

# R/C

# RACING NEWS

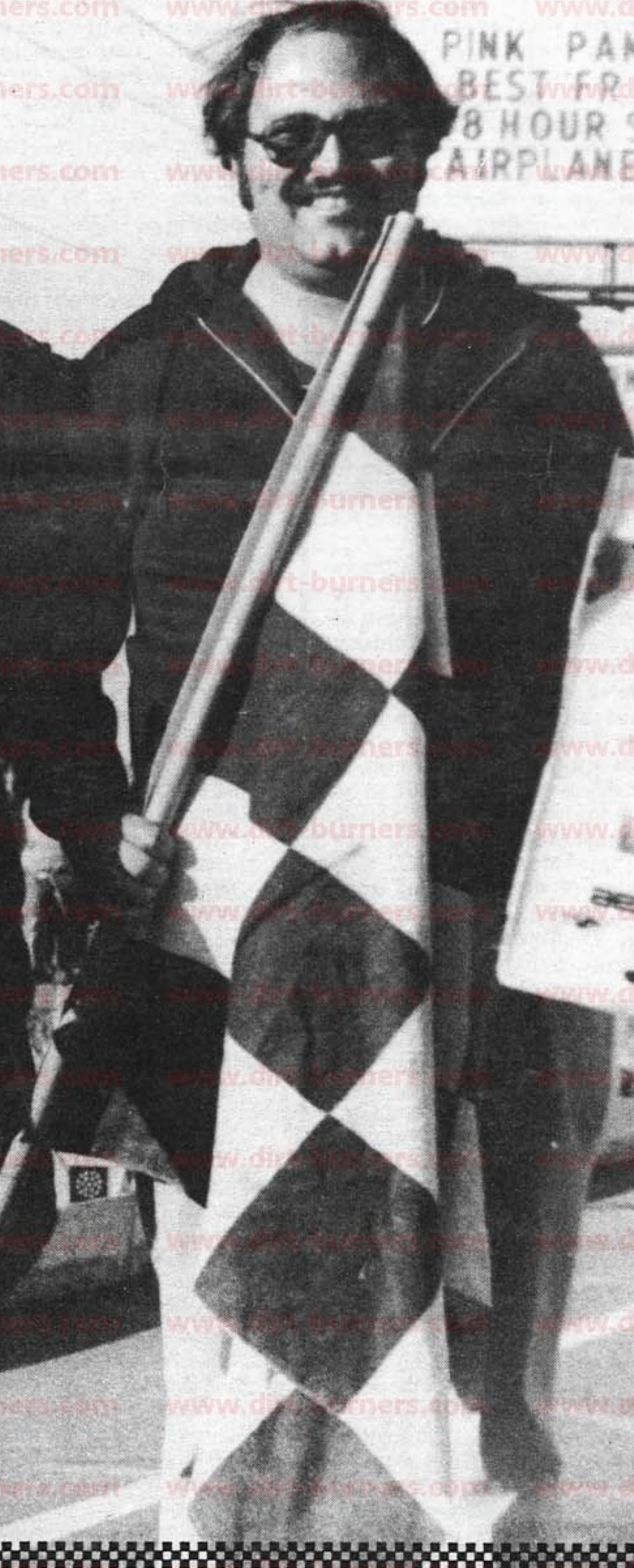
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**You Race It...  
We Cover It!**

February 28, 1983 - Issue No. 22 - Vol. 3.



CINEMA 4

PINK PANTHER  
BEST FRIENDS  
8 HOUR S  
AIRPLANE

**JIANAS IS  
BACK!**

**12 HR. Pit  
Shop**

**SunCoast  
6 Hr.**

**1983 Rules  
ORRCA...**

and much more!

# Race Corner

Just before we went to press we were able to attend the H.I.A. Show at Anaheim, California, perhaps one of the largest Hobby & Craft Shows in America. Even though the show started on Super Bowl Sunday, there were many people there taking in all of the newest goodies in the Hobby business. We were especially interested in the Model section of the show, more specifically the R/C goodies.

Saw some really trick items from BoLink and Parma for the off road market. Check Inside Lines for that. Associated had the latest in their equipment, especially some of the updated parts for the RC500 suspension car. RCH—getting bigger into the off road accessories and of course their own off road car. Race Prep displayed one of the neatest looking "sprint car" kits that is soon to hit the market. Custom Racing Product was hot and heavy wheelin' and dealin' for their fine line of off road after market products. MRP has some neat boat & off road products, plus a 1/8th off road gas buggy that's soon to hit the market.

Novak Electronics showed off the latest in receiver and servo equipment including some of that ultra-light stuff for 1/12th Scale. Leisure's getting ready to come out with an off road motor and their fine chargers. M.R.C. had one of the biggest displays of the show, showing off all of their R/C and Model items. A very popular "new" R/C car is their "Wild Willy" Jeep. It looks like it could have its own class in off road racing. I understand that a couple of drivers have already run it on a track and it handles pretty good. It also looks very strong. I saw some of those guys at the show really thrash them several times and they just kept running.

Also MRC has come out with their Super Champ 1/10th off road car. It looks more like a Modified-type car, with oil reservoir mono-shock system in the rear suspension, open and elevated radio-tray, direct steering, heavy-duty tie-rods, etc. Check MRC's ad in this issue for more details, but it really looks good. Also Twinn-K had their latest in wheels and chassis. Boy, some of that stuff really looks great.

Boy, did I have a good time in El Paso. Even though it was only for one day, those guys at the Rio Grande Racers Club really put on a good racing show. I know all the guys from California were really impressed. On hand were the likes of Bill Jianas (who narrowly won the event), Rich Lee (who just missed winning the A main by inches), Gene and Curtis Husting, Chuck Phelps, Chuck Moon, Ralph Burch, Jr., Dana Smeltzer, and quite a few other top names in the sport. I think this trip to El Paso will be an annual one judging from this race. Our Texas Editor, Lee Chapin, has the full details in this issue.

Another major event this past month was the 12 Hr. Enduro at the Ranch Pit Shop. The Team of Bill Jianas, Curtis Husting and Rick Davis won the event in the last half hour of the race. Up to that time, Ralph Burch, Jr., Chuck Phelps,

Rich Lee, and Gene Husting were trading leads with the eventual winners for all of the 12 hours. In fact at the 6 Hr. mark, these two Associated teams were on a "dead-heat", both with 1,009 laps! It was some kind of a race. Check out the report in this issue.

Speaking of the same: Gil Losi, owner of the Ranch Pit Shop and promoter of the 12 Hours, was able to get partial sponsorship from Budweiser Beer. The company in Pomona donated a bunch of "Buds" for the winning racers plus a few bucks to help with the trophies. I know all the guys there really appreciated Budweiser's involvement in the sport and their help. Hope to see Budweiser back again in future races. In the meantime some of you guys may want to drop them a line and thank them for their support... and keep drinking, what else? That is if you're ready to switch from milk.

Left-out from the ROAR approved body list was the 1/12th scale Aston Martin "Nimrod" body from McAllister Racing. They were also left out as a ROAR-approved manufacturer. I understand that this was inadvertently done, and that it should have been included. In any case, you can call ROAR or McAllister Racing for further details.

The 1983 "Real McCoy" race is set for the second week in June. That works out to be the weekend of June 18-19, but as always, you've got to get there earlier in the week to practice and qualify. Details will be forthcoming. Race will be at the Pit Shop as always.

The Southern California Championship Series for 1/8th scale this year looks like it's going to have at least six (6) events. Two at Ventura, two at the Pit Shop and two at Del Mar. We've been given tentative dates, but rather than publish them and then having to change them, we'll wait until they're firmed up. In the meantime, we just wanted to let you know that there will be a series. I guess maybe the first series race won't be until March or April.

Speaking of April. The Off Road R/C World Championships at Anaheim Convention Center are shaping up rather nicely. Latest company to join the event sponsors is COX. They will be sponsoring the "Press-Day" activities which are on Thursday, March 31st. Trade and Press only on this day. In any case, COX is setting up four identical SCORPION off road cars to be used for a special Media Challenge Race. Members of the press will get to challenge one of the Champions for an eight-lap race. If that media person beats our champion he or she gets to keep the car!

MORE... COX is also providing us with four R/C ATC's for a special promotion race with American Honda, which will also be attending the show. We may have SCORE's top ATC driver of the year, Wes Arnold, drive one of these ATC's against one of our top R/C'ers in a special Challenge Race. It should be fun. The COX-ATC's should be available in March, just before the Show.

For some of you who've been

wondering whether to water-proof your car or not for the Off Road World Championships, listen! You still should try to seal any radio or servo, or speed control unit on your car just for added protection, but you need NOT WORRY ABOUT WATER HAZARDS. This year's Off Road Track at Anaheim will feature the same water-jump from last year, but instead of water being at the bottom of the jump, they will have VERY SOFT SAND! That means you shouldn't have any water problems but you may get stuck in the sand if you don't clear the jump and lose some valuable time. There will be an alternate route, but much slower. So get that car in shape and be sure it jumps good.

Last year there were thousands of dollars in prizes given out at the Off Road World Champ and it looks like this year it's going to be the same. Everyone that participated in the race took home at least one prize. Some lucky guys took home two or three.

LATE WORD! The ORRCA Championships scheduled for Del Mar on January 29 & 30 were postponed because of rain! Up until the Thursday before, there was a chance that the race could go on as scheduled. But on Friday night there was a torrential rain that hit Southern California and just filled-up the entire track with almost three feet of water.

NEW DATE FOR THE ORRCA CHAMPIONSHIPS is February 26 & 27, 1983 at DEL MAR. The program is still a Saturday and Sunday affair, with the top 16 racers in the ORRCA Series in Stock and Modified Classes and the Top 12 in Open going directly into Sunday's Finals and then all others having to qualify on Saturday. Prizes have been procured from many of the off road manufacturers and distributors. MRC, COX, RCH, TRICK STUFF, CRP, J.G. MFG., NOVAK, LEISURE, GOWLAND R/C, MRP, BOLINK, PARMA, ASSOCIATED, RACE PREP, RANCH PIT SHOP, SPEED & SPORT, CHECKPOINT MOTORS, TWINN-K, and many others are to be thanked for their support.

Speaking of ORRCA, "Updated" ORRCA rules are out and in this issue (Check them out). At the last meeting it was agreed that these rules will be the 1983 rules for ORRCA and for those who'll be running under the ORRCA sanctioning. Minor changes may be made during the year, but most of you can count on them being as is for the rest of 1983.

A decision to run the ORRCA NATIONALS was made at that meeting. Narrowing down the site and time of the year was the objective. The date has been set for the last week in August 1983, that would be the 27th & 28th. Two sites are in contention for the Nationals. DEL MAR RACING CENTER and THE PIT SHOP. Decision for the site will be made at the next ORRCA meeting and at that time we'll be able to tell you where to make your plans to travel to.

The ORRCA Nationals will be open to the top 30 percent racers in all three classes from any track in the country that runs an ORRCA Qualifying Series and races under

the ORRCA Rules & Sanctioning. If you would like more details on this matter, you can call Gil Losi at the Ranch Pit Shop or call us here at the paper. ORRCA hopes that it can draw racers from all over the United States. Also in future years, the ORRCA Nationals could move to other cities.

Each track here in Southern California is putting together their Qualifying Series. DEL MAR RACING CENTER has their flyer out with their 12-race (Best 6 races count) Qualifier for the ORRCA Nationals. Their program calls for racing on the second (2nd) and fourth (4th) Saturdays of the month starting February 12th. Not only will you be able to qualify for the ORRCA Nationals, but if you do good, you may wind up with some really neat prizes.

For example, winners of each of the three classes will get a Kit & Radio System. Plaques will be awarded at every race for first, second, and third. "Bonus Bonanza" Coupons are given out every time you race at Del Mar. The more "Bonus Bonanza" Coupons you collect during the Series, the better your chances in winning some of the fantastic prizes to be given out at the end of the Del Mar series. In addition, every entry will receive a special "Discount Coupon" which will give a 50 percent discount on all Surf & Turf recreational activities at Del Mar... for miniature golf, Slot Car rentals and track time, Golf Driving Range, Hi-Ball trampolines, even Skateboarding. How's that for making your entry dollar go a long way?

PARMA had one of their ace drivers in Europe walk off with the Danish Championships and also the Scandinavian Championships back to back. Finn Gjersoe, one of the top European drivers and PARMA's Sponsored driver, drove Parma's new "Suspension" PANTHER car and won the Danish Championships. One week later he won the Scandinavian Championships. The car that Finn drove was the latest design from Budy Bartos, Parma's boy genius. Congratulations!

The Academy of Modeling Aeronautics will open their new permanent headquarters on February 14th at 1:00 p.m. The Academy has been housed in rented quarters since 1936, but finally after 47 years, it will have it's own building. Their new address and telephone number is: 1810 Samuel Morse Drive, Reston, VA 22090 - (703) 435-0750 (6 lines). Model Aviation Magazine will also be housed in the same building but their telephone number is (703) 435-0760 (3 lines). This new national office will have the Model Aviation Museum, a Library, a Visitor's Center, and all Academy offices. The Academy wishes to thank all their members for their generous contributions. And so do we.

The 29th Annual Radio Control Exposition at Toledo, OH will be held on April 8-10, 1983. One of the biggest R/C shows in the Country, the TOLEDO show is put on by the Weak Signals R/C Club of Toledo. All the major manufacturers in R/C are expected to be there.

Heard from Art Arro, our AMA Editor, and he says we'll be getting a

report on R/C Pylon Racing and also a race report from the Tangerine R/C International Contest. It should be in our next issue.

**WE'RE CONFUSED, but not totally.** Last month we listed in this column the dates for the Southern California Electric Series and for the California State Championship Series. Then we received another press release from Neal Mcurdy for the 1983 California State Championship North/South Series. We thought it was the same so we didn't to check it out.

But upon further scrutiny we found out that THEY ARE NOT THE SAME. While the original Cal State dates are good, McCurdy's race dates are different and an entirely different race program for 1/12th Electric. This Series (North/South) will begin in Fresno on March 26 and 27. It will be the first major race ran at this site. The second race of the series will be held at Bakersfield on April 23-24. Two more races are scheduled although sites are not yet confirmed. They will be on May 28-29 and on September 17-18. If you would like more information about this series please call the Silent Power Contest Club, or Neal McCurdy at (213) 998-5113. Address is 9529/b Cozycroft Avenue, Chatsworth, CA 91311.

**The WESTERN WINTERNATS** are set for February 19th and 20th, to be held at Bakersfield, CA. This time the race will be held one week after the WINTERNATS in Orlando, Florida, which will allow many of the drivers there to come back to Bakersfield. It's a Modified Class Only event, Can Am for Novice, Amateur & Expert drivers. The location is at Mervyn's Department Store, 4450 California St., Bakersfield. 1983 ROAR Rules will be enforced. Call Neal at (213) 998-5113 or Dave at (805) 872-1041 for further details. Have a good time!

New full-color brochure is now available from TINYTOOLS, makers of fine drills and accessories for the hobby industry. We had a chance to look over the brochure and it really had some neat stuff in it. Over 350 items from the German-manufactured line are being distributed through Byrom International Corp., 117 South St., Chardon, OH 44024 - (216) 285-2341. Call or write them for the brochure and more information.

**Speaking of brochures.** We've just received one from Roy Moody and Moody Automotive. They've got a great line of 1/18th scale, 1/12th, 1/10th, and 1/8th "Sprint Car" bodies and "Sprint Car" design plans, plus some accessories. Moody has built full-size race cars for many years and has been an avid R/C racer for years. I had the pleasure to meet him at the Nationals in Indianapolis last year and he had one of his 1/8th scale gas "sprinters". The man does some great work. I tried to buy one of his cars right then but no luck. Now you can get all his plans for only \$2.00 each! Also he'll sell you certain sections to save you time. For a brochure or more information call

him at (312) 799-5597 or write to 755 Ash St., Flossmore, Illinois 60422.

The Rock Valley R/C Flying Club will be sponsoring their 11th Annual Model Fair at the Cherryvale Shopping Mall, Rockford, Il on Saturday, April 16, and Sunday, April 17, 1983. This is the largest Model Show in Northern Illinois, Southern Wisconsin and is held in the largest shopping mall in the area. We understand that last year they had over 166 airplanes, boats and cars on display and in competition. It's a growing show and if you're in the area, try to make it. This year the show will feature two outside Air Shows, a full-size Cessna Skyhawk and experimental Gyrocopter plus models and construction displays.

The NJR/CRA will be hosting an Eastern States Championship for 1/12th on March 25, 26, and 27, 1983. Practice will be on Friday, Stock on Saturday, Modified on Sunday. The race site is the Knights of Columbus, Dunellen, N.J.. Entry information is available from Glen MacCartney, 248 Leonard Ave., Staten Island, NY 10314. It looks like it's going to be a great weekend of racing from all the interest they've received from racers in the mid-west and east coast.

We also have the Mid-Atlantic Series schedule in our Calendar section, check it out. The best 6 out of the 10-race schedule count for overall. For info on the series you can contact Merle Gardner (609) 629-4673, or Earl Nester (301) 796-8828 and Tony Markunas at (717) 473-3947.

**MORE 1/12th Racing.** S.C.A.R. will be running their race program at the newly-surfaced track at Briggs Cunningham on the 3rd Sunday of every month. Tim Toland is the man-in-charge so give him a call for further information at (714) 962-2955. Don't say we're not giving you every chance to dust off that car from the winter hiatus and get you to go out R/C racing.

And as if the above wasn't enough, SARCAR wants you to come over to Northumberland, PA and do some "Outlaw" racing with them. "Race what you bring" is their program, no matter what motor or how many cells you want to sport. They do give you one warning. They race on a linoleum surface and "the only winners have been 4-cells with a stock motor." Get the picture you "hot rods"? Contact Steve Williams at SARCAR, 261 2nd Street, Northumberland, PA 17857.

**CARNOUX MINI-RACING,** hosts of the 1/8th World Championships this coming July 4-10, reported to us that arrangements can be made for Hotel room at a discount special to the racers. But they must know right away so that they can contract for the block of rooms. If you haven't made your hotel arrangements, you should contact them quickly. Time does fly now-a-days. Micheline Lesieur is the person to contact at Plateau des Lavandes, 13470 Carnoux-En-Provence, France.

**IT'S GETTING CLOSE** and if you haven't sent your entry for the Off Road World Championships at the

## FROM THE PUBLISHER...

It seems to me that the more I meet and speak with people around the country in the R/C hobby/sport, the more I hear: "we're just not getting the word out!"... "how come some television station doesn't cover our R/C races, they cover everything else!"... "R/C is so small, who cares!"

Well nobody will care, except maybe the die-hard enthusiasts, unless we all DO SOMETHING ABOUT IT.

This is a great country of ours. There is room for everyone and everybody to do their own thing. Some for pleasure and some for profit. But it is not handed to you on a silver platter. One must work, and work hard and one must PROMOTE!

I don't care whether you're selling cereals, slicers, cars, records, or even eye-shadow. Someone has to get the word out, promote and create the need (or at least make the buyer think he or she definitely needs it).

Let us address ourselves first to the BUSINESS side of our sport/hobby. For without the success of those who are into R/C'ing as a business, the enthusiast would be out of luck.

How can we get R/C'ing to be more popular than it is now, and how much will it cost to do so? We all know that everything has its price right? But you'd be surprised how relatively inexpensive it could be to "get the word out."

For example: I know that it has been tried in the past, but I don't think it has become a continual effort... that is: "Demonstrations." Each manufacturer, whether into R/C cars, airplanes, boats, should at the very least have a continuing promotional program within its own community and/or where its product is being sold. There are a number of shopping malls, mini-malls, shopping centers, schools and high schools, parks, city ponds, etc. that would appreciate, yes even look forward, to have some type of R/C "demonstrations". Just call some of the business people and propose to them this type of an R/C attraction at no cost to them and see how fast they will jump.

It draws people, we all know that. And anytime you draw people around businesses, you'll see great big smiles on the faces of those businessmen.

As I said before, I know that this has been done before, but never on a continual basis. I mean, sit down and plan the next six months of "demonstrations". Perhaps you could schedule every Thursday, or Tuesday, or whenever is more convenient for you, to hit one spot in

your area and provide an R/C show. It doesn't have to be really elaborate, but it requires a little effort.

For you manufacturers, here's an excellent way to utilize and get your investment out of your Team or Sponsored racers, flyers, drivers, etc.

Hobby Shops could do the same. Get a couple of your enthusiasts or team R/C'ers and "book" them for at least one "demonstration" a month. Somewhere where you can show what R/C is all about and where YOUR FLYER CAN BE DISTRIBUTED.

Now this is the IMPORTANT benefit of all your efforts. It won't do you or the sport/hobby any good if when you have these "demonstrations" you don't have some kind of flyer, brochure, leaflet to explain what it is, where it's sold and WHY THEY SHOULD OWN ONE!

Likewise, CLUBS can do themselves and the sport/hobby a great favor. Want to get more people at your Club races? Take the time out maybe once a month and organize a "demo". Club members can take turns and share the duties to get out and find a place, and maybe laydown a carpet and some boards, or find a nearby lot, or pond and arrange an R/C demo. Bring flyers telling everyone about your racing schedule and even information about some of the local Hobby shops. You may be able to even get the shop(s) to kick in a few bucks towards the expenses that may be involved. Make this one of your Club projects. Do this on a regular basis, and I emphasize REGULAR BASIS, and you'll see that by this time next year your races will have doubled in entries.

REPETITION is the key word here. It is also the key word on Madison Avenue and in mass-merchandizing, and in attracting the eye of the consumer or the enthusiasts. It really does very little if once in a while you give a demonstration and then don't do it again for the next six months. It must be a continuing effort. Do it for one year, and a year from now you'll be surprised at the results.

So to answer those questions listed above... there's only one way we can get television to be interested in R/C, and that is by R/C becoming highly visible. Creating so much attraction and attention that they can't help but notice us. As I said before, it's not easy, but for the business and for the enthusiast it can be a very rewarding experience. Love to hear your comments.

Lou Peralta  
Publisher

Anaheim Convention Center, scheduled for April 1-3, 1983, you better do so right away. Not only may you have to pay extra for "late entries" but it's possible that you may be left out of the program all together. We understand that Stock class entries are still available, but

this class will have the smallest entry allowed because of the least amount of time available at the Show to run the class. In any case, DON'T DELAY! Thousands of dollars worth of prizes will also be drawn during the three days of the World Championships.

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# On the Line

## GOOD PLUG... FOR A PLUG

In a contest such as the Tournament of Champions, success rides on every flight, especially when you are a newcomer to International Competition, such as I was.

The reliability and performance of Twinn-K products like the Glo Bee glow-plug and the Fireplug starting battery were important factors in allowing me to make the finals in my first try. They made one part of the system trouble free.

Thank you Twinn-K for making available such fine product.

I just thought some people should know about this. Thank you for publishing it.

Tony Frackowiak  
World Engines

especially in recent months. Why we had the 1/12th Regional story, a number of other 1/12th and 1/8th races from all around the country, some 1/8th Enduros, El Paso always has an article on 1/8th gas, The Indoor Championships (1/12th Electric). I think you're not getting past the ads right? In any case, the best way to cure that for you is to get us coverage of your "own" racing in your area, with lots of pictures and results. About tech ads; you are right and as a matter of fact, we've been expecting a "motor" article from "Big Jim" Greenmeyer, of Team Checkpoint Motors fame, that will deal with just what you want. Do you hear that "Big Jim"? The public wants it. ED.

## WHO CARES!

I read in your last issue about Lou Peralta (Publisher of R/C RACING NEWS) and his 1982 class win at SCORE off road. Who cares! Why don't you guys concentrate on R/C and let the real off road magazines massage his ego.

T.S.  
Fullerton, CA.  
(no name given)

## FUTURE C.A.R. REPORTS

Enclosed find an article on the 1982 CAR overall championship. Our local club, C.A.R. (California Auto Racers) would be pleased to have you publish it at the earliest opportunity.

I plan on writing a race report for each of our monthly races during 1983 and will try and take some pictures also. I will get back to you very soon regarding our '83 schedule.

Thanks for your assistance in 1982 and have a prosperous New Year.

Kenneth C. Jones  
C.A.R.

## HURRAY FOR OLD-TIMERS!

Read the blurb on Race Corner last month about Lou's 1982 class championship win at the real off road racing (SCORE). I had the pleasure to meet Lou last year here in Indianapolis for the Nationals. Although I don't race anymore, I still keep up with what goes on in the sport.

I think it's great that a guy who reports on racing not only races himself, (he was thrashing his "MULATO" 1/8th scale when last I saw him here), but also has other related interest in racing. Now I know why those articles he writes make alot of sense. Only one racer can interpret what another racer may feel. Keep it up Lou, you're never too old. Excuse the writing, but the hand doesn't work so well anymore.

Wes Reynolds  
Indianapolis, Indiana

Don't keep encouraging him, he really thinks he can repeat his championship this year. Already he's on his way to Parker, Arizona for the Parker 400, and we've got to stay here and do all the work! ED

PS. Our racing schedule has been set as follows: Every Second Sunday of the month. For more info. call (415) 566-1022.

As we said before. "If you've got the time, we've got the space." Your article is in this issue. Is that soon enough? We also look forward to your continuing report of C.A.R. races and pictures! Lots of pictures please! ED.

## DON'T LET ME GET BORED!

I'm not sure when my 1982 subscription runs out, but I don't want to miss an issue. So please renew my subscription for another year.

I've enjoyed reading the paper, but I'm finding all the off road coverage is getting a little bit boring! I race strictly 1/12th scale right now, but I'm our 1981, 1/8th scale Champion, so I'd like to see much more in 1/12th and 1/8th scale. Also, I'd like to see more tech articles, especially articles on motors. (I haven't figured out how to work Modified motors properly yet, so I'd like to learn via tech articles.)

D. Bertrand  
Vancouver, Canada

Shame on you, you've not been reading our past issues too closely,

# R/C RACING NEWS

You Race It...  
We Cover It!

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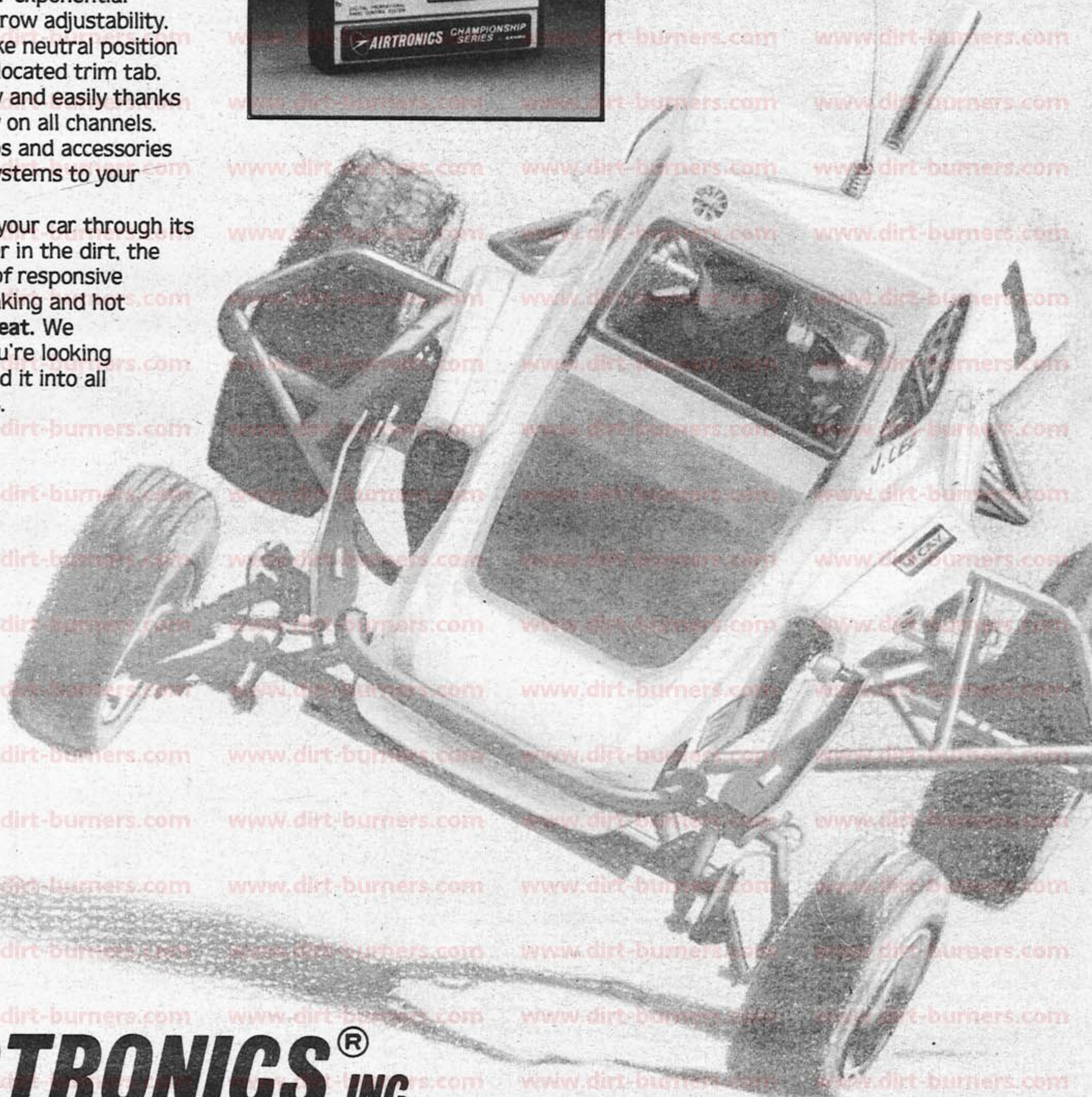
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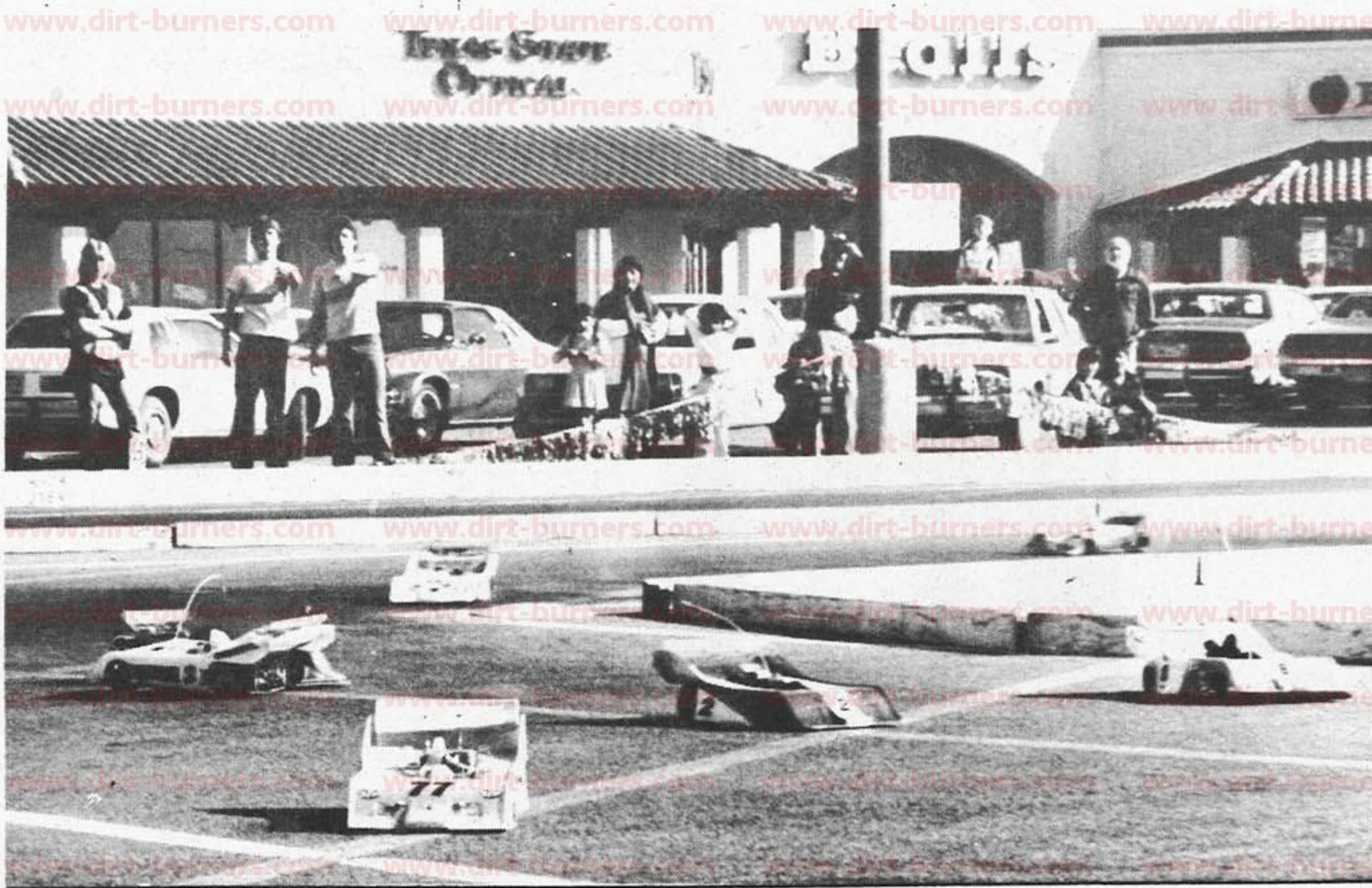
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The "Texas Twister" funnels first-lap action. Beautiful weather highlighted the weekend's fine racing.

criticism, we would like to suggest that the Club use one of its members to call the races, especially the A Main. I would think that a racer such as Jim Cook would be perfect to announce the racing. I believe that if all the people around the track, of which there were quite few, would have known the closeness of the A Main, they would have gone crazy and it would have been quite a show. This problem is inherent with most clubs, yet it is something that could make the show much better.

Other than that minor suggestion, I felt that the Rio Grande Racers put on one hell of a good race. In talking with some of the other racers afterwards, they too agreed that this RIO GRANDE CAN AM would be one race that they could look forward to coming to next year. By the way, the weather in El Paso was terrific.

Now then, here is the race report from Lee Chapin:

THE RACE

In the Spring, El Paso has some winds that will shame any other part of the country. But in January, it was the visiting R/C racers to the Rio Grande Cam Am that blew our doors off.

The planning for the Rio Grande

FIRST ANNUAL  
**RIO GRANDE**  
**CAN-AM**  
 Jan. 7, 8 & 9, 1983 EL PASO, TEXAS  
**Jianas & Lee Take El Paso by Storm**  
 COURTESY OF MSD LONDON

Story by Lee Chapin & L.P.  
 Photos by Lee Chapin & L.P.

January 7-9, 1983  
 El Paso, Texas

While Lee Chapin is our Editor for the Rio Grande Racers in El Paso, I had the pleasure to attend their First Annual "RIO GRANDE CAN AM" and I would like to share some of my observations of the Club, the setting, and the race itself. Lee will cover the fine details hereafter.

First, I want to say that although I was only able to be there for the one day, Sunday, the day of the final mains, (darn, I didn't have a chance to race!) I could see that the Rio Grande Racers had gone all out to make this event truly a memorable one.

One of the keys to a successful racing event is organization. The importance of knowing exactly what's going to happen and when and how things are going to get done is most important for the racer. In talking to the racers on Sunday, especially with some who had flown from California, Florida and other far away parts of the States, it was their general consensus that the program

was running extremely well. It was obvious to this reporter that all the local Club members were doing their darndest to make everyone comfortable and to provide a fine racing atmosphere.

Personally, I finally had the chance to meet some really fine people. Some of which I had only met through the telephone on various occasions. Jim Cook, Bill Everett, both who had the responsibility for running the race, kept the large entry on hand very active and race ready. Lee Chapin, our corresponding Editor for the Rio Grande Racers, was kind enough to introduce me to some of the very active club members.

I must tell you, all these guys take their 1/8th scale racing seriously. It was easy to tell, especially this weekend, when some of the top names in the sport were on hand. The local racers really wanted to do well among the more recognized stars of the sport.

While I didn't have the opportunity to watch the previous day's qualifying rounds, and was only able to watch the last round of qualifying on Sunday, the best racing was yet to come.

I'm referring to the A Main which saw one of the best duels in 1/8th racing in recent memory.



Checking out the heat and main boards are several racers and among them, Lou Peralta, Publisher of R/C RACING NEWS. Photo. Lee Chapin.

Bill Jianas who has come out of semi-retirement proved that once you've got it, you've got it. For a guy who hasn't raced very much since the McCoy race in 1982, it was hard to tell that he lacked any sharpness.

He and Rich Lee locked horns for most of the 75 laps of the A main, and although Lee had T.Q.'ed, when it came time to this main, Bill and Rich were virtually in a dead heat. Jianas finally won the race on the 75th lap, but only by a couple of inches from Rich Lee. When Bill stepped off the driver's stand to shake hands with Rich Lee, you could tell that his energies were really spent. It was really a fantastic race to watch and the large throng of spectators watching seemed to be very pleased.

If we can make a constructive

Can Am started in the Spring of 1982. About this time, the Rio Grande Racers really started to grow and with the successful results of regional invitationals - The El Paso 100 and The El Paso Can Am - it was felt that there were enough members to support a national level event.

Austin's Hobby gave the prize list an excellent kick-off in September with a K & B engine, an RC 500 kit and a Delta Eagle kit. This was enough to get others interested. Prizes followed from: Hondo Boot Co., Cook Racing Products, Airtronics, McCoy Engines, HB Engines, Twinn-K, Hal's Hobby Shop, Thorp Mfg. Co., Kraft Systems, Associated Electronics, and Central Auto Supply.

(contd. page 8)

# R/C Racing News/Score Show

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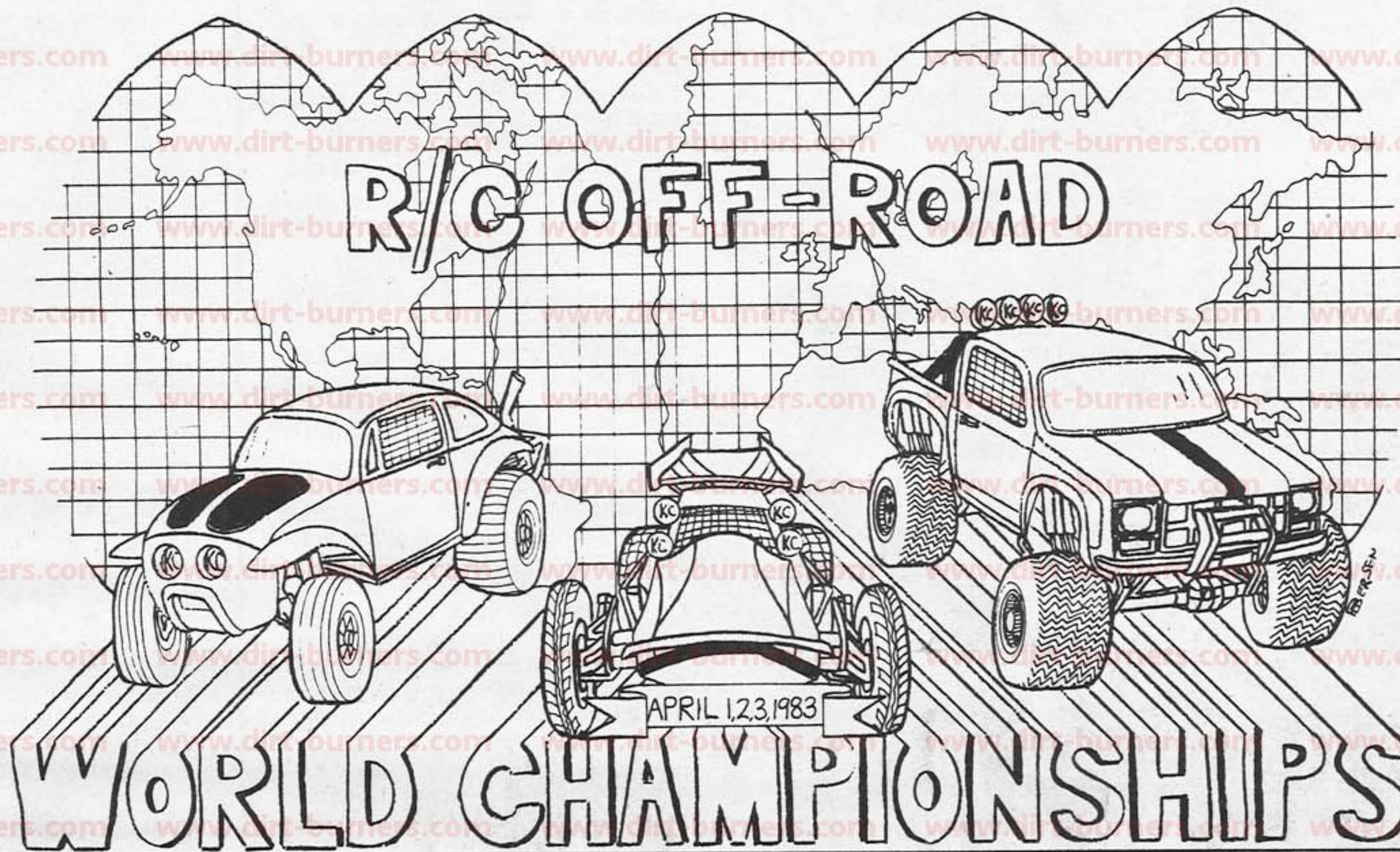


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**ENTRY OPENS:** December 1, 1982

**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



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City, State & Zip .....

