start Art Carbonell, Rich Lee and Ralph Burch became the rabbits that the hounds like to chase. Lee managed to get bumped around a few times and by the time lap 10 came around, he had plenty of board marks on his car's body. Carbonell cut out in front and managed to put on a flawless drive. Ralph Burch did likewise, although he suffered several crashes while trying to pass some of the slower cars. But what can you do when you have two drivers putting on almost perfect runs. Carbonell could not pull away from Ralphie and Ralphie could not gain on Carbonell. It was truly an excellent example of pressure driving by both drivers. They were so smooth, so much under control. As it turned out, neither made any major or even minor mistakes and, while gaining on each other during pit stops, the margin at the end of the 100 laps favored Carbonell by about 7 seconds, both ending in the century lap count.

Delta and Carbonell emerged as the National and Overall Champions in the Suspension class and Associated and Burch took the second overall and National Championship in the Flat-pan or Stock class. Rick Davis took the third spot with his Associated RC500 and RePete Fusco came in fourth. RePete drove Gene Husting's car, which was originally set up for Gene to drive. But earlier, Gene confided to us that he'd rather see RePete use his car knowing that the young Fusco would do much better with

the suspension car. Fifth place went to Jack Mueller, who was followed by Butch Kloeber, Kevin Orton, Kevin Yelle, Rich Lee and Bruce Oakley to make up the ten finishers.

No sooner had the dust cleared from the super A Main race, than the boards that kept the Can Am cars from the oval were removed, and Open practice started for the Oval event coming up on Friday and Saturday, July 16 & 17th.

It was an un-controlled practice in the truest sense of the word. Cars flying every which way on the track.

While the road race track had almost perfect traction or "bite", sections of the oval that had not been used as part of the road race track remained slippery with lots of "marbles". Some of the more experienced drivers decided to let the new guys "go out there and destroy themselves" while laying down the "bite"... "we'll do our thing tomorrow!"

Oval racing has to be one of the most exciting forms of racing for the gas cars. It can also be the most destructive especially when running open-wheel Formula type bodies. One of the hardest things to do is tune the motor properly. This is especially so in the humid climate of Indy in July. Do you set it rich so that in the beginning you suffer power loss, but can keep the car running in the later stages of the race when the motor gets really hot and the RPM's are at a peak... Or do you try to keep it on the edge, crisp, hoping to get an early lead and maintain a fast but not full pace to finish the race?

Just as important is "concentration" by the driver for the 60 or 100 laps of the mains. There is no time to relax in an oval race. Hardly any

time to do anything but to keep your eyes glued on your car and those around you and hope that there aren't any "dead" cars on the track in your path. The slightest amount of "over-steering" or too much throttle can send your car flying and tumbling for hundreds of feet.

(Editors Note: Perhaps for this type of racing, each driver could be allowed one person behind him or her [as they do in powerboating] to keep a look ahead for cars or crashes. Things happen so fast that there's very little time to react.)

In fact, the National title in the Oval was decided by the misfortune of the leader for most of the race. Art Carbonell hit several cars in the straightaway that apparently had crashed into each other and then got hit himself with only 10 laps to go! But as Carbonell later admitted, "Oh well, that's racing...(after thought)...no - that's Oval racing!"

Though disappointed in the results, Carbonell had shown that discipline is necessary to win in an oval event. He picked his way through traffic during the early stages of the race, waiting for the opportune time to pass, while others thought that the race could be won in the first few laps.

Perhaps the fastest of all the cars in the A Main was the RC500 car of Chuck Phelps. Chuck had just received the car about a week before and, in fact, spent a few nights in Indianapolis getting it ready. When that car got on the track, it looked like it was running on a rail. The Rich Lee engine and the suspension systems were dialed-in perfectly. So much so, that other Associated team members and Gene Husting's wanted to know what he had done to the car to make it work so well.

Well the car was set up really nice, but you also have to drive it steady and a bit of luck helps as well.

Chuck suffered several mental lapses during the A Main and a few unfortunate crashes with others that kept him out of the top spots.

Ralphie Burch (ASSOC) was the T.Q. in this event and he was followed by both Art Carbonell and Rick Davis for second best qualifiers (both had identical times). Making up the field of the ten fastest were (not in order of qualifying) Kevin Orton, Greg Zielinski, Dave Hechler, Bruce Oakley, Jerry Snow and Rich Lee.

OVAL A MAIN

Ten cars headed down the straight towards turn one. Need I say more? Can you picture what happened next? Even before they hit turn one, three cars were about five feet off the ground doing about ten turns in the air. Amongst them was the very fast Rich Lee who, perhaps more than any other car, spent most of the time in the air and/or on the walls. He only managed 30 laps before better judgement took over and said, "that's enough"...talk about getting a beating!

As in all types of racing, pitting is one of the most important facets of winning a race. Each pit person had to keep one foot behind the wall while fueling or working on a car. A one lap penalty would be assessed otherwise.

When cars started to come in for fuel after about 30 laps, lead changes began to take place at frequent intervals. The only ones who appeared to have a clear advantage and be among the top were

(contd. page 26)

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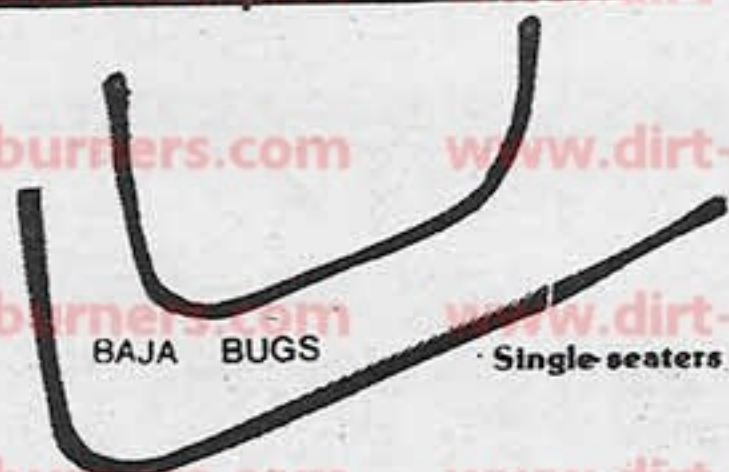
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DEL MAR opens with a



Butch Berney, Modified A main winner and part of the new, very fast Del Mar 1/12th track.

July 24-25, 1982

Del Mar, CA.

THE CALIFORNIA CHAMPIONSHIP SERIES IN 1/12th ELECTRIC RACING BROUGHT ITS DOG & PONY SHOW TO SOUTHERN CALIFORNIA FOR THE THIRD OF THE FOUR-EVENT SERIES.

The place was the newly open Del Mar R/C & Slot Car Racing Center, located just off the San Diego Freeway (I - 5), at the Del Mar Race Track exit. This newest R/C racing center, located just 15 minutes north of San Diego, less than a mile from the beach, promises to be one of the showcase spots for all types of R/C racing.

This was the first time anyone had raced on the track since its completion just a few days before. Within this track there's also a tight 1/8th scale gas track that will be used in subsequent weekends.

This R/C racing complex has been built in the midst of other recreational activities within the same complex which include among other things: two miniature golf courses, a full-size golf driving range, tennis courts, camping grounds, trampolines and of course the brand new Slot Car track, shop and off road tracks.

Because this time of the year is during the height of the Del Mar horse racing season, accommodations for racers getting into town late without reservations were very scant. The facility provided some space for those who had camper or

motorhomes but could not find space at the regular camping facilities around. Some were able to find room(s) near by, although it was later heard that in a couple of cases, the rooms were on the "sleezy" side. Obviously, all non-sleezy rooms were already taken otherwise why would there be any rooms left?

These crowded conditions only happen for six weeks out of the year from about July 22nd to about September 10th. Thereafter, there's plenty of room for all and there should be no problem for future races there.

The track was painted and laid out on a section of the existing parking lot. Though the asphalt is old, it is in fairly good condition to provide a smooth racing surface. A couple of spots around the track did make

the cars bounce a little if you got too far to the edge, but for the most part they didn't cause any problem.

What did cause some early problems (like during practices) was the dust that was generated from the open field (40 acres) which also belong to the facility. There, on Saturday, there was scheduled a BMX race, and although efforts were made to water and keep the dust down, still some areas of the track got the "marbles" early during controlled practice. This was later resolved by brushing the track down a couple of times at critical spots.

The wide open field, which ordinarily sports very tall grass, had recently been plowed and thus created some of the dust. This too will be remedied as the grass comes back for the rest of the year.

The track layout sports a 100 foot straight-a-way, leading into a sharp right turn, through an "S" in the infield, then a sharp left, then right in front of the drivers stand/announcing stand, sweeping back to the infield, to a 45 degree left, then right, also 45 degree, to a sweeper that if you hit right, can shoot you right onto the straight without turning, otherwise you've got a left and then a quick right to negotiate.

Average times around the track went from about 10 seconds for the experts to about 13-14 for the less experienced. It's a fast track and some of the expert racers were getting as much as 39 laps. In fact, Top Qualifier Butch Berney, Mike Hickman and Frank Killam were all able to hit the 40 lap mark.

Tech Inspection for the Stock Class cars started a bit late on Saturday morning, but no one really minded it, since this gave the racers more practice time at this "virgin" track. Certainly no one had it down pat...yet!

Controlled practices did not get started until about 10:30 a.m., a bit late for normal races, but there was no worry since the track is fully lighted and races could be run into the night.

After two qualifying rounds, Koji had logged 38 laps in 8:10 min. to become the T.Q. for the Stock Class. Following him was Bruce Hickman with 37 laps in 8:02, and then Jerry Case with 37:8:04 min.

Once the drivers had two rounds of qualifying, there seemed to be more confidence on the bite and less worry about spinning out,



The smiling faces of the winners. The California Championship Series gave out plenty of trophies at Del Mar.

although if you did get out of the group you could wind up on the boards.

The 74 entries on hand were divided into four Novice Mains; three Amateur; and two Expert mains.

A Main winner in the crowded Novice class was Jim Busby who logged in 35 laps-8:05 min. to win by two laps over Mark Enstad and Brian Rush.

Other Novice Class Main winners were: Billy Johnson (B Main); Chuck Crawford (C Main); Chip Hayes (D Main).

In the Amateur Stock spotlight was non other than Bob Novak, of NOVAK servo fame. Bob showed the younger boys that patience and pretty good skills can get you to the top of the heap. He won the A Amateur Main with 36 laps in 8:11 min. One lap behind was Sam Ellis, and third place went to Bob Hayes.

Other Amateur Main winners were: Don Rice (B Main); and Gary McAllister (C Main).

The Stock Expert A Main shaped up to be a hum-dinger with Koji as T.Q., Bruce Hickman, Butch Berney,



Mike Hickman winner of the Stock A Main, barely edged out brother Bruce.



The fast Del Mar track allowed cars to make between 38 and 40 fast-paced laps (above). Roger Curtis testing out the scoring computer (below) which will be used at the World Championships. T.V. monitor displays current standings during the race, while printer gives final results.

Mike Hickman, Doug Kott, Robert Cavazos, Bob Arwine, Tim Nija, Ed Janis, and Jerry Case. All confident of capturing the win. Well, as it turned out, it was a terrific race that had four drivers vying for the lead.

Butch Berney held it for a while but bouncing off a couple of cars and dots set him back, then Jerry Case lurked within a couple of turns of the lead but in the end it was a "family fight" with both Mike and Bruce Hickman taking it right down to the wire...and I do mean the wire! Both finished with 38 laps in 8:09 min, with the win going to Mike Hickman by just an inch or so. Some kind of finish!

The B Expert Main, not quite as exciting as the A Main, still provided excellent racing between eventual winner Larry Stevens and another Hickman, Steve. Both diced it out for most of the race, with Larry finishing about 11 seconds ahead of Steve.

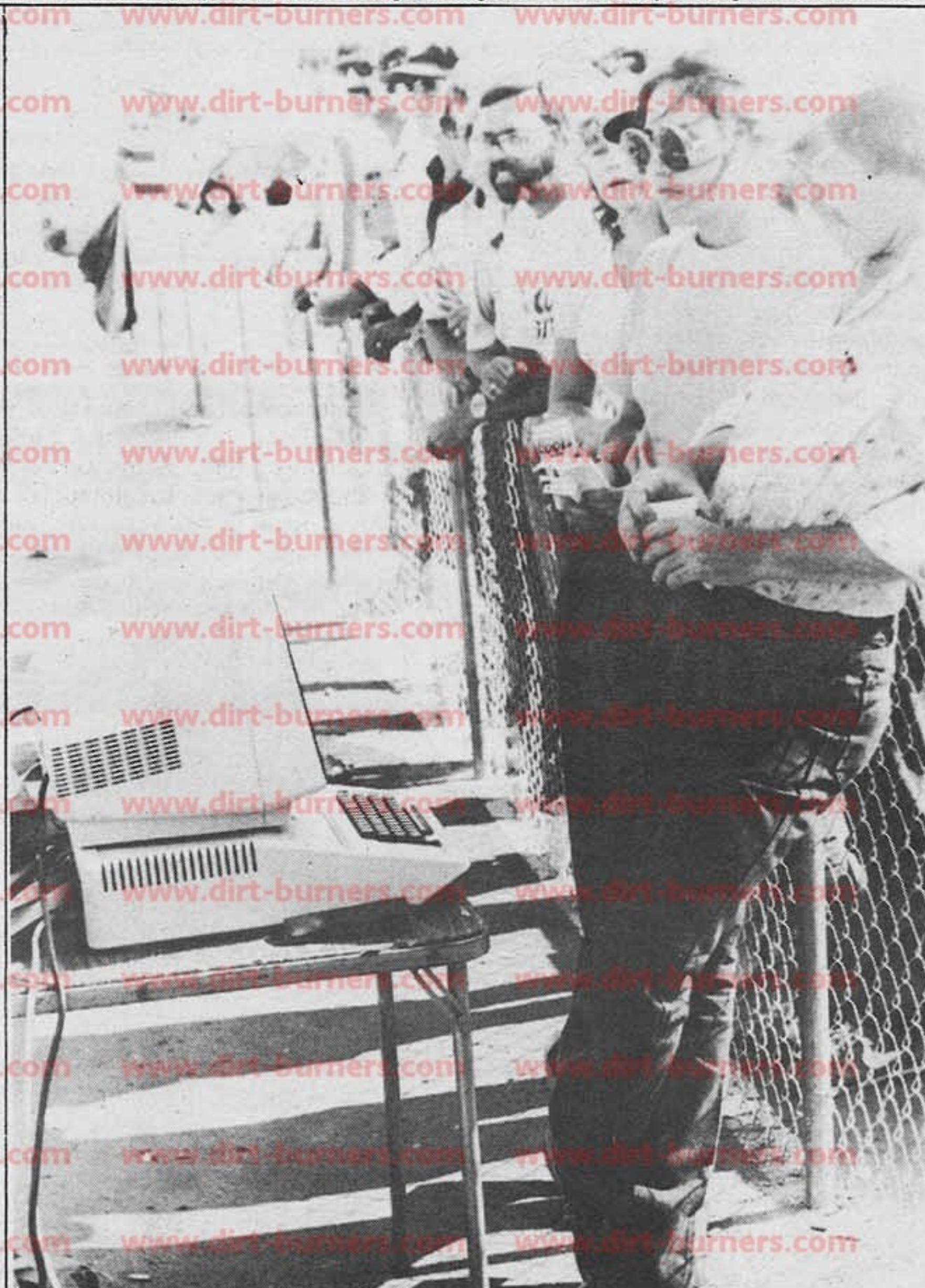
With Saturday's Stock Class events completed, and the time being about 6:30 p.m. many of the racers decided to replace their assigned stock motors with their own Modified screamers and see what they could do on the track.

Everyone seemed to have been able to run fairly well on this new track, but it was decided that a little VHT will be worth trying to see what the Modifieds could do.

By the time Sunday morning rolled around, some instant "bite" was sprayed on the "groove" and practice was under way. Most faces reflected a hint of a smile as the bite was better and more secure. Still, in the final analysis, when the qualifying rounds were completed, the Modified cars had added 1 or 2 more laps for the T.Q., while everyone else improved their lap time by just one more.

There were also 74 entries on hand, but today they were divided equally among three classes; each having three mains.

T.Q. was Butch Berney with 40



laps in 8:08 min. He was very closely followed by Bruce Hickman, also with 40 laps in 8:09 min. Third, in the 40 lap club was Frank Killam who logged it in 8:14 min.

The program of qualifying moved smoothly through the day and by the time the mains rolled around, everyone seemed to have settled down for some real serious competition.

In the Novice A Main, Eric Kullenberg got so serious that he

took the win from Brian Rush and Jim Busby. Other Novice winners were: Jet Patel in the B Main; and Jonathan Holman in the C main.

The Amateur A Main, once again had Bob Novak work his way through the pack and then hold off the charge from the rest of the field. Bob was "right-on" this weekend and needless to say, commented that this track was "really great!" With two A Main wins, he must have really liked it. Bob Hayes tried hard

(contd. page 34) 21

SHUTTLE ASTRONAUT FLIES AGAIN!

July 7th, 1982

Astronaut Joe Engle, who flew on Space Shuttle Columbia's second mission into orbit, will soon fly Columbia again—but not under the auspices of NASA. Engle will fly a scale model of the Columbia while standing on the ground, using radio control.

The model Columbia was designed and built by Luther Hux, a model airplane hobbyist living in Annandale, Virginia. Hux is a member of the Northern Virginia Air Show Squadron, one of 26 Air Show Teams organized and sponsored by the Academy of Model Aeronautics. The models of the Columbia have been flown over 150 times in the last two years, in front of more than 250,000 spectators, as a part of the Air Show Team's regularly scheduled shows.

The Columbia's "mission" will take place Saturday July 17 on the heliport at Dulles International Airport in northern Virginia. This launch is planned for mid-day. Before the Shuttle is flown, Astronaut Engle will be "checked out" on several different trainer aircraft, under the direction of skilled local radio control pilots. Hux will also fly several Shuttle missions for demonstration. Then Engle will be given the control transmitter for his second chance to land a 'Space Shuttle.'

The Columbia is carried to an altitude of approximately 300 feet by a radio controlled aircraft called Snapshot 2, also designed and built by Hux.

When the pilots decide the two aircrafts are in the proper position, a radio signal is sent to separate the Columbia from its carrier plane. Just like its big brother, the Columbia model returns to earth as a glider, using moveable tail surfaces controlled from the transmitter in Engle's hands. The model Columbia, built of carved and sanded balsa wood, is actually a much better glider than its full-sized prototype, since it is much lighter in relation to its wing area. "I have to point the nose down and land it quickly during the shows," says

builder Hux. "I could glide around with it, but it wouldn't look like the steep descents and fast landings people have seen on TV."

The radio systems used to control the models were donated by Kraft Systems, a major American manufacturer of radio control systems. Two transmitters are linked to the Columbia through what is called a "buddy box" system. This allows the primary pilot (Hux) to take control back from the secondary pilot (Engle) if necessary.

The Academy of Model Aeronautics, sponsors of the Air Show Teams, is the largest sport aviation organization in the world. Its 83,000 members build and fly model airplanes of all sizes and descriptions. The Academy is now preparing to hold its 56th Annual National Championships, a week-long event with over 2,000 participants.

AMA SENDS TEAMS TO SWEDEN, ROMANIA & RUSSIA...

American model airplane builders will again be traveling to faraway places to fly their models in competition this summer. Under the sponsorship of the Academy of Model Aeronautics (AMA), teams of modelers will travel to Sweden, Romania, and Russia to compete in internationally-sanctioned World Championships.

Each member of an International Team earned his place on the team through a two-year series of competitions in this country, leading up to the final team selection "fly-offs." The World Championships, in which they will compete, are organized and conducted by the host country, under the supervision of the Federal Aeronautique Internationale (FAI).

American members of International Teams are amateurs, working without financial gain or commercial sponsorship. Basic travel expenses and entry fees are paid by the AMA from news allotments and donations provided by the over 80,000 members of the national association. No government subsidies are involved, as is the case for teams from other countries.

The Control Line World Championships will be held in Okelund,

Sweden, July 20 through 26. Control Line models are flown in a circle, with the pilot in the center, controlling the flight by moving the wires to which the model is attached. Some Control Line models are remarkably sophisticated, incorporating controllable engine throttle, flaps, landing gear, simulated bombs, and other functions.

Control Line Combat is an event where two modelers fly at once. Each model has a streamer attached to its tail. The object of the event is to make the most cuts in the opponent's streamer. The U.S. Control Line Combat team consists of: Tom Fluker of Gainesville, TX; Dick Stubblefield of Houston, TX; Gary Arnold of Garden City, MI; and first alternate, Gary Frost of Ballwin, MO.

Control Line Precision Aerobatics is one of the most demanding events in any sport. It involves precisely-built and adjusted airplanes. The pilots literally spend years perfecting intricate maneuvers and working on showmanship and style. The result is an amazing ballet-like performance which is strictly judged for precision. The U.S. Control Line Precision Aerobatics team is: Robert Baron of Claremont, CA; Terry Fancher of Foster City, CA; Bill Werwage of Berea, OH; and alternate, Bob Gieske of Irving, TX.

Control Line Speed is a race against the clock. It involves the design and construction of efficient flying machines, which often incorporated high-technology aerodynamics. The art of aircraft engine maintenance and tuning is most important; many of the competitors build their own engines. The models may reach 200 mph—piloting a Speed model around a flying circle demands athletic prowess. The U.S. Control Line Speed Team is: Edwin Gifford of Newfield, NJ; Chuck Schuette of Lakewood, CA; and Carl Dodge of Richmond Heights, OH.

Control Line Team Racing involves not only a pilot but a mechanic as well, the two functioning as a team. This event is similar to automotive racing, where a team of mechanics swarms over each car during pit stops. Three pilots fly in each circle and must bring their planes in for pit stops during each race. The ability of the mechanic to catch the model, fill the fuel tank, start the engine, and release the model for flight, often makes the difference between winning and losing. The U.S. Team Race team is: J.E. Albritton of Vienna, VA and Walter Perkins of Ocala, FL; Larry Jolly of Santa Ana, CA and Jed

Kusik of Crestline, CA; Thomas Knoppi of Seattle, WA and John McCollum of El Toro, CA; and alternates, Philip Shew, Jr. and Les Par-due of Albuquerque, NM.

The current World Champion in Control Line Precision Aerobatics is Les McDonald of Miami, FL. He will be traveling to Sweden with the team to defend his title.

Don Jehlik (past Team Race World Champion) of Hawthorne, NV is manager of the teams going to Sweden; his assistant is David Elias of Tequesta, FL. Traveling with the team as Combat mechanics are: George Cleveland of Kenner, LA; Ronald Colombo of Livonia, MI; and Thomas Fluker, Sr. of Gainesville, TX.

The Control Line Scale World Championships are being held in Kiev, USSR August 19 through 26, and are being conducted by the Soviet government. Scale models are precise miniatures of full-size aircraft. They are measured to precise tolerances, and judged on the basis of detail and realism. After the judging, the models are flown on wires and put through maneuvers that simulate functions of full-size aircraft. It isn't enough that a Scale model should fly—it must fly in the same way as its prototype and perform similar functions. Modelers spend an average of two years researching, designing and constructing these miniature airplanes. The U.S. Control Line Scale team is: Richard Byron of Omaha, NE; Jeffrey Perez of Larned, KS; Stephen Ashby of Indianapolis, IN; and alternate, Andy Dray of Houston, TX; Team Manager is John Preston of Falls Church, VA.

The building and flying of Indoor model airplanes is, perhaps, one of the most remarkable sports in the world. Many of these airplanes weigh just a few hundredths of an ounce; built of tiny balsa stick, braced with hair-thin wires, and covered with transparent film, they are capable of flights of 30 minutes or more on a single winding of their rubberband motors. The 1982 Indoor Model Airplane World Championships are being held in a salt mine located at Slavic Prahova, Romania, September 22 through 26. The U.S. Indoor team is: Cezar Banks of La Mesa, CA; Tay Harlan of Wayland, MA; and Jim Richmond of Indianapolis, IN.

Erwin Rodemsky of Irvine, CA is currently the World Indoor Champion. He will travel to Romania with the Indoor team to defend his title. Bud Romak of Moraga, CA is the manager of the Indoor team.

Championship Racing... European Style 1/12



Who's happier? Has to be Jimmy Davis (center) European Champ. Congratulating him (l to r) Mike Reedy, Nigel Hale, Davis, Wayne Davis and Walter Bailey. (Inset) The Assoc. 12i of Davis.

Story & Photos by
Mike Reedy

I HAD A CHANCE TO VISIT ENGLAND DURING THE RUNNING OF THE EUROPEAN CHAMPIONSHIPS AND AS THIS WOULD GIVE me the opportunity to see what the racing was like outside of the United States, I grabbed it.

Though this Championship event is only a few years old, I was very impressed both by the quality of the drivers and the organized manner in which the event was run.

The Alley Pally Electric Car Club of London, England, was the host this year and ran the event like clockwork. Blessed with the best lap counting system I have seen (computerized) they ran for three days without a scoring protest or question, that I know of.

Before going into the actual race report I would like to furnish some background information on how all the countries in Europe get together in organized racing.

There is an organization EFRA (European Federation of Radio Operated Model Automobiles), that is similar to ROAR here in the United States, that assumes responsibility for bringing areas together, furnishing common basic rules, and sanctions major events. Where ROAR is broken up into 10 geographical regions, EFRA is composed of 17 different European countries, each with its own National organization but joined together through EFRA.

