

1982  
1:EM:AR.

BRAGA  
GITING

YERVS

WORLD  
CHAMPIONS

CLAUSEN

CARBONELL

1/12 WORLD CHAMPS - AMA & NAMBA NATS - ORRCA -

September 30, 1982 - Issue 17 - Vol 2.

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



# Race Corner

The Electric World Championships, sponsored by SANYO and co-sponsored by KARFT Systems and FUTABA, went off like clockwork thanks to the massive efforts of one Mike Reedy, Bill Jeric, Roger Curtis, Mr. and Mrs. Toland, and literally hundreds of people who helped during the eight days of absolutely the finest racing we've seen in 1/12th electric. A full report of this first ever World Championship event is in this issue.

Ron Williams is now gearing up for his second R/C Western Off Road Championships. It's now scheduled for September 25 and 26, at the famous Costa Mesa track, and he wants everyone to know that entries are now open and to get them in quick to him. The 140 plus entries expected will be racing for no less than 10 car kits to be awarded! (Ten kits, is that for real?) Plus many other prizes being donated by: Leisure Elec., Ranch Pit Shop, RCH, Race Prep, CRP, Trick Stuff, Cox, Bolink, AYK, Associated, Competition Plus, Speed & Sport, Check Point Motors, Discount Cycle, Ricardo's Auto Salon, Parma, BRP, Novak, MRC, and R/C RACING NEWS, among others. There will also be trophies and various other items, but it looks like this second annual is going to be really a great two day event. So call Ron for more details at Radio Controlled Hobbies. Check out his ad in this issue for more info.

We're sorry to hear that Gil Losi has decided to postpone his Winter-nationals Off Road race until the Spring sometime. Last year it was scheduled in November and it really put the capper on a fine year of Off Road racing. Still, we'll have one more race in the spring to look forward to in R/C Off Road.

The Valley Mini Racers, of Phoenix, Arizona have set their date for the 1/8th Gas R/C Series race number 8. It will be on October 10, 1982, at the West Valley Mall, 55th Ave. and Northern. The track will be open on Saturday, October 9th for practice. Qualifying will begin at 9 a.m. on Sunday. For more information you can contact Doug Warren, (602) 944-7674. Let's go racing in the Land of the Sun!

The last race of the Southern California Championship Series has been set for the first weekend in October at Del Mar Racing Center. This will culminate the 1/12th racing season for the points and the champs will be crowned. Don't miss it. The date is October 2 and 3, 1982. For more information you can call (714) 481-0363.

The Ventura Road Runners are hosting the Region 6, 1/8th Gas Championships on Sunday, September 26, 1982. The show starts at 10:00 a.m. The race site is at the Montgomery Wards parking lot in Ventura, Ca, just off the Main

Street exit and the 101 Freeway. For more information call Richard Schwalm at (805) 496-3110.

Speaking of same, the Ventura Roadrunners had a 1/8th Series race this past weekend and for that race they did a little manicuring of the track. In fact, they changed it considerably in the infield. Well, some people just don't like changes because there were a few who just complained about it.

Moral of the story. I think it's now a driver's track. No more easy power through infield, you've got to drive it! Sure it's tough to pass, and it's a bit tough on the cars (the boards can hurt you because they are close), but I think the sport is called R/C racing. And racing you've got to do. It's the same for everyone so it really comes down to the guys with the skills, the patience, and one who has a minimal amount of "brain fade", who can do well. I understand the club is going to do a little work to make the boards more forgiving, but the layout will remain basically the same. It's time to drive boys!

More of the same. I believe in our last issue, number 16, we mentioned that the Region 6 Championship race in Ventura was also a Nationals qualifier. Well it is not, and that was erroneous information that was passed on to us. Hopefully no harm, no foul, right?

From the Rumor Dept. We heard from several sources that a couple of enterprising European racers were able to get hold of a couple of YOKOMO motors during the week of the World Championships in Anaheim to run in the Modified Championships. What's interesting is that no one told them they could have the motors, they simply borrowed them while someone wasn't watching. It seems that these were the motors that proved to be very good but they didn't have any to test or run. Shame on you boys!

Speaking of motors, but of another kind & scale. A few months ago we made the comment and we also brought it up when we did the interview with Dick McCoy. That we thought of the possibility of putting together a "water-cooled" engine for 1/8th scale gas cars. Well, we understand that someone is now working on one and hopes to have it out in the open soon. Weight increase, notwithstanding, which could amount to very little, we think that a "water-cooled" motor for gas racing could work very well. Especially in areas where the temperature during race time gets very, very hot. It's really tough to tune an engine. Anyway, we hope to have more info real soon on this new development in 1/8th scale. Wonder how much "Freezone" it'll take?

We understand that a number of Europeans are now preparing for the 1/8th World Championships in Carnoux, France and that a transmission 1/8th scale car is severely be-

ing tested. The two-speed demon has a few of the Yanks worried, and I'm sure they'll be listening real close to news from the Continent. Can American ingenuity sit back and wait, or will there be new "trick" items ready for the next World? Let's just wait and see.

Speaking of the 1/8th World Championships, we received several pages of information regarding the dates and the event. Unfortunately, it was all written in French and my French hasn't had that much practice lately. The tentative date is set for "4 au 10 Juillet, 83" That's July 4th through the 10th, 1983 for you and me. We say tentative because we understand that an August date may be on the works. We don't have the exact reason for the change, but we'll sure let you know when we do. This date, of July 4-10 is "apres approbation du President de l' E.F.R.A.", which simply means that Ted Longshaw, President of E.F.R.A., the World Sanctioning Body, must first approve it.

More...We understand that all qualifiers will be ten minutes long, with the World Finals set for July 9th. 120 entries will be accepted representing approximately 27 countries, and each country will announce the manner in which racers can qualify to go to Carnoux.

It's now ENDURO time, or at least the time to start thinking about them. What with the conclusion of many series' throughout the country usually the months of October, November and December offer "special" events in R/C racing, of which Enduro is one of them. Out here in the West Coast, we've had two 1/8th Enduros last year, and this year one more has been added.

The first Enduro in 1/8th will be at DEL MAR RACING CENTER on October 31st, the fifth Sunday of the month. It's a six hour Enduro for G.T. bodies only. We understand it will be a continuous six hours of driving for three team members. Each member will have to drive a minimum of one hour. There'll be no breaks during the six hours, except for scoring personnel and announcer. The other Enduro has been tentatively set for November 14, 1982 by the Ventura Roadrunners. We say tentatively because the Club has not yet had a chance to really get into all the details, they first have to get through the Region 6 Championship race. But in any case, you can expect an excellent Enduro from them, as it was last year. Their format may be a little different as far as the racing procedure, but I'm sure just as much fun.

The third Enduro in this area will be on January 29-30, 1983. This is the fifth weekend in January and the Ranch Pit Shop is planning to host theirs at that time. Last year they ran their enduro prior to the Ventura one, but this year Gil Losi has opted to come in right after the first of the

year.

Be sure to let us know in plenty of time if your Club or Organization is planning any special events such as the above so that we can include said event in this column and in our "Calendar" section.

We're looking forward to attending the U.S. Indoor National 4-Cell Championships in Cleveland, Ohio. The date is set for Thanksgiving weekend, November 26, 27, & 28, 1982. Race Director, Bill Jeric of Hobby Hut is in charge of the race, and it will be held at the Holiday Inn, Akron/Cleveland. The racing is for Stock and Modified classes only. Entry is \$15.00 for each event or \$25.00 if you enter both. You can call Bill at (216) 467-6116. Heart of America racing system is to be used.

Sometimes people have to come and hit us over the head with pieces of information so that we can print it. In our extensive coverage of the 1/12th Nationals in Indianapolis we made quite an issue of Ralph Burch's super efforts, by T.Q.'ing all three electric classes and winning the National titles in two out of the three, and we also mentioned the JOMAC car that he was using. We FAILED to mention a very important factor, one which without, he would have hardly moved off the line in the Modified Class. The TRINITY motor that Ralphie used certainly showed itself off among all others by taking the Modified National title. We congratulate TRINITY for this year's National title!

If some of you racers don't take advantage these next two months of the special "CLASSIFIED" offer we're giving you, you're crazy. Starting in the October and November issues, we're going to run our new "Classifieds" section. What makes these next two months special is that the one inch high (1" X 2 1/4") by two and one quarter inch wide ad will be absolutely FREE to anyone who sends it in. Certain space will be made available on a first-come-first-serve basis, so if you guys want to take advantage of this, get it in to us real quick.

Now nobody does anything for nothing. Our Editor is hoping that the first two months of FREE Classifieds will encourage others to start running classified ads with us in subsequent issues. The cost is only going to be \$10.00 for a 1" X 2 1/4" size ad. Check out the special form and ad in this issue. Get your Christmas gift early!

Speaking of Christmas. The November and December Issues are going to feature an extended "new products" section. So, manufacturers get out your Polaroids or Brownie cameras and get us your new line of R/C product. This is your chance to hit the anxious R/C'er with your newest trick items before the Christmas rush.

(contd. page 17)

# Editorial

## From The Publisher

### TWO FOR THE PRICE OF ONE

It's been a while since I've had the opportunity to comment on certain aspects of R/C. So at this time, I would like to cover two subjects that I feel are timely.

**THE WORLD CHAMPIONSHIPS, 1/12th Electric:** First, as we have reported in this issue, I would like to congratulate all those people who had a part in putting on the event. From the event organizer, to the person who had to pick up the last few boards off the race track on Sunday, the day after the World Championship was over. All of you did a magnificent job. Everyone connected should feel very proud for having set such high standards for the next group of promoters, two years from now, when the next World Championships in 1/12th Electric are once again held.

Notwithstanding the above, I do have an opinion with respect to the controversy that arose out of the availability and use of the YOKOMO motors.

I was fortunate to have been able to listen to the opinions and comments from almost all interested parties, the pros and cons, and based on such input I believe I am able to make some conclusions. I hope that these objective comments are taken in the sincerest form of constructive criticism.

First, I feel that no motor should have been approved for a World Championship unless all International racing bodies had that same motor on their approved list. The fact that the YOKOMO motor, which seems to be an excellent motor and meets the specifications called for in the rules, was approved even though there are two racing bodies; EFRA (Europe) and ROAR (U.S.A., Canada, Mexico) who do not have the YOKOMO on their approved list, was in our opinion, an unfortunate decision. This race was much too important of an event, there was too much at stake, to allow a virtually untested motor (for most) to be used. Had this motor been around for quite a while and everyone that was to race in the World Championships would have had the opportunity to race with it and really know the motor, I would say it would have been in order to approve such motor. But even with a four-month leadway, as is purported to have been known to all concerned parties, this is just not enough time to give everyone the equal opportunity to become familiar with the motor. Not that the results would have been any different, and perhaps those that lost would have found another reason to complain about, but by having made this decision the door was opened for criticism to an otherwise near perfect event.

As I understand it, this should not be able to happen again at the next World Championships since a proposal has been made that no motor can be used at the World Championship unless it has been approved and been in use at least one year prior to the event. So that takes care of that.

The second matter I would like to comment with respect to the World Championships has nothing to do with the event and the way it was run nor the outcome. But I think it is just as important and something that we should be aware of for the next time it happens. Spectators, and the lack thereof. I have been to many world-class events in various types of sports. True, R/C racing is not the most important thing in sports life, but only because we have not made it so. We have kept it under wrap. This was never more evident than at this World Championship event. Fellow R/C'ers, we have to attempt to take it out of the backyard element and at least give it a chance in front of the public's eye. If nothing more, let's see what the public thinks of R/C racing. We had a great opportunity to really play this World Championship big. Did we not have over twenty-seven countries represented? Weren't there 120 racers from all over the world, representing the "best" that each of their country can send? This is magic stuff! This is great copy for the newspapers, no matter what sport it is. Local T.V. shows crave for subjects like these. They eat up more information in one day, that any magazine can use in one month. They're always looking for something interesting. At this World Championship, we dropped the ball. Very few people knew that it was going on, except those close to the industry or the racers. Had we had some pre-publicity, I'm sure we could have had people ten deep around the track. We all know it's an exciting sport to watch, especially when it gets to the caliber of competition displayed at this World Championship. Perhaps we can't start thinking about charging a spectator fee...yet, but at least we should make every effort that the general public begins to be introduced to the sport of R/C Racing.

I hope we can learn from this, and although the Electric World Championships will not come our way for perhaps another six years (imagine that!), we should begin now to make plans when it does so that we don't miss another great opportunity to take R/C racing out of the parking lot level and into the big time!

**OFF ROAD COVERAGE** - We have been hearing reports and rumors that suddenly R/C RACING NEWS is no longer interested in 1/10th Off Road coverage, especially around the Southern California area. **NOTHING COULD BE FARTHER FROM THE TRUTH!**

We were the first to really introduce R/C off road as a sport to the masses and to many R/C'ers. Our pages were full of Off Road coverage. The fact that in the past few months, these pages have not had too much off road coverage can be easily explained and justified.

First, there have been no "major" Off Road events, (not that we don't consider local off road races and the ORRCA Series just as important). But on the other hand, there have been a number of R/C events (in 1/12, 1/8th, Powerboat, etc.) which have to be considered by us in the "major" category and ones that we had to attempt to cover personally. After all, this is a newspaper of R/C racing...all types of R/C activities.

For example: The Winter Nationals in Florida, the Cajun Grand Prix in Louisiana, The ROAR Nationals in Indianapolis, The NAMBA Nationals in Los Angeles, and of course the World Championships in Anaheim, just to name a few. These events have kept us on the road most of the Spring and Summer. Naturally, this took us away from other events, especially off road here in Southern California.

We knew this, and because of our limited staff, we personally called and contacted many of the off road promoters and track owners, alerting them of our unavailability to be at their races and asking for their support. We asked that each track seek one or two racers or individuals who would be willing to take pictures and send us results and stories about their race. We've always made it know that "if you have the time, we've got the space". The fact that very little off road coverage has appeared in these pages the last few months is not because we didn't want it; it was simply because no one took advantage of our offer. No one bothered to send it in to us.

I'm sorry that some of you racers have not received the publicity and notoriety you deserve. Perhaps now is the time to put some pressure on the tracks you're racing on. Tell them: "Hey! I'm coming to race here, and spending my money, how come I don't see any coverage in R/C RACING NEWS! How about, at the very least, sending results to R/C RACING NEWS. I want to see my name in print, and maybe a picture of my car."

We are happy to say, that this paper is growing at an excellent rate. I think our growth is attributed to the fact that we are now covering a broader base in R/C, not just our back yard activities. We're giving other R/C tracks, clubs and racers the opportunity to make our pages. We're moving Internationally as well. You, our readers and our advertisers should appreciate this because as we grow, we believe that the sport will grow and thus it will be better for everyone who is involved in it.

We can't begin to start hoping for National mass media attention unless we can prove that there's a mass audience in our own publications. This is what R/C RACING NEWS is striving for. To show that R/C'ers are a united and massive National and International front. This paper can do that. This doesn't mean that we're not interested in your local racing scene. It only means that it's becoming harder for us to make all your races personally and get the coverage. But this should not stop you from sending us the information, results and hopefully pictures. We depend on you! Put the pressure on us! Send us the materials and see if we publish it or not. **I BET YOU WE DO!**

Lou Peralta  
Publisher

## FREE CLASSIFIED AD FREE

Headline (28 letters):

Text (32 letters per line):

NOTE: Space between words, grammatical symbols, numbers, etc., count as one letter. Headline is on 10 pts. bold lettering. Text is on 9 pt simple type. Address and telephone number must be included in space available. R/CRN is not responsible for illegible copy. Classified ad must be in no later than the 15th of each month, for the next month's issue. Strictly for private use please.

Send to: R/C RACING NEWS

P.O. Box 411

Woodland Hills, Ca. 91365

LIMITED OFFER! "FREE" FOR OCT & NOV ONLY!...Regular cost \$10.00 per ad.

# On this Issue

ON THE COVER: Kent Clausen Stock World Champ & Art Carbonell, Modified World Champ, at the recent 1/12th Electric Championships.

## EVERY ISSUE:

Race Corner.....	2
Editorial.....	3
On The Line.....	4
Inside Lines.....	21
Tech N Spec.....	32
Calendar.....	42

## FEATURES:

World Championships 1/12th Scale.....	6
NAMBA Nationals.....	14
AMA Nationals.....	18
Rio Grande Gas.....	28
T.E.R.R.O.R. (B & I Fantasy World).....	30
Ventura Roadrunners Celebration.....	34
EMAR/C.....	35

## ARTICLES:

Gulf South.....	20
Space Days 82.....	20
ORRCA Update.....	26
South Jersey R/C.....	33
RCECC 1/10th Off Road.....	37
RCECC 1/12th Electric.....	38

# On the Line

## MORCAR SAYS THANKS

On behalf of MORCAR, Inc., I would like to express our sincere appreciation for the gift subscriptions R/C RACING NEWS sent for the ROAR Region 3 Championships race to be held September 4-5, 1982.

Our Club is looking forward to hosting this race and your generosity will help us provide the 1/8th scale racers of this region with a most enjoyable weekend of competitive racing.

Sincerely,

Mary E. Warnick, Secretary  
MORCAR, Inc.  
Columbus, Ohio

WE are delighted to help towards the cause, but we do it with a selfish motive. And that is that we hope you can send us results, coverage and some pictures of your race. Is that a deal? ED.

## GAS POWERED OFF ROAD

I am very interested in purchasing R/C off road buggies. Recently (MRC) has launched 3 gas powered cars (buggies). What are your impressions of them?

The Baja West Coast 1/10th, the Rowdy Baja 1/8th, and the Land Jump 1/8th four wheel drive. I'm particularly interested in the Rowdy Baja.

Could you send a price list for that one and others? Do you have any other information available?

Yves Savoie  
Dalhousie, N.B., Canada

We're just beginning to see gas off road here in this country. I believe it's PARMA, not M.R.C. that has the Rowdy Baja and others. You may want to contact them directly (see their ad in this issue). As to the performance: We understand that the Rowdy Baja has some potential, especially if you mount some Kyosho shocks and can run it on a large off road track or oval. If set up properly, and the motor tuned correctly, we hear you can pitch it sideways and hold it through the turn. It's a gas! ED.

## JUST THANKS

I've been meaning to write to you alot sooner, but every month I put it off and put it off. Finally, this month I have a chance. One of my fellow club members wanted to see how much work went into making our newsletter so he volunteered to do it this month. This gives me the opportunity to fire off this letter to you.

All I really wanted to say was THANK YOU. I've been receiving R/C RACING NEWS and have been sharing the copy with whoever is interested in reading it. I really get a kick seeing what I had made for our little club newsletter, being printed in a national magazine.

We here in Hawaii, are so far from the mainland we always have to rely on printed material in magazines to let us know what the latest is in R/C racing. This meant that we were always 4 to 6 months behind in technology. Now, with your magazine, we are almost up to date with some of the latest tricks.

Well Lou, it's been nice writing to you. Keep up the terrific magazine. It's the best thing we R/C car racers have.

Aloha and Mahalo  
Glenn Kawamae  
Honolulu, Hawaii

P.S. Please don't print this poorly written letter.

Poorly written or not (which is not), whenever we get some good words, we've got to use them. We're no fools. Besides, we also like to thank you for you and your club's efforts in keeping us posted with your R/C activities. I'm happy to hear that you guys are not that far behind. That's what R/C RACING NEWS is all about. And yes, those guys that you share your copy with, how about telling them to get their own subscription, we won't mind it. Thanks again and keep us posted. ED.

## PLANNING TRIP

I read and heard about last year's Off Road World Championship in Anaheim, and I'm really sorry I missed them. I plan to make it this year if it's going to be run.

Can you tell me the dates and entry fees, etc., so that I can plan my vacation accordingly. Also, can I run all three classes? Will you be using the same track layout? I saw the drawing in one of the magazines, and it looked great. Will you have a water jump?

Henry Trujillo  
Lubbock, Texas

Henry you're in luck! This year the R/C RACING NEWS/SCORE SHOW, 1983 Off Road World Championships will be held on March 30, April 1, 2, 3, 1983. Same place, the Anaheim Convention Center. More than that I can't tell you at this time, although we are considering having the same track layout since it was so successful with the racers. Yes, there will be a water jump, but most likely it will be a bit longer than last year's. We're now polling some of the racers that participated in last year's race to see if any track changes will be necessary. We hope to have more details very soon. But go ahead make your plans, and when entry opens, be sure to get yours in, in time as there will be a limited amount available. No, you can't run all three classes, although we may have a fourth class, Super Stock available. We're considering it right now. ED.

# R/C RACING NEWS

You Race It...  
We Cover It!

## PUBLISHER

Lou Peralta

## ASSOC. PUBLISHER

Lois Peralta

## EDITOR

Lori Peralta

## ART DIRECTOR

Leslie Peralta

## ADVERTISING DIRECTOR

Victor Volinecs

## CIRCULATION

Sylvia Naylor

Technical Editor: Neal McCurdy - Contributing Editors: Richard Schwalm, Bill Gardner, Chuck August, Neal McCurdy, Glenn Kawamae, Lonnie Peralta, Cathie Galbraith, Bill Meyers, Richard Childree, Bill Dolack, Gary McPike, Robert Longacre, Rich Robertson, Jack Garcia.

Contributing Photo Editors: Paul Votava, Neal McCurdy, Richard Schwalm, Kevin Sarina, Karl Kaiser, Lonnie Peralta, Jack Garcia, Bill Dolack, Dick Norsikian, Bill Meyers, Jim Atkinson, Brad Joplin, Jiggs Garcia.

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

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

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

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

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

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

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com

www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com www.dirt-burners.com



# The Power to Win.

Sanyo powers the 1982 1/12 Scale World Championship

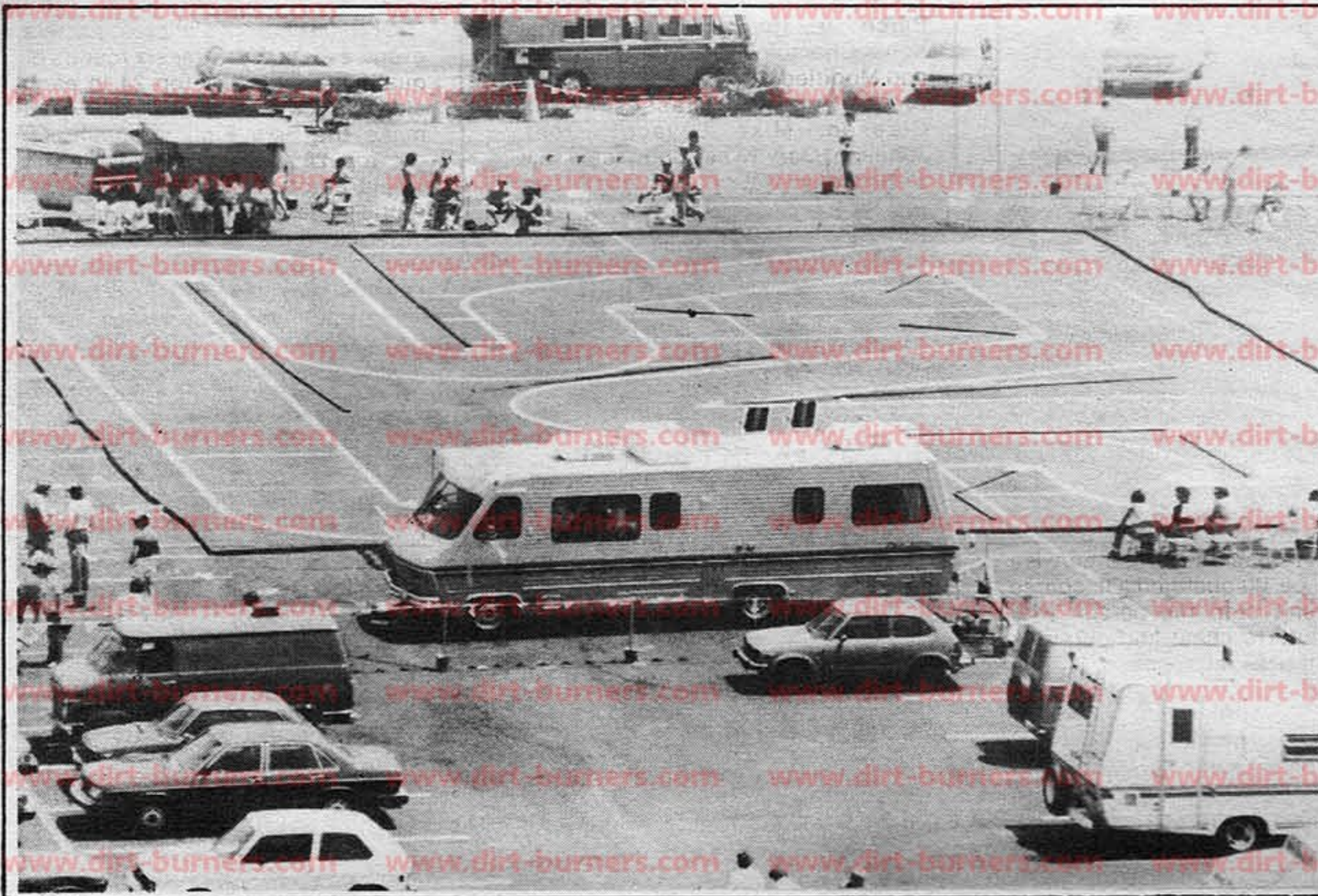
This year Sanyo is proud to sponsor the 1/12 scale world championships in the Grand Hotel Disneyland, Anaheim, California from August 14 through the 20. This championship was sanctioned by the international federation of model auto racers. We are also proud that racing's biggest winners choose Sanyo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



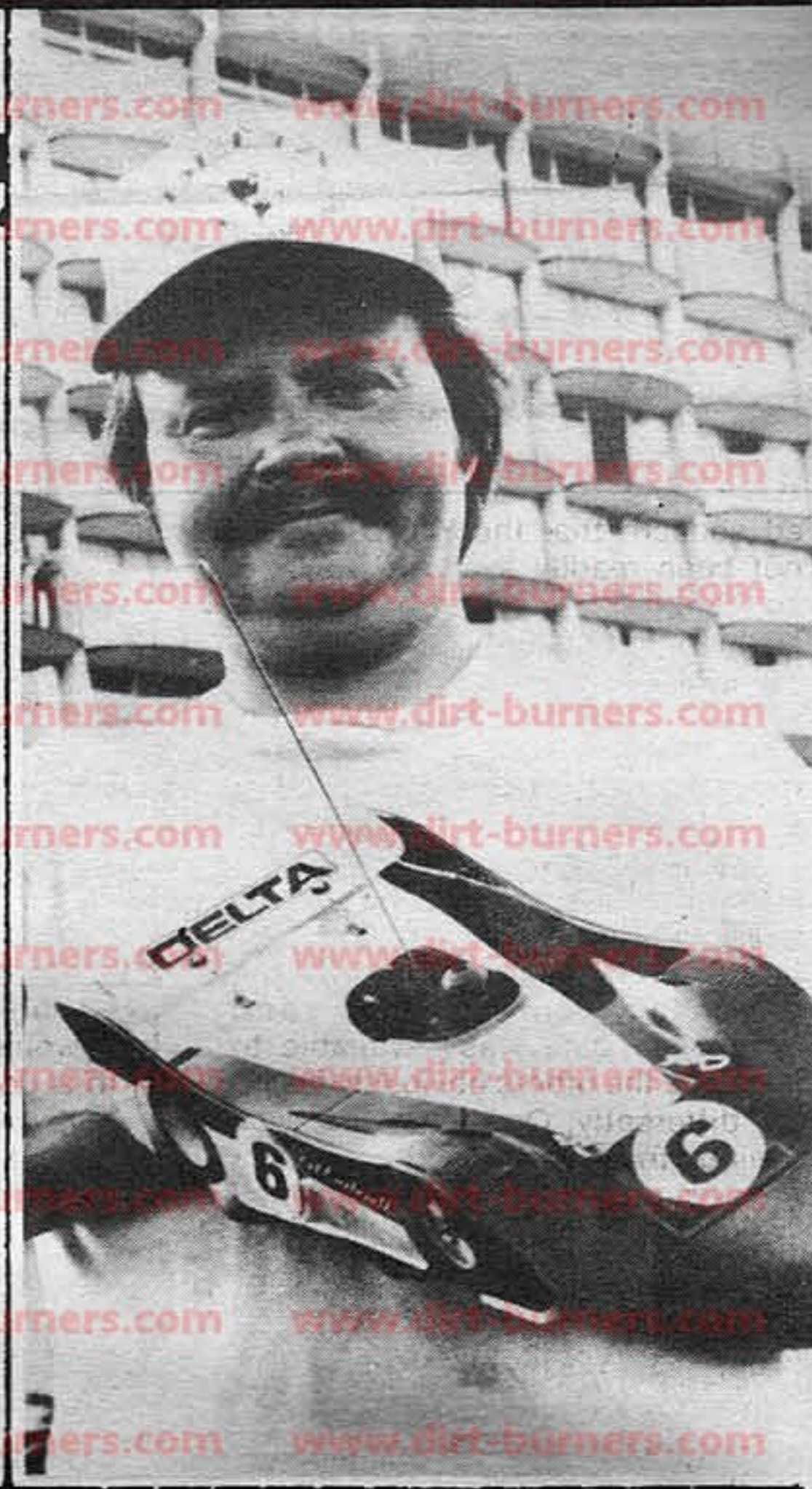
You can get the power to win with Sanyo CADNICA batteries... ask for them at your local dealer or contact: Sanyo Electric, Inc., Battery Division, 200 Riser Road, Little Ferry, NJ 07643 (201) 641-2333 or 1200 West Artesia Blvd., Compton, CA 90220 (213) 537-5830.



# THE WORLDS... 1/12th Championships



A birds-eye view of the track from the Grand Hotel.



Arturo Carbonell, T.Q. Modified.

## Kent Clausen (U.S.A.) Stock Champ & Art Carbonell (U.S.A.) Modified Champ

Anaheim, California  
August 17-21, 1982.

KENT CLAUSEN driving for Associated/Reedy took the STOCK World Championship, while ART CARBONELL driving for DELTA Mfg. captured the MODIFIED World Championships.

The short paragraph above hardly tells the complete story of this first ever 1/12th Electric World Championship, although in the end, that was the result.

And what a story it is. One that really began two years ago when it was first decided to hold the 1/12th electric championships in the United States. Little did anyone know just what it would take to put a world championship event together. In order to give you the best perspective as to what it meant to win this prestigious event for both Kent Clausen and Arturo Carbonell, one must start with the first rounds of qualifying.

The three International sanctioning bodies, under the world body IFMAR (International Federation of Model Auto Racing) were the catalysts in bringing together THE best drivers in the world. R.O.A.R. (USA and Canada), EFRA (Europe, So. Africa) and JMRCA (Asian Countries, Australia, New Zeland) held, a

number of races where racers had the opportunity to compete against literally thousands of racers and earn a "seed" into the World Championships. Here in the United States there were certain "major" races that were designated as World Championship qualifiers and of course the Nationals held last year.

Similarly, EFRA and JMRCA held world qualifying events to weed out the best that each organization could produce. When the qualifiers were over, forty (40) of the top drivers from each of the three organizations were invited to attend the World Championships in Anaheim, California.

Needless to say, as in all world-class events, nothing less than nail-biting, fast-paced action was expected when 120 of the best drivers in the world get together. Those that had the good fortune to attend this event were not disappointed. But before we get into the racing aspect of this story, there are several other stories that need to be told to make this report complete.

The man under the gun, the organizer of this event was Mike Reedy, current President of ROAR. His task was to bring about the entire race to a successful conclusion. That he did. Starting from locating the race site, assigning duties, planning the awards; delineating all the logistics that it takes to make it all happen, to finally giving out the two

World Cups at the awards banquet. Mike did a tremendous job. Mike had the able assistance of people like Gary Keyes, Bob Rule, Don McKay, Ken McDowell, Roger Curtis who formed the Organizing Committee, plus hundreds of devoted racers and enthusiasts who lent their time and efforts for this event and for the sport.

Mike was also able to obtain the sponsorship of SANYO Batteries, the main sponsor of the World Championships, who donated \$10,000 towards the event. In addition KRAFT Systems and FUTABA donated \$1,000.00 each to help the scoring and turn-marshalling efforts ably performed by members of Mater Dei High School.

Speaking of scoring: A big nod should go to Roger Curtis who was instrumental in putting together one of the most efficient computerized scoring systems we've ever seen. Many months of preparation, design and work went into this system that allowed the results to be available to everyone within two minutes after each Heat, Semi and Main event was completed. Not only was it able to determine who was first, second, third, etc., but the system also provided a very clear picture of the entire race, pointing out a lap-by-lap print-out of positions, each driver's fastest and slowest lap times, and overall results. Simply magnificent for the standards of this country.

During the early part of the week, while the controlled practices were still being run, we had the opportunity to chat with many of the racers and get their opinions and impressions of this event.

The Europeans seemed to have adapted quite well in a short time. They were not used to running on asphalt and outdoors. Instead, most of their 1/12th scale electric racing is done indoors, either on carpet or wooden floors and on very tight road courses. The course here for the world championship was much larger than they were used to. Still, they seem to be very confident that with enough practice turns, they could get their cars dialed-in.

On the other hand, the Japanese racers had a different problem to cope with. It seems that they just recently had began racing eight (8) minute races (the required time here). Most of their racing up until a few months ago was done by laps, say 10 or 15 lap heats and mains, lasting no more than four to five minutes. Now, having to make those cars, motors and batteries go for a full eight minutes really presented a challenge for them. One that I might add, they took with great pride to overcome.

In the midst of this highly charged atmosphere, a controversy surfaced concerning the motors and batteries that were to be used. As in all controversial matters, we tried to obtain both sides of the story:

It seems that the motor to be used for this world event, the YOKOMO (issued in Stock class), had not been available to many of the Europeans until just recently, especially since that motor had not yet been approved as "legal" for EFRA racing. With such short time to test the motor and really make the car work with it, many of the EFRA racers felt at a disadvantage. Likewise, some of the U.S. manufacturers/teams express-

## THE RACE

Imagine, the likes of people such as Arturo Carbonell, current 1/8th Scale World Champion (USA), Rick Davis former 1/12th Modified National Champion (USA), Ralph Burch, Jr., this year's ROAR National Champion in both Production and Modified Classes and T.Q. in all three National Classes, Kent Clausen, Mike Lavacot, Joel Johnson, Gary Kyes, Bob Welch, all with many National titles under

Champion (1981) and Bill Maisey, 1980 and 1982 British Champion and what you have is the "biggest race ever" in 1/12th scale electric road racing...the 1982 IFMAR World Championships.

Of the 120 entries allowed for this event, eventually after six rounds of qualifying, only the top 24 in each class, (Stock and Modified) would make the Semi-Final program. Of the top 24 qualifiers the first four would automatically move into the World Championship Finals. The other 20 would be split up into two Semi's of ten cars each, with first and second place in each semi moving into the main, and then the next two fastest times of either semi's getting the final nod to complete the field of ten racers. There were no B or C or D Mains here, nor Consolation races. It was all to make just one main. The A Main, the World Championship Final. Talking about pressure!

ed concern that the YOKOMO had not been readily available to them so that proper testing could be done to figure out gearing, tires, etc.. The YOKOMO was used for the STOCK class and was issued to each entrant. It was also used by some in the MODIFIED class, although other types of motors were also allowed.

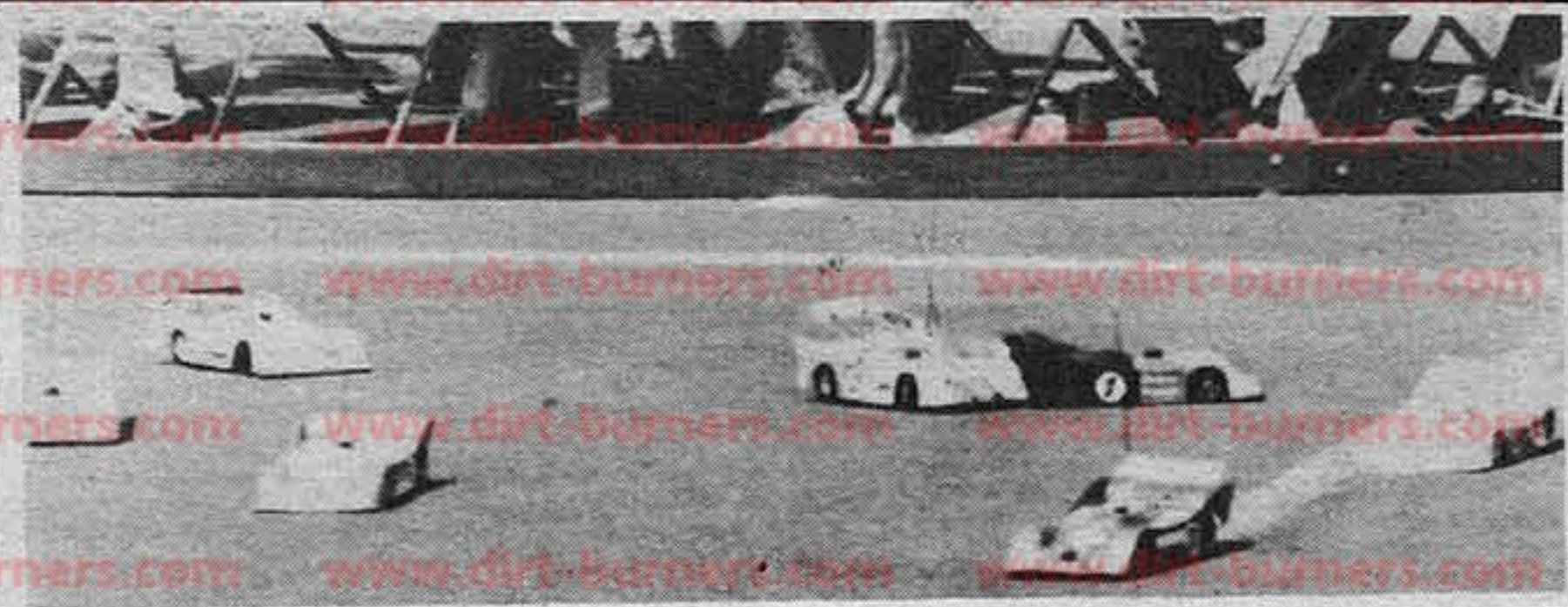
The point of fact is that claims from both sides of the controversy seem legitimate enough; with one faction claiming that all the necessary information and availability data was available to all, while the others obviously claiming differently. One thing that was obvious to us is that perhaps a lack of communication between all interested parties created the controversy. This problem with motors may now have been resolved as a result of this, because one of the proposed IFMAR rule changes will call for approval of a motor to be used at the next World Championship, at least one year from the date of the event. This should give everyone plenty of time to prepare.

The other controversy had to do with batteries, and types to be used. Approved for this World Championship event were: G.E., SANYO, SAFT, and HITACHI batteries. No other brand or type was allowed. The controversy surfaced prior to qualifying. It seems that there were some batteries that were on the manufacturer's approved list but were of different type, perhaps more powerful or longer-lasting than those approved. The fact that different color shrink tubing on some batteries appeared made for an on-the-spot rule addendum: that stated all batteries must have the recogniz-

ed shrink-tubing on them, otherwise it would be disqualified. (Of course this doesn't stop the person who really wants to cheat and obtain illegal batteries and conceal them with the proper allowed shrink-tubing). Later, this was amended so that a racer could use batteries without shrink-tubing (for the purposes of keeping them cool) as long as he or she could prove that those batteries were the same kind as those on the approved list.

The battery situation, not only at this event, but as we reported in our last issue, the Nationals coverage, is on the verge of becoming an "explosive" issue. Many feel that a limit on the number of batteries used per racer should be implemented. The reasoning is that some racers have been known to use a "new set" every time they go out and race. This means a great expense just for batteries, that could knock the sport way out of proportion. But perhaps this subject matter is better explored through our editorial pages.

The fact is that, here, this week, the stage was set for one of the most tense and highly competitive racing programs we've ever seen in R/C cars.



