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RACING NEWS

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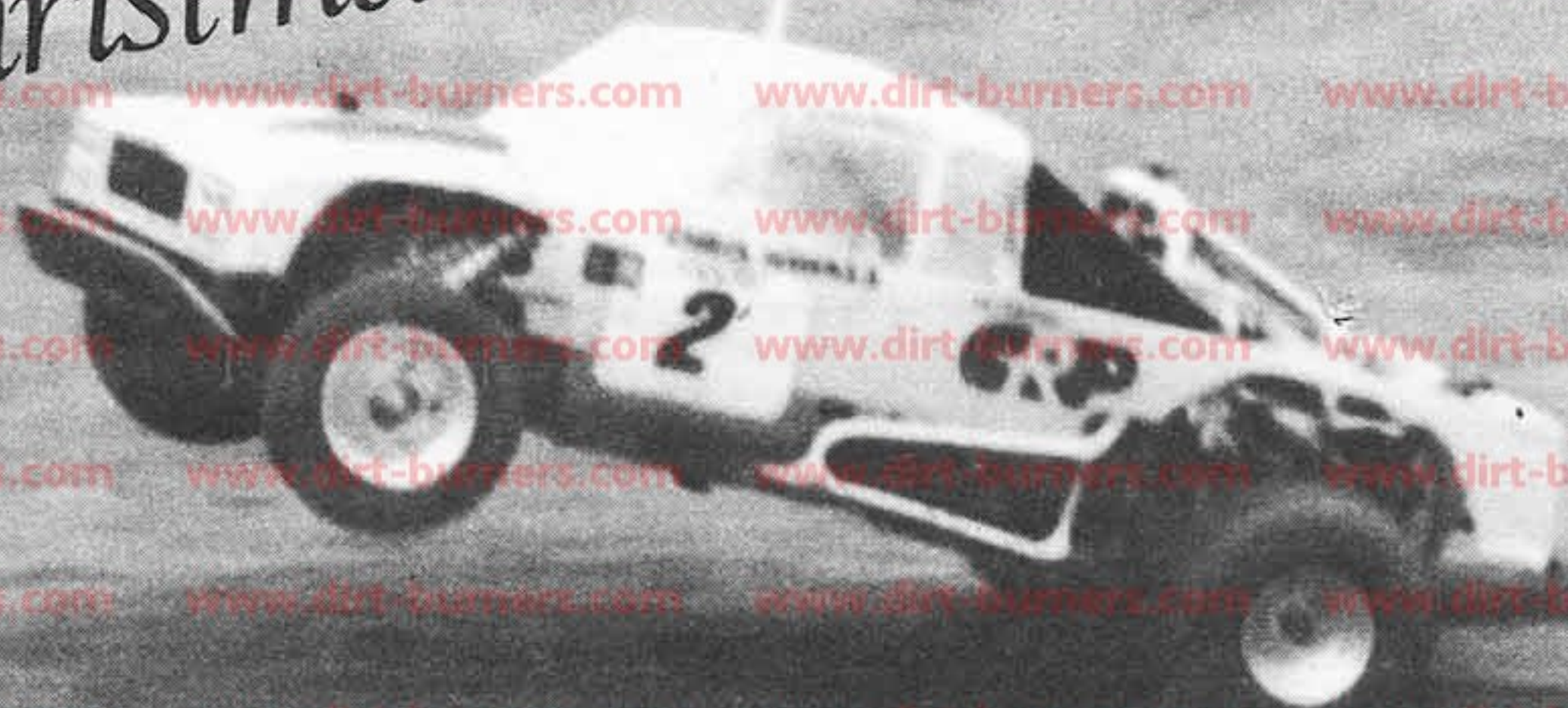
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You Race It...
We Cover It!

December 31, 1982 - Issue 20 - Vol. 2.

*merry
christmas*

Lavacot & Burch, Jr. U.S. Indoor Champs!



*happy
new year*

Flash! Larson Clinches Stock ORRCA!

Rio Grande Gasser	ORRCA Update
Del Mar ORRCA	Ventura 6 HR.
New R/C Frequencies	K & B Classic

Race Corner

Just got word from back East that the Indoor 1/12th scale electric championships drew the biggest entry of the year, perhaps ever... 305 entries! Wow! They said it was so jammed with racers and spectators that it was really hard to get to see the whole action. In fact, you could make your run and then take off for a couple of hours at least before your next run came up.

One guy who was really happy and grinning from ear to ear was Ernie Provette, of TRINITY motors. It seems that the top three spots in the Modified Championship were running TRINITY motors. Not bad!

Congratulations to Mike Lavacot (ASSOCIATED/REEDY) for the Stock Indoor Championship, we understand he won it running away. Also congratulations to Ralphie Burch (JOMAC/TRINITY) for the Modified Championship. Story of this fantastic event in this issue.

GOOD NEWS to all Car and Boat R/C'ers! The FCC has approved 11 new car and boat frequencies, along with the now existing frequencies in the 27 Mhz (six of them) and the three "shared" in the 72 Mhz.

The "new" channels which we understand will go into effect by January 1983 will be in the 75 Mhz band, and they will be referred to as: Channel 62, 64, 66, 68, 70, 74, 76, 78, 80, 82, and 84. There is a color code for these channels but as we understand it, reference to these will be as "channels". Blue/White, Purple/White, Yellow/White in the 72Mhz band still remain "shared" frequencies and can be used until January 1988. At that time, those three channels will be strictly for R/C airplanes.

Those of you who have 72 Mhz transmitters and wish to re-tune them to the new 75 Mhz bands can contact Futaba, Airtronics, Kraft for more information and the cost. We understand that these three companies have a "very reasonable" cost structure for the re-tuning and new crystals. A complete explanation as to what's going on with these new channels for cars, boats and airplanes is in this issue. Check it out!

MORE ON THE FREQUENCIES. Now that more channels will be available for car enthusiasts, ROAR is going to police more the usage on none-car frequencies at ROAR sanctioned events and ROAR tracks, this according to newly elected ROAR President, Joe Sullivan. "We're going to have to emphasize car-only frequencies...more than we have in the past", said Mr. Sullivan. Joe Sullivan also indicated that he did not foresee any change with respect to how many cars will go into the A Main in a ROAR event. "The standard has been 10 cars, which seems to be the most practical because of the size of the tracks and the lap counting systems", Joe said. The only thing that could be affected is when racing Enduros, where more than 10 entries could be accepted.

Not this down on your race calendar. January 15, 1983 is the date (Saturday) for the 12 Hr. Gas Enduro at the

Ranch Pit Shop, in Pomona, CA. Gil Losi called us to let us know of the event and that he hopes he can get lots of teams in this race. "Since it doesn't look like there's going to be a 24 hr. race, I thought I'd compromise and throw a 12 hr.", said Gil.

Entry for the 12 hr. Enduro is \$60.00 per team. You can have as many people as you want in the team as long as no driver drives more than one hour (1) at a time. You must use one body only and it can be of any type. They will mark all the chassis on the cars, but radio trays can be changed. Call Gil at the Ranch Pit Shop for more information.

Remember last month we printed a letter from Craig Hospital, from a Ms. Sharon L. Baker, who is doing her internship in Therapeutic Recreation with the physically handicapped. She wanted information as to how some of her patients can get into R/C as a form of rehabilitation. We understand that she has received many calls and letters from all around the country from R/C'ers and people in the industry offering help. That's nice! See, all they had to do is ask!

We are delighted once again to have AIRTRONICS as one of the major sponsors of the R/C RACING NEWS/SCORE SHOW 1983 Off Road World Championships, to be held at the Anaheim Convention Center, the weekend of April 1, 2, 3, 1983. AIRTRONICS will once again be sponsoring the OPEN Class World Championships.

Also sponsoring the "Concours" events (trophies) in all three classes are: Custom Racing Products (C.R.P.)-Stock Concours; John Gudvangen Mfg. (JGMfg)-Modified Concours; and NOVAK Electronics-the Open class Concours. There are several other companies that will be sponsoring the other events, as soon as we get word we'll let you know who they are.

Some people couldn't wait until December 1, 1982 to send their entries for the Off Road World Championships. We have received quite a few but have not opened them yet and won't do so until December 1, the day entries open. At that time, those early entries will be mixed with the ones that arrive on the first day and then they will be included on the entry list. Remember, be sure to send yours early if you plan to enter the event as there will definitely be a limit on entries as there was last April. Entries open December 1, 1982 and close February 25, 1983.

We've also received many inquiries as to the track layout for next year's Off Road Championships. According to our survey, most racers liked the track layout used last April which was designed by Eric Grisham and built by Ralph Winkler, so it's most likely that we'll be using the same basic design. If there are changes they will be minor, although the famous "water jump" may be moved around and constructed a little differently. In any case, it will be just as exciting. The same two gentlemen, Eric and Ralph, will have a hand on the track

layout.

Remember if you want to keep your NAMBA membership number for 1983, you must get your dues in no later than December 31, 1982. Otherwise, that number may go to some one else and you'll just have to re-paint all your hulls, and you don't want to do that.

We understand that NOR CAL will hold their last official Northern California Electric Circuit Race on December 12th. NOR CAL will not be running the series in 1983 and they would like to acknowledge their gratitude to all those who participated during the past seven years since they've been putting on races. Next year, C.A.R. (California Auto Racers) will be promoting the 1/12th electric racing. For more information you can contact Jim Aguirre (no telephone number available). As soon as we can get the 1983 calendar of events we'll publish it.

TEAROR, (Tacoma Electric Auto Racers Off Road) sent us their extensive off road schedule (see Calendar section) which covers races from November 1982 through March, 1983. Their race site is the B & I Shopping Center, 8012 So. Tacoma Way, Tacoma, WA. All racing begins at 10 a.m. They will be running under ORRCA rules and in addition, they will be holding special ORRCA Qualifiers (six races) to qualify the top racers for the possible ORRCA National to be held in Southern California sometime next summer. Date and site have not yet been set but we'll let you know.

Speaking of ORRCA, this weekend was the last two races of the ORRCA Series which started last June. Complete coverage and overall Final results are in this issue. The next order of business is the ORRCA Championships which will be held in January, 1983. The track will be the Del Mar Off Road track for the two days. At that time trophies and prizes will be passed out to all the winners and the new schedule for the 1983 season will be announced.

In fact, news of the new racing program for ORRCA 1983 may come sooner, as we are expecting word to come from the meeting held this past week. The schedule and series may be re-vamped but I'm sure the action will remain as always, fast-and-furious.

LATE WORD: The ORRCA 1982 Championships will be held at DEL MAR RACING CENTER on January 29, 30, 1983. Saturday (29th) is qualifying for those that didn't make it directly into the final program on Sunday. It should be an excellent race with plenty of room for everyone to park. Also lots of other recreational activities. Trophies and prizes for the series will be awarded then. Call them at (714) 755-0411 or your local ORRCA track for more info.

More on DEL MAR. We understand that the first 1/12th Electric race of the 1983 year, January 2, will be a GT & GTP OVAL! Both Stock and Modified classes will be run and for those of you guys in Production

that want to run as well, contact Del Mar and let them know. They say that if they can get at least 8-10 Production cars they'll run the class!

One more piece of news. In an effort to create new activities in R/C racing, DEL MAR is also promoting a GAS DIRT OVAL to be run Sunday, December 26th. "Run what you bring" is the policy. If you have a Kyosho Gas Off Road, or Blue Bird, or Leisure, or can convert your MRP, ASSOCIATED, DELTA, MIP, PB, or whatever 1/8th scale gas car, bring it! It's an OPEN event with any type of body to be used, including NASCAR, FORMULA, GT, GTP, CAN AM, RALLY, OFF ROAD...well you get the picture. It should be a real fun race. The Large (and I mean large) dirt oval will be velvety smooth for this first time event. Entry is \$5.00 and it starts at 10:00 a.m.

TOYS FOR TOTS 1/8th Gas race to be held this coming weekend, December 12th at the Ranch Pit Shop. This annual event draws many entries and lots of goodies for the kids. Entry is only \$2.50 (cheap!) but you must bring a TOY of at least \$5.00 value. No Carnival prizes please, bring a nice toy that some kid can really enjoy. Oh, if you want to bring more than one toy, you can, nobody will say no to you. By the way, the race is a GT road race. Call (714) 623-1506. Complete report of this race in our next issue.

Also in our next issue will a complete report of the Off Road Race of Champions to be held December 11, 12th at Del Mar Racing Center. It's kind of a unique event in that racers will have to race dirt Oval on Saturday, run time trials on the Oval, then run Off Road course and time trials on Sunday. At the end of those two days, points will be added up and the top ten in each class will race in the Final race - the Race of Champions - for the gold. Points are earned every time you put your car on the track, so make it work.

SO IT WAS ONLY OUR SECOND MISTAKE FOR THE YEAR. In our last issue we goofed when we reported that Tony Neisinger was the only other Top Qualifier, other than the Losi clan at the Region 6 1/12th Championships. Well, that's what we were told, but in fact it was Randy (don't call me Joe) Tentschert. Randy, in fact, edged out Neisinger by posting 28 laps in 8:02 min. So there!

Speaking of the same "radical" guy, Randy Tentschert did something this past month that perhaps may not be duplicated again in 1/12th scale racing. It was at the monthly 1/12th electric race at Del Mar, where Randy had nothing but troubles qualifying in both the Stock and Modified classes. So bad was his qualifying that he wound up in the lowest mains in both classes. Well, to make a very long story short (you can read the complete coverage in this issue), Randy, using the "bump" system, WON EVERY MAIN he was in. In fact, he won all five mains that were run that day. Randy, that's definitely the hard way to do it.

The Radio Control Hobbies ORR-

CA race to be held Nov. 26, was partially run until the rains came down. The balance of that race plus the final ORRCA race will be run at the Ranch Pit Shop, December 4, 1982. We hope to have complete coverage for you in this issue, well, we're going to try.

For those of you who are IMPBA members and have written to us or called us about IMPBA Power boat coverage and the lack of it by this publication, all we can say is that we're trying to get you the coverage. We have spoken on a number of occasions with some of your officers but we haven't even been able to get your race schedule.

Maybe a little nudge from some of you to your newly elected officers will get some IMPBA action in our pages for 1983. We've got the space if you've got the time to send us race reports, news, pictures and anything else you can think of.

OCTURA is coming out with two electric powered R/C boats and they look great! The Santa Monica is a single outboard, racing mono hull, powered by a "Jackson 38" Mabuchi motor (RS380) and "Jackson 54" Mabuchi (RS540) motor. The other is the Casablanca Tunnel hull, twin outboard, with same motors as above except twice as many. This may be the new way to go for those of you who can't get away to the power boat races or can't afford the expenses involved. You can run these boats just about anywhere: pool, local pond, etc. Contact OCTURA for more information at 7351 N. Hamlin Ave., Skokie, Ill 60076.

Speaking of the same, Mr. Prezentka, of Octura Models, will be the subject of our next interview scheduled for the January 1983 issue. It should be interesting as this gentleman has been around R/C boats for a long time and I'm sure can really inform us.

We're heading for El Paso at the beginning of the year, January 1983, to cover the RIO GRANDE RACERS' Can Am Gas race. We hope to have wall-to-wall coverage for our February issue. This club is really working hard and seems to have put together the makings of a great race.

Boy if there ever is a time to do some traveling, this is perhaps the best time. Air fare is really cheap to most cities in the U.S. so if you're planning to make some of the National events, the Winternationals, or some of the other scheduled events during 1983, you might want to buy your ticket(s) now and get really good rates.

Del Mar Racing Center has two Enduros scheduled for early next year, I believe both in February. One is the R/C BAJA 500 (lap) off road race to be held on the second Sunday in February. In the event that more than ten team entries are received, there will be a BAJA 150 (laps) qualifier held on Saturday to choose the top ten teams. Pre-entry is necessary. For more information you can call them at (714) 755-0411. The other will be a 3 Hr. Can Am or G.T. 1/12th Electric Enduro to be held on the first Sunday in February. Again if there are too many entries, there will be a Saturday 90 minute qualifier. Both races require two-man teams. Check these pages for

coming ads on the race. Happened to be at the Ranch Pit Shop this past weekend and caught a glimpse of some really neat off road cars. We were there covering the (what was supposed to be) final ORRCA race of the series and got a chance to watch some of the finest racing anywhere. The reason the racing is so great is because the equipment now available really makes the cars work well. Saw some mono-shock front end systems that looked pretty radical. IRS rear suspension prototypes that looked pretty far out. New-fangle speed control systems that should be out pretty soon. Cages, shocks, radio trays, tires, etc., you name it, it was out there. Looks like 1983 R/C off road racing is going to be wild

once all these items get unleashed! Speaking of new items. While at the Ranch, I met up with John Thorp who was grinning from ear to ear. He promptly showed us his newest prototype project for his THORP 1/8th Gas car. He's come up with his version of a totally independent suspension car that really looks good. (We took some pictures of the car, we hope we can squeeze them in this issue, if not the next issue for sure. ED.) In any case, according to those who have seen him test the car, "it really works!" John says that if everything works well, he hopes to have it out in the market by the early Spring of 1983. Before the World's and Nats, John? Heard that the European 1/12th Championships will be held in

Milan, Italy next year and that the 1984 1/12th World Championships site has been narrowed down to about two or three countries, one being in England. In any case, the Europeans claim that they are going to put on one hell of a show for the World-class drivers that qualify and get to go there.

Early entries are pouring in for the Off Road World Championship in Anaheim. Entry opened December 1, 1982 and close on February 25, 1983. Get yours in fast. A certain block of entries have been left open for foreign racers.

POST OFFICE WOES! No matter what we try to do to facilitate the prompt delivery of your subscriptions, it seems that in some cases, (contd. page 5)

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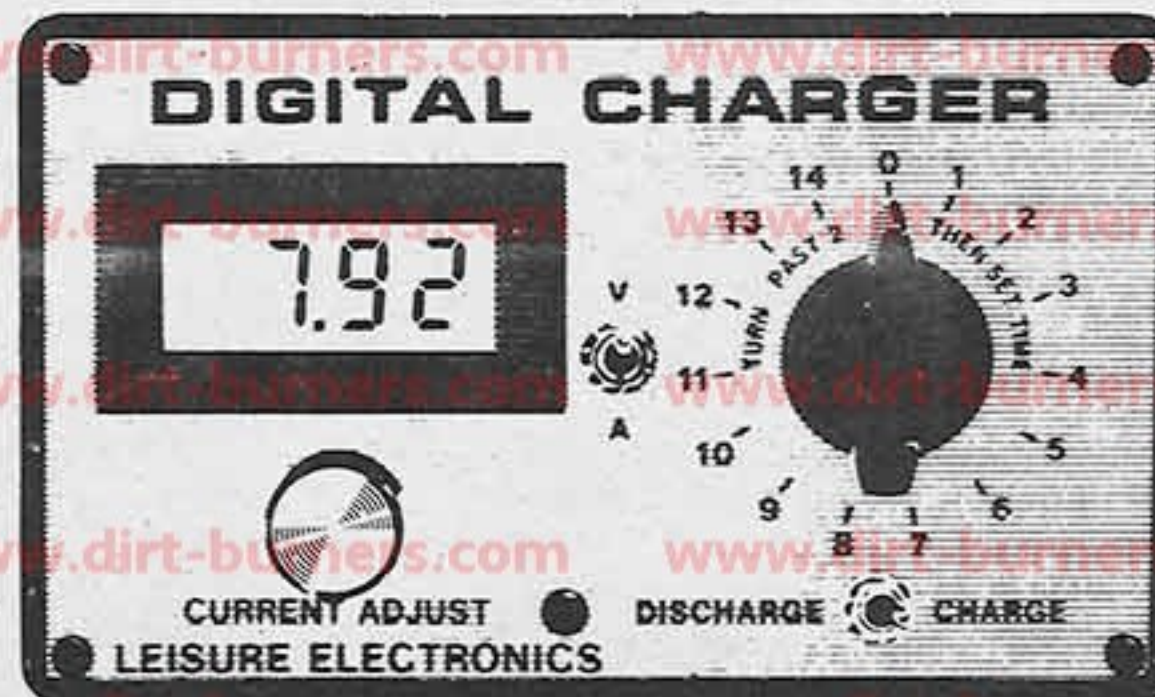


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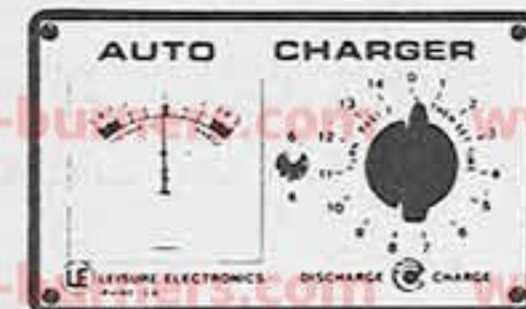


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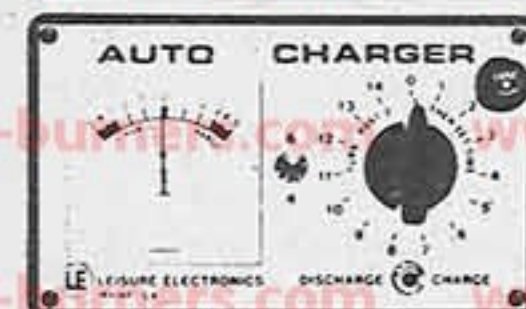
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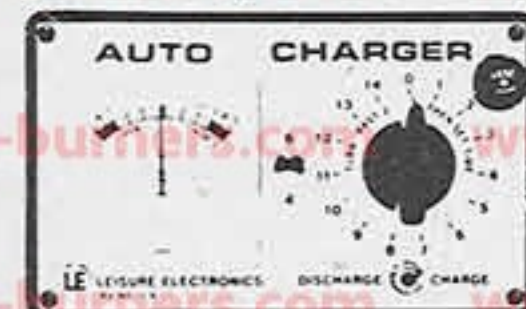
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Rate: 4/6 cell



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ON THE COVER: The high flying car of Chris Hawkes at the recent RCH ORRCA.

R/C RACING NEWS

You Race It...
We Cover It!

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On the Line

BEG TO DIFFER WITH YOU

(Letter addressed to Mr. Ted Longshaw, President of IFMAR, in response to Mr. Longshaw's remarks in his IFMAR report published in our November 1982 issue of last month.)

I am sorry you take all this in the light you do. The minutes are valuable to us. I do not know if you have to report back to your members on the results of meetings and voting, but we do and would like to be able to pass on "official" minutes and voting results when doing so. Publishing these minutes lets everyone concerned worldwide know what has been decided for the upcoming World Championship event and allows plenty of time to ask questions and thoroughly understand what to expect.

In your letter (report) you stated that since the Indianapolis meeting members of the EFRA committee discussed and developed what they felt was an ideal format. You also stated that I (Mike Reedy) being ROAR IFMAR representative to the IFMAR committee, and (ROAR) President at that time, protested strongly to this change in the event format from the one "provisionally" (I thought it was voted on) agreed upon in Indianapolis at the IFMAR meeting. (Held during the World Champs in July, 1981. ED) I never once indicated that a change such as this "could lead to ROAR considering the race an invitation EFRA event, and not the IFMAR World Championship as minuted", as stated in your letter.

What I do question is why and how EFRA could make a change concerning something that was voted on at the IFMAR meeting (which you chaired) without first contacting the other members of IFMAR for their opinion, discussion and decision. It is my understanding that we have these meetings after each World Championship (such as Indianapolis) to discuss developments, problems, formats, etc. and to work together by learning from the past events problems and questions and to arrive at an agreed-upon and voted-on solution. In the past this has caused our groups (JMRCA, ROAR, EFRA) to come closer together in both rules and formats as we learn from each other and the previous world events. Each successive meeting has filled in more areas of questions and brought us closer to a good comprehensible, workable, and fair set of guidelines.

According to minutes you supplied to ROAR in October 1982 from the Indianapolis meeting, a format was spelled out and agreed upon for the next World Championships. As far as the changes EFRA made to that format (without consulting the other members of IFMAR) I did not voice an opinion in favor or dis-favor but questioned the change being made without consultation with the other members of the IFMAR committee. I do believe IFMAR is an

organization formed of EFRA, JMRCA, and ROAR EQUALLY! and everyone should be consulted on changes pertaining to items that have already been voted on by that organization.

I have sent copies of your letter and the "Carnoux Format" on to the other members of the ROAR IFMAR committee for their comments.

I know EFRA and the Carnoux club have done a lot of work towards the upcoming 1/8 scale World Championships and from experience (I know there is a lot left to do in preparation. I would like to extend any help I may be able to supply, but do feel all parties concerned (IFMAR committee) be consulted on any changes to voted-on and agreed-upon items, such as rules and formats.

Mike Reedy
IFMAR Rep.
Santa Ana, CA.

WHAT IS A JOE SULLIVAN?

And why did we elect him ROAR President?

Joe is an avid competitor; football, wrestling and track in high school and football in college. He has been dragracing and roadracing in 1:1 scale cars. He has competed in model airplanes, slot cars and now R/C cars. Joe also indulged in model railroading for a while but although they cornered "as if on rails" (boo!!! hiss!!!) he found them lacking in acceleration and went back to cars.

He (Joe) has been racing R/C cars since 1970 and was one of the original ROAR Board of Directors. Joe was instrumental in writing the original rules and set up the format we now have. After sponsoring the By-Laws change that created the Regional Directors and Regions, he was elected Region 4 Director which he held till 1976 when he stepped down to give someone else a chance.

Since 1964 when Ja-Lea Co. was founded, Joe has been his own boss. From 1965 thru 1970 Joe was very active in slot racing, operating Northlake Speedway. After closing the track he "goofed off for about a year" and then decided to get serious about being a distributor.

As it stands now, Joe says, "R/C car racing is the best kept secret in the country." He hopes to put his business and promotional knowledge to work to organize ROAR in a more businesslike manner and to promote it out of the dark ages into something the public knows about.

Thought you'd like to know who Joe is.

Joe Sullivan
President, ROAR

I DIDN'T BELIEVE IT!

I must tell you that I didn't give you guys more than six months

when you first started R/C RACING NEWS. I have been into one kind of R/C activity or other for about 12 years and in that time I've seen many publications come and go real fast!

I'm happy to tell you that you've made a believer out of me. I noticed that your last issue was number 19, right? I assume that's been 19 months of printing which is 13 more than I thought you would do. Don't get me wrong, I was not pessimistic because I thought your magazine was poorly done, in fact I thought it was pretty good from the beginning, it was just that I've seen too many come and go because of little support from R/C'ers and the like.

Well, much to my surprise (good) you've lasted this long and it seems that you're in solid.

You'll be happy to know that I've finally sent for a subscription to your paper. You people are doing a great job and although I'm not as active in R/C as I used to be, I still enjoy reading about all that has to do with R/C. You better keep it up for at least 12 more issues!

Roy Proctor
Titusville, Fla.

Hey! You won't believe this Roy, but we've been waiting to get your subscription for about 18 months. I had almost given up on you! But I kept saying, "no, Roy is going to come through, I know it." Now we're complete. Thanks Roy. ED.

WHAT HAPPENED TO INTERVIEWS

Sometime ago you stated that you'd be doing some interviews of some prominent people (manufacturers/racers) in R/C. I haven't seen one for quite a while. What gives?

Marvin Shaftle
Moline, IL

Just in time! We've got an interview scheduled for next month with OCTURA's Tom Prezentka. He's been around R/C power boating for a long time and we're looking forward to a great amount of knowledge from him. Thanks for the reminder, we'll try to run the interviews more often. ED.

COX AFTERMARKET

I just purchased a COX single seater off road car. I would like to know what kind of trick items are now available for the car like there is for the Tamiya cars. Also, do you plan to do a "Tec n Spec" on that car and how soon? I think it's a great car to start with, although I would like to know what some of the drivers are doing with the transmission and speed control. Can you help?

Your paper is great, love the Race Corner section, that's the first thing I read. Thank you for your attention.

