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R/C RACING NEWS

AUGUST 1983 - ISSUE No. 27 - Vol. 3



REDLEYS Electric Racing in SOUTH AFRICA The SIERRA CLASSIC in RENO, NEVADA



FLASH! Taidiello World Champ...
IFMAR says Maybe Lecat? More inside p38

Race Corner

Once again we must remind you that R/C RACING NEWS has a new P.O. Box number. Please make note of the following address change:

R/C RACING NEWS
P.O. Box 6246
Woodland Hills, CA 91365
(213) 340-5750

As you'll notice, only the Box number has changed, everything else remains the same. The reason: a larger Box to handle larger envelopes. If you're still sending material to us to our Box 411, don't worry, we're still picking up from that box as well.

You'll notice that this issue has AUGUST 1983 on the mast-head. I'm sure you're asking where's the JULY issue? Well this IS the July issue, but the reason we're making the change and moving up one month is because (we're delighted to say) a deal has been made to sell R/C RACING NEWS at a number of newspaper and convenience store stands across the country - mostly in the mid-west and south. For reasons of distribution and such, the date of this issue had to be changed from July to August.

Now I know many of you subscribers are asking yourselves - what is that change going to do to the balance of your issues? NOTHING, you'll still get the same number that you're supposed to because all subscriptions are being upgraded by one month. Does that make sense? If you have any questions or this seems confusing, please give us a call. Oh, the price of expansion!

Bummer, bummer, bummer! Our Publisher was all set to head out to the South of France (CARNOUX) for the Worlds in 1/8th scale - tickets purchased, hotel reserved, luggage packed and his 1/8th scale gas car ready to roar among the best in the world and one week before taking the big bird across the "pond" he found out that upon doctor's order he had to have some serious treatment on his right foot. It seems that the "get-off" he suffered at the last Baja 500 race was more than just a sprained ankle/foot. Like three broken toes and ligaments stretched.

I think he feels really bad, not only because he wanted to personally cover the Worlds event for this issue, but I think mostly because he was told that he could join the U.S. Team as a driver and take part in this fantastic event. He really didn't think he was going to get to drive but at the last minute several drivers dropped out of the trip and Lou apparently was an alternate. Boy is he bumming around the office!

FIRST CLASS SERVICE. Starting with this issue, R/C RACING NEWS is offering two types of SUBSCRIPTION programs. Our regular subscription is still \$15.00 for 12 issues and will continue to be mailed as 3rd class mail. But those of you who wish to get it within three to five days from publication can now get a FIRST CLASS SUBSCRIPTION. Twelve issues (in the U.S.) will go for \$30.00. The extra \$15.00 is to Page 2

cover the first class mailing. If you already have a subscription and want to change to a FIRST CLASS SUBSCRIPTION you can do so by contacting our Circulation department. They can tell you how many issues you have left and what the cost for FIRST CLASS will be.

The reason for this is that I know our people here have tried all they can to get the issues out to our subscribers as quickly as possible. Most of the time those issues go out three and four days BEFORE issues get shipped out to the Hobby shops, yet many subscribers get them late. We hope that by making a FIRST CLASS SUBSCRIPTION available we can circumvent this problem. It's quite frustrating to rush and hurry and work until late to get all the subscription issues out in one day, just to find out that some people get them late or sometime not at all. We're trying folks but we have to deal with the Post Office.

GREAT NEWS FOR THE ORRCA NATIONALS. Del Mar Racing Center has negotiated the "exclusive" Television rights with the Producers of ABC's "THAT'S INCREDIBLE" Show to have the ORRCA Nationals filmed by them and to be shown in one of their programs this coming Fall. The THAT'S INCREDIBLE staff will film the entire Final Day of the Nationals (August 28) as part of their show. Needless to say, with some 23 million people watching this weekly TV Network show, R/C Off Road and R/C in general will receive the biggest audience ever for any R/C event. It's quite a coup to have this caliber of television show take such a great interest in our sport.

In addition, the THAT'S INCREDIBLE people are very interested in filming other R/C segments. For example, plans are in the works to stage a race between a "real" power boat vs an R/C boat - a drag race between a real Porsche and an R/C gas car, etc. All we can say is that they're really excited about doing various shows dealing with our sport. R/C RACING NEWS supplied them with much information about R/C and it seems that it has really caught their attention.

For those of you who plan to attend the ORRCA Nationals, be sure to make you're Hotel/Motel reservations early. Rooms are at a premium at that time. It's the height of the summer-resort season. California Motel 6 is still taking reservations but you must make your deposit in advance. Call them at (619) 438-1242 and ask for Al or Cathy Espindole for your reservations.

The SANYO R.O.A.R. Nationals are really shaping up very well and so is the track at the Ranch Pit Shop. Gil Losi is continuing to make many improvements on the track and really sprucing up the facility. New sign boards are going around the track that really makes the facility look great. If you're interested in getting your company's name and logo on a sign you should contact the Ranch Pit Shop as soon as possible. As we understand it, there are just a few spaces left.

We understand that the SANYO R.O.A.R. Nationals will have perhaps the biggest entry of any recent National. If you have not as yet entered, be sure to do so and don't miss this great event. You can contact the Ranch Pit Shop for further details at (714) 623-1506.

MODEL RECTIFIER CORP. (M.R.C.) is the Major "sponsor" for this year's ORRCA Nationals. LATE WORD came to us that M.R.C. has negotiated for the sponsorship of the event. Henceforth the event will be known as the "M.R.C. ORRCA NATIONALS." Roy Gelber, President of Model Rectifier Corporation has been a solid supporter of the ORRCA program ever since the association was first started and with his decision to sponsor this "first ever" ORRCA Nationals, he continues to solidify his commitment to support ORRCA.

Now that ORRCA is in full swing with their memberships and preparations for the Nationals, several tracks across the country have become ORRCA Sanctioned tracks. For more information on this you might want to check out this month's ORRCA Report in this issue.

We CAN tell you that three new off road tracks are now functioning. Competition Hobby in Tacoma, WA., T.Q. Hobbies in Harbor City, CA, and Race Prep Raceway in Van Nuys (San Fernando Valley), CA. For more information on the Tacoma track you can contact Steve Robinson at (206) 582-0080. For T.Q. Hobbies call Bruce Berteau at (213) 539-3611. And for information about the Race Prep Raceway call Butch Dunn at (213) 341-0842.

In fact, the T.Q. Hobbies track also features one of the nicest 1/12th Scale tracks around. Newly surfaced, the track just had its first race and from what we understand it was just great.

GET YOUR CALENDAR OUT AND NOTE THIS: The second race of the 1983 Midwest Series scheduled for June 18-19 in Columbus, Ohio was rained out. As a result, the following changes will be made in the Midwest Series schedule: The race originally scheduled for Cleveland, Ohio on July 30-31 will be moved to Columbus, Ohio. The race will be a "double points" race for those who were present at the original race. The Columbus Club has the original entry forms as a list of those who were present but were unable to register before the final rainstorm.

The above solution was suggested by the Cleveland Club and unanimously accepted by those in attendance at the time that the race was officially cancelled. We understand that the race will still be held at the Eastland Mall, using the same format as was to be used at the original race. For more information you can contact Pete Warnick at (614) 268-9763. No more rain!

The S & H AUTO RACING ASSOC of Neshanic Station, New Jersey has a real ambitious race program set for the rest of the year which includes both 1/12th and Off Road.

Check out all of their dates in our Calendar Section. You can also contact Jim Doyle at (201) 369-8989.

We've been notified by ORRCA to let everyone know that unless a motor which is to be used in either the ORRCA Stock or Modified classes bears the "official" "ORRCA Approved" label, it is NOT approved by them. The label that is used by ORRCA is a special one that is gold in color with brown lettering and each motor that is used in the above two classes must have it placed between the end-bell and the case to be LEGAL.

As far as we know only M.R.P., Leisure and BoLink have submitted their motors for approval and labels are being shipped out to them for usage. You can contact ORRCA for further details at P.O. Box 8938, Calabasas, CA 91302.

Goof-up in our last month's issue. The new rate for our "Special Club Ads" is now \$45.00 per issue and NOT \$30.00 as it was listed in the ad last month. Those that sent their \$30.00 in, will be honored for this issue only. Thirty lashes to our ad person!

Got a note from Chuck Mann, President of the Northern Mini Racers. They are a 1/12th Scale R/C club and very active in the sport. Last year they held a special charity race for "Jerry's Kids" - a 12hr. Endurance race which helped raise some \$1,200 for that charitable organization. They plan to do it again this year around Labor Day weekend and they would like to get racers from the Midwest and Canada in addition to their local racers. It's for a great cause and what better way to use your sport than to help those who need help. For more information you can contact Chuck Mann at No.1 Garfield, Minot AFB, North Dakota 58704. They not only need more racers but also help from companies who can donate prizes, etc. You can also call Chuck at (701) 727-2424 (w) or (701) 727-4805.

CHANGE OF ADDRESS. Competition Hobby & Mfg, formerly of Tillicum, Washington has moved to a much larger facility located at 11417 Pacific Hwy., S.W., Tacoma, WA 98499. Watch for photos and articles coming from them in this and future issues. As they say: "It's the best in the Northwest".

There's a bit of confusion about the ORRCA Nationals race schedule, which is further explained in this issue. But we can tell you that since there will be two days of qualifying for those who made the ORRCA "Gold Cup National Ranking" bracket, you can qualify on Friday or on Saturday or on both days. Only the best qualifying run of the two days will be used to place you in a main. So if you can't make it on Friday, you can still qualify on Saturday. NOTE: This is only for those who have already qualified in the "Gold Cup" bracket, all others will have to try to qualify on Thursday, August 25th. Check out the report in this issue for more details.

Rumors that LEISURE DYNAMICS/COX was going out of

business were unfounded. Robert Jackman, President of the company which manufactures the now famous COX Off Road car, sent us a note telling us that the company has undergone and concluded negotiations for refinancing and reorganization, and that all business will continue "uninterrupted".

Pam Stewart, the lovely lady boater who also sends us excellent coverage of NAMBA events, is heading northward towards Burnaby Lake, Burnaby, British Columbia for this year's NAMBA Nationals. The event starts on July 30 through August 6th, and Pam will be doing the editorial and pictorial coverage for our next issue. The Canadian Marine Modelers, hosts of this year's NAMBA Nationals, have really gone ALL OUT to make this event "the best ever". I remember last year, here at Legg Lake, representatives from the host club were watching and making notes, just so that they could learn how to put on a first-class event. They have been working on this event ever since. We'll look forward to coverage from Pam Stewart.

It's not too early to start making plans for the Third Annual Western Off Road Championship at Radio Controlled Hobbies in Costa Mesa. The date is September 24 & 25, and entry is \$20.00 for Stock & Mod with motor supplied and \$15.00 for the Open class.

A Lot of fine off road events are shaping up for the rest of this year. For example: It looks like ORRCA will present their 'new' ORRCA Series schedule right before the Nationals. This will be a National schedule that should include ALL ORRCA Sanctioned tracks. On October 8th the Del Mar Racing Center will be putting on their Second Annual "Mini-Baja 500" (lap) endurance race. In fact, it will be in conjunction with the drawing for the "real" BAJA 1000 in Mexico. For that drawing, real off road cars from the various SCORE classes will be on display around the R/C track and where the drawing will take place. What better way to spend a Saturday afternoon than to come and see both scales of off-road vehicles.

We also understand that several tracks across the country are similarly putting on "special" events for the latter part of the year. As soon as we get the specifics we'll let you know.

We're still hearing good comments about the U.S. Spring Championships Electric race that was held back in Atlanta, Georgia. It was Bob Rule's brainchild for many months. I know he spent lots of time putting it all together. The hard work must have paid off because everyone that we've talked to that made the trip was really delighted and looks forward to next year's event.

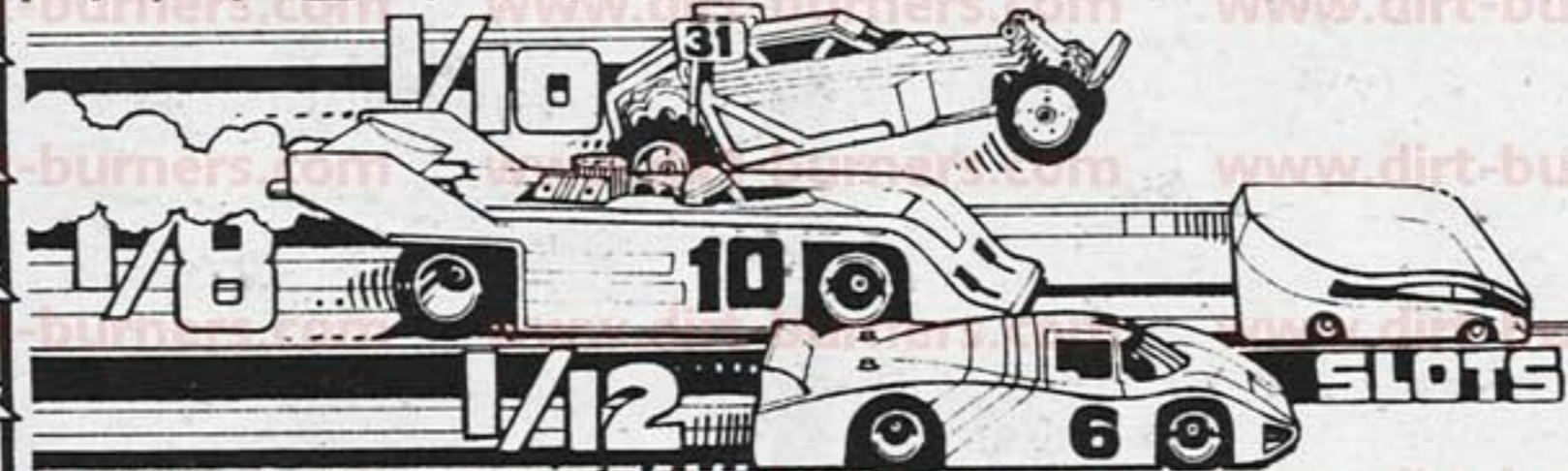
We understand that DELTA has a computer program for lap scoring and timing that is available for about \$35.00. We don't have all the specifics but if some clubs are interested in learning more about it you should call DELTA Mfg. at (515) 763-2220.

Glad to hear from folks that appreciated the "super fast" coverage
(contd. page 4 bottom)

First Time Ever!

DEL MAR

RACING CENTER



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INCREDIBLE!®

MRC



MODEL RECTIFIER CORPORATION

PRESENTS:



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

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!!!

1555 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)

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

OFFICIAL ORRCA NATIONALS ENTRY:

Name: _____ Address _____

City _____ State _____ Zip Code _____

Tel. #() _____ Sponsor: _____

Frequency: (1) _____ (2) _____ (3) _____ (CAR ONLY !!!)

Type of Car _____, Radio _____ Battery _____ # _____

CLASS: (check) _____ Stock - _____ Mod. - _____ Open / Motor: _____

ENTRY FEE: Stock \$25.00 (motor incl.) Mod \$25.00 (motor incl.)

Open \$20.00 (no motor incl.) SIGN UP BY AUGUST 1, 1983!!!

Save Late Fee of \$5.00 -

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ON THE COVER: Two 1/12th Electric tracks across half of the world from each other. One in Johannesburg, South Africa, the other in Reno, Nevada.

R/C RACING NEWS

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

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On the Line

ENOUGH AIRPLANES!

Enclosed is my check to renew my subscription for another year. I really enjoy reading your newspaper every month. I was, however, disappointed when I saw so much airplane stuff in your Inside Lines section this month. Aren't there already enough airplane publications on the market? I like R/C airplanes, but this is R/C RACING NEWS, right?

Well, enough nit-picking, let's get down to business.

I would like to let all the Off Road racers in the Flint, Michigan area know that we know have an Off Road track in the area. It's called the ALL SEASONS OFF ROAD TRACK, and is located just off the parking lot at All Seasons Sports Center, 1160 Elms Rd., Flint, MI.

We are planning to have races every Sunday, starting in June 19th, with practices starting at 9:30 am and the first race by 10:30 am. We will have three classes of racing: Stock, Modified, and Wild Willy. Our rules somewhat follow ORRCA rules as far as number of cells, stock motors, dimensions, etc., but we allow chassis and suspension modifications in Stock as well as Modified. The Wild Willy class is limited to Stock MRC/TAMIYA motors and 6 cell packs. We do allow weights to be added to the front end to help them steer.

The track is always open for racers to practice, except on race days. Entry fees for the races will be \$1.00, with funds going to track maintenance.

Interested racers are asked to contact me at (313) 732-2593, or stop by the track because I'm there a lot.

Thank you for printing the ORRCA rules, they were a great help in setting up ours. If you could print some of the above information on your Calendar section it would be greatly appreciated. Keep up the good work!

Robert Selves
Flint, MI

So we showed a couple of airplanes, they race too, don't they? Hey, we're glad to hear you guys have an off road track ready to go. From what we hear, there are many people getting into off road around your neck of the woods. Now all you have to do is send us photos and coverage of your races, right? By the way, I think you'll be getting a call from ORRCA, I'm sure they'll be interested in bringing you into the fold. Good luck and your track will be in the Calendar section. ED.

RACE CORNER...

(from page 3)

of the McCOY CHAMPIONSHIPS in our last issue. Believe it or not, the race was over on Sunday, and by Monday night, the story was being printed and shipped out on Tuesday morning. I can't begin to tell you what went on around here to get all that work done, but I think our Editor did a fabulous job.

THE BOB & TIM SHOW - GREAT!

WOW! Just attended BoLink's East Coast Championships! Can you say fantastic? Thank you Bob Rule, thank you Tim Morton! This was a well-run event. How about that computer that gives you a print out of your lap times for eight minutes, and your position at any time during that race. Check that scheduling which was fully adjustable given any circumstances. ROAR rules actually enforced! Oh, baby, I'm dying! Modified only, great idea. It cuts out the hassel of motors. Hey, a racing surface that didn't need to be sprayed with traction compound!

Seriously folks, the Joe Werner Nats were well run, but BOB and TIM took it one step further. When I attend a race which is run at this caliber, with the caliber of competition that was represented, I know that R/C racing can only get better and become more attractive to potential sponsors. I nominate Bob Rule and Tim Morton to head the committee to set up a national and Regional format. I'll be glad to help any way I can. One suggestion: Accept 200 entries next year, I have a feeling you'll have to, otherwise send me my entry form right now!... I want to be sure I'm accepted for next year.

Get this: \$25 a night for a hotel room and you can pack in all the racers you want - fantastic!

Bill Davis
Team Delta
Princeton Junction, N.J.

A BIG THANKS

A big thanks to all U.S. Spring Championship racers. I would like to take this opportunity to thank all the racers that raced in the U.S. Spring Championship for their cooperation. All the planning and organizing in the world doesn't do any good if there isn't any cooperation.

Many times the next heat was ready to run one minute after the previous heat was finished.

Also many thanks to all the workers which also made the race go smooth. BoLink is looking forward to next year's U.S. Spring Championship race and we hope you are too.

Best regards,

Tim Morton & Bob Rule
Lawrenceville, GA

Surprise move by the Hickman brothers. Late word reached us that TEAM CHECKPOINT MOTORS has signed Bruce, Mike and Steve Hickman to race under the CHECKPOINT banner and to use the new Mabuchi Modular in the upcoming ROAR Nationals. Jim Grenemeyer made the announcement just before presstime. Obviously he's got a 'hot' team ready for the Nats. Tod Strain will also compete for CHECKPOINT.

From The Publisher...

R/C RACING NEWS is continuing to grow and to become more of a major voice in the R/C sport/hobby. Consequently, we have been negotiating for sometime now to expand our circulation beyond our subscribers and beyond the hobby shops that carry R/C RACING NEWS across the United States and in many foreign countries. We know there are far too many people who don't know what R/C is all about. Yet we can't reach them unless we can take our publication outside the hobby circles. For this reason, the only way to do it is to make our paper available to the general public through news stands and convenience stores.

This is a major undertaking and one that neither ourselves or the companies willing to give us a shot, are ready to jump into it too fast. Yet we have the opportunity to "test" the market as they say, and give it our best shot to expand our circulation.

Starting with our next issue, certain stores and news stands across the country will have the opportunity to sell R/C RACING NEWS to the general public, just like any other major magazine or newspaper. People who may not know about our sport will have the opportunity to see just what R/C racing is all about and hopefully they too will get "hooked" on our sport/hobby.

Needless to say, we're very anxious to score highly with a positive

response from the general public. If we do, this will mean that R/C RACING NEWS' circulation could increase ten-fold. We are terribly excited about this and the "test" that we are about to undertake.

You can be sure of one thing, R/C RACING NEWS will continue to give you first-class reporting and the up-to-the-minute news about our industry and our sport/hobby.

We're also starting something new with this issue by offering two types of Subscription programs.

One is our regular program (\$15.00 for 12 issues) that we've offered all along. But the other program is to subscribe on a "FIRST CLASS" basis. What this means is that instead of your monthly issue going out as 3rd Class mail, you're issue will be sent as FIRST CLASS mail on the same day we get it back from our printers. The rate for this FIRST CLASS Subscription is an additional \$15.00 or \$30.00 for 12 issues. You should be able to receive your issue within 5 days (in the Continental U.S.), from publication date.

I'm sure not everyone will want to take on this program, especially since most subscribers receive their monthly issue on a regular and timely basis. But we have a number of subscribers who, for some reason or perhaps because of geographical location, always seem to get their monthly issues much later than

everyone else! We have discussed these matters with our Post Office on a number of occasions and needless to say, they have not given us satisfaction.

For your information, our policy is to first mail the current issues to all of our subscribers - on the same day that the newspaper comes out. Hobby Shops, foreign shops or foreign subscribers all go out after. Yet, I know of people who reside no more than 100 miles from our offices who sometimes don't get their issue for two to three weeks! The unfortunate thing is that in using 3rd Class mail there's very little we can do to make it more efficient, other than to make sure that WE have all of our mailing lists up to date and processed.

This FIRST CLASS Subscription program will hopefully take care of those subscribers who wish to get their R/C RACING NEWS as fast as possible and who don't mind the extra expense. We wish that we could get the issue to you faster at the same cost but it's just not possible.

I can't tell you how frustrating it is for our staff here to sometimes work through the night, to make a deadline (as we did with the McCoy race in our last issue) just so that it gets into that month's issue - and accomplish it - yet find out that some people didn't get it for several weeks later. I hope this will help solve some of our subscribers' problems.

For those of you who already have

an on-going subscription and wish to upgrade it to a FIRST CLASS Subscription, please contact our office or send us a note for a quotation of additional charges.

Lots of R/C activities coming up soon: NAMBA Nationals, Gas World Champs, ROAR Nationals, ORRCA Nationals, etc. You can be sure that R/C RACING NEWS will get you the blow-by-blow facts as quickly as possible.

LET US PUT THE FUN BACK IN RACING. - When my son and I first got started in R/C off-road, it was all very new, very fresh, very exciting and really FUN. For the most part off-roading has remained fun. Recently we attended the opening of TQ Hobbies and Race Prep Raceways and the whole atmosphere was really of having a good time. I hope we don't lose that, whether in off-road, electric, gas or boat racing. R/C should first be FUN above all else. I know competition in all areas of R/C racing is fierce, but good, clean, "fierce" competition should not preclude having fun and enjoying a good day of racing. I think we all want that and we should work to maintain it.

Lou Peralta
Publisher

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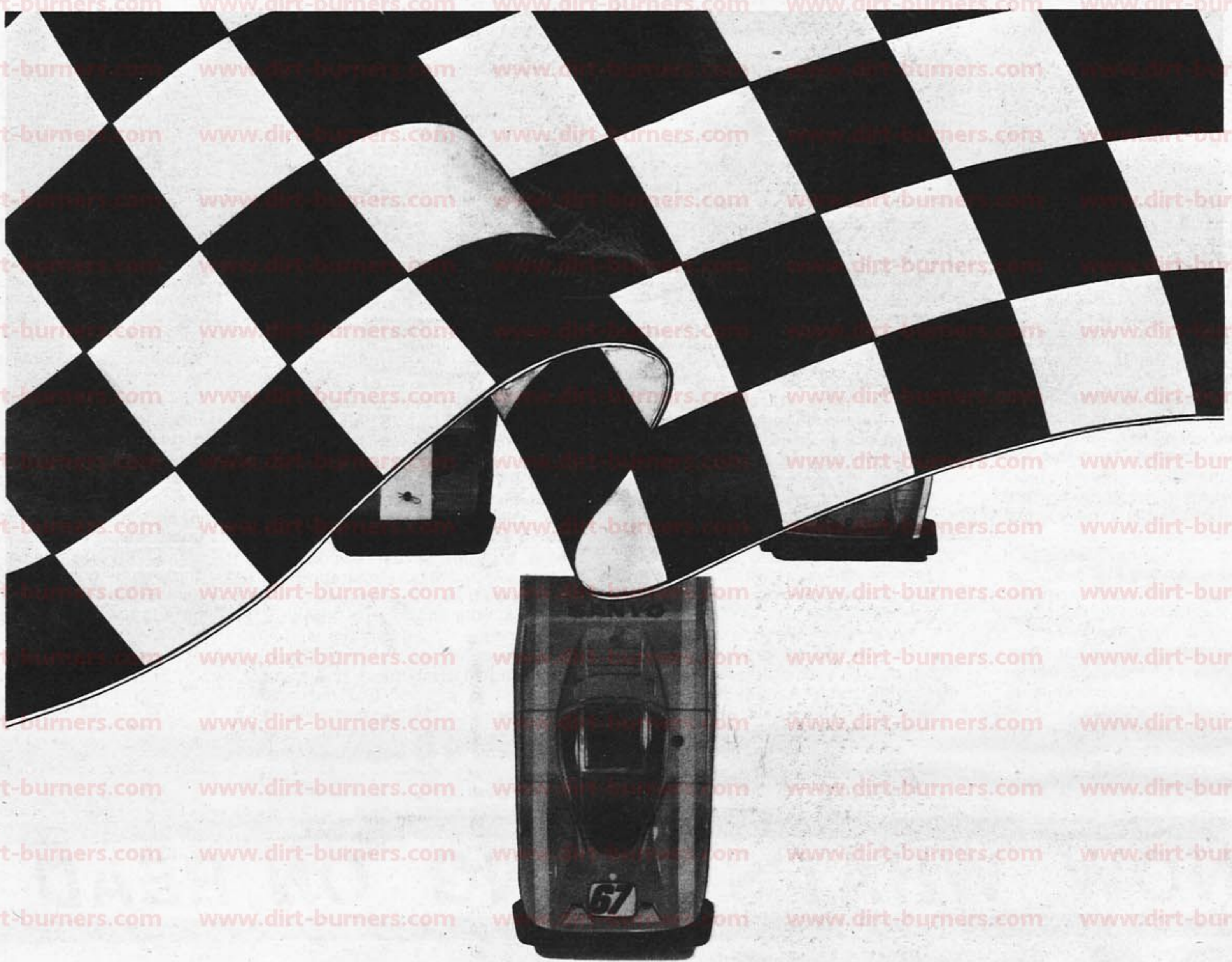
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The Power to Win.

Sanyo powers the 1983 R.O.A.R. Nationals

Sanyo is again proud to sponsor the R.O.A.R. National Championship. This year it's being held July 25—August 7 at the Ranch Pit Shop in Pomona, California. We're proud, too, that racing's biggest winners choose Sanyo batteries to help them win the big ones. Sanyo batteries have been winning the big ones for the last two years. We hope to do it again this year, too. Come see us race for the flag.



You can get the power to win with Sanyo CADNICA batteries...ask for them at your local dealer or contact: Sanyo Electric, Inc., Battery Division, 200 Riser Road, Little Ferry, N.J. 07643 (201) 641-2333 or 1200 West Artesia Blvd., Compton, CA 90220 (213) 537-5830, or 4310 Transworld Road Schiller Park, IL 60176 (312) 671-3261.

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The Sure Thing



South African 1/12th Panel Equipment Transvaal Open



The drivers's stand (top) is also used as a container and storage room/clubhouse. John Immelman on the mike - race control in the early morning was very cold (top right). "Clerk" (race steward) Doc McPhee (above) watches for infringements.

Story & Photos by
John P. Immelman

June 18, 1983
Johannesburg, South Africa

The day of the PANEL EQUIPMENT TRANSVAAL OPEN had dawned with a typical Highveld winters morning and a heavy frost but no wind. Some of the 110 competitors had camped overnight at the track, but others were still dragging themselves out of bed. The shortest day of the year (6:40 am to 5:45 pm) was approaching and with South Africa in the grips of a crippling draught, the chances of 'rainout' were poor.

Official practice started at 8:00 am on Saturday and the early arrivals were shaken out of complacency on discovering that running 8 minutes was difficult, maybe

impossible. The RACE track is 190 meters long, very tight and high bite - a battery eater. The existing lap record of 22 laps 20 seconds held by the RACE 6 Stock champion, Till Jager, sounded like a fairytale.

At the end of practice (11:30 am), there were some very grim faces, and it looked as if the racing was going to be between RACE (the hosts) and TRACE (also a Johannesburg club some 40 km distant). Not to be overlooked were two Pretoria clubs, WHEELS and MERCC (also about 40 km), a nearby Randburg club RMCC, a distant Welkom club HARCO (300 km), a Springs club, SPRINGS WHEELS (60 km) and a few others. Frantic gear changes, tyre compound decisions, suspension settings, diff. adjustments, 'sticky' on, 'sticky' off, NiCad cycling, jitters, tension and a single nervous laugh. Driver's briefing over, time to race! Eight (8) cars per race in three classes - 4-Mod, 6-Stock, and 6-Mod,

15 races per heat, 4 heats - 60 races, select best 3 out of 4, three minutes between races, most laps, least time - the Transvaal Champion! With seventy-five percent of the drivers using the 27 MHz band it is very difficult for us to run eliminations - but we're working on it.