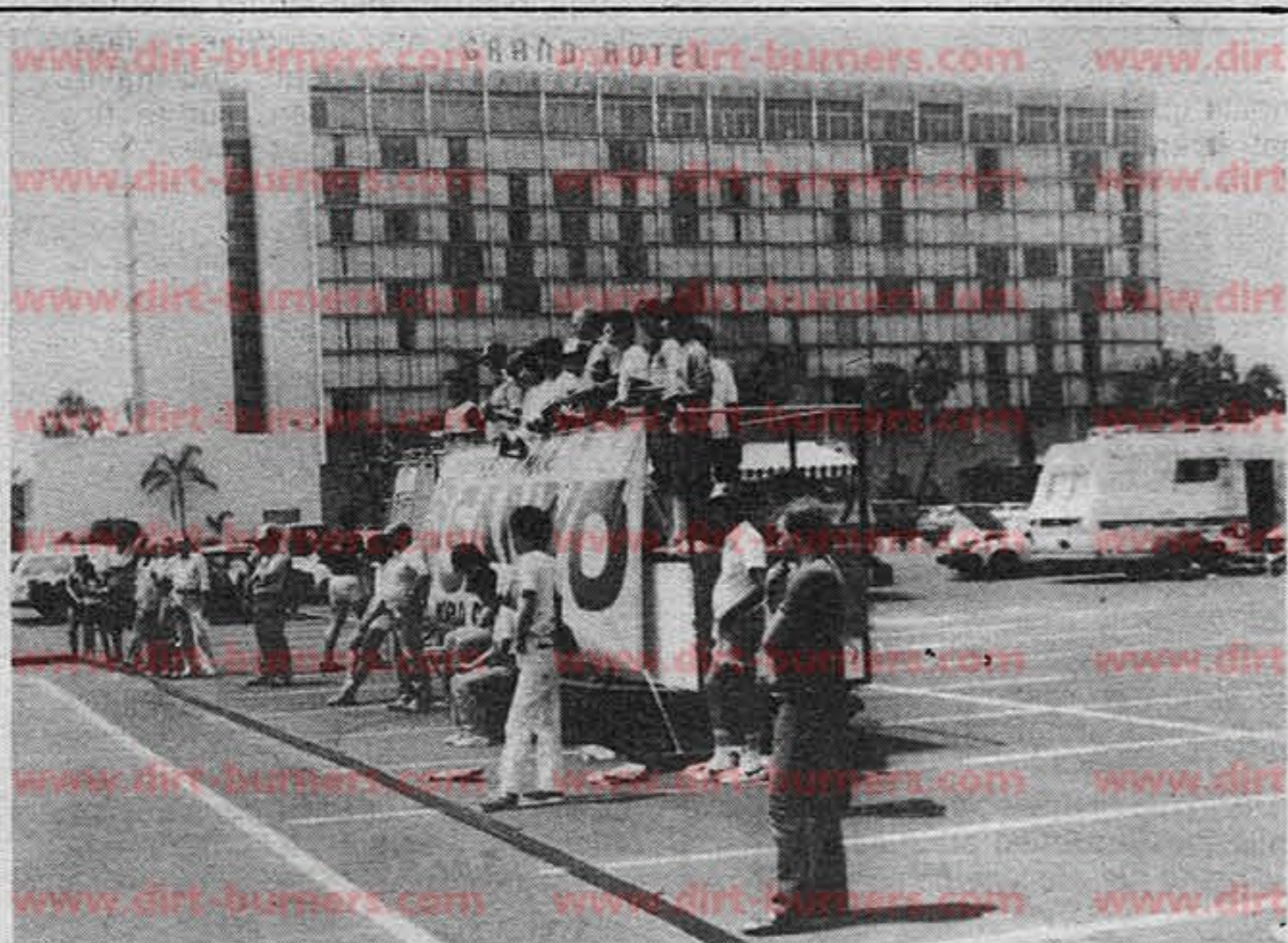
The start. Wild as ever, but the stakes are much higher.

their belt representing the United States; pitted against the likes of Katsunori Kondo (Japan), who won this year's Real McCoy 1/8th race and winner of many JMRC titles, Naoki Ishihara, also a formidable 1/8th scale racer who was TQ at last year's world championships, Robert Watt, 1981 Australian National winner, Bill Leckie, New Zealand 1982 Modified Champion, Kunsei Takeda, 1981 all Japan Champion; add to those names EFRA's cream of the crop: Jimmy Davis, current EFRA Champion (England), Finn Gjersoe, 1979, 1981 Danish Champion, Pieper Roland, one of Germany's best racers, Neal Francis, another EFRA

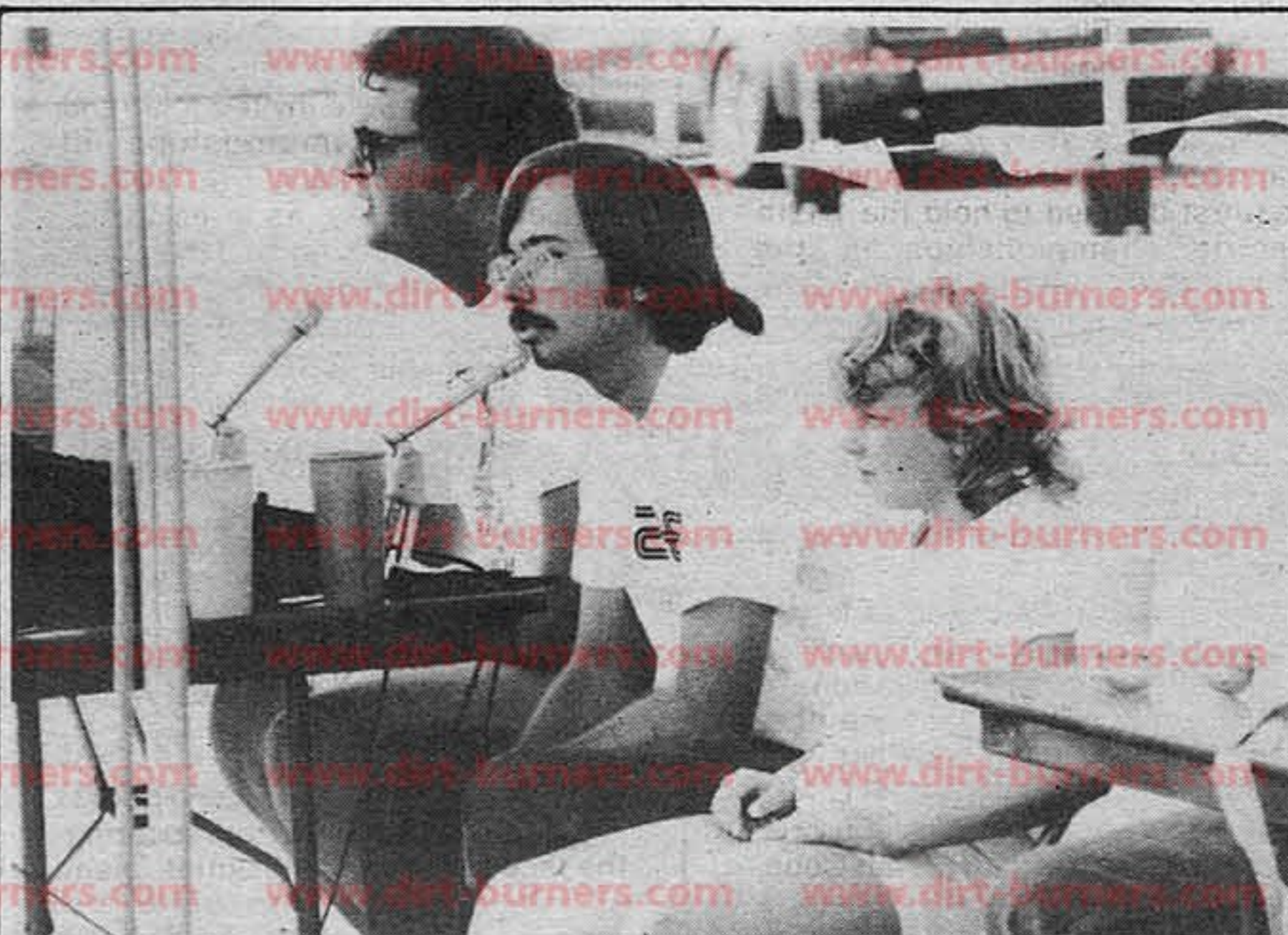
## STOCK CHAMPIONSHIP:

Emerging as Top Qualifier after six rounds was a real surprise to many, but perhaps not so much to us since we've seen his ever improving performance at the National this year.

Young Re-Pete Fusco shocked many by taking his Associated 12i to 33 laps in 493.0 sec. He was fantastic in his performance and his aggressive driving style thrilled many of the on-lookers. There's no doubt in our minds that Re-Pete is now well on his way to becoming a major force in the sport at this early stage of his racing career.



The Grand Hotel provided a section of their parking lot for the World Championship track. Many racers stayed in the hotel for easy access to the track.



Bill Jeric (far left) was the Race Director of the event. Frank Killam raced and helped out with the announcing. Young lady was cute but unidentifiable.

# DELTA'S New SUPER PHASER

## "The Car That Shocked The World"

# WORLD CHAMPION! 1/12 Scale Modified

## FLASH! FLASH!

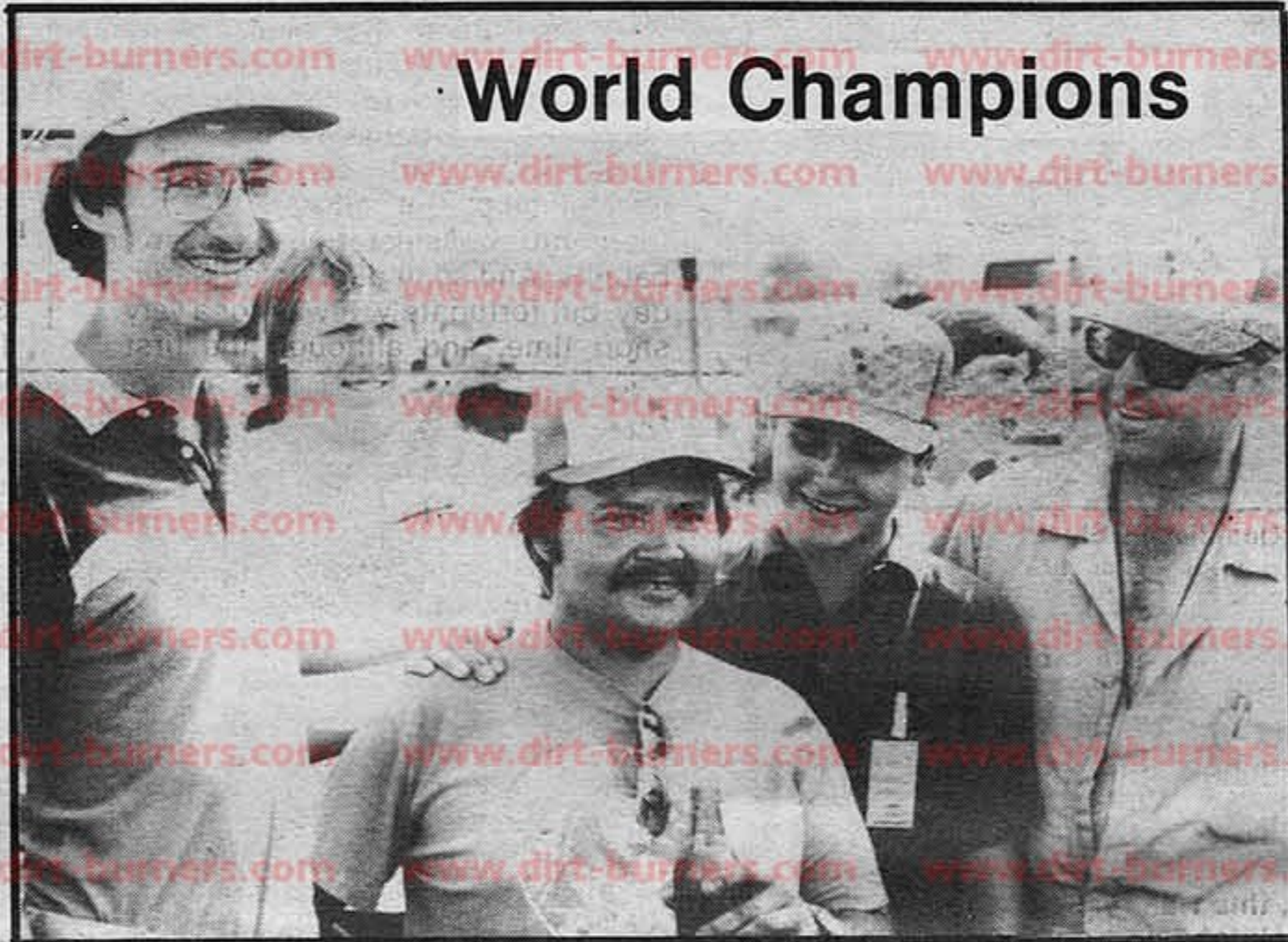
Los Angeles, California, Aug 1982  
1/12th WORLD CHAMPIONSHIPS:

Three (3) New DELTA Super-Phasers with Mono-Shock Suspension/Absorbers Challenged 120 of the World's Finest Electric Racers.

Art Carbonell picked off T.Q. & World Champion. Kevin Orton placed 6th and Roman Halensky qualified 16th.

A MAGNIFICENT SHOW WITH DELTA 1/12 Scale Racing Products

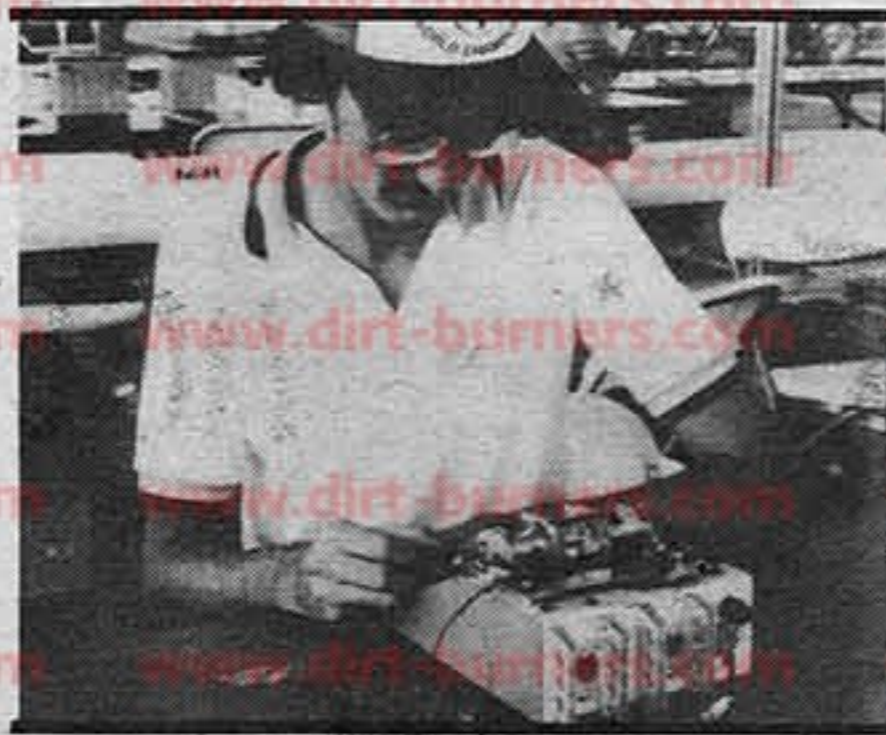
## World Champions



Kevin Orton, Art Carbonell, Roman Halensky & Bill Campbell

## DELTA Super Phaser 1/12 Electric Chassis

Obviously the BEST handling, smoothest, most consistent Chassis on the World Championship Racetrack. This Chassis was the Technical highlight of the week. The Coil-over Shock & Pressurized Shock Absorber enables the Chassis to handle the bumps & cornering loads without "bounce or chatter."



## DELTA Graded Modified Motors

KEVIN ORTON expertise at producing Hot-Modified Motors enabled Arturo Carbonell to T.Q. & WIN with plenty of room to spare!

## DELTA Matched Sanyo Batteries

These Batteries provide the Power to drive the Hot-Modified Motors for an Easy 8 Minutes!



# DELTA 1/12 WORLD CHAMPION RACING EQUIPMENT

## DELTA MFG. INC.

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

DEALER INQUIRIES INVITED





Top Qualifier in Stock. Young Re-Pete Fusco made his presence known.

One "blink" away, just a dot brushed here, or a bump there, was another young "phenom" and certainly one of the major forces in 1/12th and 1/8th scale racing. Ralph Burch, Jr., (Jomac) only 1/10th of a second behind Re-Pete. Ralph logged 33 laps in 493.1 sec! I mean to tell you, this was real close racing, with absolutely no room for mistakes. Just one bobble here, a spin-out there meant fractions of a second that could move you from first to tenth. It was that close!

Both Re-Pete and Ralph made it directly to the World Championship Finals as a result of their fast times. Joining them as the only other two spots that would move them directly to the main were: Kent Clausen, (Associated) third best qualifier with 33-494.0 and Art Carbonell, (Delta) fourth best with 33-494.6

Think of it, the difference from first to fourth best qualifier was 1.6 seconds! How many times during a race you lose that much by just taking a turn a bit too wide, or backing off too soon, or hitting someone?

With the four top racers "seeded" in to the Final, the next task was to divide the next 20 best qualifiers in to two Semi-Final heats. The order of qualifying was as follows:

5. Kevin Orton (US-Delta)...32-480.6
6. Mike Lavacot (US-Assoc)...32-481.3
7. Frank Killam (US-Assoc)...32-481.5
8. Curtis Husting (US-Assoc)...32-484.3
9. Mike Toland (US-Assoc)...32-484.5
10. Ken Stephenson (US-Assoc)...32-484.5
11. Bud Bartos (US-Parma)...32-484.7
12. Joel Johnson (US-MRP)...32-486.3
13. Jimmy Davis (England-Assoc)...32-486.8
14. Finn Gjersoe (Denmark-Parma)...32-487.0
15. Craig Kelly (US-BoLink)...32-487.3
16. Butch Berney (US-Assoc)...31-491.0
17. Bill Maisey (England-Phantom)...32-487.8
18. Tim Neja (US-Assoc)...32-488.0
19. Mike Hickman (US-Assoc)...32-490.5
20. Robert Cavazos (US-Assoc)...32-489.2
21. Naoki Ishihara (Japan-AYK)...32-489.5
22. Bruce Hickman (US-Assoc)...32-489.9
23. Jerry Case (US-Assoc)...32-490.3
24. Kunsei Takeda (Japan-AYK)...32-490.9

This was the point in which the many months of preparation, work,

practice and expectations were all over. Those that finished 25th through 120th, their racing in Stock Class was over, and all they could do is watch the rest of the racing and cheer for their team mate or favorite racer.

Qualifying in both classes took from Tuesday, August 17, to Friday, August 20th. Saturday's program would encompass the running of the Semi-finals in both classes and then the World Finals. So the stage being set, and I'm sure a very restless night of sleep for the 24 semi-finalists behind them, Saturday morning greeted everyone with a very unusual, albeit almost inconceivable (for Southern California) happening. Rain! Has there ever been rain in the middle of August in Southern California? I think we had to go back about 40 years, (before R/C was even thought of) to find when it had rained last here. But "Murphy's Law" took into consideration that probability. And so, it did rain on Saturday, but fortunately, it was for a very short time, and although the first

race of the day, the Stock-Semi 1, had to be stopped after a few laps into the race, the program was delayed for only one hour from the original schedule.

At that point, Frank Killam (Assoc) had burst into the lead and was putting on quite a driving show. We know Killam is a class driver, but so were all those in the semi with him, yet he seemed to be in total control of the race. Jimmy Davis from England, also driving an Associated was having a battle with Bud Bartos (Parma) for third and fourth place, while Kevin Orton (Delta) seemed secured in second. Then suddenly Orton crashed and Davis and Bartos improved one place each. At this point it looked as if the rest of the field was being left behind, when all of the sudden the rains came and the show had to be stopped. A new Stock Semi would be run.

In the meantime, after the track had dried, it was decided that the Stock Semi 2, would be run, allowing those in the first Semi time to

re-charge their batteries.

Mike Lavacot, who seemed to have had problems throughout the qualifying rounds, came out smoking for this race. The start had him upside-down at turn one and way back, while Bruce Hickman grabbed the lead, but Mike was able to charge back and at about lap 12 he caught the leader. He lost the lead once after that as a result of a dot, but was able to get it back and hold on to it for the eight minutes even though Bruce Hickman seemed to be gaining. So Lavacot and Hickman were now in the Stock Final. The next two spots would come from the re-running of the Stock Semi 1, which was called because of rain.


Once again the Semi 1 was started and once again turn one took its toll. Emerging for a brief lead was Craig Kelly (BoLink) He outdrove the field through the first few laps, but seemed to be down on power and once again Frank Killam charged back into the lead he had held before the race was stopped. Frank was not to be denied, as he lapped the entire field and logged 33 laps, the only one to do so. In the meantime the real battle was for second and a direct transfer to the Final. Mike Toland worked his way past a lot of traffic, and diced it out with Jimmy Davis (England) and Bud Bartos (Parma). They were very close at the end with only 4 seconds separating all three racers. Toland finished second, and even though Jimmy Davis and Bud Bartos finished third and fourth respectively, they too were able to make the Final by virtue of having the faster times of the third and fourth place finishers in the other Stock Semi.

And so, the World Championship Final in the Stock class was set. In it were direct transfers: Re-Pete Fusco, Ralph Burch, Jr., Kent

(contd. next page)



Guess whose pit this was? The very vociferous and enthusiastic English drivers.



# novak servos— the winners' choice

**100% of the Stock and Modified  
finalists in the 1982 1/12 scale WORLD  
CHAMPIONSHIPS use Novak servos!**

*"What a star!"*

**NOVAK ELECTRONICS**  
2709-C Orange Ave.  
Santa Ana, CA 92707  
**(714) 549-3741**

FREE BROCHURE: Send 9¢, x 4¢, SASE

Clausen. Art Carbonell was now being joined by Semi winners: Mike Lavacot and Frank Killam; second place's Mike Toland and Bruce Hickman; and next two best times in the Semis: Jimmy Davis and Bud Bartos.

**STOCK WORLD CHAMPIONSHIP FINAL**

books and years from now it would be looked at with great regard; where it all started, it all began. Whose would be the name to make that prestigious first page in the annals of R/C Electric racing? There was a lot of pride in "just making" the Finals, I mean, any one of the ten racers on the drivers stand had nothing to be ashamed of. He was

one among the best ten in the World! Yet, everyone knew that they had a chance, just one more chance to reach the pinnacle of the sport. This chance would not come again for two years. The time is Now! Just one more race!

The cars were lined up two abreast, according to qualifying, with the top two cars on the front row. The rest of the cars were staggered behind in five rows. The horn rang out, piercing the silence of those final seconds before the throttle finger is rammed against the throttle lever exploding the car off the line... the race was on! The hole shot is important. Who would be the first one into turn one...that dreaded first turn!

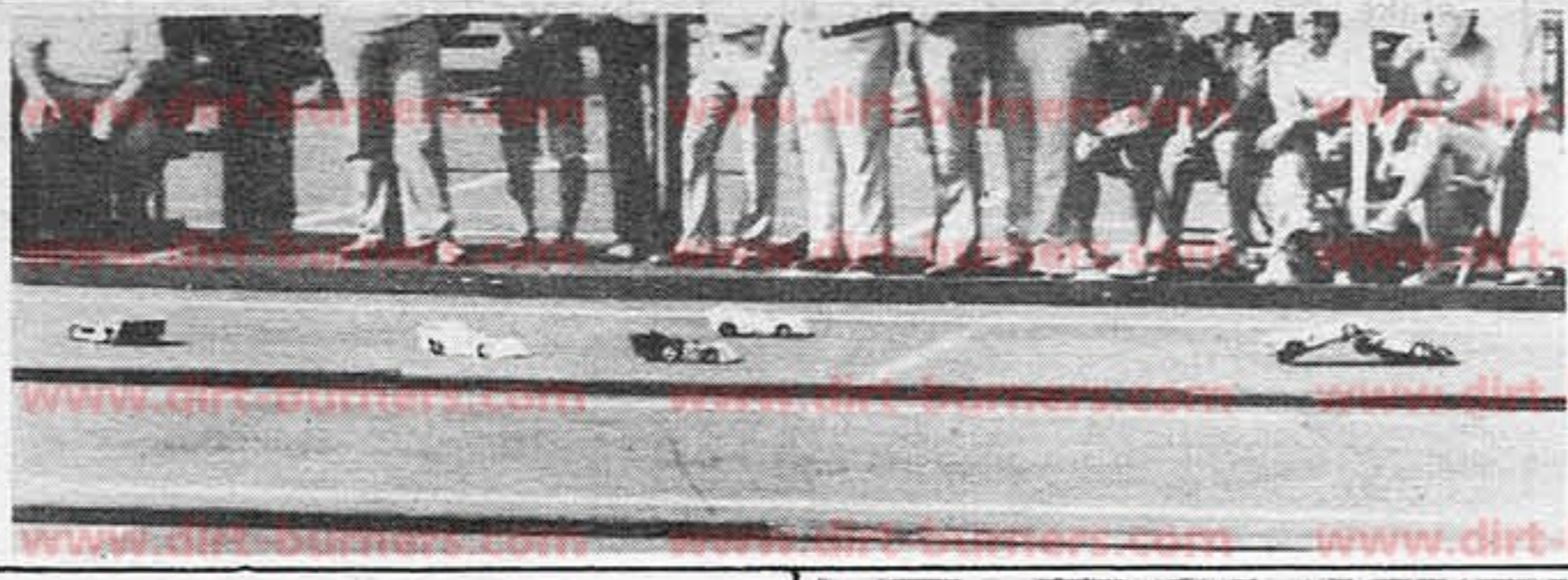
It was Clausen, and those who wanted to see him do well let out a roar of approval. Carbonell, had been hit in the back and slammed

main. Fourth went to Jimmy Davis (England), which goes to prove that you can't keep a good driver in the back of the pack for long, even if he feels at a disadvantage. Fifth went to Mike Lavacot who gave it an excellent effort but managed to find one too many dots. Sixth through tenth were: Bud Bartos, Ralph Burch, (both suffering plenty of crashes), Mike Toland, Bruce Hickman and Art Carbonell (later we learned that Carbonell had suffered radio problems).

And so the Stock World Championship was now history and Clausen was the first ever to win the title... Stock World Champion! I wonder if he knew something all the time, he seemed very confident earlier.

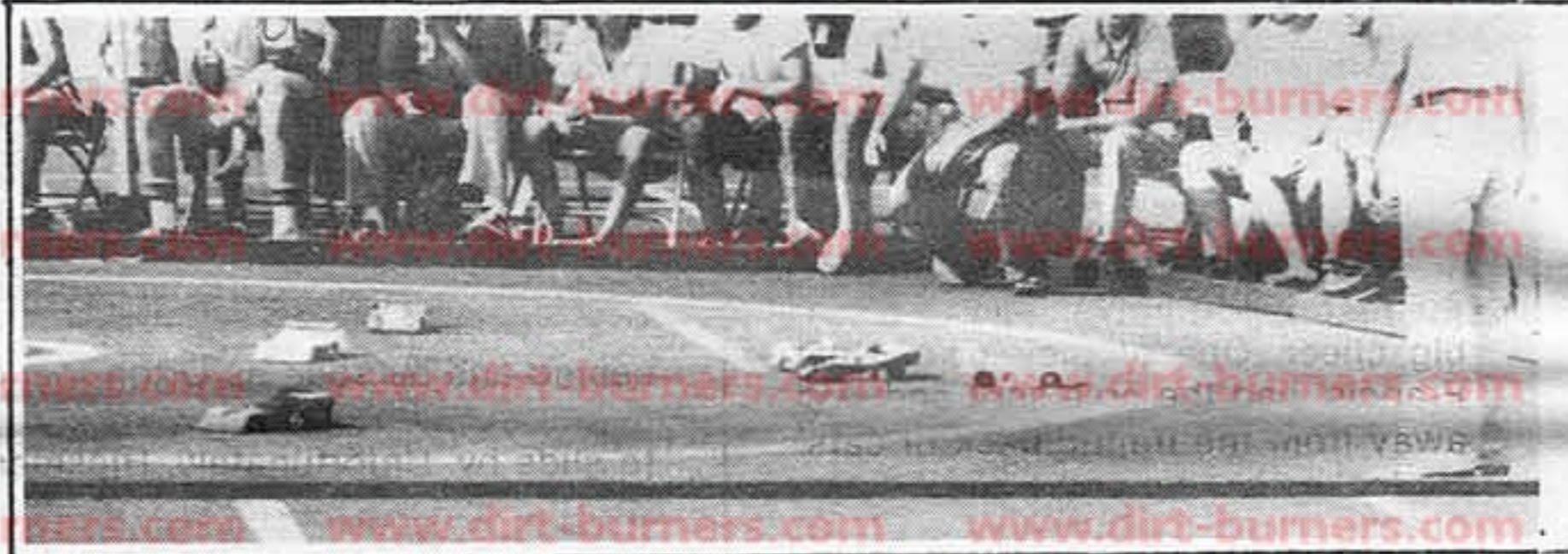
**MODIFIED SEMIS:**

There was an hour break in between the Stock racing and the balance of the Modified program. The task now was to get that car ready for the Modified. Check the motor, tires, batteries. A lot of sophisticated equipment was on hand to really hone-in to the mechanics and electronics of R/C electric racing. There was everything from motor testers, to battery peak detectors, intricate



The large crowd had a close view of the racing during the mains. Here is a sequential of the Stock A Main start.

The electricity, the anticipation, the tension that surrounded the racers, their pit crews, team members and the crowd watching, was quite obvious. This was the first ever 1/12th race for the World Championship in Stock Class. It would certainly go down in the history



**HOBBY HUT, INC.**

**1/12 SCALE HEADQUARTERS**

— MAIL ORDER WELCOME —

**STOCKING THE BEST IN:**

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

ALL MOODY SPRINT AND SUPERMOD BODIES IN STOCK

**ALL AT 10-50% OFF**

— EXAMPLES —

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

**HOBBY HUT, INC.**

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

MASTERCARD and VISA WELCOME — WE SHIP UPS!

against the wall before turn one. Burch was climbing over several other cars at turn one. Lavacot was upside down, while Jimmy Davis picked his way through the maylee. Fusco had kept the throttle on and literally plowed his way through traffic, although still a couple spots behind. Killam!...there was Killam, he had broken loose. Re-Pete, in a very short section had shot from about fifth to second! But Clausen, where was Clausen? As it happens, when you get the hole shot, you don't have to worry about the pile-ups, the crashes, the bumping. Clausen was away from the crowd, and with him was the title of World Champion in Stock Class. There was a lot of jockeying for positions but the one that counted was never challenged and Kent Clausen drove flawlessly for the win. Re-Pete Fusco, after getting loose from the crowd, drove every bit as good as Clausen and, in fact, their lap times were almost identical for the entire eight minute Final, but Clausen didn't make any mistakes and Re-Pete could never gain on him. Still Fusco finished in second, less than three seconds behind. They were the only two racers to finish 33 laps. In third, it was the impressive drive of Frank Killam who lacked a bit of luck here and there to make him a contender for the title. Still, third place was plenty good for perhaps one of the underrated drivers in this

charging (and very secretive) systems, special cooling fans, etc. You name it, if it was available anywhere, it was here.

When all the qualifying was over four names had emerged at the top and moved directly into the World Finals. They were: Top Qualifier, Arturo Carbonell (DELTA/DELTA), Kent Clausen (Associated/Reedy), Jimmy Davis (Associated/Reedy) and Re-Pete Fusco (Associated/Reedy). As it had happened in the Stock Class, the top four qualifiers in this class were the only ones to log 34 laps. (In stock the top four logged 33 laps). Art's fastest time was an overpowering 34-488.7 sec., three seconds faster than the second best qualifier Clausen. Still, the top four places were only 6.1 seconds apart, so you know it was not going to be an easy task to win the main.

- The next twenty top qualifiers, as it was done in the Stock class, had to fight it out in the two semi's. The order of qualifying was as follows:
5. Ralph Burch (JOMAC/TRINITY)...33-483.6
  6. But ch Berney (ASSOC/REEDY)...33-484.0
  7. Neal Francis (PHANTOM/REEDY)...33-484.6
  8. Mike Hickman (ASSOC/BRM)...33-485.0
  9. Jerry Case (ASSOC/REEDY)...33-485.0
  10. Curtis Husting (ASSOC/REEDY)...33-485.5
  11. Mike Lavacot (ASSOC/REEDY)...33-485.7
  12. Kevin Orton (DELTA/DELTA)...33-486.3
  13. Tony Wells ...33-486.7



Biting the lips sometimes makes the car go faster. Lavacot exemplifies this by winning the Modified Semi 2.

- 14 Bill Maisey (PHANTOM/REEDY)...33-487.3
- 15 Frank Killam (ASSOC/CHECK PT.)...33-488.1
- 16 Roman Halsensky (DELTA/DELTA)...33-489.4
- 17 Larry Stevens (MRP/REVTECH)...33-489.6
- 18 Bruce Hickman (ASSOC/BRM)...33-491.0
- 19 Rick Davis (ASSOC/REEDY)...33-491.0
- 20 Kunsei Takeda (AYK/AYK)...33-491.8
- 21 Joel Johnson (MRP/TRINITY)...33-492.0
- 22 Randy Tentschert (ASSOCIATED/REEDY)...33-492.8
- 23 Rich Lee (ASSOC/REEDY)...33-492.9
- 24 Robert Cavazos (33-493.0)

The first MODIFIED SEMI got underway with a rip-roaring start. (Aren't they all?) But in this case, the large contingency from Europe, and more specifically from England had the first opportunity to let out with a big cheer. One of their own, Neal Francis, had the hole shot and was away from the frantic pack of cars. He looked like he had a bit of a problem turning left, perhaps the trim was off just a bit, but in any case, he was ahead of the pack. Behind him, with perhaps one of the fastest cars there, was Rich Lee of Rich Lee Engines fame, 1/8th motor builder. His car looked like a rocket and rapidly made a move to catch Francis. He did at about lap two and when he pulled right behind him, either Francis braked too quickly or Lee forgot to shut off, but Lee's car rammed Neal's and sent him into the wall. Lee moved into first but not for long as Joel Johnson and Ralph Burch moved past him when Lee challenged a "dot". Now it was a tight race between Johnson and Burch for most of the race. Their pace was so quick that in no time at all they were lapping the other cars and once again came up on Rich Lee's car. He was still going plenty fast and the leaders had a heck of a time passing him. When Johnson tried to make a move, Lee closed the door and shortly thereafter they hooked up, sending Johnson into the wall. This allowed Burch to move right by, with Killam having lurked just behind the leaders. Johnson immediately thereafter "dumped" and what had been the prospect for an excellent race to the wire, now had Ralph Burch firmly in first, with Frank Killam in a solid second. Jerry Case made the charge for the second spot but was too late, the race was over.

Fourth place went to Neal Francis who had regained his composure

after being knocked off, and regained several spots he had lost. Fifth through tenth were: Tony Wells, Joel Johnson (barely making it to the finish line), Curtis Husting, Rich Lee, Larry Stevens, and Rick Davis. The second and final SEMI was next. The last chance for placing in the World Final. Both Jerry Case and Neal Francis (who finished third and fourth respectively) were waiting anxiously for the result of this next race. They were hoping that whoever finished 3rd and 4th in the second semi would have slower times. Then they would make the FINAL main.

The second semi was off and in the lead was Delta's Kevin Orton. Mike Hickman was not too far behind and as soon as Orton found one of the "dots," Hickman was able to slide by. Unfortunately, Hickman had the same problem and when he went flying in the air, Orton regained the lead. This went on several times both trading the lead back and forth. Hickman had regained the lead but once again found a dot and this time Lavacot and Orton slid by. Orton couldn't stay away from those "dots" and once again went for flying lessons. Hickman was back in second but...you guessed it, except this time Orton and Berney said hello and good by! Lavacot had a comfortable lead but now Orton was holding his lines well and with just one lap to go, Lavacot "dumped". Now Orton had the chance to move into first, but all the fighting he had done with the "dots" had left him just far enough from Lavacot, that Lavacot was able to win with about three seconds to spare. Orton finished second, with Butch Berney in third and Mike Hickman, fourth.

Fifth through tenth were: Bruce Hickman, Robert Cavazos (an alternate!), Kunsei Takeda, Bill Maisey, Roman Halsensky, Randy Tentschert (another alternate).

#### MODIFIED FINAL

THE race of the day was here. The final race of the week-long World Championship program. The track was dusted off, people lined all around. The ten best and fastest 1/12 electric R/C racers were finally determined and just one would make that first page of the history book of racing.

I doubt if any one of those ten drivers on the stand were cool and collected. None of them showed their anxiety or nervousness, but you know it was there. You know the sweat of the palms, the shaking of the knees, the dryness of the throat, that choking feeling that precedes an important event such as this one. No matter how professional you are, you are also human, and when at stake the world championship is within your grasp, these feelings are hard to control. Not only were the drivers nervous, but perhaps just as nervous were the sponsors, team managers, team mates, family and friends of these drivers, all rooting for their favorite and hoping that the car and driver can hold on for "just eight minutes!"

The start horn went off, and with it ten cars blasted down the straight into turn one. The black and blue, Associated car of Mike Lavacot made that first turn and managed to make it through clean and in the lead. Carbonell tangled and Re-Pete Fusco and Mike Hickman grabbed

the second and third spot. Carbonell regained a couple of spots and by lap three had made the move into second place. But it was Lavacot in the lead. He had had some problems during qualifying, but now, when the chips were at stake, he was showing the composure and ability that only a few can display under pressure. Carbonell, in the meantime, seemed to be chasing Lavacot without trying to pass. Later we found out from Art that his strategy was to wait and let the leader make a mistake during the race. He knew he had the horses and the handling and if it came to the last few laps, then he would make a bold move. He kept Lavacot in sight, but Mike wasn't making any mistakes. Carbonell closed a bit, and now Frank Killam had moved past the horde of bouncing cars into 4th. Jimmy Davis was also driving with style and confidence and held third spot. Suddenly, about half way into the race Lavacot made the one mistake, the one you can't make in this caliber of racing. Hitting the dot

(contd. next page)



The beautiful Silver Cups for the Stock and Modified World Champion. Beside these, the Champs also received gold rings.

#### R/C OFF ROAD TIRES

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



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

and getting airborne was just the chance that Carbonell had been waiting for. He zoomed past for the lead and that was it folks! That's all she rode! Talking about perfect drives, perfect lines, perfect composure. The current World Champion in 1/8th scale now had the Modified 1/12 World Championship in his hand and the crowd loved it! Lavacot in the meantime found more problems and by this time Killam and Jimmy Davis were close enough to go by.

Carbonell made the last lap, 33 of them in fact and when he took the checkered flag, the final chapter of this first 1/12th Electric World Championship had been written. Frank Killam wound up in second and we must point out that Mr. Killam really showed his skills and potential in this sport. In fact, if the World Championships had been determined by "overall" performance, Frank Killam would have been the winner, as his third place in Stock and second in Modified made him the most consistent finisher.

The racing over, the congratulations at hand, the winner's smiles, the general congenial atmosphere prevailing made this race truly a memorable one. There are many high spots to this week of racing, far too many to really mention but a few deserve some ink:

DELTA's effort in the last two years to put together an excellent 1/12 program and field a truly excellent car.

ASSOCIATED's continuing efforts to better their 1/12th product and racing program and remain a dominant force in the sport.

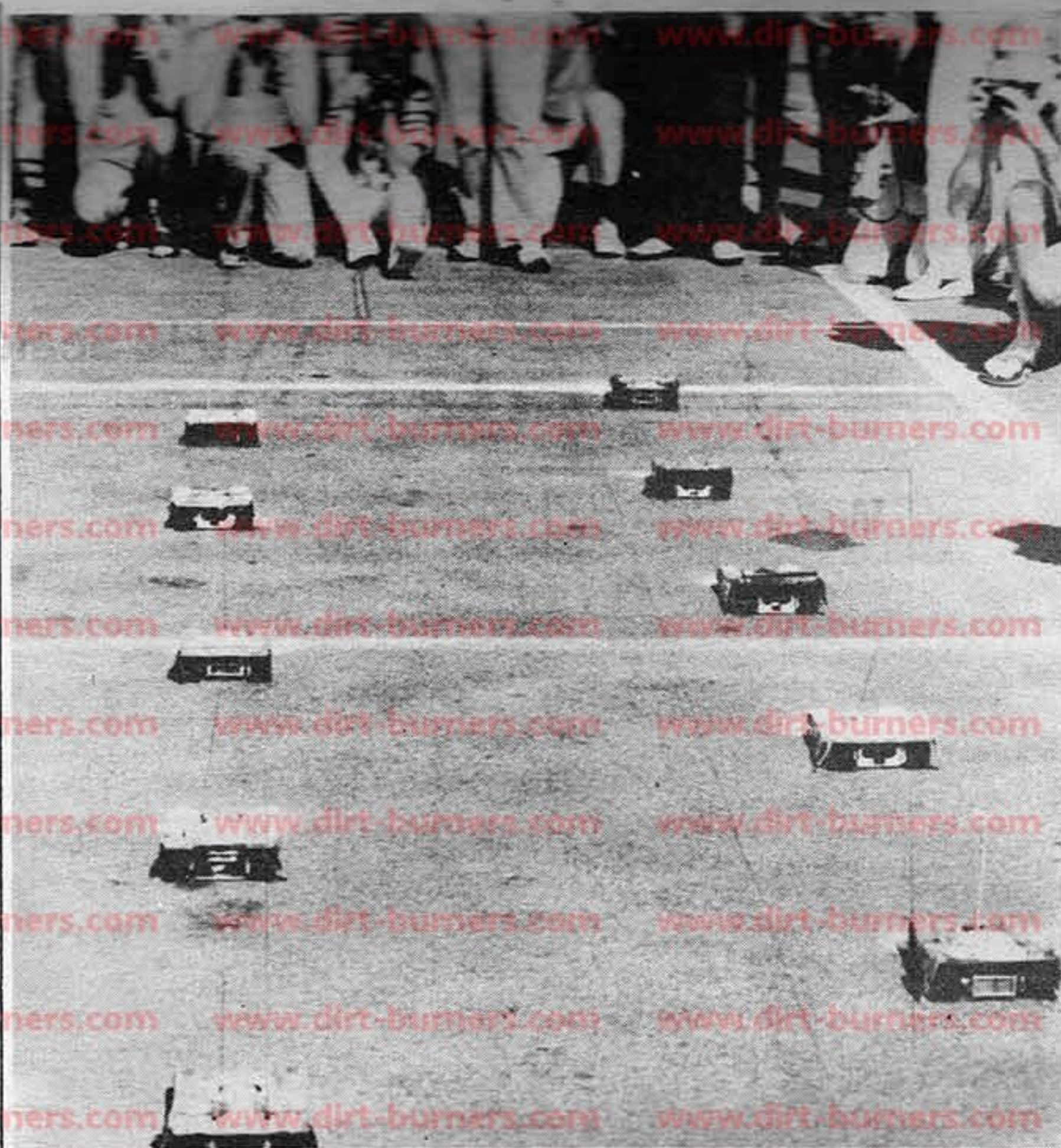
**ARTURO CARBONELL'S** superlative skills in R/C Car racing. Is there a better driver in the world who can win under pressure? Is there a better gentleman than he and a real credit to the sport?

