

# R/C

# RACING NEWS

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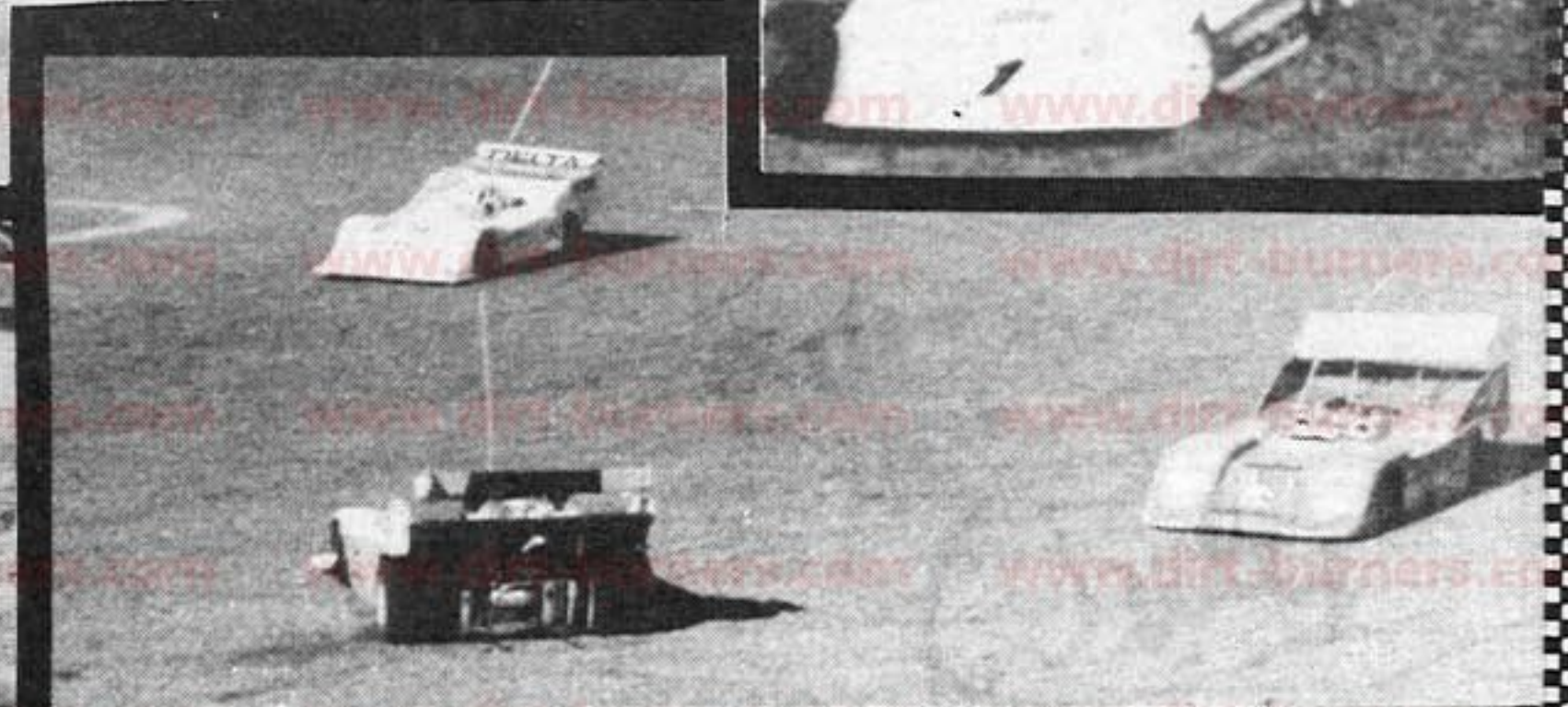
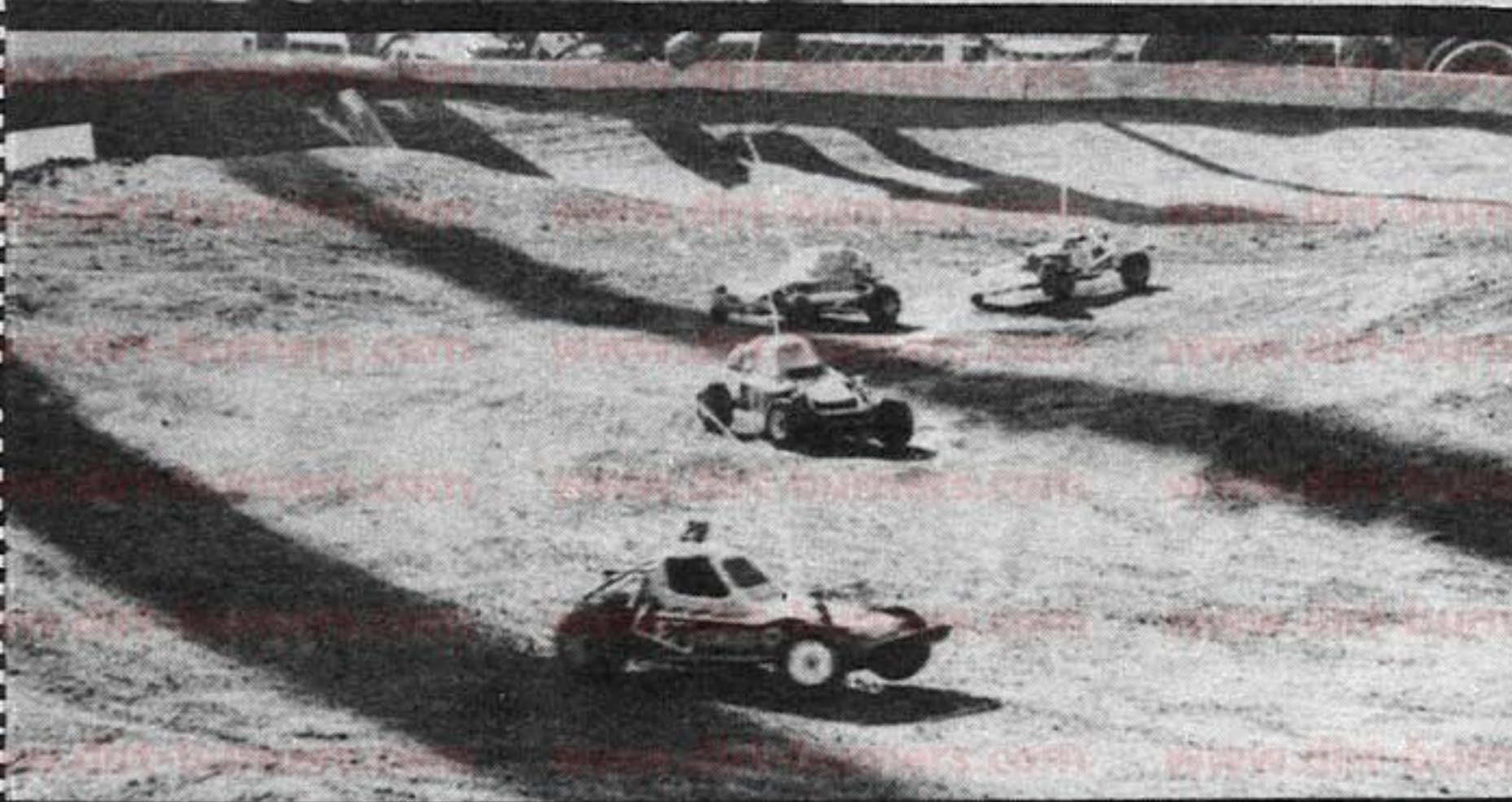


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**You Race It...  
We Cover It!**

January 31, 1983 - Issue 21, Vol. 3.

## HAPPY NEW YEAR! R/C IN '83



**THE YEAR THAT IT WAS!  
RACE OF CHAMPIONS  
U.S. AIRFORCE INTO 1/12  
DISTRICT 1  
RIO GRANDE RACERS**





# Race Corner

Better hurry if you haven't yet sent your entry(s) for the R/C RACING NEWS/SCORE SHOW Off Road World Championship. We understand that there's been a good number of entries already received in all three classes and although the entry deadline is FEBRUARY 25th, it may be sooner than that when all the spots are filled. Send your entry along with a S.A.S.E. to P.O. Box 411, Woodland Hills, Ca. 91365. Be sure to put your complete name, address, etc. and also YOUR SPONSOR (if any) and the type of equipment you're using. The program made up for the event will hopefully have all that information about you and probably will make your sponsor very happy if he sees his name in it.

Speaking of the same, don't expect to get anything in the mail from the Off Road World Championships until after the entry deadline is closed. Thereafter, each entry will receive all pertinent information regarding the event such as times, practices, heats, rules, etc. If you haven't received your entry back in the mail, then most likely you're in the event.

MRC/TAMIYA and FUTABA are the latest two companies to join the Off Road World Championships as major sponsors. MRC/TAMIYA will once again be sponsoring the STOCK World Championship, and FUTABA will be the MODIFIED World Champion sponsor. These two companies join AIRTRONICS as the three "major" sponsors for this year's 1983 Off Road World Championships. Stop by their booths while you're at the show to check out all their latest goodies in R/C.

We've just received the newest schedule for the 1983 1/12th Electric Southern California and California Championship Series. First the So. Cal. Series will begin on MARCH 6 at DEL MAR RACING CENTER, then moves on to the RANCH PIT SHOP at Pomona on APRIL 24th. Thereafter, it is as follows: MAY 15 - Briggs Cunningham, Costa Mesa; JULY 10 - Montgomery Wards, Ventura; AUGUST 21 - Briggs Cunningham; SEPTEMBER 4 - DEL MAR RACING CENTER, Del Mar; OCTOBER 9 - Ventura; OCTOBER 30 - Pomona.

The California State Championship will have only four races. They are a two-day race with Stock on Saturday and Modified on Sunday. The dates are: APRIL 30 / MAY 1 - at DEL MAR RACING CENTER; JUNE 4-5 at Santa Maria, (site not yet determined); JULY 16-17 at Briggs Cunningham; and the final race will once again be at MONTEREY on SEPTEMBER 24-25.

The 1983 National Model Airplane Championships, the largest model airplane competition in the world, will be held at Westover Air Force Base, Massachusetts, from Sunday, July 24 through Sunday, July 31, 1983. Westover AFB is adjacent to the cities of Chicopee and Springfield in the central portion of Mass.

This year's AMA Nats will include 2 more than 60 different competi-

tions, as well as meetings and convention activities in the evenings. This area is rich in history and will provide an excellent vacation for the entire family. For more information on the AMA Nats, you can contact the Academy of Model Aeronautics, 815 - 15th Street, Northwest, Washington, DC 20005, or call (202) 347-2751.

**FROM THE LOTS OF CALLS DEPT.** In our last issue, thanks to the AMA, we reprinted what's to be the new frequency charts for aircraft and non-aircraft channels being made available in 1983 as a result of FCC mandate. We weren't prepared for the hundreds of calls that we got from you out there trying to get more specific details. Unfortunately, when it comes to technical matters we are not as good as the various manufacturers of radio systems. We ask that you contact them directly so that they can give you the exact details as to what it entails. In the meantime, thanks to KRAFT SYSTEMS, we are re-printing their four-page introduction to the new channels. It's entitled: "What Every R/C Modeler Needs To Know (and was afraid to ask) About Frequency Conversions For the New Channels". It's not a catchy title, but it sure gives you plenty of information about the new frequencies available. Check it out!

We hear that MRP is completing final testing of their 1/12th suspension (I mean full suspension) car. Lots of "bolt-on" parts that can be adapted to your current MRP, geared for the heavy duty racer. This car should be out in the next few weeks so check it out.

The R/C Powerboat World Championships are going to be held in Italy this year. The U.S. will be fielding a Team to go and challenge the world. In order to select the team, there are several qualifiers being held throughout the U.S. Coming up on MARCH 5-6 1983, Tampa, Florida will be the Eastern U.S. Eliminations. First, second and third in each class will qualify to go to the finals in Memphis, TN. From there, three team members will qualify to go to the World Championships. These are two hour endurance races in A, B, C, classes, any type of boat. For more information contact the Central Florida Racing Team, P.O. Box 260892, Tampa, Fla. 33685 or call (813) 986-2710.

LOOKING AHEAD. Already plans are under way for choosing the site of the 1984 NAMBA Nationals. This is in spite of the fact that the 1983 NAMBA Nats, which are to be held in Vancouver in July, have not yet been run. Now that's planning ahead. Two possible sites are being considered; one in the East Coast, in Dist. 1, and the other in San Diego. Decision will be made in Vancouver during the Nationals.

The Capital Auto Racers, those heavy-duty 1/8th scale Gas nuts, wanted me to let the rest of the world know that their racing scheduled for 1983 is as follows: Every second Sunday of the month they will be powering their fuel-burning monsters at the South Gate

Shopping Center, Florin Rd. & Franklin Blvd.; and every 4th Sunday of each month they come back in a blaze of smoke to the Sunrise Mall, Sunrise Blvd. & Greenback Lane, both in Sacramento, of course. For more info you can call CAR Club at (916) 421-4794. They're waiting to hear from you.

**FIRST CLASS ALL THE WAY** - The latest word from Carnoux, France: the Gas World Championships is that plans are going just great and that they're expecting a tremendous crowd to see the best in the world compete this coming July 4-10th. The promoters will have "on-site" a First Aid station to take care any emergencies. Also a "closed network" television system of some 20 cameras will be directly connected to a computer which will give constant information and results. For the media (television and press) they are providing an "elevator" to take you high above the ground for those one-of-a-kind photos.

**MORE ON THE WORLD** - Also at Carnoux, P.V.S., (Promotion Video Sportive) will make video film of the entire event to sell to the enthusiast, racer, etc. The only trick now is how you're going to get there, you say? Well, Air France and the promoters are working on a special "fare". All they need to know is how many people are coming over. So if you plan to go, I suggest you contact Carnoux Racing, Plateau des Lavandes, 13470 Carnoux-En-Provence, France, or call (42) 70.01.58, and let them know. You might be able to save plenty of money. Hotels? Well, that's another story. July, being the height of the tourist season, hotels may be in short supply. Start working on it now! Maybe you can dig up some one you know to put you up.

Heard that MRC/TAMIYA is coming out with their own "reservoir/coil-over" shocks, and possibly a new off road car by April. We've seen nothing yet, but rumors abound now that the off road market is once again taking off.

Check this out! We anticipate to see at least six different R/C Off Road cars at the World Championships in Anaheim. Of course TAMIYA will have their fine line of cars, then COX and AYK off road cars, which seem to be undergoing more and more refinement now-a-days, will be there. In addition, we've heard that ASSOCIATED will be putting a few of their off road prototype cars on the track for the challenge. Of course M.I.P. has just about finished all the testing of their "Predator", super-fast, super-light car. RCH also has a car that's been racing for a few months now and it's ready. And I'm sure by the time the racing starts there will be several other "hybrids" out there to make their mark.

Making our normal rounds of monthly calls to shops, distributors and manufacturers, we found out that this past December, on the whole, was a very good month for the R/C business. I say on the whole, because, on a national scale of business trends, almost all business, with the exception of the

computer market, were "not as strong as expected". Thankfully, most of the R/C business came in the last couple of weeks in December. Several manufacturers had their hands full trying to ship last minute orders to hobby shops. Some retail stores did very big business during the last week before Christmas.

Guess what was the biggest selling item among R/C cars and boats? Off Road kits and parts. We made several calls to major distributors, and mail-order houses and off road sales seemed to be very brisk.

**ARE SLOT CARS ON THEIR WAY BACK?** - According to the Del Mar Racing Center Shop, they are. They reported big sales in "starter kits", WompWomp, etc. It was all they could do to keep stock on the shelves. So maybe it's time to dust off your old "group" car or womp womp, and get back into it.

A "big turnout" is expected at the H.I.A. Trade show coming up this month at Anaheim. Many of the top R/C and Hobby manufacturers will be there. So try to make it out.

PLEASE WRITE THIS PHONE NUMBER DOWN - (213) 340-5750. This is OUR other number here at R/C RACING NEWS. In fact, this number is in our editorial offices, where we seem to be spending most of our time now a days. The (213) 345-7300 number is still good, but if you can't reach us there, try the first number. One way or another we want to hear from you.

**FROM THE "THAT'S INCREDIBLE" Dept.** Guess who just won Overall first place in the prestigious Class 38 of SCORE International, the folks that put on all those BAJA Off Road races in Mexico and in Parker, Arizona, etc. Well, guess no more, our very own publisher and head slave-driver, Lou Peralta. So what if he's tipping the scale a bit over what it should be or that he's just snuck past the 4-decade mark, the old guy...I mean, Lou raced his motorcycle all last year (1982) making the Parker 400, the San Felipe 250, the Baja 500 and the Baja 1000, and finished in all of them in the top four spots and at the end of the year he had earned enough points to take the overall in class and 8th overall among all vehicles. Not bad for a slightly used body. Congratulation. Will any body be able to live with him now?

There's no new word as to what's happening with ORRCA for the next series. Most likely, announcements will be made at the ORRCA Championship race this coming January 29-30th at Del Mar Racing Center.

With respect to the overall spots in the Modified and Open class, because of the postponement of the last ORRCA Series race to January 12th, we can not, at this time, give you the winners of those two classes. In any case, full coverage of the ORRCA Championships, and the Final standings for this past ORRCA series will be in our next issue, February 1983.

Speaking of 1983, how time flies! It only seems but a few months ago (contd. page 5)

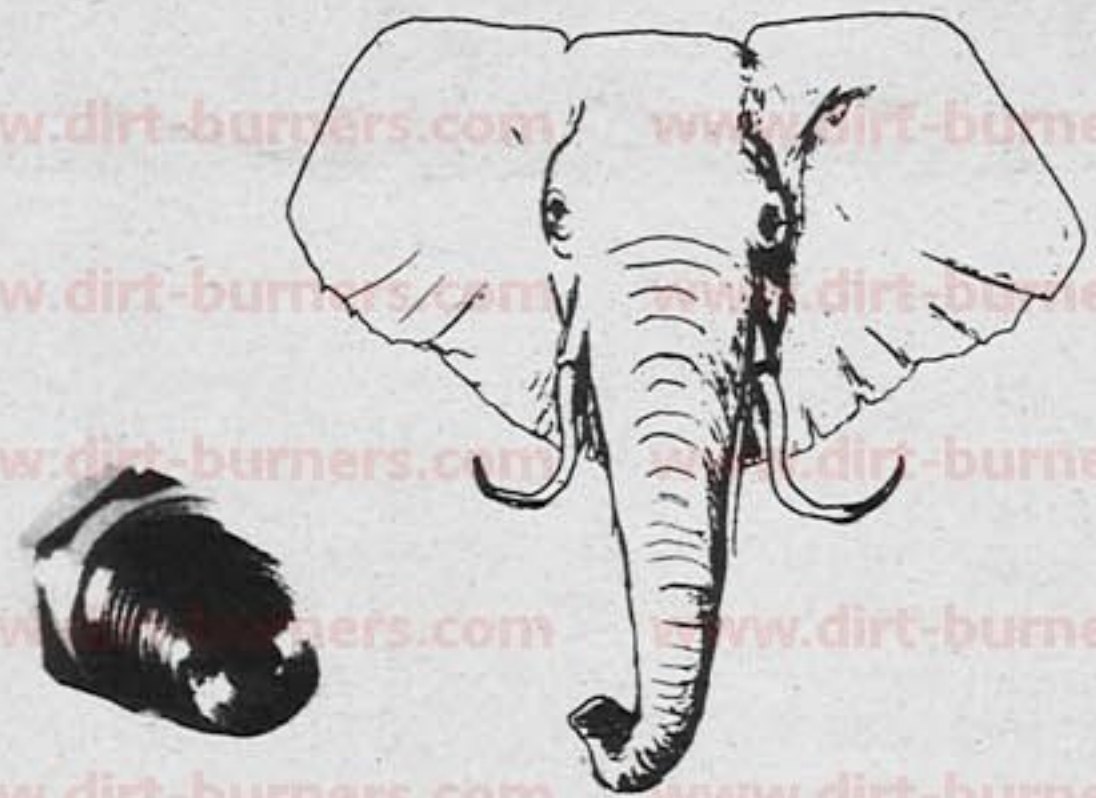




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<u>Kim Davis</u>	1st A Main	Region 2 Championship Race & Top Qualifier
	10th A Main	Winter Nats
	Top Qualifier for Florida State Championship Race	
<u>Rick Davis</u>	1st A Main	1982 Nats Oval
	9th A Main	1982 Winter Nats
	3rd A Main	1982 Nats CanAm
<u>Terje Haugen</u>	1982-3rd	European Championships
<u>Craig Kelly</u>	1st B Main	Mod. Winter Nats
<u>Roger Kelly</u>	1982 Florida State CanAm Championship	
<u>Rich Lee</u>	2nd Place	McCoy Race
	1st A Main	Southern Cal Series Race
	1st A Main	Southern Cal Series Race
	4th A Main	Winter Nats
<u>Tim Morton</u>	6th A Main	Stock Electrics
	5th A Main	Winter Nats — Stock Electrics
<u>Dana Smeltzer</u>	1st A Main	West Coast Championship
	3rd A Main	Winter Nats

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**ON THE COVER:** Some of the various R/C activities that made the 1982 year one of the best years for R/C'ing. (From top clockwise) The Prather Outboard Series Race in April; San Jose 1/12th Race, July; Rio Grande Racers 1/8th, October, The 56th Annual AMA Nationals, September; Mini Baja ORRCA, October issue. Truly a banner year for R/C.

# R/C RACING NEWS

*You Race It...  
We Cover It!*

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# Editorial

## 1983... A YEAR OF ANTICIPATION

A very Happy New Year to all of you. May 1983 be the best year ever for you and may all your wishes, desires, resolutions come to pass.

We here at R/C RACING NEWS are looking toward 1983 with a great deal of anticipation and excitement. We have posted on our yearly calendar, which is quickly filling up I might ad, some of the major events scheduled for this coming year. It looks like it's going to keep us really busy hopping around across the country and also into Europe. We think that 1983 is going to be the best ever for R/C'ers. Little by little, through R/C RACING NEWS and through other publications, R/C'ing is beginning to be recognized as a sport around the country and more and more people are becoming aware of what R/C'ers are all about.

Our job now is to continue that momentum through 1983 - to keep getting the word out about our hobby/sport and let other people into the wonderful world of R/C'ing.

January is really going to start the 1983 year with a bang! On tap is the Rio Grande Can Am 1/8th scale gas race in El Paso, then we have the 12 Hour gas race at the Ranch Pit Shop, The ORRCA Championship Off Road race in Del Mar.

February has the Winternationals in Orlando, Florida, where the top 1/12th and 1/8th scale racers in the U.S. will be there. It's a two-week romp of excellent R/C racing.

Later on in April the second annual R/C RACING NEWS/SCORE SHOW Off Road World Championships will make its mark at the Anaheim Convention Center. Hundreds of racers from all around the U.S. and foreign countries will be on hand for that one.

NAMBA will host another National in July 1983. This time in British Columbia, Canada. Those Canadians have been already hard at work since last July to make this next NAMBA National the best ever. Then in July again, the 1/8th Gas World Championships are set for Carnoux, France. The best drivers in the world will be there, 120 of them,

to fight for the coveted title of World Champion.

The ROAR Nationals will come along thereafter to be held in California, The Ranch Pit Shop will host this two week event.

In addition to all these major events that we know of, there will be hundreds of other events in 1/12th, 1/8th, 1/10th scale cars, Powerboats and Airplanes that R/C RACING NEWS, one way or another will try to cover.

Once again, we want to express our commitment to you, that "our pages" are open to anyone who has something to say. We look forward to hearing from clubs, promoters, people in the industry, as to what's going on in your area. Don't be shy, send us every little bit of information you've got. You'd be surprised, there's a lot of people out there who are really interested to know what is going on around the country, around the world. As we've said in the past, "if you've got the time, we've got the space", so use it... use us.

Although it may be a bit early to tell, we are in the process of making R/C RACING NEWS the biggest publication in the industry. Current negotiations are under way to put R/C RACING NEWS in major markets through an extensive distribution system. What this means to you the reader, the advertiser is that R/C RACING NEWS will be capable of reaching a far greater number of people than any other R/C publication, thus making the industry and the sport stronger, more popular.

Our format of fast news, expedient releases and editorial material that is current, up-to-date, will remain the same. That is what has made R/C RACING NEWS so popular, such an important part of the industry/sport. But in addition, we will be able to offer you a greater variety of R/C coverage, more technical and informative news.

Needless to say, we're terribly excited about 1983. I hope you'll stick with us for one of the greatest years in R/C'ing.

Lou Peralta  
Publisher

# On the Line

## THANK YOU PUBLICLY

I have just returned from the 4-Cell Nats in Cleveland, and wanted to thank publicly several people who made the trip very memorable.

Firstly, Bill Jeric and his family for making me feel at home on the long weekend. Bill picked up several of us and took us to his home for a fantastic supper. I'm sure this thanks comes from all of us who were there.

Secondly, (thanks to) Paul Franz and his brother for helping me out during several tight fits in picking up parts. I was in dire need for them, but had no way of getting (them).

(Sorry Paul couldn't remember your bro's name).

Also other people who helped me such as Bob Rule, Kevin Van Dyke, Pete and RePete Fusco, Bud Bartos and especially all the sponsors who let it happen.

I had a great time and hope to get to more races like these.

Gary E. Lanzer  
Saskatoon, Sask.  
Canada

I'm sure Bill and all the gang appreciate it. It's nice that someone takes time out to thank those people who often do a thankless job... putting on a race. ED



## RACE CORNER:

(contd. from page 2)

that we were just getting started with 1982 and making all the preparations to cover the various Nationals and Regional championships and major races. All of a sudden the year is gone and here we are again, looking down the throat of 1983 and making our plans for this year. Boy, we've got some traveling to do this year, what with the Gas World Championships in Carnoux, France, the Winternationals in Orlando, Fla.; the NAMBA Nats in Vancouver, B.C. and many more events in between. It seems that before we know it, poof! There goes 1983.

What's made it go so fast is the fact that we've really enjoyed meeting lots of good friends around the country this past year. And many more over the telephone, just chatting about this and that. I dare say, this column, "Race Corner", is perhaps the most popular section of every issue. The reason; it is because many of you help us write it. We just sit here and take notes whenever you call any one in our office, and then we pass that on to all of our readers. So gang, let's keep hearing from you in 1983. Not only do we want to know what's happening with you, but it also makes good copy.

Some of you have asked who writes the Race Corner section... well, there's actually a guy by the name of Race Corner that we keep locked up in one of our closets. He taps all our phones and reads all our mail at nights and once a month we extract the column from him. The best to R/C in '83.

**FLASH! LATE WORD** - We had the pleasure to attend the El Paso, Rio Grande Racers Can Am this past weekend where we saw one of the most exciting races ever between Bill Jianis and Rich Lee. Jianis won, but only by inches, as he and Rich went at it for all of the 75 laps of the A main event.

Jianis came off the driver's stand literally shaken from the tension of so many laps trading leads between he and Rich Lee. It was an excellent race with some excellent people (The RIO GRANDE RACERS) doing a fine job. The weather was beautiful

and we really enjoyed their hospitality. Complete race coverage and lots of pictures in our next issue.

What a Coup! Heard that Gil Losi, Sr. was able to get Budweiser Beer to put a few bucks for his forthcoming 12 Hour gas Enduro this month. We've been saying all along that we must go outside the industry to promote sponsorship for our major R/C events. It's healthy for the industry and I'm sure it'll be good for the sponsors. What beer are you guys going to drink at the 12 Hours?

**OFF ROAD WORLD CHAMPS UPDATE - A Team Trophy will be award-**

ed at the end of the World Championships in Anaheim this coming April 1-3. Those of you who plan to participate and are racing for a team or sponsor or want to put a team together note the following: The team **MUST** be made up of six (6) drivers, no more, no less. Two drivers must be from each class, (i.e. 2 in stock, 2 in modified, 2 in open). Finishing position in whatever main you finish will earn you points. At the end of the third day, all the points for the six drivers will be added and the team with highest totals will be the **TEAM TROPHY** winner.

Now I know some of you are already thinking, what if you race in

two classes, can you win points for your team? No. There must be six drivers per team, and two individuals per class. So choose well what team you're going to race for and in what class. Also, you **CAN NOT RACE FOR MORE THAN ONE TEAM** for this Team Trophy. You may be sponsored by more than one manufacturer but in order to win the Team Trophy you must choose what team you're going to represent. List of team members must be submitted to the World Championship officials **NO LATER THAN MARCH 31st, Thursday, during practice sessions.**

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

## The Ultimate Charger.

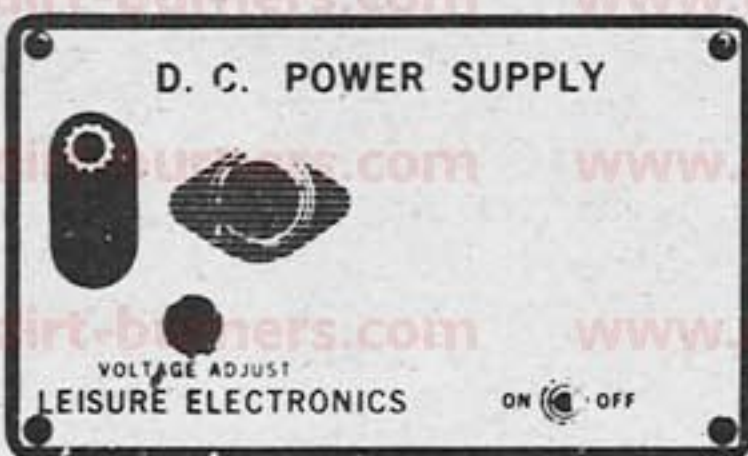
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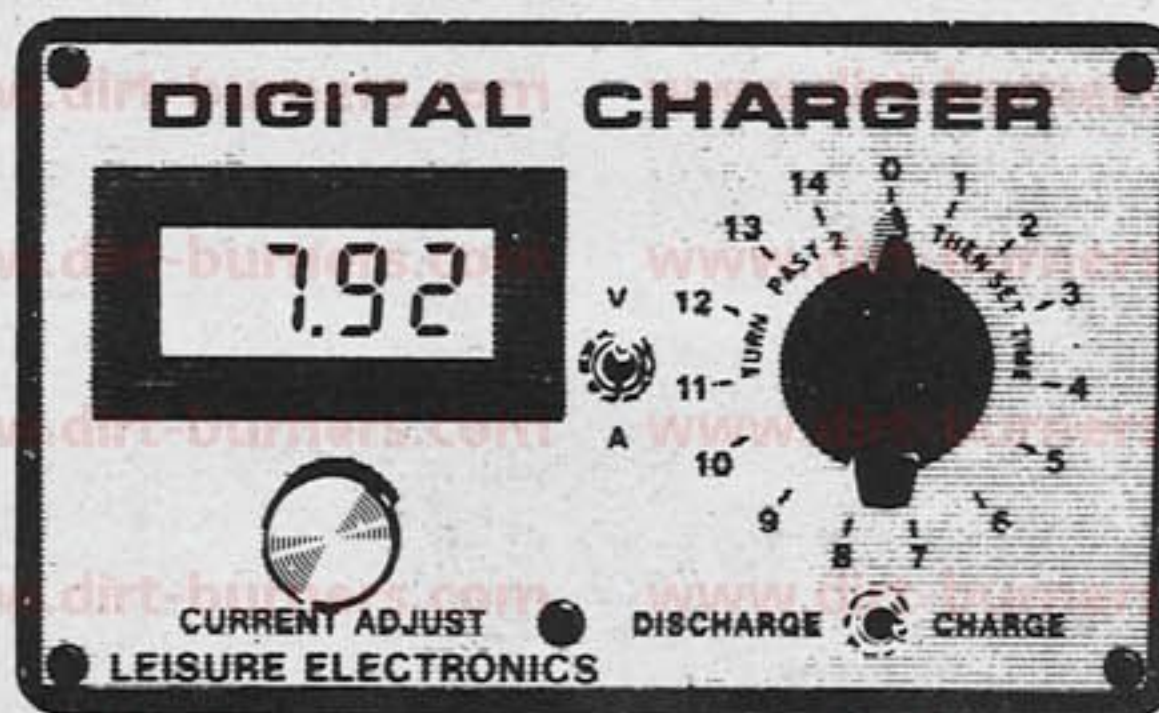


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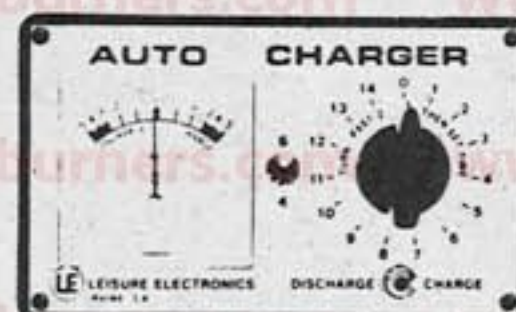


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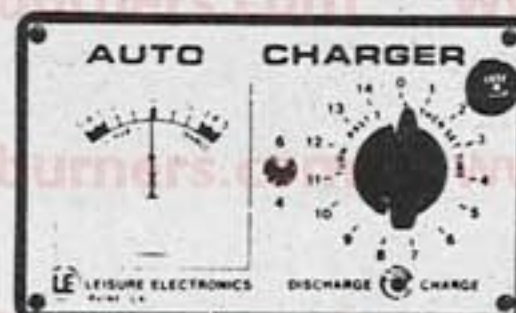
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## INTERESTED IN R/C

I've been interested in radio control cars as a hobby for a long time but haven't had much luck here in Regina, Saskatchewan, Canada. I would be grateful if you send me information, especially on gas off road.

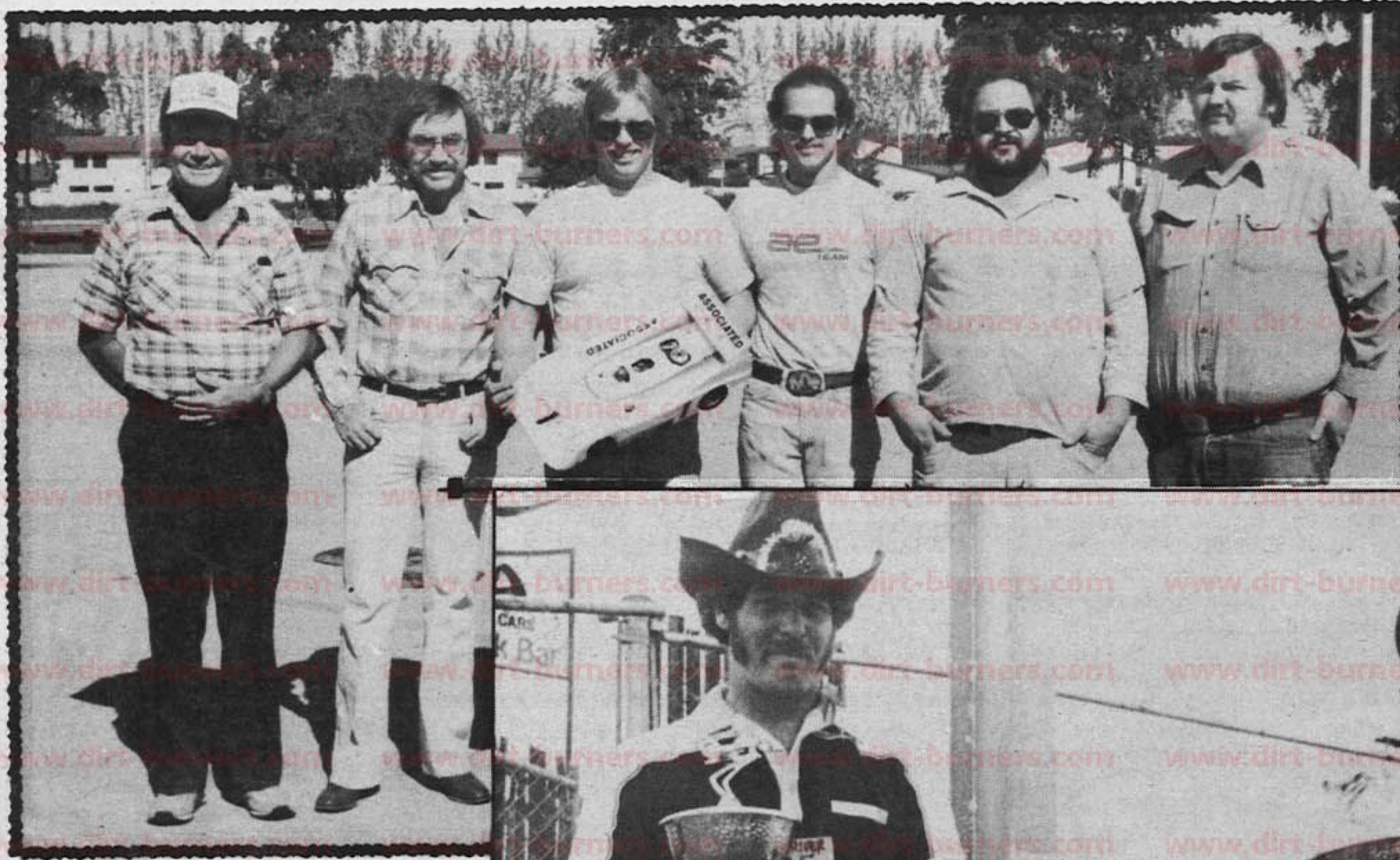
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1362 Wascana St.  
Regina, Sask., Canada S4T-4J3

Parma (216)237-8650; Race Prep (213)341-0842; Ja-Lea Co.(214) 238-0929 are some of the people who can help you. ED.



# 1982-IT WAS A VERY GOOD YEAR... NO, IT WAS EXCELLENT!!!

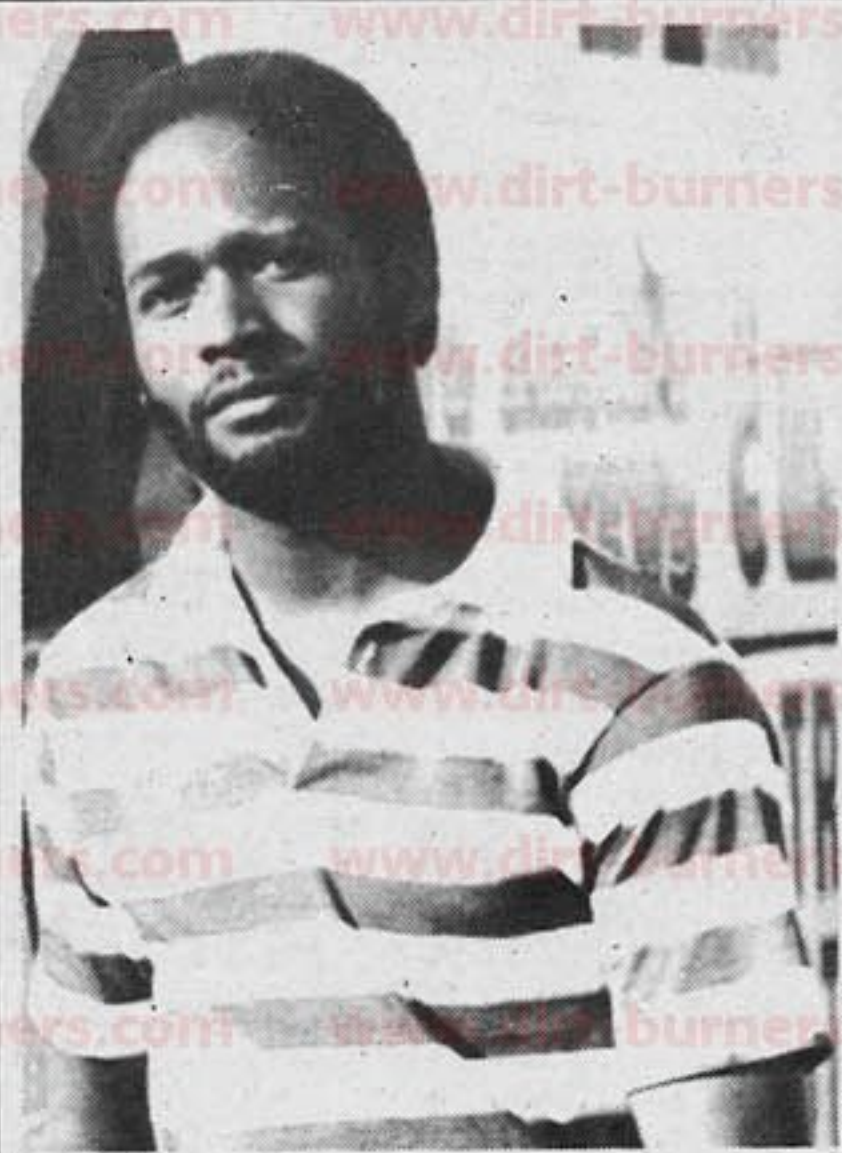
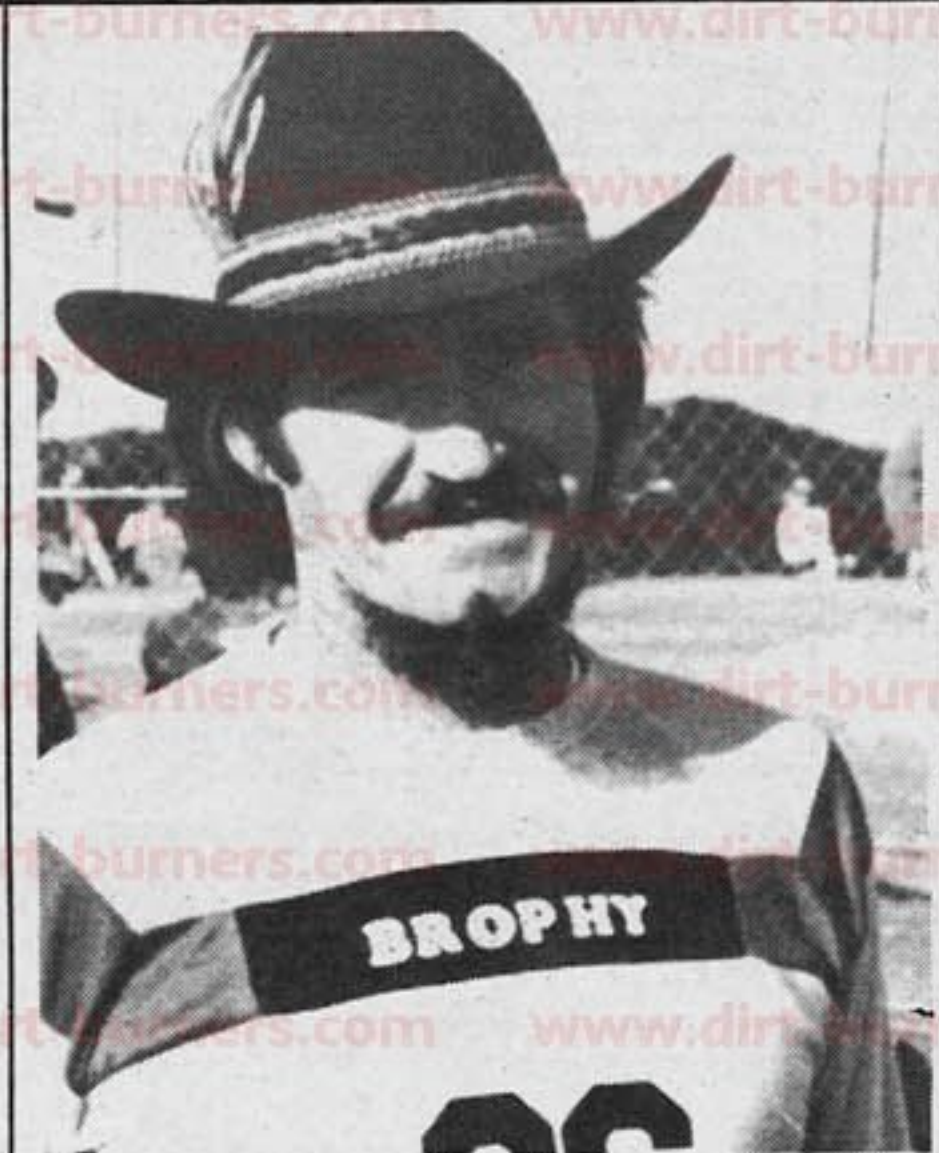
WITH ALL THE GREAT EXPECTATIONS FOR THIS 1983 YEAR, LET US NOT FORGET SOME OF THE HIGHLIGHTS, SOME OF THOSE GREAT MOMENTS THAT MADE THE 1982 R/C YEAR TRULY A MEMORABLE ONE... Here then are such moments as they appeared in our issues.