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Joe Sullivan (left) getting some pit help from Ralph Burch, Sr. Texans sticking together as-you-were.

The Rio Grande Racers added several hundred dollars in prizes to this list. The Caballero Motor Hotel was named Race Headquarters and they offered special rates. The merchants in Vista Hills Center, where the race would be held, planned to increase local support with a coordinated advertising program.

The race format and schedule was determined. An early weekend in January was chosen for several reasons; the weather should be excellent compared to the rest of the country, it would be some time before or after any big race, it would be close to, but not affected by, the Sun Bowl Carnival congestion, and who knows what else? It would be a good time to race. Ads and flyers were prepared. Bill Everett, the RGR president, took care of the million or so mechanical and paperwork details. In the last several races of the Rio Grande Series, new systems of starting races (tape recorders) and scoring (more people) were tested. The results were excellent. Pre-entries started coming in and by Christmas time, everything was set.

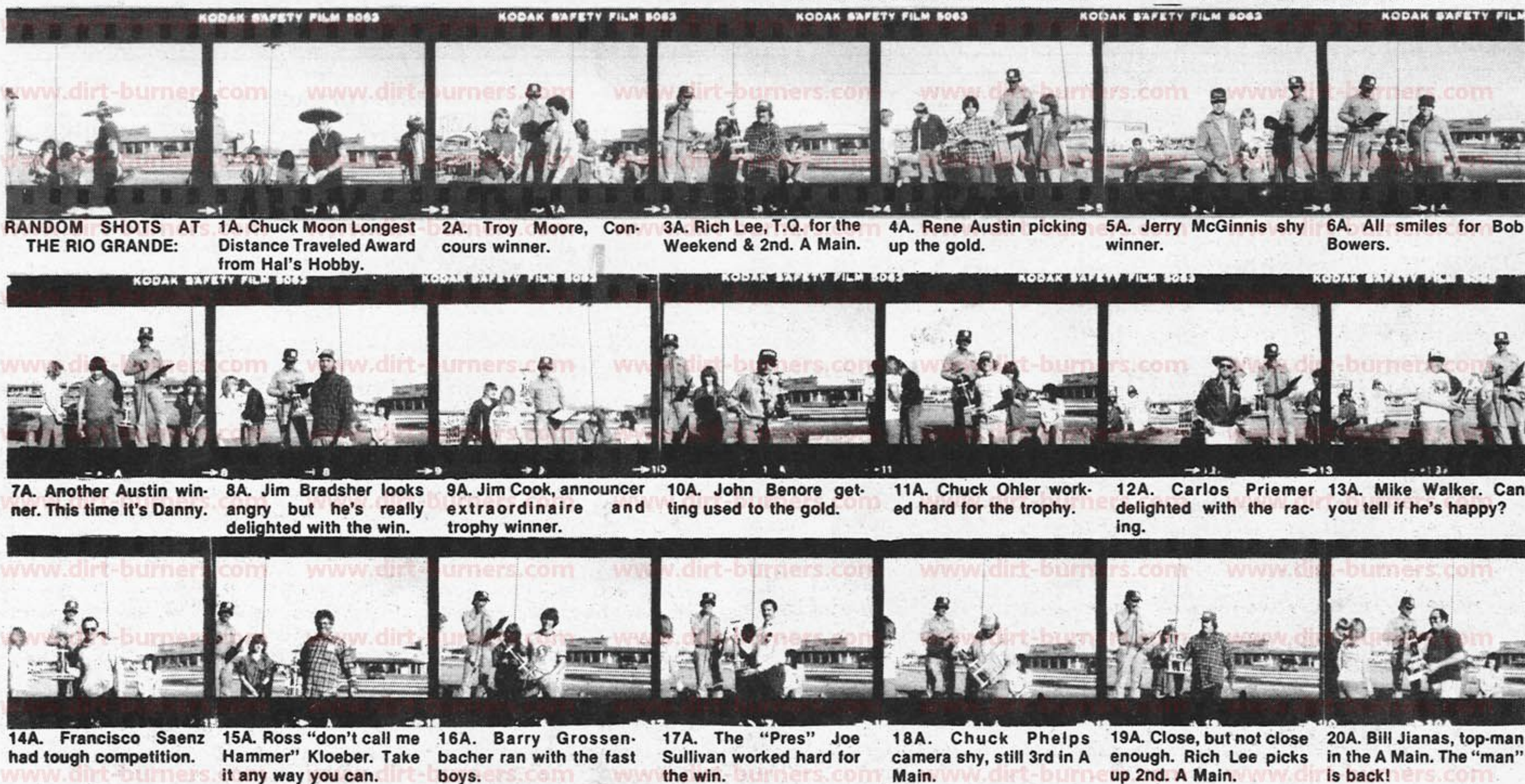
Team Associated was coming! A real challenge. Other racers from across the country would be pleased for the chance to drive with these top-notch racers. Then, on Christmas Day; snow...the first time since 1974! No matter, snow never lasts more than three days in El Paso, and it didn't. The track and everything else was clear by the next week - mid sixties again. But Friday, on New Year's Eve (race day minus one week), more snow! Heavy. Unheard of. Then fog for the following days. Airport closed at times. And, oh those national weather reports! Would anyone come? Bill sat by his phone to assure everyone that we would race, even if we had to invent snow tires. On Wednesday the fog broke and the sun quickly took care of the re-

maining snow. The track was clear.

Friday, practice day, started out near freezing during track set-up and rose to the low fifties during the day. Many racers were out to test the New Butterfield Trail race course and they found it dusty. Even though it had been blown off, traction was low. Strategic applications of VHT helped. Co-operation from everyone signing in on Friday relieved the possible congested lines on Saturday morning. Big help. No one looked like they had found the best combination for the track on Friday. It seemed as if everyone was learning the track and not trying for top times. That would come later when the traction came up.

On Saturday the track was blown off again and more VHT. Controlled practice in the morning, then qualifying heats in the afternoon. With four minute qualifiers, five racers made 13 laps in the first round: Bill Jianas, Curtis Husting, Ralph Burch, Rich Lee, and Chuck Phelps. In the second round, Bill Jianas, Chuck Phelps, and Curtis Husting moved up to 14 laps. Gene Husting, Dana Smeltzer, and Joe Sullivan made it to 13 laps. In the third go-round Jim Turner, Ross Kloeber, Butch Kloeber, and Jeff Booth joined the 13 lap group. Strangely, no one made 14 laps in this round. The temperature had risen to the mid sixties and the speeds should have zoomed up, too. So, as Saturday's qualifying closed, Bill Jianas had the top spot closely followed by Chuck Phelps and Curtis Husting.

Two more Qualifiers on Sunday. Last chance! In the first round Chuck Phelps was the only one to make 14 laps. Eight racers matched their 13 lap drives on Saturday. Final Qualifier! Troy Moore joined the 13 lappers. Rich Lee must have tipped the can because he cranked out a 14+20 (a full 5 seconds better than the 14+15 of Bill Jianas) to earn Top



**RANDOM SHOTS AT THE RIO GRANDE:** 1A. Chuck Moon Longest Distance Traveled Award from Hal's Hobby. 2A. Troy Moore, Con-cours winner. 3A. Rich Lee, T.Q. for the Weekend & 2nd. A Main. 4A. Rene Austin picking up the gold. 5A. Jerry McGinnis shy winner. 6A. All smiles for Bob Bowers.

7A. Another Austin winner. This time it's Danny. 8A. Jim Bradsher looks angry but he's really delighted with the win. 9A. Jim Cook, announcer extraordinaire and trophy winner. 10A. John Benore getting used to the gold. 11A. Chuck Ohler worked hard for the trophy. 12A. Carlos Priemer 13A. Mike Walker. Can you tell if he's happy? ing.

14A. Francisco Saenz had tough competition. 15A. Ross "don't call me Hammer" Kloeber. Take it any way you can. 16A. Barry Grossenbacher ran with the fast boys. 17A. The "Pres" Joe Sullivan worked hard for the win. 18A. Chuck Phelps camera shy, still 3rd in A Main. 19A. Close, but not close enough. Rich Lee picks up 2nd. A Main. 20A. Bill Jianas, top-man in the A Main. The "man" is back!



Qualifier honors. Nearly one half of the racers made their fastest times in this final qualifier.

The Mains were set! The temperature was creeping into the seventies. A truly pleasurable day for racing.

F MAIN always seems to have the new drivers. In this case, though, they're the fastest-improving group that you could expect. Still, lots of crashes. And it was most interesting to watch the corner marshalling techniques of the A Main drivers (rotating system). Bob Bowers seemed to be the most under control and he won with three laps to spare. Jerry McGinnis and Rene Austin raced all the way, with Rene taking third while Jerry got second. Rene's Eagle has helped his driving considerably. Bob was feeling ready, so he decided to move up to the E Main. Why not? He wouldn't lose his first place trophy unless he won a place in the higher main - a system that worked well in all the Mains.

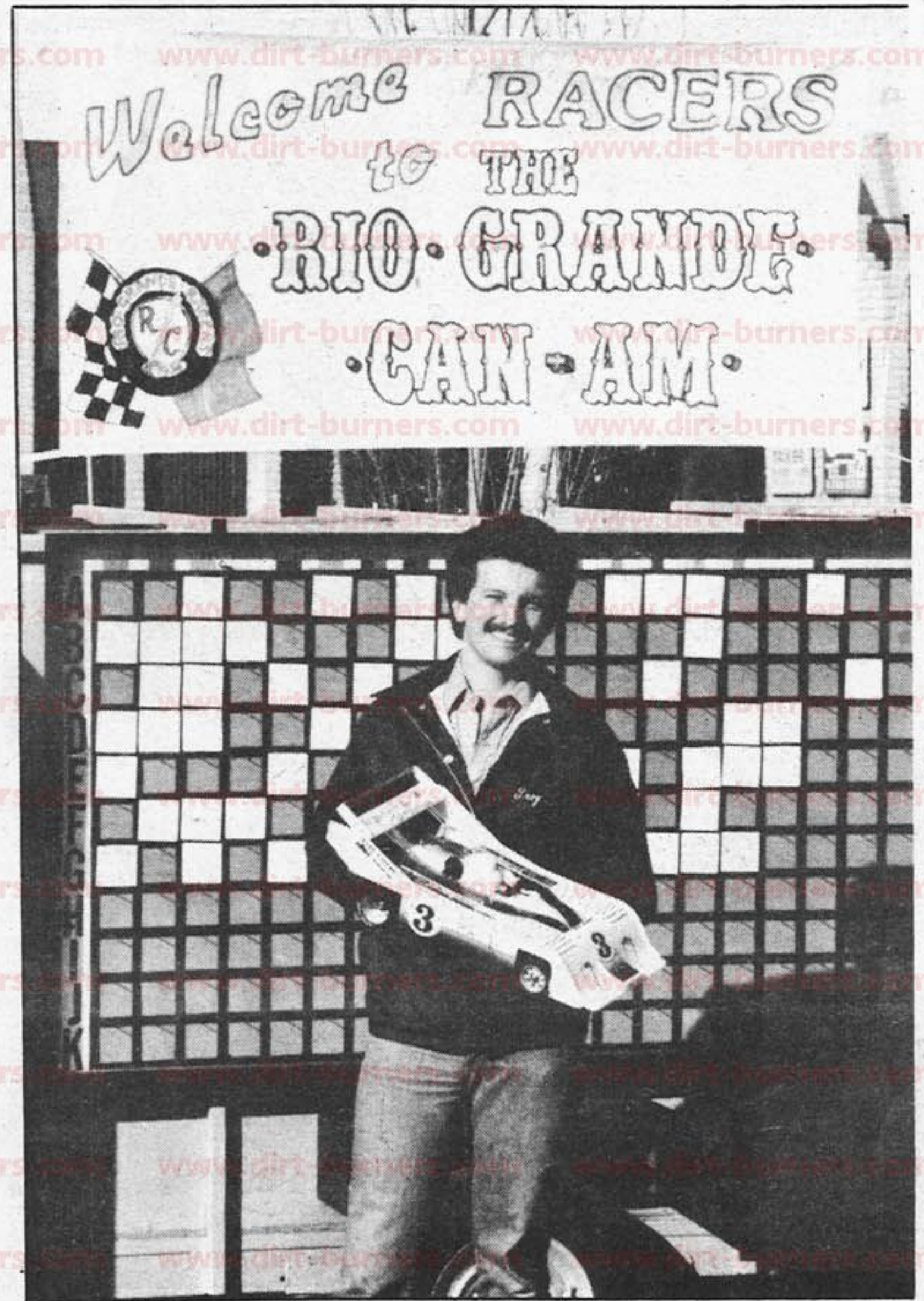
In the E MAIN, he would be facing tougher competition. Regulars like Ed Cates and Dick Jack, racers with a few months' more experience like John and Sal Nigro, Sr., Jim and Roxy Cook, as well as those with equal experience like Danny Austin and Jim Bradsher. In all three days, Jim Cook's last thought was probably getting his car ready to race. He did much of the detail work for Bill Everett and kept the whole race schedule on track. There was no slowing down his super-light Eagle once the race had started. Jim Bradsher was his closest competition, two laps behind. Third place was a horse race between Danny Austin and Dick Jack. Dick is a little out of practice and he couldn't get by Danny's Eagle.

Jim Cook elected to try out the D MAIN racers. Chuck Ohler of Albuquerque was the fastest qualifier in this group with his brand new Eagle. No, not the one he won at the Banquet, the one he just bought the

week before (Frank Barron won the RC 500). In this Main, six of the eight drivers made their best time in the last qualifier. Was there any more speed to be squeezed out? Maybe. Mike Walker had been steadily improving his times and his RC 500 was getting close. It's still pretty stock - not many factory tricks, yet. Mike had found the speed to get to the finish first. Chuck kept within 1 lap for second and John Benore was third. John also probably neglected his car during the weekend because he was busy keeping the scoring running smoothly.

Mike decided to try his hand at the move-up game. This was fun. The C MAIN would be 50 laps and all the qualifiers were very close to each other - within seven seconds. Everyone in this Main, except Francisco Saenz of Dallas and Preston Keith of Oklahoma City, had raced this track before. No difference. Francisco had the best time of the group. Throughout all of the qualifiers, Barry Grossenbacher just couldn't get a good combination. He knew this track well and should have mastered it with ease. Well, when the green flag flew, it all came back. Enough to win, anyway. Francisco never let Barry get more than one lap ahead and he had to look over his shoulder to see where Mike Walker was. Mike came through the pack to take third on the same lap as Francisco. Carlos Priemer and Bill Everett placed fourth and fifth with 48 laps each. Since Mike captured a trophy in the C Main, everyone in the D Main moved up a step.

Might as well continue the trend. Barry Grossenbacher decided to test the B drivers. He did remember the track after all! But would that be enough? Tough competition in this one. Jeff Booth from Oklahoma City, Troy Moore from Dallas, Ross and Butch Kloeber and Maggie Turner from Arizona, and Joe and Gay Sullivan from Richardson, Texas. Anyone of these, a possible



Floridian, Troy Moore, winner of the Concours d'Elegance with winning RC500.



Butch Kloeber (No. 14) finds a little excitement in his racing. Rio Grande Cam Am qualifier. Photo. Lee Chapin.

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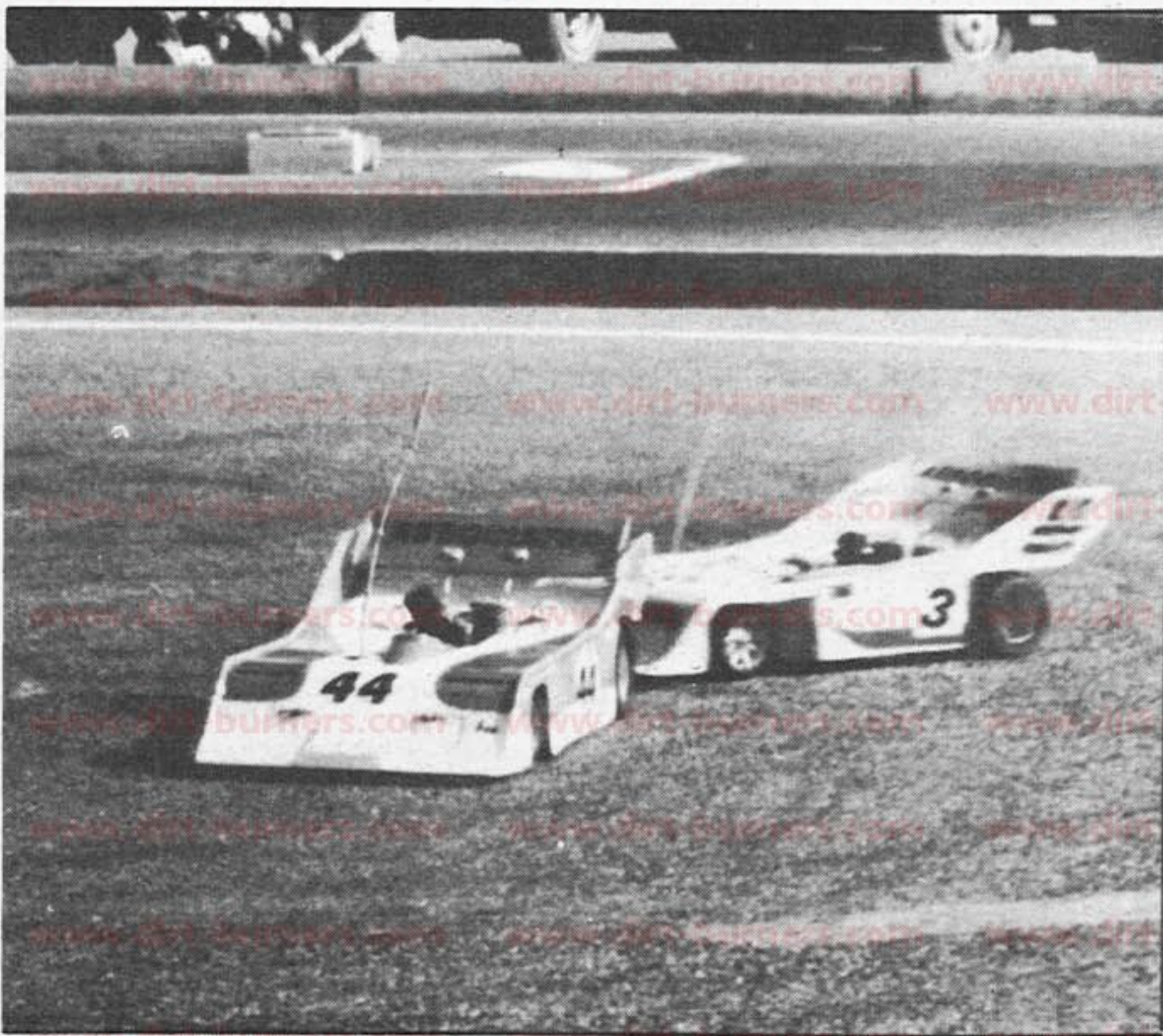
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winner. Big question in this race: Are you allowed to pass the president? Well, we'll never know because Joe Sullivan took the lead from the start and never let go! Barry was able to stay with Joe and seemed to be gaining at times. Joe passed Ross Kloeber and put him one lap down - still an easy third place. But when Barry came up to pass Ross, they bumped. Barry dropped back and it took him a long time to make up the distance. Maybe Ross drives faster with Barry breathing down his neck. Or maybe Ross has a jinx on Barry. Anyway, Barry finally did get by, but not soon

enough to have any chance of catching Joe. Still, second in the B is not bad and it moved everyone in the C up a notch. Time for the big event! 75 laps of the fastest racing ever seen in El Paso. No strangers in this group; Jim Turner, Gene and Curtis Husting, Dana Smeltzer, Ralph Burch, Chuck Phelps, Rich Lee, and Bill Jianas. Bet they could get together and form a factory team. Well, maybe not Jim Turner. He's sticking with his PB Alpha. All the rest? RC 500's. Engines? K&B derived - some with Rich Lee or McCoy goodies.



Chuck Phelps (44) and Bill Jianas (3) going at it during one of the qualifying rounds. Jianas was the eventual A main winner, with Phelps finishing third. Photo. Lee Chapin.



R/C racing shared the bill (above) with some pretty good film fare. The ladies at the score table (below), perhaps the hardest job during the race.



The start was fast and clean until the Texas Twister. Big traffic jam! Bill Jianas and Rich Lee squirt out in front. Neck and neck until the first pit stop. Bill is in and quickly out. Rich is in and stays long enough to let Bill gain nearly half a lap. Rich fought his way back and the race continued. Bill is a hard guy to pass. He and Jim Turner are probably easily the smoothest, most precise fast drivers of the meet. They never seem to miss a line.

Ralph Burch tagged along behind Rich for a good part of the race until Chuck Phelps worked his way up. Chuck passed Ralph and set his sights on Rich. Ralph wasn't satisfied with this and harassed Chuck for the rest of the race. Chuck was working hard to hold on to third.

The A MAIN was not just a fast race. It was a RACE! No one had their position for certain until the flag fell. A moment's hesitation and someone would take it away. Bill

Jianas took first; Rich Lee, second; Chuck Phelps, third; and Ralph Burch in fourth. Thanks for an excellent show!

Trophies were awarded promptly. Three places in every Main. Top Qualifier trophy to Rich Lee. Concours d'Elegance trophy to Troy Moore. And tool box plaques to every entrant, trophy winner, sponsor (including a special award to R/C RACING NEWS) and Race Official courtesy of MSD Ignition. Lots of smiling faces. The Rio Grande Racers extend their thanks to everyone who helped make the first RIO GRANDE CAN AM a complete success! Let's look forward to the next.

The Rio Grande Racers immediately start the 1983 Winter/Spring Rio Grande Series on Jan. 23rd. Lots of work to do to match the speed of these visitors.

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

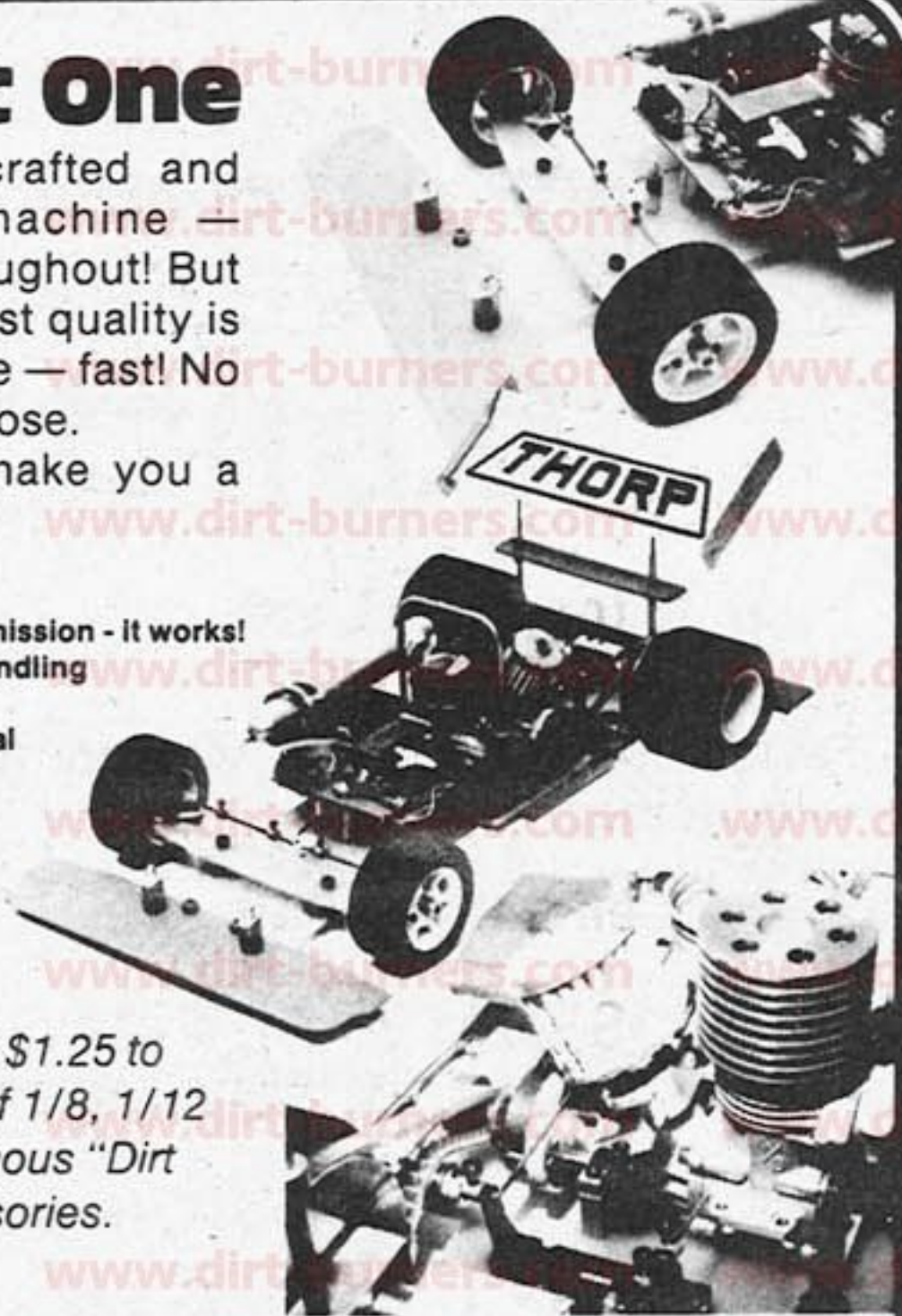
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**RESULTS**

**A MAIN:**

1. Bill Jianas (ASSOC)
2. Rich Lee (ASSOC)
3. Chuck Phelps (ASSOC)
4. Ralph Burch (ASSOC)
5. Curtis Husting (ASSOC)
6. Dana Smeltzer (ASSOC)
7. Gene Husting (ASSOC)
8. Jim Turner (SELF)

**B MAIN:**

1. Joe Sullivan
- 2.\*Barry Grossenbacher (SELF)

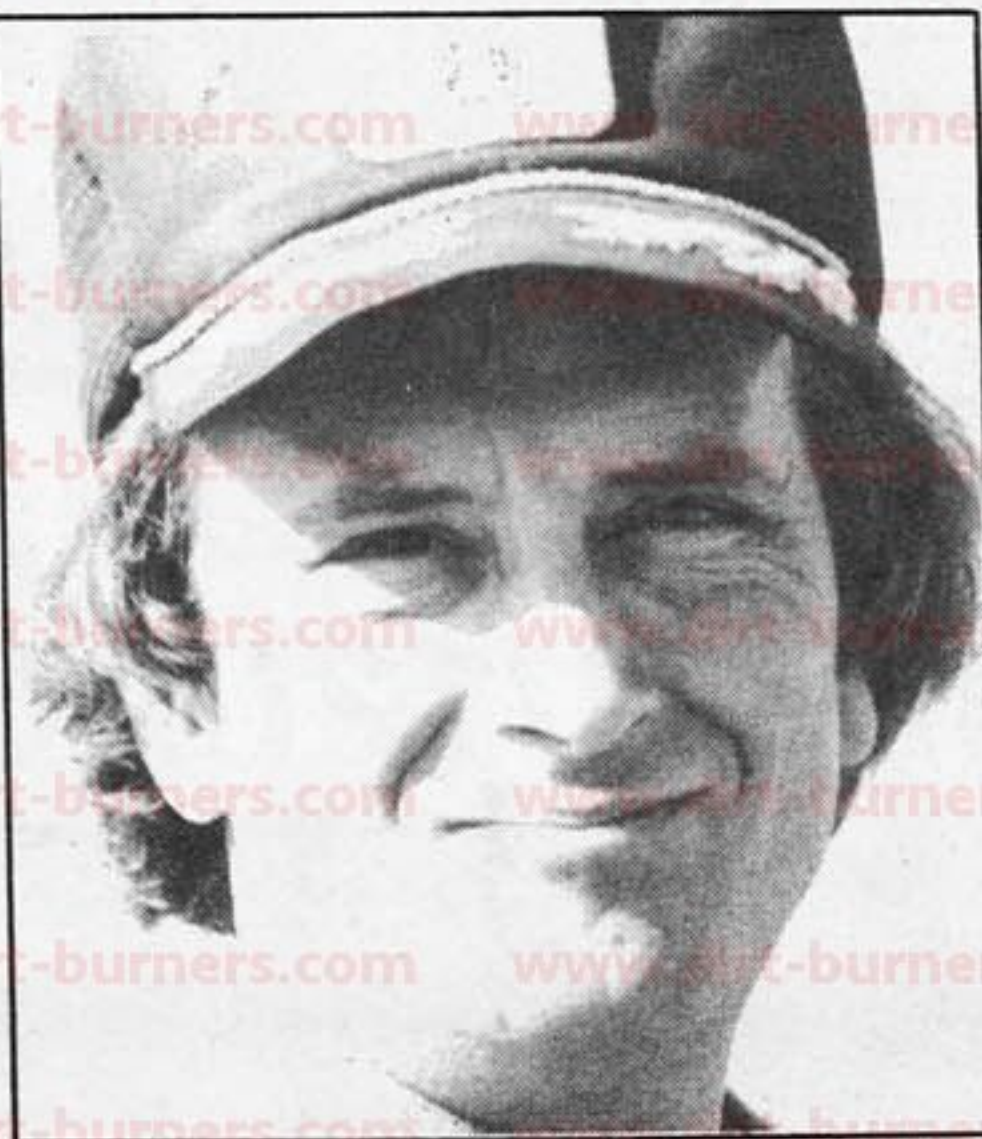
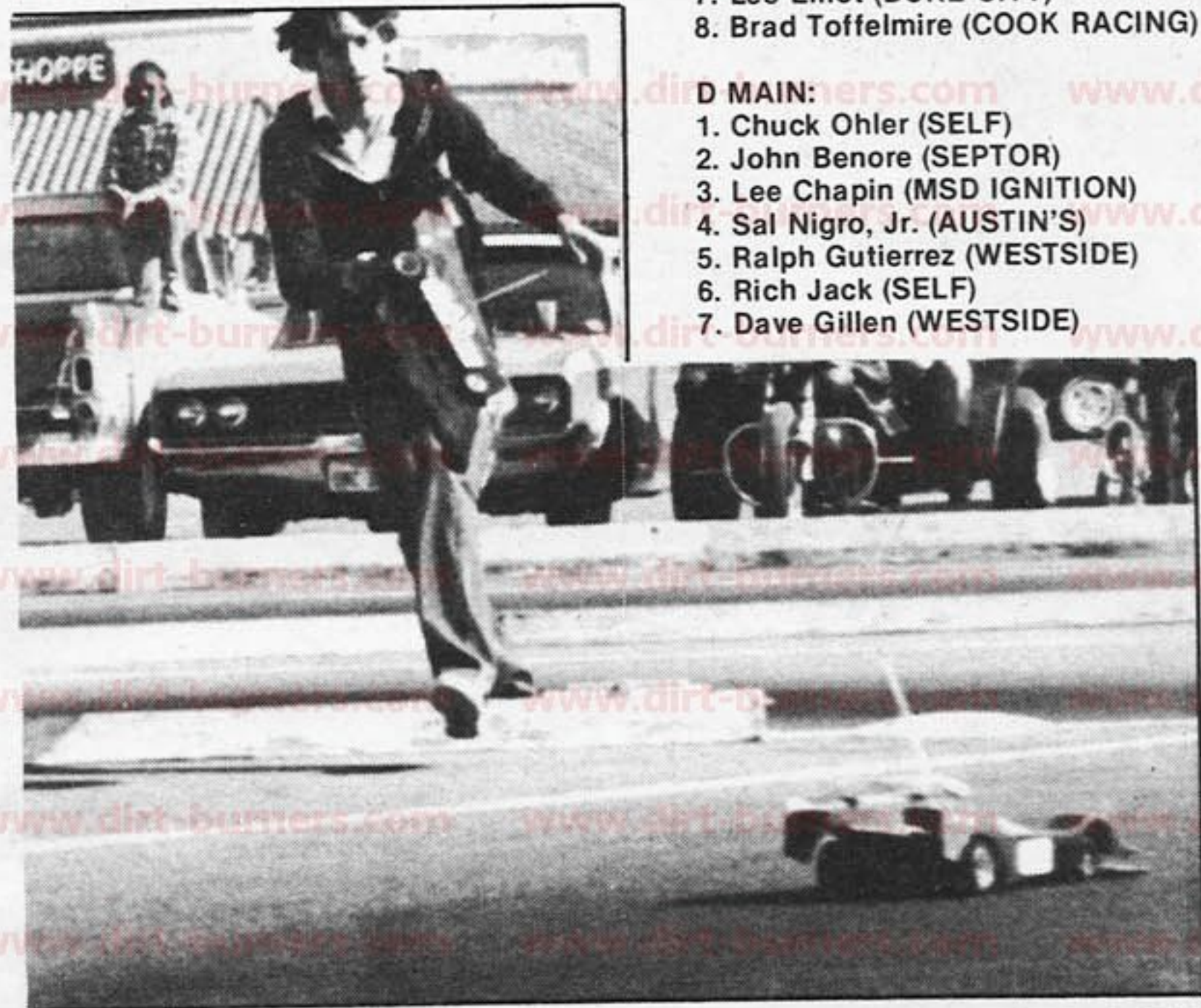
3. Ross Kloeber
4. Chuck Moon (ASSOC)
5. Gay Sullivan
6. Maggie Turner (SELF)
7. Jeff Booth
8. Troy Moore (ASSOC)
9. Butch Kloeber (DAD)

**C MAIN:**

1. Francisco Saenz
- 2.\*Mike Walker (VISTA SALON)
3. Carlos Priemer (HAL'S HOBBY)
4. Bill Everett (FUTABA)
5. Preston Keith
6. Bob Sanders (DUKE CITY)
7. Les Elliot (DUKE CITY)
8. Brad Toffelmire (COOK RACING)

**D MAIN:**

1. Chuck Ohler (SELF)
2. John Benore (SEPTOR)
3. Lee Chapin (MSD IGNITION)
4. Sal Nigro, Jr. (AUSTIN'S)
5. Ralph Gutierrez (WESTSIDE)
6. Rich Jack (SELF)
7. Dave Gillen (WESTSIDE)



(Above) Ralph Burch, Jr. performing Turnmarshalling duties. Jim Cook (right) delighted with the outcome of the race.

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**E MAIN:**

1. Jim Cook (COOK RACING)
2. James Bradsher (COOK)
3. Danny Austin (AUSTIN'S)
4. Dick Jack (SELF)
5. Ed Cates (SELF)
- 6.\*Robert Bowers
7. Sal Nigro, Sr.(AUSTIN'S)
8. John Nigro (AUSTIN'S)
9. Roxanne Cook (COOK)

**F MAIN:**

1. Robert Bowers
2. Jerry McGinnis(SNAP ON)
3. Rene Austin (AUSTIN'S)
4. Ray Cannon
5. Frank Baron (SELF)
6. Bruce Steele(MISSION PLUMBING)
7. Rick Drost
8. Daniel Alvarado (SELF & COOK)

[NOTE: \* moved up from previous race.]

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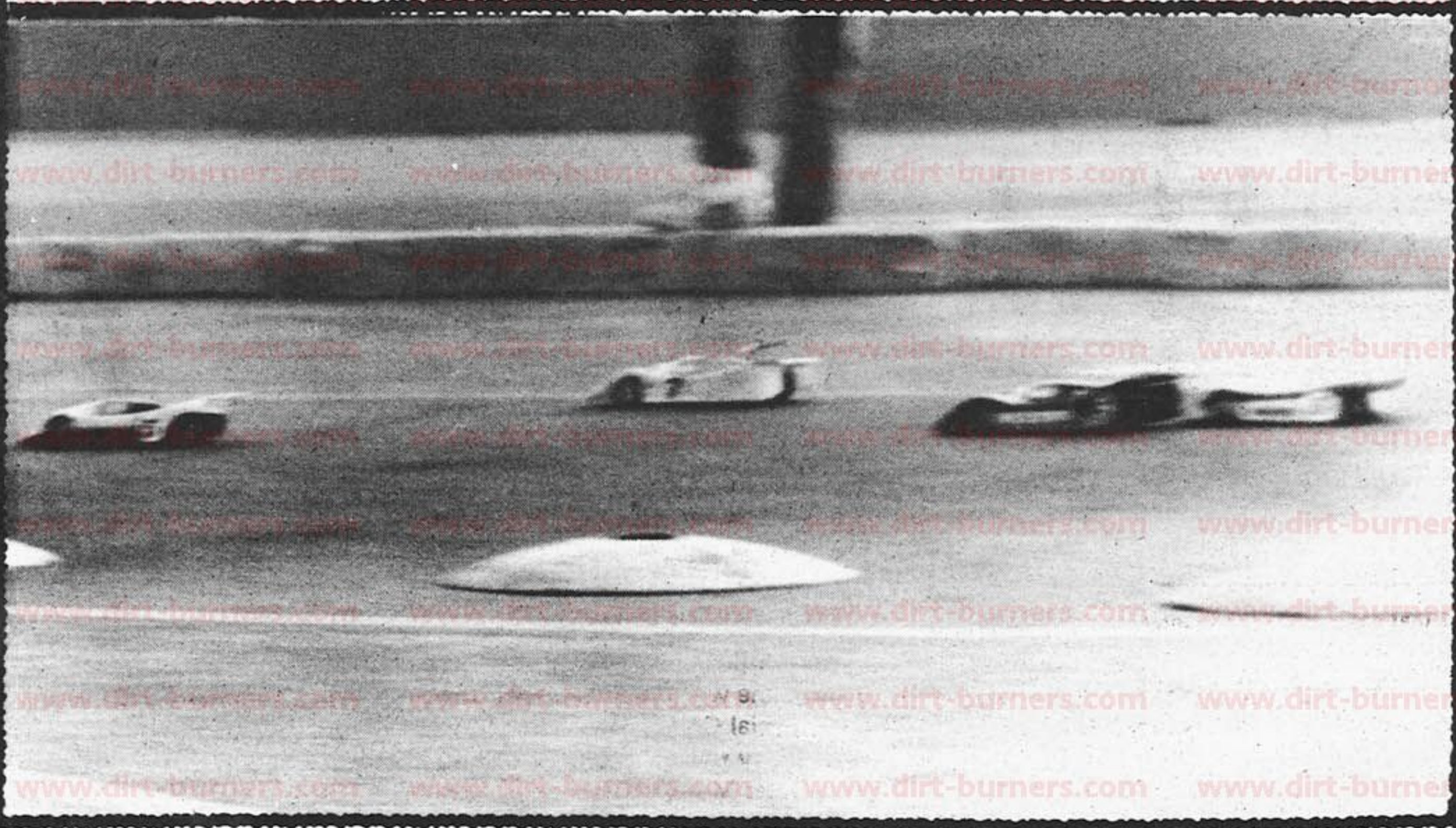
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# TEMPLIN & NEJA Take First in Del Mar's 1/12th OVAL!