**KENT CLAUSEN'S** equally skillful performance in Stock where driver's ability plays a more important role perhaps. He showed the skills that it took to become World Champion.

The truly "sportsmanlike" attitude the racers (all of them) displayed during the races. Never has this reporter seen so many racers move over to allow the leaders to go by. The crowd appreciated this.

The excellent job of scoring. Not once was there a dispute or a challenge. Roger Curtis and the group of people who helped out deserve all the credit. The computer really brought 1/12th electric out of the dark ages and into the modern age, really a class act.

Bill Jeric's efforts as Race Director to keep the entire week under control and the racing program on schedule. He dealt a firm but fair



The starting grid according to qualifying times. Some see it one way, we look at it another. Smile boys!

## NEW PRODUCTS FROM THE 1982 6-Cell Modified National Champions:

**Rc-05 - MODIFIED MOTOR.** The same Motor that RALPH BURCH T.Q.'d and Won the Modified National Championships by 2 laps with. Just ask for the Nats (white dot) Motor.....\$55.00

**Rc-01W - TRINITY PRE-PARED STOCK MOTOR.** For the past 2 years TRINITY prepared Stock motors have WON EVERY CLASS at the Nationals. This is no coincidence. This ROAR legal Stock motor (35T-23) is Water-Dipped, Sprayed, Zapped & Dyno. PRICED TO MAKE SURE YOU HAVE A ROCKET!.....\$15.00

**Rc-22 - MOTOR SPRAY.** (To keep your motor clean) Packaged in an aerosol can and comes with an applicator tube which fits the screw holes in Igarashi motors, allowing Pinpoint Application.

**Rc-25 - TIRE TRACTION.** 4 oz. Can with Applicator Brush.....\$4.25

**Rc-26 - "MATCHED" 6 CELL SANYO PACKS.** Don't believe funny stickers by companies who say they "Computer Match". Buy packs from people who actually do the work and win the Major Races.....\$25.00

**Rc-27 - "PRO" ALLEN WRENCH.** Hardened Drill Blank ground to .050 tip with a machined Handle contoured to FIT YOUR HAND.....\$7.50

**Rc-28 - "SILICONE" MOTOR TAPE.** To secure Endbell to motor can. Black color tape.....\$3.50



TRINITY PRODUCTS  
P.O. BOX 86  
Brooklyn, New York 11228  
(201) 352-7616

hand and nothing short of that is needed to bring off this type of event.

The courteous almost shy attitudes of the Japanese gentlemen. Quiet, yet fierce competitors. Learning a lot from those with more experience. You just know that they are going to be ready for the next one!

The European's efforts to make their mark at this event. Adapting to a form of racing which they very seldom do in EFRA. Still, no excuses, racing is racing, and they'll have their turn two years from now.

The great help from SANYO, without whom this event would not have been possible. Their representatives were there on hand, not only helping on behalf of SANYO but for the sport.

We can't forget KRAFT SYSTEMS and FUTABA, who donated funds to the Mater Dei School program so that a selected group of students could help with the scoring and turn-marshalling duties, thus relieving the racers from that task.

The Grand Hotel, who allowed this event to be held on their parking area, and who provided many services for the racers and promoters.

Of course Mike Reedy's efforts to bring this entire affair to a very successful conclusion. One can't begin to imagine what it takes to put on a show such as this one. The months and hours to bring it all together, right to the awarding of the last trophy. In spite of some controversies and some differences of opinion, everyone there really appreciated what Mike did for the sport.

Finally, one of the wildest and most fun award ceremonies this reporter has attended in a long time, which by the way was paid for by

100 percent of the race entries. It all went back to the racers. The food was great, the atmosphere terrific, the awards excellent, and the table that seated most of the English contingency and a couple "Yanks" deserves a special award for putting on the best show and keeping everyone there in stitches.

Two years from now, I'm sure there will be many changes in the sport, new systems, new ideas, hopefully a wider-ranging sport that not only attracts the enthusiast but also the general public. This caliber of racing really deserves more exposure and R/C RACING NEWS will be there once again to bring you all the details.

YOU RACE IT, WE COVER IT

### RESULTS

#### STOCK WORLD CHAMPIONSHIPS:

1. Kent Clausen (ASSOC)...33-489.3
2. Re-Pete Fusco (ASSOC)...33-492.1
3. Frank Killam (ASSOC)...32-486.1
4. Jimmy Davis (ASSOC)...32-487.6
5. Mike Lavacot (ASSOC)...32-489.0
6. Bud Bartos (PARMA)...31-484.0
7. Ralph Burch, Jr. (JOMAC)...31-484.6
8. Mike Toland (ASSOC)...31-491.3
9. Bruce Hickman (ASSOC)...30-480.5
10. Art Carbonell (DELTA)...24-420.4

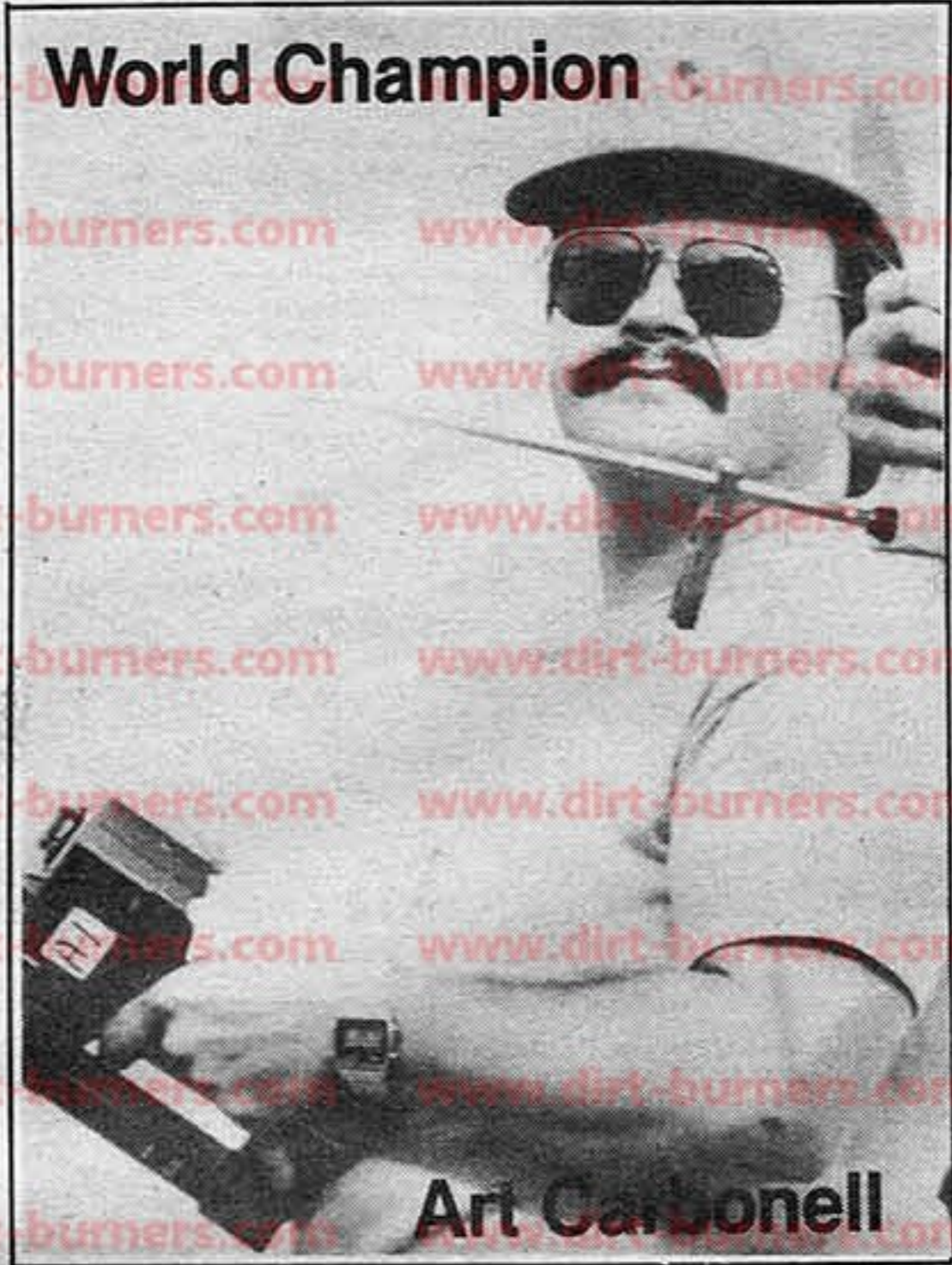
#### MODIFIED WORLD CHAMPIONSHIP:

1. Art Carbonell (DELTA/DELTA)...33-483.1
2. Frank Killam (ASSOC/CHECK POINT) 33-488.4
3. Jimmy Davis (ASSOC/REEDY)...33-489.1
4. Mike Lavacot (ASSOC/REEDY)...33-492.1
5. Re-Pete Fusco (ASSOC/REEDY)...32-480.9
6. Kevin Orton (DELTA/DELTA)...32-491.0
7. Mike Hickman (ASSOC/BRM)...31-480.7
8. Butch Berney (ASSOC/REEDY)...31-484.7
9. Ralph Burch, Jr. (JOMAC/TRINITY)...29-478.6
10. Kent Clausen (ASSOC/REEDY)...22-349.2

.....

# WORLD CHAMPIONSHIP

1/12 Scale Modified



## KP3KW/B

## KRAFT EXCLUSIVE

## NEW C.V.S.S.\*

**NEW! Thumb Control\* Continuously Variable Steering Sensitivity.**

**NEW! Adjustable Exponential on Steering and Throttle**

**NEW! End Point Adjustments on Steering and Throttle**

Servo Reversing Switches

Plug-In Frequency Module

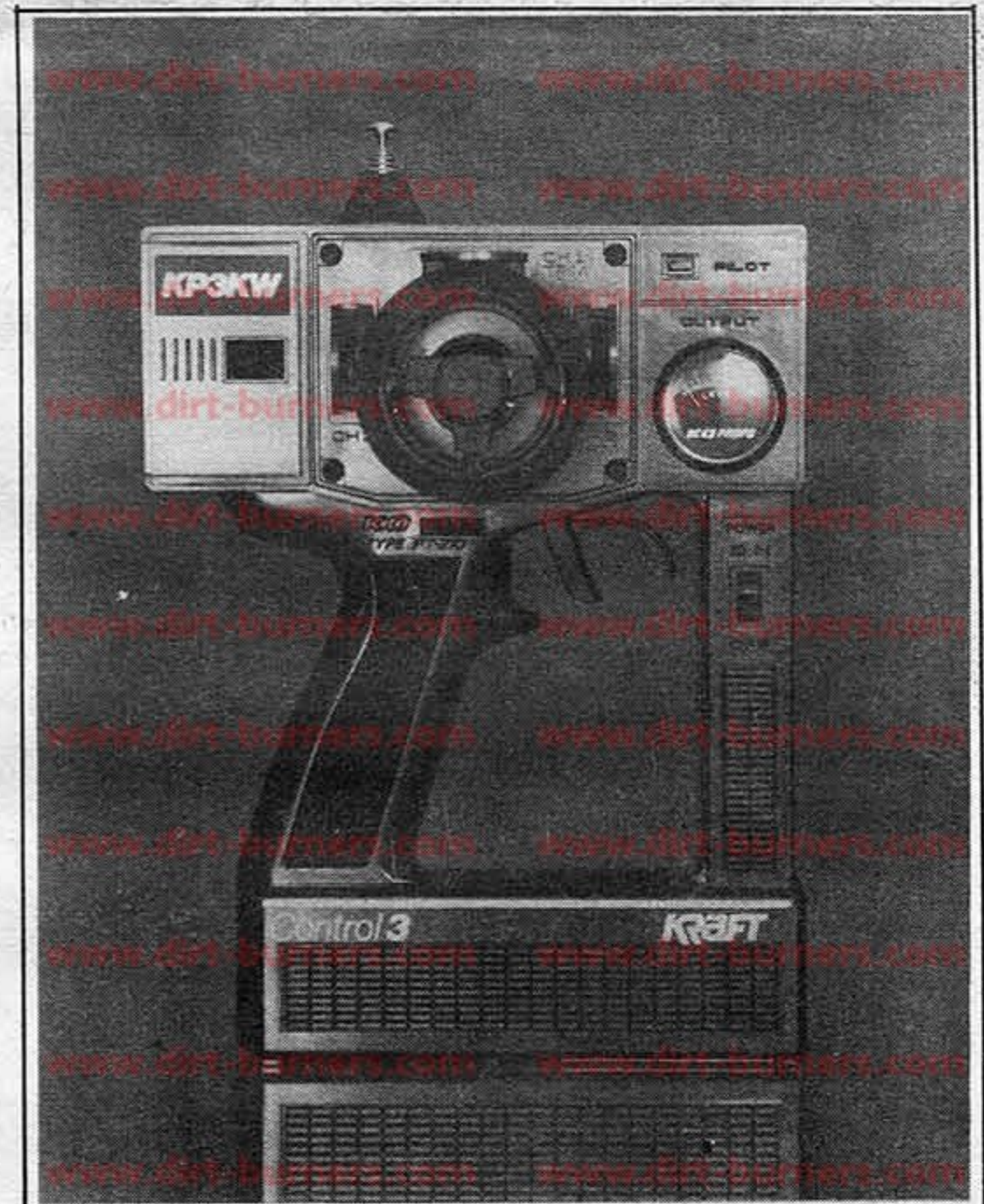
45 in.-oz. Torque Water Resistant O-Ring

Sealed Double Ball Bearing Servos

Nicad Conversion Kit Available.

Now you don't need to struggle through another race unable to adjust your old dual rate transmitter. With the **NEW KRAFT KPT3KW/B** with **C.V.S.S.**, you can change your steering sensitivity any time and any amount for straight aways, turns, S's, etc. for the winning control!

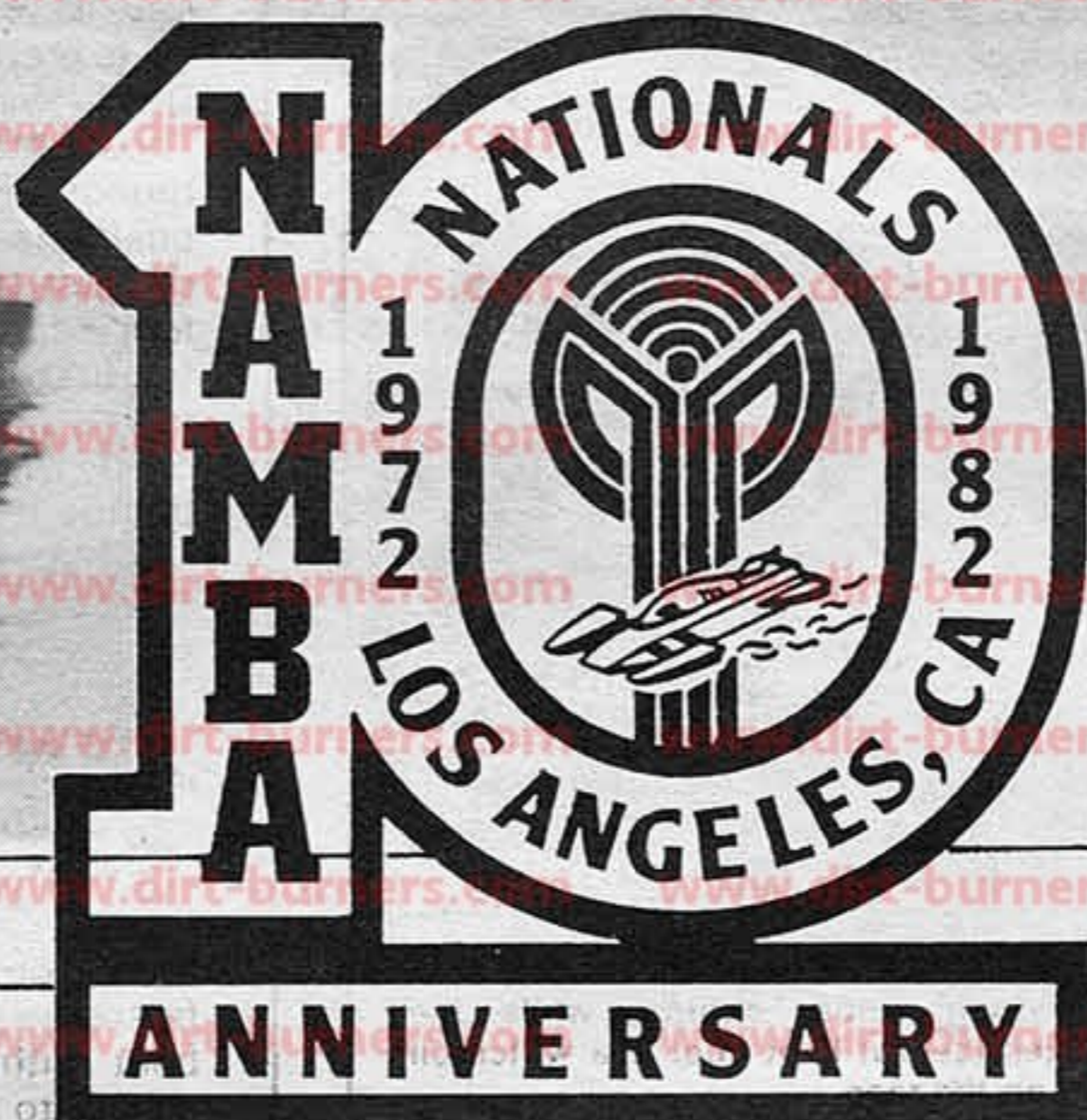
See your Kraft Dealer today and feel and see for yourself why the winners are using the new **KRAFT KPT3KW/B** with Thumb Control Continuously Variable Steering Sensitivity (**C.V.S.S.**)!



**KRAFT SYSTEMS**

Kraft Systems ■ 450 W. California Ave., P.O. Box 1268, Vista, CA 92083 ■ A Division of Carlisle Corporation

# 1982 NAMBA Nats...Record Entries!



A total of 759 boats raced over the week long NAMBA National program.

Story by: Cathie Galbraith  
Photos by: Judy Hazelwood,  
Pam Stewart & Jack Garcia

Legg Lake, Whittier Narrows, CA.

1982 was a special year in many respects for the NAMBA Nationals, as it marked the 10th Anniversary of this now annual event. This year's contest was sponsored by District 19 as a whole and held at Legg Lake in Los Angeles.

Boaters from 15 States, 2 foreign countries, and 1 U.S. Territory attended to make this a truly International event, and one that proved to be the largest event ever held in NAMBA history. Two hundred-seventeen (217) contestants entered a total of 759 boats in the eight days of racing. For the first time ever, computerized, on-line scoring, made race results and standings immediately and accurately available. This "first" was made possible through the efforts and equipment of Roger and Deb Wiechman.

Set against the backdrop of clear skies, beautiful weather, and Dixieland music, the Opening Ceremonies provided an appropriate beginning for the racing which was to follow. Contestants and spectators alike were treated to a procession of beautifully appointed scale models of the Mississippi Riverboats, looking right at home in the placid waters of Legg Lake. I know that I for one, felt a sense of nostalgia and patriotism as the "Star Spangled Banner" was played while the flag-carrying Riverboats cruised by. Special thanks are in order to Bob Gregory for providing this truly awe-inspiring spectacle.

But the peacefulness of the 1800's and the spell of the Riverboats were soon broken by the roar of the power engines preparing for the Dumas Deep-Vee Classic. Always a two day event, this year's Classic was held on the first Saturday and Sunday of the Nationals.

Each boat entered in this event competed in four enduro-type heats. Total number of laps accumulated during these heats determined



Part of the group of people who had "literally" a hand in preparing the race site for the NAMBA Nationals. We can make out Garcia, the Prathers, among others.

finishing positions. Normally these are ten-minute heats, but due to the high number of entries this year, the heats were cut back to five minutes each in order to be able to run all boats entered. The event saw competition in A, B, C, and X Deep-Vee/Offshore with two heats of each being run on both days. The Classic, as its name implies, is traditionally sponsored by Dumas Boats and this year was no exception. Each year a special award is also presented in conjunction with this event. The Concours Trophy is presented to the owner of the model which most closely approximates a real offshore boat. While the boat does not need to be painted to scale, it must display a hatch cover, drivers, and a scale-appearing design. This year's winner Norm Teague, certainly no stranger to offshore boats, displayed a beautifully scaled-down version of the yellow and red BENIHANA.

Consistency is the name of the game in enduro racing. Faster boats that do not finish all four rounds are soon relegated to a lower place by the slower, more stable boats. The leads changed hands many times in this two day event, as Saturday night's leaders were not necessarily on top as Sunday drew to a close.

Diane Semler and Mike Drewery went home Saturday night tied for the lead in A Deep-Vee/Offshore, followed closely by Bill Hornell. But Rich Hazelwood was not about to let them take it that easily, as he chalked up a lap count of 12 3/4 in his final round. This fantastic run moved him into a tie with Bill Hornell,



Deb Wiechman hard at work at the scoring computer keeping the results up to date.

but because of the higher lap count in any one round, Rich was awarded first. Mike and Diane maintained respectable lap counts finishing less than a lap behind the leaders and finished third and fourth respectively.

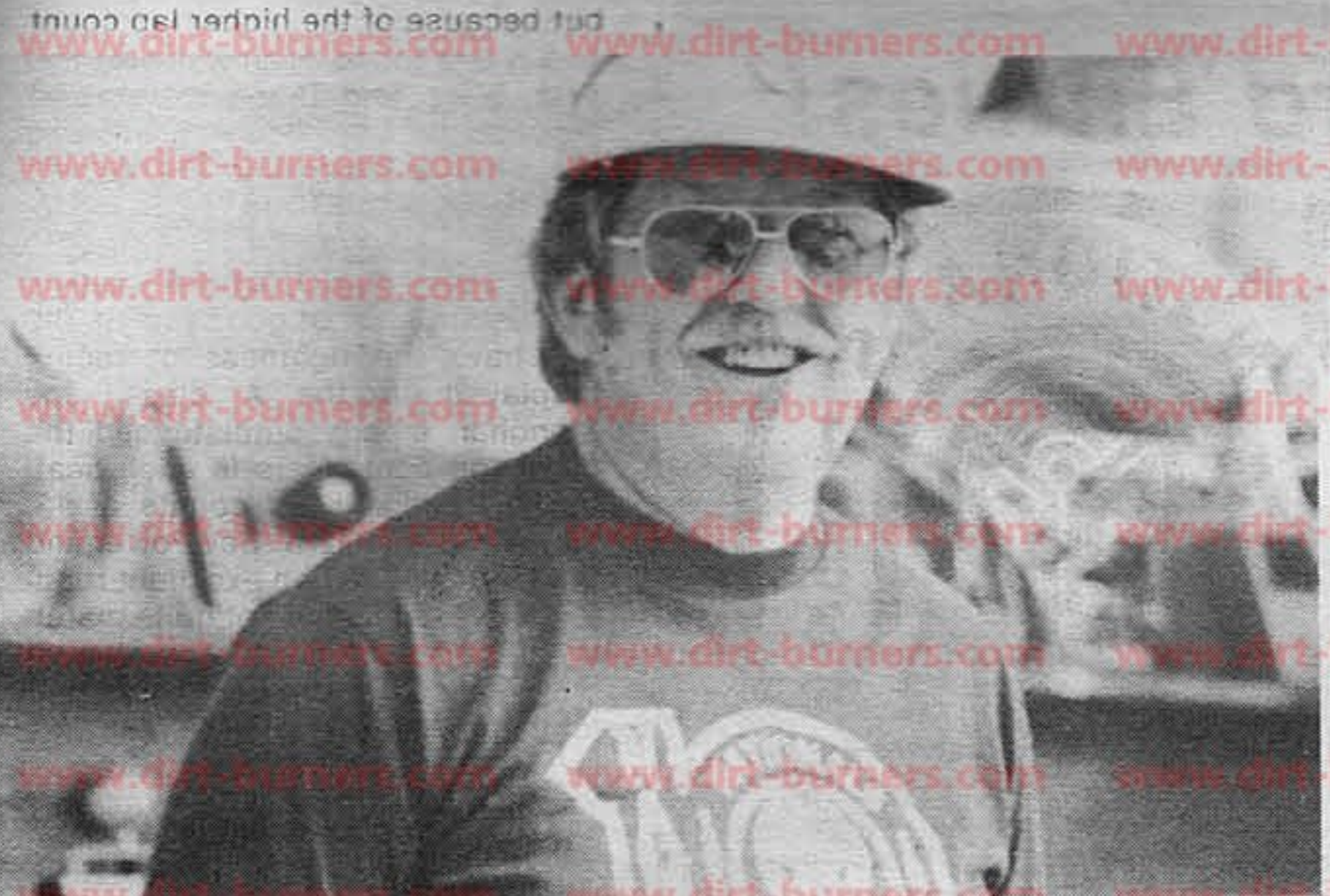
B Deep-Vee/Offshore, while presenting a lot of good racing, did not have the tightness of racing displayed in the A class. Joe Monohan clearly outdistanced the other top contenders in each heat, as he turned in lap counts of 13, 13 3/4, 14 1/2 and 12 3/4. Bev Power and Bill Hornell also had excellent running boats, but could not quite match the performance set by Monohan.

C Deep-Vee/Offshore presented another tie for first place. This time it was between Bev Power and Al Prather. Bev's boat certainly was consistent as she racked up exactly 12 3/4 laps in each of her four rounds. However, Al was awarded first place because of his 13 1/2 laps in round 2. Paul Dassonville followed in third.

X-Deep-Vee/Offshore was the smallest class with only eight entries in it. This is largely due to the expense of the engines needed to run. Al Prather again came through to capture first. Jack Horwitz and Cecil Reynolds followed in that order for second and third.

MONDAY was Outboard day and for those of us who are heavily into these classes, it was a hectic day indeed. Four rounds each of Outboard Mono, Outboard Hydro, and A Stock Tunnel were run, with the Tunnels having the largest entries. Outboard Mono, a class which was almost excluded in the 1982 Nationals, proved that it deserved its place as a field of 26 racers vied for the trophies. Currently, the leader in this class in District 19 is Norm Teague. He followed true to form at the Nationals by easily taking first place. Mike Boundy captured second in a close-fought battle with John Brodbeck who finished two points behind.

Outboard Hydro had a field of only twelve entries, as this is a relatively new class which has not yet gained much popularity. Rich Hazelwood easily cruised in for his second first place trophy of the week. He was followed by teammates Jack Garcia and Norm Teague. Jack



A smiling Race Director (above) had everything under control, while the judges (below) kept cool & a watchful eye on the race.

Garcia set a new NAMBA record in this class with a time of 1:24.7.

Second in total entries for all classes at the Nationals, A OPC Tunnel once again proved the popularity of outboards. Their consistency was shown by the fact that all three top finishers turned in perfect scores of 1600 points. Places were decided strictly by best heat time. Ed Fisher had the best with 1:54, while Jack Garcia turned a 1:58 and he was followed by Norm Teague with 2:01.

TUESDAY saw competition in A Mono, C Hydro, and Sport 40 Division 1, providing quite a diverse mixture of racing classes.

A Mono had approximately 58 entries battling it out for 12 trophies to be awarded. Art Hammond truly depicted the spirit of the 10 year Anniversary, finishing first in 1982, matching his finish in the same class at the 1972 Nationals. Jack Oxley and John Brodbeck followed.

C Hydro quickened the pace of racing. Following Round 2 it was anybody's ball game as three boaters were tied for the lead with perfect 800 points. But luck changed hands as all three of these leaders had a DNF in Round 3, giving those behind them renewed hope. Ralph Henry took advantage of the situation by taking first in the final two rounds to earn himself first place. Howard Power followed in 2nd. Ed Fisher, who had three firsts and a DNF, finished in third. He did, however, have the honor of posting the fastest heat time of the Nationals: a 1:19.

Sport 40 Division 1 provided a lot of excitement and established a new NAMBA oval record. Mike Penner, while not finishing in the trophy positions, turned in a heat of 1:58. Don Tallman, the previous record holder, may have lost the record today, but won the National Championship title in this class. He was followed by Richard Fish who edged out "on-time" Pete Prybylski, both tied with exact same points.

If number of entries are any indication of the popularity of a class, then WEDNESDAY saw the running of NAMBA's most popular class. B Mono boasted an impressive 76 entries. With this many entries, there was no room for anything but perfect runs as the top five finishers had 1500 points or better. Terry Prather ran four perfect rounds ear-

ning 1600 points and the first place trophy. Second through fifth, all tied with 1500 points, had to be decided on best times. This system moved Jack Oxley to second, and Ralph Henry to third.

While still somewhat small, entry-wise, X Mono is a class which has gained substantially in numbers this year, as many new hulls are now available. The class offers a lot of versatility and many engine setups, including twins. Al Prather knew just what to do in this class as he took first. Eddie Patten earned second with his impressive sounding twin. Doug Nystrom not only earned third but also a "record" shield as well, as he set a new fast time record of 1:33.8.

Sport 2, Division 2 is an interesting class which has evolved out of Sport 40, Division 1. Developed for those who wanted to get more speed than was possible in the Stock Division 1, this class allows any B-sized engine and tuned pipes. So far, District 8 seems to have developed this class more successfully than any other as all five top finishers were District 8 members. Ed Fisher managed to take first with his Canard style hull. However, he was not given alot of slack, as David Nordby and Dave Blacksten followed right on his

heels.

THURSDAY was a hydro-oriented day, as B and X Hydro did battles. As is pretty typical for hydro racing, DNF's were a common occurrence. Those that can finish in all four rounds usually end up in trophy positions. Our top three finishers did just that. Bill Hornell exhibited four beautiful heats to qualify him for first. Cecil Reynolds, only 100 points behind had to settle for second, while Wray Freitas made up the top trio in third.

X-Hydro added more power, more boat, and more DNF's. Gary DeLara showed them all how it should be done, as he was the only contestant in this class to finish all four Heats. He really has developed this class into an art. Tom Cleland finished second followed by Karl Morse. During one of Karl's heats I heard a spectator comment: "Now that's confidence - he starts a twin engine boat with a rope." He does, and seems to have no problems with it either.



B Stock Tunnel was also run in conjunction with these two hydro classes. A new class to NAMBA this year, it has gained rapidly in popularity. Several different hulls were on hand, all displaying excellent speed and handling capabilities. Jack Garcia clearly led the rest of the field with four firsts and an impressive heat time of 1:36. Second place ended up in a tie between three boaters and once again positions were decided by best

times. Joe Monohan, the current leader in District 19, captured second and Steve Vale was third.

FRIDAY morning saw the last of the normal heat racing, as A Hydro and C Mono entered the arena. A-Hydro presented a varied mixture of inboard and outboard powered hulls. Speeds were very comparable between the two classes. While several outboards made it into the trophy positions the top three boats were inboards. Wally Stewart, who finished second at the 1972 Nationals, proved that practice makes perfect as he took first place in 1982, just ten short years later. Ron Williams finished all four rounds for second place honors. Jack Oxley ran three perfect rounds in the last three but unfortunately a DNF in his first heat relegated him to third.

C Mono had alot of heated competition as well as some fine running boats. Bouncing back from a third place finish in Round 1, Eddie Patten racked up three firsts in the final rounds to become the undisputed National Champ. Ken Puckett, only 25 points behind, had some problems earlier in the year in this class, but seemed to have worked them all out as he ran an impressive four rounds for second place. Woodie Woodhouse, a relative newcomer to this class was third.

FRIDAY was also a banner day in several other aspects, as the long week of racing started to draw to a close. First of all, it saw the running of the first ever all-children event at a Nationals. Limited to junior boaters 12 years old and under, this event was the brain-child of Mike Drewery and the special project of Pam Stewart. Sponsored by K & B Manufacturing, it drew a total of ten entries. Each child received a bright orange t-shirt proclaiming that "Kids are Boaters Too", complete with their name and NAMBA number. As a special thanks for his support of this event, John Brodbeck of K & B was presented with his own "Kids" t-shirt, which he wore proudly the rest of the day.

Racing consisted of three rounds of three minute enduros. It was felt that this would be easier for the kids than the normal heat racing mill pattern. However, Merc Henry decided to run a heat race anyway. When asked why he cut off the whole first

(contd. next page)



It's hard to get your pitman down to your level when you're only four years old.



These Mississippi River Boats presented a beautiful opening ceremonies at this year's NAMBA Nationals.

turn, he responded with, "well, I'm in the mill, aren't I?" For most of the kids, this was the first time they had raced, and first round jitters were apparent. But they soon settled down as Round 2 was about to be run. Marcus Hooks and David Meyer have both raced at least once before, so they were a little more confident than the rest. Ricky Fish had the distinction of being the youngest boater at the 1982 Nationals at four years old. I knew that Ricky was ready for the race when the day before he informed me that not only was his boat faster than mine, but he was also a better driver. After seeing him race, I think he may be right. The kids, who heretofore were only interested in playing and eating at races, were suddenly transformed into enthusiastic boaters, sounding much like the adults. My daughter Tracy, for example, took an interest in learn-

ing how to check a plug, fuel the boat and making sure that her pitman was ready. Some of the kids had to borrow their parents' boats to run. This made it quite hectic for some of the crews as was the case for Bobbie Boundy who used his mom's boat for the first heat, but switch allegiance to Norm Teague's boat for the final heats. Stacie Hazelwood also had some problems with her borrowed boat, as it died after a couple of laps each heat.

All in all, it was a very successful event and one that perhaps should be included in future District and National races.

Team Marathon is a class which one basically sees only at the Nationals. It is a class that on the surface sounds boring and usually doesn't get much participation. Speaking now from experience of having participated in this event at

the 1982 Nationals, I can honestly say that I have never had so much fun and excitement in a boat race before. The hectic pace, the constant action and switching of drivers, and the adrenalin flowing, made this quite an exciting experience.

Team Marathon consists of four member teams - two drivers, and two pit people. The two drivers alternate running ten lap segments in a relay-type format, until a total of 100 laps are completed. The team with the fastest time after 100 laps wins. Of course, according to NAMBA safety rules, the use of the retrieve boat is prohibited while boats are running, so if a boat dies, the race is virtually over for that team. B Class boats are the only boats run. Any class hull may race, but both team members must use the same type boat, (ie. two deep-vees, two hydros, two tunnels). This year there were fourteen teams entered sporting a variety of tunnels and hydros. Only four of the teams that ran managed to finish the entire 100 laps. Places were determined by time. This racing started late Friday afternoon following the heat racing and after the kid's events. Boaters and spectators alike were treated to the expert, always humorous and informative commentary of Gary Johnson, as he called the blow-by-blow action through the two heats of this event.

Following their second place showing at the 1981 Nationals, the Prather Racing Team set a new record of 41 min. 13 sec. and sewed up first place. The team consisted of Al Prather, Terry Prather, Dot Prather and Diane Semler. Following them closely was the Custom Marine Supply Team of Cecil Reynolds, John Gaines, Mike Drewery, and Gary Baida. Third was won by the P & P Racing Team with Bev and Howard Power, and Judy and Bill Prigley. All three teams exhibited excellent efforts and certainly worked hard to earn trophies. While our team, the Beni-Kaama Racing Team, did not finish in a trophy position, we felt very good in completing the 100 laps. The team consisted of Norm Teague, Terry Holland, Doug Nystrom and myself. This team had never participated in an event such as this and had a lot to learn about the tricks that make

this kind of racing successful.

SATURDAY was the final day, and the drivers were starting to get tired from the long week of racing. But it was not time for rest yet. There was still one very important class to run - Scale Unlimited, the large C Class replicas of the Thunderboats - and this class seemed an appropriate finish to eight days of racing. So as the week started with the serenity of the Riverboats, it ended with the thundering roar of the Scales. Unlike the heat racing format, this event is run on the "Love Plan." Each boat races in 3 qualifying rounds, earning points to qualify for the Consolation heats, and the Main event. Finishing positions in this final heat determines the winner. Terry Holland, driving his ATLAS VAN LINES was the Main event winner. He was followed in second place by Ed Fisher and the CIRCUS CIRCUS. Don Ruetlinger rounded out the top three running MISS BUDWEISER. The other three boats, the OH BOY OBERTO driven by Ralph Henry, the VALU-MART of Bill Silvers and the BUDWEISER of Howard Power, were all involved in an unfortunate crash prior to the start of the race, causing all three to DNF. However, the greatest damage was to the pride of those involved, as they saw their chances for the National Championship pass them by.

Pal Jennings won this year's special award for the boat that most resembles the full-size unlimiteds. His beautiful paint job and meticulous detail clearly justified the award.

Racing on Saturday ended fairly early. All that remained was to clean up the race site and the Awards Banquet. This, the awards, was the event that the entire week of racing was leading up to. The banquet was held at the Holiday Inn in Buena Park. We were treated to a beautifully set-up banquet room, excellent food and great atmosphere. The people who were seen in blue jeans all week long were suddenly transformed in much the same manner as the famed Cinderella. It was time to relax and reminisce about the week's victories and defeats. The program consisted of present-



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

**NOW...  
4 NEW  
SIZES!**



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

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

• 250 Bore      • / 3" Indicates 3-Bladed Propeller

Send \$1.00 for catalog and price list to:

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



Three generations of Henry boaters. (left to right) Jim Henry, Merc Henry, Ralph Henry.



ting the trophies and various special awards and the numerous door prizes.

First three places received silver bowls on walnut bases and fourth place and below received walnut plaques, complete with a cast pewter medallion of the National logo. All these awards were done by the Midwest Trophy Co. of Del City, Oklahoma.

A special highlight of the evening



The array of trophies (above) was quite impressive. Our very own Editor, Cathie Galbraith (below left) received a Presidential Award from NAMBA President, Stuart Russell.



was the induction of the newly elected members in NAMBA's Hall of Fame.

The District also presented NAMBA Sweetheart awards to three women who had contributed greatly to the organization and smooth running of the Nationals. Pam Stewart, Deb Wiechman and Ellie Tom all had a number of functions that made this event so successful.

This year's "National Club Champions" (consisting of various racers from various clubs that banded together to accumulate their points at this National event) went to the "Sniveler Racing Team".

Gradually, the banquet came to an end, and with it came a fantastic eight days of racing, good times and many friendships made or renewed. District 19 should be commended for the fine work in putting on this event. Special credit should go to Nationals Chairman, Russ Kominitzky, and District 19 Director, Wally Stewart for their countless hours of work and dedication. I for one had a great time and I'm looking forward to the 1983 NAMBA Nationals to be held in Vancouver, British Columbia.

Cathie Galbraith

## NATIONALS RESULTS:

### 1982 NAMBA NATIONALS TROPHY FINISHING POSITIONS.

#### A Offshore/Deep Vee

- 1.) Richard Hazlewood
- 2.) Beverly Power
- 3.) Bill Hornell
- 4.) Mike Drewery
- 5.) Diane Semler
- 6.) John Cochrane
- 7.) John Brodbeck
- 8.) Mike Shelhart
- 9.) Jerry Roman
- 10.) 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 Dassonville
- 4.) Don Reutlinger
- 5.) Roger Hooks, Sr.
- 6.) Dick Barlag

#### X Offshore/Deep Vee

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

#### Best Offshore Appearance

- 1.) Norm Teague

#### 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 Jusak
- 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

#### 8.) Al Prather

#### 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 \*
- 2.) Terry Prather \*
- 3.) Dorothy Prather
- 4.) Diane Semler
- 5.) Cecil Reynolds
- 6.) John Gaines
- 7.) Mike Drewery
- 8.) Garrett Brada
- 9.) Beverly Power
- 10.) Judy Prigley
- 11.) Howard Power
- 12.) Bill Prigley

#### Scale Unlimited Hydro-

#### Main Event

- 1.) Terry Holland
- 2.) Ed Fisher
- 3.) Don Reutlinger
- 4.) Howard Power
- 5.) Ralph Henry
- 6.) Bill Silvers
- 7.) -1st Consolation
- 1.) Steve Muck
- 2.) Lynn Miller
- 3.) Gary Jensen
- 4.) Dave Miller
- 5.) Darryl Smith
- 6.) Robert Holland
- 7.) -2nd Consolation
- 1.) Frank Canning

#### Best Scale Appearance

- 1.) Pal Jennings

\* new NAMBA record set

## RACE CORNER:

(Contd. from page 2.)

S.C.H.I.A. (Southern California Hobby Industry Association) has announced the dates for their Hobby & Craft Show next year. The date is set for August 13, 14, 1983 and it will be held at the Long Beach Convention Center. Clete Sherman, President of S.C.H.I.A. made the announcement and indicated that SCHIA has sold its interest in the MACS Show to the Orange Coast Radio Control Club (OCRCC). Therefore, this show will be wholly separate from the MACS Show which, as we understand, it's also scheduled for next year. We don't have those dates yet.

Guess who is going to be on T.V.? Well none other than ASTRO FLIGHT's very own Bob Boucher. It seems that Bob's "Solar Bicycle" involvement brought him some notoriety and the people from "Two on the Town", a CBS program, were interested in filming Bob and all the zany and crazy things he puts out of that shop. Bob was not able to give us an air date, but promised that as soon as he knew, we would know. Hurray for Hollywood!

