

**It's Burch & Toland
At Winternationals
Styler & Rethwish
Go 500 Laps with Off-Road**

And more...

March 31, 1983 · Issue No. 23 · Vol. 3

R/G RACING MAGAZINE

\$1.50

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

Race Corner

We'd like to thank all of you who entered this year's R/C RACING NEWS/SCORE SHOW "1983 R/C Off Road World Championships". Unfortunately we only had so many entries available for each class due to time limits of the SCORE show, which meant that we were forced to return a good number of entries that were sent in around February 27 & 28th. All we can say is that if you're not racing this year, try to come and see the event and the SHOW anyways, you'll really enjoy it. And by the way, the 1984 World Championships are already in the works and it looks like next year's show will move into the bigger "arena" at the Convention Center which should allow us for more races and more events.

Newest "sponsors" to join the Off Road World Championships are SANYO, COX & R/C COLA. All three companies will join the three "major sponsors" for each class; MRC/TAMIYA (Stock), FUTABA (Modified) & AIRTRONICS (Open), plus our Concours sponsors: C.R.P. (Stock); J.G. Mfg. (Modified) and NOVAK (Open).

SANYO will help sponsor all the Main trophies and plaques to be given away during the three days of the World's. Each trophy or plaque will have SANYO's logo and most likely a sample of their fine battery.

We're also delighted to announce that all 16 booths made available for R/C displays at the Off Road SCORE SHOW have been sold, with the possibility of several more being added. So if you come to the show or race, you'll have the opportunity of seeing some of the finest off road equipment anywhere - when you visit the booths of Radio Control Hobbies, The Ranch Pit Shop, R/C Race Prep, BoLink, C.R.P., Del Mar Racing Center, Trick Stuff, Great Western Hobbies, Cox, M.R.C./Tamiya, Parma, Kraft, Futaba and of course R/C RACING NEWS. We look forward to seeing many of you there on April 1, 2, & 3, 1983 at the Anaheim Convention Center.

A bit more on the World's. We've received many calls about the actual layout of the track, mostly from people who were not there last year. So for your benefit check the layout on this page. It's basically the same as last year's (very popular) with the

exception of the "water jump". That has been changed to the "sand pit", very soft and fine sand that you'll have to clear or go around. Dimensions of the track are 35' X 75', with a number of jumps and drop-off's that should prove to be not only exciting for the racer but also for the thousands of spectators we're expecting.

The heavy rains once again played havoc not only in the East Coast, where only the Modified 1/12th Winternationals were run (see story by Mike Toland in this issue), but also here in Southern California where several R/C events have been cancelled or postponed.

For the second time in as many months the 1982 ORRCA Championships were postponed again because of rain at Del Mar. Attempts were made to get at least the Saturday qualifying rounds, but after one and a half rounds (of the four scheduled) were completed, the rains came and flooded the track. Not that the racers weren't ready to race, because they had been racing in a constant drizzle, but once the skies really opened up it was all over.

So the ORRCA Champs will now be held at Del Mar Racing Center on March 12th (Qualifying) and March 13th (Finals). This race on Saturday will be run in conjunction with the 1983 ORRCA QUALIFIERS that are also scheduled there. So if you entered the rained-out event this past weekend, just go to Del Mar on Saturday, March 12th and pick up where you left off. If you want to race the "qualifier" as well, there will be a discount entry for you.

The rains also hurt several R/C businesses around the So Cal area. We spoke to Dick McCoy of McCoy Motors/C & H, and he mentioned that when they arrived at the shop they found several inches of water throughout. Not only did the water do some damage to the facility but it also hit some of the material and equipment. We hope they can get it all under control soon. Dick also told us in Orlando, where we ran into each other, that it looks like this year's "Real McCoy" at the Pit Shop, June 10-12, 1983, may be the biggest race ever. Inquiries are coming from all over the country and from a number of other countries. I think a lot of people will be using

this race as a great "tune-up" for the coming world's in July, in France.

Speaking of the World's, we've been able to locate a couple of Travel agencies with excellent flight packages for individuals. One charter flight will get you to Paris, France for \$832.00 (figures quoted on current rate of exchange) round trip, while the other will get you to either Milan or Marseille for about \$100.00 more or \$950.00 round trip. These are "charter flights" therefore you must make reservations in plenty of time and certain deposits are required almost immediately. For more information you can send a S.A.S.E. to R/C RACING NEWS - FRANCE, P.O. Box 411, Woodland Hills, CA 91365. We will forward your letter to the Travel agencies and they will get in touch with you.

With regards to Hotels - it's another story. We understand that hotel rooms are at a premium during that time of the year in the South of France. We spoke recently with Joe Sullivan, R.O.A.R. President, who said that he has contacted a Hotel near the race site and is asking to book the entire hotel for the U.S. team. As soon as he knows, we'll let you know.

More on the World's. Joe Sullivan also provided us with more info which we're publishing in this issue. Check it out. We would like to acknowledge here the following racers for making the team: (in alphabetical order) Ralph Burch, Jr., Bill Campbell, Kim Davis, Rick Davis, Pete Fusco, RePete Fusco, Roger Curtis, Chuck Hallum, Curtis Husting, Gene Husting, Bill Jianas, Butch Kloeber, Ross Kloeber, Bob Leckron, Rich Lee, Gil Losi, Jr., Chuck Moon, Chuck Phelps, Rich Potempa, Steve Sanders, Dana Smeltzer, Gay Sullivan, Joe Sullivan, Joe Tassillio III, Randy Tentschert, and John Thorp. There are also several names held as "alternates" in the event that some of the people above can not make it.

NEWS FLASH! Kent Clausen, 1/12th Electric Stock World Champion and former Associated Team racer, has now switched to race this year with TRINITY Motors. As of this date we're not sure which car he will be using, but one thing is definite, Clausen will now be storming on TRINITY motors.

By the way, TRINITY is also developing an "off road" Open motor that is about to hit the market momentarily. We're trying to get one in our new products section so check it out. We hear it's super fast.

Ventura Roadrunners sent us their 1/8 & 1/12 racing schedule for the year which appears in our Calendar section. So check it out and go racing every second Sunday (1/12th) and every fourth Sunday (1/8th). Both scales are raced at the Montgomery Wards track in Ventura just off the Main street exit off the 101 Freeway. Call (805) 642-6458.

Got word from Jim Doyle, President of the Somerset & Hunterdon Auto Racing Association, informing us about their club activities (see On The Line) and about their upcoming Eastern States Off Road Champion-

ships, April 15-17, 1983. The event is sponsored by M.R.C. and The Hobby Depot. Entry fee is \$15.00 for Stock (motor included) and \$15.00 for Modified. If you enter both classes by April 1, 1983, your entry will be only \$25.00. For more information, call Jim Doyle at (201) 369-8989.

Eastern Mass. Auto Racers Club (EMAR/C) also wants everyone to know that every Monday & Tuesday evening the flag drops at 8:00 p.m. for 1/12 & 1/8th racing (didn't mention which days are which). Practice from 6:30 to 7:30, race at eight! For more info call (401) 781-8087.

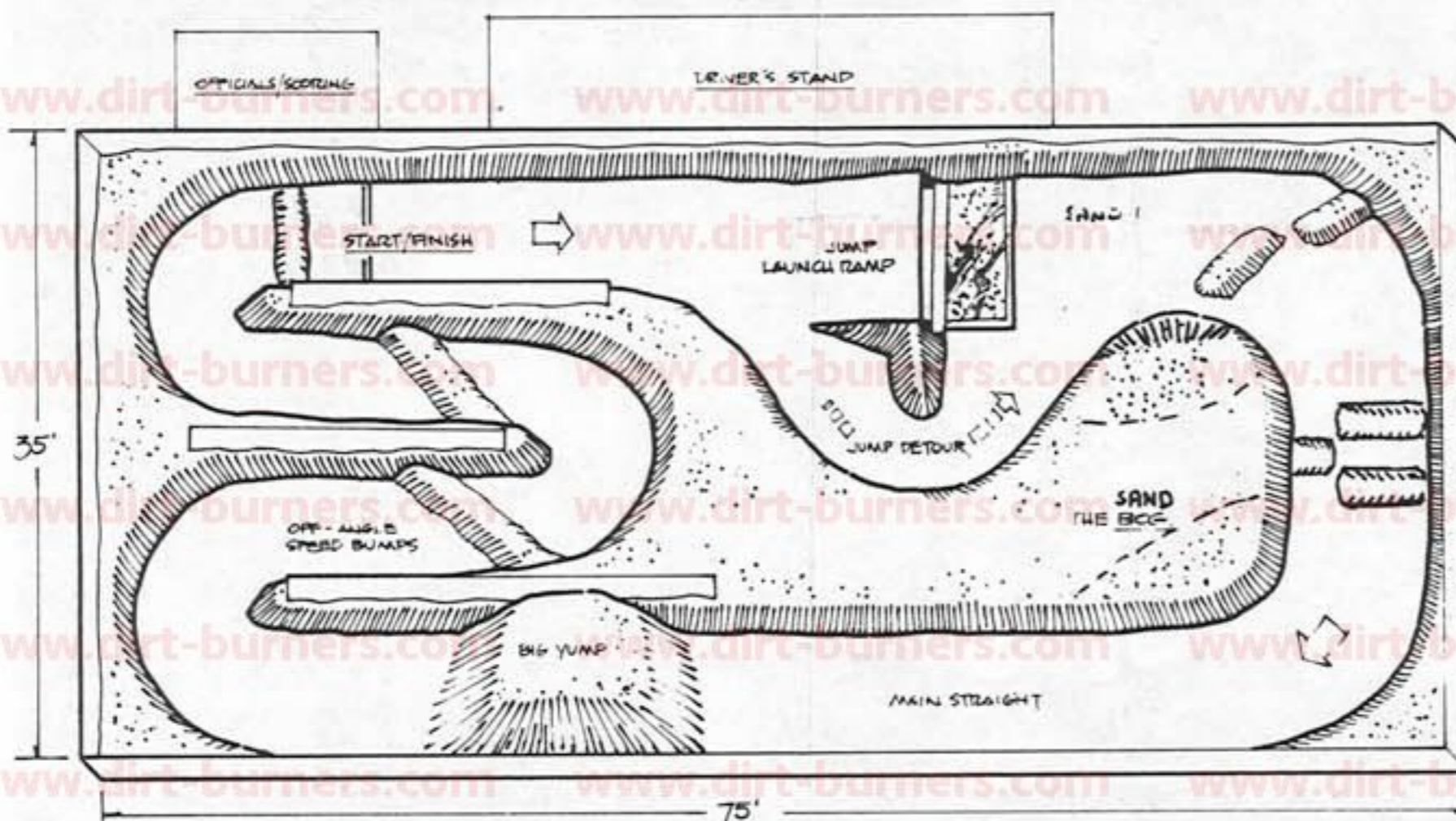
As we mentioned in this column last issue, Parma has a new 1/12th Suspension Panther on the market. Their ace European racer, Finn Gjer-soe of Denmark, won the Danish Championships and also the Scandinavian Championships with the new Parma Panther. Now Parma wants to find several racers here in the United States to sponsor for this year's U.S. campaign that hopefully will lead them to the World Championships in Europe in 1984. If you're interested, you can send information directly to Parma, ie; background, racing experience, titles, etc. See their address in their ad this issue.

We also heard from Parma's "Boy Genius" Development Engineer that the Panther has also picked up some very important wins in Japan, Australia, Germany, Hawaii, Italy, Florida and in Ohio.

Not be outdone, we also heard that the new "prototype" BoLINK "Round Tracker" did quite well last week at the 1/10th Winternationals Sprints in Brandenton, Florida. The field, made of mostly Tamiya off road cars, had to contend with the "Roundtrackers" which by the way, according to Bob Rule, won 7 out of 8 mains; won Saturday's A Main event and came in second on Friday's A main event. We had a chance to see the car at the recent H.I.A. show and it really looks great. Check it out.

Ralphie Burch, Jr. was so devastating at the recent 1/8th Winternationals in Orlando, Florida, that when the 30 minutes were up in the A Main he found himself FIVE LAPS ahead of one of the toughest fields of racers this country can produce. People like Curtis Husting, Rich Lee, Bill Jianas, Rick Davis, Chuck Phelps, among others had to take a back seat to the amazing Mr. Burch, Jr. His dad had the car in great shape ready to attack the extremely "high bite" track. Complete story in this issue. Ralph, you're awesome!

Winner of the 1/12th Modified Winternationals, also at Orlando was Associated's Mike Toland (Mike is also our 1/12th Electric Editor, see his coverage of the race in this issue.) Unfortunately the electric racers did not have as much luck as the gas racers because they were able to get to only the Modified class heats. Stock was totally rained out. In fact, the finals in Modified had to be decided by using the best two out of the three qualifiers. I know Mike would have liked to win the class by racing in the finals, but



2 The World Championships track layout, featuring this year: the "sand pit".

rains prevented that. Any way you can get a win, Mike, is alright. By the way, the Top Qualifier at the event was RePete Fusco, but his second and third qualifiers kept him out of the top spot.

The Europeans that attended the 1/12th Winternationals served notice to the "Yanks" that they're going to be tough when the U.S. team travels to Europe for the World's in 1984. Second, third and fourth place went to three racers from England: Jimmy Davis, Nigel Hale and Wayne Davis in that order.

We also have to acknowledge the fine job that the Central Florida R/C Racers did in putting on this race. More specifically on setting one of the best tracks around. The new surface was as smooth as a baby's...., and the track layout was fun and challenging, and then of course the "bite". When it didn't rain it was fantastic. Both 1/12 and 1/8 cars were having trouble making some turns because they would literally "roll-over" because of so much traction. We'd like to thank the Club for scheduling the final day of the Winternationals just before the running of the DAYTONA 500. We were able to go on Sunday to this event and see one of the finest races we've ever seen, with the win for Cale Yarborough coming on the last lap, with second, third & fourth side by side in almost a photo-finish. Hope the Club can schedule next year's in the same manner. Oh yes! Thanks to "Rent-A-Relic", your car made it through the week and some 500 miles later ... only next time, see if you can find a gas-cap, instead of a rag!

The Las Vegas Mini Mariners will be presenting the K & B OUTBOARD CLASSIC on April 9 & 10, 1983 at Sunset Lake, Las Vegas, Nevada. This is the third race in the POWERBOAT MAGAZINE's Outboard Championship Series. Race Director for the event is Tom Cleland. You should mail entries to Wally Stewart, 347 Cypress Street, Bakersfield, CA 93304 or call (805) 322-6972 for more details. Our ace Powerboat Editor Cathie Galbraith will be there and we expect full coverage in our May issue.

Some of you have called asking about the lack of powerboat coverage in our last few issues. Believe us it is not intentional, but Mother nature has to run its course. Back East many lakes are still frozen and some Clubs will not start racing until April or May. Out in the West, most of the racing is now getting underway and we hope that starting in the next issue we'll once again be giving you complete coverage of NAMBA and IMPBA racing. And if you don't see your racing in these pages, guess what you can do? Sit down or get someone to do so, and send us a story, pictures or even just results. We'll publish them if you get them to us. We promise.

AIRTRONICS is making available, exclusively, the entire R/C frequency color system, old and new, which has been reduced to a convenient, wallet-size, plastic coated card. Every serious modeler or R/C'er

should have one of these, and since Airtronics is making these cards available FREE OF CHARGE, you'd be silly not to send for one. Write to: Airtronics, 12160 Woodruff Ave., Downey, CA. 90241, or pick one up at your local hobby store. If he doesn't have...demand it!

FRONT

AIRTRONICS [®] R/C FREQUENCIES FOR AIRCRAFT			
1	72,030	4	72,870
		4	72,960
	72,080	4	72,710
		5	75,840
	72,160		53,100
	72,240	4	72,750
		8	53,200
	72,320	5	72,790
		0	53,300
	72,400		53,400
	72,550	5	72,830
		5	53,500
4	72,590	5	72,870
		4	53,600
0	72,630		53,700
4		5	72,910
		5	53,800

BACK

AIRTRONICS [®] R/C FREQUENCIES FOR SURFACE MODELS					
	26,995	72,990	4	75,670	
	27,045	75,430	5	75,710	
	27,095	75,470	8	75,750	
	27,145	75,510	8	75,790	
	27,195	75,550	8	75,830	
	27,255	75,590	8	75,870	
	72,160				
	72,320	0	75,590	4	75,870

ALL FREQUENCIES WERE APPROVED BY THE F.C.C. DUE TO THE EFFORTS OF THE ACADEMY OF MODEL AERONAUTICS

MORE POWERBOAT RACING. The Cleveland Model Boat Club will be hosting the "Buckeye 880" on June 11 & 12, 1983, at Clare-Mar Lakes Campground Resort Park, Wellington, Ohio. They will run Hydro AB-CD-EF, Scale Hydros, Mono AB-CD-EF, and Outboard. Entry fee per boat is \$5.00. For more info call Bill Deptowicz at (216) 282-2549. Hey guys, now that we plugged your race, will you send us coverage of it?

And the thunder on the water keeps on coming! The INDY UNLIMITED, one of the fastest powerboat races in the world, is happening this year on June 4 & 5. Pre-registration is a must for the event. If you sign up by April 16, 1983, your entry will be \$35.00, if you sign up by April 30, 1983 your entry is \$40.00, after that, I guess you just get to watch. A Circus Tent will be erected for the pits and I guess you can reserve your space. This is a very popular event, therefore they will be accepting only the first 15 entries for each frequency. So get your entry in soon. Call Stuart Barr at (317) 462-1431 Ext. 30 (day) or (317) 462-7978 after 6 p.m. for more info. The same goes for you guys. We'll plug your event if you get us coverage. That's fair, isn't it?

Of course we can't leave the 1983 IMPBA INTERNATS out of this column. This year, this National and International event will be held on August 6-13, 1983 in Oxford, Michigan. The event is hosted by the Oakland R/C Model Boat Club and they are making all the arrangements for your stay there. They have several Hotels and Motels that will handle your reservation so if you would like more info., contact Jerry Badgero (CD) at (313) 628-9361 or Dick Newlin (Pres) at (313) 373-6919. They have on tap: Deep Vee Classic, Enduro, Scale Hydro, Team Marathon, Outboard, 1/16 Straightaway Trophy Trials, 1/3 Oval Trophy Trials, Heat Racing, and of course the Awards Banquet.

The Northern California Model Boating Calendar for 1983 was dropped off on our desk. It's quite extensive in all types of races they will be having this year, so you can find the date in our "Calendar" section. For general information you can call Hobbies Galore at (408) 244-6267, or NAMBA Dist 9 Director Howard Power at (408) 394-1200.

We were also delighted to get the "SHOWGRAM" from the AMA/HIA which featured news about Show Teams from all around the country. While we're interested to know what is happening with the AMA, to publish all or in-part the info contained in the "Showgram" would take most of this newspaper. Instead, we'd like to hear from the racers or the Clubs that are RACING Airplanes. We'd like to carry your news and reports.

Back to the Off Road World Championships at Anaheim. GITI R/C Racing has posted with us three \$100.00 gift certificates to be awarded in Stock, Modified or Open, to the winner of the A Main event if he or she is using GITI R/C Cage & Nerf Bars. There's also a \$50.00 gift certificate for an A main winner that is running GITI R/C Mono-Shock system. Bring proof of purchase with you and a note from your mom. New R/C track to open by June 1, 1983 in Scottsdale, Arizona. The Scale Racing Sports track will feature a complete R/C shop for 1/12, 1/8 and 1/10 scale, also for slots and will feature tracks for all scales. Larry Stewart is the man to contact for more information. Write to: 10770 N. 106th Pl, Scottsdale, AZ 85259.

The first of the California State Championship North/South Series (not to be confused with the California State Championship Series) will be held at the Fig Garden Village, 790 West Shaw Ave., Fresno, Ca. (behind Food World Market), on March 26 & 27, 1983. There's a 700-foot board track, five-foot high driver's stand, limited AC, RV Parking, with restaurant and coffee shop. 1983 R.O.A.R. rules apply. Check in by 7:00 a.m. on Saturday. Concours on both days and pre-entry is \$22.00 both days; \$15.00 Stock, \$9.00 Modified. For more info contact Neal McCurdy at (213) 998-5113 or Dave Kisbey at (805) 872-1042. Brian Rush will give you information on track and motels at

(209) 292-3588.

The Second Cal State Champ North/South Series race is set for April 23-24, 1983 in Bakersfield, CA at Mervyn's Department Store, 4450 California Ave., just west of Hwy 99. Entry and details for the race are basically the same as the first one, but for more info call Neal or Dave or Brian, as listed above.

We hear that RCH (Off Road Aftermarket manufacturer) has moved to bigger quarters to handle the increase in the off road aftermarket business. Some of you who may have not been able to get in touch with RCH can now reach them at their same number, but their new address is 1725 Monrovia, Unit B2, Costa Mesa, Ca 92627.

THERE'S A SWITCH! The dates for the first two California State Championship Series 1/12th Electric races have been changed. The original date of April 30-May 1, for the first race of the series was to be held at Del Mar Racing Center, but now has been switched to the SANTA MARIA Track. Santa Maria originally had June 4-5 as their date, which is now DEL MAR RACING CENTER's date. There's a Fair during the original Santa Maria race so the switch had to be made. So Santa Maria is April 30 -May 1; and Del Mar Racing Center is June 4-5, 1983. Got that folks?

I think this is only our SECOND MISTAKE OF THE YEAR...right? Well, maybe third or... Whatever. But somehow we stated in our last issue that Bill Janas had conquered the El Paso Can Am with his K&B motor, BUT THAT WAS WRONG! He did his conquering with his OPS Motor and Carb! Sorry Bill, sorry Rick, I have just been given three lashes by our Editor.

We're happy to report that this will be our biggest issue ever as far as distribution is concerned. In addition to our normal monthly distribution to our subscribers and shops and distributors, we will be making available an additional 10,000 copies to be given away FREE at the R/C RACING NEWS/SCORE SHOW "1983 R/C Off Road World Championships" and also at the TOLEDO R/C Show on April 8-10, 1983, then later on the same month this issue and our April issue (No.24) will also appear at the MACS SHOW on April 23-24, 1983. We hope to see and meet alot of you R/C'ers along the way this next month.

The "Spring Biggie" 1/12 electric is set for May 14th & 15th, Saturday and Sunday, with Friday being used for open practice. We hear that Mike Reedy will be the "Grand Marshall" and will compete as well. Others such as: Bill Jeric, Carl Ford, Ron Schurr, John Huron, Buddy Bartos, Danny Pyle and many more will be on hand for this great event. If you want more info, call Tim Morton at BoLink Industries, (404) 963-0252 or (404) 963-9707. Circle that on your calendar.

Ken McDowell would like to hear from all Clubs around the country who would like to receive PARMA's Newsletter. All you've got to do is

(Contd. on page 5)

In this Issue

REGULAR FEATURES:

Race Corner.....	2
On The Line.....	4
Inside Lines.....	23
Calendar.....	46

SPECIAL FEATURES:

Winternationals 1/8th.....	7
Winternationals 1/12th.....	15
District 1 Powerboat.....	20
Western Winternationals.....	27
Rio Grande Series 1/8th.....	31
Del Mar's R/C Baja "500".....	38

ARTICLES:

From the President - ROAR.....	22
Miller-Beer R/C.....	28
EMAR/C News.....	29
Gulf South 1/8th.....	30
MART News.....	35
C.A.R. Report.....	36
South Jersey R/C.....	44
North Jersey R/C.....	45

ON THE COVER: The start of the A Main at the Winternationals. Already in the lead is car 4, Ralph Burch, Jr. He went on to win it by 5 laps!

On the Line

WHAT NO CIRCUIT?

As an ORRCA competitor during the 1982 season, I must say that I was quite pleased at the way the series was run. The main reasons were that a definite schedule was followed and that it allowed one to run at various tracks with the same opportunity for points towards the ORRCA Championships. However, I feel that the 1983 season will be quite different.

One reason being that ORRCA seems to have relinquished most of its control of the schedule to the various track promoters. This will apparently allow them to promote as many qualifying races as they wish to determine the top 30 percent for the 1983 Championship race.

If this is true, it could mean the possibility of from 6 to 8 qualifying races every month in Southern California, and in order to have a better chance to make the top 30 percent, most people will probably run at one or two local tracks only. This means that we will no longer run on a "circuit".

So far only Del Mar has seen fit to mail out their schedule of qualifying races. I would like to see ORRCA or the other tracks do the same and not keep it a secret.

The 1982 season ended on January 9th. It is now February and official finishing positions have not yet been announced to the membership. Since the newspapers are not "official", please ORRCA let us know where we stand "officially".

There must be more contact between ORRCA officials and the competitors if ORRCA is to continue to grow. Meetings must be better publicized and competitors must make some efforts to attend.

Supporting this organization (ORRCA) should be more than just paying your six bucks and racing. It must include attending meetings and contributing input to the organization at these meetings.

I hope next season finds ORRCA controlling the racing schedule, instead of being only a "rules committee" as it seems to be this season. Let's all work together to keep ORRCA a strong and successful organization for ALL.

Ron Cloutier
Lynwood, California

AMEN.ED.

THANKS FOR THE MEMORIES

To all the gang at R/C RACING NEWS, thanks for a great year of Racing News (all types). I appreciate the \$2.00 discount on my renewal.

Good racing luck.

Ron Numaker

We couldn't have done it without you. ED.

WESTCOAST PUBLICATION ONLY

IMPBA held, through their clubs,

seventy-two sponsored Powerboat races in fifteen States and five sponsored Powerboat races in Canada during the year 1982.

Anywhere east of the West-coastal States, your publication has already received the brand of a "West Coast publication only" by the powerboat people in spite of your protestations of lack of input from the largest part of the Nation.

California is in District IX (9) of the IMPBA and the Director is Wray Frietas of 6741 Park Ave., Garden Grove, Ca. 92645, and telephone is (714) 898-2351. If you are REALLY interested, he can give you any information on the IMPBA and its race schedules you need. The 1983 schedule is due out in the March quarterly mailing to ALL members.

I would suggest that you, or someone on your staff, join IMPBA and you will get volumes of information on activities, Clubs, officers, member rosters, race brochures, rule books, etc., on a quarterly basis and at a very small cost. This is only good business and P.R. sense on your part.

I am enclosing a 1982 IMPBA officers roster with 1983 notes, three 1983 race brochures and an IMPBA membership application. Again, 1983 race schedules, brochures and officer lists will be sent to ALL members. In addition to the enclosed brochures, the "Southern Gent Racing Association" is sponsoring the First Annual Mono Invitational on March 12-13, 1983, in Hammond, Louisiana. The C.D. is Louis Durand, Jr. (504) 887-4986.

The 1983 IMPBA boat is about to de-bark and I would suggest you not miss it again if you expect your publication to become attracted to the boaters East of the Rockies.

Of course you can not cover all events and, in fact, rely on much volunteered event coverage. Even so, I find it almost ridiculous that you do not cover the Internats.

Don Myers
Elyria, Ohio

Well, we finally got a rise out of you guys. Heck, we've been trying to get someone to holler, but for the past 12 months or so we couldn't get past the first phone call to McBroom. We are delighted to become a member of the IMPBA and thus be prevvy to all of IMPBA's activities. We apologize for our ignorance, it's only that so far, although we belong to almost ALL R/C Associations, it was never a prerequisite for us to join in order to give them publicity and advertisement. The check is in the mail. Thank you also for the contact here in California. I will call upon Mr. Frietas for more details.

For the record, we have covered Powerboat races East of the Rockies in the past and we'll continue to do so. The calendar that we had in 1981 was very helpful and we were able to contact the various clubs. In 1982 we were never able to get a hold of one. But I'm sure after our membership application is processed we'll be all set for 1983. Thanks again. ED.

R/C RACING NEWS

You Race It...
We Cover It!

PUBLISHER

Lou Peralta

ASSOC. PUBLISHER

Lois Peralta

EDITOR

Lori Peralta

ART DIRECTOR

Leslie Peralta

ADVERTISING DIRECTOR

Victor Volinecs

CIRCULATION

Sylvia Naylor

Technical Editor: Neal McCurdy - **Contributing Editors:** Richard Schwalm, Bill Gardner, Chuck August, Neal McCurdy, Glenn Kawamae, Lonnie Peralta, Cathie Galbraith, Bill Meyers, Richard Childree, Bill Dolack, Gary McPike, Robert Longacre, Rich Robertson, Jack Garcia, Mike Toland, Lee Chapin, Joe DiCara.

Contributing Photo Editors: Paul Votava, Neal McCurdy, Richard Schwalm, Kevin Sarina, Karl Kaiser, Lonnie Peralta, Jack Garcia, Bill Dolack, Dick Norsikian, Bill Meyers, Jim Atkinson, Brad Joplin, Jiggs Garcia.

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RACE CORNER

(contd. from page 2)

call or write to Parma and they will put you on their mailing list. Address is in their ad in this issue.

The Midwest Indoor Championships, April 2, 1983 (1/12th Scale) already has some fine sponsors: Delta, Parma, MRP, BoLink, Trinity, Sanyo, Associated, Jomac, Novak, Futaba, Kraft, Kimbrough, and Airtronics, and they wouldn't mind to get a couple more. If you're interested in contributing or attending, you may contact Mark Randol at (816) 525-1952. R/C RACING NEWS will be donating plenty of issues (No23) for the event. We should also mention that they will have a special Easter Seal Benefit Race. Coverage coming!

Checkpoint has a few new goodies out that some of you might like: Matched Sanyo's, 6 & 7 cell packs; Tire dressing & conditioner (new two part system); Checkpoint (Gold) Yokomo motor, with new re-designed brush system exclusive to Checkpoint; and (we quote): "the fastest off road motor ever released". Check them out!

LATE WORD - The first race of the 1983 So. Cal. Championship Series (1/12th Electric), which was to be run at Del Mar Racing Center has been moved to MAY 29th, 1983 (fifth Sunday in May). The reason: You guessed it... RAIN! A good turnout was on hand in the early morning, but after waiting until about 10:30 a.m., it was decided to postpone the Series opener until May 29. No sooner did everyone leave... right, the Sun came out, dried the track by about noon, and the few that stayed behind played all afternoon. Such is life!

Those of you who are attending the Toledo R/C show or have attended and you've picked up this issue FREE, we hope you enjoy it and give each of our advertisers your consideration. Those of you who picked this issue at the SCORE SHOW. Welcome to the wonderful world of R/C (radio control) racing. In any case if you want to see the next issue fill out the subscription form.

Finally, as you can see by this month's RACE CORNER column, it's getting bigger and bigger with every issue. From talking to our readers throughout the country we have found that this is the MOST popular section of the newspaper. We thought it would be when we first started it back in our first issue. It's the place where we can disseminate alot of information into short paragraphs. We're delighted that all of you enjoy it, and we'd like to see many of you use it as often as you can to get the "word out". While we like to talk to many of you on the phone and pick up the tid-bits of information, we'd also like you to send us info for RACE CORNER through the mail. It's cheaper if you have the time. Address it to R/C RACING NEWS, "Race Corner", P.O.Box 411, Woodland Hills, California 91365. Also, PLEASE NOTE OUR NEW TELEPHONE NUMBER, (213)340-5750. We look forward to hearing from you.

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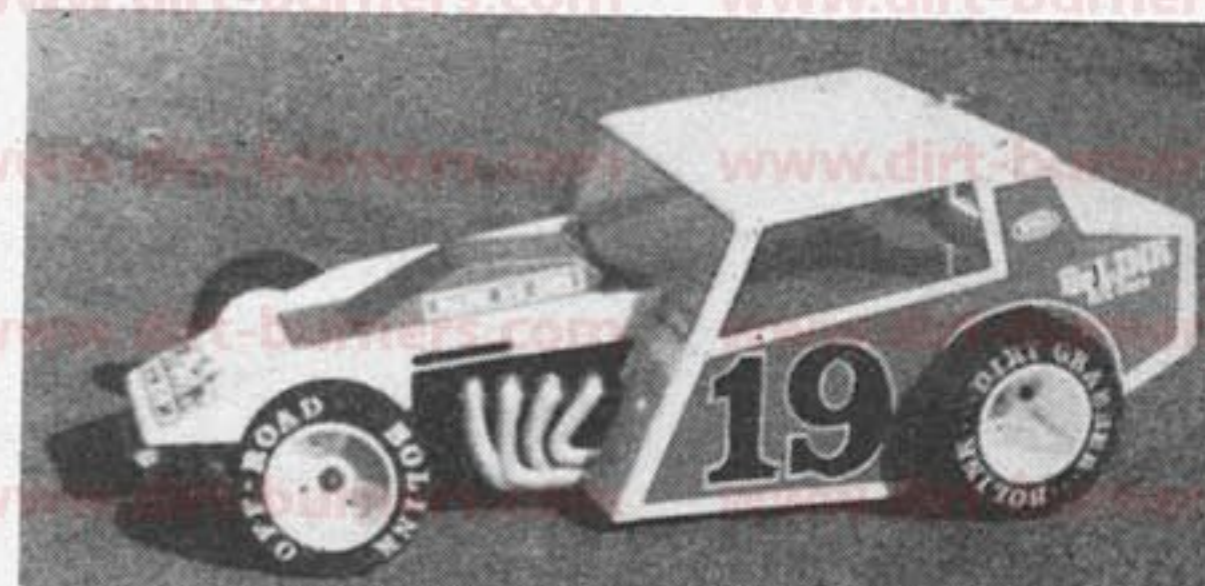
BL-2395 CORVETTE DIRT TRACKER



BL-2392 A.S.A. FIREBIRD



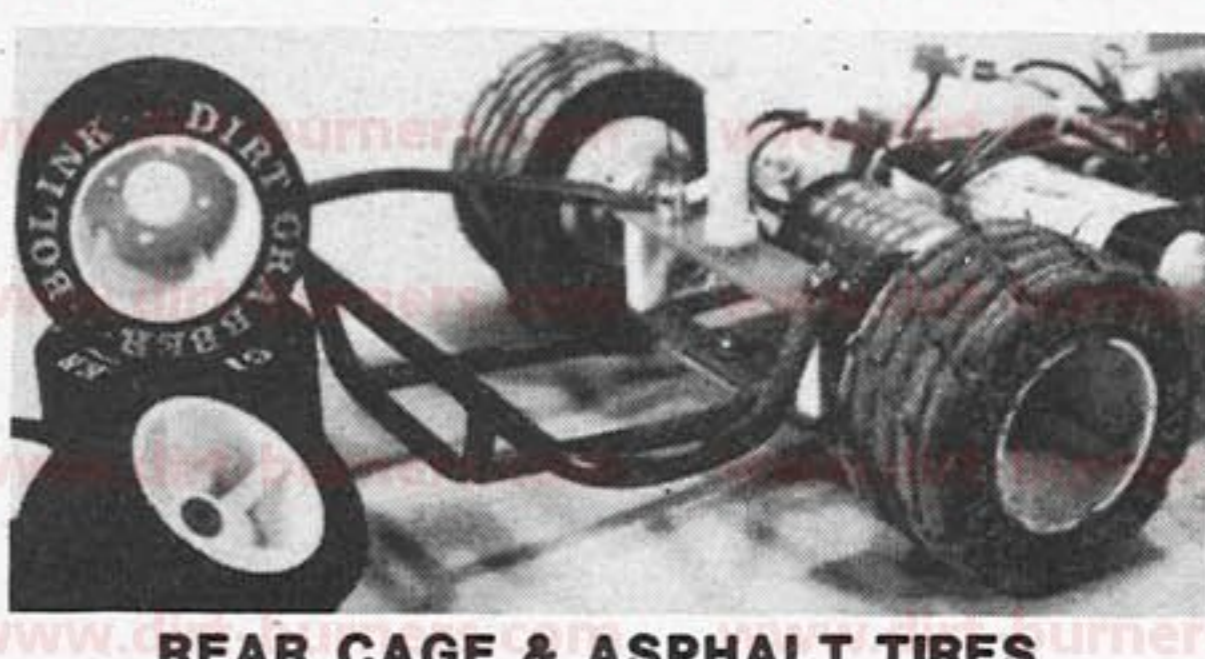
BL-2390 CHEVROLET CAVALIER



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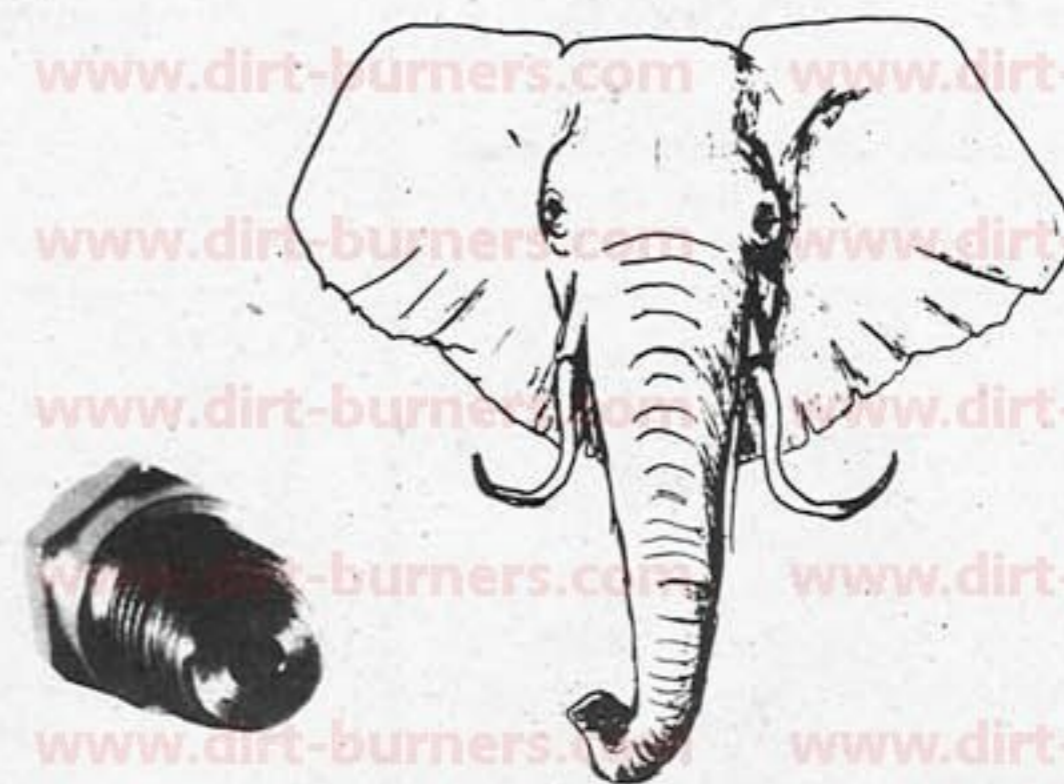
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<u>Craig Kelly</u>	1st B Main	Mod. Winter Nats
<u>Roger Kelly</u>	1982 Florida State	CanAm Championship
<u>Rich Lee</u>	2nd Place 1st A Main 1st A Main 4th A Main	McCoy Race Southern Cal Series Race Southern Cal Series Race Winter Nats
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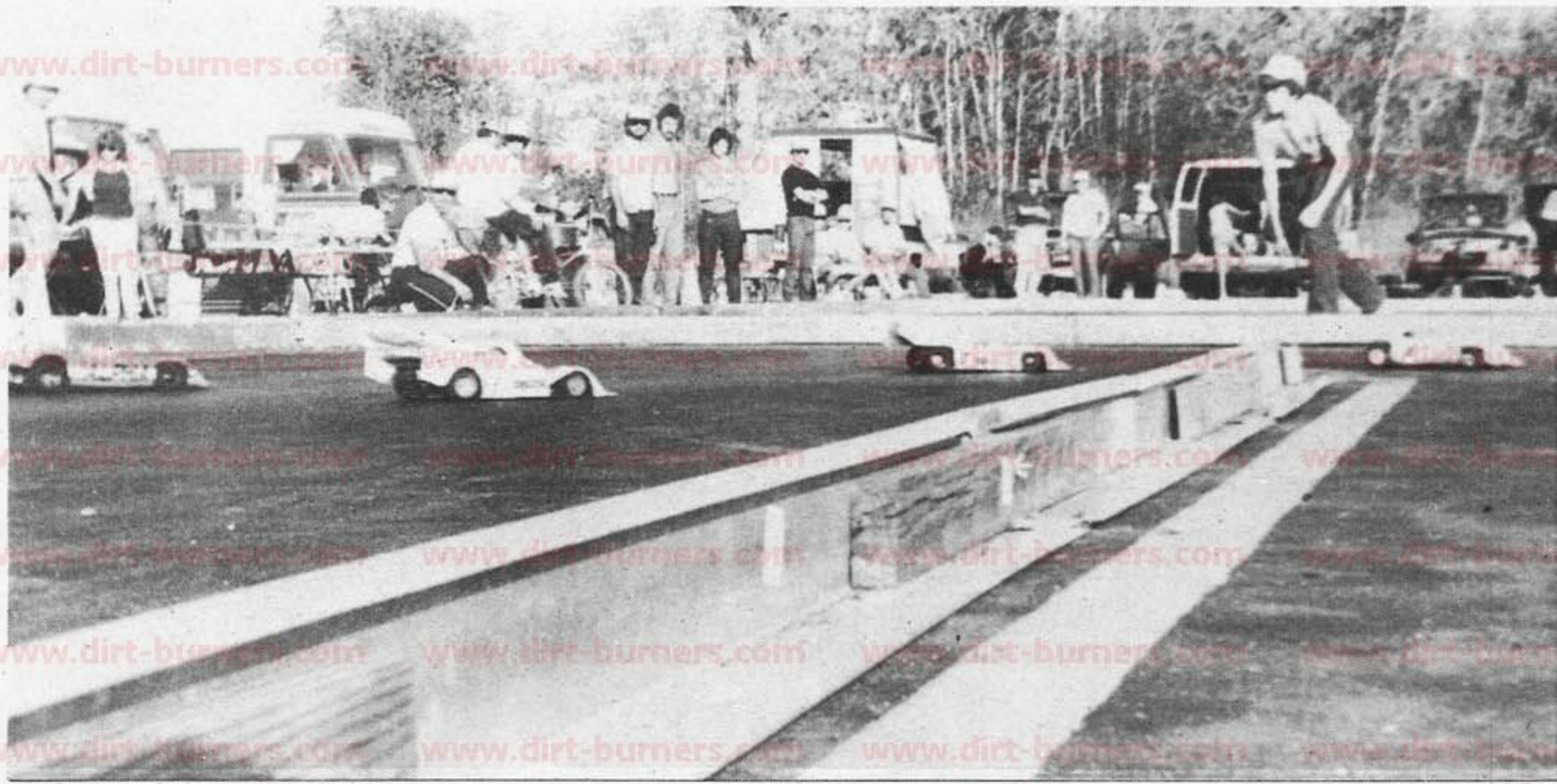
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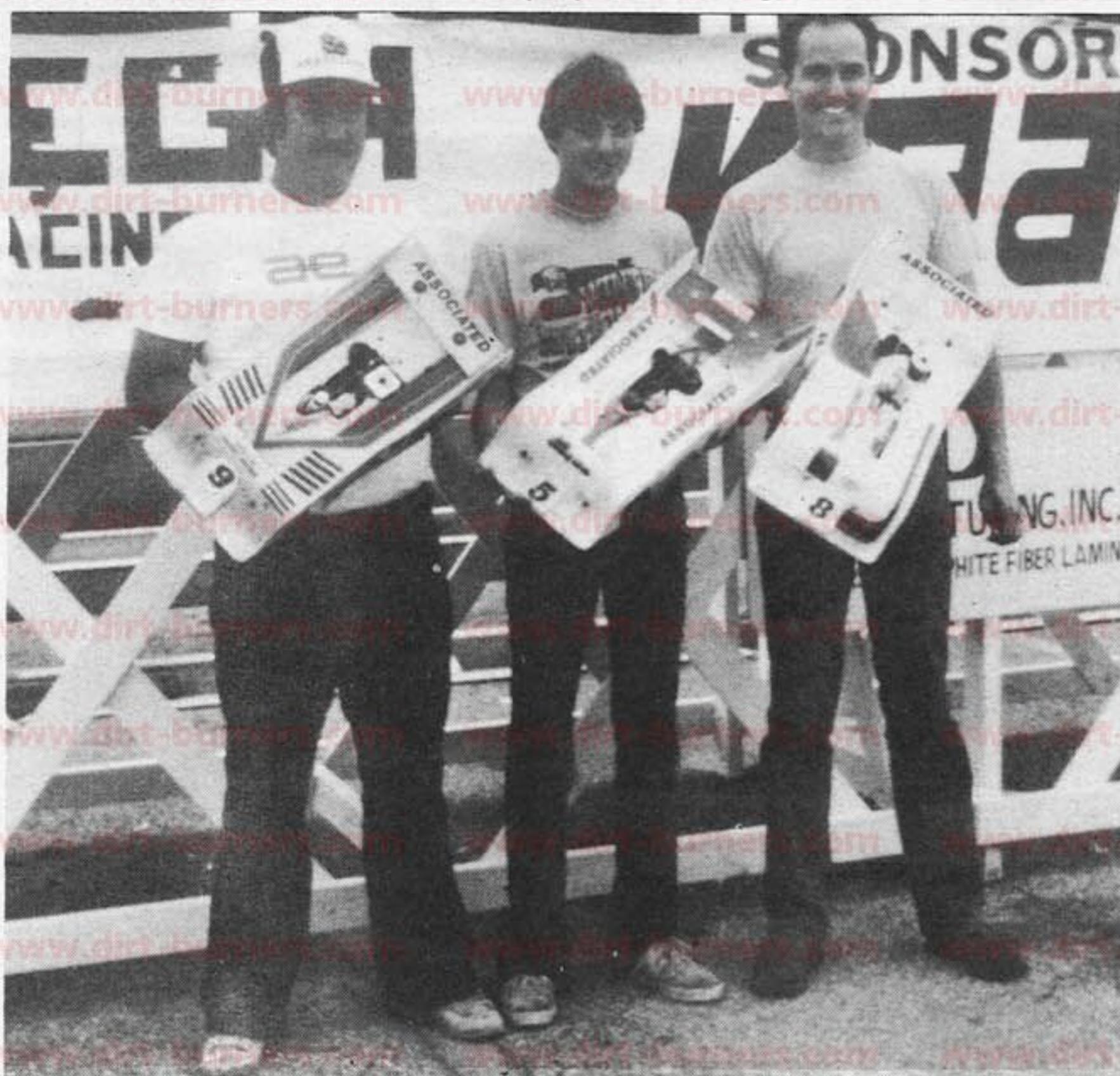
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Burch, Jr. is AWESOME... At the Winternationals

Francisco Saenz WINS the Pan Class



Top three in the A Main, (l to r) Rich Lee (3rd), Ralph Burch, Jr. (1st) & Curtis Husting (2nd & TQ). All driving for ASSOCIATED, all with K&B-LEE motors, all with Airtronics radios... all very fast!

