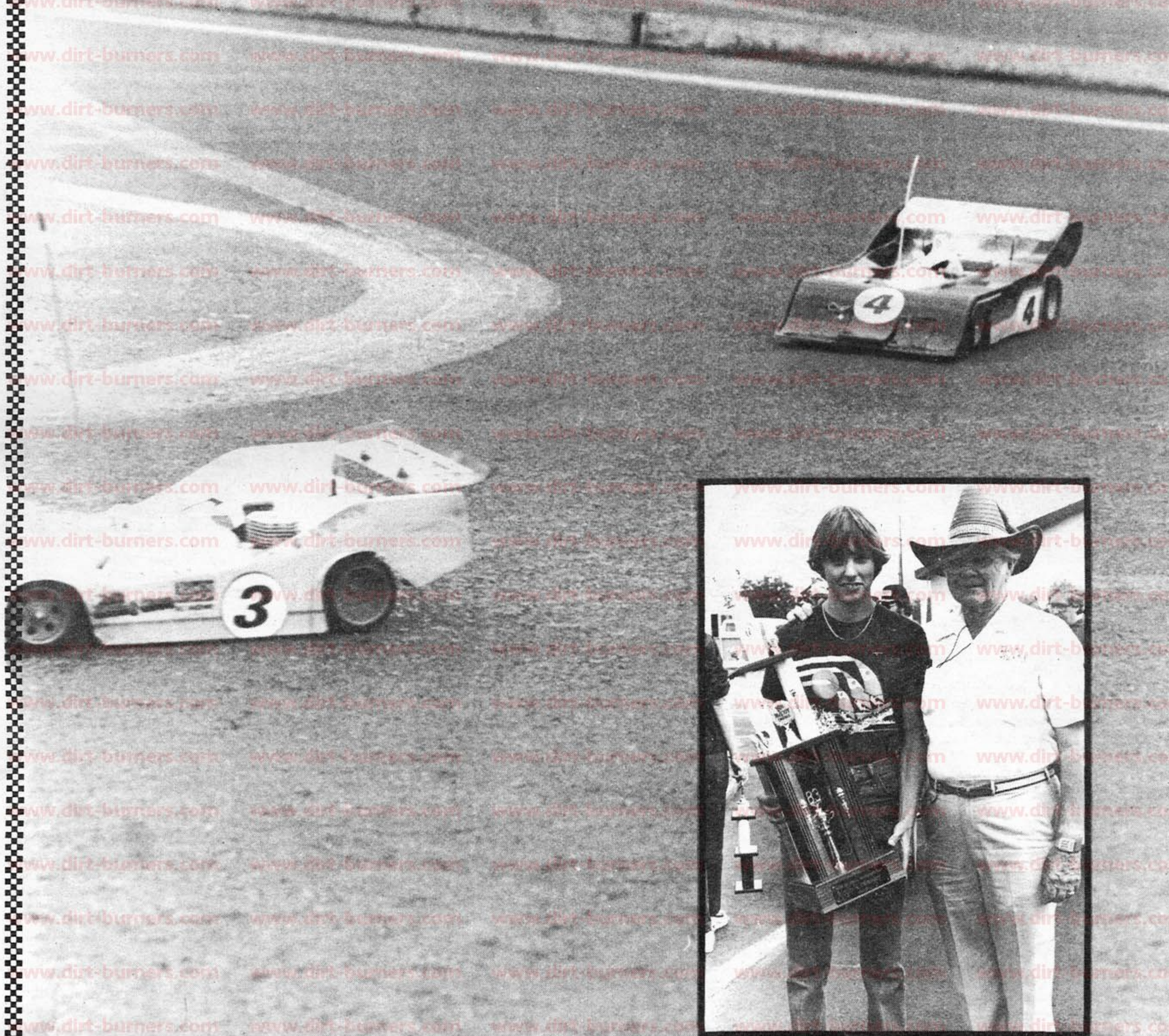


\$1.50

# R/C RACING NEWS

JUNE 1983 - ISSUE No. 26 - Vol 3.



Burch Wins McCoy - Smeltzer TQ's

# Race Corner

**NEW ADDRESS - R/C RACING NEWS has a new P.O. Box number so please note:**

**R/C RN  
P.O. Box 6246  
Woodland Hills, CA 91365**

Telephone number remains the same, just the box size has been changed to accommodate all the mail and large envelopes we get from our readers.

New R/C track for 1/12th Electric and 1/10th Off Road opening up in Harbor City, CA by July 1, 1983. T.Q. HOBBIES, owned by Bruce Berteau, of Berteau Hobby will be functioning at 1358 Pacific Coast Hwy, in Harbor City. A full program of off-road and electric racing will be available which will include Friday nights for Off-Road and the First and Second Sundays for electric. The Off-road track will be about 80' X 40' and the road race course will be about 110' X 100', with full lighting system for night racing and 110V hook-up. The track will be open daily for practice with a \$1.00 fee. Racing will be conducted by the South Bay R.C. Racers Club. For more information you may contact Berteau at (213) 372-8649 or 539-3611. A full shop is also available at the race site.

Another off-road track opening soon in Tillicum, Washington. Steve Robins called us to let us know that a much larger off-road track will soon be opening there to accommodate the growing numbers of R/C off-road racers in the area. For more information about the track you can contact Mr. Robins at (206) 582-8004.

The above two tracks plus several others across the country have applied for official ORRCA sanctioning. The ORRCA Board of Directors are due to meet this next week and announcements should be made in our next issue as to which tracks are now the official ORRCA-sanctioned tracks.

**MORE ON ORRCA - Memberships are now steadily coming in the ORRCA offices. As of June 1, all tracks running ORRCA qualifiers for the upcoming ORRCA Nationals must have their racers become ORRCA members. The membership package is available for \$10.00 which includes in addition to the membership card, an official ORRCA hat, ORRCA decals and rules. Check out the easy membership form that you can fill out in this issue.**

TRINITY is now the exclusive East Coast distributor for the "TUNA HOT BOX II" charger for 1/12th electric. The very simple yet very effective charging system was used and tested out here in the West Coast with great results and now it appears that the East will have a chance to use this fine product.

French Motor Company, well known R/C distributor in Northern California, has moved. You might want to make note of their new address and telephone number. It's: 80 Glenn Way - Unit 9, Belmont, CA 94002, (415) 593-6373.

We're trying something very risky with this issue. As of this writing, 2

the Real McCoy Race at the Ranch Pit Shop has not yet been run. This race will take place this weekend. We are preparing the entire paper so that on Sunday (12th) we'll bring back the results, pictures and story to our office, process and write the story on Monday (13th) and go to press on Tuesday (14th). If you see some blank pages, you'll know we goofed.

The reason we're doing this is because this is our feature story for this issue which by the way, is going to be sent in quantities to the Gas World Championships in Carnoux, France. What better race to feature for this issue than the famous McCoy race, right?

We understand from the Pit Shop that even though many people who ordinarily make the McCoy race every year, especially the Japanese group which includes Kondo and Ishihara, will not be here because of preparation for the Worlds - they still have over 100 entries signed up. So apparently there are many more new racers that did not race in last year's race that have signed up for this one. That's good to hear.

Ron Williams of Radio Controlled Hobbies in Costa Mesa dropped us a line to give us his "race dates" for the rest of the year. If you're into R/C off-road you might want to make note of these dates: JUNE 26, JULY 24, AUGUST 14. SEPTEMBER 10 & 11 is the Third Annual "Western Off-Road Championships". OCTOBER 9, NOVEMBER 13, & DECEMBER 11. If you've noticed, starting in August, racing at Radio Controlled Hobbies will move to the Second Sunday of the month on a newly restored track. Call Ron for further information at (714) 631-1555.

MAKE PLANS DEPT. It may be a few months off yet but the Del Mar Racing Center called us to tell us about their second annual R/C BAJA 500 (lap) race which is scheduled for OCTOBER 8th. This unique event will be doubly unique in that, in conjunction with this event, SCORE (the sanctioning body for the real off road racing in Baja California) will be holding their drawing for starting positions for the BAJA 1000 on that same day at Del Mar. Racers in both scales should have a great opportunity to view, up-close, each others racing equipment. R/C'ers will get to see some of the state-of-the-art off road racing equipment being used in Baja, and Baja racers will also see the state-of-the-art equipment being used in R/C off-road. The R/C BAJA 500 lapper race will get underway at 10 a.m. and the drawing for the BAJA 1000 will start at 2 p.m. For more information you can contact Eric Grisham or Greg Parrocha at Del Mar (619) 755-0411.

Heard from our ace reporter in the El Paso area, Leonard Chapin, that the 3rd Annual El Paso Can Am race which is scheduled for Labor Day, September 2, 3, 4, is also going to be the Region 4 Championships. Racers coming to that race from other regions will have trophies of their own to compete for while the Region 4 racers will also be competing for the Regional Championship. Two separate sets of trophies

will be given out for the Suspension class and the Pan class. For more information you can contact Lee Chapin at 705 Winter Drive, El Paso, TX 79902.

There's no truth to the rumors that Del Mar Racing Center is giving up on 1/8th gas racing. They will be re-locating their road race track after the summer which will provide a much wider area in which to run. The Region 6 Gas Championships are still scheduled there for October. More information on that event should be available in the coming months.

PARMA is going full-on to establish their R/C racing teams in both 1/10th off road and 1/12th electric. If you would like to submit your name for their consideration, you should drop a line to Ken MacDowell, President of PARMA as soon as possible. Be sure to include as much information about your racing experience and accomplishments. The address is PARMA International, 13927 Progress Parkway, North Royalton, Ohio 44133. (216) 237-8650.

We didn't have a chance to talk to Bob Rule of BoLink about his new computerized scoring system, but we understand that it really works great. They used it at the recent Spring Nat'l's 1/12th electric race with great success. (Check out race coverage of said race in this issue.)

The ORRCA Nationals, to be held at Del Mar on August 24-28, are shaping up really great. One thing that Del Mar will be doing sometime after they finish their ORRCA qualifiers is to tear down the present off road design and construct a "brand new one" just for the Nationals. According to Eric Grisham, "this way everyone will have an equal chance at getting to know the track before the Nationals... no one racer or local driver will have an added advantage over someone coming from outside the Southern California area. The size and location of the area will remain the same but the bumps and jumps and layout will be moved around.

Some guys can't get away from the telephone. Our Publisher, Lou Peralta, as some of you might know, races in many of the BAJA off road races. Just this past weekend, while racing in BAJA, he received a message as he was nearing one of the most desolate checkpoints in the race course. Some 60 miles from the nearest telephone in Mexico, Lou was told that there was an "urgent call from home." At that point, Lou and co-riding partner, Roger Riddell, loaded up the race motorcycle and headed for San Felipe to the nearest phone. Fearing the worst, Lou made the call to the house only to find out that there was nothing wrong, but only some important business matters that had come up!

The rest of the story. It appears that the original call from this office was made by our Editor, to Ensenada explaining to those receiving the call that once Lou came back from the race he should call, but that it was "not an emergency call!" Well by the time

race headquarters relayed the message (through ham radio) to one check point along the course and then it was relayed to the next and so on, the message that reached Lou had become an "urgent call from home." Needless to say, Lou was glad that it was not urgent, but very disappointed that he had to pull-off the race because of it. Monday morning when he came back to the this office, everyone here took an early lunch and disappeared.

For those of you who plan to attend the ORRCA Nationals at Del Mar this coming August and would like to line up a Motel room, you might want to call "California 6 Motels" in Carlsbad, CA. The rates are very reasonable and the motel is about 5 miles from the track just off the freeway. Call for Al or Cathy Espindole, Mgrs. at (619) 438-1242. You will be required to send a deposit in advance. Check the ad for other motels in the area. As we've reported before, the Del Mar area is a summer resort area and motels and hotels become very scarce, so it's important that you line up your lodging.

SCAR will be hosting the California State Champ Race No.3 at Briggs Cunningham on JULY 16-17. Racing is for Stock & Mod. and entry fee for both days is \$19.00. For more information you can contact Tim Toland at (714) 962-2955.

MORE ON BRIGGS - They also race 1/12th electric on the 3rd Sunday of the month and they have been picked to host the Region 6 1/12th Electric Champs on September 10-11. Tim Toland is the man-in-charge there so any information about their schedule can be obtained from him at the telephone number listed above.

Kevin Orton sent us a note about his club's new computer scoring system. It seems that they have developed a system which will keep score on up-to ten cars, showing the laps for each car, the time for each car, the position from 1st to 10th, and the projected laps for each car. The projection of laps seems really interesting since it's based on the previous laps. If you, for example, have logged very fast laps, the computer will project approximately how many laps you will make if you continue to drive at that pace. Obviously if you hit a dot or a wall or get tangled up, there goes the projection out the window. On the screen there's also a time clock which may be set for any length.

Now for the real good news. If you're interested, this system may be available to you with all the necessary equipment for less than \$200. You can contact Kevin at (515) 763-2220. That's all we know about it but it sounds great.

We said quite sometime ago in this paper that it had to happen. The scoring systems had to be updated to keep up with the times. Now we see that just in the past few months, many clubs and tracks are going to a computerized system. THERE IS A PROBLEM THOUGH. So far these systems still depend on human input, and they are only as good as

(cont'd bottom page 4)

## And Now The Rest of The Story...

Recently we came across an article published by another R/C publication that was quite critical of R/C RACING NEWS and in particular myself, with respect to the Off Road World Championships. While said publication has every right to editorialize and express their opinions, I wish we would have had the opportunity to answer those charges and clarify those points that were brought up.

Had all the work for the event been done by me personally, I would not be writing this rebuttal. But in fact, the Off Road World Championships were not a one-man effort. It involved many people and many months of preparation, and for their sake and their efforts, I feel obligated to address some of those charges made.

At the time of our reporting the race, we could have really patted ourselves in the back and could have been very boastful about the fact that we were able to bring off the race at all. For a while it looked like it was not going to happen. (I'll address this later). But we chose not to belabor our accomplishments too much, but just let the race event speak for itself. Now though, we must tell the real story.

First critical charge by the Editor of this other R/C publication was that the off road race was put on "for the public" and NOT for the racers. Well, it's partially TRUE. While we want to put on an excellent program for the racer, we are also cognizant that we must put on a great show for the public. So on that point, said Editor was half right. We did put on a show for the public - some 40,000 plus that got a chance to see three great days of R/C off road racing (four with Press Day). He further sights that on the other hand, the 1/12th Electric World Championships program "was designed around the drivers". Meaning that it was better for the sport to satisfy 120 drivers than to attract thousands of people (potential R/C'ers). I think he is really in left field about this. As an Editor of an R/C magazine I would think that the first order of business would be to help promote the sport to the general public, those that are not now involved in the sport. Those people could be potential R/C'ers and obviously potential subscribers. I can't imagine any race promoter or sport promoter not looking out for ways to promote more public attendance to their events. After all what is the Super Bowl, the World Series, the Long Beach Grand Prix, the Super Bowl of Moto-X, but sheer "SHOWS" for the general public. Everyone knows that for example the Long Beach Grand Prix (run through the streets of Long Beach)

or the Super Bowl of Moto-X (inside the L.A. Coliseum) are not the perfect venues for racing. There are far better locations that lend themselves to the sport than those listed above, but the reason the above locations are used is simply because THEY BRING IN LOTS OF PEOPLE! It's good for the sport, it's good for the racers. So what, if racers are a little cramped or the racing surfaces are not up-to-par. It's a great show and they and the sport benefits by it!

Second critical point made by said Editor was that the "track was less than satisfactory, being very small and tight. The surface was paved with rocks making tuning of suspension almost impossible."

Once again he is partially right. The area in which the track is laid out is 75' X 35', small compared to the permanent tracks around the country. But this is a hand-built track built inside a Convention Center for only three days of racing. On Monday, it all has to go out. It's also part of a big Trade Show, where a 10' X 10' booth space sells for \$550.00. Space is at a premium. But the point of fact here is that no matter what size the track is, IT IS THE SAME FOR EVERYONE, and so the racing doesn't suffer.

The point made about the "surface paved with rocks" is also true. They weren't really rocks, but certainly there were many pebbles, something that we had not planned on. But what the gentleman forgot to mention was that two days before the racing was to start, the person who was in charge of bringing the dirt in and preparing the track (who by the way is also an R/C racer) chose to sabotage the entire affair by cancelling his services at the last minute. In fact, the dirt was supposed to be in by 11 a.m. on Tuesday and at 10:30 he called the office and said he was not coming and that we should try to get the dirt from someone else. We don't know whether he was doing this on his own or working with others to undo all the hard work and preparation leading up to this event, but we were faced with NO DIRT! Several hours later and after many calls to Contractors all over Southern California, we finally got dirt. We didn't care what type of dirt it was, as long as it was dirt! As it turned out, the Contractor was able to get us 56 tons from a construction site some 40 miles away. Needless to say, this cost us three times as much as we had planned and we had no say so as to the type of dirt we were getting or how clean it was. But we had dirt for the race. The many helpers that were on hand (mostly R/C'ers) did a great job of preparing the track and spent hours picking up those dreaded "rocks". I think they did a super job

and my gratitude goes to them.

Third point was: "Crowd control was a disaster." That is one of the problems when you have some 40,000 people go through the Convention Hall and when you have a terribly exciting, eye-catching racing show going on. People were incredulous at the sight of these 1/10th scale off road cars they were seeing racing around the course. Why, some had never seen but the real off road cars and to see these exact replicas was truly something unique for them. Consequently - yes, people were three to eight deep trying to get a glimpse at what was going on. Isn't that too bad! I shall like to go on record to say that I will never complain for having too many people at one of our R/C races.

Was there a problem for the racers themselves to see the race? Unfortunately yes, but I think most of the blame must go to the racers themselves. We had segregated a section around the track for racers and their ONE PIT person. No spectators, no friends, no other family members. At the drivers meeting we asked everyone to help police the area. This didn't last too long, as by the second day many friends and family members were inside what had been a segregated area.

This could have been solved by us putting on a wooden wall around those areas we wanted to keep for the racers and pit people only. What the gentleman forgot to mention was that we could not because of fire hazard. The Fire Marshall strictly prohibited us from closing any section other than the track itself. We wanted bleachers for the racers but they too posed a fire and liability factor and was nixed. Still, things would have been much better if the racers would have helped police the area, but I can't blame the other people for wanting to see the "Show", it was a great one!

Said Editor also made a point about not enough pits. We had more pits than most tracks have to offer, inside and outside, and more electrical plugs than most outdoor tracks have.

The Editor goes on to say: "the final blow was only half of the main events were run on Sunday." He is correct, and no one was more disheartened than I about that. I too am a racer and when I go to a race I want to race. What he failed to mention was that because of the terrible winds outside and some of the power surge on the lines, our scoring computer was receiving "glitches" which delayed us over an hour. Since every practice run, qualifying run and main was on a timetable to coincide with the Show hours, once we had lost over an hour, we knew there would not be enough time to get the World Championship A & Main run prior to the show closing. And so a decision was made to start with the D main and work up to the A Main. The reason for this is that we calculated that this change in schedule would put the running of the OPEN A MAIN at about 4:30 p.m., thus leaving us with about an hour to run the race, have time to double check our three

backup systems in case there were any protests, award the World Championship Trophies and give out the thousands of dollars of prizes while there were still people in the Convention Center. We felt that it was terribly important that the World Champion would have his moment of glory in front of as many people as possible, everyone else (B Mains on down) would just have to take the secondary position. I think we were right. The eight best drivers in the A main got a chance to show their skills in front of thousands of people. SANYO Batteries, the sponsor of all the World Championship Trophies, received exposure in front of thousands of people when the trophies were awarded, and 90 percent of the "sponsors" who donated prizes for this event had their names mentioned while there were still people in the Convention Center. When all this was said and done, it was already 6:01 p.m. and the show was closed. Had we run the E, F, G, & H mains, all of the important racing and ceremonies would have been done after closing time. As far as I was concerned, there was no chance that that would happen. I don't regret that decision, I think it was the correct one. I often have criticized other promoters & clubs, personally, for wasting too much time with the lower mains and then having to run the A MAIN in the rain, or in the dark. I wasn't going to let that happen.

Finally, the young Editor makes a comment that perhaps this event should not be called a "World Championship" event since it's not sanctioned by any International organization. I'm just wondering if he's aware of the Super Bowl, which crowns the World Champions in Football, The World Series which is comprised of only U.S. Baseball teams and, for that matter, also the NBA Basketball World Series, and not to mention Mickey Thompson's Off Road World Championships at Riverside.

We started the sport here in Southern California, I was one of now only two active people who organized the sport, which since has branched out across the U.S. and to foreign countries. We have the best R/C off road racers in the world out here, and I and our family were willing to put up our money where our commitment was. And so we called it the R/C RACING NEWS/SCORE SHOW Off Road World Championships, and we're proud of it - that we've started something that we hope soon will truly bring in racers from all over the world. But there's no doubt in our minds that the world champions in 1/10th electric off road are right here. And so the World Championships will be here next April, by then some of the people will be more varied and perhaps the track different, but it will still be the greatest show of R/C racing anywhere. AND NOW YOU KNOW THE REST OF THE STORY.

Lou Peralta  
Publisher

# In this Issue

## IN THIS ISSUE:

Race Corner.....	2
From The Publisher.....	3
On The Line.....	4
The McCoy Championship.....	6
NAMBA Report.....	10
Can Am at Winrock.....	16
So Cal 1/12 at Del Mar.....	20
1st Annual Eastern Baja Champs.....	27
S & H Auto 1983 Spring Series.....	28
Mid-Atlantic Series.....	30
Cal Sate Series - Santa Maria.....	32
RCECC Off Road.....	36
RCECC Can Am No.5.....	37
C.A.R. Memorial 500.....	38
South Africa 1/12 Report.....	39
M.A.R.T. News.....	40
Pit Stop - Richmond.....	41
Inside Lines.....	43
Calendar.....	44

**ON THE COVER:** The McCoy Championship - Ralph Burch winner, Dana Smeltzer TQ.

# R/C RACING NEWS

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

**PUBLISHER**  
Lou Peralta

**ASSOC. PUBLISHER**  
Lois Peralta

**EDITOR**  
Lori Peralta

**ART DIRECTOR**  
Leslie Peralta

**ADVERTISING DIRECTOR**  
Victor Volinecs

**CIRCULATION**  
Sylvia Naylor

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

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

R/C RACING NEWS is published monthly for a subscription rate of \$15.00 for 12 issues, by United Publishers Group, P.O. Box 6246, Woodland Hills, CA 91365.

Application to mail "second class" postage rates is pending in Woodland Hills, California.

Foreign subscription rates are \$25.00 for Canada and Mexico, First Class; and \$35.00 to \$50.00 Air Mail to other Continents. All subscription rates are subject to change without notice.

R/C RACING NEWS welcomes unsolicited editorial material, including stories, photographs, cartoons, etc. Such material, if published, becomes the exclusive property of R/C RACING NEWS. Such accepted material is subject to revision, as is necessary, in the sole discretion of R/C RACING NEWS. Unsolicited material, if not used will be returned if accompanied by a self-addressed stamped envelope. R/C RACING NEWS assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or in part only by written permission of the Publisher. Advertising and Circulation information only on written request.

COPYRIGHT © R/C RACING NEWS 1982, a Trademark, all rights reserved.

Published by:

**UNITED PUBLISHERS GROUP**  
P.O. Box 6246, Woodland Hills, CA 91365  
(213) 340-5750

# On the Line

## SPRING CHAMPS OK!

I would like to take this opportunity to comment on the "U.S. Spring Nats" (sic) at Atlanta, GA., on May 14th, sponsored by BoLink Ind.

I race Associated cars but I feel the people at BoLink should be recognized for a tremendous job they did in hosting this race. It was the most organized race I have ever attended. The rules were very R.O.A.R.-strict, but they were presented to us in a way that we felt they were for our benefit, and not against us. What few problems we had were handled in a very considerate and friendly way.

Even though I did not do very well in the race, as I drove back to Tenn., I felt very proud to have been a part of the U.S. Spring Nats (sic).

There were 96 plus entries in this race from all over the U.S. and I say give the BoLink people a big hand (for) a super job well done.

Thanks for a super magazine.

Sandy Strunk, Sr.  
Knoxville Radio Control Car Racing  
Lenoir City, TN

I'm sure Bob appreciates your kind words and it's nice that you took time to tell us. I personally know how hard Bob worked on preparing this race. He spent several months on it and it's something that he's been wishing to have in his area for a long time. We all look forward to next year's race. Check out the race coverage in this issue. ED.

## LACKING ENGLISH

I greatly enjoy your publication every month, but it seems to me that you are missing something that I might be able to supply, at least in England.

That's right, a European report on clubs, races, and products in England from myself and a few of my racing buddies (we're all ex-Northern Mini Racers from Minot, stranded here). I've only been here about a week but in the course of my stay here, I intend to hit as many clubs and races as possible, both 1/12th scale and off road. Also if you could use an extra photographer for any major races here I should be available if given enough notice.

I intend to start with the clubs in Cambridge and Norwich and go from there. I will need information on column sizes and space available per issue. Hopefully this will be advantageous and informative to both sides

**RACE CORNER:** (contd frm page 2) what the racer or scorer does with the input. To that extent, it's important that every Race Director or promoter holds a special driver's meeting to explain the scoring system and how it works and to emphasize the importance of each scorer paying attention during the race. Without that, all the thousands of dollars spent in sophisticated scoring systems are worthless.

Of course the ultimate system would be an automatic system whereby there is no human involved

of the Atlantic (ie: "The Pond").

Christopher D. Johnston.  
APO, N.Y.

First of all, if you take the time, we'll make the space for your reports and coverage, I can guarantee that. Secondly, we're delighted to hear that you'll be there for a while because there are some fine races coming up that we would certainly welcome some coverage thereof. But most importantly, we would also like to know more about the Club races and what they like over there. So we look forward to start getting editorial material and photos from you soon. Under separate cover I shall be sending you some names of contacts in England that will be of great help. ED.

## STOP FOR A WHILE

First of all I would like to tell you that I enjoy your paper very much. I wait with anticipation every month to receive it. You do a fantastic job. However, I regret to tell you that for the time being, I have to let my subscription lapse. I am a laid-off steel worker with a family to support and having a hard time making ends meet. But as soon as possible I will re-subscribe.

Secondly, when things return to normal, financially, I would like to scratch build and race a 1/8 scale fuel dragster. I was wondering if you could help me with any information (ie: specialty items, speeds and times obtainable in a scale 1/4 mile, specifications, people, phone numbers, addresses, places, etc.).

I am from the Pittsburgh, Pennsylvania area and can't get any help here.

Thanks again for a fantastic paper and hope to hear from you soon.

Gary Earliwine  
129 - 22nd Ave.  
Munhall, PA 15120

Sorry to hear about your situation but I'm sure our Circulation Dept. can work something out with you. I also hope you don't mind, we printed your address. We usually don't but I thought this way, some of the folks around your area who may know something about R/C Drags can contact you directly. You can also contact the fine folks at Central Builders Hobby Division, Tony or Sharon Markunas, at (717) 286-6461. They really know what's going on in your area. Good luck! ED. □

in the input. To that extent, the only way it could be done is by the car or boat or plane sending the signal at the time it crosses the start/finish line. Several people are currently working on a system such as this one. We've experimented with something like that a couple of years ago but we kept running into small problems. Now we hear that Bob Novak is seriously considering adapting a system to the receiver unit that will send the signal to the scoring mechanism. We sure hope it happens soon, then all we have to concentrate on is racing! □

# REACH FOR IT!

**Precision control, instant response and that special feeling that comes with knowing you're at the controls of the very best.**

Becoming the best isn't easy. Staying the best is harder still.

But Airtronics has proved itself time and again where it counts—in the championships!

Airtronics' drivers can choose stick controls or enjoy the feel of ball bearing wheel control. And track tuning is a cinch: select linear or exponential control with total throw adjustability. Adjust throttle/brake neutral position with a conveniently located trim tab. Install servos quickly and easily thanks to servo reversibility on all channels.

A full line of servos and accessories lets you tailor our systems to your needs.

Whether you put your car through its paces on the track or in the dirt, the special satisfaction of responsive steering, precise braking and hot cornering can't be beat. We understand what you're looking for, and we've packed it into all of our radio systems.



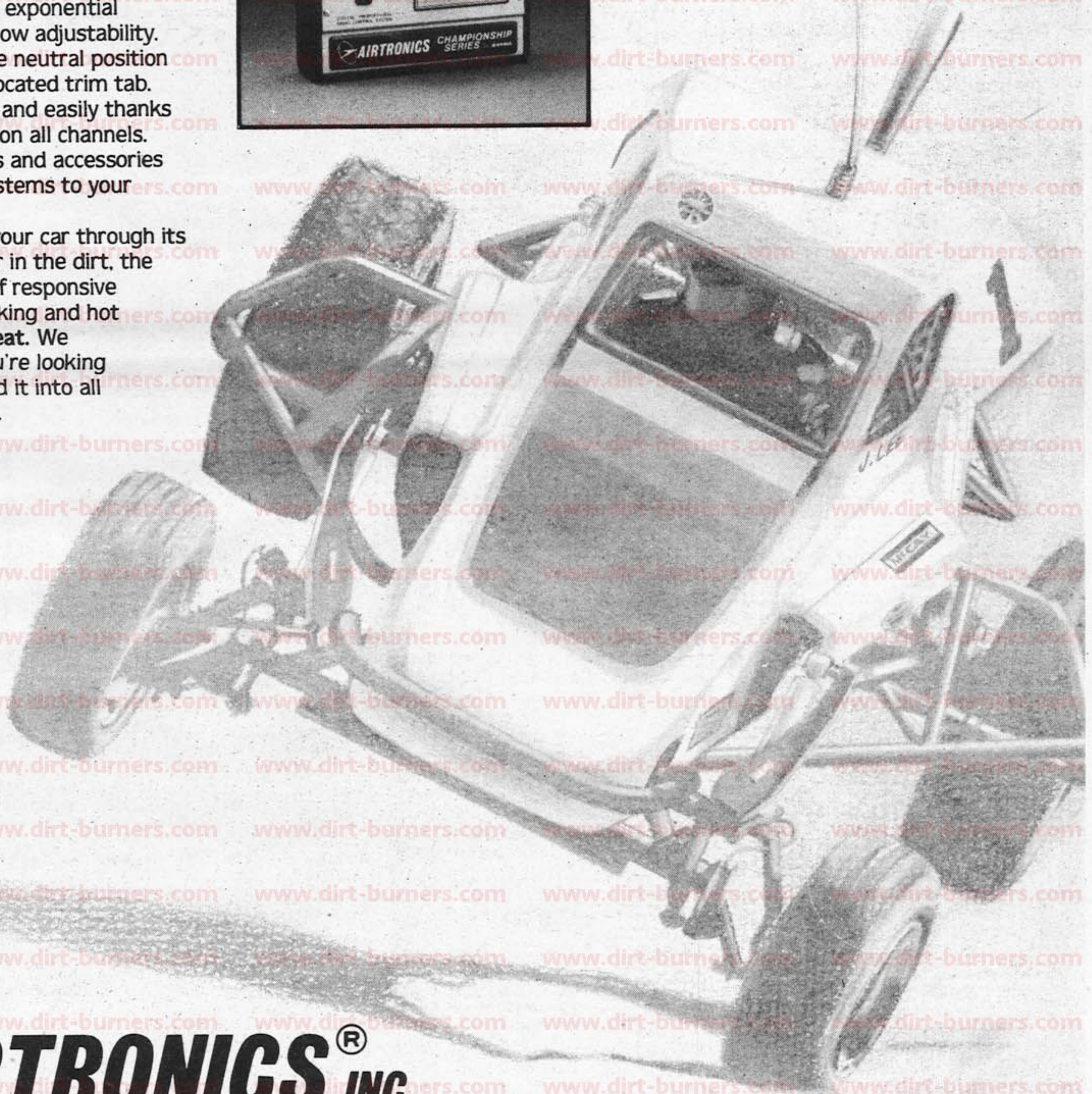
## SUGGESTED RETAIL PRICES

CS3W System (photo) ... \$179.95

XL2W System ..... \$129.95

3SCS System ..... \$179.95

These systems available on all 27, 53, & 75 band frequencies

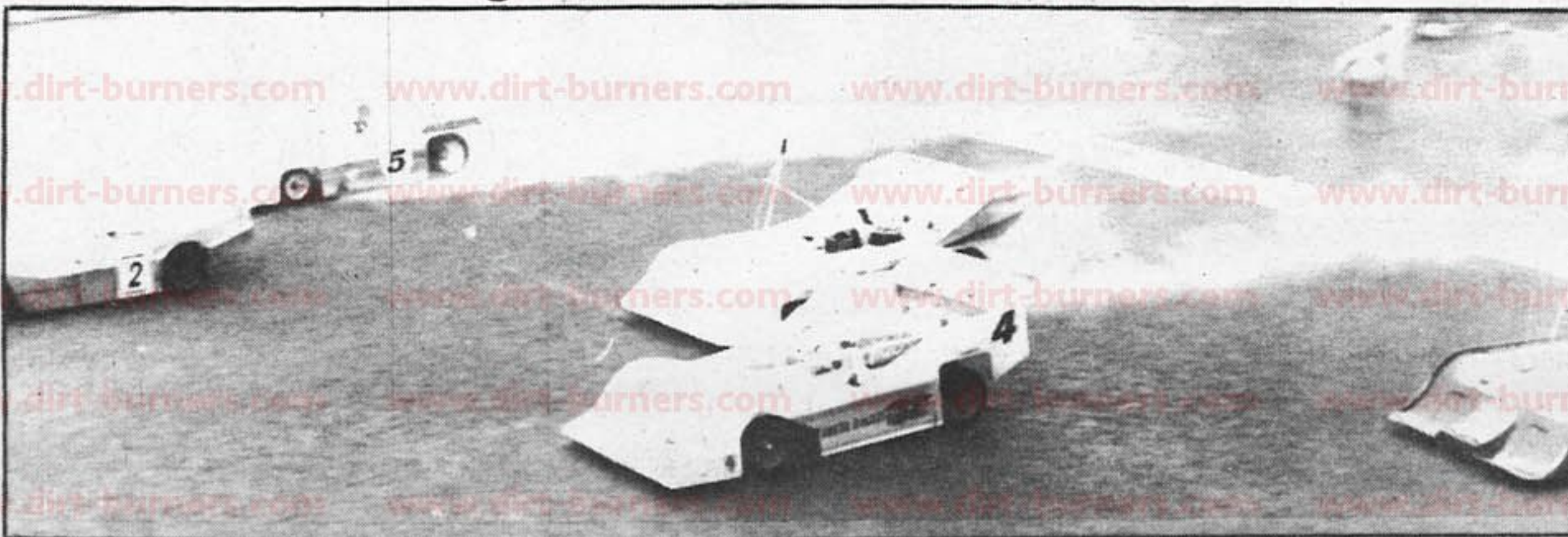


 **AIRTRONICS<sup>®</sup> INC**  
16191 Construction Circle West - Irvine, CA 92714

**"When Quality Is Not Optional"**



# 11th ANNUAL MCGOY belongs to RALPH BURCH!



## Ralphie Burch Flawless from Wire to Wire - Dana Smeltzer TQ.

Story by L.P.

June 10-12, 1983  
Pomona, Ca

**THE 11th ANNUAL MCGOY CHAMPIONSHIPS, THE GRANDDADDY OF THEM ALL IN 1/8TH SCALE GAS RACING, IS NOW IN THE HISTORY BOOKS AND FOR THE FIRST TIME A TEENAGER HAS TAKEN THE SPOTLIGHT AWAY FROM THE MAINSTAY OF THE SPORT; THE MORE EXPERIENCED RACERS.**

When the first-ever Real McCoy Championship race was held, Ralphie (as he's affectionately called) was just about five years old. Most likely the only cars that he played with were the ones that you push around your living room floor. Now some 11 years later this young man from Denton, Texas, with great help from his Dad, Ralph Burch, Sr., put together an excellent car and terrific driving skills to literally run away with the MCGOY CHAMPIONSHIP and a field of 119 racers that included almost all of the U.S. World Team which is slated to leave for Carnoux, France in just about three weeks. It was no easy pickin's.

Interestingly, just before the start of the A Main, in fact early Sunday morning, there were a lot of doubts in Ralph Sr.'s mind whether the car was going to be competitive. Ralph Sr. does all the wrenching on the car and through the first five rounds of qualifying he was not totally satisfied with the performance of the car. "There's something wrong and I can't figure out what it is", he mentioned to us just before the

completion of the fifth round of qualifying. Ralph spent sometime checking the carburetor, fuel tank, hoses, etc. The power was "not there", and he couldn't figure out what it was. Not until the sixth round, when he decided to change the pipe on the car and go back to the old standby McCoy pipe that they were used to. "That made all the difference", claimed Ralph Sr., as the car suddenly became "a rocket" and posted Ralphie's best qualifying time in the sixth and final round.

In fact, several other racers were faced with the same problem, the power band was just not there, and they too opted for a change on the pipe during the final run. This proved to be just the right ticket for racers such as Bill Jianas, Burch, Jr., Rich Lee, Losi, Sr., Ron Paris, Curtis Husting, and Dana Smeltzer; all who posted their best times on the final round of qualifying.

### QUALIFYING

Through the first day, Gil Losi, Jr., on his third qualifying round, had

ornia Sun would make its presence, thus bringing the "bite" back up. Much to the surprise, dismay and frustration to most, the sun never came out and, in fact, at times the weather made matters miserable for most racers. Several times during the course of qualifying, the program had to be stopped because a light mist moistened the track and made it undrivable. Not since the first McCoy race, when it had to be postponed because of rain, had the weather posed any problems with the running of the race. It just doesn't rain in June in California. Fortunately, it never really rained or dropped too much moisture, but it sure made it tough for those who were trying to work up into a higher main. In fact, going into the final round, one man, well known for his exploits in all of 1/8th scale racing around the world and especially here at the McCoy, was out of the A Main program. Bill Jianas could not get his car to work and tried as he did (with the assistance of others), through the first five rounds, he was still out of the A Main program. The surface and weather conditions were not much help.

Noteworthy is the fact that no one racer has come closer to breaking that 13 lap barrier than Bill Jianas. Recently, at the Ray Charbonneau race, Jianas came within fractions of a second to go into that magical 14 lap in 4 minutes barrier. Today, he was having all kinds of difficulties just to complete his qualifying runs. Through five rounds he had only managed to complete one run, and DNF 4 others. The one he did complete was in the high 13's and out of A Main range. The former winner of the McCoy race was really under the gun.

At this point, Gil Losi Jr.'s TQ spot



The start of the A MAIN (Top) Dana Smeltzer (No.1) already in the lead. Ralph Burch (No.4) caught in the back. Center photo illustrates the quick power off the line. Top three finishers (l-r) Dana Smeltzer (2nd & TQ), Ralph Burch (1st) Trophy Lady Ms. McCoy & Mr. Dick McCoy, Gil Losi, Jr. (3rd.)

put himself and his Assoc. RC500/McCoy-Paris car in the TQ position with a 13 lap/4:02.90.

FRIDAY was a nice, clear, (on the warm side) day, that allowed everyone a chance to experiment with various set-ups on the car. Most, I'm sure, thought that Saturday would really be the day to "go all out", once the trial and error period was over with. Little did they know what Saturday had in store for them.

Early morning on Saturday, the normal June fog and mist was around as always but most thought that by 10 am or so it would all "burn out" and the bright southern Calif-

seemed fairly secure, especially with the track conditions not improving. But there were a few who thought that they still had a shot at it. One such person was Dana Smeltzer, who also made a last minute change on the pipe and went out to tear the track. And tear he did, as he was able to post the fastest time of the day and certainly of the entire weekend. He came so close to going into the 14 laps category that had it not been for going upside down twice during his final qualifying, he was certain to be the first ever to go 14 laps. As it was, his 13/4:02.76 barely edged out Gil Jr.'s 13/4:02.90 to make him the Man-of-



No this isn't the newest "punk-slam" dance, but it's just a bunch of guys trying to stay away from speeding R/C bullets.

the-hour and TQ for the 11th Annual McCoy. His Associated RC500/K&B-McCoy/McCoy, running on 18 percent McCoy fuel, was ready for the A MAIN.

Order of qualifying then and top ten going into the A MAIN was as follows:

Dana Smeltzer (R/C500/McCoy-K&B/Airtrncs/D&D Graphite)	13/4:02.76
Gil Losi, Jr. (RC500/McCoy-Paris/Kraft/Ranch Pit Shop Sponsored)	13/4:02.90
Art Carbonell (Delta/Picco-Picco/Kraft)	13/4:05.15
Ralph Burch, Jr. (RC500/Rich Lee-K&B/Airtrncs)	13/4:06.15
Rick Davis (RC500/OPS/OPS/Airtrncs)	13/4:08.43
Curtis Husting (RC500-2Speed/Rich Lee-K&B/Airtrncs)	13/4:08.80
Rich Lee (RC500/Rich Lee-K&B/Airtrnc)	13/4:09.68
Gil Losi, Sr. (Delta/McCoy-Paris/Kraft/Ranch Pit Shop Sponsored)	13/4:10.33
Ron Paris (RC500/McCoy-Paris/Kraft)	13/4:11.19
Bill Jianas (RC500/McCoy-Paris/Airtrnc)	4:11.46

And so the A Main for the 11th Annual McCoy was set. A McCoy/McCoy/K&B/RC500 was a top of the list. Two DELTAS were among eight RC500's. All ten cars were suspension cars. There were three Rich Lee motors and four McCoy-Paris motors out of the top ten. Six drivers were using Airtronic radios and four were using Kraft radios. And there were two really disappointed guys that got nudged out of the A Main in the final round of qualifying. Both Tom Wong (DELTA) and Rick Templin (DELTA) were in the A main up until Curtis Husting and Bill Jianas were able to put it all together. Still, they were just fractions of a second off - very commendable.



When you're pitting for someone in the McCOY A MAIN you don't walk... you run!

**SIDE NOTES:**

Many new faces among the racers here this weekend, signs of the growing number of racers in 1/8th gas. Many of those are 1/12th racers who are going through the conversion process. Tony Neisinger (who later went on to wow them in the B Main) is a prominent 1/12th scaler, and so are Bob DeWald, Jeff Abrams, Terry Ballard, Robert Cavazos (who also displayed excellent skills in his main) and Randy Tentschert. All were there excited about the fact that they could run more than eight minutes at one

time. Their electric driving skills were very helpful in 1/8th scale. Many others present were off-roaders delighted with the fact that they could drive more than four minutes and loving the power-band.

Noticeably absent were the Japanese group that always seems to be at the McCoy races. Perhaps the fact that they may be getting ready for the Worlds next month is one of the reasons for their no show. Many of us were looking forward to seeing them.

Also missed by everyone this year was Dave Shuck, who has been hospitalized for respiratory treatment and could not make it this year. He is out of intensive care at this time and we certainly wish him well and a speedy recovery and look

his motors in the A Main and this time his motor won the McCoy. One of the newest motor builders is Ron Paris, who was able to place four of his McCoy-Paris motors in the A Main. For a while, he had the TQ motor as Gil Losi, Jr. was leading up until the last round of qualifying. One unknown motor builder from Northern California (but I'm sure will be well known soon) is Tim Gillott, who put a 'rocket' in Jeff Hollfelder's 4WD-Jim Gonzel-designed car. So fast was that car that it was scary, and although Jeff managed to wrangle that car into the C Main, he was able to win it with ease.

Fewer and fewer Pan cars are beginning to show up, which is unfortunate because the difference in cost between the Pan cars and the Suspension cars is quite a bit. I hope that there will be more encouragement to continue the Pan class for those that can't afford or don't wish to run the suspension cars.

Thanks to the efforts of PROCAR, and specifically Darwin Sims, the Club's Media and Promotion Director, the TV crew of EYE ON L.A. was on hand to film the entire Sunday Main program. Darwin was able to get them down to the Ranch Pit Shop and it appears that a five to seven minute spot will be aired by the local ABC channel sometime in the latter part of July. They have promised to let R/C RACING NEWS know about the air date so that we can pass it on to the Southern California R/C community.

Gay Sullivan spent some two



This guy forgot to back off the throttle while being helped. That's a "no-no" and most turn-marshalls will be reticent to help next time.

forward to seeing him soon at many of the Southern California gas races.

The racing equipment on hand was just terrific. It's becoming more and more refined, tuned and sophisticated with every race. We were able to spot everything from several Two-speed transmission cars, driven by Curtis Husting and Roger Curtis of Associated, to Jim Gonzel's 4-Wheel drive suspension RC500, the Kyosho 4WD, newly refined suspension systems for Delta cars by Jim Cook, rigid Chassis by D & D Graphite, etc. You name it and it was there. A good time to test your equipment among the best.

The motor builders are also getting the most out of those .21 engines. Obviously Mr. McCOY did something right with Dana's car as it posted the TQ spot. Rich Lee, always manages to put several of

weeks working on her Concours winning 1/8th scale car body. It had incredible detail as she hand-painted a Yellow Rose of Texas, over the map of the state of Texas which was black & white checkered throughout. The car went out and raced and was seen flying over barriers several times. All that work. Still, she was delighted with her Concours win, although she said she would "never do it again!"