TEAROR (Tacoma Electric Auto Racers Off Road) has a number of race dates still on their calendar. If you're in the Tacoma, Washington area, and you have your trusty 12-cell off road beast, stop by and see them at the B & I Shopping Center, 8012 So. Tacoma Way, Tacoma, WA. 98499, on September 11, 25, October 9 and 23, 1982. For more information call Dave Klienman at 584-8659.

David Colling, 17, of Corpus Christi, Texas won the Axelrod Memorial Scholarship at the 1982 National Model Airplane Championships (see coverage in this issue) held in Lincoln, Nebraska on the first week of August. David won the award for outstanding performance within his age group. He competed with a radio controlled sailplane in events that called for plane and pilot to perform certain tasks during flight. These included a timed flight duration and a precise landing in a designated area. The models were also judged for quality of design and construction. Way to go Dave!

How far can you take R/C? Remember when we last mentioned that there are several racers now working on movies, doing stunts with off road R/C cars? The latest use for R/C comes from a friend of ours who happens to own a Mexican restaurant. He is now serving all his food on radio controlled trays mounted on R/C chassis, and delivered to each table by means of drive ramps that drop the car (tray) right onto the table. The waitress or waiter will take the order, and thereafter, drinks and food are delivered via R/C! Remember years ago there were several restaurants that served their food on electric trains? And the beat goes on.

# The 56th Annual AMA NATIONALS...

## Radio Controlled Pylon Racing At Its Best!



awarded. A pilot who fails to fly around the pylons receives a "cut" and is penalized by having to fly one extra lap. A second "cut" gets a zero for that heat.

At this year's Nationals three days were allotted for each class which produced a total of 225 racing heats.

The flag drops (above) and the loud roar of the engines indicate the start. Close racing is the norm (above right), which sometimes can be very dangerous. All aircrafts are held up for identification by the flagman, cut judges and lap counters before each race (below left). Three Formula 1 racers are flagged off simultaneously (below right) in flyoff races. Photo. Art Arro.



Photo coverage and report by Art Arro

Lincoln, Nebraska  
August 1982

The 56th Annual AMA Nationals were held on the first week of August in Lincoln, Nebraska. Scheduled were two events of R/C Pylon Racing for the National title; Quarter Midget and Formula 1.

These two events drew 47 and 45 entries respectively from all around the country.

What is Pylon racing? The models are launched in 3 or 4 plane heats from a common start-finish line using a handicap or draw system for the order of takeoff. The pilots fly their models via radio control systems attempting to navigate their craft around a triangular course as perfectly and quickly as possible. They are assisted by callers who inform the pilot when

the plane reaches the far pylon and it's safe to turn. Generally, flag men are posted at the far pylon to signal when the planes are abeam (around) the pylon. Lap times in the order of 7 seconds are common in Formula 1 which is the fastest event. The current National record stands at 1:07 for 10 laps over a total two and one half mile course.

The first aircraft to cross the finish line after 10 laps is the heat winner and is awarded 4 points. Second place finisher is awarded 3 points and third place two, etc. If a flier fails to complete the ten laps for whatever reason, no points are

Although no new AMA National Fast Time record was produced at this year's Nationals, still the racing was fast and furious.

As a point of interest, the Cox Conquest 15 was the most popular engine in Quarter Midget class, while the Supertigre X-40 prevailed in the Formula 1 category.

Setting Quarter Midget fast time was Gail Jacobson who set a 1:24.38 for ten laps over the two mile course. In addition, Eric Ristrum won the Formula 1 fast time with a 1:15.13 min over the 2 1/2 mile course.

After the last drop of nitro was



Part of the huge entry of aircrafts for this year's AMA Nationals.

"Caller" informs the pilot when the plane has reached the far pylon and is safe to turn.



burned the results of each event were computed and the National spots from 1st through 10th were as follows:

- QUARTER MIDGET:**
1. Jim De Young...1:28.90(fast time)
  2. Gail Jacobson...1:24.38
  3. Bob Nickle...1:32.05
  4. Charles Smith...1:29.68
  5. Dave Latsha...1:30.05
  6. Doug Brueshaber...1:30.78
  7. Richard Steine...1:32.85
  8. Lyle Larson...1:31.40
  9. Bob Brogden...1:31.38
  - 10 Dick Ritch...1:31.36

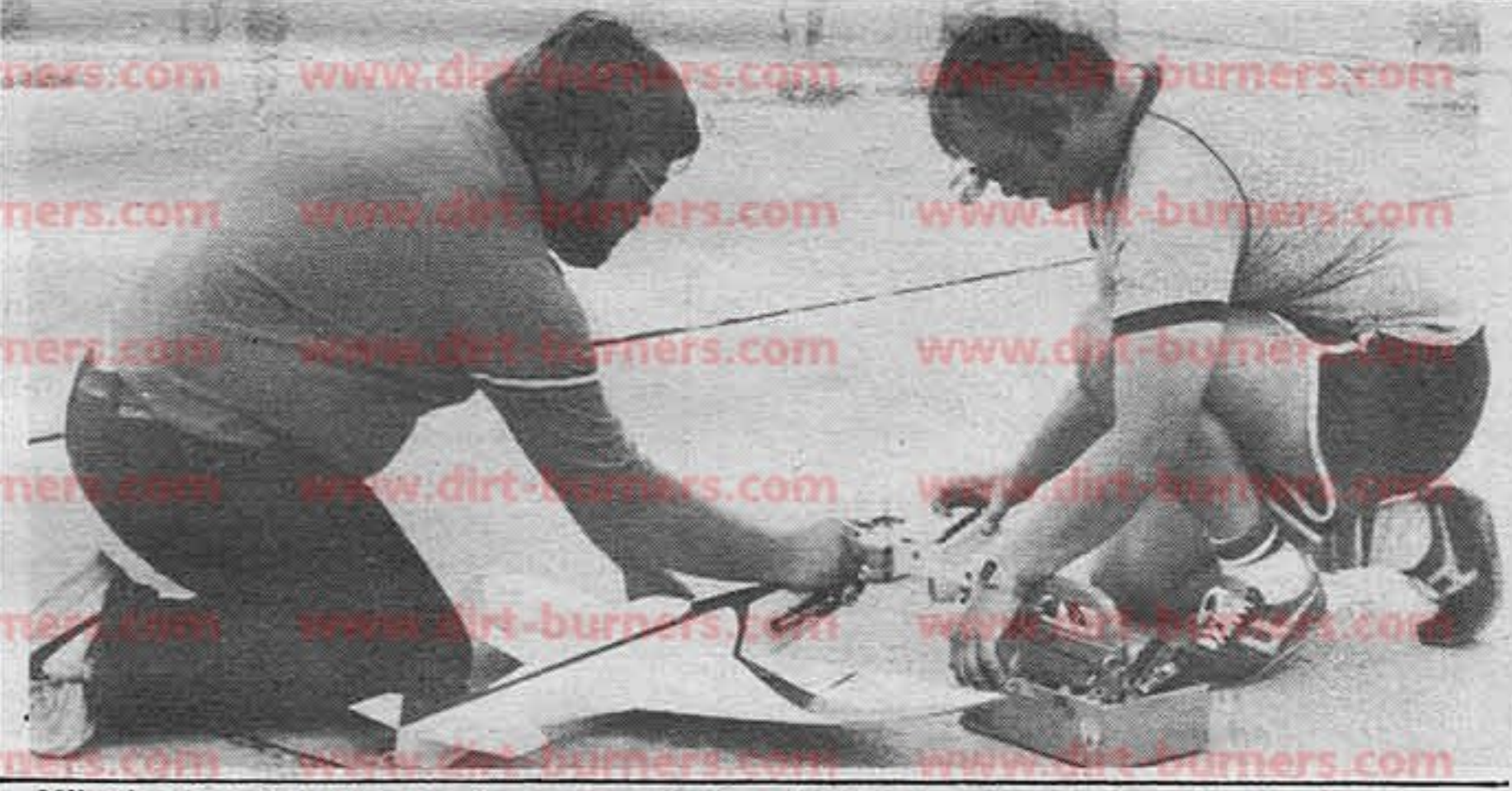
- FORMULA 1:**
1. Dave Schadel...1:17.57
  2. Bob Onori...1:20.50
  3. Gail Jacobson...1:17.83
  4. Norm Johnson...1:16.78
  5. Phil Bussell...1:19.61
  6. Jeff Berker...1:17.32
  7. Carl Layman...1:20.28
  8. Bill Preis...1:17.18
  9. Eric Ristrum...1:15.24
  - 10 Duana Pisciotta...1:21.25

Art Arro

The moment of truth...the take off. (Above). Judges watch for any infractions during racing (below right).



Paul Schattauer from Atlanta, GA has his QM Polekitty racer refueled before a heat. All fliers used the same K & B 500 fuel in Quarter Midget.



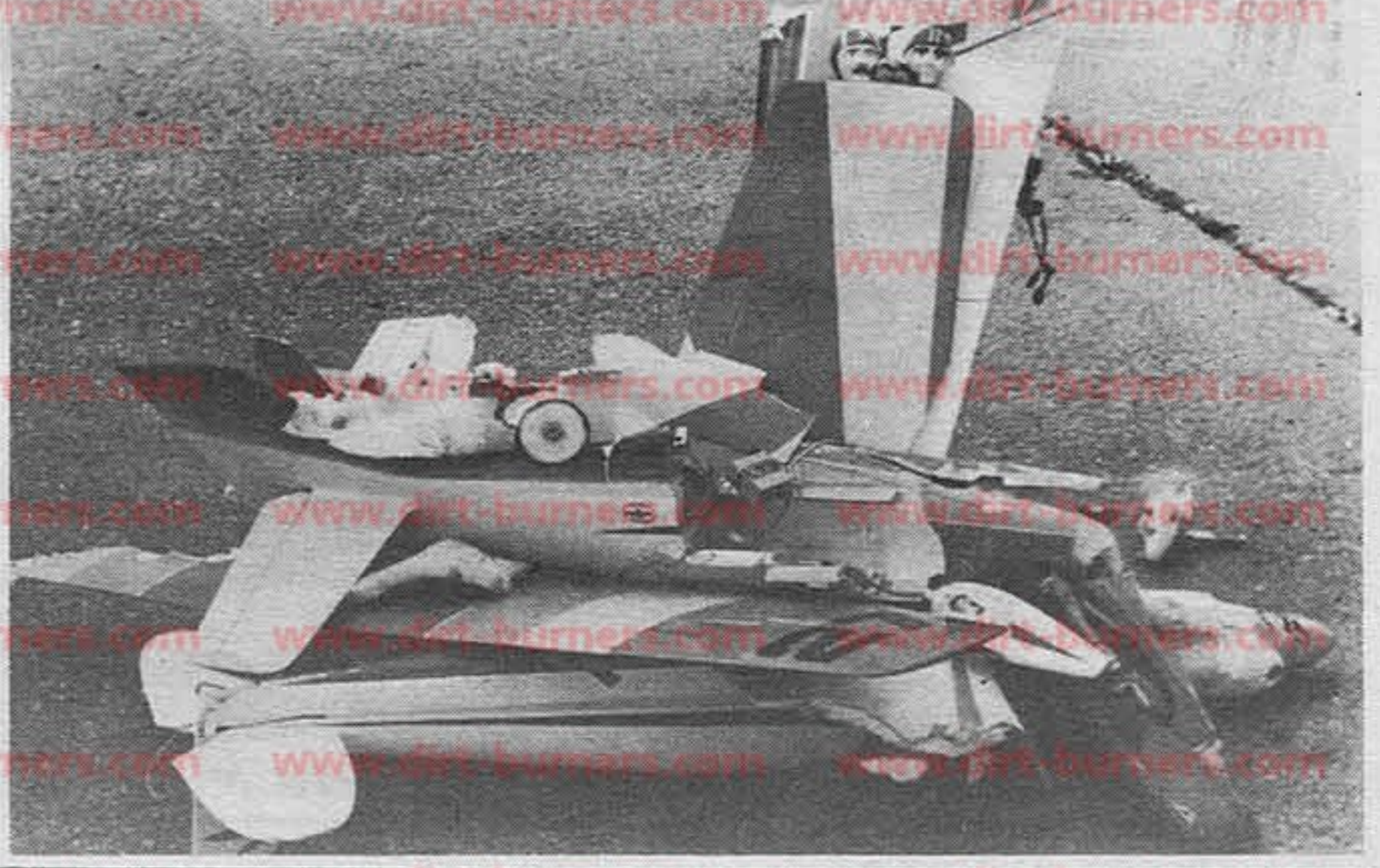
Mike Lasker dials the needle valve while Ken Hulik takes the RPM reading in Quarter Midget. Photo. Art Arro.



The Formula 1 models are launched at one second intervals for all heat racing. The takeoff position is determined by handicap judging before the race. Photo. A.Arro.



Gary McPike from Agoura, CA (also Contributing Editor for R/C RACING NEWS) and his Formula 1 De Night Special racer. Gary's model won Best of Show at the Nationals.



Formula 1 carnage due to mid-air collisions were extensive at the Nationals.

# Gulf South Report...

By Richard Childree

ROUND FIVE OF THE GULF SOUTH SERIES GOT UNDERWAY today with a bang! The bang was a clap of thunder, as during the lunch break the sky opened up and the bottom fell out. There was water two and three inches deep on the track. After a while, it was voted to call the race off and award points based on the two best qualifiers. This pleased some of the racers and upset some who voiced their opinions about the voting.

I'm sorry for those racers who lost points due to problems during the qualifying rounds. Better luck next time. I'm sure the racers will remember that Gulf South Series only counts five of eight scheduled races for the series win.

There has been much talk about using VHT on the track before the qualifying rounds and mains. I would like to say that I have been talking to the secretary and that if decided upon, there is enough

Airtronic Radios  
AJ's  
Associated  
Astro Flight  
Authentic  
AYK  
Bear Products  
BoLink  
C & H, Inc.  
Chilton Hobby Books  
Custom Racing Prod  
Dart  
Delta Mfg.

Devcon  
DuBro  
Dumas  
Eveready Batteries  
Flyline  
Fox  
Futaba  
Galler Electrics  
GE Ni-Cds  
GMS  
Hallico  
Hi Johnson

Hot Stuff  
House of Balsa  
International Prod.  
JCM Specialties  
Jerobee  
JoMac Products  
K & B Mfg.  
Kimbrough Products  
Kraft-KO Radios  
K & S Engineering  
Kyosho  
Leisure Electronics

Loc Bond Adhesive  
Loctite CA  
Marker Machine  
McCoy Parts  
MCOV Decals  
McDaniel R/C  
Milwaukee Metal  
(folding tables)  
M.I.P.  
Model Racing Prod.  
MPC-Headlock  
MRC

Steve Muck Boats  
Ni-Starter  
Novak Electronics  
OPS 3.5 Engines  
OS Max Engines  
Parma International  
PB Racing Cars  
Perry Airmotive  
Picco Engines  
Power Sonic Ni-Cds  
Prather  
Pro Slot

Pylot  
Race Prep  
R/C Electronics  
RCH  
Rich Lee Engines  
Rick Davis Parts  
RPM  
Robart  
Sanyo Ni-Cds  
Satellite City  
SG Decals  
Sheldon Fuel

Shoe Goo  
Sonic Tronics  
Sullivan Products  
Super Stripe  
Super Tigre X21  
Tamiya  
Thorp  
Trick Stuff  
Triflon  
Trinity  
Twin-K  
Vantec  
Vortac Mfg.

## DEALERS! Ja-Lea Co. Has What You Need:

Ja-Lea Co. 803 Business Parkway, Richardson, Texas 75081 (214) 238-0929

money to cover two gallons per race for each club to use. At this time I would like for each one of the racers to get in touch with your Series Delegate and tell him how you feel about using VHT, so that we can perhaps vote on it at Hattiesburg in August.

Due to the rain this weekend, this report is short. Next race is scheduled for Saturday and Sunday, August 21, 22, 1982 at Hattiesburg, Mississippi. The same format as before will be followed. Controlled practice will be scheduled on Saturday, while Sunday will be for the gold and the points.

Richard Childree

### RESULTS

#### OVERALL STANDINGS:

1. Freddie Rapuana...2477
2. Richard Childree...2434
3. Bill Gardner...2411
4. Karl Kaiser...2387
5. John Abadie...2346
6. John Dupuis...2271
7. Tom Prine...2214
8. Red Simon...2203
9. John Mistic, Sr....2102
10. John Dingman...2096
11. John Serou...2053
12. Brian Long...1946
13. Dan Ironmonger...1846
14. Danny Wenzel...1807
15. Martin Zeller...1744

16. Edgar Riviere...1695
17. Pat Roberts...1695
18. John Mistic, Jr....1641
19. Daniel Gardner...1612
20. Ernie Chassanoil...1427
21. Terry Robinson...1349
22. Gerry Brown...1261
23. Kenny Smith...1257
24. Dave Mellinger...951
25. George Molinary...883
26. Frank Vance...866
27. Todd Schumert...801
28. Wes Young...771
29. Sheldon Nothacker...465
30. Merle Nothacker...430
31. Dudley Kinard...409
32. R. VonDullen...399
33. Louie Butz...396
34. Tommy Bordelon...382
35. John Robert...381
36. Bob Murphy...370

# SPACE DAYS 82...

Report by John Hodgson

Foothill College  
San Jose, Ca.

I would like to take this opportunity to thank all the racers who participated in Space Days '82. For this reporter, this race was one of the most relaxing and enjoyable days I've spent racing in a long time. The change from the Evergreen track site to the Foothill College site was really refreshing - the weather perfect - and the racing excellent.

A big thank you is in order for Mr. and Mrs. Adkins, - Mrs. Adkins for her lap counting, Mr. Adkins as her assistance and for dragging Jim Jr. from the home video games to the track.

The majority of the "race directing" was done by Bill Margolis. This is a thankless job, so to Bill, also many thanks. I know Bill had to give up preparing his car to do this job.

On to racing...

The Novice Main was won by Willie Brown. Second was Bill Bowerman and third went to Tod Robbins. Willie has been improving with every race...with fast improvement and a bit more experience I'm sure Willie will be on victory lane in future races. Second went to Bill Bowerman. Nothing unusual here except that this was only his second

R/C race ever! If you want to talk about the agony of driving the wheels off a car, talk to Bill, as he finished the race with his gear actually dragging on the ground.

The Amateur Main was won by Mario Guevara, with Conrad Santos in second and he was followed by John Perry. If my memory serves me right, Mario and Conrad dived back and forth the first few laps before Mario gained the lead and went on to victory. This was John Perry's second race as amateur. John had a very shaky start and pretty much thought he was out of it for the whole race. He dived just to hang in there and see what he could do. What he did was drive a very stable and consistent race. I had only to run after his car just one once, which was to his advantage (I'm a bit slow).

The Experts came next. The main conversation in the pits today, besides the pretty scenery, was; would the tires last the entire race? The tire wear was something that we really were not prepared for. The Expert Main was won by John Hodgson, with Jeff Hollfelder in second and Gary Buriani, third. I think Jeff and his MRP car had a long talk in the pits before the race...The results being that Jeff would drive the car the way it was handling that day and whatever happens, happens. What happened was that Jeff took an early lead and could not be caught until there was five laps to go. I think the motor rebelled against Jeff for the way he talked to

the car earlier in the day. There was a decline in speed which was the only way that anyone could have caught Jeff. Jeff and his car were really hooked up during the first fifty laps. I don't know how many times Gary Buriani and I traded off second and third place. We were having a good go at it until Gary's pits caused him to have to pit one extra time to top off his fuel tank. As it was, all top three finishers finished with 60

laps. The final results put Brown, Bowerman and Robbins in the top three in the Novice class. Guevara, Santos and Perry in the Amateur limelight; and Hodgson, Hollfelder and Buriani, atop of the Expert Main.

## Put the bite on competition!



TWO CHASSIS:  
KING COBRA & COBRA I



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

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

#### CHECK THESE FEATURES:

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

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

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

# Inside Lines



Two new & exciting R/C entries from Brinkmann La Trax are the LTX-50 Off Road Racer and the LTX-20 Chevy Pickup (not shown here). The LTX-50 is styled after the popular Class 1 racer of the Tracy Valenta team, which has raced in the Baja 500 and 1000 and the Firecracker 250. LTX-50 claims speeds up to 30 mph and is equipped with Padla Trak tires for traction in sand or loose gravel and comes equipped with functioning front shocks and independent front suspension. The Racer comes ready to run with NiCd rechargeable batteries and a 750 MW radio transmitter & charger. Brinkmann 4215 McEwen Rd. Dallas 75234



New DELTA Battery Charger and Peak detector. Sure to charge your batteries to the maximum without overcharging and damaging your NiCd cells. Used by the best racers in the world including the World Champion, Art Carbonell. From DELTA Mfg.

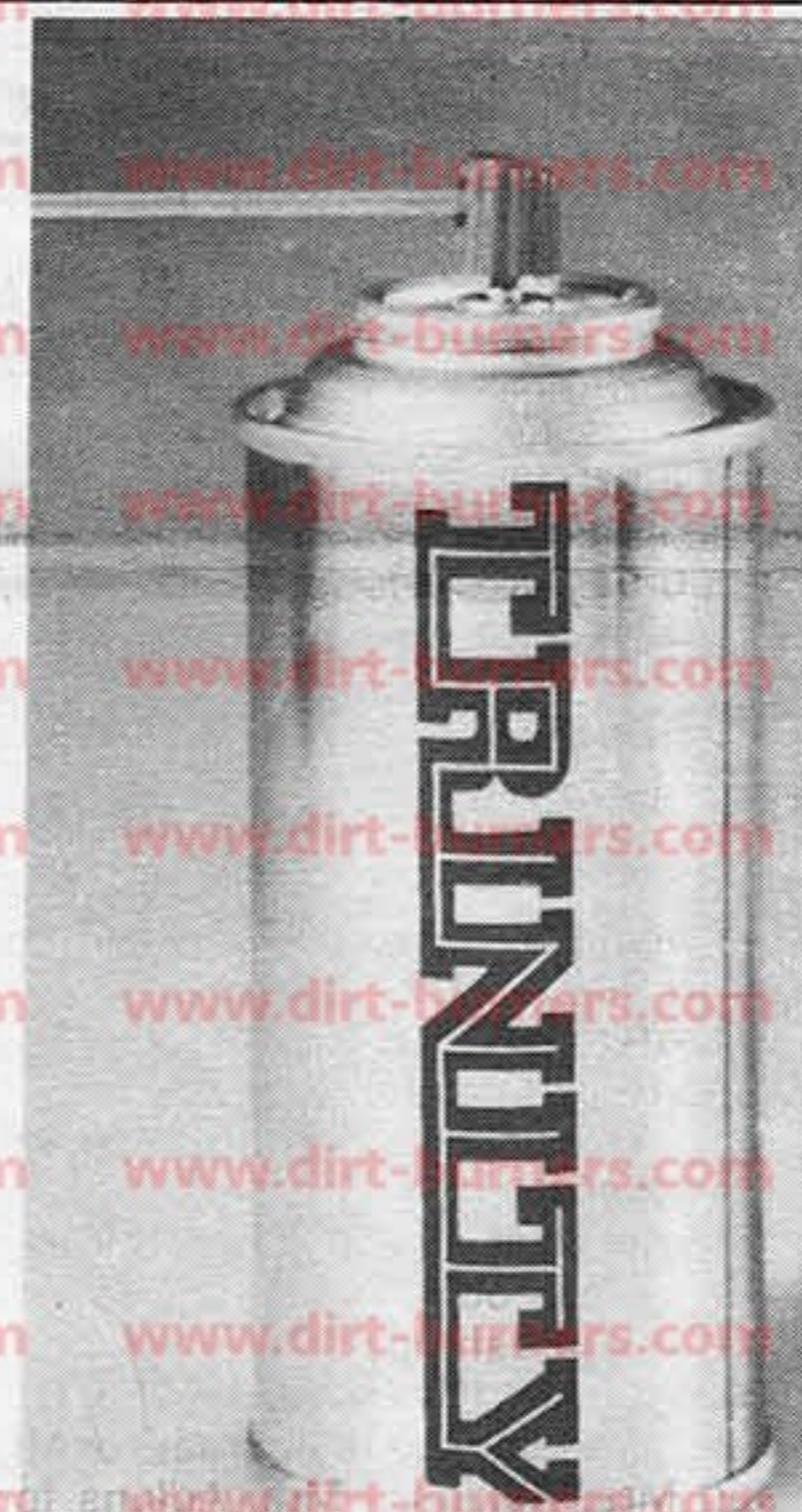


An inexpensive flight pack for that second airplane! The KRAFTPAK (KAP-6), 6 channels, 4 servos includes 1 KPR-6C Receiver, 4 KPS-22 Servos, 1 KB-4E Battery Pack & 1 Switch Harness. (P/N 200-121). Suggested Retail: \$249.95. From KRAFT SYSTEMS CO.

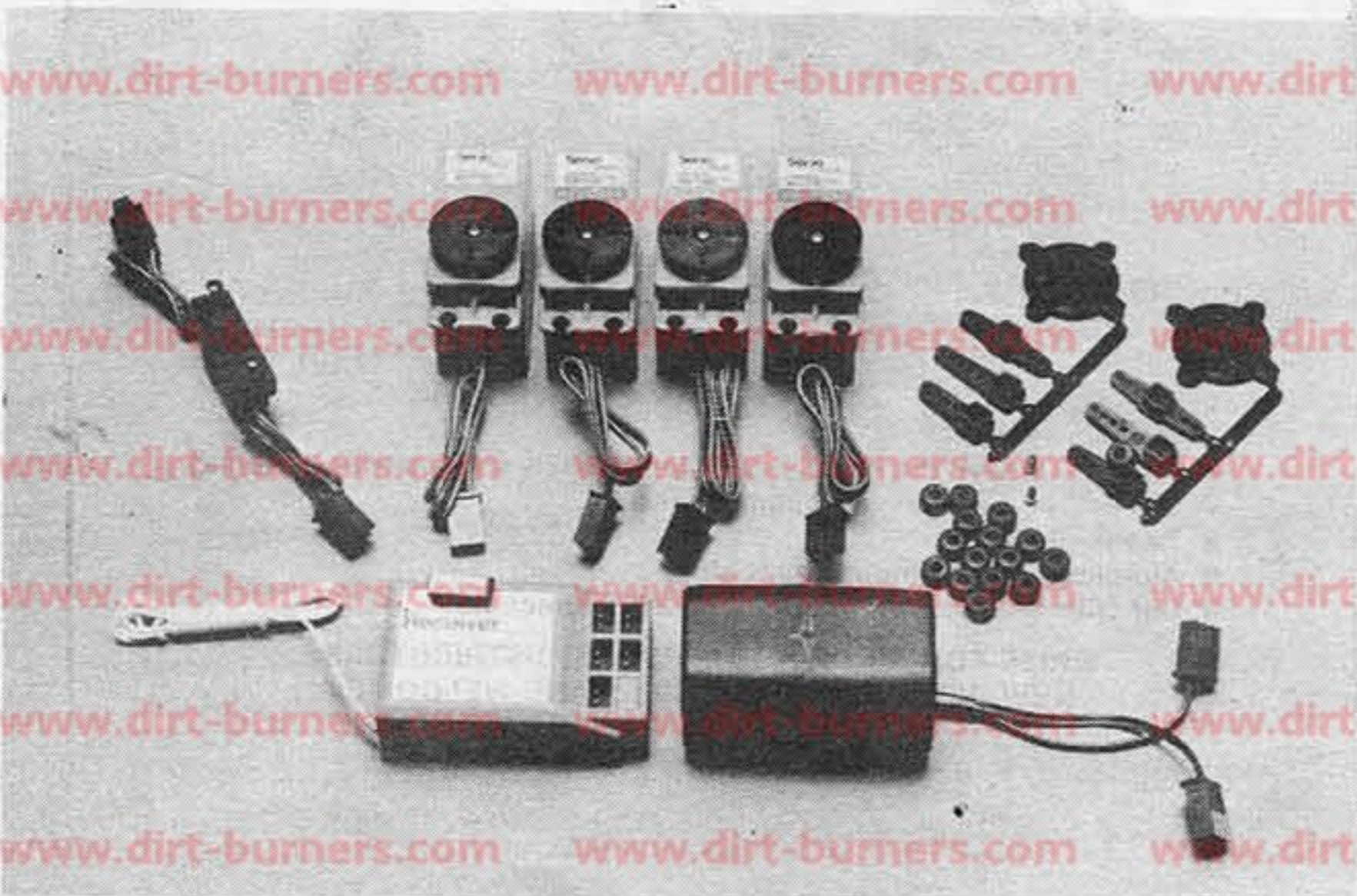
The KRAFTPAK (KAP-4), with K-Line connectors, 4 channel system includes 1 KPR-4K Receiver, 4 KPS-21K Servos, 1 KB-4K Battery Pack, & 1 Switch Harness (P/N 200-224K). Suggested Retail of \$159.95. From KRAFT SYSTEMS CO.



High temperatures affect a motor's magnets & shorten battery life. One way to beat the heat is with TRINITY's Heatsink. Lightweight, features anodized finish for good heat dissipation & sells for \$2.99. From TRINITY

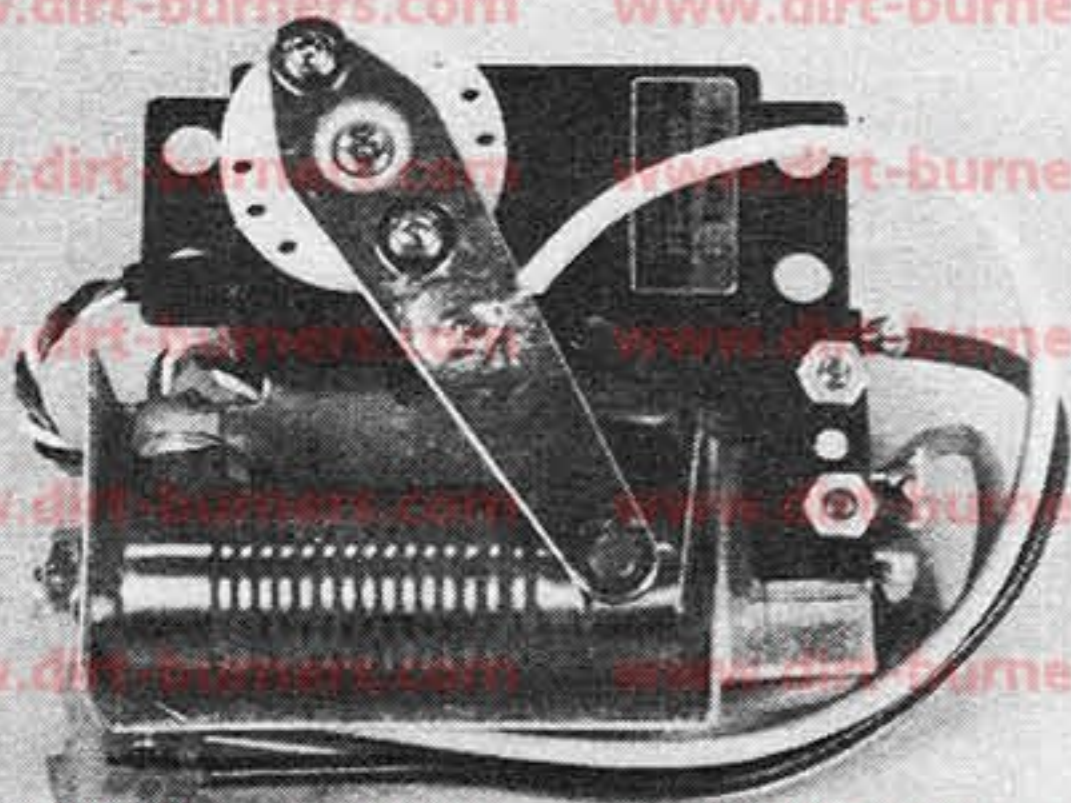


TRINITY Motor Spray. Unlike most tuner cleaners contains no lubricant & will not leave a residue on the motor's commutator. Excellent for breaking-in motors and racing all day. \$3.99.



The TRINITY Body Clip uses heavier gauge wire, which has been anodized. More rugged than a normal clip, takes more abuse. The end of the clip is bent for easier handling. TRINITY clips are priced at 6/99 cents.



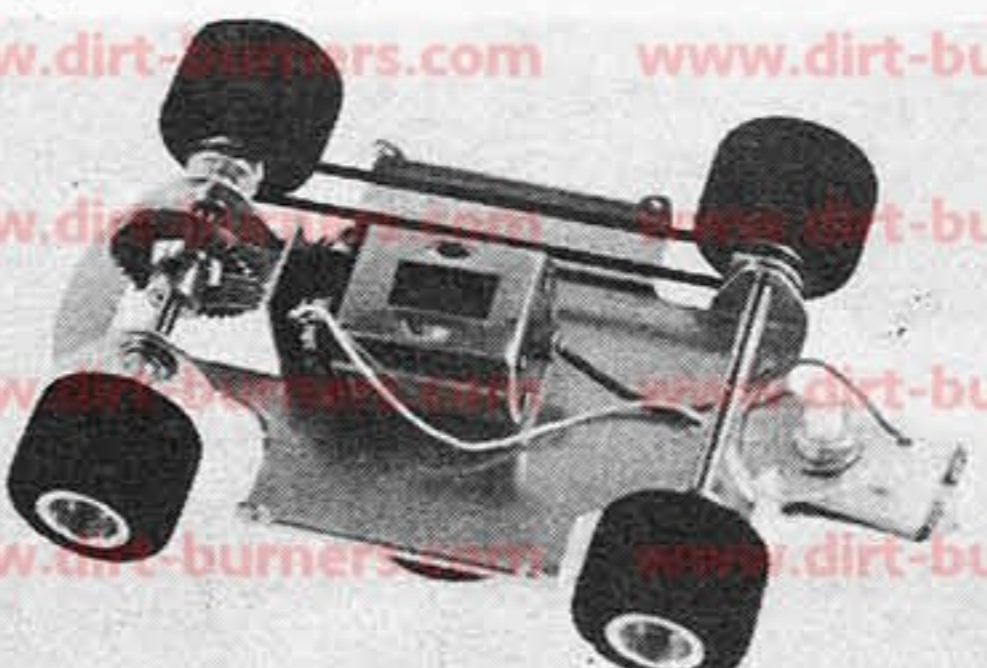


BoLink has a simple one piece resistor bracket for the Digger 10 and other 1/10th scale cars. Bracket mounts directly to the servo, comes with resistor, reverse switch, and new wiper arm installed and wired. This setup will handle 7 and 8 cell pack with no problem. Price. \$24.95. From BoLink Industries. 420 Hosea Rd. Lawrenceville, GA. 30245.

Put the finishing touches on your off road racer with BoLink's Off Road Number Plate. Display your number where it can be seen. Plate comes pre-painted and painted white with mounting hardware. Price. \$2.00. BoLink Indst.



**REVERSE SWITCH** - Always stuck on the boards? Don't wait for a corner marshall - put in a reverse switch and take off!! From Parma.



**4WD WOMP WOMP CARS**, faster through the curves with a new feeling of stability on the track. The only way to go! From Parma International.



**1/12th TRUED DONUTS** - Three types of fronts, medium, med-firm, & firm. One rear, medium. Who wants to mess around with truing tires? From Parma Int'l.



**Brass Kar Chassis**: PARMA's newest & latest craftsmanship in this car will change your faith to "Brass Kar" - a notch above the top notch. From PARMA



**1/12th Scale LANCIA G.P.6**: The newest 1/12th terror on the track. From PARMA.



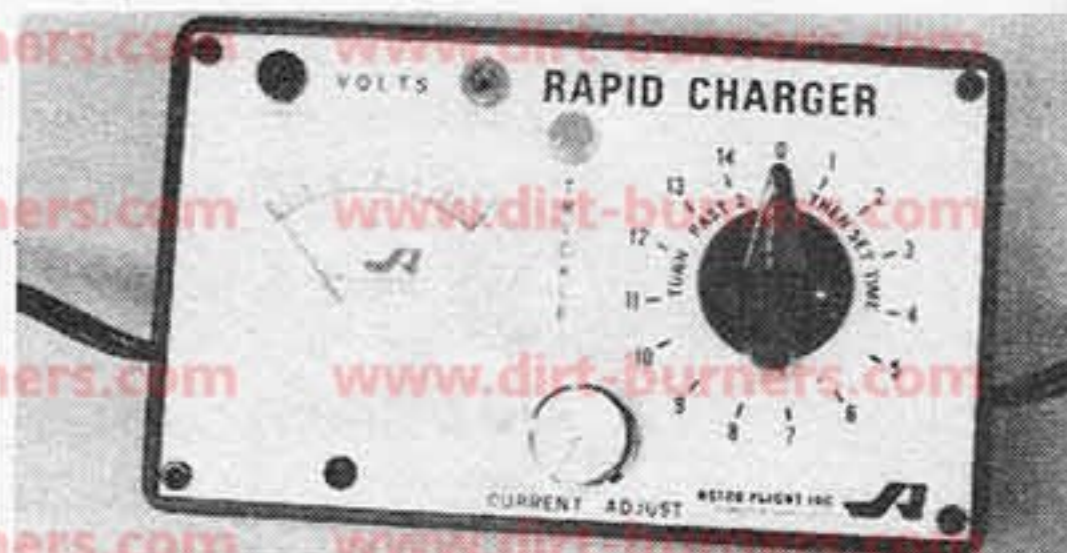
**PARMA's new Super WompWomp**: A new generation of fun with the new off-sprint of the WompWomp. Handles like the procars. From PARMA.



The new KP3KW/B with C.V.S.S. Now you don't need to struggle through another race to adjust your old dual rate transmitter. With the new KRAFT KPT3KW/B with C.V.S.S. you can change your steering sensitivity any time during the race, with your thumb! From KRAFT SYSTEMS CO.



The new K-LINE 5 Channel KP5K radio system. It features 2 full-range, externally adjustable dual rate switches for variable aileron and elevator control. The modular RF section permits frequency conversion to new channels. Four proportional channels are provided. From KRAFT SYSTEMS CO.

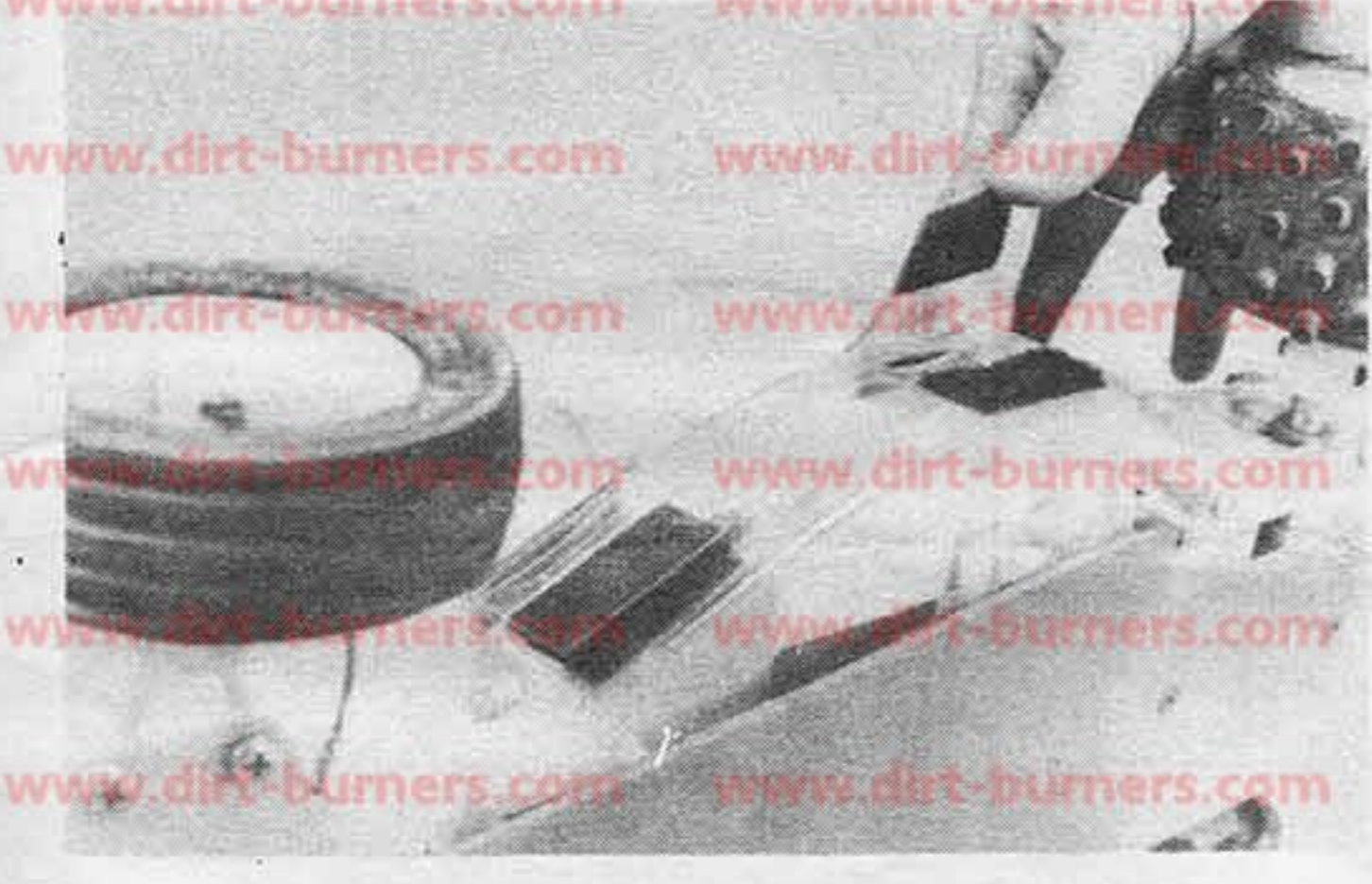


The economy six-cell charger from Astro flight is designed for 1200 mahr - as used in 1/12th, 1/10th, electric plane. Automatically stop charge and switch to "trickle" charge. Challenger Cobalt 05 is designed for the serious hobbies. v at 35,000 RPM at 350 degrees F. and coupled with a new silicon commutate up to 25 ampere, this motor can withstand. Price \$75.00 Astro Flight, 13311 Beach Ave. Venice, CA



Now BoLINK brings you more power for your off road cars. Choose from either a Sanyo or G.E. 7-cell battery pack. Both are completely wired and ready for you to add your own style plugs. The Sanyo pack runs \$49.50 and the G.E. pack runs \$47.50. BoLINK Industries, 420 Hosea Rd. Lawrenceville, GA. 30245-4695, U.S.A.

