

\$1.50

# R/C RACING NEWS

MAY 1983 ISSUE - NO. 25 - Vol 3

## It's All For Charity!

### Smeltzer Wins The Charbonneau...



**TWO YEARS DOWN! - Working on 3rd**

ORRCA Update  
ORRCA Nationals  
Charbonneau Charity 1/8th

Eastern States 4-Cell  
NAMBA & The Nats at B.C.  
Regional Reports...



# Race Corner

Well things are beginning to pop around here and around the R/C racing community. All the "biggie" events in R/C racing are getting closer. The NAMBA and IMPBA Powerboat Nationals are just around the corner. The Real McCoy Championship in 1/8th gas is but about a month away. Then of course the Gas World Championships in Carnoux, France. Right after that, the SANYO-ROAR Nationals at the end of July and the first week in August. And if this wasn't enough, the ORRCA Nationals are at the end of August!

In addition, sandwiched in between are great events like the Texas "Biggie", The Atlanta 1/12th scale, The Sierra Classic, The R/C Indy 500, and many more important events around the country.

The reason I bring all this up is because our Editor has asked me to please let you all know that we are going to try and make as many events and cover them as it is humanly possible; but certainly we're going to miss some. This doesn't mean that those events should not get coverage as well. So if you'd like your event covered by R/C RACING NEWS, please call us to make arrangements or in the alternative you might want to arrange for someone to cover it, write the story, GET PICTURES and results and send them to us. Lori (our Editor) will love ya for it!

Just received more details from the Ranch Pit Shop about the SANYO-ROAR Nationals Starting July 25th through August 7th. First, although SANYO Batteries has agreed to be the major sponsor, they are still looking for additional support from manufacturers and enthusiasts. It costs plenty to put on a major event such as this one so anything they can get help on will certainly be appreciated. There is advertising space available in the National Program and there are several sponsorships still available. For more information you can contact Gil Losi, Sr. at the Pit Shop, (714) 623-1506.

The racing program at the SANYO-ROAR Nationals shapes up as follows: Monday, July 25th is Controlled Practice. Tuesday and Wednesday are Production Class Qualifying and Mains (7/26 & 27 respectively). On Thursday (7/28) the Stock Class qualifiers begin and the Mains are run the next day, Friday (7/29). Then come the fast boys in the Modified class. Qualifying is on Saturday 30th and all Mains are on Sunday 31st. Qualifying Heats start at 9 am and Mains start at 10 am. That's the program for the 1/12th Electric Nationals.

Some of you may be heading back home by then, but there will be some R/C addicts who will stay for the ROAR Gas Nationals following the Electric Nationals. Control practices begin on Mon., August 1, 9am. Tuesday (2nd) is GT (reversed course) for Suspension and Pan gas cars. By Wednesday (8/3) all the GT Mains will be run. Thursday (8/4) is Controlled Practices for Can Am (regular direction). Friday (8/5) and

Saturday (8/6) will be two full days of Can Am qualifying for Suspension and Pan cars. They will try to get in as many rounds as possible. Finally, on Sunday (8/7) all the Can Am Mains in Suspension and Pan classes will be run and then you can all go home.

We hear that the Ranch Pit Shop track will undergo a whole new paint job, get more lights and shaded areas and a new computer scoring system will be in use. If you miss the Nationals this year you'll have no one but yourself to kick around.

Speaking of computers, we're glad to see that more and more Clubs and Tracks are switching to the more sophisticated system of counting laps and scoring. We spoke about that in this very column some 20 months ago. Latest to get new systems for lap counting and timing are the Rio Grande Racers in El Paso, TX and Bob Rule of BoLink, for their track in Lawrenceville, GA. I'm sure there are quite a few more people looking into it or having a system made for those purposes. We'd like to hear from some of you and pass it on to our readers. So far, the systems that have been used, like the Electric World Championships system that Roger Curtis put together and the system used at the Off Road World Championships have proven to be extremely efficient and quite accurate.

Can you folks believe it? THIS ISSUE MARKS THE BEGINNING OF OUR THIRD YEAR OF PUBLISHING "R/C RACING NEWS"! Our Publisher has an editorial going in this issue so I won't expound on it too much, but I do want to say that the first two years have been excellent and a lot of fun, and we've appreciated all the tid-bits of information and phone calls that we constantly receive. I guess that's why this column is the most popular section of our newspaper and is read the most. How about voting me a raise folks! In any case, I look forward to another great year of R/C racing.

We showed the new FUTABA Pistol-grip Modular transmitter in our last issue and the phone calls have not stopped. Many people called us to get more information and unfortunately we had to refer them to Futaba. It's our understanding that the radio system will not be available in the US until September of this year. So those of you who are foaming at the mouth better just hang on. I also hear that the system will run about \$300 big ones, which will include a full set of NiCds, the new S32H servos and will be in all 27, 72 and 75 radio bands.

Kim Davis is alive and well and working out of a new facility located at 2606 Kunze Ave., Orlando, FL 32806. It goes by the name of D & D Graphite. He contacted us because he had heard that people thought he had been kidnapped and taken to Cuba; but in fact, he's separated from his partner (friendly-like) and now has set up his own shop. So those of you who were not able to get hold of Kim can reach him at the above address or call (305) 841-2969. Oh, by the way: He also wanted me

to tell everyone that he was running in second place (for a while) at the Winternationals A Main. How's that Kim? That'll cost you a new chassis. (Just kidding).

Eustace Moore, the man behind M.I.P. and all those off-road after market products, called and told us about his latest brainchild. Some time by the end of May he will have the COX differentials available for retail. It was designed to "just drop in" with minimal labor and take off, never to worry about destroying the rear end of a Scorpion. For your pleasure, that item should retail around \$59 bucks. But what's money when you can beat your buddy, right? He also informed us that his new IRS rear suspension systems are just about ready for the off-road market and they should be out also later this month.

Eustace reminds me very much of another friend and off road racer (full scale), Mickey Thompson. Both guys never do things that are normal or by the book. I've seen Eustace come to an off road race with the God-awfullest looking off-road car just to destroy it or break it and not even finish, only to go back to his shop and try it again. The results of the mayhem he causes is that he is able to breed some pretty fine and reliable products once they hit the retail market. Just recently I heard him again talking about doing something in 1/8th scale gas... like a 4WD suspension car with gas-filled shocks and a three speed transmission that can also be used as a video game. He's on the rampage again folks and I wouldn't put it past him!

Speaking of 4WD drives, we spoke to Jim Cook of Cook Racing Products and he informs us that his version of a 4WD gas car has undergone extensive testing at the many Rio Grande Racers races and that he expects to have the kit and package by July. Knowing Jim, the car will still be super light and most likely, it will work quite well. Welch Mfg. is gearing up for orders expected. I understand that he'll bring it to the McCoy race in June.

Another fellow racer is also developing a 4WD drive system for the Gas cars. Jim Gonzel has been working on a 4WD gas car for quite sometime now. The first time I saw the car was at last year's Ventura 6 Hour Enduro. Months later he claims that the car is almost ready and that the kit will drop in on an RC500 with very little work. It can be done in minutes, he says. His estimate for having the parts ready is about one month.

Is 4WD Electric that far away? I heard that somebody had already tested one. We'll wait and see (or hear from someone, I'm sure).

New elections at ORRCA (Off Road Radio Control Assoc.) have elected (our Publisher) Lou Peralta as President, Butch Dunn (RC Race Prep) as Vice President, and Ron Williams (Radio Control Hobbies) as Secretary/Treasurer. The Board of Directors now includes Messrs. Peralta, Dunn, Williams, Duane Luypen (Great Western Hobbies), Larry VanOsten (RCH), Gil Losi

(Ranch Pit Shop), Sr. and Mike Tobey (CRP). Mike Tobey remains the Rules Chairman.

Besides the MABUCHI motor, which has been used in all of the R/C off road kits to date (AYK, MRC/TAMIYA & COX), three new styles and brands of motors have now been allowed by ORRCA. They are the YOKOMO, IGORASHI and SEGAMI. Manufacturers who wish to produce ORRCA Approved motors to be used in the Stock and Modified ORRCA classes should submit their motor(s) individually for approval.

NEW ADDRESS FOR ORRCA: P.O. Box 8938, Calabasas, CA. 91302-8938. Telephone (213) 340-5750.

At that same ORRCA meeting, the Board of Directors announced the date and the location for the "first ever" ORRCA Nationals and specific details. The event is to be held at the Del Mar Racing Center, Del Mar, California on AUGUST 24-28, 1983. ORRCA is going all out to make this event one of the premier R/C racing events of 1983. For more information, ORRCA has published details in this issue, including the new "Membership" program and the Track "Sanctioning" package that is now available. Check it out.

One thing we do know and that is that if you plan to attend the ORRCA Nationals you better make your hotel or motel reservations in plenty of time. Del Mar and the surrounding communities are all beach resort areas and during the summer they get really busy. In addition, the Del Mar Track (Horse Racing) draws plenty of people to the little town, so space will be at a premium unless you make arrangements in advance. The Del Mar Racing Center also has a full "hook-up" campground in the facility - reservations are also needed. If filled-up, they offer parking space for those with Campers, Motorhomes or Trailers at a very reasonable cost. Call them for more information at (619) 755-0411. Talk to Eric Grisham, Greg Parrocha or Wayne Searle. You can also call ORRCA for more information.

One thing we forgot to tell you about the SANYO ROAR Nationals is that the entry is \$20.00 for the first event and \$10.00 for each additional event, and that drivers may enter only two classes. Production & Stock or Stock & Modified, but if you enter Modified, you can not compete in the Production class.

There was also an error in our Calendar section with respect to the Ranch Pit Shop monthly Off-Road race. They race on the first Saturday of the month and NOT the first Sunday! Make notes of that in your racing diary.

There is quite a controversy brewing up in world-scale with respect to the number of driver's allocations to be sent at each world event in 1/12th and 1/8th scale. IFMAR, the World Sanctioning body for 1/12th and 1/8th scale is wanting to re-structure the provisions so that Europe and its European members (EFRA) get more allocations than they presently have. There are three major



bodies which form IFMAR. They are: ROAR (United States), EFRA (Europe) and JMRCA (The Far East). Each is allowed 40 allocations except that the Body that is hosting the world events receives 10 extra from each of the two non-hosting Associations making it a total of 60 for the 'host' and 30 for the other two. Well, I think EFRA is making attempts to get even more than that. They claim that their 20,000 plus European racers deserve more allocations for world events.

The next IFMAR general meeting in July (ROAR, EFRA & JMRCA representatives will all be there) at Carnoux, France (site of the World Gas Championships) should be an interesting one. We'll be there covering it and bringing you all the blow-by-blow details.

We were delighted to hear that as a result of R/C RACING NEWS, some 40 plus racers and families are booking their air fare to Carnoux, France through one of the Agencies we suggested at a much lower price than was available. This certainly will relieve the high costs of traveling to Europe and especially in France.

The Sierra Classic II is really shaping up quite well, with lots of sponsors helping out the Sierra Radio Control Car Club. Best Western's Airport Plaza Hotel is race headquarters and they have special rates for the racers. They will also provide a shuttle service from the airport to hotel and thereafter to the MGM Grand Casino on an hourly basis. You guys don't forget to pay the hotel room in advance and have your return ticket all ready... after that have a great time!

Some of the sponsors already involved in the Sierra Classic II, besides the Hotel are: AJ's Twinn-K, American Trophies, Astro Flight, Clarkes Raceway, BBR Concours, Parma, Speed and Sport, Trinity, Vantec, and of course R/C RACING NEWS. It's Modified 1/12th time in Reno, Nevada JUNE 11th & 12th!

We heard that the 9th Annual Astro Electric Championships were really a great success in spite of the rain. Some 83 entries entered the air race and there were over \$2,000 in prizes donated by Astro Flight. In fact, Astro Flight did quite well there because out of the 39 trophies in 13 different categories available, Astro Flight took home some 27 pieces of gold. Not bad at all!

Some of you who are going to the NAMBA Nationals in Canada this summer better read the NAMBA report in this issue, especially with respect to money exchange and taking your boats and accessories in and out of the country. No big deal if you comply with what has to be done. The people up there are just doing a super job in preparing for the onslaught of powerboat racers expected. Be prepared to have a good time, if you don't... it's only your fault.

Just so there is no confusion in anything that we might have said or implied or that others may have said, Kent Clausen is NOT racing for DELTA Mfg. He may have been using a Delta car but his major sponsor to date is TRINITY MOTORS.

Mike Toland, our ace 1/12 scribe has an excellent report on the 1/12 Cal State Series in this issue. Check

it out.

Latest word from the promoters of the Gas World Champs is that just about everything is ready for the big event in July (4th to 10th) at Carnoux, France. Check this out! Special "stalls" for people accompanying the racers and teams have been installed above the driver's stand. Cover stands have been added to the complex. Over 200 parking spaces for the racers and their pits have been completed. They now have bleachers for over 5000 spectators around the track. The driver's stand is now equipped with 220V and 12V and 2V power sources, compressed air, 5 working benches, a lathe machine, milling machines, drills, tools etc. A shop is equipped to take care of immediate parts needs. Lights are on the track for night practices. Temporary camping sites. We're really anxious to get there and see all the hard work that these people have put into this "major" event. Complete coverage will be in our AUGUST issue. Don't miss it!

**FROM THE "WE GOOFED" DEPT.** In our last issue's Calendar section we listed the 1/12th So. Cal Race at Del Mar on May 29th, as a \$10.00 entry fee race. In fact it's only \$6.00, so those of you who were thinking that you'd have to spend an extra \$4.00, now you can use that extra money for the video games, or slots, or whatever. Sorry!

The Oakland R/C Model Boat Club of Oxford, Michigan is getting ready to host the IMPBA Nationals this summer. They need some help from some of you out there. To put on a major event such as this one, they need financial help to take care of the many expenses, as well as prizes to give out. If you would like to buy an ad in their program or donate for the rental of the big tent or several other projects you might want to contact Richard L. Newlin, President of the Club. He is at (313) 373-6919 or write to: OAKLAND R/C, 1290 Circle Drive, 303 - Pontiac, Michigan 48055. They'll really appreciate it and so will we.

**The California State Champ race (1/12th Electric) at Del Mar is set for JUNE 4-5, 1983. Stock on Saturday (4th) and Modified on Sunday (5th). Entry for Stock is \$15.00 (incl. motor) and Modified \$10.00 as always. \$22.00 for both. Tech is at 7:30 am on Saturday and 8:00 am on Sunday. The first of the two qualifying Heats start at 9:30 am both days. You can practice on Friday (3rd) any time. For more information call Eric or Greg at Del Mar Racing Center (619) 755-0411 or 481-0363. Entry deadline is MAY 29th. After that, entries will be an additional \$2.00 each and no special discounts for entering both races! So save money and enter by MAY 29th!**

A couple of late pieces of information just came across our messy desk. PROCAR has set their Club race at the Puente Hills Mall for May 29th. This is a 1/8th Gas Can Am race, with an entry fee of \$5.00. Track will be set up for practice on Saturday (28th). Sign-ups will close at 9:30 am Sunday and race starts at 10:00 am. How do you get there you ask? Well take the Pomona Freeway (60) to the Azusa off-ramp. Go west and nestled in between the Jolly Roger and the Sears Automotive

## From The Publisher

### We're Now Three!

I can't tell you how delighted and proud I am to be writing this particular article this month.

You see, it's a very special time for us. It marks a very important anniversary. Two years ago, the May 1981 issue, was OUR FIRST ISSUE! This issue then marks the beginning of our third year of publishing R/C RACING NEWS.

I can't begin to tell you how fast the time has gone by and how gratifying it has been to be involved in a very unique sport with many, many great people in it.

I have done quite a bit of traveling these past two years to cover many R/C events and to meet many of the people dedicated to it. Without a doubt, all of you have to be the nicest bunch of people anyone would want to call friends.

No matter how heated the racing is, no matter what the pressures are to do well, when it's all said and done and the racing is over (and the bench racing begins), that's when the real person comes through. To my expectations, no finer creature is there than the R/C'er and his family & friends, and I'm most delighted and proud that in the past two years I've had the opportunity to meet many of you and to now call you my friends.

Now we're embarking on our third year and I must say that we've never been so excited as to the future of our Sport/Hobby. There are great races and activities scheduled this year in all areas of R/C and we'll try to be there whenever we can.

But part of our excitement is that we're finally reaching the greater masses. I don't mean the hard-core enthusiast who gobbles up any and all material dealing with R/C. I mean the unsuspecting "general" public who knows very little about our sport.

The fact that we've taken R/C RACING NEWS to many consumer shows here in the US and abroad, the fact that we were involved in the SCORE Show which had over 40,000 people see what R/C'ing is all about, and the fact that our subscription and retail outlets continue to grow with every month - more and more people are now finding out about the wonderful world of R/C'ing.

As a result, it appears that the industry and the sport is once again in the upswing of things. We think that we've been instrumental in a

small way, to help it along.

A few of you have been our strongest supporters from day-one. I can't begin to thank you enough for your courage and insight to stand behind us. Many of you have joined us along the way during these past two years and I also want to thank you for your commitment. I hope we have not disappointed you.

Finally, there is a small group of people who deserve more than anyone can imagine. I usually find myself at some event or race getting the "congratulations" or "good job" accolades, while in fact there are people more deserving than me.

Lori Peralta, our Editor, the silent one, takes all the guff and complaints, and handles all the problems related to each issue, and some how on the day the paper is supposed to be out... IT IS! She has never missed a set deadline! Even when working through the night(s) was the only option, each issue has gone out on schedule. She is terrific!

So is the rest of the Peralta family: From Lois, our Associate Publisher, who does everything that needs to be done, to Leslie and Lonnie who help tremendously when it's needed. One nice thing about a "family-owned" business is that the family is always there when they're needed. The WORST thing is that they never get what they really deserve.

I would be remiss not to mention the many "Contributing Editors" that have made what R/C RACING NEWS is all about. To those of you who have taken the time out to write and photograph and send to us race stories, reports and bits of information, all for the love of the sport, OUR gratitude is limitless. You have made R/C RACING NEWS the newspaper of the enthusiasts and the industry.

The only way we can re-pay all of you is for us to continue to publish R/C RACING NEWS as we have for the past two years and to continue to give all the support that we can give you.

This third year looks to be our best year yet. We hope it's yours as well. And if R/C RACING NEWS can help you get there... then USE US!

Lou Peralta  
Publisher

buildings you'll find the track on the parking lot. Call John Thorp for more info at (714) 622-6518 days & 629-3381 evenings until 9 pm.

Just got a note from Lou Peralta regarding ORRCA. He would like the various Off-Road tracks to submit their choice for "Track Representative" to sit in a newly-to-be-formed "Competition Board" made up of RACERS ONLY! The main purpose for this Board is to listen to racers' suggestions, constructive criticism, complaints, etc and make sure that

ORRCA's Board of Directors know about them. For Tracks outside California you may want to choose your "Rep" and let him get in touch with someone here to act as your "proxy" representing you and making your point of views known to ORRCA. Perhaps a General membership meeting can be scheduled to meet during the ORRCA Nationals and discuss all future plans. Call ORRCA for more information.



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**ON THE COVER:** All the winners at the 7th Annual Ray Charbonneau Charity 1/8 Gas Race. Money from race goes directly to the Cancer Society.

# On the Line

## "YOKOMO OR BUST!"

This seems to be the message a certain group of U.S. manufacturers are sending to the R.O.A.R. membership. Recently the U.S. Regional Directors took a vote (polling the R.O.A.R. General membership in their respective areas) as to whether the YOKOMO, SEGAMI, AYK, MABUCHI, etc. (motors) should be allowed to run in our Modified Class. The outcome was an overwhelming vote to keep 1/12th racing "as is" (Igarashi only).

It was my understanding (being involved in the R.O.A.R. motor approval committee) that after this vote was taken, it would remain "as is" for two (2) years. I guess my fellow manufacturers have forgotten this statement since I just heard it will be re-submitted for vote again in January.

My question is: "How many times do we have to vote on these motors?" It's obvious that only a small portion (I think Region 6 was the only "yes" vote) of R.O.A.R. membership wants to allow these other motors. Their contention is that we have to stay current with the rest of the world for the World Championship race every two years.

I can't see taking a chance of possibly ruining the U.S. market (1/12th Modified) just for a race every two years. We should be concerned with the R.O.A.R. membership in the U.S. and worry about what's good for them! I can't see ruining the U.S. market for the sake of the European market.

My reasoning behind this is through the trends that seem to be developing.

The Japanese seem to be developing new electric motors every week and they have several versions of the SEGAMI, AYK, etc.; along with the YOKOMO and the new YOKOMO "FLAT MOTOR", which resembles a slot car motor. Unfortunately for 1/12th racing, the YOKOMO Flat-Motor isn't the only thing that resembles Slot racing. Now 1/12th racing seems to resemble the Slot racing trend of having a "new motor every month". Believe me, people won't stand for this too long. The results will be as disastrous as they were with Group "7" Slot cars - with people dropping out of the hobby; motor manufacturers going out of business because they can't compete with the current technology or the expense of importing all these new motors out of Japan.

We CAN stop this if we do not allow a select few to dictate what we have to run! What can you do? Write letters RIGHT NOW to Joe Sullivan, the R.O.A.R. President. Show an interest now before it's too late! Remember technology kills!

Ernie Provetti  
TRINITY PRODUCTS

Food for thought. Let's hear from you out there! ED.

## IN PROTEST!

I'm writing this letter to protest the recent changes in the entry prices at the Del Mar R/C Racing Center.

Our family races 1/12 at Briggs Cunningham in Costa Mesa, and at the Ranch Pit Shop in Pomona. We also travel to other parts of the state for S. Cal. Championship Series. We race at the Del Mar track whenever it is possible for us as it is almost a 60 mile drive from our home in Fountain Valley.

The Southern California Auto Racers (SCAR) Club is the host club at Briggs Cunningham. The entry fees for club races are \$5.00 per entry and \$4.00 for club members. I believe that the same charges are at the Pit Shop hosted by the RACE Club.

In the event any of the clubs [that] host a So. California Series Race the entry fee is raised an additional \$1.00 to pay for overall trophies (sic) to the Series winners. That money is put into a fund exclusively for trophies (sic).

We have never, to my knowledge had any complaints about the prices charged. What we all want more than anything is to continue to build up the 1/12th hobby and make it enjoyable and affordable for everyone.

Printed in the most recent R/C RACING NEWS was the current prices for the Del Mar Track. Every first Sunday 1/12 \$7.00 and \$10.00 for the So. Calif. Series to be held on May 29th. So on May 29th our family packs up the stationwagon and drives 60 miles pays \$30.00 (Mike, Stever, and Tim). I'd like to know where the other \$6.00 is going.

Marilyn Toland  
Secretary S.C.A.R.

RS. A copy of this letter is being sent to Competition Plus.

Who? We forwarded a copy of your letter to Del Mar for their comments. We DO want to take the blame for listing the May 29th So Cal race as a \$10.00 entry fee. This appeared in our last issue but when checking back in our records we found that the flyers and info sent on that race to us by Del Mar all had the \$6.00 entry fee. OUR FAULT! ED.

## THANKS FOR THE CHANCE

Thank you for the chance to reply to Mrs. Toland's letter with respect to our entry fees.

First let me say that we have never publicized or indicated that the So. Cal Series race (which was postponed in Feb. and re-scheduled for May 29th) was going to have a \$10.00 entry fee. When we first made the flyers, and in subsequent information sent out, the entry fee has always been \$6.00 with \$1.00 going back to the Series. I'm afraid you folks made the error in your

# R/C RACING NEWS

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We Cover It!

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## Modified Electric Motors

Calendar section in the last issue!

But I do want to answer Mrs. Toland's other points about our charging \$7.00 for the Club or monthly races.

Needless to say, because the track is a commercial venture, and not a Club project, we must make it pay for itself. Recent increases in utilities, land rental, labor, and maintenance have necessitated that we increase our race revenues. Unfortunately, everything that we have to do to keep up the track and facility comes out of our pocket. Mrs. Toland says that they race out of Briggs, where they still pay \$5.00. I seem to remember all the complaints about the track and the horrible cracks on the surface. I also remember the "hat" being passed around for money to put a new asphalt surface at Briggs, and as I understand it one or two "major" manufacturers put up most of the money to re-surface the track - now apparently that track is in excellent condition and we're glad. I'm sorry to say though, we don't have such a luxury. We pay for everything, including keeping the lights on sometimes until 11 or 12 midnight when the racers come the day before to get in some practices. We never turn any body away when the sun goes down.

I also think that coming to Del Mar is a real treat. I mean what other place offers a complete recreational facility, with convenient snack bar, video games, miniature golf, driving range, trampolines, shop, slot cars, etc. Even an in-house campground, one of the nicest in the area. I mean, you just don't come to Del Mar and sit in some parking lot all day. In between races you have the option to relax a bit. In some of our races we even hand out "special" discount coupons for racers to enjoy some of our other venues at a lesser cost.

I am sorry that Mrs. Toland thinks that we're filling our pockets with wads of money. That's not true. By the time you pay for the trophies and/or plaques, the help (no club runs our races or sets up the track) and the various other expenses, there's very little left out of the entry. In fact, unless we can make the track really pay for itself, Mrs. Toland will have one less track to go and race. I'm sure she'll save money then.

We are committed to help the sport in any way possible and we will do what ever we can to make the day of racing an enjoyable and exciting one. Our scoring computer, our people, our efforts, are all dedicated to make the enthusiasts have a good time. But we can't lose money doing it. If we do, I'm afraid you may soon see "batting cages" instead of an R/C track. We hope that doesn't happen. Thank you.

Eric Grisham  
Manager  
Del Mar Racing Center

By Kevin Orton  
(Sent to us by MART)

**IF YOU WANT TO WIND A MOTOR...** first of all you need to pick up some magnet or coil wire which will set you back about \$2.00 for 4 oz. This should wind three or four armatures. You'll also need an armature that hasn't been balanced or epoxied, which could be difficult to locate.

If you plan on doing much rewinding, it would be wise to get a hold of as many unbalanced armatures as you will need as fast as you can, since balanced armatures are good for the factory wind only and most of the manufacturers are going to the balanced and epoxied motors.

In the American Wire Gauge system, wire is numbered with larger wire sizes having a smaller number. This means that No.22 wire is larger in diameter and has less resistance than No.23 gauge wire. You probably will want to use larger wire in your motor. You can get magnet, or coil wire at many electronic stores.

When choosing the wire size, keep in mind that larger diameter wire will, for any given number of turns, increase the current in the armature because of reduced resistance which will increase the magnetic flux and increase the torque and power to the motor. The torque of a motor depends on the magnetic flux, or force, in the armature which is measured in amp-turns.

The amp-turns of the armature is simply that; the number of turns times the amps. If you can't find the size of wire you need then you can take advantage of the fact that every three wires sizes you go up, the resistance of the wire doubles and putting two wires in parallel halves the resistance.

An example of this would be: Instead of using No.21 gauge wire, you could use two No.24 gauge wires in parallel. Another example is using No.24 gauge wire in parallel with a No.25 gauge wire to come up with the equivalent of about No.21½ gauge wire.

When you change the number of turns, current and RPM's will vary. The torque will remain the same, within practical limits, regardless of the number of turns. When we go back to the amp-turns rule to determine torque, we see that as turns go down, the current goes up because of less resistance, which means that amps times turns remains the same. As turns are removed the current draw of the motor will go up, but the RPM's will also go up.

Before you remove the stock wire, be sure to study the wire connec-

tions until you get them down pat. The stock winding uses one continuous piece of wire, but I recommend you use three separate pieces so you may come back later and remove a few turns easily.

The first few layers won't be too difficult to stack evenly, but after that, it gets hard. The most important thing is don't criss-cross the wire because this wastes the most space. If you can concentrate well, you can count the turns as you put them on; if not, then wind one coil and count the turns as you remove them, then measure the length of the wire and make three more pieces of the same length. Now merely wind until you run out of wire. Put on as many turns as is practical to fit to start with, then scrape the insulation off the very ends of the wire and close the tabs on them. Don't lacquer the armature until you get the right number of turns.

Now you need to go to the track and test. Be sure to get a small notebook to write everything down in, or you won't get anywhere. Also be sure to only change one thing at a time so you will know exactly what does what.

Determine the average top speed by running the oval for exactly 8 minutes and counting the number of laps you accumulate. Also run the road course, counting the laps to test duration and torque characteristics. With each number of turns, run several gear ratios, starting at one that is obviously too low and going to one that is too high. Your records should show the optimum performance somewhere in between. One thing that you need to know is that the myth of lower gears giving higher acceleration and vice-versa is exactly that - a myth. Electric motors are totally different from gas motors. Let me explain why.

You will recall that the motor generates a counter voltage that is determined by the RPM of the motor. When a motor is geared higher the motor spins slower at a fixed rear wheel speed than it did before, and so at that rear wheel speed the motor generates less counter voltage which allows more current to flow in the armature - and you'll remember: power is voltage time current, so the power being generated by the motor is greater. Except when going to extremes, the percentage increase in motor power is about equal to the percentage increase in gearing, so rear wheel torque is fairly constant. You can picture this by imagining putting your foot in front of the car and punching it. With low gears the rear wheels will spin slowly, but as you raise the gearing the rear wheels will spin

faster, as long as the motor can produce enough power to pull the gearing. One thing that is true about gearing is that no matter how extreme you go, lower gears will always draw less current and therefore run longer.

Once you've determined the optimum gear for that wind then try taking off a few turns and then test for the optimum wind and keep doing this with several different amounts of turns until an optimum wind is found and the best gear is found for that wind.

You may find different amounts of turns to be equal, but with different gear ratios for each wind in which case you have a choice of optimum winds. Keep removing a few turns at a time until peak performance fails, then go back and rewind the armature with the number of turns you found best and lacquer the armature.

You now have the best wind for that gauge of wire and the next step is to do the whole process over again with another gauge wire. The timing may be used to fine tune a wind, and a good starting place is about 10 degrees advance, which is equal to 3 millimeters on the circumference of the motor's case.

Here are some winds that will get you started in the ballpark, but keep in mind there are many more possibilities with half gauge wire and dual winds, etc.:

- No.23 gauge 26-38 turns
- No.22 gauge 22-33 turns
- No.21 gauge 29 turns (you really have to pack it!)
- No.24 & 26 in parallel 24-30 turn
- No.25 & 26 in parallel 22-33 turn

All of these winds won't always last 8 minutes in all circumstances; in fact, you may never get 8 minutes out of these winds. They are just here to illustrate the practical limits and a totally different set-up that may work best for you.

If you haven't noticed yet, building a superior motor takes a little knowledge and a lot of testing and work. But in most areas of the country you won't find an easier way to have an advantage before the race even begins.

Modifying a motor is "not cheating!", just because other people are not doing it. It is utilizing the rules to your maximum advantage, which all experts do. In any large caliber race you will have to learn how to build modified motors and do it just to be competitive. Sure, many modified motors are on the market and many people will use them, but why learn for yourself? Not until you start building your own motor will you ever really start to learn something and collect valuable experience, while at the same time saving much money!

See you in the FAST LANE in Lansing, Michigan.

Kevin Orton



**SMELTZER  
WINS!**



did manage to attend. With all of the rain so far this year here in Southern California, I'm sure many racers were wishing they had some type of rain tire.

Because of the rain forecast, it was decided that there would only be two rounds of qualifying. Although the skies remained grey there was no moisture during the qualifying rounds and when it was all over, Gene Husting had set Top Qualifier time.

Making it into the A main were: Husting, Bill Jianas, Rich Lee, Dana Smeltzer, Tom Wong, Ron Paris and both Gil, Jr. and Gil Losi, Sr. I would say a pretty fair A Main in any track, but especially here where each of them has a tremendous amount of experience.

#### THE MAINS

In the G MAIN, Bill Prather, son of Les Prather won with a 4-lap cushion over second place Dean Miranda. Laslo Csanyi took third with 26 laps of the 30 lap main, while Jim Baker and Ken Davenport placed 4th & 5th respectively.

The F MAIN got underway with the darkened skies still threatening. Needless to say, there was very little time between the mains as everyone rushed to get them in before the rains came. Terry Baker was the first racer in this main to make the 30 laps. He edged out Steve O'Donnell, who also finished with 30 laps. Third went to Bill Bowerman, and he was followed by Joe Graffeo and Lou Peralta. The last half of the race was raced in a damp surface as a light drizzle started to fall.

As the E MAIN got underway, the rains (drizzles) started coming down. The race continued but the cars were doing 'donuts' at every tight turn of the track. Many cars wound up on the boards and having

## The 7th Annual Ray Charbonneau Charity Race



member of the Steering Committee for the same club.

In a nut-shell, the Ray Charbonneau Memorial race is truly a formidable race to attend, and this year's race was no exception.

Last year the race was marred by heavy rains on Sunday, causing the event to be delayed one week. By the time the race was run on the following week, the large entry that had made their way down to Southern California from all parts north and east was not able to make the "rain date" on the following Sunday.