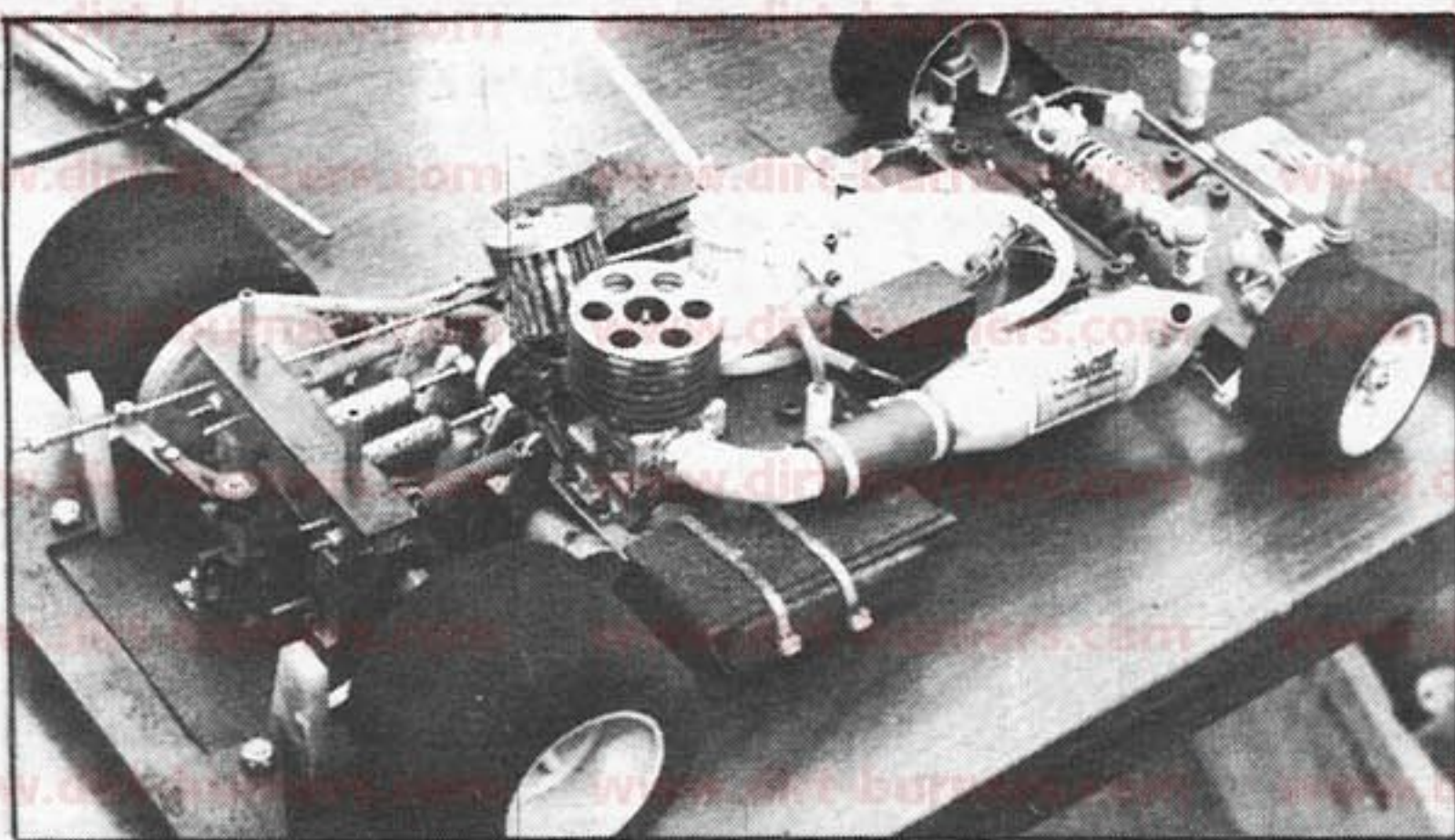
**THE MAINS**

**THE A MAIN:** It was almost a wire to wire win for Ralphie Burch, Jr. After the first turn, when cars were going every which way, Ralph found himself in second trailing a pulling-away Dana Smeltzer. Dana's car was wired to the track and it looked like his TQ performance would be added to his first McCoy win. Car-

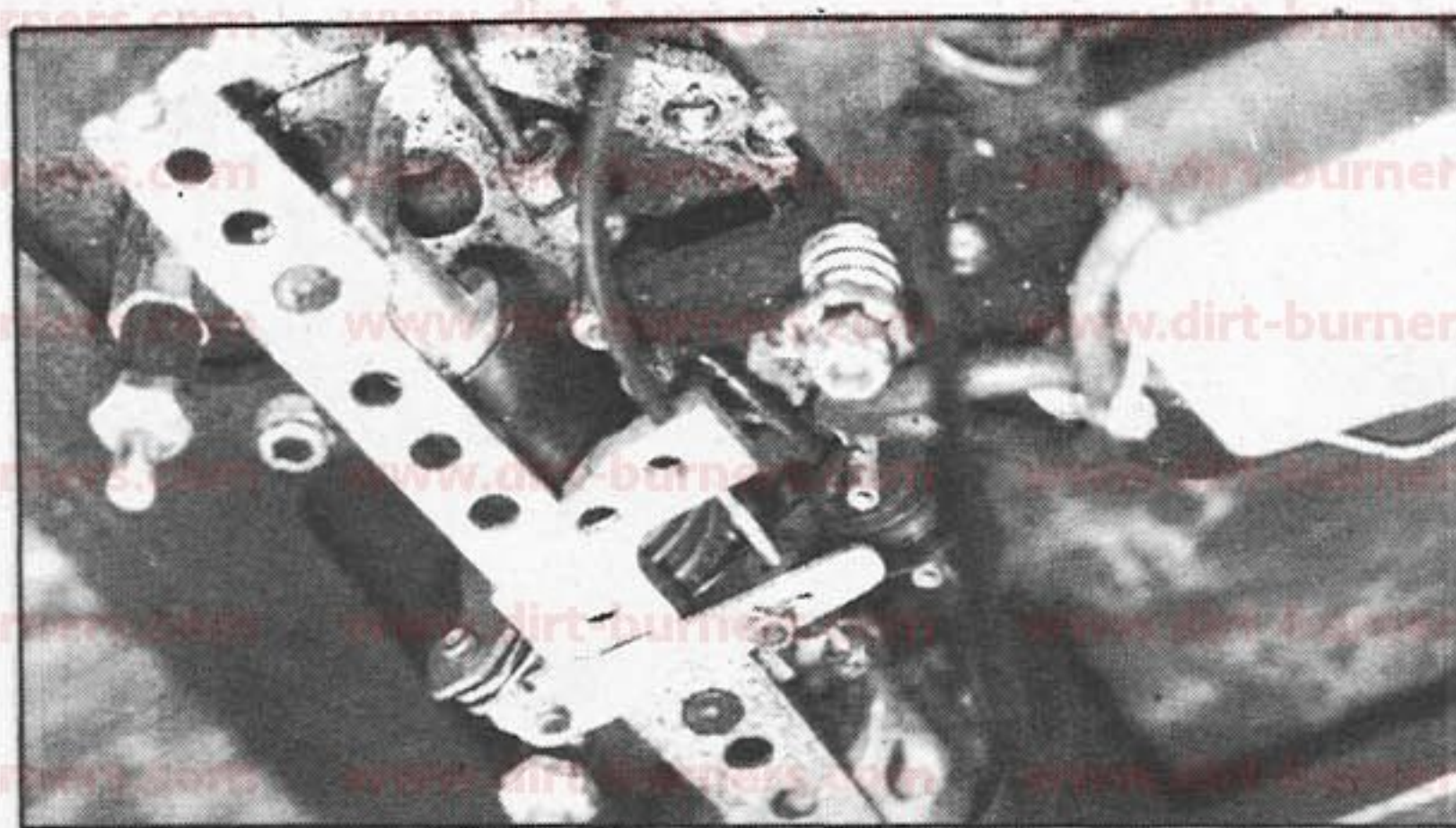
(contd. next page)



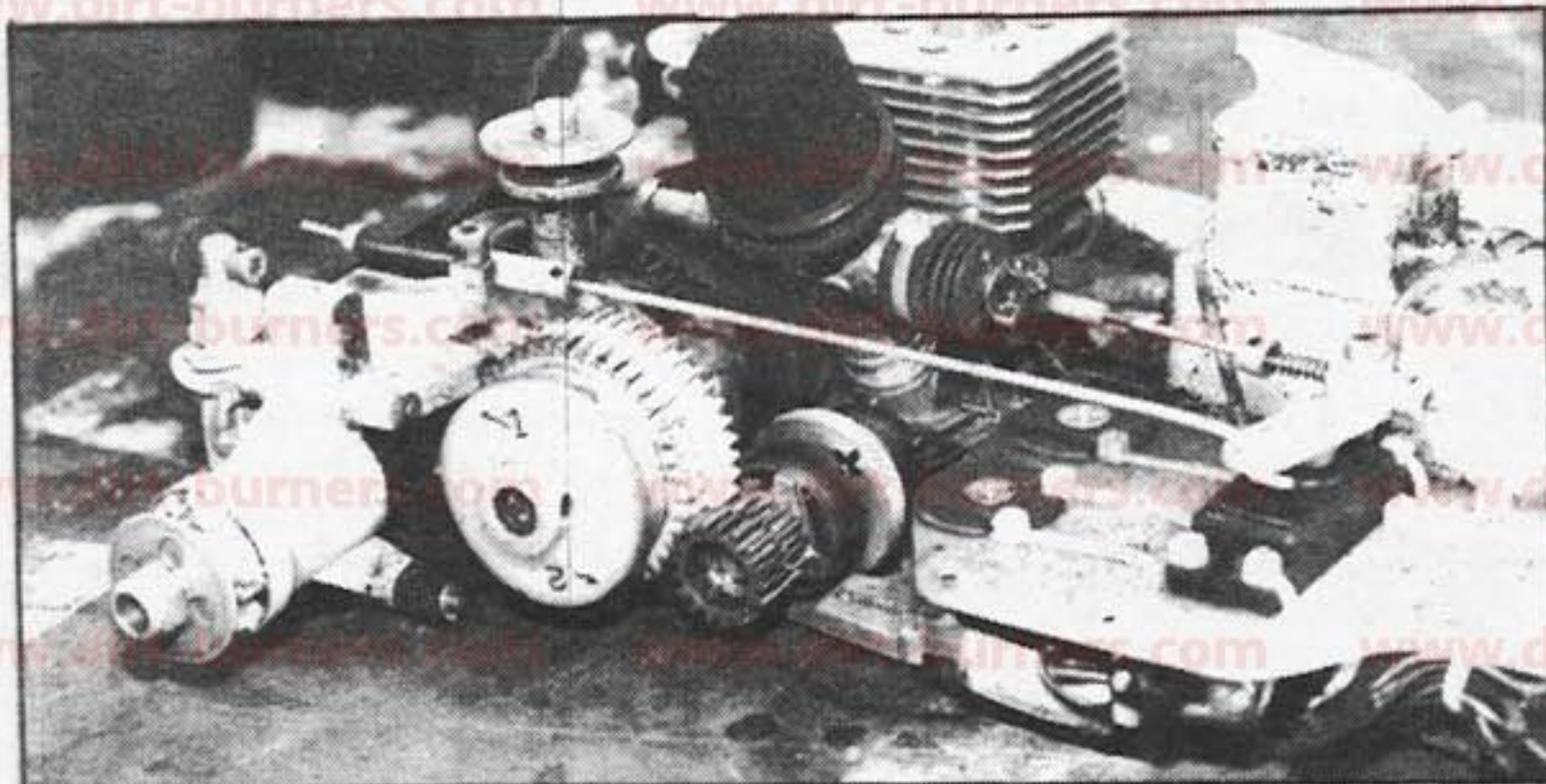
Some two weeks were spent by Gay Sullivan to make this Texas Special the Concours winner. All detail was hand painted.



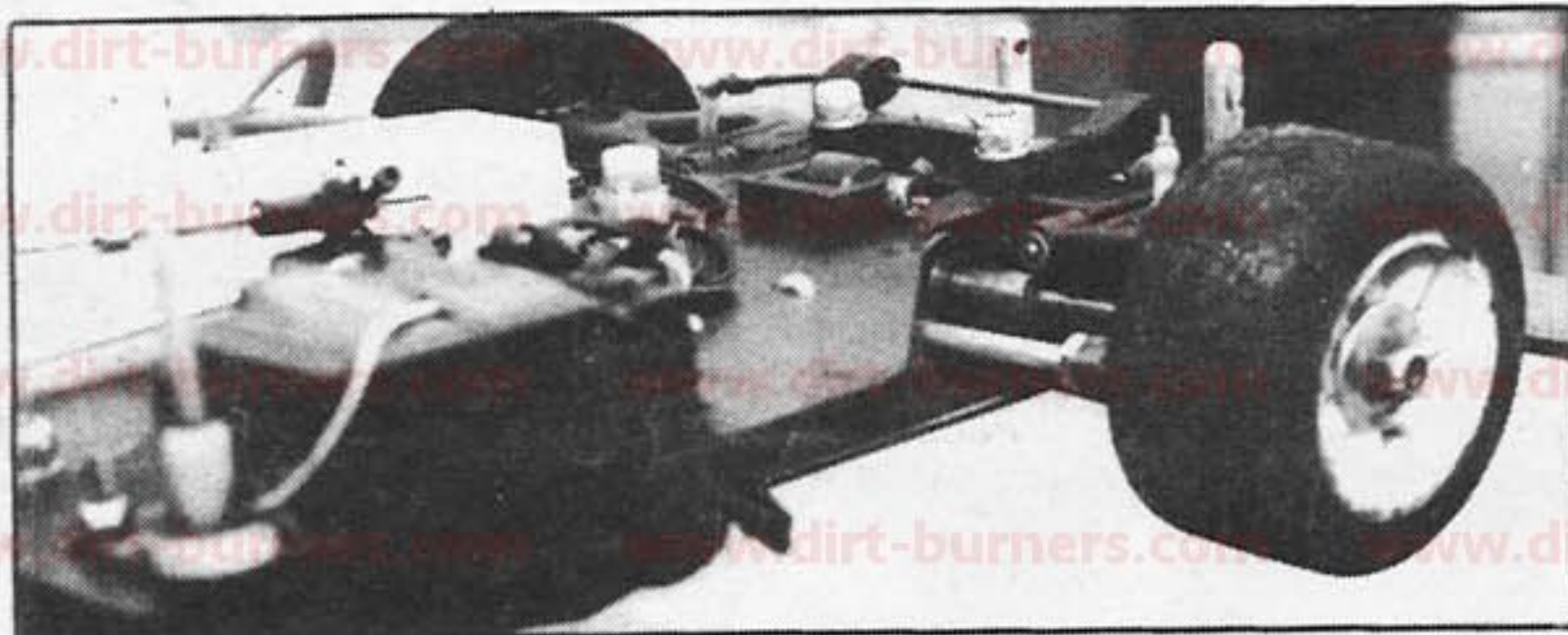
There was lots of new equipment at the McCOY this year. Above is the newest THORP full suspension car. It looked like it worked very well.



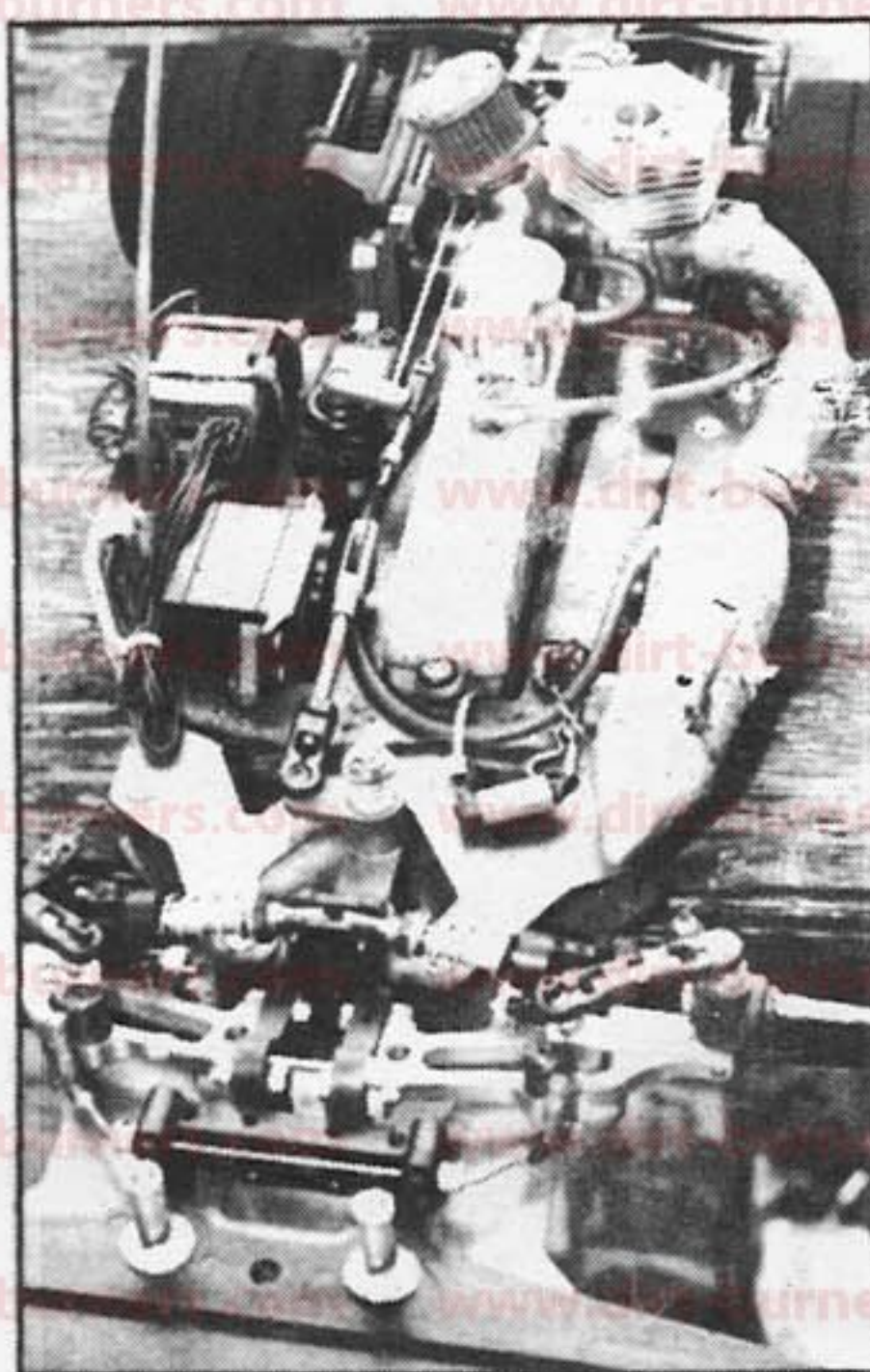
The only KYOSHO 4WD car featuring some pretty intricate front end design.



The 2 Speed Transmission of the Associated RC500. There were two here this week. This car is being readied for the long straight at the Carnoux Track.



One of the cleanest 4WD Full Suspension RC500 belongs to Jim Gonzel. This car really works well. Conversion kit should be out soon.



The DELTA World Champ car

because at about lap 35 the car "started getting loose and I had to really keep it from getting away from me." Don't you just hate it? The kid drove 65 laps with a squirrely car and made it look like nothing was wrong!

Dana Smeltzer finished second and was just disappointed that he may have chosen the wrong tire and suspension combination. Still, he was happy about the car and he's ready for the Worlds.

Gil Losi, Jr. finished third and really demonstrated that he deserves to be among the top in the sport. He could not gain on the top two cars, but he didn't lose any ground to fourth place finisher Rich Lee.

Current World Champion, Art Carbonell had his problems with the car that he is using. It's still new for him. They have been testing several things with his version of the DELTA Suspension car, but he thinks that he may go back to his "old one" for the Worlds.

**B MAIN:** Tony Neisinger, well known for his 1/12th scale electric exploits, showed that he can do as well in 1/8th scale gas. He won the B main from wire to wire on an "out-of-the-box" (not even a kit) DELTA Suspension car. The car arrived on Wednesday night from Iowa, was put together on Thursday and by Thursday night it was running on the track. Tony was already turning 20 second laps, which is very good. In this B Main, he got out into the lead and just drove like a wild man. The car, especially through the infield, was really working well. Rick Templin, who had just missed making the A main, tried hard to catch Tony and several times came close but was never able to maintain the lead for long. Neisinger, in only his fourth 1/8th scale race, came to the McCoy and won the B Main event, becoming the 11th best racer out of 119 on hand. Templin, now one of the better gas drivers in Southern California and really soon to be a constant A Main racer, took second and John Thorp, Race Director for this 11th annual McCoy race, took third. Hard luck went to Tom Wong who was charging for second but hit a dot and lost radio with one lap to go - he wound up in fifth. Mark Miranda slid into the 4th spot. The first five finishing positions in the B Main were all DELTA Suspension cars.

**THE C MAIN:** Had Jeff Hollfelder and his RC500-4WD going like a rocket. That four-wheeled car really likes the tight stuff and with the

bonell came out of the group in third but some ways back. But by about lap 16 of the 100 lap A Main event, Burch started to make his move on Dana, as Dana's car started experiencing a bit of handling problems. By lap 19, Burch got right behind Smeltzer and was able to take the lead on the back straight. Gil Losi, Jr. had just moved into the third spot overtaking Carbonell. Smeltzer was able to take the lead back for a few brief moments after Burch pitted for fuel, but Ralph was able to get the lead back and from there on never was challenged. In fact, after the first thirty laps of the race which had Burch in front with Smeltzer in second, Losi, Jr. in third and Carbonell in fourth, the only position that changed for the next 70 laps was between Carbonell who dropped to fifth, while Rich Lee took the fourth spot.

This was one of the cleanest and really consistent races we've ever seen. Once the positions were determined, especially among the top five cars, the speeds and lap times were so even that none of the five cars could make up or lose any time to each other. Not the most exciting A Main we've ever seen, but certainly one of the most perfectly driven by most racers. The lines were excellent and the racing clean. What more could you ask?

Ralph Burch, Jr. commented that it wasn't as easy as it looked for him.

## McCOY-PARIS RACING ENGINES

Based on K & B 3.5

### STAGE I

McCoy Parts, hand fitted, blueprinted, dyno run, standard port timing.  
Reg. \$129.95  
NOW... \$119.95

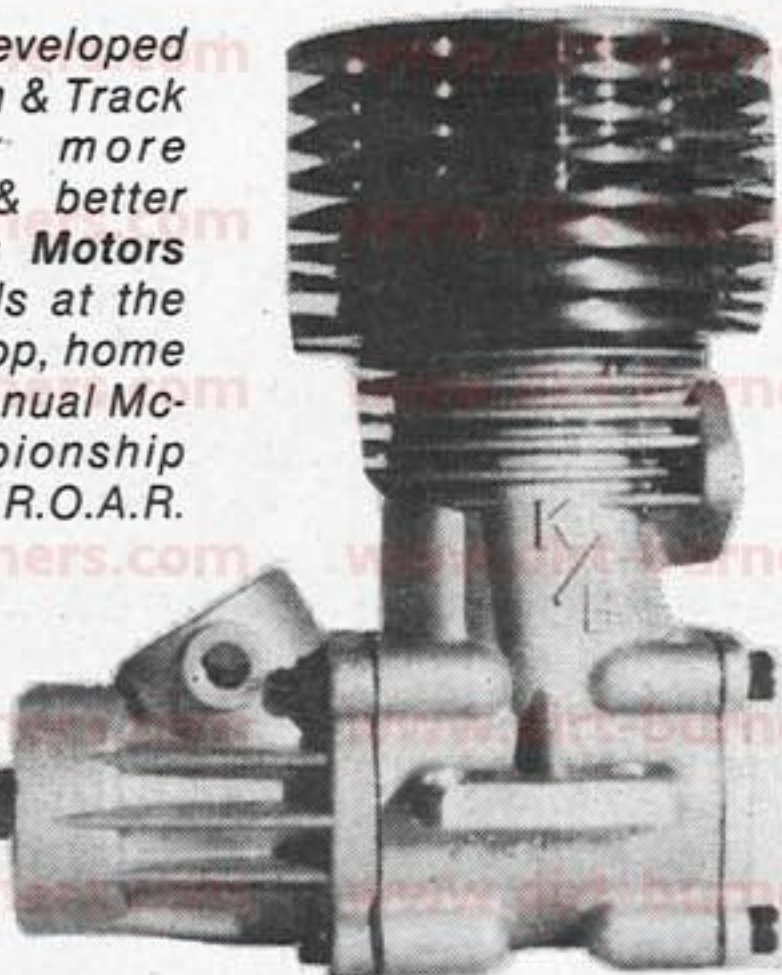
### STAGE II

Same as I with high port timing, custom porting on crank, nose cone sleeve.  
Reg. \$149.95  
NOW... \$139.95

### STAGE III

Same as II with additional booster porting on crank & transfer port modification.  
Reg. \$159.95  
NOW... \$149.95

All Porting developed on Flowbench & Track Tested for more horsepower & better mileage. Paris Motors hold 2 records at the Ranch Pit Shop, home of the 11th Annual McCOY Championship and the 1983 R.O.A.R. Nationals.



FLASH! Four out of 10 cars in the McCoy A Main ran the New, Super Fast McCOY/PARIS Motors!

To Order or for more Information call or write:

**THE RANCH PIT SHOP**  
1655 E. Mission Blvd.  
Pomona, CA. 91766 (714) 623-1506



**DEALERS-  
WE HAVE IN STOCK:  
SHELDON'S FUEL  
GOOD POWER  
GOOD MILEAGE  
GOOD ENGINE LIFE  
JA-LEA CO.**

not too distant pace. Taylor got a "glitch" on the back straight, hit the wall and wound up like a dead duck in the middle of the straight. With cars nearing 50 mph speeds at that section, Taylor's car was hit by one of the approaching cars and that was it. He was out. In the meantime Brown had moved up into first and started to pull away. May suffered what appeared to be a flame-out and dropped to 4th. From then on it was all Dean Brown's race. Second place went to Roger Curtis, driving the other RC500-2 Speed car. He was steady throughout. Third went to Brad Donavan, followed by John Pagel and Barry Grossenbacher, all the way out from the El Paso, Texas area.

**F MAIN:** This one belonged to Tom Douglas all the way. Unusual for him to be in an F Main, as he is always among the top racers - he had no trouble meeting any challenge during this 50 lapper. The one that got nearest Tom was young Scott Kimbrow, but he was only able to finish in second. Third went to Howard Robertson and Mike Buriani and Gay Sullivan made up the top five in this main.

**G MAIN:** Benny Bullock took off in the lead, but soon lost it to John Hodgson. John's lead didn't last too long because when he flamed out, Bullock was there to resume the lead. From there on, it was the really smooth driving style that kept Benny Bullock in the lead for the entire 40 lap main. Bill Bowerman was able to move past several cars and into the second spot, while Ray Gallovich filled the third spot. Fourth went to Lee Miranda and fifth to Chuck Hallum.

**H MAIN:** This main almost belonged to Mike Pino, who took the lead about 10 laps into this 30 lap main and seemed to have it all well in hand. I said almost, because with only one lap to go, in fact with only two turns left before taking the checkered flag, he lost radio and the car went wild, knocking him from first to fifth. The lucky guy who was just about a half a lap behind Pino was Ray Zabriskie. He was able to complete the 30th lap for the main win. Second went to Bill Prather, third to Brad Tofflemire, fourth to Ron Williams and fifth to the unlucky Pino. That's racing.

**I MAIN:** Mark Randol was in the lime light in this main. The other hard luck guy was Bill Vicker, who had the lead early in the race and was running away with it until he flamed

**RICH LEE ENGINES**

**Ralph Burch, Jr. Wins McCOY with the  
HOTTEST K&B/Rich Lee Motor!  
Performance Speaks For Itself**

**CUSTOM BLUEPRINTED K & B MOTORS**

Every Major Race in 1982 had 50 percent of the Expert Drivers with RICH LEE MOTORS - Plus Motors won 2-6 Hr. Enduros in 1982 & was the 1983 El Paso Ca Am Top Qualifier!

Write to: RICH LEE  
15544 Jacana Drive  
La Mirada, CA. 90638  
or Call: 714-522-3185

power band offered by the Tim Gillott engine, there was nobody who could catch him. Nearest Jeff was Robert Cavazos, a well known electric racer, who worked his way back from being two laps down as a result of a flame-out, to wind up in the same 80th lap with Jeff for second. An excellent drive by Robert. Third went to Joe Sullivan, current ROAR President. Joe appeared to have all kinds of control problems with his car. At times he would be going strong and suddenly the rear end would come loose. Power-band surges was the expected cause. Fourth went to Gary Buriani and fifth to Ross "Get out of my way" Kloeber.

**D MAIN:** Ruben Serrano appeared to have the fastest car in this main, but somehow found himself in several jams during the course of this 70 lap main. On the other hand, Bill Campbell, DELTA's owner, managed to keep a cool head and a steady throttle finger and was the first to cross the start/finish line with 70 laps under his belt. In the meantime, Ruben Serrano and eventual second place finisher, Barry Newman, had some great battles for second throughout the entire race. They went back and forth until Barry was able to edge Serrano for the runner-up spot. Fourth in this main went to Les Ammann, with Jim Jones rounding out the top five.

**E MAIN:** Rick May, Dennis Taylor and Dean Brown were having a great battle for first during the first 25 laps of the 60 lap main. Taylor looked very strong, and so did May, while Dean Brown just lurged at a

out with only a few laps to go in this 30 lapper main. Bill was able to get re-started but was only good for third. Randol took first, with Stephen Lilley garnishing the second spot. Fourth went to Sandro Tamburi and fifth to Bill Waite.

**J MAIN:** Went to John Quaid, with the only Kyosho 4WD drive car in the program. He finally settled down and was able to keep the car wired to the track. Second went to Glen Wilcox and third went Bob DeWald, another one of them dar' 1/12th scalers. Fourth went to Andy Jacobson (painter extraordinaire) and fifth to Joe Graffio.

**K MAIN:** One of those electric guys got the win in this one. Terry Ballard, fresh from several Southern California and California State Champ 1/12th wins, had an excellent race and took the top honors in this 30 lap main event. Second to Terry was Terry Baker and he was followed by Dean Miranda, Roxanne Cook (of Cook Racing Products, El Paso, TX) and Laszlo Csanyi to round out the first five in the main.

**L MAIN:** J.D. Green did not want to run this main - the last main in the program. Thanks to Dad, he was coaxed into it. J.D. is an excellent driver and is really qualified to run in a much higher main. But as many experienced this weekend, mechanical woes can be your greatest enemy. So was the case with J.D., but he was able to keep the car running for 30 clean laps to take this main win. Second went to Jim Baker, Gene Prather took third, Mike Vickers was fourth (with mumps & all), and Harold Glidewell rounded out the top five.

One can not thank enough the support and guiding force of Dick McCoy, the sponsor of this event. For 11 years he has been promoting this event and putting up all the money for the trophies and expenses. None of the proceeds go to him, instead the PROCAR club does all the work and keeps the money. Still, Dick is as strong as ever in keeping this event going and allowing it to be perhaps the most important 1/8th Gas event in the world.

Two other gentlemen also deserve plenty of credit. For as many years, I think, John Thorp and Dick Camp have been putting on the race. Thorp, Race Director of this event, and Dick Camp, President of PROCAR, have spent countless hours making sure that the event goes off in "first-class fashion". It always does and to their credit.

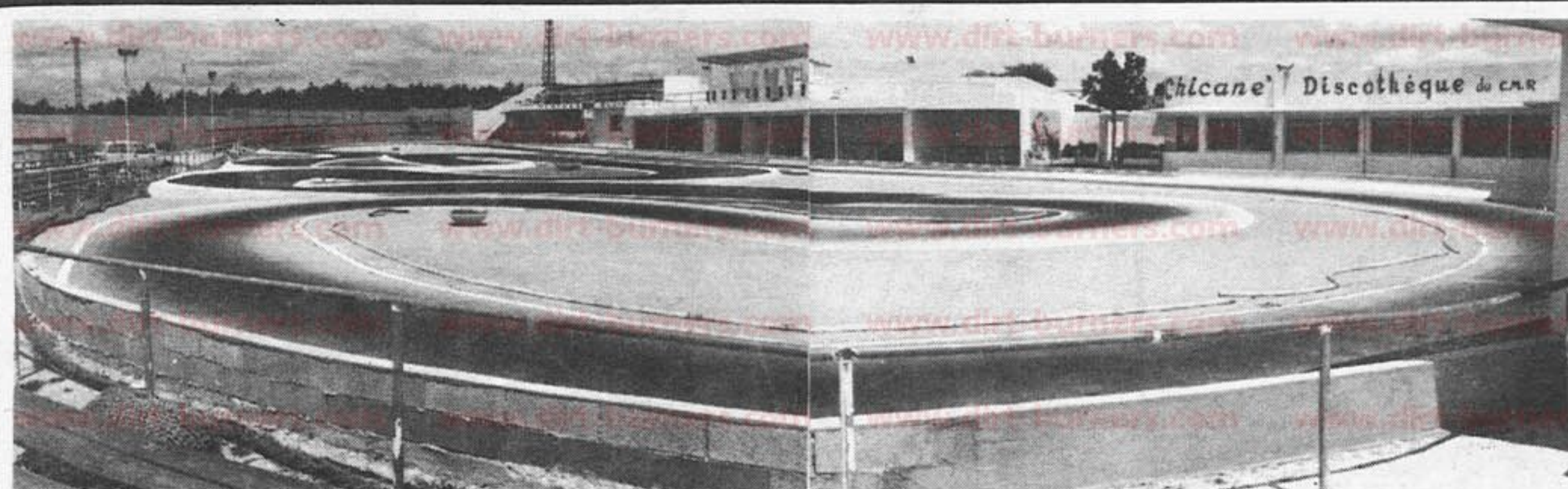
Rumor has it that John may not be doing this next year. I hope that's not the case. Besides Mr. McCoy, John Thorp is also the Real McCoy.

The Ranch Pit Shop was well spruced up and in excellent racing form. The track was great when the weather wasn't hampering things. There are several improvements being done on the facility to make it ready for the ROAR Nationals in July-August.

Finally, all of the racers deserve a great thanks. They were all excellent sportsmen and a credit to the sport of R/C racing. We look forward to being here next year for the 12th running of the McCOY CHAMPIONSHIP.

L.P.

#### FINAL COMMENTS



Many of the racers who attended the 11th Annual McCoy Championships are on their way to Carnoux, France and the World Championship 1/8th Scale Gas track featured above. It's one of the most beautiful settings we've ever seen for an R/C race. This track was especially constructed for the World Championships and it features spectator stands all the way around, a Club House, Discotheque/Restaurant, High-rise driver's stand and a separate scoring and media building. Wow! We'll be bringing you full report of the World Champs in our August issue.



Some guys can't get excited about nothing. Pino relaxing. 9

# NAMBA INT'L

## District Director's Dialogue...

In the March 1983 "Prop-Wash" Stuart Russell, in his NAMBA "President's Message" reminds us:

"This is election year for a President and Directors in odd-numbered districts. Those of you who desire to seek one of these positions should be making a positive, enthusiastic decision to run and, if elected, to carry out the duties and responsibilities that these important jobs require. Remember, along with the glory comes the responsibility. A person who is effective in local affairs and takes a leadership role both in local and district business, is a good candidate... We need these very best people to seek out these two very important offices — especially the director! I cannot emphasize too strongly how much our future growth and the quality of our organization depends on dedicated directors being elected to your Board of Directors. So I encourage you to seek out, approach and support these individuals who will run your business and determine your future in model boating. A dedicated, sincere and capable model boater will not let you down, and will help all of us in NAMBA."

As many of you are already aware, I will not be running for re-election as the '84-'85 District 19 director. Job and family responsibilities, in addition to model boating pressures, can only be tolerated in no more than 2-year increments. It is time to grow and expand, and to move on to other areas of personal development... like remodeling the kitchen and building a new back fence. My wife's original zeal for writing a District Newsletter (which, by the way, is not a part of the District Director's job or

responsibility) is wearing thin with time and will not continue past the end of 1983.

Those interested in running for the office of District 19 Director should review the NAMBA By Laws 21-40 through 21-420 and the NAMBA Constitution 4-10 through 4-70 plus Section 7-10 through 7-12. Nominations, along with a petition signed by 10 NAMBA members in good standing plus a declaration of acceptance by the nominee, must be received by Myrtle Coad in the NAMBA Executive Secretary's office no later than September 1st.

## K&B Classic

Tying the Outboard record high of 101 boat entries, the Las Vegas Mini Mariners hosted their first District 19 Championship Points Race — the third race of the 1983 "Powerboat" Magazine's O/B Championship series — The K&B Outboard Classic, on March 9-10 at a breezy Sunset Lake Park. Las Vegas Parks Dept. has taken an active interest in R/C Model Boating and the development of the lake for our use. They have even posted a sign at the site reinforcing NAMBA safety rules. They deserve a special thank you for helping to bring model boating back to Las Vegas.

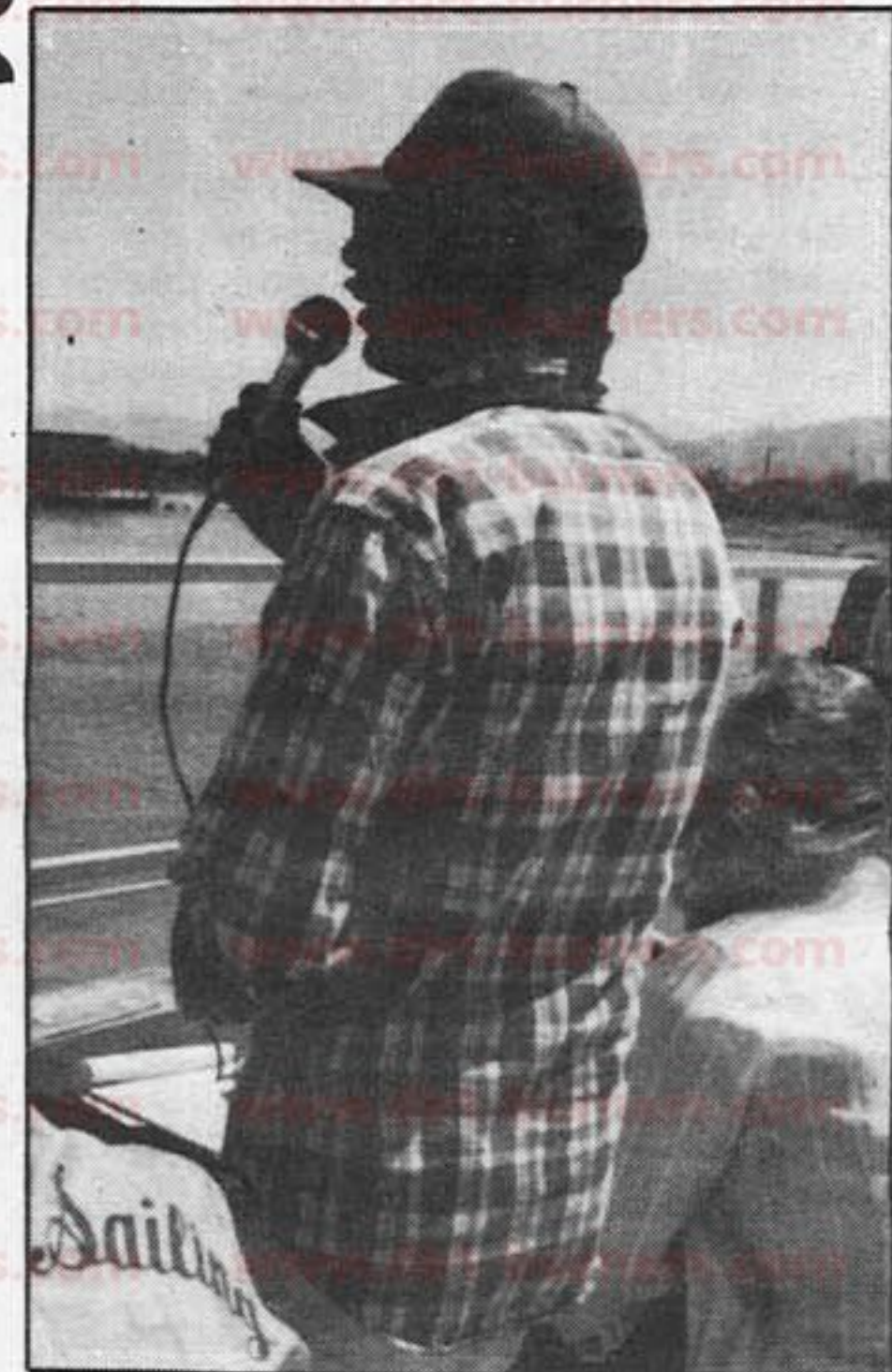
The Las Vegas Mini Mariners did a fine job of hosting the race with Tom Cleland and Ray Rajm sharing the announcing with the District Director. Tom was a very busy non-boater this weekend. When he wasn't



Launching the boats Outboard style.

announcing, he was sharing flagman duties with Lee Harrison. Cracking the whip over Las Vegas judges was their crazy, one-eyed trophy lady, Ann Gaines. (Ann had better be careful! Look what happened to our last trophy girl!) Ann's job was not an easy one, as she struggled to keep her judges together and awake. Some had come straight to the lake from night jobs... such are the hazards of living in Las Vegas! Scores were kept by Pam Stewart, who makes funny-looking "3s" and doesn't clean garages.

Many of the contestants stayed at the Circus Circus Hotel (in the manor), or R/V campgrounds. Circus Circus, which is approximately the size of Bakersfield, has been a favorite of the model boaters for some time, annually sponsoring the Circus Circus Thunderboat Regatta at San Diego's Mission Bay in September. We were "tickled pink" to welcome Bill Bennett, owner of the fabulous hotel as Mr. K&B's (John Brodbeck) guest at this R/C Outboard race. Perhaps the presence of the owner of the well-known, full-sized Canard, Unlimited Hydro, brought luck to the owner of a very small replica, as Bruce Gaines' A O/B



Announcer Ray Rajm of the Las Vegas Mini Mariners.

## Crapshooter Boats!

### THE NEW '83 CRAPSHOOTERS ARE HERE!

If you've been waiting for a **NEW**, high tech advanced hull that has a proven track record. The "**PROTO SERIES**" Crapshooter should be your choice for 1983.

#### RESULTS: 1982 NATIONALS

US-1 OUTBOARD PROTO PC08      US-1 40 HYDRO PROTO PC40  
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.

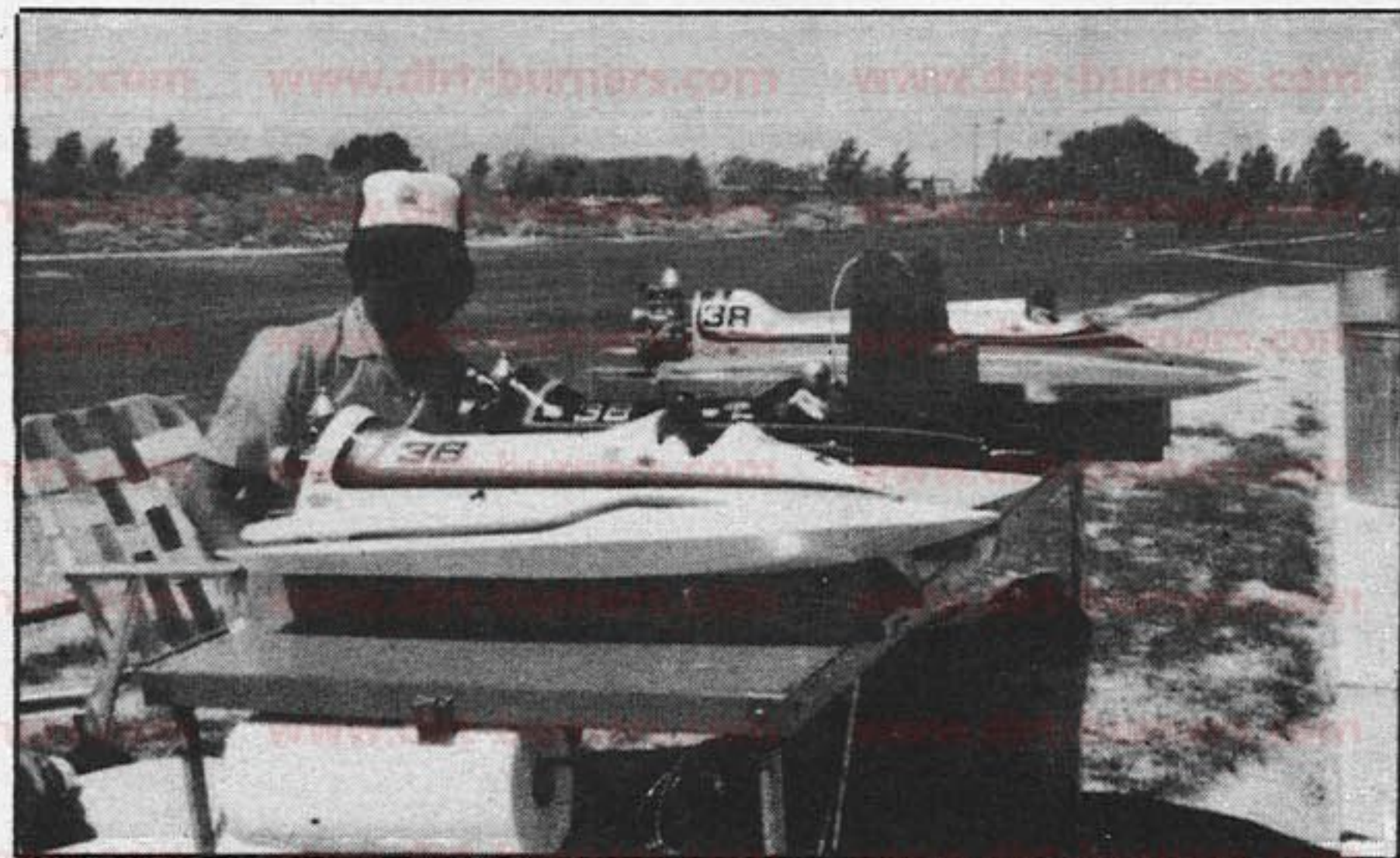
The Proto Series Crapshooters have new sleek sponsons, new aerodynamic center section and cowl plus new hydrodynamically efficient rear sponsons.

Also our new offset "asymmetrical" engine and driveline has changed the rules of the **OLD** school of hull design. Remember Crapshooters are 70% complete using the finest quality material.

- Aircraft quality birch
- Completely assembled front and rear sponsons
- Center section with bulkheads and bottom sheeting
- Most complete kit available
- Also custom, now available (rudders, pipe mounts, etc.)



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



Frank Hu and fleet of... Tunnel Hulls.



A & B O/B Mono & A O/B Hydro winners: (Top) B. Gains, J. Hazelwood, Mr. K&B John Brodbeck, R. Hazelwood, R. Cockroft, F. Hu. (Bottom) J. Garcia, R. Garcia, C. Galbraith, J. Calhoun. Photo. Stewart

Hydro Canard took first place in that class. In A O/B Mono guess "Hu" took first with a rusty radio? He was followed by Roger Cockroft, earning his first trophy ever. Jim Aubrey and John Cochrane earned their first 1st places in B Stock and A Modified Tunnel, respectively. Jerry Calhoun of Tucson, AZ earned a second in B O/B Mono, distributing the attractive K&B plaques to three states! A few of the plaques, approximately 5, will remain at K&B as Jack and Rosie really showed their stuff this weekend with a first in A Stock Tunnel and B O/B Mono for Jack plus a second in B Stock Tunnel and a third for Rosie in A O/B Mono and a fourth in A Stock Tunnel.

### RESULTS

#### A STOCK TUNNEL

1. J. Garcia
2. J. Oxley
3. S. Vale
4. R. Garcia
5. J. Cochrane
6. F. Hu
7. A. Gains
8. B. Gonzales
9. D. Donikowski
10. J. Hazlewood

#### B STOCK TUNNEL

1. J. Aburey
2. J. Garcia
3. R. Hazlewood
4. B. Lawrence

#### 5. C. Galbraith

6. J. Oxley
7. F. Hu
8. V. Testa
9. R. Hoffman
10. R. Delk

#### A MOD TUNNEL

1. J. Cochrane
2. J. Monohan
3. J. Hazlewood
4. J. Oxley
5. S. Vale
6. F. Hu
7. R. Garcia
8. C. Galbraith
9. B. Gonzales

**X-RATED!**

Competition-Proven  
**OCTURA  
X-SERIES  
PROPELLERS**

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

**3\*\*  
NEW  
SIZES!**



Send \$1.00 for catalog and price list to:

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

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

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



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

- |                  |                 |                  |                 |
|------------------|-----------------|------------------|-----------------|
| 10. M. Boundy    | 5. C. Galbraith | 4. M. Clerc      | B O/B MONO      |
|                  | 6. J. Oxley     | 5. M. Boundy     | 1. J. Garcia    |
| A O/B HYDRO      |                 | 6. J. Monohan    | 2. J. Calhoun   |
| 1. B. Gains      | A O/B MONO      | 7. R. Hazlewood  | 3. C. Galbraith |
| 2. R. Hazlewood  | 1. F. Hu        | 8. J. Hazlewood  | 4. J. Horwitz   |
| 3. J. Monohan    | 2. R. Cockroft  | 9. T. Hess       | 5. J. Cochrane  |
| 4. A. Williamson | 3. R. Garcia    | 10. C. Galbraith | 6. M. Graham    |

# KNOW WHAT'S GOING ON, READ

## R/C RACING NEWS

The newspaper of the radio controlled racing world

# SUBSCRIBE NOW!

Bring the World of R/C Right To Your Door

WANT TO GET YOUR NAME ON THE COVER OF R/C RACING NEWS?...

SUBSCRIBE!!!



You Race It...  
We Cover It!