To attend the European Championships you must first qualify within your own country for one of the allotted spots. Each country is given a minimum of two spots - the remainder of open spots are distributed to the involved countries based on their previous years' performance, participation, etc. At the end of all this, EFRA ends up with 104 of the best Europe has to offer in 1/12th electric scale, meeting for this European Championship race. With this much pre-qualifying just to get to the event, the racing was bound to be highly competitive; and it was!

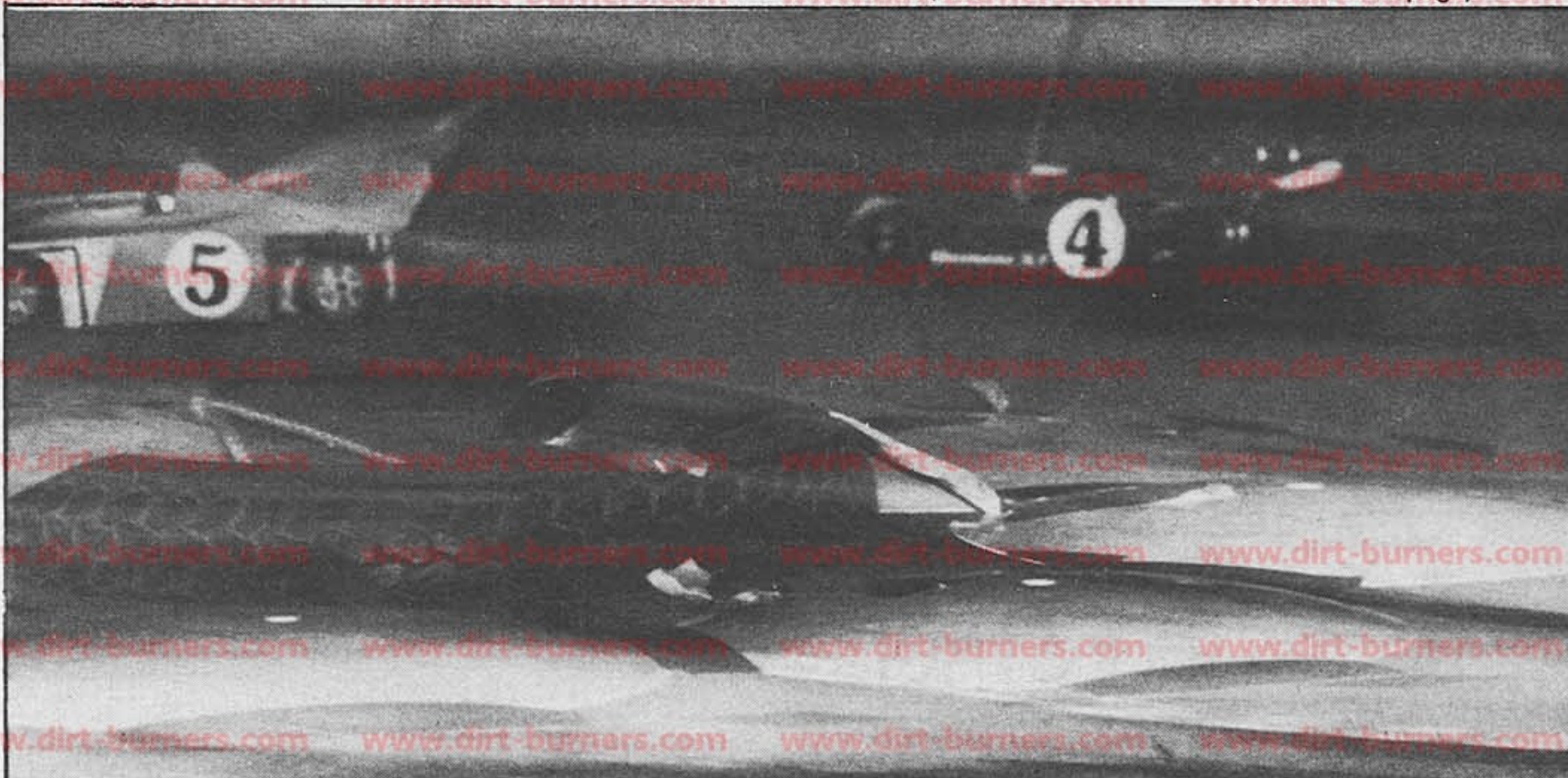
Arriving at the race site on Friday for open practice, I found a large gym that had been completely carpeted for this Championship event. The carpeting provided a very smooth, high-traction surface, which some racers were not used to but which everyone soon made the necessary adjustments to their cars and were off and racing.

This was the first time I experienced

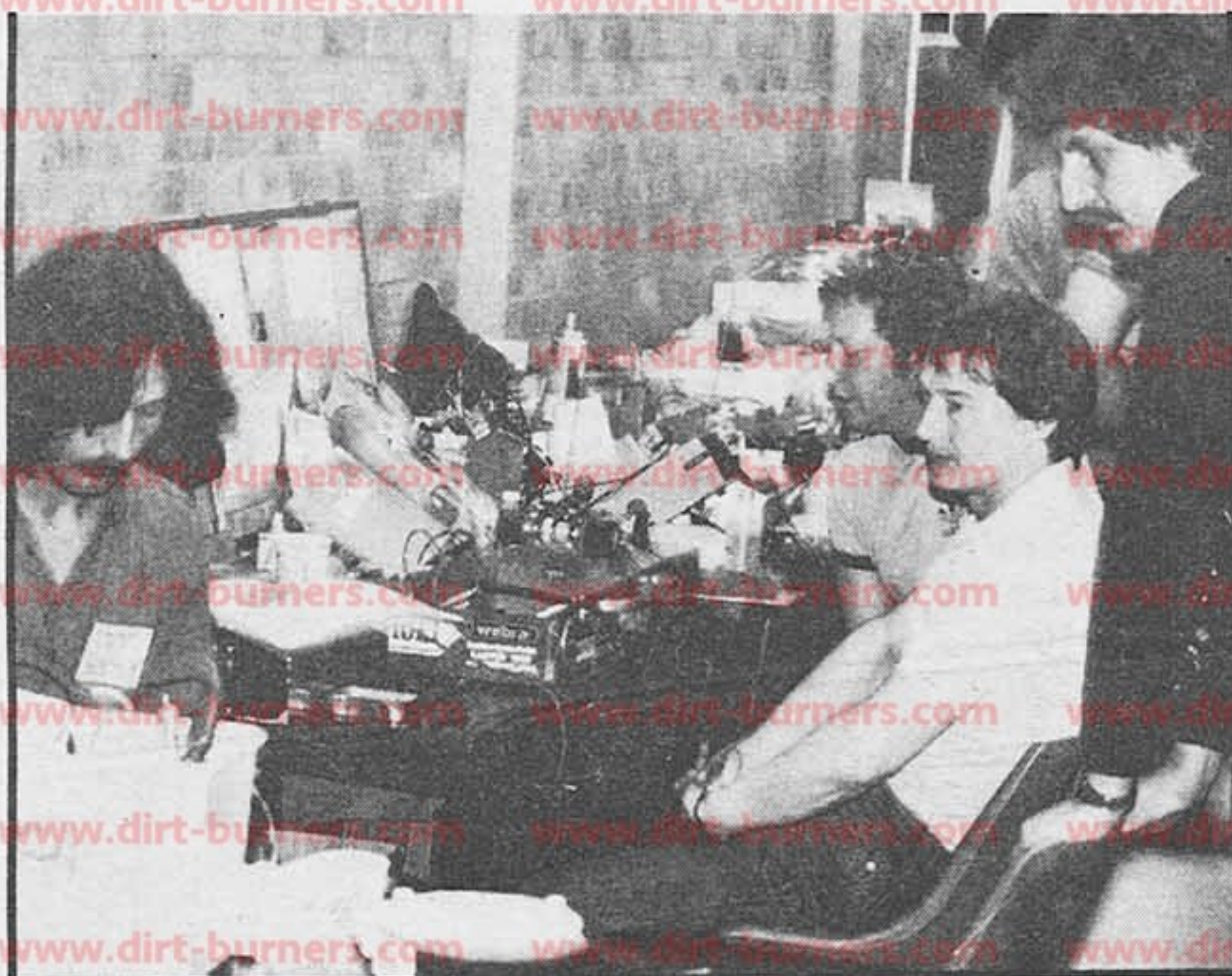
6-cell electric racing on carpet, and was I in for a few surprises.

Having heard of all these weird gear ratios such as 10-48 on modified motors, motors that normally run with, say a 13-48 on our outdoor tracks, I had to be shown to make me believe. Well, they made me believe it. Seems that the carpet has such continuous drag that it

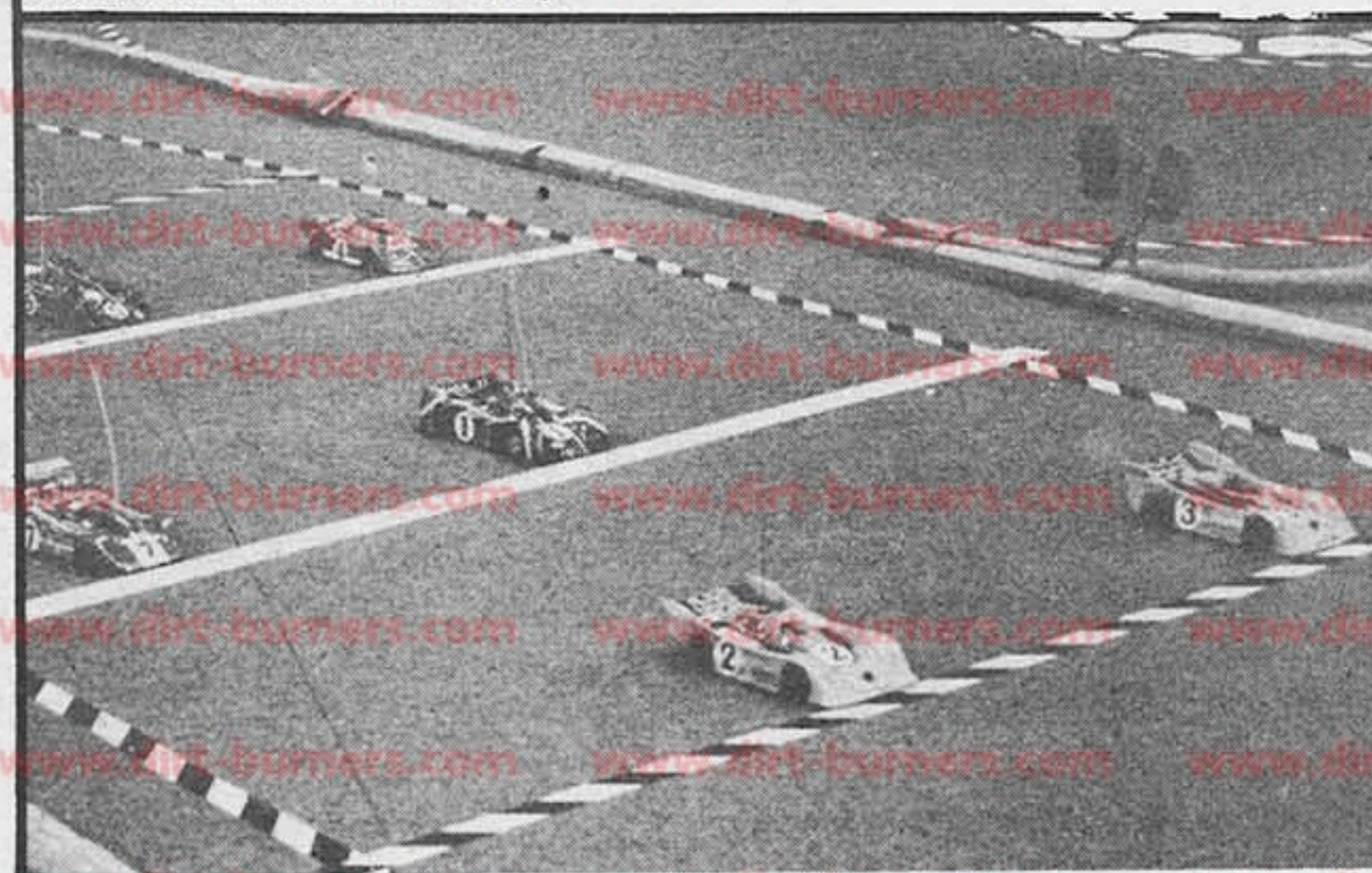
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Yes, they use "discs" and tires in the corners in Europe too! Fast, flying action at the European 1/12th Scale Electric Champs.



(Above) The busy pits at the Euro Champs. The final event starting lineup (below). Using a staggered start system placed Neal Francis (3) on the pole. Car 1, of Jimmy Davis was the eventual winner. Photo. Reedy.



Olle Soderholm, builder of the "Sping" motor getting another one ready. Reedy.

bogs down the motor even when running at speed. The racers experienced with 6-cell carpet racing knew this, but others, like myself, wasted a little time before taking the hint and changing ratios. (A little explanation - As the USA is not part of EFRA, I was not participating in the race, but trying to help out some of the racers and friends and also trying to learn something for myself).

Watching Friday's practice it was obvious that the cars to watch for on Saturday were going to be: Phil Greeno's, Bill Maisey's, and Neal Francis' with their Lexan "monocoque" cars. Henrik Beck with his JoMac/Scratch, Finn Gjerse driving a Parma "Panther" car, and the Davis brothers (Jimmy and Wayne), driving Associated's 12i cars, were also ones to watch.

Saturday morning started with the first of four rounds of qualifying. Most everyone seemed to have their cars dialed, though there were a few racers having problems with the super-traction; rolling over or hopping in the corners.

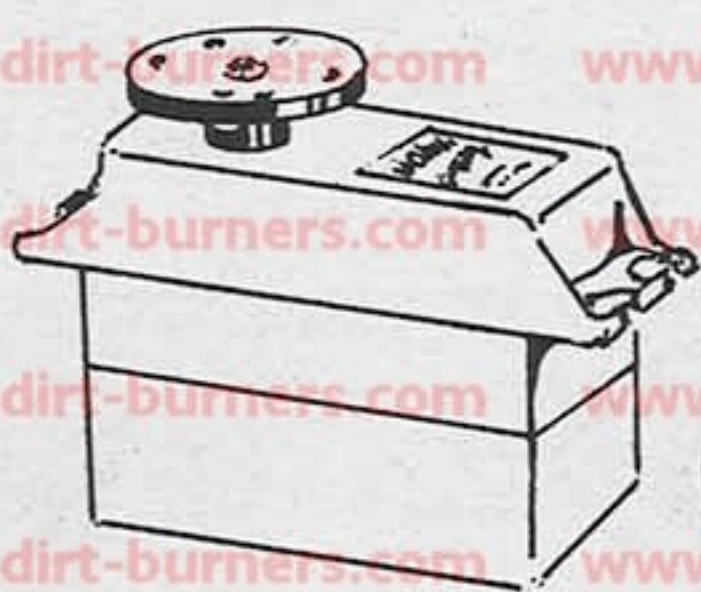
The favorites going into the race were all doing well and were placed high on the top 24 board that was displayed. The importance in making the top 24 board is that after qualifying only the top 18 progress to the Main and Semi-Main program. At the end of the third round and the finish of Saturday's program, a new name was at the top of the qualifying board. Jimmy Davis, of England, was the Top Qualifier at this point, just nine-tenths ahead of favorite reigning European Champion, Neal Francis.

After the track closed Saturday, everyone made it towards the food hall where a buffet was laid out and a few pints of beer (few?) were put down.

An interesting highlight of this banquet was the raffling of a Cosworth Formula 1 engine, piece by piece. Imagine explaining to the airlines that your carry-on luggage is a Formula 1 engine block - sure!

Sunday morning and one last round of qualifying left. Everyone was going for broke in this round. First of the "hot dogs" was Jimmy Davis. Jimmy, a little anxious to protect his TQ spot, jump-started causing a 10 sec. penalty, eliminating his time from this round. Neal Francis and Bill Maisey had gone looking for more horsepower overnight and acquired a couple of Olle Soderholm's "Sping" motors. They did the trick as both Neal and Bill bettered Saturday's time and ended up first and second respectively in the final qualifier. This is a great advantage, as only first and second qualifiers automatically advance to the Final. All others have to run in the Semi's and then move up.

It was good seeing Olle Solderholm again, as he raced with



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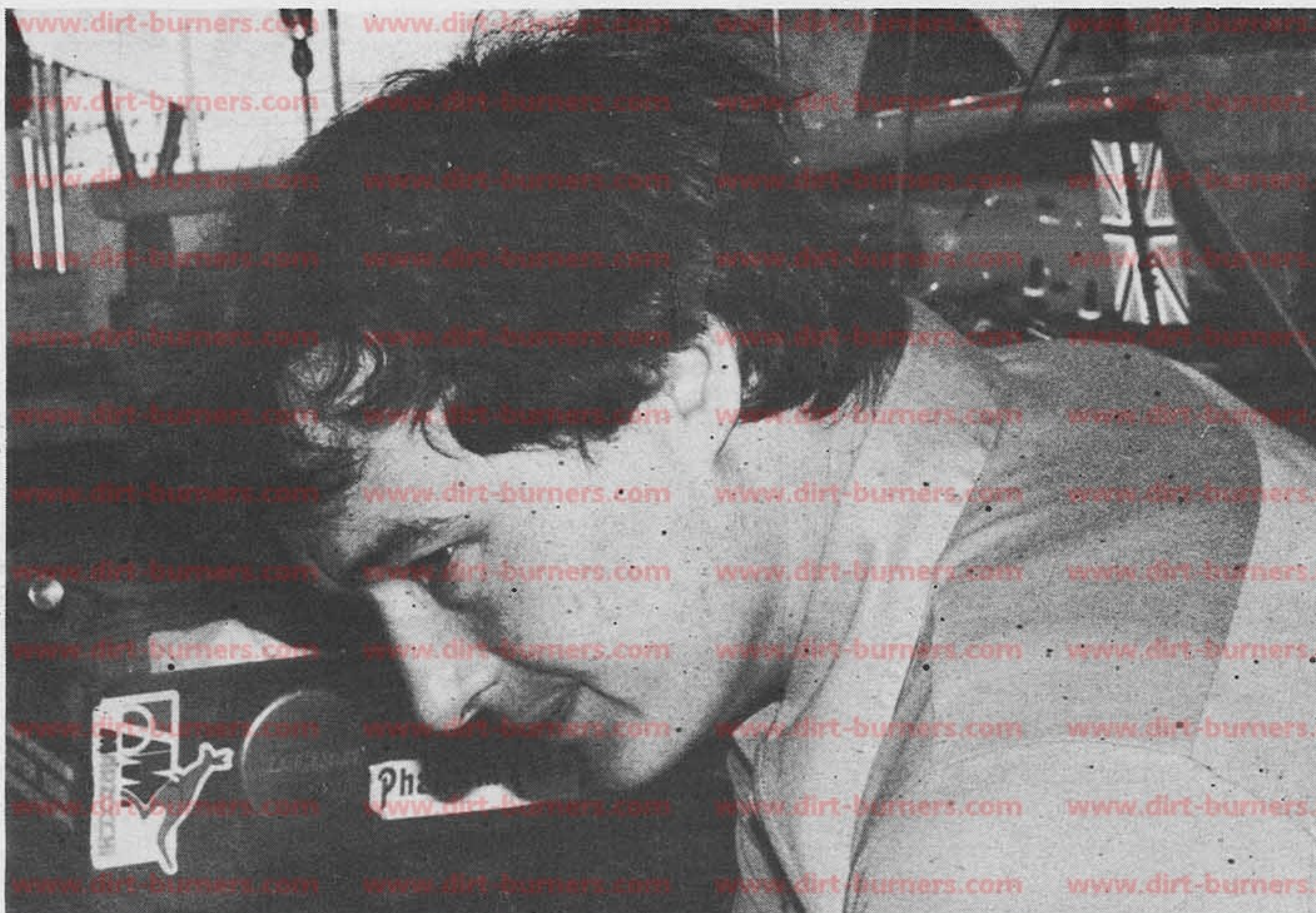
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Neal Francis. Top Qualifier and 1981 European Champion, thinking it out during qualifying. Apparently he found the answer as he was Top Qualifier. Photo. Mike Reedy.

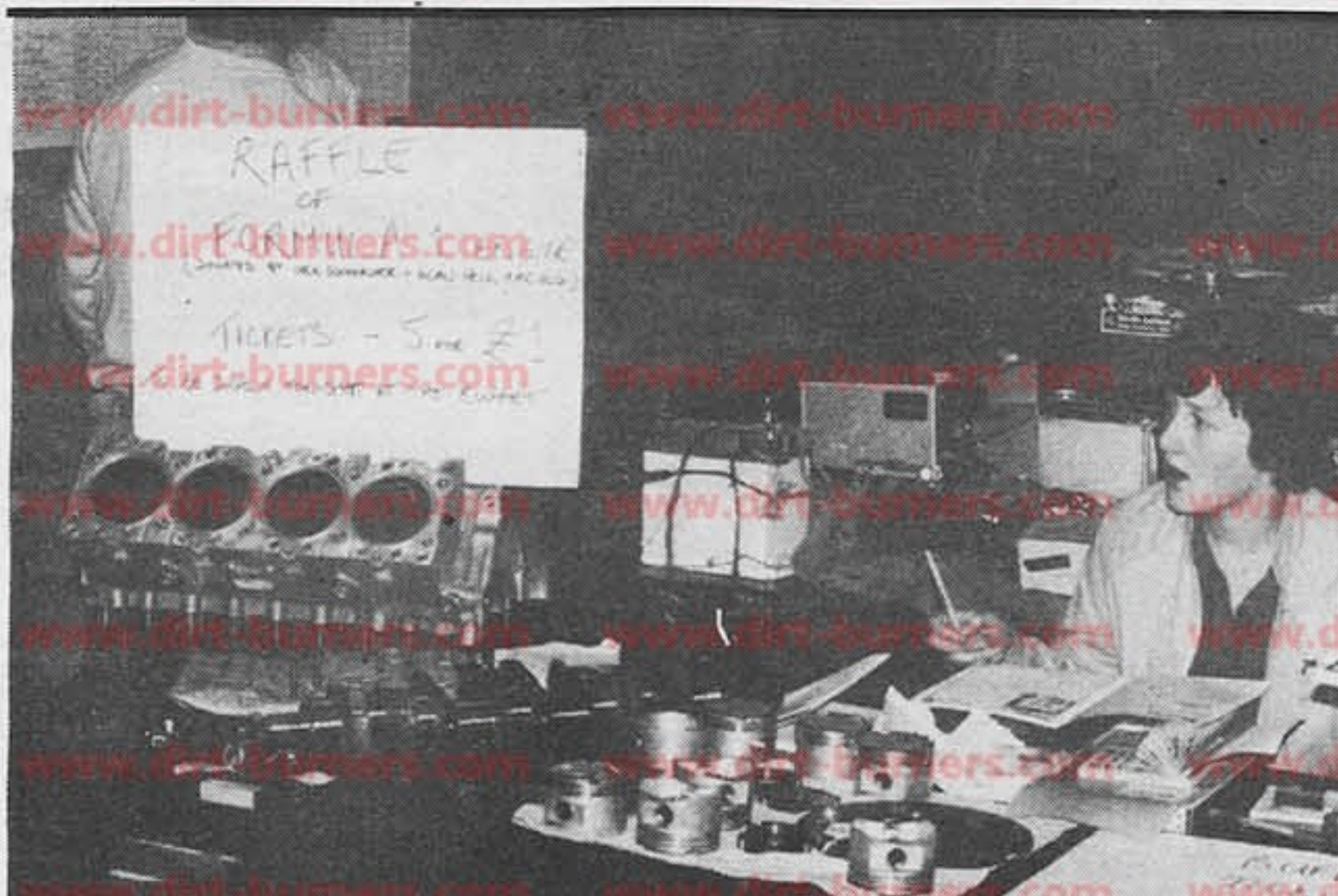
us here in the States a few years ago. His "Sping" motors are popular in some areas in Europe that do not have any cost limit on "modifieds", as they cost somewhere around \$90.00.

Jimmy Davis' time from Saturday held up for third fastest time, with Phil Greeno finishing fourth in qualifying. Two others that moved up in qualifying Sunday were Henrik Carstens of Denmark and G. Hatefield of England finishing up fifth and sixth respectively.