At the end of Heat 1, Ian Sullivan lead 4-Mod with 20 laps 99 seconds (the penalty for battery dump!), Till Jager 6-Stock with 22 laps 20 seconds and Brett Freeman 6-Mod with 22 laps 17 seconds - the new lap record holder.

At the start of Heat 2, down came the rains! With the draught conditions, the rain was almost welcome, but on OUR WEEKEND! Please! The timing

equipment, PA system, Transmitter impound, discs and bollards were hastily packed into the container while drivers dashed for cover. A few minutes later it was obvious that there was to be no more racing on Saturday. Thus, leaving a deficit of 8 races to be included on Sunday's program.

Setting up the track at 6:30 am, Sunday morning was a gloomy af-

fair. The mist had settled overnight and visibility was about two meters - not promising! By the start of racing at 8:00 am, the mist had lifted, the track was dry and the air was freezing. The race organisers, lap scorers and commentators were all huddled together trying to settle a very contentious matter - no, not a protest but how to keep warm! But as the sun broke through, spirits lifted and racing was under way.

Through the day, even during the tense moments, the RACE motto was reinforced, 'Sportsmanship is contagious - pass it on'. Some incredibly exciting racing developed, especially in 6-Stock and 6-Mod. By reducing the time between races to 2 minutes, cutting out all intermis-



sions, racing was back on schedule by midday. After 3 Heats, the lap record for 4-Modified was down to 20 laps 2 seconds by Ian Sullivan with Allan Gaddes on 20 laps 18 seconds. 6-Stock record was still held by Till Jager with 22 laps 11 seconds, with reigning South African champion, Roman Hlasensky on the same

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Setting up the track at 6:30 am, Sunday morning was a gloomy af-

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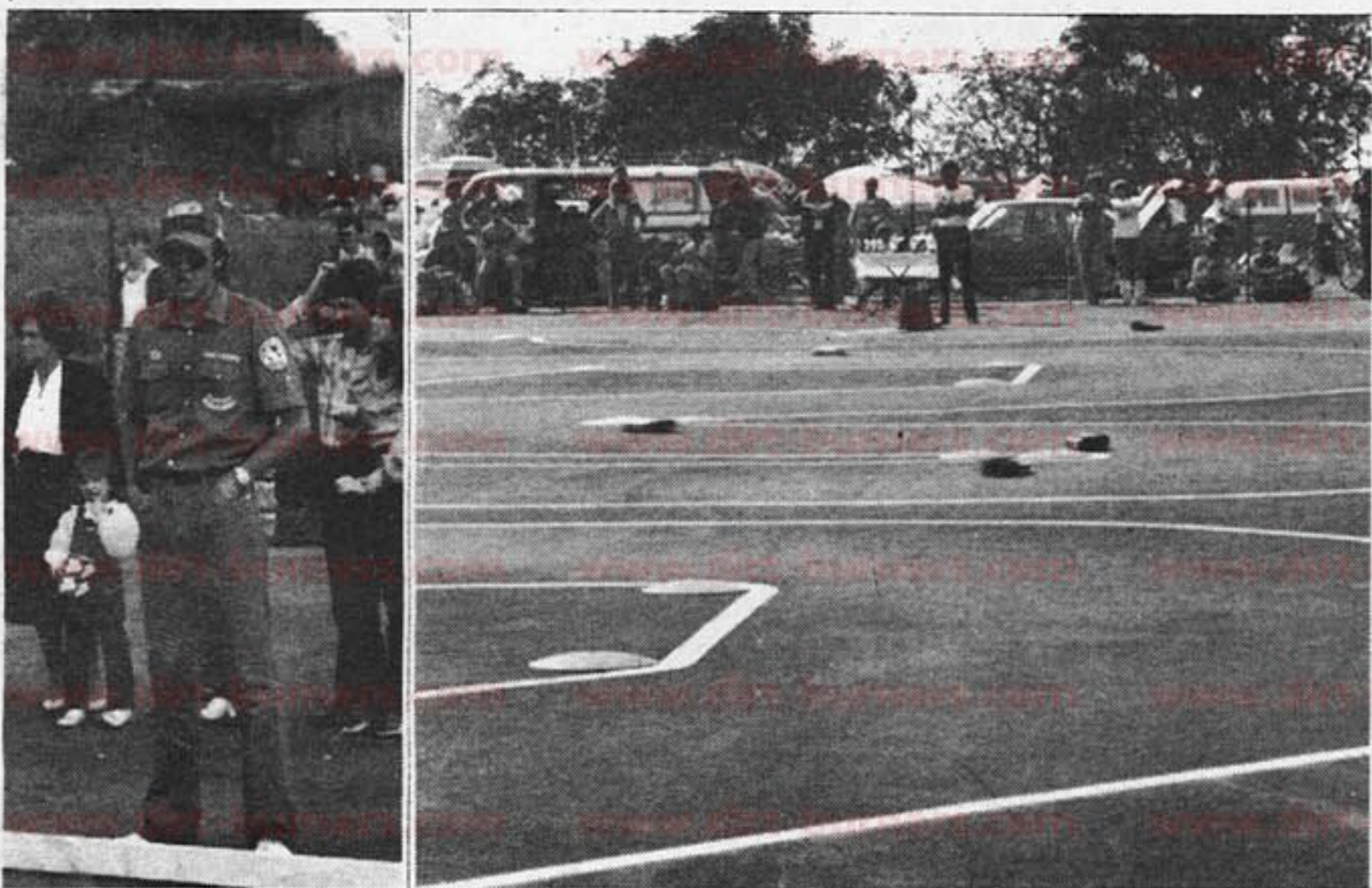
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Past race control into the sweep (above), the discs were hazardous. Wide open lanes through the esses (below). 6 Cell Stock Champ, voted "Man of the Meeting" Till Jager (below left).



score. 6-Mod was disappointing with Roman Hlasensky now sharing the best time with Brett Freeman on 22 laps 17 seconds. In general, our 6-Stock is as quick or quicker than 6-Modified, which is amazing considering the advancement (and expense!) of the new 6-Mod. motors. Possibly the F1 bodies cancel out any power advantage?

A lot depended on Heat 4, with only a few laps separating the leaders on accumulation. Most of the youngsters, besides Roman and Brett, were also having a good race meeting. School-going Vaughn Morisse and Garth Harradine were battling for 4th and 5th in 6-Stock, while Garth and Shaun Bestbier placed 6th and 13th in 6-Mod. The tension was relieved briefly as the Team Redleys/PB gas power drivers gave an exciting demonstration on the very tight circuit. They later opened up around the perimeter, as in oval racing, and the realistic sound of the very effective two-speed gearboxes really thrilled the spectators.

And then back to racing - with Brett putting in a blistering 22 laps 16 sec. in 6-Stock. The pace of racing was starting to tell, the driving improved but more and more batteries dumping. In 6-Mod Roman put his act together with a 22 laps 11 sec. (to equal the 6-Stock record at last) with Till and Garth a full lap behind. After selecting the best 3 of 4 results, the final positions were as follows:

- 4 Cell MODIFIED:
1. Ian Sullivan (TRACE) 60 laps 103 sec.
 2. Allen Geddes (TRACE) 58/45
 3. Tony George (TRACE) 57/57
 4. Tommy Poole (MRRCC) 55/39

- 6 CELL STOCK:
1. Till Jager (RACE) Assoc. 66/48
 2. Roman Hlasensky (TRACE) Del. 65/27
 3. Brett Freeman (TRACE) Delta 65/27
 4. Vaughn Morisse (RACE) Delta 63/33

- 6 CELL MODIFIED:
1. Roman Hlasensky (TRACE) Del. 65/34
 2. Till Jager (RACE) Delta 65/34
 3. Brett Freeman (TRACE) Delta 63/43
 4. Richard van Balkom (RACE) Assoc. 63/44

Poor Richard, pushed into 4th by one second! And what competition between the two clubs TRACE and RACE. And how does one interpret the product results - Delta and Associated? Seems the driving skill is the deciding factor.

All in all it was a magnificent event -the Panel Equipment Transvaal Open 1983. Trophies to the winners, congratulations to the triers and condolences for the rest. There is always next year, so keep practicing.

Our next major event, probably endurance, but club racing every Saturday and championship points on the fourth Sunday of each month.

And more news about RACE OFFROAD soon...

J.P. Immelman

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WINTER/SPRING RIO GRANDE SERIES

Story and Photo by
Lee Chapin

El Paso, Texas
July, 1983

RECAP OF THE SEASON:

The 1983 Winter/Spring Rio Grande Series for 1/8th gas was one of transition for the Rio Grande Racers. Enthusiasm was high when it started just after the RIO GRANDE CAN AM in January. It stayed high through the last Series race in May. Ten races with a variety - GT's, Open-wheels, but mostly Can Am's.

This Series saw the emergence of "Suspension" cars. Soon, nearly half the club had them. It also saw the arrival of "Liquid Traction". Soon the track had more ants than any place in town. The club bought a blower - more traction. Tire and high nitro fuel sales started to boom. "What's your compression ratio?" "What percentage of Nitro?" "How did you file the ports?"... became key questions. Is it good or is it bad? Who knows? Every Rio Grande Racer felt however, that after seeing the speeds from Team Associated last January, the El Paso group still has a long way to go to match them.

All races in this Series were on our Vista Hills Shopping Center site except one. They snuck a carnival in on us one time and we raced at our old site at the Coke plant. That gave people a taste of a different track lay-out, so the old faithful "New Butterfield Trail" Race Course will be changed in July.

In the Series Carlos Priemer and his Hal's Hobby Shop Special made the A Main every time out. Carlos won five of these races. He made the switch from the pan car to an Eagle (DELTA) this Series and the transition seemed easy.

Jim and Maggie Turner came visiting from Phoenix and Jim won an A Main. Other A Main winners were: Bill Everett, John Benore (his

first), Mike Walker, and Brad Toffelmire (his first time out with his Cook-Eagle).

At the completion of nine races, Carlos had first place overall sewed up. Second place was undecided. Bill Everett, Jim Cook, Sal Nigro, Jr., and even Brad Toffelmire, all had a chance. In the last race, Brad's second moved him into third place in the Series. Bill Everett held onto second overall.

B Class wasn't so clear cut. Drivers here would race once in "A" and maybe next time in the C main. Hard to predict who would end up where. A pattern did eventually unfold. Jerry McGinnis and his SNAP-ON Special just started racing in 1982. This Series he placed high in the "B" eight times and in the A main twice. And he won the final "B" main race. This gave him a stand out lead over the other "B" drivers. Jerry added to his season with a strong C Main win at the

Winrock Can Am in Albuquerque.

Interestingly, there were eight different winners in the B main races. Danny Alvarado won two and finished third in the B Class for the Series. Roxanne Cook won two but made only fourth overall. Jim Bradsher used a couple of strong A MAIN races to gain second in the B Class.

In the C Class Rob Blum used a win in the last race to gain first overall. Rene Austin had two wins, but fewer races to take second. Ray Cannon also had a win plus a B Main finish to earn third place. There were six different winners in the C Class.

The most interesting C Class story is Rick Archer. In the first three races of the Series, he was C-7th, C-3rd, then C-1st. The next race he was 2nd in the B Class. From then on he raced in the A Main with a couple of fourth place finishes. Enough to make him an A driver and to place sixth in the Series. Good job Rick!

The next Series will be unpredictable. There are four or five drivers who can win the A Class easily. And there are eight to ten more who are capable of racing in the A Class. It'll be a scramble to see who gets in. This new series, the Summer/Fall 1983 Rio Grande Series starts on



Carlos Priemer (top), winner of the 1983 Winter/Spring Series, holds his Hal's Hobby sponsored Eagle. The Delta Eagle (above) made many rounds with the checkered flag during the Series in order to capture the championship.

July 31st and will continue through mid-December. It will be on the new track lay-out and will again feature GT, Open-wheel, and Can Am-style races. Maybe some day we'll get some NASCAR or ASA style stockers to race. Does anyone make these bodies? Who?

Ed Cates, a long time Rio Grande Racer, has joined the U.S. Navy. Hope he gets a carrier assignment so he'll have room to keep in practice.

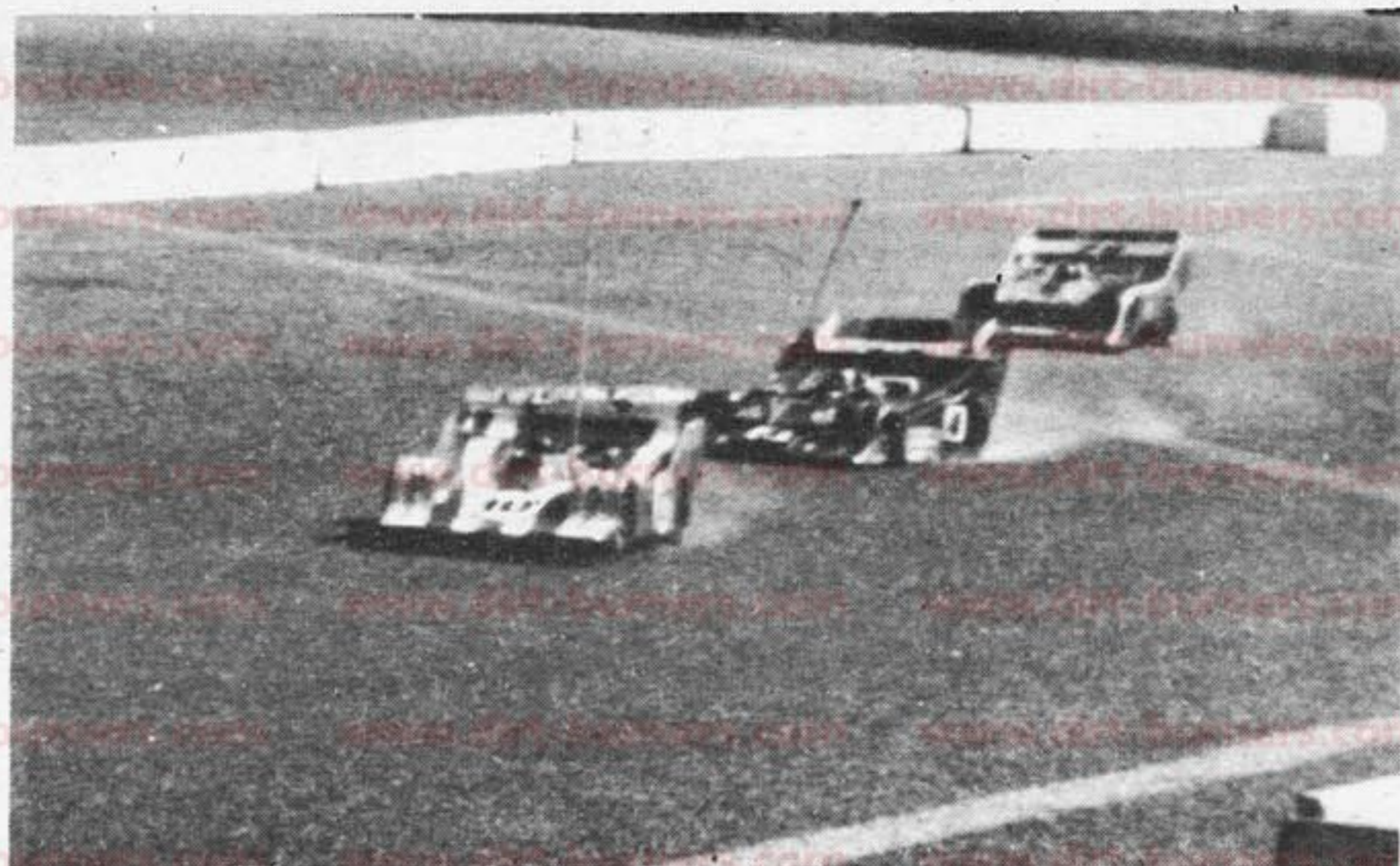
THE THIRD ANNUAL EL PASO CAN AM:

The third annual race will again be held over the Labor Day weekend, September 2-4. This year it has an added attraction - The Region Four Championships for 1/8th gas. This came about because the rest of the Region seems to be at a lull right now. The Rio Grande Racers decided that rather than risk having no Championship race, they would bid to combine it with the El Paso Can Am. This will be a good chance to race for the Region title as well as racing against top drivers from the rest of the country.

To keep trophies from becoming a book-keeping nightmare, this is the way it will be: First-The El Paso Can Am - Open Class, Can Am, A,B,C, format, everyone races in a Main, "move-up" OK, ROAR rules, three trophies in each Main. The Region Four Champions will be determined by the race above. The highest finishing "suspension" and "pan" drivers from Region Four will be recognized as the Region Four Champions in these two categories. The Championship Trophy for each of these categories will be separate from all other trophies.

The El Paso Can Am will also award a Top Qualifier Trophy donated by Cook Racing Products. There will be a Concours d'Elegance with a trophy. And Hal's Hobby Shop is donating another one of those fantastic sombreros for the longest distance entry. (Florida was the winning entry in January). Saturday night there will be a relaxed cafeteria banquet with a prize drawing. And remember the race will be on Sunday, leaving plenty of time for everyone to return home on Monday, a holiday for most.

Ross Kloeber from Arizona won
(contd. next page)



Bob Blum (10), Jim Bradsher (4), and Sal Nigro, Sr. (78) pour on the coals coming out of the Cantina Corner. Photos Lee Chapin.

the first El Paso Can Am in 1981. Son, Butch took over the win in 1982. Is there another Kloeber? Will one of them repeat?

For more information on the El Paso Can Am contact Bill Everett, race chairman, 2401 Gairloch, El

Paso, Texas 79925 (915) 598-9017 or Jim Cook, race director, 3218 Wedgewood, El Paso, TX 79925 (915) 598-4786.

LLC

RIO GRANDE RACERS
1983 WINTER/SPRING RIO GRANDE SERIES
FINAL RESULTS

RACE / PLACE	DRIVER	CHASSIS	ENGINE	RADIO	SPONSOR	POINTS
A MAIN 1	CARLOS PREAMER	DELTA EAGLE	PICCO	AIRTRONIC	HAL'S HOBBY SHOP	950
2	BILL EVERETT	DELTA SUPER J	K&B	FUTABA		915
3	BRAD TOFFELMIRE	COOK EAGLE	COOK PICCO	KRAFT	COOK RACING TEAM	901
4	JIM COOK	COOK EAGLE	COOK PICCO	AIRTRONIC	COOK RACING TEAM	898
5	SAL NIGRO, Jr.	DELTA SUPER J	PICCO	FUTABA	SAL NIGRO RACING	875
6	RICK ARCHER	DELTA EAGLE	PICCO	FUTABA	BEARKAT ENTERPRISES	863
7	SAL NIGRO, Sr.	ASSOCIATED RC 300	K&B	FUTABA	SAL NIGRO RACING	839
8	JOHN DENORE	ASSOCIATED RC 100	K&B	FUTABA	SEPTOR	831
9	JOHN NIGRO	DELTA SUPER J	K&B	FUTABA	SAL NIGRO RACING	667
B MAIN 1	JERRY MCGINNIS	ASSOCIATED RC 100	PICCO	AIRTRONIC	SNAP ON	815
2	JIM BRADSHER	COOK SUPER J	COOK PICCO	FUTABA	COOK RACING TEAM	820
3	DANNY ALVARADO	COOK EAGLE	K&B	FUTABA	COOK RACING TEAM	790
4	ROXANNE COOK	COOK EAGLE	COOK PICCO	COOK	COOK RACING TEAM	778
5	LEE CHAPIN	COOK EAGLE/TIOPR	BORSOLINO PICCO	FUTABA	MSD IGNITION	771
6	BOB BLUM	DELTA	K&B	FUTABA	SNAP ON	765
7	FRANK BARRON	COOK EAGLE	COOK PICCO	AIRTRONIC	COOK RACING TEAM	719
8	BOB BOWERS					702
C MAIN 1	ROB BLUM	ASSOCIATED RC 200	K&B	FUTABA	SNAP ON	686
2	RENE AUSTIN	DELTA EAGLE	PICCO	FUTABA	SCHMID MOLDS	663
3	RAY CANNON	COOK RC 300	K&B	FUTABA		627
4	DANNY AUSTIN	DELTA EAGLE	PICCO	FUTABA	SCHMID MOLDS	558

NOT ENOUGH RACES TO PLACE (DRIVER/POINTS) ED CATES/221, RICK DROST/80, BRUCE STEELE/246, DENNIS ROSE/156, MIKE WALKER/580, DANNY WALKER/100, JIM TURNER/160, CARLOS AUSTIN/172.



Ten feet from the start and going the wrong way already. Jerry McGinnis (20), leads Sal Nigro, Jr. (77) and Bill Everett (3) pay no attention, Jim Cook is the flagman. Photo Chapin.



Brad Toffelmire (44) cuts inside of Danny Alvarado (32) in a clean move.



(r-l) Roxanne Cook, John Nigro, Frank Barron, Jerry McGinnis, and Danny Alvarado.

The Third Annual EL PASO CAN-AM

1/8th Gas Road Race

Sept. 2, 3, & 4, 1983

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Vista Hills Center
ROAR



John Nigro (79) jumps a disc to avoid Jim Cook's (13) antics. Brad Toffelmire (7) and Jim Bradsher (4) want nothing to do with them.



Danny Alvarado (32) and Jim Bradsher (4) going for the same spot on the track.



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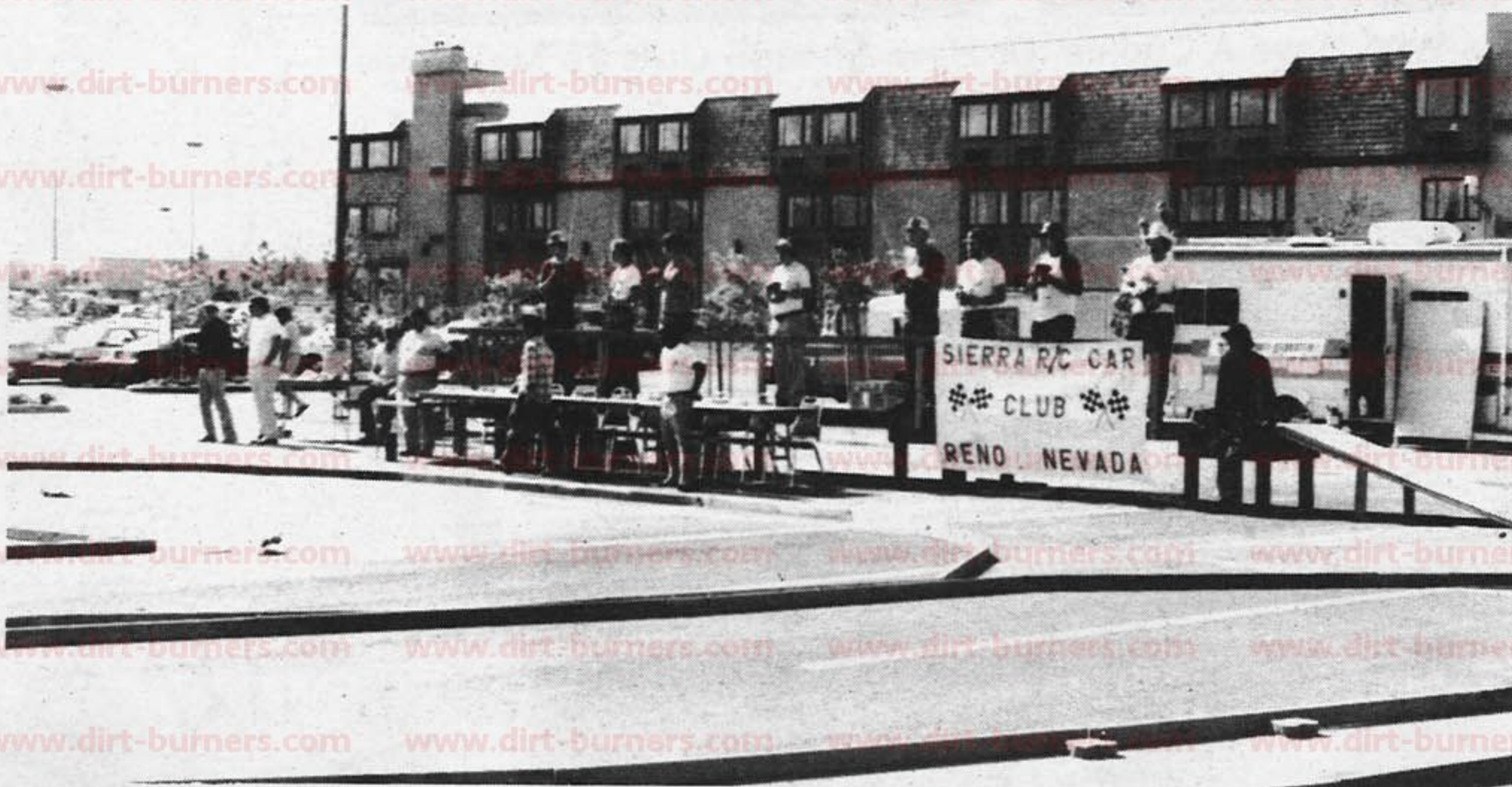
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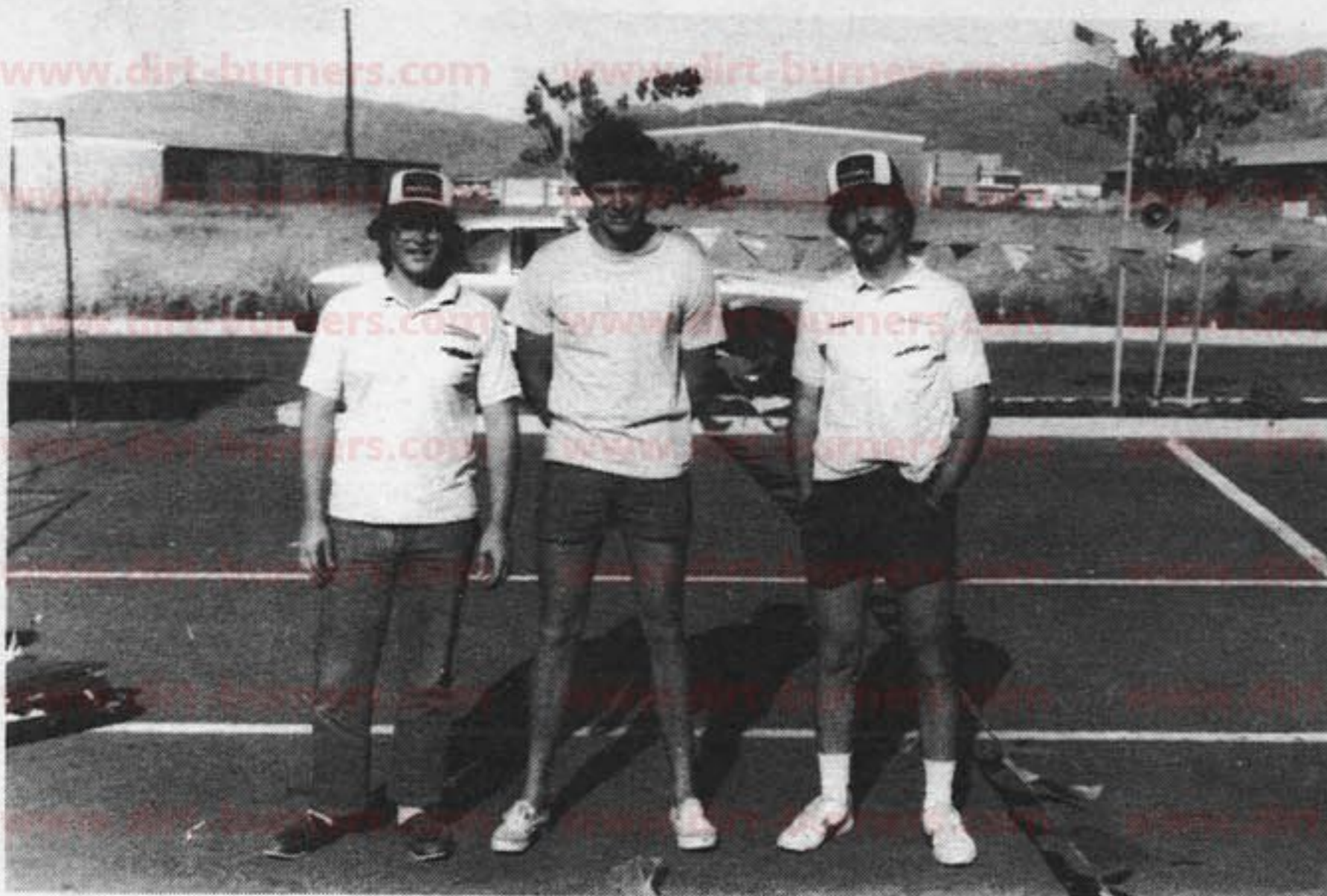
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THE SIERRA CLASSIC II...

Bruce & Mike Hickman, and Toland - 1, 2, 3!



Second Annual 1/12th Bash at the: "Biggest Little City..."