◀ **JANUARY 1982** - This powerful crew went to Florida in December of 1981 and tackled the 24 Hours of Endurance. Team Associated number 1 consisted of, from (l to r), Gene Husting, Roger Curtis, Bill Newlin, Curtis Husting, Bill Jianas and Rick Davis. They won the 24 Hours with a near perfect drive. Can you imagine, they only used one motor for the entire 24 hours! Team Associated would continue to dominate other Enduros throughout the year.

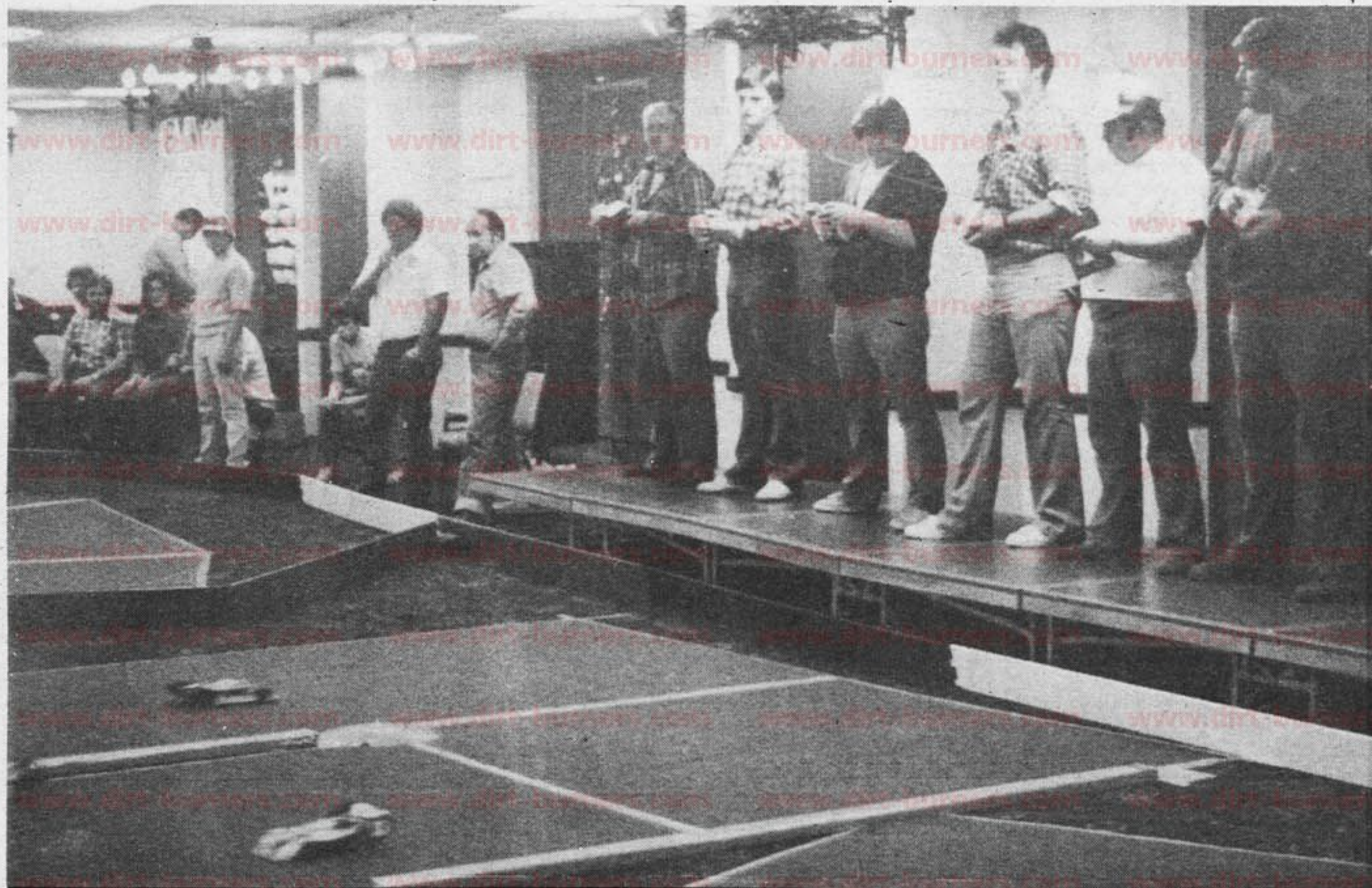


▶ Another kind of R/C Enduro. This was the first R/C Off Road 1/10th Electric enduro ever held. It was held at MINI BAJA in Reseda, California, also in December 1981. No one thought that these off road cars could go for 500 laps. Mike Deming teamed up with Edie Street to prove otherwise. They won it in 2 hrs. 35 min., by less than a lap. In fact of the seven teams entered, all but one finished the race!



◀ **FEBRUARY 1982** - The first three ORRCA Champions were crowned. Young John Gudvangen, Jr. was the Stock class champ; Jim "Gentleman Jim" Brophy took the Modified championships and Eustace Moore was the Open ORRCA Champion. Formal organization of ORRCA brought in a fine year of off road competition. Racing entries grew considerably as a result of ORRCA and it was not unusual for some of the tracks to have well over 100 entries for an ORRCA Series race. Other people around the country started using the same ORRCA system to great success.





## FEB. (contd)

In this issue we also covered the U.S. INDOOR 1/12th Championships. Reported to us by Mike Reedy, this annual Cleveland, Ohio affair was one of the highlights of the 1/12th racing season. Mike Lavacot was the Stock Class Champion, while Kent Clausen took the Modified Class. Kent would later on go on to a formidable win in the Stock World Championships.

In this same issue the first ad for the Off Road World Championships appeared, which went on to draw the largest entry of any R/C event.

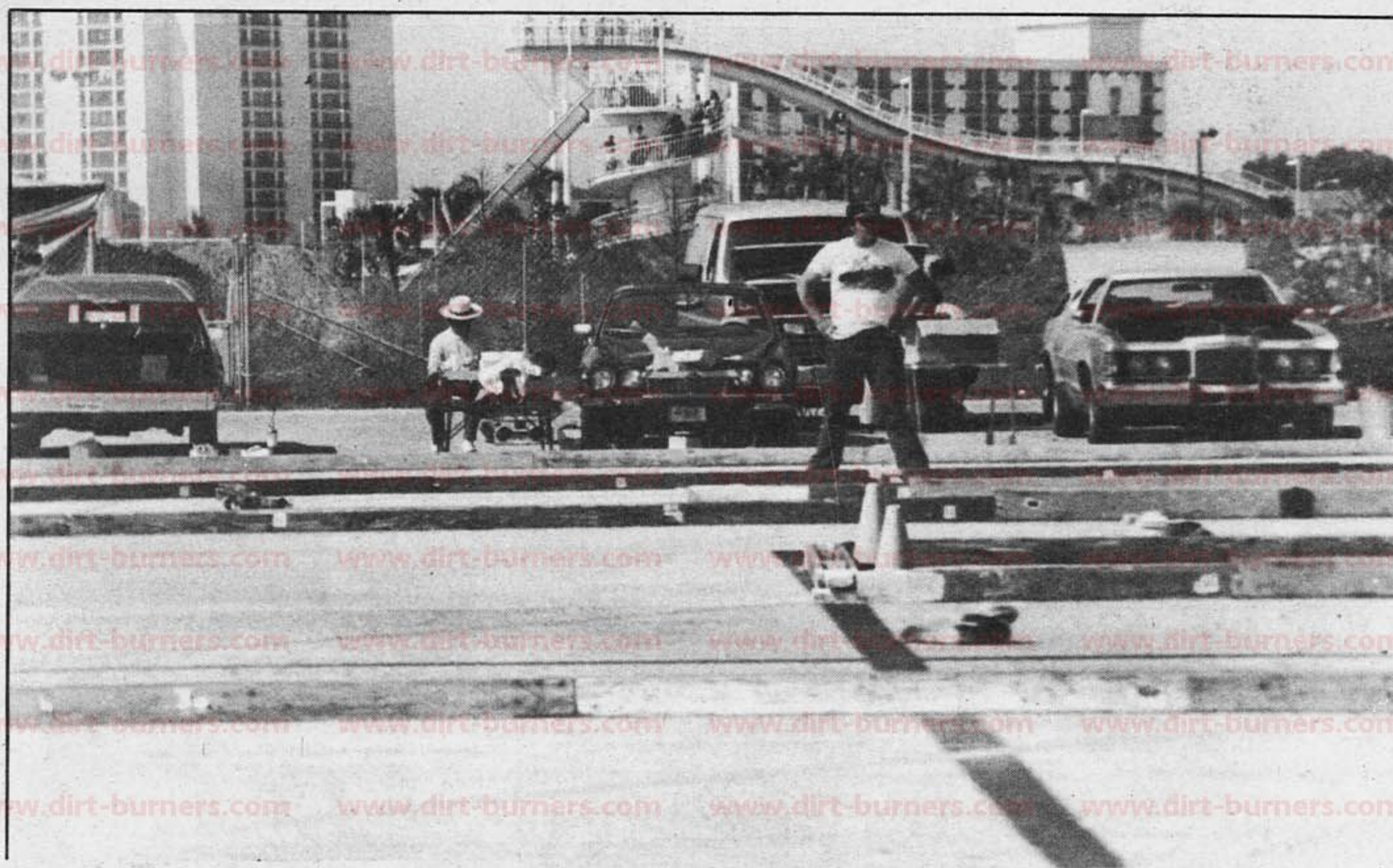
Most Clubs were now back into the swing of R/C competition, with many of them putting forth some very aggressive racing programs. One such group was the Gulf South Racers and also the North and South Jersey R/C clubs.



**MARCH 1982** - In this issue we featured coverage of the WINTER-NATIONALS in Orlando, Florida. This two week affair drew a very large number of racers from all over the country to bask in the warm Florida sun and to compete in the 1/12th and 1/8th classes.

Lavacot once again proved to be the best in the Stock Class, but a new name appeared in the Modified class. Moving into National prominence was Jim Aguirre who won the Modified 1/12th electric class. After the first week at the WET N' WILD site, the 1/8th gas Winternationals started. A young man appeared that was to send a message to all the old vets in gas racing. Ralphie Burch, Jr. took his Associated flat pan car and beat the best in the country. Even the World Champion, Art Carbonell.

In Super Stock, Bill Yelle proved that you don't need all that nitro to go fast.



The racing throughout the two weeks was tough and so was the track, as evidenced by Gil Losi's car (left), after hitting several walls.

In this issue we also began getting coverage from Hawaii and the R/CECC group of active R/C'ers.

ORRCA published its first complete set of off road rules, and some of those same rules are now still in use.

NAMBA once again got into high gear with lots of powerboat racing going on.







**APRIL 1982** - This issue covered the RAY CHARBONNEAU Charity race. This is the time when R/C'ers take time out to put something back into the community. All of the proceeds from this race went to fight Cancer, the same illness that killed one of the most liked R/C'ers. In this race, Tom Wong proved that he could race with the best, as he took his DELTA Eagle to the main win. No more signing up in the Amateur class for Mr. Wong after this.

# THE 6TH ANNUAL RAY CHARBONNEAU CHARITY RACE



The Prather Outboard Race, held in March, proved that it takes more than just a torrential downpour to keep the hard-core R/C powerboater from racing. The race went on under heavy rains and when it was all said and done, Norm Teague had won the Outboard Deep Vee; Bud Jones the Stock Tunnel; Joe Monohan the 40 Stock Tunnel, the Outboard Hydro, and the Modified Tunnel classes. Not bad, for being soaked and wet.

**MAY 1982** - The first R/C Off Road World Championships were held in April, and the outcome was a resounding success, not only for R/C off road but for R/C in general. More people (over 40,000) saw this three day event than at any other time in the history of R/C racing. In addition, television, newspaper and magazine coverage took this event from the back yard to world-wide prominence. Gary Keyes, veteran 1/12th & 1/8th racer proved that once you're good, you're good by winning the Stock class World Champ. Eric Grisham, racing for Trick Stuff won the biggest class of all, the Modified World Championship. Eric also helped build and design the track that was laid out inside the Anaheim Convention Center. Gil Losi, (Ranch Pit Shop) took the prestigious Open Class World Championship.







Also in the MAY issue we covered one of the most fun races we've ever attended. The "CAJUN GRAND PRIX" in Lafayette, Louisiana proved to be a real treat for many of the gas R/C racers. The hospitality was great, the food was excellent, and some of the officials running the race were really nice to look at... uh, uhm,... I mean the ones without the hairy legs.



**JULY 1982** - Katsunori Kondo took the limelight in this issue. The diminutive Japanese 1/8th scale racer came to the U.S. only a few days before to enter the famous "REAL MCCOY" race. He had raced it before, but this time he had come with a special surprise. His "Phantom 4WD" (four wheel drive) race car challenged the very best in the sport and in the end won. The car seemed to be glued to the track, especially through the infield, and he and Rich Lee and Dana Smeltzer had a battle royal through the 100 lap main event. The annual race, which celebrated its 10th Anniversary, had a large entry from all over the U.S. and also a number of racers from Japan and Central America.

Dick McCoy once again put up all the bucks for the great trophies and plaques, as he has done for the past 10 years, and you can be sure that all the racers there really appreciated Dick's efforts. Dick Camp and John Thorp were the race directors and Gil Losi's Ranch Pit Shop track was in perfect race condition.

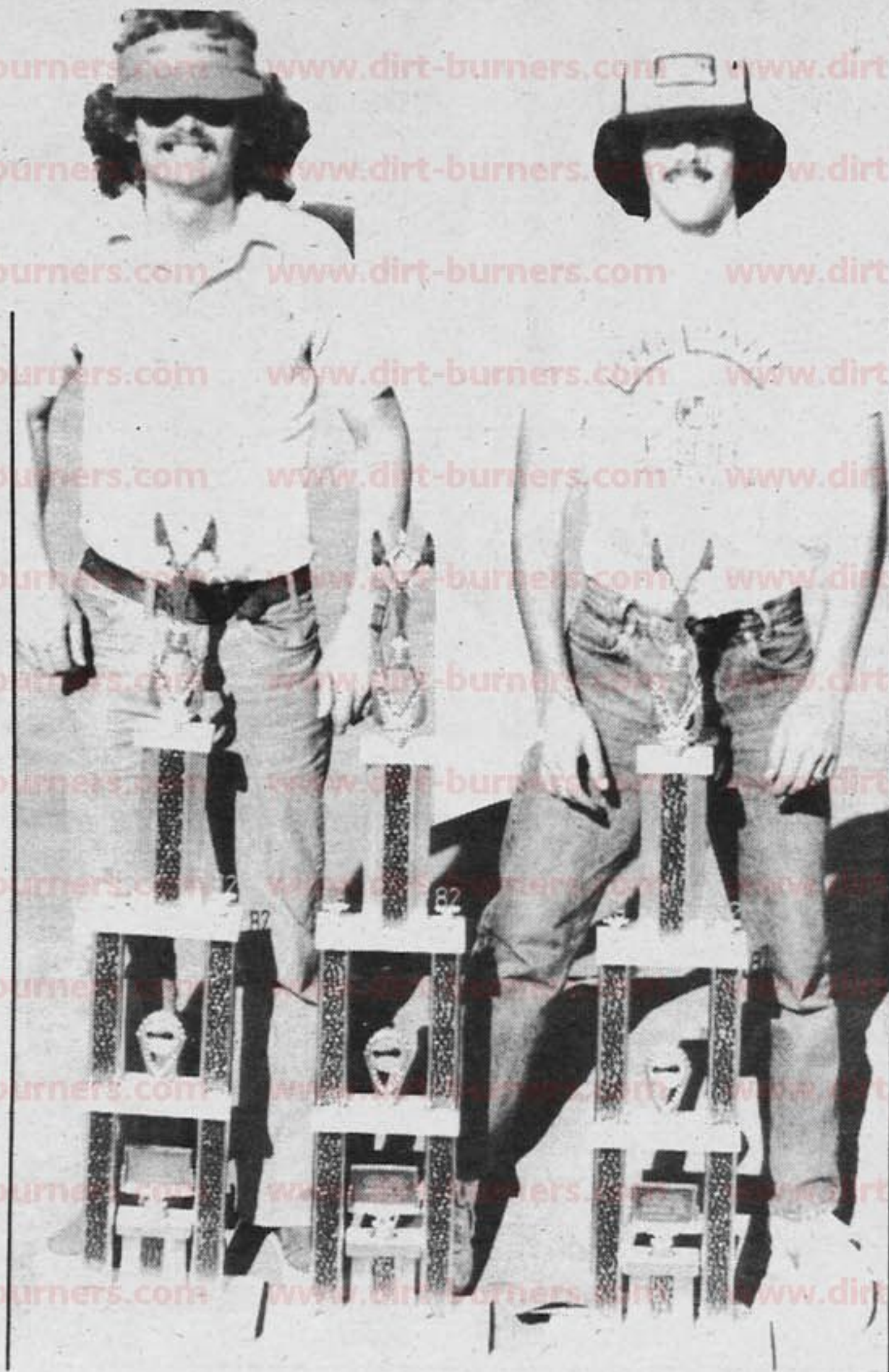
More powerboating was covered with the Annual Indy Unlimited race which was won by Roger Moran of Madisonville, LA. Also The San Diego Outboard and the Silver Cup Regatta was held and our senior powerboat editor, Cathie Galbraith did an excellent job of covering it.

**JUNE 1982** - The Lady Boaters Regatta put on a great show at Legg Lake (above right), as some of the best R/C powerboat racing ladies made for an exciting day of racing. Really excited was John Brodbeck, (K & B) as he had the tough task of awarding the top prizes to Diane Semler (1st), Dot Prather (2nd), Rosie Garcia (3rd), Cathie Galbraith (4th), and Ellie Tom (5th). What made him even more excited was that he "had to kiss" all of them. I guess somebody has to do it, right John?

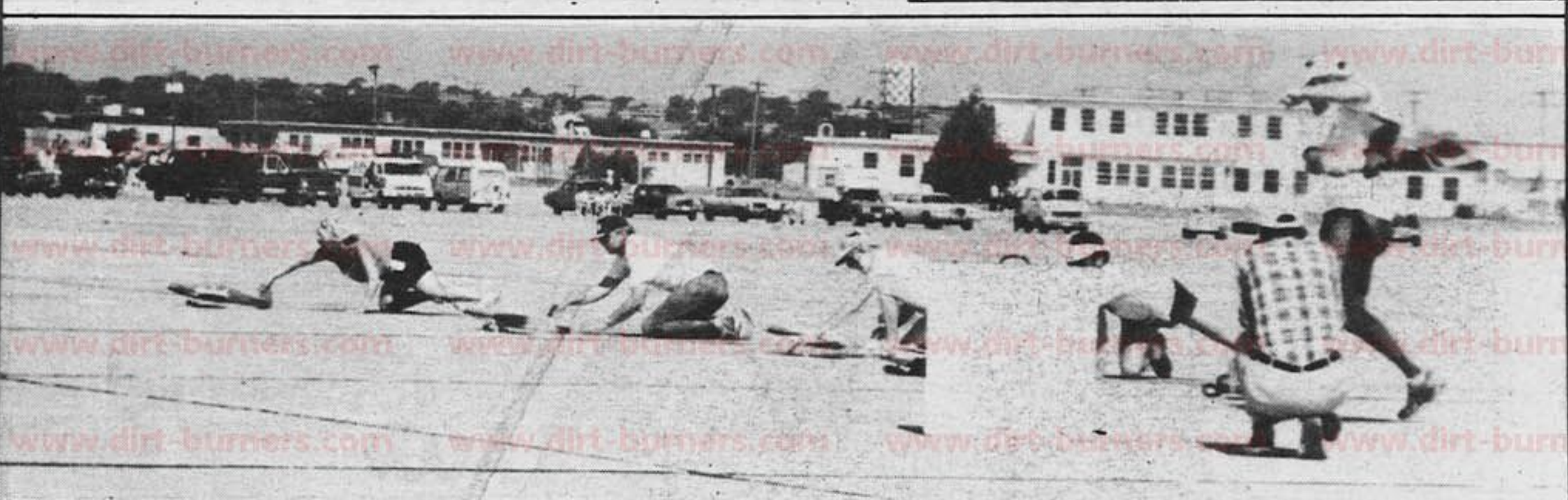
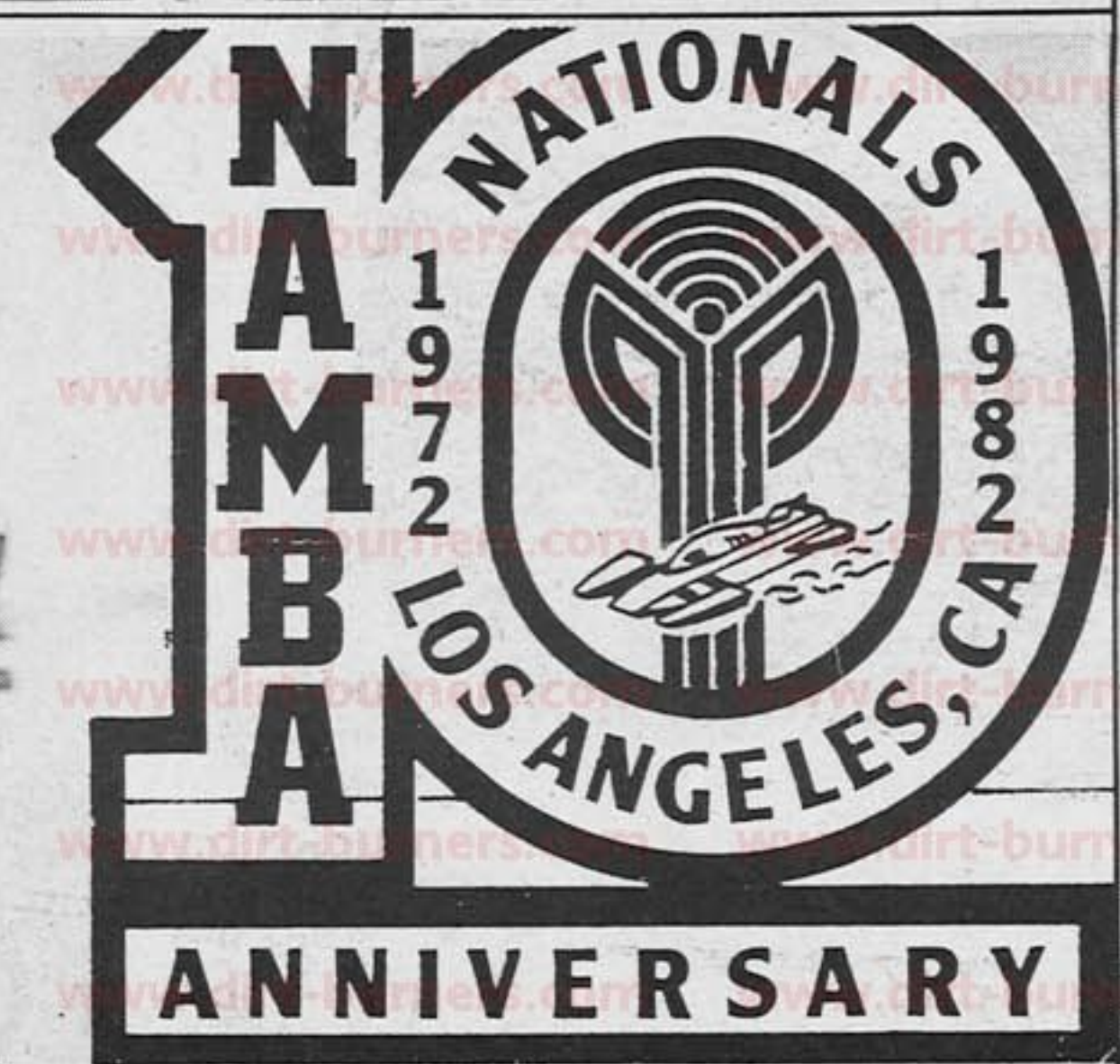
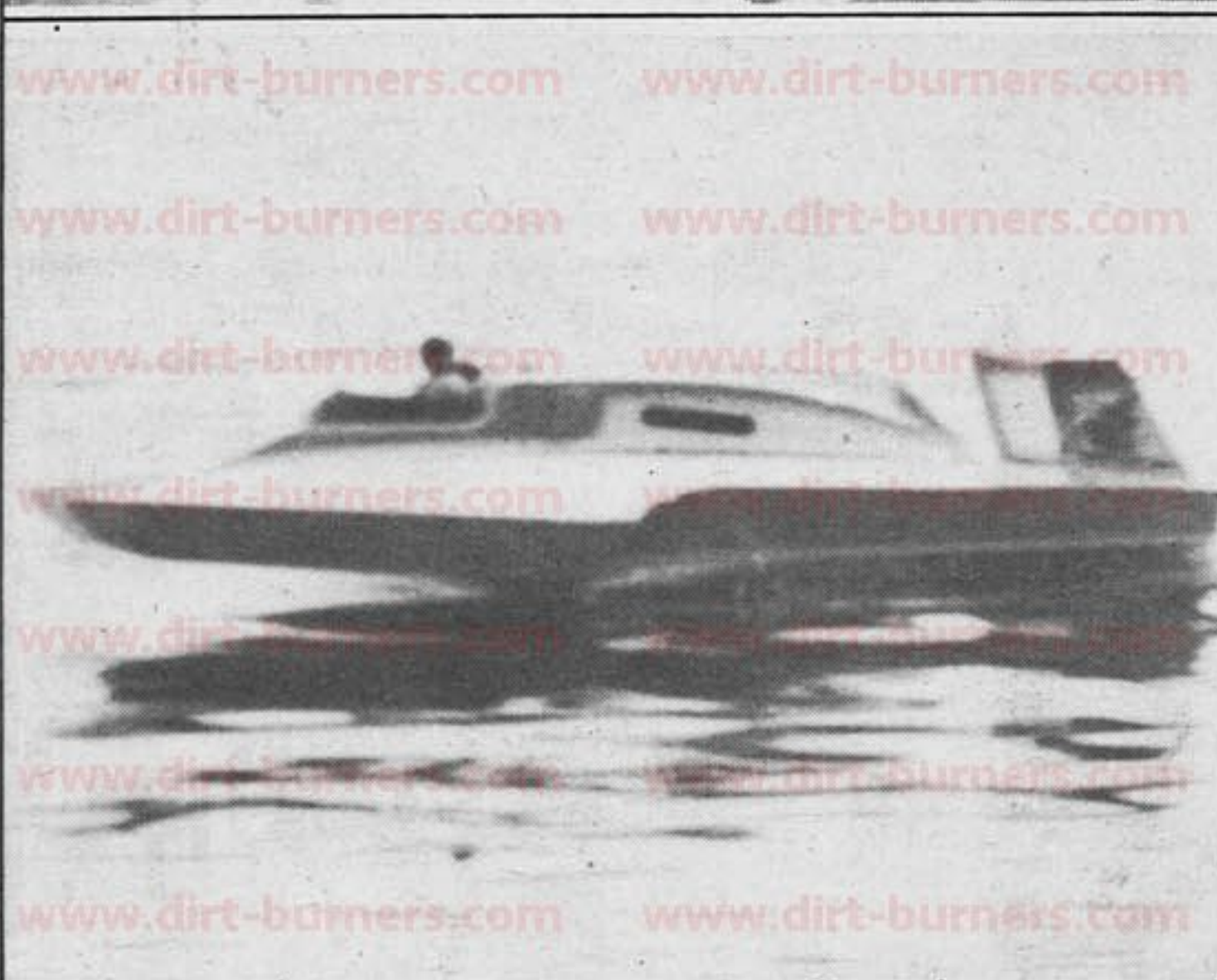
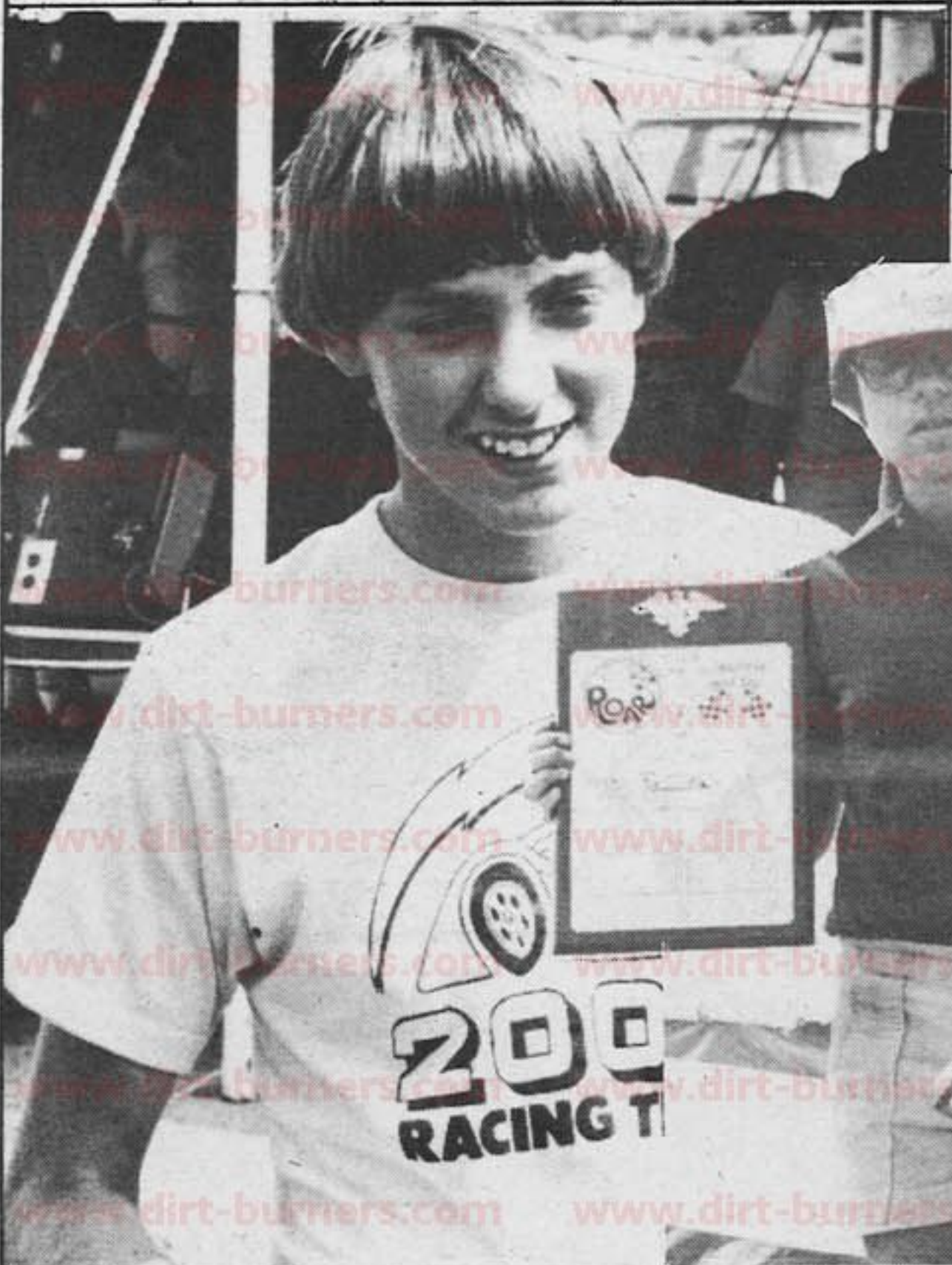
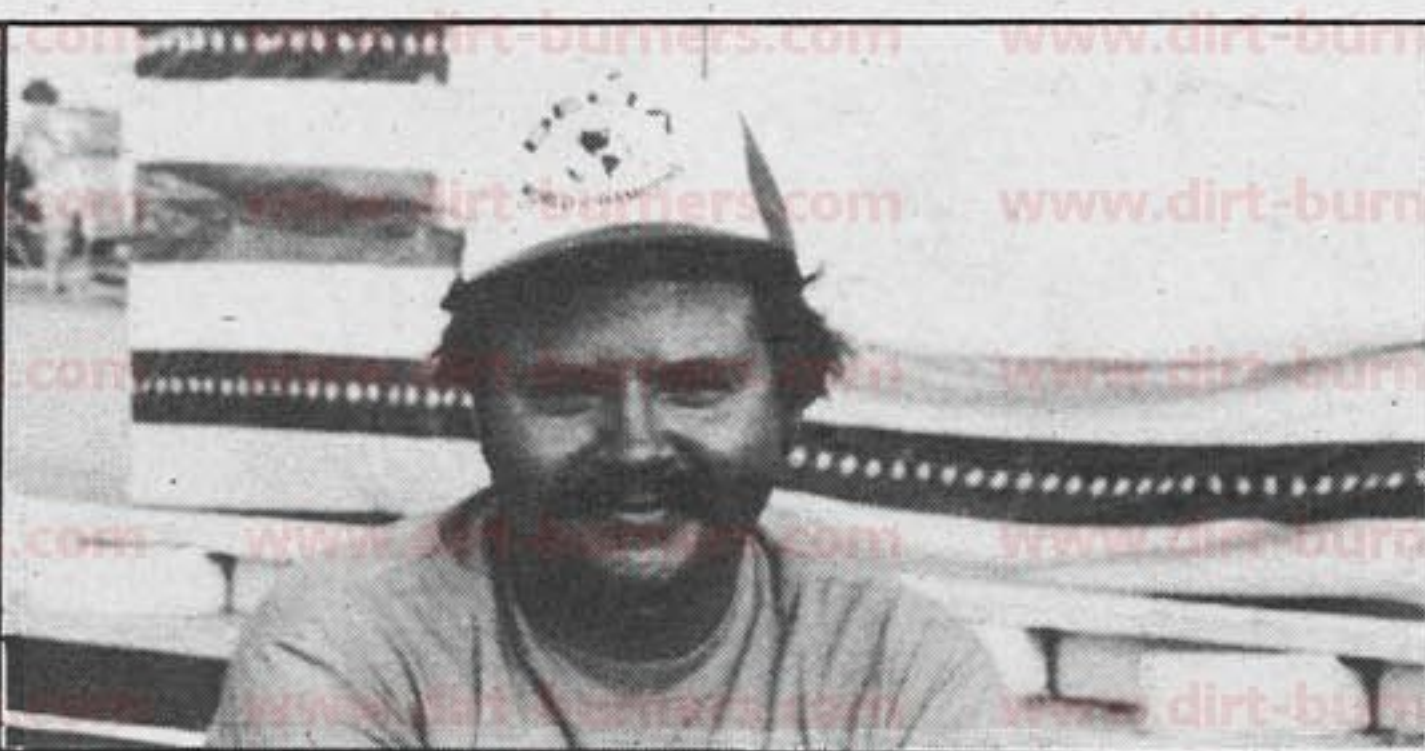
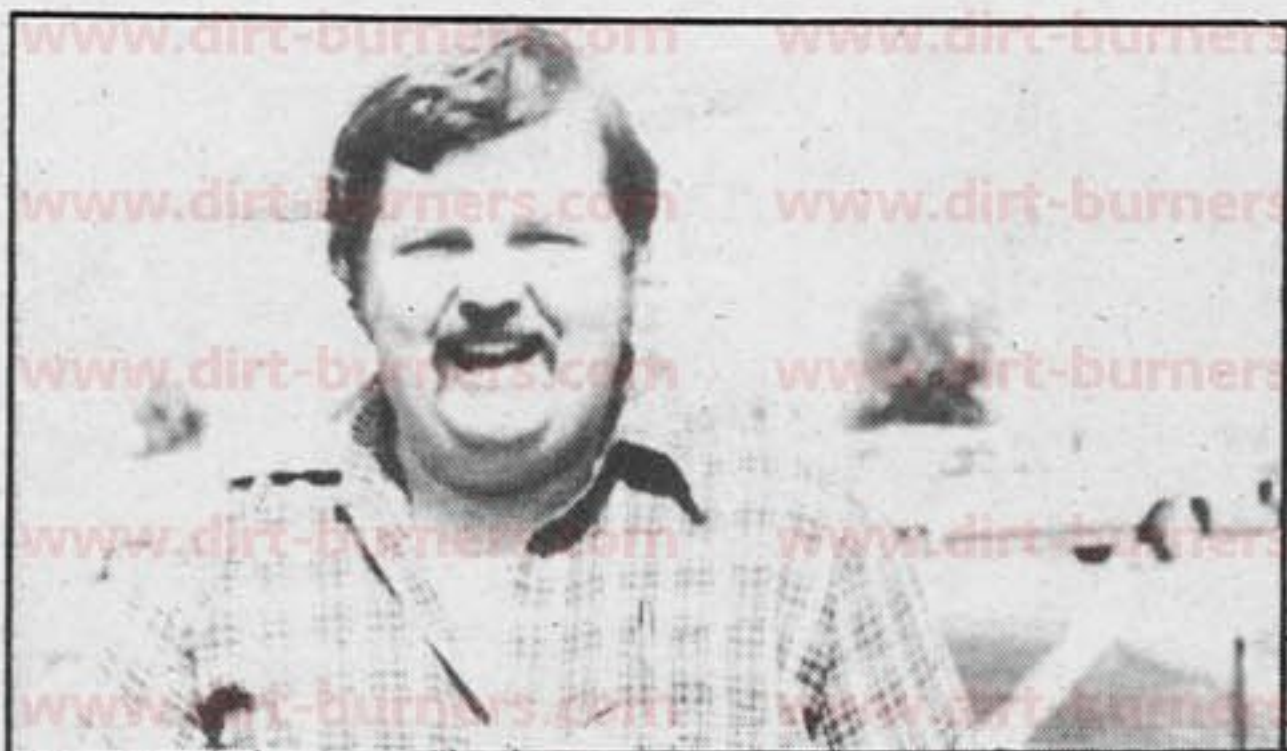
The ORRCA Quater Finals, (after the first three-month series was completed), were also covered in this issue. Emerging winners of the series were: Jeff Cruzon (I) both in the Modified and Open classes, and Bernie Rico, winner of the Stock class series.

Then at the Quarter Championships which were held at RCH, in Costa Mesa, Cruzon came back and won the Modified race, but Gil Losi, Jr. took the Open class. A new face, at least during that weekend, emerged atop of the Stock class race. Dan Biscoe won in Stock class on that day.

In the meantime, Gulf South, Ventura Racers, RCECC, MART, RAMS, & NAMBA R/C'ers were all in full swing, into serious radio controlled competition.







**AUGUST 1982** - "God didn't make the little green apples...and it don't rain in Indianapolis... in the summer time..." the heck you say. Indianapolis in the summer time is a time for flowers, a time for heat, a time for racing and plenty of time for rain! The site for the 1982 ROAR Nationals had everything you'd want in a race. Fast cars and rain, great drivers and rain, tight finishes and rain, and then some more rain. But all in all it was a great two weeks for R/C cars. Two weeks in which you saw Ralph Burch, Jr. TQ in all three 1/12th classes and then win the Production and Modified classes. Joel Johnson wins the Stock 1/12 class. Then the World Champion, Art Carbonell took the Can Am 1/8th gas on the second week of the Nationals. Rick Davis took one of the most exciting races ever, by winning the National Oval title by inches. And then a new face among the national scene. Mark Miranda, from San Diego, California won the 1/8th Super Stock class.