For this year, the forecast was for rain. Once again the entry suffered somewhat although over fifty racers

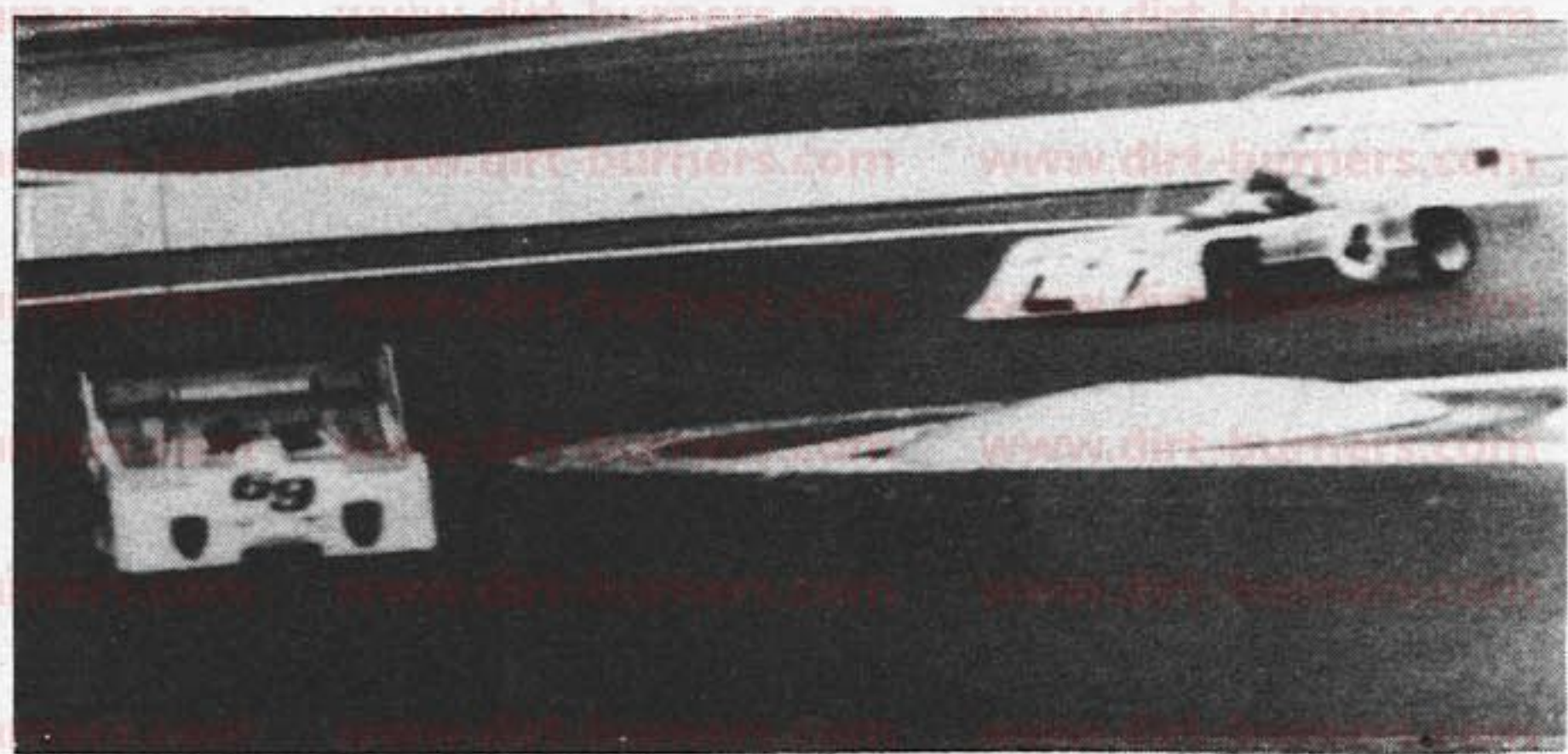
Ray Charbonneau was one of the most dedicated and competitive R/C racers of his time. A good friend to many, he also was a staunch competitor with many wins to his credit. Unfortunately we never had the pleasure to know him but in talking to some of the fellows that raced with him, we understand that the man was truly a credit to the sport. Dedicated to the R/C sport he raced right up to the day he passed away.

He accomplished many feats in the sport and managed to grab quite a few firsts in the Amateur and Expert classes. He was several times a Trophy Dash winner, also Top Qualifier and also participated in many Enduro racers. In addition, he also served as Vice President of PROCAR for two years and was a

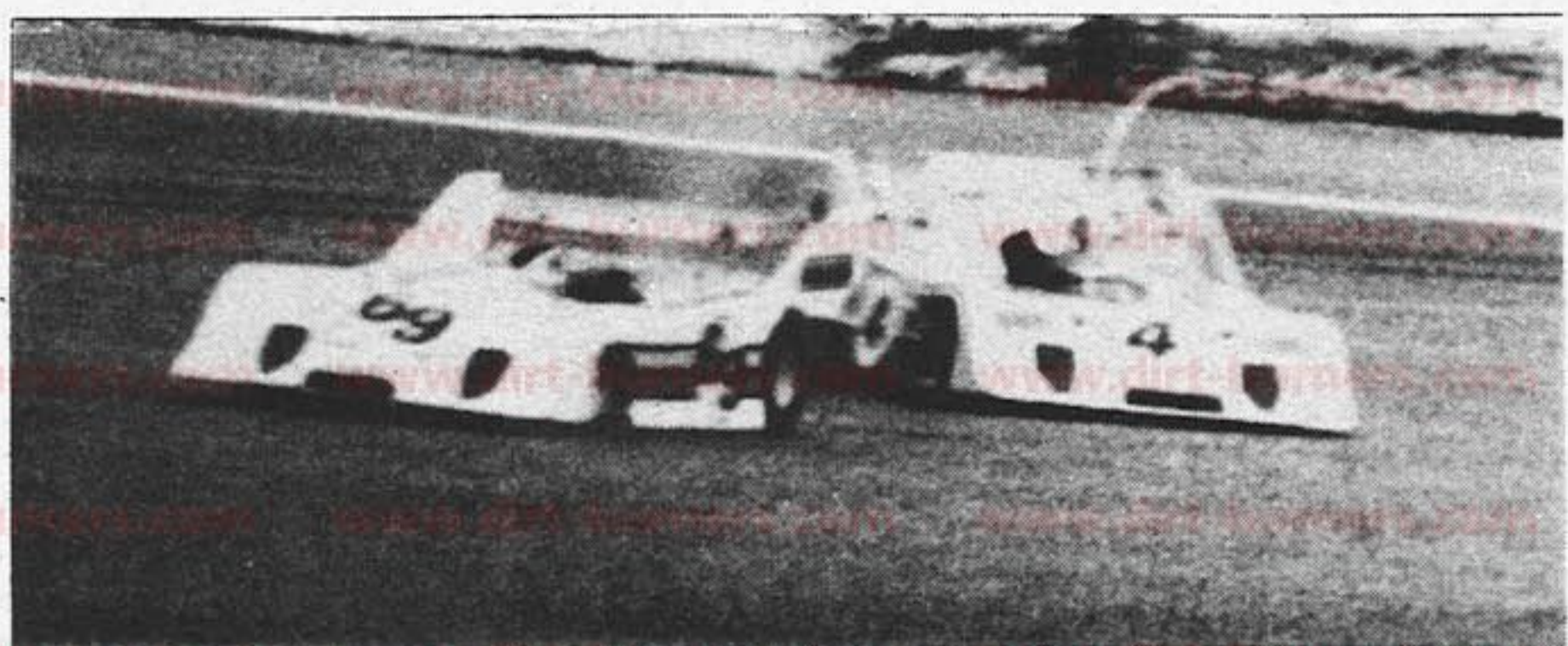
Story by Darwin Sims & L.P.  
Photo by L.P.

FOR THE SEVENTH TIME IN AS MANY YEARS "PROCAR" HOSTED the "Ray Charbonneau Race" at the Ranch Pit Shop in Pomona, California.

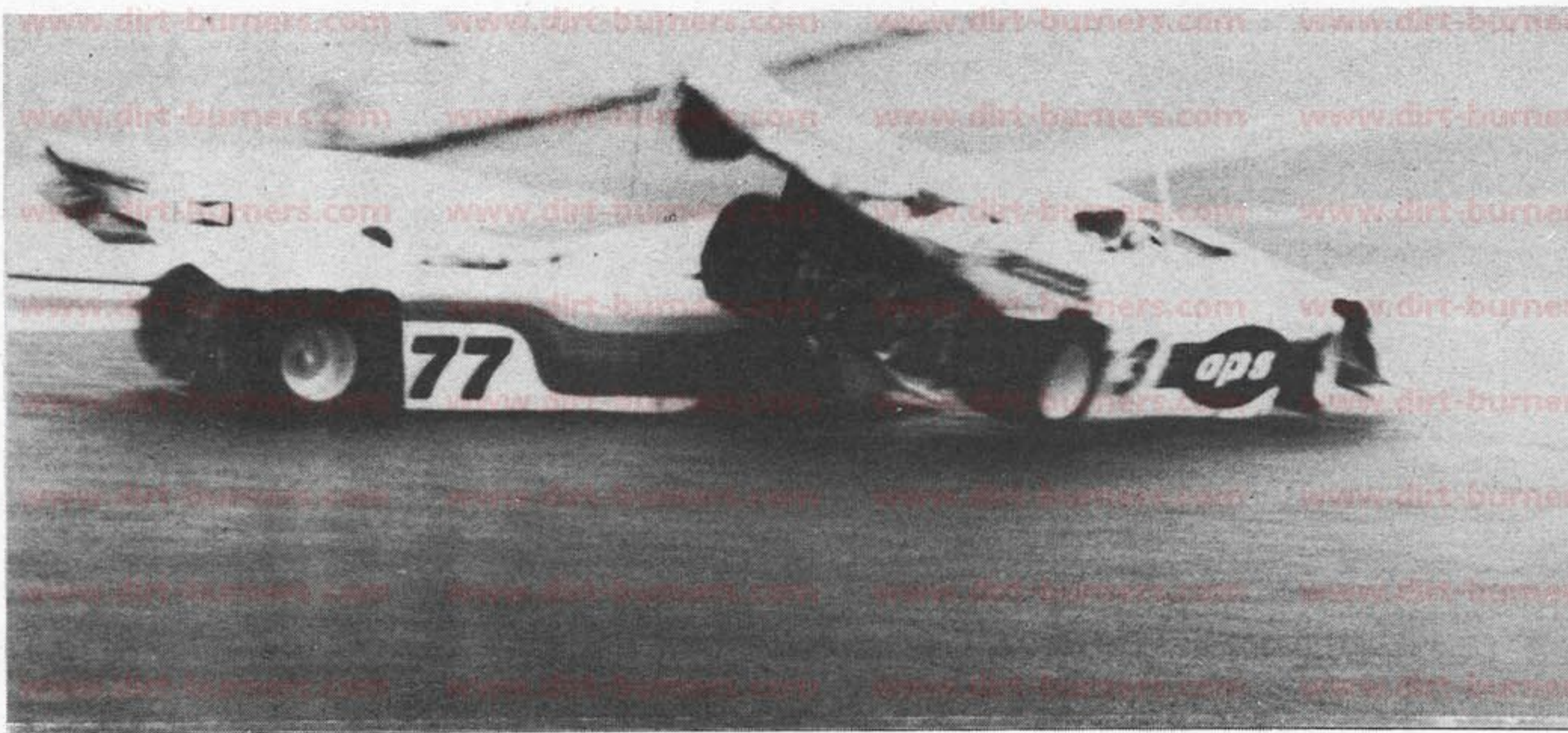
This one race continues to grow in stature with every year, not only because some of the best racers in the west coast make the trek to Pomona for the annual event, but also because it serves such an important cause... the fight against cancer, that dreadful disease that took Ray Charbonneau's life over seven years ago. All proceeds from this race go directly to the Cancer Society.



(From top, clockwise) The very tense Main start, Dana Smeltzer (4) already in trouble. Car 69, Gil Losi's leading through the infield, while car 4 makes his move (below) to pass. Dana Smeltzer (left) ready to take all comers after his win. Photo. LP







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a difficult time in trying to power-out of them. But while everyone was spinning around John Douglas "eased" his way around every portion of the track for 30 laps. His very patient-style of driving paid off as he was able to take the win just ahead of Barry Newman. Third with 28 laps was Rick May, with Ross Wilson, Jim Gonsel, J.D. Green, T. Brown, and Lee Miranda finishing 3rd to 8th respectively.

D MAIN started with more rain coming down. Not enough to cancel or stop the race, but enough to make it tough to drive. In this main there was a heck of a race between Benny Bullock and Dean Brown. Both charged all the way from almost the very start of the race and they were the only two cars to finish with 30 laps. Bullock got the edge while Brown had to settle for second. Danny Silas, Owen Valle, Les Prather, Dave Shuck, Ray Zabriskie and Jim Jones made up

the rest of the finishing order.

Fortunately by the time I started to race in the C MAIN, the light rain had stopped and the "bite" seemed to be coming back. Several cars kept running on the track to get it dried and by the time the main started the surface was once again in good shape.

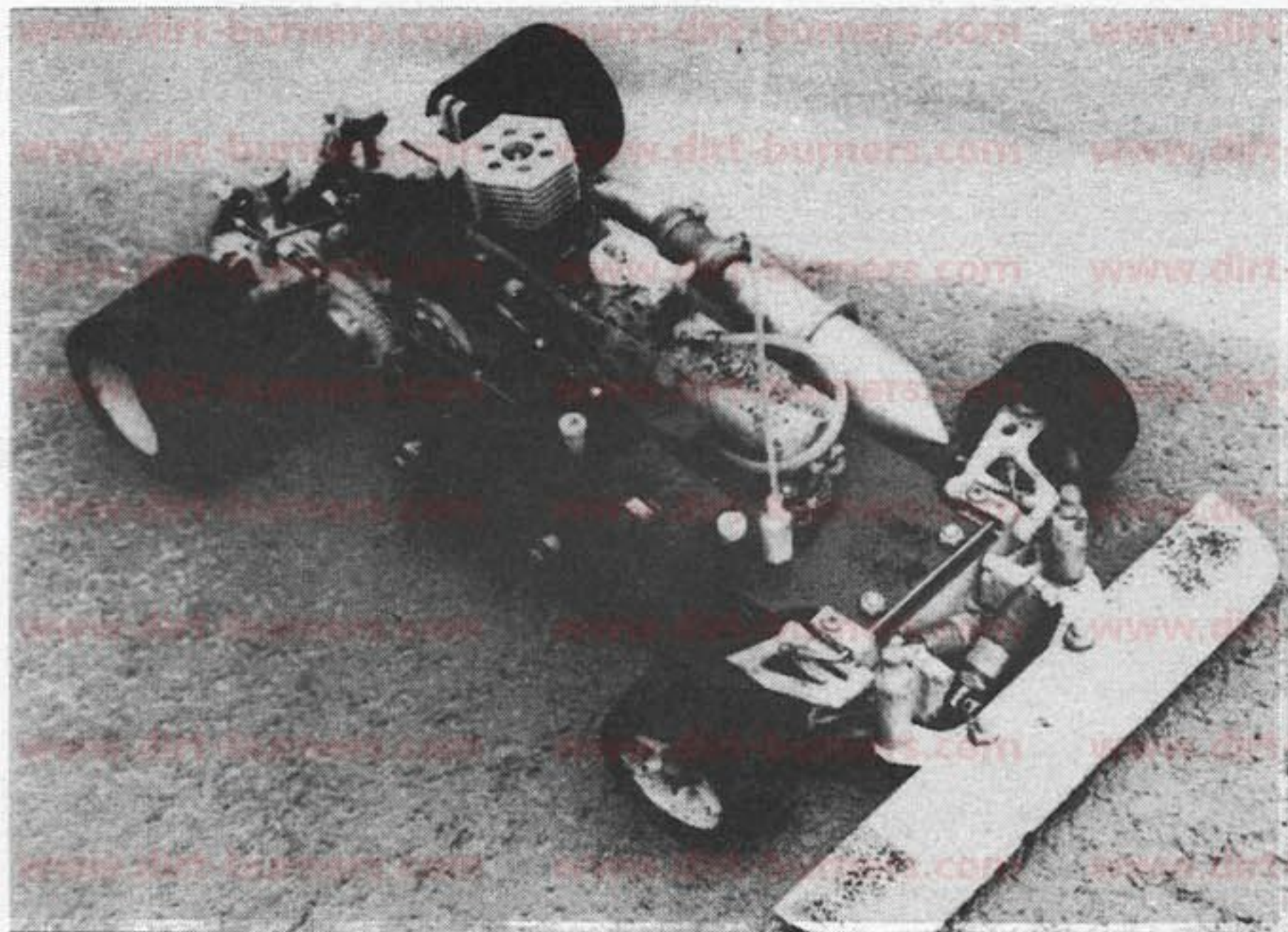
Al Vega, Darwin Sims, and Joe Coarsa got off to a good start, while the rest of the field was trying to find the right lines. After the first pit stop, Sims' motor started to lean out and he had to slow down considerably. This left Al Vega in the lead trying to stay ahead of John Hodgson who was now charging and threatening for the lead. Al was able to hold him off and finish the 40 lap main event just ahead of John. Joe Coarsa wound up in third and one lap down; with Sims, Rhodes, Camp, Taylor and Donovan in that order of finish.

B MAIN time and the man of the

Gene Husting (77) & Bill Jianas (3) playing tag (top). One of the youngest turnmarshalls (above) we've ever seen. Bill Jianas (below) car 3 getting ready for the McCoy & the Worlds. Un-stopable Sportsman, Rick Templin is 2 for 2 in the Series (above left).







Smeltzer's Associated RC500. Just about all the bugs out of it. Featuring the new McCoy/Paris super Stage II power unit.

then Dana Smeltzer, who had one of his usual late starts (last place) worked his way through the pack and grabbed the lead. His lines were excellent throughout the entire track and his RC500 was working near perfection. As a result he was the first to finish the 60 lap A Main event just ahead of Bill Jianas (2nd), Rich Lee (3rd) and Gene Husting (4th), all with 60 laps. Talk about a close race. Tom Wong, Gil Losi, Sr., Ron Paris and Gil Losi, Jr. finished in that order for 5th through 8th place.

Although threatened by rainy skies, the important mains went off in good shape and the 7th Annual Ray Charbonneau Memorial race is now history. This was a good race in many respects because it not only served for a good cause (The Cancer Society), but it also gave many racers a warm-up for the up-

hour (or 50 laps) was Rick Templin. Rick had just missed making the A main, but he proved that he was tops in this main. He led from almost the first few laps and by the time the 50 laps were over, Rick had picked up the B Main win by one lap over fellow racer Mark Miranda. John Thorp finished in third with Ross Kloeber, Jeff Hallfelder, Butch Koeber, Tom Douglas and Ruben Serrano making up the balance of the finishing order.

The A MAIN got off with a "bang". Gene Husting took the lead, with Rich Lee, Bill Jianas and Gil Losi, Jr. charging not too far behind. Several position changes were made through the first couple of pit stops. Losi, Jr. seemed to be moving up but suddenly developed radio problems and went smashing into the boards. That was it for him. Husting continued to lead for about 47 laps,



Everyone's a winner in this class picture. Jianas, blessing the group.

coming biggie; the McCoy Championship race in June. We'll see you there.

Darwin Sims  
L.P.

#### RESULTS

##### A MAIN:

1. Dana Smeltzer...60
2. Bill Jianas...60
3. Rich Lee...60
4. Gene Husting...60
5. Tom Wong...59
6. Gil Losi, Sr...58
7. Ron Paris...49
8. Gil Losi, Jr...25

##### B MAIN:

1. Rick Templin...50
2. Mark Miranda...49
3. John Thorp...46
4. Ross Kloeber...46
5. Jeff Hallfelder...44
6. Butch Kloeber...44
7. Tom Douglas...31
8. Ruben Serrano...21

##### C MAIN:

1. Al Vega...40
2. John Hodgson...40
3. Joe Coarasa...39
4. Darwin Sims...39
5. Herb Rhodes...38
6. Dick Camp...32
7. Dennis Taylor...14
8. Brad Donovan...1

##### D MAIN:

1. Benny Bullock...30
2. Dean Brown...30
3. Danny Silas...29
4. Owen Valle...29
5. Les Prather...27
6. Dave Shuck...26

7. Ray Zabriskie...26
8. Jim Jones...26

##### E MAIN:

1. John Douglas...30
2. Barry Newman...29
3. Rick May...28
4. Ross Wilson...24
5. Jim Gonsel...19
6. J.D. Green...18
7. T. Brown...7
8. Lee Miranda...6

##### F MAIN:

1. Terry Baker...30
2. Steve O'Donnell...30
3. Bill Bowerman...28
4. Joe Graffeo...28
5. Lou Peralta...19

##### G MAIN:

1. Bill Prather...30
2. Dean Miranda...26
3. Laszlo Csanyi...26
4. Jim Baker...25
5. Ken Davenport...11

.....

## The Great One

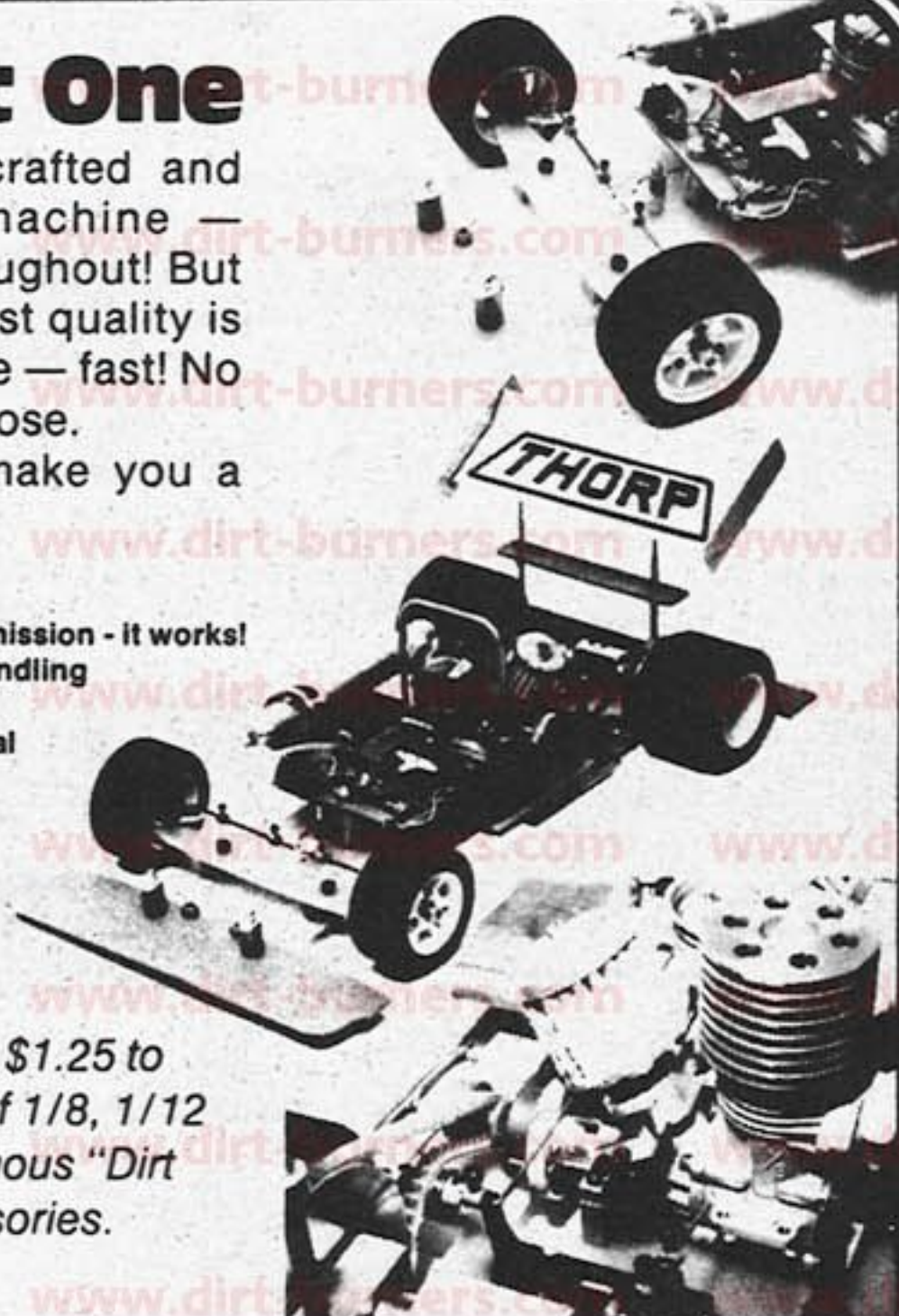
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A rare trip to the "winner's circle" for Al Vega, but well deserved. Al won the C Sportsman Main. Photo. LP.



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# ORRCA

May 4, 1983

AFTER SEVERAL MONTHS OF MEETINGS AND RE-STRUCTURING, ORRCA HAS FINALLY PUT TOGETHER A "NATIONAL" PROGRAM THAT WILL AFFECT MANY OF THE R/C OFF ROAD RACERS AND OFF-ROAD TRACKS AROUND THE COUNTRY.

In a nut-shell, ORRCA has been officially established by its Board of Directors as the National Association for all Radio Control Off Road racing and it has been set up to "Sanction" any track or tracks that wish to run under the ORRCA rules and ORRCA National program.

Racing "Memberships" and the track "Sanctioning" package is now available through ORRCA. Those interested can contact ORRCA at P.O. Box 8938, Calabasas, California 91302-8938, or call (213)340-5750.

In addition to helping establish new memberships throughout the country and assisting tracks to set up ORRCA qualifiers and ORRCA Series races, ORRCA's first order of business is the upcoming NATIONALS to be held on the last week of AUGUST, from the 24th to 28th. More on the Nationals later.

MEMBERSHIP to ORRCA for this year is \$10.00 per person. Each member will receive with his or her membership card, an official ORRCA 'hat', a set of ORRCA DECALS with various sizes to fit everything from a tool box to the detail of your off road body, a set of ORRCA rules, and information about the National program.

As a member of ORRCA you will have the opportunity to participate in any ORRCA sanctioned event and in the ORRCA Nationals later this year.

This National program was to go in effect last year, but as we all know, any growing association suffers certain "growing pains"; and this is just what had happened to ORRCA. The members of the Board of Directors have worked very hard for the past twelve months to "work the bugs out" so that when the National program was put forth it would be a definitive, challenging and serving program for the enthusiast.

For example: Many, many hours were spent in writing and re-writing the current ORRCA rules. The sport is fairly new and very little precedent was available to incorporate in these rules. Subsequently there were trial and error periods in which a rule was used and either amended or deleted altogether. This just takes time and testing.

In addition, when the first ORRCA rules were written, for all practical purposes there was only one Off-Road Kit being used. Since then three more Off-Road Kits have made it into the market place. Rules had to be changed or amended to take

care of the additional cars. It's anticipated that more off-road kits will be made available in months to come from other companies but now the ORRCA rules read better to satisfy all types of off-road cars. I'm sure in months to come, there will be changes in these rules as needed, but for all practical purposes those current rules should serve quite nicely.

DURING THE PAST THREE years various types of Series were run under the ORRCA banner and tested for their efficiency, participation and challenge. Again, it was a period of "trial and error" that the ORRCA Board of Directors invested to see just what system or program best suited the off road racer. Although 1/12th scale and 1/8th scale car racing have been around for a while and have a racing format already tested, ORRCA felt that for off road racing, many things in those programs did not fit the off-road racing program. Subsequently a number of ways have been used to determine what works best for the "off-roader". It's anticipated that the racing program that is now being developed will be the national program that will be used. It is anticipated that that program will be in effect immediately after the ORRCA Nationals in August.

Because of the many people involved and getting involved in the Off-Road "aftermarket" (parts & accessories), ORRCA has been looking hard and fairly to allow those people to have a clear direction as to where the ORRCA racing rules are and where are they going.

As you can see all these things don't happen over night, and it has taken the ORRCA Board of Directors many months to arrive at some sensible conclusions. Many hours were spent listening to racers and other people in the industry so that when more formative procedures were put together they would be fair to most people in the sport and industry.

Gil Losi, Sr. served as President of ORRCA for the past 12 months, and he deserves a lot of credit for the tough work that he headed in getting to where ORRCA is now.

The Board of Directors recently held new elections and Messrs. Lou Peralta and Butch Dunn were elected President and Vice President (respectively) of the Association. In addition, Ron Williams remains as Secretary & Treasurer of ORRCA. Messrs. Gil Losi, Sr., Mike Tobey (Rules Chairman), Duane Luypen and Larry VanOsten continue to serve ORRCA as members of the Board of Directors.

Associate members are welcomed to join ORRCA and to take part in the input to the Board of Directors for all future decisions made with respect to the sport.

One of the most recent and far-reaching decisions made by the Board of Directors was to allow the

usage of three more different types of electric motors in off road. Already approved were the MABUCHI motors that come with the MRC/TAMIYA, AYK, and COX kits. In addition, the YOKOMO, SEGAMI & IGORASHI motors are now also allowed as long as they meet the basic standards set by ORRCA.

Manufacturers wishing to produce Off-Road motors for the ORRCA Stock and Modified classes can now submit their motor(s) for approval to ORRCA. This decision will certainly help many manufacturers and many racers who will now have a greater choice of motors.

THE SANCTIONING PACKAGE is now available through ORRCA for those people who either have or are planning to have an R/C off-road track. This package will be sold at a minimal cost and it will include everything from "How to Put On A Race" to samples and supplies of "racing entries" and cards, ORRCA rules, Membership application forms, various track layouts, ORRCA Decals of various sizes, the ORRCA Sanctioning Certificate, and most important - all the knowledge, backup and vast amount of experience from ORRCA.

The optimum here is that every track in the United States will soon be running under the ORRCA rules and procedures so that when a National event comes along or major events are promoted anywhere in the United States, everyone participating will be well acquainted with the racing procedures, thus making the racing more equal.

Those wishing more information on the ORRCA Sanctioning Package can also contact ORRCA directly at P.O. Box 8938, Calabasas, CA 91302-8938 or call (213) 340-5750.

If this second motor still does not work, then a final third motor will be allowed to be purchased, (the second motor must be returned) and racer must pay \$10.00. All motors used will be of the same make and style and every motor, prior to the event, will be looked at and tested so that it is as close to all the others as possible. There really shouldn't be too many "dog" motors in the selection. This system has been used in 1/12th scale electric racing at major races for quite some time and it has worked quite well and it has been very fair to all entrants.

3. Every entry will receive an ORRCA Nationals "dash" plaque and certification of having participated in the ORRCA Nationals.

4. MONDAY (8/22) and TUESDAY (8/23) will be Open Practice days from 9 am until 8 pm.

5. WEDNESDAY (8/24) will be the Official Controlled Practices by pre-determined Heats. Time from 9 am to 6 pm.

6. THURSDAY (8/25) will be the first day of qualifiers for THOSE THAT DID NOT QUALIFY IN THE TOP 30 PERCENT AT THE VARIOUS ORRCA-SANCTIONED TRACKS. More specifically, each track is now or is about to commence holding ORRCA National qualifying events to choose the top 30 percent among all those competing. Those top 30 percent racers from each track will earn the right to go directly into the ORRCA Gold Cup National Ranking Program which is to start on FRIDAY (8/26).

Those that may have competed in these qualifiers but for one reason or another were not able to make the Top 30 percent, will still have the chance to compete at the ORRCA Nationals by trying to qualify on this day. So basically THURSDAY (8/25)

## 1983 Nationals

The Board of Directors of ORRCA chose the Del Mar Racing Center to be the site for the "first ever" ORRCA Nationals. This will be the first of many National programs that ORRCA will be presenting in the years to come as part of its sanctioning activities.

The Del Mar Racing Center track is perhaps one of the biggest tracks in the country and has the capability of accommodating hundreds of racers and their families.

The date for the ORRCA Nationals is set for AUGUST 24th through the 28th.

Here's some of the details and TENTATIVE schedule:

1. Entry fee for the Nationals will be \$25.00 per entry in the Stock & Modified Classes, which will include a MOTOR. Entry fee for the Open class is \$20.00 and it DOES NOT include a motor.

2. Motor handout is done purposely so that every racer has the same opportunity to run an equal motor. There are provisions made in the event that a racer has the misfortune to "draw" a motor that is not up to par ("it's a dog!") to the rest of the motors available. Anyone can trade in their original motor and purchase the second one for \$7.50.

is the day to make the National Gold Cup program. From here the Top 30 percent qualifying racers will move into the National Ranking Program.

Those that did not make the Top 30 percent on Thursday, WILL NOT pack it all in and go home!

Instead, ORRCA will run concurrently for the next three days - the ORRCA Silver Cup Championship. All three classes will run and racers will be competing for trophies in the A, B, C, mains just like those in the National Gold Cup program. The only exception is that at the end of the Nationals there will be no "national ranking number" issued to those that participated in the Silver Cup. With that exception, those racing in the Silver Cup Championships will run as many qualifying rounds and mains as those in the National program and will have an equal chance at the many prizes to be drawn at the nationals.

7. FRIDAY (8/26) is the first day of qualifying for those that made the Top 30 percent and are in the Gold Cup National Ranking Program. There will be at least three rounds of qualifying, starting at 9 am until 7 pm. All Qualifying Heats are 4 minutes long. Included in this program is also Qualifiers for those racers in the Silver Cup Champion-



ships.

8. SATURDAY (8/27) is the day for more qualifying rounds for both the Gold Cup National Ranking and the Silver Cup Championships. Qualifying will start at 9 am until 6 pm! SATURDAY NIGHT there will be a "no-host" Bar-B-Q dinner/buffet, and immediately thereafter the Top Qualifier awards and Concours trophies will be given out. In addition, prizes donated will be drawn at this time to be given out to ALL participating racers, whether attending the dinner/buffet or not.

9. SUNDAY (8/28) MAIN DAY. All mains in the Gold Cup Nationals and the Silver Cup Championship will be run starting at 10 am. All Mains are four (4) minutes long. THERE WILL BE NO PRACTICE OR QUALIFYING ROUNDS. The "bump" system will be used.

