

R/C



RACING NEWS

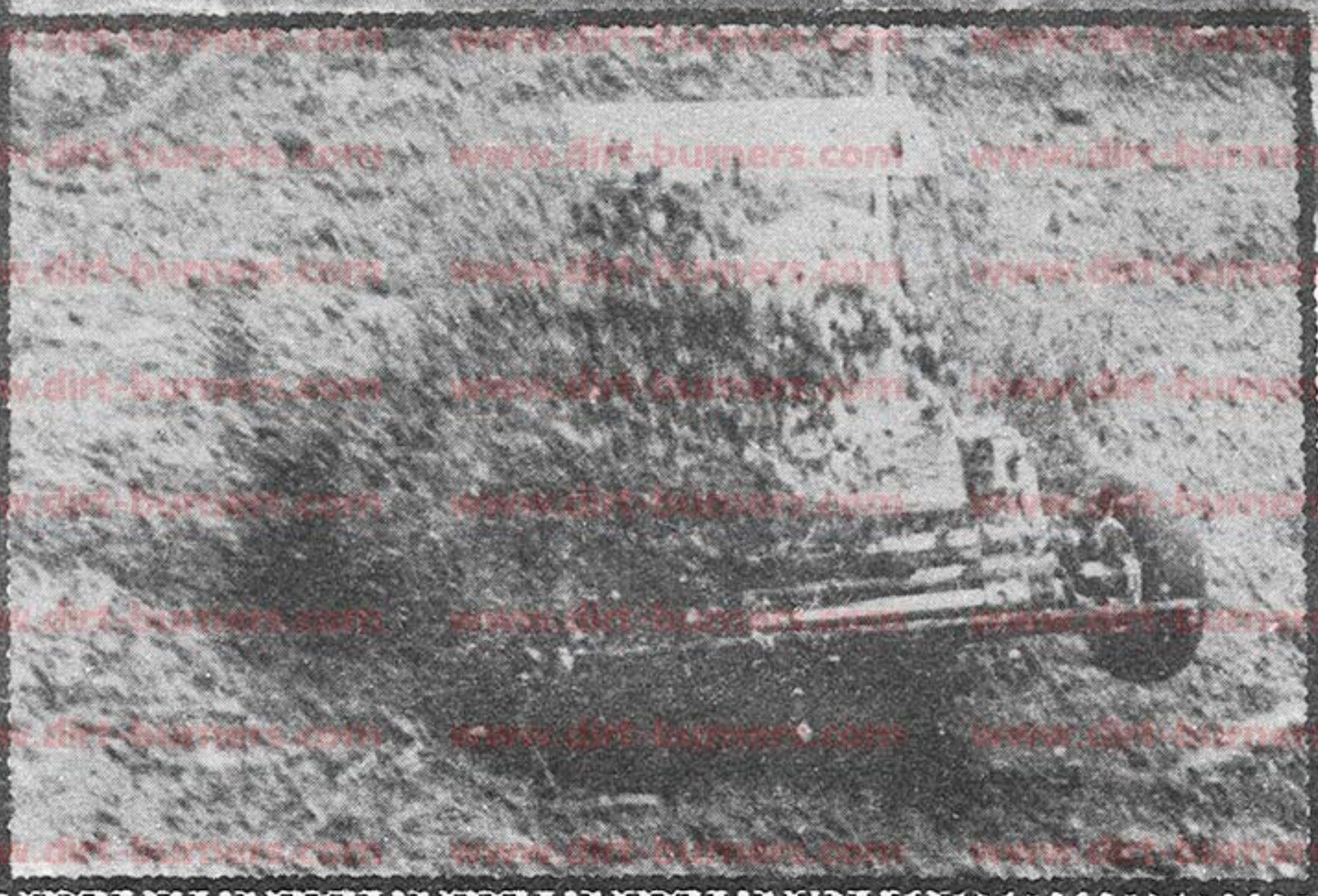
You Race It...

\$1.50 *We Cover It!*

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January 31, 1982 - Issue 9, Vol.2

: Donald Deutsch



- ★ 1/8th Scale 24 HR in Florida. Assoc. wins.
- ★ Jack Garcia Interview
- ★ Mini Baja "500"
- ★ Ranch Winternats...
and much more!!

Race Corner

HAPPY NEW YEAR to all of you and we, here, wish the very best in 1982. Lots of exciting happenings to look forward to this coming year. The World Champs in 1/12th and 1/10th Off Road, out here in California, as well as, the NAMBA Nats, also in California.

This year looks like it's going to be a banner year for all R/C'ers. New products hitting the shops soon, that's going to uplift the whole R/C industry.

Some of that product is in the form of "suspension" 1/8th scale gas cars. Expected within the next few weeks, is Associated's "suspension" car and Delta's "suspension" cars to go against the already functioning PB car from England. Already we've been told that these two new cars will make their debut when the Southern California ROAR Series begins shortly.

One of the most amazing feats in any type of R/C racing was pulled off by the Associated team at the last 24 hr. 1/8th gas Enduro in Florida. The winning car made the entire 24 hrs. with the "same engine and the same glow plug!" That is truly unbelievable. For those of you who have raced 1/8th before, you know how hard it is just to make 100 laps without any problems. This team made over 4,000 laps and all they did was to keep putting fuel in the car. Read the coverage of this amazing race in this issue.

FROM THE "THEY SAID IT COULDN'T BE DONE" Dept., another first. The MINI BAJA "500" produced the winning team of Edie Street and Mike Deming, who logged in 500 laps in 2:19 hrs. This is the first time that any R/C Off Road 1/10th scale electric car has been driven for that distance and that period of time. Two cars were used (Tamiya's), sharing the record. So what's next? A 1000 lapper?

Speaking about Off Road cars, there's a new 1/10th scale kit on the market. The AYK Baja Bison and Ford Trucks are now available in this country. They

are much like the Tamiya cars, with full suspension all around, enclosed metal gears (with different gear ratios), very trick-looking front and rear end. It's designed to compete right along with the Tamiya off road in all three classes.

Another Off Road car is also on its way into Hobby shops. COX HOBBIES is scheduled to come out with their "Bob Rodine's" type of off road car sometime this Spring. Also fully suspended, it will also include a Chevy Stepside body. Three gear ratios will be available made out of nylon material. We've learned that the kit will come already assembled, and ready for batteries and radio.

But will parts be ready for these two new off road cars? We've been assured that they will be simultaneously with the release of the kits.

R/C RACING NEWS..yep, that's us...will be presenting the first ever 1982 R/C Off Road World Championships this coming April 16-18, 1982. We're happy to report that R/C RACING NEWS and SCORE SHOW (the most famous full-scale Off Road Show in the World) have signed to present the World Championships in R/C Off Road racing during the three days of the SCORE SHOW. This show and the race will be held at the Anaheim Convention Center.

More on that race. The dirt track will be built in-doors, right in one of the areas next to the SHOW. The three days of competition will feature the STOCK Champs. on Friday, April 16th; the MODIFIED Champs on Saturday, April 17th, and the OPEN Champs on Sunday, April 18th. It's anticipated that over 30,000 people will get to see part of the Off Road R/C Championships. More details inside this issue.

We're all heading for the 1/12th and 1/8th WINTERNATIONALS in Orlando, Florida this coming month. Not that we want to leave sunny California, but we hear the weather is great over there and so we'll be racing. Date for the Winternationals is February 17-21st for the 1/12th

racing and February 22-27th for the 1/8th racing. For more information, contact Kim Davis at D & D SALES, 7130 So. Orange Blossom Trail, Orlando, Fla. 32809 or call (305) 291-9808. Complete results and story and pictures will appear in our March issue.

The RANCH PIT SHOP, home of one of the finest 1/12th and 1/8th Road Race courses and 1/10th Off Road course, announced that their track time fee has been lowered to \$1.00 a day. Gil Losi called us to let us know that he would like to see many of the racers come and use the tracks for practice. Of course, if you need any parts while you're there...he can help.

NAME CHANGE DEPT. R.C.H. Raceway in Costa Mesa is now known as Radio Controlled Hobbies Raceway. Ron Williams is the sole man in charge. For more info call "Rapid" Ron at the shop.

The "CAJUN GRAND PRIX" is set for April 30th, May 1-2, 1982 at Lafayette, Louisiana. Once again Shamrock Dist. will be putting up \$3,000 worth of prizes for the racers. This race received rave reviews from alot of the West coast and East coast racers that made that trek. We plan to be there, how about you? More information in upcoming issues.

By the way, those of you who are into R/C Off Road manufacturing, the SCORE SHOW is putting aside special booths right in front of the Off Road track so that you can display your goodies. The good news is that they will be at greatly reduced rates. If you're interested, give us a call and we'll tell you what's available.

AIRTRONICS has become one of the "major sponsors" of the 1982 R/C Off Road World Championships. They will be presenting the "AIRTRONICS BAJA "1000" OPEN CLASS CHAMPIONSHIPS.

Central Builders Supply Co. has supplied us with Jersey's new Race Schedule: South Jersey R/C Racing Assoc schedule will be racing at

Chews Landing Rd., Blackwood N.J. on Jan 17 & 31st; Feb. 14th & 28th and Mar. 14th. Practice starts at 10am, race at Noon. For more info contact Nick Piro (609)227-1071.

Central Builders also supplied us with North Jersey R/C Racing Assoc. race schedule. Series races 1 through 8, will be run at Chicon Post, N.J. on Jan. 10 & 24th; Feb. 7th & 21st; Mar. 7th & 21st; April 4th. The only exception to the schedule is the January 31st Elmsford Indoor Series. For more info call: Glen McCartney (212)981-1770 or Jack Russell (201)691-0498.

Now is time to make plans to attend the next MACS show here in California. The date is set for April 24 & 25, 1982. This is one of the biggest R/C Shows in this country and one you won't want to miss. We haven't received all the details, but as soon as we do, we'll pass them on to you.

The Ventura Roadrunners R/C Club wanted us to let you know that they will be racing 1/8th scale every "fourth" Sunday of the month, starting with Jan. 24th; and in 1/12th scale, every "second" Sunday of the month, starting in February 14th. The site is the Montgomery Wards parking lot, located in Ventura, Ca. just off the freeway, Main street exit. For more information call Richard Schwalm (805) 492-2334 or 496-3110.

MORE RACING THRILLS. R/C Auto Races on Jan. 10th, Feb 21st and March 14th at Steel City Suzuki, 4060 Pontoon Rd. Granite City, Il and on Jan 31st, Feb 28th and Mar. 21st at Chouteau Township Hall, R.R. 2, Granite City Il. All sizes electric and as they say "Affordable Family Fun".

NAMBA has sent us their new race schedule. Check it out in our "calendar" section.

ON THE COVER: The midnight vigil at the 24 hr. race in Florida. Team Associated making a very quick pit stop. Off Road racing is more and more like the real thing. Keep the mud coming.

PARMA PANTHER Race Results

"U.S. INDOOR CHAMPIONSHIPS" NOV. 27-29 - Cleveland, Ohio

STOCK CLASS

Bud Bartos	- PANTHER -	5th - A Main
Tom Miller	- PANTHER -	9th - A Main
Tom McGarry	- PANTHER -	4th - B Main
Bruce Shaffstall	- PANTHER -	4th - C Main
Bob Herman	- PANTHER -	7th - C Main
Jim Ruff	- PANTHER -	8th - C Main
Jim McCarthy	- PANTHER -	7th - E Main
Dave Evans	- PANTHER -	6th - F Main

MODIFIED CLASS

Bud Bartos	- PANTHER -	6th - A Main
Tom Miller	- PANTHER -	10th - A Main
Bob Herman	- PANTHER -	4th - B Main
Bruce Shaffstall	- PANTHER -	8th - C Main
Bill Matthey	- PANTHER -	1st - D Main
Wayne Gerber	- PANTHER -	6th - D Main
Jim Ruff	- PANTHER -	1st - E Main
Jim McCarthy	- PANTHER -	5th - E Main

Of the 92 Entrants
in the
Modified Class
87 used PARMA
PRODUCTS

SOME OF THOSE PRODUCTS USED

- Short Stroke Resistor
- Roll Over Antenna
- Graphite Diff Axle
- PARMA Lite Wheels
- Receiver Cover
- Thrust Bearings
- Connector Plugs
- Ferrar Motors
- Renault Motors
- Axle Bearings
- Body Decals
- PANTHER Cars
- Lexan Bodies
- Lexan Paint
- Gears
- Differential

PANTHER RACE RESULTS

St. Petersburg, Fla. W.T.
Kimbrell, First A MAIN: R.
Kimbrell, First E MAIN

Los Angeles, Calif. Sam
Ellis, First A STOCK:
Wayne Taylor, First B MOD.

The PANTHER is a
proven WINNER
GET YOURS NOW



TEAM PARMA

PARMA...is model car racing

Off Road Radio Control

We are now importing the KYOSHO
line of rugged vehicles in 1/12
-1/10 - 1/8 scale gas and electric.
5 styles available.



1/18 Scale Cheetah Radio Control

A race car in a new and exciting
scale, smaller than 1/12. Performs
well in limited areas such as rec
rooms and patios.



1/12 Scale Panther Radio Control

The newest and best race car now
available... Comes in 3 kits and a
sharp ready to race version. Al-
ready a proven winner



parma international inc.

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Editorial

R/C RACING NEWS and its entire staff wishes all of you a very happy and prosperous NEW YEAR.

We'd also like to thank all of you for the support you have given us in these first nine months of publication. Especially some of you, who from the very beginning, gave us your vote of confidence by subscribing and advertising with us.

As I've said, this is our ninth month of publishing R/C RACING NEWS, and while we knew all along that we would try very hard to fill the gap in the R/C Racing sport, we also knew that one of our priorities would be to gain the confidence of those in the R/C sport and business, that we in fact, meant business. We are here to stay.

This next year, 1982, appears to be, in our opinion, the biggest year for the Radio Control sport. New and exciting things are in the horizon, coming into all areas of R/C and we know that R/C RACING NEWS will be in the middle of it all, helping and documenting its growth.

We see 1982 as the year it all comes together, perhaps because we can be there getting "the word out" as expeditiously and accurately as possible, bridging the gap between two coast lines and the vast territory in the middle. Our experience in other publishing ventures have told us that as long as people feel that their voices and interests are being heard, they can remain committed to the sport.

We are also delighted that this year, at least three "major" R/C events will be held in our back yard, which will make it easier for us to give you the most complete coverage possible.

The 1/12th Electric World Championships, the NAMBA Nationals, the R/C Off Road World Championships will all be held around the Southern California area, starting this April and through the summer. This is in addition to the many other R/C events already scheduled. Just as important will be our dedication to cover every possible event throughout the U.S. from the farthest Northeastern point to the Southern tips and all places in between.

There's one thing we will need help on and that is, to hear from you. You're our main source of information and communication. We want to hear from you as to what you expect of R/C RACING NEWS, the coverage, the information. We also want you to feel that this is your paper to use and assist you in all of your R/C'ing needs.

We've said it before, if you have something to say, we'll make sure we have the space for you.

A special thanks must also be given to all our advertisers, without whom we could not bring you this monthly paper. We appreciate their support and you, our readers, can also show your appreciation by supporting and buying their product(s). Because that's what it's all about. If they grow, we grow and the sport of R/C will also grow and you're the winners.

We now have 12 very exciting months to look forward to and report to you. They're going to be the best months ever. All of us here wish that this next year will also be the best one for you.

Good luck and keep those batteries up!

Lou Peralta
Publisher

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R/C RACING NEWS

You Race It...
We Cover It!

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R/C RACING NEWS

PRESENTS

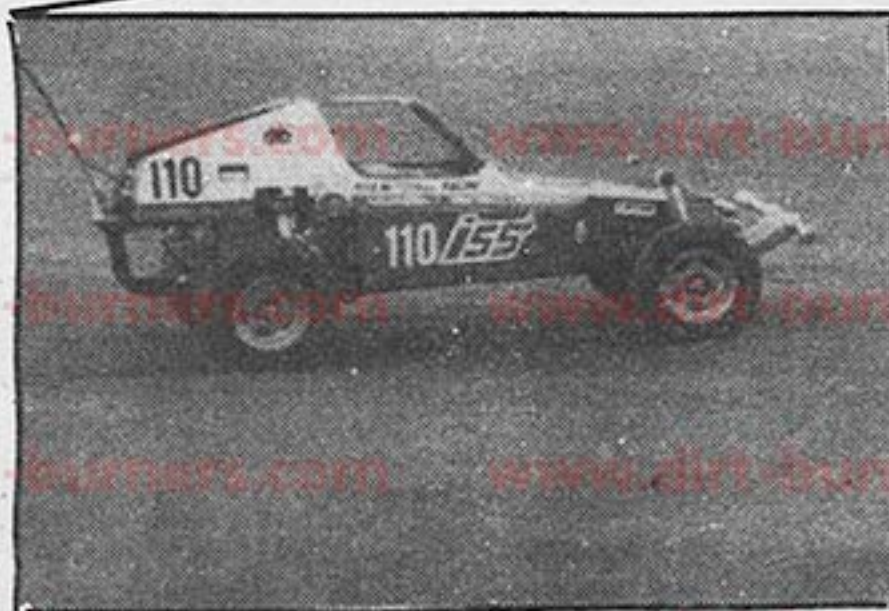
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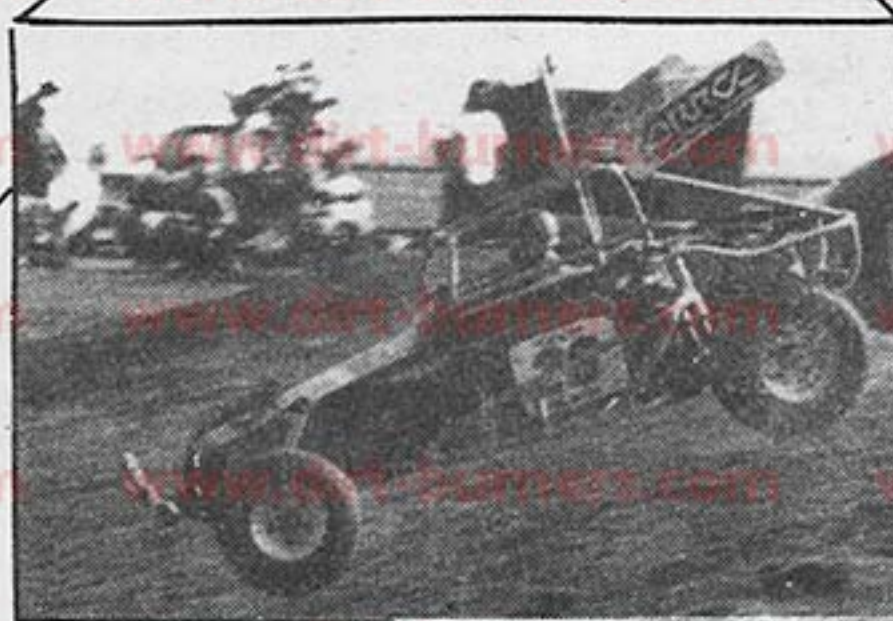


"1982 R/C Off Road World Championships"

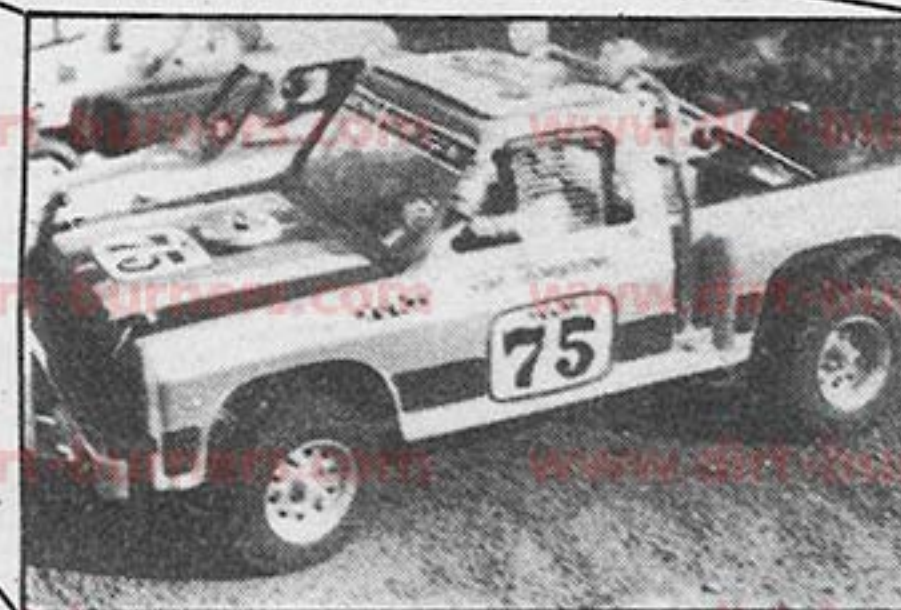
Featuring



The STOCK "Mint 400"



AIRTRONICS
OPEN "Baja 1000"



The MODIFIED Baja 500



APRIL 16-17-18, 1982

(1/10th SCALE, ELECTRIC ONLY)

- Three days of World Championship racing.
- STOCK - Friday, April 16th MODIFIED - Saturday, April 17th OPEN - Sunday, April 18th
- Indoor Dirt Track to be built 30' X 65' Including a Water Jump and Alternate route Giant Trophies for winners Prizes to be drawn each day. Entry includes FREE T-Shirt, Admission to the SCORE SHOW, Competitor's Plaque/Pin First Come First Serve Limited Entry Mass Media Coverage

★ OFFICIAL ENTRY FORM ★

Name _____ Tel. () _____
 Address _____
 City _____ State _____
 Zip _____ Sponsor(s): _____
 Class (check box) STOCK, MODIFIED, OPEN - Frequency Color: _____

★ ENTRY Opens Jan 25th & Closes Mar 26th ★
 (If available, "LATE ENTRIES" will be at \$35.00 per class)

For information, R/C RACING NEWS - P.O. Box 411, Woodland Hills, Ca. 91365 (213)345-7300

On the Line

NEW RACETRACK

I don't know if you are aware of the recently established racing program held at Raceway Park in Englishtown, N.J.

Raceway Park is a full-size drag strip racing track that, incidentally, is one of the largest in the country.

Early this September we began to hold off-road racing at a mini track that was built expressly for the Tamiya cars by Raceway Park officials. They have been very enthusiastic about this program and have now begun to hold races every other week without any assistance from MRC.

I thought you and your readers would be quite interested in receiving some news of this program, and I have enclosed some pictures in case you are interested in them for publication.

Incidentally, because of the cold temperatures here in the East coast, the racing track has now closed but will reopen in mid-March. All of the drivers who have participated in the racing program, as well as myself, are anxious to get out in March to once again participate with off road cars.

If you or any one else is interested, please don't hesitate to call me. I would be more than happy to discuss what we are doing with our racing program.

Frank Ritota
Radio Control Prod. Mgr.
M.R.C.
Edison, N.J.

Thank you for the info. Frank and we look forward to more pictures and stories and results when you next resume your racing program. In the meantime check out the pictures on page 32. ED.

COVERAGE NOT COMPLETE

In the story about the Ventura Six Hour Enduro, you commented about the closeness of second to first place, which is true. But what should also be

pointed out is the closeness of the performance by the first four finishing teams. Myself and team mates Paul Sang and Tom Wong trailed Chuck Phelps, Gene Husting, Rich Lee by 56 laps after six hours were complete but only 16 laps behind us was the team of Gil Losi, Jr., Ray Gallovich, John Thorp and a scant five laps behind them came the team of Randy Wentz, Dave Shuck, Bill Campbell.

There are examples of not only the closeness of competition by the top four finishers but also within the three members of each team. Not only do the facts indicate that bad and good luck tended to balance out among the four teams after six hours of racing, but there was a surprising evenness to the contribution of each driver to his team's total.

For consistency hour-after-hour, the Losi-Gallovich-Thorp team took the top honors with only a spread of 18 laps between the worst hour (162) and the best hour (180).

I enjoyed the race coverage but would like to point out a couple of corrections. The radio system used by our team functioned flawlessly; a Futaba system except for both throttle and steering servos being Novak NES-2H. We had no trouble whatsoever with transmitter, receiver, or servos. We did, however, end up without a fresh receiver battery for the sixth hour and were forced to go out until one of the earlier used battery packs showed signs of failing, brought it in and put in another previously used pack, and go out until it, too, showed signs of failing.

And I think the reason most of the teams seemed to be getting out late for the hour were teams that elected to replace the receiver battery pack at the beginning of the hour rather than sometime during the hour.

One last comment about the race coverage...I hope that you didn't mean to be derisive toward either my team or Delta, but I found it unfortunate to read that our team lost valuable laps during the race because

"...in almost every fuel stop, some kind of adjustment had to be made to the car". The majority of our stops were only for fuel but one each in the first five hours also included a receiver battery change. Otherwise as anyone knowledgeable about the changing air conditions of the day and consequent effects on fuel mixture settings and wishing to always have optimum braking performance, yes, during many stops we tweaked the carburetor settings or adjusted the brakes.

In total, by the way, there were three Delta cars entered. One placed second, one placed fourth and one placed seventh; or three of the spots in the upper half of the 14 car field: 28% of the total laps completed by all 14 cars.

Dean Brown
Placentia, Ca.

Your points of contention and correction are well taken. There was no derision, ridicule or scorn intended...it was just that, some "tweaked" more than others. ED.

FIRST TIMER SUGGESTS

Your December issue was the first issue I have seen. It's good to see a publication devoted to R/C racing.

After seeing just one editorial I probably have no right to offer suggestions, but I did notice you were looking for them. So assuming your December issue is representative of your overall coverage, I'd like to offer a couple of ideas.

You devote a great deal of space to race results and points standings, mostly from the West coast. Are they really of any interest to anyone except those involved in those races? What about an interview with the winners instead. How did he or she prepare for the race? What was the driving strategy? What did he or she learn from this race that will be used in the next?

I would also think more technical articles a good idea. "The ultimate trick Off Roader" "R/C RACING NEWS Rates the Electrics", etc.

I know that a publication does not want to become a mouth piece for a group of manufacturers, even though your livelihood must depend upon them.

But if I am like most readers, the ads provide a wealth of info and I devour each of them. You might consider interviews with some of them. What's in the future?, etc.

Finally, a word or two on what's going on in North Dakota. There is this vast wasteland in the upper mid-west that the publications don't seem to have heard of.

R/C Racing is alive and thriving in this area. What else is there to do?

Here in Minot, North Dakota we have an active organization, the Northern Mini Racers. We race 1/12 indoor every other Saturday. We have a portable track that we set up in shopping malls and car dealerships or any place that would like something that draws a crowd in. The Club, as a whole, has received several cash donations from the malls and local service clubs.

Most of our club members are sponsored by local merchants in exchange for carrying the store's name on the cars. I'm sponsored by Minot's one and only hobby shop.

We receive coverage in the local paper. Our upcoming races are announced on local radio stations and we've even had some TV coverage. Anyway, the sport is very healthy in this area, maybe you ought to take a look.

After re-reading all this, it looks like a rambling letter to the editor. Feel free to use it if you wish.

Ron Lemon
Minot AFB, N.D.

Your suggestions are great and some are already in implementation. Because it is a racing paper, the racers do want to see their names in the result column for their efforts. Once we cover your events, you'll feel the same way.

From the looks of all the coverage you get locally, you're doing much better than most clubs. But we do want to cover your R/C activities, and let the rest of the world know that, "Yes Virginia, there is a Minot, N.D. and they're racing there". So "ramble on" we want to hear from you and your Club members. Pics, stories, results, info. will be welcomed. ED.

(contd. page 32)

ae TEAM ASSOCIATED

Performance & Reliability

1/8 GAS



RICK DAVIS (left) 1981 ROAR NATIONAL CHAMPION
 ● **RALPH BURCH JR.** (center) TOP QUALIFIER 1981 R.O.A.R. NATIONALS, Finished 3rd. Ralph was also THE FASTEST AMERICAN QUALIFIER AT THE INDY WORLD'S CHAMPIONSHIPS ● **BILL JIANAS** (right) 2nd R.O.A.R. CAN AM NATIONALS, followed by **CURTIS HUSTING** in 4th & **GENE HUSTING** in 5th.

RICK & BILL were running prototypes of ASSOCIATED's new INDEPENDENT SUSPENSION CAR, which will be available in FEBRUARY 1982.

1/12 ELECTRIC



MIKE LAVACOT
 4-CELL MODIFIED 1981 NATIONAL CHAMPION
 2nd - 6-CELL MODIFIED ● 3rd - 6-CELL STOCK

U.S. INDOOR CHAMPIONSHIPS Cleveland - 204 Entries!!!



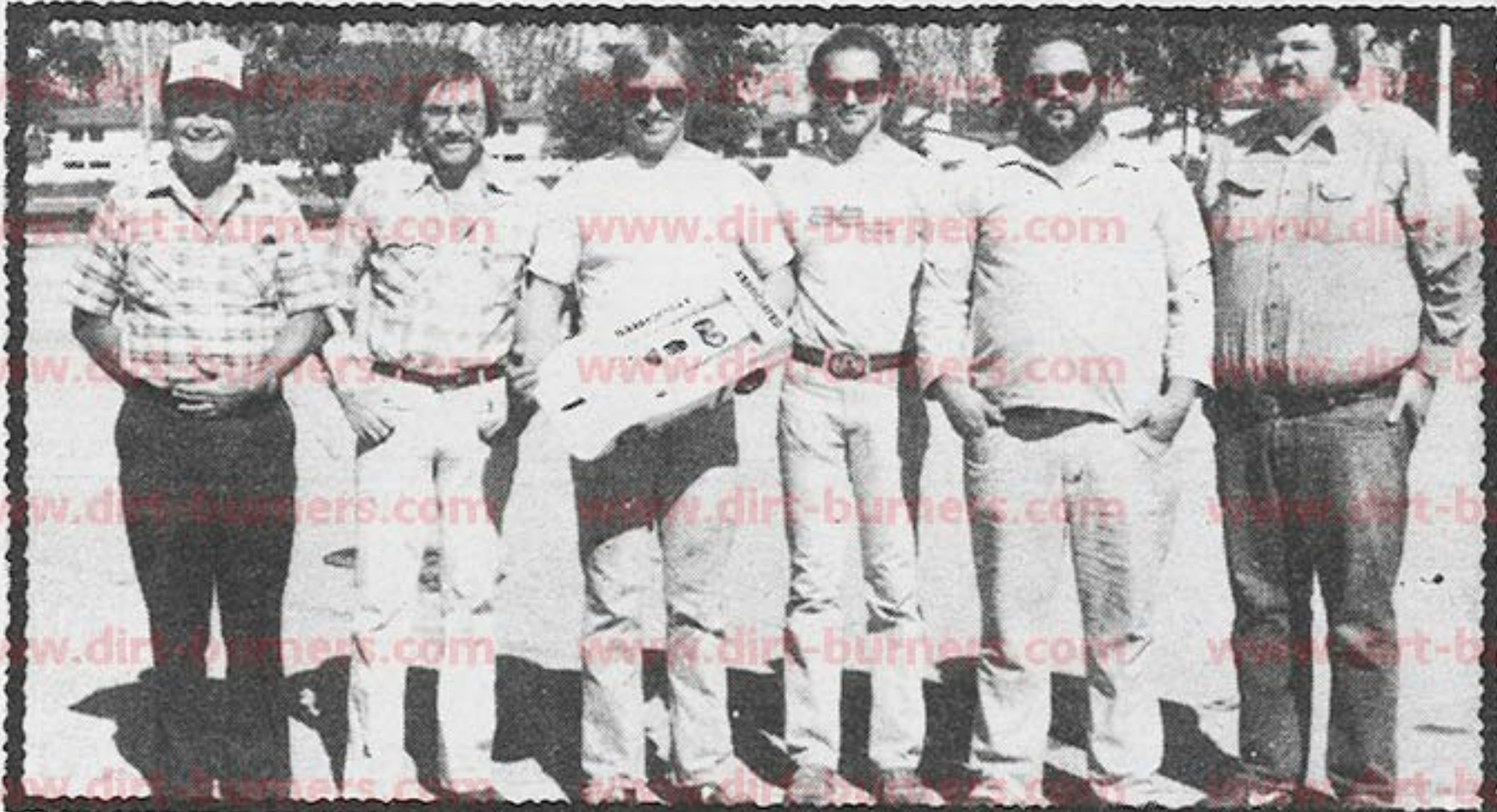
KENT CLAUSEN
 Modified Class

1st - KENT CLAUSEN - T.Q.
 2nd - MIKE LAVACOT
 3rd - RE-PETE FUSCO
 5th - PETE FUSCO

Stock Class

1st - MIKE LAVACOT
 2. KENT CLAUSEN - T.Q.
 2nd - KENT CLAUSEN - T.Q.
 3rd - RE-PETE FUSCO
 (Kent & Mike were using the "new" RC12-I Car.)

24 HOURS OF MIAMI - 1st PLACE



From left to right: **GENE HUSTING & ROGER CURTIS** - Alternate drivers
 - **BILL NEWLIN** - Pitman - **CURTIS HUSTING, BILL JIANAS & RICK DAVIS** - Drivers & Mechanics.