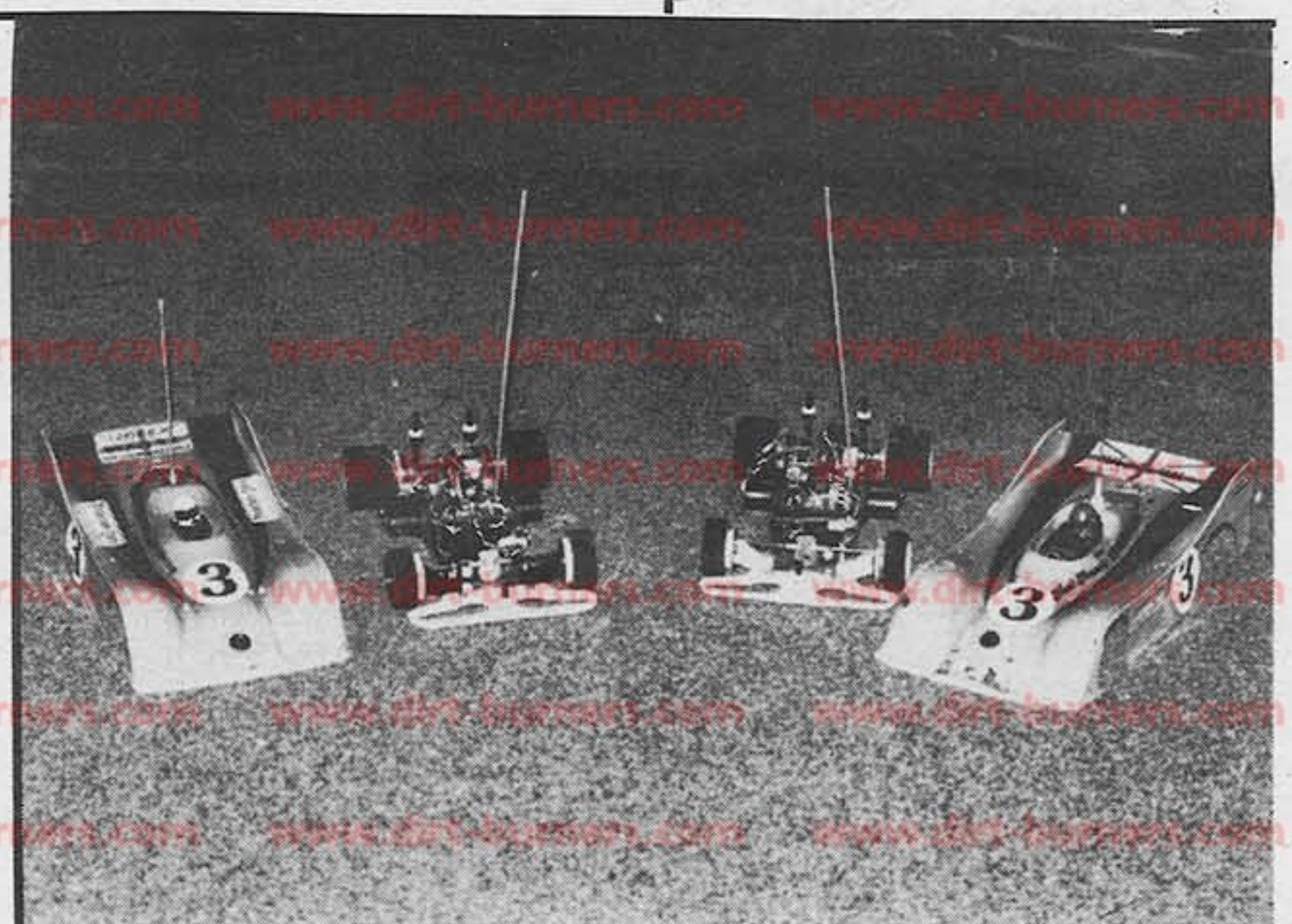
The first Semi found eventual winner Jimmy Davis getting tangled up in the first turn and making a drive from behind to take the win. Moving up to the Final with Davis was Henrik Beck from Denmark who finished one lap down from the flying Davis. Third place Jakob Buehler of Switzerland, turned a fast enough time to also move into the Final.

The second Semi found Phil Greeno, Terje Haugen, Finn Gjerse, and John Chamberlain fighting it out to make the cut to the Final. Greeno stretched out a little lead to take the win while Haugen, Gjerse and Chamberlain went down to the wire with only eight seconds separating them at the finish.

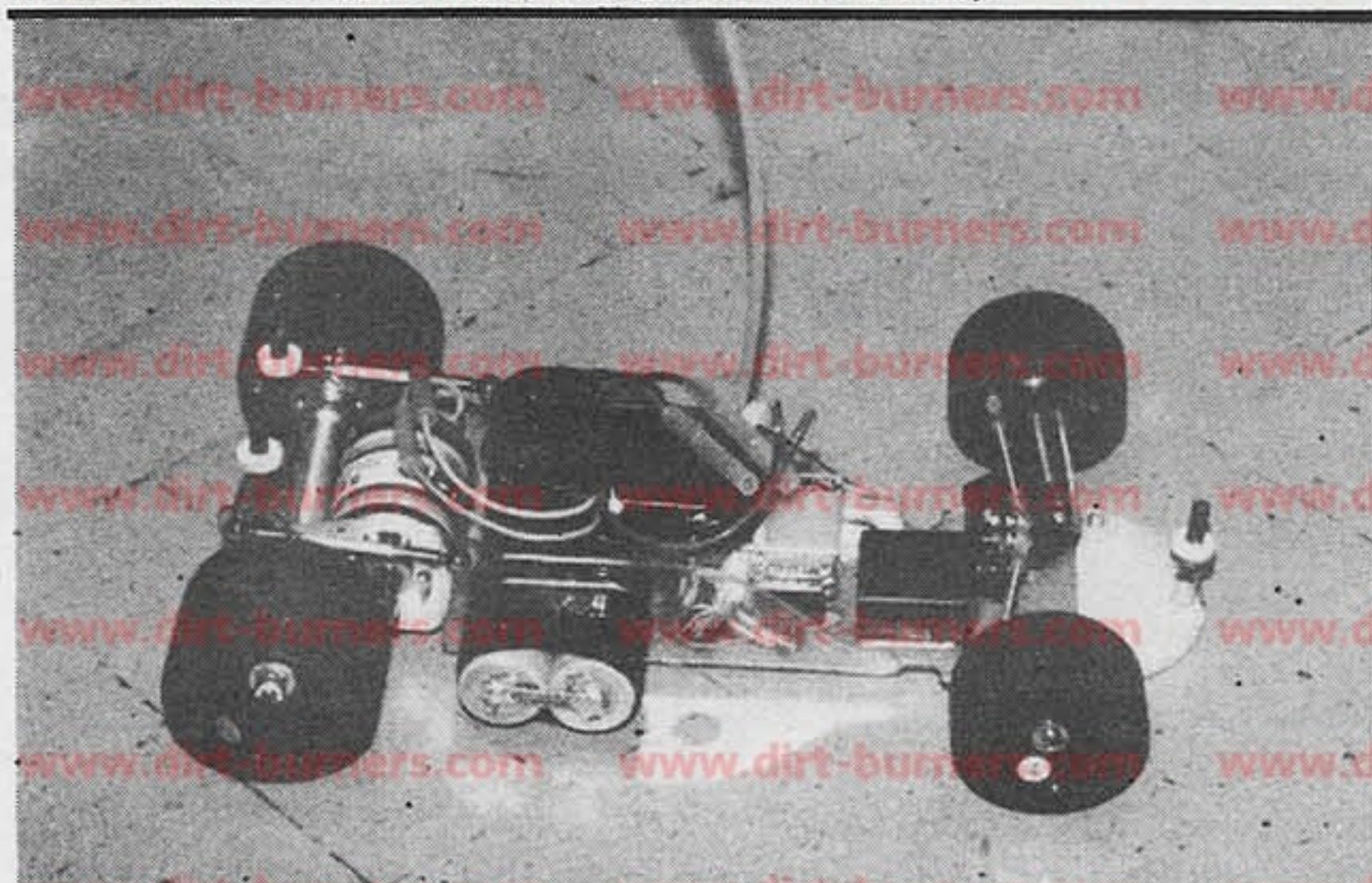
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How is this for a prize? (above) A Formula 1 engine donated by Cecil Schumacher (of differential fame) and raffled off in pieces. State-of-the-art English car (below) belongs to Phil Greeno. The Gemini is a good example of the current style raced in England. It features a "monocoque" chassis design. Photo. Mike Reedy.



Neal Francis and Bill Maisey's Team Phantom cars. They were first and second qualifiers in this event. Photo. Mike Reedy.



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photo action AT THE NATIONALS...

R.O.A.R. 1/8th (from page 18)

Art Carbonell, Kevin Orton, Greg Zielinski. They seemed to be running fairly steady and staying out of trouble.

At about 2/3rds of the way into the race, while Carbonell had established himself as the clear leader, Rick Davis had managed to fight through traffic to be within striking distance. Just when everyone thought that the race belonged to Carbonell, disaster struck for the Delta racer. Coming off turn two and about half way down the straight, there were three cars strewn in the middle of the track. With no place to go and little time to react, the Delta car of Carbonell struck two of the cars and ended up "dead" on the track. Soon after, two more cars crashed into Carbonell's and with only about 8 to 10 laps to go, there was no time to do anything about it and he was out.

The announcer then picked up the lap count and announced that Rick Davis (Associated/OPS) was now in the lead. Rick, having suffered several nasty crashes that left the car with a few problems, not the least of which was no body pins holding the front of the body, was edgy.

With about 3 laps to go or roughly 30 seconds, Rick got on the straight-a-way and as he punched it, the body went up and the car did a fantastic "wheelie" towards turn three. In the meantime, Kevin Orton who had been one of the early leaders and had diced it out with Carbonell, was once again charging. He was a lap down from Davis, but could make it up, knowing that Davis could not drive fast now. Orton passed Rick Davis with about two laps to go and got himself on the same lap. Could he catch Davis? Rick could

now go only about half speed. Every time he punched too much throttle, the front end would come up. Once he almost flipped the car. Orton, by this time, was a half a lap behind when Rick Davis crossed the finish line to get the white flag...one more lap to go! Orton took the white flag only a straight-a-way behind Davis. By the time Davis hit turn two, Orton was coming out of turn one. Down the straight, Davis tried to go a bit faster but the front end came up again; that body would not stay down. Orton was just 20 feet behind into turn three. Now the gap was only ten feet into turn four. Davis punched it coming out of turn four. There was only approximately 15 feet to the finish line for Davis and Orton, as well. Orton slid a bit but got a good bite coming out and surged forward. Davis let off a bit, brought the front end down and then punched it again, this time only about 5 feet from the finish with Orton only about a foot behind him. As they crossed the finish line, Rick Davis' car got airborne and flew 15 feet towards the driver's stand, Orton crossed about four inches behind. Some finish!!!

Yeah, it was a great finish to a fine race and appropriate that it should finish that way because the entire week of racing had been just as fine.

The official results for the Oval National Championship put Rick Davis in first, Kevin Orton (DELTA) second, and Greg Zielinski (DELTA) in third. They were followed by Art Carbonell (who didn't finish) in fourth with 91 laps. Fifth through tenth were: Dave Hechler, Bruce Oakley, Chuck Phelps, Jerry Snow, Ralph Burch, and Rich Lee.

(contd. page 45)



Talking about classy racers. Some guys got to run their own "personalized" motors (above) by TRINITY. "I'm telling you guys, my fuel tank passes tech!" "You guys don't have to check it that close!"



The "S...
the Nat...
through



"tent" provided ample pit space for all the racers and their extensive equipment.



"Super-Gulp" A main winner(above) showed his form and style to beat all comers at the race. On the other hand, the "Moderately Massive" B Main winner had to fight his way through 27 cans of Coke to take the honors.



PHOTO EXTRA



New super-secret way of breaking in your motor! Budweiser-Light!



No trip to Indy is complete without a shot of the "brick yard". The Indy straight and pit lane.

NAMBA NEWS

By Wally Stewart

District 19 Director

WHY DOES NAMBA EXIST? All of the reasons which come to mind; such as it bringing together people with common interests or furthering the enjoyment of our hobby, are a remote 2nd place to the number one reason: our insurance coverage.

Ideally, we all belong to NAMBA because we want to. Realistically, we belong to NAMBA because we need to. With the speeds traveled by model power boats today, our insurance means that we do not have to risk being sued for everything we own, just for the mere pleasure of driving a model boat. Having insurance can let us relax and enjoy our hobby - but not at the expense of safety rules, laid down by the insurance company (that have been known to cancel policies).

Sections 28-10 through 29-19 of the NAMBA Rule Book deal with safety. Is it worth breaking these rules (no matter how we personally feel about them) and perhaps losing our insurance coverage? If you take and retrieve a boat out on the

water while model boats are running, you are not only being careless and inconsiderate of those model boats on the water - you are jeopardizing all of NAMBA - approximately 2000 people - and its existence. If you are the driver of the model boat and a retrieve boat is launched; the retrieve boat operator may be at fault, but that really won't amount to much, should an accident occur or an insurance spotter be present. Bring your boat off the water immediately...and then chew him out!

The same applies to a model boater who launches his boat and a retrieve boat is in the water. If no contest official is present (and usually these situations do not occur during a contest), I encourage any conscientious NAMBA member present to firmly request that the model boat be brought back to the shore.

Hopefully, we will be able to enforce the NAMBA safety rules with no action taken, except that of peer group pressure.

Another safety rule - not to mention an L.A. County Ordinance - prohibits the consumption of alcoholic

beverages at Legg Lake. The Whittier Narrows Recreation Council was concerned after seeing this at the May 23rd Scale race. Hopefully, these were spectators and not participants. Is a beer really worth risking our NAMBA insurance for? Dr. Pepper is not all that bad...honest!

THE BIRD LADY OF BOATING

It had been a long and tiring day of MONO racing at the Prop-Nuts Regatta. But not so tiring that soft-hearted model boater, Terry Prather did not notice the baby bird caught by its wing on a piece of fishing line twenty feet up in a tree at the lake. Terry pulled his van in under the tree and proceeded to confiscate the tarp poles of all contestants to try to reach the bird. An hour and a half elapsed before Terry managed to get the bird free but unfortunately, he wasn't able to replace the bird in its nest. Terry, being only soft-hearted and not soft-headed decided against taking the wild bird home; instead, turned it over to Cathie Galbraith (who has almost as many birds at home as she does boats).

The bird, which Cathie named "Clicker" after Terry (remember "2 Clicks" Prather at Amarillo), while injured, had a hearty appetite for almost anything Cathie chose to feed him that first night. He particularly enjoyed bananas. Cathie, worried about the nutritional value of bananas for birds, paid all the District 19 kids 25 cents for each worm they found on Hydro day.

"Clicker" made it back to San Diego and stayed in his box under Cathie's desk at the bank where she works between feedings. She took him to a vet, who diagnosed the wing to be only infected - not broken...so after it heals and the bird begins to fly, it can possibly be set free. By the end of the week, "Clicker" was growing and gaining in strength, and getting quite feisty. He seems to want to be near Cathie, squawking happily when he sees her, hopping out of his box and onto her shoulder.

By the time the Nationals arrive, "Clicker" should be flying. If he is able to find his own food, Cathie plans on setting him free at Legg Lake - his home - at that time. From the sounds of it, though, "Clicker" will probably just fly up on her shoulder to replace Joe Monohan as Pitman.

And what became of Terry Prather, who gave up custody of the bird to Cathie? Terry has remained concerned and conscientious as Prather Products has paid "Bird support" to Cathie in the form of boat parts to compensate for her vet bill.

BOB GREGORY "Delta King"...

District 19 is very pleased and privileged to have Bob Gregory, Commodore of the Pirates Model Boat Club, as the host of the opening ceremonies at the 1982 NAMBA Nationals.

Bob brought along his 3 R/C model, Mississippi River Boats: The Robert E. Lee, The Dixie Belle and the Delta Queen; plus two club members: Nofi Fraumeni and Alan Haskell, to help him with the unusual ceremony.

Bob Gregory first became involved in model boating in 1953. He has built just about every type of model boat since then. In November of 1956, Bob set a record by being the first to drive an R/C boat to Catalina Island. The boat, nicknamed "Big Smoothie" by helper Al Woods, was 81" long with a 24" beam, flush decked. The keel was oak, frames, marine plywood; and deck covered with Boat A fiberglass laid with Modelcraft resin.

The engine was an Anderson 65, water-cooled, with a 16 oz. flywheel, 3/16" shaft and 2 1/2" prop. The radio was a Citizenship 2-channel. On "Big Smoothie's" first attempt at the channel, she ran out of fuel 5 miles from the island. Two weeks later, having installed 2 more quart cans bringing the tankage up to 2 gallons and exactly 4 hours and 32 minutes after leaving L.A., they passed Bird Rock at the Isthmus, Catalina Island. Now, that's a team marathon!

The Pirates Model Boat Club was the first club to contact the L.A. County Parks and Recreation Dept. in 1960 to obtain permission for the use of Legg Lake, to hold a power model boat contest. The Pirates held 6 or 7 contests there until the lake went dry. It stayed dry until they installed a plastic liner. The rest is history.

Bob Gregory (NAMBA No.697) joined NAMBA when it began and attended NAMBA Nationals in 1972 and 1974.

NAMBA NEWS...

UPDATE: THE NATIONALS AFTERMATH.

By Wally Stewart
District 19 Director

Jack Garcia, 1980-81 District 19 Director, after last year's Nationals



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in Texas asked us in his Newsletter, "is that all there is?" After a very long week hosting the 1982 Nationals in L.A., all I have to say is: "thank goodness that's all there was!"

There's a world of difference between hosting a large event and merely being an entrant. From those areas who have previously hosted a Nationals, we hear comments and criticisms comparing our event to theirs...now that time has clouded the memories of problems they incurred. From those who have never hosted a race, we hear fantasies of how they could have done it better. And there are always problems.

Any event is only as good as the people who put it on. Even our "perfect" computer was subject to human error, as a coke was spilled in it on Friday. Realizing that the enormous number of boats entered at the 1982 Nationals was the main cause of some very long days of racing, resulting in a lack of sleep & patience for the travelers...some criticism is understandable. If only there were more model boaters like the "Snivelers Racing Team", who awarded badges & stars to complainers - turning potential unpleasantness into something to be laughed about. This is what a hobby should be. If you're not even trying to have a good time, then you need another hobby.

People may pay alot of money & travel many miles to attend the Nationals, however, nowhere in the entry form did it guarantee a good time. That is up to each individual to form his/her own attitude.

Many people in District 19 worked hundreds of hours preparing for the Nationals. I know that many were hurt by over-hearing criticisms of our efforts. We need to ignore these and take a long look at what we really accomplished. We did host the largest NAMBA Nationals ever, and we did a good job (not perfect...but good, maybe even great, depending on who you ask).

Remember all of our top accomplishments: the computer system of scoring, the First Aid Station, the security system, the opening ceremonies & River Boat displays, the "Kids are Boaters too!" event, to mention a few.

But let us not also forget our mistakes either, as we travel up to Canada next year...we want to be able to give them moral support & encouragement...not a song & dance about how we did it better (maybe different but not better).

NATIONAL HIGHLIGHTS

The 1982 NAMBA Nationals in Los Angeles was the largest event ever with a total of 217 entrants and 759 boats entered! 127 of those entrants (58.5 percent) were members of District 19, who hosted the event.

25 percent of the entries came from District 9 (Northern California and Nevada), 5.5 percent from District 8 (Northwest U.S.), and 3 percent from District 7 (Midwest U.S.). Entries were received from 15 States, two foreign countries and one U.S. Territory, although 79 percent of the racers were California residents.

One hundred sixty-nine (169) trophies were presented at an Awards Banquet on Saturday, July 17th. District 19 earned 64 percent of these, District 9 earned 22 percent and District 8 took home 12 percent of the trophies. Individuals winning the most trophies were: Bill Hornell (Dist 8), Beverly Power (Dist. 9), and Al Prather (one of us); with 6 trophies each. Winning 5 trophies were: Ed Fisher (Dist.8); Terry Prather, Diane Semler and Norm Teague (all Dist. 19). Terry Prather deserves special recognition as he only entered a total of 5 classes!

Model boating is becoming more of a family affair, as 39 percent of the entrants came racing with family members. Ten husband/wife, 13 father/mother and/or son/daughter and 7 miscellaneous groups (ie. brothers, in-laws, etc.) competed. There were also 7 families with a husband, wife, and a child all racing. The Weichman and Fish families both had mom, dad and two kids entered! The wives or lady boaters raced 12.7 percent of the total boats entered at the Nationals, but won 14.2 percent of the trophies! Some may say credit is due to excellent pitting.

This being the decennial NAMBA Nationals, we can't forget to check the final standings of the 1972 NAMBA Nationals for comparison.

Art Hammond (Dist. 9), won A

Mono in 1972 and 1982. Wally Stewart has improved somewhat over the past ten years as he placed 2nd in A Hydro in 1972 and 1st in 1982. Also, in 1972, there was a model boater by the name of Jim Henry who placed 5th in C Hydro. This year, his son, Ralph, won C Hydro. Watch out for Merc in 1992, Henry!

Wally Stewart

(As stated in another page in this issue, "complete" coverage and photos of the 1982 NAMBA Nationals, the biggest ever, will be featured in our next issue (September 1982) by Cathie Galbraith, Senior Powerboat Editor.)

1982 NAMBA NATIONALS TROPHY FINISHING POSITIONS

A Offshore/Deep Vee

- 1.) Richard Hazlewood
- 2.) Bill Hornell
- 3.) Mike Drewery
- 4.) Diane Semler
- 5.) John Cochrane
- 6.) John Brodbeck
- 7.) Mike Shelhart
- 8.) Jerry Roman
- 9.) Ken Puckett

B Offshore/Deep Vee

- 1.) Joe Monohan
- 2.) Beverly Power
- 3.) Bill Hornell
- 4.) Judy Prigley
- 5.) Diane Semler
- 6.) Mike Shelhart
- 7.) Terry Prather
- 8.) Janice Fish
- 9.) Phil Horton
- 10.) Jim Woodhouse
- 11.) David Jensen

C Offshore/Deep Vee

- 1.) Al Prather
- 2.) Beverly Power
- 3.) Paul Dasonville
- 4.) Don Reutlinger
- 5.) Roger Hooks, Sr.
- 6.) Dick Barlag

X Offshore/Deep Vee

- 1.) Al Prather
- 2.) Jack Horwitz
- 3.) Cecil Reynolds

Best Offshore Appearance

- 1.) Norm Teague
- 2.) Jack Oxley
- 3.) John Brodbeck
- 4.) Bill Hornell
- 5.) Richard Hazlewood
- 6.) Norm Teague
- 7.) Diane Semler
- 8.) Joe Jussak
- 9.) Cathie Galbraith
- 10.) Dorothy Prather
- 11.) Jerry Roman
- 12.) Richard Taylor

A Outboard Mono

- 1.) Norm Teague
- 2.) Mike Boundy
- 3.) John Brodbeck
- 4.) Jerry Roman
- 5.) Joe Monohan

A Outboard Hydro

- 1.) Richard Hazlewood
- 2.) Jack Garcia *
- 3.) Norm Teague

A OPC Tunnel

- 1.) Ed Fisher
- 2.) Jack Garcia
- 3.) Norm Teague
- 4.) Frank Hu
- 5.) Nancy Miller
- 6.) Hap Miller
- 7.) Rick Harrison
- 8.) Jim Aubrey
- 9.) Terry Prather
- 10.) Dick Vale
- 11.) Beverly Power
- 12.) John Cochrane

A Mono

- 1.) Art Hammond
- 2.) Jack Oxley
- 3.) John Brodbeck
- 4.) Bill Hornell
- 5.) Richard Hazlewood
- 6.) Norm Teague
- 7.) Diane Semler
- 8.) Joe Jussak
- 9.) Cathie Galbraith
- 10.) Dorothy Prather
- 11.) Jerry Roman
- 12.) Richard Taylor

C Hydro

- 1.) Ralph Henry
- 2.) Howard Power
- 3.) Ed Fisher
- 4.) Jim Wilson
- 5.) Richard Johnson

Sport 40, Division I

- 1.) Don Tallman
- 2.) Richard Fish
- 3.) Pete Przybylski
- 4.) Chuck McGaughy
- 5.) Mike Penner *

B Mono

- 1.) Terry Prather
- 2.) Jack Oxley
- 3.) Ralph Henry
- 4.) Diane Semler
- 5.) Bill Hornell
- 6.) Richard Taylor
- 7.) Jim Woodhouse
- 8.) David Jensen
- 9.) Roger Wiechman
- 10.) Judy Prigley
- 11.) Karl Morse
- 12.) Beverly Power
- 13.) Cathie Galbraith
- 14.) Mike Penner
- 15.) Bob Atchley

X Mono

- 1.) Al Prather
- 2.) Eddie Patten
- 3.) Doug Nystrom *

Sport 40, Division II

- 1.) Ed Fisher
- 2.) David Nordby
- 3.) Dave Blacksten
- 4.) Bill Hornell
- 5.) Gary Ginader

B Hydro

- 1.) Bill Hornell
- 2.) Cecil Reynolds
- 3.) Wrey Freitas
- 4.) Ed Fisher
- 5.) Larry Ingelson
- 6.) Theresa McWayne
- 7.) Ralph Henry
- 8.) Bill Prigley
- 9.) Dave Blacksten
- 10.) Craig Ingalls
- 11.) Ron Neidigh

X Hydro

- 1.) Gary DeLara
- 2.) Tom Cleland
- 3.) Karl Morse

B OPC Tunnel

- 1.) Jack Garcia
- 2.) Joe Monohan
- 3.) Steve Vale
- 4.) Frank Hu
- 5.) Ken Reilly
- 6.) Ed Fisher
- 7.) Terry Prather

B.) Al Prather.com

A Hydro

- 1.) Wally Stewart
- 2.) Ron Williams
- 3.) Jack Oxley
- 4.) Richard Hazlewood
- 5.) Richard McWayne
- 6.) Chuck McGaughy
- 7.) Jack Garcia
- 8.) Karl Morse
- 9.) Jim Lawson

C Mono

- 1.) Eddie Patten
- 2.) Ken Puckett
- 3.) Jim Woodhouse
- 4.) Don Reutlinger
- 5.) Beverly Power
- 6.) Al Prather
- 7.) Rod Skinner
- 8.) John Cochrane

"Kids are Boaters, too!"