Story and Photos by
Mike Toland

Reno, Nevada
June 10-12, 1983

WELCOME TO THE BIGGEST LITTLE CITY IN THE WORLD. Reno, Nevada was the site of the second annual Sierra Classic (formerly Peppermill Classic).

Last year it was Lavacot and Burch. This year it was two Mikes, a Bruce and a fellow who hasn't raced in about seven months; Joel Johnson.

Since this race was on the same weekend as the McCoy race, Ralph Burch was not here. (Let me add my congratulations to Ralph Burch, Jr. for his well deserved win at the Mc-

Coy Race, his first McCoy, but I'm sure not his last championship.) Because of the McCoy race, a few of the 1/12th scale racers were running 1/8th and thus not present at this year's classic.

A total of 95 entries were here in Reno. Topping the list was World Champion in 1/12th Stock, Kent Clausen. Also on hand was four-time National Champion Mike Lavacot, three time National Champion Joel Johnson - along with names like Frank Killam and the Hickman clan. (Bruce Hickman was the US Spring Championships winner last month.) This race is the last big race before the Nats, so many of the top drivers had a chance to see each other one more time before the big event.

The weather was great with temperatures of almost 90 degrees

on Saturday and Sunday. The track was unsealed but worn with a considerable amount of bumps. The track was designed much like the Formula 1 track at the Long Beach Grand Prix, with a curving back straightaway.

Qualifying started on SATURDAY after two rounds of practice. We were to have two Qualifying Heats on Saturday and one on Sunday, and thereafter the Mains.

The most unlikely person to be the Top Qualifier here this weekend was Joel Johnson. He bettered his times twice during the weekend. After the first round it was Joel with a 41 lap 8:08 sec. run. After Joel came Bruce Hickman with a 40:8:13 and then Jerry Case with a 40:8:14. About six drivers had 39 laps, one of which was Mike Lavacot.

To give you an idea how intense the competition was this weekend, Mike Lavacot had a 39:8:01 after his first round. After his third round he dropped all the way down to twelfth.

Through the second round of qualifying it was still Joel Johnson in the TQ spot. I was able to put a

flawless drive that could only net me a 41:8:16 (six seconds from TQ). After me came Frank Killam and Kent Clausen, dropping Bruce Hickman, Jerry Case and Mike Lavacot to 5th, 6th, and 7th respectively.

On SUNDAY we still had one more practice round and qualifying heat in which to better our positions. This additional round could produce a lot of changes in the standings.

At the end of the qualifying round it was still Joel Johnson who turned in a well paced 42:8:14 TQ run. After Joel, I was able to better my times with a 41:8:17, Bruce Hickman was next with 41:8:17, Rich Douglas (40:8:04), then Frank Killam, Mike Hickman, Mike Hamilton, Bob Light, Kent Clausen and Larry Stevens.

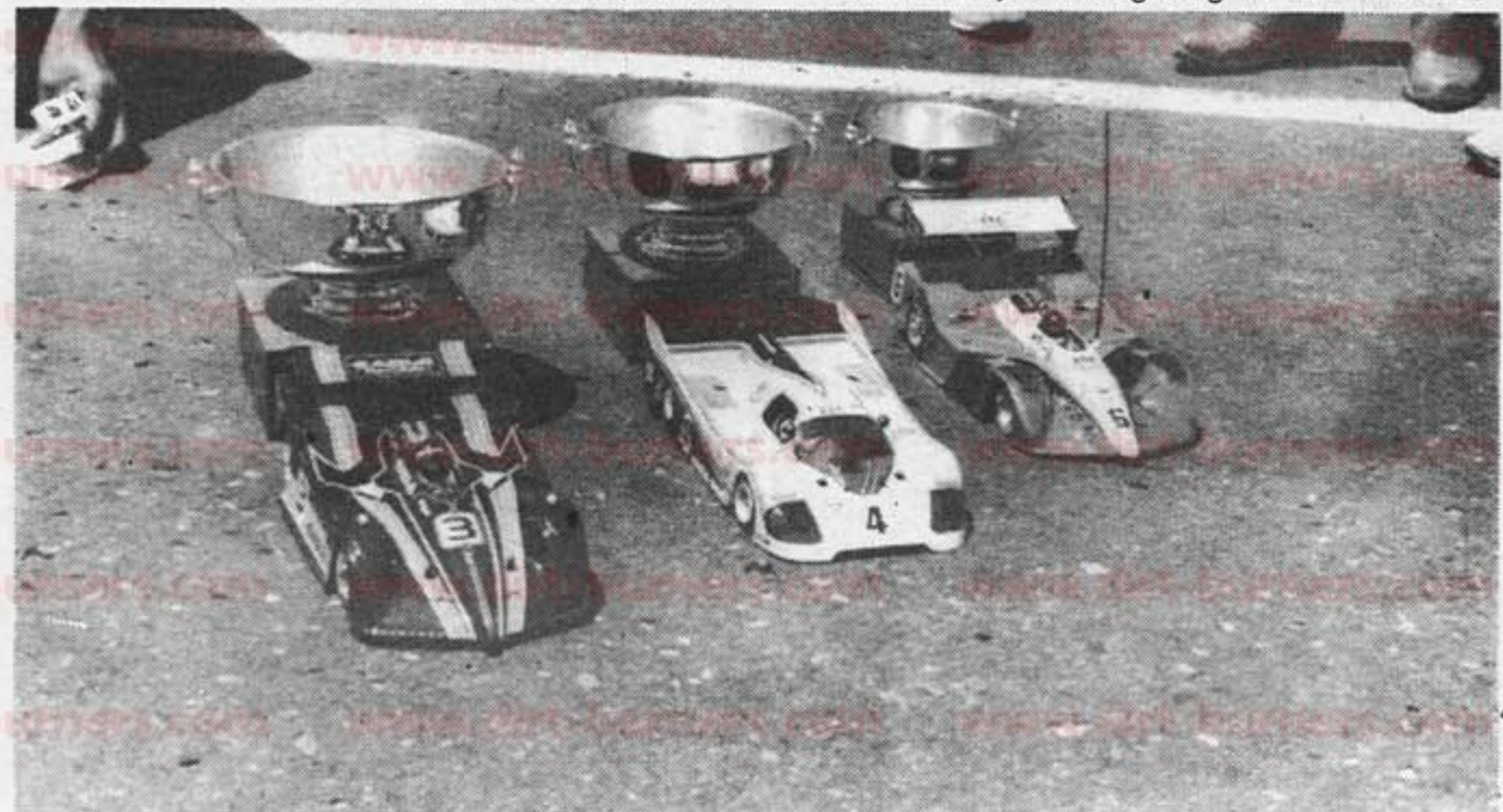
I wish I could tell you about every main event and give you the results, but after the mains I rushed to catch the last flight home.

The C MAIN was a win for John Huron driving for Team BoLink. Second was Lee Hall and third went to Bob Campbell.

In the B MAIN it was all Mike Lavacot winning by almost three laps over Al Chuck and Steve Hickman.

The A MAIN was the ideal main event, as it had four different leaders and about eight different lead changes. The early leader was Mike Hickman, he led for the first three minutes - then came Joel Johnson and Mike Toland (myself) dicing for second. I got by Joel and then caught Mike Hickman at about the three minute mark. Mike Hickman hit a dot and I got by for the lead and now Joel Johnson was in second. At about the five minute mark Joel and I switched the lead about four different times, then Joel got away. At about the seven minute mark Joel and I started to slow down (battery dumping). I think I must have made a slight miscalculation of motor/battery combination. Now with just five seconds to go in the race there were FOUR place changes! It went like this: Joel Johnson's batteries died, mine (Mike Toland) slowed and Mike Hickman's and Bruce Hickman's didn't. Bruce and Mike went by for the lead. Bruce won by two seconds over his brother Mike, and I managed a third place spot.

In talking to the Hickmans after the race, the race came down to the 'smarts' of the drivers. They said that they were going to run motors



Mike Hickman (l) second, Mike Toland (c) third, and Bruce Hickman (r) first, top three in A Modified Main (left). The Concours winning cars (above). Photos by Mike Toland.

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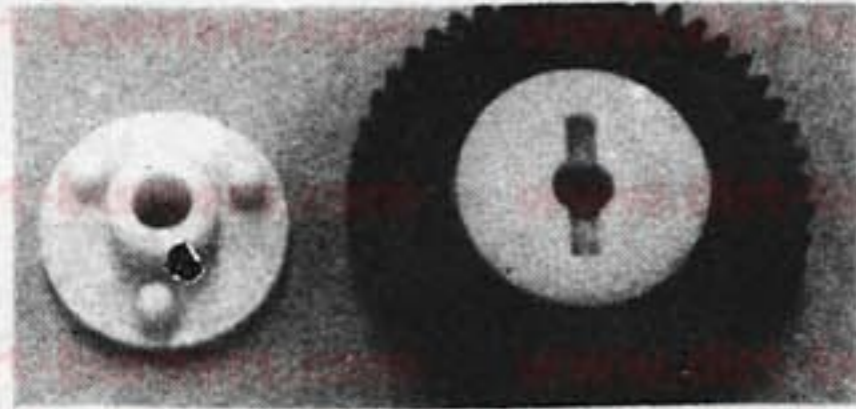
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2. Mike Hickman (Assoc/BRM) 42/8:13
3. Mike Toland (Assoc/Reedy) 42/8:13
4. Joel Johnson (Reflex/Trinity) 41/8:00
5. Frank Killam (Assoc/Checkpt.) 41/8:06
6. Rich Douglas (Assoc/Reedy) 41/8:09
7. Larry Stevens (MRP/Revtech) 39/8:11
8. Bob Light (Jomac/Trinity) 36/8:02
9. Kent Clausen (Reflex/Trinity) 7/DNF
10. Mike Hamilton (BoLink/Revtech) DNS

B MAIN:

1. Mike Lavacot
2. Al Chuck
3. Steve Hickman
4. Doug Kott
5. Tony Massey
6. Rick Marks
7. Bob Novak
8. Koji Matsumara
9. Jim Aguirre
10. Jerry Case

C MAIN:

1. John Huron
2. Lee Hall
3. Bob Campbell
4. Dave Kisbey
5. David Johnson
6. Steve Salisbury
7. Mike Conway
8. Neal McCurdy
9. Douglas Palmer
10. Sonny Madison

that would not use as much power, whereas Joel and I went for the horsepower. I personally have to hand it to both Bruce and Mike for they really outsmarted the rest of the field.

Before I bring this article to a close I must say that the Sierra Radio Control Club ran one of the best races I have ever seen or participated in. I will be there next year for the third annual and hope to see you too.

Mike Toland

RESULTS

(Only ones available at press time)

A MAIN:

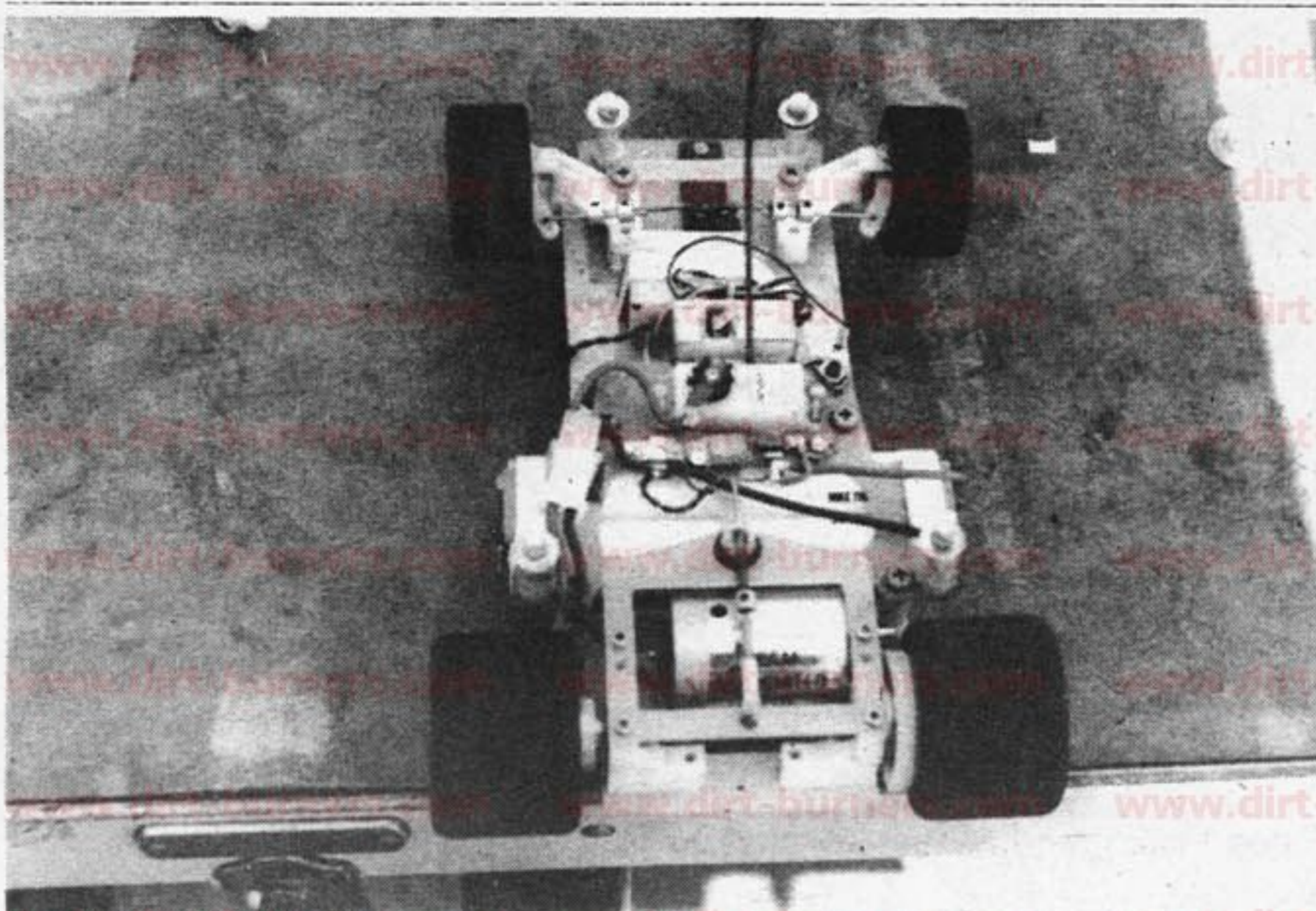
1. Bruce Hickman (Assoc/BRM) 42/8:11

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* * * * *





The Wheels Are Turning

By Lou Peralta-President

WE'RE JUST DELIGHTED WITH THE ENTHUSIASM THAT IS BEGINNING TO BUILD UP WITH OUR MEMBERSHIPS IN ORRCA AND WITH THE PROSPECTS FOR THE UPCOMING "ORRCA NATIONALS".

First, the membership drive is really growing and many people across the country are taking advantage of the entry forms that have been running in this paper and in Competition Plus. If you can not get to a Hobby store or an ORRCA Track to sign up, this is the best way. And when you sign up, be sure to include your complete address as clearly as possible so that when we mail your goodies they'll reach you right away. We've had several packages returned to us because of incomplete address. Remember, your ORRCA Hat, Decals, Membership Card, Rules, etc. are all included in your \$10.00 membership fee.

NEXT BIG PIECE OF NEWS is that MODEL RECTIFIER CORP. (MRC), the company that started all this R/C 1/10th Off Road madness some three years ago has agreed to become the principal sponsor of the ORRCA Nationals. Henceforth the Nationals will be referred to as: "The 1983 M.R.C. ORRCA Nationals."

There are other sponsorship slots available for the upcoming Nationals and a letter has been sent out to companies for their perusal. Anyone interested in becoming a sponsor at the ORRCA Nationals can contact me directly or call Del Mar Racing Center, site of the 1983 Nationals. More on the Nationals later.

JUNE ORRCA MEETING. At the recent meeting, the Board of Directors concentrated in approving a number of motors to be used in the ORRCA Stock and Modified classes (other than those that come in the kits [ie.; Tamiya, Cox, AYK]). These are after-market motors that are, or will be made available through various companies. The important factor here is that any motor, other than those that come in the above mentioned kits, MUST HAVE placed between the motor case and end-bell, the "ORRCA Approved" Seal. Any motor that does not have said seal is NOT an ORRCA Approved motor and can not be used in the ORRCA Stock and Modified class.

So far the following companies and motors have been officially approved by ORRCA and these motors may be used as long as the ORRCA

label is affixed as stated above:

M.R.P.

Igarashi - 28 turns/22 gauge

LEISURE ELEC.

Igarashi - 28 turns/22 gauge
Segami (1002A) - 28 turns/22 gauge

BOLINK R/C CARS

Igarashi - 35 turns/23 gauge
(As included in Digger 10 Kit)

CHECKPOINT MOTORS

Segami - 28 turns/22 gauge

ASSOCIATED ELEC.

Yokomo - 28 turns/22 gauge

It's important to note here that there will be many other companies using one of the four motor styles available (ie; Igarashi, Segami, Yokomo and the kit Mabushi) but in every case, each company MUST submit to ORRCA THEIR VERSION of the motor and upon approval must place the ORRCA Approved label (supplied by ORRCA) on each and every motor sold and to be used in our Stock and Modified classes.

The reason for this system is so that both the consumer and the track operators and race promoters will, henceforth, know exactly what motors CAN be used in an ORRCA race and which CAN NOT. In addition, ORRCA has set a limit on the price. A Stock or Modified motor can not cost more than \$15.00 retail (regular) or more than \$20.00 retail (for zapped or dyno-tuned motors). The idea here is to hold the cost of the motors down so that the sport remains affordable.

OPEN MOTORS. Any motor can be used in the Open Class as long as it does not exceed \$75.00 retail and it is NOT a "Cobalt" magnet motor. Other than that, you can try to make your motor go as fast as possible. But you should always keep it in mind that ORRCA races will be four (4) minute races, so whatever motor you choose should go that long.

SANCTIONING PACKAGE:

The ORRCA Sanctioning Package is now available to any Off Road track in the country who wishes to be part of the National Association. The package contains informative details on "how to put on a race" and all the details that go along with it. In addition, samples of the scoring cards and the points system are included, so that racing under ORRCA rules and system will be uniform across the country. The cost of the package is \$100.00.

As an ORRCA track, said track will be part of all national functions of ORRCA and will have the right to hold and promote ORRCA sanction-

ed races, ORRCA National Qualifiers, ORRCA Regional Championships, and ORRCA National events. In addition, the racers racing under the ORRCA format will have ORRCA National and Regional "ranking". All ORRCA tracks will submit to the national office monthly reports of races and current standings to be published by ORRCA in the national papers and magazines and for record-keeping.

A new national "circuit" is being prepared now and will be announced prior to the ORRCA National in August. So if there are some tracks that have yet to contact us at ORRCA and would be interested in being part of the ORRCA 1983-1984 National program, be sure to call us right away. We would like to include ALL the tracks when the announcement is made prior to and at the Nationals.

You may contact the following people for more information:

Lou Peralta - President
(213) 340-5750

Butch Dunn - Vice President
(213) 341-0842

Ron Williams - Sec. Treas.
(714) 631-1555

ORRCA NATIONALS:

We are delighted to announce that the 1983 ORRCA Nationals will be taped by none other than ABC's THAT'S INCREDIBLE SHOW! Perhaps one of the highest-rated shows on network television, and constantly among the top shows in the ratings, the producers of That's

Incredible are going to include the Finals of the ORRCA Nationals as part of one of their Fall Shows. Exactly which show and what date it will be shown is not known at this time. The fact is that the Finals will take one entire segment of their program.

What makes this so exciting is that millions of people (Nielsen estimates 23 million viewers each week) will have the opportunity to see some of the best racing in R/C Off Road for the first time. R/C Off Road and R/C in general should get a great big boost after this.


The local San Diego television station will also cover the Finals for their news segments and we anticipate other media will be on hand to record the "First Ever" ORRCA Nationals for posterity. We would like to see as many people from across the country try to attend this innagural major event in our sport.

NATIONAL SCHEDULE:

There may have been some confusion as to how to "qualify" for the ORRCA Nationals - and when to qualify, run, race, etc.





First of all EVERYONE WHO WISHES TO RACE at the ORRCA Nationals can do so, even if you have not been part of an ORRCA track or an ORRCA Qualifier. In short EVERYONE IS WELCOME! (Membership IS required and can be purchased at the track)


For those that have qualified in the Top 30 Percent at any track that has been holding ORRCA Qualifiers, you automatically are part of the ORRCA "Gold Cup National Ranking" program. You have two




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information you can contact the ORRCA office or you can call Eric Grisham at Del Mar Racing Center (619) 755-0411 or Greg Parrocha. We look forward to seeing all of you at the ORRCA Nats in August.

REMEMBER to sign up by JULY 31st and save money! (See ad)

NEW TRACKS

We are happy to feature this month three new tracks that have just opened and are part of the ORRCA program.

COMPETITION HOBBY:

This track is located at 11417 Pacific Hwy. S.W., in Tacoma,

The Competition Hobbies track in Tacoma, WA, also has under construction their new hobby shop.

days (Friday, August 26th and/or Saturday, August 27th) in which to qualify and take your best shot at the fastest time. Remember, YOUR BEST QUALIFYING TIME is used to seed you into a Main. We've had calls from racers who said they could not get time off work on Friday but they didn't want to miss the Nationals. If you can not attend on Friday, all you would lose are the three(3) qualifying rounds that will be run then, but you'll still have at least three(3) rounds on Saturday in which to make the "Gold Cup" A Main or lower main. If you're really good, all you have to run is just one qualifying run if you wish, although I wouldn't recommend it - competition will be tough.

NOW for those that did not "automatically" qualify into the "Gold Cup National Ranking" program (because you could not make all the ORRCA races, or did not attend any ORRCA race, or just got started in the sport, or around your area there were no ORRCA qualifiers, etc.), you will have THURSDAY, AUGUST 25th in which to try to qualify among the Top 30 Percent for that day and make the "Gold Cup" program. If you do, you then have the same opportunity to make that same A MAIN as all other "Gold Cup" racers.

THOSE THAT DID NOT make the "Gold Cup" program need not pack it in and leave. There is the "SILVER CUP CHAMPIONSHIPS" just for you which will be run concurrently (Friday through Sunday) with the "Gold Cup" program. The one big difference is that you will not receive a "national ranking number" but you will have equal opportunity at racing all three days, at the drawing of prizes and all other activities.

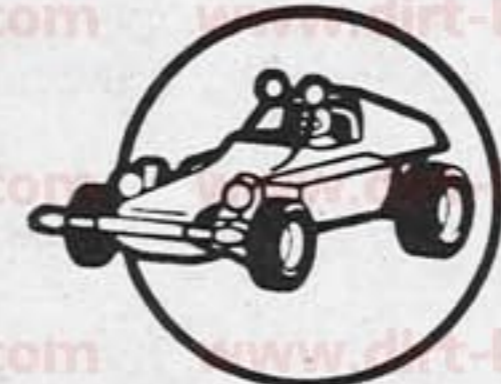
In short, everyone who wishes to race at this "First Ever" event can do so, and have as much fun as anyone else.

ORRCA's aim is to put on the biggest and best R/C race ever and for everyone to HAVE FUN!

A new track has been constructed especially for the Nationals. It's in the same spot as the old one but the basic design has been changed so that the local racers don't have a decided advantage over someone who has not raced before. Prior to the Nationals the track will be open for practice and there are several events scheduled (see Calendar) that you may want to attend in order to get extra practice time. For more



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Washington 98499 (206) 582-0080. Owner Steve Robinson sent us a picture of the track (see photo p15) and says he's ready to start racing on JULY 3, 1983. The track will be open from 10:00 am to 7 pm on weekdays and from 7:00 am to ? on racedays and weekends. Already scheduled are races for July 3rd, July 10th, July 24th, July 30th, August 7th, August 21st, September 4th & 18th.

Owner/operator Steve Robinson credits a lot of the help he recived in putting this very nice facility together to the "CHM Goon Squad Racing Team".

He also stated that trophies will be given out in every class and there will be Concours events in every class. All entries are \$5.00, parking is unlimited, but you should bring your own work table and power source. Shop open on race days.

RACE PREP RACEWAY:

Butch Dunn, owner of R/C Race Prep along with the help of a number of San Fernando Valley R/C racers has opened Race Prep Raceway, located on Victory Blvd, 1 mile west of the San Diego Fwy (405), Victory Blvd. off ramp, in the heart of the San Fernando Valley (Van Nuys, actually).

The track is located inside the Valley Teen Center facility and when we attended their first "fun race" a couple of weeks ago, surprisingly the dirt was well packed, the banked turns were all shaped and the racing was really fun.

This track is a large track, along the size of Costa Mesa's Radio Controlled Hobbies, or the Pit Shop or Del Mar. It has an Oval which is used as part of the off-road track. Several infield turns are banked quite high for some fast flying - no let-off turns. There's also a "triple jump" that takes guts to try and clear simultaneously. It can be done, but you've got to line up just right to make it.

The track is FUN and I had a chance to drive Jim Brophy's open car around for a few laps and right a way I was able to find some of the better lines around. There is a tendency to want to keep the throttle on through the fast-banked turns in the infield, but if you misjudge your speed or direction - flying you will go!

When I was there they had a flatbed truck for a driver's stand but as of this writing a full size "huge" driver's stand has been constructed and will be ready for their first official race.

Their race schedule is for the THIRD SATURDAY of every month and racing EVERY THURSDAY night. It's basically the same schedule that Mini-Baja used to have and should fit well with all the other tracks in Southern California. There will be Oval races sandwiched

Wide lanes and burned turns allow full throttle racing. (top & below)



in between the above days and the track is open for practice. Lights are being installed for night racing and there's plenty of room to park and pit. You should bring your own power source for battery charging.

This track is part of the ORRCA program and will be part of the

Southern California Circuit for next season.

For more information you can contact Butch Dunn at R/C Race Prep (213) 341-0842. The big S.F. Valley group of R/C racers once again finally has an excellent track to get back into racing.

T.Q HOBBIES:

Bruce Berteau (Berteau's Hobbies) really went all out to set up a first-class R/C racing facility. TQ HOBBIES is located at 1358 Pacific Coast Hwy, Harbor City, CA, between Normandie and Western Avenues. It's easy to reach via the 405 Fwy (San Diego).

The track has a 1/12th scale and a 1/10th off road track. A commonly used driver's stand separates both tracks.

We went there on July 1, 1983 for their first Friday Night race and there was a great turn out of racers from all over Southern California. Approximately 70 entries were on hand.

The off road track is laid out inside a sand-box type frame. It's well lit and is very similar in size to Great Western Hobbies in Whittier and the old MINI BAJA track in Reseda. It is a 'tight' track where driver's ability and excellent handling of the car is required. If it doesn't turn (the car)



The new Race Prep Raceway off road track, part of the ORRCA family, ready for some heavy racing in the San Fernando Valley. Photo. Lois

you won't have much luck with it. It is a DRIVER'S track, one which will really hone your driving skills quickly. In fact, for me it was really a fun track to race in and to try to outsmart, outdrive the other racers.

The surface was a bit loose but that was because they had just finished grading it. After a couple of more races I'm sure it will be well packed.

Around the north-end of the track there are pit-tables available but unless you get there early these will be gone before race time. There is plenty of space to park, but some of the parking may be along the alley or at the next door lot. The 70 or so people that were on hand seemd to have plenty of room to pit and get their cars shaped.

(contd. next page)



OFF ROAD RADIO CONTROL ASSOCIATION

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

Mail to: ORRCA
P.O. Box 8938
Calabasas, CA. 91302-8938

JOIN ORRCA!

Membership Application Form

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Street _____

City _____

State _____

Zip _____ Tel _____

Age _____ Class (check one) Stock _____ Mod _____ Open _____

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

The other side of the off road track at TQ HOBBIES is a 1/12th Electric beauty. Photo. Lonnie



GRAND OPENING JULY 1, 1983

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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.

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TQ HOBBIES Off Road track, tight but fun and challenging.

The Hobby shop is really first class, with ample room to display off-road and on-road and flying equipment all in their own section. Berteza has put quite an investment in this facility and particularly in its shop with a full stock of kits and parts available.

Frank Killam, Jeff Abrams, Randy Tentschert (all very experienced R/C'er) were on hand to help with the evening functions and are part of the working staff.

TQ HOBBIES plans to race Off

Road every Friday night and the entry fee is \$5.00. Sign-ups are by 6:00 pm with the first race scheduled to start at 7:00 pm.

A snack bar and ample restrooms are available. We invite everyone to attend one of their races, I'm sure you'll really enjoy it. TQ HOBBIES is part of the ORRCA program. For more information you can contact Bruce Berteza at (213) 539-3611.