Francisco Garay
Mexico City, Mexico

Funny you should ask. I think that there's now about five different companies working on COX replacement or high performance parts. We

Editorial

From The Publisher

Well, here we are closing out another year wondering what happened to the last twelve months. I guess time just flies when you're having fun, right?

We certainly have enjoyed this past year. R/C RACING NEWS spent a lot of time on the road meeting lots of great people, I guess that's where the time went. Earlier in the year, we spent a couple of great weeks in Orlando, Florida, basking in the warm winter sun and doing some racing and some coverage of the Winternationals. Later on we found ourselves in Lafayette, Louisiana, also basking in the warm southern sun and hospitality. Boy, the Cajun Grand Prix was one great weekend.

Then came the Nationals at Indianapolis, and once again we hit the road in search for news, and action in the wonderful world of R/C'ing. Those two weeks there were sure full of high drama, excitement and a bunch of nice people from all over the country. Somehow you never feel you're too far away from home when you're with R/C'ers.

In between those times and others we were also able to attend some of the boat and plane races, although most of the excellent coverage, especially in boating was contributed by our Senior Editor, Cathie Galbraith.

We also got a chance to attend many of the local off road races and promote the sport and ORRCA to those around the country. Granted, still a fairly new sport in R/C but destined to be just as big as all others.

In any case, as you can see, we here at R/C RACING NEWS, have kept pretty busy bringing you the latest, the most extensive coverage of R/C racing. Why? Because you asked for it, you demanded it and we're delighted with the opportunity to bring it to you.

Now that we're about to close the 1982 year, we also want to express our deep gratitude to all of you, our readers, who have supported this newspaper throughout the year, albeit since we began some 20 issues ago! Without your confidence and support we couldn't have done it. Yet, there is still much more we want to do, many more things we want to say in our pages. So be prepared for 1983, because we plan to have some surprises for you. We also want to single out some of the companies who have graced our pages with their vote of confidence...their advertisement. Companies such as MRC/TAMIYA,

know C.R.P., JGMfg., have several items like roll-bars, side rails, MIP, THORP, TRICK STUFF are working on gears and diffs, and I'm sure RCH, RACE PREP and others will also have items in the very near future. In fact, I think that by the time the World Championships roll

C.R.P., FUTABA, SPEED & SPORT, TWINN-K, COLTON RANCH/RANCH PIT SHOP, GILCORP, WORLD MODELS, SANYO, TRINITY, SHAMROCK DIST., K & B, AIR-TRONICS, REVTECH, TUNA, TRICK STUFF, RICH LEE ENGINES, MC-CALISTER RACING, JG MFG, FRENCH MOTOR CO., BBR, COX/LEISURE DINAMICS, THORP, R/C ELECTRONICS, B.R.P., HOBBY HUT, C & H/MCCOY, NOVAK ELC., R.C.H., M.R.P., DELTA MFG, RACE PREP, JA LEA CO., LEISURE ELEC., KIMBROUGH PROD., M.I.P., ASSOCIATED ELEC., ASTRO FLIGHT, JOMAC, OCTURA MODEL, BOLINK, CENTRAL BUILDERS, PARMA, TEAM CHECKPOINT, KRAFT SYSTEMS, and many others who believed in what we had to say and what we're trying to do.

I also want to express my appreciation to those many R/C'ers, who, for the love of the sport, not only took time to go out and race but also to sit down and get us pictures, stories and results; our Contributing Editors. All of you helped make these past 20 months of publication worthwhile and truly a joy to be part of a great hobby/sport. The backbone of this publication is the editorial contributions we receive, we only hope that you'll continue to help us with your great reporting.

Finally, R/C RACING NEWS would only be an idea, a dream, were it not for the dedication and support of our people here. Jim, Vic, Marsha, Sylvia, Richard, Tod, Karen, and especially my family. I'm sure most of you realize that this publication is a family publication, which simply means that all the dirty work, the late hours, the running around, the chasing of news or mail is left for your daughters, and son and wife. From Lori, Editor of R/C RACING NEWS, to Leslie our Art Director, Lonnie our sometime Photo Contributor and oft times "go-fer", to Mrs. Peralta, (Lois), who seems to hold it all together while I'm out on the road working (or is it playing with my R/C stuff?) it is really a family effort.

All of us here wish you the best holidays forthcoming. From Thanksgiving, which we hope was great for you, to Christmas and New Years. May all your wishes and desires come true in 1983, may it be a banner year for you and may the bottom of your Christmas tree hold that R/C equipment you've just been waiting for.

Lou Peralta
Publisher

around in April at Anaheim, all these will be on display. Call these companies directly if you need to know specifics. Re: tranny? There are bearings, I believe Race Prep and Ranch Pit Shop have some, and use lots of lubricant. ED.

RACE CORNER...

(contd. from page 3)

it's all in vain. Can't understand why a person in Cleveland can get his copy in about ten days after publication and someone in Santa Rosa, Ca. or San Diego, Ca., just a few hundred miles from our office, doesn't get it for about two to three weeks. We don't have the answer, but we do appreciate your patience. Believe us, the first thing that goes out of our offices are the subscription copies.

LATE WORD! We just heard from Mike Reedy, former ROAR Pres. and IFMAR rep. who said that the site for the 1/12th World Championships in 1984 will be located in Denmark. No other details were made available at this time, except this phone call from over seas. Those of you who plan to qualify for it and make the trek, get cracking with your Dutch!

Congratulations to Mike Larson, who this past weekend clinched the ORRCA Series Stock Championship. He nearly wound up with a perfect score of 700 points. His 699 points after seven races were far and away the best of all 3 ORRCA classes.

Look out for the battle between Chris Allec and Ron Dyer in the Modified ORRCA class; and Chris Allec and Jeff Cruzon in the Open class. Poor Chris, I don't think he's going to be able to get any sleep between now and the last race at RCH next month. He's in first in both classes! Adjusted results in all three classes appear in this issue. Besides the two top spots that are up for grabs, there are several other spots that could change with the last race. Also, the bump spot or transfer spots into the ORRCA Championships at Del Mar in January 29-30, 1983. Check it out!

ATTENTION CLUBS AND PROMOTERS - This coming year we're going to try to publish monthly a 1983 Calendar of "major events". It will be similar to a calendar that you buy at a store which contains the entire year at a glance. We will only include events that are of "major" consequence, such as: Nationals, Regionals, Grand Prix, Special Events, World Champs and alike. So if you plan to hold your "major" event and you want to include it in our "R/C Year At A Glance" calendar, send it in to us as soon as you can. This is for ROAR, ORRCA, NAMBA, IMPBA, & AMA events.

This is a good time to wish all of you the best for the coming new year. This being our December issue, the last one for 1982, we want to take the opportunity to wish you a Merry Christmas and a Happy New Year from all of us here at R/C RACING NEWS. We know 1983 is going to be great for all of you and for us. Look for some surprises. Until next year, the best to you all.

R/C Racing News/Score Show

PRESENTS

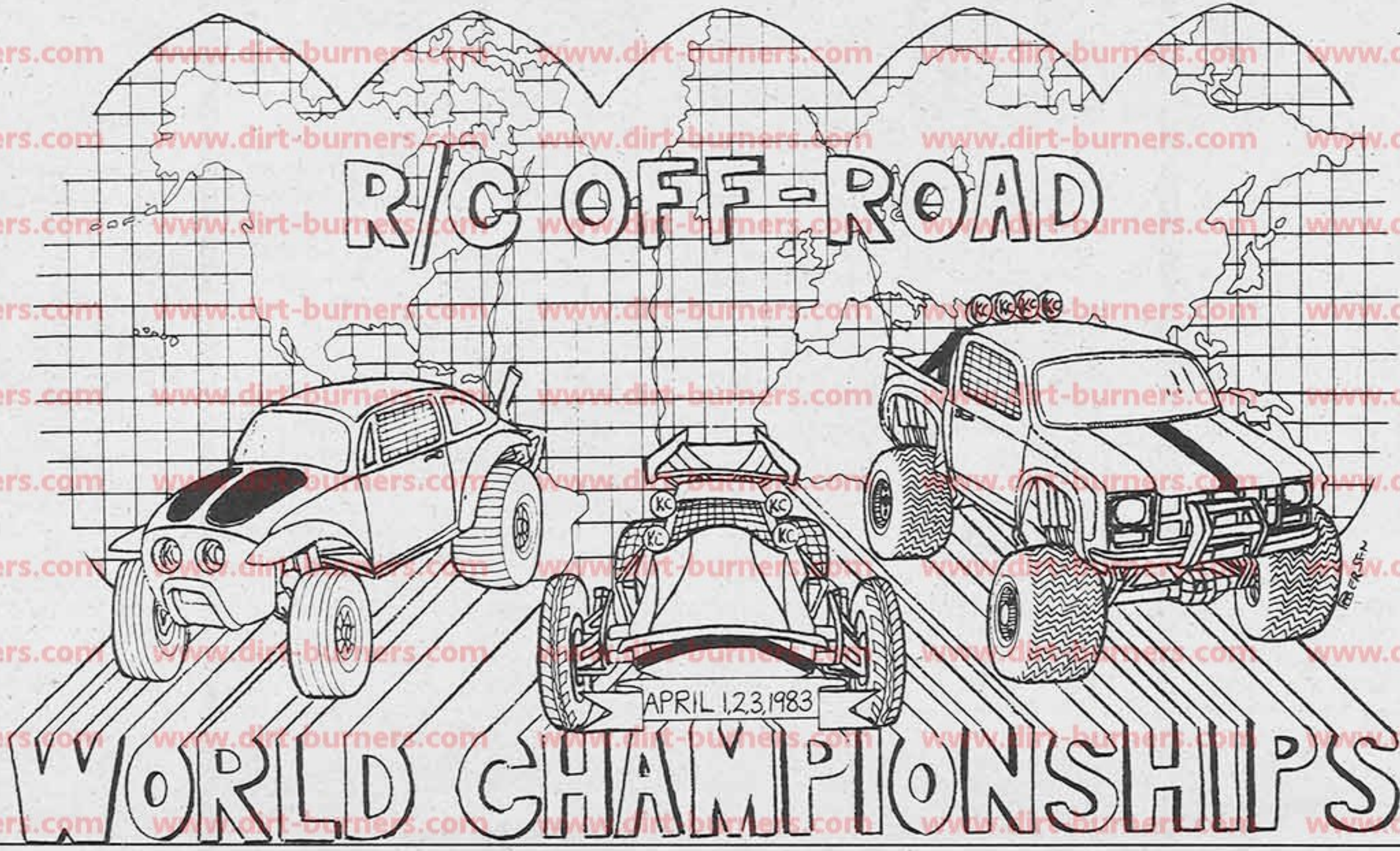
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April 1,2,3, 1983

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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:

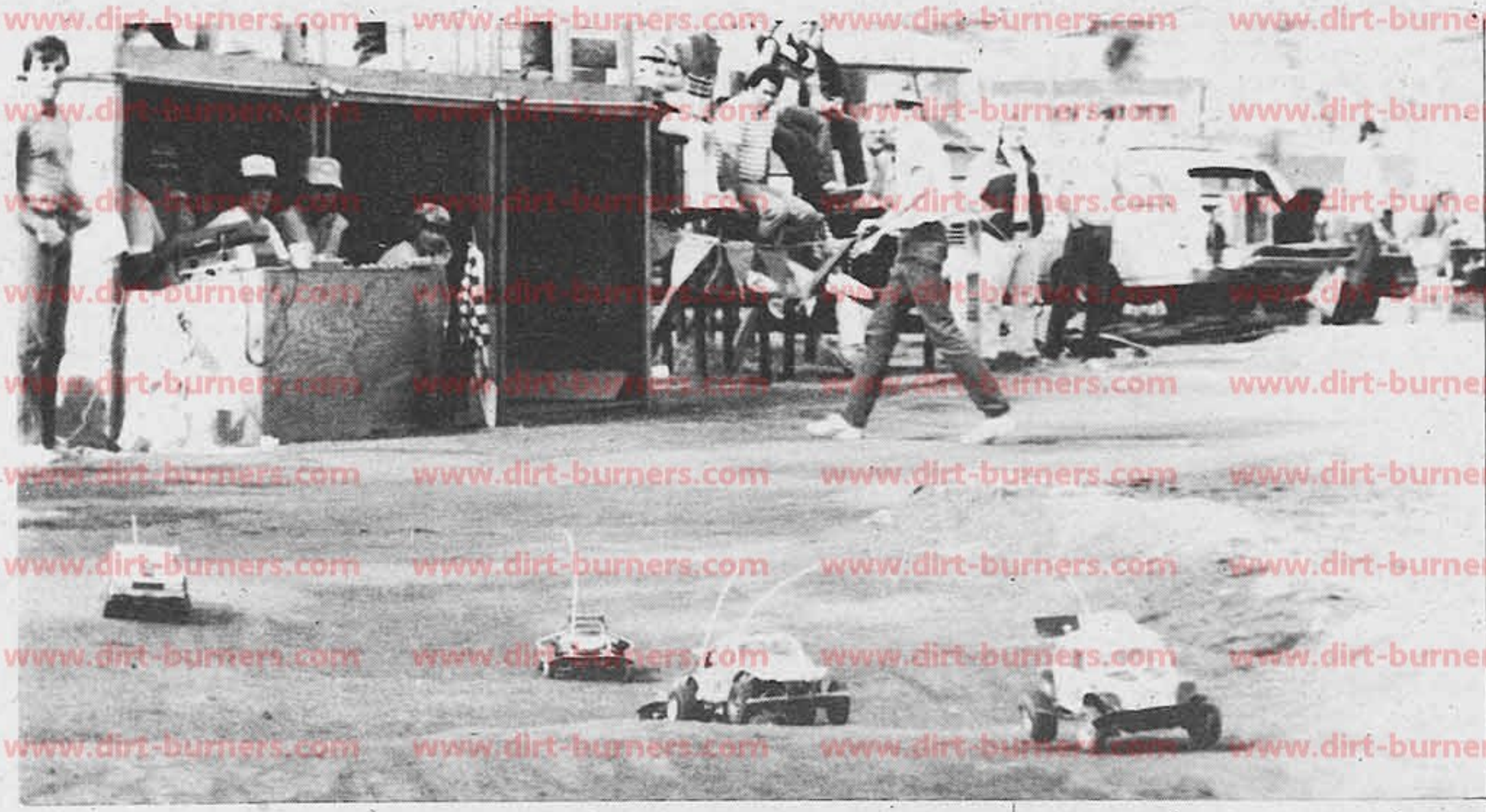
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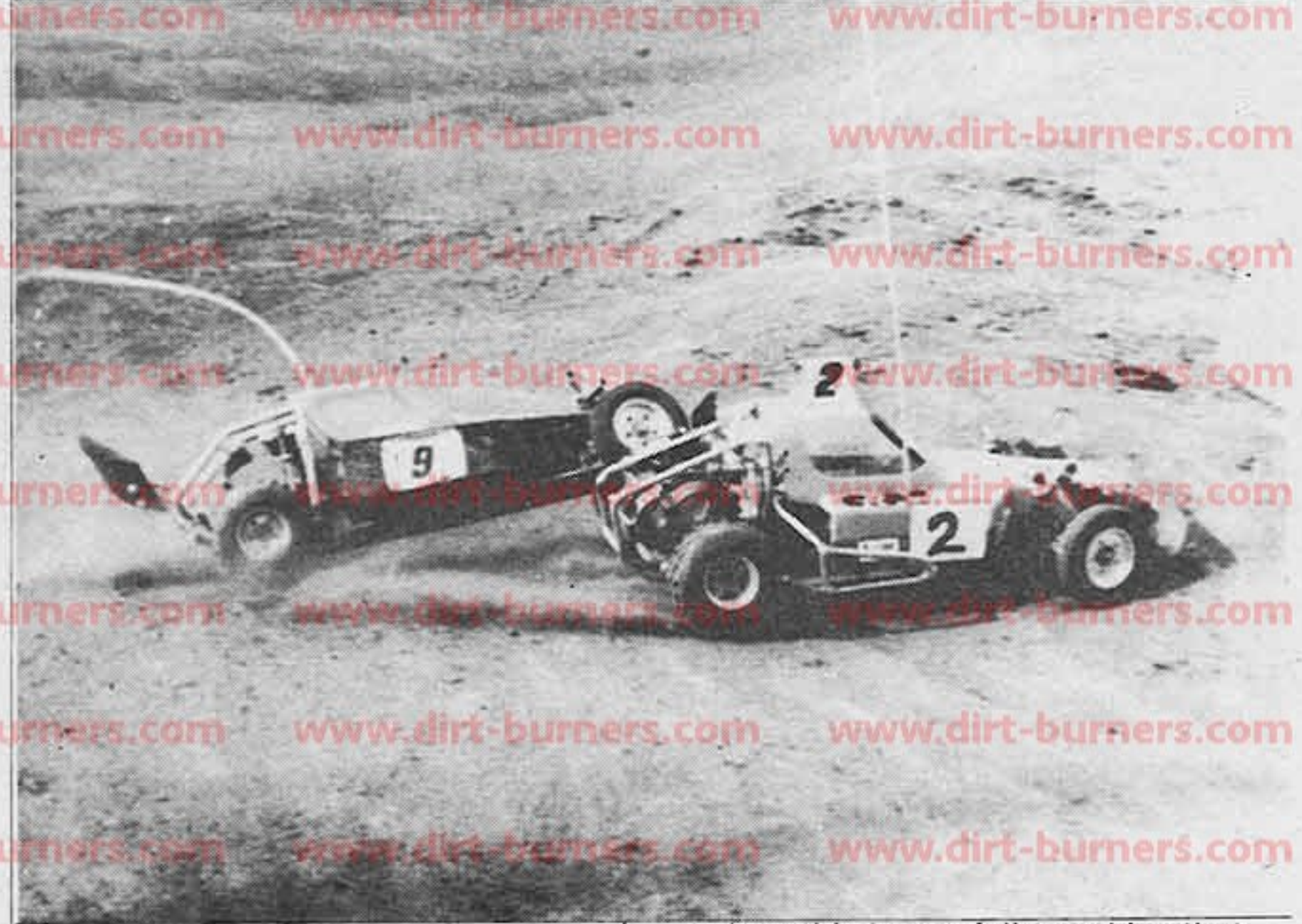
Announcing and scoring and impound all neatly tucked under driver's stand (above). Chris Hawkes (9) getting "nailed" (below)

The fact that after the scheduled 14 events are completed and the "best seven (7)" finishes are used to compile each racer's overall totals, makes the current published standings almost obsolete. This is because there are several racers who started the series late or who have missed several races, therefore their names appear way down in the current standings. But once the best seven finishes are compiled, it may be another story. (Look for some surprises when this is done!)

Nevertheless, those that have been participating all season long have the luxury of picking the absolute seven best finishes and throwing away their worst. Those that missed several events will have to take what they've got or earned.

Today, this throng of ORRCA racers really seemed to enjoy the Del Mar track. Now that it's been used on a number of races, including their weekly Friday night series races, the track has developed a nice groove around and an excellent racing surface. In fact, compaction is very solid, meaning that the track has hardened allowing for more laps, yet there always seems

ORRCA... winding down in DEL MAR!



Vince Ito (center) winner of Concours, flanked by Pete Bradley (second-right) and Lloyd Craft (third-left). Below the winning car in Concours (3).



to be a thin layer of dirt cushion that makes the "bite" or traction almost perfect. It reminds us very much of the old COLTON track. Very little water is required on the track to make it work.

Certainly, this weekend there was really no need for water at all since just a couple of days before, torrential-style rains hit Southern California once again and inundated the track. Thanks to the massive efforts of Greg Paroccha, Grisham and several of the local racers, by race day the track was near perfect. Several "pot-holes" had developed as a result of high concentration of water but these were adequately repaired to make the running surface pretty good.

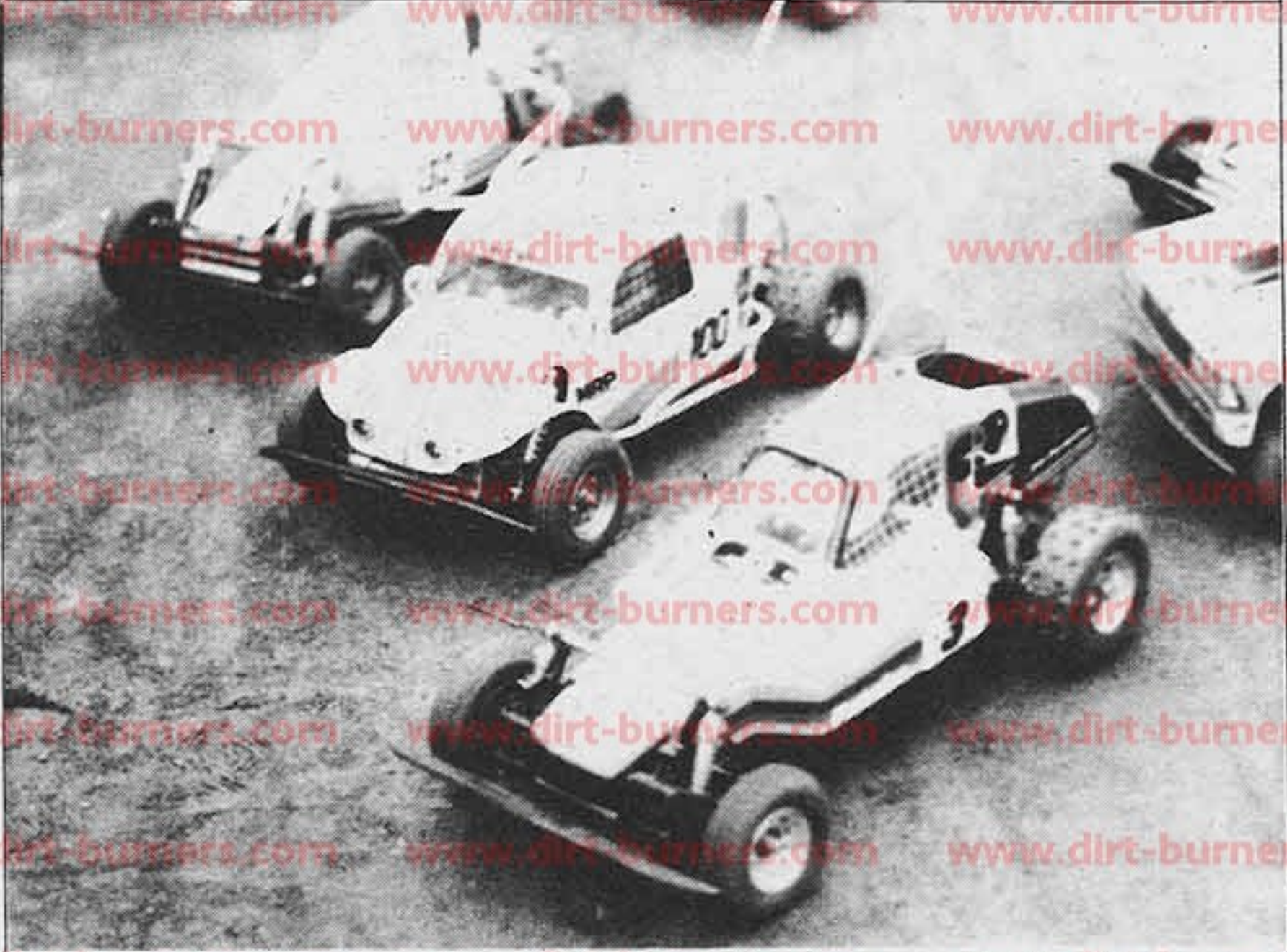
Del Mar was then ready for a full day of high charged competition. It's amazing for this reporter to think that only about 18 months ago, when ORRCA was still in its formative stages, that racing was kind of casual and laid-back, with mostly friends getting together for a nice afternoon of racing. Now, with alot of prestige and notoriety riding on (contd.)

Story by David Duster
Photo by E.G., Lonnie Peralta & Greg Paroccha.

November 11, 1982
Del Mar, Ca.

Once again the ORRCA Circuit made its round to the southernmost track of the Series, the Del Mar Racing Center, for the 12th race of the 14-race series.

A modest entry of 74 racers were on hand at this the largest off road track of the circuit to battle for those valuable ORRCA points. With all three classes still undecided for the overall win, these last few races will prove to be the pivotal point for the ORRCA Championship win.



the ORRCA series, racing is "down to business". Not to say that those who are just getting into the sport can't enjoy that same "laid-back" feeling of months ago - the Stock class still provides that atmosphere. But if you're into the Modified or Open class, well you better get your "stuff together" because the competition has reached a high caliber of proficiency in both the equipment and the skills.

There are no more "easy" wins. They all come hard in these latter two classes and those with mistake-free drives and reliable equipment are the ones who usually come out on top.

THE RACING

At the driver's meeting it was announced that three rounds of qualifying would be run and the A, B, C, ... main system will be used with the "bump". Qualifying did not start until 11 a.m. with the Modified entries going first.

(Note: Del Mar likes to start their races a bit later than most tracks so as to allow those that are driving long distances more time to get there and practice. In addition, the track is fully lighted in the event that they run out of daylight).

There were five Modified groups set up and out of all these, Nelson Kracke emerged as the Top Qualifier. His three firsts made him the only driver in this class with a perfect score. Also making the A Main were: Jeff Cruzon, who's final-

ly back in the circuit (and who moved up from the B Main), Ron Dyer, Chris Allec, Jim Busby, Bob Lucus, Chris Hawkes, John Gudvangen, Jr., and Sid Hamilton. It is interesting to note that of all those who made the A Main, only one is a local racer, Bob Lucus. Otherwise, the entire A Main consisted of drivers from all areas of Southern California. The fact that the track still remains fairly

new has kept anyone from getting it "wired".

Today the A Main belonged to Ron Dyer, all the way down from the Palmdale track (located about 50 miles north of Los Angeles.) The long trip was really worth it for Ron as he put on an excellent drive to take the Modified A Main win. He led most of the way although through the first couple of laps he was

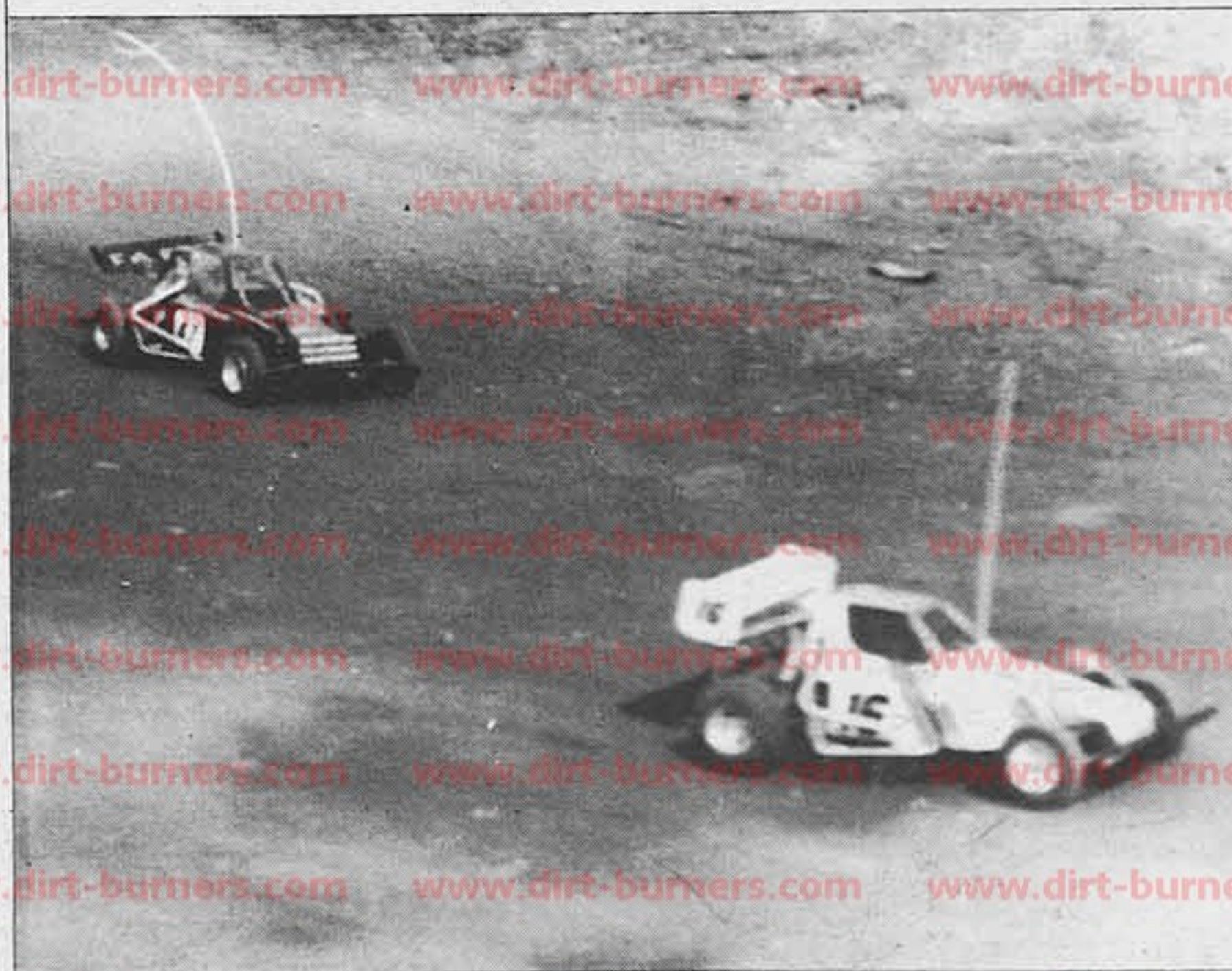
pressured by the likes of Chris Allec, Jeff Cruzon and friend, Nelson Kracke.