Story by L.P.
Photos by Lois Peralta

Orlando, Florida
February 14-19, 1983

I don't care what anybody says about the state of our economy, there's no such thing as a "resession" in Orlando, Florida, site of the 1983 Winternationals.

The reason I mention this is because while everyone who came here this week with racing on their

mind, some had other problems to cope with. Serious problems concerning where to stay, and screwed-up reservations, and no rooms, etc. The point being is that Orlando was really crowded wherever you went, much more so this year than we can remember being last year.

Add to this the problem of the weather. We had heard that on the previous week, when the 1/12 Electric Winternationals were run, much of the race program had been affected by rains. In fact, the Stock classes never got the chance to run

because of rains.

We had also heard that the track, when it was dry, had incredible "bite" or traction. The new asphalt that had been laid out a few months ago was in perfect form and traction was plentiful. We'd heard that even the 1/12 scale cars were "rolling-over" on certain corners because of the bite.

Those that arrived early during the week, and had sorted out their room situation, had a chance to get to the track and put in a few laps. Immediately, they found out that what was working back at their home tracks was not going to work here. The suspension cars work great on rough, slippery tracks, which are most of the tracks around the country. But here, where it felt as though you were running on carpet, the suspension system and rubber compound had to be altered. Otherwise, you would have a very fast car that would just "roll-over" at every corner.

Those that came with "flat-pan" cars found the adjustment alot easier and basically all they had to worry about was choosing the right tire combination.

The club members of the "Central Florida R/C Club" had done an excellent job in preparing the track. This being a new site, never before used for the Winternationals, I'm sure they had second thoughts whether the track layout was good or not. Well they soon found out that it was an excellent lay out, a very challenging track, and even though they were using metal barriers to separate the infield, these were not as bad as the wooden barriers of last year. In fact, there was little one could find about the track or the setting that would be considered on the negative side.

The track, located on Orlando's International Airport property, was close from where most of the racers were staying; the Days Inn at the Air-

port (better known as Inn-Keeper's Training School).

Those that showed up on Sunday, February 13, went to the track and were able to get a few laps in. By Monday and Tuesday most racers were arriving and they too could get plenty of practice time. But by Tuesday, late in the afternoon, the clouds rolled in and before you knew it rain started to come down pretty hard. Would the GAS boys suffer the same fate as the ELECTRIC boys had suffered the previous week?

Wednesday morning, all the racers on hand hit the track early. The rains had subsided during the night and the track was beginning to dry. By 9 a.m. the traction was beginning to come in and before long the same "bite" that everyone was talking about was there! Unfortunately, it didn't last long because by around noon, more rain came and washed the entire day of Controlled practice.

All that remained now on the schedule was Thursday and Friday, both qualifying days, and the weatherman was not at all that encouraging. There were to be three rounds each day of qualifying, with everyone getting six shots at his or her best time. But when Thursday morning came along, the hard rains from the night had left the track quite soaked. So instead of starting the first of the qualifying rounds around 9 a.m., it wasn't until about noon that the track was race ready. Everyone was told to be ready to go because these qualifying rounds would have to be run rather quickly, on the chance that more rain could come.

The "Flat-Pan" heats went off first, then followed by all the "Suspension Class" heats. There were a total of four "flat-pan" heats or about 38 entries; to eight "suspension" heats or about 76 entries.

Two rounds (instead of three) were barely finished on Thursday, before darkness started to set in. On that first day, Art Carbonell was the T.Q., followed by Bill Jianas. Both in the 14 lap range.

Friday morning came around with absolutely bright, sunny skies. This is what Florida is all about in March right? It was a perfect day for racing, and as soon as the sun was out, the track was back with absolutely incredible "bite". You could, if you had set-up your car right, go through some of the corners without letting off. Just "put the hammer down" and head for the next corner!

I hear tell (I was there but didn't run) that the Indianapolis track for the Gas World Championships in 1981 had this much traction. You could hardly walk on the track without your tennis shoes sticking to the asphalt.

Needless to say, this was the day when all the stops would be pulled.

The first three rounds went rather quickly, and everyone was ready to have one more round, to make up for the one lost the day before. One such person that was very much in favor of getting a fourth round today was Dana Smeltzer, who had had a number of problems during the first five qualifying rounds. He now found himself in 11th, one spot out

of the A main. Also eager to "get one more in" was Kim Davis, local hero, and host club member.

So the Club decided that there was still plenty of daylight to get the sixth and final qualifying round. The top racers in the suspension class were already getting close to the 15 lap mark. A couple of racers were already over it. So that when the six qualifying round was started, those that were in the low 14's knew that they had to "go for it" or be left out of the A Main.

And "go for it" they did. When the day was over, Curtis Husting had mustered up all his skills and logged in 15 laps, plus 41 boards (15.41) to become the Top Qualifier of the 1983 Winternationals. His RC500 1983-K&B/Rich Lee/OPS/Airtronics car had put in 15 more boards than



The PAN A Main: (not in order) Booth, Keiser, Saenz, Abadie, Esser, Barry, Rapuana, Meyer, Robertson, & Annesley.

second best qualifier, Bill Jianas (15.26). Bill's RC500, OPS/OPS/Airtronics car was the second of only three cars to break the 15 lap barrier. The third car was also an RC500, OPS/OPS/Airtronics car of Rick Davis. His 15.12 made him the third best qualifier.

The other racers to make the A Main were as follows:

Gene Husting...14.55
 RePete Fusco...14.71
 Chuck Phelps...14.74
 Ralph Burch, Jr...14.72
 Art Carbonell...14.81
 Rich Lee...14.65
 Kim Davis...14.62

Note: Only one of the ten top cars was not an Associated car. That was the car of Art Carbonell, a DELTA. Just missing the A main cut was Gil Losi, Jr. with a 14.35, 20 boards shy. Not making the A main for the first time in a long time that we can remember was Dana Smeltzer, who could only get 14.26 laps.

In the "Flat-Pan" class, Top Qualifying honors went to Jeff Booth who came close to getting fourteen laps. His 13.83 boards lead all other drivers in class. Next to Jeff was Karl Keiser, only a few boards behind with a 13.83.

The rest of the A Main in Flat Pan class was made up of the following drivers:

Francisco Saenz...13.36
 J.P. Abadie...13.12
 Greg Esser...13.21
 Butch Barry...12.73
 Freddy Rapuana...13.24
 Heinz Meyer...12.55 (note: only third race ever and first national!)
 Howard Robertson...12.73
 Kenny Annesley...13.22

With the sixth and final round of qualifying over, all there was left was Saturday's running of all the mains. Everyone would run at least 20 minutes, except the B Mains running 25 minutes and the A Mains running 30 minutes.

Everyone went back to the hotel to "thrash or wrench" some more and to check out the weather report. One just learns to keep an eye and ear open for such things here in Florida.

Saturday's weather forecast was for "partially cloudy" slight chance of rain late in the afternoon. "All we need is one more day like today..."

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Gil Losi, Jr. just missed the A Main, but still managed the B Main win.

Obviously, nobody wanted to run the mains on Sunday. Some had planned to get back home then, others wanted to take in the sights, yet others were heading up to Daytona Beach and catch the running of the famous Daytona 500.

THE MAINS

SUNDAY morning woke up just as the weatherman had predicted. Clouds over Orlando, but they didn't look as threatening as in previous days.

The first main to be run was the D MAIN in the "Flat Pan" class. Rocky Hagan logged 43.16 laps in the allotted 20 minutes to take the win in the first main of the day. Second was Tim Lockhart, some four laps behind with 39.61 laps. In third, Mario Farina logged 37.71 laps.

Next was the C MAIN. The hero in this main was Michael Cominski who crossed the finish line after 20 minutes with 46.63 laps. Second place and less than a lap behind was Edgar Riviere, Jr. with 45.72 laps. Third place went to Keith A. Stover with 45.19 laps. This was a really close race!

The B MAIN was extended to run 25 minutes. The local "hot shoe" took this main. Club member and all around good guy, Angel Diaz went 63.12 laps for the main win. Boy, talk about a guy being excited. It

took several minutes to bring him down from the four foot cloud he was walking on. Second went to Tim O'Sullivan, Sr., another member of the host club who put in an excellent drive and finished with 59.63 laps. Tim was also the Competition Director and Announcer for the Club. He did excellent in all respects. Rounding out the top three in this main was John Hammill with 57.34 laps.

The A MAIN in the "Pan" class was not scheduled until one race before the A Main in the suspension class. So the next main to be run was the H Main.

In the H MAIN, also a 20 minute affair, the big gun was Carl Brandenburg who edged out second place by over two laps. Carl finished

with 46.74 laps while Marcos Neal finished with 44.24; good enough for second. Third place went to Jerry Borrasso.

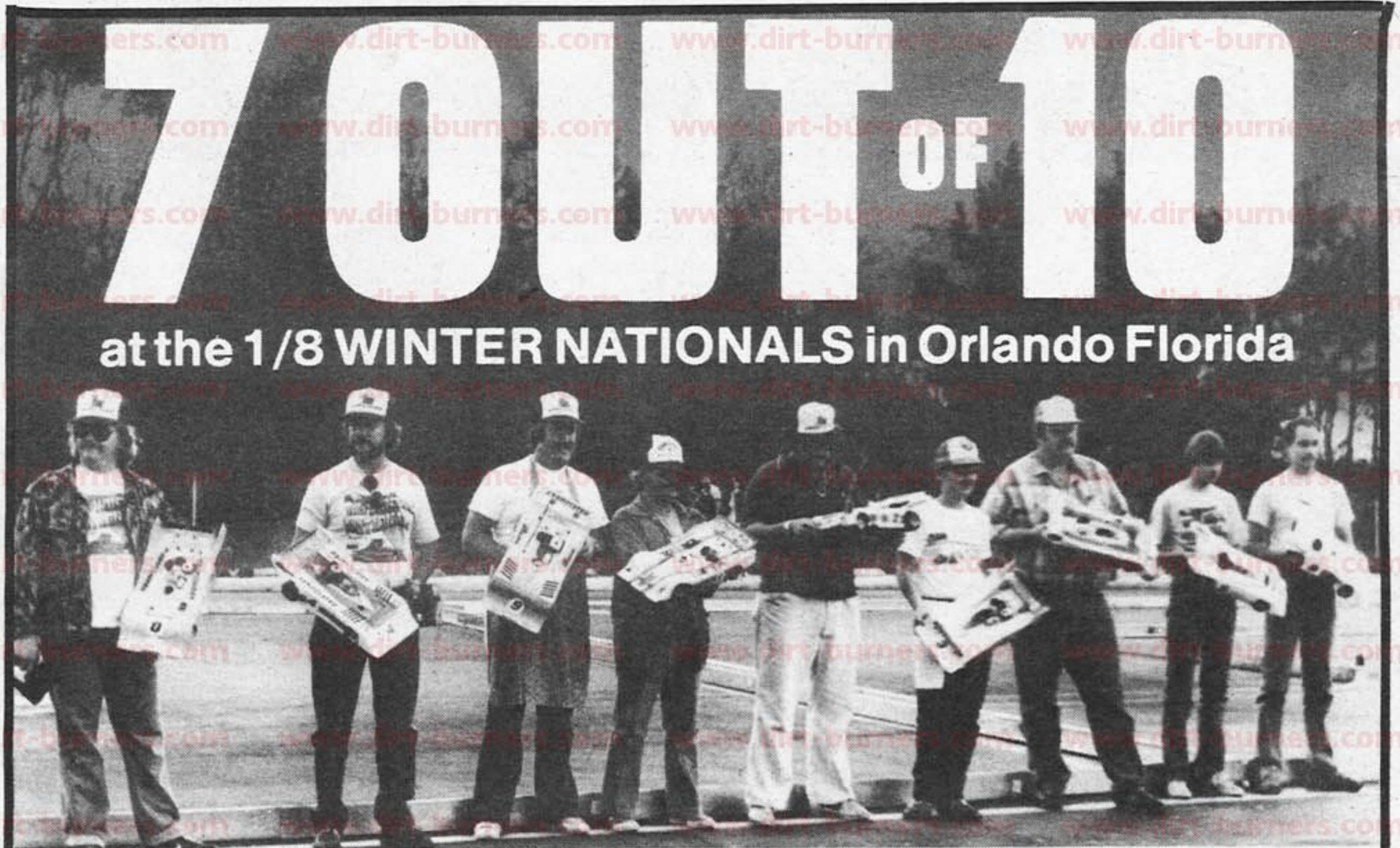
By the time the G MAIN rolled around the skies started to darken and the threat of more rain was upon us. This 20 minute main went off like clockwork and by the time Bob Yelle crossed the finish line, he had made 49.68 laps to beat Raphael Rio with 47.61 by over two laps. Third went to Bob Vogel with 44.74 laps.

The F MAIN had Jim Baugh at the end of 25 minutes with 61.33 laps, just a few boards ahead of second place Juan Fort with 61.12. At this point there were some who thought that Juan had logged in one more lap but scoring officials held their

lap count. In third with 58.19 laps was Chuck Hooper.

As the skies got increasingly darker the E MAIN was sent off. (Editor's note: Here at this point we think that the A MAIN in both classes should have been run. We feel that when inclement weather threatens any major event, the most important mains, the A MAINS should be run to be sure. If weather becomes a problem, then the lesser mains can be settled by order of qualifying. It's something we think all promoters and clubs should consider. ED).

Local young hero made his dad very proud in this main as Tim O'Sullivan, Jr. put on a great display of driving skills and put in 65.76 laps (contd. next page)



7 OUT OF 10

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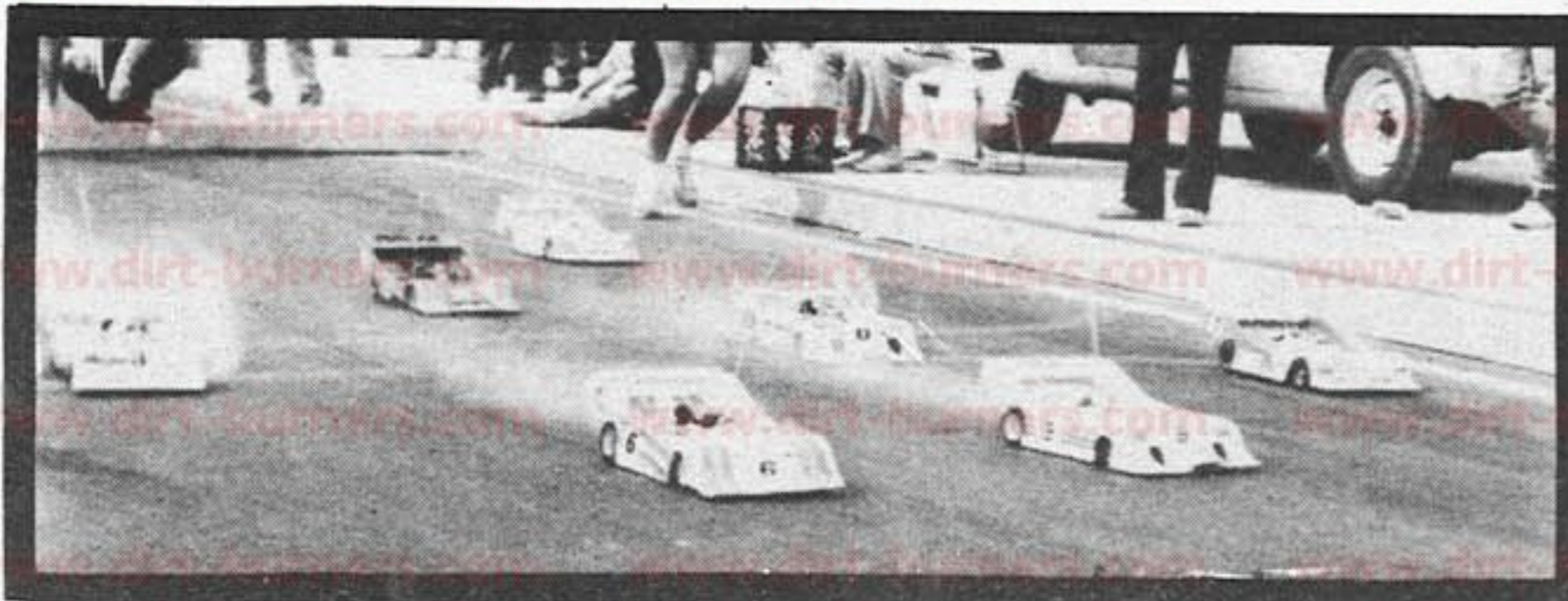
PLACE	DRIVER	LAPS	CAR	RADIO	ENGINE
1st	Ralph Burch, Jr.	90.66	R/C 500	Airtronics	K&B/Rich Lee
2nd	Curtis Husting	85.5	R/C 500	Airtronics	K&B/Rich Lee
3rd	Rich Lee	83.47	R/C 500	Airtronics	K&B/Rich Lee
4th	Rick Davis	82.48	R/C 500	Airtronics	OPS
5th	Bill Jianas	77.72	R/C 500	Airtronics	OPS
6th	RePete Fusco	74.70	R/C 500	Airtronics	K&B/Rich Lee
7th	Kim Davis	74.49	R/C 500	Kraft	K&B/Phelps
8th	Chuck Phelps	71.63	R/C 500	Airtronics	K&B/Phelps
9th	Art Carbonell	35.00	Delta	Kraft	Picco
10th	Gene Husting	(didn't start)	R/C 500	Airtronics	K&B/Rich Lee

Reading left to right in the above photo are: Kim Davis, Chuck Phelps, Rich Lee, Art Carbonell, Bill Jianas, RePete Fusco, Rick Davis, Ralph Burch, Jr., Curtis Husting.

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Because of the "high bite" on the track one could just punch it right off the start and into the corner (above & right) with no fear of spinning. Except, that you could "roll-over" the car.



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Saturday, May 14th & Sunday, May 15th, 1983

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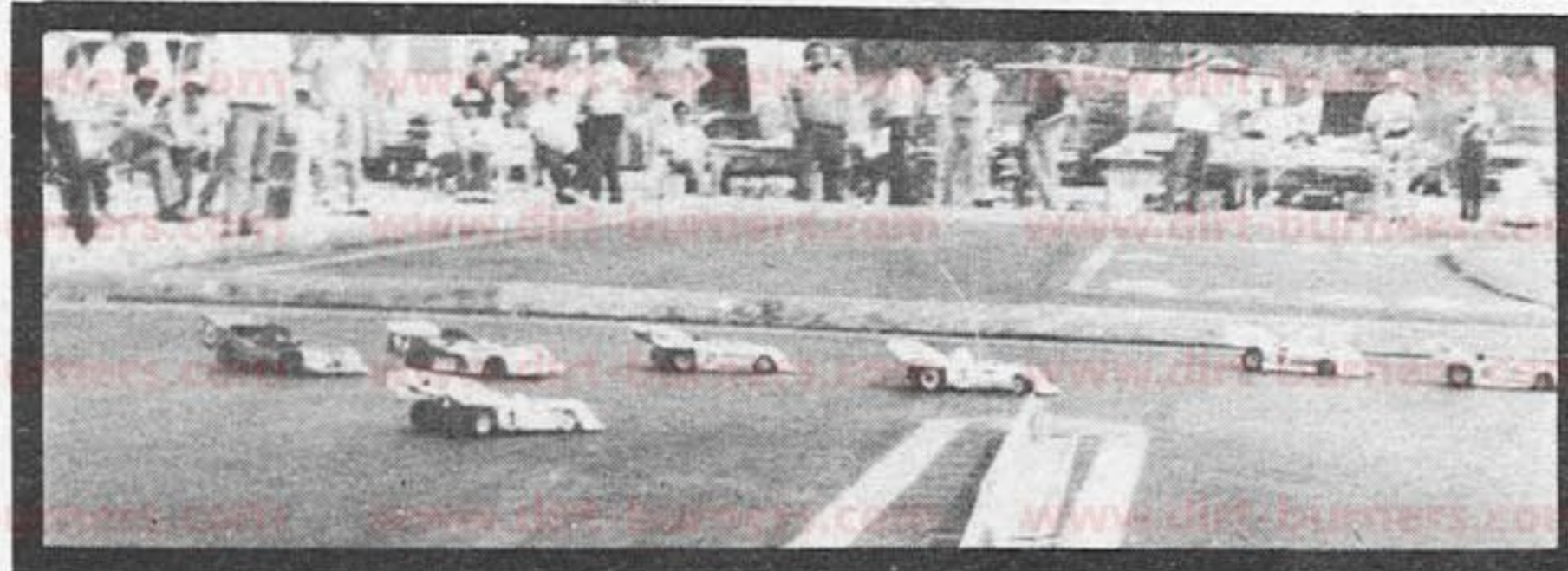
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for the E MAIN win. This by far was the closest main up to this point as second place, Larry McClendon finished with 65.49 and Chuck Wiggins (3rd) had 65.36 laps.

D MAIN thunder went off with several re-starts but once it got going for the allotted 25 minutes it was an excellent race. Gay Sullivan, who got bounced off the walls severely several times at the beginning of the race, fought hard for her position and at the end of 25 minutes found herself in first with 67.38 laps. She

was between Troy Moore, driving better than we've ever seen him drive, and Gil Losi, Jr., constantly improving his skills. They traded back and forth and it wasn't until the last seconds of the race when Troy Moore flamed out that Gil, Jr. was able to solidify his B MAIN win. He was TQ in this main and finished in first with 83.77 laps. Troy was second with 82.16 and third went to Butch Kloeber with 81.71. Butch may have been the fastest car of the lot in this main, but after having to



was visibly shaken from the tension but very happy to pick up the D MAIN win over Phillip Cring, Jr. who had 66.14. Third place went to Doug McNeely with 65.47 laps.

Some of the most recognizable names in the sport began to show up in this main; the C MAIN. People who usually show up in the A mains in most races where relegated to the C main. This shows the caliber of competition at this race. Joe Sullivan took the early lead and seemed to have things pretty well in hand for the win, but somewhere along the way he suffered servo problems (perhaps too many slams into walls and cars) and had to pull out. Bill Campbell, Javier Loras, Chuck Hallum and Mark Miranda all were dicing back and forth for the lead. At the end of the scheduled 30 minutes, Javier Loras had put on a masterful job of driving and finished 81.43 laps to take the win. Bill Campbell made 78.83 laps for the second spot and Chuck Hallum settled for the third spot with 73.50 laps.

The B MAIN had a very impressive list of drivers. Heading that list was Gil Losi, Jr. who had just missed making the A main but by only 20 boards. In this main, the Sr. Losi was going to dice it out with his son and people like Dana Smeltzer (one of the rare times he's qualified out of an A Main event), Joe Tassillio III, Butch Kloeber, et.al.

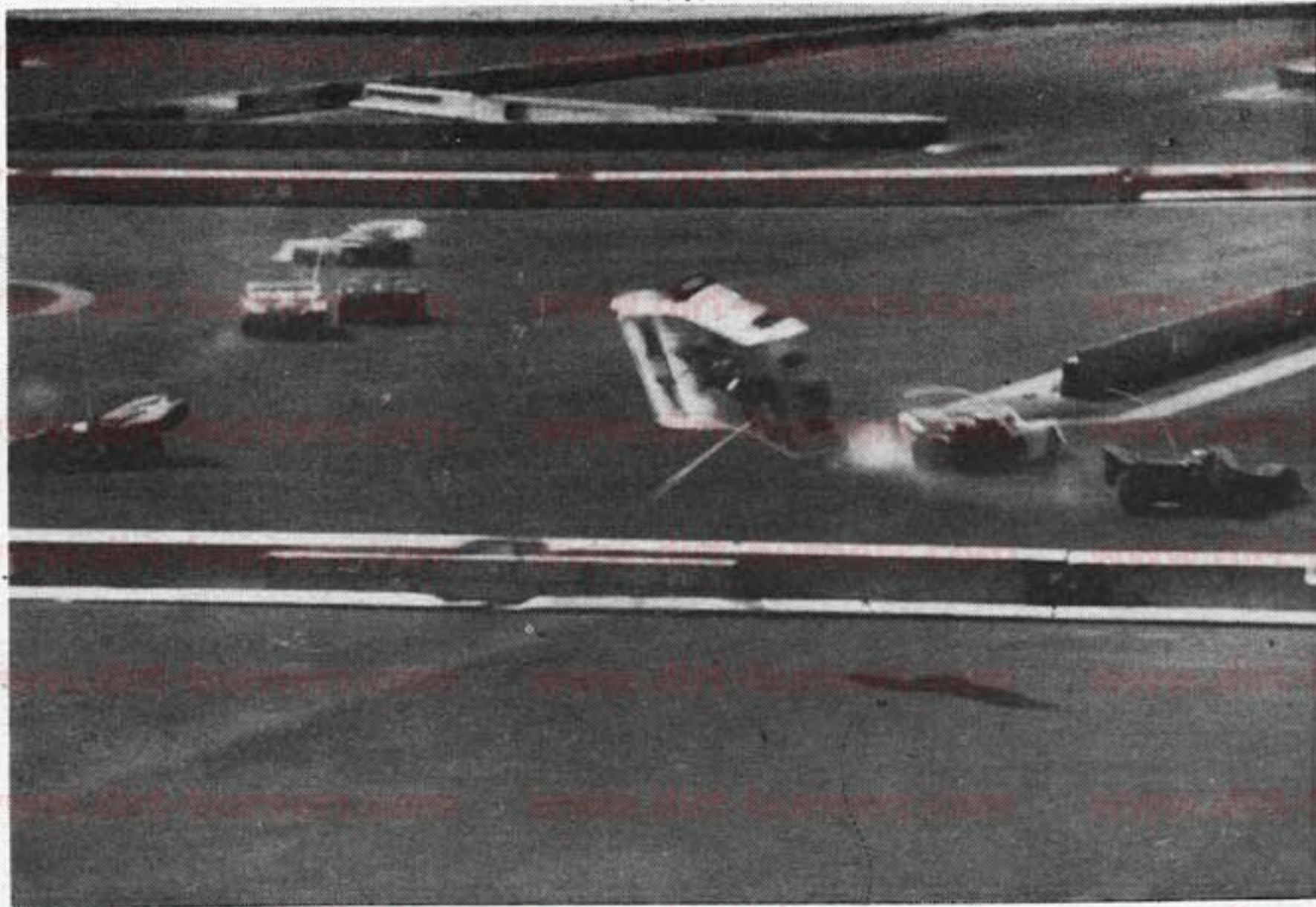
Butch Kloeber took the lead early and he and Troy Moore were dicing back and forth. Chuck Moon found himself in third and always challenging the other two cars just in front of him. Gil Losi, Jr. was moving from the back of the pack. Gil, Sr. had mechanical problems and pulled out after only 11 laps. He'd rather watch his son anyways. There was a bit of "on and off" mist or drizzle falling on the track. Drying as fast as it got there but making the otherwise perfect surface a bit slippery. Still the race continued and when Kloeber pulled out for repairs, Troy Moore moved into the lead with Chuck Moon and now Gil Losi, Jr. all going for the top spot. This was truly an excellent race to watch as strategy played an important part in the win. Towards the end of the allotted 30 minutes, the race for the lead

pull out for repairs he had too many laps to make up. Still, finishing only two laps from the lead car was quite an accomplishment.

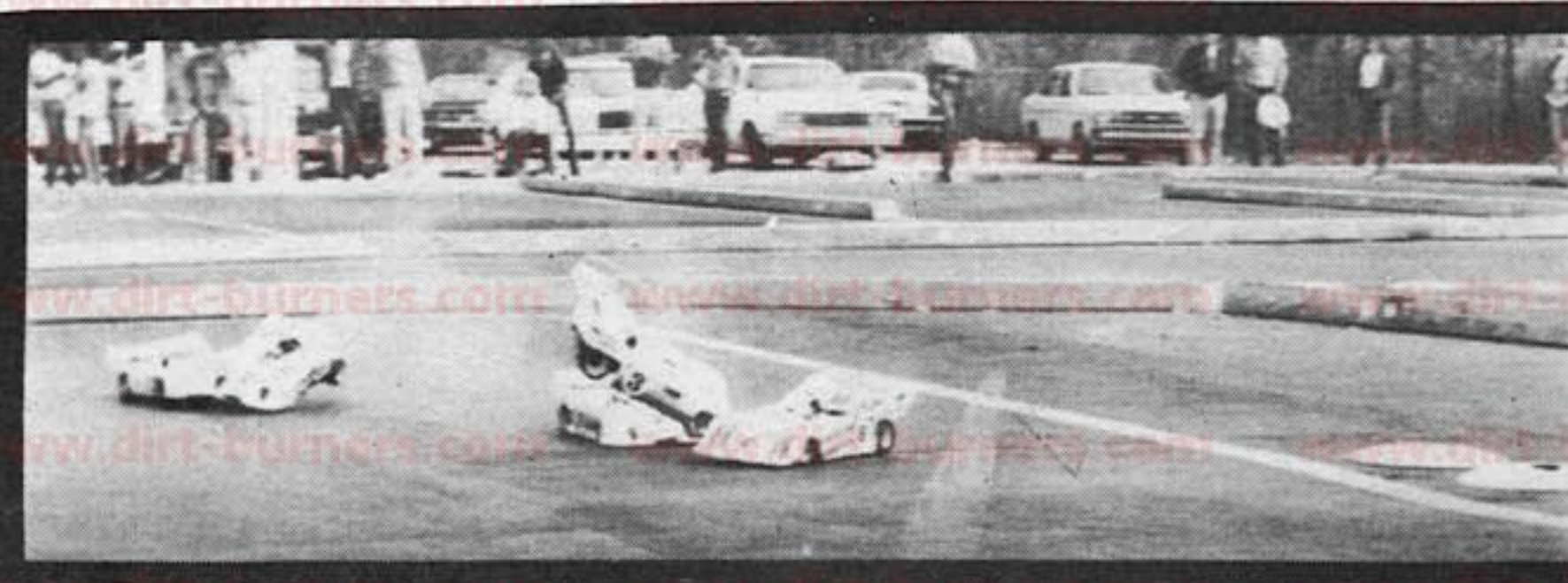
Now the weather began to loom as a factor. Next was the "Flat Pan" A MAIN. The drizzle was still intermittent but not enough to stop the race. So after several re-starts the "PAN" A Main was flagged and off they went throwing a large smoke cloud. Several racers traded leads for a while. Jeff Booth worked hard for it, then it went to Butch Barry but at the end of the 30 minutes it was Francisco Saenz who was able to put some distance between himself and second place. He won the A MAIN in the "Pan" class by over 4 laps, with 79.18 laps. Jeff Booth was second with 75.75 and third went to Butch Barry with 74.77 laps.

Here's where things got a little bit "testy". The drizzle was a bit more predominant, and although the track seemed to be still in pretty good shape, it really looked like the A Main would have to be postponed, delayed or re-scheduled. A number of the racers were really concerned with this and none of them wanted to run it the next day (Sunday). The Club took a short break, not only to allow the track to dry a bit but also to make all the preparations for the last big event of the day. The fight for the WINTERNATIONAL win was going to be a tough one. Ten cars made the grid, all but one were Associated RC500's. The other one was the DELTA car of Art Carbonell. The drivers were asked to grab their cars and stand in front of the driver's stand for their introduction. While this was happening, fortunately the drizzle had stopped and the track was again in near perfect condition. All that needed to happen was for the sun to come out a bit and really bring the track to its "tacky" condition again. The sun made its presence and sure enough, after a few minutes of practice the traction was superb. So much so, that as the main progressed a few of the drivers could not keep their cars from rolling.

The start of the A MAIN was fantastic, and although several re-starts were made, you knew that it was going to be a fabulous race to watch. What with drivers like



Gay Sullivan withstood this kind of punishment at the start of the race to go on and win the D Main in the "Suspension" class. Good for her!
Photo by Lois Peralta.



Sometimes it took quite a while to get going (above & right). Lois P.



Dennis Harris went a little too fast at the end of the straight and forgot that his brakes were gone. Result: Several hours of "thrashing". LP.

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The Pres. Joe Sullivan wondering why Mrs. Sullivan won her main and he couldn't.



You can always spot the winning smiles of the main winners.



Rich Potempa (best detail) Car 6 & Karl Keiser (best paint) Car 5, were both Concours winners.

Jianas, Burch, Jr., Rich Lee, Kim Davis, Curtis Hustung, Carbonell, Rick Davis, Chuck Phelps, RePete Fusco and Gene Hustung, you know the A main could be anybody's. In fact, seven of the ten racers in this main had been previous Winternationals winners. The latest was Ralph Burch, Jr. who won last year. Gene Hustung chose not to run in the main and instead, decided to pit for son Curtis; a practice often done by Gene when both Hustung's find themselves in the same A Main.

As soon as the race started, Ralph Burch, Jr. and Art Carbonell got the hole shot, while Rick Davis, Curtis Hustung and Rich Lee were hanging close. Bill Jianas later told us that as soon as he hit the first tight turn he knew he was out of it. Having chosen the wrong tire compound, he could hardly keep the car from "rolling over". The same was with Chuck Phelps. There was one turn in particular that Chuck could not keep his car from rolling over. As Bill said later on, "we second guessed ourselves once too many times."

After the first few laps, Ralph Burch and Curtis Hustung and Art Carbonell had broken away from the pack. Curtis knew that the suspension needed to be adjusted and he pulled in to make those adjustments. There was no way he could keep up the pace otherwise. Ralph apparently had guessed right and found himself pulling away from the entire field. When Carbonell, the only one close to him pulled out with servo wheel problems after about 35 laps, you knew that unless Ralph's car broke down, there was no way anyone could

catch him. And the way Ralph Burch, Sr. builds Ralphie's car, you knew this would be an unlikely possibility. All there was left at this point was who would finish second and by how many laps would Ralph Burch win the main? After 30 minutes of racing, those questions were answered in this order: Ralph Burch, Jr. put on a flawless and magnificent display of driving skills in front of a very large crowd of people to win the A MAIN with 90.67 laps, a full five laps over second place! Second place went to Curtis Hustung who, once he had adjusted his suspension, looked as fast as anyone. Curtis logged in 85.05 laps. Third place went to Rich Lee, who not only built the first two-place motors (K & B/Lee) but also proved that he could build and drive his own motors. He put in 83.47 laps. Fourth place went to Rick Davis, also with an RC500 but using an OPS power-plant and carburation. Fifth, also with OPS motor and carb, was Bill Jianas who hung in there even though his car was not dialed to the track. Sixth through tenth were: RePete Fusco, constantly improving and becoming a force in the sport; Kim Davis, who felt well accomplished having driven with the "top boys"; Chuck Phelps, who suffered the "roll-over" blues; and Art Carbonell who could not believe that the servo wheel, that simple little gadget that holds the servo arm in position, had stripped! "I've never seen that happen during a race" he told us. Not starting and in 10th place was Gene Hustung.

So once again the Winternationals are in the record books and once again Ralph Burch, Jr. has ad-

ded another feather to his very full cap. This win has to give him plenty of confidence so that when he travels to France with the rest of the U.S. team, he can go there knowing that he has already beaten some of the best driver's in the world, including the World Champion.

We congratulate the Central Florida R/C Club for doing an excellent job. Milt McKinney, the Club's President; Bill Mikolaitis, Race Director; Tim O'Sullivan, Competition Director; Kim Davis, Rod Bauer, Angel Diaz, Doc Donhoff, Tim O'Sullivan, Jr., Jeff Mikolaitis, and of course the unsung heroes and heroines who did all the lap counting: Sylvia O'Sullivan, Linda Valyou and Jacque Bauer. Also KRAFT, Twinn-K, D & D Hobbies and Omega Fuels for helping sponsor the event.