**12  
ISSUES  
\$15.00**

Please send R/C Racing News to the following:

name \_\_\_\_\_ (please print)  
address \_\_\_\_\_ apt \_\_\_\_\_  
city \_\_\_\_\_ state \_\_\_\_\_ zip \_\_\_\_\_

new subscription  renewal

Enclosed is my check  Money order  for \_\_\_\_\_ to cover \_\_\_\_\_ subscriptions.

\* These rates apply to delivery in the U.S. For Canada and Mexico add \$10.00 for airmail. Foreign rates 1st class \$30.00 for 12 issues.

**THE ONE, THE ONLY, R/C RACING PAPER IN THE WORLD!**

Send Check or Money Order to: P.O. BOX 411, Woodland Hills, Ca. - (213)340-5750/345-7300.

**ONLY \$15.00  
For 12 Issues!**

# BOLINK SHINES AT THE...

# U.S. Spring CHAMPIONSHIPS



## THE RENEGADE



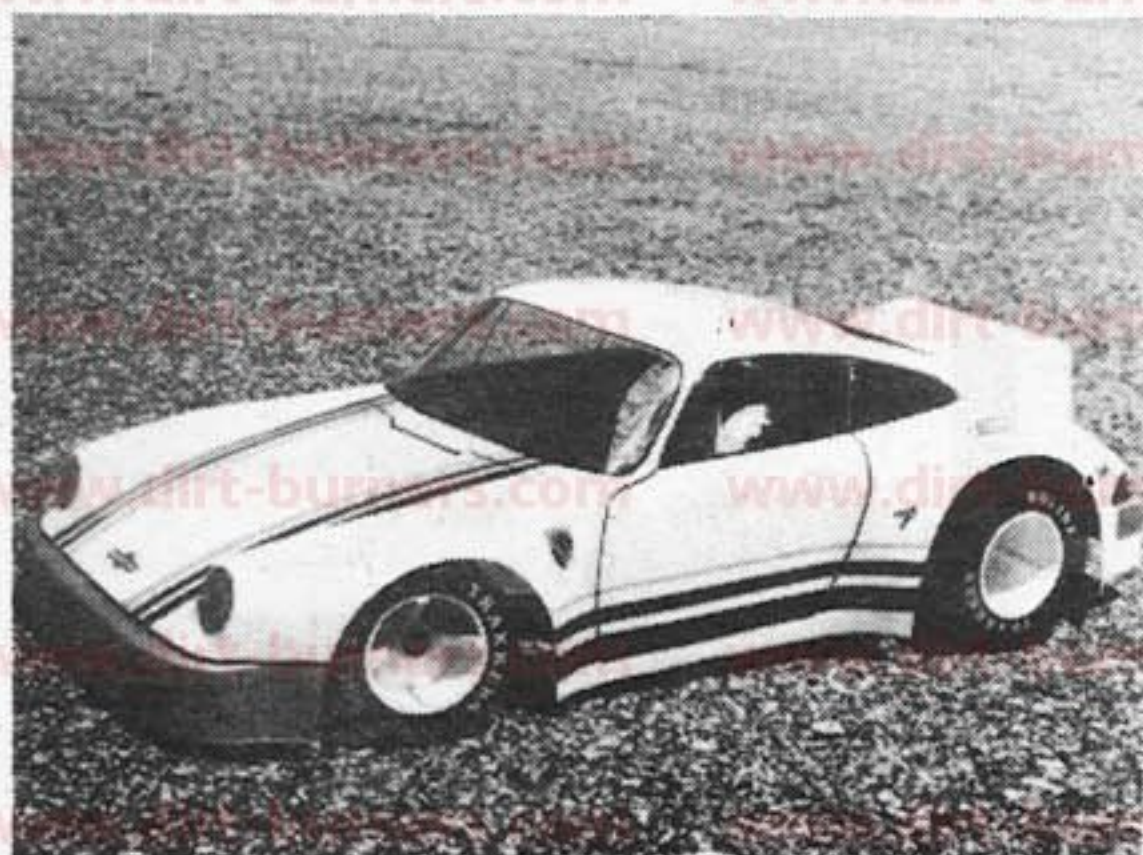
OVER 1/3 OF THE 93 ENTRIES IN THE "U.S. SPRING CHAMPIONSHIPS" USED *BoLINK* CARS. CONGRATULATIONS TO THE FOLLOWING DRIVERS FOR THEIR FINISHES, RACING *BoLINK* CARS:

### RESULTS:

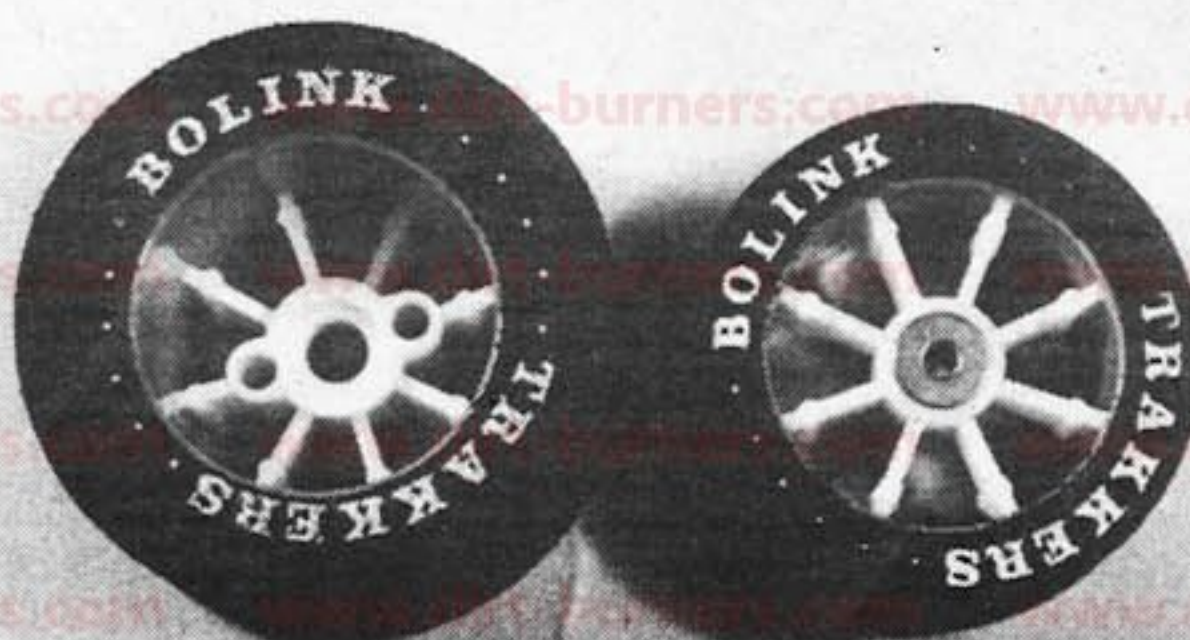
John Huron	A-6	Hugh Ebner	D-4	Mike Tobey	I-3
Don Pyle	A-7	Richard Sylvester	D-5	Pop Kelley	I-6
Ron Schurr	A-10	James Little	D-7	Larry Powell	I-7
Allen Andrews	B-1	Rick Wynne	E-1	Vann Smith	J-2
Mike Hamilton	B-3	Bill Hall	E-2	Chip Born	J-3
Gil Losi	B-6	Gene Roberson	E-3	Steve Rule	J-4
Roy Kelley	C-1	Tom Marlowe	F-1	Bill Hughes	J-5
Lee Muse	C-4	Steve Shepherd	F-2	Bo Pirkle	J-6
Ross Lang	C-5	Ron Hanstine	F-3	Chuck Moody	K-1
David Johnson	C-6	Carl Ford	G-1	Bubba Wilkins	K-2
Harold Little	C-8	John Koss	H-3	Donald Iler	K-3
Joe Wessels	D-2	Carlton Coleman	H-4	Steve Wilkins	K-4
Doug Spainhour	D-3	Joel Mullins	H-8	Chet Ellis	H-5

SEND \$2.00 FOR COMPLETE CATALOG

## NEW PRODUCTS FROM *BoLINK*



BL-2387 - 1/10th Porsche 911 Body. Fits Most of the Popular 1/10th Scale Cars.



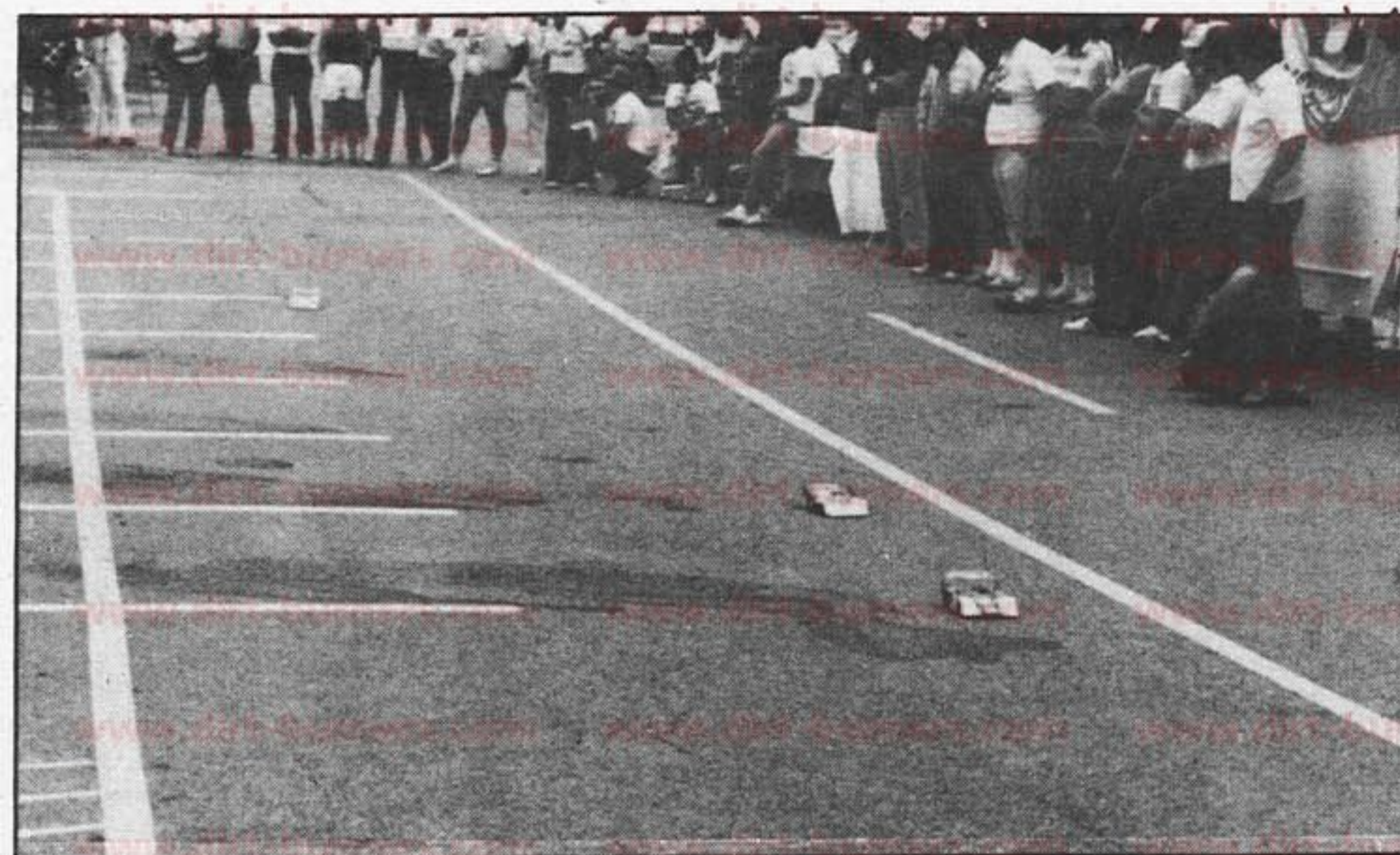
RENEGADE Liteweight Wheels. Fits, BoLINK, Assoc, Delta, JoMac & Parma. Rims available with or without rubber mounted.



THUNDERBIRD NASCAR Bodies Now Ready for Shipping. The 1/12th Scale is BL-2096 & the 1/10th is BL-2389.

**BoLINK R/C CARS**

**BoLINK R/C CARS**



The idea for the Spring Nat's started several years ago with Bob Rule wanting a major race in the Southeast but wanting to wait until he felt the local people had enough experience to pull off such an event. "We didn't want the same type of feedback later that the Winter Nat's had been getting the past few years," Rule said. Then along came Mike Reedy who said, "Bob, when are you going to hold a race I can come to and relax and enjoy myself?" (He'd also been promising Steve Toland a race trip like he was always taking older brother Mike Toland on.) He said, "I'll have a race if you come." Reedy said, "I'll come, if you have a race." And the rest is history. Except — it wasn't as quiet and low key as Mike had hoped. The more the word got out, the more the phones rang at BoLINK. Buddy Bartos, Parma's ace racer, was the official first entry. Then they started pouring in: Bob Novak of Servo fame;

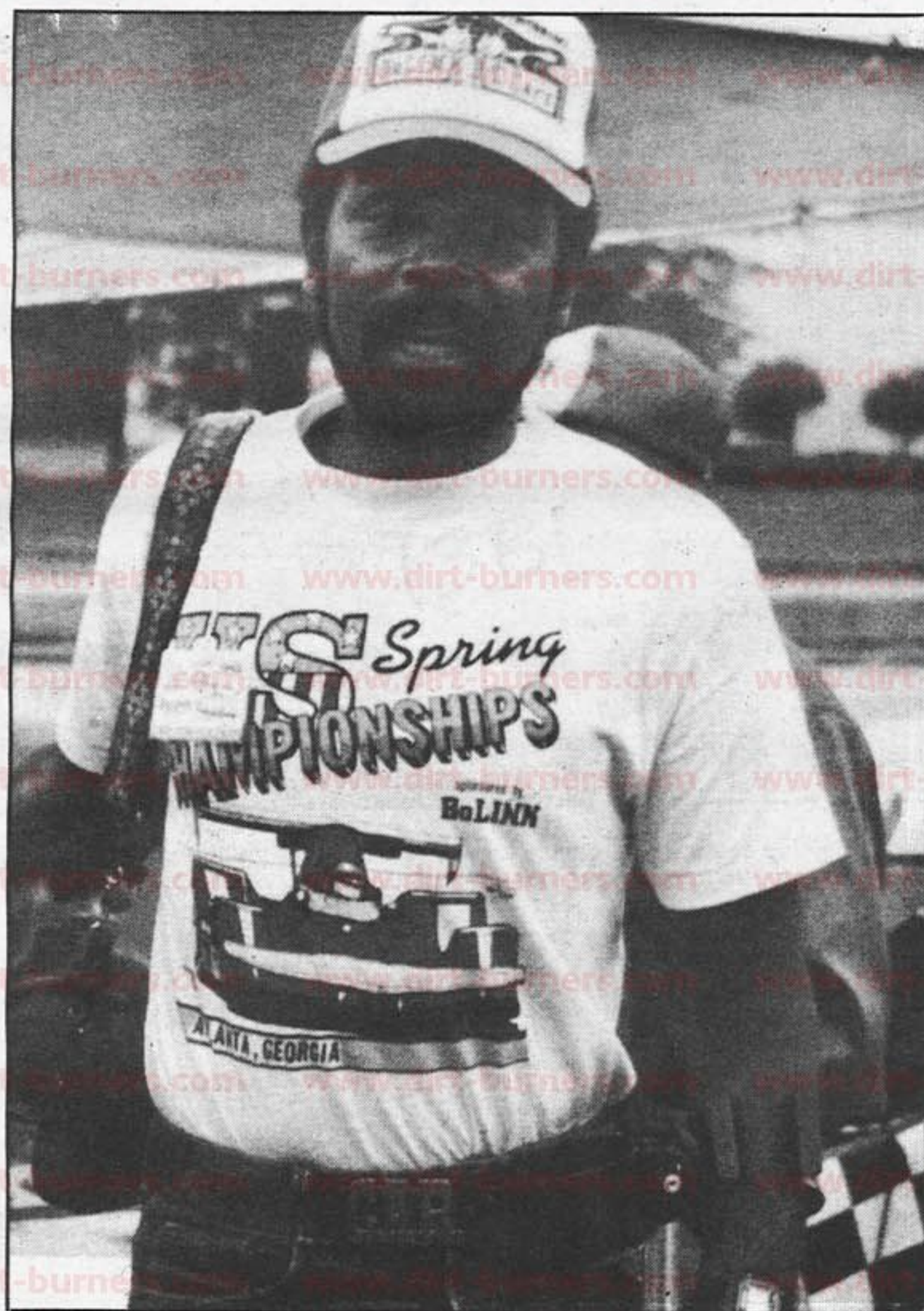
had 1 while Georgia had 17 - super turn out! This race was the first outing for the JoMac team under new owner Preston Keith. Ralphie did his usual good job qualifying second and finishing second for the day.

This was also the first outing at a national event for the new members of the BoLINK team, along with BoLINK's new Renegade car. Both cars and drivers did excellent, putting three in the A Main and three in the B Main. In fact, BoLINK cars made a very impressive showing (both the Challenger and the Renegade). Thirty-eight cars in the 90-car field were BoLINK's. They won five of the Mains (B, C, E, F, G) and ended up first, second and third respectively in the E, F and K Mains.

The track configuration used was the World Championship layout. It was duplicated as closely as possible so drivers in the Southeast could compare their times with the World's

# BoLINK'S

SPECIAL ADVERTISING SECTION



Just a glimpse of the large crowd (top left) that showed up. The A MAIN: (above) (l-r/t) Steve Hickman, Bruce Hickman, Craig Kelley, Donny Pyle & Ron Shurr, Ralph Burch, John Huron, Bob Novak & Greg Fox. Carlton Coleman (left) with the US Spring Champs T-Shirt. Ph. Rule.

Story by Bob Rule  
Photos by Mike Tobey

May 13-15, 1983  
Atlanta, GA

The first annual "U.S. Spring Championships" were held in Atlanta, Georgia recently (May 13, 14 & 15). This event attracted most of the top name drivers and manufacturers in the industry. According to the national drivers in attendance, it was one of, if not, the best run events they had attended. The show and

equipment were almost flawless. The only unusual thing about this was it was the first-ever national event hosted in this area. BoLINK R/C Cars was the host with help from local club members (Dixie Racers) Doug Spainhour, President, and Lee Muse, Vice-President. Tim Morton was Race Director, Rick Jordan -Tech Inspector, and Bob Rule was the Pit Steward. For those of you not familiar with BoLINK, the last three are all BoLINK personnel and very active in R.O.A.R.: Rule, Region 2 Director; Jordan, Body Committee; and Morton, Rules Committee.

Ralphie Burch, Jr.; Preston Keith, new owner of JoMac; Gil Losi, owner of Ranch Pit Shop and host for this year's R.O.A.R. Nat's; the Hickmans sponsored by Futaba and B.R.M. Motors. Bruce Hickman has been a terror in Southern California racing recently and this weekend proved to be no exception. Steve Koepf joined the Parma group. BoLINK had their new National Team there, (Mike Hamilton and Allen Andrews from Texas, John Huron from Indianapolis, and local-based Ron Schuur). Associated, of course, was represented by Mike Reedy (to enjoy himself!), Steve Toland and Craig Kelley. Eleven World Championship drivers were present. Eight of the ten drivers in the "A" Main were world class drivers. Greg Fox and Donnie Pyle, BoLINK's newest "A-Team" drivers. (Tim Morton says that "A-Team" means Assault Team), were the only two in the "A" who were not in the World Championships last August. Mike Tobey, also from CA & CRP raced 1/12 for the first time.

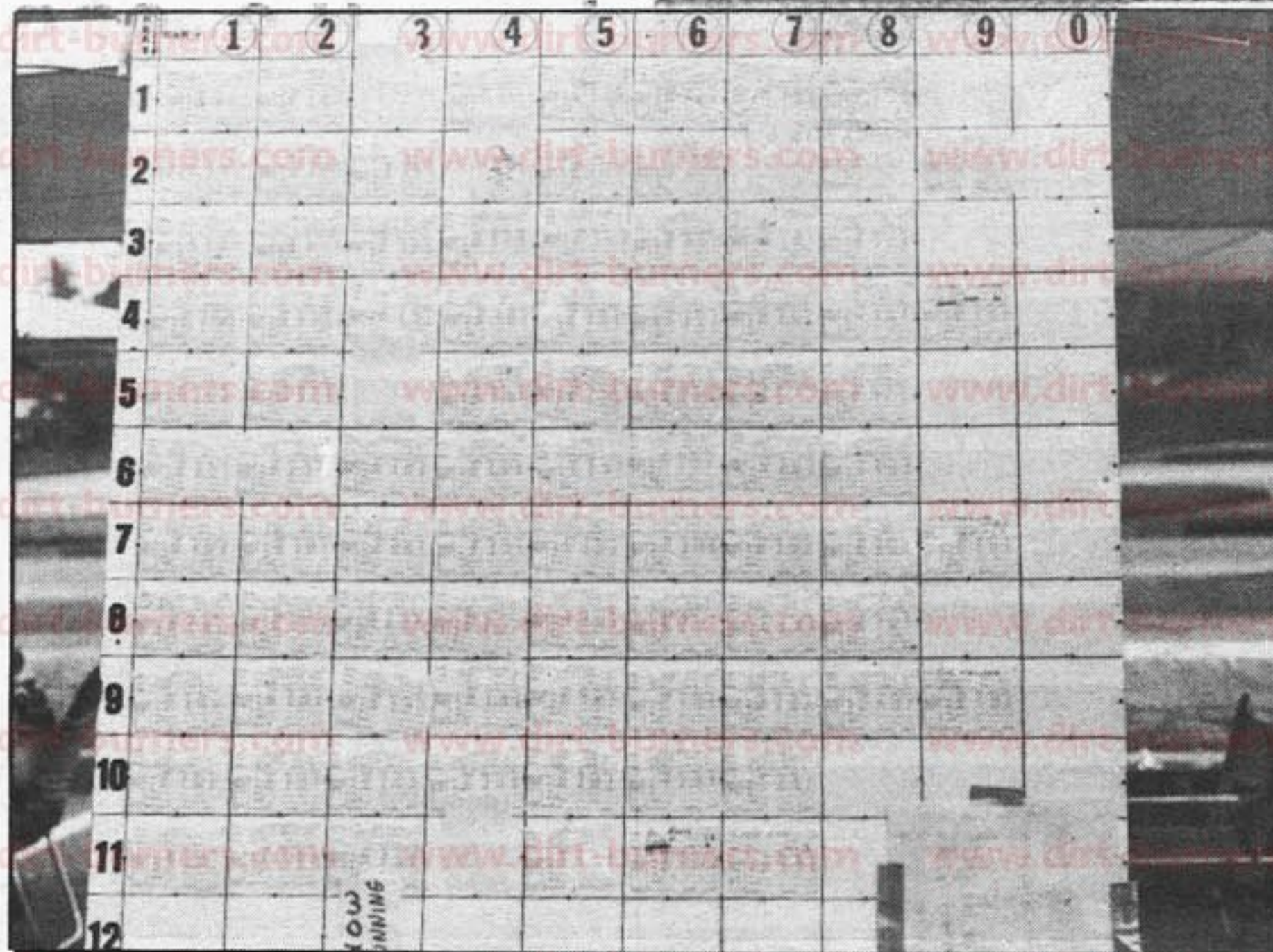
A free BoLINK body was given to each racer from the state with the most racers, excluding the home state of Georgia, here's the breakdown: Florida (14), Texas (12), North Carolina (10), California (7), Ohio (6), New Jersey (3), Oklahoma (3), Alabama (2), and Michigan (2). Indiana, South Carolina, Washington D.C., Tennessee and New York each

times. BoLINK even sent out a post-race mailer with the complete qualifying times of all drivers, including their Mains, and then told each driver where their best qualifying time would have put them at the World Championship qualifying (sounds like quite a job — hope the racers appreciated it.) One of the key factors in the race being run so smoothly by the BoLINK crew was the cooperation of the participating drivers. According to Pit Steward Bob Rule, "I never had to ask anyone to marshal and only one driver got penalized during the two days. (If a driver didn't show to turn marshal, his name was never called. Instead, substitute marshalls were on hand to replace the missing marshal and he was docked one lap off his best time. The driver who missed his turn-marshalling duty said he just had a case of brain fade). Everyone was cooperative and made our job much easier."

To eliminate any chance of the race officials being biased one way or another, a three-man driver protest committee was set up. In case of a serious argument, the three drivers would make the final decision.

Another unique feature of this race was the Pit Steward. It was his job to make sure all marshalls were in place. Due to the computer (more or less) each car in the race carried a zero to (cont. next page)

**DEALERS-**  
**WE HAVE IN STOCK**  
**1/12 SCALE CARS**  
**KITS, RTR'S & ALL PARTS**  
**IF YOU NEED IT, WE SHIP IT!**  
**JA-LEACO.**



A brand new score board was used, capable of placing 150 cars. A special frequency card was used that was set up specifically for the computer to record.

recorder. A voice came on "3 minutes to the line drivers, 3 minutes" then music. This went on all throughout the race. "30 seconds to the line, drivers. Corner Marshalls, and Lap Counters you must be in position." Here's where the Steward started checking. "15 seconds to the line drivers, 15 seconds." At this point, Race Director Morton took over for the horn start. There were times when the drivers were so fast in getting ready that the tape was shut off after only one minute. That's cooperation from both the drivers and the Turn Marshalls.

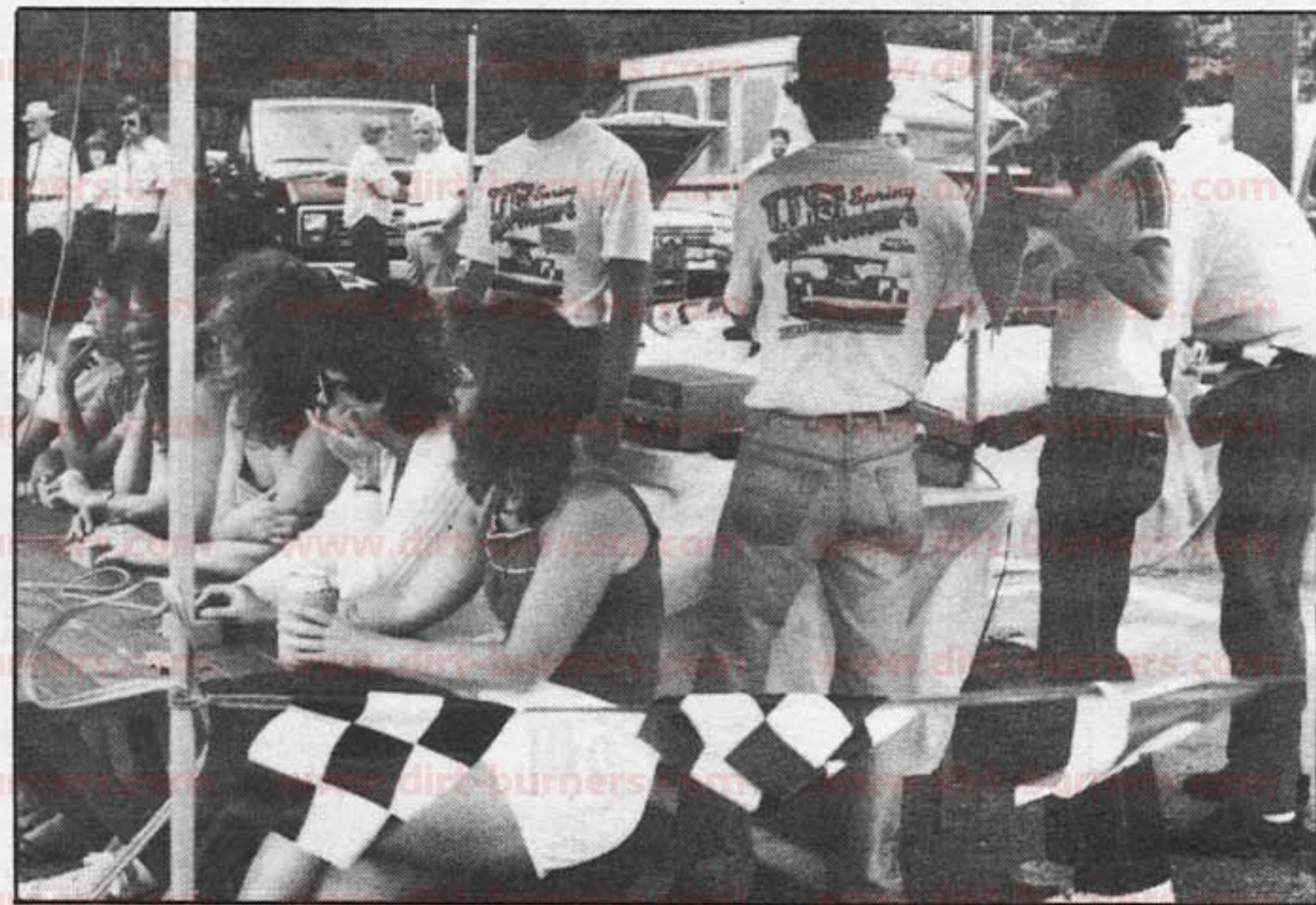
The computer scoring was the highlight of the race, as well as one of the key elements in the smooth running event (that, and four months of planning). The system is not as complex as the World's system, but it's so easy to use. It records every lap time turned in by up to ten cars. On the readout screen it shows car number, how many laps they've turned, how long it took them, and

then what place it's in at that time and how many laps behind they are, not to mention how fast each car turned their last lap in. It's unbelievable! When the race is over, push two buttons, ten seconds later you get a printout of how each car finished, laps turned, total elapsed time, position finished and how many laps behind. Oh, one more thing, it also prints out every lap turned by every car so you can re-check for scoring errors. So much for the scoring system. I could talk all day about how well it works. Ask someone you know who was there. The system belongs to BoLINK and anyone wishing any information about it can contact Bob Rule personally.

Everyone who pre-registered for the race by May 1st received a beautiful, four-color (front and back) T-shirt. They were really beautiful shirts. Frank Pupello designed the logo and color scheme and did an unbelievable job. Frank's services are available for \$200. (This includes design and camera ready artwork). However, a word of warning, Frank is the equipment manager for the Tampa Bay Buccaneers and from July 10th until after the Super Bowl, he doesn't have much time.

nine number. There were ten numbered vests put around the track. Two and one-half minutes after the last heat, the drivers had to be in their numbered positions or lose one lap. After checking positions, the Pit Steward checked the start of the race for jump starts. He then watched the marshalls to make sure they were paying attention, listened at the drivers stand for abusive or loud talk by the drivers, and watched the cars and recorded anyone making unusually long pit stops - which could show as a missed lap on the computer read out. On top of all this, he had to watch the Start/Finish line during the last ten seconds of the race in case it was close as to whether a car crossed the line before the final buzzer or not (a car could lose a full lap if the counter was a little slow reacting at the buzzer). The Steward was also responsible for keeping the actual race area clear of spectators. All this worked out very well.

An automatic "3 Minutes To-The-Line" recording and music were used. Here's how it worked: As soon as the Drivers Stand was clear, a button was pushed on the tape



Volunteer lap counters were a big hit with the drivers who don't like to lap count. Tim Morton, Race Director, is in the background. Photo. Rule.

**DEALERS ONLY**

**Buy from Specialists in Scale Race Cars**



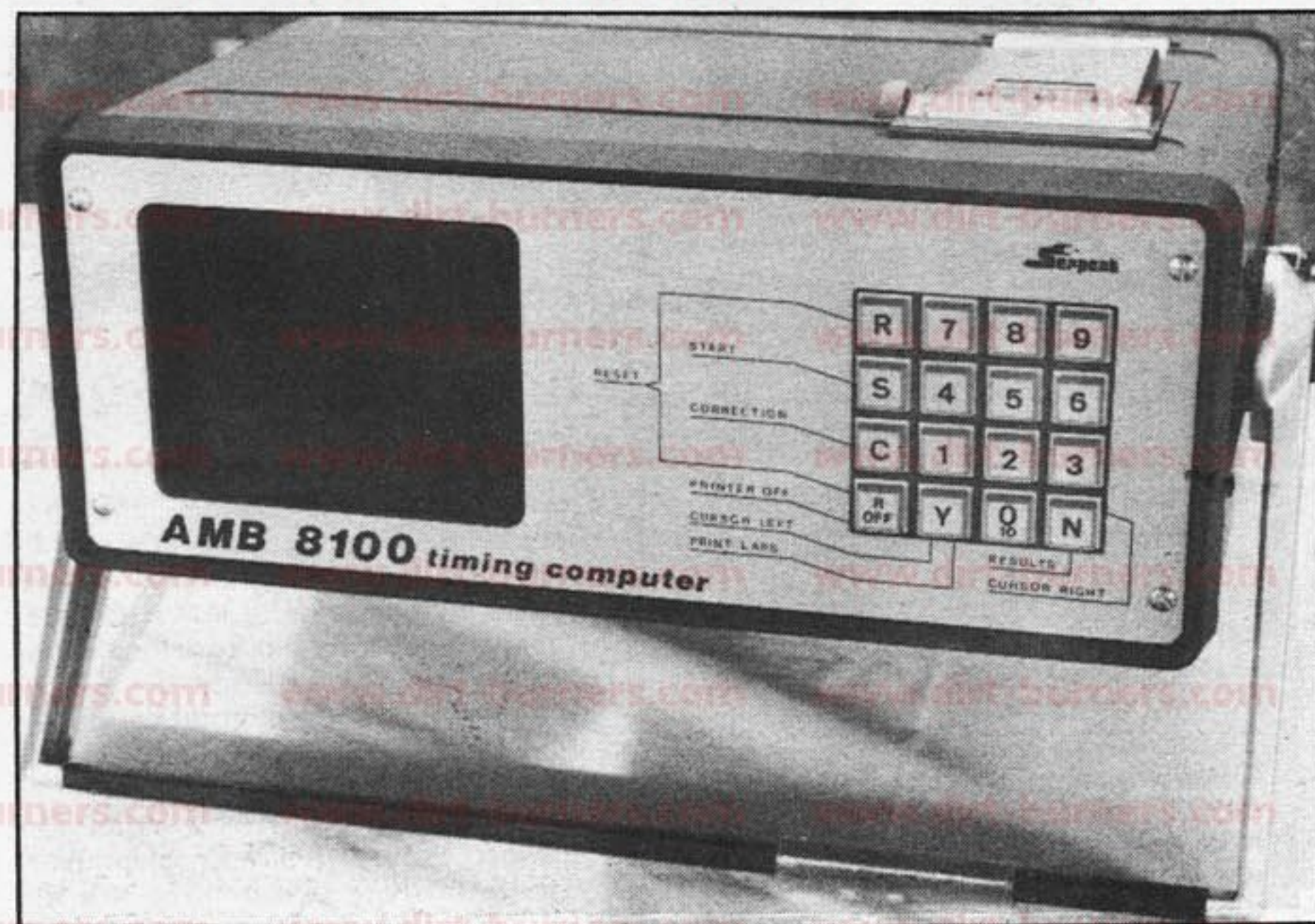
**WE CARRY ALL TOP LINES:**

- |                 |               |                  |
|-----------------|---------------|------------------|
| ★ Kimbrough     | ★ Delta       | ★ Twinn-K        |
| ★ Hot Stuff     | ★ Cox         | ★ Mini-Tech      |
| ★ BoLink        | ★ Race Prep   | ★ Kyosho         |
| ★ M.R.C./Tamiya | ★ Associated  | ★ Desert Racer   |
| ★ R.C.H.        | ★ M.R.P.      | ★ McAllister     |
| ★ Thorp         | ★ Leisure     | ★ A.R.S.         |
| ★ Rocket City   | ★ Novak       | ★ Autographics   |
| ★ AYK           | ★ Trinity     | ★ Tiny Tools     |
| ★ J.G. Mfg,     | ★ Trick Stuff | ★ Maxon Tools    |
| ★ C.R.P.        | ★ Jomac       | ★ Grifold Knives |
| ★ M.I.P.        | ★ Parma       | ★ Concept II     |
| ★ Astro Flight  |               | ★ Badger         |

★ We also carry HO 1/32nd & 1/24th scale ★

**FAST PERSONAL SERVICE**  
**(with excellent fill rate)**

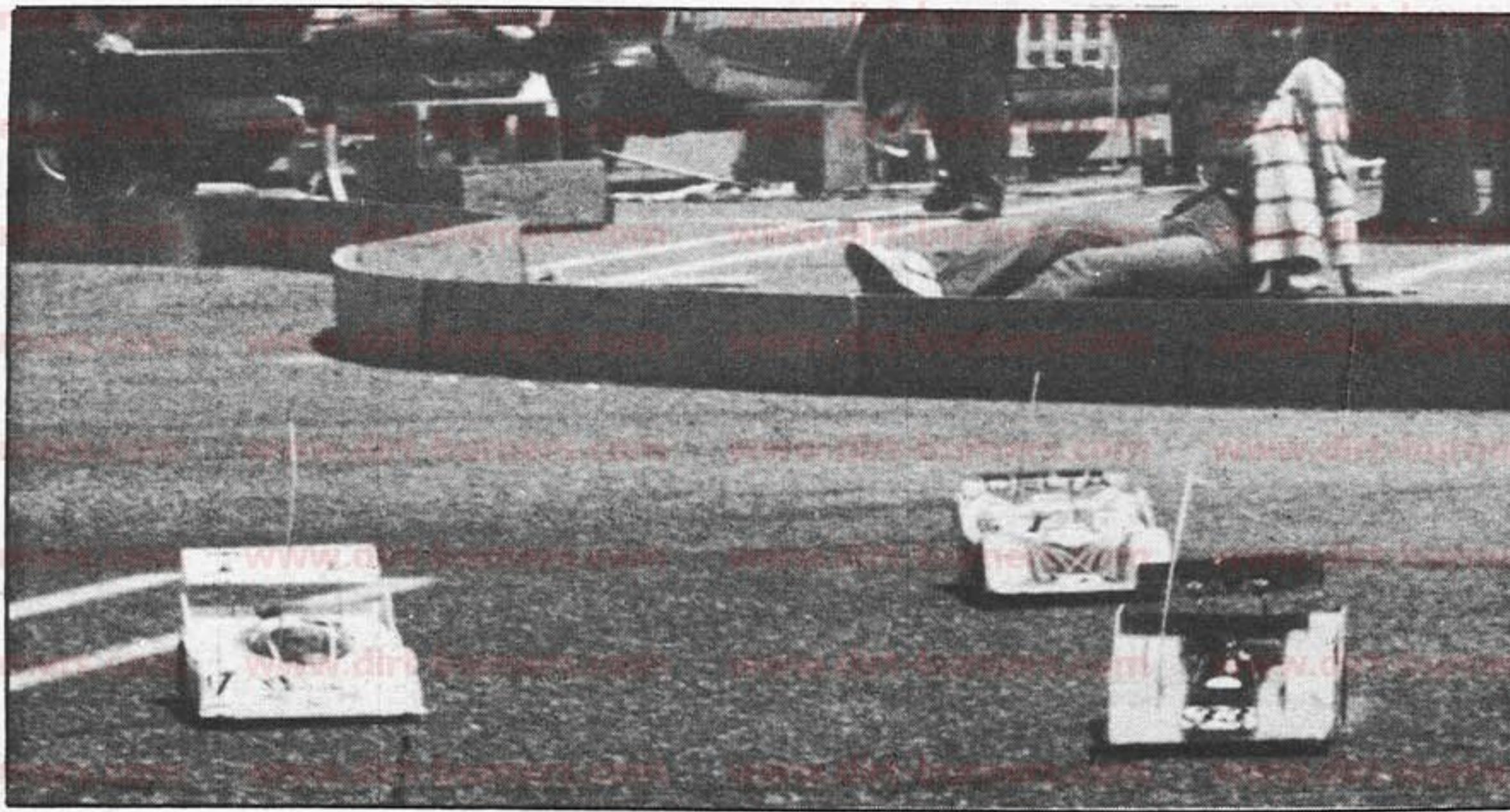
5971 Lakeshore Dr., Cypress, CA 90630 - (714) 995-4460



Bob Rule's "baby". "I'll never score another race with a pencil and paper again!" he said. The computer does everything except arrange the mains. It's available for rent at events that someone from BoLINK attends.



# C A N A M



## AT THE WINROCK CENTER

By Leonard L. Chapin  
Photos: Leonard L. Chapin

NMRCRCC! WINROCK! What are these letters? The call letters for a winning rock radio station? No. NMRCRCC is New Mexico Radio Controlled Race Car Club. A tongue twister to be sure, but it means what it says. Winrock is a very nice mall-type shopping center in Albuquerque, New Mexico that acted as host for the WINROCK CAN AM on May 14 and 15, 1983.

Thirty-three racers from Arizona, New Mexico and Texas came for a weekend of racing on a track that was new to everyone. On the "lightning" parking lot of Winrock Center, it was sloping downhill away from the drivers. Across the back and under the shade was a very long straight with a dog leg in the middle. Then five

switchbacks through the infield. Jim Cook brought his computer up from El Paso to be used for all the scoring. NMRCRCC scorers quickly caught on to the procedures and there was not one hitch or serious complaint the whole weekend.

Jacket weather Saturday morning. Many drivers had to adjust to the small size of their car on the back straight. Some scrambling for frequencies. 27.095 was hopelessly jammed for three different cars. Abandoned. The new "75s" sure help when this happens.

Qualifying went smoothly and quickly. Four minute qualifiers and instant computer printout make it easy to see how well you're doing. Each heat saw most drivers improve. It seemed to be a tough track to solve, but the kind of challenge that everyone needs. After the final



qualifier Sunday morning, Barry Grossenbacher was top qualifier.

NMRCRCC likes to include Trophy Dashes in their format. This time, the top four qualifiers in C & D were in the first ten-lap Dash. Dave Gillen from Westside Hobbies led the first two laps. On lap 3, Jim Cook put his Cook Eagle in front and led the rest of the race. Rich Lynch was second.

In the A & B Dash, Brad Toffelmire led the first lap. Barry Grossenbacher passed Brad on the second lap, but Brad came back to lead on lap 4. But he couldn't hold Barry off and Barry took the lead for the rest of the race. Brad held onto second.

Barry's car had a trick new to the Southwest — wheel covers. They fill in the outside of the wheel so it's flush. Much like the covers used on sprinters to keep the mud from unbalancing the wheels. Sports cars use a similar cover, but many of those have a built-in turbine for cooling the brakes. Barry's covers might be for streamlining, but they must be effective for keeping the wheels round after a bump, too. Something was working for him because his car ran flat, smooth and fast.

The Trophy Dashes seemed to set the tone for the weekend. No one was going to give up position in any of the races. And every race was a battle against the other racers and the track

— especially the dots on the high speed straight. They could launch a car into the next county.

No one ever really thinks he belongs in the slowest Main, but the fact remains that on that day, everyone else was faster. In the D-Main, Frank Barron led the first two laps until Chapin came from third to take first for the next three laps. John Jolley had his Cook Eagle hooked up and after being 5th on the first lap, worked his way up to take over the lead on the 6th lap. Chapin kept contact, came by in the lead once on lap 14 and again on lap 16. Jolley regained the lead on lap 20 and stayed in front until lap 29. Chapin again, until lap 43 when the engine quit. Pit time for 5 laps. Jolley began building up his lap lead, then pit time for him. Three laps lost. Didn't hurt that bad and he won with a one-lap edge. Through all of this, Rich Cunningham kept his Super J moving a respectable pace to capture third. Five cars were racing at the finish. John Jolley decided to move up and take on the C drivers. D-Main averaged 35 seconds per lap including pit stops.

C-Main, another 50 lapper. First lap leader was Rob Baril — 2 seconds ahead of the next car. That sprint must have taken a lot out of the car or the driver because they didn't appear on the charts again until lap 5. Rick Archer was the leader on laps 2 and 3 with his Delta Eagle. John Jolley was hounding him and on lap 4, John put his Cook Eagle into the front. His decision to move up from D seemed to be a good one. Jim Bradsher wasn't going to let John have an easy time. He made his move on lap 8 and had the lead on 9. Held it until lap 15 and then gave way to Dave Gillen and his Cook Eagle. Jerry McGinnis was moving steadily along, even getting one lap behind, while the front-runners bashed their cars against the boards and sandbags.

It paid off. On lap 20, Jerry moved into first and no one could challenge him the rest of the way. Jim Bradsher came the closest but another session in the pits made him settle for second. Rick Archer had nothing but trouble. Saturday, he learned how to sandblast the inside of his engine when the air filter came off during a heat. He'll watch that from now on. After that and several engine stalls during the race, Rick was pleased to take third. The average time for this race was 32½ seconds per lap. Jerry said he had promised to pit in the B race, so he would not move up.

B-Main was going to be serious racing. More laps - 75 - and faster competitors. Bob Wellington from Albuquerque has steadily improved his speed. He must have felt picked on in this race. Not only were all of the other drivers from El Paso, but five of them were from two families. Bob and Rob Blum and Senior Sal, Junior Sal and John Nigro. What a perfect set-up for team tactics. Didn't seem to worry Bob.

Sal, Jr. led the first lap, but then team orders took precedence and boss, Sal, Sr. led until lap 9. (Was that the way it was?) Then engine trouble and that was the end of formation racing. Sal, Jr. was on his own with Bill Everett and Bob Blum close behind. Bill dropped out for two laps and by lap 15, Sal, Jr. had one lap on the field. Bob Blum and Roxanne Cook were next in line. Then Bob Blum dropped out permanently and Roxy was out for two laps. Lost her

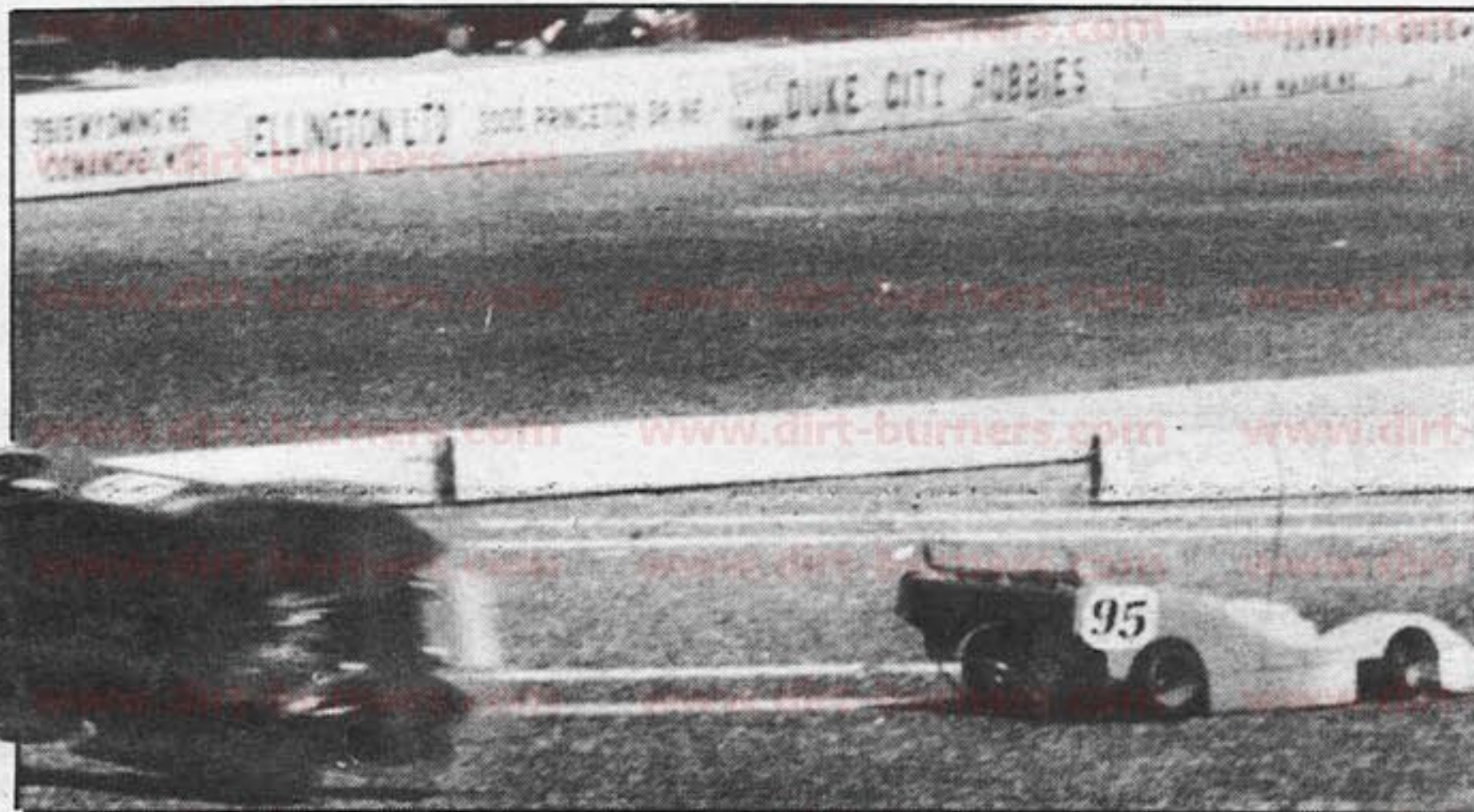


(From top on down) Barry Grossenbacher (17) takes the inside line on Priemer (33) and Toffelmire (7). Barry Grossenbacher (center) A Main winner. Race Director Marty Sanders (above) flags off another qualifier. Photo. Lee Chapin.





