

R/C

RACING

NEWS

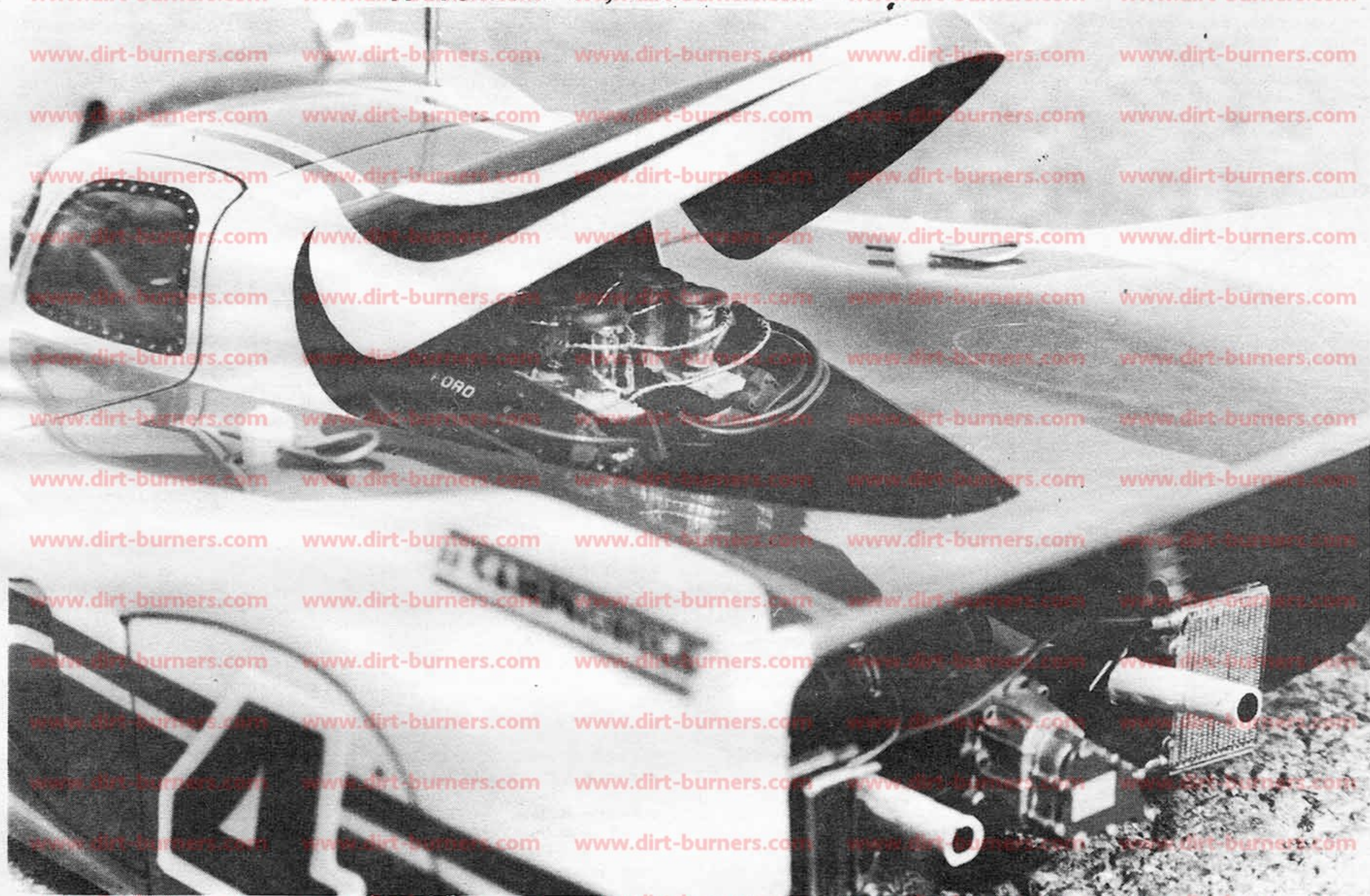
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November 30, 1982 - Issue 19 - Vol. 2



REGION 6 - 1/12th

ORRCA at Mini Baja

6 Hr. Gas Enduro

IFMAR Update

Rio Grande Racers

1/12 ENDURO

There is a \$500.00 reward offered to any one who could supply information leading to the arrest and conviction of the person or persons who broke into MINI BAJA in Reseda, Ca. Over \$32,000.00 (net) of inventory and office equipment was taken out on Wednesday, October 20th, 1982 during the robbery. Among the parts taken were Tamiya, Cox and AYK off road kits, Futaba and Kraft radios, Sanyo batteries, Leisure and Astro Flight chargers; lots of parts for all three off road cars and accessories, including a hefty supply of Trick Stuff items.

This is the time, when it's getting near to the Holidays, that shops are more susceptible to being robbed. So keep those doors locked, the alarm on, and pay your insurance premiums. The wolves are hungry out there. We have also heard that several other hobby shops have been robbed in the past few weeks. We would like to hear from them in the hopes that we can spread the word around. These items are bound to hit in another state and if you hear of anything, this paper is a good way to get to the source.

Now let's see if I can get this straight with respect to upcoming Model and Hobby shows. On January 9, 1983 we have the International Modeler Show at Long Beach; then on January 30, 1983 it's the H.I.A. show at the Anaheim Convention Center; following that it's the MACS show, sponsored by the Orange Coast Radio Control Club, set for April 23-24 to be held at the Long Beach Convention Center; and then thereafter, there is SCHIA Hobby & Craft Show (which used to be part of the MACS but now they're two different groups) scheduled to be held on August 13-14, 1983, also to be held at the Long Beach Convention Center.

It looks like Southern California has been picked to be one of the most important hobby markets in the country, what with four major shows in less than eight months! Anyway here are some names and numbers if you want to get hold of any or all of these shows:

I.M.S. (Jan.9-10), (714)548-4700.
H.I.A. (Jan 30), Walt Caddell (201) 794-1133.

MACS (April 23-24), Bob Richards (714) 891-9559.
SCHIA (Aug. 13-14), Debby Kack (714) 898-0350.

I don't know about you, but we'll be there seeing what it's all about.

Speaking of shows: As previously mentioned in this column, the R/C RACING NEWS/SCORE SHOW Off Road World Championships will again be held in conjunction with the SCORE Off Road (full scale) show on April 1-3, 1983. We've been informed that entries will open DECEMBER 1, 1982 and will close on FEBRUARY 25, 1983. Entry per class still remains at \$25.00 which includes two passes to the show, a T-shirt and decal. The reason for this early entry date is two-fold. One is to give racers outside the U.S.

plenty of time to get their travel plans arranged and their entries in. The second reason is that a special promotional program is being put together to show several networks and television production companies. The earlier the entry list is compiled, the better the package for the television people.

It looks like it's going to be a great show again and judging by the number of booths being sold at this early date by the SCORE people, this next show may be the biggest one yet. Remember, the 1982 show drew over 40,000 people who got a chance to see some of the finest R/C Off Road racers compete during the three days. Send your entry in early so you won't be left out. There will be a limit on entries. Last year it was held to only 176. They're going to try to get a few more, but not too many. See the ad in this issue.

WE GOOFED! In our September issue we mentioned that the Rio Grande Race was held on the parking lot of the Levitz furniture store, which was wrong. It was held at the VISTA HILLS parking lot! Lee Chapin, our ace correspondent out there, wrote to me to point out our error and also to let us know that plans for the January 7, 8, & 9, 1983, Rio Grande Can Am race are really shaping up. Entry fee is \$15.00 before Dec. 10. So if you plan to be there, get it in or call for more info at (915) 598-9017. We plan to be there.

Hey, speaking of going somewhere. How about car-pooling to some of these races? I know that there are certain racers who'll just get on the plane and make the trip and stay in a motel. But there are many, many more racers who'd love to go to the races but the expenses get a bit high. How about sharing ride and rooms with several other racers. We know of several people who plan to drive to El Paso, and would share the costs with other racers. What with this race in El Paso coming up, then the Winternationals in Florida in February, and next year's Nationals out here in So. California, there may be many of us who can only afford to go to one or maybe two. Yet, pulling together may allow you to make more than one race. Let's hear from you.

There's a questionnaire put out by Joe Tentschert and Dana Smeltzer addressing itself to next year's So. Cal. 1/8th Gas Championship series. This questionnaire is directed to all racers who participated in 1982 and what you would like to see for the 1983 series. Many like to complain but don't do anything about it. Here is your chance to hand in your input for next year. If you don't do it now, you have NO REASON to complain next year!

And by the way, a special thanks should go to Messrs. Smeltzer and Tentschert for their efforts this past year. I know that they got alot of "guff" from people who, most of the time don't do anything but race and complain. Dana and Joe, like many other race directors and organizers around the country, get very little recognition for all their efforts. I

know these two guys are kind of burned-out for next year, so whoever gets the job, I hope all the racers can give him or them as much support as possible. Some of you guys try it if you think it's not hard. OFF the soap box now!

New off road track re-opened next to ASCOT Park. The South Bay R/C Racers and Berte's Hobby Shop have re-opened a much larger off road track. It's the ASCOT GRAND PRIX and they will be putting on night races on Fridays at 8:00 p.m. Sign-ups by 7:30 p.m. and all three classes will be run. Entry fee is only \$5.00. Call Bruce or David for more info and how to get there at (213) 372-8649.

If you want to buy advertising space in the Gas World Championships program to be held in Carnoux, France next July 4 - 10, 1983, or would like to have your banner(s) there, you can contact Micheline LESIEUR, tel. (42) 70.01.58, or write to Plateau des Levandes, 13470 Carnoux-En-Provence, France. We understand that if you plan to go there, you better start making your travel plans and accommodations right now!

In this issue, by the way, there's an Open letter from Gene Husting regarding the upcoming Gas World Championships and how you can make the team. Check it out. For further information you can also call Joe Sullivan, new R.O.A.R. President at (214) 238-0929 and he can fill you in on all details.

Check out NORCAR's Winter Off Road schedule in this issue's Calendar section. They have races scheduled from October 31, 1982 through April 24, 1983. All of their races are to be held at The Silos, Routes 10 and 20 in Elyria, Ohio. You can also contact Bill Jeric at (216) 467-6116.

Big Outboard races coming up on November 13-14, 1982. It's a yearly classic put on by the Wavemakers at the Riverland Resort. It's sponsored by K & B and it's the last race of the Powerboat Magazine's Outboard Championship Series. Call Wally Stewart for more info at (805) 322-6972. There will be five minute heats for all boats with the combined numbers of laps determining the winner.

Bremen Hobbies and Crafts contacted us to let us know that they are racing 1/12th scale electric on every Friday night and Sundays from October through March of next year and they want some of you guys around the Bremen, Indianapolis area to get your batteries charged, your tires trued, your wings on and race with them. They are located just three blocks north of U.S. 6 on Ind. 331. Just call them at (219) 546-3807 and they'll get hooked up!

"B.C. IN '83" That's the cry from the folks in Canada as their plans are progressing quite nicely for next year's NAMBA Nationals to be held on July 30 - August 6, 1983. Burnaby Lake, Burnaby, B.C. is a very popular Vancouver park with an enclosed lake, lots of playground

area for kids and very close to excellent shopping, tourist attractions, hotels, etc. You can contact J.M. Fraser at (604) 467-3580 for additional details on what looks to be a real great NAMBA National. Here it's October and they're already getting plans down for the types of events and activities.

We know for a fact that many overtures have been made to the IMPBA people by this publication to, at the very least, send us their annual racing calendar. Our Editor has received several calls from members who feel we are not interested in IMPBA action. Well, I was told to let you IMPBA people know out there to go after your president or your regional director and have them send materials to us. Really, we want to cover all IMPBA racing activities.

The new PARMA International catalog is out and full of great R/C and Slot merchandise. I mean they cover everything from 1/8th and 1/12th to 1/10th off road, slot cars and even 1/8th Gas off road. It's a hefty catalog so it'll cost you \$1.00, but I believe it's worth it. Isn't that right, Ken?

ORRCA was supposed to bring out a questionnaire to pool some ideas for next year's racing program. In this questionnaire there is the matter of Super-Stock for off road cars as well as how you would like to see the series run. This also applies to those of you who would like to join the ORRCA program in other states. I said "supposed to" because we haven't seen it yet. As soon as we do, we hope to publish it for all.

Only three more ORRCA series races remaining in the month of November. These three will make a total of 14 races since the race program began back in June. Some think that 14 is too many, especially since you're allowed to drop your worst 7 races, others want more. In any case, the next three races are at DEL MAR R/C, Del Mar, Ca. on November 13th; Century Models, Anaheim, Ca. on November 20th; and the final race of the series will be at RCH, Costa Mesa, Ca. on November 28th.

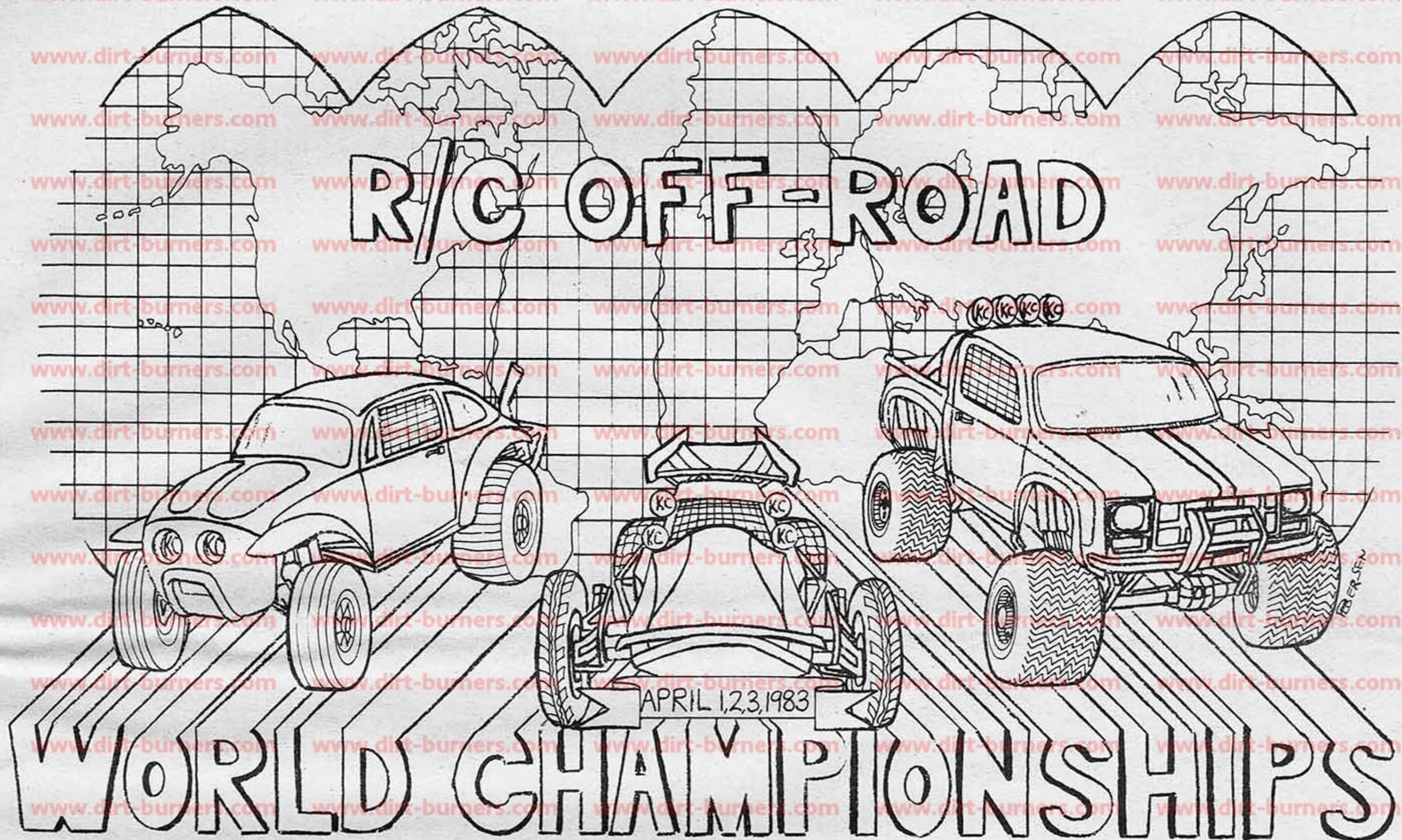
Date and site for the ORRCA Championship Race has not been set yet but it's anticipated that it will be sometime in the middle of January, in the San Fernando Valley. More on this later.

Just got word from JA-LEA and they are running a special for November and December on all ready to run cars. These will be discounted to 40 percent! Also, all JOMAC kits (except 2350 and the ready to run) will be discounted 50 percent. They will also be having a special on PARMA bodies. All painted bodies and many different clear bodies will be discounted by 60 percent. For further information contact JA-LEA CO., 803 Business Pkwy., Richardson, TX 75081 (214) 238-0929.

R/C Racing News/Score Show

PRESENTS

R/C OFF-ROAD



April 1,2,3, 1983

ENTRY: \$25.00 per class (includes T-Shirt & Decal)

LATE ENTRY: \$40.00 per class

ENTRY OPENS: December 1, 1982

ENTRY CLOSES: February 28, 1983

LIMITED ENTRIES: Approx. 200 overall

PRACTICES: Thursday March 31, and during each day of racing.

SCHEDULE: FRIDAY, April 1 - Stock; SATURDAY, April 2 - Modified; SUNDAY, April 3 - Open Class. Times - to be mailed to entrants.

FREQUENCIES: First come basis. Racing numbers assigned to each car.

RACE RULES: Championship Rules same as last year



Name

Address

City, State & Zip

Telephone:Occupation:

Class: (Circle one or more unless racing in Stock) STOCK MODIFIED s. OPEN

Frequencies: 1st Choice(color).....2nd choice..... 3rd choice.....

Sponsor(s)

Type of car:..... Motor:.....Battery(s).....Radio System.....

Send SASE to: P.O. Box 411, Woodland Hills, California 91465 (213)340-5750/345-7300.

In this Issue

On the Line

IN EVERY ISSUE:

Race Corner.....	2
On the Line.....	4
Inside Lines.....	21
Tech N' Spec.....	25
Calendar.....	42

ARTICLES:

World Champ Lap Counting.....	26
MART News.....	28
IFMAR World Champ Update.....	29
NAMBA News.....	30
SO CAL Update.....	32
SO CAL No. 7.....	33
R/CECC.....	36

FEATURES:

6 Hr. Enduro, Del Mar.....	6
ROAR Region 6 - 1/12th at Pit Shop.....	10
ORRCA at Mini Baja.....	14
Rio Grande Racers.....	17
1/12th G.T. Enduro.....	35
Off Road at Del Mar.....	38

ON THE COVER: The beautiful detail work of Andy Jacobson's 1/12th entry at the ROAR Region 6 Concours.

R/C RACING NEWS

*You Race It...
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RACING IN ZIMBABWE

Racing is catching on in Zimbabwe. There are two clubs being formed, one in Dovore (?) and the other here in Bulawayo. There is a mixture of cars. Some guys are into "gas" and others into electrics.

Slot car racing has been evident for many years, in fact the Bulawayo club has operated since 1966! Slot racing is dying out, but some slot racers would and are including radio racing in their form of motor sports.

I noticed your address in your paper as well as a write-up on R/C in the U.S.A. I would like very much if you could send me details and a coupon necessary to obtain a subscription to your R/C RACING NEWS. By means of a subscription is the only way one can get any form of racing literature. We're hungry for information and your newspaper seems to carry it all.

Des Dunsire
Bulawayo, Zimbabwe

It's only natural to go from slots to R/C and we hope that we can continue to keep you informed. In the meantime, feel free to send us pictures or reports or results of any racing in your area. By the way, your air mail stamp is terrific. ED.

NEW OFF ROAD TRACK

I have enclosed some copies of our flyer for Off Road Racing at the ASCOT GRAND PRIX every Friday night.

We have been shut down for the past month and a half while we enlarged and rebuilt the track. Our size now is about 100' X 25', with a 20' long, 4' high driver's stand and new mercury vapor lighting. The driver's stand has a 20' long ramp to provide room for the handicapped drivers who do show up at our races.

The track was built and races are run by the South Bay R/C Racers. We still have plans for a full size 1/8th and 1/12 on road track as soon as \$10,000.00 can be raised for the pavement. It will be located next to the off road track and will be raceable day or night.

We are in the hopes that you will add our track to your R/C Calendar section so that we can start getting racers back out and newcomers will know about it.

As soon as we get some pictures, I will send them to you. In the coming months we will be planning special races.

Bruce Berteau
Redondo Beach, Ca.

Thank you Bruce, we wish you luck with your track. And by the way it's located next to ASCOT Park, in Gardena right? We're holding you to your promise of pics and stories. ED.

WORLD GAS CHAMPIONSHIPS AN OPEN LETTER

With the 1983 1/8 gas World Championships getting closer, it's time for ROAR to select its 1983 Team. As you probably know, the 1977, 1979 and 1981 Teams were selected by the drivers sending their resume of their driving performances to the Regional Directors and ROAR Officers, who then voted on the drivers according to their performances at major races. The major races were the ROAR Nationals, the Winternationals, the McCoy race, the Cajun race and all the Regional Series races, etc. I think it's obvious to everyone that we did send our best drivers to these World Championship races. It's also obvious that we must continue to send our very best drivers.

At the ROAR meeting in Boston, a proposal was made that all Can Am "A" Main drivers at the Nationals be eligible for the W.C. Team and the remainder of the drivers be selected by the ROAR Directors and Officers. At the ROAR meeting in Indianapolis, another proposal was made that the ROAR National Can Am "A" Main drivers, as well as the winners of the Regionals be on the W.C. Team.

It's of the utmost importance that we choose our very best drivers for a number of reasons. If our only concern was to win the W.C., we could only send over 4 or 5 best drivers. But it's very important that we do good as a TEAM representing ROAR. At our recent 1/12 W.C., our ROAR TEAM was unquestionably the best group of 1/12 electric racers in the WORLD. Consequently, the United States is considered the World leader in 1/12 scale. I'm sure we would all like to think this same way in 1/8 scale.

The concept of Regional races is a good one, as long as they're used for the purpose intended by the ROAR President as initially proposed. The basic idea was to help promote racing on a Regional level, with only racers from that Region allowed to participate. There's nothing wrong with having a Regional Champion. It should help the racing in that Region. The problem comes in making all Regional Champions considered equal. Region 6 has as many ROAR National 1/8 Can Am Champions as all the other Regions put together. The winner of a Region 6 Regionals with 100 entries, is obviously more qualified than the winner of another Region with as few as 24 entries. Each one is still a Regional Champion, as he should be, but the intention was never meant to call them equal.

Another interesting question is: which is more of an accomplishment, to win a Regional race or to win the Series of races in that Region? It seems they should be both considered.

What I'm proposing is that we select our W.C. Team of 26 drivers as we've done in the past. Drivers who feel they are qualified for the W.C. Team would send their resume of racing accomplishments to the President, no later than 7 days after

the Winternationals are over in February. The President would then send copies of the resumes to the ROAR Directors and Officers immediately.

The ROAR Directors and Officers would then choose the top 26 drivers. Each Director would then make a list of the top 26 drivers. The choice would be based on performances by the racer at the ROAR Nationals, Winternationals, McCoy, Cajun, Texas Biggie, Regionals, Series or any other race listed on the resume.

This selection would have to be done and returned to the President immediately, so the racers could be notified in early March. An alternate list would also be compiled to be used if any selected racer would not be able to attend the W.C.

Our Directors and Officers have selected our W.C. Teams in the past, and as of right now, I believe we should be able to trust them to do as fair a selection as possible, as they've done in the past.

Gene Husting
Santa Ana, Ca.

R/C FOR REHABILITATION

I am currently doing an internship in Therapeutic Recreation at Craig Rehabilitation Hospital in Englewood, Colorado. Craig Hospital deals with the rehabilitation of both spinal cord injuries and brain injuries.

Many of my patients have expressed an interest in radio controlled cars, dune buggies, and boats. As well as any adaptations that have been made for handicapped individuals. This is definitely one activity that most of our patients are able to take part in after their injury.

I came across your name and address while reading "Racing by Radio", by A.C. Kemp in Popular Hot Rodding Magazine. You can help me help these patients by sending any material that you feel would be beneficial in helping them get started in a hobby in R/C racing. Any type of instructional materials, any "How To" materials or R/C hobby clubs would help out considerably.

Your time and effort will help give someone a new outlook on their future recreation or possible future.

Sharon L. Baker
Recreational Therapy Intern
Craig Hospital
3425 South Clarkson
Englewood, Colorado 80110

Thank you for your letter. Certainly we'll help. First, we'll be sending you an ample supply of R/C RACING NEWS on a monthly basis for your patients. Secondly, by publishing your letter, I'm sure many of our R/C'ers (manufacturers, distributors, retailers and enthusiasts) will probably contact you directly and offer their help. We have a number of R/C'ers who are physically handicapped yet they are as competitive as anyone else when it comes to racing or playing with radio control. Yes, there are a number of adaptations to the radio control systems and I'm sure you'll be made aware of these soon. Look forward to hearing from you soon as to your progress. ED.

NORCAR ACTIVE AGAIN

Enclosed you will find a copy of NORCAR's (Northern Ohio Radio Control Auto Racers) 1982-83 Winter 1/12th schedule.

As in the past, the winter series will consist of 10 races. The drivers' 7 best finishes will count toward the championship. We will also be having two fun races which will be late model Stock cars on an Oval.

Also this year, NORCAR will be hosting the U.S. INDOOR CHAMPIONSHIPS on Thanksgiving

weekend, November 26, 27, and 28, 1982.

New this year will be a Midwest Indoor Series and we will be hosting a round on February 13th.

I have also included a copy of our newsletter which is written by Paul Franz. I hope you will be able to use it. Please put the schedule in your paper.

Keep up the good work on the paper, I look forward to it each month and I hope to see you in Cleveland on Thanksgiving weekend for the Indoor Champs.

Chuck Machin
Elyria, Ohio

Thanks for the various items re: your R/C'ing. You send it, we print. I'm also looking forward to being in Cleveland, but if for some reason I can't get there, we'll make sure we've got coverage of the Champs for the December issue. Keep us informed. ED.

(contd. page 41)

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ASSOCIATED DOMINATES 6 HR. ENDURO with 1285 laps!

DEL MAR Hosts its first 6 hr. Gas Enduro.

Photos by Greg Paroccha

A NEW TWIST TO THE ALREADY KNOWN FORMAT FOR SIX HOUR ENDURO WAS ADDED AT THIS WEEKEND'S ENDURO AT DEL MAR RACING CENTER.

This time, the race would start at 10 a.m. and would finish at exactly 4 p.m. in the afternoon; a continuous 6 hours of racing with no breaks.

That was the plan and for the most part it was carried out, except for the fact that the start of the race had to be delayed for one hour because of early morning rain. At about 8 a.m., the rain had subsided but the track was left soaked. Quickly the brooms, blowers and a few helpful hands came out and by about 9:45, the track was totally dry. At this point, it was decided to start the six hour race at 11 a.m. - one hour later than anticipated so that everyone would have a chance for a

bit more practice and "dialing" in.

The rains, having cleaned up the track a bit, and with it some of the "bite", it was decided that a little dab of VHT here and a little dab there wouldn't hurt. In fact, it really helped and it also helped bring out the bite that was laid there the day before.

On hand, there were only five (three-man) teams. It had been anticipated a total of eight teams on hand but last minute cancellations kept the field to only five.

Interestingly, of the five teams on hand, there were four manufacturers represented. ASSOCIATED had Gene Husting, Chuck Phelps and car and motor builder Rich Lee; THORP had two cars, John Thorp, Ray Gallovich and Dick Camp drove one, while Jim Atkinson brought his own car and he had J.D. Green and Jim Jones sharing the driving duties. M.I.P. fielded its car with

Eustace Moore at the helm, accompanied by Benny Bullock and first time 1/8th scale racer (but very experienced in off road), Mike Deming. The fifth team was the DELTA Team comprised of Rick Templin (using most of his car), Mark Miranda and Tom Wong.

In preparation for a six hour enduro car, weight was not a factor, so some of the teams did extra "beefing-up" to their cars. The G.T. Style bodies gave the chassis added protection and by the results of the race, dependability in all these five cars was excellent.

Several interesting adaptations were evident here today. For example: Rich Lee, who built the Associated RC500 car which was used, added a second front end piece to his Maserati body. The clear plastic section of the body was riveted to the front of the painted one for added strength.

Rich claimed he had seen a car at an Enduro that had two bodies. The unpainted one, glued right over the painted one. In addition, he had quick-removing battery packs (receiver) and fast-changing tires/wheels.

John Thorp's car was pretty much as it always is: set up quite well, very strong and removal of batteries, drive-belt access, et al. were all very efficiently laid out. John decided to go with the Corvette body which he felt worked as good as a Can Am body.

The M.I.P. team also used a "Vette" body with several venting holes for engine cooling.

Two "Dome" bodies were there, the DELTA's Eagle sported one and the other THORP car had the other one. While they look sleek and perhaps more like a Can Am body, the body later proved to be not as good for a six hour race as it should have been. The main problem was the wheel-well opening for the front tires which proved to be too low to allow a larger diameter tire for endurance. Consequently, the DELTA & THORP 2 teams had to use smaller diameter tires which had to be replaced more often. We estimated that they lost between ten to twelve laps every time they had to make a tire change. Those using the Corvette bodies or the Maserati body could start with much larger diameter fronts, thus having to change less times. In the end, this could have been the difference.

We say this because, when the six hours were up, the lead car, Car 4, the Associated RC500 won by only 34 laps!

THE RACE

Associated got the lead from the start, and from the start their strategy became obvious. "Let's not race, but just drive steady". And in fact that's what they did. While the others were really powering through the turns, flickering the throttle all through the sweeper, the Associated car just charged at a steady pace. This way fuel consumption and tire wear was kept to a minimum. Phelps, Husting and Lee are veterans of Enduro racing and they are hard to beat unless you can learn to play their game. One other aspect of their strategy was to have each driver drive one half hour at a time. While each driver was required to drive a minimum of one hour during the six hour race, they were not required to drive them consecutively. By breaking their driving time to half hour intervals, the Associated team figured that each driver would be very fresh when taking over the controls. Having driven



The Cars: Car 1, The THORP with John Thorp, Dick Camp and Ray Gallovich.

Car No. 2, the M.I.P. with Eustace Moore, Mike Deming & Benny Bullock.

Car No. 3, the DELTA with Rick

a half hour and resting for one hour made alot of sense to them and it paid off.

At one point they were over sixty laps ahead of the second place car, but during the last hour of the race they developed several minor problems that had them in the pits several times. The amazing fact though, is that for almost five hours, that Rich Lee/K & B motor was not shut off, except for a 20 second interval.