At the same time, the 10th Anniversary NAMBA Nationals, held at Legg Lake, South El Monte, California drew the biggest entry of any National, with 759 boats! They also included a young kids' class that proved to be very popular. Winners were: Richard Hazelwood (A Offshore Deep Vee), Joe Monohan (B Offshore), Al Prather (C & X Offshore), Norm Teague (A Outboard Mono), Richard Hazelwood (A Outboard Hydro), Ed Fisher (OPC Tunnel), Art Hammond (A Mono), Ralph Henry (C Hydro), Don Tallman (Sport 40-1), Terry Prather (B Mono), Al Prather (X Mono), Ed Fisher (Sport 40-II), Bill Hornell (B Hydro), Gary DeLara (X Hydro), Jack Garcia (B OPC Tunnel), Wally Stewart (A Hydro), Eddie Patten (C Mono), Marcus Hooks ("Kids Are Boaters Too"), Terry Holland (Sacle Unltd. Hydro), Pal Jennings (Best Scale Appearance), Norm Teague (Best Offshore Appearance) and Steve Muck (1st Consolation). It was truly one of the highlights of the R/C sport for the year, one that NAMBA had to be real proud of.

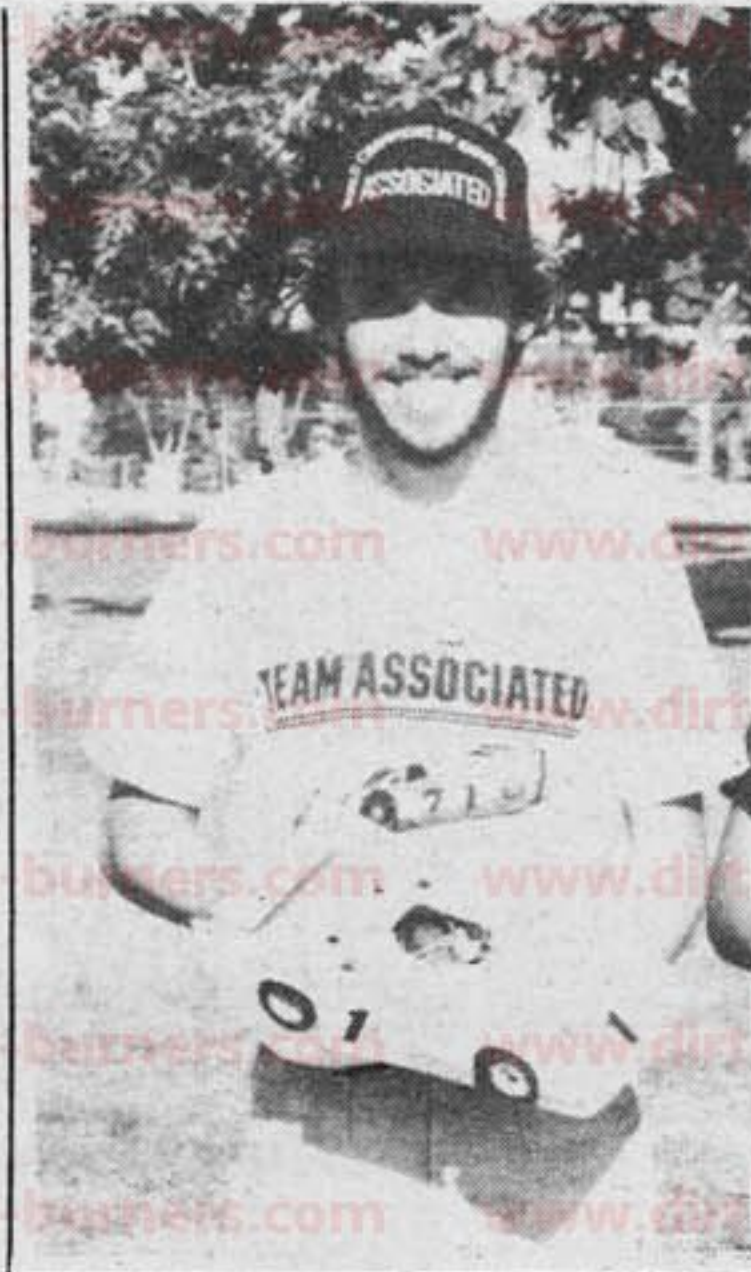
Also at this time, the first race was held at the newest and most complete R/C Racing facility. DEL MAR RACING CENTER in Del Mar, California hosted their first So. Cal 1/12th and 1/8th series race and set off an aggressive program of R/C racing that also included off road and the resurgence of Slot Car Racing.

**SEPTEMBER 1982** - Not only were the AMA's Nationals covered in this September issue, which were held in Linclon, Nebraska and which celebrated its 56th Anniversary, but the long awaited 1/12th Electric World Championships were also covered extensively.





The Grand Hotel in Anaheim, California was the site for the first ever 1/12th Electric SANYO World Championships. Some 120 R/C'ers from all over the world, representing some 27 countries descended upon this site to spend 5 days of truly "electrifying" competition. Some of the most sophisticated racing and charging equipment was on hand, and all the talk centered among some of the more recognized racers around the world. On hand were the likes of Jimmy Davis from England; Kunsei Takeda, Japan; Bill Maisey, England; Finn Gjersoe, Denmark; among so many, and of course some of the top drivers in the U.S.: Orton, Davis, Burch, Johnson, Lavacot and more. But in the end, when it all counted, two Americans took the tiles. Kent Clausen won the Stock World Championship and Art Carbonell became the first man in R/C racing history to win back to back World titles in 1/8th and here in 1/12th. Truly a remarkable feat.



**NOVEMBER 1982** - The Associated Enduro Team picked up where it had left off at the beginning of the year. Gene Husting, Chuck Phelps and Rich Lee, came out to the first 6 Hour Enduro of the season at Del Mar and proved their expertise by winning with 1285 laps. At the Ranch Pit Shop, the Region 6 1/12th Regionals were held and the Losi's: Papa Gil, Gil, Jr. and Allen, TQ 5 of the 6 classes during the two days of competition. Chip Hayes picks up two class wins. Tod Strain, Tony Neisinger and Mike Lavacot, all pick Regional A Main wins. **AND THE BEAT GOES ON...AND R/C RACING NEWS IS THERE!**

**OCTOBER 1982** - We got ahead of ourselves in this issue. We published it as October 1983, instead of 1982. Very few noticed it, which goes to prove no one reads the cover. Many of the national series were now coming to an end for the year, and some were just starting.

The San Diego Scale Regatta was one of the annual happenings at the Model Yacht Pond in San Diego. John Perry (back row left), Bill Silvers, Jay Koch, Robert Holland, Ralph Henry (front), and Jack Garcia were all winners.

Del Mar Racing Center held its first ORRCA. The Region 6 Championships 1/8th gas were at Ventura, the Western Off Road Championships at Costa Mesa drew large crowds, and the year was just about over.





# R/C Racing News/Score Show

PRESENTS

**ENTRY  
NOW  
OPEN!**

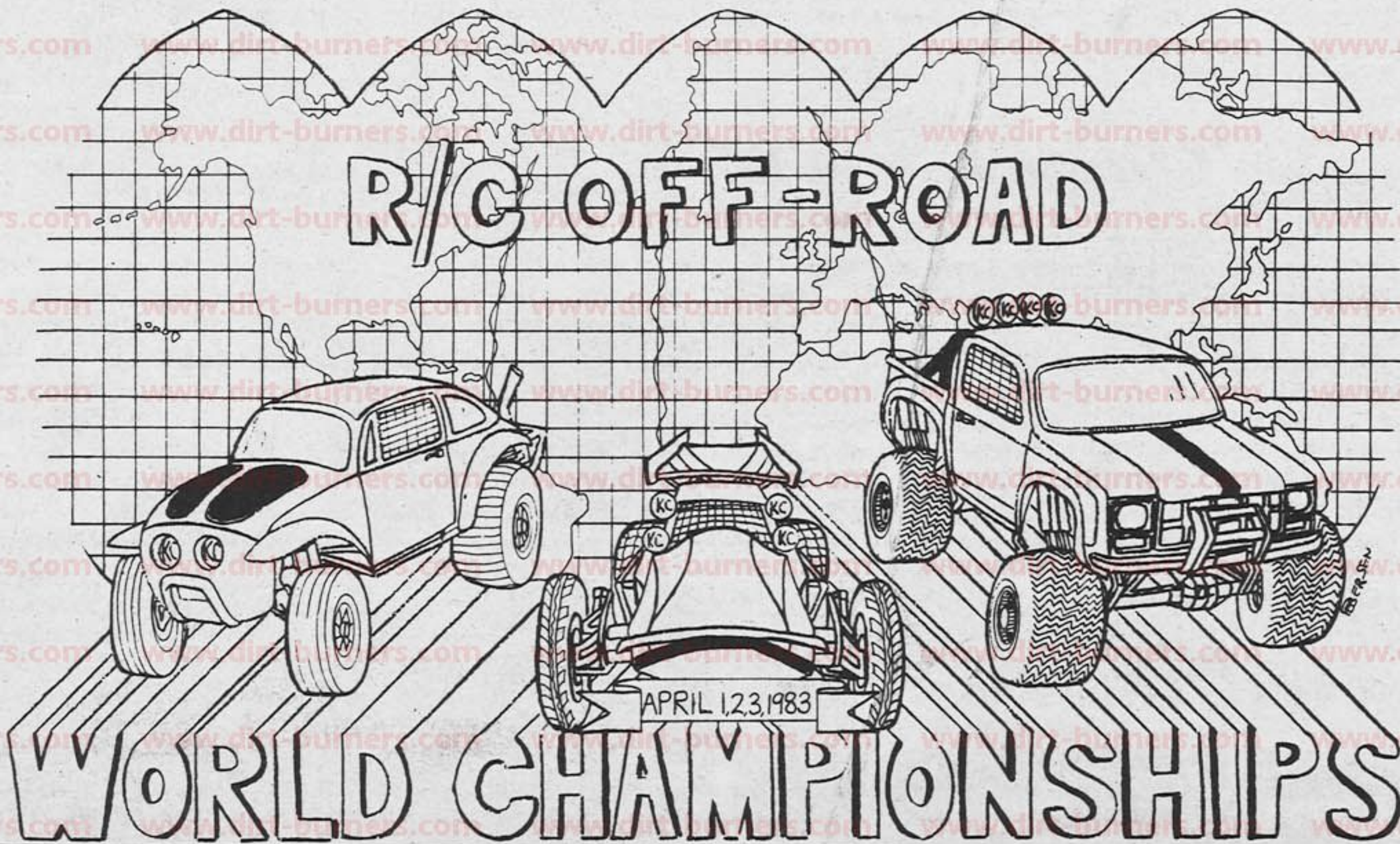
STOCK  
Concours  
Sponsored by:  
**CRP**

## R/C OFF-ROAD

MODIFIED  
Concours  
Sponsored by:



OPEN  
Concours  
Sponsored by:  
**NOVAK  
Electronics**



# WORLD CHAMPIONSHIPS

**STOCK "MINT 400"**

Championship Sponsored by:



**OPEN "BAJA 1000"**

Championship Sponsored by:



**MODIFIED "BAJA 500"**

Championship Sponsored by:



World Champions in each class win a complete car kit and radio system!!!

Thousands of dollars in prizes to be drawn in each class, plus beautiful trophies!

**April 1,2,3, 1983**

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

**LATE ENTRY:** \$40.00 per class

**ENTRY OPENS:** December 1, 1982

**ENTRY CLOSES:** February 28, 1983

**LIMITED ENTRIES:** Approx. 200 overall

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

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

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

**RACE RULES:** Championship Rules same as last year



Name .....

Address .....

City, State & Zip .....

Telephone: .....Occupation: .....

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

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

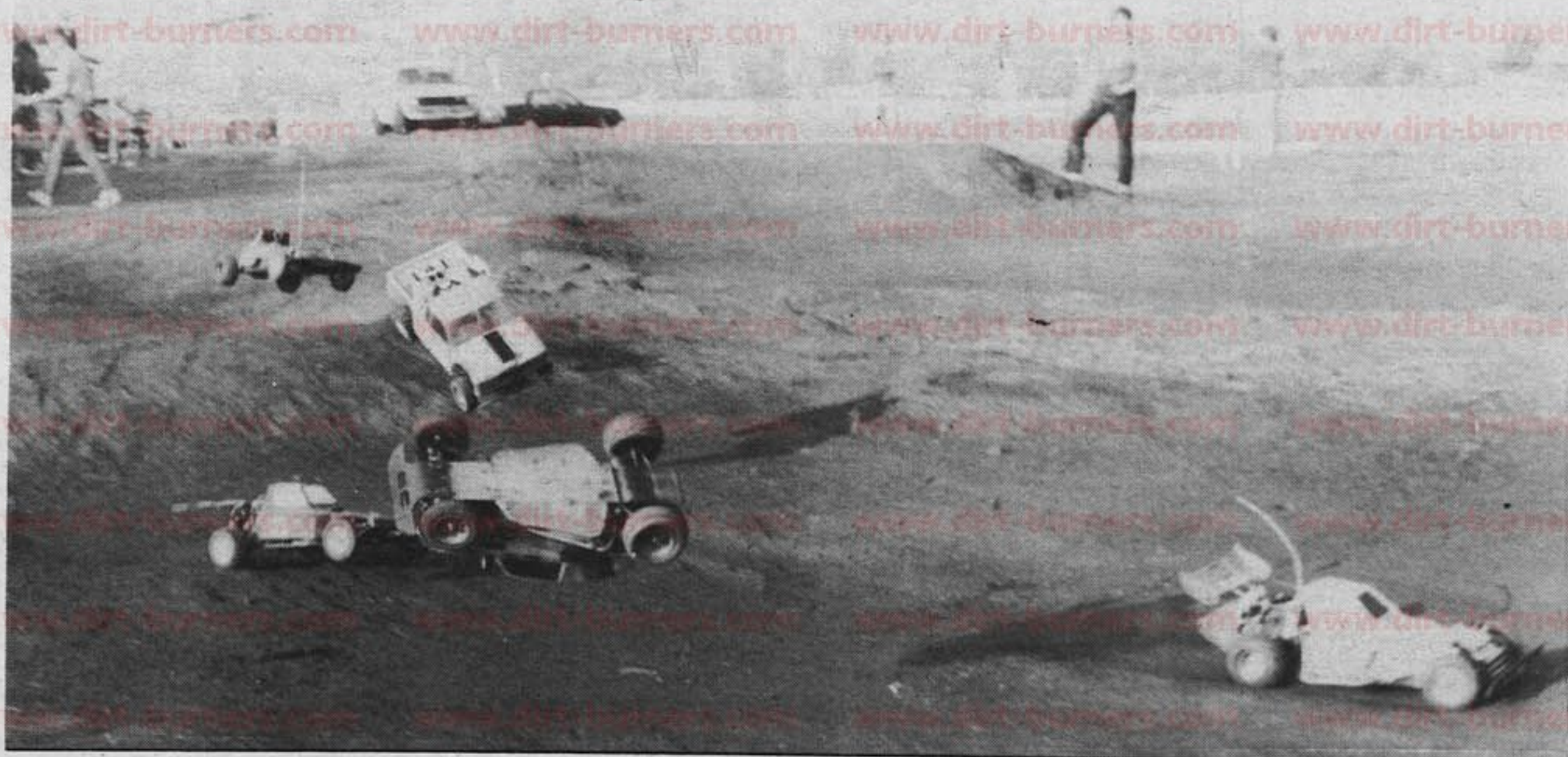
Sponsor(s) .....

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

Complete race package, with heats, times, race numbers, rules, etc. will be sent to all entrants after entries close, Feb.

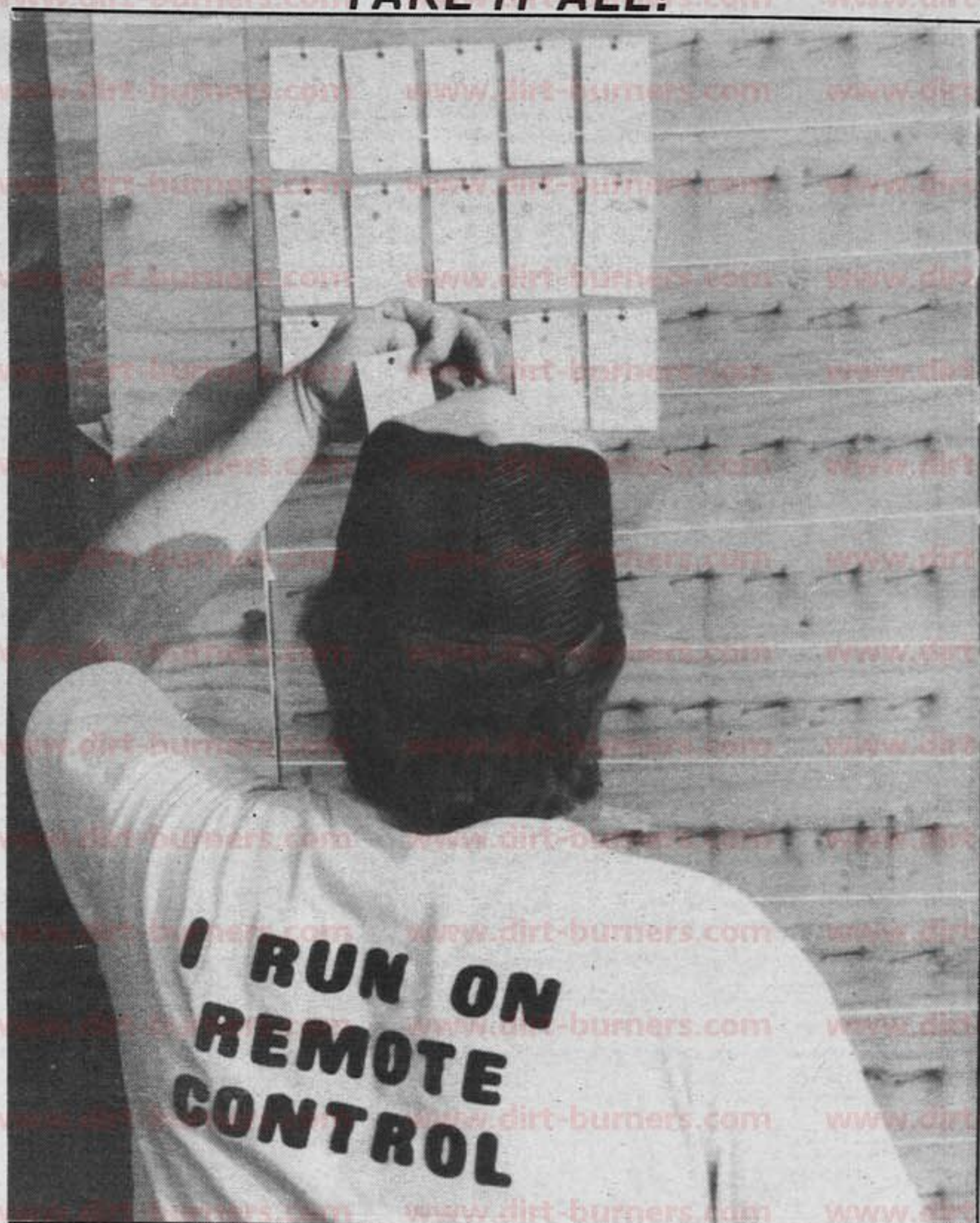
**Send SASE to:** P.O. Box 411, Woodland Hills, California 91465 -(213)340-5750/345-7300.





# FIRST ANNUAL OFF ROAD RACE OF CHAMPIONS...

**"Jammin" Halsey, & "Cruzin" Cruzon  
TAKE IT ALL!**



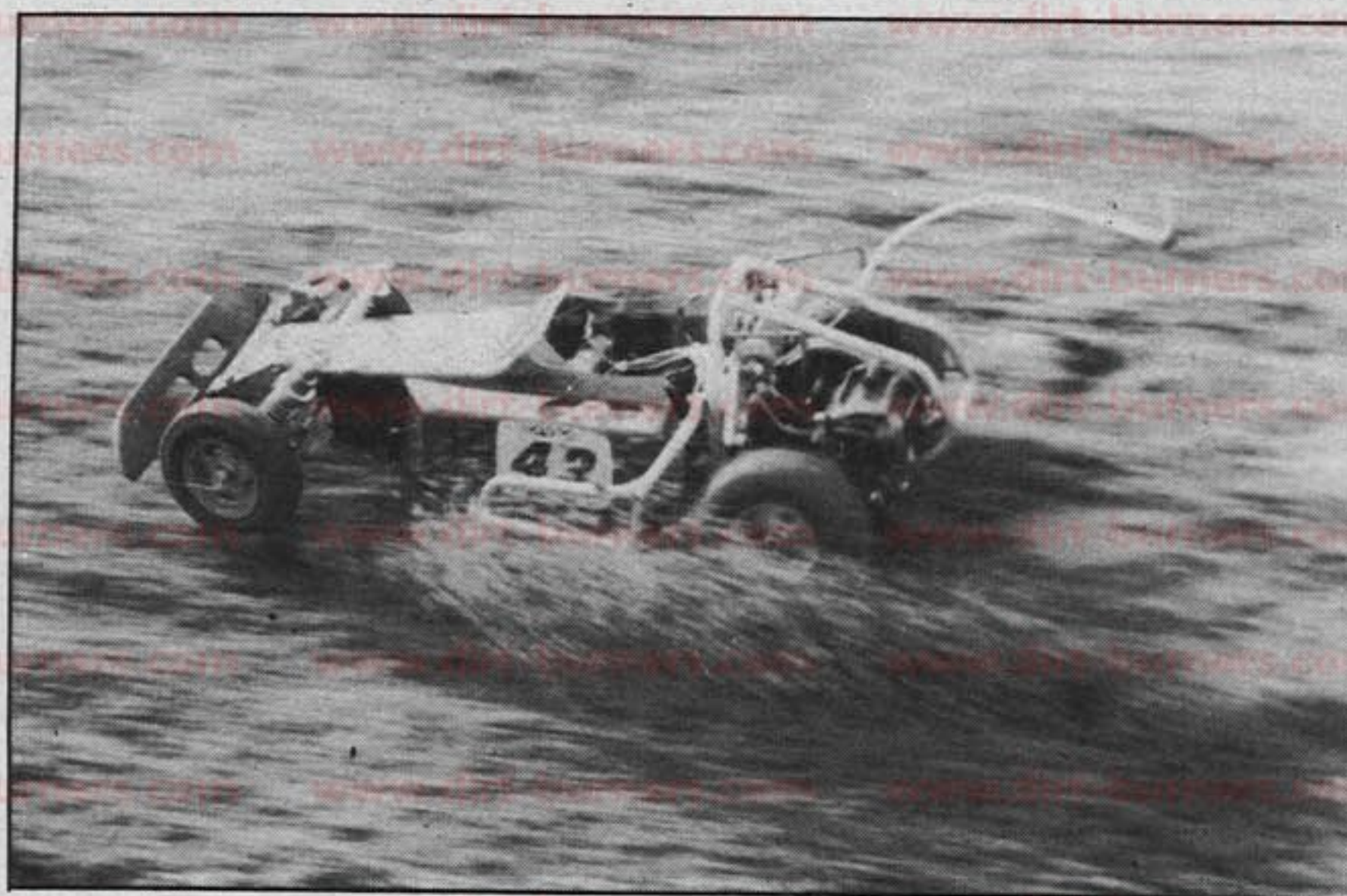
(Top) Cruzon's winning secret. Get away from those nuts! (Above right) Brian Stith (43) getting the power to the ground. (Above) Need we say more?. Photos: "da gang".

(Stock, Modified, and Open) would have one more race. That would be the RACE OF CHAMPIONS on the off road course. Everyone that made the top field of ten earned at least a plaque or trophy.

The whole theory behind this type of race and format was to be able to pick out those drivers that not only would go fast but also had the most reliable equipment and the most consistent driving skills. There were no "drop" races, every heat and time-trial counted so you had to do the best you could every time you set the car on the track.

At the end of the two days of competition, there was no doubt who was the best driver and who had the most reliable equipment.

There were a total of 45 entries for this race, although more were expected. Those that were there did not realize what an undertaking they were in for. Not so much because of the wear and tear of the equipment, but the wear and tear of the driver. If you think that after racing 12 events over a two day period (some raced



Story by Speedy Gonzales  
Photos by Lois Peralta, Eric Grisham and Lonnie P.

December 11-12, 1982  
Del Mar, CA.

FOR THE FIRST TIME EVER, A NEW FORMAT IN R/C OFF ROAD RACING WAS TRIED AT THE DEL MAR off road track and from the general consensus it looks like it's going to be an annual (or even semi-annual) affair.

The format was simple: Two days of racing 1/10th electric off road cars. Saturday, the racing would be done in the huge "oval" dirt track and on Sunday the racing would be done on the off road part of the track. In addition, two rounds of time-trials were added each day - on the oval on Saturday and on the off road course on Sunday.

The points system called for each racer to earn points from 100, 99, 98.... on down every time he or she put the car down on the track. This included two time-trials and four heats each day. First place earned you 100 points, second 99 points, third 98, and so on. At the end of the two days of qualifying, the top ten in each of the three off road classes

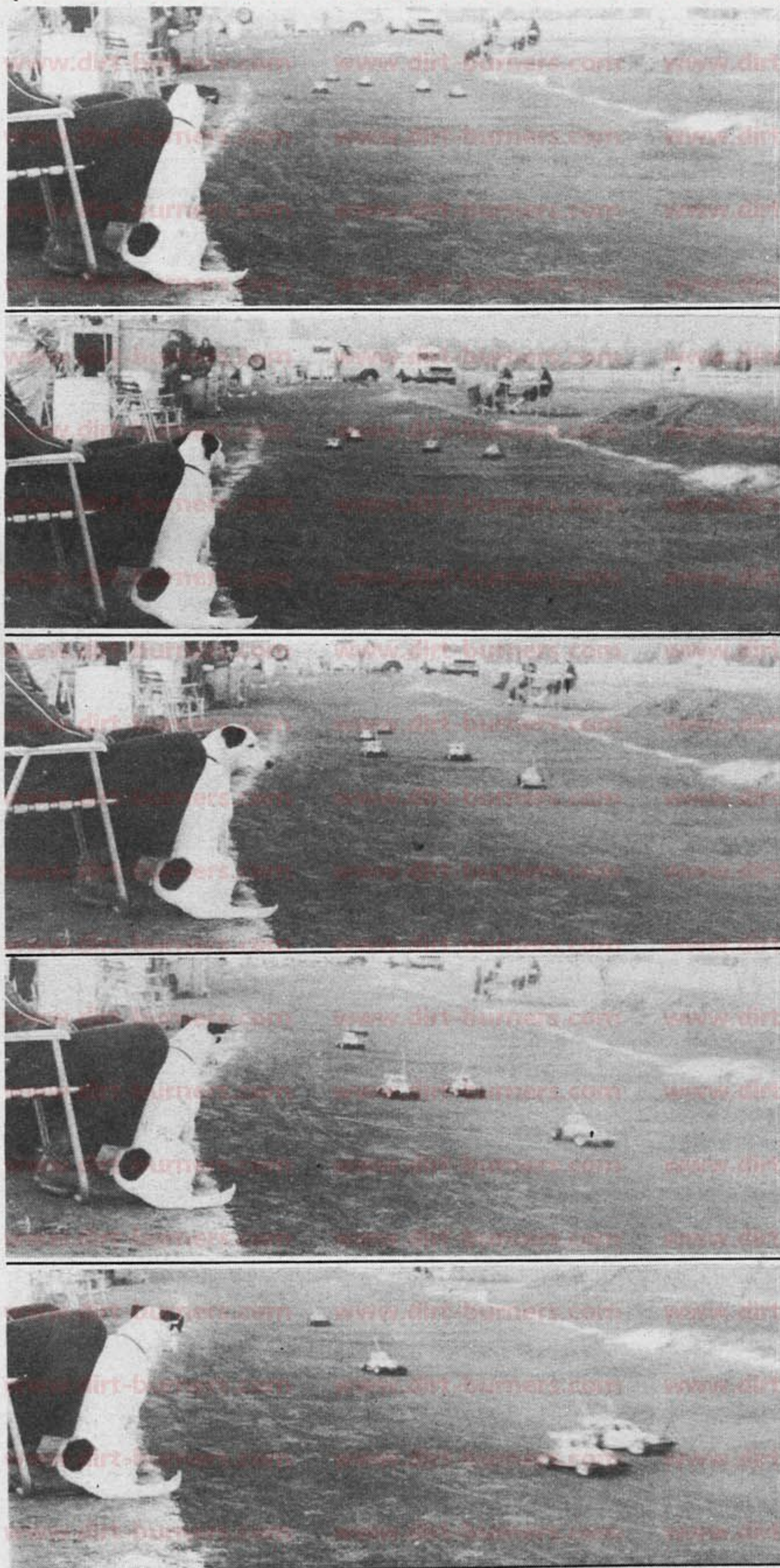
24 events because they were entered in two classes), charging batteries and dialing in the cars for the changing conditions of the track wasn't a real test of stamina you ought to try it. Most drivers were kept very busy from early morning (9 a.m.) to late in the afternoon (about 5:30 p.m.).

Once again, as it has happened several times in the past couple of months at DEL MAR, rains hit the track two days before a big race. This time these rains were reminiscent of those torrential South Pacific storms. It quickly filled the entire track so that only the "big jump" could barely be seen. Everything else was at least under two or three feet of water.

As they have done in the past, DEL MAR Manager and resident pro-driver, Eric Grisham and Greg "Sandbagger" Paroccha were out there with pumps, shovels, a tractor and lots of dirt to get the track ready. They did an excellent job in the one day they had to get the track ready, and although the soil was very soft because of the soaking it had gotten, it was still very driveable.

SATURDAY MORNING about 8 a.m. the racers started to show up and make camp around the track. Some had come on Friday night for





Turnmarshall breakthrough! Del Mar's new "canine" turnmarshall keeps a constant eye on those wild and crazy drivers. Photo. Lois P.

a little extra practice and had already staked claim to their weekend spot. By 10 a.m. most everybody there had a few practice runs and were ready for the full day of Oval racing.

First on the schedule was the time-trials for the Modified class, then the Stock class would follow and finally the Open class, before starting the heat-racing. As we said before, two rounds of time trial were scheduled.

In the MODIFIED Class the first round belonged to Gil Losi, Jr. who

posted a two-lap run of 29.8 sec. Derek Schmitz posted second fastest for the two laps with a 31.6 sec., and he was followed by Ron Anthony with a 33.5 sec. Gil earned 100 points for his first effort, with Derek and Ron earning 99 and 98 points respectively. Those that followed, earned points in descending order of 1.

Immediately after the first round in the Modified class was completed, the second round was started. Once again, Gil, Jr. posted the fastest time for that round (29.9

sec) to earn another 100 points. Second place and another 99 points went to Derek Schmitz, but now we had a new third place finisher. That was Jeff Cruzon who posted a 32.3 sec. for two laps. Ron Anthony finished fourth but after two rounds of qualifying, he was third overall.

Next the Stock time-trials were run. Emerging fastest was Gary Demory. He posted a 34.2 sec. and then followed it with a 35.6 sec. in the second round to earn a perfect 200 points after two rounds. In second was Mike Larson with 195 points and third overall was Dwayne Whisler with 194 points. It was a good start for these two racers but as it later proved, they were not able to maintain their pace throughout the two days.

In the OPEN Class Gil Losi, Jr. came back and totally blew away the rest of the field. Using the THORP gear adapter system, a very powerful Check Point motor and his usual excellent driving skills, he won both Open class time-trials. Another perfect 200 points. Interestingly to note, Gil had posted a 29.8 and 29.9 in the Modified class, which is restricted to stock motors, but when he came back in the Open class he posted a 29.1 and 28.2, which is not all that much faster.

Finishing second overall after two rounds was Jeff Cruzon with 198 points and in third it was Kim Rethwish with 195 points.

Once the oval time-trials were over, a short break was given to get ready for four rounds of Heat Oval racing. In order to make all the heats fair, and so that the same racers wouldn't be racing each other in every heat, the heat cards were shuffled after every round of heat competition. This way every racer would race against almost every other racer in the same class. The only exception to this would be those racers who were on the same frequency, they were kept apart from each other. This system worked very well as everyone felt that all the heats were pretty much equal and, if by chance you drew a real tough heat one time, chances were that in the next one you would be

racing with different people.

Once again, Gil Losi, Jr. proved that he is in top form as he won every heat that he raced in. There was no one there who could keep up with the speed that Gil could get out of his Modified and Open car. Especially in the Oval. Gil has had much more experience in setting up his car for the constant left-turn, since his dad's track, the Ranch Pit Shop, puts on quite a few oval races in their racing program. His car handled and was set up just right. So after two rounds of time-trials and four heats of racing in both the Modified and Open classes he had a perfect score of 600 in the Modified class and 599 in the Open class, missing a clean sweep in the fourth round. Incredible!

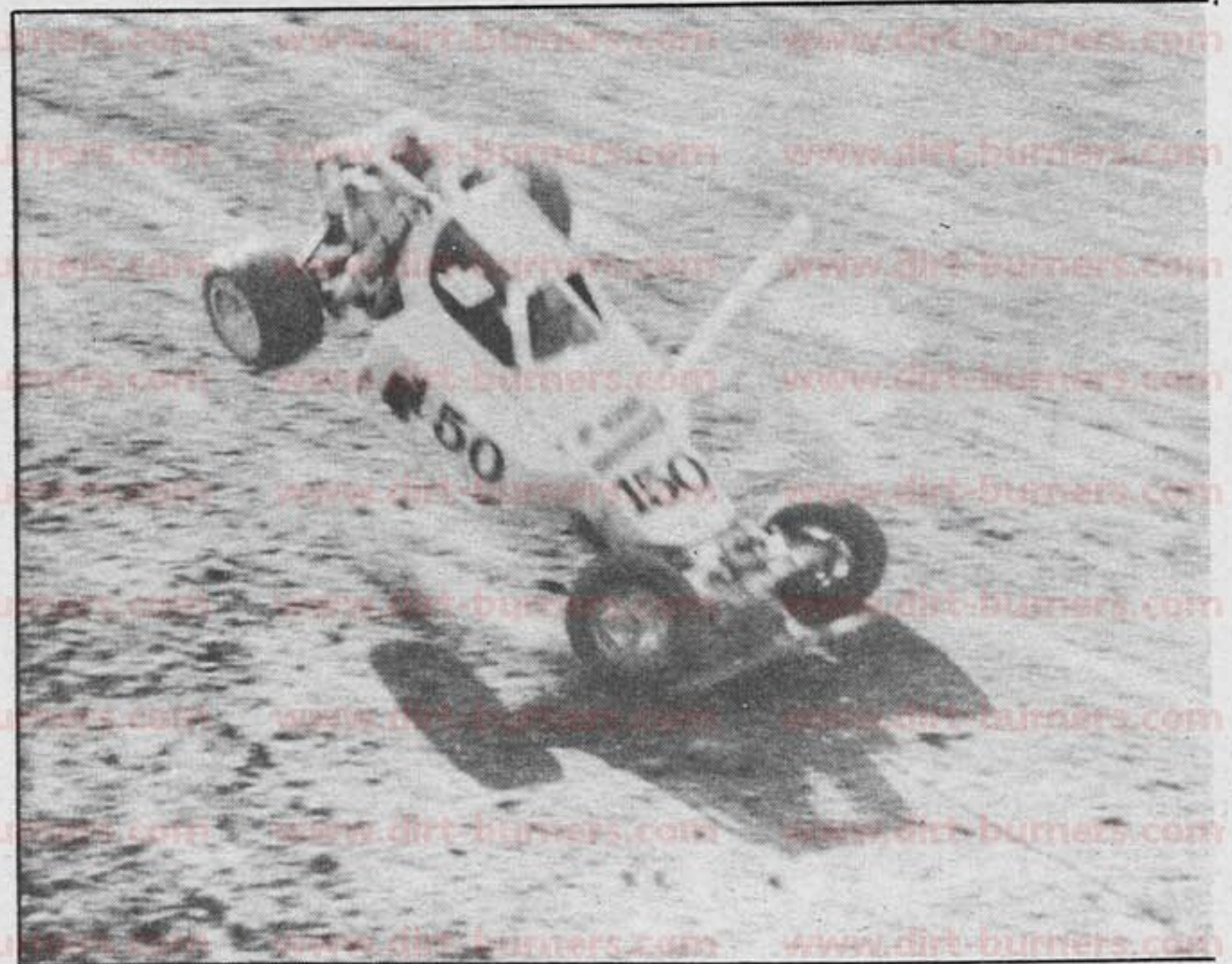
Second overall at the end of the day was Derek Schmitz with 589 points in the Modified class. Third was Jeff Cruzon and Mike Giem both with 584 points.

In the STOCK class, at the end of the day, it was a dead-heat between Jay Halsey and Gary Demory, both with 592 points. Although Jay had not done well in the time-trials, his four heat wins moved him right up with Demory. Russ Parks was in third with 588, and he was followed by Dwayne Whisler with 587.

As we said before Gil Losi, Jr. had 599, one point off a perfect score to finish the first day of competition in first place. Second to Gil was Jeff Cruzon with 597 and Kim Rethwish was in third with 590 points.

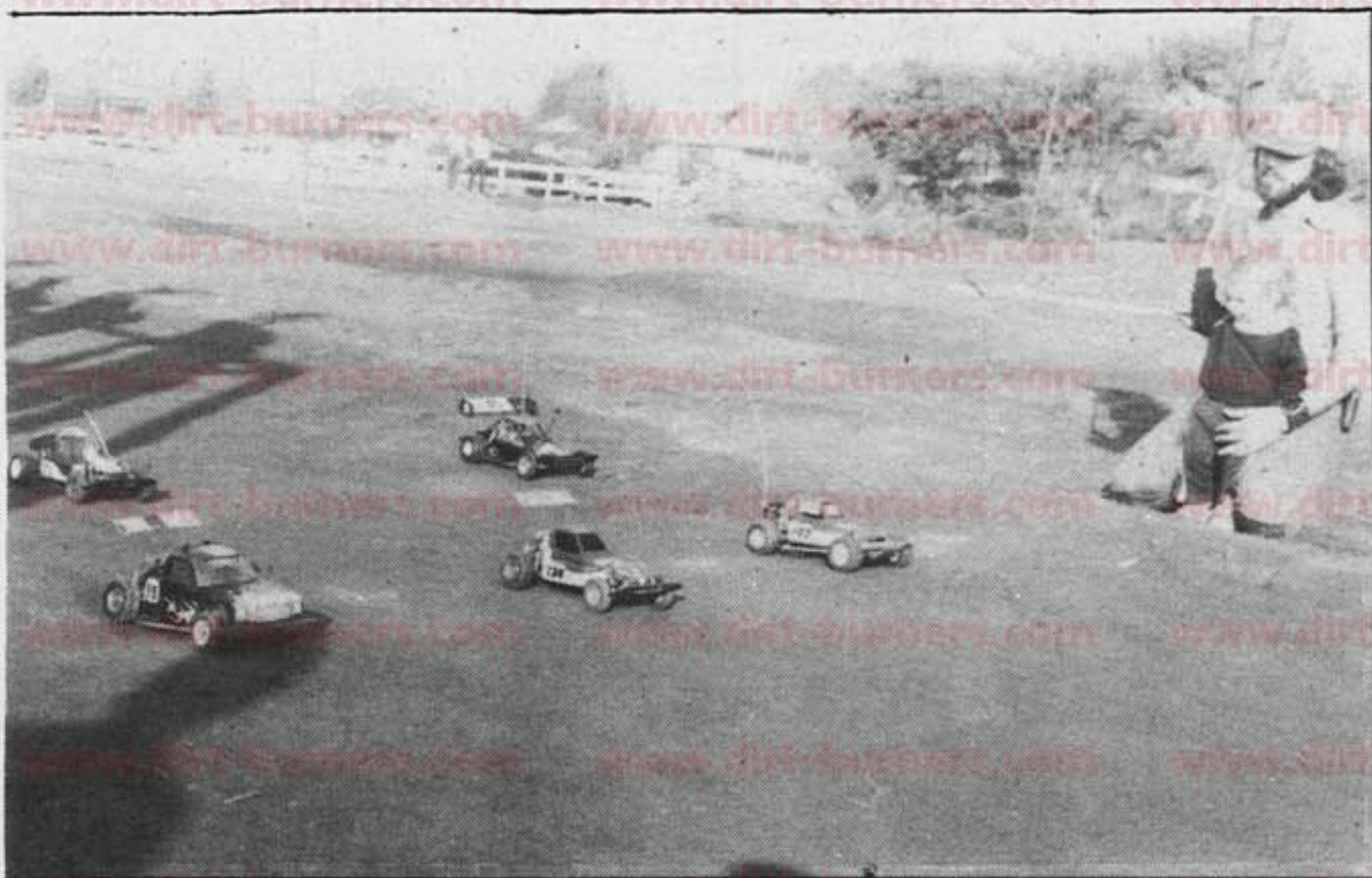
With the first day completed, most everybody put the cars away and headed for the nearest showers and then restaurants in and around Del Mar. Sunday would also be a very busy day, not only with the six rounds of qualifying but also the Race of Champions. There were no late-practice sessions tonight.

SUNDAY came along with a clear and rather warm day. So far the weather had been perfect. The time-trials in the "off-road" track were started a bit earlier so that there would plenty of time for the Race of Champions later on that day. Everyone was asked to be alert as the program would be run much



Derek Schmitz tests his front suspension to the max. He was second overall in the Modified Race of Champions. Photo. Lonnie P.





Everyone gets into the act, including young Alexander, (above) the official starter of this race. Jeff Cruzon (1) (below) took both Modified and Open Race of Champions classes, with his RCH rocket. Photo. Lois & Eric.



tighter.

Most Modified and Open drivers had their sights set on beating Gil Losi, Jr. today in the more familiar off road course. But they were denied that chance, as Gil left late Saturday night for home and did not return on Sunday. Several drivers there expressed disappointment at not having a chance to go after Gil and possibly beat him, while others just seemed to have a great big smile on their face and sighed some relief.