Race results for their first Friday night race were as follows:

STOCK A MAIN:

1. Greg Bergman
2. Gary Barr
3. Dave Gage
4. Joe Curtis
5. Greg Cloutier
6. Bill Schaffer
7. Karen Whitley

MODIFIED B MAIN:

1. Robin Deans
2. Leo Barana
3. Bill Whitley
4. Jim Madison
5. Derek Schmitz
6. John Tiffany

STOCK B MAIN:

1. Bill Miseurr
2. Mike Suit
3. Larry Chow
4. Mike Cloutier
5. Charles Suit
6. Rick Reny

MODIFIED C MAIN:

1. Tom Shupe
2. Danny Chapet
3. Larry Reeves
4. Doug Meadows
5. Nishan Hossepian
6. Roland Bayly

STOCK C MAIN:

1. Andy Anderson
2. Anthony Valardez
3. Ron Cloutier
4. Scott Budow
5. Chris Fisher
6. Mike Geluk

MODIFIED D MAIN:

1. John Crough
2. Dave Conley
3. John Tamkin
4. Pat Mashburn
5. Craig Uyeda
6. Mark Peterson

STOCK D MAIN:

1. Guy Dabney
2. Greg Pfeiffer
3. Steve Demarest
4. Tony Ferreira

OPEN A MAIN:

1. Bud Fish
2. Lou Peralta
3. Jim Anderson
4. Jeff Bednorz
5. Cory Barana
6. Jim Brophy
7. Carl Thompson

MODIFIED A MAIN:

1. Eustace Moore
2. Gil Losi, Sr.
3. Jeff Mauer
4. John Adams
5. Jim Brophy
6. Jerry Case
7. Cory Barana

OPEN B MAIN:


1. Lonnie Peralta
2. David Berteza
3. Tom Shupe
4. Jeff Deacon
5. Mike Soresina



Burms separate one part of the course from the other. Photo Lonnie.




Bruce Berteza, owner, (right) was all smiles on opening night. Next to Bruce is Jeff Abrams.



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NAMBA Race Report...



Ladies Day A Main winners (l-r-b) Dorothy Prather, John Brodbeck (sponsor), Jan Fish (front) Kathy Tallman, Judi Hazelwood & Deb Weichman. Photo Pam Stewart.



B Main winners, Diane Semler (Brodbeck), Rosie Garcia, Cheryl Williamson, Julie LeDuc, Tammy Busby.

Ladies at Legg Lake & Kids are Boaters Too!



Kids Event - (back) Stacie Hazelwood, John Brodbeck (Mr. K&B), Tracy Cyphers, Ruth Arnold, (front) David Meyer, Ricky Fish, Bobby Boundy, Gina Tallman.

Report and Photos by Pam Stewart

THE ANNUAL K&B LADIES DAY REGATTA WAS HELD AT LEGG LAKE WITH ENTRIES OF 17 LADY BOATERS.

Originally this event was scheduled to be held at Riverland Resort near Kingsburg, but the lack of interest from District 9 (with the exception of Bev & Jenny Power who were really sorry that they could not make the trip to L.A.), prompted Competition Director, Jack Garcia and Mr. K & B, John Brodbeck, to move the race to Legg Lake. Thus making travel less of a burden for those from Southern California.

This year's event marks the first time that the "Kids are Boaters Too" event was included. The "Kid's" event, created originally for the 1982 NAMBA Nationals here in

Los Angeles, was really a hit. We are certain that with the popularity that these two events have gained in the past year, had more ladies and kids been aware that it was to be held at Legg Lake, there would have been more entries than received.

The Ladies ran three 3-minute races with the top 5 in lap count becoming eligible for the A Main. The next best 5 would then make the B Main.

Going into the B Main event were: Tammy Monroe Busby (who split her time between her boat and her 5 year-old daughter) with 20 laps; Julie (Crazy Lady) LeDuc with 18½ laps tied with Diane Semler; Cheryl Williamson, of the San Diego Argonauts, with 18 laps and Rosie Garcia with 17½ laps made the balance of the B Main. Rosie won her place in the B Main as a result of a run-off with Nikki Campbell. Diane Semler took the honors in this main

with 1:53.03. Not bad for a girl!

Leading with 23 laps and going into the A Main event was Judi Hazelwood (who traveled with girls all the way from Needles, leaving Rich at home to "mind the baby"). Following Judy were Jan Fish, rookie Kathy Tallman and Deb Weichman, all with 21 laps, and Dorothy Prather with 20 laps. Once more it was winner take all with Dorothy Prather (last year's No.2 lady) moving into the number one spot for 1983.

While Al Prather was beaming from ear to ear, the proudest papa (or grandpa, as the case may be) at Legg Lake on Ladies Day was Richard Fish whose family and club took the largest percentage of the beautiful and BIG K&B trophies.

In the "Kid's" event we were treated to two new eager young faces since last summer's original Kid's Event (for Juniors 13 and

under.) Rookie Gina Tallman, age 8, was not to be outdone by her rookie mom and with the pitting skills of new dad, Don Tallman, she placed 4th, the highest of all the girls in the event.

Welcome to model boating also to Ruth Arnold, whose two brothers we saw at last summer's race. Guess Roger & Deb can't handle all 4 of them at once in a single event. The boys stayed on the sidelines this time. As might be expected, the top two positions were captured by the two boys who have gained experience by participating in the District races this year. David Meyer (10) of the San Diego Argonauts has many club races and two District 19 heat Races worth of experience to his credit. Ricky Fish (5) is currently No.1 in Junior point standings in District 19 Outboard events. Following them in 3rd place was 13 year-old Bobby Boundy. The group also included two more girls of 11, Tracy Cyphers of San Diego and Stacie Hazelwood of Needles. With all of the up-and-coming young ladies in the Kid's event, John Broadbeck needn't worry about future entrants in his very popular and enjoyable Ladies Day Regatta.

P.S.

RESULTS

A MAIN:

1. Dorothy Prather (Prather R/T)
2. Janice Fish (Fish & Chips R/T)
3. Kathy Tallman (Fish & Chips R/T)
4. Judi Hazelwood (Needles River Rats)
5. Deb Weichman (Prop-Nuts)

B MAIN:

1. Diane Semler (Prather R/T)
2. Rosie Garcia (Alii R/T)
3. Cheryl Williamson (San Diego Argo)
4. Julie LeDuc (Prop-Nuts)
5. Tammy Busby (Fish & Chips R/T)

(contd. next page)

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KID'S EVENT:

1. David Meyer (San Diego Argonauts)
2. Ricky Fish (Fish & Chips R/T)
3. Bobby Boundy (Prather R/T)

4. Gina Tallman (Fish & Chips R/T)

5. Stacie Hazelwood (Neddles River Rats)



A Hydro-Oxley, Achtlely, Lawson, Stewart.

X Mono-Patten & Silvers

WAVEMAKERS IN THE WEEDPATCH

May 21-22 saw the running of the 1st District 19 points race to be held at Costerisan's Lake near Weedpatch, CA (south of Bakersfield). Costerisan Farms is a privately owned property whose owner Hale Costerisan generously allowed the Wavemakers to use for their annual race (previously held at Riverland Resort - about 100 miles further north).

Model boaters from the metropolis of Los Angeles and San Diego were skeptical of this new site, located in the middle of Kern County's farm country. Almost everyone expressed a pleasant surprise (or was it relief?) to find a lovely lake surrounded by grass and trees. A huge sunshade, large enough to cover all of the participants and judges, protected everyone from the 80 to 100 degree weather.



A Mono - Jack Oxley, Paul Dassonville & son Don Tallman, Joe Otte, (front) Joe Monohan, Don Donikowski. Photos by Pam Stewart.

Costerisan's isn't your average farm, as on the grounds one can find many species of water fowl, including a valuable Australian black swan that made many friends over the weekend. Not making many friends, on the other hand, was an onry ostrich found near the entrance. The only complaints heard were from those boaters who were kept awake all night by the birds. The Wavemakers have promised to pipe-in recorded freeway noise if they are able to obtain the site again next year, so that everyone feels at home.

Over 150 boats from as far as Las Vegas to the East and from San Diego to the South entered the race. Most were racing Monos, which created a hectic day with 68 heats. Junior NAMBA member (No.3 in the Holland dynasty), David Holland earned his first trophy - a 3rd in the B Mono, the most competitive of the classes. Since there were 42 entries in this class, trophies were given to 8th place.

SUNDAY, Hydro day, provided less races but more excitement, and

C Hydro was ripped apart in a collision. The water fowl all rushed over for what they thought was a feast of popcorn, as pieces of foam from the sponson covered the area.

The Wavemakers wish to express gratitude to the helpers at the race who spent considerable time assisting the small club in judging, etc. The help of associate & honorary Wavemakers Jim and Honorar Lawson proved invaluable. And Jim looks so cute in his Wavemaker's shirt. Thanks also to Bob Erickson, Jan Fish, Frank and Joyce Hu, Larry Ingelson, Bud & Curt Vanderbush, and also to an unnamed friend of Don Tallman, who along with Woodie's kid, spent Sunday in the very hot retrieve boat - praying for a boat to sink so that they could dive for it. Steve Bramel obliged. Also appreciated were those people who continually fed the black swans to keep them off the course and close to shore.

This was the 1st race in almost ten years to be held in the vicinity of Bakersfield. The race site was visited on Sunday by the local NBC Channel 23 news team. At 6:00 pm and 11:00 pm, Sunday evening, excerpts from the race day appeared on the local news. The viewers were treated to informative comments by Doug Nystrom and the expert driving ability of Chuck McGaughy. Wally Stewart recorded this broadcast to share with everyone at the next race.

P.S.

RESULTS

- | | |
|-------------------|-----------------|
| A MONO: | 3. R. Holland * |
| 1. J. Oxley * | 4. E. Patten |
| 2. P. Dassonville | 5. B. Silvers |
| 3. J. Otte | 6. K. Puckett |
| 4. D. Donikowski | 7. D. Nystrom |
| 5. D. Tallman | 8. T. Holland |
| 6. J. Monohan | |
| 7. E. Morgan | C HYDRO: |
| 8. J. LeDuc | 1. J. Oxley |
| | 2. J. Lawson * |
| | 3. R. Fish |
| | 4. R. Meyer |

- | | |
|-------------------|-----------------|
| A HYDRO: | X MONO: |
| 1. J. Oxley * | 1. B. Silvers * |
| 2. W. Stewart | 2. E. Patten |
| 3. B. Atchley | 3. K. Puckett |
| 4. J. Lawson | 4. T. Holland |
| 5. T. Topping | 5. D. Nystrom |
| 6. A. Williamson | 6. D. Barlag |
| 7. C. Vanderbush | 7. L. Harrison |
| 8. T. Hockenberry | |
| 8. R. Russell | |

- | | |
|-------------------|---------------------|
| B MONO: | SPORT 40-I: |
| 1. J. Monohan * | 1. J. Monohan * |
| 2. T. Holland | 2. J. Lawson |
| 3. D. Holland | 3. D. Tallman |
| 4. B. Silvers | 4. B. McCord |
| 5. D. Nystrom | 5. D. Tippin |
| 6. J. Otte | 6. C. McGaughy |
| 7. J. Cochrane | 7. G. Enoch |
| 8. R. Wright | 8. D. Maher |
| B HYDRO: | |
| 1. W. Woodhouse | |
| 2. J. Oxley | SPORT 40-II: |
| 3. C. McGaughy | 1. J. Koch * |
| 4. T. Monroe | 2. W. Woodhouse |
| 5. P. Dassonville | 3. B. Silvers |
| 6. T. Ingalls | 4. R. Fish |
| 7. R. Russell * | 5. B. McCord |
| 8. C. Ingalls | 6. D. Maher |
| | 6. D. Tallman |
| | 8. D. Tippin |

- | | |
|-----------------|-------------|
| C MONO: | * Fast Time |
| 1. D. Barlag | |
| 2. C. Galbraith | |

no predictable winners (except Jack Oxley of course, who set a new NAMBA oval record in A Hydro, of 1:28.5!) The Wavemakers (yes, the Wavemakers... not the Argonauts) carried away the largest percentage of trophies in the A Hydro class.

Embarrassing all of the B Hydro contestants, Woddie Woodhouse, in a repeat performance of last month's race at Tucson, took top honors in this class with his Sport 40 Division II boat. He even beat Jack Oxley on time (we won't mention that Oxley's time included a couple of penalty laps for a time of 1:47.1 to Woodie's 1:45.5). The first time that it happened everyone thought it was just a fluke, but now as a Sport 40 boat sits at the top of the District's B Hydro points standings, the serious B Hydro racers are getting a bit nervous. Taking 4th in B Hydro (his first trophy) was Terry Monroe who appears to have inherited some of his brother's (Ricky Fish) driving skills. Besides his trophy, Terry earned a toss in the lake from his over zealous fellow chips of the Fish & Chips R/T. Fortunately, mama Jan grabbed his trophy (by the way, they were clocks) before his big splash.

The most exciting moment of the day for the ducks and geese came when the sponson of Randy Meyer's

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CS3W System	\$179.95

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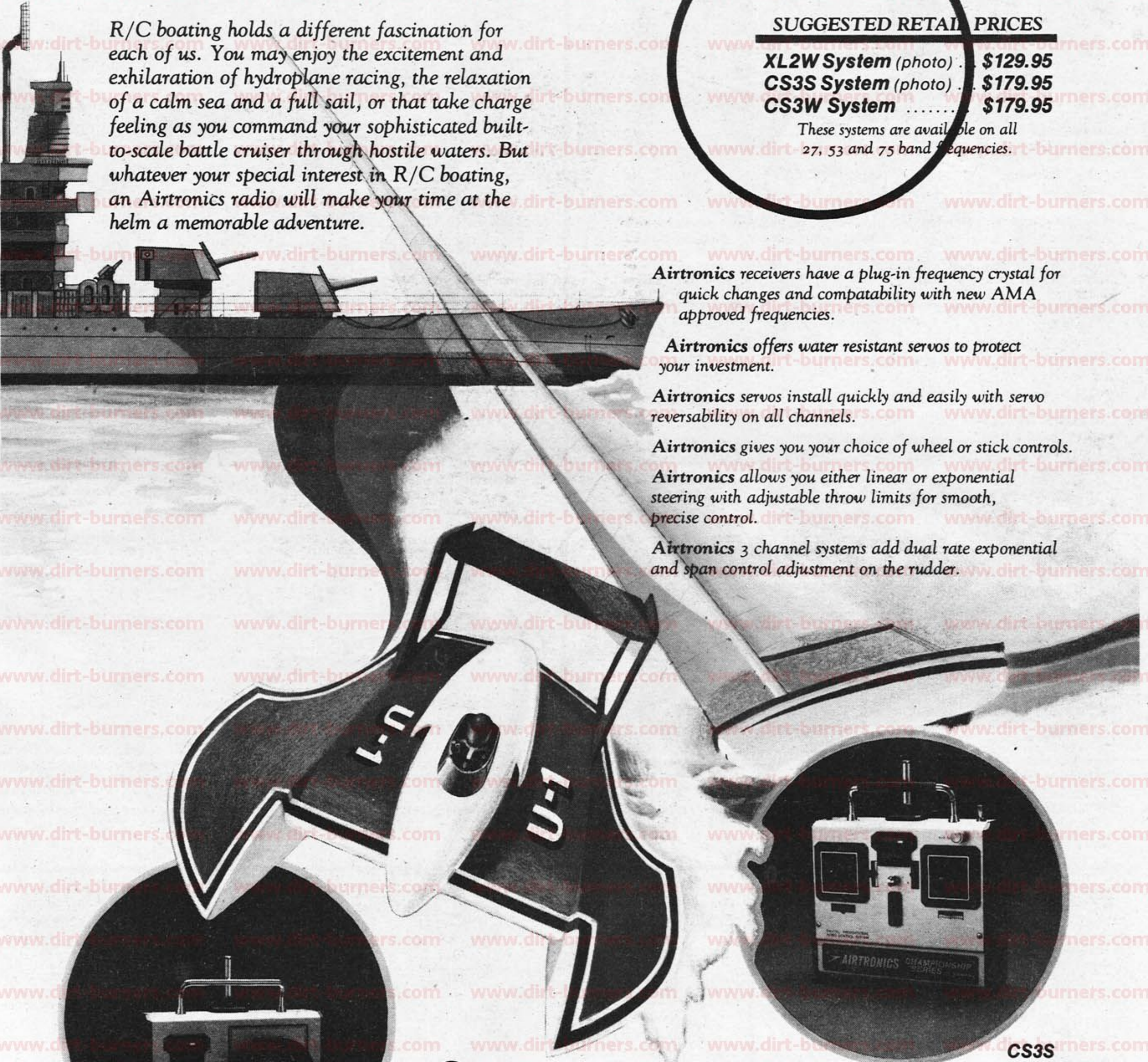
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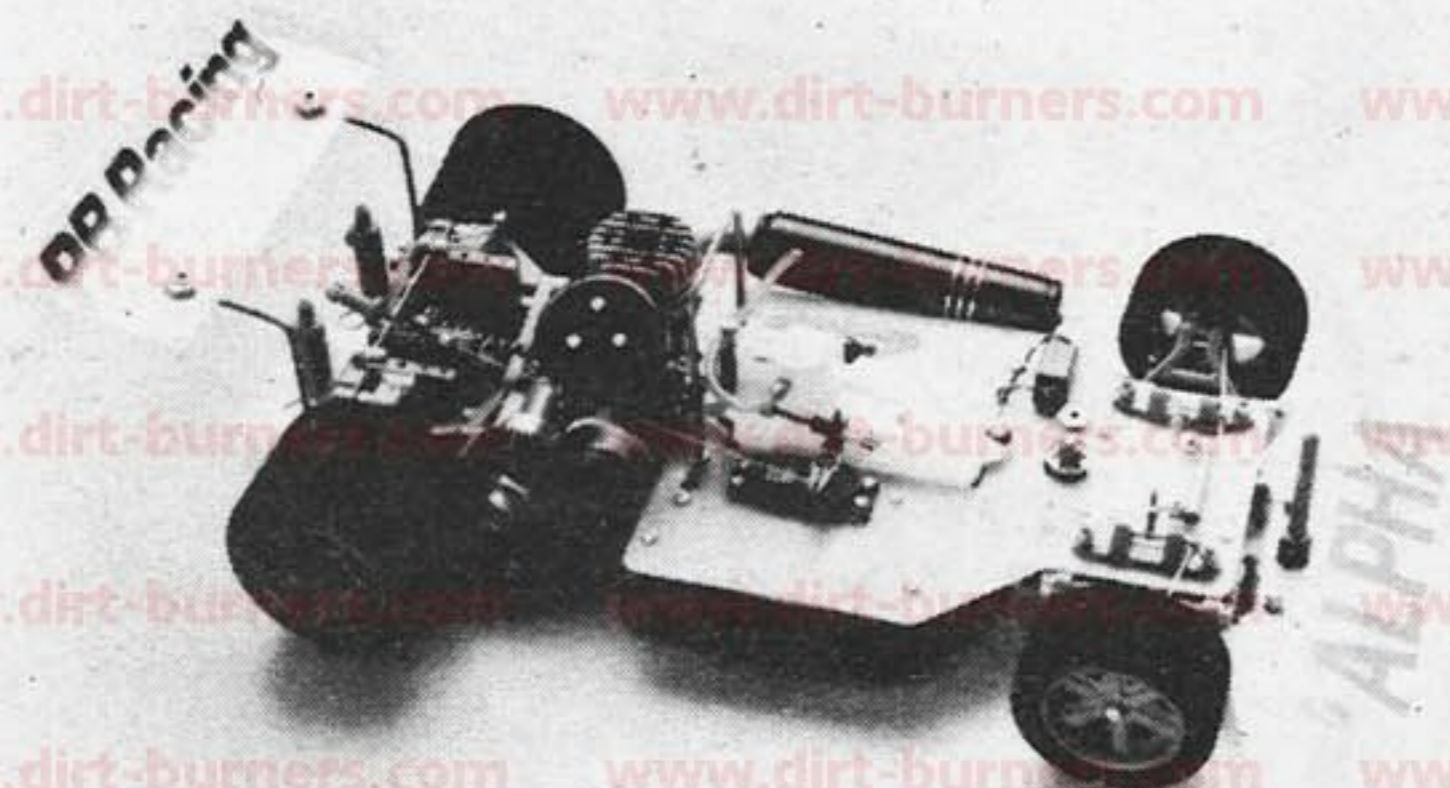


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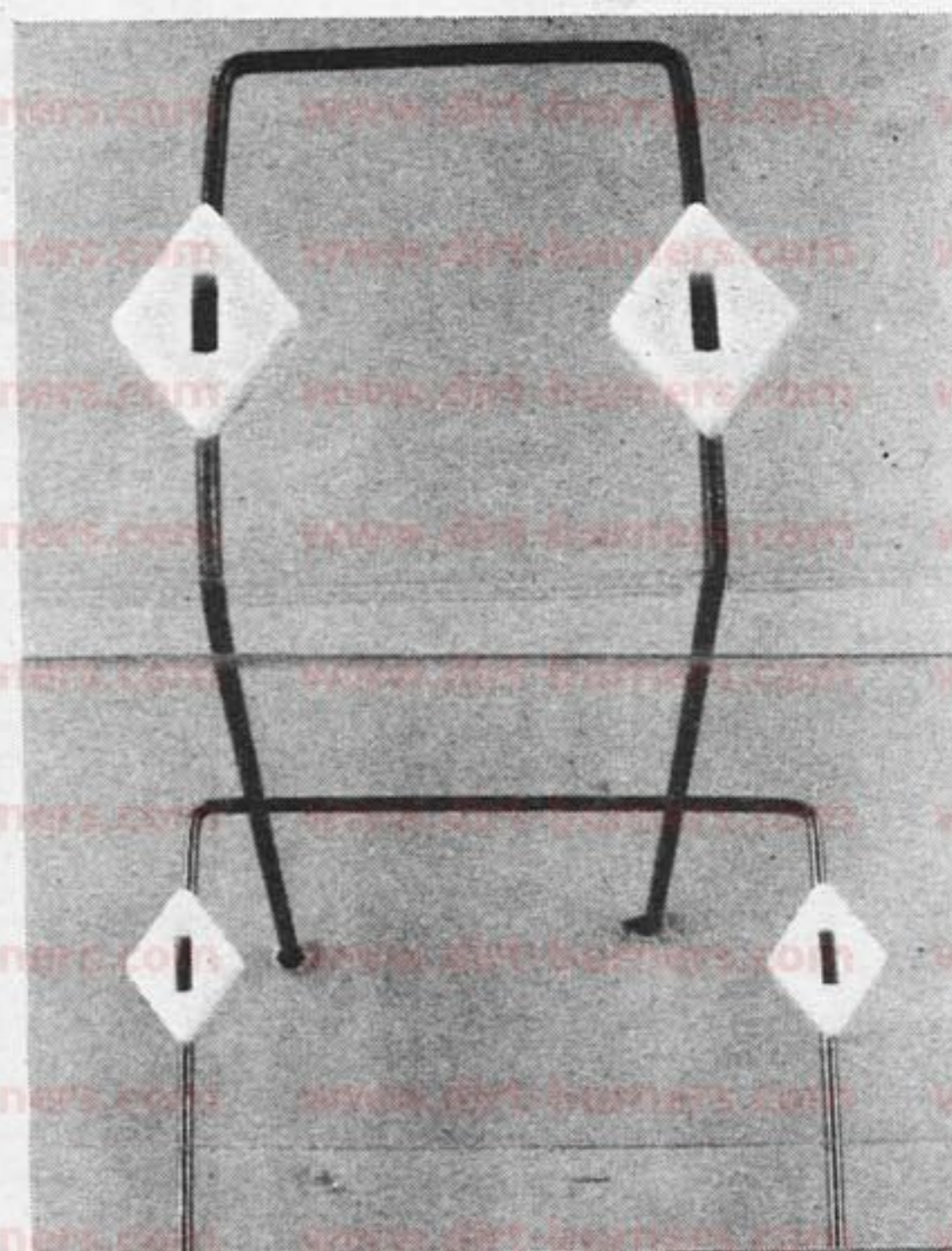
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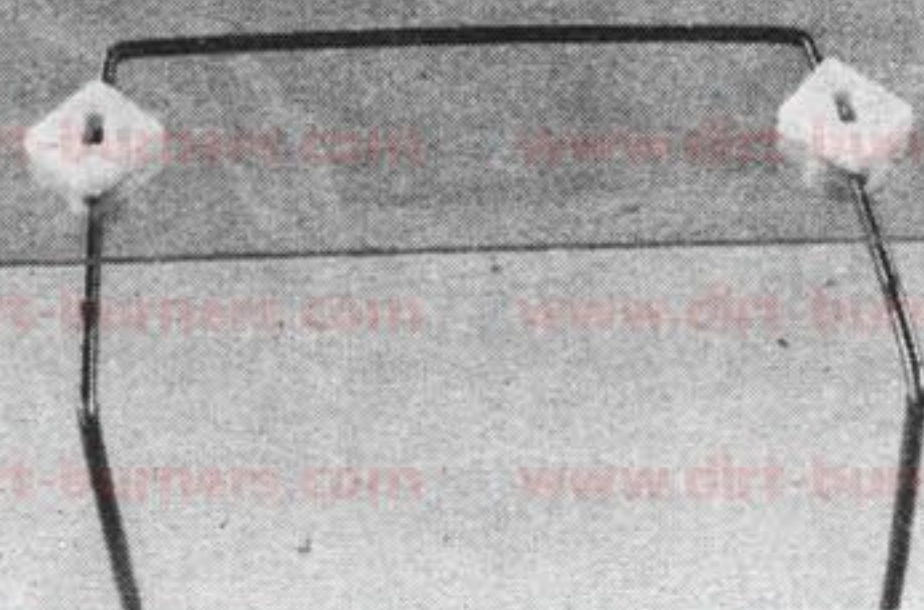
The new ALPHA GP 1/8th scale gas from PB Racing Products features many innovations. New monoshock offers identical damping to each wheel, Disc brakes with hi-friction pads for smooth braking. New gas tank with larger opening for quicker fueling. New engine blocks and a variable geometry rear suspension. Ready to race except for engine & radio unit. Retail for \$460 from Central Builders PO Box 152, Sunbury, PA 17801.



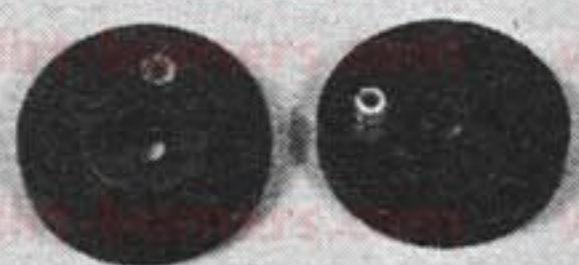
New R/C car Wingties from KIMBROUGH PROD. Injection molded super-tough nylon. Uses a 4/40 setscrew for 1/12th scale & 10/32 setscrew for 1/8th scale to clamp the 1/16" and 3/32" wire. Wingties will slip easily on and off the wire after it has been bent to shape. No other like it on the market. No.125 for 1/12th for \$1.75 pr. & No.126 for 1/8th for \$2.50 pr. From Kimbrough, 1430 East St. Andrews Place, Unit H, Santa Ana, CA 92705.



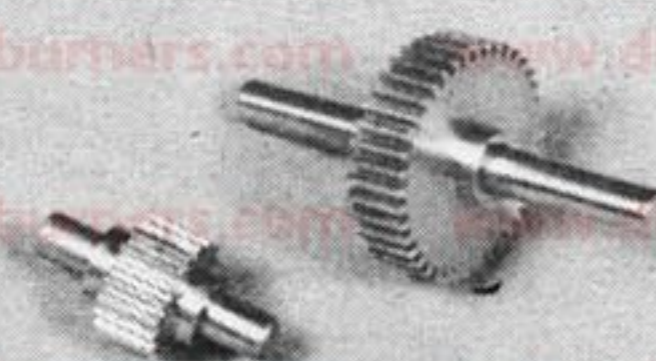
New CRP replacement hinge points for the rear suspension of the COX/Kyosho cars.(1701) Made of steel, they are much stronger. The rear suspension supports (1024) made of G-10 fiberglass won't bend like the aluminum ones do. CRP PO Box 1485, Temple City, Ca 91780.



Stainless steel front end pins for Tamiya from CRP. Harder than stock but not so hard to be brittle (1539). From CRP. PO Box 1485, Temple City, CA. 91780.



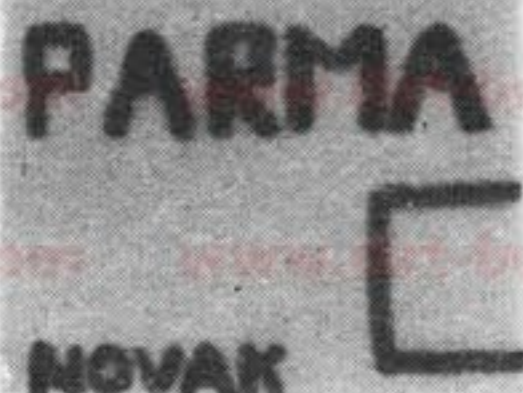
New CRP hubs for COX/Kyosho off road car. Designed to lock wheel to axle with no slippage. From CRP, PO Box 1485, Temple City, Ca 91780



New set of gears for Tamiya off road cars from CRP. Brass, cut narrower for less weight and friction. From CRP.



