

R/C

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



\$1.50

You Race It...
We Cover It!

RACING NEWS

October 31, ~~1983~~ - Issue 18 - Vol. 2.
1982



▣ Region 6 Champs

▣ ORRCA Update

and much
more....

▣ Western Off Road
Championships

▣ TECH N' SPEC

▣ Special INSIDE LINES

Race Corner

The weekend of September 25-26 was super crowded with "major" events in all three classes of R/C car competition here in California. We sent our trusted reporters to cover all three for this issue, but as a result of the rains, we may be able to bring you only one of the three. (Possibly two) if the mail gets here on time. On the schedule were the Off Road Western Championships at Costa Mesa, rained out, and postponed for the next weekend; the Region 6 Gas Championships, (covered in this event); and the California Championships 1/12th electric in Monterey, Ca. This one came off and we're now trying to get the coverage.

We are now working to get all three events for you in this issue but if we don't, for sure the balance will be in our next issue.

Congratulations are in order to the Ranch Pit Shop in Pomona. The track was selected by the Regional Directors of ROAR to be the site for next year's Nationals. The Vote was 7 to 3 in favor of the Pomona facility. The other 3 votes went to the new Del Mar Racing Center.

Exact date for the Nationals are not yet known, but we think they will be sometime in late August, after the World Championships in Carnoux, France.

Speaking of same: We have an update from Ted Longshaw re: the 1/8th World event. Check it out in this issue. It appears that the race is going to be the best ever in the short history of World Class competition in 1/8th scale racing. The race site sounds terrific and the people involved in the promotion of the event are now feverishly working to have it all together by the time July 4-10, 1983 rolls around.

More congratulations are in order. This time to Joe Sullivan (JA LEA CO.) He was elected as President of ROAR. His term begins October 1, 1982 and will last for the next two years. We wish Joe Sullivan much success and any one out there who ever griped or continually complained about some of the deficiencies of ROAR, here's your chance to get it off your chest. We spoke with Mr. Sullivan in Texas and he would like to hear from anyone with any constructive ideas as to how to improve ROAR.

Joe Werner was in the race for the ROAR Presidency as well, but wound up losing by the smallest margin. We understand that the number of ballots received for this year's races was the largest amount received for any previous ROAR elections. Joe Werner remains Vice President of ROAR for still another year.

Actual count was Joe Sullivan 141, Joe Werner 113. Bob Rule won by about four votes over Rocky Hagan for the Directorship of ROAR. We heard that the TACOMA ELECTRIC AUTO RACERS OFF ROAD (TEAROR) are running 5 and 6 minute off road heats. We have been leaning towards that here in Southern California, rather than just laps. The reason is that perhaps this will equalize the cost factor. Super

Hot motors go fast but not for 5 or 6 minutes in off road. By using timed races, a racer may have to cut down on the power and concentrate more on the maintenance of the batteries, the suspension, the weight, and the cost of the car. It's something to think about.

Why re-invent the wheel. The Del Mar Racing Center held it's first ORRCA off road race recently and tested out an already proven way of scoring cars. They used the same system used for 1/12th scale racing; the same forms, sheets, etc. That is one car, one score person. Results. No complaints about scoring and NO ERRORS. They will continue to use same for most of the big races.

Speaking of Del Mar: They were also in contention for the 1983 National bid. Even though it was awarded to the Ranch Pit Shop, plans are still on hand to construct a separate 1/8th and 1/12th scale road race/oval track for all future racing. There are a number of big events planned there for the rest of this year and throughout the 1983 season and the 40 plus acres available for additional R/C and other recreational activities are planned to be used.

More DM: The 6 HOUR ENDURO at Del Mar has been set for October 31, 1983. It's a continuous six hour race beginning at 10:00 a.m. and finishing at 4:00 p.m. Three drivers are required with each driver having to drive at least one hour. Entry is \$20.00 per team and G.T. bodies will be used. New phone number for the facility is (714)755-0411.

Now that the ROAR Presidency is moving South to Texas from Anaheim, California, I think that a vote of thanks should go to Mike Reedy for doing a great job these past two years and really giving it his best. We know that alot of work, time and money goes into a job like that, items that never showed up in the ROAR ledgers. I'm sure Mike at times thought, why should I do this, nobody really cares; but did it anyways because he cared. Thanks Mike for good job.

And by the way, I think Associated should also be thanked. Mike worked out of those offices and I'm sure alot of things were done on behalf of ROAR that Associated never collected for. Regardless of what controversies arose in the past, there are only a few people willing to give of their time and money for a cause, yet there are plenty around that like to criticize only. I'M OFF MY SOAP BOX NOW!

We understand that PARMA INTERNATIONAL is looking for qualified 1/12 electric racers to join their team. They are interested in finding racers from all around the U.S. Contact them and send them your resume.

Those persistent rumors dealing with the new available frequencies are getting closer to becoming a reality. We recently spoke with Mr. York Daimon of FUTABA and he was kind enough to bring us up to date on the matter. First, it looks like a decision could be made by November of this year. It originally

was supposed to be made by September, then October. But as we all know when you have to deal with the government and the bureaucracy, everything takes time.

Second, if approved, a number of bands in the 75 mhs will open up exclusively for boats and cars only. I understand it may start with 75.430, 470, 510, 550, 590, 670, 710, 750, 790, & 75.830. These are in addition to the 27 mhs band now used, so R/C cars and boats will have about 16 to 18 new bands. There's also a five year plan and then an 8 year plan that eventually will have over 30 frequencies for cars and boats.

Third, the good news, we think. For those of you in the 72 mhs band, who own a FUTABA and/or AIR-TRONICS radio system, we understand that a mutual agreement has been made between the two companies to charge a fee of \$10.00 to have your transmitter and receiver re-tuned for the 75 mhs, which will include the exchange of crystals! We think that this is a terrific deal. So those of you who were thinking you had to go out and buy a whole new system, here's an inflation-fighting offer.

We heard that JA LEA CO of Richardson, Texas has purchased all of the inventory left by American Model Design, who recently went out of business. JA LEA will continue to serve all of American's customers plus their own, now with much larger inventory.

Those of you who are 1/8th oriented in the product you manufacture, Ms. Micheline Leisieur, Race Director for the World Championships 1/8th scale in Carnoux, France is offering some advertising space in the race program and also banner space. If you haven't received her letter, you can contact her at CARNOUX MINIRACING, Plateau des Lavandes, 13470 Carnoux - En - Provence, France. Tel. (42) 70.01.58.

Hey, Goodyear Tire has granted TWINN-K the right to use the Goodyear logo on AJ's R/C tires. I'm sure TWINN-K is really delighted with this coup, and as we understand, those Goodyear-logo tires are now available. TWINN-K also has a chart available to help the racer find the right combination of tires for specific track surfaces. Write to TWINN-K, enclosing a dollar to cover postage, and they will send you said chart, plus other goodies.

From now on, the RAMS track will be at the Foothill College, at Palo Alto, Ca. They also have a race coming up on October 17th at Town & Country, San Jose.

The RIO GRANDE R/C RACERS want everyone to know of their big race coming up January 7, 8, 9, 1983. It will be a 1/8th Gas Can Am, open, with the A, B, C, system being used. It's ROAR sanctioned and they would like everyone within earshot of this paper to come over. Why? Well, they've got a great track, great racing group and get this...they've got some terrific prizes to award: An EAGLE Suspension car, an ASSOCIATED 500 Suspension car, a COOK RACING Suspension car, K&B Motor, the most beautiful

boots by Hondo, & plenty more. Entry fee is only \$10.00 up until December 20th. Thereafter it goes up to \$15.00. Call (915)598-9017 for more info.

For those of you who want to keep racing the following week there's a 1/12 race in Indianapolis. The date is January 15, 16, 17, 1983 and it will be held at the Howard Johnson's Hotel, just off I-70 and Post Road. It'll be a 4-Cell race for Stock and Modified cars and it is sponsored by HOWARD JOHNSON'S. Joe Werner called us about this and was very delighted to have been able to get this hotel to go for it. It looks like if it all turns out well, the R/C 500 Club of Indianapolis will be able to promote other races with the help of HOWARD JOHNSON'S HOTEL.

More on the World Champs Gas. We recently spoke to Ted Longshaw and he has given us further news. For example; all but one of the turns at the World Champ track is banked! He said they just ran it last week and the track is super, with laps being turned at around the 22 sec. mark. This is quite an improvement since it was lengthened because on this "circuit" (track) the average lap was around the 15-17 sec. mark.

Not only does he feel that this track will be the best ever for 1/8th but he also indicated that the promoters, namely Messr. Rossie has lined up support from ELF PETROL (they have the most gas stations in France) and also from ANISETTE Beverage. Both companies will help and display the poster for the World Championships. In addition, Mr. Longshaw added French T.V. & Radio will be covering the event. Furthermore, we understand that a special flight package is now in the works and it should be available in the next few weeks which will offer flights from Los Angeles/New York at a very much reduced rate. More on this as we get it.

It isn't the "recession" that knocks businesses down, it's their management. That's a pretty strong statement for those of us fighting high interest, short credit, etc. but it does make some sense. Those companies that have strong management and high productivity seem to be weathering these times, while others have or are about to go by the wayside. Think about it.

Don't forget the ROAR 1/12th Electric Region 6 Championships, October 23-24, 1982 at Pomona. Controlled practice on Friday (22nd), \$1.00 per day practice fee; Stock entry \$15.00, Modified \$10.00 or \$22.00 for both. Make checks payable to R.A.C.E. or call (714) 623-1506.

Word has it that starting next year there should be a general meeting of all ROAR & ORRCA Clubs, promoters, track owners, and racers to work together in setting up either a "Clearing House" for race dates, or perhaps even pencil-in some of the major dates for all of next year. The reason is to avoid what just happened this past weekend (Sep. 25-26).

(contd. next page)

There were really three (or maybe four) "major" R/C racing events all on the same weekend. The Region 6 Gas Championships at Ventura, The California 1/12th Championships in Monterey, The Off Road Western Championships in Costa Mesa and a So. Cal. 1/12th Series race in Pomona. Besides being tough for us to make every one of them (we do have coverage), it was disconcerting to a lot of racers who would have liked to have raced in one or two or even all three of those events. We met several racers that indicated they could have raced in at least two of the three events.

The point is that by putting all of our heads together and keeping some kind of an open "clearing" house we can avoid this and give each event the most support possible. Obviously we can't do this with the regular Club racing, but for the big ones, this could be something that might work. Love to hear from you out there.

The "world's largest model and craft show" is coming to the Anaheim Convention Center in Anaheim, California. That's what the HOBBY INDUSTRY OF AMERICA said in their flyer we received. The date for the show is January 30, 1983. They claim to have over 8,000 buyers from all over the world, representing 32 countries during the four-day show. For further information you can call Walter Caddell, Executive Director of HIA at (201) 794-1133.

One way to get new members: At the recent NAMBA Nationals a brand new Prather B Tunnel, with K&B 7.5 Outboard engine and Airtronics radio was drawn during the banquet. Most of the racers on hand were just "foaming" at the mouth to get their hands on this neat package. As it turned out it went to a non-racer (now NAMBA member) by the name of Frank Abundis. It seems that Frank (24 years old) bought just one ticket, while others bought lots and lots, and got the winning number. He'd been watching R/C Powerboat racing for quite a while at Legg Lake and was hoping to be able to afford one and get into it. Now he's into it and this is where the fun (and expense) begins, but it's all worth it.

Speaking of boating, we hope to have an in-depth interview with Tom Prezentka, of OCTURA Models and famous for all his fine props and other boating accessories, sometime right after the first of the year. His vast experience in R/C boating should prove to be very interesting for many of our readers.

By the way our Editor has asked me to let you know that if you have someone in mind you'd like to see interviewed in these pages, let us know and we'll try to get them.

Del Mar Racing Center has just put out their OCTOBER Calendar of events. You might want to call them or have them send you one. It's wall-to-wall racing all month. The only day they don't race is Monday. All other days of the week there's some type of racing, be it slot cars (Super Stock, Box Stock, or Group 15), to 1/12th, 1/8th, and 1/10th off road racing. They have set up their weekly series for all of the different types of racing ranging from 10 week series to 12 weeks. It should be really fun. They plan to publish

one for every month so if interested get on their mailing list. Write to 1555 Turf Road (Jimmy Durante Dr), Del Mar, CA 92014 or call (714)755-0411.

Heard from Kim Davis (D & D Prod.) of Orlando, Florida and he informs us that the Winternationals for 1/12th and 1/8th are set for February 7th through the 19th, 1983. A new track site is being prepared and asphalted. Near the Orlando Airport, (in fact inside airport property) the site will be within walking distance from the hotel. Scheduled for 1/12th scale are: G.T. Stock and Can Am Modified classes only. For 1/8th gas; there will be no Super Stock class. Instead, there will be a

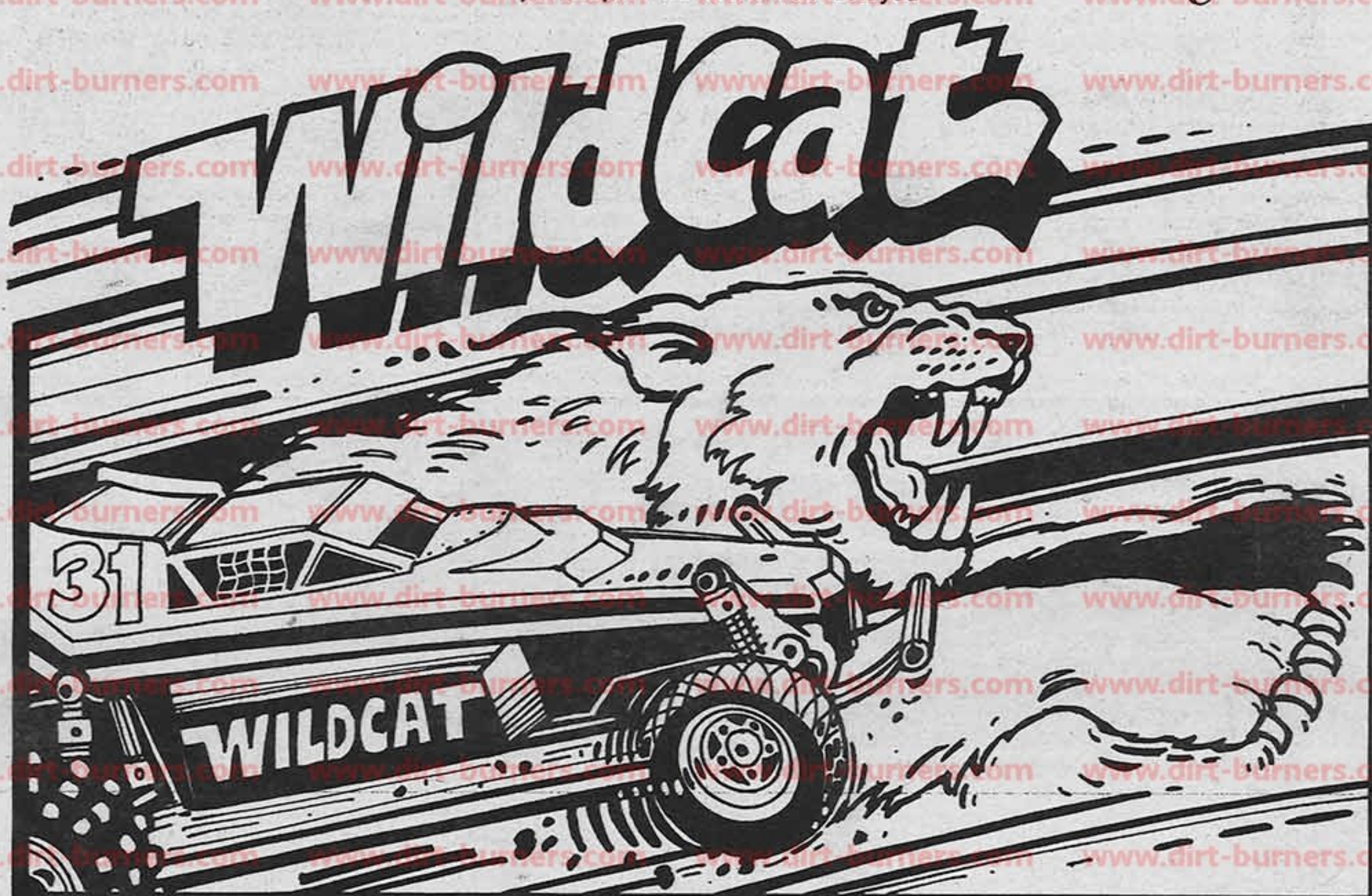
Suspension and Non-suspension class, Can Am bodies only. For more information call Kim at (305) 291-9809, or check out the ad coming soon in this paper.

Congratulations to Rick Polk: He's been elevated (promoted) to General Manager for COX in Sales Marketing and Product Development. He's an R/C nut, especially for airplanes and car racing and is sure to put together excellent programs for COX's R/C business. "Strong Distributor and Dealer support" will be one of his first objectives.

At this late date we thought we wouldn't be able to bring you coverage of the Radio Controlled Hobbies Western Off Road Championships. The event was delayed

for one week because of rain. But thanks to the terrific efforts of Eric Grisham, Lonnie Peralta and our Editor, Lori Peralta, the story is out and ready for your attention. That was some fast work! Next they'll want a raise.

LATE WORD. Heard that two former Southern California Off Road racers, now living in Hawaii really showed off their skills at the Off Road Championships there. Jason Garcia took first in both the Modified and Open classes, while dad, Jiggs took 2nd in Modified and 4th in Open. The end result is that Jason walked off with over \$1,000.00 in cash and prizes for the Hawaii State Championship.



It's new, It's Hot! It's Ferocious!

1/10 Off-Road Racing Body



All inquiries invited
Look for the colorful
McALLISTER RACING packaging

McALLISTER RACING,
4827 TOP CIRCLE,
SIMI VALLEY, CA. 93063

On this Issue

IN THIS ISSUE:

Race Corner.....	2
On The Line.....	4
Tech N' Spec.....	14
Inside Lines.....	22
Classifieds.....	40
Calendar.....	42

ARTICLES:

AMA Update.....	18
RCECC News.....	19
Gulf South.....	36
ORRCA Update & Standings.....	40

FEATURES:

Del Mar ORRCA.....	6
Region 6 Gas Champs.....	10
Fish & Chips Powerboating.....	16
Teague's Model Marine Race.....	17
San Diego Scale Regatta.....	20
Mid-South Innagural 1/12th.....	21
PROCAR Club Race.....	26
So. Cal. 1/8th.....	27
Canada 1/12th & 1/8th.....	28
Western Off Road Champs.....	29
Rio Grande Racers.....	33
Mini Baja ORRCA.....	37

ON THE COVER: Winners of the Western Off Road Championships at Radio Controlled Hobbies in Costa Mesa, Ca. Some ten different off road kits and many prizes were awarded.

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.

On the Line

IT'S NO BETTER

First, I'd like to say how much I enjoyed meeting all the entrants of the 1/12th Scale World Championships. I didn't get a chance to talk much due to Tech Inspecting, but I did get to say hello.

The only blemish to the whole event was the grumbling about the YOKOMO motors. Some felt the motors weren't very consistent, or that they weren't the same as the samples sent to all race entrants, or that special modified factory parts were available to some but not all.

My opinion, since I was asked, is that the YOKOMO Motor, with or without special parts, is no better than any other motor available, as evident by the Main event finishes. I personally chose to work with the Segami Motor for various reasons so I was not upset when I couldn't get the "hot tip" parts, however, I can see others points of view in the fairness of it all. I will say that the YOKOMO motor should not be allowed for R.O.A.R. Stock events, due to the accessibility of the brushes and the springs. This is probably why the motors weren't as consistent as the Igarashi motors.

Lastly, I'd like to thank Terry Ballard for giving up a week's worth of his vacation time and taking over the job of "turn marshal" instruction and organizing. It seems he was never officially thanked for his trouble, so maybe this will help.

Good racing to all.

"Big Jim" Greenemeyer
Team Checkpoint Motors

FINE COVERAGE

I must say that in reading your coverage of the SANYO Electric World Championships I felt as though I had been there. If you can stand a little pat on the back I'll go on.

In all the years I have been into R/C sports, especially cars and all the magazines I've read, I've yet to see better coverage for an R/C event than what I saw in the last issue of R/C RACING NEWS. I just want to say that I really enjoyed it and after talking with several guys who were there, what you covered, the way you covered it, was just what they told me...in fact they themselves admitted that some of those things in the article, they weren't even aware of.

No, I'm not going to hit you for a FREE subscription, or anything like that, I just felt that now that we have a truly fine R/C Newspaper, we ought to massage its ego once in a while. Thanks again and keep up the fine work.

Frank Denato
Cherry Hill, N.J.

Thanks Frank. You ought to see the "flush" on our faces! We appreciate your kind words, and our

egos are massaged well enough to last a while. ED.

TELLING LIKE IT IS!

Hey, you guys really told it like it was in your article about the Electric World Championships. I was there, and was one of the racers, and felt deprived of having the latest "hot" equipment. I was wondering how you guys would write the story, but after reading it, I think you were fair and objective, which in this sport, is sometimes very hard to be.

I'd prefer if you didn't print this or at least not use my name.

(name withheld upon request)

PLENTY OF RUMORS

I live in Tucson, Arizona and I'm into R/C Off Road, and having recently read your editorial (Sep. 30, Issue 17) now I understand why I hadn't seen much off road coverage in your paper. I, too, had heard that R/C RACING NEWS was dropping its support of ORRCA and that's why you weren't covering off road racing. Your editorial explained that for me and has encouraged me to renew my subscription when it comes due. I guess you guys are right, most people like to complain but never do anything about it.

I will try to get some stuff to you guys from our races here. But as you said, if we don't do it, we shouldn't complain about the lack of coverage. Keep writing "tech" articles on off road as we really don't know too much of what's going on.

Chuck Ditson
Tucson, AZ.

Well ask and you shall receive. We have a "tech" article that deals somewhat with off road racing in this issue, that is if you plan to promote a race. Check it out and I think you'll find it interesting. In addition, we also have several articles about off road, ORRCA and the Off Road Western Championships. These ought to last you for at least a month. Thanks. ED.

IS THERE A 24-HR. GAS?

I enjoyed your coverage of last year's 24-hr. gas race in Florida. I think Gene Husting wrote a very good story. Can you tell me if there's going to be another 24-hr. this year and where will it be and when?

Sam Townsend
Fort Myers, FL.

I'm sorry to say, we've not been able to get that information yet. There are rumors that the race may not be held this year because of costs and scoring procedures. We are now trying to reach the right sources so that we can pass it on to you. I hope they do have it because it's really a hell of a race. ED.



THE AYK SUPER TRAIL. FINALLY, AN OFF-ROAD RC KIT FOR THE SERIOUS RACER.

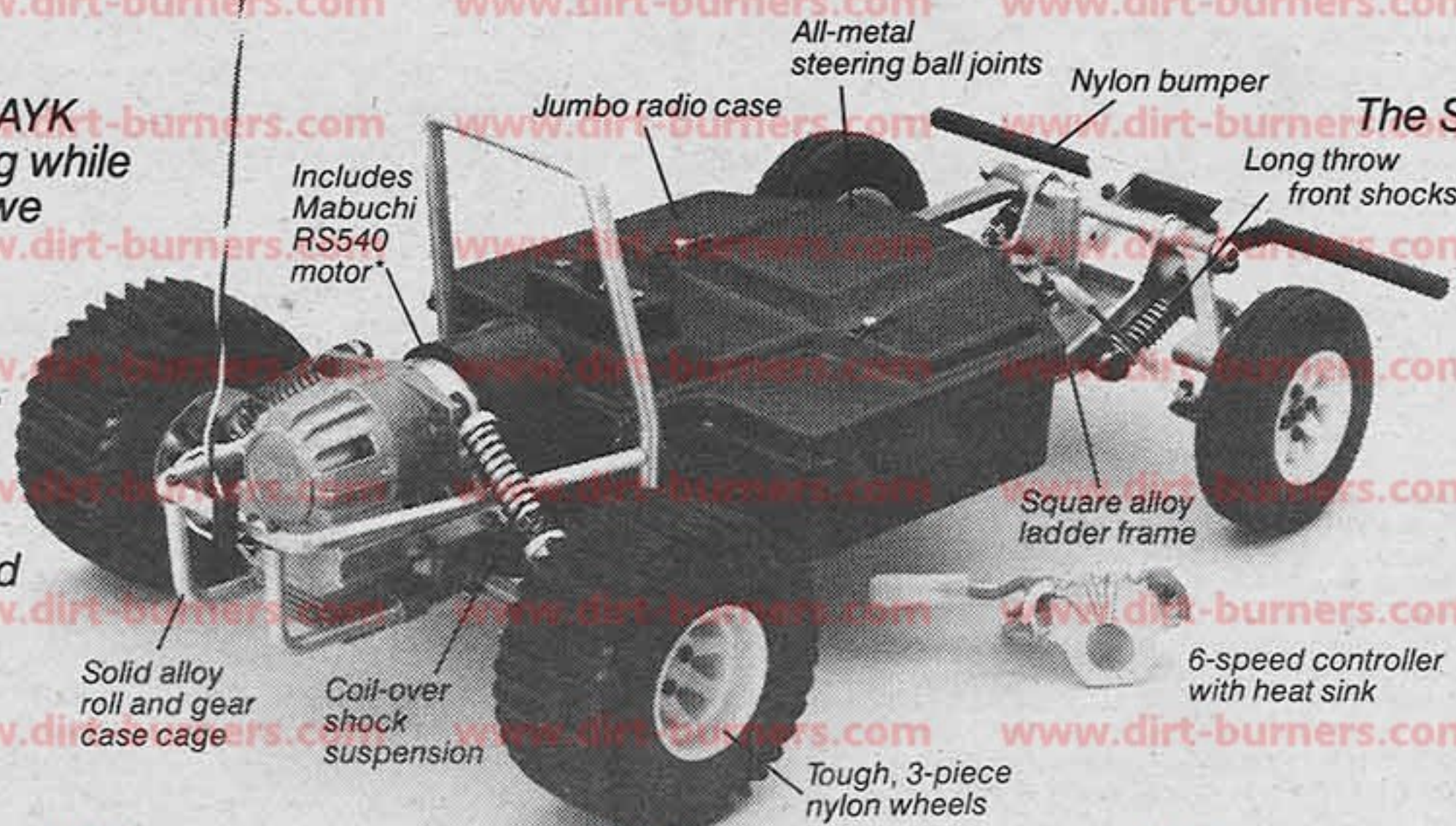
Jump ahead of the pack.

Go for it. The rugged new AYK Super Trail can take a beating while dishing one out. . . because we designed it to handle all-out competition off road abuse.

Race Ready out-of-the-box.

You won't need a lot of extra-cost options to win with AYK.

The front end won't wilt and the wheels won't crack the first time you hit the track.



Exciting performance.

The Super Trail leaps into action on a rigid, ladder frame and grips the roughest terrain with 4-wheel fully-independent suspension, a wide-track stance and trick coil-over oil shocks.

Available Now!

AYK Super Trail kits and accessories are here at last. Get in on the action with AYK.

*Optional GZ240 and GZ480 competition motors available.

ayk
ROYAGI METALS CO. LTD

DEL MAR'S FIRST ORRCA OFF ROAD



Mike Tobey (8) clearing the huge "Ascot" type jump. Photo Lonnie P.

Yamahas. The results were: the reconstruction of various burms and jumps.

The amazing thing though was that by early Saturday morning, the day of the race, the track was neatly manicured, watered and ready to go.

Because of its size, perhaps the largest track, and the newly compacted dirt (still loose on top), there was too much traction that allowed most cars to make eight to ten laps maximum, at peak power. So it was decided, at least for this first race, to make all the qualifying heats and mains six lap races. This was especially welcomed by some of the Open class racers with their "hot" motors. It's anticipated that as the track gets more use and packs harder, the lap count will go higher. At this time, the next off road race there will be 8 laps for all heats and mains.

THE TRACK. As we said before, this looks to be the largest track around, just a bit bigger than the old (no longer around) Colton Ranch track. In fact, it some respects it resembles the Colton track. It has a very large and wide Oval surrounding the off road layout, with slightly banked turns. Part of the oval is used as part of the off road layout, although it has been kept to a minimum. The track itself has a "drop-off" coming off the front straight, that resembles a sand box. You drop in and then fly out again... next a left sweeper, a bit off-camber, allows you to keep the power on, leading you into a left turn. Here you set up for the large "Ascot-type" TT jump...long entrance and exit into this jump keep the cars flying. Right

after this, you must apply whatever brakes you can muster up, as a very sharp right-hander has to be negotiated...this turn is followed by a sharp jump into a semi-sweeping left turn. This one is definitely off camber and must be negotiated with caution, otherwise the soft dirt on the burms around the track have a tendency to "gobble" your car up. Coming out of this turn there are two jumps that can be cleared at once, if you've got an open car or very fast modified and you can set it up correctly. Once clearing the double jump, you come over a rise that eventually drops you off onto the straightaway, in front of the driver's stand and once again you're on the start/finish straight leading into the "drop-off".

The permanent driver's stand was not ready for this race, so the next best thing was to rent the famous PROCAR driver's stand. This was the same driver's stand that was used at the Off Road World Championships in Anaheim, and by far its "the" best portable stand anywhere.

For the first time (that we know of) the same method used in 1/12th electric scoring was used in 1/10th off road. Namely, one driver scored one car. Several tables and chairs were placed in the infield, directly in line with the "finish" line and all drivers had double duties today. Right after finishing their race, each driver had to score one car in the next race and thereafter, he had to turn-marshall for the next heat. There were no complaints about the scoring today, and no errors.

There was one slight problem, and this is mainly due to the small entry (for an ORRCA race). Some

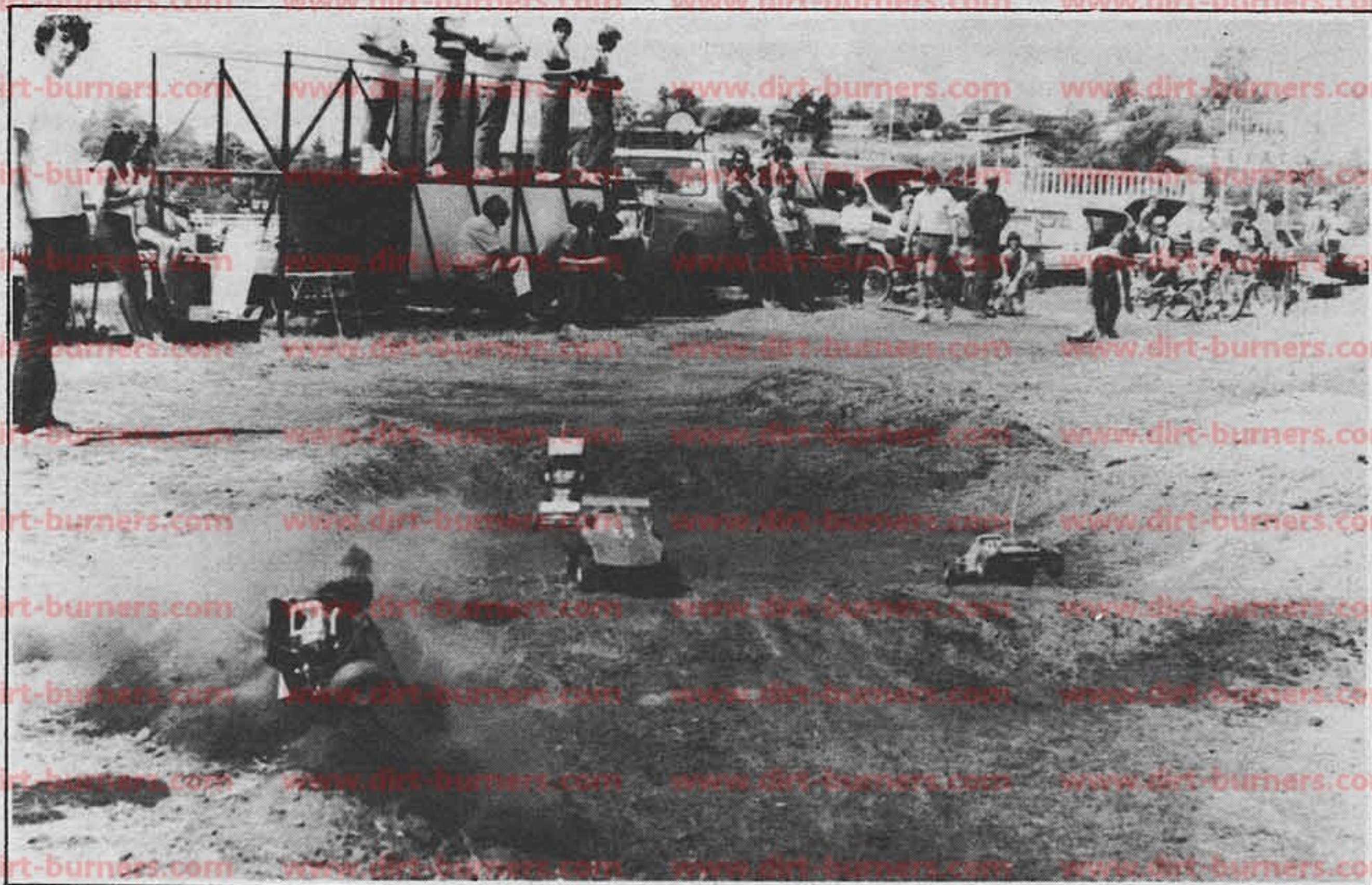
September 11, 1982

Story by Vic Volinecs
Photos by Eric Grisham, Kirk Naylor & Lonnie Peralta

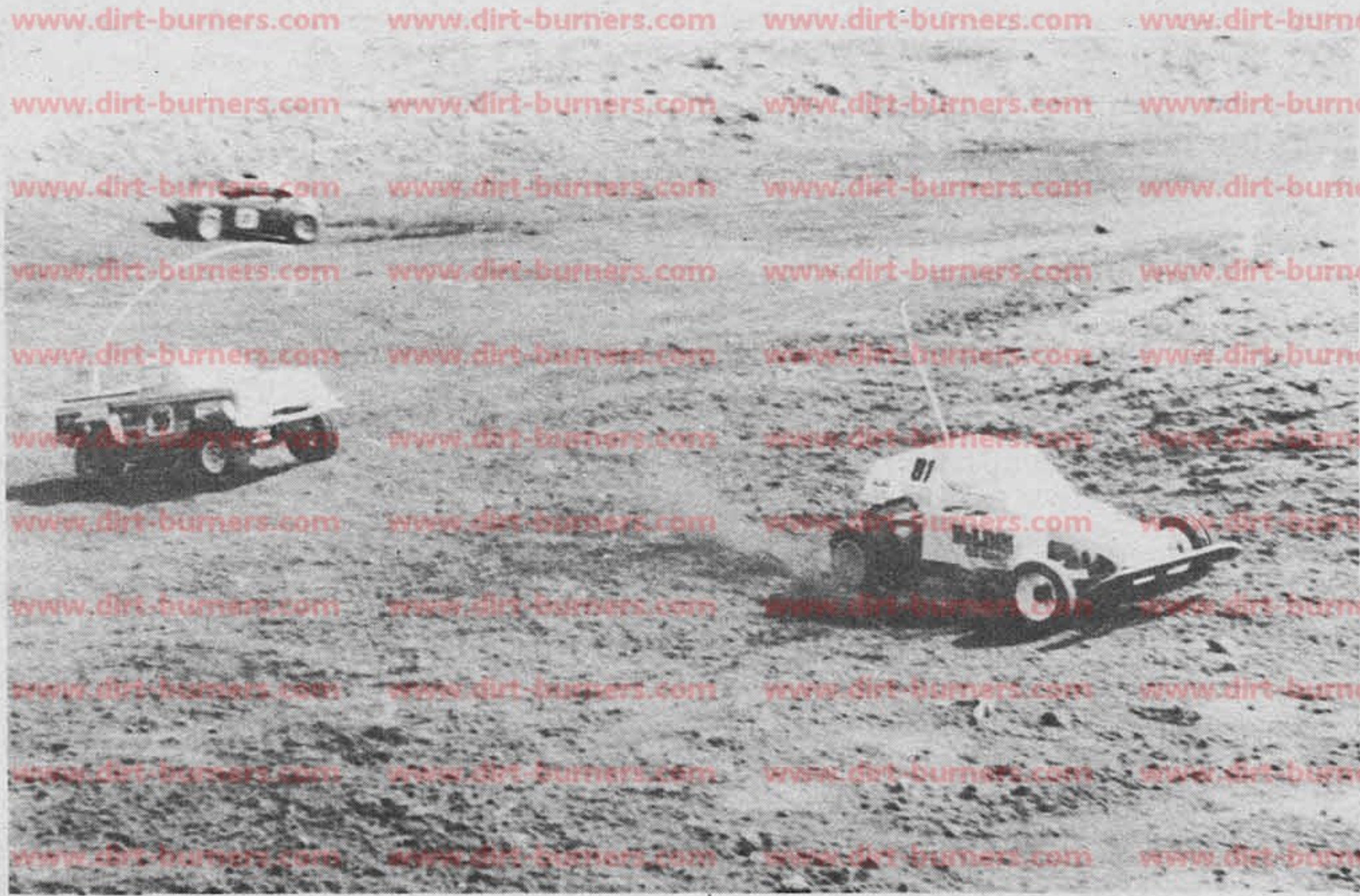
WHAT HAD BEEN AN IDEA A FEW MONTHS BACK, TODAY IT FINALLY BECAME REALITY WITH THE RUNNING OF THE FIRST OFF ROAD RACE AT DEL MAR RACING CENTER.

This just about completes the concept of the Del Mar Racing Center - To offer three kinds of R/C Car racing programs - There's a 1/12th & 1/8th road racing car program and now a 1/10th off road racing program. In the future, other types of R/C events will also be promoted, (electric boats and airplanes) but for now the three major R/C car racing venues are in full operation.

The track was actually completed the day before. Eric Grisham who was most instrumental in its design and construction had to build it twice (almost). The track was done earlier but rains and some very low I.Q. motorcycle riders decided to use the 1/10th scale R/C track to test out their powerful Moto-X



The start of an OPEN qualifying heat. No let-off with this bunch, the hammer is down! Photo. Eric Grisham.



Sue Tobey (81) here leading the Stock page with her BoLink Digger 10. Photo Kirk Naylor.

drivers were racing in two classes which meant that they had to score, turn marshal and still prepare their cars - making it a bit hectic for them; yet not an unsurmountable problem. We understand that all major races and weekend races will be run this way.

THE RACE

Three gentlemen made the first page of Del Mar's racing history book in off road. Mike Larson won the Stock A Main, Chris Allec won the Modified A Main and Gil Losi, Jr. added another A Main win in the Open class to his numerous collection.

Mike Larson was not the overpowering force during the three qualifying heats, but was consistent enough (placing 2nd, 3rd, & 2nd) to make the A main. The "hot shoe"

here, at least through the qualifying rounds, was Bill Whitley who was the TQ in Stock. He had two firsts and one second to give him the best score. Greg Parrocha, (also into 1/12th electric) showed great promise during qualifying. But when the green flag dropped (or in this case a tape recorder was used with a horn) signaling the start of the A Main, it was Mike Larson who prevailed.

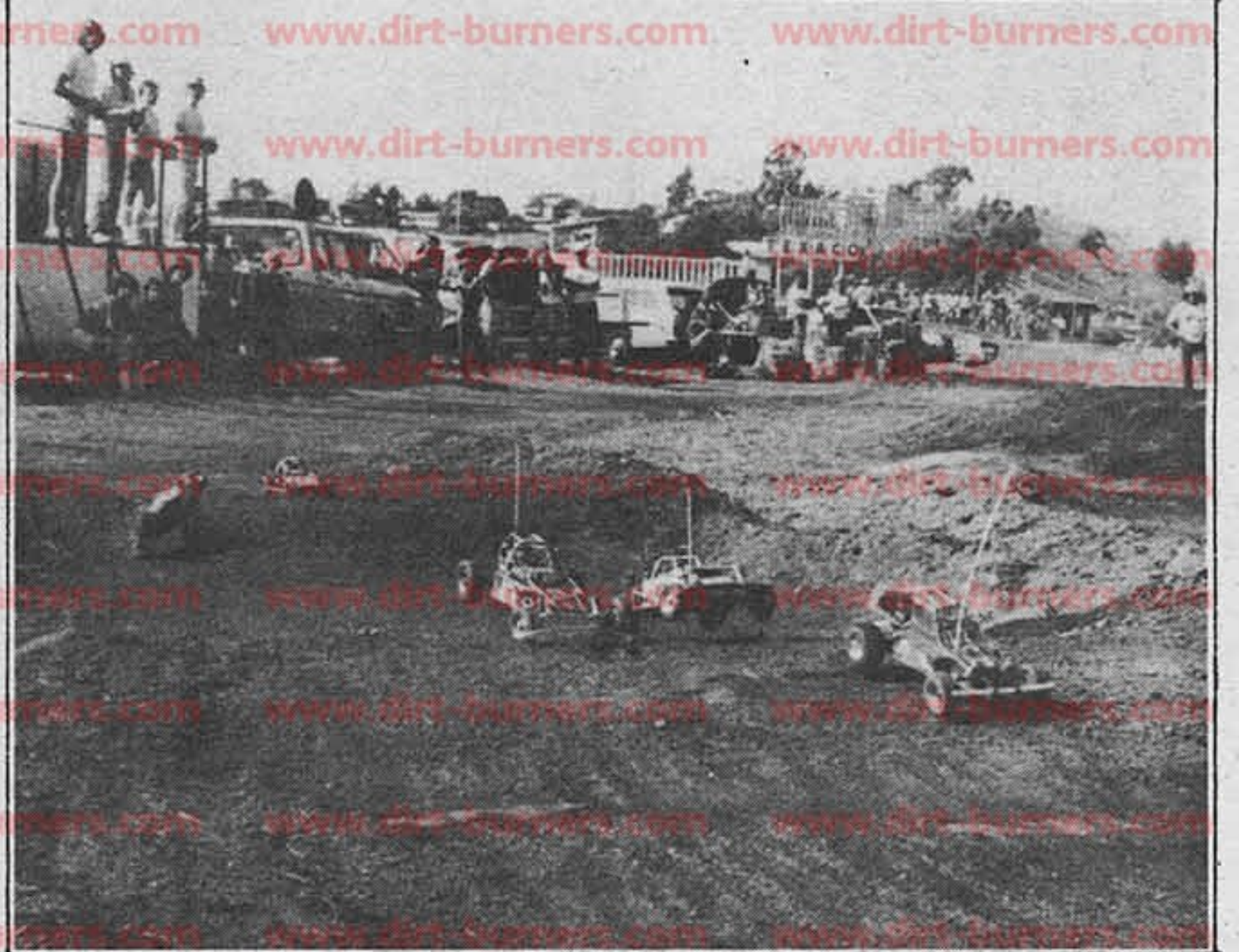
It didn't come easy for him as Robin Deans, Gary Demory and Bill Whitley all vied for the lead, and at one time each held it. But what counts is who crosses the finish line first on the last lap, and Larson won by about 15 feet. The order was Larson, Deans and Demory for the first three spots.