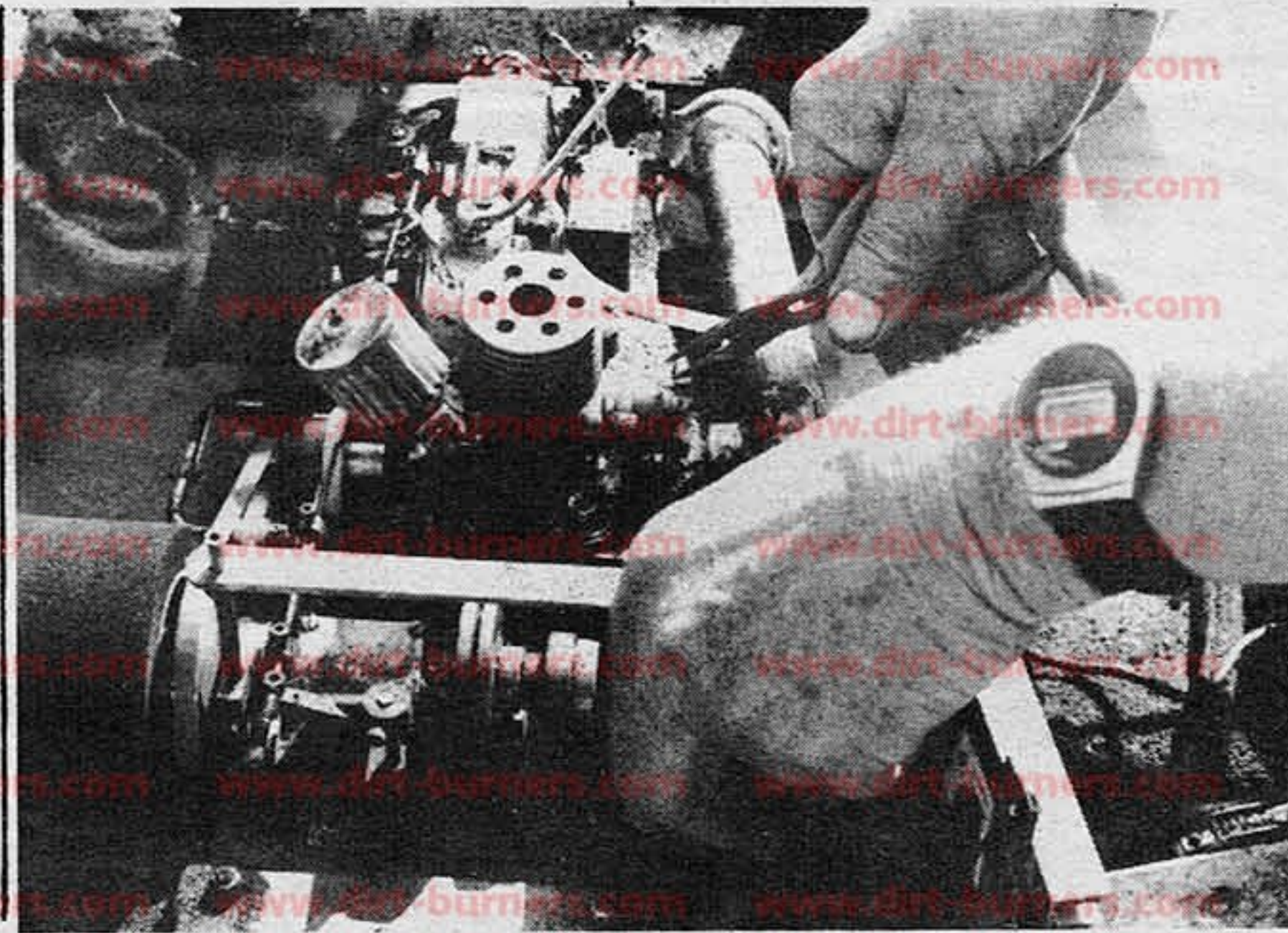
This happened when they pulled in for one of their scheduled tire changes and battery pack changes. All this time the engine kept running even though the car was turned sideways and two team members changed tires. We watched them do it. One took the front and the other the rear tires, all the while the engine just kept purring. Both sides were changed and just as the car was about to go on the track, it sputtered and flamed out. A quick trip to the starting wheel and that car went on for about five hours before it was shut off. Quite amazing.

the car, tire wear and fuel consumption, the DELTA Team just went for it and in some cases it cost them. They settled into the second place spot right from the very beginning and were really never challenged after that.

The THORP car did get close to second for a while, but several flame outs and driver's mistakes kept them running back and forth to the pits.

The M.I.P. team also challenged for that second spot, but again many trips to the pits to get the car re-started made them lose valuable laps.

The second THORP 2 car had their share of nagging problems, little things that just make you pull your hair. Fuel line popping off



John Thorp (above) working to get the pipe back on. The winning team (left) Gene Husting, Rich Lee & Chuck Phelps. (inset) The Assoc RC500 never missed a beat.

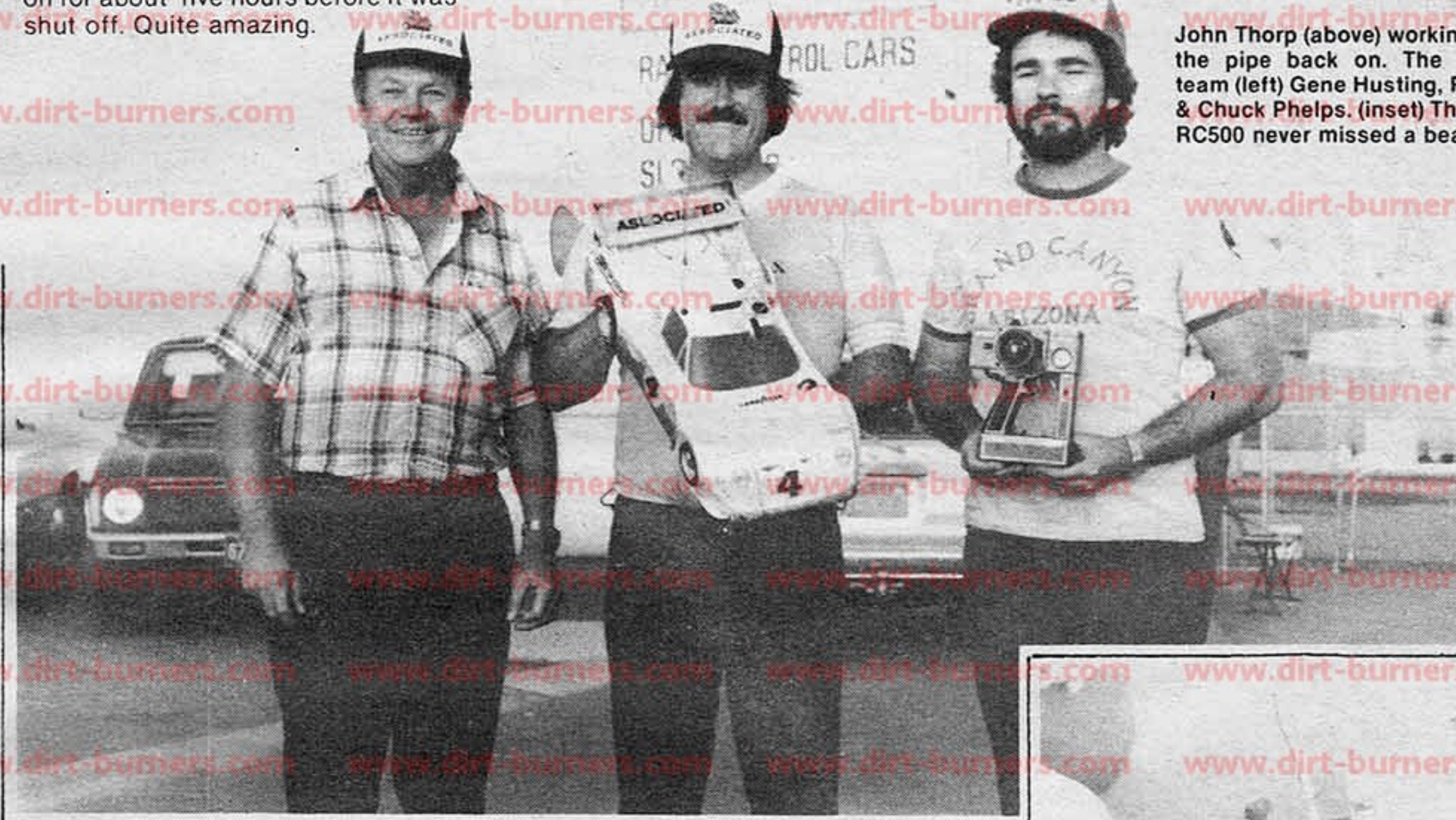
THORP 2 - 145

HOUR TWO:
ASSOCIATED - 435 laps
DELTA - 406 laps
THORP - 359 laps
MIP - 336 laps
THORP 2 - 307 laps

HOUR THREE:
ASSOCIATED - 653 laps
DELTA - 618 laps
THORP - 518 laps
MIP - 494 laps
THORP 2 - 452 laps

HOUR FOUR:
ASSOCIATED - 873 laps
DELTA - 814 laps
THORP - 753 laps
MIP - 634 laps
THORP 2 - 625 laps

contd.



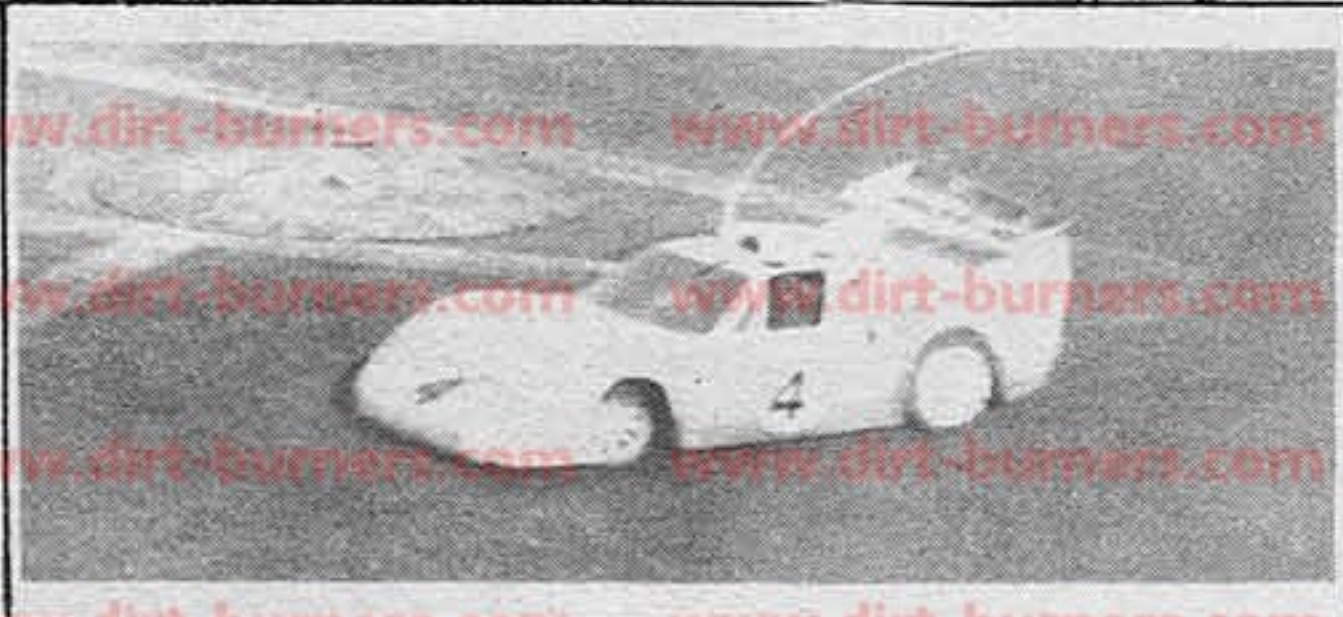
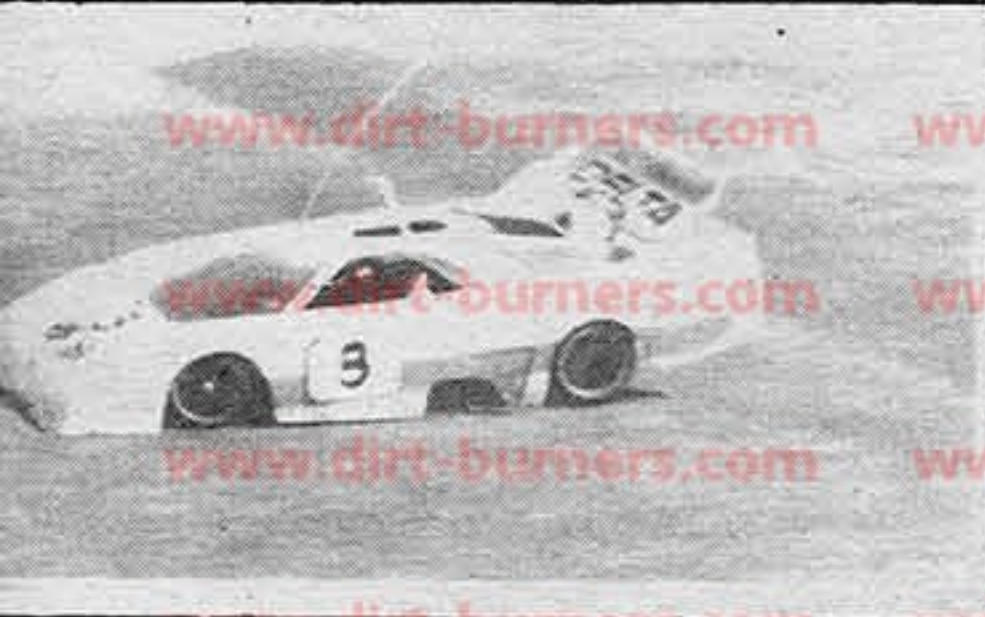
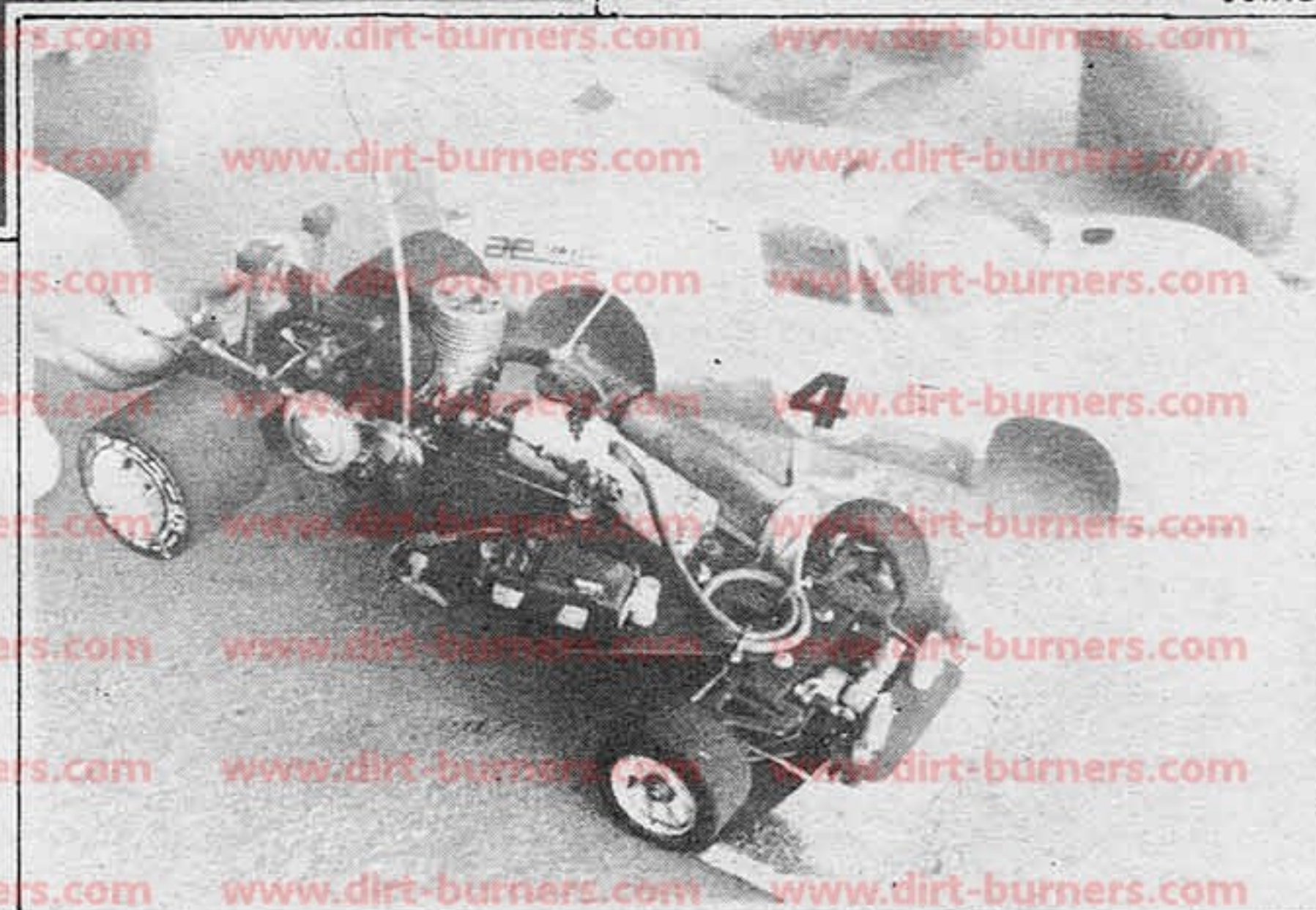
Just as amazing was the efforts of the second place car. The DELTA Eagle performed flawlessly, much like the winning Associated car. It handled terrifically well, and although the problem of front tire wear was there, the team was always within striking distance of the more experienced Associated team. If anything else can be pointed out to this team's not winning this race, besides the extra tire changes they had to go through, would be perhaps their driving styles. They drove the car much like they would drive a qualifying heat or a 60 lap main. While in enduro racing, your style has to change to save

several times, running out of fuel, hitting a dot and killing the engine...well you know what we mean. As a result, in the first hour they were only able to log in 145 laps.

The leading team, on the other hand, put 221 laps at the end of one hour of driving, while in second place, the DELTA team had 195 laps.

SIX HOUR RECAP

HOUR ONE:
ASSOCIATED - 221 laps
DELTA - 195 laps
THORP - 180 laps
MIP - 162 laps



mplin, Tom Wong, Mark Miranda.

Car No. 4, the ASSOCIATED with Gene Husting, Rich Lee and Chuck Phelps.

Car No. 7, the THORP 2 with Jim Atkinson, J.D. Green and Jim Jones.

1982 1/12 Electric WORLD'S CHAMPIONSHIPS

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

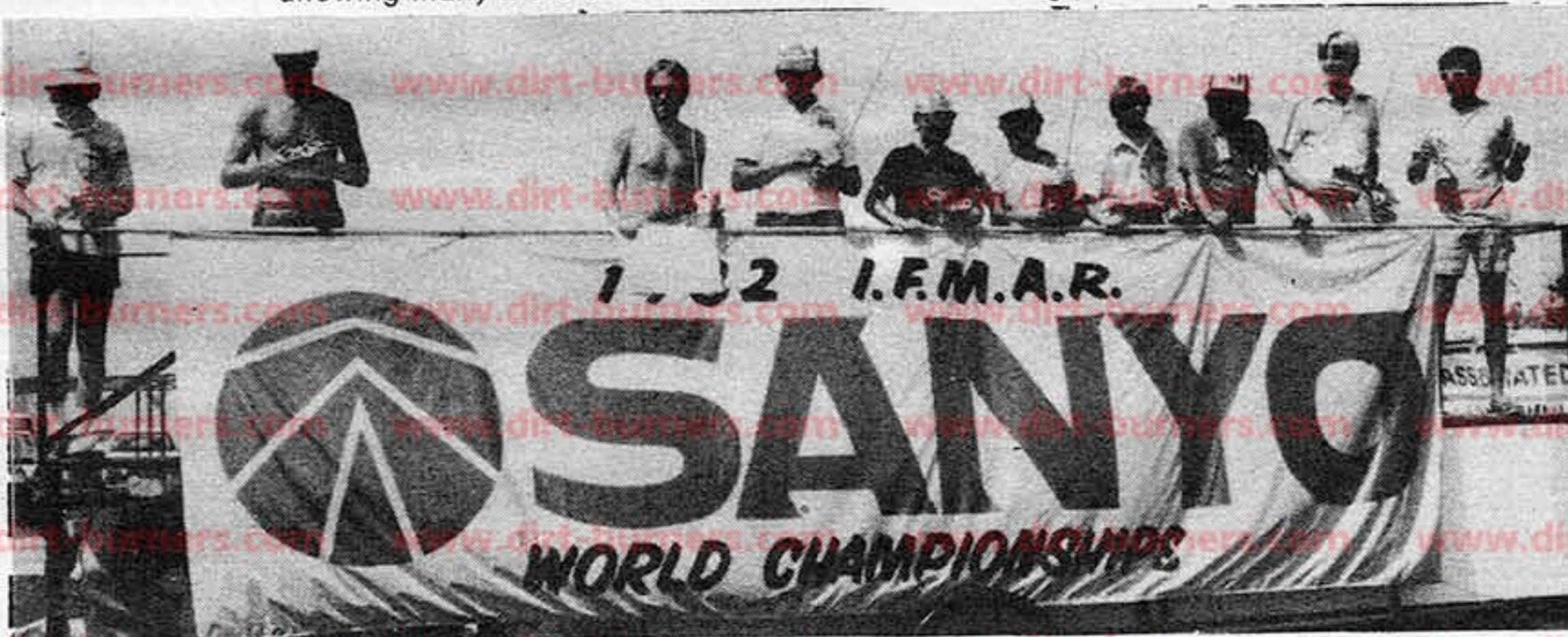


Car 1: KENT CLAUSEN 1982 WORLD CHAMPION - Stock Class. Car No.3: RE-PETE FUSCO - TOP QUALIFIER Stock Class, Finished 2nd Place. Car No.0: FRANK KILLAM - 2nd Place Modified & 3rd Place Stock Class.



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.

ae TEAM ASSOCIATED

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Reedy), Gil Losi, Jr. (Delta/ Check Point), Robert Cavazos (Associated/ Reedy), Kent Clausen (Associated/Reedy), all who were breeding down his back.

A relative new-comer, but apparently someone who will bear watching among the top drivers is Tod Strain who picked up the Modified Novice A main win and placed second in the Stock A class.

Allen Losi won the Stock Novice A and placed third in the Modified. Here's one guy that if he really gets serious about the sport he will be a terror on the track, whether it's in 1/12th, 1/8th or 1/10th. Right now he's good enough to compete with anyone, but has yet to reach his potential - but watch out!

Of course we can't forget Mike

REGION 6 CHAMPS 1/12 Action...

Losis' T.Q. 5 of 6, Hayes: two wins, Strain, Neisinger, Losi & Lavacot also win!



Tony Neisinger drove his DELTA/REVTECH to the Modified Expert A Main win over some very powerful competition.

Pomona, California
October 25, 1982

SOMEBODY COULD HAVE MADE A LOT OF MONEY THIS WEEKEND. How? Well if you would have bet that a Losi would T.Q. in each and every class during the two days of Stock and Modified racing, you would have won five out of the six bets.

One of the strongest shows of force was witnessed this weekend, as all three Losi's - Allen (Novice), Gil, Sr. (Amateur) and Gil, Jr. (Expert) - wound up in the top qualifying spot. In fact it could have been a perfect sweep for the family had it not been for a two second difference in the Expert Modified qualifying, where Gil, Jr. was just two seconds off Top Qualifier, Tony Neisinger. Other than that, all three Losi's T.Q'ed in every class. Allen in both the Stock and Modified Novice class; Papa Gil (the "flying fossil") in the Stock and Modified Amateur class; and Gil Jr. in the Stock Expert class. Granted, it's their home track, but there were over 130 entries that had the same idea and a shot at it. The odds were really against them (the Losi's) that they could pull off this feat.

Just as impressive was Chip Hayes' performance in the Amateur A Mains. Twice he bested the field and picked up the Region 6 Championship. Twice he just edged Gil Losi, Sr. in the Amateur class.

Another noteworthy achievement was that of Tony Neisinger who picked up the Expert Modified A main win with his DELTA/Revtech powered car just edging out guys like Randy Tentschert (Associated/

Lavacot, he is still one of the finest 1/12th racers around and he proved it in the Expert Stock A main event. He's a terrific pressure driver and he proved it in this main as he was able to hold off the likes of Robert Cavazos, Kent Clausen, Mike Toland, all who were on the same lap and just waiting for that one mistake. Lavacot seldom makes one, especially on the money races.

Conspicuously absent from the top spots were a number of racers who appeared to have problems at this track. One that comes to mind is Frank Killam, perhaps the best "overall" driver at the Worlds, who could only make the B Main in the Stock class and the C main in the Modified class. Like Frank, there were racers like Gene Husting, Rich Douglas, Tim Neja, Eddie Janis, Jim Aguirre, and others, who are considered to be automatically in the A main wherever they run.

But not on this weekend. New faces made their presence known. And now there is just that many more to contend with. It's going to be tough in '83.

The racing started on Saturday with the Stock qualifiers leading into the mains. Because of the large entry, timing had to be kept really tight. Not too much room for delays because this could push the mains up well into the late afternoon/early evening. As it was, the final mains were run as it was beginning to get dark, still the program was completed and the largest entry of the two days went home happy...well, no one goes home happy unless they've won the Main, but relatively so, knowing that the program had run fairly smooth. Because of the

two day affair there were many racers, especially those who had traveled some distances, that decided to stay at the Pit Shop and park their motorhomes or campers and spend the rest of the evening doing some very serious bench racing. We're not sure who was the overall winner in the "bench-racing" category but we heard that there were some really classic stories being run.

SUNDAY morning was another story. Great expectations from the day before were now dampened and I mean like in "wet", as a result of an early morning rain that delayed the start of the Modified program for almost two hours. A couple of heats were squeezed in, but rain prevailed and for about two hours, everyone



The winners, first through third in Stock and Modified classes, plus Concoeurs. The picture tells the story.

each of the three classes first. Then if time allowed it, the rest of the lower mains would be run. This was to assure that those racers in the top mains could run during daylight. In the event that the other mains could not be run, then the final standings would be decided by the best qualifying times. Certainly not the best way, but under these conditions, probably the fairest way to do it. It was really excellent planning by

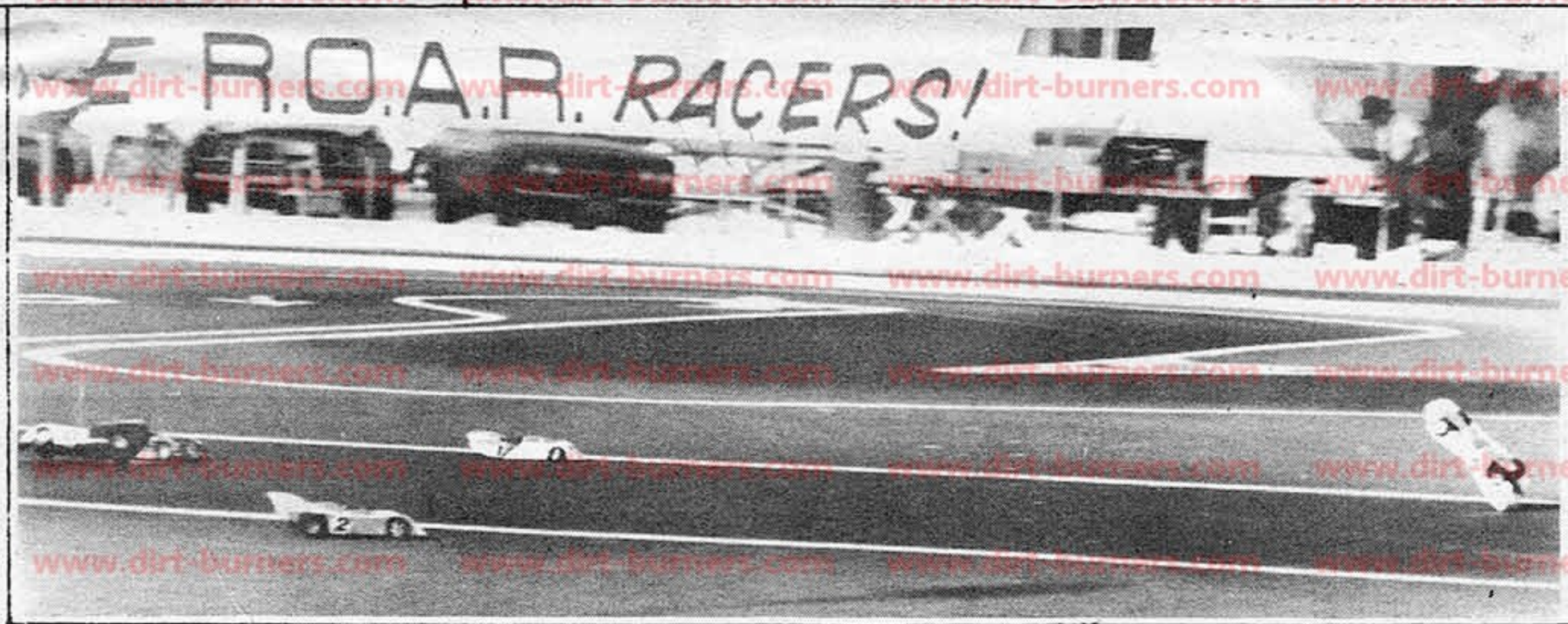
racing thanks to the fine efforts of R.A.C.E., its members and of course to the efforts of the Losi family who own the Pit Shop and provided an excellent track and setting for racing.

For many it was the culmination of many weeks of preparation and for quite a few it was the end of a week-long program of getting in lots of practice runs and then going-for-it for two rounds in Stock and two in

MODIFIED EXPERT A:

1. Tony Neisinger (DELTA/REVTECH)
2. Randy Tentschert (ASSOC/REEDY)...28
3. Gil Losi, Jr (DELTA/CHECK PT)...28
4. Robert Cavazos (ASSOC/REEDY)...28
5. Kent Clausen (ASSOC/REEDY)...28
6. Rich Douglas (ASSOC/REEDY)...27
7. Mike Toland (ASSOC/REEDY)...27
8. Mike Lavacot (ASSOC/REEDY)...27
9. Bruce Hickman (ASSOC/HICKMAN)27
10. Jerry Case (ASSOC/REEDY)...26
11. Mike Wickman (ASSOC/HICKMAN)

(contd. next page)



Sequence documentation of the fate and fortunes of some racers. (above left page 10 & above page 11). Modified racing.

there was thinking that they might have to come back next week to finish the race.

Mother Nature did her thing early enough and quit just in time to allow the track to dry and get the program going at about 11 a.m. It was now or never, and thankfully, those wet clouds never did return. The result was that for the rest of the day the racing conditions were perfect, with bright sunny skies mounted against the San Bernardino mountains, offering a beautiful picture for all racers and spectators to enjoy.

The only problem today was time. There was not enough time to finish all heats and mains in daylight. So a real tight schedule had to be implemented. One that called for the running of the B and A Mains in

R.A.C.E., the host club for this event, and its President and Race Director, Gene Prather, as the decision to run the top mains was made early enough to get everyone ready.