Story by Elias Vidal  
 Photos by Eric Grisham & Greg Parocchia

January 2, 1983  
 Del Mar, California



CONTRARY TO LAST MONTH'S ELECTRIC RACE WHICH WAS FINISHED IN ALMOST TOTAL FOG, this month's venture into Oval Electric racing offered a near perfect day for racing. Skies clear and semi-warm temperatures made for a very pleasant day to go round-and-round.

The Oval track was laid out within the boundaries of the regular road race course. The Del Mar track featured a 95 to 100 foot straight and two sweeping turns measuring about 55 feet in width. Long enough to get the most out of your batteries, yet close enough on the turns to really see some fine racing.

As in all real Oval racing, the direction was counter-clockwise. The scoring tables were placed next to the announcing tower and just outside the retaining walls of the track.

Those who got there early got a chance to practice and dial their cars to the track. The track was in excellent condition and a little VHT was added at the turns to offer a bit more bite.

Lap times were between 11 sec. for some of the faster cars to about 13 sec.-15 sec. for most others. Interestingly to note: Lap times and lap totals weren't all that different from the Stock & Modified classes. The one exception was Chip Hayes who, in his second round of Modified qualifying, logged in 59 laps in 8:02 for the T.Q. spot.

T.Q. in Stock was Rick Templin, whose best time was a 57 lap in 8:04 on his second try.

Before we get into the details of the racing, I think it should be noted that many of the racers on hand had very little experience in Oval racing. Yet, once a few rounds of practice were used up and a couple of qualifying rounds were under their belts, it was very noticeable that the

The Del Mar track was sectioned off (above-top) for the Oval. It had a 100 foot straight with approx. 55 foot-wide turns. Close racing (above) is synonymous with Oval racing. Photo. E.G.

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## WHAT IS ROAR?

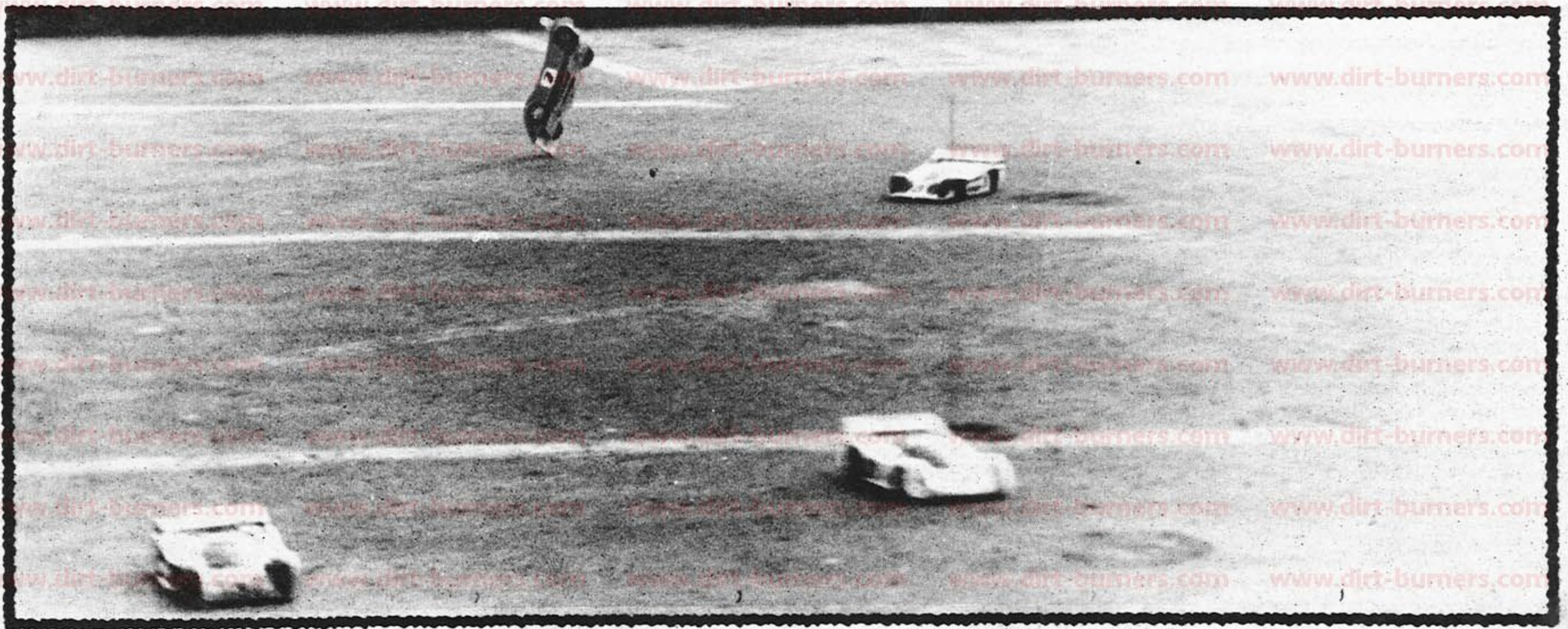
For the benefit of you first-timers out there ROAR is the national governing body for Radio Operated Auto Racing. The members (you!) vote to set the rules by which the cars are built and raced, and to select officers and regional directors. ROAR sanctions major races around the country and you must be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

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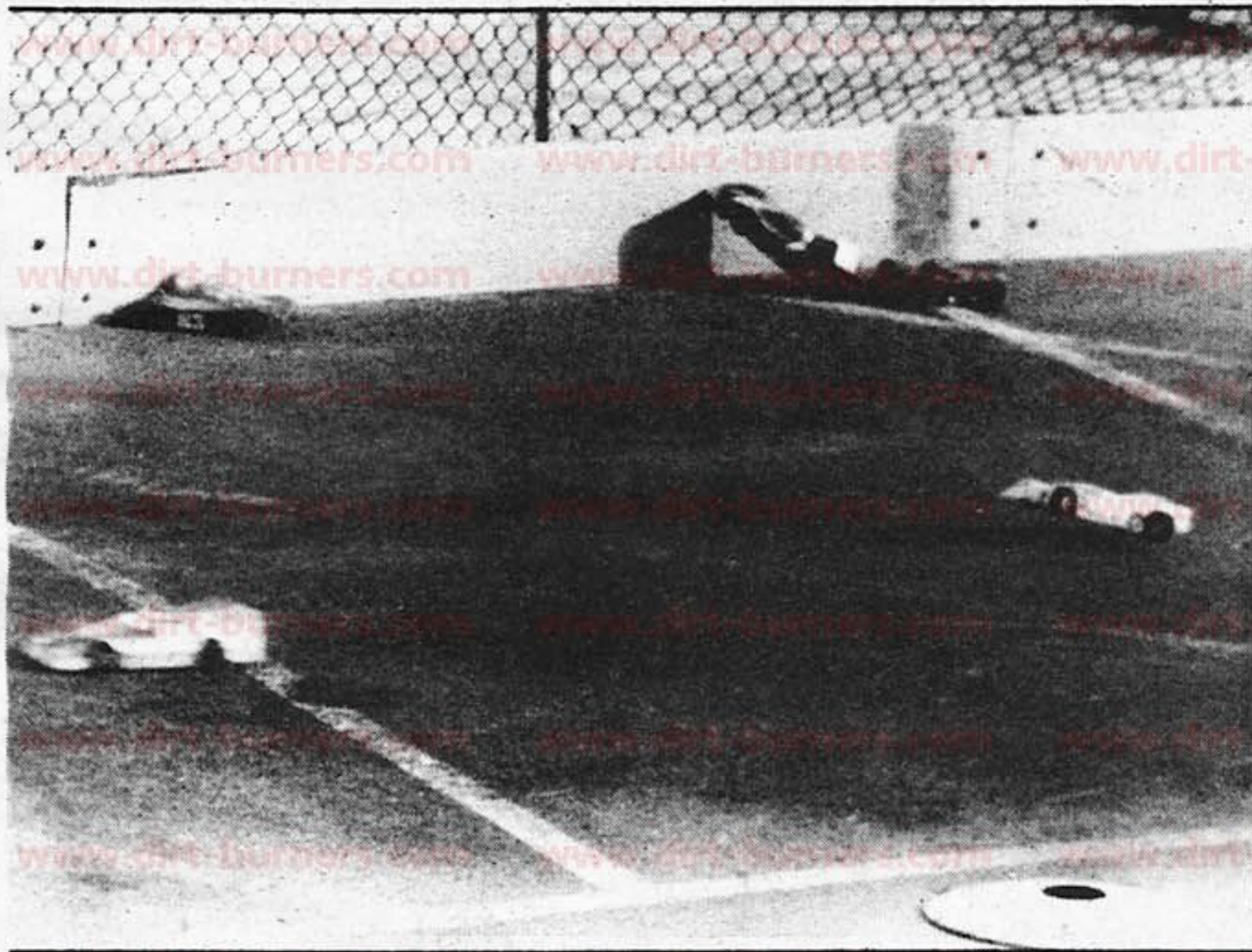
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The action in Oval racing is much faster and at times more crowd pleasing. Photo Greg Parrocha.



Several cars found that turning left isn't always that easy. Some just wanted to climb the walls. Photo. E.G.



Tim Neja, big winner in the Modified Class. Photo. G.P.

drivers' skills were getting honed-in. In addition, this type of racing, which is very close racing, proved to be as exciting as any we've seen for a while. Some races had real head to head competition, and just one minor slip made the difference from being first or fifth.

On several occasions we saw four or five cars all going for the first spot for most of the eight minutes of the race.

Most notably was the fact that some of the better drivers, who perhaps had made a mistake or two

or had been engaged in a crash, were able to fight their way back from the pack and make up the distance they had lost. This really made for exciting racing and exciting to watch for many of the spectators on hand.

In the Stock class, as we said, Rick Templin, a local Del Mar driver who also drives 1/8th and at times 1/10th off road, not only took the T.Q. spot, but when it came to the Stock A Main, showed his skills and patience, to win the main. Several  
(contd. next page)

# Futaba Grand Prix

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\$11. entry fee includes Museum Tour and special Racer's Raffle (Prizes include Sharp color television, portable stereo and talking clock.)

Pre-entry closes March 12. Entries are limited. 1983 ROAR rules. ROAR membership required.

### March 19 & 20

**For information:  
Tim Toland (714)962-2955**

times he found himself chasing the likes of Tim Neja, Larry Stancliff, Steve Urban. But in the end, he was able to outlast and drive past the field and win by one lap over second place and very hot driver, Todd Strain. Third place went to a very fast Larry Stancliff, who did have some problems with other cars, and fourth went to an equally fast Tim Neja.

The B STOCK MAIN saw another local racer take the nod. Shawn Ireland put in 53 solid laps to best the field in the B Main by at least one lap. Eric Grisham, manager of Del Mar making one of his rare racing appearances, took the second spot in the main with 52 laps. Third went Lucus Garner with 51 laps and a fine drive. James Levy was fourth with 50 laps.

The "bump" system was in use but Shawn decided not to move up.

The C MAIN had Gary Higgins come out and beat the field. His 49 laps were at least three laps ahead of second place Marcus Giordon. Joe Lenhardt was third with 44 laps and fourth went to Rick Atwood.

In the MODIFIED A MAIN, Tim Neja was not to be denied. He definitely was one of the two racers who was a favorite to win today. The other being Chip Hayes who was the T.Q. in this class. But you just knew by watching Neja's car that he would be very hard to catch once he got into the lead. The car seemed to have super power and the handling was really excellent.

The crowd on hand really got a treat when this main started as six cars hit turn one, all side by side. Very little bumping went on and coming out of turn two into the straight, there was a mass of cars bunched up together, so much so that you couldn't tell who was in the lead. The crowd roared with their approval. Into turn three a few cars nicked each other and, when coming out of turn four, it was still anybody's lead, although Neja, Templin and Hayes were all in the first group.

It's really nice to watch fine racing when the competition is head to head, yet each driver gives each other plenty of room to drive in and out of the turns and straights. So as it was, after the first few laps, Tim Neja, Chip Hayes, Rick Templin and Rick Soliz were all vying for the top spot. Several times the lead changed among these drivers but in the end, when it counted, Tim Neja crossed the line first, about five seconds ahead of Chip Hayes who took the second spot. Both drivers logged in 60 laps. Third went to Rick Templin who had an excellent day by winning the Stock A main, TQ'ing said main, and here placing in the top three among a very tough field. Fourth went to Rick Soliz.

In the B MAIN in Modified it was Bob Hayes who reigned supreme. Having early problems during qualifying which kept him from finishing one of the 2 qualifying rounds, Bob was able to come back in this main and take the win over the likes of Mike Hickman (2nd), Steve Urban (3rd), Mini Bob (4th) and others.

Since the racing program got started early, when all the mains were over, there was plenty of day

light for those who had to drive some distances back home. Others chose to go right into the shop where the Slot Car track is located and resume their head-to-head racing.

Because this race was held just after the holidays, the plaques that were made up for this race were locked up at the trophy store for the vacation period. Those that won a plaque can pick them up at Del Mar any time or next time you go racing there.

E.V.

RESULTS

STOCK A MAIN:  
1. Rick Templin

2. Todd Strain
3. Larry Stancliff
4. Tim Neja
5. Richard Soliz
6. Steve Urban
7. Todd Babbitt
8. Greg Hernandez(1st B)

- STOCK B MAIN:
1. Shawn Ireland
  2. Eric Grisham
  3. Lucus Garner
  4. James Levy
  5. Bruce McGee
  6. Bob Stancliff
  7. Fred Hohwart
  8. Ray Van Wyck

- STOCK C MAIN:
1. Gary Higgins
  2. Marcus Giordon
  3. John Lenhardt
  4. Rick Atwood
  5. Guy Hedrick

6. Rick Hohwart
7. Lloyd Mack
8. Chris Scott

MODIFIED A MAIN:

1. Tim Neja
2. Chip Hayes
3. Rick Templin
4. Richard Soliz
5. Wayne Taylor
6. Doug Kott
7. Big Jim Greenmeyer

MODIFIED B MAIN:

1. Bob Hayes
2. Mike Hickman
3. Steve Urban
4. Mini Bob
5. Rick Atwood
6. Sam Ellis

\*\*\*

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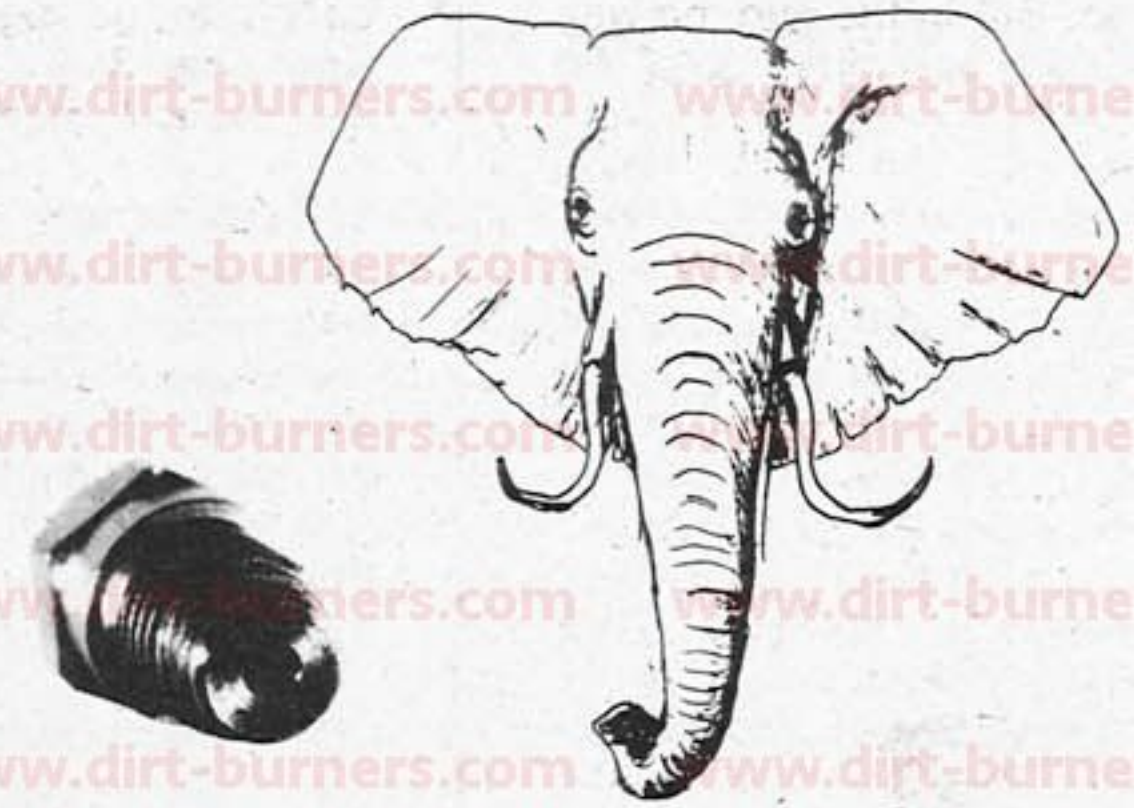
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	A Main	Cagun Grand Prix
<u>Kim Davis</u>	1st A Main	Region 2 Championship Race & Top Qualifier
	10th A Main	Winter Nats
		Top Qualifier for Florida State Championship Race
<u>Rick Davis</u>	1st A Main	1982 Nats Oval
	9th A Main	1982 Winter Nats
	3rd 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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# 1983 ORRCA Rules

RECENTLY we attended the ORRCA meeting held in Pomona where the 1983 ORRCA racing rules were being finalized. It now appears that these rules will remain in effect for the entire 1983 year and very few changes are anticipated. You can write to ORRCA, c/o The Ranch Pit Shop for a printed set of rules to carry with you wherever and whenever you race. ORRCA Qualifiers start in February towards the ORRCA NATIONALS to be held on the last week of August, 1983. Site for the Nationals has been narrowed down to either DEL MAR RACING CENTER or THE PIT SHOP. Announcement of the location will be made soon. Hope to see you at the next race.

## INTRODUCTION:

The purpose of this set of rules is to establish a consistent basis for the racing of R/C Off Road cars. This is important to drivers and race promoters to insure that races will be run fairly and equally at all ORRCA tracks. Also so that those with less experience or technical knowledge will feel comfortable in their respective racing classes.

This set of rules is designed to structure races objectively, based on cars only, rather than subjectively - based on talent.

It is anticipated that in the near future, further class breakdowns may be necessary to take into consideration both the structure of the car and the skill of the driver.

There are three separate classes: STOCK - Entry level type cars with minimum capital investment (other than original cost of the kit, radio and batteries).

MODIFIED - Intermediate or Expert level cars with enhanced handling capabilities and suspension but limited to the "power base".

OPEN - Limited only to the driver's discretion and pocket book, with the exception that in all three classes, the LENGTH (18") MUST NOT be exceeded and the WIDTH (9 1/2") MUST also NOT be exceeded.

## GENERAL RULES

A.1. It is the intention of ORRCA to promote family oriented racing. With this in mind, unruly or unsportsmanlike conduct will not be tolerated. People judged to be in violation will be requested to leave the area.

Due to insurance regulations, no alcoholic beverages are allowed at races.

A.2. A driver who races in STOCK CLASS can not race in another class (ie. Modified or Open). A driver that has raced in either MODIFIED or OPEN classes can not revert back and race in STOCK class. However, a driver can race in both MODIFIED & OPEN classes.

## BODY

A.3. In all three classes, car bodies must be strictly "Off Road" or "Dirt Track" type bodies. All cars must have a readily removable body. Body must resemble a true off road vehicle.

## RACING NUMBERS

A.4. Legible ORRCA numbers must appear on both sides and on the top (hood, roof, wing, etc.) of all race cars. Numbers MUST be legible with a white background.

## ORRCA MEMBERSHIP

A.5. Cost of ORRCA membership will be \$2.00 (subject to change without notice) which will include a membership card, your assigned or "earned" number and a set of ORRCA numbers, logo and background. Any additional purchase of ORRCA numbers will cost \$2.00 ea. A DRIVER MUST BE A MEMBER OF ORRCA TO RACE IN AN ORRCA POINTS RACE.

## RACE ENTRY

A.6. The fee will be \$6.00 ea. for ORRCA Sanctioned races (subject to change), with \$1.00 going to the ORRCA Championship Fund. Entry for an ORRCA Quarter Championship or National Championship may vary.

## PROTEST PROCEDURES

A.7. Class protest should be lodged by the end of the following race. Protest must be in writing and it must be accompanied by \$20.00 in CASH ONLY! Race Director or ORRCA Official will determine the validity of the protest for only the ONE ITEM protested. If there is more than one item protested against a car, an additional \$20.00 must be posted for each additional item. Owner or sponsor of the car must dismantle his or her own car under the supervision of the race official. If the car is found to be "legal", the person being protested will receive the "protest fee(s)". On the other hand, if the car is found to be "illegal" the person filing the protest will have the "protest fee(s)" returned and the guilty party will be DISQUALIFIED from the day's results.

A driver who is found to be in violation of class rules on more than one occasion may be SUSPENDED or EXPELLED from future ORRCA races.

A driver who fails to submit to vehicle inspection will be expelled from the current points Series.

## QUALIFYING

A.8. A driver can qualify himself with any car as long as it meets that class' requirements. Each car to be used for qualifying must be "teched" by a race official. A driver must race the car he or she has "teched" and qualified with. UNDER NO CIRCUMSTANCES can one driver qualify for another.

## ORRCA POINTS

A.9. A person winning the A Main in each ORRCA Class will earn 100 points; a person finishing in second will earn one point less, or 99 points, and those thereafter, one less point according to their order of finish.

A person that wins the B Main in any ORRCA Class will earn 90 points and those behind the winner will earn one point less according to the order of finish.

A person winning the C Main in any ORRCA Class will earn 80 points; a person winning the D Main earns 70 points; a person that wins the E Main earns 60 points, and so on. In any case, finishing position in each main are reduced by one (1) point in the order of finish.

## SPORTSMANSHIP

A.10. A "black flag" will be given to a driver whose driving, or car operation constitutes a hazard to the other cars in the race. If a driver ignores the "black flag" he will be disqualified from the race for the rest of the day.

A car MUST finish a race under its own power (cannot be pushed). Unsportsmanlike driving (ie: Intentionally hitting other cars, or short-cutting the course) is not allowed. Anyone doing so will be disqualified at the judgement of the Race Director.

Abusive language by a driver towards a turnmarshall or any official will not be tolerated. Immediate disqualification will result. Referees will be present at all points races to black flag cars with problems or drivers with problems.

## DRIVING RULES

A.11. No car will be driven at any time in reverse of the track traffic. One lap penalty will be assessed in the Main. A driver must be careful not to hit the throttle when a turn marshall is handling the car.

## TURN MARSHALLS

A.12. Drivers must turn marshall for the race immediately following their own race. Failure to do so will result in the loss of one lap in the Main event. (Another RACER may substitute, if necessary, but the original driver is responsible for the actions of the substitute.)

Race cars MUST NOT be repaired on the race track. A turn marshall doing so will



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be docked one lap in the Main event. A car running on the track has the right of way over a car that has gone off the track, turned over or otherwise has problems. Turn marshalls must treat all cars equally.

#### SEMI-ANNUAL FINALS

A.13. To be eligible for the Qualifying race that precedes the finals, a driver must be an ORRCA member and have raced at least two (2) ORRCA points races in the current series.

#### TRACK RULES

A.14. Opposing traffic should be separated by two feet, or by a barrier at least 4" high. All tracks must have a clearly marked start-finish line. Scoring area should be at the finish line. A backup scoring system is required at all ORRCA races.

#### GENERAL TECH RULES

B.1. A driver must race the car he or she has teched and qualified with.

B.2. Tech Inspection will be held prior to a race (cars may also be inspected at any time during the race by the Race Director or his designee).

B.3. First, second, and third place cars in the Stock and Modified "A" main will be inspected IMMEDIATELY after the main.

B.4. Legible ORRCA numbers must appear on both sides and the top (hood, roof, wing, etc.) of all race cars. Numbers must be black with white background.

B.5. Non-shock absorbing front bumpers are not allowed. NO METAL FRONT BUMPER. Most stock bumpers are acceptable as well as many after market bumpers.

B.6. No sharp protruding objects allowed on cars.

B.7. All tech rules must be strictly adhered to. No cars will be allowed to race if they are found to be in violation of the rules. Any violation must be corrected BEFORE the car is raced.

B.8. All cars must have a readily removable body. A car cannot compete unless its body is properly secured. If the body falls off, a car must pull off the track and have the body fastened before resuming the race. No car is allowed to cross the finish line without the body being properly fastened. Rubberbands to hold the body on are NOT ALLOWED.

B.9. Radio frequency conflicts: In the event of a frequency conflict in a main event, the lower qualifying racer must change frequencies.

B.10. Only Sub-C size NiCad batteries shall be approved for ORRCA racing. The individual cells must be 23mm diameter by 42mm length. The cells must be rated 1.2 volt/1.2amp hours maximum with a cost not to exceed \$6.50 per cell as purchased through normal commercial channels nationwide.

B.11. Drive motors (Stock & Modified class): Must be commercially available with a retail cost not to exceed \$15.00. NO modifications are allowed, including: re-timing, re-balancing, epoxy, or ball bearings. Magnet "zapping" is allowed. Original manufacturer is acceptable. Motors must have .05 displacement. Windings: 27 turns of 22 gauge (error factor of minus 1 turn allowed on 2 of 3 poles only). Motors with more than 27 turns of 22 gauge wire will be considered for approval. Any motor must be approved by the ORRCA rules committee prior to use at any ORRCA sanctioned race. A minimum of 5000 motors must have

been produced. A list of approved motors and approval requirements is available from ORRCA. Approved motors should be marked "ORRCA APPROVED STOCK MOTOR" on the manufacturer's header card. The Mabuchi RS-540 (non-ballbearing), (27 winds of 22 gauge wire), as supplied in the Tamiya, Cox, and AYK cars is ORRCA legal. Motors that show any sign of tampering will be disqualified.

B.12. Motor tear-down at major races: The motor used in the first, second and third place cars in the "A" mains in Stock and Modified classes WILL BE torn down to be certain of their legality. Other motors may be torn down at the discretion of the Race Director. Any motor found to be illegal will not be replaced and the driver will be disqualified. Legal motors will be replaced by ORRCA.

#### STOCK CLASS

C.1. The STOCK class rules are based on the premise that a novice driver needs a place to begin. The rules are designed to limit the amount of money invested to be competitive. They also take into consideration the limited amount of experience of the driver and at the same time allow certain modifications that will make the car more reliable than in its factory design.

Any manufactured car kit must be approved by the ORRCA Rules Committee prior to being raced in the Stock class. A manufacturer must have produced a minimum of 500 cars of one type and design before it could be accepted by ORRCA as a Stock class car. The car must be commercially available in the United States.

ORRCA Approved Stock Car list:

AYK - 566B Baja Bison or Ford P/U.  
Bolink - Digger 10 - BL1010, BL1310, BL1311, BL1410.  
COX - 9080 Scorpion, 9085 Sidewinder  
MRC/TAMIYA - 1015 Rough Rider, 1016 Sand Scorcher, 1017 Ford F150.

C.1. ASSEMBLY: Car must be assembled according to the configuration as described in the instruction book. Car kits must be electric powered by a Sub-C battery source and 1/10th and 1/12th scale.

C.2. DEFINITION: As used in these rules, "Stock" means parts used in the original design and manufacture of the particular car being raced (ie; Tamiya speed control is only allowed on a Tamiya car. AYK Speed control is not allowed on a Tamiya car). Any exceptions are specifically spelled out.

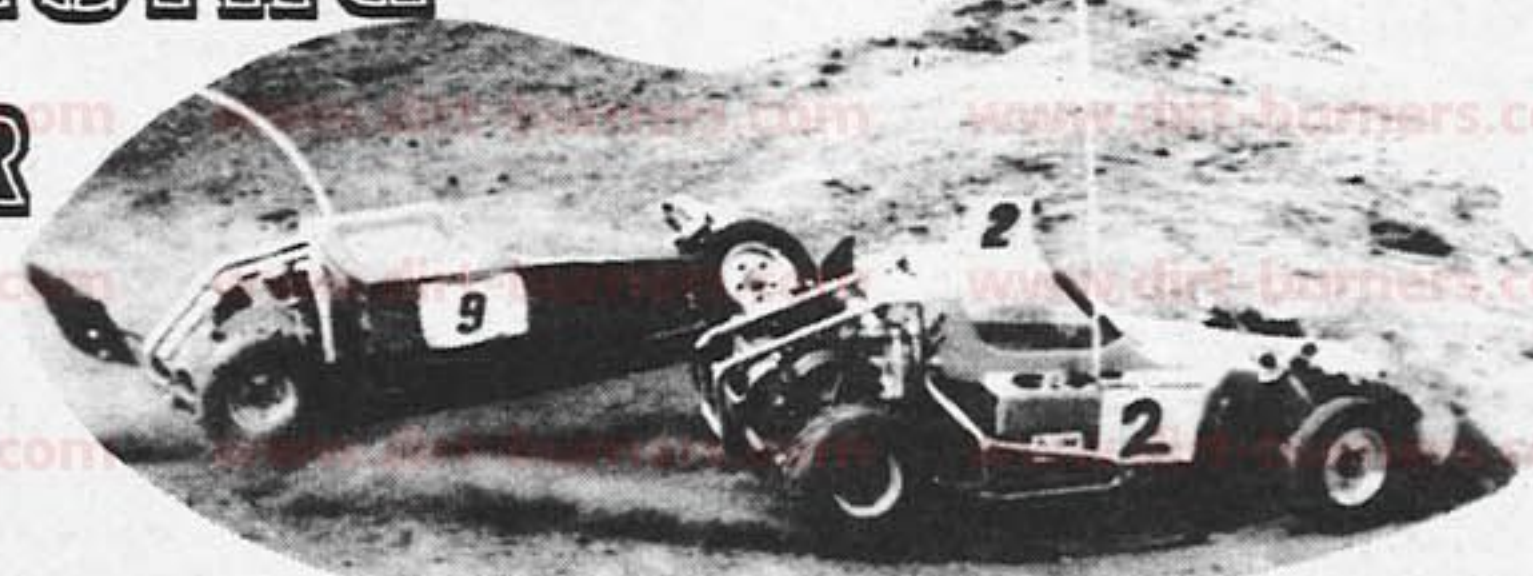
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RACE SCHEDULE: (FOR DELMAR ONLY!)

✓ FEB - 12	✓ MAY - 14
✓ FEB - 26	✓ MAY - 28
✓ MAR - 12	✓ JUN - 11 (DOUBLE PTS)
✓ MAR - 26 (ALSO DRACA CHAMP)	✓ JUN - 25
✓ APR - 9 (DOUBLE PTS)	✓ JUL - 9
✓ APR - 23	✓ JUL - 23

ALL RACES ON THE 2<sup>ND</sup> & 4<sup>TH</sup> SATURDAYS OF MO. (RAIN DATES - SUNDAYS)

ENTRY FEE: \$6.00 RACE AT: 10 A.M.  
SIGN UP FROM 8:30-9:30 - A,B,C MAINS...  
PLAQUES FOR 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup>

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- "DOUBLE POINTS" RACES... DOUBLE COUPONS
- DRAWING FOR \$\$\$ OF PRIZES TO BE HELD AT LAST RACE... ANYONE CAN WIN. (WINNERS NEED NOT BE PRESENT)
- THE MORE RACES YOU ENTER... THE BETTER THE CHANCES FOR YOU TO WIN!
- GREAT PRIZES TO BE DRAWN !!!

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WIN  
WIN  
WIN  
WIN

PLUS

EXTRA BONUS: IN ADDITION EACH ENTRY GETS A DEL MAR RACING CENTER "DISCOUNT CARD" GOOD FOR ANY SOIL & TURF RECREATIONAL ACTIVITY AT 50% OFF REGULAR PRICE !!!  
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C.3. SUSPENSION: Must remain in stock configuration. Single shock dampers per wheel in the instruction book position. Torsion bars may be softened by rebending or exchanging them for another kind. Rear camber adjusters are NOT allowed. Alignments to the front end may not be made by shims or washers at the mounting point of the chassis. Adjustable coil overs are legal in Stock class on Stock shocks.

C.4. TIRES & WHEELS: Tires from one car kit may be interchanged with other car kits but the wheels that come with the tires must be used, (metal outers OK), but may be drilled to fit. Tires must be mounted on the wheels in the stock configuration. Profile cannot be altered. ABSOLUTELY NO "Spike" tires allowed. The only compound of a tire must be of rubber or foam. No metal, plastic, or synthetic supplements, spikes or sections allowed.

C.5. BODY & CHASSIS: Stock kit bodies only; clear replacements are allowed. Mounting of the body at driver's discretion. You may add any detail, protective equipment (ie: nerf bars, roll cages, bumpers, netting, lighting, etc.) that enhances the scale realism of the car, as long as it does not increase the stock performance over another car. Chassis must be stock. Total overall length of the car must not exceed 18" in length (bumper to bumper) and 9 1/2" in width (outer tire to outer tire).

C.6. STEERING: Must remain in Stock configuration with servo at right angle to steering action, or as produced by manufacturer. Stock ball joints may be replaced, stock linkage may be replaced with a heavier gauge material, but stock ballcup position must remain the same. Stock "servo saver" must be used. Servo saver tension may be increased. Spindles may be re-drilled forward or backwards as needed.

C.7. RADIO BOX: May not be altered, except for air vents and easy access to radio crystal. Receiver must remain in Stock configuration but it may be rotated for easy access to crystal.

C.8. BATTERIES: Propulsion batteries must have six (6) Sub-C cell (max. 1.2 volts each) in series only. You may not remove receiver battery pack.

C.9. SPEED CONTROL: Must be stock type, in any convenient configuration to the servo, as long as the servo remains in stock position. Direct replacements are allowed.

C.10. GEAR CASE: Plastic or metal gears may be replaced with aluminum or brass or stronger metal gears. Bushings can be replaced with ball bearings. The stock gear ratios must remain the same. Plastic cases on either side of the gear case must remain clear.

C.11. AXLES: Can be replaced for a stronger material type, but length must remain the same as the Stock length plus or minus 1/16th total car width.

C.12. MODIFICATION: If a modification is not specifically allowed in these rules, it is NOT LEGAL. Any legality question(s) can be answered by an ORRCA Official. If it's not written here, it's NOT ALLOWED!

#### MODIFIED CLASS

The Modified class is for the more experienced driver with equipment and skills to make major modifications to the handling of the car. Basically, there are no limits as outlined hereafter. The class will emphasize handling and driver's skills. Car must be electrically powered in 1/10th or 1/12th scale.

D.1. SUSPENSION: No Limits

D.2. TIRES & WHEELS: No Limits, except that no metal or plastic spikes are allowed.

D.3. BODY & CHASSIS: Except for the width and the length of the chassis as listed in the Stock class, there are no limits of the type of chassis that can be used.

Bodies must be "off road" or "dirt" racing type bodies, they must resemble a true "off road" vehicle.

D.4. STEERING: No Limits

D.5. RADIO BOX: No Limits. You need not use one.

D.6. BATTERIES: Propulsion batteries

must have NO MORE THAN 7 Sub-C CELLS, of no more than 1.2 volts each and in series only. Receiver and servo batteries may be replaced or eliminated.

D.7. SPEED CONTROL: No Limits

D.8. GEARING: No Limits

#### UNLIMITED OR OPEN CLASS

The only Limits in this class are the following:

E.1. SIZE: Length maximum 18", width maximum 9 1/2".

E.2. POWER: Propulsion battery must be rechargeable Sub-C, of no more than 1.2

volts each cell in series only. No limit to number of cells. Receiver and servo batteries may be replaced.

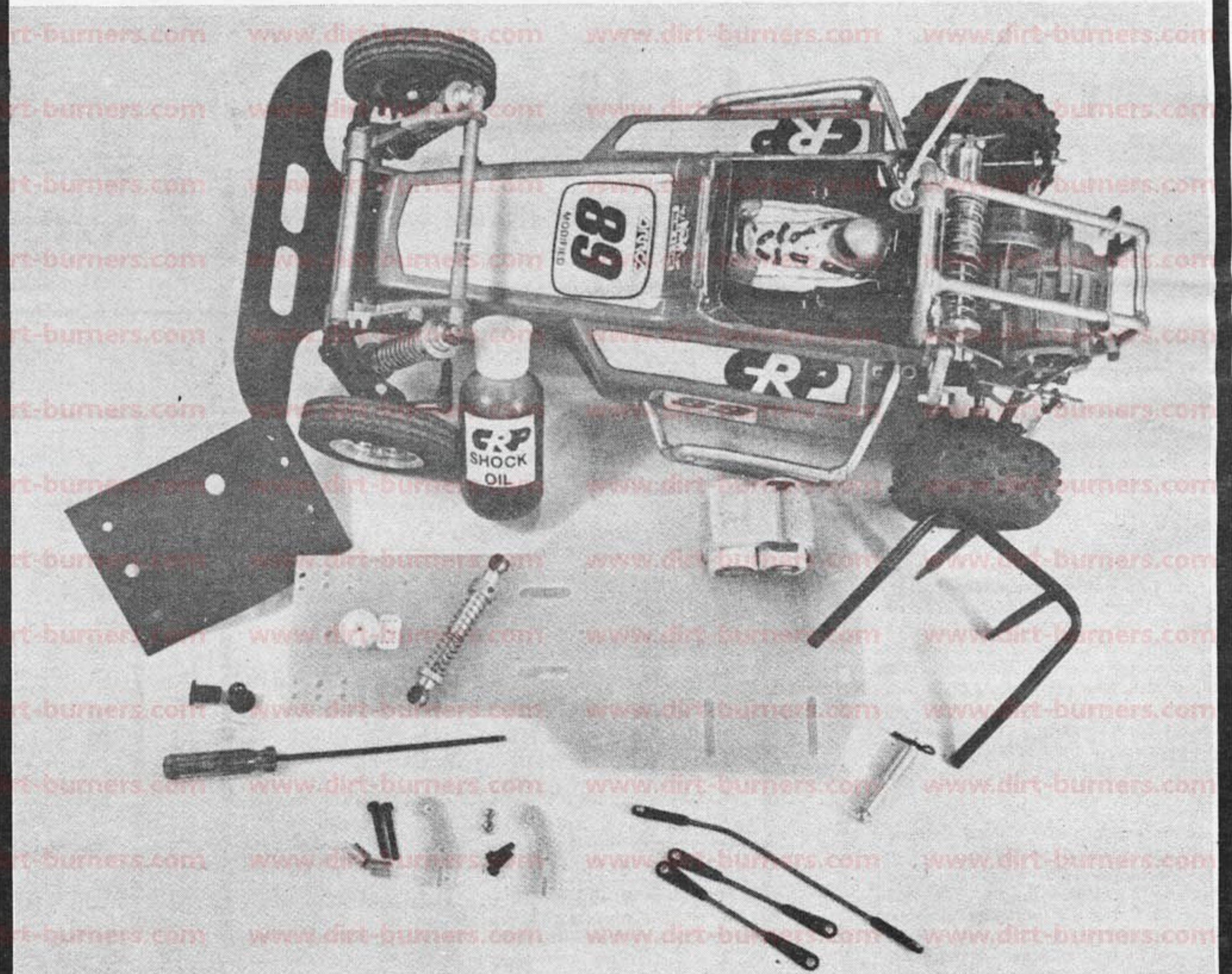
E.3. TIRES & WHEELS: No Limits, except as in Modified class, no metal or plastic spikes allowed.

E.4. DRIVE MOTOR (Open): Open class motors must be .05 displacement. No Cobalt magnets allowed. Ceramic magnets only. Motors may be re-wound, epoxied, balanced and may have ballbearings, custom brushes and cooling holes. Open class motors must be available through hobby distributors and dealers with a maximum retail price of \$75.00.