Now there's a simple way to attach the cover of your 1/10th scale off road car. No more messing with screws, tape or rubber bands. BoLink's Velcro Box Loks are pieces of plastic with velcro mounted on them, making removal and replacement of covers on your Digger 10, Tamiya, AYK and other 1/10th off road, easy. Price. \$3.00 BoLink Inds.

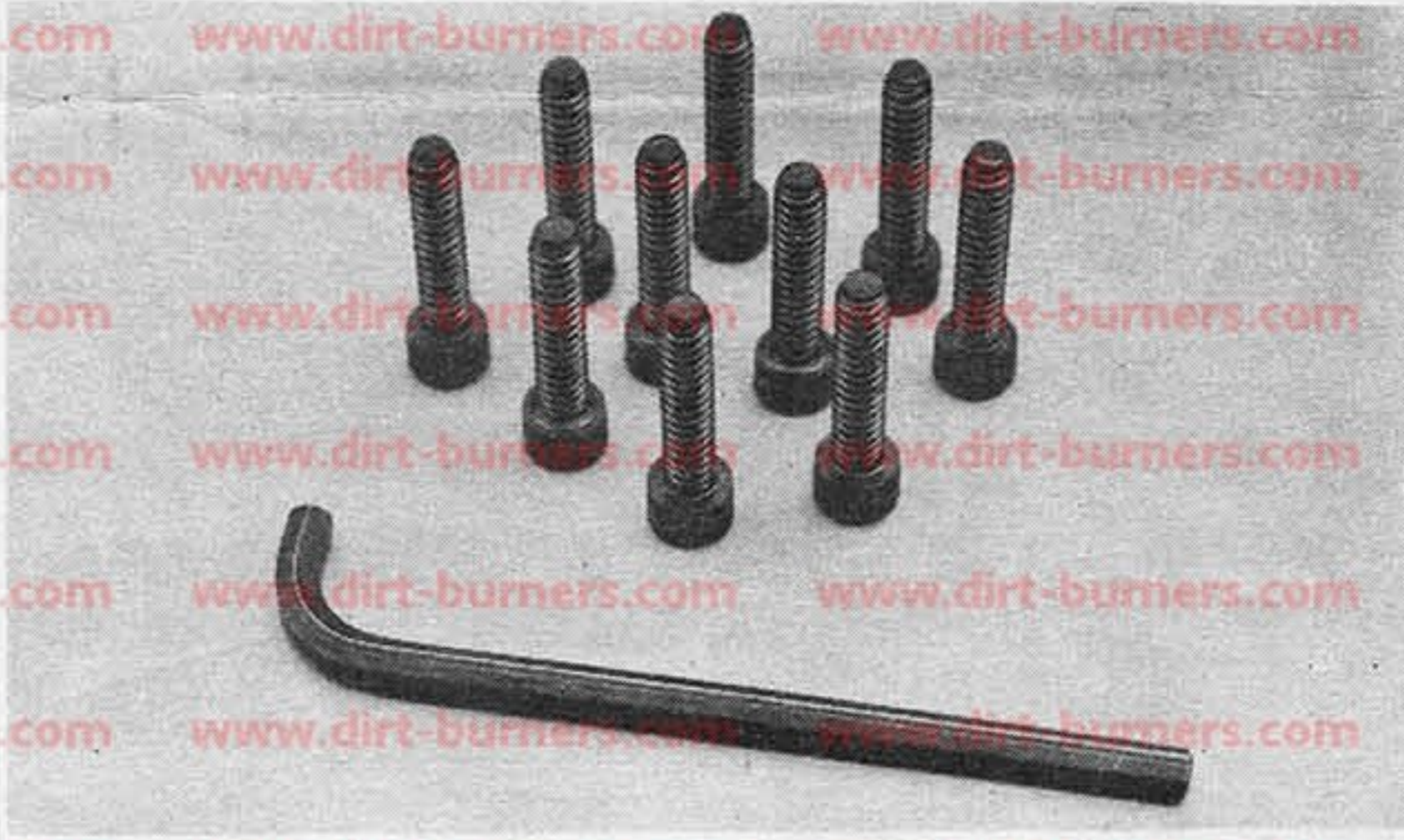


Heat Shrink Tubing (1/16" Diameter) ideal sleeving for plugs and connectors. Shrinkable by using your soldering iron or cigarette lighter. Part-200-250, retails for \$.98. From KRAFT SYSTEMS CO.



Wing Saddle Foam Tape. Pressure sensitive adhesive on the side (1/16" thick X 4" long). Easy to apply. Makes neat looking wing to fuselage fit. Can also be used to seal access hatches, cowlings, etc. From KRAFT SYSTEMS CO.

Model Engine fuel line (4 ft.) Special formulated high grade black neoprene tubing for all glow, gas & oil & diesel fuels. Part 200-249. Retails for \$1.49. From KRAFT SYSTEMS.



Engine Mounting Screws with wrench (10 pcs). Hardened steel hex crews (above) (6-32 X 3/4" long) with handy wrench. Black Oxide finish. Part 200-260, retails for \$.98. This fuel tank (below) is a slimline design for the extra large quarter scale model airplanes or boats. New larger fittings for maximum fuel flow, seamless polyethelene const. will not split or crack! 24 oz. capacity. Retails for \$6.49. From KRAFT SYSTEMS.



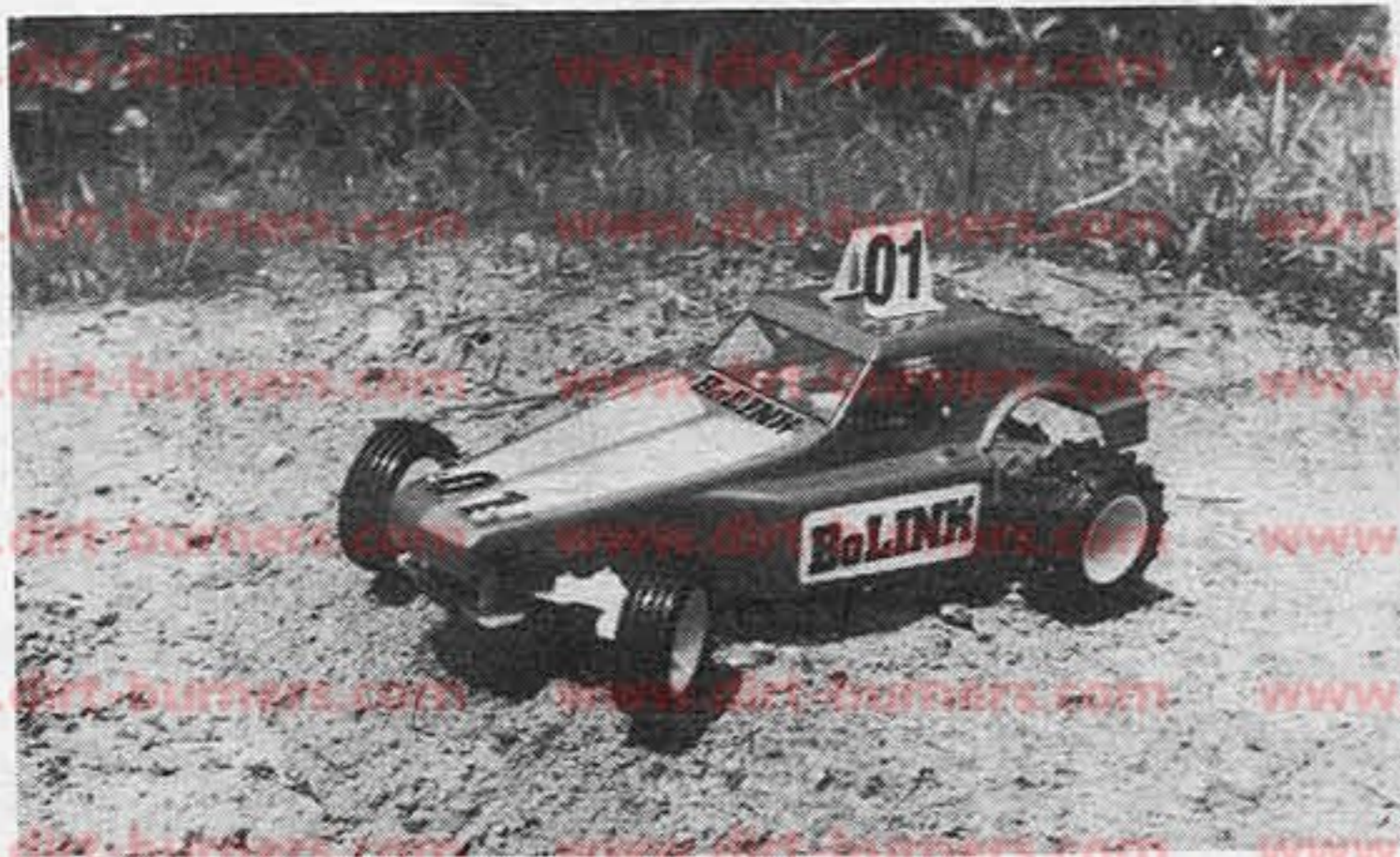
Silver Buttons: Quicker power transfer from button to resistor can be had with these new silver plated buttons. From PARMA.



ed to charge six, or seven cells bat-  
anes and boats. 15 minute timer to  
harge. Price. \$24.95. The Astro  
s, with the capabilities of operating  
silver graphite brush design which  
and the most rigorous tasks of rac-  
s. Ca. 90291.



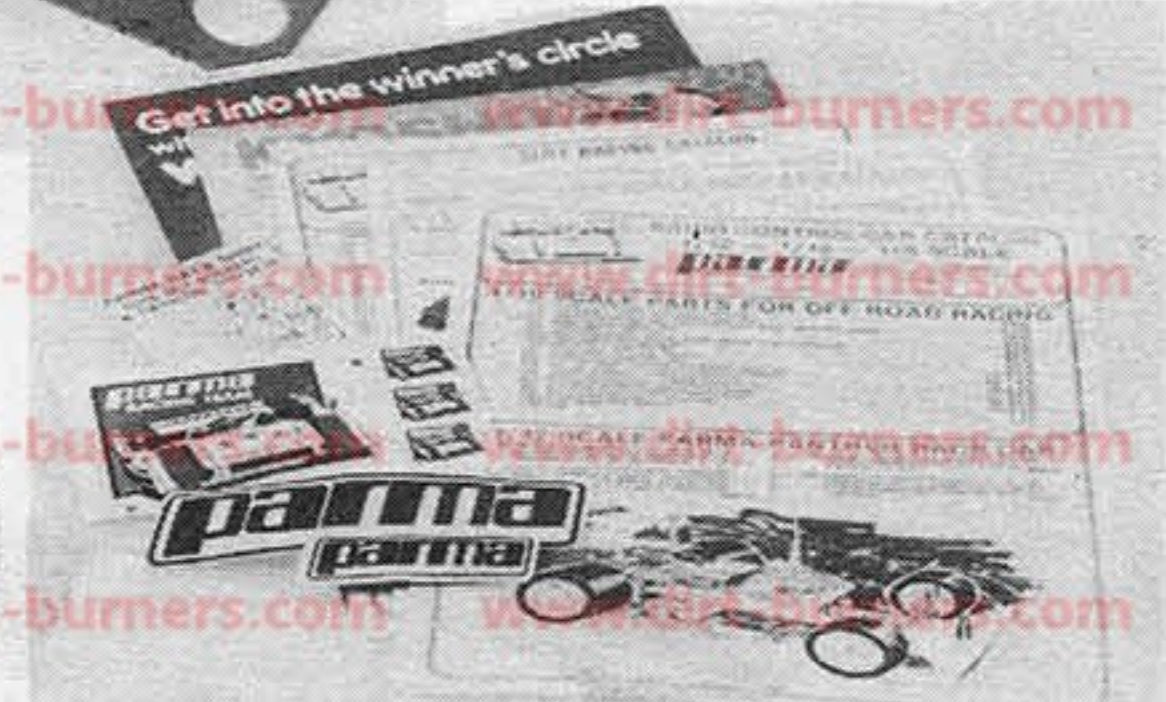
(contd. next page)



BoLink has another 1/10th scale off road body. The Funco 2-seater has a lower profile, giving it the real racing look. It also features simulated nets in side windows, dual air cleaner cover and oil cooler on the rear. Fits Digger 10, Tamiya, AYK and other 1/10th scale off road cars. Price \$17.00 From BoLink Industries.



Turbo Silver Plated Goodies: Silver Plated contact system for your turbo controller gets your resistor juiced quicker! From PARMA.



PARMA R/C & Slot catalogs plus tool box stickers offer for \$1.00: What more could you want for a dollar?



1/24 Miller Mustang: Sleek & cool to rival your friend's taste in good looking body style. From PARMA.



4 Wheel Drive WompWomp: Pull yourself through corners with PARMA's new 4WD WompWomp.



PARMA's new ProTurbo: Just a little squeeze will let you know how easy it is to pass & win with PARMA's super-trick squeeze machine.

P. O. BOX 263  
SAN GABRIEL,  
CA 91778



(213)  
285-7254

## CUSTOM RACING PRODUCTS

Dealer and Distributor Inquiries Invited

See Us At Anaheim  
HIA Show  
'83



LARGE  
INVENTORY  
"PROMPT  
SHIPMENT"

"The Racer's  
Choice"

## Attention R/C Clubs/Promoters

### SPECIAL EVENT ADVERTISEMENT

- THIS SIZE AD (4 3/4" X 5"), Regular \$70.00, now only \$30.00  
(Payment must accompany Ad - No exceptions)
- ROAR, NAMBA, IMPBA, AMA, & Organized Clubs ONLY!  
(Not available to private parties, manufacturers, or dealers)
- ADVERTISE Your Next Race for LESS than what it would cost you to send out 500 Flyers!
- SEND IN your Event Ad NO LATER than the "15th" of Each Month for the following month's issue.
- AD DESIGN & LAYOUT is to the discretion of the Club. MUST BE CAMERA READY. Stay within borders. Any extra Typesetting or layout will be billed before ad appears.

**TAKE ADVANTAGE & GET THE WORD OUT**

R/C RACING NEWS  
P.O. BOX 411 - Woodland Hills, CA. 91365  
(213 345-7300/340-5750)



OFF  
ROAD

# TRICK STUFF

Super 1/8 racing products

OFF  
ROAD

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



**NEW**

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



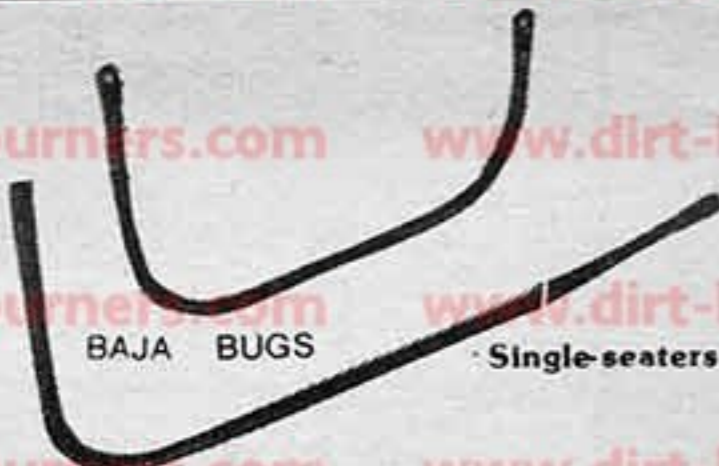
TS 480 - HEAVY DUTY STEERING ARMS - \$6.95 set.



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



TS 520 - BOX LOXS - \$2.50



BAJA BUGS Single-seaters

TS 440 - SIDE RAILS - "SHORT" BLACK \$9.95 pair.  
TS 441 - SIDE RAILS - "SHORT" Chromed. \$10.95 or  
TS 442 - SIDE RAILS - "long" BLACK \$9.95 pair.  
TS 443 - SIDE RAILS - "long" Chromed. \$10.95 pair.



TS 510 - REAR CAGE - BLACK \$10.95 each.  
TS 511 - REAR CAGE - CHROMED \$11.95 each.



TS 420 - BODY POST - Long \$4.95 each.  
TS 421 - BODY POST - Short \$4.50 ea.



TS 501 - ROLL CAGE - BLACK \$10.95 each.  
TS 502 - ROLL CAGE - CHROMED \$11.95 each.



TS 410 - FRONT END PINS: Heavy duty Set of 4 \$8.00

**TRICK STUFF**  
P.O. BOX 241  
Van Nuys, California 91408  
(213) 340-5750/345-7300

● Ask your local shop for TRICK STUFF or Call us ●  
HIGH PERFORMANCE R/C OFF ROAD PARTS FOR TAMIYA CARS

★ ★ ★ ★ DEALER AND DISTRIBUTOR INQUIRIES WELCOME ★ ★ ★ ★

PRICES EFFECTIVE: March 15, '82  
Subject to change without notice  
Residents of California add 6%  
sales tax. All orders C.O.D. Cash  
only plus shipping chgs  
PERSONAL CHECKS, allow two  
weeks for delivery

# ORRCA Update...

With six of the fourteen races completed, the ORRCA Summer/Fall Off Road series has almost reached the half way mark and according to the current standings there are some surprises worth mentioning.

Chris Allec is currently leading the overall points both in the Modified and Open Classes, while Allen Hess is the current leader in the Stock class. This of course

doesn't mean that after throwing away seven of the fourteen races at the end of the series, these names may wind up as the ORRCA Champions. But it sure helps their confidence to know that at present, they are the guys that some of the over 250 racers participating in the ORRCA series, will have to go after.

Completed are the first six races held at Great Western Hobbies, Whittier; Radio Controlled Hobbies,

Costa Mesa; Ranch Pit Shop, Pomona; Mini Baja, Reseda; Great Western Hobbies, Whittier and Century Models, Anaheim. Still remaining are races at Ranch Pit Shop on the first weekend of September, the new Del Mar Racing Center, Del Mar, on the second weekend (Saturday, September 11th) Mini Baja, Reseda, on the third weekend of September (Sunday). Plus races at Great Western, Mini Baja, Del Mar,

Century Models, and Radio Controlled Hobbies, thus completing the entire 14 race program.

In checking the race calendar (see Calendar section) all the points races will be over by December and it's anticipated that the ORRCA Championship race will be scheduled sometime in the early part of January and it will be hosted by Mini Baja, at a special location just for this race.

Before giving you the current standings, herein below, we would also like to bring you up to date as to what's going on with ORRCA, it's future plans and the restructuring that it's currently undergoing.

We were present at the last ORRCA meeting (held August 30th) and here are some items discussed that may be of interest:

A new, Organizational Chart was adopted that called for a new Board of Directors to be formed, which will be responsible for what goes on in ORRCA. This board will be made up of thirteen members, of which nine will be Track Owners, two will be the Chairman and Vice Chairman of the Competition Board, and two more will be the Chairman and Vice Chairman of the Manufacturer's Board.

The Organizational Chart approved, calls for a Competition Board to be made up of current ORRCA members/racers. There will be fourteen seats available in this board, with seven of them already being taken up by individual Track Representatives (racers). The additional seven seats will be filled by vote after response has been received by the board from the letters currently being sent to the entire membership of racers.

Also in ORRCA will be a Manufacturer's Board, which will be made up of individuals currently in production of Off Road cars, parts and accessories. Letters were sent out to a number of manufacturers who qualify and, based upon said response, said board will be formed.

What all this means now is that there will be greater communications between the people who run ORRCA, and the Racers and Manufacturers involved in the sport. The "mechanism" created under this structure will hopefully give everyone an open channel to the powers that make the decisions for off road racing. In the past, many racers have voiced their opinions without really getting to the right sources for consideration and/or implementation. Under the new structure, anyone with any criticism (hopefully constructive) or suggestions can reach the decision makers through their Track Reps and/or various other channels.

The ORRCA Board of Directors will have the ultimate say so of what goes on with the Association and how it develops its programs on a National level. It will elect a President and Secretary to carry on the day-to-day management of ORRCA and to work with the other Boards.

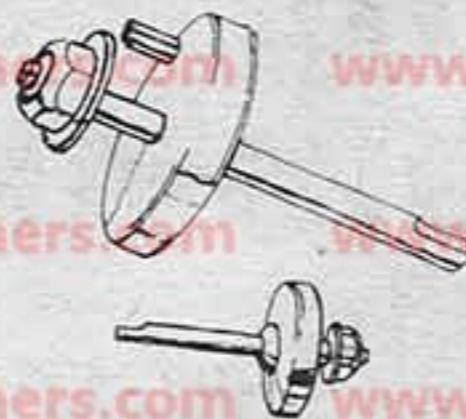
The Competition Board of Directors will have, among other things as it's duties, the responsibility to: 1.) Review the current rules and make

## M.I.P. INTRODUCES STATE OF THE ART PERFORMANCE PRODUCTS FOR 1/10 SCALE OFF ROAD BUGGIES

### AN-100 PERFORMANCE AXLES ... \$12.00 pair

#### Special Racing Features:

1. Race Rider Lip On Drive Hub
2. Spring Tempered Axles
3. Aluminum Drive Hub



### BN-100 PERFORMANCE BALL DIFFERENTIAL ... \$41.95

#### Special Racing Features:

1. Light Weight Aluminum Drive Gear
2. Slip In Installation (No Modification)
3. Externally Adjustable



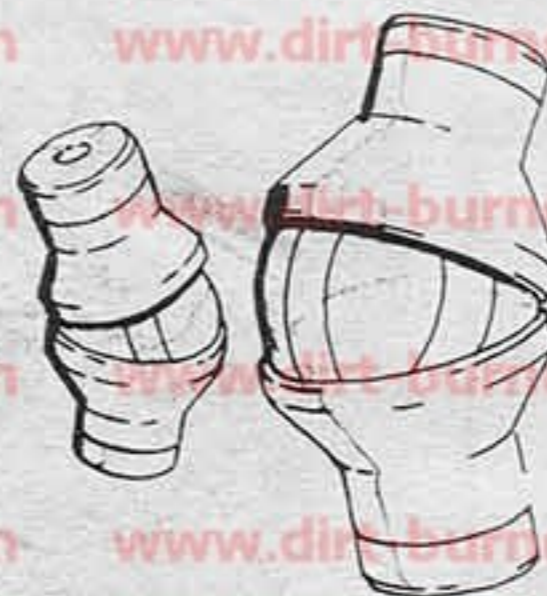
### SN-100 OIL RESERVIOR PERFORMANCE SHOCK

#### Special Racing Features:

1. 15/85 Dampening (Adjustable)
2. Stainles Rod
3. Threaded Body with Rate Nut
4. OD/ID Sealed
5. Bottom Rod Wiper
6. Suitable for 1/10 or 1/8 Scale Cars
7. Pressurized Reservoir



### CV JOINTS FOR TAMIYA BUGGIES (SPECIAL) ... \$22.00 pair AVAILABLE NOW!!



### PLUS ... Coming October 25, 1982:

- OR-100 Oil Reservoir Kit For Cox Shocks
- OV-100 Valved Piston And Rod Kit For Cox Shocks
- IRS-100 IRS Rear End Kit For 1/10 Scale Buggies
- STT-100 Super Torque Transmission With Competition Gear Selections For 1/10 Buggies With IRS Rear Ends

ALL ITEMS WITHOUT PRICES WILL BE AVAILABLE OCTOBER 25, 1982



**Moore's Ideal Products**  
"We Engineer Performance"

5485 1/2 West Washington Boulevard • Los Angeles, California 90016 • (213) 931-4078

— WHOLESALE ONLY —

Rev. 9/82

any recommendations as to additions or deletions; 2.) Suggest new rules to be included into the rules package based on racer's opinions and current available product; 3.) Make suggestions in how to improve the racing programs and the sport in general; 4.) Be responsible, through the Track Reps, for any of the Tech Inspections, and Technical matters arising in an ORRCA race; 5.) Review any disciplinary matters involving a racer or racers and make recommendations to the Board Of Directors.

The Manufacturer's Board of Directors will, on the other hand, have a direct line to the Board of Directors with respect to a new product being introduced to the market and how it should be classified, development of National standards for each class, and of course having a voice in the future of ORRCA and the off road racing program.

By putting forth this reorganizing effort, ORRCA now hopes to be able to move further into a National level Association. There are many tracks and clubs waiting for word and assistance from ORRCA, and it is anticipated that within the next 30 to 45 days, all this reorganizing and sanctioning package will be ready.

A General Meeting has been set for Friday, October 1, 1982, wherein the new Board of Directors, the Competition Board and the Manufacturer's Board will be introduced. Anyone in ORRCA or who would like to be part of ORRCA is invited to attend. At press-time, we do not have the exact location, but it's anticipated that the meeting will be in the Orange County area. You may call any one of the current ORRCA sanctioned tracks for more details (see Calendar section for telephone).

Prior to the General ORRCA Meeting, there will be a Manufacturer's meeting, set at 4 p.m. at the Colony Kitchens. Invitation letters are now being sent to those that qualify. Anyone, who has not been contacted before and feels that he should be included in that meeting, please contact Mr. Gil Losi, President of ORRCA at the Ranch Pit Shop, or Lou Peralta, Vice President, at R/C RACING NEWS.

For those who are really interested in seeing that R/C Off Road competition really grows, we recommend you don't miss this coming meeting. For those of you who always seem to have something to gripe about, well here's your chance! You'll have everyone connected with the sport there to get to 'em.

ORRCA also wanted to let Track owners, Clubs and Manufacturers know, who are based outside the Southern California area, that they are invited to attend and if for some reason those people can't personally attend, they can appoint someone locally (proxy) to voice their opinion or at least pick up any information to pass on.

A new class is now being considered that will be labeled the Super Stock Class. This was suggested by a number of racers who wish to move up from the current Stock Class but who do not wish to

incur the expenses to be competitive in the Modified Class. The Super Stock Class will fit right in between those two classes and hopefully will give racers a better quality car for competition without the high costs of running a Modified or Open Car. This matter will be one of the first items that the new Competition Board will have to tackle and recommended to the Board of Directors for implementation in the 1983 season.

#### CURRENT POINTS STANDINGS

##### STOCK CLASS:

1. Allen Hess...569
2. Lee Brophy...495
3. Mike Larson...492
4. Vince Ito...482
5. Duane Luyten...440

6. John Adams...438
7. John DeStefano...432
8. Bill Whitley...383
9. John Voeller...341
10. Ron Cloutier...321
11. Larry Clark...291
12. Chuck Watson...290
13. Eddie Perez...285
14. Aaron Heckert...277
15. Ron Allen...276
16. Dan Biscoe...264
17. Gary Haskill...259
18. Mark Thompsen...256
19. Paul Thompsen...249
20. Herb Hanss...239
21. Brian Watson...239
22. Sue Tobey...239
23. Bob Gold...231
24. Eric Matheis...226
25. Larry Willis...223
26. Charlie Hernandez...219
27. J.P. Ingerbritsen...197
28. Kevin de Rose...195
29. John Pihl...190
30. Anna Stage...179
31. Marilyn Larson...172

32. Jack Knepper...162
33. Dave Clark...165
34. Dan Marchese...150
34. John Gudvangen...150
36. Spencer Weisel...149
36. Raymond Fletcher...149
38. Charlie Hernandez...142
39. LeRoy Campbell...136
40. Ron Gregorian...129
41. David Perez...128
42. Todd Van Dyke...89
43. Ed Kenney...87
43. Greg Clouther...87
45. Traci Lewis...86
45. Lance Drumright...86
45. Floyd Berryhill...86
48. Mike Krueger...84
48. Tim Chavez...84
50. Doug Noble...80
51. Don Futimoto...79
52. James Brown...78
52. Bob Kemp...78
54. Rick Allen...77
55. Larry Gregory...76
55. Mike Cloutier...76
57. John Haddock...75

57. Bob Wyatt...75
59. Craig Lair...74
60. Eddie Osborn...70
60. Tom Rice...70
60. Steve Stage...70
63. Victor Gonzales...69
64. Gina Gudvangen...68
65. Brett Stovall...67
65. Steve Russo...67
67. Rick Knepper...65
67. Noel Heyer...65
69. Kelly Harker...64
70. Randy Anthony...60
71. Tracy Lewis...56
72. Mathew Bixby...55
73. Greg Parrocha...50
74. Dan Drumright...49
75. Peter Barana...49
75. Bobby Boyd...49
77. Curtis Barnes...48
77. Lloyd Cohoon...48
77. Jimmy Hirahara...48
77. John Souza...48

(contd. page 33)

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

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

## The SCORPION and the SIDEWINDER from COX HOBBIES!

(Available in June)



**SCORPION**

Modeled after Bob Rodine's buggy



**SIDEWINDER**

Modeled after a Chevy Stepside Truck

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

© 1982, Cox Hobbies, Inc.

# 1/8TH SUMMMER/FALL SERIES

## Rio Grande Style...

Story and Photos by  
Lee Chapin

August 1, 1982  
El Paso, Texas

THE RIO GRANDE RACERS opened the Summer/Fall Rio Grande Series with a kick-off suitable for the Fourth of July celebration. The Club had decided to hold off the start of the Series until August 1st to get a little cooler weather. No such luck. 100 degrees plus! Still, most people here are used to it so racing went on as usual.

One of the new members, Carlos Austin, came up with two sponsors who were anxious to participate in the Rio Grande Racers' growing program.

Montwood National Bank and AVM Realty supplied very nice trophies. Since this was a Series race, points were awarded and the trophies were something extra. Even more incentive was created by the sponsors' wish...to present a large "over all" trophy.

To determine the winner of this trophy, the "West of the Pecos Shoot-out" format was decided upon. Simply put: The trophy winners from all the mains would race 50 laps for the overall title. Unfair? Perhaps, but one can visualize just as many circumstances where a bad start, car trouble, or even qualifying trouble kept a driver from winning or even making the A Main. With the "Shoot-out", the A Main winner has just as much of a chance as anyone else, but no more - unless he's just fast and unbeatable that particular day. Then, he gets two trophies.

This was the first race on the NEW BUTTERFIELD TRAIL RACE COURSE. The distinctive feature is four straights laid out side by side. (See layout below).



Sal Nigro, winner of the B Main, and Dennis Rose, winner of the A Main finally get their custom fitted hand crafted boots. Pretty nice for an off season race held sometime ago.

The straights are connected at the ends, first by the BOOT HILL BEND, then by the VISTA HILLS 180, and then by the CANTINA CURVE. (The "Cantina" is a Wottaburger about one block away.) These turns are tight and the straights are long enough to demand good acceleration and good brakes. The other half of the track has been used by the RGR Club before. It begins with the TEXAS TWISTER at the end of the Start/Finish straight, then the BIG ENCHILADA TURN which blends into the DIABLO STRAIGHT, ending at BOOT HILL BEND. After a hard day of racing at this track, there were no negative comments, yet no one felt they had conquered it.

Top Qualifier was Rich Jack who is still on Vacation from Texas Tech.

Next was Dennis Rose. These two were the only drivers to make more than 12 laps in five minutes.

Highest qualifier for the C main was Mike Walker. He's usually at the top of the A main, but his new car became unrepairable halfway through the first qualifier. Mike probably spent more time getting his old car ready for his young son (5 or 6 years old) than he did getting his new car ready.

Nearly everyone in the C main was there because of car trouble. Roxanne Welch was the only driver to start on time. For a while it looked like she might win all three trophies. She built up a lead and then, one by one, more cars joined in. By the end it was a race. Roxanne won, R.S. Cannon was second, Rene Austin

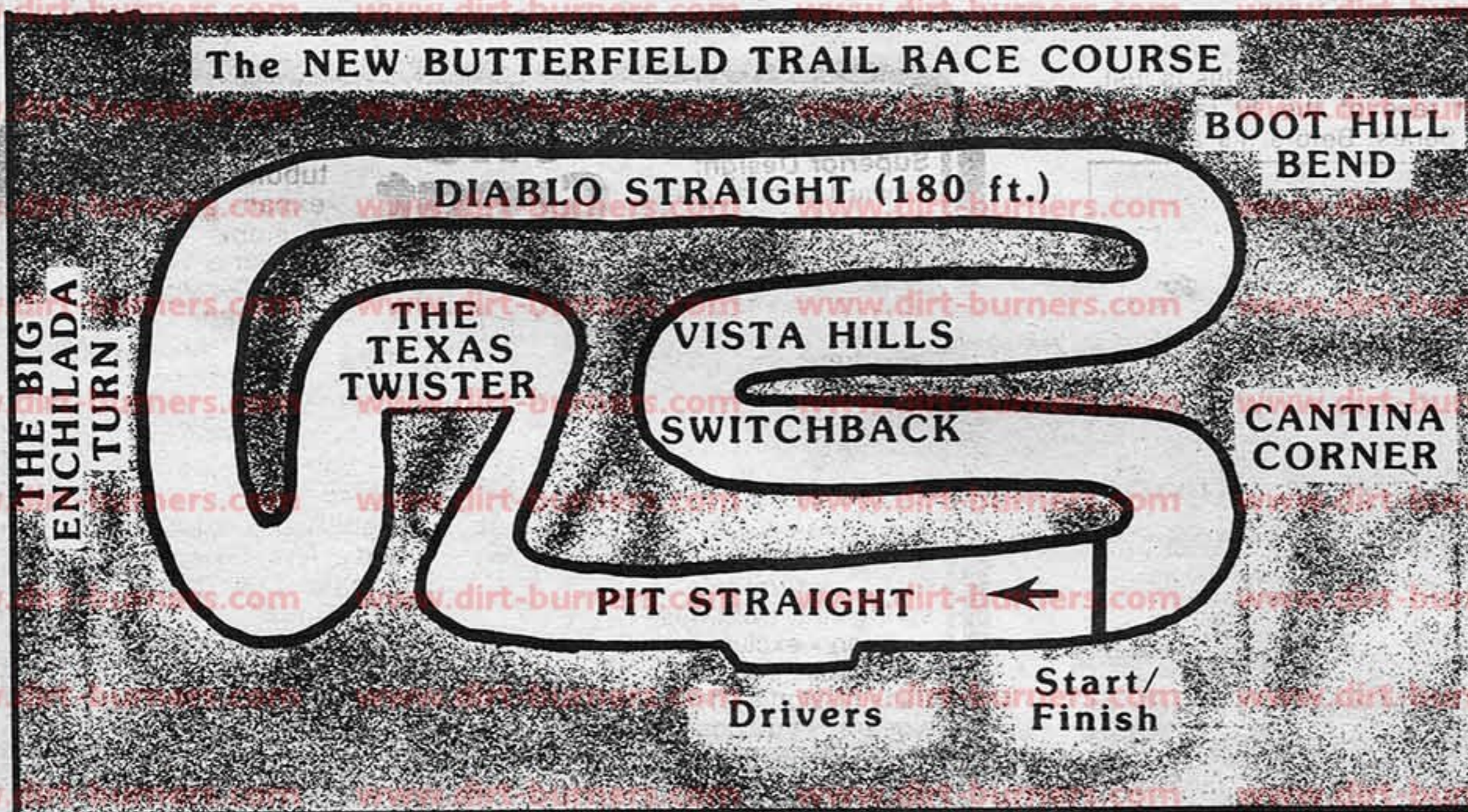
took third. He's one of Carlos Austin's sons and this was his first good finish (and his first trophy).

The B Main was probably the closest race of the day. One of the advantages of qualifying heats is that they can set up such a race as this one was.

Sal Nigro got the lead early, but three other cars were hot on his trail the whole race with the rest of the field not that far behind. Second and third place was not decided until near the end of the race. Sal Nigro won. Daniel Alvarado was second and Jim Cook was third. An unexpected guest racer in the B Main was Gary Talley. He's on TYD from Germany.

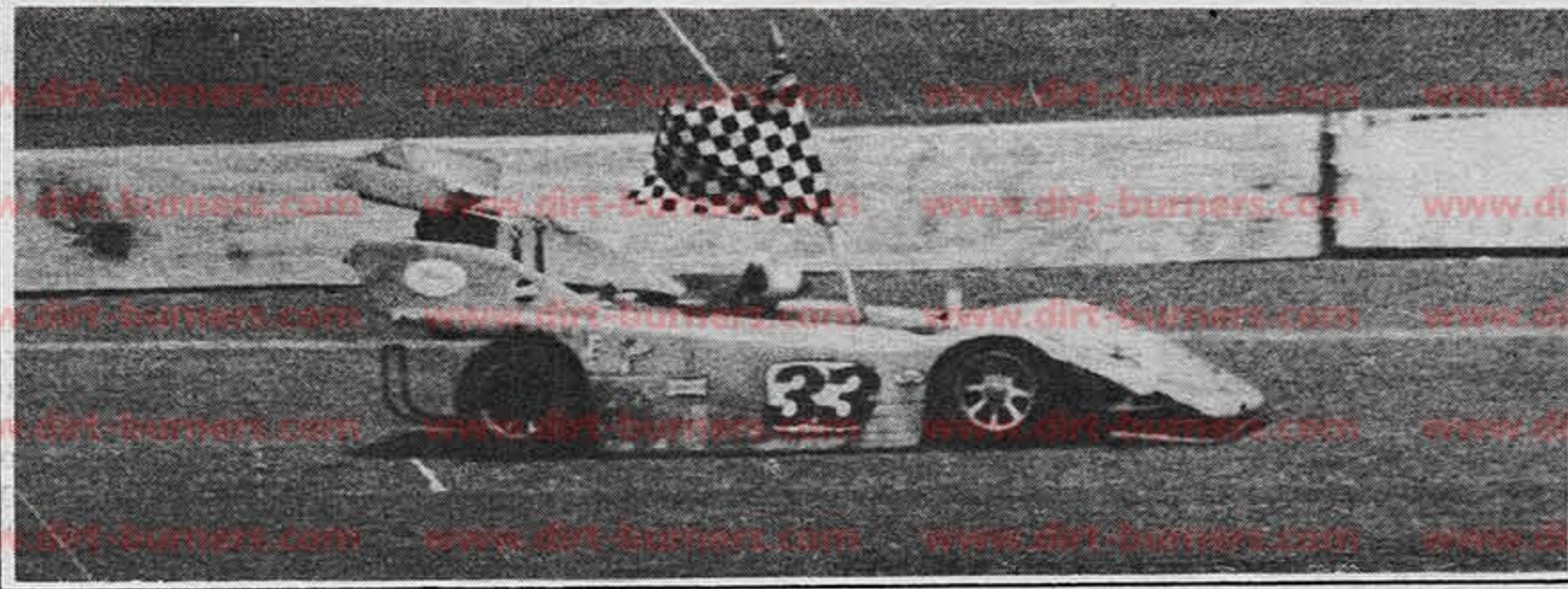
The A Main was the expected battle between Rich Jack and Dennis Rose. Rich slowly built up a lead. From the middle of the pack, Carlos Priemer finally got a firm grip on third. He seemed to get banged around by traffic more than anyone, but he said that his car just kept running better and better. Other fast drivers in the A main who hadn't quite figured out the track yet were: John Benore, Sal Nigro, Jr., Bob Blum, and John Nigro. Rich Jack won, Dennis Rose placed second and Carlos Priemer survived to take third.

The scene was set for the "Shoot-out" and no one knew what to expect. A little tangle at the start, but by the end of the first lap the yellow 33 car of Carlos Priemer had the lead. Rich Jack hit a couple of barriers trying to keep up with the leader, and then he retired. Dennis Rose kept the pressure on Carlos for a while, but then his car quit. Carlos said his car drove even better than in the A Main and to us it looked like it did. Instead of stroking it, Carlos went on to build a commanding lead over the rest of the field. The racers behind him could only hope that Carlos' car would break. He didn't. It was an easy win for Carlos, whose car is a popular one with the crowd. There's one ROAR rule that the RGR



Roxanne Welch, winner of the Montwood Nat Bank/AVM Realty "C Main".

The new design of the Rio Grande track. Fast and challenging. Located on the parking lot of the Levitz Furniture Store.



Carlos Priemer (33) and his Snoopy Dog take a victory lap after winning the West of the Pecos "SHOOT OUT".