In the MODIFIED A Main, Chris Allec showed why he is atop of two ORRCA classes. His powerfull

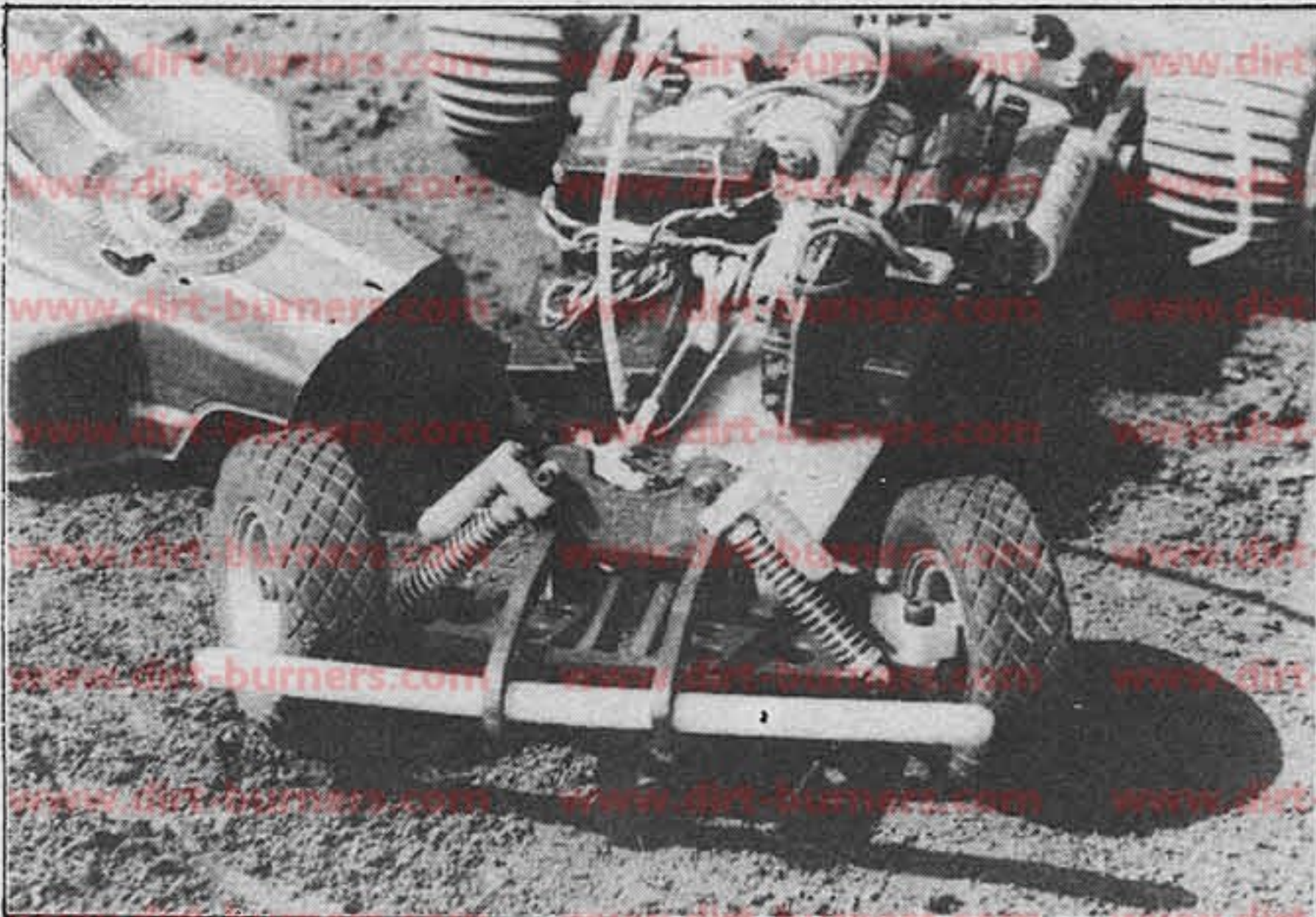
Though not one among the top qualifiers (he had three 2nd. place finishes), he had done well enough to place in the A main. But as he has done so many times, he saved his best for the last, the A main. Now using one of the new COX off road cars, somewhat modified and running very fast (Check Point motor), Gil was able to work his way up from an early crash to take the lead at about lap four. Chris Allec, who was the TQ in this class with a perfect three rounds, faltered and was caught by Losi, thus relegating him to a second place finish. Third, went to George Brody, also at one time a lead contender during the main.

Other main winners (by virtue of the "bump" system) were: Aaron Heckert, Stock B; Ron Anthony, Modified B; Bob Lucas, Modified C; Eustace Moore, Open B.

A total of 17 entries, by far the least of all ORRCA races, seemed to really like the track and the way it was run. It was unfortunate that confusion arose whether this race would be an ORRCA sanctioned race or not, as a result of an announcement made the week before at another race. In fact, on Saturday, Del Mar received many calls from ORRCA racers asking if there would be a race, only to be told that there



Eustace Moore took the "hole" shot just ahead of Willie Melancon (72) and John Gudvangen.



You can always count on Eustace Moore (MIP) to come up with something new for an off road car. Check out his new reservoir coil-over shocks. Photo. Eric Grisham.

"Yamaha" car (Tamiya actually) adjusted to the track as well any one else there. He was not the best qualifier, that honor was left to George Brody with three firsts, but again, when the race counted, Chris was able to put it all together and win the A main. George Brody had a shot at making it a perfect day with four wins (three qualifying heats and the A main) but suffered several setbacks during the race and he was relegated to take the third spot. Squeezing in for the second spot and the early lead in this main was Willie Melancon. Willie, perhaps one of the most aggressive drivers in the circuit, suffered several "roll-overs" and crashes that made it difficult to hold on to the lead. Thus his second place finish.

The OPEN A Main saw once again Gil Losi, Jr. outshine all others.

was a race and in fact it was being run right then. Needless to say, many who didn't make it but are in the points hunt were very upset.

The next ORRCA race at Del Mar is scheduled for November 13th, the second Saturday in November. This is in addition to the regularly scheduled races every second SATURDAY of the month and starting in October, every Friday night "series" racing.

Hope to see everyone there.

Vic Volinecs

RESULTS

- STOCK A:
 1. Mike Larson...100**
 2. Robin Deans...99**
 3. Gary Demory...98
 4. Bill Whitley...97



Chris Allec (28) took off in the OPEN A Main, later to be caught by Gil Losi, Jr. (COX - shown dead last here). Photo. Lonnie Peralta.

- 5. Greg Parrocha...96
- 6. Greg Cloutier...95
- 7. John DeStefano...94

- STOCK B:**
- 1. Aaron Heckert...90
 - 2. Dave Piasarski...89
 - 3. Susan Tobey...88

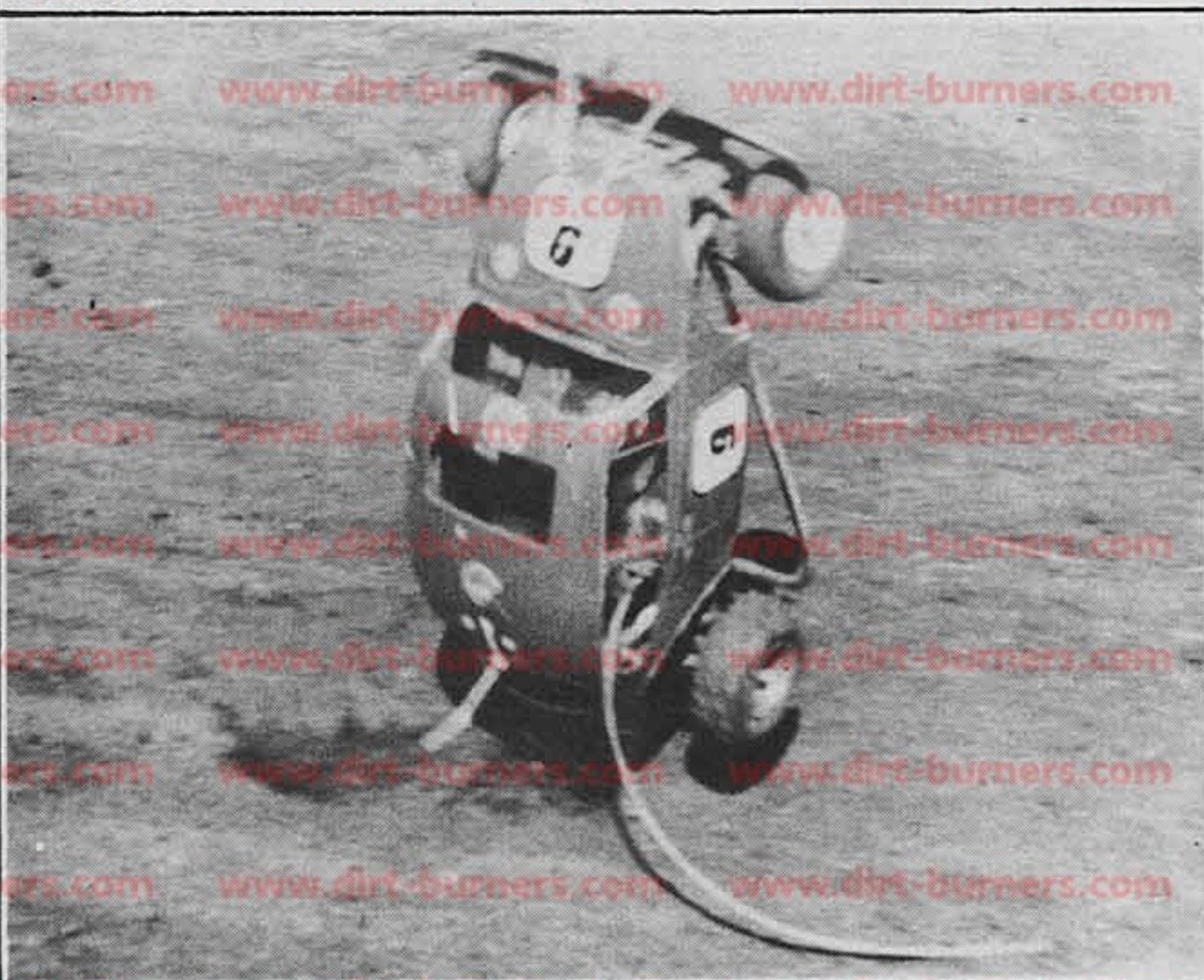
- 4. Mike Cloutier...87
- 5. John Gudvangen...86
- 6. Ron Cloutier...87
- 7. David Perez...84

- MODIFIED A:**
- 1. Chris Allec...100

- 2. Willie Melancon...99
 - 3. George Brody...98
 - 4. Craig Johannes...97
 - 5. Mike Giem...96
 - 6. Pete Bradley...95*
 - 7. Kim Rethwish...94
- MODIFIED B:**
- 1. Ron Anthony...90
 - 2. Eustace Moore...89
 - 3. Mike Styles...88
 - 4. Henry Nieto...87
 - 5. Willie Franco...85
 - 6. Jim Bernardo...84*
 - 7. Mike Tobey...83
 - 8. Kevin McMillan...82
- MODIFIED C:**
- 1. Bob Lucas...80
 - 2. Eddie Perez...79
 - 3. Brian Stith...78
 - 4. Jerry Miller...77
- OPEN A:**
- 1. Gil Losi, Jr...100
 - 2. Chris Allec...99
 - 3. George Brody...98
 - 4. Willie Melancon...97
 - 5. Jim Bernardo...96
 - 6. Mike Tobey...95
 - 7. John Gudvangen...94*
- OPEN B:**
- 1. Eustace Moore...90
 - 2. Willie Franco...89
 - 3. Ron Anthony...87
 - 4. Giti Gowland...86
 - 5. Kevin Holland...85
 - 6. Jerry Miller...84
- *(moved up by virtue of winning previous main)
 **(ORRCA points)



John Gudvangen, Jr. got off the wrong line (above, car 44) and wound up on his nose. Aaron Heckert (car 9 below) doing one of his "trick" moves in the stock class. Photos. Lonnie Peralta & Kirk Naylor.



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:
 OCTOBER 31: 6 Hour Enduro 1/8th Gas Cars. Non-stop.
 NOVEMBER 13: ORRCA Off Road Series Race.
 DECEMBER 11-12: Off Road Race of Champions OR&OV
 PLUS: Every other Wednesday - 1/12th & 1/8th Series racing. Start 7pm. Every Friday night 1/10th Off Road Series

NEW NUMBER
(714) 755-0411

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

NEW NUMBER
(714) 755-0411

1982 1/12 Electrics WORLD'S CHAMPIONSHIPS

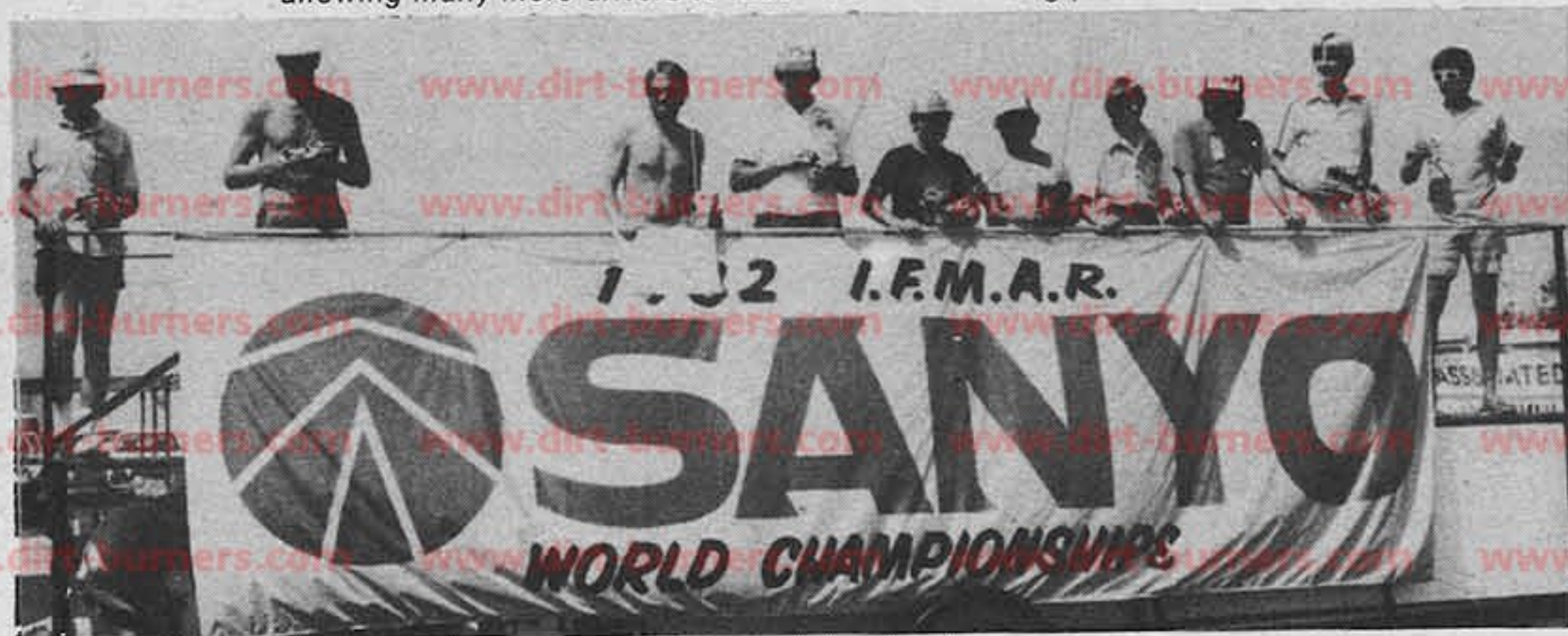
ANAHEIM, CALIF., U.S.A. -- 48 USA ENTRIES -- 72 FOREIGN ENTRIES



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.

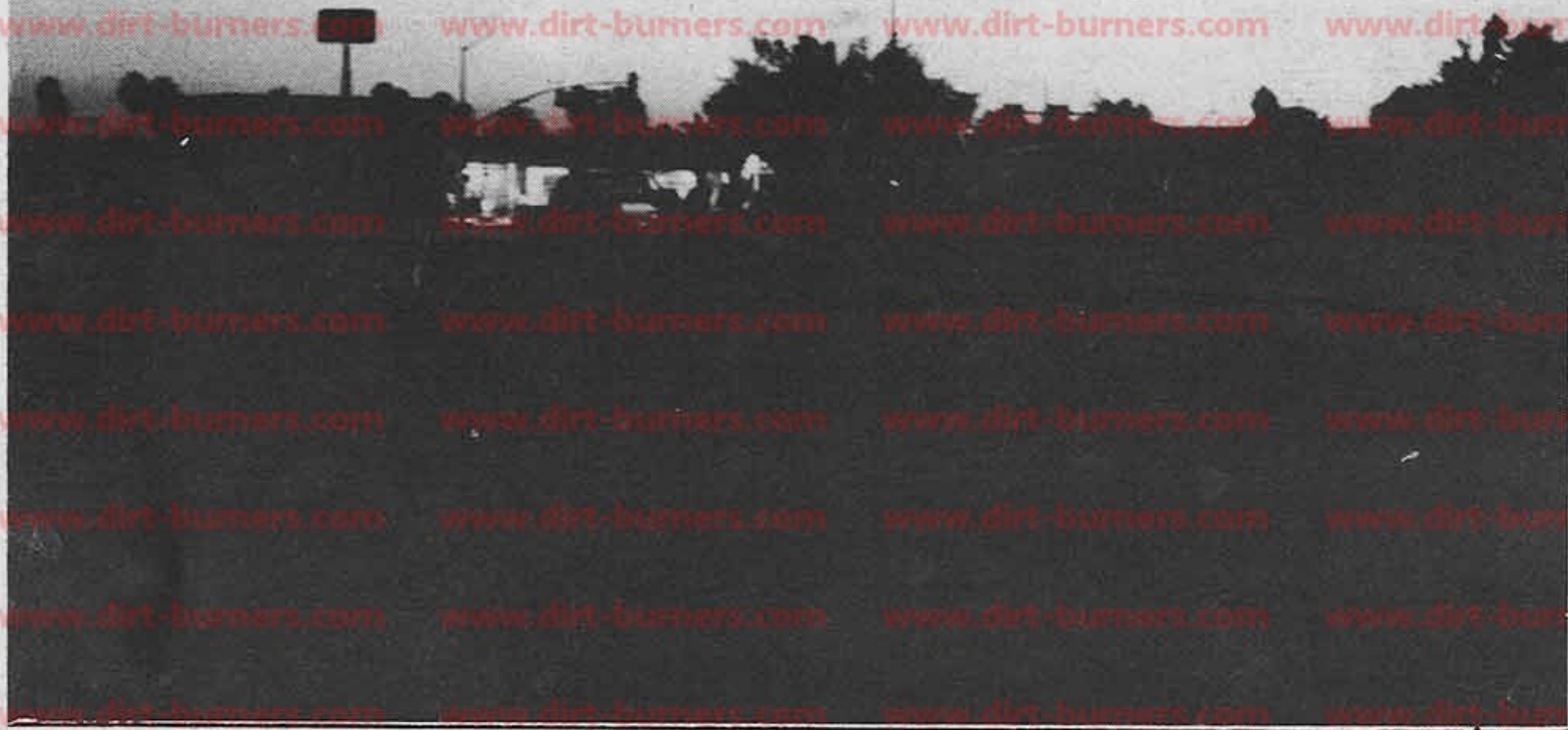
FLASH!!! ASSOCIATED's RC500 gas car DOMINATES 1982 ENGLISH NATIONALS - SALOON (Coupe) Class 1st PHIL BOOTH & 4th DAVE PRESTON - FORMULA 1 Class 2nd DEBBIE PRESTON & 3rd WALT BAILEY - SPORTS Class 1st PHIL BOOTH, 2nd DEBBIE PRESTON & 3rd DAVE MARTIN.

TEAM ASSOCIATED

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

Region 6 Gas Champs...

Dampened and in the Dark!



No, this isn't an overexposed picture. This is how it looked half way into the A Main.

Story & Photos by
R/CRN

September 25-26, 1982
Ventura, CA.

FIRST LET ME SAY THAT UNDER NORMAL CONDITIONS, A RACE OF THIS CALIBER IS ALWAYS GOING TO BRING OUT HIGH DRAMA, STRONG TENSIONS AND SHEER BATTLES OF SKILL...EVERYONE here is a winner; everyone expects to do well and when they don't there's something wrong. This is expected in every major race. NOW, add to that one of the most horrible weekends, weatherwise, that Southern California has seen during this time of the year and what we have is a less than optimum race event.

Let's be critical, yet fair and hopefully constructive in analyzing and reporting this event.

I'm sure some of you in the South and back East who are used to coping with inclement weather are probably laughing at this and can't understand what the fuss is all about. But you've got to realize guys, we Californians just won't stand for rain during one of our racing weekends. Rain only happens in Indianapolis, or Pioria, or down in Florida. God didn't say it should rain in California in September. So taking that into consideration, now you can understand our grief and confusion.

The Regionals (No.6) Gas race was going to bring out the best of the West. It had great expectations of being one of the largest entry events of the season, and everyone was going to be there.

The Ventura Roadrunners Club worked very hard for the past two months in putting this event together and getting the word out to all those who would be racing.

Needless to say, they did not count on this most unusual event...rain! So when it suddenly came to Ventura, everything began to fall apart, including the entry.

Friday was the day for practice and to try to get the tight course down. It rained a bit on that day, but most of the racers on hand got a few shots at the course. The weatherman was predicting some rain during the night, but it should have cleared by mid-Saturday.

Well it didn't. Consequently, Saturday was a total washout, and I do mean washout. Here's where the club and those running the event may have failed somewhat. There really was no contingency for a rain

date and what could be done. Most of the people on hand just waited most of the afternoon hoping that it would clear, but by about 3 p.m. most racers decided to go back to their hotel or motel rooms and maybe catch the delayed taping of the Las Vegas Grand Prix at Ceasar's Palace. Not a total loss.

Early Sunday morning, skies still looming very dark, the club held several informal meetings and decided that if it would clear by mid-day, around noon, the race would go on and perhaps get two rounds of qualifying and go right into the mains. Otherwise, the race would be postponed until the first weekend in November.

Fortunately, or unfortunately, the skies cleared at noon, and as it turned out the rest of the afternoon was a picture perfect day, with blue skies and puffy white clouds painting a beautiful canvas over the Ventura skies...(typical California).

The problem was that the club and those in charge of running the event did not adjust to the shortened schedule. Instead, they followed the same pace as though a full day of race was ahead of them.

Granted, that everyone there, already frustrated with the past two days of inclement weather was a bit edgy and perhaps put more pressure on the club than it should have. But in any case, the race program should have been kept alot tighter and more efficiently run.

Things began to sound a little shaky when at the driver's meeting, an official didn't know if there would be a six car or ten car A Main (I believe ROAR rules call for 10). Add to this the uncertainty of how many laps there would be for each main, and the tone of discontent was evident.

The final blow to the whole situation came about when, at the end of the second qualifying round somewhere around 3:15 p.m., the officials decided to take a vote and see whether a third round of qualifying should be run. It had been announced earlier that only two rounds would be run.

Well, this is like asking an old maid if she wants to be kissed, a nun if she likes children, an R/C'er if he wants another chance to make the A Main.

Of the 51 entries on hand, only ten or so voted NOT to have another round, the rest did...what else? The ten that voted were already in the A Main, the others wanted another



Just before the A Main start. (left to right) Rich Lee, Phil Goodwine, Gene Husting, Randy Tentschert, Dave Shuck, Dana Smeltzer (T.Q), Chuck Phelps (eventual winner), John Douglas, John Thorp and Bob Mathisen.

chance. This proved to be devastating for four racers and really helped several others, especially one.

Chuck Phelps was out of it with two DNF's. He certainly wanted a chance at one more qualifier. He got it, made the A Main, bumped a racer and wound up winning the A MAIN. Good for Chuck, lousy for several others.

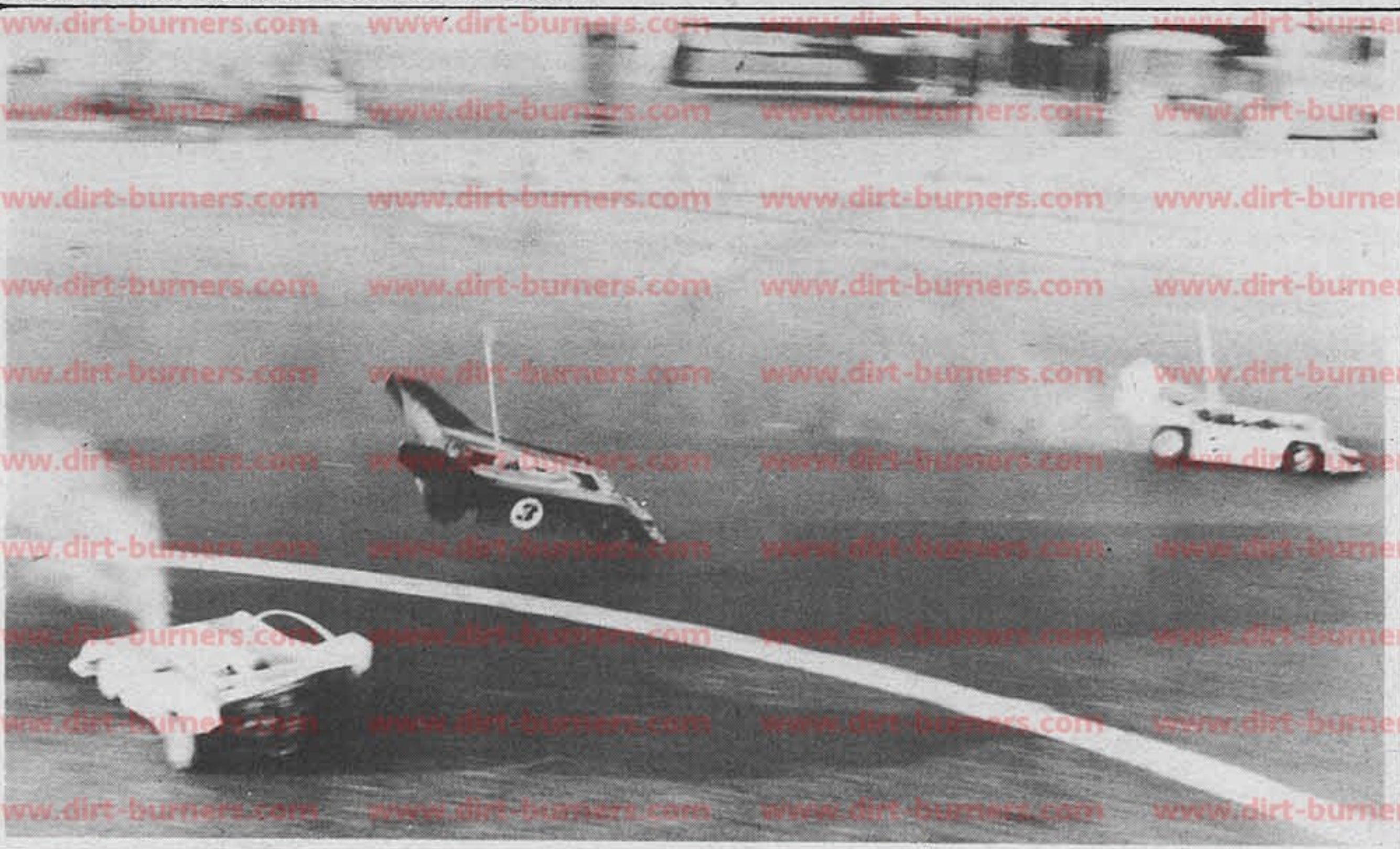
Out of the A Main were Ron Paris, Ross Kloeber, and a couple of other drivers. Boy were they mad.

Not only did the decision to run an extra round make a few people really mad, but it also pushed the time limit (that is day light) to a very short margin. Here is where the final problem arose.

It took too long to set up the Mains. There were only 51 cars and



Tight, twisting, narrow lines (above) are part of the Ventura road course. Car must be able to really handle to get out of it intact. Dana Smeltzer (above right) once again T.Q.'ed but still could not win an A Main this season. A sample of the wild action (below) coming into the straight. Some like to pass over a car rather than around.



instead of taking a half an hour or so to do it, it wound up taking over an hour. Consequently, the first main, the E MAIN, did not start until about 5:30 p.m. With the late September days getting shorter and shorter, the program had to be completed no later than 7:00 p.m. to allow all mains to have day-light. Unfortunately, this, too, ran slowly, as in one case, I think in the B Main, the race had to be re-started because of lap-counting problems. This main was already past the half

way point. Obviously this further delayed the start of the A MAIN and made the guy who had been leading this race really mad...he was walking away with it, and on the re-start wound up out of the top spot.

The end result was that the A Main was run in almost total darkness. Several of the racers who had their cars painted red or black or blue, admitted they almost couldn't see their cars, especially at the end of the back straight. Chuck Phelps, the winner of this event,

confided that if it hadn't been for the white paint on the nose of his otherwise blue car, he wouldn't have been able to see it at all. Gene Hastings stopped seeing the car all together and made only 17 laps. John Thorp, Rich Lee and Dana Smeltzer did it by "Brail". So as you can see what promised to be an excellent showdown of racing skills among the Region 6 racers turned out to be quite a bit less than expected.

Now, here we must be fair about

the whole thing. Many there made more out of things than they should have. The club was under pressure from the start because of the bad weather. Most racers were very edgy and at times were picayune about little things. I dare say that most of those on hand have never had to run a race or had to cope with these kinds of problems. The Ventura Roadrunners Club is one of the most active and efficient R/C Clubs, and it should be noted as such. In retrospect, when you think about it, they could have made it easy on themselves and postponed the race to a better weekend, send everybody home, wasting their whole weekend and expenses and made them come back again. There were some racers who had traveled hundreds of miles for this race, most likely could not do it or afford it again. They tried to accommodate everyone, and as we all know, that's impossible to do under normal circumstances.

Well, on to the RACING. There were five mains set, starting with the E MAIN. Since this was a Regional race, there were no divisions of classes. Although Beginners qualified with Beginners and Sportsman with Sportsman, and Expert with Expert racers, the mains were set up according to your best qualifying time. So what you had is a mixture of drivers in all three classes competing with each other. One surprise here was Dave Shuck, normally running with the Sportsman class, today qualified in the A main. His big grin told you right away that he didn't care where he wound up in the A Main, he was just delighted to be with the "fast boys"

(contd. next page)

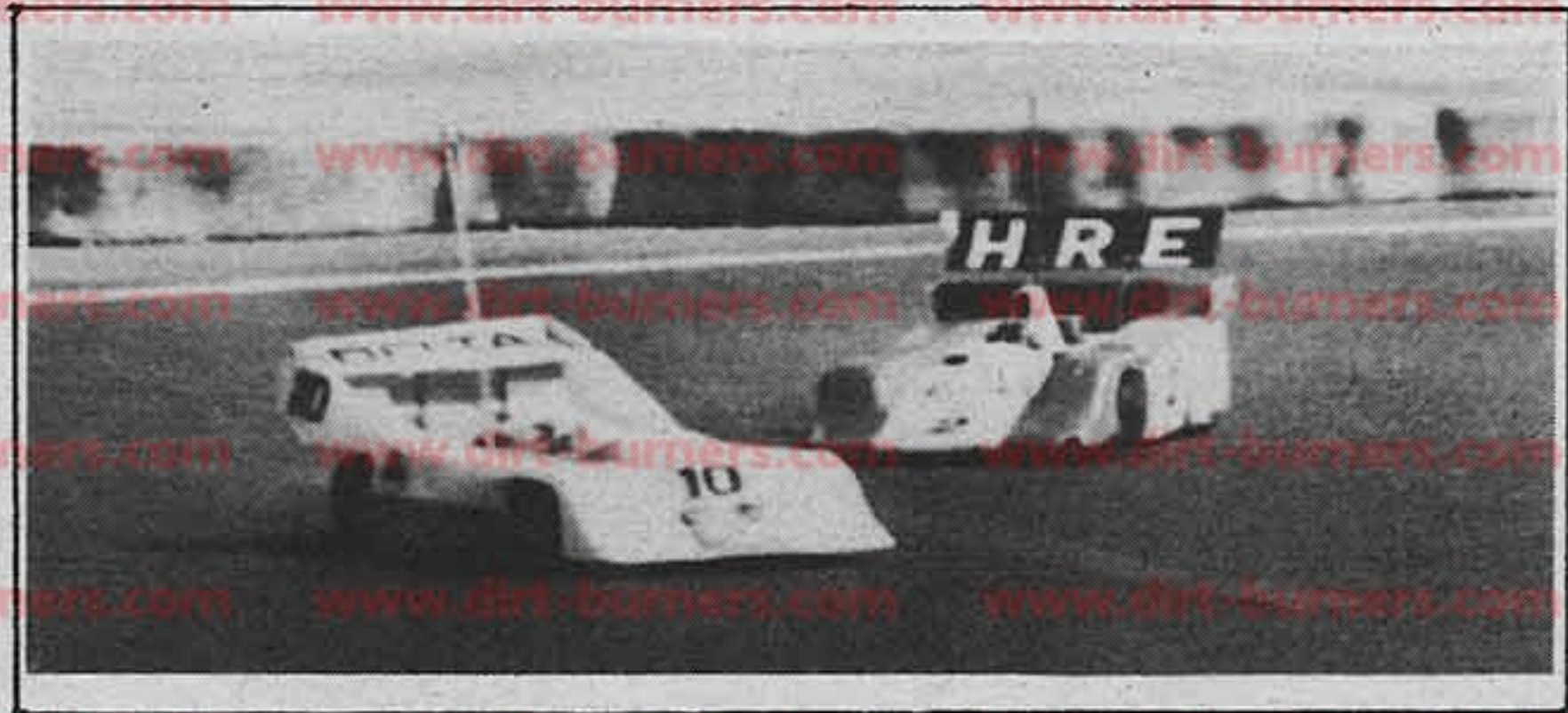


With the sun about to set, the long shadows wrapped the cars in the B Main.

E MAIN: This was set as a 30 lap race and when the flag dropped, mayhem ensued at the first turn. Cars went flying upside down and crashing into walls. Through lap four or five there were several lead changes until about lap 6 when Expert, Lou Peralta took over the lead. He held it for about five laps, until he flamed out. The car had not been fueled at the start and he was out of fuel. Immediately thereafter, he lost a steering linkage and that was it for the day. Taking over the lead at this point was Corky Borgman, but that was short lived as Mike Eads snuck past him and held it until the end. The final three spots went to Eads, Bergman and Bill Waite.

D MAIN: Two MIP Team members diced it out for all of the 30 laps. In the end it was J.D. Green edging out Benny Bullock. Ever since J.D. switched to a THORP car, he's been really doing well and today he proved that he's ready to battle with some of the fast boys. The lead changed a couple of times during fuel stops, and at one point Ross Wilson was challenging for the top spot. In the end both J.D. and Benny Bullock were the only drivers with 30 laps. Third went to Ross Wilson.

C MAIN: There were a couple of drivers here that really belonged either in the A or B Mains. They are that caliber of drivers, but this weekend took care of that. Tom



Gary Higgins (H.R.E. Racing) coming up on car 10.

Wong, Tom Douglas, Bob Oliver, diced it out for the 40 laps, all fighting lots of traffic. Early leader Bob Oliver put on a magnificent drive and could have had the main win had it not been for a few mistakes here and there. As it was, his car seemed to be the fastest on the track, really a rocket. At the end of 40 laps, only three drivers had completed the scheduled laps, with Tom Douglas in first, Bob Oliver in second and Tom Wong in third.

B MAIN: Things were already beginning to get hazy. Darkness was prevailing and there were 40 laps to go, plus the 60 for the A main. It was in this race that the

scoring went away and somewhere around lap 28 of the 40 laps, the race was stopped and had to be re-started. The drivers were given 5 minutes for the re-start, which at this point was not necessary as it was getting progressively darker.

The leader at this point could have been car 3 or car 8. To be very honest, we couldn't see the car too well. But in any case, he was pulling away from the rest. At the re-start, there were three new cars that managed to get the hole shot and leave the pile-up behind. Among them were Jim Atkinson, Gil Losi, Sr. & Bob Coughran. Bob took the lead & held it for quite a while, while



We had to use the headlights to get the A Main winner's picture. Here, Chuck Phelps shows the white trim of the car. "That's the only thing I could see of the car".

DEALERS ONLY

Buy from Specialists in Scale Race Cars

SPEED & SPORT

WE CARRY ALL TOP LINES:

- | | | |
|-----------------|----------------|---------------|
| ● Kimbrough | ● C.R.P. | ● Associated |
| ● Raceco | ● M.I.P. | ● M.R.P. |
| ● Hot Stuff | ● Astro Flight | ● Leisure |
| ● BoLink | ● Delta | ● Novak |
| ● M.R.C./Tamiya | ● Cox | ● Trinity |
| ● R.C.H. | ● Race Prep | ● 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!

Jim Atkinson stayed ever so close. In the meantime, Gil Losi, Sr. had found a couple of boards and dropped back a bit. It didn't take him long to settle down and begin reeling in the leaders. First he picked off Atkinson, and several laps later he went by Coughran. Atkinson was able to regain second spot, while Dale Bowman made it through the pack and got by Coughran for the third spot. At the end of the 40 laps Losi and Atkinson were the only two to cash in the 40 laps for first and second respectively, while Dale Bowman logged in 39 laps for third. Coughran, on the same lap as Bowman, finished fourth.

A MAIN: I would say that at this point, it would have been better to gather all the cars parked around the track and have them turn their lights on to the track. I guess no one thought of that, but it seemed like a good idea. It's hard enough to see these cars under normal conditions, at least it is for me and a number of others, but by 7:15 p.m. it was almost impossible. Yet the race started and the wildest 60 laps were just ahead.

Having put away my trusty camera some two mains back, (how was I to know that I should have brought my flash!) I concentrated on watching the entire 60 lap main. Folks, I had trouble distinguishing Dana Smeltzer's car from Chuck Phelps', both being blue. Similarly I had trouble telling Rich Lee's car from Bob Mathiesen's, both being yellow. At one point John Thorp got very upset with me when I told him that he had dropped to second. He said: "that can't be, I've passed Smeltzer once already he's unlapping!"... but I said, "John, that wasn't Smeltzer that passed you, that was Phelps". Well you get the picture. In fact, one driver, (he asked me not to mention his name) thought he was doing great until he realized that the car that he thought he was driving was not his...his car was running wild on the other side of the track.

I must say, I don't know how he did it, but Chuck Phelps ran all 60 laps as if there was plenty of light, made very few mistakes and lapped the entire field by at least two laps! As we pointed out, had it not been for the white paint in front of his blue car, he couldn't have done it, or so he said. Second place went to a very delighted John Thorp, who had the foresight to paint his car white with red trim. (Hmrr., he must have known something). Third place went to a very frustrated Dana Smeltzer, who once again was the Top Qualifier for the day but has yet to win a Series or major race this year. Fourth went to a very fast Rich Lee, who several times during the race was challenging for the first spot, but suffered visual and board problems. Sportsman, Randy Tentschert finished a very creditable fifth place in this most unusual A MAIN.

And so the Region 6 Gas Championships go into the history books, a bit tainted, but complete in any case. One thing we can say; that the conditions, the track, the racing was unusual, but that's what makes this sport so interesting...right guys?

Next So Cal Series race is scheduled for Phoenix, Arizona, October 10, then on to Pomona for the

last series race, October 17th.

R/CRN

RESULTS

A MAIN:

1. Chuck Phelps...60 laps (18:15)
2. John Thorp...58 (18:17.3)
3. Dana Smeltzer...58 (18:17.7) T.Q.
4. Rich Lee...58 (18:18.7)
5. Randy Tentschert...56
6. Phil Goodwine...47
7. John Douglas...36
8. Bob Mathiesen...22
9. Gene Husting...17
10. Dave Shuck...5

B MAIN:

1. Gil Losi, Sr...40
2. Jim Atkinson...40
3. Dale Bowman...39

4. Bob Coughran...39
5. Ron Paris...38
6. Les Ammann...38
7. Ross Kloeber...38
8. Mike Fox...37
9. John Hodgson...36
10. Rick May...6

C MAIN:

1. Tom Douglas...40
2. Bob Oliver...40
3. Tom Wong...40
4. Jeff Hollfelder...39
5. Berry Newman...39
6. Dean Brown...39
7. John Pagel...38
8. Mark Miranda...38
9. Ray Gallovich...29
10. Glen Wilcox...29

D MAIN:

1. J.D. Green...30
2. Benny Bullock...30

3. Ross Wilson...29
4. Doug Campbell...28 (Concours winner)
5. Steve Maddox...28
6. Gary Higgins...27
7. Jim Gonsel...19
8. Willie Green...18
9. Al Vega...12
10. Joe Tentschert...6

E MAIN:

1. Mike Eads...30
2. Corky Borgman...30
3. Bill Waite...30
4. Les Prather...29
5. Tracy Blanton...25
6. Gary Wilcox...19
7. Richard Schwalm...18
8. Terry Baker...13
9. Lou Peralta...11
10. Jim Jones...1
11. Lee Miranda...0



IMPORTANT NEW ADDRESS, NEW PRODUCTS & NATIONAL RESULTS

Dear Customer,

The most important bit of news information if you haven't heard is JoMac Lightning 2000 won the U.S. ROAR Nationals for the second straight year. Last year we were 1st. in Modified 6 Cell. This year there were 3, 1/12th Scale classes and all the top racers from all the factory teams were present. These are the results:

1982 "ROAR" NATIONALS RESULTS

- Production Class: 1st Place - JoMac No.2350 Lightning 2000
Top Qualifier - JoMac No.2350 Lightning 2000
- Stock Class: 2nd Place - JoMac No.2350 Lightning 2000
Top Qualifier - JoMac No.2350 Lightning 2000
- Modified Class: 1st Place - JoMac No.2350 Lightning 2000
Top Qualifier - JoMac No.2350 Lightning 2000

*Seven out of ten qualifying and placing cars in the Production class were stock No.2350 JoMac Lightning 2000 race cars with regular No.2045 tub axle as required by the rules. All our stock production cars were at or below minimum weight, the other brands were heavy.

*Ralph Burch, Jr. T.Q. (top qualifier) in Stock class with a ROAR legal stock motor and the same No.2350 car qualified faster than anyone else in Modified class with a Modified motor. The only change to the car in this class was the use of lightened wheels and gears, now available.

*In the Modified class A Main Ralph Burch, Jr. was T.Q. and won by over a lap over the rest of the field, using the same No.2350 Production car with lightened gear, wheels, Graphite axle No.2040 and a Trinity modified motor. Every other part, screw, wire and batteries were stock as the car comes with no hand picked parts.

*Eight different drivers made the A Mains with our cars.