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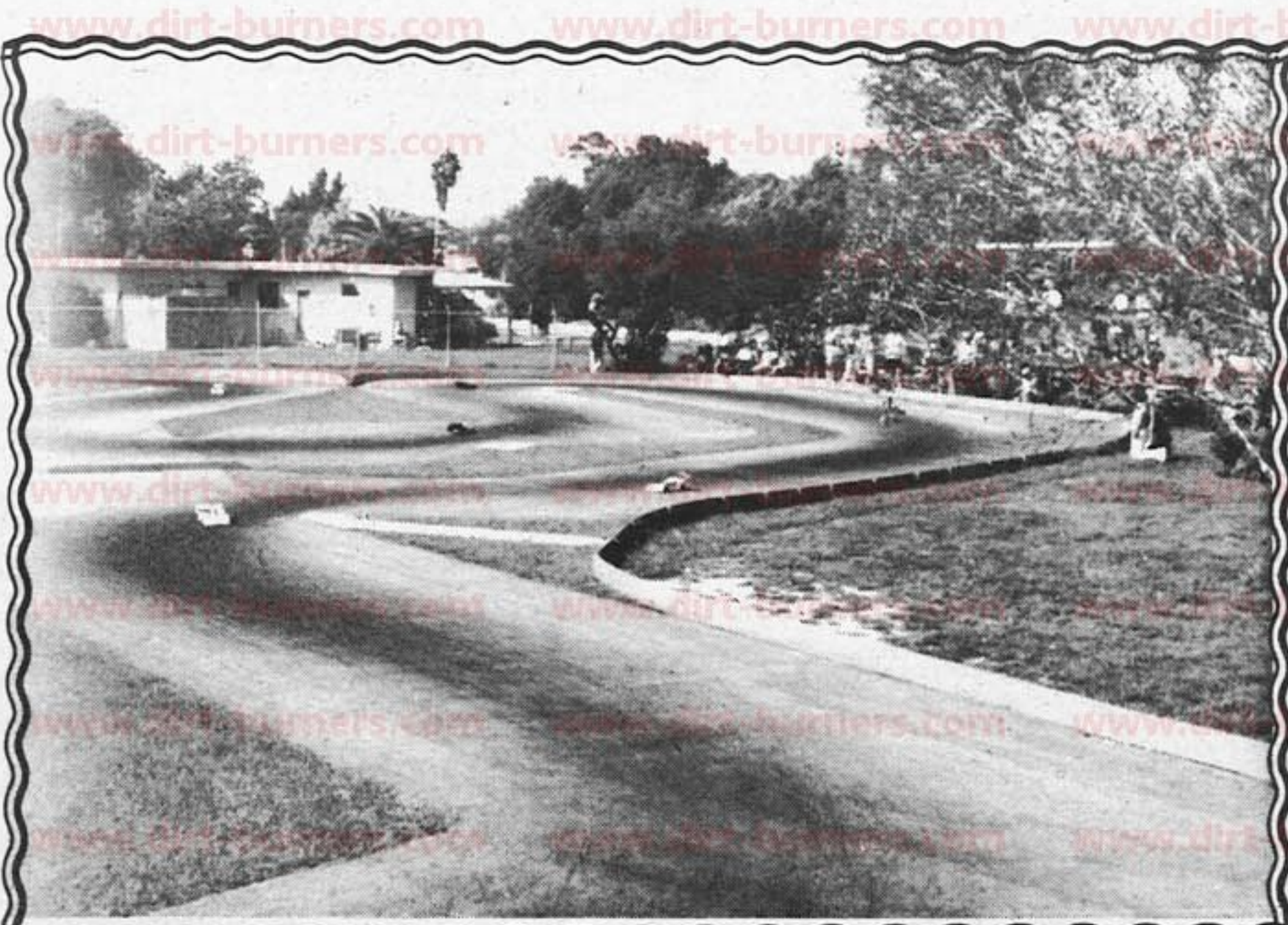
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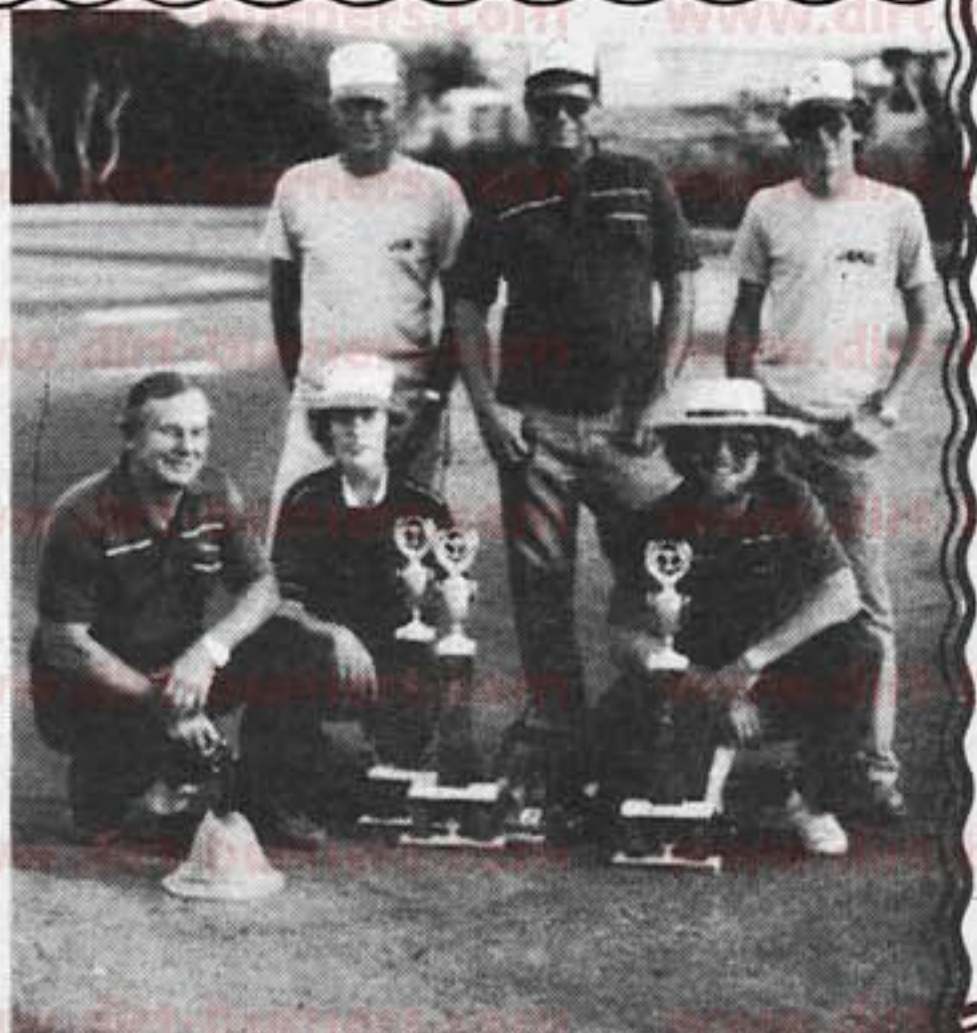
make an engine change. They were able to get back in it and before too long they were able to move into second as a result of manifold problems and a little "brain fade" for Car 1.

Then, as some would say: "the .....hit the fan. Car 3 (the lead car) went out with radio problems and it looked like it could not be fixed. Three receivers later and who knows how many other problems, Car 3 persisted and was back out on the track. The 20 minutes or so that they had spent in the pit had cost Car 3 the lead and now Car 2 had the top spot with 579 laps. Car 3 was in se-

cond with 552 laps and they were followed by Car 1 with 522 laps. Car 5 had 430 laps and Car 9 had a total of 408 laps. (From this point on Car 9 developed Half-shaft problems that kept them in last for the rest of the race.)

From the half-way mark into the race (1 p.m.) there were no place changes and all five teams continued to race with only minor problems, except for an engine change for Car 1. The Associated car blew an engine at the 4-hour mark, but was able to replace it quickly so that they were able to hold on to 3rd (Contd. next page)

## 6 HOUR ENDURO AT Suncoast



The SUNCOAST Raceway (top left) with grass infield. Winning Team (left): sponsored by Future Homes. Car 2 (above) undergoing motor change, still was able to win. Photo. Weideman

Story & Photos by  
Gary Weideman

Largo, Florida  
December 11, 1982

SUNCOAST RACING held its first Enduro Gas race at the Suncoast Raceway; Florida's only true permanent, grass-infield R/C track.

Having never held this type of a race before, I think that the 6 Hour Enduro went off extremely well. It was a well-run race.

The race started at 10:00 a.m. and went on until 4:00 p.m. This race was scheduled to start on time, rain or shine. Upon my arrival, the sun was out and the temperature was about 70 degrees; perfect weather for any kind of racing, especially this type.

Five Teams showed up, less than expected, but very similar to other Enduros. In any case, the racing was still just as good.

CAR 1 had: Ralph Burch, Jr., Chuck Moon, and Troy Moore driving for Associated.

CAR 2 had: (Eventual winners) Joe Tassillo III, Butch Barry and Tom Lause driving a Delta Eagle for Future Homes.

CAR 3 had: Warren Jamison, Ernie Heller, and John Riley driving an Eagle.

CAR 5 had: Art Scaneli, Rocky Hagen, and Dave Haddock driving a Delta Super J.

CAR 9 had: Ray Heller, Ben Todd and Harry Shaub, also driving a Delta Eagle.

Can-Am bodies were used by everyone, and since this track does not have any inside boards, there was no need to double up on the bodies for strength. Tire wear is excellent, in fact the slower cars only used two sets on the rears and the fastest car used six sets on the rear.

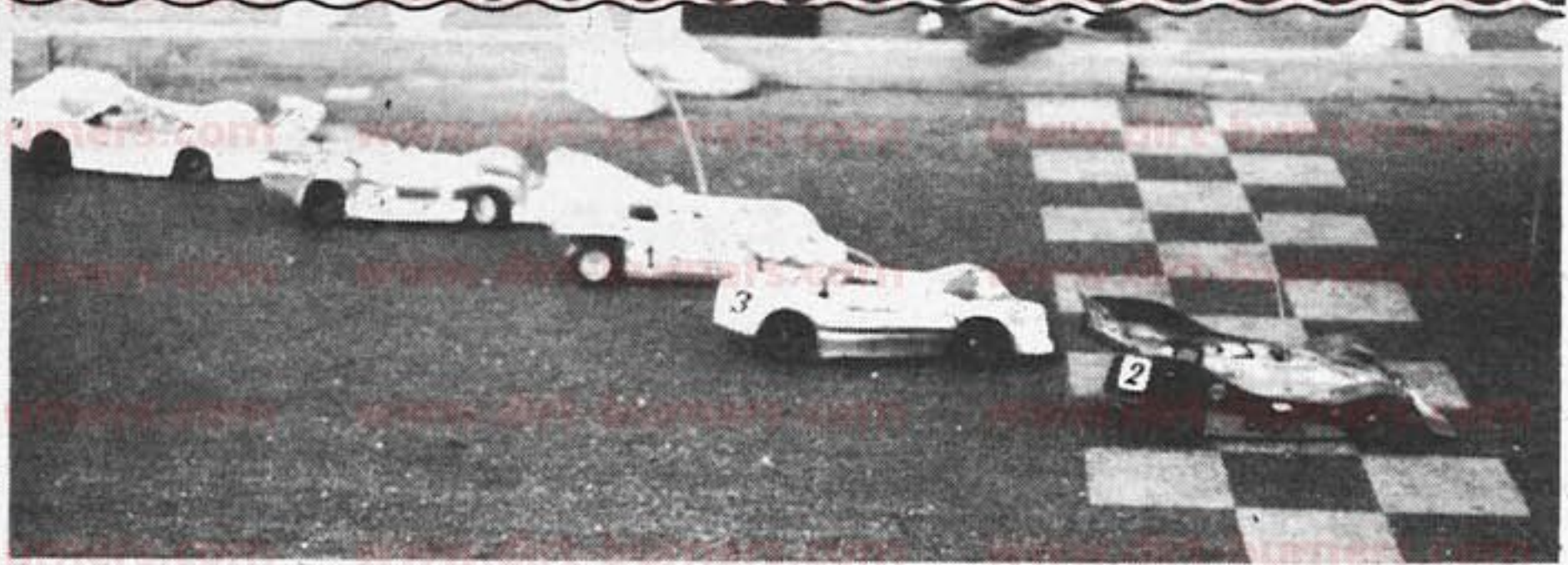
The race started as scheduled and after the first half hour into the race, Car 3, with Warren driving had a 3 lap lead over Car 1, with Ralph Burch at the helm; and 4 laps over Car 2 with Joe driving.

The Associated car just didn't seem to be handling the way Burch would like to have it handle. Troy Moore took over then and was able to catch and pull a lead over Car 3.

Car 3 and Car 2 were on the same lap at the 1½ hour mark, with Car 1 now beginning to fall back further. Apparently Car 1 had fuel line problems and other little things that cost them plenty of time. In the meantime, Car 2 was not without problems. Little things like "plugs", etc. cost them a bit of time but not enough to knock them out. Car 3 was still running consistent laps.

By Noon, two hours into the race, Car 3 was back in the lead with Car 1 now in second and down by 21 laps. Eighty-four laps back was Car 2.

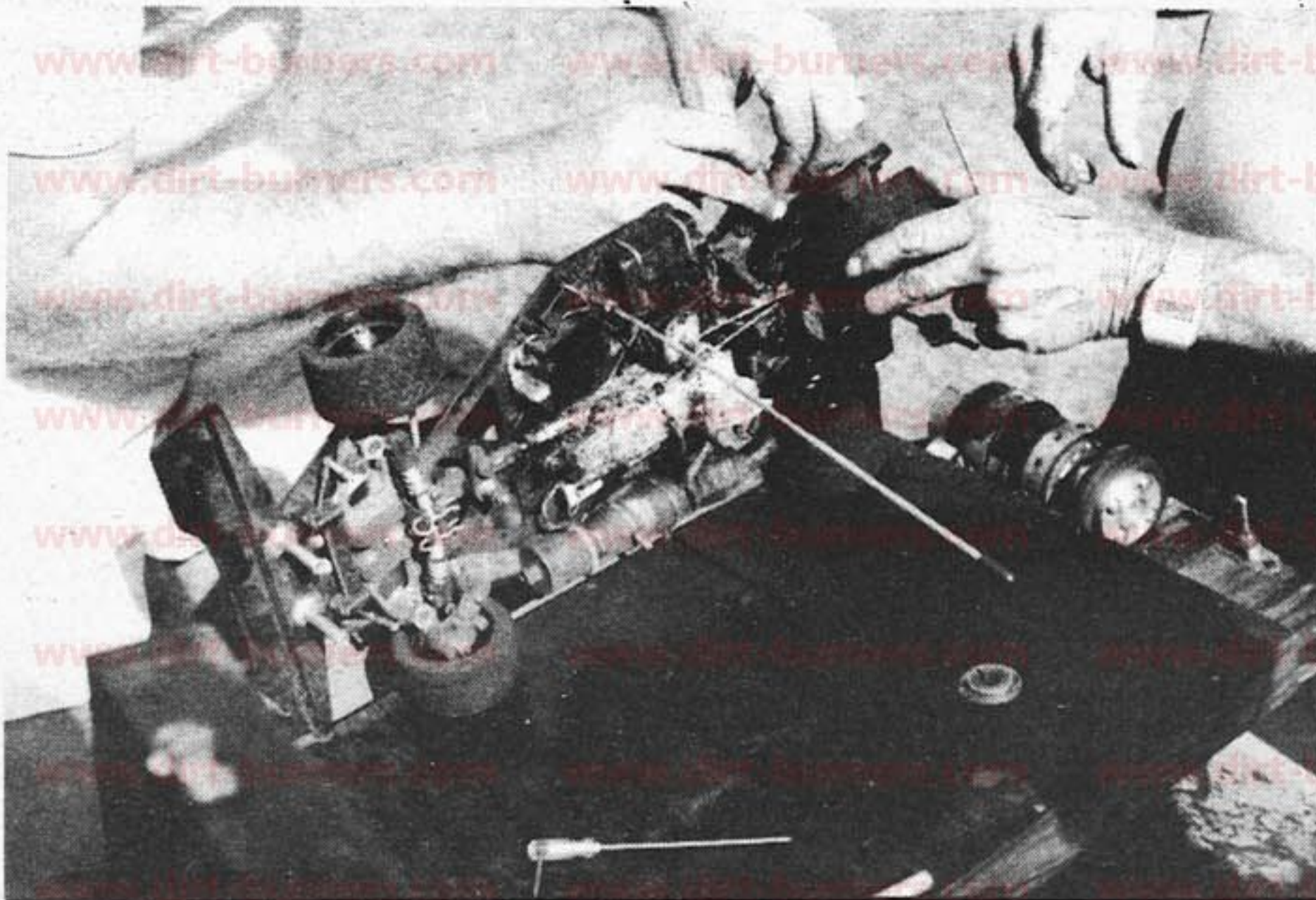
Half hour into the third hour, Car 2 looked like was out of it. They had to



The order of finish by car.



Lap counting was accurate as a result of using the "caller and recorder" method. Weideman.



Car 9 had half-shaft problems that brought them into the pits at least 4 times.

place. At this point they had no chance to catch the lead car.

The best part of this race is that all five cars that started the race were able to finish. This said alot for Car 9 with all their problems. In addition, this was Ray Heller's first race and only Ben Todd's second race. They didn't quit and were able to finish. Good job guys.

With 100 percent of the entries finishing and the help of all the Sun-coast Racing members at lap counting, we couldn't have had a better race than this, our first 6 Hour Enduro. Everyone connected with the

race should be congratulated.

Gary Weideman

**RACE RECAP**  
(By hour)

**HOUR ONE:**  
CAR 1 - 216 laps  
CAR 3 - 213 laps  
CAR 2 - 205 laps  
CAR 9 - 161 laps  
CAR 5 - 146 laps

**HOUR TWO:**  
CAR 3 - 413 laps

CAR 1 - 392 laps  
CAR 2 - 329 laps  
CAR 9 - 300 laps  
CAR 5 - 295 laps

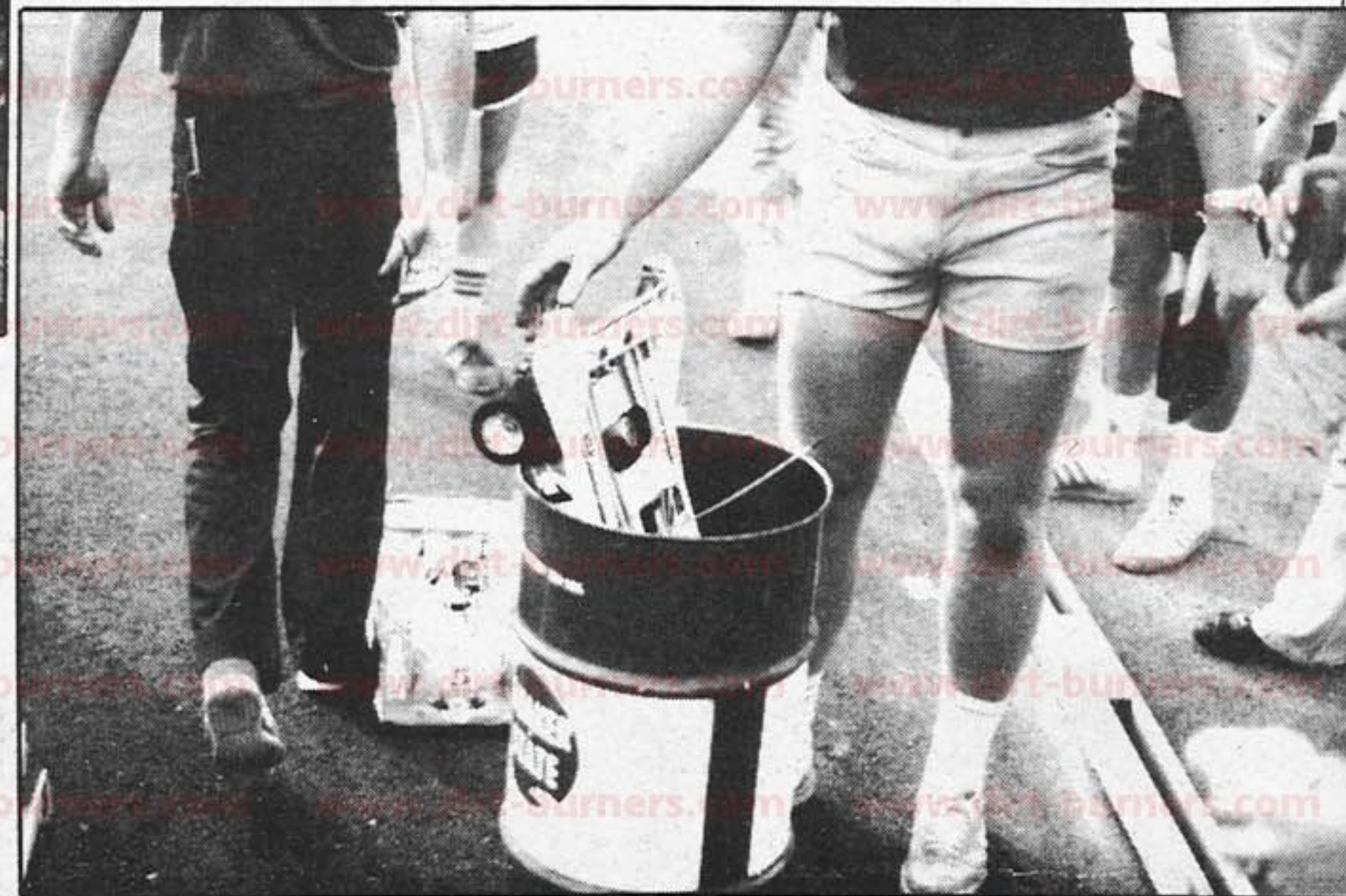
**HOUR THREE:**  
CAR 2 - 579 laps  
CAR 3 - 552 laps  
CAR 1 - 522 laps  
CAR 5 - 430 laps  
CAR 9 - 408 laps

**HOUR FOUR:**  
CAR 2 - 800 laps  
CAR 3 - 751 laps  
CAR 1 - 693 laps  
CAR 5 - 564 laps

CAR 9 - 542 laps

**HOUR FIVE:**  
CAR 2 - 1013 laps  
CAR 3 - 937 laps  
CAR 1 - 814 laps  
CAR 5 - 752 laps  
CAR 9 - 664 laps

**HOUR SIX:**  
CAR 2 - 1235 laps (140 miles)  
CAR 3 - 1133 laps (129 miles)  
CAR 1 - 1017 laps (116 miles)  
CAR 5 - 897 laps (102 miles)  
CAR 9 - 809 laps (92 miles)



After the race, Chuck Moon retrieves car that Ernie Heller had disposed of. Photo. Weideman.

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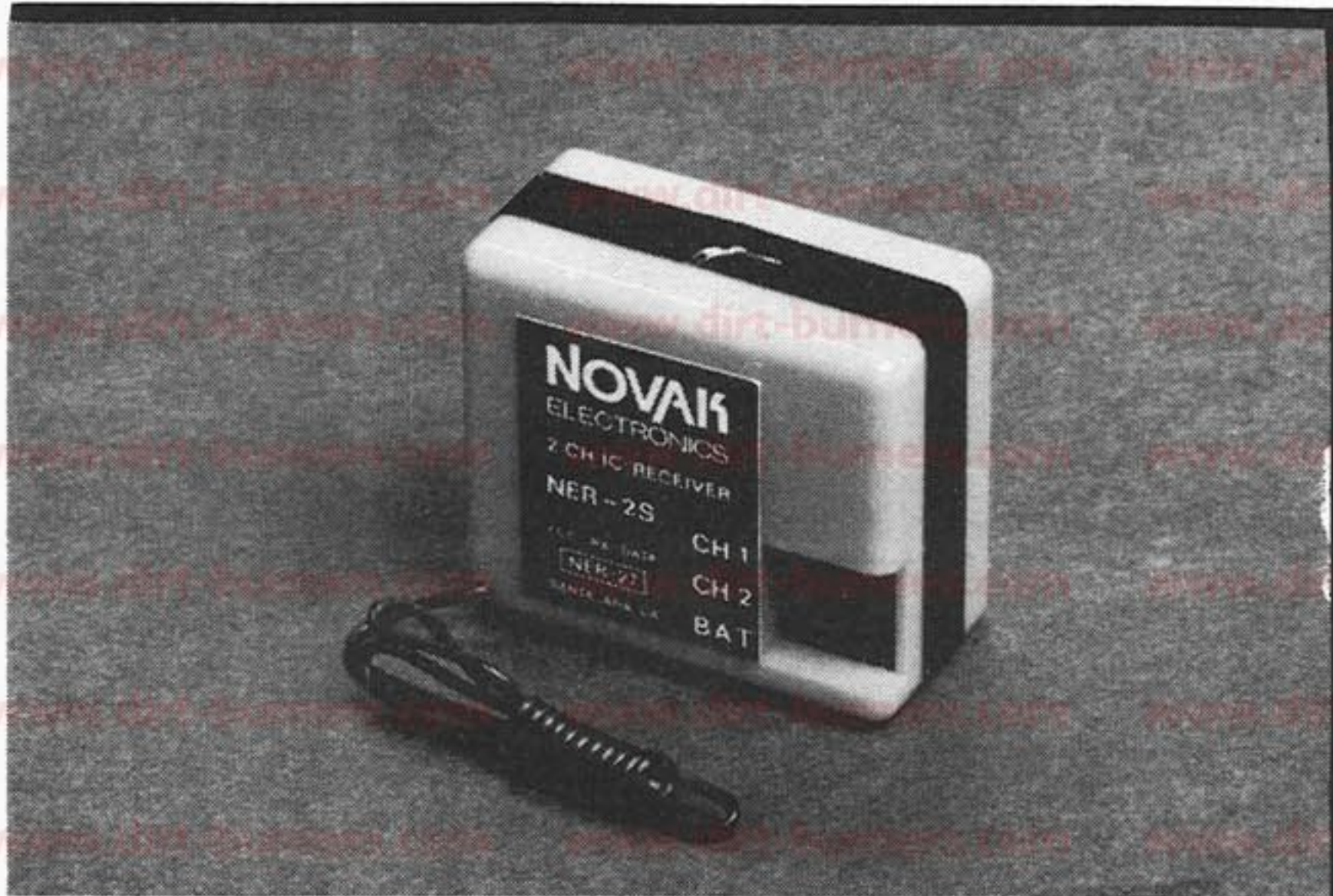
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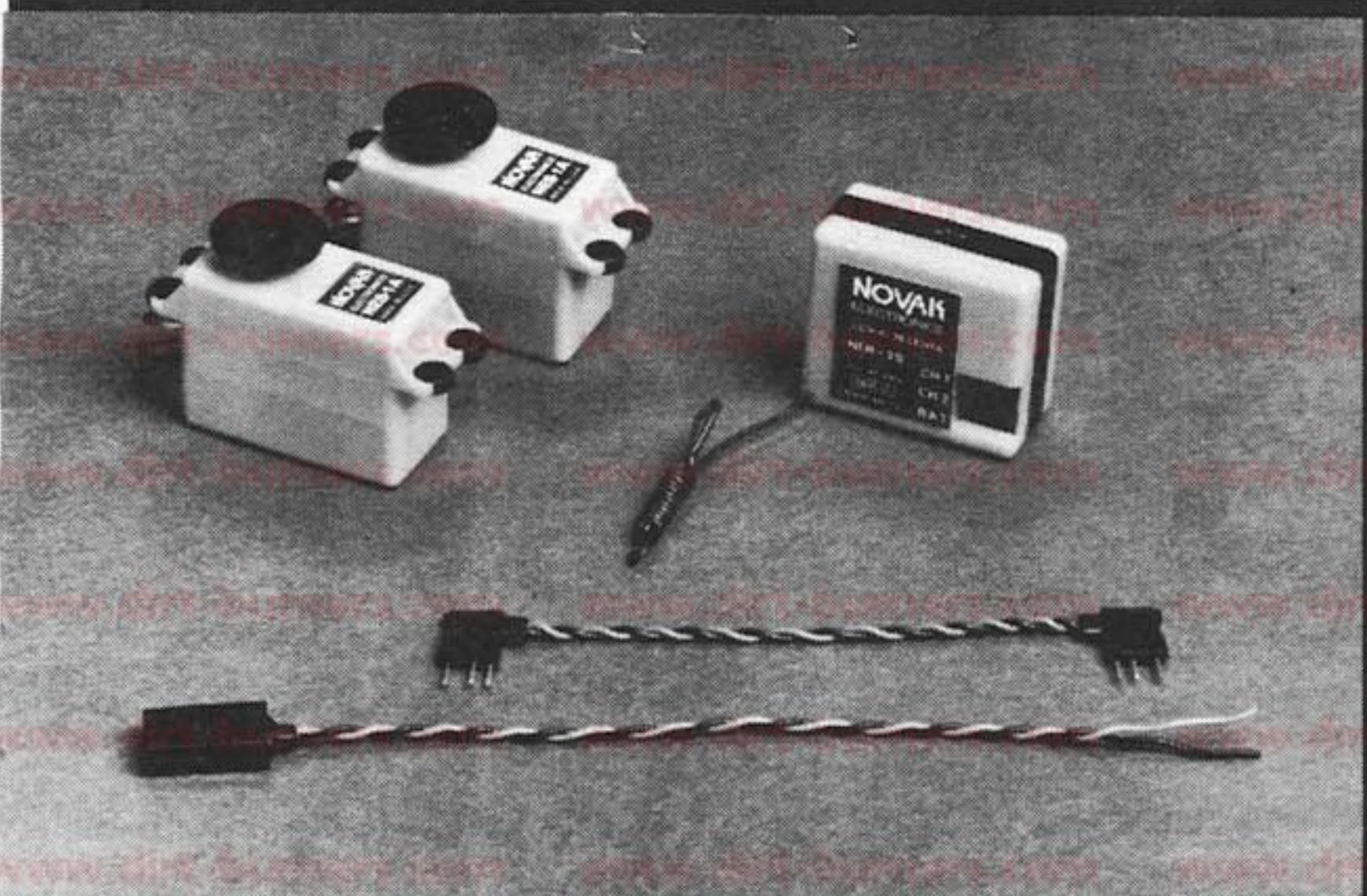
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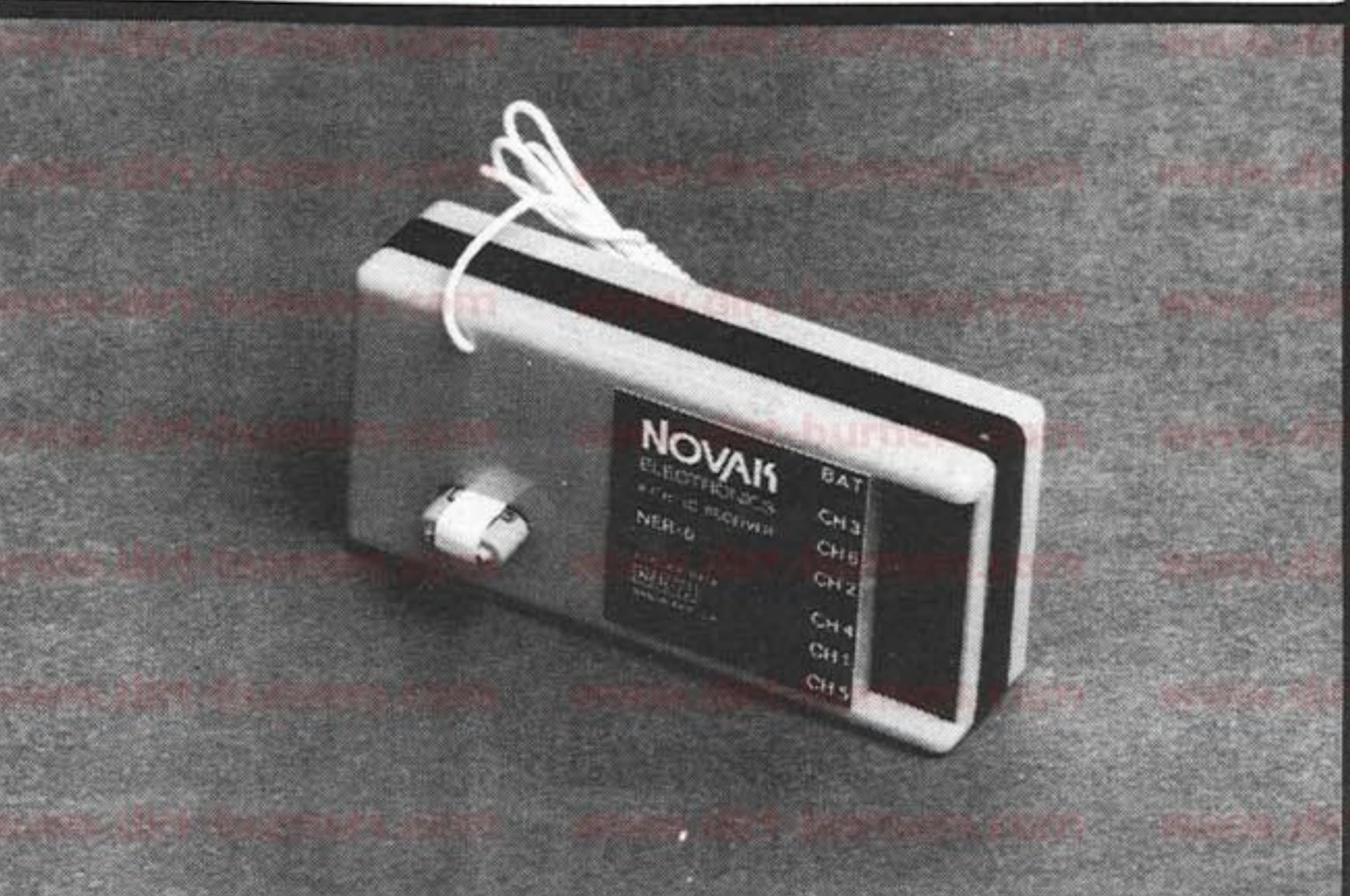
# Inside Lines



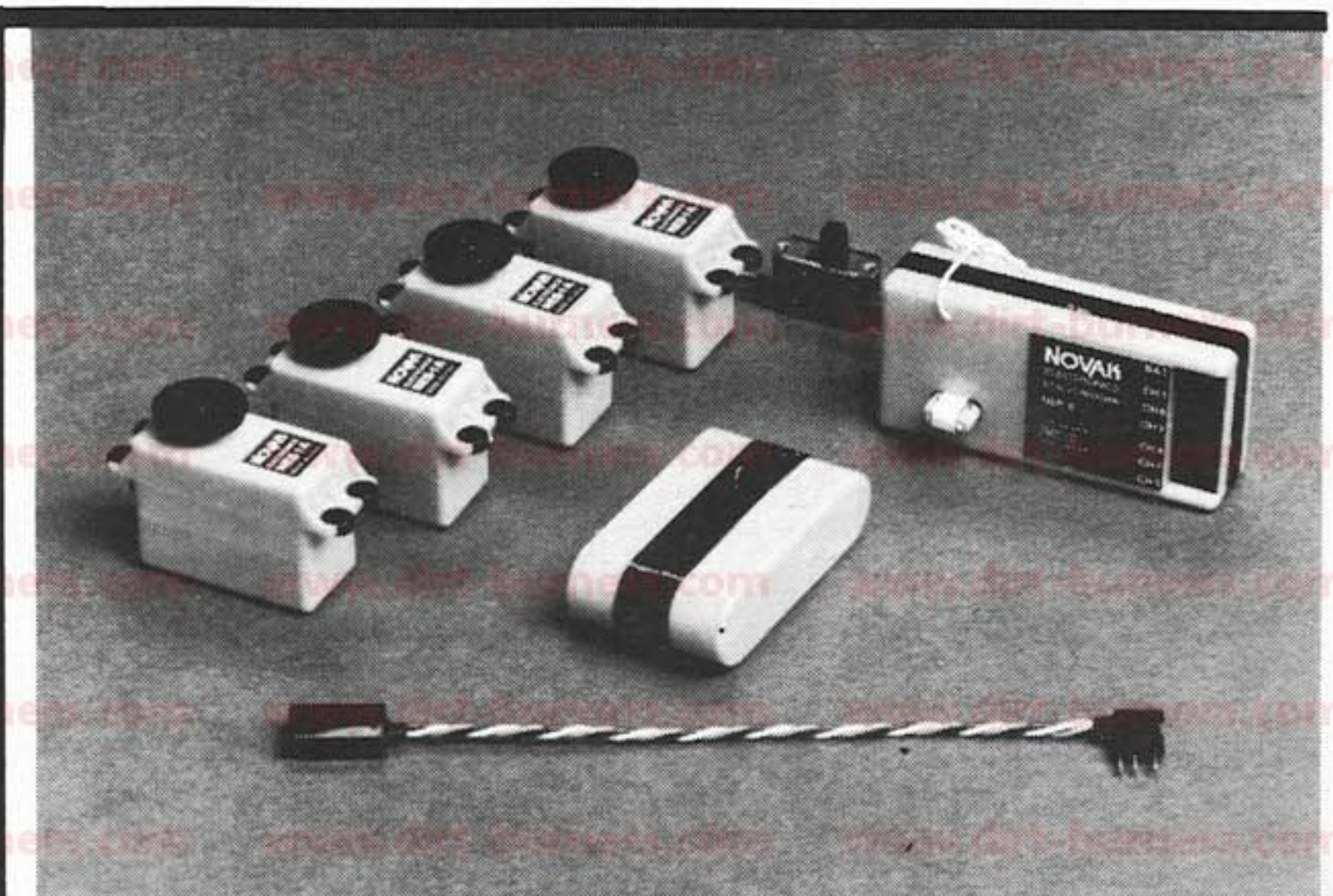
NOVAK introduces NER-2S, a mini 2 channel receiver. Weighs only .75 oz. (21.4 grams) and it's 1.45" L X 1.30" W X 0.70" H. It decodes the first 2 channels of all modern AM transmitters and is perfect for compact installation. Triple tuned front end & voltage stabilized for 3 to 6 NiCads. Features internal Futaba-compatible block connector, offered in 2 configurations. For car it comes with 12" antenna...\$59.95. For gliders and small power planes with 36" antenna...\$64.95. From NOVAK ELEC. 2709-C Orange Ave. Santa Ana, CA 92707.



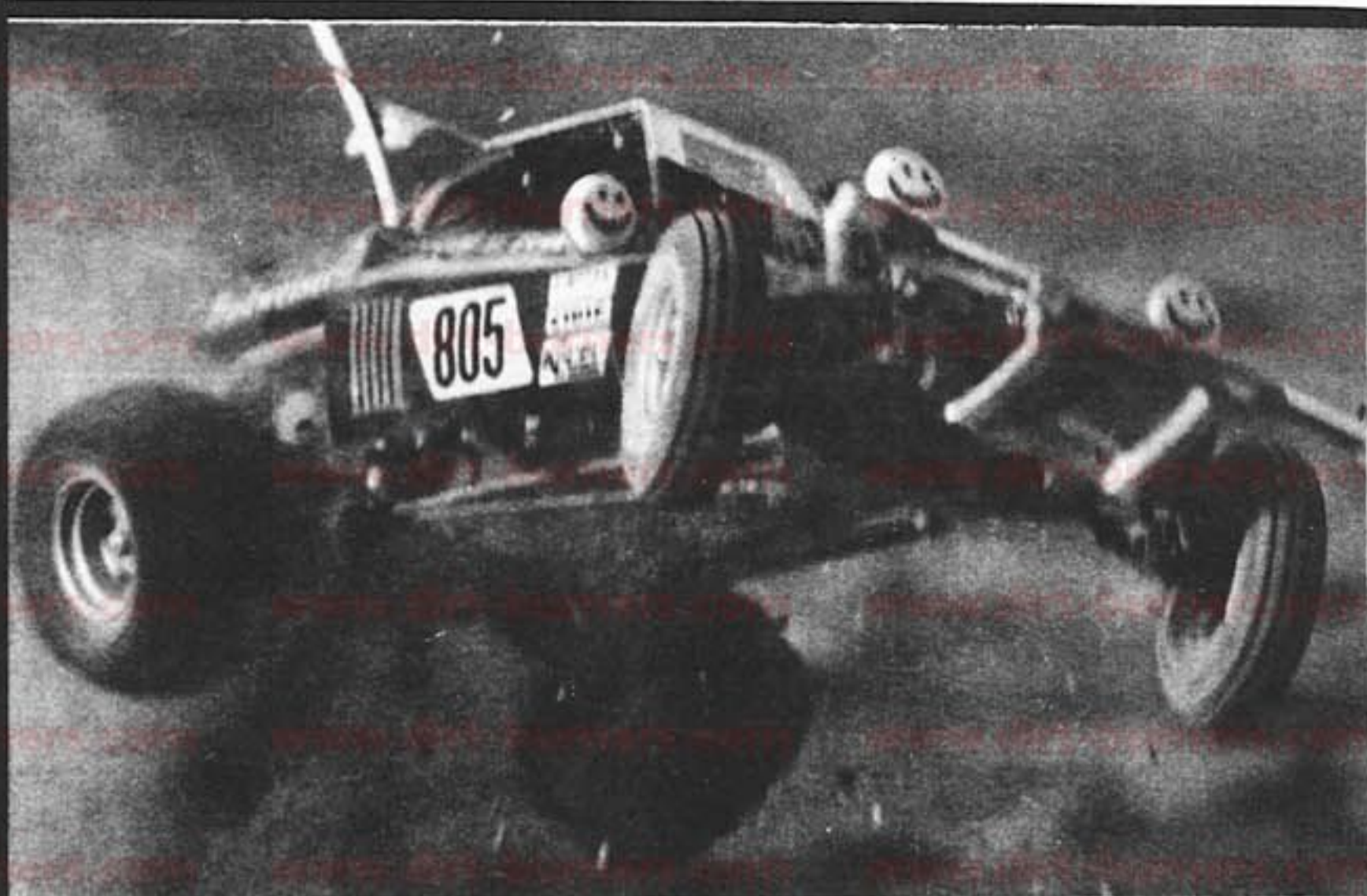
New Road Pack (NERP-1) for 1/12th electric cars features NER-2S mini 2-channel receiver, with world famous NES-1A servos. Futaba compatible connector weighs only 2.8 oz (80 grams). Plug-in crystal receiver (not included) can be tuned to specified band. Decodes first two channels of all AM transmitters...\$105.00. From NOVAK ELEC.