★ Using the popular RC 300 BD car, Team Associated shattered last year's record by 419 laps! Car features RICH LEE - built K & B Engine & AIRTRONICS Radio. ★
TEAM ASSOCIATED HAS NOW WON THE LAST THREE 24 HOUR MIAMI RACES!



Call or write for your free copy of "Racing with the Team," Official Newsletter of Team Associated.
 Associated Electrics/1928 East Edinger/Santa Ana/CA 92705 (714) 547-4986

ORRCA SERIES UPDATE:



You've heard of a "Tree Grows in Brooklyn?", well there's one growing at Whittier and everyone seems to aim for it.

THE ORRCA "OFF ROAD" SERIES IS NOW 2 MONTHS OLD AND ALREADY THERE'S THE TALK: "WAIT UNTIL THE NEXT ONE"... "I DIDN'T KNOW THIS WAS GOING TO BE SO MUCH FUN... I'M MAKING ALL THE RACES IN THE NEXT ONE".

After eight races in two months, one thing seems obvious, and that is that any type of organized event gives more meaning to those who participate. The idea of earning points toward a certain date or goal has always intrigued the sportsman, and so it has the Off Road R/C'er.

While some didn't give it too much thought at the beginning of the ORRCA Series, more now are sure that they will be involved in the next one "from the start".

ORRCA, in its first sanctioned Series, has still a lot to learn but after all, this is the first series of its kind, and from the beginning, rules and procedures had to be created and tested. Now after eight weeks, there's certain to be some changes for the next Series.

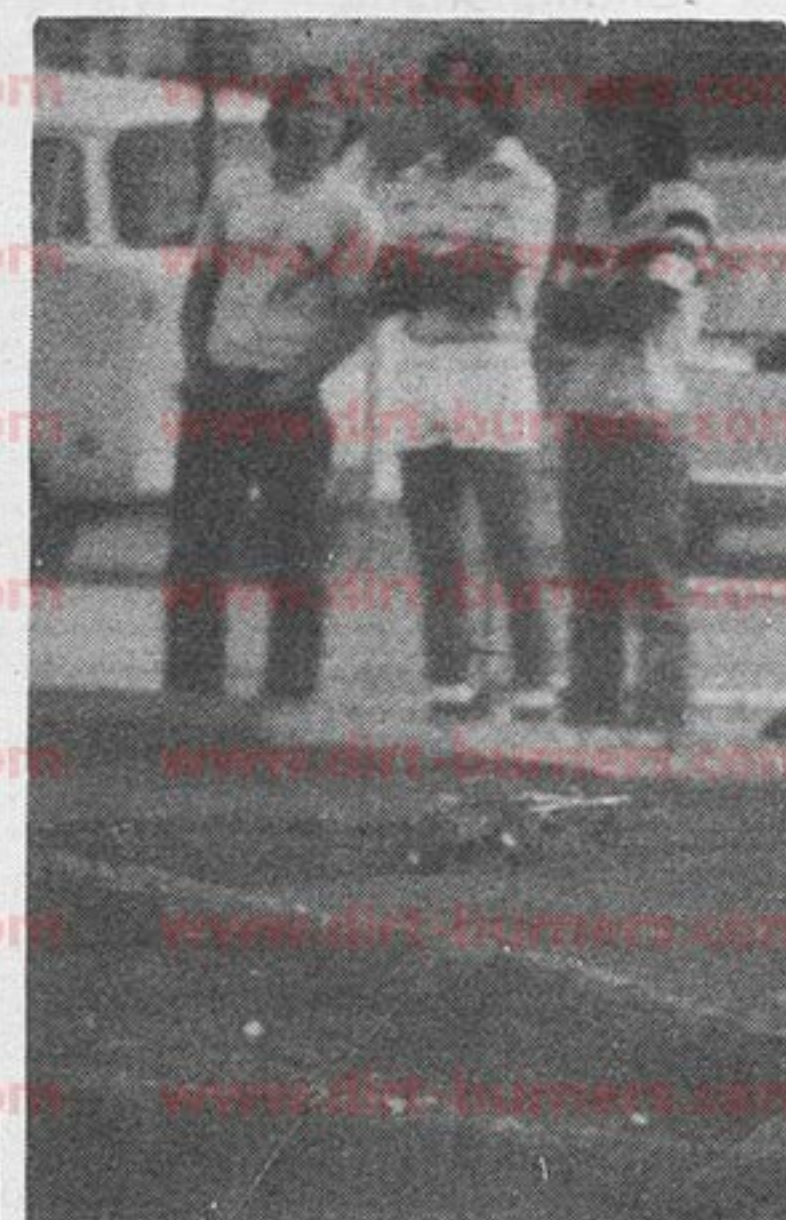
Most likely those changes will take place in the way the ORRCA rules were first written. It was the original intention to "keep them simple...uncomplicated" as several of the promoters put it. But after these many weeks, it's apparent that in order to run a smooth event, especially in the Stock and Modified classes, the rules have to be made more clear.

To this extent, the organizers are expected to hold another meeting to further amplify the rules before the next series gets under way.

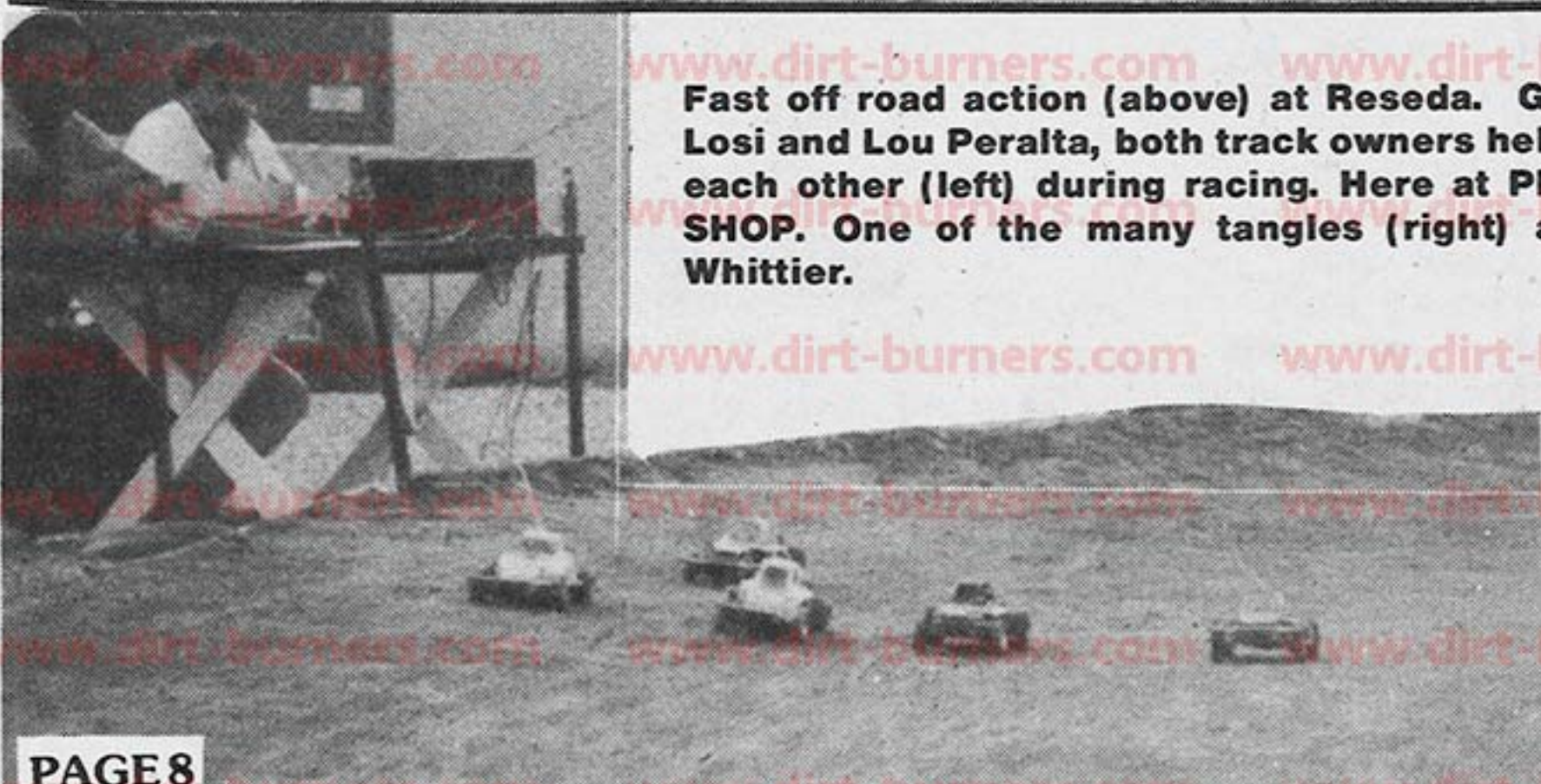
Nevertheless, these first eight weeks have brought together a large number of people from all over the Southern California area, Arizona and Nevada, to compete in R/C Off Road.

The "Quarter Finals Championships" will be held this month on January 30th and 31st. This is after the final race of the series at the Radio Control Hobbies Raceway in Costa Mesa on the fourth Sunday of this month.

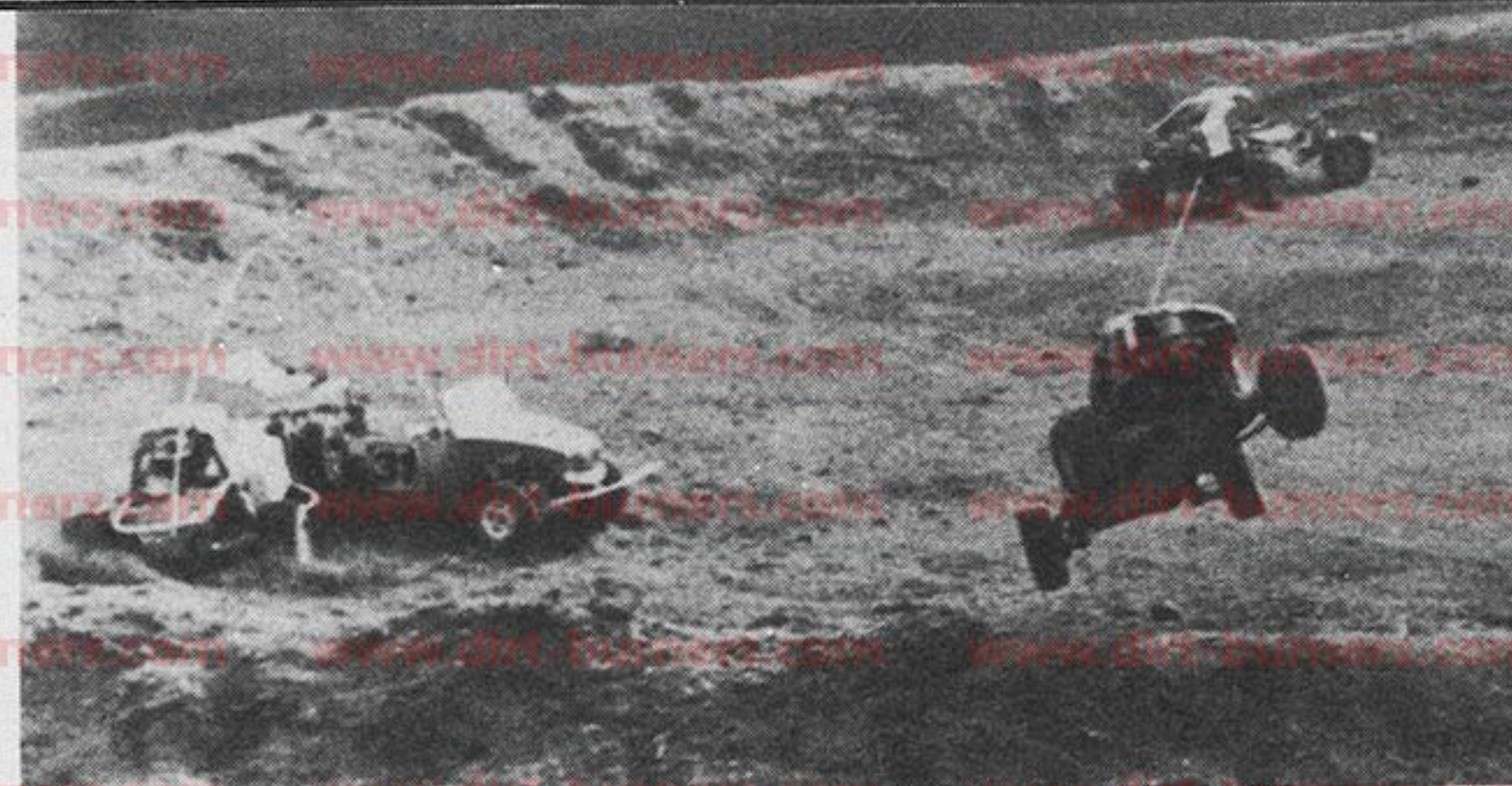
At this Quarter final race, the top 12 racers in points in the Stock Class, the top 20 in the Modified Class and the top 12 in the Open Class will have qualified to run in the Championship finals on Sunday, January 31st. All others, those who qualified just under the allotted number of direct transfers and those who for one reason or another were not able to make all of the races, will have the opportunity and last chance to qualify for the finals.

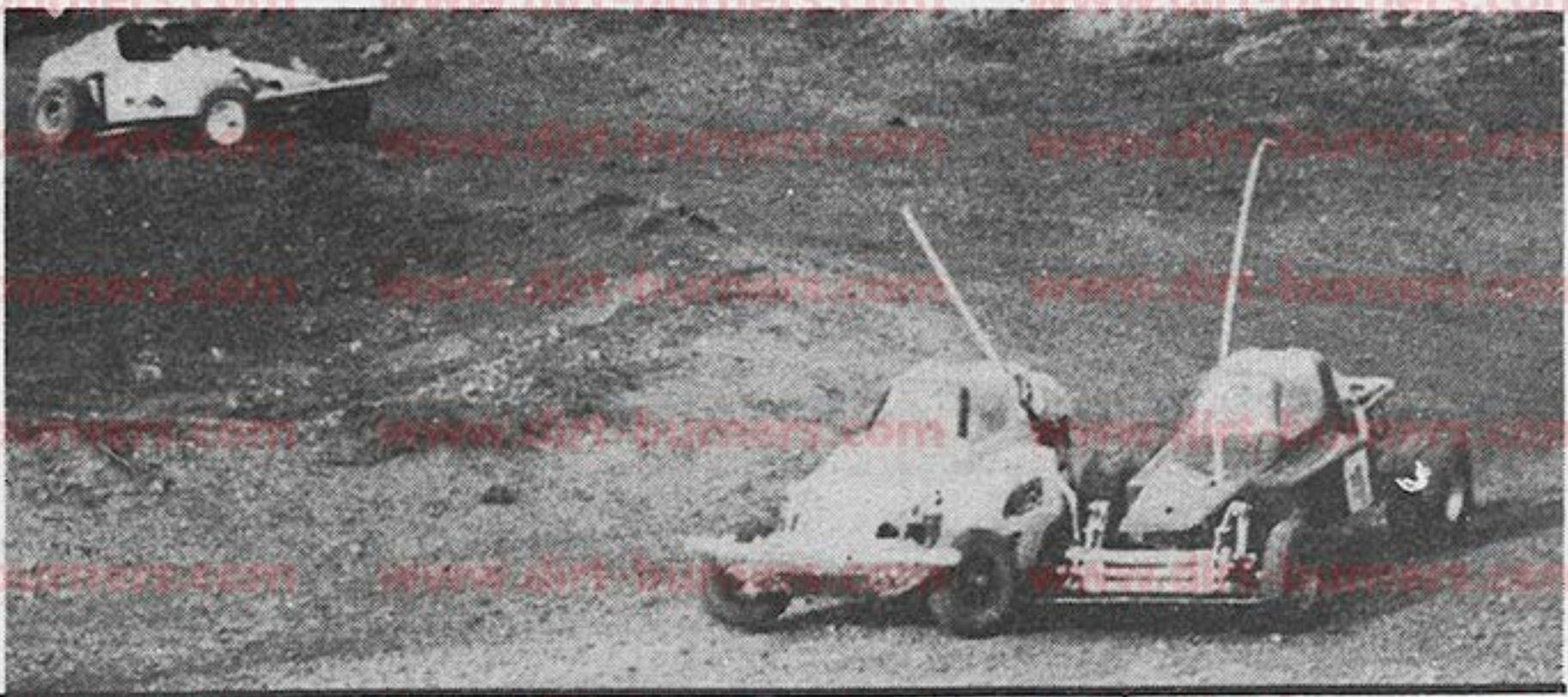
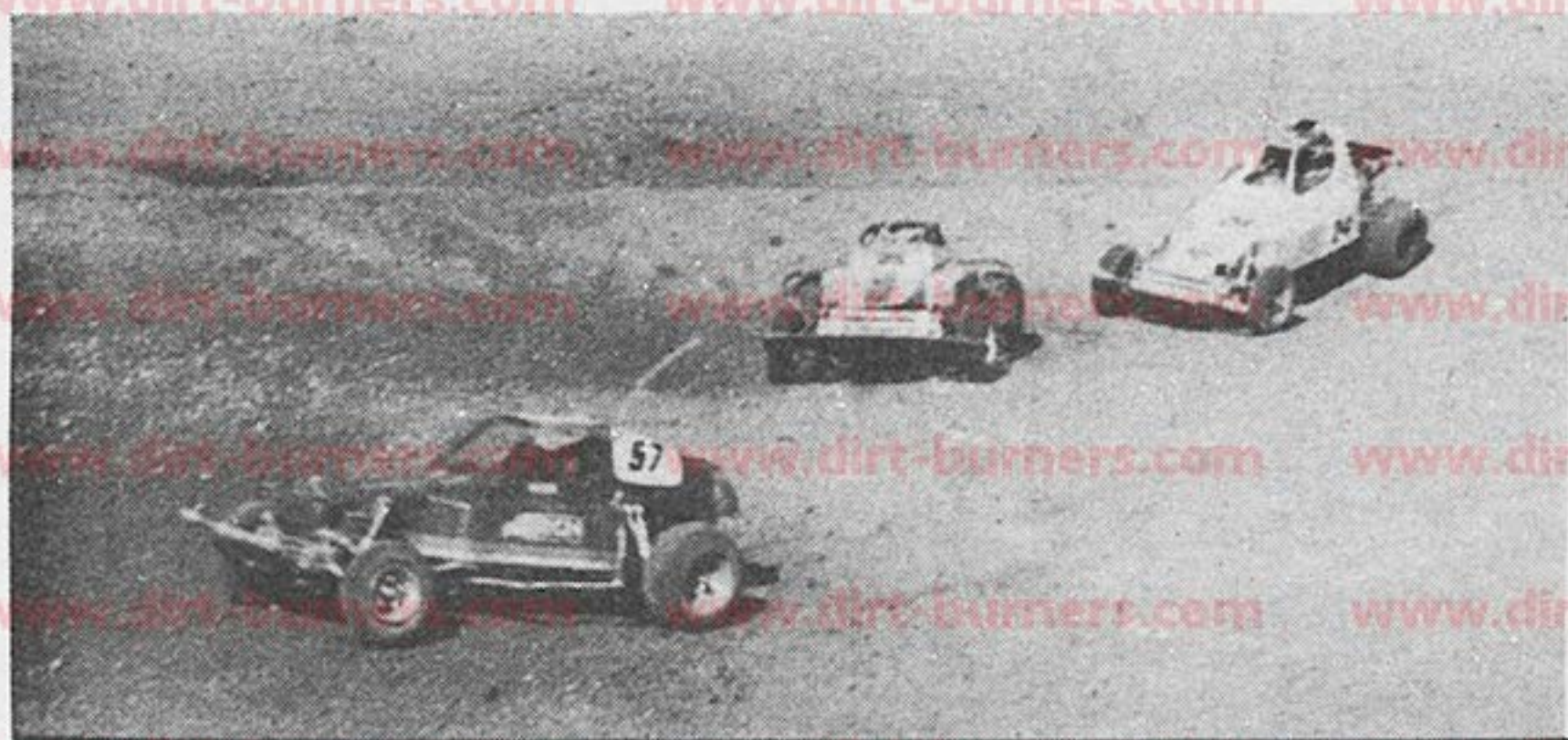


Some do...and some just watch.

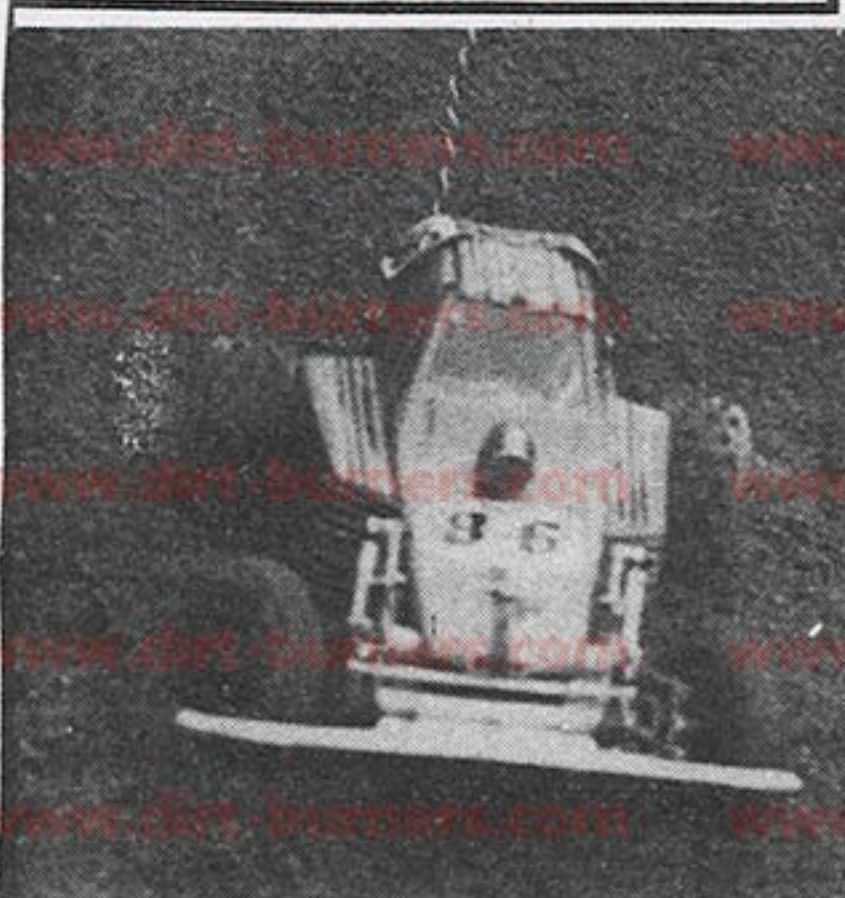


Fast off road action (above) at Reseda. Gil Losi and Lou Peralta, both track owners help each other (left) during racing. Here at PIT SHOP. One of the many tangles (right) at Whittier.





ORRCA action at MINI BAJA (above) PIT SHOP (far right) and SKATE CITY (below).



he seems to be putting a lot of pressure on Mike. In fact, there's only 10 points that separate the two racers in the overall points. But when you throw away the 4 worst finishes, as it will be done at the end of the series, they are even closer than that. Ed Street is in third, by quite a few points behind.

So far there have been 41 entries in this class through eight events. We expect more after Holidays.

OVERALL STANDINGS STOCK

1. Mike Deming (118)
2. John Gudvangen (108)
3. Ed Street (80)
4. Lee Brophy (49)
5. Ed White (47)
6. Rick Piar (46)
7. Peggy Tashima (35)
8. Anna Stage (32)
9. Paul Thompson (30)
10. Charlie Street (27)
11. Bernie Rico (26)
11. John Pihl (26)
13. Monica Barana (21)
14. Larry Bussard (18)
15. Betty White (17.5)
16. Stan Christenson (17)
16. Bruce Warner (17)
18. Terry Wallace (16)
18. Irwin Markwardt (16)
18. Leroy Campbell (16)
21. Evan Erickson (15)
22. Doug Brown (14)
22. Jim Bernardo (14)
24. Mark Bussard (13)
24. Josh Gall (13)
26. John Voeler (12)
27. Brent Armenta (10)
27. Bob Lucas (10)
29. Rich Arrona (9)
30. Brett Schwartz (7.5)
31. Mike Giem (6)
31. Paul Galante (6)
31. Greg Tobey (6)
34. Bret Stovall
35. Richard Beggs
36. Gordon Ingerbursten
37. Curt Hurley

This qualifying round will be held on Saturday, January 30th. The place for this first Quarter Final Championship is the Ranch Pit Shop, in Pomona. Every quarter, the Quarter Finals Championship will be moved to the other participating tracks. At the end of the entire Series an ORRCA Championship will be held at a yet-designated location.

All three classes, STOCK, MODIFIED and OPEN will run on Saturday and Sunday.

The finals will have a total of 66 entries that have qualified. At the end of the finals, those people will have earned their ORRCA numbers according to their order of finish in the Series.

The next series starts on the following weekend, the first Sunday in February.

STANDINGS & RACE RECAPS

STOCK CLASS:

In the Stock Class, the current leader is still Mike Deming. Mike is definitely the man to beat in this class, although right behind him is a real charger. His name is John Gudvangen and

- 38 Ty Milliken
- 39 Victor LaBrecque
- 40 Steven Stricker
- 41 Jim Digrammarce

(those with no points are non- ORRCA members)

MODIFIED CLASS:

Leading the 70 plus entries so far in this class through the first eight weeks of the series is Edie Street. Her overall points are 167 to Allen Losi's 154 points and Jim Brophy's 132 points. But when you throw away the four worst finishes, at this point, Losi would have the edge. So the next four races remaining in the schedule are going to be very important for these two racers. They can not afford to have any more bad finishes. Besides Jim Brophy, Rick Churchill, Chris Hawkes and Dennis Taylor are all not too far behind and mathematically "in the hunt" for the top spot. This is the most competitive class in terms of entry, so these next races will bring out the best of them.

OVERALL STANDINGS MODIFIED

1. Edie Street (167)
2. Allen Losi (154)
3. Jim Brophy (132)
4. Rick Churchill (128)
5. Chris Hawkes (121)
6. Dennis Taylor (120)
7. Craig Dunne (114)
8. Erwin Bragg (105)
9. Mark Johnson (102)
10. Jim Sneed (95)
11. Bill Pihl (82)
12. Brad Joplin (76)
13. Chuck Stage (73)
14. Marty Warner (70)
15. Tom Levescy (62.5)
16. Kirk Eden (61)
17. Mike Tobey (56)
18. Bill Bork (53)
19. Scott Brown (52)
20. Chuck Silvers (49)
21. Pat Jones (46)
22. Ron Roane (44)
23. Frank Glasgow (40)
24. Flame Churchill (39)
24. Tom Coy (39)
26. Butch Gilbert (36)
26. Bud Fish (36)
28. Mark Thompson (34.5)
29. William Holland (34)
30. Ron Anthony (32)
31. Wink Eller (31)

- 32 Tony Thompson (29)
- 32 Jeff Paul (29)
- 34 Steve Christianson (27)
- 35 Mario Mele (26)
- 36 Ron Parker (25)
- 36 Milt Lewis (25)
- 38 Earl Valles (23)
- 39 Brian Stith (22)
- 39 Peter Barana (22)
- 41 Steve Dunn (21)
- 41 Larry Taylor (21)
- 43 Mike Campbell (19)
- 43 John Burnham Jr. (19)
- 43 Keith Eden (19)
- 46 Charlie Smith (18)
- 46 Tom Staples (18)
- 46 Greg Melton (18)
- 49 Phillip Paley (14.5)
- 50 Dave Nemann (14)
- 51 Panama (12)
- 52 Randy Cain (11)
- 53 Willie Franco (9)
- 53 Mike Sims (9)
- 55 Chris Schroeder (8)
- 55 Steve? (#41)....(8)
- 57 Rodd Ditlove (7)
- 57 Jeff Welsh (7)
- 57 Leo Barana (7)
- 57 Larry Lukes (7)
- 57 Pat Munoz (7)
- 62 Robo Pompo (6)
- 62 Cklyde Simmons (6)
- 62 Steve Samuelson (6)
- 65 Chris Allec
- 66 Don Arndt
- 67 Thom Gall
- 68 Tim Levigne

(NonORRCA racers receive no points)

OPEN CLASS

This class has the second highest number of entries, and for the most part, the racers involved in this class are the ones with the most experience. Many of these racers also compete in the Modified class. So far there have been 41 entries in this group and after the eight

(contd. next page)



ORRCA UPDATE

(contd. from page 9)

weeks of competition, Eustace Moore is the overall points leader with 134 points. Eustace is displaying a fine driving style, one that he accomplished while driving 1/8th scale cars, that keeps him atop of the standings with very consistent driving. His trade mark in almost all starts is to stay in the back until the first turn, then try to "go around the pile-up".

Eustace has a 10 point lead over second place, Edie Street (124) and an 11 point lead over third place, Lou Peralta (123). But when you throw away the four worst finishes, Eustace still remains with a slight lead, Lou Peralta moves into second and it's a toss-up between Jim Brophy and Gil Losi Jr. for the third spot. In the overall standings those drivers hold the fourth and fifth spots respectively.

OVERALL STANDINGS OPEN

1. Eustace Moore (134)
2. Edie Street (124)
3. Lou Peralta (123)
4. Jim Brophy (118)
5. Gil Losi Jr. (105)
6. John Burnham (93)
7. Craig Dunne (88)
8. Sean Hawkes (74)
9. Dave Holmby (61)
10. Rick Churchill (59)
11. Jeff Cruzon (57)
12. Bill Pihl (54)
13. Dennis Taylor (53)
14. Jeff Cruzon (52)
15. Gil Losi Sr. (46)
16. Ron Parkes (42)
17. Frank Glasgow (34)
17. Ralph Winkler (34)
19. Dave Morford (32)
20. Lonnie Peralta (31.5)
21. Dennise Jones (31)
22. Eric Grisham (30)
22. Steve Christianson (30)
24. Wink Eller (28.5)
25. Mike Dunne (27)
26. Erwin Bragg (26)
27. Dave Phelps (24)
27. Ken Hoopes (24)
29. Jerry Case (23)
30. Dennis Lyman (22)
31. Tedd Herndon (16)
32. Jeff Maurer (14)
33. Bobo Ez (13.5)
34. Fred Jones (12)
35. Dave Shively (10)
36. Cory Barana (9.5)
37. Mike Balloy (8)
38. Chris Naylor (7)
38. Willie Franco (7)
40. Mark DeCapete (6.5)
41. Don Ardnt

Obviously, all these standings will take a different meaning when the last race of the series

is complete and the racers can throw away the four worst finishes to compute their official points for the series.

To say that this first ORRCA Series is anything less than successful is to underrate its impact. It has drawn over 152 racers so far, but more importantly, it has given many a reason to "get serious" about their R/C car and really get committed to the sport of R/C racing.

On the other hand, many have taken a "wait and see" attitude

to see if this series will really work. We anticipate that those people will be on hand when the next one rolls around. No doubt the next ORRCA Series will be bigger and better.

As mentioned before, there will be changes in the rules and procedures for the next one, made to make the running of the events easier and more fair in all classes.