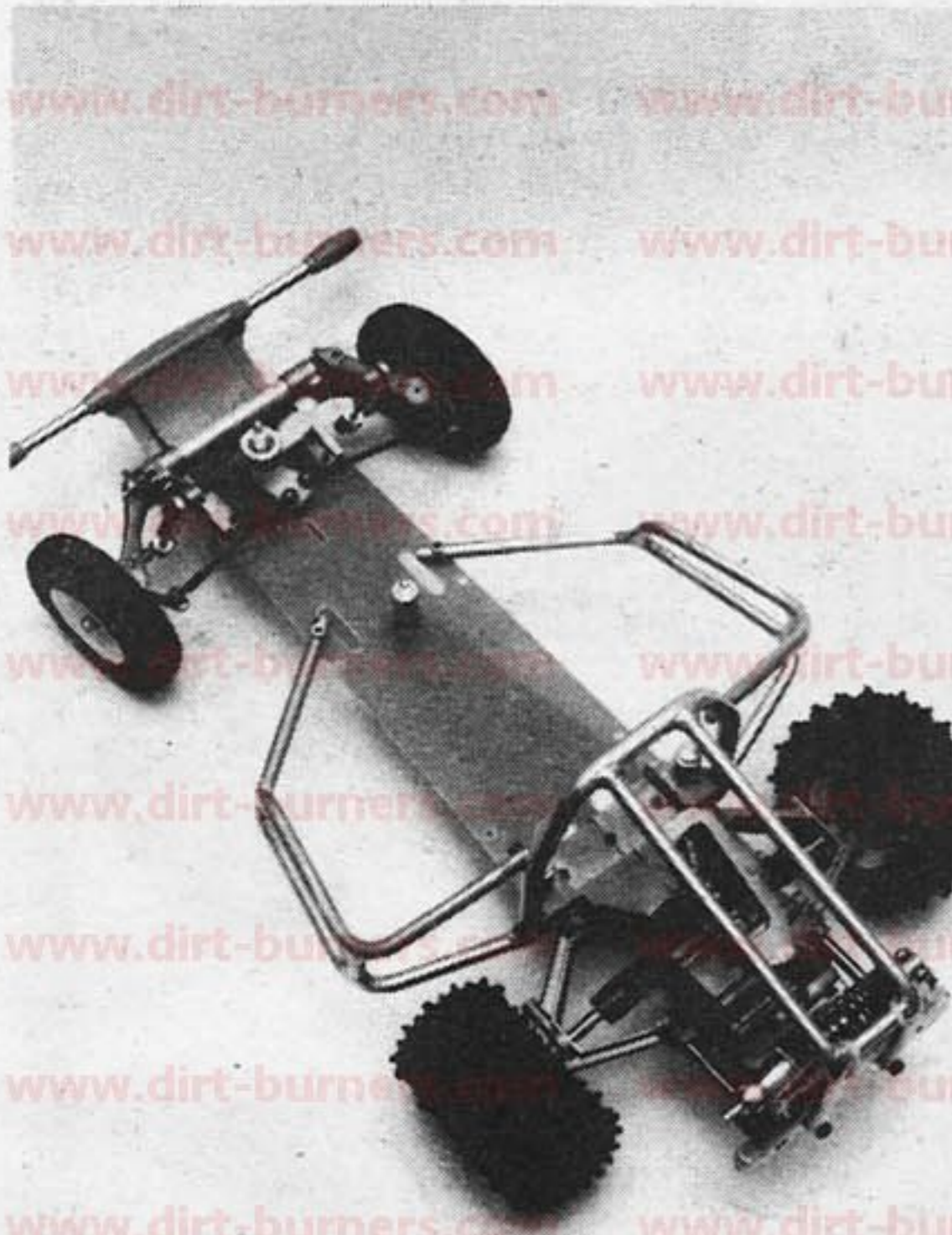
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PARMA'S 16D Motor. New & improved state of the art motor. This one is from outer space! (464) Faster than the Johnson motor. Parma Intl. (216)237-8650.



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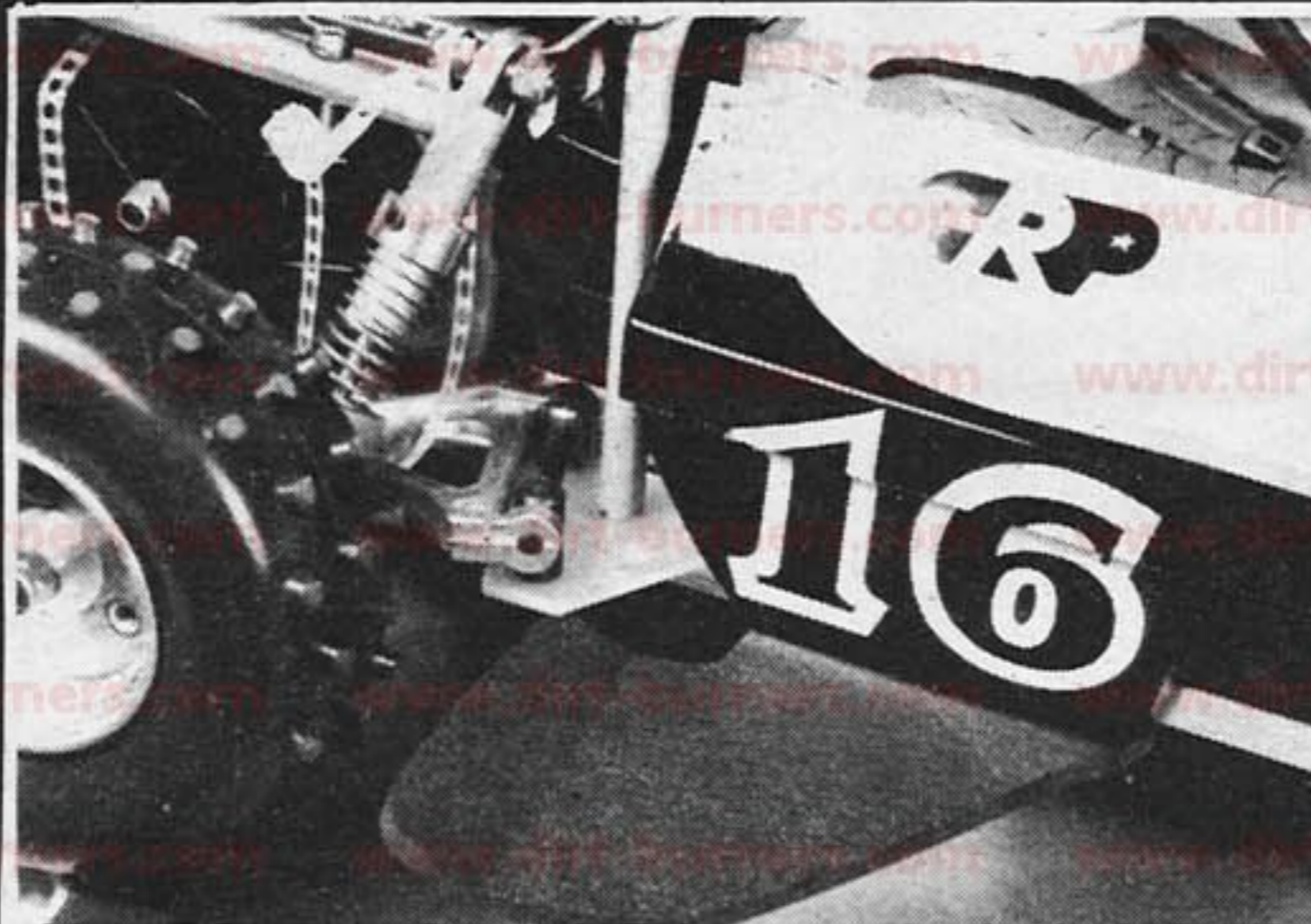
Parma's new decals. Six new sheets that will insure realism to your 1/12, 1/10 & 1/8 scale cars. No. 1308-G thru 1308-L. From PARMA.



Lead wire, super flexible silicone wire that will carry all the volts you need for slot or R/C (4050). From PARMA.



Tamiya car axles from CRP (1541) made of stainless steel with aluminum hubs. Hub won't slip on axle.



CRP's new COX Nerf Wings (3022) made of 1/8" Kydex to serve as protection for the body & rear tire and also as a low profile wind for stability. From CRP.



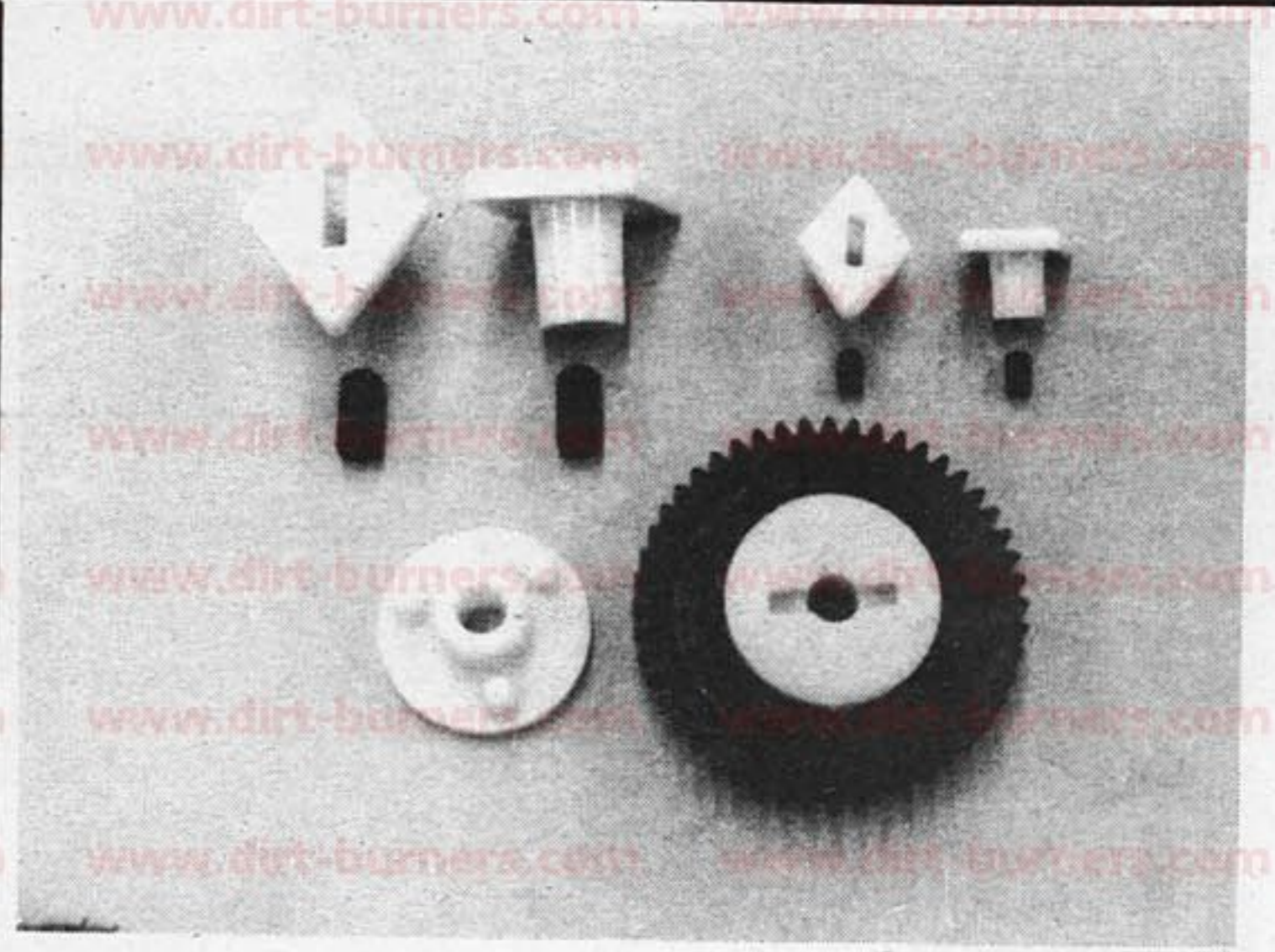
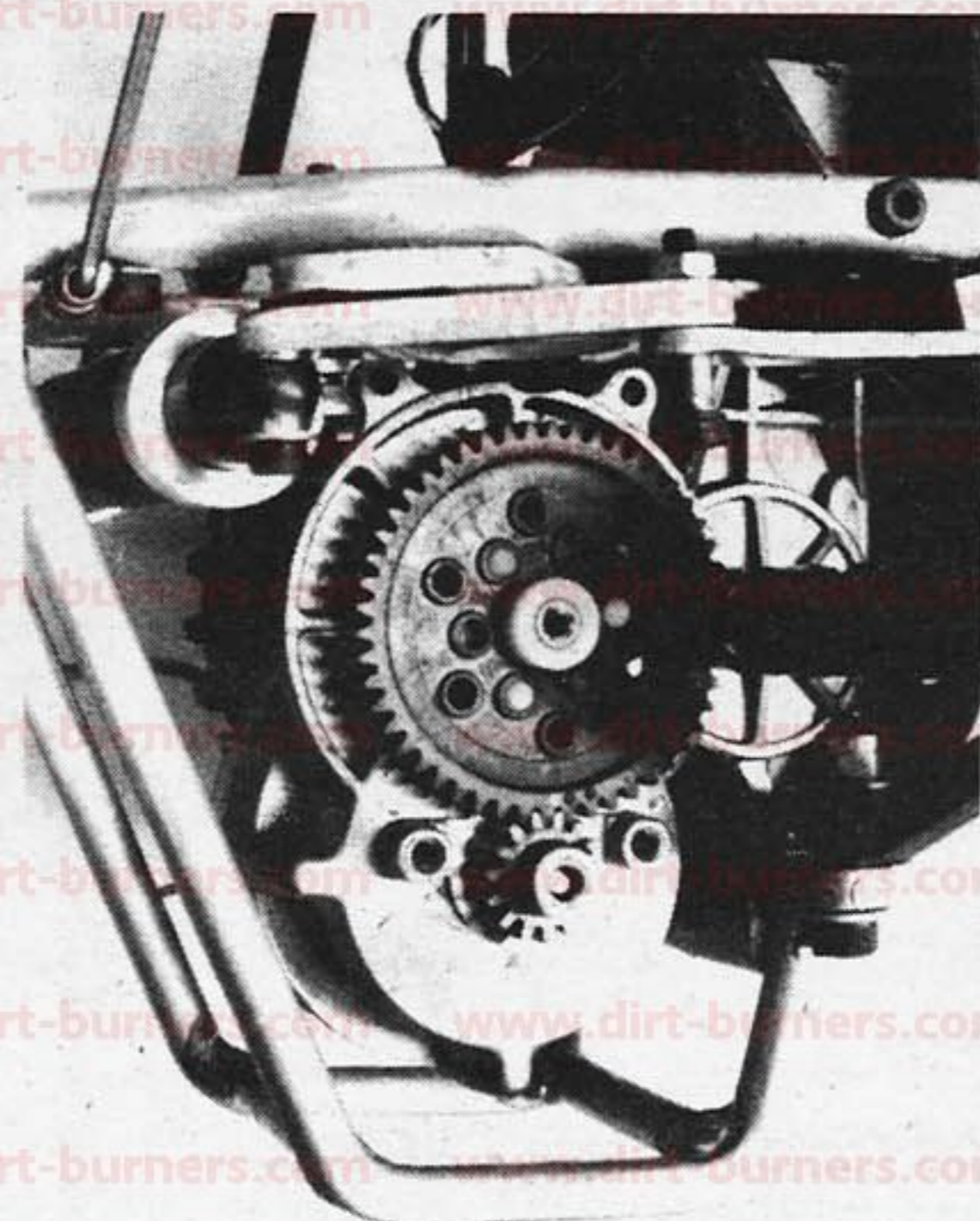
Aircraft quality bearings for Tamiya off road. Packaged in bags of 4 (2103). Available from CRP, PO Box 1485, Temple City, CA 91780.



Replacement "A" arm bushing for all Tamiya off road cars from CRP. Will not fall out.



Shock adapters for Kyosho shocks to fit on Tamiya off road cars. Polished aluminum or fiberglass. Alum. (1542) requires modification to shock towers and fiberglass (1514) does not. From CRP.



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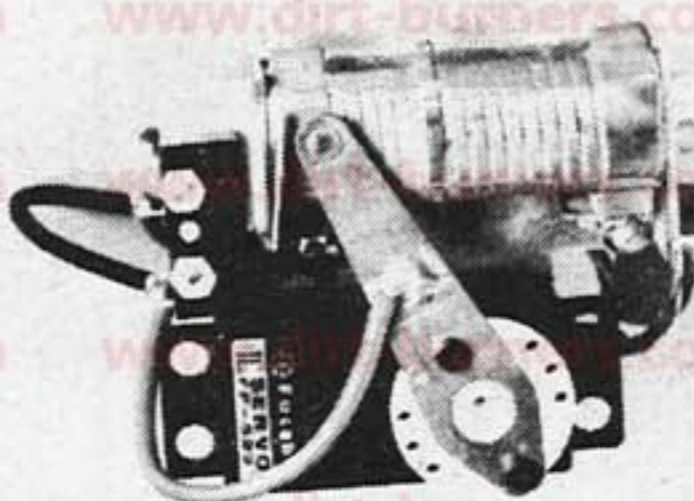
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1/10th Complete speed control. Handles more amps & is more reliable. Fits DIGGER 10 & Tamiya & most 1/10th scale cars. BL-4616.



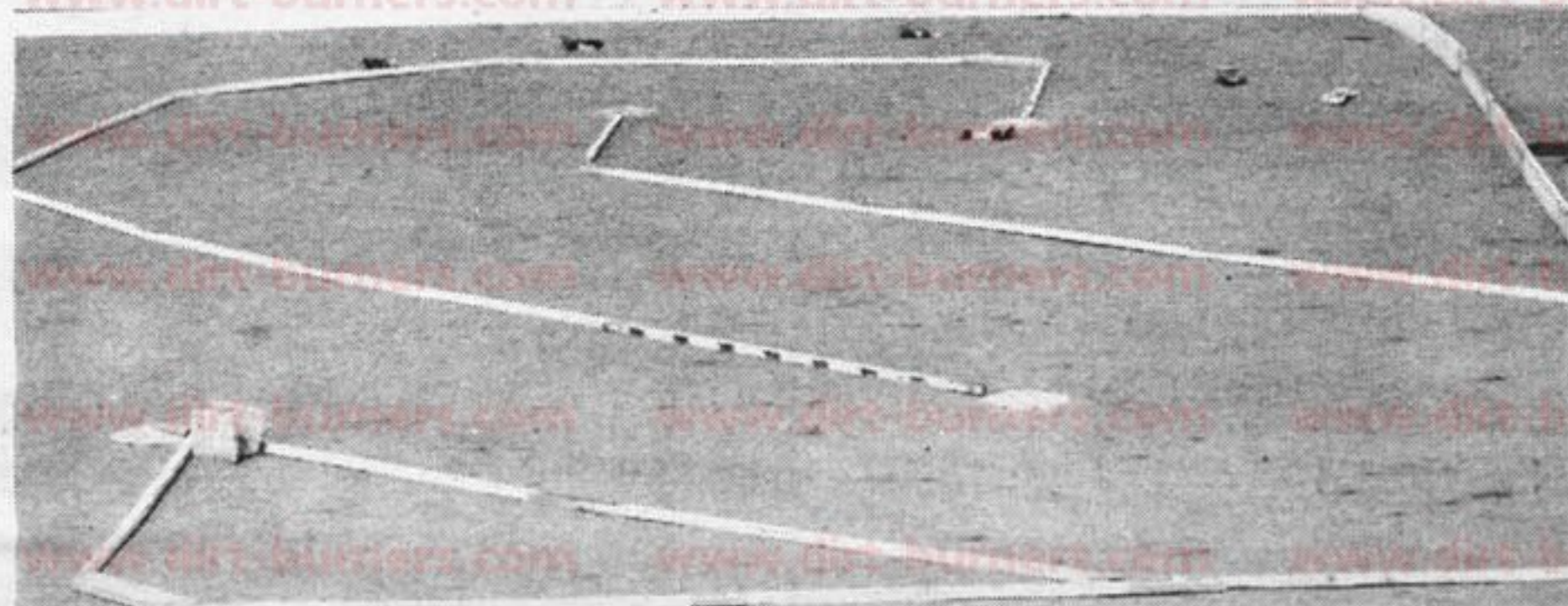
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2nd ANNUAL ROSE FESTIVAL GRAN PRIX



(Top picture) Terry Rott (l) 1st A Mod. Main, Bill Jeric (c) TQ Mod & 2nd A Mod., Tom Reynolds TQ Stock & 1st A Main. (Above) High view of the track. Photos Terry Dorer.

Story by Gary Vaselica
Photos by Terry Dorer

Jackson, MI
June 11, 1983

THE HOT WEATHER FINALLY ARRIVED IN THE MICHIGAN AREA on June 11, 1983. This race was the second in the M.A.R.T. Summer Series. Forty-nine competitors arrived to do battle in both the Stock and Modified divisions. The racers not only had to fight each other, but also the 85 degree heat, high humidity and track surface that could wear off .050 inches in tire diameter per race.

After practice and three qualifying rounds the top qualifiers were: Bill Jeric (Assoc) in Modified and Tom Reynolds (Delta) in the Stock class.

The B MAIN Stock race saw Angie Miller (Delta) drive a consistent and smooth race to win over Barry Makaric (Delta).

In the A MAIN Stock, Tom Reynolds (Delta) showed that his T.Q. was well earned by putting almost two laps on the field. Second place went to the consistent Doug DuBois (Assoc) in his best finish to date.

The B MAIN in Modified saw Butch Beebe (BoLink) returning to the R/C wars and winning by almost one lap over Bob Chuhran (Delta).

In the A MAIN Modified class Steve Koepp (Parma) got a clean

start and led the race for almost six minutes. After a bad start Terry Rott (Assoc) and Bill Jeric (Assoc) slowly worked their way through the pack passing Steve Koepp to finish first

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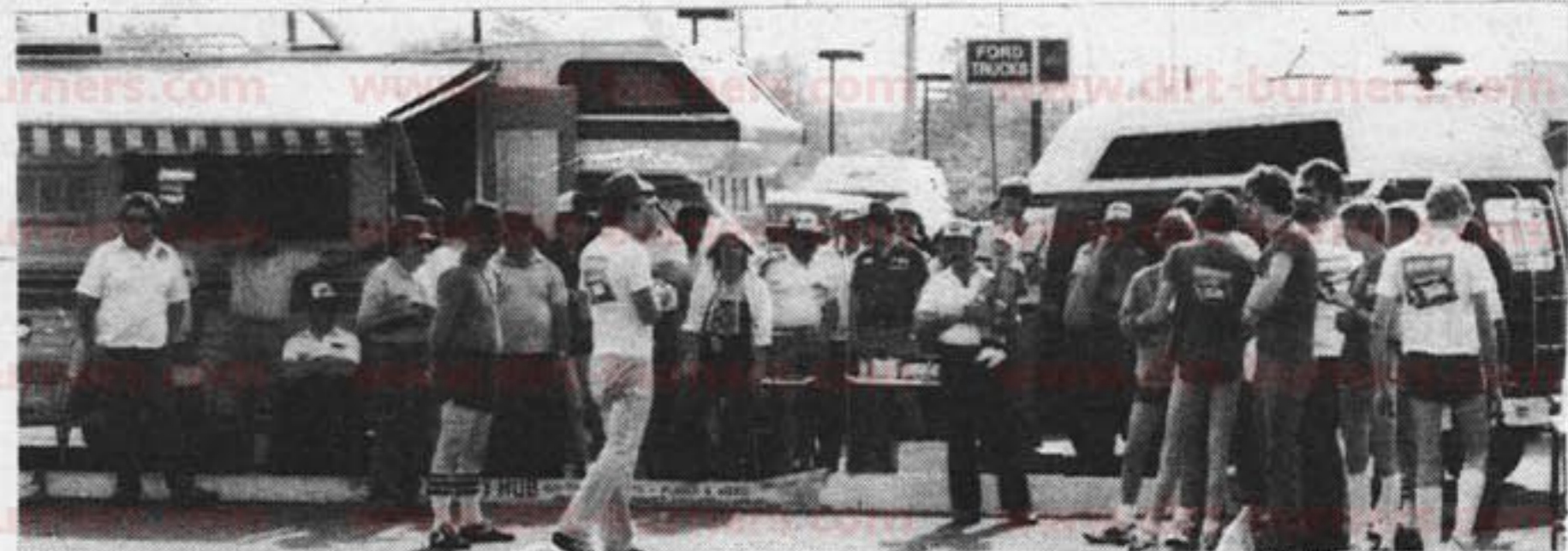
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Driver's meeting held by Race Director Gary Veselica (center with back to camera).

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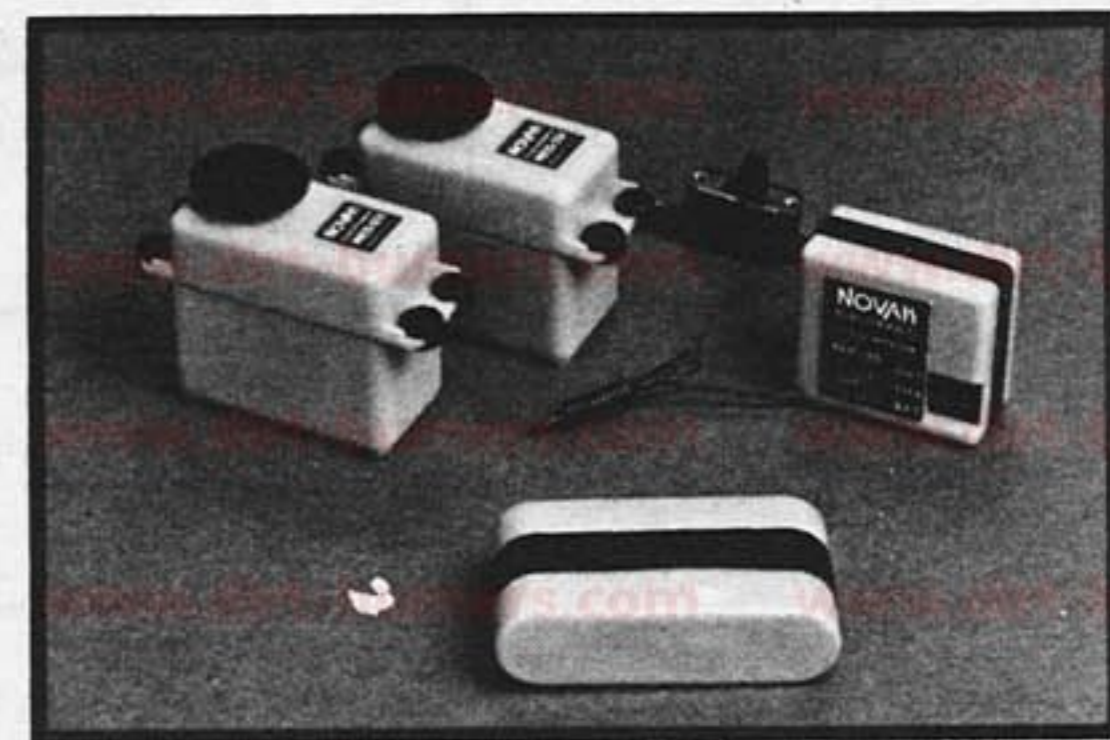
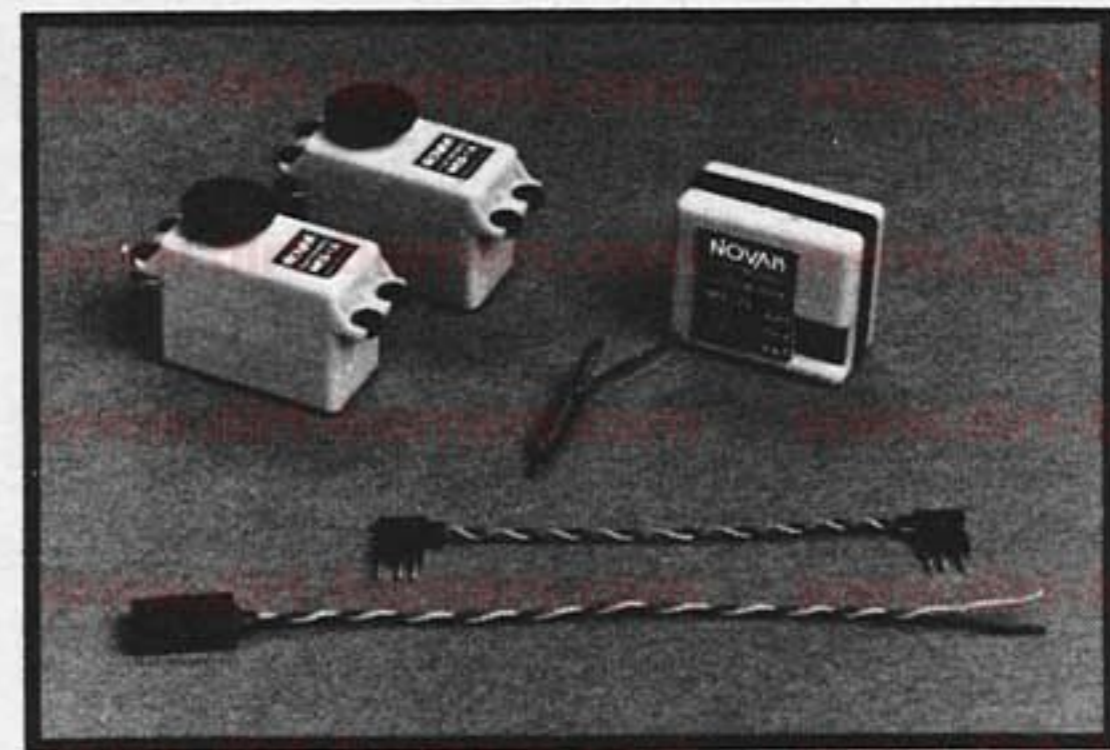
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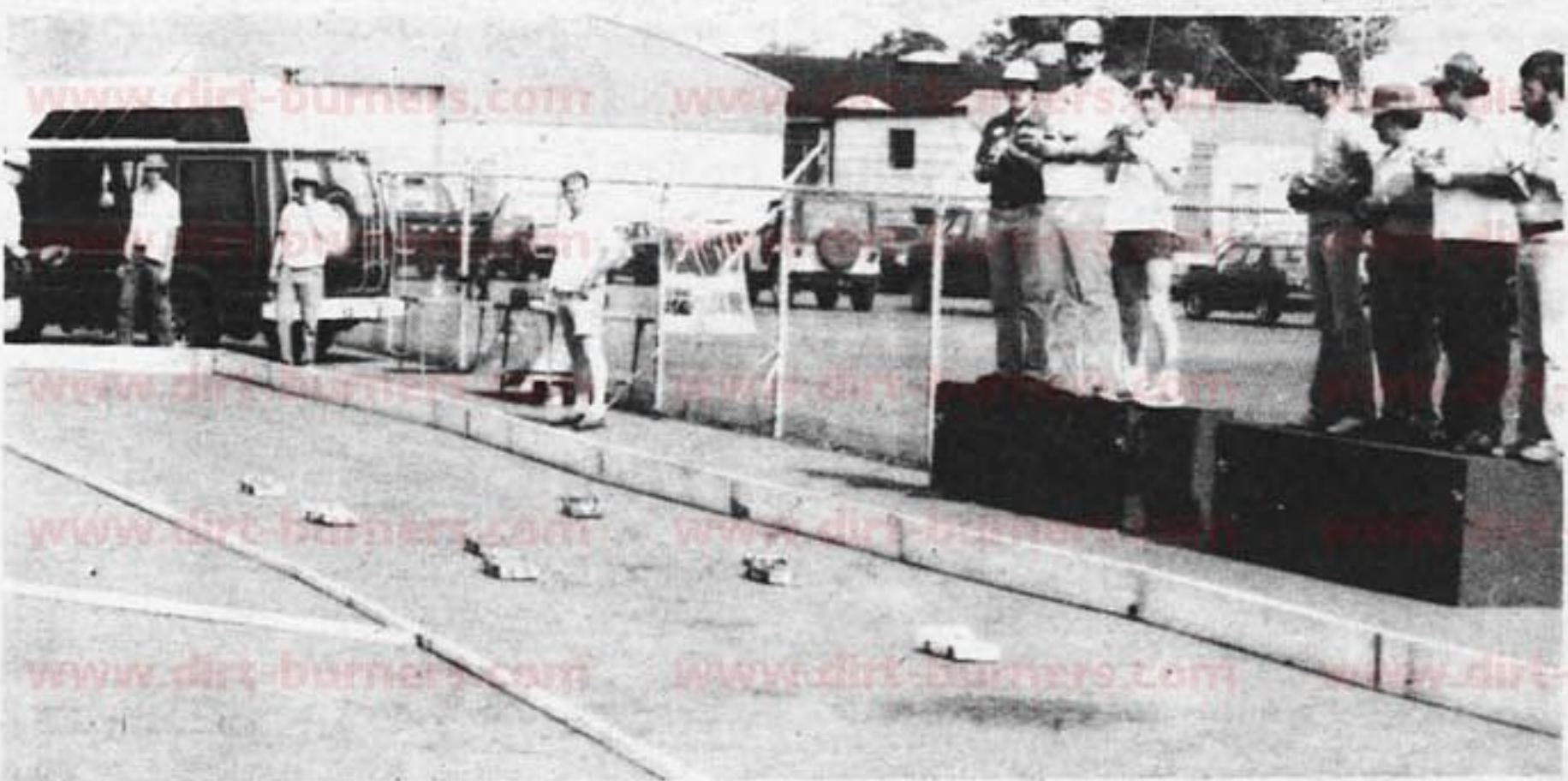
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ROAD PACKS



A Main Modified (l-r) Tim Miller, Bill Jerric, Terry Rott, Leon Neal, Judd Nichols, Steve Koepp, Pete Mitchell. Photo Terry Dorer.