Based on the racer's finishing position in the Gold Cup National Main, ORRCA National Ranking number will be issued to each racer. Obviously the A MAIN winner in each of the three classes will earn the ORRCA No.1 plate for 1983-84 and will have the right to use that number anywhere in the United States until the next ORRCA National in 1984. No one else is allowed to use that number. TROPHIES & PLAQUES will be awarded after the Main events are completed.

10. Del Mar, California is a resort town located but a half a mile from one of the most beautiful beaches in California. August is also the Horse Racing season and the Del Mar Race track is directly across from the Del Mar Racing Center. This means that hotel and motel space will be at a premium unless you make your reservations early - maybe even NOW! ORRCA is compiling a list of hotels and motels, rates and distances from the track. These will appear in the ORRCA National ad in this issue and in subsequent issues or can be obtained from ORRCA. Again, you should make your reservations early. Also, Del Mar Racing Center has its own "in-house" Campground called Surf n' Turf for those with campers, trailers, and motor homes. This campground also fills up during the summer so early reservations are necessary. In the event that the campground is filled, the Del Mar Racing Center will provide ground space for parking of campers, motor homes and trailers at a minimal charge. THERE ARE NO HOOK-UPS in this area!

So there you have it. These are the basic details about ORRCA and the Nationals. If you would like more specific information you can contact ORRCA or if you have questions about the Nationals you can also contact Del Mar Racing Center at (619) 755-0411. More information will be made available through fliers and advertising.

By the way. ENTRY DEADLINE FOR THE NATIONALS IS AUGUST 1, 1983. There will be a Late Fee of an additional \$5.00 for entries after the deadline. If you plan to attend be sure to enter early and make your plans!

ORRCA



OFF ROAD RADIO CONTROL ASSOCIATION

**WHAT IS ORRCA?** Off Road Radio Control Association (ORRCA) is the pioneer of Off-Road racing in the United States. Over three years ago, when the first 1/10th scale off-road cars were introduced, ORRCA and its founding members set out to create and standardize formats for off-road competition. The results are that ORRCA provides you with the best format(s) of local, regional and National competition, while keeping the sport/hobby just as much fun as it ever was. In addition, ORRCA provides you with: An official ORRCA Hat, Set of Rules, An ORRCA Decal sheet (many sizes to fit all) and your Membership card. You're now part of the growing family of ORRCA members/racers.

Mail to: ORRCA  
P.O. Box 8938  
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## JOIN ORRCA!

### Membership Application Form

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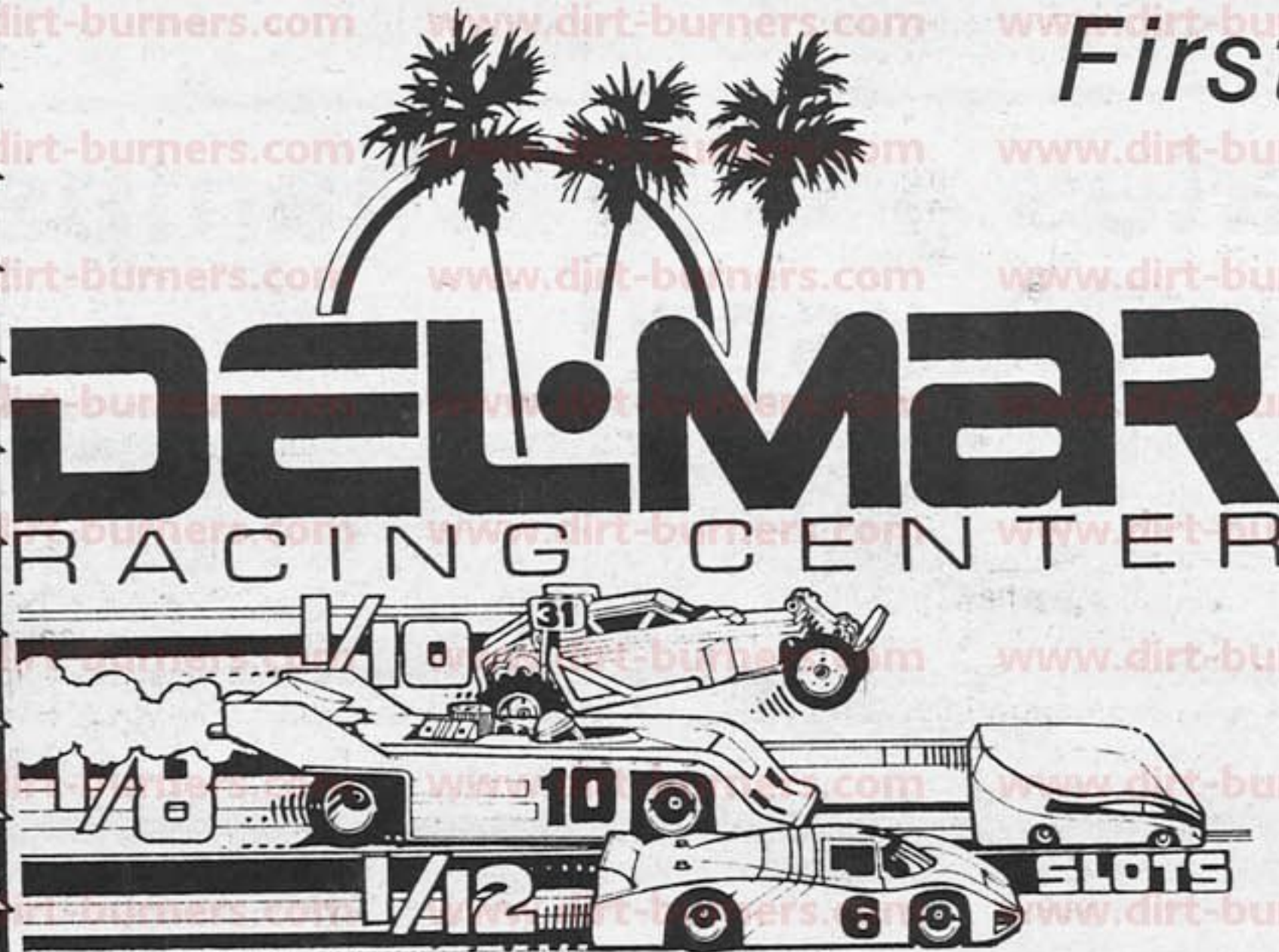
State \_\_\_\_\_

Zip \_\_\_\_\_ Tel \_\_\_\_\_

Age \_\_\_\_\_ Class (check one) Stock \_\_\_\_\_ Mod \_\_\_\_\_ Open \_\_\_\_\_

Current dues are \$10.00 (Allow 2 to 4 weeks for processing)

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OFF ROAD RADIO CONTROL ASSOCIATION

# NATIONALS

## August 24-28, 1983

**ENTRY:** Stock & Modified \$25.00 (incl. motor)  
Open Class \$20.00

**ENTRY DEADLINE:** AUGUST 1, 1983 (Late entries add \$5.00 each after deadline)

**MON & TUES (8/22-23):** Open Practice

**WEDNESDAY (8/24):** Controlled Practices 9 to 6

**TECH:** 8 a.m. Each morning. Motors issued then.

**THURSDAY (8/25):** 10 a.m. Qualifiers (at least 3 in each class) for the Non-Top 30 percent. From here the Top 30 percent go to the ORRCA "Gold Cup National Ranking", Others go to the ORRCA "Silver Cup Championships"

**FRIDAY & SATURDAY (8/26-27)** 10 a.m. Qualifiers for "Gold Cup National Ranking" (Top 30 percent) & the ORRCA "Silver Cup Championships" At least 3 Heats EACH class EACH day.

**Sign Up Before Deadline & Save**

**Make Your Reservations NOW!!! Call Us For Info.**

**FRIDAY NIGHT (8 pm):** FUN Oval. Entry \$5.00 "Run what you bring!" Open. Trophies!

**SATURDAY NIGHT (8:30 pm):** No Host "Al Fresco" BBQ Dinner/buffet and "Get together". TQ's & Concours Awards given out plus "drawing" for prizes. All entrants eligible whether attend BBQ or not! BBQ dinner/buffet \$10.00 per person, incl. soft beverages.

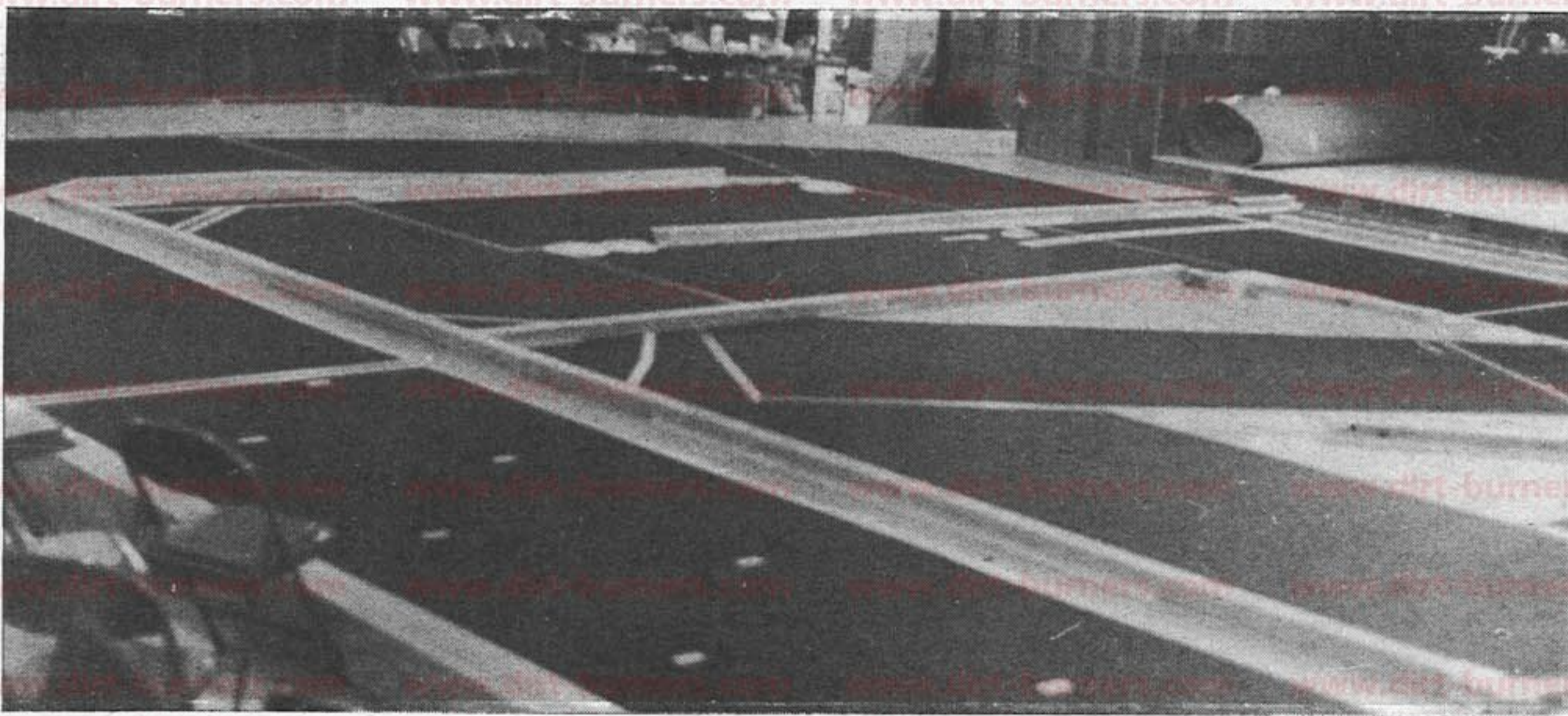
**SUNDAY (8/28):** 11 a.m. (no practices) ALL MAINS in "Gold Cup" & "Silver Cup". A,B,C, Mains, Trophies & Plaques awarded after. "Bump" system used in GOLD CUP ONLY!

**CLASSES:** Stock, Modified & Open. ORRCA Membership required!!!

15555 Turf Road (Jimmy Durante Rd)  
Del Mar, California 92014  
(619) 755-0411 or 481-0363

(San Diego Fwy (I-5) Off at Via del la Valle, West 1 blk, to Turf Rd. Turn left about 100 yards & left again)





## Eastern States 4 Cell Champs It's Clausen!

Story by Bary Johnson  
Photos by Bob Bernhard

March 25-27, 1983  
Dunellen, N.J.

THE EASTERN STATES 4 CELL CHAMPIONSHIPS TURNED OUT TO be the big success we were hoping for. One hundred-four (104) racers came from as far as California, Georgia, Ohio, Illinois and Michigan to race here in New Jersey. A lot of local racers got the opportunity to see some of the best racers in the world do their thing.

The North Jersey R/C Racing Association was the host of this event with Bob Emott and Glen Mac sharing the Race Director duties. The race site was at the Dunellen, N.J., Knights of Columbus Hall. The track, along with the manufacturer's booths, were on the main floor while the pitting, and food & beverage area were downstairs where the Knights prepared reasonably-priced breakfasts and lunches all three days.

The track was a fast drivers' track made of 6' wide strips of indoor/outdoor carpet placed on hardwood floors. The "bite" was super on the carpet, consequently only Teac was allowed to be used as tire dressing. But you had to be careful not to get on the wood, then there was no bite at all.

Everyone started to arrive on Friday (25th), as that was the Open practice day. But no one arrived earlier than Team TRINITY's Kent Clausen. He flew in on Wednesday to go site-seeing in beautiful New York City and to make sure he was prepared to make his 4-cell debut for new sponsor TRINITY. Kent looked fast as did team mate Tony P. Both were running a new prototype car: The Reflex 121G, which utilizes some Delta parts to get their Trinity horsepower to the ground.

Midwest racers Terry Rott and



Modified A Main. (l to r) Cliff Garra, 2nd; Kent Clausen, 1st; & Jim Dieter, 3rd. Photo. Bernhard.

Jim Dieter looked really good but Jim seemed to have trouble coming to grips (pun not intended) with the Teac only rule.

Steve Keopp was in town with Bud Bartos to run his first race as a member of the Parma Team. Both were running the new Parma Panther which seemed to run OK.

A couple of interesting observations on Friday was the almost complete dominance of the Associated TOJ body. It seems CAN AM racing has turned into A1 body class, just like slot car racing.

Also at this race was the largest school of tunas I ever saw. That "tuna" is the Tuna Hot Box II charger. It seems that anyone running fast was using the Tuna chargers which uses a thermal sensor to read the battery's temperature and to shut-off when at peak. This seems to be a really fool-proof safe way to charge batteries.

Saturday was Stock day and the first event was the Concours event which was won by Joe Neely with an Associated TOJ. Second and third place were also TOJ's painted by Bob Bernhard and Bob Mihlon respectively.

Stock qualifying was close but it was basically the Terry Rott show. Terry by the luck of the draw had wound up with an absolute "missile" of a stock motor, which easily won him the Stock class T.Q. spot. Joining Terry in the A Main, all within one lap of each other were: Greg Fox, Kent Clausen, Bud Bartos, Cliff Garra, John Raymond, Jim Dieter, Bill Jeric, Ron Schuur and local 15-year old, Joe Scarbrough, Jr.

It was during the Stock qualifying that the only mar in the race occurred. This was the disqualification of RePete Fusco. It was stressed all weekend not to mess with tire dressings & tires. You would be dis-

qualified if caught doing anything to your tires. RePete teched-in his car for the second round with dry tires which smelled of Teac (the only legal tire dressing), and it was legal to race. As the car had passed tech, the tires were certainly dry. Just before the start of the race, Pete Fusco was seen wiping the tires with a rag, blowing off the tires with a hair dryer and then putting RePete's car on the starting line. The heat was run and subsequently a protest was filed at the conclusion of the heat. Several other competitors filed protests to disqualify RePete on the grounds of the "dressing" rule. Pete's contention was that tires were wet and he was just drying them. The Tech inspector was questioned and he said that the tires were dry and legal when the car had first been teched. There was no options open for the Race Directors but to have RePete disqualified.

The Stock A Main was really not much of a race as Terry Rott lead from flag to flag. His motor was just too fast for anyone to really keep up. Terry just cruised around to take the win by one lap over Greg Fox and Kent Clausen, who in turn were one lap ahead over Bud Bartos, Bill Jeric and Ron Schuur. Cliff Garra blew his motor after 30 laps; Jim Dieter couldn't come to grips with his borrowed radio and Joe, Jr. had all kinds of trouble and finished last.

Now on to Sunday and the fast racing - The Modified class. It seems that the Modified class is what really gets everyone excited. One could notice that the pace on and off the track was much more hectic.

Ernie Provetti, the commander of Team Trinity, was running around making sure all his drivers had their modified motors running to the max. In fact, I even saw him make several of his out-of-town drivers buy the "Tuna Hot Box II" chargers so that they could get the best out of their batteries.

Everyone used their one practice on Sunday to try their best stuff and it looked like Modified was going to be a hell of a barn-burner.

The first order of business was the Concours event. Bud Bartos won that event with a March-bodied Parma Panther. Carl Ford with a CAC was second and Steve Keopp took third with a Parma Sorobello. It was almost a Parma sweep!

As in Stock qualifying, Modified qualifying was a one-man show. Cliff Garra ran his Trinity-powered Delta car to a new track record and a time of 53 laps - 13 sections; almost one lap faster than anyone else! Cliff's time was so fast that he used his last qualifying heat just to sort out his car for the A main and to try another motor.

Joining Cliff in the A Main were: Terry Rott, Jim Dieter, Kent Clausen, Greg Fox, John Raymond, Tony P., Bill Jeric, Bud Bartos and Steve Keopp. Local driver and N.J.R/C.R.A. President Ken Jecas, just missed the A Main by 3 feet and subsequently wound up as the TQ for the B Main.

There were lots of spectators on hand to watch the Modified Mains, including Sanyo's Pat Takata, who has done more for R/C racing than just about any one. Even Delta's Bill Davis showed up to time laps for

(contd. page 14)



# TEAM TRINITY

"For Racers Who Have A Choice, Or Have Enough Guts To Make One!"

## "KENT CLAUSEN Hasn't Been Able To Win A Modified Race in 2 Years!" **NOT ANYMORE !**

FLASH!

At East Coast 4 Cell  
Indoor Championship  
New Team Member  
Cliff Garra TQ'ed  
Modified Class and  
Destroys Track  
Record!



FLASH!

Kent Clausen Leads  
TRINITY 1-2-3 Sweep  
In Modified "A" Main.  
5 out of 10 Modified  
Motors in "A" Main!

Kent Clausen with sponsor Ernie Provetti After winning Modified "A" Main at the East Coast "4" Cell Indoor Championships.

### TRINITY Modified Motors - The Only Choice in 1/12th!

BEFORE YOU BUY ANOTHER ELECTRIC MODIFIED MOTOR, ASK YOURSELF THESE "6" QUESTIONS:

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5. Does any other manufacturer "weld" their Comm Connections, instead of using "Hi-temp Solder" so there is no way to blow a motor?
6. Does any other manufacturer offer a complete motor rebuilding service? We don't adopt our competitors' views that the First day you buy the motor is the LAST time they can be of any help to YOU! When you buy a TRINITY motor, that's when our relationship BEGINS!

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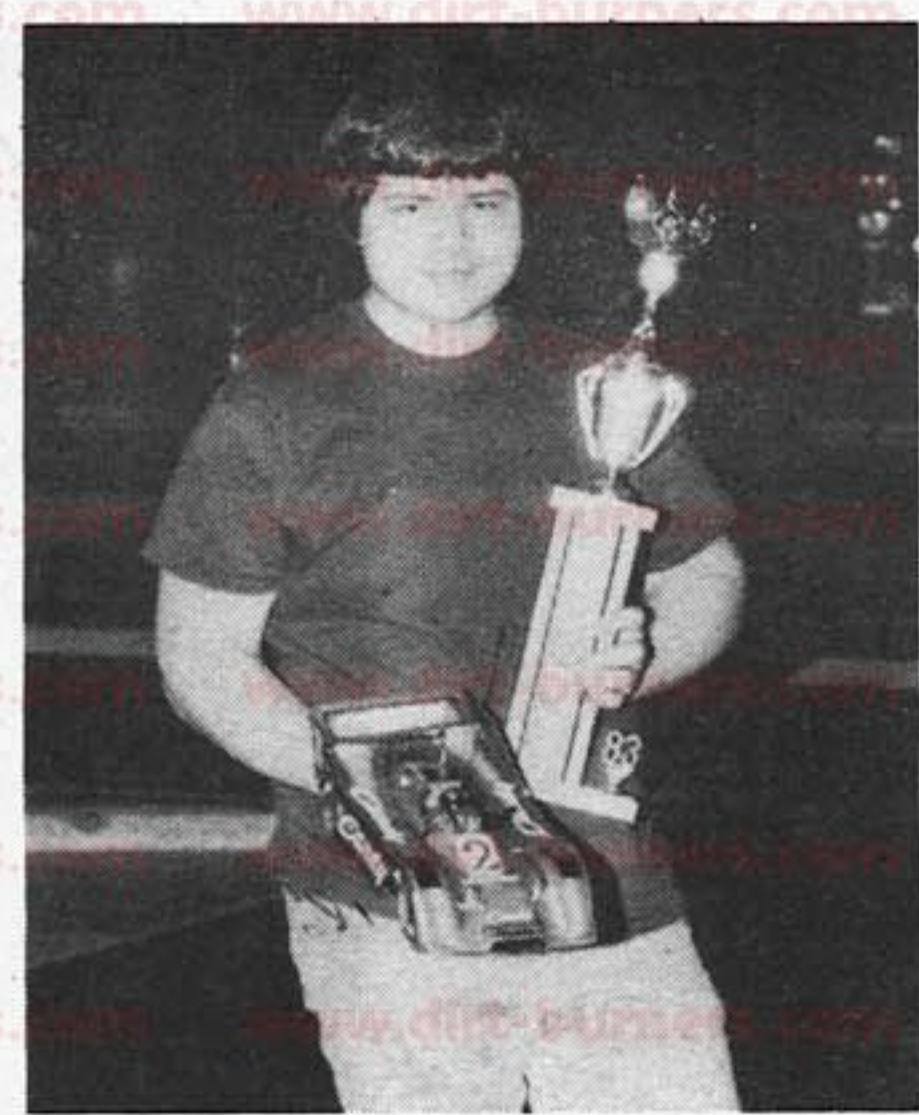
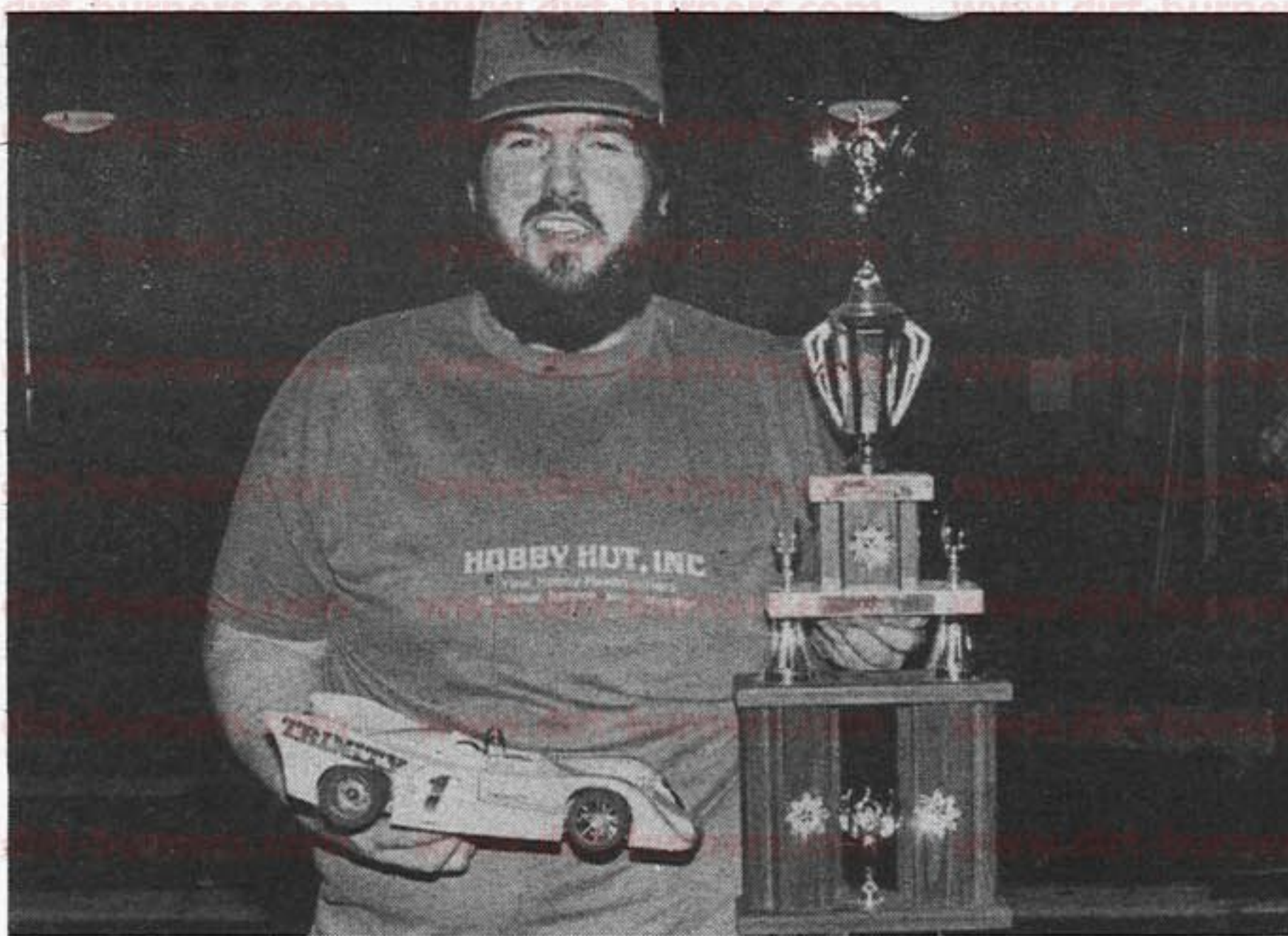
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team mate John Raymond, who made both A Mains this weekend.

Race Director Bob Emott counted down the start of the race and off they went - 10 screaming 4-cell cars racing for the first 40 feet until the first turn. At that point, there were cars every where, most of them were in the air. Garra and Rott managed to get through the carnage with Clausen and Dieter as well but farther back. On the second lap Rott crashed and let everyone go by as he slowly dropped to the back of the pack. Cliff Garra looked unbeatable until about the half way mark when he hooked a cone. This was all that Kent Clausen needed to slip by Cliff and take over the lead. Kent then showed why he is the World Champion (Stock) as he ripped off absolutely perfect laps to become the first Eastern States Modified 4-Cell Champion. Cliff Garra wound up in second a half a lap behind, with Jim Dieter in third just a few feet behind Garra. Another Team Trinity sweep. Tony P. and Greg Fox were running 4th and 5th respectively but both ran out of batteries at the end. Bill Jeric wound up in the 4th spot, with Steve Keopp taking 5th.

Kent really deserved the win as he worked really hard on his car all weekend. I've never seen anyone tear a car apart so many times, even when it was running good, just to make it run faster. Kent's Reflex 121G was really dialed in for the A main and his Trinity motor never slowed at all. Besides, Kent just flat-



Cliff Garra (left) track record holder Modified, TQ. Concours winner (above), Joe Neely with Assoc TOJ body. Photo Bernhard.

outdrove everyone else when the time came to do the job.

Now comes the time to thank everyone who made this race such a success. First, Race Directors Bob Emott and Glen Mac; Sexy scorer Angela Rudy; Tech Inspectors Steve Szaws and Henry Schepiga - All the NJR/CRA members that showed up to race and to help with everything. We also like to thank all of the out-of-town racers who made this a National event. Thanks also to Trinity for the Modified trophies and to Bit Hobby Shops and Hobby Hut for

taking booths. Sanyo batteries gave beautiful watches and calculators and of course BoLink, Parma, Trinity, Associated who also gave merchandise which was passed out to the racers. Hopefully we haven't missed anyone, and hopefully we may see you all again next year!

Gary Johnson

**RESULTS**

**STOCK A:**

1. Terry Rott (Assoc) (TQ 51-9)...51 laps
2. Greg Fox (Delta)...50
3. Kent Clausen (Reflex 121G)...50
4. Bud Bartos (Parma)...49
5. Bill Jeric (Assoc)...49
6. Ron Schuur (BoLink)...49
7. John Raymond (Delta)...48
8. Cliff Garra (Delta)...30 DNF
9. Jim Dieter (Delta)...28 DNF
10. Joe Scarborough, Jr. (Delta)...10 DNF

**STOCK B:**

1. Steve Keopp...51
2. Bob Herman...50
3. Steve Ludlum (Top Amateur)...49
4. John Huron...49
5. Don Meade...47
6. Glen Mac...45
7. Ken Jacas...42
8. Tony P...34 DNF

**STOCK C:**

1. Jon Laster...48
2. Bob Bernhard...47
3. Bob Campbell...47
4. Jim Doyle...46
5. Tom Riedel...46
6. Don Pyle, Jr...44
7. Ron Arrichi...DNS
8. Pete Fusco...DNS

**STOCK D:**

1. Tony Scorsciola...46
2. Joe Neely...46
3. Tom Ramundo...45
4. Carl Ford...45
5. Robert Dinunzi...43
6. Nick Piro...43
7. Don Smith (Top Novice)...41
8. Chris George...DNS

**STOCK E:**

1. Joe Scarborough, Sr...43
2. Joe DiCara...43
3. Bill Puglisi...39
4. Tom Rudy...38
5. Jody Stirewalt...36
6. Charlie Amerman...34
7. Bob Mihlon...23
8. Michael Murphy...DSQ

**STOCK F:**

1. Frank Ciriulli...39
2. Steve Szalus...38

3. Tom Proctor...38
4. Jim Scannell...35
5. Brian Hall...35
6. Bill Pollack...35
7. Jerry Flynn...34
8. Ken Sabo...DNS

**STOCK G:**

1. Gary Daunton

**STOCK CONCOURS:**

1. Joe Neely...TOJ
2. Bob Bernhard...TOJ
3. Bob Mihlon...TOJ

**MODIFIED A:**

1. Kent Clausen (Trinity/Reflex 121G)...53
2. Cliff Garra (Trinity/Delta)...53  
(Top Qualifier 51 laps 9 sections)
3. Jim Dieter (Trinity/Delta)...53
4. Bill Jeric (Reedy/Scratch 12i)...52
5. Steve Keopp (Ferrari/Panther)...51
6. Greg Fox (Trinity/Delta)...50 DNF
7. Bud Bartos (Ferrari/Panther)...50
8. Tony P. (Trinity/Reflex 121G)...49 DNF
9. John Raymond (Delta/Delta)...49
10. Terry Rott (Reedy/Assoc 12i)...47

**MODIFIED B:**

1. Don Pyle, Jr. (BoLink/BoLink)...50
2. Bob Bernhard (Trinity/Delta)...49
3. Tom Riedel (Ferrari/Panther)...48
4. Jon Laster (Own motor/Delta)...47
5. Bob Campbell (Trinity/Delta)...47
6. Bob Herman (Ferrari/Panther)...44
7. Ken Jacas (Trinity/Delta)...42
8. Joe Scarbrough, Jr. (Trinity/Delta)...41

**MODIFIED C:**

1. Don Meade (Trinity/Delta)...48
2. Steve Ludlum (Trinity/Delta)...48  
(Top Amateur)
3. John Huron (Trinity/BoLink)...46
4. Ron Schuur (Trinity/BoLink)...45
5. Carl Ford (Trinity/BoLink)...44
6. Nick Piro (Trinity/BoLink)...42
7. Tony Scorsciola (Trinity/Delta)...40
8. Joe Neely (Trinity/Delta)...DNS

**MODIFIED D:**

1. Joe Scarbrough, Sr. (Trinity/MRP)...44
2. Frank Ciriulli (Reedy/Scratch)...42
3. Jerry Flynn (Assoc/Assoc 12i)...42
4. Jim Scannell (Trinity/Jomac)...40  
(Top Novice)
5. Dave Daunton (Jomac)...20
6. Steve Szalus (Trinity/Delta)...19
7. Jay Cooper (Trinity/Delta)...17
8. Gary Johnson (Trinity/Delta)...DNS

NOTE: RESULTS BELOW THE D MAIN WERE NOT AVAILABLE AT PRESS TIME.

**MODIFIED CONCOURS:**

1. Bud Bartos (Parma/March)
2. Carl Ford (BoLink/CAC)
3. Steve Keopp (Parma/Scrobello)

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- ★ NT4-40-A - Aluminum Lock Nut..... 6- \$1.50
- ★ TB800-8 - 1/8 Tweak Board..... \$80.00
- ★ WK830L - Lite Weight Molded Wing..... \$4.00
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# NAMBA REPORT

## The Nationals

Reported by Stuart Russell

B.C. in '83 is progressing "as scheduled" according to Competition Director Malcom Fraser. Flyers should be in your hands now, as the Vancouver Club has sent them to all of the NAMBA members.

One aspect is lacking; sponsorship donations for trophies and ads for the program. Some very good classes are still available, so call Malcom if you haven't contributed to the 1983 NAMBA NATIONALS, at (604) 467-3580.

On crossing the boarder, Malcom tells me "It's no problem!" They will inventory your boats and equipment when going in - so make it easy, do it BEFORE you get there and cooperate with the authorities. They will inventory again when you leave.

The exchange rate is about 20 percent lower in Canada, so if you bring OUT something more than you took in, they will charge you duty. I doubt that this will affect but a few. Also you can get Canadian money at your local bank for a fee of 1 percent or so.