As it was, all mains were run (much to the delight of everyone), although the last few were run under the lights. The Ranch Pit Shop has lights for the track and, except for one spot on the track, it was sufficient for everyone to be able to see their cars.

Thus, this two-day affair was complete and by about 7 p.m. all the trophies and prizes were awarded. Many people did not stick around because of planes to catch or long distances to travel. Most did stay and the general consensus was that it had been an excellent two-days of

Modified. Now the Region 6 Championships are history, for some it's time to prepare for another local race or points race and wait until next year, when the Ranch Pit Shop will be hosting the 1983 R.O.A.R. Nationals. Many people had a hand in making this event possible, but families like the Cavazos and Buffingtons were very instrumental in handling some of the details, as was the fine announcing efforts of Larry Standcliff and Frank Killam. To all these people and the fine sponsors of the event, I'm sure all the participants will give them their thanks.

R/CRN

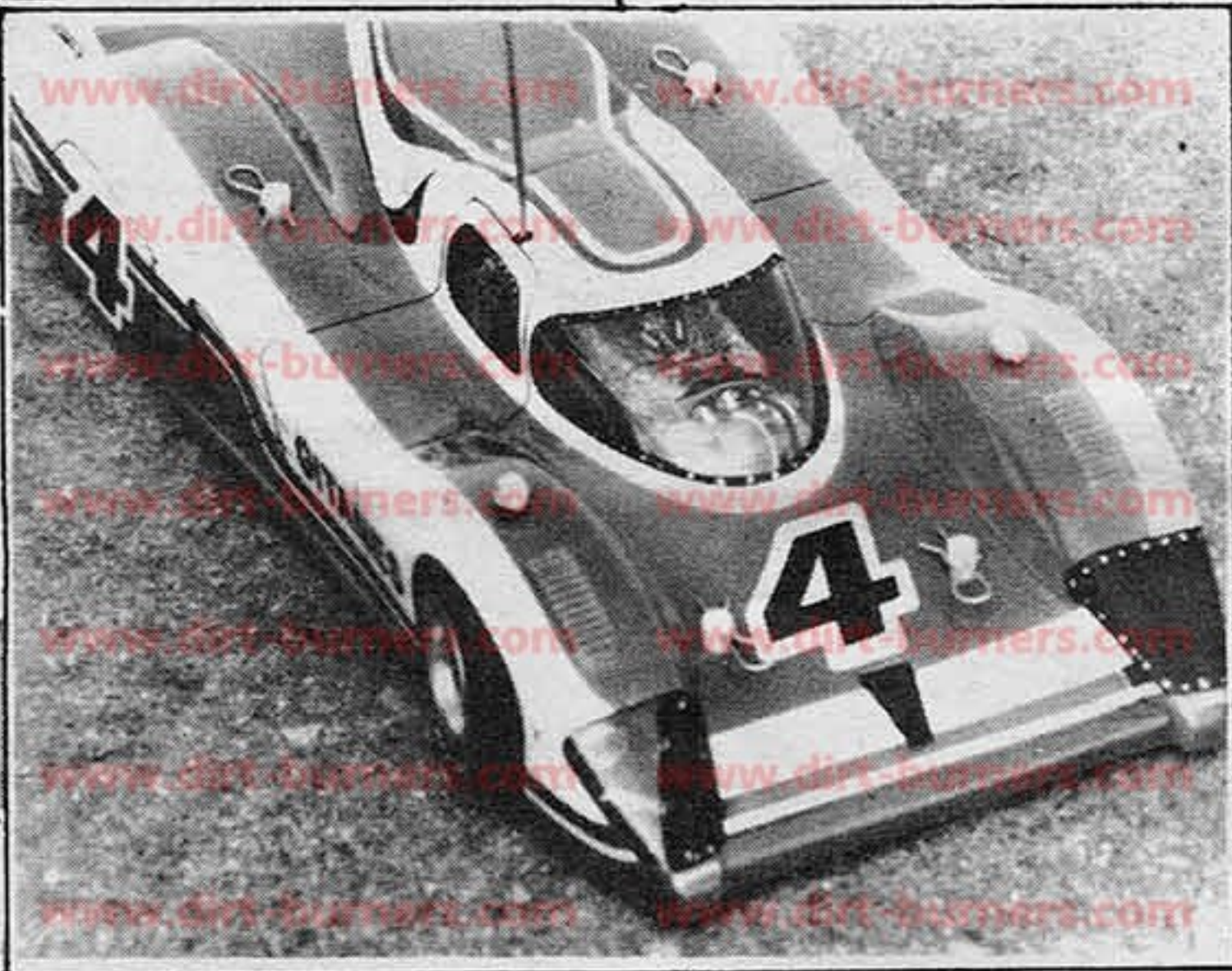
RESULTS



Up-and-comer, Tod Strain getting more than just a trophy.



Andy Jacobson, Concors winner (above) and car (right).



MODIFIED EXPERT B:

1. Tim Neja...27
2. Mike Wibben...27
3. Doug Kott...26
4. Jim Aguirre...26
5. Gene Husting...26
6. Eddie Janis...26
7. Larry Stevens...24
8. Bob Hayes...24
9. Mike Wickman...DNS

MODIFIED EXPERT C:

1. Frank Killam...26
2. Mike Buffington...26
3. Steve Hickman...25
4. Carl Anderson...25
5. Lee Hall...24
6. Tony Ibison...26
7. Bob Novak...23
8. Mark Osier...22
9. John Thorp...DNF
10. Rene Cortez...DNF

MODIFIED EXPERT D:

1. Neal McCurdy...25
2. Dave Kisby...23
3. Ted Graf...23
4. Brad Franks...21
5. Sonny Madison...18
6. Chris Chan...DNS
7. Ken Jones...DNS
8. Curtis Husting...DNS

MODIFIED AMATEUR A:

1. Chip Hayes...26
2. Gil Losi, Sr. (TQ)...26
3. Jeff Abrams...26

MODIFIED NOVICE A:

1. Tod Strain...24
2. William Brown...24
3. Allen Losi (TQ)...24
4. Brian Rush...24
5. Les Ammann...23
6. Chuck Baker...22
7. Steve Urban...22
8. Mark Grosso...24
9. Gary Haskill...18
10. Robert Bartlett...8
11. Billy Johnson...1

MODIFIED NOVICE B:

1. Dale Davis...23
2. Richard Soliz...22
3. Mini Bob...22
4. Kevin Franks...21
5. Della Kisby...21
6. Les Prather...21
7. Clyde Buffington...20
8. Laura Novak...20
9. Bob Standcliff...19
10. Craig Hilton...19
11. Jason Toland...8
12. Mark Baldacchino...2

MODIFIED NOVICE C:

1. Danny Thompson...21
2. Mike Kelley...19
3. Karen Kisby...18
4. Bill Shumate...17
5. Andrea Espejo...16
6. Jack Kallin...16
7. Larry Stewart...16
8. Tom McKeever...14
9. John Jolley...12
10. Frank Jacobs...DNS
11. Chris Conway...DNS

EXPERT STOCK A:

1. Mike Lavacot...27 laps
2. Robert Cavazos...27
3. Kent Clausen...27
4. Mike Toland...27
5. Rich Douglas...26
6. Bruce Hickman...26
7. Gil Losi, Jr. (TQ)...26
8. Jerry Case...25
9. Tony Neisinger...25
10. Mike Buffington...DNF

EXPERT STOCK B:

1. Mike Wickham...27
2. Bob Hayes...26
3. Rich Douglas...26
4. Frank Killam...26
5. Eddie Janis...26
6. Tim Neja...26
7. Jim Aguirre...25
8. Bob Novak...23
9. Doug Kott...DNF
10. Gene Husting...DNS
11. Tony Ibison...DNS

EXPERT STOCK C:

1. Randy Tentschert...28
2. Lee Hall...25
3. John Thorp...25
4. Ken Jones...25
5. Carl Anderson...24
6. Ted Graf...24
7. Sonny Madison...24
8. Curtis Husting...DNS
9. Larry Stevens...DNS
10. Mike Hickman...DNS

EXPERT STOCK D:

1. Neal McCurdy...25
2. Dave Kisby...23
3. Brad Franks...22
4. Mike Reedy...21 DNF
5. Mark Osier...21
6. Rene Cortez...12 DNF
7. Steve Hickman...10 DNF
8. Mike Wibben...DNS
9. Chris Chan...DNS

AMATEUR STOCK A:

1. Chip Hayes...27
2. Gil Losi, Sr. (TQ)...26

AMATEUR STOCK B:

1. Jay Kimbrough...25
2. Donnie Sallenbach...25
3. Steve Toland...25
4. Greg Borella...24
5. Sam Ellis...24
6. Larry Standcliff...24
7. Rick Bashford...24
8. Raymond Gallovich...24
9. Gene Prather...24
10. Steve Pritchett...22
11. Sonny Cummings...20

AMATEUR STOCK C:

1. Bob DeWald...24
2. Frank Baker...23
3. Pops Toland...23
4. Bill Bandelin...23
5. Peter Barana...23
6. Bob Forsyth...23
7. Dick Pritchett...22
8. Mike Howe...22
9. Wayne Taylor...22
10. Gary McAllister...19
11. Leo Barana...DNS

NOVICE STOCK A:

1. Allen Losi (TQ)...25
2. Tod Strain...25
3. Chris Rahe...24
4. Brian Rush...23
5. William Brown...23
6. Steve Urban...24
7. Mini Bob...23
8. Dale Davis...23
9. Jason Toland...22
10. Kevin Karamitros...22
11. Clyde Buffington...21

STOCK NOVICE B:

1. Kevin Franks...23
2. Mark Grasso...22
3. Fred Hohwart...22
4. Mike Eads...22
5. Billy Johnson...21
6. Richard Soliz...21
7. Paul Gallovich...21
8. Robert Bartlett...21
9. Tim Karamitros...21
10. Robert Cunningham...21
11. Jeff Deacon...20

STOCK NOVICE C:

1. Les Ammann...21
2. Danny Thompson...21
3. Bob Standcliff...21
4. Richard Ovellette...21
5. Bill Shumate...20
6. Richard Knapp...20
7. Chuck Baker...20
8. Martin Symonds...20
9. Les Prather...19
10. Laura Novak...19
11. Tom McKeever...16

STOCK NOVICE D:

1. Mike Kelley...22
2. Gary Haskill...22
3. Mark Baldacchino...21
4. Bob Little...20
5. Craig Hilton...20
6. Karen Kisby...20
7. Della Kisby...19
8. Andrea Espejo...18
9. Robert Knapp...17
10. William Shaffer...17
11. Larry Stewart...DNS

STOCK NOVICE E:

1. James Shaffer...20
2. Ken Knapp...19
3. John Jolley...18
4. Frank Knapp...16
5. Jack Kallin...15
6. Frank Jacobs...13
7. Fran Knapp...13
8. Ellie Buffington...DNS
9. Jont Terutama...DNS
10. Chris Conway...DNS
11. Bruce Wilson...DNS



Risking life and limb and a few verbal abuses the "turn marshal" goes after an upset car.

4. Gary Slayton...26
5. Jay Kimbrough...26
6. Sammy Ellis...26
7. Steve Toland...25
8. Rick Bashford...23
9. Sonny Cummings...21
10. Kerry Cavazos...DNF

MODIFIED AMATEUR B:

1. Donnie Sallenbach...26
2. Larry Figone...26
3. Leo Barana...25
4. Bob Campbell...25
5. Gary McAllister...25
6. Larry Standcliff...24
7. Steve Pritchett...23
8. Graig Borella...23
9. Ray Gallovich...20
10. Terry Ballard...DNS

MODIFIED AMATEUR C:

1. Donn Rice...24
2. Bob DeWald...23
3. Frank Baker...22
4. Dick Pritchett...22
5. Larry Krogh...22
6. Bob Forsyth...22
7. Mike Howe...22
8. Anthony Porter...DNF
9. Russ Aguirre...DNF
10. Phil Ruggiero...DNF

MODIFIED AMATEUR D:

1. Peter Barana...24
2. David Portz...23

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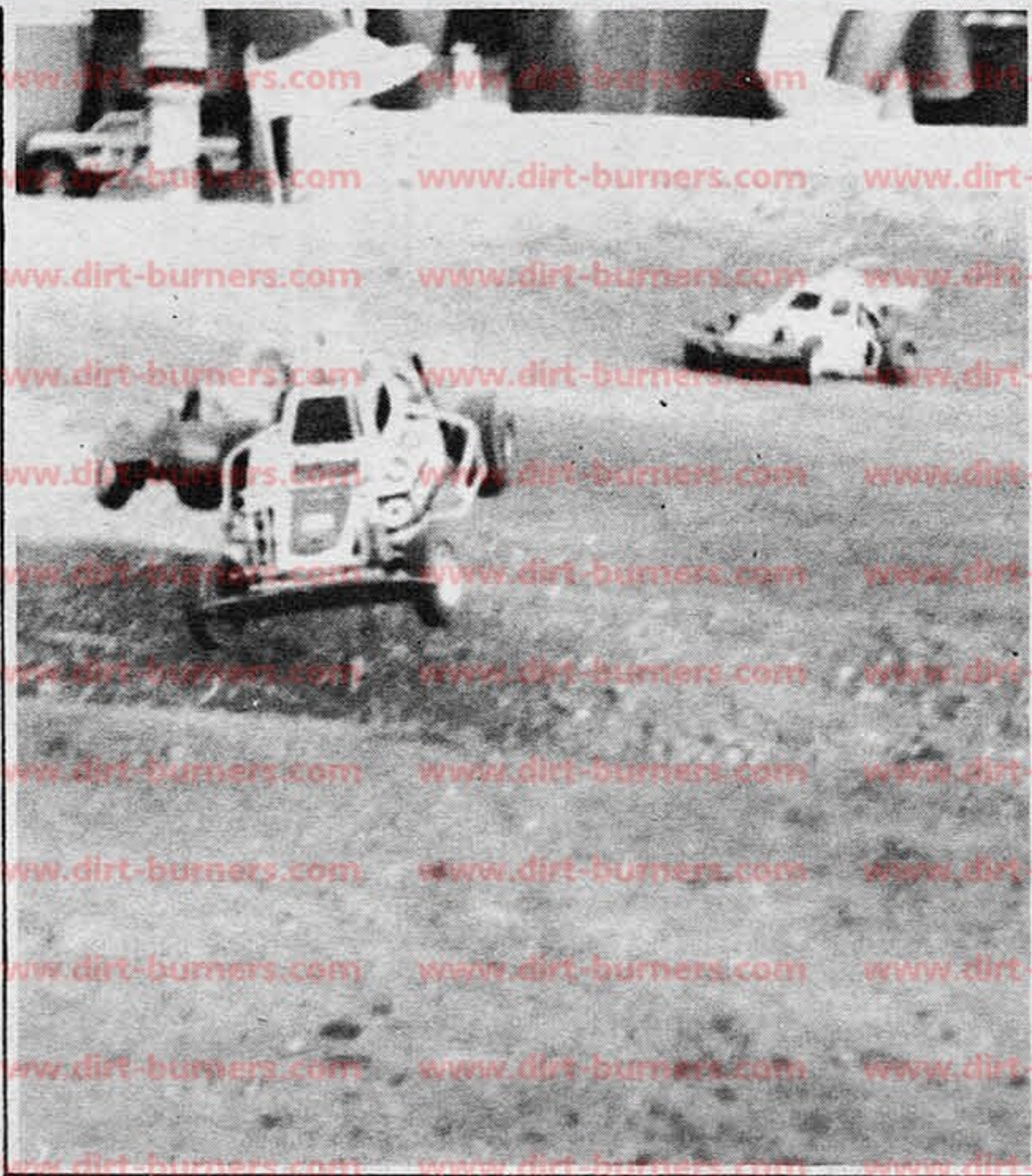
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the C Stock Main. But he worked hard, got his car running and wound up winning the C main, then the B Main, and nearly pulling off the "hat trick" in the A Main. He led for a short while but at the end of the 15 lap-main he wound up in second to Mike Larson. Still, it was a noteworthy effort by DeStefano who really took advantage of the "bump" system.

As we said, Mike Larson wound up the A Main winner in the Stock class and now seems to be stretching his lead in the series by quite a bit. With just three races to go, it seems that it will be tough to catch him.

Second went to John DeStefano, as we stated, and the third spot in the Stock A Main went to Bill Whitley. As of last month DeStefano was in third overall, while Whitley was 4th in ORRCA. So they are still staying behind the leader, Larson.

Another Larson, making the A Main was Marilyn Larson, who has shown great improvement since the last time we saw her here at the Mini Baja ORRCA. She took the fourth spot in the main. Fifth through eighth were: Greg Cloutier, Ron Allen, John Adams, Greg Troudel.

The B Main was won by DeStefano, and so he moved up, thus leaving Vince Ito, who had finished in second, with the top points in the B Main. Following Vince were: Frank Thomas and Rick

Parks for second and third, respectively.

Winner of the C Main was DeStefano, but Ron Cloutier took the top points in that class and he was followed by Chuck Jordan and Joe Lampert.

It's really amazing for some of us who have been around since the beginning of the sport to see just how many excellent drivers are coming out of the Stock class. Not too long ago this was a "crash n' burn" class, but since the inception of the ORRCA series, apparently it has made those who participate work harder not only on their cars but also on their driving. Now a days, a Stock race is just as exciting as a Modified or Open class final.

Speaking of Open class, today Jeff Cruzon showed that he is still the man to beat. He finds himself down in the overall series standings, mainly because he's missed several races, but still, when he shows up at a track, you have to include him as one of the guys you've got to beat. He had troubles during qualifying especially in the first heat, so he found himself among those just making the A Main cut. Top Qualifier in this class was John Burnham, who really drove smooth. John was able to win two qualifiers and finish second in the third. But, as they say, when the money race is on it doesn't matter what you did before, it's what you can do now

MINI BAJA ORRCA...

The race gets tighter.

Story & Photos by
Eric Grisham

Reseda, Ca.
October 17, 1982

NOW THAT THE ORRCA SERIES IS ON ITS WINDING DOWN STAGES, A RECORD NUMBER OF ENTRIES (for Mini Baja ORRCA races) SHOWED UP at the Reseda facility.

Some fifty-four racers in all three classes had outstanding racing battles all day throughout the three qualifying rounds and the subsequent mains.

MINI BAJA really brings out the best of driving skills for most drivers. Now, perhaps the smallest off road track in the ORRCA circuit, it still demands skills and offers a real challenge to the drivers to come out a winner. Most racing is head to head or wheel to wheel. Since the course is quite tight, most often first through fifth or sixth are never more than a few feet apart from each other.

Today, the battles during the qualifying heats and through the mains were really classic. In some cases the finishing top three cars were within inches of each other.

Prior to today's race, it was decided that a change should be made on the Mini Baja course. Especially

since they had just finished their 10-week series and it was due to undergo a facelift. "This way," said an official, "none of the locals will have an advantage over some of the racers who have never raced here or have not been here for a long time."

Thus, the day before, the track went through some manicuring and roto-tilling, and several new jumps were either moved or added to the challenging track.

Young Lonnie Peralta designed the new track which included a double jump which most were able to clear, two very tight turns, one with a slight drop-off, and a pond, which cars had to drive around (or at least they were supposed to). There were several cases of "brain fade" which saw cars drive through the two/three inches of water. Some weren't hurt by it while others had to dry several receivers and servos.

Nevertheless, the entire day of competition, which started at 12 noon, went very smoothly and some of the local spectators saw some really terrific racing.

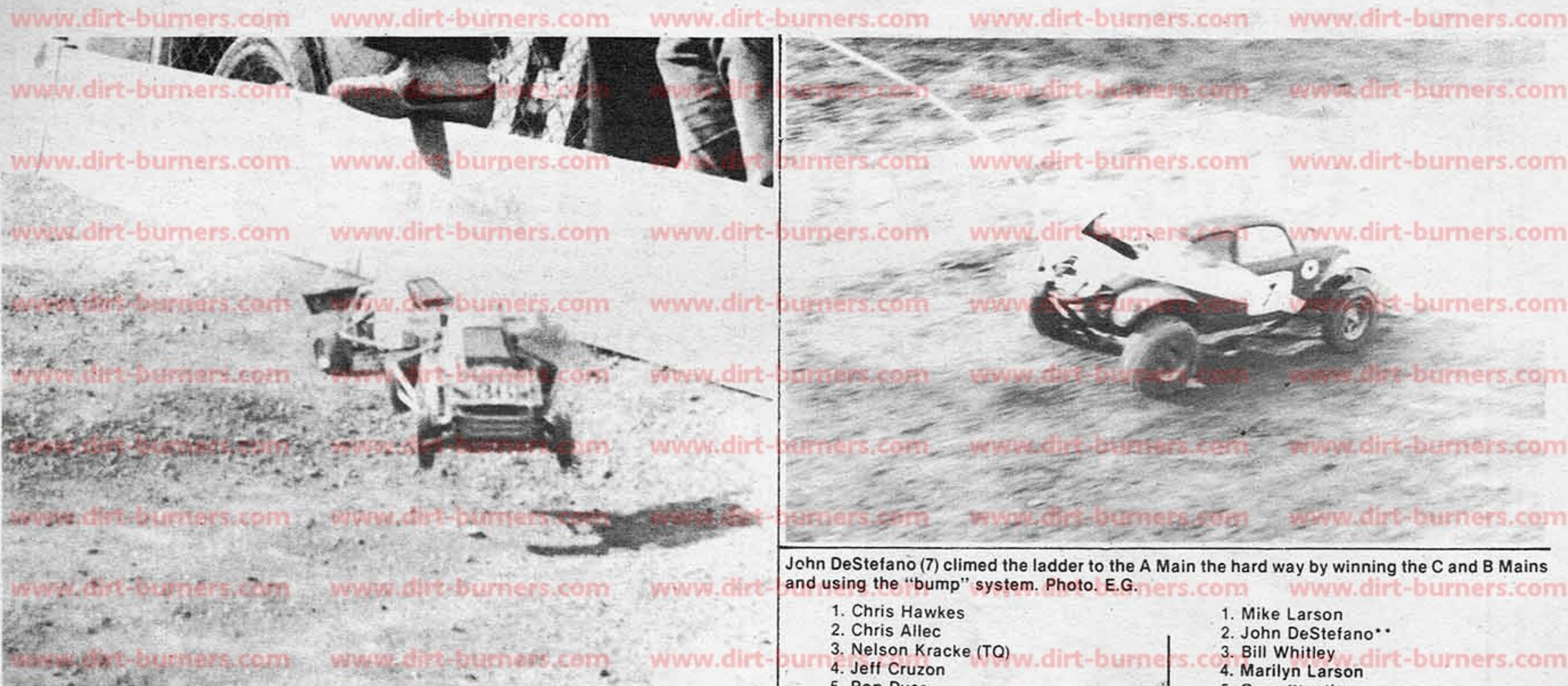
As in all ORRCA races (and now in most off road racing out here in the West coast) the "bump" system was used. This allows a driver who wins a main, lower than the A Main, to move up a main.

Really taking advantage of this system today was John DeStefano. Through qualifying, John had had some problems and found himself in



(Top left) Chris Allec showing the way through the double jumps. Jeff Cruzon (above) making the RCH car work on the tight stuff. First turn "mess" being taken care of by a turn marshal (below). Note car 80 sneaking past the mess.





The "double jumps" provided for exciting action. Here, Mike Giem (36) has found the right line. Those that didn't went on their head. Photo by E.G.

John DeStefano (7) climbed the ladder to the A Main the hard way by winning the C and B Mains and using the "bump" system. Photo, E.G.

that counts; and Jeff proved that he can win the pressure races. This A main had a total of nine cars in it, a bit heavy for this track, still it provided some very exciting racing. After the dust had cleared through the first four pile-ups, Cruzon took the lead and all there was left to do for the rest of the cars was to untangle themselves from each other and go after Jeff.

Once the initial cloud of dust had cleared, Chris Allec went after Cruzon. Chris, who has been winning most everything this season, could not get any closer to Cruzon and had to be satisfied with second in the A Main. Third went to Lou Peralta whose car was once kicked out of the track by a turn marshal and then picked up and taken off the track by mistake by another turn marshal. He was using a borrowed car belonging to Eric Grisham as Lou's car was stolen earlier in the week. Fourth through ninth went to Gene Jones, Nelson Kracke (who moved up from the B Main), John Burnham, Ron Dyer, Mike Giem, and Jim Brophy.

The B Main top points went to hard-luck guy Willie Melancon, with Willie Franco finishing second and Joe Constantino in third.

In the Modified A Main once again a "Chris" took the win. But this time it was Chris Hawkes who missed being top qualifier by one point. Still, Hawkes drove excellent all day, really picking his way through traffic and showing a lot of patience during racing. Chris has made great improvements in his driving skills which is one of the reasons he's among the leaders in the ORRCA series. The "other" Chris (Allec) took another second place overall today. Allec challenged Hawkes several times during the 15 lap main, but it came down to who would make the first mistake. Hawkes made none during the main and Allec made just one, to make up the difference in the standings. This is really close racing. In third it was Nelson Kracke (top qualifier in class,

with three perfect rounds), also among the leaders in ORRCA. Nelson is a super driver on any track and under any conditions, and just a few errors kept him back long enough to run out of time in catching the leaders.

Fourth through eighth were: Jeff Cruzon, Ron Dyer, Mike Giem (who won the B Main), Sean Hawkes, and Kim Rethwish.

Once again Willie Melancon picked up the top points in the B Main, and he was followed by John Kracke (who had won the C main) and Erwin Bragg.

The top C main points went to Gene Jones. Sid Hamilton and Jim Madison made up second and third.

ORRCA Series moves next to Del Mar on November 13th. This new, very large track should offer great racing as the series comes to a close. Thereafter, the next two races will be at: Hobby City/Century Models in Anaheim on November 20th, and the final race of the series will be at RCH, Costa Mesa on November 28th.

For those of you who have a chance, try to go and see these racers perform at any one of the three remaining tracks. You'll really enjoy the close and exciting racing that is synonymous with ORRCA.

E.G.

RESULTS

OPEN A MAIN:

1. Jeff Cruzon
2. Chris Allec
3. Lou Peralta
4. Gene Jones
5. Nelson Kracke*
6. John Burnham (TQ)
7. Ron Dyer
8. Mike Giem
9. Jim Brophy

OPEN B MAIN:

1. Willie Melancon
2. Willie Franco
3. Joe Costantino

MODIFIED A MAIN:

1. Chris Hawkes
2. Chris Allec
3. Nelson Kracke (TQ)
4. Jeff Cruzon
5. Ron Dyer
6. Mike Giem*
7. Sean Hawkes
8. Kim Rethwish

MODIFIED B MAIN:

1. Willie Melancon
2. John Kracke*
3. Erwin Bragg
4. Mike Styles
5. William Franco
6. Roland Bayley
7. Pete Bradley
8. Larry Van Osten, Jr.

MODIFIED C MAIN:

1. Gene Jones
2. Sid Hamilton
3. Jim Madison
4. Floyd Berryhill
5. Ron Parks
6. Terry Stephans
7. Steve Dunn
8. Ben Encineas
9. Lee Brophy

STOCK A MAIN:

1. Mike Larson
2. John DeStefano**
3. Bill Whitley
4. Marilyn Larson
5. Greg Cloutier
6. Ron Allen
7. John Adams
8. Greg Trudel

STOCK B MAIN:

1. Vince Ito
2. Frank Thomas
3. Ric Parks
4. Karen Whitley
5. Jeff Dreher
6. Mike Cloutier
7. Billy McCool

STOCK C MAIN:

1. Ron Cloutier
2. Chuck Jordan
3. Joe Lampert
4. Teagen Parks
5. Bob Ayala
6. Mike Cornelius
7. Jim Latham

* & ** (moved up a main as a result of winning a lower main)

.....