R/CRN

RESULTS

(Note: Laps in () denote best qualifying while other are laps in main)

- A MAIN SUSPENSION: (30 min.)**
1. Ralph Burch, Jr....(14.72)...90.67
Assoc RC500/K&B-Lee/OPS/Airtronic
 2. Curtis Hustung...(15.41 TQ)...85.05
Assoc RC500/'83 K&B-Lee/OPS/Airtronic
 3. Rich Lee...(14.65)...83.47
Assoc RC500/'83 K&B-Lee/OPS/Airtronic

4. Rick Davis...(15.12)...82.48
Assoc RC500/OPS/OPS/Airtronic
5. Bill Jianas...(15.26)...77.72
Assoc RC500/OPS/OPS/Airtronic
6. RePete Fusco...(14.71)...74.70
Assoc 500/K&B-Lee/OPS/Airtrn-Futaba
7. Kim Davis...(14.62)...74.49
Assoc RC500Box/K&B-Phelps/OPS/Kraft
8. Chuck Phelps...(14.74)...71.63
Assoc RC500/K&B-Phelps/OPS/Kraft
9. Art Carbonell...(14.81)...35.0
Delta Eagle/Picco/Picco/Kraft
10. Gene Hustung...(14.55)...DNS
Assoc RC500/'83 K&B-Lee/OPS/Airtronic

- A MAIN "PAN": (30 min.)**
1. Francisco Saenz...(13.36)...79.18
 2. Jeff Booth...(13.83 TQ)...75.75
 3. Butch Berry...(12.73)...74.77
 4. Freddie Rapuana...(13.24)...74.06
 5. Greg Esser...(13.21)...73.68
 6. J.P. Abadie...(13.12)...73.19
 7. Kenny Annesley...(13.22)...73.12
 8. Howard Robertson...(12.73)...67.67
 9. Heinz Meyer...(12.55)...60.0
 10. Karl Kaiser...(13.71)...5.0

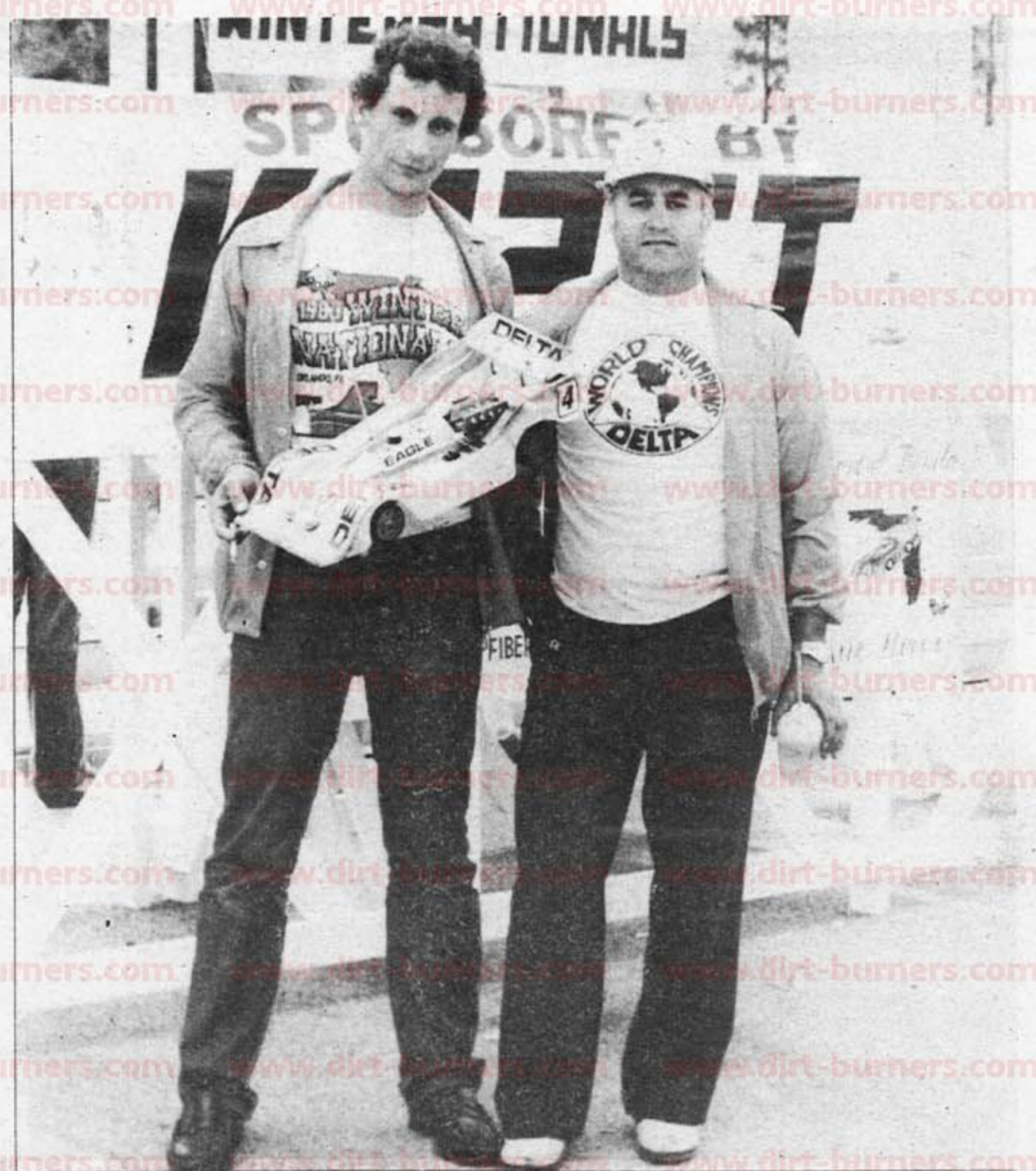
B MAIN SUSPENSION: (30 min.)

1. Gil Losi, Jr....(14.35)...83.77
2. Troy Moore...(14.13)...82.16
3. Butch Kloeber...(14.13)...81.71
4. Schneider Beat...(14.28)...79.25
5. Chuck Moon...(14.20)...78.22
6. Dana Smeltzer...(14.26)...56.0
7. Joe Tassillo III...(14.13)...29.0
8. Gil Losi, Sr....(14.18)...11.0
9. Pete Fusco...(14.26)...DNS

- B MAIN "PAN": (25 min.)**
1. Angel Diaz...(12.54)...63.12
 2. Tim O'Sullivan, Sr....(12.34)...59.63



Jim Baugh (Car 8) winner of the F Main.



Javier Loras (Car 4) won the C Main in style.



Gay Sullivan survived several crashes to win the D Main.



A Main winner in the PAN Class was Francisco Saenz with 79.18 laps. Four laps over second place.

3. John Hammill...(12.13)...57.34
4. Rod Bauer...(12.9)...57.22
5. Joe Jones...(12.03)...53.20
6. Ted Simon...(11.83)...53.0
7. Bob Hanby...(12.12)...41.0
8. Mario Paradis...(12.33)...31.0
9. Andy Madajewski...(12.20)...2.0

C MAIN SUSPENSION: (30 min.)

1. Javier Loras...(14.1)...81.43
2. Bill Campbell...(13.51)...78.83
3. Chuck Hallum...(13.68)...73.50
4. Tom Ramundo...(13.78)...72.39
5. Mark Miranda...(13.70)...71.78
6. Paul Dionne...(13.77)...63.0
7. Ross Kloeber...(13.68)...63.0
8. Joe Sullivan...(13.81)...37.0
9. Tony Markunas...(13.61)...22.0

C MAIN "PAN": (20 min.)

1. Michael Cominski...(11.65)...46.63
2. Edgar Riviere, Jr...(11.44)...45.72
3. Keith Stover...(11.17)...45.19
4. Elmer Schilli...(11.24)...44.37
5. Larry LaBounty...(11.60)...44.33
6. Lou Peralta...(10.81)...42.64
7. John Mistic, Sr...(10.66)...41.41
8. Art Scavelli...(10.71)...38.81
9. Milton McKinney...(11.36)...DNS

D MAIN SUSPENSION: (25 min.)

1. Gay Sullivan...(13.26)...67.38
2. Phillip Cring, Jr...(13.39)...66.14
3. Doug McNeely...(13.34)...65.47
4. Mauricio Cavicchioli...(13.36)...60.63
5. Larry Moore...(13.15)...56.64
6. A.B. Markunas...(13.34)...42.00
7. Gary Soltys...(13.20)...35.0
8. Roberto Lopez...(13.13)...22.00
9. Preston Keith...(12.82)...6.0

D MAIN "PAN": (20 min.)

1. Rocky Hagan...(8.0)...43.16
2. Tim Lockhart...(10.01)...39.61
3. Mario Farina...(9.62)...37.71
4. Phil Cring, Sr...(9.30)...37.05
5. Bill Mikolaitis...(9.5)...31.27
6. Francisco Balado...(8.36)...27.39
7. Buddy Taylor...(10.35)...17.79
8. Ben Todd...(9.24)...3.0
9. John Dingnan...(9.38)...DNS

E MAIN SUSPENSION: (25 min.)

1. Tim O'Sullivan...(12.63)...65.76
2. Larry McLendon...(12.80)...65.49
3. Chuck Wiggins...(12.78)...65.36
4. Earl Nester...(12.80)...64.24
5. Ralph Phillips...(12.78)...60.35
6. Bob Lecron...(12.63)...52.82
7. Rich Potempa...(12.74)...29.0
8. Uwe Schildbach...(12.35)...5.0

F MAIN SUSPENSION: (25 min.)

1. Jim Baugh...(12.33)...61.33
2. Juan Fort...(12.33)...61.12
3. Chuck Hooper...(12.22)...58.19
4. Ed Mojica...(12.0)...56.80
5. Jerry Humphries...(12.21)...52.75
6. Dennis Harris...(12.20)...33.0
7. Warren Johnson...(12.10)...19.37
8. Joseph Morel...(12.35)...16.0

G MAIN SUSPENSION: (20 min.)

1. Bob Yelle...(11.72)...49.68
2. Raphael Rio...(11.39)...47.61
3. Bob Vogel...(11.68)...44.74
4. Dave Haddock...(11.80)...39.72
5. Chuck Stryker...(11.71)...37.17
6. Terry Durance...(11.40)...33.11
7. Barry Rosenberger...(11.61)...32.0
8. Merle Gardner...(11.64)...31.71

H MAIN SUSPENSION: (20 min.)

1. Carl Brandenburg...(11.18)...46.74
2. Marcos Leal...(11.20)...44.24
3. Jerry Borrasso...(10.11)...39.59
4. Frank Lafferty...(8.29)...36.71
5. Wayne Smith...(10.79)...33.59
6. Federico Catucci...(11.20)...30.62
7. Riccardo Catucci...(11.30)...27.0

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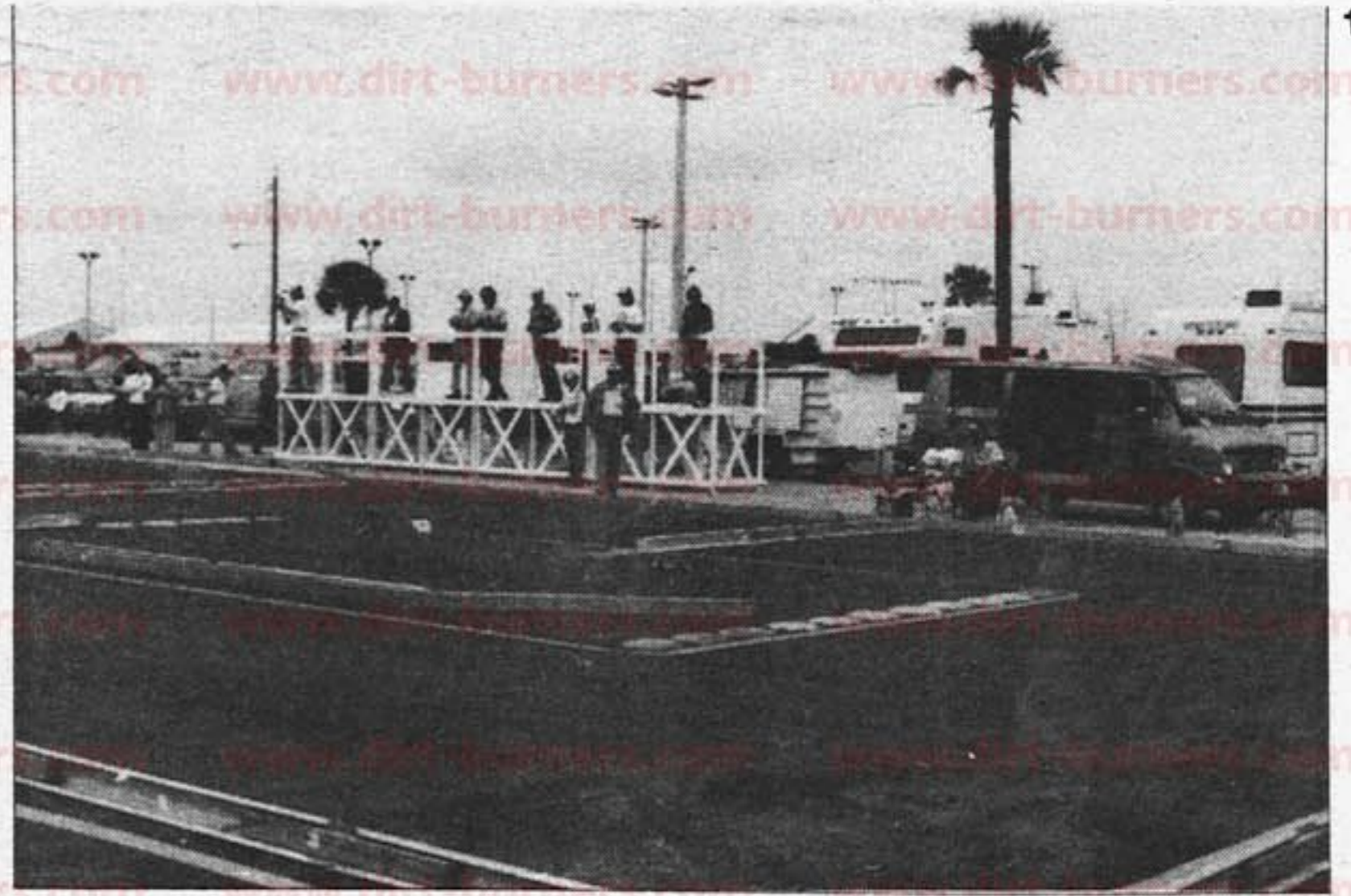
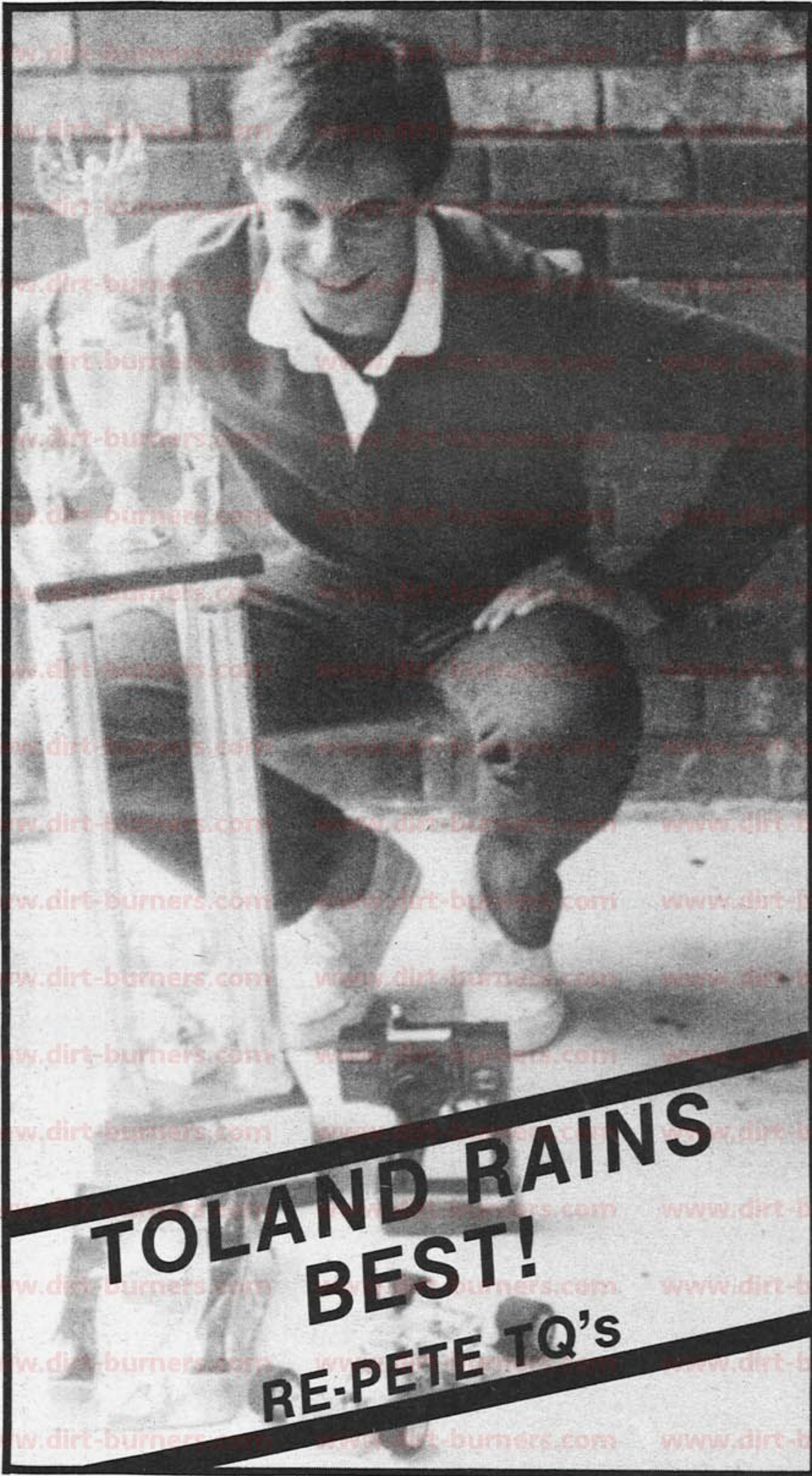
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The Winternational track looms large and at times very wet.

ment was caused by the fact that the 1/8th scale gas cars run on this track most of the time, certainly more than the 1/12th electric do. This means that the fuel that is on the track causes a so called "glaze" effect which is usually excellent. But when the rains came the day before, that "glaze" gets really clean and the traction goes away. We then found out that on the next day the race Directors would spray the track with Castor Oil. Once this was done I saw at least five cars turn-over in the corners just from too much bite!

Tuesday and Wednesday were devoted to "open" practice sessions and the weather cooperated. It was excellent, so much so that we even had our shirts off during the day.

On Thursday, when controlled practices were scheduled, we were only able to get two rounds before it started to rain... and it rained a bunch!

Because of the extensive rains, I'm afraid I can't give you extensive

coverage of this year's Winternationals. Remember the World Championships? Well, both World Champions, Kent Clausen (Stock) and Art Carbonell (Modified) were on hand for this race. Also present were: Mike Lavacot, Craig Kelly, Tom McGarry, and the newest midwest superstar, Terry Rott. Quite a line-up of world-class drivers. In addition, and quite surprising to us were entries all the way from England. Jim Davis of JIM DAVIS MODELS, with Jimmy Davis and Wayne Davis, Nigel Hale and Tony Wells. Also from Europe were Han Hippe (Netherlands) and Schneider Beat (Switzerland). Other American drivers such as Bill Campbell, "Mr. Delta" and Ron Schurr, also with Delta, were here.

With about 100 total entries per class this promised to be one of the better Winternationals for 1/12th cars.

Because of the rains on Thursday, many people that had arrived on Wednesday night got, at the most, two rounds of practice. This is what happened to Lavacot and Clausen. And when you see the outcome, you will note that practices surely pay off.

The expected schedule would be four rounds of qualifying for Modified on Friday and four rounds of qualifying for Stock on Saturday, with all the Main events being run on Sunday.

The rains on Thursday had lasted most of the night, which left the track on Friday very wet. Friday's qualifying did not get started until almost 11 o'clock, which meant that they could only get at the most three rounds of qualifying.

After the first round of qualifying was completed, Top Qualifier was Wayne Davis from England with 30 laps & 12 sections. In second was myself with 29 laps & 08 sections; the rest of the field had 28 laps and below.

At the end of the second round of qualifying, RePete Fusco, with the help of Associated's wizard, Roger Curtis, had put his car in the TQ spot with 30 laps & 34 sections. Now in second was Wayne Davis with the same time of 30.12. Jimmy Davis, at this point, put himself among the leaders with a blistering 30.8. I drop-

(contd. next page)



Mike Toland (above left) Modified winners & RePete Fusco (above), Top Qualifier.

Story & Photos by Mike Toland

Orlando, Florida
February 11-13, 1983

(We're delighted that our Electric Editor captured the top spot in the Modified Class at the 1983 Winternationals. Although a rain-shortened event, which narrows Mike's usual great coverage, we still congratulate Mike's win, even though he doesn't feel too good about the way he got it. Mike, a win is a win, this time it was yours! ED.)

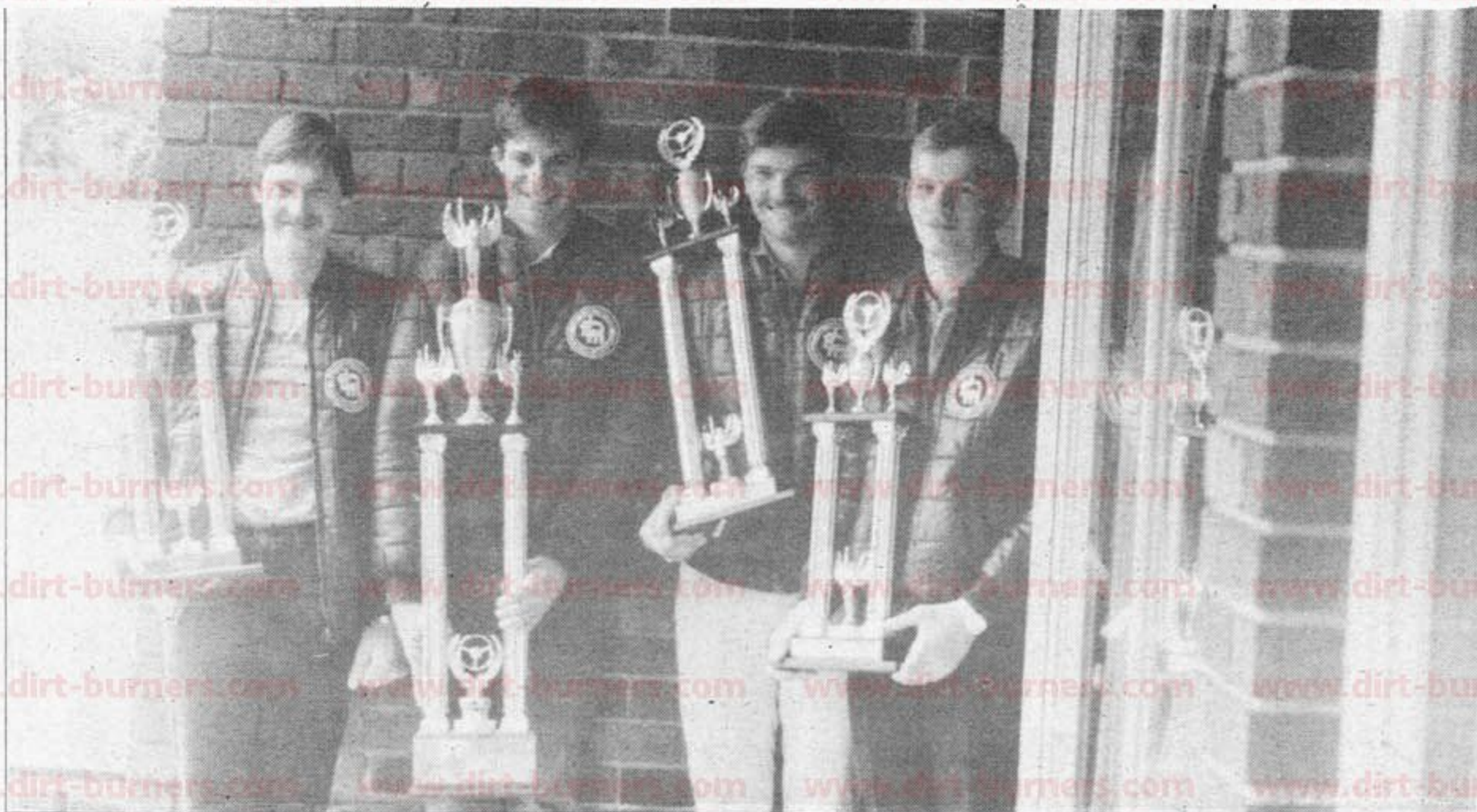
WHEN TRAVELING TO FLORIDA YOU MUST ALWAYS TAKE INTO CONSIDERATION THAT THE WEATHER WILL CHANGE AT ANY TIME AS THIS WAS THE CASE AT THIS YEAR'S WINTERNATIONALS.

I arrived in Orlando on Monday, February 7th, the weather was cool but skies were clear and it looked very promising for the rest of the week. We had heard that it had rained all day Sunday.

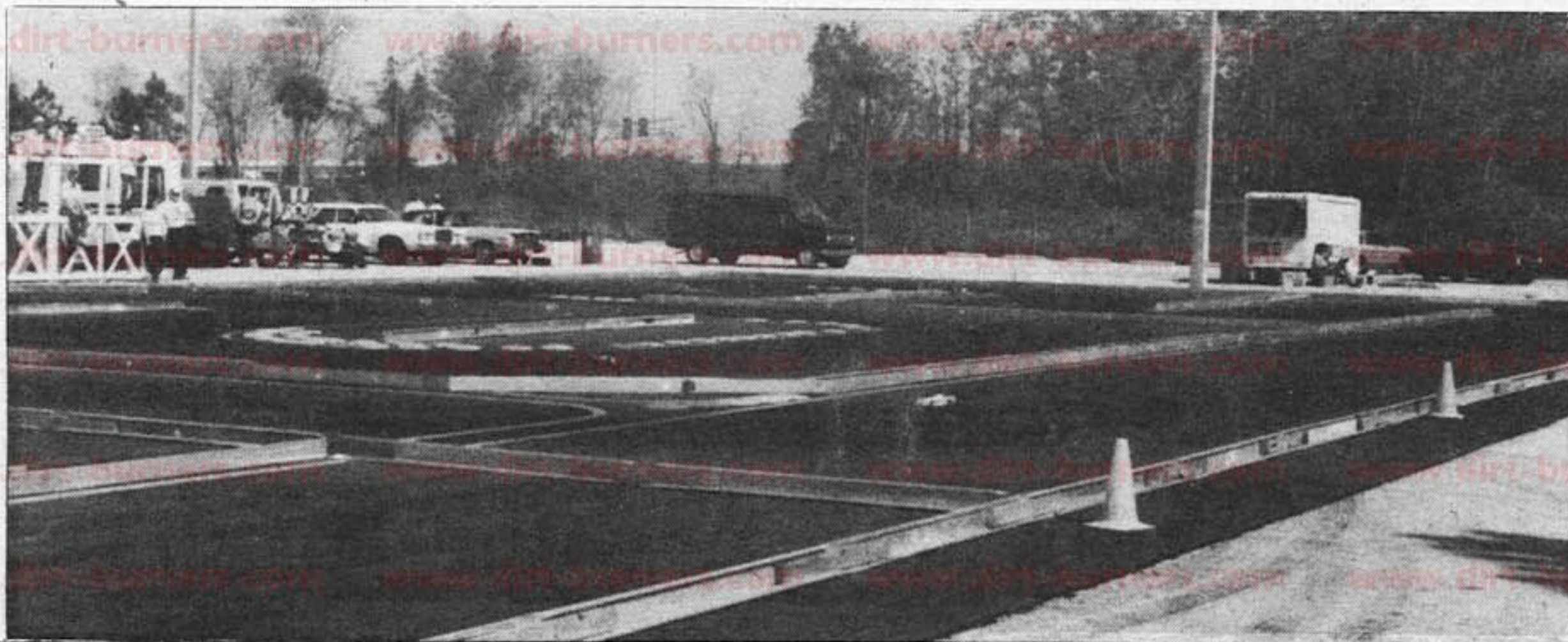
Once we landed in Orlando, we went straight to the track to see what it was like. When we (Gene Husting, Mike Reedy, Randy Tentschert, Jim Aguirre, Al Chuck and myself) got to the track we greeted Pete and RePete Fusco and watched them drive for a while.

The track was set on an unused portion of the parking lot at the end of the Orlando International Airport. The track was laid out on brand new asphalt that was "glass-smooth".

RePete Fusco indicated to us that there was "no bite." Personally, I couldn't believe it until I took a closer look. The "no bite" predica-



The top four finishers at the 1/12th Winternationals. (l to r) Nigel Hale (3rd), Mike Toland (1st), Jimmy Davis (2nd), and Wayne Davis (4th). The rain-shortened Modified saw the Englishmen (three of them) finish in the top four spots. The track (below) typical of the Winternationals in Florida. On two sides of the track was a swamp, the other two sides were just streets, and overhead once in a while an airplane would fly over you as it was taking off. M. Toland.



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ped to 4th best, even though my second run was better than the first, with a 29.50. Nigel Hale would wind up in fifth with 29.46 laps.

The third and final round of the day and the weekend came along. RePete Fusco's time looked out of reach, and as it was no one was able to touch it, so RePete remained the TQ for the Modified Class. During the third round, four other people who had not yet made the top 10, made it into the A main. Those were as follows: Terry Rott set the fastest 29-lapper of the weekend with 29.54, which put him just ahead of me. The other three to make the top ten

(contd.)

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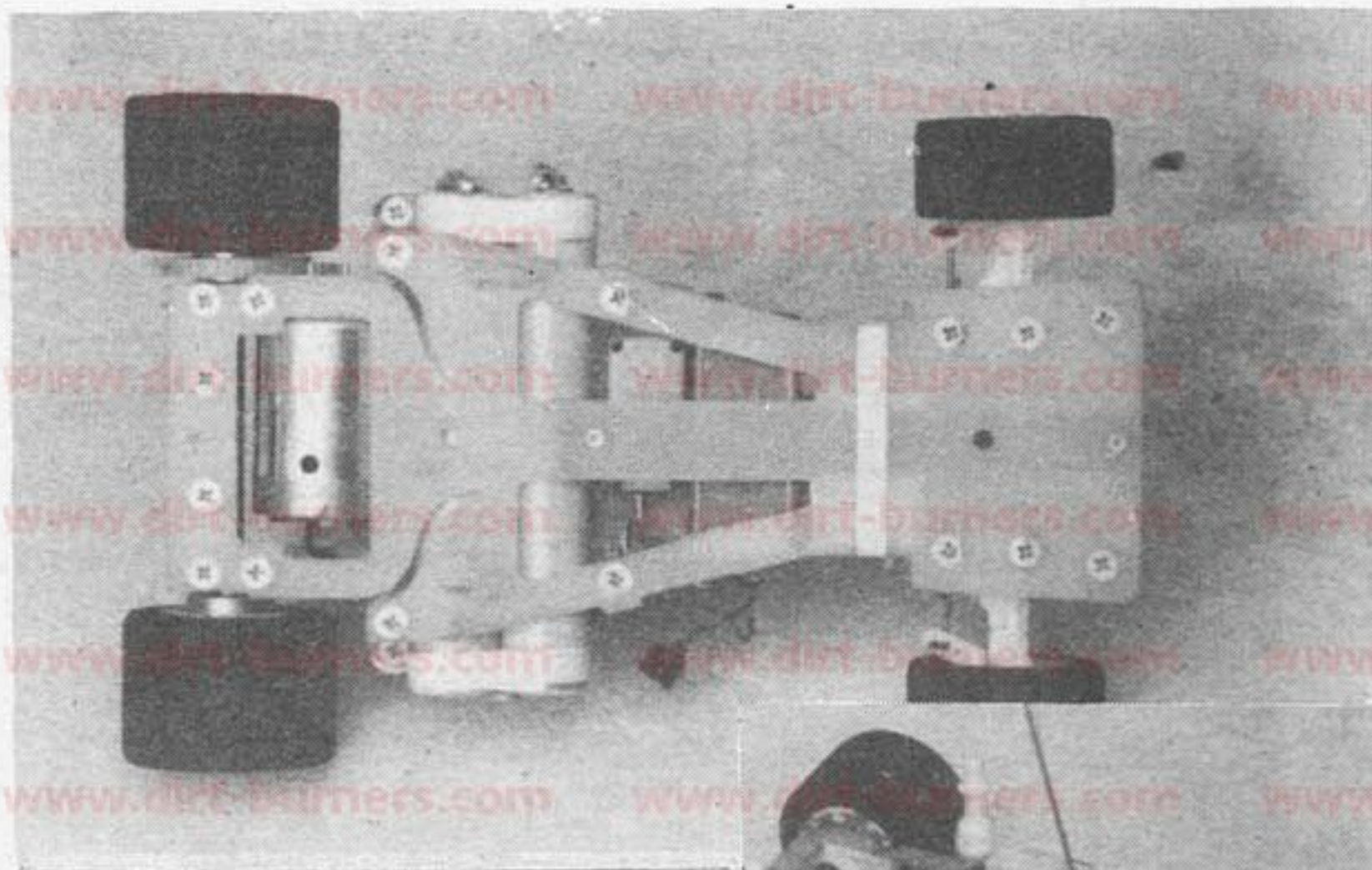
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were: Pete Fusco, with 29.19; Randy Tentschert, with 29.14; and Craig Kelly with 29.4. And we can't forget last year's Champion in this class, Jimm Aguirre. He qualified 9th in the second round with 29.9.

The A MAIN then would have: RePete Fusco, (TQ), Wayne Davis, Jimmy Davis, Mike Toland (on my last round I truned 30.3, which put me just ahead of Terry Rott), Terry Rott, Nigel Hale, Pete Fusco, Sr., Randy Tentschert, Jim Aguirre, and Craig Kelly.

SATURDAY was going to be the day for qualifying in the Stock class. We got to the track under overcast skies and qualifying got started as scheduled. But after two heats the rains came and as it turned out, it rained the rest of the day. So Stock qualifying was rained out! Therefore, only the Modified class was going to be used to declare the Winternational Electric Champion. Guess what the forecast was for Sunday? You guessed it... rain! This meant that if it were to rain on Sunday morning, the final results would be derived from the best qualifying times.

One of the rules set down at the first driver's meeting was that in the event of rain, the winner would be decided NOT by the Top Qualifier, but rather by the average of the top two best times for each driver in the mains. Therefore, the person with fast and consistant qualifying times would be declared the winner in each of the main events.

The rains continued for the rest of Sunday, so the final outcome had to be decided in this manner; the average system.

When it came to the A Main event, the two most consistant drivers were Jimmy Davis and myself, Mike Toland. Our times were so close that they had to go to our third qualifying time to figure out the winner of the main event. The result was Mike Toland, the winner, that's me! In second was Jimmy Davis.

Just for the record, if you were to take the qualifying times and average them out, the finish would appear to be closer.

The way I feel about this way of declaring a race is OK but it's not right for me to be the judge of that because I won. I am not disappointed because I won, but there is an emptiness to the way I feel versus the way I should feel. I may be the Winternationals Champion but it sure would have felt better if there had been a final race. People have indicated that no one can take



The car identical to Jimmy Davis'(2nd) & RePete Fusco's (TQ). This was Toland's winning car.

anything away from me and I'm very happy with the outcome. I had a real good time and I'm sure other people did too, and I plan on returning next year.

We found out a little more about the Europeans. That is, that the English are excellent drivers and that there's alot of other people to watch out for in Europe when we go there for the World's. We were also told that we (here in the U.S.) had better be ready for the 1984 World Championships because they will be.

(contd. next page)

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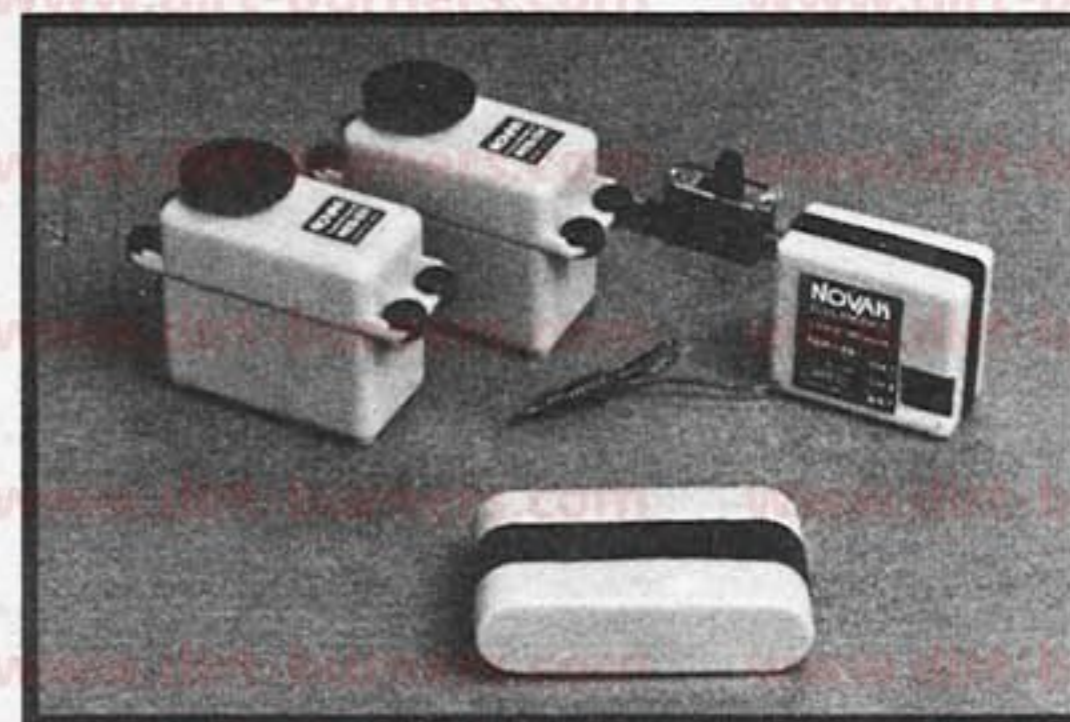
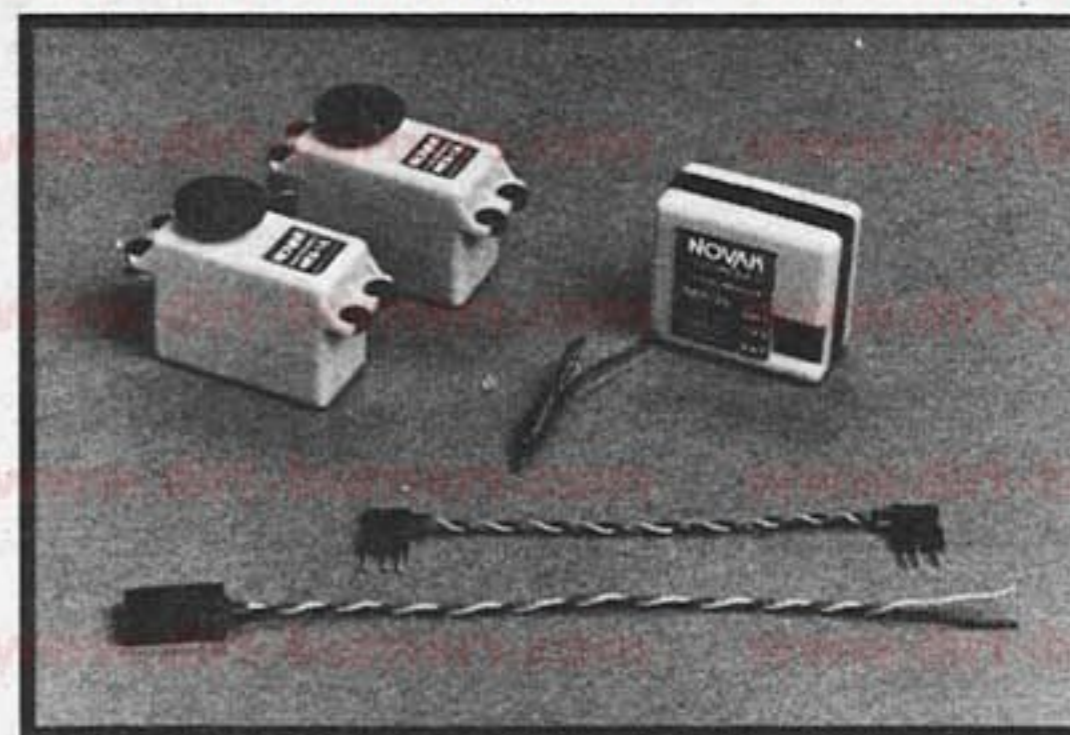
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R/C RACING NEWS
P.O. Box 411
Woodland Hills, Ca. 91365
(213) 340-5750/345-7300

CLASSIFIED AD

Headline (28 letters):

Text (32 letters per line):

NOTE: Space between words, grammatical symbols, numbers, etc., count as one letter. Headline is on 10 pts. bold lettering. Text is on 9 pt simple type. Address and telephone number must be included in space available. R/CRN is not responsible for illegible copy. Classified ad must be in no later than the 15th of each month, for the next month's issue. Strictly for private use please.

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ONLY \$10.00 PER AD! USE IT FOR THE FASTEST RESULTS - DO IT NOW

Trivia Question: Most people that follow the RC world of car racing know that if a point system had been used at the 1/12th Electric World Championships in Anaheim, the World Champion would have been Frank Killam. Do you know who would have been in second place?