In the MODIFIED class the racing got real tight with three racers; Jeff Cruzon and Derek Schmitz tied for first with 782 points after the two time-trials and Mike Giem, just one point behind with 781.

In the STOCK class Gary Demory found himself once again in the top spot after the time-trials with 789 points. Mike Larson was in second with 787 and Jay Halsey had third with 785 points.

OPEN Class time-trials put Jeff Cruzon clearly in the lead with 797 points. He was followed by Jim Busby with 774, and Kim Rethwish had 770 points for third.

Now that the time-trials were over, there were four more heats and then, from the combined totals of both days, the top ten would be pick-

ed for the final race of the day.

Making the top 10 cut after 12 events and two solid days of racing were:

MODIFIED CLASS - Brian Stith, James Levy, Roger Wagner, Mike Giem, Don Arndt, Mike Tobey, Ron Anthony, Jeff Cruzon (TQ), Carl Thompson, and Derek Schmitz.

STOCK CLASS - Dwayne Whisler, Mike Larson, Gary Demory (TQ), Jay Halsey, Marilyn Larson, Greg Parrocha, Gary Nichols, Rick Allen, Russ Parks and Herb Hans.

OPEN CLASS - Ron Anthony, Mike Styles, Mike Giem, Don Arndt, Jim Busby, Carl Thompson, Dennis Lyman, Jeff Cruzon (TQ), Eric Grisham, and Kim Rethwish.

#### RACE OF CHAMPIONS

With two full days of racing to qualify in the top ten and make the Race of Champions, everyone seemed to have "just one more race" in them. It had been a truly grueling two days of competition, but that was the whole idea of this format. Now all there was left was to take the ten best racers in each class and let them loose for 8 laps on the road course. Everyone had a chance to win, no matter what had happened during qualifying. Even if you just

made the "cut" in the tenth place, all you had is one more race to give it your best and possibly win it, thus winning the Race of Champions.

With the track lights already on, and the evening sky getting darker and darker, the Modified Main event was unleashed. From the drop of the green flag, all ten cars exploded off the starting line and by the time they reached the first jump, cars could be seen flying every which way.

There was no saving the car now, there were no more qualifying rounds. It was now or never and the "lead fingers" prevailed. Turn-marshalls were scurrying around going after flying cars. Everywhere you looked there were people running chasing after the cars. So what if the car broke, "I've proven I'm one of the 10 best here, so I'm going for it", seemed to be the attitude. For the first two laps it was really hard to keep track as to who had the lead. It changed several times with Mike Giem holding it, then Derek Schmitz, Carl Thompson flying past cars, but in the end when it counted, Jeff Cruzon took the checkered flag and the MODIFIED RACE OF CHAMPIONS. Second was Derek Schmitz and he was followed by Mike Giem in third. Roger Wagner captured the fourth spot and Carl Thompson rounded out the top five.

THE STOCK main event was next. Now, darkness had just about set and the coastal fog seemed to be creeping over the track at a pretty fast pace. Unlike the Modified main, this class seemed to have more sedate racers or maybe it's because of the lack of power, but the start

had all ten cars hit the first jump and, except for one of two cars that rolled over, all ten cars were within 20 feet of each other through the infield. There was some fine racing going on, especially between Gary Demory and Russ Parks and Rick Allen. Jay Halsey had gotten a poor start, but he was beginning to make his move with his fine-working COX car. One by one he patiently started to pass the leaders and by lap 5 he had assumed the lead and never looked back. Gary Demory, in the meantime, had a war with Russ Parks, but in the end Gary prevailed. Parks finished in third and Rick Allen and a surprising (especially to her husband Mike) Marilyn Larson made up the top five spots.

Now there was one more race left: the OPEN RACE OF CHAMPIONS, and by this time the sky was totally dark, all the lights were on and the fog had rolled in. This track is so big that even under normal conditions, it's hard for some to judge distances, well with fog around you it was pretty tough. And although most could see their cars, some of the turn-marshalls were having trouble finding cars that went off course.

The start of this race was as explosive as the Modified had been but more so. With unlimited power in these 1/10th beauties, the drop of the green flag brought out ten cars all going for the same spot in the first turn. Needless to say, cars were flying and rolling every-which-way. Several drivers later admitted that for a while after the start, they didn't (contd. next page)

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know where their cars were, but kept driving anyways. One such racer thought he was doing great when he realized that the car he thought he was driving wasn't his. His car was off the track and a poor turn-marshall was chasing it a couple of hundred yards away!

Eric Grisham took the early lead. He had saved a special battery pack for this one race. His car was so fast that he kept overshooting the turns after the jumps. He had lots of troubles bringing those "ponies" under control. Carl Thompson was another rocket on the track. His car had to be one of the fastest there, if not "the" fastest. But he, too, had control problems and kept hitting some gnarly spots on the track. Mike Giem took the lead and seemed to be running away with it, but something happened to his front end and all of the sudden the car was not handling. So in the end, as he had done for most of the two days of racing, Jeff Cruzon had waited patiently and made his move when he had to and on the eighth lap, his car was the first to cross the line to take the Open Race of Champions. Eric Grisham finished in second after his batteries settled down a bit, and a very fast and consistent driver, Kim Rethwish, followed in third. Fourth and fifth went to Mike Giem, who was really disappointed, and Mike Styles, respectively.

Large trophies went to first through third in each class and neat plaques went to fourth through tenth.

By 6:30 everyone was on their way back home, apparently content with the race program. Some asked when the next Race of Champions would be.

In the final analysis, Cruzon(RCH/Check Point) proved he is still a tough cookie to beat. Losi is still one of the top drivers, but would he had been able to win in the



The beauty of oval racing. Here three cars go into turns one and two, three abreast during one of the qualifying heats. Photo. Grisham.

off road track as he did in the oval? We'll never know, until perhaps next time. Jay Halsey emerged as an excellent Stock car racer and he put his COX single-seater against some of the best Stock drivers and won. The Race of Champions format seems destined to be run again.

Next at Del Mar is the ORRCA Championships, Jan. 29-30 and the BAJA 500 on Feb. 13th. Till then, Speedy

#### RESULTS

(Note: Finishing positions are as they finished in the Race of Champions. Numbers in ( ) are points earned through 12 qualifying rounds).

#### MODIFIED RACE OF CHAMPIONS:

1. Jeff Cruzon (94-98-94-99-100-99 / 98-100-100-100-100-100)...1182 ( TO)
2. Derek Schmitz (99-99-99-97-95-100 / 97-96-100-100-100-99)...1181
3. Mike Giem(97-95-97-100-98-97 / 99-98-100-100-99-98)...1178
4. Roger Wagner (90-92-99-98-98-98 / 88-86-97-98-100-100)...1144
5. Carl Thompson (92-91-98-98-94-94 / 100-90-96-99-97-98)...1147
6. Ron Anthony (98-97-98-97-99-95 / 92-99-98-99-96-96)...1164
7. Mike Tobey (97-94-97-99-97-99 / 93-95-99-99-99-99)...1167

8. Don Arndt (95-96-100-96-99-96 / 96-97-99-98-96-96)...1164
9. James Levy (91-91-95-95-97-95 / 94-93-98-96-97-99)...1141
10. Brian Stith (89-93-96-95-96-96 / 91-91-98-97-98-97)...1137

11. Terry Kimble (93-87-94-94-96-97 / 89-89-97-96-98-97)...1127
12. Nhumai Parks (87-89-95-96-95-95 / 86-87-97-98-96-98)...1119
13. Gil Losi, Jr. (100-100-100-100-100)...600
14. Stan Scott (95-92-99-96-98-100)...580
15. Mike Davis (90-94-96-97-99-96)...572
16. Chuck Connolly (87-88-96-97-97-97)...562

#### STOCK RACE OF CHAMPIONS:

1. Jay Halsey (93-99-100-100-100-100 / 94-99-100-100-98-98)...1181
2. Gary Demory (100-100-96-100-98-98 / 100-100-100-100-98-99)...1189 (TO)
3. Russ Parks (96-96-98-98-100-100 / 97-94-99-99-99-100)...1176
4. Rick Allen (94-94-99-97-98-98 / 89-90-97-98-97-97)...1148
5. Marilyn Larson (95-97-98-96-99-97 / 95-95-98-99-100-96)...1165
6. Gary Nichols (87-88-97-98-98-98 / 90-93-98-96-97-99)...1139
7. Greg Parrocha (91-93-100-99-97-99 / 92-92-97-100-96-97)...1155
8. Mike Larson (97-98-99-99-100-100 / 98-96-100-97-99-99)...1182
9. Herb Hans (92-91-99-100-97-99 / 99-98-99-99-100-100)...1173
10. Dwayne Whisler (99-95-100-98-99-96 / 92-97-98-97-100-100)...1171
11. Robert Bartlett (87-89-96-99-96-99 / 96-88-97-98-96-96)...1137
12. Spencer Weisel (90-90-97-96-97-96 / 86-91-99-98-99-98)...1137

13. Sue Tobey (98-92-96-97-96-97 / 87-87-96-96-98-96)...1136
14. Teaguen Parks (88-87-97-96-97-96 / 93-89-96-97-97-97)...1130
15. Don Denny (89-86-98-97-96-97 / 88-86-96-96-96-98)...1123

#### OPEN RACE OF CHAMPIONS:

1. Jeff Cruzon (100-98-100-99-100-100 / 100-100-100-100-100-100)...1197 (TO)
2. Eric Grisham (95-93-100-96-96-98 / 98-93-100-100-99-100)...1168
3. Kim Rethwish (99-96-98-98-99-100 / 91-89-96-99-100-99)...1164
4. Mike Giem (88-99-99-99-99-99 / 99-98-100-100-99-97)...1176
5. Mike Styles (96-95-98-99-100-97 / 96-94-96-98-96-99)...1164
6. Dennis Lyman (93-92-96-100-98-100 / 92-88-99-96-96-99)...1149
7. Carl Thompson (98-94-97-97-98-98 / 95-90-98-98-97-98)...1160
8. Don Arndt (92-86-98-99-96-97 / 97-92-99-99-98-96)...1149
9. Jim Busby (97-97-97-100-99-99 / 88-97-96-97-99-96)...1162
10. Ron Anthony (94-90-99-95-97-98 / 89-99-98-97-97-97)...1150
11. Ron Parks (90-91-95-97-97-96 / 94-91-98-99-98-100)...1146
12. Willie Franco (91-85-97-97-98-96 / 93-95-97-96-97-98)...1139
13. Pete Bradley (85-88-96-95-96-97 / 90-96-99-97-96-97)...1132
14. Mike Larson (86-89-96-98-97-96 / 87-86-97-96-100-96)...1124
15. Lou Peralta (90-84-97-96-96-95 / 86-87-97-98-98-98)...1121
16. Gil Losi, Jr. (100-100-100-100-100-99)...599

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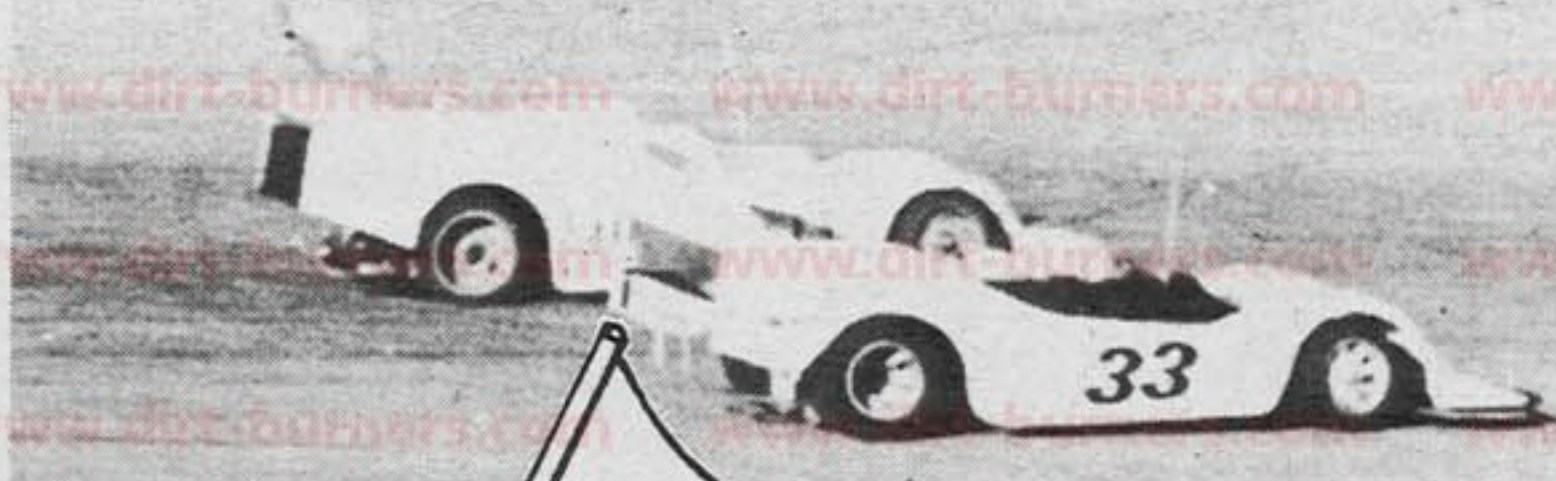
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Willie Franco gets his truck airborne during the off road portion of the qualifiers. Willie wound up 12th overall. Photo. Lonnie P.





## FINAL Summer/Fall Series



Car 33, Carlos Priemer's car dicing with Bill Everett (90) (above left). Carlos (above) was the series Champion with his Hal's Hobby Shop Special. Waiting for the start (left) are: John Benore (second in the A series), Dennis Rose, Bob Blum, John Nigro and Carlos Priemer.

Story and Photos by Leonard Chapin

December 10, 1982  
El Paso, Texas

THE CLOSING RACE OF THE 1982 SUMMER/FALL RIO GRANDE SERIES MADE an excellent climax for probably the best Series ever raced in El Paso. This Rio Grande Series was very diversified with four Can-Am, two Indy-Ovals, two GT's and two GP races - something for everyone. This Series allows using the best six out of the ten races for Series points, so that really tightens up the final standings.

With nine races completed, Carlos Priemer had the Championship sewed up. He finished with 715 points out of a possible 720! His car is a nicely set-up RC-300BD and his K&B/McCoy is chocked down a little. Early in 1982, Carlos got serious about car racing and switched from a stick radio to a wheel AIR-TRONICS. Then he started to move. On the other hand, every other

place in the "A" category was a dog fight. The next five places: Bill Everett, Dennis Rose, Jim Cook, John Benore, and John Nigro were all within 20 points of each other. Brad Toffelmire had been Top Qualifier in several races, but he didn't finish enough races to get the points needed.

The "B" category was just as undecided. Maybe more, because some drivers still weren't committed to "A" or "B". Roxanne Cook, Bob Blum, and Sal Nigro, Jr. all had a chance for First. Both John Nigro (who qualified into "A") and Bob Blum were over-all leaders at the halfway point in the Series. But they were just over-powered by the more experienced racers in the final charge.

The "C" Category, as to be expected, consisted of new drivers. Rene Austin has already raced in a "B" Main, and his brother, Danny, is already firmly placed in the "B" category. Both started in the spring of 1982. Jerry McGinnis - another Snap-On team man - raced his first race last October and has collected

enough points to be a factor. Rob Blum, son of Bob, started in September, and by watching his dad win enough, he now knows what's going on.

Race day for the tenth and final race was almost clear. A little cool - in the mid-sixties. The engines liked it. Qualifying went off without a hitch. A tape recorder was introduced for starting and timing all qualifiers (An idea borrowed from the Phoenix Club). Everyone was pleased with the system.

Bill Everett was Top Qualifier with no surprises for the rest of the field in "A", except Sal Nigro, Sr. He really found a burst of speed. Traction was off a little due to a storm over Thanksgiving, but it came back by the time the mains started.

In the C MAIN, Daniel Alvarado took the lead quickly and was putting laps on people when his car quit. Danny has had a hard time this Series trying to get the car combination he likes. He'll be ready for the next Series because he's just "taken delivery" of a new Cook-built special car.

When Danny dropped back, Bob Bowers, who was going nearly as fast, took over and led to the end. Two starts - one win - that's pretty good! Bob has what may be the perfect vehicle for R/C car racing. It's one of those early VW van "pick-ups". Un-snap the sides and tailgate, drop them down, and presto! - a waist high work table. Rob Blum finished second to help his Series points and Frank Barron, also in his second race, finished third.

The B MAIN consisted of drivers who have raced together throughout the Series and this race would have a strong effect on the Series finish. Sal Nigro, Jr. took the lead from lap one to four, but Roxanne Cook overtook him to lead the next six laps. Sal, Jr. took over once again to lead

the next eight laps. Pit stop time and then Bob Blum led the next six laps. Sal, Jr. came to the front again and this time held on to it to the finish. Danny Austin came through the field with his Eagle to take second - his best finish ever. Bob Blum was third and Jim Bradsher was fourth in only his second race.

The A MAIN had almost all the Series leaders plus Sal Nigro, Sr. Sal has had an erratic time in his first full Series, but he raced a heck of a qualifier to get into the A Main.

This A MAIN was almost a story-book type of a race. Close competition all the way. Bill Everett got a good start and looked as strong as in the previous race - for the first 12 laps. When he had trouble, Carlos Priemer, who had been nipping at his heels, took over until lap thirty. Carlos had board problems and Jim Cook neatly moved into first. For only six laps though, Bill had fixed his problem and was charging through the pack. He made up almost two laps and controlled the lead until lap 54. Trouble again. And Jim Cook was right there waiting with John Benore along side of him most of the way. Cook lead from lap 54 to lap 58. Then John Benore made his move, got past, but Cook got it back. Several lead changes occurred on the last two laps until with about a half of a lap to go, Jim Cook got turned facing the wrong way. He just couldn't make up the distance. It was the first A Main win for John Benore and won him second place in the Series points standings.

In summary, the 1982 Summer/Fall Rio Grande Series has been a pleasing race schedule for everyone. A lot of new faces with some surprising demonstrations of ability.

Many of the "old hands" really had to scramble to hold their place. The weather was excellent - not one race (contd. next page)





Pitmen: Rob, Rick, Bob, Brad, and Archie watch the starting traffic and inhale plenty of fumes. Photo. Lee Chapin.

was postponed or cancelled during the entire Series. And the crowds at the Vista Hills Center races are becoming more knowledgeable with each race. They're even picking favorites now.

As expected, Carlos Priemer came out first in the "A" driver category. John Benore's fine win in the last race of the Series earned him second place in the Series. Bill Everett held on for third, in spite of having several races where mechanical problems kept him out of the high points. Jim Cook, in fourth, deserves special mention. He started car racing last summer and now he's doing an excellent job as Race Director as well as keeping several development cars going for the Cook Racing Team. Dennis Rose, in fifth, ran well most of the

season. John Nigro with his sixth place in the Series turned in a really excellent performance. Another new driver, John jumped past "B" and "C" right into the fire of the A Mains. He did so well that he was leading the points at the halfway mark in the Series. Mike Walker had a disappointing series, for him. He was shaking down a new car. A win in the series, a second and some thirds were just enough points to cancel out the DNF's. Mike was the Champion of the previous Rio Grande Series. Just shows that you can't let up any more around here.

In the "B" category Sal Nigro, Jr. took the top spot. He had raced in a couple "A Mains" to solidify his position. Bob Blum also used some "A Main" points to secure the second overall. Roxanne Cook placed

third. She's kind of the forgotten member of the Cook Racing Team. She's also to be thanked for the thousands of laps she's counted as scorekeeper.

Rene Austin closed out a successful Series by winning first in the "C" category. Jerry McGinnis started racing with only five races to go in the Series. Nevertheless, he collected enough points for second. He's in the Snap-On crew with Bob and Rob Blum. Rob, in his first series placed third.

This Series has been one of tremendous growth for the Rio Grande Racers. The blending-in of the new drivers with the more experienced has been very pleasant. They've brought new ideas and these, combined with the experience of the older members, will make the next Series very exciting. The next Series, incidentally, starts on January 25, 1983. Remember, there's an open invitation for anyone who is passing through El Paso on race day - "come and join in." Call Bill Everett at (915) 598-9017 for details.

The Rio Grande Racers would like to welcome November's new drivers: Jim Bradsher, Frank Barron, and Bob Bowers. Also thanks for the excellent series should be given to Bill Everett, who keeps everything going; to Jim Cook, who runs races without a hitch; John Benore, who

keeps unsurpassed records and scores; and to the volunteer corner marshalls, Dee Dee, Debbie, and all the rest.

This column should come out by the time of the Rio Grande Can Am. If you came, thanks. If you couldn't, come next year and look for the report in the next issue of R/C RACING NEWS.

LLC

#### FINAL RESULTS 1982 Summer/Fall Rio Grande Series

##### "A" CATEGORY:

1. Carlos Priemer (AssocRC300/McCoy-K&B/Airtronics) Spon: Hal's Hobby...715
2. John Benore (AssocRC300BD/K&B/Futaba) Spon: SEPTOR...670
3. Bill Everett (DeltaSJ/K&B/Futaba) Spon: Self...650
4. Jim Cook (Cook Eagle/Picco/Airtronics) Spon: Cook Racing...640
5. Dennis Rose (Cook Pan Special/K&B/Airtronics) Spon: Cook Racing...640
6. John Nigro (AssocRC300/K&B/Futaba) Spon: Austin's Hobby...615
7. Brad Toffelmire (Cook Pan Special/K&B Futaba) Spon: Cook Racing...590
8. Mike Walker (AssocRC500/K&B/Kraft) Spon: Vista Salon...550

##### "B" CATEGORY:

1. Sal Nigro, Jr. (AssocRC300/K&B/Futaba) Spon: Austin's Hobby...520
2. Bob Blum (DeltaSJ/K&B/Futaba) Spon: Snap-On...505
3. Roxanne Cook (Cook Pan Special/Picco/Futaba) Spon: Cook Racing...495
4. Sal Nigro, Sr. (AssocRC300/K&B/Futaba) Spon: Gene Horn Olds...435
5. Lee Chapin (Thorp/McCoy-K&B/Futaba) Spon: MSD Ignition...410
6. Daniel Alvarado (Alvarado&Cook Special/K&B/Futaba) Spon: Cook Racing...340
7. Ray Cannon (AssocRC300/K&B/Futaba) Spon: self...320
8. Danny Austin (Delta Eagle/Picco/Futaba) Spon: Austin's Hobby...310

##### "C" CATEGORY:

1. Rene Austin (Delta Eagle/Picco/Futaba) Spon: Austin's Hobby...230
2. Jerry McGinnis (AssocRC300/Picco/Airtronics) Spon: Snap-On...145
3. Rob Blum (AssocRC200/K&B/Futaba) Spon: Snap-On...120

(Note: 13 other drivers raced in fewer than the four races required to qualify for a category. The points above are the best six out of the ten possible races.)

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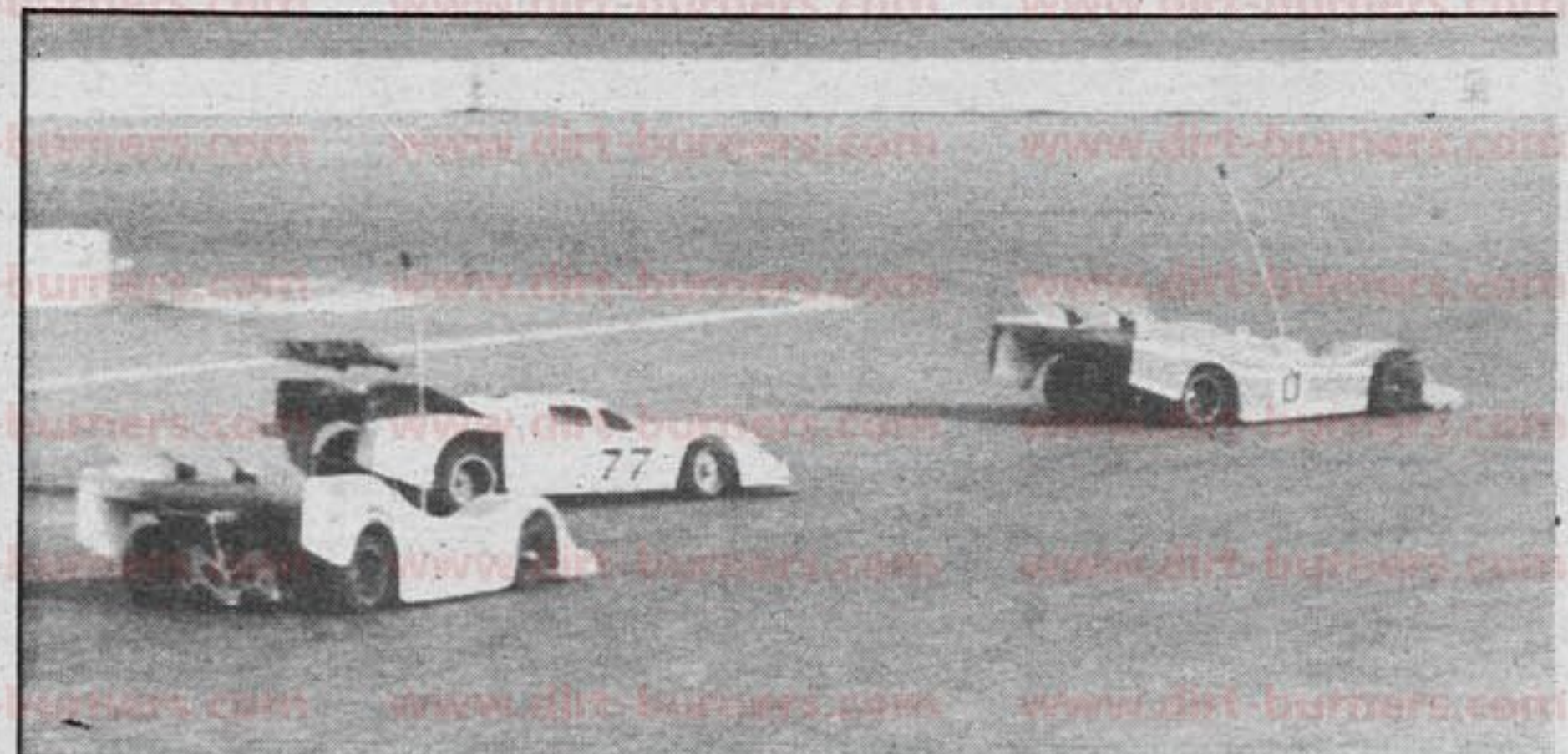
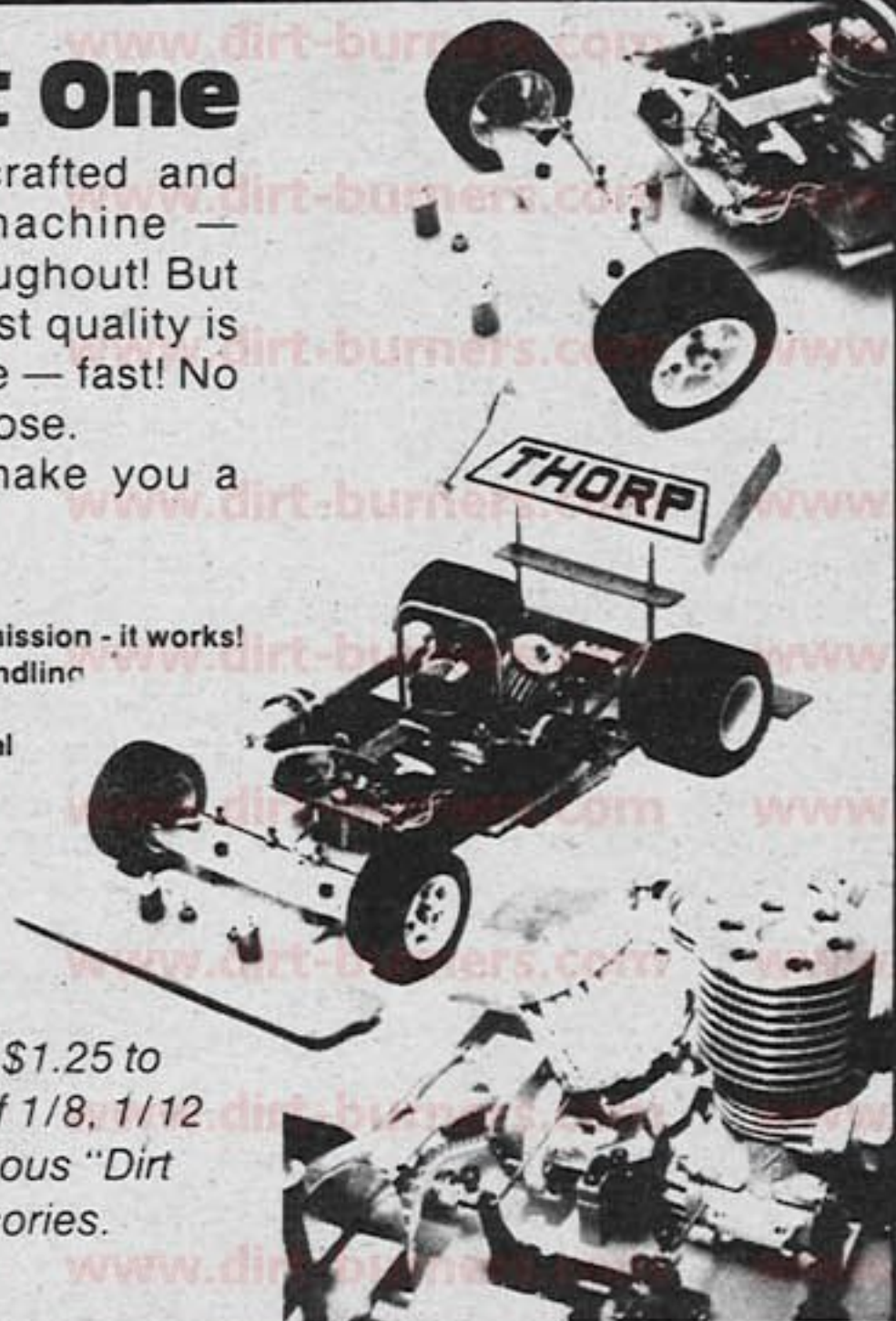
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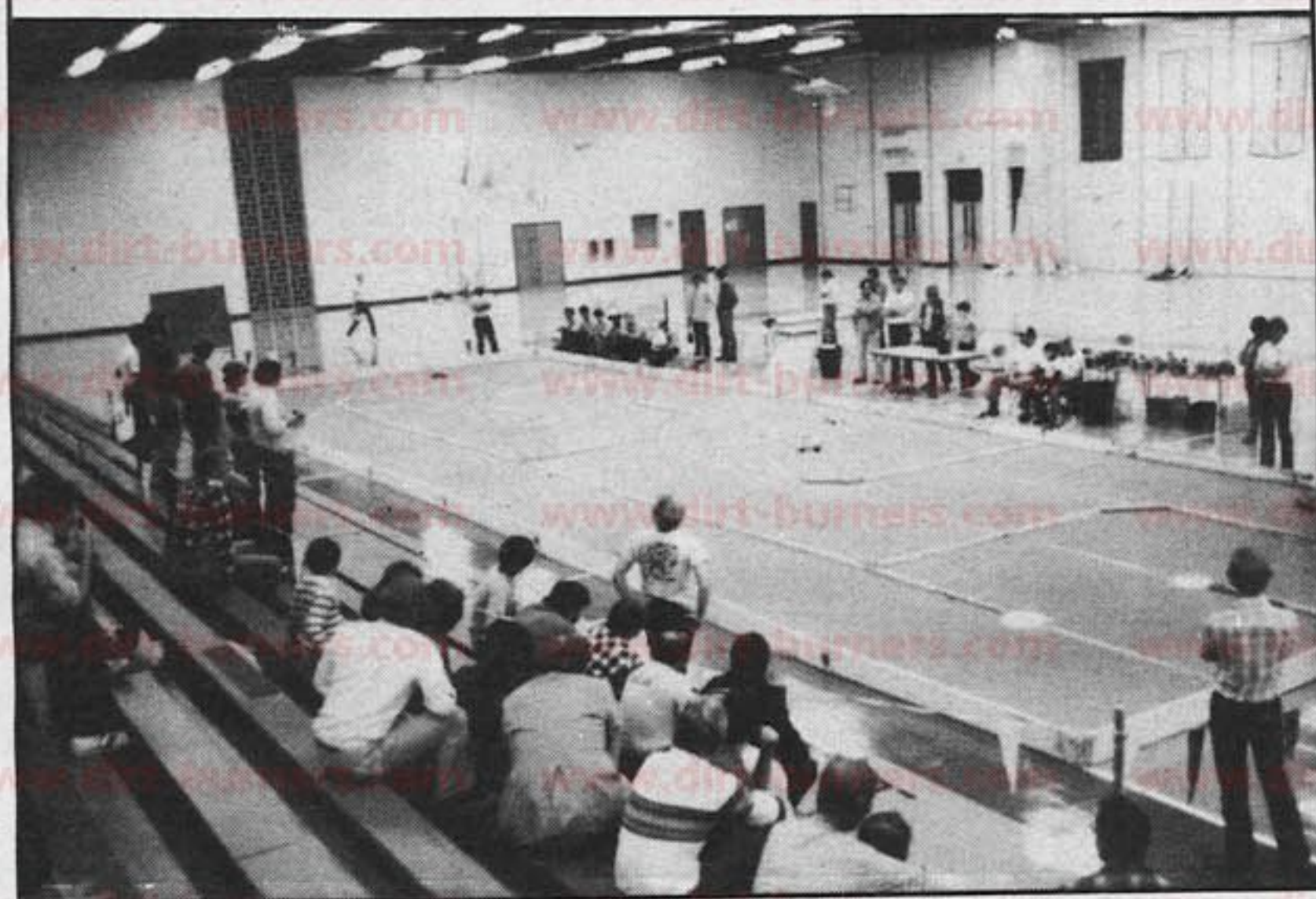


Jim Cook (13) and Sal Nigro, Jr. (77) follow Roxanne Cook (0) into the Texas Twister. Photo. Lee Chapin.





## MART Indoor Series Race number 3...



Story & Photos by  
Gary Vaselica  
Jackson, Michigan

DECEMBER 4, 1982 SAW THE "MART" Circuit make its stop at the Jackson County Community College Field House in Jackson, Michigan for the third race of the Winter Indoor Series.

Drivers were greeted by a spacious facility with bleacher seating and a large track to challenge their driving skills.

The Modified Division saw Terry Rott (Associated) extend his dominance by out-qualifying the field by almost three laps! In the A MAIN feature, Terry drove to the win by almost the same margin, with the closest contest of the main being between Bill Jeric (Associated), who just edged out Dave Lee, Jr. (Jomac).

The STOCK Division saw the dominance by one driver, as Dave Lane (Associated) was Top Qualifier

and the A MAIN winner. However, in the A MAIN Dave just barely hung on to edge out a hard charging Rich Punches (Associated).

One of the biggest changes in MART this winter season was the introduction of the Stock Class. There has been a noticeable increase in entries and driver's enthusiasm. Some of the best and closest racing has taken place in this division. For the Beginner or driver who does not want to spend the money to be competitive in the Modified class, Stock racing appears to be an attractive alternative.

Race results appear herein below. Til next time.

Gary Vaselica

### RESULTS

STOCK A:

1. Dave Lane (Assoc)...40.7
2. Rich Punches (Assoc)...40.6

(contd. next page)



A Main winners (above left) Terry Rott (l), TQ'ed Modified, and Dave Lane, TQ'ed in Stock. Driver's meeting in progress (above). Huge indoor facility (left) provides excellent setting for 1/12th electric racing. Plenty of pits, spectator and racing area.

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One of the largest driver's stand on record. A Main Modified class underway. Photo. Gary Vaselica.

3. Oscar Sullivan (Assoc)...38.6
4. Mike Liem (Assoc)...37.4
5. Butch Miller (Delta)...37.2
6. Rick Hacker (Parma)...35.9
7. Larry Noren (Parma)...35.6

#### STOCK B:

1. Doug Bennett (Parma)...38.7
2. Don Watjer (Assoc)...38.3
3. Jim Benson (MRP)...38.1
4. Mike Corn (Jomac)...37.9
5. Randy Varney (Assoc)...37.2
6. Randy Meyer (Assoc)...36.4
7. Stan Smith (BoLink)...0

#### STOCK C:

1. John Colosky (BoLink)...37.3
2. Gary Vaselica (Parma)...37.1
3. Chuck Lonerga (Assoc)...36.2
4. Dan Abama (Delta)...35.1
5. Randy Stanham (Assoc)...35.0
6. Paul Gerrard (Assoc)...34.3

#### STOCK D:

1. Cal Posthuma (Assoc)...36.2
2. Keith Hamilton (Assoc)...35.7
3. Ivan Brown (BoLink)...35.1
4. Kevin Matney (Assoc)...34.8
5. Joe Kniple (Assoc)...33.6
6. Ned Schmaltz (Assoc)...33.3.