- 1.) Marcus Hooks
- 2.) Marc Henry
- 3.) Lance Arnold
- 4.) Tina Lawson
- 5.) Brian Wiechman
- 6.) Ricky Fish, Jr.
- 7.) David Meyer
- 8.) Tracy Cyphers
- 9.) Robert Boundy
- 10.) Stacie Hazlewood

Team Marathon

- 1.) Al Prather *
- Terry Prather *
- Dorothy Prather
- Diane Semler
- 2.) Cecil Reynolds
- John Gaines
- Mike Drewery
- Garrett Braida
- 3.) Beverly Power
- Judy Prigley
- Howard Power
- Bill Prigley

Scale Unlimited Hydro-

- 1.) Terry Holland
- 2.) Ed Fisher
- 3.) Don Reutlinger
- 4.) Howard Power
- 5.) Ralph Henry
- 6.) Bill Silvers
- 1st Consolation
- 1.) Steve Muck
- 2.) Lynn Miller
- 3.) Gary Jensen
- 4.) Dave Miller
- 5.) Darryl Smith
- 6.) Robert Holland
- 2nd Consolation
- 1.) Frank Canning

Best Scale Appearance

- 1.) Pal Jennings

* new NAMBA record set



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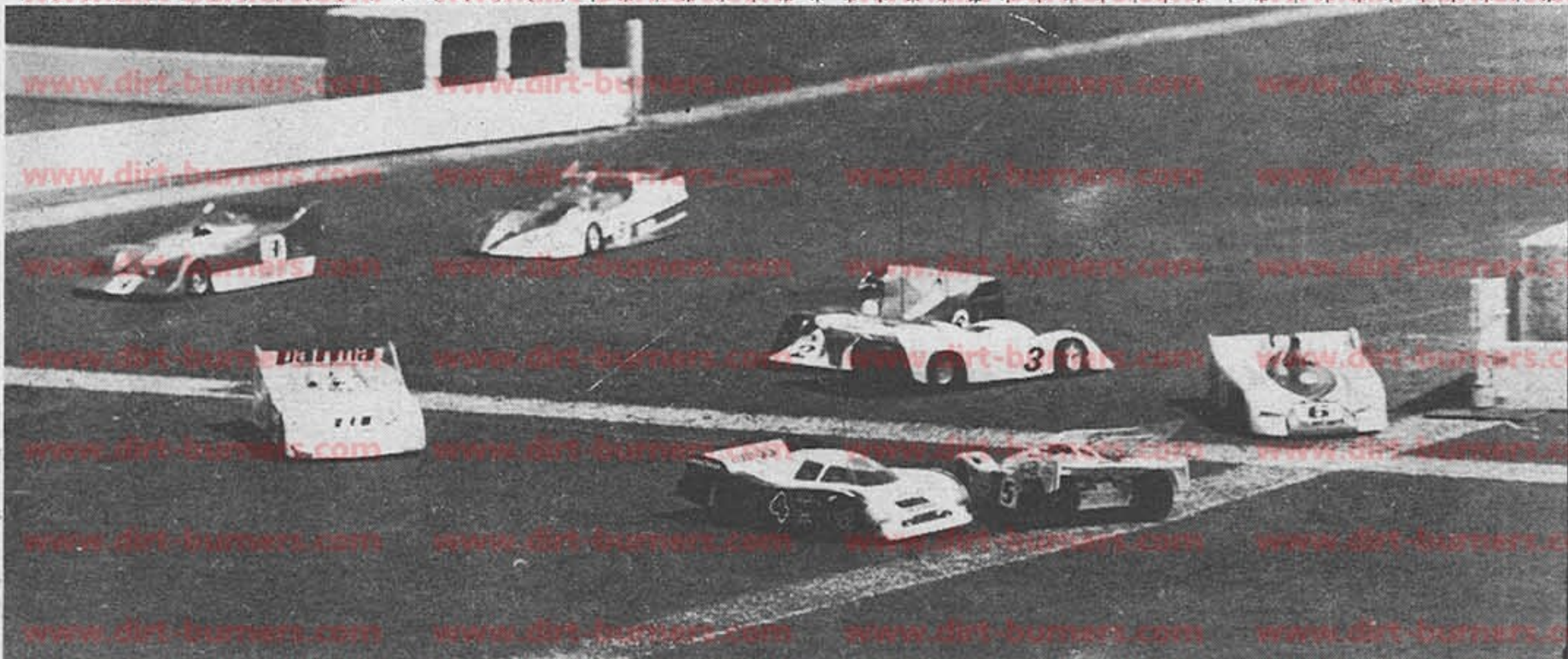
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PEPPERMILL CLASSIC 1/12



The start of a Main event brings out the best and the worst in people. Photo. Neal McCurdy.

Story & Photos by
Neal McCurdy

Reno, Nevada

WHERE ON EARTH DID I EVER GET THE IMPRESSION THAT RENO, NEVADA IS HOT THIS TIME OF THE YEAR?

As I'm cruising up highway 395 approaching the Nevada border, it's not only cold but it's raining cats and dogs! Oh, well, it's a good thing that there was no scheduled Friday practice, otherwise you would have needed a boat to compete, with a good bilge-pump to keep it afloat. Mind you, I'm not complaining but just relating the facts. In fact, the drive up 395 was in places very warm, while through other sections driving up from Los Angeles, it got very cold and wet, all the way past Bishop, California. Thereafter, once past it, the weather turned beautiful, I'm glad I drove.

This first annual classic is the first major event put on by the Sierra R/C Club here in Reno and I for one, hope is not the last.

While the Club did some unusual things such as: No Friday practice, (although it didn't matter anyway); naming the Main events after the Hotel (like the Peppermill Main, instead of the A main); and putting the starting line just before a turn (great for the photogs on hand); on the other hand the pluses greatly outnumbered the minuses.

For instance: Super Accommodations - The Peppermill Hotel provided beautiful rooms at very special rates - Their restaurant featured excellent food and drink - A beautiful

Casino to play in, - And of course a section of their parking lot for us to race on.

On Saturday night a "Western" cookout, with a live band (never did catch their name but they were quite good) kept things lively for the racers, who really enjoyed it.

The Sierra R/C Club overall was very well organized, but I feel that the duties within the race structure could have been better designated. For example; I didn't feel that three people were necessary to take care of "impound", perhaps one or two of them could have been better used elsewhere. You might say I'm nit-picking, but with a job so well done this first time, I'd like to see it perfect next race. So I'll nit-pick just a bit more.

The one thing that bothered me (and many other racers) most was the lack of practice time. The Club decided not to put up the track and board on Friday so that the people arriving on Saturday morning would not be at a disadvantage. OK, I'll buy that; but why not leave the track open on Saturday night. Again, their

reasoning was that the persons practicing would have an advantage and by closing the track the racing would be more even. It seems to me that the persons wanting to practice would probably need it more than others. If my car was dialed in to the track, I sure wouldn't bother with more practice and the chance to do something to the car. I also feel that the more practice time available, the more competitive everyone



No finesse in passing above. The track layout (below). Notice the concrete blocks to keep everyone honest.



becomes! So much for the "soap box"...on to racing.

Total entries were 122, made up of 37 Experts, 49 Amateurs, 27 Novices and 9 Beginners. Controlled practice and some qualifying was held on Saturday but with the threat of rain, qualifying was cut short by one round.

The bite on the track was so, so. However, after the first round of practice Bob Dewald came to the rescue as he has often done, with some "VHT" and sprayed it. After a dose of instant "bite" the track was ready.

Qualifying was mostly uneventful and it seemed that everyone was really having a good time. Especially those that took advantage of the 50 cent beer offered at the drink stand.

Following one practice round and one qualifying round, twelve Main events were run on SUNDAY.

Top Qualifier for the weekend was Ralphie Burch, with a 37 lap at 8:02 min.

As it turned out the Peppermill A Main was "the" race of the weekend.

When the A MAIN started, Mike Lavacot took over the lead and Ralph Burch (TQ) started to play catch-up.

The contrast in driving styles of these two excellent racers was very evident in this main.

Lavacot was driving his typical smooth and flowing driving style,



Dale Davis, Ralph Burch, Mike Lavacot and Gene Husting with some of the gold. McCurdy.

while Ralph Burch was using an abrupt break, steer and punch style. At times it looked like Ralphie was catching Mike, but most on-lookers were wondering if Burch's batteries would last the full eight minutes because of his driving style.

Well as it turned out, not only did Ralph Burch's batteries last for the entire race, but in fact it was Lavacot's batteries that "dumped" with only about 30 seconds to go in the race. With just seconds to go, Ralphie started to rapidly catch Mike. Ralph kissed a board at about 7:45 min which gave Mike Lavacot some breathing room. But by this time Mike's car was really slowing down, while Burch still had good power and he was once again really coming on.

In the end, Mike Lavacot managed to cross the finish line in first, just about eight to ten feet ahead of the charging Ralph Burch. With all the excitement of watching these two fine racers, everyone forgot about Butch Berney, who was on the same lap as the two leaders and he managed to take a third place, not too far behind. In fact, if either racer, Mike Lavacot or Ralph Burch would have faulted in those last minutes/seconds, Butch Berney would have been right in there for all the glory of the first place spot. This was an excellent race!

As we said before all the mains were named after the co-sponsors of this event. The A Main was the Peppermill event and Lavacot took the win.

Other Main winners were:
 Jim Aguirre: NOVAK Main (B)
 Jim Welch: PARMA Main (C)
 Frank Killam: SPEED/SPORT (D)
 Dave Kisbey : BoLINK Main (E)
 Bob Welch: B.R.M. Motors (F)
 Dany Golden: KRAFT Main (G)
 Brian Rush: TRINITY Main (H)
 Tom Gaines: ASSOCIATED (I)
 Steve Toland: REVTECH Main (J)
 Mark Richard: CLARKES RACWY(K)
 Bruce Wilson: SIERRA R/C CLUB(L)

In all, it was an excellent showcase for 1/12th R/C racing with lots of people (general public) getting a chance to see some of the finest racing around.

As we stated, T.Q. for the weekend was Ralph Burch with 37 laps at 8:02 min.

Top Independent Qualifier was Jerry Case with 36 laps at 8:09 min. Kimbrough Products donated the "Over The Hill Gang Trophy" which was awarded to Gene Husting for best finish of any driver over the age of 40.

The Sierra R/C Club has also provided with additional information after-the-fact which proves to be very interesting and informative.

There was a great amount of prizes donated by the manufacturers listed in the above MAIN. For example: Prizes were donated or awarded to "Independent" drivers by the order of 1.) Main event placement; 2.) Finish within Main.

Tony Ibison walked away from the NOVAK Main with a KRAFT K.O. Radio; Jerry Case, also in the NOVAK Main took home a NOVAK Road Pack; Ken Stephenson, racing in the PARMA Main took home a JOMAC Car Kit.

In addition to the above, servos, receivers, Thorp Car Kits, 1/18th Parma cars, Revtech Motors, bearings, batteries, BoLink end-bell and much more were awarded to 29 racers.

Finally, winners of each main were given a One Year FREE subscription donated by R/C RACING NEWS.

Best Concours award was given to Bruce Wilson.

I don't know how the Sierra R/C Club feels about putting on another event next year, but I sure hope they do. I think most everyone enjoyed themselves with the racing and the

surroundings and I'm sure the turn out may be better next year!

Neal McCurdy

RESULTS

PEPPERMILL MAIN:

1. Mike Lavacot...37
2. Ralph Burch...37 (TQ)
3. Butch Berney...37
4. Mike Toland...35
5. Doug Kott...35
6. David Johnson...35
7. Eddie Janis...34
8. Mike Hickman...34
9. Kent Clausen...13
- 10 Gary Kyes...2

NOVAK MAIN:

1. Jim Aguirre...37
2. Joel Johnson...35
3. Bob Arwine...35
4. Tony Ibison...35
5. Carl Anderson...35
6. Jerry Case...35
7. Larry Stevens...34
8. Bruce Hickman...34

PARMA MAIN:

1. Jim Welch...35
2. Lee Hall...34
3. Mike Hamilton...34
4. Gene Husting...33
5. Al Chuck...33
6. Ken Stephenson...33
7. Ken Jones...33
8. Randy Tentschert...31

SPEED/SPORT MAIN:

1. Frank Killam...35
2. Steve Hickman...35
3. Terry Ballard...35
4. Roger Curtis...34
5. Jim Greenmeyer...34
6. Larry Figone...33
7. Sonny Maddison...32

8. Denny Lynn...30
9. Jeff Abrams...26

BoLINK MAIN:

1. Dave Kisbey...34
2. Larry Krough...33
3. Koji Matsumura...32
4. Robert Fujioka...32
5. Matt Azzara...32
6. Gary Slayton...32
7. Rob Adair...31
8. Steve Thomas...27
9. Jack Johnson...11

B.R.M. MOTORS MAIN:

1. Bob Welch...34
2. Ted Graf...34
3. Bob Campbell...32
4. Mike Howe...32
5. Sam Ellis...32
6. Mike Reedy...32
7. Greg Borella...30
8. Wayne Taylor...28
9. Gary McAllister...25

KRAFT MAIN:

1. Danny Golden...33
2. Steve Hurley...32
3. Neal McCurdy...32
4. Ron Souza...31
5. Mike Middleton...30
6. Steve Ashby...28
7. Leland Adkins...15
8. Julie Husting...0

TRINITY MOTORS MAIN:

1. Brian Rush...31
2. Roger Mayo...30
3. Dale Davis...30
4. Tim Toland...30
5. Mark Cagle...29
6. Midge Husting...28
7. Ron Williams...26
8. Rick Milkuski...25
9. Phil Ruggiero...26DNF
- 10 Doug Palmer...22DNF

(contd. next page)



Mike Reedy doing what he loves best; tearing down motors. Photo Neal McCurdy.

ROAR ELECTIONS



The Peppermill Classic track.

ASSOCIATED MAIN:

1. Tom Gaines...30
2. Chuck Baker...30
3. Chuck Kimbrough...29
4. Rick Fox...29
5. Tom Vaughan...29
6. Joe Tentschert...23
7. Jason Toland...11
8. Robert Forsyth...4

REVTECH MAIN:

1. Steve Toland...29
2. Jimmy Longisip...29
3. Chris Conway...29
4. Frank Appel...27
5. Karen Kisbey...25
6. Richard Marks...23
7. Jim Rose...26DNF
8. Alan Johnson...19DNF
9. Bob Novak...10DNF
10. Bob DeWald...5DNF

CLARKES RACEWAY MAIN:

1. Mark Richard...29

2. Richard Suzuki...27

3. Mike Pato...27
4. Mark Abeldt...26
5. Della Kisbey...25
6. Tom Weatherton...24
7. Don Landaker...24
8. Lee Comito...22
9. Jim Wallin...20
10. Dave Welch...0

SIERRA R/C CLUB MAIN:

1. Bruce Wilson...25
2. Pat Brandon...24
3. Mike Copeland...21
4. Stephanie Thomas...19
5. David Walters...18
6. Austin Robinson...14
7. Ken McLellan...7
8. Sean Weatherton...3
9. Gary Abrams...0

(Cars that did not appear at the start line are not listed.)



The spoils of the victors (above). Dave Kisbey's first place car in the BoLink Main.



WITH THE UPCOMING R.O.A.R. ELECTIONS FOR THE OFFICE OF PRESIDENT, WE THOUGHT WE'D BRING YOU TWO VERY SHORT, BUT HOPEFULLY INSIGHTFUL TELEPHONE INTERVIEWS WITH THE TWO CANDIDATES FOR THE OFFICE. WE SPOKE WITH BOTH JOE SULLIVAN, FROM TEXAS AND JOE WERNER FROM INDIANA, SO THAT THEY COULD SHARE WITH OUR READERS SOME OF THEIR THOUGHTS ABOUT THE PRESIDENCY AND WHAT THEY WOULD DO IN THE EVENT ONE OF THEM GETS ELECTED.

Here then is a brief capsuling of who they are and their ideas.

JOE SULLIVAN:

Joe Sullivan currently heads his JALEA Co, an R/C Car Distribution company in Richardson, Texas. Joe has been a member of R.O.A.R. since the early days, dating back to 1971.

He was one of the original members of the Board of Directors, and was instrumental in writing the rules governing R/C racing. He also headed at one time the Rules Committee, and helped establish the revised format for the 1/12 and 1/8th rule book.

Some of his goals if elected are:

- 1.) To bring about an emphasis on public relations for the sport. According to Joe, R/C racing is the "best kept secret". "There are a lot of people who love cars and read all the major car magazines, but who know nothing about R/C cars." He would like to see more coverage of racing, such as the National, the McCoy, the World Championships, The Cajun, and other major R/C events, reach the general public, through the mass media.
- 2.) He would like to clean up the existing rules to either make them more definitive and to keep up with the advanced technology. "Some rules no longer fit the situation...and sometimes the situation does not fit the rule", says Joe. Establishing a "Rules Advisory Committee" for each class would be one of his goals. Membership vote at large is fine, he says, but still, rules can be studied much easier and faster if the Committee makes the recommendation to the members.
- 3.) On the subject of "off road". Joe would like to "merge" with ORCA, rather than creating another branch. "To bring ORCA into the R.O.A.R. umbrella", thus having the experience already at hand.
- 4.) Regarding finances. Joe Sullivan admitted that he's not had too much exposure lately as to the inner working and figures to give definitive ideas as to how to increase ROAR's revenues and decrease the operating expenses. He did point out that his past 18 years of running a successful distribution business in the South, has given him a tremendous back log of resources to call upon, in order to run ROAR's finances efficiently.
- 5.) With respect to REV-UP, Joe's position is that the association's magazine should never compete with existing or future magazines that cover and make a living out of the sport. He cited, the AMA's magazines as being directly in competition with other airplane

magazine, thus taking revenue away from viable businesses that can keep the sport in the limelight.

As to why he wants to run for the office of ROAR President, Joe Sullivan simply stated: "Because I think I can do the job!"

JOE WERNER:

Joe is currently R.O.A.R.'s Vice President and has been involved with ROAR for the last 12 years, although in an official manner for the past three years. He served these past two years as Race Director for both the 1981 1/8th World Championships and the ROAR 1982 Nationals, two very prestigious and demanding jobs. He has also served as President of the Indy 500 R/C Car Club on three different occasions and brings with him a vast knowledge of competition and rules. Here are some of his thoughts and priorities:

- 1.) Mr. Werner, if elected President, would like to see the current ROAR Insurance Package revised to offer more coverage for the racer and facility. This is something Joe feels is much needed.
- 2.) His second priority is to bring in more Public Relations for the sport. He would work vigorously to obtain "major National sponsors" for the major events during the year; i.e. the ROAR National, World Champs, and Big District races. His feeling is: "we've got to get ourselves in front of the public".
- 3.) ROAR Sanctioning of major events is another goal of Joe Werner. The purpose is to avoid conflicting dates among other major events.
- 4.) He would like to establish Off Road racing within ROAR, by bringing in experts to the association and creating a separate division.
- 5.) "All Regional Championships should be sponsored by a National Organization" says Joe, so that there's meaning to being sanctioned by ROAR. These events can also serve as qualifiers for a National or World Championship event.
- 6.) With respect to finances, Joe did not have specific ideas, although he would like to see the ROAR membership booklet reduced in size, not only to cut down mailing expenses, but also make it easier for the racer to carry in his tool box.

His reason for wanting the presidency: "My past record as V.P. naturally leads me to seek the office of President and continue what I have started".

R/C RACING NEWS is delighted that these two gentlemen are seeking the office of President of ROAR. Each in his own way is certainly qualified to continue the excellent job that's been performed by Mike Reedy, and I'm sure each will have great cooperation from all of ROAR's Regional Directors, officers and members. Remember VOTE!

GAS CARS

at

DEL MAR

Del Mar, Calif.
August 1, 1982

IN ONLY THE SECOND RACE AT THE NEWEST R/C PERMANENT FACILITY, THE DEL MAR R/C & SLOT CAR RACING CENTER, 54 1/8th gas car racers showed that with a little practice and some tuning and work on their cars, no track is too small, or too large, too fast or too slow, when the mind goes to work.

This track, a very tight one for 1/8th scale standards, still provided excellent racing and fast-paced action for most of the day's racing program.

It had been thought that the track would be "too small" to really get going, but once the groove was laid down and the racers had a chance to practice through a couple of tanks of fuel, it became apparent that "it works!", as one delighted racer confided. "Heck! This is a 'driver's' track, which is just fine with me."

Having your car set up so that it turns right or left was a must, because of a couple of hairpin turns that required fast braking and sharp turning. The suspension cars seemed to handle this problem with ease, as did John Thorp and his cars. "My car works great...I like this track"

Perhaps the ones having the most problems were some of the less experienced racers fighting poor handling with lots of power. They seemed to overshoot most of the tight turns and wind up on the other side of the track.

This is one problem that should be corrected by the time the next race comes about. There has to be more separation between one section of the track and another. Still, with the exception of the outer boards around the track, the infield had no lumber to destroy the cars. Dots and double-fire hoses were used to keep everyone honest.

A thoroughly delighted and very proud Dana Smeltzer, running an Associated RC500 and McCoy/K&B decided to run "no-nitro" today. He had his car working great and tuned to perfection and was able to set the new track record (the first one) for 10 laps at 2:25.93 during qualifying.

Using a plug in his carb and dialing-in his suspension he seemed to run fast to every corner, brake just right and then power out with great ease and traction toward the next turn.

Another racer who seemed to have his RC500 also pretty well set up (He had this car working just great at the NATS) was Chuck Phelps. Chuck wound up second best qualifier with a 10-2:26.39 min. qualifier.

The day could have not been more perfect for racing. A light cloud cover over a very hot sun kept the beach temperature at about 82 degrees, thus allowing for more precise tuning, and keeping tempers at an even keel. (We know what heat and humidity can do to a racer having just returned from Indianapolis).

Saturday was used as an open practice day, for this fourth So Cal Championship Series race.

The first engine on Sunday was not started until about 8:30 am. Sign-ups closed a bit late, around 9:30 a.m. and thereafter the first of two rounds of controlled practice were started, thus giving all 54 racers on hand plenty of time to get used to the new track.

There were three rounds of qualifying for each of the three classes in the series: Beginner, Sportsman and Expert.

Following the same procedure of past series races, it was decided to leave the number of laps in the mains as it had been done before, namely, 60 for the A main in expert, 50 for the Sportsman A Main and all Beginners would make 30 laps.

As stated before, when the three rounds of qualifying were over, Dana Smeltzer had put the fastest time for ten laps during his third and final qualifying heat. He shaved three seconds from his first heat, and overcame a DNF in the second heat. Chuck Phelps was second best, and the rest of the A Expert main was made up by the following racers: Bob Mathiesen, Rich Lee, Gene Husting, John Thorp, Jerry Snow, and eventually Tom Douglas, who bumped-up from the B Expert Main.

Top Qualifier in the Sportsman class was Randy Tentschert, current points leader in the series. His

time for ten laps was 2:40.01 min.

T.Q. in the Beginner class, and also current point leader in the series was Mike Fox, who set a time of 2:50.51 min. for ten laps.

MAINS

Using the "bump" system as it has been used throughout, Bonnie Mathiesen lead the field of nine other racers to the Beginner B Main win. She decided to move up to the A main, but never made the starting field, so she was able to keep her first place trophy in the B main. Second went to young Dean Miranda, and he was followed by another young terror, Mike Vickers.

The Beginners A main saw Steve Lilley come from behind and pass early leader Mike Fox to take the win. Fox managed to keep the second spot, while Barry Newman settled in for third spot.

There were four mains in the Sportsman class, and winner of the D Main was Ira Kimball (MIP). Ira chose to move up to the C Main, thereby forfeiting his first place points in the D Main. Those points went to Bill Vickers.

The C Main went to Glen Wilcox, all the way up from the Ventura area, and he was followed by Dick Tyre and Ira Kimball, who certainly improved his points total.

The B Main was a highly contested battle between Rick May, the early leader who had the misfortune to tangle with a dead car in the straight-away, Bennie Bullock, Glen Wilcox and John Douglas. At one point, Rick May and Bennie Bullock were side by side, when misfortune struck May, knocking him out of the race.

This allowed Bennie Bullock to move into the lead and not lose it again. Tom Douglas fought his way past alot of traffic and wound up in the second place spot. There was a dispute by Douglas as to the order of finish, but after the race the back-up scoring system was checked and it ratified the win to Bullock, with Douglas in second.

A Main in the Sportsman class was a classic race of power versus handling. One driver who was able to have the best of both worlds was Randy Tentschert. His RC500 was incredibly fast in the straight and off the turns, but also handled oh so

well. Several times, Randy lost the lead to Rick Templin whose DELTA Eagle was also working quite well, only to regain it back with that super-surge of power. Needless to say, he was the first to make the 50 laps. Templin finished in second, with Bennie Bullock (B Main winner) finishing a creditable 3rd with his RC300/MIP.

The Expert B Main had a National SuperStock Champion, Mark Miranda and three usually A Main drivers, Mike Kimrey, Tom Wong, Tom Douglas, going for broke! Miranda had the lead several times but managed to get into trouble and eventually relinquished the fight between Tom Wong and Tom Douglas. The 55 lap main saw a number of early lead changes, but in the end, it was the consistant drive of Tom Douglas that kept him in the top. He then transferred to the A Main with great expectations. Wong placed second and third went to Mark Miranda.

The A main rolled around, at about 6 p.m., still plenty of light for everyone (although the track is lighted for night racing).

Tom Douglas rushed back to the pits, changed gears and tires all around and was ready for the 60 lap main. Odds-on favorite and T.Q., Dana Smeltzer seemed to have the car working just as good as before. No major changes were made.

The "dark horse" of this main had to be Bob Mathiesen, who was the last qualifier into the A main. But as we have seen before, Bob seems to save his best for when it really counts. This time, it counted for his A main win here. He put on a near perfect drive for almost all of the 60 laps. True that Smeltzer, Rich Lee, John Thorp had been bouncing off each other early in the race, but Bob had managed to keep a steady pace that no one could really gain on him. The only one that came close was Chuck Phelps, whose car seemed at times, to be the fastest and best handling car there, but who also suffered several "brain fades" and unsuspected crashes and made it very difficult to move close enough to take over the lead. Still, he was the only other car who finished 60 laps besides the winner. Third place went to Rich Lee, while Dana Smeltzer wound up in a very disappointing fourth place.