*More independent (non sponsored) racers at the Nationals used suspension JoMac 2000 cars than any other brand.

WHY BUY OTHER BRANDS THAT NEED TO BE MODIFIED TO WORK EVEN AS WELL AS A STOCK JOMAC LIGHTNING 2000

NEW PRODUCTS FROM JOMAC

New lightweight products as used by Ralph Burch Jr. to win the Nationals:

- No.2046L - 46T Gear 3.2 grams center drilled only.....\$3.00
- No.2048L - 48T Gear 2.9 grams center and outside ring drilled.....\$4.00
- No.2050L - 50T Gear 3.5 grams center and outside ring drilled.....\$4.00
- No.2060L - Lightweight rear wheels (54 Holes drilled) 18.3 grams, pair.....\$12.00
- No.2070L - Lightweight front wheels (30 Holes drilled) 8.6 grams, pair.....\$7.00

These parts also fit most other brands of R/C race cars and even save more weight. If you use a lightweight gear and wheels you save 16.5 grams spinning weight over regular JoMac gears and wheels.

No.2310L - Lightweight Lightning 2000 Pro race car kit. Same as our No.2350 assembled car only in kit, complete with lightweight bumper No.2032, chassis No.2026, shaker plate No.2028, rear wheels No.2060L, front wheels No.2070L, gear No.2048L and silver wire No.573S. This No.2310L is exactly like the car Ralph Burch, Jr. turned the fastest qualifying time at the U.S. ROAR Nationals, complete less: body, resistor, motor, radio, batteries, and charge cord, no other trick parts to buy to have the very best race car available, only \$86.00. No.2350 - Assembled complete less radio, only \$150.00.

Send \$1.00 for complete catalog and price sheet to:

JOMAC PRODUCTS - 7506 144th N.E. Redmond, Wa. 98052 (206) 823-2303

Tech N' Spec

"How to put on a Race"

We thought we would dedicate this month's TECH N SPEC section to offer some basic suggestions on how to put on an R/C race. More specifically an Off Road R/C race.

With the gaining popularity of the 1/10th electric Off Road car, there are a great number of shops and enthusiasts that have built or are thinking of opening an off road track and promoting competition.

Most of the suggestions herein are basic and can be applied to any type of R/C racing. They deal with the preparation, sponsoring, promotion of the race. They can be used time and time again whenever there's a race or a special event to promote.

The other aspect of the "how to" in this issue will deal more specifically with off road racing and how to run it.

PUBLICITY - It's not enough that you or your club or organization wants to put on a race; nor is it enough that there are a lot of enthusiasts out there who want to go racing. The first thing you must do, once the decision has been made to host a race, is to "get the word out".

There are two basic ways to let people know about your upcoming event; by sending out promotional material - flyers, and/or through paid advertisement.

FLYERS: This is a simple, inexpensive and sometimes very effective way of getting the "word out". This method works well when you are promoting a local or regional race; meaning that you simply want to draw entries from your immediate area and you don't have too much lead time. Flyers can be sent directly to racers if you are able to obtain a mailing list, or can be sent to a number of Hobby shops in your area or those areas you want to canvas. They can also be passed around at similar races, like the one you're promoting, but in a few weeks in advance. They can also be posted in strategic places where the general public can see them. Markets, department stores, YMCA's, Schools, or even take time out and hit a major shopping center and send several people to post them on the parked cars. Cost of producing a flyer is relatively inexpensive, especially if you or your club has someone who can draw or set type. Where the cost may run up is in the mailing of the flyer. Depending on how extensive your mailing list is, the cost of mailing them through the post office will be (currently) twenty cents times the number of pieces.

Once you've decided to go this route, then the next thing is to be sure that whatever layout you finally use for your flyer; it contains ALL of the information you want to pass on to the racers. And I do mean "all". I can't tell you how many times we've seen flyers come through our desks that are missing very important pieces of information. We've seen promotional flyers that did not tell you whether it was a 1/12th or 1/8th scale race; it didn't have a date; nor

telephone number where to contact an official. So, here is a list of items we feel are essential to any flyer:

a.) Day, date and time of event.
b.) Type of event, scale, class, etc. (ie. 1/12th Electric, Stock & Modified).

c.) Location of race site. (Here you should be as specific as you can, especially if it's a new race site. Perhaps draw a small map as to how to get there).

d.) Address & Telephone number where people can obtain more information.

e.) Entry information, how much it costs, and whether it must be sent in advance or can be obtained on race day.

f.) In addition to the above, the more information you can put on your flyer, without really crowding it up, the better it is. It'll save time and money for those racers who otherwise would have to call you for more information and of course it saves you time from having to answer all those questions. Some of the information that can be included is, for example: times of practices, number of qualifying heats, types of main events, types of bodies to be used, ANY RESTRICTIONS on race day, types of awards or trophies or prizes to be awarded, etc.

How you lay all this information out on your flyer of course is up to you, or to whomever is helping you to design it, but here is a suggestion for one format:

Using 100 percent as a guide for your biggest type lettering in the flyer, we recommend the following.

a.) The first line should be perhaps the name of the promoter, club or organization putting on the event. Size of type 50 to 60 percent.

b.) The name of the event...The 1/10th Off Road Regional Championships, or The 1/8th Gas Toys for Tots Race. Type size 100 percent.

c.) Day and Date...SUNDAY, November 23, 1982. Size type 80 percent.

d.) Type of event. STOCK, MODIFIED & OPEN or 6 HOUR ENDURO, ETC. Size type 60 percent.

e.) Address & telephone number. Size type 25-30 percent.

All other information, can be in smaller type and can be made "bold" or plain according to what you want to accentuate. But the above should be the predominant information on your flyer.

Any kind of graphics or drawings or pictures that would best depict your event are also very helpful, as they help get attention from the reader. They provide the "catch" for someone to want to read the rest of the information.

One final suggestion. Color: The paper used for your flyer should be some type of color paper (20 lb. bond) which will also serve to attract the reader's eye. You need not use more than one color ink, unless your budget allows you to do so.

So if you choose to go the "flyer" way, remember: Include ALL the information you feel is necessary, keep it clean and easy to read and make as many as you feel you can

send or pass out.

The other method of "getting the word out" is through some type of paid ADVERTISEMENT.

This type of promotion is more in line with a National stature event, such as a yearly (annual) race, some type of National or International Championship or the like.

The cost for this can be higher than getting flyers out, unless you really want to reach a much larger mass. Then, this type of promotion becomes more cost effective. For example one "AD" in a National magazine could cost as much as \$1,500.00 if you choose to buy a full page, or as little as a few hundred dollars if you choose a smaller size.

R/C RACING NEWS is currently offering even lesser rates than the above, especially for clubs and organizations that want to promote their event on a national scale.

In any case, here you would be reaching a much larger group of people for a lot less than what it would cost you to mail a flyer to each person. The risk here is that you hope you reach all those racers you would have otherwise reached through a direct mailing. INFORMATION on your ad should be basically the same as the information contained on the flyer. Dates, days, times, type of event, restrictions, entry, etc., all should be included on the ad. You may have to condense that information more so, to keep the ad within an affordable rate. But remember, no use advertising if your ad is not complete with pertinent information and visually attractive to the reader's eye. Otherwise the reader will just pass it by, never noticing it.

WHERE TO ADVERTISE - The obvious place would be in a magazine or newspaper that covers and deals directly with the type of event you are promoting. In addition, if you want to draw spectators from your immediate area, you may want to consider an ad on your local newspaper. Perhaps you can put an ad in their sports or entertainment sections. The other possibility would be in related publications. For example: If you are promoting an off road race, you may want to advertise in 4-Wheel Magazine, or Off Road News, among others. If you are about to promote a 1/12th or 1/8th race, you may want to go to a newspaper like MotorSports Weekly. This, of course would be in addition to the ones above.

Now that you've spread the "word out" you have to prepare for the race. Promotion is about one third of the task of putting on a race. The next two-thirds are the preparation and execution. In this article, we will deal with generalities in both cases because each race is really unique onto itself and it would just take far too many pages to try to cover every possibility. So for the sake of this expediency, we'll assume that you are about to promote an Off Road race.

PREPARATION - Once you've established your promotional program, you must next turn to the details before the race.

Here are some of the items you must cover before the off road race becomes a reality:

a.) A race track. It sounds silly to mention this but we're doing it with a purpose. What we mean is that your track should have the capabilities of accommodating the number of expected entries. In the case of an off road track, you've must be sure that the layout is such that the 1/10th scale cars should be able to perform on it without major modifications. For example: If you make an off road track with very soft dirt or sand, the type that an R/C off road car can not run through; this is a no no. If you add a jump or a hill on the course that the cars would have a great deal of difficulty in clearing or climbing over, this would defeat your purpose. **BE SURE YOUR TRACK** can accommodate the type of cars that will be racing on it.

b.) Pit area for the racers. Electrical power is not always necessary but very convenient, especially for those who have dual purpose chargers (AC/DC). If you plan to run into the night, both track and pit area should have adequate lighting.

c.) Parking area for cars if 110V charging is not available to the racers. Here, they would have to charge off their car batteries and it's very convenient for all racers to be as near as possible to the race track. It's also safer, since they wouldn't have to leave their car and equipment unattended.

d.) Provide a separate area for spectators. This is to allow the racer free access to the pits and also to protect his or her equipment.

e.) Wherever you are going to place the scoring table/tower, be sure that it's segregated from the main traffic. It's also recommended that this area be accessible to race officials only. Racers have a tendency to ask too many questions or challenge placings if they have open access to the scoring records. After all, everyone feels he or she should have won!

f.) The track should be bordered by either some type of dirt "bump" or wooden/plastic boards. This is to protect another racer or spectator from a car being out of control and running off the track. **NOT TO HAVE THIS PRECAUTION IS NEGLIGENT!**

g.) Sufficient tools and materials to repair the track and the surrounding accommodations. Many times the track becomes very dry, or rutted and some grooming is always required. So water, hoses, rakes, shovels, hammers, nails, some electrical equipment should be readily available.

h.) Scoring tools. Here you need some type of lap counter(s), timer(s), public address (PA) system, display boards, pens, pencils, paper. Depending on what format you choose for scoring, the basic principle here is that your method must be accurate and that you are able to post the results as they happen so that racers, their pit crews and possibly even spectators can be kept up to date of each racer's performance.

i.) **ANNOUNCER.** You noticed that we have capitalized this item. The reason is that we feel that a capable announcer is very important to the success of the race. He is the individual who can control the tempo of the race, keep it on schedule, keep the racers informed, also the spectators and most importantly, make each and every race,

qualifying heat or main, the most important race of the day. After all, this is not only an R/C race but a show. Choose your announcer well, he can make or break your race.

We have been to major racers where there has been no announcer, or if there was one, he was used sparingly, simply calling names to the starting line and that's all. Some people say that too much announcing can disturb the racer. "THAT'S A LOT OF BULL". A racer should be able to race under any condition and if he is concentrating in what he's doing, the announcer's call of the race will not disturb him. What is important here is that all others that are not racing should be brought right into the race and made to feel the excitement that racer himself feels. This is good announcing and good for the sport and a heck of a good show.

j.) Finally, staffing is very important. Gather people that will help you run the race that are reliable and will be there from start to finish! Club members, enthusiasts, family members, whatever it takes. They must be responsible and should have some knowledge of what's going on. Please don't use some one in a key position that has little knowledge or that will wander off and not be available when he or she is needed. Choosing the right people is very important. If you're unable to do this, or your resources are limited, then make one of the conditions in the racing schedule that all drivers must assist in the scoring, announcing, turn-marshalling, etc. of the race. Many racers are used to this, and they won't mind sharing the responsibility as long as they feel that everyone is getting a fair shake.

RUNNING THE RACE. All the weeks and months of preparation, promotion and logistics come down to the day of the race. It will be a good or a bad race, depending on how you run it.

There has to be one person (Race Director) who makes all final decisions. Those decisions must be based on what you have publicized in your promotional materials, what you have set down for rules and what all racers have been made aware of. He or she must be firm and fair, unbiased and truly caring that the race is run as well as possible. The Race Director should hold a "driver's meeting" prior to the start of the race and go over some of the more pertinent rules, procedures and schedule and answer any questions. Then THE RACE DIRECTOR MUST STICK TO THE PRE-DETERMINED PROGRAM. There should be no changes made unless Acts of God, unavoidable problems arise or a matter has been brought up among all participating racers and the popular vote demands a change of procedure.

THE RACING: Once the driver's meeting has concluded, the racing format can be as follows: (Note this is merely a suggestion based on the most popular methods currently used in off road racing. You may wish to change or deviate from these, as long as every one knows in advance).

a.) CONCOURS - In some races, prior to the start of qualifying, a con-

cours event is held to determine the best looking or in some case the best engineered car. Some concours competitions dictate that the same car entered for concours must be used in the race. Other concours events just call for best looking car and not necessarily a running car. A trophy or plaque is usually awarded.

b.) In some races, there are time-trials. This is used to determine perhaps the fastest four or five cars among all entries and to set up a "Trophy Dash" event. This is in addition to the normal qualifying to come. Let's say you have determined the fastest five cars by timing each car individually over a two or three lap race. You would then set up a "Tropgy Dash" race, usually four to five laps (less than normal qualifying or mains) to see who is your "Trophy Dash" winner. A trophy or plaque is usually awarded.

c.) QUALIFYING - You must try to have at the very least two rounds of qualifying for each racer for each car (most have three and four). Every round of qualifying must be the same for everyone. Namely, use the same track, same direction, same number of laps (if you're qualifying by laps) or same amount of time (if you're qualifying by elapsed time). At the end of a complete round, you may change your qualifying procedure if Acts of God, or popular vote determines that you should. DO NOT QUALIFY ONE GROUP OF RACERS ONE WAY, AND A DIFFERENT WAY FOR ANOTHER GROUP (especially in the same class).

Set up the qualifying heats so that there are no conflicts of radio frequencies and that all qualifying heats have about the same amount of racers. For example, don't put eight people in one heat and only four in another one.

Some promoters choose to "seed" racers placing some with others of equal ability. The theory to this is that those racers would run similarly during qualifying and not be undermined or troubled by a lesser-skilled driver.

We do not prescribe to that theory, although regularly used. We rather do it by the luck of the draw and as long as it doesn't conflict with radio frequencies. Most qualifying heats in other forms of real racing are set up just like that, and it's probably the fairest way to set up a heat. If there are one or two less skilled racers among the better ones, than those who are better should be able to go around and avoid them by the very nature of their expertise.

In qualifying, you may choose to combine all qualifying heats to determine where the racer will be seeded in the mains; or you may choose to qualify a racer on their best finish. Here you must choose one or the other if:

- 1.) You are qualifying by order of finish, or
- 2.) You are qualifying by elapsed time over a number of laps.

If you are qualifying by order of finish, the usual method is to combine the two or three rounds, by adding how they finished - First place earns 1 point, second place earns 2

points, third place earns 3 points and so on. The racers with the lowest combined totals are seeded into the upper main. As the total points get higher, those racers are seeded further down in the mains. If you run more than three qualifying heats, you may want to drop one and use the best three of the four qualifying heats.

On the other hand if you are using the "elapsed time" method, the most popular format is to run as many qualifying heats as possible and use the fastest time posted by each racer to seed him or her.

Once you have accomplished the above, the next step is to set up the Mains.

d.) MAIN EVENTS - The fastest, or best qualifying racers usually go to the A MAIN event in each class or category. If you have announced that the best eight or ten racers after qualifying are seeded into the A MAIN, then the next best eight or ten racers after qualifying have to be seeded into the B MAIN. You continue to seed accordingly, with the next best eight or ten after those seeded in the A and B MAIN, going into the C MAIN, and so on.

In some races, sometimes right after qualifying, the top four drivers in each class, get seeded directly into the A MAIN or FINAL race, while the next 12, 18, 20, 24 may have to compete in one or two or three SEMI-FINAL events. From there, you may be able to seed the balance of the A MAIN. This is optional. The most popular method now a days is the A, B, C, Main system. One added element to that is that a winner from a lower main (other than the A main) can be moved up or "bumped" into the NEXT HIGHER main by virtue of his or her win. This too is optional, but very popular as it affords that person one more chance to make a higher main, perhaps even the A Main.

Main events are normally run for the same amount of laps as were the qualifying heats or in some cases for more laps.

Normally the lower mains in each class are run first, staggering between STOCK, MODIFIED and OPEN classes. This allows those who have won their main, some time to get another battery pack and be ready to move up a main.

The last three races of the day (Mains) should be the A MAINS or FINALS in each class. The best drivers for that day should be in those races. This can be altered, if weather conditions determined that the A MAIN should be run first, so that a Champion, or National title can be awarded in the event the race has to be cancelled or postponed because of inclement weather or time restrictions.

e.) AWARDS - Having accomplished what you've set to accomplish, the last order of business is to pass out the trophies, plaques and awards to the winners. You can determine how far down the list you want to award the racers.

Most promoters award 1st, 2nd, 3rd, place in each main and in each class. In some cases, awards are given to the top 30 percent in each class. Your budget and the entry determine this.

Once you've accomplished this, and it's all behind you and everyone has gone home happy and delighted, you have just one more job to do before you swear you'll "never do this again".

You guessed it! Gather all the results, pictures and highlights of your race and send copies to R/C RACING NEWS! I'm sure your racers will appreciate this and of course we will also.

R/CRN

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

FISH & CHIPS "R" OUTLAWS

Dist. 19 Powerboat Heat Racing...

Cathie Galbraith



Retrieving boats was only one of the tasks accomplished by the host clubs.

Story by Cathie Galbraith
Photos by Pam Stewart

August 7-8, 1982

NO, THE NAME OF THIS RACE IS not branding the host club as the "bad guys". Actually, the race was hosted by three clubs who really were the "good guys". When another club was unable to fill their race date commitment, Wally Stewart, the District 19 Director, issued a plea for a substitute sponsor so that the race would not have to be cancelled. And he received not one, but three volunteers who agreed to band together to put on the race. These three clubs were the "Fish & Chips Racing Team", the "R Racing Team", and the "D & D Outlaw Racing Team".

With only 17 days notice, they accomplished what most clubs have all year to prepare for. They managed to get out entry forms, order trophies, set up heats, and very successfully run a district heat race that boasted the largest number of entries so far this year.

The 56 heats of mono on Saturday went very smoothly, as these three small clubs and various family members, judged, retrieved, and even managed to run a few of their own boats besides.

A MONO saw top honors go to Richard Taylor with a perfect score of 1600 points. His boat was running superbly and just did not give any of the other competitors a chance. John Cochrane and Jack Oxley followed in second and third.

B MONO provided the only woman trophy winner of the weekend. But at least Diane Semler did it up in grand style by earning first place. Dick Wright, who has

been improving with each race, finally got it all together picking up the second place trophy. I'm not sure, but I think this was a first trophy for Dick, but certainly not his last. Robert Holland captured third place. This trophy, and the points which go along with it, gave Robert the undisputed district title in this class for the year.

C MONO saw another new face in the district winner's circle. Having won several trophies in Scale Hydro, Bill Silvers had yet to earn that elusive district heat racing trophy. But today was the day, and he made up for lost time by grabbing first place. Doug Nystrom, consistently near the top, had to settle for second, followed by Eddie Patten, the National's Champion, in third.

While our host clubs had plenty of time to run the race on Saturday, Sunday was a different story. In the 13 heats of each round, the host members were running a total of 16 boats! Between running the boats, maintaining them, retrieving, and

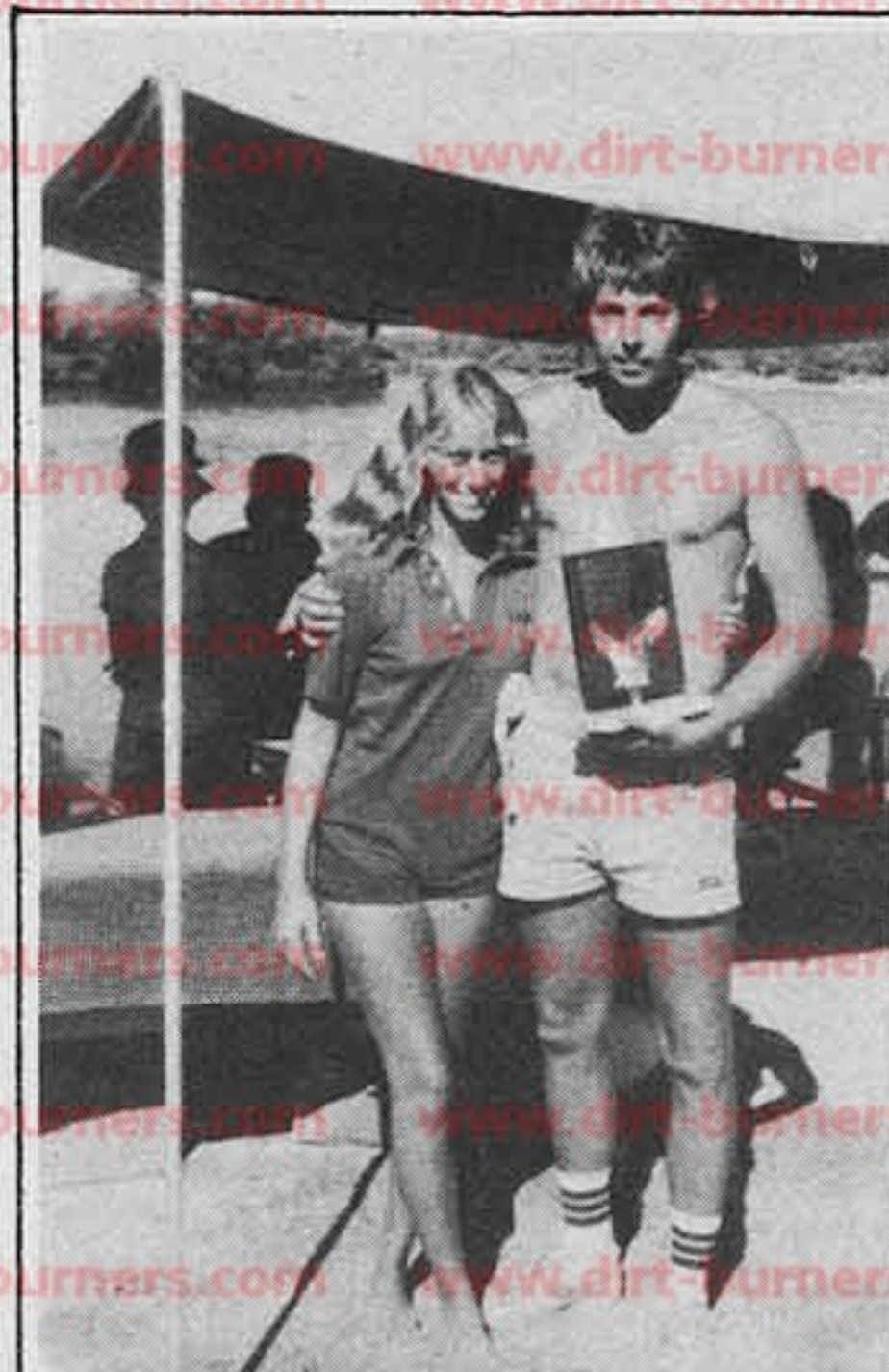


Dick Wright receives first trophy - earning it in B Mono. Photo. Pam Stewart

judging, it was a hectic day for these individuals. But they carried it off with precision and style that would have been commendable even under perfect conditions. Not only did the racing come off without a hitch, but they also carried home a good portion of the trophies.

Wally Stewart continued in his streak started at the Nationals by emerging victorious in A HYDRO. Chuck McGaughy earned a well-deserved second, followed by Richard Fish in third.

B HYDRO was a close fought race - so close in fact that the top three finishers all had a perfect 1600 points. With places being determined by time, Jack Oxley carried off first place with the fast time of the day of 1:18.4. Can you imagine how it must feel to earn 1600 points and



Bill Silvers finally broke his unlucky streak by winning 1st in C Mono.

take second or third place? Well, Tom Topping and Ralph Henry now know that feeling as they were relegated to these positions behind Jack.

C HYDRO was won by Paul Dassonville. Paul, relatively new to R.C. boating, has become a pretty consistent winner in the last several months. Ralph Henry was right in there again, earning second place this time. Third went to Jeff Schmidt. Jeff, having been away from boating for a while, certainly proved he has not lost his touch.

The two divisions of Sport 40 provided a real test of the stamina of the host clubs. As these three clubs are heavily into Sport 40 racing, it was amazing that they had any time left to judge. But they did, and the racing progressed smoothly.

DIVISION 1 was won by Don Tallman, moving him into the district lead. Second place went to Chuck McGaughy, followed by Mark Enoch in third. Mark, age 15, made his racing debut in this race. Call it beginner's luck or just plain natural ability, Mark drove an excellent race, clearly deserving the third place trophy and the toss in the lake that accompanied it.

Larry Ingelson continued true to form as he once again drove his DIVISION 2 tunnel hull to first place. He was followed in second and third by the "D & D Outlaws" themselves, Don Tippin and Don Maher.

The "good guys" definitely saved the day and provided District 19 with a good two days of racing. It just proves that a little teamwork can overcome any size and time limitations. We all owe a thanks to these three clubs for their saving of a race date which was so carelessly abandoned by another club. It is enthusiasm like theirs that keeps the district alive and growing.

RESULTS

A MONO:

1. Richard Taylor
2. John Cochrane
3. Jack Oxley
4. Paul Dassonville
5. Mike Clerc
6. Rosie Garcia
7. Ken Puckett
8. Mike Shelhart

B MONO:

1. Diane Semler
2. Dick Wright
3. Robert Holland
4. Joe Otte
5. Jim Woodhouse
6. Ralph Henry
7. John Cochrane
8. Terry Prather

C MONO:

1. Bill Silvers
2. Doug Nystrom
3. Eddie Patten
4. Jim Woodhouse
5. Ken Puckett
6. John Cochrane
7. Dick Barlag
8. Paul Michalczyk

A HYDRO:

1. Wally Stewart
2. Chuck McGaughy
3. Richard Fish
4. Joe Otte
5. Don Tallman
6. Jim Lawson
7. Tom Topping
8. Mark Grimm

B HYDRO:

1. Jack Oxley
2. Tom Topping
3. Ralph Henry
4. Craig Ingalis
5. Paul Dassonville



Mark Emock receiving his first trophy from "trophy girl" Tammy Monroe.

6. Steve Bramel
7. Jim Lawson
8. Mike Hannah

C HYDRO:

1. Paul Dassonville
2. Ralph Henry
3. Jeff Schmidt
4. Jack Oxley

SPORT 40-1:

1. Don Tallman
2. Chuck McGaughy
3. Mark Enoch
4. Don Tippin
5. Richard Fish
6. Jim Lawson
7. Bruce McCord

SPORT 40-2:

1. Larry Ingelson
2. Don Tippin
3. Don Maher
4. Jeff Schmidt
5. Richard Fish
6. Don Tallman
7. Steve Bramel
8. Wayne Diener

.....

TEAGUE'S MODEL MARINE... "Outboard Champ Series"

Story by Cathie Galbraith

THEY SAY THAT RECORDS ARE made to be broken. Well, in terms of attendance, this certainly seems to be true as far as the District 19 Powerboat Magazine Outboard Championship Series is concerned. No sooner does one event boast the highest number of entries on record, than the next host tops that figure. This trend definitely indicates a growing interest in the outboard classes.

Teague's Model Marine was the host of the latest in this outboard series. The race was held August 21 and 22 at Legg Lake in South El Monte, California. 101 Boats were entered, far surpassing the previous high of 86. While the majority of the boaters were from District 19, we were all very pleased to have two visitors from District 8.

Jerry Dunlap and his son Paul made the trek from Washington to enjoy a weekend of visiting old friends and taking part in the racing. Jerry is certainly no stranger to outboard racing. Among his other accomplishments, he is the designer of the newly released HOT-SHOT 45, a 7.5 size tunnel. He is also one of the 1982 inductees into the NAMBA Hall of Fame. Jerry's skill with outboards seems to have carried over to his 10-year old son, Paul as the two of them managed to carry three trophies back to Washington.

SATURDAY the racing was threatened momentarily by dark clouds and a few sprinkles, but these soon passed, and sunshine and very warm weather were the bill of fare for the rest of the day.

Norm Teague continued on his march to the District Championship title in A OUTBOARD DEEP-VEE, as he once again captured the first place honors. John Brodbeck followed closely behind in second place. Jerry Roman, always near the top in this class, again was in the winner's circle as he captured third. I felt very lucky to slide into fourth place, earning one of the beautiful checkered flag trophies.

B OUTBOARD DEEP-VEE hasn't picked up support as fast as it's 7.5 tunnel counterpart. While there were five entries at the last race, this race drew only two. Even though this was technically not enough to make a legal class, it was run in order to give the two boaters a chance to race, and also to help spark more interest in this class for next year. A trophy was awarded, however, district points could not be given. John Cochrane managed to maintain a light edge over Bob Gonzales during the four rounds to capture the first place trophy.

Entry levels in Outboard Hydro have improved somewhat over the races earlier this year. There were a total of nine entries this weekend.

While most were running the more popular El Diablo or Wing-Ding, there were a couple of other hulls in evidence.

Richard Hazelwood continued in the style evidenced at the Nationals, carrying home the first place honors again today. Jack Garcia, his close friend and arch rival, chased him closely enough to earn second place. They were followed by Joe Monohan and Norm Teague in third and fourth respectively.

TUNNEL DAY, as usual, was characterized by lots of boats, lots of heats, and a long day of racing. Racing continued from the early hours of the morning until after 6:00 p.m. This is a direct result of the growing popularity of the tunnel classes, but provides a real hardship for the out-of-town racer who still may have as long as a five hour drive home. Because of this, it has been decided by the District 19 Outboard Committee to run the tunnel classes on Saturday next year, switching the smaller classes of mono and hydro to Sunday.

A STOCK TUNNEL boasted an impressive 32 entries, making the bid for the trophies quite competitive. Norm Teague again managed to take first place. He was followed by Jerry Dunlap in second and Mike Boundy in third. Two of the Outboard Series women drivers rounded out the trophy positions. Judy Hazelwood could not let Rich be the only one to take a trophy back to Needles, so she drove her boat to a fourth place trophy. Deb Weichman seemed to have finally worked all the bugs out of her boat, easily earning the fifth place award.

A MODIFIED TUNNEL provides a mixture of truly modified engines

competing with an equal number of purely stock engines. And surprisingly enough, the winner's circle usually includes as many Stock as Modified entries.

Norm Teague proved the power of a stock engine as he earned first place in this class with the same boat and engine that had earned him first place in the Stock class. Joe Monohan followed in second place. Third and fourth place were earned by the father and son Dunlap team, but not necessarily in that order. Paul managed to accumulate more laps than his dad, thus earning the higher place trophy.

101 Boats provided a lot of racing, a lot of lap counting, and a lot of retrieving. This undertaking would be quite a task, even for a large club. Teague's Model Marine should certainly be commended for a well run race. With the help of family and friends, they managed to keep things moving quite smoothly. His beautiful hand-made trophies, sporting crossed checkered flags will be memorable additions to the trophy collections of those who won them.

Cathie Galbraith

RESULTS

A O/B DEEP VEE:

1. N. Teague
2. J. Brodbeck
3. J. Roman
4. C. Galbraith
5. B. Jones
6. J. Horwitz
7. M. Clerc
8. J. Hazelwood
9. J. Cochrane
- 10 R. Hazelwood

B O/B DEEP VEE:

1. J. Cochrane
2. R. Gonzales

A O/B HYDRO:

1. R. Hazelwood
2. J. Garcia
3. J. Monohan
4. N. Teague
5. M. Grimm
6. J. Oxley
7. C. Galbraith
8. J. Brodbeck
9. H. Di Napoli

A STOCK TUNNEL:

1. N. Teague
2. J. Dunlap
3. M. Boundy
4. J. Hazelwood
5. D. Wiechman
6. P. Dunlap
7. T. Haggerty
8. T. Prather
9. B. Jones
- 10 J. Cochrane

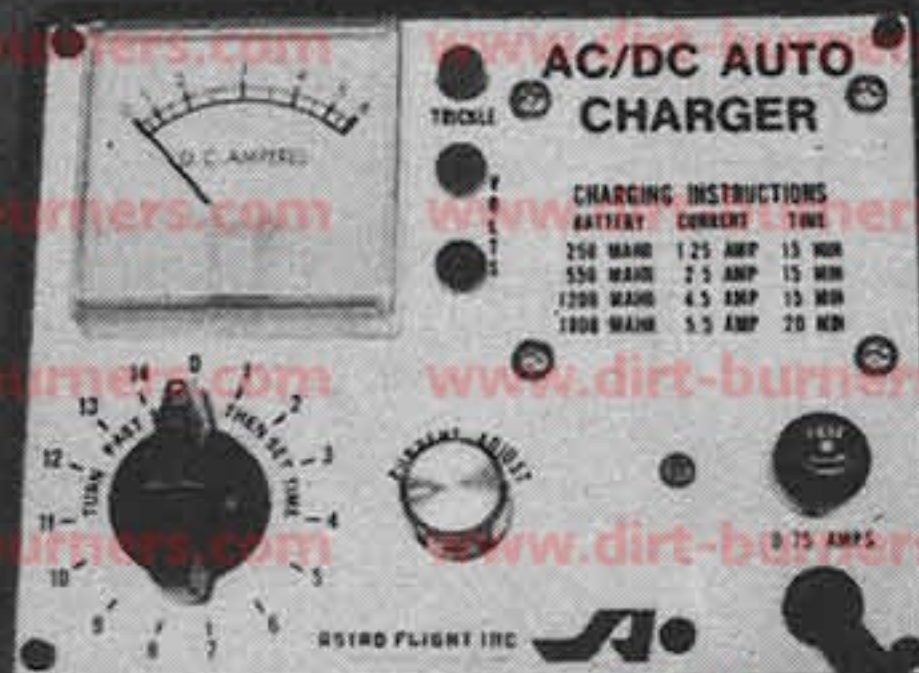
A MODIFIED TUNNEL:

1. N. Teague
2. J. Monohan
3. P. Dunlap
4. J. Dunlap
5. B. Jones
6. J. Brodbeck
7. M. Boundy
8. R. Wiechman
9. S. Vale
- 10 J. Hazelwood

B STOCK TUNNEL:

1. D. Semler
2. R. Wiechman
3. J. Cochrane
4. E. Tom
5. G. Campbell
6. J. Roman
7. J. Monohan
8. N. Teague
9. B. Lawrence
- 10 D. Vale

AC/DC AUTO CHARGER



THIS DELUXE HEAVY DUTY AC/DC AUTO CHARGER IS JUST PERFECT FOR SAFE, RELIABLE, FAST CHARGING OF THE NICAD BATTERY IN YOUR PLANE, BOAT OR CAR. IT HAS ALL THESE FEATURES YOU ASKED FOR:

- Has Adjustable Rate - Zero to Six Amps
- Charges 4, 5, 6, 7, or 8 Cells
- Charges 250 mahr up to 1.8 ahr Cells
- Works from 110V House Current
- Works from 12V Auto Battery or Gel Cell
- Has Equalizer Circuit with Pilot Light
- Has Jacks for External Voltmeter
- Use on Boats, Cars, Planes
- Use on Transmitter and Receiver
- Use for Motor Break In

ASTRO FLIGHT INC.



AC/DC AUTO CHARGER STOCK NO. 4005B

ASTRO FLIGHT INC. • Venice, CA 90291
13311 Beach Ave
(213) 821-6242

AMA UPDATE...

By Doug Pratt
September 1, 1982

FAI FREE FLIGHT FINALS...

The cream of Free Flight Model Airplane builders will converge on Taft, Ca. over Labor Day Weekend, 1982 for the FAI Free Flight Finals. The purpose of the event is to choose a team to compete for the USA at the International Free Flight Model Airplane Championships, scheduled in Australia in 1983.

The event is sponsored by the Academy of Model Aeronautics (AMA), an organization of over 82,000 model airplane hobbyists.

International rules are set by the Federation Aeronautique Internationale (FAI), the governing body for all aeronautics records and competitions.

Contestants have qualified for the finals based on their performance in Free Flight events sponsored throughout the country by the AMA, culminating in the recent AMA National Championships in Lincoln, Nebraska. They will compete to form teams for three events: F1A Towline Glider, F1B Wakefield (rubber-powered), and F1C Engine Power.

In all these events, a carefully-built model is essential. The models are not controlled from the ground after release. A keen knowledge of wind and air flow is also crucial. Each model flier searches for rising air currents, or "thermals", and tries to launch the model into one in order to sustain flight to the maximum ("max") flight time allowed for each event. After "max", a timer on the model deploys a "dethermalizer" device to bring the model back to the ground.

Update...
September 16, 1982

AMERICAN TEAMS SELECTED FOR INTERNATIONAL COMPETITION.

The Academy of Model Aeronautics (AMA), the governing body of aeromodeling competition in the United States, has completed team selection competitions and announced the official US Team for two major international events.

Teams were selected through a series of AMA-sponsored competitions culminating in the Team Selection Finals.

The U.S.A. will send teams to the 1983 Free Flight Championships to be held in Australia and the 1983 Radio Controlled (RC) Soaring Championships which are tentatively scheduled to be held in England.

International R/C Soaring competition involves piloting the model through a number of separate tasks that measure the model's speed, distance, and ability to stay aloft. The pilot's skill in controlling his model through the required maneuvers to a precision landing is crucial. Many pilots design their

own airplanes specifically for this type of competition.

Three team members and two alternates were selected for the R/C Soaring Championships: Mr. Mark Smith of San Marcos, CA; Mr. Alex Bower of Los Angeles, CA; Mr. Don Edberg of Palo Alto, CA; Mr. Skip Miller of Boulder, CO; and Mr. Mike Charles of Orange, CA.

Free Flight competition is distinctly different. The only "control" exerted by the pilot consists of pre-flight adjustments to the model. Three types of Free Flight competition will be held at the International Championships in Australia: Nordic, Wakefield, and Power.

NORDIC competition consists of towing the model to altitude like a

kite. When the pilot is satisfied with the air conditions, he releases the model from the towline and timing of the flight begins. The USA Nordic Team will be: Mr. Matt Gawain of Titusville, FL; Mr. Robert Elder of Orlando, FL; and Mr. James F. Bradley II of Orlando, FL.

WAKEFIELD competition involves models that are powered by twisted strands of rubber turning the propeller. Rubber "motors" are carefully selected, lubricated, stretched, and "broken in." When the rubber winds down to a certain point, a mechanism in the propeller hub stops the prop and folds it back against the model's sides. As with Nordics, flights are timed toward the goal of a specified "max" time.

The USA Wakefield Team will be:

Mr. Steve Beebe of Taft, CA; Mr. George Schroedter of La Verne, CA; and Mr. Walt Ghio of Stockton, CA.

POWER models are powered by conventional model airplane engines, carefully adjusted and tuned. The models are designed to stand up to the tremendous force of the engine, which can pull the plane completely out of sight from a vertical launch in a few seconds. Then, when a timer shuts off the engine, the model must be capable of staying aloft long enough to achieve the max flight time. The USA Power Team will be: Mr. Rol Anderson of Toledo, OH; Mr. Mike Achterberg of El Dorado, CA; and Mr. Norman Poti of Dayton, OH.

Douglas Pratt

CAN YOU REALLY WATERPROOF YOUR NEW BOLINK DIGGER 10 ?



YOU CAN BET YOUR SERVOS & RECEIVERS ON IT !

*** WATERPROOF KIT INCLUDED WITH EACH CAR. ***



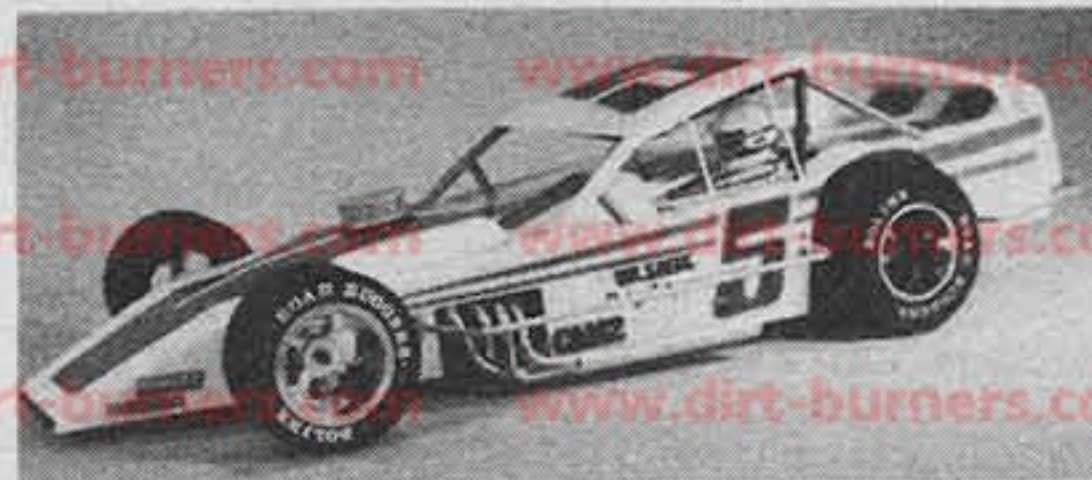
FOR COMPLETE DETAILS CALL 404-963-0252 OR WRITE.