The Sal Nigro Racing Team. Sal, Sr., Jr., and John. Bright red uniforms stand out among the crowd. All three racing in the B Main. Photo. Chapin.



Ralph Gutierrez (95) goes on after giving other fellow a suspension check.



A Main drivers: (l-r) Ralph Gutierrez (3rd), Bob Sanders (5th), Maggie Turner (4th), Barry Grossenbacher (1st), Brad Toffelmire (2nd) & Carlos Priemer (6th). Photo. Chapin.

dogbone. Sal, Jr. motored on. Bill Everett was back and took over second by default. Bob Wellington worked his way up to third.

At the halfway mark it was Sal, Jr., Bill Everett, Bob Wellington, Roxy Cook, and Sal, Sr. Sal, Sr. was going well. He just had too much pit time. Then the race began to take on the aspect of an enduro. Bill Everett went out on lap 36, letting everyone move

up a place. The remaining four cars held their positions until near the end of the race. There was more to it than that, though. Roxanne began cutting corners closer and closer and began to chew up Bob Wellington's two lap lead. Sal, Jr. built up a nine lap lead, almost as if he knew he would need it. On lap 55, he was out - for seven laps. Bob pulled within one lap of Sal, Jr. and Roxanne was only one lap

behind Bob now. Twenty laps to go. Anything could happen.

On lap sixty, Roxy unlapped herself with Bob. Now 20 seconds behind. Sal, Jr. looked like he was going the distance, so attention was on second and third. Now Roxanne was picking up 2, 3, 4 seconds a lap. Her second race with her Cook Eagle and she was starting to learn how it worked. Then on lap 71 she got past. Five seconds lead. Whoops! A little bobble and Bob was back in second. Pressure time. Roxy worked up again and just nipped Bob at the checker by one second. The computer pays off again. Four cars were running at the finish. The average time for the race was 31.6 seconds per lap. Surprisingly just a little faster than C.

A-Main time. The class racers of the day. Jim and Maggie Turner and Barry Grossenbacher from Arizona, Carlos Priemer and Brad Toffelmire from El Paso, and Ralph Gutierrez, Bob Sanders, and Les Elliot from the host club. A good representation



Fourteen year-old Brad Toffelmire, second in the A Main and coming boys!



Dave Gillen gets plaque from NMRCC for his efforts in getting the club started and on its feet. Good job Dave.

from all areas. Barry was top qualifier and everyone was aiming to match his performance. He's known for having a super-tuned engine that will sometimes flame out. Maybe that's the chance. Carlos Priemer has just about dominated racing in El Paso for the last year. Maybe this was his day. Brad Toffelmire is fast, but is known for crashing or breaking. But since he got his Cook Eagle, things have changed. Still fast, he's completed more laps in the last three races than in possibly the whole year before. Someone else to watch for. The Albuquerque drivers are about the same speed. Les Elliot might be the fastest with Bob Sanders and Ralph Gutierrez close behind. But Ralph is usually more consistent in the big races. A good pressure driver.

Race time. Bob was the first car around with a lead he held for three laps. Bob got delayed and Barry took over. Barry was driving like it was still

(cont. next page)

## LIGHT MAGNESIUM RACING PARTS

ALL CARB. DEALERS INQUIRE!

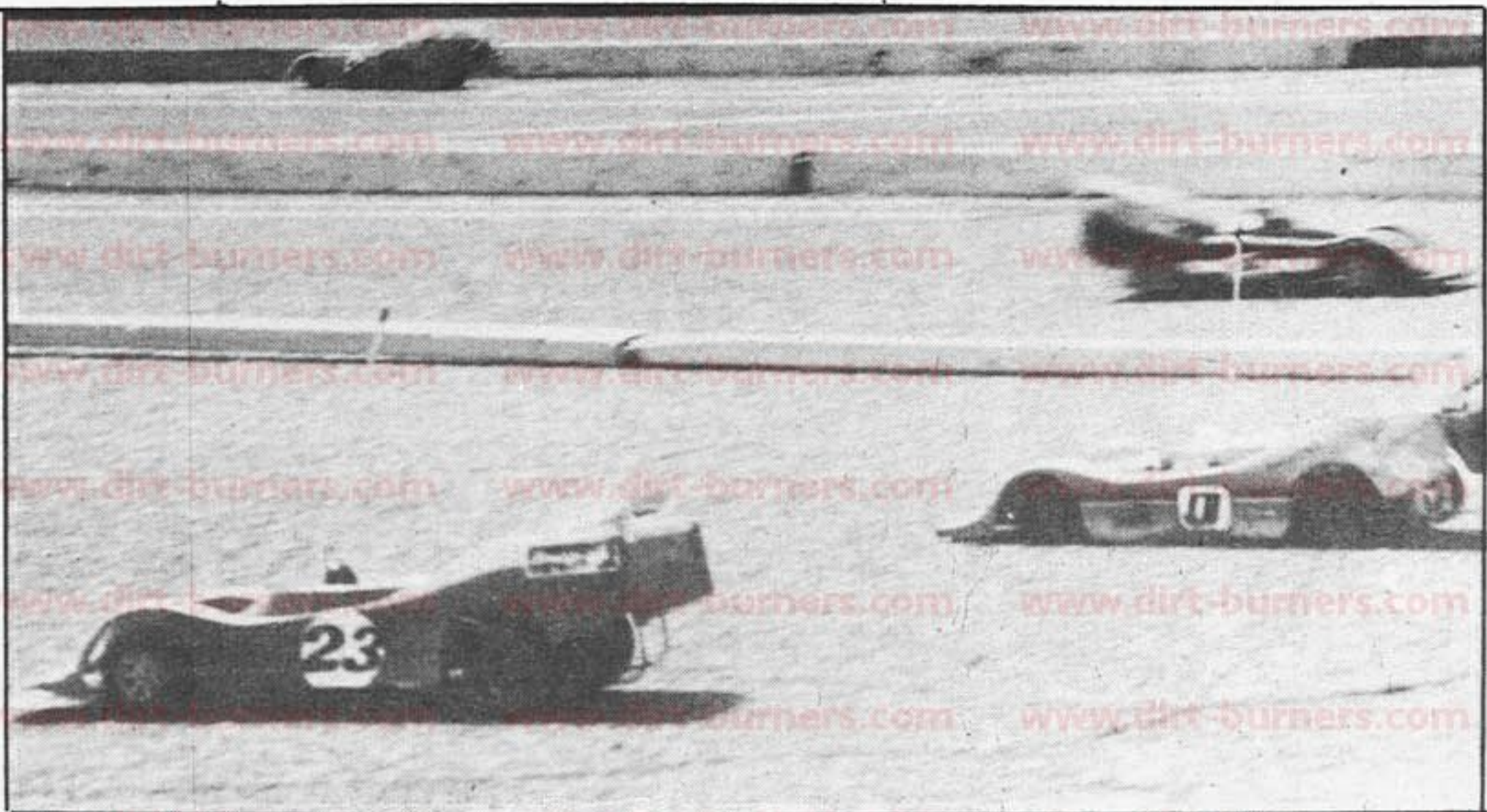
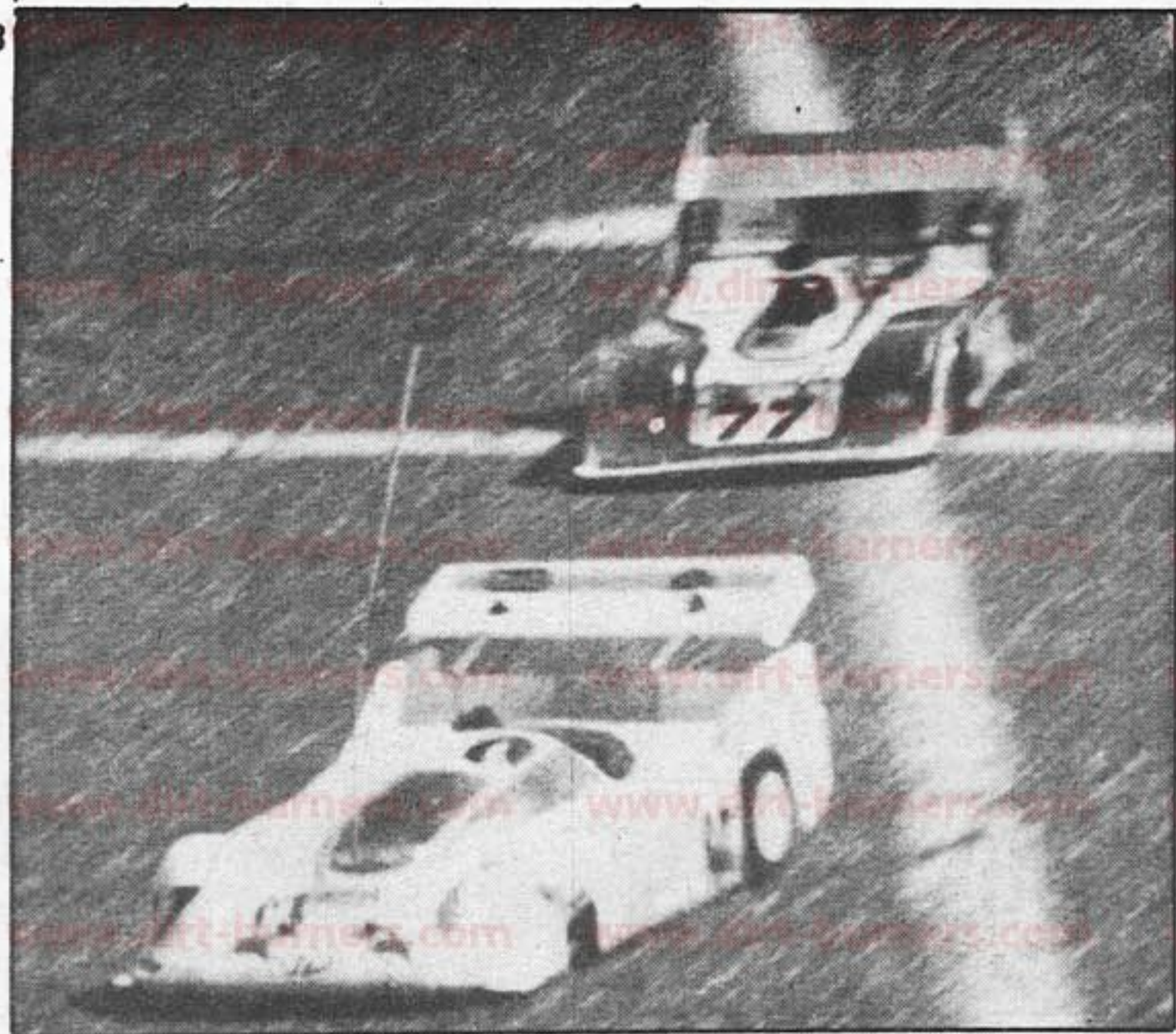
Cook Racing Products

from:

3218 Wedgewood El Paso TX, 79925

Welch Mfg.

(915) 598-4789 TRY ANYTIME



Barry Grossenbacher and Sal Nigro, Jr. (left) at speed in the short shute. Rob Blum (23) leading Roxy Cook (0) in the B Main. In the background is Jerry McGinnis (20); so fast he was a blurr. Photo. Chapin.

the trophy dash. A very fast pace. Jim Turner was running second until lap 10. Then Brad had his turn at second. Barry and Brad held those positions for the rest of the race. Barry was noticeably faster and was lapping Brad about every twenty laps.

Others in the field settled down to a battle for third. Many had their chance. Bob Sanders was the first one, then Carlos Priemer had his turn from lap 21 to 40. Ralph had worked his way up to fourth and Bob came out of the pits almost beside him on the same lap. They had a good race going for fourth and fifth and when Carlos dropped out, it became a race for third. Ralph slowly stretched it out and when Carlos came back, he was one lap behind them.

At the halfway point, it was Barry, Brad, Ralph, Bob & Maggie Turner. In a pits to exchange at lap 52, Bob held third for a couple of laps, but Ralph got it back. They continued to cruise with about an eight second gap. Then Ralph quickly made it a whole lap. Trouble again for Bob and it became a six lap gap. That moved Maggie Turner into fourth. That set the finish at 100 laps. Barry, Brad, Ralph and Maggie, another good drive for her. She's driving a PB Alpha suspension car now (some Cook parts, of course, just like Jim's) and she easily qualified for A.

Barry's car was a tough act to follow. His RC 500 rode very smoothly and never experienced any problems. Of course, Barry's dad is a super set-up man and no problems should be expected. Brad was plainly not used to racing that fast, that long. His Cook Eagle was fast and smooth,

RESULTS									
WINROCK CAN AM									
May 14 & 15, 1983									
Driver	Car #	Chassis Make/Model	Engine	Radio	Sponsor	Club	Laps		
Barry Grossenbacher	17	Associated RC 500	McCoy	Kraft	---	VMR	100		
Brad Toffelmire	7	Cook Eagle	Cook Picco	Kraft	Cook Racing	RGR	94		
Ralph Gutteriez	95	Delta Super J	K&B	Futaba	Westside Hobbies	NMRCRC	88		
Maggie Turner	1	PB Alpha	McCoy	Futaba	---	Phoenix	84		
Bob Sanders	1	Delta Eagle	Picco	Futaba	Duke City Hobbies	NMRCRC	80		
Carlos Priemer	33	Delta Eagle	Picco	Airtronic	Hal's Hobby Shop	RGR	79		
Les Elliot	6	Delta Eagle	K&B	Futaba	Duke City Hobbies	NMRCRC	44		
Jim Turner	11	PB Alpha	McCoy	Kraft	Cook Racing	Phoenix	35		
Sal Nigro, Jr.	77	Delta Super J	K&B	Futaba	Sal Nigro Racing	RGR	75		
Roxanne Cook	0	Cook Eagle	Cook Picco	Futaba	Cook Racing	RGR	71		
Bob Wellington	935	Delta Super J	Picco	Kraft	---	NMRCRC	71		
Sal Nigro, Sr.	79	Associated RC 300	K&B	Futaba	Sal Nigro Racing	RGR	57		
Bill Everett	3	Delta Super J	K&B	Kraft	---	RGR	36		
Robert Blum, Sr.	10	Delta	K&B	Futaba	SNAP-ON	RGR	16		
Robert Blum, Jr.	23	Associated RC 300	K&B	Futaba	SNAP-ON	RGR	4		
John Nigro	78	Delta Super J	K&B	Futaba	Sal Nigro Racing	RGR	0		
Jerry McGinnis	20	Associated RC 300	Picco	Airtronics	SNAP-ON	RGR	50		
Jim Bradsher	4	Cook Super J	Cook Picco	Futaba	Cook Racing	RGR	45		
Rick Archer	35	Delta Eagle	Picco	Futaba	BearKat Enterprises	RGR	37		
Dave Harms	69	Delta Super J	Picco	Futaba	Property Repair Service	NMRCRC	36		
Jim Cook	13	Cook Eagle	Cook Picco	Futaba	Cook Racing	RGR	35		
Dave Gillen	22	Cook Eagle	Picco	Futaba	Westside Hobbies	NMRCRC	23		
John Jolley	15	Cook Eagle	Picco	Kraft	---	NMRCRC	21		
Rob Baril	99					NMRCRC	7		
John Jolley	15	Cook Eagle	Picco	Kraft	---	NMRCRC	50		
Lee Chapin	5	Cook Eagle	Borsolino Picco	Futaba	MSD IGNITION	RGR	49		
Rich Cunningham	14	Delta Super J	Picco	Futaba	Duke City Hobbies	NMRCRC	48		
Frank Barron	66	Cook Eagle	Cook Picco	Airtronic	Cook Racing	RGR	40		
Ray Cannon	9	Cook Special 300	K&B	Futaba	Cannonball	RGR	30		
Rich Lynch	96	Associated	K&B	Futaba	---	NMRCRC	7		
Egleston	31						3		

DNS Danny Alvarado & John Benore.

but Brad's 14 years was not a match for Barry's experience.

The A-Main was certainly in a class above the rest of the races of the day. The average time for the A-Main was 23.6 seconds per lap — yes, 8 seconds per lap faster than B! What's more, the total time for Barry's 100 lap was quicker than the B time for 75 laps. Some speed. Shows that you can go fast at a mile high (Albuquerque's elevation).

As a summary to a very satisfying weekend, Barry's RC 500 was the only one entered and it won the A-Main. Seven Cook Eagles were entered and they placed second in A, second in B, first and second in D, and first in the C/D Trophy Dash. Four Delta Eagles were entered (some of them with Cook parts, too) and three of them qualified for the A-Main. The other placed third in C. Thirteen pan cars were entered and their highest finish was Ralph Gutteriez's Super J with a third in A. Fine driving by Ralph. The trend is indicated — 33 entries and only 13 qualifying pan cars.

Scoring had no problems. Jim Cook's computer did a fine job. Marty Sanders, the Race Director, said "It made the race so much smoother. It saved time, extra work and a bundle of arguments." She went on to indicate that the computer printout quickly showed just who was doing what at any time during the race. A solid answer to any argument. Marty is to be commended for the fine job she did in race directing. The computer can't do everything. It still needs a good boss.

This race increased NMRCRC's excitement over the Enchantment 100 on July 2 and 3. They put on a good race and everyone who can should go for a good race.

Rio Grande Racer News. The 1983 Winter/Spring Rio Grande Series (January to May) is just about over. There'll be some new faces with trophies this time around. Start of the next series is tentatively set for starting July 31st and running into December. Exact schedule available later. The Rio Grande Racers will take a break in June and July to travel to other races and to get ready for the Fall battles.

And, of course, preparation for the 3rd Annual El Paso Can Am on Labor Day weekend, September 2, 3 and 4. This will be the big race in the Southwest this summer and it's an excellent chance to get one more race in before school starts again. Prizes are accumulating and there's a good chance it'll have the added bonus of being the Region 4 Championship. Watch for more news on the 3rd Annual El Paso Can Am. Let's Race.

L.L.C.

# TEAM CHECKPOINT MOTORS

**COMING SOON! - The MABUCHI MODULAR!**  
A NEW concept in 1/12th Scale Racing Motors. Faster than IGARASHI motors & R.O.A.R. Legal too!

## TEAM CHECKPOINT MOTORS

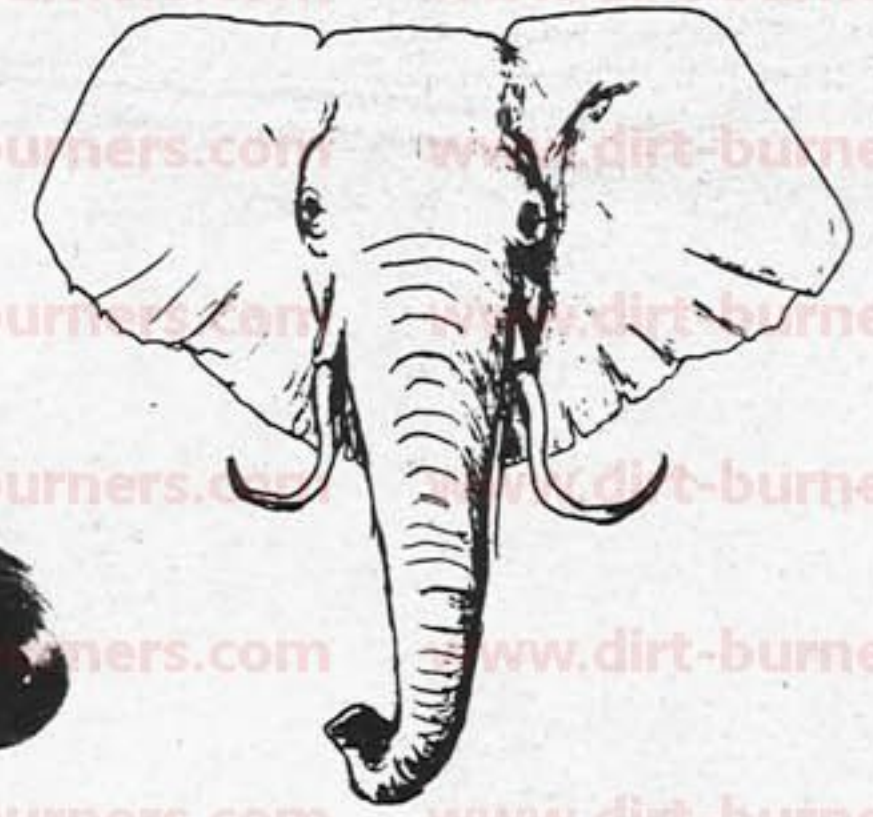
657 West 19th Street  
Costa Mesa, CA 92627  
(714) 645-8043



## #4200 HOSE NOSE IDLE CAP GLOW PLUG

Features: Patented glass-to-metal leak proof seal, FLAT PLATINUM ELEMENT, and the exclusively designed IDLE CAP.

Race team tested to offer outstanding performance on all high performance engines (over 3.5) using 0-70% nitro fuel.



**POWER FOR YOUR ENGINE!**

## D & D MANUFACTURING GRAPHITE

*Top finishers are racing on D & D MFG GRAPHITE Chassis, Axles, and Radio Trays.*

Art Carbonell 2nd A Main 1982 Winter Nats  
A Main Cagun Grand Prix

Kim Davis 1st A Main Region 2 Championship Race & Top Qualifier  
10th A Main Winter Nats  
Top Qualifier for Florida State Championship Race

Rick Davis 1st A Main 1982 Nats Oval  
9th A Main 1982 Winter Nats  
3rd A Main 1982 Nats CanAm

Terje Haugen 1982-3rd European Championships

Craig Kelly 1st B Main Mod. Winter Nats

Roger Kelly 1982 Florida State CanAm Championship

Rich Lee 2nd Place McCoy Race  
1st A Main Southern Cal Series Race  
1st A Main Southern Cal Series Race  
4th A Main Winter Nats

Tim Morton 6th A Main Stock Electrics  
5th A Main Winter Nats — Stock Electrics

Dana Smeltzer 1st A Main West Coast Championship  
3rd A Main Winter Nats

*Join the top finishers — race your car on D & D MFG GRAPHITE.*

Available for all popular 1/8, 1/12, and Off Road Cars: Associated, Bolink, Delta, Jomac, Leisure, P.B., Parma, S.G., Serpent, and Tamiya.

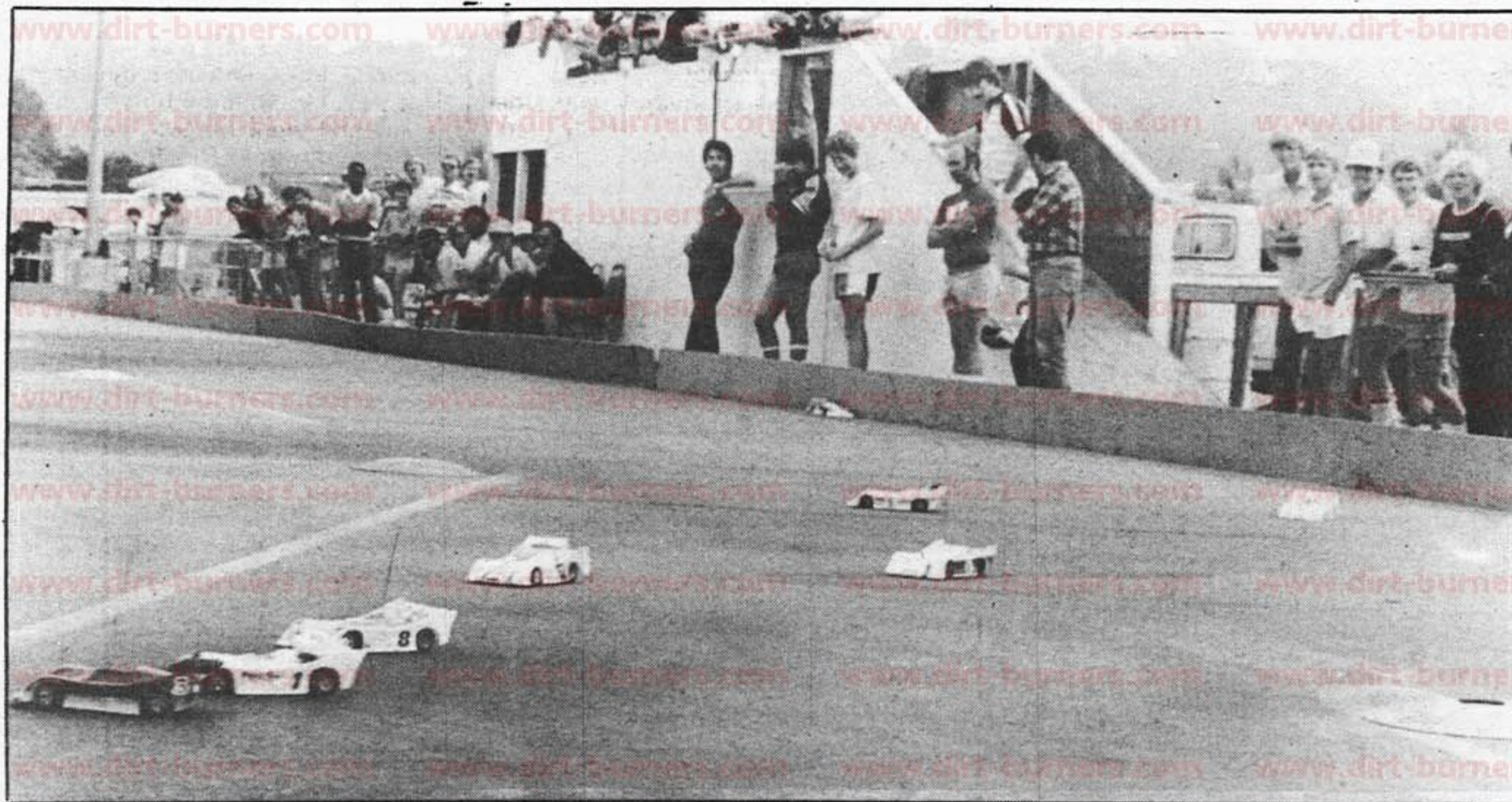
D & D MFG-Orlando, Florida

Available through their world wide sales agents to the hobby industry:

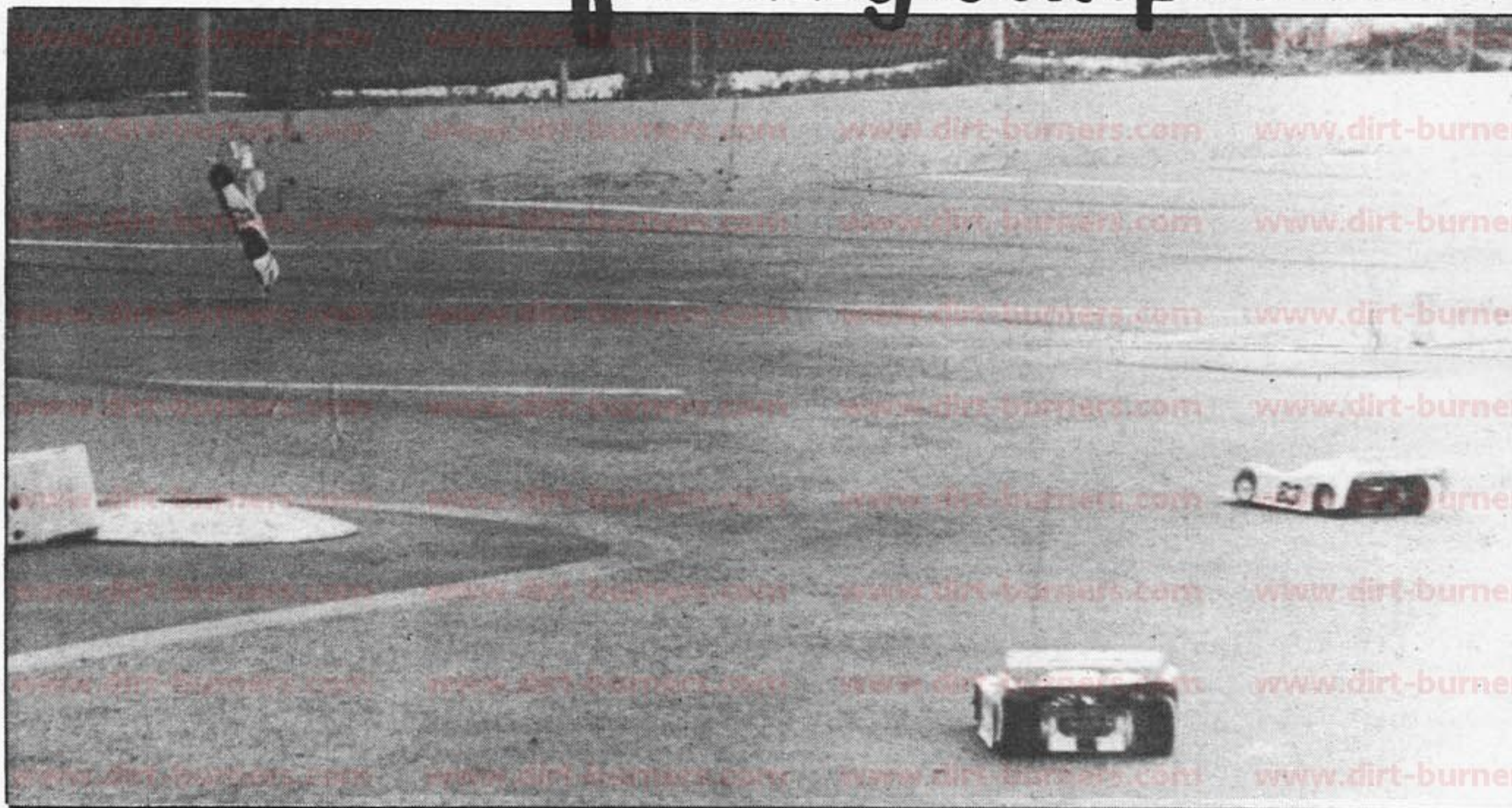
Send \$1.00 for catalogue

**spot** The winner with **TWINN-K** INC.

TWINN-K Inc., P.O. Box 31228  
Indianapolis, Indiana 46231



# SOCA Electric... Finally completed!



Story & Photos by  
Eric Grisham & Kirk Naylor

Del Mar, Ca  
May 30, 1983

Finally, after a two month delay due to inclement weather, the third event of the Southern California 1/12th Scale Electric Championship Series got underway.

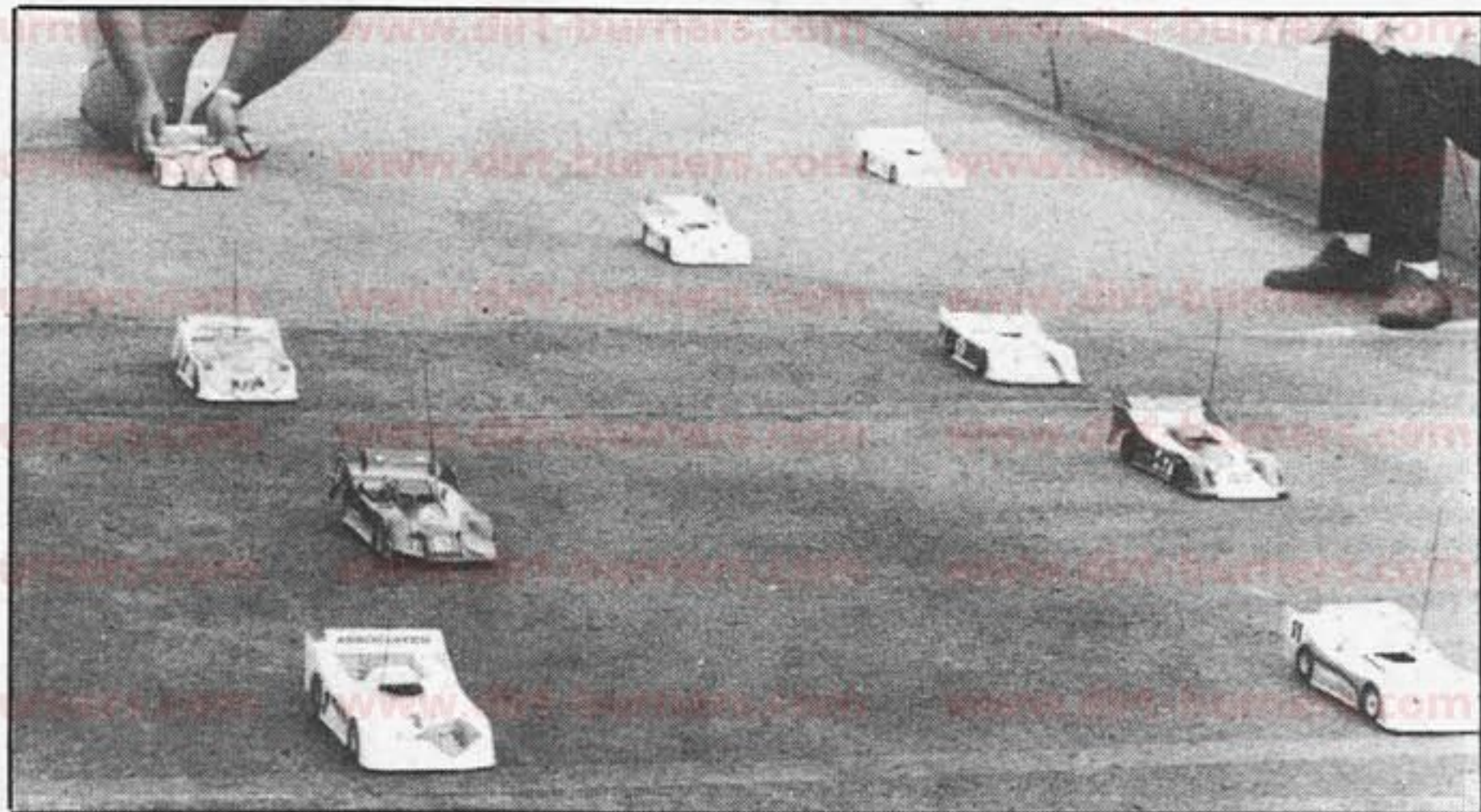
For a while it looked like where it had all been left two months ago - under dark skies and a light mist. Del Mar, a beach resort town, is known for its cool May weather and foggy conditions. As the warm winds from the deserts sweep across the valleys and onto the seashore, the cool easterly winds coming off the sea meet at the shore line and poof - instant fog and mist. Today, although the skies

looked threatening during the early morning, no one left, knowing full well that in a matter of a couple of hours the skies would clear and the sun would shine.

Just as everyone expected, by the time noon rolled around, the skies were clear and the temperature, a very comfortable 70 plus.

Racing started about 45 minutes later than anticipated because of the early morning conditions. No one had had a chance to practice on the track until about 9:30 a.m. Thus pushing the start of the first qualifying heats at about 10:30 a.m.

The entry was down for this So Cal Series race. In fact, many of those who had shown up at the first scheduled race at Del Mar some two months ago before it got postponed, did not return. One reason was that there were two other 1/12th scale races being held this week end at two different spots in Southern



(From top on down) A nice "train" of cars through the infield. The gap seems wide (center) unless you his a "dot". Starting grid (above) for the A Main with top two qualifiers in the front row. Photo. Grisham.

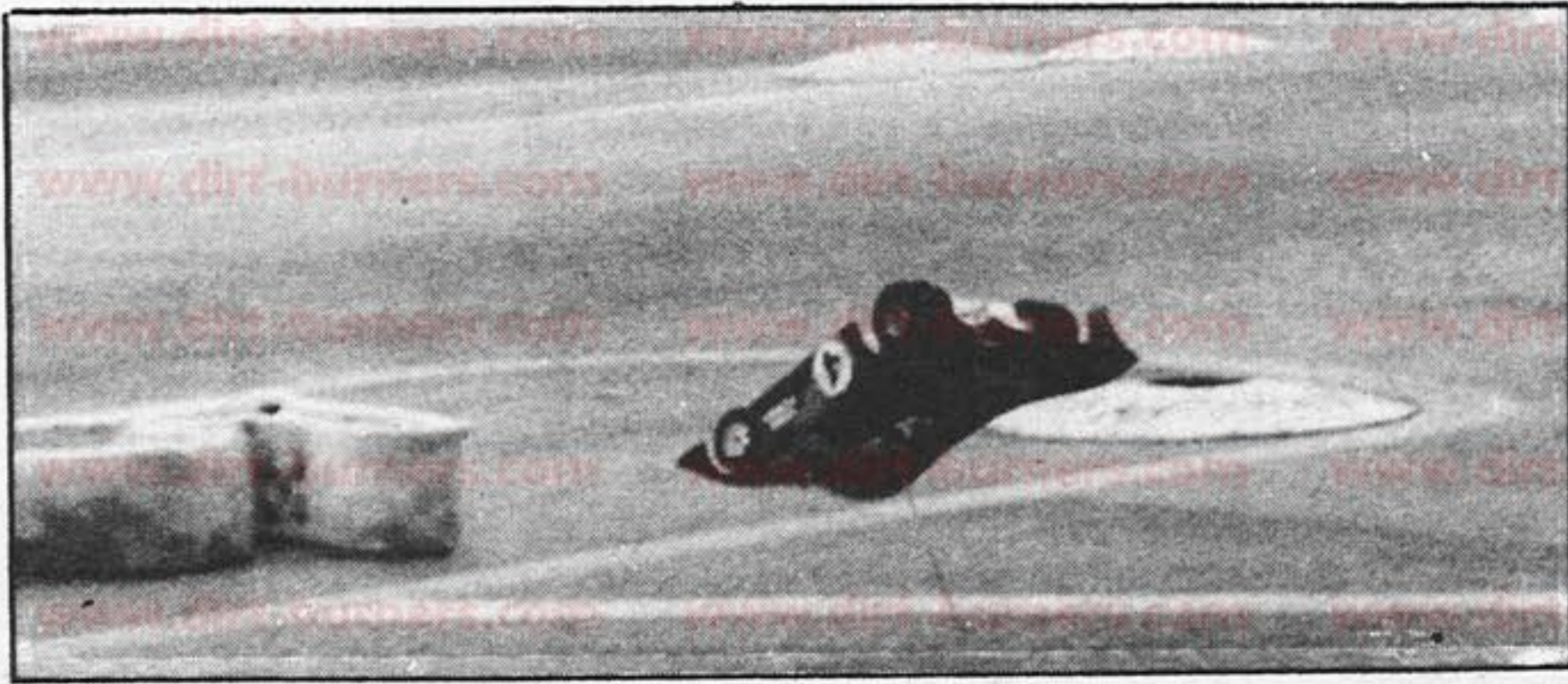
California. Thus, no one event drew the expected crowds. Somebody ought to get together and try to plan the scheduling of events. The racers are also the ones that suffer because they would like to attend all of them.

At this race, 42 entries were on hand ready to tackle this well-liked track. It is a fast track, with 13 second laps being very common. It's also a challenging track for those who find the right line on the track and the right combination of tires and gears. They are usually among the top racers. "Dots" throughout the track and the turns outline the course. One wrong move or a risky attempt to pass where there's no passing lane will find you flying across the track. Fire-hoses also outline the track at various points to keep the cars from jumping the lanes. Still, the track is wide enough and open enough to allow "full-on-throttle" techniques.

While a couple of other races were happening simultaneously, some of the better racers were on hand at Del Mar today. Mike Toland, Robert Cavazos, Randy Tentschert, Rich Douglas, Mike Reedy, Big Jim Greenemeyer, Tod Strain, among others.

The PRODUCTION Class was the first class to start their qualifying rounds, of which there were two for all classes. Since Production only had six entries, they were all grouped for one qualifying heat. In the case of this class, both qualifying rounds would be run not to seed people into the A MAIN, but to define the starting-grid. Top qualifier would then grab the pole position in the A main. That honor went to Bill Dell who Top Qualified with 33 laps at 8:10.080. He was a full lap over the second best qualifier and certainly an odds-on favorite for an A Main win.

He didn't disappoint his mentors as he walked away with the Production A Main. His 34 laps in 8:06.048 not only bested his best qualifying round by one lap, but put two full laps on the entire field of racers. Second place went to a fast charging young lady who has really been improving since we last had a chance to see her some 3 months ago. Tara Belair was the second best qualifier in this class and she also finished second to Bill. She thus showed the rest of the guys how to drive steady and consistent-



Somehow all the hard work passing everyone suddenly goes up in the air. Photo Grisham.



SAFE! Randy Tentschert umpiring on one of the race corners.



Un-identified turn marshall ready for the inevitable. Photo. Grisham



Good view of Del Mar's 1/12th scale track. Plenty of room to do crazy things. Photo. Eric Grisham

ly. Rich Cleary was third, a full five laps from the leader.

Next group to qualify was the STOCK CLASS racers which comprised the biggest entry of the day. Twenty-five racers signed up. Tod Strain, a young up-and-comer, showed the other twenty-four how to go fast. He was TQ for the Stock class with a very fast 38 laps at 8:12.077. His time was good enough that could have qualified him in the Modified class if he had chosen to run in that class instead. But today, and for the rest of the series, Tod chose to race in the STOCK class and all racers should be aware that he's going to be tough to beat. The second best qualifier after two rounds was Randy Tentschert with 37 laps in 8:04.690. As it turned out these two gentlemen would be the ones that would go head to head, fender to fender, wheel to wheel for eight minutes during the A main.

Making the A MAIN in the Stock class were, in addition to Tentschert and Strain: Terry Ballard, Luis Fong, Fernando Belair, Bob Cunningham, Stever Toland, Bob DeWald, Sonny Cummings, and Gene Prather. Since this was a So Cal Series race, the top ten qualifiers were seeded into the A Main with the "bump system" not being used today.

The A Main started as expected with Tentschert and Strain being among the top. But after a couple of turns around the track, Strain found himself back a bit and working through traffic in order to catch a fast-fleeing Tentschert. After about one minute into the race, it was obvious who the top two cars would be. The order was not known but Tentschert and Strain definitely had the lines and the power to dominate. It's unfortunate that when you have two racers so evenly matched and racing for the top spot, all the other racers seem to disappear from the race track and all eyes focus upon the two main cars. So was the case today, as Tentschert and Strain put on a terrific show of driving skills. The lead changed several times during the eight minutes allotted. Especially so when the two cars came up on traffic. Still they managed to weave in and out, darting at the first opportunity of open space. Tod Strain managed to take the lead at about the five minute mark, but then lost it again to Tentschert, yet by minute seven he was

back in the lead, an ever so slight of a lead, but a lead nevertheless. Now it was Tentschert's turn to go chasing and work his way through the much slower traffic. By the time the eight minutes were up, the leaders had several cars in front of them with about three-quarters of a lap to go. Strain tried to keep clean while Tentschert charged. The unbelievable finish and the times posted by the computer will corroborate the closeness of this finish. Tod Strain won the A MAIN with 39 laps in 8:11.705, barely edging Randy Tentschert who finished (and check this out!) with 39 laps in 8:11.868! About one tenth of a second difference between them. It was that close and the two racers who were lap-counting for each of the two leading cars really had to watch the yellow finish line very closely in order to determine the finish. By using the computer at Del Mar, one can really appreciate what a little mistake here or there can do to your finishing position.

There was a controversy in this main for the third through tenth finishers. Some felt that the lap counters had missed at least one or two laps. It was agreed that the race would be re-run to determine 3rd through 10th spots only. Terry Ballard wound up bettering his original position by finishing third, while Fernando Belair really made like a champ by improving from last place in the first race to 4th in this one. The one racer who was not so happy was Luis Fong, who had taken the third spot at the first race but now had finished in 5th.

In the B MAIN in Stock it was the Larry Stanclift show. He bested the entire field by at least two laps by putting on a great drive. Staying clear of the traffic and using patience as his best skills of driving, he was able to run a fairly clean race. Second in this main was Jim Sturges, a local to Del Mar, who seems to be moving up among some of the better drivers. Lucas was third in the B main, also a Del Mar racer. He showed up late for the race but was still able to complete his qualifying rounds and make a good showing in the Main.

The C MAIN was mainly for the points, although trophies were also awarded. Steve Urban, usually a top runner, was relegated to the C main due to mechanical problems. Still, he managed to win this main and get points. Second went to Kerry Cavazos and third to "Buff" Buffington.

The MODIFIED CLASS was also a short entry event with only 11 racers showing up. There would be only ten

(cont. next page)



No need to say more!

of them seeded into the A Main and one would be left out. Also at stake was the starting position. Any edge or advantage you can get among this group of excellent racers is welcomed, so the qualifying heats went hard and heavy.

Top Qualifier was Mike Toland (Also our ace 1/12 scale Editor). He nearly missed breaking the 39 lap mark. His best qualifying time was 38 laps in 8:00.940. Rich Douglas was second best in qualifying with 38 - 8:01.748 and Big Jim Greenemeyer was third best qualifier also with 38 laps in 8:03.619.

Thus the A MAIN was set with Toland and Douglas holding the top two spots in the front row. When the green flag was lifted, the entire field

blasted down the straight into the first right turn. Cars, as they usually do, went flying all over and out of the dust it looked like Rich Douglas was the leader. Since these racers know each other pretty well, and know what to expect, they all seemed to hang onto each other very closely. In fact, such was the congestion through the first few laps that it became obvious that the race could be decided in the last lap. Lou Peralta, announcing the race off the computer screen, called Rich Douglas as being the leader, and in fact the computer tally corroborated this. But by the end of the race, after having announced Rich as the unofficial winner, it was learned that Robert Cavazos was in fact the overall winner. Apparently during

the initial laps, where every car was going every which way, Cavazos had managed to sneak past the group and clearly dart ahead. The lap counter keeping the lap count for Cavazos had missed a couple of laps by watching the entire race instead of his assigned car. Rich Douglas, who had been declared the unofficial winner was quite nice and very sportsmanlike to admit that Cavazos in fact had been the leader and that he had never passed him. So Robert Cavazos was declared the winner and two additional laps were given him.

It should be pointed out that no matter how sophisticated one can make a scoring system, as long as there is a human helping in the input, there will always be room for er-

ror.