One of the nice things about this track is that since it's very long, most of the cars stay in the same lap, so there isn't as much "backmarker" passing, which at times is more dangerous. Consequently when several cars are "dicing it out" they are the leaders and no slower cars get in the picture. In this main, Ron Dyer did what he had to do and really showed his excellent driving skills. Jeff Cruzon captured the second spot and Nelson Kracke took third.

As we said before, Jeff Cruzon had won the B Main, which allowed him to move up to the A Main. In second it was Gene Jones. He, too, had won his main, the C Main, and chose to move up and was almost able to "bump up" once more. He just barely missed getting first in the B and had to settle for a very strong second. Gene is fast becoming a real threat in this class. Third place went to the "wild man", Willie Melancon. Always a threat, and always exciting to watch!

In the Modified C Main, Gene Jones put on a late charge to take the win away from Larry Van Osten and local racer Kim Rethwish. Once again a recipient of the "bump system", Larry Van Osten almost got two main wins in a row. He had won the D Main.

In the Modified D Main, second went to Bill Silvers and he was followed by Pete Bradley.



Gil Losi, Jr., (16) winning when he has to, the Open A Main. Here being chased by Nelson Kracke (47). Photo. Lonnie P.



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All in all this Modified class is really exciting to watch as most of the cars are very much equal in power but driver's skills really play an important factor in the wins.

In the STOCK CLASS, of which there were 22 entries, Top Qualifier went to "dark horse" Gary Demory. Gary is currently way down in the overall points structure in this class, but once the seven best finishes are compiled he may be right up there. Today he was on top as his three 1st earned him the TQ honors. This is really an ego booster, but not quite complete as winning the A Main. This honor went to John Adams, who after having two firsts in the first 2 rounds, wound up with a 7th place in the final qualifying heat. He almost didn't make the A main. I'm sure there were a few who wished he hadn't. But when the flag dropped, he put his COX car right in front for everyone to chase. That they couldn't catch him is a credit to his driving skills and to making sure his car would hold up for the eight-lap main event. Second place in the A Main went to Bill Whitley. Both Bill and John are in a serious battle for the final overall points, along with Mike Larson, Vince Ito and others.

Speaking of Vince Ito, today he was the winner of the "Concours" event for a super fine-detailed Tamiya car.

Third place in the Stock A Main went to TQ, Gary Demory.

In the B main Ron Allen took the win and was able to move up to the main, only to get a 4th place finish. Still he was able to collect the first place gold in the B Main. Second went to Greg (Sand-bagger) Paroccha who won the C Main and moved up. Greg has been instrumental in really helping get the Del Mar Track in shape and ready for all races and the nick name of Sand-Bagger is an affectionate one from the local racers. Al Hess took the third spot in this main, which still helps him stay in the running for the points championship.

With "sand-bagger" Paroccha taking first in the C main, Mike Cloutier captured the second spot and Ron Allen took third.

Racing in the Stock Class is every bit as exciting as the other two classes and one can see where good preparation of equipment and



Car 74, John Adams' Cox car, one of the few but growing number of COX's off road racing single seater. Photo Lois Peralta

excellent concentration of driver really pays off.

The next group is the OPEN CLASS wild-men. These are the unlimited cars that now a days seem to go sooooo... fast! On a large, wide open track like this one, one can really see the amount of power that can be generated out of these cars. Of course, some don't last all

eight laps, but when properly geared, they are very fast and exciting to watch.

Surprisingly there were more Open cars than there were Stock cars, which is not usually the case.

There was a two-way tie for the Top Qualifier spot. This honor went to Ron Dyer and Jeff Cruzon. Both scored perfect rounds of qualifying



It takes all kinds and by all means!(Above) Eustace Moore wrenching for team racer Mike (Pudgy) Giem. (Below left) Your basic racing sponsor. Lloyd Kraft and the Team Automotive pit. (Below right) Why not? Photo. Lois Peralta

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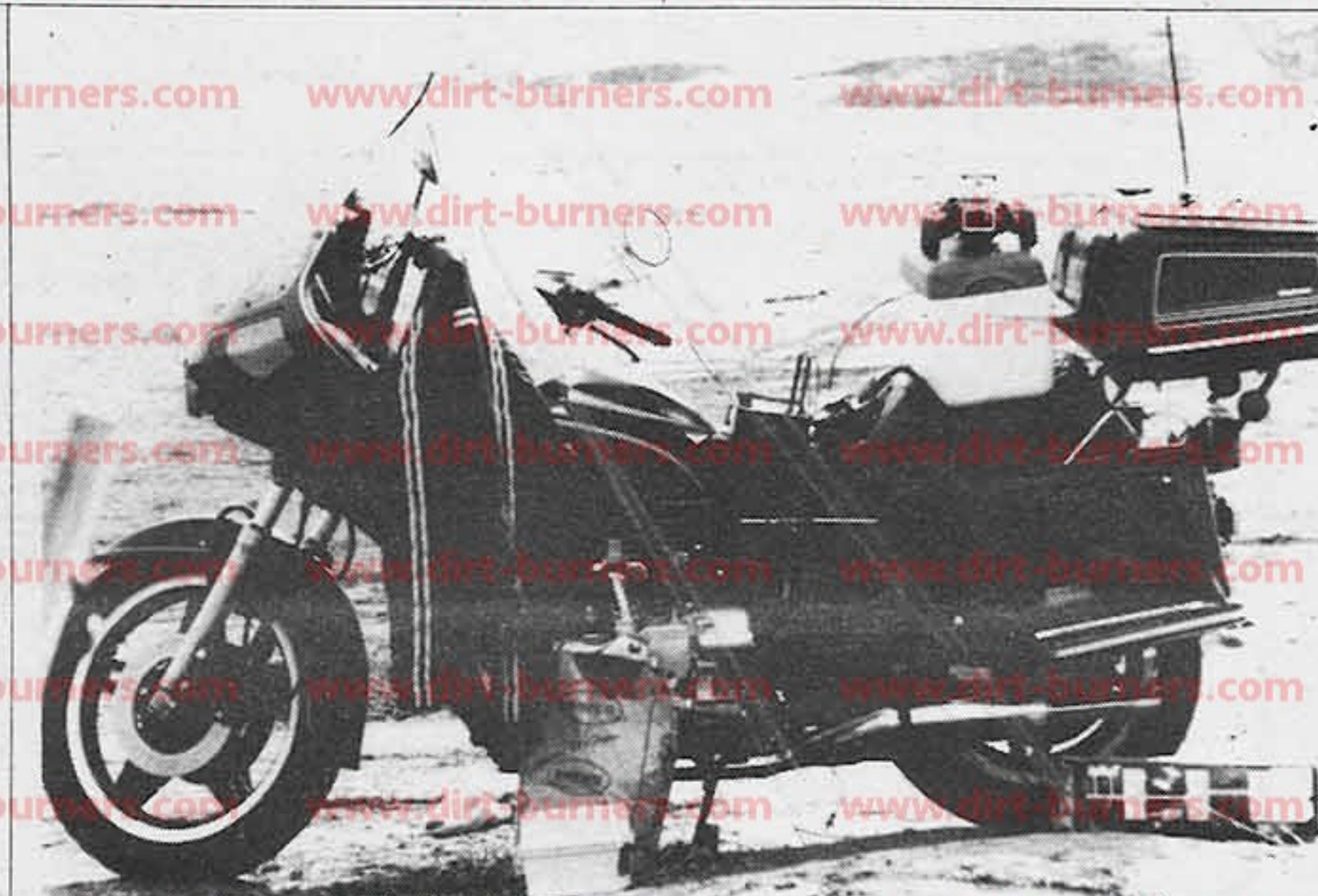
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each with three wins. Amazingly Cruzon got here late and never took one practice lap before qualifying. But once again the TQ's were kept out of the top spot in the A Main. This one belonged to Gil Losi, Jr. As he has done for so many times, he seems to save his best for the "money" races... when it really counts. In fact, he had barely qualified into the A Main with 7 points, second to last qualifier, but all he needed was to be told that he was in the A, from then on it's another story.

Gil, the current World Champion in the OPEN class, was driving the RCH car to the max. Super smooth, very fast and simply staying out of trouble. That is the key to Gil's success. He is a very smart and patient driver. Leaves very little room for mistakes and today the mistakes were made by others in the A Main, as he was able to lead it from almost the first lap. Second place went to Jeff Cruzon, also driving an RCH car and third to Willie Melan-



con who had worked his way up from the B Main by winning said main. Willie is a strange cat... competitive all the time, runs fast, excellent driver, but just seems to push a bit too hard. Consequently a few mental errors here or there usually keeps him from the top spot. Fourth through ninth were: Ron Dyer, Chris Allec, Nelson Kracke, Ed Street, Bud Fish, and Jim Bernardo.

While Melancon captured the B Open main, Eustace Moore had won the C Main and almost took the B Main win. Instead he placed 2nd. A lot of credit must be given to Eustace (MIP) because he's always in competition with one of his exotic

proto-type cars. Sometimes they work and sometimes they don't, but that's how he does his product development and he's not afraid to "put it on the line".

Third place in the Open B main went to John Burnham, one of the early enthusiasts of the sport.

Second to Eustace Moore in the C Open main was Chris Neil and he was followed by "led finger" Craig Dunne.

Today's racing was over as darkness began to set in. Lights were turned on for the last couple of mains and once the final results were compiled the award plaques were passed out.

The next big event coming to Del Mar will be in December 11-12, 1982, when the two day Off Road Race of Champions is run. Oval and Off Road with time-trials on both days will be part of the program. Don't miss it! Also scheduled for next year are the R/C BAJA 500 (laps) off road Team Enduro, tentatively set for February and the possibility of the ORRCA Championships in late January. Till next time.

RESULTS

OPEN A:
1. Gil Losi, Jr.

2. Jeff Cruzon
3. Willie Melancon
4. Ron Dyer
5. Chris Allec
6. Nelson Kracke
7. Ed Street
8. Bud Fish
9. Jim Bernardo

OPEN B:

1. Eustace Moore***
2. John Burnham
3. John Gudvangen
4. Ron Parks
5. Willie Franco
6. Gene Jones
7. Jerry Miller
8. Jim Brophy

OPEN C:

1. Chris Neil
2. Craig Dunne
3. Steve Douglas
4. Mike Styles
5. Mike Giem
6. Jim Busby

STOCK A:

1. John Adams
2. Bill Whitley
3. Gary Demory
4. Ron Allen
5. Robin Deans
6. Larry Clark
7. Russ Parks
8. Vince Ito
9. Mike Larson

STOCK B:

1. Greg Paroccha**
2. Al Hess
3. Dwayne Whisler
4. Ron Cloutier
5. Marilyn Larson
6. Greg Cloutier
7. John DeStefano
8. Karen Whitley

STOCK C:

1. Mike Cloutier
2. Rick Allen
3. John Borchart

MODIFIED A:

1. Ron Dyer
2. Jeff Cruzon
3. Nelson Kracke
4. Jim Busby
5. Bob Lucus
6. Chris Allec
7. Chris Hawkes
8. John Gudvangen
9. Sid Hamilton

MODIFIED B:

1. Gene Jones*
2. Willie Melancon
3. Barry Hedrick
4. Sean Hakes
5. Mike Styles
6. Eustace Moore**
7. Ron Parks
8. Mike Giem

MODIFIED C:

1. Larry Van Osten
2. Kim Rethwish
3. Bud Fish
4. Willie Franco
5. Jim Bernardo
6. John Kracke
7. Ed Street
8. Jim Madison

MODIFIED D:

1. Bill Silvers
2. Pete Bradley
3. Craig Johannes
4. Lee Brophy
5. Craig Dunne
6. Jerry Miller
7. Jim Brophy
8. Lloyd Kraft
9. Bernie Rico

* (Finishing as a result of "bump" system)
** (Moved up from lower main)

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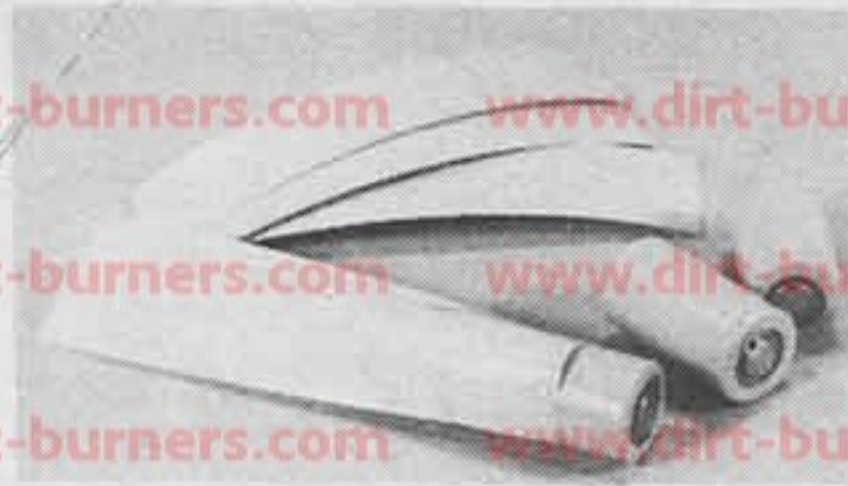
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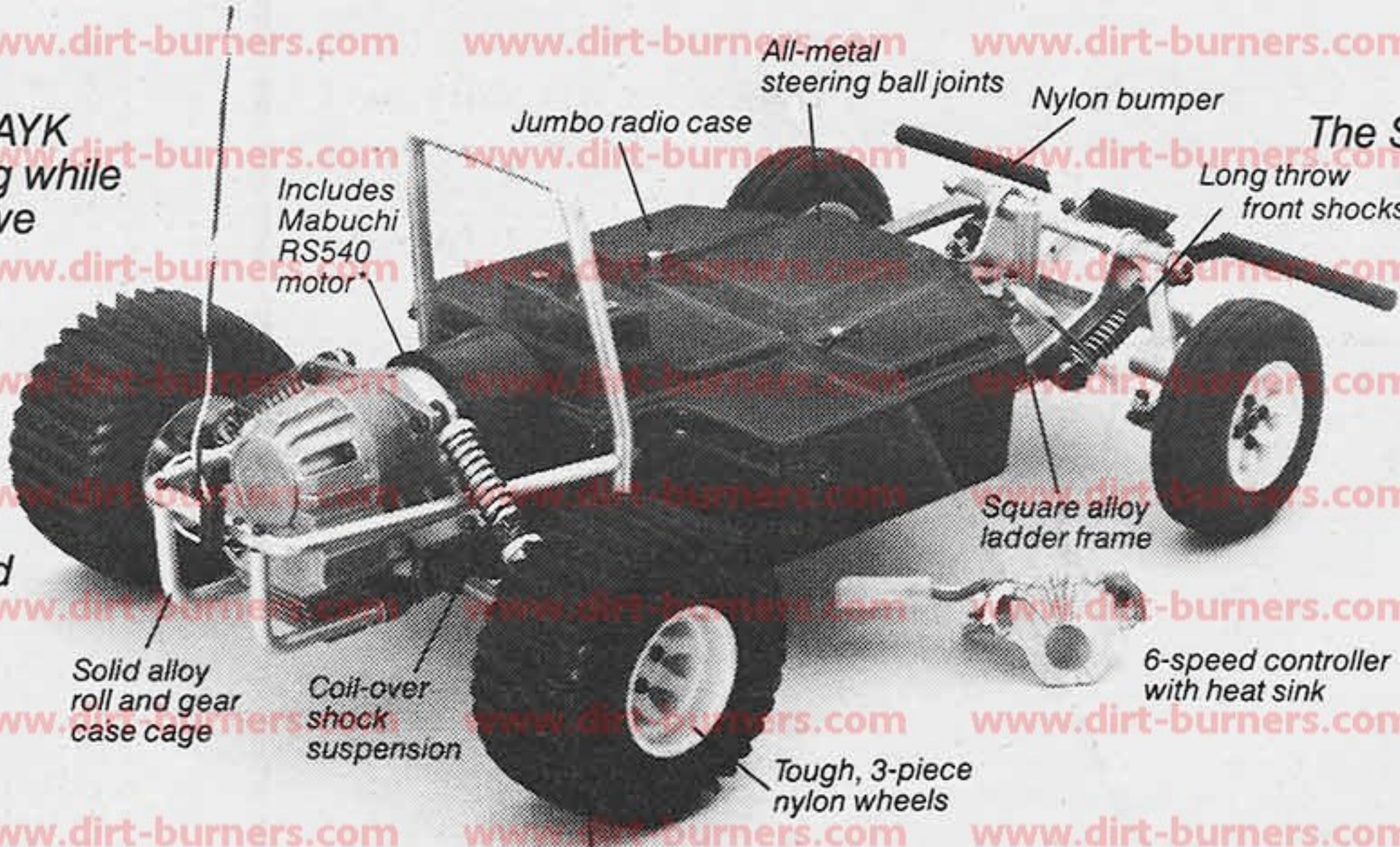
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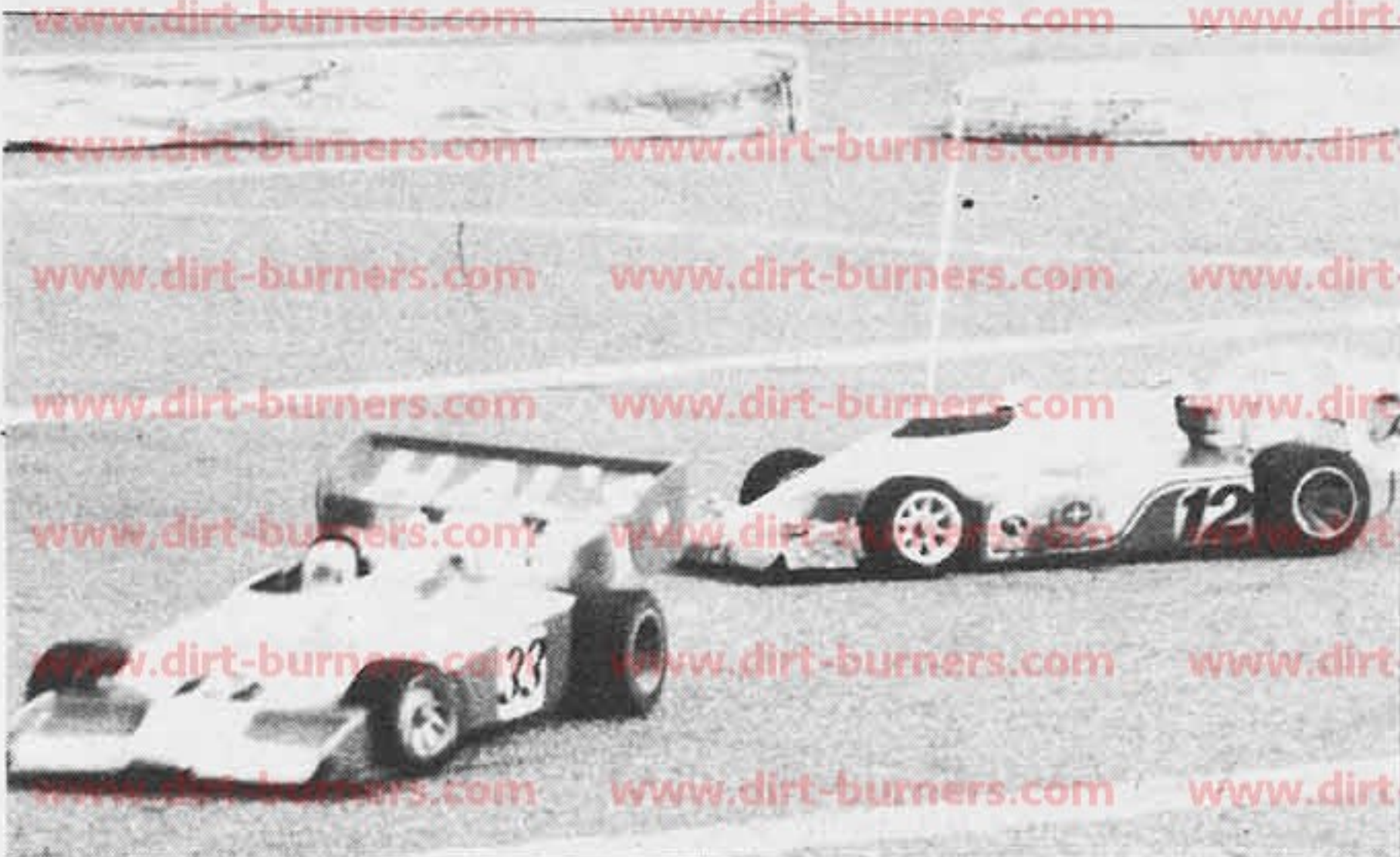
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Story and Photos by
Lee Chapin

November 7, 1982
El Paso, Texas

AS A MEANS OF THANKING OUR HOST SHOPPING CENTER, THE RIO GRANDE RACERS DESIGNATED THE EIGHTH RACE OF THE SUMMER/FALL 1982 RIO GRANDE SERIES THE "VISTA HILLS CENTER GRAND PRIX."

And it turned out to be a cracker-jack of a race. Far better than you might expect for an open wheel race. Cars were set up according to R.O.A.R. rules and the new Butter-

field Trail Race Course was used in the clock-wise direction.

The temperature was in the high seventies with a light overcast sky. A good day for engines and a fine day for racing.

The first round of qualifying had everyone feeling out the track. Even so, there was some very good racing going on, especially in the second and third heats.

Only one driver, Carlos Priemer, made 14 plus laps, though. By the second round, the stick-um had built up and the cars started to move. John Benore, Mike Walker, and Bill Everett made 14 laps, but Carlos was still T.Q. Dennis Rose and John Nigro joined the above racers to make up the A Main.

Even though most of the time

fewer entrants come for open wheel racing, there were still enough racers today to make up three mains. A welcome change from the past.

C Main was won by Daniel Alvarado, but this time he didn't walk away with it. Rene Austin and Jerry McGinnis were within striking distance if Danny were to make the slightest mistake. They had a close race of their own with Rene finally taking second and Jerry, third. This was Danny Walker's second race! He had won his first race and although he didn't do as well this time, (6th) he kept running the whole time. By the way - Danny is six years old and is the son of Mike Walker - several times club Champion. Roxanne Cook was also in this race. Not because of lack of speed, but due to engine troubles. She needs to light a fire under her carburetor man.

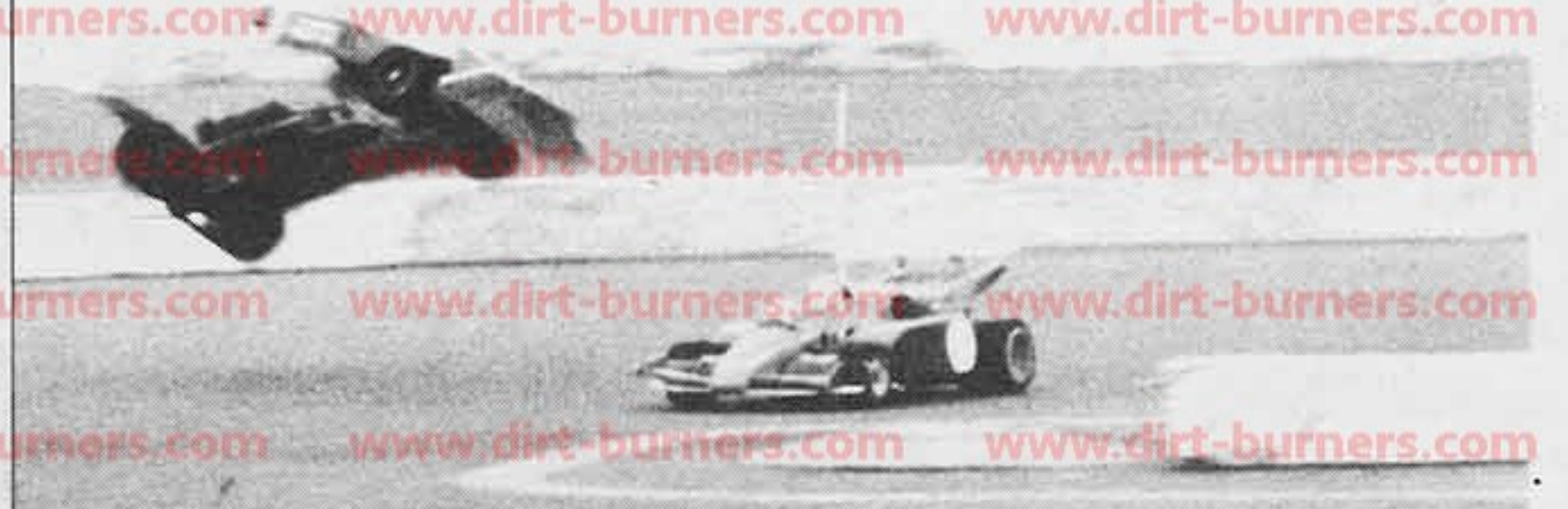
B Main was an excellent, exciting race. Bob Blum, Sal Nigro, Sr. and Sal Nigro, Jr. chased each other lap after lap until just past mid-race when Sal, Jr.'s engine died. He made a wild charge and caught the leaders, but just as he was about to

the last G.T. race, Carlos probably has First Place sewed up for this Rio Grande Series. Second place in the Series can still go to any of about six racers. There are only two more races to go, both Can Am.

The January Rio Grande Can Am is drawing more attention than even the most optimistic Rio Grande Racer expected. More prizes from C & H (McCoy), HB Engines, Airtronics (a radio), Twinn-K, and Kraft. These are in addition to the K & B engine, the RC500, and the Eagle from Austin's Hobbies and Craft; the hand crafted Hondo Boots from Hondo Boot Company; and the Cook Special Roller from Jim Cook Racing.

Incidentally, for those who don't know what a roller is (like so many in the Rio Grande Racers), it's a complete chassis and wheels ready to roll, but no engine or radio. Jim Cook does an excellent job on these cars. He mentioned to us the other day that now he can supply ultra light, ultra strong parts for almost any car made. Magnesium and carbon fibers are his playthings. Nice stuff.