For 1983, NOVAK is offering a new 6-channel (NER-6) receiver. Receiver provides high quality circuitry as the Custom receiver but at an economical price. Compatible with FUTABA, has a plug-in crystal (provided) and it weighs only 1.27 oz (36 grams). Tuned to specified band...\$69.95. From NOVAK ELECTRONICS, 2709-C Orange Santa Ana, Ca.



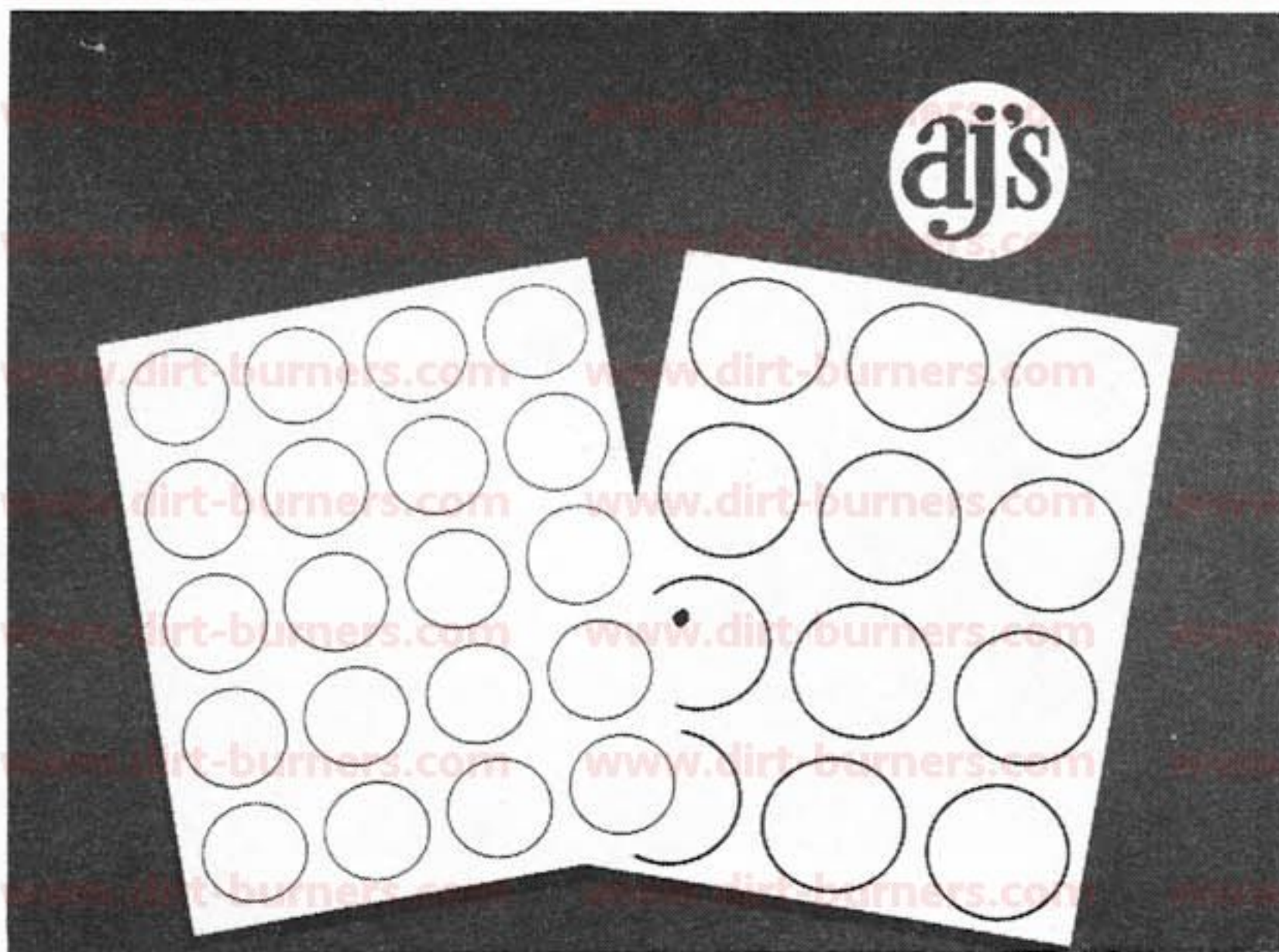
New economical 4-channel airborne. Features a 6-channel receiver, 4 NES-1A servos, choice of battery pack, a mini switch harness and 6" extension. Compatible with all AM transmitters, has Futaba-compatible connectors. Super light package at 222 grams with a 250 MAH battery. Plug-in crystal installed and factory tuned...\$175.00. From NOVAK ELECTRONICS, 2709-C Orange Ave., Santa Ana, CA 92707.



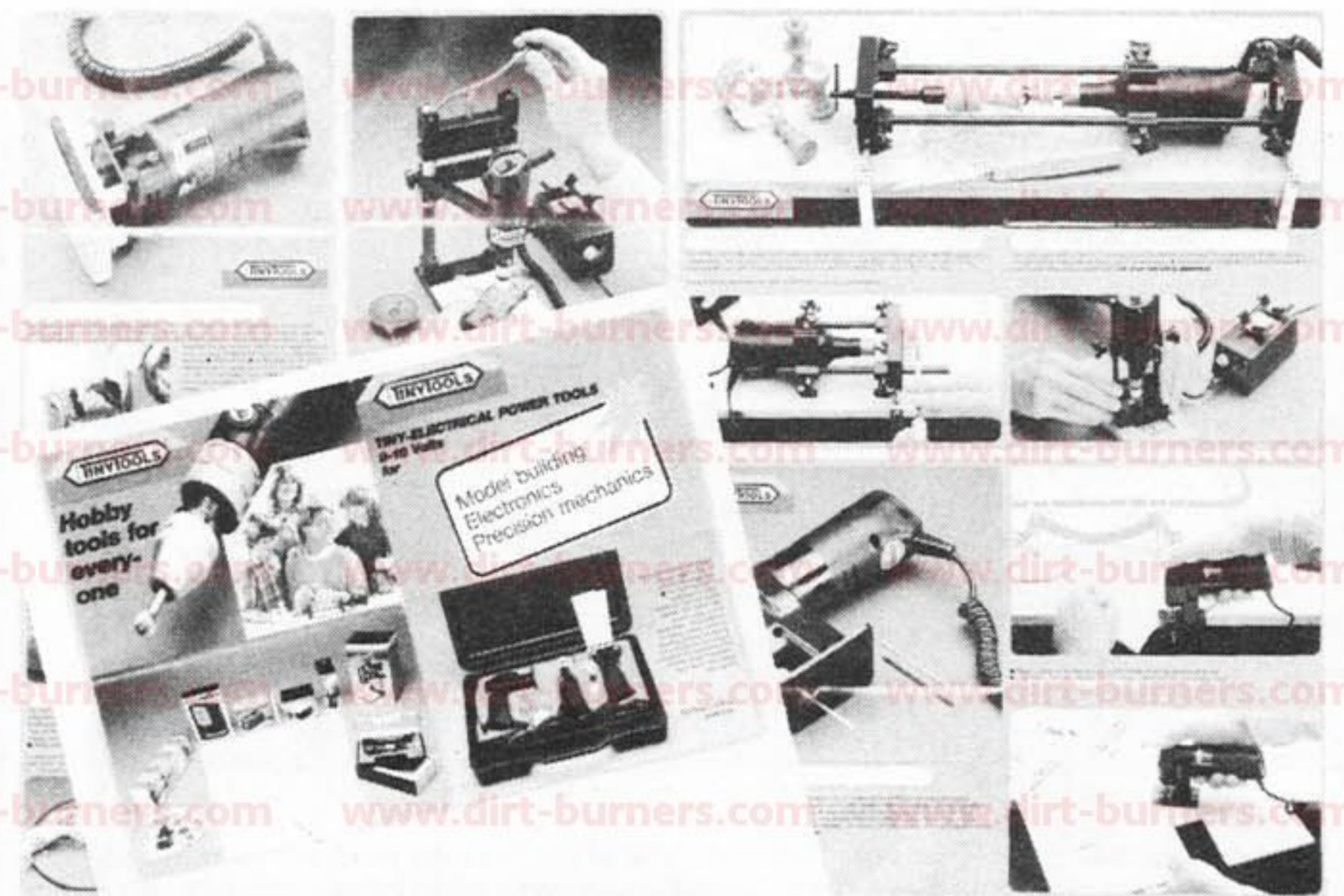
MRC/TAMIYA's new "Super Champ" 1/10th scale Off Road single seater. The newest car to hit the R/C off road market with a bang. Designed to compete in the Modified class, it features: Oil-reservoir mono-shock system in the rear, lightweight radio/battery tray, heavy-duty steering system, 3-speed & brake, with rubber or foam tires and many more high performance accessories. From MRC/TAMIYA, Edison, N.J.



The WILD WILLY from MRC/Tamiya, also 1/10th scale electric powered FUN. The "wheelie king" of R/C cars. Heavy duty construction for the toughest drivers, ready to start a new class of Off Road Racing. Easy assembly for kids of all ages. From MRC/TAMIYA, Edison, NJ.



**R/C RACE DIRECTOR AID** - Twinn-K has new meat ball decals for 1/12th & 1/8th scale cars. Great aid to a busy race director. The white & black "meat balls" are adhesive-backed for easy use. Just pull off and stick on. Accepts simple ink marker for numbering. TWINN-K, Box 31228, Indianapolis, IN 46231.



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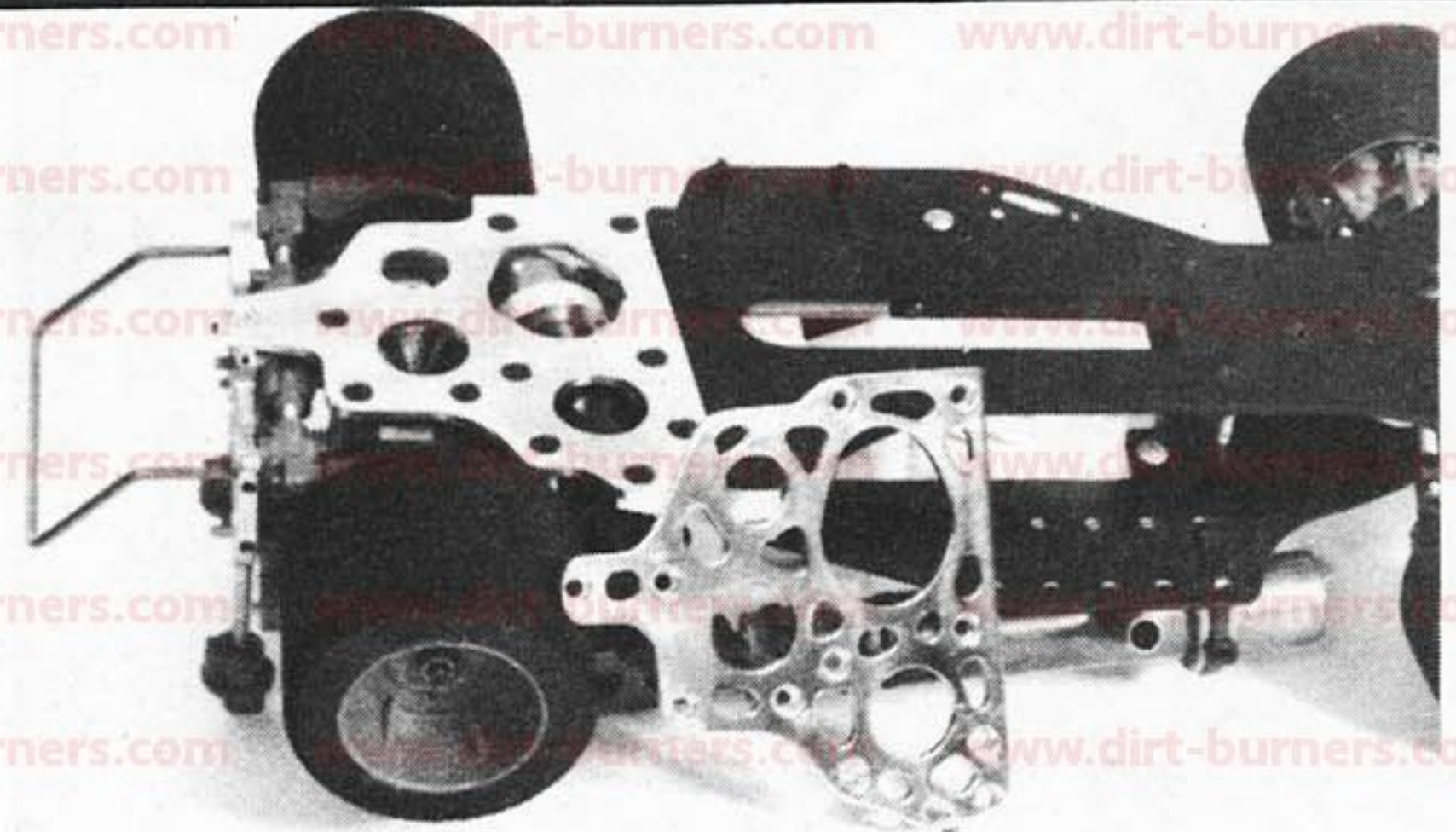
**HELP FOR WING FLUTTER PROBLEMS** - Graphite, the same material used for Lear Jets, is now available for balsa, laminated for stiffening and strength without adding weight. Graphite is available in 9 sheet sizes with instructions in each packaged sheet. Write TWINN-K for the latest information on application and other particulars. TWINN-K, Box 31228, Indianapolis, IN 46231.



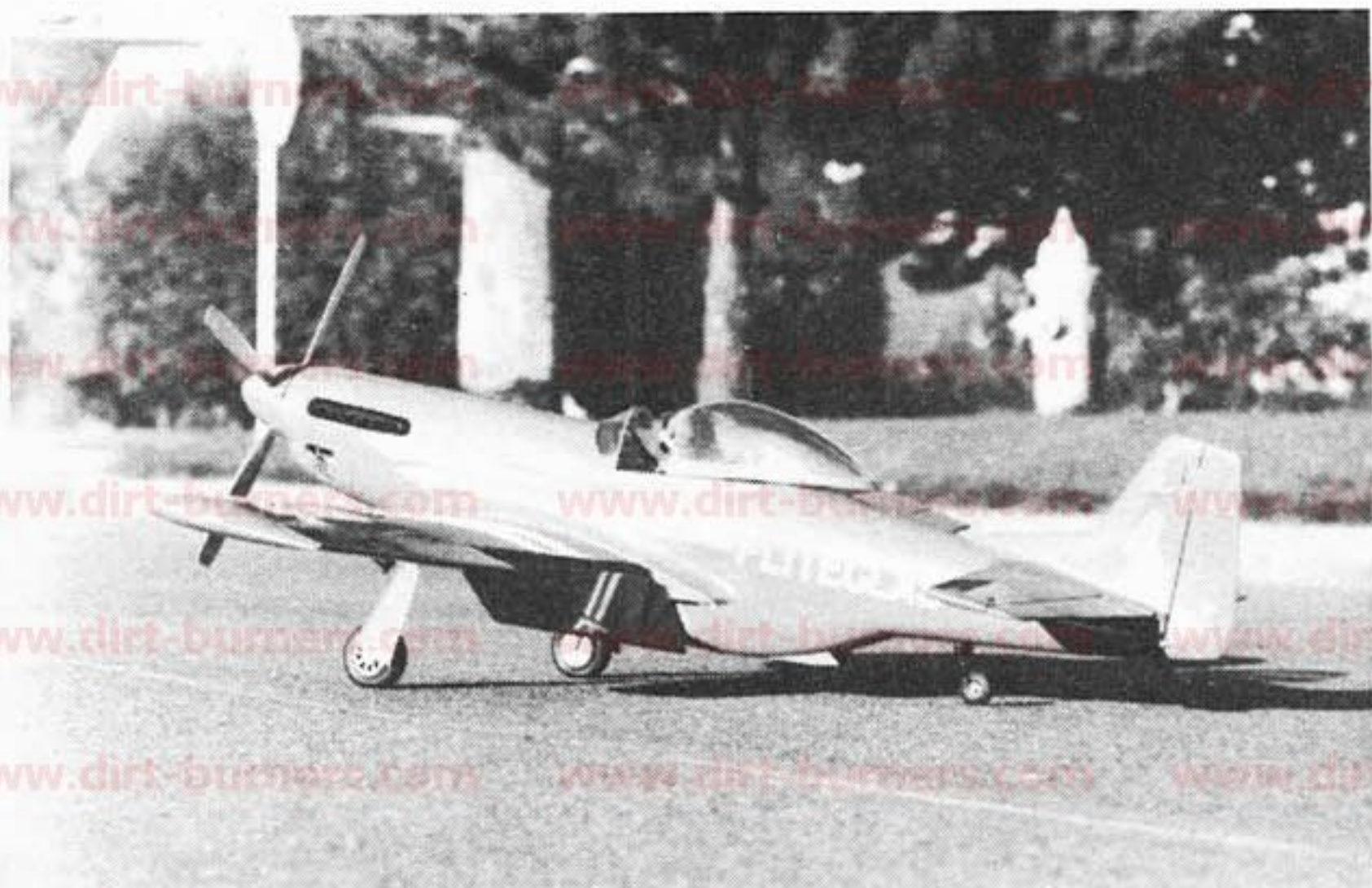
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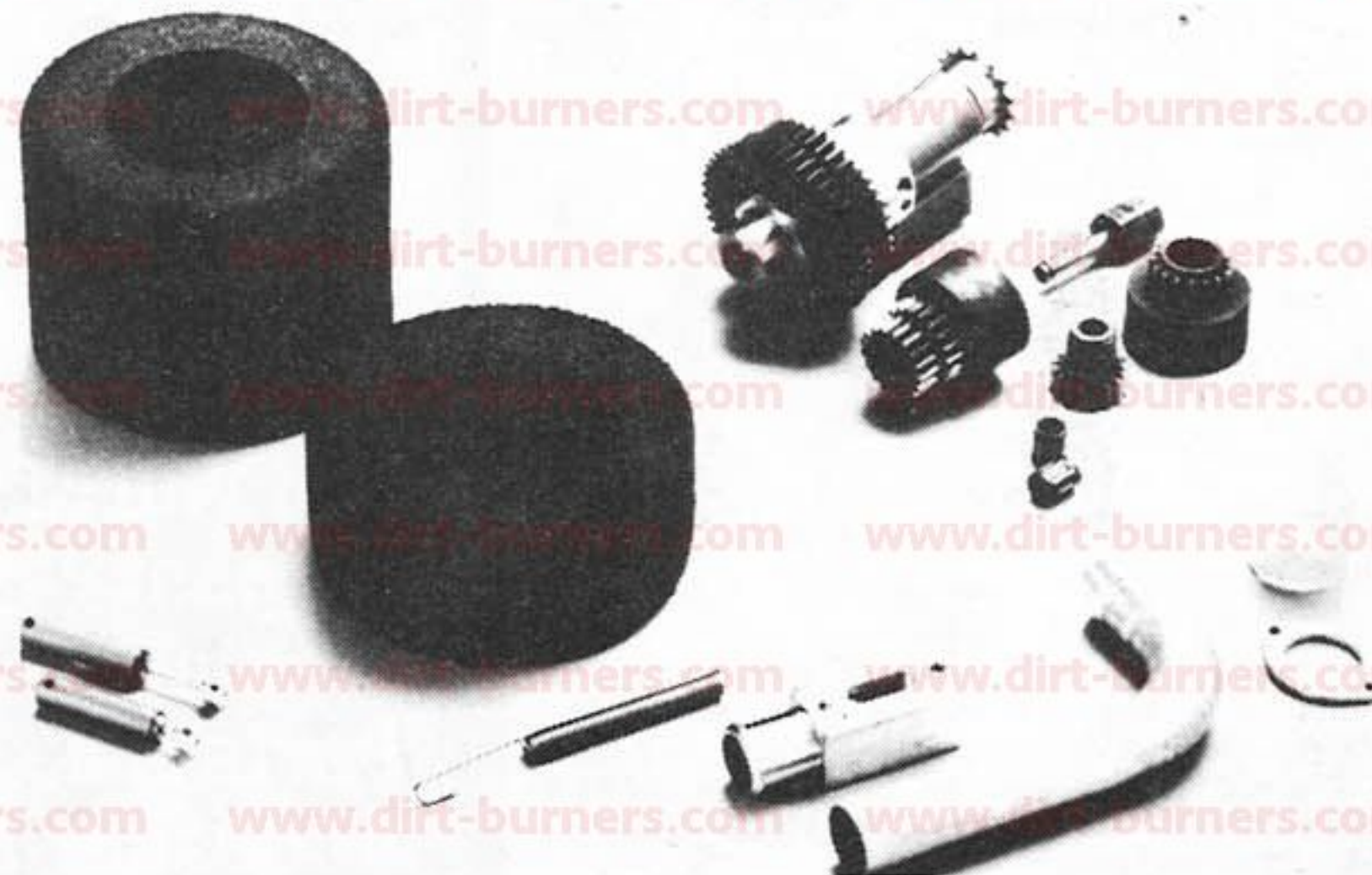
Stylish new numbers for 1/12 scale and off-road. 1" Black with 1/8" matching white background. All inquiries invited. AutoGraphics of California 2621 Stark Street • Bakersfield, CA 93305



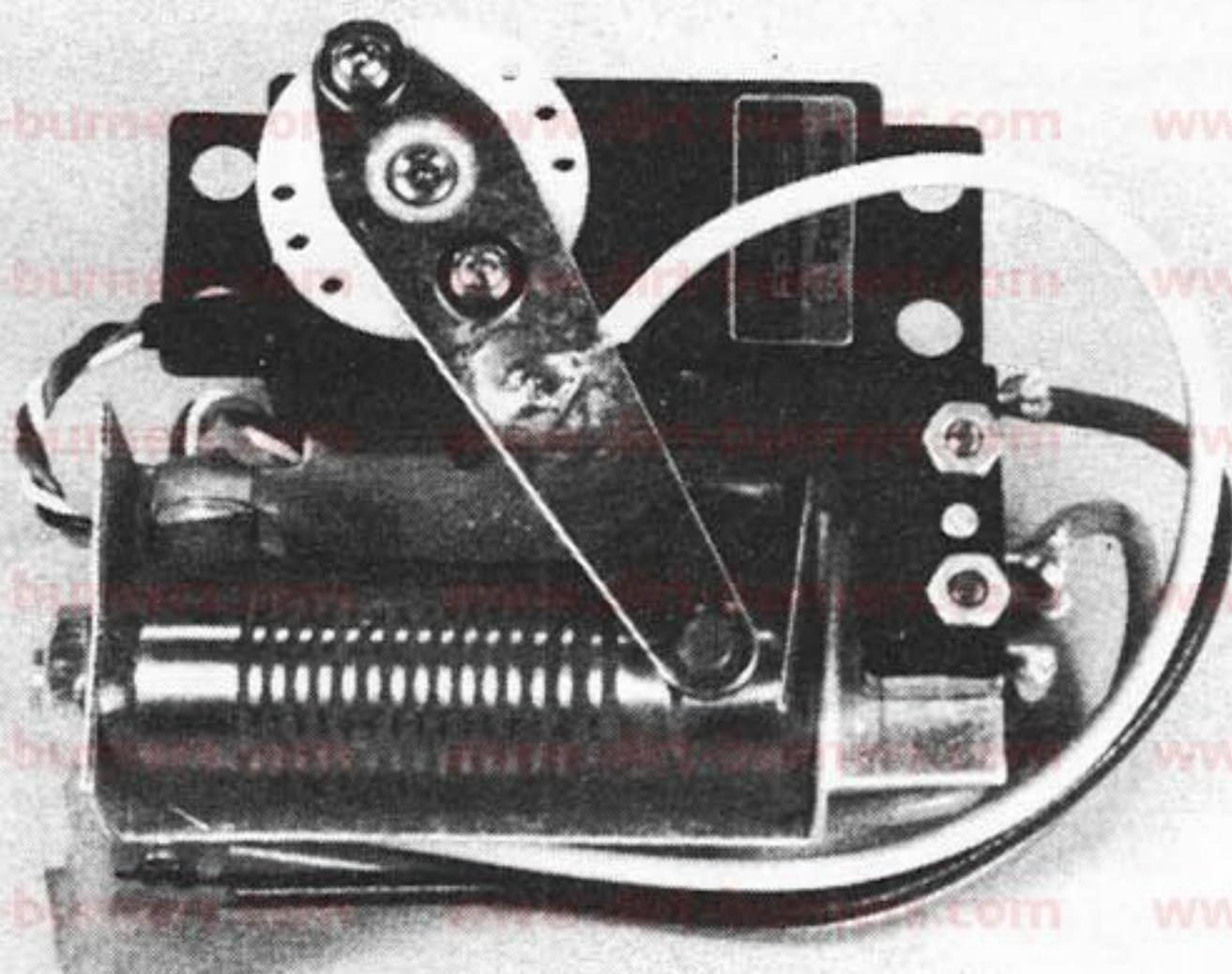
**COOK RACING PRODUCTS**, magnesium direct replacement for rear chassis plate of the Delta Eagle. WELCH MFG. has these and other Cook Racing Products for almost any 1/8th car. Off road and electric too. Write or call WELCH MFG. Co., 3218 Wedgewood, El Paso, TX 79925, (915) 598-4786.



FLITEGLAS MODELS, R.R. 1 Box 392, Neoga, IL 62447 has released the updated P-51D Mustang. New plans have been drawn, a 12-page booklet is now provided for easy construction. Retractable landing gear installation (including tail wheel) is also shown on plans. Kit contains a beautiful fiberglass fuselage and straight foam wing, stab cores, aluminum 3 1/4" spinner, landing gear wire, canopy and exhaust stacks. The deluxe kit includes all the balsa & hardware (including push-rods, quick-links & hinges).



A new two-speed auto shift gearbox is now available for all PB Alpha 1/8th scale cars. This unit features variable ratios and adjustable shift point. The advantages of this unit are more low speed power and no over revving at high speed. From CENTRAL BUILDERS HOBBY-DIV, P.O. Box 152, Sunbury, PA 17801.



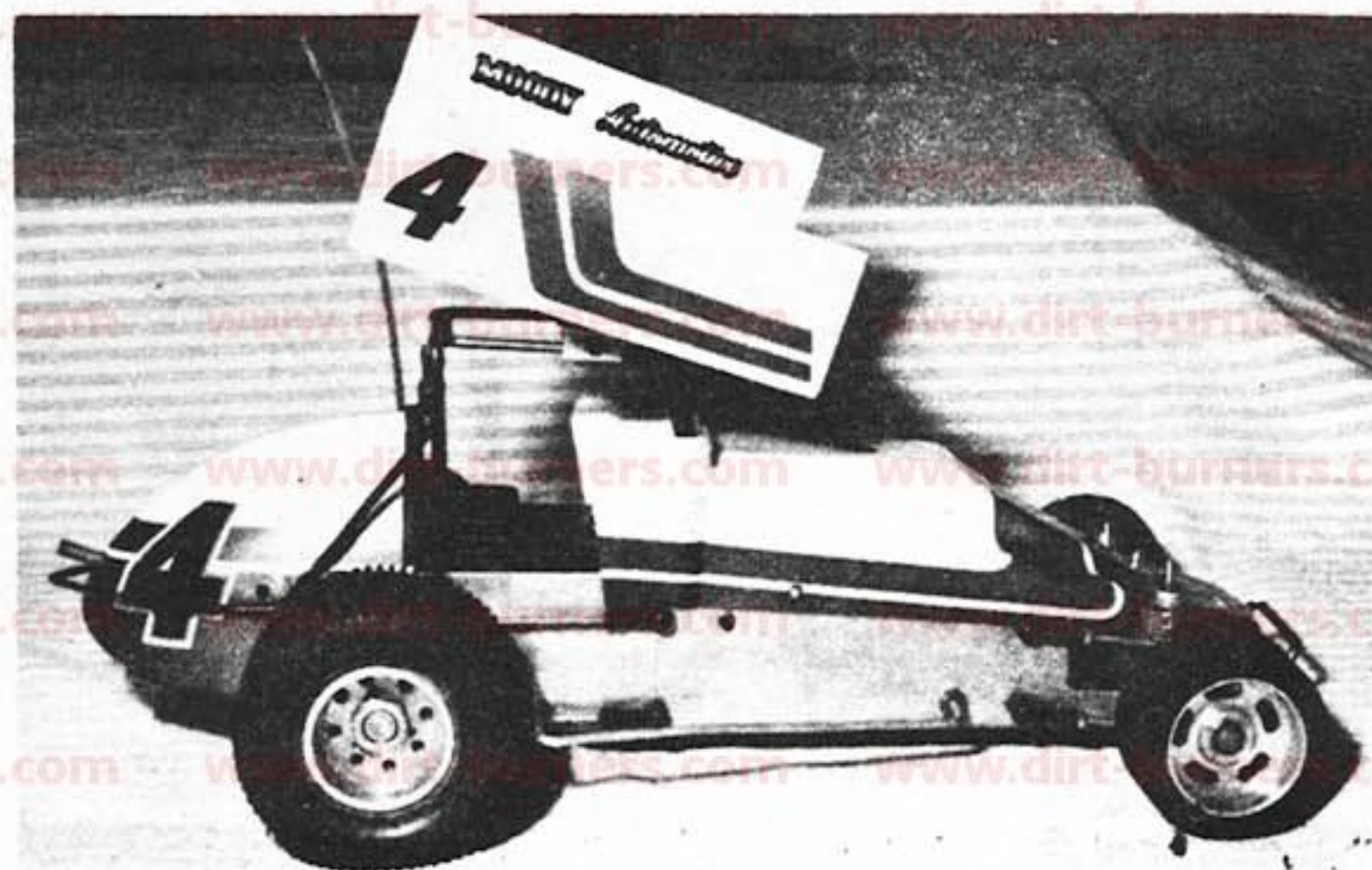
OFF ROAD SPEED CONTROL UNIT for the BOLINK's "Digger 10" and all other off road cars. Rapidly becoming very popular, this speed control replaces your 2-speed Tamiya control with variable forward. Heavy duty resistor, with bracket mounts right on your servo. Micro-switch for reverse included (BL-4610)..\$24.95. From BOLINK R/C CARS, 420 Hosea Rd. Lawrenceville, GA 30245-4695. USA.



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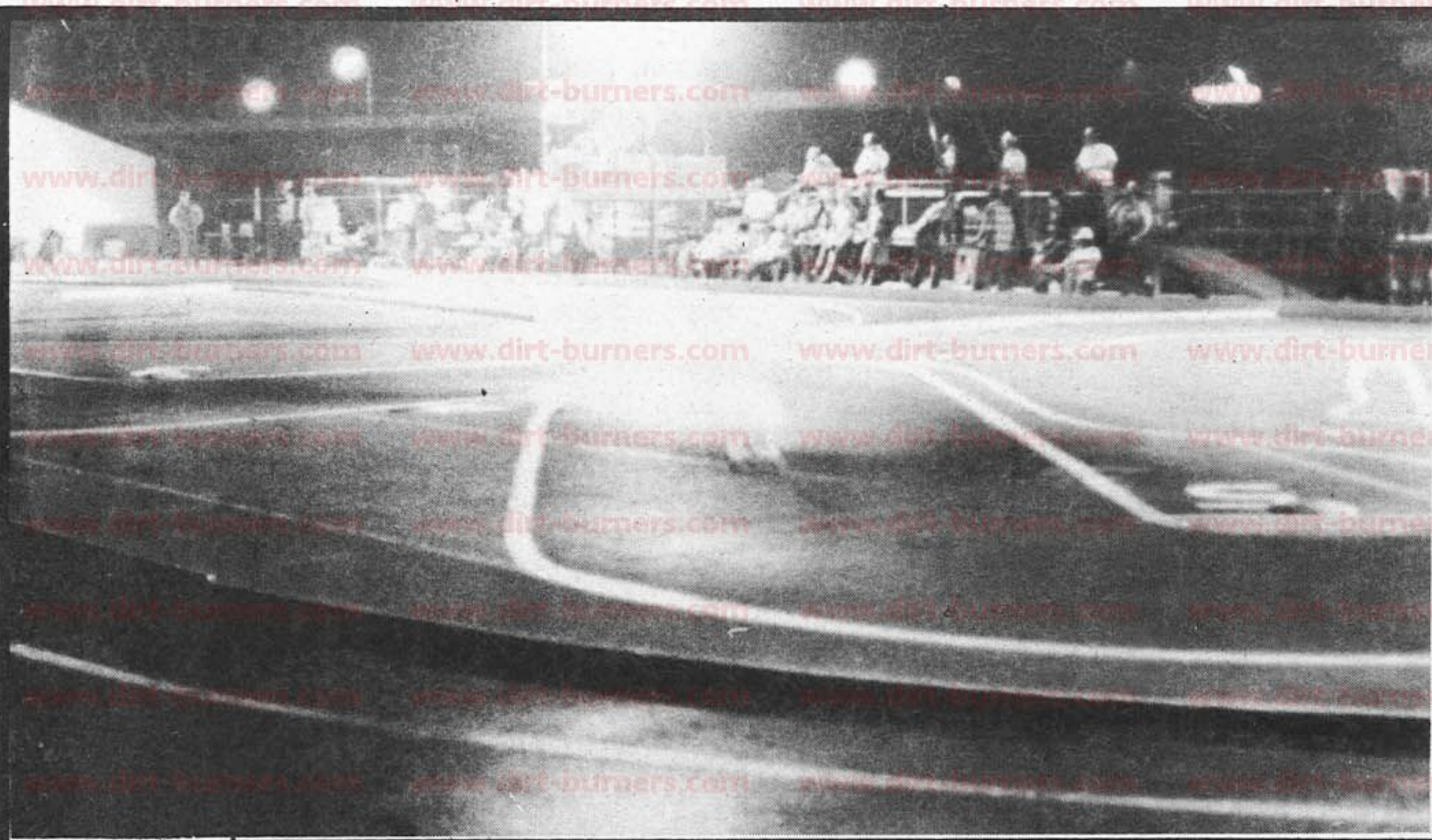
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# 12 HR. ENDURO

Belongs to JIANAS, DAVIS, & C. HUSTING...



The winning team: (l to r) Bill Newland (Pit), Bill Jianas, Rick Davis & Curtis Husting, with Ranch Pit Shop Trophy Girl. Budweiser put up the refreshments.



Ralph Burch, Jr. taking his turn (above.) Who said Jianas was out of shape?

You really can't call this Associated's back-up team or second team, not when it's made up of drivers such as Bill Jianas, Curtis Husting and Rick Davis. Whew! Some crew!

Team 4 was the RANCH PIT SHOP team of Papa Gil Losi, Gil, Jr., Robert Cavazos, and Ron Paris. They too drove a DELTA which was prepared by Gil, Jr. and had the dandy motor-work done by Ron Paris. Robert Cavazos, well known for his fine efforts in 1/12th scale racing, made his debut in 1/8th at this race. What better way to get a lot of practice - by running a 12 Hr. enduro.

The fifth and final team was Team 5, more affectionately known as TEAM RENT-A-WRECK. This team sported the largest number of drivers of all (There were no limits on how many drivers a team could have). I had heard that you could walk up to them, sweet talk them and immediately you became a driver of record. While they didn't win this enduro, in our opinion, this team won the trophy for having the most fun. It was made up of: Dana Smeltzer, Ross "Hit-Man" Kloeber, Mike "Foxy" Fox, Jerry "don't eat the yellow stuff" Snow, Al "crash n' burn" Vega, Mike "too tall" Kemrey, and Andy "I'll paint your body" Jacobson... and maybe a few more that we didn't catch. They had lots of trouble but they also had fun and that's what it's all about, right?

To capulize the entire 12 Hrs. (I'm sure no one wants to read the blow by blow of each lap) we have to say that after the first two hours into the race it was obvious that all of the close racing would be done between the two ASSOCIATED teams. As it turned out, these two teams put on a fantastic show of skills and performance. The RANCH PIT SHOP team suffered early motor problems, and while they were able to repair the motor and get back into the racing, they had quite a bit of distance to make up. Still, they hung in there within striking distance of the two leading teams.

The DELTA Team had more than their share of nagging problems. Little things that makes the day twice as long. Yet, true competitors that they all are, they managed to keep racing and although they were quite a few laps behind, in this type of racing, you never know when the leaders may experience the same problems. So you've just got to hang in there.

As stated before the RENT-A-WRECK team wound up with a lot of problems. Some, self-inflicted. Walls at the Ranch Pit Shop will not

January 14, 1983  
Pomona, California

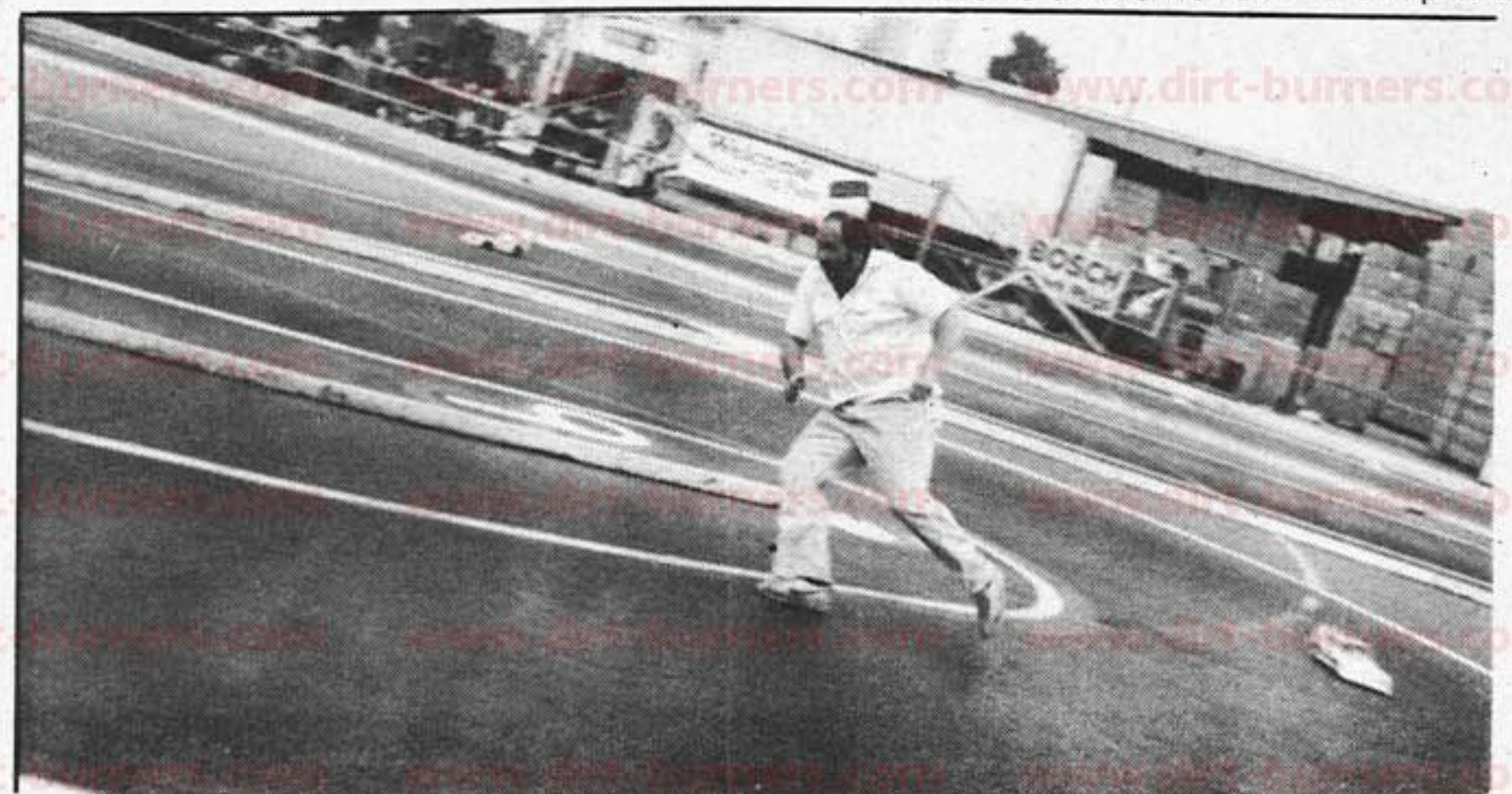
The RANCH PIT SHOP hosted the third Enduro-type race since the Southern California Gas Series ended last October. The first two were 6 Hr. Enduros - one at Del Mar Racing Center and the other at Ventura.