If you were to figure the points by giving 10 points for first; 9 points for second; and so on, second place would have been a tie between RePete Fusco and Jimmy Davis!

Mike Toland

RESULTS

A MAIN MODIFIED:

1. Mike Toland...Assoc 12i/Reedy/Calif
times: 30.03 - 29.50 - 29.08
2. Jimmy Davis...Assoc 12i/Reedy/Engl.
times: 30.08 - 29.45 - 15.0
3. Nigel Hale...Assoc 12i/Reedy/England
times: 29.46 - 29.31 - 28.11
4. Wayne Davis...Assoc 12i/Reedy/Engl.
times: 30.12 - 28.45 - 27.08
5. Terry Rott...Assoc 12i/Reedy/Michigan
times: 29.54 - 27.37 - 16.00
6. Randy Tentschert...Asc12i/Reedy/Cal.

7. Pete Fusco...Assoc 12i/Reedy/N.Y.
times: 29.14 - 28.18 - 28.11
8. Jim Aguirre...Assoc 12i/Reedy/Cal.
times: 29.19 - 28.13 - 15.0
9. Craig Kelly...Assoc 12i/Reedy/Georgia
times: 29.09 - 28.10 - 27.17
10. RePete Fusco...Assoc 12i/Reedy/N.Y.
times: 29.04 - 27.52 - 16.50

B MAIN MODIFIED:

1. Arturo Carbonell
2. Don Pyle, Jr.
3. Bill Jeric
4. Al Chuck
5. Tony Wells

6. Han Hippe
7. Schneider Beat
8. Buddy Bartos
9. Ron Schurr

C MAIN MODIFIED:

1. Bob Herman
2. Mario Biscaro
3. Tom McGarry
4. Paul Dionne
5. Larry McClendon
6. Mike Lavacot
7. Tony Massey
8. Bill Campbell
9. Kent Clausen

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:

- MARCH 12-13: ORRCA CHAMP Rain Date - Trophies & Prizes.
- MARCH 12: 1983 ORRCA Qualifier - Top 30 percent to
- MARCH 20: 1/8 GAS Club Racing.
- MARCH 26: 1983 ORRCA Qualifier - Top 30 percent to
- APRIL 2: 1/12th Electric Race

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) \$22.95 |
| 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) | \$28.95 |

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

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Dress up your Sand Scorcher or Rough Rider and make it the sharpest looking in the field. Order Kraft's new CHROME PLATED WHEEL RIMS: Solid or with decorative holes, attractively chrome plated. Best price on the market.



Now you can have the look of real chrome wheel rims and still have super strong A.B.S. plastic for durability and super lightweight for the winning edge! **Only \$5.95 per pair!**

Shop and Compare!

Part No.	Description	Part No.	Description
200-272	1 3/4" Diameter Front Wheels, Solid Chrome Plated for Rough Rider	200-268	1 1/2" Diameter Front Wheels, Solid Chrome Plated for Sand Scorcher
200-273	1 3/4" Diameter Front Wheels, With Holes Chrome Plated for Rough Rider	200-269	1 1/2" Diameter Front Wheels, With Holes Chrome Plated for Sand Scorcher
200-274	1 3/4" Diameter Rear Wheels, With Holes Chrome Plated for Rough Rider	200-270	1 1/2" Diameter Rear Wheels, Solid Chrome Plated for Sand Scorcher
200-275	1 3/4" Diameter Rear Wheels, Solid Chrome Plated for Rough Rider	200-271	1 1/2" Diameter Rear Wheels with holes Chrome Plated for Sand Scorcher

Ask your dealer today to see these fabulous wheel rims and while you are there, look at the radio that's taking over the winners' circle. The Kraft KP3KW/B with C.V.S.S. (Continuous Variable Steering Sensitivity) the radio of the 80's. Designed for you — the race driver.



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X-tra Speed!...X-tra Performance!

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 SIZES!**

FOR PERFORMANCE YOU'LL BE PROUD OF...
 These, as all Octura Propellers, meet the most exacting requirements. Available now in beryllium copper. Fit 3/16" shaft. Check your local progressive hobby shop.

3.5 OUTRIGGER	X440/3 X442** X445 X447 X450 X452**	RECOMMENDED APPLICATIONS
.75 DEEP VEE	X455	7.5 OUTBOARD
7.5 OUTRIGGER	X455/3 X457 X460 X462 X465** *X467	.65 SCALE HYDRO .65 DEEP VEE .65 OUTRIGGER .90 DEEP VEE

Send \$1.00 for catalog and price list to:

OCTURA MODELS, INC. "SINCE 1954"
 7351 N. Hamlin Ave • Skokie, IL 60076

* 250 Bore. ** /3" Indicates 3-Bladed Propeller

District 1 Powerboats SHOWING OFF!

Boaters Go Indoors to Display Their Boats

Report by Doug Twait
 Photos by Tony Pinto

February 1983
 Stanhope, N.J.

What do boat clubs do when there is ice on the lake? Well they plan activities to promote model boating in their local area.

This is what the L.A.M.B.S Club

did for one of their winter projects. The local shopping mall has a full-scale boat show, so the LAMBS Club joined that show to present their version of their model boats. Almost always, the Club is able to present about 50 R/C powerboats at the show, on display. In addition to these beautiful boats on display, there are of course the Playboy Bunnies, who definitely add the finishing touch to the boat booth.

CUSTOM BOAT WORKS

ANNOUNCES OUR FIRST ANNIVERSARY

In just one short year Custom Boat Works custom sharpened, balanced and bead blasted propellers and ready to run hulls have made quite a mark on the entire boating industry. Our innovation of bead blast finished propellers (to improve propeller performance) has become a must to serious competitors.

Most Importantly are the Race Results.

Oct. 81	World Record	E-Hydro	Terje Haugen	Straightaway
1982	US-1	Outboard	(Ready to run & prop)	Gregg Huey
Internats	US-1	20 Hydro	(Propeller)	Steve O'Donnell
	US-1	40 Hydro	(Ready to run & prop)	Len Skwieria
	US-1	60 Hydro	(Ready to run)	Bob Finley

Southern Gentlemens Unlimited Invitational

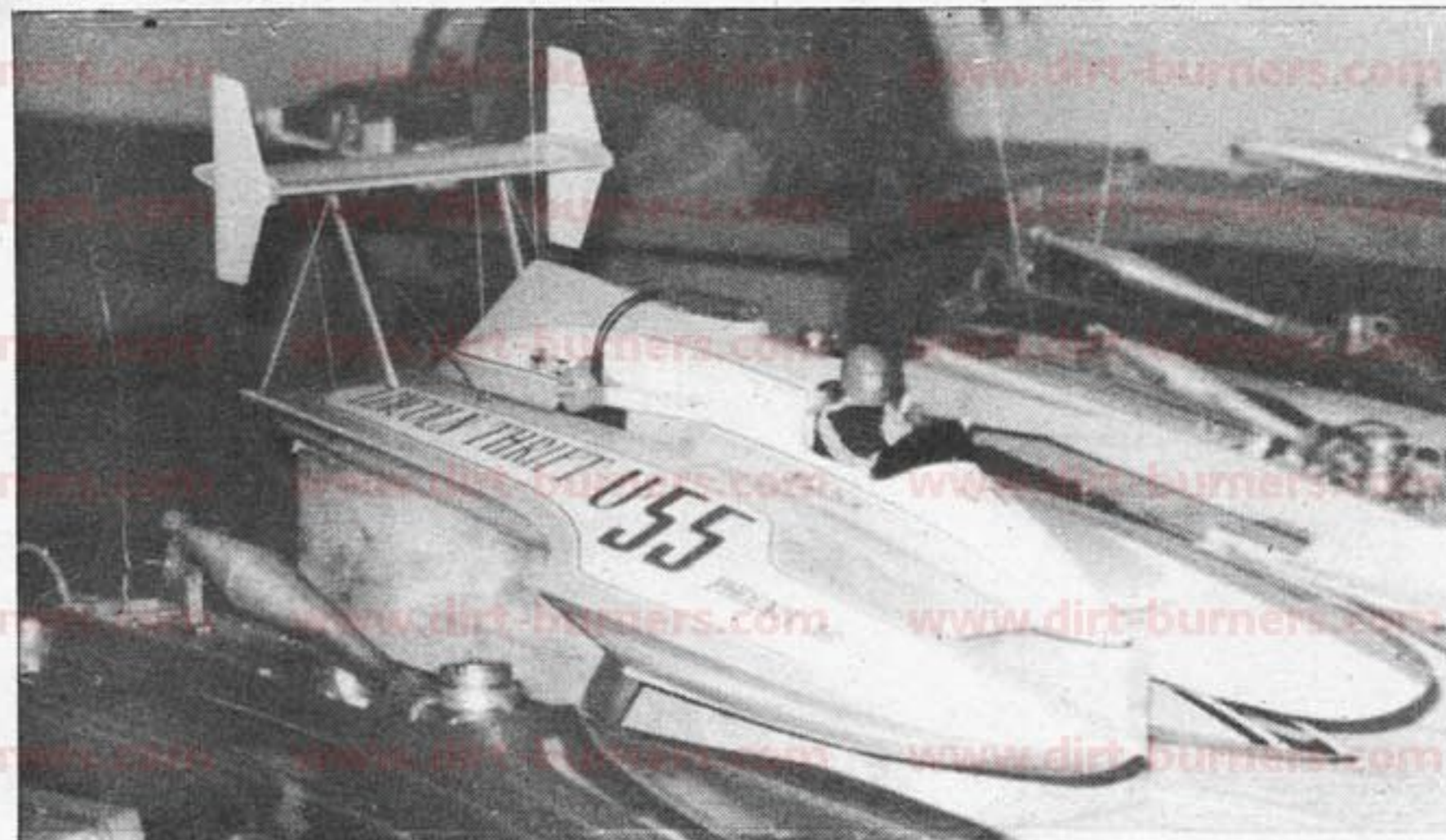
1st	Charlie Chauvin	(Propellers)
2nd	Gregg Huey	(Ready to run & propeller)
3rd	Eric Swenson	(Propeller)

All this in only one year. Call today, we can help you!

Custom Boat Works
 741 Reda Rd.
 Indianapolis, IN 46227
 (317) 882-3237
 (317) 881-9856



Out-of-the-water Powerboats on display at the local shopping mall. The LAMBS Club tries to keep powerboating enthusiasm alive while racing season is on hold. Plus they get a little help from some of the Bunnies. (Top left, above & below). Photos by Tony Pinto.



These lovely young ladies (Bunnies) are always on hand so that the boaters can get a few pictures with them. Some Club members even forget all about their boats when these Bunnies are around. Looking at the pictures one can see the delight on their faces to have these young ladies around. I wonder if their wives or girl friends really appreciate this as much?

Well 1983 is finally here and I'm sure there are some new, differently designed hulls being built. It will be nice to see these new creations hit the water so we can see if our new ideas make an improvement. Hopefully some of these new hulls will win some District awards this season and break some records.

This season we should also see some Twin-hydros and some 90 boats raise a few of our District Staright-a-way records. A few of our Hydro classes are already quite high, but some Mono classes are still open for some higher speeds.

The results for the first race of the 1983 season is as follows:

A MONO:

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

B MONO:

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

C/X MONO:

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

A HYDRO:

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

B HYDRO:

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

C/X HYDRO:

1. Chris Carver...400 pts.
2. Tom Foley...300
3. Ken Kreimer...225
4. Lou Anagnostis...169
5. Bob Boswell...127
6. Bruce LaFera...96
7. Tony Assaro...72
8. Bruce Whitcomb...54

1983 BEST OVAL TIMES

- A MONO:**
Roy Hartley, Jr....2:23.5



Who said boaters are only interested in boats?

D.Twait

B MONO:
Doug Twaits...2:03.6

C/X MONO:
Chris Carver...1:57.0

A HYDRO:
John Passalacqua...1:46.0

B HYDRO:
Roy Hartley, Jr....1:45.7

C/X HYDRO:
Chris Carver...1:38.0

The World's Largest Display of Parts and Accessories for Pickups, Mini-Trucks, Vans, 4WDs, Buggies, Baja Bugs, and ATCs!

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1983 RADIO CONTROLLED OFF-ROAD
WORLD CHAMPIONSHIPS**

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Racing all THREE BIG DAYS!

**Friday, April 1
5 to 11 PM**

**Saturday, April 2
12 to 10 PM**

**Sunday, April 3
11 AM to 6 PM**

ANAHEIM CONVENTION CENTER

Tickets on Sale at the Door

R.O.A.R. News

The President speaks about the WORLD

Joe Sullivan

February 4, 1983
Richardson, Texas

WE HAVE OUR TEAM! I have heard comments as to who we (the team) represent, so I would like to explain who we all will be representing and in what order of priority:

1. We represent the United States in World class competition.
2. We represent R.O.A.R.
3. We represent the manufacturer of whatever brand of R/C car we drive.

My efforts, to this point, have been towards organizing this as a 26-driver team, plus alternates. To bring all of you up to date, this is what I have done or am doing at this time.

1. The organizer (Carnoux Mini Racing) has gotten a quote from Air France which is: New York-Paris, \$689.00; Houston-Paris, \$1,112.00; L.A.-Paris \$1,207.00 There is nothing noted, that I can find, about Paris to the race site. Race site is Carnoux-en-Provence which is located 7km

north-east of Aubagne, which is about 20km east of Marseille.

2. A local wholesale tour outfit is working on a package tour plan for us - we seem to have enough people going to get group rates on transportation (Air Fare), rent cars and maybe housing. More on this later, but it looks good so far.

3: There is a race in Germany the week end after the World Championship. I have no information yet, but I think it's in the Frankfort (Weisbaden) area.

4. Tentative travel schedule: Depart U.S. as a group about July 1, return from Marseille July 11 or from Frankfort, July 18 (two groups).

Now for the team. We're delighted to have included the following names as the 1/8th Gas U.S. World Championship Team: (alphabetical-ly):

Arturo Carbonell (World Champion) Ralph Burch, Jr., Bill Campbell, Kim Davis, Rick Davis, Pete & RePete Fusco, Roger Curtis, Chuck Hallum, Curtis & Gene Husting, Bill Jianas, Butch & Ross Kloeber, Bob Leckron, Rich Lee, Gil Losi, Jr., Chuck Moon, Chuck Phelps, Rich Potempa, Steve Sanders, Dana Smeltzer, Gay & Joe Sullivan, Joe Tassillio III, Randy Tentschert, John Thorp

Sullivan, Joe Tassillio III, Randy Tentschert, and John Thorp.

Chuck Wiggins has requested an alternate spot and I see no reason not to give it to him.

There are 27 names on the list, not including Wiggins. Of these, one must be designated as an alternate. There are several that could be "It". I will review racing results and come up with the unlucky name.

Actually, I feel that if all 28 people make the trip, they will all get to

race.

ROAR's primary responsibility is to put our fastest drivers in the World Champs. Second, we MUST field a full team of 26 racers or EFRA will ask that some of our spots be given to them in the future.

Below is a chart used to choose the 26 racers that make up the U.S. World Team. Please note that a (-) denotes either not in an A or B main or not at the race:

Joe Sullivan

DRIVING RECORD - WORLD CHAMPS TEAM:							
	81 W.C.	81 NATS	82 W.NATS	82 CAJON	82 McCOY	82 NATS	REGION CHAMP
ARTURO CARBONELL	1	-	A2	A2	A4	A1s	-
RALPH BURCH, JR.	10	A3	A1	A1	A6	A1P	-
BILL CAMPBELL	84	-	-	-	-	B1s	-
KEGER CURTIS	77	-	-	-	-	-	A1
KIM DAVIS	-	-	A10	-	-	-	-
RIK DAVIS	14	A1	A9	A3	A5	A3	-
PETE FUSCO	19	-	-	-	-	-	-
REPETE FUSCO	22	A9	A7	-	-	A4	A1
CHUCK HALLUM	-	-	-	-	-	-	-
CURTIS HUSTING	35	A4	A6	-	A8	B2	-
GENE HUSTING	34	A5	B10	B2	-	B3	-
BILL JIANAS	12	A2	-	-	A10	-	-
BUTCH KLOEBER	-	-	-	-	-	A6	-
ROSS KLOEBER	-	B7	-	-	-	-	-
BOB LECKRON	88	-	-	B3	-	-	-
RICH LEE	42	-	A4	A8	A2	A9	-
GIL LOSI, JR.	-	-	-	B7	B4	-	-
CHUCK MOON	-	-	-	B8	-	-	-
CHUCK PHELPS	30	A7	A8	A4	A7	B8	A1
RICH POTEPA	-	-	B3	-	-	-	-
STEVE SANDERS	79	-	-	B1	-	-	A1
DANA SMELTZER	40	-	A3	A9	A3	B4	-
JOE SULLIVAN	80	B4	B1	A10	B2	B1P	-
GAY SULLIVAN	-	-	-	-	-	-	A2
JOE TASSILLIO III	-	-	B9	A7	-	-	-
RANDY TENTSCHERT	-	-	-	-	B10	-	-
JOHN THORP	54	-	-	-	B5	-	-

(-) DENOTES EITHER NOT IN A OR B MAIN OR NOT AT RACE.

1982 World Champions Winner!

- ★ ERIC GRISHAM - 1st World Champion Modified
- ★ LONNIE PERALTA - 3rd (Modified C)

Both ran with the best, with **TRICK STUFF**, The "Original" High Performance Equipment. Need we say more?

NOW AVAILABLE:

- TS480 - Heavy Duty Steering
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- TS421 - Nylon Body Post (short)
- TS433 - Aluminum Front Bumper
- TS501 - Roll Cage for Tamiya (black)
- TS502 - Roll Cage for Tamiya (chrome)
- TS440 - Side Rails (black)
- TS100 - Servo Risers (3/8" & 1/2")

Order from your Dealer or Call:

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Van Nuys, Ca.
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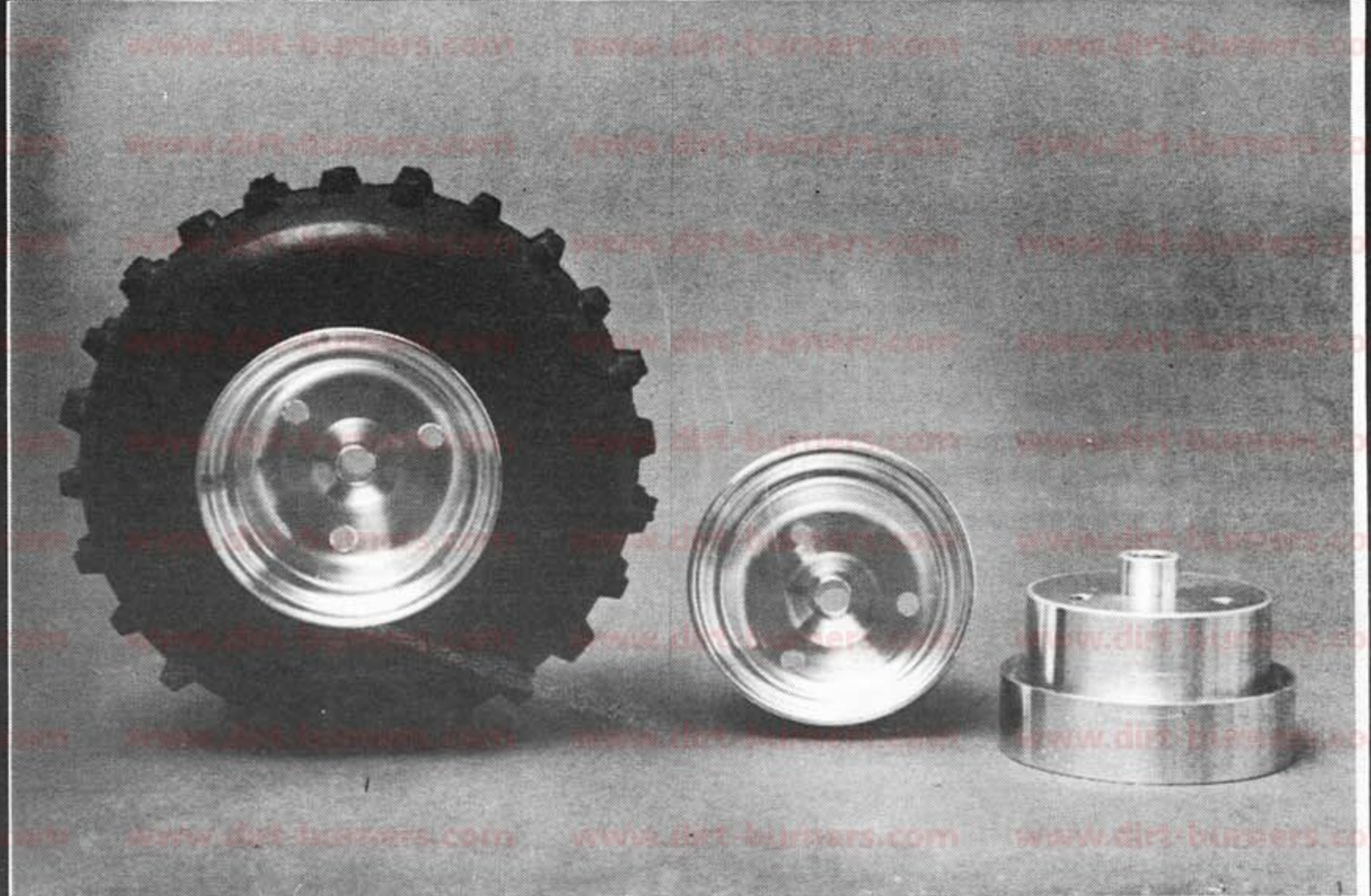
(213)340-5750



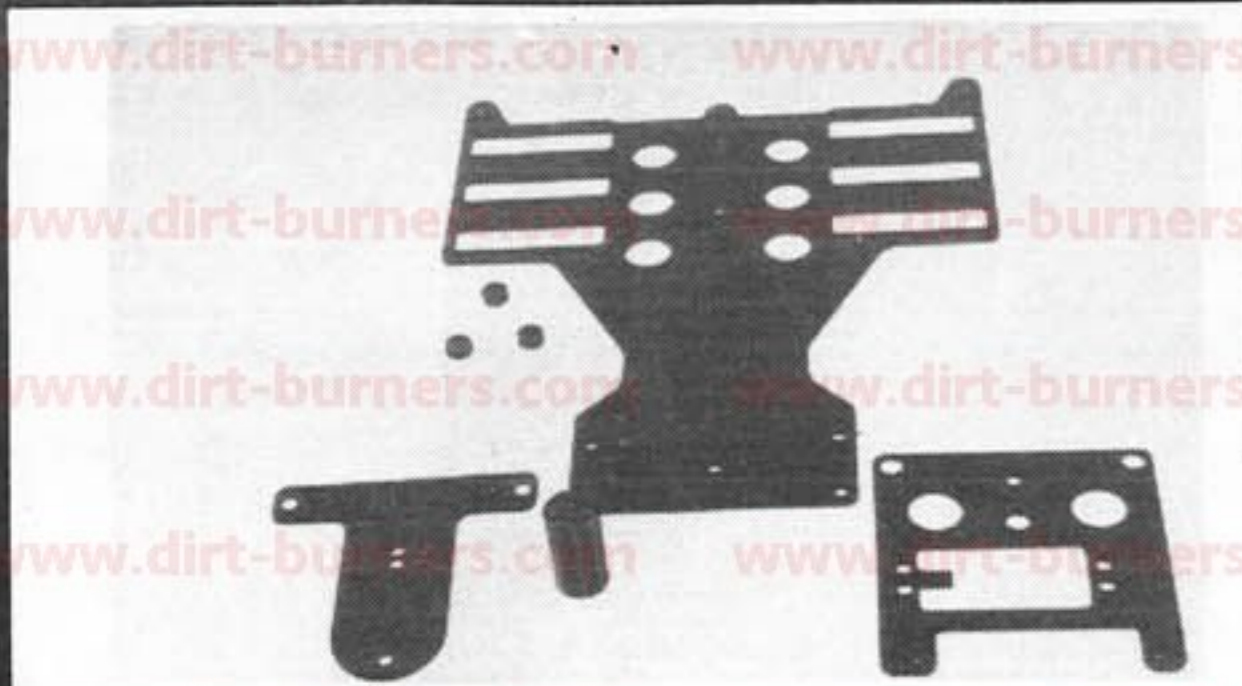
Inside Lines



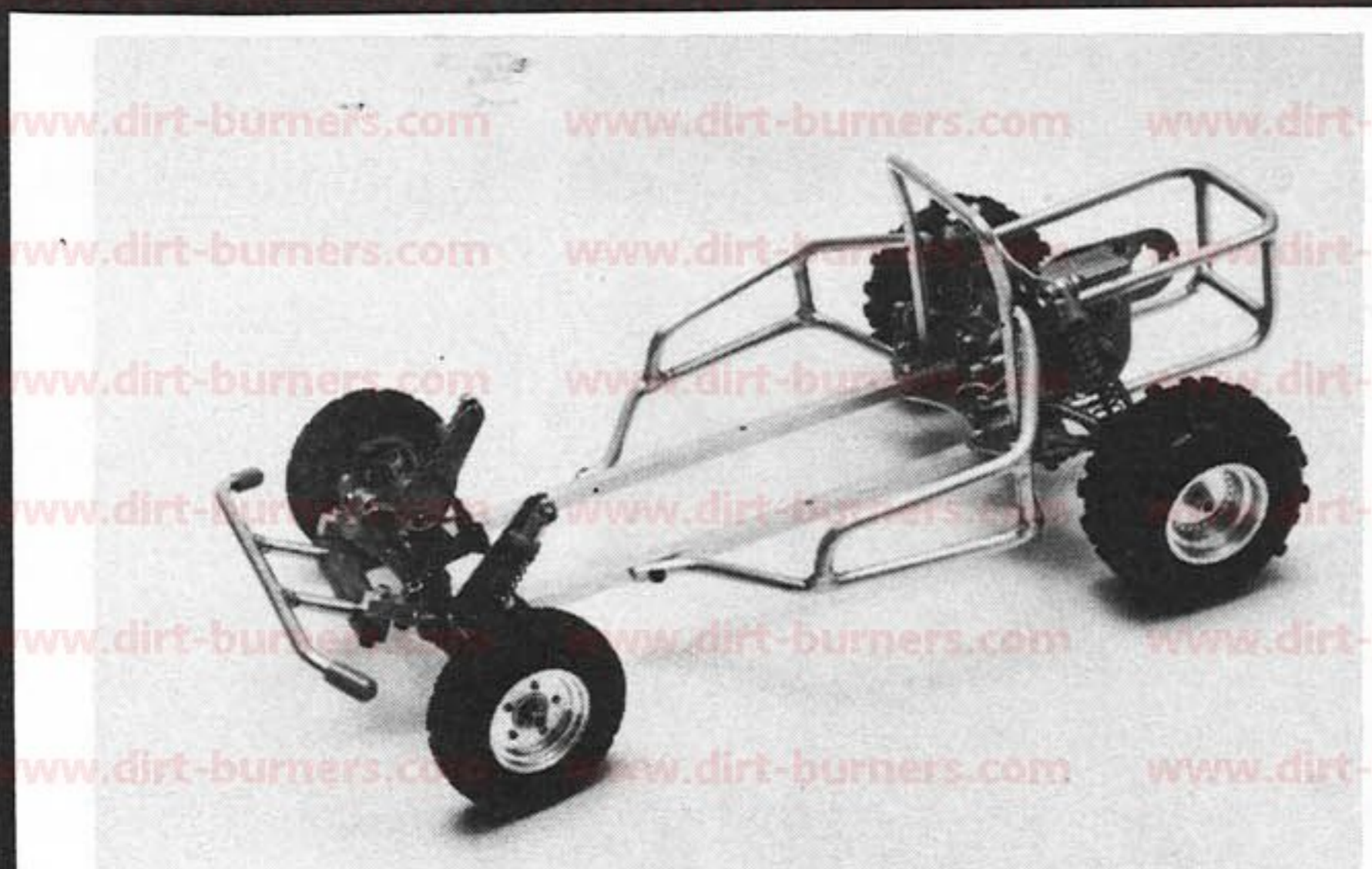
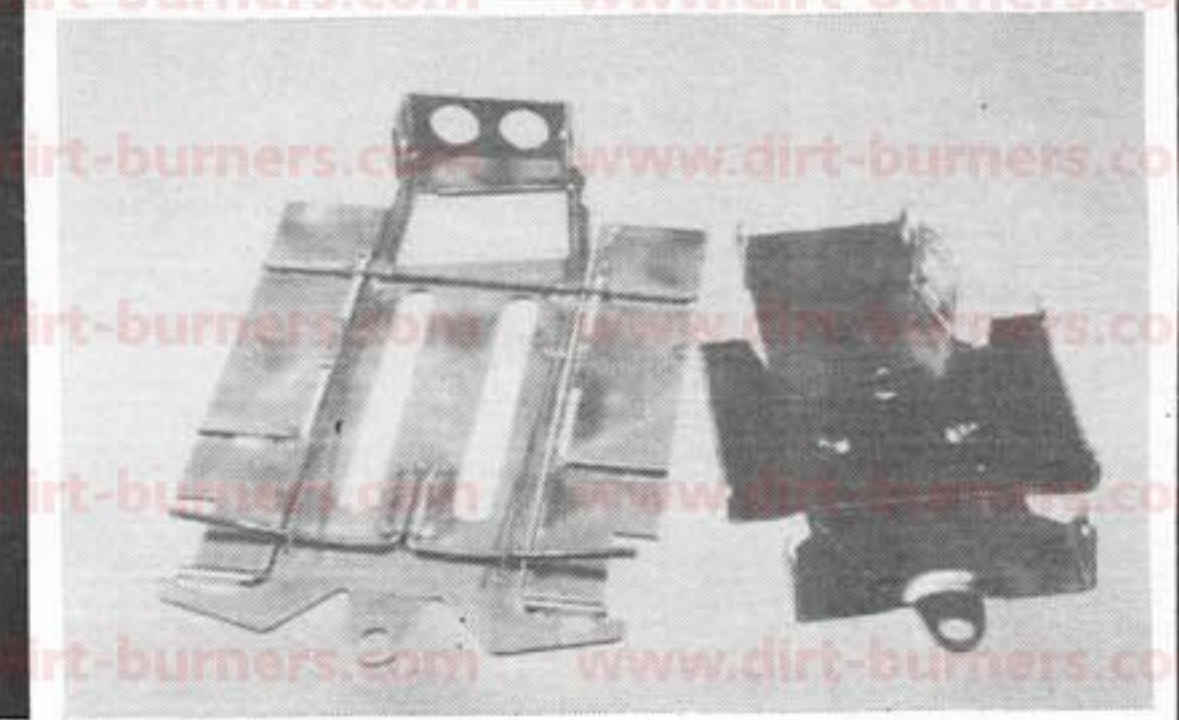
DRAGON FLY CHASSIS - Made out of 1/8" fiberglass. It increases Tamiya's wheel-base by one inch. The longer wheel-base improves handling & stability. Pre-drilled for either stock or wide front axles...\$14.95 - From R/C RACE PREP, 20825 1/2 Roscoe Blvd, Canoga Park, CA 91306.



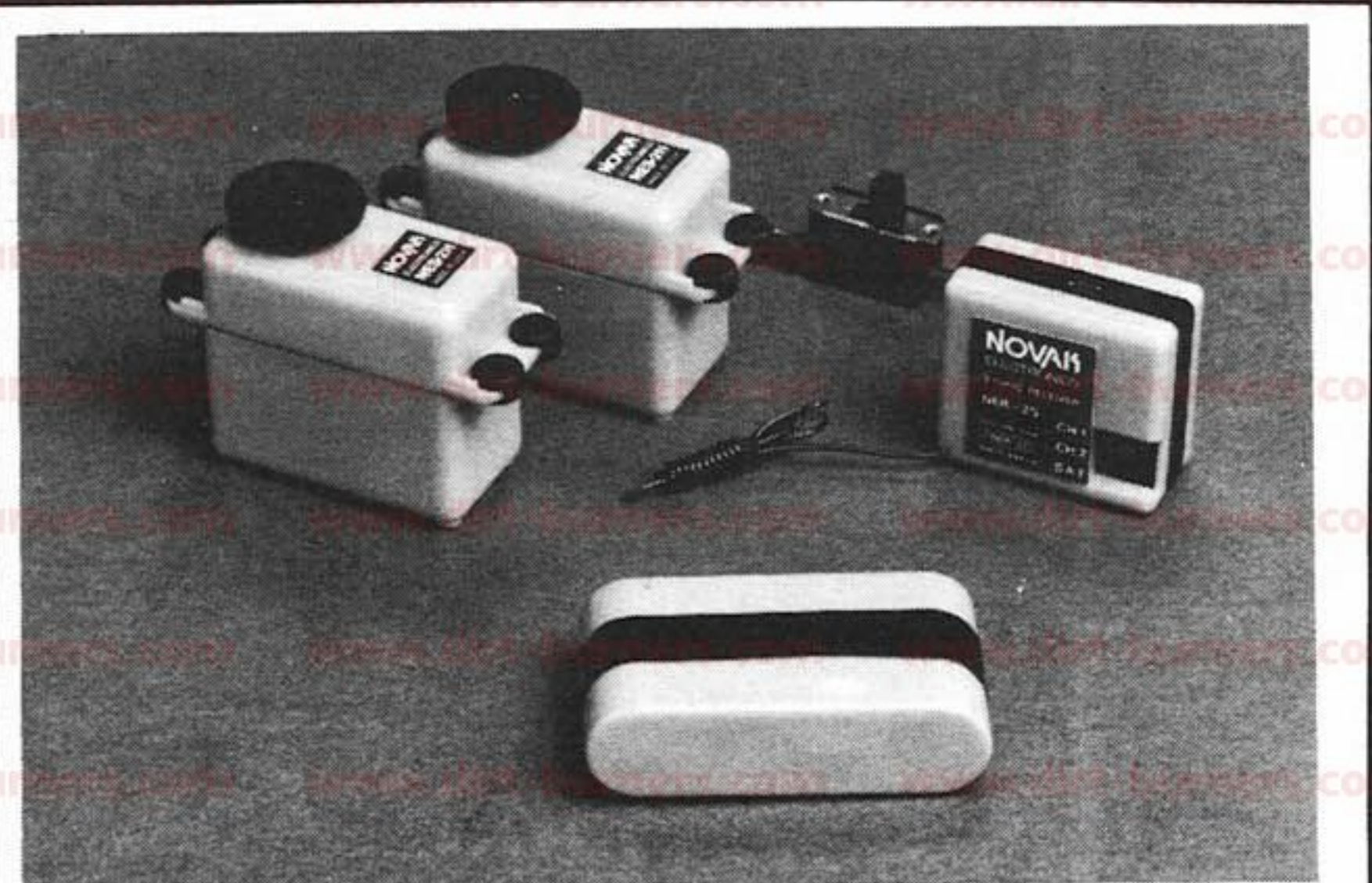
WIDE ALUMINUM WHEELS for Holiday tires. Strong aluminum made to precision specifications. One quarter inch wider than stock wheels for better handling...\$19.95 - From R/C RACE PREP.



SUSPENSION PANTHER Conversion Kit (left). Get the ultimate handling for your 1/12th. Kit also fits the Lightning 2000. Part No. 7515 from PARMA. Three new Slot Bodies (above left) in 1/24 scale: No.957 Pontiac Stocker; No.958 VDS Sports in 1/32 scale; No.907 Porche Group C. - 1/24th BrassKar Chassis (above right) No.585 & 1/32nd Super Womp No. 574. These are track handlers from PARMA International, 13927 Progress Parkway, N. Royalton, Ohio 44133.



COX-KYOSHO 3-Point Nerf Bars (C-03) - Provides protection for the rear suspension. Bolts to roll bar & side rails. Hardware provided. Here shown with rear aluminum cage (C-02). From J.G. Mfg., P.O. Box 6014, Whittier, CA 90609.



NOVAK introduces the NERP-2, a heavy duty Road Pack for 1/8 scale gas and 1/10 scale electric off-road cars. Pack includes a mini NER-2S receiver, 2NES-2H (heavy-duty) servos, choice of battery and mini switch harness. Futaba compatible. Plug-in crystals not included...\$135.00. From NOVAK Electronics, 2709-C Orange Ave., Santa Ana, Ca.92707



Side Nerf Bars & Rear Cage - Add some good looking as well as protective accessories to your "Digger 10". Both made out of tubular steel. Side nerf bars will fit other 1/10th scale cars. BL-5110 Nerf Bars...\$8.95 & BL-5111 Rear Motor Cage...\$10.95 - Painted black from BoLink R/C Cars, 420 Hosea Rd, Lawrenceville, GA 30245-4695.



TIRE TRAK - The ultimate tire cleaner & conditioner. Works in almost any surface, especially clean wood and tile floors! BL-6022, 4 oz can...\$4.99 - From BoLink R/C Cars.



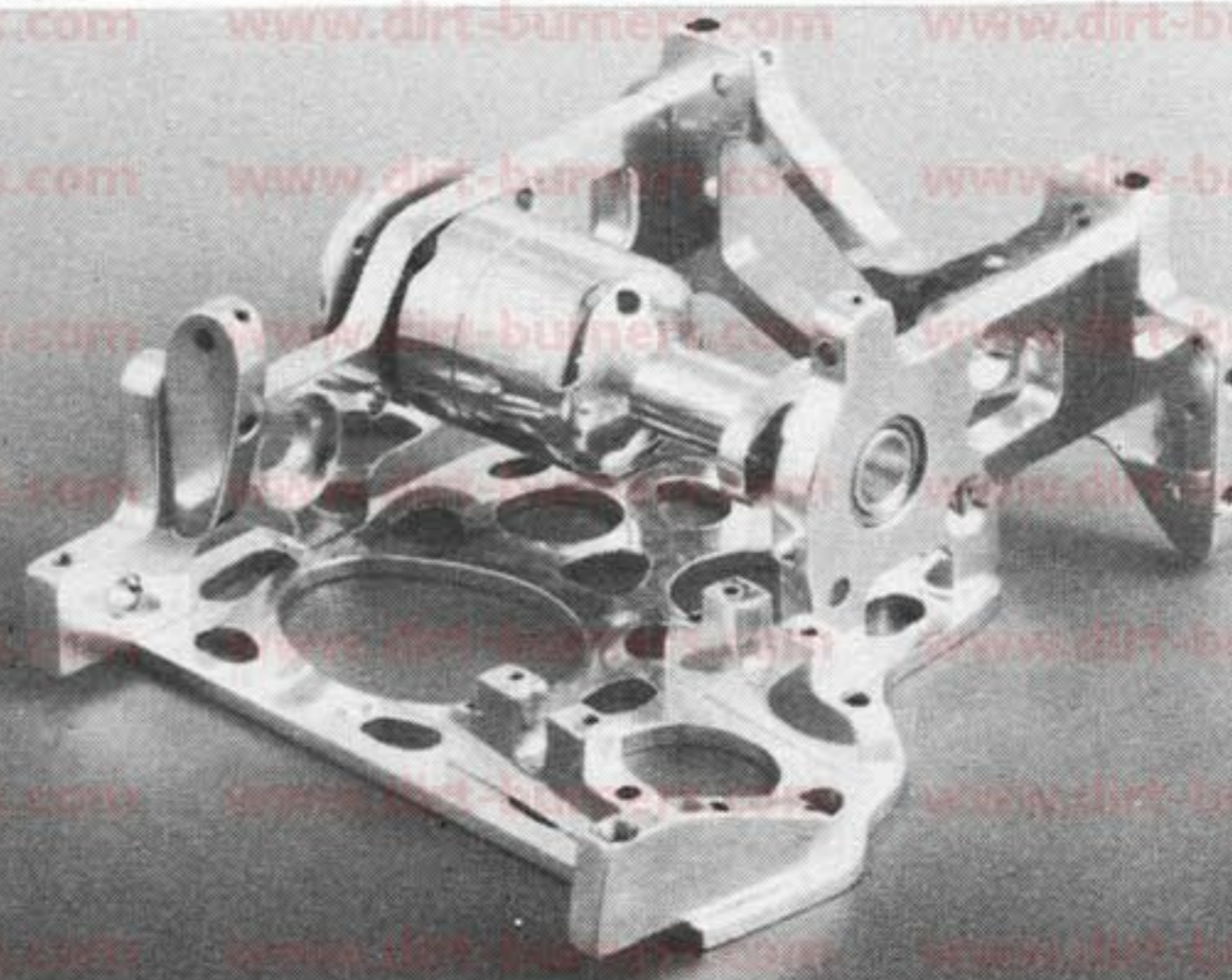
NEAB-3 NOVAK ELECTRONICS introduces its new 2 channel airborne, for compact installation in gliders and small power planes. Unit includes a 2 channel mini-receiver (NER-2S), 2 NES-1A servos, choice of battery pack, mini switch harness and 2 trays. Futaba-compatible & factory-tuned with plug-in crystal. Super lightweight, 5.29 oz (150 gm) with a 250 MAH battery...\$125.00 From Novak, 2709-C Orange, Santa Ana, CA 92707.



DIFFERENTIAL HOUSING for the Delta Eagle. Delta internal parts will fit. Also shown is magnesium gear hub. Both lower the rotating weight without losing strength. Similar parts for other cars available. COOK RACING PRODUCTS, Available from: Welch Mfg. Co., 3218 Wedgewood, El Paso, TX 79925.