420 HOSEA RD., LAWRENCEVILLE GA. 30245



**DON'T
GIVE
UP**

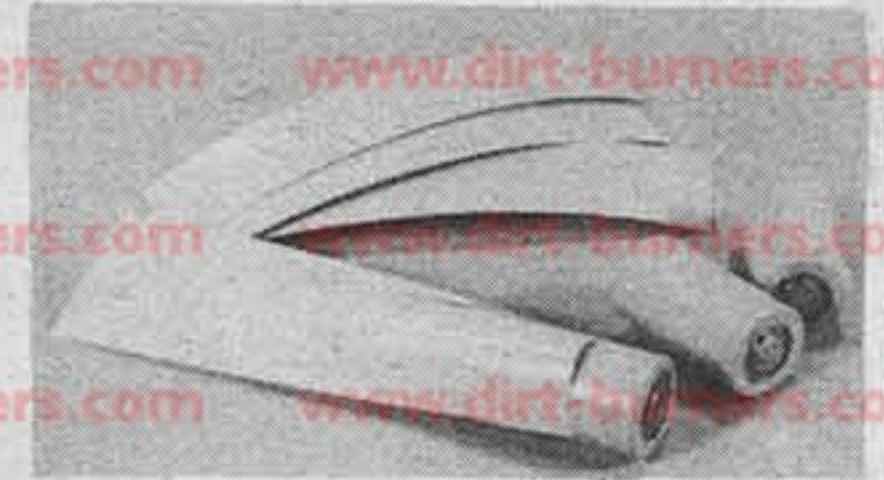
**UNTILL YOU HAVE SEEN
BoLINKS NEW PRODUCTS !**



BL-2095 CHEVROLET CAVALIER. THIS IS A REALISTIC LOOKING MODIFIED CAR FOR 1/12th SCALE. IT IS AVAILABLE EITHER CLEAR FOR \$10.95 OR PAINTED FOR \$17.50



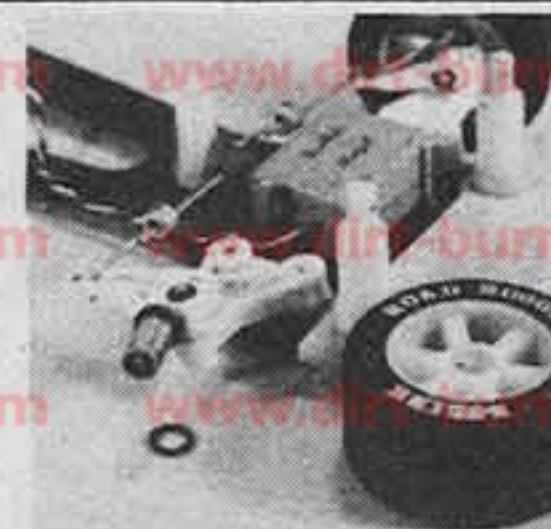
BL-5111 REAR MOTOR CAGE FOR DIGGER 10. MADE FROM HEAVY DUTY TUBULAR STEEL IT IS \$10.95



BL-4710 SHRINK TUBE TO FIT OVER SUB-C BATTERIES. MAKE 2 OR 3 CELL STICKS. FOUR 5 & 1/2" LENGTHS PER PACKAGE FOR \$2.50



BL-4712 BATTERY COOLING FAN WORKS ON 8 VOLTS DC. THE PRICE IS \$12.95



BL-5459 LIVE AXLE FRONT END DOES AWAY WITH "C" CLIPS HOLDING ON YOUR FRONT WHEELS "O" RING HOLDS WHEEL IN PLACE ON ALUMINUM HUB. FITS CHALLENGER OR ASSOCIATED FRONT WHEELS. THE PRICE IS \$39.95 PER SET WITH 4 CLASS 7 BALL BEARINGS



BL-1850 KRYSTAL KASE HOLDS 3 SETS OF CRYSTALS SAFELY AND NEATLY. 2 FOR \$3.00



BL-5108 DIGGER 10 FLEXIBLE KYDEX FRONT BUMPER. CAN BE MADE TO FIT OTHER 1/10th SCALE CARS WITH MODIFICATIONS. \$3.50 EACH



RCECC - G.T. Race 1

Reported by Rich Robertson

August 22, 1982

Miracles do happen! Rodney Imai, an old time racer, showed everyone that he's still got it by qualifying for the A MAIN. An older-timer than Rodney is Marshall Mizobe who proved that the legend is back by winning first place. In second was Glenn Kawamae, with Russ Miwa in third.

Keevan (Mr. Parma) Inouye normally an A Main driver easily won the B Main with a hard fought battle for second being won by newcomer Brian Sunada. Vernon Pai wound up in third.

C Main had the tightest racing of the day with all racers within two laps of each other at the finish. Richard Ito, fresh from a 3 week vacation was able to emerge victorious. Norman Uyeno, whose batteries dumped, had enough of a lead to capture 2nd, while Clifford Chew placed 3rd.

After some brief encounters with the boards Louis Vierra decided to show the crowd what his AYK could do. What he did was capture first place in the D Main. Rich Robertson also showed his stuff by winning both second place and his first trophy after almost 2 years of racing. As always, Leroy Lee was consistent enough to win the third place trophy.

Angel Guzman was able to sweep the E Main after lapping the field with ease several times. Dennis Shigemura finished second with newcomer Terry Iwamoto picking up his trophy in his first race, coming in third.

RESULTS

A MAIN:

1. Marshall Mizobe...31
2. Glenn Kawamae...31
3. Russ Miwa...30
4. Elton Yoneda...30
5. Butch Farm...30
6. Randall Hano...29
7. Rodney Imai...24

B MAIN:

1. Keevan Inouye...29
2. Brian Sunada...29
3. Vernon Pai...29
4. Andrew Young...29
5. Beau Peterson...28
6. Ken Alagan...28
7. Gene Niihau...18

C MAIN:

1. Richard Ito...27
2. Norman Uyeno...26
3. Clifford Chew...25
4. Francis Aki...25
5. Richard Ganatosi...25
6. Jay Nakahara...25
7. Mike Uyemura...24

D MAIN:

1. Louis Vierra...26
2. Rich Robertson...25
3. Leroy Lee...25
4. Conrad Nikaido...24
5. Earl Honbo...23
6. Calvin Chew...19
7. Mike Rapoza...13

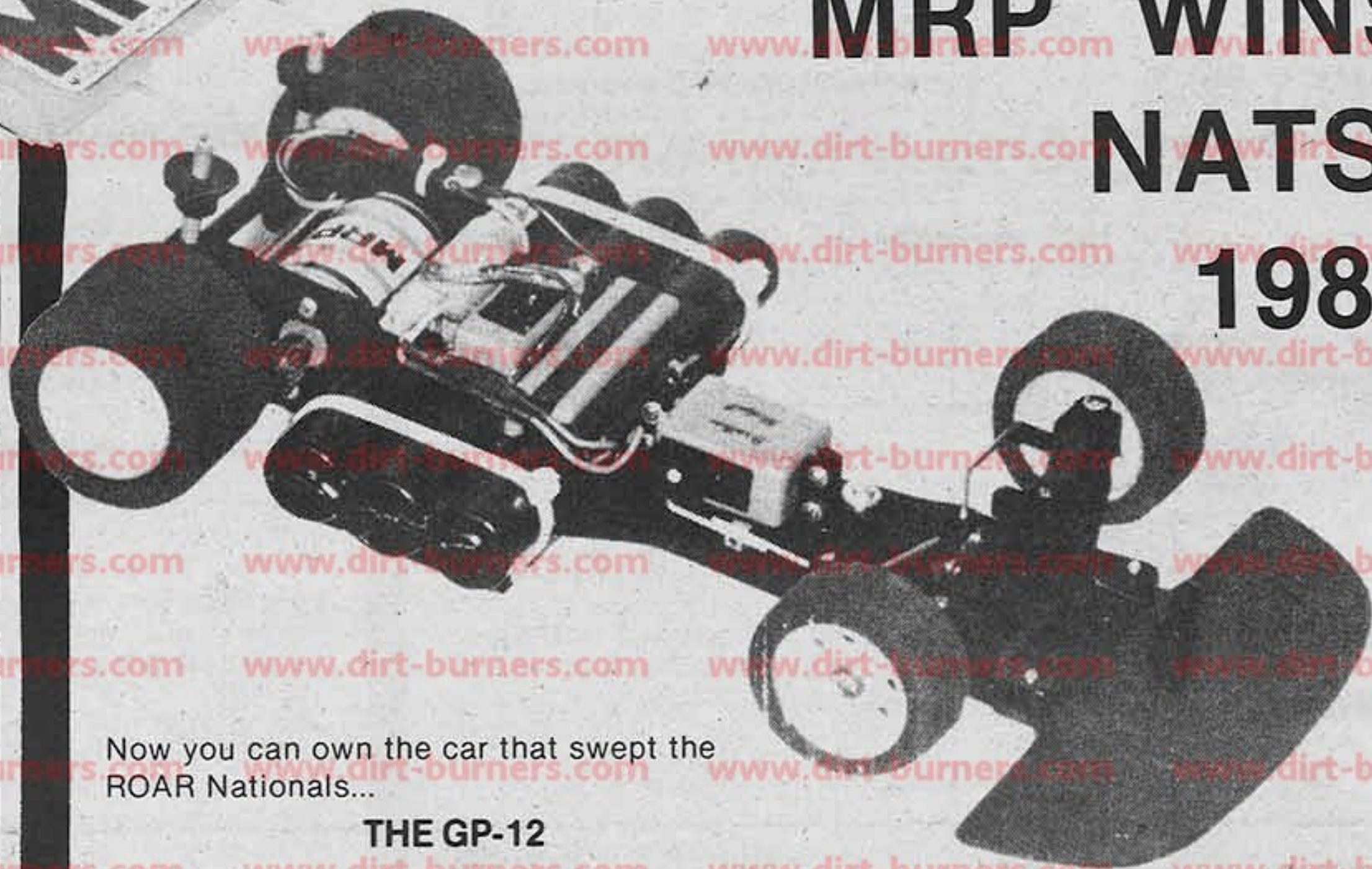
E MAIN:

1. Angel Guzman...21
2. Dennis Shigemura...19
3. Terry Iwamoto...17
4. Joe Kaanapuu...17
5. Daryl Yuuki...15
6. Jim Suderman...13
7. Ryan Honbo...8

PRO-120 X

GP-12

GRAN PRIX 1/12th SCALE



MRP WINS ROAR NATS AGAIN! 1982 - Stock

NEW #921D

GP-12 with Diff & Body
\$90 value....ONLY \$78

Now you can own the car that swept the ROAR Nationals...

THE GP-12

This is the ALL NEW car which dominated production electric at the 1980 & 1981 ROAR Nationals against the best competition in the world!

Graphlon T-Bar Flex Chassis
Adjustable C.G. Front and Rear
Unbreakable Steering Components

Countersunk Screws for Chassis
Ackerman Steering Geometry
True Running Racing Rubber Glued & Trued
Light yet Strong Nylon Wheels
Adjustable Motor Mount Gear Mesh
Kydex® Bumper to Absorb Impact
Easy Reliable Radio Installation
Accepts Most 2 Channel Radios

SEND \$1.00 FOR COMPLETE CATALOG Call: (206) 823-0800

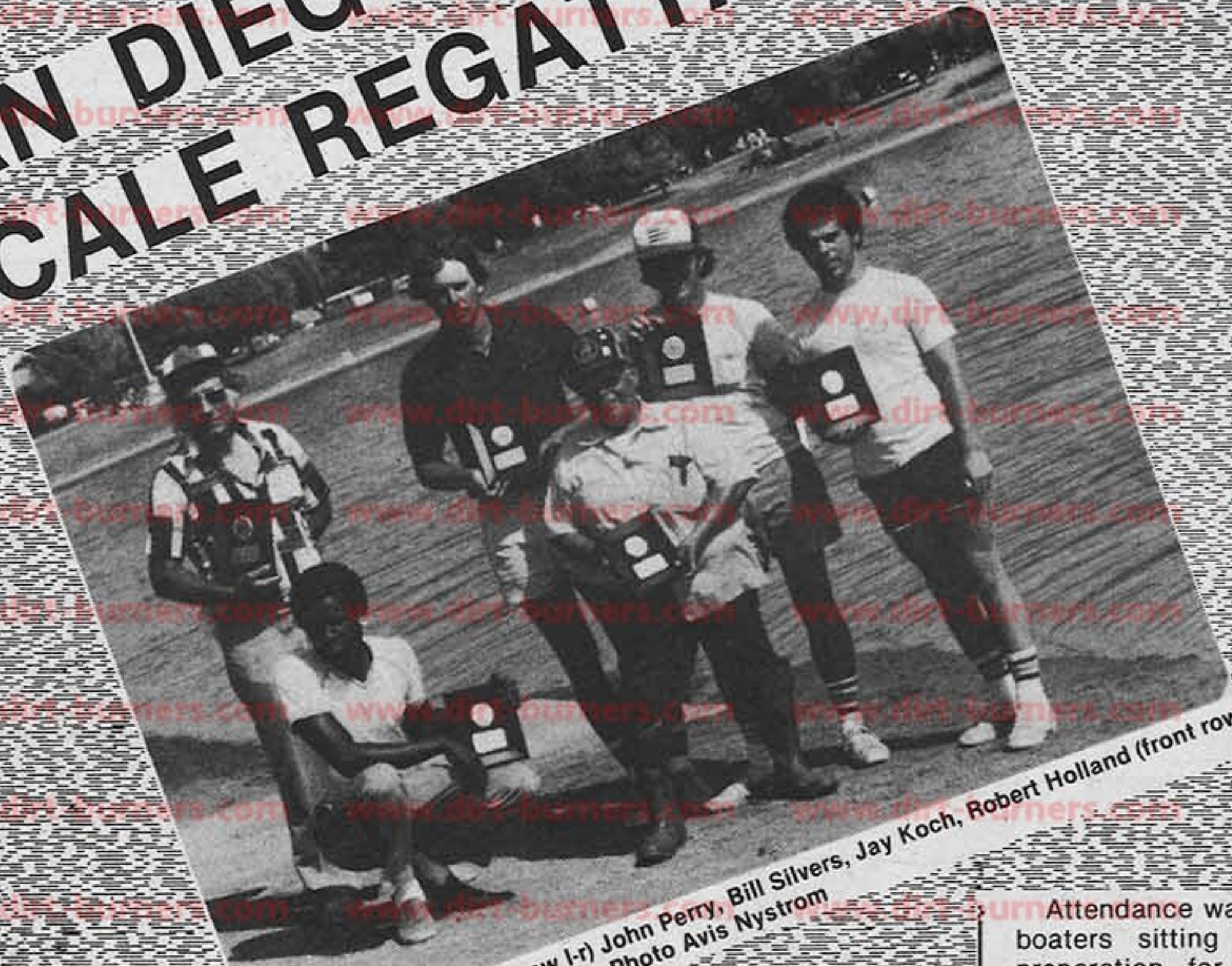
by

MRP

MODEL RACING PRODUCTS, INC. - USA

12702-D N.E. 124th St., Kirkland, WA 98033

SAN DIEGO SCALE REGATTA



Trophy winners: (back row l-r) John Perry, Bill Silvers, Jay Koch, Robert Holland (front row l-r) Ralph Henry, Jack Garcia. Photo Avis Nystrom

Story by Cathie Galbraith
Photo by Avis Nystrom

August 29, 1982
San Diego, CA.

THE SAN DIEGO REGATTA held on this weekend was the second of three Scale Thunderboat races to be held at the Model Yacht Pond this year.

Attendance was light, with many boaters sitting this one out in preparation for the Bill Muncey Memorial Classic to be held early in September. However, competition was just as fierce among the 27 boats which did enter.

Robert Holland has been having a very high degree of success with his WAYFARER'S CLUB LADY, and today continued in the same vein. Not only did he outride all adversaries to win the Consolation Race, but he also turned in the fast time of the day, a 1:54.68. Although he did advance to the main as the alternate, his luck stopped there. When none of the other boats died before the 30-second mill, the LADY was forced to come in off the water.

The Main Event was a fast-paced adventure, comprised of a lot of fast boats. In fact, the first three across the start line were a little too fast, as they jumped the gun and were levied a penalty lap.

With an extra lap to make up, Jack Garcia (CIRCUS CIRCUS), Ralph Henry (OH BOY OBERTO), and Bill Silvers (VALU MART) really had to push their boats to the limit. Bill was able to catch and pass Jay Koch, but couldn't quite reach the leader, John Perry who was driving his PRIDE OF PAY 'N' PAK today. John cruised in for the victory, while Bill's second place moved him into the overall lead for the year. Jay kept pace and was able to finish in third, followed by Jack and Ralph in fourth and fifth.

C.G.

RESULTS

MAIN EVENT:

1. John Perry (PRIDE OF PAY 'N' PAK)
2. Bill Silvers (VALU MART)
3. Jay Koch (THRIFTWAY TOO)
4. Jack Garcia (MISS CIRCUS CIRCUS)
5. Ralph Henry (OH BOY OBERTO!)

CONSOLATION RACE:

1. Robert Holland (WAYFARER'S CLUB LADY).

EFRA Update...

By Ted Longshaw

WORLD CHAMPIONSHIPS GAS AT CARNOUX, FRANCE

Having just returned from a weekend racing on the newly modified CARNOUX World Championship circuit, let me give you some idea of what is planned. Most of you will receive a regular update on arrangements direct from Mr. Rossi anyway.

First the track itself. With nearly every corner cambered to suit the speed of the car and a carefully chosen Asphalt, "Bite" or "Grip" is not a problem, but even more important, neither is tire wear. During a very fast 45 minute Main Final none of the cars were mishandling at the end because of tire wear. To 'cap' it all the Main race was won with an "out of the box" car by an unknown unsponsored driver against two of Europe's strongest factory teams.

PROPOSED START PROCEDURE
The following method will be proposed at EFRA AGM and judging by its success here, will be approved for use at the World Championships.

For all qualifying heats, cars will be stationary in line across the track with mechanics retiring behind another line, 1 metre back when signalled to do so by the Starter, approximately 3 seconds before the start. Actual start will be at the discretion of the timekeeper and will be by audible signal.

For all Main events, "Le Mans" type starts will be used utilizing most of the main straight, obviously with the "pole" position going to the fastest qualifier. This system was tried and seemed to give very clean starts to 10 car races with all cars clean through the first bend.

The track is a super 300 meters long (a bit over 1000 feet) with a best lap time seen this weekend around 21 seconds. With the calibre of the drivers that are expected at the World Championships, there should be no problem with "lapping" of other competitors.

The other points worth mentioning here concern not only the Drivers, but everyone who has ever been interested in R/C Car Racing. Without doubt, and with all due respect and thanks, to Geneva, Indianapolis, and John Thorp in California, this will be the R/C Car race to top them all. On site facilities include Swimming Pool, Tennis Courts, Night Club, 1,000 Seater Restaurant, etc. THE SUN WILL SHINE! A numbered Pit table for every driver (No dawn raids necessary to reserve your place!) AND one of the most efficient Race Directors there's ever been, and she is a beautiful woman. When this event is staged it will be the culmination of 18 months full time work for Micheline. Mark the name well drivers, when she says "jump", you jump!

Ted Longshaw

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

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.

3.5 OUTRIGGER 7.5 DEEP VEE 7.5 OUTRIGGER	{	X440/3 X445 X447 X450 X455 X455/3 X457 X460 X462 X467	}	RECOMMENDED APPLICATIONS 7.5 OUTBOARD 65 SCALE HYDRO 65 DEEP VEE 65 OUTRIGGER 90 DEEP VEE
--	---	--	---	---

*.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

MID-SOUTH 1/12th Kickoff...

Story by Bob Rule
Photos by David Hall

August, 29, 1982
Nashville, Tenn.

MID-SOUTH SERIES '82 HELD ITS FIRST EVER SERIES RACE THIS WEEKEND HERE IN NASHVILLE.

Twenty-one racers showed up from Tennessee, Alabama and Georgia. There were four Clubs represented at this inaugural race. The race was hosted by the Hickory Hollow Club of Nashville, led by the very capable Dennis Carney and David Copeland.

The Mid-South Series '82 is a four race program in four different cities hosted by four different clubs. This first-ever series was the brain child of Jim Marconnet of Huntsville, Alabama. Jim, while still a young man, is an ole-salt R/C racer, both gas and electric. Jim got his feet wet in R/C as a member of the Indy R/C Club of Indianapolis.

This series will move next to Huntsville, Alabama in September, then on to Georgia to close out and crown a champion. Snellville and Lawrenceville are both just outside Atlanta, Georgia.

Atlanta seems destined to become the racing hub in the Southeast, due to its central location and R/C activity. There are two permanent tracks in the Atlanta area for asphalt racing as well as an Off Road dirt track which features a 140 foot oval and lights for night racing.

A new club, "Southeastern Radio Controlled Auto Racers" has been formed and is already a ROAR member, and is requesting the Region 2, 1/12th Electric Championships for 1983. While SERCAR is a new club, they are deep in racing experience. Tim Morton, formally of Lansing, Michigan and a M.A.R.T. racer; Ron Schurr, formally of Cleveland, Ohio and one of the founders of NORCAR (host for the

annual U.S. Indoor Championships) and Bob Rule, founder of SERCAR, as well as BoLink R/C Cars, are some of people behind this club. Bob feels that this experience, as well as the racing facility BoLink has to offer, and the central location of Atlanta in Region 2, makes SERCAR a natural host for the '83 Championships.

There's also rumor that one of the qualifying races for the 1984 World Championships in Europe will be held in Atlanta.

Next year's Mid-South Series '83 will include clubs in North and South Carolina. There's quite a bit of activity in the Carolinas and the clubs have expressed an interest in the '83 series.

Listed below is the complete results of the first series race. Anyone wishing further information on racing the Southeast can contact SERCAR, Bob Rule, 420 Hosea Rd., Lawrenceville, Ga. 30245-4695. (404)963-0252.

RESULTS (Round One)

A MAIN:

1. Craig Kelly (Georgia)...26.3
2. Lee Muse (Georgia)...25.2
3. Roy Kelly (Georgia)...24.1
4. Doug Spainhour (Georgia)...23.2
5. Jim Marconnet...(Alabama)...21.4
6. Bob Rule...(Georgia)...21.3
7. John Barnacle (Alabama)...18.3

B MAIN:

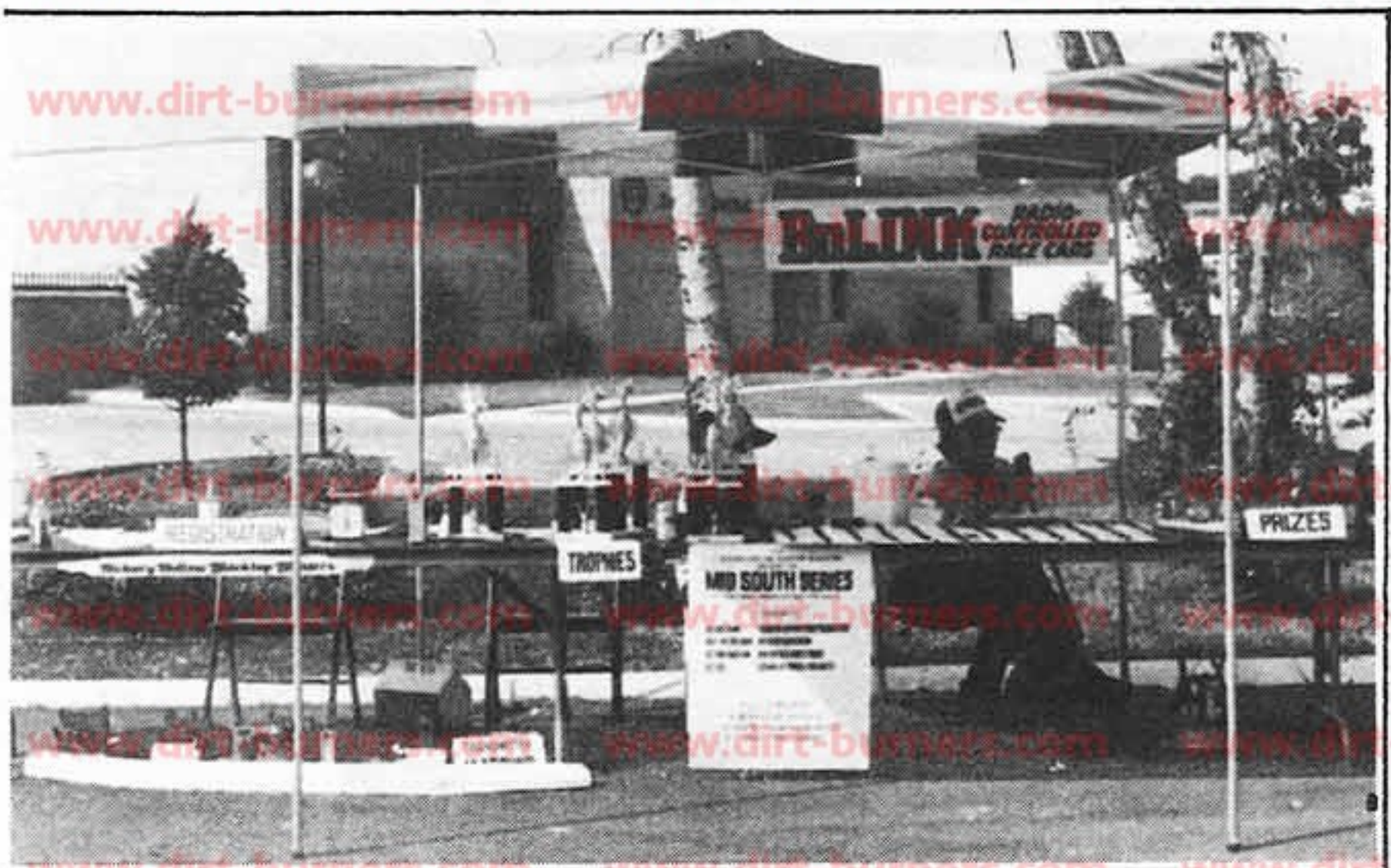
1. Scott Alpert (Georgia)
2. David Hall (Alabama)
3. Larry Stanley (Tennessee)
4. James Johnston (Alabama)
5. Wayne Sweeney (Tennessee)
6. Alan Winn (Alabama)
7. Fred Botts (Georgia)

C MAIN:

1. Lee Botts (Georgia)
2. David Copeland (Tennessee)
3. Steve Rule (Georgia)
4. Tim Smith (Alabama)
5. Steve Johnston (Alabama)
6. Dennis Carney (Tennessee)



The nice smooth track layout for the Mid-South Series. Photo David Hall.



The official's corner. BoLink sponsored, the Mid-South Series promises to be really an excellent series in 1/12th. Photo David Hall.

HOBBY HUT, INC.

1/12 SCALE HEADQUARTERS

— MAIL ORDER WELCOME —

STOCKING THE BEST IN:

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

ALL MOODY SPRINT AND SUPERMOD BODIES IN STOCK

ALL AT 10 - 50% OFF

— EXAMPLES —

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

HOBBY HUT, INC.

PHONE HOURS:
MON. TUE. THURS. - 12-8
WED. FRI. SAT. 12-6

105 EAST AURORA ROAD
NORTHFIELD, OH. 44067
216 / 467-6116

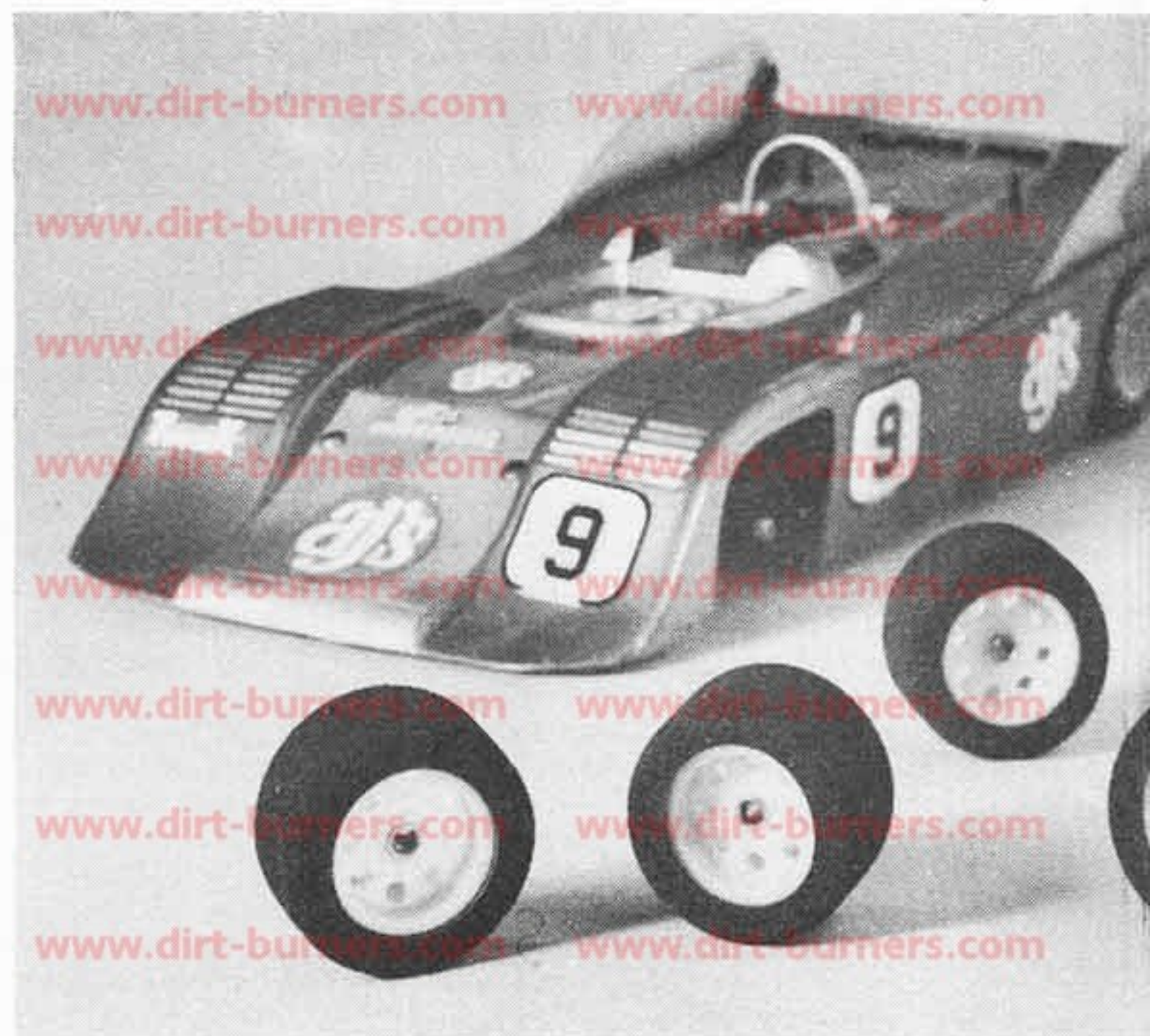
MASTERCARD and VISA WELCOME — WE SHIP UPS!

Inside Lines

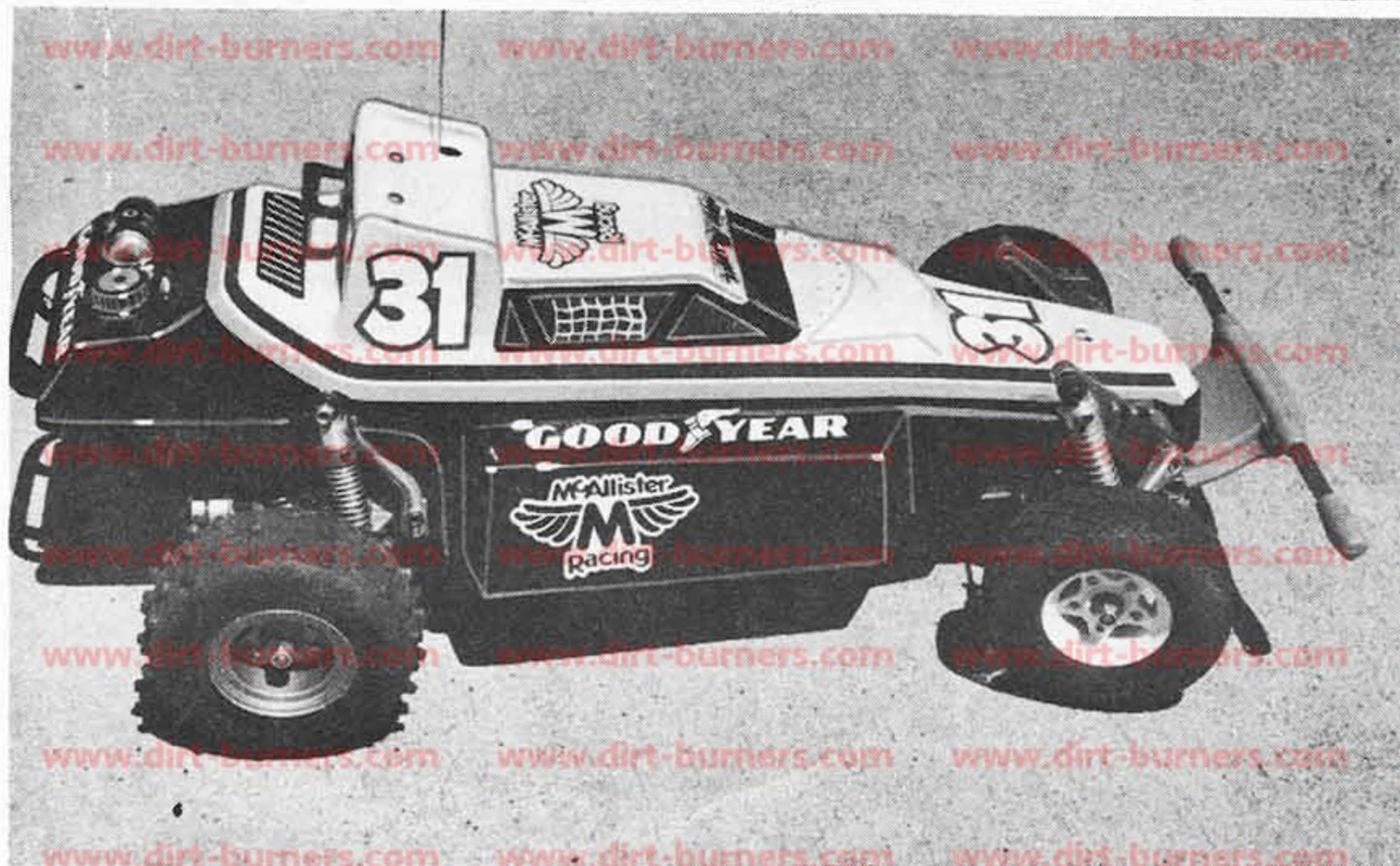
22



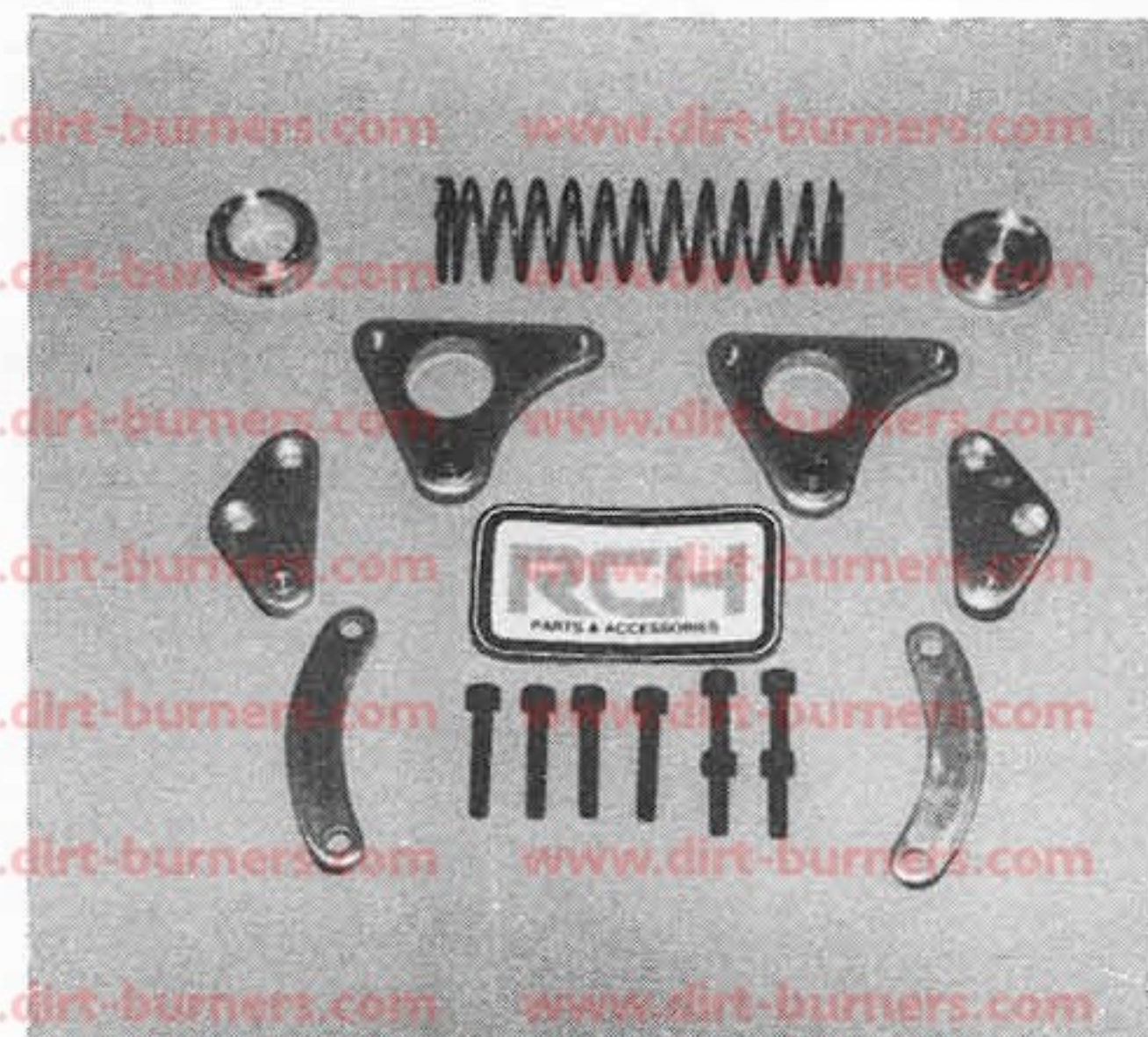
KRAFT SYSTEMS' new KRAFT KG-1K K-Line Super Gyro and Kraft KG-1 Gyro (Kraft Plugs). These new Gyros employ a control method called the stick priority system which eliminates this disadvantage. With this system, gyrostabilizer responsiveness is maximum when the stick is at or near neutral, and it's automatically lowered as the stick is turned. Since the signal has priority, the required rudder angle can be obtained with the rudder stick alone and advantage taken of the gyrostabilizer's full performance. For Helicopters, Fixed Wing aircraft. From KRAFT.



From TWINN-K a whole new line of trued front tires for your 1/12 and 1/8th racer. The with various types of compounds to fit any track conditions.



The "Wildcat" 1/10th Off Road racing body. The new wave look in single seaters. The "Wildcat" makes the Funco look like a Sherman Tank. From McALLISTER RACING.



F.R.P./R.C.H. Mono Shock Kit for rear of Tamiya off road car. The ultimate in rear suspension for the serious R/C off road enthusiast. Made of aluminum & lightweight. Available with ball bearing pivot or oilite bushings. Complete with coil over kit for large Kyosho shock. Part No. 1703 from R.C.H. Retail for \$39.95 with bearings, \$29.95 with bushings.



Skid Plate Bumper for Tamiya Buggies. Stock width to 1/2" wider. Smoothes out those rough landings. From PARMA.



H.O. Gears. Smooth running Nylon: 8 tooth Pinion (560A); 20 tooth Crown (560B); 19 tooth Crown (560C). From PARMA.



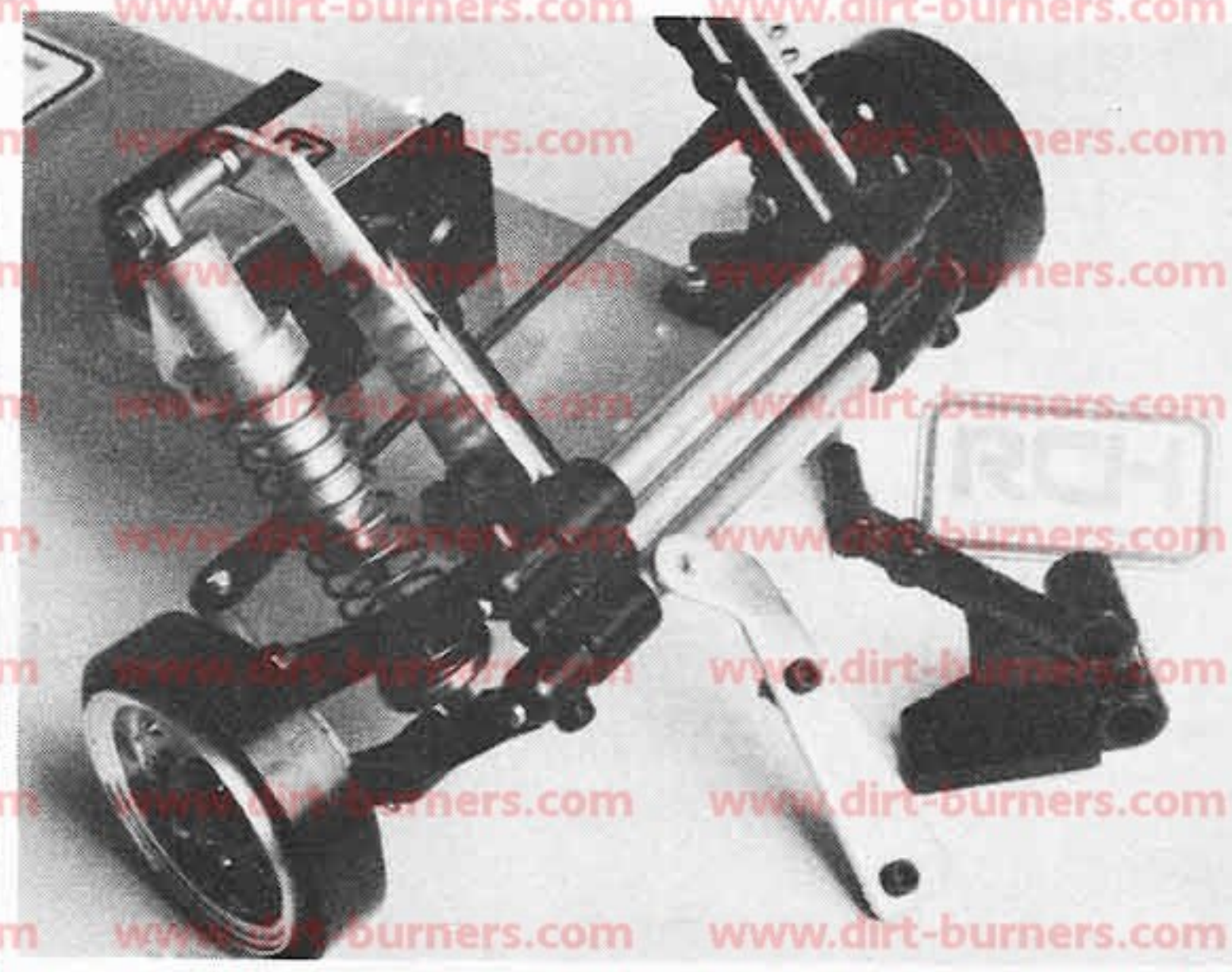
1/10th Chenoweth Body from PARMA. A proven performer off the road. This single seater will handle the bumps.