I have talked to several people across the USA who are going and I know you just can't help but enjoy a week in Canada. If you haven't made your plans, DO IT NOW!

I purchased my airplane ticket three weeks ago. Cost was \$365 round trip from Dallas, TX. I'll pack my boats in boxes with some spare parts and a few tools and in less

time than it takes to drive 300 miles, I'll be there at the lake - ready to go! Hope to see you there. Believe me, the Canadians will show us a good time.

Late last year, I was contacted by IMPBU to help select a "USA" Team for the 1983 World Championships in Italy this summer. Frankly, I felt that our organization was not given much serious attention in the selection process, which also involved the IMPBA members. Plans were scrapped for this year, but some effort will be made for 1985. Funds to send 4 or 5 people to the D.V. Enduro are to be raised through sponsors and entry fees. I am not happy with this plan as it does not proportionately include our members. Therefore, Don Coad and I have discussed an alternate plan which involves NAMBA one hundred percent and not twenty percent.

Kick this around a little and give me some feedback: Through district competition, send one or more people to OUR NATIONAL race each year from participating NAMBA District funds to be raised locally from sponsors and entry fees and made available to as many racers as possible - based on their performance in the district events. Funds and qualifications to be set by each district.

National funds can also be solicited and handled by the CD of the Nationals to help pay for room and transportation and the like for members who earn the privilege,

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through competition, to attend this terrific annual event. It would really be great to have some of the best boaters from ALL districts to compete, head-to-head in many classes at our NAMBA Nationals.

I will work for this with your district director if you choose it. Let me know.

rates. This could certainly end up in a giant mess. The easiest way to obtain Canadian funds is to go to your bank and ask for a money order in Canadian funds. They will gladly oblige you. Also, when you arrive in our area, Seattle or Vancouver banks will exchange your American dollars for Canadian dollars.

## THE HOSTS - The Canadian Marine Modelers...

Please be assured that all people coming to the Nationals in 1983 have the CMM working hard for you and that you will get your entry form in plenty of time to register. The NAMBA headquarters is at the Sheraton Villa Inn and they have set aside a block of 100 rooms until July 15th for NAMBA boaters.

There have been rumors that people have had problems coming to Canada to race their boats. We are taking out a bond with Canada Customs for the Nationals that will cover the contestants' personal boats and related equipment. This will NOT allow you the sale of your boats or equipment while in Canada but WILL ALLOW YOU TROUBLE FREE CROSSING AT OUR BORDER.

You will receive a bond number with your confirmation. It seems that most of the people that have had minor problems have been commercial enterprises and not individuals. We ask dealers to please make arrangements ahead of time with a Border Broker or Canadian Customs.

We have also asked that ALL payments be made in Canadian funds. This will really un-complicate things for us so that we don't have to refund at fluctuating exchange

### SPONSORED CLASSES & CONTRIBUTORS ARE:

- C Hydro - The Pipeline
- A Hydro - Westcoast Hobbymaster
- X Hydro - Westcoast Hobbymaster
- Kids Event - Westcoast Hobbymstr
- A O/B Mono - K&B Mfg.
- B O/B Tunnel - K&B Mfg.
- SP 40 1 - Dumas Prod.
- B O/B Mono - Dumas Prod.
- C OS/DV Class - Dumas Prod.
- Heat Ribbons - The Pipeline
- B Hydro - Westcoast Hobbymaster
- A O/B Hydro - J.G. Products
- Team Marathon - Custom Marine
- R/C Ultd - Buoy Busters Calgary and Edmonton Model Boat Racing Asso.
- A OB Tunnel - International Hobbies

In addition, K&B has contributed 5 engines; Tower Hobbies, gift certificates; The Pipeline, gift certificates; R/C Modeler Magazine contributed the printing of the 1983 Nationals Program; International Hobbies contributed a 7.5 Tunnel Hull; the 1983 National Buttons by Myrtle & Don Coad; and R/C RACING NEWS is giving a FREE, one year subscription to each A Main winner!

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US-1 20 HYDRO PROTO PC20	US-1 60 HYDRO PROTO PC60

These statistics are nothing new, since 1977 Crapshooters have captured more US-1's than ALL OTHER MANUFACTURERS COMBINED.

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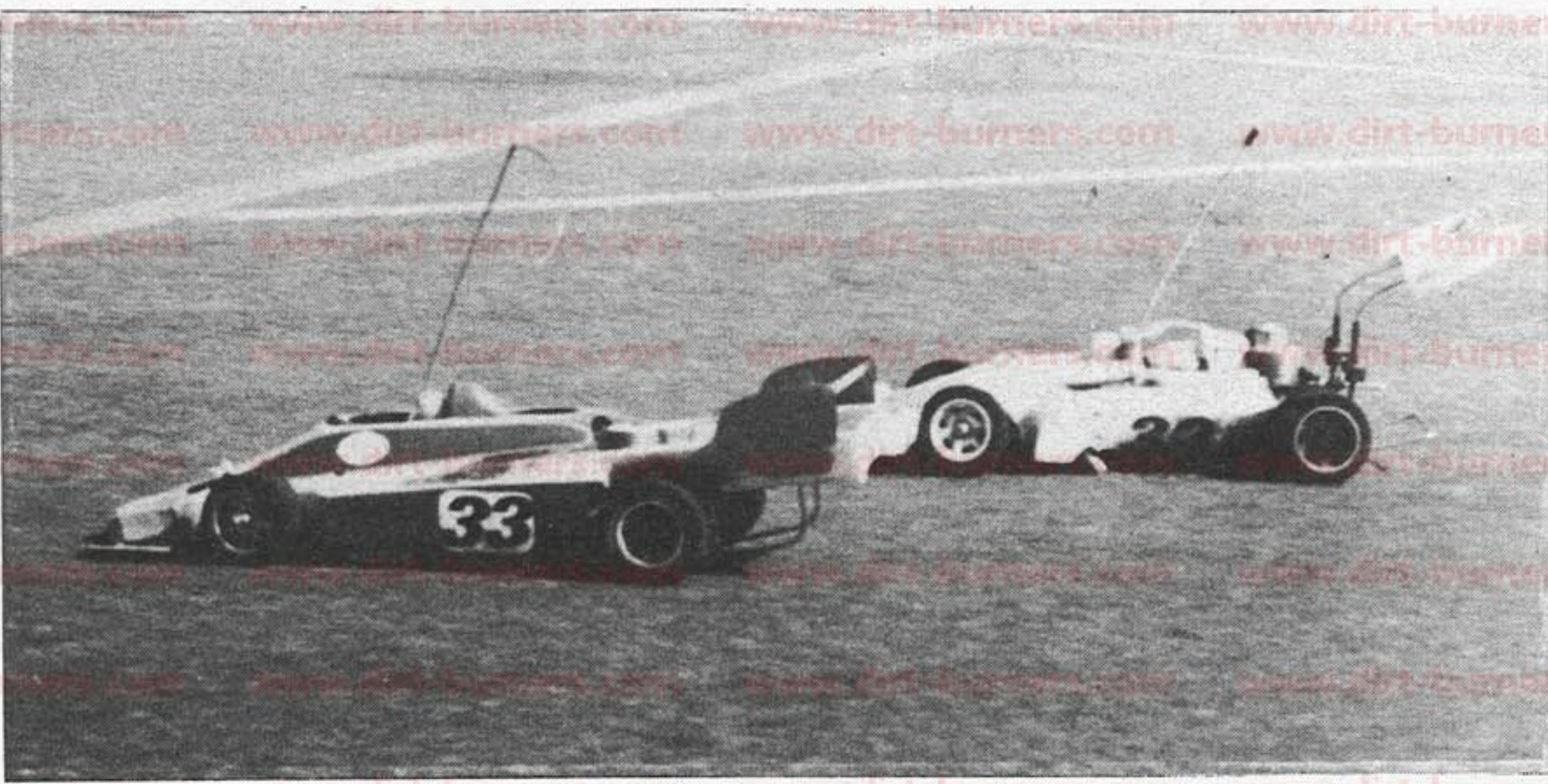
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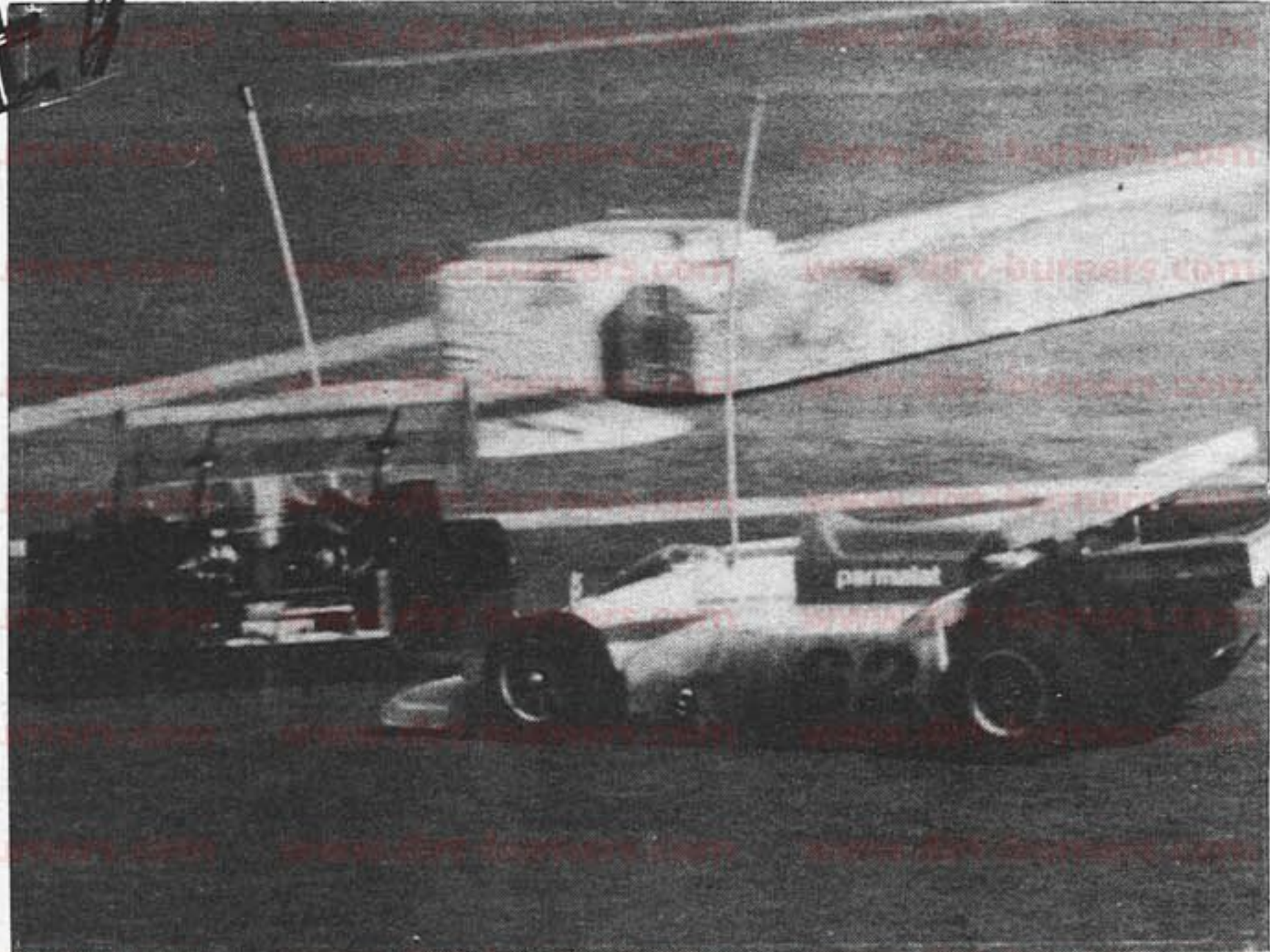
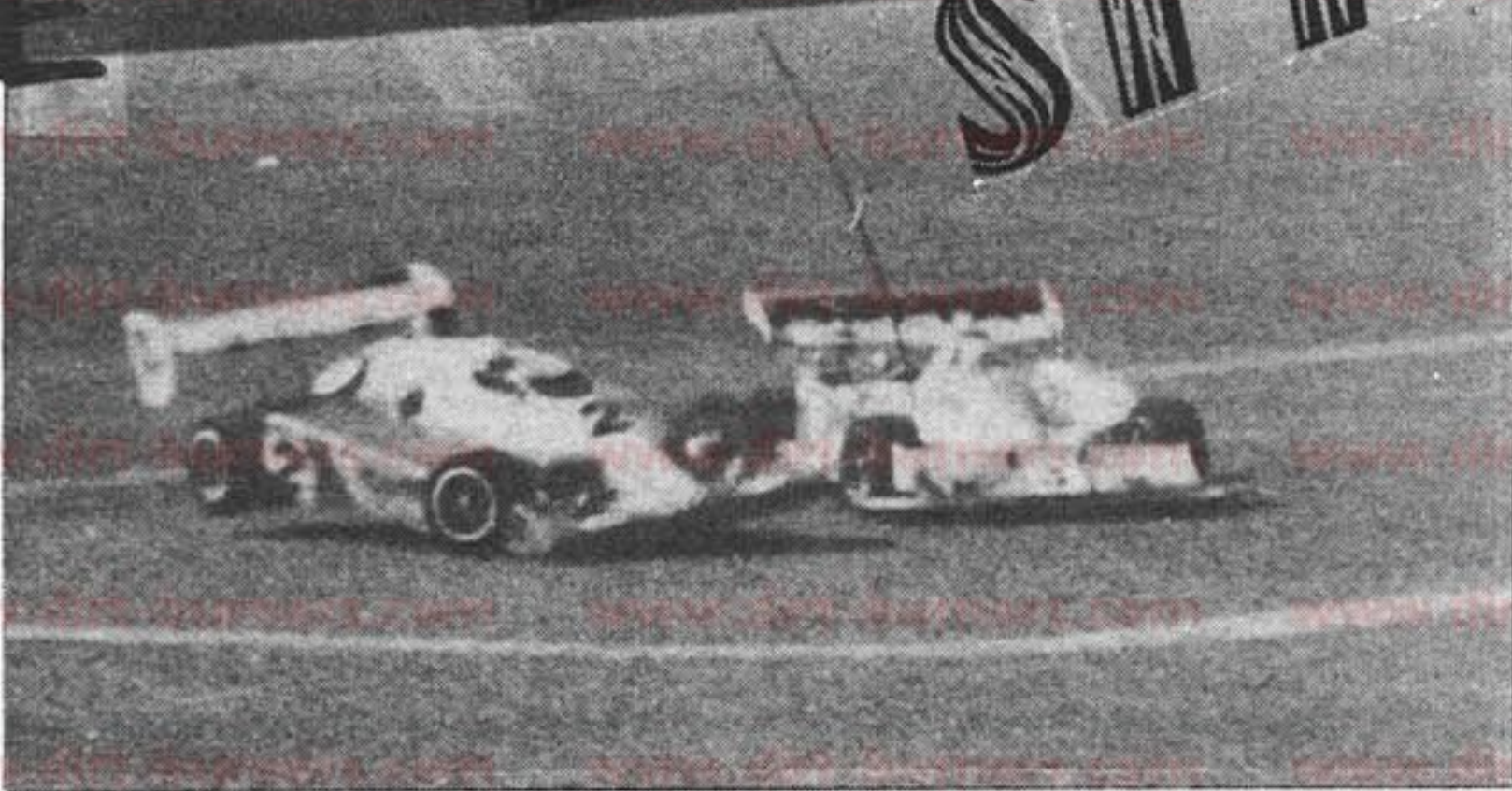
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# Open Wheel Racing

## TEXAS STYLE



was a big shuffle. Sal, Jr. - first, Jerry - second, and now Jim - third. Another pit stop for Cook. Back out again but this time Bob Bowers had moved into third. Cook kept nibbling away and by lap thirty-three, he had wittled Bob's lead to eleven seconds. Cook finally got past to take third at the finish. Just in time because he was flipped spectacularly in the air on the pit straight with one lap to go. The finish was Sal Nigro, Jr., Jerry McGinnis and Jim Cook in an action-filled effort.

A MAIN time had some new faces in it. Sal Nigro, Sr., Danny Alvarado, and John Nigro. They've been there before, but not as regularly lately. Jim Bradsher and Rick Archer, also. For sure, Rick's first time in the A Main. The dark horse of this race had to be Sal Nigro, Sr. The favorites were Carlos Premier and John Benore.

Sal, Sr. got a good start. He and Rick held first and second place until lap nine, when Carlos Premier finally snuck by. From there on the race settled down. Carlos was to lead the rest of the way, finally passing Sal, Sr. on lap 42 to lap him. Senor Sal wouldn't have that and im-

Story and Photos by Lee Chapin

El Paso, Texas April, 1983

IT'S TIME FOR THE LONG BEACH GRAN PRIX AND NOT TOO LONG THEREAFTER THE INDY 500. That means it's time for open wheel racing with the Rio Grande Racers, too. Back-to-back races for Formula cars were scheduled in this Rio Grande Series. A road course and an oval. First time for many new comers to the sport.

The Gran Prix event used the conventional road configuration, then the new Butterfield Trail Race Course was trimmed to an oval shape for the subsequent high speeds. New gearing, lighter bodies, changed wings, many things to puzzle the mind, just to try to get the best set up for the race.

Every race in the GP was close. In the C MAIN Ed Cates took the first lap marker, but Frank Barron overhauled him on the second lap. Frank had trouble on lap 16 and Ed resumed the lead. Frank came back out but Ed held him off for nearly thirty

laps. Then it was Ed Cates' turn to drop out for a couple of laps. When he came back they were on the same lap, but Frank had a sixteen second lead. Ed was able to cut that lead to twelve seconds, but then a little bobble and Frank Barron was home clear. Ed managed to salvage a second place.

In the B MAIN Sal Nigro, Jr. led the first three laps until he was passed by Brad Toffelmire. Then Jim Cook passed Sal, Jr. for second on the seventh lap. Brad slowly built up a twenty second lead. Suddenly Cook stopped. Jim was driving his 4WD test car, so teething problems could be expected. That put Bowers in second. Brad was still looking good. Next, Jerry McGinnis passed his way into second but he was just two seconds away from being lapped by Brad. Jim Cook was back on the track and he let Jerry have second place for only one lap as he charged after Brad Toffelmire, the leader. Sal, Jr. was still in the race three laps back, but coming up again. Brad's streak ended on lap 22 as he watched his two lap lead disappear.

Jim Cook took over the lead and now he and Jerry McGinnis and Sal Nigro, Jr. were on the same lap. Jim held the lead until lap 30 when there

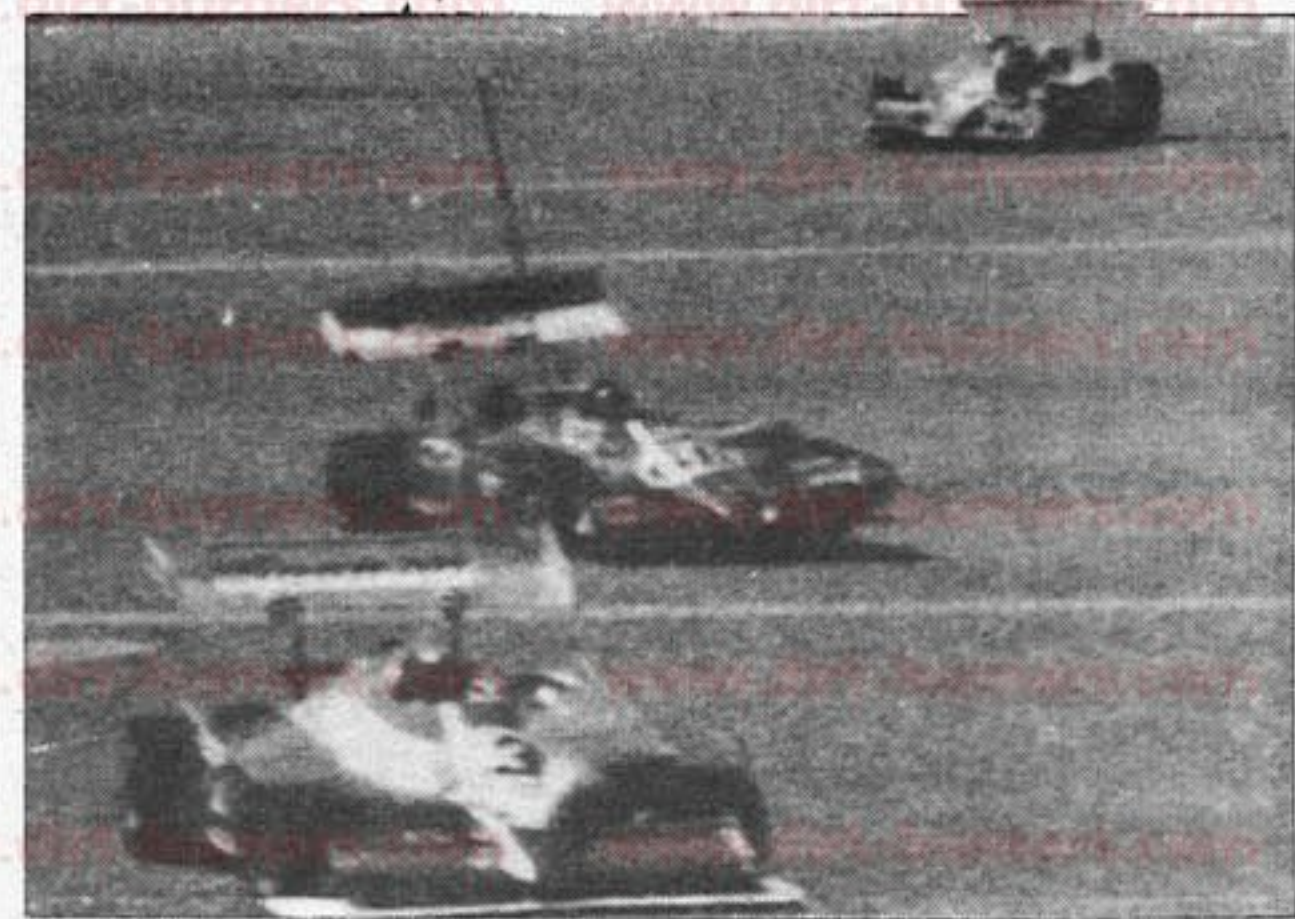
Carlos Priemer (33) & Danny Alvarado (32) in formation (top). Bill Everett (3) & John Benore (2) (left) collided and Bill's lead went away! Bob Bowers (62) above, gives a nudge. Roxie Cook (below) working the computer. Photos. Lee Chapin.







John Nigro (78), Rick Archer (35) get out of a jam after Rene Austin does aerobatics. Bob Bowers (62) wandering: "where am I going next!" Jerry McGinnis (right) and his Snap-On Special leads the parade. Photo. Chapin.



mediately got the lap back. Carlos pressed on and ended the race one lap ahead anyways. His Hal's Hobby Shop Special showed that it can run with any kind of body.

John Benore seemed to have chosen the wrong kind of tires. He was really having to throw the car into the turns to get around. This technique got him third. He'd be right at home in the dirt. Jim Bradsher finished fourth in a good show-

ing for the day. In spite of open-wheel's reputation as a car-killer event, all of the cars were still racing at the fifty lap mark. A fine job by everyone.

### THE INDY OVAL

TWO WEEKS LATER THE INDY OVAL - A HIGH SPEED EVENT, WHERE "FULL-ON" IS THE NAME OF THE GAME - WAS RUN.

The C MAIN was a good example of how much closer Rio Grande racing is these days. Jim Bradsher and John Nigro both raced in the A Main for the GP. Apparently they lost their early fast combination as they were pushed all the way down to the C Main for the Oval. Brad Toffelmire would be the favorite for this race if he could finish.

Sure enough, Brad led from the first lap until lap 18th, then Ray Cannon took over. Brad saw his three lap lead dissolve in the pits and he barely got back second place, one lap down from Ray. It didn't matter. A couple of laps later and Toffelmire was out for good.

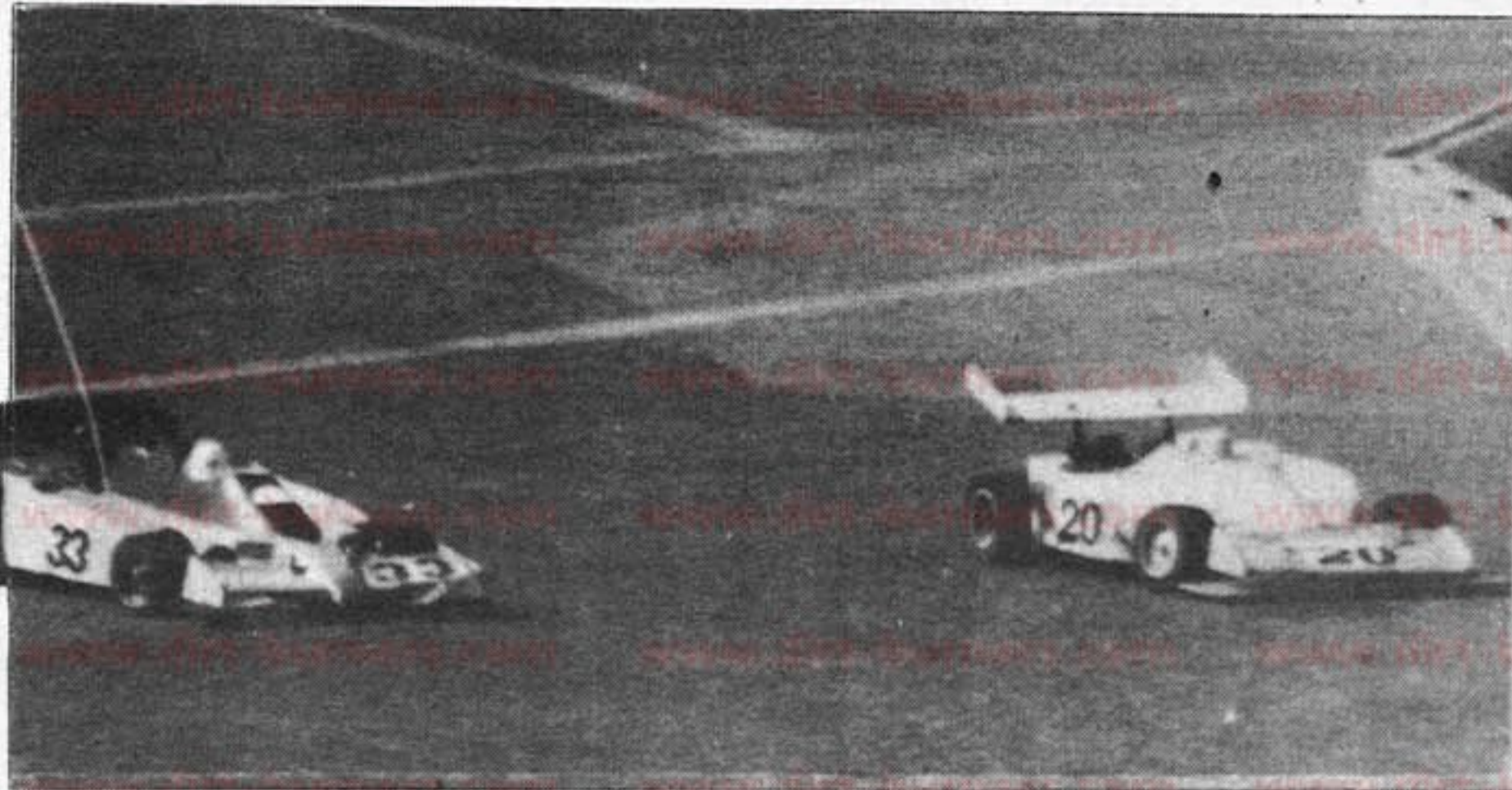
Ray Cannon had a firm hold on first and Jim Bradsher moved into second. At the half way point in the race Ray led, Jim was second -three laps back, Rob Blum, of the Snap-On Team was third also three laps back and then John Nigro had fourth but six laps down. It seems that at this point John Nigro found the groove and now started to move up on the leaders. Jim Bradsher dropped out on lap 37 and on lap 53 John Nigro passed Rob Blum to take second place. Ray Cannon is a veteran R/C car racer and it was a

good win for him. He's also proud to tell you that he's a Pearl Harbor Veteran too.

In the B MAIN, Rick Archer led the first two laps, then was passed by Roxie Cook. She was subsequently passed on lap nine by Frank Barron. Roxie got the lead back on lap eleven, and then led the rest of the way. Not that easy, though as Rick Archer pulled up to within 5 seconds of her a couple of times and was able to finish on the same lap. Bob Blum wound up in third.

Time for "greased lightning". The A MAIN on an oval, with the high qualifying speed and only sixty laps to go would be almost a sprint race. Some racers were debating whether to stop for fuel at all. Certainly no more than one pit stop was con-

(contd. next page)



Priemer (33) making a good pass on Blum (20). Jim Cook (far right) giving his wing a test.



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sidered.

Carlos Priemer had his Hal's Hobby Shop Special Delta-Eagle really hooked up for this race. He led from the first lap to lap 33, when he pitted - then flamed out! Bill Everett took the lead - four seconds ahead. Ten laps later, Carlos had cut that lead to only three seconds, then two... Then Bill Everett and John Benore collided. Everett was left with a blown plug, and John Benore with a broken tie-rod. Carlos Priemer coasted from there on to the A Main win. Up until that time, Benore, Jerry McGinnis, and Sal Nigro, Sr. were having a real battle of their own. When John dropped out, Jerry and Sal went on fighting for second and third. Nigro edged out McGinnis at the finish line. Nevertheless it was

excellent racing by both men.

There was really some great open-wheel racing during the two days of Gran Prix Formula competition. But no one is sure that they want to do it again. Some say too much damage. The winners just smile.

The Rio Grande Racer's new computerized scoring system was used for both races. John Benore and Roxie Cook are the leaders on this project. It really makes it a pleasure to report a race with it. It uses a TRS 80-II and a line printer. No bugs to date. Occasional polishing of the program will make it ready for the El Paso Can Am on Labor Day.

The planning for the El Paso Can Am is well along. Same format as the Rio Grande Can Am many of you attended in January. Why mess with

a good thing? Prizes are being accumulated and more traction is a promise. Think about putting it in your vacation schedule.

The Rio Grande Racers are getting closer to the end of the Series. Looks like Carlos Priemer might walk away with another one. Where IS that Skeet Gun? Next there'll be two trips to Albuquerque for their Winrock Center wrap-up race and then the Enchantment 100 on the fourth of July. Contact Dave Gillen at Westside Hobbies for more information.

For more info. on the activities of the Rio Grande Racers you can contact Bill Everett, President, at (915) 598-9017 or our Race Director Jim Cook, at (915) 598-4786. Till next time. Let's Race!