#### STOCK E:

1. Angie Miller (Delta)...35.6
2. Dave Smaltz (Assoc)...35.5
3. Brian Williams (Parma)...32.4
4. Ken Hamilton (Assoc)...31.2
5. Dick Panches (Jomac)...29.9
6. Chuck Ewing (Jomac)...0

#### STOCK F:

1. Terry Dorer (Assoc)...29.7
2. Jim Dye (Assoc)...28.5
3. Brad Wilkinson (Scratch)...28.3

4. Wilkie Wilkinson (Assoc)...28.2
5. Mike Molton (Assoc)...26.5
6. Ryan Smith (BoLink)...20.1

#### MODIFIED A:

1. Terry Rott (Assoc)...46.1
2. Bill Jeric (Assoc)...43.5
3. Dave Lee, Jr. (Jomac)...43.5
4. Buzz Blair (Parma)...41.6
5. Lou Przybyla (Delta)...40.9
6. Tom McGarry (Assoc)...40.5

#### MODIFIED B:

1. Bob Herman (Parma)...43.3
2. Leon Neal (Assoc)...42.4
3. Mark Lenz (Assoc)...39.3
4. Bill Novess (Delta)...39.3
5. Mike Marshall (MRP)...33.2
6. Greg Fox (Assoc)...24.2

#### MODIFIED C:

1. Clayton White (Delta)...41.6
2. Bob Chuhran (Delta)...41.4
3. Mitch Wehrly (Delta)...40.6
4. Tim Miller (Delta)...38.2
5. Kevin Brown (Parma)...36.1
6. Butch Beebe (Jomac)...0

#### MODIFIED D:

1. Mario Biscaro (Assoc)...41.3
2. John St. Amant (Assoc)...38.5
3. C. Grogg (Delta)...38.2
4. Tom Reynolds (Delta)...33.4
5. Brad Makaric (Delta)...31.2
6. Pete Mitchell (Assoc)...6.0

#### MODIFIED E:

1. Ron Garant (Assoc)...34.4
2. Dennis Goode (Assoc)...31.3
3. Mike Karmol (Assoc)...25.6
4. Bret Vogt (Scratch)...23.3
5. John Phillips (Assoc)...0

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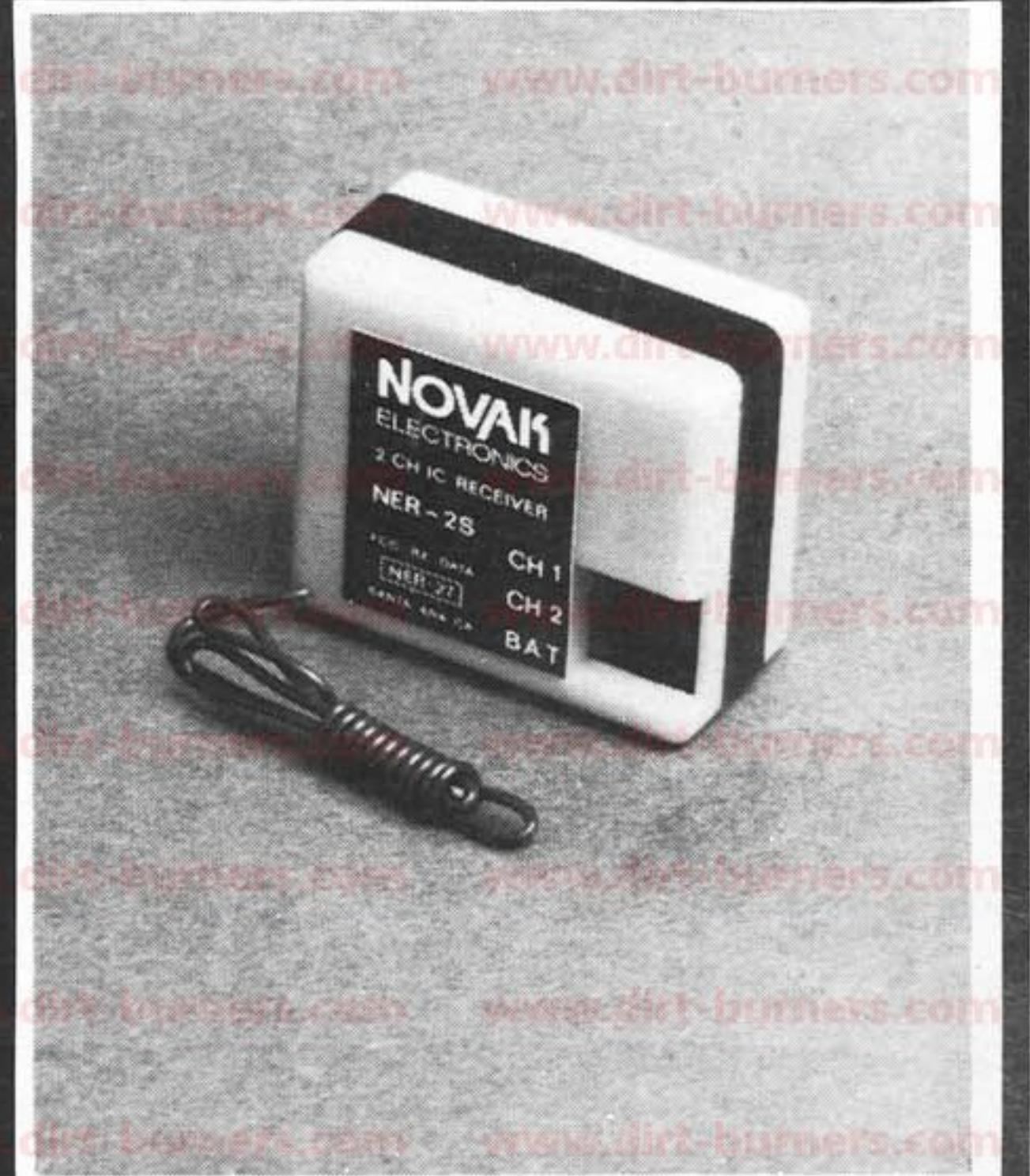
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WHOLESALE ONLY**



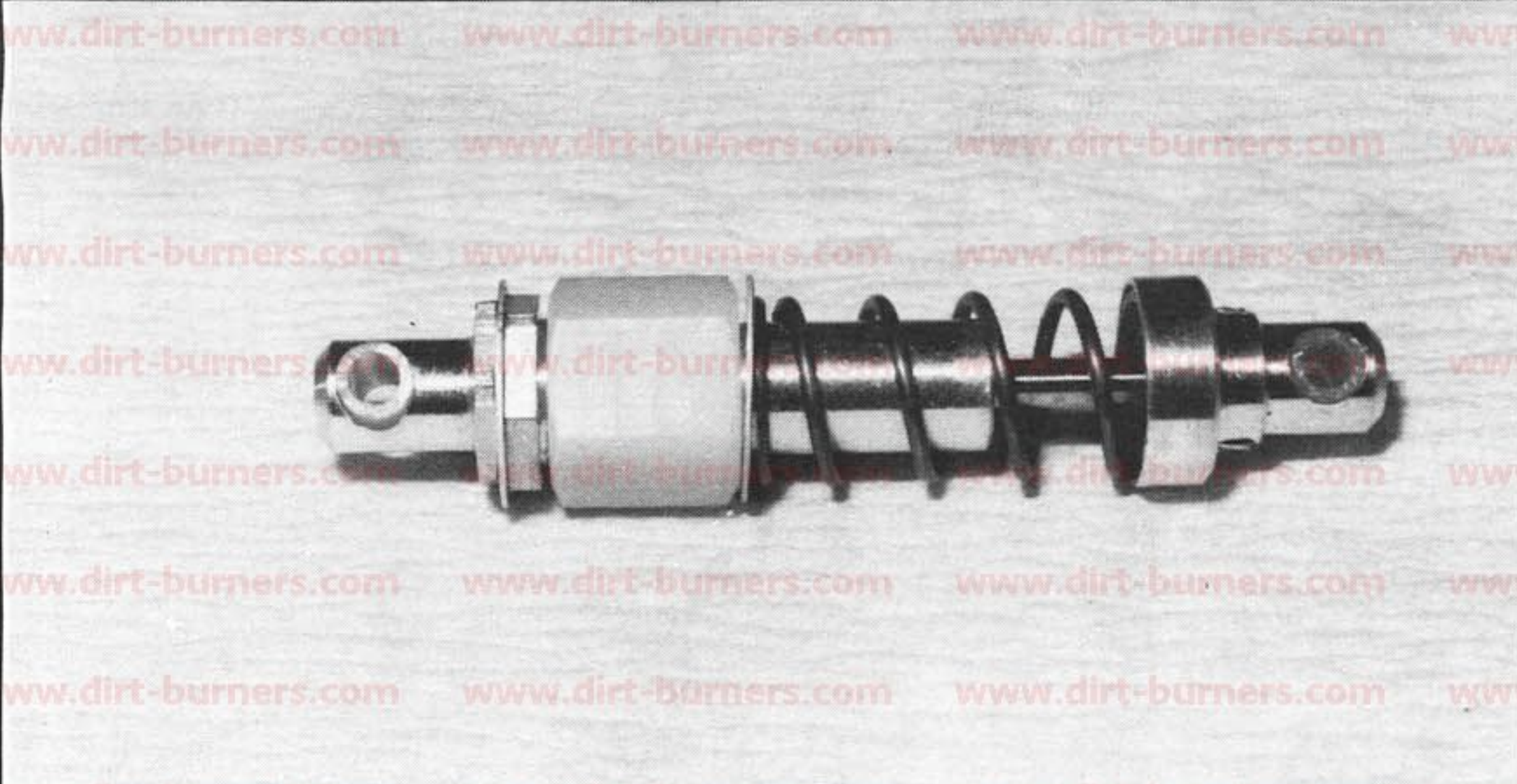
# Inside Lines



Chrome Plated Wheel Rims from KRAFT SYSTEMS. Yep! You read it right. KRAFT'S new chrome plated wheel rims are for use on the Rough Rider and Sand Scorcher off road cars. These wheels are lightweight and rugged for racing. Available Jan. 15, 1983. Suggested retail \$5.95. From KRAFT SYSTEMS, Box 1268, Vista, CA. 92083.



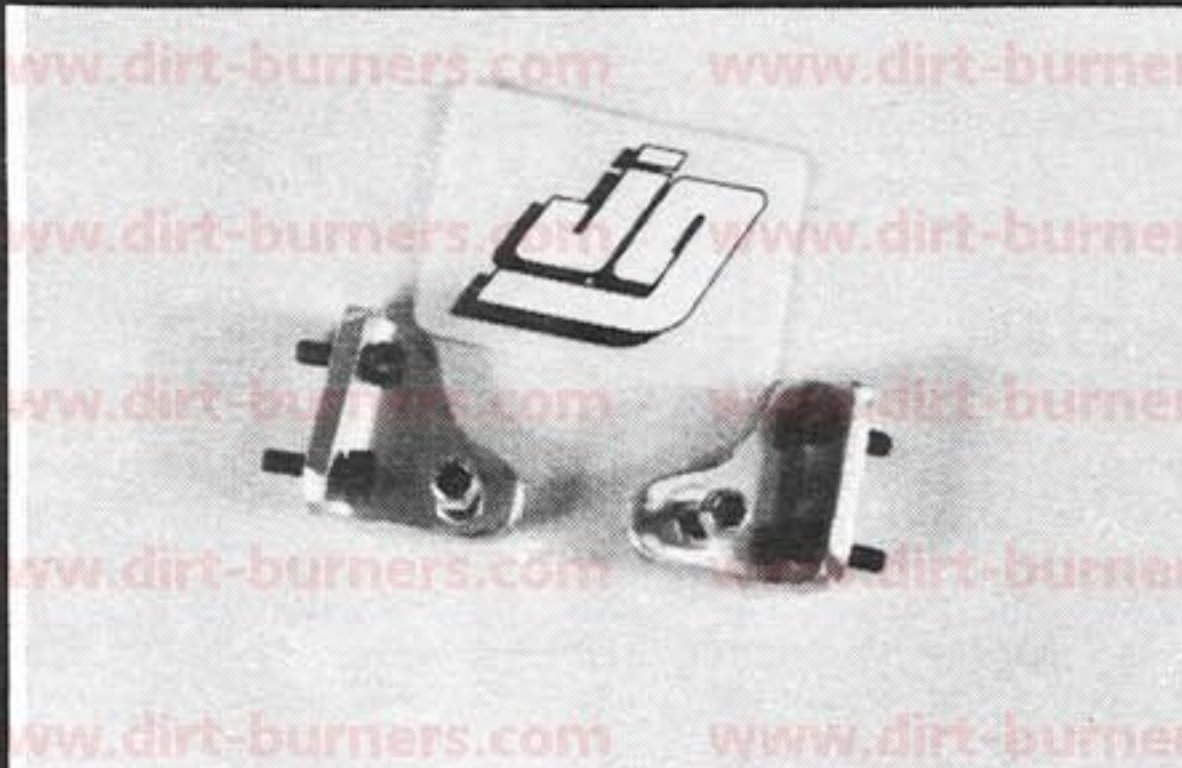
The new super-mini (NER-2S) lightweight 2-channel receiver ideal for electric cars from NOVAK Elec. 21.4 grams, 1.45" X 1.30" X 0.70", 3 to 6 NiCads. NOVAK, 2709-C Orange, Santa Ana, CA. 92707.



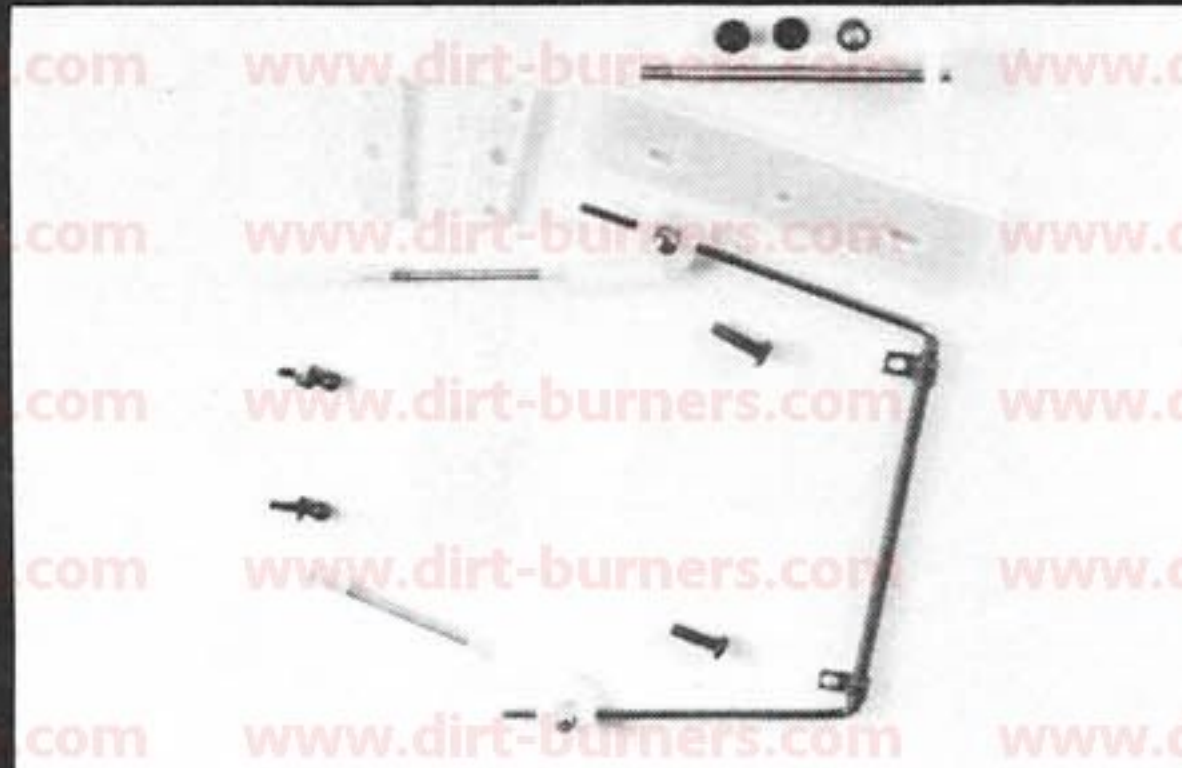
ASSOCIATED's custom racing shock is designed for all competition. A total new design, making all other shocks obsolete. This new design has no air in the oil chamber. The hardened, ground & polish shaft is supported & sealed on both ends. This shock has already been track performance tested. It was used on the RC500's that won three 6 hour Enduros. No. 5136, set of 4 for RC500, parts & instructions, \$60.00. No. 6150, set of 4 shock for 1/10th Off Road cars, \$60.00. From ASSOCIATED Electronics, 1928 E. Edinger, Santa Ana, Ca. 92705.



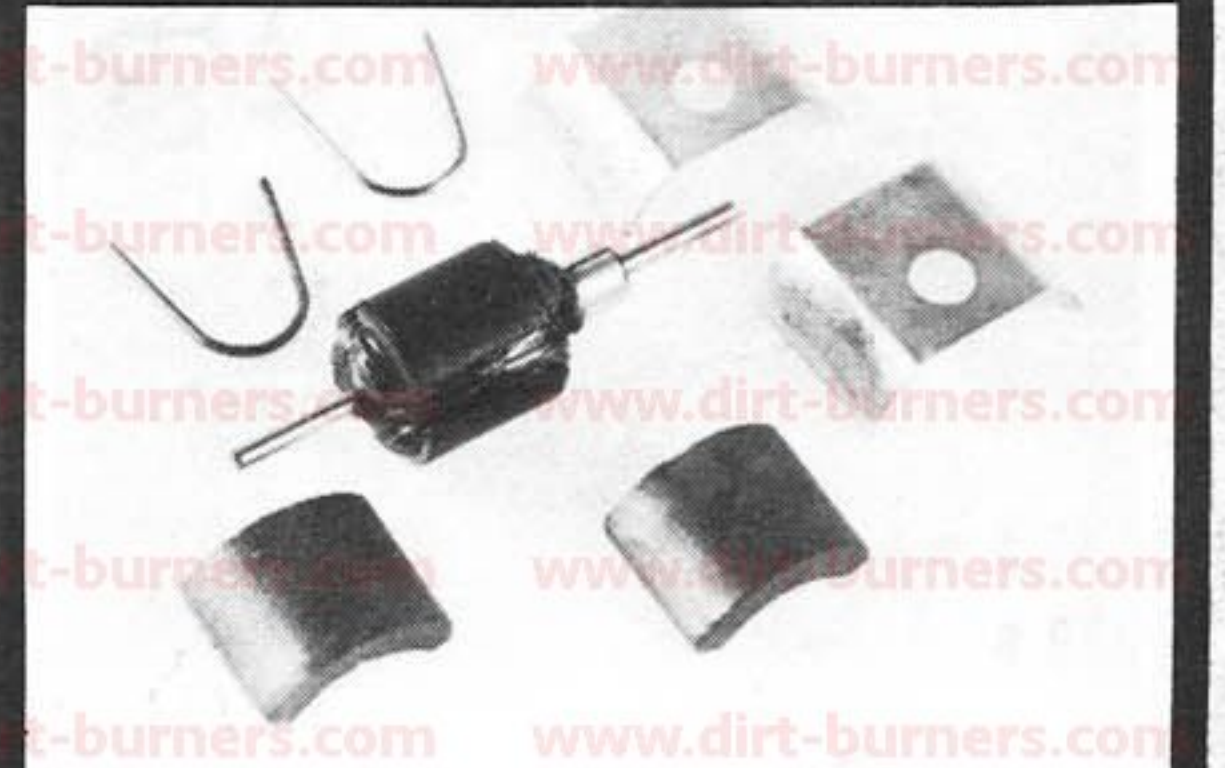
ARS (Advanced Racing Specialties) Rear Cage for Tamiya, can be used with stock or Kyosho shocks or mono-shock system. (002) Retail \$33.95. Made of 6061-T6 aluminum. From ARS, 171 N. Gelndora Ave. Glendora, Ca. 91740.



Stock Shock Adapters (T-06) for Tamiya Modified and Open cages. Stock legal also. Nuts and bolts provided from J.G MFG., Whittier, Ca.

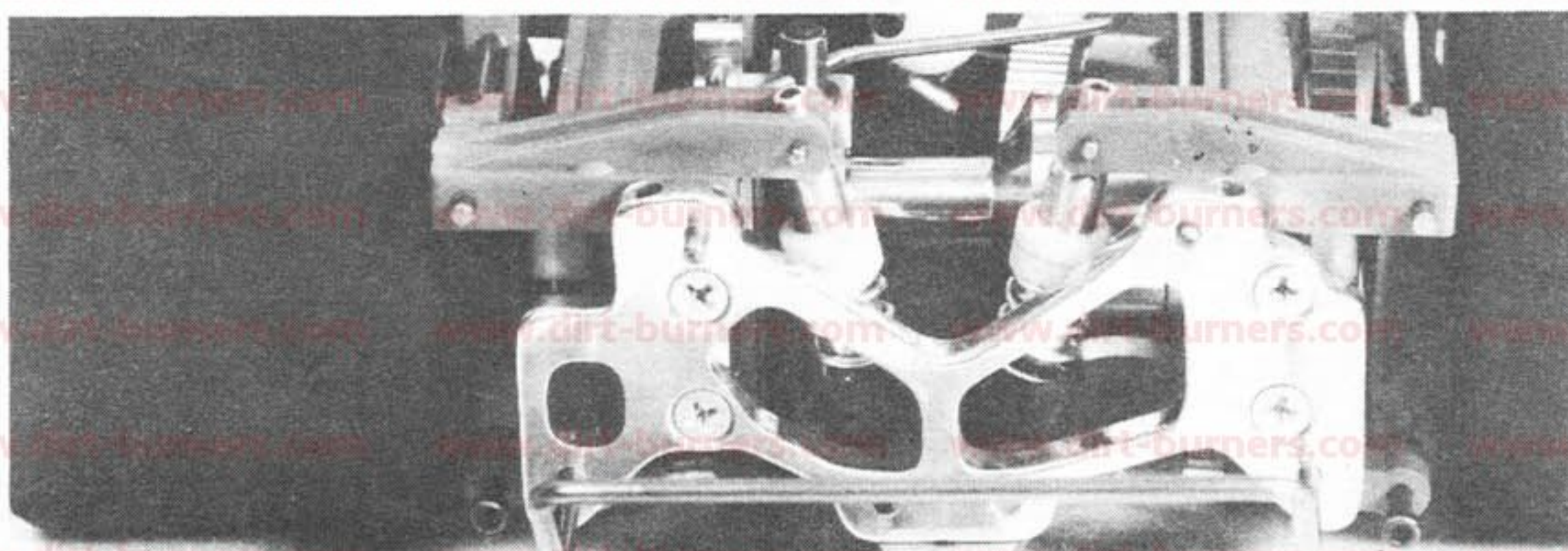


Three new products from C.R.P. A new universal fit sway-bar that can be used on Tamiya, COX, and AYK 1/10th off road cars. A rebuild kit for the popular Kyosho CB-88 & 89 shocks. And a 1/8" lowering block kit for Tamiya. CRP Box 263, San Gabriel, Ca. 91775.



36D Rewound Armature with super strong magnets and shims for the fastest 36D around (473A) or Armature alone (473B). From PARMA International.





A COOK RACING PRODUCTS magnesium rear suspension backplate mounted on a Delta Eagle. Extensive testing have proven these parts for strength and reliability. This part can use a standard music wire bumper and replaces the factory part shown in the foreground. COOK RACING PRODUCTS are available for almost any R.C. car raced today and are available from Welch Mfg. Co., 3128 Wedgewood, El Paso, Tx. 79925.



The new "BUFFALO" drill motor, a newly designed 12 volt grind proven to be the best seller in Europe in the hobby and electronic. It features a 17,000 r.p.m. top speed, with variable speed from 1000 to 17,000 r.p.m. speeds. Adjustable 3-jaw precision chuck, the .015 to 1/8" diameter fit the hardened and ground spindle for extra precision grinding. OH 44024.



From J.G. Mfg., the Tamiya (T-08) Stock full cage. ORRCA legal for stock class racing, this cage allows easy access to motor and final gears. Mounting nuts, bolts & washers provided. J.G. Mfg. Box 6014, Whittier, CA 90609.



The Tamiya Roof & Front Roll Bar (T-07) fits part (T-01) Modified and Open class cage. Bolts together for easy and proper mounting. Raise or lower roof height depending on your needs. Hardware provided from J.G. Mfg.

At long last (Tamiya) Rider a wheels in bring



March 802 Sports Body, semi-scale 1/24 body (left) used on the BrassKar. (956) clear; (956P) painted. Custom painted bodies (right), w/Parma's special custom painting and striping. Real Concours winners. PARMA Int'l. N. Royalton, Oh.

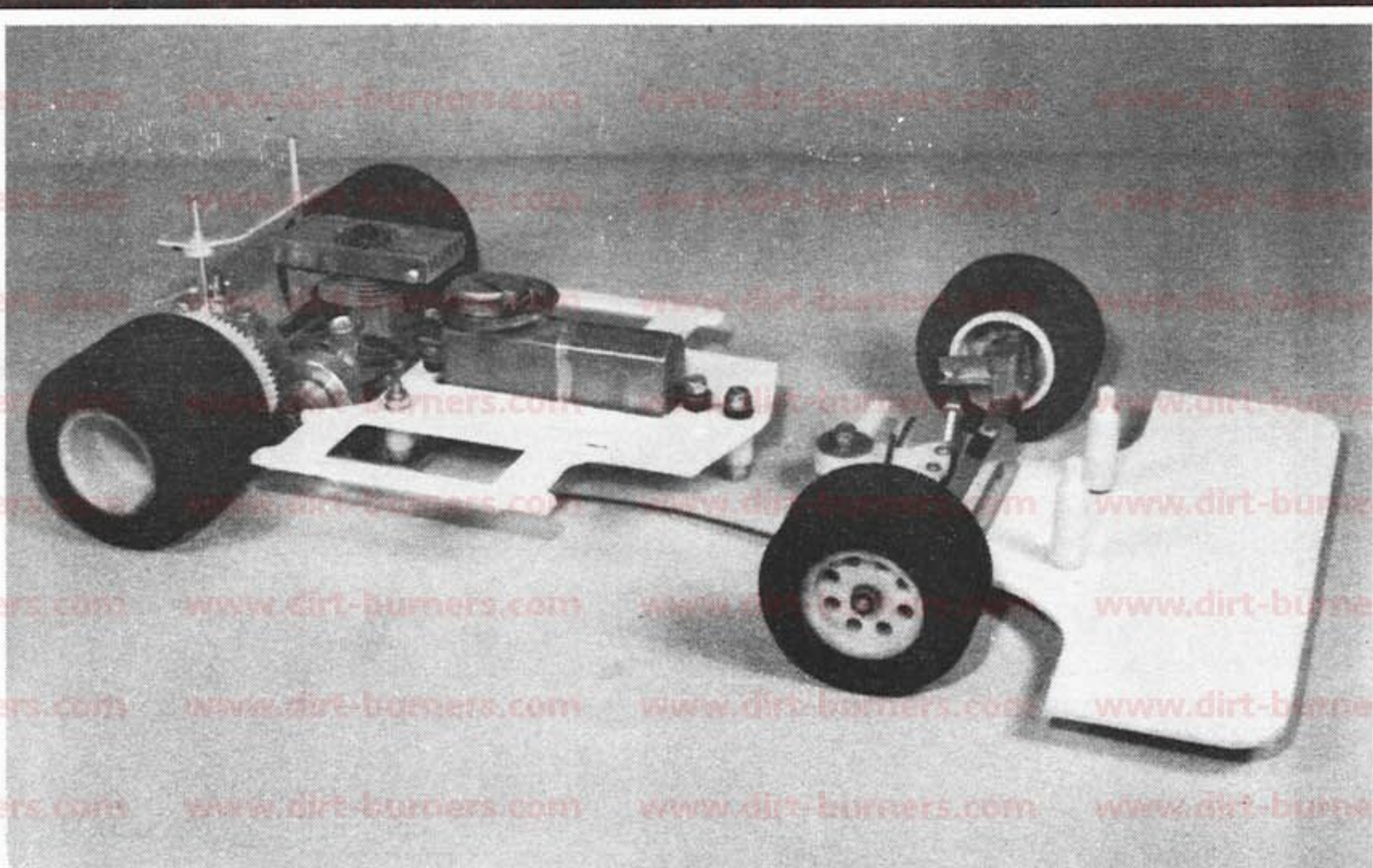


WompWomp set (left) you need at affc (ss414E). Parma the latest Group 7 Small co light des power & From PA gress Royalton





motor is now available in America from West Germany. It's areas. The "Buffalo" has twin miniature ball bearings on a 100 r.p.m. to maximum, while maintaining full torque at all er chuck is interchangeable with 6 spring steel collets that or cutting. From Byrom International Corp., Box 246, Char-



ASSOCIATED'S newest addition to their race car product line is an inexpensive 1/8 gas R/C car called the RC150 Club Racer. This racing package includes features that until now were only found in the most expensive kits... disc brakes, fiberglass chassis, machined aircraft aluminum front and rear assemblies, 8mm tool steel axle, ball joint linkage, flip top fuel tank, plus many other features. Complete assembly instructions included, (less body and radio \$75.00) Associated Electronics, 1928 E. Edinger, Santa Ana, CA 92705.



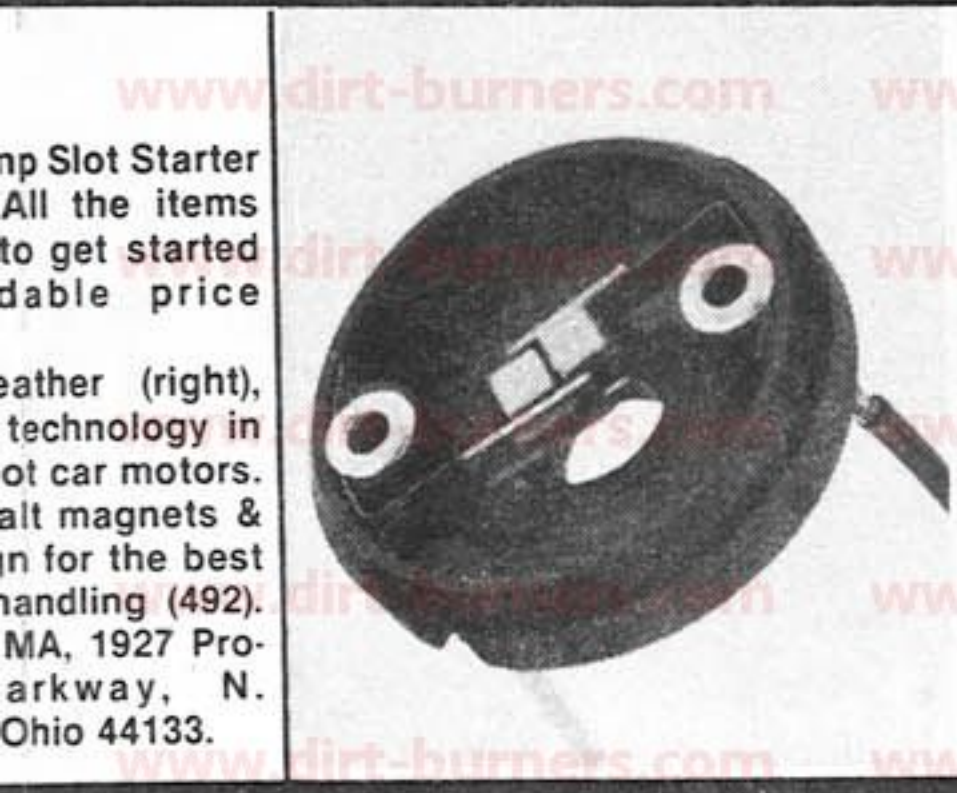
ast, an aluminum wheel is available for the Holiday Buggy rear tires. These tires are extremely popular on the Rough and Sand Scorchers off road models and until now no aluminum have been available. These ORRCA legal wheels are available aluminum and "CRP" gold anodize. From CRP, PO. 263,



20 Ohm Double Barrel Turbo H.O. (left) Resistor for those that demand the best (310K). Off Road Double Barrel Brake Resistor (below). At last a heavy duty brake resistor to handle the high loads of Off Road racing. .6 ohm (1596) & 1 ohm (1598), from PARMA Int'l, 13927 Progress Parkway, North Royalton, Ohio 44133.



Low profile aluminum Guide Nut, the type all pro racers demand. The lowest, lightest guide nut on the market. From Parma Int'l, N. Royalton, Ohio. 44133.



mp Slot Starter All the items to get started dable price leather (right), technology in ot car motors. all magnets & n for the best handling (492). MA, 1927 Pro- arkway, N. Ohio 44133.



Yokomo Ferrari Motor (left), high performance carried into the new technology of Yokomo type motor (3060). Igarashi replacement Endbell (right), drilled for ball bearing. Put new life into that tired motor (3559), from PARMA.



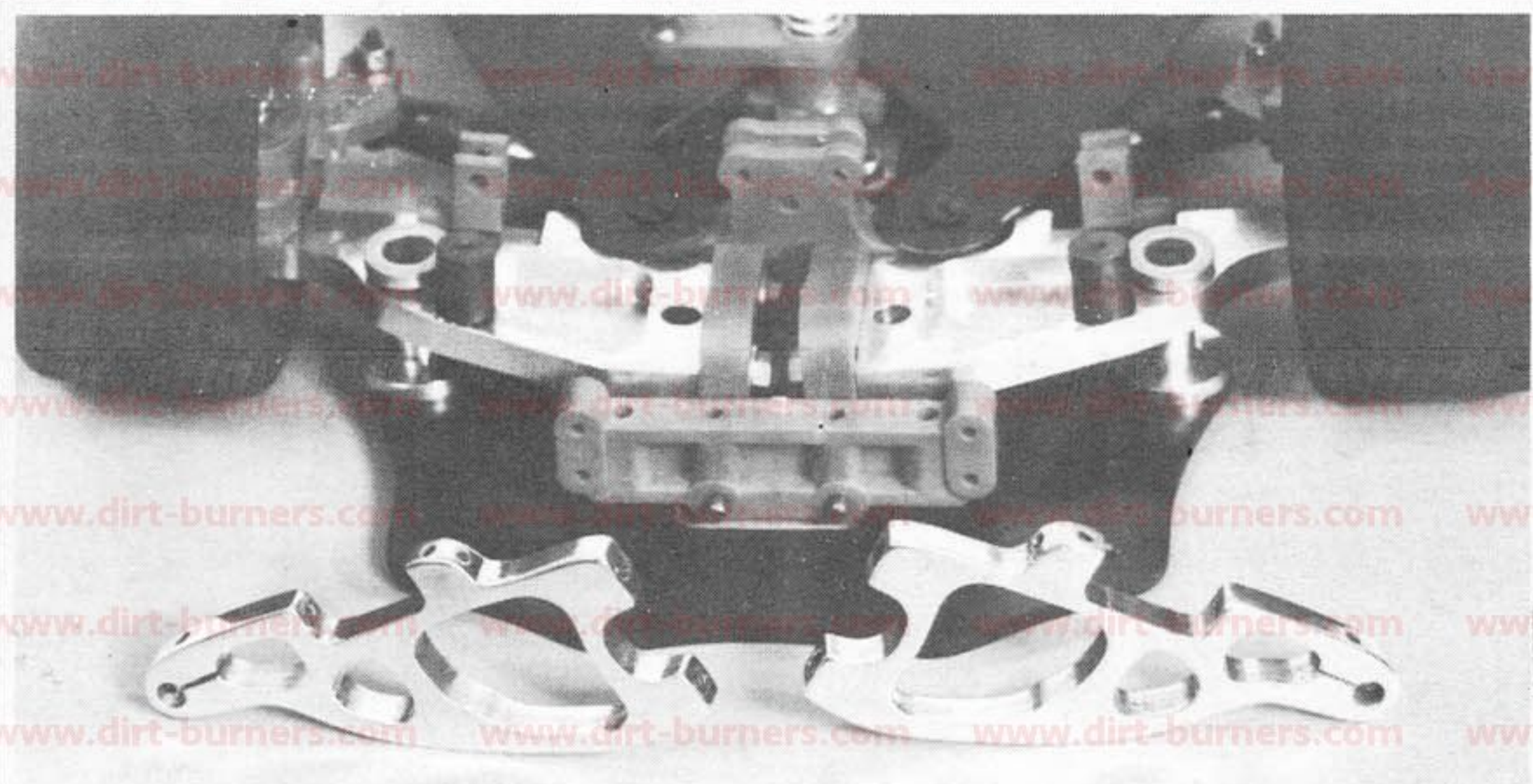




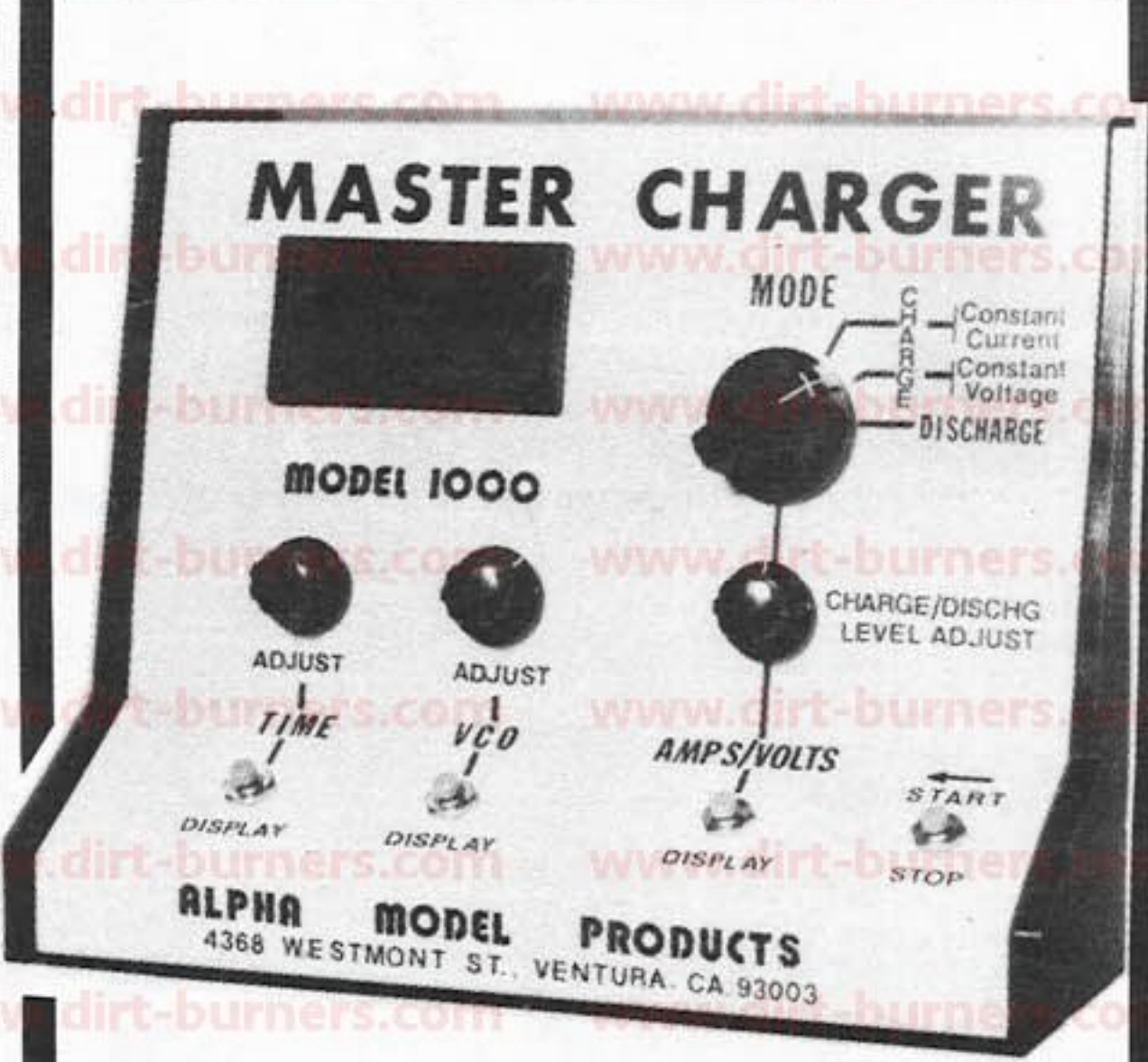
ARS (Advanced Racing Specialties), Full Roll Cage for Tamiya cars. Designed for use with Tamiya shocks, Kyosho shocks, or mono-shock system (003). List at \$39.95. Three Point nerf bars designed for use with ARS, RCH, J.G. or Race Prep cages (001) List at \$19.95. All material made of 6061-T6 aluminum for strength. From A.R.S., 171 N. Glendora Ave., Glendora, CA. 91740.



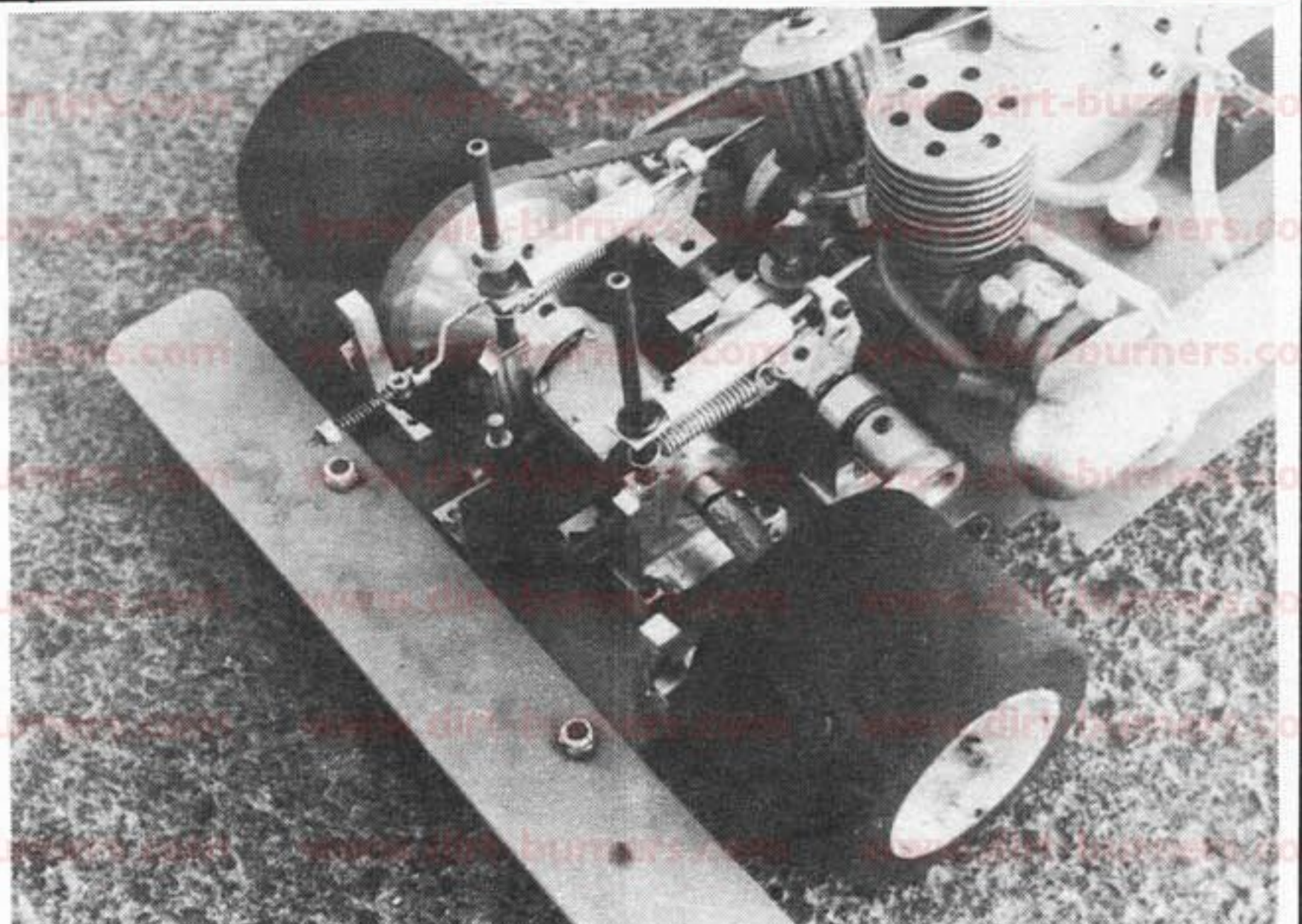
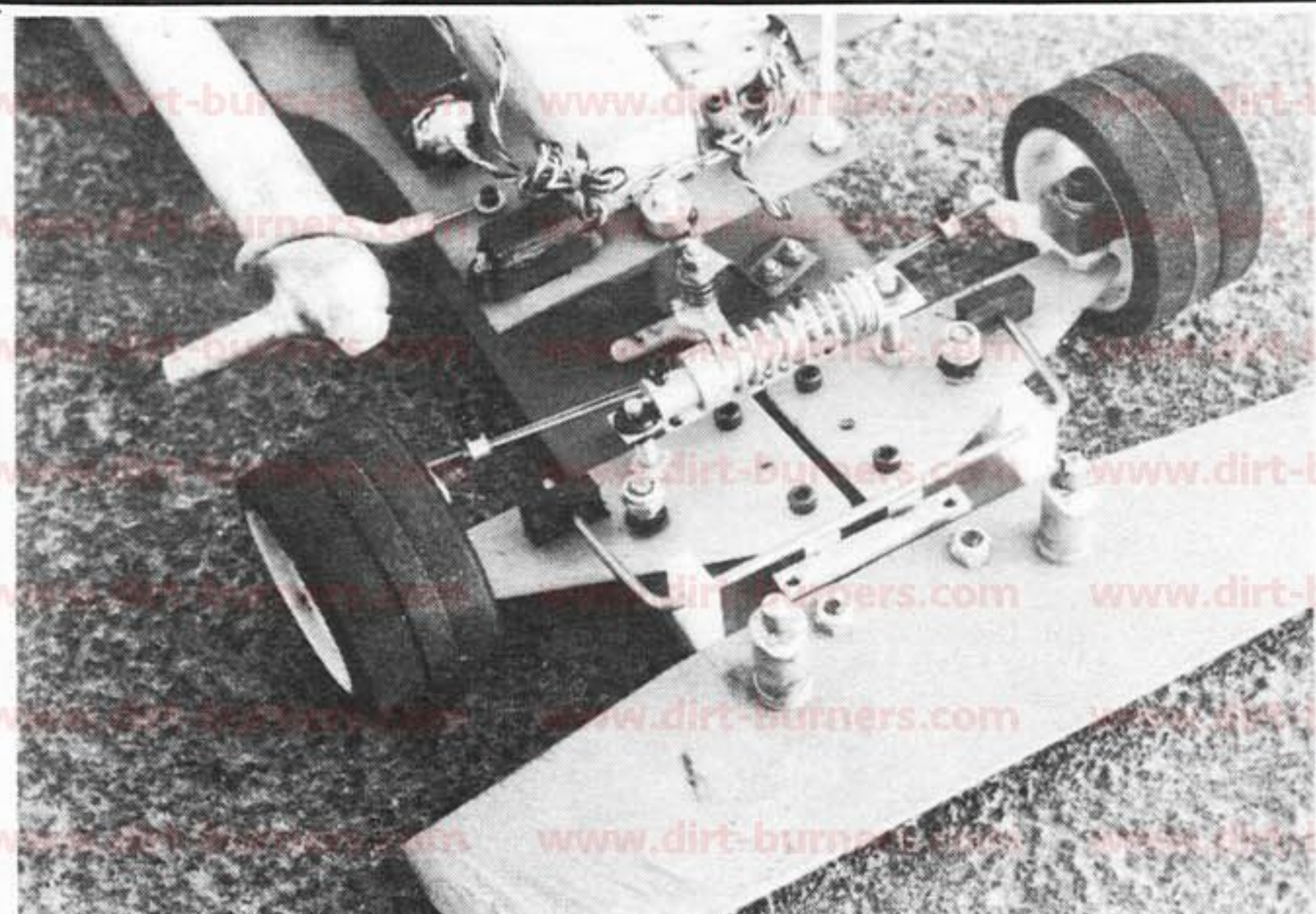
Tamiya Roof & Roll Bar fits all Modified and Open class Tamiya cars. From J.G. Mfg. manufacturers of first class off road racing equipment. J.G. MFG. Whittier, CA.