The highest quality rubber



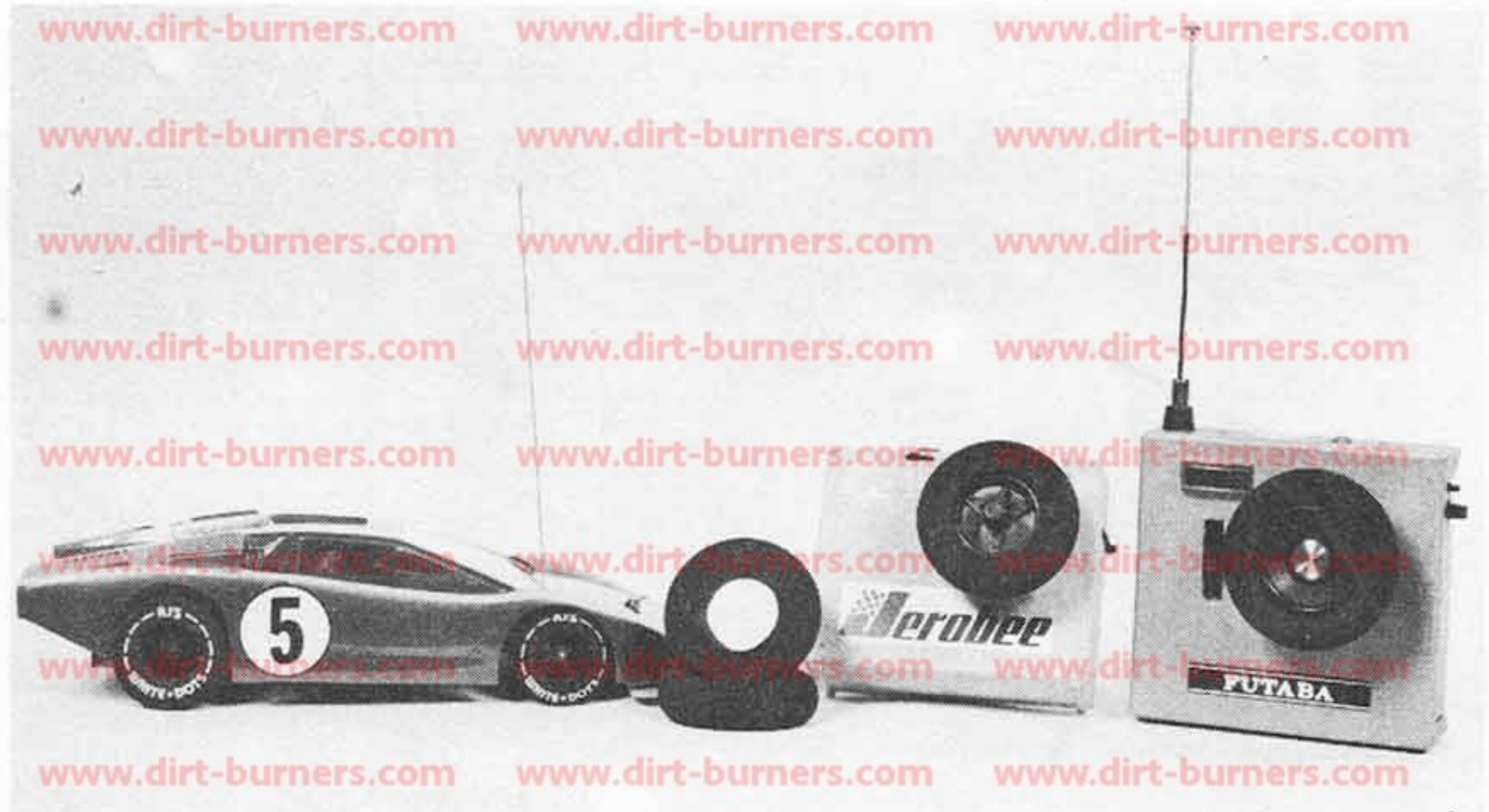
The TRINITY RC-05 Modified motor is available in a series of winds for 4 Cell or 6 Cell racing. Custom winding is also available upon request. This is the motor that WON The U.S. Nationals! From TRINITY PRODUCTS. \$55.00.



R.C.H. mounting kit for installing Kyosho shocks on the front of Tamiya off-road cars. Made of T-6 aluminum for strength this kit will work on stock towers as well as the new nylon shock towers from R.C.H. Mounting kit part 1509 retails for \$3.95. Nylon shock towers part 1520 retails for \$9.95 a pair. From R.C.H.



Heavy duty rear axles for the Tamiya off road car. Designed after the stock axle for perfect fit and made of high quality materials to prevent bending. From R.C.H., part No. 1500, retails for \$5.95 each.



New 1/12 R/C Car Accessories for your car. Scale Traction Cut Tires (9500) will be introduced at the HIA Show in Anaheim, January 1983 and other major shows. Superior traction never before offered. The Variable Ratio Steering Wheel Covers (9400) for finite control. Champion drivers can improve their driving by covering their Futaba, JoMac, or other steering systems. From TWINN-K.



Heavy Duty Servo Arms designed for 1/4 scale models. Molded rugged Nylon 3/32" thick for added strength. From KRAFT SYSTEMS. \$1.19, .79 & .79 cents.



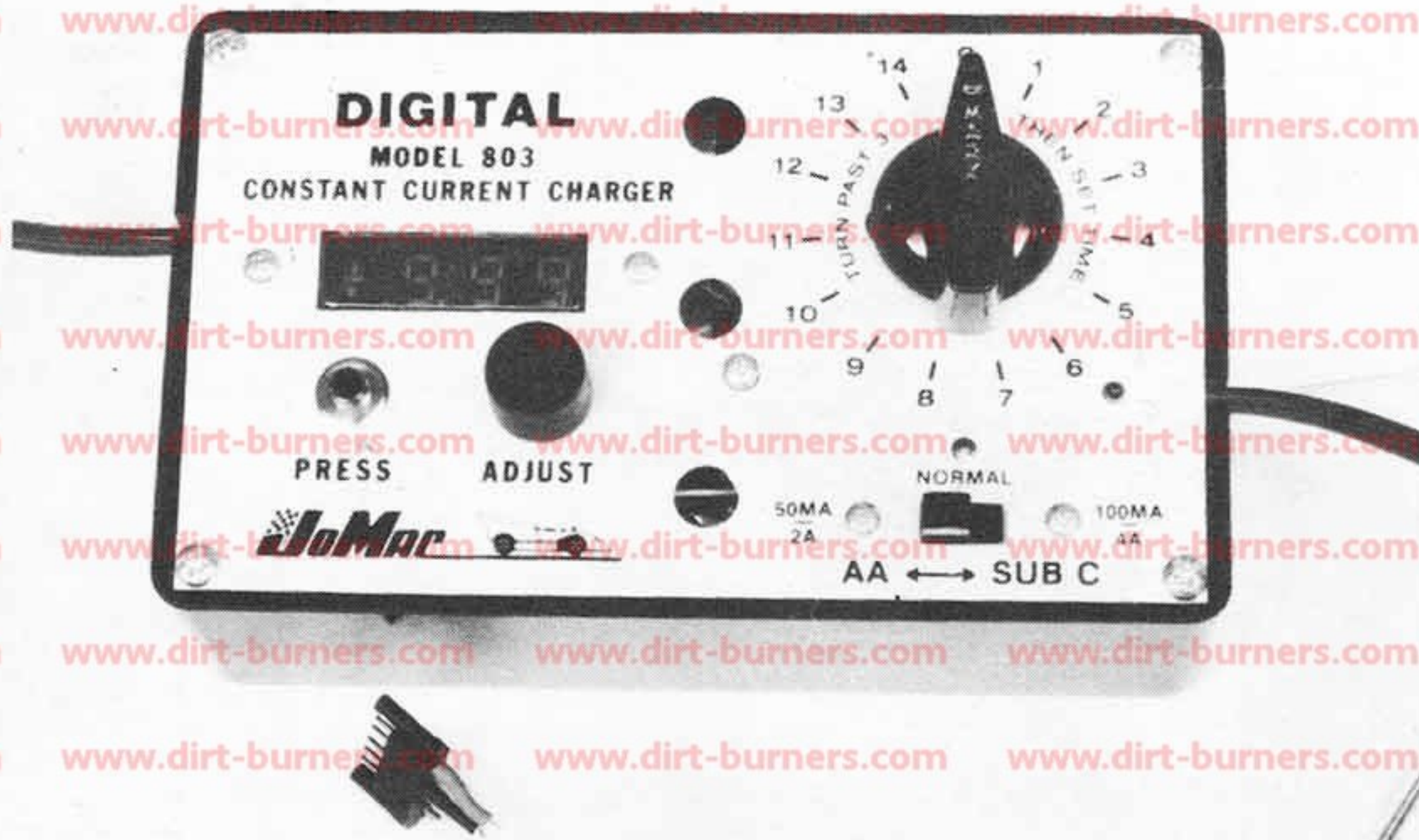
Cap Screws made of the finest alloy steel, heat treated for strength. Black oxide finish. \$.98 From KRAFT SYSTEMS.



Hex Tools are offered in two sizes, with extra long blades and sturdy plastic handles and precision machined to close tolerances (3/32" \$2.59 & 7/64" \$2.89). From KRAFT SYSTEMS.



Top quality Goodyear Decal Sheets from McALLISTER RACING. Every racer needs lots of Goodyear decals for an authentic racing look. Wide range of sizes for all scales. In white or dark blue, pressure sensitive, won't scratch off.



The No.803 Electronic Constant Current Digital Manual or Semi-Automatic Charger-used by Ralph Burch at the U.S. Nationals-works from any 12 volt battery or from a battery charger rated at 5 amp. or more. For fast or slow charges of AA or sub C cells. Features: 3 1/2 digit read-outs, automatic shut-off fast charging system, automatic mode timer, manual fast charge, trickle charge, plugs directly into JoMac cars, can be used as digital voltmeter, and more. From JOMAC; retails for \$100.00.



TWINN-K of Indianapolis continues to expand its 1/8th scale tire line. Recently released, ground molded front tires give excellent performance on the new suspension cars. The 0938 is a super soft molded front ideal for high bit tracks. It's great at high speeds.



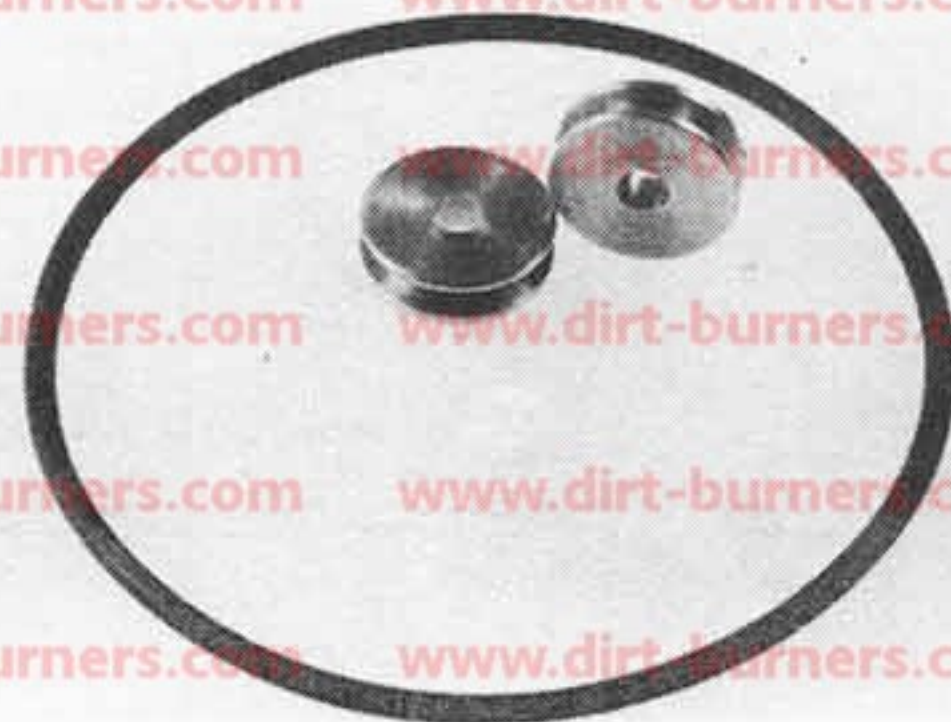
Complete line of high performance replacement parts for the Tamiya off-road, made of lightweight durable nylon includes front trailing arms (1511), front shock towers (1520) & rear A-arms (1521) designed for two bearings to eliminate wobble. Retail prices are: \$13.96 part No.1511 (set of 4); \$9.95 part No.1520 (pair); \$4.50 part No.1521 (each). From B.C.H.



The 1/12 ASA Ford Mustang from the circle tracks of America to you...sleek aerodynam' From PARMA.



The 1/24 Buick Regal Slot Car. The big track dominator in a small scale. From PARMA.



WompWomp 4-Wheel drive conversion kit. Improves the handling and makes you feel the added power in your slot WompWomp. From PARMA.



TWINN-K, Inc.-manufacturers of the GloBee glow plugs-announced the release of the first innovative glow plug since the original GloBee was made. The new 4200 Hose Nose Idle Cap plug replaces the idle bar and yet none of the patented features like the glass to metal seal, the flat coil in the combustion chamber, and the finest platinum alloy coils available, have been sacrificed. The Hose Nose Idle Cap protect the costly coil and extends the plug life many times.

GloBee

#4200 GloBee HOSE NOSE (Idle Cap) Glow Plug

NEW



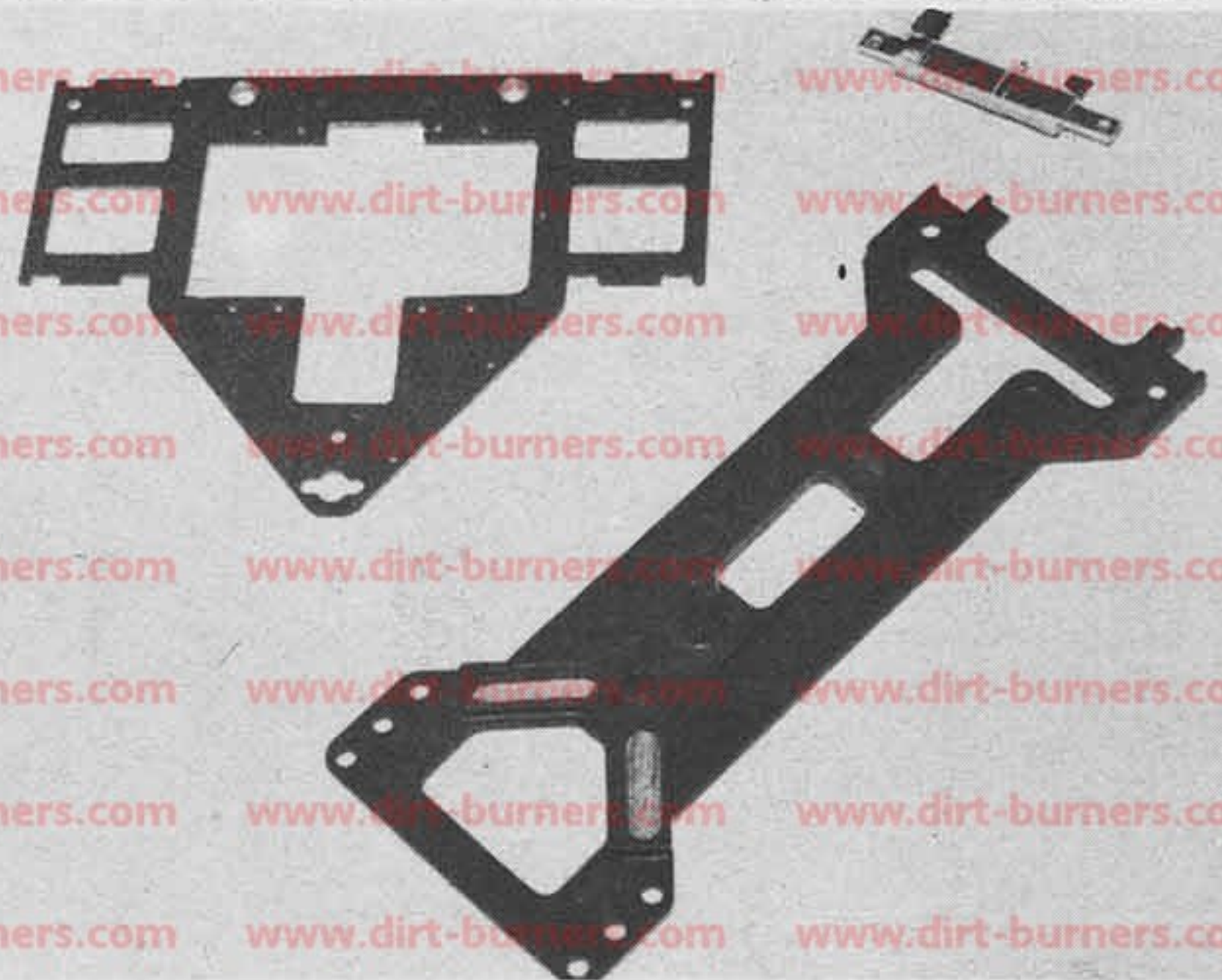
NEW

Thoroughly tested by professionals and found to have superior performance and consistent long life under all flying — boating — racing conditions.

TWINN-K, INC., BOX 31228, INDPLS, IN. 46231



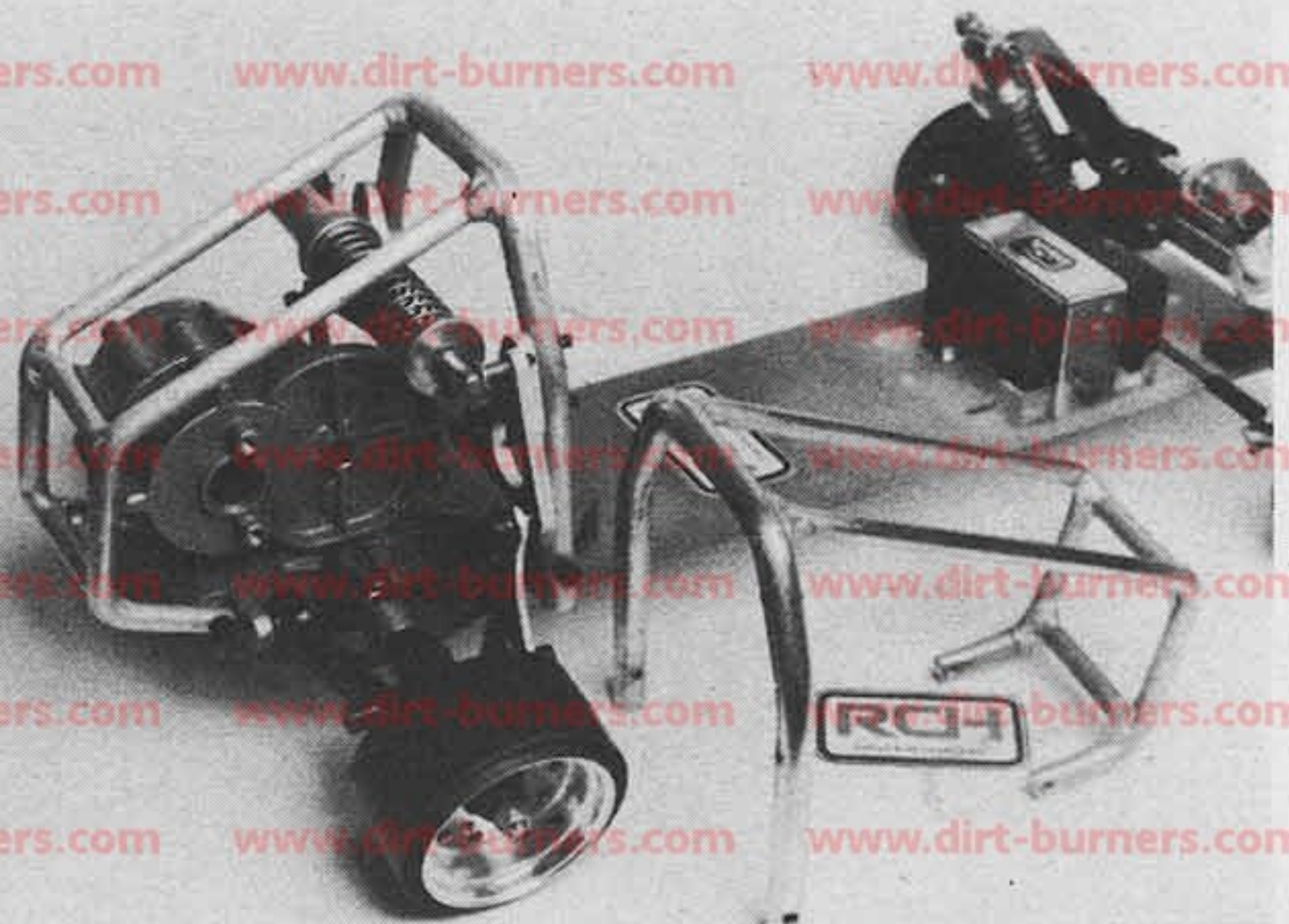
TRINITY's Metric Wrench (no. 085M) is used exclusively with the TRINITY pinion gear. It has a machined handle which is contoured to your hand and is anodized in black. Retails for \$3.99.



JOMAC'S new lightweight lexan chassis (No.2026) is 10 grams lighter and only slightly more flexible than the standard 2025. \$11.00. It's still stronger than any fiberglass chassis. JOMAC'S new lightweight shaker plate (No. 2028) is made from G-10 fiberglass and is designed for medium to small servos like the "Bantam Midgets" now in use by most racers. \$12.00. The No. 581 & 582 JOMAC resistors are lightweight with mount and built-in bypass, weighs only 6.5 grams, a weight saving of 12.5 grams over a standard resistor mount and bypass. Adjustable brake band. \$10.00.



"The Original" Glass-filled nylon Pinion gear from TRINITY PRODUCTS is available in 11, 12, 13, 14, 15, 16T gears. Part No. RC17, retails for \$3.25.



F.R.P./R.C.H. Mono Shock Rear Cage made of aluminum for durability & light weight. Designed for use with F.R.P. mono shock, large Kyosho shocks or with Tamiya shocks. Easy access to motor & side gears. From R.C.H. now \$29.95.

PRO CAR - Club on the GO

September 12, 1982
Pomona, Ca.

IT'S ALWAYS fun to attend a plain, simple club race. Especially after having attended such "high-power" events as the 1/12th Electric World Championships, and several other major R/C championships recently.

On the second Sunday of every month, PROCAR holds its 1/8th scale gas race at the Ranch Pit Shop. It usually attracts from 20 to 30 racers who just want to race and have some fun.

Today, there were 24 entries, although only 22 actually raced. What makes this type of club racing fun is that the pressures are "off" from really doing well. Not that those racing don't care how well they do, for in fact the tenacity of competition is still there, but the ambiance or atmosphere is more relaxed. Talk is not only about the racing, but what the individual did last week, and shop talk and just plain socializing. This type of racing also allows certain racers who usually would run in the D or E Mains in the bigger events or in the Amateur or Sportsman classes in Series racing, the opportunity to



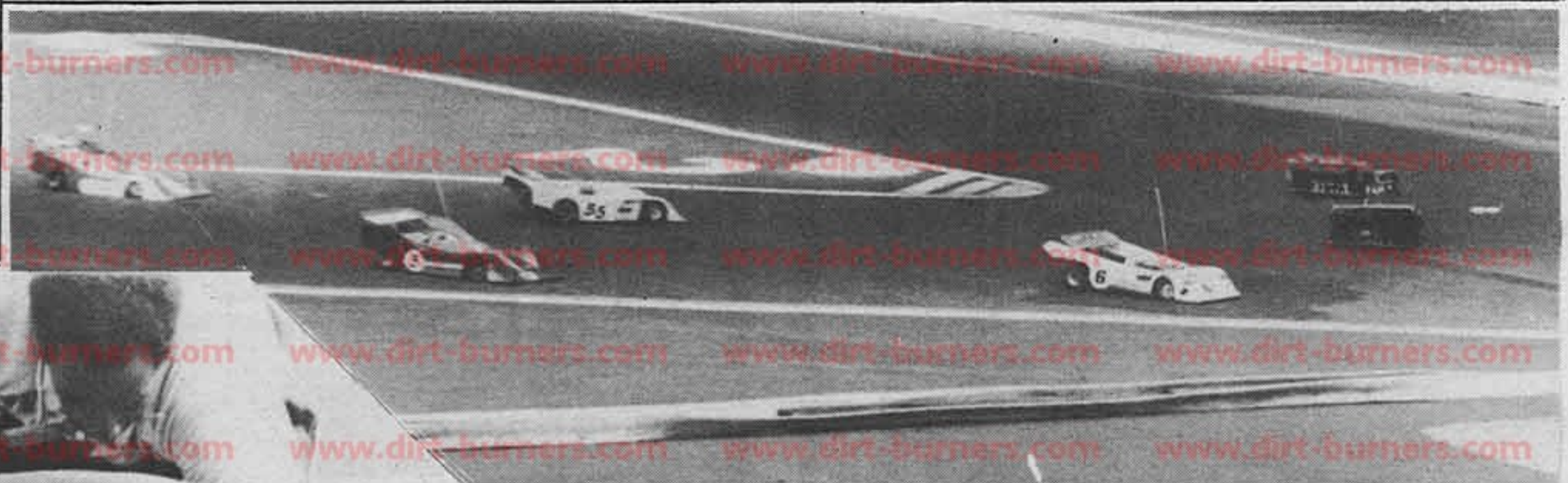
A, B & C Main winners (L to R): Dave Morford (C Main), John Thorp (A Main) and J.D. Green (B Main).

make the A or B main event and race along side with some of the better drivers.

John Thorp and Dick Camp, with the help of first-time Race Director, Mike Fox, took care of the program today. And it was a fun program. Thorp and Camp have been doing this for such a long time, and have handled some of the major events in the sport, that it's a cinch for them. It all runs well and efficiently. Mike Fox's debut as race director went well enough that everyone was talking to him at the end of the race...now a days, that's quite an achievement.

Making the A Main today were Ruben Serrano, Gil Losi, Jr. and Sr., John Thorp, Ray Gallovich, Eustace Moore, Benny Bullock, and Ron Paris. Scheduled as always were sixty (60) laps for the A main racers and John Thorp's car, at the end of sixty laps, was the first car to cross the line and take the win. Gil Losi, Jr. had held the lead but lost it several times after having to pull out. When he came back he had several laps to make up, which he did, and was within striking distance of Thorp. He and Thorp were the only two racers to finish 60

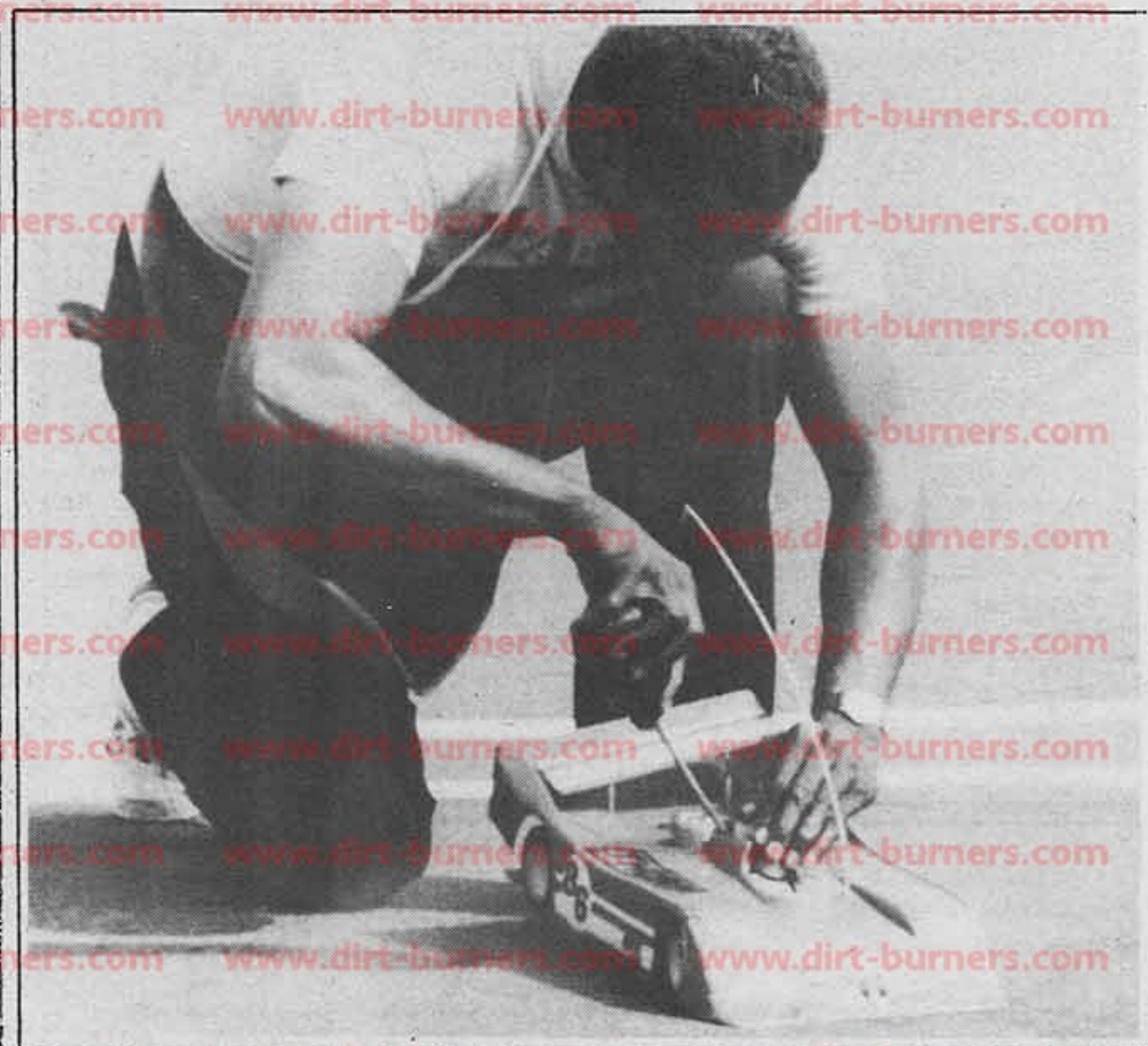
(contd. page 41)



Start of the B Main.

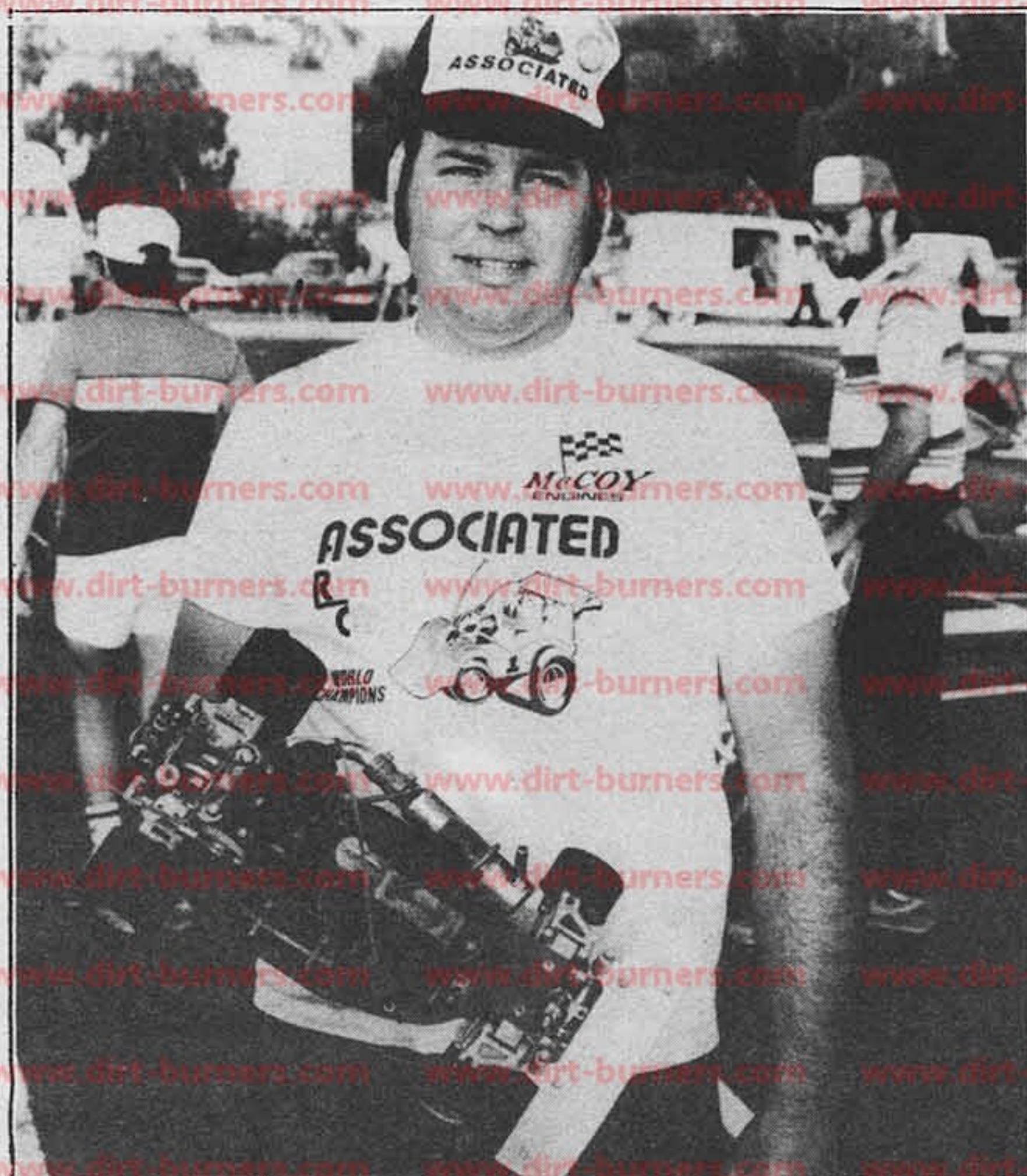


Dean Brown (27) getting a fast fuel stop.

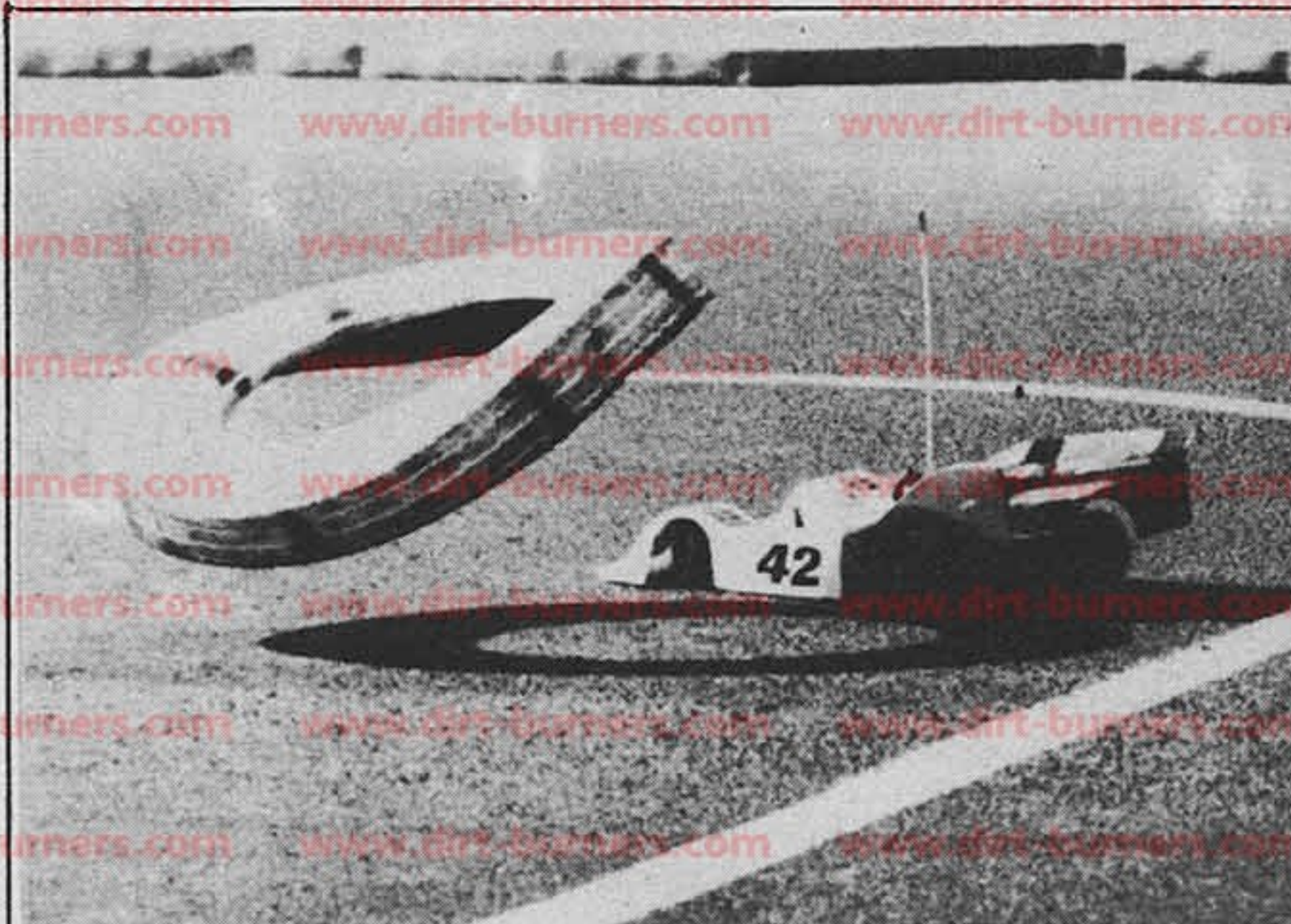
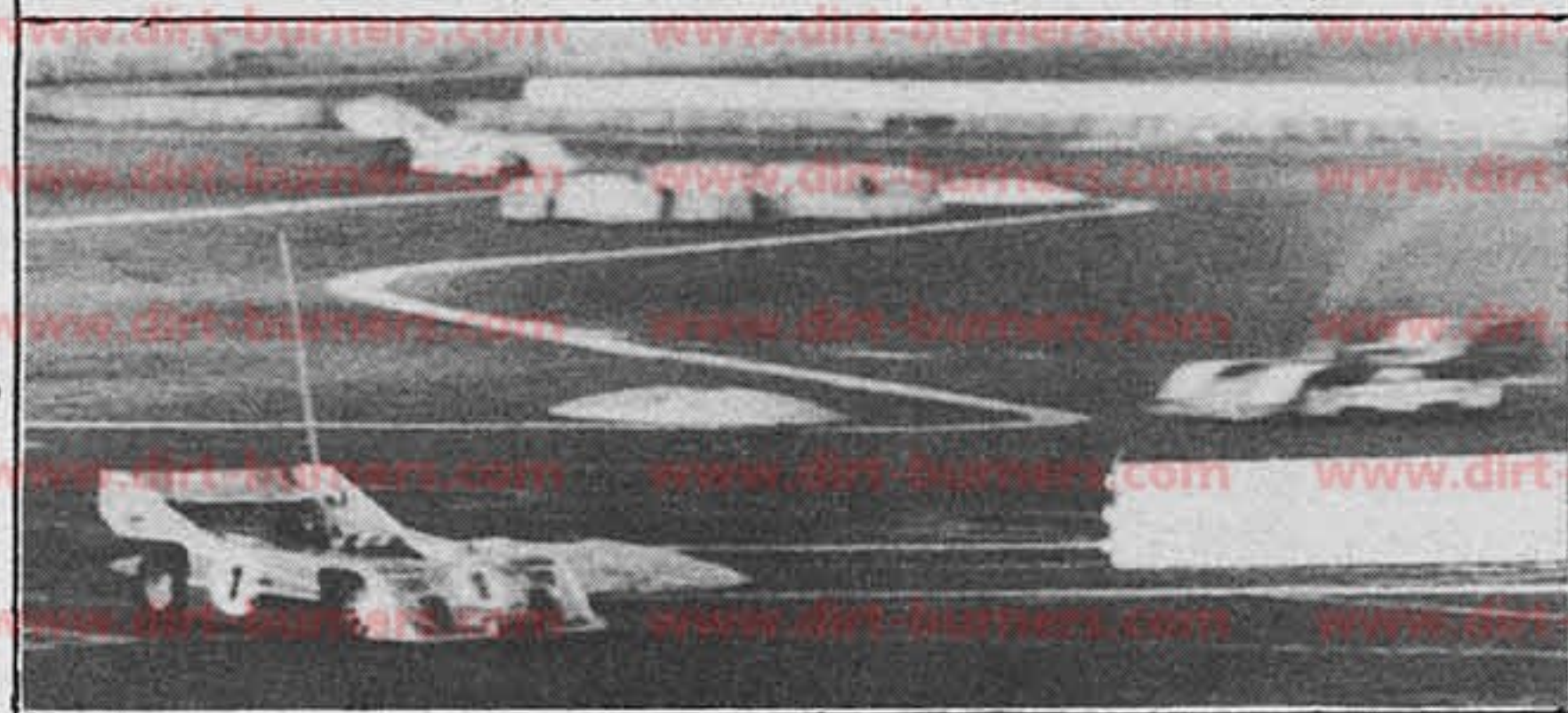


Willie Green gassing J.D.

SO. CAL 1/8th Happenings...



Dana Smeltzer (1) going for the T.Q.



New type of "suspended" course markers.