Thus, another So Cal Champ Series was in the books, and the new 1/8th scale Del Mar track had been initiated into use. There are plans to either move the track or expand it, in the next couple of months, but in the mean time, 1/8th scale racing will be held on the fourth weekend of the Month, starting in September.

Joe Tentschert handed out the trophies, plaques and ribbons to the winners and by about 6:45 p.m.

(contd. next page) 33

everyone started heading back to their respective areas. Incredibly there were a few who remained till past dark, driving their cars just to get a little more practice.

The scoring chores were excellently handled by Eric Grisham and Lonnie Peralta all day, with the exception of the Expert A & B Mains, which were scored by Rick Templin and Bill Vickers. Lou Peralta served as race director. It was a fun race, and we hope to be back soon for another shot at it.

W.S.

RESULTS

(Placings adjusted after "bump-up")

EXPERT A:

1. Bob Mathiesen...60 laps
2. Chuck Phelps...60
3. Rich Lee...59
4. Dana Smeltzer...59
5. Gene Husting...59
6. John Thorp...59
7. Tom Douglas...55 (1st B.)
8. Jerry Snow...52

EXPERT B:

1. Tom Wong...54
2. Mark Miranda...54
3. Joe Tentschert...48
4. Eustis Moore...46
5. Mike Kimrey...35
6. Mike Pino...33

SPORTSMAN A:

1. Randy Tentschert...50
2. Rick Templin...49
3. Bennie Bullock...45 (1st B)
4. Jim Atkinson...46
5. Dick Camp...45
6. Dave Shuck...45
7. Jim Jones...34
8. Bob Oliver...27

SPORTSMAN B:

1. John Douglas...45
2. Glen Wilcox...45 (1st C)
3. John Pagel...42
4. Bob Coughran...42
5. Ron Paris...41
6. Gary Higgins...27
7. Rick May...22

SPORTSMAN C:

1. Dick Tyre...38
2. Ira Kirhball...35 (1st D)
3. Al Vega...35
4. Ray Gallovich...25
5. J.D. Green...5

SPORTSMAN D:

1. Bill Vickers...34
2. Willie Green...33
3. Lee Miranda...29
4. Larry Bain...22

BEGINNER A:

1. Steve Lilley...30
2. Mike Fox...29
3. Barry Newman...29
4. Darwin Sims...29
5. Cliff Vose...28
6. Bill Waite...27
7. Tom Wright...22

BEGINNER B:

1. Bonnie Mathiesen...30
2. Dean Miranda
3. Mike Vickers
4. Corky Borgman
5. Lester Prather
6. Gary Wilcox
7. Steve Pritchett
8. Bob Lindsey DNS
8. Jay Smith DNS

DEL MAR 1/12th ELECTRIC... (contd from p. 21)

to catch Novak, but was able to finish three seconds behind. In third it was Terry Ballard, one lap down.

Other Amateur Main winners were: Kerry Cavazos in the B main and Rick Marks in the C main.

Butch Berney was the Expert A Main winner putting on a fine drive from the start, while Mike Hickman chased to the last lap. Bruce was able to log in once more a 40 lap time in 8:00 min. barely missing a new track record of 41 laps. Hickman finished a lap down, while third place Frank Killam finished 4 seconds behind, also with 39 laps.

Expert B Main winner was a surprised Mike Lavacot, who apparently didn't think he had won. His 38 laps 8:12 min. were a full lap ahead of Robert Cavazos. Mike later confided that he thought he was a lap down. No matter, the official scores gave Mike the win, like it or not. Remember Mike, next time someone miscounts one lap on you, this one will make up for it.

Steve Hickman was the Expert C main winner, logging in 38 laps in 8:07 min., faster than the B main winner.

Trophies were passed out by co-Race Directors Neal McCurdy and

Joel Meyer, and when it was all said and done and the "dust had cleared" (pun intended), everyone seemed to be very happy with the racing at this new permanent track in Del Mar.

The Del Mar R/C Center has one more "special" event before it begins its regular racing schedule in September.

Coming on August 22nd, Sunday is the 1/12th Del Mar International G.P. for Modified cars only. It's scheduled right after the World Champs in order to give some of the racers here a chance to visit another track. Thereafter, Del Mar will begin its 1/12th racing schedule on the first weekend of the month.

The next Cal Champ Series and the final race of the series moves up to Northern California in September for the fourth and culminating race. Be sure to make that beautiful setting.

Neal McCurdy

RESULTS

Overall Standings After Three Stock Class Top Ten

NOVICE:

1. Brian Rush...287
2. Mark Enstad...280
3. Dick Pritchett...277
4. Chris Conway...272
5. Steve Pritchett...264
6. Chuck Crawford...264

Finding the dot before the straightaway launched you plenty high.

7. Billy Johnsen...257
8. Carolyn Stevens...224
9. Jim Busby...203
- 10 Bob Campbell...195

AMATEUR:

1. Sonny Maddison...296
2. Ken Jones...288
3. Ted Graf...282
4. Robert Fujioka...274
5. Denny Lynn...269
6. Gary Slayton...255
7. Dave Kisbey...202
8. Sam Ellis...195
9. Larry Figone...190
- 10 Greg Borella...188

EXPERT:

1. Bob Arwine...283
2. Koji Matsumura...281
3. Butch Berney...275
4. Al Chuck...273
5. Larry Stevens...273
6. Ed Janis...273
7. Joel Meyer...262
8. Neal McCurdy...251
9. Mike Hickman...200
- 10 Jerry Case...196

Overall Standings After Three Modified Class Top Ten

NOVICE:

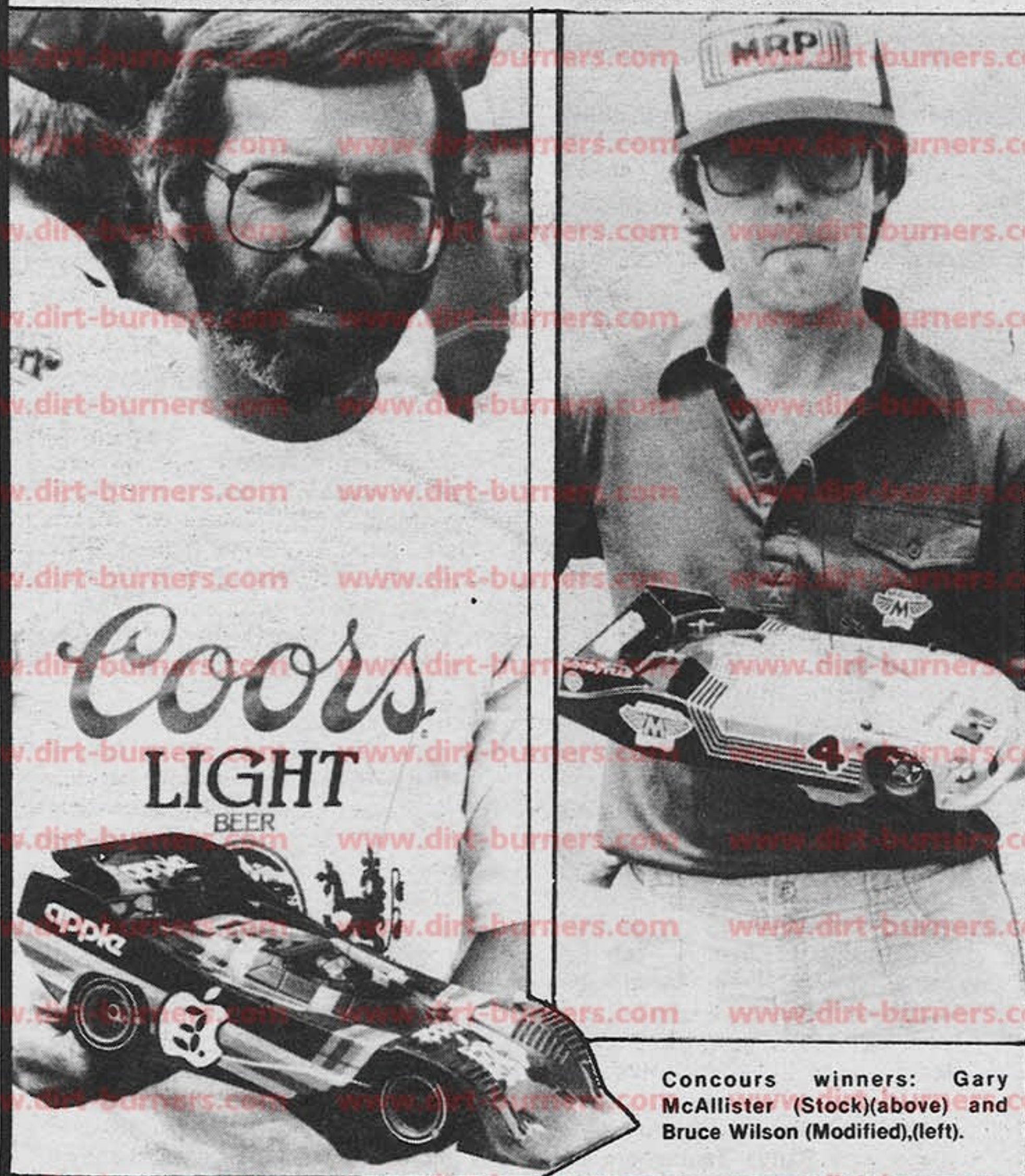
1. Chuck Crawford...291
2. Chris Conway...287
3. Brian Rush...280
4. Mark Enstad...277
5. Billy Johnson...273
6. Dick Pritchett...267
7. Steve Pritchett...258
8. Carolyn Stevens...236
9. Jim Busby...198
- 10 Danny Stalins...196

AMATEUR:

1. Sonny Maddison...282
2. Dave Kisbey...280
3. Denny Lynn...278
4. Ken Jones...275
5. Robert Fujioka...274
6. Ted Graf...273
7. Gary Slayton...272
8. Mike Conway...190
9. Bob Gafford...189
- 10 Lee Hall...188

EXPERT:

1. Butch Berney...297
2. Ed Janis...280
3. Koji Matsumura...279
4. Larry Stevens...279
5. Al Chuck...271
6. Joe Meyer...262
7. Bob Arwine...260
8. Neal McCurdy...253
9. Mike Hickman...199
- 10 Mike Lavacot...193



Concours winners: Gary McAllister (Stock)(above) and Bruce Wilson (Modified),(left).

CALIFORNIA Auto Racers CAN AM

Story by Kenneth C. Jones

June 13, 1982
Sunnyvale, CA

The 1982 California Auto Racers Can Am season ended with our June 13th race in Sunnyvale. The 1/12th CAR race schedule is separated into a Can Am and a GT series that runs each month of the year. The nomadic racers have held races in the following northern California cities:

El Cerrito at Larry's Hobby World
Manteca at Manteca Hobbies
Santa Clara at Hobbies Galore
San Jose at Oakridge Shopping Mall
Sunnyvale at Loehman's Plaza

CAR would like to thank the above shopping centers and hobby shops for hosting our races. A special thanks goes to Oakridge Shopping Mall for providing the race site for the second California State Championship race on May 21, 22 & 23, 1982. CAR would also like to thank our series sponsors: ASSOCIATED ELECTRICS, BBR SCALE RACING PRODUCTS, FUTABA, MRP, and THORP MANUFACTURING for their assistance in providing race prizes.

The final standings for the top ten drivers of the Can Am series in each driver classification follows. Congratulations to all the competitors!

K.C.J.

CAR Can Am Final Standings

NOVICE:
Mike Callaway 700
Bob Campbell 428
Danny Stalians 409
William Brown 367
Leonard Norred 253
Notzo Fasta 204
Billy Myers 195
Chuck Crawford 178
Dick Pritchett 168
Mark Enstad 164

AMATEUR:
Mike Conway 630
Denny Lynn 603
Ken Jones 476
Anthony Porter 410
Larry Figone 405
Russ Aguirre 373
Robert Fujioka 325
Rick Marks 239
Lee Comito 237
Dave Kisbey 212

EXPERT:
Larry Stevens 750
Bob Arwine 547
Jim Aguirre 521
Koji Matsumura 518
Al Chuck 513
Butch Berney 500
Joel Johnson 485
Kent Clausen 319
Mike Lavacot 230
Carl Anderson 195

SOUTHEAST ALABAMA R/C AUTO RACERS...

Yes, another SARCAR is alive and racing in Dothan, Alabama. The Club is a Championship series for 1/12th electric cars that runs from March through October. Although, at this time, we are not ROAR affiliated, we do follow basic ROAR rules and when sufficient interest is

developed we will join ROAR.

The 1/12th scale electric series consists of one oval and one road course race per month. At the end of the series, trophies will be awarded for oval, road course and overall point leaders.

All persons interested in R/C racing are invited to watch or participate in our club races. Also, clubs in Georgia, Florida, and Alabama that would like to start an inter-club race schedule are re-

quested to call (205)793-1849.

We also have participants in 1/8th scale gas and 1/10th scale off road cars as well.

For more information about R/C racing in this area, contact:

WOODY TRIMBLE
111 Foxfire Dr.
Dothan, Alabama 36301
(205)793-1849

Hope to be speaking with you soon,
Woody.

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- Fiberglass and Aluminum Chassis
- Heavy Duty Stock Steering and much much more!

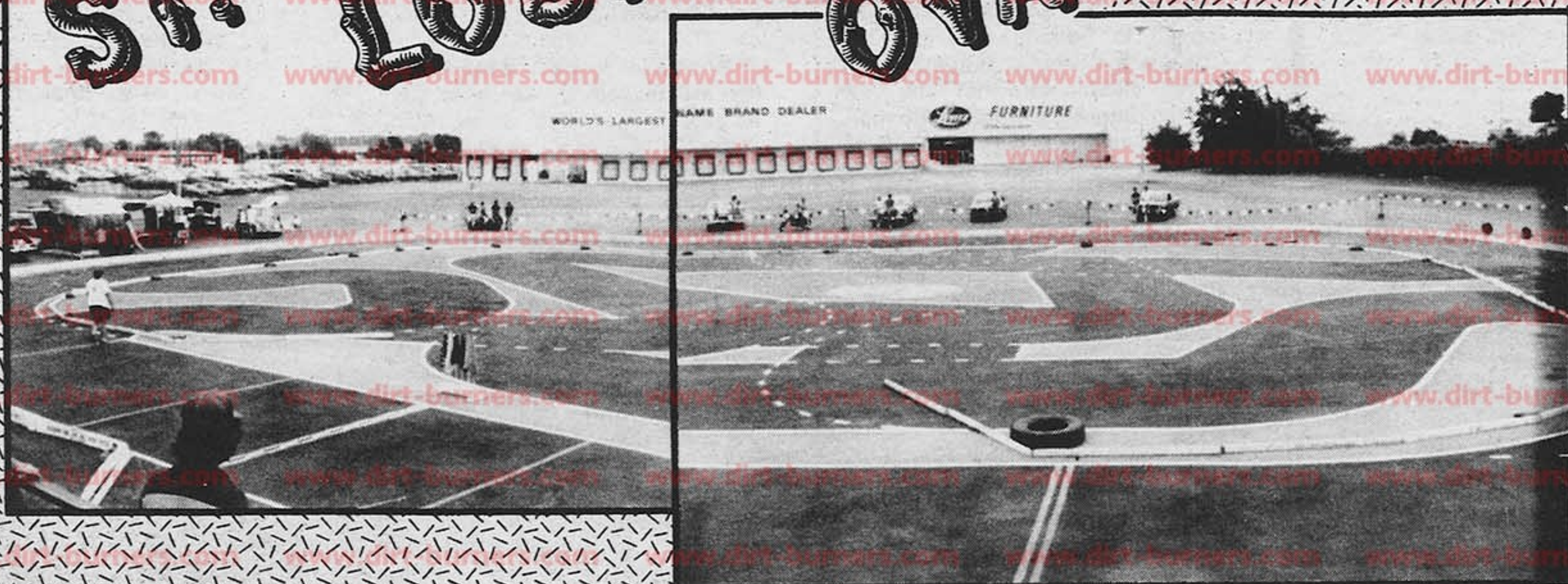
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ST. LOUIS OVAL



Story and Photos by
Jim Atkinson

July 18, 1982
St. Louis, MO.

AFTER A WEEK OF INTENSE AND WELL ORGANIZED RACING AT THE ROAR NATIONALS IN INDIANAPOLIS, IND., THIS PAST week, I was fortunate enough to be invited to St. Louis for a local Club race on Sunday. This was an N.D.R.A. Oval race (National Dirt Racing Association) on a 389 foot four-corner Indy-style oval, running late model stock car bodies with no wings - only spoilers and additional side dams that must be permanently attached to the body, with limited adjustability were allowed.

We left (myself and Larry Martin) Indianapolis late Saturday night after a destruction derby-type oval National event and arrived in St. Louis at about 3 a.m., in front of the home of Mike Saputo, where we were to get a few hours of sleep before prepping the cars for this type of oval and before heading down to the track, located at the Levitz Furniture store's parking lot.

(EDITOR'S NOTE: Talking about die-hard racers. These two guys, Atkinson and Martin raced all week in three National events, were up from about 6 am to about midnight every day for the week of the Nationals, and when Saturday came around, everyone who had managed to last the week-long heat and pressure was ready to pack it in, get some rest and get back home and perhaps not touch a car for several weeks. But not these two nuts, they drove over 300 miles just to make one more race! Some fortitude. I thought they were crazy. ED)

The Club in St. Louis is provided this site by Levitz and they are also fortunate to have a man named Joe Poole, who is their Race Director. Joe is a non-driver at these events but very knowledgeable and very talented as Race Director.

MICO Enterprises, a local car sponsor, was kind enough to loan me a well prepared, though slightly used NDRA legal body and fortunately for me, all MICO cars are THORP cars, so I had no problem in fitting the body to my THORP.

My transportation from the Nats and to and from the race, Larry Martin, was also kind enough to provide me with some Delta fuel to finish

the race.

After a few laps of tune-up (you must run a .19 carburetor or a plug) we began three rounds of qualifying. It was quite exciting, especially with the "unusual conditions" on turn three (inside joke to the fellows of St. Louis and the Heart of America Series) and I was very surprised to have run well enough to qualify for the A main and the 100 laps. (All mains were also 100 laps.)

N.D.R.A. requires the body styles must be late model, American built cars, of which the Z-28 Camaro, T/A

But enough of small change, and down to racing.

The track conditions were excellent, even when the weather looked somewhat doubtful. Turns 1 & 4 were excellent because of a new surface compound the Club has tried. Turn 2 was slightly slippery by National and California standards and you guys in St. Louis know about turn 3. Excitement City and fun racing at all speeds.

The C MAIN took a little more time to run due to mechanical problems with all the cars (a little more attention to detail is needed



The St. Louis track, on the Levitz Furniture parking lot (above top). Joe Poole (above) gives the green flag to the C Main. Note simulated bricks painted at the start. Photo. Jim Atkinson.

Firebird, Greenwood Vette and the Ford Mustang are the only ones currently available. No wings are allowed as previously stated, but front spoilers and rear spoilers and side dams to a maximum of 2 inches surface length are allowed. R.O.A.R. specifications on windshield cut-outs are not strictly enforced, so as to allow for better cooling at the 60 m.p.h. speeds and 30,000 r.p.m. level that the cars are made to run.

That, by the way, is no overstatement, as the local "Constabulary" put a radar gun on the passing cars on the front straight and was able to determine the 60 mph plus speeds.

gentlemen). Mike Saputo lead most of the race, about 75 of the 100 laps, but small problems at lap 48 and then at lap 97 when his pit man, Larry Martin told him to nurse it on in with a 4 lap lead, but Mike's headset radio, which he always wears when he races, kept him from hearing the lap count, so he pitted and lost the race by about two turns. (Hope Neil Dimond was worth it Mike!)

Rick Clarkson was the winner of this main completing the required 100 laps. Saputo finished second and Russ McAtee was third.



Van Dillen coming out of turn 4, while Larry Martin helps out a friend (above). The start of the B Main (below). Bob Van Dillen already in first. Photo: Jim Atkinson.



C Main Action above. Officers and Sponsor Board of the St. Louis R/C Car Club (below).



The B MAIN was a little more exciting as Mark Been, with his Delta Super "J" jumped out to an early lead. He was followed closely by Bob Van Dillen driving a THORP car; both drivers diced it out for most of the race with Been's smoothness finally paying off over Van Dillen's aggressive style. Bob's aggressiveness caused him a few minor problems with the boards but excellent pit support by Mike Saputo, of MICO Enterprises, kept Bob in the chase, as well as Elmer Schill, another Super J Delta who was pitted by Larry Martin, was always pressing near the leaders. Carl Brandenburg was also in the chase early in the race but mechanical problems and the temperature were a little too much for him.

Mark Been's time for 100 laps and the B Main win was 18:56.7 min. - a very respectable time.

The final event of the afternoon was the A MAIN. Yours truly snuck through a very hotly-contested turn 1 and short shute to open an early lead that was to last about 50 laps. Dick Hauser, Larry Martin and Don Shurtz traded positions back and forth until that time when a stalled car going into turn 3 popped in front of me, knocking out my steering linkage and muffler. I then limped into the pits and thanks to the able efforts of Mike Saputo and Bob Van Dillen, I was back on the track only nine laps down; that's about 80 seconds in an oval race. The crew had filled my car and I decided to try

for 47 laps while the current leaders had at least one more fuel stop. Hauser's car was running sweetly but Martin had some turning problems and Don Shurtz had a small case of "brain-fade", and allowed me to pass for third place while he was stuck against the inside of turn 3. He allowed traffic to go by before getting back on - a real gentleman and considerate with his car (for those who have raced in ovals).

At this point no cars experienced further mechanical problems and the race finished with Dick Hauser in the lead by about 15 feet over second place Larry Martin. This reporter finished in the third spot and Don Shurtz, right on my bumper for the fourth spot. The time for the running of this event was 16:56.1, not bad for 100 laps. Eh, boys!

In this reporter's opinion, if you ever happen to pass through St. Louis and it's their race date, stop in and join them. You'll enjoy yourselves and the racing is great fun and competitive with a bunch of really great guys...The St. Louis R/C Car Club.

Jim Atkinson

RESULTS

- A MAIN: 16:56.1 min.**
 1. Dick Hauser 100 lps / Delta Eagle
 2. Larry Martin 99 / Thorp
 3. Jim Atkinson 92 / Thorp
 4. Don Shurtz 92 / Delta Eagle
 5. Bill Coalson 74 / SJ Delta

- B MAIN: 18:56.7 min.**
 1. Mark Been 100 / Delta S.J.
 2. Bob Van Dillen 96 / Thorp
 3. Elmer Schilli 81 / Delta S.J. S.S.
 4. Carl Brandenburg 66 / Delta S.J.
 5. Todd Patterson 44 / Delta Eagle

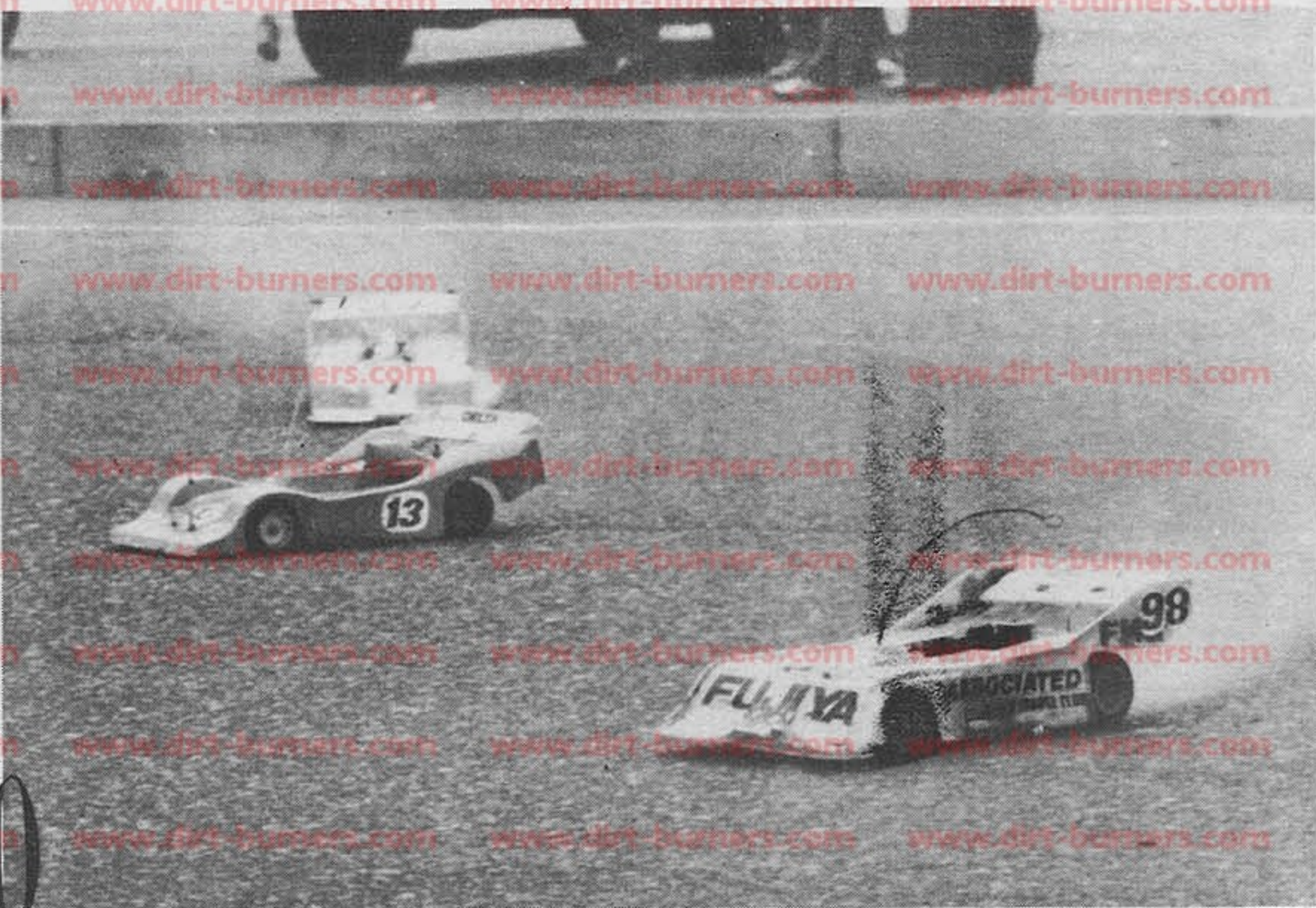
- C MAIN: 30:00. min.**
 1. Rick Clarkson 100 / Associated
 2. Mike Saputo 97 / Thorp
 3. Russ McAtee 87 / Associated
 4. Brad Hoehm 48 / Delta S.J.
 5. Tom Pellett DNS / Delta S.J.