Among the many COOK RACING PRODUCTS available from Welch Mfg. Co. are these ultra light A-arms for the Delta Eagle gas car. Magnesium is used for super strength and lightweight. Similar components are also available for almost any car raced today from magnesium, aluminum and carbon fiber components. Welch Mfg. Co., 3218 Wedgewood, El Paso, TX 79925.



The new Alpha Model Product Peak detector charger offers auto shut-off, digital timer, voltmeter, adjustable constant current, auto re-set among other features. From Alpha, 4368 Westmont St., Ventura, Ca. 93003.



Sneak peak, at the new THORP SUSPENSION 1/8th scale gas car. Not ready for production until about the Spring of 83', this newest THORP gasser promises to be one of the most competitive cars on the market. Features "mono-shock" front end suspension system, and individual "IRS"- type rear suspension, with belt-drive. From THORP Mfg. 380 S. East End, Unit H, Pomona, CA. 91766.



# NEW CHANNELS!

Prepared by **KRAFT SYSTEMS**

## What Every R/C Modeler Needs To Know (And Was Afraid To Ask) About Frequency Conversion For The New Channels.

There has been much discussion at the local modeler level about the new "FM Frequencies" that have been requested by R/C modelers. The truth is that any new frequencies that are obtained will not be just for FM use only.

The following information is provided in an effort to clarify what is proposed. KRAFT SYSTEMS was the major contributor of technical data to the Academy of Model Aeronautics for use in the petition to the F.C.C. to obtain these new frequencies; therefore, we are very knowledgeable about the overall plan.

The A.M.A. petitioned the F.C.C. to allow use of any form of modulation that might be developed in the future.

In order to provide for an orderly phase-in of any newly designated frequencies for R/C, a Phase-In-Plan was prepared by the AMA Frequency Committee. The plan was developed to accomplish the following goals:

1. Protect the existing seven 72-75 MHz R/C frequencies from interference from any new frequencies.
2. Prevent the existing R/C systems from becoming obsolete overnight.
3. Prescribe a plan for the orderly phase-in of any new frequencies.
4. Separate the aircraft user frequencies from non-aircraft users to preclude future interference.

The end result of the above is a plan of some 19 pages that provides the details of how the phasing will be accomplished, in addition to the frequency identification and control system. The AMA will distribute the complete plan to all AMA chartered clubs. An encapsulated version follows:

Although there will probably be 50 new frequencies approved for R/C use in the 72 MHz band and 30 for non-aircraft use in the 75 MHz band, they can not be immediately implemented. The reason being, that the new frequencies are spaced every 20 Khz, and use of them would cause present day wideband AM equipment to interfere with each other, as well as any other type FM receiver. To prevent this from happening, the Phase-in Plan restricts the initial frequencies available to the existing six frequencies on the 72 MHz band. Eleven new channels are also designated for the 75 MHz non-aircraft band. The new 72 MHz frequencies will be designated by channel number and will be for aircraft use only.

After five years from the initial

release date, the existing six 72 Mhz frequencies and 75.640 MHz will no longer be legal to use. At that time, additional new channels can be phased in. Three years later, all 50 aircraft only frequencies and 30 non-aircraft frequencies will be

available for use.

The question most modelers have is; "will my present Kraft R/C equipment be able to be converted to the new frequencies?" The answer is a qualified "YES!" IF THE UNIT WAS BUILT IN 1976 OR LATER, Kraft Systems or its Authorized Service Stations will convert a unit to one of the new channels, following F.C.C. authorization. Conversion of existing wideband AM equipment will consist of installing new crystals and/or modules and realignment to insure that the system will operate at 40 KHz channel spacing. Existing AM receivers such as the KPR-5C, KPR-8D, etc., cannot be converted

to operate on FM. If a modeler has a KPT-7C or KPT-7CS Bicentennial Series through present day MK III, or KP-6C units they can be converted to FM operation by purchase of a new FM transmitter module and its matching receiver.

Note the FM receivers and transmitter modules MUST BE closely matched to insure correct operation. None of the current model narrow band FM receivers by any manufacturer can operate at the 20 KHz channel spacing for the eventual 50 channel use. This is primarily caused by the generation of image frequencies and inter-

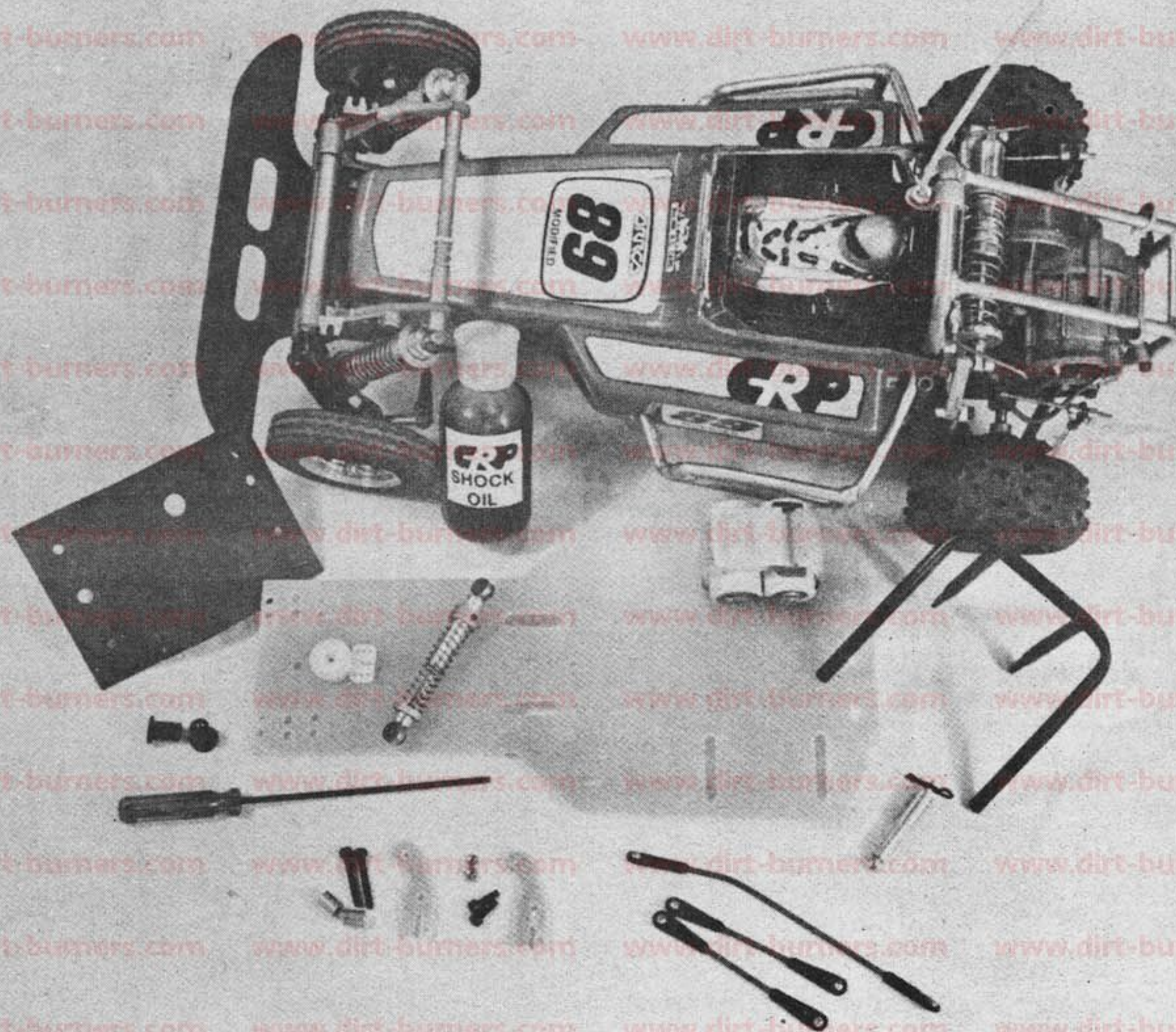
(contd. next page)



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modulation (IM) products. New receivers will be developed by all the R/C manufacturers to be able to meet the future 20 KHz channel spacing, 8 years hence. Obviously, these new technology I.M. immune receivers, when available, can be used at 40 KHz channel spacing to achieve additional immunity from interference.

As indicated previously, KRAFT SYSTEMS will offer frequency conversions to any of the eleven new channels for any unit we manufactured since 1976. We visualize that many modelers will want to change their frequency from a currently authorized 72 or 75 MHz frequency to one of the "aircraft only" channels. The following charges will apply

ly for in-band, i.e., 72 or 75 MHz changes. The customer pays shipping charges. Contact the factory or an Authorized Service Station for out-of-band frequency conversion charges, checkout alignment and frequency change.

You can contact KRAFT SYSTEMS at (714) 724-7146 for additional information.

(Note: If you'd like a frequency chart for aircraft and non-aircraft use, send a S.A.S.E. and \$1.00 (for shipping and handling) to R/C RACING NEWS, P.O. Box 411, Woodland Hills, Ca. 91365. Allow 2 to 4 weeks for mailing.)

# ARS

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003 Modified Open Class Full Roll Cage for Tamiya (Same as 002 But With Front Roll Bar) .....



004 Rear Aluminum Cage for Stock Class Tamiya .....



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# TRINITY

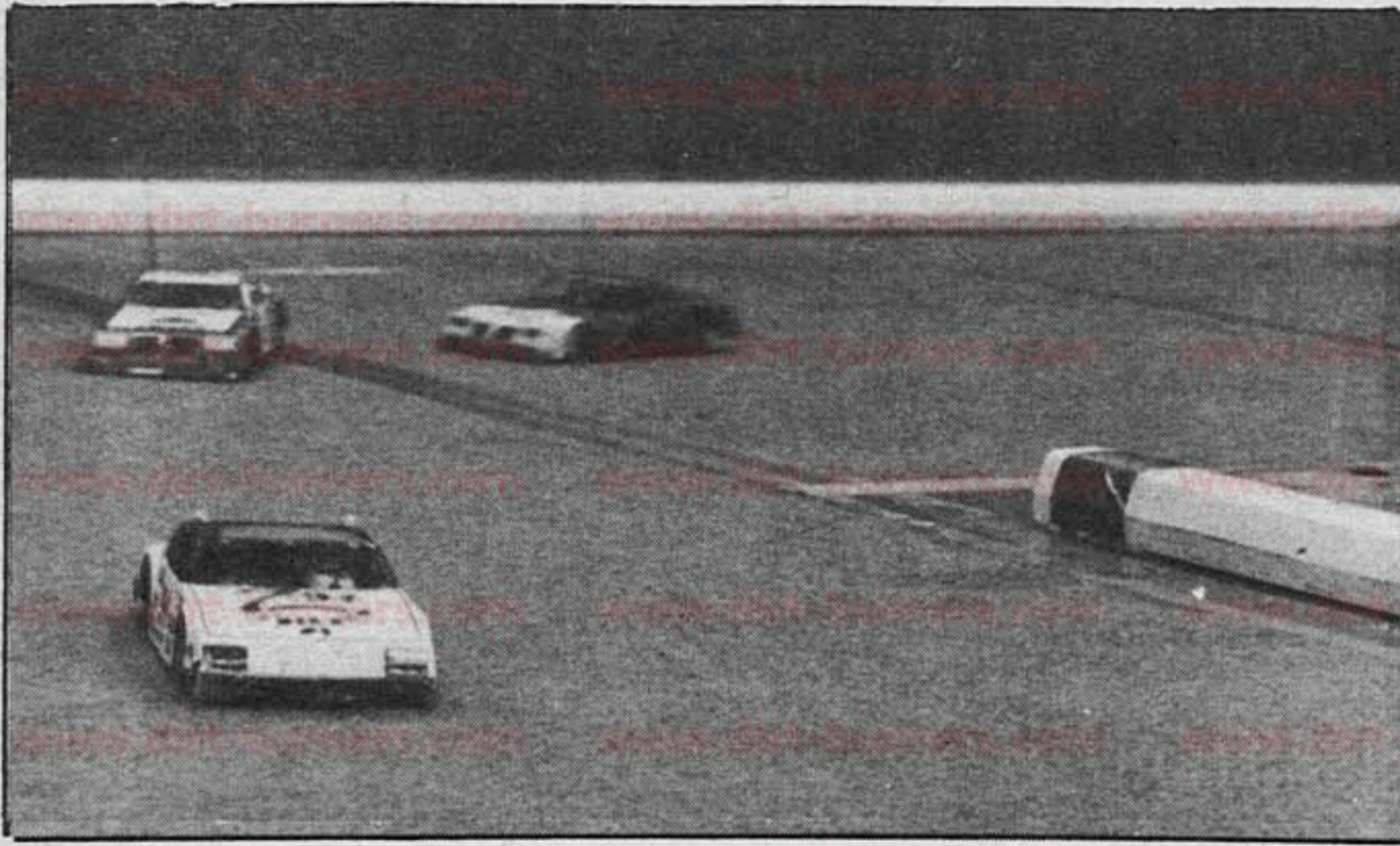
## New Products from the 1982 6-Cell Modified National Champions

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- RC-01W - Trinity Pre-Prepared Stock Motor. For the past 2 years, Trinity prepared Stock motors have won "every" class at the Nationals. This ROAR legal Stock motor (35T-23) is Water-Dipped, Sprayed, Zapped & Run-in to assure you have a Rocket! \$15.00
- RC-24 - The Wraps (4") Assorted Colors. \$1.49
- RC-26 - "Matched" Sanyo Battery Packs. 4 Cell \$26.00  
6 Cell \$39.00  
7 Cell \$46.00  
(Latest Series in Stock at all times)
- RC-27 - "Pro" Allen Wrench (machined .050 tip) \$7.50
- RC-28 - "Silicone" Motor Tape (to secure endbell to can) \$3.50
- RC-29 - "Parts Tube w/Hinged Lid" \$9.99
- RC-30 - "Motor Tube" \$9.99
- 077 - Micro Oiler (for Ball Bearings) \$1.99
- 078 - Micro Oiler (for Oillets) \$1.99
- RC-17 - "The Original" Glass Filled Nylon Pinion Gear (11, 12, 13, 14, 15, 16T) \$3.25
- RC-21 - Yokomo "Off Road Motor" \$60.00
- RC-31 - Yokomo Modified Motor (4 or 6 cell) \$60.00

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## U.S. AIRFORCE Mini-Racers

Story and Photos by  
Airman Deb Townsend

Minot AFB, North Dakota  
December, 1982

ROUNDING THE CURVE, THE RACERS RAPIDLY APPROACH THE MOST DANGEROUS CORNER ON THE TRACK. ONE SLIGHT MISCALCULATION, ONE WRONG MOVE AND THE RACE CARS COLLIDE, THE IMPACT SEVERELY disfiguring the body on one. A split second later another car rounds the curve swerving to avoid the collision, he runs his car into the rail sending it airborne.

"Hurry up!" someone yells with urgency rising in his voice. Then a young man rushes across the track successfully dodging the other oncoming racers to get to the scene of the accident. He then picks up the cars, points them in the right direction and they're back in the running. In the world of auto racing, accidents are a way of life and casualties are the price one sometimes has to pay. However, the Northern Mini-Racers have an unusually low-incident race, considering they race every two weeks. As a matter of fact, their incident rate is nothing that a recharge of batteries or a little oil couldn't fix right up.

The Northern Mini-Racers are a club devoted to radio controlled car racing. For many, being a race car driver remains only a dream, R/C car racing can fulfill that dream. Offering all the excitement of real racing, they are quick and challenging, responding to tuning the same way as the real race cars.

The Mini-Racers were formed in Minot, North Dakota in May 1980 by Chuck Mann, president and a five year veteran of R/C auto racing. "It gets the people out of their houses and barracks and into the community. It's also good for those people who can't afford real racing," says Mann.

Cost of being an R/C racer is drastically cheaper, and repairs are minor. "Repairs consist of normal maintenance, tinkering just like the

big boys do," said Mann. According to Mann, a person could get set up in the hobby for less than \$200 although some of the more experienced racers have put more cash into it.

The R/C cars will last approximately six months to one year. Every year R/C cars get better and better. Chassis and aerodynamics are constantly being improved on, according to Mann.

Time is also saved with R/C racing as opposed to real auto racing. There are three divisions to race in - novice, amateur and expert. In each division six to eight racers fight the clock and their opponents to get around the track as many times as they can in eight minutes. So the fun

(contd. next page)

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- ★ Delta Eagle 1/8 Scale Suspension Car . \$399.00
- ★ Associated RC 500 1/8 Scale . . . . . \$319.95
- ★ Associated RC 12i #4000 Basic Kit . . . . \$59.95
- ★ Cox Scorpion 1/10 Scale Off Road. . . . . \$119.95
- ★ Futaba FP-2F w/New S32 Servos. . . . . \$99.95
- ★ Trinity 'Matched' 4-Cell Packs. . . . . \$23.00
- ★ MRP PRO-180 1/8 Scale w/New Ball Diff. \$125.00
- ★ MRP GP-12 Roller w/Free Body . . . . . \$35.00
- ★ Trinity Modified Motors, All Winds . . . . \$44.00

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Chuck Mann, founder of the Northern Mini Racers, checks out his race car after the race. U.S. Airforce photo by Amn. Deb Townsend.

and excitement of auto racing can be packed into one Saturday or Sunday afternoon.

Using the scale of a life size auto, the R/C cars are 1/12th that size, and race at speeds of approximately 20 to 25 mph. indoor and 30 to 40 mph. outdoors.

In the winter months the R/Cers race indoors at various locations and during the summer months all the racing is done outdoors, usually in parking lots.

As a non-profit organization, the Mini-Racers are interested in the entertainment of the public and club members by holding race events in various places. Their races are held every two weeks with finals and special events held approximately every six months. Although the organization is non-profit, there are club fees that go for the upkeep of

the track and trophies.

In addition to their regular races, this year the Mini-Racers raced 12 consecutive hours to raise \$1200 for Muscular Dystrophy. This event is tentatively planned again for 1983.

So if the excitement of auto racing sparks your interest and gets your adrenaline running but your bank account tells you no way, R/C mini-racing could be the answer for you. If you are interested and you'd like more facts about the racing around the Minot area you can contact one of the following people: Chuck Mann, (701) 727-4805 / 727-3574, or Paul Eckert at (701) 852-8365.

Airman Deb Townsend

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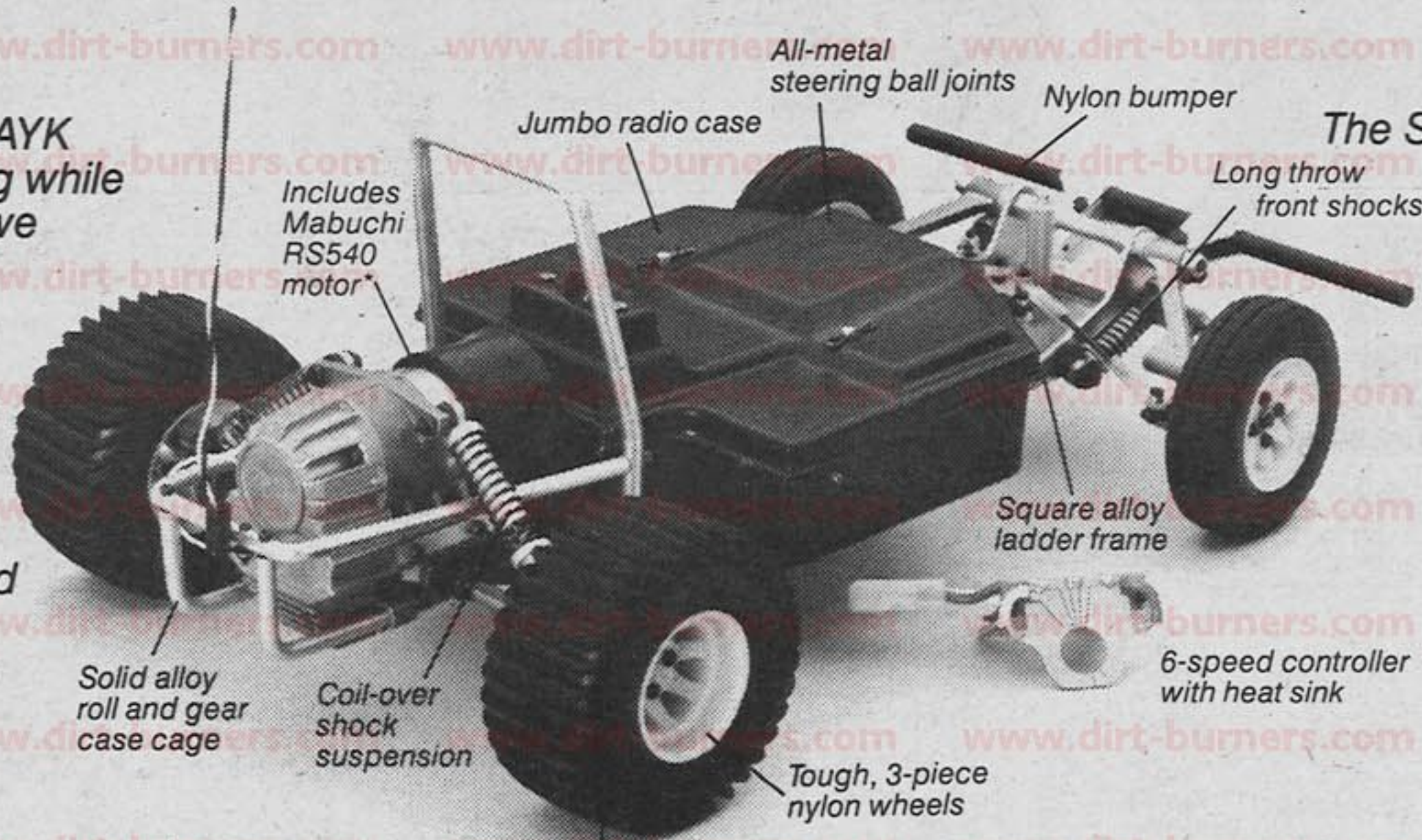
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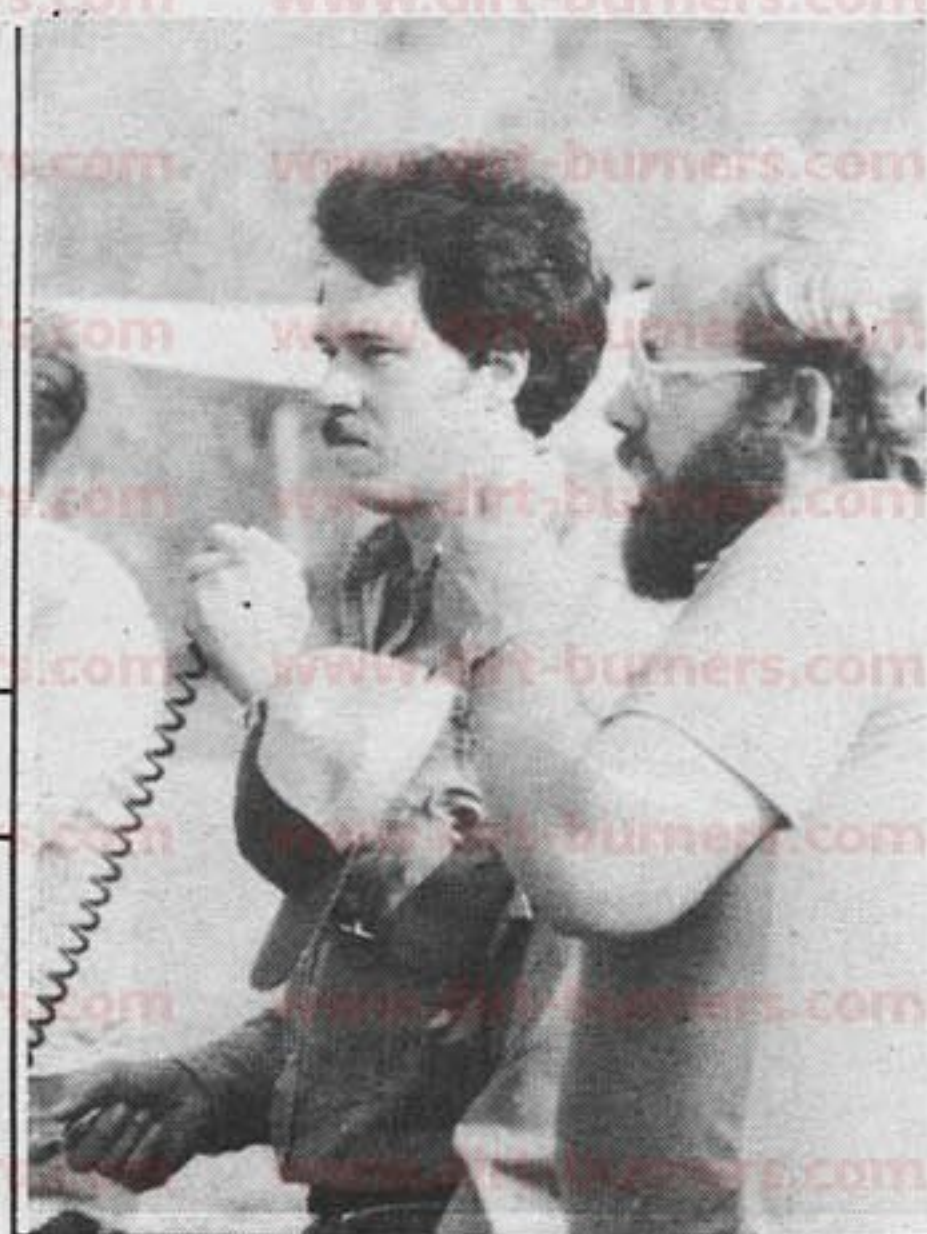
\*Optional GZ240 and GZ480 competition motors available.







Class winners (left) of LAMB's race. Dave Neilman's C Mono (above) in a good heat race. Photo. D. Twaits.



Competition Director Bob Boswell (above) and Assistant C.D. Ramsay Reid. Ken Kreimer (left) with very fast A Mono, also (below). Photo. Twaits.

# DISTRICT 1 Power Boat Racing... 1982 finished!

Report & Photos by  
Doug Twaits

THE 1982 RACING SEASON IS NOW HISTORY FOR ALL OF US, AND the results are listed below. These points, speeds and times are final, and the plaques will be awarded at the District Banquet.

Points achieved at the LAMB's (Lakeland Area Model Boaters) race of October will count for the 1983 racing season.

Looking ahead, I wonder what the speeds will reach in the 1983 racing season? We had two classes in straightaways go over 80 m.p.h. this year. That's fast! I hope some of you racers are thinking of building boats that will go over 85 m.p.h. and break some records. How about a 60 m.p.h. mono this coming year? Of course, we have the X class which is wide open for some great speeds. I'm sure Pete Paratore would like to place your name on the list of the fastest speeds in the District.

Deep Vee was a little light this

year, but I'm sure it will pick up in 1983.

Hopefully the weather will not cause cancellation of any 1983 races.

This year, District 1 finally had a few Scale Hydro races, and the racers and spectators who attended were in agreement that it was quite a sight. Hopefully next year there will be point racing for Scale Hydros and a class to go with it. This subject will be discussed at the District meeting. It is my hope that there will be a lot of Scale Hydros on the work benches for 1983.

## FINAL 1982 POINT STANDINGS HEAT RACING

### A MONO:

1. Roy Hartley, Jr...1500 pts.
2. Ted Barkowiak...690
3. Larry Sybkowski...600
4. Jim Steward...569
5. Ron Manucci...469
6. Larry Clinton...468
7. John Palica...400
8. Chris Carver...350

### B MONO:

1. Bill York...1369 pts.



2. Chris Carver...1065
3. Larry Sybkowski...921
4. John Aubel...565
5. Jim Steward...525
6. Ed German...424
7. Doug Twaits...352
8. Bill Hunter...300

### C MONO:

1. Chris Carver...1627 pts.
2. Larry Sybkowski...925
3. Roy Hartley, Jr...906
4. Bill York...724
5. John Aubel...394
6. Tony Pinto...319
7. Roger Wilson...300
8. Bill Heinl...300

### A HYDRO:

1. Larry Clinton...1172 pts.
2. Doug Twaits...846
3. Roy Hartley, Jr...821
4. Pete Paratore...724
5. Chris Carver...691
6. Tony Asaro...400
7. Ed Thomas...400
8. John Passallaqua...396

### B HYDRO:

1. Chris Carver...1825 pts.
2. Doug Twaits...1069
3. Roy Hartley, Jr...964
4. Pete Paratore...619
5. Bruce Whitcomb...481
6. Ted Barkowiak...327
7. Ken Kreimer...297
8. Ed Ruoff...265

### C HYDRO:

1. Doug Twaits...1124 pts.
2. Chris Carver...846
3. Larry Clinton...792
4. Roy Hartley, Jr...693
5. Pete Paratore...688
6. Bruce Whitcomb...600
7. Bill York...568
8. Ken Kreimer...466

## 1982 YEARLY STRAIGHTAWAYS

- A MONO: Roy Hartley, Jr...41.02 mph  
 B MONO: Steve Neilsen...53.95 mph  
 C MONO: Roy Hartley, Jr...57.40 mph  
 X MONO: T. Roman...39.54 mph  
 A HYDRO: Pete Paratore...62.24 mph  
 B HYDRO: Chris Carver...83.61 mph  
 C HYDRO: Chris Carver...81.49 mph  
 X HYDRO: Frank Tobia...41.90 mph

## 1982 BEST OVAL TIMES

- A MONO: Roy Hartley, Jr...2:00  
 B MONO: Bill York...1:51

- C/X MONO: Bill York...1:41  
 A HYDRO: Roy Hartley, Jr  
 B HYDRO: Roy Hartley, Jr.  
 C/X HYDRO: Chris Carver...1:27.3

## 1982 DEEP V POINTS

### A DEEP VEE:

1. Glenn Simpson...600 pts.
2. Lou Anagnostis...400
3. Jim Steward...400
4. Les Horrocks...352
5. Ed Thomas...225
6. John Aubel...169
7. Chris Carver...169
8. Mike Janes...127

### B DEEP VEE:

1. Bob Hay, Sr...496 pts.
2. John Aubel...450
3. Steve Luoni...400
4. Mike Janes...300
5. Chris Carver...300
6. James Watson...169
7. Arch Paltrineri
8. Tony Pinto...127

### C DEEP VEE:

1. John Aubel...700 pts.
2. Bob Hays, Sr...625
3. Larry Baker...300
4. Glenn Simpson...254
5. Chris Carver...225
6. Tony Pinto...169
7. Bill York...169
8. Dan Weimer...96

## DISTRICT 1 UPDATE...

The racing season has come to an end, the winter building season is rapidly approaching. Hopefully some new ideas will come off the building boards and break a few records for 1983.

Straightaways are all up for grabs again, as are the oval times for heat racing.

We did finish the season with the LAMB's point heat race, and these points will carry over into the 1983 season. The points heat racing this year has seen entries of 130 boats, and all point heat races had over 100 entries. Now that's fierce competition!

I would like to take this opportunity to say how well the Ocean County Buoy Busters ran their annual Turkey Run heat race. The entries were quite high for such a cold time of the year. Larry Szybowski and

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your District Director each won the two high point turkeys. I think I heard a few of Larry's pit men say they wanted a leg or a wing when he roasted it. What's fair is fair! I know I had to send Tony Pinto his fair share of my turkey.

In 1983, there will be Scale Hydro point heat races and three plaques with a gold shirt will be awarded.

Already this year there are three races scheduled and more to come at the next District meeting. I know the Weequahic Model Boat Club is ready to put one on their agenda, and it will be their first race ever. I hope many racers will attempt to get to this race and show their support to a new club. This club (WMBC), is also in the middle of the District, so traveling time will be at a minimum. The time has come for Scale Hydros and 1983 should be the start of something great.

We have many DEEP VEE races also scheduled. It should be a great year of competition. At this time, the District is being polled to see what will enhance Deep Vee racing. Bring your ideas to the next meeting of representatives.

### THE LAMB'S RACE

The Lakeland Area Model Boaters held their annual District 1 point heat race at Horshoe Lake in Roxbury, New Jersey.

This race saw 130 entries spread over the two days of excellent racing. This could have been the biggest entry District 1 has seen in a point heat race.

Bob Boswell was the Competition Director of this very well-run event. The weather also helped make things go well for this race.

Competition was extremely hot in both the Hydro and Deep Vee classes. This race was the first race of the 1983 racing season, yet the 1982 awards were held on the Saturday of the race.

Everyone really enjoyed the gathering and the various awards for 1982 were given out to the racers.

Results of the first race for the points for 1983 are listed below. We hope that this year will bring out many more R/C boaters to race District 1.

Doug Twaits

### 1983 LAMB'S RESULTS

#### A MONO:

1. Lou Anagnostis...400 pts.
2. Arlie Cooper...300
3. Dave Neelman...225
4. Larry Clinton...169

(contd. next page)

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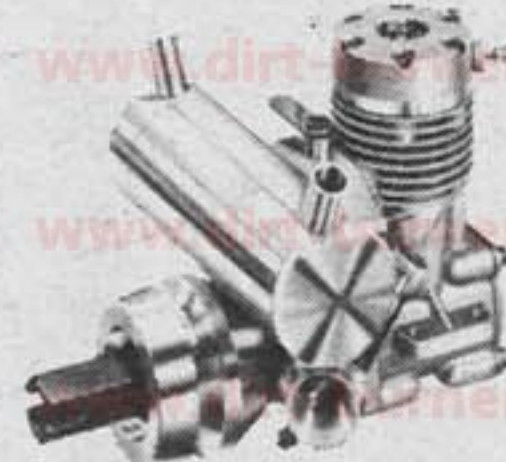
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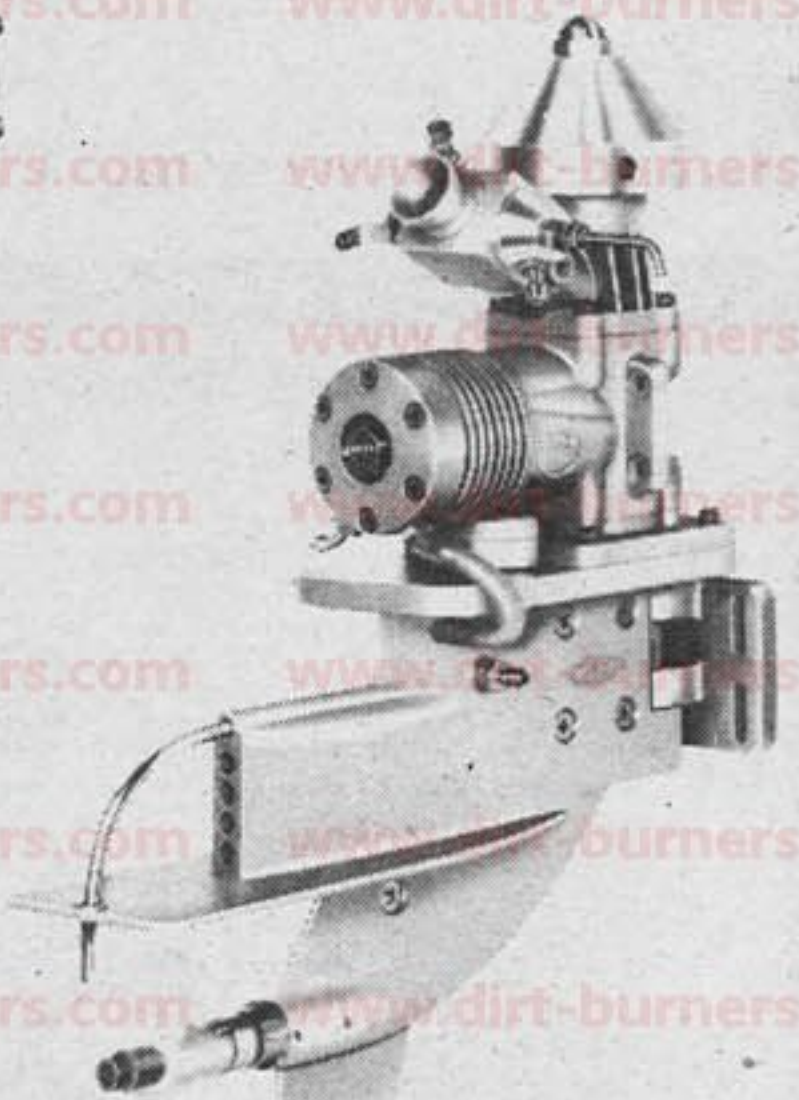
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District 1 director & chairman after awards dinner (l to r) Pete Paratore, Arlie Cooper, Doug Twaits, Steve Nielson and Tony Asaro.



Rampsey Reid gives David Nielman one of the banquet prizes.



Frank Tobia receiving plaque for fastest X Mono Straighaway. Photo. Twaits.





LAMB'S secretary, Arlene Kreimer brought this very different cake with a picture of her husband's Claim Jumper. Photo. Twaits.

5. Roy Hartley, Jr....127  
6. Mike Pakonis...96  
7. Ted Barkowiak...72  
8. Chris Carver...54

**B MONO:**

1. Ken Kreimer...400  
2. John Aubel...300  
3. Ron Manucci...225  
4. Steve Neilsen...169  
5. Tom Foley...127  
6. Herb Neelman...96  
7. Ed Thomas...72  
8. Ed German...54

**C/X MONO:**

1. Chris Carver...400 pts.  
2. Mike Pakonis...300  
3. Lou Anagnostis...225  
4. Arlie Cooper...169  
5. Larry Szybowski...127  
6. Tom Foley...96  
7. Roy Hartley, Jr....72  
8. Herb Neelman...54

**A HYDRO:**

1. Roy Hartley, Jr....400  
2. John Passalaqua...300  
3. Pete Paratore...225  
4. Chris Carver...169  
5. Bob Boswell...127  
6. Doug Twaits...96  
7. Walt Austin...72  
8. Bill Hunter...54

**B HYDRO:**

1. Roy Hartley, Jr....400  
2. Doug Twaits...300  
3. Larry Szybowski...225  
4. Bob Boswell...169  
5. Chris Carver...127  
6. Ken Kreimer...96  
7. Bruce Whitcomb...72  
8. Pete Paratore...54

**C/X HYDRO:**

1. Chris Carver...400  
2. Tom Foley...300  
3. Ken Kreimer...225  
4. Lou Anagnostis...169  
5. Bob Boswell...127  
6. Bruce La Fera...96

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7. Tony Assaro...72  
8. Bruce Whitcomb...54

**1983 BEST OVAL TIMES**

- A MONO: Roy Hartley, Jr....2:23.5  
B MONO: Doug Twaits...2:03.6

- C/X MONO: Chris Carver...1:57.0  
A HYDRO: John Passalaqua...1:46.0  
B HYDRO: Roy Hartley, Jr....1:45.7  
C/X HYDRO Chris Carver...1:38.0

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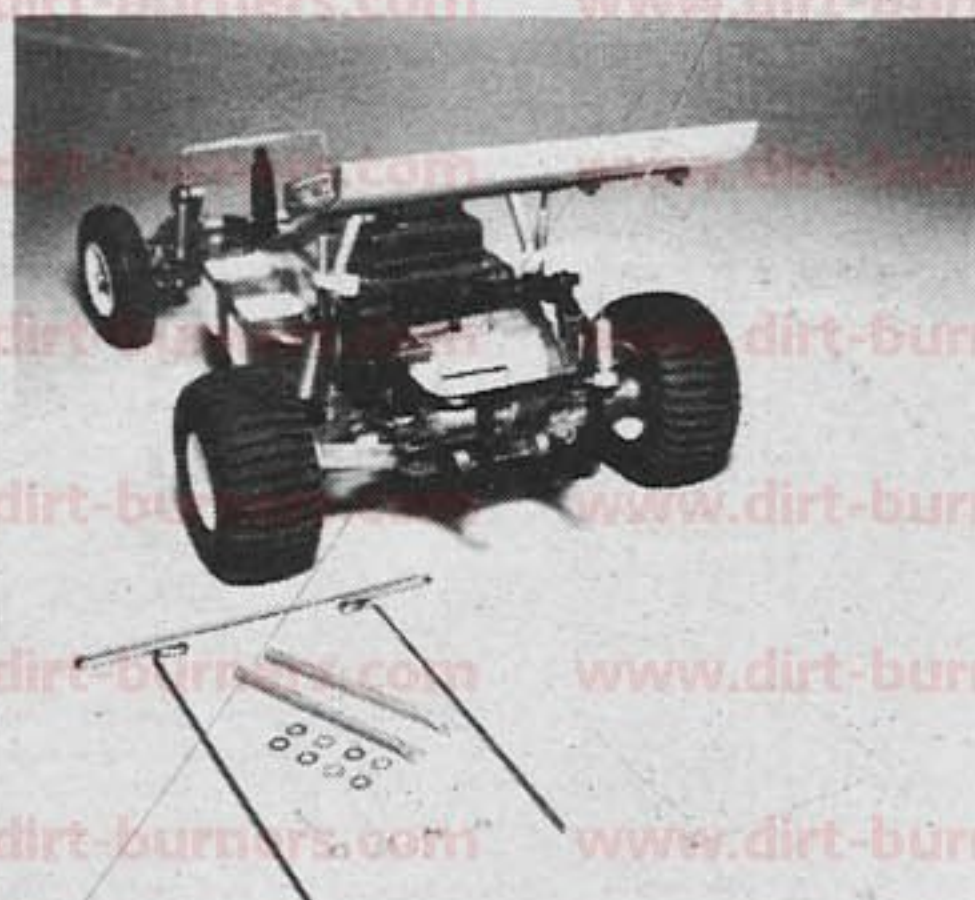
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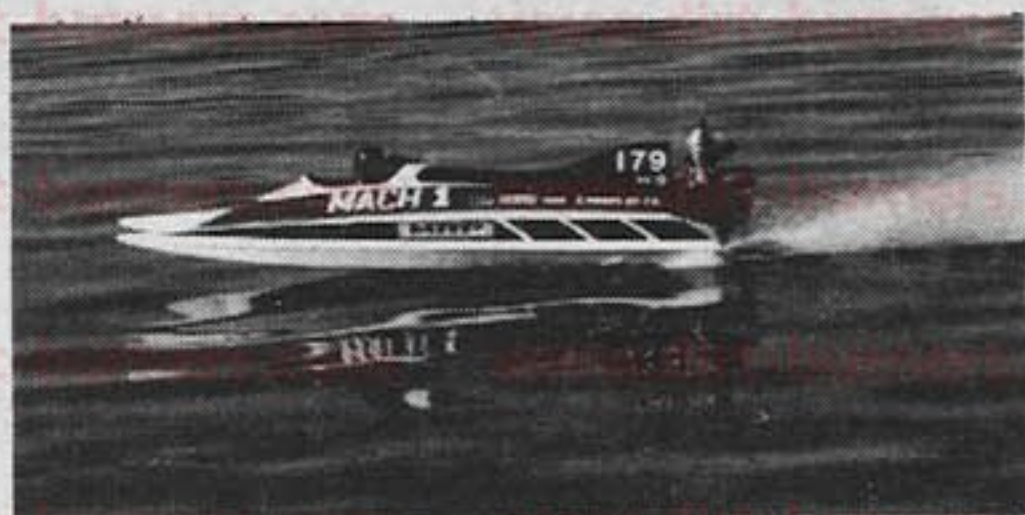
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A view of the Dixie Racer's Track (above) located behind B & B Sales in Snellville, Georgia. A Main winners (below) from left to right; Roy Schuur, Roy Kelley, Craig Kelley, Tim Morton, Lee Muse. Photo. Bob Rule.