Lee Chapin

### RESULTS

#### GRAN PRIX A:

1. Carlos Priemer (RC300BD/McCoy/Airt) Sponsor: Hal's Hobbies
2. Sal Nigro, Sr. (RC300/K&B/Futaba) Sponsor: Gene Horn Olds
3. John Benore (RC300/K&B/Futaba) Sponsor: SEPTOR
4. Jim Bradsher (Delta/Cook Picco/Fut) Sponsor: Cook Racing
5. Danny Alvarado (AlvaCook/K&B/Fut) Sponsor: Cook Racing
6. Rick Archer (Eagle/Picco/Futaba) Sponsor: Bearcat Ent.
7. John Nigro (RC300/Picco/Futaba) Sponsor: Gene Horn Olds

#### GRAN PRIX B:

1. Sal Nigro, Jr. (Delta SJ/K&B/Futaba) Sponsor: Gene Horn Olds
2. Jerry McGinnis (RC300/Picco/Airtr) Sponsor: SNAP-ON
3. Jim Cook (Cook 4WD/C-Picco/Airtr) Sponsor: Cook Racing
4. Bob Bowers (RC300/K&B/Futaba) Sponsor: Cook Racing
5. Brad Toffelmire (Cook Spec/C-Picco/Fut) Sponsor: Cook Racing
6. Roxie Cook (Cook Pan/Cook-Picco/Air) Sponsor: Cook Racing

#### GRAN PRIX C:

1. Frank Barron (RC300/Cook-Picco/Airtr) Sponsor: Cook Racing
2. Ed Cates (RC300BD/McCoy/Futaba) Sponsor: self
3. Lee Chapin (Thorp/K&B-McCoy/Futab) Sponsor: MSD Ognition
4. Ray Cannon (RC300/K&B-McCoy/Futa) Sponsor: self
5. Danny Austin (Eagle/Picco/Futaba) Sponsor: Austin's Hobbies
6. Rene Austin (Eagle/Picco/Futaba) Sponsor: Austin's Hobbies

#### INDY OVAL A:

1. Carlos Priemer (Eagle/Picco/Airtronic) Sponsor: Hal's Hobby Shop
2. Sal Nigro, Sr. (RC300/K&B/Futaba) Sponsor: Gene Horn Olds
3. Jerry McGinnis (RC300/Picco/Airtr) Sponsor: SNAP-ON
4. Sal Nigro, Jr. (DeltaSJ/K&B/Futaba) Sponsor: Gene Horn Olds
5. Bill Everett, Sr. (Delta SJ/K&B/Kraft) Sponsor: self
6. John Benore (RC300/K&B/Futaba) Sponsor: SEPTOR
7. Bob Bowers (RC300/K&B/Futaba) Sponsor: Cook Racing

#### INDY OVAL B:

1. Roxie Cook (CookPan/CookPicco/Air) Sponsor: Cook Racing
2. Rick Archer (Eagle/Picco/Futaba) Sponsor: Bearcat Ent.
3. Bob Blum (Delta/K&B/Futaba) Sponsor: SNAP-ON
4. Danny Alvarado (CookSpec/K&B/Fut) Sponsor: Cook Racing
5. Jim Cook (Cook4WD/CookPicco/Airt) Sponsor: Cook Racing
6. Frank Barron (RC300/Picco/Airtronic) Sponsor: Cook Racing
7. Lee Chapin (Eagle/Bors.Picco/Futaba) Sponsor: MSD Ignition

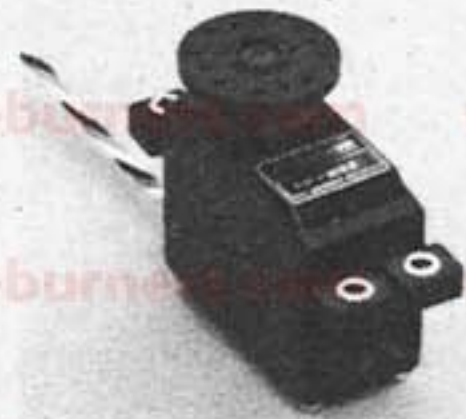
#### INDY OVAL C:

1. Ray Cannon (RC300/K&BMcCoy/Futa) Sponsor: self
2. John Nigro (Delta SJ/K&B/Futaba) Sponsor: Gene Horn Olds
3. Ron Blum (RC200/K&B/Futaba) Sponsor: SNAP-ON
4. Jim Bradsher (CookPan/C-Picco/Fut) Sponsor: Cook Racing
5. Brad Toffelmier (CookEagle/C-Picco/Kraft) Sponsor: Cook Racing
6. Rene Austin (Eagle/Picco/Futaba) Sponsor: Austin's Hobby
7. Carlos Austin (Eagle/Picco/Futaba) Sponsor: Austin's Hobby

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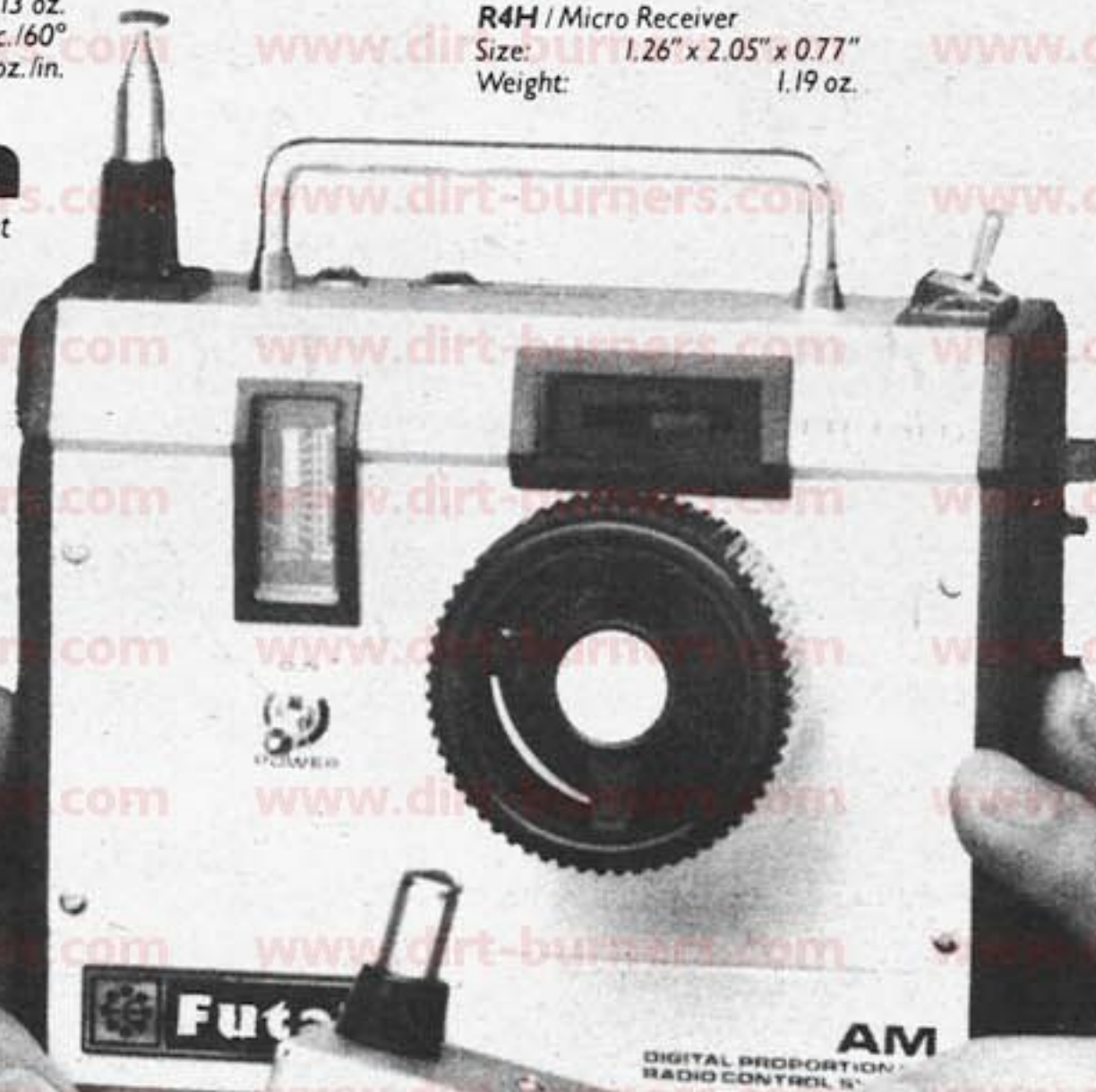
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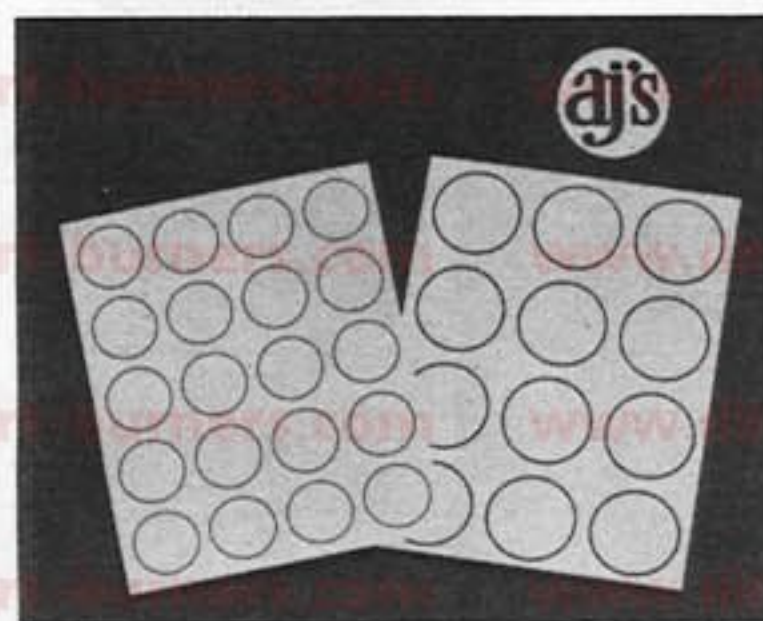
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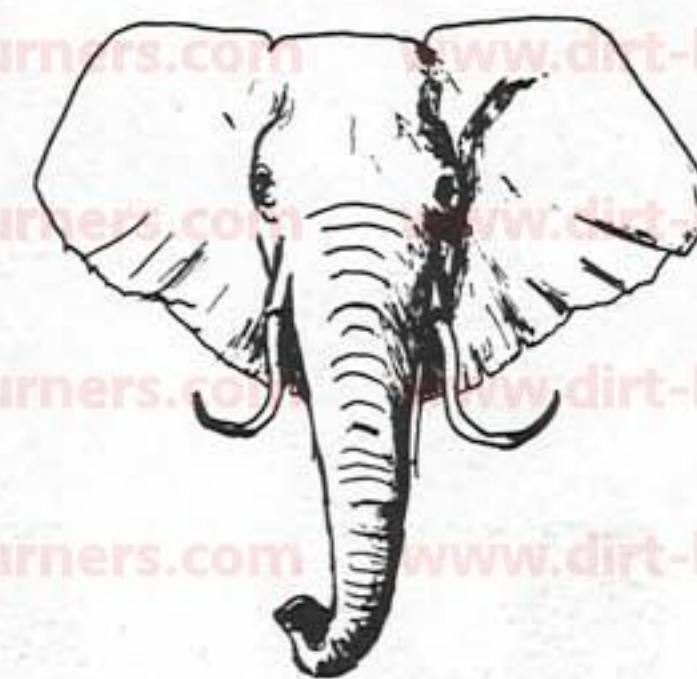


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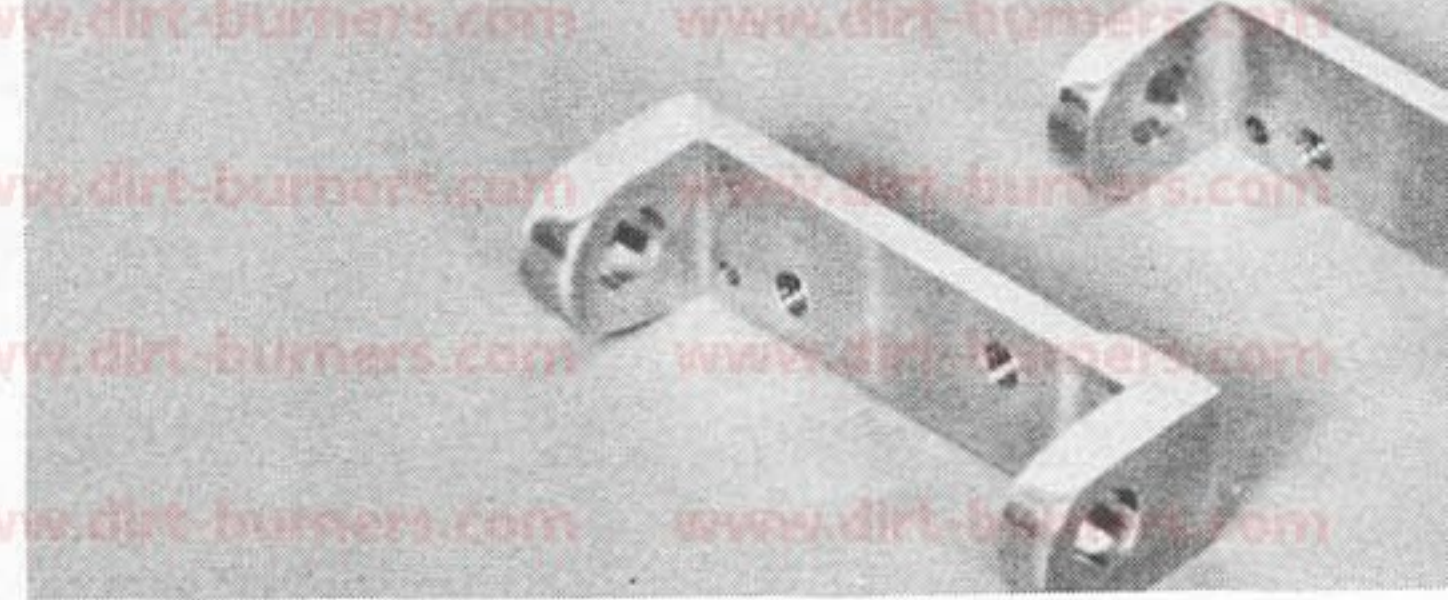
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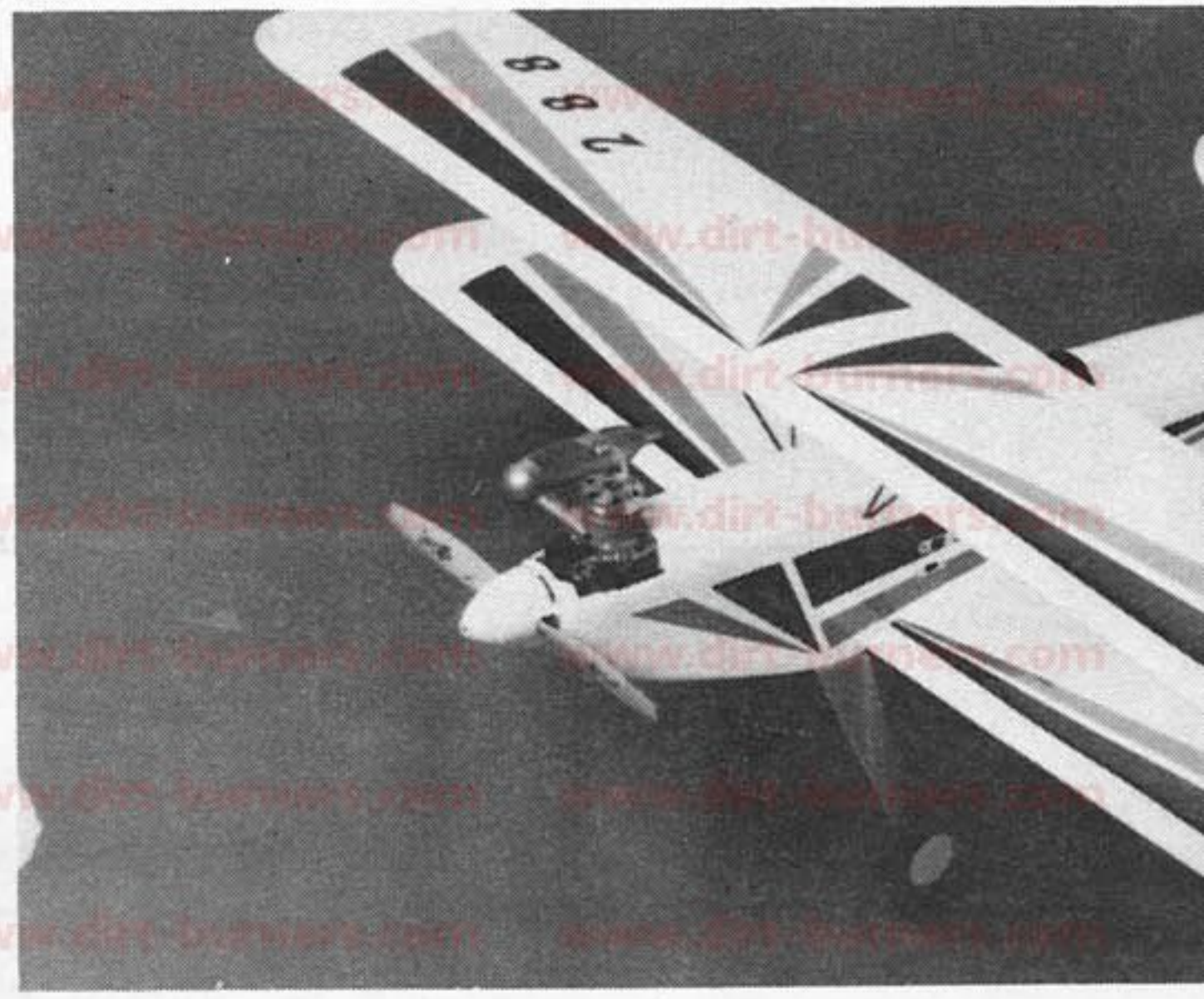
Hobby Hut Racing Prod. introduces new Nylon Diff Hubs for Associated diffs. Machined from premium nylon, it includes aluminum set screw. Price \$6.50 pr. Hobby Hut, 105 East Aurora Rd. Northfield, OH. 44067.



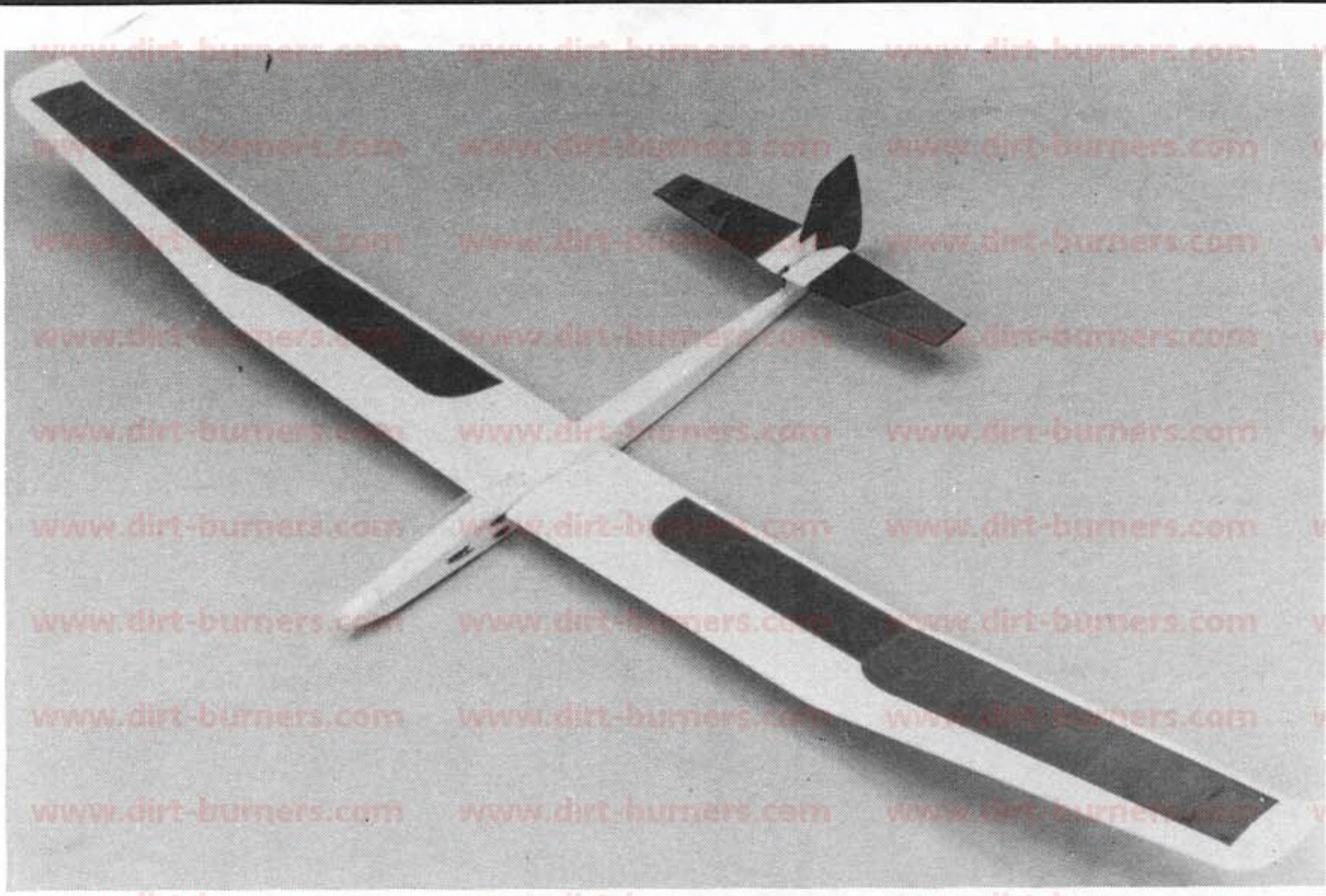
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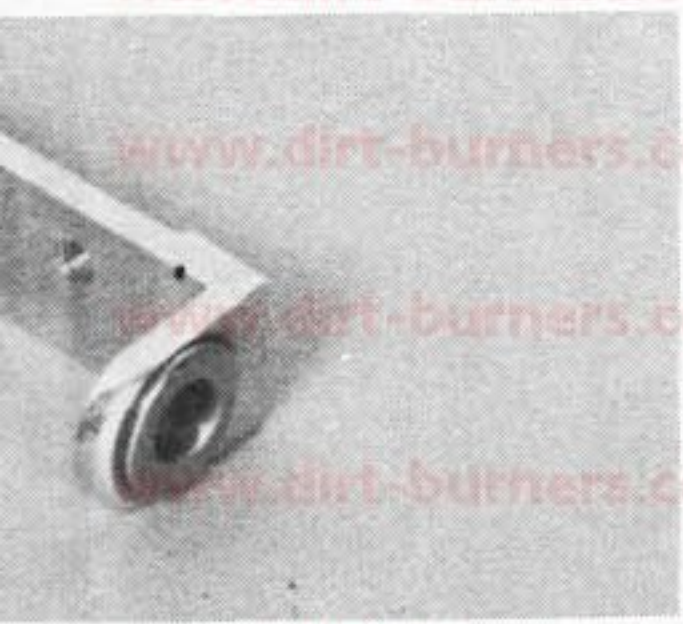


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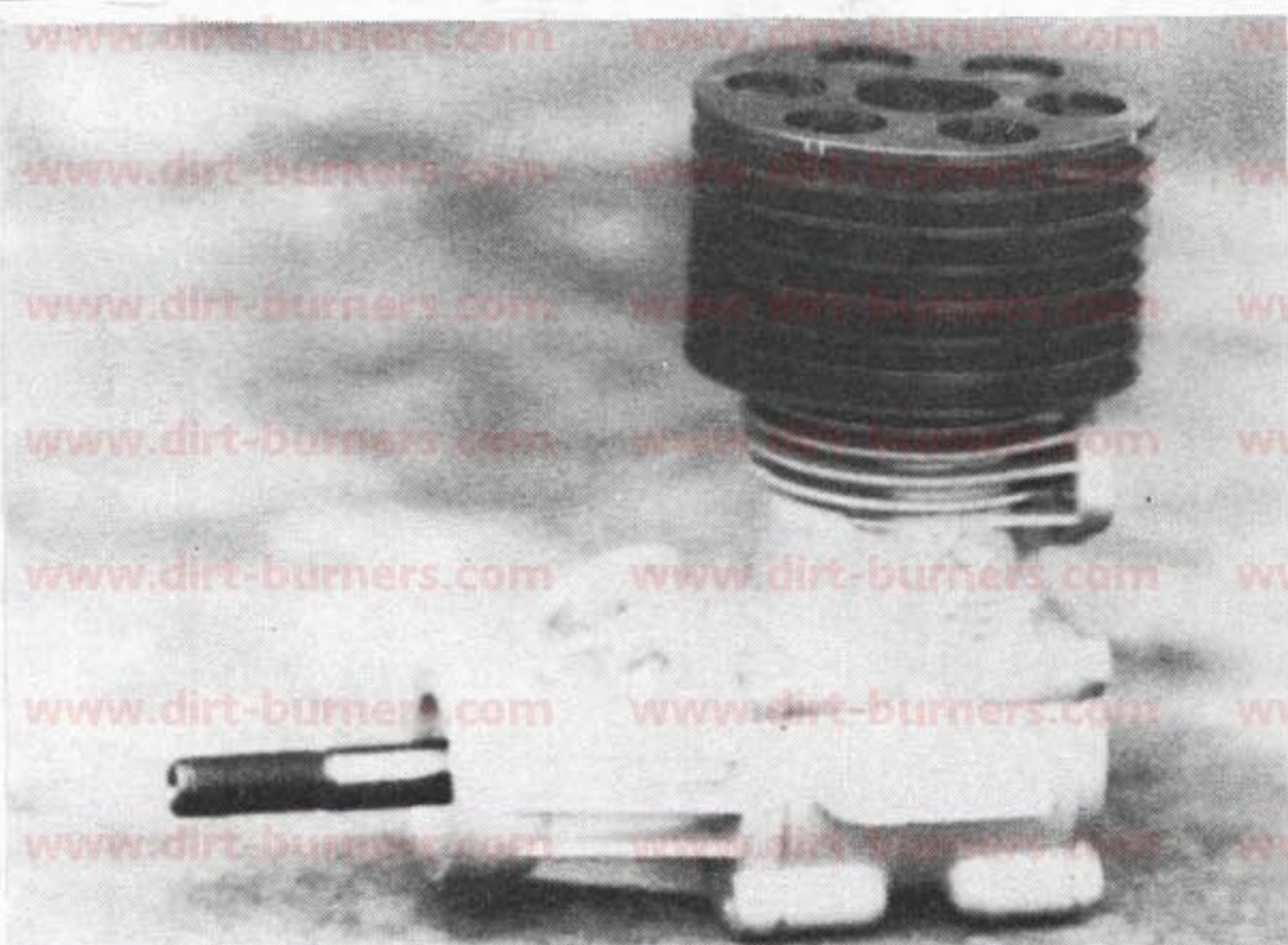
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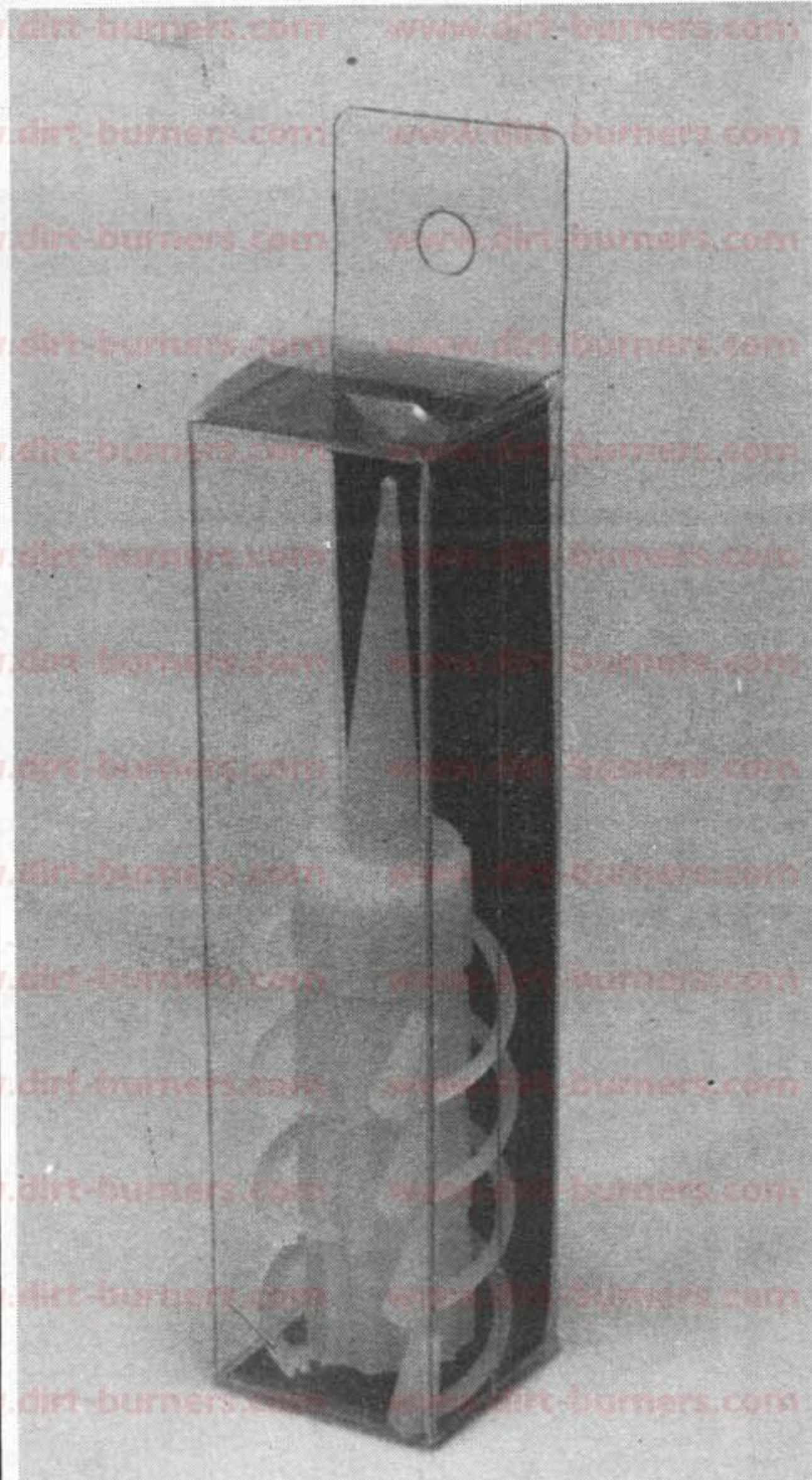
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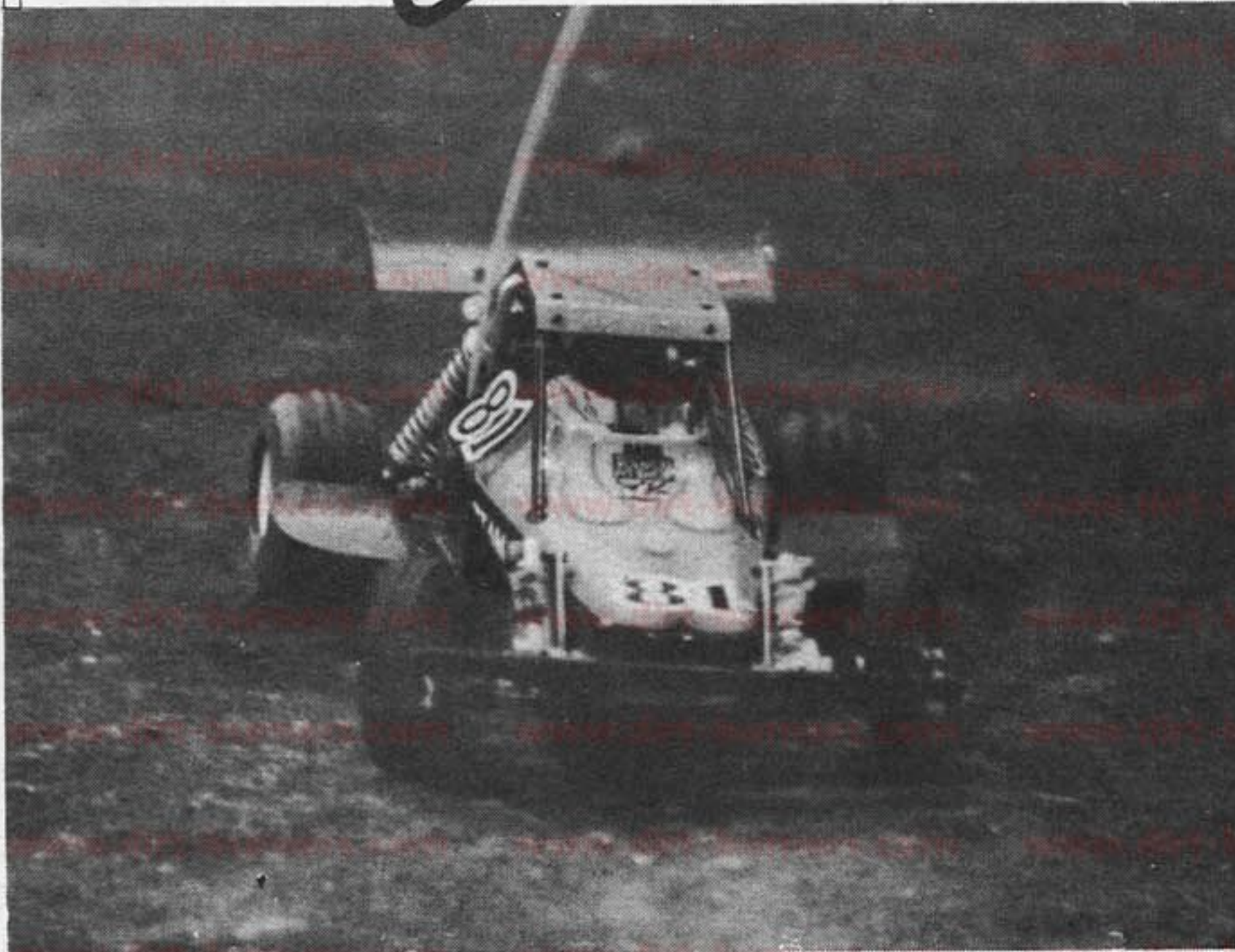