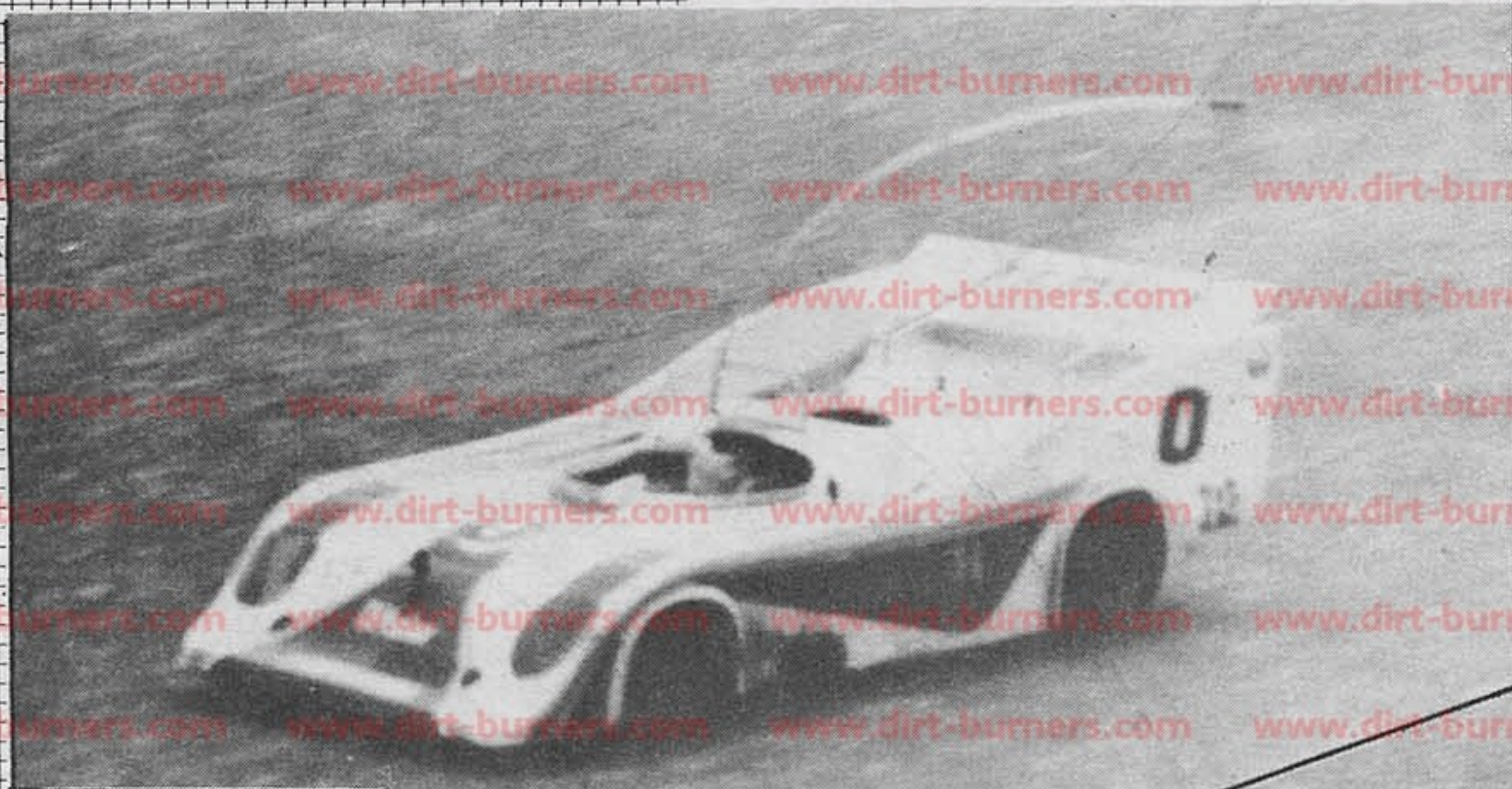
An excellent driver's stand welcomes all racers and spectators. Photo: Jim Atkinson.

The RIO GRANDE Racers at the

ENCHANTMENT 100



A Main action at the Enchantment 100 over the July 4th weekend (above). Center. Jim Turner winning the A main. Below. Car 7 of Barry Grossenbacher smoking to catch up to the leader. He finished third in the A Main. Photo. Chapin.



NASCAR Stockers. Anyway, it did work in getting drivers of comparable speeds in the same qualifying heat. On the other hand, only one driver could use the track instead of eight or so...about a toss up. NMRCRCC did know what to do to keep the show moving. Two qualifying heats on Saturday and three more on Sunday gave everyone a chance to get in at least one good heat.

The track was on excellent asphalt in a free parking lot on the University of New Mexico campus. It seemed fitting that the Enchantment 100 Can Am race was held right across the street from Galles

4th of July weekend
Albuquerque, NM

Story & pics.
by Leonard L. Chapin

The Rio Grande Racers went North over the Fourth of July weekend to Albuquerque and found the Enchantment 100, a 1/8th gas race sponsored by the New Mexico Radio Controlled Race Car Club. Phoenix also had a strong group of racers in the search.

The Albuquerque club is getting bigger and they aren't afraid to try out different ideas. This time they devised a procedure of time trials to select the assignment of drivers to the qualifying heats. Perhaps this was considered because, on that same weekend, the Governor's Cup Races were being held at the local 1/2 mile dirt track for Sprinters and

Chevrolet, who is sponsoring Al Unser, Jr. in the real Can Am this year.

The D Main was comprised of mostly new racers. It was won by Daniel Alvarado who has more experience, but who grabbed the wrong engine as he was leaving El Paso at three in the morning. D was as high as this engine would take him.

The C Main was the opening act for what was to become the dominant team of the Enchantment 100. Maggie Turner from Phoenix easily took the win. Her driving was smooth and fast and she probably could have won the A Main if Jim would have traded cars with her.

Bill Everett from El Paso won the B Main. He was on the borderline between A & B but he never did get his engine running like he thought it should. Still it was fast enough and strong enough to go the distance.

The A Main seemed to be Phoenix territory...those guys are fast! At the start, and well into the race, it looked like Barry Grossenbacher was going to repeat his El Paso 100 performance. A good lead...flame out...regain lead...flame out, but he never had enough of a lead to take that much time off the track. Jim Turner just kept racing and was nearly as fast as Barry all around the track - even faster in some places. And after the third flame out, Barry didn't have a chance as he ended up with third place. Jim drove a very quiet race. His car was never out of shape and it didn't lay down a heavy smoke screen. He seemed to know just where to set up the car to take best advantage of the traffic. A good win and well deserved.

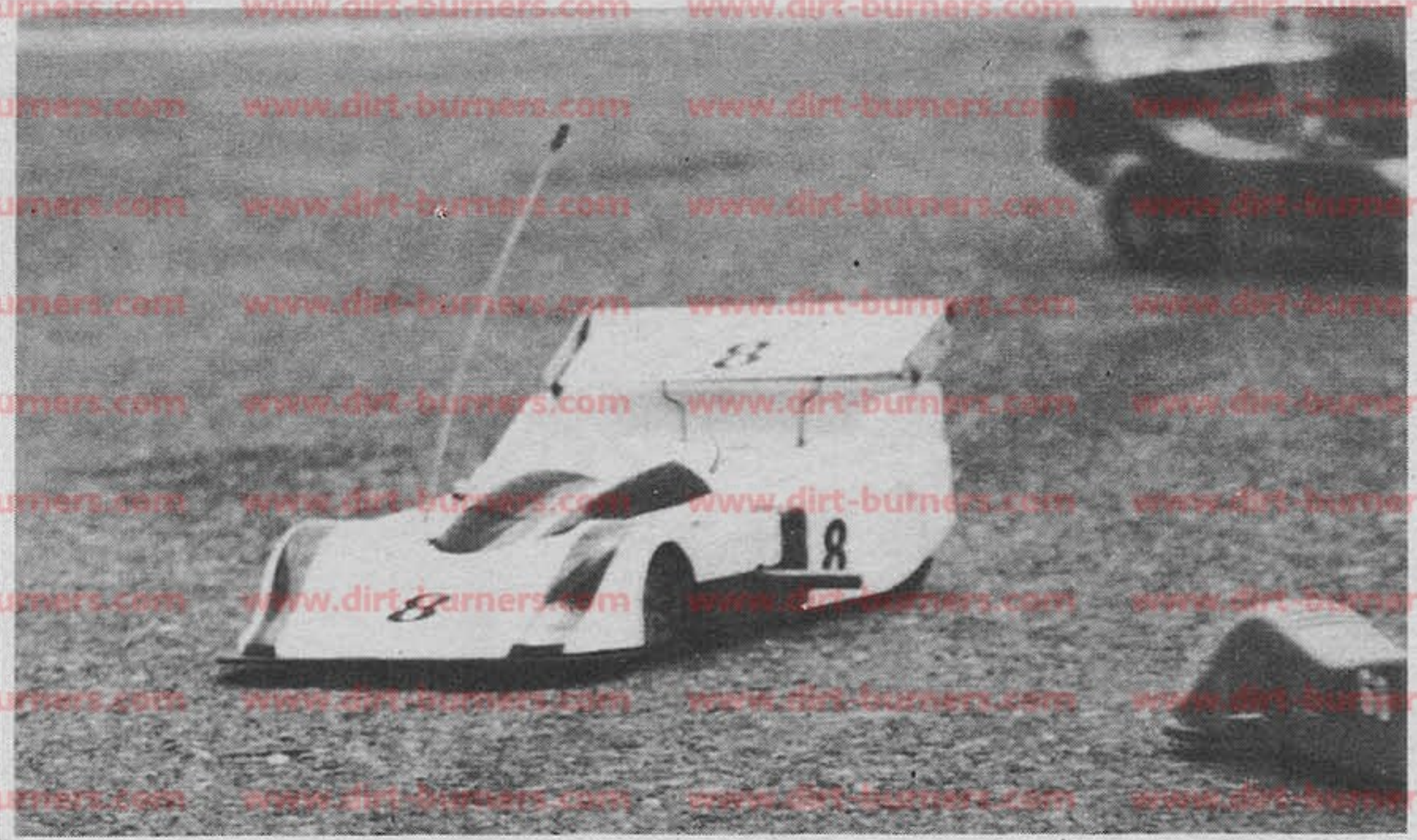
El Paso's representative in the A Main was Jim Cook who had about three months' racing wheels. He has lots of time racing R/C boats though, so he knows left from right. His new Eagle got him into the A Main and he handled it very well.

NMRCRC had nice trophies and prizes for the Enchantment 100...even watermelon! Everyone from El Paso had a good time, especially the kids who were attending their first out of town race.

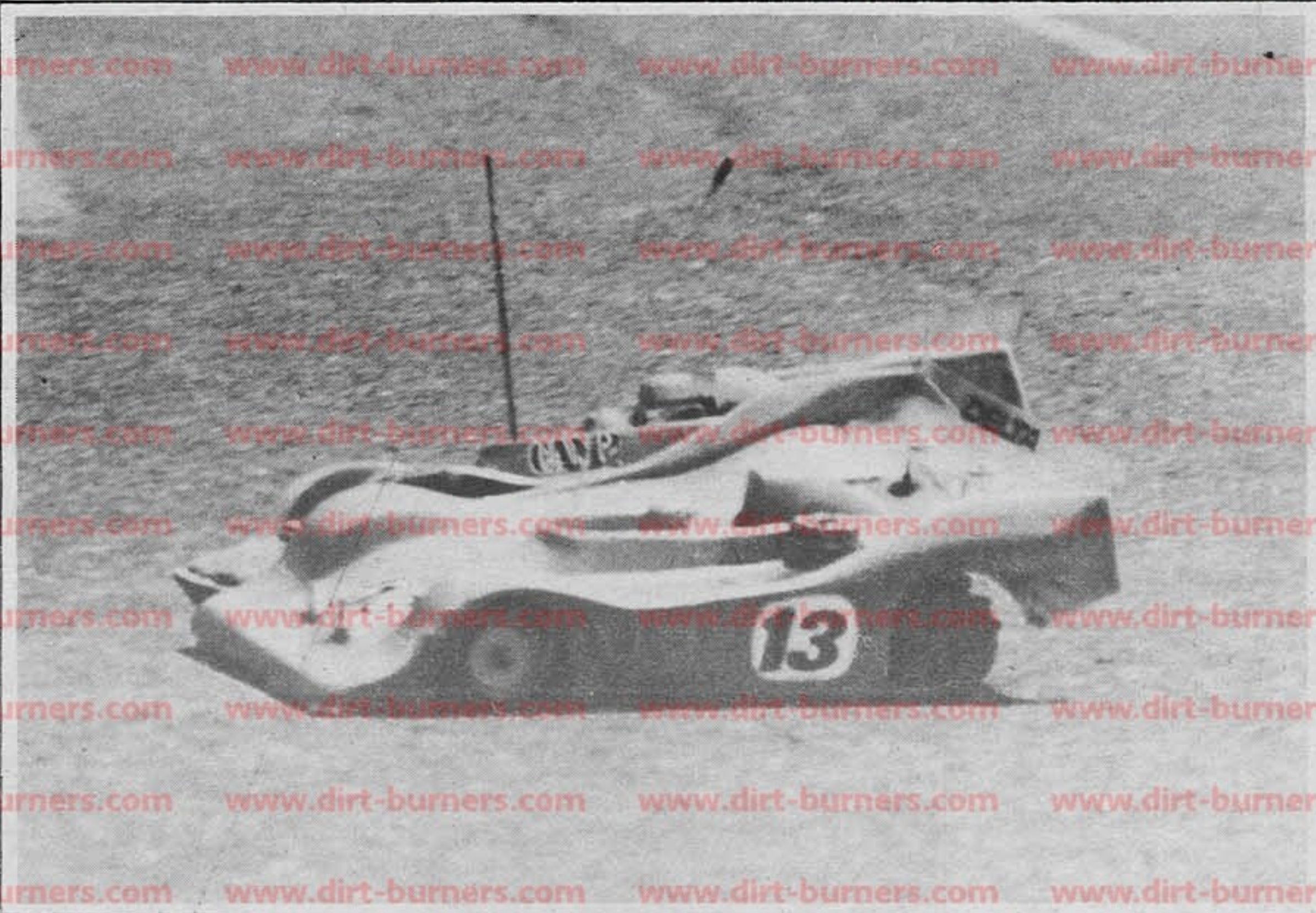
At the presentation ceremonies, Bill Everett of El Paso announced a big two day show over the Labor Day weekend; The Second Annual El Paso Can Am, and invited everyone to come. Jim Turner of Phoenix announced that they were planning a Thanksgiving Day Race and would let the clubs know more later. In the meantime, he said that Phoenix had a definite date for the first weekend in October for a SO-CAL Series Race and invited everyone to that one.

All-in-all, a weekend that proved you can race R/C cars one mile high successfully and have fun doing it!

Until next time,
L.L.C.



Daniel Alvarado (above) from El Paso (8) dodging traffic on his way to winning the D Main at the Enchantment 100 in Albuquerque, NM. Jim Cooke's Eagle (below), also from El Paso acts as a billiard cushion for an unidentified car. Photo. Leonard Chapin.



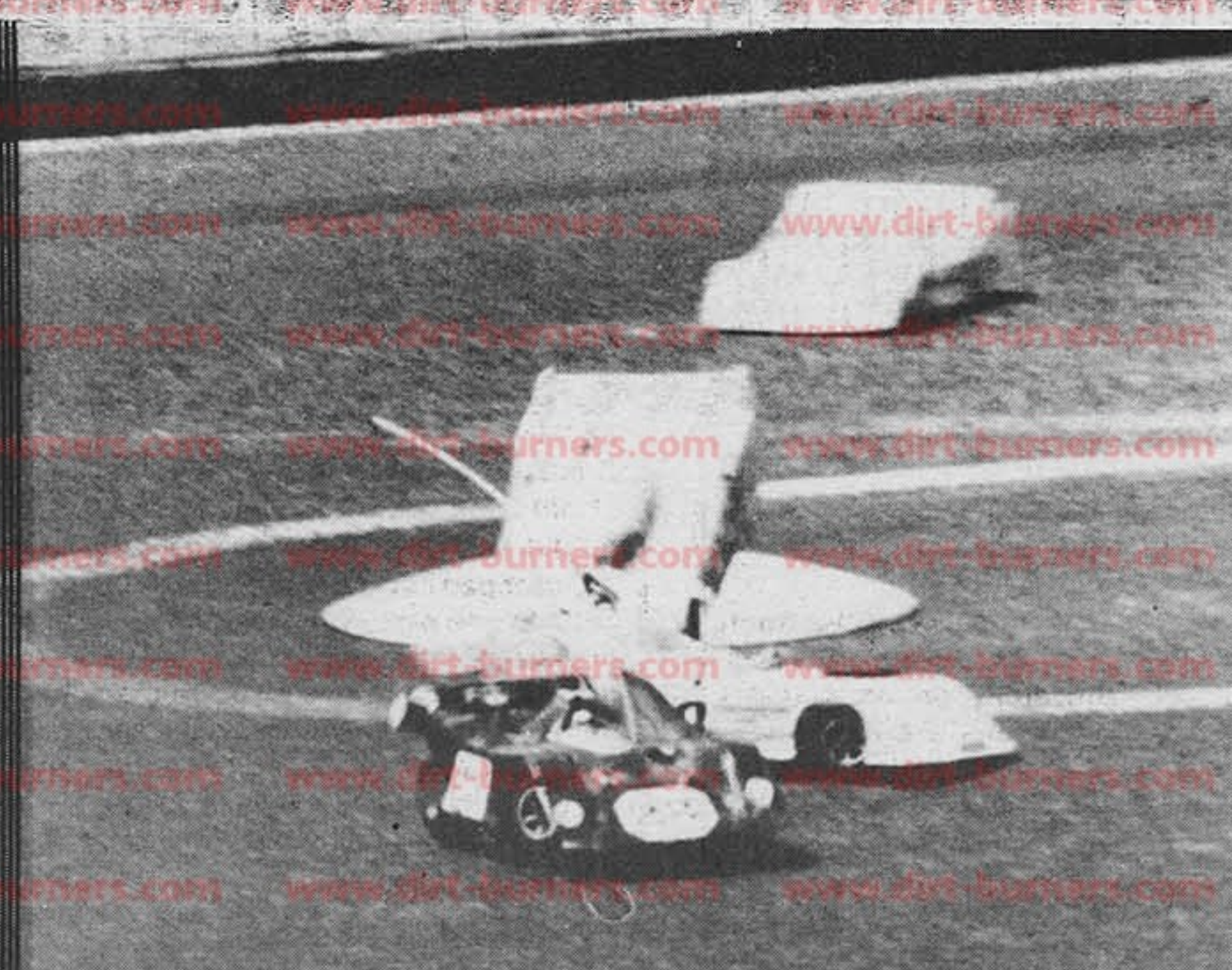
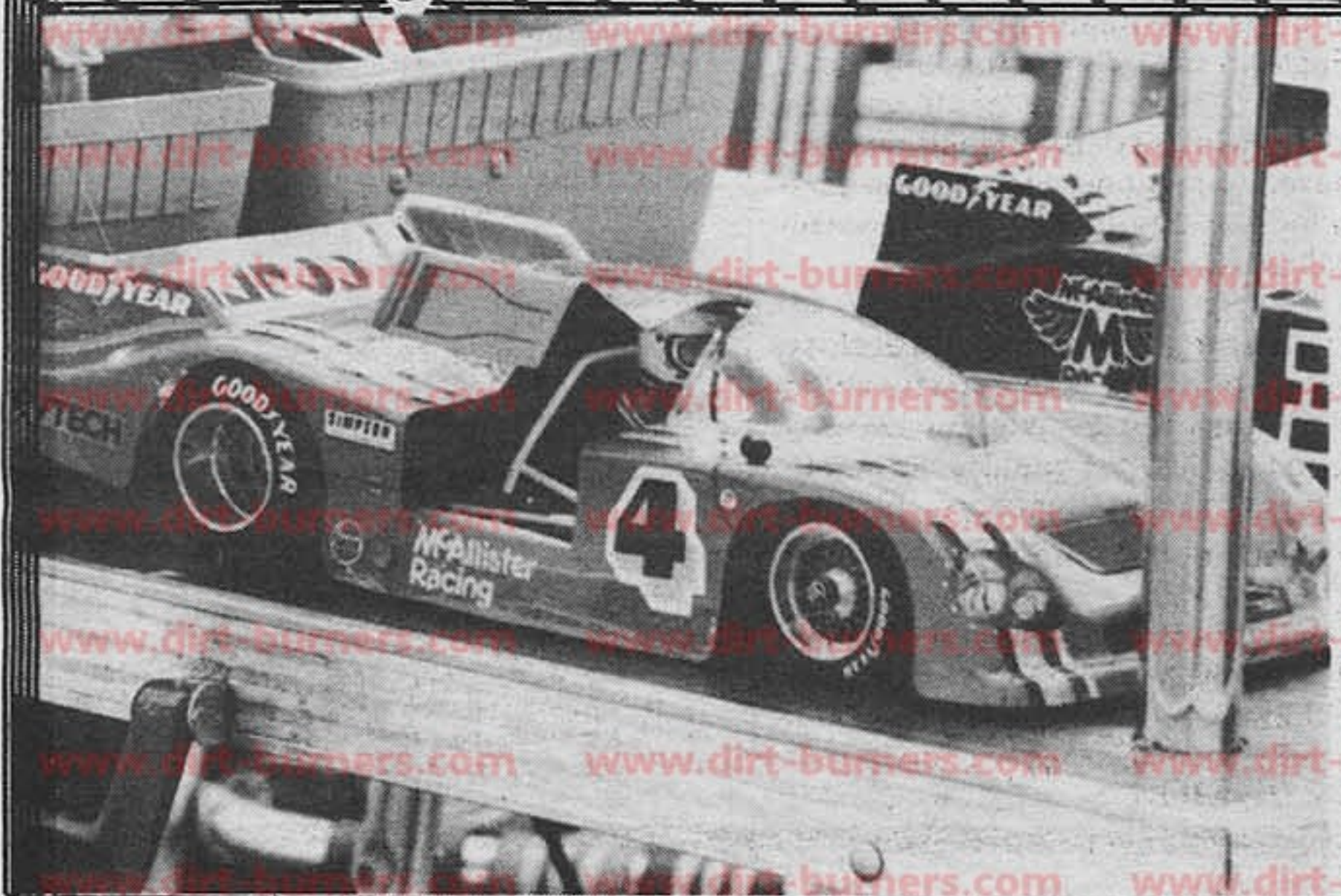
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Action never stops at the Ventura Roadrunners races (above and below). Photo. Richard Schwalm.



The worst part of racing for the host club; picking up the track (below).

Gary McAllister's Nimrod show-off car.

Keep on racing,
Richard

Story & Photos by Richard Schwalm
Ventura, CA
July 11, 1982

"YOU GUYS REEEALLY MISSED IT!"

If RC Charlie had been there, that's what he would have said. Well we were there (1/12th electric at Ward's track, Ventura, CA) to race and it became a real barn-burner!

All the essential parts to make a super event were assembled: cool, clear weather, perfect track conditions, and many "hot" drivers from near and far.

Stock class qualifying resulted in five mains containing eight cars each. The same was true for modified with almost the identical drivers in each main.

Wheel-to-wheel action in the E Main was just as intense as in the A



Main. Every position had to be earned and then held. It seemed like you duelled with each car, regardless of position.

The Stock A Main went to Joel Mayer with Jay Duhon and Gary Slayton close behind. Modified A Main honors went to Tony Neisinger after playing "ketchup" for most of

the eight minutes. Greg Borella really had it in-the-bag, but his batteries dumped a few laps before the finish. That's racing! Ugh!

Check the results for the other well earned positions, examine the photos for the action, and watch out for these guys when they come to race with you. They do it right!

RESULTS

STOCK

A MAIN:	1. Joel M.	2. Jay D.	3. Gary S.	4. Dick P.	5. Tony N.	6. Ted G.	7. Tom W.	8. Dave H.		
B MAIN:	1. Greg B.	2. Steve M.	3. Troy B.	4. Anders S.	5. Chuck C.	6. Ed B.	7. Steve P.	8. Mike V.		
C MAIN:	1. Wayne T.	2. Mike E.	3. Miles C.	4. Les A.	5. Ron B.	6. Drew S.	7. Doug C.	8. Richard S.		
D MAIN:	1. Chuck B.									
E MAIN:	2. Earl S.	3. Mark P.	4. Joe M.	5. Eddie M.	6. Bill S.	7. Noah E.	8. Ed S.			
C MAIN:	1. Anders S.	2. Mike E.	3. Dick P.	4. Joe M.	5. Drew S.	6. Ed B.	7. Earl S.	8. Doug C.		
D MAIN:	1. Mike V.	2. Ron B.	3. Keith A.	4. Bill T.	5. Miles C.	6. Richard S.				
E MAIN:	1. Mark P.	2. Noah E.	3. John D.	4. Ed S.	5. Gary W.	6. Jack B.				
MODIFIED	A MAIN:	1. Tony N.	2. Steve P.	3. Gary Mc.	4. Troy B.	5. Greg B.	6. Ted G.	7. Dave H.	8. Gary S.	9. Joel M.
	B MAIN:	1. Steve M.								