The Rio Grande Can Am expects a



Danny Walker (6 years old). Dad, Mike and Dick Jack, (above left) getting a driving lesson from the youngster. Open wheel racing brings out lots of photo action (above). Carlos Priemer (33) getting past, as John Benore (12) broadslides the Cantina Corner. Photo. Lee Chapin.

pass his dad, who was in second, another "flame-out". He didn't have so much distance to make up this time but there were only ten laps to go. Sal, Jr. finally passed Sal, Sr. right at the checkered to take second place. Fortunately, Bob Blum had built a little cushion to take the win. Bob sells Snap-On tools and is a big help in the pits. He's especially pleased that he has made it to the A Main level (most times) with his Delta solid axle car.

A Main was a hum-dinger! Bill Everett has been plagued with mechanical troubles this Series. (He broke a rod with less than a half lap to go while leading the C Main at the So-Cal Series race in Phoenix not too long ago.) This time, it looked like the jinx was gone. He jumped out in front like the Giant Armadillo was chasing him... and built up a lead, which didn't last though. On lap 15, his car went wild due to battery problems. He got it fixed and came back to race, but many laps down.

Carlos Priemer took the opportunity and controlled the lead the rest of the race. But, there was more racing going on. John Benore and Mike Walker duelled on the same lap the whole distance and most of the time they were within striking distance of first. At the end Carlos was first; John, second; and Mike, third.

Although Carlos Priemer's unbeaten string was broken by Bill Everett in

strong group of entries from California, as well as the regular groups from Phoenix and Albuquerque. Also East Texas racers are expected and five racers from Mexico City.

The Caballero Motor Hotel has been named Race Headquarters. They are offering special rates, with late check-out, continental breakfast, and even a Wall Street Journal included. They are a Best Western Motel and their number is (915) 772-4231. Mention that you are attending the Rio Grande Can Am. You can also call Bill Everett for more information at (915) 598-9017.

The Rio Grande welcomed three new members in October: Jerry McGinnis, Dave Woodson, and Jim Bradsher. They've settled in just fine and they'll get a chance to see some fast action these next two months.

RESULTS

A MAIN:

1. Carlos Priemer...(Assoc RC300/K&B-McCoy/Airtronics) Spon: Hal's Hobby
2. John Benore...(Assoc RC300/K&B/Futaba) Spon: Septor
3. Mike Walker...(Assoc RC500/K&B/Kraft) Spon: Vista Salon
4. John Nigro...(Assoc RC300/K&B/Futaba) Spon: Austin's Hobby & Craft
5. Dennis Rose...(Cook Spec/K&B/Futaba) Spon: Cook Racing

(contd. page 14)

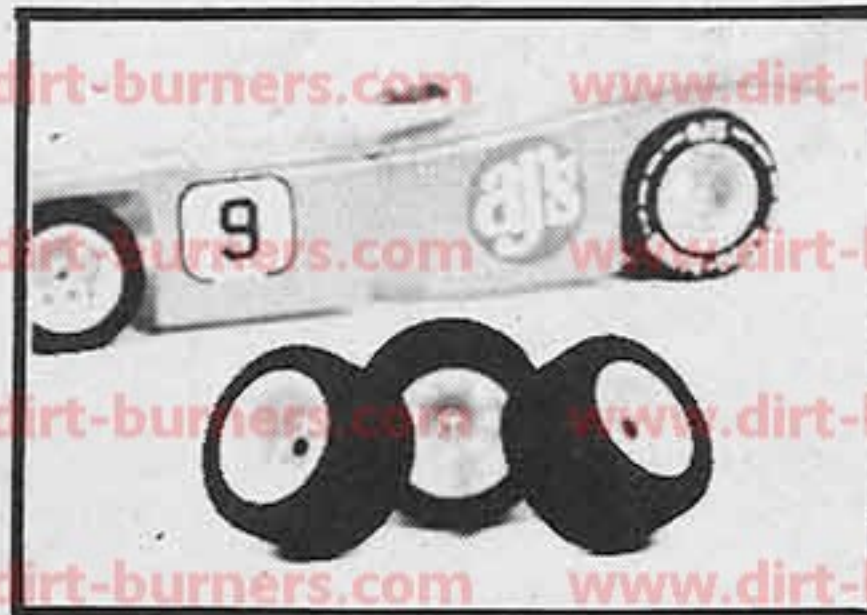
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Rene Austin, Jerry McGinnis and Rob Blum (above) concentrate on the C Main driving. Dennis Rose (4) passing Bill Everett (3) (below) in the Cantina Corner. Photos. Lee Chapin.

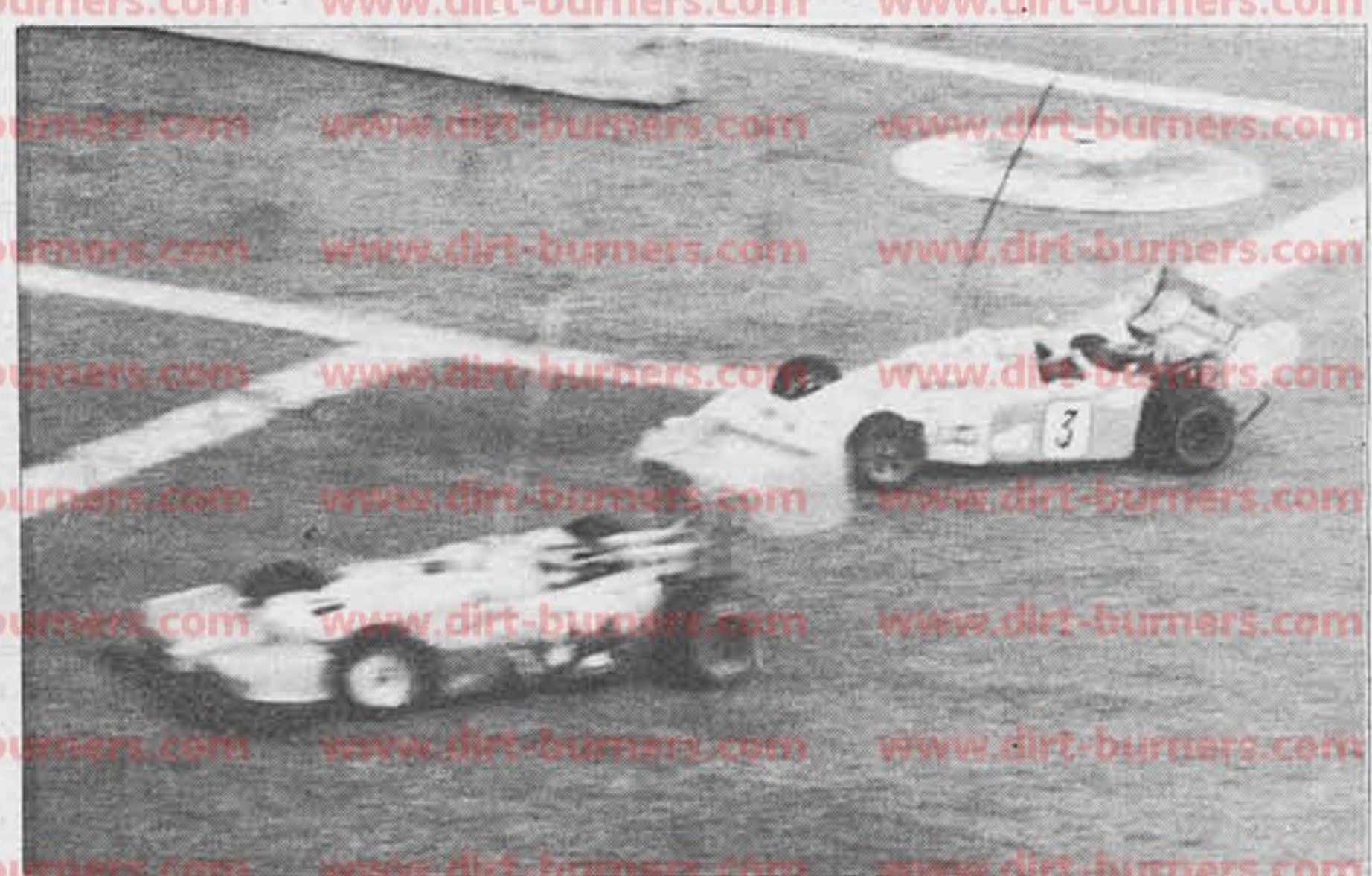
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6. Bill Everett...(Delta Super J/K&B-McC/Futaba) Spon: Self
6. Jim Cook...(Assoc RC300/OPSI/Futaba) Spon: Cook Racing
- B MAIN:**
1. Bob Blum...(Delta Super J/K&B/Futaba) Spon: Snap-On
 2. Sal Nigro, Jr....(Delta Super J/K&B/Futaba) Spon: Austin's Hobbies & Craft
 3. Sal Nigro, Sr....(Assoc RC300/K&B Futaba) Spon: Gene Horn Olds
 4. Lee Chapin...(Thorp/K&B-McCoy/Futaba) Spon: MSD Ignition
 5. Danny Austin...(Delta Eagle/Picco/Futaba) Spon: Austin's Hobby & Craft
- C MAIN:**
1. Daniel Alvarado...(Alvarado Spec./K&B Futaba) Spon: Self
 2. Rene Austin...(Delta Eagle/Picco/Futaba) Spon: Austin's Hobby & Craft
 3. Jerry McGinnis...(Assoc RC300/Picco/Airtronics) Spon: Snap-On Tools
 4. Rob Blum...(Assoc RC200/K&B/Futaba) Spon: Snap-On Tools
 5. Roxanne Cook...(Cook Spec/Spr Tigre/Futaba) Spon: Cook Racing
 6. Danny Walker...(Assoc RC300BD/K&B/Futaba) Spon: Vista Salon

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Rene Austin (88) and Sal Nigro, Sr. (79) cornering in formation. Check out Rene's Eagle suspension at work! Photo. Lee Chapin.

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K & B CLASSIC

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Story by Cathie Galbraith
Photos by Pam Stewart



The start of the race, (above) waiting for the flagman to do his thing. Jack Garcia (below) getting the engine warmed up. Cathie Galbraith (left) trying to find out who worked on her engine last. Photos by Pam Stewart.



SERIES

Kingsburg, California
November 13, 14, 1982

THE AIR WAS COLD AND DAMP and the fog hung over the water as the last race of the Powerboat Magazine Outboard Series got

underway. Sponsored by K & B Manufacturing, and hosted by the Bakersfield Wavemakers, this finale was held at the Riverland Resort in Kingsburg, Ca.

With weather more reminiscent of some of the races I had attended in Illinois, it was a far cry from the weather at the races that preceded this event.

Forty boaters from both District 9 and 19 entered a total of 84 boats in the two days of racing. It was two days marked, not only by a lot of fierce competition, but also by a number of accidents as well. Most of the accidents occurred in the launch area, as one boat would run over the top of another. This was

due in part to the fact that the boaters drive from a raised dock, and do not get a clear view of their boats until about ten feet out from the launch site. In normal heat racing this doesn't usually present a problem but in an enduro-type format, where boats are launched at one-second intervals, this short period of invisibility can create a treacherous situation, as several accidents proved.

However, in general, the racing was clean, exciting and competitive, with some of the overall championship positions in the balance. Overall standings changed hands in several cases as the weekend's results were tallied, proving once again that the winner is never really determined until the last heat is finished.

SATURDAY provided an opportunity for the stock tunnels to do battle. Both A and B Stock Tunnel was run, and as these are usually the largest classes, it was a full day of racing.

The cold weather presented some problems as engines were reluctant to fire, driving was hampered by heavy gloves, and the judges had to maintain their concentration and dedication while sitting for quite a few hours bundled up in blankets. But a sense of good humor managed to prevail, and hot coffee or soup was a welcome reward after a chilling heat.

Norm Teague flew by all contenders to take top honors in A Stock Tunnel. He was followed in second and third by Hap and Nancy Miller from the Santa Rosa area. They are truly an excellent husband-



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wife team, as both exhibited expert driving skills and great handling boats. However, I think it was nice of Nancy to let Hap beat her. (Just kidding.) Jack Garcia, the overall winner in this class for the year, took fourth. Don Wicks and Tom Haggerty finished out the trophy positions.

B Stock Tunnel saw fewer entries than normal, with only 18 boats competing. John Cochrane won his first place ever in this class, running four excellent rounds and clearly earning the top honors. I managed to take second with a boat that had been giving me problems all season. In fact, had it not been for a patient and persistent friend helping to get it fixed, I would have scratched it from the event. Third was captured by Frank Hu. His boat is running great and should be quite a threat in this class next season. Fourth spot was won by Tom Haggerty for his second trophy of the day.

B Deep-Vee was also run on Saturday. However, as there was only one entry present, he had only to run one round before being awarded the top honors. John Cochrane has been dedicated to this class since the start of the season and diligently shows up even when all others do not. He was to have some competition in the form of Joe Monohan on this weekend, but when the people who were supposed to bring his boat failed to show up, Joe was forced to scratch. Hopefully this class will grow next year as more people will have more time to set up the hulls.

SUNDAY arrived with a little warmer temperatures and a little less fog. In fact, there was actually a few moments when the sun came out.

A Deep-Vee, A Hydro, and Modified Tunnel classes all saw action today. Since these are the three smaller classes, they were moved to Sunday to allow boaters to start on the long trek home a little earlier than normal.

"A" Deep-Vee saw a new competitor in the winner's circle. Although Al Williamson has been running outboards for several years, he has never participated in the Mono class. Running a boat he borrowed from my daughter Tracy, he easily beat all contenders. I had to settle for second place and was subjected to the harassment of my daughter saying: "See Mom, I told you that you should run my boat." Third place went to Jack Horwitz.

Outboard Hydro began with a closely-fought race for first place overall for the series. However, Joe Monohan had problems with his boat as it died early in round one. Shortly thereafter his boat was hit, taking it out of action for the rest of the day. Jack Garcia was able to capitalize on these events earning second place for the day and wrapping up first overall for the year. I managed to keep my boat running well enough to gain third place. However, the real star of the day in this class was Norm Teague. Running a recently completed boat of his own design, he easily earned the first place award.

Modified Tunnel presented a mixture of truly modified tunnels, and dual-use stock tunnels. Frank Hu

made it look so easy as he walked away with first place. However, a tight race ensued between myself and racing partner, Joe Monohan. It all came down to the last heat of the day. I only needed 10½ laps to beat him, but my engine was running extremely rich and the boat was crawling around the course. Nevertheless, it crawled just fast enough to gain 10½ laps and the second place trophy. Joe settled for third today.

Although turn-out was lighter than normal, it was certainly a weekend that will be remembered by those who attended. One will not soon forget the eerie feeling created when your boat disappears momentarily into a patch of fog. But as the

beautiful digital clock trophies were being awarded, the cold and fog were soon forgotten. The hands and noses quickly warmed up and all that remained were the memories of good racing, hot chocolate and humorous incidents in the Fall air.

Cathie Galbraith

RESULTS

A STOCK TUNNEL:

1. Norm Teague
2. Hap Miller
3. Nancy Miller
4. Jack Garcia
5. Don Wicks
6. Tom Haggerty
7. Mike Boundy

8. Frank Hu
9. Frank Leggio
10. Nick Hallinan

B STOCK TUNNEL:

1. John Cochrane
2. Cathie Galbraith

3. Frank Hu
4. Tom Haggerty
5. Joe Monohan
6. Jay Selby
7. Nick Hallinan
8. Jim Aubrey
9. Dick Vale
10. Jack Oxley

1. Norm Teague
2. Jack Garcia
3. Cathie Galbraith
4. Al Williamson
5. Jack Oxley
6. Bruce Gaines

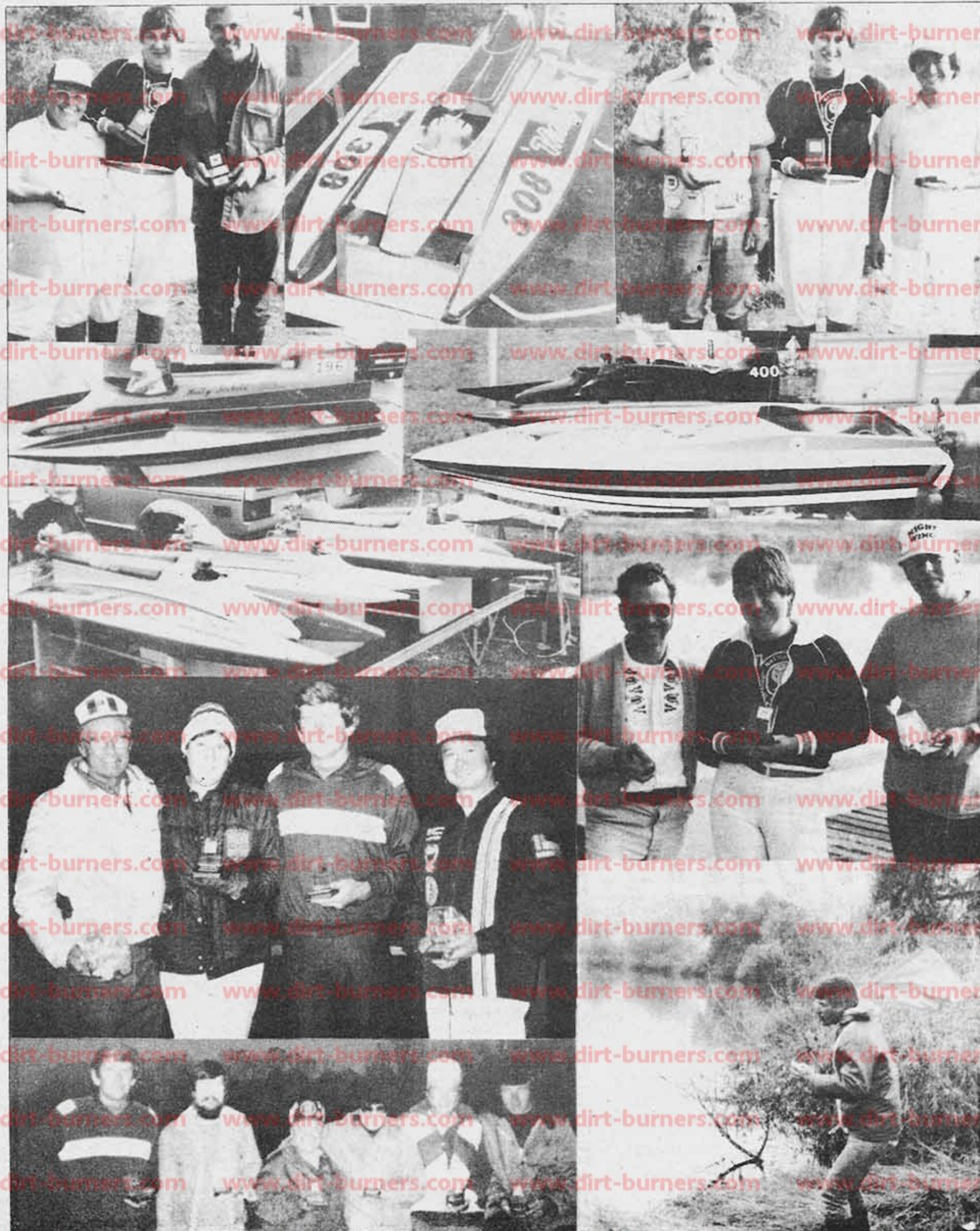
MODIFIED TUNNEL:

1. Frank Hu
2. Cathie Galbraith
3. Joe Monohan
4. Gene Godfrey
5. Bud Jones
6. Al Williamson
7. Nick Hallinan
8. Jack Oxley
9. Norm Teague

D DEEP-VEE:

1. John Cochrane

OUTBOARD HYDRO:



(Clockwise from top left) Winners of the A OB Hydro: Norm Teague (r), Cathie Galbraith (cntr), and Jack Garcia (l); Bob Gonzales' OB (no. 300); A MOD Tunnel winners: Frank Hu (r), Cathie Galbraith (ctr), Joe

Monohan (l); A OB Mono winners: Al Williamson (r), Galbraith (ctr), Jack Horwitz (l); Craig Ingeles, Hagman; Winners of A OB; Winners of B OB. Kustom Colors. Photo. Pam Stewart.

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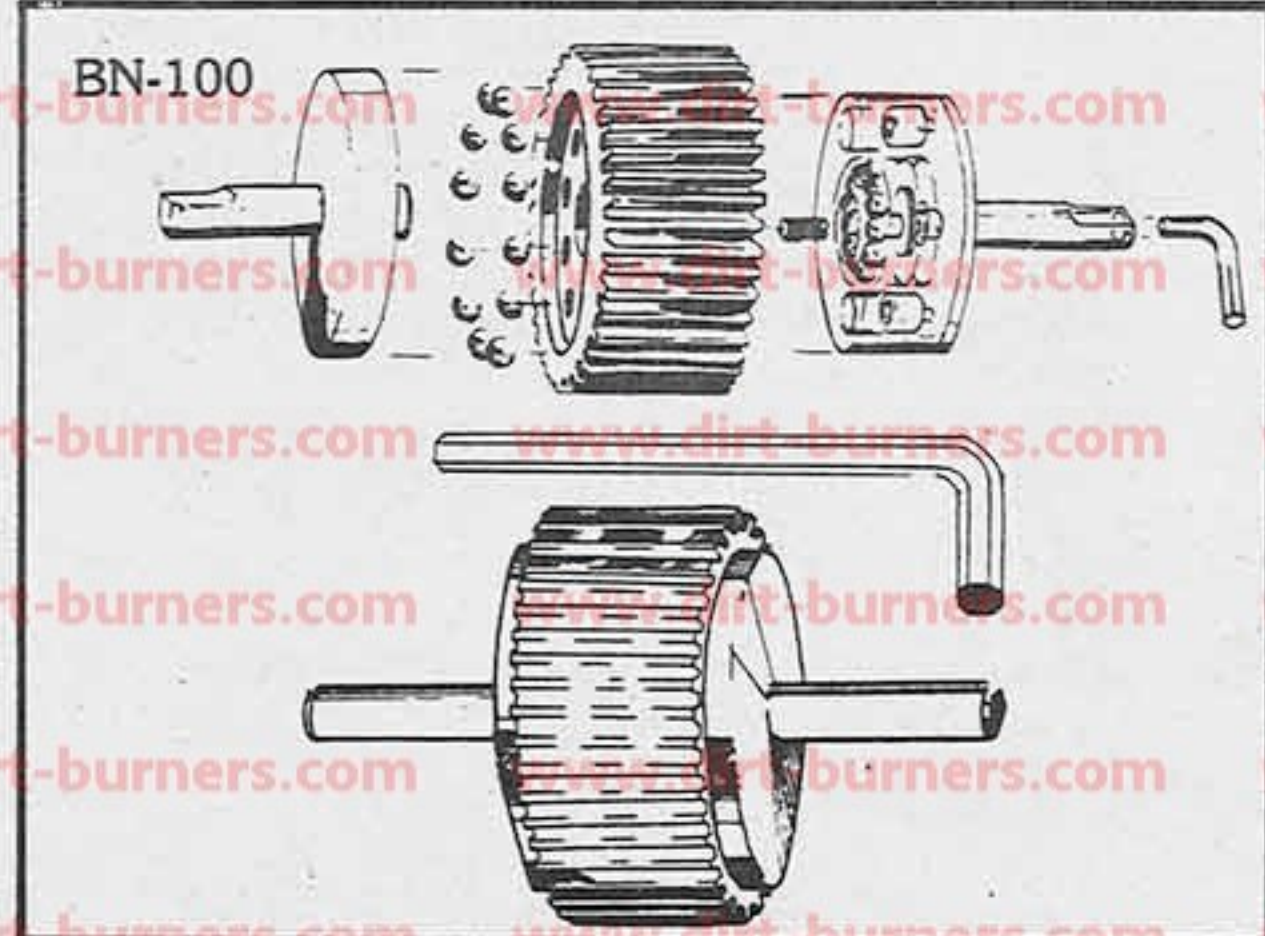
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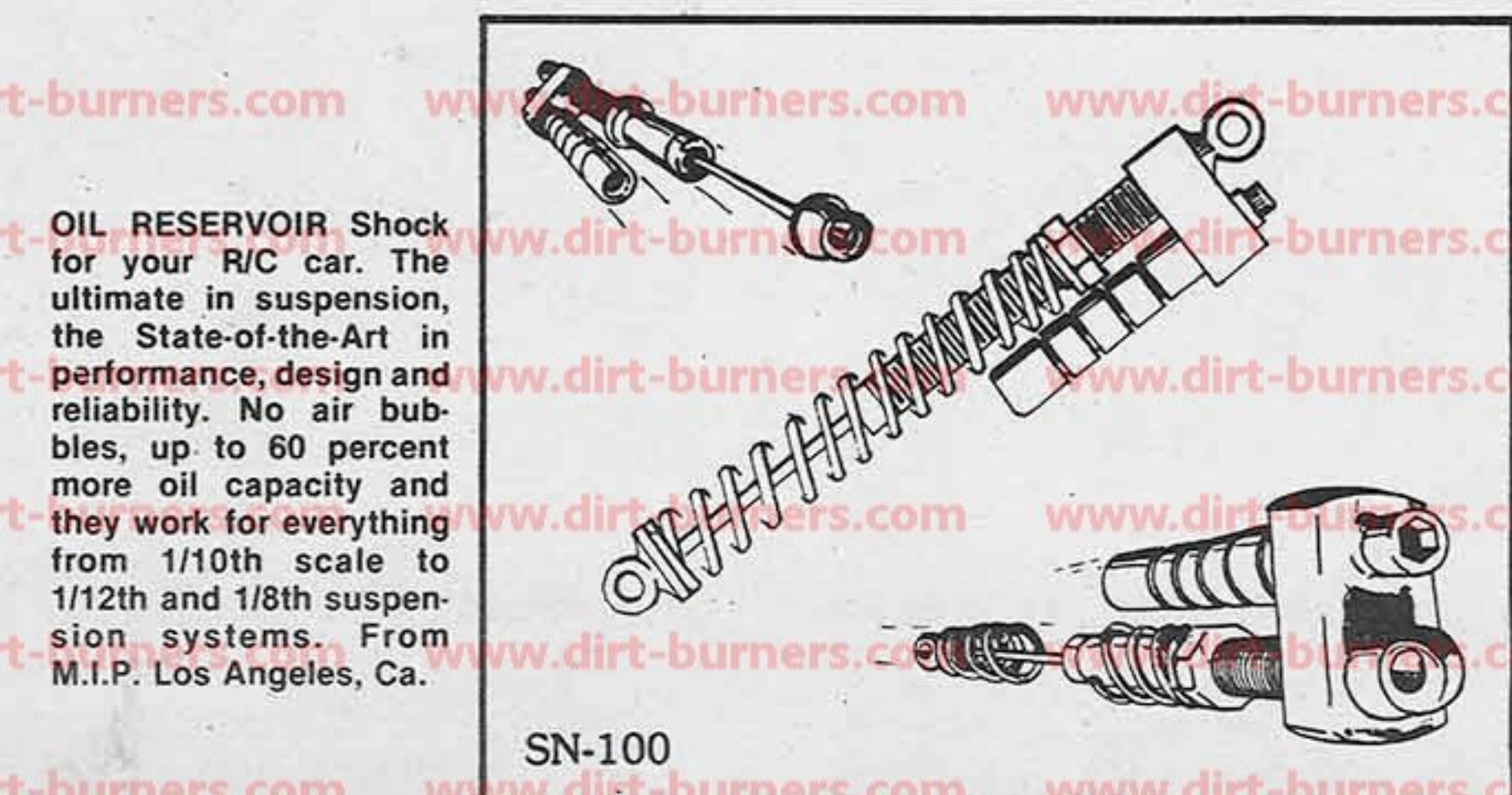
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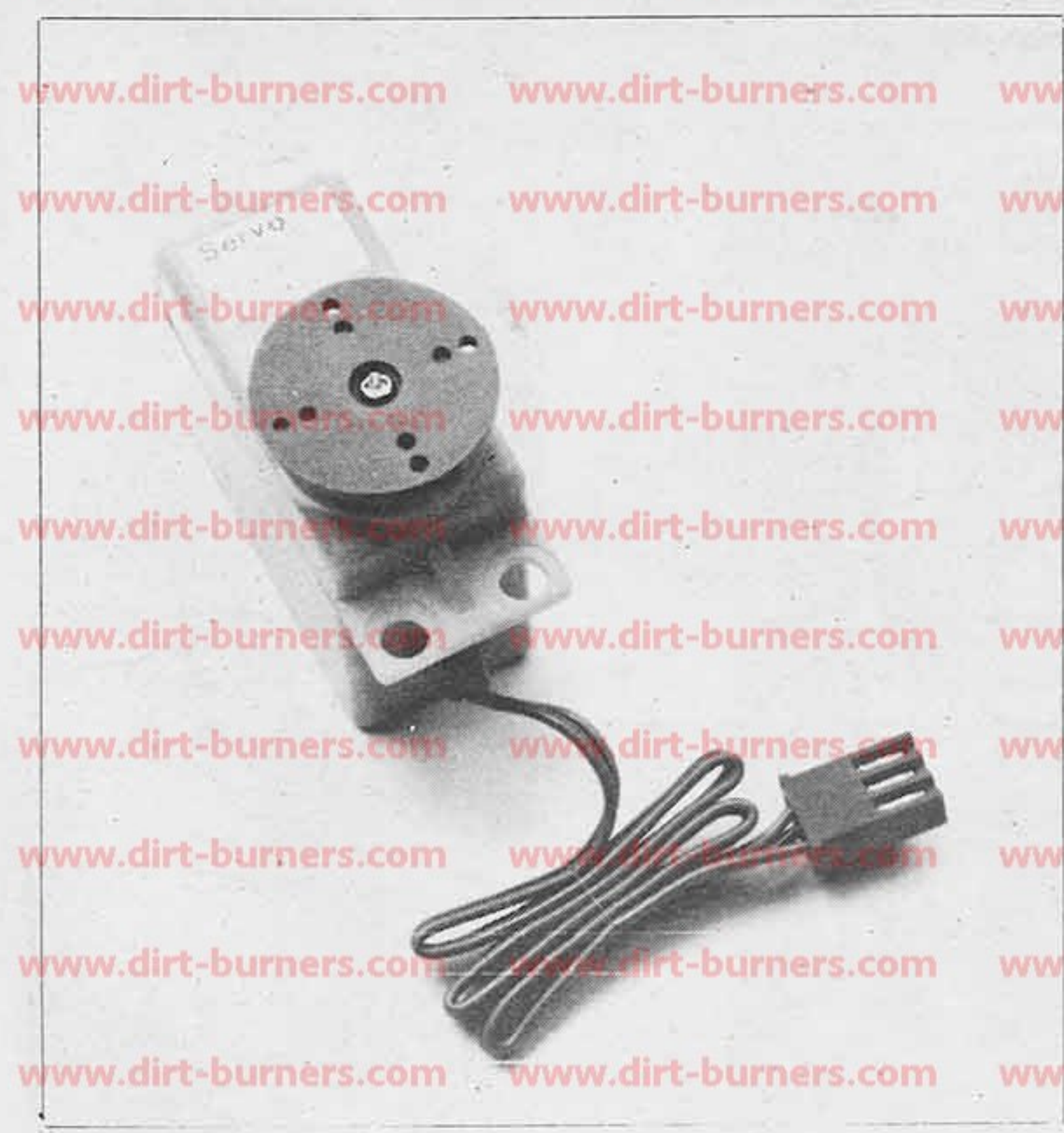
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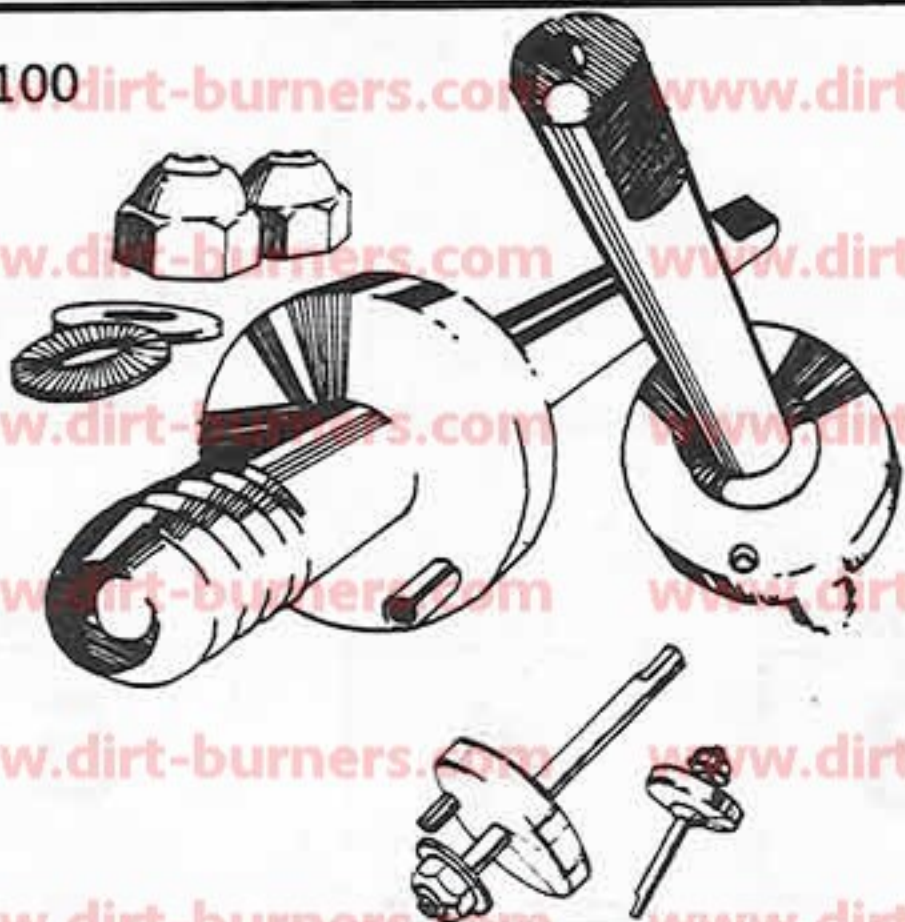