# REFLECTION

## OF A

# WORLD CHAMPIONSHIP EVENT

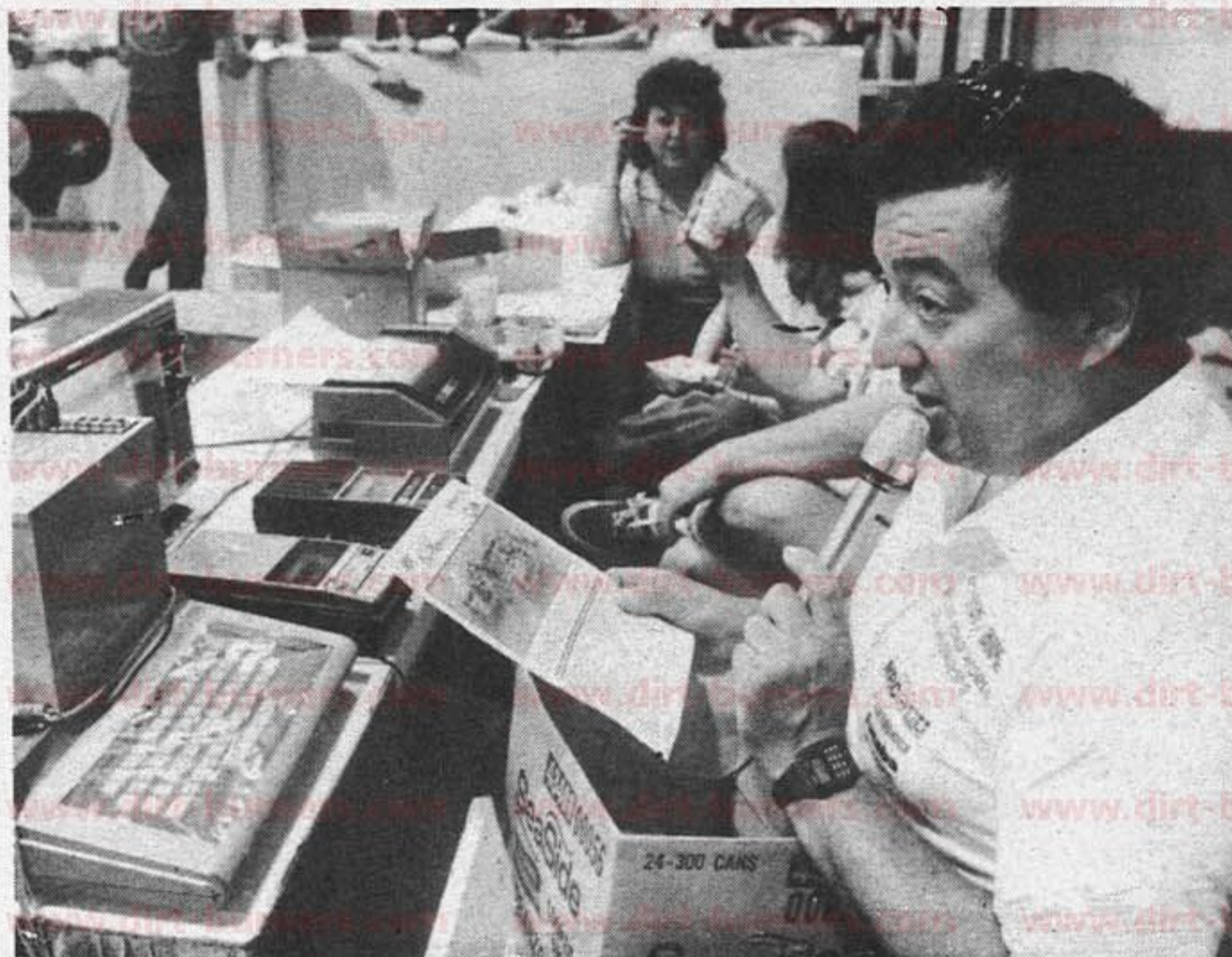
By Ron Ernst



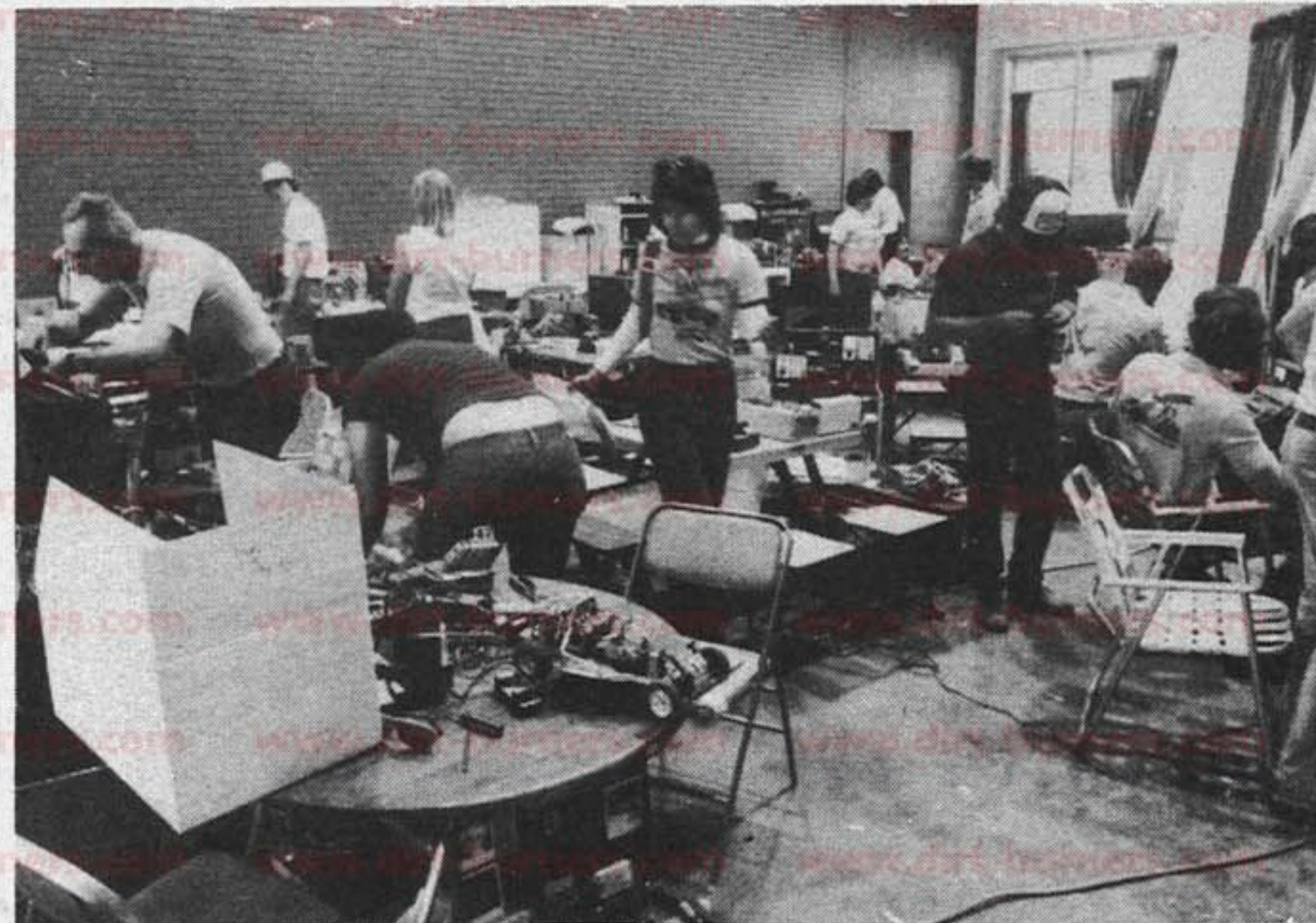
The COX cars made their statement at this year's Off Road World Championships. They won all three Classes.



The World Champion (Modified & Open) Gil Losi, Jr. contemplating the realities of life...? Or which tires will work best. Apparently he made the right decision.



Lou Peralta, R/C RACING NEWS Publisher and World Champ promoter here doing what he likes best... Giving out over \$10,000 in prizes!

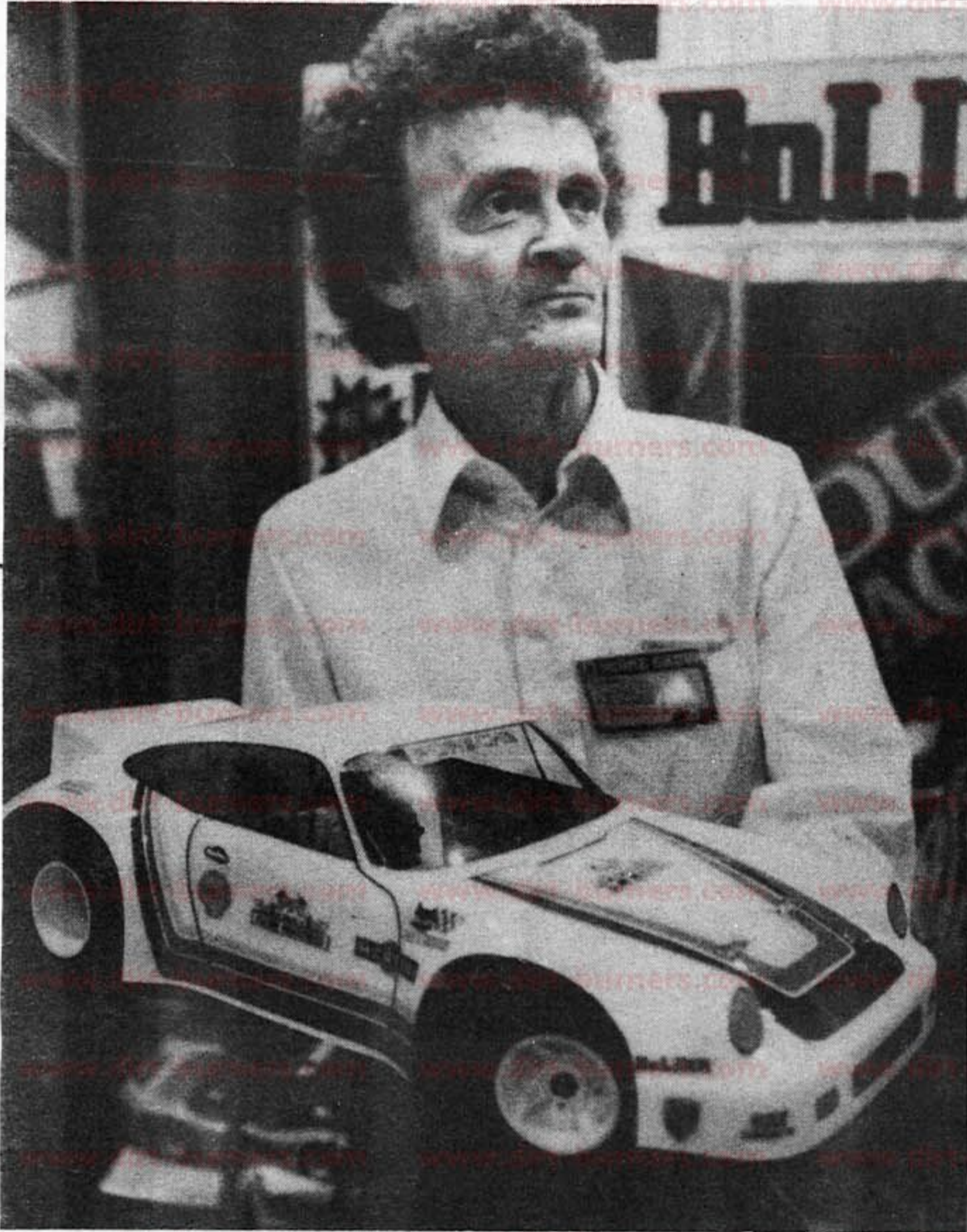


"The Pits" well-served everyone. Busy time during a busy weekend of R/C off-road racing. More pits were located "al fresco" (outside).

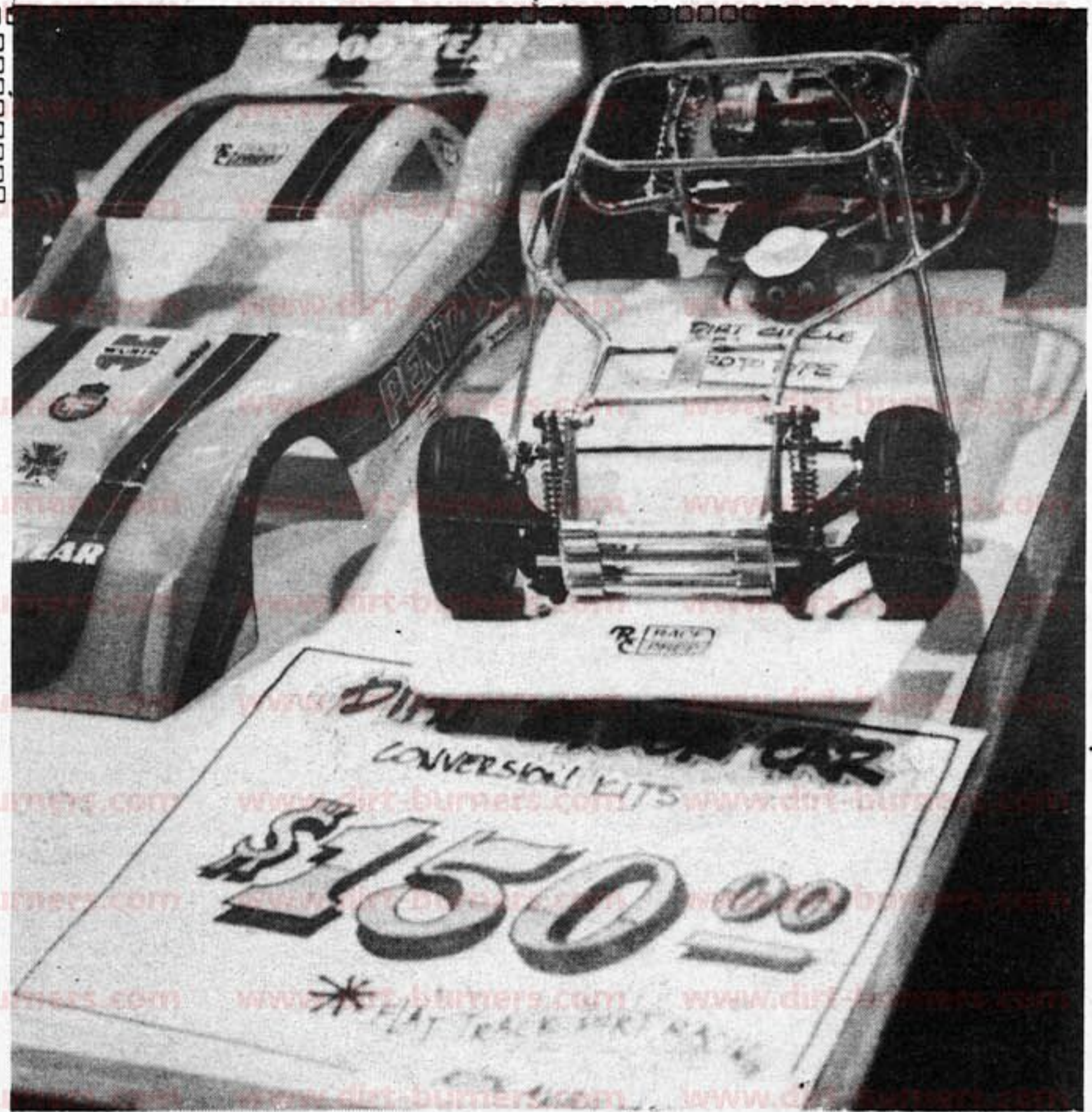
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# World Reflections... (contd.)



Bob Rule, owner of BoLink proudly showing one of his latest dirt-trackers to the public. Several Digger 10's were entered in the World event this year. Photo. Ron Ernst.



R/C Race Prep's neat conversion kit for Oval Super Stock cars was well received. Ernst.



MRC/TAMIYA's booth was kept busy all three days (above). Another set of show stoppers was the "Out Law" conversion kit (top right). Ron Williams showed off his Radio Control Hobbies parts department (right). Photo Ron Ernst.





# Richmond R/C Club - Wagner, Arrington, Coffey, WIN Opener

Report by Bill McDonald

Richmond, VA  
March 20, 1983

The Richmond Radio Control Race Club (RRCRC) opened its 1983 season on Sunday, March 20th in front of 215 sun-baked spectators at the Valle's Resturant Race site.

The race drew entries from as far as 350 miles away. The action, as a result, was fast and furious.

When the dust had finally settled down, drivers: Bob Wagner of Mechanicsvills, and Pat Arrington of Rocky Mount, proved to be the cream of the crop. The two drivers drew the same qualifying heat assignment and provided the crowd with its closest racing action, as they battled side by side for the entire qualifier. These two drivers continued their battle on into the finals, with both taking home a trophy.

Twenty-six drivers entered in three classes (NASCAR Stock, Can-Am Stock, and Off Road Open),

which made for a full day of racing action.

After the drivers had sorted themselves out in the qualifiers, the mains were ready to go.

The Off-Road boys took the track first, and after the spectators were warned properly to "step WAY back", the event got the green flag. Mike Coffey with his No.77 "Digger" proved to be the class of the field and took the checkered flag going away. Randy Hall, like Coffey, from Beaverdam, finished second and Chuck Meyst of Richmond finished third.

The next event was the Can Am Main. Pat Arrington had qualified first and had selected the inside pole. Bob Wagner had qualified in second and lined up on Pat's right rear fender. When the green flag dropped Arrington jumped out into the lead. Wagner was not so fortunate, as an over-eager rookie caught the side of Wagner's Lola and sent it flipping into the first turn. Luckily for Wagner the car landed on its wheels and he quickly set out in chase of Arrington's car. The race continued on like this, with

Wagner making up a little distance with every lap until the next to the last lap when an out of control car caught Arrington's car head-on. This allowed Wagner to slip under Arrington and take the victory by a half a lap. Arrington finished second, and Dan Stover of Roanoke took third.

In the NASCAR final, Arrington once again claimed the pole with Wagner starting in second in his Buick. On the green flag, Wagner and Arrington's Olds, set out to do battle again. Arrington would pull a little lead on the straights only to see Wagner catch up on the turns. The fans obviously were enjoying this fast-paced action, and so they were standing and cheering for their favorite racer. The race went on relatively smooth, and Arrington had just enough to hold back Wagner's challenge and take the chekered flag and the NASCAR trophy. There was also close racing throughout this main, with Brian Jackson of Mechanicsville edging out Bill McDonald.

Tommy Ferguson, of Roanoke was the winner of the B MAIN.

Trophies and ribbons were presented to the winners by the owners of the two Hobby shops that were the sponsors of the opening race day; Allan Cole of POOR BOYS HOBBY in Mechanicsville, and Jack McIntosh of HOBBIES & CRAFTS in Richmond.

Bill McDonald

## RESULTS

### NASCAR A MAIN:

1. Pat Harrington...33 laps
2. Bob Wagner...32
3. Brian Jackson...25
4. Bill McDonald...25
5. Chris Wrenn...22
6. Bill Johnson...21
7. Jay Dodson...4

### NASCAR B MAIN:

1. Tommy Ferguson...30
2. C.W. Tompson...22
3. Ronnie Jackson...21
4. Dwayne Harris...17

### CAN AM A MAIN:

1. Bob Wagner...33
2. Pat Arrington...33
3. Dan Stover...23
4. Tommy Ferguson...22
5. Chuck Meyst...21
6. Jack McIntosh...21
7. Jay Dodson...21
8. Ken Harris...19

### OFF ROAD A MAIN:

1. Mike Coffey...30
2. Randy Hall...21
3. Chuck Meyst...21
4. Allan Cole...16
5. Neil Coffey...7

## COX Scorpions Sweep 1983 World Championship

**Open Class - 1**

**Modified Class - 1 & 2**

**Stock Class - 1, 2, 3, 4, 5**



**MIKE FOX'S**  
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Champion  
**SCORPION**

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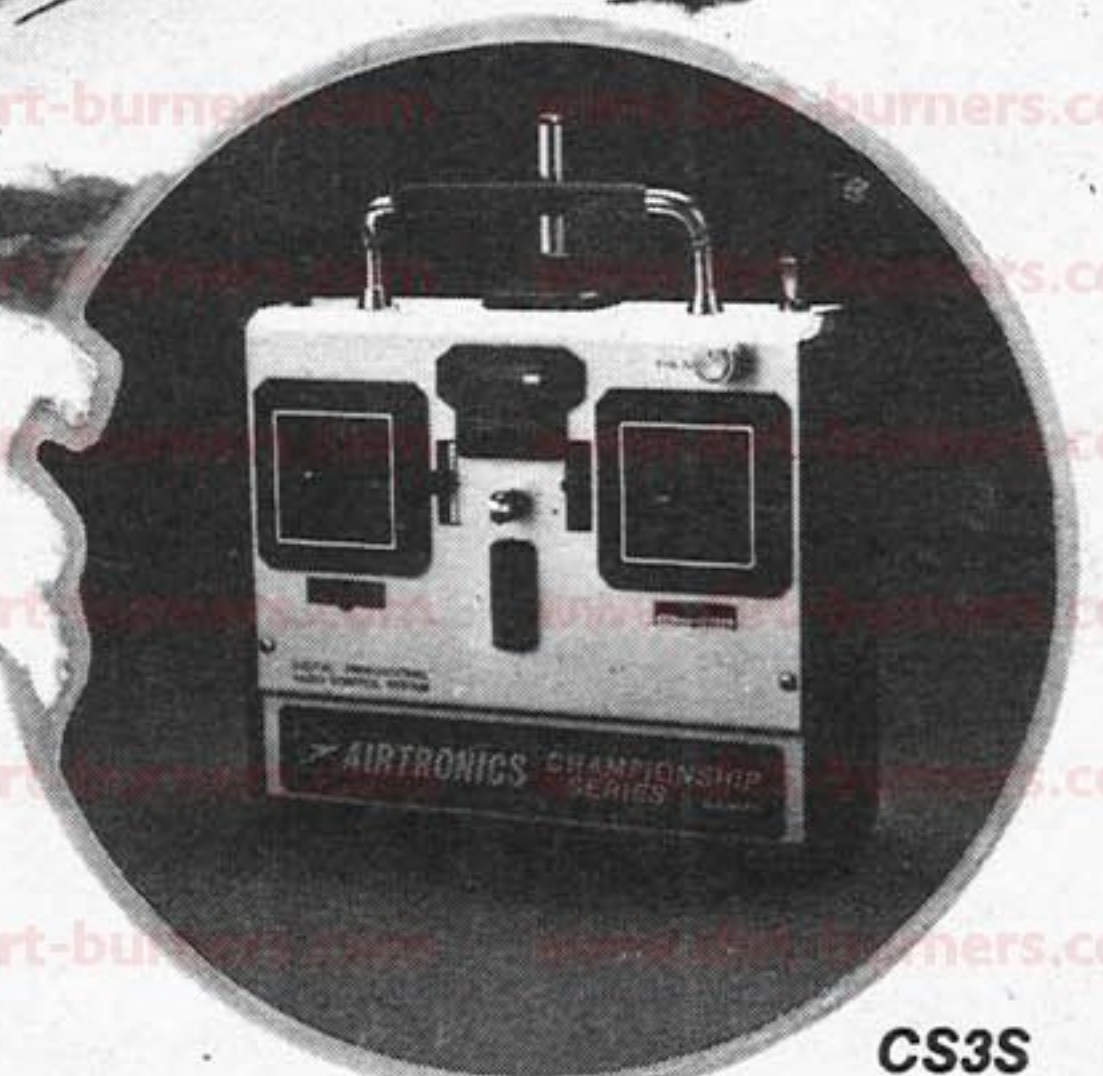
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# SOUTH JERSEY'S <sup>1st off road</sup>

Reported by Russ Williams

THE FIRST OFF ROAD get together was held on March 26, 1983. The weather was very nice and the turnout for this first time event was not bad either. Ten drivers showed up for the off road event. Due to the two-day race in North Jersey, Club turn-out was down.

Practice lasted until noon. The first round of qualifying got under way at 12:30 pm. After the first round of heats we saw Andy Madajonski set the pace with his Ford pick up. He was Top Qualifier with a blazing 12.3 laps.

There were all types of off road cars racing here today; from Pickups, VW Baja Bugs, Baja cars, and even a car with four wheels on the rear end! Everyone had a great time.

I would like to extend my personal thanks to John Walker for single-handedly getting the track ready for us to race on and also for lending me a car when my car broke in practice. Also to all the racers who showed up at this first race!

## RESULTS

### A MAIN:

1. John Walker (10.5 qual)...11
2. Andy Madajonski (12.3 TQ)...11
3. Brian Anast (11.1)...10
4. Rip Pinkston (10.9)...9

### B MAIN:

1. Tom Bocchetti (9.2)...10
2. Jim Thompson (6.3)...7
3. Russ Williams (8.8)...5

### C MAIN:

1. Ron Daisey (6.3)...10
2. Bob Haffner (5.8)...7
3. Dave Bicknell (6.3)...3

So Nick and I made arrangements and went with a group of our guys to find out what kind of track they had set up.

On race day, much to my surprise, there were 20 cars to be run. The weather was not too good, but everybody stayed to race.

Due to the great turnout we only counted the best one of the two qualifying heats run. After the dust settled we saw Joe DiCara as the Top Qualifier, with 13.4 laps. He was followed by Ron Boorman, Sr. with 13.2 laps and Ron Boorman, Jr. with 13.1 laps. Joe was to have his work cut out for him as the entire A Main field was very close.

In fact, coming out of nowhere was G.

# OFF ROAD <sup>no. 2</sup>

The week following our first ever off road race I received a call from Ron Boorman of Chick's Hobbies in Vineland. He asked if I would come down and run a race for him.

Mercoli, who had qualified with only 12.9 laps into the A main, to take the Main win with 14 laps! Second went to F. Mensing. Boorman, Jr., Sr., J. DiCara and G. Lanzi made up the balance of the A Main finishing order.

Another Mercoli made the top of the heap in the B Main, when H. Mercoli made 12 laps to beat the likes of Nick Piro, Sr., Rip Pinkston, Carl Ford, John Walker and D. Tomasso in that order.

The C Main was won by Russ Williams, Sr. by one lap (11) over second place B. Vanelli, Sr.

Russ Williams

## RESULTS

### A MAIN:

1. G. Mercoli (12.9 Qual)...14
2. F. Mensing (12.3)...14
3. R. Boorman, Jr. (13.1)...13
4. R. Boorman, Sr. (13.2)...13
5. J. DiCara (13.4)...12
6. G. Lanzi (12.1)...11

### B MAIN:

1. H. Mercoli (11.4)...12
2. Nick Piro, Sr. (10.6)...12
3. Rip Pinkston (11.7)...12
4. Carl Ford (10.5)...11
5. John Walker (11.6)...11
6. D. Tomasso (10.0)...9

### C MAIN:

1. R. Williams, Sr. (9.7)...11
2. B. Vanelli, Sr. (8.6)...10
3. B. Gelsi (8.3)...8
4. J. Piro (6.2)...8
5. Tom Bocchetti (9.5)...8
6. Bill Densten (2.1)...2
7. J. Dentsen (6.9)...2
8. B. Vanelli (7.4)...DNS

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**Gary Kyes**  
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• 2nd Mod A  
• 4th Open A

**Gil Losi, Sr.**  
Tamiya—Kraft  
• 8th Mod A  
• 2nd Open B

**John Adams**  
Cox—Kraft  
• 8th Stk A

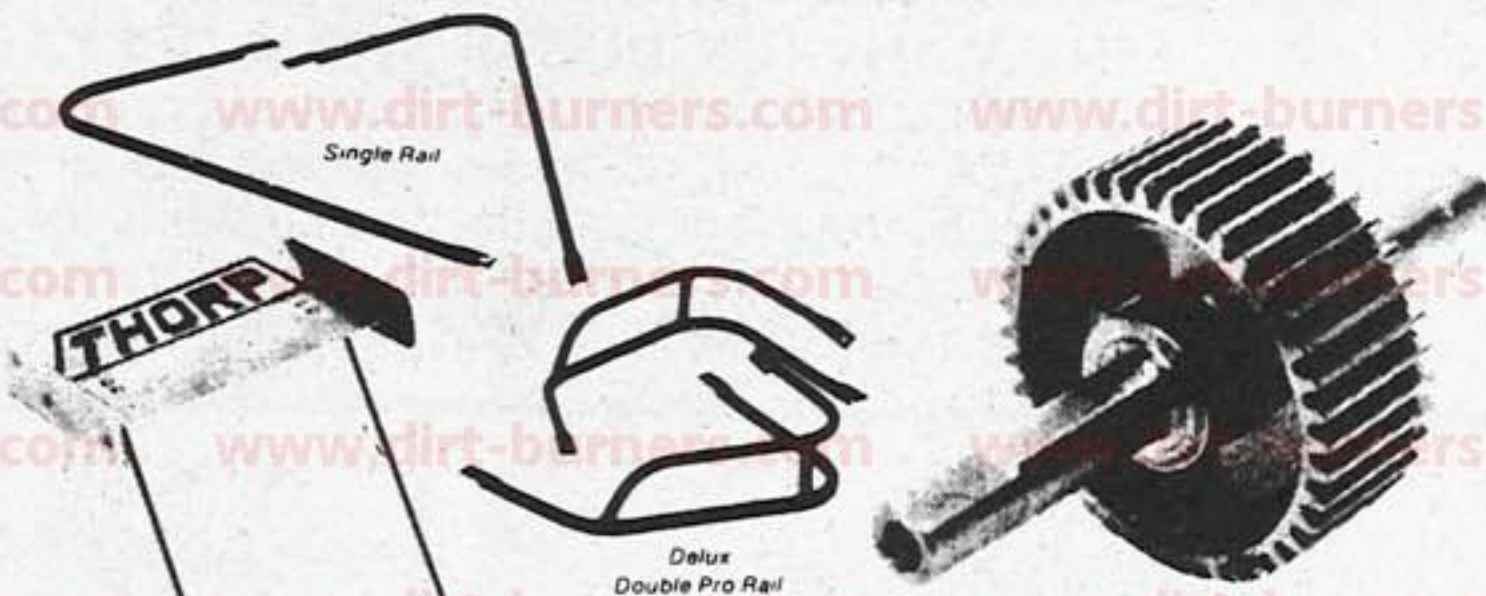
**Dennis Taylor**  
Tamiya—Kraft  
• 3rd Open B  
• 6th Mod C

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# GULF SOUTH

The weather which greeted the racers this Sunday morning was the only cool thing to be found. The track, with an endless straightaway, was to claim its share of connecting rods and definitely effect the race results.

We welcomed another new racer from Houma, Louisiana - Craig Bienvinue. Craig joins Frank Robert, Craig Leboeuf, and John Farrell, an up-and-coming group which comprises the Cajun Racing Club.

Top Qualifier honors went to Brian Long today, and his smoking O.S./OPS engine composite, which continues to blaze. He was followed by Bill "Eagle" Gardner, Karl "Thumbs" Kaiser, and Freddie "Ultralight" Rapuana.

The C MAIN began with the veteran of the Cajun team, Leboeuf, showing the field his rear bumper from flag to finish in an impressive win. The young and steady Dan Gardner held off another CAJUN, Frank Robert, to capture second. Rookie first-race driver, Craig Bienvinue took the fourth spot after Robert and over Ted "The Ring" Simon who barely left the post before mechanical problems caused an early trip to the pits.

The B MAIN was a classic race.

George "Sandbag" Molinary took an early lead and coasted to a three lap victory over Gerry "Oh No!" Brown and Pat Robert. Pat finished two feet behind Gerry!

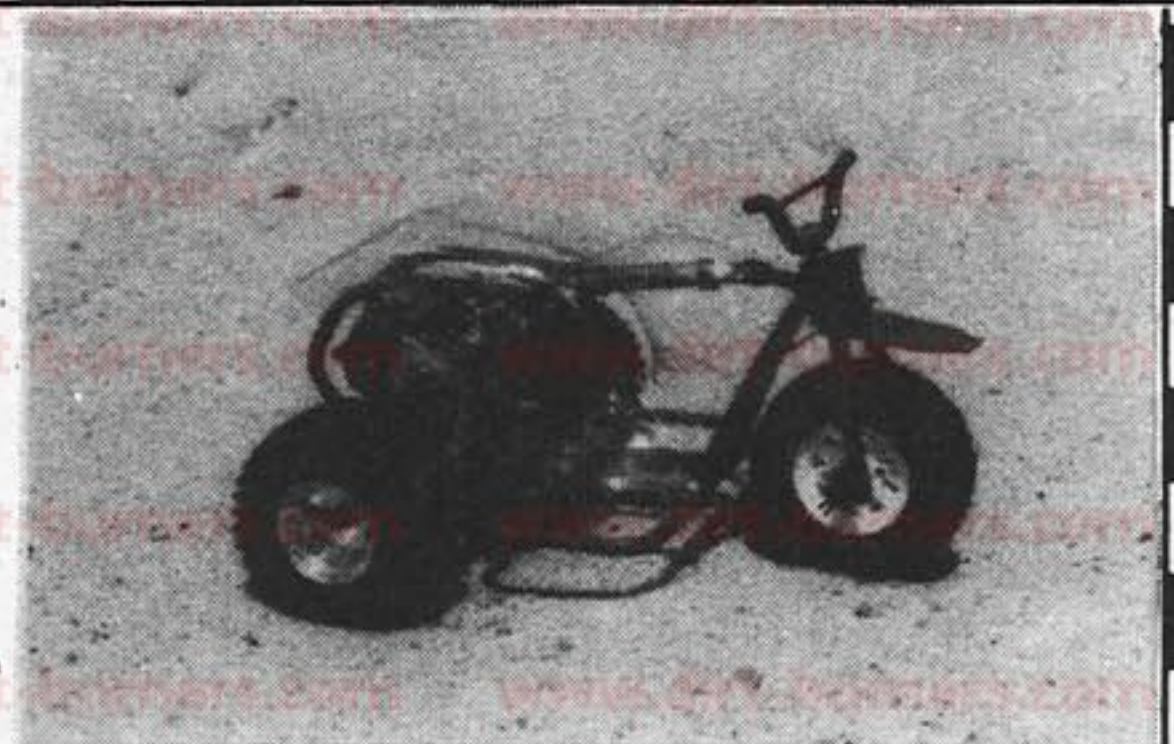
I must relate the A MAIN through hearsay, as I spent the first fourteen minutes racing until my batteries went dead. "Ultralight" Rapuana held the speed to sufficiently hold off the better handling car of "Eagle" Gardner for a one-lap victory. Long finished third after some off track racing. Martin "Dogbone" Zeller finished a determined fourth ahead of "Thumbs" Kaiser.

The next race, April 24, will be held in either New Orleans or Houma. Race report will be in the next issue of R/C RACING NEWS. Till next time.