CONCOURS WINNER- Jay Duhon

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Who said I was a "fast guy"?
Richard
www.dirt-burners.com

Story by Richard Childree

June 5-6, 1982
Hattiesburg, MS

Good weather, excellent traction, and plenty of practice - this was the rule at Hattiesburg for round 4 of Gulf South '82. This was a two day race here in Hattiesburg for those of you who made it to the track. With a turnout of only 18 drivers, it was very disappointing for the Hattiesburg club.

I feel a short editorial comment is needed here: "We all need to support the clubs in the series and attend as many races as possible. If for nothing more than to show support for the host club. In the last year we have seen a marked decline in the number of racers that are showing up to race. We need to locate the problem and correct it. Let's all work on this problem!"

Enough of standing on the "soap box" and on to the good stuff - racing. Saturday was to have had some qualifying rounds run but due to the low turnout and the request of the racers present, practice was the order of the day. This helped those present to have better races because they were allowed time to sort out their cars and learn the banked track. Sunday was a perfect day for racing clear and hot! Traction was never a problem as it was there first thing and only got better as the day went on.

I had tech and practice done and gone and the first round of qualifying started around 10:15. The track here in Hattiesburg has always been tough, but with the new IS cars present I felt sure that some 16 or 17 laps would be turned...but I was wrong, not by much though. 15 was the TQ for the day and the ever present and always tough Bill Gardner had that and only on his last qualifying run.

The mains started at 2 o'clock after an hour lunch break...and the race was on!

D MAIN. John Mistic, Sr. won by less than a lap over 2nd place, Ted Simon with John Serou in 3rd. Daniel Gardner was 4th and John Dingman was 5th. John Dingman had his problems today with his engine almost falling out of his car...wonder if he knows about Loc-tite?

C MAIN. Danny Wenzel was 1st here and had the second largest lead of the day at the final buzzer. Edgar Riviere was 2nd; Martin

Zeller, 3rd; John Mistic, Jr., 4th; and Brian Long in 5th. Edgar gets the "Hard Luck" award for today. When he got to the track on Saturday, he stopped his truck and got out to say hello to everyone. When he got back in to move his truck, the starter motor got shorted out and burned up most of the wiring under the hood. Luckily he was able to get the parts he needed to fix it and went on his merry way home Sunday afternoon.

B MAIN. This was the closest race of the day. John Abadie led for the first 19 minutes with Tom Prine close behind. Tom's nicads went back to a 4 cell mode and he was forced to drive a slow race in the in-field. I was in third after a terrible start where my car died on the starting line. I was able to un-lap myself with Tom and had caught John when he spun out in front of me and his motor was killed when his flywheel hit the body of my car. I wasn't lucky enough to get back by him before the buzzer sounded. The end results had John Abadie, 1st; Richard Childree, 2nd; Tom Prine, 3rd; and John Dupuis, 4th.

A MAIN. This is getting to be a

habit - Bill Gardner, 1st; Freddie Rapuana, 2nd; Dan Ironmonger, 3rd; and Karl Kaiser, 4th. Don't know how we will get anyone else in first place with Bill running like he has been. It is just about impossible to beat him. It's going to take someone of exceptional ability to do it. Hat's off to you Bill.

For those of you who have not noticed or have been absent from the last few races, there are four IS (Independent Suspension) cars running in Gulf South. Bill, Freddie, Ernie, and I are all running the new Delta Eagle IS cars. I must say that running an IS car is different and exciting, to say the least! If you haven't seen one, stop by and take a look at one of them. I know you will be impressed.

This is an important announcement and you need to take close notice of it: The race in Hattiesburg in August will be another two-day race like this last one. This is due to the numerous requests by the racers that were in Hattiesburg this weekend.

One final comment, I would like to thank Helen Dingman and Charlene Rapuana for flawless lap counting with no mistakes. Ladies, you are the "BEST"!

- RESULTS for 6/5-6/82
1. Bill Gardner 500
 2. Freddie Rapuana 495
 3. John Abadie 487
 4. Dan Ironmonger 486
 5. Richard Childree 480
 6. Tom Prine 474
 7. Danny Wenzel 466
 8. John Mistic, Sr. 456
 9. Edgar Riviere 456
 10. Karl Kaiser 453
 11. Ted Simon 451
 12. John Serou 446
 13. Martin Zeller 443
 14. John Dupuis 437
 15. Daniel Gardner 431
 16. John Dingman 425
 17. John Mistic, Jr. 420
 18. Brian Long 92

OVERALL POINTS THROUGH 4 RACES


1. Bill Gardner 1987
 2. Freddie Rapuana 1982
 3. Richard Childree 1945
 4. Karl Kaiser 1900
 5. John Abadie 1884
 6. Ted Simon 1818
 7. Danny Wenzel 1807
 8. John Dupuis 1797
 9. Tom Prine 1754
 10. Edgar Riviere 1695
 11. John Dingman 1677
 12. John Mistic, Sr. 1654
 13. John Serou 1620
 14. Brian Long 1477
 15. Dan Ironmonger 1366
 16. Terry Robinson 1349
 17. Martin Zeller 1305
 18. Gerry Brown 1261
 19. Kenny Smith 1257
 20. Pat Robert 1248
 21. John Mistic, Jr. 1223
 22. Daniel Gardner 1190
 23. Dave Mellinger 951
 24. Ernie Chassanoil 929
 25. Todd Schumert 801
 26. Sheldon Nothacker 465
 27. George Molinary 438
 28. Merle Nothacker 430
 29. Frank Vance 411
 30. Tommy Bordelon 382
 31. Wes Young 381
 32. John Robert 376
 33. Bob Murphy 370
- *****

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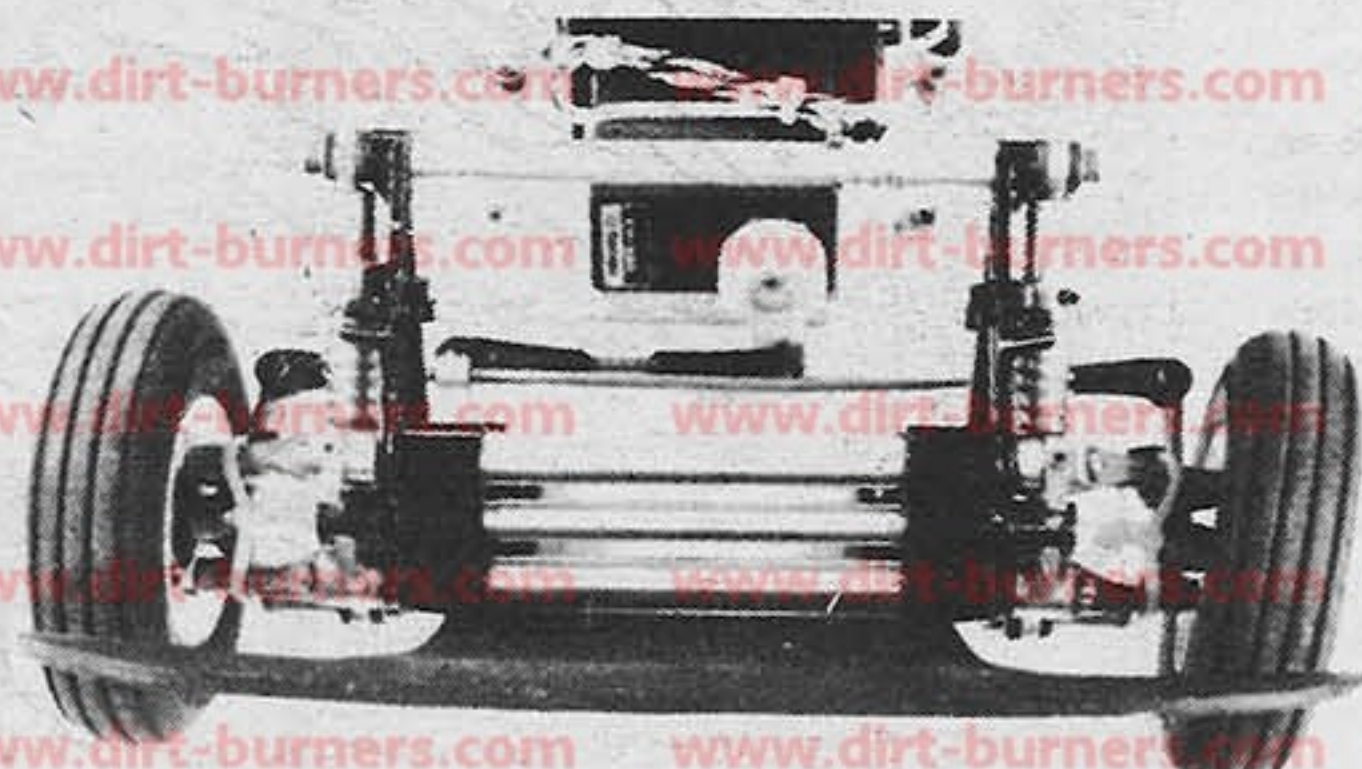
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1st Annual MILLER BEER Challenge at U-DRIVE-UM RACEWAY!

June 27, 1982
Ft. Smith, AK

The first annual Miller Beer 1/12th electric R/C Challenge was held in Fort Smith, Arkansas on June 27th. Thirty-three racers showed up from Fort Smith, Tulsa, Oklahoma City and Springfield, MO to test their talents. The race turned out to be one of the better ones held in this area, and only the second one to be held in Fort Smith.

The track, a 100' X 40' oval, was laid out on Petrus Motors' new car lot & after sweeping for more than an hour, a local fire department gave their services free of charge. They sprayed over 2000 gallons of water to rid the track of dirt, pebbles and other miscellaneous trash. After the track dried, VHT was applied...thanks to the Jomac Team Driver from OKC...and the races got underway!

Stock car bodies were run as well as ASA Camaro's, Corvettes and Firebirds. Fort Smith's most popular radio station, KISR 93, broadcasted live for three hours from the race site. And, with their help, the concours was judged. Even though it was close, Kenny Annesley (OKC) took first and Danny Mader (Ft. Smith) took second place.

The weather had everyone ill at ease with all the clouds and gusts of hot winds, but the sunshine prevailed! The weather and the races went hand-in-hand...HOT!!!

In the C Feature David Cole from Tulsa placed first with 68.1 laps, followed by Kelley Wiebe in 2nd, and Herman Motley in third.

The "B" saw Tony Massey from Springfield with a total of 68.1 laps in first place, just edging out Brian



Trophy winners:(standing) Vince Allison, Brian Hall, Shelby Dillard, Dennis Britt, Pete Pratt, Danny Mader, (kneeling) Ozella Cross, Donnie Friemel, Ceicel Blakemore.

Hall by 2/10ths of a lap! Brian took an honorable second, followed by Doug Harris in third.

Now, on to the A Feature. Kenny Annesley from OKC was the big winner of the day as his 73.8 laps beat out Shelby Dillard with 72.7 laps. Vince Allison, 3/10ths of a lap down from the second place finisher, took third.

Bob Light, Team Driver for JOMAC, was the favorite going into the A Feature as he was TQ with 49.9 laps in a 5 minute heat, but his motor quit 4 laps into the Feature and he had to pull out.

The race was sponsored by the local Miller Beer Dist., U-Drive-Um Raceway, Petrus Motors, and Ed's Hideout and Lounge.

Big Steve Cross, owner of U-Drive-Um, hopes to make this an annual affair. He would also like to correspond with any racers in this area that may not know U-Drive-Um Raceway exists in Ft. Smith. Steve offers indoor, year-round carpet rac-

ing (85' X 24') oval and/or roadcourse.

RESULTS

A FEATURE:

- | | |
|-------------------------------|------|
| 1. Kenny Annesley (OKC) | 73.8 |
| 2. Shelby Dillard (Ft. Smith) | 72.7 |
| 3. Vince Allison (Ft. Smith) | 72.4 |

B FEATURE:

- | | |
|------------------------------|------|
| 1. Tony Massey (Springfield) | 67.8 |
| 2. Brian Hall (Ft. Smith) | 67.6 |
| 3. Doug Harris (OKC) | 67.2 |

C FEATURE:

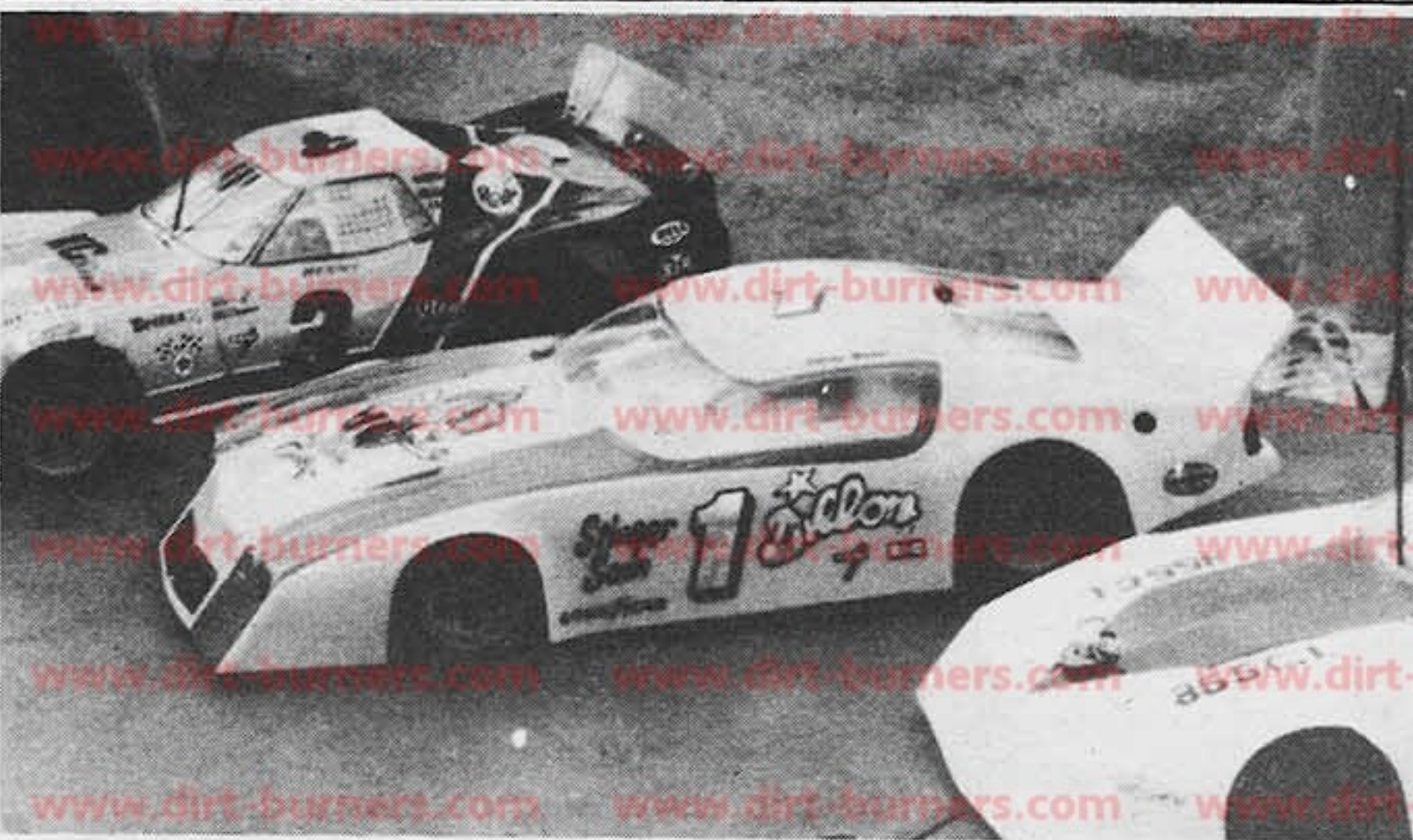
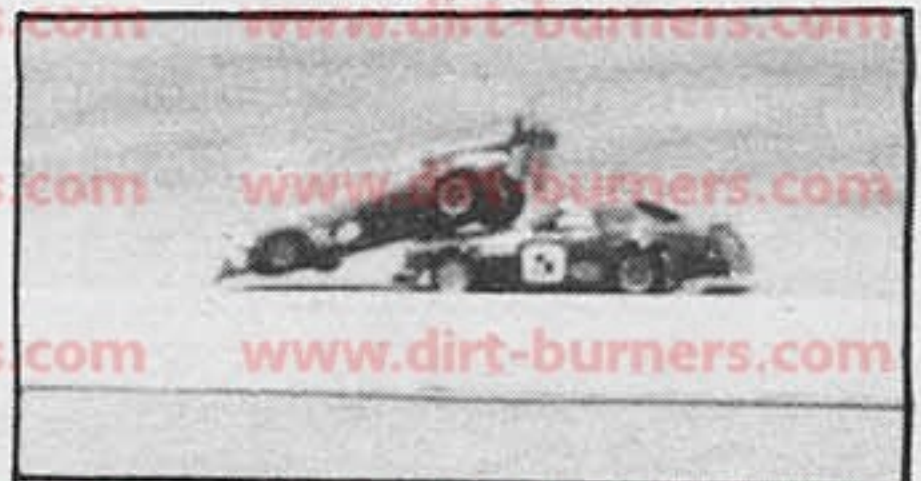
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|-------------------------------|------|
| 1. Dave Cole (Tulsa) | 68.1 |
| 2. Kelley Wiebe (Springfield) | 66.3 |
| 3. Herman Motley (Tulsa) | 65.7 |

D FEATURE:

- | | |
|-------------------------------|------|
| 1. Donnie Friemel (Ft. Smith) | 63.3 |
| 2. Dennis Britt (Ft. Smith) | 62.6 |
| 3. Ozella Cross (Ft. Smith) | 42.4 |

E FEATURE:

- | | |
|--------------------------------|------|
| 1. Tom Tapp (Tulsa) | 57.3 |
| 2. Peter Pratt (Ft. Smith) | 55.6 |
| 3. Cecil Blakemore (Ft. Smith) | 54.6 |



42 Concours winners: Car number 3, first place, Kenny Annesley; second, car number 1, Danny Mader.

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RAMS Report!

Story by Chuck August

Sorry about not getting this out sooner, but my life got very complicated two weeks ago. Would you believe that the day I tore the entire roof off the house we got 1/2 an inch of rain! The whole house was flooded out...my clothes, the beds, carpet, furniture, etc., etc.

But on to happier things...We had a very good turnout of RAMS at the McCoy Championship Race. Off the top of my head, I recall Jeff Holfelder, Terry Gillot, Gary and Mike Buriani, John Hodgson, Tom Welding, John and Rich Perry, Jim Adkins, Ross Wilson, Jimmy Gonsalves and myself. It was some race (as it always is), with the winner being a guy from Japan by the name of Katsunori Kondo. Check this out boys; the fastest RAM down there was "Little Bear", Mike Buriani. The slowest RAM was me, R/C Charlie. I logged 0 laps in my main event.

AT THE JULY 1/8th RACE, which is the first race of the next 6 month series, we will take a lunch break and give out the awards for the last series. Bring your lunch and let's make this a fun time! I think it's a great idea.

A RACE AT FOOTHILL COLLEGE ON SATURDAY, JULY 24th. We have another chance to race in front of a big crowd of people. There is going to be something at Foothill College that will be similar to that of the DeAnza Days race we had last month. It is called "Space Days '82". What a great name! I have had plenty of "space days" and I think it's fine that we should celebrate one of them.

MOVE-UPS IN THE RAMS. Big John Hodgson will be moving up to the Expert class starting this coming race. Boy! The expert class is going to be tough this season. I think Tom Welding is going to move up to the Amateur class, along with John Perry.

ROAR STUFF. I will be running for Region 6 Director again, so if you liked what I have been doing, please vote for me!

Coming up in September is the Region 6 Championship Race in Ventura, CA. So make plans to attend that race along with our own RAMS West Coast Championship Race.

Once again, I'm sorry for not getting this out to you sooner, but things haven't been going too well for old R/C Charlie starting with the McCoy Race and hopefully ending with the rain in July?!!!

**DE ANZA DAYS...
A GREAT RACE!**

The De Anza Days Race was a fine one inspite of a silly Qualifying and Trophy Dash.

The racing was very interesting from all aspects. Not only was each heat race important (as far as points were concerned), but there were races within races. If John Perry had won the Novice main, he would have also won the overall "CHAMP" award. As it ended up, John took second in the main, which left Tom Welding the lucky winner of that award!

Beyond the realm of any conceivability was the race in the Expert main! This race should go down in RAMS history. It was the standard 60 laps and that is all that was standard about it! There were eight racers in the race and each one of them had the lead at one time or another. Jimmy Gonslaves led at the green flag, but before the first lap was over, Ken Kimbrow, Gary Buriani, Chuck August, Ivan Gallo, Jeff Holfelder, and Jon Quaid moved around him. Kimbrow and Buriani put on an excellent show for the first 15 laps in a battle for first place. They would eventually both lose when they pitted for fuel at the same time. That is when Chuck August moved into the lead. Chuck pitted soon after that, he got a good pit stop, but lost a plug and first place...all at the same time. Kimbrow and "Big Bear" went back at it again only to go out of the race with problems. This left the race up to Ivan Gallo, Jeff Holfelder, Jon Quaid, and one guy who didn't even start the race until it was 8 laps old, Joe Alves. Jeff took his turn at the lead and got into trouble, Jon Quaid had the lead when Ivan and Joe Alves (who was now on the same lap as the leaders) both passed him. Ivan did his best to hang onto the lead but Joe was meant to win that race. It was the first win for Joe in a long time. He has been working on that P.B. car for a year now and I'm sure we will see much better racing from him next season.

R/C Charlie

DE ANZA DAYS RESULTS

EXPERT MAIN:

1. Alves 42
2. Quaid 35
3. Holfelder 35
4. Gallo 33
5. August 39
6. Kimbrow 25
7. Buriani 35
8. Gonsalves 16

AMATEUR MAIN:

1. Hodgson 50
2. Kimbrow 40
3. Gillot 38
4. Sterling 40
5. Margolis 26
6. Santos 32
7. Ulstad 26
8. Wilson 22

9. Guevara 28
10. Robertson 20

NOVICE MAIN:

1. Welding 50
2. Perry 45
3. Ravetto 35
4. Robins 28
5. Kimbrow 32
6. Quaid 26
7. Hossner 34
8. Diaz 23
9. Brown 23
10. Marshal 15

OVERALL CHAMPIONSHIP POINTS STANDINGS (for Spring 1982)

EXPERT:

1. Adkins 225
2. Holfelder 182
3. Buriani 178
4. August 174
5. Kimbrow 171
6. Gallo 153
7. Quaid 143
8. Alves 132
9. Gonsel 92
10. Sterling 43

AMATEUR:

1. Kimbrow 220
2. Hodgson 213
3. Gillot 208
4. Guevara 154
5. Wilson 141
6. Perry 136
7. J. Sterling 118
8. M. Bear 107
9. Foskett 107
10. Santos 98
11. M. Petruzzi 98
12. B. Petruzzi 97
13. Ulstad 68
14. Balagot 65
15. R. Sterling 56
16. Jones 52
17. Matsuo 45
18. Owen 43
19. Wanzong 38
20. Robertson 33

NOVICE:

1. Welding 227
2. J. Perry 221
3. G. Kimbrow 176
4. Brown 154
5. Hossner 146
6. J. Quaid 142
7. D. Marshall 134
8. Foskett 117
9. R. Perry 116
10. Bowman 108
10. Joyce 108
12. Robbins 77
13. R. Marshall 73
14. R. Petruzzi 67
15. G. Quaid 63
16. Norred 60
17. Diaz 52
18. Green 42
19. Rick Ravetto 20
20. Ron Ravetto 18
21. Ford 16
22. Regello 8
23. Bailey 6
24. Cross 5

**TAKE 280 NORTH TO EL MONTE,
ENTER FOOTHILL AND FIND "T"
PARKING LOT...**

By Chuck August



MAKE IT TO "SPACE DAYS"!

Sorry I can't be there to race with you guys at Foothill College this Saturday, but I do have to work at the firehouse sometimes! It just so happens to be that this Saturday is my shift. The program sounds like it will be a bunch of fun. The promoter wants us to award the trophies (yes, there will be trophies!) in front of the crowd, and give a little speal on R/C car racing in general. This race could be the beginning of several other events later on in the year. Let's make a good show at this one so we can do some more for later.

RACE R/C CARS AT LAGUNA?

In October there will be another
(contd. next page)

Accessories for "Dirt Burners!"

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event that you might like to think about. We will be given the opportunity to race our cars at the Can Am at Laguna Seca. The details have not been completed yet, but if you are interested in a free ticket to the races, plus giving R/C car racing a little help, let me know at the August Series Race. If you have never been to, or haven't been in a few years to Laguna Seca, it is really fantastic. You can camp there, rent small race cars and boats, and also see some fine racing...all in one spot!

FACES AT THE TRACK

"You can't keep a fantastic machinist from doing his thing". All of us who went to the McCoy Race were very impressed with the way Kondo's car (4WD) handled around the turns at the Ranch Pit Shop. Jimmy Gonsalves was so impressed that he went home and "scratch built" one. He had it out there last race, and for a first run on a new car, he did very well. Hats off to one of the finest engineers and machinists in northern California.