Group photo of main and trophy winners.

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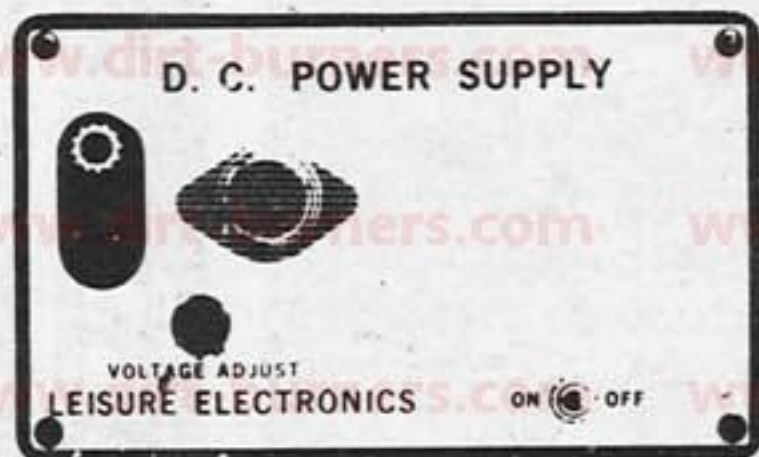
Just plug in your batteries, set the timer and relax. Each Leisure charger constantly checks battery capacity and switches off at the end of the cycle.

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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.

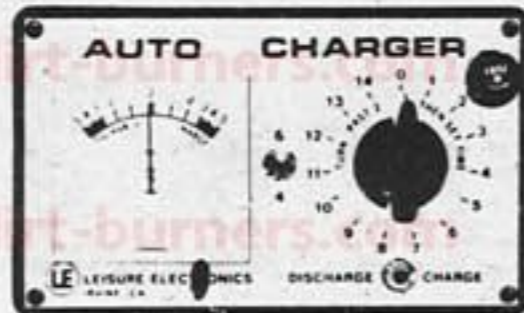
New DC Power Supply.

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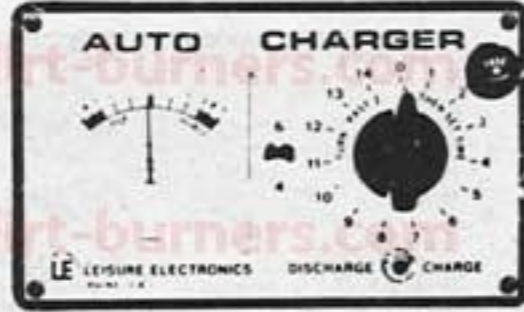
Matched up with our 109 charger, the DC power supply gives you a complete charging system with unmatched versatility.



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



Leisure 106
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Rate: 4/6 cell



Leisure 107
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Rate: 6 cell



Leisure 108
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Rate: Variable
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Off-Road Power Combo. Special Leisure 105 charger with wired 6-cell pack (fits Tamiya radio case).

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Leisure

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and second respectively in the feature.

The M.A.R.T. circuit moves on to Kalamazoo, Michigan on July 23, 1983. Hope to see everyone there.

Gary Vaselica

RESULTS

MODIFIED A MAIN:

1. Terry Rott (ASSOC)...36.0
2. Bill Jeric (TQ) (ASSOC)...35.4
3. Steve Koepp (PARMA)...35.0
4. Pete Mitchell (ASSOC)...34.7
5. Tim Miller (DELTA)...34.4
6. Leon Neal (ASSOC)...34.4
7. Judd Nichol (DELTA)...33.8

MODIFIED B MAIN:

1. Butch Beebe (BOLINK)...34.6
2. Bob Chuhran (DELTA)...33.5
3. Tom McGarry (ASSOC)...31.8
4. Dave Lee, Jr. (PARMA)...31.2
5. Kevin Brown (PARMA)...21.9
6. Ron Garant (PARMA)...14.1

MODIFIED C MAIN:

1. Mario Biscaro (BOLINK)...32.3
2. Rick Hacker (PARMA)...31.7
3. Joe Miller (DELTA)...30.8
4. Paul Gerrand (ASSOC)...29.6
5. Kevin Matney (PARMA)...27.5

STOCK A MAIN:

1. Tom Reynolds (TQ) (DELTA)...34.5
2. Doug DeBois (ASSOC)...32.6
3. Jeff Cook (ASSOC)...32.5
4. Greg McFern (BOLINK)...32.3
5. Doug Bennett (PARMA)...32.2
6. Tom Oliver (DELTA)...31.7
7. John Colosky (ASSOC)...30.9

STOCK B MAIN:

1. Angie Miller (DELTA)...32.5
2. Barry Makaric (DELTA)...32.0
3. Chuck Ewing (PARMA)...31.7
4. Oscar Sullivan (PARMA)...31.5
5. Mike Corn (ASSOC)...30.9
6. Stan Smith (BOLINK)...24.0

STOCK C MAIN:

1. Ivan Brown (PARMA)...31.7
2. Steve Bone (ASSOC)...30.3
3. Larry Noren (PARMA)...30.1
4. Joe Kniple (ASSOC)...28.7
5. Ray Dupuis (DELTA)...28.0
6. Jeff Miller (PARMA)...27.3

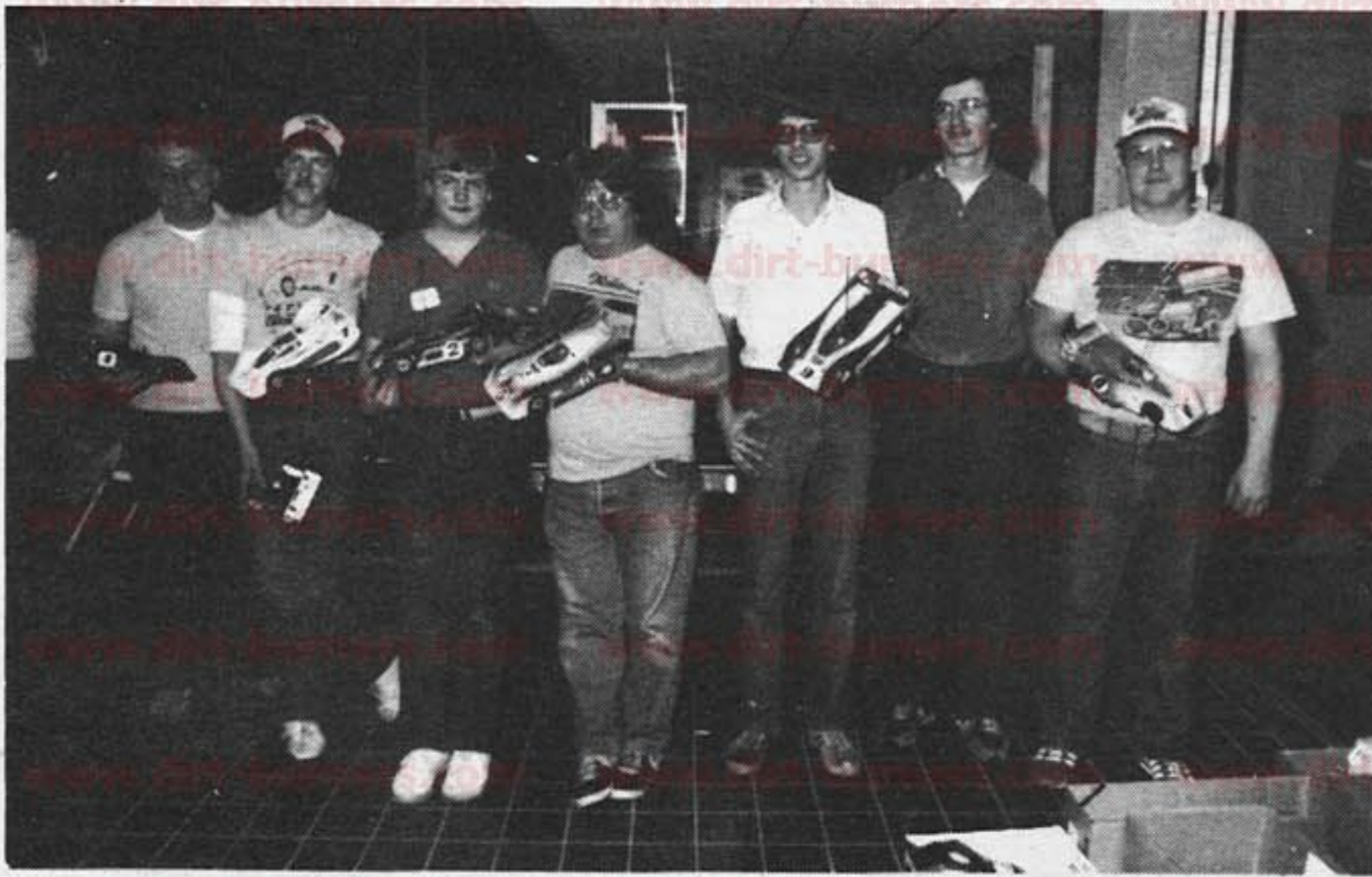
STOCK D MAIN:

1. Scott Sutcliffe (DELTA)...30.0
2. John Lasperance (PARMA)...26.5
3. Ken Hamilton (ASSOC)...26.1
4. Keith Hamilton (ASSOC)...24.6
5. Mike Molton (ASSOC)...23.2
6. Randy Stantham (ASSOC)...DNS.

STOCK E MAIN:

1. Brad Wilkinson (PARMA)...27.7
2. Jeff Kniple (ASSOC)...27.0
3. Gary Vaselica (PARMA)...22.5
4. Wilkie Wilkinson (PARMA)...19.0
5. Larry Miller (BOLINK)...14.5

FLASH: The New ORRCA Legal Sagami Off Road Motors are HERE!
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"A" Feature racers (l-r) Mark Johnston (6th), Bob Light (2nd), Tony Massey (4th), Ken Annesley (3rd), Jim Reilly (5th), Kevin Orton (7th), Rod Galloway (1st).



Mark Randol, Race Director, Rod Galloway, A Feature winner and Top Qualifier.

First Annual Midwest Indoor Championships

April 2, 1983
Kansas City, MO

Story & Photos by
Arlynn Simon

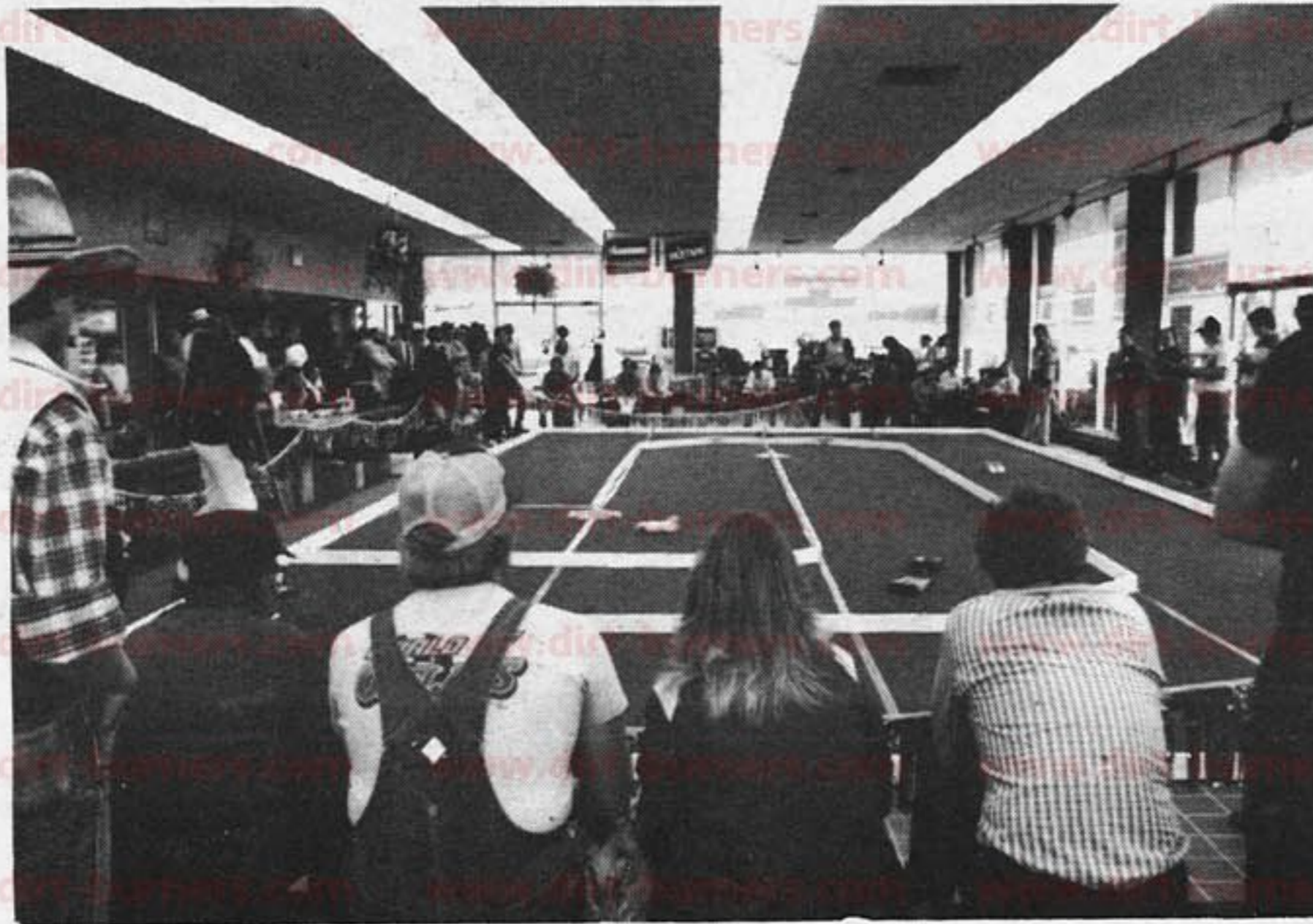
April 2 started out cold and wet in the Kansas City area, but the racing was going to be hot and heavy in the first major 1/12th scale race in the Kansas City area.

Indian Springs Ford had graciously donated their indoor showroom for this benefit race for the Easter Seals Foundation. A portion of the entry fee was donated to the Foundation, as well as moneys collected during the race.

This race had been heavily promoted by Indian Springs Ford with a number of full size race cars sitting outside on display. With the fine showroom for a race track and the heavy promotion done for the race, the racers began arriving before the dealership opened. By the end of registration 72 drivers had entered this event from a seven-state area, including two from Minot, North Dakota. Talk about a long distance drive - they are almost near the Canadian border!

Entries were accepted, motors were passed out to the contestants and warm-ups thus began. DELTA Manfg. and Gary Campbell brought their computer to try out their new lap counting system. This system was programmed by Kevin Orton. The system shows each car's position, number of laps, elapsed time, and projected number of laps to be run in the eight minutes. The computer worked really super the entire day.

Qualifying started about 11:00 a.m. Kevin Orton from Team Delta turned in the fastest time in the first round by qualifying with 53 laps. Several drivers turned in 52 laps. In the second round everyone seemed to be getting the hang of it (the track) as nearly all laps began to in-



Overall view of the track and crowd at Indian Springs Ford Showroom.

crease. As expected, more people started getting into the 52 and 53 laps bracket.

Rod Galloway from Galesburg, Illinois, who had trouble in the first heat, notified everyone that he was going to be the man to beat as he turned in 54 laps to be the Top Qualifier in round two. Then came the final chance for everyone as the third round started. Everyone was shooting for 54 laps to beat Galloway but he had other thoughts. When Galloway finished qualifying the new mark to shoot for was 55 laps. No one surpassed this qualifying mark, so the new lap record now stood at 55 laps.

After a short break the feature races were started. Using the Heart of America format, everyone was running against people of nearly equal qualifying times. One added twist was that one person would be moved up to the A feature from the

best time turned in from any of the lower features. Everybody was trying their best to make the "move-up".

In the L MAIN Jack Grafton from the Kansas City area turned in the fastest time of 37 laps. In the K MAIN Denny Gaulke held Robin Foster to take the win with 43 laps. Denny made the trip from Ankeny, Iowa.

In the J MAIN Bill Fargler turned in 45 laps to take the win back to Sterling, Ill.

In the I MAIN Evertt Flagg turned in another 45 lap time to take his win back to Des Moines, Iowa.

In the H MAIN Jim Costello from the K.C. area survived a close battle with Chuck Mann from Minot, North Dakota, to take the win with 47 laps. The difference between the two in this main was only six seconds after eight minutes of hard racing. Chuck was running his Delta for the first time and had brought only a couple of sets of tires, which were not working quite right.

In the G MAIN Phil Gazur, from Cedar Rapids, Iowa took the win with a 48 laps effort.

The F MAIN saw Arlynn Simon, also from the K.C. area turn in 51 laps with a car that was loaned by the Race Director Mark Randol. Not too bad for a rent-a-racer!

Gary Campbell of Team Delta took first in the E MAIN with 49 laps. Second, third, fourth and fifth places were separated by only 7 seconds!

The D MAIN saw Bill Jackson put in a good time of 52 laps to take the main.

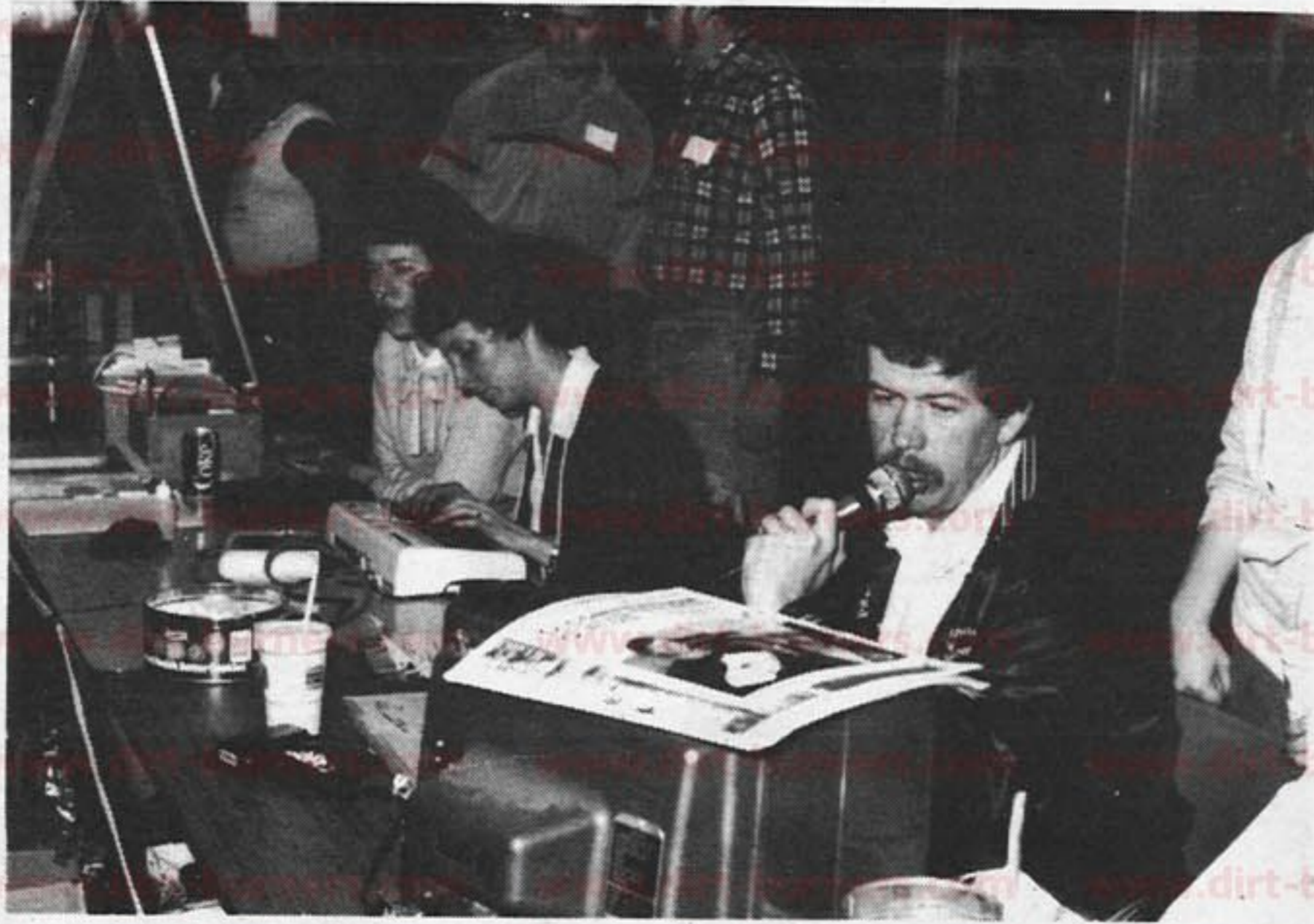
C MAIN belonged to Tim O'Toole from Tulsa, Oklahoma as he posted 50 laps for the win.

B MAIN was a real battle between Kevin Van Dyke of Rock Island, Illinois, Jim Chastain of K.C. and Bob Light of Oklahoma City, OK. Jim Chastain led a good deal of the race with Bob and Kevin just waiting for Chastain to make a mistake. At about the seven minute mark Jim's batteries started to go and Bob Light snuck by to take over the lead and the win with a fantastic time of 55 laps. Needless to say, he received the only move-up spot to get into the A main.

The scene was set for the big A MAIN. The players were to be Kevin (contd. next page)



The "Vic20 Commadore" computer worked perfectly all day as over 12,000 laps were counted.



Tom Wilson, Pro Race announcer from I-70 Speedway using TV and computer to check progress of the race.



Close racing was the order of the day at the Midwest Indoor Championships. Photo Simon.

Orton of Team Delta from Lorimor, Iowa. He qualified with 54 laps. Tony Massey of Springfield, Missouri qualified with 53 laps. Mark Johnson of K.C. also posted 53 laps as did Ken Anneslay of Norman, Oklahoma. Jim Reilly from the K.C. area was another racer logging 53 laps. Bob Light, the "move-up" driver by virtue of his B Main win had a winning mark of 55 laps.

As the race started it was soon evident that it would be a two-car contest. Kevin Orton was involved in a first lap collision which took him out of the race. As the race pro-

gressed the rest of the cars fell off the blistering pace that was being set by Rod Galloway. Bob Light found himself right behind Galloway waiting for him to make a mistake, that never came. Rod Galloway came home the winner with a one second lead over Bob Light and a new track record of an unbelievable 56 laps! As many hot shots found out, "Humble Pie" is not too bad eating. Rod and Bob certainly showed everyone some fine racing.

Thanks must go to Mark Randall who put together this whole race. To Indian Springs Ford who donated

their showroom floor and meeting rooms for the track and pit areas. Thanks also to Ponderosa Steak House, Burger King, Big Cheese Pizza for donating prizes. Many thanks also to Rita Robinson, Connie Johnston, Sheila Randol, Kay Robinson, and Lisa Randol for their help in lap counting, setting up the heats and all around assistance. A special thanks to Tom Wilson, a local full-size race track announcer, for announcing nearly all the races.

Thanks to Delta Mfg. for the use of their computer system which worked great all day. If anyone is in-

terested in using the computer to score your races, Delta can set you up with their program for about \$35. Contact Gary Campbell at Delta.

These manufacturers donated many fine prizes to help make this a fine race: DELTA, PARMA, M.R.P., BoLINK, ASSOCIATED, NOVAK, FUTABA, KRAFT, AIRTRONICS, LEISURE, TWINN-K, AUTOGRAPHICS of California, Competition Plus and R/C RACING NEWS.

The stock motors were supplied by Delta. The winners of each main were given their choice of prizes.



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RUSTY HUSBAND - 5th Houston, Texas
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DON BRYONS - 4th '83 Florida Series, Orlando, Florida
BUZZ BLAIR - 7th MART Indoor, Michigan
DOUG BENNETT - 10th Stock MART Indoor, Michigan
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Every contestant received a prize for their efforts. All in all it was a very fine first race in Kansas City. Thanks to everyone for coming and making this event a big success.