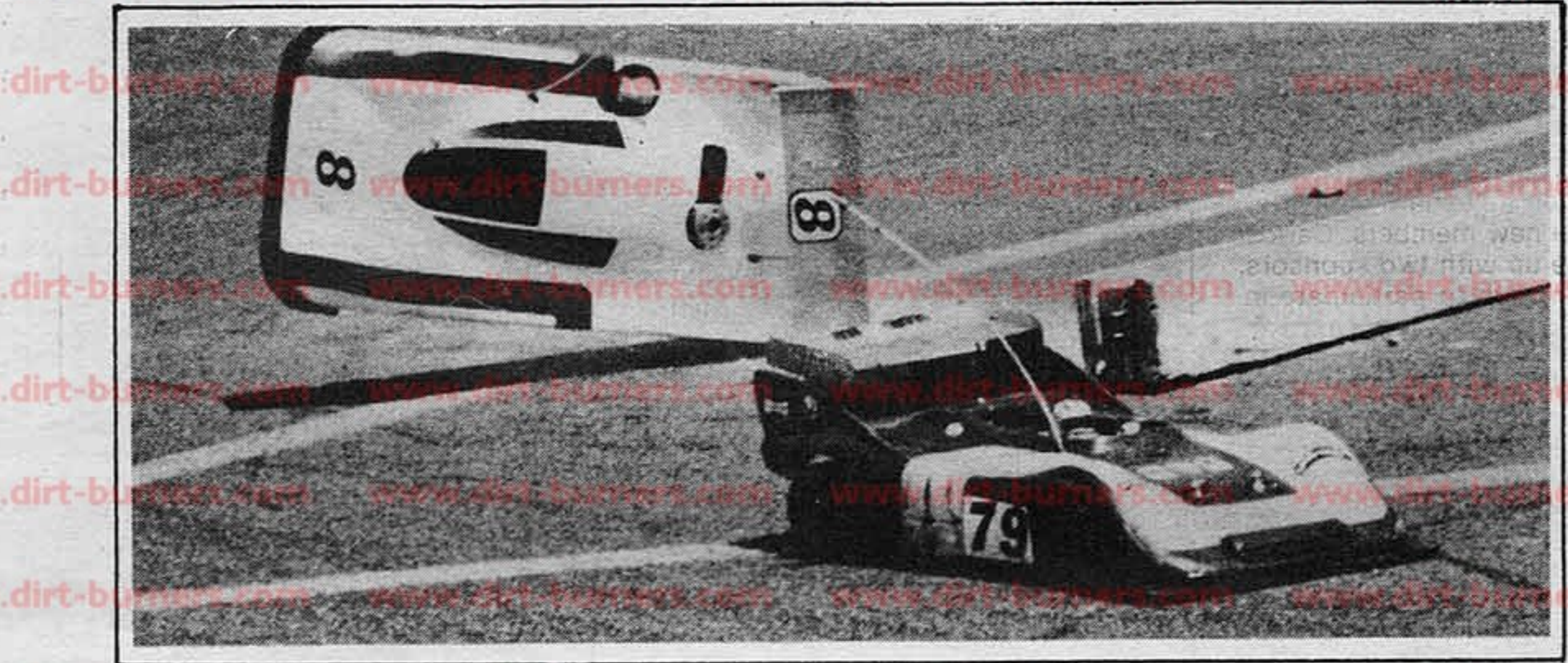
Club doesn't strictly enforce. Carlos has a Snoopy Dog for a driver and thus gets a lot of cheers from the spectators.

TROPHIES were presented and the track taken down by 4 p.m. so people could do whatever else they had to do on a Sunday afternoon. A special presentation was made during trophy time. In June, a special race was held after the completion of the Winter/Spring Rio Grande Series. It was sponsored by Jim Cook and the Hondo Boot Co. The winners of the A main - Dennis Rose, and of the B main - Sal Nigro, finally got their prizes. As you would expect, since El Paso is the boot capital of the world, their prizes were fine hand-crafted, custom fitted boots. It just took a little while to make them.

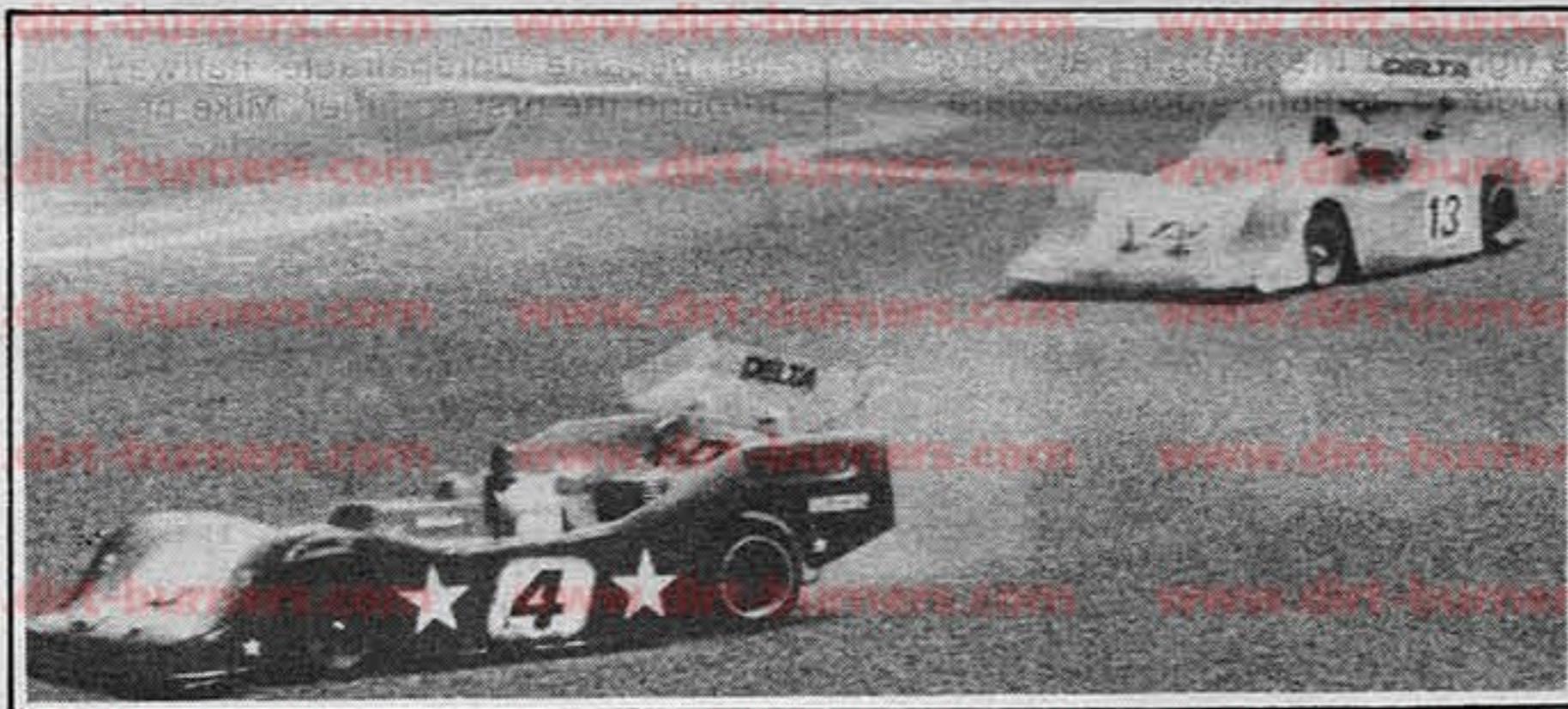
Some comments of this race: The drivers were pleased with the new track layout. Bill Everett gets credit for the design. It's the track that will be used for the El Paso Can Am on Labor Day. The racers really appreciated the first class trophies from AVM Realty and the Montwood National Bank. Sponsors like this are scarce and deserve as much as the club can give in return.

It's surprising how many "suspension" cars are coming out of the closet and the reasons the owners give as to why they have one. Make your own survey. They'll never say they want to go faster.

The "Shoot-out" format turned out to be a lot better than some people expected. Perhaps the Rio Grande Racers won't run it again soon, but it was a good change of pace. It certainly held the crowd until the very end.



No, it's not the high bank at Daytona. Daniel Alvarado (8) recovers after being flipped (above) in the air by Sal Nigro (79) at the entrance to the TEXAS TWISTER, both going the wrong way! Dennis Rose (4) (below), on the gas after passing Jim Cook (13) at the exit of the CANTINA CORNER.



Congratulations to the winners of this race, but remember this is just the first race of the 10 race Rio Grande Series. Before it's all over

there's sure to be many more drivers making their mark.

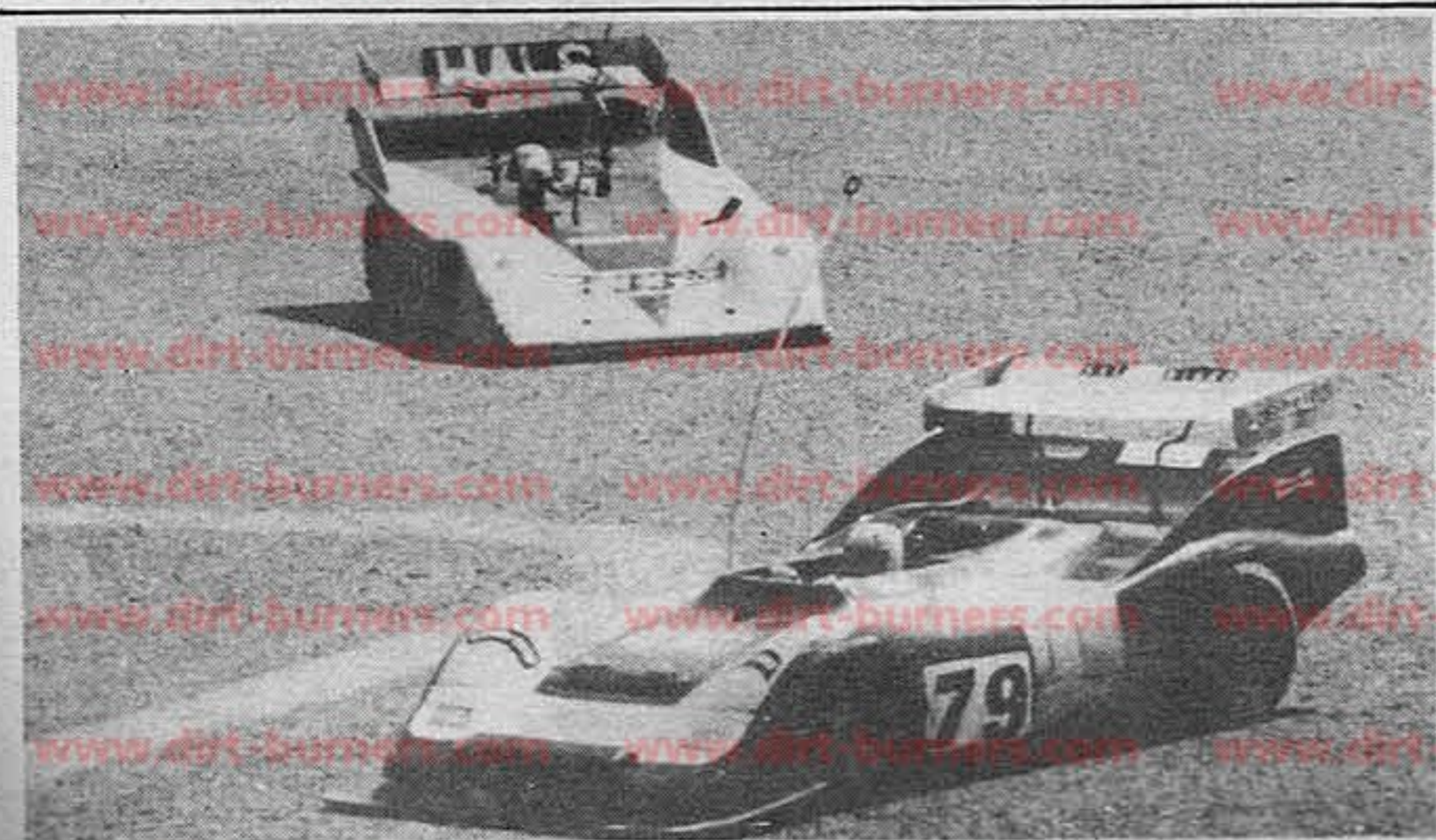
Lee Chapin

#### RESULTS

- A MAIN:**
1. Rich Jack...(Assoc./K&B/Futaba)  
Sponsor: Self
  2. Dennis Rose...(Delta/Assoc/K&B/Airtncs)  
Sponsor: J.C. Hobbies
  3. Carlos Priemer...(Assoc/OPS/Airtncs)  
Sponsor: Hal's Hobby
  4. John Benore...(Assoc/K&B/Futaba)  
Sponsor: SEPTOR
  5. Sal Nigro, Jr...(Delta/K&B/Futaba)  
Sponsor: Gene Horn Olds
  6. John Nigro...(Delta/K&B/Futaba)  
Sponsor: Gene Horn Olds
  7. Bob Blum...(Delta/K&B/Futaba)  
Sponsor: Self

- B MAIN:**
1. Sal Nigro...(Assoc/K&B/Futaba)  
Sponsor: Gene Horn Olds
  2. Daniel Alvarado...(Assoc/McCoy/Futaba)
  3. Jim Cook...(Delta Eagle/Picco/Airtncs)
  4. Lee Chapin...(Thorp/K&B/Futaba)  
Sponsor: MSD Ignition
  5. Bill Everett, Jr...(Delta/K&B/Futaba)
  6. Gary Talley...(Assoc/Picco/Futaba)
  7. Dick Jack...(Assoc/K&B/Futaba)
- C MAIN:**
1. Roxanne Welch...(Cook Spec/Spr.Tiger/Fut)
  2. R.S. Cannon (Assoc/McCoy K&B/Futaba)
  3. Rene Austin (Aassoc/Picco/Airtncs)  
Sponsor: AVM REALTY
  4. Danny Austin...(Assoc/Picco/Airtncs)  
Sponsor: AVM REALTY

.....



Eventual winner, Carlos Priemer (33) about to pass Sal Nigro (79) at the entrance to the CANTINA CORNER.

The Great One has **Superior Design:** forward engine position for balanced weight distribution, super rugged construction, yet meets weight minimums • precision swing axle front end • exclusive belt drive • precision miter-gear differential • dual slide carburetor • adjustable spring rate front suspension • exclusive continuously variable ratio transmission system — like a gearbox you don't have to

## The Great One



**Superior Features** pre-

shift • Thorp tubular expansion chamber exhaust system • **Superior Construction:** precision machined parts throughout • aircraft grade or better hardware • specialized materials for rigidity and "failsafe" ruggedness • all parts hand fitted. The GREAT ONE can make you one of the "Great Ones" . . . ask your dealer, or write directly to Thorp for free information. Dealers - call or write on your letterhead.

# THORP

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



# 1982 1/12 Electrics WORLD'S CHAMPIONSHIPS

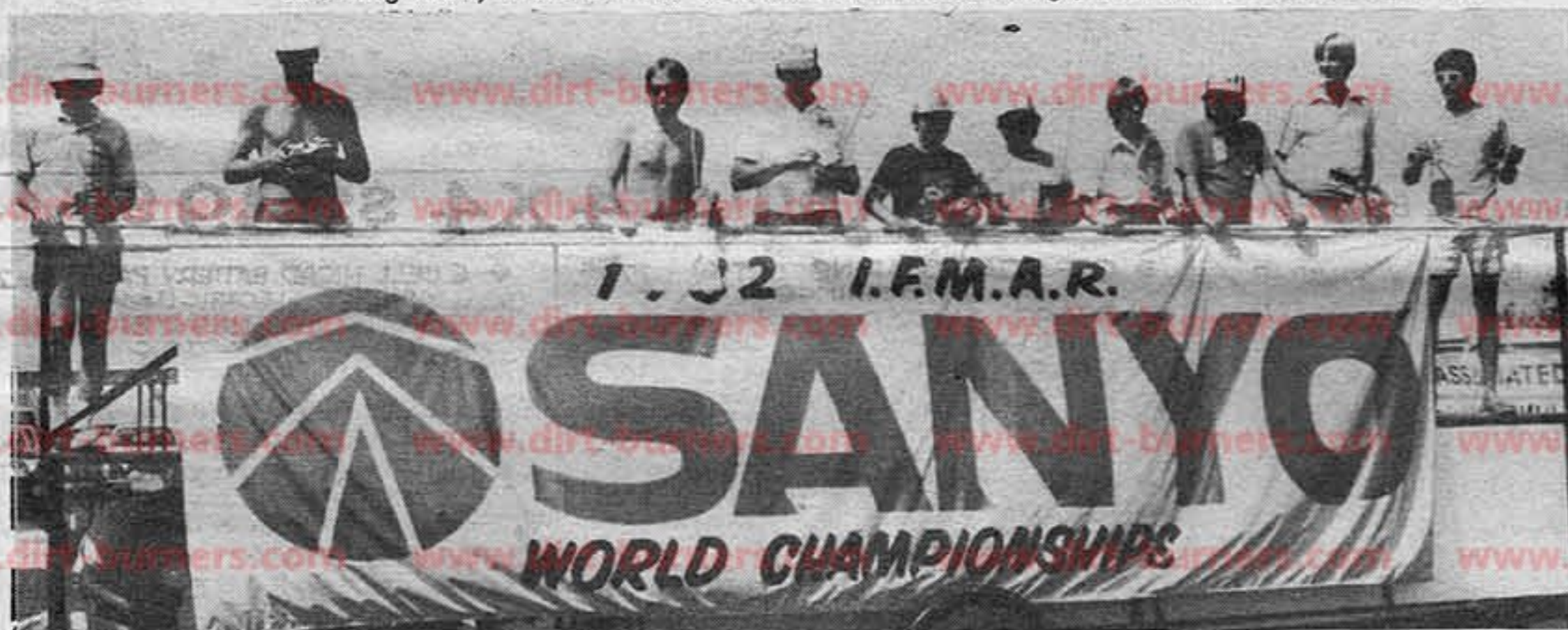
ANAHEIM, CALIF., U.S.A. -- 48 USA ENTRIES -- 72 FOREIGN ENTRIES



Car 1: KENT CLAUSEN 1982 WORLD CHAMPION - Stock Class. Car No.3: RE-PETE FUSCO - TOP QUALIFIER Stock Class, Finished 2nd Place. Car No.0: FRANK KILLAM - 2nd Place Modified & 3rd Place Stock Class.

JIM DAVIS from England, 3rd Place Modified Class. JIM is also 1982 European Champion.

You'll notice there were 7 ASSOCIATED RC12i cars in each Main. With some other type cars, there are only 1 or 2 drivers able to make those cars go fast enough to get in a Main event. We believe the ASSOCIATED RC12i car is easier to drive, thereby allowing many more drivers to reach their true driving potential. **THINK ABOUT IT.**



BRUCE · JIM · KENT · RE-PETE · ART · RALPHIE · FRANK · MIKE L. · MIKE T.

- 1 · KENT CLAUSEN · ASSOCIATED
- 2 · RE-PETE FUSCO · ASSOCIATED
- 3 · FRANK KILLAM · ASSOCIATED
- 4 · JIM DAVIS · ASSOCIATED
- 5 · MIKE LAVACOT · ASSOCIATED
- 8 · MIKE TOLAND · ASSOCIATED
- 9 · BRUCE HICKMAN · ASSOCIATED



JIM · MIKE H. · KENT · KEVIN · RE-PETE · BUTCH · RALPHIE · ART · FRANK · MIKE L.

- 2 · FRANK KILLAM · ASSOCIATED
- 3 · JIM DAVIS · ASSOCIATED
- 4 · MIKE LAVACOT · ASSOCIATED
- 5 · RE-PETE FUSCO · ASSOCIATED
- 7 · MIKE HICKMAN · ASSOCIATED
- 8 · BUTCH BERNEY · ASSOCIATED
- 10 · KENT CLAUSEN · ASSOCIATED

A special THANKS to ARTURO CARBONELL for all the ASSOCIATED parts he used on his car including our TOJ body.

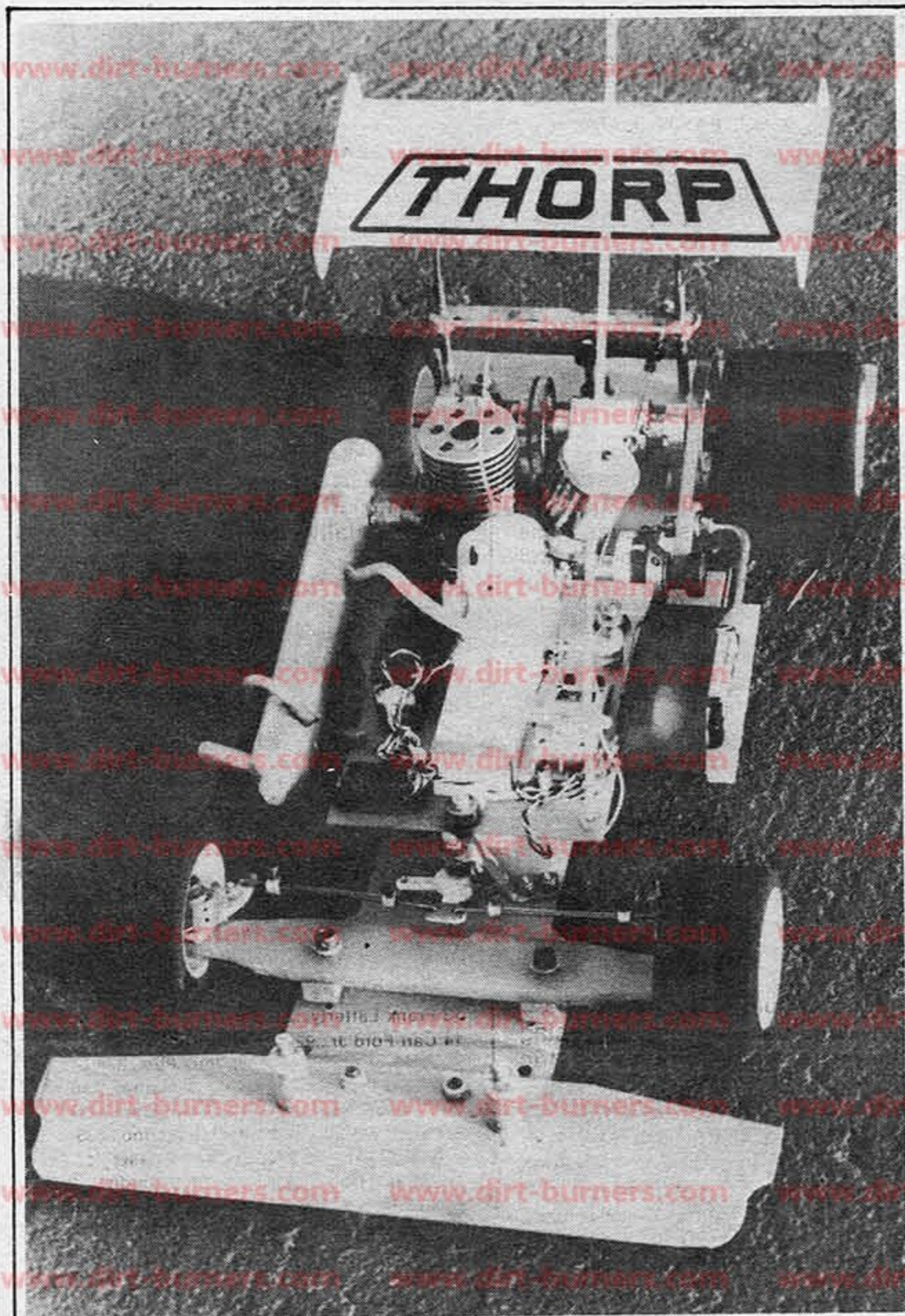
FLASH!!! ASSOCIATED's RC500 gas car DOMINATES 1982 ENGLISH NATIONALS · SALOON (Coupe) Class 1st PHIL BOOTH & 4th DAVE PRESTON · FORMULA 1 Class 2nd DEBBIE PRESTON & 3rd WALT BAILEY · SPORTS Class 1st PHIL BOOTH, 2nd DEBBIE PRESTON & 3rd DAVE MARTIN.

## TEAM ASSOCIATED

1928 EAST EDINGER  
SANTA ANA, CA. 92705  
(714) 547-4986

# Tech N' Spec

## THE THORP 1/8TH R/C GAS CAR



The legendary THORP 1/8th Scale Gas Car. One of the first in the sport, still as competitive as ever in weight, handling and reliability and constantly being upgraded.

Technical report by  
Dick Camp

The THORP R/C race car has been in production for some eleven years. While the basic concept, a belt drive, continues to be a main feature of the car, improvements have been made steadily in order that performance could be improved without sacrificing reliability.

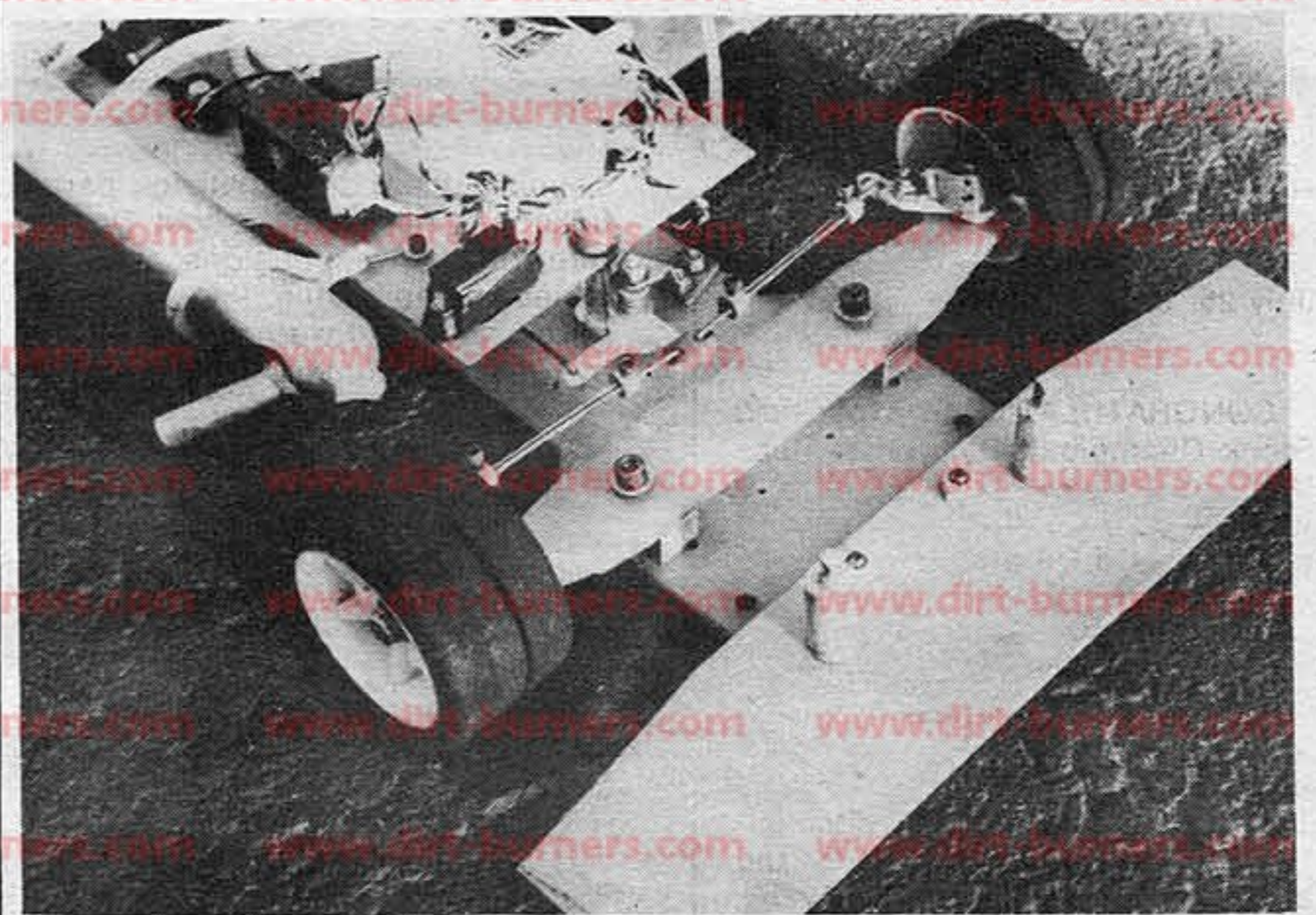
The belt drive has proven itself time and again, both in short races as well as enduro events. Because of its shock absorbing characteristics, it is easy on crankshafts by not transmitting the full force of rough pavement to the engine. The belt is also very easy to replace without requiring the removal of any parts.

The car started as a flat-pan car, with the pan made of aluminum, but fiberglass has proven to be a more forgiving material in the event of a crash, by not remaining bent. The current fiberglass chassis of the

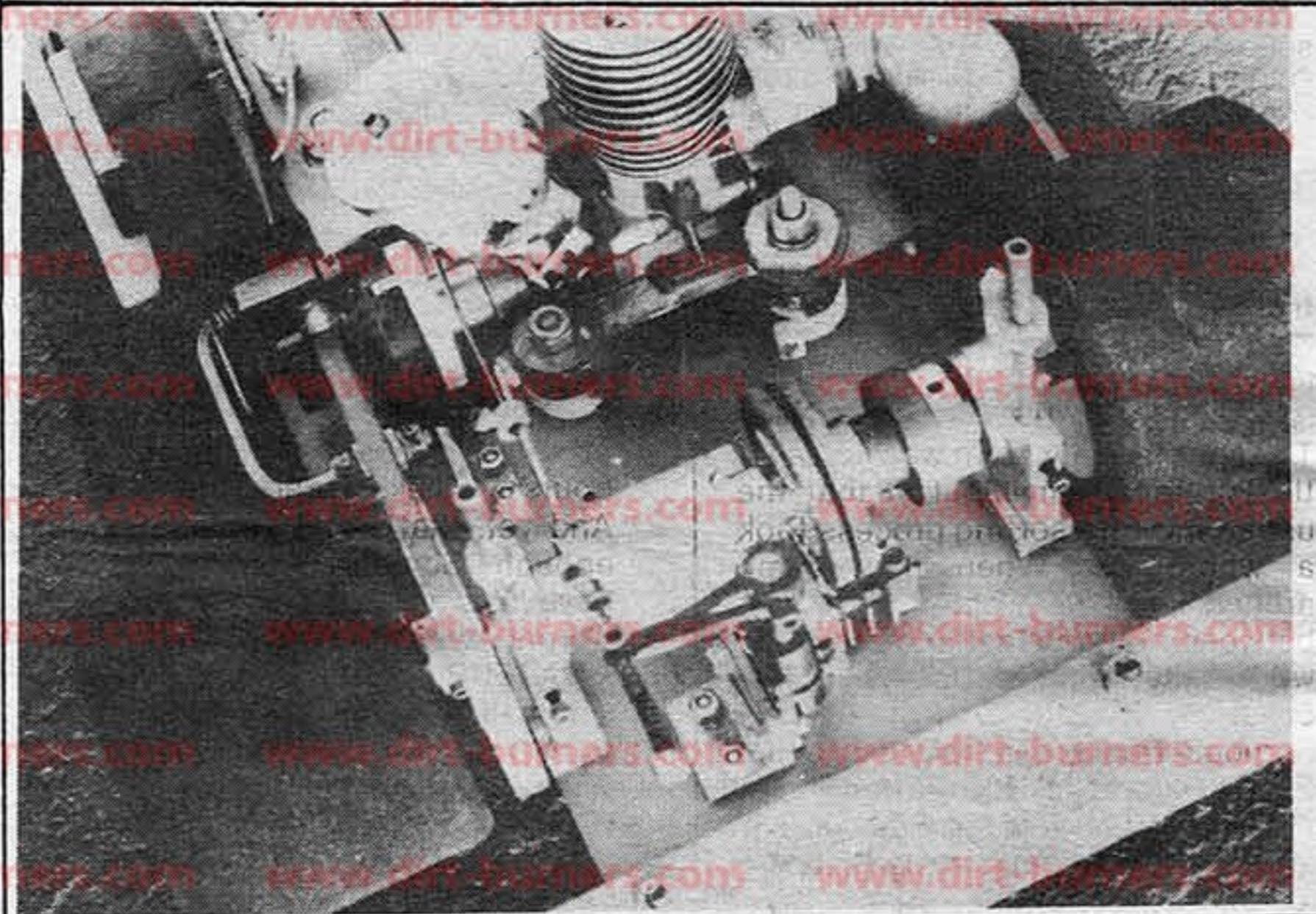
THORP car is tough, fairly flexible, and almost "bullet proof".

The front axle has also progressed through various stages. From a semi-rigid axle with a center pivot, through a period of a split sprung axle, to a rigid, fiberglass beam-type axle, with a fixed caster and camber.

The original THORP car employed a clutch, with a multi-pin drive to the belt. It was found that as the pins wore, their mesh with the belt changed, and broken belts resulted. A variable speed drive was developed and in addition to prolonging belt life, it made the THORP car the fastest car off-the-line of any on the market. This drive uses nylon flyweights, driven by the flywheel to move half of the drive pulley closer to its other half, as the rpm is increased. This gives a starting ratio of about 6 to 1 and, at full travel, about 4 to 1. A free running bushing on the shaft carries the belt at idle. (See sketch)



The new THORP front end, (above) now stronger and more reliable. Rear view of the THORP (below) featuring the "Variable Speed Drive", belt-drive system and new rubber-mount for motor.

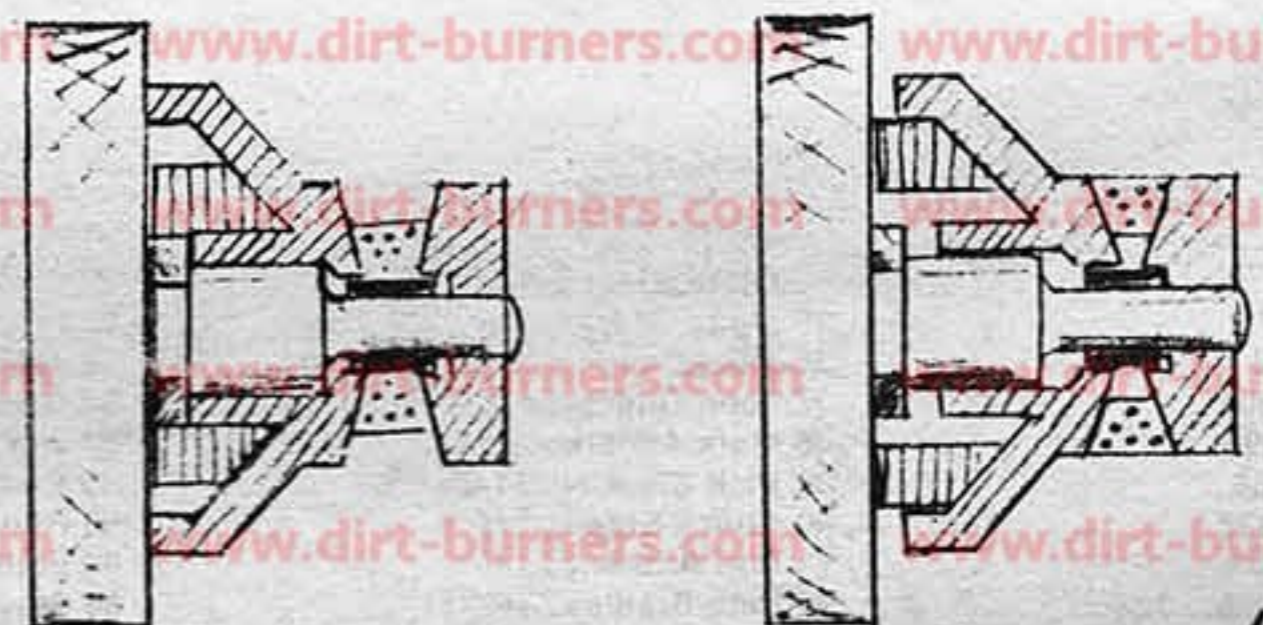


A spring loaded idler shaft maintains belt tension throughout the entire speed range. Probably the next most significant improvement was the addition of a differential. This is a true automotive type, with four gears (two driven, two idlers) in constant mesh, running in grease for longer life. Four years of racing without rebuilding the differential is common on the THORP car. The differential made handling on slippery

tracks much more manageable and slow-speed-sharp-turn much easier to negotiate. The THORP car was the first 1/8th scale R/C car to incorporate a differential and now it is almost standard equipment on all makes, although most use a "ball" differential instead.

A new problem surfaced with the differential however. On surfaces

(contd. page 40)



At Idle

At speed

Variable Speed Drive



# SOUTH JERSEY R/C

## Update...

Reported by Joe DiCara

July 25, 1982

**CONGRATULATIONS** to our new Stock Champions Bill Davis, Russ Williams and Joe Piro. The final race in any series is always exciting because many positions are usually up for grabs. This year's Stock series was certainly no exception.

On July 25th we ran the sixth and final race of the series. The first surprise of the day was the performance put in by young Robbie Scruggs. His first heat was a blistering 40.7, good enough for T.Q. and also, for the third consecutive week, a new record! Nice driving Robbie.

So with qualifying done the series champions would then be determined in the up-coming mains.

In EXPERT class only two points separated Donny Pyle and Bill Davis, and only two points between Bill and Nick Piro.

In AMATEUR class, there were nine points between Chuck Wilson and Russ Williams.

The "A MAIN" was the fastest in track history. As evidenced by the fact that the sixth qualifier, Ray Bojarski, had to equal last year's qualifying record just to make the race! The start of the A Main was just a little different from most in that the usual first turn sorting process took a whole lap. When they came around there were only twenty feet between first and last and positions were still being sorted out. The order was Bill Davis, Robbie Scruggs, Donny Pyle, Carl Ford, Ray Bojarski and Nick Piro. After a couple of laps the first three pulled out a little distance and we saw some lead changes. By the three minute mark, Donnie hit a disk entering the long straight. The resulting flip saw pieces flying off the car. It righted itself but as the car entered the

sweeper the body split for parts unknown. Reassembly cost Donny three laps, five positions and the series championship.

The race lead was now inherited by Robbie Scruggs. This was his first "A" main and he was driving very smoothly with no sign of the A main jitters. Bill Davis was running in 2nd just a few feet behind. All that Bill had to do is to keep two places, between himself and Donny and just beat Nick Piro and the series would be his. But instead of a conservative approach, Bill opted to press-on and took the lead which he held right to the end, registering 40 laps. Finishing in second with 39 laps was Carl Ford. Carl had a smooth and clean run returning to early season form. Just behind Carl was Robbie to post his best finish ever at the SJRCRA track. Nick Piro just nipped Ray Bojarski at the line for 4th place. By the way, 38 laps was Ray's personal best.

So after the dust settled the Expert crown went to Bill Davis, with Donny in second and Nick third. Congratulations to all three on a fine series.

I know it took more than talent and good equipment to finish on top. Dedication, time and practice are also necessary ingredients. I understand that Donny Scruggs sometimes spent as much as 20 hours a week on race preparation. And yet, that's still sometimes not enough. Somehow you must also have "racing luck"...just ask Donny.

This was our first series in AMATEUR class and I believe it provided the excitement and competition we had hoped for. Chuck Wilson, JoAnn Bilmers and Russ Williams had a season long battle for the lead points, but as Yogi Berra said once: "It's not over, til it's over". Nine points separated Chuck and Russ going into race six. It seemed certain Chuck Wilson would take the Amateur title. All he had to

**RICH LEE ENGINES**  
 3 Times 24 Hour Champions  
 1982 Cajun Gran Prix Winner  
 1982 Winternats Can-Am Winner & TQ

**CUSTOM BLUEPRINTED K & B MOTORS**  
 ALL PARTS HAND-LAPPED  
 ALL ENGINES BENCH TESTED FOR PERFORMANCE

Write to: RICH LEE  
 15544 Jacana Drive  
 La Mirada, CA. 90638  
 or Call: 714-522-3185

do was turn in one more consistent performance and he couldn't be touched.

As it turned out consistency did win, but it was Russ Williams that provided a steady performance and it was he who could not be touched. The four out of the six races Russ kept were: 91, 89, 89, 90 points. And he managed to do it with three different makes of cars. Nice going Russ.

Our NOVICE Champion is Joey Piro. Joey turned in two firsts and two seconds to capture his first Novice crown. Looking at his lap counts he could have easily placed in the C Main. So if his dad let's him loose, look out amateurs.

Mike Pyle found an open weekend from gas racing to come and race with us. As you can see, he destroyed the Novice race with a 36 lap performance. A couple of heat races such as that one and his performance would place him in the B Main. We look forward to seeing Mike compete regularly in electric racing.

In checking the Novice standings, I've noticed a disturbing statistic. Our first race we saw 13 Novices entered in the competition. The last race there were only 4. Electric cars are one of the most competitive, safest, educational and family oriented hobby/sports I know. Yet the series finished with barely four kids. We, our club, are really missing the mark somehow. Any ideas?

The competition Concours Cham-

pion is Carl Ford. This special competition was new to this series and kind of late starting. There will be better coverage during the Modified series, pictures and all.

Once again congratulations to all that participated in this series and especially to Bill, Russ, Joey and Carl.