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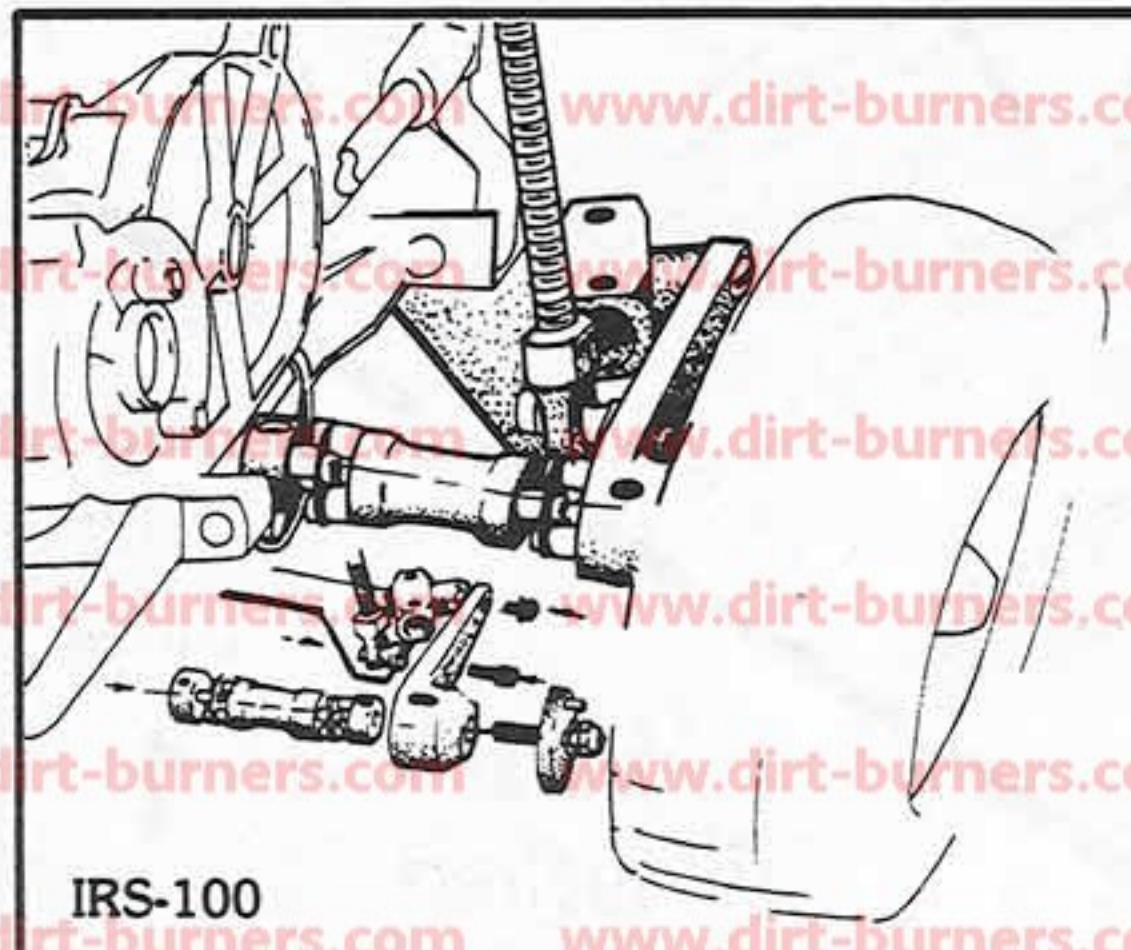
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The NEW RC Frequency Com

We are delighted to be THE FIRST publication to release the latest information regarding the "new channels" or frequencies being made available for R/C airplanes, cars and boats.

An entire new band has been made available for boats and cars in the 75 Mhz that provides eleven (11) new channels in addition to the six frequencies currently available in 27 Mhz and the three "shared" in 72 Mhz, making it a total of 20 usable channels.

R/C airplanes will now have a total of 18 frequencies (channels) for their use including 11 new ones.

What this means is that now more than ever there will be no need to "cross-over" into unauthorized frequencies whenever you run your R/C boat, car or airplane.

We suggest you save this chart for your reference and that you comply with the authorized frequencies. For further information regarding your radio system and how it can be re-tuned we suggest you contact the manufacturer directly, they will be glad to answer any of your questions.

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NEW: Channel 12 (72.030), Channel 38 (72.550), Channel 40 (72.590), Channel 42 (72.630), Channel 44 (72.670), Channel 46 (72.710), Channel 48 (72.750), Channel 50 (72.790), Channel 52 (72.830), Channel 54 (72.870), Channel 56 (72.910).

New frequencies are identified by a channel number and a new color scheme (see the drawing below). The color codes on the old frequencies remain the same.

NOTE: Previously used frequencies in the 27 and 53 MHz bands remain legal. Model fliers generally avoid 27 MHz due to the possibility of interference from CB operations. 53 MHz is for licensed amateur radio operators only.

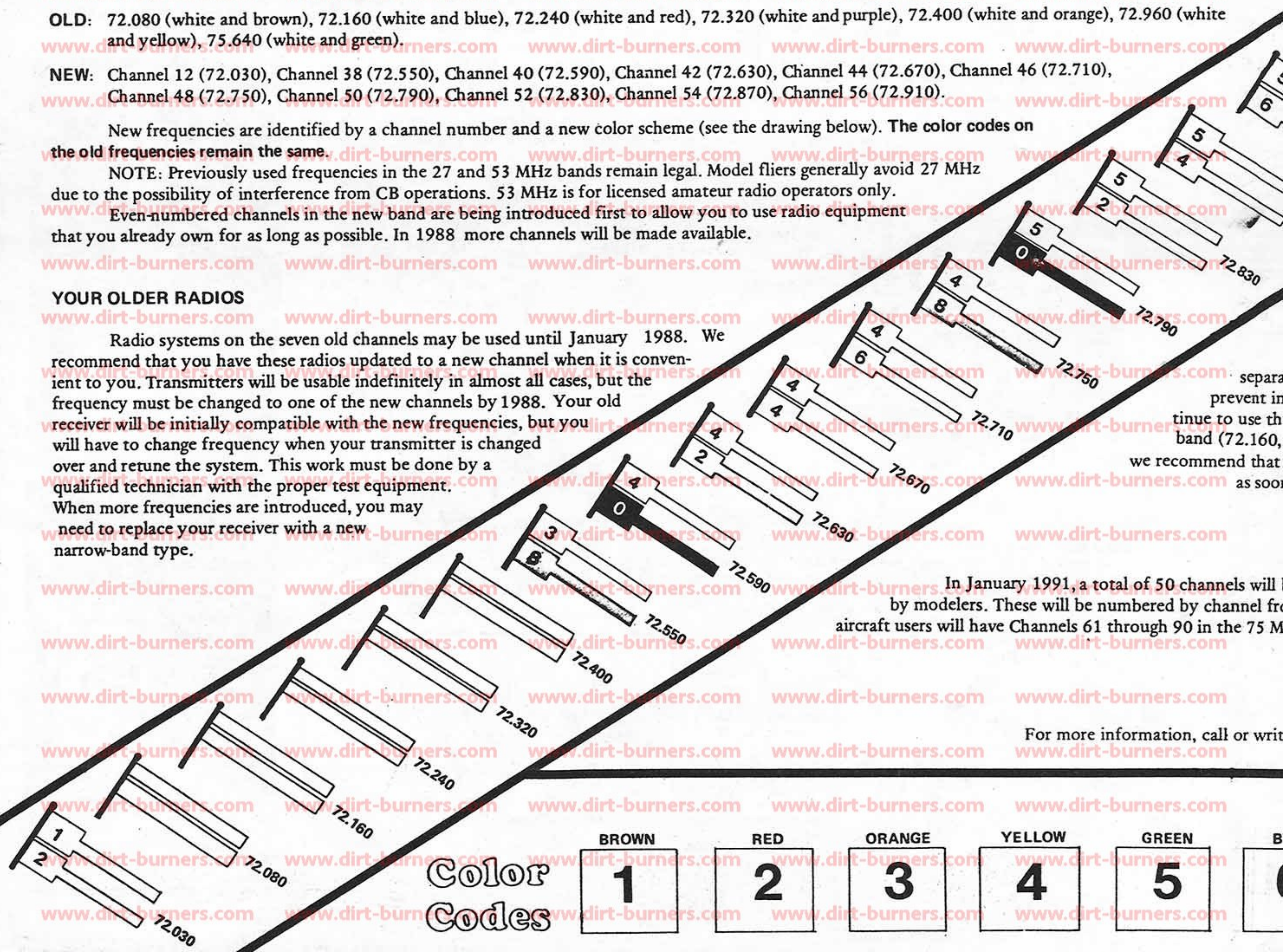
Even-numbered channels in the new band are being introduced first to allow you to use radio equipment that you already own for as long as possible. In 1988 more channels will be made available.

YOUR OLDER RADIOS

Radio systems on the seven old channels may be used until January 1988. We recommend that you have these radios updated to a new channel when it is convenient to you. Transmitters will be usable indefinitely in almost all cases, but the frequency must be changed to one of the new channels by 1988. Your old receiver will be initially compatible with the new frequencies, but you will have to change frequency when your transmitter is changed over and retune the system. This work must be done by a qualified technician with the proper test equipment. When more frequencies are introduced, you may need to replace your receiver with a new narrow-band type.

In January 1991, a total of 50 channels will be available for use by modelers. These will be numbered by channel from 1 through 50. Aircraft users will have Channels 61 through 90 in the 75 MHz band.

For more information, call or write to the manufacturer.



Color Codes

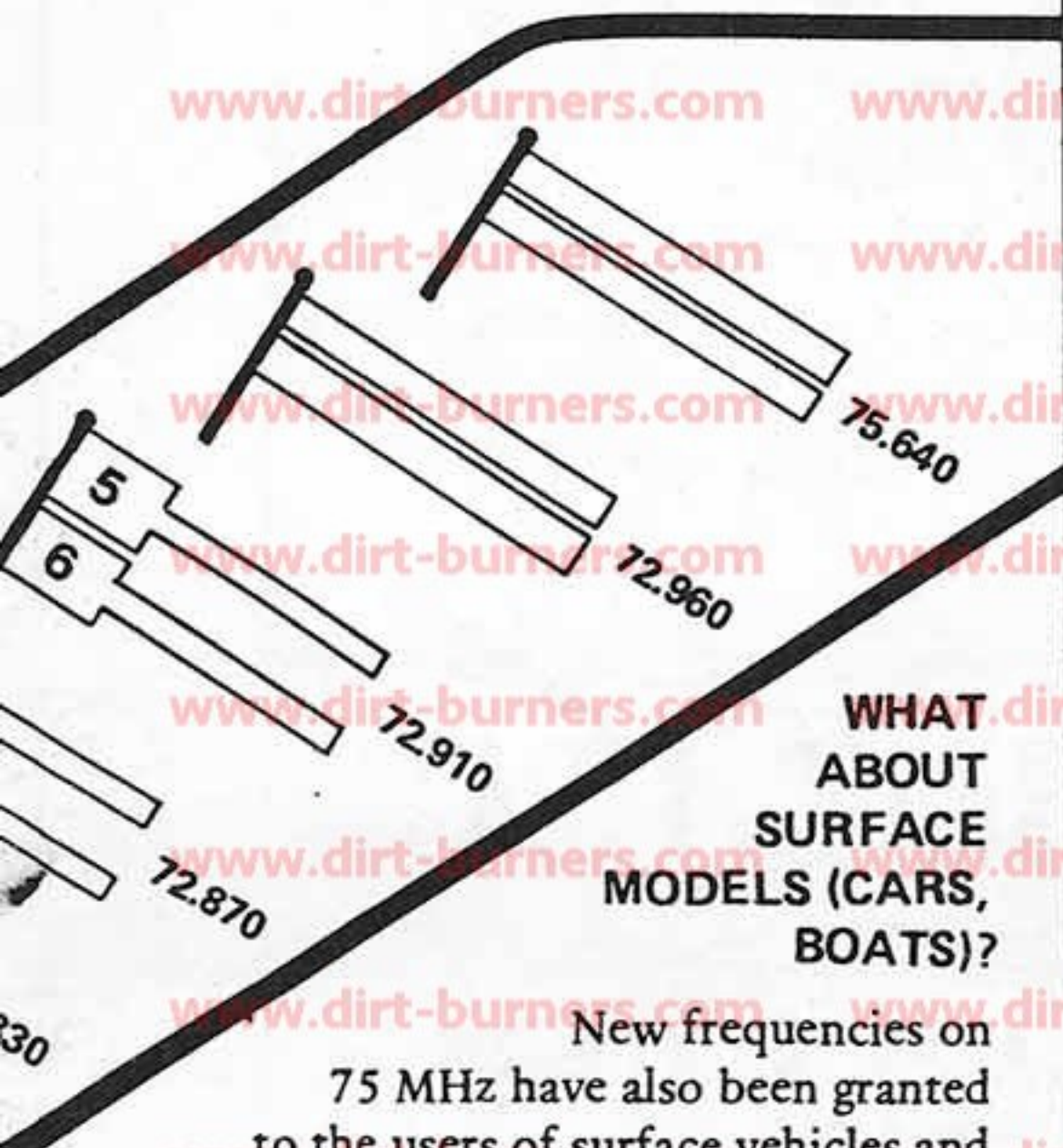
BROWN	RED	ORANGE	YELLOW	GREEN	BLUE
1	2	3	4	5	6

Control System

SAVE THIS CHART!

72 Mhz

Aircraft Only



WHAT ABOUT SURFACE MODELS (CARS, BOATS)?

New frequencies on 75 MHz have also been granted to the users of surface vehicles and boats. Eleven new channels have been set aside for these modelers, with enough separation from the "aircraft only" channels to prevent interference. These modelers may also continue to use the shared "old" frequencies in the 72 MHz band (72.160, 72.320, 72.960) until January 1988, but they should change to one of their new channels as soon as it is convenient to avoid interference.

THE FUTURE

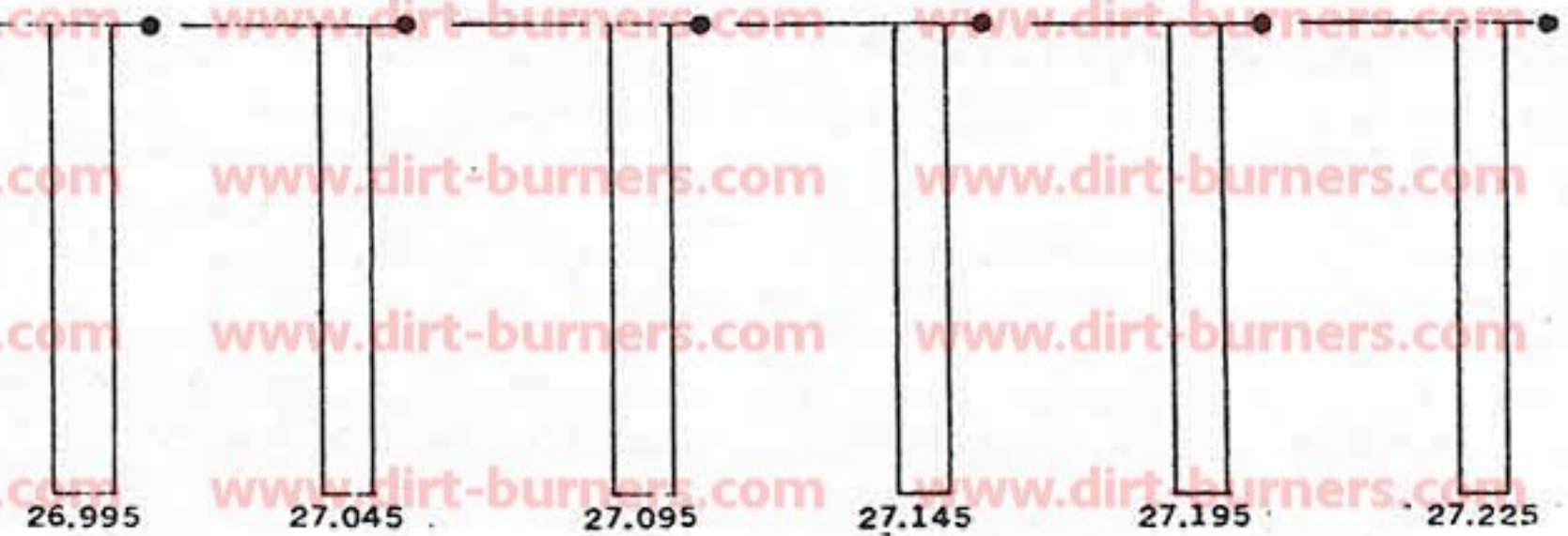
Channels 62 through 60 will be available for "aircraft only" operation in the 72 MHz band. Non-aviation channels 11 through Channel 60. Non-aviation channels 11 through Channel 60. Non-aviation channels 11 through Channel 60. Properly-licensed modelers may continue to use 73MHz band.

For more information, write AMA Headquarters.

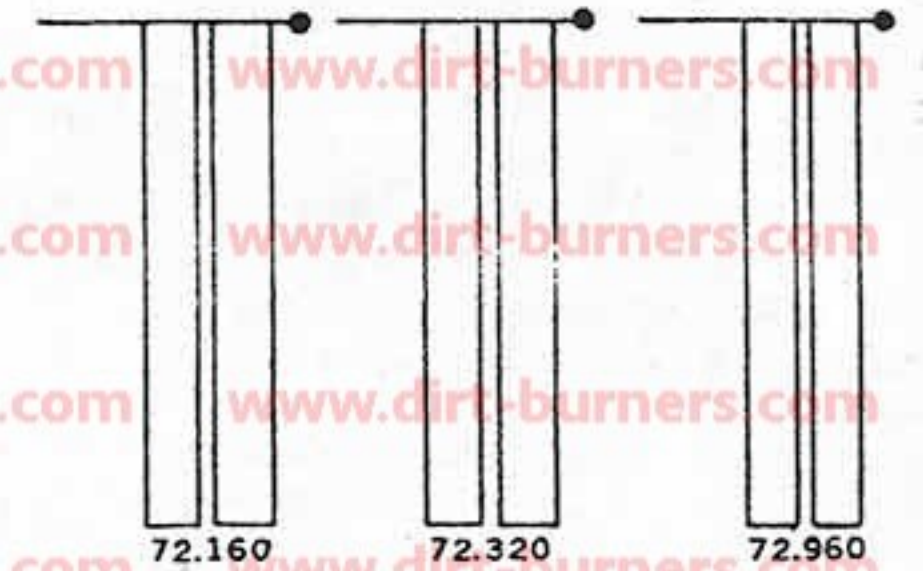
RC FREQUENCY SYSTEM

...FOR CARS & BOATS

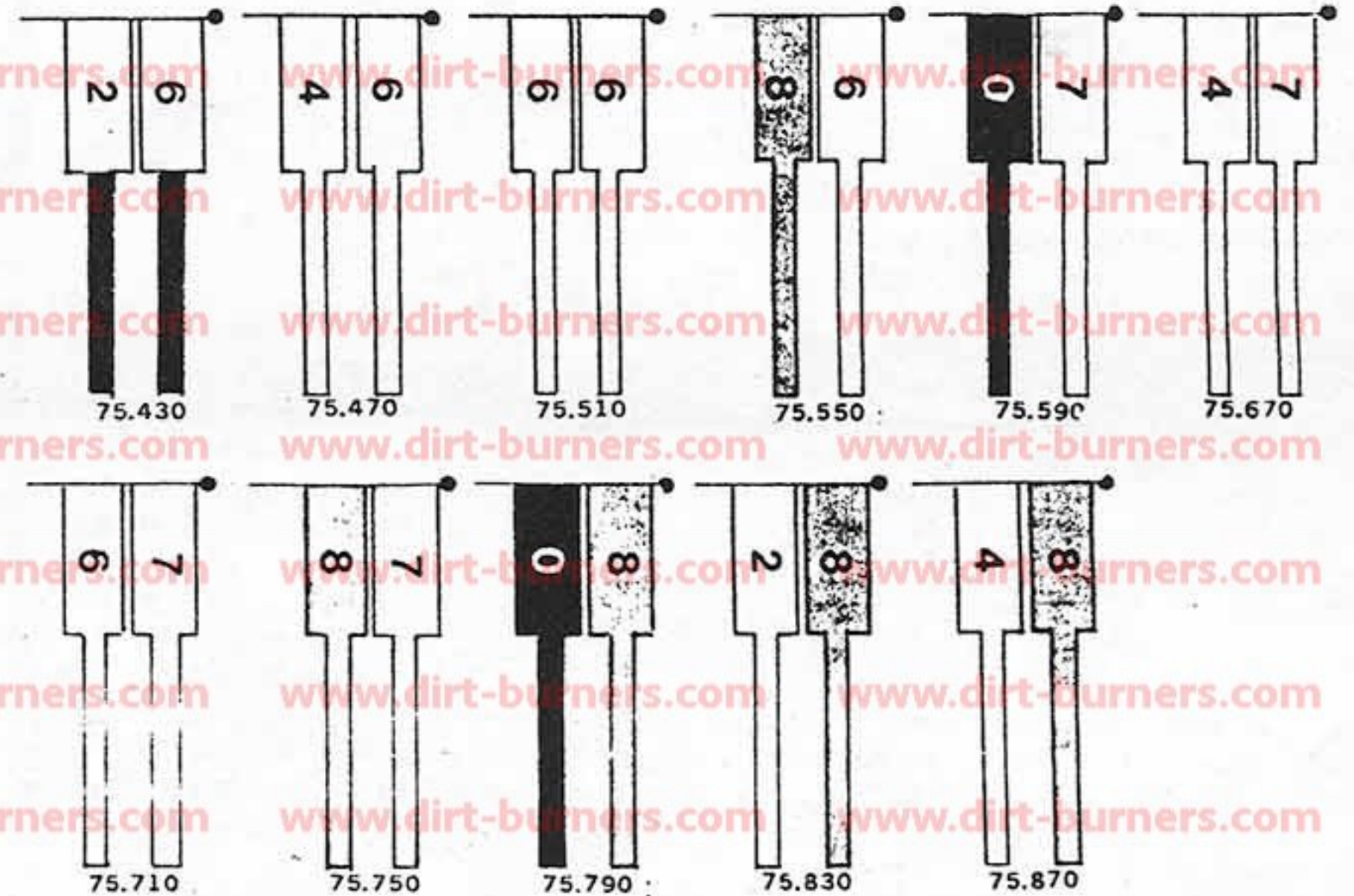
THE "OLD" 27 Mhz CHANNELS are usable with no restrictions on the type of model controlled. You are permitted to switch crystals to change frequency within this band without re-tuning.