Arlynn Simon

RESULTS

A MAIN:

1. Rod Galloway...56-486
2. Bob Light...46-487
3. Ken Annesley...53-480
4. Tony Massey...53-482
5. Jim Reilly...53-483
6. Mark Johnston...53-489
7. Kevin Orton...DNS

B MAIN:

1. Bob Light...55-489
2. Jim Chastain...54-482
3. Kevin Van Dyke...54-488
4. Shelby Dellard...53-484
5. Steve Cross...25-228
6. Vincent Allison...13-129

C MAIN:

1. Tim O'Toole...50-488
2. Rich Kardian...48-489
3. Calvin Wade...47-474
4. Larry Flatt...47-484
5. Scott Grafton...38-483
6. David Flatt...17-218

D MAIN:

1. Bill Jackson...52-486
2. Bob Bamberger...50-489
3. Skip Starkey...49-483
4. Bob Kester...49-487
5. Jack Nicholson...48-482
6. Ted Hall...48-488

E MAIN:

1. Gary Cambell...49-481
2. James Warren...48-482
3. Jon Anderson...48-482
4. George Hamon...48-485
5. Dave Nicholson...48-489
6. Ron Carnes...47-490

F MAIN:

1. Arlynn Simon...51-485
2. Brad Hoehn...50-492
3. Roger Hollingsworth...49-481
4. Cecil Blakmore...49-489
5. Charlie Cain...48-485
6. John Grafton...48-486

G MAIN:

1. Phil Glazer...48-481
2. Dennis Taschner...47-489
3. Mike Wherry...46-487
4. John Cason...45-484
5. Wayne Hoover...43-488
6. Dave Robertson...42-480

H MAIN:

1. Jim Costello...47-485
2. Chuck Mann...47-491
3. Tom Buck...46-484
4. Gary Gallo...46-489
5. Randy Ramsey...43-483
6. David Campbell...34-484

I MAIN:

1. Everett Flagg...45-482
2. Jimmie Eckhoff...44-483
3. Tom Ocker...42-485
4. Dean Cooper...42-489
5. Chuck Gaulke...40-480
6. Rolly Kardian...DNS

J MAIN:

1. Bill Fargher...45-483
2. Jeff Simons...43-490
3. Keith Thompson...43-492
4. Don Sonner...42-481
5. Ron Lemon...42-488
6. Harold Hoover...41-482

K MAIN:

1. Denny Gauke...42-492
2. Robin Foster...42-481
3. Micheal Lindsey...41-490
4. Matt Costello...41-496
5. Ken Campbell...37-491
6. Alen Eckhoff...33-486

L MAIN:

1. Jack Grafton...37-492
2. Bob Thompson...36-481
3. Terry Thompson...33-480
4. Greg Zavertrnik...29-496
5. John Elk...27-491
6. Marilyn Kardian...25-493

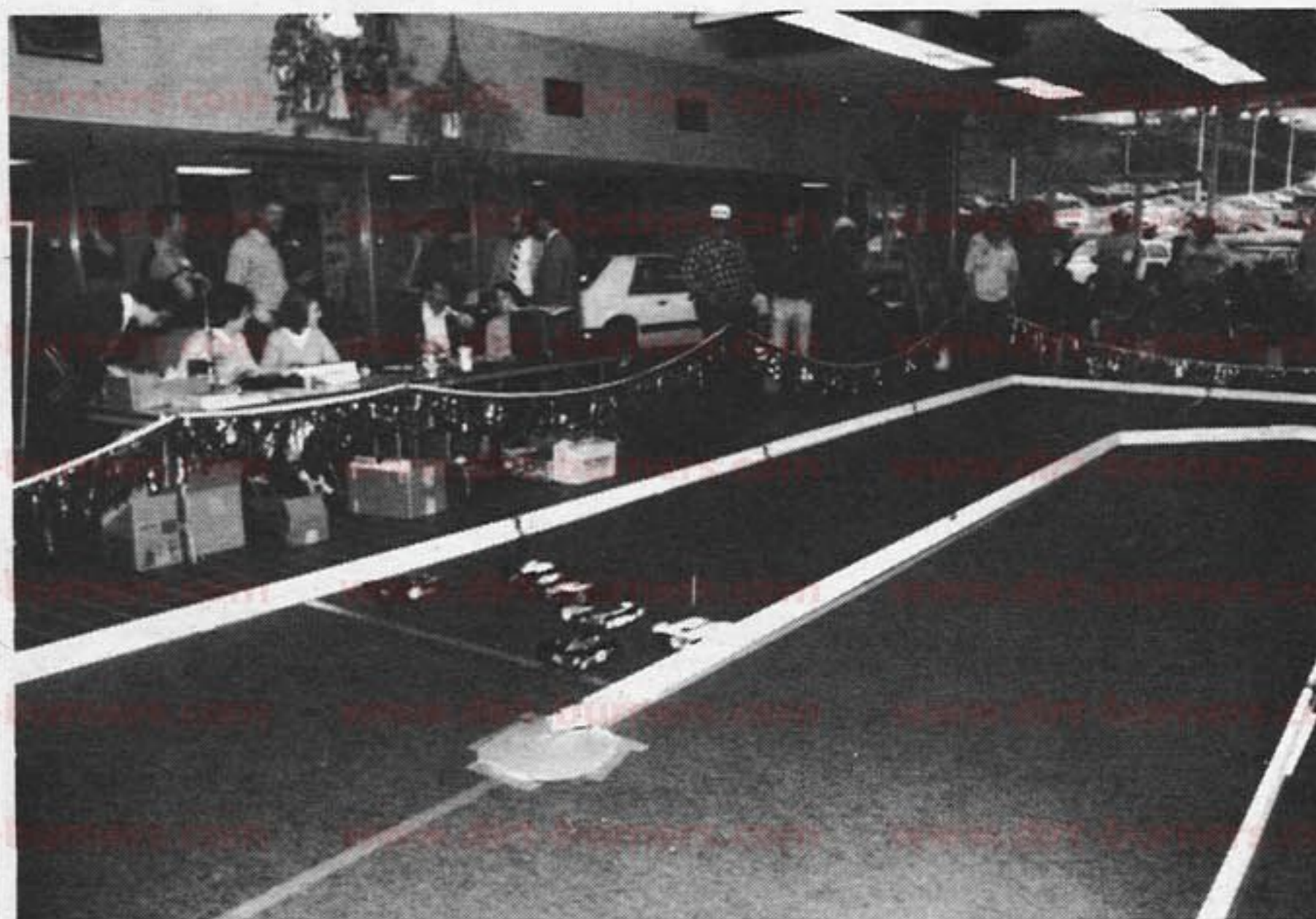
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Chuck Mann, Ron Lemon from Minot AFB North Dakota.



Rita Robertson at work at the computer control panel.



The start of one of the 48 races that were run this weekend. Photos Arlynn Simon.

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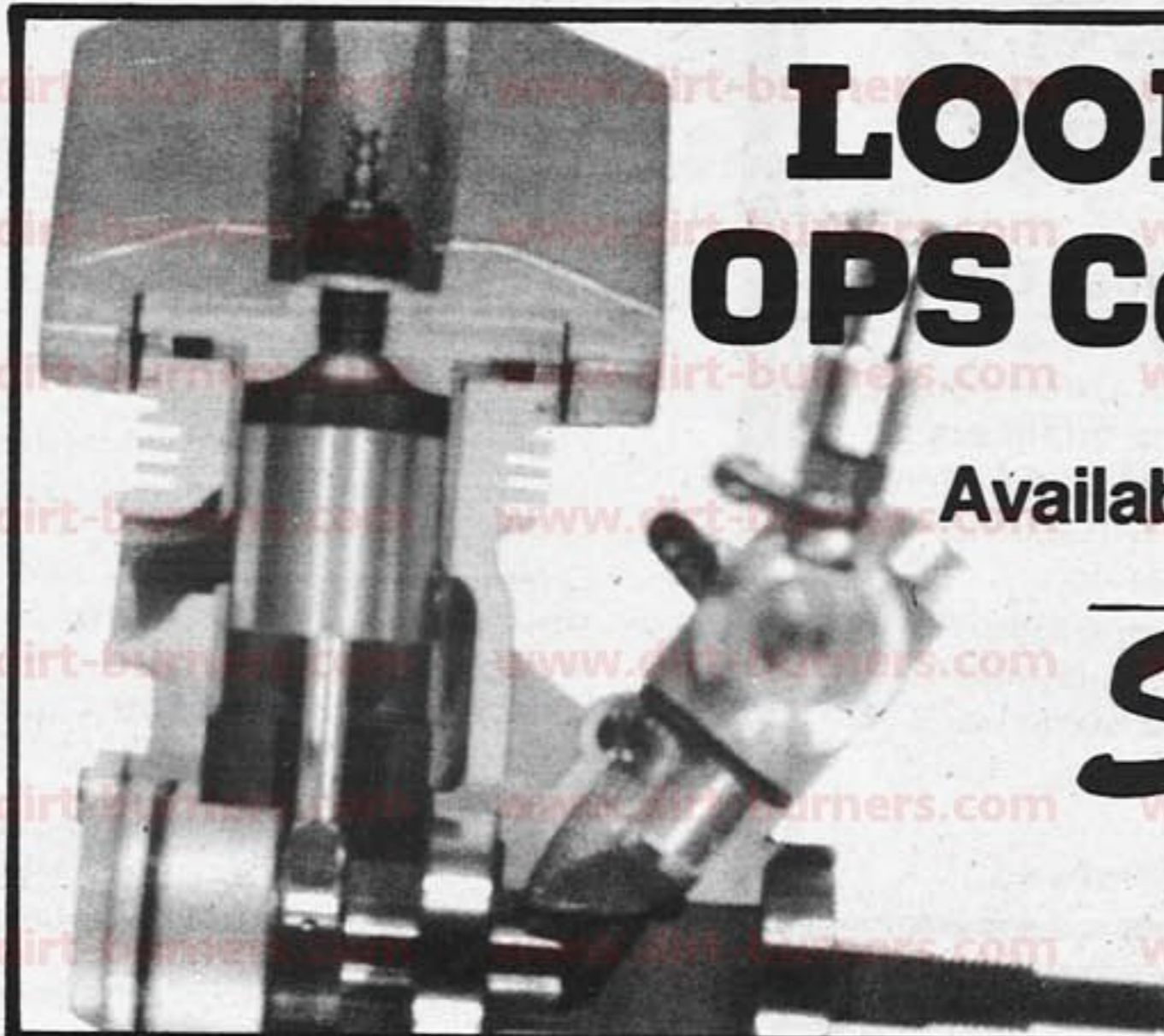
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Rains win the Day!

Can Am, NASCAR, & Off Road Lose



Some of the Richmond Club members.

Report and photo by
Allen Cole

Richmond, VA

Rain was the story of the day as the Richmond R/C Race Club held the second race of their 1983 Championship season.

It started out to be a beautiful spring day, a record 34 entries signed up in the 3 stock classes (Can Am Road Race, NASCAR Oval and Off Road). Practice was hectic as drivers looked for the right gear combination for the NASCAR Oval and the proper handling for the new infield road course.

The first qualifying heats for the Can Am boys got started at 2:00 pm, with Pat Arrington of Rocky Mountain, VA taking the A qualifier and

Mike Dayton of Richmond taking the B section.

The NASCAR boys then took the track to race the long 100 foot straightaways of the Valle's Restaurant track.

In the first qualifier Jay Dodson and Tom Ferguson, both from Roanoke, VA, hooked up in a fender to fender duel that saw Dodson finally take the lead and the checkered flag after completing 43 laps.

In the second qualifier Brian Jackson, Bill McDonald and Mike Dayton pulled away from the field and began battling among themselves.

McDonald took the early lead and looked to have the strongest car of the three. However, about two minutes into the race a defective tire clip sent his left front tire racing down the straightaway in front of

his car. Not to be denied, McDonald continued to drive the car on three wheels! He led for a short time after that but the uneven balance finally caused him to crash into the driver's booth and put him out of the competition for the day. Jackson, who had been lurking in second, took over the lead and battled Dayton for a one lap win in the end.

By this time a sudden cold front that caused a 22 degree drop in the temperature in less than two hours was looking quite ominous.

The B MAIN was called to the line and the off-road boys were told to be ready to run. Six drivers took the green flag for the Can Am B Main and, despite the wind and a few sprinkles, Bland Marlowe came across first to take home the first place ribbon. He was followed across the line by Fred McIntosh, Mike Coffey, Jay Dodson, Dan Stover and Jimmy Mills.

A light shower had begun to fall by this time, but the Off Road boys went at it anyway. This reporter is not sure whether it helped or hurt their driving. Ron Jackson left the field behind to pick up his first victory of the season. Points leader Mike Coffey finished second, Jim Mills of Roanoke finished third and Lyn Buchannon of Beaverdam, VA, driving in the Randy Hall car, finished fourth.

It was then that the heavens opened up and the rains came... and came...and came. The Race Director and his committee decided that the track would not be usable for the rest of the day and that winners would be decided on the basis of their qualifying finishes.

This gave Jay Dodson the victory in NASCAR Class with a 43 lap qualifying run, and Pat Arrington picked up his second victory at the Richmond track in the Can Am class. The order of finishes were:

NASCAR A MAIN:

1. Jay Dodson
2. Brian Jackson
3. Mike Dayton
4. Tom Ferguson
5. Chris Wrenn
6. Bill Johnson

CAN AM A MAIN:

1. Pat Arrington
2. Tom Ferguson
3. Kevin Clemmons
4. Mike Dayton
5. Allan Cole
6. Charles Scott
7. Bill McDonald

OFF ROAD MAIN:

1. Ron Jackson
2. Mike Coffey
3. Jim Mills
4. Lyn Buchannon

WAGNER SETS RECORD, JACKSON & DAYTON ALSO TAKE WINS...

Richmond, VA

BOB WAGNER, after a week's layoff due to car problems, came roaring back to take an exciting win in the NASCAR "A" Main as the Richmond R/C Race Club held its third race date for the three classes: NASCAR Oval, CAN AM Road Course and Off Road.

Wagner, driving the Herb Fletcher engineered yellow No.10, fought off strong challenges by Chris Wrenn, and by Allan Cole to take his second victory of the season in record fashion as he turned in an amazing 49 laps on the 250' oval.

For most of the race Wagner, Wrenn and Cole ran in the same lap. All three led at one time or another during the race. Wrenn tangled with a slower car in the back stretch, which prevented him from taking his first checkered flag. As it was, the wreck allowed both Wagner and Cole to slip by and thus finishing in that order. Mike Dayton, Randy Hall and Spencer Wilkinson made a strong showing and they rounded out the rest of the field.

In the CAN AM "A" MAIN Mike Dayton, driving his black No.64 Lola, sped away to easily beat Scott Charles and Dr. Don Traywick to the finish line. Mike Coffey, Bill McDonald and Fred McIntosh rounded out the rest of the field. Early season points leader Wagner still had his car on the workbench and was not able to compete in this one.

In the OFF ROAD CLASS Ron Jackson from Mechanicsville, VA took his second consecutive win with his yellow No.4 Chenoweth buggy. (It was a good day for yellow

cars.) Mike Coffey continued to hold onto his points championship lead by finishing in second, and Al Cole, who bent an axle, finished third. Neal Coffey and Randy Hall rounded out the field.

In the NASCAR "B" Main, Bill McDonald saw his string of bad luck continue for yet another race as he burned out a resistor while leading the race. James Giles, in only his second start, logged in enough laps that, even though he ran out of power at the seven minute mark, he still was able to win over McDonald by one lap. Rookie Ron Brickhead finished third and Bill Johnson, after a bad first-turn accident, finished in fourth.

The race was sponsored by Bryan's Amoco and we would like to thank Mr. Bryan for his support of our club and the presentation of the trophies. We also like to thank BoLINK Industries for the prizes that were donated for the second place finishers.

RESULTS:

NASCAR A MAIN:

1. Bob Wagner
2. Allan Cole
3. Chris Wrenn
4. Mike Dayton
5. Randy Hall
6. Spencer Wilkinson

CAN AM A MAIN:

1. Mike Dayton
2. Charles Scott
3. Don Traywick
4. Mike Coffey
5. Bill McDonald
6. Fred McIntosh

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SOUTH JERSEY R/C... Stock GT Number 3

Report by Joe DiCara

WELL IT LOOKS LIKE WE'RE finally doing something right to appease the weather gods. We've managed to run THREE consecutive electric races without getting rained on. Looks like you guys who went out and bought R/C boats will have to trade them back in and get your R/C cars back on the road again.

Only 29 drivers showed up for what proved to be a very warm day at the track. Anyone who strung up a tent immediately found several very friendly drivers asking to share the

shade. The "Lobster Newberg" award for the day goes to Nicky Marino for enduring the whole day without shade.

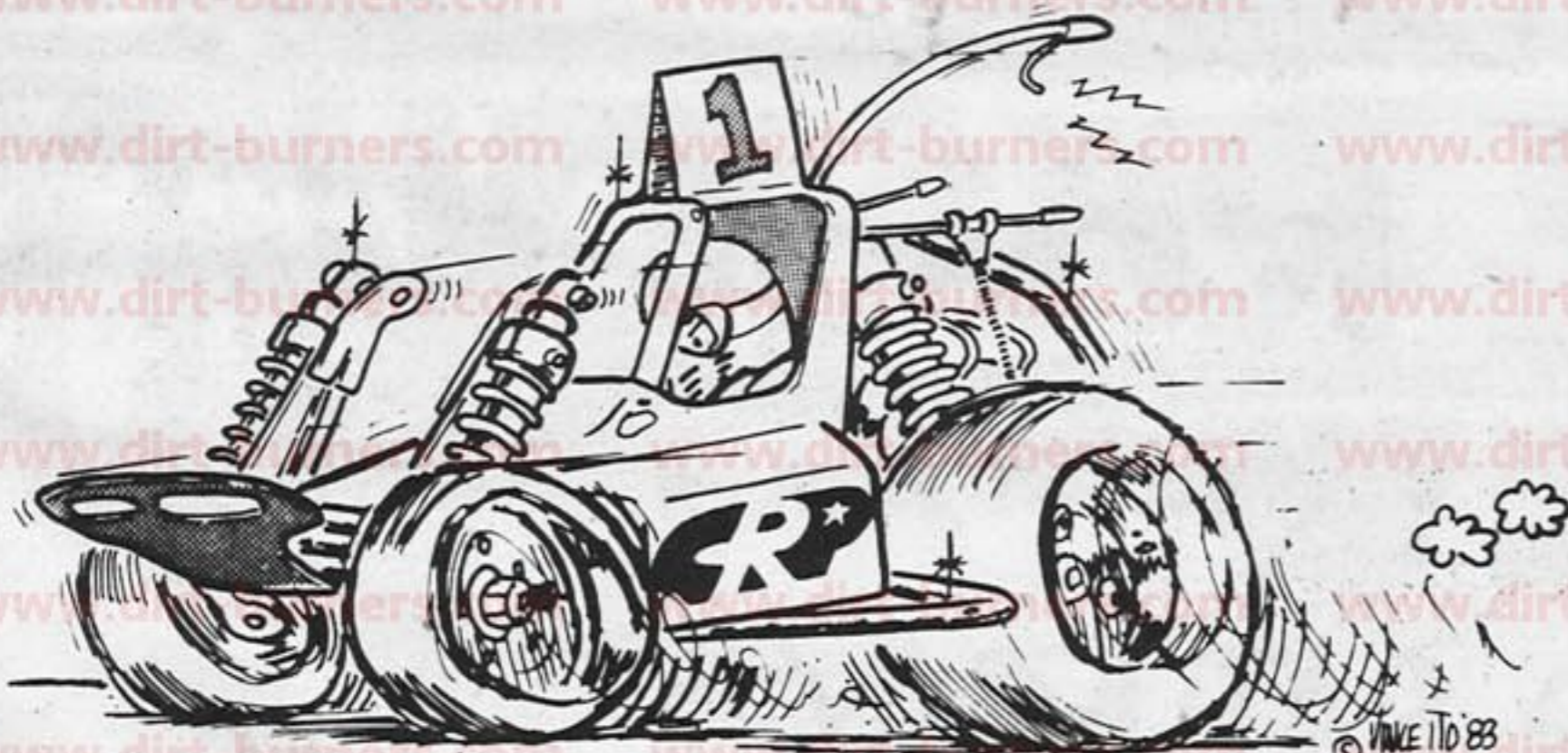
Concours judging ended in a two-way tie for first place between Bob Kuss with his green and blue striped Martini Lotus Europa, and Bob Vanelli, Sr. with a white and red Mazarati Ligier. Both very nicely done cars. Nick Piro placed third with a green, white, orange, etc. Porche.

During the first round there were some very close qualifying times. Nick Piro, Sr. set the early pace with

(contd. next page)



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1. Ron Jackson
2. Mike Coffey
3. Allan Cole
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5. Randy Hall

NASCAR B MAIN:

1. Jim Giles
2. Bill McDonald
3. Ron Brickhead
4. Bill Johnson



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a 25.5 lap round. Don Pyle, Sr. surpassed that pace with his 25.7 in his first run, only to be topped by a flying Bill Davis with a 26.4 lapper. Nick came back with a 26.2 lap run during his third time out to place himself in a solid second qualifying position and in the A Main. Joe DiCara, Donny Pyle, Tom Reidel (a guest from team Parma), Phil Pyle, and Ray Bojarski rounded out the qualifiers for the A Main. Good qualifying runs were also posted by Carl Ford, Bob Vanelli (Sr. & Jr.), Bob Kuss and Nick Piro.

Chris DiCara won the Novice Main with a 23 lap effort. Chris had an early battle with John Heim until John lost a wheel about 12 laps in the race. Russell Williams finished second with 20 laps, John third with 18 laps, and Matt DiCara fourth with a DNF after 1 lap. Chris' 21.4 qualifying run and 23 lap main would have been good enough to win the C Main. Watch out guys. Chris is getting ready to advance to the Amateur ranks.

The D MAIN was Nick Marino's. Since only one car would run in the D Main, Nick was allowed to run in the nine car C Main. The start of the race was truly incredible as most of the field got airborne from turn one to turn three. The field settled down after about two laps with Ron Fermano holding the lead and being followed by Larry Bishov and Rip Pinkston. Ron broke a battery wire at the 7 lap mark and dropped out. Larry took over the lead and was followed by Rip and Nick Marino. Larry held the lead for about two minutes until he had to make a quick pit stop for repairs. Rip took

over the lead and now he was followed by Nicky Piro and Paul Marziani. Larry got his car repaired and was back on the track but about three laps down. He managed to unlap himself but couldn't quite catch the leader. Paul's batteries dumped at about the 7 minute mark and just held off a late charge by Andrea Piro. The official finishing order was Rip, Larry, Paul, Andrea, Frank Heim, Sr. Winnie Morgan (first Amateur race), Cam Marziani, and Ron Fermano.

The B MAIN had somewhat a cleaner start. Carl Ford jumped off to an early lead, followed by the entire field. Bob Kuss challenged early but Carl managed to hold him off and slowly build up about a one-half lap lead. Positions 3 to 7 changed frequently as the Vanellis, Nick Piro, Russ Williams, and Ron Boorman battled for position. The order was Ford, Kuss, Vanelli, Sr., Piro, Jr., Vanelli, Jr., Williams, Boorman - until the 7 minute mark when Bob Kuss started losing batteries. Bob's half lap lead over third place quickly diminished as the field bunched up. Bob Vanelli, Jr. drove extremely well the last minute and managed to nip Bob Kuss for second place, about 20 feet shy of the finish line.

The A MAIN was a "typical" SJRCRA race. Every car was involved in at least one accident before turn 3. Ray Bojarski was in the lead going into turn two only to be destroyed by about three cars. Donny Pyle also got mangled early and spent the first three minutes storming back from 7th place. Nick Piro found himself in the early lead being chased by Joe DiCara, Bill

Davis and Tom Reidel. Nick suddenly realized he forgot the put his wing on and started suffering severe handling problems and slowly dropped back. Joe DiCara briefly took over the lead and held on to it until the three minute mark - when Donny Pyle blasted into the lead down the chute. Tom Reidel managed to hold on to a comfortable third followed by Bill Davis, Don, Sr., Phil Pyle, and Ray Bojarski. Number One managed to avoid the flying cars and slowly was able to move into fourth place at about the five minute mark. Bill Davis lost power and slowly dropped back. This allowed Don Pyle, Sr. to take over fifth and he was followed by Bill in 6th and Phil Pyle in 7th. Nick Piro continued to have handling problems and was unable to mount a late charge for the lead. The buzzer sounded with Donny Pyle the winner with 26 laps, Joe DiCara second also with 26 laps, Tom Reidel third one lap behind (25), then Number One-fourth also with 25 laps, Don, Sr., Bill Davis, Phil Pyle, and Nick Piro in that order.

Thus ended round three of the Stock Motor Championship. It was also the last required GT bodied race of the outdoor season. Several drivers voiced great pleasure over this. In three races, we've had three different A Main winners. Joe DiCara is the current leader in the Expert division with five drivers within 11 points off the lead. Phil Pyle is the current leader in the Amateur division. Nicky Piro is just 3 points back and positions 3rd through 10th are but a few points apart. Chris DiCara has been perfect so far winning three out of three

Novice division races. John Heim has given Chris some close competition. Russell Williams and Matt DiCara round out the Novice ranks.

J. DiCara

RESULTS

A MAIN:

1. D. Pyle, Jr...26 laps
2. J. DiCara...26
3. T. Reidel...25
4. R. Bojarski...25
5. D. Pyle, Sr. 24
6. B. Davis...24
7. P. Pyle...24
8. N. Piro, Sr...24

B MAIN:

1. C. Ford, Sr...25
2. B. Vanelli, Jr...24
3. B. Kuss...24
4. B. Vanelli, Sr...24
5. N. Piro, Jr...24
6. R. Williams...24
7. R. Boorman...23
8. J. Piro...DNS

C MAIN:

1. R. Pinkston...24
2. L. Bishov...22
3. P. Marziani...21
4. A. Piro...21
5. F. Heim, Sr...20
6. W. Morgan...19
7. C. Marziani...10
8. R. Fermano...7

D MAIN:

1. N. Marino...23

NOVICE MAIN:

1. C. DiCara...23
2. R. Williams...20
3. J. Heim...18
4. M. DiCara...1

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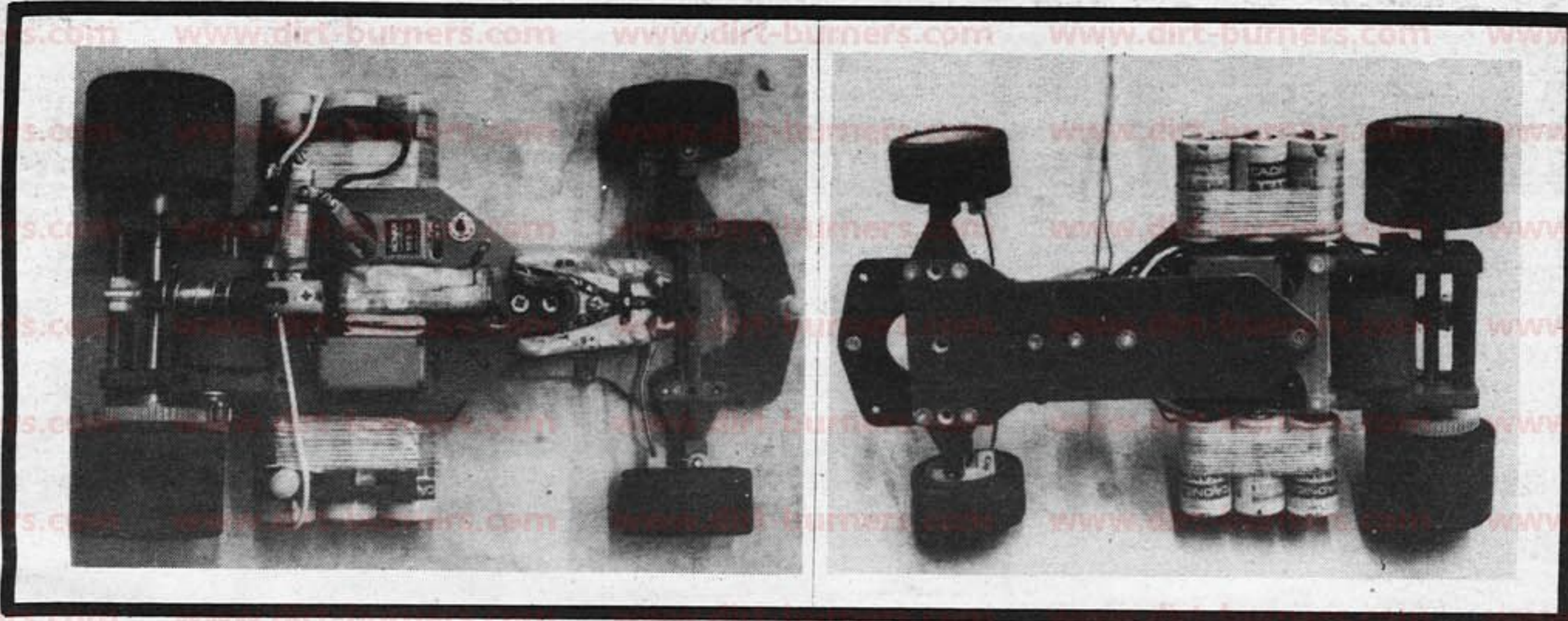
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R/CECC REPORT... July, Our Championship Season!

OFF ROAD Report by
Richard Ito

June 5, 1983
Hilo, Hawaii

THE BIG NEWS FOR JULY IS THE

Championships for both of our electric classes (1/10th and 1/12th). The Off Road Championships will be held on July 3, 1983 at the Keehi race site. Huge trophies and great prizes will be presented to ALL participants. If past championships are any indication, this year's race will provide good racing and a fun time

will be had by all.

JUNE OFF ROAD RACE:

Because I had to leave immediately following the main event, I will omit the usual blow-by-blow race reporting this month. Instead, I will comment on some random observations of the race or on the

racing in general.

It continues to be a pleasure to see so many new and so many young racers participating in our races. All you experienced racers please take some time to help the new racers and make them feel comfortable. Remember the basic premise of our club... To Have Fun. Notice, I did not say "to win", the basic premise of our club is for everyone to have fun.

These new racers continue to improve. Eleven year-old Brian Wong again won the "crash and burn" event. Ike Bulay took a third in the very tough A Modified. Elipidio Paquilgan placed third in the B Mod with second time racer Rudy Stamm placing fourth. Brian Wong took third in A Stock with Ron Goo, Dennis Pfeiffer and Sam Vierra placing first to third in the B Stock. It was also a pleasure seeing another female racer, Dolly Ching, participating among the guys.

A special "Wild Willy" race was held with five cars entered. Gene Niihau won this first ever event. These cars are fun to watch and are very fast in the straights, but those turns...

The Open and Stock A Mains deserve special mention. Cloooooose racing! Both mains ended with five cars on the same lap. Listed below are the results of the race.

R.I.