I think it's time that racers should be made aware of the importance of concentration on scoring the cars. More time should be devoted during the "drivers' meetings" explaining the scoring system being used and how it all works. Most say that racers make the worst people to be scoring for a number of reasons, yet, in order to concentrate on each individual car, one must use one person per car. What it really comes down to is just how bad do racers want to have accurate scoring. Most promoters worry more about that subject than perhaps anything else in the racing program. Yet, they are only limited to the extent of the cooperation of others. Maybe it's time to re-think the processes and take away all scoring chores from the racers. Perhaps even hire professional scorers to do the best job possible. This could cost more money but scoring should be really accurate.

The race finished around 4:30 p.m., still very much in daylight and with plenty of time to drive back home and try to watch the Indy 500 which was to be run during prime time.

The next 1/12th scale race at Del Mar is next weekend when the California State Championship race comes along on Saturday (Stock) and Sunday (Modified).

E.G. & K. Naylor

#### RESULTS

##### MODIFIED A:

1. Robert Cavazos	39/8:07.708
2. Rich Douglas	38/8:01.249
3. Mike Toland (TQ)	36/8:03.040
4. Miles Cook	36/8:13.544
5. Mike Reedy	36/8:16.025
6. Big Jim Greenemeyer	36/8:16.475
7. Mini Bob	35/8:08.404
8. Todd Babbitt	35/8:11.174
9. Giti Gowland	16/4:44.127
10 Mike Buffington	25/8:08.511
11 Mike Westfall	DNS

##### PRODUCTION A:

1. Bill Dell (TQ)	34/8:07.305
2. Tara Belair	32/8:06.048
3. Rich Cleary	29/8:03.990
4. Jim Levy	29/8:04.446
5. Brad Bishop	29/8:09.244
6. Bob Stancliff	29/8:12.143

##### STOCK A:

1. Tod Strain (TQ)	39/8:11.705
2. Randy Tentschert	39/8:11.868
3. Terry Ballard	37/8:04.801
4. Fernando Belair	36/8:04.127
5. Luis Fong	35/8:06.352
6. Stever Toland	34/8:03.523
7. Bob Cunningham	34/8:09.509
8. Sonny Cummings	27/8:10.113
9. Bob DeWald	12/2:44.136
10 Gene Prather	DNS

##### STOCK B:

1. Larry Stancliff	36/8:11.070
2. Jim Sturges	34/8:10.309
3. Lucas	34/8:10.546
4. Shawn Ireland	34/8:13.266
5. Jack Pearson	33/8:05.565
6. Tim Toland	33/8:08.844
7. Ed Van Horne	31/8:03.420
8. Greg Hernandez	26/8:08.251
9. Jonathan Holman	1/18:132
10 Greg Parrocha	DNS

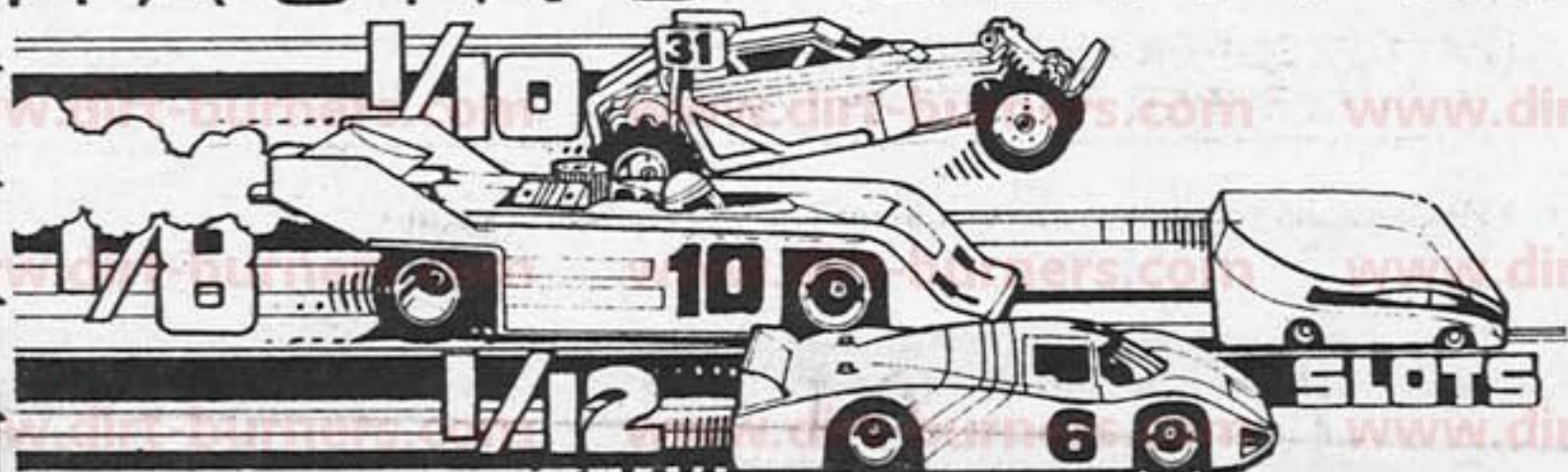
##### STOCK C:

1. Steve Urban	34/8:00.059
2. Kerry Kavazos	34/8:01.254
3. Buff Buffington	29/7:53.893
4. Keith Blum	15/8:22.474
5. Chuck B.	31/8:01.432 Disqualified

## First Time Ever!

# DEL MAR

## RACING CENTER



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!

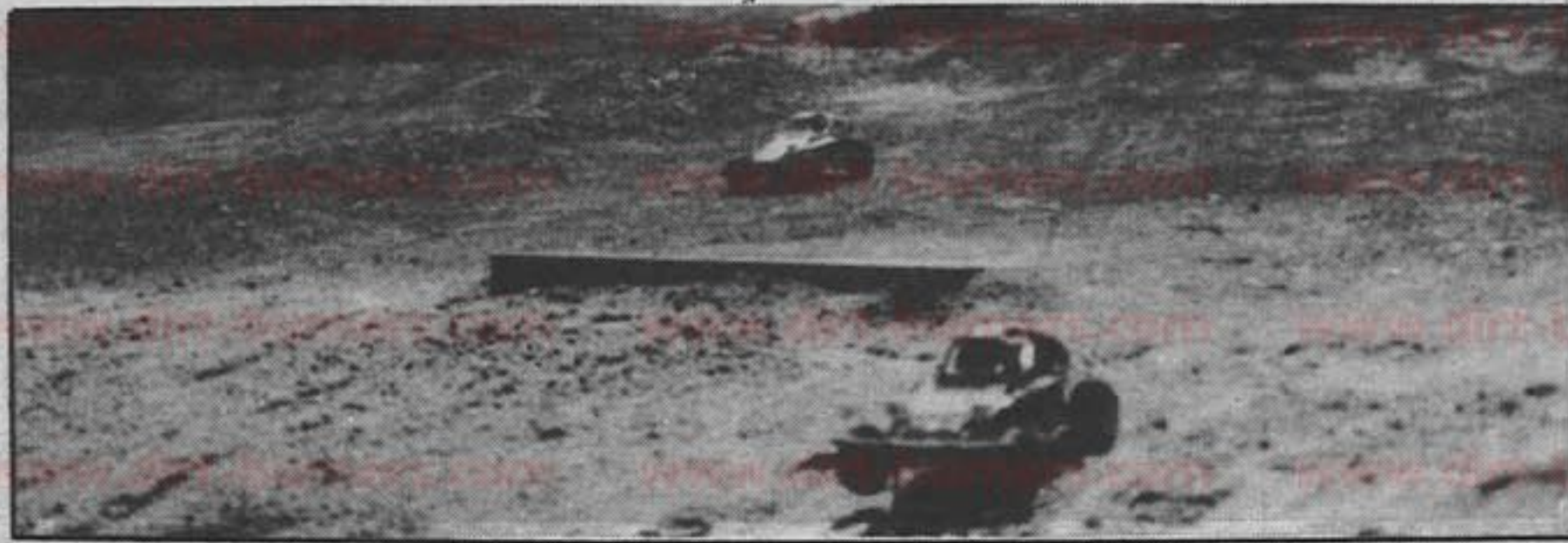
**SATURDAY NIGHT (8:30 pm):** No Host "Al Fresco" BBQ Dinner/buffet and "Get together". TQ's & Concours Awards given out plus "drawing" for prizes. All entrants eligible whether attend BBQ or not! BBQ dinner/buffet \$10.00 per person, incl. soft beverages.

**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)



## FIRST ANNUAL EASTERN STATES BAJA CHAMPS

Photos by John Charneski

April 15-17, 1983  
Neshanic Station, NJ

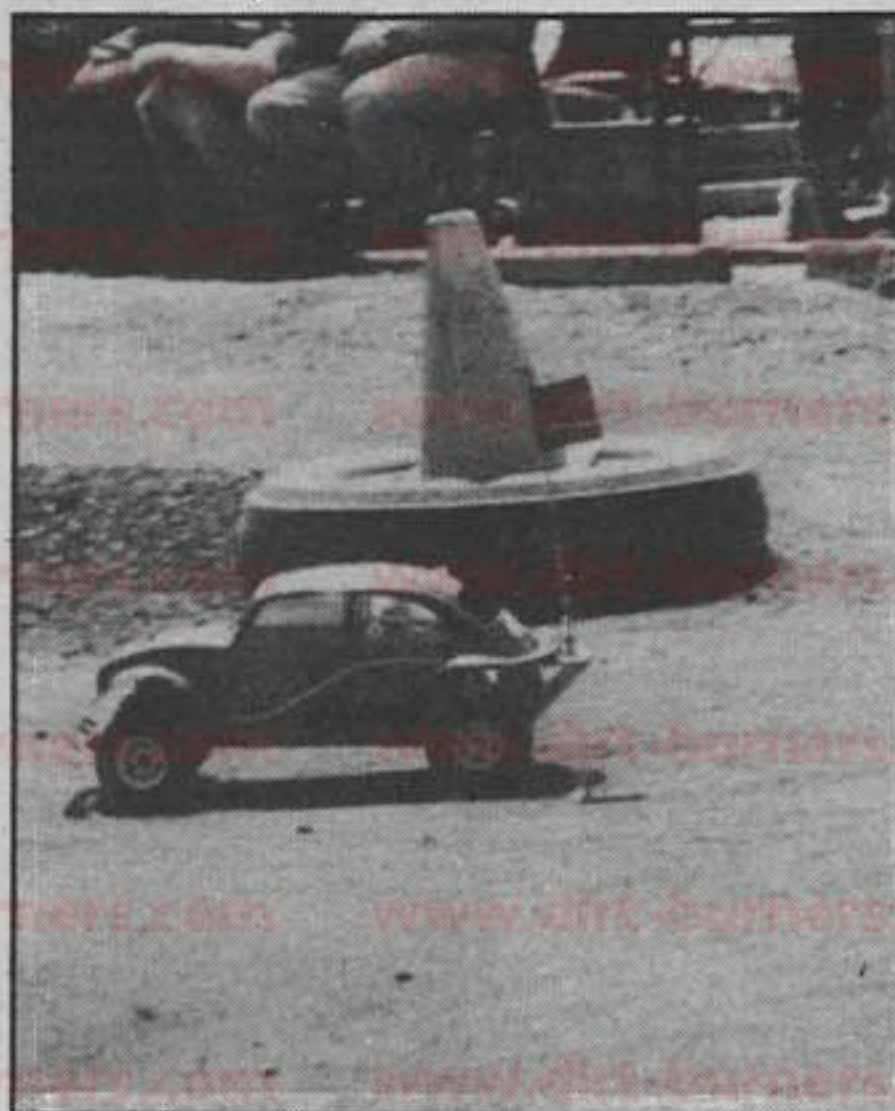
The first annual Eastern States Baja Championship were held April 15, 16, and 17 at Neshanic Station, NJ - home of the S & H Auto Racing Association - with one problem...Weather! Friday was practice, with temperatures dropping into the 30's. Saturday the Stock classes were to be run but it rained all day. The hosting club was not ready to give up! Sunday morning, at about 5:30 a.m., a few members from S.H.A.R.A. started to get the track ready. By 8:00 a.m. the track was ready and entrants were already practicing. We had a total of 33 in the stock class and 23 in modified. It was decided to run three rounds of stock and two rounds of modified, so the squeeze was on. The S.H.A.R.A. team dominated

on their home field by placing 8 out of the top 10 in stock, and 7 out of the top 10 in modified. Jim Doyle, the president of the club, was the dominant driver winning the A main in both stock and modified.

This is how it was in the A main stock: Usually nobody wants the lead for the first turn on this track, but as the crashes cleared, Robert Dinunzi jumped out in front. Chris Szeplaki, the top qualifier of the day who also holds the new track record in stock, had problems with traffic and could not catch up. Rob Dinunzi led almost the entire race when Jim Doyle worked his way from the back of the pack and finally caught him. Rob had to let him go by because of a broken speed control.

In the modified it was Jim Doyle and his Trinity-powered V.W. to take the T.Q. The motor was awesome but in the first turn it was Terry Amerman, the top woman driver of the club, out in front. She led the

race for about two or three laps when Jim finally blew past her on the hill. From that point on, Jim had only two worries: Be sure that nothing broke and watch out behind him for Terry and Frank. Frank Radosti, from Englishtown, was giving Terry a battle for second place. Frank seemed to have lots of horsepower but not enough batteries and, with about one minute left, it was over for Frank, and Terry went on to finish second. Jim Doyle is now still undefeated for this new season, but he says there are a lot of good drivers out there and he doesn't know how long he will be able to stay at the top. Following are the day's results:



Baja action (top left and above) Eastern States style. Photo. Charneski.

- STOCK A**
1. Jim Doyle (TAMIYA)
  2. Chris Szeplaki (TAMIYA) (TQ) 17
  3. Robert Dinunzi (TAMIYA) 17
  4. Jim Damerell (COX) 16
  5. Chet Higgins (TAMIYA) 16
  6. Charlie Amerman (TAMIYA) 15

- STOCK B**
1. Scott Somers 16
  2. Terry Amerman 16
  3. Louis Dimari 16
  4. Joe Andrick 15
  5. Steve Kish 15
  6. Ron Aricchi DNS

- STOCK C**
1. Stanley Cruver 16
  2. Vinnie Kiukys, Jr. 15
  3. Fred Mensing 15
  4. Gino Lanzi 15
  5. Scott Fleming 14
  6. Leroy Teets 13

- STOCK D**
1. Ron Boorman 16
  2. Robin Higgins 15
  3. John Dinunzi 15
  4. Ron Sackowitz 15
  5. Vinnie Kiukys, Sr. 14
  6. Ed (Zeke) Sepesi 13

- STOCK E**
1. Chris Piotrowicz 15
  2. Frank Radosti 14
  3. Ted Schwarz 13
  4. Jim Fehr 13
  5. Jeff Doanldson 12
  6. Jay Espallat 1

- STOCK F**
1. Jimmy Weeden 12
  2. Dave Kovacs 10
  3. Fred Gaddis 7

- MODIFIED A**
1. Jim Doyle (T.Q.) TAMIYA/TRINITY 16
  2. Terry Amerman TAMIYA/TAMIYA 16
  3. Steve Kish TAMIYA/TAMIYA 15

(contd. next page)

# ARS

**ADVANCED RACING SPECIALITES**

"The Ultimate Design in Racing Accessories"

(ALSO AVAILABLE IN BLACK ANODIZE)



001 Three-Point Side Nerf Bar



002 Modified Open Class Rear



003 Modified Open Class Full



004 Rear Aluminum Cage for

101 COX Three-point Nurf Bar

\*All Nerf Bars and Cages are Certified Heli-Arch Welded and Made of 6061-T6 Aluminum for Strength.

**ARS**  
ADVANCED RACING SPECIALTIES  
171 N. Glendora Avenue  
Glendora, California 91740  
(213) 963-3711

Dealer/Distributor Inquiries Welcome!

## THE RANCH PIT SHOP

**SWEEDS THE R/C RACING NEWS/SCORE WORLD CHAMPIONSHIPS!**  
1<sup>ST</sup> UNLIMITED!  
1<sup>ST</sup> MODIFIED!  
1<sup>ST</sup> STOCK!  
1<sup>ST</sup> TEAM CHAMPIONSHIP!



**GIL LOSI, Jr.**  
Cox Car-Kraft Radio  
•1st Unlimited  
•1st Modified



**MIKE FOX**  
Cox Car-Kraft Radio  
•1st Stock



**Gary Kyes**  
Cox-Kraft  
•2nd Mod A  
•4th Open A



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



**John Adams**  
Cox-Kraft  
•8th 5th A



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

APRIL 3, 1983...The Racers from the Ranch Pit Shop won with the Best Equipment and their Expertise in Racing. Deal with the R/C Experts!!!

**THE RANCH PIT SHOP**

**R/C HOBBIES AND RACEWAY**  
1655 E. MISSION BLVD. POMONA, CA 91766 (714) 623-1506

- 4. Frank Radosti TAMIYA/CHECKPT. 11
- 5. Stanley Cruver TAMIYA/TAMIYA 9
- 6. John Dinunzi TAMIYA/TAMIYA DNS

**MODIFIED B**

- 1. Vinnie Klukys, Sr. 15
- 2. Vinnie Klukys, Jr. 15
- 3. Charlie Amerman 14
- 4. Chet Higgins 14
- 5. Ron Boorman 14
- 6. Ted Schwarz 2

**MODIFIED C**

- 1. Scott Somers 15
- 2. Fred Lapp 14
- 3. Chris Piotrowics 13
- 4. Ron Sackowitz 12

- 5. Jimmy Weeden 8
- 6. Tom Bocchetti 7

**MODIFIED D**

- 1. Ken Jecas 18
- 2. Robert Dinunzi 17
- 3. Ron Aricchi 16
- 4. Jim Damerell 13
- 5. Leroy Teeters DNS

**CONCOURS**

- 1st-Scott Somers
- 2nd-Jim Fehr
- 3rd-Leroy Teets
- 4th-Chris Szeplaki

\*\*\*\*\*

# S & H AUTO RACING ASSOC

## 1983 Spring Series

May 1, 1983  
Neshanic Station, NJ

The 1983 Spring Series opened this past weekend at Neshanic Station, NJ for the S & H AUTO RACING ASSOCIATION.

Sunday, May 1st was the first of a five race series for the club on their new sand paint finished track. Even though they went outdoors, they still use 4-cells instead of six, although many thought that the course was large enough this year to handle the 6 cells.

As it was, Steve Brown from N.J.R.C.A drove his Delta Car to an easy victory over the field with Jim Doyle only a few feet behind for second. Jim had challenged Steve several times, only to be knocked back each time because of his own mistakes. Maybe next time, Jim. Robert Dinunzi, the top qualifier of the day in stock and modified, and setting the new track records, could only finish third in stock.

In modified, Frank Cirulli, also from N.J. club, won easily with a Reedy modified. Frank jumped out to an early lead and no one could catch him. The real battle was bet-

ween Robert Dinunzi and Jim Doyle again, only this time Rob beat Jim out for second when Jim tried passing another car and lost control into the boards. Another mistake, Jim. Final results are as follows:

**STOCK A**

- 1. Steve Brown 28
- 2. Jim Doyle 28
- 3. Robert Dinunzi (TQ) 27
- 4. Bill (Lefty) Puglisi 27
- 5. Bob Mihlon 27
- 6. Frank Cirulli 26

**STOCK B**

- 1. Brian Hahl 27
- 2. Chris Szeplaki 26
- 3. Charlie Amerman 25
- 4. Stanley Cruver 19
- 5. Brian Doyle 12

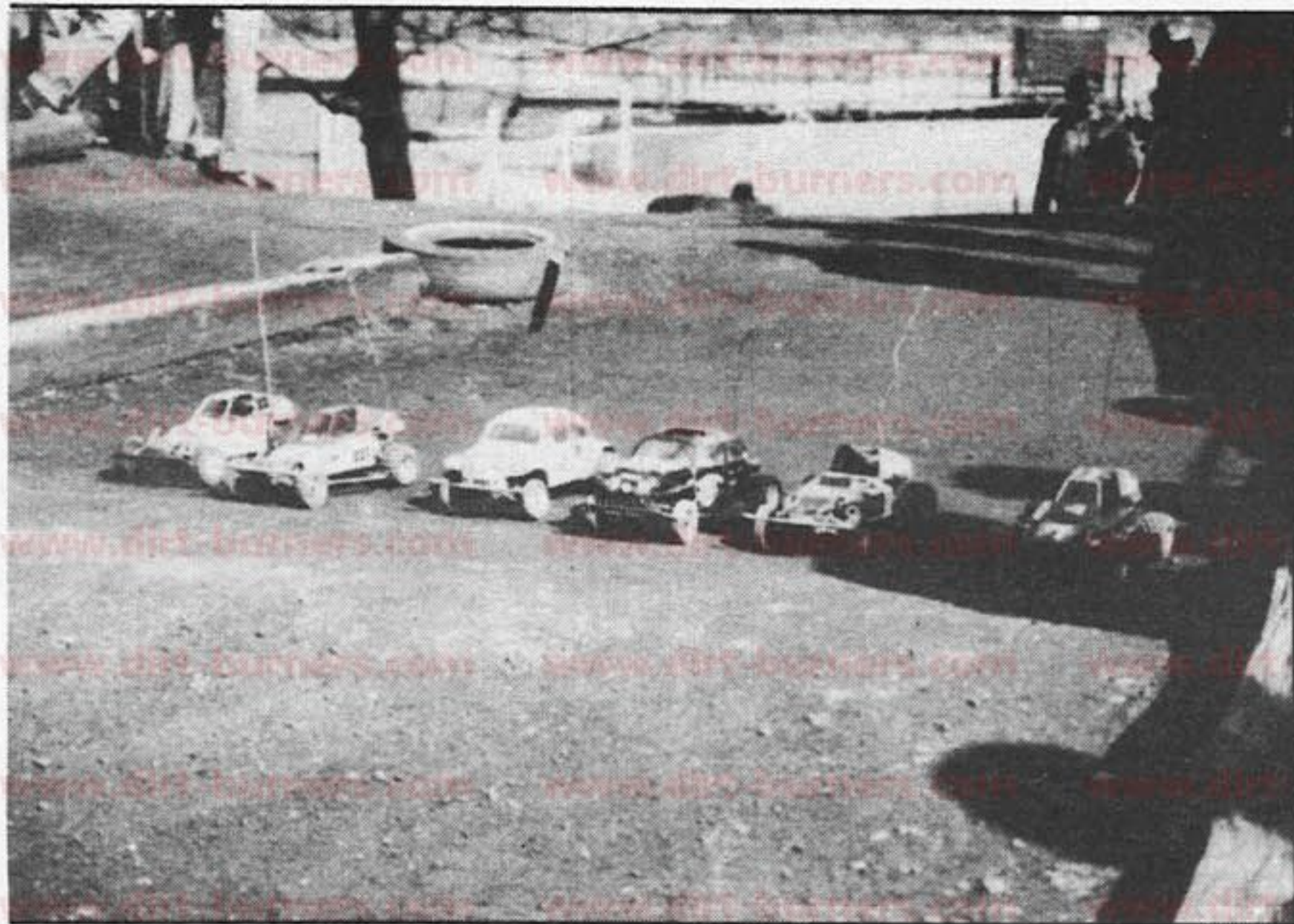
**MODIFIED A**

- 1. Frank Cirulli 27
- 2. Robert Dinunzi 26
- 3. Jim Doyle 25
- 4. Brian Hahl 23
- 5. Stanley Cruver 20
- 6. Steve Ludlum 17

**CONCOURS**

- 1st-Bob Mihlon
- 2nd-Bill (Lefty) Puglisi
- 3rd-Robert Dinunzi

\*\*\*\*\*



Six cars ready for the main. Check out second from the left. You can almost tell where he's going to go when the flag drops.

# GRAND OPENING JULY 1, 1983

## TQ HOBBIES

**1358 PACIFIC COAST HWY.  
HARBOR CITY, CALIF.  
(213)539-3611**

LOS ANGELES COUNTY'S LARGEST & MOST COMPLETE R/C RACING FACILITY FOR ON & OFF ROAD CARS. TWO TRACKS, LARGE DRIVERS STAND, PIT AREA, OUTSTANDING NIGHT LIGHTING, REST ROOMS, MEETING ROOM, 110 V. POWER OUTLETS, AND SNACK BAR.

**1/12 SCALE RACING EVERY 1st and 2nd SUNDAY OF EACH MONTH**

TRACK OPENS AT 7:30 A.M. RACING STARTS AT 9:30 A.M.

**OFF ROAD RACING EVERY FRIDAY NIGHT**

**ENTRY FEE \$ 5.00**

SIGN UPS OPEN AT 6:00 P.M. RACING STARTS AT 7:00 P.M.

COME ON IN AND SEE OUR OPENING SPECIALS AND MEET OUR STAFF OF OUTSTANDING RACERS.

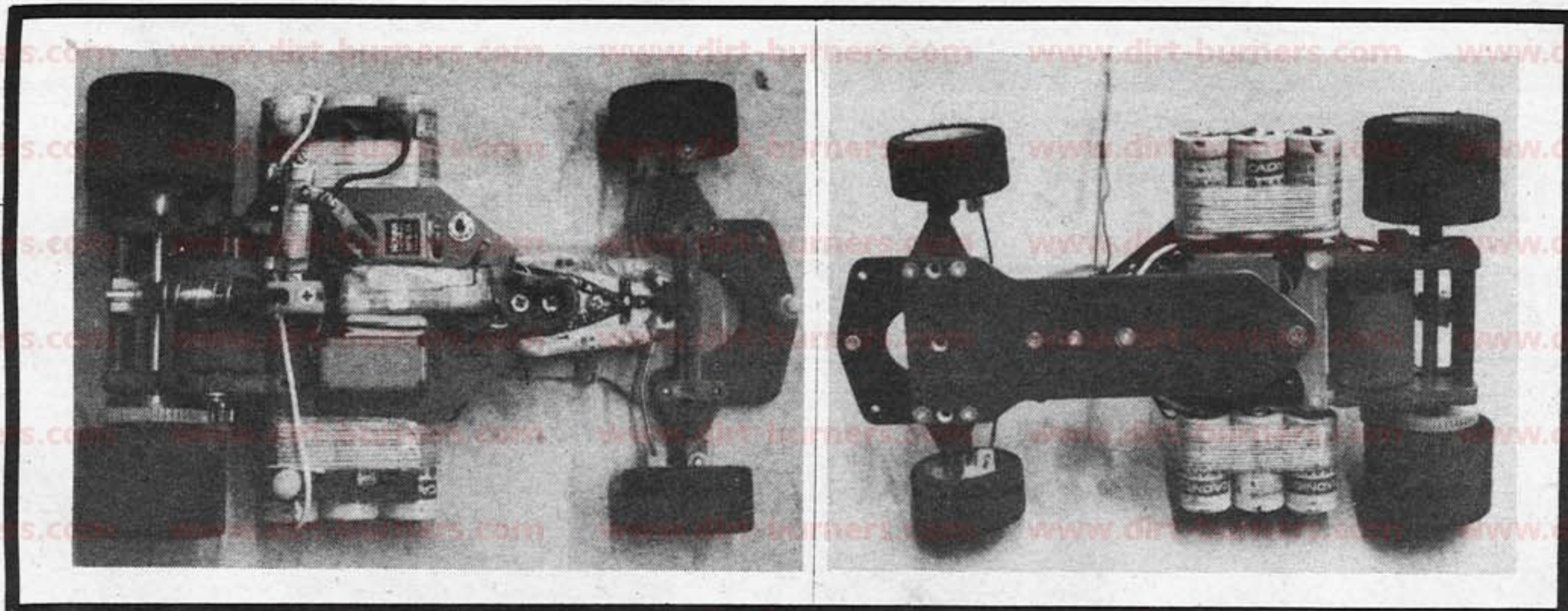
TRACKS OPEN 7 DAYS A WEEK FOR PRACTICE (except on race days)

ONE MILE WEST OF THE HARBOR FWY. ON P.C.H. BETWEEN NORMANDIE & WESTERN.



**THE  
NEW**

# LIGHTNING 3000



## FEATURES

*\*Adjustable Camber\*Adjustable Ackerman Steering\* Adjustable Caster\*Adjustable Independent Front Suspension\*Offset Kingpin\*Adjustable Shaker Plate For Weight Transfer\*T-Bar For Rear Suspension\*  
\*Adjustable Rear Shock For Dampening And Ride Height\*Adjustable Center Of Gravity Rear Axle Cams\**

## NEW PRODUCTS

### Jomac Metallic Paint

900	Thinner 2 oz. bottle	3.00
901	Thinner 4 oz. bottle	4.00
902	White 2 oz. bottle	3.00
903	Black 2 oz. bottle	3.00
904	Silver 2 oz. bottle	3.00
905	Yellow 2 oz. bottle	3.00
906	Red 2 oz. bottle	3.00
907	Orange 2 oz. bottle	3.00
908	Green 2 oz. bottle	3.00
909	Blue 2 oz. bottle	3.00
910	Purple 2 oz. bottle	3.00

**SANYO "ND" SERIES**

**CAPACITY MATCHED**

**BATTERIES \$42.00**

## LIGHTNING 2000

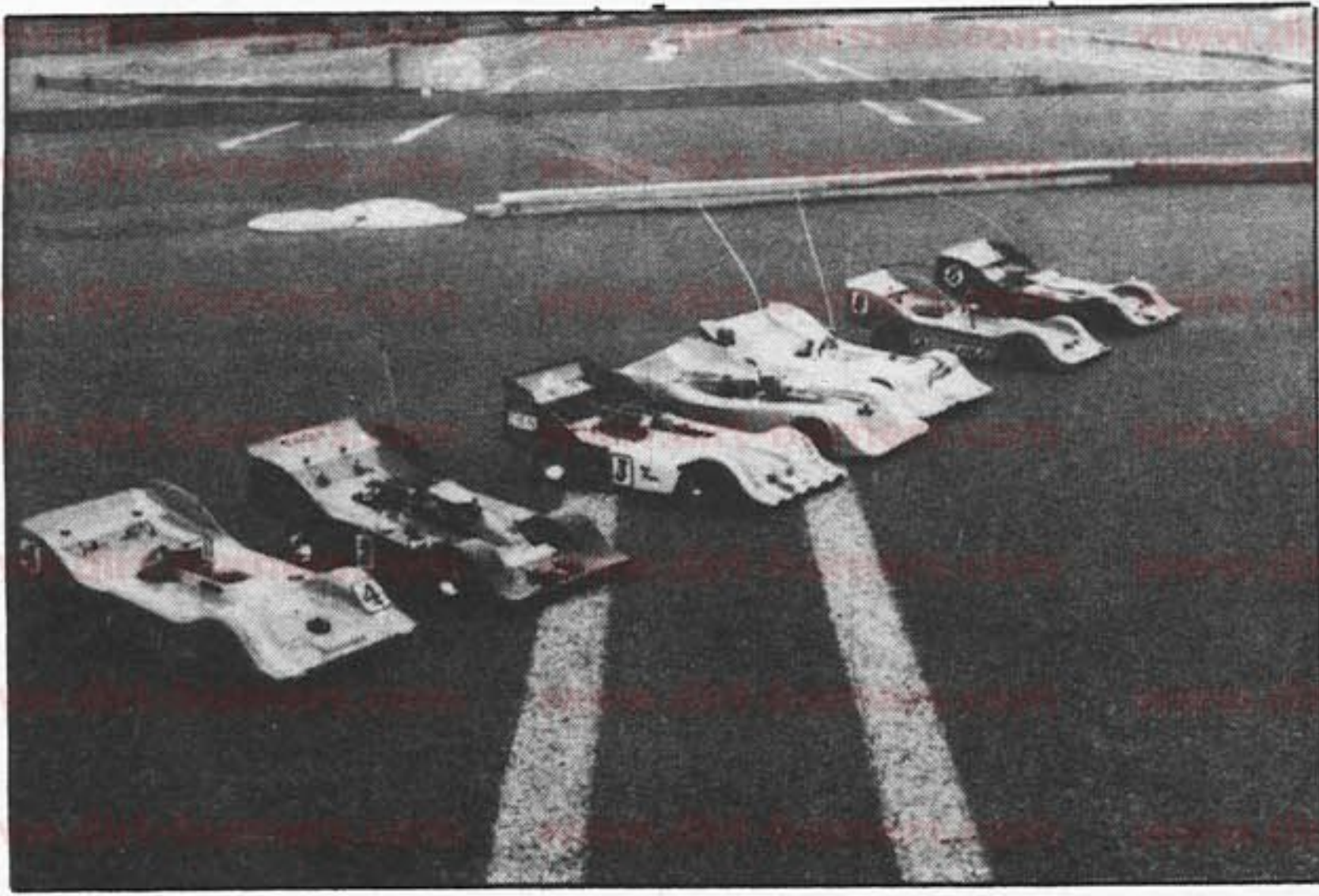


### WINNER OF:

1981 AJ'S INDIANAPOLIS EXTRAVAGANZA  
1981 U.S. 4-CELL INDOOR CHAMPIONSHIPS  
1981 ROAR NATIONAL CHAMPIOSHIPS  
6-CELL MODIFIED  
1981 TEXAS CHAMPIONSHIPS  
MODIFIED AND STOCK  
1982 PEPPERMILL CLASSIC  
TOP QUALIFIER AND 2nd  
1982 ROAR NATIONALS TQ ALL EVENTS  
1st PRODUCTION AND MODIFIED  
1982 U.S. 4-CELL INDOOR CHAMPIONSHIPS  
MODIFIED  
1982 ROUTE 66 GRAND PRIX  
1983 OZARK MOUNTAIN INDOOR CLASSIC  
1983 WORLD OF WHEELS

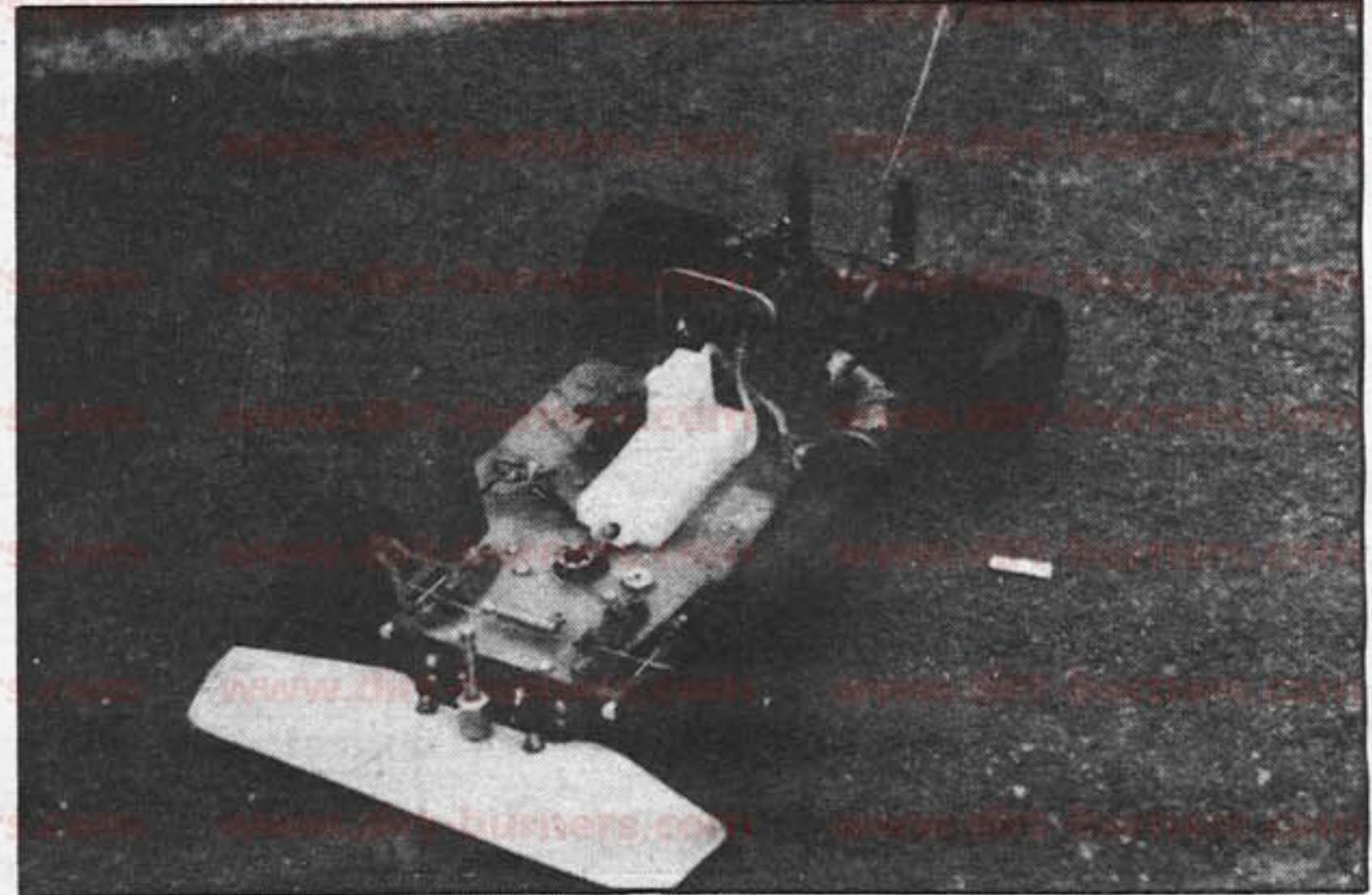
**JOMAC** 

1811 Industrial Blvd. - Suite 113, Norman, Oklahoma 73069 - (405) 360-5986



A MAIN winner (above) Tony Markunas, Jr. of the Markunases racing brood. Cars lined up for Concours (top left). Number 8 took the nod. Photo. Williams/Ewing.

## Mid-Atlantic Championship Series 2



The "hot set up", Tony Markunas' winning combination (above), a PB Alpha GP "mono shock" with new K&B .21. Sherri Gardner (far left) picks up second in the Novice class. Another Markunas (left), Matt took first in Novice.

May 1, 1983

Story by Steve Williams  
Photos by  
Steve Williams & Dave Ewing

THE SUSQUEHANNA AREA RADIO CONTROLLED AUTO RACERS finally got round two of the Mid-Atlantic Championship Series in, in between raindrops and after it had rained during the previous week.

Rain all night Saturday forced the club to move the track upstream from the puddles and change the layout of the track somewhat. Practice got underway late but qualifying did manage to start on time.

The track was slick with some wet spots - so nobody got around the course fast until the third round. By that time, there was a wide sticky groove, excellent for fast side-by-side racing.

A.B. Markunas used the home-track advantage to be T.Q., while son Tony Markunas was the second fastest qualifier. Another local racer, Dave Ewing, was also in the A Main, making it a SARGAR-3.

The MAINS started with the running of the Novice class. Another Markunas wound up in the winner's

circle. This time Matt Markunas beat Sheri Gardner by two laps for the win.

Super Stock B main was not run due to mechanical failures. Super Stock A had Drexel Williams with his Delta SJ beating out Bud Matthews by one lap.

OPEN D saw the second SARGAR winner. Red Foltz, in his first series race ever, beat "Bonzai" Barry Rosenberger by one lap. Barry put on the best show of the day by driving the whole track sideways after a "flame-out".

THE C MAIN saw SARGAR pick up win number three as Dave Bailey pushed his PB Alpha past Dick Eliezer with an Associated RC500. Paul Snyder drove his Sonny Hildebrand-prepared PB to a B MAIN victory over Tom Abernathy's Delta Eagle.

As the A main was warming up it started to sprinkle and did so through the first few minutes of the race. This didn't seem to slow the cars down any as witnessed by the fact that the A Main went five laps further than the B Main.

The race pretty much belonged to Tony Markunas who broke out on top early in the race. He was followed by the Chuck Wiggins Delta Eagle and by A.B. (Dad) Markunas.

### The Great One

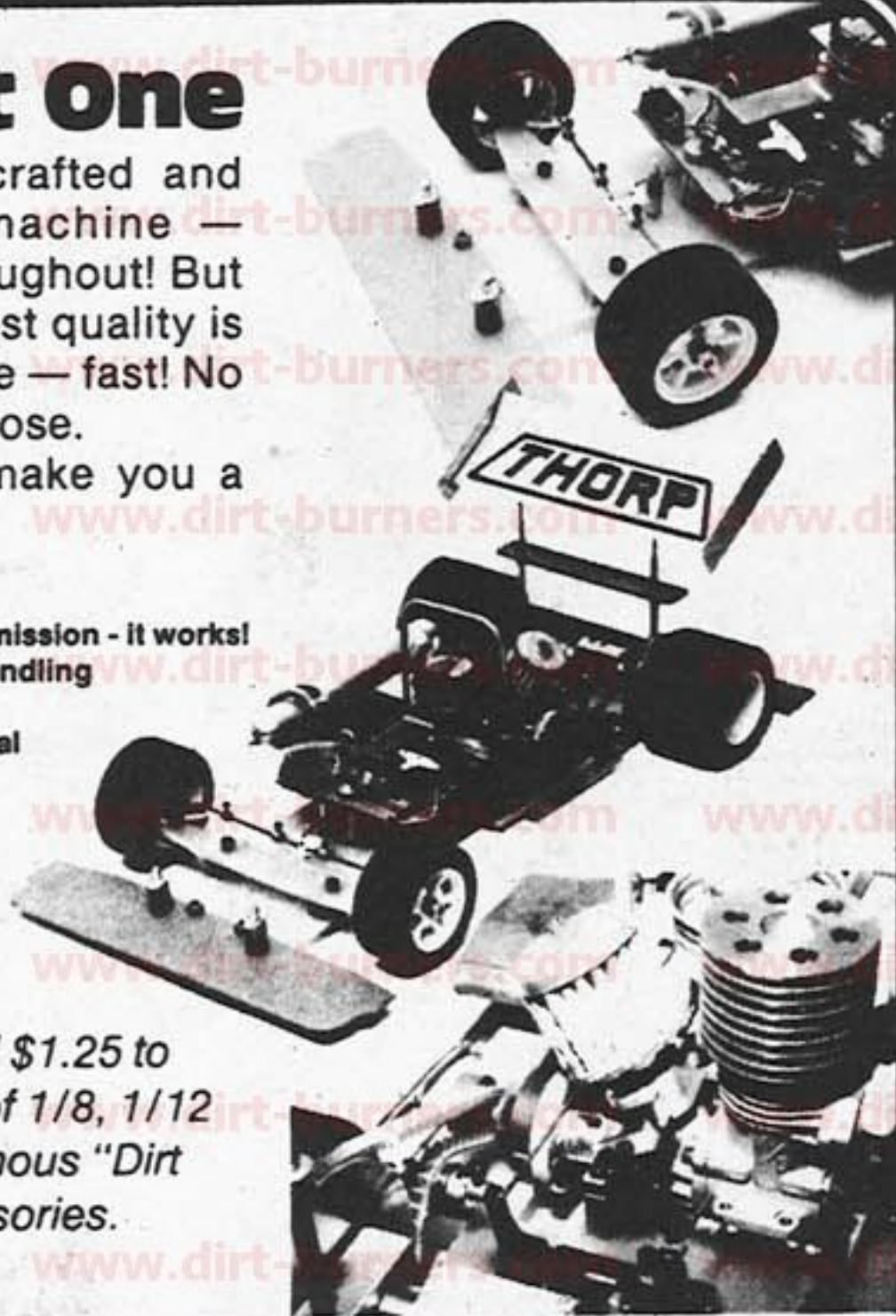
... is a precision crafted and engineered racing machine — hand-built quality throughout! But the Great One's greatest quality is it's so very easy to drive — fast! No other 1/8 car is even close. The Great One can make you a Great One!

#### All the tricks are built in!

- Variable ratio automatic transmission - it works!
- Forward engine for tunable handling
- New flex-beam front end
- Precision miter-gear differential
- Super precision & quality throughout
- Dual slide carburetor
- Light, super rugged design
- Quiet "Thorp Power Pipe"

Ask your dealer or send \$1.25 to Thorp for their catalog of 1/8, 1/12 cars, accessories & famous "Dirt Burner" off-road accessories.

• Dealers — Call or write on your letterhead



# THORP

manufacturing

380 S. EAST END, UNIT H, DEPT. N  
POMONA, CA 91766 • (714) 622-6518



Official track starter, Charles "Tiny" Williams.

3. Chuck Hooper (BCRCRA)...45
4. Merle Gardner (SJCRCRA)...24
5. Frank Lafferty (SJCRCRA)..1

**SUPER STOCK A:**

1. Drexel Williams (WRCRA)...58
2. Bud Matthews (BCRCRA)...57
3. Wilbur Thorton (WRCRA)...54
4. Sal Caruso (WRCRA)...46
5. Kevin Machen (WRCRA)...36
6. John Eisenhart (SARCRA)...25

**SUPER STOCK B:**

1. Clint Appleby
2. Ron Stitzel (BCRCRA)

**NOVICE A:**

1. Matt Markunas (SARCRA)...36
2. Sheri Gardner (SJCRCRA)...34
3. Bob Spangler (SARCRA)...29
4. Dale Dahlheimer (GBMRA)...8
5. Tom Abernathy, Jr. (WRCRA)...1



Waiting for the track to dry are Frank Lafferty, Chuck Hooper and Merle Gardner. "All this rotten rain's got to stop!"