THE "OLD" SHARED FREQUENCIES IN THE 72 MHz BAND are still usable until January 1988. Since these channels are shared with radio controlled planes, you should change to another channel as soon as you can, to avoid interference to your model and others. After January 1988, these channels will be phased out. Your present equipment will still be usable if re-tuned to another frequency, either in the 27 Mhz band (above) or the 75 Mhz band (below).



THE NEW CHANNELS are designated by a channel number shown on the colored flag. Eleven new channels are now available. Most older radios can be re-tuned to one of these new channels simply and cheaply. The re-tuning must be done by a qualified engineer or the radio manufacturer. New radios should be available on these channels, or be convertible by the manufacturer.



THE NEW FREQUENCY FLAGS carry a number as well as a color code, because the new channels are designated by number. As of now, new channels 62, 64, 66, 68, 70, 74, 76, 78, 80, 82 and 84 are available. The six channels in the 27 Mhz band, designated by their color code, are also usable and will not change. The three frequencies in the 72 Mhz band (blue & white, purple & white, yellow & white) are usable until January 1988, but they should be changed as soon as possible because they are shared with model airplanes. In January 1988, there will be a total of 18 channels (12 new, 6 in the 27 MHz band) for use by surface models; in 1991, there will be a total of 36 channels.

THESE CHANNELS ARE FOR CARS, BOATS, AND OTHER NON-FLYING MODELS ONLY!

To prevent interference and loss of control of your model or others' models, please do not use radios on these channels in a model airplane, or a radio on an airplane-only channel in a surface model. If you buy a radio on one of the old 72 Mhz frequencies, it is easy and cheap to convert it to one of the exclusive new channels. Check with your dealer or the radio manufacturer.

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Academy of Model Aeronautics

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PURPLE

GRAY

WHITE

BLACK

6

7

8

9

0



RCECC...

Big Entry For a GT Electric Race.

Story by Glenn Kawamae

Wow! Big race this month, as 38 racers came out for our third race in the G.T. Series.

The track was set up and swept and Butch Farm took over the duties of Race Director. Racing started a little late but everything went so smoothly that nothing was sacrificed and racing ended at about the normal time.

The E Main was exciting, with what came down to being new racers against young racers. Carl Nakagawa in his third race, got the early lead followed by second-time racer Mark Kerfeld, and third-time racer Calvin Chew. These guys were being pushed by 8 year old, Bentley Pai and 9 year old, Ryan Honbo. David Steiner was in 6th and James Lazare who couldn't leave the starting line, was bringing up the rear.

By the 4th lap the pattern was set, Mark got by Carl. Calvin still maintained 3rd followed by the two youngsters. On lap nine Calvin Chew moved into second over Carl Nakagawa, with Honbo now into the fourth spot. Bentley Pai by now had fallen a lap behind the leaders. On lap 10 Calvin pulled his car off the track and lost a lap - putting him out of contention. Mark Kerfeld, by this time, had continued to lead, stretching it out. By lap 20, Mark had lapped Carl and Ryan both. And so it ended with Kerfeld in first, Nakagawa in second and Honbo in third.

The D Main was a runaway. Elton Yoneda, who had trouble all day, led from the start to finish putting 2 laps between himself and the next closest racer. The battle for second was tough. All the racers; Jim Suderman, Rodney Imai, Darryl Yuuki, Angel Guzman, Pete Bissonnette and Terry Iwamoto; were into it at the beginning. Rodney was the first to succumb to the pressure, followed by Jim, who was in second place during the first three laps. Then Pete fell back leaving it to Darryl, Angel (Gilbert), and Terry to fight it out. These three were all on the same lap at the end with Terry Iwamoto taking second; Gilbert Guzman, third and Darryl Yuuki in fourth. All in all, very tough racing.

The C Main had Mike Uyemura lead early in the first few laps, followed by Gene Niihau. In the first lap Donald Takenaka held on to third but shortly began to fade back. Louie Vierra moved into third followed by Wayne Onoyama with Mike Rapoza in the 5th spot. Ken Alagan managed two laps but was out of the race with mechanical problems. On lap six, Gene got the lead from Mike, while Mike had to pull his car off the track to make repairs. Richard Ganotisi moved through the pack and was now in second.

Wayne got by Louie to hold on to the third spot.

Then on lap 12 Ganotisi made his move with one big burst of speed and got by Niihau. But Gene Niihau was not to have any of this and by the following lap he had passed Richard Ganotisi again. After this it appeared that none of the leaders had enough speed or power to pass anyone else, so that's the way it ended, with Gene Niihau in first, Richard Ganotisi, second and Wayne Onoyama in third, all in the same lap.

B Main was another close race and very surprising for one racer. Earl Honbo in his sixth race (previously never higher than a D Main) took off with the lead over the likes of Francis Aki, Norman Uyeno, Beau Peterson, Richard Ito, Richard Robertson and Leroy Lee. By lap three Aki had taken over the lead with Earl in second, Beau, third and Norman in fourth. By the time lap number seven came around these four racers had lapped the entire field. On lap 11, Beau got by Earl to hold on to the second spot while Norman had fallen back - and by lap 13 he was lapped by the leaders. Francis Aki was to hold on to the lead all the way to the finish, but second place was still up for grabs. Then it happened. With only two laps to go, Earl Honbo made his move and got by Beau Peterson, who was "dumping" badly. Honbo was able to hold on to second while Peterson held on for third. All three racers were on the same lap. Congratulations to Francis Aki for winning a real tough one and to Earl Honbo for his best finish ever.

Now the A Main. Vernon Pai in his first A Main appearance since May 1982 got a fantastic start and lead the entire field by about 40 feet. The field followed with Glenn Kawamae, Jun Shudo, Andrew Young, Marshall Mizobe, Jay Nakahara, Keevan Inouye, Butch Farm and Russell Miwa, in that order. By lap six the field had thinned out somewhat and Pai, who had held a commanding lead for about 5 laps, was now being pushed by Kawamae and Shudo. Glenn Kawamae got by Vernon to take over first, Pai was second and Shudo third. By lap 17, Glenn Kawamae had lapped Jun Shudo but was still being chased by Vernon Pai. Then 8 laps from the end of the race, Kawamae had stretched his lead and now lapped second place Vernon Pai. Now the battle was for second and on lap 31 Jun Shudo made his move and got by Vernon Pai for the second spot.

Glenn Kawamae won his first A Main in four months. (Ace reporter and now Ace driver once again! ED) Noteworthy was Andrew Young who was in the A Main for the first time and finished in 4th ahead of the likes of Butch Farm, Marshall Mizobe and Keevan Inouye. It was an excellent race day, especially for this reporter.

Glenn Kawamae

RESULTS

A MAIN:
1. Glenn Kawamae...32 laps (Assoc)

2. Jun Shudo...31 (AYK)
3. Vernon Pai...31 (Assoc)
4. Andrew Young...30 (AYK)
5. Butch Farm...(TQ)...30 (Parma)
6. Marshall Mizobe...29 (Scratch)
7. Keevan Inouye...21 (Parma)
8. Jay Nakahara...16 (AYK)
9. Russell Miwa...2 (Parma)

B MAIN:

1. Francis Aki...30 (AYK)
2. Earl Honbo...30 (Assoc)
3. Beau Peterson...30 (AYK)
4. Richard Robertson...TQ...28 (BoLink)
5. Leroy Lee...26 (Assoc)
6. Richard Ito...25 (AYK)
7. Norman Uyeno...14 (AYK)

C MAIN:

1. Gene Niihau...28 (Assoc)
2. Richard Ganotisi...28 (Assoc)
3. Wayne Onoyama...28 (AYK)
4. Louis Vierra...27 (AYK)

5. Mike Uyemura...TQ...21 (Parma)
6. Mike Rapoza...20 (Assoc)
7. Donald Takenaka...19 (Assoc)
8. Ken Alagan...2 (RCE)

D MAIN:

1. Elton Yoneda...25 (AYK)
2. Terry Iwamoto...23 (Parma) TQ
3. Gilbert Guzman...23 (Assoc)
4. Darryl Yuuki...23 (AYK)
5. Pete Bissonnette...21 (Assoc)
6. Jim Suderman...19 (Assoc)
7. Rodney Imai...17 (AYK)

E MAIN:

1. Mark Kerfeld...23 (Assoc)
2. Carl Nakagawa...22 (Assoc) TQ
3. Ryan Honbo...22 (Parma)
4. Bentley Pai...21 (Assoc)
5. Calvin Chu...21 (Assoc)
6. David Steiner...4 (Assoc)
7. James Lazare...0 (Assoc)

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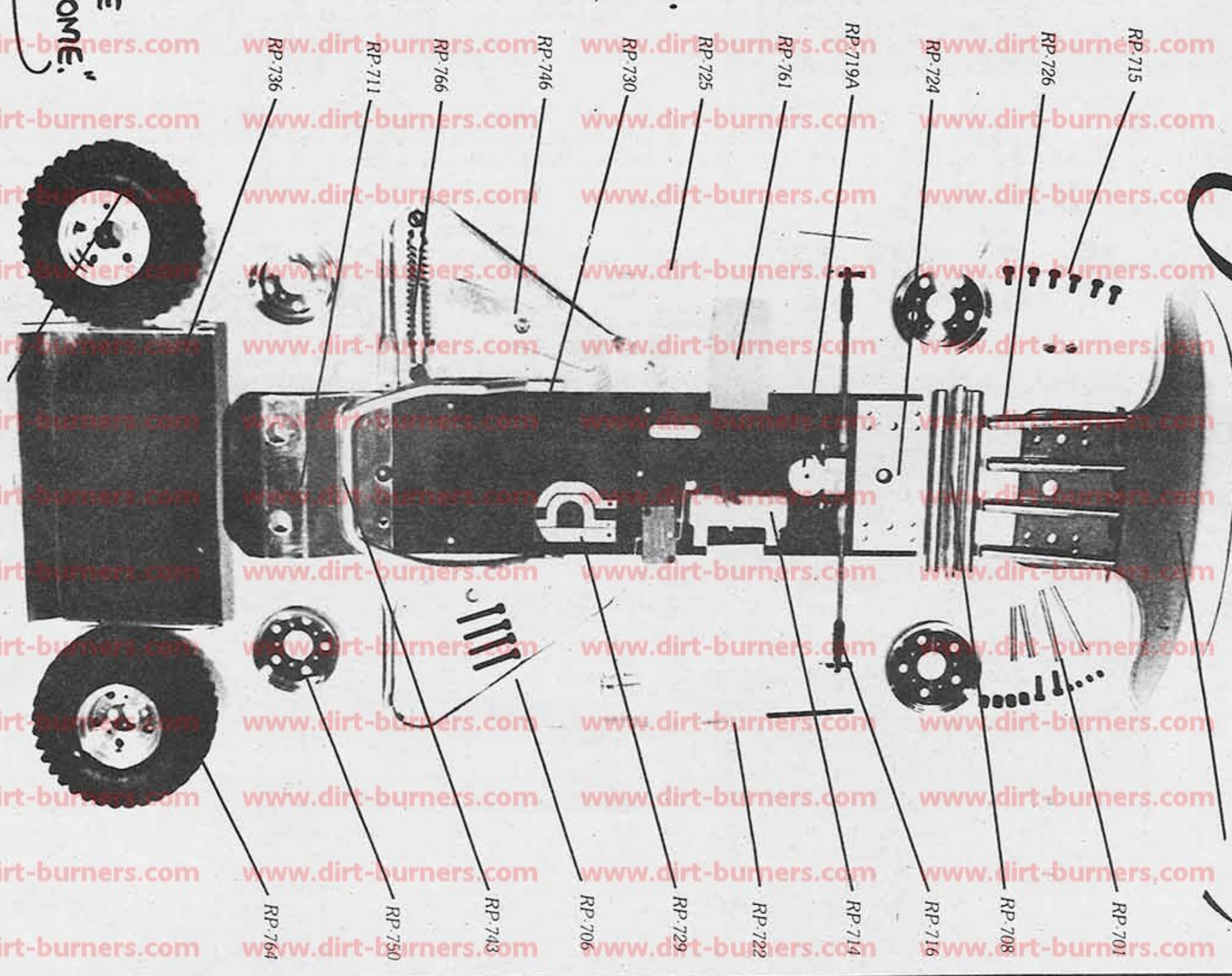
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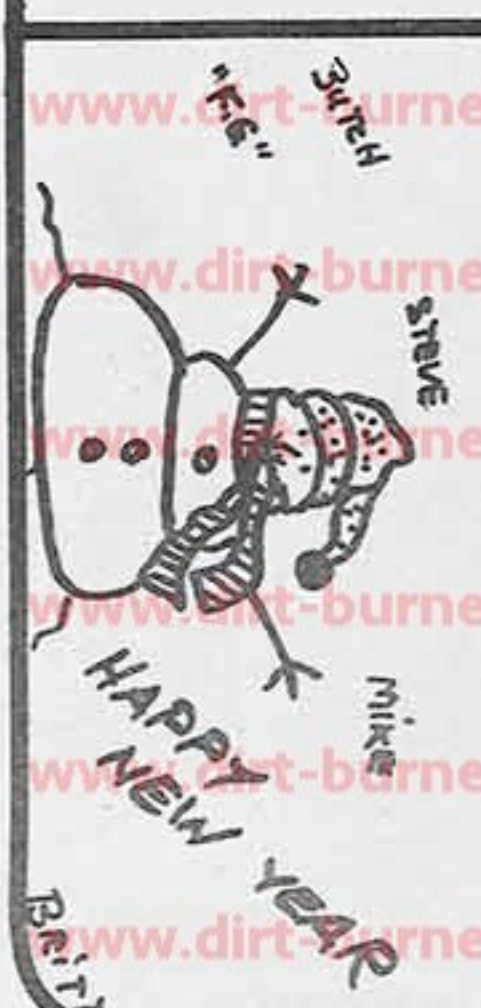
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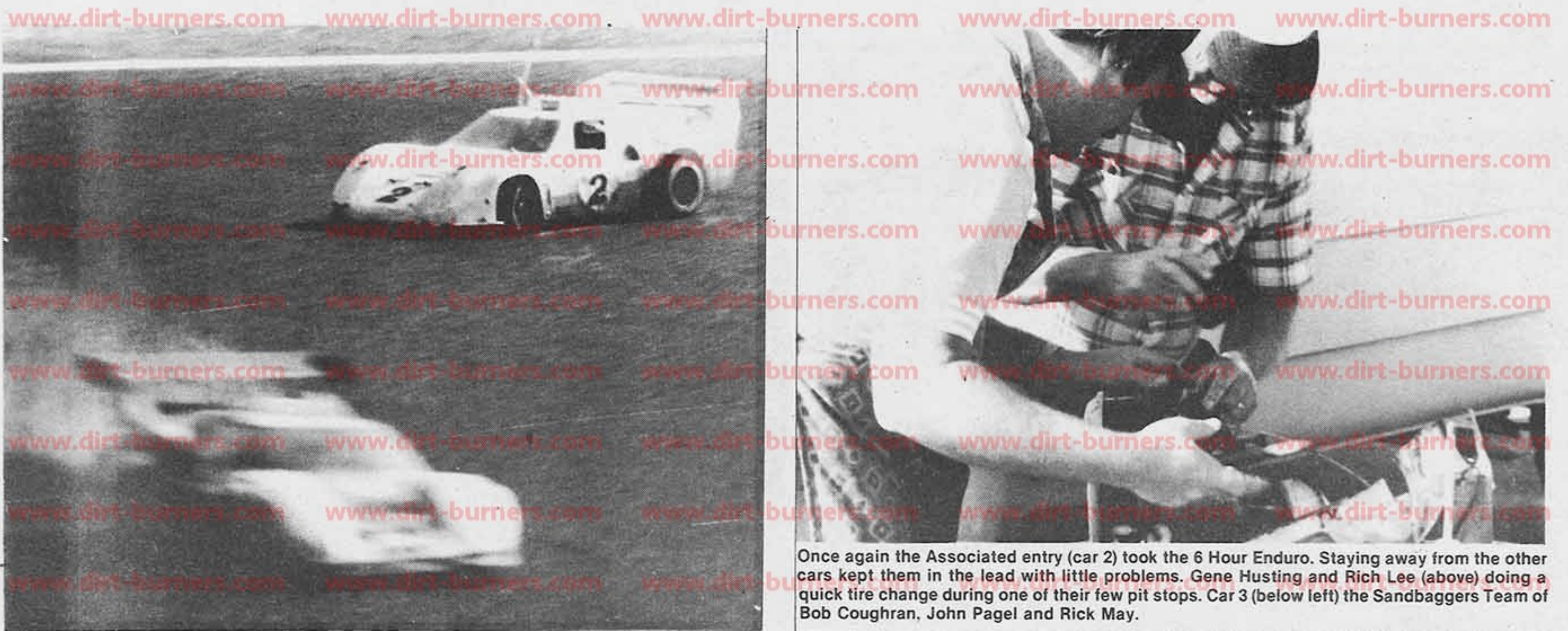
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Once again the Associated entry (car 2) took the 6 Hour Enduro. Staying away from the other cars kept them in the lead with little problems. Gene Husting and Rich Lee (above) doing a quick tire change during one of their few pit stops. Car 3 (below left) the Sandbaggers Team of Bob Coughran, John Pagel and Rick May.

Coughran only had a one lap lead over Phelps. The rest of the field was thundering along, never with any kind of sustained serious challenge to the leaders. (See hour by hour lap chart).

Into the second hour the next team member had a turn at the wheel. The Sandbaggers' lead with Rick May driving was cut short due to a blown engine. Not the last one

dependable Rich Lee engine, is the key to their success. The R/C 500 car just goes where pointed and if the driver can keep his mental concentration, the car will perform. Associated once again used the Maseratti body with a double body-front for added protection. Gene Husting prepared the body-venting with a neat air tunnel leading into the engine compartment keeping the motor cool and running well.

It seems that tradition was once again maintained by Associated winning their second Enduro here. But traditions can be broken, except

Ventura 6hr. Tradition

... IT'S A GAS!!

Story by Richard Schwalm

November 14, 1982
Ventura, Ca.

Tradition was again upheld by the Ventura Roadrunners this past weekend.

To signal the end of the 1982 gas and electric racing season (27 total events), an Awards Banquet was held Saturday night and a 6 Hr. Enduro was held the next day on Sunday.

Top Club trophies in Stock and Modified electric went to Jay Duhon. Gas winner by six points was Bob Mathiesen, and Overall Points winner in all classes went to Troy Blanton.

Perfect California Sunday morning racing weather greeted all nine enduro teams: VENTURA DELTA - Doug Campbell, Les Ammann, and Jay Duhon; HMW RACING - Tom Wright, Dave Hume, and Steve Maddox; WILCOX & BAKER TEAM - Gary Wilcox, Jim Baker, and Terry Baker; DOUGLAS RACING - John and Tom Douglas, Glen Wilcox; THE SANDBAGGERS - Bob Coughran, Rick May, and John Pagel; were the local teams.

The rest of the field consisted of: OVERLAND FUEL TEAM - Jim Jones, Jim Atkinson, and Greg Stenten; B & B RACING - Benny Bullock, Ornan Valle, and Barry Newman; POMONA DELTA - Dean Brown, Dave Shuck, and Tom Wong; and fresh from their Del Mar Enduro win was ASSOCIATED RACING - Chuck Phelps, Rich Lee, and Gene Husting.

This enduro would be run with a



five minute break between each hour. The engines are stopped and the cars sit in the pit area with no adjustments allowed. The team members then change positions from driver-to-turn-marshall-to-lap counter each hour. This sharing of all duties makes for a smooth, efficient event.

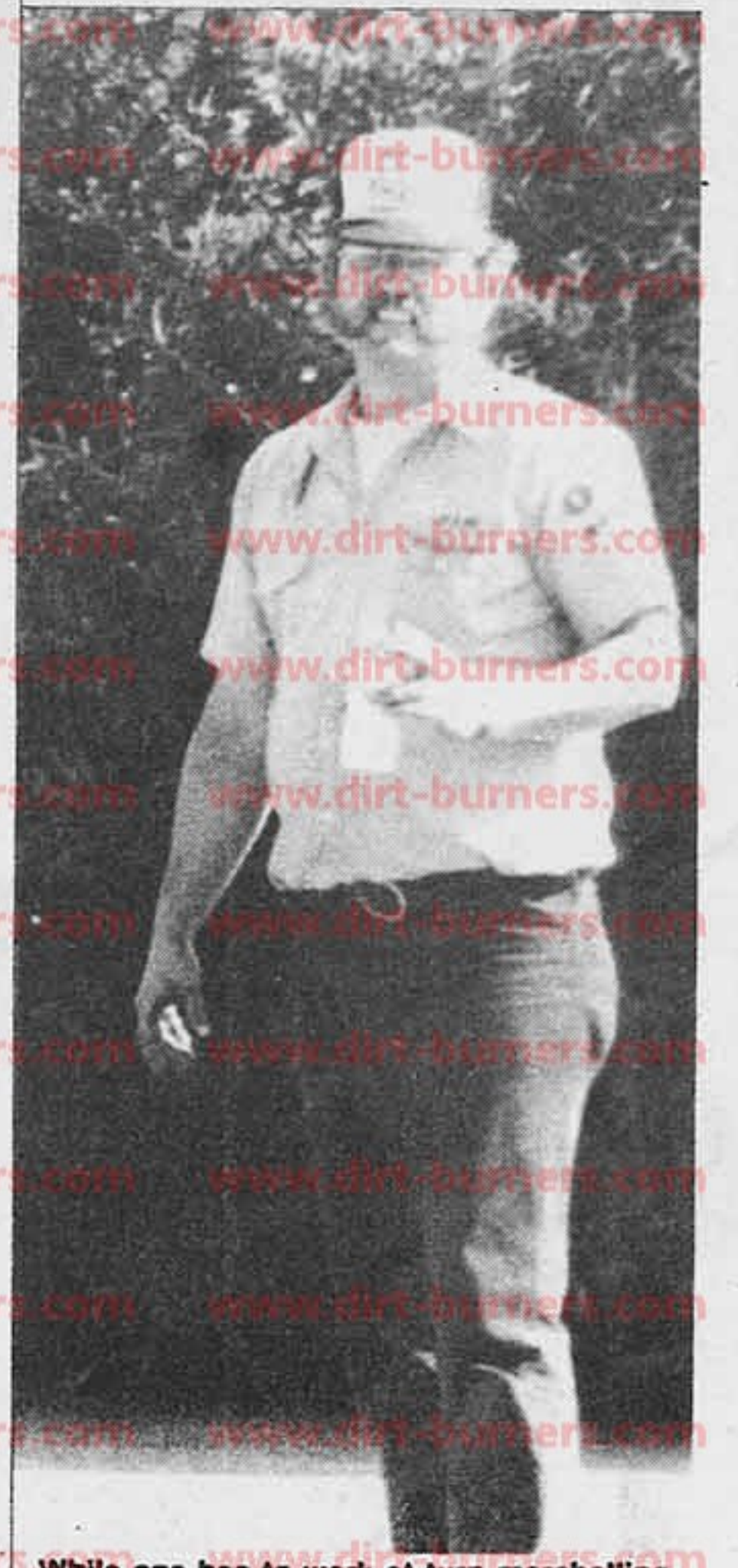
The green flag dropped at exactly 9:30 a.m. as drivers were anxiously waiting on the driver's stand, and the pit members dashed into the pit lane to grab their silent cars. Jam on the glow-plug connector, match-up the starter wheel to the engine flywheel, inhale the exhaust fumes for luck, and throw the car on the track, they're down and gone!

Associated Racing was the first team to record a lap with Chuck Phelps in control, followed by The Sandbaggers' Bob Coughran in hot pursuit. This pair of racers demonstrated a sixty minute driving lesson for all. Only a flame-out by each would interrupt their action. At the end of the first hour Bob

for them as it turned out or for most of the teams. In fact, blown motors became so routine that a special award may be presented next year for the highest total of destroyed engines. There were a couple of teams that went through three and four motors.

Meanwhile, Gene Husting of Associated Racing maintained a steady pace ending the second hour with a never-to-be-challenged lead of forty-four laps!

From hour three to the final sixth hour, Associated Racing continued to widen their lead. Would you believe 154 laps ahead of the field? They logged a total of 1055 laps. The way they did it was not by racing with the other cars but just driving steady and staying out of trouble. This marks the second Enduro in a row for this team and the second time in as many years that they have won the Ventura 6 HR. Enduro. Their car preparation, which by the way continues to be prepared by Rich Lee using his own very fast and



While one has to work at turn marshalling one does not have to go without! Jim Atkinson savoring the pause that refreshes.



DOUGLAS CON

Are those clowns bouncing off of each other again? Just think five more hours of this! Joe Tentschert turn-marshalling. RCRN

we'll have to wait until next year for the chance.
Keep on Racing.

Richard Schwalm
Ventura, Ca.