## CURRENT POINTS STANDINGS Through three races

1. B. Gardner...1491
2. K. Kaiser...1451
3. B. Long...1449
4. F. Rapuana...1446
5. D. Wenzel...1409
5. G. Brown...1409
7. G. Molinary...1380
8. M. Zeller...1368
9. E. Riviere...1363
- 10 P. Robert...1349

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- 11 T. Simon...1330
- 12 J. Mistic, Jr...1329
- 13 J. Abadie...1327
- 14 D. Andrews...1304
- 15 D. Gardner...1299
- 16 J. Mistic, Sr...1288
- 17 C. Leboeuf...1286
- 18 F. Robert...838

- 19 D. Ironmonger...482
- 20 J. Serou...450
- 21 J. Dingman...435
- 22 T. Schumert...433
- 23 L. Butz...424
- 24 C. Bienvenue...420
- 25 D. Travella...409

# News About World Champion DELTA Super Phaser!

**East Coast Classic:** 1st Super Phaser  
2nd Cliff Garon and 3rd Jim Dieter

**Florida State Championship Series:**  
1st Mike Fromer

**Birmingham Indoor Race:**  
1st John Barnacle

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- Charger.....\$75.00
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### DISCLAIMER

It has been brought to OUR attention that many racers have incorrectly assumed that Kent Clausen is racing as a member of the DELTA RACING TEAM. We wish to state that Kent Clausen is NOT a member of our Racing Team!



# SoCal GAS

Report by Darwin Sims

Thanks to the efforts of Ron Paris and Gil Losi, Sr. and a few other people, the 9th Southern California Championship Series is off and running once again.

The series is a five-race series this year with only one throw-out race.

The number of races has been cut down this year from years past because of the crowded schedule of events here in Southern California - what with the ROAR Nationals, the McCoy race and of course the many drivers from this area who are going to the World Championships in Carnoux, France.

The first race was already hosted at the Ranch Pit Shop in Pomona. At that race, which was held on March 20, 1983, Bill Jianas, now warming up for the McCoy race, the World event in France and the subsequent Nationals later on this summer, came out fuming and not only set the Top Qualifying time but also won the A MAIN. Gil Losi, Jr., proving that he deserves to be among the top gas racers in this country and as a member of the United States World Team, finished in second and just a few feet back from Jianas on the same lap. Third place went to motor-builder extraordinaire, Rich Lee. The first three racers all made 60 laps.

Gene Husting, Butch Kloeber, Tom Wong, Gil Losi, Sr. and Dana Smeltzer finished in that order in the A Main. All except Losi, Sr. and Tom Wong are part of the US World Team traveling to Carnoux, France this

coming July.

In the series, and as a result of the "bump up" system, Jerry Snow picked up the B Main win in the Expert Class.

In the Sportsman A Main, Rick Templin showed everyone the fast way around as he picked up his first Series A main win by one lap over second place Benny Bullock.

Barry Newman was the Sportsman B Main winner, finishing just ahead of Dennis Taylor. Both finished with 55 laps.

The Sportsman C Main saw Ornan Valle, a relatively newcomer to the sport, show some of the more experienced drivers how to go fast. He won over the likes of Bob Coughran, Lee Miranda, Glen Wilcox.

The Beginner A Main had another newcomer but one that won't remain long in the Beginner's ranks, Herb Rhodes. He looks like he's going to be an excellent racer.

The Beginner B Main belonged to Bill Prather who edged out Harry Binarto.

The SECOND race of the Series was held at the Del Mar Racing Center track in Del Mar, CA. Some 55 racers made the trek down South on April 17th.

I went down there on Saturday to check out the track since I hadn't been there for some time, and just to get a few laps in.

I started up the car and put it on the track. After a few laps it was apparent that this is totally a driver's track. Without precise driving and handling there is no way that horsepower alone could get you in the high mains. (I understand that soon they will start constructing a new 1/12th and 1/8th track). This one here is fun and challenging but you better have yourself and car working perfectly!

The forecast was for rain on Sunday, but the sun was out all day. The

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mains were over at 6:15 pm and by 6:45 pm it was raining. We lucked out again.

Today, the A MAIN in the expert class belonged to Gene Husting who was also the TQ for the day. Gene finished just ahead of Rich Lee and Gil Losi, Jr. All three wound up with 60 laps while John Thorp, Tom Wong, Tom Douglas, Ross Kloeber (who moved up from the B) and Dana Smeltzer made up the rest of the finishing order.

Ross Kloeber was the winner of the B Main, but he moved into the A and forfeited the trophy for the points. Therefore, Mark Miranda

became the official B Main winner in the Expert class.

Rick Templin once again outdrove the rest of the Sportsman field by winning the A main. This proves that when you're good - you're good anywhere. This makes it two for two for Rick as he won the first race at the Ranch Pit Shop, a much wider track, and here today on a very tight track. Ornan Valle showed up two laps behind Rick in the A Main. Keep an eye for this guy, he looks awful good.

The B Sportsman Main belonged to Barry Newman, although he and friend and fellow co-car driver, Benny Bullock were heard well after the race was over, saying: "You're crazy Barry, I won the race... they missed one lap on me..." "Hey, Benny, you couldn't catch me even if they gave two extra laps!" It's a good thing that they're friends. That long ride back to Los Angeles must have been fun to listen to.

C Sportsman Main was between Lee Miranda and Brad Donovan, with Lee getting the edge on lap 50.

Once again Herb Rhodes showed up atop of the Beginner's A MAIN. He had one lap on Joe Coarasa and several laps over the rest of the field. He may not last too long in the Beginner's category.

B Main in the Beginners class went to Phil Smith, with young Dean Miranda right behind him.

The next Southern California gas Series race is in Santa Maria on June 19th. We hope to see many more people out there to show us your stuff.

By the way PROCAR will be hosting a parking lot race on May 29th at the Puente Hill Mall, in Rowland Hts., CA. For more information you can call me at (714) 984-1383.

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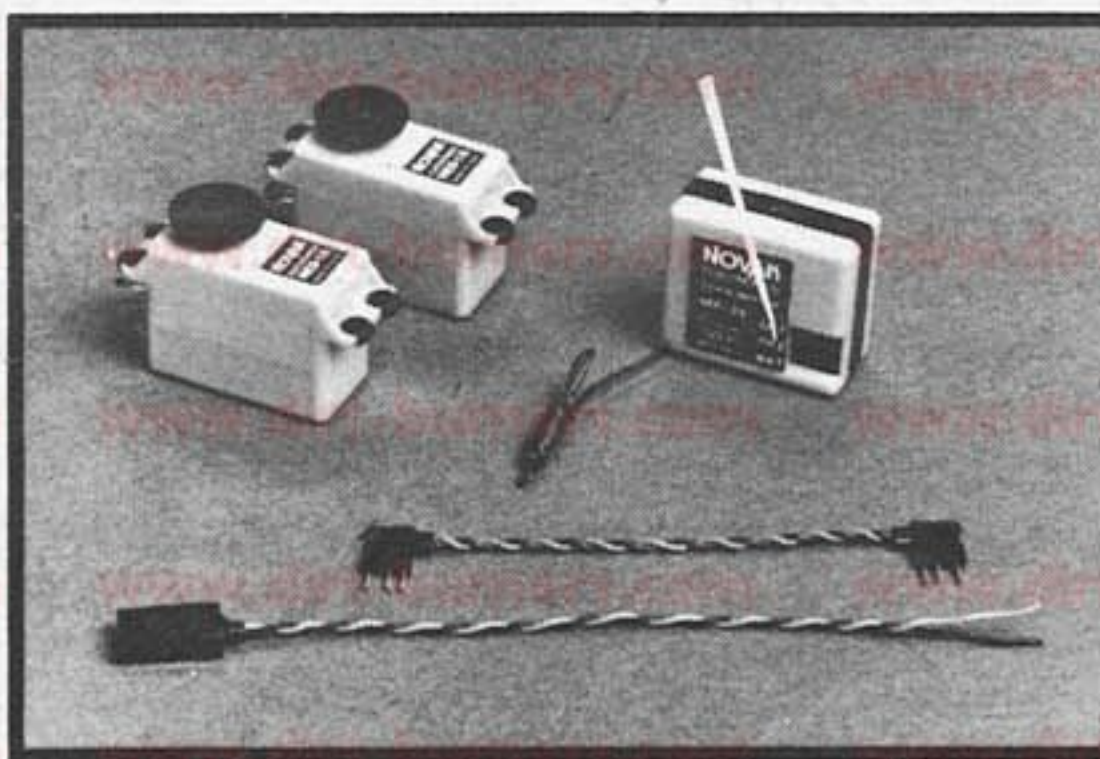
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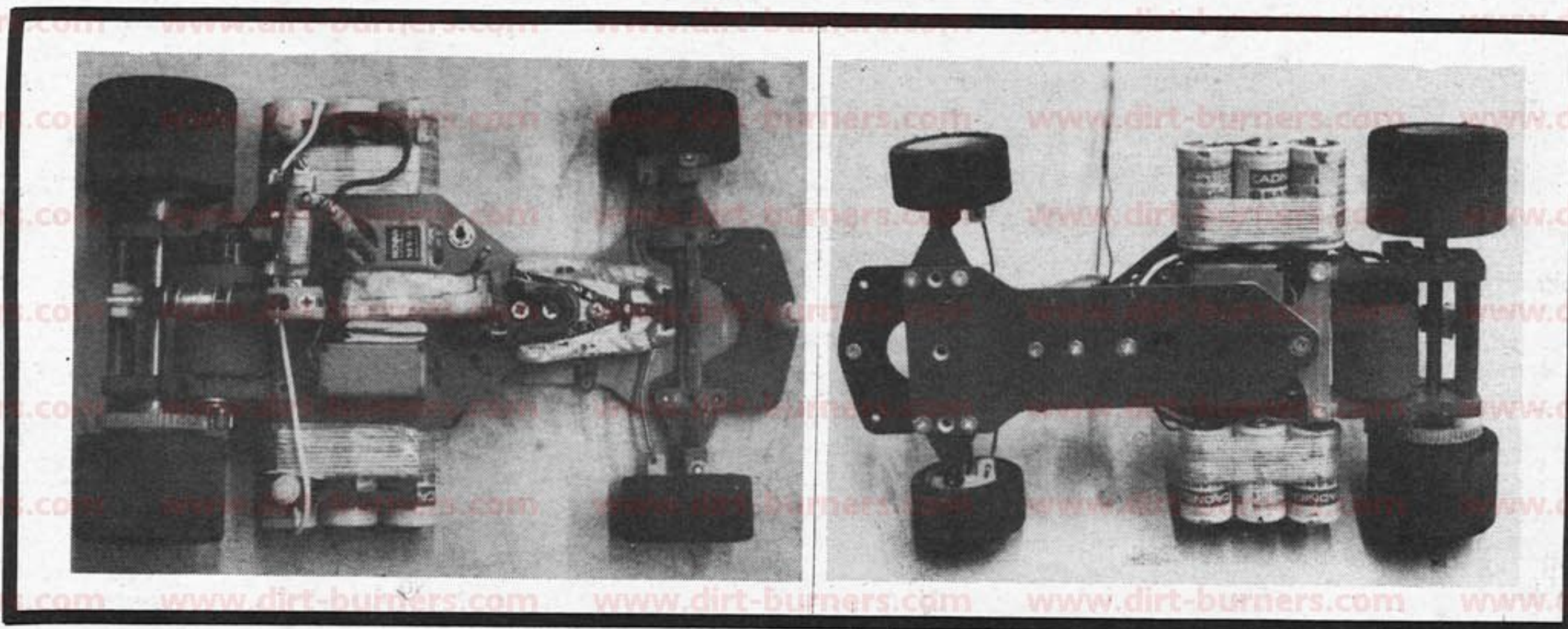
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# SARCAR racing 1/8th Gas

Report by Steve Williams

TONY MARKUNAS, JR. OF Northumberland continued his winning ways in the SARCAR (Susquehanna Area Radio Controlled Auto Racers) Spring opener for 1/8th scale gas powered cars.

Markunas, driving a brand new PB ALPHA got through an early race pile-up in the second turn of the track and held the lead until the checkered flag was waived. A.B. Markunas, also of Northumberland was able to challenge son Tony several times during the race but faded late in the race and finished

second, several laps off the pace. David Bailey of Selinsgrove who earlier had set a fast time of 30.02 seconds in time trials was third. Steve Williams, another Northumberland racer took the fourth spot, while Dave Ewing of Kratzer-ville finished in fifth.

The B MAIN was won by A.B. Markunas by a slight margin over Bob Foltz of McAllisterville. The 1982 Super Stock Champion, John Eisenhart, of Selinsgrove was third and Matt Markunas, the third member of the Markunas racing family picked up the fourth place in the B main. Fifth went to Wayne Smith and sixth was Jerry Borasso, both from Pittsburgh.

In spite of the cold weather, there was a good crowd on hand and a good field of cars. 1983 should be a

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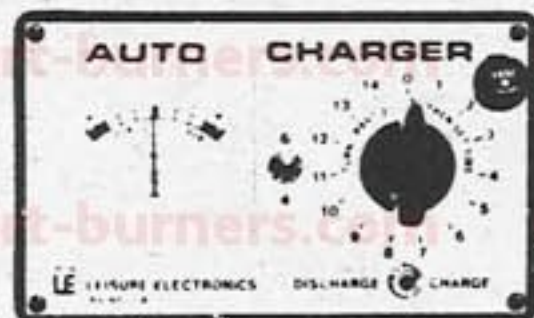
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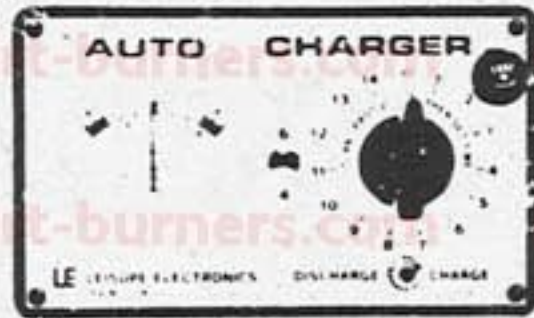
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good year for SARCAR as many drivers are now putting the finishing touches on their cars and should be out racing in the next couple of weeks.

The next race under SARCAR is set for April 24, when the Mason Dixon Grand Prix is run in conjunction with the Mid-Atlantic Championship series. Over 50 cars from five states and from Washington D.C. are expected to compete in this race.

SARCAR's SECOND RACE of the season saw Dave Bailey of Selinsgrove pick up the A Main win in a hotly contested battle.

At the start of the race Tony Markunas pulled to an early lead, followed by Dave Ewing, A.B. Markunas, Dave Bailey, and Steve Williams. Tony had built almost a one lap lead when the suspension in his car broke and he had to retire for the day. This left Bailey and Ewing to fight it out for the lead, as A.B. Markunas had also stopped to make some car adjustments, although he did continue to race.

After the first pit stops Bailey started to open up a lead over Ewing. A.B. Markunas had made up one lap and Williams was in fourth.

Bailey had over a half a lap lead until late in the race when he started to slow down. This allowed Ewing and Markunas to close in and Ewing actually passed Bailey for the lead but Ewing lost valuable time when he and Bailey got together after taking the white flag side by side. This allowed Markunas to slip by for second place, while Ewing had to settle for third. Steve Williams was fourth after dropping out. Tony Markunas was fifth and Matt Markunas finished sixth.

In the B MAIN Matt Markunas was first, just beating out Roy Cressinger of Selinsgrove in his first R/C race ever. Bob Spangler was third, with John Eisenhart and Bob Foltz topping the top five.

This race served as the final tune-up before the Mason Dixon Grand Prix race which is scheduled for April 24. Race report for that race will be in the next issue. Remember, all club races are open to the public free of charge.

Steve Williams



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# 1/12th in Hawaii... wet n' wild!

Reported by Glenn Kawamae

April, 1983  
Hawaii

## RAIN GREETED US FOR OUR CAN AM Series 4 Race.

It rained all day Saturday and even early Sunday morning but eventually the clouds cleared and we were all well into a great day of very close, competitive 1/12 electric racing. The turnout of racers was again very small, some racers being turned back by the rains.

Twenty nine racers did show up though and after four complete rounds of qualifying the mains were run off.

The D MAIN tied everything off for the day. And it was a three car domination. Ron Galang, Ken Alagan and Dan Yamane all took off and this is the order that they held from the start until lap 13th. From that point on, it was Ken who took over the lead and held it to the finish of the D Main. Ron held on to second and Dan Yamane finished 3rd. All three cars were in the same lap.

The C MAIN was an excellent race. Daryl Yuuki got a really good

start and was able to lead for the entire race. This was Daryl's first main event win and a well deserved effort goes to him. The really close battle was for the second place. Mike Uyemura, Roy Goya, Billy Calzo and Earl Honbo all had the chance to take the second place. As it turned out, it was a battle right to the wire. Each of them held the second spot at one time during the race but in the end it was Billy Calzo who triumphed over Mike, Earl and Ray. The second through fifth cars were all in the same lap.

THE B MAIN was a fast one. This time there was a two car domination. Andrew Young and Jon Hokama led this race from the start to the finish - both in the same lap. Richard Robertson had taken over the third spot by lap 10 and was able to hold on to this position until the end.

The A MAIN was one of the closest races I have ever seen. There were several lead changes with no fewer than four of these cars holding the lead at one time or another. Richard Ito took off with the early lead, followed by Russell Miwa, Marshall Mizobe, Beau Peterson, Butch Farm, Jr. Pascual, Keevan Inouye and Francis Aki. Richard continued holding on to the

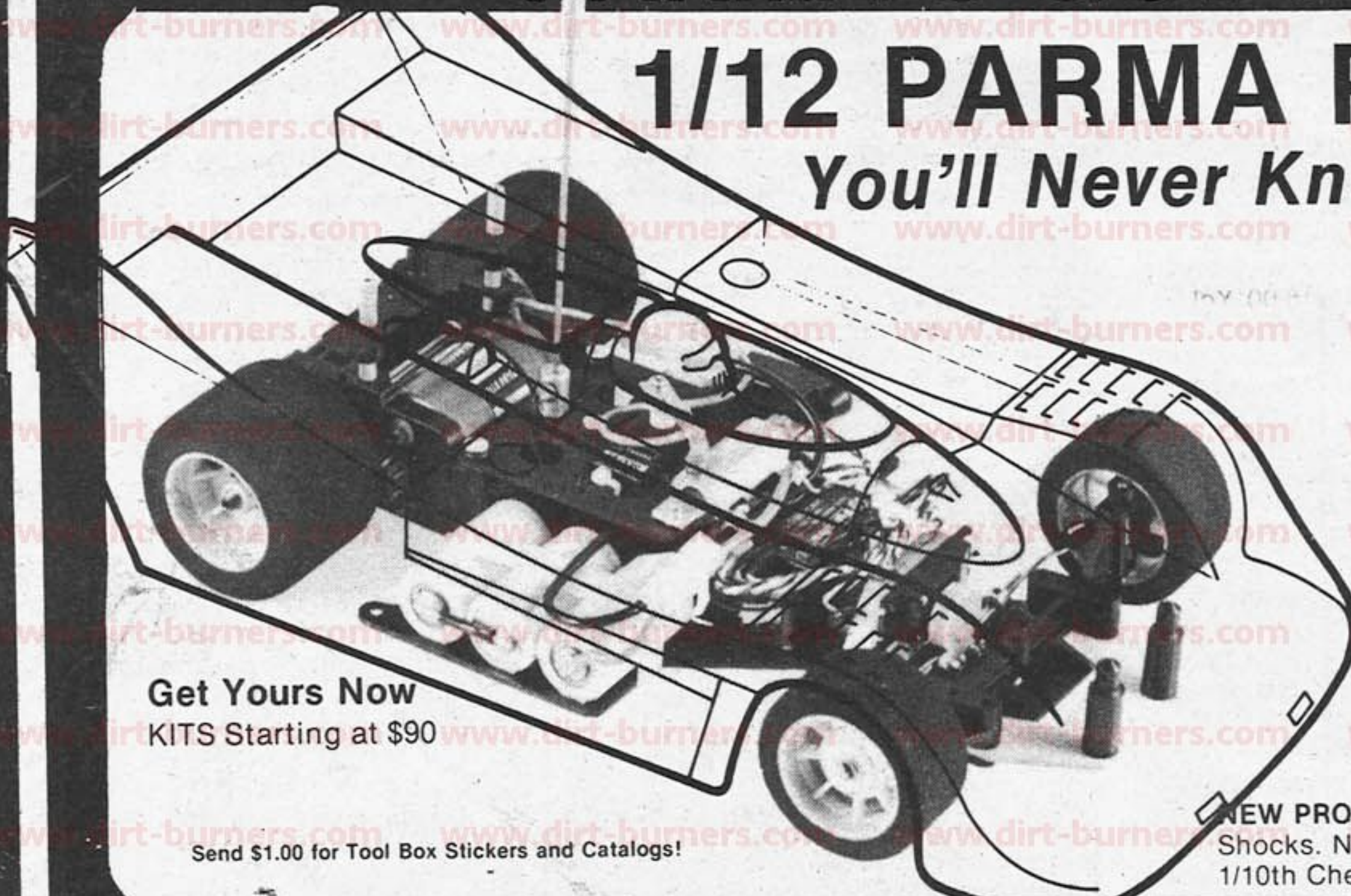


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  - Don Bryons - 4th Pl Overall, 83 Florida State Series
  - Calvin Wade - 1st A Main, Tulsa, Oklahoma
  - Craig Schmidt - 2nd A Main, Austin, Texas
  - Bob Herman - 3rd A Main, Columbus Oval Invtnl
  - Rich Hacker - 5th A Main, Monroe, Michigan
  - Shelby Dillard - 3rd A Main, Ozark Mini, Indoor Class.
  - Russell Miwa - 2nd A Main, Pearl City, Hawaii
  - Keevan Inouye - 1st A Main, Pearl City, Hawaii
  - Charlie Cain - 1st A Main, Des Moines, Iowa
  - Ron Garrant - 1st A Main, Dearborn, Michigan
  - Buzz Blair - 1st A Main, Lansing, Michigan
  - Eric Gudger - 2nd A Main, Hialeah, Florida
  - Paul Chopra - 5th A Main, Fresno, California
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lead until lap 16 where Marshall passed him. Now Ito held the second spot with Aki in third and Miwa in 4th. On lap 21, Ito once again took the lead, followed by Miwa in second and Mizobe dropping to third. Just about this time, there was alot of close dicing in the turns. Some cars would come out of the turns super clean while others weren't so lucky. On lap 23 Ito fell back to third, while Miwa and Mizobe moved up. On the next lap Marshall Mizobe again got the lead back and Richard Ito made a move on Russell Miwa that had to be seen to be believed. On lap 25 all the leaders took themselves out! Francis Aki and Jr. Pascual, who had been holding on to 4th and 5th, now moved into the lead. Akai was first and Pascual second with Ito, Mizobe and Miwa rounding out the top five. On lap 26 Richard Ito made an attempt at the lead again and got by Jr. Pascual, but by lap 31 Ito's batteries started to "dump". This went on until the end when Francis Aki solidified his first place in the A main. He was followed by Jr. Pascual in second and Richard Ito in third.

It was really a truly exciting race for a very exciting day of 1/12th scale electric racing.

#### RESULTS

##### A MAIN:

1. Francis Aki...35 (Delta)
2. Jr. Pascual...35 (Delta)
3. Richard Ito...35 (Delta)
4. Marshall Mizobe...35 (Scratch)
5. Beau Peterson...34 (Delta)
6. Keevan Inouye...34 (Parma)
7. Russell Miwa...34 (Parma)
8. Butch Farm...17 (Parma)

##### B MAIN:

1. Andrew Young...33 (AYK)
2. Jon Hokama...33 (Assoc)
3. Richard Robertson...32 (BoLink)
4. Norman Uyeno...31 (AYK)
5. Vernon Pai...30 (Assoc.)
6. Mike Rapoza...29 (AYK)
7. Glenn Kawamae...4 (Assoc)

##### C MAIN:

1. Daryl Yuuki...32 (Delta)
2. Billy Calzo...31 (Parma)
3. Mike Uyemura...31 (Parma)
4. Earl Honbo...31 (Assoc)
5. Roy Goya...31 (Parma)
6. Jim Suderman...18 (Assoc)
7. Carlos Pang...15 (Assoc)

##### D MAIN:

1. Ken Alagan...27 (RCE)
2. Ron Galang...27 (MRP)
3. Dan Yamane...24 (Assoc)
4. Bert Sugawa...23 (Parma)
5. Ryan Honbo...23 (Parma)
6. Gary Saito...19 (Assoc)
7. Bentley Pai...18 (Assoc)

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# RCEC OFF ROAD

By Richard Ito

April 3, 1983

WHILE MANY OF OUR MAINLAND COUNTERPARTS WERE SUFFERING FROM NUMEROUS RAINOUTS IN EARLY 1983, we in Hawaii were suffering through the dryest first quarter in 105 years! A drought that ended precisely at 4:15 p.m. on race day!

The day began beautifully as Easter Sunday, thirty-eight entrants chose to bypass their Easter Egg-hunt and were entered in the three classes to be raced at our new Keehi Lagoon Park race site.

Several occurrences during the day made for a fun day. Our "world's largest water hazard" (the Pacific Ocean), claimed its first victim when a run a way car was given an unceremonious salt water car wash. Butch Farm, driving his Cadillac Eldorado was a sight to behold, chasing the smaller bodied car.

Cory Chock was just smoking the track with his new \$15.00 Yokomo motor. Cory's Modified car would have given the open cars a real run for their money. Then there was the Rain!....

MODIFIED B MAIN: "Hey, are those dark clouds coming this way?" Ed Sonoda jumped out to a big lead with Cory Chock and Earl Honbo in hot pursuit. Ed held the lead until the sixth lap when he cooked his throttle resistor. Speedy Cory Chock held off Earl Honbo and visiting Hilo racer Charles Kawamoto, to take the win.

MODIFIED A MAIN: "Hey, those are rain clouds and they ARE heading this way!" Veteran Jay Nakahara took the lead and just flew away from the pack, with Gene Niihau, Vernon Pai, Brian Omori, and "Cadillac" Butch Farm bringing up the rest of the field. Misfortune struck Jay on the fourth lap when he broke his front end. With Jay out the battle was left to Gene, Butch, Brian and Vernon. Gene prevailed, lapping the field by the 13th lap. Brian Omori took a hard-fought second place over Vernon Pai and Butch Farm.

STOCK B MAIN: "Are those rain drops that I feel?" Ed Sonoda, making up for his bad luck in Modified, ran away to an easy win with his Tamiya buggy. The real battle in this main was for second place with four cars in contention for the one spot. Benny Padilla prevailed over first-time-racer, Ron Goo.

STOCK A MAIN: "Here comes the rain! Sloppy, but just enough to allow the tires to really hook up." The story in the A main was Rich Robertson and his COX Scorpion. After his final stock qualifying, Richard Ito was sitting smugly having just knocked off a fast 14.1 with his AYK buggy. Along comes Rich

and Cory Chock wound up in third. Thus ended the April (April Showers?) race and the drought. It was too bad since the rain also scratched our fun event of the day - a raw egg towing race.

#### RESULTS

##### STOCK B MAIN (12 laps):

1. Ed Sonoda...12
2. Benny Padilla...10
3. Ron Goo...10
4. Sam Vierra...10
5. Joe Kaanapu...9
6. Nestor Hipolito...7
7. Bryan Wong...7

##### STOCK A MAIN (15 laps):

1. Rich Robertson...15
2. Richard Ito...15
3. Darren Wada...14
4. Bobby Nahinu...12
5. Tom Hipolito...12
6. Noli Hipolito...3
7. Damon Wilcox...DNS

##### MODIFIED B MAIN (15 laps):

1. Cory Chock...15
2. Earl Honbo...15
3. Charles Kawamoto...14
4. Joe Kaanapu...11
5. Ed Sonoda...11
6. Lynda Kawamae...10
7. Ron Galang...DNS
8. Elipidio Paguilligan...DNS

##### MODIFIED A MAIN (17 laps):

1. Gene Niihau...17
2. Brian Omori...16
3. Vernon Pai...16
4. Butch Farm...16
5. Billy Calzo...14
6. Jay Nakahara...8

##### OPEN MAIN (Rained out):

1. Glenn Kawamae...13.3
2. Gene Niihau...12.3
3. Cory Chock...12.2
4. Brian Omori...11.8
5. Noli Hipolito...11.8
6. Earl Honbo...11.4
7. Ron Galang...10.9
8. Ryan Honbo...9.8
9. Bert Sugawa...8.9
10. Joe Kaanapu...8.9

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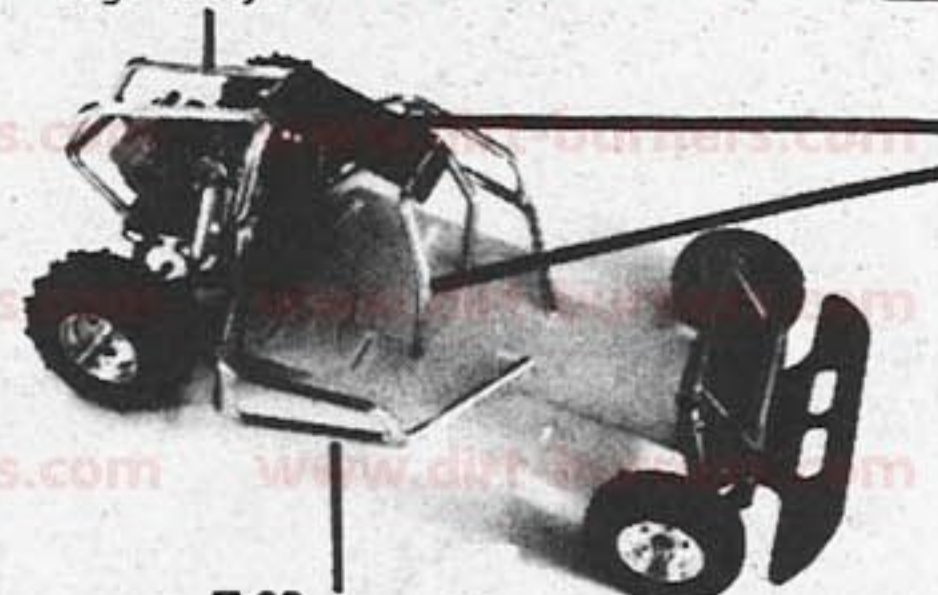
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# 1983 MID ATLANTIC SERIES FOR YOUR GAS ONLY!

By Sharon Markunas

THE THIRD ANNUAL MID-ATLANTIC CHAMPIONSHIP SERIES will be similar to the very successful 1982 Series. There will be a few improvements but basically we will maintain the same format.

Ten races (10) comprise the series with each driver's best six counting toward the series championship. Points will be awarded on a simple 100, 99, 98, 97, etc. system as before. A driver may enter only one class and he may do so only at each event, ie; A driver will not be allowed to enter Open and Super Stock or 2 Open class cars on the same day -every driver will now get the same amount of time on the track.

Three Classes will be run this year using ROAR guidelines: OPEN -using any fuel, any chassis; SUPER STOCK - any fuel, differential allowed, .200 carb restriction, no suspension allowed; NOVICE - no car or body restrictions. This class is for NEW DRIVERS who are not yet qualified or prepared to compete against the more experienced racers. Novices may move up to the OPEN or S.S. class by their own choice or by the decision of the Board of Directors. ROAR rules will be used only as a guideline - any discrepancies will be settled by the Directors and the race chairman for that day.

Bodies must be the type specified for each event in order to qualify for points for that day.

This year there will be a 'new' scoring system for the series. Each driver will now be required to turn-marshall once and then lap count once for each round of heats and mains.

Qualifying Heats will be four minutes long and all Mains will be 15 minutes long. The number of qualifying heats will be determined by the number of entires (three is normal).

Six cars will compete in each Heat and Main and trophies will be awarded to first and second place in each main.

Entry fee for each race is \$7.00. Controlled practice will start at 8 am and the first heats will be at 11 am.

At press time, two races have already taken place, but it is still not too late to become a part of this great 1/8th scale gas road racing series. For more information you can contact the series Directors: Earl Nester (301) 796-8828, Tony

Markunas (717) 473-3947 or Merle Gardner (609) 629-4623.

In the meantime, here is the remainder of the racing schedule:

MAY 15 - SJRCRA, Williamstown, N.J. - Can Am Road Course

JUNE 5 - GBMRA, Glen Burnie, MD -Can Am Road Course

JUNE 26 - BCRORA, Baltimore, MD -Can Am Road Course

JULY 10 - GBMRA, Glen Burnie, MD -Formula Oval Track

JULY 24 - SARCRA, Selinsgrove, PA - Formula Oval Track

AUGUST 14 - SJRCAR, Williamstown, NJ - Can Am Road

SEPTEMBER 11 - WRCRA, Tysons Corner, VA - Can Am Road Course

OCTOBER 2 - BCRORA, Baltimore, MD - Can Am Road Course

## Race 1 - Three Markunas Take Gold!!!

Report by Sharon Markunas

They say you can't fool mother nature...but the drivers who went to Tysons Corner for the first Mid-Atlantic race found out otherwise.

It meant waiting almost until noon and having to change the race site to avoid two small rivers caused by the rains, but WRCRA pulled it off and Race 1 is now history (Ah! The determination of a bunch of frustrated gas R/C racers).

The hastily conceived layout wasn't as challenging as the really neat "regular" design of the track, but it served its purpose and the race went on.

Apparently Tony Markunas, III liked it very well as he ran away and hid from the rest of the field in the A Main. He was also Top Qualifier by about a 1/2 a lap and won the A MAIN by 7 laps! A truly super job. Paul Snyder managed a second in a "Sonny Hilderbrand" prepared pan-car. Last year's champion, Chuck Wiggins, was third.

Today, it was a Markunas day, as A.B. "Tony" Markunas won the B Main over Carl Machen who finished in second.