There's also a change in the calendar which was not anticipated when this series started. The RANCH RACEWAY in Colton is no longer in opera-

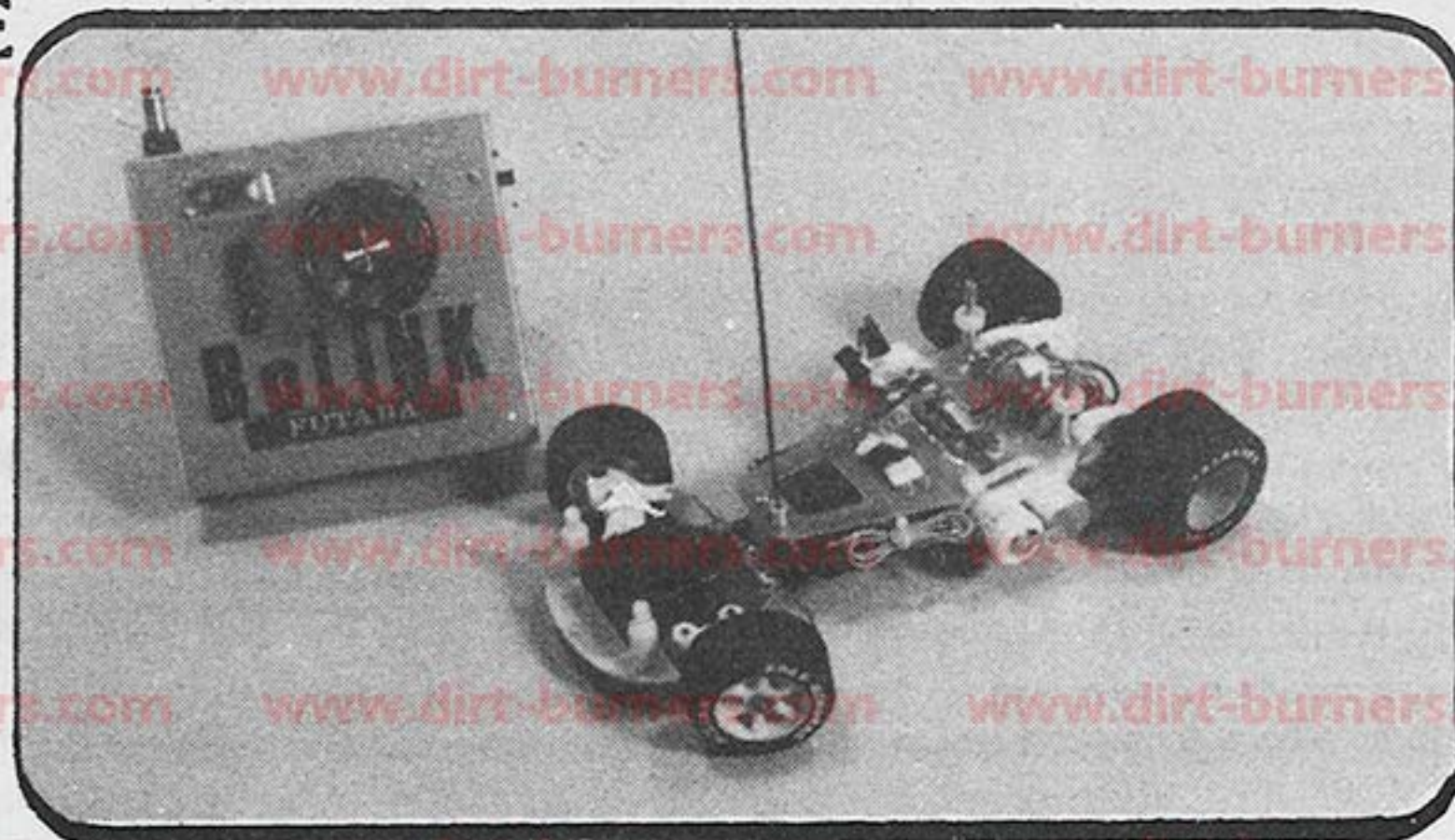
tion since its owners have taken over ownership of the Ranch Pit Shop in Pomona. So currently there are only four race tracks; PIT SHOP, SKATE CITY, Whittier, MINI BAJA in Reseda and RADIO CONTROL HOBBIES in Costa Mesa. Check the calendar section for dates and more info.

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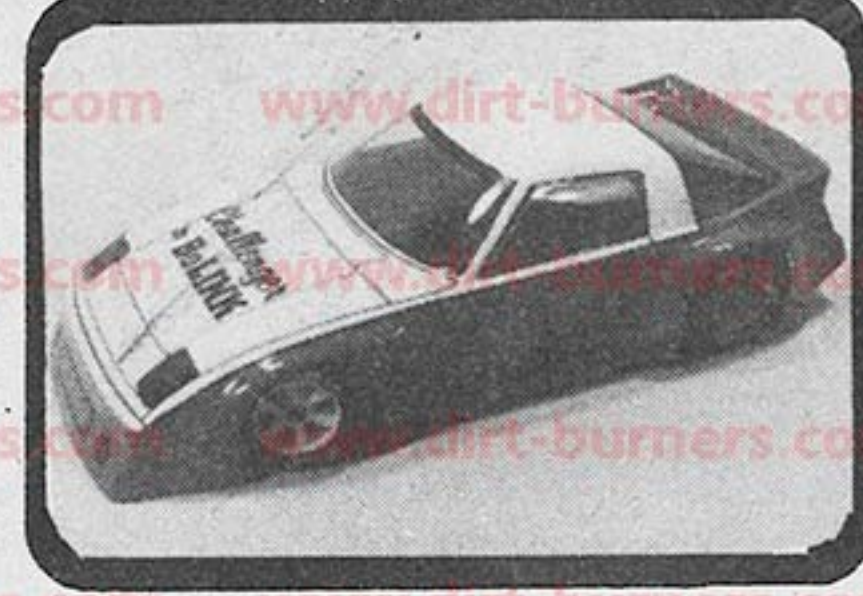
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BoLINK R/C CARS

1982 OFF ROAD WORLD CHAMPS

Woodland Hills, Ca.
December 23, 1981

THE 1982 R/C "OFF ROAD" WORLD CHAMPIONSHIPS HAVE BEEN SET FOR APRIL 16, 17, & 18, 1982, TO BE HELD AT THE ANAHEIM CONVENTION CENTER.

We are pleased to announce that R/C RACING NEWS, after several months of negotiating, has obtained the right to present the World Championships in R/C Off Road in conjunction with the SCORE SHOW which will be held on the same weekend.

It is an ideal occasion to run this first-time event along with the world famous "full-scale" off road SHOW. The SCORE SHOW is the biggest of its kind in the world, and over 30,000 people go through the doors during the three day run of the show.

This newspaper, along with other major sponsors, will run this three day race event inside the Anaheim Convention Center bringing it to view in front of the thousands attending the show.

At press time, only one "major sponsor" has committed to present one of the three classes to be run.

AIRTRONICS will be sponsoring the Open Class World Championships to be held on Sunday, April 18th.

At present, plans call to build a "dirt" track inside the convention facility, measuring about 30 feet in width and about 70 feet in length. It will be built inside a "sand-box" type of structure for easy removal.

The logistics to build this track and run this three day event are quite enormous. When you consider that on the Tuesday before the weekend of the event the dirt must be brought in, placed on the "sand box" and then the course must be built on Tuesday and Wednesday, ready to run on Thursday (pos-

sible practice day) and Friday, Saturday and Sunday, then must be taken out, completely, on Monday, this makes it quite an undertaking.

Ordinarilly, this would seem like too much trouble for just one race, but when you consider that over 30,000 people will get to see the three days of R/C Off Road racing, it seems that it's worth it.

At present, and because of the fact that we have to work within the SCORE SHOW times and guidelines, our plans call for the following schedule:

On Friday, April 16th, the STOCK CLASS CHAMPIONSHIPS will be held; then on Saturday 17th, the MODIFIED CHAMPS, and on Sunday, April 18th, the AIRTRONICS "BAJA 1000" OPEN CHAMPIONSHIPS will be held.

It's anticipated, by the way, that two other major companies will take the sponsorship of the two other classes.

The decision to break the three days into each class was to accommodate those that may be traveling from far distances so they don't have to stay for the entire 3 days of racing. This will also afford a savings in hotel and food expenses.

There will be a limit of entries in each class. At press time said limit was not known but because of the limited space available, it will be a "first come first serve" registration.

Entry for the event opens on January 25th and closes March 26th. Entry per class, per person is \$25.00 which will include entry to the SHOW plus a number of discount tickets, a competitors pin/plaque and a T-shirt. If there are any entries open in any one class, after the March 26th deadline, all "late entries" will be \$35.00.

So it's best that you enter early if you plan to attend this "major" event in R/C Off Road racing.

While the exact times for practice and racing have not yet been worked out, it is anticipated that said schedule will run concurrently with that of the SCORE SHOW which is:

Friday, April 16th, from 5pm to 11pm.

Saturday, April 16th, from Noon until 10pm.

Sunday, April 18th, from 11am to 6pm.

There's a possibility that racers may have extra practice time before the show starts but this is to be announced at a later time.

Trophies and prizes will be awarded at the end of each day of racing. Trophies will go to the top finishers in each of the mains and prizes will be drawn among all the class entries.

In addition to the "major sponsors" of each event at the show, there will be space available for signs or banners to other R/C manufacturers who wish to advertise. These will be located around the spectator wall that surrounds the race track.

A race program will also be printed, listing all entries in each class, and information about the entire event.

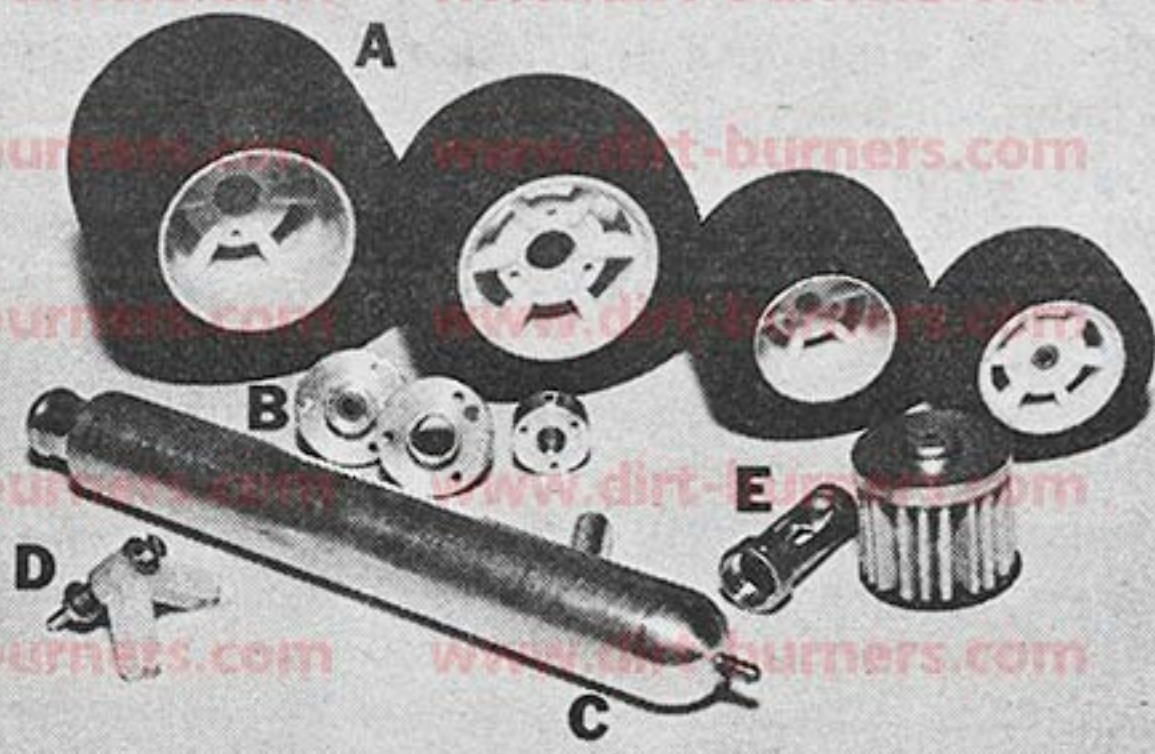
Finally, the SCORE SHOW has made available booth space at a greatly reduced rate, for those R/C manufacturers who wish to display their products. These booths are located directly in front of the track area.

As for the track layout itself, at present, plans call for the track to have one long straight section off the "sweeper" with an ASCOT-type long jump, a number of smaller jumps and banked turns and a "water jump". This section of the "water jump" will also have an "alternate" but slower route in the event that your car is not water-proof or you don't hit the jump just right. No, don't worry, you won't have to fish your car out of the water if you happen to land in it, but it will be deep enough to cause you to slow down a bit. In any case, it should be interesting for both the racers and the thousands of spectators that will be on hand.

Addressing to this latter fact, this event will probably have more people watching it during the three days than at any other R/C event ever held.

Not only will R/C Off Road racing get a tremendous amount of publicity, but the entire R/C industry will reap its benefits. There are literally thousands of people who do not know what R/C is all about. This will be an excellent forum to indoctrinate and perhaps "hook" them into the wonders of R/C racing.

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MINI BAJA'S 500 LAPPER Street/Deming Conquer...



Mike Deming/Edie Street take top honors, Don Arndt/Ron Anthony(2)

THE LONG AWAITED TEST OF MAN (AND LADY) AND MACHINERY FINALLY CAME TO AN END TODAY WITH THE RUNNING OF THE ULTIMATE TEST OF R/C OFF ROAD RACING, THE MINI BAJA "500".

Reseda, California
December 20, 1981

This "first time ever" event for Radio Controlled Off Road cars proved that, indeed, these cars are capable of withstanding the punishment (in scale) that their counterparts, the full-scale cars can endure in the deserts of California and Baja, Mexico.

Many skeptics felt that not one car would reach the 500 laps or the estimated 3 hr. running time that it would take to go that distance. Never before had this type of cars been driven for that length.

But on the final laps, the 500th one, the team of Edie Street and Mike Deming not only proved that it could be done, but they did it faster than anticipated. Their time was 2:19 hrs. of continuous running.

Six months of qualifying in the Mini Baja 150's and the one qualifier on the day before, had qualified 10 teams to make the start of the "500". Instead, only seven teams were on hand to make the "parade lap" before the 1:11 pm start.

One of the three teams missing, Jiggs and Jason Garcia, found the island of Hawaii a more alluring place than the track at Reseda. Can't say that we blame them.

Still the race did not lack excitement. In fact, it was more than any one had hoped for.

At the end two cars were on the same lap, and at the checkered flag the winning team won by just a little over a lap. The bridesmaids, this time, was the team of Ron Anthony and Don Arndt. They had the dubious honor of having had to battle for first place for the entire 500 laps!

The first 296 laps it was nip-tuck racing between them and the Wink Eller/ Erwin Bragg team. Both of these teams exchanged leads, lap after laps, sometimes several times in one lap!

Then when the Eller/Bragg team developed receiver battery problems and dropped out for about seven laps, the team of Street/Deming, who had slowly worked their way up, took over the battle between

them and the Anthony/Arndt team.

A packed house of spectators filling the bleachers have not seen this type of racing or this much excitement in short-course racing. It was truly amazing to see all these cars battle for 500 laps and two hours and 19 minutes.

The seven teams, fourteen members racing today, represented some of the best drivers around. No new-comer could take such an undertaking as this one. Many hours of prepar-

ation had to be put in the car, the batteries and the pit crew to make it all happen.

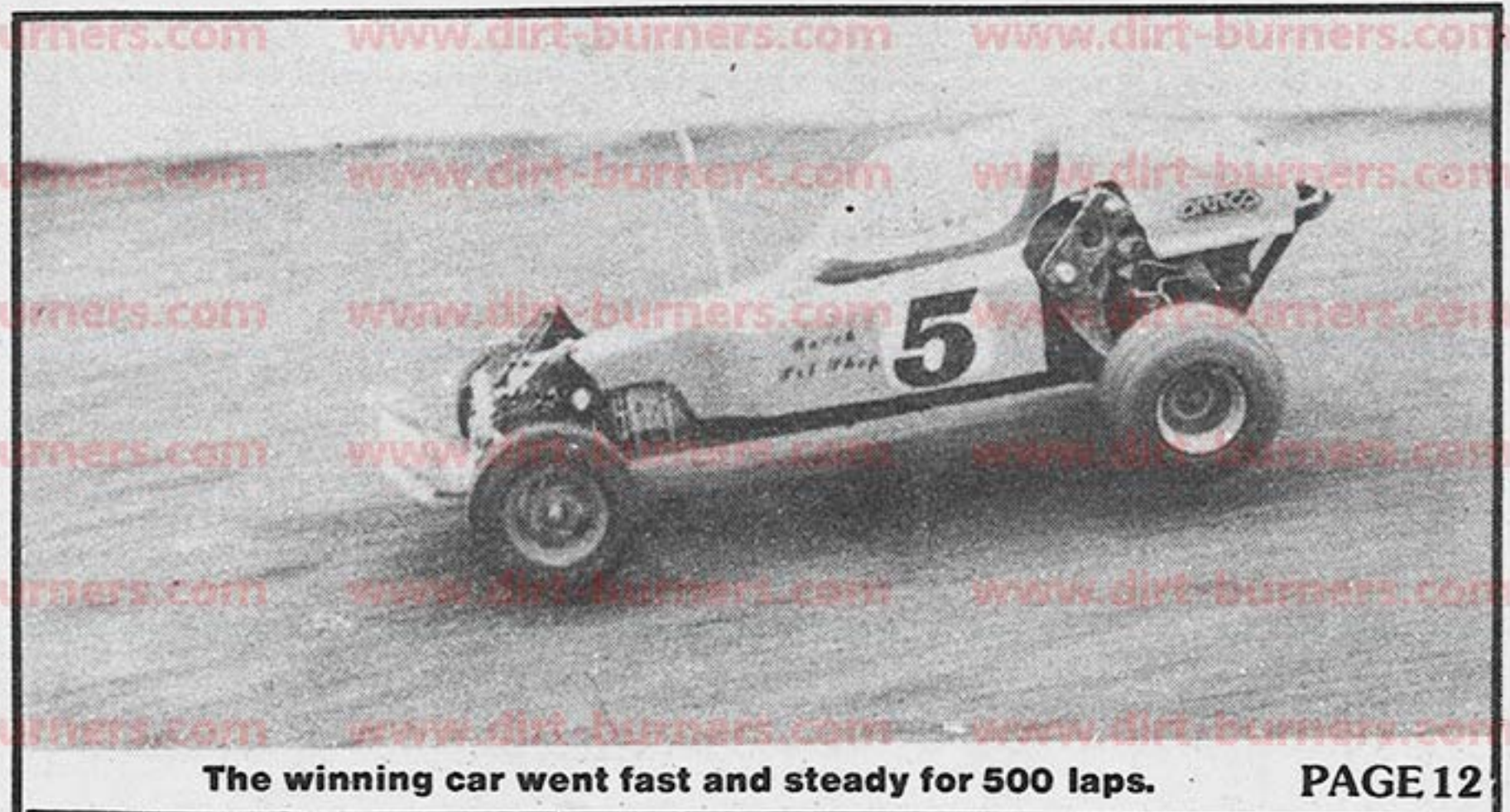
In any endurance race consistency, not necessarily speed, is the most important factor. The consistency has to be in the driver, the performance of the car and the way the pit crew takes care of the many pit stops. Today the hundreds of spectators and other racers saw what team work is all about.

THE RACE

The starting order was set up according to the way the teams had qualified. Those that qualified first in earlier 150's had the front rows, the others the back row, two abreast.

In this manner, all the cars were given a parade lap to allow the large throng of spectators to get one last glimpse or one last picture of a very clean-running car, because after 500 laps, no one knew what these cars would look like.

The "green" flag was dropped after two parade laps and surg-



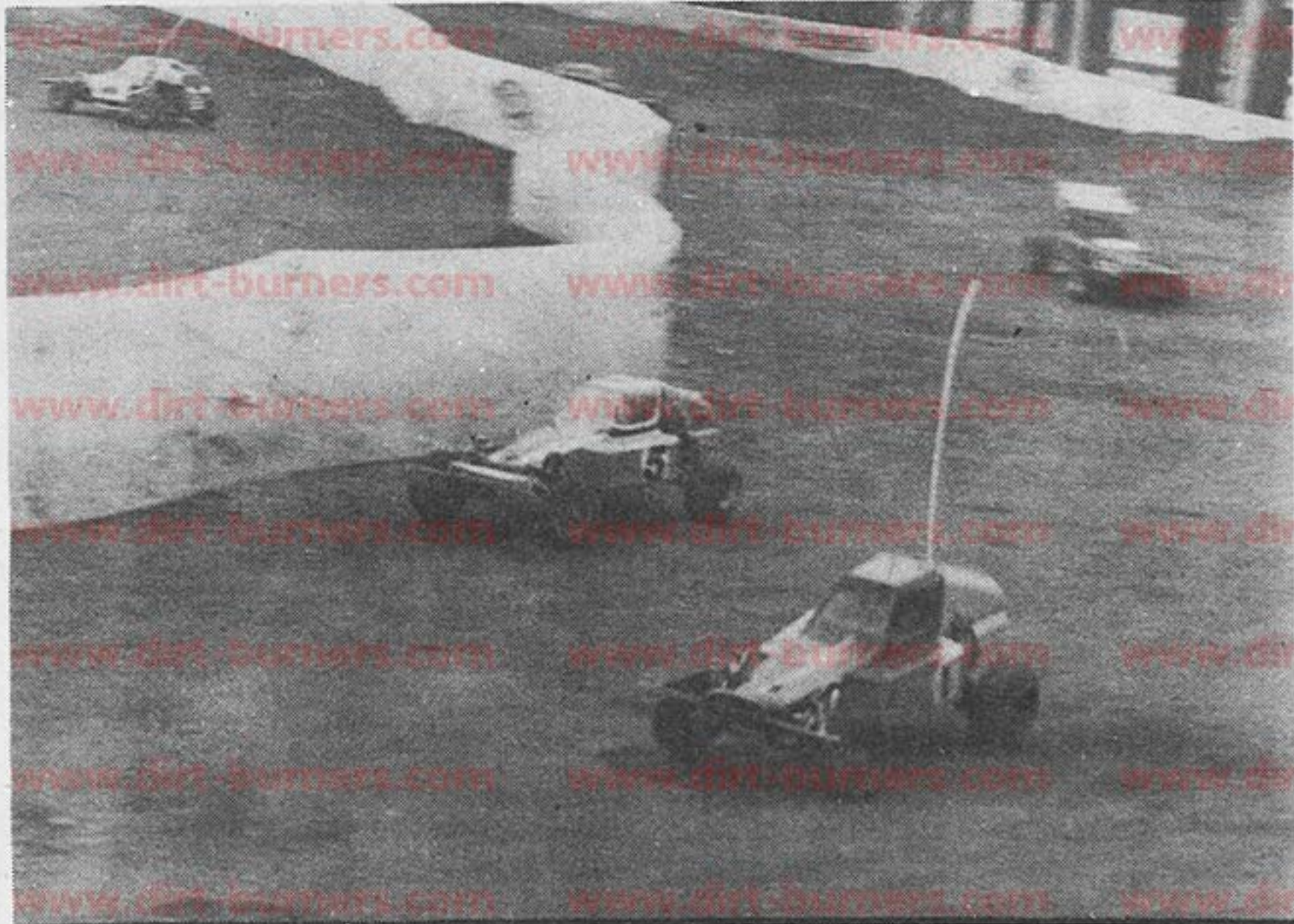
The winning car went fast and steady for 500 laps.

ing into the lead was the team of Jim Brophy/Craig Dunne on car #86. They literally left the field behind and for about 30 laps they held that lead.

Everyone waited to see who would be the first team to make the first pit stop. This honor came early to the team of Allen Losi/Mark Johnson, car #24, they made their first pit after lap 18 with batteries already "dumping". The team that made the most

laps in that first turn was the Anthony/Arndt team, car #2; they logged 35 laps.

Each team had two drivers, two cars and one "pit person". That person was the only one allowed to make the car exchange in the "exchange" area. Only one driver for each team was allowed on the driver's stand. Coordination of both was critical to make the exchange of car and batteries. It was critical as well, that when a car was having



Car 1 & 5 went for 200 laps this close. Car 5 eventually won (Street/Deming) over second place Car 1 (Arndt/Anthony). Tech the winners after the race.



Some drivers are in total concentration, while others wonder "what am I doing here?".

problems or its batteries were running low, that said car be driven through the "exchange cones", located atop a slight uphill. The second team car could not come out until the first one had driven through the cones.

This made for interesting watching, as often, drivers waited one-lap-too-many to come in and found it impossible to make the slight uphill. Instead, batteries had to be put in the incoming car just to go across the cones. Spectators loved this action.

Communication between driver on the stand, pit person and second driver became of utmost importance. One of the rules did not permit for the driver on the stand to leave it for more than 30 sec., even if the car was broken down. Said driver had to communicate with his other driver and pit person. The car had to be repaired where it had broken. This really made the racing and watching exciting and the frantic pace really exhilarating.

(contd. page 33)

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OFF ROAD WINTERMATS'LS

"THE BEST LAID PLANS OF MICE AND MAN..." WELL YOU KNOW HOW IT GOES. NEVER WAS A BETTER EXAMPLE AS WHAT IT TOOK TO RUN THIS WEEKEND'S "THE RANCH WINTERNATIONALS"



Stock A Main winners. Ed Street(3rd)
Randy Scott(2nd), Mike Deming(1st)

This race was already in the planning stages for several months and so was advertised and promoted.

Special emphasis was put in the building of a driver's stand and announcer/scoring stand, bleachers, and an exceptionally well groomed race track. Many hours were spent to get to this week end.

Then suddenly two things happened. Three days before, the City of Colton moved in and made the Losi family take down the huge drivers/announcer/scoring stand. It seems that certain items did not comply with the "code". The other, Mother Nature saw fit to bring the first rains to the Southern California area in many months on this weekend. And what had started to be a two-day race program had to be consolidated all into one full day of R/C Off Road racing. No small feat, when you consider that it had rained on Friday night and early Saturday (first day of the scheduled race) and had left five to ten inches of water on certain parts of the track.

The fact that the race went off on Sunday at all, was to the credit of the Losi's and their band of "helpers" and team members.

The no driver's stand problem was solved by bringing in a large 20 foot flat bed truck. A wooden baranda was immed-

PAGE 14

neither rain, nor snow...

MIKE DEMING, RICK CHURCHILL, EUSTACE MOORE Take it all!

80 degrees, the surface took on a different texture and made for some quick tire and chassis changes.

On Sunday 97 entries returned to the Colton facility to get in a full day of competition. Only change in the program was that instead of having two Mains per

A new way of scoring, for this type of racing, was introduced today. Cars in all three classes (Stock, Modified & Open), were placed into Heats as it's normally done, except that the order of finish in the qualifying Heats did not matter as much as to the number of laps you logged in the allotted two minute Heats. Each car was individually timed. Those that were getting six(6) laps in the low two minute mark were sure to go into the A Mains.

Top qualifier today was Ted Herndon, the only one to make seven laps. Second fastest was another Open entry, that of Jerry Case, and the third top qualifier was Allen Losi, driving a Modified (seven cell-stock motor) car.

If there was a drawback to this type of scoring system, it was that one person was in charge of stopping the clock for all eight cars in each Heat as they crossed the finish line. When two cars were close, this was



Modified A: Allen Losi (3rd), Dennis Taylor (2nd), Rick Churchill (1st).

ately constructed to keep the drivers from falling off during the race.

Next a tractor was brought in on Saturday to groom the track and pack the mud down. Lots of able hands (racers) there to do some racing, lent muscle power to shape the race course. The nice thing was that everyone was more than willing to help out.

The Ranch Raceway is the largest of the tracks in Southern California, so lots of work had to be done to get it just right.

Amazingly, by 4pm Saturday the track was ready and many there took advantage to get plenty of practice. The traction was terrific and it stayed that way all through the night. This may have been misleading for some because on Sunday, with the sun out shining at about



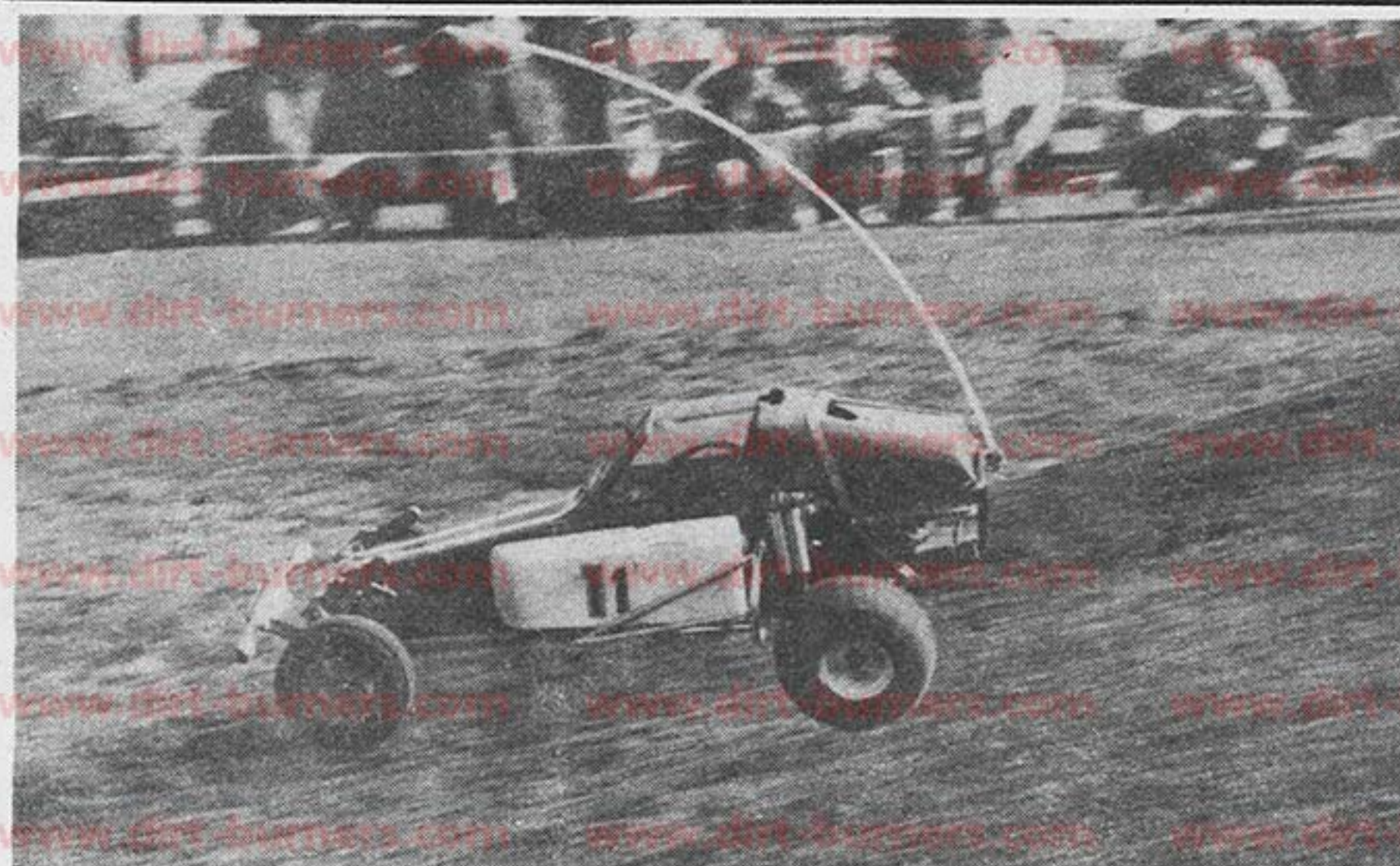
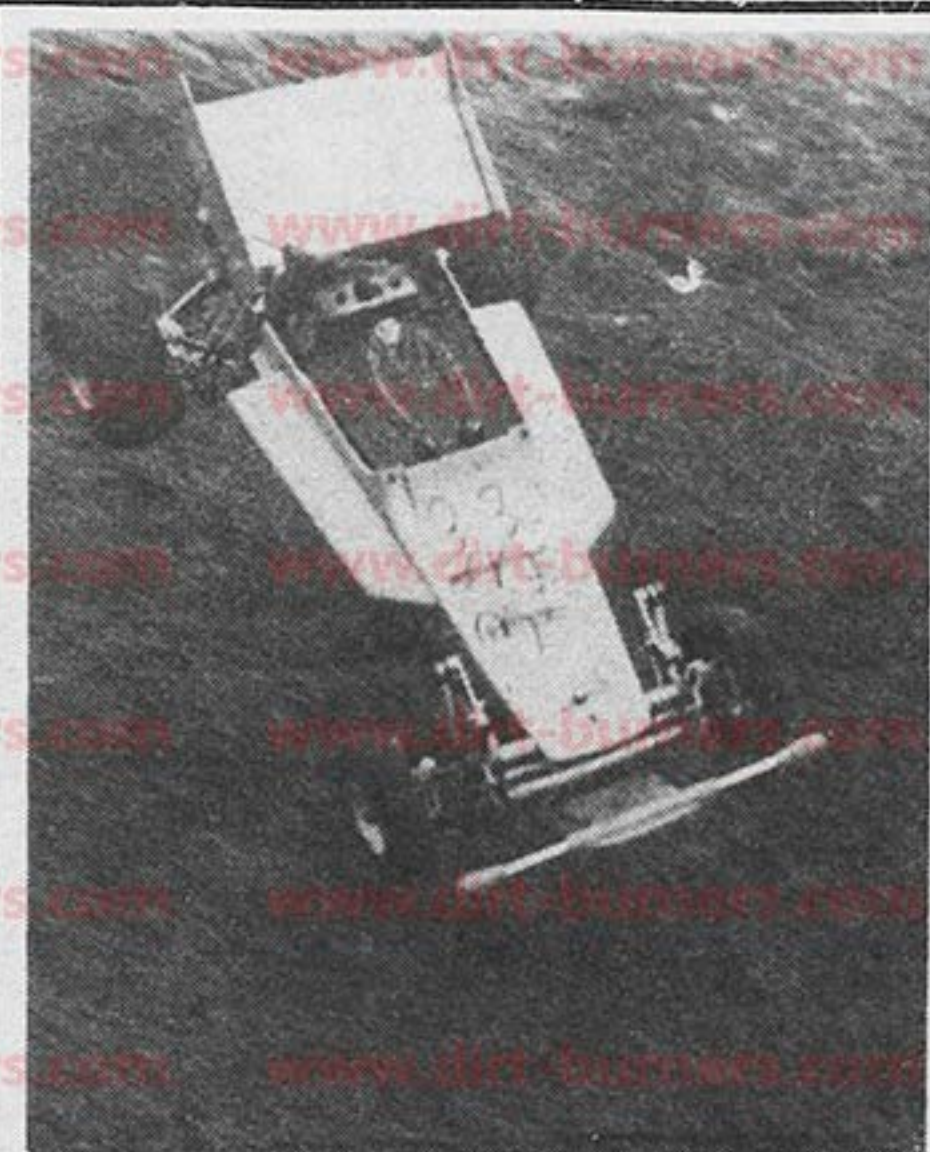
Open winners: Jerry Case (3rd), Eustace Moore (1st), Gil Losi(2nd).

class, there would only be one Main and three qualifying Heats that would put you into any number of A, B, C... mains.