But this little baby was something else. The 6 Hr Enduros must have seemed like a piece of cake for some of the teams that participated in this 12 Hr. marathon. Coming in with a perfect record of Enduro wins for the past two seasons was the Associated Team (Car No. 2) of Rich

Lee, Gene Husting and Chuck Phelps. They have been a formidable team these past couple of seasons, and for this race they added one more ingredient. His name is Ralph Burch, Jr. Now, that's like adding hot fudge to your chocolate sundae... it makes it that much better.

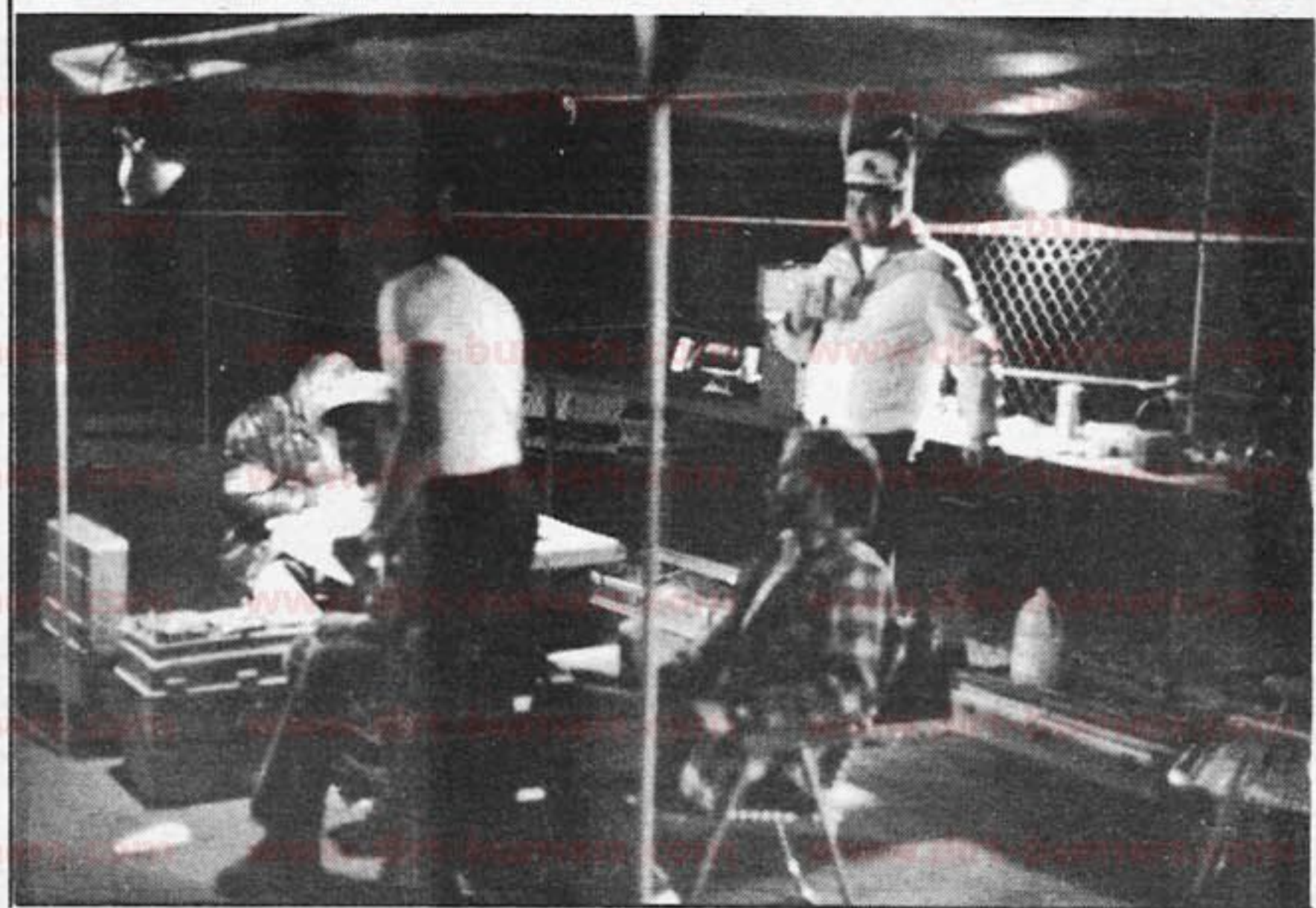
Another experienced team in recent enduro-wars was the DELTA team Car No.1 of Rick Templin, Tom Wong, and Mark Miranda, who had also competed at Del Mar, but who for this race added the very capable driving skills of Dean Brown.

Team Car No.0, another factory ASSOCIATED team, was on hand.





Allan Losi (left) handled the announcing chores part time, while Scott Brown scored. Budweiser (above) contributed beer and bucks for the race. The "rent-a-wreck" crew below.



move when you hit them so something had to give, and it was mostly their car. It seems to me that that they went through several motors, a few shocks, and a number of sundry items before it was all said and done. But by the smile in their faces you know that it wasn't all bad.

We started getting really into the racing at about the fifth and sixth hours, as we watched ASSOCIATED Car 0 and Car 2 go after each other.

Right from the start of the race, both cars had shot past the field and at the end of the first hour, Car 2, the Burch/G. Husting/Phelps/Lee car had logged 166 laps. Five laps behind after the first hour, was Car 0, the Jianas/C. Husting/Davis car. Neither one of these two teams suffered any problems, thus they were able to put some distance between themselves and the third place car, Car 4, which had 150 laps.

By hour 2, Car 2 stretched its lead over Car 1 by 11 laps. By hour 3 that lead was cut to only 9 laps. Amazingly, at the end of hour 4, the distance between the first place

team, Car 2, and second place team, Car 0, was still 9 laps! Neither team was able to gain any distance on each other.

Nearest car to these two teams was the Ranch Pit Shop car with 473 laps, only 26 laps back from the lead car after four hours. By this time teams No.1 and No.5 were experiencing a number of problems and they began to fade back.

By hour 5, the lead had changed! Now it was Car 0 that had a slight lead over Car 2. Only two laps separated these two teams, with the rest of the field now losing more ground.

To put in perspective the 6th hour of this race you MUST imagine: Two cars racing for six hours, dodging traffic, at times getting involved in crashes or mishaps, stopping for fuel every 7-8 min., or about 25-30 laps, changing tires, changing receiver and transmitter packs, changing drivers, making minor repairs, and all the other things that go along with this type of race. Yet both teams logged the exact same number of laps! Car 0 and Car 2,

(contd. next page)



Dave Shuck keeping the DELTA Team entry running during the 12 Hours. Everybody's got their hands in it.

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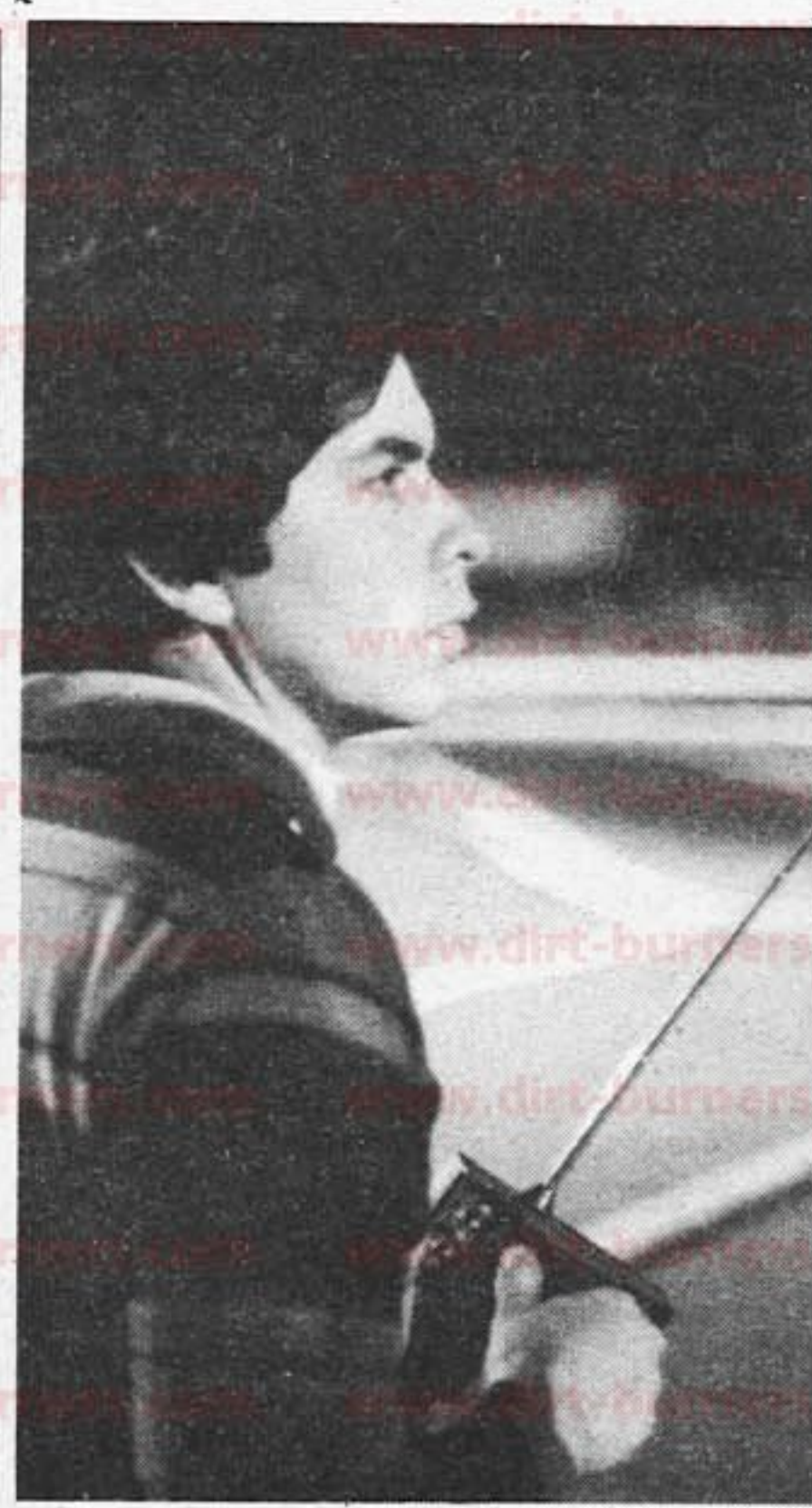




Rick Davis "wrenching" into the late hours of the Enduro.



Gene Husting watching over his pit for a fast tire change.



First time racing in 1/8th, Robert Cavazos showed that his 1/12th skills work just as well.

RESULTS

TEAM CAR 0 (Assoc. RC500):  
 Bill Jianas  
 Curtis Husting  
 Rick Davis  
 Bill Newland (Pitman)

TEAM CAR 1 (DELTA Eagle):  
 Rick Templin  
 Mark Miranda  
 Tom Wong  
 Dean Brown  
 Dave Shuck (Pitman)

TEAM CAR 2 (Assoc. RC500):  
 Ralph Burch  
 Gene Husting  
 Rich Lee  
 Chuck Phelps

TEAM CAR 4 (DELTA Eagle):  
 Gil Losi, Sr.  
 Gil Losi, Jr.  
 Ron Paris  
 Robert Cavazos  
 Kerry Cavazos (Pitlady)  
 Mike Buffington (Pitman)

TEAM CAR 5 (Assoc. RC500):  
 Dana Smeltzer  
 Ross Kloeber  
 Mike Kimrey  
 Mike Fox  
 Andy Jacobson  
 Jerry Snow  
 Al Vega  
 Jay Smith (Pitman)

a little over 2-lap lead. Once again the car flamed-out. There was something definitely wrong. The car was brought in to the pits and it was found that the clutch bearing had disintegrated. A new one was immediately put on but by this time Car 0 had assumed the lead. Car 2 went out again about 3 laps down and once again it died. It was brought in re-started and sent out, now 6 laps down. The final shock was to come when Car 2 flamed-out for the last time. Upon close scrutiny, it was found that the clutch and bell-housing had disappeared somewhere on the track. It was as a result of possibly the crank-shaft having been bent, perhaps when the clutch bearing was first lost.

In any case that was it for Car 2, what had been a magnificent performance by the car and the entire team, with less than 10 minutes to go in the race, Car 2 withdrew.

Car 0 went on to log 2,058 laps and take this prestigious win.

Car 2 still had enough laps, 2,011 to take the second spot. Car 4 took third with 1,852 laps, Car 1 was fourth with 1,711 laps and Car 5 took the fifth spot with 1,234 laps.

No doubt that Gene Husting, Rich Lee, Chuck Phelps and Ralph Burch

were really disappointed by losing the race in the last few minutes. But as we see it, they put on a great show of driving skills and their car preparation was near perfect. As in all racing, "Lady Luck" plays a very important part and there's nothing you can do when she turns her back on you.

Apparently "Lady Luck" had eyes for the likes of Bill Jianas, Rick Davis and Curtis Husting because in the end, their car had logged the most laps over the 12 hours and was the official winner.

A real credit for the fine race that we saw today must go to the Ranch Pit Shop, the Losi's and the group of fine people that helped count oh, so many laps. The track was in great condition as always, the new lighting system worked just fine, and this first 12 Hour race proved to be a real treat for all that participated. Perhaps next time, there will be a few more entries.

It should be noted that Budweiser Beer helped sponsor this event by donating some money towards the program and also donating quite a few cases of their fine brew for all who participated. It's really great to see a big company such as Budweiser get involved in R/C racing.

R/CRN

BY THE HOUR

TEAM 0:	TEAM 2:	TEAM 4:	TEAM 1:	TEAM 5:
Hr. 1: 161 laps	Hr. 1: 166	Hr. 1: 150	Hr. 1: 115	Hr. 1: 145
Hr. 2: 322	Hr. 2: 333	Hr. 2: 309	Hr. 2: 268	Hr. 2: 289
Hr. 3: 490	Hr. 3: 499	Hr. 3: 473	Hr. 3: 384	Hr. 3: 396
Hr. 4: 661	Hr. 4: 670	Hr. 4: 639	Hr. 4: 532	Hr. 4: 488
Hr. 5: 836	Hr. 5: 834	Hr. 5: 781	Hr. 5: 698	Hr. 5: 623
Hr. 6: 1,009	Hr. 6: 1,009	Hr. 6: 925	Hr. 6: 824	Hr. 6: 716
Hr. 7: 1,187	Hr. 7: 1,174	Hr. 7: 1,083	Hr. 7: 971	Hr. 7: 836
Hr. 8: 1,356	Hr. 8: 1,348	Hr. 8: 1,248	Hr. 8: 1,124	Hr. 8: 980
Hr. 9: 1,526	Hr. 9: 1,529	Hr. 9: 1,401	Hr. 9: 1,289	Hr. 9: 1,082
Hr. 10: 1,701	Hr. 10: 1,705	Hr. 10: 1,553	Hr. 10: 1,434	Hr. 10: 1,193
Hr. 11: 1,875	Hr. 11: 1,883	Hr. 11: 1,708	Hr. 11: 1,588	Hr. 11: 1,234
Hr. 12: 2,058	Hr. 12: 2,011	Hr. 12: 1,852	Hr. 12: 1,711	Hr. 12: 1,234



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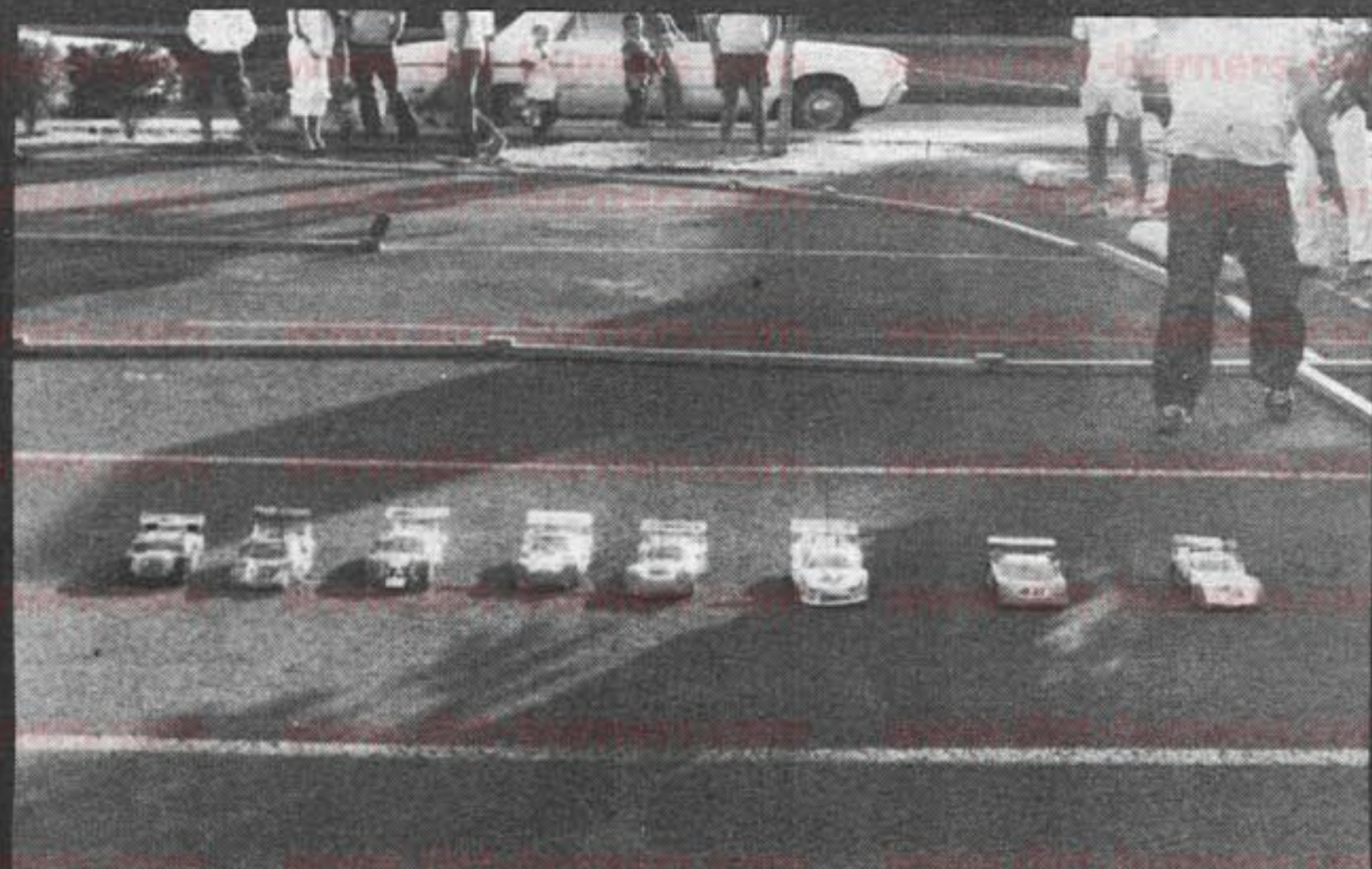
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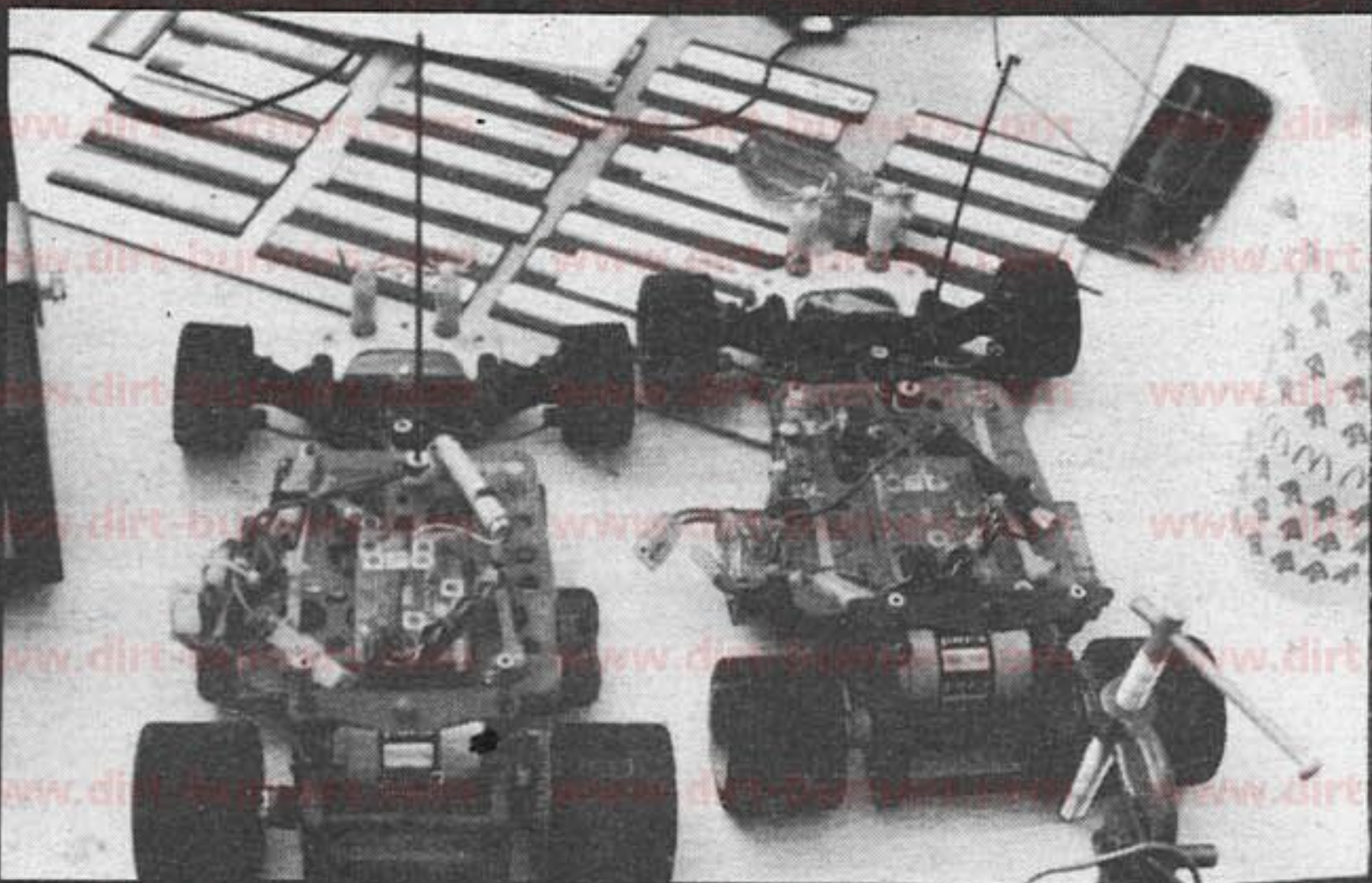
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## R/CECC Season Final Best 1/12th Series Yet!



Russ Miwa, 1st & Butch Farm 2nd (top left). The A Main starting field (above). The top two cars: (left) Miwa's and (right) Farm's. Photo. Wayne Onoyama.

Story by Glenn Kawamae  
Photos by Wayne Onoyama

Honolulu, Hawaii  
December 19, 1983

At last! The end to a long season of racing in Hawaii. This is the last series race for 1982. Our GT-5 got off to a good, although late, start. Thirty-one racers showed up for this race. Not our biggest turnout but being so close to the Holidays, I guess it is to be expected. Four complete rounds of qualifying were run on a track (Honolulu Federal Savings & Loan) that exhibited tremendous bite and weather that was cool and breezy.

The fantastic bite could be attributed to the many racers who came out to practice the week before the race. Racing is so serious

now; these racers were sweeping the track and laying the dots and boards to do their practicing.

The cool weather played a real important factor also. Racers were able to really get some good charges into their batteries and the results were to show up during the racing.

The D MAIN was to lead off today with Leroy Lee taking charge early in the race to get and hold the lead, and eventually to win the D Main. Some tough racing for second place was happening all through the race with Leonard Sato battling with Damon Wilcox and Mark Kerfeld fighting it out with Carlos Pang. Positions changed back and forth and when the smoke cleared it was Leonard who took second place, with Damon having to settle for 3rd. Mark just got by Carlos for the 4th spot. Roy Goya, although doing well in the qualifying rounds, managed only 10 laps in this final.

The C MAIN was another tough race. With names like Beau Peterson, Wayne Onoyama, Randall Hano, Andrew Young and Richard Robertson, this sounded more like an A main! This was one crazy main event.

Just like the A Main last month, Andrew Young got a great start taking the early lead with Beau Peterson following in second. By lap 18, Andrew had lapped the entire field! He ended up in traffic and was stuck upside down on the left side of the track. He got going again but something was wrong with the car and by the next lap Randall Hano had taken the lead. Hano was now followed by Terry Iwamoto in second and Wayne Onoyama in third. This was not all though. By lap 26 Randall was out of the race and Terry moved up to first, followed by Wayne and then Beau.

Two laps later, Terry dropped out of the lead & the race. This left only 2 cars running. Beau outlasted the competition to finish first and Wayne followed in second.

The B MAIN was another race where the early leaders wouldn't finish the race. Ron Galang, after a 2

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month absence, was back in his usual racing form. He lead from the start and by lap 6 he had lapped the entire field! By lap 22 he had lapped the entire field twice! That's flying.

In the early laps the battle was for second between Gene Niihau and Marshall Mizobe. At lap 6 Earl Honbo made his presence felt, and made his move to take second. Norman Uyeno and Elton Yoneda were dicing for third and fourth respectively. Really good racing for most of the race. This went on until one lap from the finish. Ron Galang, who had dominated from the first lap and led all the way "dumped" and just 20 feet from the finish line his car was going around in circles. Now the race was up for grabs again. Several cars were close but were already slowing down. Everyone except for ex-legend, Marshall Mizobe. He was down a lap from the second place runners. Now he was moving up on the leaders and fast. On the last lap he moved into first and took the win. Earl Honbo almost lost radio control on the last lap but managed a second place.

The A MAIN was next. This was the race that would make or break some racers. According to the standings, a good finish in this main would move some into the top ten overall. Vernon Pai was one racer that could move into the top 10 with a good finish today. This is how the racing went:

Vernon Pai got a super-start and shot off with the lead, Butch Farm and Richard Ito followed. By lap 7 Russell Miwa had made his move into third. By lap 10, Russell had picked another spot and moved into second and now chasing after Vernon.

On lap 15 Miwa got past Pai for the lead. Butch Farm also passed Vernon Pai and he took second. Keevan Inouye was in 5th. The three top drivers maintained their lead for most of the race, but Keevan was now starting to move up. On lap 22 Keevan got by Ito. Butch Farm and

Russell Miwa had traded leads but by lap 32 Russell regained the lead and held it to the finish. This was Russell's first A Main. Butch Farm took the second spot and Vernon was able to hold on to third place. Keevan got 4th on the same lap as the top three.

Congratulations to all the racers for an excellent race day and an excellent season of 1/12th Electric racing, Hawaiian style.

Glenn Kawamae

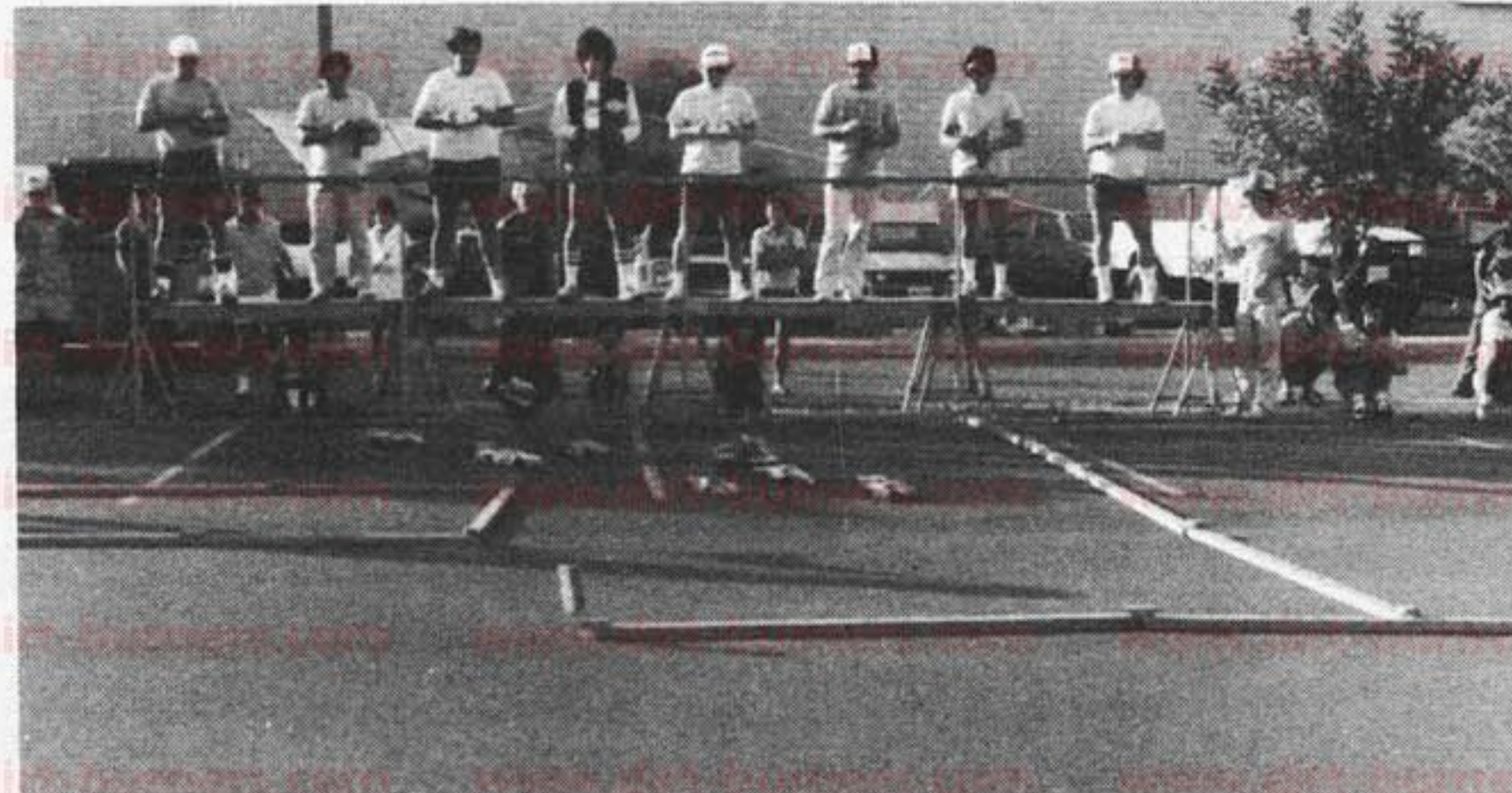
**RESULTS**

- A MAIN:**
1. Russell Miwa (Parma)...35 laps
  2. Butch Farm (Parma)...35
  3. Vernon Pai (Assoc)...35
  4. Keevan Inouye (Parma)...35
- Also T.Q. & New Track Record
5. Jun Shudo (AYK)...34
  6. Richard Ito (AYK)...33
  7. Jay Nakahara (Parma)...32
  8. Francis Aki (AYK)...24

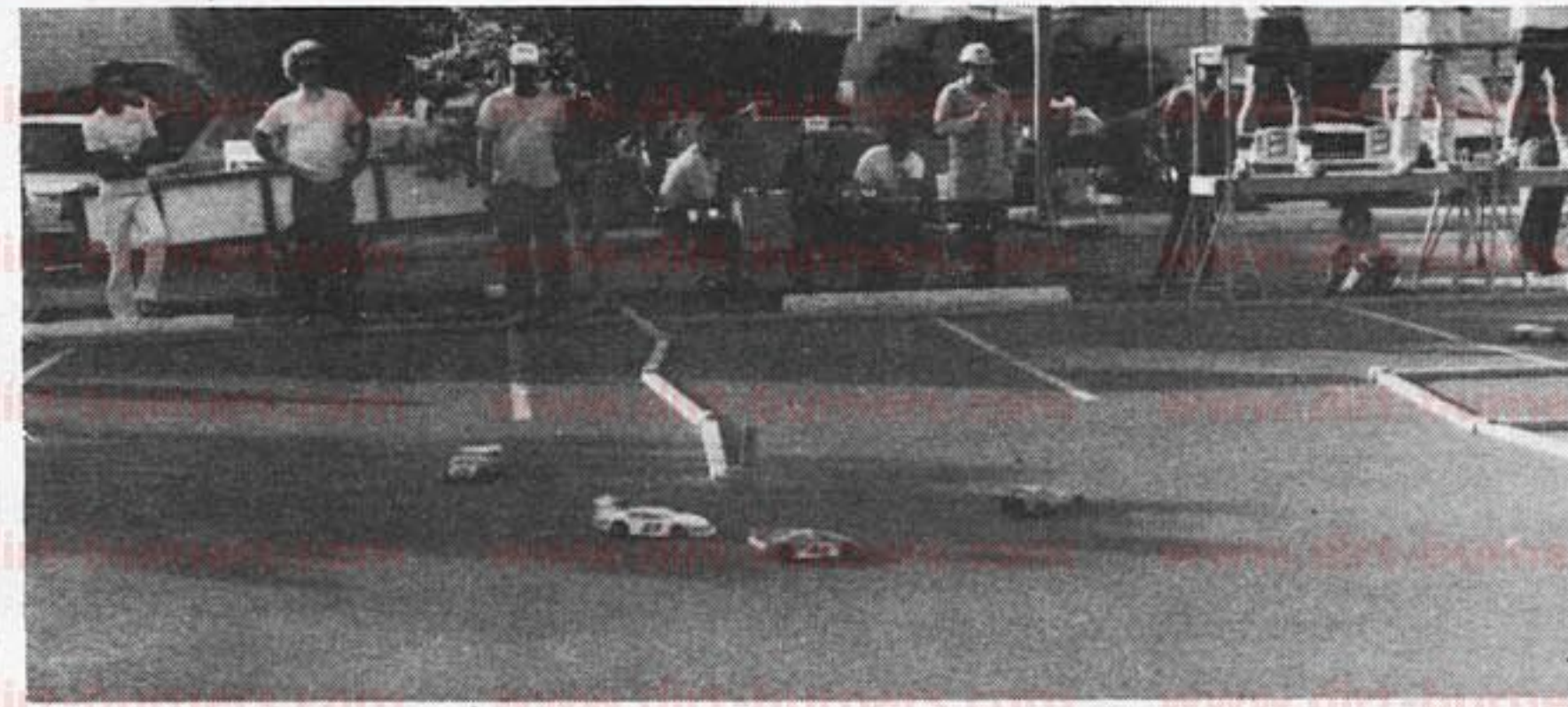
- B MAIN:**
1. Marshall Mizobe (Scratch)...32 laps
  2. Earl Honbo (Assoc)...32
  3. Ron Galang (MRP)...31
  4. Gene Niihau (Assoc)...31
  5. Ken Alagan (RCE)...30
  6. Elton Yoneda (AYK)...29
  7. Norman Uyeno (AYK)...25
  8. Daryl Yuuki (AYK)...25

- C MAIN:**
1. Beau Peterson (AYK)...31
  2. Wayne Onoyama (AYK)...31
  3. Terry Iwamoto (Parma)...27
  4. Randall hano (RCE)...25
  5. Andrew Young (AYK)...23
  6. Richard Ganotisi (AYK)...22
  7. Richard Robertson (BoLink)...8
  8. Ryan Honbo (Parma)...5

- D MAIN:**
1. Leroy Lee (Assoc)...26
  2. Leonard Sato (Parma)...24
  3. Damon Wilcox (Parma)...24
  4. Mark Kerfeld (Assoc)...22
  5. Carlos Pang (Assoc)...22
  6. Roy Goya (Parma)...10
  7. David Steiner (AYK)...DNS



A Main drivers and action (above & below) with Russell Miwa, Vernon Pai, Butch Farm, Keevan Inouye, Jun Shudo, Richard Ito, Jay Nakahara & Francis Aki (not in order). Photo Wayne Onoyama.



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32 **R/CECC OFF ROAD 1983...  
& 1982 Off Road Overalls**

By Gene Niihau

Honolulu, HI  
January 1983

**HAPPY NEW YEAR!** On our first race of 1983 we discovered that the back turn of our HCC track had rained out. So we made a smaller track in which we could make many more laps on.

**STOCK B MAIN:** We saw Kris William's car no. 506 take first place, with second place car no. 805 going to Noly Heipoboto whose batteries dumped but he still managed to recharge and capture second. Car no.15, Polito Tom, went out with a flat tire but managed to fix it and take third...what a race! Then came car no.26, Chuck Ramsey, for the fourth spot.

**STOCK A MAIN:** After many months of gear stripping, Richard Ito in car 44 managed to win this main. Right on for putting lots of effort into his car. Car 63, Ed Senoda, captured second place followed by car 86, Damon Wilcox. In fourth place was car 96, Bill Calzo, and Peta Pagadon in car 66 came in fifth.

**MODIFIED B MAIN:** A first-time racer took this main as car 30, Brian Omori, was followed by car 22, Wayne Onoyama, who arrived at lunch time, still managed to take second place...good going, Wayne! In third place Cory Chalk with car 17 got put in the modified class from the stock class because of a lay-down servo. In fourth place we saw Richard Robertson with his "Bad bad bad BoLink", followed by car 11, Lynda Kawamae in fifth place. In sixth place was car 68, Joe Kaanapu, who hung in there. What a race there, gang!

**MODIFIED A MAIN:** Believe it or not, car 3 of Gene Niihau (top qualifier for this main) managed to hang in there for first place. In second was car 99 belonging to Jay Nakahara, charging hard and trying to catch Gene all day. In third we saw Gary Shouk with car 32 hanging in there. In the fourth spot we had a racer who hasn't raced all year - Steven Omes in car 91 managed to take this spot, followed by car 17, Cory Chalk, in fifth.

**OPEN A MAIN:** Car 3, believe it or not, also took this main, driven by Gene Niihau. He was top qualifier for this main also as he finally got his car together. In second place was "Mr. Speed", Glenn Kawamae in car 1 followed by Gary Shouk's car 32 (who also captured third in the Modified A Main). Good driving!

Next month everyone will need their ROAR cards. You must have shoes and you MUST, MUST have large numbers with white backgrounds. We will have radio impound due to problems in this race. Richard will have copies of the RULES at that time. See all of you next month!