STANDINGS THROUGH AUGUST 29th

EXPERT CLASS:

1. Dana Smeltzer	583
2. Jerry Snow	572
2. Tom Douglas	572
4. Tom Wong	569
4. John Thorp	569
6. Mark Miranda	564
7. Joe Tentschert	546
8. Rich Lee	491
9. Bob Mathiesen	479
10. Gil Losi, Sr.	476
11. Ross Klober	472
12. Eustace Moore	467
13. Gil Losi, Jr.	465
14. Ruben Serrano	460
15. Gene Husting	386
16. Mike Kimrey	285
17. Lou Peralta	270
18. Chuck Phelps	198

SPORTSMAN CLASS:

1. John Douglas	541
1. Rick Templin	541
3. Jim Atkinson	536
4. Benny Bullock	534
5. Glen Wilcox	532
6. Ron Paris	528
7. John Pagel	516
8. Ira Kimbal	513
9. Randy Tentschert	472
10. Dave Shuck	445
11. Bob Coughran	428
12. Rick May	427
13. Jim Jones	421
13. Bob Oliver	412
15. Gary Higgins	417
16. J.D. Green	411
17. Lee Miranda	406
18. Ray Gallovich	344
19. Dean Brown	338
20. Doug Campbell	337

21. Al Vega	328
22. Willie Green	322
23. Dick Camp	266
24. Andy Jacobson	253
25. Larry Bain	244
26. Les Ammann	174
27. Tony Neisinger	172
28. Dick Tyre	168
29. Bill Vickers	165
30. Joe Terror	87
31. Richard Schwalm	84
32. Randy Wente	83
33. Rene Romero	82
34. Dave Hume	75

BEGINNER CLASS:

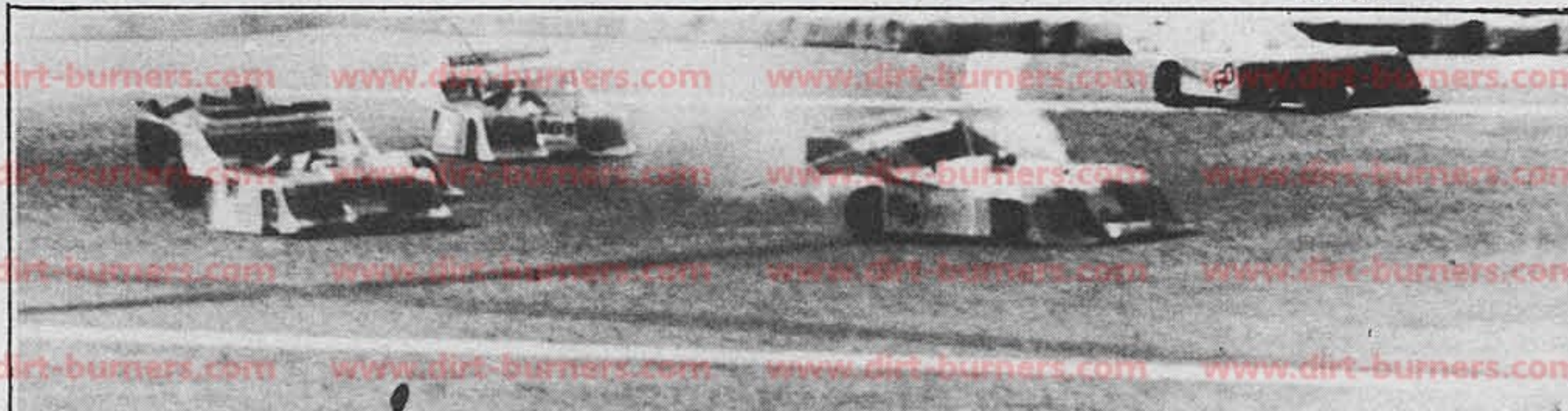
1. Mike Fox	535
2. Steve Lilley	531
3. Cliff Vose	520
4. Les Prather	505
5. Corky Borgman	503
6. Barry Newman	436
7. Gary Wilcox	410
8. Dean Miranda	335
9. Bill Waite	261
10. Darwin Sims	257
10. Bonnie Mathisen	257
12. Tom Wright	254
13. Steve Pritchett	241
14. Mike Vickers	167
15. Troy Blanton	161
16. Dennis Taylor	89
17. Steve Maddox	86
18. Jack Dellangie	83
19. Everett Neal	82
20. Jeff Neal	80
21. Steve Wilcox	79
22. Tommy Douglas, Jr.	78
22. Terry Baker	78
22. Bon Lindsey	78
25. Jay Smith	77

WITH THE WINDING DOWN OF THIS YEAR'S SOUTHERN CALIFORNIA CHAMPIONSHIP SERIES IN 1/8 scale gas racing, we wanted to publish the current overall point standings as of August 29, 1982. Still remaining are a couple of races; one at the Los Angeles Club track in Culver City in September and the other at the Pit Shop, in October.

Also, we should point out that the standings, names and points totals listed herein are for overall totals. The actual finishing positions will be calculated after each racer is allowed to throw away four(4) out of the nine races in the series. So consequently several names will pop up atop of, or down in the standings at the end of the series, even though they may be shown here several spots down from the lead.

Example is Rich Lee. As of

August 29, he is shown in the 8th spot in the Expert class. But as of this writing, we understand that Rich has captured the series crown in the Expert class by virtue of his best five finishes. In any case, here is the list by class of the points totals.



Tight racing is the order of the day.



The Northwest Open... Canada's 1/12th & 1/8th



Concours winner Dan Fantini (Calgary) (above) with his Parma T600 body. Dan's winning car (above right) in 1/8th. Note Dan's homemade two-piece polished aluminum rims with brass centers. (Below) A Main winner (1/12th) belongs to Glen Brooks. Glen won all three qualifying rounds plus the main for a perfect day with his THORP car. Picture is during victory lap. Photo. Joy Brooks.

Story and Photos by
Joy Brooks

July 31 - August 1, 1982
Calgary, Canada

THE NORTH WEST OPEN, ONE OF CANADA'S MAJOR EVENTS held annually on the last weekend of July, is hosted by the CARCAR Club of Calgary (Calgary Alberta Radio Control Auto Racers).

Though racing is fairly new to Western Canada and small in numbers in comparison to many State-side races, we have hopes of some day making this race a National event.

This year our third annual, gathered racers from all over Western Canada ranging in age from six years old on up.

Thanks to the cooperation of the weatherman, we were off to a great two days of racing.

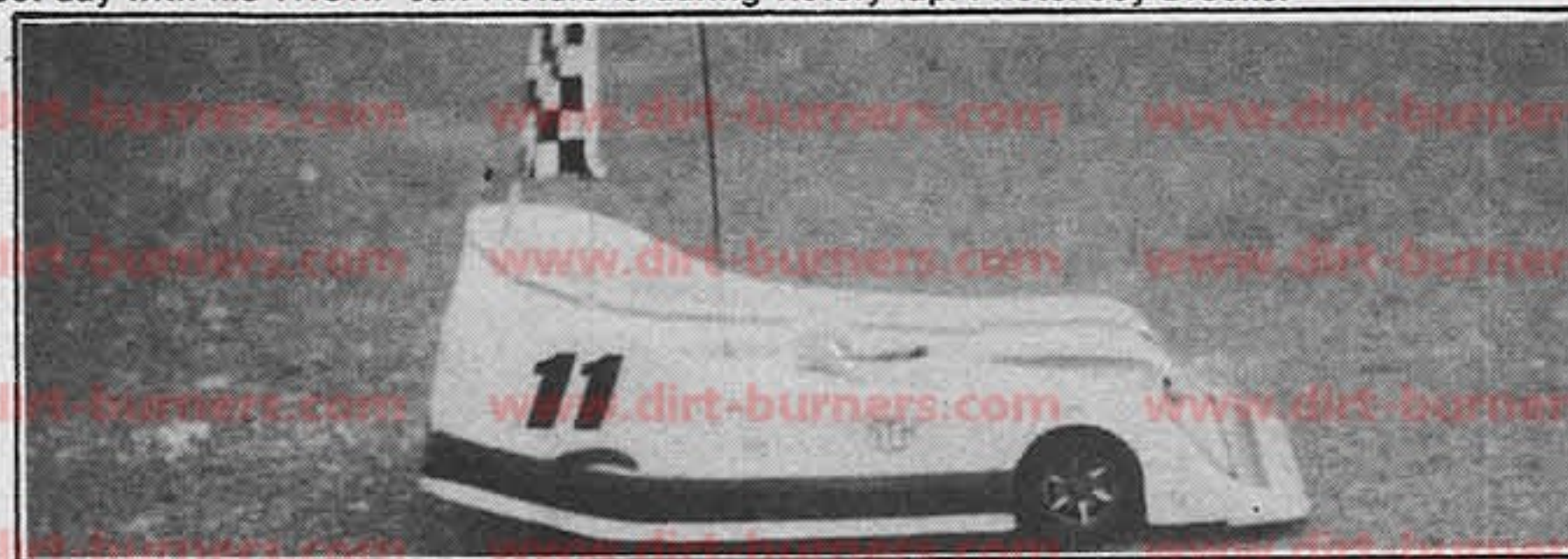
The locals (racers) were eager to test their skills against unknown and more experienced racers from other Provinces. And test we did... for after three qualifying heats it was clearly evident that the 1/12th racing was going to be a super battle right to the end.

The racing was close and exciting... the words "lapping everyone" were almost non-existent.

When the day finally drew down to the A Main, Glen Brooks from Calgary was the obvious man to beat as he managed to win all three qualifying heats. And drivers such as Hartley Brown (Edmonton), Eugene Baker (Vancouver), Joy Brooks (Calgary), Tony Beaton (Calgary) and Pete Schoell (Calgary) were bound and determined to try and do just that...beat Glen Brooks.

The flag went up and there were the usual pile-ups and spin-outs in the first corner but Glen Brooks and Hartley Brown managed to get through with little damage and so it began.

Glen was "hot" and driving extremely smooth and took the lead immediately. The rest of the field set up to go after him and catch him. As



the race progressed, Glen's lead had widened somewhat, leaving the rest of the field jockeying for second and third place. When the checkered flag dropped, Glen Brooks was the jubilant winner. He was followed by Hartley Brown and Eugene Baker.

After this year's 1/12th electric races were over, all the racers and their families got together for a celebration supper. This is especially nice since it gives everyone the opportunity to meet the racers with whom you've done battle earlier in the day.

The next day was the 1/8th gas competition and the anticipation was even greater as now we all knew each other from the previous day's gathering, and were no longer strangers but a group of friends ready to enjoy another day of the same thrills of the hobby.

The qualifying heats produced the results that most everyone expected and even a few pleasant surprises.

The top drivers, the A Main qualifiers, excitedly awaited for their 150 lap event to begin.

The hour long race started with drivers such as Rick Seeley (Calgary), Glen Brooks (Calgary), Gary Haskell (Victoria), Bill Spornitz (Calgary), and Jim Brooks (Calgary), all ready to see which could endure all 150 laps without problems and able to handle the tight road course set down for them.

The first few laps led to an exchange battle between Rick Seeley, Gary Haskell and Glen Brooks. Eventually after much close racing, Rick and Gary were able to pull away from Glen, Jim Brooks and Bill Spornitz. As the race progressed it became very evident that the real

battle was between Rick and Gary for the coveted first place spot. Neither driver was willing to give up any ground and consequently the lead changed lap after lap, keeping everyone thrilled. These two are excellent drivers.

At the mid-point mark (75 laps...some mid-point!), Gary Haskell had the lead by two or three laps on Rick Seeley and Glen Brooks. Although half over, still 75 laps left a lot of room for anything to happen and it soon did. Gary Haskell from Victoria lost a wheel and suddenly there was a new race between two local favorites, Rick Seeley and Glen Brooks. But this race was short lived as Gary Haskell, with the help of five or six volunteer pit crew members, got his car back on the track in record time. With his expertise and skills in driving and the speed of his car, he began closing the gap on the two leaders. With about 15 laps to go, Glen broke a belt in the back straight, giving Bill Spornitz (Calgary) the only break needed to secure 3rd from Glen.

When the checkered flag finally dropped, the victorious and very tired Rick Seeley took the big number one spot and he was followed by Gary Haskell, who worked his way from having lost a wheel, to the second spot and Bill Spornitz in third.

A most exciting 150 laps consuming just under an hour, and not losing one spectator... what more could you ask as a perfect weekend?

Thanks to all the racers and their families who came this year and made it a super weekend...see you next year!

Joy Brooks

1/12 ELECTRIC

- A MAIN:**
1. Glen Brooks (Calgary)...THORP
 2. Hartley Brown (Edmonton)...MRP
 3. Eugene Baker (Vancouver)...ASSOC
 4. Joy Brooks (Calgary)...THORP
 5. Tony Beaton (Calgary)...MRP
 6. Pete Schoell (Calgary)...ASSOC

- B MAIN:**
1. Gary Haskell (Victoria)...JOMAC
 2. Ken Newman (Edmonton)...MRP
 3. Dwayne Bertrand (Vancouver) BOLINK
 4. Heath Brown (Calgary)...MRP
 5. Martin Chan (Calgary)...ASSOC
 6. Dale Adams (Calgary)...JOMAC

- C MAIN:**
1. Kelly McMeekin (Saskatoon)...MRP
 2. Dan Fantini (Calgary)...THORP
 3. Manfred Rochel (Edmonton)...ASSOC
 4. Gary Elsasser (Calgary)...ASSOC
 5. Roxanne Beaton (Calgary)...MRP
 6. Joe Valerio (Edmonton)...ASSOC

- D MAIN:**
1. Gary Lanzer (Saskatoon)...MRP*
(also Concours winner)
 2. Jay Simpson (Calgary)...ASSOC
 3. Byron Peterson (Calgary)...JOMAC
 4. Don Johnson (Calgary)...ASSOC
 5. Bernie Baker (Calgary)...Wetaskiwin-Tamiya

1/8TH GAS

- A MAIN:**
1. Rick Seeley (Calgary)...MRP
 2. Gary Haskell (Victoria)...MRP
 3. Bill Spornitz (Calgary)...DELTA
 4. Glen Brooks (Calgary)...THORP

- B MAIN:**
1. Bob Williams (Calgary)...DELTA
 2. Berrie Berlin (Calgary)...DELTA
 3. Ken Newman (Edmonton)...MRP
 4. Jim Parsons (Calgary)...DELTA
 5. Ken Haskell (Victoria)...MRP

- C MAIN:**
1. Pete Schoell (Calgary)...THORP
 2. Tony Beaton (Calgary)...MRP
 3. Roxanne Beaton (Calgary)...MRP
 4. Jirka Kaplan (Calgary)...MRP
 5. Mike Delany (Calgary)...ASSOC

- D MAIN:**
1. Dwayne Bertrand (Vancouver)...MRP
 2. Dan Fantini (Calgary)...ASSOC*
(Concours winner)
 3. Don Johnson (Calgary)...DELTA
 4. Al Ellingston (Calgary)...ASSOC

Racers not completing Mains: Bob Smith and Darryl Ellingston.

.....

Radio Controlled WESTERN OFF-ROAD CHAMPIONSHIPS

Radio Controlled Hobbies

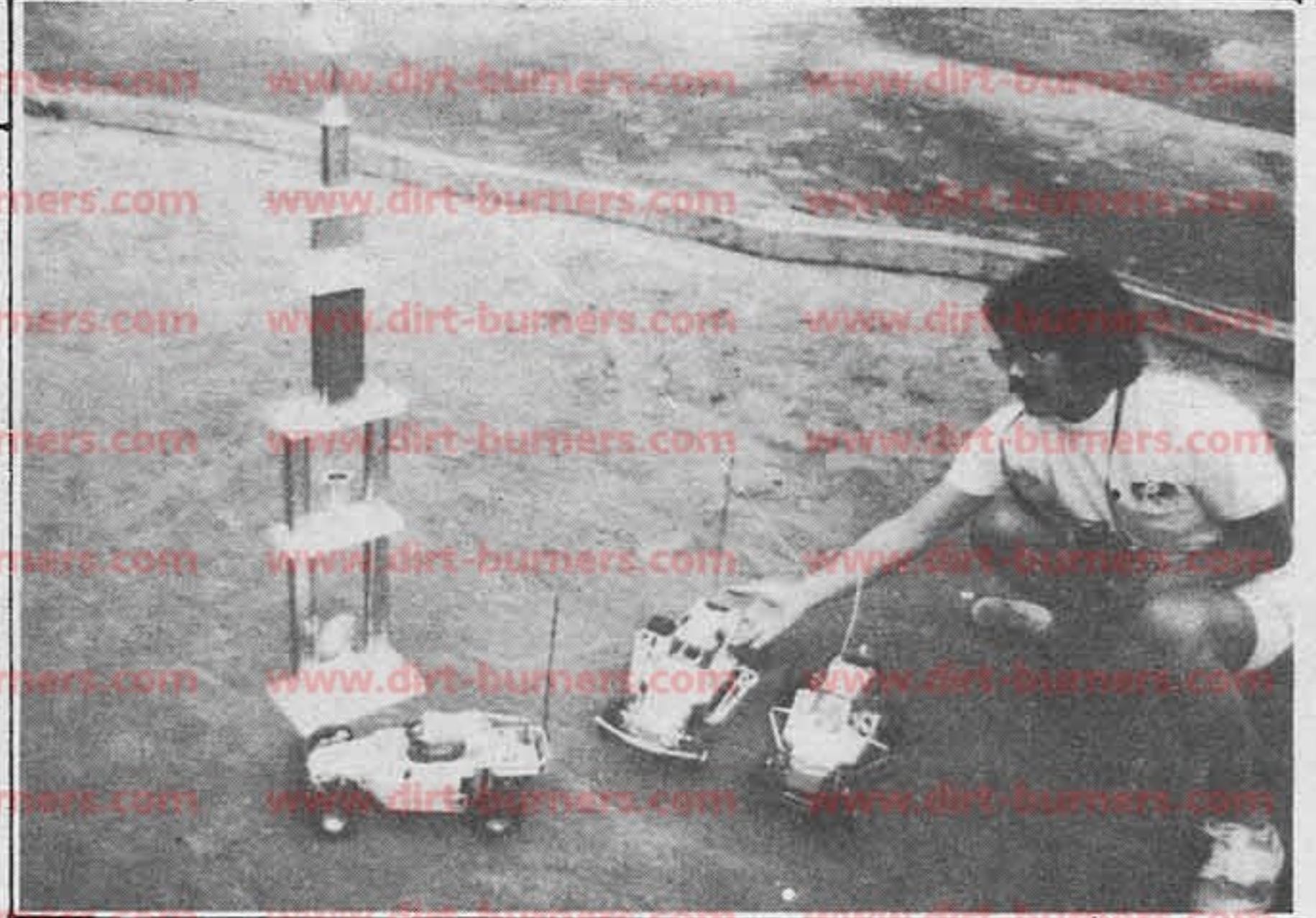
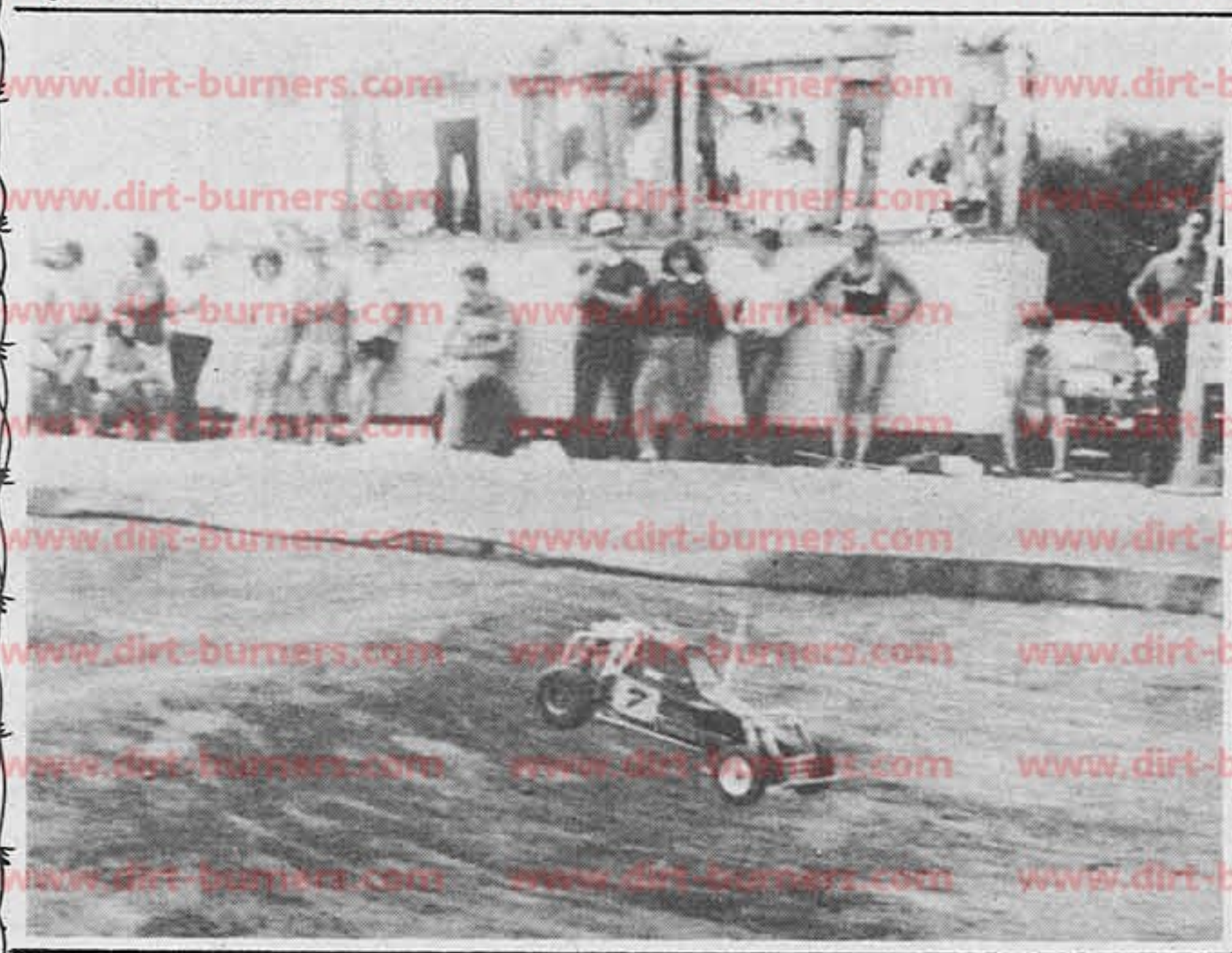


And you know what? Most every body came back the following weekend. By 9:30 am Sunday, October 3rd, the final round of qualifying was started. There were a number of racers who would need this one last round to be able to throw away their worst qualifying heat. Since there were a total of four rounds, each racer would be allowed to throw away one and keep their three best - this would be the determining factor as to which Main each racer would qualify in.

Making the A mains in the three classes (Stock, Modified, and Open) were:
STOCK - John Pihl, Allen Hess, Rick Parks, John Gudvangen, Sr., Bill Whitley, Vince Ito, John Adams, Mike Larson.
MODIFIED - Dennis Taylor, Jeff Maurer, Chris Hawkes, Gil Losi, Jerry Case, Jeff Cruzon, Rick Churchill and Mike Giem.

(contd. page 27)

The vast spaces of Radio Controlled Hobbies' track (above) allow full throttle on in just about all track sections. Nice tall trophies were on hand (right) for the various winners. Car 7 (below) gets airborne in front of the driver's stand. Photos E.G. & L.P.



Story & Photos by
Eric Grisham & Lonnie Peralta

September 25-26, October 3, 1982
Costa Mesa, California

ONE HUNDRED TWENTY-EIGHT (128) avid (or is it rabid) racers had to wait one week to compete in this year's version of the Radio Controlled Hobbies' annual bash, the Western Off Road Championships.

Mother nature did a turn-about on the weekend of September 25-26, by dumping a considerable amount of moisture on Southern California and thereby forcing Ron Williams, promoter of this annual race, to postpone the race until the following weekend.

Radio Controlled Off Road is very much true to scale and had it just drizzled a bit or rained and stopped, the race could have been continued, thus simulating some of the conditions that one might find in BAJA during one of those races. But although Saturday (Sept. 25) had lit-

tle rain during the early part of the day, allowing three qualifying rounds to be run, Saturday night's and Sunday's deluge cancelled any chance for these 1/10th scale cars to make their final runs. Mud and water were aplenty and to have run the cars would have been silly.

Yet, hopeful hearts waited on Sunday morning hoping for a miracle...maybe the sun would come out "super hot" and dry the track enough to get the race in.

This annual race draws a large amount of racers from all over Southern California and parts North and East, so many made quite a long trip. To have to come back would really be a "bummer". As always, disappointing weather brings disappointed racers, but that's to be expected.

After surveying the situation on Sunday, the race officials decided that the race would be postponed and the next date would be the following Sunday (October 3rd.) At that time, one more round of qualifying would be run and then the final mains would be set up.

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!

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.

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

THORP manufacturing

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

THE RANCH PITSHOP

R/C RACEWAY & HOBBIES

1655 E. MISSION BLVD.
POMONA, CA 91766

We Specialize in RC Cars Only - Complete Parts for Most Brands



- NEW ASSOCIATED RC 500 SUSPENSION CAR..... \$475.00 \$399.95
- ASSOCIATED RC 300 BD-BALL DIFFERENTIAL..... 240.00 199.95
- ASSOCIATED RC 300 BD-READY TO RUN WITH FUTABA FP-2F S-27 SERVOS, NEW K&B 8800 3.5 MOTOR, PERRY G1 PUMPER CARB (AA BATTERIES NOT INCLUDED)..... 600.95
- 2850 BALL DIFFERENTIAL FOR RC 300..... 70.00 54.95
- K&B 8800 3.5 MOTOR..... 95.00 79.95
- NEW McCOY CARB..... 42.95 39.95
- PRO-180 D MRP 1/8 SCALE W/BALL DIFFERENTIAL..... 250.00 159.95
- REAR RUBBER TIRES MEDIUM PR..... 6.95 4.50
- FRONT MOLDED RUBBER TIRES SOFT PR..... 7.95 5.95
- MRP PAINTED 1/8 SCALE BODIES..... 32.00 22.00
- HEAVY DUTY WINGS..... 2.50 1.50



- ASSOCIATED RC12E #3001 KIT..... 66.00 49.95
- ASSOCIATED RC12E #3040 NATS CAR..... 109.00 139.95
- NEW ASSOCIATED RC12i #4010 WONDERCAR..... 140.00 112.95
- NEW MRP PRO 120X RTR (LESS RADIO) NAT'L'S WINNER 1980 WITH PAINTED C-100, SANYOS, DIFF. AND SPARES..... 180.00 124.95
- MRP PRO 120X KIT..... 155.00 99.95
- 6 CELL SANYOS STICKS OR SINGLES..... 36.00 29.95

- ### LEISURE CHARGERS
- 109 DIGITAL..... 99.95 89.95
 - 110 DC POWER SUPPLY..... 50.00 41.95
 - 107 AC-DC..... 55.00 44.95
 - 108 DC CONSTANT CURRENT..... 50.00 41.95
 - 106 AC..... 50.00 41.95
 - 105 DC..... 35.00 29.95
 - 1002 E. SUPER OFF ROAD..... 50.00 39.95
 - CUSTOM MOTOR WITH BEARINGS
 - ASTRO FLIGHT AC-DC (NEW) 59.95 WITH VOLT METER ADAPTOR

Call for our Specials on ASSOCIATED MRP, DELTA, and McCOY!



1/10 SCALE OFF-ROAD

ROUGH * F-100 SAND SCORCHER * RIDER RA 10-28 \$119.95 EACH

RA 1015

TOYOTA 4 X 4 \$239.95

- OFF ROAD BEARING SET (6)..... 17.95
- REPLACES BUSHINGS..... 6.95
- BRASS COUNTER GEAR..... 6.95
- REPLACES M-15 AND M-20
- BRASS FINAL GEAR..... 16.95
- REPLACES M-16 AND M-22
- HEAVY DUTY M.I.P. REAR AXLES..... 12.00
- REPLACEMENT STOCK AXLES..... 4.95
- STEEL U-JOINTS..... 13.95
- HARDENED STEEL FRONT END..... 6.95
- REPLACES N-1
- HEAVY DUTY TIE ROD AND ENDS..... 6.95
- HEAVY DUTY 1/2" WIDER FRONT END..... 18.95
- INCLUDES TUBES AND PINS
- ADJUSTABLE COIL OVERS..... 8.95
- FOR STOCK SHOCKS
- MODIFIED REAR END..... 87.95
- INCLUDES CASE, BEARINGS, BRASS GEARS, A-ARMS, AXLES, AND SHOCKS, ASSEMBLED
- MODIFIED FRONT END..... 49.95
- INCLUDES HEAVY DUTY PINS, SHOCKS, AND "WHITE THINGS", "WHITE THINGS"..... 4.00
- NEW HEAVY DUTY BALL RACES..... 4.00
- MRP BODIES - MEARS, SCORPION..... 15.95
- BUG, SPRINT CAR, FORD STEPSIDE, ASA CAMARO, MODIFIED PINTO
- NEW HELI-ARC ALUM. REAR CAGE..... 29.95
- WITH ROLLBAR - FITS STOCK OR KYOSHO SHOCKS
- NEW NERF BARS FOR ABOVE..... 18.95

- 6 CELL NICAD BATTERY PACK..... 24.95
- GENERAL ELECTRIC (LEISURE)
- SINGLE CELL NICAD BATTERY..... 4.50
- GENERAL ELECTRIC
- ADJUSTABLE DIFFERENTIAL..... 50.00
- NERF BARS..... 7.95
- DELUXE NERF BARS..... 16.95
- B.R.P. SPEED CONTROL..... 39.95
- HEAVY DUTY 3-SPEED
- ALUMINUM WINGS..... 9.95
- WING MOUNT..... 5.00
- ALUMINUM WHEELS FR. + RR..... 23.95
- SPECIFY SAND SCORCHER OR ROUGH RIDER MODEL
- VELCRO BOX CLOSURES..... 1.50
- LONG CHASSIS DRILLED..... 8.50
- FOR STOCK OR WIDE FRONT
- NEW LONG GRAPHITE CHASSIS..... 24.95
- DRILLED FOR STOCK OR WIDE FRONT
- TEAM CHECKPOINT MOTOR..... 64.95
- "TAMIYA KILLER" ALL BEARING, MODULAR END BELL, HOLDS ALL RECORDS
- KYOSHO H.D. SHOCKS..... 22.95
- NEW ADJUSTABLE COIL-OVERS..... 11.95
- FOR KYOSHO SHOCKS
- OFF ROAD SKID PLATE BUMPER..... 4.00

DON'T SEE IT? GIVE US A CALL! WE HAVE THE LARGEST INVENTORY OF R.C. CAR PARTS IN THE U.S.

DEAL WITH THE EXPERTS...
The staff at the Ranch Pitshop are racers themselves, who know and use the products weekly and are able to help you with your racing questions... Call or Come by!

Gil Losi, Jr. - SCORE WORLD CHAMPIONSHIPS
Gil Losi, Sr. - SCORE WORLD 6TH UNLIMITED, 3RD MODIFIED, 2ND UNLIMITED
Allen Losi - SCORE WORLD CHAMPIONSHIPS



STORE HOURS
WEEKDAYS 11:00-7:00
SATURDAYS 10:00-7:00
SUNDAYS 10:00-6:00
RACEDAYS 7:00-6:00
(714) 623-1506

1655 E. MISSION BLVD. POMONA, CA 91766

NAME	ADDRESS	CITY	STATE	ZIP
QTY.	DESCRIPTION	AMOUNT		
		SUB TOTAL		
	Add Postage + handling			
	California residence add 6% sales tax			
	TOTAL COST			

POSTAGE & HANDLING CHARGES
\$0.00 - \$4.00 add \$2.75
4.01 - 15.00 add 2.50
15.01 - 25.00 add 2.75
OVER 50.00 add 4.00

PLEASE CHARGE ORDER TO MY CREDIT CARD:
 VISA MASTER CHARGE
CARD NUMBER
EXPIRATION DATE

SEND \$1.00 FOR CATALOG + DECAL



"The Line-up" The super smooth surface allowed the cars to really burst off the line into turn one. Photo Lonnie Peralta.

OPEN - Chris Allec, Gil Losi, Jr., George Brody, John Burnham, Bud Fish, Dennis Taylor, Jerry Case and Jeff Cruzon.

The eight top qualifiers in each class moved directly to the A Main. One more spot would be filled

because of the "bump" system, making the final races, the A Mains, a nine car affair.

To point out how the sport is progressing, three different-make cars won an A Main event today. Wherein a year ago, almost all the cars on

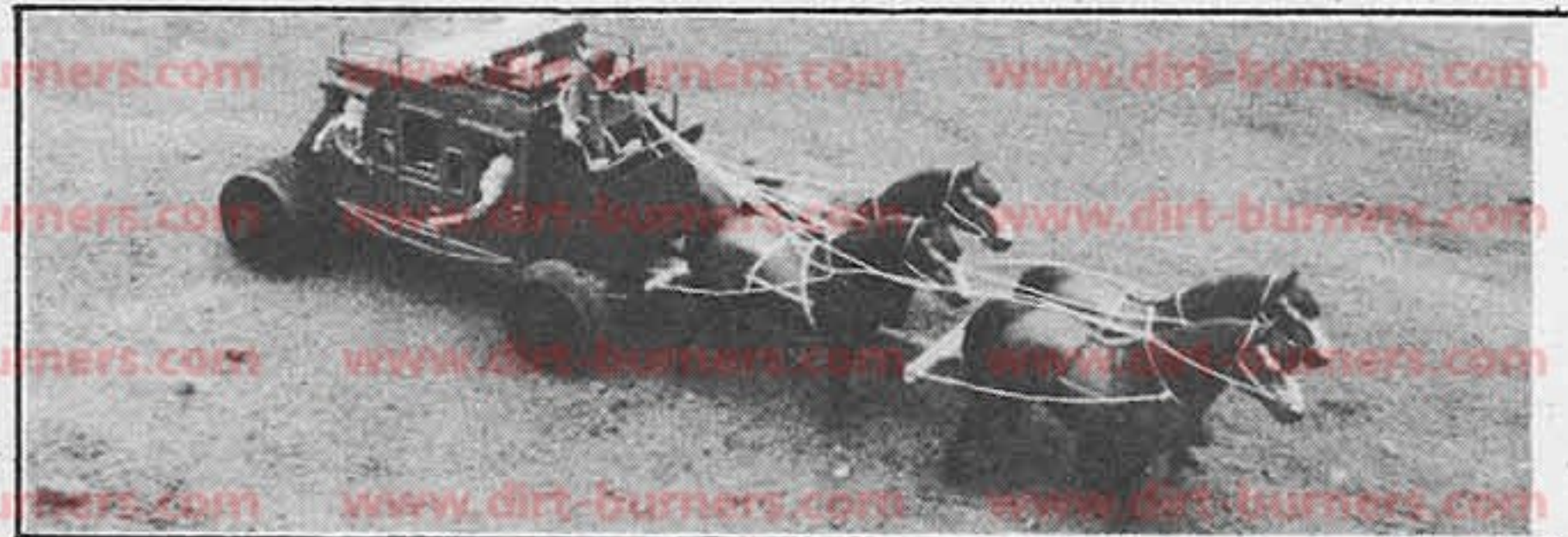
hand were the Tamiyas; today, for the first time, the new COX Scorpion won the A main in Stock. John Adams, owner of the car put together a fine drive that brought him one of the most important wins of the racing year. COX made its presence known by taking the STOCK A MAIN.

In the MODIFIED A MAIN, Chris Allec's (CRP), highly modified TAMIYA Rough Rider took top honors. The "Yamaha" Special has been showing up in the top spots for most of the ORRCA Series season and today was no different as Chris took on a tough field of very experienced racers and bested all of them.

It wasn't easy for him as he had to work his way up from the B Main. He

won it and took the "bump" in to the A. It seems that no matter what he drives, Gil Losi, Jr. is usually on top or near the top. Today he drove the new RCH Prototype Off Road/Check Point Motor car to the OPEN CLASS A MAIN win. Once again, as with all the A Main winners, Gil collected yet another R/C kit for his efforts. This probably makes about six or eight kits he has won racing during the past two years.

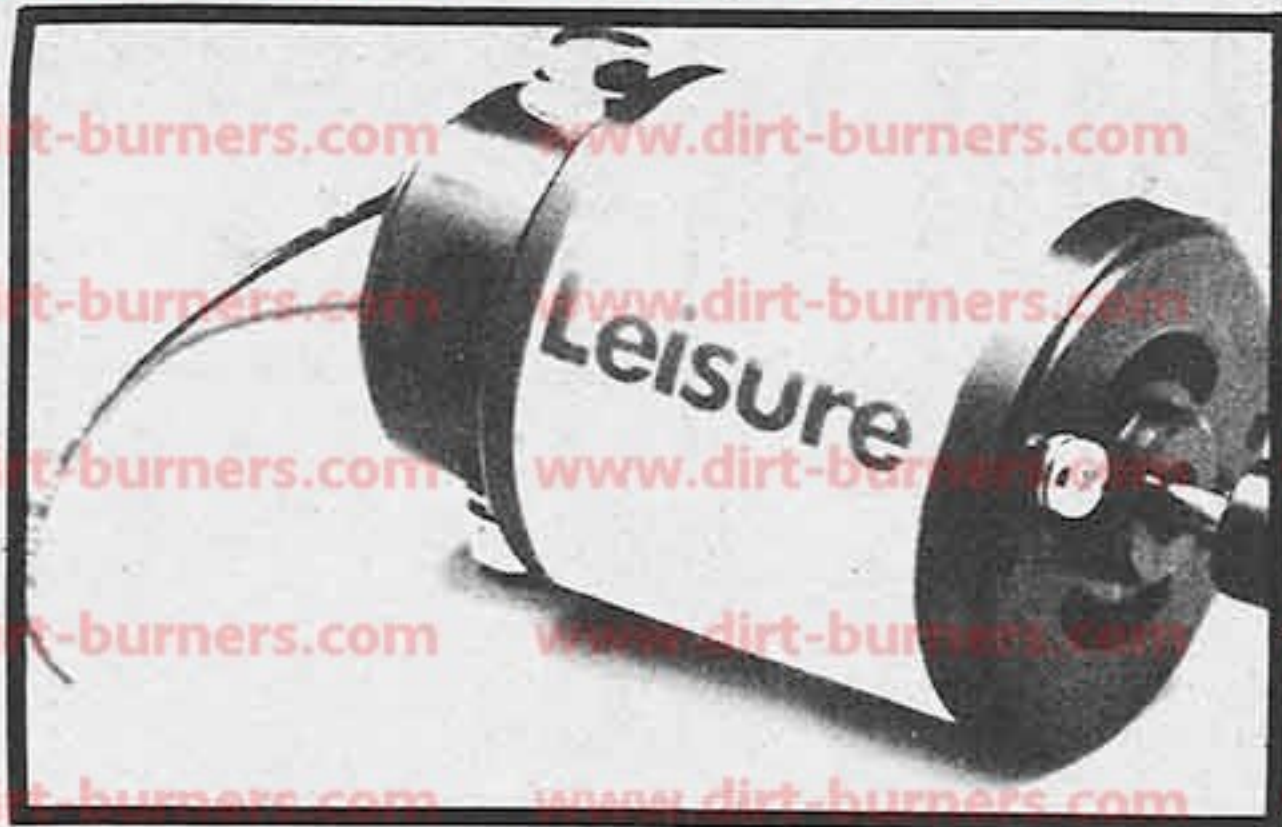
Speaking of kits and prizes. Ron Williams was able to promote a great amount of prizes to be given away and drawn at this race. No less than nine car kits (including the car that Jeff Cruzon was racing, the RCH car) plus quite a number of accessories and products for off road cars. (contd. next page)



Chuck Stage's "R/C Stage Coach". What to do when you have lots of leftover Tamiya parts.

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

DEL MAR RACING CENTER



competitor

R/C & SLOT CARS

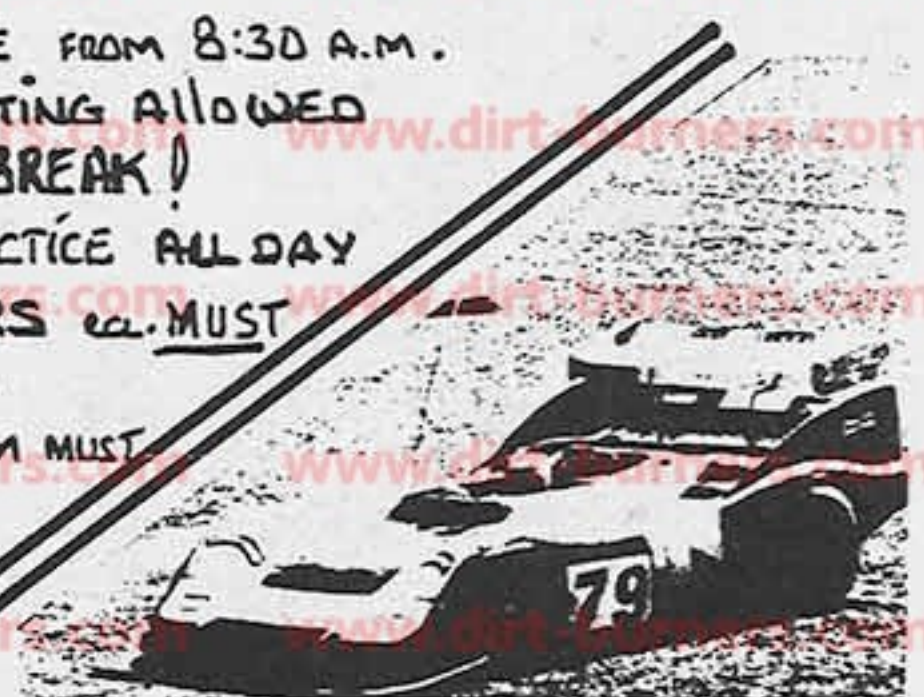
6 HR. ENDURO - 1/8th

5th SUNDAY - OCTOBER 31st

- STARTS: 10 A.M. - PRACTICE FROM 8:30 A.M.
- G.T. BODIES ONLY - VENTING ALLOWED
- CONTINUOUS 6 HOURS - NO BREAK!
- SATURDAY - OCT 30th - PRACTICE ALL DAY
- TEAM: MUST HAVE 3 DRIVERS OR MUST DRIVE 1 HR. MINIMUM
- TURN MARSHALLING: EACH TEAM MUST SUPPLY ONE.
- ENTRIES NOW OPEN - FIRST COME, FIRST SERVE!
- ENTRY: \$ 20.00 PER TEAM

● FREQUENCIES: All 27MHz & 72-160, 320, 960 only (CALL FOR OTHERS)

● AWARDS: ✓ PLAQUES FOR 1st, 2nd, & 3rd ALL THREE DRIVERS.
✓ RUNNING CONCOURS



San Diego Fwy South, off at Via de la Valle
15555 Turl Road
Del Mar, California 92014
(714) 481-0363

JUST 30 MINUTES FROM SAN DIEGO * BRING YOUR FAMILY AND FRIENDS

Helping to donate prizes were: M.R.C./TAMIYA, COX, AYK/World Imports, PARMA, LEISURE ELECTRONICS, RCH, RACE PREP, CRP, ASSOCIATED ELEC, CHECK POINT MOTORS, NOVAK, RANCH PIT SHOP, TRICK STUFF, GOWLAND R/C FABRICATION & DESIGN, RICARDO'S AUTO TRIM, COMPETITION PLUS, SPEED & SPORT, DISCOUNT CYCLE OF STANTON, THORP, JOHN GUDVANGEN MFG. & R/C RACING NEWS.

Noteworthy was the fact that all three top winners are currently in the forefront of the points in the ORCA Series. So practice does pay, and a lot of competition experience comes in handy when there's a lot at stake.

By 3:30 p.m. in the afternoon all the racing was done. This long week of waiting and of great anticipation had finally come to an end and the three champions would now wait for another year when, once again, Radio Controlled Hobbies will present the Western Off Road Championships.

Congratulations to all the winners and to all those who participated, after all they too were winners.

E.G. & L.P.

RESULTS

- OPEN A:**
1. Gil Losi, Jr.
 2. Jeff Cruzon
 3. George Brody
 4. Dennis Taylor
 5. Jerry Case
 6. John Burnham
 7. Bud Fish
 8. Eric Grisham*
 9. Chris Allec

- OPEN B:**
1. Eric Grisham
 2. Mike Giem
 3. Don Arndt
 4. J. Ingerbritson
 5. Lonnie Peralta
 6. Rick Churchill
 7. Nelson Kracke
 8. Erwin Bragg*
 9. Gary Duss

- OPEN C:**
1. Erwin Bragg
 2. Wiley Branks
 3. Larry Gould
 4. Flame Churchill
 5. Larry VanOsten
 6. John Nealy
 7. Gil Losi, Sr.
 8. Jeff Paul*
 9. John Gudvangen, Jr.