Newcomer Matt Markunas rounded out the "hat-trick" (three main wins for the family) as he won the new Novice class A Main with a nice

effort over Cheri Gardner. Had Cheri's car not flamed out, I'm sure that the margin between them would have been much closer.

Tony Masiello, Mark Masser and Drexel Williams all earned their "brass" by nice margins in winning the C, D, & SSA mains respectively.

Ralph Phillips took first place in the Concours event with Mark Messer and Jon Laster finishing second and third in that order.

The new lap counting system was introduced successfully. There were no complaints about missed laps and all the drivers seemed to adapt to the system very well.

Until next time.

Sharon Markunas

### RESULTS

#### A MAIN:

1. Tony Markunas (PB Alpha/Picco/Sorbello)...74 laps
2. Paul Snyder (PB Omega/OS Max/Kroll)...67
3. Chuck Wiggins (Delta Eagle/Picco/Sorbello)...60
4. Earl Nester (PB Alpha/OS Max/VDS Lola)...47
5. Tom Szymanski (PB/Picco/Sorbello)...19
6. Bill Tu (PB Alpha/OS Max/Sorbello)...9

#### B MAIN:

1. A.B. Markunas (PB Alpha/K&B/Sorbello)...70
2. Carl Machen (PB Alpha/OS Max/VDS Lola)...66
3. Tom Abernathy (Delta Eagle/K&B/VDS Lola)...64
4. Ralph Phillips (Delta Eagle/Picco/Sorbello)...53
5. Any Madajewski (S.G./Picco/Sorbello)...42
6. Barry Rosenberger (S.G./Picco/Sorbello)...13

#### C MAIN:

1. Tony Masiello (Delta Eagle/Picco/Sorbello)...70
2. Merle Gardner (PB Alpha/Picco/VDS Lola)...66
3. Dick Eliezer (RC500/Picco/Elfin)...61
4. Jim Kovar (PB Alpha/Picco/Lola T310)...43
5. Frank Lafferty (PB Alpha/Picco/VDS Lola)...28
6. Chuck Hooper ...DNS

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#### D MAIN:

1. Mark Masser (Delta Eagle/Picco/Sorbello)...36
2. Dave Patrick (RC300/Picco/B. Spyder)...16
3. Rich Schlosser (PB Alpha/OS Max/Lola T310)...DNS

#### SSA MAIN:

1. Drexel Williams (Delta/OPS/Spyder)...64
2. Bud Matthews (PB Omega/OS Max/Kroll)...60
3. Sal Caruso (PB Omega/OS Max/Kroll)...59
4. Buddy Taylor (Assoc/K&B/Elfin)...48
5. Wilbur Thornton (Delta SJ/OPS/Porsche)...10

#### NA MAIN:

1. Matt Markunas (PB-8/H.B./Riley)...30
2. Cheri Gardner (PB Omega/Picco/Riley)...28
3. James Murray (PB/Picco)...26
4. Tom Abernathy, Jr. (PB Omega/OS Max/VDS Lola)20
5. Troy Abernathy (AssocRC200/K&B/Elfin)...12
6. Jon Laster (MRP/OPS/Prophet)...3

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# R/C CALENDAR

## CAPITAL AUTO RACERS

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PRESENTS

MAY 28+29<sup>TH</sup>, 1983

THE 5<sup>TH</sup> ANNUAL MEMORIAL DAY CLASSIC

## Southgate 500

<p>1/8 GAS-OVAL-G.T. BODY ABC MAINS-STOCK OR MODIFIED, PAN OR SUSP. ROAR RULES + SANCTION THIS IS A TWO MAN TEAM RACE. ENTRY-10<sup>00</sup> PER DRIVER BY MAY 25. LATE ENTRY 15<sup>00</sup> EACH SITE-SOUTHGATE MALL 2900 FLORIN RD. SACTO, CA. 300<sup>00</sup> IN TROPHIES!</p>	<p>SAT. MAY 28 PRACTICE, SINGLE CAR QUALIFYING TROPHY DASH SUNDAY MAY 29 PRACTICE CONCOR de'ELEGANTE MAINS C, B, A. INFO. GENE BUSH 916-421-4794 1500 WAKEFIELD WAY SACTO, CA. 95822</p>
---	--

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(Not available to private parties, manufacturers, or dealers)
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- SEND IN your Event Ad NO LATER than the "15th" of Each Month for the following month's issue.
- AD DESIGN & LAYOUT is to the discretion of the Club. MUST BE CAMERA READY. Stay within borders. Any extra Typesetting or layout will be billed before ad appears.

### TAKE ADVANTAGE & GET THE WORD OUT

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

## NAMBA

Myrtle Coad Exec. Secty.  
(707) 994-6643

MAY 14 - 15

PUGET SOUND MODEL BOAT CLUB, Lake Waughop, Tacoma, WA. Heat, Outb., Unltd Hydro, Sport 40. Jerry Dunlap (206)584-7131.

MAY 21 - 22

WAVEMAKERS, Costerisan Farms, Bakersfield, CA. Dist 19 pts. Heat, Sport 40. Wally Stewart (805)322-6972.

MAY 21 - 22

CANADIAN MARINE MODELERS, Stool Lake, Vancouver, B.C. Dist 16 Dbl pts. Enduro, Heat, Outb., Sport 40. T. Saunders (604)266-0709.

MAY 21 - 22

SACRAMENTO MODEL BOAT ASSOC., Beach Lake, Sacramento, CA. Dis.9 pts. Heat Racing. Guy Davis (916) 783-9315.

MAY 27-28-29

Oklahoma City Model Boat Assoc., Ghost Lake, Oklahoma City, OK. Dis 7 Points, Enduro, Heat, OB, Scl, DV, Sprt 40. John Frakes (405) 354-0431.

MAY 28-29

Vancouver Island Weeders. Beaver Lake, Victori, B.C. Dist 16 Pts. Swiftsure Cup, Heat, Unltd., Spt 40. Bruce Aldrige (604) 595-1649.

MAY 28-29

San Diego Argonauts. Model Yacht Pond, San Diego. Dist 19 Pts. Outb. Jon Holland (619) 292-0619.

MAY 28-29

Rose City Model Yacht Club. Force Lake, Portland, OR. Dist 8 pts. Enduro, Heat, Off Shore, OB, Unltd. Hy, Sport 40. Norman Nordby (503) 255-0129.

MAY 29

Anchorage R/C Model Boat Assoc. Lake Taku, Anchorage, AK. Dis 11 pts. OffShore, Outb. Terry Klonda (907) 243-4953.

## RANCH PIT SHOP

1655 E. Mission Blvd.  
Pomona, Ca. 91766 (714)623-1506

JUNE 10-11-12

THE MCCOY CHAMPIONSHIP RACE. 1/8th Gas. A,B,C. Can Am Body, as many qualify as pos., all mains on Sunday.

MAY 22

R.A.C.E & PIT SHOP, The "Ranch 500" 1/12th Electric Oval. 9:00 a.m. start. \$5.00 entry. Open wheel Formula 1 & Indy bodies. Prod., Stock, and Mod. classes.

R.A.C.E. CLUB 1/12th

Every 4th Sunday of Month  
Every 1st & 2nd Friday Nights. Start at 7:30 p.m.

RANCH PIT SHOP RACING:

1st SATURDAY OF MONTH, ORRCA Off Road Series.

2nd SUNDAY OF MONTH, PROCAR Club 1/8th Gas. 9am \$8.00.

4th SUNDAY OF MONTH, R.A.C.E. Club 1/12th Electric. 8:30am \$5.00.

EVERY WEDNESDAY NIGHT, Off-Road Oval. 7:30pm \$6.00.

## R/C RACE CARS OF Middle Tennessee

758-2329 or 331-6570  
Race site: 100 Oaks - Time: 2 pm.

1/8TH GAS:

MAY 15 - Road Course, 40 laps, pts.

JUNE 5 - Oval, 50 laps, pts.

JUNE 26 - Road Course Endur -Trophy (Entry points only)

JULY 17 - Oval, 50 laps. Pts.

AUGUST 7 - Road Course. Pts.

AUGUST 28 - Oval, Pts.

SEPTEMBER 18 - Road Course, Pts.

OCTOBER 9 - Practice (Entry pts.)

OCTOBER 30 - Oval, Pts.

(Entry fee at all races \$3.00)

## 1983 SO. CAL GAS SERIES

(Expert, Sportsman, and Beginners Classes. A,B,C. Mains. All entries \$10.00. ROAR Card Required. Trophies 1st - 3rd. Can Am Bodies. ROAR Rules.):

JUNE 19 -

At Santa Maria

AUGUST 28 -

At Ventura, Wards Pk. lot.

SEPTEMBER -

At Pit Shop, PROCAR

## CAPITAL AUTO RACERS

1500 Wakefield Way  
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1/8 GAS:

4th Annual Memorial "500"

MAY 28-29

Two man teams, 500 laps, each drive 250 laps. Saturday practice & qualify and Trophy Dash.

## 1983 SJRCRA OUTDOOR

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Joe DiCara

1/12th ELECTRIC:

MAY 22 - Modified-2

JUNE 5 - Indy Team Oval, Glen Burnie, MD.

JUNE 12 - Stock-3 GT.

JUNE 26 - Modified-3, Baltimore, MD

JULY 10 - Stock-4, Can Am, Glen Burnie, MD.

JULY 24 - Mod-4, Selingrove, PA.

JULY 29 - Fri. Oval-2 ASA

AUG 6-7 - Electric Regionals

AUG 12 - Fri Oval-3, ASA

AUG 21 - Team Enduro

SEPT 11 - Stock-5, Can Am, Tysons Corner, VA.

SEPT 16 - Fri Oval-4 NASCAR

SEPT 25 - Mod-5

SEPT 30 - Fri Oval-5, NASCAR

OCT 9 - Stock-6, Can AM

OCT 14 - Fri Oval-6, NASCAR

OCT 23 - Modified-6

1/8TH SCALE GAS:

MAY 15 - Can Am-3, SJRCRA

JUNE 19 - 3 Hour Enduro

JULY 17 - Can Am-4

AUG 14 - Can Am-5, SJRCRA

AUG 27-28 - Gas Regionals

SEPT 18 - Can Am-6

OCT 16 - Can Am-7

## INDY 500 R/C CAR CLUB

Indianapolis, Indiana

(contd. next page)

35



All races at Castleton Square Raceway (behind Penny's).

MAY 21-22 - Gas Midwest Series-1 at Chicago, Ill.

JUNE 5 - Gas Club Race-3

JUNE 12 - Gas Club Race-4

JUNE 18-19 - Gas Midwest Series-2 at Columbus, Ohio

JUNE 26 - Gas Club Race-5

JULY 9-10 - Midwest Series-3 at Milwaukee, Wisc.

JULY 17 - Gas Club Race-6

JULY 24 - Gas Club Race-7

JULY 30-31 - Gas Midwest Series-4 at Cleveland, Ohio

AUG 14 - Gas Club Race-8

AUG 20-21 - Midwest Gas Series-5 at Detroit, Michigan

AUG 28 - Gas Club Race-9

SEPT 3,4,5 - Region 3 Gas Champs.

Site to be announced.

SEP 11 - Gas Club Race 10

SEP 17-18 - Midwest Gas Series-6 at Toledo, Ohio.

SEP 25 - Gas Club Race-11

OCT 8-9 - Midwest Gas Series-7 at Indianapolis, Ind.

\*\*\*\*\*

C.A.R. 83

(415) 566-1022

1/12th ELECTRIC:

MAY 15 - GTP/Gp.C, Mod. at Hobbies Galore, Santa Clara.

JUNE 19 - Can Am-Mod, at Hobby Depot, Antioch

JULY 10 - Can Am-Stock, at BeeGee Hobbee, Concord

AUG 13 - Can Am-Mod, at D & J Hobby, Campbell

SEP 24-25 - Calif. State Champ Series at Del Mote Mall, Monterey

OCT 9 - GT/Prod-Stock, at Hobby Depot, Antioch

NOV 13 - GT/Prod-Mod, at Cad-dingtown Mall, Santa Rosa

DEC 11 - GT/Prod-Stock, at Hobbies Galore, Santa Clara

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1/12 ELECTRIC 4-Cell:

MAY 1 - MAY 15 - MAY 29 - JUNE 12 - JUNE 26 - All Can Am Body Styles.

1/10 OFF ROAD 6-Cell:

MAY 8 - MAY 22 - JUNE 5 - JUNE 19 - JULY 3 - 2nd Annual 50 Lap Endurance Baja Championship.

\*\*\*\*\*

SO. CAL 1/12 SERIES

MAY 15 - Briggs Cunningham  
MAY 29 - Del Mar Racing Center (Rescheduled from February)

JULY 10 - Ventura, Montg. Ward

AUGUST 21 - Briggs Cunningham

SEPT 4 - Del Mar Racing Center

OCT 9 - Ventura, Wards

OCT 30 - Ranch Pit Shop

SIERRA RADIO CONTROL CAR CLUB

3382 Lakeside  
Reno, NV 89509 (702) 825-6590

1/12th ELECTRIC:

JUNE 11-12, 1983 - SIERRA CLASSIC II, Modified Class only, ROAR Rules, max. 150 entries. 2 Controlled Practices, 3 Qualifying Heats, A,B,C, Mains. Concours static/display and Racing.

\*\*\*\*\*

1983 ROAR NATIONALS  
At Ranch Pit Shop

1655 E. Mission, Pomona, Ca  
(714) 623-1506

1/12th ELECTRIC NATIONALS:

JULY 25 - Controlled Prac. 9 am

JULY 26 - Production Qualify 9 am

JULY 27 - Production MAIN 10 am

JULY 28 - Stock Qualify 9 am

JULY 29 - Stock MAIN 10 am

JULY 30 - Modified Qualify 9 am

JULY 31 - Modified MAIN 10 am

1/8 GAS NATIONALS:

AUG 1 - Controlled Prac. 9 am

AUG 2 - Qualifying GT (Reverse) 9am  
Suspension & Pan Class

AUG 3 - MAINS GT (Reverse) 10 am  
Suspension & Pan Class

AUG 4 - Controlled Practice Can Am

AUG 5 - Qualify Can Am 9 am  
Suspension & Pan Class

AUG 6 - Qualify Can Am 9 am  
Suspension & Pan Class

AUG 7 - CAN AM MAINS 10 am

\*\*\*\*\*

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1/8th GAS:

APRIL 23-24 - Dallas, Texas

MAY 14-15 - Oklahoma City, Ok

JUNE 25-26 - Houston, Texas

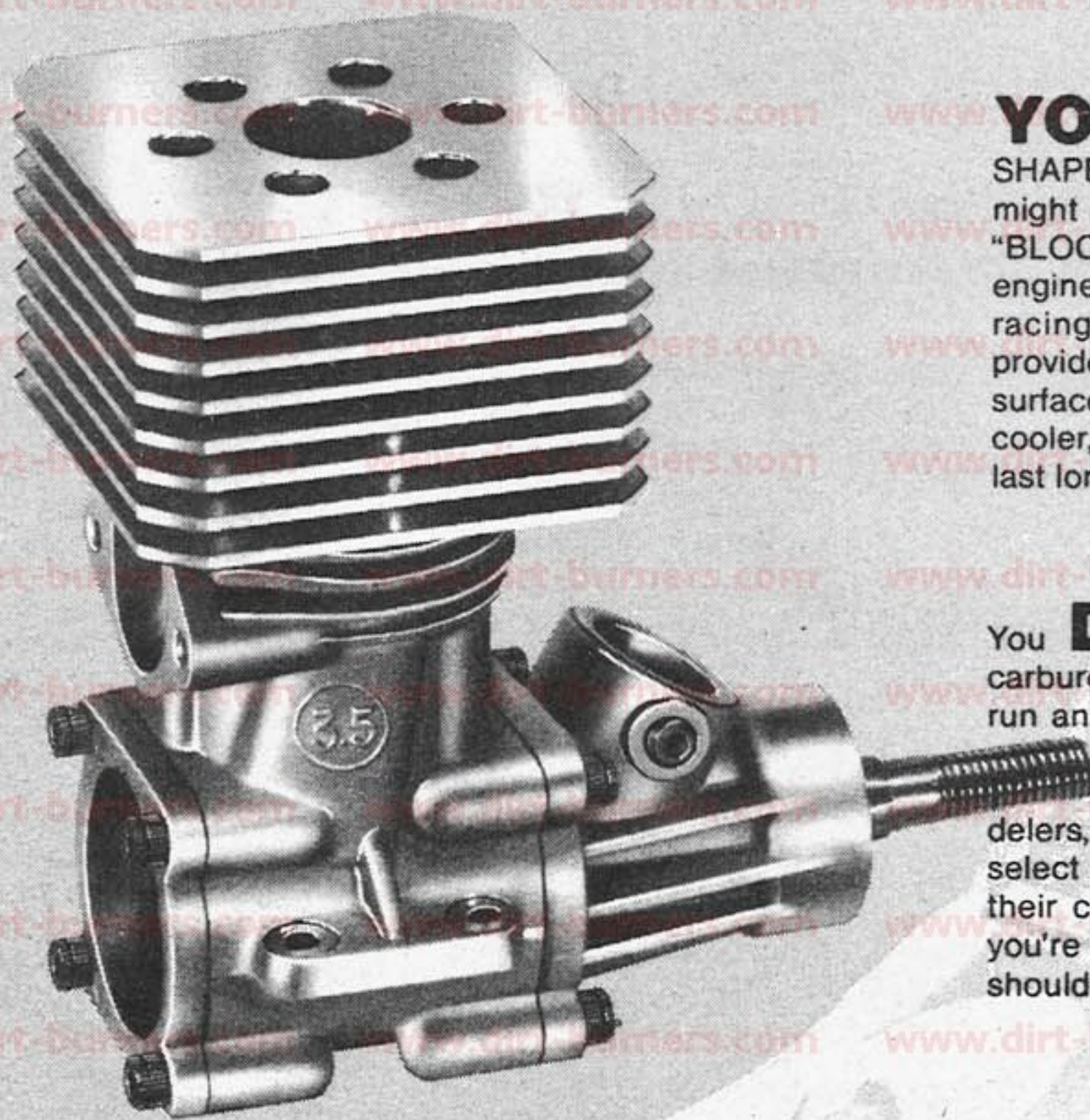
AUGUST 20-21 - Dallas, Tx

SEPT 17-18 - Shreveport, Louisiana

OCT 8-9 - Dallas, Texas

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- **Front Plate, Rear Plate and Exhaust Flange** are equipped with cross-drilled safety screws to prevent "back-out".
- **Chrome Plated Back Cover.**
- **Enlarged Carburetor Boss** — to accommodate the variety of today's special car carburetors.
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 ·MAY 28 · JUNE 11 (double  
 pts)-JUNE 25 · JULY 9 · JUL 23.

1/8th GAS:  
 MAY 28, 29, 30  
 Can Am/GTP, Pan Class & Suspension,  
 ROAR Rules, A,B,C, Mains. Entry:  
 \$15.00 before May 10, after:  
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**DEL MAR R/C RACING CENTER**

**EVERY 1ST SUNDAY:**  
 1/12th ELECTRIC, Prod, Stock, Mod.  
 Start 9:30 am Entry: \$7.00 A,B,C....

**EVERY 2nd & 4th SATURDAY:**

**EVERY 3RD SUNDAY:**  
 1/8 GAS RACING. Can Am, GT, For-

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### COMING EVENTS:

MAY 29: 1/12 Electric So. Cal Champ Series  
 JUNE 4-5: 1/12 Electric Cal. State Champ Series  
 JUNE 11: Off Road ORRCA Qualifier  
 AUGUST 24-28: ORRCA U.S. Nationals.  
 (Race at the most beautiful R/C facility in the World!)

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PRESENTS

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**EVERY FRIDAY NIGHT:**  
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**EVERY TUESDAY & THURSDAY NIGHT:**  
Slot Car Racing. WompWomp &

Group. Computerized scoring. Plaques to winners. Lots of FUN!

**1/12TH ELECTRIC SO CAL SERIES:**  
**MAY 29 - (re-scheduled)** Production, Stock, Mod classes. Entry \$6.00 Race start 9 am. A,B,C, Mains.

**1/12 ELECTRIC CAL STATE SERIES:**  
JUNE 4-5 - Stock Saturday (4th) Entry \$15.00 (incl. mtr), Modified Sunday (5th) Entry \$10.00. Tech 7:30 a.m., Heats 9:30 am, Two Qualifying, A,B,C, Mains... Novice, Amateur, Expert. Both entries \$22.00. SIGN UP BY MAY 29th, Late entries add \$2.00 each, no discounts for 2 entries! Call Eric or Greg (619) 755-0411. Friday practice all day!

**1/8TH GAS REGIONALS (Region 6):**  
**OCTOBER 15-16 -** Road Course. Can AM Road Course.

**1/10TH ORRCA OFF ROAD NATIONALS**

**AUGUST 24-28:**  
Stock, Mod, Open classes. Off Road, 4-minute Heats and Mains. AUG 24th, Open Practices. AUG 25th (Thursday) Non-Top 30 Percent Qualifiers. Stock, Mod, Open. From here Top 30 percent go to ORRCA "Gold Cup National Ranking" Champs. Others also race in ORRCA's "Silver Cup Champs" all three days. Friday, AUG. 26th, Qualifiers for "Gold Cup" & "Silver Cup", through SAT (27th). Sat. Night. BBQ, TQ & Concours Trophies, and drawing of prizes. SUN (28th) All Mains, "bump" system used. Entry \$25.00 (mtr. incl) Stock & Mod for all 4 or 3 days. Entry for Open \$20.00. Call (619) 755-0411, Eric or Greg. EVERYONE WELCOME!

**CHICAGO R/C CAR CLUB**  
1/8th - 1983 Schedule

MAY 15 - Chicago Club, St. Charles Mall, Can Am or GT.  
MAY 21-22 - Chicago Club, St Charles Mall, Mid-West Series 1.  
MAY 29 - Racine Club  
JUNE 12 - Chicago Club, St. Charles Mall, Can Am or GT.  
JUNE 18-19 - Columbus Club, Midwest Series 2.  
JUNE 26 - Racine Club  
JULY 9-10 - Racine Club, Mid-West Series 3.  
JULY 24 - Chicago Club, Formula Road Race  
JULY 30-31 - Cleveland Club, Mid West Series 4.  
AUGUST 7 - Chicago Club, Can Am or GT  
AUGUST 20-21 - Detroit Club, Mid West Series 5.  
AUGUST 28 - Racine Club  
SEPTEMBER 3-4 - Chicago Club, Region 3 Championships.  
SEPTEMBER 11 - Chicago Club, Can Am or GT  
SEPTEMBER 17-18 - Toledo Club, Mid West Series 6.  
SEPTEMBER 25 - Racine Club  
OCTOBER 2 - Chicago Club, Can AM or GT  
OCTOBER 8-9 - Indianapolis Club, Mid West Series 7.  
For additional info call: Jerry Argalas (312) 788-9831, Mike Melendy 825-6564 or Al Rovel 665-8935.

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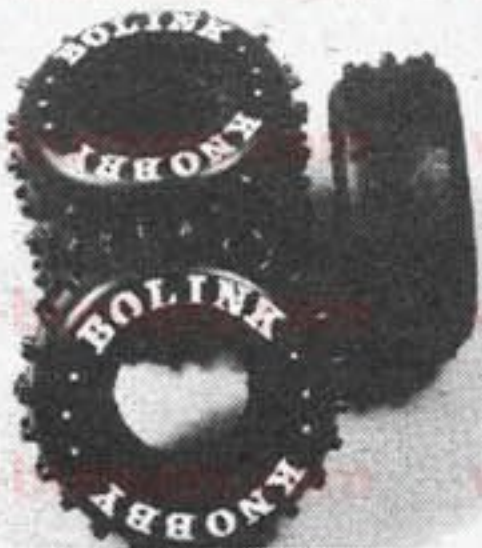
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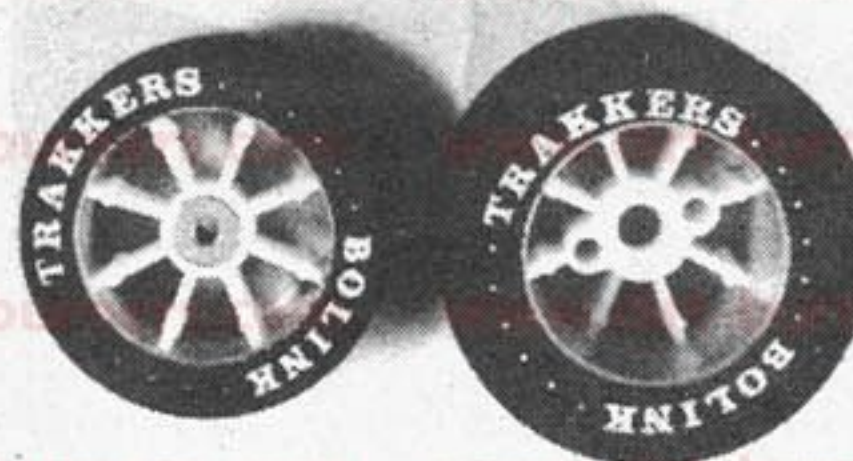


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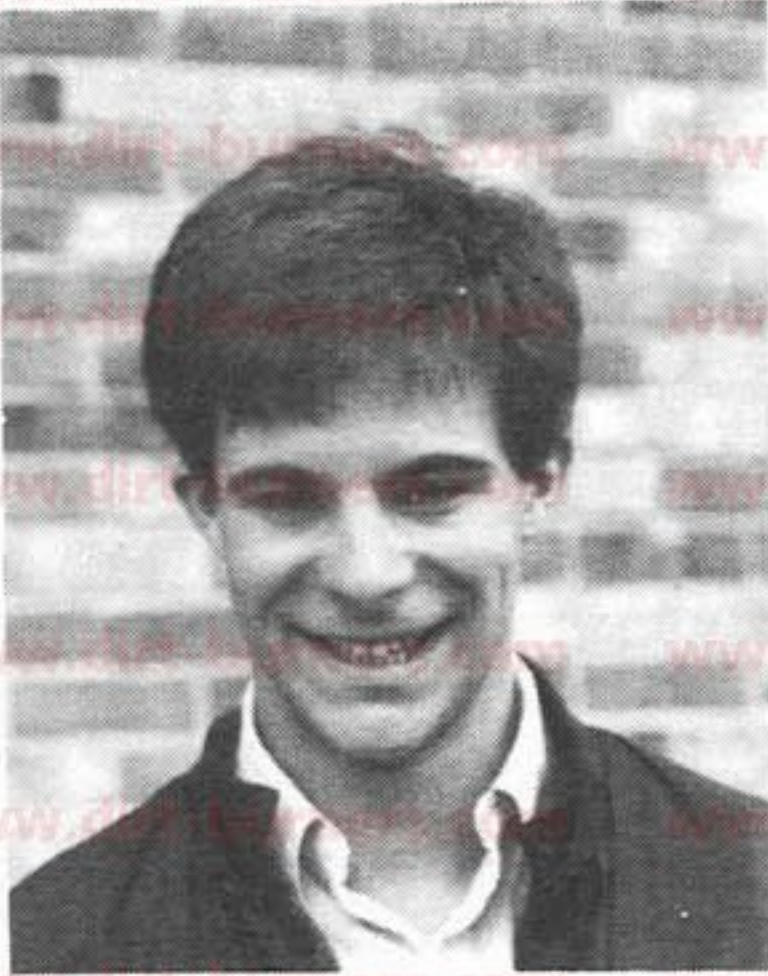




# 1983 Florida Winternationals

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.

### "A" MAIN

PLACE	NAME	QUALIFYING	COUNTRY	CAR/MOTOR
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.	RAHBY TEUTSCHEFT	29.14 28.18 28.11	USA	ASSOCIATED/REEDY
7.	PETE FUSCO	29.19 28.13 15.0	USA	ASSOCIATED/REEDY
8.	JIM AGUIFRE	29.9 28.10 27.17	USA	ASSOCIATED/REEDY
9.	CEAIG 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.

### OPEN CLASS "A" MAIN

PLACE	NAME	QUAL.	MAIN	CAR	MOTOR
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.	RITHE PLANAS	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 CARIBOELL	14.81	35.0	DELTA	MICO
10.	GENE HUSTING	14.55	DNF	ASSOCIATED	K&B-LEE



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

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.



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# SUPER CHAMP



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

**A Professional Approach . . .** Now you no longer have to go out and buy parts to

soup up and modify your off-road competition speedster. MRC-Tamiya's Super Champ is the buggy that already has the most wanted features. This is the ultimate high performance racer for the "pro."

Just look at this list of race-oriented engineering we've built into it: ■ The rear mono-shock system

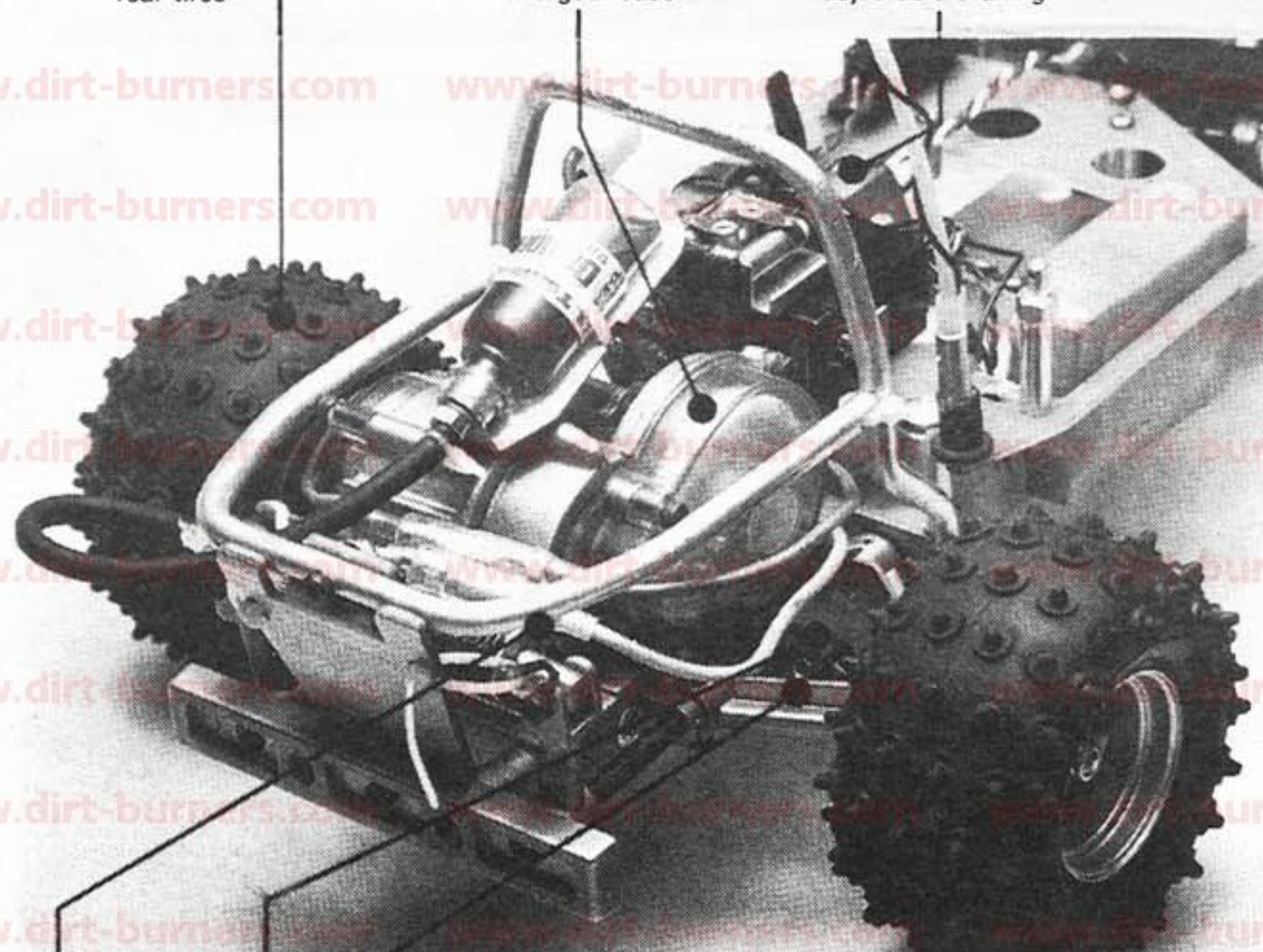
features our unique Free Floating Progressive Damping Suspension that will keep this buggy's drive wheels in contact with the road on even the severest surface conditions. ■ High grip spike tires have been created to work together with the suspension system for maximum traction. ■ A new three-step speed controller (3 forward one reverse speed) can be adjusted for top speeds in the first and second steps. ■ Braking is adjustable for different tracks and surfaces. ■ Hardened steel universal joints ■ Steel ball joint steering linkage won't loosen under the stress of off-road racing. ■ Oil damped front suspension allows positive steering control under all conditions. ■ Full metal guard and bumper absorb shocks ■ New oversize body clips and quick disassembly radio tray keep pit stop time to a minimum. ■ Receiver, radio and battery are protected by water resistant enclosures.

The fact is, the Super Champ already has all the modifications needed to take the rigors of competition and dish out speed and control. Super Champ . . . a super competitor that can make you a winner. Available now at your hobby dealer from the leaders at MRC-Tamiya.

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Sealed motor and gear case

3-step speed control, adjustable braking



FFPDS (Free Floating Progressive Damping) transverse coil and oil shock system.

Dual Mono-shock suspension

Steel universal joints



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