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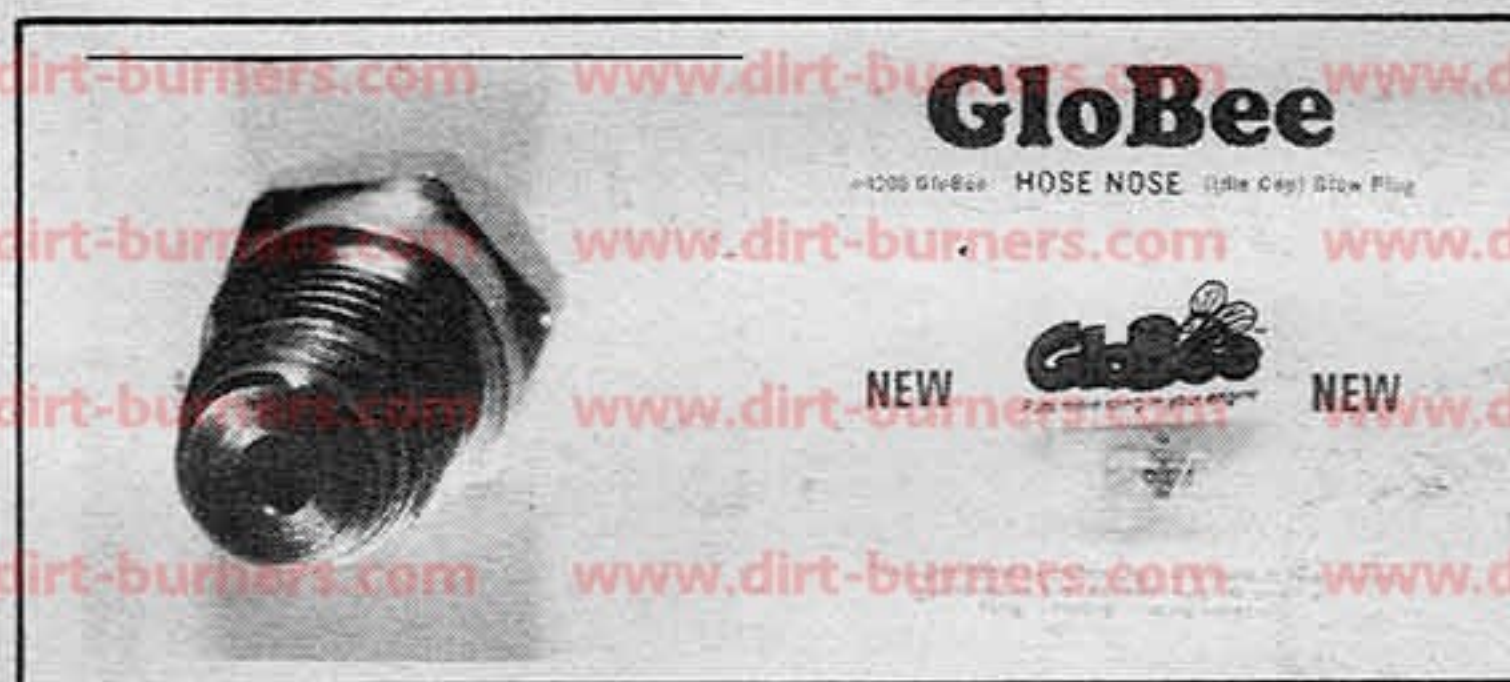


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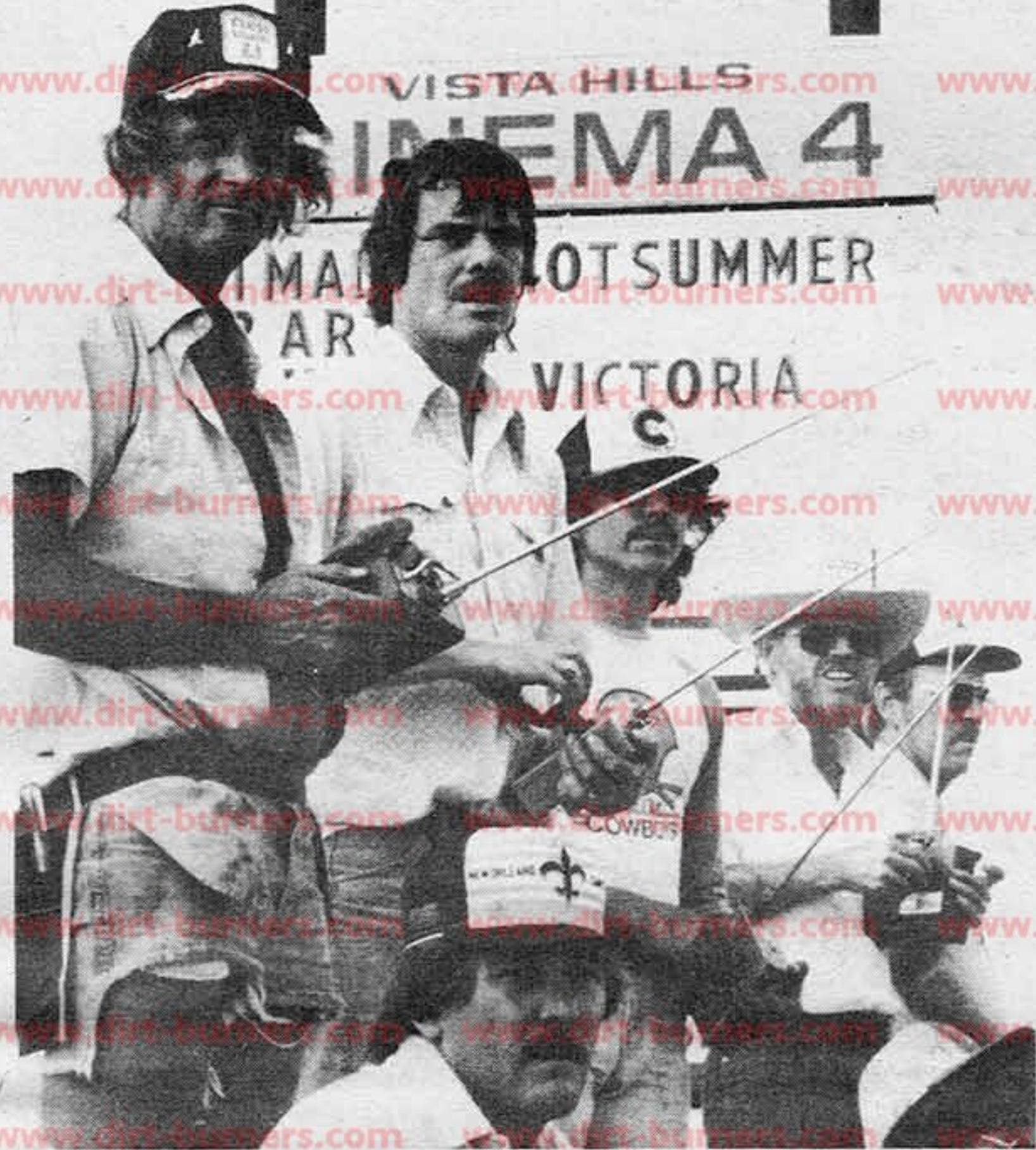
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Tension on the driver's stand. A Main action in the 5th race of the Rio Grande Series. Jim Cook, Bob Blum, John Nigro, Carlos Priemer, and Mike Walker. Dennis Rose in the foreground. Photo. Lee Chapin.

1982 Summer/Fall Rio Grande Series...



Story & photos by Lee Chapin

The Rio Grande Series has established 1/8th gas R/C racing strongly in the El Paso area. Each year there are two Series - the Winter/Spring which starts in January and the Summer/Fall, starting in August. Each consists of 10 races with mixed body styles and tracks scheduled. Races are the ABC format and there's a formula used to determine the Series Champion in each class. It works very well and gives a driver a fairly good chance to move up.

The present Series - Summer/Fall

of 1982 - has had five races completed. The first two were Can Am races on the New Butterfield Trail Race Course. The name's significance is to commemorate the Butterfield Trail, a principal route to California through El Paso in the stagecoach days. The track is laid out with typical boards and discs on the parking lot of the Vista Hills Shopping Center. The track lay-out is such that there are no "high speed" or "low speed" sections. Almost every turn has a straight of some length preceding it. The track width varies from eight feet to sixteen feet and is mostly level. Pay at-



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Rene Austin wearing the bright orange corner marshall's serape. Chapin.

ention now, this is the track you'll be racing on in the RIO GRANDE CAN AM in January. Going clockwise from the Start/Finish line, the Pit Straight (about 130 ft.) enters

the Texas Twister, a combination turn of lefts and rights with changing radii. It exits directly into the Big Enchilada, a sweeper to the right (Contd. next page)



A neat balancing act on the antenna by car 56 during the third race in the series, the Indy Oval. Photo. Lee Chapin.

which leads directly onto the Diablo Straight. All wide open for many cars. The Diablo Straight is 180 plus feet long and ends at Boot Hill Bend. Aptly named, if your car's not set up right. Next, a short straight (about 80 ft.), then onto the Vista Hills Switchback, another straight, and then the Cantina Corner immediately followed by the Start/Finish line.

The Innagural race, the Montwood National Bank/AVM Realty 100 has already been reported. Everyone was pleased with the track. Rich Jack was the A Main winner. The second Series race was also a Can Am. Mike Walker won easily with his new RC-500. Mike's son, Danny drove in his first race this time; he won the C Main. Carlos Priemer sat out the second race so he could make a video tape to use in his store Hal's Hobby Shop. It's a very effective introduction to R/C racing. The third Series race, an Indy Oval, was won by Carlos...so was the fourth race. In the fifth Series race, a road course GT race, Mike Walker had his RC-500 zinging again. He led most of the way easily, that is until his receiver batteries failed. So Carlos wins again! With all those wins, it would seem that Carlos would naturally be the halfway leader, but he missed one race and consistency is important here. John Nigro, whose first race was about the time of the El Paso 100 on Memorial Day, has placed high in every event and he has a twenty point lead at the halfway mark, Carlos is in second. Bob Blum, the Snap-on man, has also placed high in every race and holds third, only ten points behind Carlos. Brad Toffelmire, who might be the fastest racer in El Paso (his family moved down from Albuquerque in August), has had a terrible streak of mechanical and engine trouble. Otherwise he would've been alot higher in the points. Jim Cook, the Delta EAGLE pioneer in El Paso, is doing quite well at fourth in the standings. Jim is a converted boat racer and has been with cars only since spring. Bill Everett usually is in the top of the listings but has had severe engine problems this Series. He thinks he has put together a strong one now and expects to make up some points in the second half. Mike Walker, Brad Toffelmire, John Benore and Dennis Rose can all be counted on to add to their points as well. Dennis and Brad have been racing developmental cars for the Cook Racing Team and such work always has its high and low times. Things are looking up for them now.

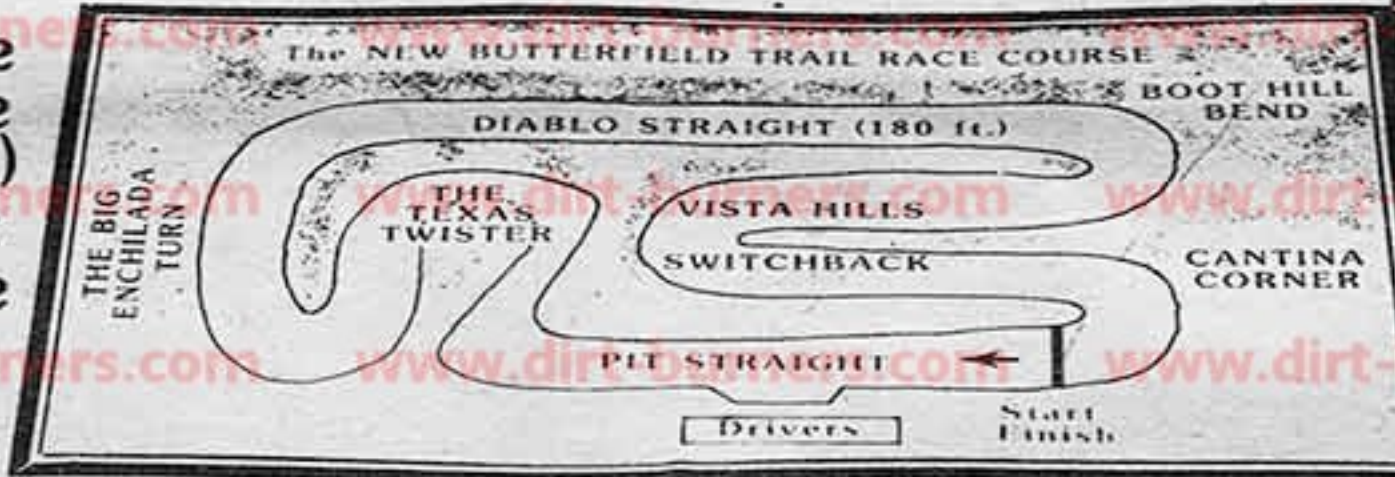
As mentioned, each Rio Grande Series consists of a mix of races -GP, GT, and Can Am bodies - as well as variations in the track - CW, CC, and Oval. We have found that this increases spectator interest and even though changing bodies is a job sometimes, most drivers like the difference. When the New Butterfield Trail Race Course is used counter-clockwise for GT's and GP's, Boot Hill Bend becomes a pussycat, but the Texas Twister looks like an auto junkyard. The Big Enchilada is full speed except for the shut-down at the 180 to the left into the Twister. There's no room to drift because of the immediate 90°

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Carlos Priemer (33 above) passing Brad Toffelmire (14) on the outside during the 5th series race. Brad Toffelmire (14) and John Nigro (78 below) come out of the Texas Twister in formation. Photos by Lee Chapin.

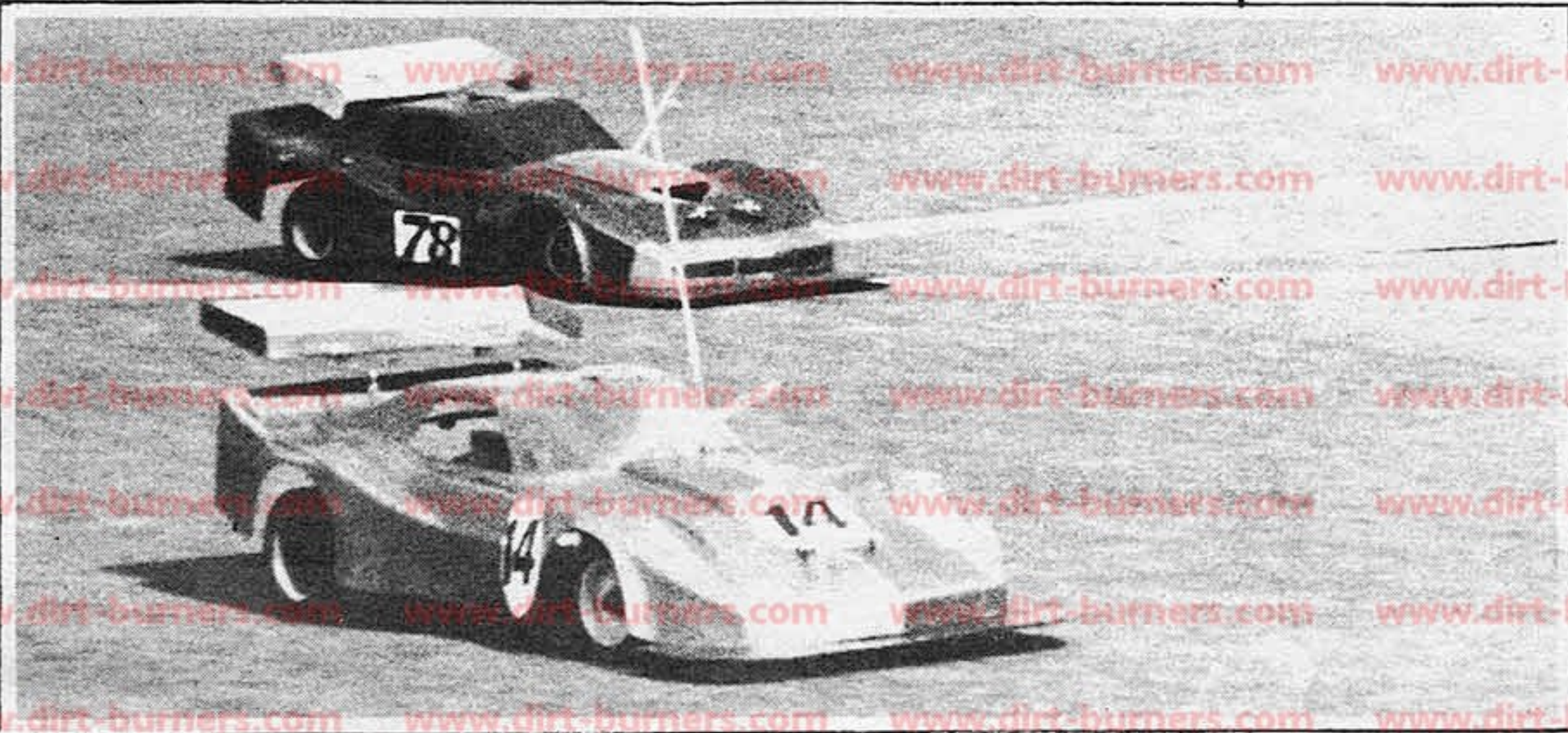
4. Jim Cook	375
5. Roxanne Cook	370
6. Dennis Rose	360
7. Brad Toffelmire	350
8. Mike Walker	345
9. Lee Chapin	330
10. John Benore	295
11. Sal Nigro, Jr.	245
12. Rich Jack	220
13. Daniel Alvarado	220
14. Ray Cannon	190
14. Bill Everett	190
16. Danny Austin	165
17. Sal Nigro, Sr.	155
18. Carlos Austin	150
19. Gary Talley	145
20. Dick Jack	115
21. Bill Everett, Jr.	60
22. Rene Austin	50
22. Ed Cates	50
24. Danny Walker	40
25. George Marsh	35
25. Rob Blum	25

to the right. The rest of the track drives about the same either way if your car is set up properly.

The next three races in this Series will be CCW, one more GT race and then two GP races, and back to Can Am for two. Can Am's are clockwise and will be just like the Rio Grande Can Am set-up. About this time, everyone has plans about how he is going to finish up in the Series.

Some will work, but it will be interesting to see who will come out on top.

Till next time, then, Let's Race!
L.L.C.



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2. Carlos Priemer	470
3. Bob Blum	460

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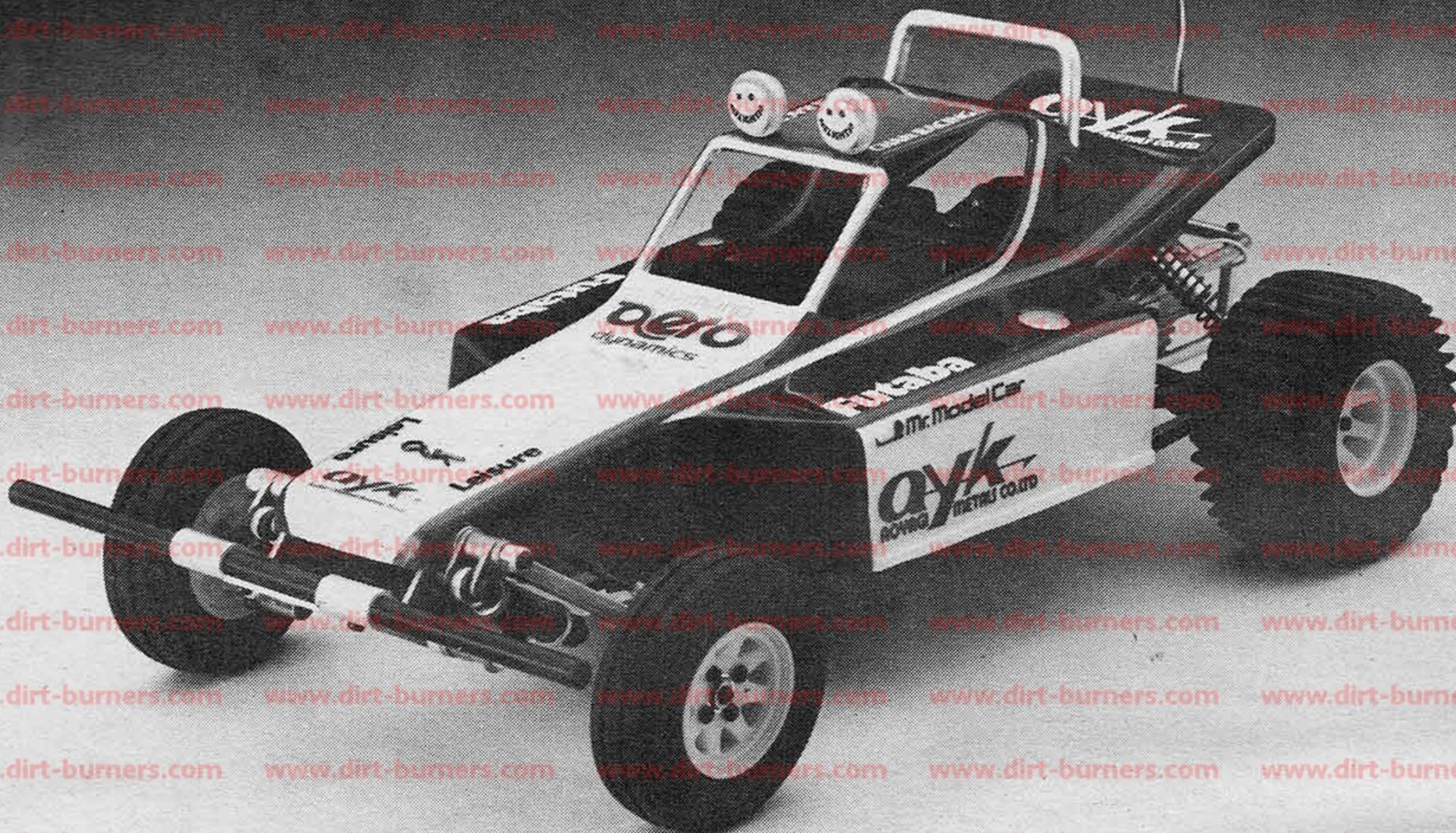
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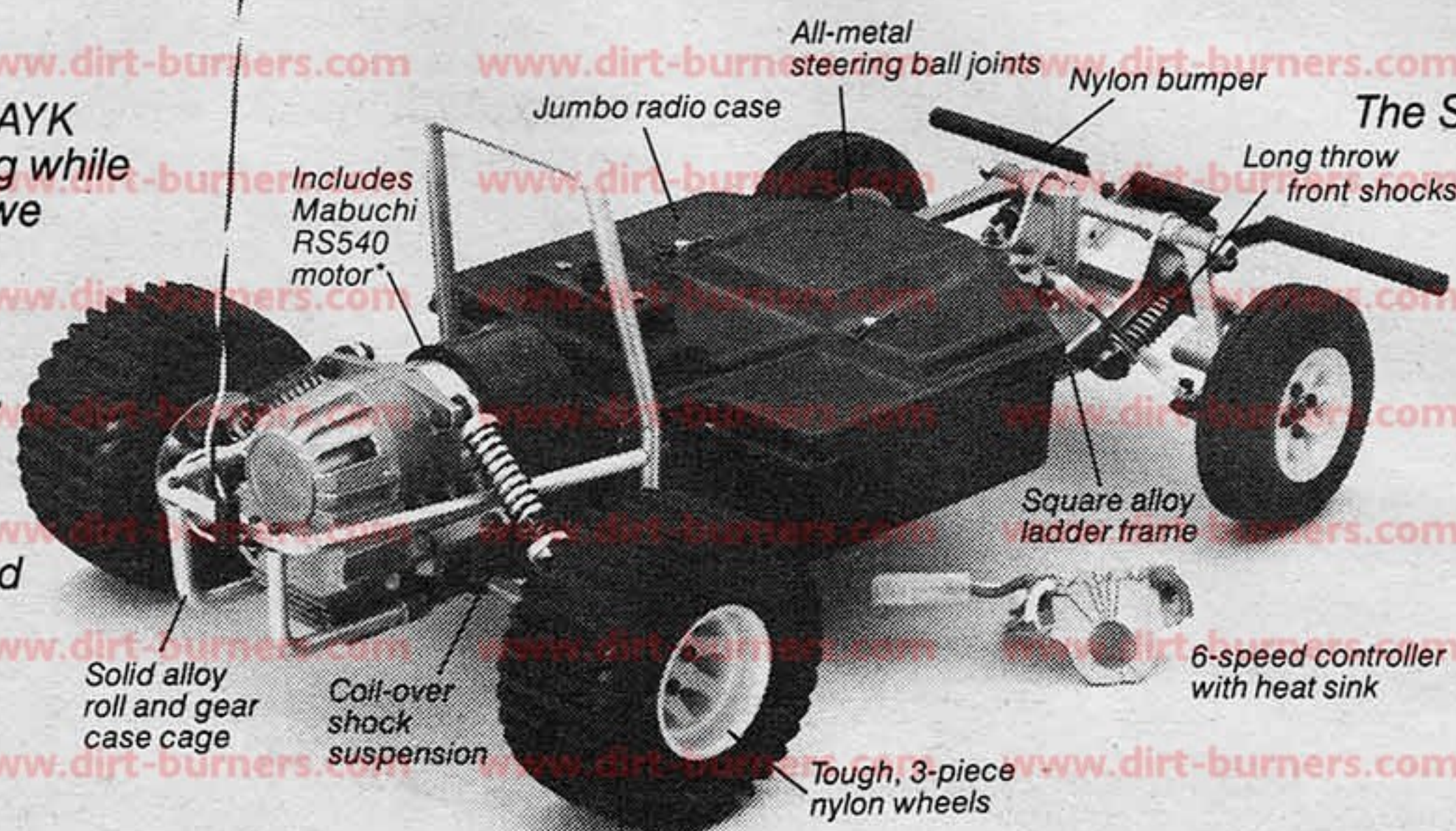
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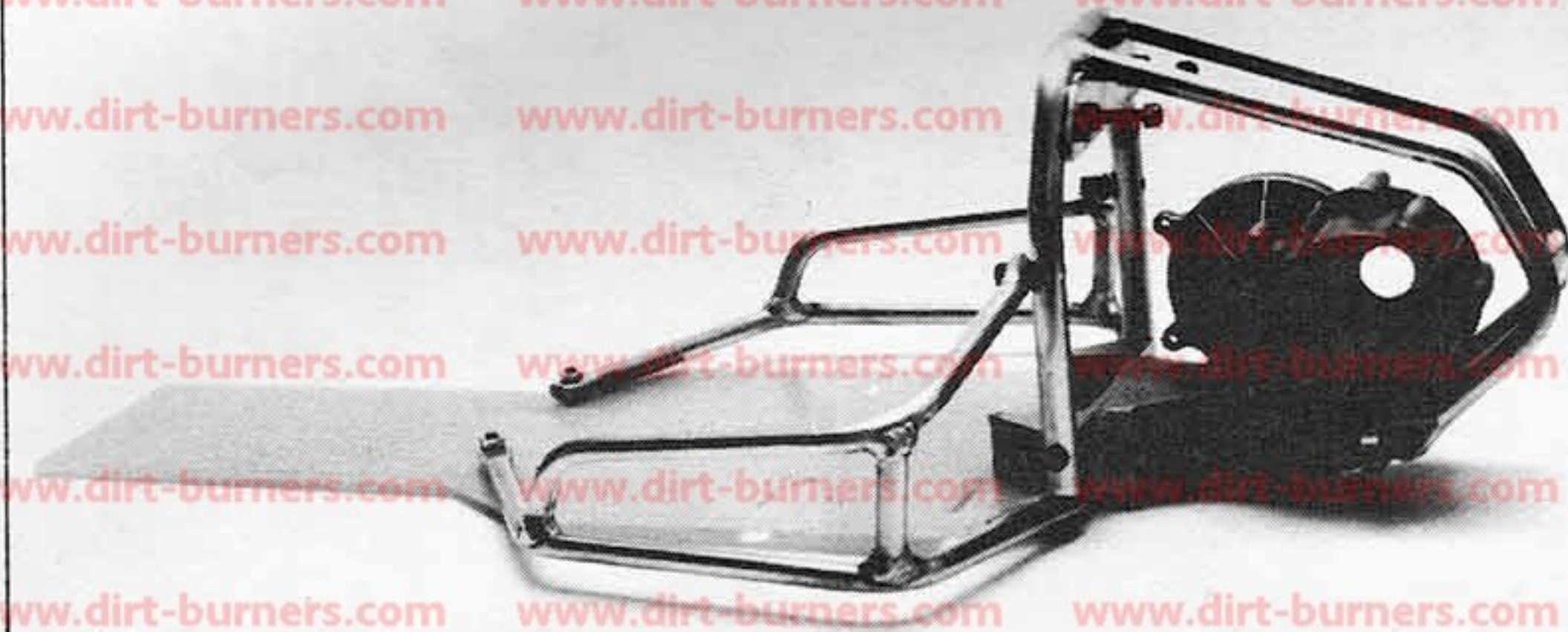
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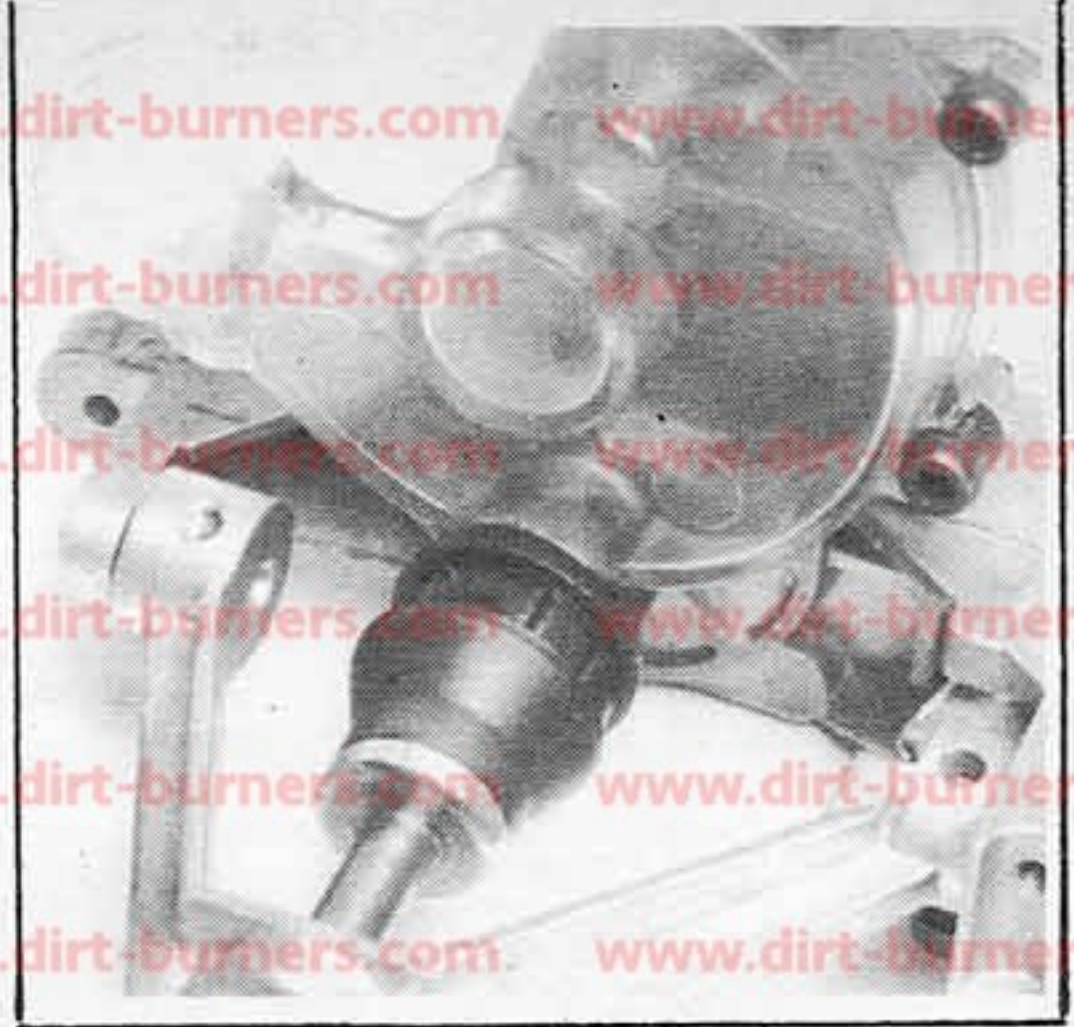
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Futaba wheel radio return springs (top) frequently break. CRP's new springs are made of better material to last longer. They have also improved on the Tamiya servo saver spring. Tamiya and AYK shocks can now be re-built with these new teflon and stainless steel shock rebuilding kits (above left & right). Kits come with new pistons, bushings and "O" rings. From CRP, San Gabriel, Ca.



A couple of motors that might just be what you're looking for. The first is the BL-4001, blueprinted Stock motor. Designed specially for off road with heavy duty oilite bushing in the end bell, a re-trued comm, a re-balanced armature, and it's re-zapped. The BL-4005 motor is excellent for Modified club racing. The Sprint has 28 turns of 22 gauge wire on a balanced and trued arm. This motor has plenty of power to get you where you want to go...fast. From BoLink, Lawrenceville, Ga.