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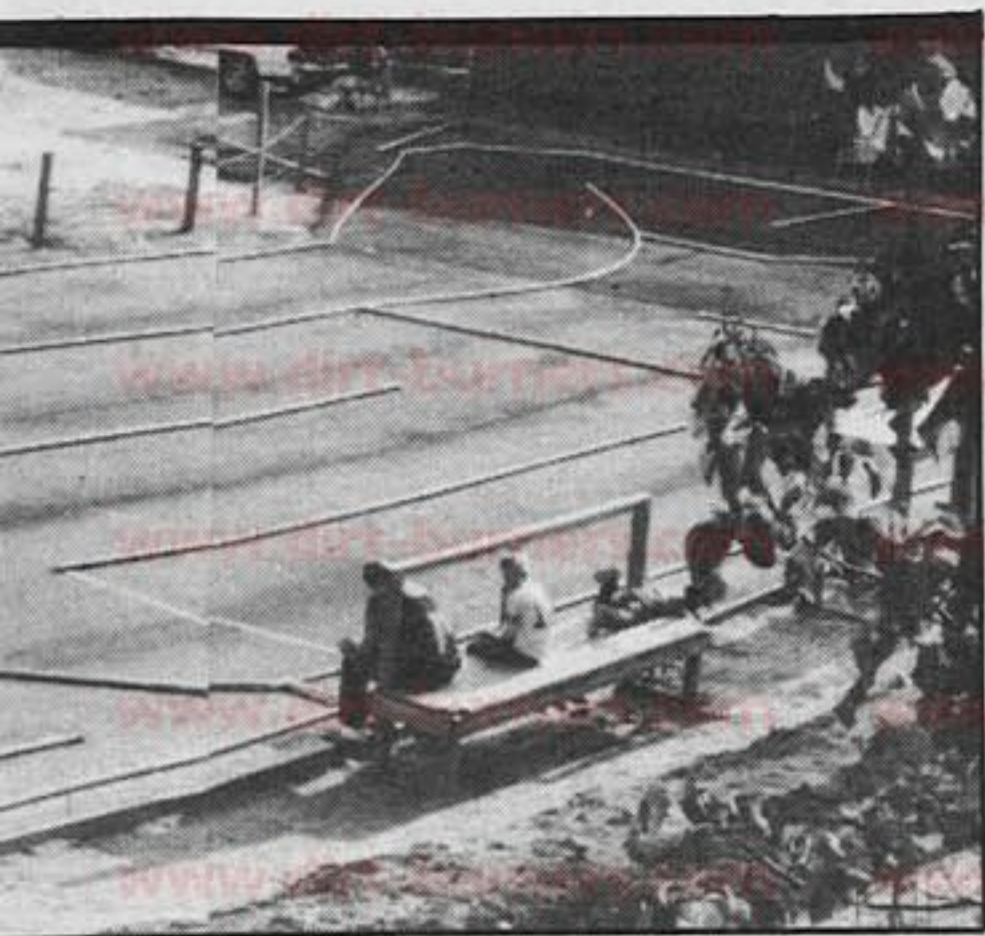
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Story by Tim Morton  
Photos by Bob Rule

October 16-17, 1982  
Snellville, GA

53 RACERS FROM TENNESSEE, NORTH CAROLINA, SOUTH CAROLINA, ALABAMA, FLORIDA, and GEORGIA came to Georgia to pay their last respects to warm weather, and outdoor racing (except for the Floridians).

This was the Second Annual BoLink Fall Finale 1/12th Electric, sponsored by BoLink Industries of Lawrenceville, Ga. This year's entry of 53, topped last year's total of 35 and hopefully, in '84 will be even larger.

The list of entries was headed by a number of nationally and world rated drivers as well as many state and local champions, which promised to make the racing very close.

The weekend's racing was kicked off by a Friday night dirt oval race at "The BoLink Raceway Park" dirt racing complex behind the factory. This was a club race, but was open to all of the 1/12th scale racers who came for the Fall Finale, and who had 1/10th scale off road cars.

A total of about 30 racers showed up to "get down and dirty". W.T. Kimbrell ended up being the big winner. Everyone had a good time and when the racing was over at around 10:30 p.m., everyone hated the thought of going back and starting to "thrash" on the 1/12th scale racer.

Saturday, "uncontrollable" practice was held with most of the drivers showing up, because the track had been extended, making it larger and cutting lap times from 42 laps to 26 laps. The new track addition to the Dixie Racers Track in Snellville, GA made for close and precise racing. As the afternoon came to a close and everyone was dialed in, it was time to head back to BoLink again for the Mr. Concours Challenge, a Modified dirt oval race giving the racers a chance to fly.

The nights were getting colder keeping most of the racers away, along with the fact that most of them had to prepare for Sunday's race.

A small turn out of about 15 racers showed up for a fun evening of racing.

Tim Kukko, from Florida ended up finding the fastest line around the 142' banked track to take the win. The track lights were turned off and only one more race was left. The Big

One!

The weather on Sunday morning was cool and brisk. At 7:30 a.m. racers started rolling in. The track was filled with drivers getting those last few practice laps before the qualifying started.

The start of the racing program was slow, but by the second round, things started to pick up. The skies became sunny and it turned out to be a beautiful racing day. At the end of qualifying, the order was Craig Kelley (25.45 laps), Ron Schuur (25.35), Tim Morton (25.30), the only drivers to hit the 25 lap mark and certainly the ones to beat.

I won't give you a lap by lap report of the mains, but I will tell you that all the mains were very close. Most

of the races were won by inches where only the slightest mistake was the difference between the top spot and the runner-ups. Here are the final results.

Tim Morton

**RESULTS**

**A MAIN:**

1. Craig Kelley
2. Roy Kelley
3. Ron Schuur
4. Tim Morton
5. Lee Muse
6. Mike Former
7. Hugh Ebner
8. Dave Willits

**B MAIN:**

1. Richard Sylvester
2. Scott Alpert

3. Jay Wagner
4. James Little
5. Steve Krutsinger
6. Harold Little
7. Mark Bare
8. Tom Jones

**C MAIN:**

1. Authur Montgomery
2. Doug Spainhour
3. W.T. Kimbrell

**D MAIN:**

1. Steve Kellett
2. Fred Botts
3. Bill Hall

**E MAIN:**

1. Vann Smith
2. Chip Mullins, Jr.
3. Bobby Beard, Jr.

.....



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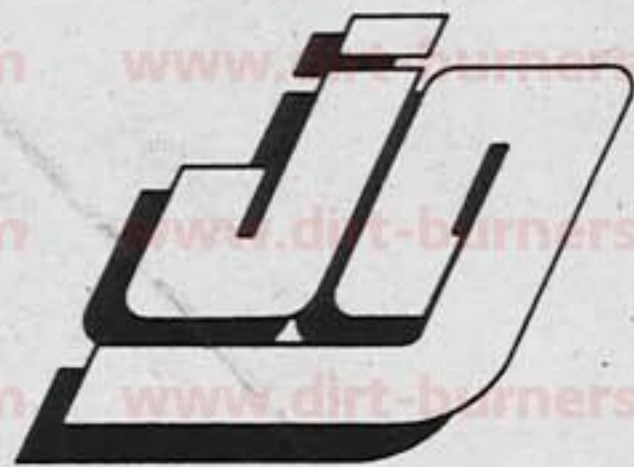
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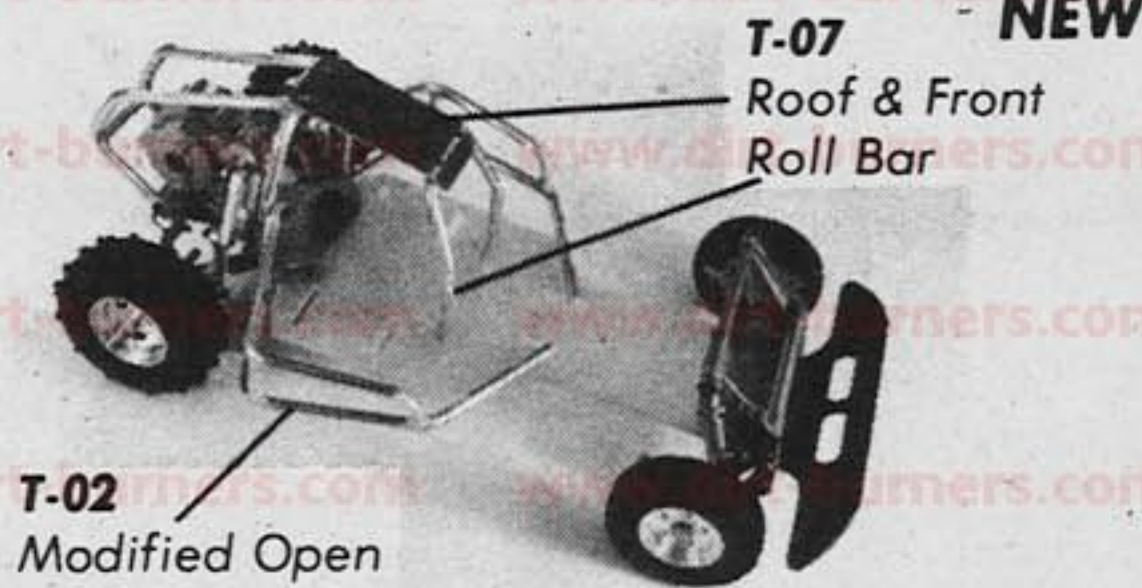
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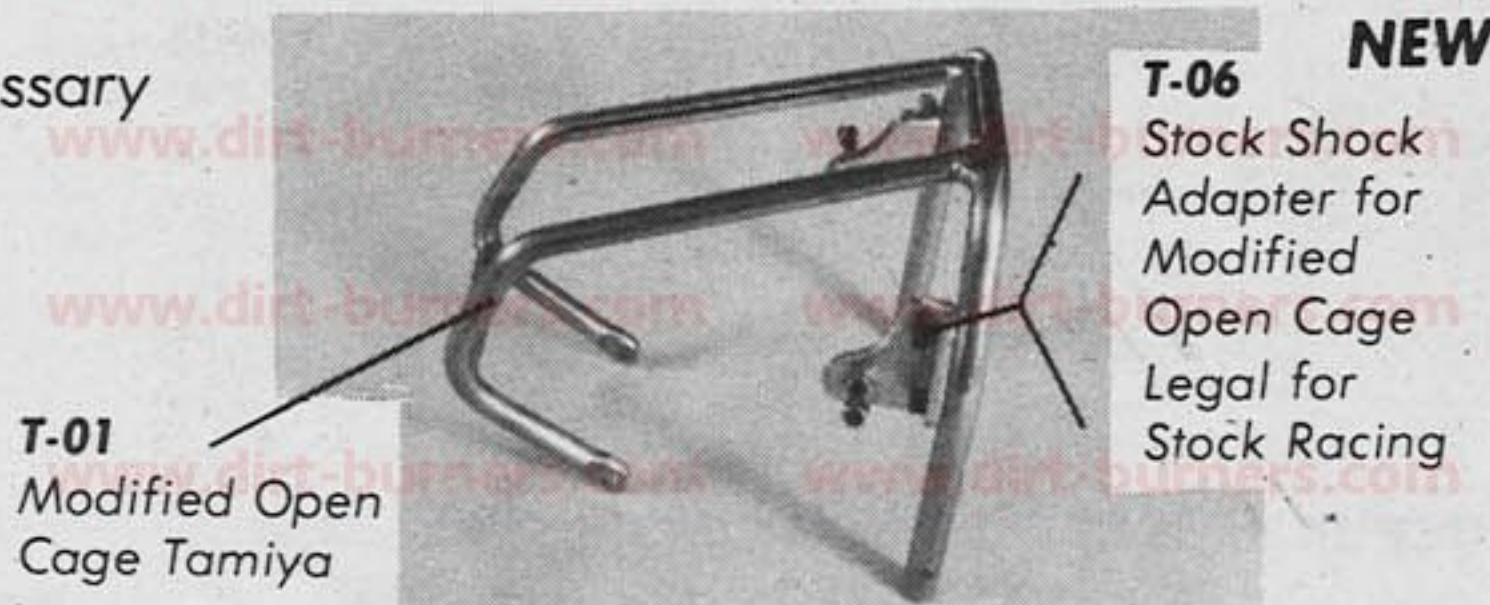
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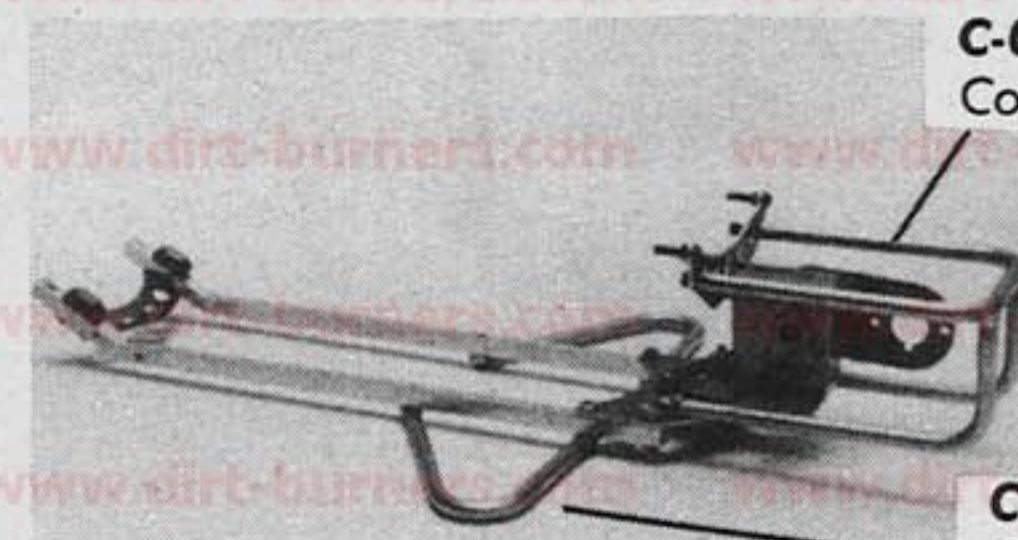
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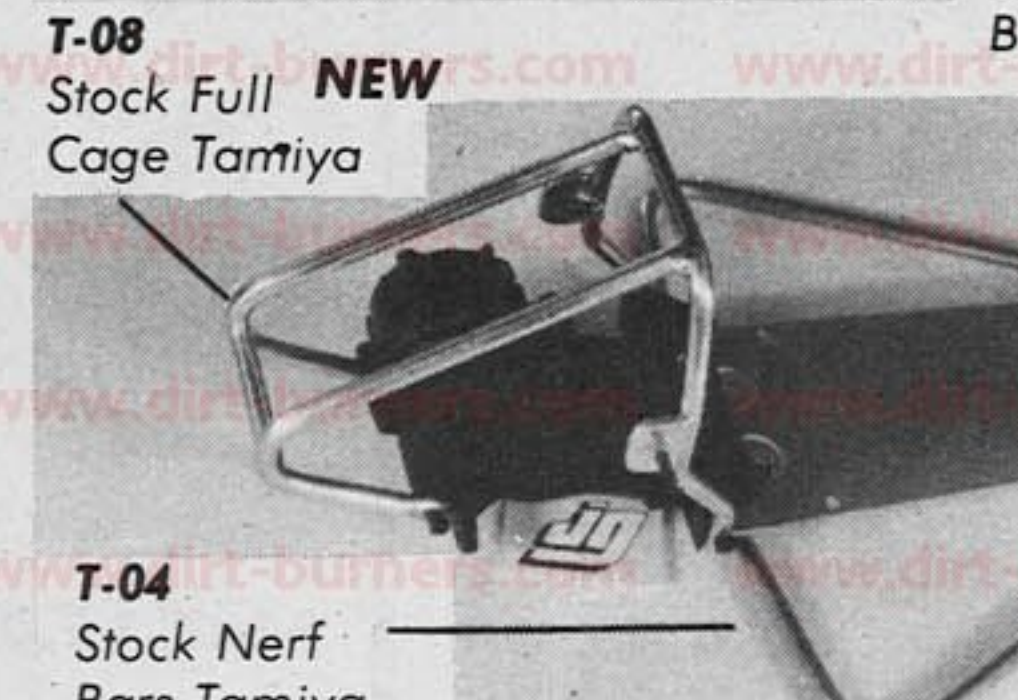
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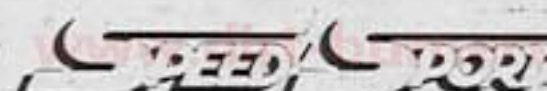


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## GRAPHITE FOR THE HOBBY INDUSTRY

Several months ago we published an article by Mr. Maurice E. Winn regarding the new applications of "graphite" by the hobby industry. Since that article, we've received a number of calls and letters wanting additional information. That article was published sans pictures, we thus now repeat said article with its updating and include pictures provided to us by the writer of the article, Mr. Winn.

By Maurice E. Winn

"60 Minutes" televised a program on Mrs. Lear, owner and chief executive of LEAR JET CORP.

In the interview Mrs. Lear described a new highly technical material which is being used in the manufacture of their new Fan Jet. The material is GRAPHITE.

The manufacturing of raw GRAPHITE is still a closely guarded formula. Few scientists know the complete formula, and they work in heavily guarded compounds to insure the secrecy of this process.

GRAPHITE was developed by aero space scientists who needed light weight material which would supply tremendous strength, withstand intense heat, and hold its shape and dimension.

GRAPHITE is now made available to the hobby industry from Twinn-K ranging in thickness from .007" to .120" (it can go as high as 3"). These sheets are ideal for use in construction of model airplanes, helicopters, boats and R/C cars.

GRAPHITE ULTRA-PLY strengthens expensive airplanes, decreasing the likelihood of breaking and cracking. It eliminates excess weight while adding tremendous strength and is only .007" thick!

GRAPHITE retains its shape unlike balsa which can warp and crack from moisture and temperature changes.

GRAPHITE can be easily bonded to any modeling material, including honeycomb, foam, wood, etc. Unbelievable strength is obtained from common modeling material when bonded to GRAPHITE. Any cyano-acrylate adhesive can be used - at Twinn-K, Sattelite City's Hot Stuff Super T has been used with very good results. (Cyano-acrylate will not work on styrofoam but will bond polyurethane foam beautifully). PLEASE USE CAUTION WHEN WORKING WILL ALL ADHESIVES.

To lay the ground work, D & D Manufacturing of Orlando, Florida are the pioneers of GRAPHITE for the hobbyist. They spent years developing and adapting carbon fiber GRAPHITE to the hobbyist's needs. It was extremely slow in the early days of development to get the

hobbyists to try a new space age product on a model race car or model airplane. But through perseverance and demonstration, it was soon apparent that the "miracle product" innovation of space travel and jet airplane technology can be applied to scale model activities. In fact, D & D

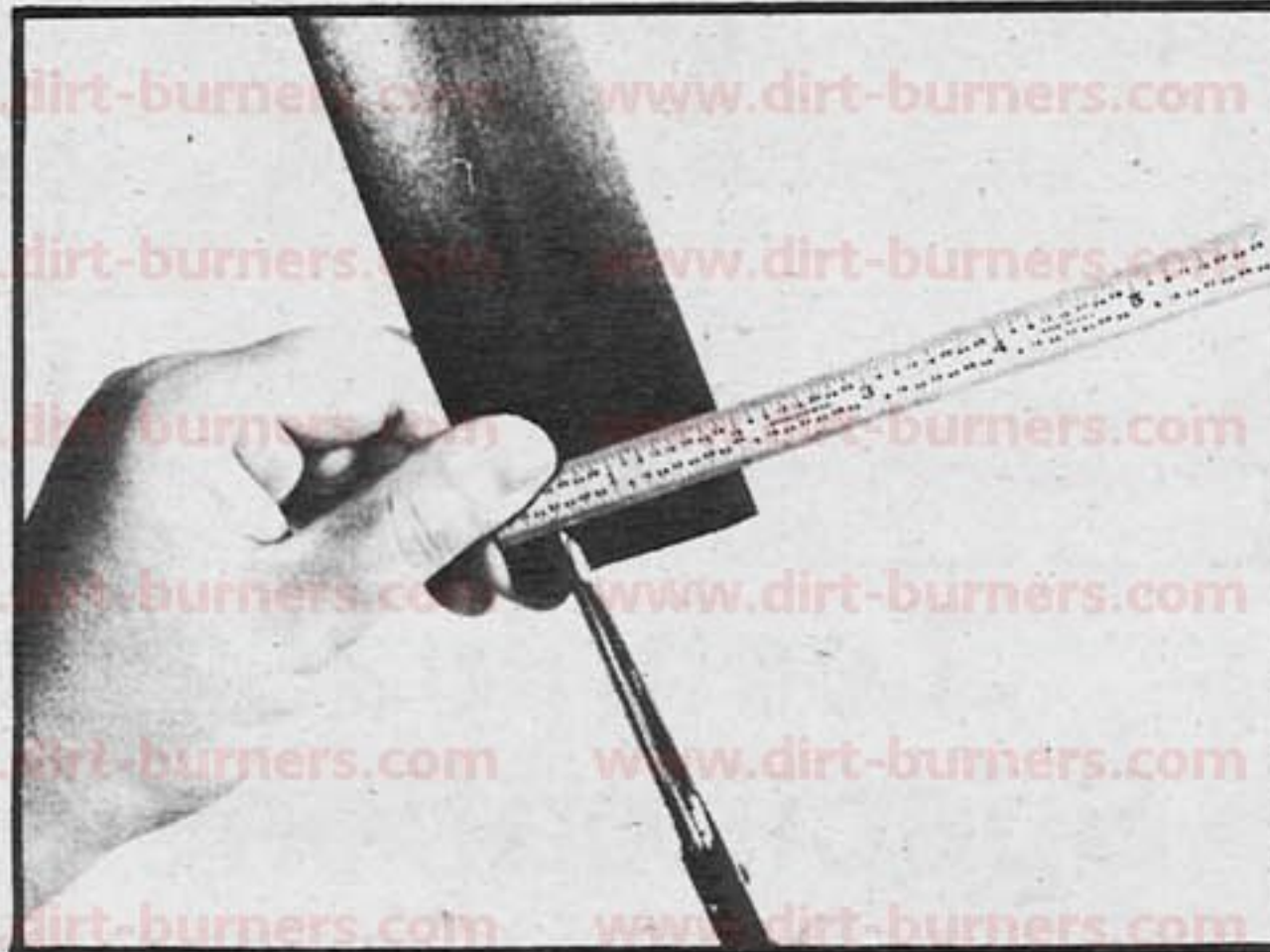
Manufacturing became completely bogged down in graphite product development, not only with hobbies, but sporting goods, full scale race cars, musical instruments, ad infinitum.

To broaden the sales network D & D contracted with Twinn-K to be their world-wide marketing agent for the hobby field. As President of Twinn-K, I can honestly say we have never had a product that generates more questions and suggestions.

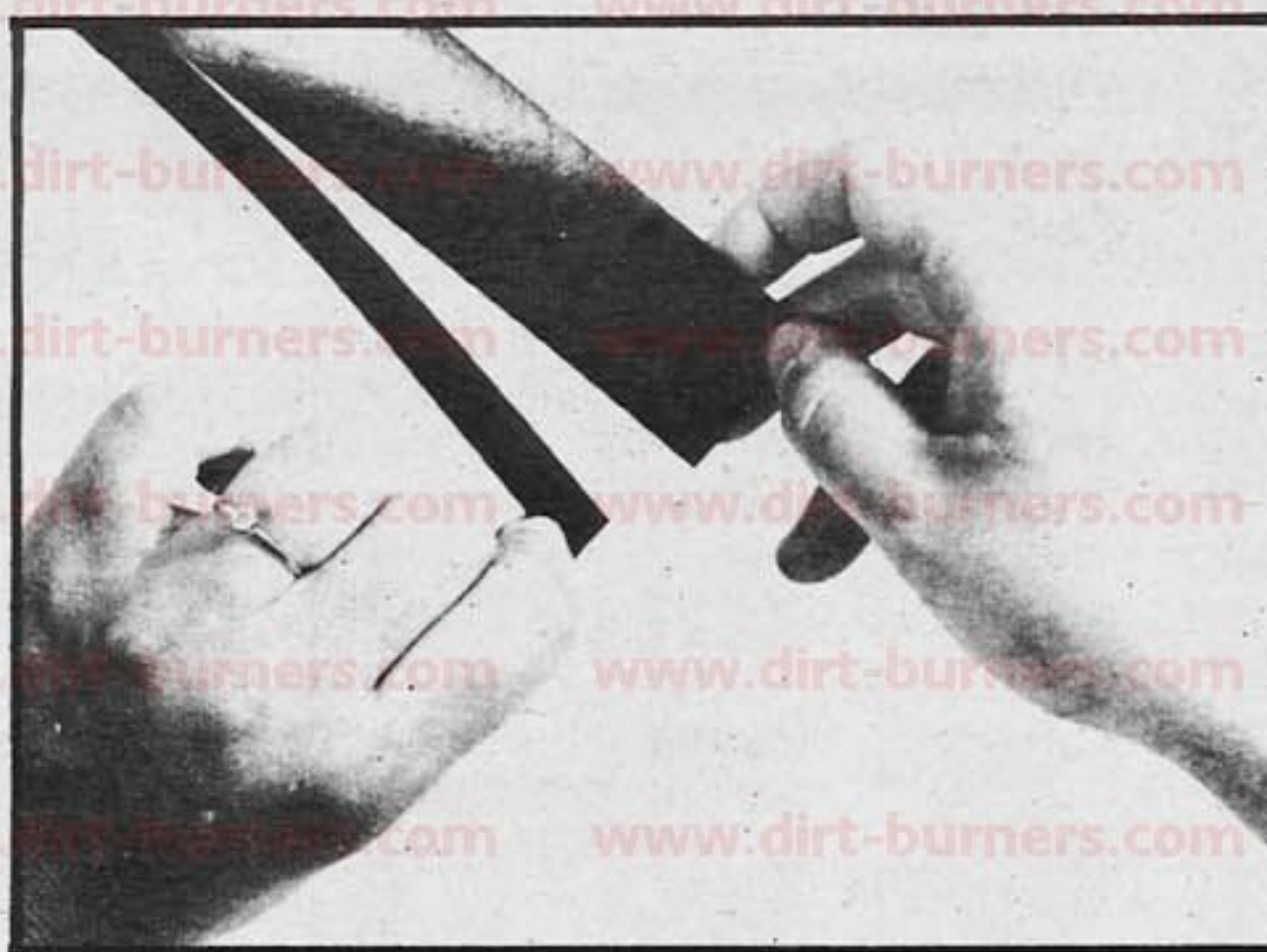
I was recently watching the trotters and pacers at Pompano Raceway. In casual conversation

with a horse trainer, I mentioned GRAPHITE. The trainer was immediately interested and asked "do you think I could have a graphite sulky made?" Nothing is impossible with graphite and the trainer will probably soon have one. As it turned out this trainer already fishes with a graphite rod, and golfs with a graphite club, so he knew why he wanted a graphite sulky - it would be lighter and stronger than his competitors'.

Other hobby manufacturers, including Sattelite City, makers of Hot (contd next page)



Ultra-ply can be cut with scissors easily.



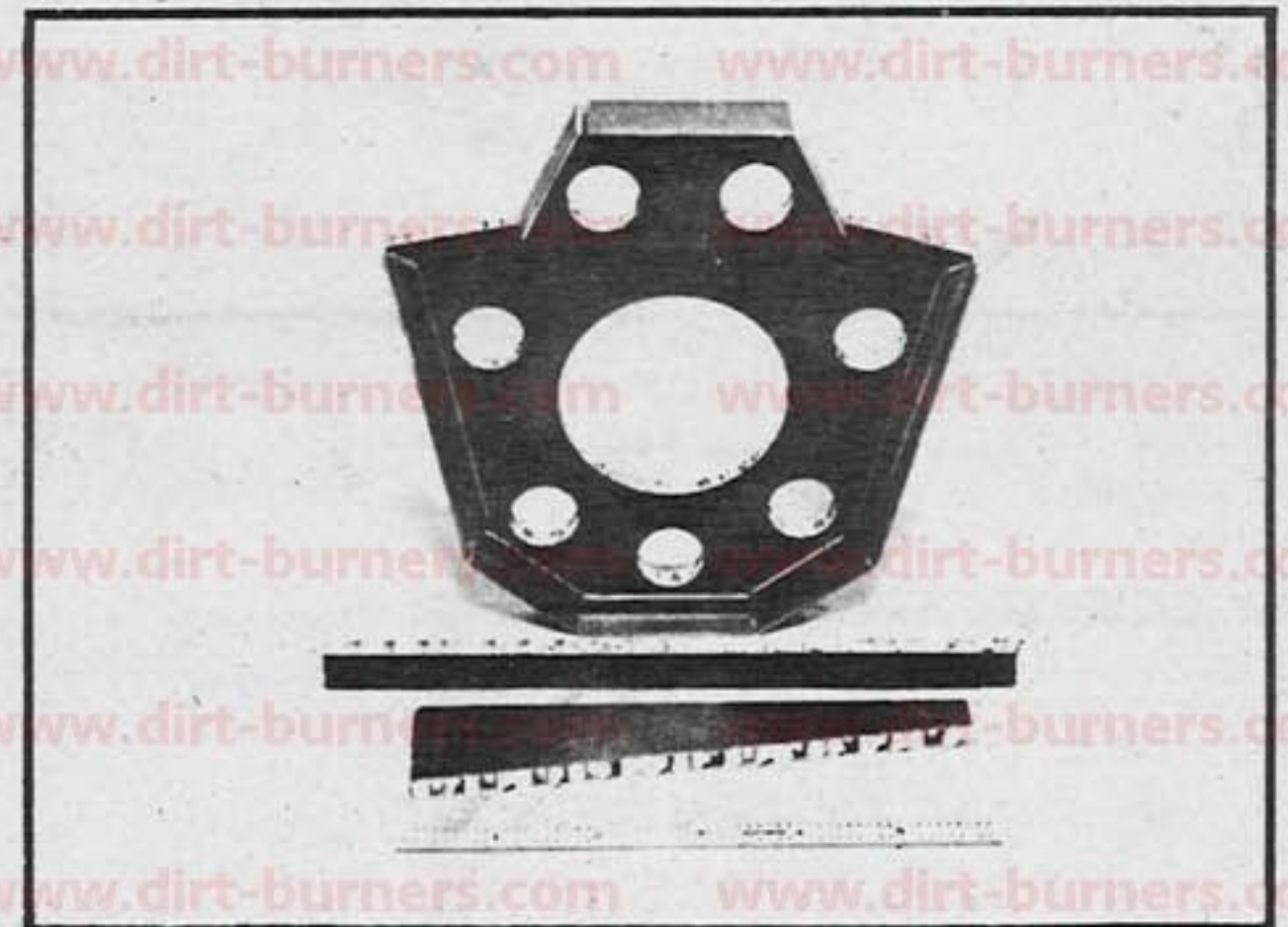
Once a cut is made the material can simply be torn to the proper width - it tears straight and true every time.



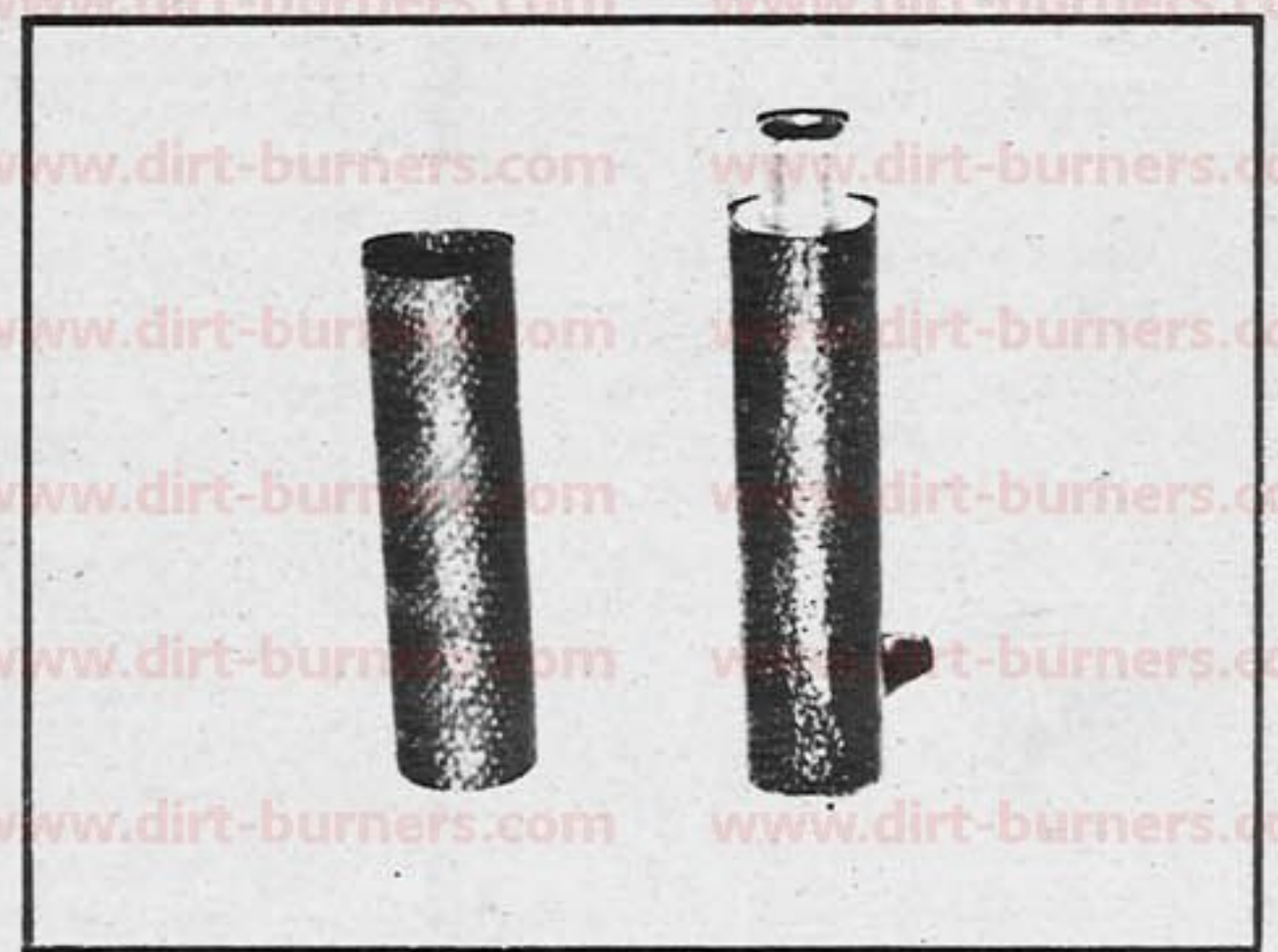
Apply the adhesive to the surface to which the Ultra-ply will be bonded.



Lay the Ultra-ply on the adhesive coated surface and let the adhesive cure.

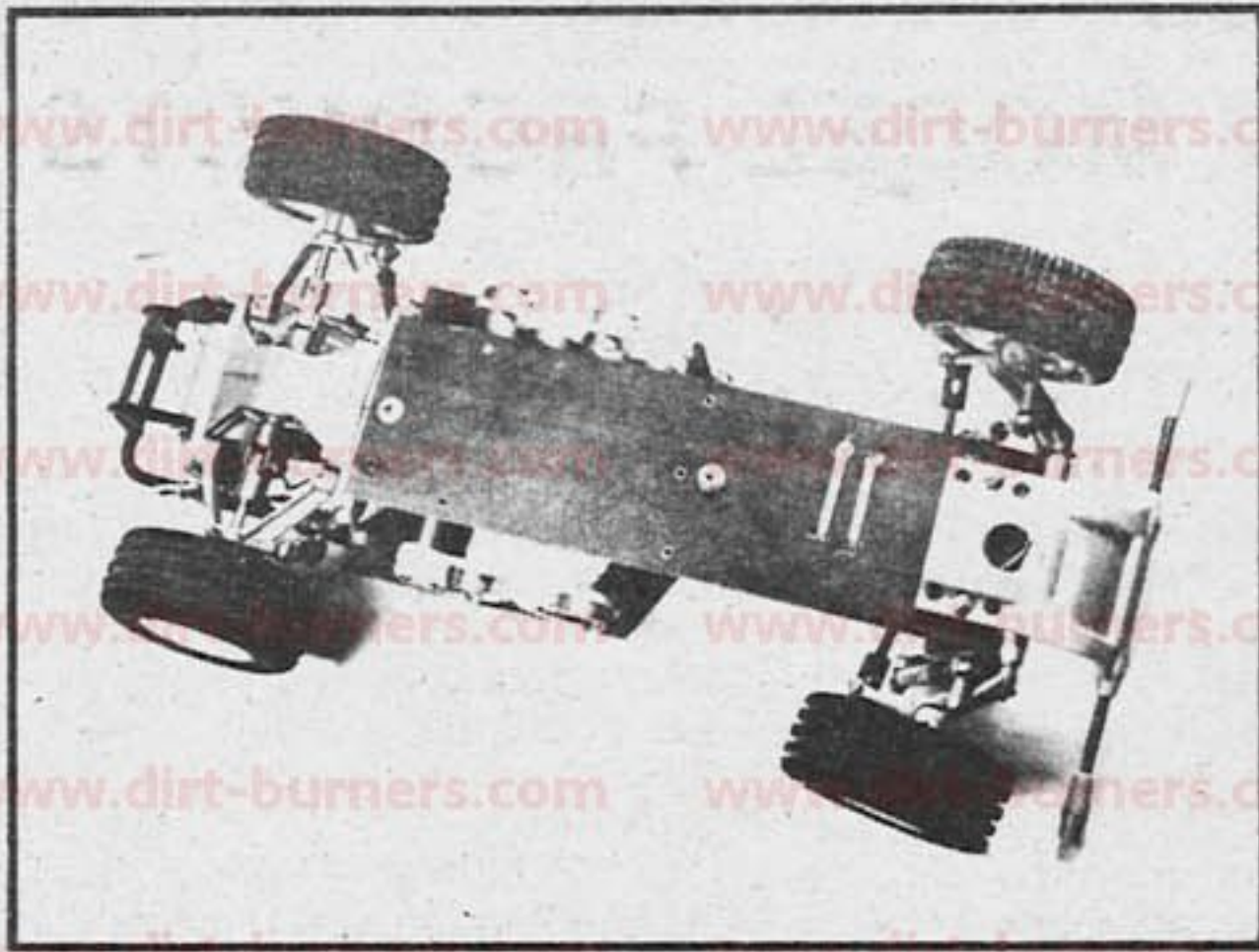


If ultra-ply is applied to both sides of the modeling material, you cannot bend the material. Carbon fiber graphite will not stretch from pressure, heat, or humidity. Your model will remain intact. Ultra-ply can be laminated on Honeycomb material then fabricated into structural pieces like this bulkhead from a 1/4 scale airplane. The flyer has added strength but not weight.