5. Bob Coughran...176
6. Jim Jones...151
7. Benny Bullock...146
8. Chuck Phelps...175
9. Dean Brown...110

HOUR 2

- TEAM:**
1. Les Ammann...143...(294)
 2. Dave Hume...17...(90)
 3. Jim Baker...62...(81)
 4. Tom Douglas...131...(240)
 5. Rick May...127...(303)
 6. Jim Atkinson...(144)...295
 7. Ornan Valle...83...(229)
 8. Gene Husting...172...(347)
 9. Dave Shuck...145...(255)

HOUR 3

- TEAM:**
1. Jay Duhon...136...(430)
 2. Steve Maddox...64...(144)
 3. Terry Baker...86...(167)
 4. Glen Wilcox...126...(366)
 5. John Pagel...160...(463)
 6. Greg Stenten...132...(427)
 7. Barry Newman...63...(292)
- (contd. next page)

RESULTS BY HOUR

TEAMS:

- No. 1 - Ventura Delta
- No. 2 - HMW Racing
- No. 3 - Wilcox & Baker
- No. 4 - Douglas Racing
- No. 5 - Sandbaggers
- No. 6 - Overland Fuel & Speed Shop
- No. 7 - B & B Racing
- No. 8 - Associated Racing
- No. 9 - Pomona Delta

HOUR 1

TEAM:

1. Doug Campbell...151 laps
2. Tom Wright...73
3. Gary Wilcox...19
4. John Douglas...109

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8. Rich Lee...176...523
9. Tom Wong...110...365

HOUR 4

- TEAM:
1. Doug Campbell...154...584
2. Tom Wright...79...223
3. Gary Wilcox...102...269
4. Tom Douglas...86...452
5. John Pagel...116...579
6. Jim Jones...168...595
7. Benny Bullock...9...301
8. Chuck Phelps...179...702
9. Dean Brown...140...505

HOUR 5

- TEAM:
1. Les Ammann...140...724
2. Dave Hume...120...343
3. Jim Baker...102...371
4. John Douglas...161...613
5. Bob Coughran...42...621
6. Jim Atkinson...163...758
7. Oran Valle...0...301
8. Gene Husting...170...872
9. Dave Shuck...123...628

HOUR 6

- TEAM:
1. Jay Duhon...143...867... Third
2. Steve Maddox...142...485... Seventh
3. Terry Baker...119...490... Eighth
4. Glen Wilcox...136...749... Fifth
5. Rick May...0...621... Sixth
6. Greg Stenter...141...899... Second
7. Barry Newman...0...301... Ninth
8. Rich Lee...181...1053... First
9. Tom Wong...161...789... Fourth

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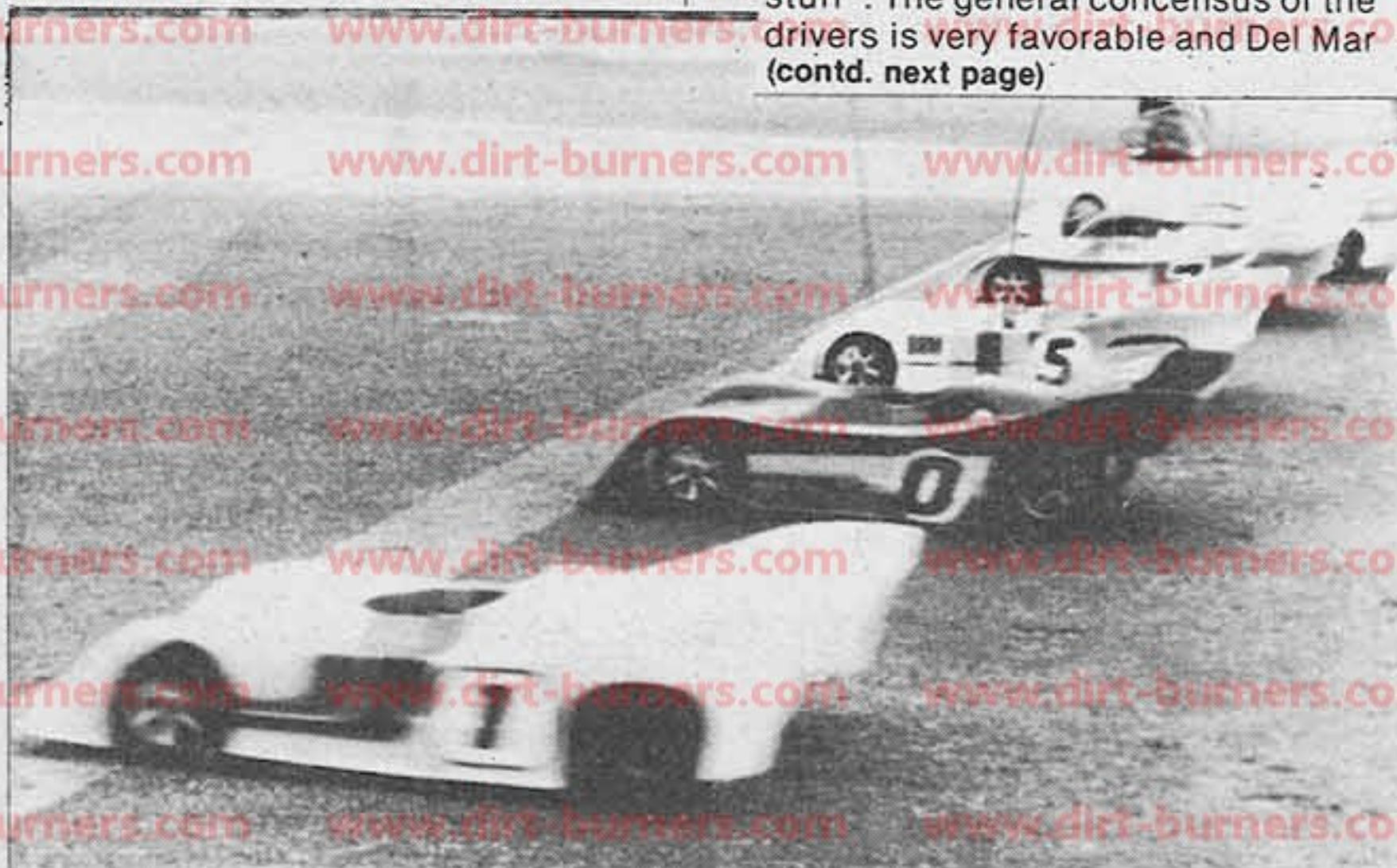
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(Above) Wide view of the Del Mar track. Below the line up for the A main. (Below left) A birds-eye view from the scoring/announcing tower. Photo. Gary Sherl

THE AMAZING MR. "T" Del Mar's 1/12



from the lower mains. Extra time was given him to get those red hot batteries back up as he moved from main to main. Those batteries may never be the same.

In any case, qualifying in Stock class started and after two rounds it was Tod Strain who TQ'ed with 37 laps in 8:04. In the Modified class, Top Qualifier went to Bruce Hickman with 40 laps in 8:01 min. Certainly not a new record for the track but tough enough for anyone to better during the mains.

Well Tentschert was able to better the Stock A Main time, but missed it by one lap in the Modified A.

Most of the drivers on hand today have already raced several times at Del Mar since it opened some four months ago and are beginning to get the track dialed in. The "bite" was a bit down in the morning but it came up after blowing out the dust and applying a little of the "magic stuff". The general consensus of the drivers is very favorable and Del Mar (contd. next page)

Story by Eric Grisham
Photos by Gary Sherl

November 7, 1982
Del Mar, Ca.

ROTTEN! ROTTEN! TERRIBLE! CHOKE! These were the cries overheard from the Randy Tentschert pits. It started as a terrible day for him.

AMAZING! UNBELIEVEABLE! FOR REAL? NO WAY! These were the cries from those who were there, when the day's racing was over and done and the packing up of the race equipment had begun.

What started out as really a bad day for 1/12th scale racer Randy Tentschert proved to be also one of his greater days since he's been racing. Troubles with Radio and batteries and little things had relegated Tentschert to the last mains in both the Stock and Modified classes. Certainly not indicative of his style of driving or his previous record. But in the end, Randy had managed to pull off one of the greatest feats of driving.

As announced in the morning during the Driver's meeting, two rounds of qualifying would be run for the A, B, C, mains and, fairly new to 1/12th scale electric racing, the "bump" system would be used. This means that if a racer wins a main lower

than the A main in either the Stock or Modified class, said racer can move up a main.

Today Randy Tentschert WON EVERY MAIN THAT WAS RUN. Unbelievable as it may seem, Randy won all five mains: C, B, A in Stock and B, A, in Modified. All the problems he had during qualifying were obviously resolved as he was able to move up from the lowest mains in both classes to take the A Mains in Stock and Modified.

This is really quite an accomplishment as everything has to be perfect for the racer to be able to accomplish this feat. Personally, I don't think that it can be done again, but to Randy's credit, he was able to take care of the nagging problems and put on five magnificent drives!

I mean to tell you with guys like Bruce and Mike Hickman around, Frank Killam, Chip Hayes, Doug Kott, and others of equal caliber, this was no "push over" group of racers. So it's really amazing for one person to do what Tentschert did.

The regular monthly 1/12th scale at Del Mar started around 11 a.m. with about 54 entries in Stock and Modified classes. Plenty of practice time was available for those who arrived early which were most of the racers. Once the qualifying heats got started though, the program was run tight and very smooth. The only hold up came at the end when Tentschert started to make his moves

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looks like it's going to be one of the better sites for some excellent 1/12th electric duels.

Notwithstanding the accomplishments of Randy Tentschert, there was also some fine racing for second, third and fourth spots. One such race was between Bruce Hickman, who finished just behind Tentschert in the Modified A and Frank Killam who was but a few feet behind at the end of the eight minutes. In the B Stock main, Allen Losi and Robert Bartlett went at it for a while before Allen was able to solidify his second spot.

Of course you can talk about all the racing that was going on but one thing remained constant... the fabulous drive that Randy Tentschert put on today. Can't wait for the next Del Mar race, on the first Sunday of December (5th). Maybe Randy can work it so he screws up during the qualifying rounds and try to duplicate today's feat. I say it can't be done again!

By the way, on Sunday, December 5th, the 1/12th race will start earlier than it has in the past. Most racers there voted to start the qualifying rounds by 9 a.m. or so, rather than 11 a.m. Thinking that they don't mind getting up early as long as they can get home early Sunday evening. So check in time is schedule for 7:30 am - 8:00 a.m. See you there!

E.G.

RESULTS

STOCK A MAIN:

1. Randy Tentschert...39-8:02
2. Tod Strain...38-8:12
3. Rick Templin...37-8:07
4. Larry Stanclift...36-8:05
5. Jeff Abrams...36-8:08
6. Terry Ballard...34-8:17
7. Rick Howart...DNF
8. Sonny Cummings...DNF
9. Bob Novak...DNF

STOCK B MAIN:

1. Randy Tentschert...37-8:01
2. Allen Losi...35-8:13
3. Robert Bartlett...33-8:01
4. Lucas Garneu...33-8:12
5. Fred Howart...32-8:14
6. Richard Soliz...28-8:10
7. Chuck B...18-7:39
8. Danny Thompson...10-8:01
9. Mark Grasso...DNF

STOCK C MAIN:

1. Randy Tentschert...37-8:07
2. Greg Paroccha...29-8:02
3. Andrea Espejo...29-8:03
4. Bob Stanclift...28-8:00
5. James Levy...28-8:08
6. Brad Bishop...DNF
7. Terry Kimble...24-8:05
8. Shawn Ireland...DNF

MODIFIED A MAIN:

1. Randy Tentschert...39-8:02
2. Bruce Hickman...39-8:02
3. Frank Killam...39-8:07
4. Mike Hickman...38-8:17
5. Chip Hayes...37-8:08
6. Mike Hunt...37-8:09
7. Doug Kott...36-8:09
8. Jeff Abrams...35-8:00
9. Bob Novak...35-8:11

MODIFIED B MAIN:

1. Randy Tentschert...38-8:30
2. Terry Baird...37-8:13
3. Don Rice...36-8:20
4. Wayne Taylor...35-8:12
5. Sam Elis...34-8:02
6. Bill Bandelin...34-8:09
7. Jeff Schwyler...32-8:06
8. Steve Hickman...32-8:06
9. Jim Busby...29-8:10
10. Chuck B...DNF
11. David Jerrall...DNF

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REGION 4 GAS CHAMP Steve Sanders Takes It!

Story by Joe Sullivan

October 23, 1982
Dallas, Texas

After a regrettable conflict in dates discovered too late to change anything, the Regional 4 Championships got underway on an absolutely beautiful weekend.

Since I was busy racing and wrenching on three cars I didn't get to watch too much so this report will be short.

Saturday qualifying brought some surprises. Joe Sullivan, ROAR Pres., has really gotten his RC500 working pretty well and dominated qualifying with an 18.21. Jeff Masterman (Houston) took second fastest with a 17.52, and he was followed by Steve Sanders (Dallas) at 17.30.

David Edwards (Oklahoma City) at 17.23 and Preston Keith (Oklahoma City) with a 17.14, were fourth and fifth respectively.

Sunday was more of the same for Sullivan - boosting his time to 18.47, almost 19 laps (57 sections to a lap). Steve Sanders moved into second best qualifier with 18.06, followed by Carl Petri (San Antonio) with an 18.06 for third. Jeff Masterman was unable to improve his time and slipped to fourth best qualifier and Gay Sullivan (Dallas) wound up right behind him with a 17.51 for fifth. This gal is really getting quick.

I didn't get to see too much of the mains which cost me dearly later on as we shall see.

The E Main was an easy win for Gary Ellis (Oklahoma City) who wound up ahead of Gene Goen (Dallas).

Floyd Clark (Dallas) held on to the lead over Lamar May (San Antonio) to win the D Main.

In the C Main we have Larry Moore (Oklahoma City) saying: "I shoulda made the A", as he ran off and hid from the rest of the field.

The B Main was the race of the day as Bailey Whitley (Dallas) and Preston Keith (Oklahoma City) swapped places several times. Preston was in front when it counted to win by less than a car length.

A MAIN TIME. Was it going to be a Joe Sullivan runaway like qualifying indicated? Would there be any surprises? Does the sun come up in the East?

They're off! Jeff Masterman, Carl Petri, Steve Sanders and Gay Sullivan - quite a collection of talent, and they're all ahead of me! Good grief! When am I going to learn to start decently? Oh well, shouldn't be any problem, I'll just reel them in... Uhm! Seems kind of slick out here. Second place now... ah, there is the leader... I'll just tuck in real close and... darn! Didn't expect him to stop... ran right into the back of his car... both cars OK... made my

move. Cheers from the crowd... what's this? Boos and hisses? Oh my gosh! That was Gay I ran into! I'll never hear the end of this... oops, darn it's slick out here! There she goes out in front again. Drat, sideways again... what is wrong?

My car was set up for the bite we had earlier. I should have noticed that the bite was down by watching other cars in the earlier mains, but I didn't. Dumb! Back to the race. Gay still had the lead over Steve Sanders. Fuel time and Sanders slipped by. Dynamite race, wish I could watch. Steve's experience showed as he held on to win the A main. Gay Sullivan finished in second and she was followed by Jeff Masterman, Joe Sullivan and Carl Petri.

All in all, it was a great race, well run by Race Director, Gay Sullivan (She can do that too?), beautiful weather, good people, lots of fun. Let's do it again!

Joe Sullivan

(Complete results not available)

1983 WINTER NATIONALS

Sponsored by

1/12 ELECTRIC SCHEDULE

Feb. 7-9 - Open Practice
10 - Controlled Practice
11-12 - Qualifying (4 rds)
13 - Mains (Stock class first followed by modified)

1/8 GAS SCHEDULE

Feb. 14-15 - Open Practice
16 - Controlled Practice
17-18 - Qualifying (6 rds)
19 - Mains
20 - Rain Date

1982 Rules will apply. You must have or purchase a ROAR card to race. Entries must be postmarked by January 15, 1983. Late entries will be charged \$5.00 per class. Electric stock class entry fee includes one motor. Your second motor is \$10.00, your third is \$15.00. All numbers will be assigned by frequency and supplied at trackside. You must supply meatballs. Due to time constraints, we may have to limit entries in the electric race to approximately 100 entries. All entries will be accepted in order of postmark. All entries will be confirmed by return mail. Send any racing equipment to D & D MANUFACTURING, INC., 3860 Bengert Street, Orlando, FL 32808, freight prepaid.

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Yes, I will attend _____ No, I will be unable to attend. _____

STANOL

1983 WINTER NATIONALS

1983 WINTER NATIONALS

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.**



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- 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.

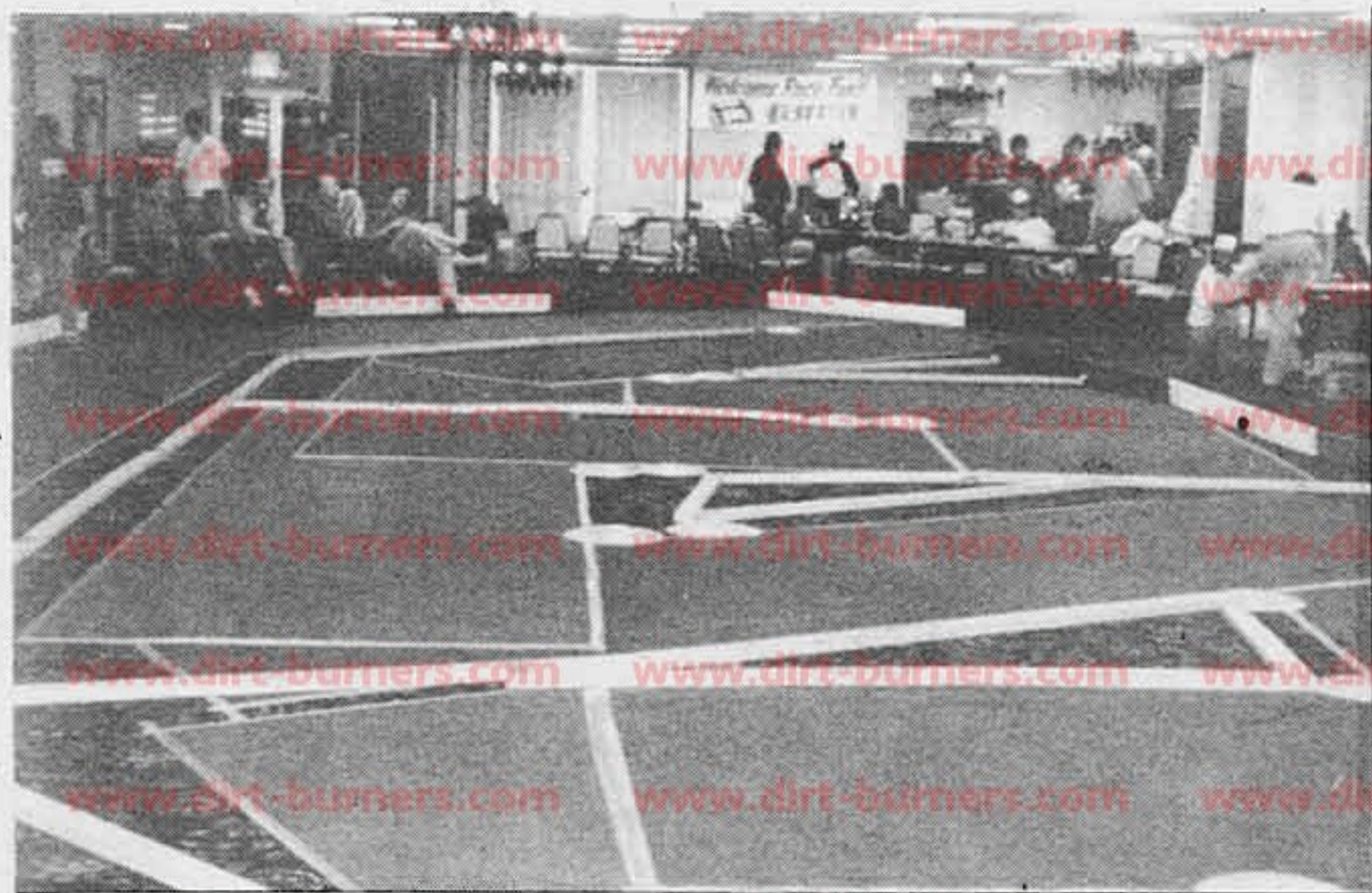
- 2 - FRANK KILLAM - ASSOCIATED
- 3 - JIM DAVIS - ASSOCIATED
- 4 - MIKE LAVACOT - ASSOCIATED
- 5 - RE-PETE FUSCO - ASSOCIATED
- 7 - MIKE HICKMAN - ASSOCIATED
- 8 - BUTCH BERNEY - ASSOCIATED
- 10 - KENT CLAUSEN - ASSOCIATED

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.

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U.S. INDOOR CHAMPIONSHIPS

LAVACOT & BURCH, Jr. National Champions!

Story and Photos by Mike Toland

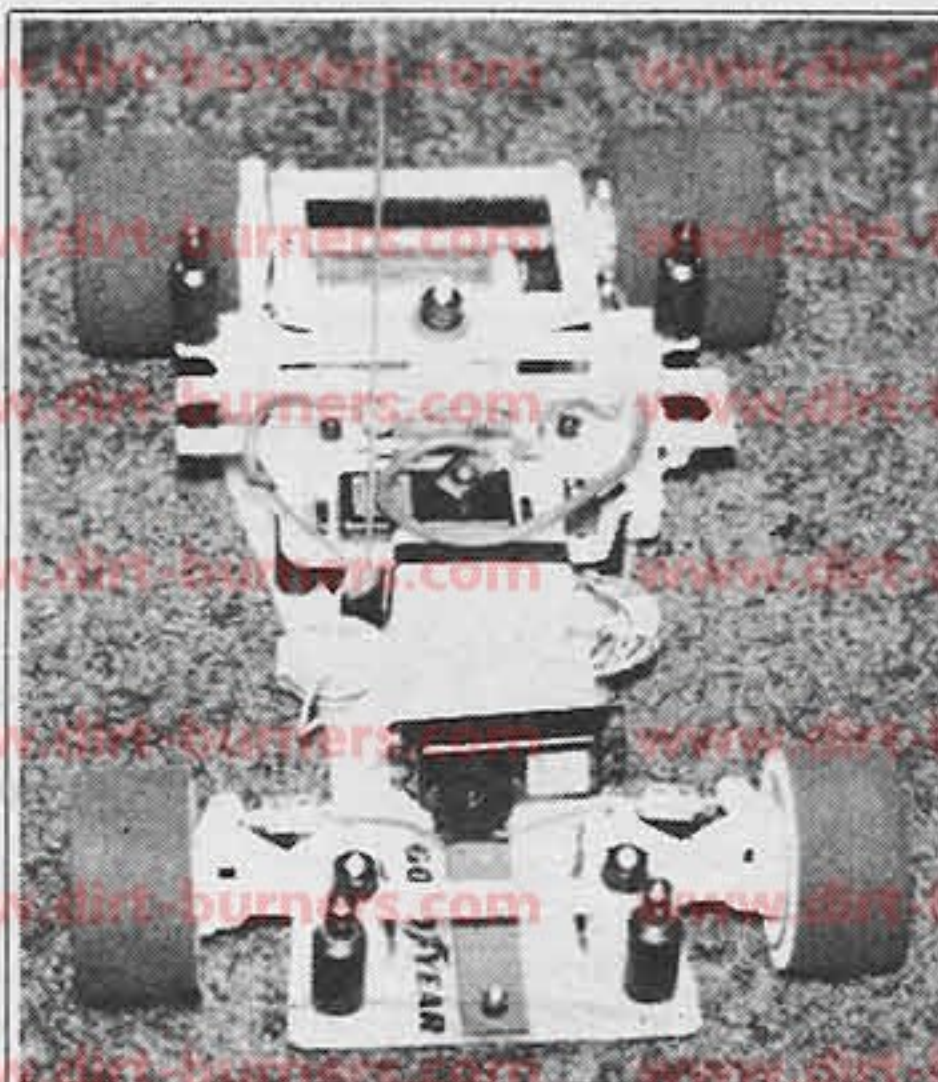
November 26-28, 1982
Cleveland, Ohio

THIS WAS MY SECOND TRIP TO THIS RACE. I RETURNED TO THIS EVENT BECAUSE IT WAS ONE OF THE BEST RACES I HAD EVER ATTENDED. THIS YEAR WAS NO EXCEPTION, considering there were just under 160 entries per class. The over 340 total entries beats the Western Regionals for being the most popular race in the country.

Upon my arrival it was evident that all the top competition in the country was here. For example, only four people from the final two events at the "World Championships" were not here! There were a total of 18 drivers at this race that did race at the World Championships. It was obvious that the racing was going to be excellent.



Tyree Phillips was TQ in Stock and finished 2nd in the A.



STOCK CLASS

At the end of qualifying a gentleman from Chicago was our Top Qualifier with his DELTA "Super Phaser". His name: Tyree Phillips.

The C STOCK MAIN race was won by local foosball star, Cliff Garra and in second place was Tom McGarry, with third spot going to Mike Noun.

In the B STOCK MAIN Rod Galloway ran away with it. The race in this main was for second place between Kevin Orton and our Race Director, Bill Jeric. Orton finally won the battle and Jeric ended up in third.

The final main of the day, the STOCK A MAIN, promised to be the best yet after looking at the qualifying board. At the start it looked like Tyree Phillips was going to run away with it. Tyree took the early lead and began to stretch it. At about the two minute mark the black and blue shadow of Mike Lavacot was on Tyree's tail. Lavacot was 10th best qualifier in this class but now, firmly in second, looked pretty good. In third it was Steve Keopp. At about the four minute

mark, half way into the race, Tyree got caught in traffic which was enough for Lavacot to make his move and get into the lead and never look back. Lavacot won the Stock Indoor 4-Cell Championships by about two seconds over Tyree and Steve Keopp.

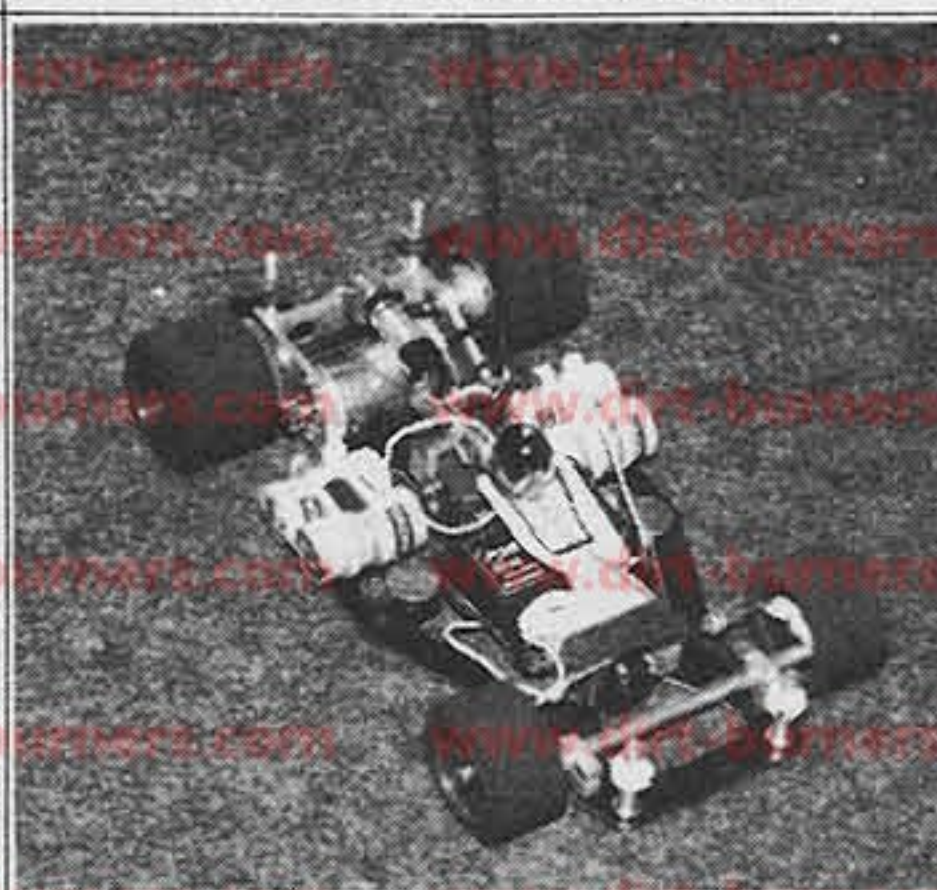
NATIONAL INDOOR CHAMPS STOCK RESULTS

1. Mike Lavacot ASSOCIATED
2. Tyree Phillips (TQ) DELTA
3. Steve Keopp JOMAC
4. Joel Johnson DELTA
5. Ralph Burch, Jr. JOMAC
6. Kent Clausen ASSOCIATED
7. Art Carbonell DELTA
8. Tom Miller DELTA
9. Bud Bartos PARMA
- 10 Jim Dieter DELTA

MODIFIED CLASS

Last year's winner in the Modified Class was slower than the Stock class champion by a lap. This year turned out to be different. The best qualifier this year was actually two laps faster than in the Stock class.

Top Qualifier at this National was the same man that recently won the 1/12th Electric World Championship in the Modified class, that could only be Arturo Carbonell. Second best



Mike Lavacot's RC12i (left) which won the Stock class. Tom Miller's DELTA car (above) identical to Carbonell's and Tyree's. Tom made both A Mains.

qualifier and only two seconds back was Ralph Burch, Jr.

In the C MODIFIED MAIN event the same two men that battled for the C Main in Stock, battled for the win, except that this time Tom McGarry turned out to be the winner, while Cliff Garra finished in second and Ken Peckman, in third.

The B MODIFIED MAIN went to RePete Fusco, winning it by nearly

two laps over the entire field. Second went to Dave Hechler and third went to Buddy Bartos.