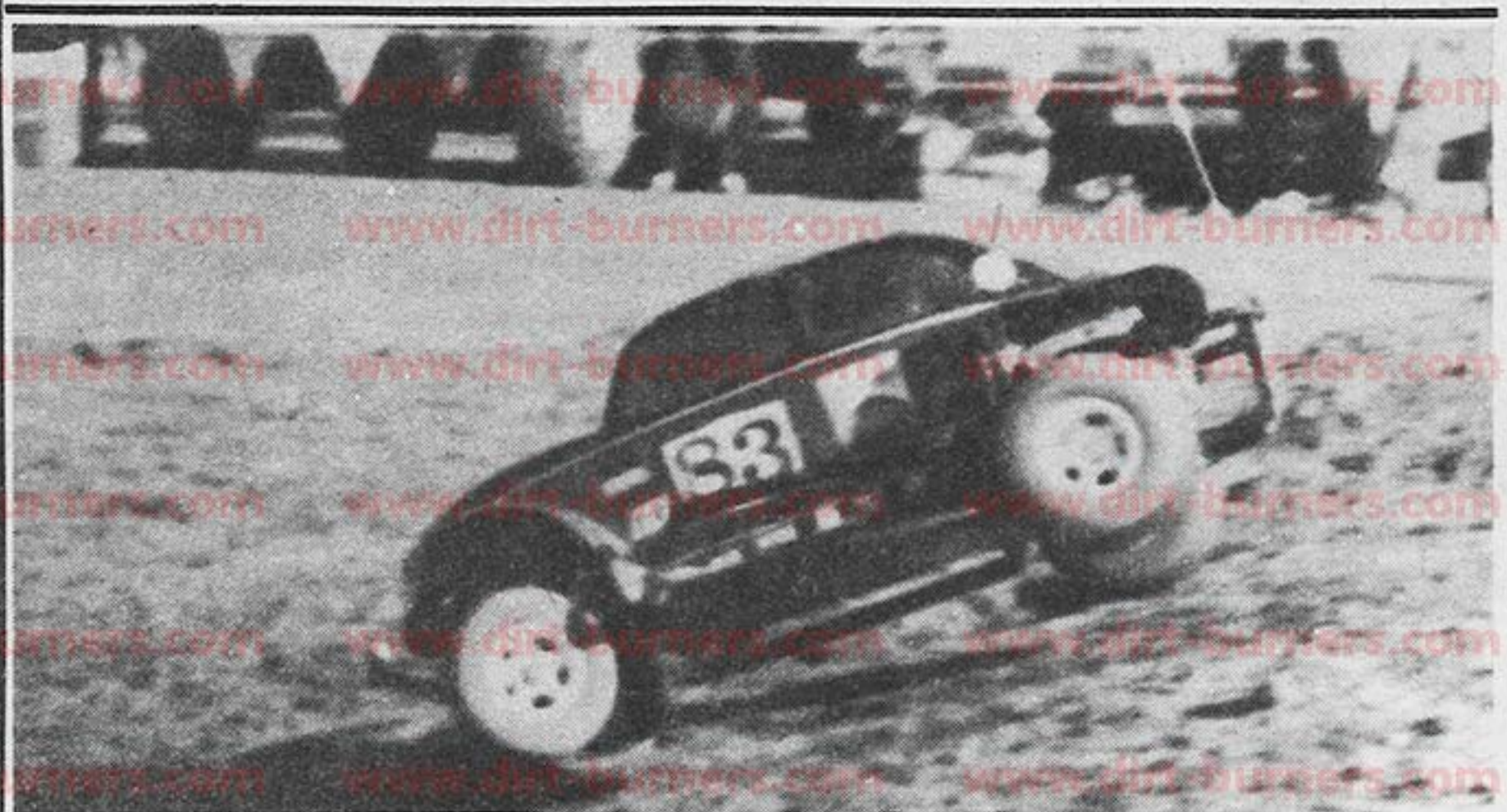
practically impossible. Some were timed a bit late, a fraction of a second, which in some cases could have meant the difference between the A and B Mains.



First turn action (left) where sometimes you win or lose the race and Allen Losi (below) drove over his head to take T.Q. in the Mod.



Ron Anthony (left) took his #11 to the C Mod. win. Butch Gilbert (below) trying to keep it on the ground.

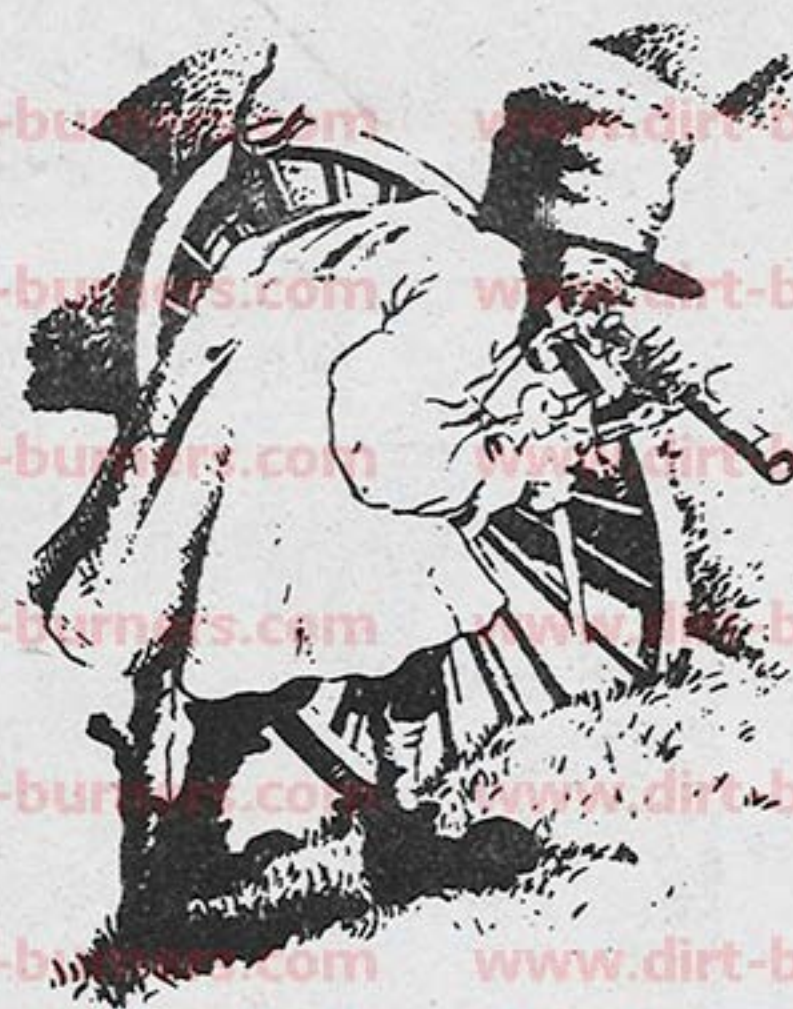


But irrespective of that, everyone truly enjoyed the entire race program and their hats were tipped to the Ranch Raceway for doing a great job under adverse conditions.

The big winners for the day in all three A Mains were: Mike Deming in the Stock Class; Rick Churchill in the Modified Class and Eustace Moore in the Open Class. All three received large trophies and a Tamiya kit for each.

But the real winners were all those who participated, because with each race, the sport keeps getting better and better.

For this race a good number of sponsors donated prizes which included everything from motors, bodies, high performance items to miscellaneous parts. They were: R.C.H., RACE PREP, CUSTOM RACING PRODUCTS, WEST COAST HOBBIES, SPEED & SPORT, M.R.C., M.I.P. & R/C RACING NEWS. (contd. next page)



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Of all the prizes donated, all but the three kits were drawn among all entries. I dare say that almost 70% of those who were there took something home. Not bad.

PAGE 16



THE RACE

Because of the Saturday "rain out", the two day affair was condensed into one full day, Sunday. Three Heats that lead into Mains were run.

Making the Stock A Main were veterans Peggy Tashima, Rick Piar, Ed Street, Leroy Campbell, Mike Deming and Randy Scott. Fittingly, all these racers have been at it for a while and they proved to be the fastest of the 12 Stock entries on hand.

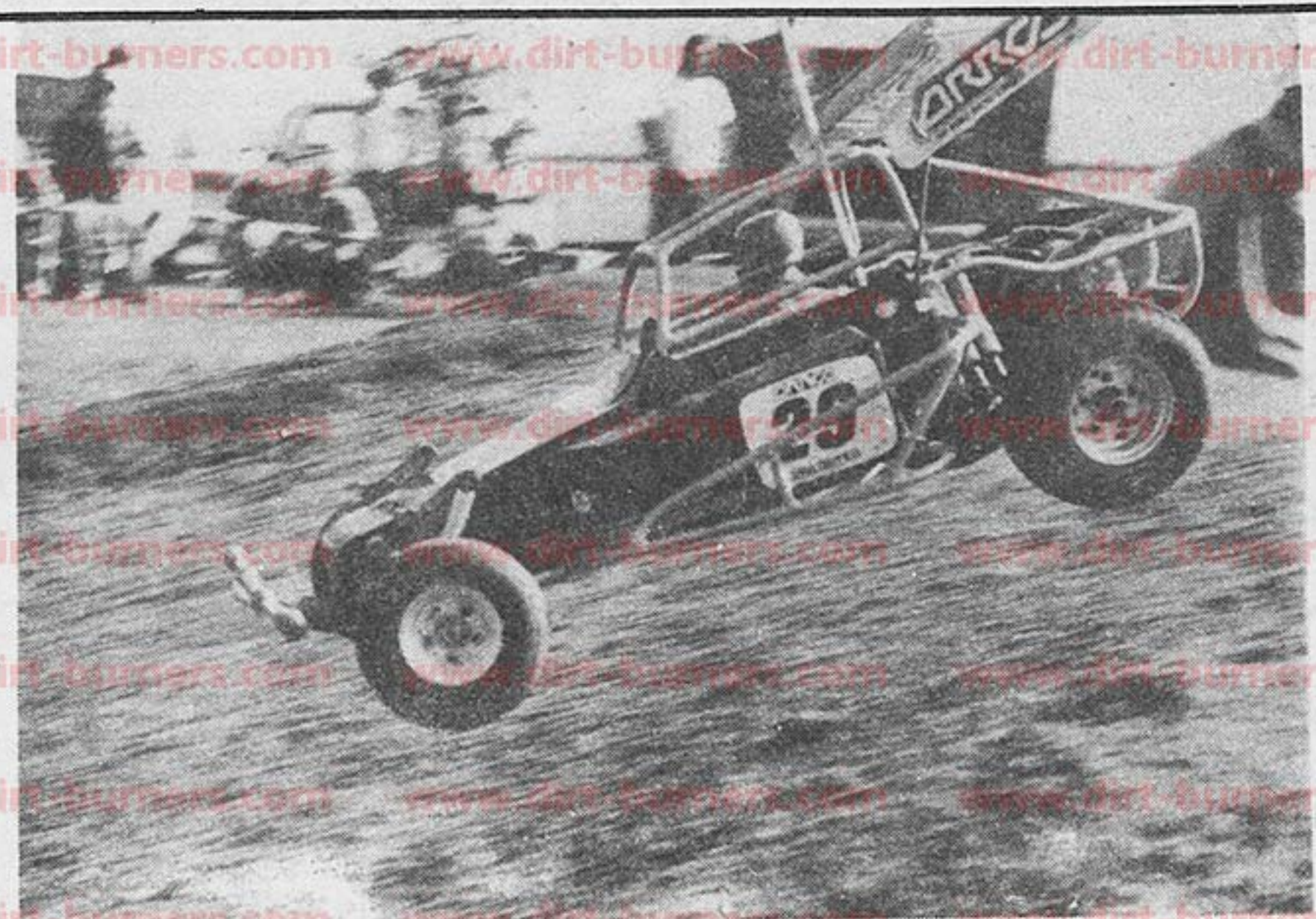
While the limits of this class makes the racing very even, still those with more experience and best preparation came out on top.

Mike Deming fought early problems and crashes at the start of the A main and managed to work his way to first with excellent driving. Randy Scott followed just behind, making a race out of it. In third it was Ed Street, an early leader who lost it at about lap four.

The B Stock Main saw Mark Thomsen take the win with Tom Levescy and Paul Thomsen in second and third respectively.

MODIFIED Class had the biggest entry of all classes, 49 cars. In this class several racers also race in the Open class, so you've got some heavy talent. Among them, fighting their way through the Heats and into the A Main, were people like Allen Losi, (third

Ralph Winkler did his thing in shaping the slop/mud into a raceable surface (above left), the result, perfect racing conditions (above).



Local hero (above) Gil Losi Jr., has one of the most realistic looking "short course" single seaters. Here he's flying over the jump.



Concours winner Bob Thompson's beautifully detailed stepside, which included co-driver reading actual map of Ranch track and pointing the way & gas-fill spouts.

best qualifier) - Don Arndt, Dennis Taylor, Rick Churchill, Leo Barana, Ron Anthony, Flame Churchill and John Burnham Sr. These eight gentlemen dived their way through one of the most exciting mains we've seen in a long time.

While in this class you are allowed to modify the car, the only thing that must remain constant is the using of a Stock motor and no more than seven-cells. So the racing is really tight, as most of the cars making the A main were equal in power. The driver and the handling of the car made the difference. And the difference was with Rick Churchill, who has quickly asserted himself as one of the top drivers in both the Modified and Open Classes.

Rick displayed a calculated and strong style of driving that gave him the top honors in the A Main. In second was local Ranch racer, Dennis Taylor, perhaps the favorite to win today, and in third it was Allen Losi, top qualifier in the Modified class.

Don Arndt, Leo Barana, Ron Anthony, Flame Churchill and John Burnham Sr. made the top eight.

Winner of the B Main was Jeff Cruzon, usually one of the top runners in many A Mains. This shows you how hard it was to make the A main. Jason Garcia took the second spot in the B and Steve Dunn made up the top three.

(contd. page 37)

GULF SOUTH no. 5

Story by Bill Gardner

Slidell, La.
Nov. 15, 1981

THIRTY-ONE DRIVERS ENTERED RACE 5 OF GULF SOUTH SERIES ROUND II, SUNDAY, NOV. 15th. THE RACE WAS CRITICALLY REVIEWED BY MARTIN ZELLER AS FOLLOWS:

"The GSS Race #5 was held at the Slidell track site. When I arrived at the track, I found it to be complete and ready to race on in due time. The administration of the race by the director Bill Gardner was well handled as far as set up of the track configuration. It was nice and presented a challenge. I heard some people complain about the depth as it was hard to judge their distance. The outer perimeter of the track was 8" high as per ROAR rules. At the driver's meeting everyone was warned about this, and I know of only one person falling. We all need to be extremely careful of this until we get accustomed to the new height.

At the end of the straights and turns, the car turns are bad. They have a tendency to grab the body and pin it until a corner marshall can get to it. There was a number of cars that kept hitting the marker cones as they were placed in the racing lane causing the corner marshall to remove this so other cars would not run into them."

Aside from the excessive depth of our track, (nearsighted folk weren't meant to race toy cars, they really do well with needle-point and such) the car-grabbing corners, (tires secured at the end of the 180 turns to the interior walls to keep the board bangers from constantly re-locating our corners), and the track division markers that were a problem (the track design made it difficult for us to locate that #6 cone anywhere else; but that was definitely poor planning on our part; that will be solved by the next race), the lap count was 100 % perfect. The lap count team of Helen Dingman, Belinda Gardner, and Pat Perrett did an excellent job. The START Organization would

like to thank them for the time and effort they devoted to this very thankless job. Spotting, recording & posting some 2,500 single laps in a day flawlessly...no problem...miss one and!!! On to the races.

Our E MAIN was won by John Mistic, Jr. with 38.7 laps. I might add John did this with one half the horse power he's had in some previous races.

John, I think someone's trying to tell you that a 2½ horsepower Picco is not the hot set up for a reasonably unseasoned racer. Don't point the fingers guys... there's a bunch of us out there who could learn by this.

A car reasonably mild in power and handling is the key to a successful beginning and an affordable future.

Daniel Gardner took second in his first race in about six months and Bumpy Kearny finished 3rd with 36.2 laps.

The D MAIN found its co-winners running well enough to have placed way up in the B main. Danny Wenzel and Kenny Smith both turned 50.0 laps even, and Kenny agreed that Danny was a nose ahead at the buzzer. Danny got first and Kenny took second. A very well driven race for both drivers. Terry Robertson finished third with 43.7 laps.

"Inconsistency" could best describe the C MAIN. All drivers experienced some sort of problem, thus all had less than normal lap times. George Molinary did the best here and took first with 47.0 laps. Frank Vance, our traveling award winner, took second with 45.9 laps after having his own problems. Martin Zeller gave Frank a run for second but finished a

bit short with 45.1 laps, for 3rd.

Freddie Rapuana won the B MAIN after experiencing some problems in qualifying. His 55.5 laps was third best of the day. John Dupuis took 2nd place in the B with 52.0 laps, showing more consistency than any other participant this series. (Checking the standings, you'll find John is showing more completed races than any other racer.) Brian Long finished 3rd in the B in his best to date, but he's improving weekly, so you fast guys better get his number!

In the A MAIN, it was Richard Childree who won his second Gulf South race by edging out a well prepared John Abadie.

Richard's 56.5 laps was just about a half a lap better than John's 56.1. I'm told that the margin was evident from about the 5 minute mark.

Louie LeBlanc finished third with 55.1 laps. Again, Charlie LeBlanc, Karl Kaiser, and yours truly proved inconsistent and were not able to complete the race without mechanical problems. A superb race for both Richard and John, my congratulations to them for their excellent outing.

As we come down to the final Gulf South contest in 1981, things are quite different than in past series. In previous series we have had 1st place sewn-up as early as the 3rd race of the series. A couple of times, 1st and 2nd places were clinched before the final race.

Gentlemen, we have five different drivers who can mathematically take home the number one spot in Gulf South Fall 1981.

As for our "Most Improved Driver" Award; we also have five racers who are in contention. Thomas Prine heads the list with a 188 point improvement, a remarkable feat in itself. But there are several others close

behind. This award should be considered by it's eventual winner as truly, a terrific accomplishment, just as 1st place trophy is to the winner of the series.

The sixth and final race of the Series is to be held in Lafayette on December 13th. Complete coverage and race results, as well as final standings, will be in the next issue.

The 1982 schedule is not yet set. But one of the goals is to attract a consistant 55 entries per event, so BE THERE!

RESULTS

STANDINGS after 5 of 6 races:

1. Freddie Rapuana 1942
2. Bill Gardner 1893
3. Richard Childree 1887
4. John Abadie 1869
5. Charles LeBlanc 1868
6. John Dupuis 1861
7. Louie LeBlanc 1842
8. Karl Kiser 1837
9. Thomas Prine 1816
10. Danny Wenzel 1810
11. Frank Vance 1777
12. Martin Zeller 1727
13. George Molinary 1717
14. John Dingman 1664
15. Kenny Smith 1638
16. Pat Roberts 1568
17. Ted Simon 1503
18. Brian Vance 1477
19. Dan Ironmonger 1338
20. Gerry Brown 1330
21. Edgar Reviere 1243
22. Brian Long 1234
23. Terry Robertson 1228
24. Bumpy Kearny 1202
25. Sheldon Nothacker 892
26. Paul Verger 875
27. Kenny Durio 852
28. Steve Hite 841
29. Bob Murphy 816
29. Todd Schumert 816
31. Tony Roscoe 800
32. Bob Botnick 789
33. Bob Reedy 788
34. Merle Nothacker 781
35. Scott Reedy 741
36. John Mistic Jr. 739
37. Chris Borrouso 725
38. John Mistic 680
39. Ivan Bourdier 464
40. Mike Fruge 415
41. Tommy Bordelon 406
42. Danny Oliver 406
43. David Kearny 380
44. Daniel Gardner 364
45. Charles Bordelon 347
46. John Serou 341
47. Frank Reedy

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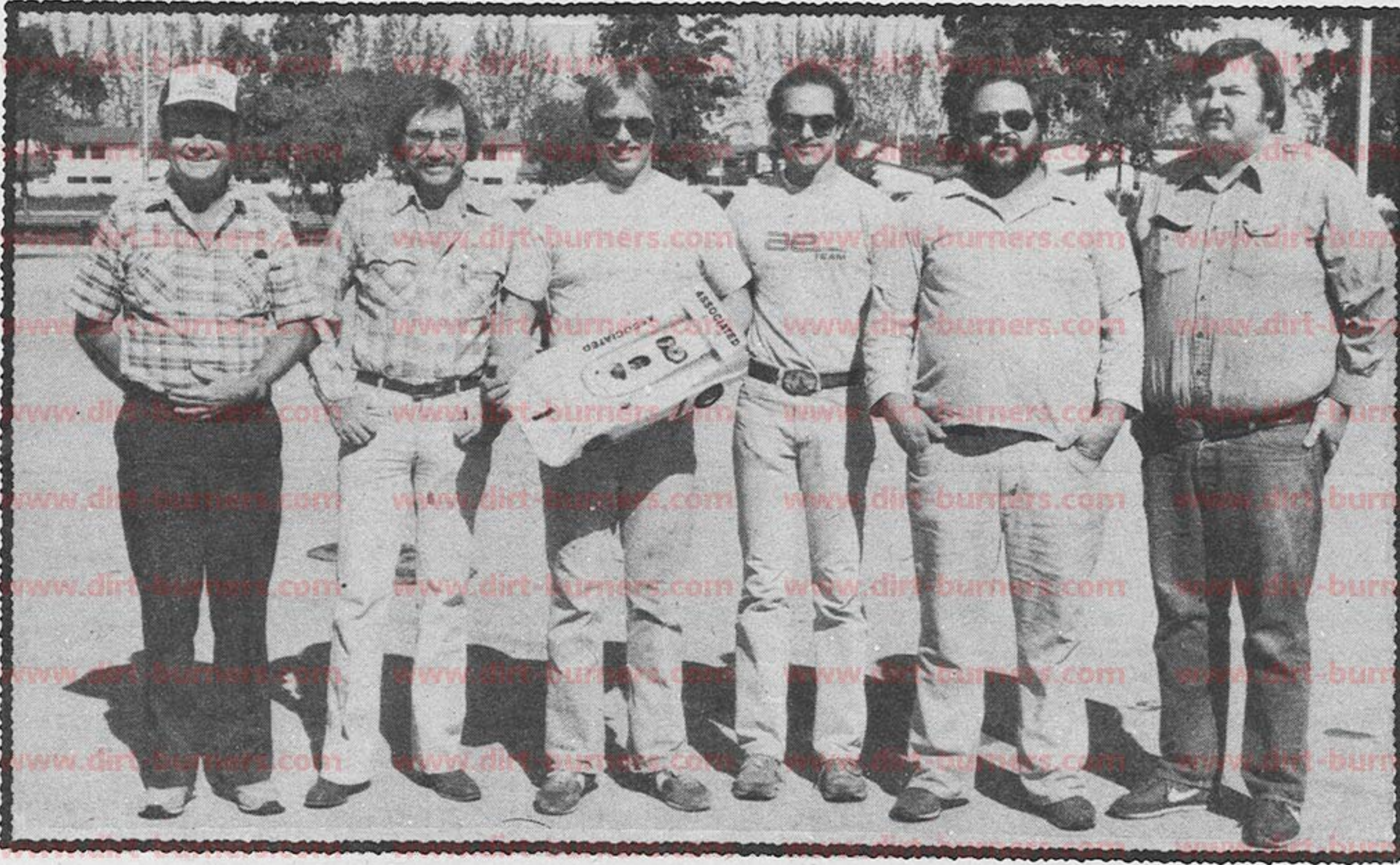
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FLORIDA'S 24HR. FEAT... Associated's Team #1 Wins!



IN WHAT HAS TO BE ONE OF THE FINEST PERFORMANCES BY A TEAM OF RACERS AND "RACE CAR", TEAM ASSOCIATED SET A NEW RECORD OF LAPS FOR THE 24 HR. 1/8th ENDURANCE EVENT, BY COMPLETING 4,060 LAPS AND THE "AMAZING" FACT WAS THAT THEY RAN THE SAME MOTOR AND GLOW PLUG FOR THE ENTIRE 24 HRS!

Story & Photos by
Gene Husting

Tropical Park, Florida
December 12-13, 1982

It is still hard to believe just how many racers are willing to accept the challenge and rigors of a 24 hr. enduro race. Not only does a race like this takes its toll on machinery and equipment, but what it does to the human body is also noteworthy. Yet, this year, 34 drivers and pitmen, making up the six teams there, met the challenge head on. The outcome was that five of the six teams finished the 24 hrs., an incredible achievement in itself.

CAR #1, The Associated Team 1, from Santa Ana, California was made up of Roger Curtis, Rick Davis, Curtis Husting, Gene Husting, Bill Jianas and Bill Newlin. This was the same team that won this event in the past two years, with the exception of two alternate drivers; Roger Curtis and Gene Husting. Davis, Jianas and C. Husting felt

they could have driven the race alone, but because the rules called for at least four drivers and no more than six, they were forced to take on two "Over the Hill" drivers as teammates.

The Team car was the Assoc. RC300 with a ball diff. Rick Davis prepared the car in Detroit, as only Rick can, then he sent the car to California for Curtis and Bill to finish. The engine used was the new K & B 3.5 prepared by wizzard Rich Lee. Radio system was the new Airtronics. Prior to this event, this car was run at Pomona for about 1/2 hr. just to "check it out".

CAR #2 was the car of Team DELTA from Lorimor, Iowa. Butch Barry, Mike Barry, Art Carbonell, Javier Loras, Chuck Moon and Rafael Rio made the six-men entry.

This DELTA Team had a few surprises in store this year. This is the same team that led the 24 hrs. last year for the first half of the race and finally wound up in second.

Earlier we were hearing all kinds of rumors about this Team. Generally rumors are just that, rumors. As most of you know, DELTA's been testing their new "suspension" car for some time now. You have no idea what an undertaking this is until you try it. They had spent about 2 weeks in Miami testing the car and they were planning to run the car in the 24 hrs. This is hard to believe because the prob-

ability of taking a brand new car and racing it in a 24 hr. race and winning has to be 1,000,000 to 1. Yet, what if they won? Wouldn't that be a feat!

CAR #3 was Team Future Homes from Ft. Myers, Florida. Curtis Anderson, Dick Ballentine, Ray Hepner, Doug McNeeley, Joe Tassillo and Joe Tassillo III, made up the six members. These were all seasoned veterans with lots of 24 hr. experience. This team wound up in 3rd last year in the 24 hrs. This year they figured to be one of the favorites to put their DELTA Super J right up there.

CAR #4 was the entry from Puerto Rico. Team Puerto Rico, from Hato Rey included; John Basaraba, Paul Condello, Jose Pereles, Raul Rivers, Papo Torres, Octavio Valdes. These were a bunch of real nice guys, but I don't think they really understood what it takes to run this kind of a race. Regardless, they had fun trying with their DELTA Super J. Any time you can get a race of this caliber under your belt, it just enhances your probabilities for next time.

CAR #5 was the other Associated Team on Hand. Ralph Burch, Jr., Rich Lee, Chuck Phelps, Dana Smeltzer, Joe Sullivan and Carl Petrie had to also be considered favorites. Chuck and Rich had won the last two, 6-hr Enduro races at Ventura and Pomona (in So. California) with great style and
(contd. next page)



The 24 hr. Track in Miami. Everyone settling for a long day-night of race action. Photo Roger Curtis.

ease. They know what it takes to make a car go for long periods of time. And with the addition of Ralph Burch, Jr. and Joe Sullivan, from Texas, they could be the team to beat.

The sixth and final team was CAR #6, Team P.B. from St. Petersburg, Florida. Trigg Fortner, Dave Haddock, Rocky Hagan, Warren Jamison, John Riley and Gary Weidman made up the team. They were a bit unknown and the fact that this was the first time a P.B. car was entered in the 24 hrs., they had to be the dark horses. It should be interesting to watch.

FRIDAY was practice day. This day is set aside for all the team members to drive the team car, get used to its handling and the transmitter, etc. Also to try to set the motor and carb to the track and weather conditions.

The rumors heard earlier were true! Yes, the DELTA Team had brought their new prototype "suspension".

When we asked Bill Campbell about this, he said that they wanted to get as much running time on the car as possible, like a "shake down", so what better place to do it than in a 24 hr. race. It's like putting ten weekend races all in one. Makes a lot of sense.

The car itself is quite interesting because, unlike the P.B. and Associated IS cars that use a combination of gear and chain drive, (which has proven very reliable) the DELTA IS car eliminated the chain drive by mounting the engine in an

anglewinder method, very similar to what is now used in slot cars. Front end uses a single swingarm on each side, rather than the conventional A arms. This is a much lower assembly, probably aimed at using a lower frontal body. The car looked like it performed and handled smooth and stable, much like the P.B. car.

RACEDAY

SATURDAY morning was an excellent day for racing. All teams ran their cars a few more times before the Noon-time start.

A few minutes before Noon, all six cars were placed on the starting line with dead engines. At Noon the starting flag was dropped and the pit men grabbed their cars, headed for the pits to start the engines and then back onto the track.

First to make the track was Ralphie Burch, it took him about 10 seconds to get out. A couple of seconds later, World Champion Arturo Carbonell was also on the track, and soon thereafter, all six teams were dicing for position.

Ralphie and Art looked like they were in a Trophy Dash. Ralphie lead Art by about 20 feet and opened it to about 50 feet before he hit a dot. Still he managed to keep the lead. Art kept closing every once in a while, but then Ralphie would again pull away by about 1/3 of lap lead. Then at the 6.5 minute mark, Ralphie ran out of fuel and Art took over the lead.

He held this lead for the first hour, turning their best time of 175 laps.

In the meantime, Curtis Husting had taken over the driving chores of Car #1 and, after a couple of pit stops to dial the car in, he felt that the car was ready to go for the 24 hrs. and settled to a "cruising" speed. This car was in 2nd at the end of the first hour with 170 laps.

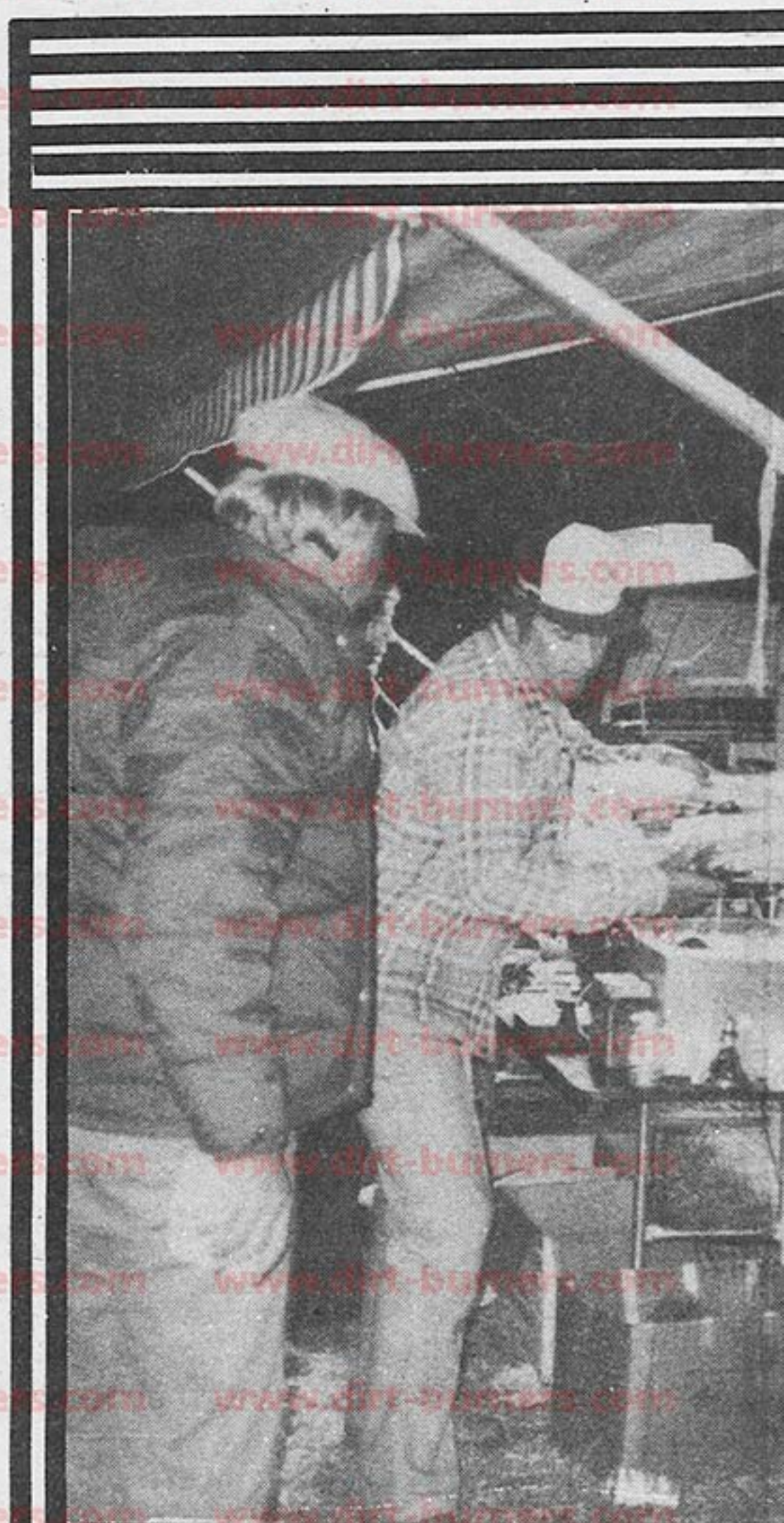
At the end of the second hour, things had changed. USA Nat. Champion, Rick Davis had turned 177 laps on Car #1 and put the Associated car in first place.