- OPEN D:**
1. Jeff Paul
 2. Eustace Moore
 3. Dennis Hill
 4. Leo Barana
 5. Chris Neal
 6. Bill Pihl
 7. Jerry Muller
 8. Jim Bussby
 9. Jim Brophy

- MODIFIED A:**
1. Chris Allec*
 2. Gil Losi, Jr.
 3. Dennis Taylor
 4. Jeff Maurer
 5. Chris Hawkes
 6. Jerry Case
 7. Rick Churchill
 8. Mike Giem
 9. Jeff Cruzon

- MODIFIED B:**
1. Chris Allec
 2. George Brody
 3. Eric Grisham*

4. Larry VanOsten, Jr.
5. Sean Hawkes
6. Eustace Moore
7. Don Arndt
8. Bud Fish
9. Willy Franco

- MODIFIED C:**
1. Eric Grisham
 2. Kim Rethwish
 3. John Kracke
 4. Mike Tobey
 5. Bill Pihl*
 6. Jerry Miller
 7. Ed White
 8. John Gudvangen, Jr.
 9. Erwin Bragg

- MODIFIED D:**
1. Bill Pihl
 2. Craig Johannis
 3. Gil Losi, Sr.
 4. Rick Rhodes
 5. Jim Bernardo
 6. Ed Perez
 7. Robert Gould
 8. Mark Anderson
 9. Nelson Kracke*

- MODIFIED E:**
1. Nelson Kracke
 2. Larry Bussard
 3. Martin Warner
 4. Irwin Markwardt
 5. Gary Duss
 6. Rau Ikiry
 7. Tom Staples
 8. Ken McMillan
 9. Jim Sneed

- MODIFIED F:**
1. Mike Styles
 2. Chuck Stage
 3. Larry VanOsten, Sr.
 4. Lee Brophy
 5. Larry Bussard
 6. Milt Lewis
 7. Craig Dunne
 8. Ben Encineas

- STOCK A:**
1. John Adams
 2. Mike Larson
 3. Ron Allen*
 4. Vince Ito
 5. Bill Whitley
 6. Allen Hess
 7. Rick Parks
 8. John Gudvangen, Sr.

9. J. Pihl
STOCK B:
1. Ron Allen
 2. Robert Deans*
 3. Todd VanDyke
 4. A. Larson
 5. Ron Parks
 6. Larry Clark
 7. Lance Drumright
 8. Russ Parks

- STOCK C:**
1. Robert Deans
 2. David Pisarski
 3. C. Hernandez
 4. Gary Demery
- (* Denotes "bumped" up as a result of winning the previous main)

5. John Linden
6. Ana Stage*
7. Dominic
8. Paul Thompson

- STOCK D:**
1. Ana Stage
 2. Bret Stovall
 3. John Nicols
 4. Larry Stelyn
 5. Dan Masches
 6. Cory Berana
 7. Monica Barana
 8. Betty White
 9. Tracy Lewis
 10. Mark Thompson

TEAM CHECKPOINT MOTORS

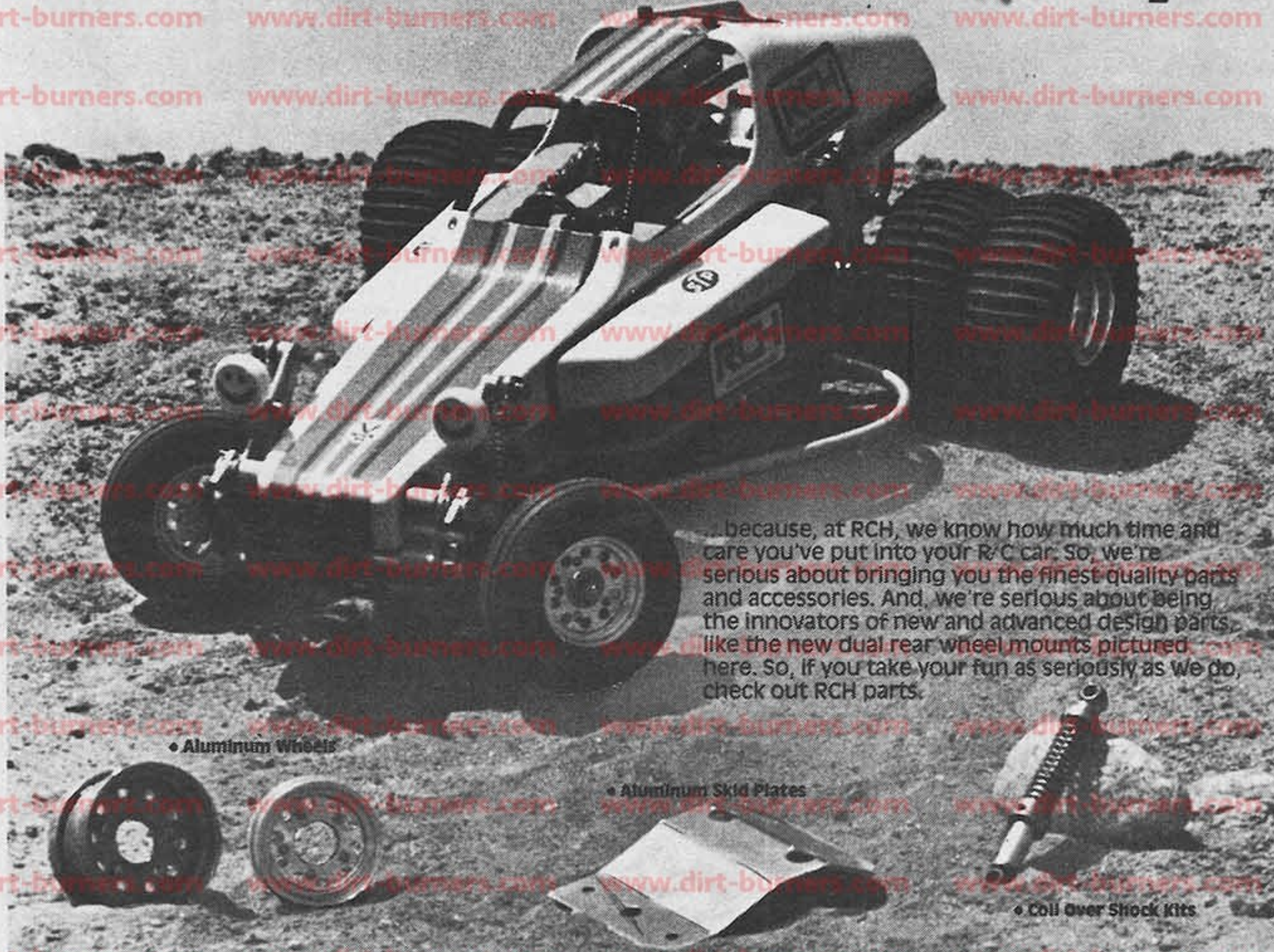
TEAM CHECKPOINT MOTOR No.2 IN THE WORLD

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

We take our fun seriously...



...because, at RCH, we know how much time and care you've put into your R/C car. So, we're serious about bringing you the finest quality parts and accessories. And, we're serious about being the innovators of new and advanced design parts like the new dual rear wheel mounts pictured here. So, if you take your fun as seriously as we do, check out RCH parts.

RCH Parts and Accessories. Everything for the serious racer.

- Aluminum Wheels in Red, Blue, Gold or Polished
- Rear Dual Shock Mounts
- Aluminum Skid Plates
- Coil-over Shock Kits
- Brass Gears

- Heavy Duty Front Axles
- Direct Steering Kits
- Side Bars and Rear Guards
- Fiberglass and Aluminum Chassis
- Heavy Duty Stock Steering and much much more!

★ ★ HOT NEW ITEM ★ ★
R.C.H.'S New Lightweight, High Impact Front Trailing Arms are Now Available at Your Local Dealers.



Distributor Inquires Invited

657 W. 19th Street Costa Mesa, CA 92627 642-7475



2nd. Annual El Paso CAN AM Gas...

Story and Photos by
Leonard L. Chapin

September 4, 5, 1982
El Paso, Texas

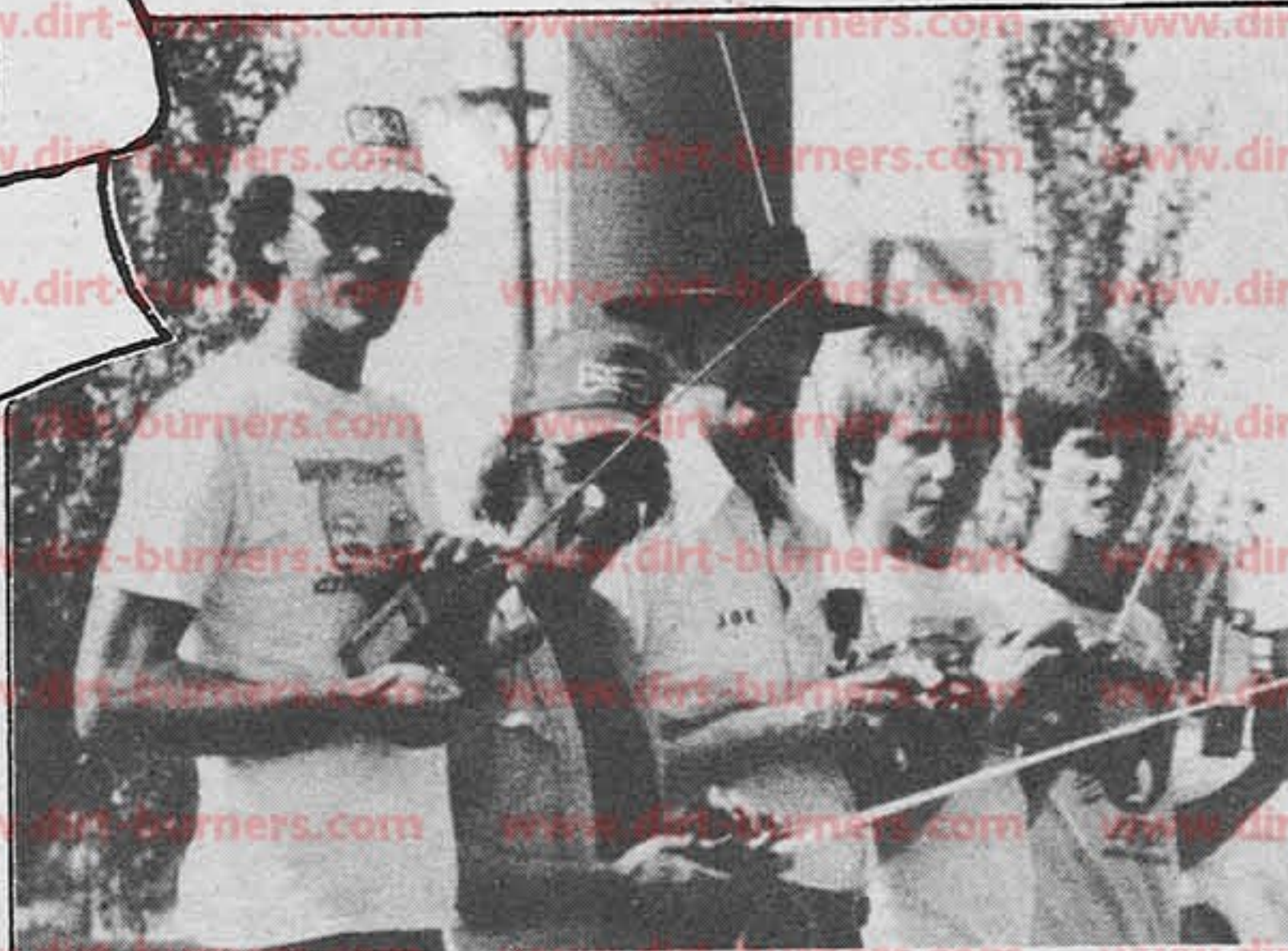
THE 1982 EL PASO CAN AM RAISED ENOUGH QUESTIONS TO SATISFY ANY SOAP OPERA BUFF OR R/C RACING FAN.

Would Ross Kloeber successfully defend his title? Would Berry Grossenbacher repeat his Memorial Day El Paso 100 performance? Would Jim Turner add to his wins after his success at the Enchantment 100 in Albuquerque? Would Maggie Turner show the improvement predicted after the Enchantment 100? Would she get to drive Jim's car? What would the Sullivans do? Their cars were neatly set up and they looked fast. Would a Rio Grande racer play dark horse and win? And what would the temperature be?

A lot of questions to be answered in two days of fast and furious qualifying and racing. The El Paso Can Am was an open only, 1/8th scale gas road race over the new Butterfield Trail Race Course in the Vista Hills Shopping Center. Excellent cooperation from the stores in the center. For example: Beall's was having a side-walk sale and they included race announcements in every radio spot they used. Thanks.

A contest for Top Qualifier began right away with the first heat. Barry Grossenbacher set a new five minute record at 14:32.4. Brad Toffelmire, who has moved to El Paso with his dad and family, had made 13 plus laps the first time this track layout was used, so 14 laps was a big step ahead. Joe Sullivan showed his stuff in the next heat by moving the mark to 14:8-13.

In the third qualifier, Jim Turner beat Sullivan's distance with a



Fast company! Tensing up for the start of qualifying are from left to right: Jim Turner, Jim Cook, Joe Sullivan, Butch Kloeber (eventual A Main winner) and Barry Grossenbacher.



Butch Kloeber repeated what his dad (Ross) had done last year. Take the A Main win and the championship.



15:0-1 and three more drivers made it into the fourteens - Ross Kloeber, Butch Kloeber, and Brad Toffelmire. These heats were in the middle of Saturday afternoon and it was hot, but everyone knew that the hottest heats would be Sunday morning.

Sure enough. In the cool of the morning, Butch Kloeber cranked out a 15:5-7. Joe Sullivan improved his distance to 14:9-25 - almost 15 laps. Gay Sullivan and Bill Everett joined

the elite 14 lap group.

In the final qualifier, Jim Turner improved to a 15:2-11 - not enough to catch Butch Kloeber. Les Elliot from Albuquerque finally got his car hooked up and surged to a 15-1-6 - third highest. Maggie Turner figured out the track in the final heat and made a solid 14-8-6. Jon Sullivan joined the rest of the family in the fourteens.

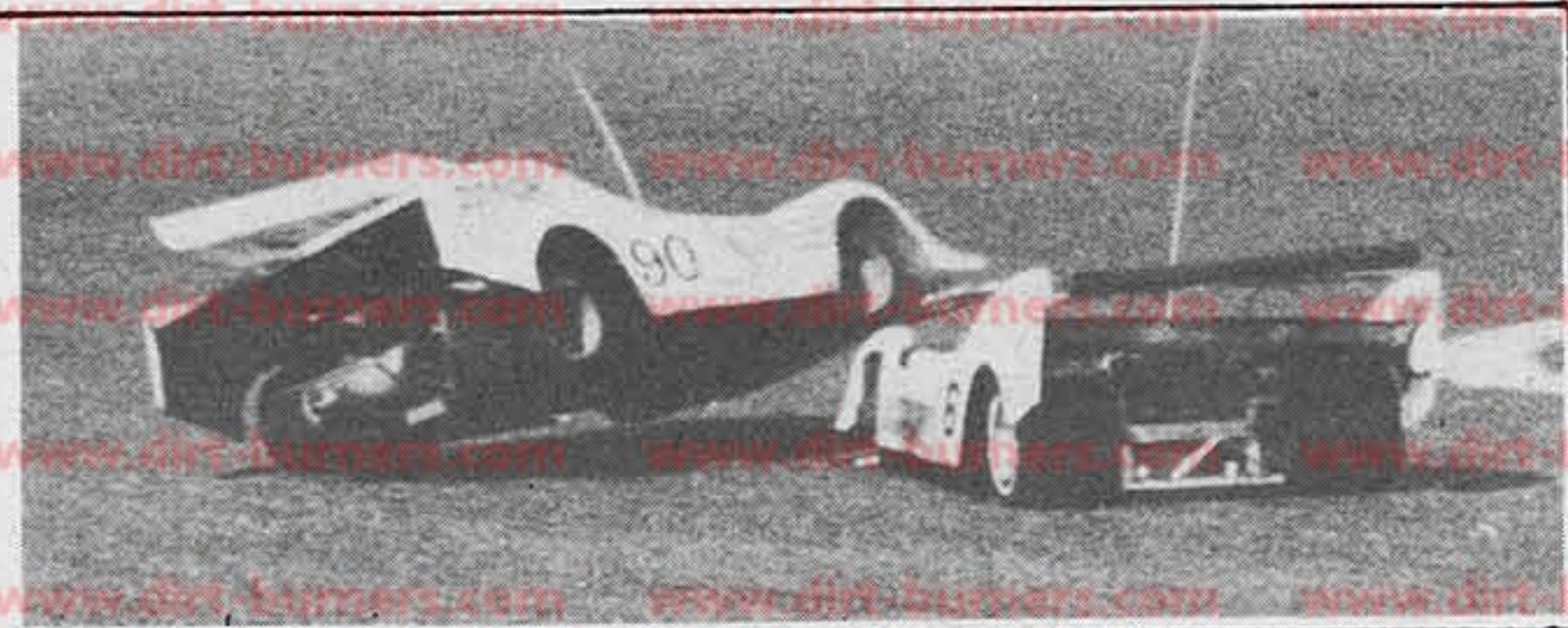
Tracing the path to Top Qualifier was made much easier by the excellent scoring and record-keeping of John Benore, the Rio Grande Racer's secretary, along with his fine crew.

Well with qualifying completed, a couple of those questions could now be answered. First, Ross Kloeber's 14 plus lap qualifier wasn't enough to make the A Main. So he could not repeat as the El Paso Can Am Champion. But, maybe Butch could carry the banner with the Kloeber name. After all, he was Top Qualifier and he was fresh from racing in the A Main at the Nationals. Next question. It would be

hot - more than 100 degrees both days. A little bit uncommon for El Paso this time of the year. Also, Barry Grossenbacher wouldn't make the A Main either, due to mechanical troubles.

By the time the Mains started on Sunday afternoon, no one could complain about the traction. The track was ready. Every turn - from the Texas Twister to Boot Hill Bend and on to the Cantina Corner - was tacky enough to let the drivers choose any line they wanted.

E MAIN was almost an all El Paso event. Only Gary Talley, a former Rio Grande Racer, now stationed in Germany, could be called an out-of-towner. Daniel Alvarado flashed off to a good lead. He was trying a hybrid car of his own design - solid back suspension and independent in the front. Seemed to work and he led for more than half the race until a board jammed his body against the wheel. Pit stop, then the engine died and he lost the lead to Gary



Bill Everett (car 90) "That's my line" ...Jon Sullivan (6) "no it's mine!"

(contd. next page)



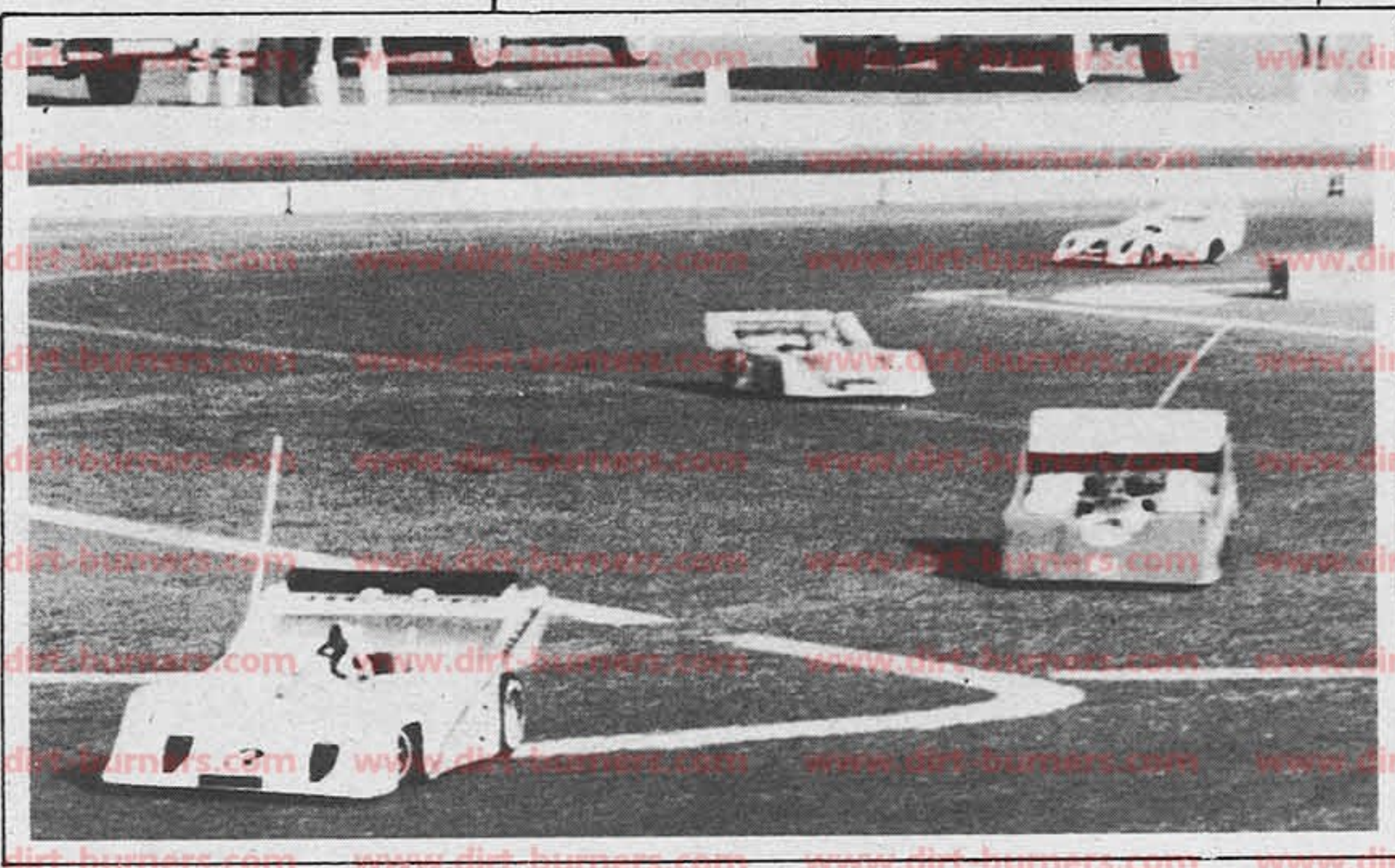
Maggie Turner, second place in the A Main, proudly displays her trophy. "It's the biggest one I've ever won."



Roxanne Cook adds another trophy to her collection. This time third in the C Main. Bill Everett doing the honors.



Gay Sullivan receiving her trophy for third in the A Main from Bill Everett, President of the Rio Grande Racers.



Joe Sullivan (car 3) leads the parade of cars exiting the Texas Twister section of the track. Joe dropped out while leading.

Talley. R.S. Cannon overtook Gary and held on to the lead for the rest of the race.

D MAIN was also made up of mostly El Paso racers. Bob Wellington, from Albuquerque, gave a good performance. He has gained a

lot of speed since Enchantment 100. The race started with Sal Nigro, Jr. holding the lead for the first ten laps. Then his brother, John, passed him and stayed in front until lap 50. John's engine stalled letting Bob Wellington and Carlos Austin take over first and second spots. John's engine re-started and, driving to the limit, he regained the lead on lap 59! Bob settled for second and Carlos for third. Carlos and his two sons, Danny and Rene, have a good addition to the RGR. His interest in R/C racing is so strong that he has started a new hobby shop specializing in R/C cars - Austin's Hobbies and Crafts. There's also rumor that his wife, Elena, will be racing soon so Carlos will have four cars to support.

THE C MAIN could be called the start of the hot-shoe category. Most of these racers had made 13 plus laps in qualifying. Whit Whitfield jumped out to a good lead for the first four laps, then his engine died-lean and he could never get back into contention. Jim Cook's Eagle was ready and he led the way until lap 19 Carlos Priemer, from Hal's Hobby Shop, is on a hot streak. He won the West-Of-The-Pecos Shoot Out and the most recent Rio Grande Series Oval race. He took over from Jim Cook on lap 20 and held his lead for

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 • **Superior Features:** 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

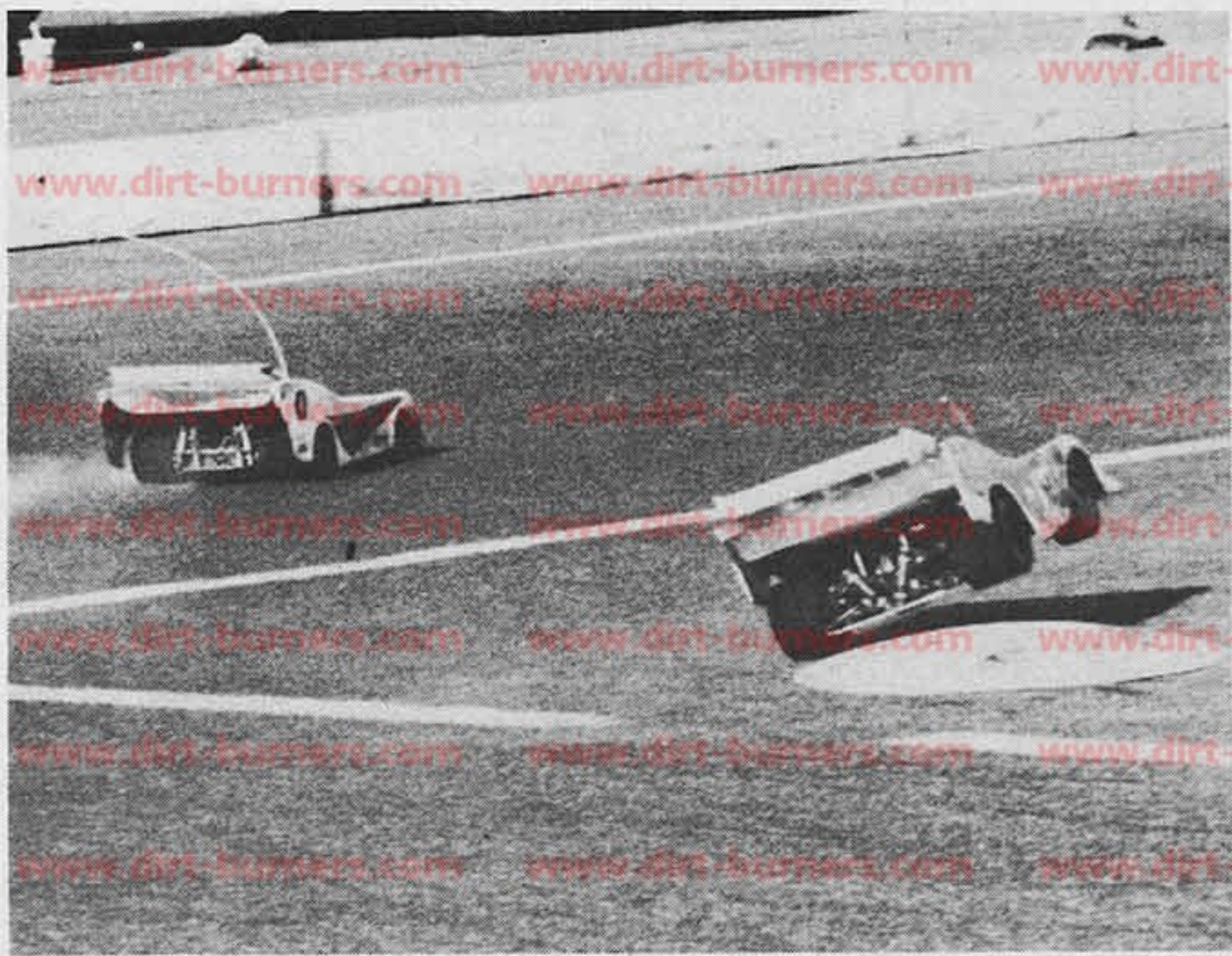
The Great One

- 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



Another Sullivan taking home the gold. This time Jon Sullivan for first place in the B Main.



Jim Turner (0) enters the Big Enchilada Turn while Brad Toffelmire checks out the suspension on his RC-500.

the remaining 55 laps. His unbeaten string is now three. Jim Cook finished second and Roxanne Cook tagged right along behind for 3rd place.

Things were going to get tight in the B main. All good drivers - even though John Benore and Sal Nigro, Sr. have only a few months of racing experience. Bill Everett and Mike Walker have been Rio Grande Series Champions with Dennis Rose a close second. Jon Sullivan was an uncertain factor, but he plainly qualified fast. And, of course, Ross Kloeber, who was the defending champion.

Ross decisively took the lead and held it for 52 laps. He didn't really run away from the pack, but they weren't gaining either. Jon Sullivan kept contact and when Ross had trouble, Jon took over. Ross regained the lead on lap 57. Jon went past on lap 61 and stayed in front for four laps. Ross led again on laps 65 and 66 and then stopped on lap 68. Jon pulled out to own the rest of the 75 laps. Throughout the race, Dennis Rose, Bill Everett and John Benore were closely racing for third. When Ross dropped out, Bill moved up to second and John placed third. This was the best race of the day to watch. There was a battle for first and a three-way race for third. There were more total laps completed in the B Main than in the A Main, even though the A Main was 25 laps longer! Good race for all the spectators on hand.

Now for the A MAIN. Seven of the fastest cars in the Southwest were there. And all spaced within less than one half lap in qualifying.

After a fast, clean start, Joe Sullivan emerged with the lead he held until lap 23. His car stopped and Butch Kloeber snapped up the front spot. Les Elliot had the worst luck and only made four laps. Jim Turner stalled after completing 11 laps. Brad Toffelmire ran fast for 45 laps, but then he was out. So with more than half of the race left there were only three cars running. Which three?

Butch was still in the lead and he kept it to the completion of the race.

Gay Sullivan controlled second place until the mid-eighties with Maggie Turner never more than a half a lap back. And sometimes trying to pass. Then Gay got into the boards one of the few times in her race and Maggie went by.

So at the finish it was Butch Kloeber, Maggie Turner and Gay Sullivan. The prediction in the Enchantment 100 story that Maggie could race in the A main came to be. The Top Qualifier proved his speed by winning the A Main and kept the title of the El Paso Can Am Champion in the Kloeber's name.

Trophies were presented, these added to the prizes for the out-of-town racers at the Saturday night banquet, made a nice haul for the visitors.

The Rio Grande Racers again give those racers a big thanks for driving 300 to 600 miles to race in the El Paso Can Am. Thanks, too, to Carlos Austin and Austin's Hobbies and Crafts for the trophies. Bill Everett and his most visible helper, Jim Cook, should be congratulated for a smooth race directing job.

Next on the schedule, the Rio Grande Racers will be continuing the Summer/Fall Series every other week until December 5th. Squeezed in between, is a possible race in Albuquerque around the first of November and the So Cal Series race in Phoenix on October 10th.

The biggest news is the Rio Grande Can AM on January 7, 8, 9, 1983. This will be a ROAR sanctioned race for the 1/8th gas open class cars. An extensive prize list has been started. It includes HONDO BOOTS (full size, not 1/8th scale), an EAGLE, an RC-500, a ready to roll COOK SPECIAL suspension car, and a least one engine. There will be a Concours d'Elegance. Racers wanting more information can contact Bill Everett, 2401 Gairloch, El Paso, Tx. 79925 - (915) 598-9017. We'll send an entry blank and put you on the mailing list.

Til next time then; Let's Race.

RESULTS

A MAIN:

1. Butch Kloeber (Assoc/K&B/Airt)...100
Sponsored by: Dad
2. Maggie Turner (Assoc/McCoy/Futa)...96
3. Gay Sullivan (SullivanRC300/Rich Lee/Airt)92
Sponsored by: JA-LEA

4. Brad Toffelmire (CookRC500/K&B/Futa)...45
Sponsored by: Cook Racing
5. Joe Sullivan (Assoc/Rich Lee/Airt)...31
Sponsored by: JA-LEA
6. Jim Turner (PB/McCoy/Futa)...11
7. Les Elliot (Assoc/K&B/Futa)...4
Sponsored by: Duke City

B MAIN:

1. Jon Sullivan (SullivanRC300/Rich Lee/Futa) 75
Sponsored by: JA-LEA
2. Bill Everett (DeltaSJ/K&B/McC/Futa)...71
3. John Benore (Assoc/K&B/Futa)...69
Sponsored by: SEPTOR
4. Ross Kloeber (Assoc/McCoy/Airt)...68
Sponsored by: Ross Kloeber Racing & Thrashing
5. Dennis Rose (DeltaSJ/K&B/McC/Futa)...65
Sponsored by: Cook Racing
6. Sal Nigro, Sr. (Assoc/K&B/Futa)...63
Sponsored by: Austin Hobby
7. Mike Walker (Assoc/K&B/Futa)...45
Sponsored by: VISTASalon

C MAIN:

1. Carlos Priemer (Assoc/OPS/Airt)...75
Sponsored by: Hal's Hobby
2. Jim Cook (CookEagle/Picco/Airt)...69
Sponsored by: Cook Racing
3. Roxanne Cook (Cook Spec/Supre-Tigre/Futaba)...64
Sponsored by: Cook Racing
4. Rich Jack (Assoc/K&B/Futa)...54
5. Whit Whitfield (Assoc/K&B/Airt)...46
6. Ralph Gutierrez (Delta/K&B/Futa)...32
Sponsored by: West Side Hobby
7. Bob Sanders (Delta/Picco/Futa)...5
Sponsored by: Duke City Hobby

D MAIN:

1. John Nigro (Assoc/K&B/Futa)...60
Sponsored by: Austin's Hobby
2. Bob Wellington (Delta/Picco/Futa)...59
3. Carlos Austin (Delta/Picco/Futa)...58
Sponsored by: Austin's Hobby
4. Lee Chapin (Thorp/McCoy/Futa)...55
Sponsored by: MSD Ignition
5. Sal Nigro, Jr. (Assoc/K&B/Futa)...40
Sponsored by: Austin's Hobby
6. Rene Austin (Assoc/Picco/Airt)...3
Sponsored by: Austin's Hobby

E MAIN:

1. R.S. Cannon (Assoc/K&B/Futa)...50
2. Gary Talley (Assoc/Picco/Futa)...47
3. Daniel Alvarado (AlvaradoSpec/K&B/Futa)46
4. Danny Austin (Assoc/Picco/Airt)...25
Sponsored by: Austin's Hobby
5. Ed Cates (Assoc/McCoy/Futa)...13

TRINITY

New Products from the 1982 6-Cell Modified National Champions

- RC-05i - "Indoor 4 cell Motor" Now Available in 2 New Winds. Buy your 4 cell motors from the People who run 4 cell 75 percent of the year. \$55.00
- RC-01W - Trinity Pre-Prepared Stock Motor. For the past 2 years Trinity prepared Stock motors have won "every" class at the Nationals. This ROAR legal Stock motor (35T-23) is Water-Dipped, Sprayed, Zapped & Run-in to assure you have a Rocket! \$15.00
- RC-24 - The Wraps (4") Assorted Colors. \$1.49
- RC-26 - "Matched" Sanyo Battery Packs (Latest Series in Stock at all times) 4 Cell \$26.00, 6 Cell \$39.00, 7 Cell \$46.00
- RC-27 - "Pro" Allen Wrench (machined .050 tip) \$7.50
- RC-28 - "Silicone" Motor Tape (to secure endbell to can) \$3.50
- RC-29 - "Parts Tube w/Hinged Lid" \$.99
- RC-30 - "Motor Tube" \$.99
- 077 - Micro Oiler (for Ball Bearings) \$1.99
- 078 - Micro Oiler (for Oiletes) \$1.99
- RC-17 - "The Original" Glass Filled Nylon Pinion Gear (11, 12, 13, 14, 15, 16T) \$3.25



P.O. Box 86
Brooklyn, N.Y. 11228
(201) 352-7616

GULF SOUTH...

Biggest entry yet!

Reported by Richard Childree

Hattiesburg, Miss.

WHAT A WEEKEND! GREAT WEATHER, OUTSTANDING TRACTION AND THE LARGEST GULF SOUTH TURNOUT TO DATE.

Thanks to old man weather for not showing up and allowing the rain soaked racers to dry out and burn the cobwebs off their cars.

The track in Hattiesburg was in good shape and with a generous spraying of VHT, the traction was, to say the least, outstanding!

The SMAC club members of Tom Prine, Dudley Kinard and Richard Childree (me) had the track ready for the host of drivers that made the trip.

We had several new racers to the Gulf South. The "Alabama gang" from Jasper, Ala. made the trip and brought 5 racers to try out the banked oval and tricky track. Thanks to Bob Hanby, Jerry Humphries, Chris Posey, Don Posey, and Greg Barker. Also we had two new racers from here in Mississippi; welcome to Tom Tatum and Don Wadkins.

The races got off to a good start on Sunday, except for a few minor problems that were quickly solved. The ladies who helped the SMAC club members and counted laps all day, did an excellent job. Helen Dingman and Charlene Rapuana were doing the counting and were assisted by Bill Vance. Gentlemen, these ladies are the best I've ever worked with and if it were within my power I'd give them each a dozen roses. They were the best.

There was a short Gulf South delegate meeting before the start of the mains and here are the results of the meeting:

1. Due to sharp decrease in racing in the Lafayette Club and, at the request of the Lafayette delegates, the next race will be moved to Slidell, Louisiana.

2. VHT will be used at the races to help bring in the traction. It will be up to the host club if it is to be used. The Series will pick up the bill for the VHT.

3. The Series trophies have been ordered by the Hattiesburg delegates at a cost of \$150. to the Series.

On with the RACING.

D MAIN: This race was the test for the boards in Hattiesburg, as it was a real board-banger. Louis Butz showed everyone that he is going to get better as he gets more racing under his belt. Louis was first, Daniel Gardner was second and Dudley Kinard was right on Daniel's heels for third.

C MAIN: Martin Zeller, who had his wife along to show her how he drove his car in Hattiesburg, won the main with 4 plus laps which was the largest margin of the day. George Molinary took second and John Mistic, Jr., third. We understand that John wants an R/C 500 so bad that he says he is going to beat

his dad at every race until he gets one.

B MAIN: We could call this the "Alabama" Main but there was one racer who came through and took home some gold. Chris Posey, in his first R/C car race, won first place with Jerry Humphries in second. Jerry, by the way, is one half of the H & H Hobbies in Jasper. Edgar Riviere was third. Edgar used a borrowed car when his broke during qualifying.

A MAIN: It really looked like it was going to be a barn burner for this main. But due to breakage and other reasons, it was soon clear that one racer was going to win. Bill Gardner had trouble early and was forced to play the catch up game. John Dupuis had trouble from the start

and was out of it before the first pit stop. Karl Kaiser was running really strong with his new RC500 IS car when he had a long pit stop that forced him to exit. Freddie Rapuana took no pity on the field and proceeded to run away from them. Tom Prine finally made it to the A and was rewarded by taking second place. John Abadie chased Tom the whole 20 minutes but was not able to catch him so he took third.

And so a great weekend for racing finished with really excellent racing. Next race has been changed from Lafayette to Slidell, Louisiana, at St. Tammany Mall. The date is September 12, 1982.

R.C.

RESULTS

A MAIN:

1. Freddie Rapuana...54.16 laps
2. Tom Prine...51.35
3. John Abadie...51.19

4. John Dupuis...44.22
5. Bill Gardner...29.00
6. Karl Kaiser...14.00

B MAIN:

1. Chris Posey...46.34
2. Jerry Humphries...45.26
3. Edgar Riviere...37.00
4. Greg Baker...34.00
5. Frank Vance...31.00
6. Ted Simon...3.00

C MAIN:

1. Martin Zeller...48.09
2. George Molinary...43.38
3. John Mistic, Jr....39.42
4. Todd Schumert...38.41
5. Joe Baldwin...37.26
6. Don Posey...35.40
7. John Dingman...32.00

D MAIN:

1. Louis Butz...39.01
2. Daniel Gardner...38.36
3. Dudley Kinard...37.08
4. John Mistic, Sr....37.00
5. Tom Tatum...29.34
6. Bob Hanby...27.27
7. Brian Vance...24.00

JA-LEA CO.

THE R/C CAR DISTRIBUTOR

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



novak servos -
the
winners' choice

100% of the Stock and Modified

finalists in the 1982 1/12 scale WORLD

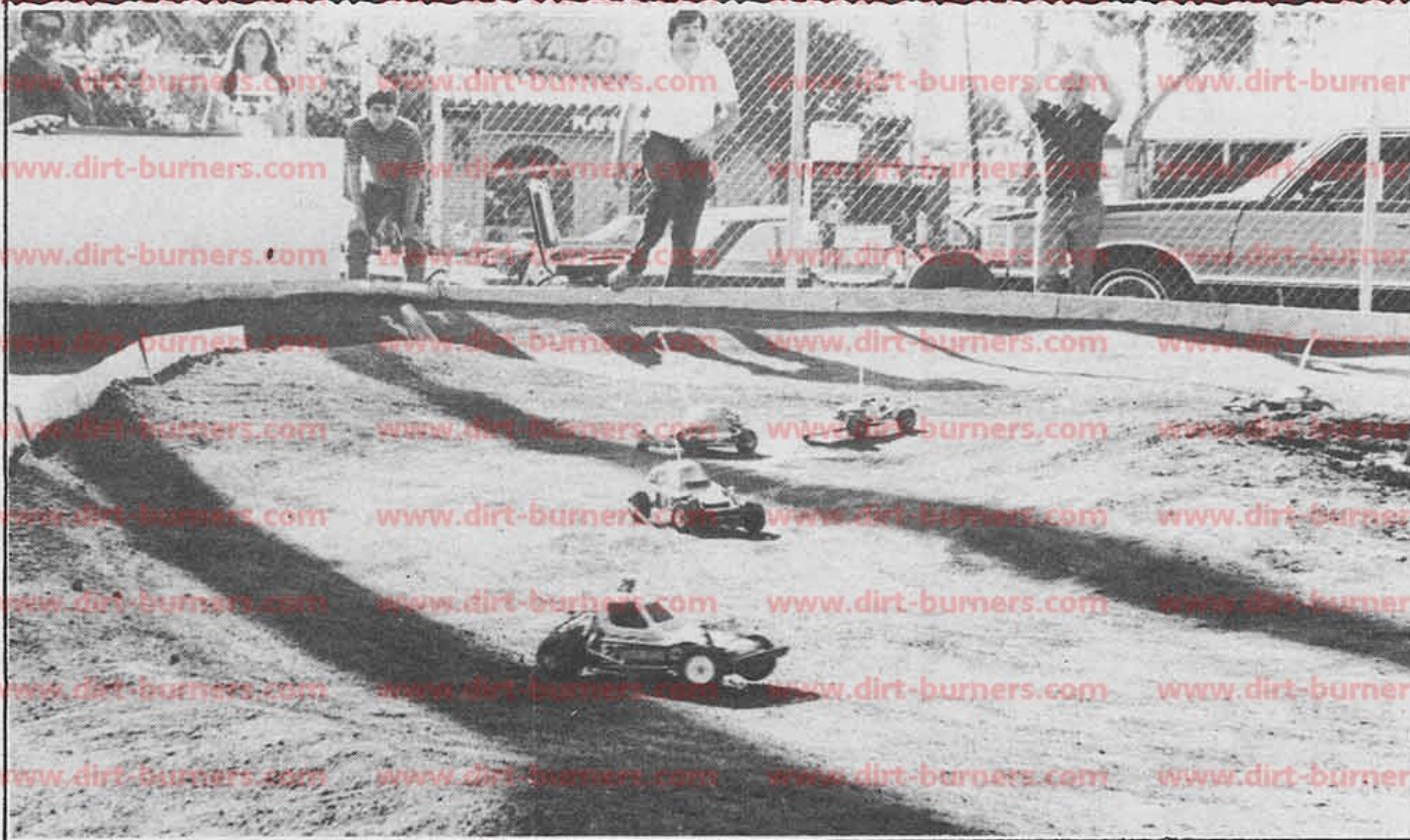
CHAMPIONSHIPS use Novak servos!