The A MAIN, the Modified National Indoor Championship, was next and Art Carbonell was obviously the favorite to win. But today, this wasn't the case. After the first turn everyone knew who wanted to win the race, and that was Ralphie Burch, Jr. He got the early lead and by the two minute mark he had lapped the entire field! Joel Johnson and Jim Dieter had their own battle for the second spot. Dieter's batteries didn't quite finish the race but he still ended up in third while Joel Johnson finished in second, five seconds behind Ralphie, which works out to be about a half lap. Yes, a half a lap!

Congratulations to Mike Lavacot and Ralph Burch, Jr. for their individual performances. They each drove extremely well against the biggest entry ever and they deserve their National titles.

Thanks to Bill Jeric, Race Director and his NORCAR crew for running a really good race. I enjoyed myself and I know everyone else did, too.

NATIONAL INDOOR CHAMPS MODIFIED CLASS

1. Ralph Burch, Jr. JOMAC/TRINITY
2. Joel Johnson DELTA/TRINITY
3. Jim Dieter DELTA/TRINITY
4. Mike Toland ASSOC/REEDY
5. Terry Rott ASSOC/REEDY
6. Art Carbonell (TQ) DELTA/DELTA
7. Tyree Phillips DELTA/REVTECH
8. Mike Lavacot ASSOC/REEDY
9. Tom Miller DELTA/DELTA
- 10 Kevin Orton DELTA/DELTA

Modified Qualifying

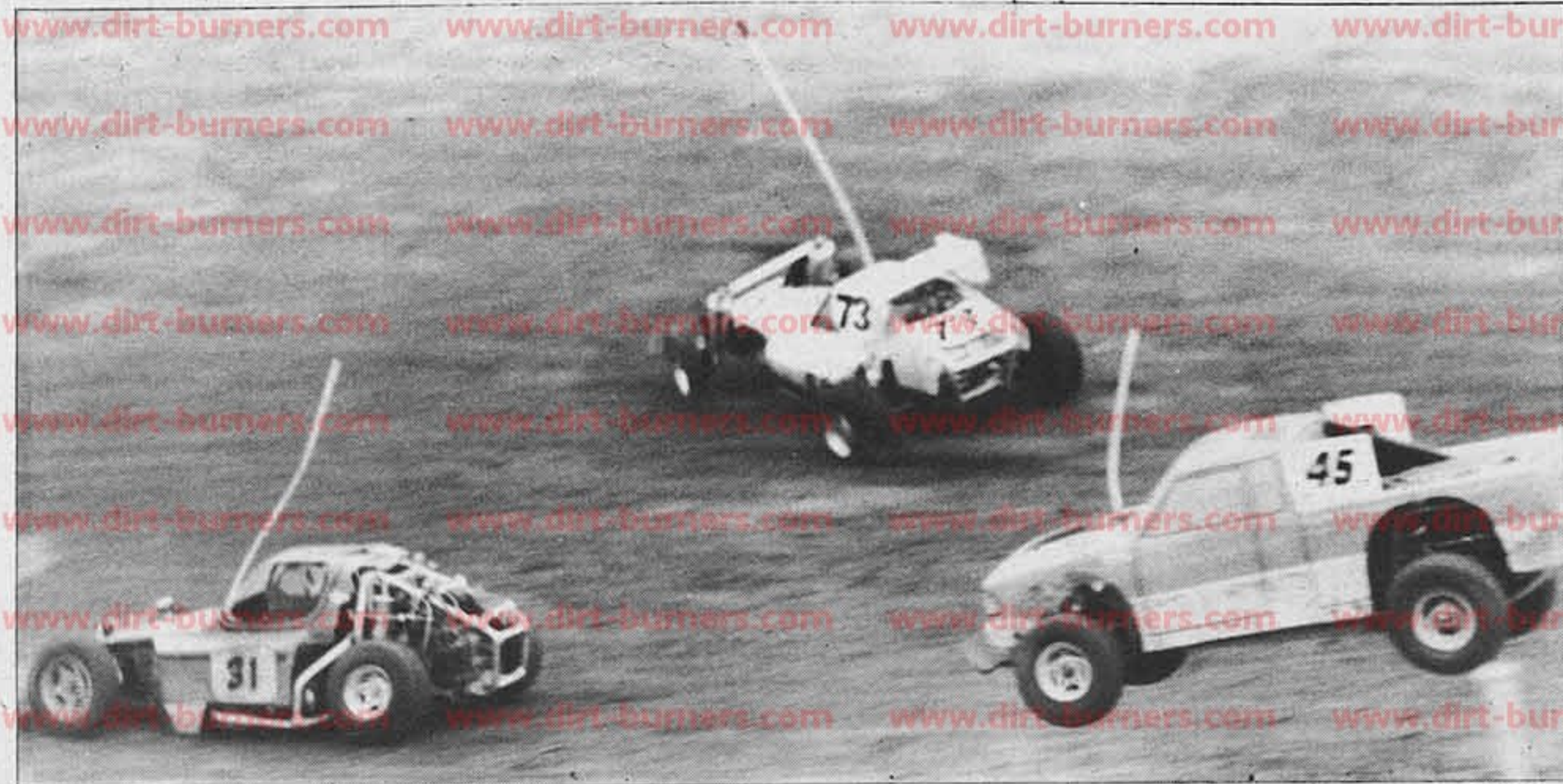
1. Art Carbonell 61-485.7
2. Ralph Burch, Jr. 61-487.2
3. Mike Lavacot 61-490.2
4. Tyree Phillips 60-482.8
5. Jim Dieter 60-491.6
6. Mike Toland 59-480.3
7. Joel Johnson 59-481.5
8. Kevin Orton 59-482.1
9. Tom Miller 59-483.0
- 10 Terry Rott 58-482.3

Mike Toland

(Note: Complete results of the Indoor Championship races was not available at press time. We hope to have these for you in our next issue. ED.)



Kent Clausen and Mike Lavacot did have a clean room before they showed up. Photo. Mike Toland.



20 Gary Haskill.....418
21 Herb Hans.....416

As you can see, Larson has it all sewed up, he can not lose. But the battle for second place and the number 2 plate is still alive even though Bill Whitley can only improve his total by a maximum of four points. On the other hand, if Al Hess could get a first (or 100 points) in the final race, he could move into second overall.

Vince Ito and John Adams could trade positions, they are that close. Everyone else will probably hold their spots, except those people that had less than seven races in. Whatever they get at the next one will be added to their totals and most likely improve their overall spot. This is especially important for those who are hovering around the 16th place. This is the cut-off spot for the ORRCA Championships in January 29-30, 1983, at Del Mar. Only the top 16 in this class will move in the Finals on Sunday (30th). All others will have to qualify on Saturday. So there's still some racing for a couple of people in this class, all others can now relax and get ready for the ORRCA Championship race.

The MODIFIED Class is another story, at least for the top overall spot. While most other spots are pretty much secured, the coveted number one spot is up for grabs. Here are the current standings:

MODIFIED CLASS:(best seven races)

1. Chris Allec (99).....	696
2. Ron Dyer (98).....	695
3. Jeff Cruzon (97).....	690
4. Chris Hawkes (96).....	683
5. Willie Melancon (90).....	676
6. Jorge Brody (90).....	673
7. Kim Rethwish (88).....	642
8. Mike Giem (87).....	641
9. Gene Jones (80).....	630
10. Erwin Bragg (77).....	616
11. John Kracke (79).....	611
12. Sean Hawkes (79).....	607
13. Larry VanOsten, Jr. (75).....	596
14. Mike Styles (61).....	568
15. Jim Brophy (74).....	566
16. Pete Bradley (68).....	544
17. Craig Dunne (66).....	478
18. Jerry Miller (50).....	464
19. Ed Street.....	462
20. Irwin Markwardt (47).....	432
21. Dennis Taylor.....	404

Needless to say, the fight between Chris Allec and Ron Dyer will come down to the wire - the last race. Allec's worst finish is a 99 or second place, so he needs to win to clinch it or Ron Dyer has to finish third or worse. If Dyer finishes second and Allec below him, then the title is in a tie. If Dyer wins the next race, then Dyer takes the number one spot. I think at the next race everyone will be watching these two racers and forget the others.

Cruzon, currently in third spot can only improve his total by three points if he wins the next race, not enough to move into second. The same with Chris Hawkes, he can not improve his spot, but could lose it if Willie Melancon gets third or better at the next race and Hawkes does not improve.

The one spot to watch here is the "bump" spot or 16th place currently held by Pete Bradley. It seems solid enough except that Ed Street could (contd. next page)

ORRCA FINAL... Well Almost!

Pomona, California
December 1, 1982

THIS RACE TODAY, A MAKEUP RACE FOR THE ONE THAT WAS SUPPOSED TO HAPPEN AT THE NOW CLOSED ANAHEIM TRACK, WAS ALSO SUPPOSED TO BE THE LAST RACE OF THE 14-RACE ORRCA SERIES. AS IT IS, JUDGING FROM THE RESULTS UP TO THIS POINT THE SERIES IS OVER FOR MOST OF THE RACERS, EVEN THOUGH THERE'S STILL ONE MORE TO BE RUN. WHAT'S INTERESTING THOUGH, IS THAT IN TWO CLASSES, THE FIGHT FOR THE TOP SPOT IS VERY MUCH ALIVE.

Instead of giving you a blow by blow report of this past race at the Ranch Pit Shop, we'd rather give you a review of what the race meant as far as the overall standings for the series and in some cases, announce the positions already clinched.

One of the largest entries at Pomona showed up this weekend, with 124 avid ORRCA racers ready to bounce off each other into the winner's circle. When it was all said and done, one class had crown a Champion for this ORRCA Series.

In the Stock Class Mike Larson finished the season with an almost perfect record. His total of 699 points is one shy of a possible 700 points (or seven first-place finishes). Even though there were fourteen events all together, only the top seven races for each racer are counted. Thus, Larson has clinched the title and the nearest one to him at this point is Bill Whitley with 688 points. No matter what Bill does, he can not catch Larson. Let's look at the standings for the top 21 in each class and analyze them further:

(Please note number in () next to driver's name. This means that of the seven totals used, that number is the lowest one used and can be improved only if the driver has a better finish at the last remaining race. Those without a number in () next to their name had less than seven finishes and whatever finish they get in the last series race, their total will increase by that number.)

STOCK CLASS: (seven best totals)

1. Mike Larson (99).....	699
--------------------------	-----

Fast and furious action at every ORRCA. Check out car 73's left rear tire about to come off. A lot of torque there. Ph. LP

2. Bill Whitley (96).....	688
3. Al Hess (93).....	681
4. Vince Ito (90).....	674
5. John Adams (87).....	672
6. Ron Allen (92).....	667
7. John DeStefano (88).....	644
8. Ron Cloutier (79).....	611
9. Duane Luypen (76).....	603
10. Greg Cloutier (70).....	600
11. Larry Clark.....	562
11. Lee Brophy (67).....	562
13. Sue Tobey (63).....	544
14. Marilyn Larson (80).....	539
15. Robin Deans.....	531
16. Aaron Heckert.....	522
17. Mike Cloutier (74).....	479
18. Gary Demory.....	455
19. John Voller.....	424



The same car we have in the cover is seen here up close. Check out the neat rear mono-shock suspension system. This car belongs to Chris Hawkes (CRP) and is perhaps one of the best working trucks in ORRCA.



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Adjustable 3-Speed Throttle & Control - The BRP 3-Speed is a Heavy Duty Speed Control designed to carry the amperage loads of even the hottest motors. The BRP 3-Speed now features an adjustable resistor to set 1st & 2nd speeds and fully adjustable brake, enabling both the speed and amount of brake to be set to the track. \$47.50

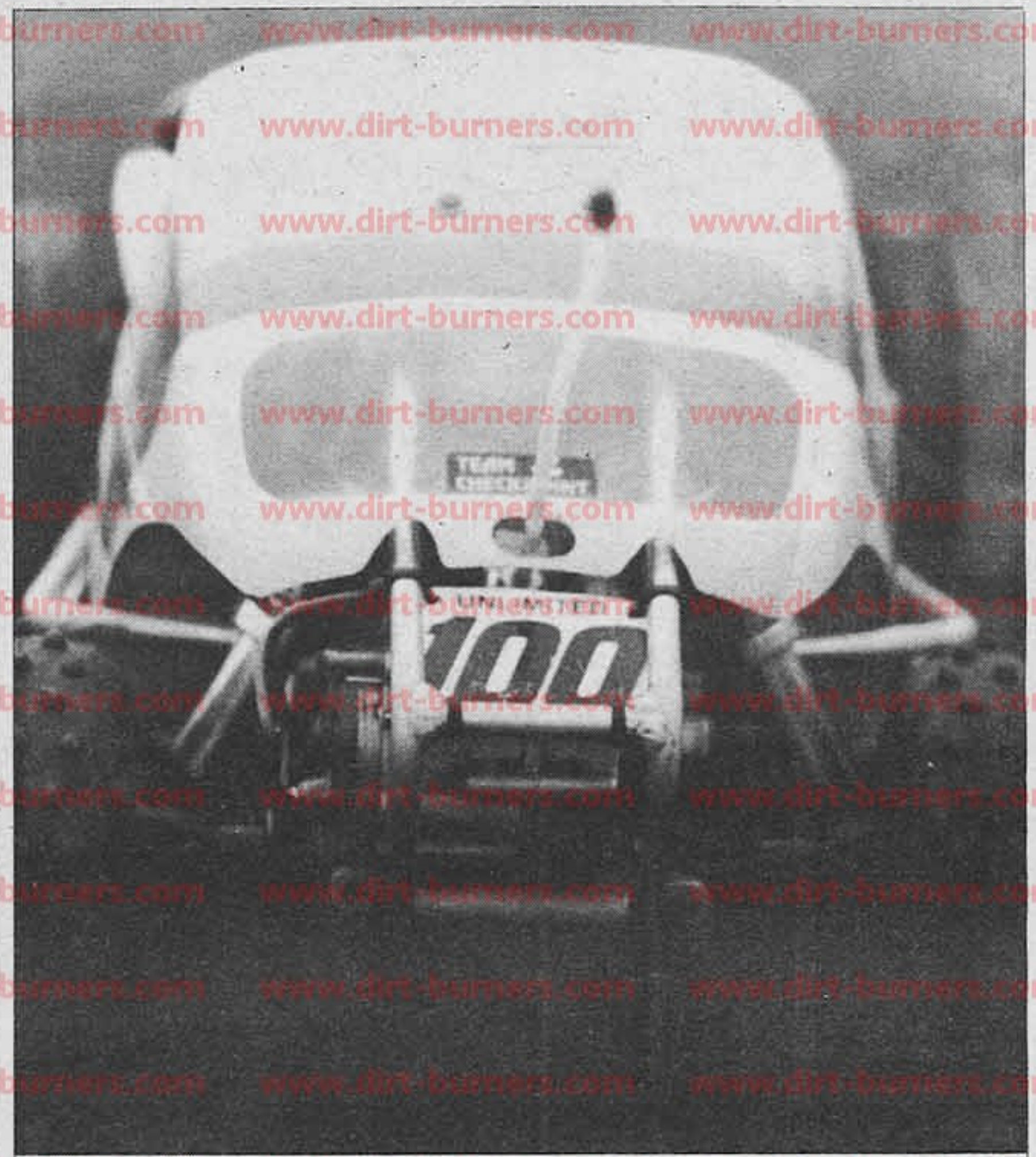
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Rear view of one of the nicest looking and prepared Open class Baja Bugs belonging to Pete Bradley. Check out the nicely cut body and rear roll cage.

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New Address!



This fellow is doing the "turn-marshall two-step". You go upside down too many times and he'll two-step on your car.



Sequential photos (above left to right) of the Open Class start. One car (30) is about to take half of the field out in the first few feet, while the car at the far right stays out of trouble. At the start of the race is when you want to be a little patient. Photo: Lonnie P.



move into it. What ever he gets at the next race will be added to his total, while Bradley can only improve by a maximum of 32 points. Everyone else there is solid enough for the Championships although a few spots could be gained by some drivers.

The OPEN Class also has a two-way battle and once again Chris Allec is in the middle of it. This time, Jeff Cruzon has a shot at it. Here are

the standings:

OPEN CLASS: (best seven totals)

1. Chris Allec (99).....	697
2. Jeff Cruzon (97).....	695
3. Willie Melancon (94).....	685
4. John Burnham (95).....	676
5. Nelson Kracke (87).....	658
6. Jim Brophy (83).....	628
7. Giti Gowland (80).....	613
8. Mike Tobey (83).....	628

(contd. page 38)

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ORRCA UPDATE...

New Series, Same Classes...

Well, here it is, the latest word coming out of ORRCA with respect to the 1982 ORRCA Championship race and what's in store for 1983.

Following the meeting held on November 30, 1982 the following was decided:

THE ORRCA Championship race which culminates the current 1982 Series will be held at the DEL MAR RACING CENTER track, Del Mar, California on JANUARY 29-30, 1983.

Qualifying directly into the SUNDAY Championship finals will be the TOP 16 drivers in STOCK & MODIFIED Classes and the TOP 12 drivers in the OPEN Class for 1982. Those drivers will not have to qualify on Saturday.

Out of Saturday's qualifiers the TOP 8 in each class, STOCK, MODIFIED AND OPEN will move into Sunday's program for the ORRCA Championships.

A CONSOLATION Race will be run on Saturday for those who just missed the cut.

Sunday's race will feature the best drivers in ORRCA for the year 1982 and at that time the trophies and awards will be passed out and drawn.

Practice for DEL MAR will be open on Friday, January 28, 1983 for all entrants. Del Mar has a campground in the facility that racers can arrange to stay in. Be sure that

if you plan to camp in the campground you'd better make your reservations early. Motels are also available nearby.

Sign-up will begin at 8:00 a.m. to 9:30 a.m. on Saturday for everyone, with the first of three qualifiers starting at 10:00 a.m. Those that qualified into the Sunday final program must have sent their entry in no later than Friday, January 28th or sign up on Saturday, January 29, so that class entries can be filled.

ORRCA 1983

The structure of "series" competition has been changed for this year. No longer will there be formal qualifying races that follow the "ORRCA Circuit" as it was done this year. For example, there will be no ORRCA points races scheduled at various tracks that racers have to follow to earn the points.

Instead, every track will run their own ORRCA qualifying races. These "qualifiers" most likely will be run at each track's monthly races. It's up to each track to decide what race and how many are ORRCA qualifiers.

Starting in February and ending in July 1983, racers can attend races at any ORRCA track and earn points for that track in each class. By July, 1983 each track will provide a list, by class, of the "top 30 percent" in each class that has been "seeded"

to the ORRCA Championships.

THE ORRCA CHAMPIONSHIPS are now tentatively scheduled for the fourth weekend (last) in AUGUST, 1983. Those that have been "seeded" by each track will automatically make the Sunday Main program for the ORRCA Championships. All others will have to qualify on Saturday and only a percentage of those will be able to move into the Sunday program.

What this means is that no longer will there be a definite "circuit" that each racer must attend to earn the right to make the ORRCA Championships in August. A racer can stay in his own "home" track and try to qualify out of there. Others may choose to race at several tracks to see where they can best qualify to assure themselves a spot in the ORRCA Championship Finals.

The site for the ORRCA Championships in August has not yet been chosen. This will be done sometime in the early part of 1983 and then it will be announced.

This major change in the structure of the ORRCA "circuit" will hopefully encourage other tracks in other areas of the country to qualify their own racers and then send them down to Southern California for the ORRCA Championships. In order to do this each track and racers therein, must be ORRCA sanctioned and members in good standing.

Detailed information about sanctioning fees, and 1983 membership will be announced after the first of the year.

ORRCA RULES

Currently there are several revisions and additions being made to the existing ORRCA rules. These should be done in the next couple of weeks and will be available to all racers and tracks prior to the ORRCA Championships at Del Mar.

A couple major decisions have been made with respect to classes.

THERE WILL BE NO SUPER STOCK CLASS. Earlier it was thought that a new class should be added that would take some of the Stock drivers one step up from the current Stock class, but not get into the expense of a Modified class. A number of racers had indicated their support for this class.

But after reviewing all the facts and the logistics involved and the kind of overall support that this new class would have, ORRCA decided not to add another class, and to remain with the existing three classes; STOCK, MODIFIED, OPEN. OPEN class will have a limit on the cost of the motor: \$75.00 retail, usage of Sub-C Nicd batteries only, and NO COBALT motors. Other than these three restrictions the sky is the limit in OPEN class. As we said, the rules are now being revised to specifically outline these changes.

In addition, other motor manufacturers will be allowed to submit motors that meet ORRCA's Stock and Modified specifications for approval. This was done so there will be more motors available than the current three. Maximum cost of any Stock/Modified motor is \$15.00.

These are some of the major highlights out of the recent ORRCA meeting. For more information you can call each ORRCA track near you.

Remember: 1982 ORRCA Championships will be held at DEL MAR RACING CENTER, January 29-30, 1983.

The 1983 ORRCA Championships will be held on August 27-28, 1983, site not yet determined.

Race at any ORRCA track and make sure you get yourself a spot for next year's Championships. AND MOST IMPORTANTLY...HAVE FUN AND ENJOY 1983!

Lou Peralta

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APRIL 10
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

DEL MAR OFF ROAD RACE OF CHAMPIONS
December 11-12, 1982 - Saturday 11th, Oval. Two time-trials, 4 oval heats. Points for all. Sunday, 12th 2 off-road time trials and 4 off road heats. Points for all. Top 10 in each class after two days move into Race of Champions. Friday, open practice. Sign up by Fri. \$10.00, Sat. \$12.00 Race starts 9:30 am. (714)755-0411.

ORRCA CHAMPIONSHIPS
January 29-30, 1983 - At Del Mar Racing Center. Top 16 in ORRCA series in Stock & Mod. and top 12 in Open move directly into Sunday Final. All others qualify on Saturday (29th). Practice Fri. 28th. Race starts 10 a.m. Trophies & Prizes to be awarded. Entry \$10.00 by 28th, \$15.00 post entry. (714)755-0411.

MARCH 31 - APRIL 1, 2, 3, 1983
OFF ROAD R/C WORLD CHAMPIONSHIPS, Anaheim Convention Center, Anaheim, Ca. Entries 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!

TEAROR

All races held at TEAROR Off Road track, B & I Shopping Center, 8012 So. Tacoma Way, Tacoma, WA. Start 10 am. Stock and/or unlimited depending on entry. \$5.00 for non members, \$3.00 for members.

1/12 ELECTRIC

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

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

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

EVERY SUNDAY:
Bremen Hobbies & Crafts, 3 blocks North of U.S. on Ind. 331, Bremen, Indiana 46506. (219) 546-3807.

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.

JANUARY 4, 1983
Electric 1/12th Oval at Del Mar. GT & GTP bodies. Start 9:30 am. sign up by 9 a.m. Entry \$5.00 per class. Production, Stock & Modified classes. (714)755-0411.

NORCAR SCHEDULE:

(All Club races will be held at The Silos, Routes 10 and 20 in Elyria, Ohio. For information call Bill Jeric (216) 467-6116)

DECEMBER 12 - Points
JANUARY 2 - Points
JANUARY 16 - Fun race
JANUARY 30 - Points
FEBRUARY 6 - Points
FEBRUARY 13 - Midwest Series
FEBRUARY 27 - Points
MARCH 13 - Points
MARCH 20 - Fun Race
MARCH 27 - Points
APRIL 10 - Points
APRIL 24 - Points

TEAROR SCHEDULE:

DECEMBER 4, 1982
DECEMBER 18, 1982

1983

JANUARY 8, 22
FEBRUARY 19
MARCH 5, 12, 19,
APRIL 2, 16, 30,
MAY 14, 28,
JUNE 11, 25
JULY 9, 23
AUGUST 6, 20
SEPTEMBER 3, 17
OCTOBER 1, 15, 29
NOVEMBER 12, 26
DECEMBER 10, 24

NJRCRA

1982-83 Indoor Dates:
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. For more info call Tony P. at (201) 352-6955.

1/8SCALE GAS

JANUARY 7, 8, & 9, 1983
Rio Grande Can Am, HOA Format, everyone races in a main! Gas Road Race 1/8th, Friday: Controlled practice, Saturday 3 Qualifiers and Pay-as-you-go Banquet. Sunday: 2 Qualifiers and the Mains. 1800 Lee Travino Dr., El Paso, Texas. Bill Everett (915) 598-9017, 2401 Gairloch, El Paso, TX. 79925. Entry \$10.00 by Dec. 20th, \$15.00 thereafter.

FEBRUARY 13-19, 1983
Winternationals, Orlando, Florida. Can Am Suspension Class and Flat Pan class only. No Super Stock. Kim Davis (305) 291-9808.

RIO GRANDE RACERS 1983 WINTER/SPRING SERIES

JAN 23 - Can Am Road Course
FEB 6 - Can Am Road Course
FEB 20 - G.T. Road Course
MAR 6 - Can Am Road Course
MAR 20 - Can Am Road Course
MAR 27 - Grand Prix Road Course
APR 10 - Indy Oval
APR 24 - Can Am Road Course
MAY 1 - Can Am Road Course
MAY 15 - Can Am Road Course

special

DECEMBER 12
TOYS FOR TOTS - Gas race at Ranch Pit Shop. Entry only \$2.50 with a new \$5.00 or more toy for kids. Please no carnival prizes. Proceeds go to Toys For Tots. G.T. Road Race, 10 a.m. start, A, B, C mains. 1655 E. Mission Blvd. Pomona. (714)623-1506. Sponsored by PROCAR.

RCH ORRCA

(contd. from page 35)

9. Craig Dunne (74).....	565
10 Jim Bernardo.....	517
11 Dennis Taylor.....	455
12 John Gudvangen, Jr.....	439
13 Willie Franco.....	408
14 Gil Losi, Jr.....	399
15 Eustace Moore.....	347
16 Bud Fish.....	341
17 Flame Churchill.....	338
18 Dennis Lyman.....	315
19 Rick Churchill.....	266
20 Bill Pihl.....	265
21 Larry Van Osten, Jr.....	261

Here, Cruzon could take the first spot only if he wins the next race. If he finishes second and Allec wins it, then it's all over. If Allec finishes third or worst and Cruzon at least in second, then the title is in a tie! If Cruzon finishes in third or worst, then Allec doesn't even have to show up.

Third spot held by Willie Melancon (685) appears to be solid and so is Bernham's (4th); and Kracke's (5th).

The spot to watch in this class is the "bump" spot or 12th overall. Several drivers are hovering over that spot, most with less than seven races in. So this means that whatever they get at the next one will be added to their current total. John Gudvangen, Jr. finds himself in that precarious spot. Behind him are Willie Franco, Gil Losi, Jr., Eustace Moore. So, Gudvangen has to show up at the next one to make the cut and finish in a reasonably high spot, otherwise it's Saturday qualifying come January 28th.

All in all this ORRCA has proven to one heck of a series. Imagine two out of the three classes are coming down to the wire on the last race. The difference is less than two points! This after 14 races! It makes for good copy and we wish all the racers the best of luck at the final race.

Will Chris Allec be able to get a good night sleep between now and the last race? It's going to be heavy "wrenching" and late nights for some people.

We're only sorry that next year's series, (gone a complete revamping of scheduling and races) may not prove to be as exciting as this.

In fact, we would like to go on record as stating that the ORRCA Series for next year should remain in the same format as this year's but to include other tracks. It's fun to be able to go to other tracks and meet your friends and make a day out of it. It's only our opinion. If you would like to see it remain the same, drop us a line or call us and let us know and we'll be glad to pass it on to the ORRCA officials. I'm sure they want to do what most of the racers like. Perhaps, there's still time to re-consider it.

In the meantime, those of you who will be attending the ORRCA Championships at Del Mar, come January 29th and 30th, get yourself ready... It's going to be a hum-dinger! See you then.

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