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(contd. next page)



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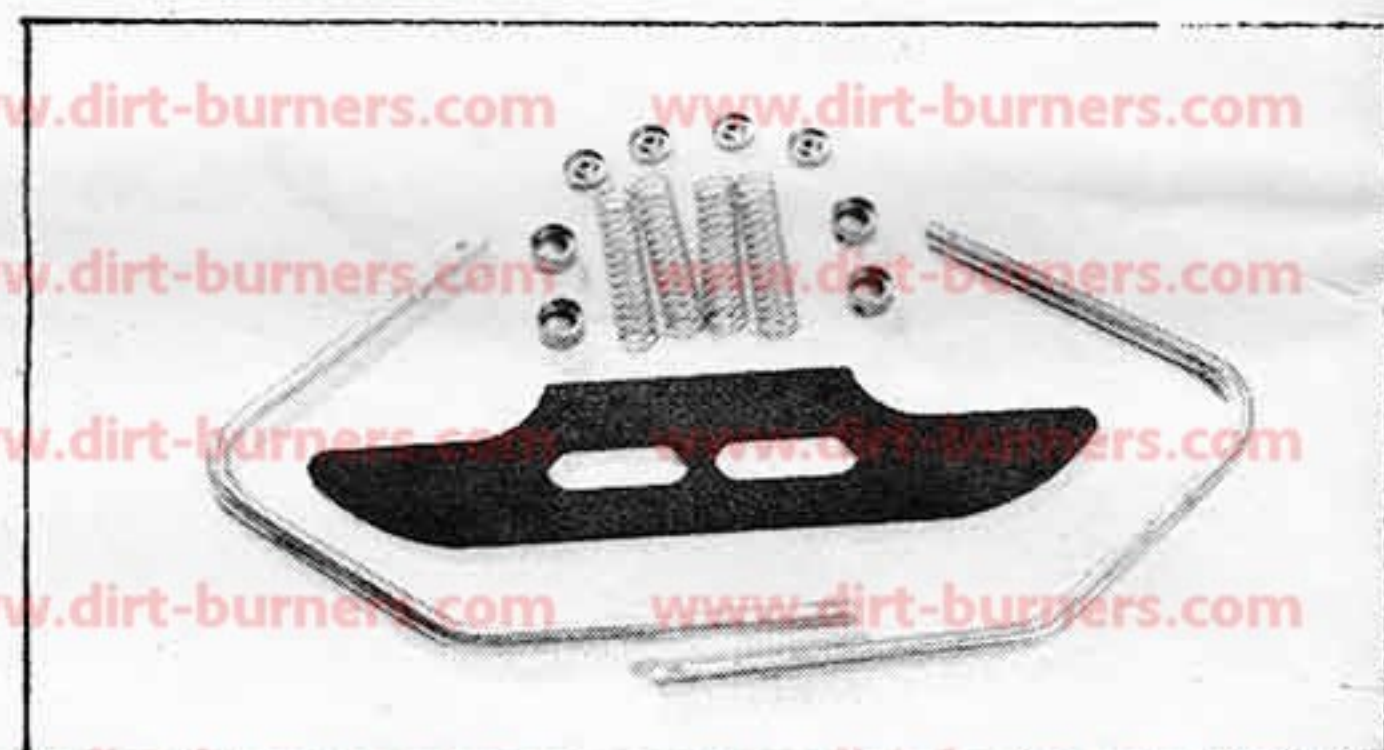
T.Q. Braid (top) - Silver plated heavy duty braid. Get the unfair advantage when racing!
Silver plated wiper arm (above) and button for positive electrical contact. From Parma Int'l, North Royalton, Ohio.



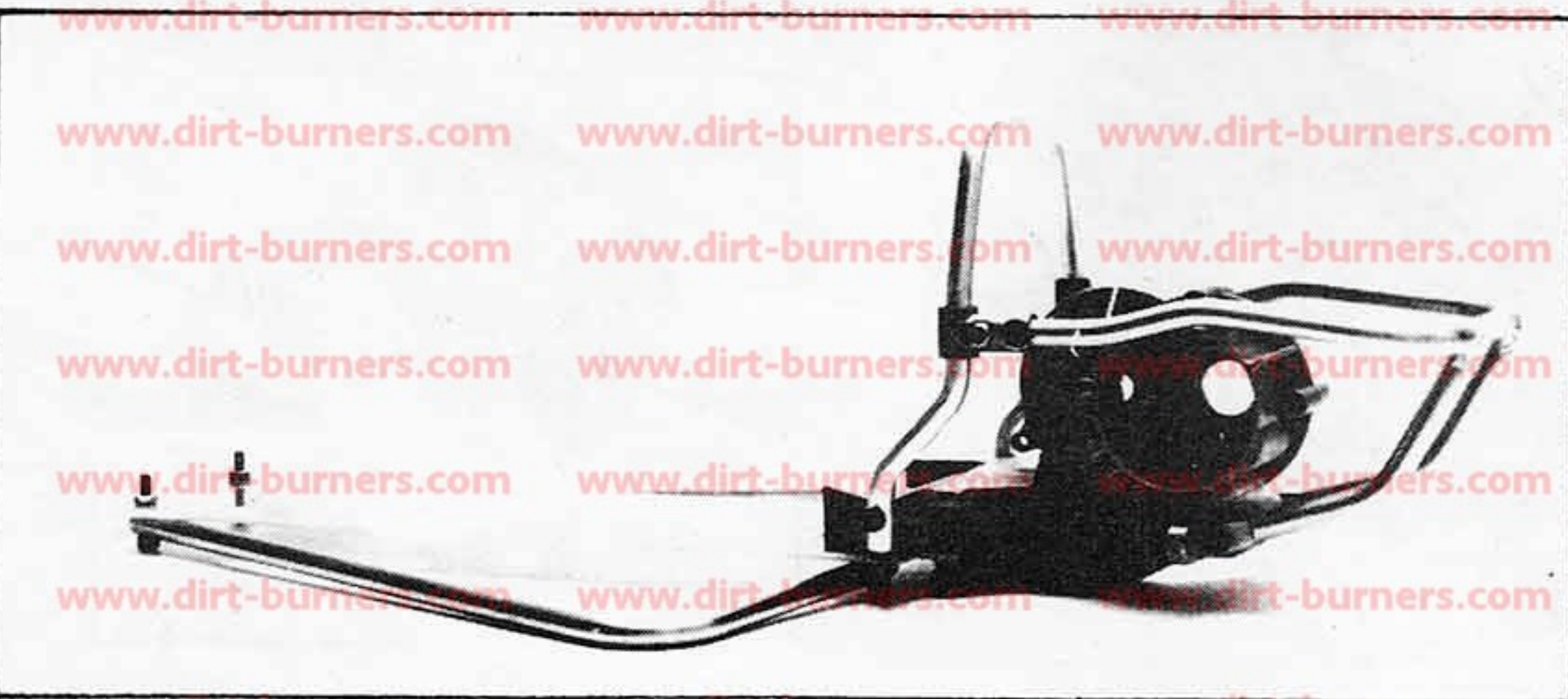
Rear motor chassis. Easy



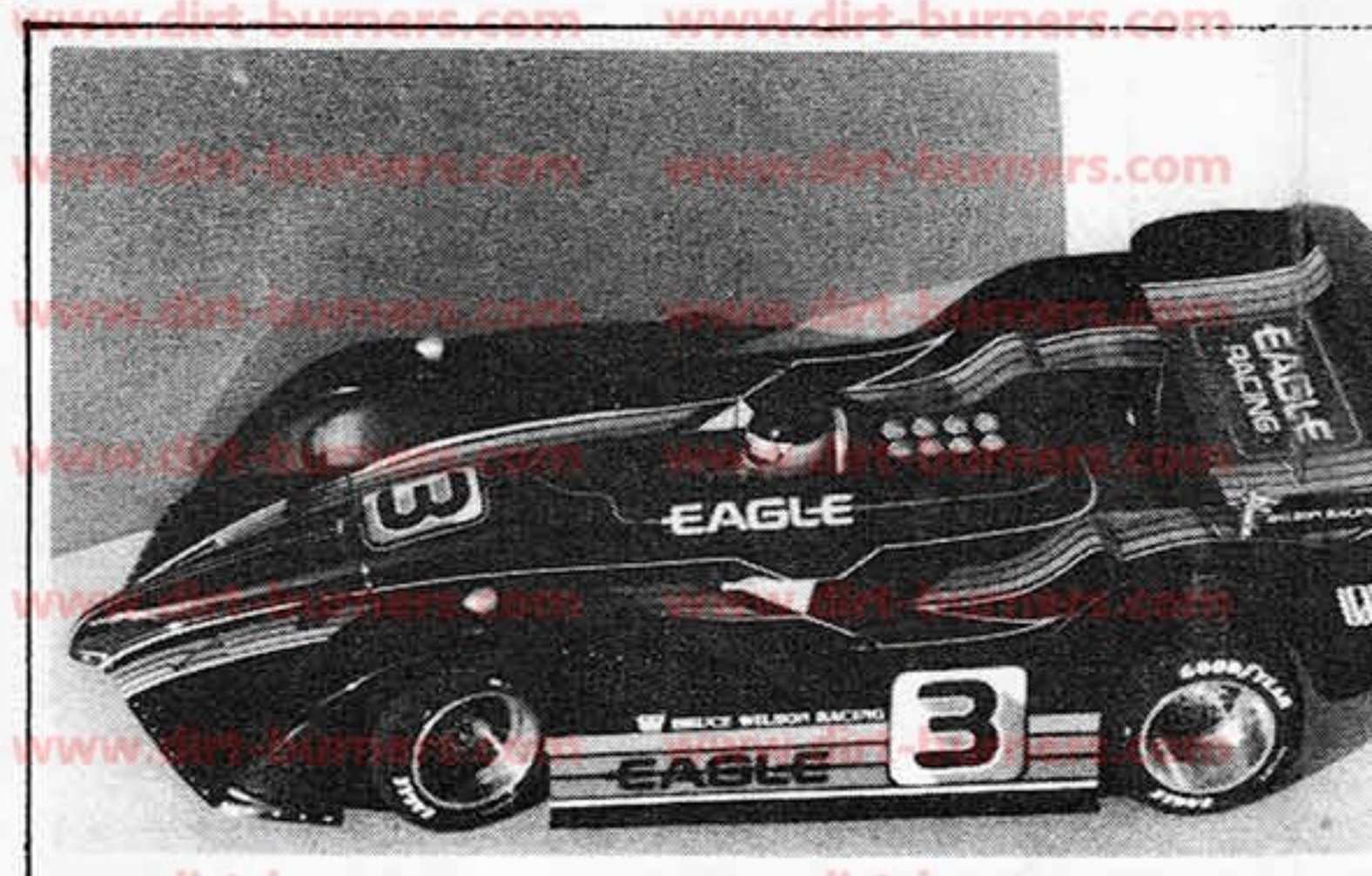
Heavy Duty ball joint steering kit. (BL-5109) This set up can be used with the servo in the "Digger 10" radio box or with the servo up front between the A-arms. Also fits other 1/10th scale cars. From BoLink, Lawrenceville, Ga.



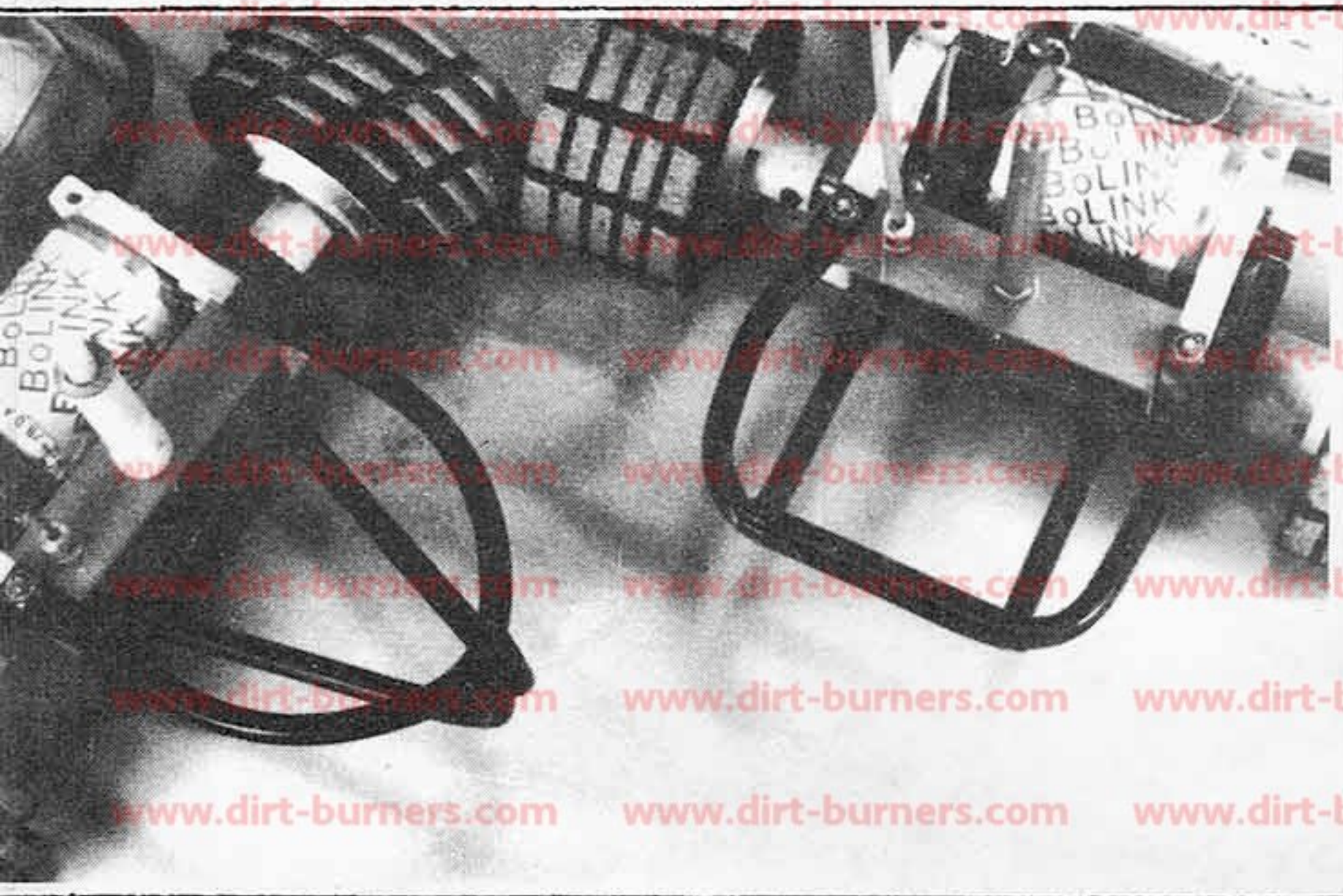
CRP has recently released three new products for 1/10th scale off road AYK cars. Adjustable coil over suspension, aluminum nerf bars and a beefy new Kydex front bumper. From CRP, San Gabriel, Ca.



Stock Cage (T-03) for Tamiya stock car made of T-6 Aluminum, Heli-Arc welded. Bolts to existing roll bar, shock mount and motor case. Concoors quality. Also Stock Nerf Bars (T-04) for Tamiya made of 6061-T6 Aluminum. Provides strength to stock chassis, helps protect rear suspension. Bolts and washers provided. Concoors quality. From John Gudvangen Mfg., Whittier, Ca.



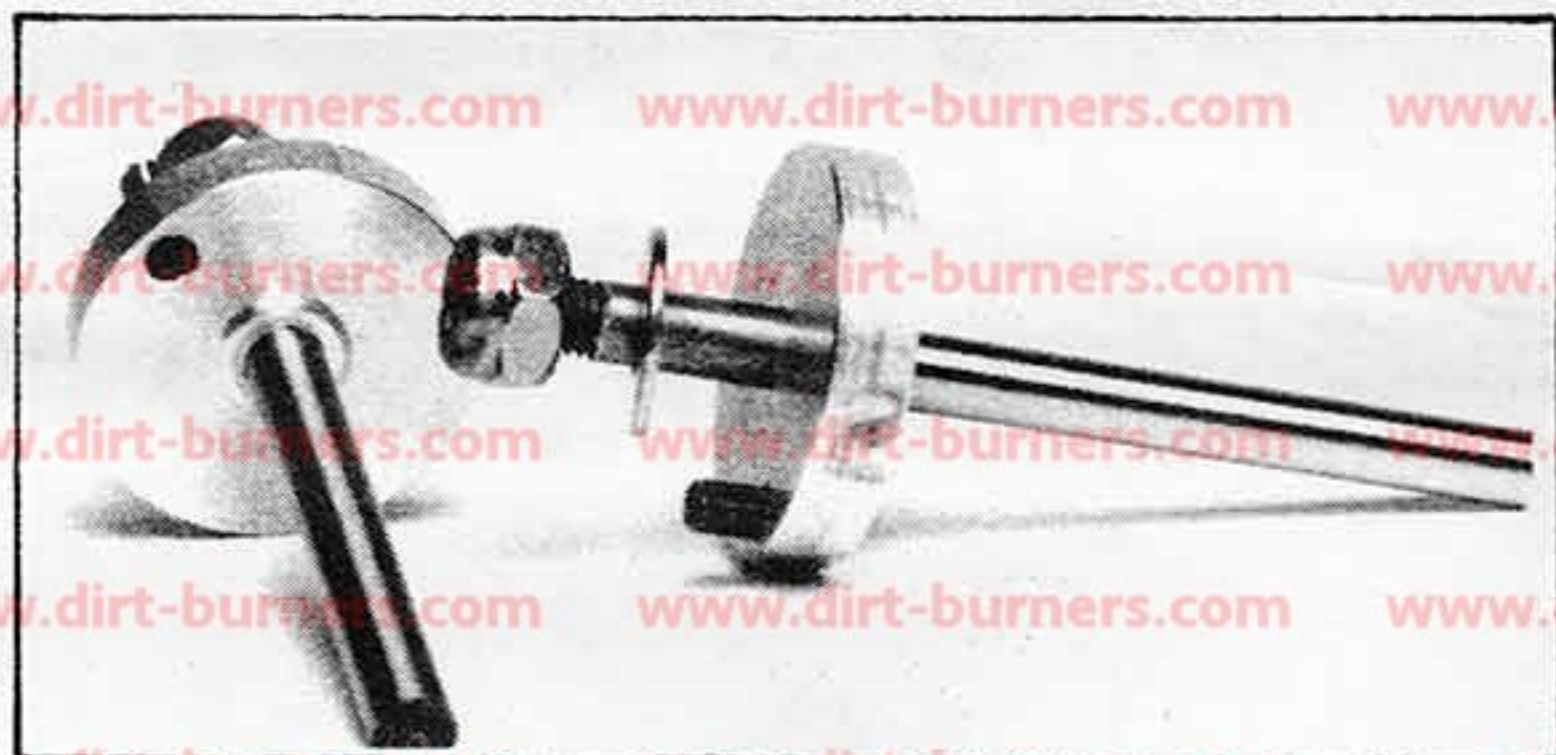
Exciting new way to personalize your R/C cars, boats or airplanes. Finish off that paint job with your own custom decals, designed just for you. Great for promotion for hobby shops and for local club logos as a fund raiser. From AutoGraphics Bakersfield, CA.



or cage made from tubular steel (BL-5111) adds protection as well as a realistic look to your "Digger 10"
Easy to install. From BoLink, Lawrenceville, Ga.



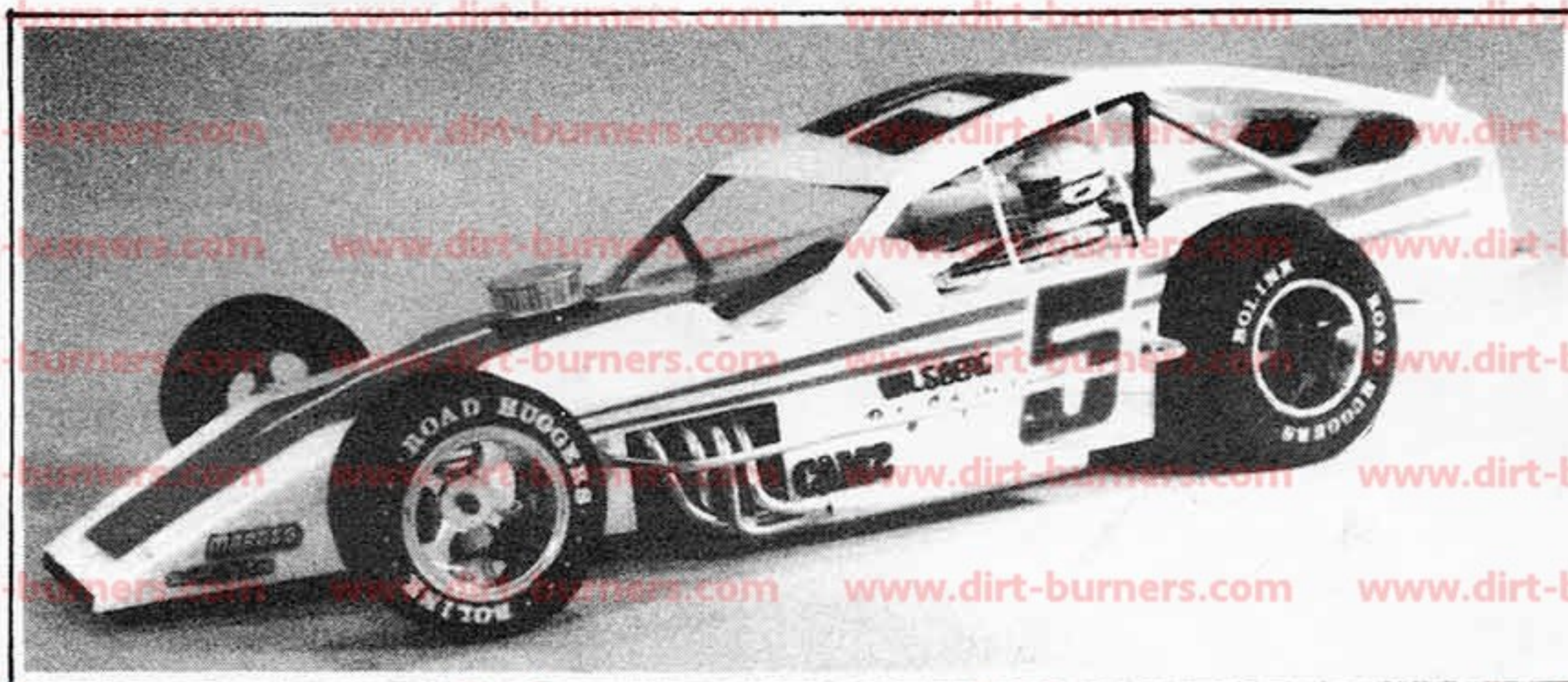
MIP, the first "diff" manufacturer for off road buggies has a new ball bearing differential. Special racing features include: lite-weight aluminum main gear, drop-in installation, right steel thrust assembly, externally adjustable. Comes assembled with Allen wrench. From M.I.P., Los Angeles, Ca.



The newest in off road design, hardened steel CV Joints for your Tamiya off road.
Made practically indistructible for competition use. From M.I.P., Los Angeles, Ca.



"Velcro" straps with buckles, to go along with CRP's Butterfly chassis,
holds the batteries tightly in place, and they can also be easily removed
and installed. From CRP, San Gabriel, Ca.



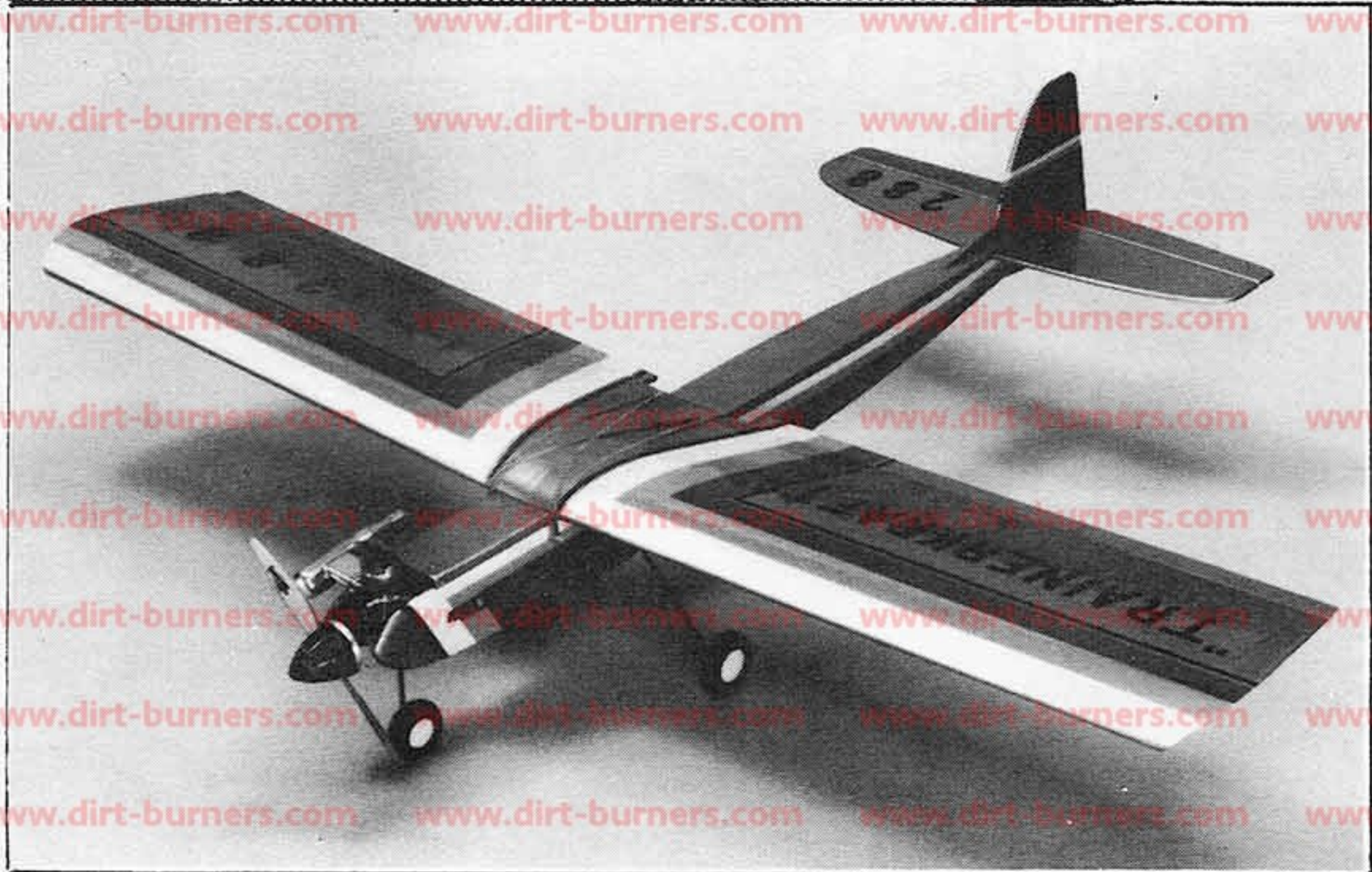
Finally a super modified body that looks like it is supposed to. The Chevrolet Cavalier 1/12th scale super modified looks
just like the real ones racing across the country today. The body pictured was a custom job done for BoLink by "Mr.
Concours". Extras are not included with body. From BoLink, Lawrenceville, Ga.



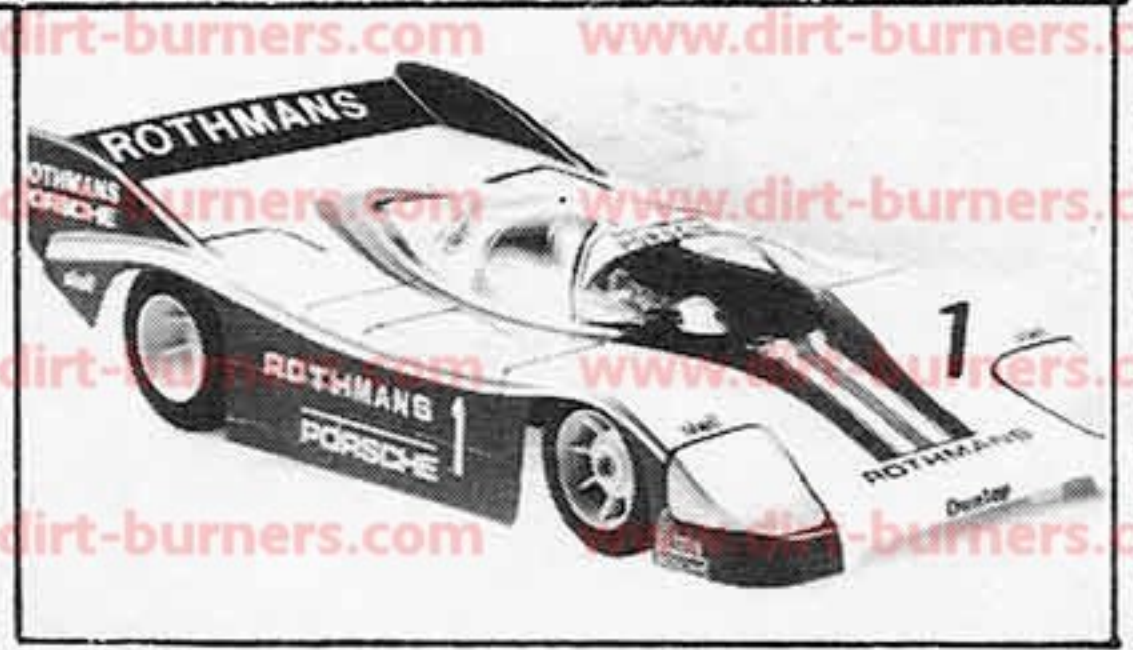
Pro Turbo Resistor - The smoothest one around for
constant performance! If you're serious about racing,
you can't be without one! 1 ohm, .8 ohm, and .5 ohm.
From Parma Int'l., North Royalton, Oh.

that great looking
optional hand outs
ics of California,

(contd. next page)



The TRAINERCRAFT 40 is designed by Joe Bridi and features precision cut balsa wood parts, glass filled nylon engine mount, assorted hardware, plus full size plans and illustrated step by step construction manual. This airplane is one of the easiest to build and fly, designed with the beginner in mind. It has a thick flat bottom airfoil and square sided box type fuselage. Either for a three channel or four channel installation. From Kraft Systems, Vista, Ca.



Porsche Group C. The Group C class dominator. Available to you in 1/8th and 1/12th scale, clear. From Parma Int'l, North Royalton, Oh.



1/32nd. scale Datsun 280 ZX - A Full size road huggy scaled down to size. For that realistic look with performance too. From Parma Int'l, North Royalton, Oh.



Cox Nurf Bars (C-01) made of 6061-T6 Aluminum bolts flat to chassis rails for more mounting surface. Provides protection for rear suspension and gear case. Nuts and washers provided. Concoors quality. Cox Stock Cage (C-02) also of 6061-T6 Aluminum. Heli-arc welded bolts on to existing mounting locations. Nuts and washers provided. From John Gudvangen Mfg., Whittier, Ca.



CRP has a set of adjustable coil-overs for Kyosho shocks that use double set screws mounted at 90 degrees, as well as a set of easily installed adapters to mount them on the front. No modification of shock towers is needed. From CRP, San Gabriel, Ca.



"I know I have those crystals somewhere!" How many times have you heard or said this? Finally, BoLink's "Krystal Kases" will each hold 3 sets of crystals and will fit neatly in your pit box or flight box so you always know where they are. From BoLink, Lawrenceville, Ga.



New items for the Cox-Kyosho 1/10th off road car. New Kydex skid plate and bumper, shock tower saver, nerf bars, heavy duty steering, adjustable coil-overs and an assortment of metric BUTTTONHEAD socket screws to replace the phillips screws. From CRP, San Gabriel, Ca.

Tech N' Spec

DISMOUNTING & MOUNTING YOUR RUBBER TIRES

Tech Tips from R/CECC...