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

**The Ultimate Charger.**

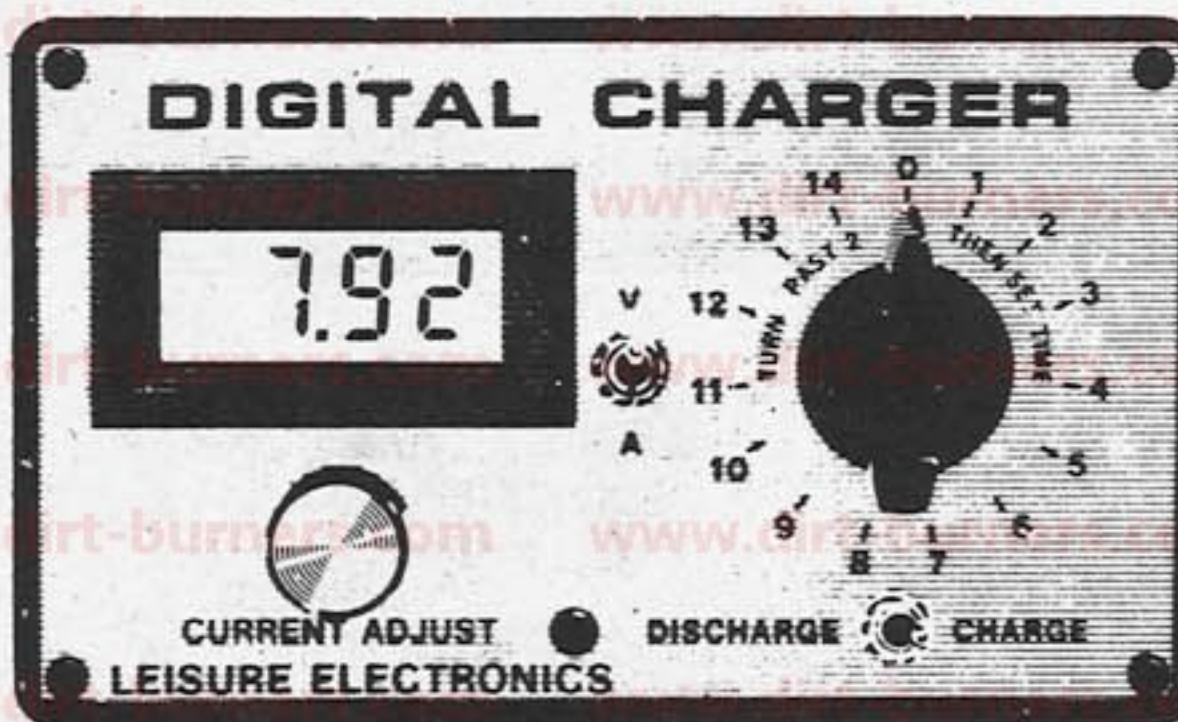
When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

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

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

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

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



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

**Safe, Simple NiCad Charging . . . Automatically.**

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

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

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

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

**5 Models to Choose From.**

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

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



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

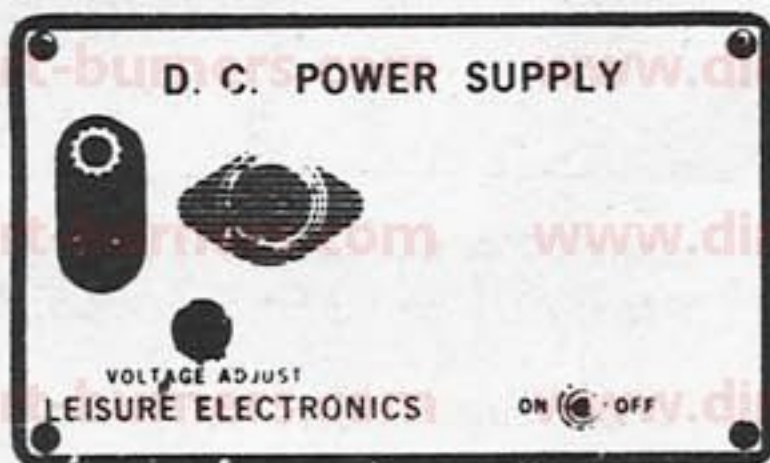
**Leisure Electronics . . . the Leader in RC NiCad Technology.**

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

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

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

**Leisure**  
11 Deerspring/Irvine/California 92714

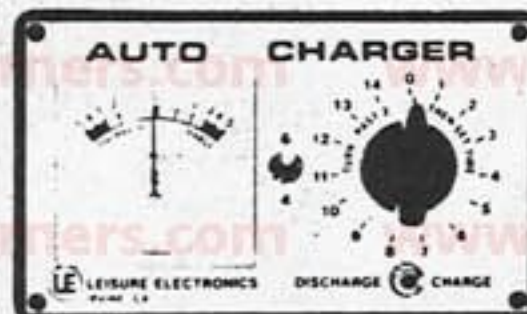


**Leisure 110 DC Power Supply.** A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

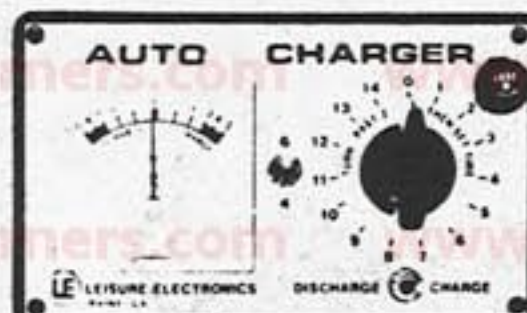
**New DC Power Supply.**

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

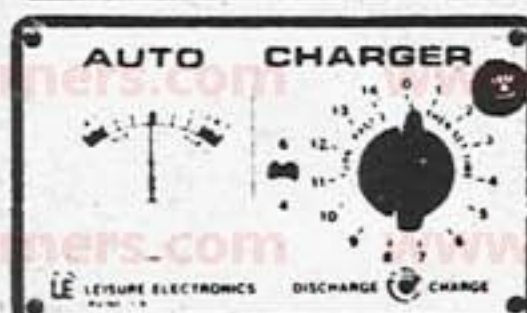
Matched up with our 109 charger, the DC power supply gives you a complete charging system with unmatched versatility.



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



**Leisure 106**  
Input: 12vDC/  
Rate: 4/6 cell



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



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

**FLASH: The New ORRCA Legal Sagami Off Road Motors are HERE!**  
**ORRCA Stock (No.1002-A): \$15.00 - ORRCA Open (No.1002-E): \$35.00**

with his PB Alpha who had a good race for second place. Earl Nester, Dave Ewing with PB Alphas and Ralph Phillip's Delta Eagle all had a close race for fourth.

The first casualty in the race was Phillips, who lost radio contact and was out for the day. A.B. Markunas had pulled away from Wiggins for second, Nester was fourth and Ewing was fifth.

After the pit stops, A.B. also flamed out while holding second place, allowing Nester to move up. Nester was never able to challenge Tony Markunas though who retained the lead and won the event by four laps. Nester wound up in second and A.B. Markunas was able to return to grab the third place. Wiggins, also returning after problems, took claim to fourth place. Dave Ewing, who has produced some of racing's most spectacular crashes, finished in fifth and Ralph Williams was sixth.

Racing ended none too soon as not long thereafter, the boards were picked up and the Central PA rain forest was wet again.

Steve Williams

**RESULTS**

**A MAIN:**

1. Tony Markunas (SARCRA)...70 laps
2. Earl Nester (WRCRA)...66
3. A.B. Markunas (SARCRA)...65
4. Chuck Wiggins (WRCRA)...59
5. Dave Ewing (SARCRA)...51
6. Ralph Williams (WRCRA)...26

**B MAIN:**

1. Paul Snyder (BCRCRA)...65
2. Tom Abernathy (WRCRA)...61
3. Carl Machen (WRCRA)...61
4. Tony Masiello (WRCRA)...49
5. Andy Madajewski (SJCRCRA)...33
6. Steve Williams (SARCRA)...14

**C MAIN:**

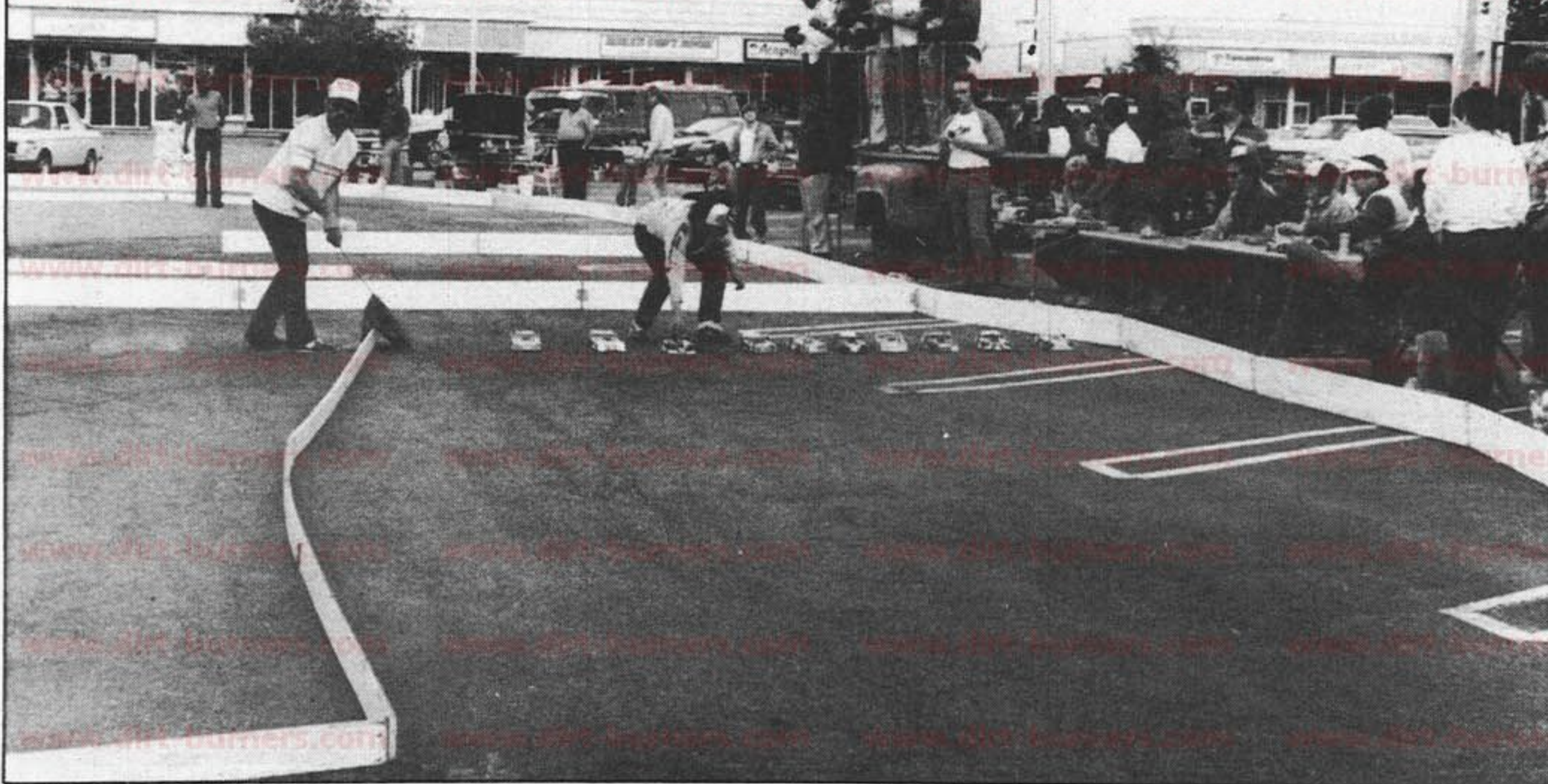
1. Dave Bailey (SARCRA)...64
2. Dick Elizer (RST)...59
3. Dale Kallenberger (BCRCRA)...56
4. Patrick Yarosh (GBMRA)...49
5. Don Young (BCRCRA)...48
6. Mark Masser (WRCRA)...DNS

**D MAIN:**

1. Red Foltz (SARCRA)...59
2. Barry Rosenberger (SJCRCRA)...58

# California State Series 1/12th

## At Santa Maria



could see were their cars spinning at every corner and hear their obvious complaints about the "bite". The other question was whether they had packed enough tires. Bob "VHT-man" DeWald suggested they might think about spraying the track (VHT is a solution used to lay down more traction on a slippery surface) in the morning.

SATURDAY morning, April 30th, opened up with scattered clouds, and although it had rained for most of the night, the race would go on as scheduled. Race Director Neal McCurdy set up the "tech" and "check-in" tables where we picked up our stock motors. Anyone interested could try out the track. Bob DeWald got out the "sprayer" full of VHT and sprayed the corners. Neal made the announcement that the first round of qualifying would start at 11:00 a.m. The races were on!

On my way up to Santa Maria I had the opportunity to think about how long I've been running as an "Expert" in our Cal State Series races. It's been about a year and a half now - I know who the favorites are going to be in each particular race and location. Going to Santa Maria, the one person who came to mind was Tony Neisinger. You remember Tony, the Region 6 Modified Champion of 1982. Since

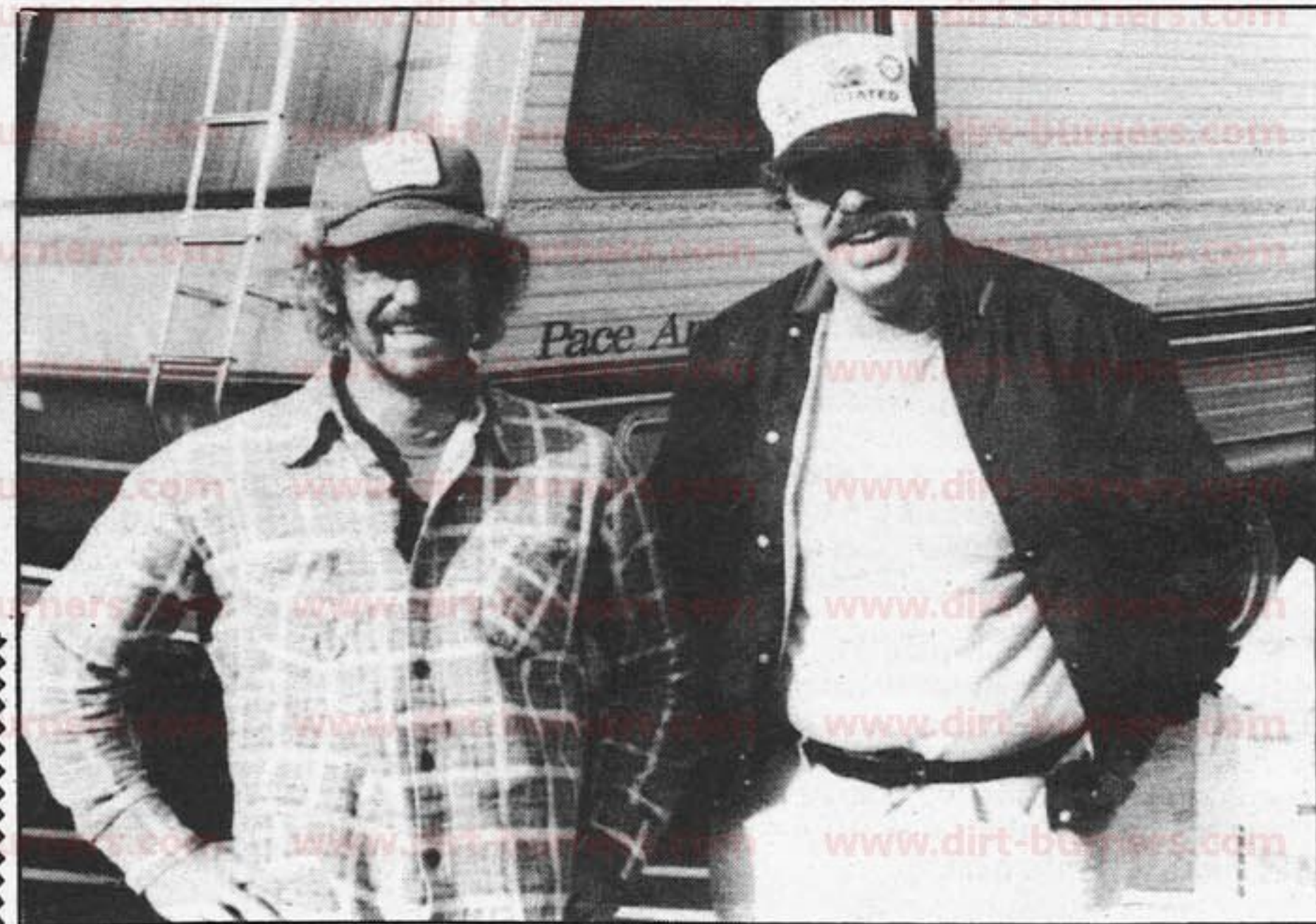
Report & Photos by  
Mike Toland

Santa Maria, Ca.  
April 30 - May 1

We packed the van and headed off to Santa Maria on what looked like a bright and Sunny Friday afternoon. As we drove closer to Goleta we could see in the distance a very large and threatening cloud cover. We made a stop for gas and corn nuts in Buellton as the rain was

pelting off the black skies. (Is it going to rain all of 1983?). From the time we left Buellton all the way to Santa Maria, it poured harder than I can ever remember.

We had been told earlier that the track would not be set up until after six o'clock on Friday night, so we checked into our Motel room and then went out for a bite to eat. It was about 8:00 p.m. then, and to no one's surprise (who comes from Southern California), the first drivers to practice on the track were Jeff Abrams, Randy Tentschert, and Terry "practice makes perfect" Ballard. All I

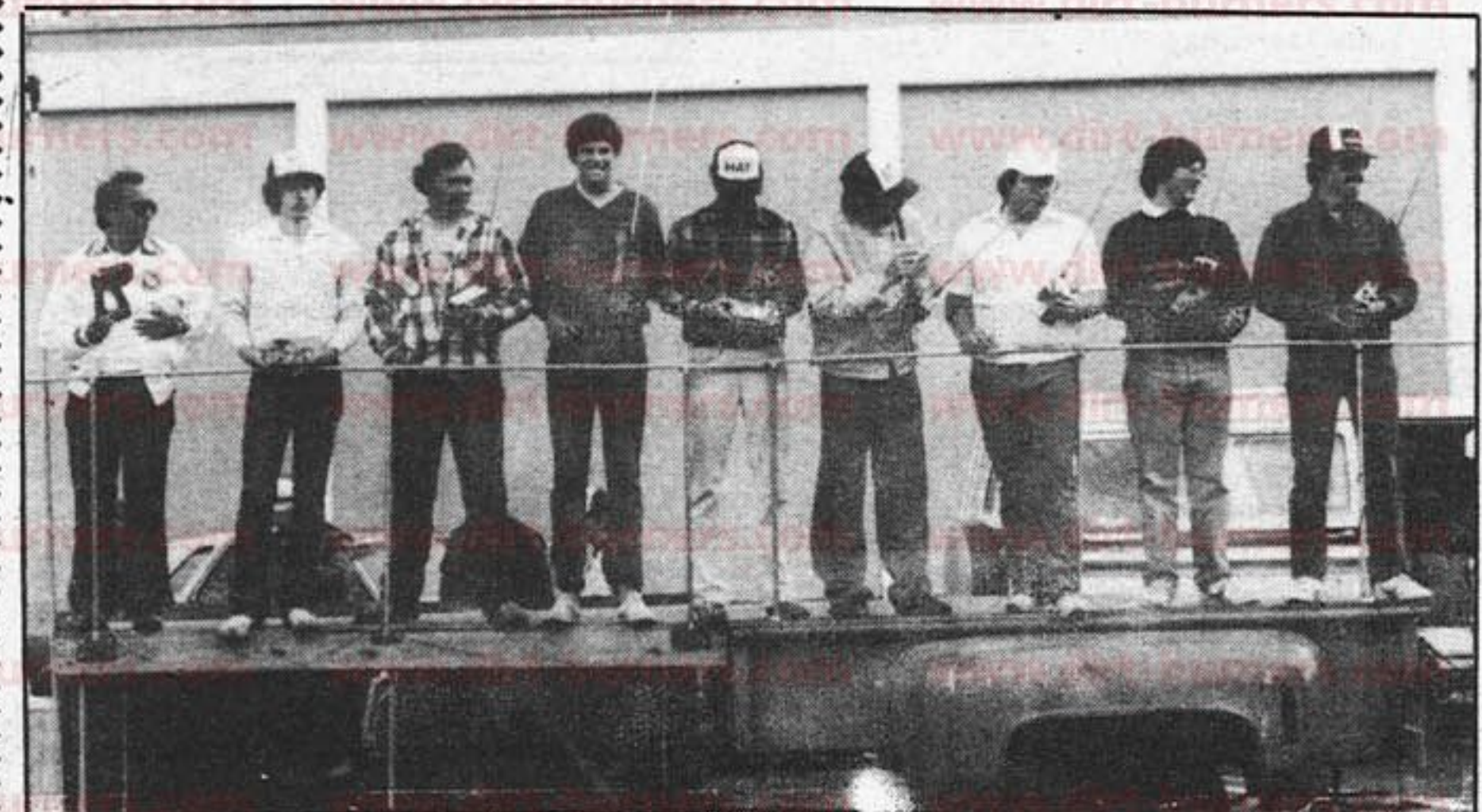


Terry Ballard TQ'ed both Modified & Stock Amateur and won the MOD A, while Jeff Abrams (right) won the STOCK A Amateur. The starting and lap counting area at Santa Maria (top).

# FRENCH R/C CAR DISTRIBUTORS

**New Address:**

FRENCH MOTOR CORP.  
80 Glenn Way - Unit 9  
Belmont, California 94002  
(415) 593-6373



Motly group if I ever saw one. The Expert Modified A Main: Jim Aguirre, (l to r) Tony Neisinger, Bob Mathison, Mike Toland, Sonny Maddison, Frank Killam, Randy Tentschert, Mike & Bruce Hickman, and Jim Greenmeyer (not shown).

\* \* \* \* \*

then, Tony has become more of a threat. Well I decided to race against him at his home track. At the end of the first day, the Stock qualifying, Tony was Top Qualifier. He had his car dialed. Bruce Hickman, that cool, laid-back R/C car driver who just likes to have fun at races, was second best qualifier. "Pop n' Fresh" Tentschert was the third best qualifier. I was a mere 7th among a very strong field.

Because the rains returned early Saturday evening, it was decided that the Stock Mains would be run early Sunday morning. It reminded me of Rattey's.

**SUNDAY** - In the Novice Stock class it was all Greg Jones. He was TQ and won the race by two laps over Pudgy Kisbey and Ed Van Horne. Because of the lack of entries here, there were only A and B mains in this class and, in fact, in all three classes.

In the Amateur class all eyes were on Terry Ballard. He really should be an expert-but for now, somebody has to win, right? Only the Amateur champion this time in this class was Jeff Abrams. Jeff was able to get the early lead and never looked back. He finished first ahead of Bob Campbell and Steve Toland. Terry

Third best qualifying spot belonged to Jim Aguirre with Tony Neisinger rounding out the top four spots. I managed to stay in the A main with the 10th qualifying position.

The NOVICE A Main in the Modified class had in the TQ spot one Greg Jones, but he couldn't quite get it together for the main and finished fourth. The winner was Terry Peiffer. He was able to win by just one second over Spencer Bond. Third place went to Roger Wagner.

In the Amateur A main, top qualifier was again Terry Ballard, but was Jeff Abrams going to do it to him again? NO, said Terry and went on to win the race by a lap over Steve Toland, and Jeff Abrams.

The Expert A Main saw Bruce Hickman win it wire to wire. All in all, it was a boring race. I guess you could say that the real battle was for third between Mike Hickman and Jim Aguirre. Mike Hickman won the battle for 3rd place and Aguirre got 4th. I managed to sneak past those two for a second place finish. I was pretty happy about that.

This is the third year for the Cal State Champ Series and every year it seems that its prestige has been eroding.

Perhaps it is because we've had

## ATTENTION R/C Clubs/Promoters

### SPECIAL EVENT ADVERTISEMENT

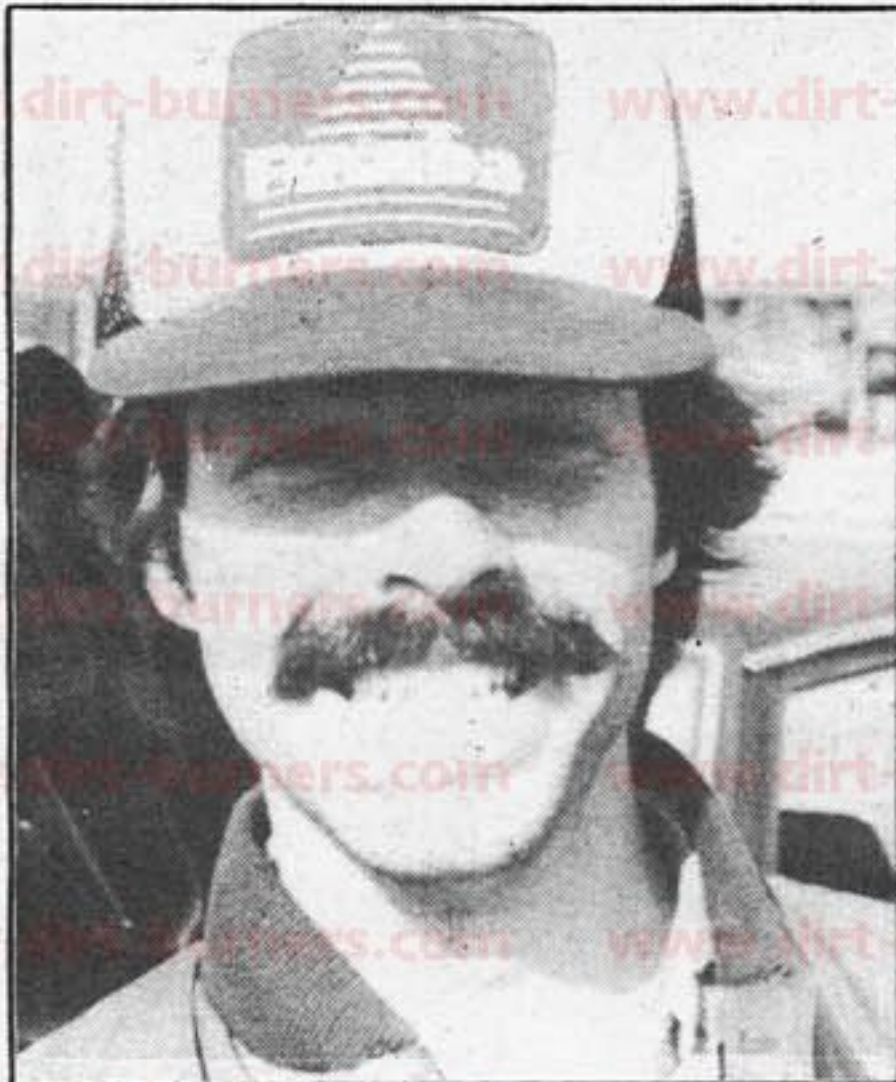
- THIS SIZE AD (4 3/4" X 5"), Regular \$70.00, now only \$30.00  
(Payment must accompany Ad - No exceptions)
- ROAR, NAMBA, IMPBA, AMA, & Organized Clubs ONLY!  
(Not available to private parties, manufacturers, or dealers)
- ADVERTISE Your Next Race for LESS than what it would cost you to send out 500 Flyers!
- 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



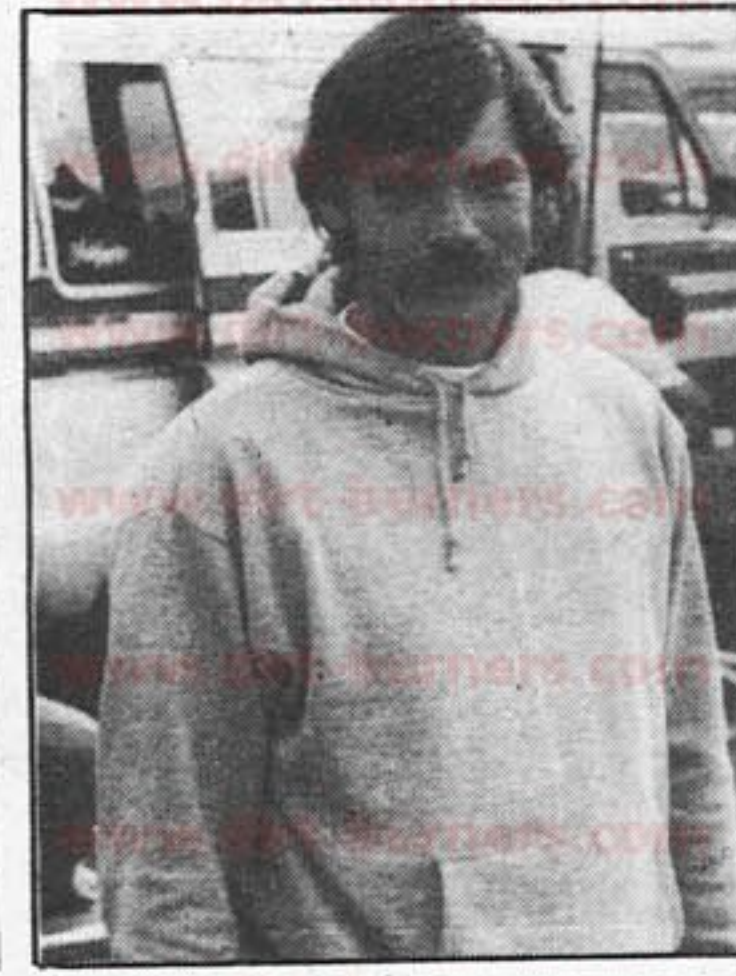
Mr. Neisinger, TQ & A Main winner in Stock Expert.



Mr. Hickman, Modified A Expert winner, 2nd Stock A.



Mr. Aguirre, 4th in Mod A Exp., and 5th in Stock A Exp.



Mr. Peiffer, 1st in Mod. Novice A.  
(cont. next page)

Ballard was the TQ but finished fifth.

The Expert Stock main was a typical one. Everyone except for the first place spot, must have held the second through fifth positions. The early leader was Bruce Hickman. He had the horse power and his car was working great. Right behind him was (you guessed it) Tony Neisinger. His car wasn't as fast as Hickman's, but Tony was. All he needed was for Bruce to make a mistake. Bruce said 'your wish is my command' and soon his car hit a board. That was what Tony wanted and soon was right behind Hickman, but it wasn't until the last couple of turns that Tony Neisinger won the race. Third place went to Randy Tentschert and I (Mike Toland) finished fourth.

In MODIFIED it was once again Tony Neisinger and Bruce Hickman fighting for the TQ spot. Bruce (get this) turned in three runs of 26/8:05, 26/8:06, 26/8:06. Now that's consistency! Bruce took the TQ spot while Randy Tentschert placed second, only ten seconds back.

## LOOK INTO THE OPS Competition 3.5

Available at your Local Hobby Shop!

Call The Parts People of  
**Shamrock**  
Competition Imports Inc.

P.O. Box 26247  
New Orleans, La. 70186  
(504) 242-5967



so much rain during these events, or it could be the fact that 1983 is a real busy racing year with many races scheduled on top of each other with very little breathing room in between. There are three more races left in this series and I believe that next year the series will only run the Modified classes. This would lower the entry fees and perhaps more people would show up at the races. We'll wait and see. In the meantime, this weekend was an otherwise typical R/C racing weekend.

Mike Toland

RESULTS

MODIFIED NOVICE A:

1. Terry Peiffer..... 22/8:15
2. Spencer Bond..... 22/8:16
3. Roger Wagner..... 21/8:04
4. Greg Jones (TQ)..... 21/8:13
5. Jim Sturges..... 20/8:03
6. Robert Arriga..... 20/8:18
7. Pudgy Kisby..... 18/8:06
8. Marion Crowder..... 17/8:12
9. Chris Maddox..... 12/8:13
10. Phil Smith..... 3/8:00

MODIFIED NOVICE B:

1. Dustin Wardcow..... 21/8:08
2. Ed Van Horne..... 20/8:15
3. Karen Kisbey..... 20/8:13
4. Bev Pritchett..... 20/8:19
5. Jerry Meisenzahl..... 19/8:01
6. Dave Wardlow..... 19/8:21
7. Andrea Espejo..... 17/8:20
8. Ron Thalman..... 15/8:21
9. David Thalman..... DNS

10 Martin Symonds..... DNS

MODIFIED AMATEUR A:

1. Terry Ballard (TQ)..... 25/8:03
2. Steve Toland..... 24/8:09
3. Jeff Abrams..... 24/8:15
4. Bob DeWald..... 24/8:17
5. Sam Ellis..... 24/8:37
6. Bob Campbell..... 23/8:06
7. Kim Henriksen..... 23/8:07
8. Russ Aguirre..... 23/8:15
9. Tod Strain..... 4/8:00
10. Miles Cook..... 1/8:00

MODIFIED AMATEUR B:

1. Gary McAllister..... 23/8:05
2. Paul Chopra..... 23/8:18
3. Steve Pritchett..... 22/8:03
4. Dick Pritchett..... 22/8:04
5. Tim Toland..... 22/8:14
6. Anthony Porter..... 22/8:16
7. Cliff Vose..... 22/8:20
8. Dale Davis..... 21/8:01

9. Chuck Maddox..... 4/8:00
10. Troy Blanton..... 4/8:00

MODIFIED EXPERT A:

1. Bruce Hickman (TQ)..... 26/8:06
2. Mike Toland..... 26/8:13
3. Mike Hickman..... 26/8:10
4. Jim Aguirre..... 26/8:19
5. Randy Tentschert..... 25/8:17
6. Frank Killam..... 25/8:18
7. Sonny Maddison..... 24/8:05
8. Bob Mathison..... 22/8:00
9. Jim Geenemeyer..... 17/8:00
10. Tony Neisinger..... 1/8:00

MODIFIED EXPERT B:

1. Larry Stevens..... 25/8:14
2. Al Chuck..... 24/8:10
3. Rick Marks..... 24/8:16
4. Ted Graf..... 24/8:23
5. Lee Hall..... 23/8:06
6. Bob Novak..... 23/8:09
7. Mike Reedy..... 23/8:16
8. Neal McCurdy..... 22/8:00
9. Dave Kisbey..... 22/8:10
10. Ken Jones..... 21/8:03
11. Steve Hickman..... 13/8:00

STOCK NOVICE A:

1. Greg Jones..... 22/8:02
2. Pudgy Kisbey..... 20/8:00
3. Ed Van Horne..... 20/8:00
4. Bev Pritchett..... 20/8:28
5. Jim Sturges..... 19/8:13
6. Marion Crowder..... 18/8:17
7. Roger Wagner..... 18/8:50
8. Terry Peiffer..... 17/8:17
9. Tim Copp..... DNS
10. Greg Hernandez..... DNS

STOCK NOVICE B:

1. Chris Maddox..... 23/8:11
2. David Thalman..... 20/8:00
3. Dustin Wardlow..... 20/8:06
4. Karen Kisbey..... 20/8:09
5. Jerry Meisenzahl..... 19/8:04
6. Dave Wardlow..... 18/8:24
7. Andrea Espejo..... 17/8:20
8. Spencer Bond..... 11/8:00
9. Ron Thalman..... DNS
10. Robert Arriaga..... DNS

STOCK AMATEUR A:

1. Jeff Abrams..... 25/8:09
2. Bob Campbell..... 24/8:11
3. Steve Toland..... 24/8:12
4. Miles Cook..... 24/8:19
5. Terry Ballard (TQ)..... 23/8:00
6. Chuck Maddox..... 23/8:07
7. Kim Henriksen..... 22/8:06
8. Troy Blanton..... 20/8:00
9. Tod Strain..... 3/8:00
10. Bob DeWald..... 1/8:00

STOCK AMATEUR B:

1. Gary McAllister..... 24/8:21
2. Tim Toland..... 23/8:06
3. Russ Aguirre..... 23/8:14
4. Paul Chopra..... 23/8:20
5. Dick Pritchett..... 22/8:03
6. Sam Ellis..... 22/8:12
7. Anthony Porter..... 22/8:13
8. Dale Davis..... 22/8:20
9. Steve Pritchett..... 19/8:02
10. Cliff Vose..... DNS

STOCK EXPERT A:

1. Tony Neisinger (TQ)..... 26/8:11
2. Bruce Hickman..... 26/8:13
3. Randy Tentschert..... 25/8:13
4. Mike Toland..... 25/8:13
5. Jim Aguirre..... 25/8:14
6. Bob Mathisen..... 24/8:04
7. Al Chuck..... 24/8:05
8. Mike Hickman..... 24/8:40
9. Sonny Madison..... 23/8:20
10. Lee Hall..... 23/8:21

STOCK EXPERT B:

1. Larry Stevens..... 24/8:05
2. Dave Kisbey..... 24/8:17
3. Ken Jones..... 23/8:05
4. Rick Marks..... 23/8:07
5. Steve Hickman..... 23/8:11
6. Bob Novak..... 23/8:14
7. Neal McCurdy..... 22/8:12
8. Ted Graf..... 19/8:14
9. Mike Reedy..... DNS

# Choice of Champions.

Test your reflexes with Futaba's S32, the fastest servo that we've ever built.

You'll actually feel the difference these lightweight, precision servos make in the response and control.

Futaba has the latest in compact receiver design, too. The all-new, low-drain R4H is the ideal size and weight for 1:12 scale competition, and is available in 27, 72 and 75 MHz.



S32 / High Speed Servo  
Size: 1.20" x 0.71" x 1.46"  
Weight: 1.13 oz.  
Transit: .16 sec./60°  
Torque: 33.4 oz./in.

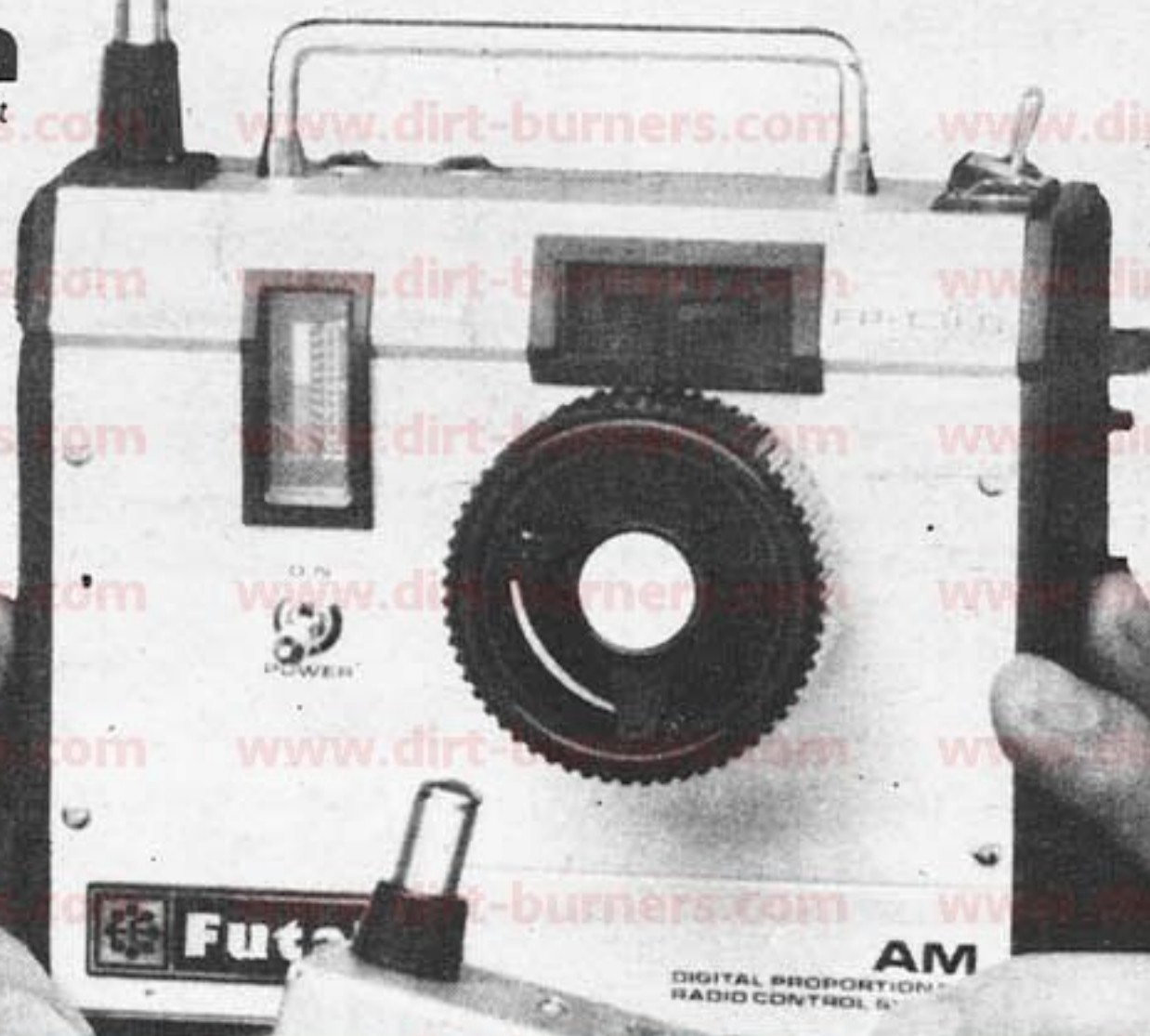
**Futaba**  
555 West Victoria Street  
Compton/CA 90220



R4H / Micro Receiver  
Size: 1.26" x 2.05" x 0.77"  
Weight: 1.19 oz.

**The Futaba 3FG.**

Dual rate oversteer/understeer control. Throttle centering plus fine-tune control. Servo reverse switching and G-Series electronics.



**The Futaba 2F.**

Still the most popular and successful car radio ever. The performance and reliability that dominates the sport.



# 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!



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

**FLASH!**

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

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

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

1. Does any other manufacturer take "ALL" their magnets out of the cans & "Match" them for equal strength on a Gaussmeter?
2. Does any other manufacturer "Permanently" bond their magnets in the can with no Magnet Clips (so we don't interrupt the Magnetic Return Path?)
3. Does any other manufacturer offer "5" Vent holes (in the can & endbell) for cooling and cleaning?
4. Does any other manufacturer "Break-in" their motors for at least "8 Hours" before you buy the motor?

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!

**NOW The EXCLUSIVE East Coast Distributor for "TUNA HOT BOX II" Charger.**

**TRINITY PRODUCTS**

P.O. BOX 86  
Brooklyn, New York 11228  
(201) 352-7616

**NEW PRODUCTS: RC44 'Six Cell' Oval Modified Motor \$60.00**

Send S.A.S.E. for your copy of the New **TRINITY Newsletter!**

# RCECC OFF ROAD

## OMORI Mod & Open Win, ITO Takes Stock!

By Richard Ito  
May 1, 1983

Have you ever noticed that all R/C race reporters always start their article with a weather report? Strange people, these race reporters. Anyway, the weather was great for the fifth race of the year. It seems that Mother Nature was apologizing for last month's partial rain-out.

A fun time was had by all thirty-eight entrants. Happenings: Another car hit the ocean. Ever wonder what salt water does to electronic components and aluminum parts? The fun event for the day was a crash and burn event featuring fifteen cars. Eight going in one direction and seven in the other direction.

The real story for this race was the success of our younger and newer racers. Brian Omori pulled off a fantastic double win in the Modified A and Open Classes. Eleven year old Brian Wong won the Stock B class over new racer John Suwada. Brian Wong also won the fun event. Ten year old Lynda Kawamae won her first-ever trophy in the modified class. Joe Kaanapu went home with two trophies from the Modified and Stock classes. Second-time racer Elipidio Paquirigan had a very consistent day and qualified for the tough A Modified class. Third-time racer, young Darren Wada really gave the stock leaders a run for their money. Another new racer, Reynold Kam drove a great race to win the Modified B class.

Our hats (caps) off to you, our younger and newer racers!

### MODIFIED B MAIN

This exciting race featured many lead changes. Joe Kaanapu jumped off to an early lead followed by Reynold Kam and Ike Bulay. Ike jumped into the lead when Joe experienced throttle problems. Hard-luck, Ed Sonoda also suffered early problems. Steve Ome took his turn in the lead on lap four. Reynold Kam, driving very consistently, took the lead on the eighth lap and won going away. Joe, overcoming his early problems, took the second spot. Lynda Kawamae, driving with a broken throttle, took a hard-fought third over Steven. Ike and Ed rounded out the field.

### MODIFIED A MAIN

The Modified A main was a war with the four leaders on the same lap for most of the race. Elipidio Paquirigan raced off to the early lead followed by Gene "Dogmeat" Niihau. Elipidio did a good job of driving until the fifth lap when Gene took over with Brian Omori and Billy Calzo in hot pursuit. Gene and Brian then traded the lead throughout the rest of the race with Brian finally prevailing over the veteran racer. Cory Chock took a hard-fought third over Billy with Walter Joyce and Elipidio rounding out the field.

### STOCK B MAIN

Young Brian Wong jumped into the lead and duelled through out the

entire race with John Suwada. Joe Kaanapu, driving a consistent race, placed third. First-time racer Wally Maze lost a wheel on the second lap, putting him out of the race. Another first-time racer, Andrew Gomes also suffered very bad luck putting him out on the third lap.

### STOCK A MAIN

This month's Stock A main featured a rerun of last month's battle between the two Richards. However, this month Richard Ito prevailed over Rich Robertson. Another change this month was the challenge presented by young Darren Wada. Darren showed the two veteran Richards that they better not overlook the rest of the field by knocking off a 14.6 lap qualifying. Rapidly-improving Benny Padilla and Bobby Nahinu took the fourth and fifth places, respectively. Ed Sonoda and Sam Vierra took the remaining two spots.

### OPEN CLASS MAIN

Nine racers answered the starting horn with "Dogmeat" Gene flying off with the lead. The open main looked like a repeat of the modified A, with Gene and Brian Omori again battling for the lead. On lap six Gene broke something on his car and was able to limp around the track for the rest of the race. This allowed Brian, Cory Chock, and Earl Honbo room to battle for the lead. And battle they did, with all three finishing in that order on the same lap. Young Noli Hipolito, driving a very good race, finished fourth over Billy Calzo and

Bert Sugawa in fifth and sixth, respectively. Hard-luck Damon Wilcox finished seventh with Ryan Honbo in eighth and Gene limping across in ninth place.

### RESULTS

**B MODIFIED 14 LAPS**

1. Reynold Kam (TQ)	14
2. Joe Kaanapu	12
3. Lynda Kawamae	12
4. Steven Ome	11
5. Ike Bulay	5
6. Ed Sonoda	5

**A MODIFIED 17 LAPS**

1. Brian Omori	17
2. Gene Niihau (TQ)	17
3. Cory Chock	16
4. Billy Calzo	16
5. Walter Joyce	14
6. Elipidio Paquirigan	13

**B STOCK 13 LAPS**

1. Brian Wong	13
2. John Suwada (TQ)	13
3. Joe Kaanapu	12
4. Andrew Gomes	3
5. Wally Maze	1
6. Tom Hipolito	DNS
7. Russell Wong	DNS

**A STOCK 16 Laps**

1. Richard Ito (TQ)	16
2. Rich Robertson	15
3. Darren Wada	15
4. Benny Padilla	14
5. Bobby Nahinu	13
6. Ed Sonoda	13
7. Sam Vierra	12
8. Noli Hipolito	DNS

**OPEN MAIN 14 Laps**

1. Brian Omori (TQ)	14
2. Cory Chock	14
3. Earl Honbo	14
4. Noli Hipolito	12
5. Billy Calzo	12
6. Bert Sugawa	11
7. Damon Wilcox	11
8. Ryan Honbo	11
9. Gene Niihau	10
10. Glenn Kawamae	DNS
11. Joe Kaanapu	DNS

### Accessories for "Dirt Burners!"



#### Thorp "Dirt Burner" Nerf Bars & Wings

All metal nerf rails in two styles — single rail or double-rail cage to fit Tamiya off roaders. Thorp wings are on the fastest cars everywhere — all aluminum & built to take it!

#### Thorp Off Road Diff for Tamiya

The really Hot One — eight of the top nine qualifiers at the Off-Road World Champs used Thorp "Dirt Burner" diffs! Requires no modification — easy drop-in installation. Adjustable for all track conditions.

- Ask for Thorp's complete "Dirt Burner" accessory catalog
- Dealers — Call or write on your letterhead

# THORP

manufacturing

380 S. EAST END UNIT 111  
POMONA, CA 92676



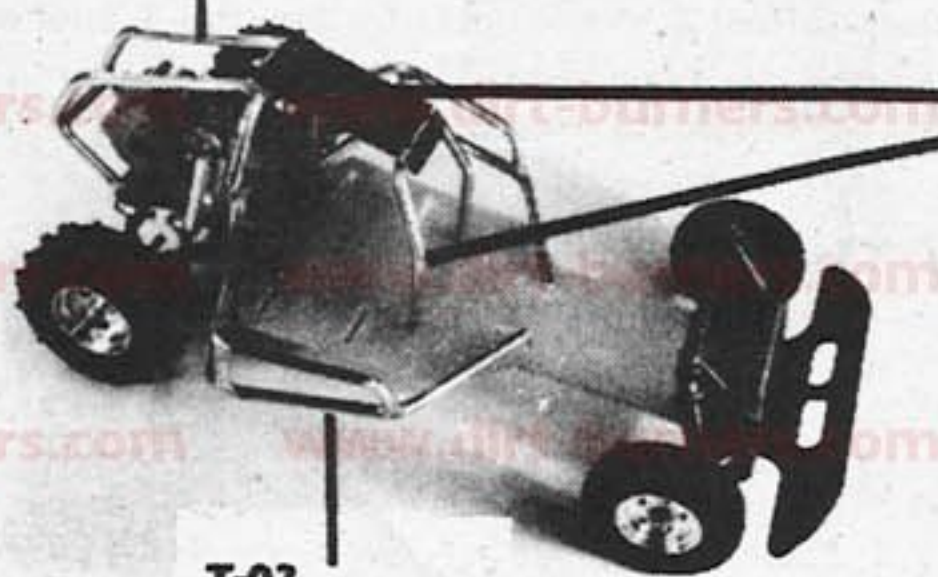
john gudvangen  
manufacturing

p.o. box 6014  
whittier, calif. 90609-6014  
(213) 947-1206

SEND SELF-ADDRESSED  
STAMPED ENVELOPE FOR  
FREE BROCHURE

DEALER AND DISTRIBUTOR  
INQUIRIES WELCOME

**T-01**  
Modified Open  
Cage Tamiya



**T-02**  
Modified Open  
Nerf Bars

**C-02**  
Cox Cage



**C-03**  
Nerf Bars  
New

**T-07**  
Roof & Front  
Roll Bar

MAIN DISTRIBUTOR  
SPEED SPORT  
5971 LAKESHORE DR., CYPRESS, CA 90630  
(714) 995-4460



# RCECC Can Am Race No. 5

May 15, 1983  
By Glenn Kawamae

Bright blue Hawaiian skies greeted us for our Can Am #5. This was to be one of the most prepared-for races of the year, to date. Every day for the last two weeks, racers could be found at our HCC track, practicing on a track layout very much like the one at our HonFed track. All this practicing . . . For what? Frank Killam, the best overall finisher at the 1982 World Championships, was the probable reason. Everyone wanted to be at his very best when racing against this mainland "Hotshot." Three complete rounds of qualifying were run and, as expected, a new track record was set. 34.9 laps in 8 minutes! This will probably stand for quite a while.