AA NI CAD PACK CHARGER (RP800). Race Prep designed charger for your transmitter/receiver battery packs. Plugs into 110Volt outlet. Red LED's indicate charge mode...\$10.95 - From R/C RACE PREP, 20825 1/2 Roscoe Blvd., Canoga Park, Ca 91306.



Complete rear chassis section for Delta Eagle. Every part is magnesium for less weight but equal or greater strength. Uses stock Delta components. Cook Racing Products are available through: WELCH Mfg. Co., 3218 Wedgewood, El Paso, TX 79925.

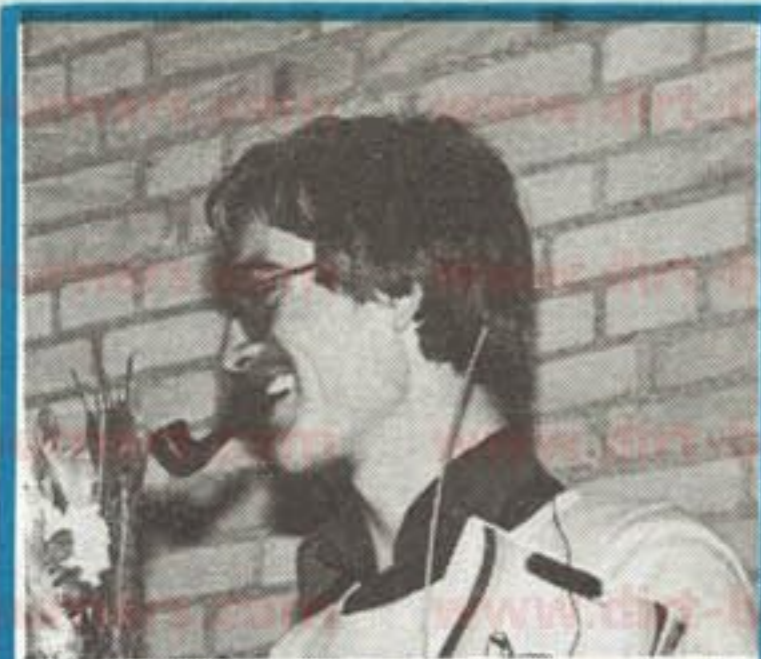


PARMA'S GOT IT ALL!



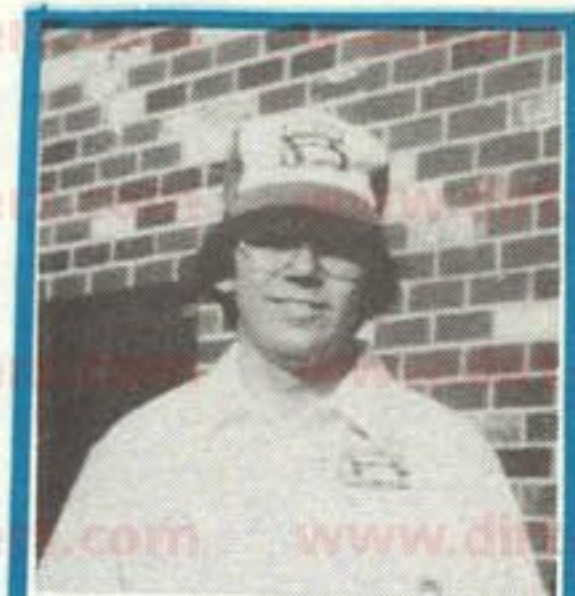
Introducing the NEW 1/12 Scale Suspension PANTHER

The Best Handling Car in the World!!!



FINN GJERSOE - 1983 Danish & Scandinavian Champion used the ALL NEW Suspension PANTHER to WIN these Major Races:

**Lighter Weight
Improved Handling
Light-weight Flex Technique
Lower Center of Gravity
Quicker Response**



Bud Bartos, "Boy Genius" Engineer and Designer of the Fabulous Suspension PANTHER!

PANTHER Race Results for 1983

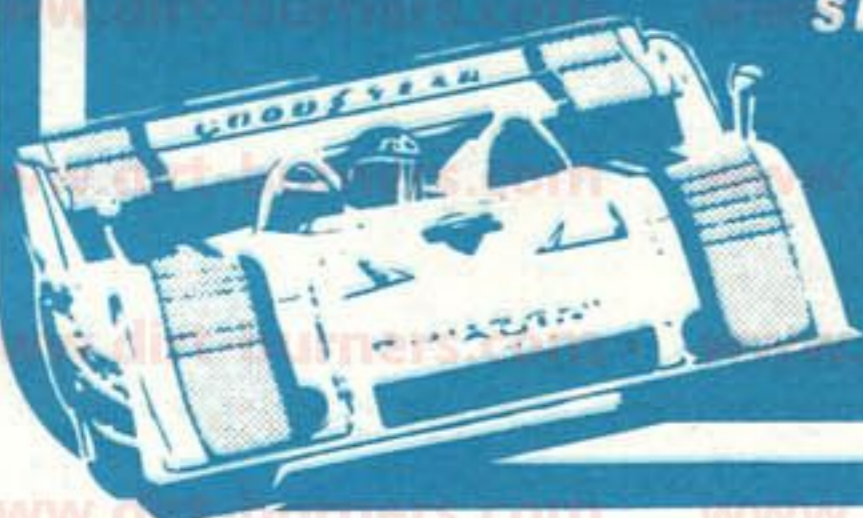
World Championships.....	6th Place
Danish Championships.....	First Place
Scandinavian Championships.....	First Place
German Championships.....	6th & 7th
Vienna - Austria.....	2nd & 4th
Honolulu - Hawaii.....	1st, 2nd, 3rd, & TQ
Cleveland Mid West Series.....	2nd, TQ, 8th A Main, 1st B Main
Winternationals.....	8th B Main, 1st C Main

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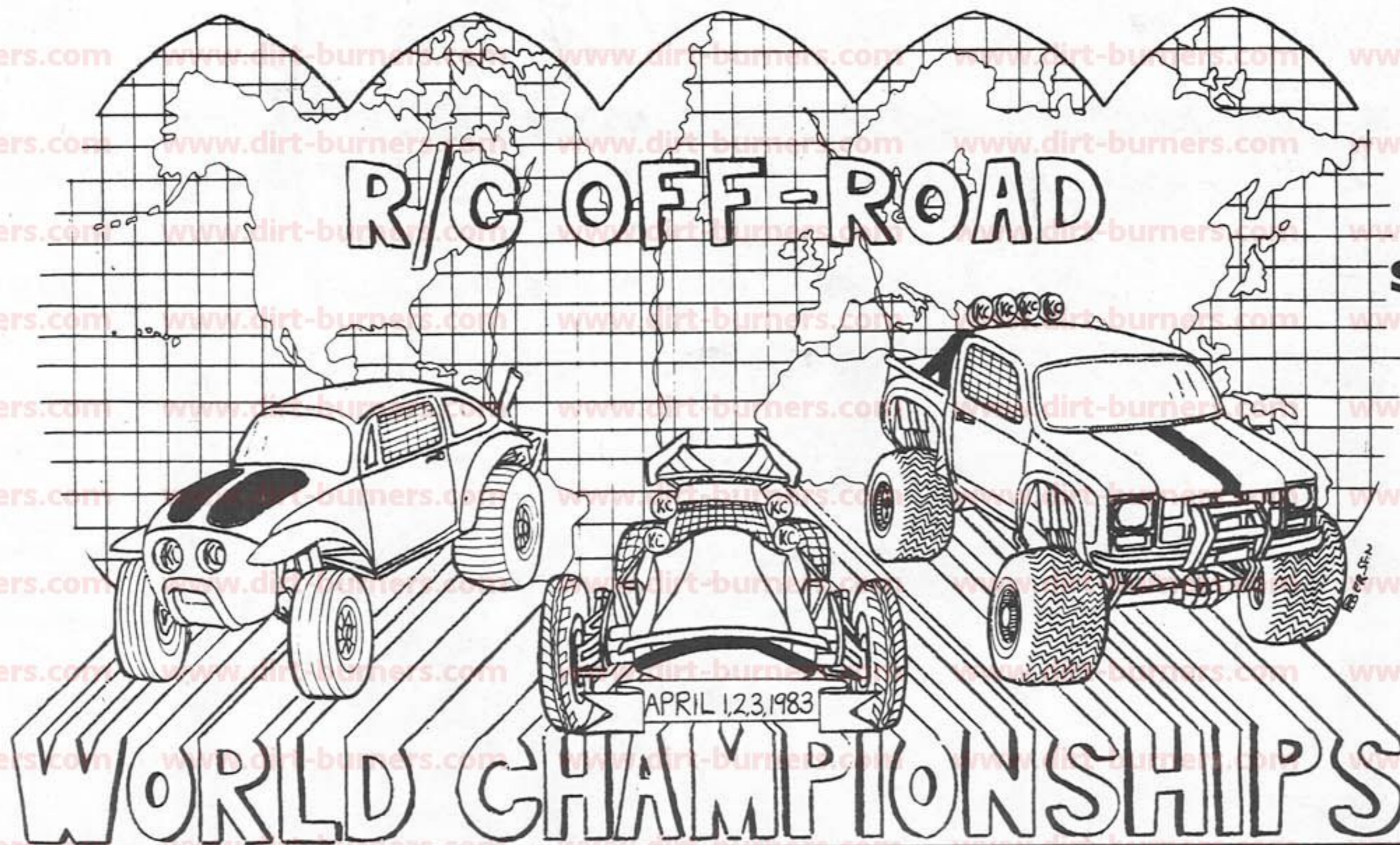


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LATE ENTRY: \$40.00 per class

ENTRY OPENS: December 1, 1982

ENTRY CLOSES: February 28, 1983

LIMITED ENTRIES: Approx. 200 overall

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

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

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

RACE RULES: Championship Rules same as last year

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

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

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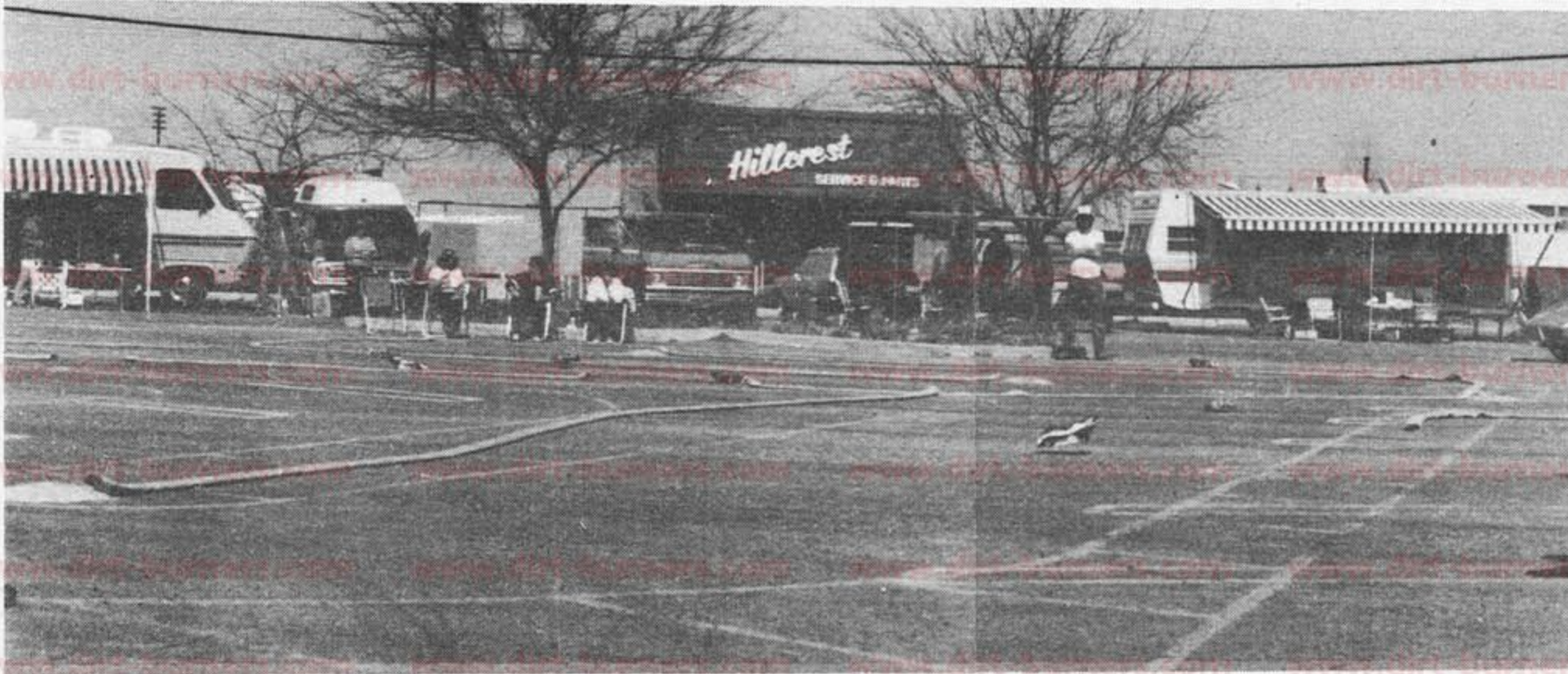
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Class: (Circle one or more unless racing in Stock) STOCK MODIFIED OPEN

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

Sponsor(s)

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SATURDAY was a different story, with the clouds clearing and, although a bit cold, it looked like it's was going to be a pretty good weekend. Finally, many of these guys who were chomping at the bit to get a full program of racing would get their chance.

As a result there were more entries than expected as 95 drivers were on hand for this second annual affair.

Controlled practices were cut short so that three full rounds of qualifying could be run. But as it turned out, darkness set in (about 5:30 p.m.) and we couldn't get the last round of Expert qualifying. Too bad. We felt specially bad for Bob Hayes who got his best round of qualifying just as we were starting the last Expert round on Saturday, but because of darkness we had to scrap the entire round. He was never able to run as fast.

SUNDAY morning things got started real early so that we could finish the last round of Expert qualifiers (round 3) and then pick up our regular program of running rounds 4 and 5 and then the mains. The rest of the day went pretty smooth and we were able to get to all of the racing.

Interestingly, the owner of the Straw Hat Pizza place came out and

The Western Winternationals



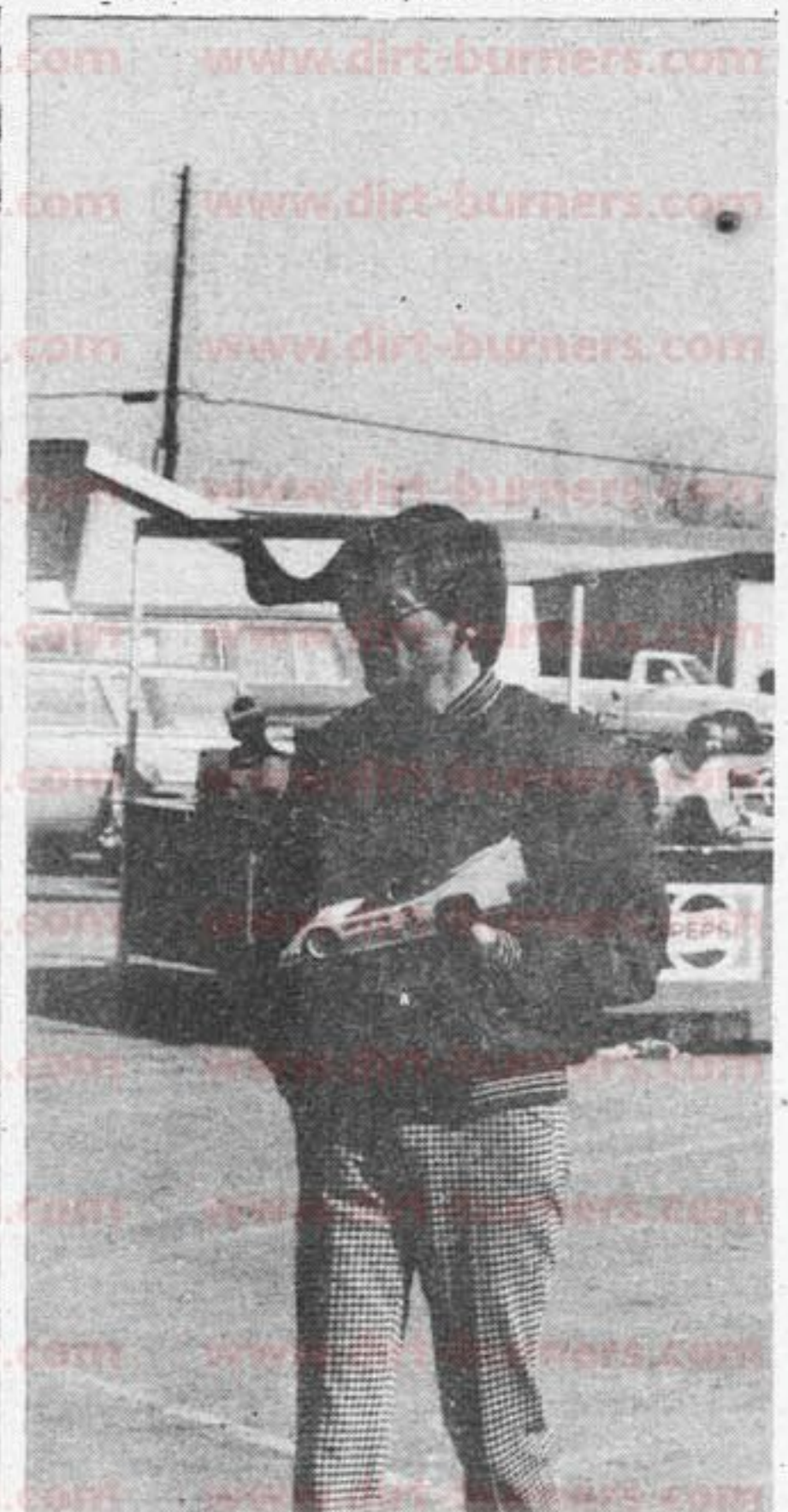
(Top) The Bakersfield track. (Above & below) Discussion of the problems of the world. (Far right) "Anyone want to buy this one?" (Near right) "I should have stayed home!". Ph. McCurdy.



Story & Photos by
Neal McCurdy

February 19-20, 1983
Bakersfield, CA

FRIDAY - Rain! Oh no, not again! Many of these people just came back from the Winternationals in Florida, and for the most part the racing was washed out there. It can't happen two weeks in a row! Late in the afternoon rain had subsided but winds had picked up, as a result, the track did not dry and there was no practice.



video-taped the mains. Later on he invited all of us to his place for the awarding of the trophies and viewing of the taped races. The discounts on the food were also very nice.

RACER'S NOTES:
There were fine displays of racing on this weekend and some of the highlights were as follows:

Roger Wagner, in only his second 1/12th scale electric race, was able to make it into the Novice A Main and finish in third.

Chris Conway, who took third place in the Cal Champ Series last

(contd. next page)





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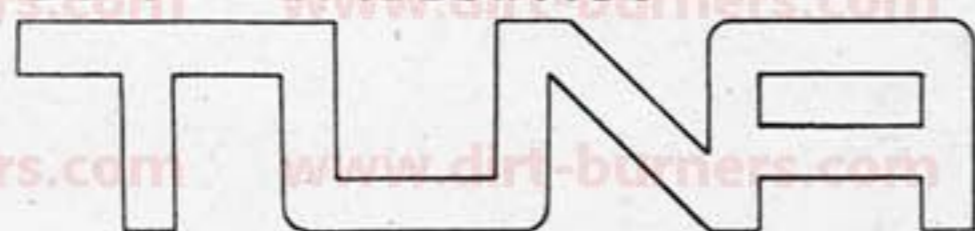
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The 1983 MILLER-TIME 1st Annual Indoor Baja Lady Drives 500 miles to beat the Boys!

Report by Jim Doyle

Canton, Ohio

THE 1983 MILLER-TIME FIRST ANNUAL INDOOR BAJA RACE WAS held in the Civic Center at Canton, Ohio.

The R/C Challengers were the hosting club with members from the Cleveland Outlaws, and from Neshanic Station New Jersey, the S & H Auto Racing Team being present and representing their respective clubs.

The New Jersey team traveled some 500 miles all the way to Ohio to dominate the field with their six drivers in the top ten.

Terry Amerman, the only woman driver in competition, outdrove everyone else and led the way to the A MAIN win and the 12-car crash and burn feature.

Robert Dinunzi, also from New Jersey, was the top qualifier in the two day event with 42.1 laps.

Everyone was sure that Dinunzi would win here, but his first place was lost to a broken servo arm and victory went to the second best

qualifier, Terry Amerman.

Complete results were as follows:

A MAIN:

1. Terry Amerman (New Jersey)...38
Tamiya/S & H Auto
2. Gary Kral (Cleveland)...36
Cox/Outlaws
3. Derek McClenathen (Akron)...35
Tamiya/R/C Challengers
4. Charlie Amerman (Somerville, NJ)...33
Tamiya/S&H Auto
5. Rob Dinunzi (Somerville, NJ)...10DNF

B MAIN:

1. Jim Doyle...30
2. Dave Homer...30
3. Jim Montgomery...28
4. Steve Kish...21
5. Scott Somers...13 DNF

C MAIN:

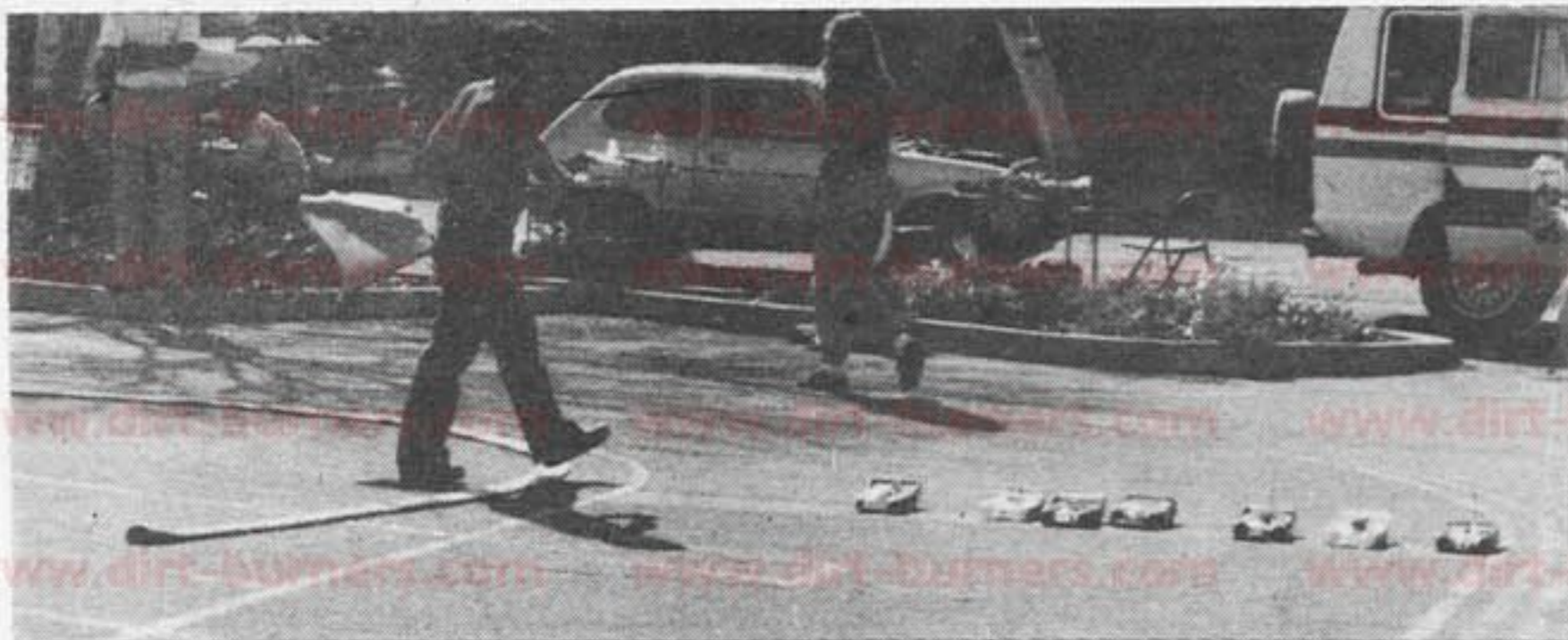
1. George Chapin...38
2. Mac McClenathen...31
3. Dennis Calkins...31
4. Brian Hahl...29
5. Richard Sellars...25

D MAIN:

1. Jeff Bair...31
2. Chris Vincent...29
3. Bob Nelson...19
4. Matt Gerwin...11
5. Paul Bracken...3

.....

The Western Winternationals (contd.)



Joel Meyer doing "flag-man" duties. Photo. Neal McCurdy.

year, also making the Novice A main took second place.

Bev Pritchett in her first major race took 4th in the Novice B main.

Traveling a long way, all the way from Arizona, was Dave Portz who grabbed the Amateur B main 5th spot.

Another racer from Arizona grabbed the 5th spot in the Amateur C.

Bruce Hickman TQ'ed into the Expert A Main and terrorized the rest of the field to win the top main event of the day.

Tony Neisinger had nothing but troubles all weekend but still wound up in the Expert A Main 3rd place.

Kent Clausen could do no better than 9th. Clausen Motor?

28 The Expert C Main should have

been called the 'motor manufacturer's' main, as Mike Reedy, Hickman & "Big Jim" Greenmeyer all wound up in the same main.

Congratulations to Bruce Hickman for winning the EXPERT A; to Kim Henriksen for picking up the Novice A Main win; and to Tod Strain, who reigned supreme in the Amateur A Main. (He's ready to run with the big boys.)

We'd also like to thank: Bruce Wilson, Steve Hickman, Frank Killam, Larry Stanclift, Roger Wagner, Karen Kisbey and especially "pudgy" Kisbey and all others who helped make this weekend an excellent Western Winternationals.

Neal

2ND ANNUAL WESTERN WINTERNATIONALS BAKERSFIELD, CAL. - FEBRUARY 19/20 1983

- NOVICE "A" MAIN		- NOVICE "B" MAIN	
1-KIM HENRIKSEN	-JOMAC /REVTECH	1-ROBERT BARTLETT	-ASSOCIATED/BRM
2-CHRIS CONWAY	-MRP /REVTECH	2-PETE MADDOX	-MRP /REVTECH
3-ROGER WAGNER	-MRP /REVTECH	3-KEVIN MCCORMICK	-ASSOCIATED/REEDY
4-MARK CAGLE	-JOMAC /REEDY	4-BEV PRITCHETT	-ASSOCIATED/REVTECH
5-GREG JONES	-ASSOCIATED/REEDY	5-GARY SCHMIDT	- ??? / ???
6-KAREN KISBEY	-MRP /REVTECH	6-ELLIE BUFFINGTON	-ASSOCIATED/REEDY
7-PUDGY KISBEY	-MRP /REVTECH	7-CHARLES COLEMAN	- ??? / ???
8-BRUCE NELSON	-MRP /REVTECH	8-ANDREA ESPINO	-ASSOCIATED/REEDY
9-MARK GARDY	-MRP /REVTECH	9-JAMES LEVY	- ??? / ???
10-MARTIN SYMONDS	-ASSOCIATED/TRINITY	10-CLYDE BUFFINGTON	-ASSOCIATED/REEDY
- AMATEUR "A" MAIN		- AMATEUR "B" MAIN	
1-TOD STRAIN	-ASSOCIATED/REEDY	1-MIKE CONWAY	-ASSOCIATED/REEDY
2-GARY SLAYTON	-ASSOCIATED/REVTECH	2-BOB CAMPBELL	-DELTA /REVTECH
3-TERRY BALLARD	-ASSOCIATED/REEDY	3-TODD BABBITT	-ASSOCIATED/CHECKPOINT
4-JEFF ABRAMS	-ASSOCIATED/REEDY	4-RICK MARKS	-ASSOCIATED/REEDY
5-STEVE TOLAND	-ASSOCIATED/REEDY	5-DAVE PORTZ	-DELTA /REVTECH
6-CHUCK MADDOX	-DELTA /REVTECH	6-SAM ELLIS	-ASSOCIATED/REEDY
7-ALAN LOSI	-DELTA /CHECKPOINT	7-LARRY STANCLIFT	-ASSOCIATED/REEDY
8-TIM TOLAND	-ASSOCIATED/REEDY	8-WILLIAM BROWN	-ASSOCIATED/REEDY
9-KERRY CAVAZOS	-ASSOCIATED/REEDY	9-GARY MCALLISTER	-DELTA /REVTECH
10-CHUCK BISHOP	-MRP /REVTECH	10-STEVE PRITCHETT	-ASSOCIATED/REVTECH
- AMATEUR "C" MAIN		- AMATEUR "D" MAIN	
1-DICK PRITCHETT	-ASSOCIATED/REVTECH	1-LEE COMITO	- ??? / ???
2-WAYNE TAYLOR	-PARMA /PARMA	2-CORY BARANA	-ASSOCIATED/TRINITY
3-BILLY JOHNSON	-MRP /REVTECH	3-KENNETH KOUNTZ	-MRP /TRINITY
4-DALE DAVIS	-JOMAC /REVTECH	4-JULIE HUSTING	-ASSOCIATED/REEDY
5-LONNY JOHNSON	-ASSOCIATED/REVTECH	5-MILES COOK	-ASSOCIATED/REEDY
6-BILL GAFFORD	-MRP /REVTECH	6-MIDGE HUSTING	-ASSOCIATED/REEDY
7-PAUL CHOPRA	-JOMAC /TRINITY	7-LEO BARANA	-ASSOCIATED/TRINITY
8-ANTHONY PORTER	-ASSOCIATED/REEDY	8-BOB KELLUM	-ASSOCIATED/CHECKPOINT
9-RICHARD SOLIZ	-ASSOCIATED/ ???	9-PETER BARANA	-ASSOCIATED/CUSTOM
10-BOB DEWALD	-ASSOCIATED/REEDY	10-RUSS AGUIRRE	-ASSOCIATED/REEDY
- EXPERT "A" MAIN		- EXPERT "B" MAIN	
1-BRUCE HICKMAN	-ASSOCIATED/BRM	1-AL CHUCK	-ASSOCIATED/REEDY
2-ROBERT CAVAZOS	-ASSOCIATED/REEDY	2-LARRY STEVENS	-MRP /REVTECH
3-TONY NEISINGER	-DELTA /REVTECH	3-MIKE BUFFINGTON	-ASSOCIATED/REEDY
4-JERRY CASE	-ASSOCIATED/REEDY	4-RENE CORTEZ	-ASSOCIATED/REEDY
5-RANDY TENTSCHERT	-ASSOCIATED/REEDY	5-SONNY MADISON	-ASSOCIATED/CHECKPOINT
6-MIKE TOLAND	-ASSOCIATED/REEDY	6-MIKE HICKMAN	-ABC /BRM
7-RICH DOUGLAS	-ASSOCIATED/REEDY	7-DAVE KISBEY	-DELTA /REVTECH
8-FRANK KILLAM	-ASSOCIATED/CHECKPOINT	8-TED GRAF	-DELTA /REVTECH
9-TIM NEJA	-ASSOCIATED/REEDY	9-KENT CLAUSEN	-ASSOCIATED/CLAUSEN
10-JIM AGUIRRE	-ASSOCIATED/REEDY	10-CHIP HAYES	-DELTA /BRM
- EXPERT "C" MAIN		- EXPERT "D" MAIN	
1-MIKE REEDY	-ASSOCIATED/REEDY	2-BOB NOVAK	-ASSOCIATED/REEDY
3-LEE HALL	-JOMAC /REVTECH	4-DENNY LYNN	-MRP /REVTECH
5-JIM GREENMEYER	-ASSOCIATED/CHECKPOINT	6-STEVE HICKMAN	-ABC /BRM
7-MATT AZZARA	-ASSOCIATED/REEDY	8-DOUG KOTT	-ASSOCIATED/BRM
9-JIM BUSBY	-ABC /BRM	10-BOB HAYES	-DELTA /BRM
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EMAR/C

Report...

A Circle Burner To The End

Report by Jim Hayman

Cranston, R.I.
February 27, 1983

With the ten week series finally coming to an end, it was nip and tuck 'till the final race of the series which would decide the first seven finishes. Because the point system has been tightened up, there weren't any runaways in this series as many drivers found out.

Having six cars on the track at one time, the driving had to be very clean and fast in order to shoot for the top points. The possibility of a spin-out or crash could cost a driver from one to two laps or perhaps more, what with lap times getting lower with each race.

"Rip" Haumann finally beat Dave Balsler for the series win by constantly hounding Dave as each waited for the other to make a crucial mistake or have an accident on the track. But skill in driving and a car that was set up to handle super, finally won it for Haumann in the end by just 4 points! Balsler wound up in second. Third place went to Chuck Thibeault beating Ray LaRoche by 7 points. In positions sixth through tenth only 9 points separated the group, which made the racing really tight. The pressure was on each driver to finish in the points main. The driving was as they say; "door to door", "bumper to bumper" and "fender to fender". As it turned out, the outcome of all the racing was satisfying to everyone because each per-

son knew they had a shot at any position if the car was set up right and Lady Luck shined a little bit on him.

Throughout this ten-week series Dave Riggs, a rookie, drove his way to 8th place in the Grand national standings and won the Rookie Championship. In the case of Dave's rookie win, he can surely say that practice makes perfect.

Because of the sponsorship of the New England Mini Modified Association, the trophies were just great and the rewards of each individual finish were certainly gratifying. The sponsor had the chance to

see some real close racing, colorful cars and great sportsman-like conduct between the racers, which helps promote the sport/hobby, as well as get the sponsor back again.

The next series is already underway and EMAR/C has another sponsor for the ten-week series; Bezma Buick of Norwood, Mass. The owner himself is a Modified owner and driver; loves the real racing sport and is quite enthused with the competition of R/C racing.

The following is the order of the top 17 finishers:

2. Dave Balsler...351
3. Chuck Thibeault...305
4. Ray LaRoche...298
5. Kent Stroh...275
6. Jim Hayman...239
7. Ralph Bickhart...238
8. Dave Riggs...236
9. Bill Thurber...234
10. Steve Cobb...230
11. Bob Maynard...201
12. Henry Patterson...200
13. Don Wilson...189
14. Ed Coupe...163
15. Barry Friedline...86
16. Joe Malachowski...64
17. Bob Blanchette...45

Jim Hayman

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GULF SOUTH...Racing

Race One of Series

Report by John Abadie

New Orleans, LA
January 30, 1983

IF YOU WEREN'T AMONG THE NUMBER OF ENTRIES, YOU MISSED AN EXCELLENT START TO THE 1983 GULF SOUTH SERIES.

Great weather, excellent track conditions, coupled with the month layoff from racing for the holiday season heightened the enthusiasm of the racers in attendance. This was evident from the track to the pit area.

A much larger than normal spectator crowd viewed the qualifying with much anticipation of what was to follow in the Main events. The racers did not disappoint them. The size of the crowd was no doubt generated in large part by the three day display manned by the members of R.A.C.E. at the New Orleans "Winston Car Show" in the Rivergate Exhibition Center on January 19-21, 1983.

The display of cars and verbal discussions with interested viewers was worth the effort. Most of the spectators here were amazed at the cars and the state-of-the-art in R/C 1/8th gas racing. This type of activity is what is needed to generate the grass-roots interest which leads to new members and community support for our hobby and sport.

Top Qualifier (TQ) for the day was the ever improving D. Wenzel, followed by the usually unbeatable B. Gardner and "Mr. Aggression" B. Long.

With the three Mains seeded, "C" Main started the fireworks. P. Roberts solved his engine problems and regained some of his forgotten form from a six-month layoff to take a first. T. Simon, struggling with his Super J, managed second, and D. Andrews, a three-race rookie, ran a steady third place.

B MAIN started with a vengeance. Out of seven starters only two cars were in the hunt at the half way mark. Rapuana, after just missing the A Main, broke in front and appeared to be on his way to an easy win. But board-rash and an "alligatoring" body slowed him down and closed the gap between himself and Riviere, who ultimately finished second. Schument's persistence netted him third place. Zeller retired after 12 minutes and still managed a fourth place. That race closed the track for a "parts recovery" and realignment session prior to the start of the A main.

The best was saved for last on this day. The seven drivers who made the A MAIN started clean and front-runners Gardner, Wenzel, Kaiser, and Abadie were able to pull a half a lap on the field. They all ran very smoothly.

Long was the first victim of mechanical woes. Abadie and

Wenzel took the lead briefly after early pit stops by Gardner and Kaiser. Gardner regained the lead after Abadie and Wenzel pitted and Kaiser fell back with handling problems. Abadie's engine went sour and it was a two-car race for first.

Gardner and Wenzel battled for the lead for the final 7 minutes with Gardner returning to form to claim first by just 20 feet over second place, Wenzel. Kaiser held on for third, while Abadie staggered to fourth.

I think that this is going to be the most competitive Gulf South series to date. There are no cinches.

The next race is scheduled at the Tammany Hall, March 6, 1983. This re-scheduling was necessary due to the Mardi Gras parade scheduled for February.

Among the missing racers were: John S. and John D. - get well fellas we missed you.

John Abadie

RESULTS

A MAIN:

1. B. Gardner...499 pts.
2. D. Wenzel...496 pts.
3. K. Kaiser...491 pts.
4. J. Abadie...484 pts.
5. D. Ironmonger...482 pts.

6. G. Brown...467 pts.
7. B. Long...466 pts.





B MAIN:

1. F. Rapuana...475 pts.
2. E. Riviere...468 pts.
3. T. Schumert...433 pts.
4. M. Zeller...432 pts.
5. J. Mistic, Jr...423 pts.
6. G. Molinary...423 pts.
7. J. Mistic, Sr...412

C MAIN:

1. P. Roberts...450 pts.
2. T. Simon...445 pts.
3. D. Andrews...439 pts.
4. D. Gardner...436 pts.
5. C. Lebeouf...430 pts.
6. F. Robert...409 pts.

(Note: Points include qualifying position and main position.)

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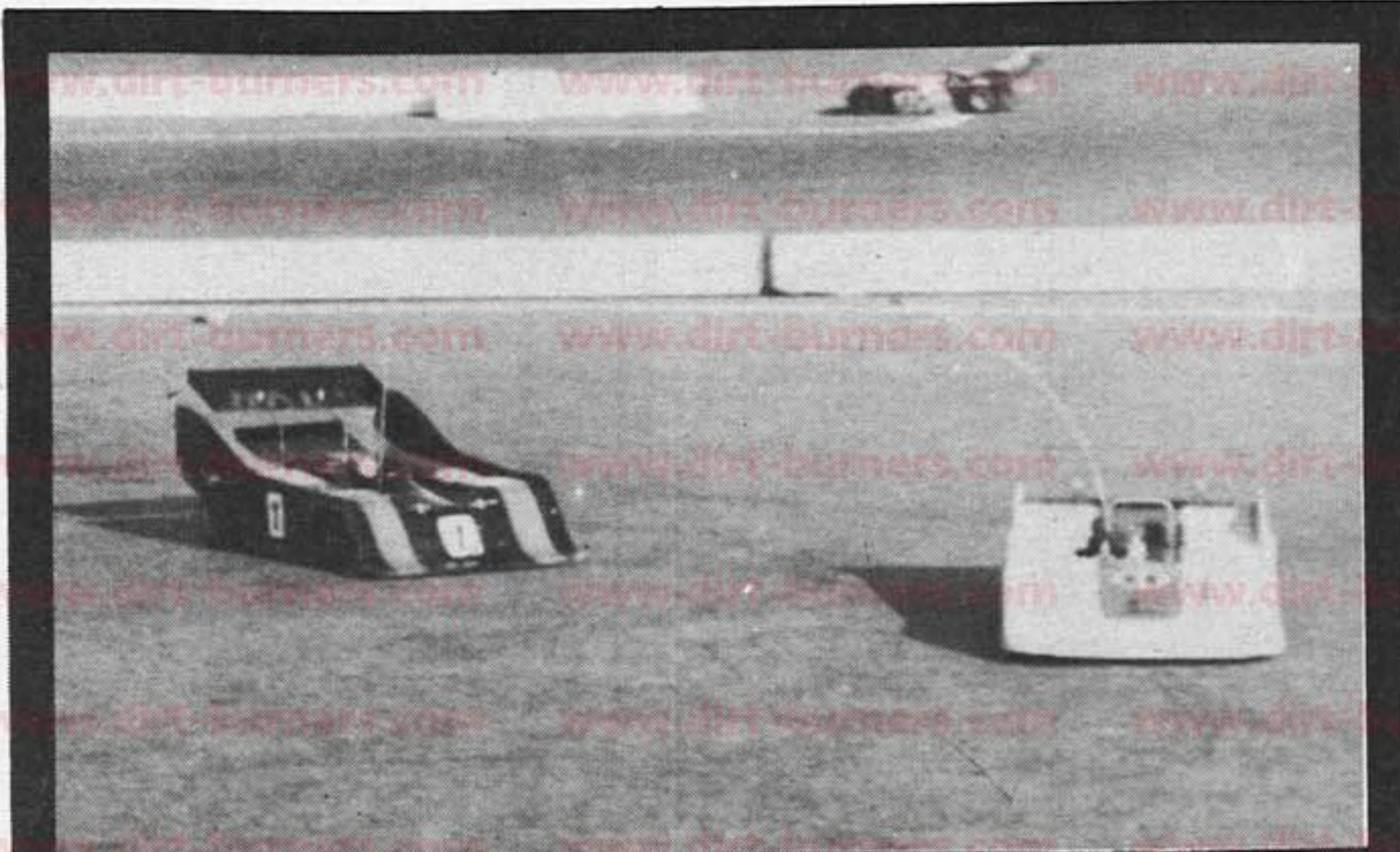
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Barron finally won with a two lap margin. Frank's still racing his RC 300, not the RC 500 that he won at the Rio Grande Can Am banquet. Rick had to race Rob Blum all the way for second. Rob's experience gave him the slight edge and he led Rick across the finish line on the same lap though. They wound up as follows: Frank, Rob and Rick.