Joe

### OVERALL FINAL STANDINGS

<b>EXPERT CLASS:</b>		14 Ken Johnson...236
1. Bill Davis...400	15 Jon Laster...183	
2. Donny Pyle...398	16 Sol Robinson...156	
3. Nick Piro Sr...395	17 Rich Bilimers...147	
4. Carl Ford Sr...394	18 Kovar & Riemann...84	
5. Tom Adams...388	20 M. Edwards...81	
6. A. Madajewski...383	21 Marshall Groover...80	
7. Ray Bojarski...380	22 Ziggy...78	
8. Joe Dicara...378	23 Grazoni...76	
9. Herb Wade...367	24 Coleman...74	
10 Don Pyle Sr...363	25 Goode & Calcough...72	
11 Bob Kuss...351	27 S. Edwards...71	
12 Rich Schlosser...257		
13 Frank Lafferty...247		
14 Carl Ford Jr...92	<b>NOVICE CLASS:</b>	
	1. Joey Piro...398	
<b>AMATEUR CLASS:</b>	2. Nick Marino...393	
1. Russ Williams...359	3. Chris Dicara...387	
2. Chuck Wilson...358	4. Dan Marino...385	
3. Robbie Scruggs...347	5. Drew Anasrasio...294	
4. Joann Bilimers...343	6. Sheryl Gardner...287	
5. Nick Piro Jr...342	7. Kelly Lafferty...280	
6. Sandy Sanders...339	8. Mike Pyle...196	
7. Len Burgess...337	9. Ron Cowan...186	
8. B. Rosenberg...335	10 Tony Dicara...185	
9. Bob Bilimers...329	11 Sherri Lafferty...183	
10 Pinkston...315	12 Neff Anastasio...99	
11 Frank Heim...309	13 S. Hollingshead...93	
12 Gizzmo...259	14 K. Hollingshead...92	
13 Minter...250		

## ORRCA Update... (contd. from page 27)

- 81 Linda Perez...47
- 81 Paul Cline...47
- 81 Jared Ondaro...47

### MODIFIED:

- 1. Chris Allec...587
- 2. Nelson Kracke...554
- 3. Ron Dyer...493
- 4. Jorge Brody...477
- 5. Willie Melancon...476
- 6. Chris Hawkes...472
- 7. Jim Brophy...467
- 8. Erwin Bragg...477
- 9. Craig Dunne...412
- 10 Dennis Taylor...404
- 11 Sean Hawkes...395
- 12 John Krackie...366
- 13 Kim Rethwish...330
- 14 Ed Street...328
- 15 Larry Van Osten, Jr...323
- 16 Irwin Markwardt...322
- 17 Bernie Rico...304
- 18 Jeff Cruzon...299
- 19 Peggy Tashima...276
- 20 Milt Lewis...273
- 21 John Burnham...272

- 22 Larry Van Osten...246
- 23 Edie Street...243
- 24 Tony Rodriguez...204
- 25 Jim Bernardo...201
- 26 Jerry Miller...201
- 27 Bud Fish...195
- 28 Sid White...191
- 29 Giti Gowland...182
- 30 Mike Styles...178
- 31 Mike Giem...174
- 32 Bill Pihl...174
- 33 Vic Mattice...168
- 34 Gene Jones...167
- 35 Jiggs Garcia...158
- 36 Mike Deming...155
- 37 John Gudvangen Jr...155
- 38 Mark Anderson...152
- 39 Rick Churchill...147
- 40 Chuck Stage...147
- 41 Ron Anthony...145
- 42 Pete Bradley...143
- 43 Bob Lucus...142
- 44 Robert Gilmet...140
- 45 Carl Thompson...135
- 46 Dennis Lyman...132
- 47 Charles Gaskill...118
- 48 Joe Fletcher...108

- 49 Mike Campbell...104
- 50 Mike Dunn...99
- 51 Gordon Campbell...93
- 51 Mike Tobey...93
- 52 Don Arndt...89
- 52 Ron Williams...89
- 54 Frank Glasgow...87
- 55 Gordon Ingerbritsen...84
- 55 Bruce Lair...84
- 57 Steve Dunn...77
- 58 Tom Asbury...76
- 59 Charlie Street...76
- 60 Craig Johannes...74
- 60 Brian Webb...74
- 62 Jeff Paul...73
- 63 Gary Duss...69
- 64 Jim Madison...68
- 65 Curtis Fletcher...66
- 66 Henry Nieto...65
- 66 Eddie Leabo...65
- 66 Steve Moore...65
- 69 Jim Sneed...64
- 70 Marty Werner...58
- 71 Randy Scott...56
- 72 Doug Noble...54
- 73 Ron Adams...49
- 73 Brian Stith...49

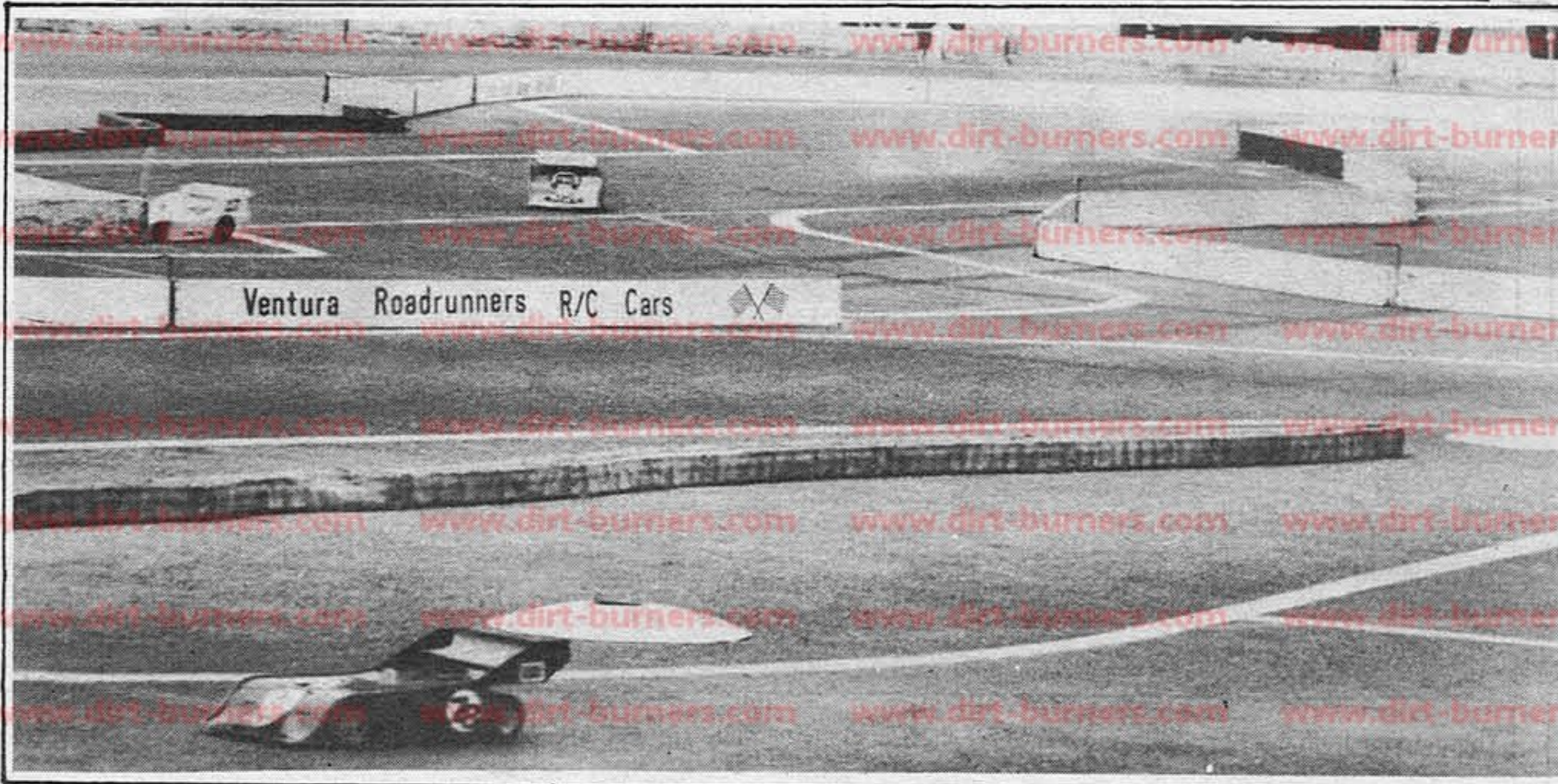
- 75 Tom Staples...47
- 76 Ben Encinas...46
- 77 Mark Rosenbrook...45
- 78 Willie Franco...44

### OPEN:

- 1. Chris Allec...592
- 2. Jim Brophy...497
- 3. Craig Dunne...488
- 4. John Burnham...483
- 5. Dennis Taylor...455
- 6. Willie Melancon...353
- 7. Giti Gowland...320
- 8. Mike Tobey...324
- 9. Jeff Cruzon...299
- 10 Jim Bernardo...259
- 11 Edie Street...251
- 12 Jerry Miller...243
- 13 Charlie Street...233
- 14 Allen Losi...194
- 15 Jiggs Garcia...185
- 15 Dave Hiebert...185
- 17 Bud Fish...182
- 18 John Gudvangen, Jr...181
- 19 Bill Pihl...179
- 20 Don Arndt...177
- 21 Larry Van Osten, Sr...171
- 21 Rick Churchill...171
- 23 Flame Churchill...170
- 24 Vic Mattice...167

- 25 Ron Williams...158
- 26 Dennis Lyman...153
- 27 Nelson Kracke...177
- 28 Gil Losi, Jr...99
- 29 Ron Dyer...98
- 30 Mike Deming...98
- 30 Eric Grisham...98
- 30 Jason Garcia...98
- 33 Jeff Paul...97
- 34 Dave Phelps...96
- 34 John Keeling...96
- 34 Kim Rethwish...96
- 37 Mike Dunn...94
- 37 Larry Gold...94
- 39 Ron Anthony...90
- 40 Gordon Ingerbritsen...88
- 41 Chris Neil...8742 Gil Losi...86
- 43 Carl Thompson...86
- 44 Tom Asbury...84
- 44 Gary Duss...84
- 46 Dave Neiman...83
- 47 Eustice Moore...80
- 48 Jeff Welsh...78
- 49 Cory Barana...77
- 50 Leo Barana...76
- 50 Frank Glasgow...76
- 50 Derek Schmitz...76
- 53 Jim Sneed...70
- 54 Mark Rosenbrook...66

# Ventura GAS CELEBRATION!...



The newly re-designed infield of the Ventura Roadrunners course. Tight, but manageable for those with light throttle fingers (above). Bill Campbell (below-hat) passing the cheers. Photo. Richard Schwalm.

Story & Photo by  
Richard Schwalm

August 22, 1982  
Ventura, CA.

**WHAT A DAY AT THE RACES!** Just consider these ingredients: Perfect weather, friendly racers, new infield turns, many new independent suspension cars, FREE soft drinks, chips & dips, and a true World Champion among us. Put them all together and you have the Ventura Roadrunners 1/8 Gas Celebration that tops them all.

After many weeks of summer heat and fairly cool nights, Sunday began with high clouds turning into crystal clear skies, bright and cool afternoon. Even though this race was just a club race, with points going only to club members, many out-of-town racers arrived early.

They set up their pit area around the painted track even before the crash walls were erected. While waiting their time was used to check out some of the other racers' trick set ups, and just to gab and talk racing with friends.

Some of the conversation centered around the new track changes. The second infield hairpin, after the end of the straight sweeper, was now a combination of esses/hairpins with a chicane. White plowdisks strategically placed provided instant reminders to those who forgot the new layout. Turn marshalling here was a double duty job. But almost everyone agreed that the changes were an added challenge to an already challenging track.

Another interesting sight today was the fact that there was a large amount of independent suspension cars entered. At least one third of the field were suspension cars. All of the major manufacturers were represented; Associated, Delta's, PB, etc.

Personally, this was my first drive with a suspension car and each time I drove it, the handling was velvety smooth. No more throwing it through turns or using violent throttle jabs, just drive, and drive, and drive.

It was really a great day of racing, but one of the best treats of all was next to the end of the pit lane. A large card table loaded with mun-

chies, a huge cooler full of assorted juices and soft drinks. So what's the big deal? Well, it was all FREE to the racers because the current 1/8th World Champion, Art Carbonell, had just won the 1/12 Modified World Championship the day before, and he and Bill Campbell(DELTA) were here today, sharing with us their celebration. The club was certainly delighted with the honor of sharing their victory and gladly eating the spoils of glory.

Now about the racing itself. We ran five mains with the Experts filling the A Main and the Beginners making up the E Main. The "bump" system was used again, thereby allowing those that had hard luck in qualifying to move up in the mains.

Results at presstime were not available, but one thing can be said about this weekend's racing, it was truly a memorable one, and once again we would like to thank Art Carbonell, Bill Campbell and DELTA, and all of the racers that participated in today's 1/8th CELEBRATION!

Richard Schwalm



## DEALERS ONLY

Buy from Specialists in Scale Race Cars

# SPEED & SPORT

WE CARRY ALL TOP LINES:

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

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

**FAST PERSONAL SERVICE**  
(with excellent fill rate)

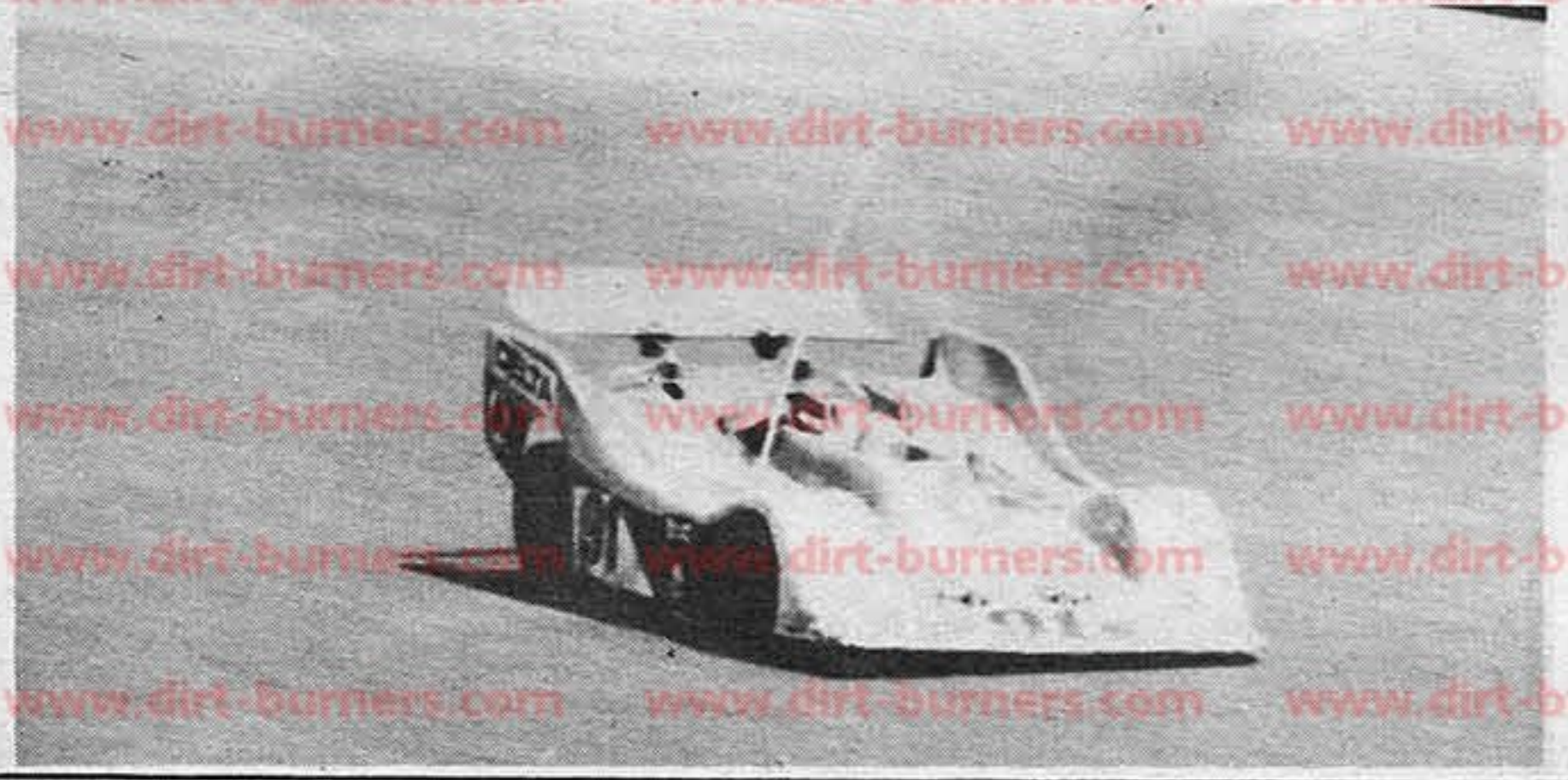
**SPEED & SPORT**

5971 Lakeshore Dr.

Cypress, Ca. 90630

(714)995-4460

*New Address!*



Tom Wong's DELTA rocket in action in the A Main. R.S.

# E.M.A.R/C... Alive and Racing!!!

Story & Photos by  
Jim Hayman

August 28, 1982  
Cranston, R.I.

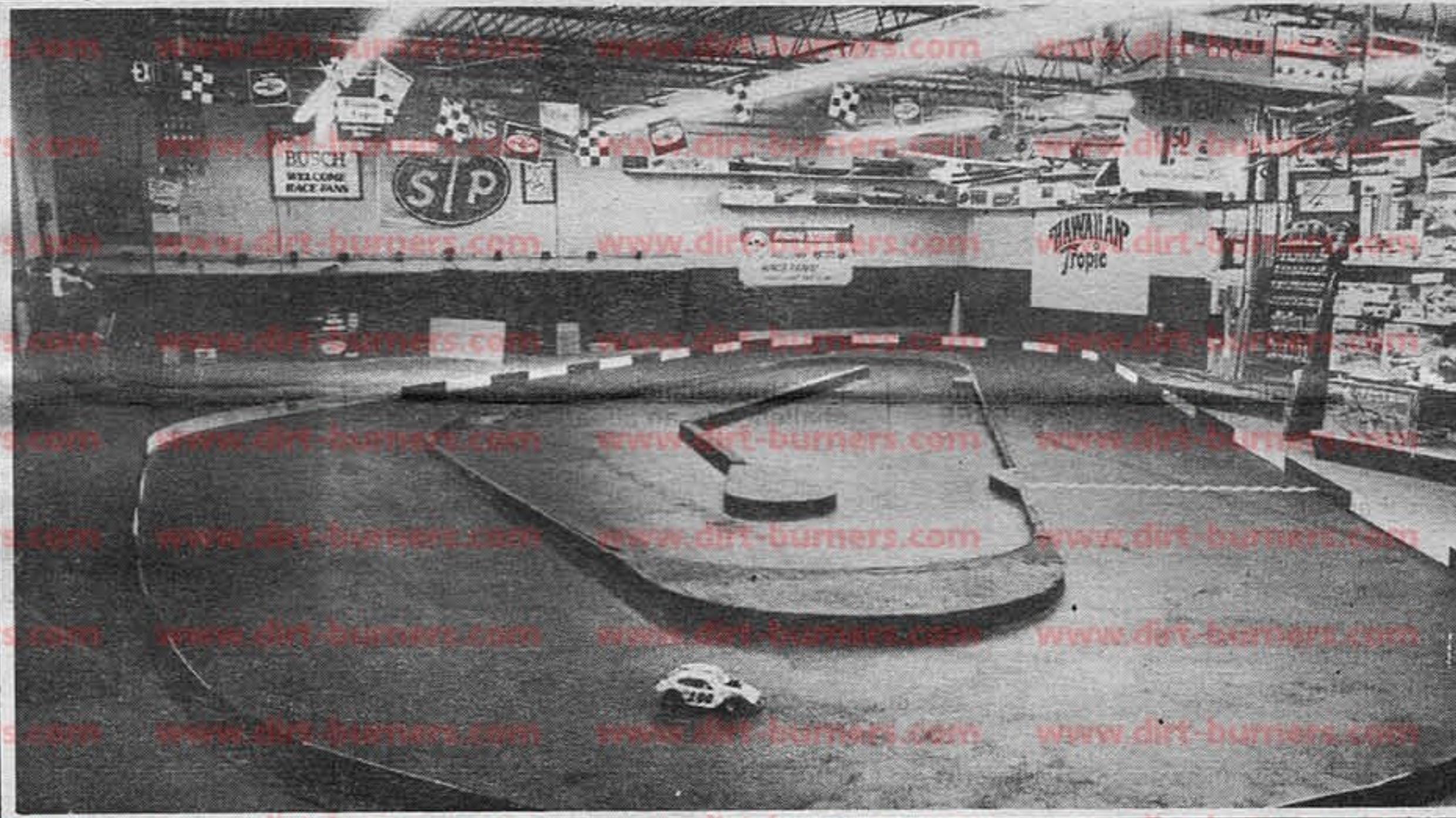
WITH THE CLOSING OF RATTEY'S RACEWAY MOST people thought that the E.M.A.R/C (Eastern Mass. Auto Racers Club) was defunct. Well, we're still alive but at a new location.

We race at RAY'S HOBBY, located at 51 Sockanosset Rd. Cranston, R.I. The track is in the shape of Daytona Speedway and its dimensions are: 40' X 28' X 20' with a fairly tight road course built into the center, wasting no space.

Outdoors we have an off road dirt course for the 1/10th off road cars. It has grown quite a bit here in the East with the competition being very



The outdoor 1/10th Off Road track (above) where there's plenty of action. (Below left) Jim Hayman, EMAR/C President, Dave Balsler and Ray Dean, track owner. The indoor tri-oval track (below left), ready for some hot laps.



close and steadily growing. With the help of the owner, Ray Dean, he's allowed our club to use it and contributes his effort for better racing. Also helping in this manner is the Warwick Area Racers R/C Club.

There is racing every Monday, Tuesday and Friday evenings starting at approximately 8:00 p.m. Oval racing is the big thing out here where we run Modifieds, Dirt Sprint cars and the main class; the Grand National class.

Modifieds are open competition cars with a maximum tire width at 7 1/2". Grand Nationals is the class that brought racing to be what it is here at RAY'S HOBBIES. Most of the cars are authorized to run by companies such as STP, BUSCH BEER, SKOAL TABACCO, J.D. STACY MELLING TOOL CO., just to name a few. It's four-cell racing with stock motors using Grand National style bodies only.

We also have quite a few special races put on by the track owner, using Formula, Can Am and other

style bodies, thus it gives us different types of racing, and keeps it interesting and competitive for everyone.

E.M.A.R/C now is basically trying to clean up the bad image it may have left with many when it was associated with Rattey's and is pushing forward to promote R/C racing in this area. We do not run ROAR rules because they (ROAR), left a bad taste with two of our members who ran the last Nationals at Rattey's but never received the trophies that they were supposed to receive. The factories got theirs, but the little guys did not!

EMAR/C's newly elected officers are Jim Hayman, President; Bill Thurber, VP-Chief Steward; Steve Cobb, Sec.-Public Relations; Bill Balsler, Treas.

Trying to keep a club as old as ours together is a big task if there's no support from its members. We are basically all electric now since the gas guys have no place to run or get organized. Our members prefer

electrics because of the cost, and since being indoors, there is racing year round. Many of our club members are also associated with "real" racing and thus we're able to promote prizes, & trophies towards the end of each series.

Our Series racing runs 10 weeks with 7 of the ten best racing coun-

ting for points. We run two qualifying heats of 25 laps each and the fastest qualifying times determine the mains. A digital timer is used to get the qualifying times, which is able to clock down to the 100th of a second. The Mains are all eight

(contd. next page)

## TEAM CHECKPOINT MOTORS

TEAM CHECKPOINT MOTOR No.2 IN THE WORLD

Congratulations to FRANK KILLAM for coming in second in the prestigious 1/12th World Championships.

The unbeatable combination of TEAM CHECKPOINT-Sagami Motors and the Associated Mono Shock 12i led FRANK to a near victory.

In World Class competition, whether it be 1/10th scale Off-Road or 1/12th scale On-Road, TEAM CHECKPOINT MOTORS is a proven winner!

Send S.A.S.E for FREE catalog to:

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

minutes long and the tight racing seen here usually goes on for about 95 laps or better.

EMAR/C has promoted R/C racing in many places. We have been at POCONO International Raceway on the main straight in front of 80,000 people with our cars and having some of the actual Grand National drivers running the R/C cars in competition for a trophy. We also attended RACEARAMA 81, 82 wherein over 50,000 people each year went through the turnstiles to see the real race cars as well as ours and those in competition. We are constantly putting on a show to promote R/C racing.

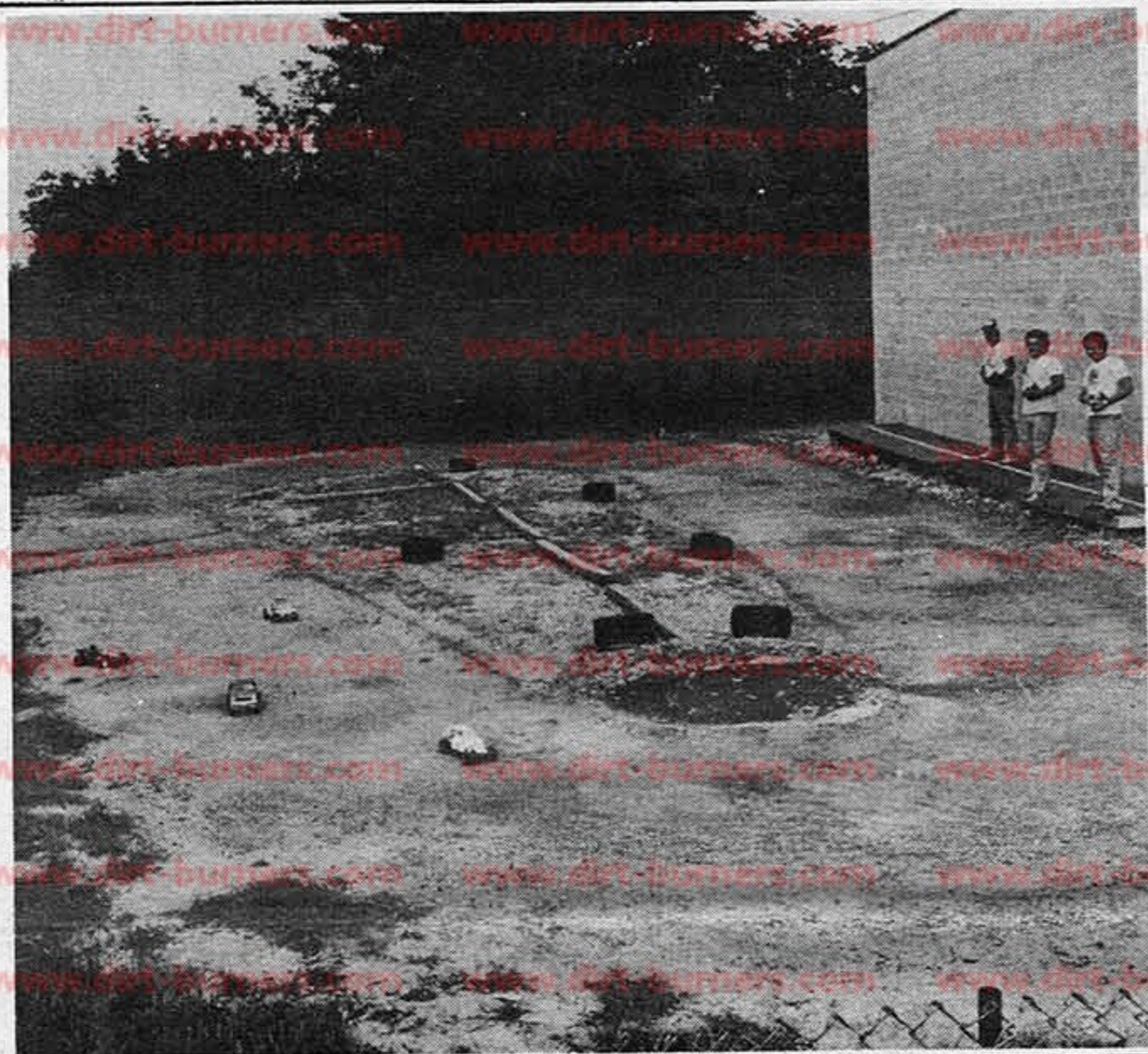
Our feeling is that as long as we can go out and promote the sport with tight racing, reality in car bodies and paint schemes, good interesting conversation with spectators and most of all; good sportsmanship, then the hobby will grow.

So if you hear that racing is dead around these parts, don't believe it. We're in constant motion and look forward to an active year of competition.

Yours racing,

Jim Hayman

\*\*\*\*\*



Ray Dean, Bob Maynard, & Vinny P. getting the track down...trying to catch the mystery driver! Photo. Jim Hayman.

**Open**

# Del Mar R/C & Slot Car Racing Center

**A TOTAL RECREATIONAL FACILITY:**

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

## COMING EVENTS:

SEPTEMBER 11: ORRCA Off Road Series Race.  
 SEPTEMBER 11: Slot Car Invitational Championship.  
 OCTOBER 3: So. Cal. Champ. Series No.7 1/12th Scale  
 OCTOBER 31: 6 Hour Enduro 1/8th Gas Cars. Non-stop.  
 NOVEMBER 13: ORRCA Off Road Series Race.

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

## Accessories for "Dirt Burners!"



### Thorp "Dirt Burner" Nerf Bars & Wings

All metal nerf rails in two styles — single rail or double-rail cage to fit Tamiya off roaders. Thorp wings are on the fastest cars everywhere — all aluminum & built to take it!

- Ask for Thorp's complete "Dirt Burner" accessory catalog - \$1.25
- Dealers — Call or write on your letterhead

### Thorp Off Road Diff for Tamiya

The really Hot One — eight of the top nine qualifiers at the Off-Road World Champs used Thorp "Dirt Burner" diffs! Requires no modification — easy drop-in installation. Adjustable for all track conditions.

## USED BY WINNING RACERS STEEL U-JOINTS

FOR TAMIYA OFF-ROAD

## Now Available for 4WD Tamiya!



HARDENED STEEL BUSHINGS  
THE BEST!

Available at: Mini Baja, Dave's Custom Models & Hobby Shack  
**GILCORP SYSTEMS**  
 Box 5456  
 Pasadena, CA 91107

\$19.00 pr. Postpaid  
 California Residents  
 add 6% tax

**THORP**

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

# The 1982 Hawaiian OFF ROAD CHAMPIONSHIPS ...

Story by Rich Robertson

July 4, 1982  
Honolulu Community College

RACE DAY STARTED OUT EARLY for most of the racers and, amazing as it seems, we started really close to our scheduled time of 9:30 a.m.

As the qualifying rounds got underway, it began to look like Ron Galang was going to bring in top qualifying honors for the stockers for the second month in a row. But Glenn Kawamae got his routine together and put a stop to that with a blistering 13.2 laps in five minutes to take home the T.Q. trophy sponsored by the Hobby Co.

C MAIN: saw Johnny Upshaw run away from the field early and hold on against a challenge by Stanley Yoshita who finished on the same lap as Johnny. Bentley Pai, in only his first off road race (he's been racing 1/12th scale electric) did a fine job finishing only two laps down from the leaders. Tony Otholt and first timer Dewey Dixon had troubles and presented no threat to the race leaders.

B MAIN: This was a real battle with Russell Miwa and Richard Marquina trading back and forth to see who would take the honors. Norm Uyeno and Butch Farm were hot on their trail but couldn't quite catch them. Rich Robertson was out of control a great deal of the time with Randall Hano, in his first race, not too far behind. Russell Miwa pulled off a very exciting win, made even more exciting by the fine announcing of Ron Galang.

A MAIN: This race turned out to be a very close race with three drivers on the same lap at the checkered flag. After doing such a great job of announcing, Ron Galang went on the track to show the Stock class the way around the track. Pushing him all the way around the track throughout the race were Wayne Onoyama and Vernon Pai, with Francis Aki right behind. Richard Ito was one lap behind Francis at the finish with John Rosario right behind him. Gene Niihau fried a speed control early in the race but managed to get back on the track to work for his seventh place overall in the stockers.

OPEN MAIN belonged to Glenn Kawamae who had figured out the winning combination for the day. While Glenn got away from the rest of the field, a real battle ensued for second place between Jay Nakahara, Gary Shouk and Butch Farm, all on the same lap at the finish. Daryl Yuuki, who had the hottest paint job of all the cars on the track, managed to stay ahead of the

rest of the field for the fifth place. Joe Kaanapu, Jr., Earl Honbo and Chuck Jordan wrapped it up with Oran Kong getting in one lap in a trouble-filled day for him.

The Hawaii Off Road Championships saw the best turnout yet for off road competition in Hawaii. The sponsors of the race: Hobbietat, The Hobby Co., M.I.P., Parma, Leisure, R.C.H., and Thorp were all really fantastic in the amount of support they

provided. In addition to the goodies the sponsors gave for the race, the Club (R/CECC) spent about \$140.00 for additional prizes. I really have to give credit to Paula Farm for the amount of effort she put in to help out with the race. She was instrumental in contacting the sponsors, arranged the trophies and practically ran the race by herself! MAHALO TO THE MAX!!!

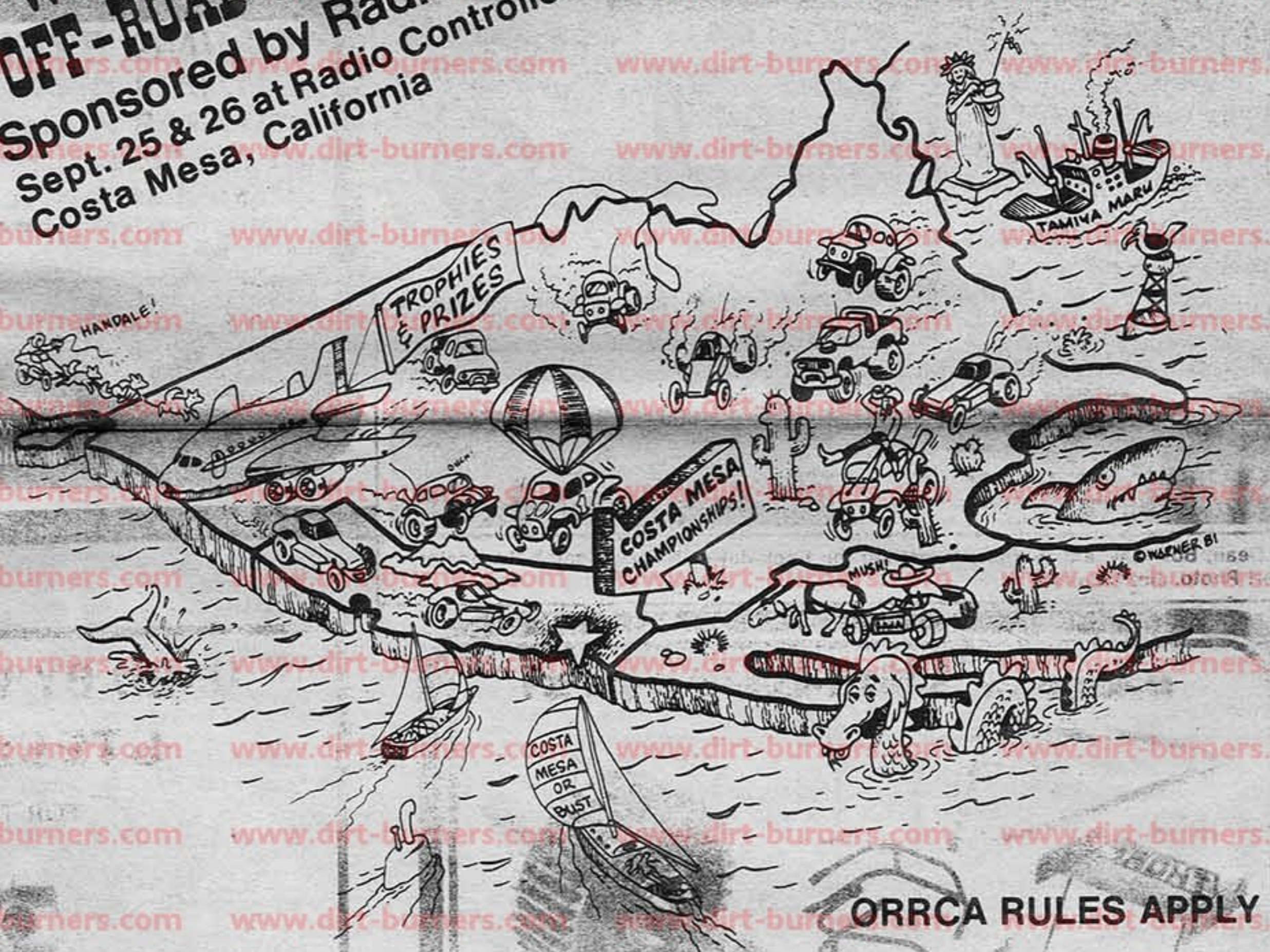
The season series points were computed and they are listed below.

The Top Ten Finishers have the option of using their "earned" numbers for off road races only. Anyone who had been using these numbers must now give them up in order to accommodate the top finishers.

Rich Robertson

RESULTS NEXT PAGE...

**Radio Controlled WESTERN OFF-ROAD CHAMPIONSHIPS**  
Sponsored by Radio Controlled Hobbies  
Sept. 25 & 26 at Radio Controlled Hobbies Raceway...  
Costa Mesa, California



Pre-Entry \$15 - Post \$20 Deadline for entries Sept. 11  
Limited to first 200 entries



For rules and information call  
(714) 631-1555



653 W. 19th Street, Costa Mesa, CA 92627

Name .....  
Address .....  
Phone No. .... STOCK ..... MODIFIED ..... OPEN .....  
Car No. .... Frequencies (color) 1.) ..... 2.) ..... 3.) .....  
Sponsor .....  
Type of Car .....

**OPEN CLASS:**

1. Glenn Kawamae...14
2. Jay Nakahara...13
3. Gary Shouk...13
4. Butch Farm...13
5. Daryl Yuuki...11
6. Joe Kaanapu, Jr...10
7. Earl Honbo...9
8. Chuck Jordan...9
9. Oran Kong...1

**STOCK A:**

1. Ron Galang...13
2. Vernon Pai...13
3. Wayne Onoyama...13
4. Francis Akai, Jr...12
5. Richard Ito...11
6. John Rosario...10
7. Gene Nihau...6

**STOCK B:**

1. Russell Miwa...12
2. Richard Marquina...11
3. Norman Uyeno...10
4. Butch Farm...10

5. Rich Robertson...9
6. Randall Hano...6
7. Marshall Mizobe...DNS

**STOCK C:**

1. Johnny Upshaw...9
2. Stanley Yoshita...9
3. Bentley Pai...7
4. Tony Otholt...2
5. Dewey Davis...1
6. Elvin Dydasco...DNS
7. Michael Hurst...DNS

**OVERALL SERIES STANDING**

1. Glenn Kawamae...496
2. Ed Andrade...491
3. Gene Nihau...478
4. Chuck Jordan...477
5. Beau Peterson...473
6. Norm Uyeno...473
7. Earl Honbo...464
8. Rich Robertson...459
9. Oran Kong...457
10. Gary Shouk...447
11. Butch Farm...392

- 12 Jay Nakahara...382
- 13 Vernon Pai...372
- 14 Ryan Honbo...356
- 15 Richard Ito...291
- 16 Ken Inouye...277
- 17 John Upshaw...263
- 18 Garrett Vedder...261
- 19 Tony Otholt...254
- 20 Wayne Onoyama...195
- 21 Ron Galang...192
- 22 John Rosario...191
- 23 Joe Kaanapu...188
- 24 Pete Bissonette...185
- 25 Robert Upshaw...182
- 26 Nelson Tan...174
- 27 Gaylene Vedder...168
- 28 Jiggs Garcia...99
- 29 Vonrad Nikaido...93
- 30 Btlh...93

- 32 David Bone...90
- 33 Sam Bone...90
- 34 Rhett Searle...89
- 35 Tim...88
- 36 Wayne Lariosa...84
- 37 Shawn Matsumoto...81

# 3rd. ANNUAL Championship

Story by Glenn Kawamae

July 25, 1982  
Hawaii

Whew! It sure was a hot day. Our 3rd Annual Championships went off fairly smooth. What with 50 racers and seven heats, Race Director Matt Motas certainly had his hands full. Motor handouts began early, at 6 a.m., after which, people frantically began breaking in their mototr and preparing their cars for the day's full program of racing.

By 9:30 a.m. the qualifying rounds had started and the racing was on. By 2:00 p.m. three complete rounds of qualifying had been run and it was time for all to get to the lunch break and use the time to really set up the car for the mains.

This track was very unusual in that the racing surface is a very rough "broom finish" concrete. Being that the location of the track is on an isolated corner of the shopping center, the area is very rarely used and the concrete was just like new. Unlike the asphalt surfaces we are used to running, the traction on the concrete actually got worse as the day wore on. It appears that the tire rubber, along with concrete dust, just lay on the surface of the track and without the porousness that is inherent in asphalt surfaces, this dust had nowhere to go but to just lay on the track giving everyone fits.

Because there were seven main events today, I will not give you a blow by blow description of each main. Instead, I will attempt to highlight each main event.

The G Main saw first time racers, Jimmy Lazarte, Mike Uyemura and Oran Kong give a good showing and very respectable efforts. Ryan Honbo managed to run his car at full speed into a concrete curb breaking his chassis. Dan Yamane lead from start to finish with David Steiner in 2nd and Jimmy Lazarte in 3rd. In the end only two cars were running, Dan and Bentley Pai, but Bentley could only squeeze a 4th place because of the lap count.

F Main was a tough one. Conrad Nikado, a regular gas car racer, won a close race with Donald Takenaka. Ken Sakai, Neal Gaborno and Dennis Shigemura ended up third, fourth and fifth respectively, all on the same lap. Ken Alagan and Rodney Imai managed the next two spots, both completing 14 laps. Earl Honbo, after leading early in the race only managed 8 laps. He had to pit to replace a battery connector which broke off during the race. His pit crew, Vernon Pai, Butch Farm, and Glenn Kawamae all had their hands on that ONE connector and handily got the job done in a blaze of speed (it only took them 10 laps!).