Gene

**RESULTS**

**OPEN A MAIN-23 laps:**

1. Gene Niihau 23 (100 pts.)
2. Glenn Kawamae 20 (99)
3. Gary Shouk 16 (98)
4. Burt Sagawa 14 (97)
5. Earl Honbo 11 (96)
6. Ryan Honbo 10 (95)
7. Brian Omori 9 (94)

**MODIFIED A MAIN-28 laps:**

1. Gene Niihau 28 (100)
2. Jay Nakahara 26 (99)
3. Gary Shouk 26 (98)
4. Steven Omes 26 (97)
5. Cory Chalk 17 (96)

**MODIFIED B MAIN-25 laps:**

1. Brian Omori 25 (95)
2. Wayne Onoyama 24 (94)
3. Cory Chalk 23 (93)
4. Rich Robertson 17 (92)
5. Lynda Kawamae 16 (91)
6. Joe Kaanapu 11 (90)

**STOCK A MAIN-25 laps:**

1. Richard Ito 23 (100)
2. Ed Senoda 23 (99)
3. Damon Wilcox 20 (98)
4. Bill Calzo 18 (97)
5. Peta Pagadon 18 (96)

**STOCK B MAIN-19 laps:**

1. Kris Williams 19 (95)
2. Noly Heipoboto 6 (94)
3. Polito Tom 2 (93)
4. Chuck Ramsey 1 (92)

**RCECC 1982 OFF ROAD POINTS**

Well folks, the year has come to a close. The points are in and you can see where you stand.

If you raced for the entire year, chances are that you have made the TOP TEN! A special note is that all previous top ten numbers are now officially re-assigned to the new number holders of the first 10 positions listed herein.

For those racers who raced for only the second half of the season, you might find the top ten results

from the August-December series interesting, so here it is!

1. Glenn Kawamae
2. Jason Garcia
3. Jiggs Garcia
4. Gene Niihau
5. Jay Nakahara
6. Earl Honbo
7. Gary Shouk
8. Butch Farm
9. Oran Kong
10. Joe Kaanapu

Although you don't get to run the above numbers, you will probably get the satisfaction of knowing that, at this time, the list above reflects the current WHO'S HOT in Honolulu!

**DECEMBER 1982 RESULTS**

**OPEN A MAIN:**

1. Jiggs Garcia
2. Glenn Kawamae
3. Gene Niihau
4. Jason Garcia
5. Earl Honbo

**OPEN B MAIN:**

1. Damon Wilcox
2. Gary Shouk
3. Ryan Honbo
4. Joe Kaanapu

**MODIFIED A MAIN:**

1. Jiggs Garcia
2. Jason Garcia
3. Gary Shouk
4. Butch Farm
5. Gene Niihau

**MODIFIED B MAIN:**

1. Jay Nakahara
2. Rich Robertson
3. Joe Kaanapu
4. Lynda Kawamae

**STOCK:**

1. Damon Wilcox
2. Cory Chock
3. Carlos Pang

**OVERALL 1982 OFF ROAD POINTS  
(January thru December)**

1. Glenn Kawamae 895
2. Gene Niihau 868
3. Earl Honbo 846
4. Gary Shouk 827
5. Oran Kong 823
6. Ed Andrade 783
7. Chuck Jordan 766
8. Jay Nakahara 764
9. Beau Peterson 758
10. Butch Farm 758
11. Rich Robertson 740
12. Ryan Honbo 725
13. Richard Ito 579
14. Norm Uyeno 568
15. Vernon Pai 566
16. Joe Kaanapu 549
17. Jiggs Garcia 494
18. Tony Otholt 429
19. Jason Garcia 398
20. Ron Galang 392
21. Wayne Onoyama 295
22. Cory Chock 291
23. Richard Marquina 291
24. Gary Isono 288
25. Daryl Yuuki 284
26. Alan Ross 282
27. Ken Inouye 277
28. John Upshaw 263
29. Garrett Vedder 261
30. Damon Wilcox 196
31. John Rosario 191
32. Carlos Pang 190
33. Tim Otholt 186
34. Lynda Kawamae 185
35. Pete Bissonette 185
36. Robert Upshaw 182
37. Nelson Tan 174
38. Gaylene Vedder 168
39. Russ Miwa 99
40. Louis Vierra 99
41. Marshall Mizobe 99
42. Russel Wong 95
43. Brian Sunada 94
44. Ken Whiting 94
45. Conrad Nikaide 93
46. Stanley Yoshita 93
47. Kevin Ono 92
48. Elvin Dydasco 91
49. Dolly Ching 91
50. David Bone 90
51. Sam Bohol 89
52. Rhett Searle 89
53. Matt Zane 88
54. Wayne Lariosa 84
55. Shawn Matsumoto 81

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# RCECC Cam Am 1/12th A New Year... A New Series

By Glenn Kawamae

January 16, 1983  
Honolulu, HI

A brand new year and a brand new series. This was the first race of our 1983 season and 35 racers showed up for this event. As usual, our Honolulu Federal Savings and Loan track was immaculate, with the bite improving all throughout the day. The track record of 34.4 laps in 8 minutes was tied today by Russell Miwa. His car sure was flying!!! Everyone is improving and it is really getting tough to win.

Everything went like clockwork, thanks to our new race directors for 1983; Ron Galang and Norman Uyeno. The skies were clear and the sun was hot, but we did manage to get in three complete rounds of qualifying after which the main events were run.

The E MAIN was a runaway for Ken Alagan. The first lap was led by Dennis Shigemura, but by the second lap it belonged to Ken all the way to the finish. The big battle in this race was for second place between Dan Yamane and a racer returning from college, Jon Hokama. Dan held a strong second up to lap five, when Jon got by and was able to hold Dan off for the next four laps. But by lap ten, Dan again got a hold on second and was never to be threatened again. Jon held onto third, followed by the early leader, Dennis. Leonard Sato followed him in fifth, with new racers Bill Calzo and Bert Sugawa in sixth and seventh.

The D MAIN was also a runaway. This time for the 9 yr. old, Ryan Honbo. He successfully lapped the field twice before going on to the win. This was his best race to date and we should expect to see great things from this young racer. The race for second place was very hotly contested among four racers. Mike Rapoza held a strong second through most of the race but right on his tail was Jim Suderman, Pete Bissonnette, and Daryl Yuuki. Daryl crashed just in front of the drivers stand on the last lap and wasn't able to complete his last lap. In the confusion Mike's last lap wasn't recorded. Thank goodness for the race tape. Mike held onto second over Jim, who took third. Pete Bissonnette got fourth, with Daryl taking fifth. Leroy Lee, the TQ in this main, had his share of trouble and crept in to finish sixth, while Mike Uyemura could only manage four laps to come in seventh.

The C MAIN was a little different. Damon Wilcox got the early lead, followed by Richard Ganotisi, Elton Yoneda and Richard Robertson. By

the second lap Ganotisi took over first place with Damon in second and Robertson in third. Then on lap seven, Robertson took over first followed by Ganotisi and Elton in third. By lap 13 it was Ganotisi, Robertson, and Elton. Then, on the next lap, Elton passed Robertson to take over the second spot. On lap 16 Ganotisi made a crucial error that put him into the boards. This was enough to let Elton and Robertson go by. By the time Ganotisi got going again, he was holding on to third with very little power left to make up the lost ground. So this is how the top three cars finished: Elton in first followed by Robertson in second and Ganotisi in third. Damon trailed the leaders by a lap to finish fourth and Louie Vierra took fifth. Vernon Pai, having his worst day in quite a few months, had radio problems but managed 24 laps to finish sixth over his son Bentley, who broke his chassis in half after only two laps.

The B MAIN was another good one. Norman Uyeno got the early lead followed by Butch Farm, Beau Peterson, Jr. Pascual, Earl Honbo, Richard Ito and Glenn Kawamae. By the second lap Butch had the lead with Beau and Norman following. By the fourth lap Butch was out when his pinion gear spun and he had to pull his car off the track for repairs. Beau took over the lead and, from that point on, was never to be seriously challenged. The battle would be for second place with Jr. and Richard the only racers who had a chance. On lap nine, Richard crashed and this error allowed Jr. to pass and Richard just couldn't make up this lost ground and had to eventually settle for third place. Earl Honbo, the TQ in this main, managed 30 laps in the main to take fourth. Butch Farm, after getting his pinion back on, got his car on the track but his pit stop was just too long for him to make up. Norman had to settle for sixth place while Glenn nursed his ailing car into seventh.

Now for the A MAIN. Francis Aki got a really good start in this one, followed by Jay Nakahara, Marshall Mizobe, Keevan Inouye, Ron Galang, Russ Miwa and Andrew Young. By lap six, the pattern was set. Francis had a good lead followed by Ron in second, Russ in third, and Keevan in fourth. On lap 13 Russ dropped out of the race moving Keevan into third. Then on lap 17 Francis made a crucial mistake allowing Ron to pass. By lap 19 the two leaders bumped each other and this allowed Keevan to move into first. This also allowed Francis to get by Ron. Then Ron started to dump...not completely...but he was slowing down drastically. The leaders pulled away and by the last lap these two leaders

had lapped Ron. So it ended with Keevan in first, Francis in second, and Ron in third, a lap down. Jay Nakahara and Andrew Young finished fourth and fifth, respectively. Russell Miwa dropped out early with only 21 laps and Marshall Mizobe with his "plywood"(??) car completing 17 laps.

So ends our first full day of racing in 1983! It was a great fun filled and, for some of us, a very frustrating day. But it was a great race put on by a couple of great racers.

Another "Thank You" to Ron Galang and Norman Uyeno for a job well done! And a special "Thank You" to Mr. Doug Matsumoto for his donation of the perimeter boards to R/CECC...MAHALO!

## SPECIAL ANNOUNCEMENT:

As announced in our November newsletter, there will be additional races this year. The new ALOHA series began on January 30, 1983. Then on February 6th, there was an off road race. Our second race of the CAN AM series (Feb. 20th) will again be held at the Honolulu Federal Savings and Loan track. This looks to be a very busy and exciting racing season. There are alot of races and some very different race sites. Hope to see all of you racers out there!

Glenn

## RESULTS

### A MAIN:

1. Keevan Inouye (PARMA)	34
2. Francis Aki (AYK)	34
3. Ron Galang (MRP)	33
4. Jay Nakahara (PARMA)	32
5. Andrew Young (AYK)	31
6. Russell Miwa[TQ] (PARMA)	21
7. Marshall Mizobe (scratch)	17

### B MAIN:

1. Beau Peterson (AYK)	32
2. Jr. Pascual (DELTA)	31
3. Richard Ito (AYK)	31
4. Earl Honbo[TQ] (ASSOC)	30
5. Butch Farm (PARMA)	29
6. Norman Uyeno (AYK)	29
7. Glenn Kawamae (ASSOC)	29

### C MAIN:

1. Elton Yoneda[TQ] (AYK)	30
2. Richard Robertson (BOLINK)	30
3. Richard Ganotisi (AYK)	30
4. Damon Wilcox (PARMA)	29
5. Louie Vierra (AYK)	28
6. Vernon Pai (ASSOC)	24
7. Bentley Pai (ASSOC)	2

### D MAIN:

1. Ryan Honbo (PARMA)	27
2. Mike Rapoza (AYK)	26
3. Jim Suderman (ASSOC)	25
4. Pete Bissonnette (ASSOC)	25
5. Daryl Yuuki (AYK)	24
6. Leroy Lee[TQ] (ASSOC)	22
7. Mike Uyemura (PARMA)	4

### E MAIN:

1. Ken Alagan (RCE)	26
2. Dan Yamane (ASSOC)	24
3. Jon Hokama[TQ] (ASSOC)	23
4. Dennis Shigemura (ASSOC)	22
5. Leonard Sato (PARMA)	21
6. Bill Calzo (PARMA)	16
7. Bert Sugawa (PARMA)	10

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# 1982 C.A.R. Overall CHAMPIONS!

By Kenneth Jones

December 19, 1982  
Antioch, CA

California Auto Racers (CAR) finished their 1982 race season on a cold and foggy December 19th in Antioch. CAR's first nomadic race season has seen intense competition in each drivers' class. The race events have been on a variety of courses and track surfaces and the champions deserve congratulations for speed, driving skill and adaptability.

The racers, their respective clubs, and the hobby shop owners listed below deserve a great deal of credit for the success of the 1982 CAR Season:

LARRY'S HOBBY WORLD-EI Cerrito  
MANTECA HOBBIES-Manteca  
HOBBIES GALORE-Santa Clara  
D & J HOBBY-Campbell  
TOYS & MODELS-Antioch

We would also like to thank the following shopping centers for allowing CAR to hold events on their premises:

Oakridge Shopping Mall-San Jose  
Loehman's Plaza-Sunnyvale  
Del Monte Shopping Ctr.-Monterey

As you can see, we cover a great deal of Northern California during our race season but our thanks would not be complete without thanking the manufacturers for their assistance in providing race prizes. They include: MRP, BoLINK, ASSOCIATED, THORP, BBR, FUTABA, KRAFT, and TWINN-K.

CAR held a Concours d'Elegance before each race and the cars were judged to determine a 1982 Overall Champion. Trophies were awarded to the first three positions after a year's Concours' that saw

"National-level quality" cars entered. The Concours trophy winners are:

1. William Brown
2. Mike Callaway
3. Larry Stevens

And now for the Overall 1982 Championship Standings. Congratulations to the Champions and those in the first six places, as they took home the gold!

A close look at the point standings reveals that the drivers who competed in the CAR Championship Series are among the best 1/12th electric drivers anywhere, and we are proud of it!!!

## RESULTS

### NOVICE:

1. Mike Callaway	1267
2. William Brown	950
3. Bob Campbell	790
4. Leonard Norred	652
5. Kim Henriksen	629
6. Mark Enstad	438
7. Danny Stalians	409
8. Brian Rush	330
9. Steve Pritchett	282
10. Dale Davis	280

### AMATEUR:

1. Denny Lynn	1377
2. Larry Figone	1077
3. Kenneth Jones	1026
4. Russ Aguirre	862
5. Lee Comito	767
6. Mike Conway	741
7. Anthony Porter	638
8. Dave Kisbey	490
9. Chip Hayes	376
10. Lee Hall	350

### EXPERT:

1. Larry Stevens	1524
2. Bob Arwine	1069
3. Al Chuck	923
4. Jim Aguirre	703
5. Koji Matsumara	702
6. Mike Lavacot	632
7. Joel Johnson	616
8. Butch Berney	500
9. Kent Clausen	454
10. Rich Douglas	374

# C.A.R. 1983 Series

By Kenneth Jones

January 9, 1983  
Santa Clara, CA

CAR '83 began its season at Gary Johnson's Hobbies Galore in Santa Clara, California on January 9th. The morning started out very cold, but later turned out to be a good, clear race day.

The Novice Main Event was won by Gregory Jones, a little over a lap ahead of second place finisher Kevin McCormick. Greg, making a comeback after two years of inactivity, made a brilliant start from his fourth position on CAR's staggered starting grid. The racing was very close, with the first four cars finishing within 2 laps of each other.

The Amateur Main Event was won by young "Wild Billy Johnsen". Billy was trying to figure out all day why the drivers would not "just move over and let (him) by?" Billy had a very good race day and it seems that the Johnsen family motorhome showing up at most of the major 1/12th races last year is beginning to pay off for mechanic and adviser, Dad, racer "Wild Billy", and proud Mom. William Brown finished a smooth second, Anthony Porter a satisfying third, and Bob Campbell with his new Delta in fourth. Again, the racing was very close as the first three cars were within 2 laps of each other at the finish.

The Expert Main Event was won by Trinity-sponsored Joel Johnson

on his home track. That's not to say Joel had an advantage, as he blew up his charger before the first qualifying round and only got one attempt at qualifying. Joel took that opportunity "by the throat" and turned 42 laps...that's over 2 laps faster than Japanese National driver and fellow IFMAR World Championship competitor, Koji Matsumara. Koji had checked on the latest developments earlier in the week at Al Chuck's Factory III before racing on Sunday. Jim Adkins finished in second; Larry Stevens, third; and new expert car driver, Mike Conway in fourth with his new "Factory-Associated" car. The only other comment I have about the Expert Main is that the leaders saw a lot of the black no.6 car during the race!

That's all for now, see you next month with the race report from Condcord.

Till then,  
K.J.

## RESULTS:

### NOVICE:

1. Gregory Jones
2. Kevin McCormick
3. John Friedl
4. John Bucks
5. Tom Pratt
6. Andy Luna
7. John Hornbeck

### AMATEUR:

1. Billy Johnsen
2. William Brown
3. Anthony Porter
4. Bob Campbell
5. Mike Callaway
6. Russ Aguirre

### EXPERT:

1. Joel Johnson
2. Jim Adkins
3. Larry Stevens
4. Mike Conway
5. Denny Lynn
6. Koji Matsumara

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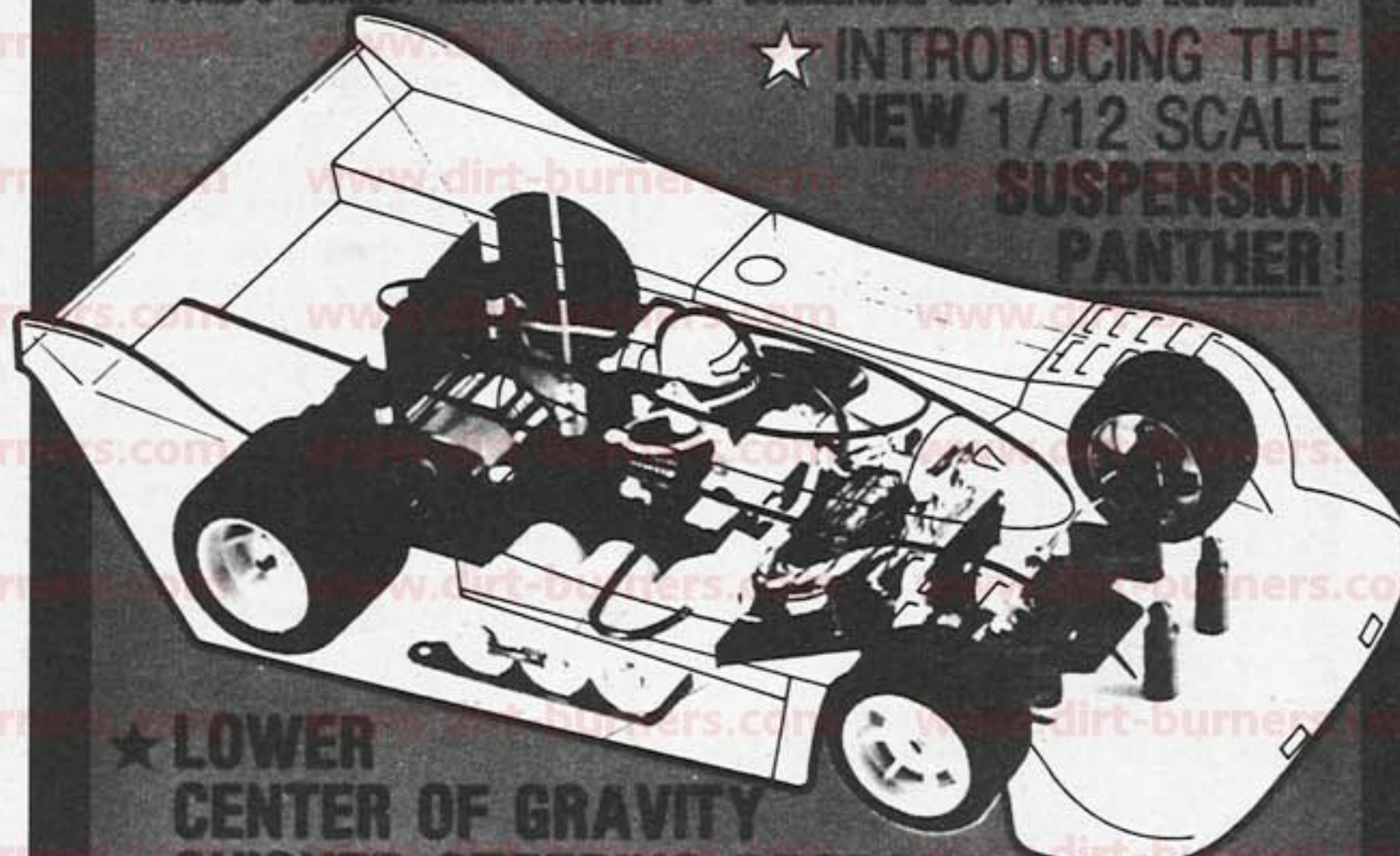
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# Lincoln Trail R/C Off Roaders

By Ralph White  
December 1982

A successful series of Off Road racing has been completed by the Lincoln Trail R/C Off Roaders located in Central Illinois. Approximately 12 racers competed in the series at two different locations. One is the track located on Albert Schnieder's farm, east of Kansas, Ill. and the other is located at Ralph White's farm, southwest of Neoga, Ill. The track at Kansas is a large one which lends itself to higher speed racing, while the track at Neoga is smaller with a few more turns, requiring more attention to driver skill. Both tracks are excellent and well maintained. Lights are used at both tracks for night racing.

The races are scheduled for the 1st and 3rd Wednesday at Neoga and the 2nd and 4th Wednesday at Kansas. Heats start around 7:00 pm and finals start at about 8:30. "Grudge" racing then lasts as late as 1:00 am!

The group has written their own set of racing rules which seems to work excellently. When a copy of the ORRCA rules were obtained, it was discovered that the local rules are more complete and almost along the same lines as the ORRCA rules. An effort is being made to keep the rules such that the car set-up is the

same under the local rules as with the ORRCA rules. A copy of the local rules can be obtained by writing:

Ralph White  
R.R.1 Box 392  
Neoga, IL 62447

The first racing series has been completed with a total of six races, out of which five count for the Championship. The results are as follows:

1. Dan Lindley, Neoga
2. Nick White, Neoga
3. Albert Schneider, Kansas
4. Don Seals, Paris
5. Ralph White, Neoga
6. Tony Williams, Martinville
7. Eric Williams, Martinville
8. Mike Pearson, Effingham
9. Jack Heldman, Mattoon
10. Jim McQueen, Neoga

Dan Lindley won every one of the races and well deserves the Racing Number "1" during the next series. The rest of the racers seem to be able to beat each other at different times and it should be a great series next time.

Right now, all the drivers are using MRC cars except Jack Heldman and Jim McQueen, who are driving BoLINK Econo-cars. There are a couple of AYK cars assembled, but

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they haven't made it to the races yet due to gear problems.

As soon as the Holidays are over, plans will be made to start a new series. A new track layout is also planned of Neoga's track - bigger with lots of turns and bumps. We

are looking for more drivers for this coming series, if you know of anyone interested, get him or her fired up to race!

Till next time,  
Ralph



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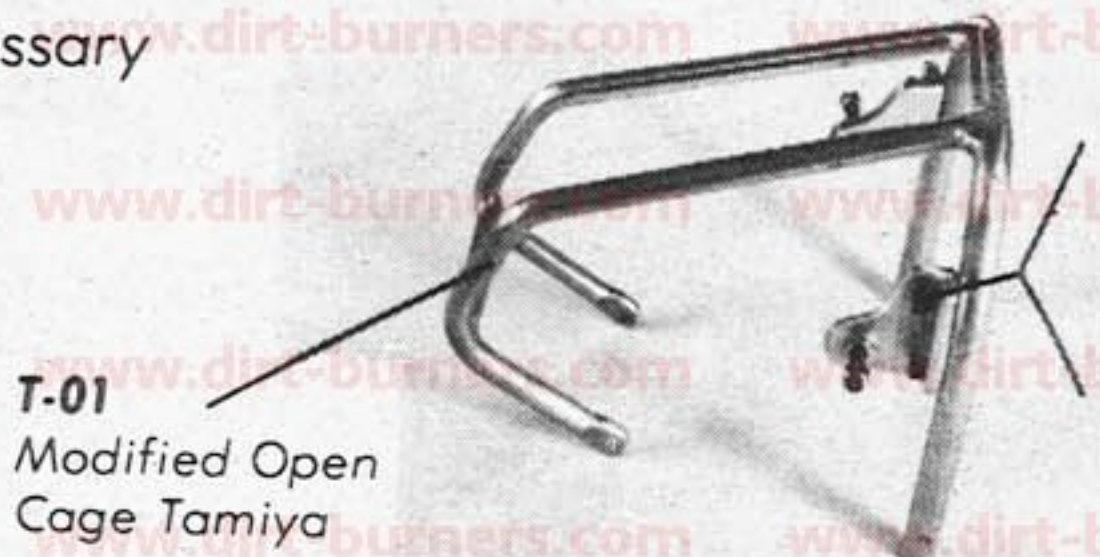
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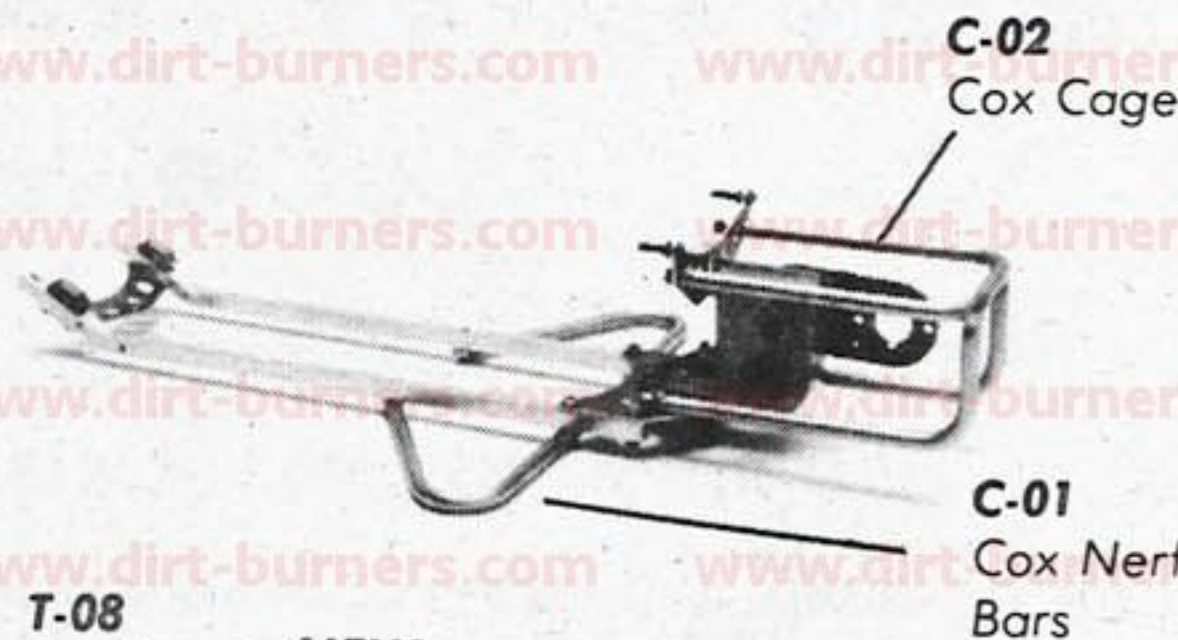
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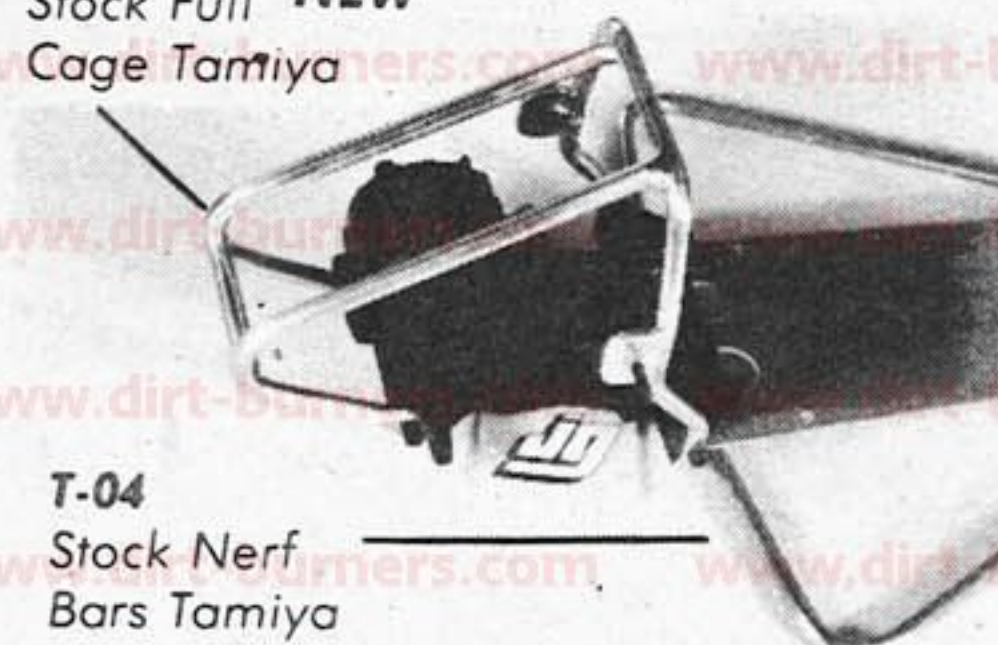
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# South Jersey R/C Racing Indoor Race 1 Electric Report.

By Joe DiCara

Knights of Columbus  
December 12, 1982

ROUND ONE OF THE 1982-1983 INDOOR SEASON WAS HELD DECEMBER 12th ON A VERY SNOWY SUNDAY AFTERNOON.

Only 18 drivers braved the early morning blizzard to venture down to the Knights of Columbus race site. Some extremely intense racing greeted the hardy souls in attendance.

"Concours" event was won by Carl Ford with his multi-green and white CAC. Don Pyle placed second with a McCrae, and Ricky Piro, Jr., third with his Porsche 917-K. In general, the Concours competition was above average with quite a few really nice non-winners.

Qualifying rounds began about 12:30 p.m. The first round saw quite a few crashes as the drivers got accustomed to running around piping again. The field settled down somewhat for smoother racing through rounds two and three.

Bill Davis (who won too many trophies at the banquet, he had to rent a truck to get them home) won T.Q., with 46.3 laps. Donny Pyle was second with 46.2, Nick Piro, Sr., Andy Madajewski, Don Pyle, Sr., and Ray Bojarski made the A MAIN.

The C MAIN was won very easily by Rip Pinkston. Rip stayed between the pipes the entire race and only needed a marshall once or twice. Rip turned in 39 laps, his best of the day, and beat the second place car by over 7 laps. Gary Riemann, Mike Pyle, Paul Marzians, and Keith Hollingshead rounded out the finishing positions in the C Main.

The B MAIN was an intense four-car battle for almost the entire race. Carl Ford managed to lead the entire race, but was constantly pressed by Phil Pyle (brother of Don Sr., and latest Pyle-Driver). This was his first race with our club, although he had spent a lot of time practicing in Don Sr.'s basement. Carl won but he had to race the entire 8 minutes. Barry Rosenberger and Nicky Piro placed third and fourth after Phil Pyle. These two also raced hard and hung in there most of the race near the leaders. Russ Williams and Nicky Mareno rounded out the B Main finishing spots. Carl Ford's winning total of 44 laps set the stage for an exciting and fast A main.

The start of the A MAIN showed every one there just what the "experts" are better at ... crashes! The field got off smoothly until the first turn. A five car crash occurred in conjunction with a Bill Davis radio glitch and too much tear on Donny's fronts. Car one, Ray Bojarski's,

sneaked through and managed to jump out to about a half lap lead. Don Pyle, Sr. pressed early but tangled with a tube everytime he got close to the lead. Ray managed to hold the lead until about the six-minute mark, when Donny Pyle, Jr. outdrove Ray to take the lead. Donny and Bojarski continued in this order to the end of the race while the field bounced from pipe to pipe. Don Pyle, Sr. finished third, with Andy

Madajewski, Nick Piro and Bill Davis rounding out the A main finish.

Thus closed a great day of racing. The track was mostly smooth (a few normal carpet bumps) and very fast. The hall facilities were great with plenty of pit space, heat, and an open kitchen for sodas and hot dogs.

For those of you who didn't come because of the snow...*(The rest of the reporter's report is being reserved for the X-Rated version. Basically, he said you better come next time and then made some strange comment about ants and ankles. ED)*

Joe DiCara

OVERALL SERIES STANDINGS: (After 1 Race)

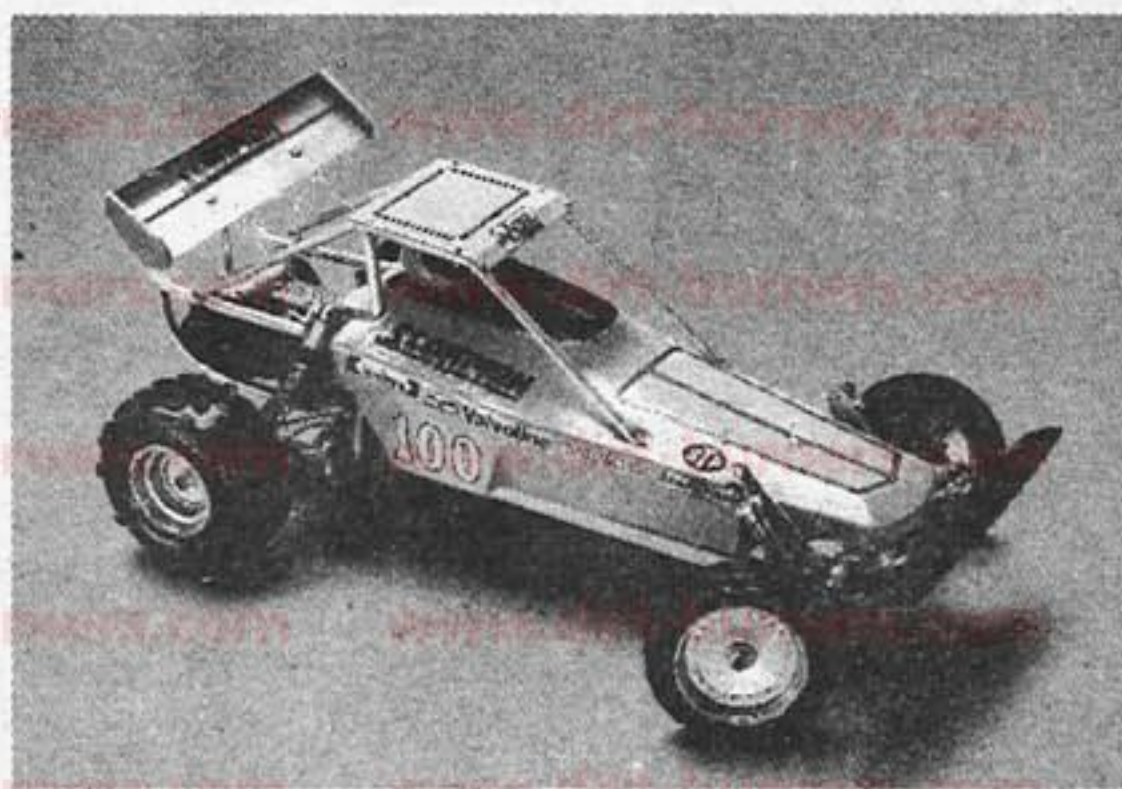
1. Donny Pyle (Assoc)...100 pts.
2. Ray Bojarski (MRP)...99
3. Don Pyle (Assoc)...98
4. Andy Madajewski (Assoc)...97
5. Nick Piro (BoLink)...96
6. Bill Davis (TQ) (Delta)...96
7. Carl Ford (BoLink)...94
8. Phil Pyle (Assoc)...93
9. Barry Rosenberger (MRP)...92
10. Nick Piro, Jr. (BoLink)...91
11. Russ Williams...90
12. Nick Marino ...89
13. Rip Pinkston (Assoc)...88
14. Keith Hollingshead (Assoc)...87
15. Gary Riemann (Assoc)...87
16. Paul Marziani ...86
17. Mike Pyle (Assoc)...85
18. Merle Gardner (DNS)

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# NAMBA

Reported by  
Wally Stewart  
Dist. 19, Director

January, 1983

## HIA REPORT

THE ANNUAL H.I.A. (HOBBY INDUSTRY OF AMERICA) CONSUMER SHOW WAS HELD THIS YEAR ON JANUARY 29th AT THE ANAHEIM CONVENTION CENTER.

NAMBA was represented by District 19 Director (AKA: District 19 Public Relations Chairman), Wally Stewart, who was assisted by District 19 O/B Chairlady - Cathie Galbraith, and District 19 Secretary - Pam Stewart. A special thank you is extended to Pal Jennings & Ira Cotton of the So. California Scale Thunderboat Association, who came up from San Diego to bring Pal's 1982 National Concours Champion Atlas Van Lines powerboat for display and to help answer questions at the NAMBA booth.

Thanks also goes to Doug Nystrom and Robert Holland, who allowed their boats to be put on display at the show. Last but not least, a sincere thank you to Tracy Cyphers who helped with the loading and unloading of supplies and boats and who also guarded the booth before the show opened so we could check out the rest of the

show.

The lack of participation by R/C model-related businesses at the H.I.A. Consumer Show was disappointing. We were happy to see Al & Cheryl Williamson at an A.M.A. display and Jay Brandon who came all the way from Tucson with a beautiful group of DUMAS boats. The only other familiar faces of the weekend were Gary DeLara of Fresno, and Richard Fish of FREEDOM BOATS, Inc.

Following the Consumer part of the Show on Saturday, the next several days were devoted to a Dealer's exhibition. We were informed that our connection with NAMBA and our participation in the Consumer Show would allow us entrance into the Dealer Show, which was several times larger with more exhibits, etc. We were upset to discover after arriving on Sunday (and after paying \$2.50 to park) that no one under the age of 16 was allowed entrance to the show. Luckily, we had not driven all the way from Bakersfield... over mountains... thru the rain, snow and sand storms of the weekend just to attend that part of the show. Although some buyers may have received information about the age limit, none of the literature we received mentioned it. Our kids didn't mind it too much however - we went to Knotts Berry Farm instead!

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# TIME TRIALS

Legg Lake, CA

With blizzards in District 7, rain in District 8, and tulle fog in Bakersfield; the Southern California Hydro Association held its second Annual Mid-January Time Trials in the 80-degree L.A. weather.

Entrants came out of hibernation from all over to attend the first event of the 1983 season. Manuel Cardoza and Bruce Kaiser arrived from District 9. Manuel currently holds the B, C and X Offshore NAMBA records. Bruce holds the records in B, C, and X Mono.

Steve O'Donnell, who last year broke the C Hydro record with 90 mph, is, as we predicted, slowing down in his old age by breaking the A O/B Hydro record with a time of 63.308 mph.

Richard Fish complained that when he tries to break a record with a hydro, he wants smooth water and never gets it. So he brought his B O/B Mono to this Time Trials only to fail to find a single ripple on the water at Legg Lake. He broke the old

record anyways, going 45.45 mph. A third record was broken in the B OPC Tunnel class by junior NAMBA member, Jimmy Johnson (son of No.6464 Jim Johnson). Unfortunately, Jimmy had not been a NAMBA member for over 30 days, as the NAMBA rules stipulate, so his new record of over 54 mph is unofficial.

Club Commodore, Jack O'Donnell expressed his thanks to Jack Oxley, who is ever present at the Straight-Line events to help run the clocks. Also to Richard Fish for his help to the Southern California Hydro Association.

Another Time Trials is scheduled for February 12-13 at Legg lake, so probably the present B OPC Tunnel record's days are numbered, along with several others. Our appreciation goes to the So. Cal. Hydro Assoc., which annually sees to the addition of more District 19 names to the list of official NAMBA records.

W.S.

# Boater Biography

It has been several months since a Boater Biography has appeared on these pages. Sad to say, only one completed questionnaire has been received since the request for more biographies was printed last August.

The HIA Show provided an oppor-

tunity for District 19's roving reporter to corner one of the District's members long enough to obtain a reluctant interview. With the assistance from Ira Cotton, we were able to pry out enough facts to present:

**PAL JENNINGS**

It's unlikely that any member of District 19 has been building or running model power boats longer than Pal Jennings. Every June the San Diego Union Tribune sponsored the San Diego Model Yacht Regatta. Before model power boating, sail boats were the sole competitors in

the event. Pal built a gas-powered model boat from plywood and after saving money for 6 months, was able to purchase an engine. In 1939 Pal had the only model power boat at the race and became the undisputed victor!