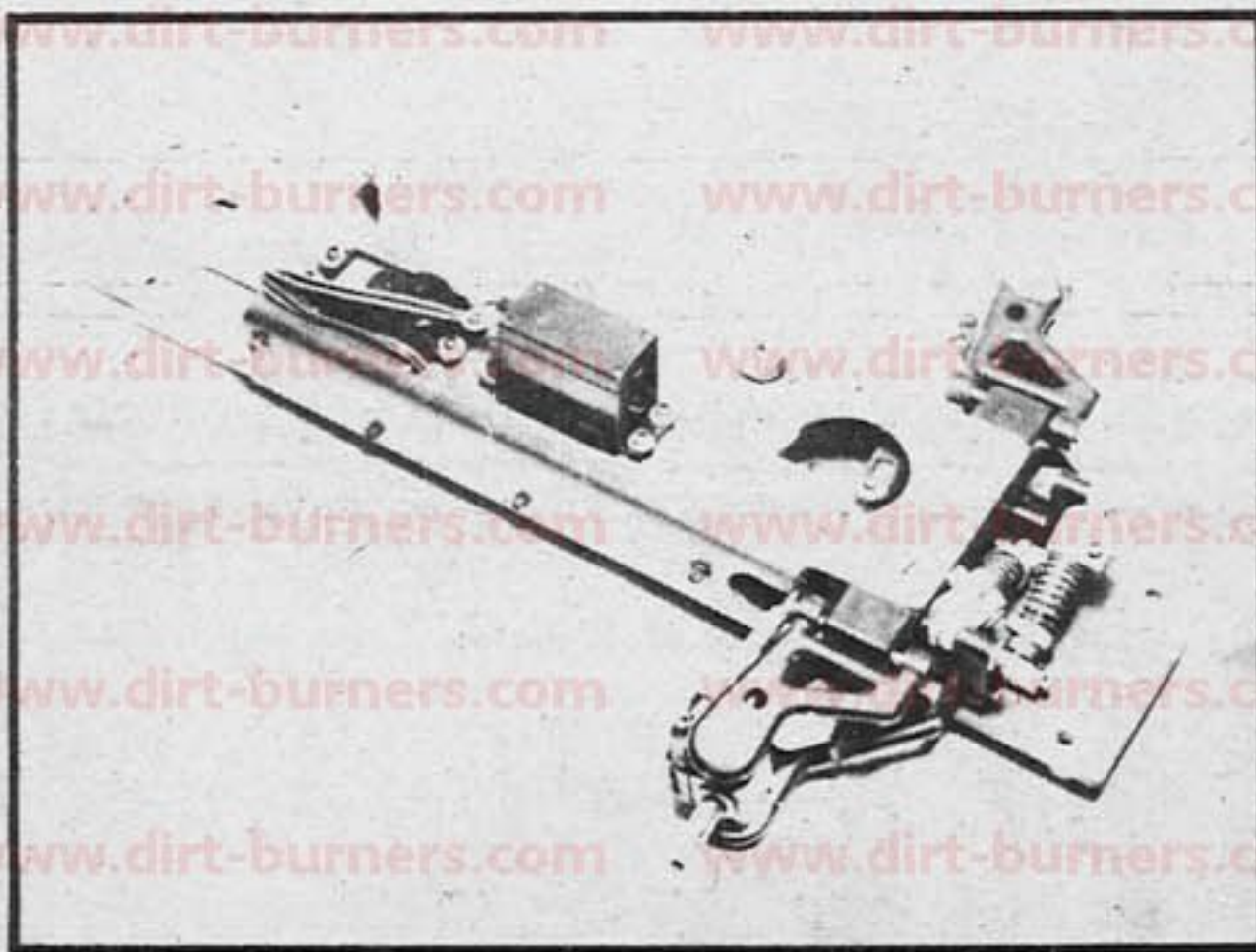


Twinn-K and D & D Manufacturing are continually searching and developing additional new products like tuned pipes for engines.

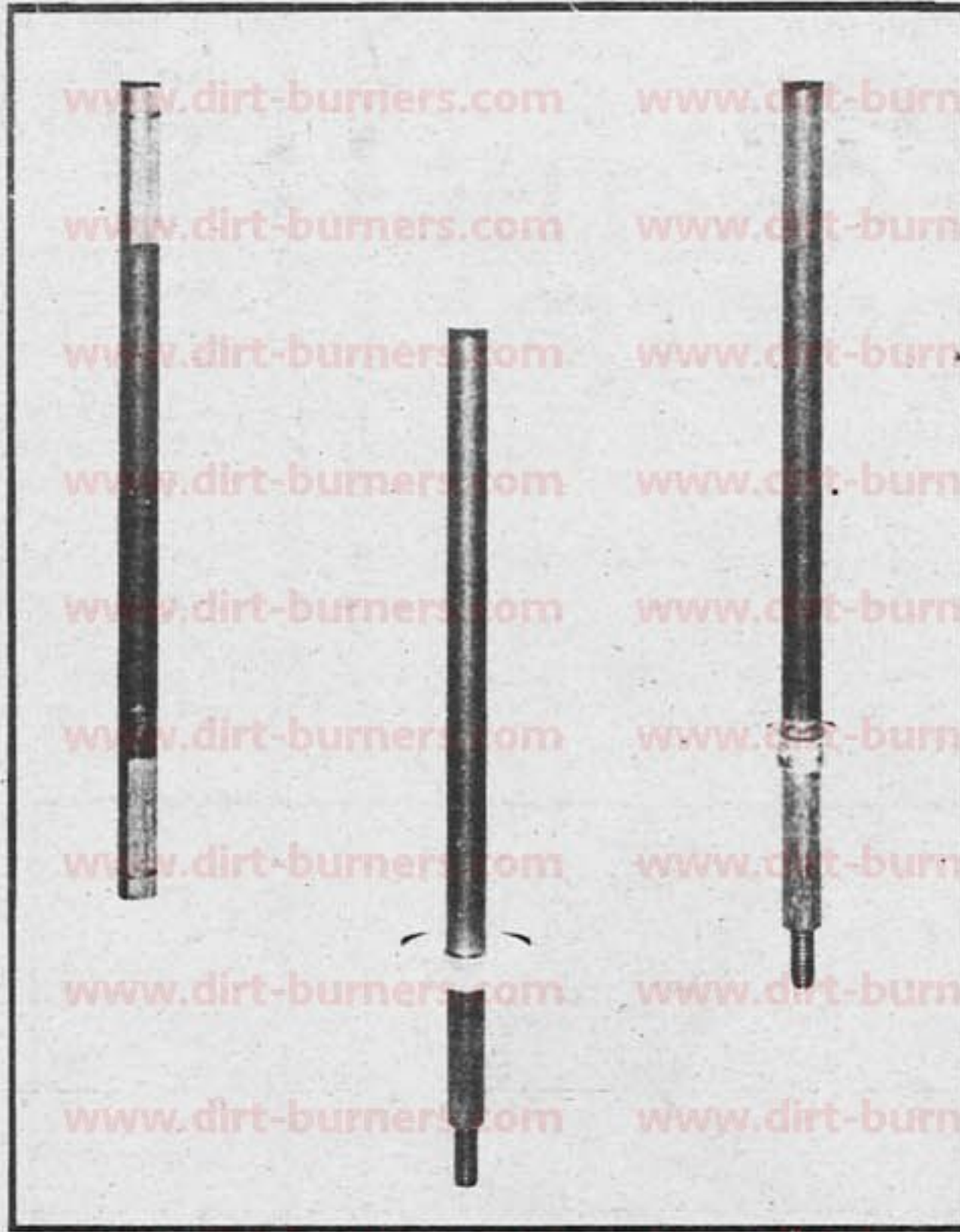




Twinn-K's Graphite chassis are available for most all R/C cars made in the world, including the 1/10 scale Tamiya off-road cars.



GRAPHITE can be formed into shapes for most any use. Pictured here is the new Associated 500 1/8 scale R/C car chassis.



## Technical Specifications:

	GRAPHITE	FIBERGLASS	ALUMINUM
FLEXURAL STRENGTH (strength)	280.000 psi	80.000 psi	55.000 psi
TENSILE MODULUS (stiffness)	20.0 x 10 <sup>6</sup> psi	6.0 x 10 <sup>6</sup> psi	10.0 x 10 <sup>6</sup> psi
WEIGHT (pounds per cu inch)	.057#/in <sup>3</sup>	.067#/in <sup>3</sup>	.10#/in <sup>3</sup>

degrees, and plus or minus 45 degrees or any combination, for car chassis and construction sheets.

GRAPHITE can be machined, sanded, drilled, glued, painted, cut, etc. GRAPHITE can be molded to form rods, tubes, and structural shapes.

Axles are presently available for most R/C cars. The axles are strong, lightweight, and durable. They are perfectly true and straight - a definite edge on the competition.

Why would an R/C car racer buy a comparatively expensive axle and chassis plate made of GRAPHITE? As Tim Morton of BoLink says, "When the car is lightweight, your battery power will run the car longer and faster." In other words, every time a racer can cut the weight off his car just a few ounces under his competition, he has an advantage. In racing, winning is the most important thing.

GRAPHITE usage is truly international - Twinn-K has shipped graphite to nearly every country in the free world. Speed-Models of Bern, Switzerland says "our 1/8 scale P.B. Independent suspension car racers are using axles, radio plates, and chassis made of graphite and we're getting faster speeds than ever before."

Formerly the cost was prohibitive for nearly all industries except the space program. The cost has decreased to the point that it is at-

Stuff Super T Glue, have tested Graphite with their adhesives and have enthusiastically added graphite fiber laminating instructions to their literature and new training films.

Covering a model is simple and requires NO special tools, a scissors, adhesive and Twinn-K's ultra-ply is all that is required to cover a wing span or any vulnerable area against almost certain destruction in an accident or bad landing.

GRAPHITE has 100 percent memory and will always go back to its original shape unlike other

materials. Frankly, GRAPHITE is stronger and lighter than any modeling material available today. GRAPHITE is 30 percent lighter than fiberglass, 40 percent lighter than aluminum and 80 percent lighter than steel.

Take a look at some of the technical specifications available on GRAPHITE (above).

GRAPHITE does not measurably shrink and will not expand when heated as other materials do.

GRAPHITE is versatile, as the carbon fibers can be laid in an undirectional pattern (Twinn-K's Ultra-Ply) or can be laminated at 0 degrees, 90

tractive for consumer goods particularly in the hobby market.

Twinn-K, Inc. in Indianapolis, has standardized the needs of the hobbyists and now offers GRAPHITE sheets, GRAPHITE forms, and finished GRAPHITE parts including ultra-ply in over 40 different stock items.

Twinn-K has a fine reputation for offering quality hobby products for over 18 years. Their introduction and marketing of GRAPHITE continues that reputation. Twinn-K's GRAPHITE items are available through their world wide network of wholesalers and retailers.

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Many of the R/C car manufacturers offer graphite parts for their cars as well as sheet graphite that can be fabricated by the racer.

Parma International currently offers 4 graphite axles and 2 graphite chassis plates.



BoLink has blank and finished graphite chassis plates as well as axles for BoLink cars.



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"Team CHECKPOINT motors have made it possible for me to win 3 So. Cal. Series Championships in a row - beating the best. Thanks Big Jim." Frank Killam - 1980-81-82, 1/12th Series Champ, 1981 Regional Champion, No. 2 - 1/12th in the World.

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# INDOOR 1/12th NATS Update....

Nov. 26-28, 1982  
Cleveland, Ohio

In order to get the word out to our readers in our last month's issue (December 31, 1982, Vol. 20) of the fantastic results of the United States Indoor 1/12th 4-Cell Championships, we had to forego getting the complete results for the entire three days of competitions. Needless to say, you, our readers enjoyed the article written by Mike Toland, and now we want to bring you the balance of the information from that historic event.

Historic because it had the largest entry for any 1/12th scale R/C event ever...159 entries in Stock and 146 in Modified, for a total of 305 entries!

Since then we have received the complete results of everyone that participated in that great event and we are more than glad to publish them at this time:

## STOCK NATIONALS

### A MAIN:

1. Mike Lavacot (Assoc)...58/489.2
2. Tyree Phillips (Delta)...57/480.4
3. Steve Koepp (Jomac)...57/486.9
4. Joel Johnson (Delta)...56/478.9
5. Ralph Burch, Jr. (Jomac)...56/486.5
6. Kent Clausen (Assoc)...54/482.7
7. Art Carbonell (Delta)...54/485.4
8. Tom Miller (Delta)...53/480.7
9. Buddy Bartos (Parma)...51/485.3
10. James Dieter (Delta)...11/104.5

### B MAIN:

1. R. Galloway...57/481.4
2. K. Orton...57/484.5
3. R. Schuur...57/487.1
4. B. Jeric...57/488.3
5. M. Toland...56/483.3
6. T. Rott...56/484.1
7. K. Peckman...55/482.4
8. P. Fusco...47/482.9

### C MAIN:

1. C. Garra...54/480.8
2. T. McGarry...53/480.0
3. M. Noun...53/481.1
4. C. Christy...53/483.7
5. J. Hoffman...52/484.5
6. C. Kelley...49/480.5
7. D. Hechler...38/489.9
8. J. Miller...9/110.4

### D MAIN:

1. B. Beebe...55/487.8
2. J. Nichols...55/489.4
3. J. Przybyla...54/485.5
4. M. Hickman...53/488.1
5. RePete Fusco...52/484.9
6. B. Novess...52/486.3
7. K. Jecas...51/485.3
8. J. Huron...50/484.0

### E MAIN:

1. R. Arrichi...54/487.1
2. B. Zulkowski...53/482.1
3. H. Kemery...53/484.3
4. K. Pepe...51/485.2
5. S. Hickman...50/480.4
6. G. McCartney...50/481.3
7. M. Biscaro...34/324.6
8. B. Herman...5/52.7

### F MAIN:

1. B. Chuhnan...53/484.4
2. C. White...52/482.0
3. K. Sitarz...52/484.6
4. J. Laster...52/487.2
5. D. McKay...52/488.5
6. Tim Miller...50/484.0
7. L. Hall...49/486.1
8. D. Pulfer...41/487.4

### G MAIN:

1. J. Damarell...53/485.1
2. S. Weber...53/487.1
3. L. Przybyla...52/483.2
4. K. Swanson...52/484.3
5. T. Peckham...52/487.8
6. G. Hernandez...40/480.3

7. K. Campbell...49/485.4
8. R. Kelley...49/488.6

### H MAIN:

1. T. Ramundo...52/487.6
2. M. Lenz...51/483.6
3. C. Doseck...51/486.7
4. M. Marshall...51/487.9
5. W. Gerber, Sr...50/481.8
6. T. Hartman...49/484.2
7. B. Bernhard...48/488.1
8. J. Ruff...7/85.1

### I MAIN:

1. D. Lee, Jr...51/488.0
2. T. Brown...50/481.8
3. A. Chuck...49/488.5
4. D. Meade...48/487.0
5. R. Fujioka...47/482.0
6. K. Emerson...47/488.7
7. B. Makaric...46/483.7
8. G. Fox...45/481.2

### J MAIN:

1. J. Druskinis...51/488.0
2. T. Morton...49/483.1
3. L. Gerber...48/481.8
4. C. Mackin...48/485.1
5. N. Schmaltz...47/481.3
6. B. Novak...47/482.4
7. B. Rush...38/389.9
8. T. Sitarz...21/223.1

### K MAIN:

1. G. McFern...51/487.7
2. D. Bennett...50/507.0
3. O. Sullivan...49/488.7
4. B. Person...48/486.9
5. J. Nordstrom...46/486.2
6. T. Mosser...44/484.1
7. M. Mitzel...43/480.4

### L MAIN:

1. M. Bambrick...50/485.5

2. G. Pataky, Jr...48/484.4
3. C. Wieteck...48/486.9
4. B. Keller...47/480.8
5. I. Brown...47/483.5
6. C. Lee...44/487.5
7. D. Calkins...44/489.1
8. D. Weingard...43/481.4

### M MAIN:

1. W. Gerber, Jr...50/488.1
2. C. Freed...48/486.2
3. T. Haney...47/486.8
4. G. Combs...46/483.6
5. D. Deutsch...44/483.9
6. T. Sufka...44/488.4
7. R. Middaugh...44/490.4
8. J. Doyle...44/490.8

### N MAIN:

1. T. Conrad...48/488.7
2. M. Block...47/481.7
3. R. Hacker...46/481.7

4. M. Murphy...46/484.6
5. B. Calomiris...45/488.6
6. P. Cring, Jr...45/489.1
7. R. Hamilton...44/491.0
8. E. Gall...42/486.6

### O MAIN:

1. R. Keller...48/489.8
2. D. Orton...46/482.2
3. R. Stanton...46/482.7
4. A. Miller...46/484.4
5. M. Becker...45/492.6
6. J. Parnell...43/489.7
7. C. George...43/492.9
8. P. Gerrard...39/480.7

### P MAIN:

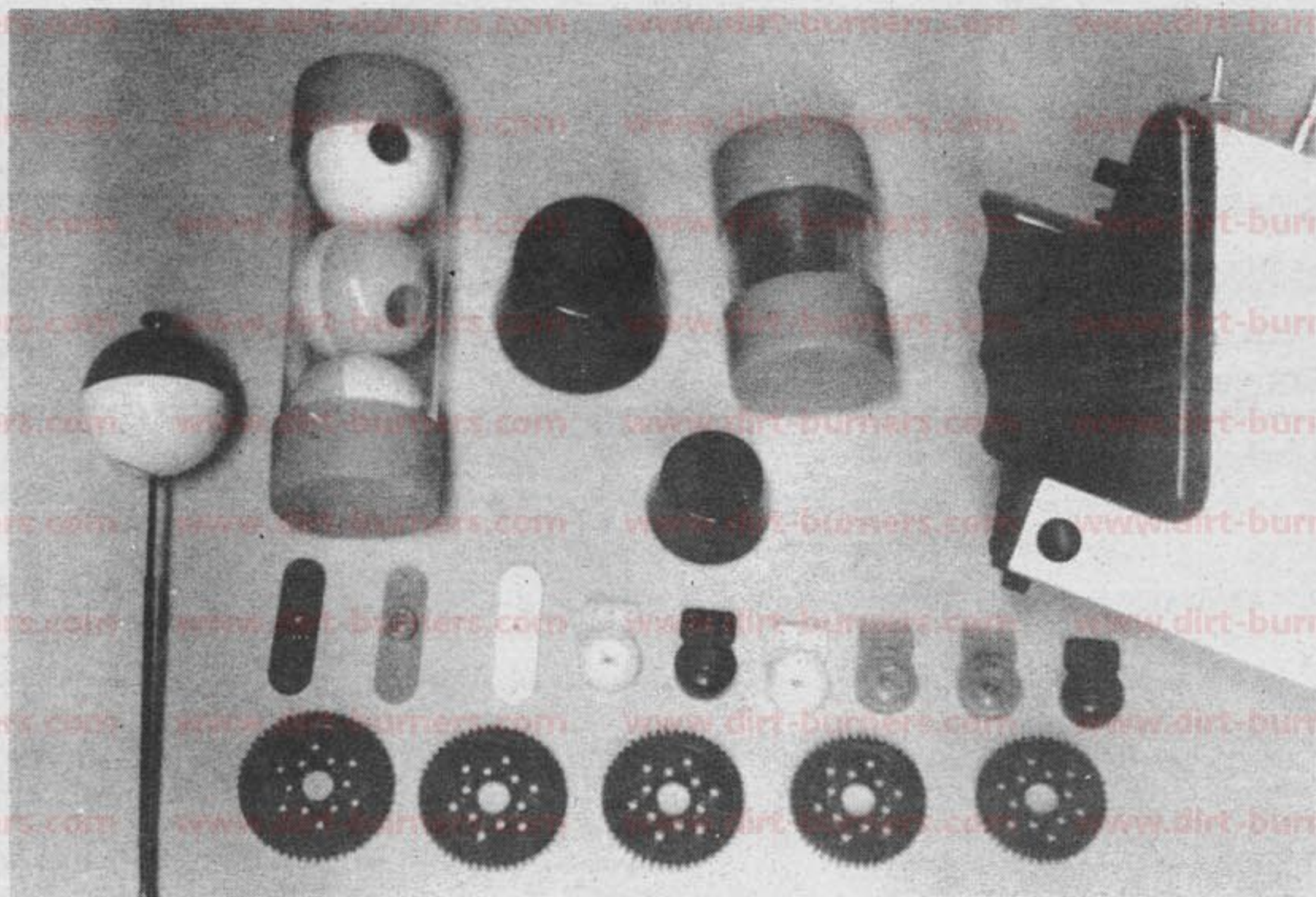
1. D. Gardiner...45/480.6
2. M. Mercer...44/482.6
3. T. Nab...43/484.0
4. L. Wolny...43/485.2

# KIMBROUGH PRODUCTS

## RADIO CONTROL



## ACCESSORIES



BALL FLAGS

TIRE HORNS

SERVO ARMS

SERVO SAVERS

DIFF. GEARS

TRANS-GRIPS

BALL TUBES

MOTOR TUBES



Address all Inquiries to: KIMBROUGH PRODUCTS  
1430 EAST ST. ANDREWS PLACE, UNIT E  
SANTA ANA, CALIFORNIA 92705

PARTS ARE INDIVIDUALLY PACKAGED IN PLASTIC BAGS. FULL DEALER & DISTRIBUTOR DISCOUNTS

Minimum Order \$10.00 - California Residents add 6% sales tax



- 5. J. Nab...42/490.4
- 6. B. Rule...41/494.8
- 7. G. Pataky, Sr...40/494.8

- 8. B. Rieg...29/392.7

- 9. T. Miller (Delta/Delta)...53/469.2
- 10. K. Orton (Delta/Delta)...50/426.5

- D MAIN:
- 1. B. Herman...56/487.9
  - 2. T. Peckham...55/482.5
  - 3. M. Hickman...55/491.5
  - 4. K. Sitarz...53/482.9
  - 5. K. Jecas...53/483.4
  - 6. B. Chuhuran...53/489.7
  - 7. R. Arrichi...52/487.3

- 3. C. Mackin...53/481.5
- 4. R. Fujioka...52/485.6
- 5. B. Novak...52/489.8
- 6. D. Pulfer...50/460.2
- 7. J. Ruff...50/482.8
- 8. B. Person...50/486.3

- Q MAIN:
- 1. C. Coleman...44/481.6
  - 2. J. Flynn...43/489.0
  - 3. G. Kral...42/482.8
  - 4. K. Hamilton...42/486.8
  - 5. T. Palma...40/485.0
  - 6. J. Pattison...30/481.3
  - 7. R. LaPlante...27/480.4
  - 8. B. Carrouth...1/184.0

- S MAIN:
- 1. C. Ewing...48/482.2
  - 2. J. Green...38/494.5
  - 3. D. Palace...37/483.6
  - 4. B. Gerber...33/484.5
  - 5. R. Gerber...30/493.0
  - 6. J. Wells...10/290.9

- B MAIN:
- 1. RePete Fusco...59/488.4
  - 2. D. Hechler...56/484.6
  - 3. B. Bartos...55/489.4
  - 4. S. Koepf...54/457.8
  - 5. R. Galloway...54/495.6
  - 6. R. Shuur...53/488.8
  - 7. K. Clausen...45/397.3
  - 8. J. Huron...2/148.8

- E MAIN:
- 1. C. Christy...56/480.4
  - 2. C. Kelley...56/502.9
  - 3. J. Druskinis...54/481.7
  - 4. K. Pepe...53/487.2
  - 5. B. Beebe...52/473.7
  - 6. D. Lee, Jr...52/482.3
  - 7. B. Zulkowski...52/488.3
  - 8. H. Kemery...51/456.1

- G MAIN:
- 1. A. Chuck...54/483.0
  - 2. L. Laster...54/485.9
  - 3. G. Hernandez...53/490.9
  - 4. G. McCartney...52/488.4
  - 5. D. Bennett...51/485.4
  - 6. B. Makaric...51/507.9
  - 7. W. Gerber...50/487.4
  - 8. K. Campbell...49/471.5

- R MAIN:
- 1. S. Rule...43/481.4
  - 2. G. Lanzer...41/483.2
  - 3. R. Rieg...40/490.1
  - 4. C. Gerber...39/493.6
  - 5. D. Korff...37/459.3
  - 6. K. Effinger...33/493.7
  - 7. C. Amerman...32/487.8

- MODIFIED NATIONAL
- A MAIN:
- 1. R. Burch, Jr. (Jomac/Trinity)...60/480.4
  - 2. J. Johnson (Delta/Trinity)...60/485.2
  - 3. J. Dieter (Delta/Trinity)...60/486.4
  - 4. M. Toland (Assoc/Reedy)...59/480.9
  - 5. T. Rott (Assoc/Reedy)...58/480.6
  - 6. A. Carbonell (Delta/Delta)...58/486.7
  - 7. T. Phillips (Delta/Revtech)...57/485.4
  - 8. M. Lavacot (Assoc/Reedy)...54/448.8

- C MAIN:
- 1. T. McGarry...56/482.8
  - 2. C. Garra...56/485.0
  - 3. K. Peckham...55/487.0
  - 4. J. Hoffman...54/485.8
  - 5. M. Biscaro...54/488.4
  - 6. B. Bernhard...53/478.9
  - 7. P. Fusco...50/480.0
  - 8. S. Hickman...48/453.5

- F MAIN:
- 1. S. Weber...54/484.4
  - 2. M. Lenz...54/488.8

- H MAIN:
- 1. C. White...54/483.9
  - 2. L. Hall...54/486.1
  - 3. D. Meade...53/482.8
  - 4. T. Hartman...52/489.1
  - 5. K. Swanson...49/474.8
  - 6. O. Sullivan...48/488.1
  - 7. J. Demerell...26/240.0

K.P. BALL FLAGS are 1-3/4" diameter, brightly colored plastic balls, that snap instantly on the top section of transmitter antenna. They are very light weight (less than 1/4 ounce) and available in all colors for 27 mh<sub>z</sub> - 53 mh<sub>z</sub> and 72 mh<sub>z</sub>. . . . #101 \$1.25 each

K.P. BALL TUBES are clear plastic tube pak that holds three Ball Flags. . . . #102 \$1.50 each

K.P. SERVO ARMS are longer and stronger than stock Servo Arms, but thin enough to accept 1/16 wire Z bend ends. Ideal for 1/8 scale cars, boats or large aircraft.  
 For Futaba - S7, S23, S24, S26 or any servo with 4.5 mm = .177 square drive . . . . #103 \$1.25 a pair  
 For Airtronic, M.R.C. and Sanwa servos it has a 23 spline drive . #111 \$1.25 a pair  
 For Futaba - S28, S29, S30G and S32 it has a 25 spline drive . . #120 \$1.25 a pair

K.P. TIRE HORNS are handy plastic tools used to assist slipping tire doughnuts on wheels. They come complete with instructions for gluing and truing tires.  
 For 1/8 scale 2" diameter wheels . . . . #104 \$3.00 each  
 For 1/12 scale 1.4" diameter wheels . . . . #105 \$2.10 each

K.P. SERVO GEAR SAVERS are the preferred Servo Saver for 1/12 scale car racing around the world, and rapidly becoming the same for 1/10 scale off-road racing. They are also used for inboard R/C boats.  
 S.G.S.-7 for Futaba S7, S23 and S6 or any servo with 4.5 mm = .177" square drive . . . . #106 \$3.00 each  
 S.G.S.-B for Bantam or any servo with 4.3 mm = .169 square drive . . . . #107 \$3.00 each  
 S.G.S.-20 for Futaba S20 or any servo with 4 mm = .157 square drive . . . . #108 \$3.00 each  
 S.G.S.-21S for new Novak Midget and Kraft 33N servos and has 21 splines . . . . #112 \$3.00 each  
 S.G.S.-23S for Sanwa, Kraft, M.R.C. and Airtronic servos and has 23 splines . . . . #113 \$3.00 each  
 S.G.S.-25S for Futaba S28, S29, S30G, S31S and S32 servos and has 25 splines . . . . #114 \$3.00 each

K.P. MOTOR TUBE is a clear plastic tube to store spare 1/10 and 1/12 motors so that all metal parts in the tool box won't stick to the magnets . . . . #109 \$1.25 each

K.P. TRANS-GRIP is a black plastic handle that attaches to the back of Futaba and Airtronic transmitters with servo tape and requires no throttle linkage hook-up. Thirty second installation . . . . #110 \$4.50 each

K.P. PRECISION DIFF. GEARS are light weight, very precision (.004 T.I.R.). Gears molded of a low friction plastic to give added speed to 1/12 R/C racing cars. They have two ball circles, the outer one for Associated Diffs and inner one for Bolink, Thorp, Leisure, etc., .125" diameter balls, as used in Associated Diffs must be used for all Diffs. A 1/4" to 3/8" bushing is included. . . . #115 \$3.00 each  
 44-Teeth . #115 \$3.00 each  
 46-Teeth . #116 \$3.00 each  
 48-Teeth . #116 \$3.00 each  
 50-Teeth . #118 \$3.00 each  
 52-Teeth . #115 \$3.00 each

- I MAIN:
- 1. J. Miller...55/485.8
  - 2. J. Nichols...54/487.8
  - 3. R. Kelley...53/486.7
  - 4. D. Weinfard...53/489.1
  - 5. C. Freed...49/483.4
  - 6. B. Novess...45/484.1
  - 7. P. Cring, Jr...33/488.5

- J MAIN:
- 1. M. Bambrick...52/484.5
  - 2. M. Marshall...51/484.1
  - 3. C. Doseck...50/482.2
  - 4. N. Schmaltz...48/483.5
  - 5. R. Hacker...46/485.6
  - 6. J. Parnell...43/445.4
  - 7. K. Emerson...40/486.0
  - 8. Tim Miller...32/433.1

- K MAIN:
- 1. K. Van Dyke...51/492.2
  - 2. B. Keller...50/483.4
  - 3. L. Przybyla...50/485.3
  - 4. T. Sitarz...49/488.7
  - 5. D. Deutsch...48/482.3
  - 6. C. Ewing...46/486.9
  - 7. R. Keller...43/488.7

- L MAIN:
- 1. C. George...48/483.2
  - 2. G. McFern...48/483.6
  - 3. J. Nordstrom...48/485.9
  - 4. D. Calkins...46/483.5
  - 5. A. Miller...46/489.3
  - 6. S. Rule...46/490.9
  - 7. J. Cowden...43/483.2
  - 8. R. Middaugh...43/487.8

- M MAIN:
- 1. B. Calomiris...45/480.8
  - 2. J. Pattison...45/490.5
  - 3. R. Stanham...45/490.6
  - 4. G. Combs...43/490.4
  - 5. T. Conrad...43/426.4
  - 6. I. Brown...43/485.2
  - 7. G. Kral...43/500.6
  - 8. T. Brown...38/420.0

- N MAIN:
- 1. J. Przybyla...53/492.9
  - 2. B. Rush...50/489.4
  - 3. T. Sufka...47/491.9
  - 4. L. Gerber...46/481.9
  - 5. B. Carrouth...46/485.6
  - 6. M. Mitzel...44/481.0
  - 7. D. Gardiner...38/486.7
  - 8. J. Flynn...14/490.5

- O MAIN:
- 1. D. Korff...45/486.0
  - 2. B. Rule...45/488.7
  - 3. W. Gerber, Jr...44/481.4
  - 4. T. Mosser...43/481.4
  - 5. M. Becker...41/490.3
  - 6. C. Amerman...39/483.8
  - 7. W. Wilkinson...37/495.4
  - 8. T. Bronner...28/354.3

- P MAIN:
- 1. G. Lanzer...47/487.2
  - 2. C. Coleman...46/489.4
  - 3. C. Wieteci...45/488.9
  - 4. D. Orton...45/489.1
  - 5. K. Hamilton...40/480.7
  - 6. C. Gerber...38/490.9
  - 7. D. Palace...36/487.8

- Q MAIN:
- 1. J. Doyle...46/484.9
  - 2. L. Wolny...45/480.7
  - 3. T. Haney...43/459.5
  - 4. R. LaPlante...39/484.9
  - 5. J. Miller...39/485.0
  - 6. M. Mercer...37/390.3
  - 7. B. Wilkinson...13/200.8



# R/C CALENDAR

## POWER BOATS NAMBA

### 1983 SANCTIONED RACES

#### APRIL 10

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

#### MAY 14-15

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

#### JULY 30 - AUGUST 6

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

## OFF ROAD

### (Regular Scheduled Events)

#### EVERY FIRST SUNDAY:

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

#### EVERY SECOND SATURDAY:

Del Mar R/C & Slot Car Racing Center. 15555 Turf Rd. Del Mar, Ca. Off Road. (714) 481-0363. Practice 9am. Race 11am.

#### EVERY SECOND SUNDAY:

Great Western Hobbies, Whittier, Ca. (213) 698-0721.

#### EVERY SECOND SUNDAY:

Del Mar R/C & Slot Car Racing Center. Oval Racing only. 15555 Turf Rd. Del Mar, Ca. (714) 481-0363. Practice 10am. Race Noon.

#### EVERY THIRD SATURDAY:

Hobby City/Century Models 1238 S. Beach Blvd. Anaheim, Ca. 92804. (714) 821-8320.

#### EVERY THIRD SUNDAY:

Mini Baja. 6742 Reseda Blvd. Reseda, Ca. (213)345-7300.

#### EVERY FOURTH SUNDAY:

Radio Controlled Hobbies. 653 W. 19th St. Costa Mesa, Ca. Off Road. (714) 631-1555.

#### EVERY 1st & 3rd SUNDAY:

Vegas Radio Raceway. Decatur Rd. Las Vegas, Nevada.

#### EVERY 1st & 3rd FRIDAY NIGHT

Del Mar R/C & Slot Car Racing Center. Oval Racing. 10 Race Series. Prizes. Practice 4pm Race 6pm.

#### EVERY 2nd & 4th FRI NIGHT:

Del Mar R/C & Slot Car Racing Center. Off Road 10 Race Series. Prizes. Practice 4pm. Race 6pm.

#### EVERY THURSDAY NIGHT:

Mini Baja. 10 Race Off Road Series. Prizes. 6742 Reseda Blvd. Reseda, Ca. 91335 (213)345-7300.

#### EVERY FRIDAY NIGHT:

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

## OFF ROAD Special Events

### ORRCA CHAMPIONSHIPS

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

### BAJA 500

February 13, 1983 - At Del Mar Racing Center. Off Road, 1/10th Electric "500" lap, team race. Two man teams, two cars, identical number and frequency. Car frequencies only, incl. new 75 mhs. Giant trophies for winners, race starts Sunday 11 a.m. Entry prior to event to secure spot and frequency. (714)755-0411.

### MARCH 31 - APRIL 1, 2, 3, 1983

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

## 1/12 ELECTRIC

### EVERY FIRST SUNDAY:

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

### EVERY SECOND SUNDAY:

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

### EVERY FOURTH SUNDAY:

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

### EVERY SUNDAY:

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

### EVERY FRIDAY NIGHT:

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

### SO. CAL. SERIES

March 6 - Del Mar Racing Center

April 24 - Ranch Pit Shop

May 15 - Briggs Cunningham

July 10 - Ventura, Mont.Wards

August 21 - Briggs Cunningham

Sept 4 - Del Mar Racing Center

October 9 - Ventura, Wards

October 30 - Ranch Pit Shop

### CALIFORNIA STATE SERIES

April 30-May 1 - Del Mar Racing Center

June 4-5 - Santa Maria (site to be announced).

July 16-17 - Briggs Cunningham

Sept 24-25 - Monterey, Del Monte Shopping Center.

### NORCAR SCHEDULE:

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

DECEMBER 12 - Points

JANUARY 2 - Points

JANUARY 16 - Fun race

JANUARY 30 - Points

FEBRUARY 6 - Points

FEBRUARY 13 - Midwest Series

FEBRUARY 27 - Points

MARCH 13 - Points

MARCH 20 - Fun Race

MARCH 27 - Points

APRIL 10 - Points

APRIL 24 - Points

### TEAROR

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

### TEAROR SCHEDULE:

1983

JANUARY 8, 22

FEBRUARY 19

MARCH 5, 12, 19,

APRIL 2, 16, 30,

MAY 14, 28,

JUNE 11, 25

JULY 9, 23

AUGUST 6, 20

SEPTEMBER 3, 17

OCTOBER 1, 15, 29

NOVEMBER 12, 26

DECEMBER 10, 24

### NJRCRA

1982-83 Indoor Dates:

JAN 30 - K of C Henry Schepiga Memorial

FEB 13 - K of C Harry Beaubrou, Life is a Party Race.

FEB 27 - K of C (get this race named after yourself. Send \$20.00 to Tony P. c/o Bir Union, N.J.

For more info call Tony P. at (201) 352-6955.

## 1/12th SCALE Special Events

FEBRUARY 7 - 12, 1983

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

## 1/8SCALE GAS

### PROCAR SCHEDULE

FEB 13 - Formula Road Race

MAR 13 - Formula Road Race

APR 10 - Can Am - Cancer Benefit - Ray Charbonneau Concours Trophy.

MAY 8 - Can Am RR, Reverse

MAY 29 - Can Am (Tentativley) Punte Hills Mall.

JUN 10,11,12 - McCoy Champs

JULY 10 - Can Am

AUG 14 - Can Am

SEP 11 - Can Am

OCT 9 - G.T. RR Rvrs. Concours

NOV 13 - G.T.

DEC 11 - G.T. Toys for Tots

(Note: All PROCAR races are held at the Ranch Pit Shop, Pomona, Ca. (714) 623-1506.)

### CAPITAL AUTO RACERS

2nd Sunday - 1/8 gas at Southgate Shopping Center, Florin Rd. & Franklin Blvd., Sacramento, Ca.

4th Sunday - 1/8 gas at Sunrise Mall, Sunrise Blvd. & Greenback Lane (916) 421-4794.

### RIO GRANDE RACERS

#### 1983 WINTER/SPRING SERIES

JAN 23 - Can Am Road Course

FEB 6 - Can Am Road Course

FEB 20 - G.T. Road Course

MAR 6 - Can Am Road Course

MAR 20 - Can Am Road Course

MAR 27 - Grand Prix Road Course

APR 10 - Indy Oval

APR 24 - Can Am Road Course

MAY 1 - Can Am Road Course

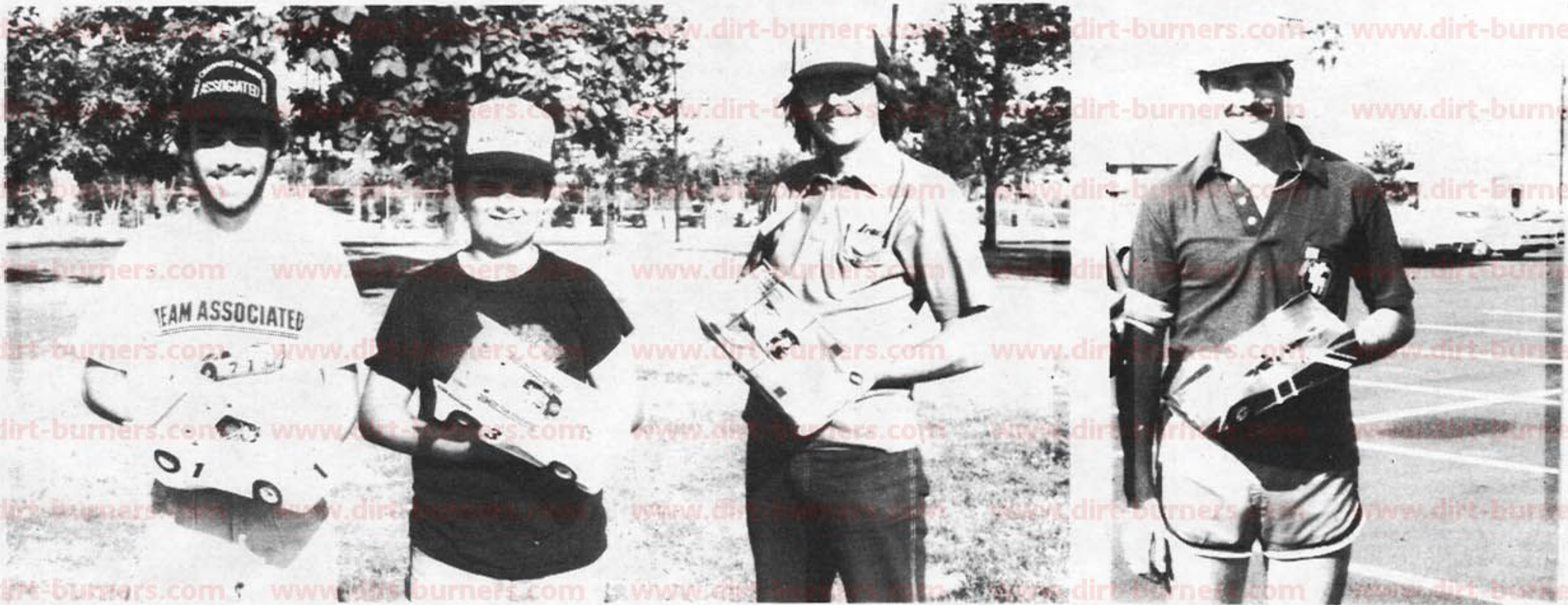
MAY 15 - Can Am Road Course

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# 1982 1/12 Electric WORLD'S CHAMPIONSHIPS

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



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

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

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



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

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



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

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

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

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

**TEAM ASSOCIATED**

1928 EAST EDINGER  
SANTA ANA, CA. 92705

(714) 547-4986





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

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

**Built Tough**

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



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

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

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

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



Model Rectifier Corporation  
2500 Woodbridge Avenue, Edison, NJ 08818



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