From here on, Bill Jianas took over on the third hour, and despite a terrible cold and sore throat, he put CAR #1 further ahead.

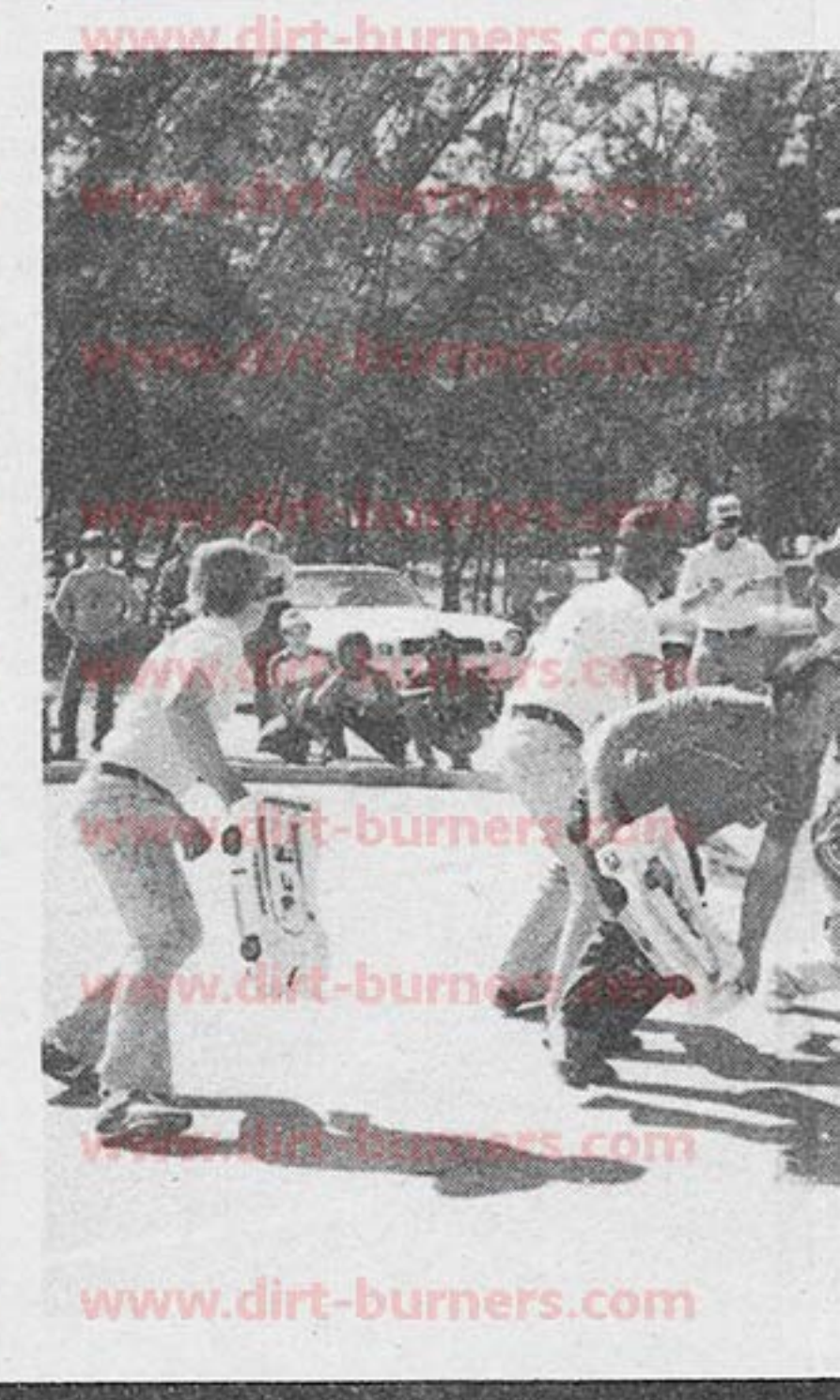
This car seemed to be running on Cruise Control. While others were averaging 30 minutes on a set of tires, this car was getting one hour out of each set. Speed doesn't win this race and leaning out the engine to get more power creates other problems, like having to change tires more often. So Bill and Curtis knew that a steady pace would be the best attack and keeping the engine on the rich side would be the smart thing to do.

At about the 4th hour, Team Assoc. 1 had built about a 45 lap lead over the second place DELTA Team 3. With that kind of a lead, I thought it would be safe for them to let me drive. Besides, they had no choice as they have to have a fourth driver. How bad could I drive? Curtis had just finished his 1/2 hr. session and Bill Newlin was fueling the car. Curtis handed me the transmitter and said: "Dad, there are no brakes! Don't complain...just drive". Immediately I thought, "Oh my God, the car must be terrible". Sure enough, there were no brakes, the engine was super rich, the car had a slight amount of understeer, terrible as a qualifying car, but perfect for a 24 hr. car.

I thought of what Curtis said, other teams were leaning their cars and seemed to be going faster, yet after a while as drivers became more and more tired, they slowed while we just



Midnight vigil (above) keeping the only sets in with the equipment Television cameras from Miami. The start of the race (below) is a de on the track first. Team DELTA (be chance of winning with their new"





the cars in working order. Fatigue not but also with drivers and pit crew. were on hand to cover part of the race. dead-motor start. Fast legs help to get below left) bucked the 1,000,000 to 1 "suspension" car. They finished 4th. Photo. Roger Curtis.



kept driving our car at a steady pace, just cruising.

As evening was setting, I was wondering if other teams were having driving problems. The track has lights but just adequate. This would be my last 1/2 hr. session, I was going to bed. I think the rest of the Team gave a sigh of relief. I hadn't hurt the car and actually made up a few more laps on the second car.

The DELTA Team 3 car was doing great with Joe Tassillo, Ray Harpner and the rest of the guys. They were already ahead of last years times and doing just fine.

The other DELTA Team with their prototype IS car was having all kinds of "little" problems, as would be expected with a new car. But that's why they were here and sometimes the car looked like it was running really good.

A little after 8 pm, the lead car Associated #1 lost a steering servo. This was the first thing to go wrong. It took Rick Davis 4 minutes to change the radio tray. The car only lost 12 laps! They did such a fine job of pitting, that their normal pit stops took an average of 1 min. 15 sec. and that was to fuel, change tires (all four), change car battery pack, and cleaning the body.

In fact other teams would come over to see how it was done. Rick would remove the left rear wheel, slip the complete axle assembly out and reinstall with the replacement, Bill Jianas would change the left front tire, Curtis the right front and then the battery pack. Super team work.

Meanwhile, the other Associated Team 5 was having all kinds of steering servo problems. They went through 13 servos! And never found out why they were failing.

The Puerto Rican Team 4 went through 6 motors, but they never gave up, they just leaned them down and kept racing.

The P.B. Team 6 had a million problems and finally at about midnight they ran out of parts!

The DELTA Team 2 on the IS car looked like they may be going

TIME	LAPS TURNED PER HOUR					
	CAR #1	2	3	4	5	6
12:01:40						
1:01:47	170	175	166	135	133	120
2:03:35	177	151	165	124	163	120
2:59:32	160	130	146	111	156	98
3:57:34	164	142	148	113	155	78
4:56:34	171	133	146	128	151	71
6:01:41	171	171	169	125	122	42
6:58:30	163	131	148	96	155	107
7:59:44	175	115	120	101	110	79
8:56:30	164	122	138	87	138	51
9:54:44	164	112	141	116	123	44
10:56:36	163	129	168	79	149	12
12:01:20	173	140	169	144	116	58
12:58:56	168	146	135	111	140	0
2:02:32	181	50	170	116	183	0
3:02:44	172	107	142	119	160	0
4:02:25	161	131	104	115	89	0
5:05:10	183	137	139	99	142	0
5:59:21	149	63	148	97	143	0
7:02:08	173	158	166	38	165	0
7:56:09	159	129	144	91	77	0
9:00:06	180	95	169	99	157	0
10:03:20	178	145	157	93	127	0
10:59:09	165	145	143	116	131	0
12:01:40	176	150	161	151	106	0
TOTAL LAPS	4060	3107	3602	2604	3291	880

out soon also. It seems they were running out of gears and they only had six more to go. But as it turned out, they must have shifted into "cruise control" because they were able to finish the race.

By about 7 am, The Assoc. Team 1 already had about a 400 lap lead.

I took over the driving once more. They probably felt that with that kind of lead, there wasn't much that I could do wrong to blow it. The car felt as strong as ever, it actually felt better.

Five cars were now running with the DELTA #3 Team in a solid second place. The Delta Team 2 and the Associated Team 5 cars were racing each other all through the night. They had almost identical laps. Both teams spent so much time in the pits though, that their race was to see who could stay on the track longer.

At about 9 am. Bill Newlin told the rest of the Team 1 that they had a chance to break the 4000 lap mark. This was thought to be impossible. But apparently this must have given the guys a new breath of life because they started charging.

At 11:40 am, almost 24 hrs. later, Associated Team #1 made 4000 laps. At this point, the team asked Roger Curtis to drive the final minutes. Reluctantly, Roger took over and promptly headed for the boards at the end of the straight.

Somebody had forgotten to tell Roger about the car's peculiar handling. Roger took two or three laps to get used to it and he and Curtis logged 176 laps in the last hour. This was more than any of the other teams.

At the end, 4,060 laps were run by the Associated team, beating their last year's record of 3649 laps by a whopping 419 laps. That's about a 2 hr. and 45 minute spread!

Records are made to be broken, but to break this one is going to take some team effort and alot of help from Lady Luck.

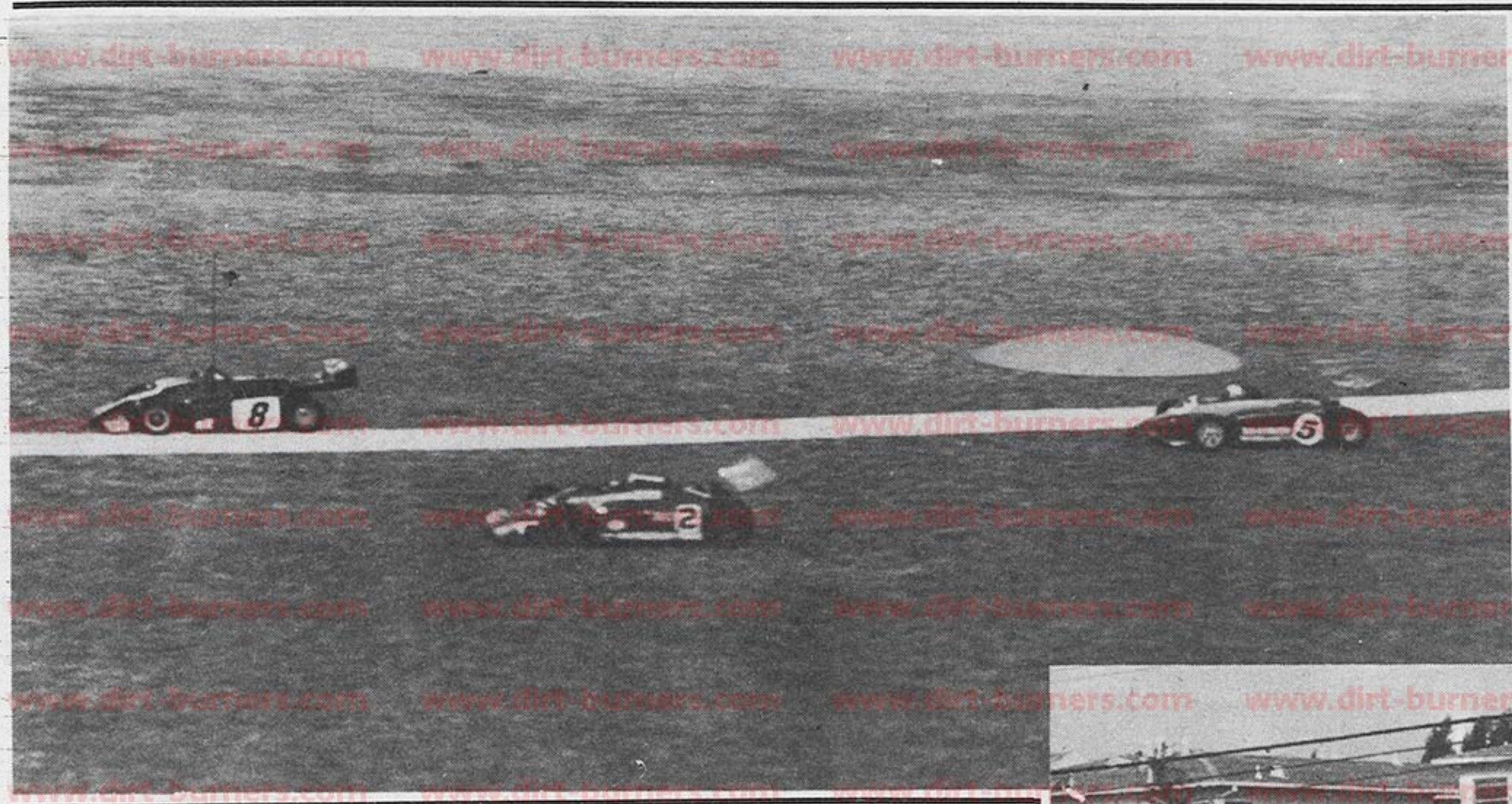
Consider the facts of the winning car. The car ran as fast as any other car, they only lost four(4) minutes changing one servo for the entire 24 hrs; they used the same engine for 24 hrs. and never once changed the glow plug! They did change an air filter once, BUT NOTHING ELSE! Truly a remarkable feat.

DELTA Team 3 finished second, breaking their last year's record and performing very well. They'll be back next year.

ASSOCIATED Team 5 had the speed, the drivers, the potential but Lady Luck and a whole bunch of servos did them in.

(Contd. page 36)

2nd ANNUAL L.A. GRAND PRIX



Formula 1/12th Scale Electric Thrills...

Story and Photos by
Neal McCurdy

THIS WAS THE SECOND MAJOR "OPEN-WHEEL" RACE SPONSORED BY THE CRENSHAW R/C CLUB.

Last year's events ran all in one day, conversely, this year the standard two-day format was used.

Stock Class ran on Saturday and the Modified Class made its showing on Sunday.

The Crenshaw Club was looking for a large turnout for each of the two days of racing, in fact they were looking to a possible limit of 80-90 entries a day. But as is turned out they got less than expected: about 50 entries per day. The one redeeming factor was that it made for a much easier program to run. It also meant that everyone would get home at a reasonable hour.

I wasn't able to attend Saturday's race program, but on Sunday I was able to pick up just what happened Saturday.

On Saturday, things started happening about 7:00 am, with Concours being judged at 7:30 am. Gary McAllister picked up the first trophy of the day by winning this event.

As in all racing, the Heats were run which lead up to the A through G Mains in Stock.

In the A Main, Joel Mayer, of Revtech, jumped into the lead and held it for about seven minutes when a crash loosened a motor wire that started dragging on the left tire. This problem not only caused the car to slow down considerably, but also sucked the juice out of the batteries.

This allowed Rich Douglas to take over the lead with less than a minute to go. He held that lead until the finish. Joel did manage to get the 3rd behind Randy Tentschert who placed second.

The B Stock Main saw a hard charging Bob Hayes take the win with 29 laps. In the same lap was also Jeff Abrams in second and one lap behind was Gary Slayton for third.

Other Main winners on Stock Saturday were: Donnie Sallenbach, D Main; Eric Kullenburg, C Main; Donn Rice, E Main; Sam Ellis, F Main; and Barry Newman, G Main.

While Saturday had run like clockwork, (because of the ex-

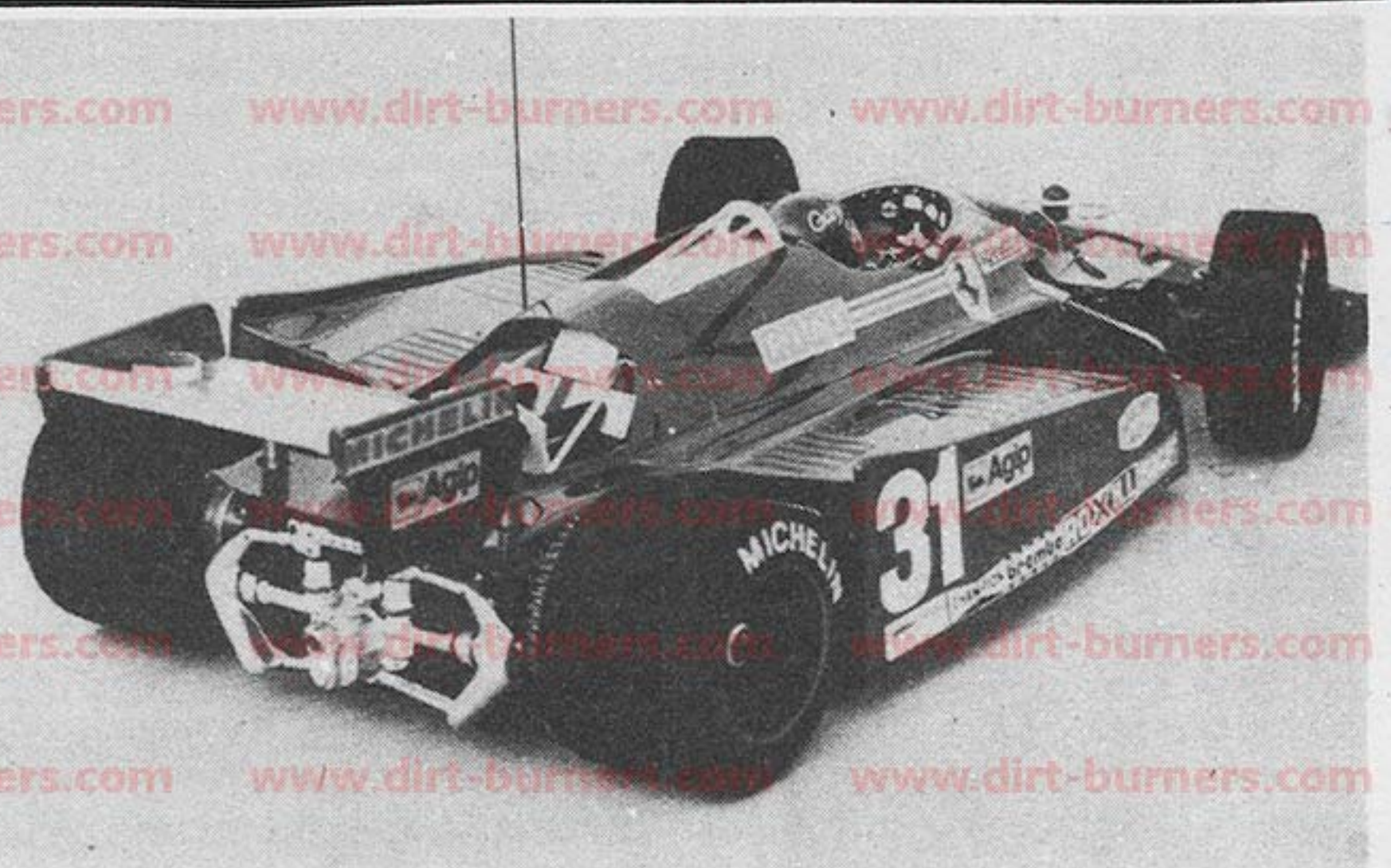
pected large turn out they had kept a very tight hold on the running of the event), Sunday's program was more relaxed and loose since the entry was not as large. As a result, the Concours event did not get under way until almost 9:00 am. Once again Gary McAllister picked up the gold.

After the qualifying heats, the Mains were started and this time Doug Kott took the 30 lap A Modified Main win. Jerry Case also in the same lap wound up in second and once again, Joel Mayer took third spot with 29 laps.

In the B Main John Thorp showed the rest of the field around as he lead across the checkered flag with 29 laps. He was followed by Bob Mathison and Chip Hayes.



(Left to right) Mike Lavacot (ASSOCIATED), Neal McCurdy (REVTECH/MRP), and John Thorp (THORP MFG) discussing the ramifications of the S.A.L.T. talks.



Sunday's Concours winner was Gary McAllister with this beauty. He also won on Saturday. Photo Neal McCurdy.

C Mod. Main was won by Bob Hayes; D Main honors went to Donn Rice and the E Main belonged to Joe Corrasa.

Congratulations to Race Director, Glenn Williams, organizer, Erec Booker, lap counters Noemi Gamboa, Carmen Gamboa, Wandie Gordon and Lori Shibuya.

Sponsors for this second annual event were: M.R.P., BoLINK, LEISURE, BERTEA HOBBIES, UNITED DISTRIBUTORS & HAL GRIER.

N.M

(See page 33 for results)



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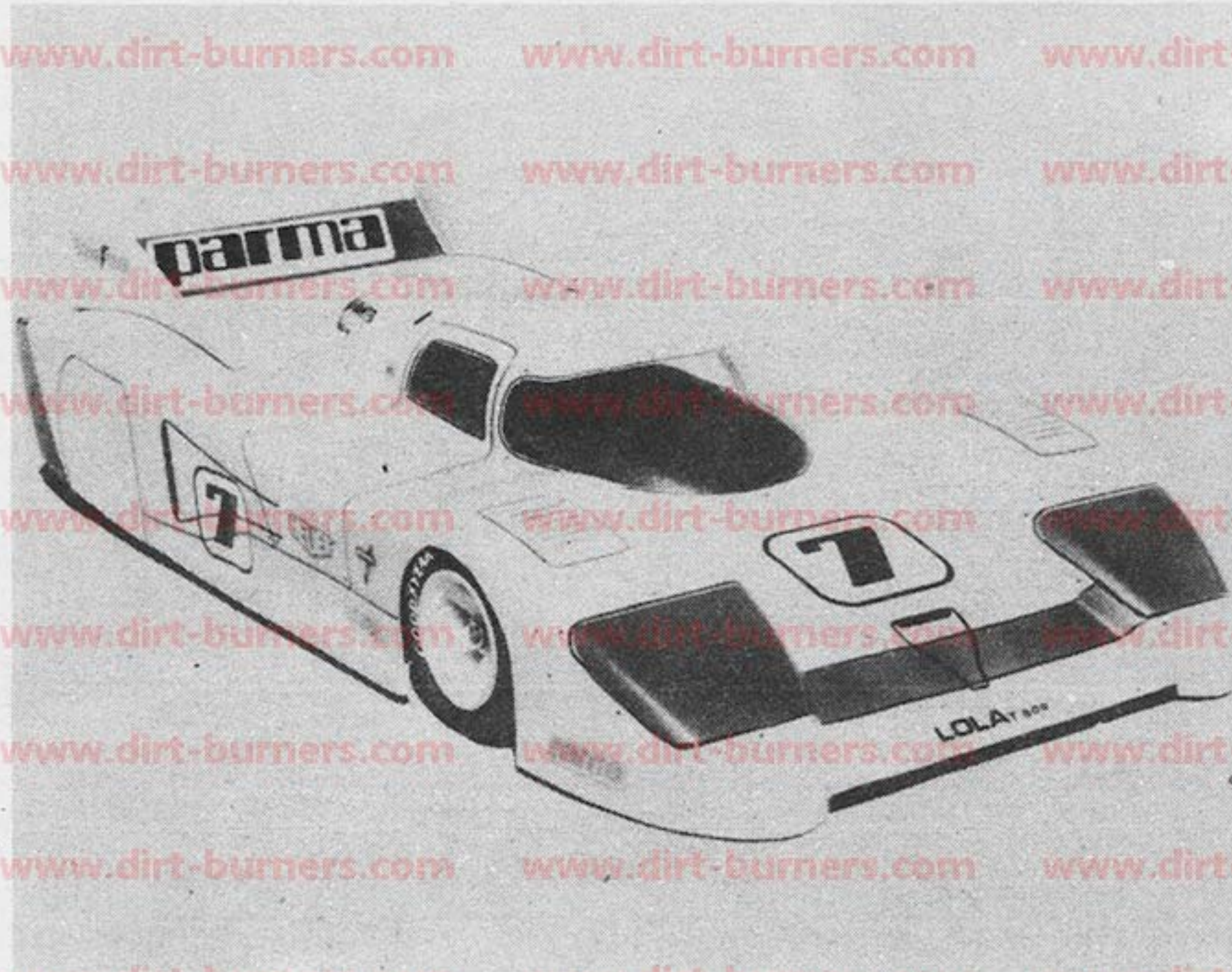
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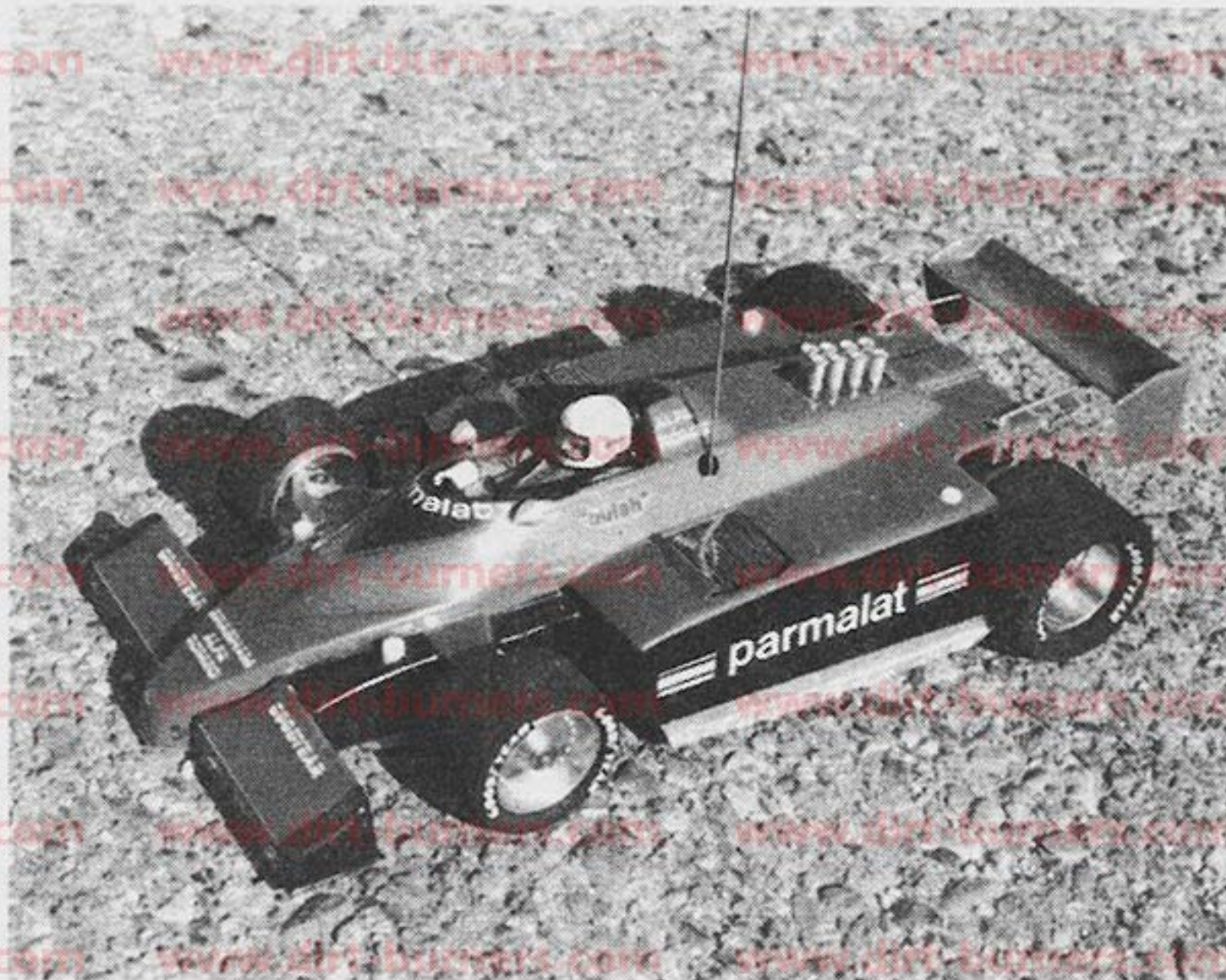
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Inside Lines



PARMA's Lola T-600 in 1/8th scale is the new group C hot dog in big car racing. From Parma Int'l, 13927 Progress Parkway, N. Royalton, Ohio 44133.



From Associated Electronics, this new 1/12th scale Brabham Formula I body, Part # 3162. Comes in clear Lexan. Sure to be in the winner's circle. Associated Electric, 1928 East Edinger, Santa Ana, California, 92705.



The K & B 7.5cc Outboard Engine, the first in its size range. Features include: slotted mounting hinges for up/down adjustment, long skeg for stability, redesigned propeller shaft assembly for easy replacement, built in silencer, new K & B all metal carb, super bearings. K&B Mfg. 12152 Woodruff Ave. Downey, Ca. 90241.



The new K & B 3.5cc(.21) Outboard engine has been revamped to make it even more powerful. Features include: con rod machined from high tensile strength aluminum, bushed at both ends, heavier wall sleeves, piston honed after grinding operation, K&B's super bearings and redesigned propeller. This tough water-cooled engine is available from K & B.



From Burnham Racing Products, the new 3-speed throttle control is a heavy duty speed control designed to carry the amp load of any motor used in 1/10th scale "off road". System can be wired as a conventional resistor speed control or in the "tap in" method using 5-cells for first speed; 6-cells for second speed and 7-cells for third speed (top). No battery damage after extensive racing testing and longer running time. From B.R.P., ask your dealer for this item.



Concours Competitors Delight. BBR Scale Racing Products has just introduced their "Concours Kit". The kit includes a Ford Cosworth engine, rear suspension, driver's face and racing mirrors and complete with accessories and detailed instructions. BBR, 825 N. Tenth St. San Jose, Ca. 95112.



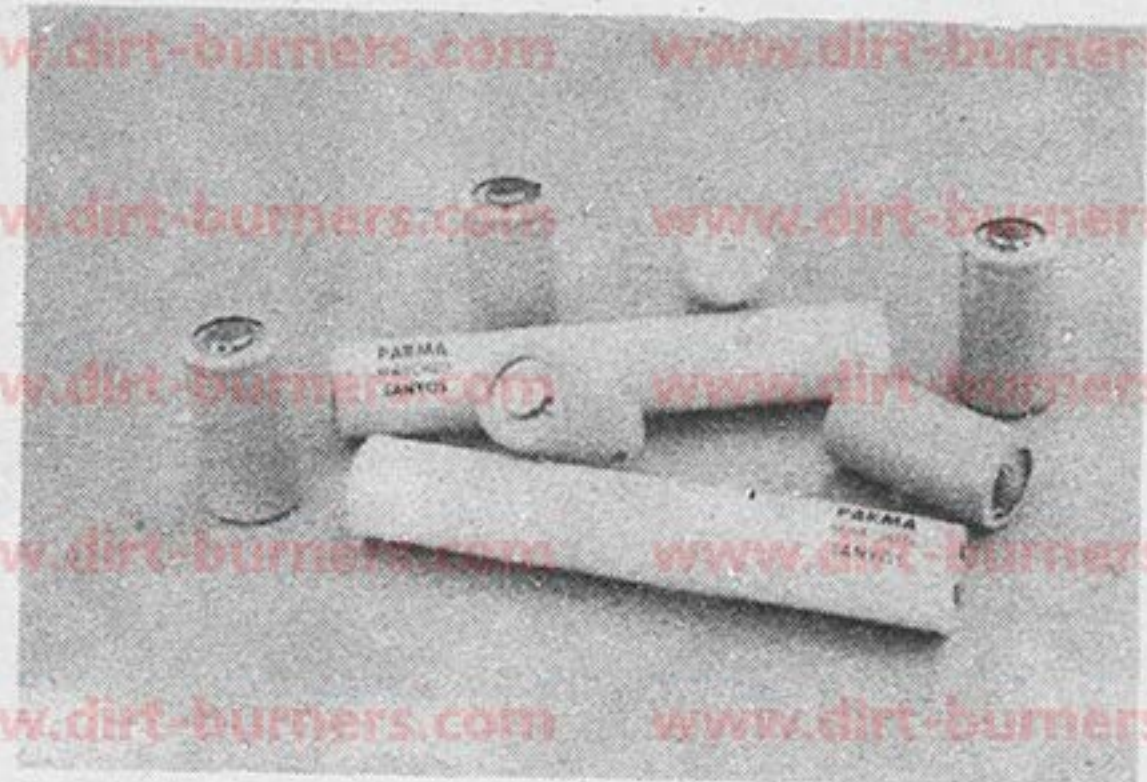
From PARMA, the new wave of R/C car racing. One third smaller than 1/12th scale is the 1/18th scale, excellent for Rec Rooms or limited space areas. Super tough lexan channel chassis, torque tube motor mounting, resistor speed control with reverse. Available in two body styles, Lancia Beta and Sorbello.