## HOW TO GET A REAL CHARGE OUT OF YOUR NICADS.

**The Ultimate Charger.**

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

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

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

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

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



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

**Safe, Simple NiCad Charging... Automatically.**

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

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

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

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

**5 Models to Choose From.**

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

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



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

**New DC Power Supply.**

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

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



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



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



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



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



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

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

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

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

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

## Leisure

11 Deerspring/Irvine/California 92714

**FLASH: The Off Road Power Combo (105T) Pack. Now only \$59.95!**  
**FLASH! FLASH! New Off Road Power Motor (1002EX), Now Available!**

# L R/CECC Championships

Gee Earl, next time try to get your Grandmother to pit for you, she's probably faster and more capable than your pit crew, now.

The E Main finally saw Russell Miwa overcome all his radio interference problems to win easily. Leroy Lee got an easy second place. Gilbert (Angel) Guzman and Mike Rapoza battled back and forth. Angel finally overcame with Mike having to settle for 4th. Matt Motas and Carl Nakagawa placed 5th and 6th, while Clifford Chew, after an absence of about a year, completed 8 laps to come in 7th. Ok, Russ...how come the number 5 driver in the Can Am series winds up in the E Main? Bring out the sand and bags!

And here's another one! Beau Peterson, the number 2 driver in the Can Am Series was in the D Main and he didn't have an easy race at that. John Hokama lead this main early on but in the end he had to settle for second behind Beau on the same lap. Pat MacDonald came in 3rd only a lap down, and Johnny Upshaw and Richard Ganotisi finished 4th and 5th respectively. First time racer, Calvin Chew, managed to beat out one of our seasoned veterans, Norm Uyeno to take 6th and 7th respectively.

And still another surprising turn of events...three "top-ten" drivers found themselves in the C Main. Elton Yoneda, Marshall Mizobe and Randall Hano finished 1st, 2nd, 3rd. A visitor from the big island, Ernest Kuba, made a very respectable finish by taking 4th place and on the same lap as the winners. Marshall Mizobe (Mr. Pepto-Bismol - because of his PINK car), before this race always claimed never to have run in the B Main in any 1/12th event, "always in the A main". Well, Mr. Pepto Bismol, you still haven't run in the B Main, only the C Main!

The B Main was really a tough race. Richard Ito in his new lightweight AYK really put the move on the likes of Vernon Pai, Gene Niihau and Butch Farm. Richard went on to win, followed by Pai, Niihau and Farm.

The A Main provided a big surprise. Francis Aki, in only his fourth race, won the A Main and is now the 1982 R/CECC Champion! Ron Galang finished a strong 2nd followed by Glenn Kawamae. Keevan Inouye, who had the lead for most of the race, died with two laps to go and had to settle for 4th. Two gas car racers, Brian Sunada and Jr. Pascual, finished a very respectable fifth and sixth.

Wow! That's it, for another year! I'm sure glad this race happens only once a year. A lot of racers really prepared for this one and as always,

many went home frustrated because of problems. Back for another year of preparation.

Glenn Kawamae

## RESULTS

### STOCK A MAIN:

1. Francis Aki (Assoc)...28 laps
2. Ron Galang (MRP)...28
3. Glenn Kawamae (Assoc)...27
4. Keevan Inouye (Parma)...26
5. Brian Sunada (Parma)...26
6. Jr. Pascual (Delta)...26
7. Jun Shudo (AYK)...7

### STOCK B MAIN:

1. Richard Ito (AYK)...26 laps
2. Vernon Pai (Assoc)...26
3. Gene Niihau (Assoc)...25
4. Butch Farm (Parma)...25

5. Andrew Young (AYK)...25
6. Wayne Onoyama (AYK)...23
7. Richard Robertson (Assoc)...15

### STOCK C MAIN:

1. Elton Yoneda (AYK)...25 laps
2. Marshall Mizobe (Scratch)...25
3. Randall Hano (Assoc)...25
4. Ernest Kuba (Scratch)...25
5. Jay Nakahara (AYK)...24
6. Daryl Yuuchi (Assoc)...23
7. Louis Vierra (AYK)...23

### STOCK D MAIN:

1. Beau Peterson (AYK)...24
2. John Hokama (Assoc)...24
3. Pat MacDonald (Assoc)...23
4. Johnny Upshaw (Assoc)...22
5. Richard Ganotisi (Assoc)...22
6. Calvin Chew (Assoc)...21
7. Norman Uyeno (AYK)...21

### STOCK E MAIN:

1. Russell Miwa (Parma)...23 laps
2. Leroy Lee (Assoc)...21
3. Angel Guzman (Assoc)...20

4. Mike Rapoza (Assoc)...20
5. Matt Motas (Delta)...19
6. Carl Nakagawa (Assoc)...18
7. Clifford Chew (Assoc)...8

### STOCK F MAIN:

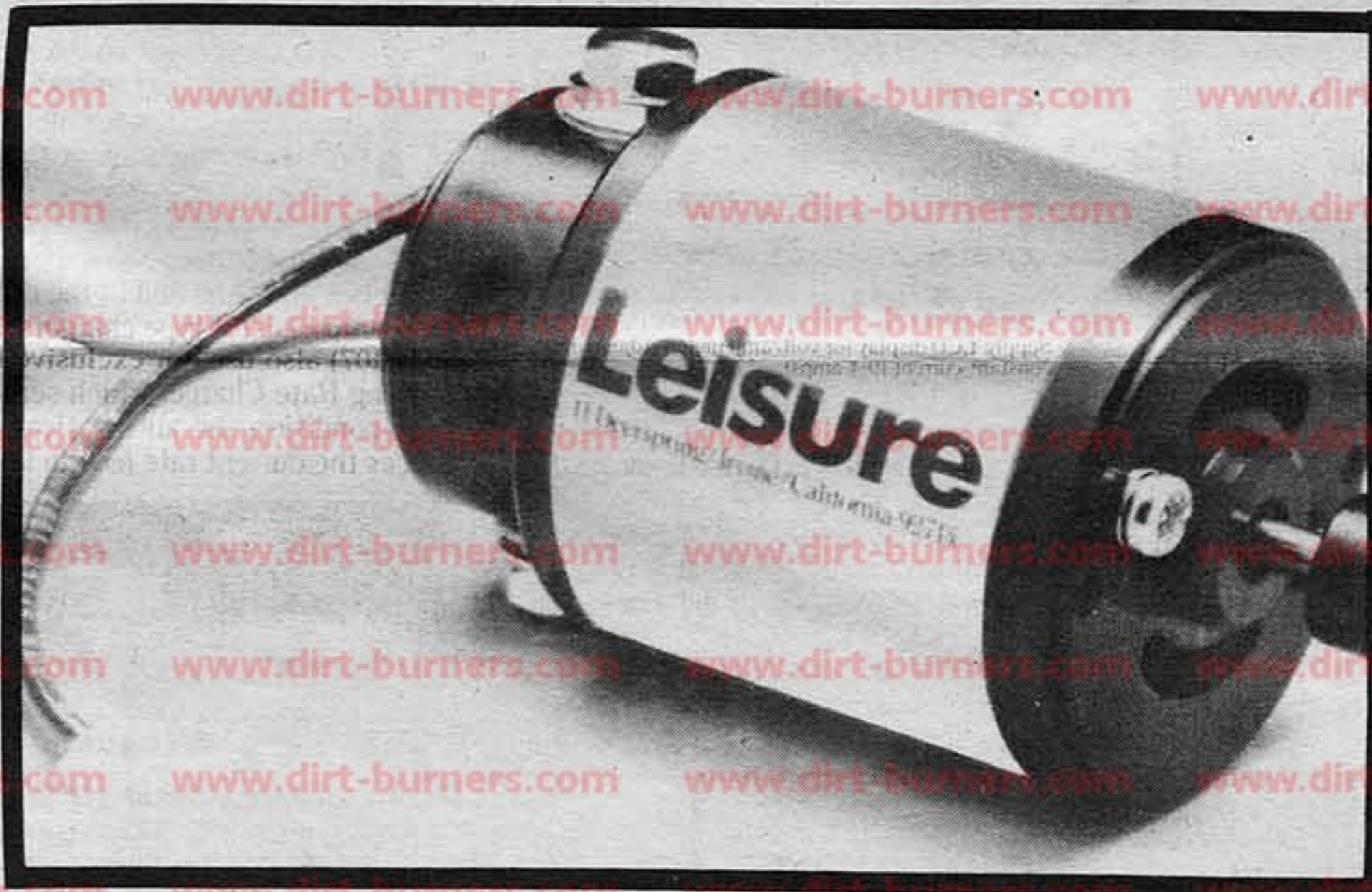
1. Conrad Nikaido (Assoc)...20
2. Donald Takenaka (Assoc)...20
3. Ken Sakai (Assoc)...19
4. Neal Gaborno (Assoc)...19
5. Dennis Shigemura (Scratch)...19
6. Ken Alagan (RCE)...14
7. Rodney Imai (AYK)...14
8. Earl Honbo (Assoc)...8

### STOCK G MAIN:

1. Dan Yamane (Assoc)...19
2. David Steiner (Assoc)...16
3. Jimmy Lazarte (Assoc)...14
4. Bentley Pai (Assoc)...14
5. Ryan Honbo (Assoc)...8
6. Oran Kong (Assoc)...5
7. Mike Uyemura (Assoc)...2

# Ready For World Competition

## LEISURE LT-50 MOTOR



■ LEISURE congratulates FRANK KILLAM, for his remarkable performance in the 1982 IFMAR World Championships. By finishing 3rd Overall in Stock and 2nd to Arturo Carbonell in Modified, FRANK KILLAM proved he is one of the top World Class R/C Car drivers.

■ A former LEISURE factory driver (and winner of the 1981 Western Regionals with his LEISURE car), Frank used a Jim Greenmeyer (Check Point) prepared LEISURE LT-50 in his Modified class RC 12i finishing ahead of all REEDY & TRINITY powered cars with running time to spare.

■ Although currently legal only for International competition, the Checkpoint LT50 has been submitted for ROAR approval and is available NOW!

## LEISURE

11 Deerspring  
Irvine, California 92714

**TECH N SPEC**

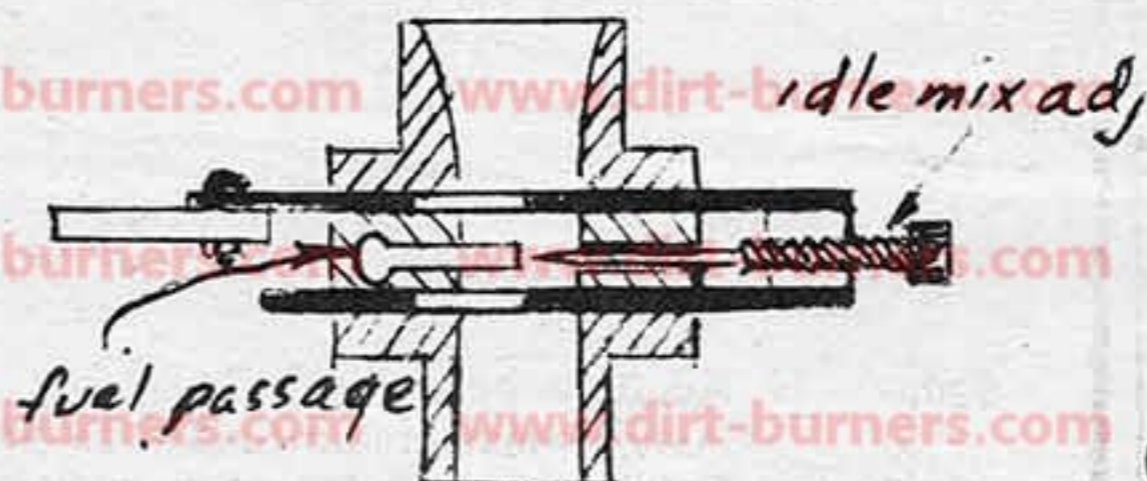
(contd. from page 32)

with good traction, the inside wheel tended to lift on the turns, reducing the friction between that tire and the surface and since the differential will put the torque to the wheel which needs it the least, wheel spin resulted with a large increase in tire wear and loss of speed. This problem was solved through the use of centrifugal clutches which activate when wheel spin starts by "locking" the axle to the differential. The higher the speed, the more "lock" is applied. With this system, the differential action is never eliminated, so a "limited slip" is obtained smoothly and effectively. The advantage over the "ball" type dif-

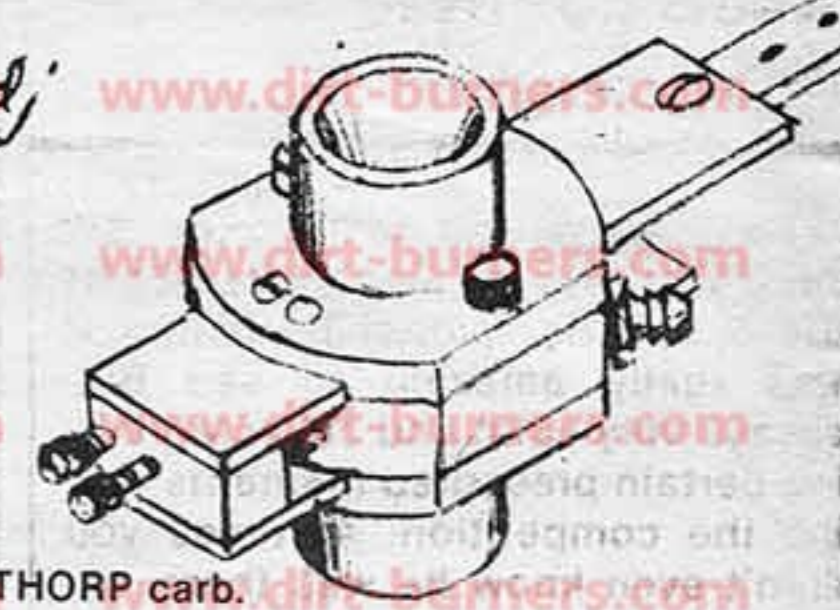
ferential is dramatic. No adjustments are required, the action of the clutches being automatic and the amount of action designed is all in. Those who have used ball-differentials know how finicky they can be and adjustments to varying track conditions is pretty much "cut and dry"

The brakes in the THORP car have also kept pace with the competition. The car originally had a band-type brake acting on the clutch. When the variable speed drive came along, the brake was moved to the rear axle, but as speeds went up, the band brake was not adequate. Thus, a disk brake, using metal pads and a composition disk was used for smoother, more positive braking action.

The THORP muffler has been



designed to provide the quietest possible exhaust without sacrificing performance. It uses the expansion chamber principle, which allows the "puff" of the exhaust from each revolution of the engine to expand before leaving the muffler, thereby causing a noise reduction. As the pressure wave moves



The THORP carb.

along the chamber, a reduced pressure occurs at the exhaust port on the engine, letting it breathe easier as if there weren't any muffler there. A pressure tap on the end of the muffler allows the pressure wave to pressurize the fuel tank for better fuel flow at speed. This muffler is the lightest around, as well.

The standard THORP car kit uses ball-bearings for the rear axle/differential mount and oilite bronze bushings for the front wheels. Ball-bearings hubs are available for the serious competitor.

The newest development, now in the testing stages, is a "soft" motor mount. Since a single cylinder engine produces a lot of vibration, the chassis and tires must absorb it. If you could remove the vibration from the tires, better traction, and therefore better handling should result. Also, if the chassis doesn't have to absorb the normal vibration of an 1/8th scale car, longer radio life can be expected. As of this writing, the new motor mount has been used in a few races and the results look very promising. Since power is transmitted through a belt, which is in itself very forgiving for minor misalignments, such a motor mount can be used with no ill-effects on the power transmission.

Among other items unique to the THORP car is the THORP Carburetor, available in three sizes: .60, .80, & 1.00 (equivalent displacement).

Back in the Veco 19 days, the Perry carburetor was the "way to go". A good carburetor but prone to wear rather quickly. The THORP carburetor is a dual slide type with individual adjustments for idle mixture and idle speed. A remote needle valve mounts anywhere in the fuel line between the tank and carburetor. This is used for high speed mixture. The design of this carburetor make it much less sensitive to wear, and when wear does eventually cause difficulties in adjusting the idle mixture, a simple procedure makes it like new again with no new parts to buy! It is also very easy to disassemble and reassemble without changing any needle valve or idle speed setting.

• The THORP car is still undergoing more improvements for the near future but as in the case of all the latest improvements, modifications and optional features such as; differential slip limiters, clutch, front end, etc.; they can all be incorporated into previous chassis with minor rework. You don't have to buy a new car!

I'LL BET YOU DIDNT KNOW WE HAD THESE EITHER.

**COMPETITION PROVEN PRODUCTS THAT YOU MAY NOT HAVE KNOWN WE HAVE.**

\*\*\*\*\*

\* A COMPETITIVE RACE CAR - THE CHALLENGER DB

\* ROLLOVER ANTENNA (BL-1854)

\* BEST HOLDING SERVO TAPE AROUND (BL-1856 & 1857)

\* LEXAN RECEIVER CASES

\* GRAPHITE CHASSIS - AXLES - BLANKS

\* LITEWEIGHT ADJUSTABLE WING KIT (BL-2723)

\* WHEELS & TIRES TO FIT ASSOCIATED CARS

\* TOTAL PERFORMANCE WIPER ARM (BL-4607)

\* SMALLER / STRONGER HOOD PINS

\* WATER SOLUBLE PAINT FOR LEXAN BODIES

\* LATEST BODY STYLES WITH WINDTUNNEL REPORTS

LITEWEIGHT PLASTIC PINIONS WITH 2 SET SCREW HOLES \* IMPROVED SERVO SAVER WITH ACKERMAN OR REGULAR STEERING \* DONUTS - ROUGH OR PRE-TRUED TO FIT MOST POPULAR SIZED WHEELS \* THE ORIGINAL LIMITED SLIP DIFFERENTIAL WITH THE WIDEST RANGE OF GEARS AVAILABLE (44 TO 55 TOOTH) \* THE ORIGINAL LITEWEIGHT VARIABLE BRAKING SPEED RESISTOR \* COMPLETE LINE OF DECALS (EVEN ONE TO MOUNT ON THE INSIDE OF BODY).

P.S. WE ALSO HAVE A COMPETITIVE 1/10th SCALE OFF ROAD RACE CAR ( THE DIGGER 10 )

FOR A COMPLETE CATALOG SEND \$2 (REFUNDABLE) TO



420 HOSEA RD.

LAWRENCEVILLE, GEORGIA

30245

PH. 404-963-0252

Dick Camp



### RACE CORNER:

(Contd. from page 17)

Hey! We've got to mention Bill Jeric's efforts as Race Director at the World Championships. In fact, it was really amazing to see Bill always very calm and collected during certain pressured moments during the competition. At times you didn't even know he was there, except when things had to be settled among racers, scoring, format, etc. I guess what I'm trying to say is that no one noticed him, unless there was a problem, which he dealt with fair and square.

In fact when you think of the World Championships, the only thing that was really obvious was the racing itself. The Scoring, Turn-marshalling, Announcing, ect. all were secondary and inconspicuous, as they well should be. A real credit to all who had a hand into it.

Once again, we'd like to remind you of the October 23-24, 1982 1/12th 1982 ROAR Region 6 Championships to be held at the Ranch Pit Shop for Stock and Modified classes. R.A.C.E. club is putting on the event and although we mentioned it in this column in our last issue, we did not include it in our "Special Events" section of our Calendar section. Of course, we also forgot several other races in that section, as that one page was reprinted from the previous issue and not updated, but we caught hell for not having this particular one anyways. Can't keep everyone happy, but we try.

We're sorry to have missed (by the time you read this) the 12 Annual RAMS West Coast Championships in 1/8th scale. This Can Am event was held at the Foothill College in San Jose, (last year was held at Evergreen College) and if it was anything like it was last year, it was really a fun race, with plenty of hot competition. But fret none, we have one of our ace reporters, and 1/8th addict, Jim Atkinson going up there and he will bring us a full report for our next issue.

By the time you read this the Powerboat Magazine's Outboard Championship Series, presented by the Alii Racing Team will be in full progress. Our Powerboat Editor Cathie Galbraith will be there though, getting us all the fine coverage we usually get from her. Check out her report on the NAMBA Nationals in this issue.

NAMBA INTERNATIONAL, INC., is the new title for the R/C Power Boat association. They have recently Incorporated to protect and limit the liability of its members to the assests of the corporation. A move, by the way, which should be considered by other promoters or clubs. You never know when some money hungry dude (most likely a non-racer) can come after a club and it's members. No matter that ROAR, or MPBA, or NAMBA provides an insurance package, any additional protection you can get is always

### Membership Application

Name \_\_\_\_\_ Age \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



### WHAT IS ROAR?

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

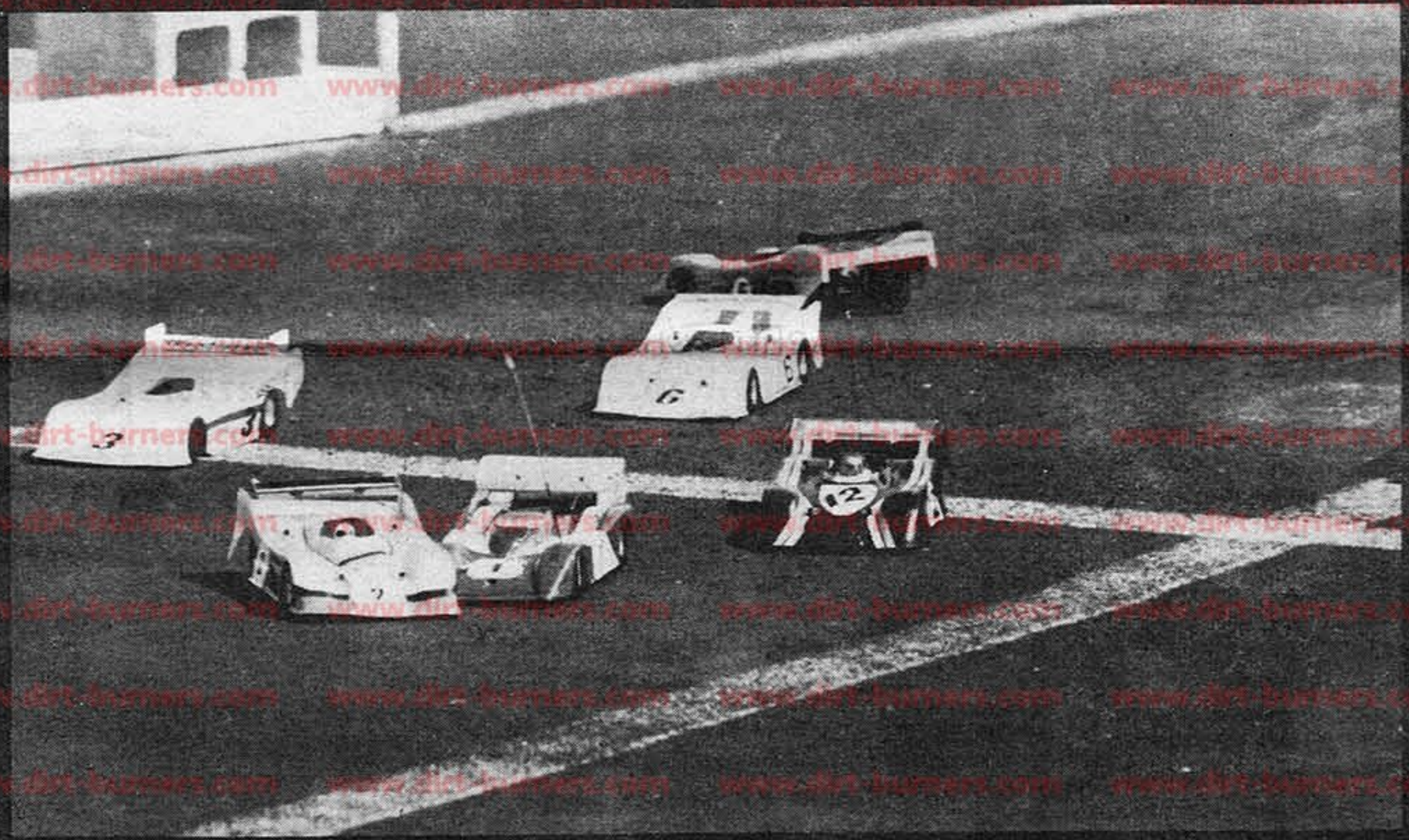
- Bodily Injury/Property Damage Liability Insurance
- Membership Booklet (rules, bylaws, body list, etc.)
- REV-UP, the official ROAR magazine

Check one:  
 \$20.00 \_\_\_\_\_ Adult Membership  
 15.00 \_\_\_\_\_ Junior Membership (under 16 yrs)  
 20.00 \_\_\_\_\_ Family (add \$3 for each additional member)

Dues are annual and now include insurance

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

# SUBSCRIBE



## You Race Them...

## We Cover It!

**12 ISSUES \$15.00**

Please send R/C Racing News to the following:

name \_\_\_\_\_  
(please print)  
 address \_\_\_\_\_ apt \_\_\_\_\_  
 city \_\_\_\_\_ state \_\_\_\_\_ zip \_\_\_\_\_

new subscription     renewal

Enclosed is my check  Money order  for \_\_\_\_\_ to cover \_\_\_\_\_ subscriptions.

\* These rates apply to delivery in the U.S. For Canada and Mexico add \$10.00 for airmail Foreign rates 1st class \$30.00 for 12 issues.

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

# R/C CALENDAR

## POWER BOATS NAMBA

### SEPTEMBER 11-12

Alli Racing Team, Legg Lake, So. El Monte, CA, District 19 pts. Outboard. Franklin C.Y. Hu (213) 866-4032.

### SEPTEMBER 11-12

Gold Coast Model Boaters, Lake Roberts, Seaside, CA. Dist. 9 pts. Heat racing, Ulimtd., HY, Sport 40. H.G. Power (408)394-1200.

### SEPTEMBER 12

San Francisco Model Yacht Club, Spreckles Lake, San Francisco, CA. Dist 9 pts. Scale. Robert Vienot (415)664-6272.

### SEPTEMBER 19

Bay Area Miniature Maritime Association. Sunnyvale, Dist 9 pts. Electric Scale & Semi Scale Tug Boats. Al Godding (408)266-9144.

### SEPTEMBER 18-19

District 16 Members. Three Valley GAP, Revolstoke, B.C. Tannual Meeting & Triple Point Ch. Heat Race, Scale. Gary Jeffery (403)238-3413.

### SEPTEMBER 19

Ocean County Buoy Busters. Lake Shannandoah, Jackson, N.J. Record Trials. Matthew LoBianco (201)928-2448.

### SEPTEMBER 25-26

Modeleers, Inc. Legg Lake, So El Monte, CA. Dist 19 pts. Enduro. Leslie Smith (213)324-0128.

### SEPTEMBER 25-26

R/C Model Boaters of Baltimore. Geen Brier State Park, Hagerstown, MD. Dist 1 pts. Heat Racing. Arlie Cooper (301)797-0096.

### SEPTEMBER 25-26

Southern Oregon Power Boaters. Borst Park, Centrailia, WA. Northwest Outboard Championships. Leo Dreith (206)535-1038.

### SEPTEMBER 25-26

Gold Coast Model Boaters. Kirby Park, Moss Landing, CA. Record Trials. Bruce Kaiser (408)688-8618.

### OCTOBER 2-3

Seattle Model Yacht Club. Twin Lakes, Marysville, WA. Record Trials. Bill Hornell (206)226-7454.

### OCTOBER 3

Lilac City Model Boat Club. Riverfront Park, Spokane, WA. Heat racing, Offshore, Outboard, Sport 40. Jimmie Waste (509)624-7109.

### OCTOBER 9-10

Muddy Rudders. Thompson Park, Amarillo, TX. Dist 7 Championships, Enduro, Deep Vee, Outb. SC, Sport 40. Fred Wall (803)373-3040.

### OCTOBER 9-10

Pipeline Racing Team. Riverland Park, Kingsburg, CA. Dis 9-19 Challenge Race. Heat racing. Bill Prigley (415)656-7072.

## OFF ROAD ORRCA

### 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

## 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.

## OFF ROAD Special Events

### WESTERN OFF ROAD CHAMPIONSHIPS:

September 25-26. Radio Controlled Hobbies Raceway, Costa Mesa, Ca. ORRCA Rules. Pre-Entry \$15 - Post entry \$20. Entry deadline September 11. Limited to 200. A, B, C, system with "bump-up". Check in 7 a.m. Ron Williams (714)631-1555.

### DEL MAR OFF ROAD RACE OF CHAMPIONS

December 11-12, 1982. Saturday 11th, Off Road course, Racers race 3 classes: Stock 6-cell, Mod. 7-cell, Open 8-cell. Combined points, carry over to Sunday, Oval program, also 3 classes. Overall winner in each class. Beginner, Sportsman, Expert. Entry for both days \$20. Camping facilities available. DEL MAR R/C CENTER - 1555 Turf Rd. Del Mar. (714) 481-0363.

## 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

### R.A.C.E. 1982 ROAR REGION 6 1/12th CHAMPIONSHIPS:

OCTOBER 23-24. Saturday, Stock -Sunday, Modified classes. Entry \$15 Stock, \$10 Modified, \$20 both. Novice, Amateur, Expert. Can Am, A, B, C, program. Controlled prac. Friday 22nd. Tech closes 7:30 a.m. Stock, 9:00 a.m. on Sunday for Mod. RANCH PIT SHOP, 1655 E. Mission. Pomona.(714)623-1506.

### U.S. INDOOR 4-CELL NATIONAL CHAMPIONSHIPS:

November 26, 27, 28, 1982. Cleveland, Ohio. 1/12th Electric at Holiday Inn. Akron-Cleveland. Entry \$15 ea., \$25 both classes. A, B, C, system. Heart of America. Bill Jeric (216)467-6116.

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

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

## 1/8SCALE GAS

**REGION SIX 1/8 SCALE CHAMPIONSHIPS:** September 24, 25, 26, 1982. Ventura Roadrunners. ROAR sanctioned. Entry \$20.00. New infield design. Ventura track, at Montgomery Wards parking, off 101 on Main Street exit. Mail entry to Richard Schwalm, 1696 E. Thousand Oaks, Ca. 91362.

**VALLEY MINI RACERS -SERIES RACE No. 8:** October 10, 1982, Phoenix, AZ. Race site at Valley West Mall, 55th & Northern. Sat. prac, 9:00 a.m. Sunday qualify. Large course over 1000', with 190' staright. Doug Warren (602)944-7674.

### HOLLOWEEN SIX HR. 1/8th

**ENDURO:** October 31, Sunday. Del Mar Racing Center. Race Starts 10:00 a.m. Practice Saturday. Continuous enduro, none stop for 6 hrs. 3 drivers per team, each must drive min. 1hr. Stop when you want. Limit of teams according to available frequencies. G.T. BODIES ONLY. Venting Allowed. Entry: \$20.00 per team. Entries now open, first come basis. Del Mar R/C Center. 1555 Turf Rd. Del Mar. (714)481-0363.

### ST. LOUIS R/C CAR CLUB:

September 18-19 - H.O.A. (St. Louis) Can Am Sports, Road Race.  
October 3 - St. Louis Club, Concours, G.T. Sedan, Road Race.  
October 9-10 - H.O.A. (Kansas City) Can Am Sports, Road Race.  
October 17 - St. Louis Club. GT Sedan, Oval.  
October 31 - St. Louis Club. GT Sedan, Road Race.

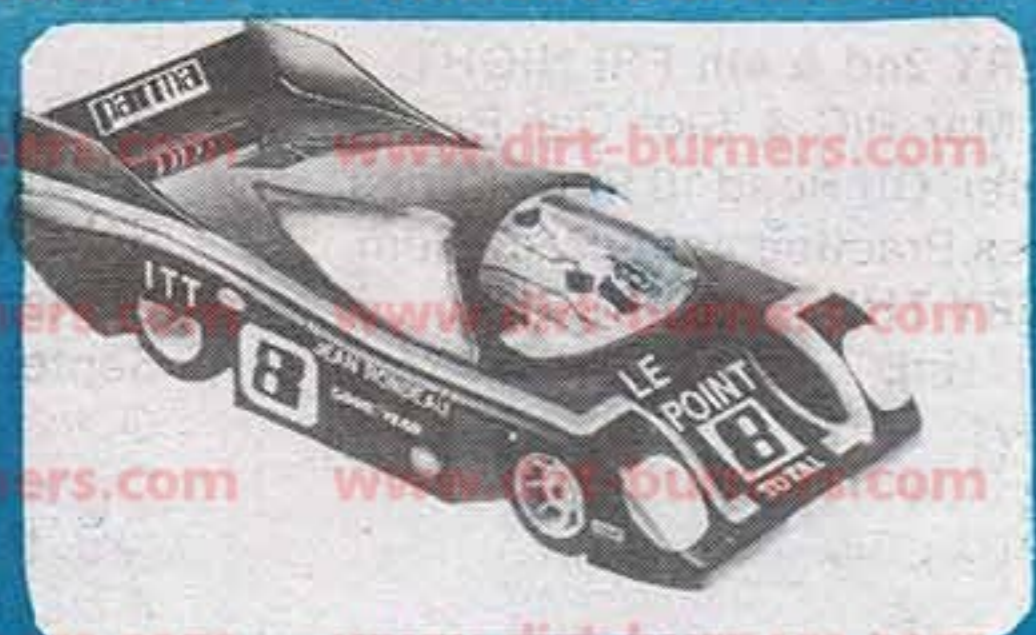
Track location is at Levits Furniture Store, I-270 & Lindbergh Blvd. (Hwy. 67) 9124 Pershall Rd. Joe Poole (618)462-5334.

### FORMER HOBBY SHOP

Must liquidate Inventory. Assoc. Leisure, Parma, Jomac, Tamiya, Twinn-K, BoLink, MRP. Send S.A.S.E for listing.

686 S. Arroyo Parkway No. 135  
Pasadena, CA. 91105

# NEW ITEMS FROM PARMA...



1/12 Rondeau: Upgraded to look like the new Rondeau on the road courses of Europe & America.



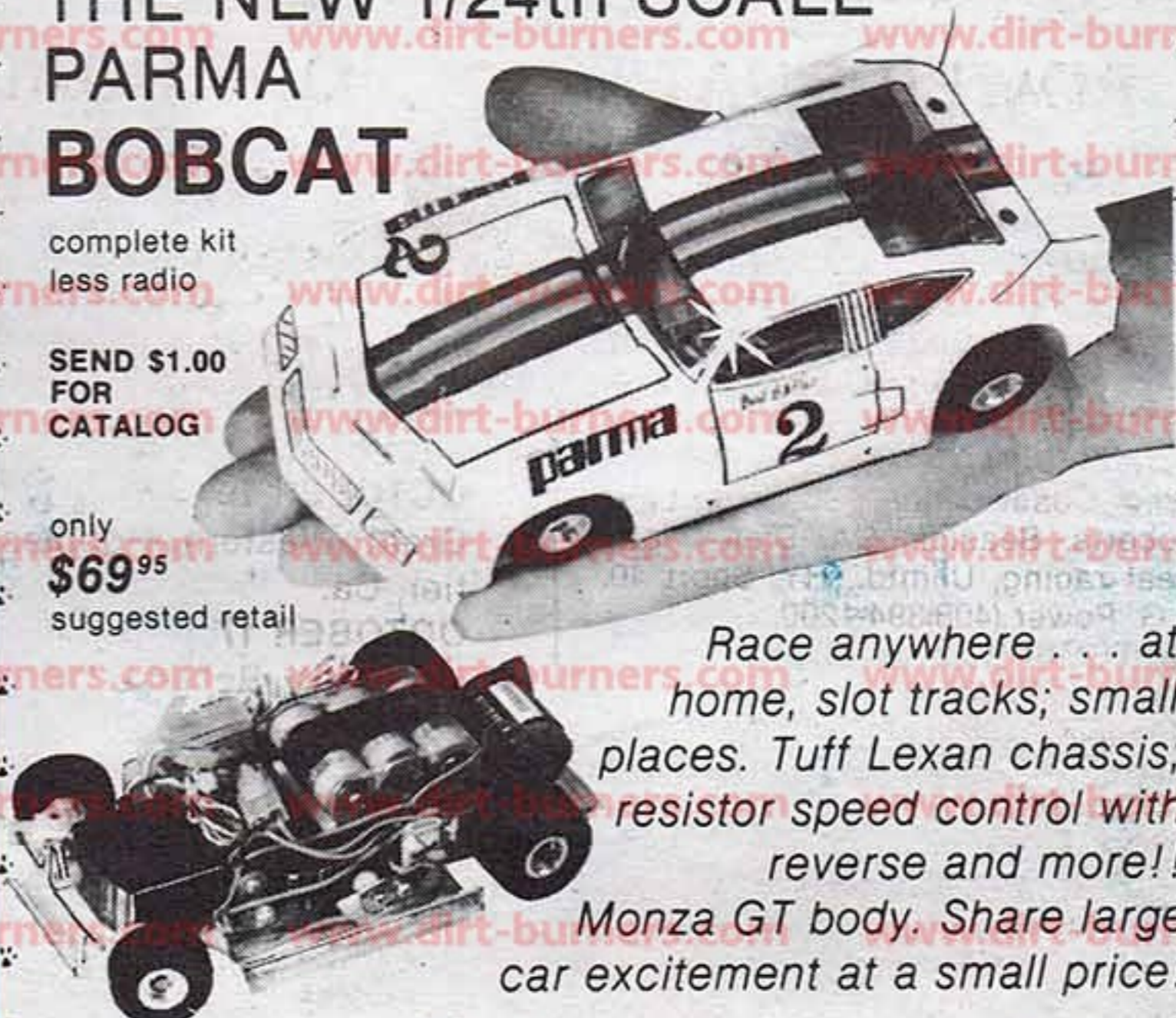
4 Wheel Drive WompWomp: Pull yourself through corners with PARMA's new 4WD WompWomp. We're pulling for you!

## A MIGHTY HANDFUL! THE NEW 1/24th SCALE PARMA BOBCAT

complete kit  
less radio

SEND \$1.00  
FOR  
CATALOG

only  
**\$69<sup>95</sup>**  
suggested retail



Race anywhere... at home, slot tracks; small places. Tuff Lexan chassis; resistor speed control with reverse and more!! Monza GT body. Share large car excitement at a small price!



Turbo Silver Plated Goodies: Silver Plated contact systems for your turbo controller gets your resistor juiced quicker!



PreTrued 1/8 scale donuts. Stay true with these new beauties & take the misery out of getting your tires round.



1/10 Bumper: Save your front end with PARMA's new crash-resistant Off Road Bumper to fit Tamiya Off Road cars.



PARMA R/C & Slot catalog plus tool box stickers offer for \$1.00: What more could you want for a dollar?



Contour Trigger. Wrap your finger around and squeeze. Contoured for the pro in all of us.



PARMA's new ProTurbo: Just a little squeeze will let you know how easy it is to pass & win with PARMA's super-trick squeeze machine.

IF NOT AVAILABLE FROM YOUR DEALER, CALL US FOR INFORMATION (216) 237-8650 OR SEND \$1.00 FOR CATALOG AND TOOL BOX DECAL.



## parma international inc.

13927A Progress Parkway North Royalton, Ohio 44133, U.S.A.

If you're a flier who thinks R/C trucks are "for the birds," it's time you looked at our Toyota Hilux Pickup Truck kit. It features the kind of high performance, component engineering that has R/C pilots flocking to their hobby shops.

**R/C Engineering that soars to new heights...**

Now you can speed up, change gears, steer and switch from 2 to 4 wheel drive while the truck is in motion... all from your

radio transmitter. Features include: an all new electronic speed control for smooth, powerful acceleration. We've coupled this to our factory assembled 3-speed transmission for power and control in all speed ranges. This is technology that'll impress the most die-hard R/C fliers.

**Built tough to take the roughest landings...**

We've given it a rugged metal ladder

frame, and semi-pneumatic tires with plastic inserts for sidewall strength. It soaks up the kind of punishment that would easily ground other rigs. And like the prototype, it has locking wheel hubs... to go from 2 to 4 wheel drive. And to keep you on the run, it's complete with our new 6V-4000 MAH nickel-cadmium battery pack for up to 30 minutes of uninterrupted fun. This is no ordinary R/C vehicle, this is MRC-Tamiya 4-wheel drive, that has everyone flying high... over the dunes, up the mountains, through mud, water and obstacles no other off-road could handle. If you think planes are the only way to fly, see MRC-Tamiya's new Toyota Hilux Pickup, and put yourself on the road.

**MRC-TAMIYA'S 4x4 PICKUP HAS R/C FLIERS SHIFTING GEARS.**

**This sophisticated engineering breakthrough is putting fliers on the road for the first time.**

**Specifications:**

Length: 16 1/2"      Min. Ground Clearance: 1 1/4" (underneath differential case)  
 Width: 8 3/4"  
 Height: 7"  
 Power: (1) Mabuchi RS-540 electric motor



Model Rectifier Corporation  
 2500 Woodbridge Ave. Edison, NJ 08817



This scanned magazine is a part of the  
“Vintage RC Magazine Preservation Project”  
presented by  
[www.dirt-burners.com](http://www.dirt-burners.com)

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

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

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

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

Due to abuse of the content on the [www.dirt-burners.com](http://www.dirt-burners.com)  
website for personal gain, all scans are now watermarked.

**THIS IS A NON-COMMERCIAL PROJECT!**