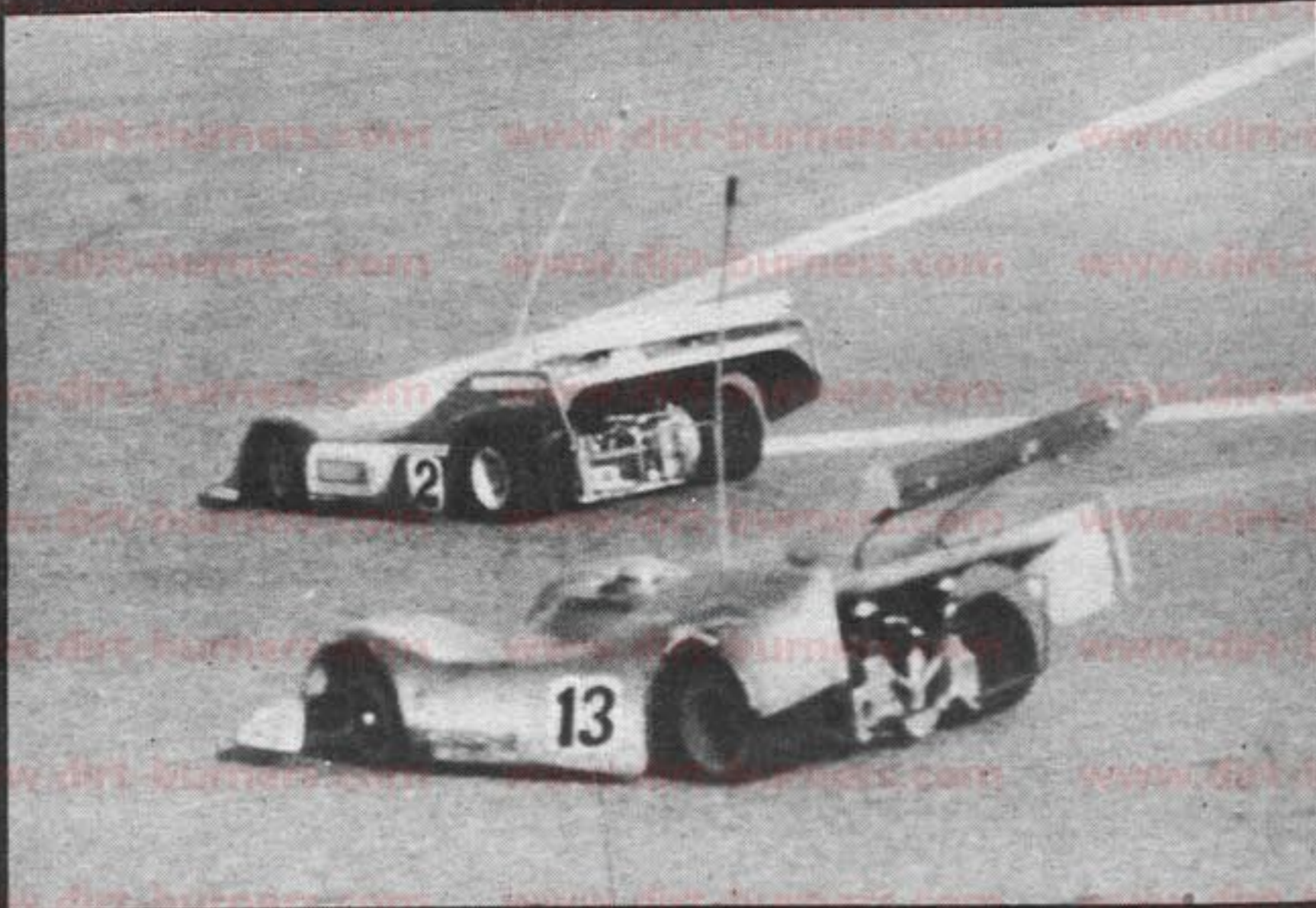
In an effort to keep more cars on the track during the Mains, the Rio Grande Racers are scoring this Series on a final position-plus-laps-completed basis. So far, it seems to work. It should make for a very tight chase for series points near the end.

In the B MAIN, Sal Nigro, Sr. and Lee Chapin were having a good fun race - no quarter given, though - until the first pit stop. Sal got out first and led the rest of the way, finally

building up a one lap cushion. Jerry McGinnis kept ahead of the rest of the field to take third. Won't be able to talk about Jerry as a newcomer much longer. He's adapted to R/C car racing very well. B results were: Sal, Sr., Lee, and Jerry.

A MAIN always seems to have more going on than any other race. Roxanne Cook was there - the first time in quite a spell. Carlos Priemer proved his speed and consistency in winning the last Series. But, worse, he picked the brains of the visitors to the Rio Grande Can Am and there might be no stopping him this time (unless someone brings a skeet gun). John Benore is getting faster each race in spite of handling difficulties. Bill Everett brought a new Lola T-600 body and a new Kraft (contd. next page)

TURNER SECOND CAN AM WINNER!



Jim Turner (11) leading Carlos Priemer (1) (above left). C Main drivers (above) Barron (1st), Archer (3rd), Austin (4th), & Blum (2nd). John Benore (2) & Jim Cook (13) (left) racing at close quarters. Chapin.

Story & Photos by
Lee Chapin

El Paso, Texas
Feb. 6, 1983

WILL IT RAIN? EL PASO IS having freak weather this winter. First, snow on Christmas and New Years. Some unexpected rain in between, the nice clear weather for the Rio Grande Can Am and the first race of the 1983 Winter/Spring Series. Then everyone said: "That's it! No more!" But light rain the night before the second Can Am of the Series probably scared some entrants away. They have yet to learn that the Rio Grande racers race! It was an unexpected pleasure to see Jim and Maggie Turner pull in from Arizona. Thanks for coming.

The track was slightly damp at set-up time, but the sun soon dried the track enough to practice, then qualifiers got underway. One little

sprinkle delayed things about 15 minutes, but all the rounds were completed and everyone got their three chances to make good laps.

Qualifying results had no real surprises. Jerry McGinnis made the B Main and Roxanne Cook qualified for the A Main, but considering their rate of improvement lately, that's no surprise. Jim Turner wound up in the A Main as expected, but Maggie had car troubles to end her day of racing.

In the C MAIN everyone was watching Rick Archer. It was only his second race. He has had his Eagle several months and as he was putting it together, he came to the races and pitted (or did almost anything else) for anyone who needed help. Must have been a good apprenticeship because he looks a lot better on the track than two races of experience could give him. All of the new racers with the suspension cars seem to take to the track much quicker. Rick's car wasn't a free ticket to first place though. Frank

THE RIO GRANDE RACERS

would like to thank all who attended
The RIO GRANDE CAN AM.

Congratulations to the winners:

- A - Bill Jianas, B - Joe Sullivan,
- C - Francisco Saenz, D - Chuck Ohler,
- E - Jim Cook, F - Robert Bowers,
- Top Qualifier - Rich Lee,
- Concours d'Elegance - Troy Moore.

And express their appreciation to those who donated prizes: AUSTIN'S HOBBY and CRAFT, COOK RACING PRODUCTS, HONDO BOOT, HAL'S HOBBY, ASSOCIATED, AIRTRONICS, BAVARIAN PRECISION, PRODUCTS, C & H (McCOY), KRAFT, PARMA, THORP, TWIN - K, CABALLERO MOTOR HOTEL, CENTRAL AUTO SUPPLY, and GENE HORN OLDS.

And to give special thanks to
R/C RACING NEWS for their excellent help.
Perhaps we'll see you next year.

In the meantime, look for more info
on our next big race -

The THIRD ANNUAL EL PASO CAN AM
- over the Labor Day weekend.

For more about the RIO GRANDE RACERS,
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"pistol" transmitter. No one knew whose car that was, but Bill seemed to adapt to the handle very quickly. Just a natural driver probably.

Jim Turner likes to race and he does an excellent job of it. He's kind of our reference point. We can tell how far we have to go by comparing with his speed. He's going to try some of Jim Cook's parts for the PB Alpha. Should be interesting. Jim Cook at one point in qualifying, had the high mark so he's starting a streak. Of course, he is still time-sharing with race directing. Sal Nigro, Jr. had excellent speed this week to get back in the A Main after being away for several races.

Tha A Main was a humdinger. Bill Everett took off like he had been

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ROUND TRACK PACK

sand bagging. Jim Cook followed right behind. The best Jim's looked. Bill held on until lap 18. Jim Turner finally got clear of the slambang start and commenced the chase. He caught Everett on lap 19. Trouble was, he brought Carlos Priemer right along with him. Not so good. Carlos got past and held the lead for 10 laps. Jim inched his way back and regained the lead on lap 43. Jim and Carlos had about the same speed, but Jim's driving finesse made the difference. Turner won the race with a one lap margin. Carlos' driving style leads him into situations where he gets hit a lot. And usually he ends up pointing the wrong way. In this race it pointed to second place. Jim Cook finished one more lap back in third.

All in all, a pleasant day of racing, in spite of the threatening clouds and intermittent sprinkles. Everyone has been spoiled by the traction built up during the Rio Grande Can Am. A blower was purchased and various methods of preparing the track will be tried between now and the next big race. When? The Third Annual El Paso Can Am over the Labor Day week end. After two successful years, it will probably be raised to a national level of promotion. Look for more details later.

The Rio Grande Racers will likely go to Albuquerque's July 4th race. It was a good show last year.

More comments on the Rio Grande Can Am. The Rio Grande Racers are pleased and expressed their thanks for the many fine comments on this race. Seeing the level of performance of the visitors was eye-opening and everyone felt that the work put into this race was worth it. As a means of honoring these visiting racers, a ceremony was held to name the transition curve between the Texas Twister and the Big Enchilada - THE JIANAS TURN. Bill won the A Main at the Rio Grande Can Am and as such it will be remembered. Also due to communications delay, the Rio Grande Racers would like to thank Parma International for the prizes donated.

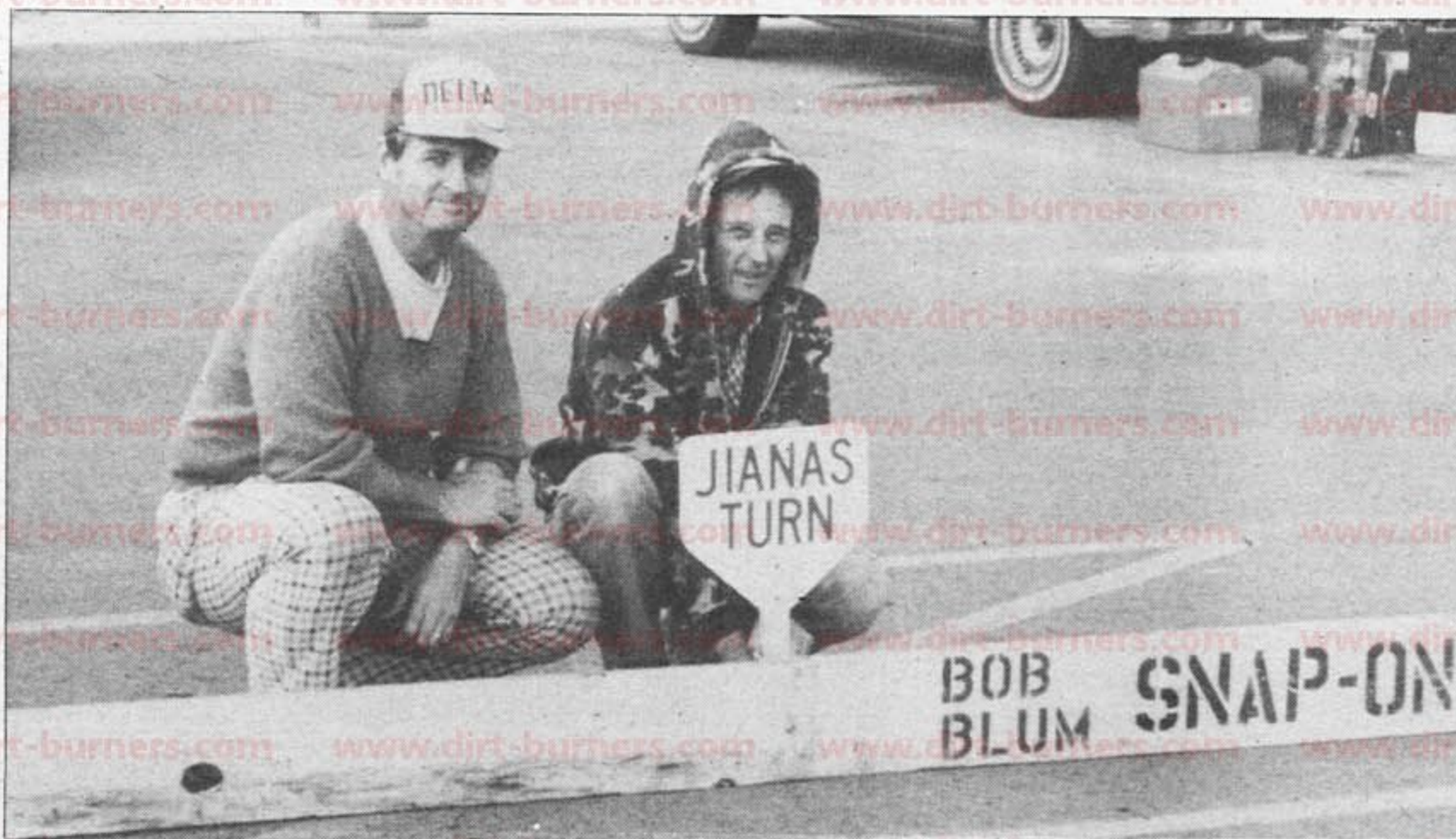
The 1983 Winter/Spring Rio Grande Series will continue until May and as always, visitors are welcome. Check our schedule in the R/C RACING NEWS Calendar. Till next time.

Lee Chapin

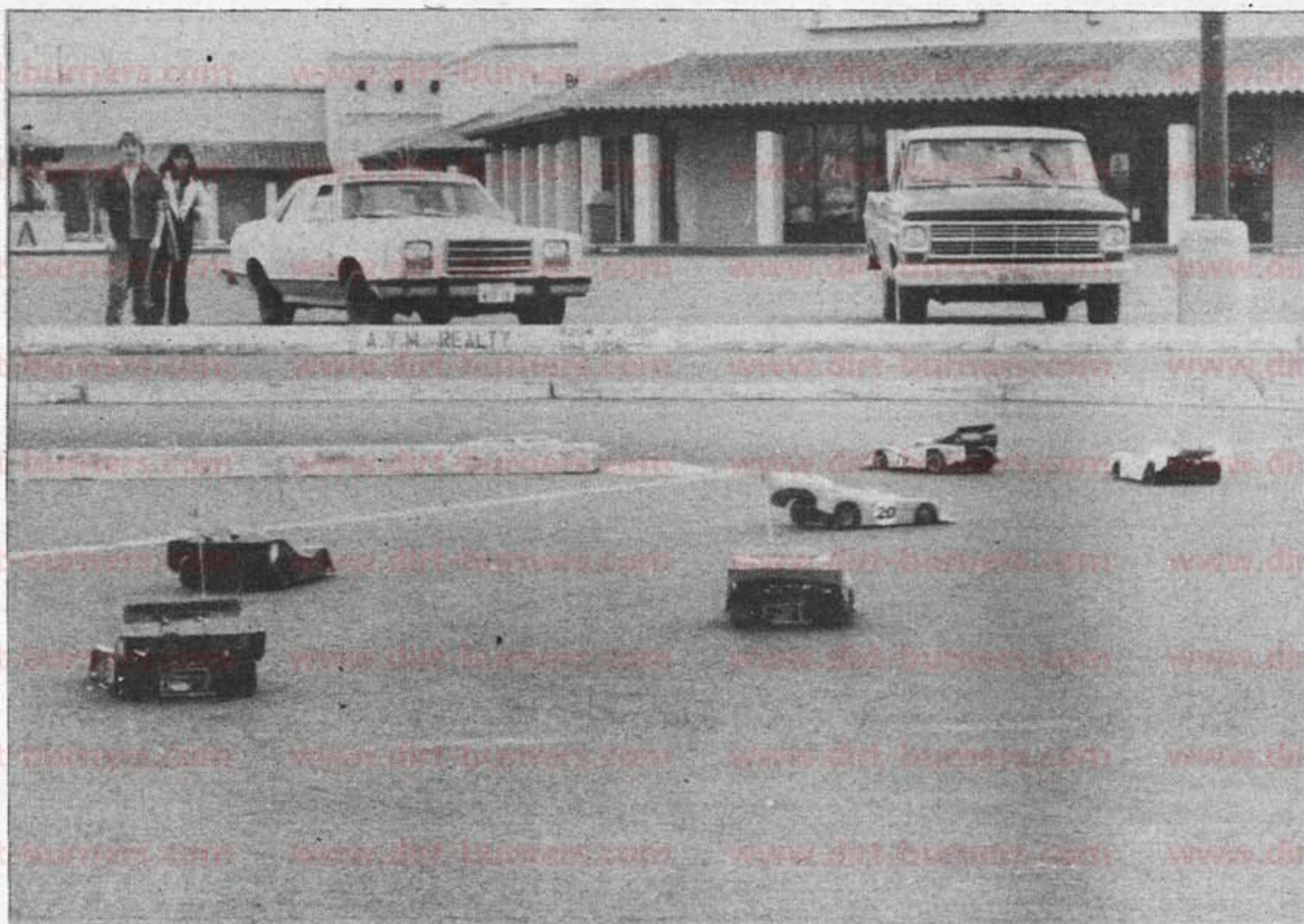
RESULTS

- A MAIN:
1. Jim Turner...60
PB Alpha/K&B/Futaba/Cook Racing Prod.
2. Carlos Priemer...59
RC300/K&B/Airtronics/Hal's Hobby Shop
3. Jim Cook...57
Cook Eagle/Cook Picco/Airtronic/Cook Racing

(contd. page 34)



Bill Everett, President of the Rio Grande Racers, and Jim Cook, Race Director, installing the sign marking JIANAS TURN, commemorating Bill's win at the Rio Grande Can Am. Photo. Lee Chapin.



Qualifying action. A study in the various lines into the Texas Twister. Lee Chapin.

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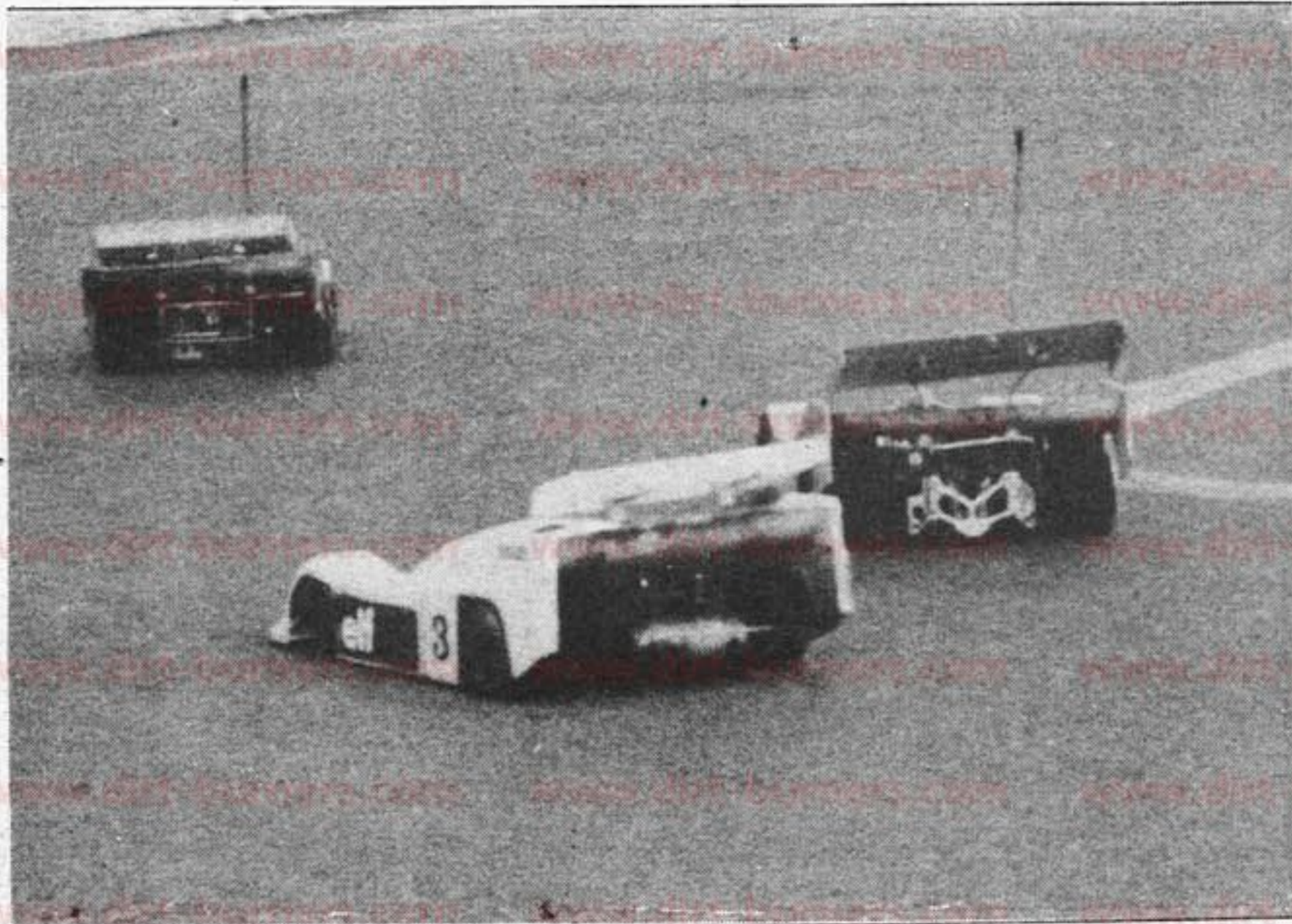
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RIO GRANDE...



Bill Everett (3) and Jim Cook (above) (identifiable by the magnesium back plate on his Eagle) trying to pass a slower car. Carlos Priemer (below) doing the Turn-marshall Shuffle, sends Rick Archer (35) on his way after fueling him. Photo. Lee Chapin.



4. Sal Nigro, Jr...55
Delta SJ/K&B/Futaba/Gene Horn Olds
5. John Benore...42
RC300/K&B/Futaba/SEPTOR
6. Bill Everett...38
Delta SJ/K&B/Kraft/Self
7. Roxanne Cook...33
Cook Pan/Cook Picco/Airtronic/Cook Racing

4. Rene Austin...41
Delta Eagle/Picco/Futaba/Austin's Hobby

DNS:
Brad Toffelmire
Danny Alvarado
Jim Bradsher
Maggie Turner

B MAIN:

1. Sal Nigro, Sr...60
RC300/K&B/Futaba/Gene Horn Olds
2. Lee Chapin...59
Thorp/K&B-McCoy/Futaba/MSD Ignition
3. Jerry McGinnis...53
RC300/Picco/Airtronic/Snap-On Tools
4. Bob Blum...43
Delta J/K&B/Futaba/Snap-On Tools
5. Danny Austin...39
Delta Eagle/Picco/Futaba/Austin's Hobby
6. John Nigro...34
RC300/K&B/Futaba/Gene Horn Olds

C MAIN:

1. Frank Barron...60
RC300/Picco/Airtronic/Cook Racing Prod.
2. Rob Blum...58
RC300/K&B/Futaba/Snap-On Tools
3. Rick Archer...58
Delta Eagle/Picco/Futaba/Bearcat Enterprises

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MART NEWS...

81 Racers Hit the RAPIDS...(Grand that is)

Report by Jim Benson

Grand Rapids, Michigan
February 5, 1983

The transplanted Muskegon MART race was host to 81 racers, with about a 60/40 split between Stock and Modified drivers respectively.

From the racer's standpoint, getting through three qualifiers and a Final and being on the road shortly after 6:30 p.m. would make the event a success. Due to Muskegon Mall's short hours, the PCCR joined forces with the Grand Rapids Riverton Racers to combine equipment, ideas, and manpower. The Eastbrook Mall store, except for two steel posts, must be rated as excellent. Enough pit space existed for another twenty or thirty racers, and the good-size track layout was anything but boring.

Stock class was again dominated by Dave Lane and Rich Punches, both Grand Rapids racers, with very well prepared Associated 12i cars. Rich was Top Qualifier but got off to a horrible start in the main. He had worked up to battle for second when he was knocked out by a mechanical problem. Dave Lane took the lead before the halfway mark and then drove error-free to just hold on for the win. The Stock points standings are in for a shake-up, as the top three racers failed to make the A Stock main.

Modified drivers continued to try to find a new hobby for Terry Rott, as he TQ'ed and won the A MODIFIED Main again. Until he discovers girls, the A Modified race will continue to be for second place. Terry is definitely headed for the top of the heap, but he still appears to be the same quiet, young sportsman we have raced with (behind) for several years. We wish him all the luck.

All of the members of MART wish to thank the many manufacturers for their support for the 1983 race season. Thank you: (alphabetical) Astro Flight, Inc.; Futaba Corp. of America; Kraft Systems, Inc; Parma International; R/C RACING NEWS; and Twinn-K, Inc.

Jim Benson

RESULTS

A MODIFIED:

1. Terry Rott...40.5
2. Pete Mitchell...38
3. Bill Novess...38
4. Tom McGarry...37.7
5. Tim Miller...37.5
6. Dave Lee, Jr...36.8
7. Judd Nichols...36.1
8. Leon Neal...31.4

B MODIFIED:

1. Joe Miller...36.7
2. Clayton White...35.7
3. Tom Reynolds...35.6
4. Mike Marshall...35.5
5. Mark Lenz...33.4
6. Kevin Brown...33.4
7. Bill Jeric...36.1*
8. Buzz Blair...35.7*

*(Under weight)

C MODIFIED:

1. Brad Makaric...36.8
2. Bob Chuhran...35.7
3. John St. Amant...35.1
4. Ron Garant...33.7
5. Scott Wood...29.8
6. Doug Punches...17.4

D MODIFIED:

1. Jeff Peoples...32.8
2. Brett Vogt...31.3
3. Tim Exelby...30.4
4. Dennis Goody...29.0
5. Russell Gillette...28.3
6. Paul Gerrad...15.1

E MODIFIED:

1. Dan Hall...29.0
2. Gary Rider...28.7
3. Sid Hamstra...26.7
4. Steve Wieringa...23.1
5. Carol Cooper...18.4

6. Ed Page...0

A STOCK MAIN:

1. Dave Lane...36.5
2. Dan Watjer...34.9
3. Randy Meyer...34.6
4. Butch Miller...34.3
5. Larry Noren...33.5
6. Doug Bennett...32.7
7. Rich Punches...28.0

B STOCK:

1. Doug DuBois...35.2
2. Jim Benson...35.0
3. Oscar Sullivan...34.9
4. Dan Abma...34.1
5. Mike Lien...33.7
6. Rick Hacker...33.5
7. Kevin Matney...32.4

C STOCK:

1. Chuck Lonergan...34.6

2. Ivan Brown...33.8
3. Stan Smith...33.4
4. Cal Posthuma...33.0
5. Karl Kuenzel...33.3
6. Randy Varnay...31.3
7. Cary Peoples...30.7

D STOCK:

1. Angie Miller...32.9
2. Keith Hamilton...31.1
3. Randy Stanham...30.7
4. Gary Vaselica...30.4
5. Chuck Ewing...30.2
6. Joe Kniple...28.8
7. Mike Dougherty...23.1

E STOCK:

1. Tom Oliver...32.1
2. Dick Punches...30.2
3. Jiff Miller...29.7
4. Dan Dougherty...29.1
5. Mike Corn...24.5

6. Wilkie Wilkinson...24.5
7. Brian Wiersma...22.1

F MAIN:

1. Scott Sutton...30.4
2. Jim Dye...27.5
3. Ken Hamilton...27.1
4. Doug Guthrie...27.1
5. Dick Boersma...26.7
6. Larry Jeffery...25.1
7. Mike Molton...DNS

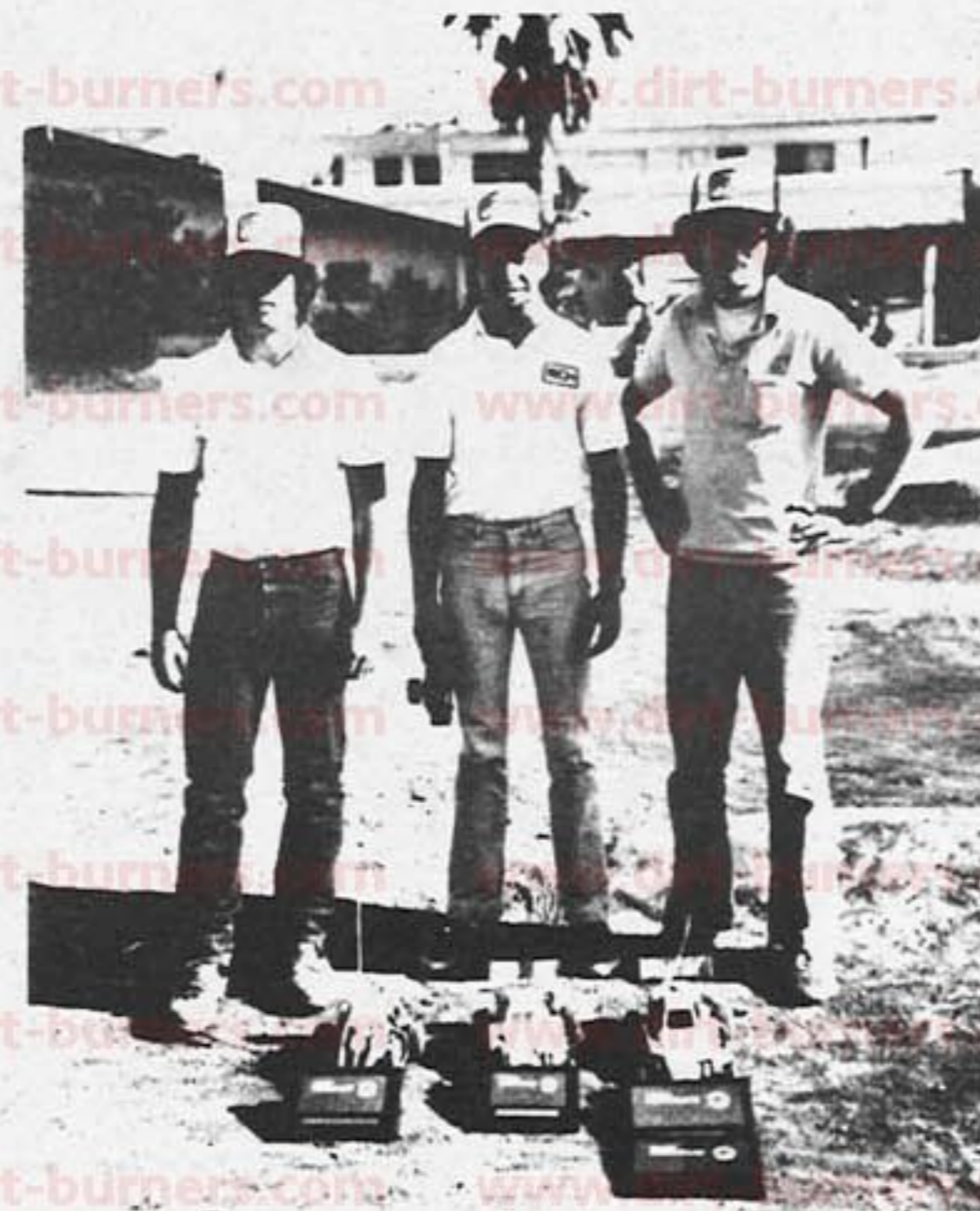
G MAIN:

1. Brad Wilkinson...24.3
2. Chad Glisso...22.3
3. Mike Adams...20.1
4. Jay Gravelyn...19.7
5. Ryan Smith...16.4



R.C.H. Wins California ORRCA Series

The 1982 California O.R.R.C.A. Series wound up on January 9th at the Costa Mesa Track with R.C.H. taking the top positions in all three classes.



Left to Right: RON DYER, MIKE LARSON, JEFF CRUZON

JEFF CRUZON

R.C.H. team captain successfully defended his title for the second straight year in the Open Class. Jeff also came third overall in the Modified Class.

RON DYER

Drove his R.C.H. car to a tie for the number one spot in the Modified Class and a respectable third overall in the Open Class.

MIKE LARSON

Dominated the Stock Class with his R.C.H. equipped car. He won the Stock Class Championship with three races still left in the season. Mike will be running in Modified this season with a complete R.C.H. car.

— EIGHT of the TEN R.C.H. team drivers finished in the TOP TEN of their Class —

R.C.H. would like to congratulate CHRIS ALLEC of TEAM C.R.P. for the fine job he did this year with his R.C.H. equipped car. Chris finished second overall in the Open Class and finished in a tie for the number one spot in the Modified Class with RON DYER of Team R.C.H.

R.C.H. team members also wish to thank "BIG JIM" Greenmeyer for building the best off-road motors available.

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CAPITAL AUTO RACERS SHOW OFF...1/8th Gas

Story by Gene Bush

February 19-20, 1983
Sacramento, California

The Capital Auto Racers of Sacramento, Ca. were hosts of a two-day race meet at the Sports and Boat Show, Cal Expo. on February 19-20, 1983.

Thousands of people saw an exciting 1/8th scale Can Am road race. The surface was not the best, but to expose the hobby/sport to the general public was the whole objective. Twenty entries were on hand to take home nine beautiful trophies. The trophies were sponsored by the Sports and Boat Show.

Race Director Dale Bowman did an excellent job of laying out the track to miss the bumps and chuck holes and also in designing a very nice road race course.

Saturday at 2 p.m., qualifying got underway. Two heats for each group, with a total of six heats scheduled.

Darrell Lawley of Stockton, Ca. won both of his heats. John Hodgeson of Livermore also won both of his heats. Tug Buriani of San Jose took his first qualifying heat and on the second heat lost out to Jeff Holfelder of Castro Valley. Jeff went on to win the Rose Golson Trophy Dash.

Sunday morning, practice again, then at 12 noon one more qualifying heat was run for everyone to try to make the A main.

Darrell Lawley again took a win in his heat. Mike Buriani, son of Tug, finally won a heat. The third qualifying heat went to Tug Buriani once more.

At 2 p.m. the B MAIN got underway and headed for seventy bumpy laps. This track had to be driven every inch. A driver could not point his car at this meet. And each winner was well deserving for his/her efforts.

Craig Jordan of Antioch walked away from the field in the B MAIN and Jeff Page of Sacramento came in for second place. Dan Humbird rounded out the top three in this main.

The A MAIN consisting of 80 laps, was a close battle between Tug Buriani, John Hodgeson and Mike Buriani. Tug came in with the win, while John Hodgeson solidified his second spot. Mike Buriani finished a close third and Ken Lawley settled for the fourth spot.

Mike Buriani would have had first but his dad, Tug, was the chief mechanic - and Tug was thought to have been seen putting water in Mike's fuel and applying a drag to the brake, and placing a restrictor on the carb. On top of all this, Dad gave Mike an old worn out car to race with. If Mike would have had his Dad's car he would have left Dad in the "wondering why" circle.

After two days of beautiful weather and excellent racing,

everyone went home happy. Especially Guylene Akers of Grass Valley. Guylene is a beginner and she stayed in the heat of the battle and took home the C MAIN winner's trophy.