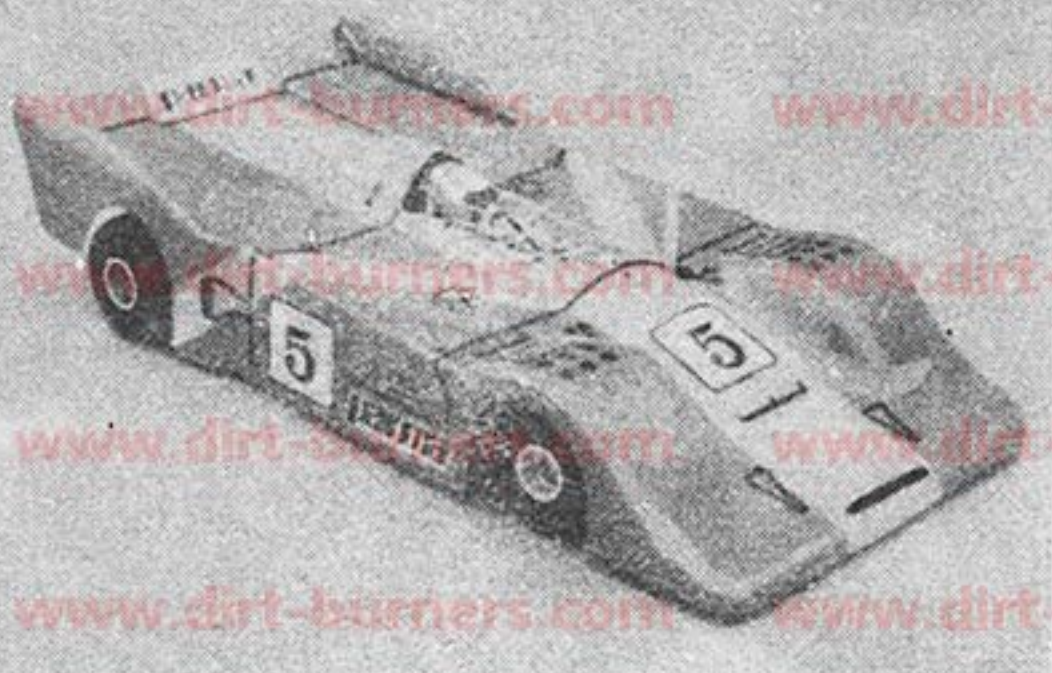
PARMA's newest entry in 1/10th scale Off Road is the Chevy Stepside body, made of clear tough Lexan, it also comes painted. From PARMA Int'l. 13927 Progress Parkway, N. Royalton, Ohio 44133.



The newest in the "suspension" 1/8th scale gas cars. The "EAGLE" utilizes many of Delta's 1/8 World Champ. Super J proven parts. The most significant is the use of the power efficient "Anglewinder" gear drive. Suspension is "coil-over shock" system. Anti-roll bar stabilizers in front and back are adjustable. From DELTA, 27 Racecar Ct., Lorimor, Iowa 50149..



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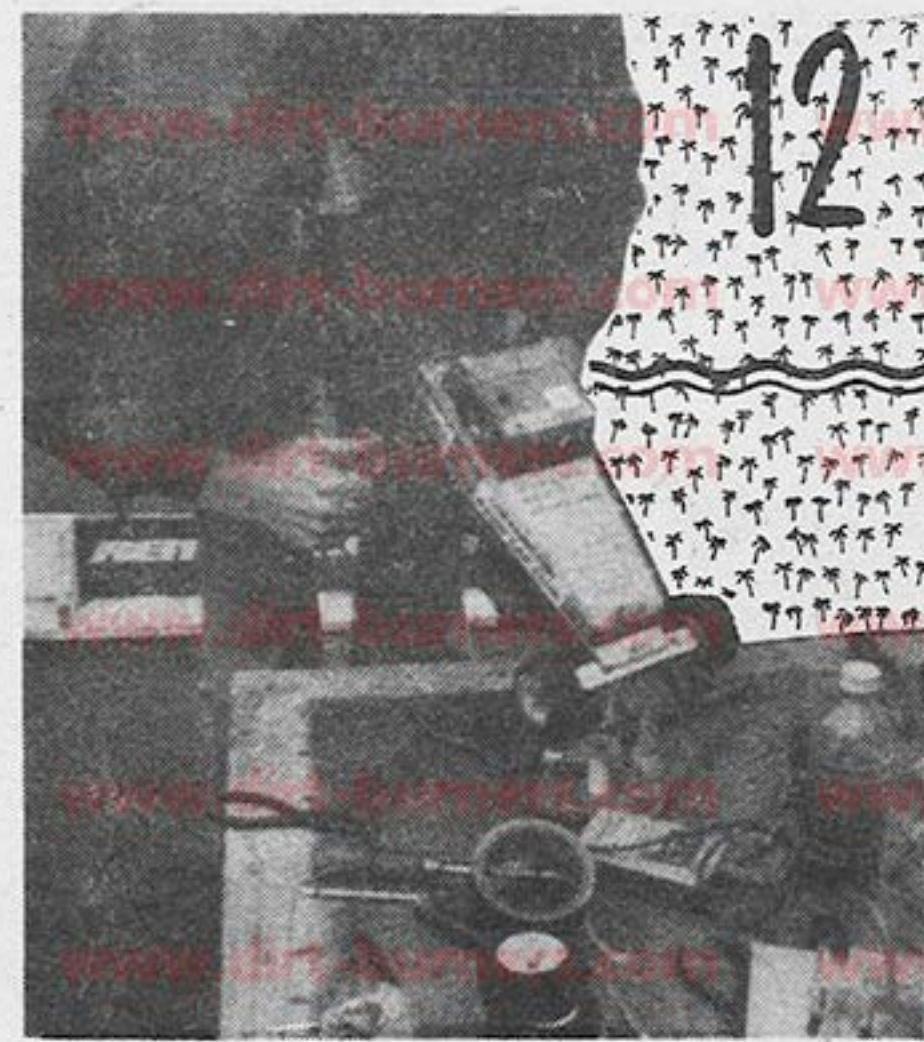
From PARMA, the 1/8th scale Sorbello Body made to fit PARMA's Cheetah race car.



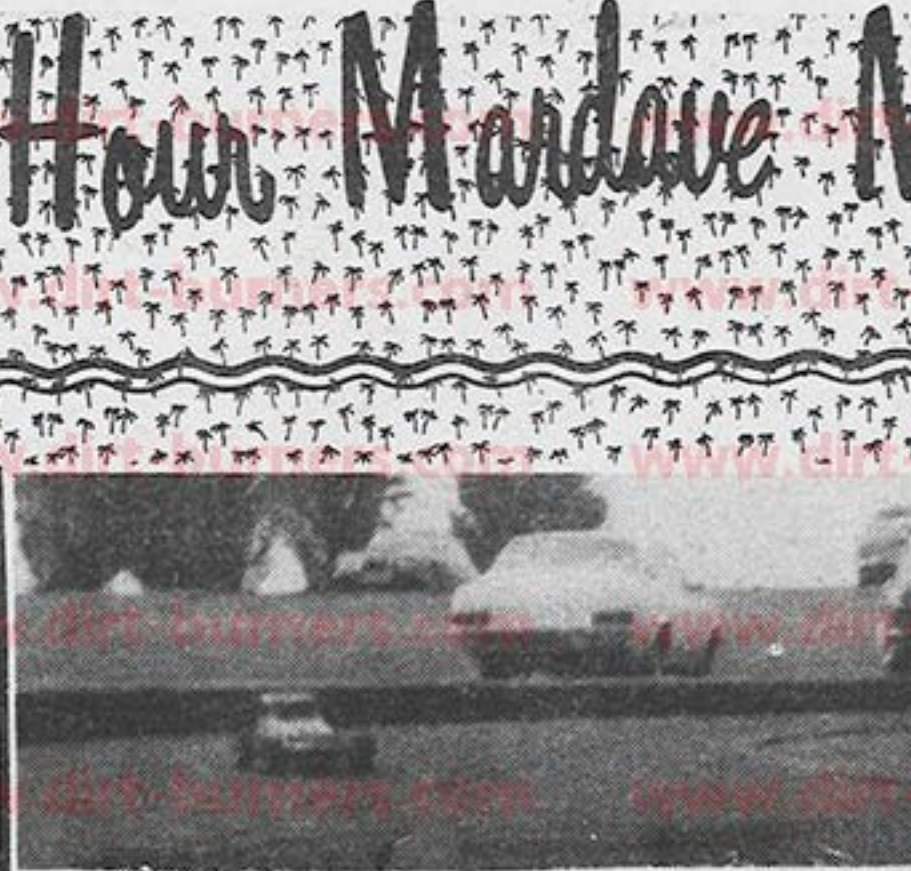
From PARMA, the 1/8th Scale Brabham BT 48 with built in rear wing made of "Lexan Parma" plastic.



The 1/8th Scale Lancia Beta body made to fit PARMA's new Cheetah race car. From PARMA Int'l.



One of the many pit stops on the way to the record.



One of the 4,577 laps made.



Turn marshalls for 12 hrs.



The Mardave II prior to 12 hr.

NEW RECORD SET BY THE CHESSINGTON RADIO CAR CLUB, SURREY, ENGLAND

Story & Photos by
Terry Scott

October 18, 1981
Chessington, Surrey
England

ON AUGUST 2, 1981 Chessington Radio Car Club of Chessington, Surrey, England decided to stage the most spectacular one-eighth scale i.c. stockcar endurance run ever undertaken by any model car club in the United Kingdom, a twelve-hour non-stop endurance test.

The idea was to achieve the greatest distance in twelve hours possible with a standard Mardave MkII stock car, built completely to the instructions as supplied by Mardave Manufacturers with no modifications allowed.

Over the next three months before the event, we managed to arrange by writing letters, making long distance telephone calls to the United States and other means, a very impressive list of sponsors for this event.

Mardave supplied the Chessington Radio Car Club with a complete new stockcar and full supporting spares. K & B Mfg. Co. of USA supplied us with two new K & B Veco 19 engines; Rimpax Models supplied the twinstick Futaba radio transmitter. Model Technics supplied the fuel. Addlestone Model Shop supplied the paint and transfers for the body of the stockcar and Avicraft supplied the heatsink heads, fuel filters, fuel tube and other ancillary parts.

It must be said at this point in time, that without our sponsors' generosity, this event would probably not have taken place.

A list of thirteen members from the Club membership of 140 was drawn up and it was decided that all thirteen members should have a turn at driving, even if only to break the expected boredom - little did we know what was in store for us!

The agreed date for the endurance run was to be the 18th October (being the only available date in our Club calendar).

October 18, 1981 arrived, and at 7 am it was a typical British winter morning - raining! After all our months of planning, nobody dared to mention "let's cancel it and try another day", so we put the track down, positioned the caravan (loaned by a Club member, Don Chatfield) positioned the pits, refuelling stop, lap counters and event recorders, etc. The standing water on the track was swept away and at this time the rain had stopped.

At 7:25 am the engine of the stocker was started and the car was checked out on a few practice laps. It was far too slippery for standard tires on the rear, so Mardave Autocross tires were fitted to the rear, the back of the car now gripped to the track fine, but the steering was understeering to such a degree that on every bend the car hit the outside boards. By now it was 7:49 am and it was decided to go ahead and start the endurance run officially. It was agreed not record the refuelling

stops as these were too numerous. The first driver to start was one of the Club's "Star" drivers, John Elliott.

At this point we began to keep a detailed log of every pit stop and problems that arose from such endeavor. But the 12 Hour record is as follows:

Start: Oct 18, 1981 7:49am

Finish: Oct 18, 1981 7:49pm

Venue: RAF Chessington Rehabilitation Unit, Mansfield Road, Chessington, Surrey. Asphalt surface. Track length: Inside 111 feet, Outside 159 feet. Centerline for calculation-135 feet.

Weather: Track surface very wet for the first two hours from overnight rain, dried out later to stay dry for the rest of the day.

Drivers: Twelve members from Chessington Radio Car Club.

Car: Mardave MkII stockcar built as standard instructions supplied by manufacturers. K & B Veco 19 engines specially supplied from the U.S.A. Rimpax Futaba two-channel radio 5% Dynaglow fuel from Model Technics.

Achievements: 100 miles in 10 hours 12 mins. 120.247 miles in 12 hours. Average speed 10.02 mph. Shortest pit stop 5 sec., Longest pit stop 9 mins. 28 sec., Fastest lap 6 seconds, 4,703 full laps completed. Tires used Standard Mardave, total pit stops 96.

At about 6:01 pm on lap 3,911 a loud cheer fills the air as we achieve 100 miles with our now very dirty Mardave stockcar in 10 hr. 12 min. Achieving this mileage gave us the extra enthusiasm needed at this point after all the difficulties encountered.

At 7:33 pm, pit stop 96, lap 4,577, the engine died. This was the last pit stop we were to experience with only 16 minutes left for the twelve hours. It was quite interesting to see that the drivers could drive better in the dark on a dry track than they could on a wet track in daylight.

At 7:49 pm the endurance run was over. We had driven our MkII Mardave stockcar for 12 hrs. continuously and achieved 120.247 miles and 4,703 complete laps. A very loud cheer went out and we all felt very pleased with our efforts.

The stockcar was very reliable considering it was not modified in any way, the only item that caused concern throughout the day was the overheating of the engines. I must say in their defence that they performed very well boxed up inside the stockcar body. Both engines certainly had an amazing amount of compression after the 12 hrs. and will definitely be used again in another attempt on the 100 mile endurance later on this year.

I would like to thank all our sponsors for their generosity and all the members of Chessington Radio Car Club who turned out a 7 o'clock that Sunday in the pouring rain and stayed to the bitter/sweet end. No doubt, somebody can beat our distance in 12 hrs. or even shorten our time for the 100 miles, maybe even your Club?

For further information on Chessington Car Club please contact Mr. J. Elliott, 22 Stanhope Rd. Copenham, Slough Berkshire.



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Interview:

Jack Garcia

Jack Garcia, NAMBA's District 19 Director and one of the most knowledgeable persons involved in R/C Power Boating, is an excellent choice for this month's interview. Simply, he lives and breathes R/C, especially power boating. He works for K & B in research and development and in this capacity he's been able to observe the many and very exciting changes in the equipment and enthusiasts in these past years. He is also a avid competitor and holder of many records and titles. He's a winner, two years in a row, in the "A" O.P.C. O.B. Tunnel and the "A" O.B. Deep Vee classes at the NAMBA Nationals. In District racing, both in the 19 and 9th, he's placed in the top five in the A & B Mono class almost every year he's been competing. He's held records in the Mono Oval in 1977, has been "A" OPC Tunnel Champ in 80-81, Dist 19th, "A" O.B. Deep Vee Champ in 1980, "A" O.B. Hydro Champ in 1981, Overall points Champ in Dist 19 in 1980, and placed second overall in the points in 1981.

Needless to say, he's more than qualified to give us his opinions and evaluation of R/C Power Boating.

Jack, where do you make your home?

Downey, California

Are you married? Any children?

Yeah, I'm married but no children, no.

Looking at your accomplishments in R/C, we felt that you could give us a good insight as to what power boating is all about, where it's been, what's its future and such...For example, how long have you been involved in radio control, in general?

Oh, radio control?...I started off flying radio control airplanes back in...Uh...Oh gosh, it was back in the 50's, when they had escapements instead of servos. I flew R/C airplanes then for just a little while.

What are escapements?

Escapements is what...servos are now. It wasn't a proportional control, it was just either a beep and it would go either to the right or the left and then you would give a double beep and you'd go the other way...and then you'd go center. And if you give it a quick double-beep, you could get engine control or up rudder...up elevator or down elevator. And, uh, that's the way people used to have to fly.

Sounds pretty tough. How many years ago was this?

I can't remember when exactly, but it was in the 50's. Then after that, I went into U-control airplanes...I flew U-control for several years, clear into the

60's...Then I went to work for Hi-Johnson for 13 years. Hi-Johnson was the owner of Diamit Models and he made the Johnson engine. I worked for him for a long time. Then I started working for K & B in 1973...and just after that, I started R/C boating, about 1974. Oh, between the U-control airplanes and boating, I got into slot cars, I raced them for about 10 years, then got into R/C cars for about 5 or 6 years.

What type of cars 1/12th scale or...?

Uh...1/8th scale...1/12th scale was barely coming in when I quit. Then I spent a couple of years where I did nothing. Then I got married...did some fishing. I kept fishing for a while then I got into R/C boats.

What was your first R/C boat?

It was...uh, a "Schnuerle Deep Vee", they called it a "Super Vee" and it was my first competition boat...A guy that showed me how to...and all the ropes about model boating was this guy named Dick Norsikian. He and his dad owned Norco Marine Craft.

What kind of motors did you run then?

Well the first boat...it was uh...well all of my boating engines have been K & B because that's when I started boating, in 1974 right after I started working for K & B. I started in their Research and Development Department, so I ran their engines. The first



The graceful launching style of Jack Garcia.

was a little 3.5...21 cubic inch.

I guess since you've been involved from the early years in R/C, you probably have a good perspective of not only the growth and development of the equipment but also of the people in it. Do you see any difference?

Oh yeah...alot of difference in...alot of boaters...it used to be mostly...mostly your boats, you'd have to build them from scratch, out of plans...there were some kits...like the Dumas "Skidaddle", which was a little ski boat...the most popular then in the Mono Class. As far as Hydros were concerned there were alot of scratch built boats, mostly boats that guys designed themselves. In the old days it was kind of hard for the model boaters since they had to make all of their hardware...you know, motor mounts, and rudders and just about everything you had to hand-make. So model boating was smaller then because there were only a few guys who could scratch build.

So it was basically for those who could do detail and model work.

Yeah, that's right...because most all were made out of wood to start with...And then the fiberglass boats started coming in, like the Fisher North Wind. He had three classes; A Class, B Class and C Class...and they just took over all in the Mono. Then there was a company in Phoenix...called the "Stinger".

Anyway, they started making fiberglass Hydro boats, called the "Hoss" and "Little Hoss"... they kinda took over the Hydro part of racing because they were already built and easy to put together. DUMAS started making some fiberglass Deep Vees. As these came in, the Mono class started getting smaller because there weren't too many boats available.

When was this?

Well let's see, this is before I got into it. When I started the...the fiberglass hulls were coming in and the Mono classes were becoming smaller...I guess it was around 1974. As soon as the Deep Vees came into being, it started picking up.

These were mainly in kit form?

Yeah. So it made it a heck of alot easier for these guys. Some of the kits came with their own hardware so it made it much easier. They cost more, of course, but...guys could afford it then, anyway. Then the Hydro, the Outriggers started to come in.

Are the Hydros mainly for those who've been into boating for a while? Or can anyone get into one?

Oh, anybody can get into it. There are some really nice kits now. There's alot of small manufacturers that make nice kits.

What about the cost factor? Is there much difference now from when you started? What

does it take a guy to day to, let's say race a Deep Vee?

A Deep Vee? Of course the radio is the most expensive, right? So a radio will cost anywhere from \$200 to \$250; two channel radio. And a fiberglass hull will cost anywhere from \$100 to \$150...You can spend about \$500.

Five hundred for a Deep Vee? What would you spend on a Hydro?

I would say a little cheaper because most have to be scratch built. There are some that are pre-assembled, you're gonna spend about \$200 to \$250 for those. But you can buy plans and a kit for about \$50. So it's gonna be cheaper if you can put it together yourself.

What about motors? When you started with K & B, were they involved in boating?

Not in the marine part of it. Strictly airplanes...They were also in the R/C cars part of it, because of the Vicco 19. That was the most popular at that time when I was racing. But mostly, they were in Airplanes, until just about when I got started with them in '74. That was when the boats started booming, because of the kit

availability. That's when K & B got into the marine part of it, with 3.5 marine version.

Is K & B's business still largely airplanes or boats?

I think it's fifty-fifty now. K&B has the A11, which is a sideport 40...has a carburator on it..I think is the most popular in the airplane field...And the little 3.5 outboard is the most popular marine engine.

Is that the same engine they use for cars...the 3.5?

Yeah, it's the same engine.

You're District Director for NAMBA, one of two National Associations for Power boating right?

Yeah, that's the North American Model Boat Association, I also belong to to the other one.

IMPBA?

Yeah.

Why is there two National Associations for boating?

Well, IMPBA was the first organization in the United States. And, uh...alot of people were unhappy with the way it was run... just like alot of them are unhappy with NAMBA now, the way it's being run (laughs).

Anyway, so a bunch of people from out here in the West coast got together and said "let's form our own organization" and so they got together with WAM, which is the Western Association Modelers, located in the San Francisco area. And so they organized NAMBA...this is back in 1970-71. And that's how NAMBA got started. So IMPBA has its own people who are proud of their organization. Now, I believe NAMBA is bigger than IMPBA, but they're just as stubborn, I guess...uh, alot of people do want to merge the two.

Would you like to see that?

Yeah, I would.

Why? Because it would mean more to be a National Champion?

Yeah! Sure...uh, there would be a lot bigger Nationals...Like let's say, Amarillo, this year (site of the NAMBA Nationals). There were alot of model boaters that run the Texas area...alot of clubs there...yet the NAMBA Nationals were very small because many of the Texas boaters belong to the IMPBA...belong to both organizations, so they decided to go to Indianapolis to the IMPBA's Nationals.

Both Nationals were almost back to back weren't they?

They were, they were. As a matter of fact, IMPBA started on Saturday, our last day...and their first day.

That's right, they overlapped each other making it tough for anyone wishing to make both. Is anyone making a concentrated effort to discuss a merger with the board of directors of both associations?

I don't think so...Uh, one thing that the separation is hurting is for us (NAMBA) to be recognized as an International organization...We're not recognized as a World organization to go along with the World Championships, so that's one thing that it's hurting.

In your opinion, what kind of dialogue would it take to get these two National Associations together?

Well, just to get started, I think... just to have someone take the bull-by-the-horn and say...uh, what rules do you like that we have and what rules do you have that we like, so we can get together and keep those rules... I think that's the main problem, that each organization doesn't

(contd. next page)

RANCH PIT SHOP Grand Opening!

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like some of the rules of the other one. I think it'd just take one person, or 2 people to talk to both sides and start it.

Do you get the feeling that members of both associations share the same feeling?

Well, some of them. Some would just like to keep it as it is. I would like to see them merge... so does our president, Stuart Russell.

Let's talk about the racing aspect of it. Is the racing getting better, because of the equipment, the people in it, is it more sophisticated?

Uh, the equipment is alot better. Instructions are better...Showing the guy what to do, how to set up the boat is easier. He doesn't have to do it all on his own...of course alot of boaters help the beginners, but there's alot better kits. The engines are more powerful...radios are better. You don't have much radio problems...and in general, everything is better. Like I say, people learn alot faster...I guess you know, being in competition makes people better and better.

How many people do you think are involved in racing right now?

Oh, gosh, let's see...In my district alone there were over 300 members, of course all of them don't race...Oh, I don't know... 5000 nationally?

That's through both associations and independents?

Yeah, I think so.

What would it take to make it grow larger as a sport? One association?

I think the price of things holds people back...you know, the way the economy is, now anyway. I believe that R/C cars have a beginners class right?... Novice, beginner, whatever. In boats we don't have that...however, the racing is a little different in boats, where luck has alot to do with it. But I think if there was a beginner or novice class, that would bring alot more people. There are alot of people that run the boats but never race...I've seen them at the lake. I say: "hey you're running real good, your boat runs good, why don't you come out and race?". Most think that they're not good enough, to compete with the others.

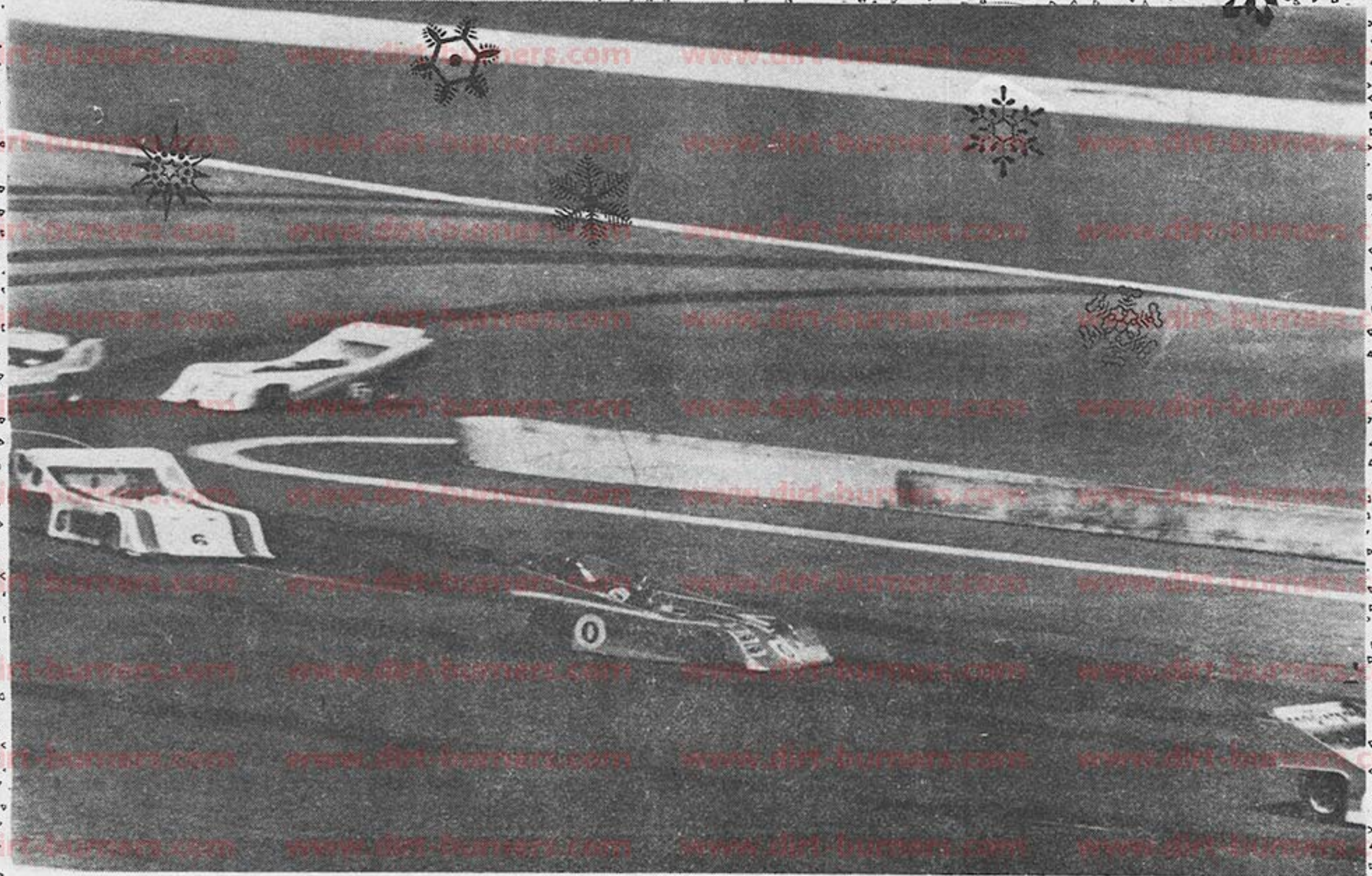
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PAGE 30

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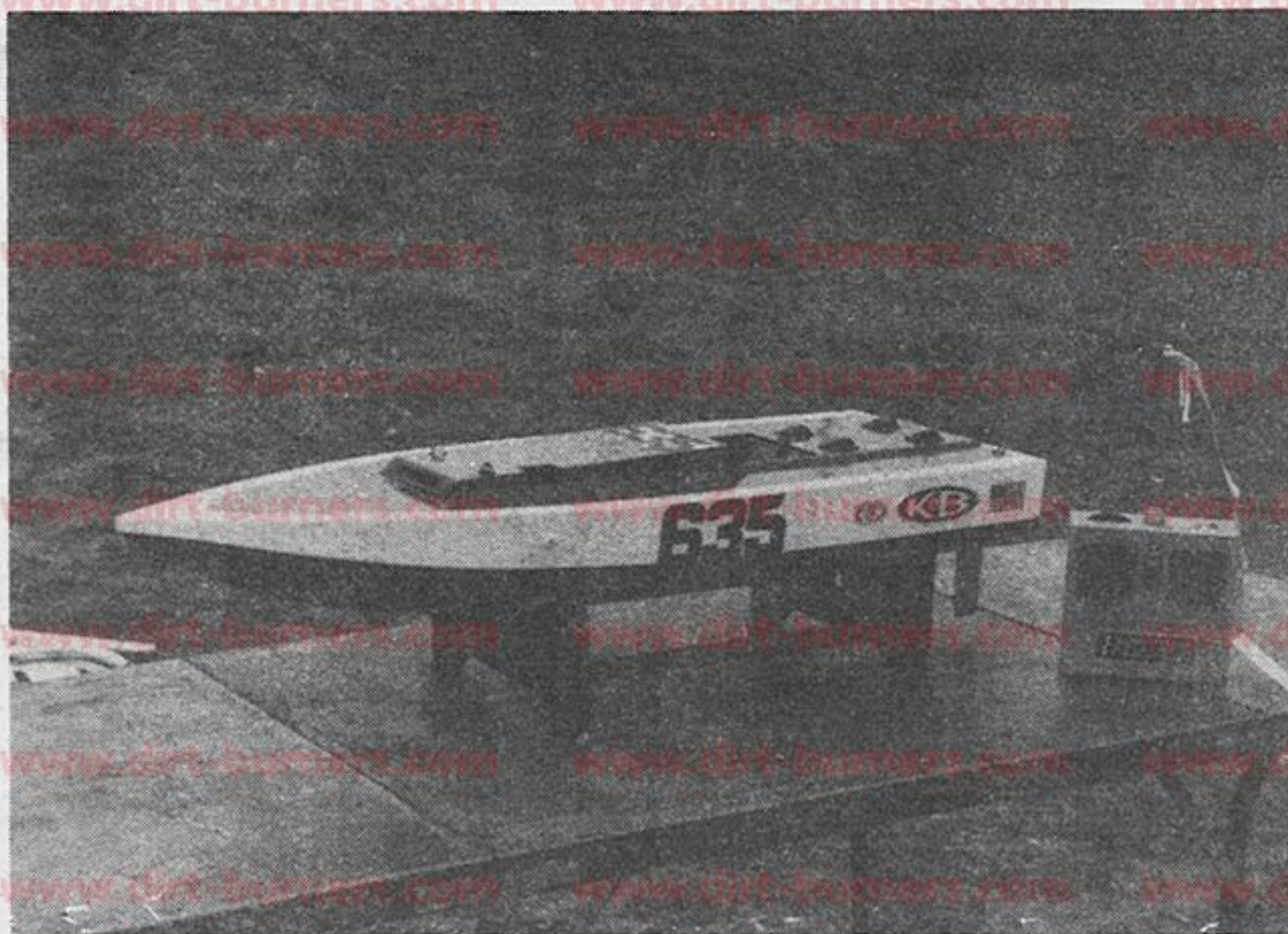
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Jack Garcia showing off (above & right) some of his winning boats.



What's new in the near future for power boating?

Well, K & B is coming out with a "C" class, or 67 ci engine...and of course our new 7.5 outboard is going to help alot. There's alot of people that didn't like the little outboards because they seem like they're toys, but this bigger engine has kinda got people interested. That's gonna make it grow, and the K & B67 is gonna help the "C" class grow.

What about hull designs? Is anyone working on something unusual?

Yeah, uh...I don't know if Al Prather would want us to say this, but he's got one guy working...Ed Fisher,...he's working on a "Canard" hull which I understand is running real well so...And that's a fiberglass hull. I think if it hits the market, they'll do real well.