As announced in last month's newsletter, we had a free lunch for all the racers and families. A very special thanks to our vice-president, Beau Peterson for the sweet 'n' sour spare ribs, rice and salad. It was terrific. After the lunch break, the mains were run off. This is how the racing went.

The D main saw a 1st lap lead by a very swift Norman Uyeno followed by Mike Rapoza, Ryan Honbo, Leonard Sato, Cory Chock and Bill Calzo, in that order. Norman was so fast he seemed untouchable but Mike was still within striking distance. Billy Calzo had a bad start but by lap #4, he too had moved up to the leaders. Then Mike made his move and got by Norman to take over the lead spot. This went on for another 5 laps. Then Billy made his move and got by Norman to take over the 2nd spot. Norman was slowing and continued

to drop further back. Billy was now moving up on Mike and on lap #16 he got by and now was in the lead. Smooth, steady driving allowed Billy to lengthen his lead and by lap #27, he had lapped the field. He was able to keep it up throughout the race and went on to win the D main. Mike Rapoza finished 2nd, a lap down. Ryan Honbo drove a very smooth race and got by quite a few faster cars to take 3rd. Cory Chock, one of our top Off Road racers in his 1st-ever road race came in a very respectable 4th. Norman Uyeno, the early leader in this race, finished 5th and a handling-plagued Leonard Sato finished 6th.

The C main was so close that there had to be a recount of it using the race tape. There was no doubt as to who won it but all the other positions were very close. The 1st lap saw Roy Goya leading, followed by Earl Honbo, Daryl Yuuki, Jon Hokama, Carlos Pang, Wayne Onoyama, and Ken Alagan. Roy, Earl and Jon all led at one time or another during the early laps. Lap 12 was the turning point when all three of these cars were involved in very violent crashes. Earl came out the cleanest with Roy following closely but Jon fell back and from then on was unable to make up ground. Earl led the entire race from then on and was closing in to lap Roy when the race ended. Roy managed to hold off a fast charging Wayne Onoyama to take 2nd, with Wayne finishing 3rd. Jon got 4th, followed by Carlos in 5th, Ken in 6th and Daryl in 7th. Look at the race stats and you will see how close this one was. All the racers were within a lap of each other.

The B main was a fast one. All these racers are potential A main racers but the pace set today was so fast that these guys just didn't make the cutoff. The 1st lap lead was had by Richard Robertson, followed by Butch Farm, Beau Peterson, Keevan Inouye, Andrew Young, Vernon Pai and Jr. Pascual. On lap 3 though, Butch took over the lead. Rich dropped down to 2nd and now moving up from last place came Jr. Pascual who was now in 3rd. On lap 10 Jr. got by Rich to now take over 2nd place and by lap 10 Butch and Jr. had lapped the field. Now it was Vernon Pai who was moving up on the field. He was putting some moves on the slower cars and by lap 16 was in 4th, right behind Rich Robertson. By lap #24 Vernon had unlapped himself. Now everyone was slowing down, including the leaders. Butch was really dumping. Unlike the qualifying rounds where he dumped every time, now he was able to finish and win the main event. Jr. took 2nd and Vernon-3rd, all with 33 laps. 4th place went to Richard Robertson with 30 laps and it was a close race for 5th, finally taken by Beau Peterson over Keevan Inouye who had to settle for 6th. Andrew Young fought a trouble-plagued car for 14 laps to take 7th.

Now the A main. The Frank Killam main event (maybe I do build him up

when writing about him, but what the heck! He's Good!!). Well the A main . . . Pressure, pressure! How would we do against the "Mainland Haole"? It started off with a bang. Frank took off with a big holeshot. He was followed by Russ Miwa, Richard Ito, Francis Aki, Ron Galang and Marshall Mizobe. In last place: me, Glenn Kawamae . . . One glitch off the starting line put me into the boards!

On the 2nd lap nothing had changed but by lap 3 Richard had moved into 2nd with Russ now in 3rd. Francis was still 4th and Glenn had moved into 5th. By lap #4 it was still Frank and Richard in 1st and 2nd, but now Glenn had moved into 3rd. On lap #5 Glen had moved into 2nd right behind Frank. 3rd place was now being fought for by Richard, Francis and Russ. Then, on lap #12, Glenn got the lead and now it was Frank's turn to chase. And chase he did, for the next 5 laps! Russ was now in 3rd and Francis, 4th. All the rest of the cars had been lapped. On lap #17 Frank gained the lead, Glenn moved into 2nd and Francis was now 3rd. Russ was 4th but he, too, had been lapped by the leaders. On lap #19 the lead changed again. Glenn, 1st; Frank, 2nd. Now the pressure was on and just 4 laps later Frank regained the lead. Glenn, now in 2nd, was pushing, trying to catch up. On lap 30 the pressure was just too great and a mistake was overdue. Glenn punched a board and got stuck. Francis took over 2nd and now Glenn had to catch Francis. Frank took advantage of this

and proceeded to lap the 2nd and 3rd place cars. On lap #32 Francis was slowing down and graciously moved over to let Glenn pass. (Thanks much.) Now with 4 laps to go, no one could catch the fast car of Frank Killam. And so it ended. Frank Killam, the overwhelming winner, followed by Glenn Kawamae in 2nd and Francis Aki in 3rd. 4th was Russ Miwa, 5th - Richard Ito, 6th was Ron Galang and Marshall Mizobe finished 7th. Truly a great end to a great day of racing.

See you next month.

Glenn Kawamae

## RESULTS

NAME	MAIN/ PLACE	BEST QUAL	LAPS COMP	MFG
Frank Killam	A-1	34.9 TQ	36	Assoc
Glenn Kawamae	A-2	34.2	35	Assoc
Francis Aki	A-3	33.3	35	Delta
Russell Miwa	A-4	33.7	34	Parma
Richard Ito	A-5	33.2	34	Delta
Ron Galang	A-6	32.8	33	MRP
Marshall Mizobe	A-7	33.3	33	Scratch
Butch Farm	B-1	32.1 TQ	33	Parma
Jr. Pascual	B-2	31.3	33	Delta
Vernon Pai	B-3	30.5	33	Assoc
Richard Robertson	B-4	32.1	30	Bolink
Beau Peterson	B-5	30.8	29	Delta
Keevan Inouye	B-6	32.1	29	Parma
Andrew Young	B-7	31.0	14	AYK
Earl Honbo	C-1	30.3	31	Assoc
Roy Goya	C-2	30.1	31	Parma
Wayne Onoyama	C-3	29.9	31	AYK
Jon Hokama	C-4	30.3 TQ	30	Assoc
Carlos Pang	C-5	29.3	30	Parma
Ken Alagan	C-6	29.9	30	RCE
Daryl Yuuki	C-7	29.9	30	Delta
Billy Calzo	D-1	28.7	30	Parma
Mike Rapoza	D-2	29.1 TQ	29	Delta
Ryan Honbo	D-3	25.7	27	Parma
Cory Chock	D-4	27.8	26	Delta
Norman Uyeno	D-5	24.0	26	AYK
Leonard Sato	D-6	25.8	24	Parma

# HOBBY HUT

1/12 SCALE HEADQUARTERS

— MAIL ORDER SPECIALISTS —

## SUPER SPECIALS

Sanyo "ND" Sub C Cells .....	6/\$25.00
Delta Super Phaser 1/12 Suspension Car .....	\$79.95
Delta 2244K New Front End for Super Phaser .....	\$9.00
Delta BC824PD Peak Detector Charger .....	\$62.50
Kraft KP3KW/B TX only .....	\$99.95
Kraft 75mHz TX Module .....	\$25.95
Futaba FP2F w/4H RX, S-32 Servos .....	\$119.95
Futaba 75mHz Crystals (pr.) .....	\$14.95
Novak NER2S Ultra Mini RX (Spec. 27, 72, or 75) ..	\$53.95
Novak NES1A Midget Servos (Spec. Std. or Rev.) ..	\$34.95
Reedy Modified Motors .....	\$40.00

— PARTS IN STOCK FOR ALL MAJOR BRANDS —

MASTERCARD & VISA WELCOME

STORE HOURS:  
Mon, Tue, Thur 12-8  
Wed, Fri, Sat 12-6

**HOBBY HUT**  
9750 Olde 8 Rd.  
Northfield, Ohio 44067  
216/467-6116

WE SHIP UPS  
for fast Efficient  
Service!  
Call us for all  
your racing needs!

### M.I.P.'s NEW OFF ROAD PERFORMANCE PRODUCTS

#### Introducing:

- Hardened lite weight axles for Tamiya.
- Ball Differs for Tamiya.
- Oil reservoir shocks (all cars).
- Ball differs for Cox buggies (all new) drop in style, hardened steel construction, polished.
- Wide wheels for Holiday Tires.



Moore's Ideal Products  
"We Engineer Performance"

5485 1/2 W. Washington Boulevard  
Los Angeles, California 90016  
(213) 931-4078

INQUIRE NOW  
WHOLESALE ONLY

# CAR update

## • SANTA CLARA

The April CAR (California Auto Racers) race was held at Gary Johnson's Hobbies Galore in Santa Clara, California. This race was the second time CAR successfully used a cassette tape to run and control the races. The tape starts and ends the races, while notifying the drivers of time remaining in the heat and reminding racers of their all-important turn marshalling duties. The racing program went very smoothly with a minimum of delays experienced by Race Director, Jim Aguirre.

The Novice A-Main was won by Gregory Jones. Greg, the CAR '83 Novice Class points leader, just held off top qualifier, John Friedl at the finish by a mere two seconds! Donald Gaither, all the way from Sacramento, finished third while Curt Hilliard was fourth.

Next was the Amateur Main Event with Bob Campbell taking a well deserved victory. Bob had his Delta car working so well he started from the pole position on CAR's staggered starting grid and never looked back. Second place was another Delta car driven by Jim Rose. Jim had designed the race course and claimed early in the morning that he would "set up a Delta course"! Apparently he was right as three of the first four cars in this race were "Delta". Anthony Porter came home third and Brian Rush of Fresno was fourth.

Larry Stevens won the Expert A-Main putting his MRP and Revtech sponsorship to good use. Second through fifth places were separated by only four seconds! Denny Lynn was second, Eddie Janis - third, Steve Ashby - fourth and Rick Marks - fifth.

The CAR '83 Concours Competition was won again by William Brown with a beautifully detailed Kremer

CK5 with working headlights. The Concours competitors are awarded points in the following manner: 1st = 9 pts., 2nd = 6 pts. and 3rd = 4 pts. and at the end of the racing season, trophies are awarded for 1st thru 3rd places.

## • SANTA ROSA

May 15, 1983 — Today's California Auto Racers (CAR) event was held in beautiful Santa Rosa. Blue skies all day were welcome after our very rainy winter season. The host club, Red-wood R/C Racers, had done an excellent job in preparing the course, providing the public address system and other race equipment. CAR would like to give them a BIG THANKS!

The Concours event was held immediately after the customary driver's meeting. At that meeting future race dates were announced and the drivers, for the second race in-a-row, contributed to a special club fund that will be used to purchase electronic clocks to score the events. The racers themselves have really come through with the MONEY and are nearing their goal.

The Concours d'Elegance event was won by none other than William Brown! William has won each Concours event in 1983 and again produced an excellent car. Larry Stevens was judged second and Tom Pratt third.

The Novice Main event was won by Top Qualifier, Kevin McCormick. Kevin recently purchased a new Parma car and was free this Sunday from his job at Burger King long enough to have an excellent race day. Eight seconds back in second place was Gregory Jones who was second fastest qualifier while local racer, Kevin Hinton drove very well to finish third. Mike Johnsen, making a rare

racing start, finished sixth in his first CAR race. Mike usually "tools" and is chief driving instructor for his son, amateur driver Billy Johnsen.

The Amateur event was a very close race with Kim Henriksen winning, after "TQ" Bob Campbell had differential trouble. Second place finisher, William Brown just beat Billy Johnsen to the finish line by less than a car length! Fourth place finisher, Anthony Porter crossed the line only nine seconds later. It was a very close race that had everyone yelling at the finish!

Larry Stevens continued his winning ways in the Expert Main by going faster during the race than in qualifying. Larry had earlier set the lap record with a 29 lap/8:11 flyer! Today the drivers chose to have three qualifying rounds and after the Expert drivers had finished, the first four racers were within seconds of each other. The main, however, had even more close racing to offer. Second place went to Denny Lynn by only a front fender over Doug Palmer! Only four seconds behind, Kenneth Jones held off Steve Ashby by a car length! Thus in the last two CAR races, the time interval between second through fifth place has been only four seconds! Even the racers themselves enjoyed the clean, close racing during this event and were actually heard congratulating themselves on a great race!

CAR '83 has been characterized by very close racing as the current point standings below indicate. Til next race, your "new" CAR race reporter,

Joe Wilson

## RESULTS

### NOVICE

1. Gregory Jones	397
2. Kevin McCormick	359
3. John Friedl	227
4. Tom Pratt	165
5. Donald Gaither	112
6. Jay Rocha	109

(214) 238-0929

**JA-LEA CO.**  
THE R/C CAR SPECIALIST

803 BUSINESS PARKWAY  
RICHARDSON, TX 75081

7. Curt Hilliard	105
8. Tim Otte	104
9. Scott Phillips	88
10. Chris Chakires	78

### AMATEUR

1. Anthony Porter	387
2. Billy Johnsen	353
3. Bob Campbell	339
4. William Brown	294
5. Mike Callaway	289
6. Paul Chopra	165
7. Ken Kountz	155
8. Jim Rose	121
9. Brian Rush	111
10. Russ Aguirre	107

### EXPERT

1. Larry Stevens	456
2. Steve Ashby	407
3. Kenneth Jones	396
4. Doug Palmer	393
5. Denny Lynn	334
6. Mike Conway	316
7. Eddie Janis	243
8. Jim Adkins	233
9. Rick Marks	227
10. Joel Johnson	134

# MEMORIAL 500

Story by Gene Bush

Sacramento, CA  
May 29-30, 1983

THE CAPITAL AUTO RACERS OF SACRAMENTO CALIFORNIA HELD SACRAMENTO'S OWN "MEMORIAL 500" RACE ON MEMORIAL DAY WEEKEND.

Saturday was practice and qualifying. Out of the entire group of racers on hand, Dale Bowman emerged the fastest qualifier and was also able to win the Trophy Dash race.

Sunday, Dale Bowman also took the Concours de Elegance with a finely prepared and detailed car.

At 1:30 p.m. the field of race cars lined up for the A main which consisted of 500 laps. Dale Bowman led the race for the first several laps with Ken Lawley pushing hard in second place. Bowman had trouble and had to go to our "Nitro Alley". Ken Lawley took the lead at that point, and he and team mate "Pops" Darrell Lawley, never relinquished the lead for the rest of the race.

Final results had Darrell and son Ken in first, Dale Bowman and John Ridge in second and John Keller and brother Ed rounding out the top three spots.

The Southgate Shopping Center sponsored the trophies, which amounted to about three hundred dollars worth. Trim Line Co. donated \$500.00 worth of gift certificates. Trim Line specializes in auto decorative and protective products and services.

This was the fourth annual Southgate "500" and C.A.R. had two beautiful days of weather, large spectator crowds and, in the end, all the drivers went home with good racing behind them.

Coming C.A.R. 1/8th Gas races are: The Fire Cracker "400" at Sunrise Mall, July 2nd & 3rd. (trophies sponsored by Sunrise Mall), and the "400" lap Oval 1/8th Gas (G.T. bodies with two-man teams). For more information you can contact C.A.R. at 1500 Wakefield Way, Sacramento, CA 95822 (916) 421-4794.

G.B.

# RACE K&B

## K&B ENGINES FOR MODEL CARS & BOATS

If you are into racing cars or boats, you're well aware of K&B engines. If you are not, what better way than to start with the winners? Their outstanding records speak for themselves! In both cars and boats they outperform the competition TIME after TIME and AGAIN! Like the well known K&B model airplane engines which have been breaking and making records for over 37 years, the car and boat engines are the "CHOICE OF CHAMPIONS". For a first hand look at these popular engines visit your local hobby shop. Ask for K&B engines, the ones that leave other cars in the dust and boats in their wake! While you are at it, look over the popular line of K&B Fuels, K&B Glow Plugs and Super Pox Paints.

**K&B** 12152 Woodruff Ave.,  
Downey, CA 90241

# SOUTH AFRICAN 1/12 REPORT

By John P. Immelman

From darkest Africa we report on our associated 1/12th electric car club, R.A.C.E. (Radio Auto Club Electrics), formed in January 1980 (are we older than our U.S. namesake?).

The club is one of the biggest in South Africa with an active membership of 50, the concentration being on novices and youngsters. Naturally we have our share of "heavies," and we are proud to boast many S.A. class champions.

Our move to a new venue is very exciting. The track is situated on an unused portion of the snake of the Five Star Drive-In Cinema (yes, we have drive-ins here, and cinemas, and TV and video, and Dallas!) It has been necessary to resurface a rectangular area 140' x 70' with a fine grain bitumen mix on which the track outline has been painted.

The track design, printed herewith, does give us the possibility of alternatives. This is considered important by some, so that at a national event, a "new" track can be used and the home club does not have such an advantage. (Any comments on this observation since you have many commercial tracks?) The design is specifically a "driver's circuit," requiring a minimum number of barriers and the dots are permanently placed. The "workers," who've previously had to set up the track each weekend, have decided that they wish to race for a change!

The drivers stand is a 20' long container with 5' stairs on one side and welded safety railing around the top. The view for 8' up is magnificent, with the start line in close, but unobscured view.

The container doubles up as a storage area and clubhouse. We haven't the funds to install a freezer yet, but the "thirsties" are working on it!

Since our racing format is still on the old system, i.e., we race heats and not mains, scoring is done by marking off each completed lap against each competitors name on a pre-printed form. We use two individual scorers and a caller, as well as a remote caller using a tape recorder. So far, so good! The results are fed into a computer which prints any type of result required, i.e.; best results so far, or best two of three, etc.

The next major event at RACE is the Transvaal Open on June 11 and 12, (Transvaal is one of the four provinces of South Africa, altitude 5500', main cities Johannesburg with the gold mines and Pretoria, with the government). Entries will be limited to 120 cars in three classes — 4-cell modified, 6-cell stock and 6-cell modified. The best four of five races will determine the winner, and we expect this to be one of the most hotly contested race meetings of the year. This is our equivalent of your Winternationals (it is winter here now) and let us hope we don't have your weather! Story and pictures of this race will follow.

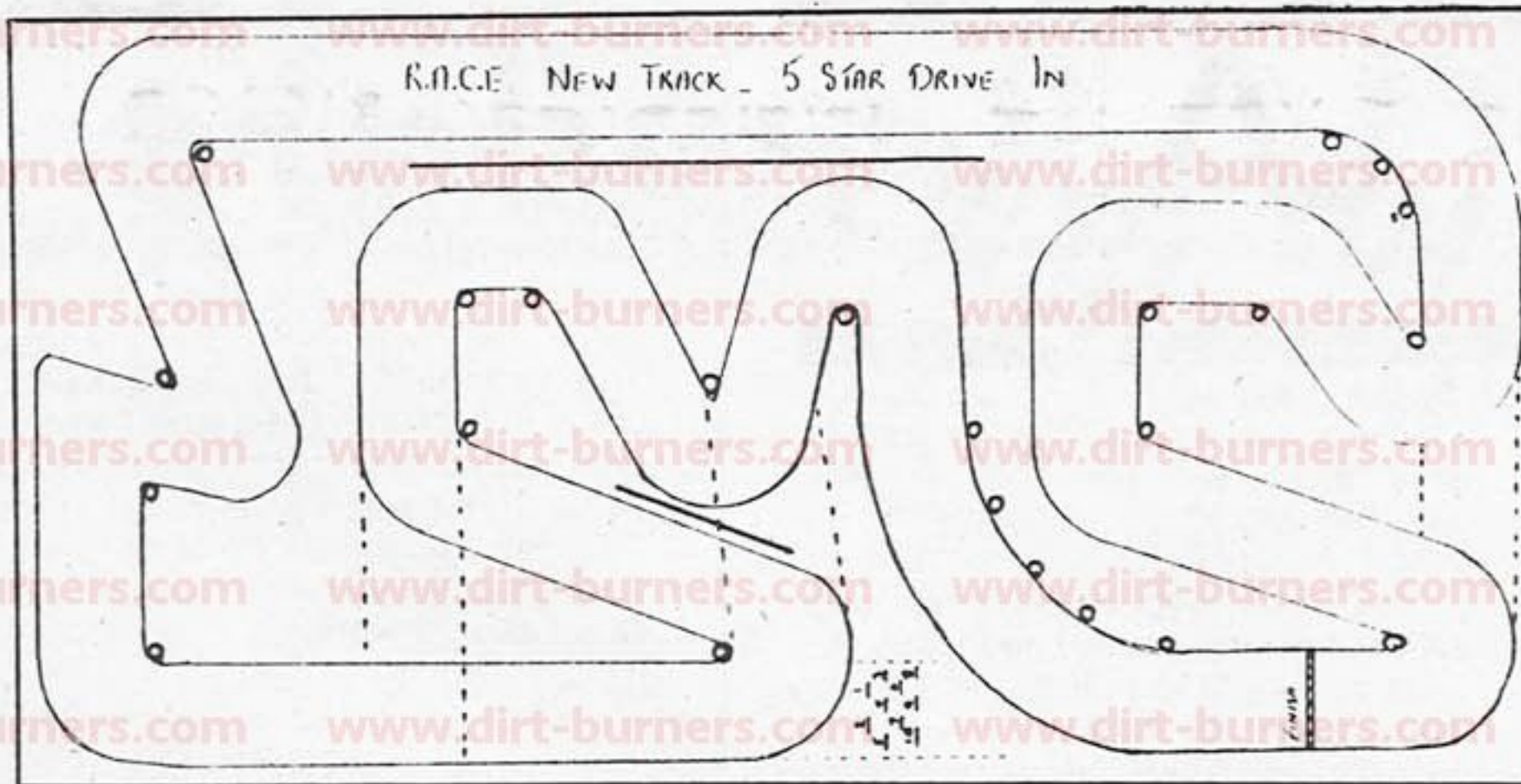
As an aside, we are currently testing the AYK 401i fully independ-

ent suspension 1/12 car. Too heavy, too complicated, too vulnerable, too, too...? Maybe, but look what happened to the gas powered cars! Even with your mirror smooth surfaces, the flat pan has been superceded — so why not in electrics?

More news next month and keep up the good work.

Yours sincerely,  
J.P.I.,

Redley's General Manager



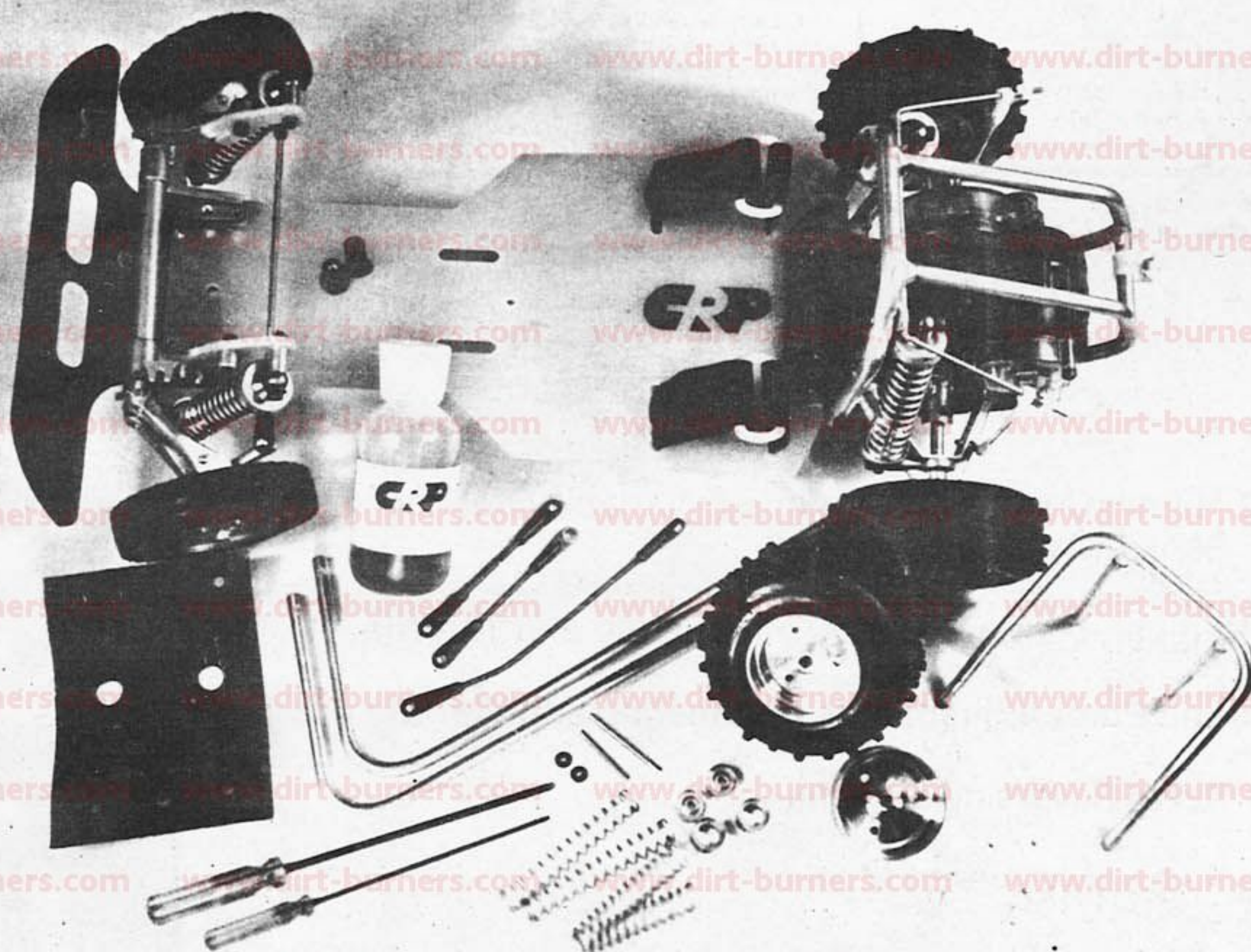
DRIVERS STAND



## CRP

CUSTOM RACING PRODUCTS

"The Racer's  
Choice"



- Dealer and Distributor Inquiries Welcome -

### Custom Racing Products

P. O. Box 263, San Gabriel, CA 91778

(213) 285-7254

JOIN & SUPPORT



OFF ROAD RADIO CONTROL ASSOCIATION

FREE CATALOG AND DECAL - SEND S.A.S.E. (Business Size)

# MART NEWS

By Doug Bennett

May 1983  
Lansing, MI

The track layout was open and fast but as you know, speed kills, as a lot of people found out. The stock class found 28 drivers trying to go fast. The modified class saw 19 fast drivers, with four or five class "A" national drivers to race against. The rest of the field looked to them to set the pace, and they did. At the end of the day Bill Jeric had ended up T.Q. by the third round. Bill has been moving up in the Mart series and has worked very hard to get this T.Q.

In the main event Terry Rott, Bruce Shaffstall, Bud Bartos and Bill Jeric all made the first turn in a flash. After a little bumping, Buddy came out in front. He held off Terry for what seemed like 5 or 6 laps, then as Buddy came across the starting line, he got out of shape and Terry put a move on Buddy that you would have to be in the car to make...not 50 feet away. For a short while Bill Jeric had second and made a bid for first, but then the power started falling off and Terry and Buddy were the only drivers still

going strong at the end. Terry was far ahead and Buddy could not catch him. Great race, Terry!

The stock A main ran like a train. Everyone had equal speed but the large track was treat for making very small mistakes, a little wide here and there. The lead only changed twice between Greg McFern and Tom Reynolds. In the end, Tom had come in first with Greg a half a track behind. At that point Tom had a smile from ear to ear as he also took T.Q. for the day. I believe this is Tom's first two-fisted trophy win. Great race, Tom!

Doug

## RESULTS

### A STOCK

1. Tom Reynolds...31.3
2. Greg McFern...30.6
3. Doug Bennett...30.1
4. Mike Corn 29.4
5. Charles Grogg...28.8
6. John Colosky...28.3

### B STOCK

1. Joe Kniple...28.1
2. Wilkie Wilkinson...27.6
3. Keith Hamilton...27.5
4. Angie Miller...27.3
5. Ivan Brown...26.1
6. Randy Stanham... 8.0

### C STOCK

1. Scott Sutcliffe...30.1
2. Garry Veselica...28.9
3. Steve Bone...27.8
4. Larry Noren...26.5
5. Joe Crouch...25.1
6. Jeff Kniple...23.9

### D STOCK

## Independent Model Car Racing Assoc. NEWS...

By Joe Felber  
May 9, 1983

The Independent Model Car Racing Association got things off the ground on April 30th, 1983 with their first practice session.

Things were a little soggy on the infield grass, as the spring rains had taken their toll.

Tom Meeker, with a new road-course-bodied car, was joined by Joe Felber in a Corvette-bodied racer for some one-on-one action (we ran GT and Can Am bodies together).

Everything was going well, when

Felber hit the water and completely submerged his car. What a time he had refiring his car! He said he was going to re-number it PT-109.

Toby Tyler, in his first gas ride, looked smooth right from the start. With some practice, he will be a strong competitor.

Mark Hough, out in his new RC500, did an excellent job of controlling his racer, until he, too, hit the water hole. . . it was back to the pits for him!

John Meeker, with a Datsun body, looked really smooth for his first time on the track. When it all had ended, everybody was pleased with the warm-up day!

The Independent Model Car Racing Association races at the New York State Fairgrounds in Syracuse, NY on the Microd Track, with racing on May 14th and every other Saturday thereafter, until the end of August. I will update more in the future. Till next time,

Joe

1. Mike Molton...25.6
2. Ray Dupuis...25.1
3. Barry Makaric...25.1
4. Mike Migendt...23.1
5. Brad Wilkinson... 7.0

### E STOCK

1. Ken Hamilton...20.1
2. Larry Miller...19.8
3. Jeff Miller...14.0

### A MODIFIED

1. Terry Rott...37.1
2. Buddy Bartos...36.0
3. Bill Jeric...35.6
4. Bruce Shaffstall...34.1
5. Leon Neal...33.3
6. Buzz Blair...24.9

### B MODIFIED

1. Steve Koepp...33.2
2. Dave Lee, Jr...31.8
3. Tim Miller...31.5
4. Bill Novess...30.1
5. Mario Bascaro...29.9
6. Ron Garant...29.8

### C MODIFIED

1. Pete Mitchell...29.3
2. Jeff Hossinger...29.2
3. Clayton White...28.9
4. Paul Gerrard...28.4
5. Wayne Wetendorf...27.9
6. Gary Poskar...16.1

\*\*\*\*\*

## KRAFT KP3KW/B

**NEW!** Thumb Control, Continuously Variable Steering Sensitivity.

**NEW!** Adjustable Exponential on Steering and Throttle

**NEW!** End Point Adjustments on Steering and Throttle

Servo Reversing Switches

Plug-In Frequency Module

45 in.-oz. Torque Water Resistant O-Ring Sealed Double Ball Bearing Servos

Nicad Conversion Kit Available.

See your Kraft Dealer today and feel and see for yourself why the winners are using the new **KRAFT KP3KW/B** with Thumb Control Continuously Variable Steering Sensitivity (C.V.S.S.)!



**KRAFT SYSTEMS**

450 W. California Avenue P.O. Box 1268 Vista, California 92083 (619) 724-7146

# PIT STOP - Richmond

## Wagner, Arrington & Coffey Win Opening Day Races

April 1983  
Richmond, VA

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

The race drew entries from drivers as far as 350 miles away and the action was fast and furious. When the dust had settled, drivers Bob Wagner of Mechanicsville, 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. The two drivers continued their battle on into the finals with both drivers carrying home a trophy.

Twenty-six drivers entered in three classes of racing (Nascar Stock, Can Am Stock, and Off Road Open), made for a full day of racing action with qualifying heats and Trophy Finals in each category.

After the drivers had sorted themselves out in the qualifiers, they were ready and eager for the serious action in the Main Events. 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, in his 77 Digger, proved to be the class of the field as he took the

checkered flag. 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 1st and selected the inside poll. Bob Wagner had qualified second and lined up on his right rear fender. When the green flag dropped, Arrington jumped out into the lead. Wagner was not so fortunate. 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 no. 11. The race continued on like this with Wagner making up a little time on 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 with Arrington finishing second. Dan Stover of Roanoke finished in third.

In the Nascar final, Arrington once again claimed the poll with Wagner starting second in his Buick. On the green flag, Wagner and Arrington (in his 1A Olds) set out to do battle again. Arrington would pull a little ahead on the straights, only to see Wagner catch up in the turns. The fans, obviously enjoying the close racing action, were standing and cheering for their favorite. The race was run relatively smoothly and Arrington had just enough to hold back Wagner's challenge and take the checkered flag and the Nascar trophy. There was close racing all throughout this main with Brian Jackson of

Mechanicsville, edging out Bill McDonald of Richmond, for third place by the length of a straightaway.

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 sponsoring the opening day race. These were Allan Cole of Poor Boys Hobby in Mechanicsville, and Jack McIntosh of Hobbies & Crafts in Richmond.

### RESULTS

#### NASCAR A MAIN

1. Pat Arrington...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

\*\*\*\*\*

**DEALERS.**  
WE HAVE IN STOCK:  
**RADIOS**  
AIRTRONICS • FUTABA • KO  
NOVAK • SYSTEMS • SERVOS  
RECEIVERS • TRANSMITTERS  
SERVO PARTS • XTALS • NICDS  
JA-LEA CO.

## BILL'S NOTEBOOK

By Bill McDonald

Well, it took alot of hard work from alot of people and quite a bit of last minute running around to pull it off, but it definitely looks, from this angle, as if the Richmond Radio Control Race Club is definitely off the ground.

Our 1st race of the 1983 season attracted 26 drivers from all over the state and over 225 spectators turned out to see exactly what we did. I think they went home satisfied.

We found some rough spots: the need for additional workers comes quickly to mind, but overall, I think we laid a good foundation.

Recent newspaper articles in the Richmond Times-Dispatch and the News Leader have already brought many calls to this phone and to Allan Cole's as well.

We need everyone's continued support and interest if this club is to make a good name for itself among the R/C racers in the state.

See you next issue,  
Bill

## RRCRC ELECTS OFFICERS

The Richmond Radio Control Race Club elected officers for the 1983 racing season. Elected to be President was club co-founder Bill McDonald; Secretary/Treasurer is Chris Wrenn; chosen as Public Relations Director was Allan Cole. Elected as Race Director was Kenneth Harris; Tech Inspector will be Bob Wagner; and Track Superintendent will be Richard McDonald.

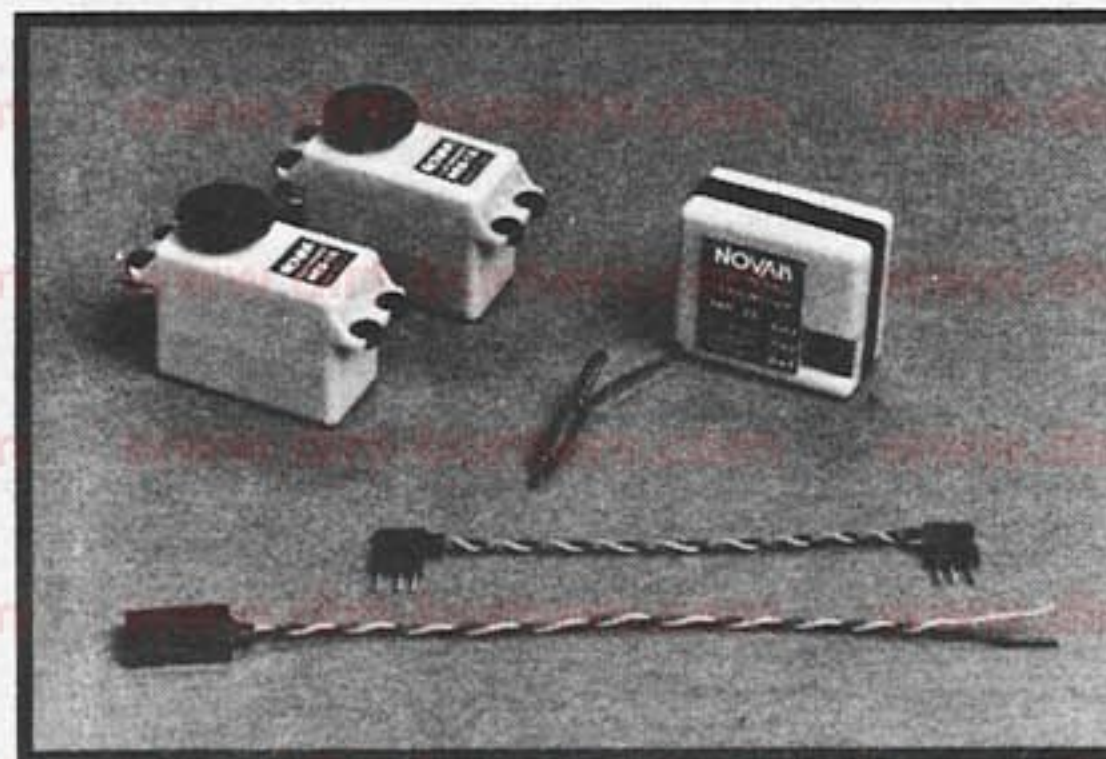
These people make up the club's executive committee and meet once a month to make recommendations for the entire club to vote on.

Should you need to contact any of these people, call [(804) area code]:  
Bill McDonald 231-1510  
Chris Wrenn 746-8861  
Allan Cole 746-5184  
Ken Harris 794-3668  
Richard McDonald 226-0569

\*\*\*\*\* 41

## 1<sup>ST</sup> Choice of the WINNER'S

- 1/12
- NER-2S receiver
  - 2 NES-1A servos
  - Power plug
  - Power adaptor
- Connectors Futaba-compatible  
Weight 2.8 oz. (80 grams)



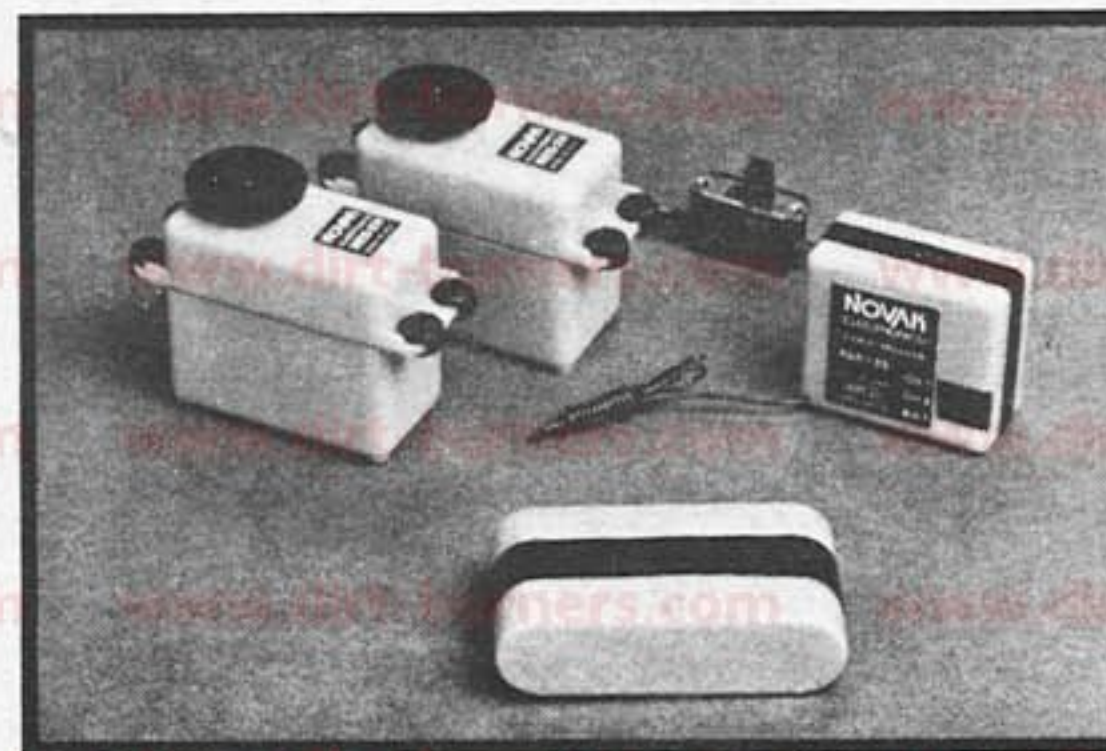
**NERP-1** the ultimate road pack for 1/12 scale electric cars. Proven in national and international competition, with an unequaled number of first place trophies.

## Contact Your Local Hobby Shop

**NERP-2** our rugged, heavy-duty road pack. Ideal for 1/8 scale gas and 1/10 scale electric off-road cars.

## 1<sup>ST</sup> Choice of the WINNER'S

- 1/8 & 1/10
- NER-2S receiver
  - 2 NES-2H servos
  - Mini switch harness/Deans charge receptacle
  - Choice of battery pack
- Connectors Futaba-compatible  
Weight 6.8 oz. (194 grams)



2709-C ORANGE AVENUE • SANTA ANA, CALIFORNIA 92707 • PHONE: (714) 549-3741

ROAD PACKS

**NOVAK**  
ELECTRONICS

# THE RANCH PITSHOP

**R/C HOBBIES & RACEWAY**  
1655 E. MISSION BLVD.  
POMONA, CA 91766

We specialize in R/C Cars Only - Complete parts for most brands.



- ASSOCIATED RC500 SUSPENSION CAR 475.00 349.95  
WITH NEW SHOCKS & STEEL DISC BRAKES
- ASSOCIATED RC500 SHOCKS 60.00 49.95
- ASSOCIATED RC300 BD-BALL DIFFERENTIAL 240.00 179.95
- 2850 BALL DIFFERENTIAL FOR RC300 70.00 54.95
- K & B 8800 3.5 MOTOR 95.00 79.95
- NEW MCCOY CARB 45.00 39.95
- PRO-180D MRP 1/8 SCALE WITH BALL DIFFERENTIAL 250.00 129.95
- DELTA EAGLE SUSPENSION CAR 580.00 480.00  
CAN-AM NATIONAL CHAMPION (LESS FLYWHEEL)
- DELTA SLIDE CARB SPECIFY K&B OR PICCO 60.00 50.00
- MRP PAINTED 1/8 SCALE BODIES 32.00 22.00
- HEAVY DUTY WINGS 4.00 2.50



- ASSOCIATED RC12i 4000 KIT 75.00 54.95
- ASSOCIATED RC12i 4010 KIT WITH BODY 140.00 99.95  
COMPLETE EXCEPT RADIO
- ASSOCIATED RC12i 4040 KIT RACING SPECIAL 199.95 149.95  
MODIFIED MOTOR, GRAPHITE DIFFERENTIAL WITH REAR BEARINGS, SANYO BATTERIES
- DELTA SUPER PHASER KIT CMK 122 100.00 85.00
- MRP PRO 120X KIT 155.00 99.95
- 6 CELL SANYOS-STICKS OR SINGLES 36.00 29.95

### CHARGERS

- Astro Flite AC-DC NEW 59.95  
WITH VOLT METER ADAPTOR
- Delta Peak Detector 75.00 69.95
- LEISURE BRAND CHARGERS —
- 109 Digital 99.95 89.95
- 110 DC Power Supply 50.00 41.95
- 107 AC-DC 55.00 44.95
- 105 DC 35.00 29.95



**KRAFT KP3KW/B RADIO**  
THUMB CONTROL CONTINUOUSLY VARIABLE STEERING SENSITIVITY ● ADJUSTABLE EXPONENTIAL ON STEERING AND THROTTLE ● END POINT ADJUSTMENTS ON STEERING AND THROTTLE ● SERVO REVERSING SWITCHES ● PLUG-IN FREQUENCY MODULE ● 45-IN.-OZ. TORQUE WATER RESISTANT O-RING SEALED DOUBLE BALL BEARING SERVO ● NICAD CONVERSION KIT AVAILABLE  
REG. \$219.95 SPECIAL \$149.95



**1/10 SCALE OFF ROAD**  
Tamiya ROUGH RIDER, FORD F-150, or SAND SCORCHER 119.95 WITH BEARINGS... 149.95  
COX SCORPION 109.95 WITH BEARINGS... 159.95  
SUPERCHAMP 129.95 WITH BEARINGS... 159.95

- STAINLESS STEEL BEARING SET (6) \$17.95  
REPLACES BUSHINGS
- BRASS COUNTER GEAR 6.95  
REPLACES M-15 AND M-20
- BRASS FINAL GEAR 16.95  
REPLACES M-16 AND M-22
- HEAVY DUTY REAR AXLES 12.00
- STEEL U-JOINTS 13.95
- HARDENED STEEL FRONT END 6.95  
REPLACES N-1
- HEAVY DUTY TIE ROD AND ENDS 6.95
- HEAVY DUTY 1/2" WIDER FRONT END 18.95  
INCLUDES TUBES AND PINS
- ADJUSTABLE COIL OVERS 8.95  
FOR STOCK SHOCKS
- HEAVY DUTY BALL RACES 4.00  
"WHITE THINGS" SET OF FOUR
- MRP BODIES MEARS, SCORPION, SPRINT CAR, BUG, FORD STEPSIDE, ASA CAMARO, MODIFIED PINTO
- HELI-ARC ALUMINUM REAR CAGE 29.95  
WITH ROLLBAR FITS STOCK, KYOSHO, & MONOSHK
- NERF BARS FOR ABOVE 21.95
- 6 CELL NICAD BATTERY PACK 24.95  
GENERAL ELECTRIC OR SAFT
- ADJUSTABLE DIFFERENTIAL 50.00
- NERF BARS STOCK CLASS 7.95
- DELUXE NERF BARS STOCK CLASS 16.95
- ALUMINUM WINGS 9.95
- WING MOUNT 5.00
- ALUMINUM WHEELS FRONT & REAR SPECIFY SAND SCORCHER OR ROUGH RIDER
- VELCRO BOX CLOSURES 2.25
- LONG CHASSIS 8.50  
DRILLED FOR STOCK OR WIDE FRONT END
- LONG GRAPHITE CHASSIS 24.95  
DRILLED FOR STOCK OR WIDE FRONT END
- TRINITY SILICONE WIRE 3.00  
5 FEET - RED OR BLACK
- TRINITY BODY CLIPS BAG OF 6 1.00
- RANCH PIT SHOP SPECIAL EDITION OFF ROAD MOTOR YOKING, 3-ASSED, MODULAR END BELL, BEARINGS, REWOUND, BALANCED AND TRUED, #07111 \$49.95
- TEAM CHECKPOINT MOTOR "TAMIYA KILLER" ALL BEARING, MODULAR END BELL, HOLDS ALL RECORDS 64.95
- KYOSHO HEAVY DUTY SHOCKS 22.95
- ADJUSTABLE COIL OVERS 11.95  
FOR KYOSHO SHOCKS
- ADAPTERS FOR KYOSHO SHOCKS 3.95  
TO TAMIYA FRONT END
- MONO-SHOCK KIT MUST BE USED WITH ALUMINUM REAR CAGE AND KYOSHO SHOCK - COIL OVER INCLUDED (SHOCK EXTRA) NYLON 24.95
- ALUMINUM WITH BEARINGS 44.95
- HEAVY DUTY FRONT BUMPER 5.95
- TIE RODS AND ENDS (4) 13.95  
GROUND STEEL WITH HARDWARE
- DELUXE TIE ROD ENDS 3.00  
GROUND STEEL WITH HARDWARE FOR 4-40 ROD EACH
- COX PARTS —
- GEAR DIFFERENTIAL 11.95
- SCORPION BODY (COX) 11.99
- ALUMINUM NERF BARS 7.95
- BRASS GEARS (CASE ONLY) 21.95
- BEARINGS - COMPLETE SET INCLUDES FRONT WHEELS (4), IDLER (2), REAR CASE (6) AND REAR ARMS (4) 69.95
- COX-TO-TAMIYA FRONT WHEEL BEARINGS 17.95
- ADAPTER COX-TO-TAMIYA REAR WHEELS 1.00
- HEAVY DUTY STEERING TIE ROD AND ENDS 8.95
- ALL COX PARTS IN STOCK

DEAL WITH THE EXPERTS - The staff of the Ranch PitShop are racers themselves, who know and use the products weekly and are able to help you with your racing questions. Call or come by.