Gene Bush

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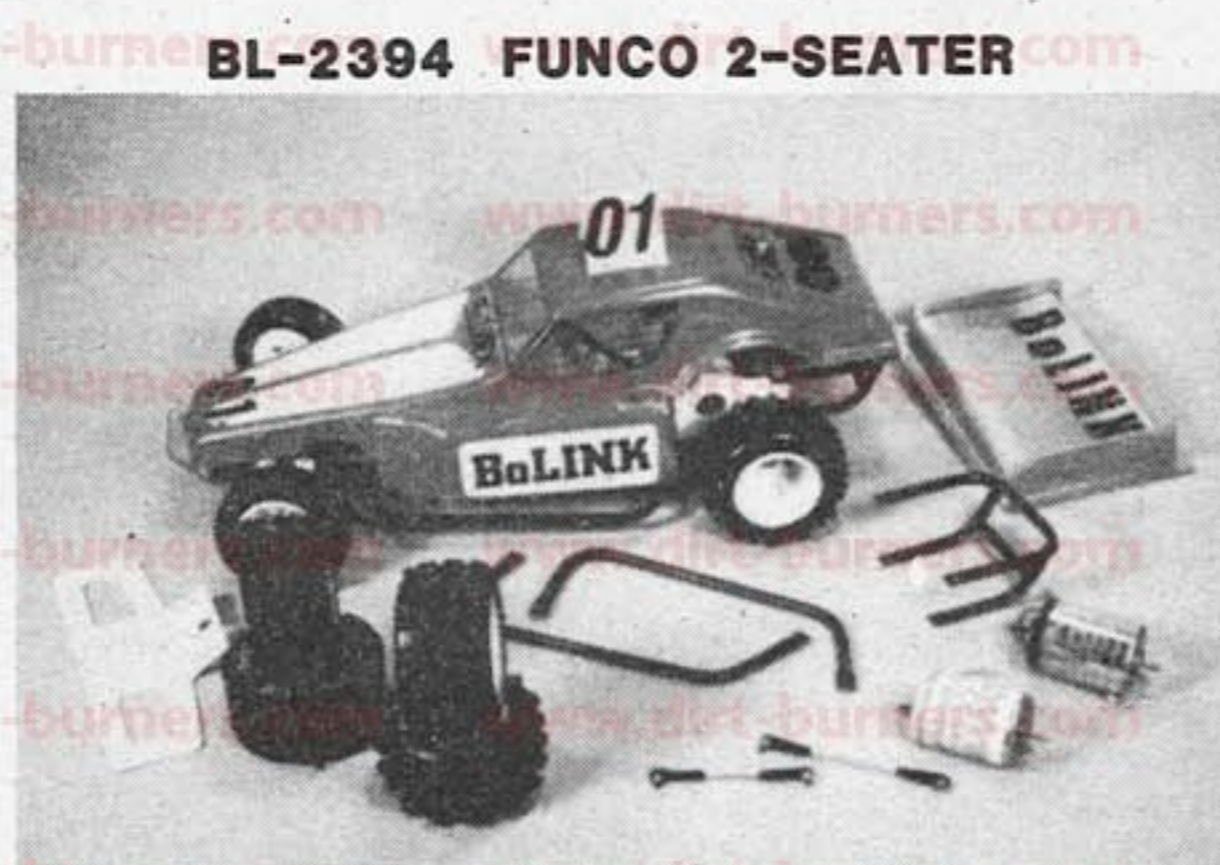
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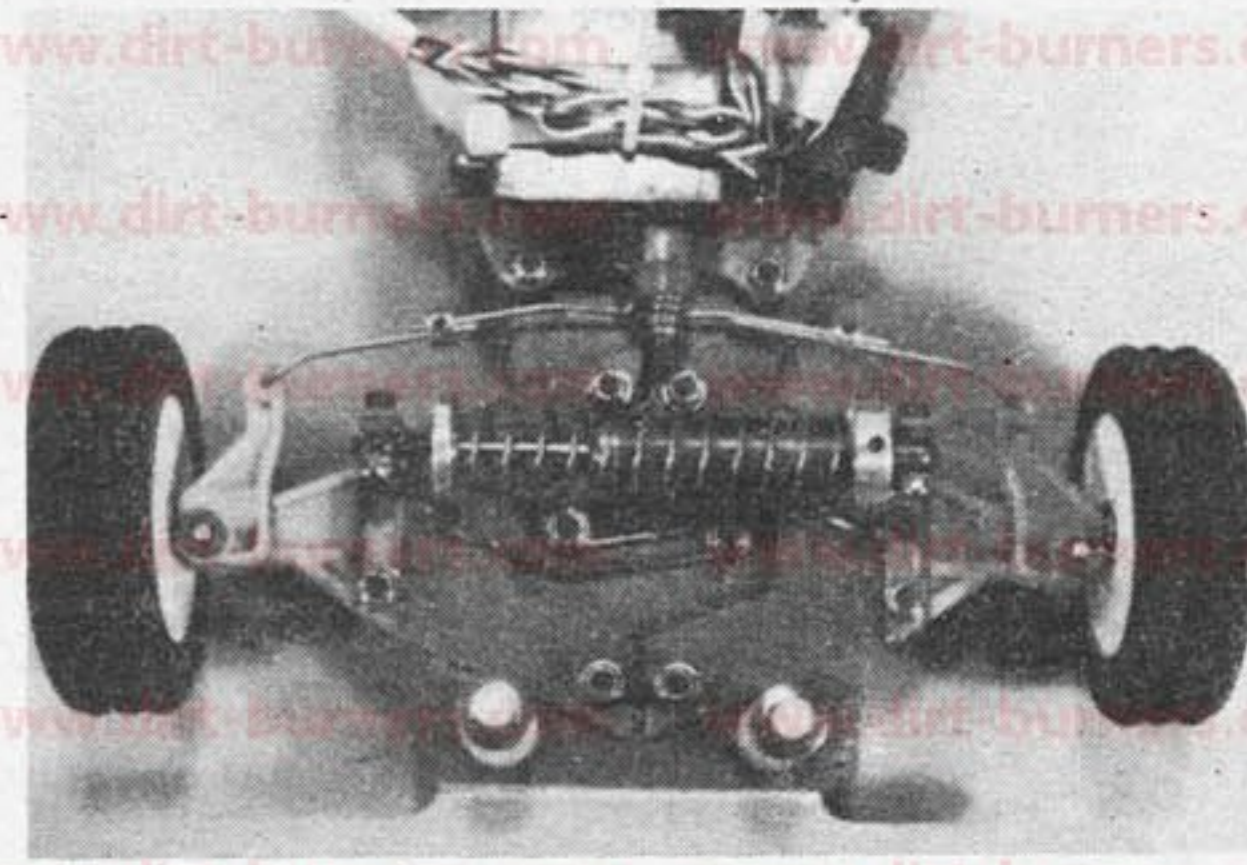
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BL-2393 MILLER/DATSUN KING CAB



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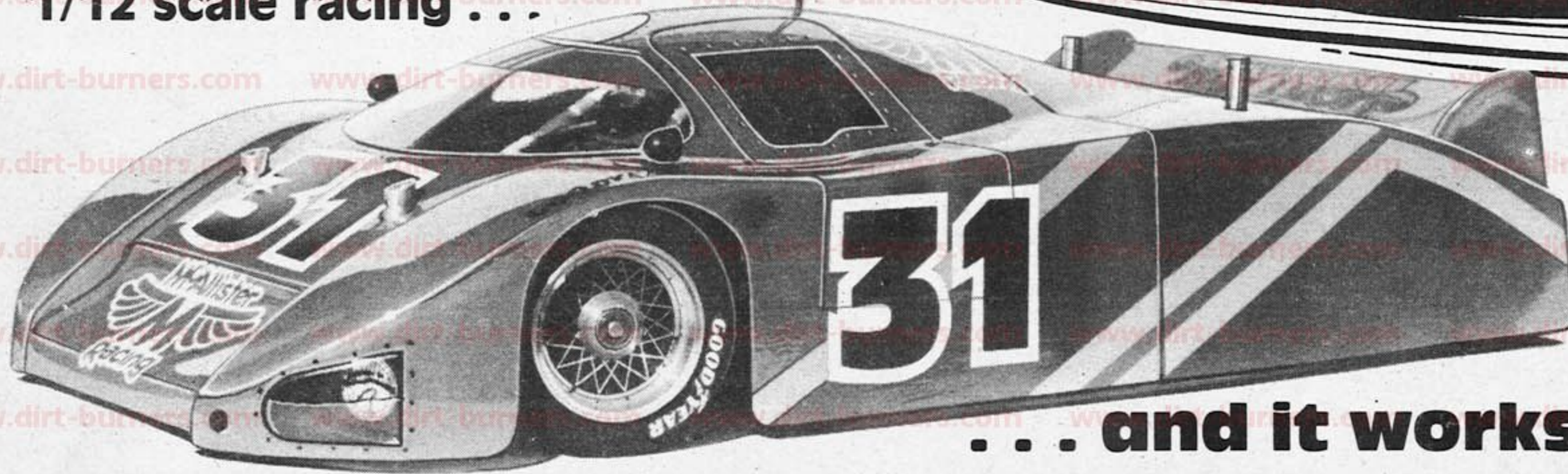
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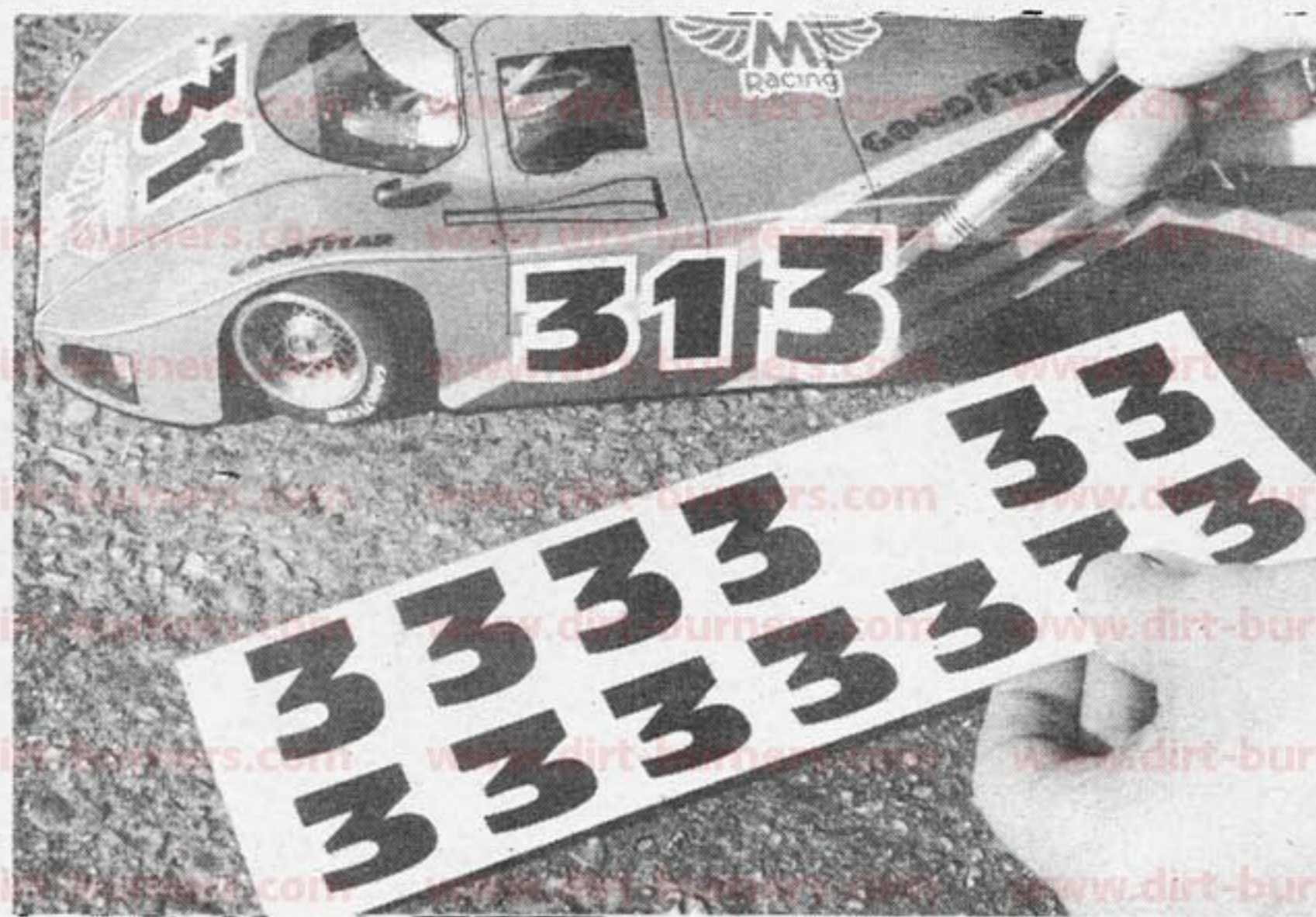
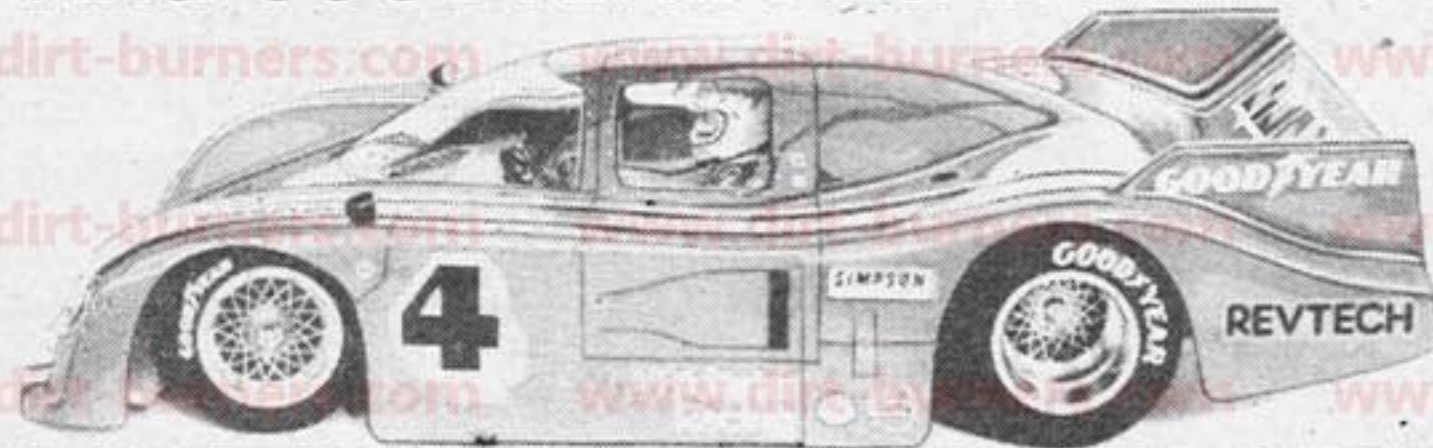
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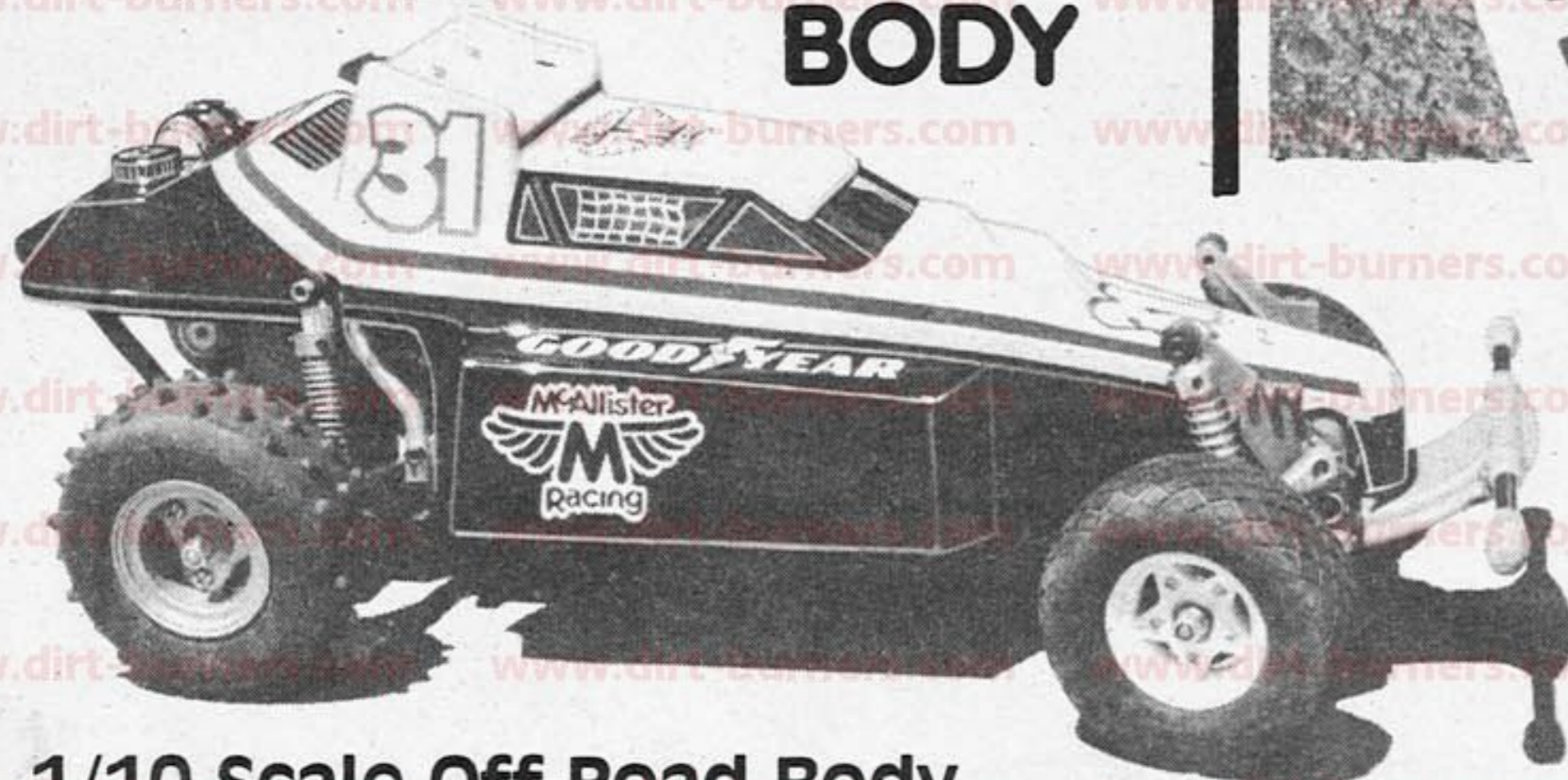


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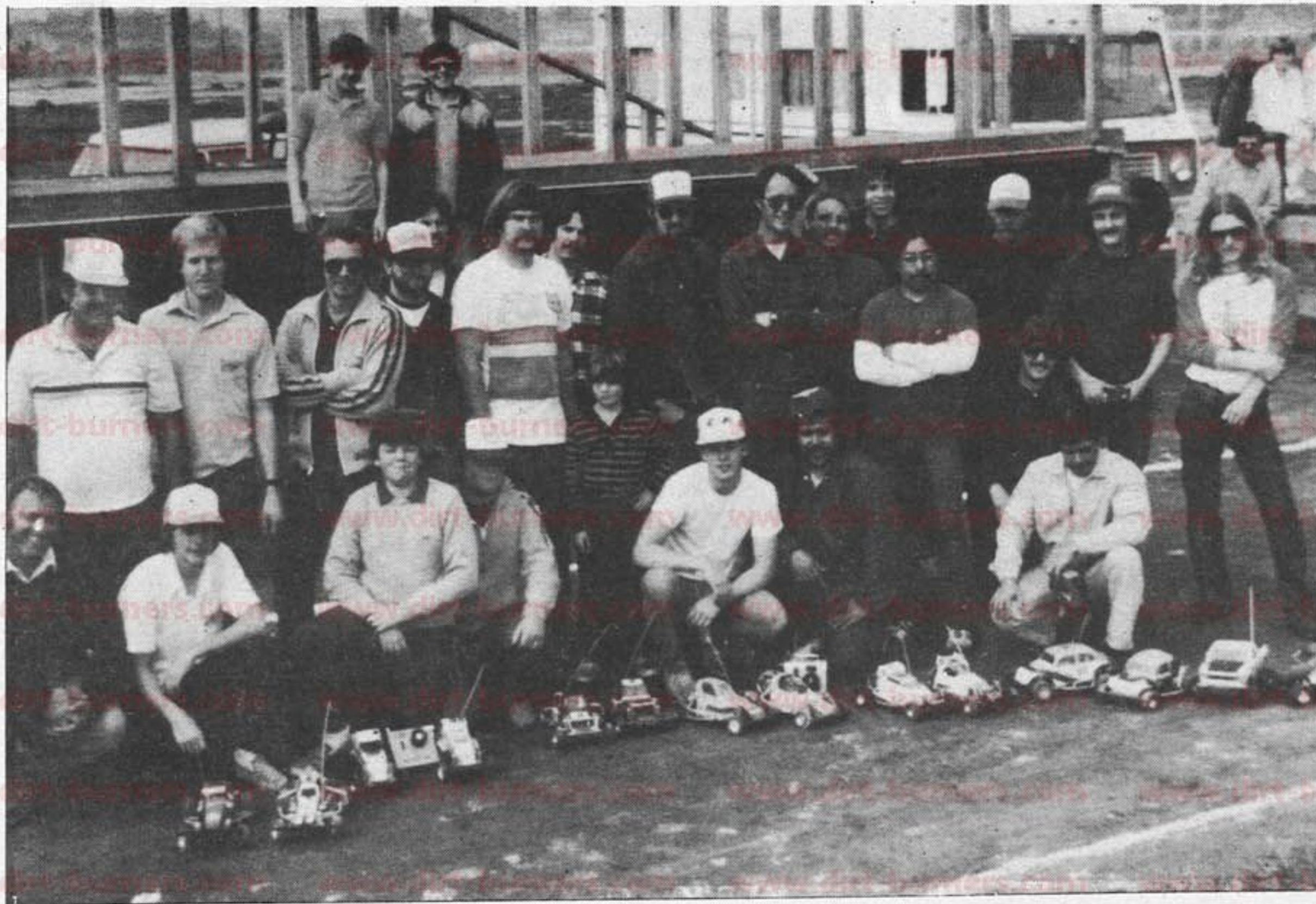
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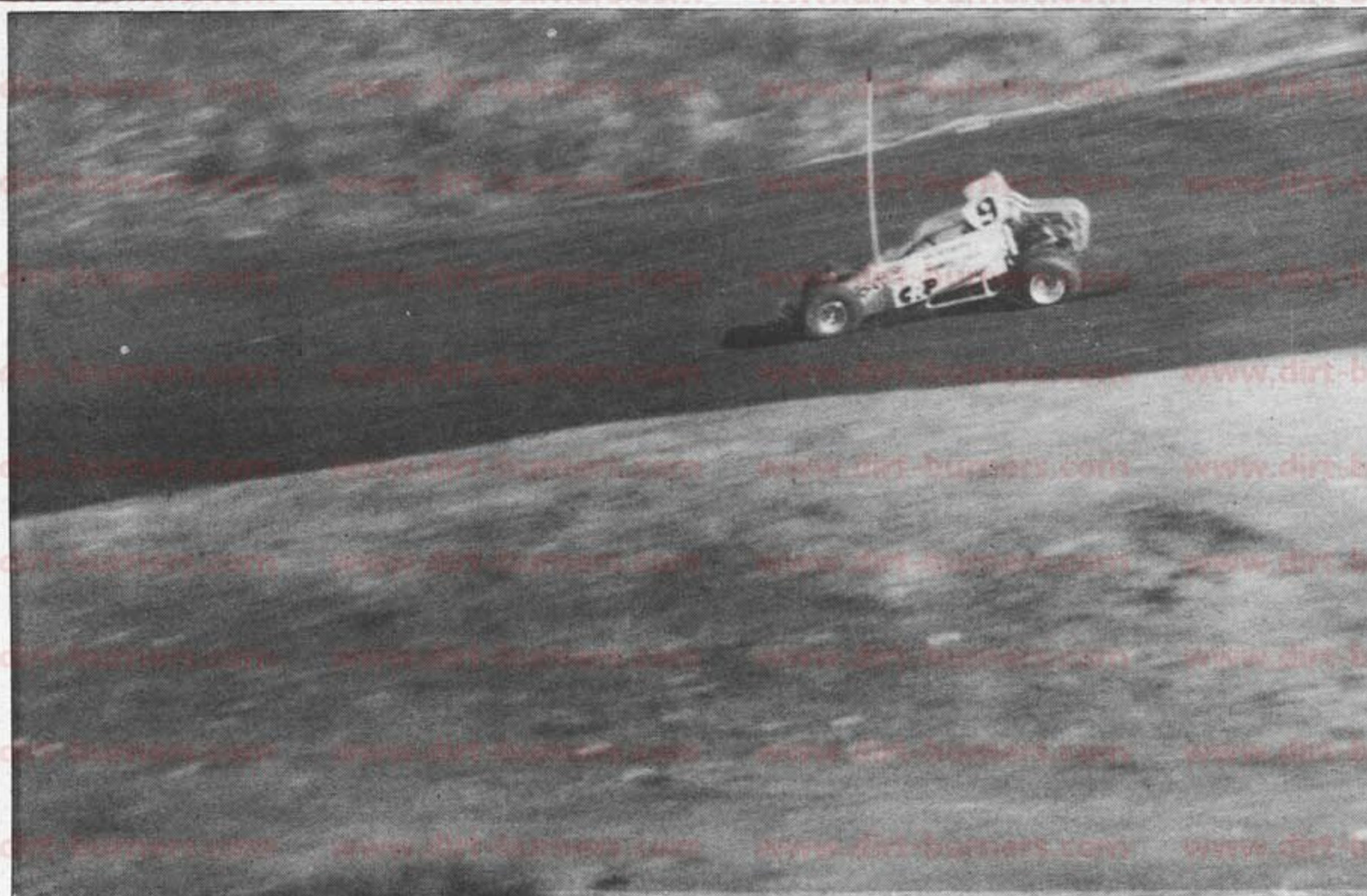


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R/C Off Road Cars Travel 36 Miles! STYLES & RETHWISH Win the R/C Baja 500... *It took 2:28.11.03 Hrs. To Do It!*



The winning car (9) (above) went 500 laps in 2:28.11.03 hrs. The seven-team entry (above top) of drivers and their pit crews. The cars looked great before the start of the 500 laps. 2½ Hours later it was another story. LP.

Story by DV
 Photos by Lois

Del Mar, California
 February 13, 1983

ONLY ONCE BEFORE HAD AN
 ENDURANCE RACE IN R/C 1/10th
 SCALE BEEN TRIED PRIOR TO

THIS WEEKEND'S "R/C BAJA 500" LAP OFF ROAD RACE. LAST YEAR Reseda's MINI BAJA had a 500 lap off road race which took a bit over 2:30 hrs. to complete. But that was a much smaller size track and the distances to be covered at that race would not be as long as it would be here at Del Mar. This track is at least two to three times the size of the Reseda track and fears were ex-

pressed that perhaps it may be too long for any off road car and the possibility of not a single car finishing the required 500 laps loomed large.

Needless to say, as in every sport, there's always a number of enthusiasts that look for challenges such as this one; to prove the majority wrong. On this weekend, there were nine teams (of two drivers and

two cars) signed up, ready to venture into the unknown. Unfortunately, as it has been happening all over Southern California for the past two months, inclement weather has played an important part on the outcome of many races. This weekend was no exception, as on the day before and through most of the night, rains fell on Del Mar and when morning arrived only seven of the nine teams that were pre-entered showed up. Still plenty of cars to make the race very interesting and action-packed.

Mike Styles and Kim Rethwish, driving their Chula Vista Hobbies-sponsored Tamiya cars finished the 500 laps first in 3:28.11.03 hrs. and provided one of the most exciting finishes ever, not only in an endurance-type race but in any off road race. But we'll hold the blow by blow report for just a bit. For now we'd like to bring the magnitude of their accomplishment into the proper perspective.

Not too long ago, when 1/10th scale off road first came into the scene with the Tamiya cars, the first order of business was "how to keep them running for longer than four or five minutes without breaking something"... some 30 months later, two cars were able to run continuously, (one running on the track while the other is getting a battery change) for almost three and a half hours! The reason: Not only good preparation by both drivers and their pit crew (more on them later) but also because of the excellent high performance products that are available in the sport. For this we must congratulate not only Tamiya, and now COX, AYK, BoLink and other car manufacturers but companies such as: C.R.P., R.C.H., TRICK STUFF, M.I.P., JG Mfg, BRM, RANCH PIT SHOP, GITI R/C and a number of other companies who are constantly putting out and improving various types of high performance products. Without them a race of this kind would not be possible.

Today the sport is beginning to enjoy more varied types of racing simply because the aftermarket equipment is making the cars more and more reliable. The enthusiasts are the ones who benefit from this and we think it's great.

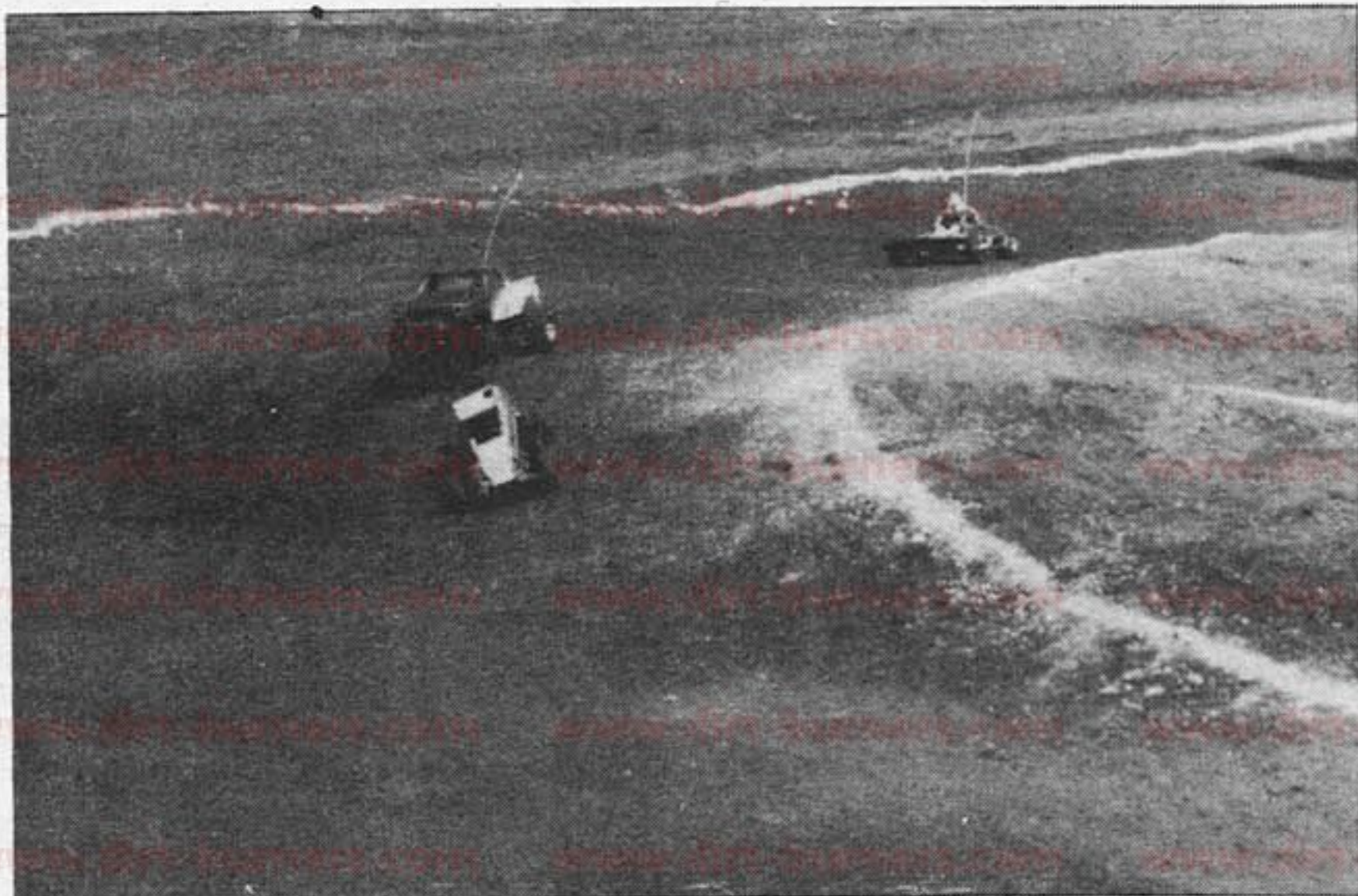
THE RACING

To say it was really exciting is really an understatement. The lead car and winners of the event won the 500 lap race by less than ½ a lap over second place Eric Grisham and Greg Parrocha with their Del Mar Racing Center-sponsored car! Imagine, after some 3½ hours and 500 laps later, (someone computed the distance to be about 36 miles!) first and second place finished on the same lap and just about 30 feet between them! This should tell you the type of racing that was displayed but we'll expound on it.

First, prior to the race, the talk was centered whether to run a Stock, Modified or Open car. Most drivers decided not to run the Open class car for fear of not enough battery life, since an Open motor draws more power. Most were trying to decide whether to run a Stock or Modified car. In this race, one of the



The winning cars belonging to Kim Rethwish & Mike Styles, sponsored by Chula Vista Hobbies. The third trophy went to the pit-men. Lois.



Coming off the infield and into the front straight are Car 11 - (Lampert/Bond); Car 4 - (Buchy/Fedeli); and Car O - (Thompson/Halsey). Lois.



The winning pit-crew of Car 9; Craigh Johannes (squatting) and Willie Franco (picking up car). As car came into pits for battery exchange, Willie picked it up, while Craig sent the second car on its way. All this in less than five seconds. LP.

most important factors is to try and get the most laps out of one battery pack. Not only because the whole idea is to have the least number of pit stops, but also because the Stock cars, after a few minor modifications (as allowed in the OR-

RCA rules) can make the car very reliable. On the other hand, those that chose to run the Modified cars knew that they would have the advantage in the suspension and speed control systems but maybe not as long running time per battery

pack.

As it turned out, four out of the seven teams ran their Modified cars, while three teams decided to take their chances with their Stock cars.

The other consideration before the race got under way was the number of batteries that would be needed to complete the race. Taking into consideration some re-charging, most teams brought at least 12 sets between the two drivers. One team had 24 sets, but only used 18 of them during the race.

The winning team of Rethwish and Styles actually used 18 sets of batteries and they changed those batteries 40 times. That meant that their pit crew, consisting of Craig Johannes and Willie Franco were

kept very busy not only taking care of the cars as they came in, but keeping track of the batteries ; those that were charged and those that needed to be charged. A system to keep all this in order was devised by the crew so that a mistake of putting a dead or half-charged battery would not happen.

Needless to say, the crew of Johannes and Franco did not make a major mistake and when the final lap was run, their team cars had captured the first ever 500 lap race at Del Mar.

The second place team of Eric Grisham and Greg Parrocha, Del Mar's Manager and Asst. manager respectively, also had excellent support from their pit crew. Namely; (contd. next page)

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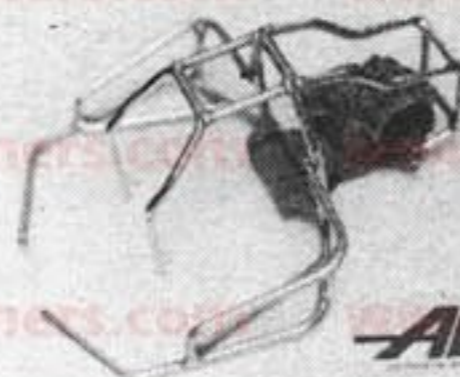
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Rick Templin and Todd Strain. They too were kept humming throughout the 3½ hours and as a result came within 30 feet of taking the win from Rethwish and Styles. In fact, on a number of occasions, the pit crew was timed making the car exchange. (that is, when one car came into the pits because the battery was running low and the other car went out with a fresh pack, all this while the drivers on the stand were also making the switch) as the fastest of all. Making the entire exchange in less than three seconds!

Another noteworthy team was that of Giti Gowland and young (9 yrs.) Wesley Taylor. This team lead for more laps than any other team, and it wasn't until after 1½ hrs. into the race that they relinquished the lead to the eventual winners because of a broken throttle servo. In fact, they blew two throttle servos and one motor to really get knocked out of the lead pace. They were able to come back, but many laps behind.

The teams by Car Numbers were as follows:

CAR 0 - Carl Thomposon & Jay Halsey. Pit: Danny Ross & Jim Halsey. Tamiya and Stock COX car.

Team Great Western Hobbies

CAR 4 - Mark Buchy & Dave Fedeli. Pit: Jim & Debby Wall both Tamiya F150 Trucks.

CAR 8 - Giti Gowland & Wesley Taylor. Pit: Chuck Taylor & Ed Ernst, both Modified Tamiya. Team Giti R/C

CAR 9 - Mike Styles & Kim Rethwish. Pit: Craig Johannes & Willie Franco, both Modified Tamiya cars.

Team Chula Vista Hobbies

CAR 11 - Joe Lampert & Spencer Bond. Pit: Tim Levigne



The Mike Davis/Stan Scott entry (above) did some fancy flying to a 4th place finish. (Below) is the lap count by 15-minute intervals. Lap counting was done by Lonnie Peralta, Chris Bedsel & Trent. Lois.

Hr./min.	Car 0	Car 4	Car 8	Car 9	Car 11	Car 22	Car 80
:15	42	31	41	42	27	39	35
:30	70	54	78	75	71	70	70
:45	102	72	113	111	101	99	103
1:00	139	89	151	148	134	134	140
1:15	180	95	190	188	166	169	179
1:30	211	102	223	218	191	200	210
1:45	255	118	260	263	220	240	253
2:00	286	126	289	295	234	271	285
2:15	314	133	322	337	252	307	328
2:30	242	144	326	369	278	333	357
2:45	378	152	338	399	298	362	393
3:00	411	173	354	435	328	397	429
3:15	444	186	377	469	360	431	466
3:28.11.03	464	118	394	500	385	455	500
	(3rd)	(7th)	(5th)	(1st)	(6th)	(4th)	(2nd)

Lonnie Peralta
Signed by
Feb 13, 1983
Date

Chris Bedsel
Signed by

& Mike Giem, Stock Tamiyas.

CAR 22 - Mike Davis & Stan Scott. Pit: Jerry Forstrom & Rick Winkleman, both BAJA BUGS. Team "Killer Bees".

CAR 80 - Eric Grisham & Greg Parrocha. Pit: Rick Templin & Todd Strain, both Modified Tamiya cars.

Team Del Mar Racing Center.

There was a running lap count made every 15 minutes, although the racers and teams were kept abreast of where their positions were during the entire 3½ hours of the race. The fairly large number of people who were on hand as spectators made their presence known soon after the race started; as groups of people chose their favorite teams or cars and reacted accordingly when they either moved up or broke down.

Car 4 experienced the most pit stops of any team. Mark Buchy and Dave Fedeli, fairly new to the sport, had many problems throughout the race. Most would have quit, but they didn't and although they experienced everything from broken resistors, 3 speed controls going bad, dead batteries, burned-out fuses, their charging car battery going dead, radio problems as a result of faulty receivers, and several counter sprockets going bad; they always managed to get back out and run with the rest - always full-on on the throttle. As a result they were running when the lead car logged in 500 laps. They were able to make only 198 laps for the seventh spot.

In sixth was CAR 11, two Stock Tamiya's that for most of the race ran quite well. They used only 12 sets of batteries, so Mike Giem was really busy charging the packs. But it was speed controls and a couple of motors that burned out that did them in towards the end of the race. Still, they managed to get 385 laps

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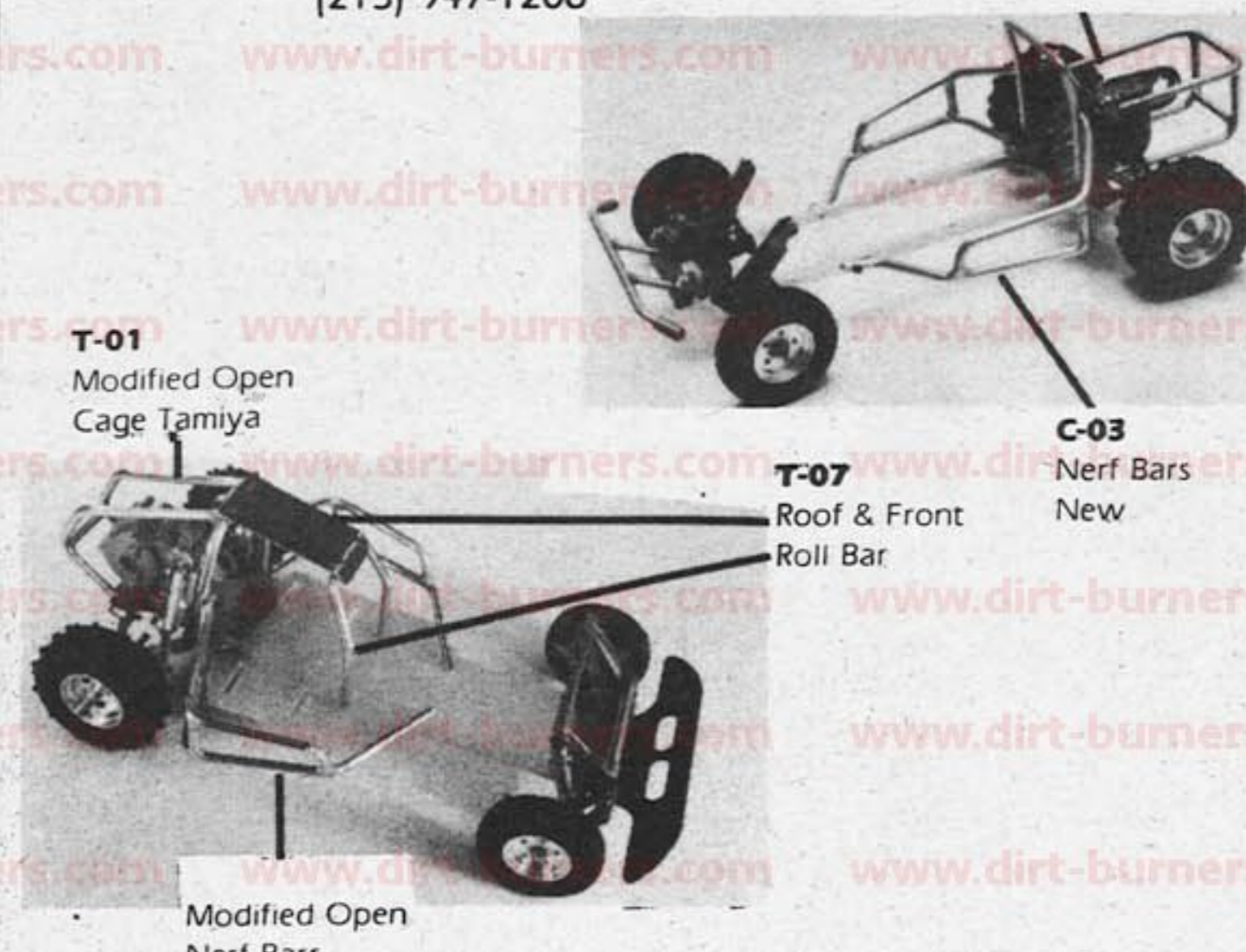
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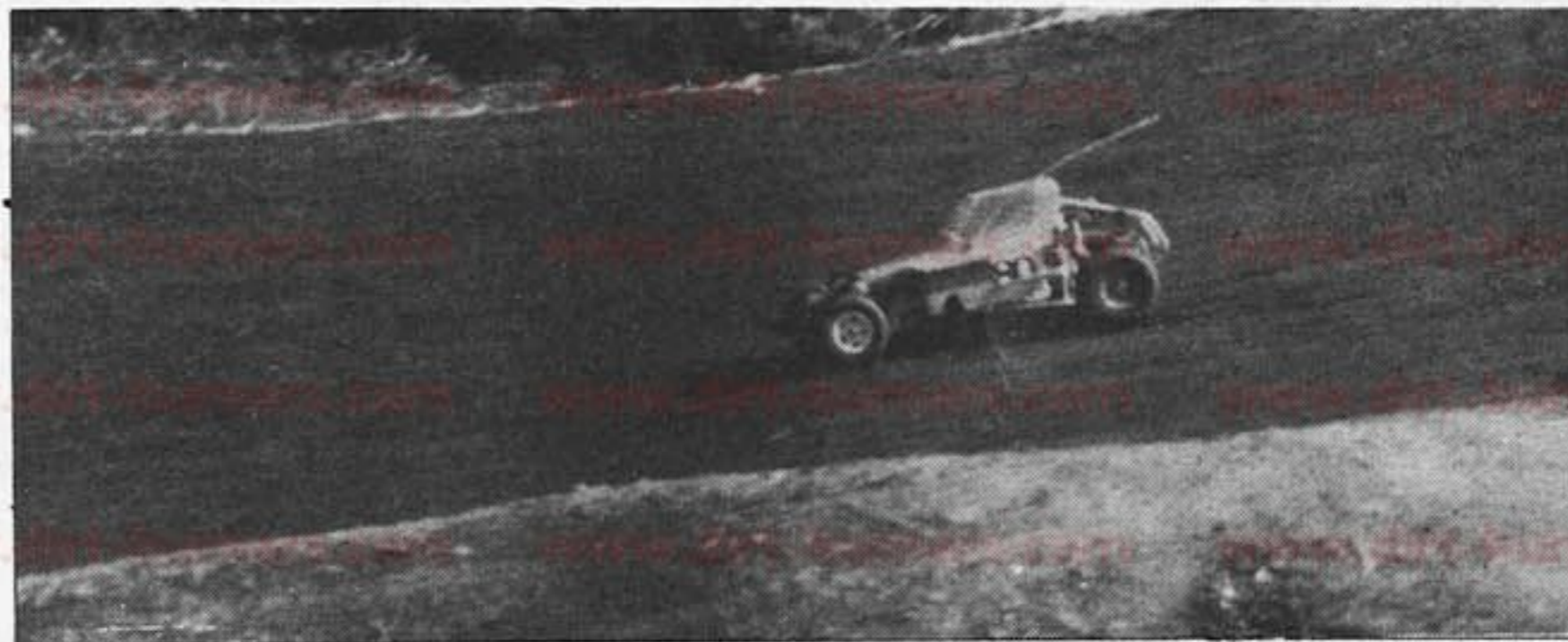
for the 6th place standing.