What's the most popular type of power boat racing?

Well, oval is just about the most popular. There's straight line for the Record Trials...That's not as popular as oval racing.

Is there any left and right hand turn-type of racing?

Well, there is one district that runs that type of course. They call it a "Naviga" course, which is a European type course where they have to make a left turn...sort of a boomerang course. Make a couple of rights and then a left. The only place that's run is up around the District 9 area, around San Francisco.

What do you think about electric boat racing? Is there a future for it?

Yep...Yeah, there's a guy in Florida...as a matter of fact, there's even races being held in Florida,...this fellow's name is Herb Stuart...He has put electric motors in some of his and he's done real well. As a matter of fact he holds most of the records.

It would certainly make it easier for people to be introduced to the sport and not have to travel too far to do it. Like they could go to the local pond or park, right?

Yeah, I think so...and I think we could race in almost any pond, you know...Echo Park in L.A., right in the middle of the City. I think a little electric motor could be adopted...onto one of our outboard lower ends...That would be so simple...Just put the battery and radio inside there and lock that thing to the back...electric. I think that would be simple...I've wanted to do it, but I just don't have the time. But I think that would be a good class. (laughs)

What do you say to someone who wants to get into power boating or some type of R/C?

Well, of course, I'm biased, you know...Uh, I would say, yeah, model boats. I would think it's alot cheaper than airplanes because if you crash, you lose...you've gotta build another one. If you crash a boat, all you do is straighten out the rudder (laughs), fix the radio and run again.

Of course, you've got to know how to swim or get hold of a row boat, right?

You bet (laughs).

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1982 World Champs.

(contd. from page 11)

For those of you who wish more information, please contact the offices of R/C RACING NEWS. Presently more details are being prepared to be included in a flyer that will give the exact times and the rules of this event. Needless to say, the entire three days of racing must run like clockwork, so we hope all of you that will be participating in this event will lend a helping hand in making this event a terrific success.

For those of you who are out of

State or from other countries, a special block of entries will be held aside to make sure your entries get in.

See you at the R/C RACING NEWS/SCORE SHOW "1982 R/C Off Road World Championships", April 16-18, 1982 at the Anaheim Convention Center.

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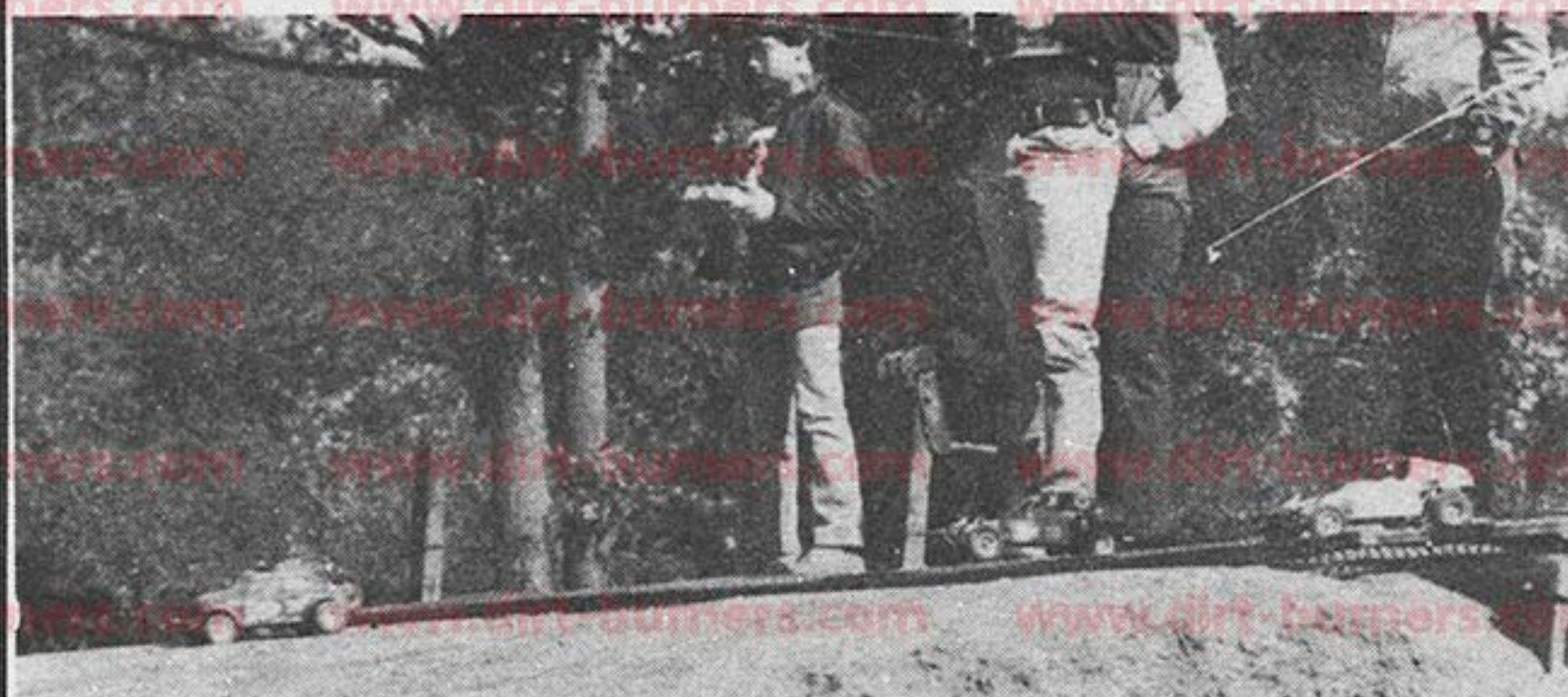
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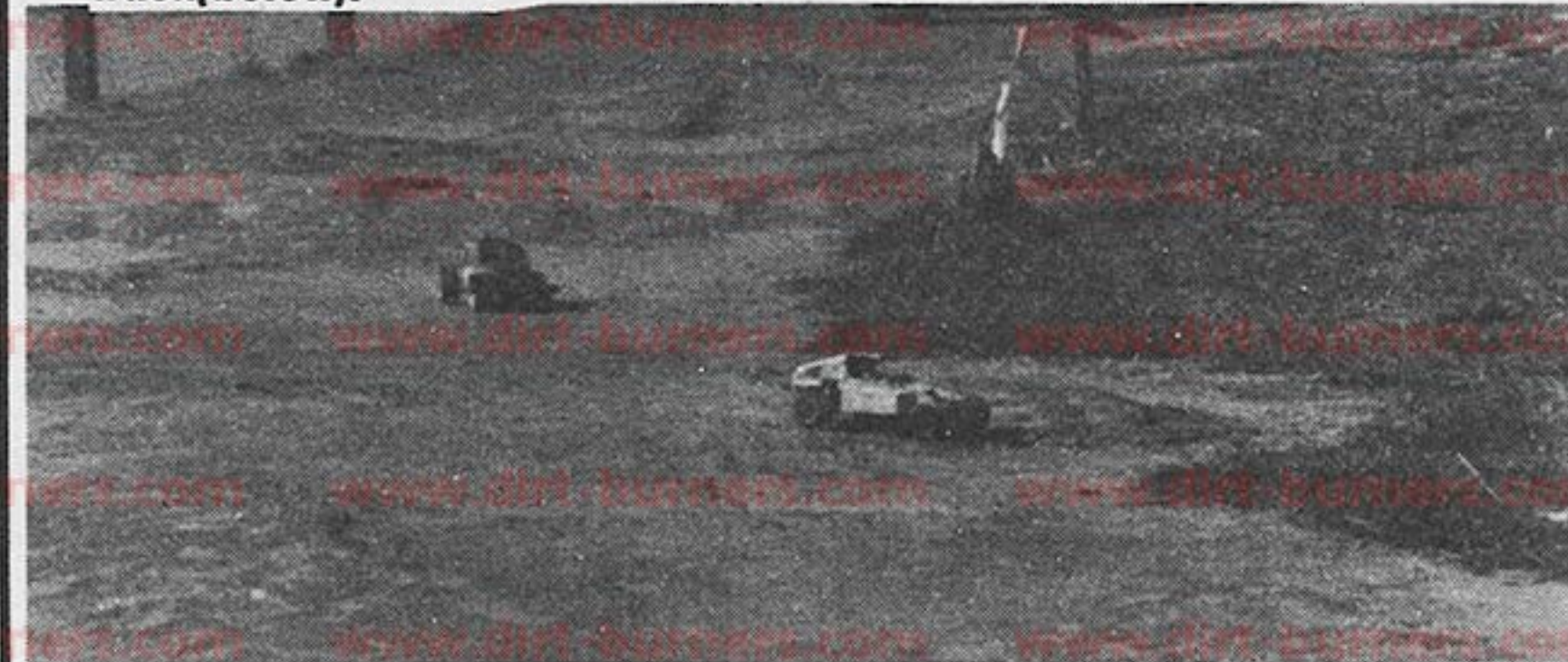
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ON THE LINE: (from page 6)



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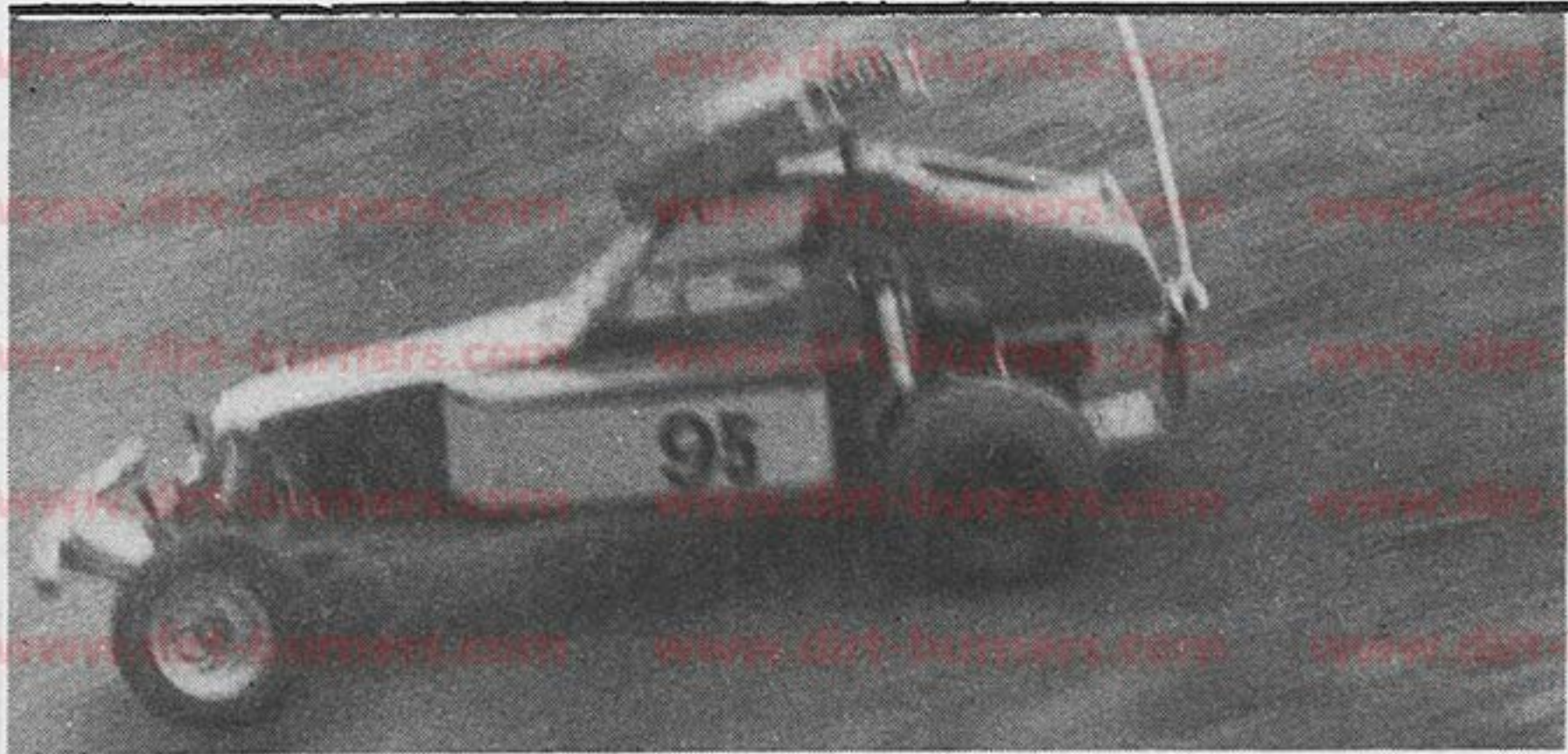
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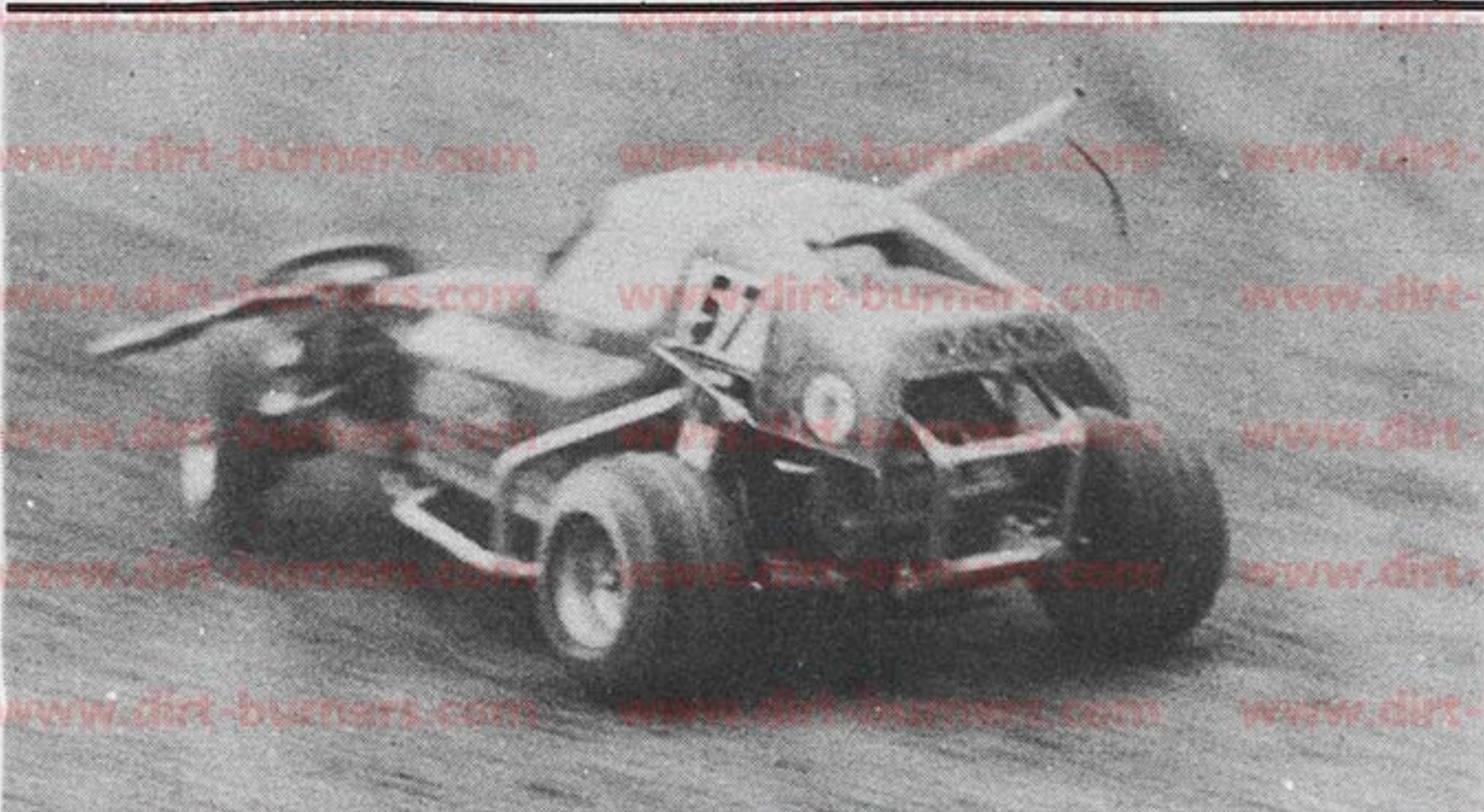
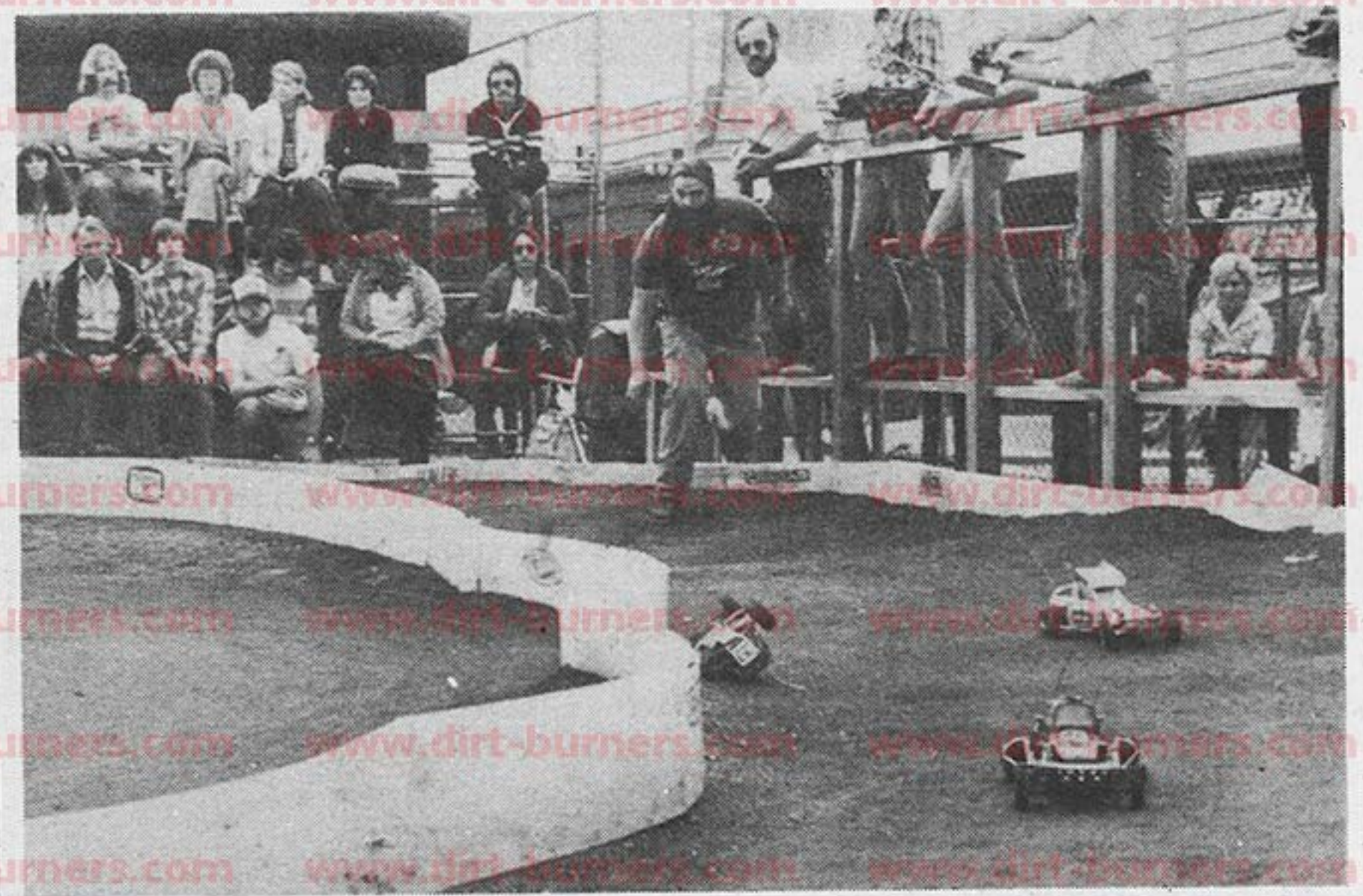
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"500" LAP RACE (contd. from page 13)



The team of Richard Schroder/Dave Shively (above) car #95 gave it an excellent try, but mechanical problems did them in. (At right) Wink Eller gets ready to dash toward his upside-down team car. Ron Anthony (right below) negotiating the fast Mini Baja jump. Rick Churchill and John Burnham (below) in Car # 57, were the last qualifiers but still took fourth.



As in all racing there's only one winner and alot of non-winners. One team that puts it all together with alot of work and a little luck, finally pays off. Others

that just didn't have it all, or Lady luck struck too early. In any case, most felt that it was a fun and very exciting race.

(contd. page 39)

L.A. RACERS

(contd. from page 23)

Results

STOCK A MAIN:

1. R. Douglas
2. R. Tentschert (30)
3. J. Mayer (30)
4. J. Thorp (29)

STOCK A MAIN:

1. Rich Douglas (30)
2. Randy Tentschert (30)
3. Joel Mayer (30)
4. John Thorp (29)
5. Jerry Case (29)
6. Tony Mesinger (27)
7. Chris Chan (24)
8. Mike Wickman

STOCK B MAIN:

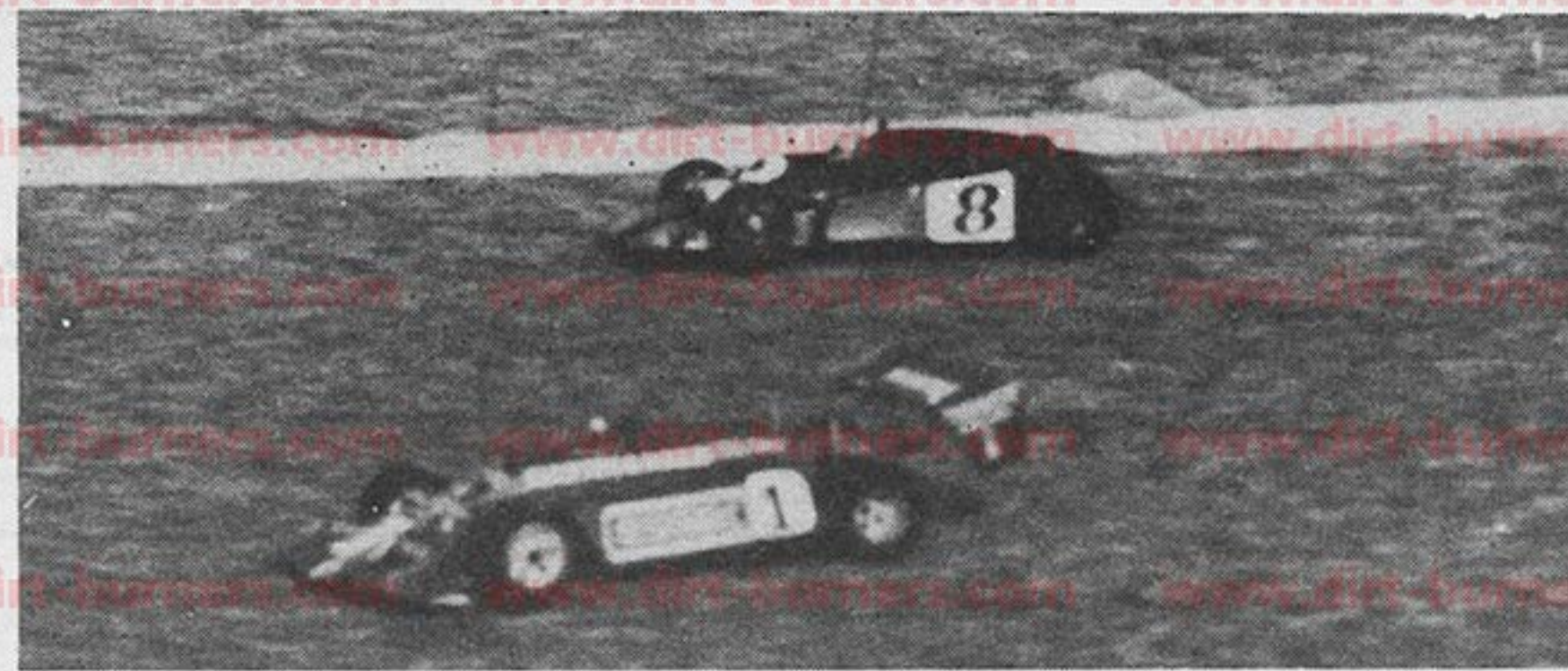
1. Bob Hayes (29)
2. Jeff Abrams (29)
3. Gary Slayton (28)
4. Ted Graf (28)
5. Sonny Maddison (28)
6. Mike Westfall (28)
7. Bob Mathison (28)
8. Wayne Taylor (27)

STOCK C MAIN:

1. Eric Kullenburg
2. Gary McAllister
3. Dick Pritchett

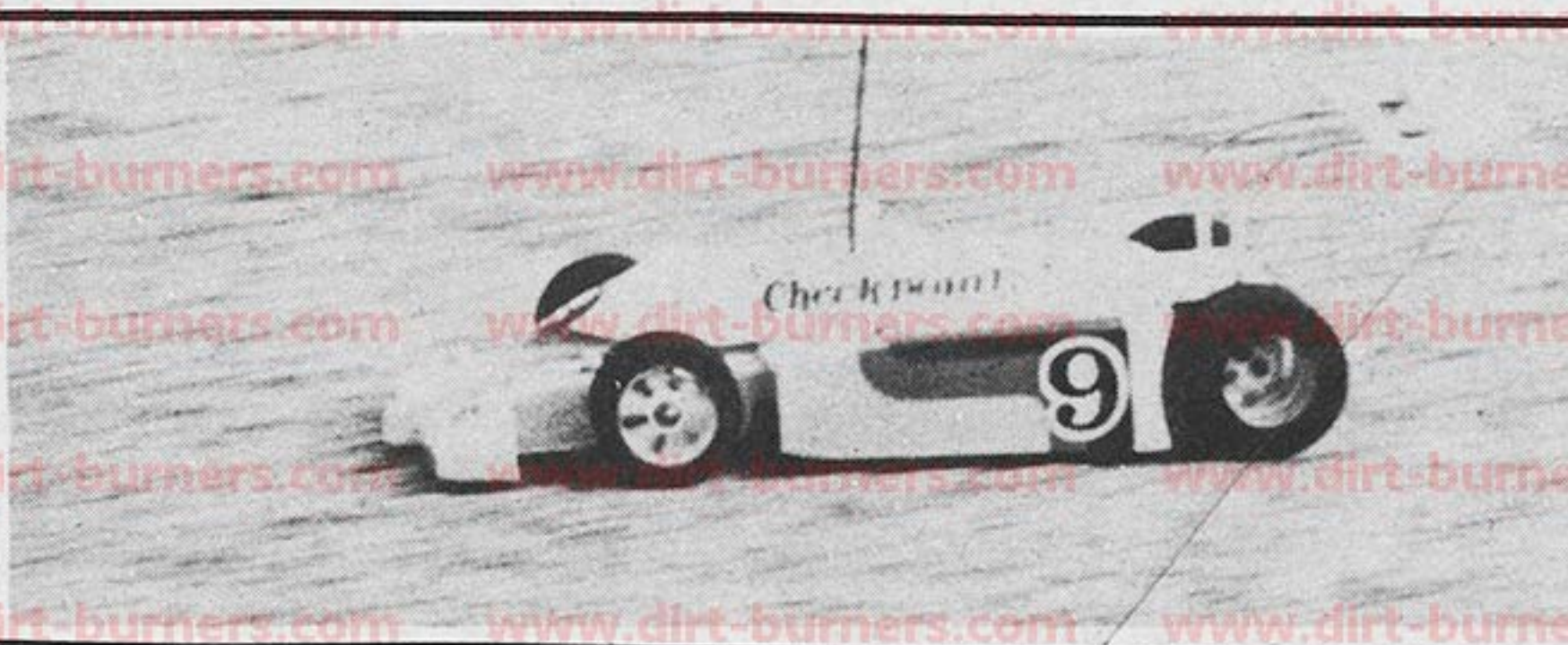
STOCK D MAIN:

1. Don Sallenbach
2. Steve Pritchett
3. Bob Schatz



As is all racing, moments of close competition bring out the best of the driver's skills as shown above. Head to head battle on the asphalt. Frank Killam's #9 car, Team Checkpoint, (below) took a sixth in the Modified A Main.

Photo. Neal McCurdy.



STOCK E MAIN:

1. Donn Rice
2. Willie Green
3. Kevin Kalimithros

STOCK F MAIN:

1. Sam Ellis
2. Bayne Just
3. Brian Tobin

STOCK G MAIN:

1. Barry Newman
2. Gene Prather
3. Tim Karmithros

MODIFIED A MAIN:

1. Doug Kott (30)
2. Jerry Case (30)
3. Joel Mayer (29)
4. Bruce Hickman (29)
5. Randy Tentschert (28)
6. Frank Killam (28)
7. Gary McAllister (27)
8. Mike Hickman (27)
9. Mike Lavacot (27)

MODIFIED B MAIN:

1. John Thorp (29)
2. Bob Mathison (28)
3. Chip Hayes (28)

MODIFIED C MAIN:

1. Bob Hayes
2. Jeff Abrams
3. Sonny Cummings

MODIFIED D MAIN:

1. Donn Rice
2. Steve Pritchett
3. Wayne Taylor

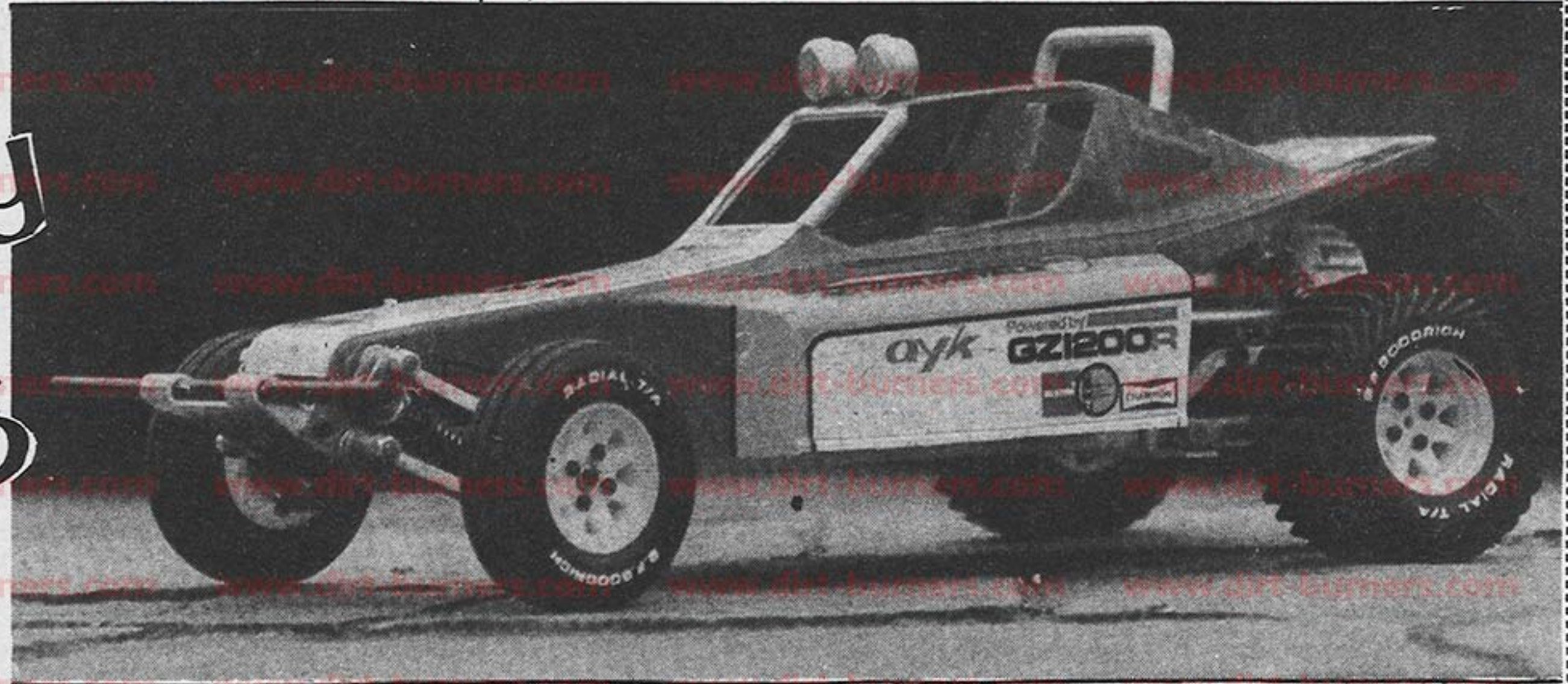
MODIFIED E MAIN:

1. Joe Corrasa
2. Darwin Sims
3. Bill Blandezin

(These were all the results available to us at press time)

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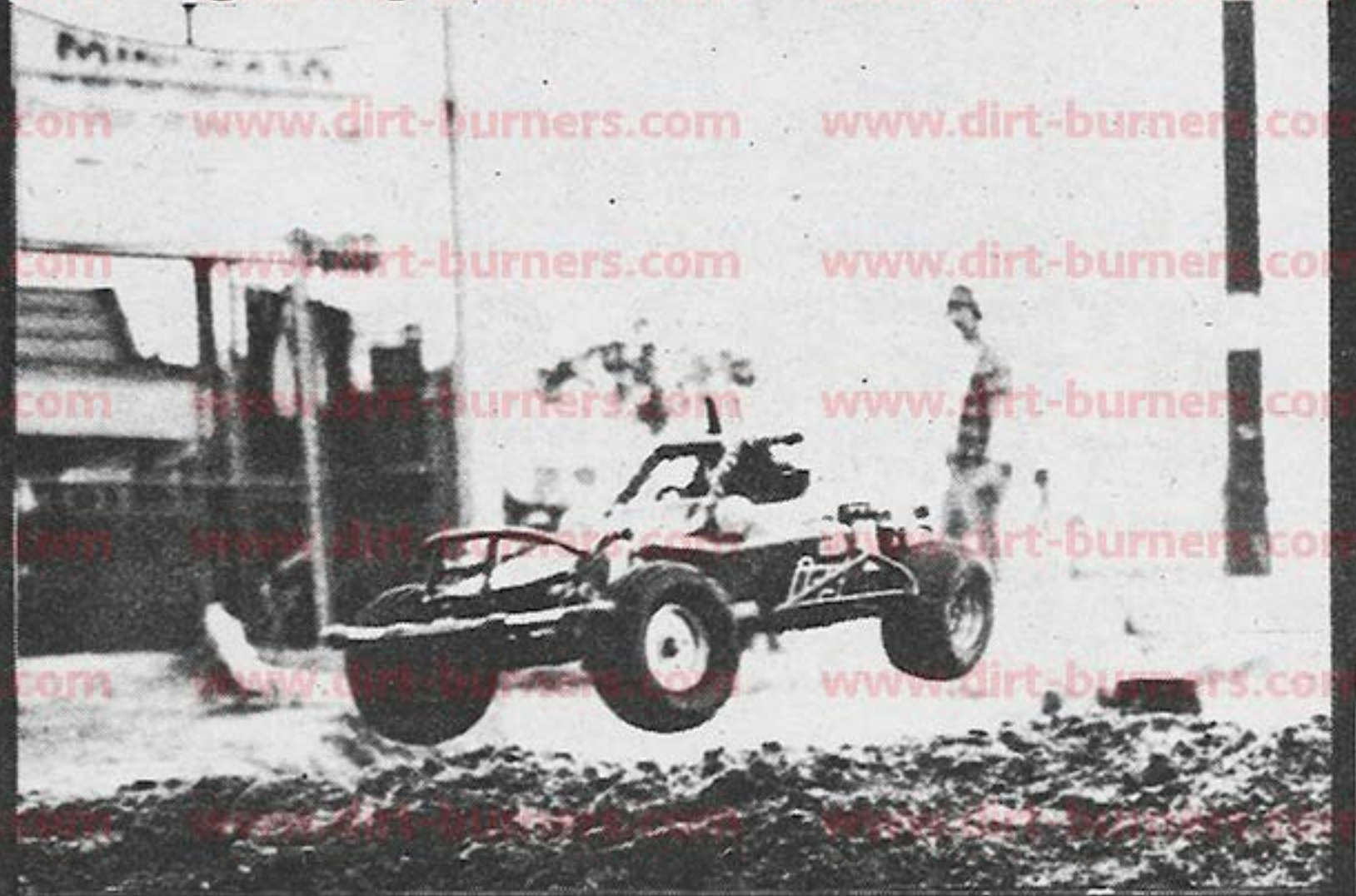
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FLORIDA'S 24HR. RACE

(Contd. from page 21)



Rick Davis changes tires by taking off the whole differential unit.