How many of you out there are still peeling the rubber tires off your wheels when they are too small to use? Well, the following will tell you the simplest and easiest way to mount and dismount your tires. The materials required are as follows:

- Rough sand paper or Dragon Skin (if you can find it).
- Contact or Wet-suit cement
- Lacquer thinner or Gasoline
- Large diameter container 4" to 5" with lid (must be able to withstand lacquer or gas, metal container is ideal).

WARNING: Use Gasoline and/or Thinners in a well ventilated area. DO NOT USE NEAR AN OPEN FLAME! Work outdoors if possible.

DISMOUNTING - Soak old tire/wheel assembly in lacquer thinner or gasoline for about 24 hours. The tire will swell and removal will take very little effort. That's it! Once you have soaked the tires, removal is very simple, just push or pull off rim.

MOUNTING - Roughen the outside surface of the wheel with sandpaper to remove the glaze (old glue). Coat the wheel's outer diameter and tire's inner diameter with contact cement. Let dry for about 20 minutes, then recoat all those surfaces and let dry for about 1 hour. Dip tire and wheel in the lacquer thinner or gasoline for 5 seconds so that all surfaces are wet. Place wheel on the work bench and slip tire onto wheel. Push down firmly until tire hits the workbench.

You can check with your local Hobby shop; there is a product called a "tire horn" which can help you complete this assembly, especially when mounting hard or firm compounds or tires with smaller diameters.

Check wheel/tire assembly and make sure that the outside surface of the tire is true to the wheel. Adjust as necessary, the lacquer thinner or gasoline does not evaporate that quickly so you do have about a minute to do any adjusting and re-positioning.

Allow the tire to dry at least 12 hours before truing and at least 24 hours before running on the track.

This is an excellent way to save money and control your traction.

R/CECC

TRICK SPEED SECRETS

(The following is reprinted from Associated's race letter - Racing with the Team by Mike Reedy).

Here's one of these "trick" speed secrets you've all been waiting for. I wish I could take credit for it, but unfortunately I can't as it was first seen on the Team cars of "Northerners", Kent Clausen and Derek Coppersmith at the California 1/12 Championship Race in Monterey last year.

What we're going to do is add a "by-pass" to the full-power end of the resistor. Why? Did you ever notice the burn marks on the resistor? Or wonder why it corrodes?

It's all as a result of not enough wiper arm tension being exerted. The drawing below is the best kind of speed secret - and it's cheap! All you need is another Associated

throttle control wiper (No.3712 -\$.125), about 2" of wire, and a few minutes of free time.

As you can see, the object is to apply additional pressure to the existing wiper (in the full power position only), thus eliminating poor contact. Use the mounting bracket screw to attach the new wiper arm, and bend it so that it provides a slight wedging action on the regular wiper on the power band. Now solder a wire from the new by-pass wiper to the resistor tab which goes to the plus side of the battery. You now have full battery power to your throttle.

Some of the racers have tried it around here and have noticed a definite increase in horsepower due to having a positive contact at all times.

This trick should help you gain better performance from your motor and also cure a possible problem area, burnt resistors.

M.R.

SOFT STEERING

Want your Futaba transmitter steering wheel to be as soft and smooth as a baby's...er, well...anyway, real soft and smooth? You can use Associated's throttle return springs to replace the existing Futaba springs.

This trick requires some "fiddling time" to get equal tension on both sides, but if you start with 16 or 17 coils, that should be pretty close. These springs will certainly last alot longer than the stock ones.

TECH TIPS from RCECC

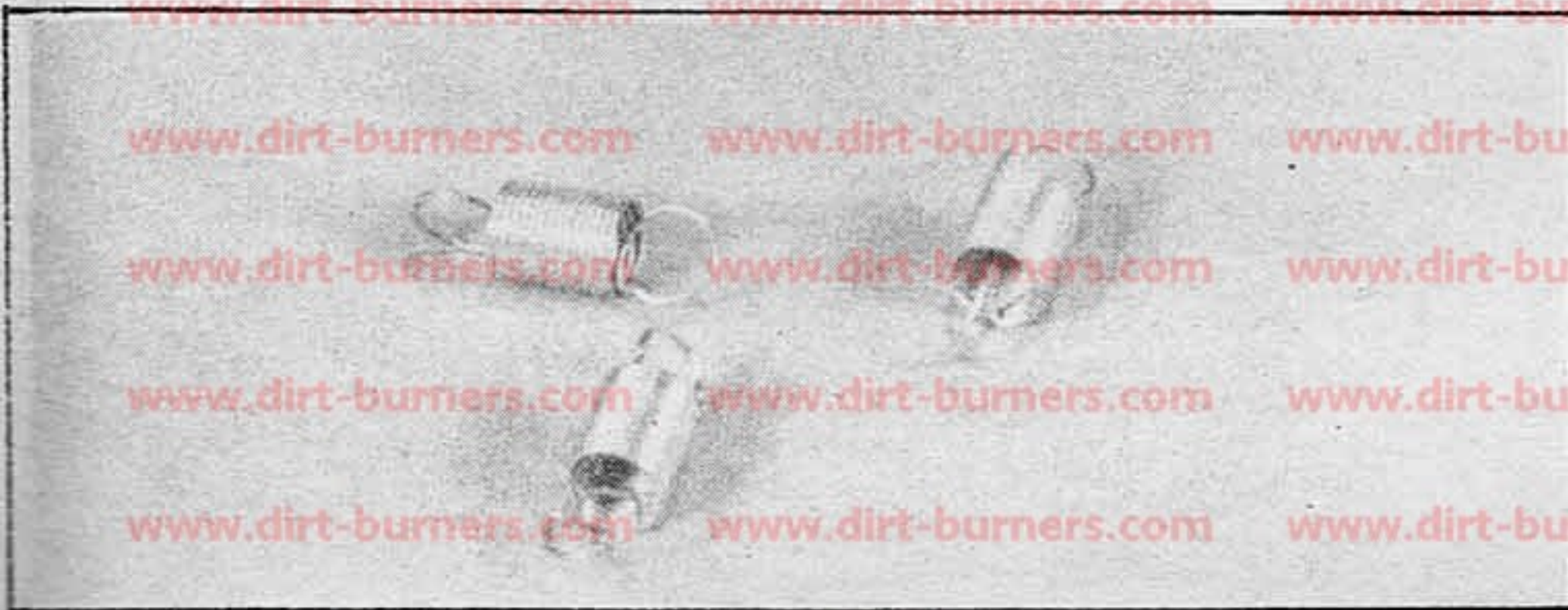
The following tech tips were received in a letter from Gene Husting of Associated Electronics to Glenn Kawamae of R/CECC.

Stock motors can be broken in by using a 6 volt battery and running the motor for 5 minutes, stop it for a cooling period of 5 minutes, run it again for 5 minutes, then 5 minutes off, continuing this cycle until you have 3 hours or more of running time. (Note: since the writing of this letter, Associated has come out with a break in adapter. Check your hobby shop for this item.)

Some of you racers have seen these "yellow" batteries in some racers' cars instead of the standard "white" GE's. The problem with using these batteries has been primarily a method of charging these cells reliably without venting them. Husting's suggestion: We have found that the Sanyo batteries generally have a greater capacity than GE. The Sanyos should be charged at 3 1/2 amps for 15 minutes, then at a 2 amp rate until peaked. Then wait 10 minutes, and peak again at 2 amps, wait 10 minutes, peak again, wait 10 minutes, peak again and then put on trickle charge.

Racers, if you are going to use these Sanyo batteries, the use of a good charger capable of adjusting charging amperage, timing and a digital voltage read out is almost a necessity. A method for trickle charging or an "equalizer" is also recommended. The use of Sanyos, while being a more powerful source, is very sensitive to overcharging and the subsequent venting. Ask any of the old time racers who use the Sanyos, I'm sure they have all vented their Sanyo packs at one time or another!

Glenn



How many times you've been up on the driver's stand and heard a "ping"? BoLink now has heavy duty replacement Transmitter return springs for Futaba radios. You may have never broken one but why take a chance. Keeping your batteries cool is a big problem. BoLink has a heavy duty cooling fan that will do the job. Use it for cooling down batteries and motors. It can be powered from an old set of batteries or an 8-12 volt DC power supply. From BoLink, Lawrenceville, Ga.

RACING WITH COMPUTERS AT THE 1/12th WORLD CHAMPIONSHIP...



With no room or margin for error, a system for accurately counting each and every lap of each race and racer was a MUST. Roger Curtis came up with the system, we'd like him to tell you about it.

Story and photos by Roger Curtis

HOW DO YOU COUNT A WORLD CHAMPIONSHIP RACE?

The answer, of course, is "Very carefully!!!" When you have drivers from all around the world, the best from each country, coming together to determine the champion of champions, lap counting problems are about as welcome as rain. The stakes are simply too high. Many of the competitors have invested thousands of dollars in travel and preparation, along with countless hours in equipment testing, practice, and qualifying competition. For one of these drivers to then miss the cut for the Main Event because of a lap counting error...that could only be described as a tragedy!

A computer offered an excellent way to achieve the accuracy required for such an important race. It also offered a solution to another perplexing problem with big races: that of processing and posting the

results of each heat quickly enough to satisfy anxious racers.

The design of the system focused on accuracy and reliability. To avoid certain weaknesses inherent to all microcomputers, the actual lap counting task was delegated to circuitry in separate counting "stations", one for each car to be counted. These stations are small boxes containing a push button for entering laps, a small memory to store the lap count, and a digital display of the lap count for that car. Each box is electrically connected to the computer so that the computer has access to the lap counts at all times. The primary purpose of the digital display is to let the person at that station know that he or she has successfully pushed the button and entered a lap.

The station boxes are small enough that several can be grouped together to allow one person to count several cars. For this race, however, in order to achieve the greatest possible accuracy, each

lapcounter counted only one car. Car numbers were restricted to the values 0 thru 9 to match the numbering of the counting stations.

Having the lap count stored in the station boxes freed the computer to do jobs it is best suited for. This included maintaining the master clock, recording the time for each lap of each car, blowing the horn at the start and end of the race, determining the finish order of the cars, and printing the results. In addition, the computer was able to display the status of the cars on a TV screen during the race so that the announcer would always know which car was in first place, which in second, etc.

The printed results contained everything anyone would ever want to know about the heat, all on one sheet of paper. First was a listing of accumulated lap times for each car, with car numbers across the top of the page and lap numbers down the side. Next came a listing of the finish order of the cars for each lap.

This listing showed clearly who led each lap and who was gaining or losing ground during the race. Next to this was a listing of the individual lap times for each car and each lap. This was the part of the result sheet that was the most interesting and useful. By seeing exactly how fast they ran each lap, many racers were able to analyze their performance and make improvements to their cars very quickly.

The individual lap time listing served another even more important purpose: lap counting errors could be spotted immediately by just glancing at the list! One 30 second lap in a long string of 15 second laps sticks out like a sore thumb and is very probably a lap counting error. It would only be necessary to verify that the car had not left the track for 15 seconds, something easily accomplished by having a few people monitor the races and note the major crashes and pitstops.

The importance of being able to correct errors easily became ap-

M.A.R.T. News...

By Doug Bennet & Ivan Brown

Oct. 23, 1982
Kalamazoo, MI

The Kalamazoo Mart Race got off to a slow start due to the handing out of stock motors. After about 1 1/2 hours, we finally got started with the qualifying. You could see by all the board beating that it had been a long summer. As the day went on, improvement was evident in most drivers. By the final rounds everybody was dialed in and ready for the mains. There was a very short meeting and then the main events were off and running. The modified classes E thru B were run first, then stock classes E thru A were run. There was some very close racing in both classes.

The Modified A main was run last and it was a see-saw battle for the entire race. Joe Miller crossed the line first to take the Modified A Main win. I think everyone worked pretty hard, hurrying along to get a third round in.

The Stock class was really close in all the main events. It was pretty much nip-n-tuck for all the winners in this class. All motors proved to be equal, so it was a driver's race to win the trophy. Pete Mitchell was the winner in the first A Main Stock class held. By the time we had finished at about 7 pm, everyone was ready to go home...it was a very long day for all.

There were 68 drivers out of 71 that finished. I hope that driver who had to go home because he got sick drinking too much diet coffee feels better by the Detroit race! And due to a late starting time, we lost another driver who had to get to work.

RESULTS

MODIFIED

A Main:	
1. Joe Miller	42.5
2. John Huron	41.5
3. Bill Jeric	40.9
4. Bill Noviss	40.7
5. Tim Miller	37.4
6. Terry Rott	37.1
7. Greg Fox	17.0

B Main:

1. John Phillips	39.9
2. Berry Zulkowski	38.8
3. Tom Reynolds	38.1
4. Jack Lane	38.0
5. Greg McFern	37.9
6. Mike Liem	36.6
7. Leon Neal	36.1
8. Mario Biscaro	33.8

C Main:

1. Judd Nichols	40.6
2. Buzz Blair	39.2
3. Tom McGarry	39.2
4. Clayton White	38.2
5. Mike Marchall	34.8
6. Rich Ponches	33.6
7. Dave Lane	32.1
8. John St. Amant	30.7

D Main:

1. Mark Lenz	35.9
2. Kevin Brown	35.2
3. Mike Corn	33.5
4. Lou Przybylia	29.0
5. Bob Chuhran	26.6

E Main:

1. Dave Lee, Jr.	37.3
2. Douglas Panches	33.9
3. Brett Vogt	32.2
4. Jim Conden	26.6
5. John Drunskinis	10.0

STOCK

A Main:	
1. Pete Mitchell	38.2
2. Jim Benson	37.7
3. Butch Miller	37.5
4. Bill Lawrence	36.2
5. Stan Smith	35.9
6. Oscar Sullivan	33.4
7. Cal Posthuma	30.2

B Main:

1. Mark Bambrik	36.6
2. Douglas Bennett	36.5
3. Karl Kuenzel	36.2
4. Rich Hacker	35.9
5. Gary Veselica	33.4
6. Douglas Dubois	33.2
7. Dan Abna	32.0

C Main:

1. Larry Noren	36.6
2. John Coloski	36.6
3. Chuck Ewing	34.3
4. Charlie Grogg	32.0
5. Keith Hamilton	31.8
6. Ivan Brown	31.7
7. Mike Collins	8.0

D Main:

1. Matt Kuzenski	33.3
2. Joe Kaiple	31.7
3. Randy Stanham	30.6
4. Terry Dowker	30.5
5. Jeff Miller	29.4
6. Ken Hamilton	29.2
7. Wayne Westendorf	28.5

E Main:

1. Angie Miller	32.6
2. Willie Wilkinson	29.4
3. Steve Best	25.0
4. Brad Wilkinson	28.8
5. Tim Conrad	18.0
6. Mike Molton	2.0

7. Bill Lane

OVERALL MART SERIES POINTS

MODIFIED

1. Miller	148.000
2. Huron	146.647
3. Jeric	143.235
4. Noviss	139.764
5. Rott	137.294
6. Phillips	133.882
7. Zulkowski	133.294
8. Miller, T.	133.000
9. Reynolds	132.647
10. Nichols	130.529
11. Lane	128.411
12. McFern	126.176
13. Neal	125.941
14. Blair	124.235
15. Liem	124.117
16. White	123.882
17. McGarry	116.235
18. Biscaro	115.529
19. Marchall	114.882
20. Lenz	111.470
21. Ponches	109.058
22. Lee	106.764
23. Lane	106.529
24. Brown	105.823
25. Corn	103.823
26. St. Amant	101.235
27. Panches	100.764
28. Vogt	97.764
29. Przybyla	94.235
30. Chuhran	90.588
31. Fox	86.000
32. Conden	82.588
33. Drunskinis	41.529

STOCK

1. Mitchell	150.000
2. Miller	147.167
3. Benson	145.691
4. Smith	139.979
5. Lawrence	139.764
6. Bennet	138.549
7. Hacker	135.979
8. Bambrik	135.811
9. Kuenzel	135.764
10. Noren	131.811
11. Sullivan	131.434
12. Coloski	130.811
13. Posthuma	127.905
14. Dubois	125.910
15. Veselica	124.434
16. Ewing	121.790
17. Abna	121.769
18. Hamilton	116.246

19. Kuzenski	114.172
20. Brown	113.984
21. Grogg	113.769
22. Stanham	109.104
23. Kaiple	107.984
24. Dowker	105.842
25. Miller, A.	104.340
26. Westendorf	102.607
27. Miller, J.	100.963
28. Hamilton	99.439
29. Wilkinson, W.	98.963
30. Wilkinson, B.	82.230
31. Best	81.445
32. Conrad	65.120
33. Collins	54.942
34. Lane	22.832
35. Molton	22.235

CHAIRMAN'S COMMENTS

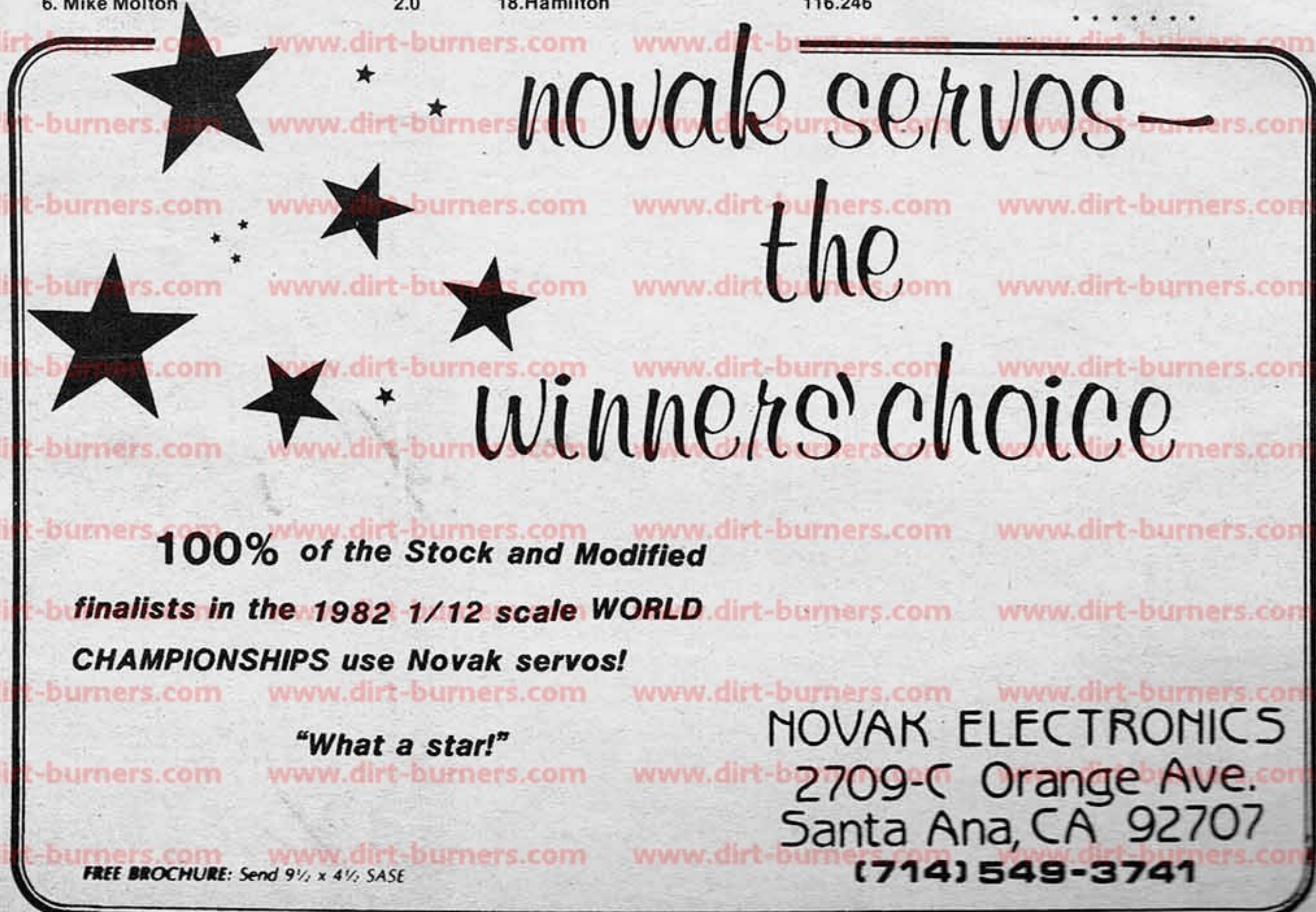
by Ivan Brown

I would like to thank everyone who voted for Doug and myself to be your new Mart President and Secretary/Treasurer. Doug and I will do our very best in the upcoming year. I would like to thank Tom McGarry for volunteering to handle the stock motors and Doug and I would personally like to thank both Tom and Mark for the wonderful job they did last year...what a hard act to follow! But we will do our best to be just as good. Thanks again, Tom and Mark!

NEW MART REPS - Congratulations to Randy Stanham and Ken Hamilton. They are our new Mart Reps. for the Jackson Club.

NEW RULE PROPOSAL - There was a motion made to move the starting time up by one hour and/or to remove the 2:00 pm cut-off time for qualifying. A vote will be taken for this at the Detroit race, so please get to your rep and let him know how you feel.

NEXT MART SERIES RACE - Wixom, Michigan, UAW Local 36 Hall, Saturday, November 20, 1982.



novak servos -
the
winners' choice

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

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IFMAR...World Champ. Update

by Ted Longshaw

Enclosed are the minutes of the IFMAR meeting in Indianapolis. I am solely responsible for their late publication and I would like to apologize here and now to everyone for this error on my part. It would not have been too important not to have had them before the next IFMAR meeting, but for one very important item: "Format of 1983 World Championship!"

As you will see from what I regard as a true record of events, general agreement (after confirming it with others who were there) was reached on a format, although no formal vote was taken. It was also agreed that whatever rules were used would be published, and NO changes were to be made at least six months before the event.

Since that meeting in Indianapolis, members of the EFRA committee have had several discussions regarding an ideal format and finally agreed on the system published and circulated by the Carnoux Club. Admittedly, this was in French, but the Diagrammatic explanation was self explanatory. The schedule proposed for 1983 race conforms to the main recommendation of the Indianapolis meeting, in that every driver has six qualifying heats. The change is in the Semi's and Final's. The Organizers are proposing a system that gives every driver a chance to run in a 'Main' event (something that ROAR, itself, has always advocated).

As the IFMAR President, I saw this not only as an improvement on the system proposed in Indianapolis, but also as one that should give every driver a fair chance and really make their trip worthwhile.

While EFRA, in no way, intends to force a system onto the rest of the world that they do not want, it may be pertinent at this time to quote a part of a letter dated Dec. 2nd, 1980 from ROAR's Race Director for Indianapolis, and addressed to EFRA when EFRA queried the format proposed: "...we, the Organizers, really don't understand the EFRA people on this matter, after all IT IS OUR SHOW, you know we feel just as strongly about our formats as you do."

So the situation at this time is that ROAR's contact man with IFMAR, Mike Reedy, has protested strongly to this change in format to the one provisionally agreed upon in Indianapolis, indicating that any change could lead to ROAR considering the race an Invitation EFRA event, and not the IFMAR World Championship as minuted.

ROAR certainly has a very strong case in that the format is certainly different from that agreed to in Indianapolis. EFRA obviously would like to see the event run as published by Carnoux, but do seek the agreement of the other two blocks.

No indication has been received from JMRCA of their views, and they

are URGENTLY asked to contact IFMAR now!

It would help if ROAR would also put their objections into writing (with a copy to JMRCA). There are still nearly 10 months before the race, so there is still time to settle this amicably and democratically.

The owners of the track and the French Federation are striving very hard to make this a race to bring R/C racing to the public, and it is essential that this be done in a spirit of cooperation.

MINUTES of MEETING (held July 5, 1981 Indianapolis)

The meeting commenced at 4:45 pm (having been scheduled earlier) without the EFRA representative, Pieter Bervoets. He arrived after a few minutes and apologized for his lateness.

There were 38 people present (names and countries are recorded) including three voting representatives. Mike Reedy, representing ROAR; Pieter Bervoets, representing EFRA; and Mayayoshi Kondo, representing JMRCA.

The Chairman opened the meeting by circulating a written review of the past two years of IFMAR. Minutes of the last meeting were presented (they had already been circulated), and Gene Hastings (ROAR) queried "Driver Allocations". After a discussion, it was agreed that minutes were correct, and the Chairman signed them as a true record.

AGENDA Item 3

(a) NEXT WORLD CHAMP SITE: A letter from JMRCA explaining why they are unable to accept 1983 race was read. EFRA rep., Pieter Bervoets then confirmed it would be possible in Europe, the actual venue being decided by EFRA.

(b) NO. OF COMPETITORS FROM EACH BLOCK:

Gene Hastings (ROAR) proposed 120 maximum, the allocation to be nominally 40 to each block but, in fact, the 'Host' block to receive 10 each as an extra allocation from the other two, for example: World Championship in USA - EFRA: 40-10-30; JMRCA: 40-10-30; ROAR: 40-10-30.

JMRCA proposed a minimum of 120 drivers and a maximum number to be decided by the Organizers. This was not accepted. To help the delegates with their discussion, each was asked for the approximate number of drivers registered in the area and the following were the replies: ROAR-2,500; EFRA-20,000; JMRCA - 20,000.

JMRCA then proposed 30 for JMRCA, 30 for ROAR, and 60 for EFRA at all World Championships. ROAR did not accept this, then Pieter Bervoets (EFRA) proposed an amendment that would always give EFRA a minimum of 50 places. This would be achieved by JMRCA giving up 10 places if the event was in the USA, and ROAR giving up 10 places

if the event was in Japan. The original G. Hastings' proposal with this amendment was then accepted.

(c) FORMAT of MEETING:

Gene Hastings proposed a minimum of 6 qualifying heats.

There was also a proposal that racing should be over a period of 3 days only. No decisions were taken, discussion would be resumed next day.

(d) SPONSORSHIP:

It was agreed that no personal advertising (i.e., numbers that have to be worn) should be accepted from a main sponsor connected with the hobby.

NITRO. The discussion on Nitro revealed that both ROAR and JMRCA want to retain Nitro and not ban it. Further discussion would be continued on the next day.

OFFICIALS. The delegates re-elected T. Longshaw as President.

Meeting adjourned until 9:00 am following morning.

MONDAY, JULY 6th 9:00 am

Meeting re-convened with a small delegation from each block.

NITRO. It was decided to postpone the decision on banning Nitro until the next IFMAR meeting in 1983. The Delegates were asked to obtain the views of all their members and be prepared to vote one way or the other at that time.

FINANCE. It was pointed out by the President that the expenses of running IFMAR were not covered by the present 200 SF p.a. fee (that amount doesn't cover 2 mail shots). The meeting then agreed to an annual levy of 500 U.S. dollars to be paid before January 31st each year by each Block.

ANY OTHER BUSINESS. Considerable discussion took place on the holding of the 1/12th Electric World Championship and it was agreed that those would take place every two years, starting with 1982.

There will be two classes:

"STOCK" with issued motors, and "MODIFIED". Races will be for 8 minutes plus lap.

It was agreed that the first requirement was to standardize rules, particularly JMRCA, where there were major dimensional differences.

The first World Championship would use the ROAR/EFRA rules as a basis and it was agreed that further discussions would take place, after the end of this meeting, between ROAR and JMRCA (the European delegation all having planes to catch at midday).

DATE was set as the 3rd weekend in August.

LOCATION in USA, West Coast. San Diego or Seattle.

BATTERIES 6 cell.

SURFACE Asphalt - indoors or outdoors.

DRIVERS 120, 40 allocated to each Block with any places not taken going to host country.

1983 1/8th WORLD CHAMPIONSHIPS. The meeting then returned to discussions regarding the next World Championship.

It was suggested that the inclusion of a "rain day" be considered (Sunday) and that official practice should be Wednesday, with racing on Thursday, Friday and Saturday.

The format suggested was 6 qualifying heats of 10 minutes each with a 15 minute interval in between. There should be 2 Semi Finals of 30 minutes each and the Final to be 1 hour and 1 lap.

The top 4 go directly to the Final as well as 1st and 2nd from each Semi, plus the next fastest 2 drivers from either Semi.

ANTENNA. It was agreed that it must be flexible on 1/8th scale cars.

The final rules and format will be published 6 months before the race with NO CHANGES after that.

T.L.

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NAMBA News...

by Wally Stewart

DISTRICT DIRECTOR'S DIALOGUE

Having had a sad lack of feedback from the District (i.e., only 3 people expressed opinions re: a District Awards Banquet, 1 person responded to the plea for "Boater Biographies" in the last month and this same person is the only one to present an issue for vote at the District meeting), and as all of these requests for feedback were printed in our Newsletter, I am wondering how many people receive and read it.

Each month, the cost to Dist. 19 is about \$25 to mail Newsletters to registered Dist. 19 clubs of 2 plus members. Individual NAMBA members receive the Newsletter only when an article pertains to them. Many Dist. 19 club members have commented about not getting Newsletters. Some, paying \$3 per year for a subscription, are club members who should be receiving them from their club! To my knowledge, only the Prather R/T, the San Diego Argonauts, and the Wavemakers mail the Newsletters regularly. Few clubs actually hold regular monthly meetings. As I suggested in February of 1982, postage costs should be collected from members. Club members not receiving this Newsletter are probably not getting the "Prop-Wash" or entry forms, either. This makes NAMBA membership worthless and gives them no reason or encouragement to continue their interest in R/C boating.

The Newsletter's purpose is to promote enthusiasm and participation. It appears that the only ones

receiving it are already active. I want to hear comments on who is receiving and reading the Newsletter before the December 4th meeting. A brief one-minute call stating name & club membership and a "yes" or "no" will suffice. Clubs that can honestly assure me that their members are getting Newsletters each month should let me know. If I do not receive sufficient feedback before December 4th, I want to suggest that the Newsletter become a quarterly, instead of monthly, and be sent to each individual in Dist. 19 (approximately 450 members will cost us about \$90 in mailing). This would eliminate articles detailing racers, "Boater Biographies", photos, etc. and stick only to important announcements and point standings.

If the District 19 Newsletter is not reaching those for whom it is intended, the expense to the District has not been justified. Just because my wife enjoys writing and typing, does not constitute a good enough reason to continue!

BOATER BIOGRAPHY: DOUG NYSTROM

Better known to some as "Robert's pitman", Doug Nystrom's interest in model boating began about 1960, in his early teens when he used to watch Jim Henry and Red Blackford run boats in San Diego. Doug scratch built his own first boat in 1963 - a B Mono of his own design - and has lost count of how many he has completed since that time. Joining the San Diego Argonauts and IMPBA for the first time in 1963 (Doug was

even younger than the junior for whom he now pits), and again in 1973 with NAMBA.

Doug attended and trophied at the IMPBA Internat's in Chicago in 1966. He attended the 1974, 1979, and 1982 NAMBA Nat'ls; trophying at each and setting a 5-lap oval record in the X Mono of 1.33 this year. Doug's reputation as a "Mr. Clean" of model boating and the stress he places on his boat's appearance (i.e., he polishes all metal parts and would you believe he even paints the inside of his boats?) earned him the Deep Vee concours trophy at the Monterey Nationals.