"What a star!"

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

FREE BROCHURE: Send 9/16 x 4/16 SASE

MINI BAJA'S ORRCA No. 9...



Chris Allec once again driving in front of the pack. He's the current points leader in ORRCA Modified and Open classes. Check out his drive around Mini Baja's infield...left front in the air! Photo. Eric Grisham.

Story by Vic Volinecs
Photos by Eric Grisham

September 19, 1982
Reseda, Ca.

THE NINTH RACE OF THE CURRENT 14-RACE ORRCA SERIES GOT UNDERWAY TODAY UNDER crystal-clear skies, comfortable temperatures and near perfect racing conditions.

Once again the entry was light for an ORRCA race, but those that are in the hunt for the top spots were here today.

The MINI BAJA track, one of the first in this sport, was ready for the onslaught of Stock, Modified and Open racers. The track was changed for perhaps the tenth time since it was first open, and offered the racers quite a few challenges.

This is one of the smallest tracks in the circuit, yet the racing is quite exciting. Power is not the overall advantage at this track, as the cars must first "work right". Suspension, handling and steering are equally important at this track, more so perhaps than just sheer power. If the car can turn right and left equally well, then half of the battle is

already won. Two very tight right turns (or left turns, depending which way the track is run) make it essential that the car handles. Brakes are quite handy at this track, and although some of the jumps, made famous by this track, have been "mellowed", still, the suspension system has to be working.

Because of the tightness of the

track, some of the best racing and "dicing it out" is seen in almost every heat and main. In addition, a small but treacherous "pond" is filled with about two inches of water, just to keep everyone honest and away from cutting the course. The pond is burmed all around so that you really have to try to cut the course or make a pretty bad mistake in the infield in order to wind up inside of it. Still, many who didn't wish to somehow found the warm waters of the MINI BAJA Lake. Of course, most of the Stock and Modified cars didn't really care as they were well sealed, but some of the Open cars made every effort to stay off of it, because of their non-sealed radio trays.

The large crowd of spectators that filled the two bleachers and fences surrounding the track saw a great afternoon of R/C Off road racing.

MINI BAJA, centrally located on the corners of Reseda Blvd. and Van Owen Avenue in the San Fernando Valley, always draws lots of walk-by spectators who are just passing or driving by.

Today these people saw Bill Whitley win the STOCK A MAIN, Ron Dyer the MODIFIED A MAIN, and Chris Allec the OPEN A MAIN.

Scheduled were three rounds of qualifying, then A,B,C, mains with the "bump" system in use. Racing did not start until Noon, as always, with practice open at 10 a.m. This schedule allows people to sleep in a bit later on Sunday and those who have some distances to travel more time to get there.

IN THE STOCK class, a renewed battle between Bill Whitley & Mike Larson was seen in the A Main. They had battled earlier, the previous week at Del Mar, with Larson prevailing. But today it was Bill Whitley's day as he took the lead early and fought off the challenges

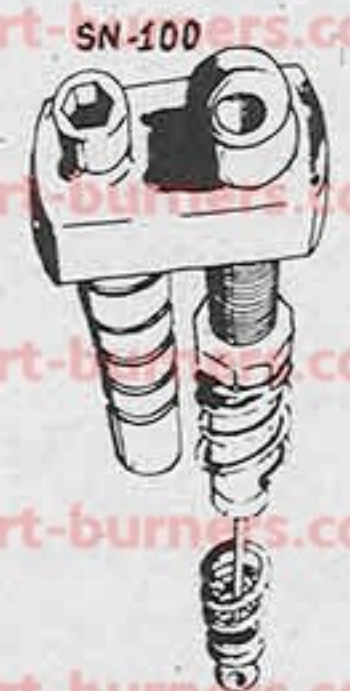
(contd. next page)



We've come a long way baby! Super modified open class cars, nothing like two years ago.

M.I.P.'s 1/10 Scale Off Road Performance Products

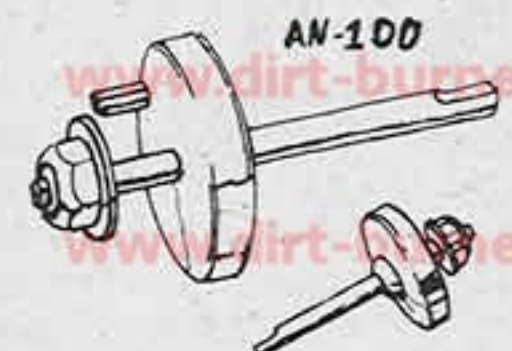
- Performance Rear Axles
- Performance Ball Diffs
- Oil Reservoir Performance Shocks
- CV Joints
- Oil Reservoir/Valving Kits
- IRS Rear End Kits
- Aluminum Wheels for Holiday Tires (Wide)



Moore's Ideal Products "We Engineer Performance"

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

**INQUIRE NOW
WHOLESALE ONLY**
Closed 12/20/82 - 1/5/83





Chris Allec (28) dicing it out with Ron Dyer. Photo Eric Grisham.

of Mike Larson. MINI BAJA is well known for the fact that during one race there can be 10 to 15 lead changes. Today was no different as Whitley, Larson, John DeStefano, Ron Allen, and Tim Skipper all had the lead at one time. Bill Whitley was able to hold off the late charge of Mike Larson and take the A main win. Top Qualifier honors went to two racers, John DeStefano and Tim Skipper with identical scores (4). Noteworthy was the fact that Mike Larson had to work his way up from the B Main, to challenge for the A Main lead. The order of finish for the first three spots in this A main was: Whitley, Larson and DeStefano.

In the MODIFIED A MAIN, Ron Dyer, who started his racing career at Mini Baja but has challenged many in every ORRCA track, was today's Modified A Main winner. Chris Allec was T.Q. in this class after three qualifying rounds, but you knew that Ron was going to be there in the end. His car looked to be the fastest there and it was just a matter of time before he would put it all together. Not having raced at MINI BAJA for a while, and under a different track layout, it took him a

couple of heats to dial the car in. By the A Main, it was there and he bested the likes of Chris Allec, who challenged throughout the 15 lap main, but had to settle for second. The third spot went to Chris Hawkes, who was the second best qualifier in this class. Chris had the lead, but missed and rolled a couple of times to be relegated to third spot.

You just can't keep a good man down. Having just missed getting the Modified nod, Chris Allec came back in the OPEN A MAIN to take the win away from Ron Dyer, his earlier nemesis. Chris had early problems but by lap 5 he had worked his way out of it and challenged Dyer for the lead. One mistake by Dyer was all that Chris needed to take over the lead and not give it up. Ron Dyer finished in second while Willie Melancon, normally a winner here at his home track was third.

Other Main winners, by virtue of the "bump" system were: Jeff Dreher, STOCK B; Marilyn Larson, STOCK C; Nelson Kracke, MODIFIED B; Sid Hamilton, MODIFIED C; Mike Tobey, OPEN B.

Next ORRCA race scheduled at

R/C OFF ROAD TIRES

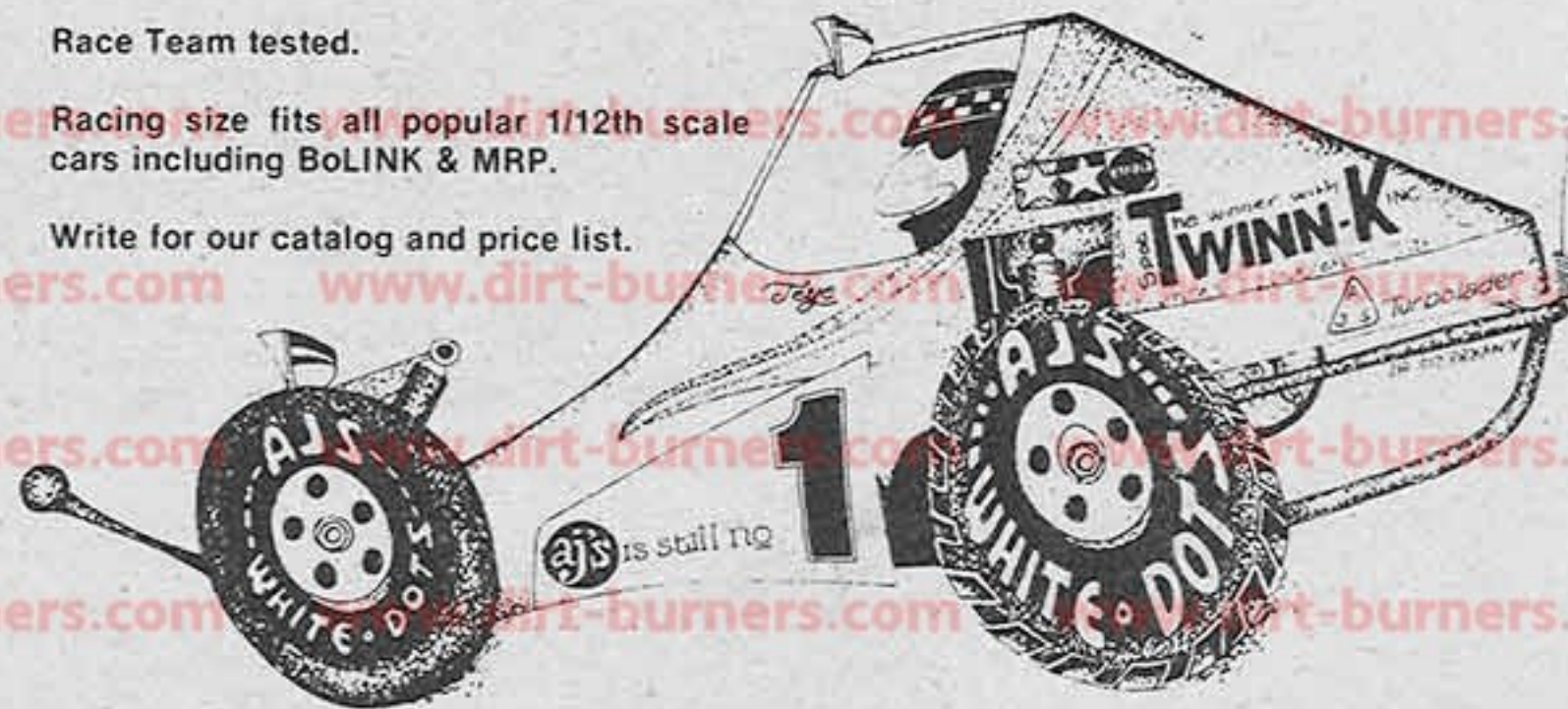
Two sizes: Racing & Standard 1/10th scale.

Either size available with Super Lite Hubs for Tamiya (MRC) cars.

Race Team tested.

Racing size fits all popular 1/12th scale cars including BoLINK & MRP.

Write for our catalog and price list.



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

MINI BAJA is set for October 17, Sunday (third Sunday of the month).

MINI BAJA also has the ORRCA Championships scheduled at the end of this current series. The two day race event will be held at a different location to accommodate a much larger entry. Announcement of date and location will be made shortly by ORRCA.

Next ORRCA race in the calendar is set for October 10th, at the Great Western Hobbies Track, Whittier. Be there.

Vic Volinecs

RESULTS

OPEN A MAIN:
1. Chris Allec...100**
2. Ron Dyer...99*
3. Willie Melancon...98
4. Nelson Kracke...97
5. Jim Brophy...96

OPEN B MAIN:
1. Mike Tobey...90
2. Lonnie Peralta...89
3. Kevin McMillan...88

MODIFIED A MAIN:
1. Ron Dyer...100
2. Chris Allec...99
3. Chris Hawkes...98
4. Gene Jones...97*

5. Willie Melancon...96

MODIFIED B MAIN:
1. Nelson Kracke...90
2. Roland Bayly...89
3. Sean Hawkes...87*
4. Jim Brophy...86
5. John Kracke...85

MODIFIED C MAIN:
1. Sid Hamilton...80
2. Glenn McCarty...79
3. Mike Tobey...78
4. Lee Brophy...77
5. Ben Encinas...76

STOCK A MAIN:
1. Bill Whitley...100
2. Mike Larson...99*
3. John DeStefano...98
4. Ron Allen...97

STOCK B MAIN:
1. Jeff Dreher...90*
2. Gregory Cloutier...89
3. Robin Deans...88
4. John Adams...87
5. Sue Tobey...86

STOCK C MAIN:
1. Marilyn Larson...80
2. Mike Cloutier...79
3. Ron Cloutier...78
4. Curtis Stephenson...77
5. Jerry Stephens...76

*(moved up as a result of winning previous main).
**(ORRCA points).

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

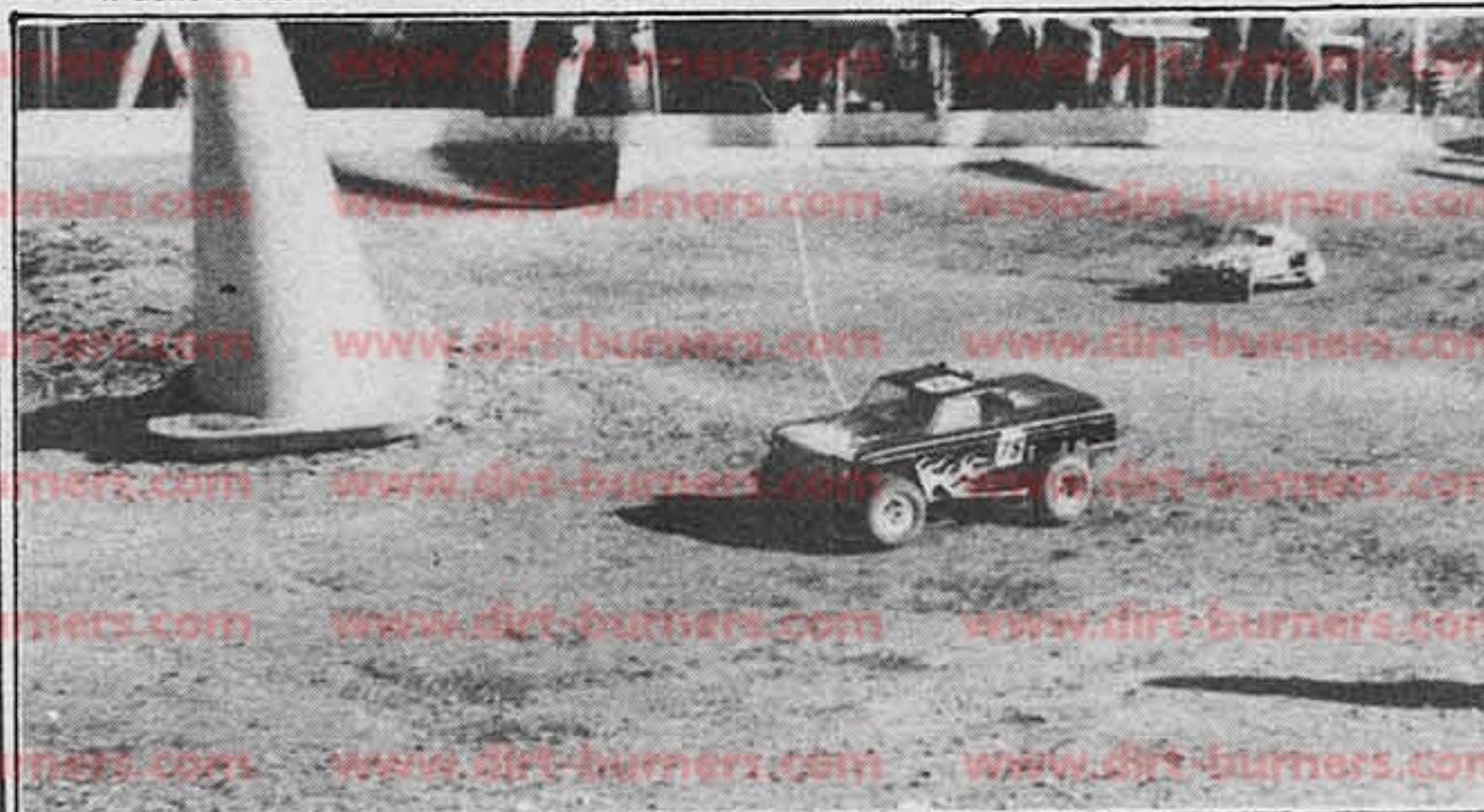
'83



**LARGE
INVENTORY**

**"PROMPT
SHIPMENT"**

**"The Racer's
Choice"**



Mike Larson took the Stock win with his Jeep Honcho (75). Photo. E.G.

OFF
ROAD

TRICK STUFF

super r/c racing products

OFF
ROAD

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

NOW READY TO SHIP

NEW



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

The newest breakthrough in off road "high performance." Especially made to fit all Tamiya front ends, the new "TUFF 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.

"TUFF ARMS"
Guaranteed for 1 year!*

**(Guarantee applies to any breakage or defect of material from normal use. NOT GUARANTEED if holes have been re-bored, threads stripped or arms damaged by machining or abusive use.) Return to: TRICK STUFF, P.O. Box 241, Van Nuys, Ca. 91408. Send your purchase receipt, with name of store and date of purchase.*

NOW \$24.95 Set of 4 & hardware!



TS 520 - BOX LOCKS - \$2.50



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



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 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...

October 1, 1982
Costa Mesa, Ca.

ORRCA (Off Road Radio Control Association) in its efforts to complete its National program, held two meetings today of major importance. The first meeting was with manufacturers of "off road" equipment and accessories to explain the new organizational chart of ORRCA and what part those manufacturers who are interested would play in the ORRCA format. Thus, several representatives were on hand to lend their support to ORRCA and also lend their experience in the R/C sport.

On hand were John & Helen Thorp, THORP Mfg.; Roland Boucher, LEISURE Elec.; Gene Husting, ASSOCIATED Elec.; Eustace Moore, M.I.P.; Mike Tobey, C.R.P.; Larry VanOsten, R.C.H.; TRICK STUFF; John Burnham, B.R.P.; Gil Losi, RANCH PIT SHOP. The main topic was to explain what ORRCA is all about and what channels of communications can be established between ORRCA and those in the off road manufacturing business. A number of other manufacturers were invited but could not be present, some because they are located out of the State and others that could not make it on this day, but also pledged support and interest in ORRCA and its National program. It's anticipated that the basic structure for ORRCA will be ready and available to all interested (manufacturers, racers, clubs, & promoters) at the beginning of the 1983 season.

The second meeting was held later on that evening where the general members of ORRCA, mostly racers, could be briefed as to the progress of ORRCA, where it is heading and what new programs are in store for next season's racing program.

As a result, a number of items are in consideration by the board of directors that will deal in the type of racing format to be used for next year, namely, whether to set regional championships, or one national racing program, new racing class; among other items covered. A questionnaire will be sent to the current members for their feedback.

40 Also released at this meeting

were the current up-to-date standings for the three classes. Here they are as of the last ORRCA points race which was held at Del Mar Racing Center:

OVERALL STANDINGS

STOCK:	
1. M. Larson...691	68 E. Osborne...70
2. A. Hess...666	68 S. Stage...70
3. J. DeStefano...612	71 J. Gonzalez...69
4. B. Whitley...576	71 M. Williams...69
5. L. Brophy...562	71 J. Williams...69
6. D. Luypen...524	74 G. Gudvangen...68
7. R. Coutier...485	75 B. Stovall...67
8. V. Ito...482	75 S. Russo...67
9. A. Heckert...442	77 C. Merryman...66
10. J. Adams...438	77 J. Simmons...66
11. Sue Tobey...395	77 G. Hawk...66
12. L. Clark...380	80 N. Hexer...65
13. R. Allen...364	80 R. Knepper...65
14. G. Haskill...345	80 J. Jepsen...65
15. J. Voeller...341	83 K. Harker...64
16. B. Gold...308	83 M. Levin...64
17. J. Phil...290	85 P. Jepsen...63
17. C. Watson...290	86 M. Gorham...62
19. D. Perez...288	87 R. Anthony...60
20. E. Perez...285	88 M. Bixley...55
21. K. Derose...273	89 P. Barana...49
22. M. Larson...270	89 R. Boyd...49
23. D. Bisco...264	89 D. Drumright...49
24. M. Thompson...256	92 L. Cohoon...48
25. G. Cloutier...251	92 C. Barnes...48
26. P. Thompson...249	92 J. Souza...48
27. D. Marchese...243	95 L. Perez...47
27. A. Stage...243	95 P. Cline...47
29. H. Hanss...239	95 J. Ondaro...47
29. B. Watson...239	
31. M. Cloutier...237	MODIFIED:
32. J. Gudvangen, Sr...236	1. C. Allec...787
33. E. Matheis...226	2. J. Brody...673
34. L. Willis...223	3. W. Melancon...655
35. C. Hernandez...219	4. N. Kracke...640
36. J. Ingerbritson...197	5. R. Dyer...592
37. G. Demory...183	6. C. Hawkes...568
38. E. Kenny...181	7. K. Rethwish...521
39. D. Pisarski...179	8. J. Brophy...514
40. C. Lair...171	9. E. Bragg...512
41. R. Deans...168	10. S. Hawkes...478
42. D. Clark...165	11. J. Kracke...454
42. J. Knepper...165	12. C. Dunne...412
44. S. Weisel...149	13. D. Taylor...404
44. R. Fletcher...149	14. J. Cruzon...388
46. G. Parrocha...146	15. M. Giem...363
46. B. Kemp...146	16. P. Tashima...353
48. T. Lewis...142	17. J. Miller...348
48. C. Hernandez, Jr...142	18. Ed Street...328
50. L. Campbell...136	19. I. Markwardt...322
51. R. Oregonian 129	20. P. Bradley...313
52. R. Parks...95	21. B. Rico...304
52. D. Wisdom...95	22. J. Bernardo...285
54. T. VanDyke...89	23. M. Lewis...273
55. L. Drumright...86	24. J. Burnham...272
55. F. Berryhill...86	25. B. Lucas...271
57. T. Chavez...84	26. M. Styles...265
57. M. Krueger...84	27. G. Jones...259
59. J. Volliner...80	28. B. Pihl...258
59. D. Nobel...80	29. C. Johannes...250
61. D. Fujimoto...79	30. G. Gowland...247
62. J. Brown...78	31. L. VanOsten, Sr...246
63. R. Allen...77	32. Edie Street...243
64. L. Gregory...76	33. R. Churchill...237
64. C. Taylor...76	34. R. Anthony...235
66. J. Haddock...75	35. C. Stage...223
66. B. Wyatt...75	36. T. Rodriguez...204
68. T. Rice...70	37. H. Nieto...201
	38. B. Fish...197

Classifieds

DELTA SJ & BOLINK DIGGER

Delta SJ w/engine, radio, ni-cad charger, extra bodies & starter. \$300. Digger. \$50. Futaba rad. \$75. J. Barnes, 1200 N. Jefferson, Lexington, NE. (308)324-3004.

DYNAMIC 1/8 R/C CAR KIT

In original packaging - 1/8 scale fully ind. susp R/C Car Kit. Has planetary gear transmission, aluminum wheels, etc. \$100.00 postpaid. Richard Allen, 11 Mark St., Port Jefferson, N.Y. 11776 (516)473-8163.

FOR SALE 1/8th MRP CAR

8320-21 Engine pipe starter. New Pontiac body \$210.00. Clifton Howard, 208 NE 7th, Milton Freewater, OR (503)938-5620.

ESTABLISH CREDIT

Get credit cards, get low interest loans, make money doing it. Send name & Address for details. Banking, 2528 W. Paul, Fresno, CA. 93714.

FOR SALE ASSOCIATED 300

Less than 30 min. run time. Stock K&B, 2 extr. gears, rear & front tires, extr. clutch bell, no radio, two bodies, \$250. 111 Foxfire Dr. Dothan, AL 36301.

FOR SALE USED

RC12E c/w Parma Ferrari & Lotus mtrs. 2 Diffs & spare parts, 2 Novak Bantam Serv., Light 2000 & mtrs. 1 servo, 1 Jomac, speed cntrl. Sell all for \$100.00 (604)277-0020. Call Al.

ONE LAST CHANCE! Get your FREE classified ad in our November issue. Send in no later than October 25th.

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.

39 S. White...191	70 G. McCartney...74	15 R. Churchill...266	36 C. Neil...161
40 R. Williams...183	70 B. Webb...74	16 B. Phil...265	37 L. Barana...155
41 V. Mattice...168	72 J. Paul...73	17 Edie Street...233	38 D. Lyman...153
42 J. Garcia...158	73 J. Madison...68	18 R. Williams...246	38 C. Barana...153
43 G. Duss...156	74 C. Fletcher...66	19 C. Street...233	40 E. Grisham...99
44 M. Deming...155	75 E. Leabo...65	20 G. Losi, Sr...199	40 M. Deming...99
44 J. Gudvangen, Jr...155	75 S. Moore...65	20 G. Losi, Jr...199	40 J. Garcia...99
46 B. Lair...153	77 J. Sneed...64	22 A. Losi...194	43 J. Keeling...96
47 M. Tobey...151	78 M. Warner...58	23 M. Dunn...188	43 D. Phelps...96
48 S. Dunn...150	79 R. Scott...56	23 R. Dyer...188	43 K. Rethwish...96
49 M. Anderson...148	80 L. Bussard...49	25 J. Garcia...185	46 C. Thompson...86
50 E. Perez...146	81 B. Petterson...48	25 D. Hiebert...185	47 K. Holland...85
51 R. Gilmet...145	82 T. Staples...47	27 L. Gold...184	48 T. Asbury...84
52 C. Thompson...135	82 J. Tiffany...47	28 B. Fish...182	49 D. Neimann...83
53 D. Lyman...132		29 D. Arndt...177	50 E. Moore...80
54 W. Franco...129		29 R. Anthony...177	51 J. Welsh...78
55 B. Stith...127	OPEN:	31 J. Ingerbritson...175	52 D. Schmitz...76
56 C. Gaskill...118	1. C. Allec...784	32 L. VanOsten, Sr...171	52 F. Glasgow...76
57 R. Adams...115	2. W. Melancon...629	33 V. Mattice...167	54 J. Sneed...70
58 J. Fletcher...108	3. J. Burnham...571	34 W. Franco...166	55 L. Jordan...68
59 M. Campbell...104	4. J. Brophy...566	35 G. Duss...162	56 M. Rosenbrook...66
60 M. Dunn...99	5. G. Gowland...533		
61 B. Encineas...94	6. C. Dunne...488		
62 G. Campbell...93	7. D. Taylor...455		
63 D. Arndt...89	8. J. Bernardo...425		
64 F. Glasgow...87	9. M. Tobey...419		
65 M. Bussard...85	10 J. Miller...411		
66 G. Ingerbritson...84	11 J. Cruzon...399		
67 J. Maurer...78	12 J. Gudvangen, Jr...275		
68 T. Asbury...76	13 N. Kracke...273		
68 C. Street...76	14 F. Churchill...269		

(The above totals represent points earned by each racer for all events participated upto the Del Mar ORRCA race. The final standings may vary considerably after each racer is allowed to drop seven of the fourteen events and use his or her BEST 7 FINISHES. That will determine the Final overall standings after 14 events.)

R.C.H. DEBUTS NEW CAR

R.C.H. debuted the new R.C.H. car at the WESTERN OFF ROAD CHAMPIONSHIPS RACE on October 3, 1982 with a clean sweep of the highly competitive "A" OPEN main event. Congratulations to:

Gil Losi, Jr. - 1st place "A" OPEN
Jeff Cruzon - 2nd place "A" OPEN
Jorge Brody - 3rd place "A" OPEN

After having their cars for only one week prior to the race, all three R.C.H. drivers were able to win out over a very tough field of OPEN class drivers.

For further information about the R.C.H. car contact:

The Ranch Pit Shop

1655 E. Mission Blvd. Pomona, Ca. 91766

(714) 623-1506

PROCAR (contd. from p. 26)

laps. In third place was the senior Losi, Gil. He worked his way through the pack and through several battles with Benny Bullock and Ray Gallovich. Gil managed 55 laps, five down from the leaders, for third place. Gallovich finished 4th, with Eustace Moore in 5th. Sixth through eighth was filled by Benny Bullock, Ruben Serano and Ron Paris.

The B Main had J.D. Green driving his THORP rocket through the massive pile-up at the start and take the checkered flag at the end of the 50 lap B main. Mike Fox, challenged all the way and several times had held the lead. He too logged 50 laps to finish in the runner-up position. Third went to Barry Newman, who also had the lead for a number of laps and was about to catch Fox when the checkered flag dropped. He finished with 49 laps. Dean Brown, Dick Camp, Dave Shuck, Dennis Taylor, Phil Goodwine made up 4th through 8th respectively.

First in the C MAIN went to once upon a time off road racer-turned gasser, Dave Morford. He too drove a THORP rocket to the win. In fact the first three spots in all three Mains were won by a THORP car! Les Prather, quickly gaining alot of experience and confidence, took the second spot in this main. He was followed by Ira Kimble. Ira is certainly experienced in the sport and is capable of running with the fast boys, but continued annoying little problems kept him in the C main and in the third spot. Ken Anami, Willie Green and Jim Jones made up the balance of the C main.

In the trophy dash, reserved for the top five drivers during qualifying, it was John Thorp who won. He was followed by T.Q. Gil Losi, Jr. In third was Eustace Moore and he was followed by Ron Paris and Gil Losi, Sr. in that order.

Racing was through at about 5:30 p.m. and Mike Fox took over to give away the day's trophies.

L.P.

RESULTS

A MAIN:

1. John Thorp (THORP)...60 laps
2. Gil Losi, Jr. (DELTA SS)...60
3. Gil Losi, Sr. (ASSOC SS)...55
4. Ray Gallovich (THORP)...54
5. Eustace Moore (MIP)...54
6. Benny Bullock (ASSOC/MIP)...52
7. Ruben Serrano (ASSOC)...45
8. Ron Paris (THORP)...35

B MAIN:

1. J.D. Green (THORP)...50
2. Mike Fox (ASSOC)...50
3. Barry Newman (ASSOC)...49
4. Dean Brown (DELTA)...49
5. Dick Camp (THORP)...49
6. Dave Shuck (DELTA)...48
7. Dennis Taylor (DELTA SS)...48
8. Phil Goodwine (MRP)...18

C MAIN:

1. Dave Morford (THORP)...40
2. Les Prather (ASSOC)...39
3. Ira Kimbal (MIP)...37
4. Ken Anami (DELTA SS)...37
5. Willie Green (THORP)...28
6. Jim Jones (THORP)...5

Membership Application

Name _____ Age _____
 Street _____
 City _____ State _____ Zip _____

Check one:

- \$20.00 _____ Adult Membership
 15.00 _____ Junior Membership (under 16 yrs)
 20.00 _____ Family (add \$3 for each additional member)

Dues are annual and now include insurance

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



WHAT IS ROAR?

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

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

SUBSCRIBE



Even at the World's... There's time for racing & then there's time for R/C RACING NEWS!

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
Aii 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, Centralia, 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' straight. 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.

R/C2 SOUTHEAST, PA. CLUB:

September 26, October 10 & 24. Contact Paul Marziani (215)MA3-8059.

CALIFORNIA AUTO RACERS (CAR):

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

★ ★ ★ **NEW ITEMS FROM PARMA!!!** ★ ★ ★



1/12th Scale
Lancia G.P.6 Body
Clear No.1940
Painted No.1940P



1/8th Scale Brabham BT48 Body - Clear
No.1234



5-Cell Battery Pack & Charge Cord for
1/10 Penuts "Buggy" & 1/10 Wagon Baja
No. BA5.



1/10 Off Road
Wings No. 1755a &
b - Small & Large
wing areas fit your
style of traction
needs.



1/12 Reverse Switch Module No.4028
1/12 Reverse Switch Module
w/Resistor No. 4029.



Lexan receiver cover - lightweight made
from .010 lexan for Futaba.



New Front Tires &
Wheels mounted
in soft, medium
firm & hard com-
pounds for indoor
& outdoor racing.

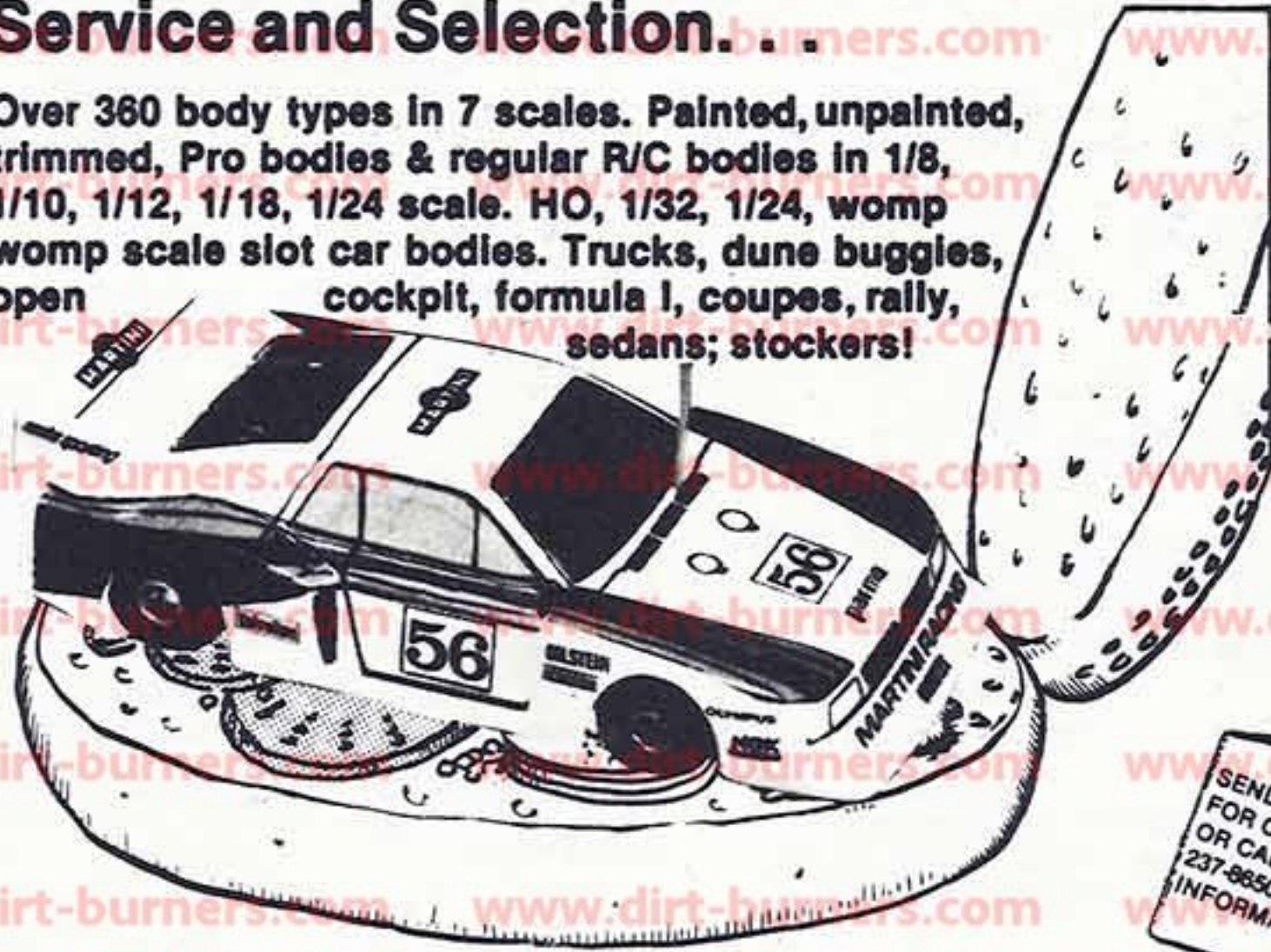


Chassis No.7513 - New lightweight and
flexible chassis for the Panther car.

WORLD'S LARGEST MANUFACTURER OF SLOT RACING EQUIPMENT

**PARMA...the McDonalds of Model
Car Racing gives you Quality, Price,
Service and Selection...**

Over 360 body types in 7 scales. Painted, unpainted,
trimmed, Pro bodies & regular R/C bodies in 1/8,
1/10, 1/12, 1/18, 1/24 scale. HO, 1/32, 1/24, womp
womp scale slot car bodies. Trucks, dune buggies,
open cockpit, formula 1, coupes, rally,
sedans; stockers!



SEND \$1.00
FOR CATALOG
OR CALL (216)
237-8650 FOR
INFORMATION!

ONLY PARMA HAS AVAILABLE
14 COMPLETE R/C CAR KITS IN
1/24, 1/18, 1/12, 1/10, 1/8 SCALES

ASK ABOUT OUR COMPLETE
LINE OF FULL COLOR DECALS!!

SEE YOUR DEALER, SEND \$1.00 FOR CATALOG OR CALL (216) 237-8650 FOR INFO.

parma international inc.

*** MANUFACTURERS OF MODEL CAR RACING PRODUCTS ***

13927 A PROGRESS PARKWAY • NORTH ROYALTON, OHIO 44133 • (216) 237-8650



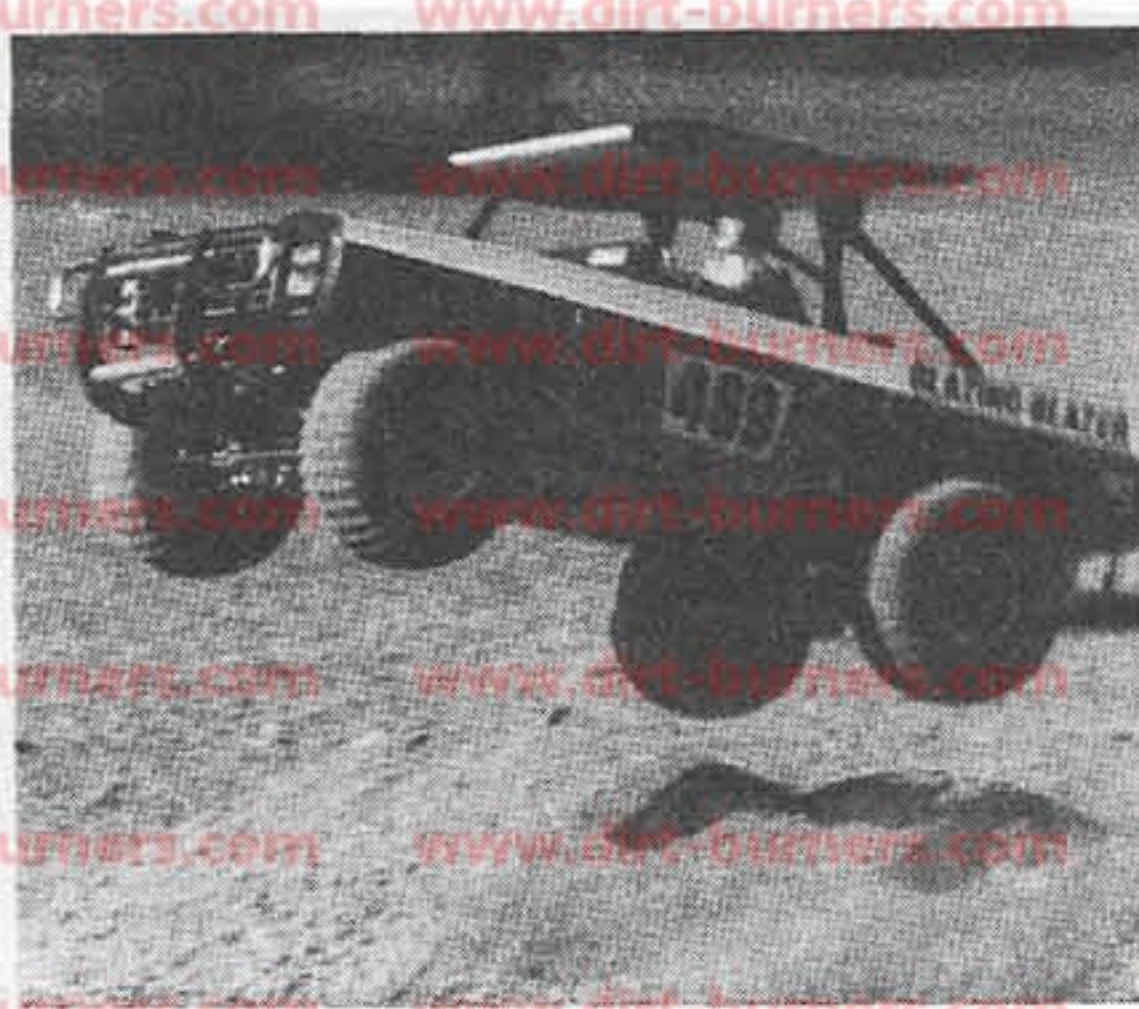


**THE
AMAZING
BLAZER...
MRC-TAMIYA'S
NEWEST
4-WHEEL DRIVE
R/C KIT...**

We caused an R/C sensation with our Toyota Hilux 4X4 Pickup. The first of its kind to offer servo-controlled two or four wheel drive. Now, we're blazing a new trail with our latest R/C 4X4, the Blazing Blazer. The Blazer shares many of the Hilux's advanced features, including unique, "on the move" transmitter-controlled gear shifting capability. It also boasts some singular engineering, like a new, three-step speed control that resists heat buildup (for those long days on the hot trail), and an all-new 1/10 scale, popular Blazer styled body.

Built Tough

We've engineered this rig for all-out punishment. Its durable lumin ladder frame and stainless steel leaf springs, make the chassis strong enough to withstand the most brutal off-road onslaughts. Add the semi-pneumatic tires with special reinforcing inserts, and you've got a rig that won't leave you stranded in the wilderness.



**A Sport Pickup
Truck with on the move
gear shifting that
brings the mountain to
its knees.**

**Shift Gears, Change Speeds
And Take Off.**

We've geared this rig for speed, too. Its RS540S high performance, low drain motor is coupled to a state-of-the-art three-speed transmission, for speed and excitement. Shift into low and you switch into four wheel drive giving you the muscle to overcome the mountains and the molehills. Shift into second or third, and suddenly you're in command of a two wheel drive pickup that keeps you trucking at high speed. And, for a final touch of realism, the Blazer comes equipped with locking wheel hubs, just like the big rigs.

So double time down to your dealer and see what the latest R/C technology brings to your hobby. MRC-Tamiya's Blazing Blazer 4 wheel drive pickup ... it can take you to new heights.



Model Rectifier Corporation
2500 Woodbridge Avenue, Edison, NJ 08818

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

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

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

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

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

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

THIS IS A NON-COMMERCIAL PROJECT!