Associated's Team 2 finished third. (l r). Ralph Burch Sr., Jr, Rich Lee, Joe Sullivan, Carl Petrie, Chuck Phelps & Dana Smeltzer.

DELTA Team 2 had the toughest challenge there. Their new prototype IS car had the 1,000,000 to 1 chance to win, but still managed to finish a very creditable 4th place with 3,107 laps and loads of race-testing experience.

The Puerto Rico Team 4 had the spirit and enthusiasm to be able to do better. I'm sure this ex-

perience will come in handy next year. They turned 2,604 laps.

There's no question that the P.B. Team 6 deserved the "hard luck" award. They never quit trying until they ran out of parts.

There should be another award given; and that is the "Most Improved Award". It should go

to the Southern Florida R/C Car Club. Unlike last year when they had some problems in the lap-counting procedures, this year they called upon Sim Picheloup from Dallas, Texas to take over the lap counting chores. Try counting for 24 hrs? Sim made it look easy and proficient. Lap totals were posted every 15 min. and not a whimper or complaint was heard.

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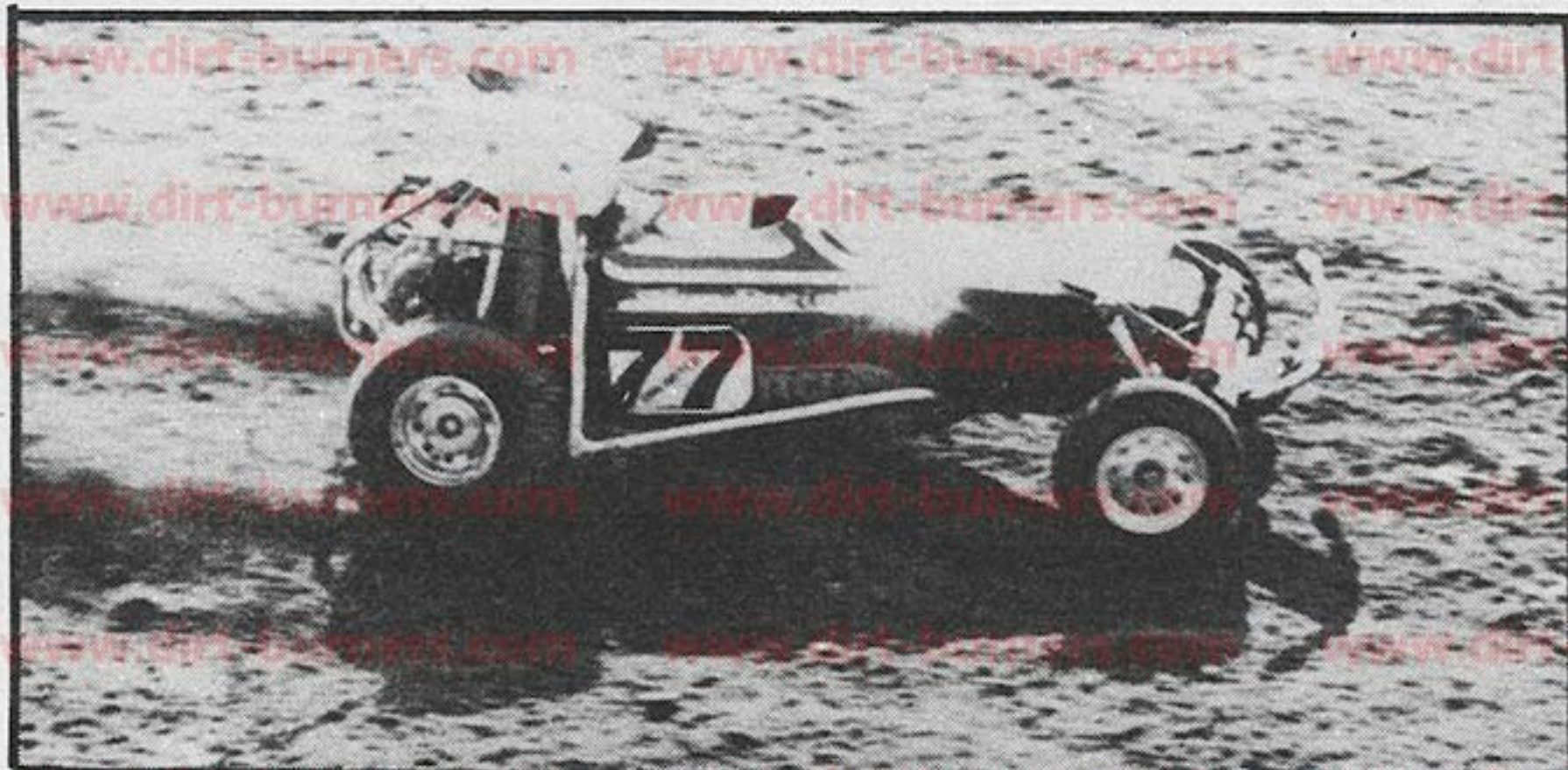
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Off Road Internationals (from page 16)



The OPEN CLASS brought out the fastest of the fast. The two top qualifiers for the day, Ted Herndon and Jerry Case, made the A Main along with Gil Losi Jr, Lou Peralta, Eustace Moore, Jeff Cramer, Rick Churchill and Dennis Taylor. All winners of previous Mains.

Interestingly, when all eight cars were lined up for the A Main in two rows of four, Eustace Moore decided to line up in the third row, about five feet behind everyone. Did he know something? He must have because after the first lap, when all seven cars had finished bumping and crashing into each other, Eustace drove around them, never to look back.

He must have prepared a special motor and battery pack for just this race (although he won't admit it), because no one even came close to catching him. He himself said later on: "this car has never run that fast". Sure Eustace, we know. The early favorite for this race, Gil Losi Jr., fought back from an early tangle with Lou Peralta and managed the second spot. Third went to a very fast, Jerry Case. Rounding out the top eight were: Dennis Taylor, Lou Peralta, Jeff Cramer, Rick Churchill and Tedd Herndon.

The last of the mains finished under the lights, culminating a fine and full day of R/C Off Road competition. One of the best so far.

RANCH UPDATE: The Ranch Raceway is no longer in operation. The Losi's, as reported earlier in this paper, have since dropped the site and have taken over the Pit Shop Raceway in Pomona. It is now called the RANCH PIT SHOP. A similar track as the one they built in Colton will be built at their new location, along with the oval, and massive driver's stand.

- OPEN A MAIN:**
1. Eustace Moore
 2. Gil Losi Jr.
 3. Jerry Case
 4. Dennis Taylor
 5. Lou Peralta
 6. Jeff Cramer
 7. Rick Churchill
 8. Tedd Herndon

- OPEN B MAIN:**
1. Dave Holmby
 2. Jeff Cruzon
 3. Eric Grisham
 4. Jim Brophy
 5. Jim Sneed
 6. William Holland
 7. Erwin Bragg
 8. Don Arndt

- OPEN D MAIN:**
1. Ron Paris
 2. Bill Pihl
 3. Craig Dunne
 4. Dennis Lyman
 5. Chris Naylor
 6. Sean Hawkes
 7. Mike Dunn
 8. Dave Shively
 9. Edie Street

- OPEN C MAIN:**
1. Ron Anthony
 2. Ralph Winkler
 3. Dave Morford
 4. Corrado Barana
 5. Steve Christiansen
 6. Richard Schroder
 7. Lonnie Peralta
 8. John Burnham Sr.

RESULTS

STOCK A MAIN:

1. Mike Deming
2. Randy Scott
3. Ed Street
4. Leroy Campbell
5. Rick Piar
6. Peggy Tashima

STOCK B MAIN:

1. Mark Thomsen
2. Tome Levescy
3. Paul Thomsen
4. Monica Barana
5. Anna Stage
6. James Bernado

MODIFIED A MAIN:

1. Rick Churchill
2. Dennis Taylor
3. Allen Losi
4. Don Arndt
5. Leo Barana
6. Ron Anthony
7. Flame Churchill
8. John Burnham Sr.

MODIFIED B MAIN:

1. Jeff Cruzon
2. Jason Garcia
3. Steve Dunn
4. Erwin Bragg
5. Tony Thompsen
6. Jim Brophy
7. Wink Eller
8. Jack Johnson

MODIFIED C MAIN:

1. Edie Street
2. Bill Bork

STOCK B MAIN:

3. Jim Sneed
4. Mike Dunn
5. Chris Hawkes
6. Marty Warner
7. Chuck Silvers
8. Bill Pihl

MODIFIED D MAIN:

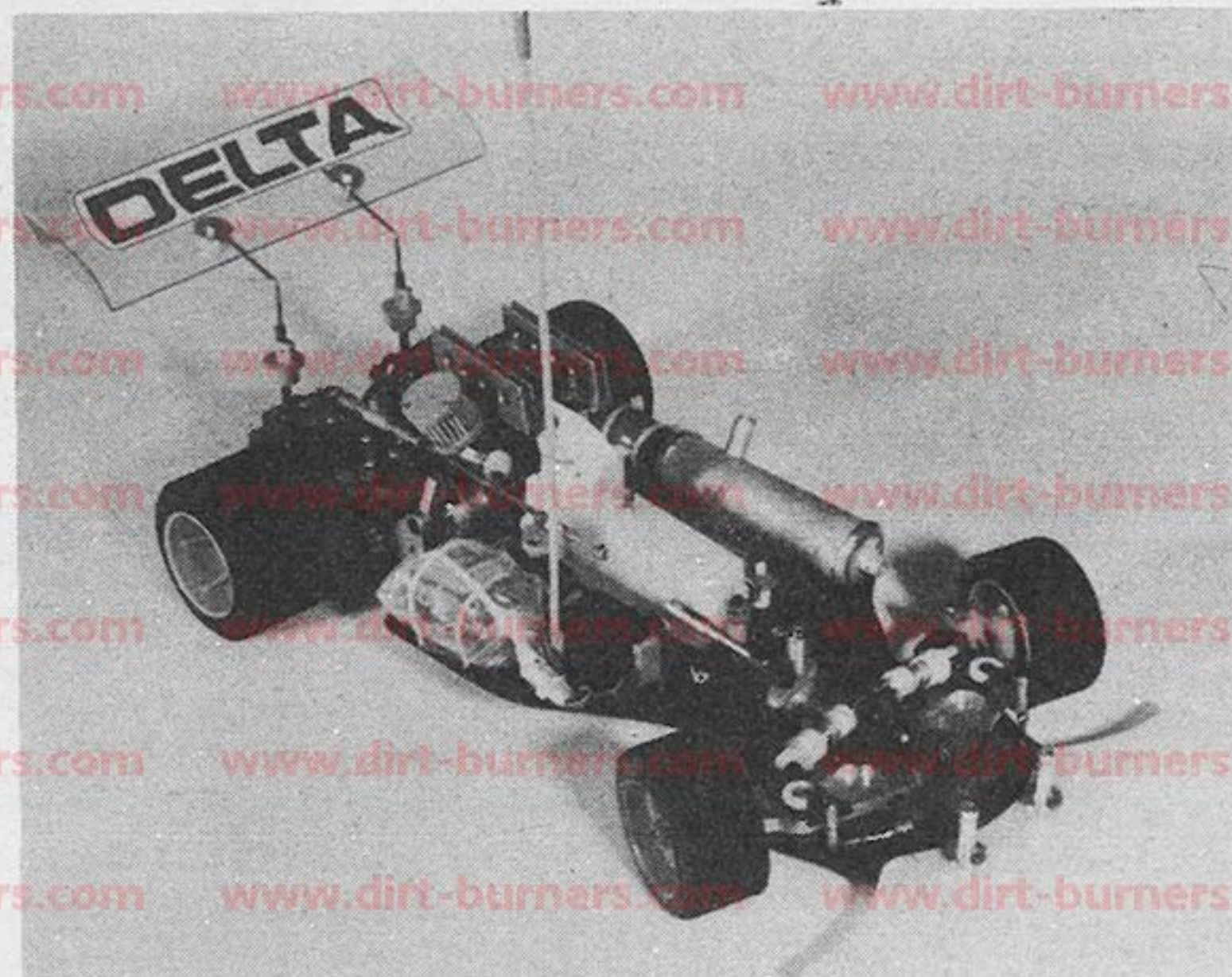
1. Mark Johnson
2. Ron Rone
3. Craig Dunne
4. Steve Christianson
5. Chuck Stage
6. Peter Barana
7. Dennis Pinkey
8. Dave Neiman

MODIFIED E MAIN:

1. John Thorp
2. Tom Coy
3. David Smith
4. Tom Staples
5. Mark Abeldt
6. Jeff Paul
7. Steve Babbitt
8. Butch Gilbert

MODIFIED F MAIN:

1. Mike Campbell
2. Milt Lewis
3. Bob Thompsen
4. Mike Tobey
5. Gary Abrams
6. Willie Franco
7. Louis Koordnyk
8. Brian Stith
9. Robert Roe



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R/C CALENDAR

POWER BOATS NAMBA

MARCH 6-7

Modesto Buccaneer, Woodward Lake, Oakdale, Ca. Dist. 9 points. Heat Racing. Gary Johnson, (408) 244-6267.

MARCH 27-28

Hobbies Galore Racing Team, Lake Roberts, Seaside, Ca. Dist 9 points HEAT RACING Tom Anderson (209)674-0776.

APRIL 17-18

Fresno Model Boat Club, Riverland Park, Kingsburg, Ca. Dist 9 pts. HEAT RACING. Tom Anderson (209)674-0776.

APRIL 17

Pugst Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING, Jerry Dunlap (206) 584-7131.

MAY 1-2

Sacramento Model Boat Club, Dist 9 HEAT RACING, Guy Davis (916) 783-9315.

MAY 15-16

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. HEAT RACING. Jerry Dunlap (206) 584-7131.

MAY 22-23

Gold Coast Model Boaters, Lake Roberts, Seaside, Ca. Dis 9 HEAT RACING. H. Power (408) 394-1200.

JUNE 12-13

Marine Modelers Santa Clara, Los Gatos Creek Park, Campbell, Ca. Dis 9 pts. ENDURO, UN-HY. SPORT 40. Cecil Reynolds (408) 234-1856.

JUNE 26-27

Reno Model Boaters, Lake Paradise, Reno, Nv. Dis 9 ENDURO, OUTBOARD, UN-HY & SPORT 40. Wm. Samuels (702) 359-2507.

JULY 31 - AUGUST 1

Puget Sound Model Boat Club, Lake Waughop, Tacoma, Wa. Dis 8 HEAT RACING. Jerry Dunlap (206) 584-7131.

JULY 10-17

Dist. 19 Host for the 1982 NAMBA Nationals. Legg Lake,

So. El Monte, Ca. DV, OBC, TUN, SC.HY., OB, MONO, HY, SPORT 40 Kids Special event. Russ Kominitsky (805)832-6091 or Wally Stewart (805) 322-6972.

AUGUST 14-15

Model Mariners, Kaiser Kove, Fremont, Ca. Dis 9 HEAT Racing. Art Hammond (415)828-6523.

OFF ROAD ORRCA

JAN 16

Mini Baja, Reseda, Ca.

JAN 24

Radio Controlled Hobbies Raceway, Costa Mesa.

JAN 30-31

Saturday Qualifier for ORRCA Champs at Ranch Pit Shop. Sunday FINALS, both at Ranch Pit Shop, Pomona, Ca.

NEW ORRCA SERIES:

FEB 7

Ranch Pit Shop, Pomona, Ca.

FEB 14

Skate City, Whittier, Ca.

FEB 20

Mini Baja, Reseda, Ca.

FEB 28

Radio Control Hobbies Raceway, Costa Mesa, Ca.

MAR 7

Ranch Pit Shop, Pomona, Ca.

MAR 14

Skate City, Whittier, Ca.

MAR 20

Mini Baja, Reseda, Ca.

MAR 28

Radio Controlled Hobbies Raceway, Costa Mesa, Ca.

EVERY THURSDAY NIGHT:

MINI BAJA Off Road, Heat racing, plus Semi & Main. Points for 10-Week Series race. Stock, Modified & Open Classes. Practice 5pm. Race 7pm. Entry \$5.00. 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

EVERY TUESDAY NIGHT:

MINI BAJA Endurance Heat Racing. Maximum laps per one

battery. Ad all three Heats and set up A, B, C, Mains. Prac. 5pm Race 7pm. Last car on track wins. Charge'm up good! 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

EVERY THIRD SUNDAY:

RANCH PIT SHOP "Oval" racing. Starts in February. 1655 E. Mission Blvd. Pomona, Ca. (714)623-1506.

EVERY 2nd & 4th SUNDAY:

Vegas Radio Raceway, Las Vegas, Nevada. Off Road Heat Racing, to A,B,C, ...mains.

SPECIAL EVENT OFF ROAD

APRIL 16,17,18th

THE R/C RACING NEWS/SCORE SHOW "1982 Off Road World Championships. Anaheim Convention Center. Indoor Special built track. Three days of competition. STOCK, Friday, April 16th; MODIFIED April 17th; OPEN April 18th. Entry \$25.00 includes admission to SCORE SHOW, T-shirt, Starting Pin. Limited entry. Signup start Jan 25th and close March 26th. For more info. call R/C RACING NEWS.

1/12 ELECTRIC PROCAR SCHEDULE:

(All races at Pit Shop)

FEB 14

CAN AM

MAR 14

FORMULA Run Track Reverse

APRIL 11

CAN-AM Ray Charbonneau Cancer Benefit.

MAY 9

CAN-AM

JUNE 11-12-13

CAN-AM McCoy Championships.

JULY 11

CAN-AM

AUGUST 8

CAN-AM

SEP 12

CAN-AM

OCT 10

G.T. Run Track Reverse

NOV 14

G.T.

DEC 12

G.T. Toys For Tots

1/8 SCALE GAS

EVERY FOURTH SUNDAY:

Ventura Road Runners at

Wards track/ Ventura, Ca. off Main Street exit 101 Fwy. Richard Schwalm (805) 492-2334 or 496-3110.

1/12 ELECTRIC

EVERY SECOND SUNDAY:

Ventura Road Runners, at Wards, Ventura, Ca. Just off the Main Street exit 101 Fwy. Call Richard Schwalm (805) 492-2334 or 496-3110.

SO. JERSEY R/C RACING ASSOCIATION:

JAN 17-Chews Landing Rd. Blackwood, N.J.

JAN 31 - Chews Landing Rd.

FEB 14 - Chews Landing Rd.

FEB 28 - Chews Landing Rd.

MAR 14 - Chews Landing Rd.

Practice 10 am, Race noon. For more info call Nick Piro (609) 227-1071

NORTH JERSEY R/C RACING ASSOCIATION:

JAN 24 - Series #3, Chichon Post N.J.

JAN 31 - Elmsford Indoor Series

FEB 7 - Series #4, Chichon Post

FEB 21 - Series 5, Chichon Post

MAR 7 - Series 6, Chichon Post

MAR 21 - Series 7, Chichon Post, N.J.

APR 4 - Series 8, Chichon Post

For more info call Glen McCartney (212)981-1770 or Jack Russell (201)691-0498.

★1982 CALENDAR★

ATTENTION: Clubs, Associations, Promoters and R/C'ers. We're starting to put together the 1982 Calendar and we want to hear from you. We'll list any and all R/C events; AIRPLANES, OFF ROAD, POWER BOAT, 1/12 & 1/8 CARS, etc. If it's R/C we want to know about it so that we can let others know as well. Do yourself, your club, your organization a favor, send us your 1982 schedule of events. If they change later on, then just send us an "Update". Don't say we didn't give you a chance!

RACE CORNER:

(contd. from page 2)

BoLINK has announced two qualifying dates for the BoLINK/Coca Cola Grand Prix to be held on March 21, 1982. Those dates are the Last Saturday in February and the First Saturday in March. This event is for 1/12th electric Stock Cars and it will be run in conjunction with the Coca Cola 500 Road Race on March 21st. For more information call Bob Rule at BoLink.

It's official. The 1983 1/8th scale World Championships will be held in Carnoux, France, sometime in the summer. Exact date has not yet been established. So get your shots and passports ready in plenty of time. What better excuse to go see the Continent than for an R/C race.

We understand that six countries were bidding for the site of the World Champs. And in a very democratic way, IFMAR chose, via vote the Carnoux site over England, Spain, Sweden, Italy, and Germany. Actually it came down to two countries after the initial vote; France and Sweden, with France winning with 10 affirmative votes to Sweden's 3. Mr. Rene Rossi, the Director and owner of the track was present at the meeting and was congratulated by all. He gave a special thanks to Mademoiselle Micheline for the very precise way the presentation had been made on behalf of the Carnoux site.

For those of you who feel that you want to get away this year and do some traveling and perhaps some racing in the Europe or the Far East, check out our calendar section for the dates and countries in the EFRA 1982 schedule. I mean, it's probably cheaper to fly to Europe than to drive across country, right?

One more piece from the European front. EFRA, elected Herve Davoine, La Balme de Sillingy, 74330, France as Chairman of the "Off Road" section of the Association. So those of you wishing to race Off Road in Europe and would like to get hold of a set of rules, contact Mr. Davoine at the address above.

"500" LAP RACE (contd)

The scorekeeping chores were left up to three young men, no strangers to the sport, who did a terrific job for two hours and 19 minutes of counting 3,140 laps among them. They were Kirk and Chris Naylor and Lonnie Peralta.

Just as the race was ending, the skies darkened and a light rain started to fall on the track. Some one asked if the race

would have continued if it had rained earlier. No doubt it would have because the whole idea of this type of race was to duplicate or come as close as possible to the real rigors of Off Road racing, and rain would have been just one more part of it.

And as the race was officially declared over, several voices were overheard... "hey, this was fun...how about a MINI BAJA '1000' next time?"

I wouldn't put it passed them!

RESULTS

1. Edie Street/ Mike Deming
Car #5....500 laps
2. Ron Anthony/Don Arndt
Car #1....499 laps
3. Erwin Bragg/Wink Eller
Car #23....483 laps
4. J. Burnham/Rick Churchill
Car #57....479 laps
5. Jim Brophy/Craig Dunne
Car #86....450 laps
6. Richard Schroder/D. Shively
Car #95....383 laps
7. Mark Johnson/Allen Losi
Car #24....310 laps.

HOW TO GET A REAL CHARGE OUT OF YOUR NICADS.

The Ultimate Charger.

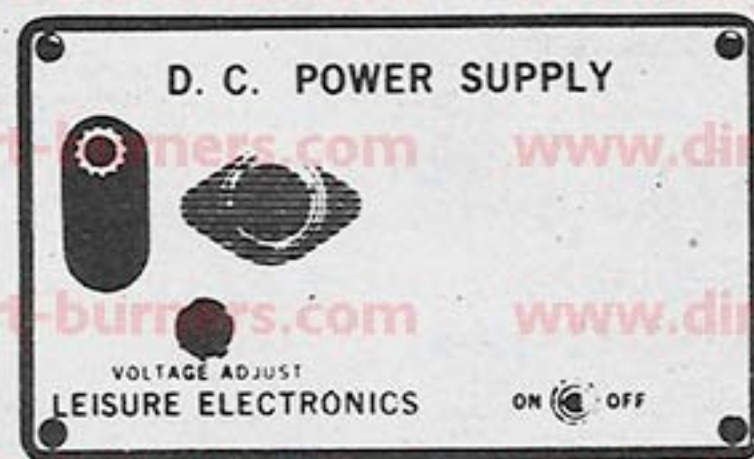
When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

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

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

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

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

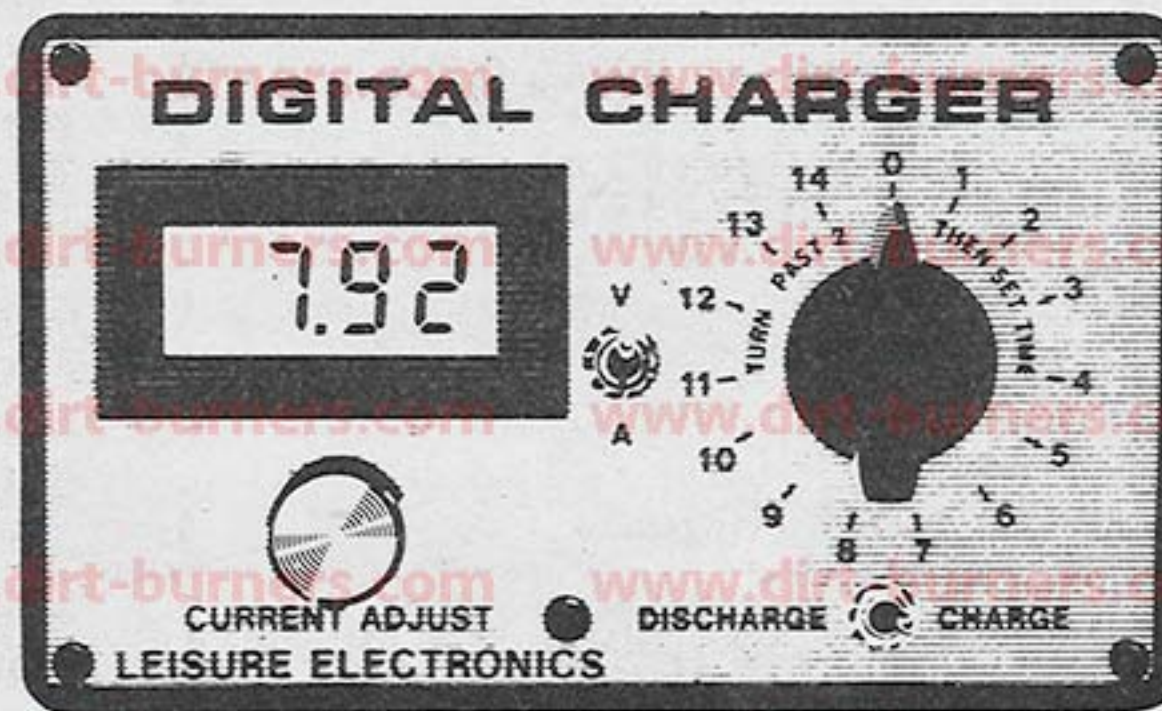


Leisure 110 DC Power Supply. A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

New DC Power Supply.

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

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

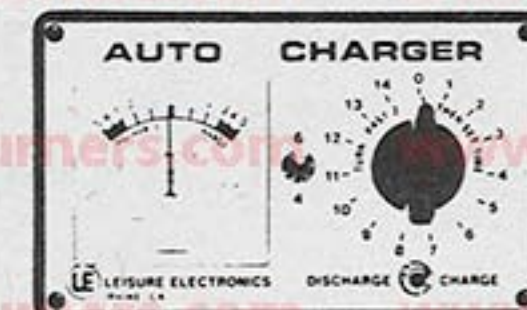


Leisure 109 Digital. Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

5 Models to Choose From.

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

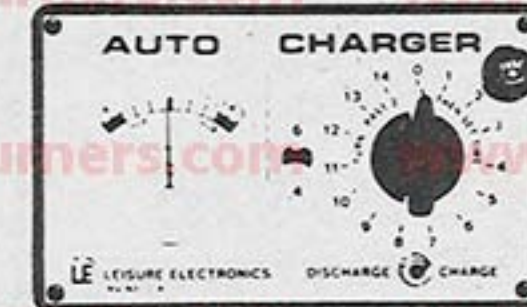
We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.



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



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



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



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

Safe, Simple NiCad Charging... Automatically.

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

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

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

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



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

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

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

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

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

Leisure
11 Deerspring/Irvine/California 92714

FLASH: Leisure wins So. Calif. Western Championships Oct 18, 1981

FLYERS! The First Annual Leisure Grand Championships are coming January 9-10, 1982. Write now for details.
Co-sponsored by the Sanyo Battery division and Futaba.

Introducing MRC-Tamiya's R/C Ford F-150 Ranger XLT Kit

NEW...SENSATIONAL...FANTASTIC...

R/C Pickup
Truck

Power And Off-Road Capability

Design And Realism



King of the Mountain



If you're familiar with our Sand Scorcher and Rough Rider buggies, you know we engineer R/C marvels. Now our 1/10 scale Ranger lets you power into off-roading with a pickup truck that's built tough to take you anywhere. Rugged and dependable, it's as at home on the "boulevards" as it is in the boonies. Spectacular handling and traction give you confidence over the most grueling terrain.

Together with its impressive good looks, this Ranger is what owning an R/C pickup is all about. ■ **Engineering That's Miles Ahead of Any R/C on the Road ...** Take the Ranger anywhere. Its independent front suspension with double trailing arms and independent rear suspension with swing axle, turn the worst roads into docile tracks. Real oil-filled shocks let you adjust the dampening action to the road. Special block patterned tires grip the road like a glove under all conditions. ■ And it's all powered by a quiet, massive RS540 high performance electric motor. Underneath a special water-resistant box keeps your R/C system and battery clean and dry while the motor and gear train stay dirt-free in a sealed case. ■ **A Pickup**

That Takes You Anywhere You Want To Go ... The Ranger is an engineering marvel that will slash through mud flats and water without fear, take on ridges, ramps and inclines other R/C cars can't handle. And to make sure it takes it all in stride, a durable fiberglass and special aluminum alloy chassis provide the flexibility to absorb punishment. ■ If you loved our buggies, take the next step to MRC-Tamiya's Ford Ranger pickup ... It's a whole new fun machine that'll drive you wild. Now at your hobby shop.



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