Pal left San Diego for Cape Cod between 1952-1972. He belonged to IMPBA at that time, but his interests were mainly with model airplanes. One of his model airplanes appeared in an edition of "Flying Model" magazine. Pal also built an O-gage model R/R, since appraised at \$75,000; and a 127", 4-lane slot-car track. He has owned two hobby shops - one after WWII in San Diego and the second in Cape Cod.

Moving back to sunny San Diego, Pal once more became active with model boats. He has built around 28 boats - all but one (a Norco Cabin Cruiser) of his own design. He also makes all of his own hardware and is always willing to help fellow boaters with their boat building.

Best known in NAMBA today for his beautifully crafted and expertly detailed Unlimited Scale Hydros, Pal won his first National Champion Concours trophy at the 1974 NAMBA Nationals with the Miss Bardahl, which also finished 6th in the actual race.

Rumor has it that Pal was mostly responsible for the painting of Ira Cotton's Miss Technicolor, which won the National Concours Championship in 1977.

At the 1982 NAMBA Nationals, Pal again won the Concours award with the Atlas Van Lines powerboat. The late Bill Muncey, driver of the real boat on which Pal's scale is based, once used Pal's perfect, smaller version of the Atlas on a table in front of him as he was being interviewed on film.

Pal's fondness for the Atlas Van Lines is due to it's being an aerodynamic boat... and Pal is definitely aerodynamically inclined. He was a corporate pilot for 18 years with over 6,000 hours of pilot and command time. He currently teaches aircraft ground school (navigation, communication procedures, etc.).

While Pal's main interest is in Unlimited Scale Hydro, he says that he's getting tired of refinishing the bottom of his Atlas every time it hits the beach... which is every time he refinishes the bottom... or so he claims. So next season Pal plans to bring out of retirement his Crawfish B Hydro to run at District 19 Heat Racing. Still under construction is his Starfish Deep Vee, whose cab has roll-over windows!

Pal's future participation at the Heat Races will no doubt bring some of the most attractively detailed and beautifully painted boats to the mono/hydro scene, since Norm Teague and Doug Nystrom first astonished fellow model boaters by painting the inside of their boats!

W.S.

## Boat Modelers: Take a look— K&B is still out in front!



Start your '83 boating season with a K&B Marine engine (K&B Marine engines hold more records than all other brands of marine engines combined) and you, too, can be "out in front". In both Outboard or Inboard you have the choice of a 3.5cc or a 7.5cc engine. Their performance puts them in a class by themselves.

Both K&B outboards are tough, water cooled, competition engines and feature: the K&B Carburetor plus Pressure System; K&B's Quintuple Porting; Flywheel designed for cup electric starting; Underwater Pick-up; Propeller Shaft Assembly, redesigned for ease of replacement of drive cable or shaft assembly; and Longer Skeg, for increased stability.

**Special features** to make the Outboards more powerful and durable are: Con Rod — machined from high tensile

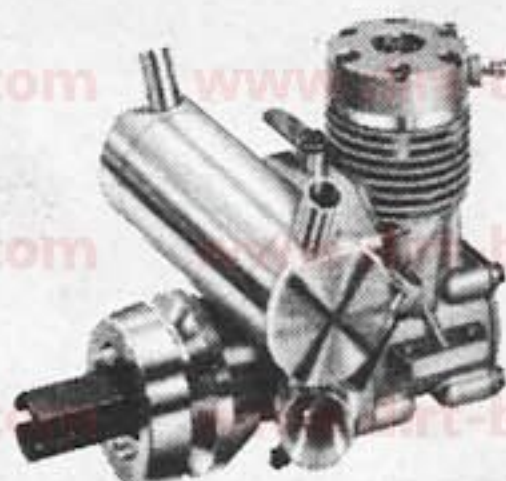
strength aluminum stock, bushed both ends; Heavier Wall Sleeve — brass alloy minimizes distortion; Honed Piston — honed after grinding for perfect roundness; K&B's own Super Bearing — will withstand 30,000 r.p.m. plus.

Both of the K&B inboards are powerful, rugged, and dependable. Easy to start. Precision machined U-Joint Nut fits most existing ball drives. They feature: ABC combo; Con Rod machined from high tensile strength aluminum stock, bushed both ends; New Rotor Disc (7.5cc only); Rotatable Case — permits changing exhaust from forward to aft; Beefed-up Crankcase; K&B's Quintuple Porting.

**Special features** include: Heavier Wall Sleeve; Honed Piston; and K&B's own Super Bearing — the same as the outboards. (see above)

### K&B 3.5cc (.21) INBOARD ENGINE

Designed specifically as a marine engine. The undisputed champion of Class "A" model boat competition.



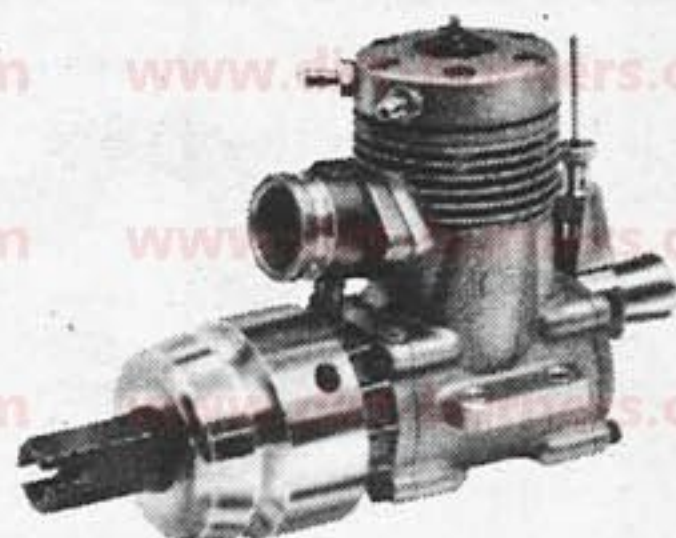
### K&B 3.5cc (.21) OUTBOARD ENGINE

The 3.5cc was our first venture into outboard engines. With continuous improvements, it has maintained its great popularity over the years.



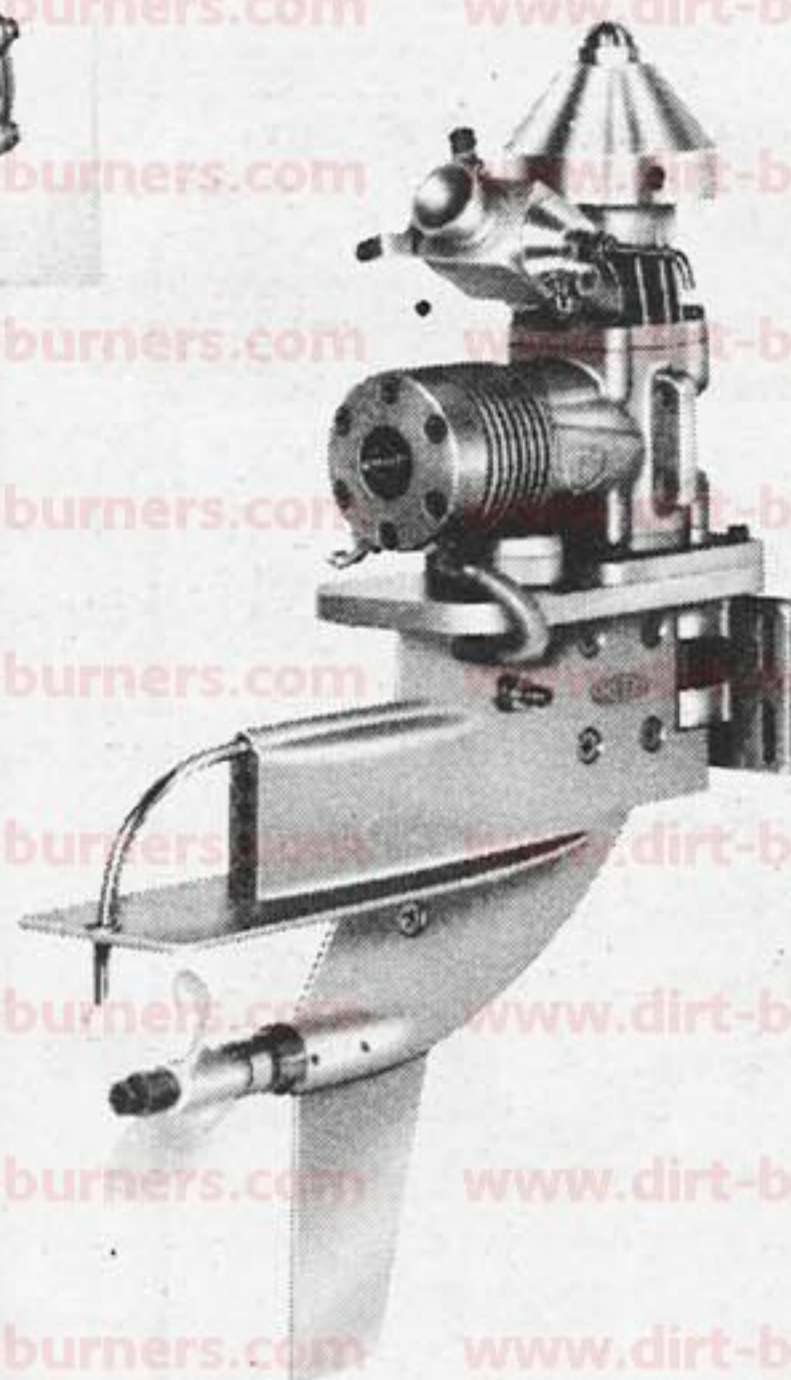
### K&B 7.5cc (.45) OUTBOARD ENGINE

Big brother to the K&B 3.5cc Outboard. Includes all the features of the 3.5cc plus built-in silencer and K&B's all metal carburetor.



### K&B 7.5cc (.45) R/C INBOARD MARINE RACING ENGINE

The replacement for the popular K&B 6.5cc. It has broken most of the old 6.5cc records.



"Take a look" and you'll see why K&B Marine engines are out in front... the leaders in their field for over seven years.

On the ground,  
on the water, and  
in the air K&B continues to be  
"The Choice of Champions"!



**K&B MANUFACTURING**  
12152 WOODRUFF AVE., DOWNEY, CA 90241

## U-DRIVE-UM Raceway, 1st Elec.

Fort Smith, Ark  
January 23, 1983

FT. SMITH, ARKANSAS SCHEDULED IT'S FIRST INDOOR CARPET RACE THIS WEEKEND AT THE U-DRIVE-UM RACEWAY.

The competition was really stiff, and the excitement mounted as the time for the features crept closer. In the end, the results were mind-boggling.

The field of participants consisted of: 9 racers from Oklahoma City, Oklahoma; 5 racers from Tulsa, Oklahoma; 3 entries from Springfield, MO; and 10 racers from Ft. Smith, Arkansas; and let's not forget 2 entries from Dallas, Texas.

We believe that there would have been many more racers had the weather been better. Even so, those who came braved the ice and snow just to race with us. In fact, the snow hampered driving for those driving from Oklahoma City and Tulsa and Springfield, but here in Ft. Smith, we had no snow. This shocked those who drove from other states since the weather reports they had heard on the way had Ft. Smith covered with snow as well. So much for weather bulletins!

All 29 racers on hand were signed up by 9:30 a.m. on Sunday and the heats got started around 10:30 a.m.

The track was a wicked one! But most of the racers on hand mastered it without too many problems. A few broken spindles here and some traction problems there were all that went wrong. The race itself was a successful one and all the racers seemed to really enjoy it.

Below are listed the first three finishing positions for each main as well as other winners.

### A MAIN:

1. Vince Allison (Ft. Smith)
2. Bob Light (Oklahoma City)
3. Doc Gilbert (Oklahoma City)

### B MAIN:

1. Kenny Annesley (Oklahoma City)
2. Big Steve Cross (Ft. Smith)
3. Joe Scarmardo (Oklahoma City)

### C MAIN:

1. Francisco Saenz (Dallas)
2. Tony Massey (Springfield)
3. Larry Miller (Oklahoma City)

### D MAIN:

1. Cecil Blakemore (Ft. Smith)
2. Larry Schroeder (Tulsa)
3. Danny Mader (Ft. Smith)

### E MAIN:

1. George Hamor (Oklahoma City)
2. Dave Nicholson (Oklahoma City)
3. Joe Gordy (Oklahoma City)

### F MAIN:

1. Ed Wright (Tulsa)
2. Ozella Cross (Ft. Smith)
3. Jim Miller (Springfield)

### TOP QUALIFIER:

Bob Light

### FIRST CONCOURS:

Kenny Annesley

### SECOND CONCOURS:

Jim Chestnut (Oklahoma City)

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

## The Ultimate Charger.

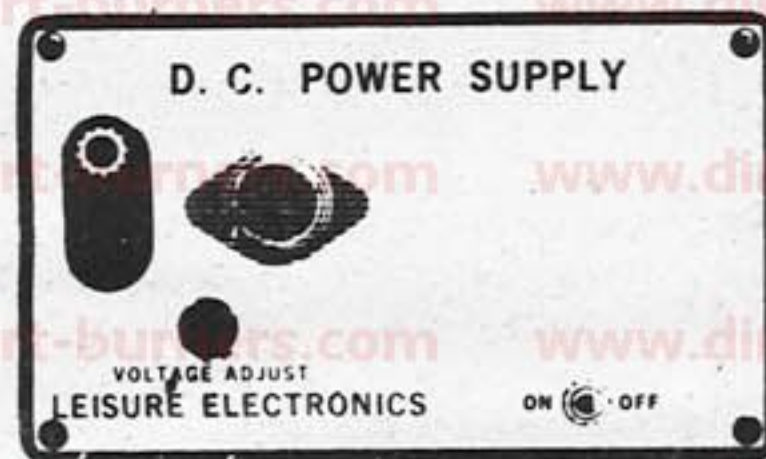
When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

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

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

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

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

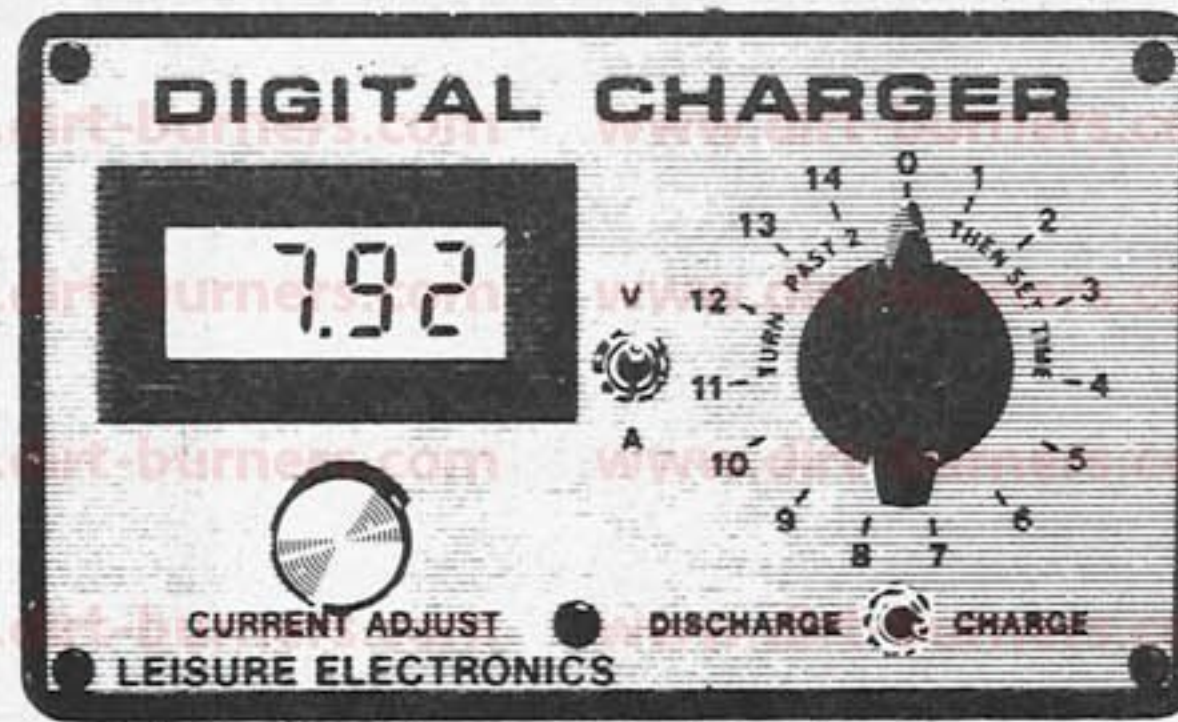


**Leisure 110 DC Power Supply.** A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

## New DC Power Supply.

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

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

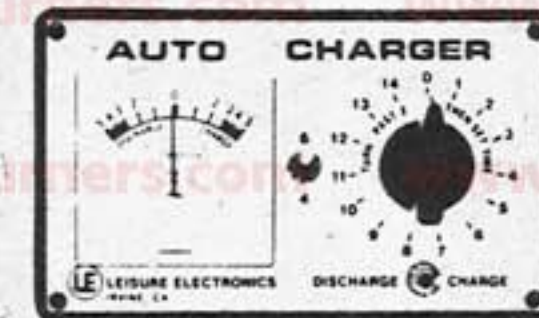


**Leisure 109 Digital.** Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

## 5 Models to Choose From.

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

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



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



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



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



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

## Safe, Simple NiCad Charging... Automatically.

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

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

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

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



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

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

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

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

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

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**FLASH: The Off Road Power Combo (105T) Pack. Now only \$59.95!**  
**FLASH! FLASH! New Off Road Power Motor (1002EX), Now Available!**

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# GEARS 1982 Finale

By Neal McCurdy

Bakersfield, CA  
December 12, 1982

The final 1982 Bakersfield Club race was held on December 12, 1982. The Club drew alot of out-of-town racers from Central and Southern California.

There was alot of fast racing with Tony Neisinger from Santa Maria setting the pace at 41 laps in qualifying. He beat Dave Kisbey, the hot-dog from Bakersfield, on his own track, until the Mains when Dave turned the tables and took first in the Stock A Main, followed by Tony Neisinger in second and Mike Westfall in third. The B Main was dominated by out-of-town racers with Brian Rush taking first, Neal McCurdy in second, and Bill Bandelin in third (who knows where he really finished!).

The Modified found Tony Neisinger TQing and winning first place in the A Main with Dave Kisbey in second, and Brian Rush in third. The B Modified Main was a close race with Neal McCurdy coming out first followed by Barry Miller in hot pursuit, with local Bruce Nelson taking third.

The entire race results are as follows:

#### STOCK A MAIN:

1. Dave Kisbey
2. Tony Neisinger
3. Mike Westfall
4. Billy Gafford
5. Ted Graf
6. Chuck Maddox

#### 7. Sonny Cummings

#### STOCK B:

1. Brian Rush
2. Neal McCurdy
3. Bill Bandelin
4. Barry Miller
5. Terry Bishop
6. Derric Hall

#### STOCK C:

1. Paul Everett
2. Chris Maddox
3. Steven Wilson
4. Ed Everett
5. Derek Sullivan

#### STOCK D:

1. Damon Hall
2. Charles Coleman
3. Chang Liu

#### MODIFIED A:

1. Tony Neisinger
2. Dave Kisbey
3. Brian Rush
4. Mike Westfall
5. Ted Graf
6. Chuck Bishop

#### MODIFIED B:

1. Neal McCurdy
2. Barry Miller
3. Bruce Nelson
4. Billy Gafford
5. Chris Maddox

The GEARS Club will resume racing on January 9th, 1983 and will continue racing every second and fourth Sunday. Night racing will begin on the second and fourth Saturday nights.

\*\*\*\*\*

# EMAR/C Report...

## High Expectations for 1983!

Story by Steve Cobb & Jim Hayman

For nearly a decade the Eastern Mass. Auto Racers Club (EMAR/C) has been a leader in R/C racing in the Northeast. EMAR/C's success is due to club flexibility, the ability to bounce back during stormy times.

The club now finds itself in the enviable position of being back in the forefront of R/C racing. There are many reasons why EMAR/C has managed to turn itself around.

New club officials, new home track, updated rules, a new innovative point system for the ten-week race series, sponsorship for the classy Grand National cars and probably the most important move was the series sponsorship program.

This series sponsorship program served a dual purpose. On one hand it allowed the club's somewhat depleted treasury a chance to regain momentum. The second reason was to allow the club to present impressive trophies and plaques following each ten-week series. Some National companies and some small businesses are asked to donate a minimum amount of money. To date, the first two sponsors have been stock car oriented companies. They too have benefited by press releases sent to a local Stock car racing paper.

Our initial sponsorship program had BILL'S AUTO REPAIR & FRANK'S RADIATOR as co-sponsors.

The Club's point system proved to be very effective in the series with Dave Balsler topping EMAR/C's ranks by a slim lead over Richard Haumann, Chuck Thibeault, Ray

LaRoche and Bill Thurber. The points were so close no one could ease off after so many weeks of competition. No one was able to coast to a win.

The second sponsorship was snapped up by the Northeast Mini Modified Association. This was NEMMA's second time to the well as they sponsored a big race for the Club in 1982. It was so impressive and realistic for them that this is the reason for their return.

As of this writing, the series has one more week to go in the ten-week schedule and the points standings are even closer than last year's. It all boils down to the last race of the series to decide a number of positions which are very close. There's only one point difference for the series Championship!

Experienced drivers are even "shaking in their boots" while trying to qualify for the A Main. To qualify, you must do it on "elapsed time", so that the runs have to be clean and smooth. Driving through traffic, being clean and smooth is not always possible.

R/C racing has become quite competitive here in the Northeast and we hope it blossoms more due to all of our efforts. When people see R/C cars that look like the real thing, it impresses them very much. We can see now, in a way, how our efforts to promote the hobby are finally paying off.

Steve Cobb &  
Jim Hayman  
Eastern Mass. Auto Racers

\*\*\*\*\*

Open

## Del Mar R/C & Slot Car Racing Center

A TOTAL RECREATIONAL FACILITY:

WE HAVE: 1/10th Off Road Rental/Race Track \* 1/10th Off Road Oval & Baja Type Full Race Track \* 1/12th Electric Road Race & Oval Asphalt Track \* 1/8th Gas Road Race & Oval...All Lighted!...Plus... \* Huge Slot-Car Rental/Competition Track! \* Complete Shop. Huge Parking Facilities! The total R/C Place!

### COMING EVENTS:

FEBRUARY 12: First ORRCA Qualifier for 1983 Nats.

FEBRUARY 13: "BAJA 500" Lap Off Road Teams.

FEBRUARY 19: 1/8th Scale GAS

FEBRUARY 26-27: 1982 ORRCA Champs (rain date).

Also Slot Car racing Tues., Thurs., & Sat.

## THE SHOP

PRESENTS

IN STOCK - Complete Line of R/C Race Product

(FEATURING THIS MONTH OFF ROAD!)

COX Scorpion Kit	\$139.95
COX Bearings (Complete Set of 14)	\$72.00
COX Single Bearing: For Lower Gear Case & Back Arm	(ea) \$6.00
For Idle Gears, Upper Gear Case, COX Front Wheels or Tamiya Front Wheels	(ea) \$4.50
COX Brass Gears for Gear Case (by 2/28/83)	(pr) \$19.95
COX Parts & Accessories AVAILABLE NOW!	At Savings!
TAMIYA Kits (1015, 1016, 1028)	\$139.95
TAMIYA New "Super Champ" Modified Kit	\$152.95
TAMIYA New "Wild Willy"	Best Price in Town!
KRAFT KP3W Pistol Radio System (3 Ch)	\$175.95
FUTABA FP2G Radio System (2 Ch)	98.00
TAMIYA Small Brass Gears (M15 - M20)	(ea) \$2.00
Heavy Duty Axles for TAMIYA (pair)	\$8.00
CHECKPOINT MOTOR (Modular Endbell)	\$59.95
SNAYO 6-Cell Pack (Wiring needed)	\$26.95

STOP BY OR CALL "Eric" or "Greg" FOR THE BEST BUY!

DEL MAR RACING CENTER  
15555 Turf Rd. (Jimmy Durante Rd)  
Del Mar, Calif. (619) 755-0411



# DIXIE RACE 1 1/8th GAS...



## REPORT...

### Markunas 1,2,3, TQ - Williams "A" Main

By Steve Williams

Harrisburg, PA.  
December 12, 1982

The SARCAR 82-83 season opener was held December 12th in the auditorium of the Sunbury YM-CA and it was held in conjunction with the Winter meeting. Due to the pending Holidays the entry field was somewhat short, which included the 1982 Summer Champion, Mike Rachau, of Sunbury, PA.

The action was no less than hot-

and-heavy. In the first round of qualifying, Tony Markunas, of Northumberland, set fast time of the day with his PARMA PANTHER suspension car, while father A.B. Markunas had to settle for second fastest and a third Markunas, Matt, was third fastest. The remainder of the field had Steve Williams of Northumberland, in fourth; Dave Bailey of Selinsgrove, in fifth; and Bob Foltz of McAllisterville, in sixth.

At the start of the Main there was a four car battle between A.B. & Tony Markunas, Dave Bailey and Steve Williams. Bailey fell off the

pace early and eventually had to pull into the pits several times with problems.

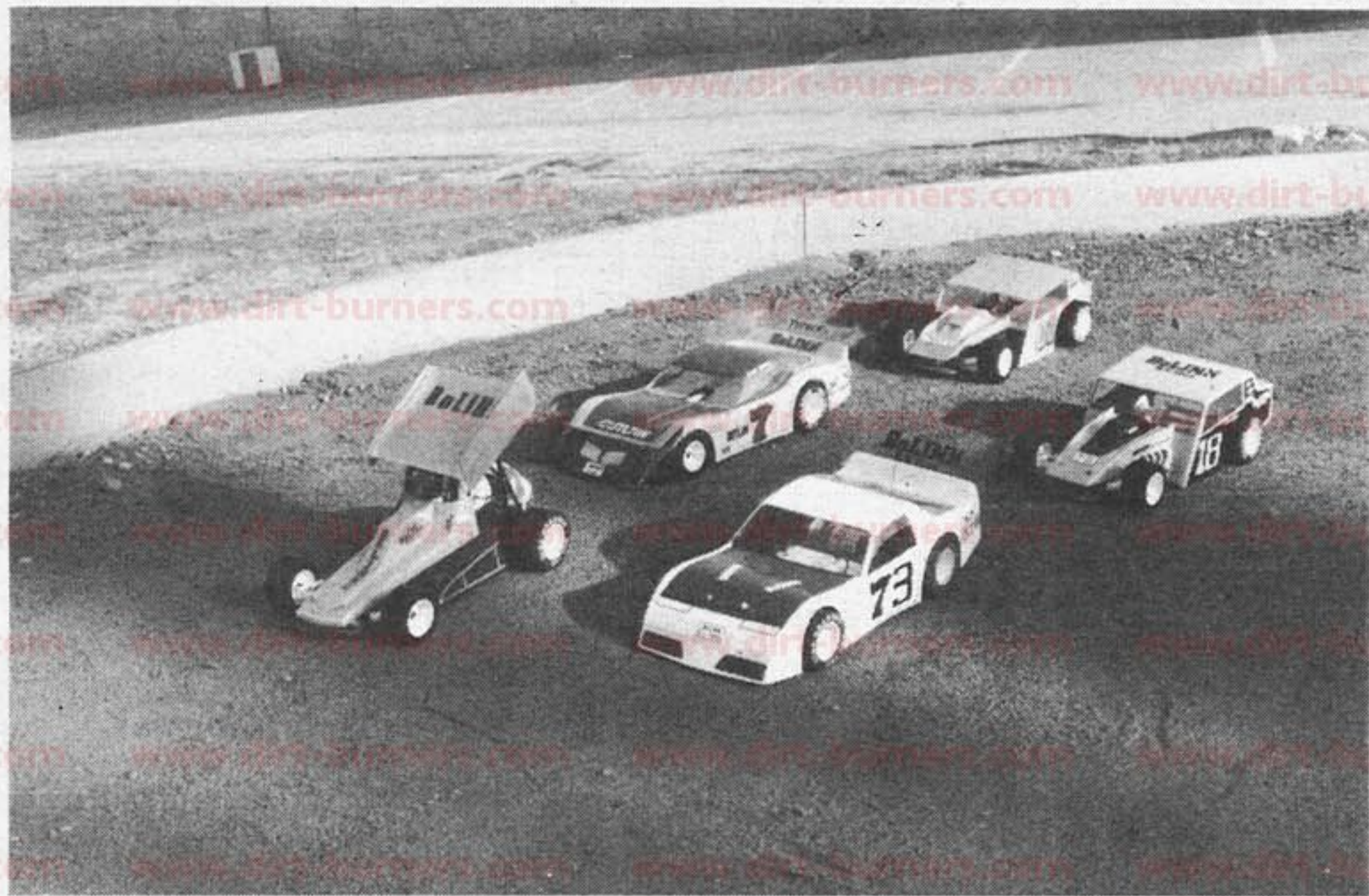
As the race wore on, A.B. Markunas started to drop back with some handling troubles, as he had the only straight-axle car on the field. This left Tony Markunas and Steve Williams to battle it out as both Bob Foltz and Matt Markunas had also fallen several laps off the pace.

When the smoke cleared it was Steve Williams with a PARMA Panther leading Tony Markunas by just a few feet. A.B. was third, fourth was Bob Foltz, fifth was Matt Markunas, and sixth was the 81-82 Winter Champion, Dave Bailey.

Steve Williams

\*\*\*\*\*

# THE ROUND TRACKERS BY BoLINK



### 1983 HOBBY INDUSTRY OF AMERICA "AWARD OF EXCELLENCE" WINNER

A NEW CONCEPT IN R/C CAR RACING. DESIGNED FOR OVAL COMPETITION ON DIRT OR ASPHALT. A SERIES OF SCALE CARS COMPLETE WITH A RACING PROGRAM DESIGNED TO PUT THE FUN BACK IN R/C CAR RACING. THE "ROUND TRACKERS" ARE 1/10th SCALE, SLIGHTLY LARGER THAN 1/12th SCALE, MAKING RACING MORE APPEALING AND REALISTIC TO EVERYONE. THE LARGER SCALE MAKES WORKING ON THE CAR MUCH EASIER. COMPLETE LINE OF PARTS AND ACCESSORIES ARE AVAILABLE.

SEND \$2.00 (REFUNDABLE) FOR COMPLETE CATALOG

WORKING SUSPENSION FRONT AND REAR  
SIX DIFFERENT OVAL TRACK BODIES AVAIL  
ABLE NOW, WITH MORE TO COME  
FORWARD AND REVERSE SPEEDS  
POWERFUL ELECTRIC MOTOR  
STRONG FIBERGLASS AND NYLON CHASSIS  
COMPONENTS

#### FEATURES

VIRTUALLY INDESTRUCTABLE PLASTIC BODY  
DESIGNED FOR WEEKS AND MONTHS OF MAIN  
TENANCE FREE RACING  
WIDE TIRES DESIGNED FOR OVAL RACING  
LIMITED SLIP DIFFERENTIAL  
QUICK CHARGE NI-CAD BATTERIES, WITH 15  
MINUTE D/C CHARGE CORD

The air was cold at Sears Clearview as the track was being set up. But as the day wore on, things really warmed up, in more ways than one! The road course used was very fast although the traction was slow to come in...but when it did, it made for some interesting main action.

Everyone had a good time with the exception of Edgar Riviere who had a nasty spill from the driver's stand just before the start of the B MAIN. He raced the main for a few laps but the pain of his badly cut lip was too much so he dropped out. This changed the complexion of the B MAIN because Edgar is one of the most constant racers in the series.

In the C MAIN it was a battle of the batteries. John Mistic, Jr.'s batteries were almost dead with about 2 minutes left in the race. Craig Lebeouf was gaining on him and it looked as if Craig would win easily, but just before he caught John, his batteries started fading and John held on for the win. Craig was second followed by Dennis Andrews in third.

Troubles from the C MAIN carried over into the B MAIN. Every car that started the main was off the track at least once. Martin Zeller debuted his RC 500 suspension car with a win. Martin looked convincing in his first time out and figures to be a front runner in the series. The rest of the main is as follows: Ted Simon, second; John Mistic, Sr., third; John Serou, fourth; and Edgar Riviere in fifth.

Ever heard the old adage, "You can't win without the latest trick parts"? Well, someone forgot to tell Brian Long. Brian's tires are too tall, his motor is a combination OS MAX/OPS and other things are allegedly wrong. So what does he do but go out and win the A MAIN by 12 laps! At the start of the race, Karl Kaiser and Brian changed the lead for about 5 minutes, then Karl broke something in his steering. Brian took the lead and never looked back. Trouble plagued Danny Wenzel and John Abadie who finished second and third, respectively. They were followed by Karl Kaiser in fourth and "Hard Luck" Todd Shumert in fifth place.

Remember, the next race is a GSS at Sears Clearview on January 30th, 1983. The race directors are John Abadie and George Molinary. All R.A.C.E. members need to be there at 7:30 am. **RESULTS**

- |                     |     |
|---------------------|-----|
| 1. Brian Long       | 498 |
| 2. Danny Wenzel     | 489 |
| 2. Martin Zeller    | 489 |
| 4. John Abadie      | 482 |
| 5. John Mistic, Jr. | 470 |
| 6. Ted Simon        | 467 |
| 7. John Mistic, Sr. | 458 |
| 7. Craig Lebeouf    | 458 |
| 9. Karl Kaiser      | 455 |
| 9. John Serou       | 455 |
| 11. Edgar Riviere   | 441 |
| 12. Todd Shumert    | 436 |
| 13. Dennis Andrews  | 432 |
| 14. Gerry Brown     | 89  |
| 15. Howard Williams | 86  |

# 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 2nd & 4th SATURDAY:

Del Mar Racing Center ORRCA Qualifying Races. Kits & Radio for top 3 in Class at end of series. "Bonus Bonanza" coupons for prizes to all. (619) 755-0411.

#### 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 26-27, 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

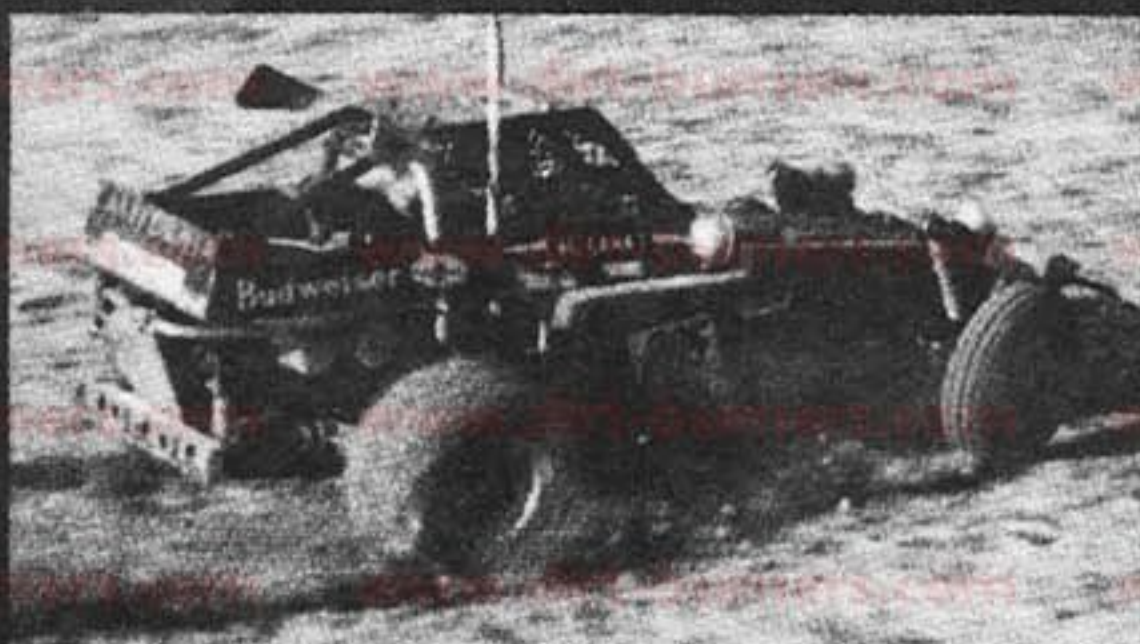
1928 EAST EDINGER  
SANTA ANA, CA. 92705

(714) 547-4986

# MRC-TAMIYA'S NEW SOUPED UP SUPER CHAMP

## THE SUPER PERFORMANCE OFF-ROAD BUGGY IT'LL HAVE 'EM EATING YOUR DUST

IF YOU'RE A RACER, THIS IS THE R/C OFF-ROAD BUGGY KIT YOU'VE BEEN WAITING FOR. IT COMES COMPLETE WITH THE MOST WANTED HOT MODIFICATIONS AND SOUPED UP PARTS FOR MAXIMUM SPEED AND DURABILITY. THIS OFF-ROAD R/C RACING BUGGY IS SUPER FAST, SUPER DURABLE, AND THE BEST OFF-ROAD, ALL OUT, COMPETITION KIT WE'VE EVER MADE.

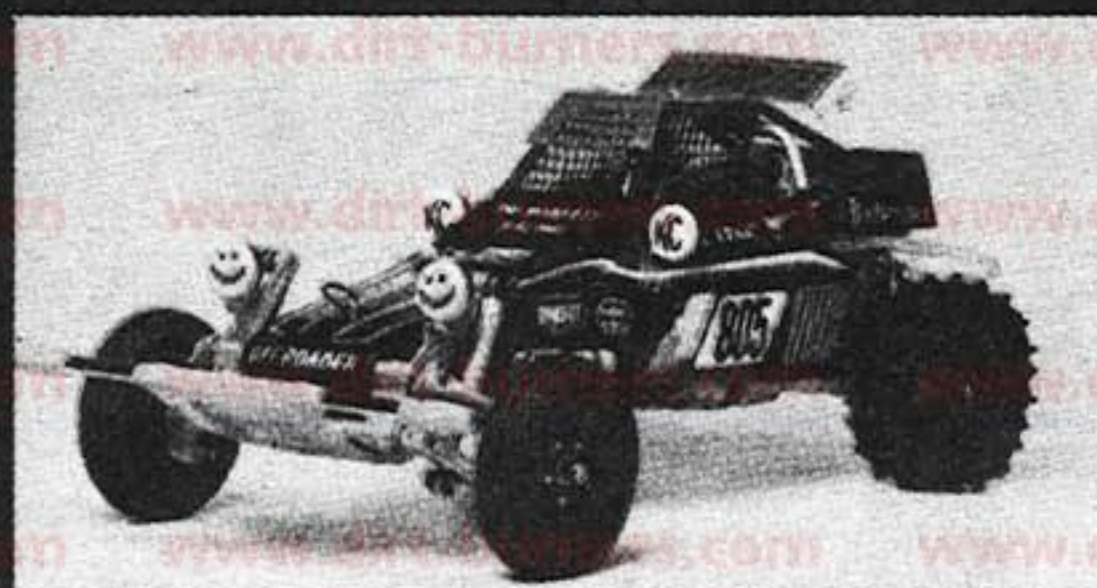


**A Professional Approach**  
... Now you no longer have to go out and buy parts to soup up and modify your off-road competition buggy. MRC-Tamiya's Super Champ kit has the most wanted features right in the box. This one was built for the competitive spirit... it's the professionals' high performance racer, and a world class winner. We know what you need to win... it's in the Super Champ, and it's rarin' to go.

Just look at this list of race-oriented engineering we've built into it: ■ A patented, Free Floating Progressive

Dampening Suspension for the rear suspension system keeps the car on the road, provides positive traction at all times.  
■ Newly designed, long lasting speed controller with 3 forward and one reverse speed,

plus adjustable braking ■ Roof-top spoiler ■ Hardened steel universal joints ■ Steel, ball joint steering linkage, won't loosen under the stress of off-road racing ■ Full metal guard and bumper ■ Full metal front end tie rods ■ High grip semi-pneumatic spike tires ■ Large damper oil reservoir ■ Heavy duty servo saver ■ Smooth



front tires ■ New, oversize, easy to use body clips. ■ Quick disassembling radio tray for easier cleaning.

The fact is, we've already modified and souped up the Super Champ to take the rigors of competition and dish out speed and control. Super Champ. A super competitor that can make you a winner. It's from the leaders at MRC-Tamiya.

**MRC**   **TAMIYA**

MODEL RECTIFIER CORPORATION 2500 WOODBRIDGE AVENUE, EDISON, NEW JERSEY 08817

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