THE "SWEATS" IS BACK

Joe Alves & Chuck August dragged Bruce Owen out to the track this last race to let him unwind from his latest love affair. Both Bruce and Chuck used the same car and logged over 250 laps between the two of them. The "Little Sucker" held up all the way until the beginning of the Expert Main when it chewed up it's clutch and drive gear. Chuck got it fixed and got into the race 10 laps down. "Big John" Hodgson only won the race 6 laps ahead of Chuck...sooo it looks like R/C Charlie is running O.K. It was also the first time in many years that all three "Sweats" won a race on the same day.

I.S. CARS ARE WITH US

Not only was Gary Buriani at the track with his new Associated 500, but John Hodgson was sporting his new Delta I.S. (independent suspension) car. Joe Alves has his P.B. car working just fine, as well as Bob Sterling. With Gonsalves' 4 wheel drive car, we are into the "Jet Age" of R/C car racing.

Tom Welding is off to a fine start with his first race in the Amateur Class, winning the main and also tops in points.

Dale Bowman logged his second 50-point-day winning all of his heat races and winning the Novice Main.

Just a little note to you guys in the Novice Class: If you are having some problems with your car, feel free to ask any of the experts how to fix it. We want you to have a good time as you are learning how to drive. There is nothing more frustrating to a beginning driver than not knowing how to fix a problem that happens over and over again. We experts are still talking to each other about new problems that

we have either cured or need a cure for. The bottom line is; we are glad to help anyone with any car problems they may be having because we have all been there and someone helped us.

REGION 6 CHAMPIONSHIPS RACE

Those guys in Ventura really know how to put on a race. Try and make it to this first annual 1/8th scale Championship race if you can. Ventura is only about 20 minutes south of Santa Barbara, so it's not like you have to go down to the greater Los Angeles Basin. (Well,

R/C, I guess that just all depends on where you're coming from!) It will be held at the Wards track on September 24, 25, and 26. For more info or entry form, please contact: Richard Schwalm 1696 E. Thousand Oaks Bl. Thousand Oaks, CA 91362

See you at the August race...
Have a good time at Foothill,
R/C CHARLIE

RACE RESULTS FROM THE FIRST OF THE SERIES (order of finish in main and total pts.)

NOVICE:	
1. Bowman	50
2. Brown	47
3. Hossner	38
4. R. Petruzzi	39
5. Bowerman	36
6. Rick Ravetto	33
7. Ron Ravetto	27
8. Green	26
9. A. Sterling	25
10. D. Marshall	21
11. Robins	13
12. Cross	11
13. R. Marshall	

EXPERT:	
1. Hodgson	42
2. Alves	32
3. Quid	32
4. August	36
5. Gallo	31
6. Buriani	35
7. Mesa	24
8. Gonsalves	11
9. Adkins	21
10. Holfelder	12

AMATEUR:	
1. Welding	46
2. Owen	36
3. Wilson	35
4. Gillott	39
5. Santos	34
6. Guevara	36

KIMBROUGH PRODUCTS



A. K.P. BALL FLAGS are 1-3/4" diameter, fuel proof plastic. They snap instantly on top section of transmitter antenna and are highly visible. All colors for 27 mhz, 53mhz and 72mhz are available. KP-101 - \$1.00 each

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.

KP-106 - SGS7 for S7, S23, S6, or any servo with 4.5 mm = .177" square drive.

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. \$2.50 each

F. K.P. MOTOR TUBE handy, clear plastic tubes to keep that Special 1/12" scale motor in top condition. KP-109 - \$1.00 each

G. K.P. TRANS-GRIP thirty second installation, comes complete with servo tape - no linkage to hook-up. KP-110 - \$3.95



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ROAR NATS 1/8th from pg. 26

Other Main winners were as follows: Ross Kloeber, B Main; Pete Fusco, C; Bob Rexrode, D; Mark Miranda, E; Ken Miller, F; Bob Lechron, G; and Louis Przybyla in the H Main.

Trophy presentations followed the Oval race and winners received beautiful plaques representing their order of finish.

With this last bit in the program completed, the 1982 ROAR Nationals were over.

The Indy 500 RC Car Club, its officers and members, should be very proud of themselves by having put on such a first class event, both in the 1/12th and 1/8th portions of the Nationals.

We've already mentioned some of the people earlier. In addition to those, there were people like Mike Reedy and Don McKay who served as 1/12th Tech Officials, and of course the invaluable help and months of preparation by the Club members. These include: Jack Mueller, Bruce Oakley, Dale Smith, John Huron, Bill Lawrence, Mayble Spencer, Greg Cobb, Kevin Yelle, Bob Yelle, John Kinkead, Jay Thompson and Mike Monday.

In addition, the Club wanted to thank the sponsors who contributed toward the Nationals. In 1/12th they were: MRP, Jomac, BoLink, Parma, Holiday Engineering, Hobby Hut, Inc., and Twinn-K. And in 1/8th: Associated, Central Builders/PB, Delta Mfg., Twinn-K, and K & B.

Next year's Nationals are scheduled to be in the West Coast. The site has not yet been chosen, but we understand that the new permanent R/C facility in Del Mar, CA near San Diego and the beach, has submitted for it, as well as the Ranch Pit Shop in Pomona, and the Peppermil' Hotel in Reno, NV.

The decision will be forthcoming. Until next year!

RESULTS 1/8th Nationals

- SUPER STOCK**
5. Lee Fountain 51/1271.6
6. Pat Doherty 38/DNF
7. Dennis Harris 2/DNF
- A Main:**
1. Mark Miranda 100/2142.0
2. Jerry Snow (TQ) 100/2145.2
3. Dale Smith 100/2151.4
4. Don Reger 98/2150.0
5. Rich Potempa 97/2151.0
6. Louis Przybyla 90/2153.0
7. Arlynn Simon 89/2143.0
8. Jim DeLancey 72/DNF
9. Bob Leckron 60/DNF
10. Jim Reilly 1/DNF
- B Main:**
1. Ross Kloeber 60/1175.2
2. Larry Martin 56/1176.1
3. Bob Chuhran 56/1188.0
4. Jim Atkinson 53/1192.0
5. Greg Zielinski 39/DNF
6. Tom Wisvader DQ-light car
7. Butch Kloeber DNS
- C Main:**
1. Jim Przybyla 60/1257.7
2. Gary Campoell 58/1265.4
3. Tim Hartman 58/1276.0
4. Bill Vickers 57/1271.8
5. Dan Dougherty 54/1276.3
6. David Campbell 53/1269.8
7. Bob Baker 29/DNF
- D Main:**
1. A.B. Markunas 60/1260.0
2. Ned Schmalz 59/1277.6
3. Larnar May 56/1264.7
4. Bruce Armstrong 54/1272.4
- E Main:**
1. Paul Dionne 60/1282.9
2. Tom Gagliardo 60/1292.5
3. Bob Rexrode 57/1309.5
4. Jim Blaha 47/1300.1
5. Mike Melendy 8/DNF
6. Kevin Kryszak 4/DNF
- F Main:**
1. Chet Wieteki 60/1349.0
2. Jay Thompson 60/1392.9
3. John Kinkead 57/1409.2
4. Mark Parus 56/1418.0
5. John Fong 55/1421.8
6. Roy Moody 31/DNF
7. Don Deutsch 11/DNF
- G Main:**
1. Micheal Vickers 54/1414.0
2. Tony Markunas 50/1416.0
3. Craig Fischer 50/1417.0
4. David Kryszak 38/DNF
5. Jeff Leckron 33/1407.0
- CAN AM OPEN**
- (Note: I-Suspension, S-Standard)
- A Main:**
1. Art Carbonell(TQ)-I 100/1740.5
2. Ralph Burch-S 130/1747.5
3. Rick Davis-I 98/1752.7
4. RePete Fusco-I 98/1756.0

5. Jack Mueller-I 94/1751.8
6. Butch Kloeber-S 92/1744.0
7. Kevin Orton-I 90/1750.0
8. Kevin Yelle-S 85/1743.0
9. Rich Lee-I 85/1745.9
10. Bruce Oakley-I 73/1753.0
- B Main:**
1. Bill Campbell-I 60/1143.2
2. Curtis Husting-I 60/1146.0
3. Joe Sullivan-S 60/1150.0
4. Dana Smeltzer-I 60/1160.0
5. Georgia Campbell-I 59/1158.0
6. David Campbell-S 58/1143.0
7. Tony Markunas-I 54/1149.0
8. Chuck Phelps-I 53/1090.0
9. Tom Miller-I 21/497.0
10. Jim Delancey-S 21/586.0
- C Main:**
1. Pete Fusco-S 60/1142.6
2. Don Reger-S 60/1158.1
3. John Thorp-S 59/1143.7
4. Gary Campbell-I 56/1140.0
5. Dale Smith-S 54/1145.7
6. Bill Jeric-S 54/1153.8
7. Chuck Moon-S 51/1150.9
8. Bob Leckron-S DNS
- D Main:**
1. Dave Hechler-S 60/1162.5
2. Gay Sullivan-S 59/1166.6
3. Ned Schmalz-S 57/1170.4
4. Jim Przybyla-I 55/1165.1
5. Dennis Harris-S 55/1167.3
6. Ken Campbell-I 53/1181.8
7. Jim Reilly-S 52/1176.9
8. Greg Zielinski-I 14/506.0
- E Main:**
1. Ross Kloeber-I 60/1199.0
2. Arlynn Simon-S 59/1209.7
3. Jim Atkinson-S 58/1211.1
4. Larry Martin-S 56/1213.9
5. Bob Chuhran-S 55/1166.0
6. Mike Hess-S 53/1206.0
7. Lamar May-S 51/1200.0
8. Mark Miranda-S DNS
- F Main:**
1. Jerry Snow-I 60/1193.7
2. Dan Dougherty-S 59/1209.3
3. Tim Hartman-S 59/1222.6
4. Lou Przybyla-I 57/1197.0
5. Bob Baker-S 56/1211.7
6. Chet Wieteki-S 55/1208.0
7. Karl Kaiser-S 54/1205.7
8. John Druskinis-I 12/534.0
- G Main:**
1. Mark Parus-S 56/1209.6
2. Bruce Armstrong-I 55/1202.6
3. Don Meade-S 55/1222.1
4. Mike Vickers-S 51/1214.0
5. A.B. Markunas-I 47/959.0
6. Gerard Blanchette-I 44/1214.1
7. Mike Monday-S 26/535.0
- H Main:**
1. Jim Lehman-I 58/1201.2
2. Jon Sullivan-S 51/1214.0
3. John Fong-I 49/1202.6
4. Merle Gardner-I 46/1208.7
5. Mark Randol-I 43/1188.0
6. Bob Rexrode-I 37/1217.1
7. Jim Blaha-I 26/1204.0
- I Main:**
1. Jeff Leckron-S 52/1206.1
2. Ken Miller-S 46/1213.7
3. Don Deutsch-S 38/1212.2
4. Paul Dionne-S 34/1220.0
5. Mark Johnston-I 24/957.0
6. Kevin Kryszak-S 8/427.0
7. Kitten Hess-S 3/86.0
- J Main:**
1. Craig Fischer-S 49/1209.1
2. Troy Moore-S 46/1177.0
3. Lee Fountain-I 39/911.0
4. John Kinkead-S 34/1209.7
5. Bill Vickers-I 25/610.0
6. David Kryszak-S 13/290.0
7. Dale Boswell-I DQ-oversized
8. Bill Jeric 4/59.0
9. Jim Lehman DNS
- K Main:**
1. Pat Doherty-I 51/1199.0
2. John Dingman-S 49/1224.6
3. Lou Peralta-I 36/1180.0
4. Greg Cobb-S 21/884.0
5. Riccardo Catucci-S 13/1157.0
6. Gary Andersen-I DQ-oversized
- L Main:**
1. Pete Fusco 60/648.3
2. Kevin Yelle 57/652.5
3. Curtis Husting 56/666.7
4. Bob Chuhran 55/631.2
5. Bill Campbell 55/654.3
6. Chuck Moon 41/649.0
7. Larry Martin 35/399.0
8. Jim Przybyla 18/537.0
- M Main:**
1. Rick Davis 100/1032.0
2. Kevin Orton 100/1032.2
3. Greg Zielinski 99/1049.0
4. Art Carbonell 91/892.0
5. Dave Hechler 91/1039.0
6. Bruce Oakley 90/1036.0
7. Chuck Phelps 87/1018.0
8. Jerry Snow 86/954.0
9. Ralph Burch 72/778.0
10. Rich Lee 30/476.0
- N Main:**
1. Ross Kloeber 60/622.5
2. Jack Mueller 60/631.3
3. John Thorp 57/630.5
4. Gary Campbell 56/630.3
5. Dana Smeltzer 53/623.0
6. Rich Potempa 13/230.0
- O Main:**
1. Bob Rexrode 59/725.0
2. Don Meade 53/724.0
3. Bill Vickers 53/729.0
4. Dale Smith 50/577.0
5. Dennis Harris 14/158.0
6. Mark Parus 3/39.0
7. Lamar May 2/34.0
8. Bob Baker 1/50.0
- P Main:**
1. Mark Miranda 60/743.0
2. Gary Andersen 57/704.0
3. Kitten Hess 55/755.0
4. Jim Atkinson 43/745.0
5. Ken Campbell 43/753.0
6. Craig Fischer 38/720.0
7. Lou Peralta 38/720.0
- Q Main:**
1. Ken Miller 60/696.9
2. Donald Duestch 50/704.7
3. Roy Moody 43/702.0
4. Charles Litsakos 36/706.0
5. John Kinkead 34/708.0
6. Mike Vickers 22/266.0
7. Ron Nunamaker 22/266.0
- R Main:**
1. Bob Leckron 60/721.2
2. Jeff Leckron 43/734.0
3. Jim Blaha 32/725.7
4. Pierre Donne 30/726.0
5. Paul Donne 30/727.0
6. Kevin Kryszak 22/598.0
7. John Druskinis 14/567.0
8. Troy Moore 3/423.0
- S Main:**
1. Louis Przybyla 53/602.0
2. Richard Dearth 32/611.9
3. David Campbell 19/239.0
4. Bob Yelle 17/284.0
5. John McCain 7/564.0
6. Greg Cobb 6/273.0
7. Butch Kloeber DNS
8. Craig Fischer 38/720.0
9. Lou Peralta 38/720.0



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ASSOCIATED TEAMS UP with K&B and AIRTRONICS TO SET A NEW RECORD at the "4th ANNUAL 24 HOURS OF MIAMI"

Winners of two previous 24 Hour Miami Endurance Races, this same team bettered the old 1980 record by 420 laps, a race-winning total of over 4060 laps — which is well over 500 miles. The race took place December 12th and 13th, 1981 at Tropical Park, Florida. The Associated team used a RC300BD powered by a stock K&B 3.5cc R/C car engine, assembled by Rich Lee. The same engine was used for the

entire run, the only maintenance being the replacing of the air filter. The car was controlled by the AIRTRONICS R/C System Model 9121—one servo replacement was required. No other problems were encountered. This, too, is a new record and speaks for the quality, performance, and durability of all three—the car, the engine, and the radio system.



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The AIRTRONICS 9121 R/C System was developed specifically for car and boat racing at the professional level. The special features of the system allowed the drivers to fine tune their car to the peak performance necessary for 24 hours of constant driving. Other than periodic battery changes and the replacement of a single servo, no other maintenance was required. The same durability and quality is found in all AIRTRONICS R/C Systems.



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R/C 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 Aquanuts. 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) 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

Alii/Teague. Legg Lake, So. El Monte, CA. Dist 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

Special Team Race

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(For 1/12th Electric Cars)

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AUGUST 22, 1982

(Sunday - Right after the 1/12 World Champs)

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EUROPEAN 1/12 CHAMPS

... (from page 25)
Haugen and Gjersoe joined Phil Greeno moving into the Final, thus the MAIN event in the European Championships was set.

The European Championship Final, the one that the whole weekend worked up to was at hand. The cars lined up on the staggered start grid.

The "Phantom" team cars of Francis and Maisey taking the first row with Davis and Greeno right behind them in the second row were ready. The starting lights flashed "green" and they were off. Caught up in a drag race for the first turn Francis and Maisey tangled allowing Davis through and the rest is history, as Jimmy Davis began stretching his lead out and somewhere around the three minute mark started putting a lap on some of the other cars. Running in second place was Henrik Beck, the only car managing to keep Davis' car in sight. Davis' car was painted like the British flag and he really had the home-town crowd going for him. It was great hearing the crowd roar when he would pass somebody or demonstrate their appreciation when a slower car would move over for Davis and Beck.

With one minute to go, Jimmy had over half a lap lead over Beck when attempting to pass the Francis car, found them both occupying the same spot at the same time, thus Davis lost a lot of ground to Beck. Overcoming the drag of the carpet to get the car moving from a stop requires a lot of batteries and in Davis' case they almost "dumped", but holding at half throttle, Davis managed to hold off the charging Beck to win by a car length! The European Championship was Davis'!

My congratulations to these two fine drivers and I'm looking forward to seeing them both at Anaheim, California, U.S.A., for the 1/12th Electric World Championships.

It must be said that the European organizers really know how to top off an event; with a victory wreath and a bottle of champagne for the winner: Jimmy Davis. By the time he got done spraying the crowd though, I don't think he had much left to drink.

A good race and well presented, and I look forward to coming back next year.

Mike Reedy

RESULTS

EUROPEAN CHAMPIONSHIP FINAL

1. Jimmy Davis...
England - Associated 12i/Reedy
- 50 2. Henrik Beck...
Jomac-Scratch/Trinity

3. Terji Haugey...
Norway - BoLink/Sping
4. Bill Masey...
England - Phantom/Sping
5. Finn Gjersoe...
Denmark - Parma Panther/Parma
6. Neal Francis...
England - Phantom/Sping
7. Jakob Buehler...
Switzerland - Associated-Scratch/AYK
8. Phil Greeno...
England - Gemini/MRP

SEMI FINAL "B"

1. Jimmy Davis
2. Henrik Beck
3. Jakob Buehler
4. Henrik Carstens
5. Geoff Peters
6. Nigel Hale
7. Phil Olsen
8. Wayne Davis

SEMI FINAL "C"

1. Phil Greeno
2. Terje Hansen
3. Finn Gjersoe
4. John Chamberlain
5. Fred Hatfield
6. Micky Booth
7. Rody Roem
8. Andy Dobson

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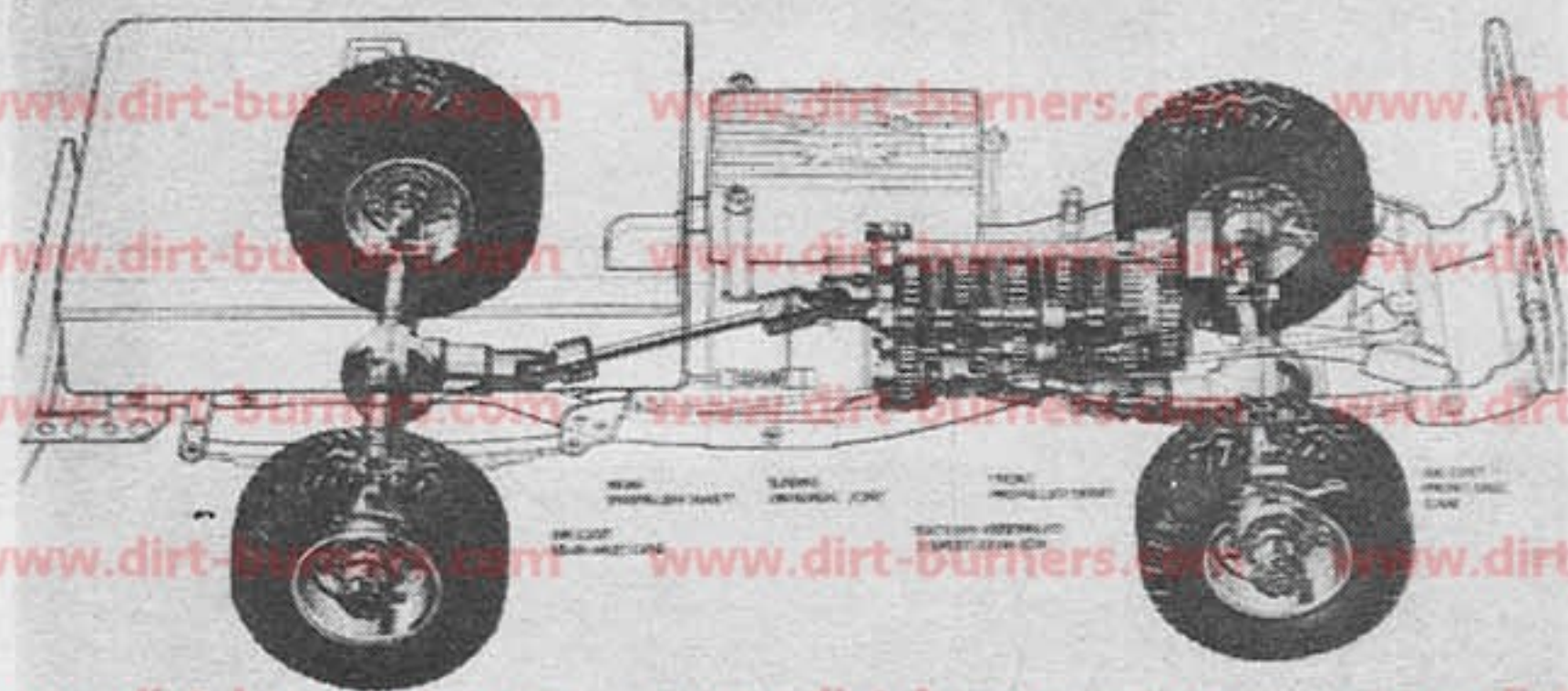


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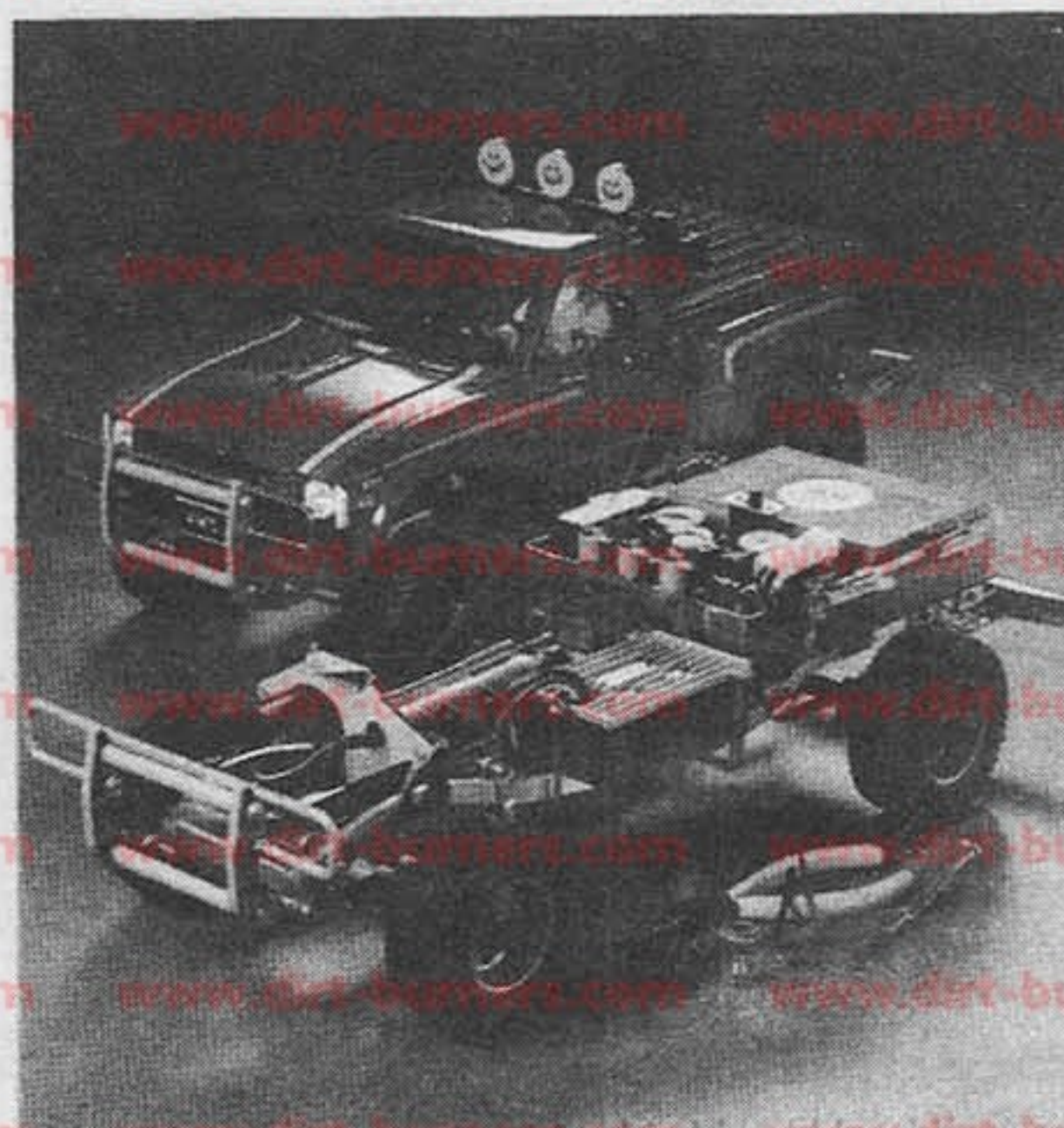


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