Doug's involvement with model boating does not stop with the racing, as seen by his interest in appearances. He is also the calm voice behind many newer, successful boaters such as Robert Holland. While Doug earned the District Championship in the B Mono in 1981, he has the honor of being pitman for this year's champion, following in second place himself...the same order in which he and Robert placed at the 1981 Challenge Regatta.

Very active with the San Diego Argonauts, the largest and busiest model boat club in California, Doug has served as the Contest Director in 1978-79 and as Commodore in 1980-81. If that didn't keep him active enough, he also served as Dist. 19 Deep Vee Chairman under past District Director, Jack Garcia. A new endeavor of Doug's - that of Secretary of Freedom Boats, Inc. - has led to help with the development of a new B Mono hull which Freedom will be producing. If the hull comes with pitman - it's a sure winner!

Doug's motorhome has become a familiar sight at So. Calif. races and a favorite gathering place after the races to relax and exchange lies. San Diego's camping area, at any

race, is sure to be the scene of one of the best parties anyone has ever attended...from Riverland to El Centro to Tucson. Avis Nystrom, Doug's wife, adds to the promotion of boating by her contributions each year at the Circus Circus Thunderboat Regatta for Unlimited Hydroplanes as assistant chairperson of pit tours. This, plus her involvement this year with the Argonaut's beautiful program for the scale unlimited Bill Muncey Classic, has kept her very busy. Doug's involvement with the So. Calif. Scale Assoc., while somewhat recent, has managed to keep everyone on their toes just trying to figure out which boat he will be running next. If you're not sure which boat on the water is Doug's...just check out the drivers...Doug is the one always wearing white pants!

THE BILL MUNCEY CLASSIC

With a threat from "Stormin' Norman" (the hurricane, not the O/B Chairman) and 90 percent humidity, as per KSDO radio, it did not appear to be one of the best weekends to race model boats in San Diego...but the skies cleared, and once again we all got burnt to a crisp at San Diego's beautiful Mission Bay. At least it's beautiful to look at, even if the salt water causes headaches for the boaters. If anyone doubts the potency of San Diego's salt water - a mysterious object was found on the far side of the Model Yacht Pond on Saturday. It was covered with barnacles and something which might have been a jellyfish. It was later identified as the cowl of John Perry's Miss U.S. which had been lost three months previously (it looked more like it had been 3 years!)

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"SINCE 1954"

Fifty-one scale unlimited hydros entered the San Diego Bill Muncey Classic. This is another traditional San Diego model boat race, coinciding with the running of the Circus Circus Regatta of the real unlimited hydroplanes. This event consistently draws scale racers from Districts 8 and 9, plus our own So. Calif. and Arizona group. Visiting from No. Calif. were: Howard Power (Dist. 9 Director), Don Reutlinger (NAMBA Scale Unlimited Chairman), Cecil Reynolds, Mike Penner, Roger Hooks, Frank Canning, Harold Jackson, and Mark Stearns, not to mention all the others who just came to watch all the action. District 8's only representative this year was Bob Brackett of Seattle, WA. Bob assures us that Dist. 8 plans an "invasion" for 1983. One new plus for this year's regatta was the program, prepared and printed by the San Diego Argonauts, with much credit going to Doug Nystrom's wife, Avis. The program included countless photos, with pictures of each scale boat registered and qualified in the So. Calif. Scale Assoc. Avis reports that some programs are still available at \$2 each. Cathie Galbraith added a nice touch to her program by having everyone autograph his boat's photo.

Some luck was with the cowboys on race day, as Robert "Tonto" Holland picked up his boat after he won his 2nd heat and the prop fell off. The Lone Ranger and Tonto were not quick enough on the draw, though, to qualify for the Main Event this weekend. Both earned positions in the Consolation, along with Bad Ralph Henry, Pay'N'Pak'N Perry (driving the Miss U.S.) and Killer Lynn Miller. As can be seen by this line-up of contenders for the Consolation trophies - which looked more like So. Calif.'s usual contenders for a Main - speed alone did not win the races this weekend. Consistency was the rule of the day. The Lone Ranger galloped off with a time of 2:10.12 to capture 1st place, followed by Killer Miller.

The Main Event included the first ladyboater ever to earn a trophy in the So. Calif. Scale Assoc. Not only did Cathie Galbraith earn her first 1st place in a qualifying heat that day, but she was tied for top points going into the Main as well. To say that Cathie had the jitters before the race would be a gross understatement. All 5 boats started the race and rounded the first turn together, enough to give anyone heart failure at San Diego's model Model Yacht Pond. Dick Barlag, driving the Detroit Radiographics, quickly took the lead with Darryl Smith and the Valvoline right behind him. Darryl came along side several times, but was unable to pass the not-quite-as-fast-but-close-enough Radiographics. The race claimed its victims, first of which was Leonard Feedback's Oh Boy Oberto!, and then Terry Holland's Atlas Van Lines. Cathie plugged along, now in 3rd behind the two leaders. Determined not to give her an easy time of it, Cathie's Candyman decided to blow off in the back straight, fly sideways several feet, land on the water right-side-up, and keep going!

(contd. at bottom of page 32)

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SO CAL GAS CHAMP... RECAP

Story by Joe Tentschert

The 1982 version of the So Cal Championship Series concluded at the Ranch Pit Shop Raceway, October 17th. Even though the three first places had been sewn up by the previous race in Phoenix, a big crowd came out to battle for those precious series points.

With nine races, this was the longest series ever, also with the largest turnout of 94 racers. Over 60 entries was not uncommon at any event. The only drawback to the long series was that the calendar got a little crowded due to the fact that the first race was not held as scheduled on May 9th.

The idea of three driver skill classes - Expert, Sportsman, Beginner - was implemented this year and was well received by the racers. A special move up points system prevented "sandbagging" and, except for a couple of rare exceptions, the qualifying times fell right in line.

Variety has always been the spice of life in So Cal and this year was no exception with every known brand of car represented, including the European PB's and a hoard of semi-scratch and kit based scratch-built cars. When known, we tried to include this info with the final results. Notice that the suspension cars really make their presence known in the Expert class but were run by many Sportsmen and Beginners alike.

Each racer has his own reflection of goals (accomplished or not) or highlights of the series. For some it was, "I got it started - it went 10 laps!"...for others it was TQ or winning their A main.

In the Beginner's class Mike Fox was the first to get his act together and benefit from the move-up system. That left Steve Lilley to battle it out with Barry, Cliff, and the others but Steve (an old motorcycle racer) hung onto a one point lead.

The Sportsman class culminated

in a wheel-to-wheel duel between Ron Paris (with his new Eagle) winning the battle over Randy Tentschert (driving a Greek rent-a-racer pan car) who won the war.

The Expert Class actually ended in a tie (again?) but Rich Lee got the silver cup by virtue of having more wins than Chuck Phelps.

At the Trophy Presentations, Dana Smeltzer thanked everyone and reminded them to "volunteer now" for an early start next year. Then super-trophy girl, Terri Sims passed out the gold and silver to cap off a fine year...again demonstrating that So Cal Region VI has the fastest, highest quality, most competitive series anywhere!!!

Next year, with only the Ventura Roadrunners having their own track, we'll probably see a shortened series utilizing Ventura, Del Mar, and Ranch Pit Shop. Besides, we'll also be having the Nat's in So Cal next year, so the calendar's already crowded!

Joe

RESULTS

BEGINNER:

1. Steve Lilley(ASSOC) 445
2. Barry Newman(scratch) 444
3. Cliff Vose(ASSOC) 438
4. Bill Waite(unknown) 435
5. Les Prather(ASSOC) 433
6. Darwin Simms(THORP) 433
7. Bonnie Mathsen(ASSOC) 428
8. Corky Borgman(ASSOC) 428
9. Dean Miranda(DELTA) 420
10. Steve Prichart(ASSOC) 415
11. Gary Wilcox(scratch) 413
12. Tom Wright(ASSOC) 339
13. Mike Vickers(DELTA) 167
14. Harry Binarto(ASSOC) 166
15. Charles Holmes(ASSOC) 163
16. Terry Baker(unknown) 162
17. Troy Blanton(unknown) 161
18. Jack Dellangle(unknown) 83
19. Everett Neal(unknown) 82
20. Jeff Neal(unknown) 80

SPORTSMAN:

1. Randy Tentschert(ASSOC) 473
2. Benny Bullock(scratch) 463
3. Rick Templin(DELTA) 460
4. John Douglas(scratch) 459
5. Dave Schuck(DELTA) 459
6. Ron Paris(DELTA) 458
7. Jim Atkinson(THORP) 456
8. Glen Wilcox(scratch) 450
9. Mike Fox(ASSOC) 447
10. John Pagel(scratch) 443
11. Bob Coughran(PB) 442
12. Bob Oliver(ASSOC) 440
13. Ira Kimbell(MRP) 440
14. Doug Campbell(DELTA) 433
15. Rick May(PB) 432
16. Dean Brown(DELTA) 430
17. J.D. Green(THORP) 430
18. Gary Higgins(HRE) 428
19. Jim Jones(THORP) 421
20. Al Vega(ASSOC) 416
21. Willie Green(THORP) 408
22. Lee Miranda(DELTA) 406
23. Ray Galovik(THORP) 344
24. Dick Camp(THORP) 344

25. Andy Jacobson(ASSOC) 253

EXPERT:

1. Rich Lee(ASSOC) 497
2. Chuck Phelps(ASSOC) 497
3. Dana Smeltzer(ASSOC) 491
4. Jerry Snow(ASSOC) 488
5. Gene Husting(ASSOC) 487
6. Tom Wong(DELTA) 486
7. John Thorp(THORP) 481
8. Bob Mathisen(ASSOC) 480
9. Gil Losi, Sr.(DELTA) 478
10. Tom Douglas(scratch) 478
11. Ross Kloeber(ASSOC) 473
12. Mark Miranda(DELTA) 473
13. Eustace Moore(scratch) 469
14. Gil Losi, Jr.(DELTA) 468
15. Joe Tentschert(ASSOC) 464
16. Ruben Serrano(ASSOC) 460
17. Mike Kimery(ASSOC) 285
18. Lou Peralta(varies) 270
19. Bill Jianas(ASSOC) 93
20. Matt Azzara(ASSOC) 88

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BILL MUNCEY CLASSIC:

(contd. from page 31)

At the end of the third lap, the Detroit Radiographics lost its rudder bracket and came to rest on the beach, giving the 1st place to Valvoline (which also earned a trophy for fast time of the day at 1:56.15) and 2nd to a happily hysterical, Cathie Galbraith.

MAIN EVENT

1. Darryl Smith-Valvoline
2. Cathie Galbraith-Candyman
3. Dick Barlag-Detroit Radiographics
4. Terry Holland-Atlas Van Lines
5. Leonard Feedback-Oh Boy Oberto!

CONSOLATION

1. Bill Silvers-ValuMart
2. Lynn Miller-U-3 Tri-Cities
3. John Perry-Miss U.S.

RESULTS:

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1/12 SERIES RACE 7...

One more to go, So Cal Champs.

Story by Gary Klup

Del Mar, Ca.
October 3, 1982

THE 7th IN A SERIES OF 8 RACES IN 1/12 ELECTRIC ROAD RACING WAS HELD THIS WEEKEND AT THE DEL MAR FACILITY.

This was supposed to be the last race in the Series but because the 7th race was rained out at the Pit Shop last week, today's race became the penultimate race in this exciting So Cal Championship racing series.

Three classes were run today, Production, Stock, and Modified, as in all So Cal Series racing. Practice, for those that came early and stayed, started on Saturday (10/2). The track was hosed down and those on hand had a chance to get their cars dialed in for the next day's race.

Sunday morning, most of the racers arrived early, although at Del Mar, starting times are not as early as at other tracks. The fact that the track is illuminated for night racing allows them to start a bit later than most, thus giving those who really had to travel many miles, plenty of time to get there.

With nine o'clock sign-ups and 11 o'clock first qualifying heats, most racers there were able to get quite a few practice laps. Since tire wear is not really a problem, and the bite was in good shape (thanks to the traveling "traction-man", Bob DeWald), drivers were able to concentrate on the gearing and the right batteries for the race.

A total of 56 entries were on hand today which seems kind of low, except that each racer could only race one class as per the So Cal rules. In most other races, racers may race two classes; Stock and Modified. Still, there was plenty of exciting racing and very close competition in all three classes.

In the PRODUCTION class Gary Haskill asserted himself as the T.Q. with 33 laps in 8:14 min. Nearest him was Mike Kelly with 32/8:01. But when the main was run, the standings were reversed with Mike Kelly taking the A Main win and Gary Haskill finishing in third. Squeezed in between these two racers was Fernando Belair who logged in 32/8:13 in the main. Interestingly, Mike Kelly's best qualifier and winning time in the A Main were identical (32/8:01), which means that Gary Haskill was considerably off the pace from his best qualifying round.

The B MAIN Production win went to Rick Soliz with a 30 lapper/8:17 min. Rick was not among the best qualifiers in this main yet, when the time came, he bested his qualifying rounds by eight laps! Was he sand-bagging? We don't think so, but that's quite an improvement. Second place went to D. Thompson, with Jay Halsey in third.

Moving on to the STOCK A MAIN: Randy Tentschert missed being Top Qualifier by two seconds. That honor went to Terry Ballard who logged 39 laps in 8:11 min. Randy's

39/8:13 was second best, but not when the time came to run the A Main. Randy put on a great drive that saw him dice it out for a short while then drive away and win it by a full lap over Kerry Cavazos (37/8:03). Kerry finished exactly one lap down. Third place went to Rick Howart (37/8:08). Terry Ballard (TQ) who finished in the 5th spot had several brushes and crashes that made it very hard to catch up with the leaders.

The STOCK B MAIN saw a relatively new face in the sport but seemingly with a lot of potential. Tod Strain won the main by logging in 36/8:12, a full lap ahead of second place, Sonny Cummings (35/8:09). This was Tod's best run of the day and it really got him pumped for future races. In third place in this main was Gene Prather, two laps back (34/8:04).

The STOCK C saw local "hot-shoe" Mike Templin take it to the boys. His 34/8:05 was good enough to best Ed Van Horne in second (34/8:12) and Chuck B. in third (32/8:07).

The fast boys were next in the

MODIFIED A MAIN. Fastest of the day was Frank Killam (Associated/Check Point) who was the only driver to make 41 laps in 8:05 min. No one else hit 41 today and thus he put himself as the odds-on favorite to take the A Main.

Well, this was not the case today, as eventual winner in the A Main, Doug Kott who had been the second best qualifier, put on an excellent drive to get the checkered flag. Everyone in this main drove below par, as Kott was only able to get 39/8:08 for the A main win. Regardless, it was enough to win over Robert Cavazos

(contd. next page)

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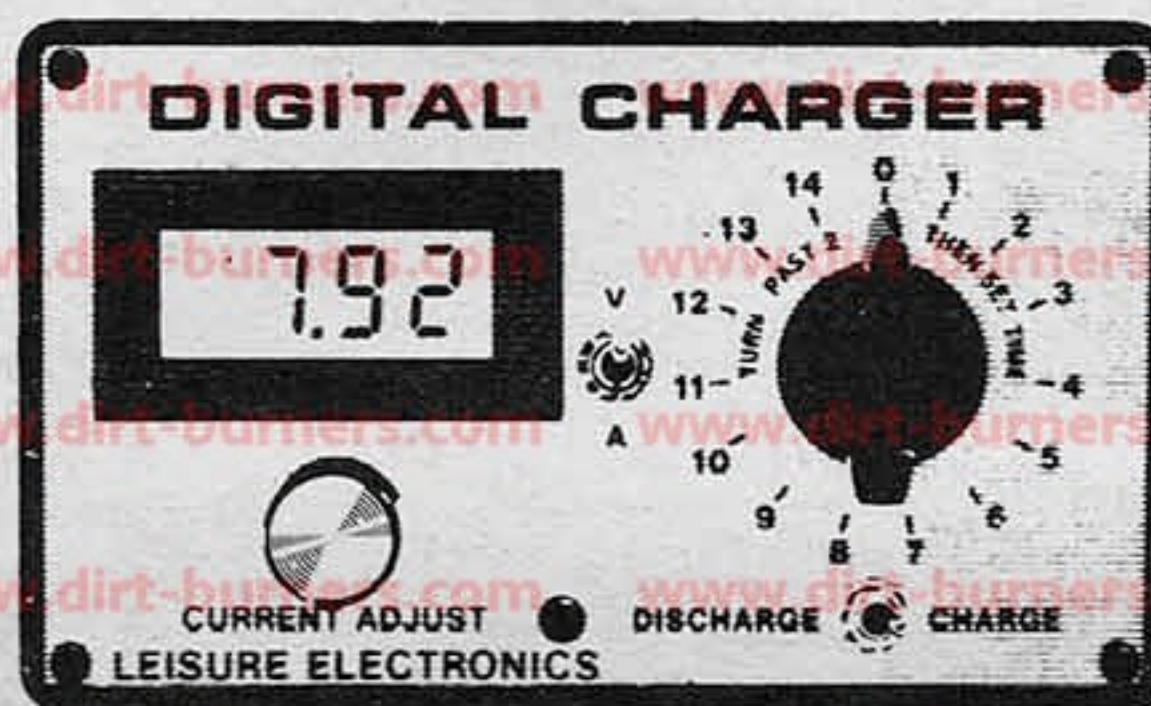


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Rate: 6 cell



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(39/8:08) in second and Frank Killam (39/8:12) in third. This was really an exciting race which had Cavazos in the lead for most of the race with Kott and Killam right behind him. Unfortunately, an unsportsman-like move by one of the drivers put Cavazos out of the lead with one lap to go, thus allowing Kott to take the win. It was still anybody's race and perhaps Kott would have won anyways, but this great race was marred by one racer's inconsiderate actions on the track, even after receiving several warnings. Too bad.

The MODIFIED B MAIN saw Steve Hickman save his best drive for last. His 36/8:06 was good enough to take the win over Mike Reedy (35/8:06) and Jeff Abrams (34/8:09) who finished second and third respectively.

Qualifying had started by 11 a.m. and the final race and awards were over by about 5:30 p.m., thus sending everyone home early. The two minute tape system is used at Del Mar and plenty of advance warning is given to the racers as to when their heat is about to come up, which helps keep the entire racing program very tight with little wasted time.

The next 1/12th race at Del Mar is their monthly race on the first Sunday in November.

We understand that DEL MAR R/C plans to have a number of "special" races for the 1/12th Electric cars in the upcoming months. In the works are a Three-hour Enduro for G.T., a New Year's Modified Classic, some Formula races and Ovals, in addition to their weekly Wednesday night (every other Wednesday) 1/12 series. Call them for more information at their new number (714) 755-0411.

G.K.

RESULTS

MODIFIED A MAIN:

1. Doug Kott...39/8:08
2. Robert Cavazos...39/8:08
3. Frank Killam (T.O. 41/8:05)...39/8:12
4. Rich Douglas...38/8:13
5. Mike Toland...36/8:01
6. Sam Ellis...35/8:13
7. Gary Slayton...34/8:03
8. Jay Kimbrough...19/DNF
9. Bob Hayes...12/8:04
10. Mike Wickman...DNS

MODIFIED B MAIN:

1. Steve Hickman...36/8:06
2. Mike Reedy...35/8:06
3. Jeff Abrams...34/8:09
4. Bob Forsyth...34/8:12
5. Greg Hernandez...31/DNF
6. Mike Grasso...30/8:01
7. Rick Templin...16/DNF
8. Chip Hayes...DNS

STOCK A MAIN:

1. Randy Tentschert...38/8:03
2. Kerry Cavazos...37/8:03
3. Rick Howart...37/8:08
4. Mike Buffington...37/8:34
5. Terry Ballard...36/8:10
6. Don Sallenback...34/8:02
7. Larry Krough...34/8:06
8. Rick Bashford...34/8:08
9. Don Rice...34/8:14
10. Bob DeWald...18/DNF

STOCK B MAIN:

1. Tod Strain...36/8:12
2. Sonny Cummings...35/8:09
3. Gene Prather...34/8:04
4. Chris Rahe...34/8:05
5. Larry Standcliff...33/8:04
6. Jon Holman...33/8:10
7. Robert Bartlett...32/8:14
8. Greg Parrocha...31/8:08
9. Craig Stewart...28/8:12
10. Clyde Buffington...8/DNF

STOCK C MAIN:

1. Mike Templin...34/8:05
2. Ed Van Horne...34/8:12
3. Chuck B...32/8:07
4. Rene Salezy...29/8:09
5. Jim Sturgess...27/8:04
6. Terry Kimble...DNS

PRODUCTION A MAIN:

1. Mike Kelly...32/8:01
2. Fernando Belair...32/8:13

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3. Gary Haskill...31/8:03
4. Danny Thompson...29/8:04
5. Fred Howart...29/8:10
6. Bob Standcliff...28/8:16
7. Tara Belair...27/8:04
8. Ellie Buffington...26/8:08
9. Steve Urban...11/DNF

PRODUCTION B MAIN:

1. Rick Soliz...30/8:17
2. D. Thompson...18/8:20
3. Jay Halsey...16/8:04
4. Danny Shoftal...3/DNF

.....

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CENTRAL CALIF. GT ENDURO...3 Hrs. Worth



Location of the 3 hr. 1/12th Enduro. Race brought out young and old, expert and beginner to have some fun and log in plenty of laps. Winners Ed Janis & Larry Stevens made 584 laps. Photo. Brian Rush.

Story & photos by Brian Rush

October 10, 1982
Fresno, CA

The Central California Enduro Championship 1/12th scale electric race was held October 10 in Fresno, California. The three hour race consisted of two man teams driving in rotation, making pit stops to change cars and drivers. Three hours of racing 1/12th electrics around an extremely tricky and deceptive road course, made even trickier by having cars on the track with drivers of all caliber, from Kent Clausen, World Champ, to Tony Turner racing in his third race.

Practice started about 7:30 am with the spraying of VHT to give the painted road course great bite. Everyone was trying to get dialed in on this newly designed course with a quick left-right turn at the end of the main straight instead of the usual right hand turn. Many spots on the road course were as narrow as seven feet wide, so passing was treacherous unless you could make someone over-accelerate the turn, taking them out of position for the next three turns. You could make up 50 feet or lose 50 feet fast in this turn!

With everyone almost dialed in, the race was set to start at high noon. Ed Janis and Larry Stevens, two World class drivers, were looking very smooth in practice, cutting very good lines. They seemed to be the early favorites being the only team with two expert drivers. The team of World Champ, Kent Clausen and Rick Marks looked impressive in practice. They were one of the few teams driving a true GT car - the new Associated Ferrari. Most teams

chose to run the GT production Body, mostly the MRP C-100. The sleeker GT production bodies were as easy to drive but Rick and Kent were going fast and seemed to have trouble in a couple of turns driving their Ferrari's, so we VHT'd all of the slicker spots, making the three hour enduro a race and not a contest to see who was going to spin out the most!

The fastest local team had Carl Anderson, a Region 6 local expert that has been impressive on the tight Northern California tracks, and Brian Rush, the California Novice Stock points Champ. Carl had the fastest car in practice, having dialed it in, but his partner Brian was not quite as dialed in, trying to get used to his new Delta car. These three teams were the teams to beat. The other five teams had their own plans on how to win the race.

The race started at noon with the starting grid being determined by drawing numbers out of a hat...this eliminated a qualifying race but it moved all of the fast teams near the rear of the pack.

The flagman signaled the start of the three hours of racing and the race was on. Carl Anderson took an early lead and managed to lap everyone but Ed Janis before changing drivers. Then Larry Stevens came back, caught up and passed the leader to take over the lead, never to give it back. For the first hour the top three teams were within ten laps of each other. In the second hour it was no more than a twenty lap spread between first and third. One bad wreck or a broken chassis and the second and third place teams could move up to challenge the leader.

The race for second was close

with Kent and Mark, Brian and Carl, trading it back and forth. Kent and Mark slowly pulled out to a comfortable hold on 2nd place.

The third hour was the most difficult one with fatigue and breakdowns taking most of the other teams off the track for short periods of time. This gave the top three teams more space on the track and time to stretch out their leads over 4th thru 8th places.

The team of Ed and Larry, in the third hour, seemed to get stronger. They turned in a faster lap time in the third hour than they did in the first or second hours.

It was a battle for fourth place between the team of Bruce Calameras and Don Williams, and Lynn McWilliams and Paul Chopra. At the five minute mark, Lynn, 2 laps down and driving hard, slowly caught up and got on the same lap with Bruce. With one minute to go, both cars were dumping but Bruce kept a two-turn advantage. Lynn was closing in with one more lap to go, only to have his car dump, leaving Bruce and Don with the 4th place finish.

We would like to thank all of the drivers who came from over 100 miles to make this the best of all three enduro's we've held in Fresno.

Also a special thanks to Kent Clausen, Ed Janis and Larry Stevens who added creativity to our enduro race. Thanks to the counters and turn marshalls who had three hours of hard work and to Marion Crowder for helping set up the track. Also to Rosalind Rush who did an excellent job as race director, temporary counter and just filling in on any other jobs that were needed.

For further Enduro information, please contact Brian Rush (209) 225-4171 or 225-8130.

B.R.

RESULTS

1. Ed Janis(MRP/REV) & Larry Stevens (MRP/REV)	584
2. Kent Clausen(ASSOC/REEDY) & Rick Marks(ASSOC/REEDY)	551
3. Carl Anderson(MRP/REV) & Brian Rush(DELTA/REV)	524
4. Bruce Calameras(MRP/REV) & Don Williams(MRP/REV)	413
5. Lynn McWilliams(MRP/REV) & Paul Chopra(JOMAC/REV)	413
6. Bryan Porter(PARMA/PARMA) & Harry Malicot(MRP/REV)	405
7. Glen Davis(ASSOC) & Jeff Schidner(ASSOC)	336
8. Tony Turner(MRP/MPR) & Ken Kountz(MRP/MPR)	232

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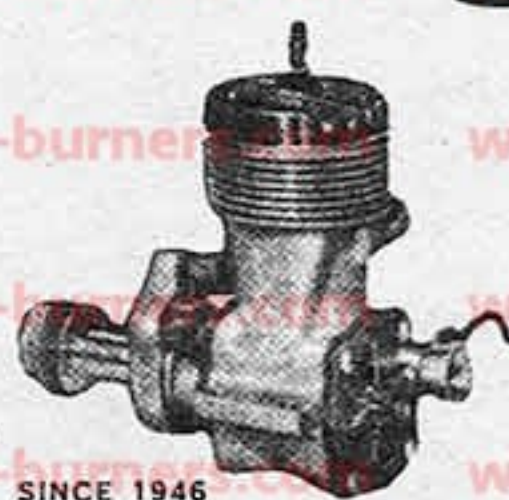
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**1/12th SERIES RACING
R/CECC Hawaii**by Glenn Kawamae
Sept. 19, 1982

Thirty-five racers showed up at this, our 2nd race of our GT series. It was a beautiful day without even a hint of rain. The track and driver's stand were set up and the track surface was swept. This was to lead to a fantastic day of racing.

The E Main saw Jim Suderman, in his 2nd race, take off with a commanding lead for the first five laps over the experience of Leroy Lee and Mike Rapoza. On lap six, though, inexperience put Jim behind Leroy and Mike, and by the next lap, the leaders had lapped him. First time racer Kevin Ono put in a very respectable performance completing 16 laps to finish in 4th place. Jim held onto 3rd place with Mike in 2nd, and Leroy winning the E Main.

The D Main had Dan Yamane take off with the early lead only to lose that lead to Earl Honbo on the 2nd lap. After that there was some really close dicing between Earl and Andrew Young. By lap 8, Andrew got the lead which he then held from that time on. Earl was right behind, but by lap 14 he was lapped by Andrew and by lap 25, he was lapped again. Norman Uyeno was the eventual 3rd place finisher just behind Earl, who finished 2nd. Congratulations to Andrew Young for his D Main win.

The C Main was tough. Out with the early lead was Gene Niihau, followed by Jun Shudo. Some really tight racing was going on between these two throughout the first half of the race. Gene lost his lead on lap 5 and Jun was able to hold him off for the rest of the race. Louie Vierra and his son-in-law, Richard Ganotisi, worked their way through the field from bad starts and kept up with the leaders. Richard finished 4th, with Louie in 3rd. Gene had to settle for 2nd, while Jun took his C Main win.

The B Main was great! It is here that I will announce the death of a legend. Our own Marshall Mizobe (Mr. Pepto Bismol - pink car), having won the Can Am number 6 and the GT number 1, bragging never to have run in the B Main (always in the A Main), this month the legend has ended. Mr. Mizobe has now run in the B Main and lost it...the legend is no more! I wonder if we will see a new color scheme on his car?

Back to the racing. This race saw some consistent driving by quite a few racers. Richard Ito had the lead from the first lap and held onto it for about 2/3rds of the race. Ken Alagan was right behind in 2nd. Marshall held 3rd for the first ten laps with Francis Aki in 4th, right behind. Vernon Pai had a terrible start and was a lap down from the leader almost since the beginning. On lap 11 Francis got by Marshall to take over 3rd and on lap 14, Vernon unlapped himself to take over the 4th spot. By lap 16 he had taken over 3rd place. On lap 22, Vernon made his move and got by Richard to take over the lead. Ken Alagan started slowing

down and fell behind a lap. This put Francis in 3rd, which he held onto until the end. Richard maintained 2nd and Vernon got his very impressive B Main win. Hey, racers, be on the lookout for this new racer. Mike Uyemura, in only his third race, finished only a lap down from the leaders in this main. His driving is smooth and his consistency is surprising for just his third race. I think we will be seeing more of this racer in the future.

The A Main saw Butch Farm in an amazing show of speed and driving skill. He lead from the start with no one really able to be in contention with him. Richard Robertson, with his newly sponsored BoLink car, drove himself right into the A Main. On the 6th lap he was right behind Butch with Keenan Inouye in 3rd. By lap 4 Keenan had taken over 2nd with Elton Yoneda in 3rd. By lap 7 Glenn Kawamae had taken over the 2nd spot with Keenan in 3rd. These cars held these positions, all on the same lap, until lap 23 when Keenan got lapped by both Butch and Glenn. Butch had a commanding lead of about 30 feet over 2nd place, and with only four laps to go, Glenn had closed the gap to about 10 feet. One clip off the boards was enough to put Glenn far enough back that he just couldn't catch up again. Butch went on to win the A Main with Glenn in 2nd, on the same lap. Keenan took 3rd, a lap down, and Russel Miwa, after a bad start and driving the race with high speed only, took 4th just behind Keenan.

Well racers, you had your chance. Our general meeting held at the McCully Recreational Center on Wednesday, Sept. 22nd, had a good turn out with most of the old time racers present and a couple of new faces, as well. Much was discussed about the 1983 season for both off road and 1/12th electric racing. I am a bit disappointed that more of you newer racers were not present. These general meetings are few and far between and your input is really needed so that the club knows which direction to take. Without this much needed input, we must assume that everyone is satisfied in the way things are being run. Well, if you didn't show up, you missed some real good movies taken by Richard Ito of the World Championships.

RULE CHANGES:**Stock:**

Six cells maximum, no mono shock, no diff, must conform to max. length and width, no Kyosho shocks, \$15.00 motor or less.