CAR 8, Gowland/Taylor had led for almost one hour and thirty-five minutes when suddenly the car was dead on the track. The speed-control servo had gone bad, and while they had servos to replace it, the car was on the course. One of the rules for this race was that in order for any work to be done on the cars IN THE PITS, the car had to be driven into the pits under its own power. Otherwise, all repairs had to be done on the track, where the car broke. CAR 8 had to be repaired on the course good enough to be driven into the pits so that a new servo could be installed. As if this wasn't enough, a few minutes later another throttle servo went bad and the same problem had to be corrected. In addition, one of the motors went, as they say "south" and this too took some time to correct. All these pits, after having lead for quite sometime, were just too much to make up. So the team decided to have some fun and Giti installed one of those super-fast Check Point motors and went flying... and we do mean flying. He had the crowd all excited with the bursts of power that his cars possessed. They were able to log 394 laps for 5th place.

CAR 22 of Mike Davis and Stan Scott were rather quiet throughout the race and although they had a front-end break on them and a differential come loose, they were always near the leaders so that if the leaders had any problems, this team was ready to move up on them. They were one of only two teams that had the fewest sets of batteries on hand; 12 sets. In reality, they could only use 10 sets as two sets went bad on them. So their charging units were kept red hot for the next 3 1/2 hours. They took 4th place with 455 laps, an excellent performance.

Carl Thompson and Jay Halsey's CAR 0 hung around the leaders for most of the race. At times they'd move up to second and then drop to third and then back in second for a while and, in fact, a few times at the beginning of the race they had led. One of the cars in this team was the only COX car to make the field and it performed quite well. They did experience a number of problems that kept both Jim Halsey and Danny Ross, the team's pit crew, really running. Several times, for example, the COX car would come in because the battery was beginning to run low, only to be sent out for a couple more laps while the other car was being worked on. They went through two motors, three pinion gears, a receiver pack, a couple of speed controls and minor things that had to be repaired. They had 24 sets of batteries among them, all pre-charged, but still had to charge quite a few more to make the finish. They took 3rd place with an impressive 464 laps, just 36 shy of the leaders. Watch out for this team in future races, they really seem to have their act together.

The second place went to Del Mar's own team (CAR 80) consisting of Grisham and Parrocha and their two Modified Tamiya cars. They started a bit slow and at one time they found themselves back in sixth. But they just kept inching along, picking spot after spot by



Car 80, the Del Mar Racing Center entry ran steady and almost won the 500 lapper. The team finished second by less than 30 feet in one of the closest finishes of any endurance race. LP

driving consistently, not really racing with anyone and getting the most out of every battery pack. They deserve (Eric & Greg) a lot of credit for their fine performance, not only because they were able to prepare their cars very well, but on top of that, they were instrumental in setting up the track, pumping the water out of it when it had rained and getting the track in excellent shape for this race. As a result, after having attended to those duties, they sat up until about 3 a.m. that night finishing their cars for the race. As it turned out, they came within 30 feet on the last lap from overtaking (contd. next page)

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ROUND TRACK PACK

the leaders and winners of this event. CAR 80 was the only other car to make 500 laps.

The winning team of CAR 9 ran an almost perfect race. Although holding the second spot for the first hour or so into the race, they were



Giti Gowland decided to have fun after dropping quite a bit off the lead-pace and put one of those super-fast CHECKPOINT motors and went flying. Lois.

always within striking distance of the leader. When Car 8 (Gowland/Taylor) broke half way into the race, this team was able to move into the lead and there held it for the rest of the race. Although their lead at times was no more than three laps ahead of second place, their pit was able to get the cars in and out very quickly. In fact, with less than ten laps to go, they seemed to be a shoe-in for the win, but suddenly a speed switch problem developed and the car barely made it into the pits. Had the car not been able to make it into the pits, I believe they would have lost the race. It took them several laps to correct the problem and by using tape they fastened the batteries that had also worked loose, all this while CAR 80 was making up the deficit. When they finally came out of the pits, Car 80 was on the same lap as Car 9 and working its way out of the infield.

The exit from the pits was through the "oval" part of the track, so that when Car 9 crossed the start/finish line for the white flag lap, Car 80 was just coming out of the infield into part of the oval and the start/finish line. The crowd could not believe that it would come to the last lap to determine the winner of this race... this after 3½ hours. Everyone was cheering, the announcer was screaming, the pits were jumping and even the drivers on the stand had to stop and watch the final few seconds of the race. With less than a half a lap to go, Eric Grisham, who should have pulled in some six laps before because it was the scheduled time to change batteries, had opted not to do so and take his chances to catch the leaders while they were in the pits making repairs. His risk had paid off for now he was on the same lap as the leader; but would the car have enough battery to catch Car 9? With less than a lap to go, Eric went for it and never let off the throttle. He gained a few feet on the lead car and soared through the giant jump. Now there were only three more turns to make before heading for the finish line on the front straight of the oval. It looked like Car 9, in the lead was being too cautious as it had slowed down quite a bit. Car 80 was now within 10 to 15 yards of catching Car 9. As the final turn came for Car 9, car 80 was just entering the last turn and as car 9 hit the front smooth straight, it spun a bit and was able to cross the finish about 10 yards ahead of Car 80! What an unbelievable finish. Everyone there was jumping up and down and cheering for both teams.

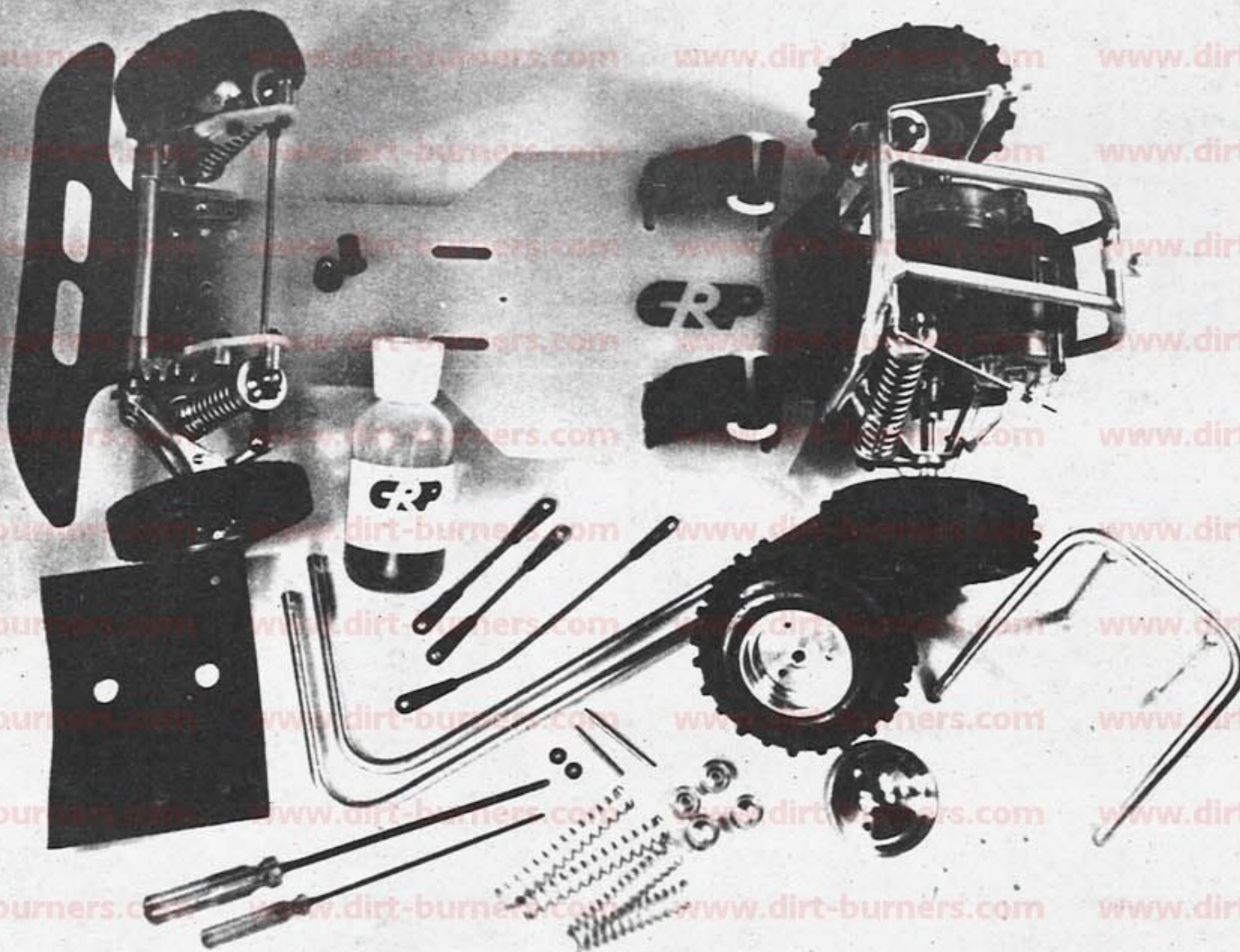
And so, the first R/C BAJA 500 at Del Mar is history. The next one there is going to have a hard time topping this one for excitement. Everyone that participated really seemed to enjoy the race and cries for "when is the next one!" were overheard. At this time, the next R/C BAJA 500 at Del Mar will be sometime in late October or early November. There's a possibility that several "250"-lap qualifying races will be run before the "500" lap race is run again. Look for details in the coming issues.

An account of laps is hereafter listed by Car number.



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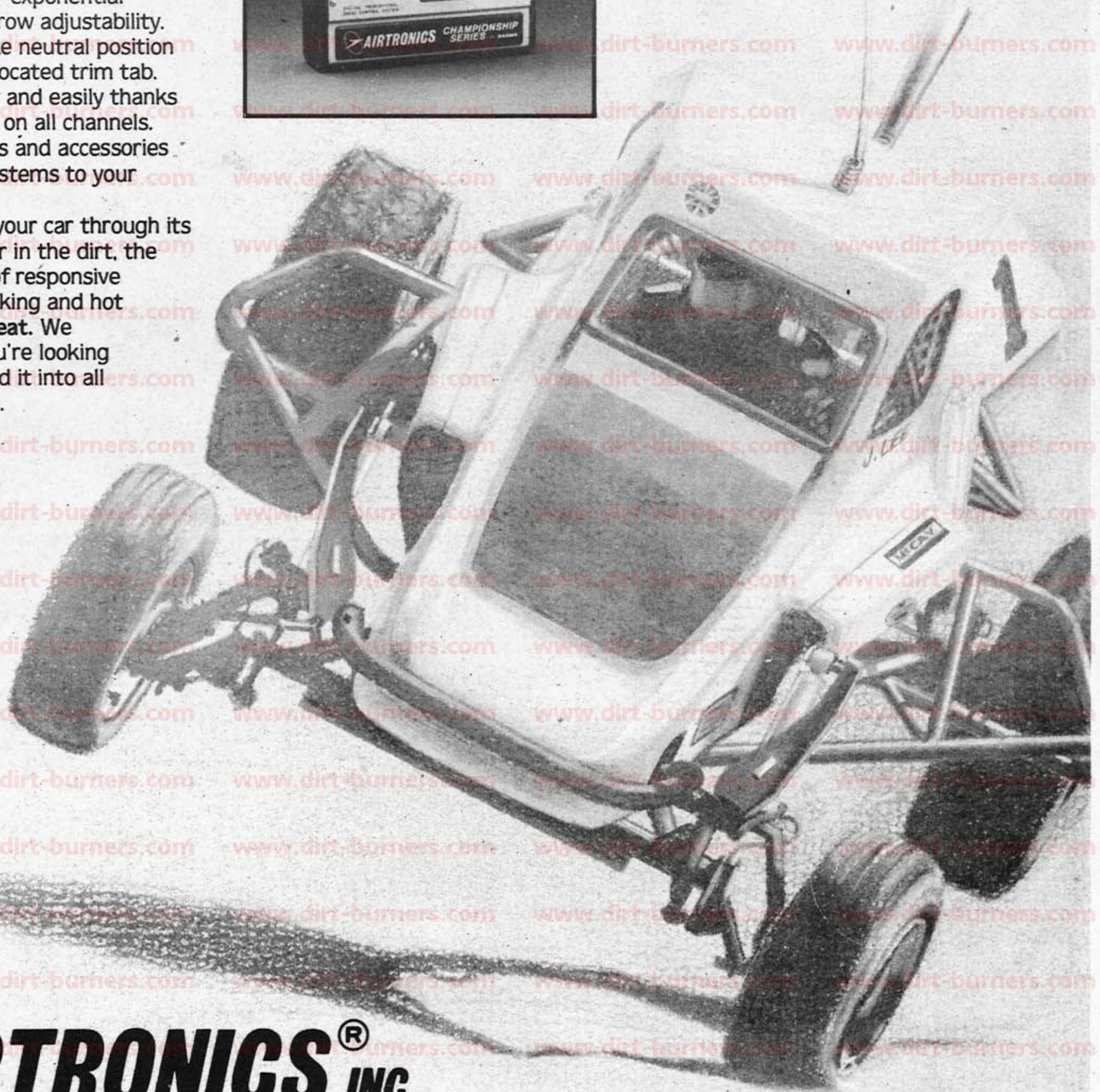
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South Jersey R/C 1/12th... Electric Indoor Championship

Report by Joe DiCara

Vincetown, N.J.
January 9, 1983

ROUND 2 of the INDOOR CHAMPIONSHIP was held on Sunday, January 9th. The group that helped set up the track there felt that the prior race layout was much too fast so a few additional wrinkles, hairpins, and chicanes were added to try and slow down the 10 second average laps. The only problem with the new layout was that no one told the drivers they were supposed to go slower on this course.

Entries for Round 2 were way up from the first race. A total of 33 cars were entered - 27 in the Amateur/Expert class and 6 Novices. The pit space was somewhat crowded, but everyone rubbed elbows, shared some racing secrets, and survived.

The pre-race Concours was won by Carl Ford with a silver and black BoLink CAC. Nick Piro was second with a red BoLink Porsche 917k. Don Pyle placed third with the red, blue and cream Associated McCrea.

Qualifying rounds started at about 12:30 p.m. Some last minute shuffling was required due to some late arrivals.

The first round was somewhat slow as the drivers felt their way around the course and got used to driving in competition again. Donny Pyle (who else) was the early TQ after the first round with 45.6 laps. He managed a 46.3 the second time out and bettered this with a 48.0 lap total on his third attempt.

Andy Madajewski was second with 46.0 laps. One half of a lap separated the next six qualifiers (43.5 thru 43.1). Evidently the new track configuration did not produce the desired results of slowing down the speeds.

Some very intense racing occurred in the third qualifying round between Phil Pyle, Carl Ford, and Nick Piro. The three raced for seven minutes with only about 1/3rd of the track separating them.

Some kind of special award must go to the drivers who turn marshalled for the Novice drivers. Unfortunately, a hard track for the Amateur/Experts was almost impossible for the Novices. The marshalls did an outstanding job of marshalling for the junior racers. They were in almost constant motion jumping over the PVC pipes and stranded cars to get the Novices back to racing.

The Novice Main was won by Glen Kremer. Glen is a new member of SJR/CRA and this was his first time ever running an electric R/C car. Glen showed steady improvement and should be ready for Amateur class by the time we move outdoors. Ron Cowan placed second, Sherry Lafferty third, T.J. Jansch fourth, and the DiCara boys fifth and sixth. The Novices did extremely well on a very very difficult track. Hopefully future layouts will allow a few easy

changes to open the track up a little so the novices can have an easier time of racing.

The E MAIN was won by Rich Schlosser with 32 laps. Tom Jansch was second with 31 laps and Bob Hafner was third with 13. This was the first electric race for these three since last season, and all showed signs of rusty transmitter fingers.

Rip Pinkston won the D MAIN with a total of 36 laps. This was a five-lap improvement over his best qualifying round. For some reason Rip drives his mains much better than his qualifying rounds. Mike Pyle, Paul Marziani, Sol Robinson, Keith Hollinshead, Joe Piro rounded out the D Main.

Gary Riemann won the C MAIN with a 39 lap total. There was an intense early battle with Nicky Marino and the Gizzzzzzmo, but Gary had a little more luck with the car grabbing tubing and was able to slowly grab a slight lead. A few late crashes allowed Gary to nail down a one-lap lead. Jim Kovar, Russ Williams, and Bob Kuss placed fourth thru sixth.

The B MAIN proved to be an intense eight minute battle between No. 1 and Tom Adams. No. 1 jumped out to an early lead (helped by a non-standard start) and was chased by everyone else. Tom started challenging at about the two-minute mark and briefly grabbed the lead. No. 1 took over first about 5 laps later. The leaders bunched up again at about the 7½ minute mark when some traffic ran interference. No.1 managed to hold onto the lead and sneak across the finish line to win by about 2 feet. Nick Piro, Sr., Carl

Ford, Nicky, Jr., and Frank Lafferty rounded out the field.

The A MAIN was almost too boring to write about. Donny Pyle, with his new MRP car jumped out to an early lead and was briefly challenged by Andy Madajewski with his l-car. Donny had way too much speed to be overtaken, and won walking away with 49 laps. Yes, 49 laps on a track that was supposed to be much slower than the prior layout. Barry Rosenberger was third, three laps behind second place Andy. Joe DiCara placed fourth and the Pyle-drivers, Don and Phil, finished fifth and sixth.

There's an executive committee meeting scheduled to determine if Donny should be declared illegal (too fast) and whether three Pyle's should be allowed to run in the same main (just joking guys!).

A few brief words about car preparation for the indoor season. First, your car bodies should be painted and detailed in such a manner that the car number really stands out. A black number on a white background is by far the most readable.

Tire traction compounds are almost a necessity. Teac, WD-40, Concept 2, oil of wintergreen can be used with varying degrees of success. Just be sure to DRY your tires before showing up for tech inspection. You will not be allowed to run with wet tires.

A 13-48 ratio is a good starting point for gearing your car for indoors. During practice, work on learning how to drive your car within the track layout. Practice various lines thru corners without hitting any of the tubing. Don't worry very much about car speed. Eight minutes of running without hitting anything will give a better lap time than having the fastest car on the straights but needing a marshall every other turn.

Also be somewhat courteous when a faster car is trying to pass. The best technique is to allow passing along the longest straight. Pull to the inside to allow faster cars to pass on the outside.

Joe DiCara

RESULTS

A MAIN:

1. Donny Pyle (MRP)...49 laps (TQ)
2. Andy Madajewski (ASSOC)...48
3. Barry Rosenberger (MRP)...45
4. Joe DiCara (MRP) ...45
5. Don Pyle, Sr. (ASSOC)...41
6. Phil Pyle (ASSOC)...40

B MAIN:

1. Ray Bojarski (MRP)...45
2. Tom Adams (MRP)...45
3. Nick Piro, Sr. (BoLINK)...43
4. Carl Ford (BoLINK)...42
5. Nick Piro, Jr. (BoLINK)...42
6. Frank Lafferty (ASSOC)...25

C MAIN:

1. Gary Riemann (ASSOC)...39
2. Nick Marino (BoLINK)...38
3. Gizzmo (MRP)...38
4. Jim Kovar (ASSOC)...35
5. Russ Williams (ASSOC)...35
6. Bob Kuss (KUSS)...28

D MAIN:

1. Rip Pinkston (ASSOC)...36
2. Mike Pyle (ASSOC)...35
3. Paul Marziani (MRP)...33
4. Sol Robinson (ASSOC)...31
5. Keith Hollinshead (ASSOC)...28
6. Joey Piro (BoLINK)...27

E MAIN:

1. Rich Schlosser (MRP)...32
2. Tom Jansch (ASSOC)...31
3. Bob Hafner (ASSOC)...13

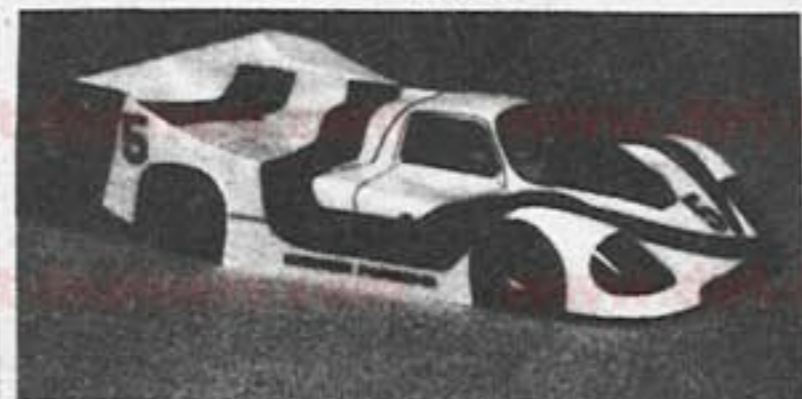
NOVICE:

1. Glen Kremer (ASSOC)...23
2. Ron Cowan (ASSOC)...22
3. Sherri Lafferty (ASSOC)...20
4. T.J. Jansch (MRP)...20
5. Chris DiCara (MRP)...18
6. Tony DiCara (MRP)...15

.....



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951 Clear 951P Painted



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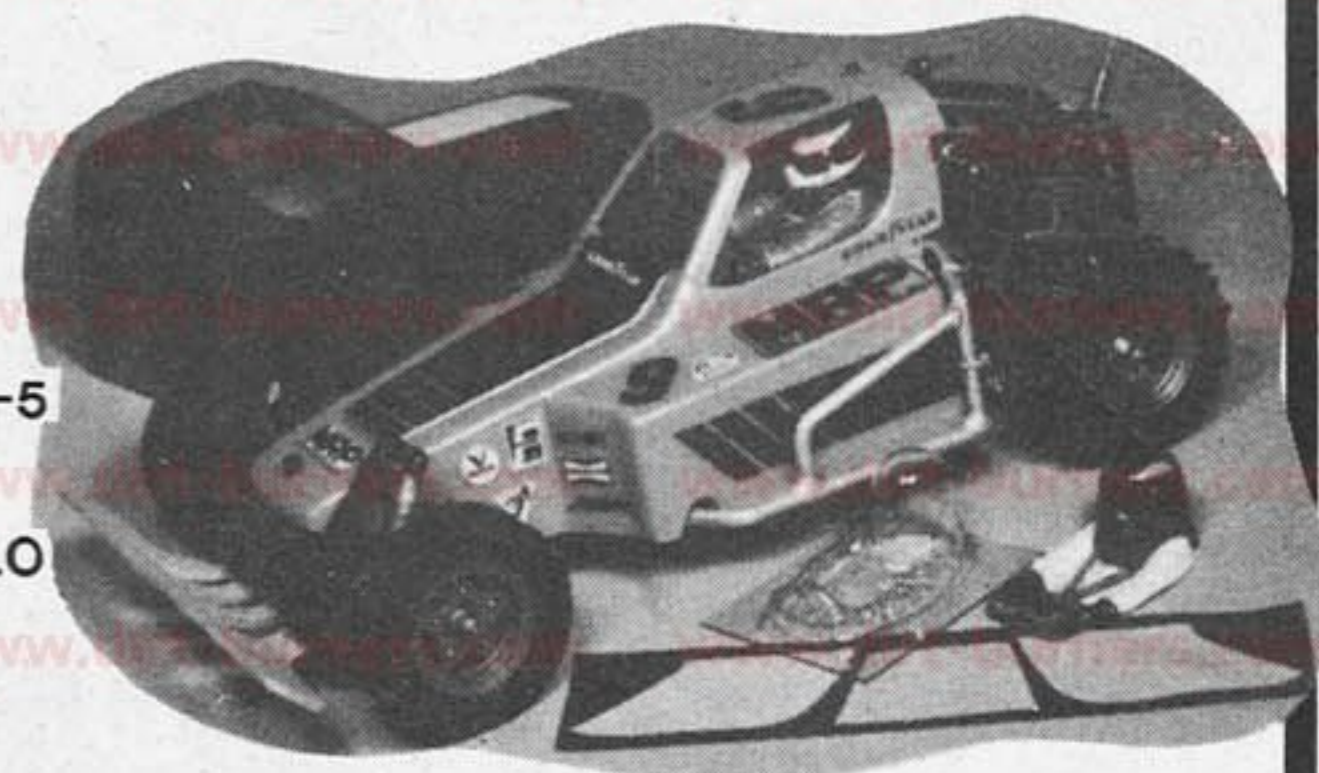
1/8 KREMER CK-5
& ASA CAMARO

1/12 MONTE CARLO

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North Jersey R/C... Is it Dead?

Report by Glen McCarthy

January 31, 1983
Staten Island, N.J.

WHO SAID THAT THE NORTH JERSEY R/C RACING ASSOCIATION IS DEAD? WE ARE DEFINITELY ALIVE AND KICKING.

We are at the half way point of our indoor season. One very good thing is happening in our Club and that is that our Novice ranks have doubled in size from last year. This should insure us of a good future, as the people progress into Amateur and Expert status.

In the Novice Division Don Smith has a commanding lead over second place Brian Mahl. Don is doing so well that he is also in second place in the Amateur Division. In the six races attended by Don, he has: two-firsts, three-second, and one-fifth. Bob Mihlon rounds out the top three in the Novice ranks.

The Amateur Division has also grown this year. Last year we had a total of 28 different drivers race with us. This year we already have had 40 different Amateur drivers attend our series races.

Tony Scorsciola holds a commanding lead in this Division. Tony has been in the A Main in every race he has attended. Tony has improved greatly with his Delta car and is in good position to win the Club's Amateur Championship title. One person he has to watch out for is Steve Ludlum. Steve has attended only five of the seven races but has TQ'ed in three of them! The battle for the Amateur Championship will probably be decided at the last race of the season.

One of our Amateur drivers will probably get the hard luck award this season. He is Steve Duty, who leads the Amateur division after three races but broke his wrist on a bicycle accident. Rumor has it that he couldn't handle the pressure of leading in the Amateur Division.

This year saw three people move up from the Amateur ranks into the Expert Division. Tom Brown of Team M.R.P., Steve Brown of Team Trinity and Joe Scarborough, Jr., our 1981/82 Amateur Champion, have made the move up and shown that they can compete with the established "experts".

Tony P. of Team Trinity has TQ'ed four of the seven races in the series and has finished no lower than in second! He holds a commanding lead over Ken Jecas, also of Team Trinity. One big surprise this season is the maturing of Glen Mac. Mac switched over to the Delta car after race number three and has given fits to Tony P. and Ken since that time. He is currently in third place in the point standings. Steve Brown and Tom Brown round out the top five in

the Expert Division.

The biggest surprise this year has been in the Modified Division. Six races and six different winners.

Race 1 saw Bob Farrell TQ and win easily. Everyone thought Bob would easily win Race 2 after he TQ'ed, but his batteries let him down with 10 seconds to go and Ken Jacas got by for the win.

Race 3 saw Tom Brown win his first "A" Main with our Club over some very stiff competition.

Race 4 had Glen Mac win his first "A" main ever by a half a lap over Tony P.

Race 5 saw Tony P. win his first Modified A Main of the season.

Race 6 had our 1981/82 Amateur Champion, Joe Scarborough, Jr., winning his first Modified A Main.

Race 7 finally saw a repeat winner in Tony P. But it wasn't an easy win for Tony as he had to get by Glen Mac to do it. At the end Tony won by only 10 feet over Mac, in the closest race of the season.

One constant thing about the Modified series is the TRINITY motors have TQ'ed all 7 races and have won 6 of them.

As you can see, our series is doing quite well. The remainder of the schedule is as follows:

Feb. 13, 27, March 13, April 10, 24 (at the Knights of Columbus Hall in Dunellen, N.J.). On March 25, 26 and 27th, we are hosting the "Eastern States 4-Cell Championship". Merchandise donations have been coming in from Associated, BoLink, Trinity, Jomac, Parma, and M.R.P.

Pre-entries for the race already include: Bill Jeric, Team Associated, James Deter, Team Trinity, Steve Koepp, ROAR World Team, and many other drivers of World Class

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competition. If entries keep coming in at the rate that they are presently coming, there might be a cut-off to prevent a marathon event.

For information call Tony P. at (201) 352-6955 or Glen Mac at (212) 981-1770.
See you soon.

Glen McCarthy

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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.

APRIL 9-10

Las Vegas Mini Mariners, Outboard Classic. Sunset Lake, NV. Entry by March 29th. Mail to 1807 Coronado, Needles, CA (619)326-4186.

JUNE 4 - 5

1983 Indy Unlimited, IMPBA - Entry by April 16th \$35.00; by April 30th \$40.00. Open class. Call Stuart Barr (317)462-7978.

JUNE 11-12

"Buckeye 880" - Hydro (ABC), Mono (ABC), Scale Hydro & Outboard. Entry by June 8, \$5.00 per boat. Registration \$4.00 Call Bill Deptowicz (216) 282-2549.

AUGUST 6 - 13

IMPBA's INTERNATS. All Classes run at Oxford, Michigan. Big week of events planned. Sign up early. Call Jerry Badgero (313) 628-9361 or Dick Newlin (313) 373-6919.

OFF ROAD

(Regular Scheduled Events)

EVERY FIRST SATURDAY:

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 FOURTH SUNDAY:

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

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 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

March 12-13, 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.

ORRCA NATIONALS

August 23-28, 1983

Site not yet determined. Top 30 percent in each class at ORRCA Sanctioned Tracks qualify for the Nationals. The one "biggie" for ORRCA in 1983. Race at your local ORRCA Sanctioned track or look for "ORRCA Qualifiers". Don't be left out!

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

May 29 - 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 - Santa Maria (site to be announced)

June 4 - 5 Del Mar Racing Center (Switched with Santa Maria)

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)

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

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

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.

CAL STATE CHAMP SERIES NORTH/SOUTH

March 26 - 27 - Fresno, Ca, Fig Garden Village, 790 W. Shaw Ave. \$22.00 Stock & Mod; \$15.00 Stk., \$9.00 Mod. Late \$17.00 & \$11.00 Neal (213)998-5113

April 23 -24 - Bakersfield, Ca, Mervyn's Dept. Store.)Same as above details) Call Neal McCurdy at (213)998-5113 or Dave Kisby (805)872-1042.

MIDWEST INDOOR CHAMPS

April 2, 1983 - Presented by Indian Springs Ford. Easter Seal benefit Race, ROAR Sanctioned. Entry \$10.00. Call Mark Randol (816) 525-1952.

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

MAR 20 - Can Am Road Course

MAR 27 - Grand Prix Road Course

APR 10 - Indy Oval

APR 24 - Can Am Road Course

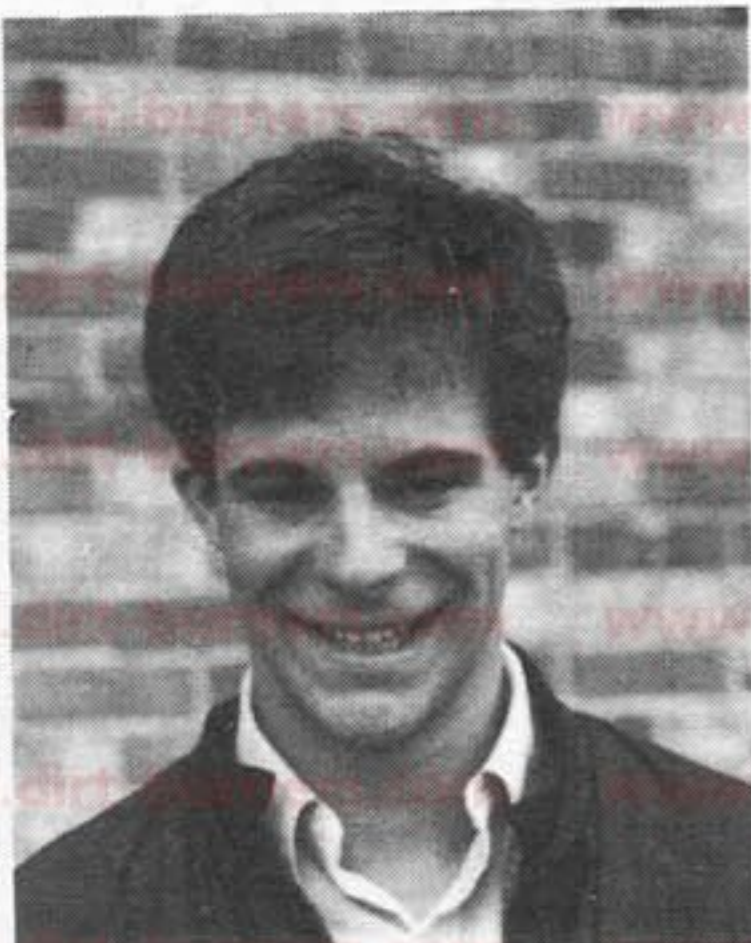
MAY 1 - Can Am Road Course

MAY 15 - Can Am Road Course

1983 Florida Winternationals

ASSOCIATED Dominates Winternationals

1/12 ELECTRICS - 96 Entries



Mike Toland - 1st Place



Re-Pete Fusco - Top Qualifier



Wayne Davis, 4th Place - Jimmy Davis, 2nd Place - Poppa Jim Davis, of Jim Davis Models in England & Nigel Hale, 3rd Place. A VERY FAST TEAM INDEED.

PLACE	NAME	"A" MAIN			COUNTRY	CAR/MOTOR
		QUALIFYING				
1.	MIKE TOLAND	30.3	25.50	29.8	USA	ASSOCIATED/REEDY
2.	JIMMY DAVIS	30.8	29.45	15.0	ENGLAND	ASSOCIATED/REEDY
3.	NIGEL HALE	29.46	29.31	28.11	ENGLAND	ASSOCIATED/REEDY
4.	WAYNE DAVIS	30.12	28.45	27.08	ENGLAND	ASSOCIATED/REEDY
5.	TERRY ROTT	29.54	27.37	16.0	USA	ASSOCIATED/REEDY
6.	RANDY TENTSCHERT	29.14	28.18	28.11	USA	ASSOCIATED/REEDY
7.	PETE FUSCO	29.19	28.13	15.0	USA	ASSOCIATED/REEDY
8.	JIM AGUIRRE	29.9	28.10	27.17	USA	ASSOCIATED/REEDY
9.	CRAIG KELLY	29.4	27.52	16.50	USA	ASSOCIATED/REEDY
10.	TO RE-PETE FUSCO	30.34	25.49	23.43	USA	ASSOCIATED/REEDY

1/8 GAS - 136 Entries



Rich Lee, 3rd Place "A" Main - Ralphie Burch, Jr., Winner "A" Main & Curtis Husting, Top Qualifier & 2nd Place "A" Main. All Racing ASSOCIATED RC 500 Suspension Cars.



Francisco Saenz - 1st Place Pan Class ASSOCIATED RC 300-BD

PLACE	NAME	OPEN CLASS "A" MAIN		CAR	MOTOR
		QUAI..	MAIN		
1.	RALPHIE BURCH, JR	15.25	90.66	ASSOCIATED	K&B-LEE
2.	TO CURTIS HUSTING	15.41	85.15	ASSOCIATED	K&B-LEE
3.	RICH LEE	14.65	83.47	ASSOCIATED	K&B-LEE
4.	RICK DAVIS	15.12	82.48	ASSOCIATED	OPS
5.	BILL JIANAS	15.26	77.72	ASSOCIATED	OPS
6.	RE-PETE FUSCO	14.71	74.70	ASSOCIATED	K&B-LEE
7.	KIM DAVIS	14.62	74.49	ASSOCIATED	K&B
8.	CHUCK PHELPS	14.74	71.63	ASSOCIATED	K&B
9.	ART CARBONELLI	14.81	35.0	DELTA	PICCO
10.	GENE HUSTING	14.55	DNR	ASSOCIATED	K&B-LEE

You'll notice the ASSOCIATED 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 car is easier to drive, thereby allowing many more drivers to reach their true driving potential. THINK ABOUT IT.

TEAM ASSOCIATED

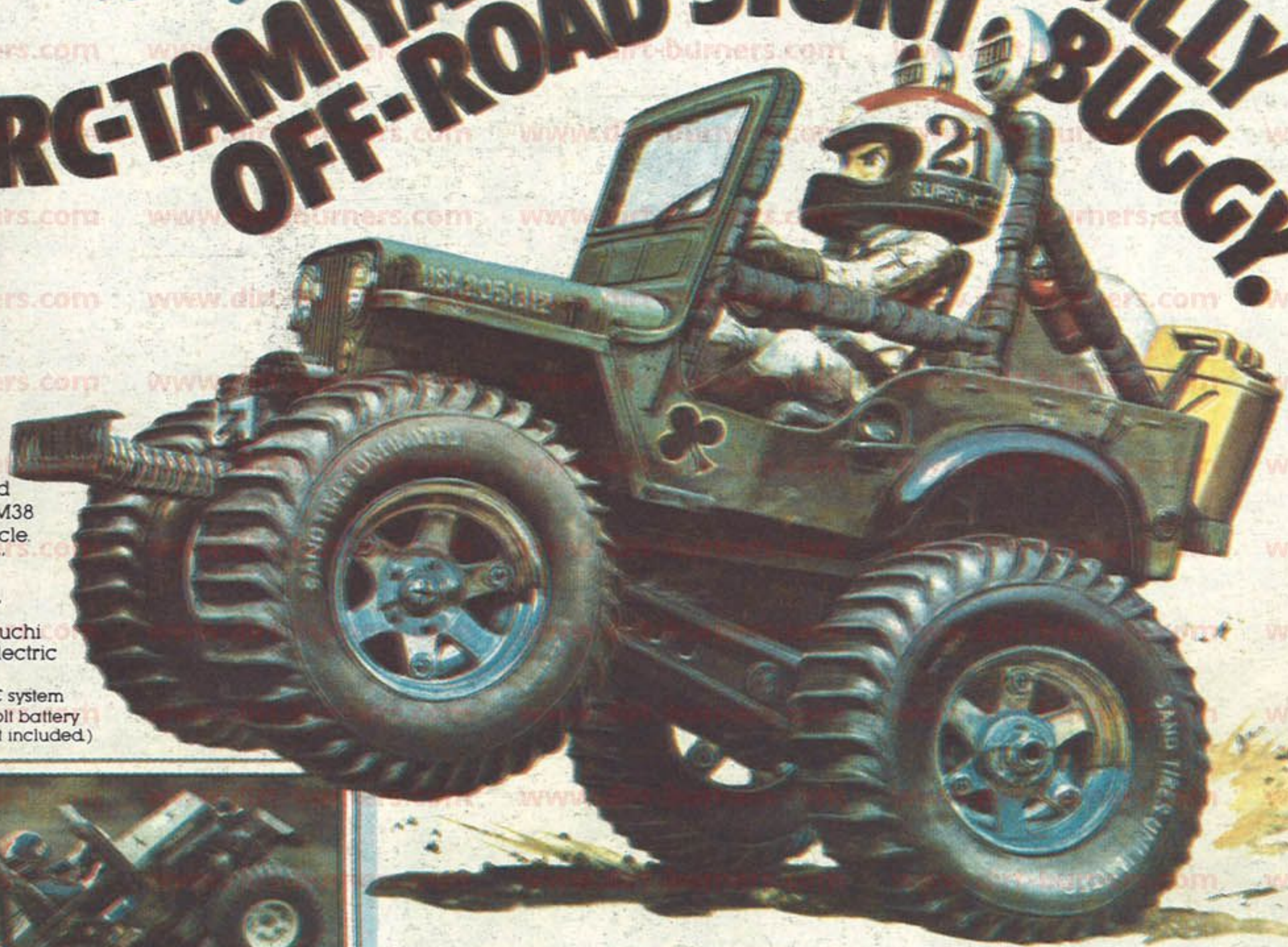
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MRC-TAMIYA'S NEW WILD WILLY
OFF-ROAD STUNT BUGGY!

WILD WILLY OFF-ROAD STUNT BUGGY

KIT SPECS

Body derived from Willys M38 military vehicle.
Length: 13½"
Width: 9½"
Height: 10½"
Power: Mabuchi RS-540 Electric Motor
(2 channel R/C system and 6 or 7.2 volt battery required not included.)



Talk about wild... Willy is it. Talk about fun... Willy's the one. It's MRC-Tamiya's stunt buggy kit. Its been geared for everyone... whether you're into R/C off-road, or ready to take the plunge.

■ To begin with, it looks like fun. From Willy in the driver's seat, to its oversize sand tires and rugged, jeep-like chassis, through its spring loaded front bumper that soaks up shocks and bounces Willy back into action, Willy was made for stunting. Its wide track

and short wheelbase make it perfect for wheelies, spinouts, donuts, figure eights, and uphill climbs... Wild Willy was engineered to do it all. From asphalt to mud, from sand dunes to rocky slopes, Wild Willy takes them in stride.

■ **STUNTABILITY**... It's all in the engineering... technology that only MRC-Tamiya could create. We've given Wild Willy an ability for super, quick acceleration beyond conventional off-road cars. And we've coupled this with a front wheel independent suspension, four ball bearings, long trailing arms and differential gear on the rear axle. It adds up to stuntability you're going to love. Then, to make sure this wild buggy keeps its balance, we engineered spring wheelie casters to keep it right side up while it's hotdogging through the boonies. But just in case, we had a strong roll bar built into the rugged chassis to keep Willy in one piece. ■ Wild Willy... engineered, conceived and built to be the first, high performance, off-road stunt buggy ever made. It's pure pleasure. Go for it.



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