- GIL LOSI, JR. - 1982 SCORE WORLD CHAMPIONSHIPS, UNLIMITED CLASS WINNER ● GIL LOSI, SR. - 1982 SCORE RACE, 3rd. PLACE MODIFIED & 6th PLACE UNLIMITED
- FRANK KILLAM - TOP COMBINED FINISH 1/12 SCALE WORLD CHAMPIONSHIP ● ALLEN LOSI - 1982 SCORE RACE, 2nd PLACE UNLIMITED

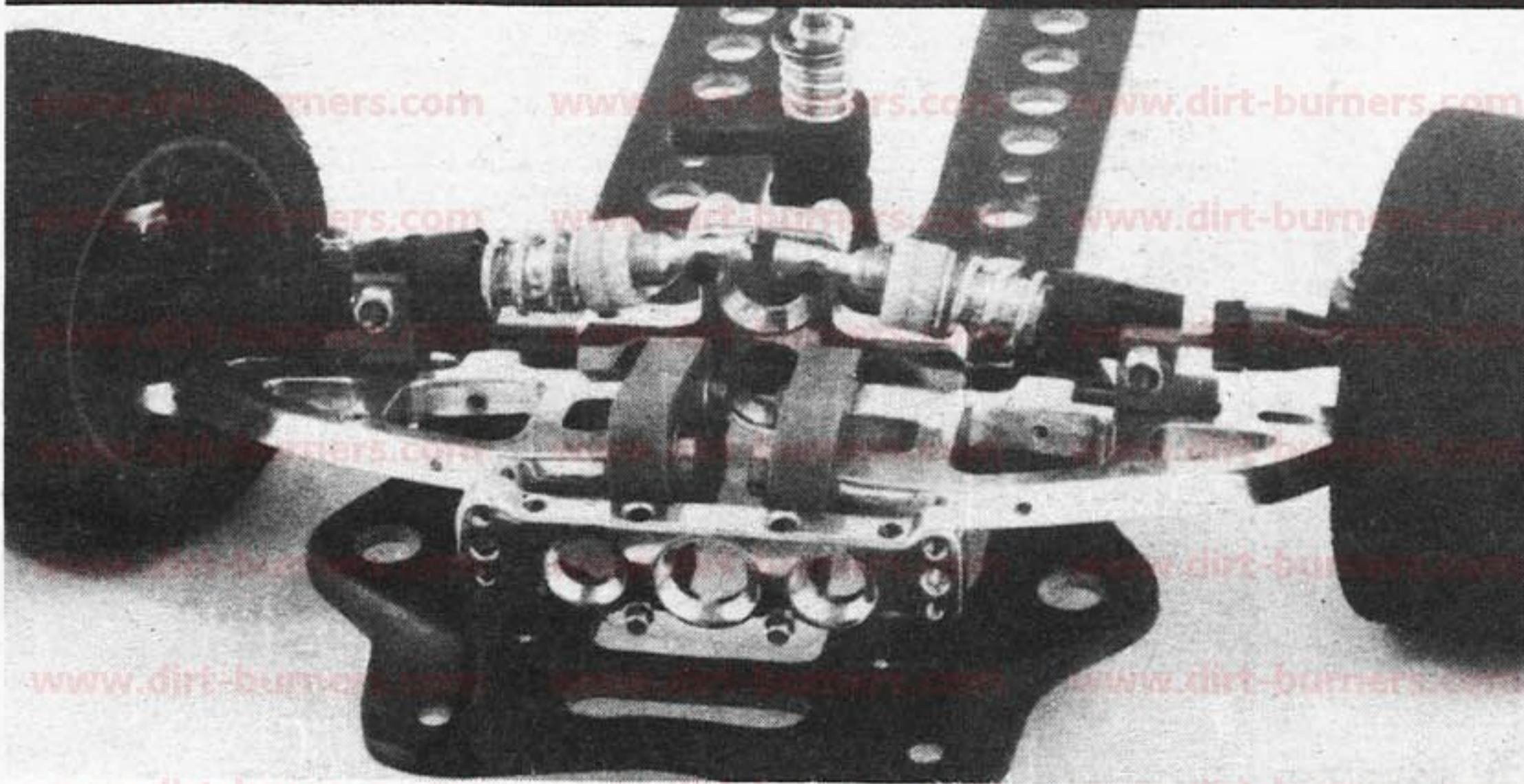


WEEKDAYS 11:00 A.M. - 7:00 P.M.  
SATURDAYS 10:00 A.M. - 7:00 P.M.  
SUNDAYS 10:00 A.M. - 6:00 P.M.  
RACEDAYS 7:00 A.M. - 6:00 P.M.

(714) 623-1506 1655 E. MISSION BLVD. POMONA, CA 91766

NAME		
ADDRESS		
CITY	STATE	ZIP
QTY	DESCRIPTION	AMOUNT
SUB TOTAL		
ADD POSTAGE & HANDLING		
CA. RESIDENTS ADD 6% SALES TAX		
TOTAL COST		
POSTAGE AND HANDLING CHARGES FOR U.S.A.		
\$0.00-80.00 ADD \$2.25 \$85.01-100.00 ADD \$3.00		
80.01-150.00 ADD 2.50 150.01-200.00 ADD 3.00		
150.01-250.00 ADD 2.75 OVER 250.00 ADD 4.00		
PLEASE CHARGE ORDER ON CREDIT CARD -		
C.O.D.'S ADD \$1.50		
VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/>		
CARD NUMBER		
EXPIRATION DATE		

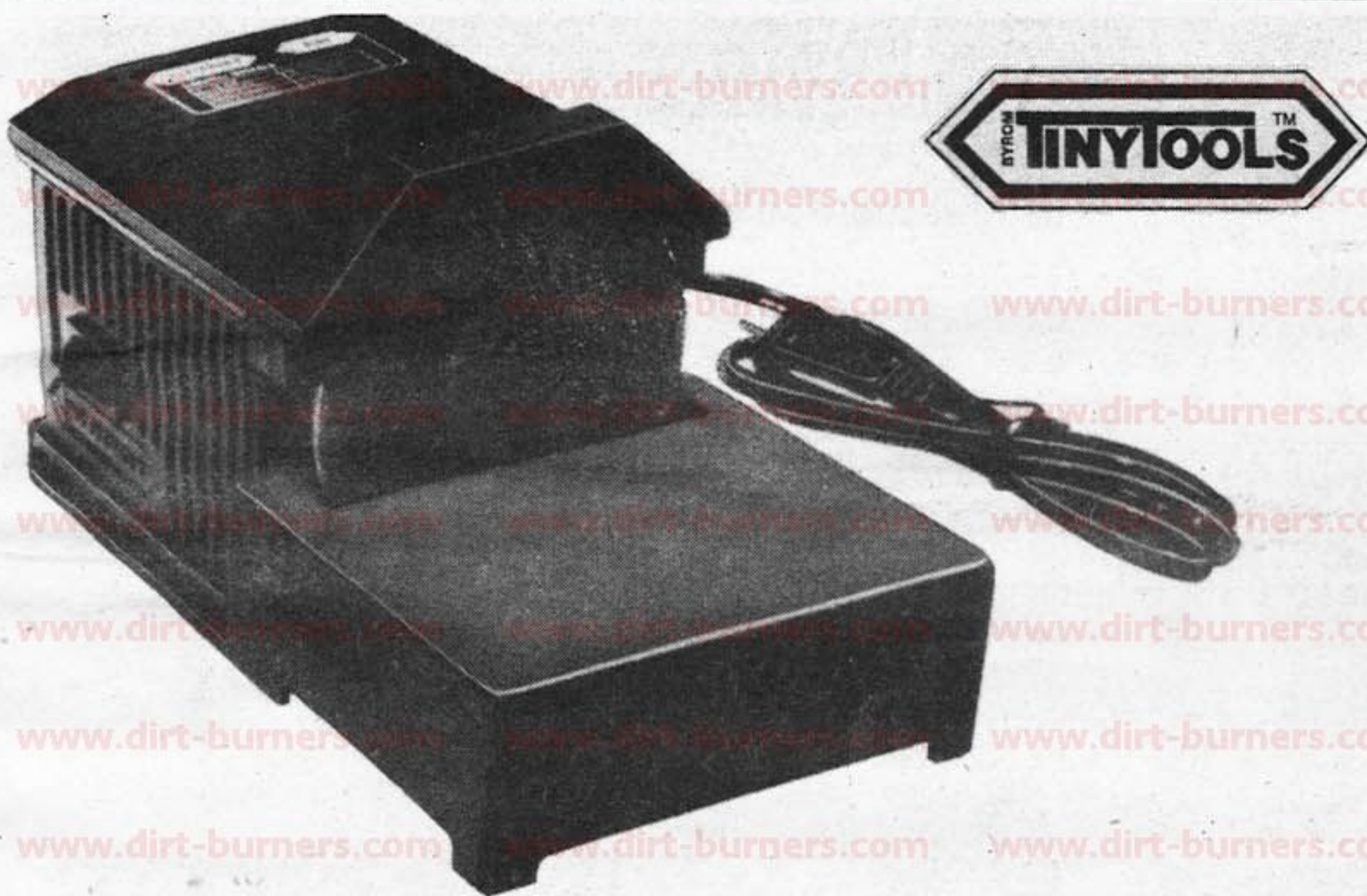
# Inside Lines



The newest parts for the Delta Eagle from Cook Racing are front and rear Pivot Blocks for the front suspension. These ultra light, high strength magnesium parts use bolts to hold the upper end of the shock/spring assembly. Available from Welch Mfg. 3218 Wedgewood, El Paso, TX 79925.



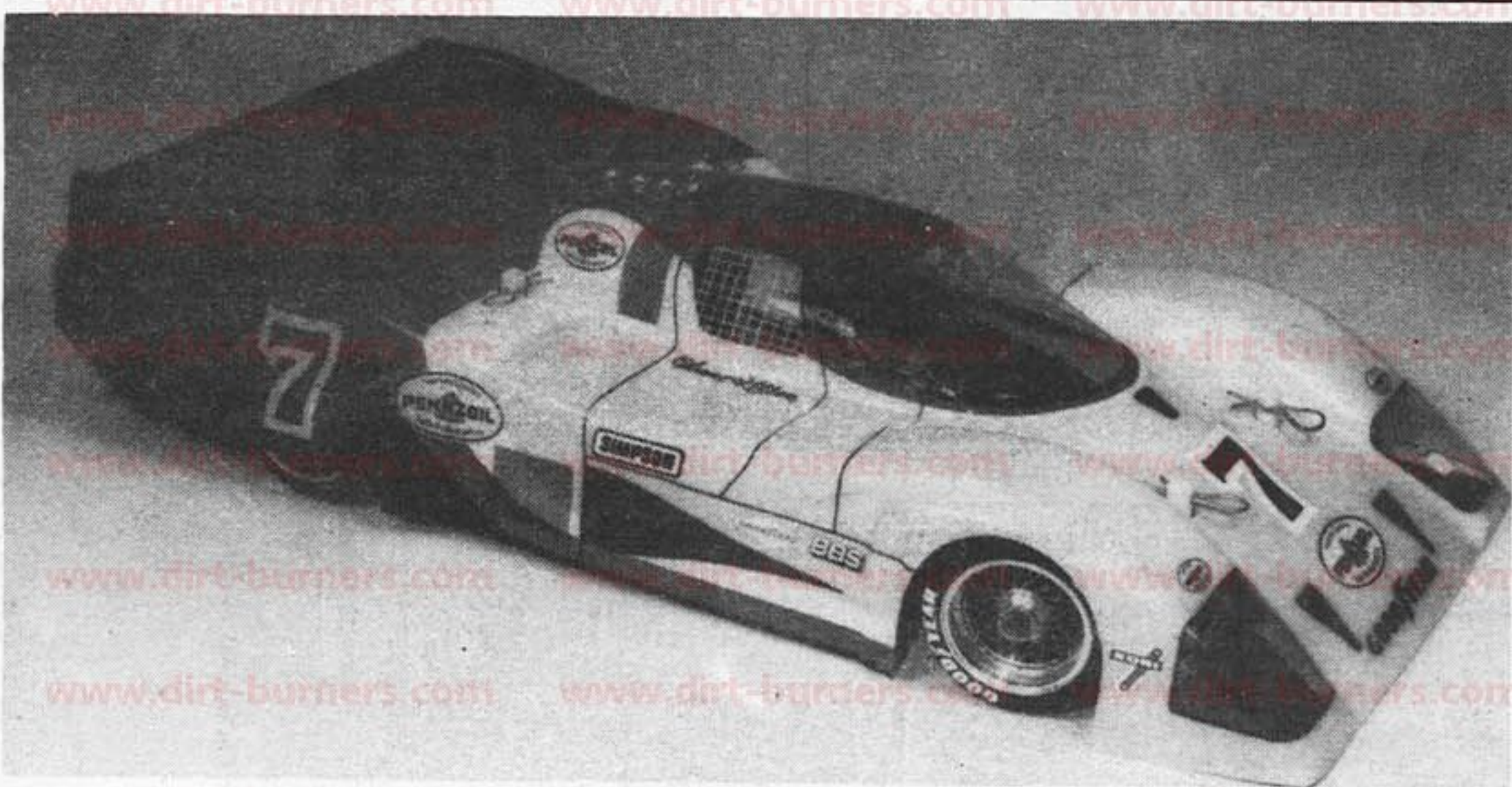
Serial Modellbau, the famous European ship model manufacturer has appointed TWINN-K their exclusive importer and sale agent. Six different historical wooden ships in kits are now available from TWINN-K. TWINN-K has now released their new number 9720 Off-Road Spiked tires. Uniquely designed so that they can be used with original Tamiya/MRC off road cars, as well as BoLink and MRP. TWINN-K, P.O. Box 31228, Indianapolis, IN 46231.



Yes, a truly new DISC SANDER with Velcro rip-off, three second changing of sand paper discs. Unique in the model and miniature field. From TINYTOOLS, 117 South Street, Suite 209, Chardon, Ohio 44024.



Spot **The winner with TWINN-K INC.** **aj's**



The new MIRAGE GP-C Body from Associated Electric is now ready for you. This excellent 1/12 scale body is made to be raced. Part No. 3168 from ASSOCIATED ELECTRIC, INC. 1928 East Edinger, Santa Ana, CA 92705.



1/10th Scale Short Chenoweth. A short buggy body to clear all the modern day suspension systems you can come up with. Clear Lexan .050 Part 1537. From Parma International.



Heat Sink Coil Over Springs. If your Kyosho shocks get hot, this new finned design will keep you and your shocks cool. From Parma, 13927 Progress Parkway, N. Royalton, Ohio 44133.

# R/C CALENDAR

## NAMBA

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

### JUNE 18-19

Marine Modelers Santa Clara.  
Campbell Perk Pond, Campbell, CA.  
Dist 9 Pts. Heat, Unl Hy, Sport 40.  
Jerry Johnson (408) 247-3381.

### JUNE 18-19

Edmonton Model Boat Racing  
Assoc. Lake Hermitage, Edmonton,  
Alta. Dist 16 Pts., Heat, Offshore,  
Outb, UH, Spt 40. Dave Arsenault,  
(403) 974-3307.

### JUNE 18

Seattle Model Yacht Club. Kent  
Lagoon, Kent, WA. Record Trials.  
Bill Hornell (206) 226-7454.

### JUNE 25-26

Fish and Chips "R" Outlaws. Legg  
Lake, South El Monte, CA. Dist 19  
pts. Heat, Sport 40. Richard Fish  
(714) 734-1709.

### JUNE 26

Anchorage RC Model Boat Assoc.  
Lake Taku, Anchorage, AK. Dist 11  
pts., Enduro, Off-shore, Outb,  
Record Trials. Daniel Collie (907)  
349-8461.

### JUNE 25-26

Ocean County Buoy Busters. Lake  
Schannandoah, Lakewood, NJ.  
Record Trials. Dave J. Streno (609)  
693-2433.

### JULY 2-3

Muddy Rudders RC Boat Club.  
Thompson Park Lake, Amarillo, TX.  
Dist 7 pts. Heat. Fred Wall (806)  
373-3040.

### JULY 2-3

Reno Model Boaters. Paradise lake,  
Reno, NV. Heat, Outb, Scale, Sport  
40. Mike Hammond (702) 827-4950.

### JULY 2-3

Calgary Model Boat Racing Assoc.  
Lake Carburn, Calgary, Alta. Dist 16.  
Double Pts. Heat, Outb, Unltd. HY,  
Sport 40. Gary W. Jeffery. (403)  
238-3413.

## RANCH PIT SHOP

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

### 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.

## RADIO CONTROLLED HOBBIES

653 West 19th Street  
Costa Mesa, CA 92627  
(714) 631-1555

### OFF ROAD SCHEDULE:

JUNE 26 -

JULY 24 -

AUGUST 14 -

SEPTEMBER 10 - 11

Third Annual Western Off Road  
Championships. Early sign-up. Big-  
gie!

OCTOBER 9 -

NOVEMBER 13 -

DECEMBER 11 -

(Note: Starting in August, Off Road  
racing will be on the **SECOND SUN-  
DAY OF THE MONTH**. New track be-  
ing prepared. Call Ron for more  
info.)

## R/C RACE CARS OF Middle Tennessee

758-2329 or 331-6570

Race site: 100 Oaks - Time: 2 pm.

### 1/8TH GAS:

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  
Sacramento, CA. 95822  
(916) 421-4794

## 1983 SJRCRA OUTDOOR

Rd. 4 Woodside Dr.  
Vincetown, N.J. 08088  
Joe DiCara

### 1/12th ELECTRIC:

JUNE 5 - Indy Team Oval, Glen Bur-  
nie, 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:

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

Open

# Del Mar R/C & Slot Car Racing Center

A TOTAL RECREATIONAL FACILITY:

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

COMING EVENTS:

August 24-28

The ORRCA NATIONALS

Completely New Track & Layout!

# THE SHOP

PRESENTS

IN STOCK - Complete Line of R/C Race Product  
(FEATURING THIS MONTH OFF ROAD!)

COX Scorpion Kit	\$139.95
COX Bearings (Complete Set of 14)	\$72.00
COX Single Bearing: For Lower Gear Case & Back Arm.	(ea) \$6.00
For Idle Gears, Upper Gear Case, COX Front Wheels or Tamiya Front Wheels	(ea) \$4.50
COX Brass Gears for Gear Case (by 2/28/83)	(pr) \$22.95
COX Parts & Accessories AVAILABLE NOW!	At Savings!
TAMIYA Kits (1015, 1016, 1028)	\$139.95
TAMIYA New "Super Champ" Modified Kit	\$152.95
TAMIYA New "Wild Willy"	Best Price in Town!
KRAFT KP3W Pistol Radio System (3 Ch)	\$175.95
FUTABA FP2G Radio System (2 Ch)	98.00
TAMIYA Small Brass Gears (M15 - M20)	(ea) \$4.95
Heavy Duty Axles for TAMIYA (pair)	\$8.00
CHECKPOINT MOTOR (Modular Endbell)	\$59.95
SANYO 6-Cell Pack (Wiring needed)	\$28.95

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

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



**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:**  
**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

**S&H AUTO RACING ASC.**

(201) 369-8989 or 722-0960

(All races held at the Hobby Depot in beautiful Neshanic Station)

**1/12 ELECTRIC 4-Cell:**  
**JUNE 12 - JUNE 26** - A. Body Styles.

**1/10 OFF ROAD 6-Cell:**  
**JUNE 5 - JUNE 19**  
**JULY 3** - 2nd Annual 50 Lap Endurance Baja Championship.

**SO. CAL 1/12 SERIES**

**JULY 10** - Ventura, Montg. Wards  
**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

**SOUTHWEST CHAMP SERIES**

803 Business Parkway  
 Richardson, TX 75081 (214)238-0929

**1/8th GAS:**  
**JUNE 25-26** - Houston, Texas  
**AUGUST 20-21** - Dallas, Tx  
**SEPT 17-18** - Shreveport, Louisiana  
**OCT 8-9** - Dallas, Texas

**Southern California Auto Racers. (SCAR)**

Tim Toland (714) 962-2955  
 At Briggs Cunningham, Costa Mesa

**JULY 16-17**  
 California State Champs. Series No. 3. Stock & Modified. Entry \$19.00 for both classes. Newly surfaced track, super hot and fast!

**SEPTEMBER 10-11**  
 Region 6 Championships. Track will open for practice on September 9th. Contact Tim Toland (714) 962-2955 for more details. Don't miss them!

**1/12 ELECTRIC RACING**  
 Every 3rd Sunday of the month at Briggs Cunningham. Located at Corner of Baker & Redhill in Costa Mesa. Entry \$5.00. \$4.00 for Club members. See you there.

**T.Q. HOBBIES**

1358 Pacific Coast Hwy  
 Harbor City, CA  
 (213) 539-3611 - Bruce Berteau

**OPENING JULY 1, 1983**  
 Newest Off-Road and Electric track in town. Race off-road every Friday night and 1/12th Electric on First & Second Sunday of month. Plenty of lights and-Hobby shop on site.

**DEL MAR R/C RACING CENTER**

15555 Turf Rd. (Jimmy Durante)  
 Del Mar, Ca. (619) 755-0411  
 (All events scored by computer)

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

**EVERY 2nd & 4th SATURDAY:**  
 ORRCA Off Road Qualifiers. Start 10 am. Special qualifying points and prizes, plus discounts. Entry:\$6.00  
**RACE DATES: APRIL 23 - MAY 14 -MAY 28 - JUNE 11 (double pts)-JUNE 25 - JULY 9 - JUL 23.**

(contd next page)

**PARMA'S GOT IT ALL!**

**1/12 PARMA PANTHER**

*You'll Never Know Until You Try It!*



**SEND \$1.00**  
**For Tool Box Stickers**  
**And Catalogs**

**PANTHER "A" MAIN RESULTS:**

- MIKE MURPHY - 1st Schenectady, New York
- ROGER MAYO - 1st & TQ Reno, Nevada
- PAUL CHOPRA - 1st Santa Clara, California
- JIM McADORY - 2nd & TQ Reno, Nevada
- GEORGE MARTIN - 1st & TQ Ft. Smith, Arkansas
- RUSTY HUSBAND - 5th Houston, Texas
- KEVIN BROWN - 2nd Jackson, Michigan
- ALLEN ARCENEUX - 4th West Columbia, South Carolina
- FRANCISCO SAENZ - 4th Dallas, Texas
- BUD BARTOS - 3rd U.S. Spring Championships, Georgia
- FINN GJERSOE - Winner of European Race of Champions, Holland

**Series Results Using the PARMA "PANTHER"**

- STEVE KOEPP - 1st Overall, NORCAR, Elyria, Ohio
- STEVE RILEY - 2nd NORCAR, Div. II, Columbus, Ohio
- MIKE MANN - 4th Overall Can Am, Orlando, Florida
- LAN MANN - 5th Overall Can Am, Orlando, Florida
- BRUCE HOLLANDER - 3rd Can Am, Orlando, Florida
- DON BRYONS - 4th '83 Florida Series, Orlando, Florida
- BUZZ BLAIR - 7th MART Indoor, Michigan
- DOUG BENNETT - 10th Stock MART Indoor, Michigan
- LARRY NOREN - 7th Overall MART Series, Michigan
- RICK HACKER - 9th Overall MART Indoor, Michigan
- ERIC GUDGER - 2nd Overall MART Indoor, Michigan

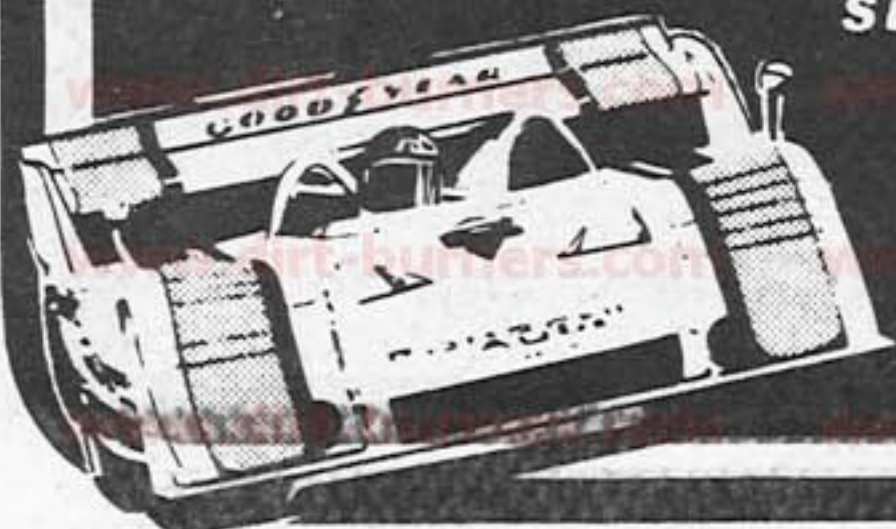
**NEW PRODUCTS COMING:** 1/10 Buggy Body, (Fits Cox Scorpion)  
 -Lightweight Adjustable Body Mounts - Heavy Duty Silver Plated Battery Jumper  
 Braid - Lightweight Hard Chrome Plated Pinions - 1/12 84 Vette Body.

SEE YOUR DEALER, SEND \$1.00 FOR CATALOG OR CALL (216) 237-8650 FOR INFO

**parma international inc.**

★★★ MANUFACTURERS OF MODEL CAR RACING PRODUCTS ★★★

13927 A PROGRESS PARKWAY • NORTH ROYALTON, OHIO 44133 • (216) 237-8650





# JOIN ORRCA!

## Membership Application Form

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_  
 State \_\_\_\_\_  
 Zip \_\_\_\_\_ Tel \_\_\_\_\_  
 Age \_\_\_\_\_ Class (check one) Stock \_\_\_\_\_ Mod \_\_\_\_\_ Open \_\_\_\_\_  
 (Allow 2 to 4 weeks for processing)  
 Current dues are \$10.00

**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  
 Calabasas, CA. 91302-8938

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.

### EVERY 3RD SUNDAY:

1/8 GAS RACING. Can Am, GT, Formula, NASCAR. Road Course or Oval. Call for info (619)755-0411.

### EVERY 2ND & 4TH WEDNESDAY:

1/12 ELECTRIC Night Racing. 50 percent payback. Entry \$10.00. Stock & Mod Class. Start 7 p.m. First Race starts in May.

### EVERY FRIDAY NIGHT:

Off Road Series - 12 Weeks, Stock & Modified classes. Kits for Numero Uno. Entry \$6.00 Start 7:30 p.m.

### EVERY TUESDAY & THURSDAY NIGHT:

Slot Car Racing. WompWomp & Group. Computerized scoring. Plaques to winners. Lots of FUN!

### 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. Brand new track, challenging and fun. Track will be open all week for practice. On site shop for your convenience. Bring family and friends, plenty of other recreational activities and place to relax.

### 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.

# NEW STUFF

# MRP

## MODEL RACING PRODUCTS, INC. - USA

from the leaders in R/C Cars



### #105 ECONOCHARGER

5, 6, or 7 cell w/Auto Trickle

### #105C CHARGER & 6 CELL STICK PACK

### #1152 6 CELL STICK PACK (Pre-wired)

### #1167 WING KIT W/Tubes, Wire, & Hardware

### #1168 LEXAN WING

### #1109 ASA '82 CAMARO (Also in 1/12 Scale)

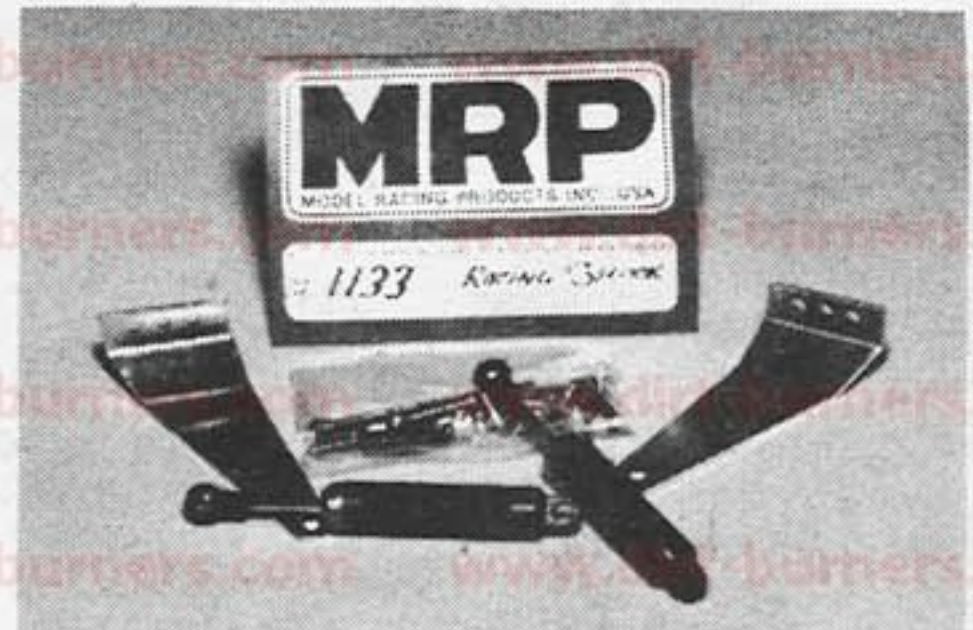
### #2200 MACH 1 3.5 TUNNEL HULL

Complete assembled w/radio box, tank, linkages adjustable motor mount, switch ext.

### #2201 MACH 1 BASIC Deck Hull & Cowl

### #1133 RACING SHOCKS

Probably The FINEST Offroad Shock Made w/mount brackets & lots of Hardware.



Phone (206) 823-0800

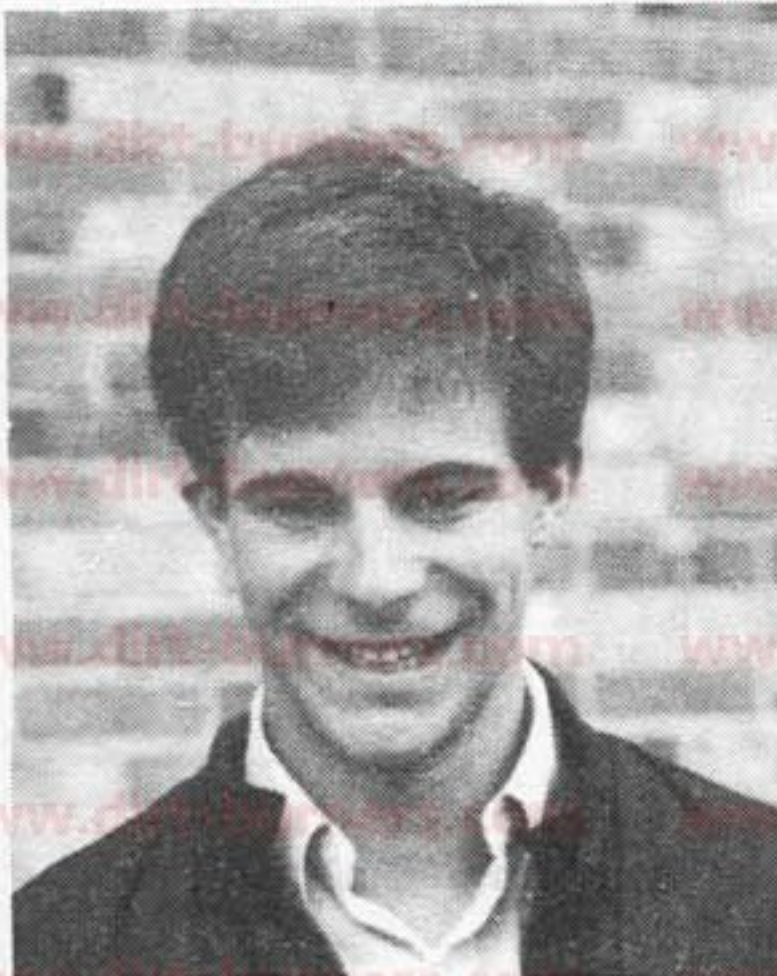
## MODEL RACING PRODUCTS, INC.

12702-D N.E. 124th St., Kirkland, WA 98033

# 1983 Florida Winternational

## ASSOCIATED DOMINATES

### 1/12 ELECTRICS - 96 ENTRIES



Mike Toland - 1st Place

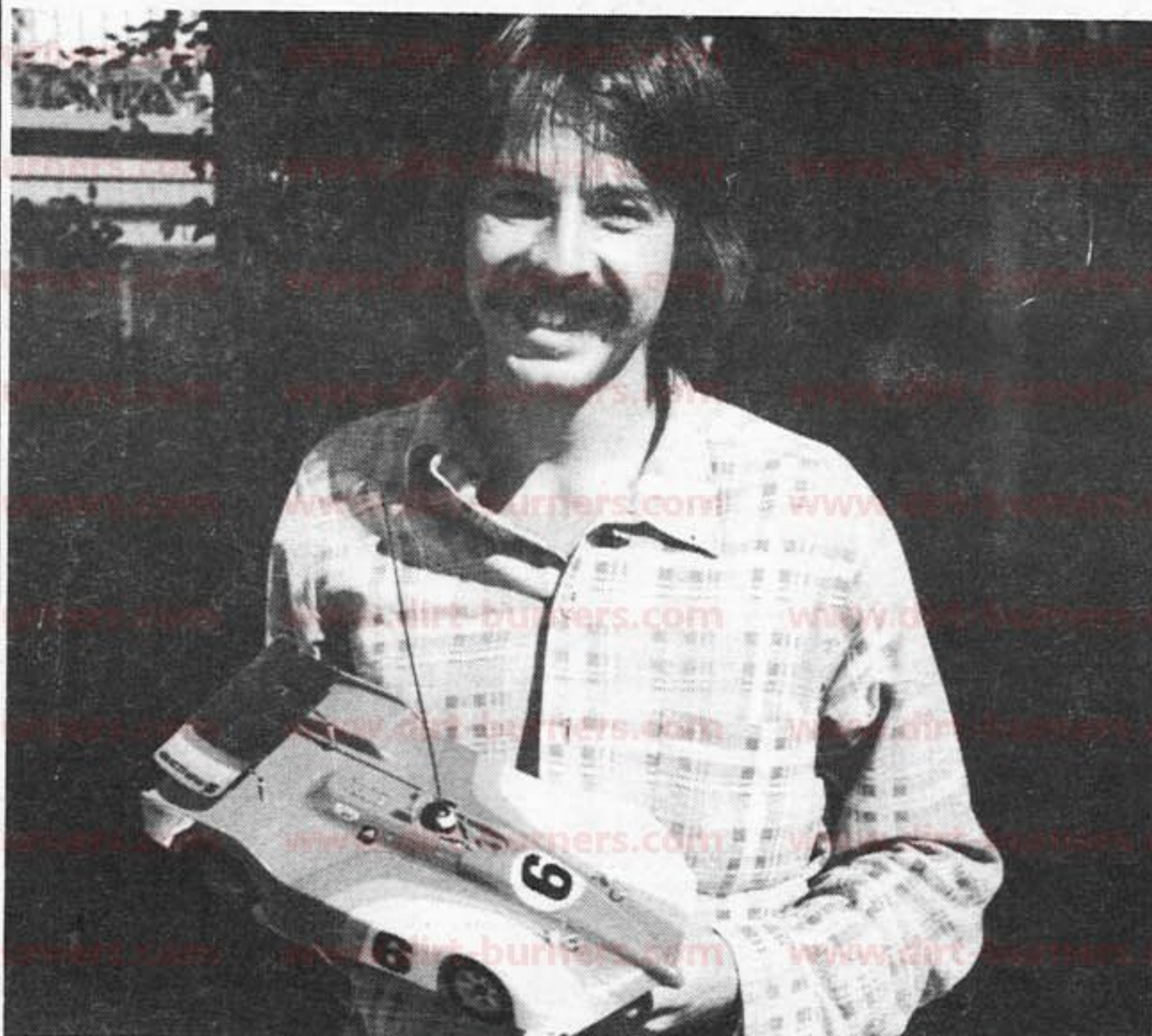


Re-Pete Fusco - Top Qualifier

#### "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.	RANDY TENTSCHERT	29.14 28.18 28.11	USA	ASSOCIATED/REEDY
7.	PETE FUSCO	29.19 28.13 15.0	USA	ASSOCIATED/REEDY
8.	JIM AGUIRRE	29.9 28.10 27.17	USA	ASSOCIATED/REEDY
9.	CRAIG KELLY	29.4 27.52 16.50	USA	ASSOCIATED/REEDY
10.	TO RE-PETE FUSCO	30.34 25.49 23.43	USA	ASSOCIATED/REEDY

## U.S. Spring Championships In Georgia



CONGRATULATIONS TO BRUCE HICKMAN, who won the biggest race ever in Georgia as well as being Top Qualifier. Also to Steve Hickman 4th, Craig Kelley 5th & Bob Novak 10th.

## 1/8 GAS - 136 Entries

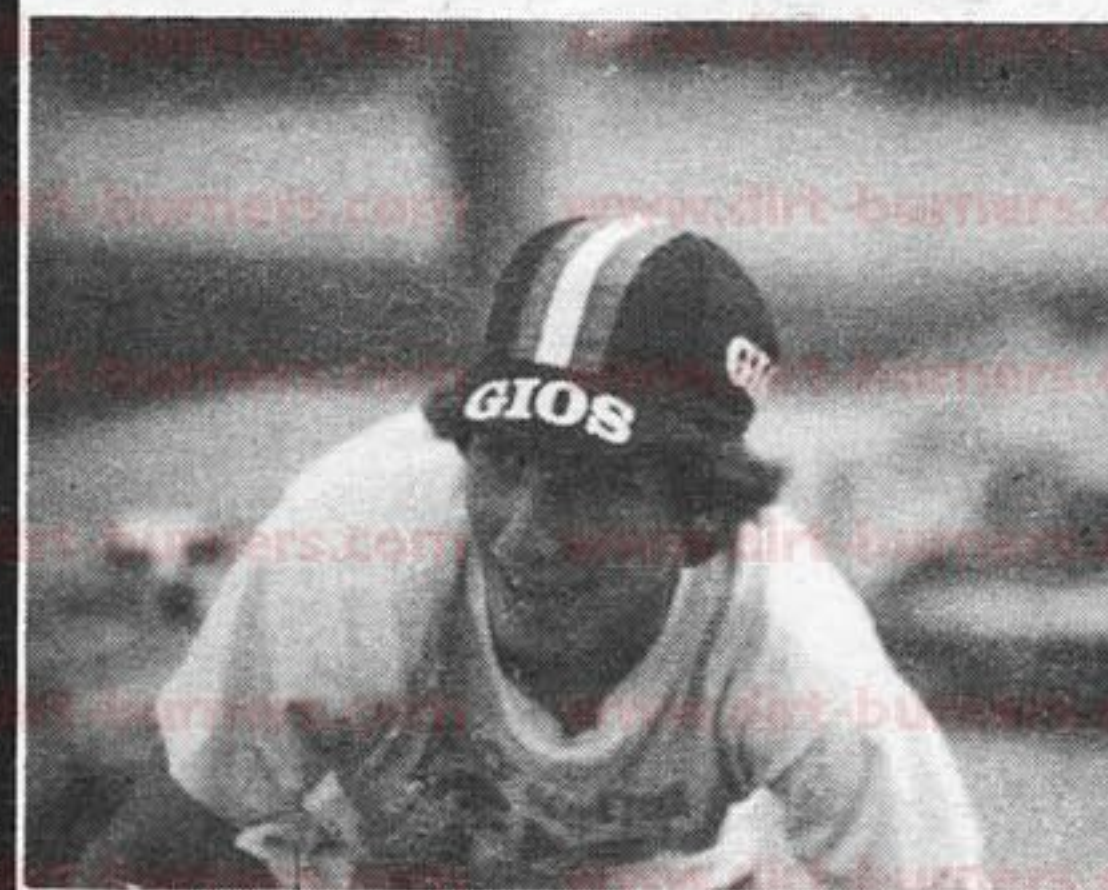


Rich Lee, 3rd Place "A" Main - Ralphie Burch, Jr., Winner "A" Main & Curtis Husting, Top Qualifier & 2nd Place "A" Main. All Racing ASSOCIATED RC 500 Suspension Cars.

#### 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.	BILL JIANAS	15.26	77.72	ASSOCIATED	OPS
6.	RE-PETE FUSCO	14.71	74.70	ASSOCIATED	K&B-LEE
7.	KIM DAVIS	14.62	74.49	ASSOCIATED	K&B
8.	CHUCK PHELPS	14.74	71.63	ASSOCIATED	K&B
9.	ART CARBONELL	14.81	35.0	DELTA	PICCO
10.	GENE HUSTING	14.55	DNR	ASSOCIATED	K&B-LEE

## EASTERN STATES 4-CELL CHAMPIONSHIPS



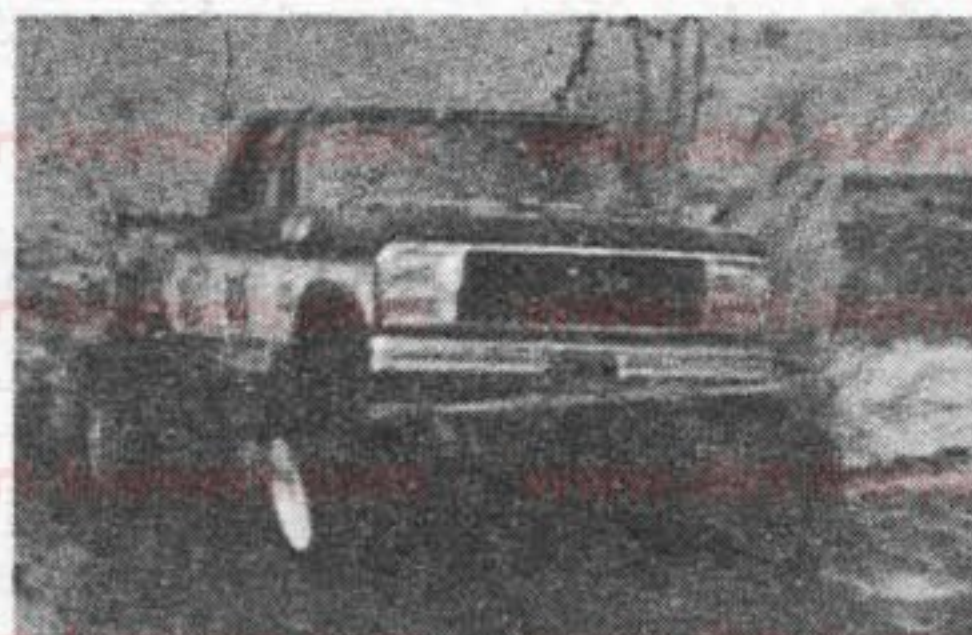
CONGRATULATIONS TO: TERRY ROTT, who won and was TOP QUALIFIER in the largest class - STOCK.

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

# TEAM ASSOCIATED

IN OFF-ROAD R/C BUGGIES...

# WE'RE DRIVING STILL FURTHER AHEAD



## FORD F-150 RANGER

A handsome copy of the very popular Ford pick-up, it has the same rugged, advanced engineering as the Rough Rider and Sand Scorcher, including oil filled shocks, covered transmission and water-resistant battery and radio box. Spectacular handling and traction.



## WILD WILLY

This is a pure fun vehicle that'll stop on-lookers in their tracks. Specially engineered for stunting... pop-a-wheelies, spin-outs, jumps. Beginners and experienced R/C'ers thrill to its abilities... and take it everywhere to perform its tricks.



## SUPER CHAMP

Probably the fastest and most durable competition racer ever made. It's designed for competitive racing... for the "pro" driver. A unique Free Floating Progressive Damping Suspension heads a long list of souped up racing features.

From fun running and souped-up competition racing, to pop-a-wheelie stunting, MRC-Tamiya continues to create the technology that makes off-road a high performance, high enjoyment sport. The imitators come and go... yet no one else has mastered the awesome engineering that drives MRC-Tamiya kits still further ahead. See them at your dealer, and get in on the fastest growing R/C hobby in the country.



## 4-WHEEL DRIVE TOYOTA HILUX PICK-UP

It makes realistic 4x4 performance a reality. Shift from two-to-four wheel drive with a radio command while on the move. Shift into low for 4-wheel drive stump pulling, hill climbing power.



## SAND SCORCHER - ROUGH RIDER

These are the two off-road race buggies that created an entire category. Their oil filled shocks, 4-wheel independent suspension, sealed metal transmission box and waterproof radio battery box, keep you running through mud, water and dirt. It's this kind of technology that set the standards for buggy engineering. They're the best selling off-road race buggies.

This scanned magazine is a part of the  
“Vintage RC Magazine Preservation Project”  
presented by  
[www.dirt-burners.com](http://www.dirt-burners.com)

The original magazine is one of many, aquired  
by kind donations from some of our readers,  
through a crowd-funding campaign in 2019.

The original publisher (Lou Peralta) has, in writing,  
granted [www.dirt-burners.com](http://www.dirt-burners.com) rights to scan  
and host this publication as well as all other  
issues of R/C Racing News and R/C News.

Please do not sell these scans, or upload  
them to other websites or sharing services.  
If you want to share them, please just link  
to our website, where the latest updates and  
additions can be found. By ignoring this plea  
you can seriously hurt the project, to a point  
where further magazines will not be shared.

Due to abuse of the content on the [www.dirt-burners.com](http://www.dirt-burners.com)  
website for personal gain, all scans are now watermarked.

**THIS IS A NON-COMMERCIAL PROJECT!**