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NOTE: Batteries for all classes; sub C 1.2v 1200 MAH max. \$6.95 retail per cell.

Glenn Kawamae
Secretary R/CECC

RESULTS

A Main:	
1. Butch Farm 31	4. Richard Ganotisi 24
2. Glenn Kawamae(TQ) 31	5. Gilbert Guzman 13
3. Keevan Inouye 30	6. Randall Hano 3
4. Russell Miwa 30	7. Wayne Onoyama 3
5. Beau Peterson 29	
6. Elton Yoneda 28	D Main:
7. Richard Robertson 28	1. Andrew Young(TQ) 26
	2. Earl Honbo 24
	3. Norman Uyeno 24
	4. Ryan Honbo 23
B Main:	5. Terry Iwamoto 22
1. Vernon Pai 29	6. Mark Kerfeld 21
2. Richard Ito(TQ) 29	7. Dan Yamane 7
3. Francis Aki 29	
4. Ken Alagan 28	E Main:
5. Marshall Mizobe 28	1. Leroy Lee 22
6. Mike Uyemura 28	2. Mike Rapoza 21
7. Ron Galang 23	3. Jim Suderman(TQ) 19
	4. Kevin Ono 16
C Main:	5. David Steiner 2
1. Jun Shudo 28	6. David Bone DNS
2. Gene Niihau(TQ) 26	7. Jay Nakahara DNS
3. Louie Vierra 25	

OFF ROAD SERIES RCECC RACE COMMENTS

By Rich Robertson

Honolulu Community College
Sept. 5, 1982

To get things started, last month saw only five open class racers. It must have made it look very inviting because when all the entries were in, there were fourteen open class cars and just six stockers! A real turn-a-round!

The open class had some new problems on their hands with the addition of two very fine drivers from California, Jason and Jiggs Garcia. These guys made it tough at the top, and word is they'll be with us for a few more months. Things are gonna be cookin' in the open class!

The Open A was a real battle but Jason Garcia made his position clear with his father, with Jiggs and local "ace" Glenn Kawamae fighting for second. Racing in the back of the pack was close with the comeback of Ed Andrade who had taken a few months off from the off road scene.

The Open B started out on paper as a seven man race, but with all the scratches it turned into a four car race, and Beau Peterson out-distanced the rest of the pack. Ryan Honbo did a fine job and managed to really hang in there with some "name" racers.

The Stock Open was dominated by fast, Ron Galang, whose times during the day were on par with most of the open class cars. Another special mention goes to Richard Marquina who pulled in TQ spot with a 15.1 qualifier! Alan Ross, who just recently began racing, put in a fine performance and brought home second place. Vernon Pai and Jay Nakahara finished on the same lap after a long duel.

A special event race was held on a play-for-pay basis. One dollar got you in and it was winner take all in

the form of a gift certificate. That was the easy part! The race was a circle eight with the cars crossing paths in the center of the track. Special rule was: NO turnmarshalls and nobody allowed on the track until the race was over...thus, CRASH and BURN. An early fatality was Beau Peterson whose car sat on its roof for many laps until a teammate showed some heart and put him back on his wheels. This race was as much fun to watch as it was to drive with some real close calls in the center of the track. At the end of fifteen laps, the leader of an eleven car field was Glenn Kawamae who took home an eleven dollar gift certificate.

R.R.

RESULTS

OPEN A MAIN - 17 laps

1. Jason Garcia
2. Glenn Kawamae
3. Jiggs Garcia
4. Daryl Yuuki
5. Ed Andrade
6. Earl Honbo
7. Chuck Jordan

OPEN B MAIN - 13 laps

1. Beau Peterson
2. Gene Niihau

3. Ryan Honbo
4. Oran Kong
5. Gary Isono
6. Gary Shouk
7. Joe Kaanapu

STOCK CLASS MAIN - 15 laps

1. Ron Galang
2. Alan Ross
3. Vernon Pai
4. Jay Nakahara
5. Richard Marquina
6. Norman Uyeno

CRASH & BURN - 15 laps

1. Glenn Kawamae
2. Jiggs Garcia
3. Jason Garcia



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Ralph isn't the only one who can win with our cars. At the nationals this year 8 different drivers made the main events with the LIGHTNING 2000 and in the production class 7 of 10 cars in the main event were the LIGHTNING 2000 car. The important thing to think about is all these accomplishments were done with stock production LIGHTNING 2000 cars and parts now available from Jomac.

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Oct. 9, 1982
Del Mar, CA

Photos by Rick Templin

So what does one do when there is no pressure of a points race to go to and no heavy duty competitions for the ORRCA points? Why you go racing for the FUN OF IT! That's better than sitting home watching the "battle of the network stars" or some dumb show like that.

Every track has one of those days of racing when all the heated competition is just done for the fun of the sport and the good times, not that ORRCA series racing isn't fun, but if you break down or really have a bad day at the wheel (or stick), then it doesn't really matter.

Today was just such a day at Del Mar. Although the track is fairly new and has not had too many of the series points races, the entries on hand today had only one thing in mind...run fast and have fun! And that's exactly what happened.

A beautiful sunny day greeted racers from as far north as the San Fernando Valley and as far south as National City and Chula Vista, not to mention other communities near the Del Mar facility. The newly completed off road track and driver's stand was meticulously prepared and readied for racing action by Eric Grisham, manager of Del Mar Racing Center, and Greg Paroccha, a

Some take the high road, others the low road (above). Willie Franco (Corvette) dicing it out with Eric Grisham (7). Photo. Rick Templin. Amazing isn't it? (below left). Rick Templin.

FUN-TIME OFF ROAD RACING AT DEL MAR...



Tim Lavigne (right) congratulated and awarded by Lou Peralta on logging in the most laps in the special endurance race...40 laps! Kim Rethwish (74) and Eric Grisham (7) (below) thrashing through the big jump in a hurry. Photo. Rick Templin.



local enthusiast of the sport.

Eric and Greg had the track really manicured for some fast laps. A couple of changes were made to the track, however, making some of the jumps a little easier on the cars without sacrificing the ability to fly off them.

Now that the drivers' stand is complete, a full view of the very

large off road track is readily available. Being 6 feet in the air allows all the drivers to keep visual contact with their cars throughout the seven-turn infield and the long straight of the track.

Today a real battle ensued between Eric Grisham and Kim Rethwish in the Open class main. It appears that these two racers are very much equal in ability and car

performance and therefore, we saw some excellent battles during the qualifying heats and then again in the main. Bob Lucas also figured in the picture, and judging from the performance of all the OPEN class drivers, any one of them was capable of winning the Open events. There's really a lot of talent in this class, which is evident in the preparation of these Open cars. The sophisticated equipment in some of these cars are such that you really can't buy off the shelf. Most of the guys just sit at home and work on new and very exciting ideas on how to make the car perform better and last longer.

In future issues we are planning to do a picture essay on some of these very creative ideas.

In the MODIFIED class, local Jim Bernardo appears to want to lay claim to this class. Today he dominated over some very excellent drivers which included veteran Tim Lavigne, who drove all the way down from the San Fernando Valley (about 130 miles) and placed 2nd, not to mention Tom Holland, Lloyd Kraft, Bob Lucas, et. al.

STOCK class is still growing but looks like it will have excellent support. In the meantime, Greg Paroccha and Russ Parks seem to have the edge on everyone else...for the time being.

As we've said before, a casual atmosphere prevailed during the four rounds of qualifying and throughout the mains, so much so that by the end of the day's racing, many wanted to stay and keep on running. The track is now fully lighted for night series racing and for just playing around. Their series racing is done every Friday night, starting at about 7 pm and off road is alternated with dirt oval.

The next big off road race at Del Mar is set for November 13, 1982, when the ORCA series race makes

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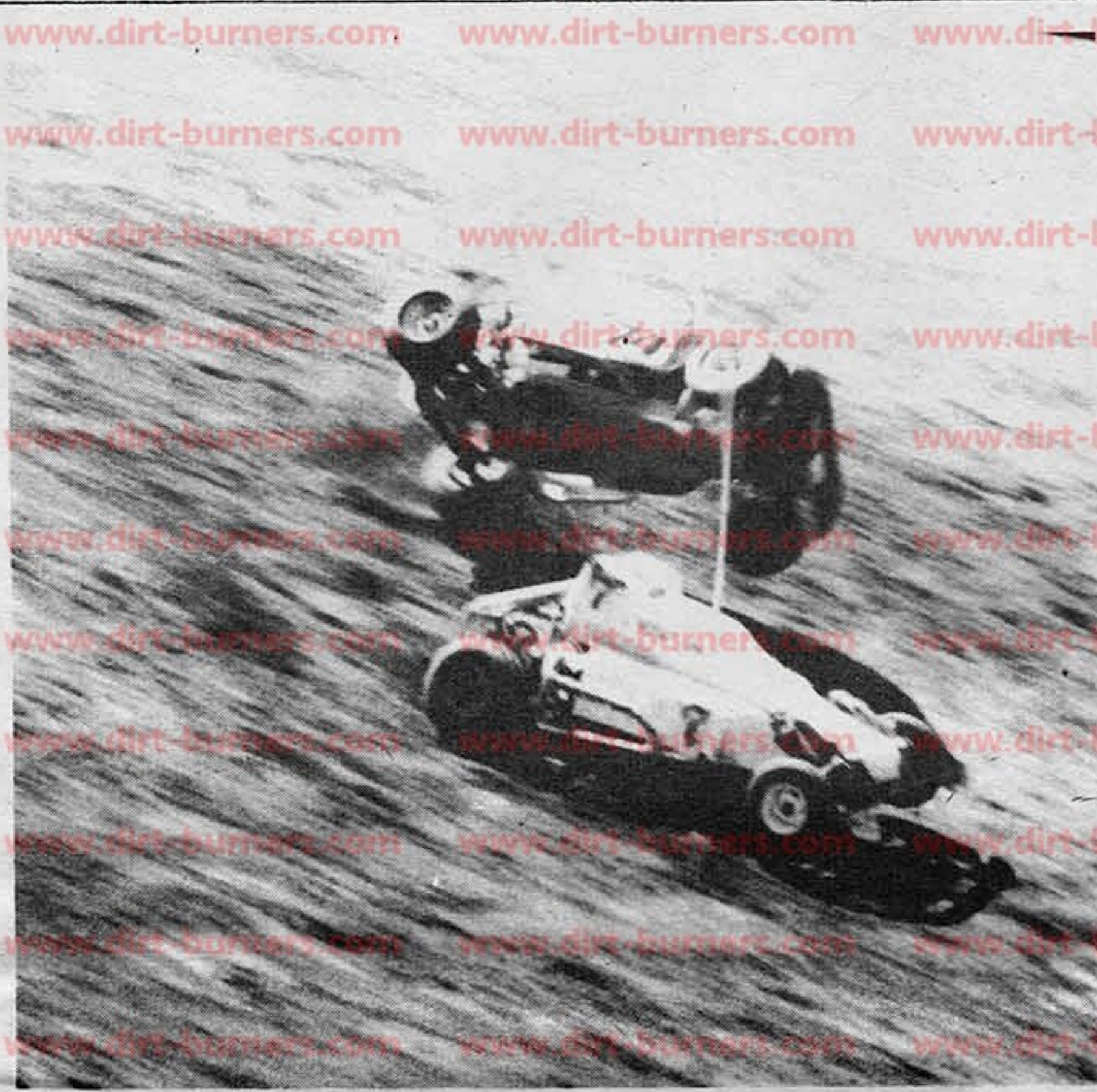
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its final stop at D.M. Thereafter, Del Mar will be hosting a special two day race...THE RACE OF CHAMPIONS on December 11 & 12, 1982, in Oval and Off Road Racing. In the meantime, keep on racing and throwing the dirt!

E.G.

RESULTS
(top 3 in each class)
(contd. next page)



Car 74, driven by Kim Rethwish trying to overtake car 7 in the air (above), a gutsy move. (Below) Bob Lucas (59) finds the landing a little rough. Photo. Rick Templin.



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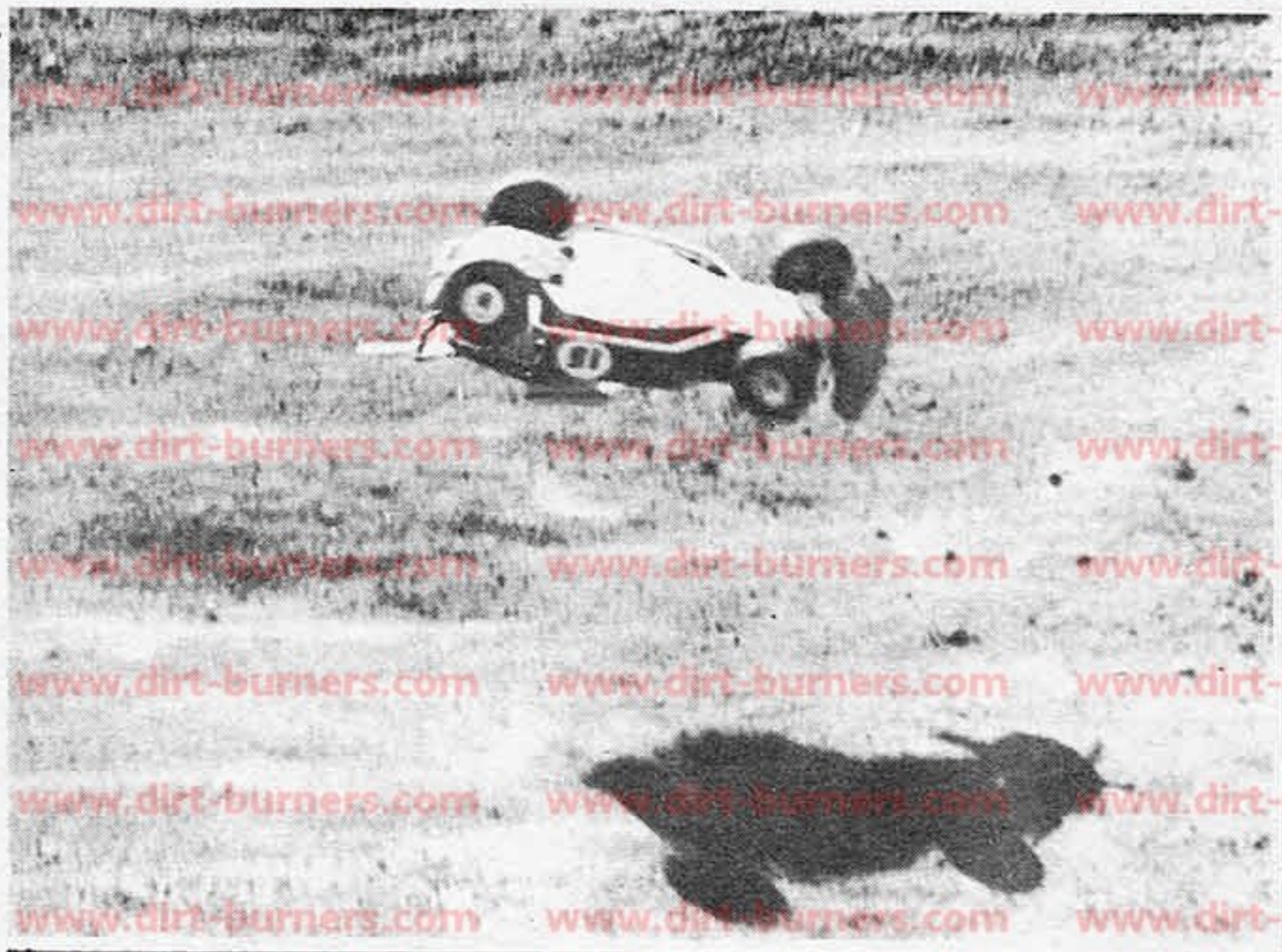
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Uhm...Somebody should tell Jim Bernardo his car is not flying like it's supposed to. Templin.

STOCK:

- 1. Greg Parrocha
- 2. Russ Parks
- 3. Dan Olson

MODIFIED:

- 1. Jim Bernardo
- 2. Tim Lavigne
- 3. Tom Holland

OPEN A:

- 1. Eric Grisham
- 2. Kim Rethwish
- 3. Bob Lucas

OPEN B:

- 1. Willie Franco
- 2. Pete Bradley
- 3. Mike Styles

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ON THE LINE:

(contd. from page 5)

PRIDE & REGRET

It is with a mixture of pride and regret that we announce the retirement of Frank Ehling. Pride because Frank is going to another phase of a long and distinguished career in model aviation. Regret because we, at the Academy, will no longer have the pleasure of working with him on a day-to-day basis.

Frank has decided to change direction in his life and on Wednesday, October 13, 1982, he will be devoting his efforts to freelance design work for industry and model aviation publications. He has many hundreds of good designs left in him (he says) and will be making new inroads into the modeling industry and magazines.

Frank started with the Academy in July of 1960, mainly because he had been asked to assist with one Annual National Championship (NATS). He soon became invaluable and so remained as Technical Director for over 22 years.

All members of the Academy staff wish him the very best of everything. We are sure that all Academy members will feel the same way about the man who has been prominent in this marvelous hobby since the 1920's.

Expressions of appreciation for Frank can be mailed to him at 11004 Harding Road, Laurel, MD 20810 (telephone: (301) 490-3665).

AMA
Washington, DC

We too wish him the very best in his new career and hopefully he will use this newspaper to share some of his new activities and designs. ED.

WANTS BACK ISSUES

I would be happy if you could (start my subscription with) the issue covering the Off Road World Championships as well as the one in which you covered the 1/12th Electric Car World Championships of last August in L.A. I presume that the last-mentioned event has been covered in the August edition of your newspaper.

As there is almost no activity related to RC cars here in Peru, I'm looking forward to getting R/C RACING NEWS. This is, at the moment, the only way to participate in the sport of my choice.

Thank You,
Thomas A. Loeb
Lima, Peru

P.S. My "Saludos" to Luis Peralta from his birthplace. Next year in February, I will spend my vacations traveling around in California.

Our Publisher, who was born in Peru, says to look up his clan...all 350 of them! Look forward to meeting you. ED.

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

R/C CALENDAR

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NOVEMBER 13-14

K & B/Wavemakers, Riverland Resort, Kingsburg, Ca. Dist 19 pts. Outboard. Wally Stewart (805) 322-6972.

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Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. Outboard, Unlimited Hydro, Sport 40. Jerry Dunlap (206) 584-7131.

MAY 14-15

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. Heat Racing, Outboard, Sport 40. Jerry Dunlap (206) 584-7131.

JULY 30 - AUGUST 6

Canadian Marine Modelers Host the NAMBA 12th ANNUAL NATIONALS. Burnaby Lake, Burnaby, B.C. J.M. Fraser, 21816 Dover Rd., Maple Ridge, B.C. Canada V2X7V7 (604) 467-3580.

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.

EVERY FRIDAY NIGHT:

ASCOT Grand Prix. Starts 8 p.m. sign-up by 7:30 p.m. 18440 S. Vermont, Gardena, Ca. (213) 372-8649. Entry \$5.00, Stock, Mod. and Open. 1-3rd trophies.

OFF ROAD Special Events

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

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.

MARCH 31 - APRIL 1, 2, 3, 1983

OFF ROAD R/C WORLD CHAMPIONSHIPS, Anaheim Convention Center, Anaheim, Ca. En-

tries open DECEMBER 1, 1982, close February 25, 1983. \$25.00 per class includes T-Shirt and Decal. Late entry \$40.00. Stock, Modified & Open classes. Giant trophies and prizes. Sponsored by R/C Racing News/Score Show. Extensive Media coverage on hand. DON'T BE LEFT OUT. LIMITED ENTRIES!

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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:

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EVERY FRIDAY NIGHT:

Bremen Hobbies & Craft (see above) 1/12th electric racing.

1/12th SCALE Special Events

FEBRUARY 7 - 12, 1983

Winternationals, Orlando, Florida. Stock and Modified Only. GT. bodies for Stock & Can Am for Modified class. Kim Davis (305) 291-9808.

NOVEMBER 26, 27, 28, 1982

ROAR U.S. Indoor Championships. 4 Cell Stock Can Am and 4 Cell Mod. Can Am. Concours (running). Pre-registration by November 15th. \$15.00 one event, \$25.00 both. Late fees \$20. & \$30. Holiday Inn Akron/Cleveland, Rt. 8 and Ohio Turnpike. NORCAR (216) 467-6116. Bill Jeric.

NOVEMBER 7

Midwest Indoor Series Race 1. 4 Cell, ROAR rules. F.O.P. Hall, Strausberg Rd. (West of Monroe, Mich.) off M-50. Ned Schmaltz (419) 836-7837.

NJRCRA

1982-83 Indoor Dates:
NOV. 6 & 7 - Morris County Hall. Practice and Qualify on Sat & Sun.
NOV. 20-21 - (same as above)
DEC 11-12 - (same as above)
DEC 26 - K of C Oval Race. Grand National Bodies.
JAN 9 - K of C Joe Neely Memorial
JAN 30 - K of C Henry Schepiga Memorial
FEB 13 - K of C Harry Beaubrou, Life is a Party Race.
FEB 27 - K of C (get this race named after yourself. Send \$20.00 to Tony P. c/o Bir Union, N.J.
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R.A.C.E.

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DECEMBER 4, 1982 MART Race 8 am.
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FEBRUARY 13-19, 1983

Winternationals, Orlando, Florida. Can Am Suspension Class and Flat Pan class only. No Super Stock. Kim Davis (305) 291-9808.

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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.
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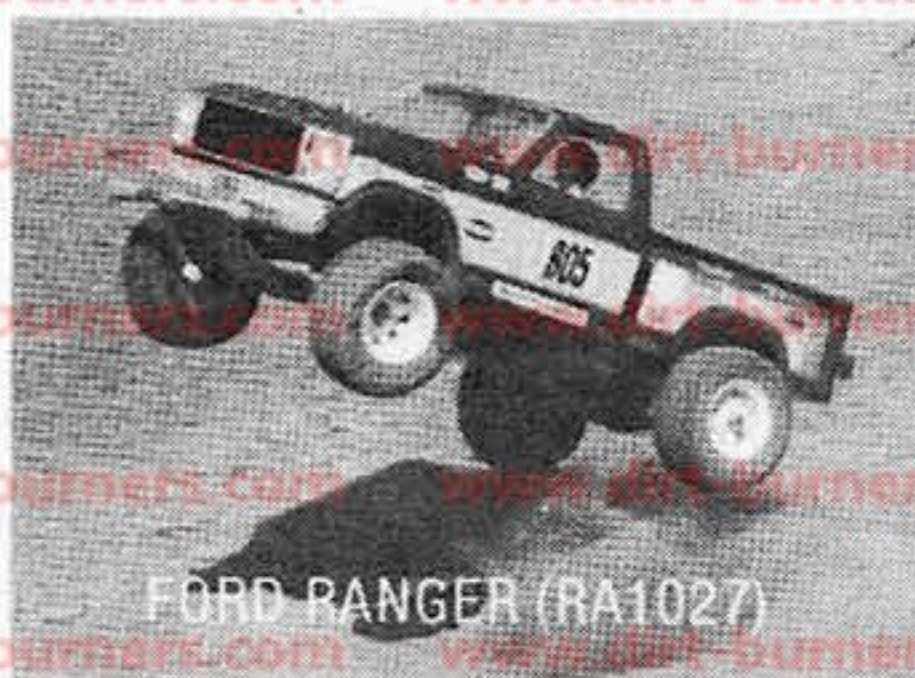
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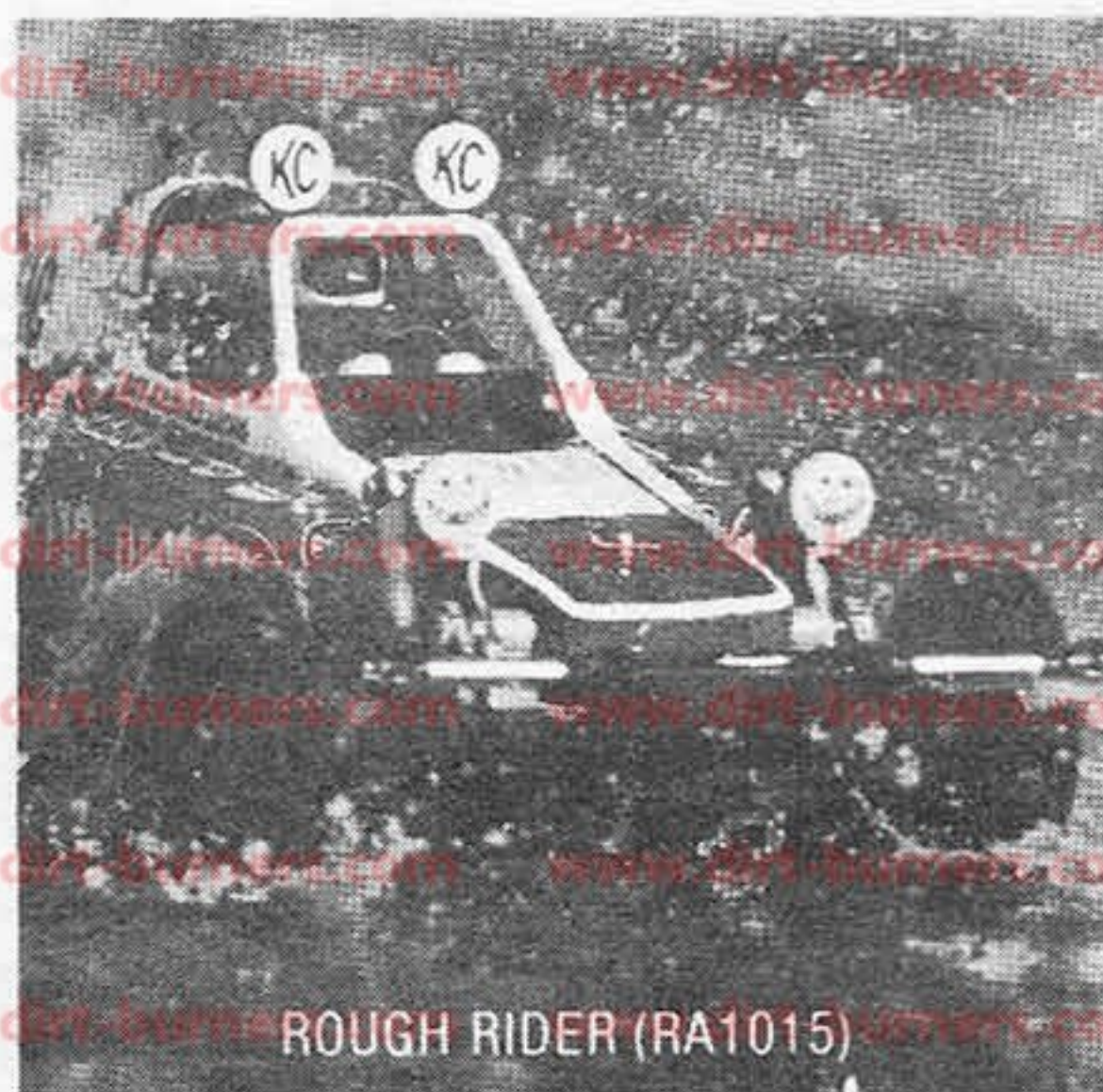
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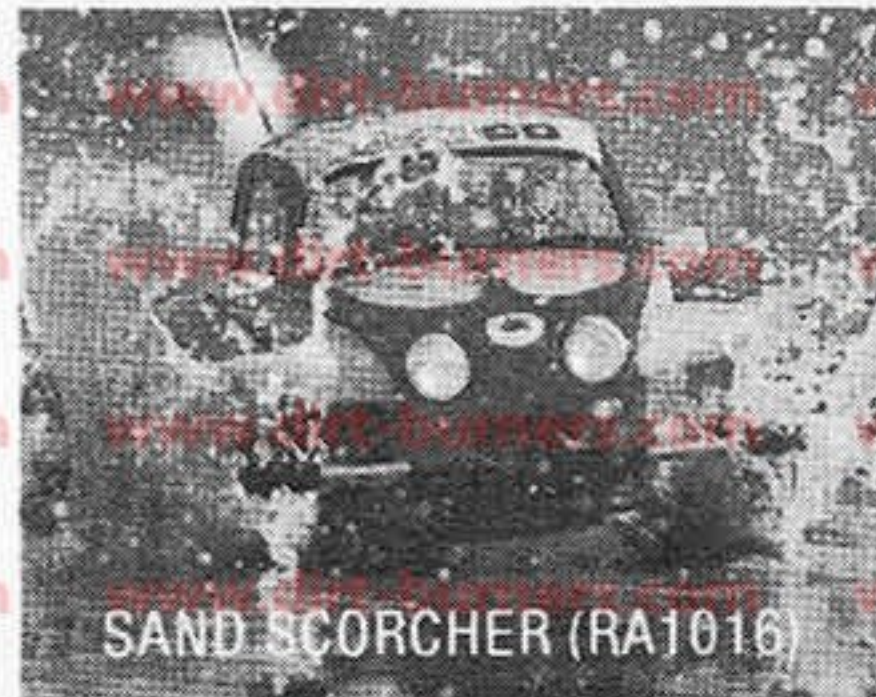


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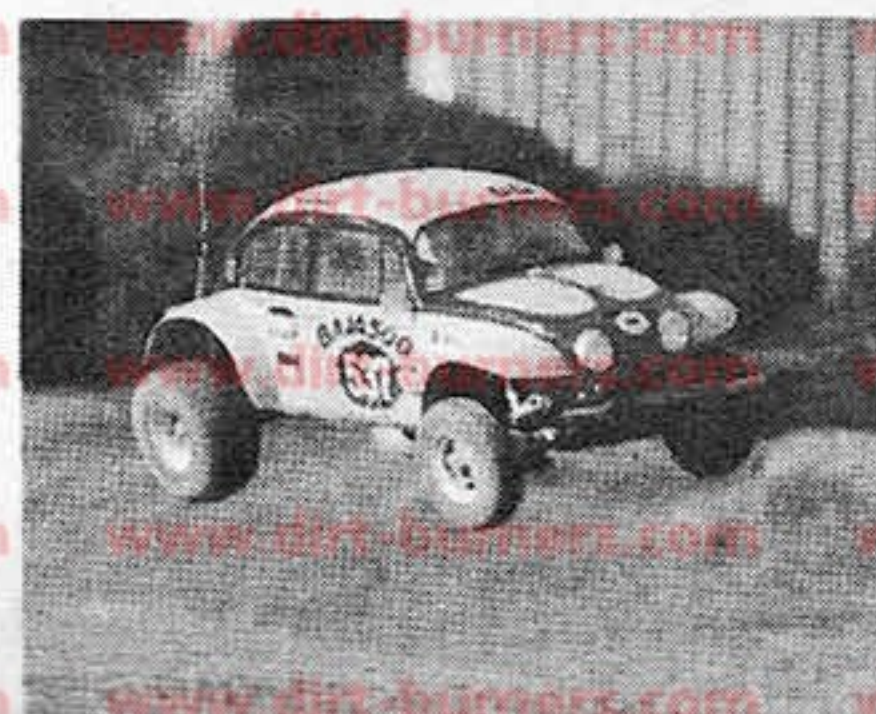
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