RESULTS

STOCK A MAIN:

1. Richard Ito...(14.2 Qlfy) 15 laps
2. Damon Wilcox...(13.4) 15
3. Brian Wong...(11.5) 15
4. Gary Isono...(12.4) 15
5. John Suwada...(12.1) 15
6. Ed Sonoda...(12.5) 13
7. Bobby Nahinu...(13.5) 13
8. Benny Padilla...(12.5) DNS

STOCK B MAIN:

1. Ron Goo...(11.5) 12
2. Dennis Pfeiffer...(11.5) 12
3. Sam Vierra...(11.0) 11
4. Lawrence...(9.5) 11
5. Dolly Ching...(5.3) 9
6. Darren Wada...(11.3) 8
7. Rich Robertson...(11.5) DNS
8. Tom Hipolito...(10.4) DNS
9. Kenny Tom...(6.4) DNS
10. Andrew Gomes...(4.0) DNS

MODIFIED A MAIN:

1. Gene Niihau...(16.3) 17
2. Brian Omori...(14.2) 17
3. Ike Bulay...(13.5) 15
4. Billy Calzo...(15.4) 15
5. Norman Uyeno...(12.5) 12
6. Cory Chock...(12.7) 3
7. Ron Galang...(15.2) 1

MODIFIED B MAIN:

1. Ed Sonoda...(11.4) 13
2. Steven Ome...(12.4) 13
3. Elipidio Paquilgan...(12.5) 12
4. Rudy Stamm...(12.1) 12
5. Lynda Kawamae...(11.4) 11
6. Walter Joyce...(11.5) 11
7. Joe Kaanapu...(1.0) DNS

OPEN MAIN:

1. Glenn Kawamae...(12.2) 13
2. Gene Niihau...(12.3) 13
3. Earl Honbo...(12.1) 13
4. Billy Calzo...(12.2) 13
5. Cory Chock...(10.2) 13
6. Brian Omori...(12.1) 12
7. Kabibi...(0.0) 7
8. Gary Shouk...(9.3) 4
9. Ryan Honbo...(11.1) DNF
10. Joe Kaanapu...(2.0) DNS

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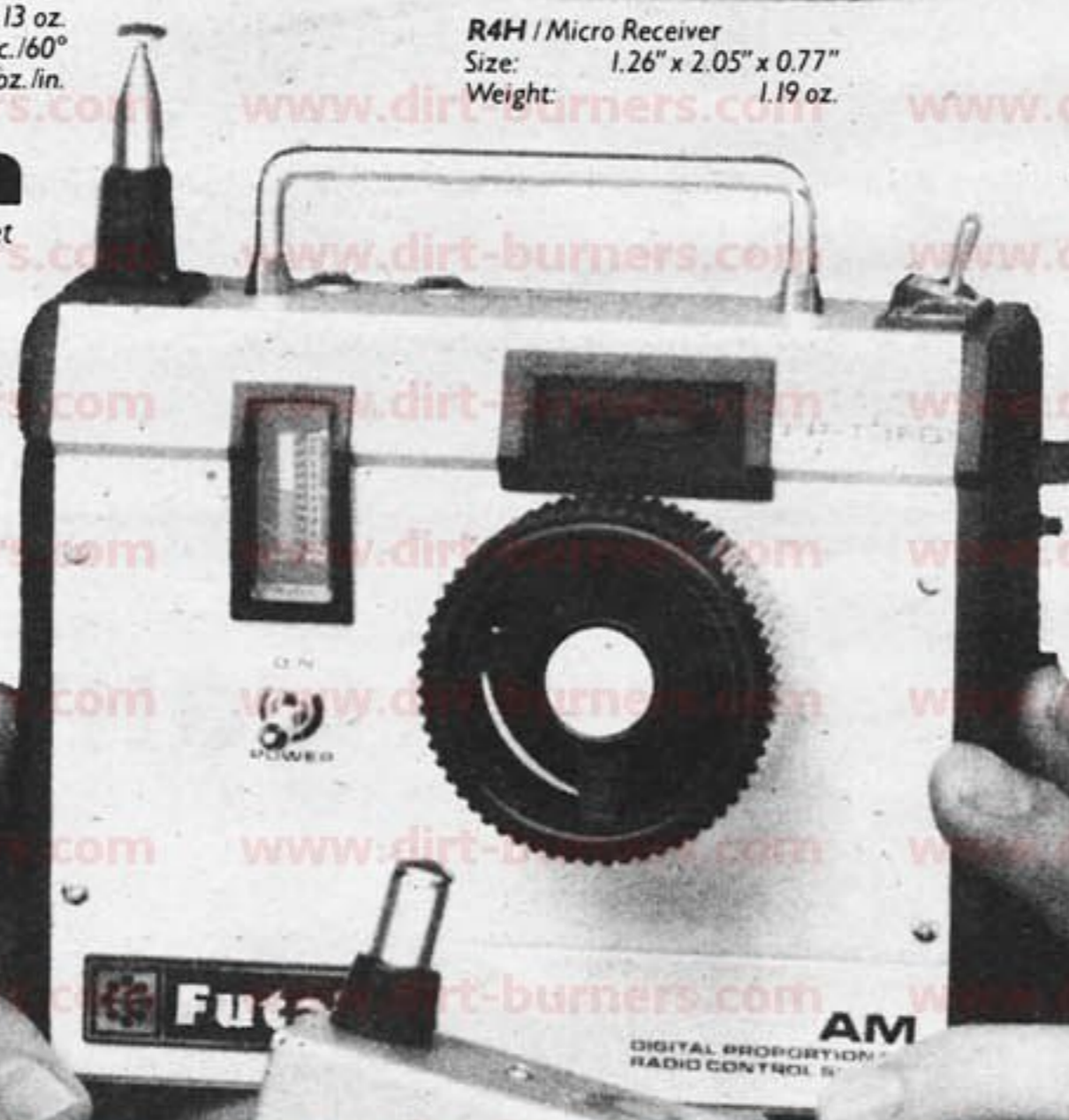
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9th Annual MINI-INDY "500" - GAS

Report by Bob Leckron

June 4-5, 1983
Indianapolis, Indiana

THE NINTH ANNUAL MINI-INDY "500" was held at the Castleton Square Mall in Indianapolis, Indiana. For the first eight years of its existence, this race was only for 1/8 scale open-wheeled cars. This year, a separate division was added for 1/12 scale American GT cars.

The turnout was considerably smaller than expected, probably due to the postponement of the race from its original April date. Another factor may have been the reluctance of 1/8 scale drivers to subject their suspension cars to the dangers of Oval racing.

Friday's scheduled Open practice was rained out, so the 11 gas cars and 12 electrics took to the track for the first time not until Saturday morning. The huge 1/10 mile oval was a new experience for most of the 1/12 scale drivers, but after a few practice runs, they were finding the fast way around. Practice times were in the 15 second range for electrics, while the gas cars were running about 11 second laps.

Qualifying Heats were 5 minutes long for the gas cars and 8 minutes for the electrics, with some rather long intermissions for the electrics for battery charging. Three rounds of qualifying were run on Saturday, with the fourth round on Sunday.

Alan Bales set the pace for the electric cars with a run of 33 laps - 5 sections (33.5) in the first round. He was followed by Ivan Brown and

John Gravett, the only two other drivers over 30 laps. No one was able to beat Bales' time in the second or third rounds but Ivan Brown moved up to a 32.2 to hold second, while Greg McFern moved up to third.

The final qualifying round saw a major change in the standings. John Huron added a longer antenna to his BoLink car during the final practice session which cured his radio problems and thus enabled him to run a 34.19 to take Top Qualifying electric honors. Bales' time held up for second place, followed by Brown, McFern, Garvett and Wilkie Wilkinson.

In the 1/8 scale division, Bob Leckron led the first two rounds with a 27.2 lap run in five minutes, with Kevin Yelle right behind him at 27.1. Bob Yelle then ran a 27.9 to take the lead after round three. But Yelle's son, Kevin, came back to take the Top Qualifier honors with a 28.12 in the fourth round. Tom Wisvader moved up to second with his 27.9, and he was followed by Bob Yelle, Leckron, and Jim Garbo.

CONCOURS judging was held before the mains got underway. John Huron took the 1/12th scale honors with a green and white ASA Camaro, while Murray Pipchok took the 1/8th scale prize with a Penske PC-10 painted to match the Machinists Union car driven by Roger Mears in CART events. Pipchok's car featured a dual rear wing as used by the original car on shorter tracks.

THE B MAIN electric was run first with four cars taking the green flag. Lee Besett of Indianapolis led almost all the way winning with a time of 33.0 laps - almost five laps better than his best qualifier. Doug Bennett of Williamson, Michigan finished second at 29.3, while Bob Leonard was third at 27.19. Leonard ran second for much of the race but suffered body problems near the end and fell to third. Bob Spencer ran a 26.19 for fourth. John Kinkead did not start due to a broken chassis, while Ralph Spencer qualified Saturday but did not race on Sunday due to his daughter's graduation.

THE B MAIN gas was next. Murray Pipchok took the early lead with Al Rovel, Jeff Leckron and Mike Monday close behind. Jeff was gaining on the leaders after an early pit stop when his throttle servo failed on lap 41 putting him into the boards and out of the race. Monday made several pitstops for engine adjustments, leaving Rovel alone in second. Pipchok lead until lap 68 when a crash put him out of the race. Rovel took over the lead at this point and stayed out of trouble the rest of the way to take the win, after 100 laps. Monday was second with 86.11 laps, followed by David Kryszak, Pipchok, Leckron, and John Kinkead.

Next up was the Electric A MAIN.

Alan Bales had skipped his last three qualifying runs figuring correctly that his first run would put him in the A Main. Bales' strategy paid off as he ran 34.9 laps to win by nearly a lap. In a three-way battle for the second spot were Greg McFern who held off Ivan Brown and John Huron with less than a straightaway separating them. Willie Wilkinson and John Gravett took fifth and sixth.

The final event of the day was the A MAIN for 1/8 scale gas cars. Five cars were scheduled to start the 100 lap event, but only three were able to start. Bob Leckron was out due to the radio failure of Jeff Leckron's car in the B Main (they were both driving the same car). Jim Garbo tried to get into the race several times but made it only as far as the second turn before his engine failed. This left only Kevin Yelle, Tom Wisvader and Bob Yelle to run for the A MAIN trophy. Three different types of cars were represented Kevin Yelle had a Serpent flat-pan car, Wisvader drove a Marker flat-pan and Bob Yelle had a Delta Eagle suspension car.

Bob Yelle fell back early in the race with overheating problems caused by a broken pressure fitting on the exhaust, Wisvader and Kevin Yelle ran strongly throughout the early portion of the race but Wisvader had some long pit stops for adjustments about half way through the race. This left Kevin Yelle with a comfortable lead and he cruised to victory with 100 laps in 1082.7 seconds - a pace slightly slower than his qualifying time. Wisvader took second with 91 laps and Bob Yelle was third with 84 laps. John Kinkead, the only driver to enter both 1/8 and 1/12 scale events, was given the Annual Sportsmanship Award.

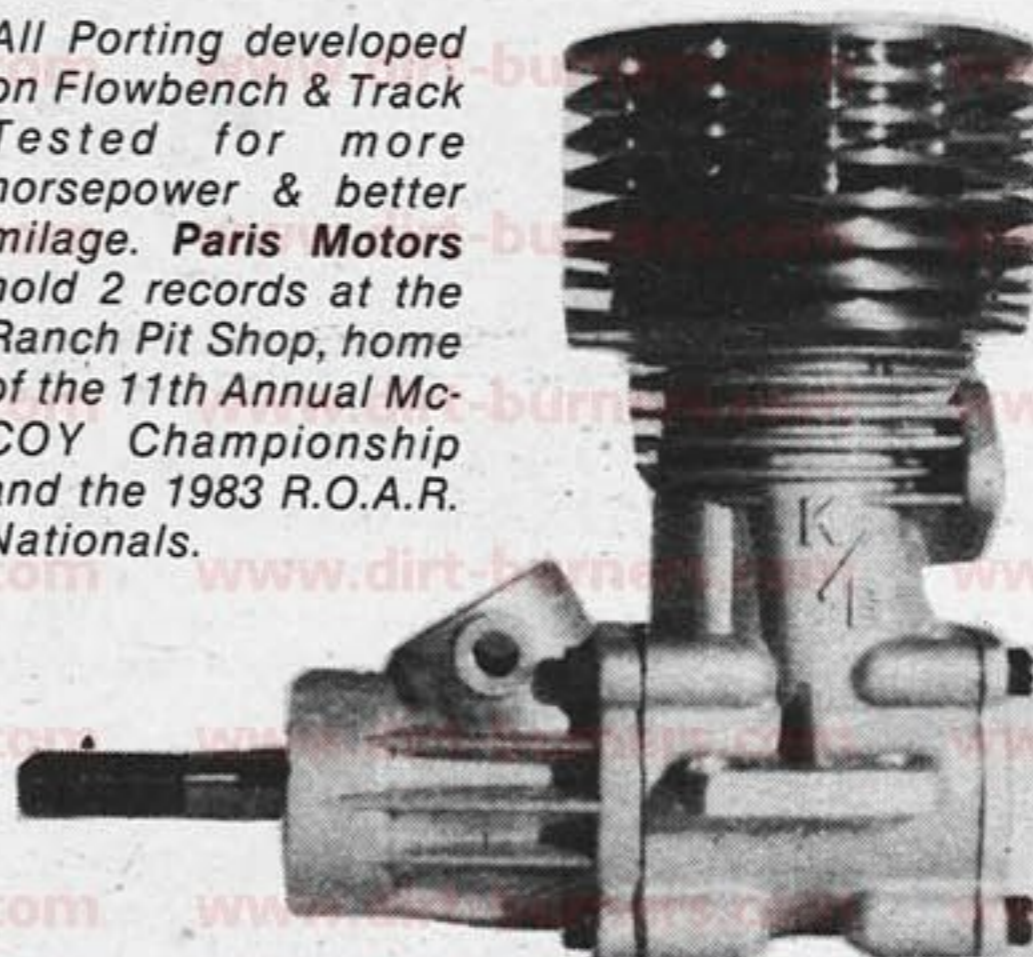
Bob Leckron

RESULTS

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A MAIN - GAS:

1. Kevin Yelle...100 laps
2. Tom Wisvader...91
3. Bob Yelle...84
4. Jim Garbo... 5
5. Bob Leckron...DNS

A MAIN - ELECTRIC:

1. Alan Bales...34.9 laps
2. Greg McFern...33.19
3. Ivan Brown...33.16
4. John Huron...33.11
5. Wilkie Wilkinson...27.9
6. John Gravett...24.0

B MAIN - GAS:

1. Al Rovel...100
2. Mike Monday...86.11
3. David Kryszak...79
4. Murray Pipchok...68
5. Jeff Leckron...41
6. John Kinkead...40

B MAIN - ELECTRIC:

1. Lee Besett...33.0
2. Doug Bennett...29.3
3. Bob Leonard...27.19
4. Bob Spencer...26.19
5. John Kinkead...DNS
6. Ralph Spencer...DNS

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New Del Mar Track Proves to be Fast and ready for the ORRCA NATS!



Story by Kirk Naylor
Photos by Chris Connolly

July 9, 1983
Del Mar, CA

PREPARING FOR THE ORRCA NATIONALS WHICH ARE JUST AROUND THE CORNER (AUGUST 24-28), DEL MAR'S RESIDENT Manager and one of the sport's top drivers, Eric Grisham unveiled or previewed the Nationals track.

The track (which had been shut down for a couple of weeks) was just completed for Del Mar's Friday night Series racing and although several jumps and hoop-de-doo's are still to be placed in the infield, the major portion of the track was completed.

The overall size of the track has been cut down somewhat, although by adding more running on both ends of the oval, the off road course

still remains almost as long. The Oval itself has been cut down by about 20 percent for future racing but it should have no affect for the Nationals. The width of the track still remains the same and it's still fairly wide, giving every body plenty of room to pass.

It's a faster course, especially this weekend where some of the bumps have yet to be placed. As you come out of the infield, at about the start of turn 3 of the oval, you've got plenty of room to go on "full-throttle" and slide all around turn 4 of the oval, past the driver's stand on the straight, take turn 1 and 2 of the oval and quickly shut-off and "dive in" into the infield. The layout very much resembles the "old" Ranch Raceway track in Colton (for some of the old timers of the sport). The "big" Ascot-type jump is still there but I understand that a new wrinkle is going to be added to the jump. The dirt is very clean with very few rocks (almost none at all) but it does change composition at a cou-

ple of places. It turns from solid, well packed dirt, to very soft, almost silty at a couple of turns - good variety for off road racing. Water is readily available and the track was kept pretty much watered throughout, although even when it's dry, the cushion on top can still hold some traction.

Eric and Greg Parrocha and a few of the local Del Mar racers (and Giti Gowland also) really put in a lot of muscle to get the track ready for this weekend.

On hand was a small but very impressive field of racers (many didn't know that it was going to be ready for this weekend). Some of the guys from the San Fernando Valley and beyond (Willie Melancon and Nelson Kracke) were on hand. Also Lou and Lonnie Peralta (Lou's first

smooth, but because of the short entry (about 35), a break was given after every qualifying round. There were three qualifiers for the Stock, Modified and Open class racers.

Top Qualifier in the Modified class was Willie Melancon (RCH) who, after four (4) minutes, logged 14 laps in 4:15.183. In fact, he was the only driver all day to go over into the 14 lap mark, this including all the Open class cars. Whatever Willie did to make his car go that fast with a stock motor was enough to take the TQ spot. I think it was also his driving. He's definitely driving much smoother and cleaner since we last saw him.

While Melancon was unstoppable during qualifying, he came to a dead halt in the A MAIN as his receiver battery went dead and he was out.



race in a long time). From L.A., Eustace Moore made his presence known. From Costa Mesa were Mike and Marilyn Larson, plus some of the top racers from the San Diego, Chula Vista area. Carl Thompson made it but couldn't get his new car ready to run.

Racing got started under perfectly blue skies and temperatures hovering around 85 degrees. The sea breeze kept things perfect to take your shirt off but not get too burned. The usage of the computer kept things running very

Eustace Moore, who had qualified third best with his M.I.P./IRS suspension "Predator" car, came to the forefront, right at the start and no one could catch him.

Eustace has been spending a lot of time getting his car to work. Tooling and re-tooling to get that gear box, and shocks, and chassis all to work in concert with each other. Well, I think he's finally done it. That car works as good as any car we've seen around. In fact there were several racers there today sporting an M.I.P. transmission on their



Dwayne Whisler, car 11 (top left) flew into Stock A Main. Eustace Moore, car 0 (top right) took his "Predator" to the top of the Modified A Main. Start of the Stock A Main (above). Start of the Modified A Main. Photo Connolly.

Tamiyas and Cox cars that seemd to be very happy with it.

Second place in the Modified A Main went to Nelson Kracke (RCH) who got close to Moore but never really challenged. Third went to Bill Heiron, a local racer who had plenty of power but at times got a bit loose.

"Rocky" won the B "bump" MAIN and as such was able to compete in the A Main. Placing second in the B was Stan Scot, also another of the local racers who came close to taking the win. Third went to Chula Vista Hobbies' Mike Styles and he was followed by Tim Klages.

In the STOCK Class Top Qualifier was Dwayne Whisler with

when he qualified with 13/4:00.570! Second best and a couple of seconds back was team mate (RCH) Willie Melancon who had 13/4:02.179. Noteworthy here is the fact that Melancon was using the same car that he had made 14 laps with, except that he had replaced the stock motor with an open motor... hmm!

Third best qualifier was Lou Peralta who came to watch and wound up borrowing the MIP "Predator" car of Eustace Moore. We heard the latest poop that they, Lou and Eustace, may be competing as a team with Eustace driving in the Modified class, while Lou will

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drive in the Open with the same car. If Lou gets through with it and the car still runs, you can bet that Eustace has a fine car.

Definitely one of the fastest Open cars in the field was that of Giti Gowland's but he had some problems getting those ponies to settle down. He flew, but sometimes off the course.

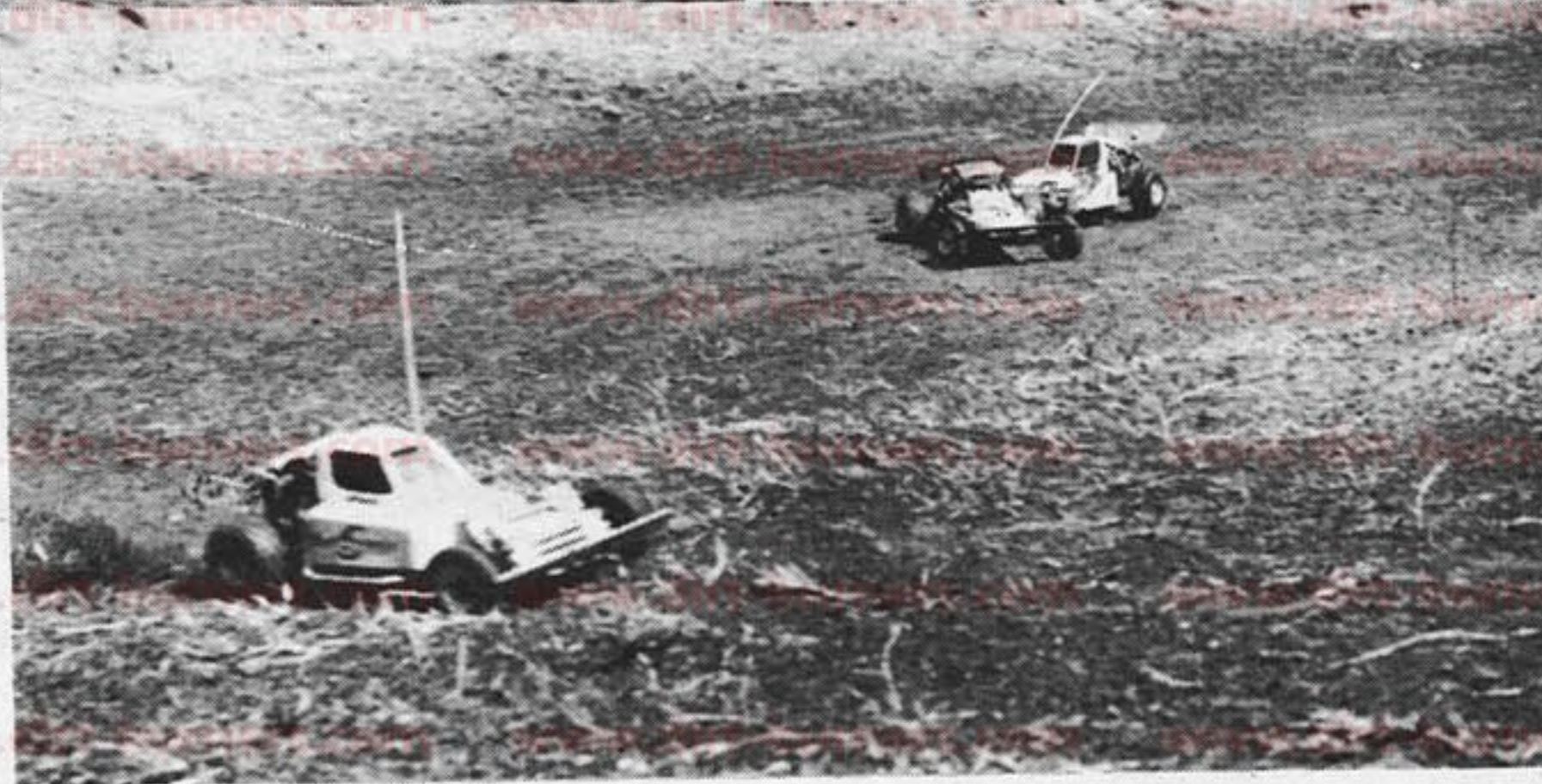
The start of the OPEN A main had all the mistery of a train hitting a parked car... none. Everybody knew

that cars were going to fly at turn 1. Surprise! It was a very clean start with all the cars making it through turns one and two of the oval and even through the hard left-hander into the infield.

Willie Melancon immediately placed himself in the lead' and already pulling away with the rest of the pack playing "bump 'n grind" trying to find their spot. Mike Larson (who had "bumped up" from the B (contd. next page)

12/4:11.236. He narrowly edged out Don Denny who also had 12 laps with 4:11.531. As a result Dwayne went on to win the STOCK A MAIN and Denny placed second. Third went to Marilyn Larson who slowly and patiently picked her way through traffic and avoided collisions.

In the OPEN class, with all the power and thrust of those hot motors, still there was no one that made 14 laps. Coming closest to it and winding up as the Top Qualifier for the class was Nelson Kracke (RCH) who just missed going 14 laps



Don Denny (top left) really getting the power to the ground with his Stock COX. Willie "The Mouth" Melancon, car 5 (above) led all the way in the Open A Main. Photo Connolly.



Nelson Kracke (6) leading Rocky (27) into the infield.

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Main) came out of it in second and he was followed by Kracke, Gowland, Rocky and Peralta. By lap two Melancon was stretching his lead but this time Peralta had taken the MIP car and made a couple of nice moves to dive into third behind Larson. Larson fishtailed and Peralta got close but then the MIP lost a motor wire and was out. In the meantime, Gowland had asserted himself into third and had started to make a move on second. But the first three drivers' skills seemed to be fairly equal and, since none of them made any mistakes, except for Giti Gowland flying past a turn once in a while, that was the order of finish. Melancon in first, Larson second and Gowland third, with the ever consistent Kracke in fourth.

The B Main was won by Mike Larson (who moved up) and second went to Mike Styles. In third was Ron Allen and he was followed by Lonnie Peralta, who had nothing but car troubles all day (what's new?).

CLOSING OBSERVATIONS:

The track was fast, but I don't think it's going to be that fast come the Nationals. I'm sure you'll find a couple bumps here and there to make you work for your win.

The new shape of the track (with

both sides of the oval being used) gives you a bit of breathing room and plenty of room to pass and also to settle down before you get into the tight stuff.

The infield is wide enough (about 10 feet lanes) to pass but you do have to work not to overshoot the turns.

There are plenty of burms all around the oval and in some spots in the infield that can be used for a faster line.

I understand that "sod" (grass) is being placed all around the perimeter of the track and in the infield surrounding the course so that any course cutting should be eliminated. We saw plenty of that this weekend - not intentional, but



Mike Larson "bumped" up from the B Open Main to challenge for the lead in the A. He wound up in a very strong second. Photo Connolly.

nevertheless, regularly done.

There's plenty of room for everyone so the large crowd that is expected should have plenty of room for all their wares.

The computer worked quite well and by the Nationals, all the added memory should be installed to automatically compute the mains.

There are several races left at Del Mar and the track is open for practice, so if you plan to attend the Nationals you should definitely drive the track.

Lastly, why did the Modified cars, with stock motors go as fast, and in one case faster, than the Open class cars? Think about it!

Kirk Naylor

RESULTS

OPEN A MAIN:

1. Willie Melancon...14/4:13.425
2. Mike Larson...13/4:07.873
3. Giti Gowland...12/4:06.721
4. Nelson Kracke...12/4:16.270
5. Rocky...11/4:11.626
6. Lou Peralta...DNF

OPEN B MAIN:

1. Mike Styles...13/4:20.814
2. Ron Allen...12/4:07.539
3. Lonnie Peralta...7/4:08.080

STOCK A MAIN:

1. Dwayne Whisler...12/4:04.928
2. Don Denny...12/4:16.442
3. Marilyn Larson...11/4:00.843
4. Larry Grant...11/4:06.358
5. Bret Hutchinson...11/4:22.138
6. David McGrath...9/4:10.517
7. Tom Dean...9/4:17.545

MODIFIED A MAIN:

1. Eustace Moore...13/4:06.731
2. Nelson Kracke...13/4:11.726
3. Bill Heiron...13/4:11.927
4. Mike Davis...13/4:16.402
5. Rocky...12/4:10.581
6. John Rathjen...11/4:01.252
7. Kim Rethwish...DNF
8. Willie Melancon...DNF

MODIFIED B MAIN:

1. Stan Scot...12/4:05.710
2. Mike Styles...11/3:47.777
3. Tim Klages...10/4:13.592

Taidiello (Italy) World Champ... or is it Lecat of France?

LATE NEWS FROM FRANCE:

Things were kind of sketchy when we finally got our 15th call through to Carnoux, France. We had spoken to Gene Husting about three hours before the Finals, and Ralphie Burch, Jr. was still the T.Q. man. But when we were finally able to reach the Carnoux track again, after trying all day on Saturday July 9, Husting had already left and we were only able to get the following information from an English gentleman there who had been one of the commentators:

Ernesto Taidiello of Italy, driving an S.G. car won the World Championships in 1/8th Gas. Apparently, he took over when Rody Roen, after leading for most of the race, was knocked out several times by Englishman Phil Greeno who wouldn't let Roen pass him. The early leader for the first five minutes of the one-hour World Final race was Ralph Burch. He seemed to be running very strong, but the two-speed transmission bearing froze up and he was not able to return.

The highest placement for an American was none other than Dana Smeltzer (Assoc/McCoy/K&B) who placed a very creditable 4th place in the World! Dana, coming off an impressive show at the McCoy race where he T.Q'ed, must have had all the right things working.

We understand that the difference between the Italian world champion, Taidiello and second place, David Lucat of France (PB), was less than one second! It must have been a hum-dinger.

As we understand it the first four places were by four different makes of cars. First was an S.G., second was a PB car, third was a Serpent, and fourth was an Associated.

At press time and through various telephone calls, this is the official order of finish at the 1983 Gas World Championships:

1. Ernesto Taidiello (Italy) S.G. 160 laps
2. David Lecat (France) PB
3. Rody Roen (Holland) SERPENT
4. Dana Smeltzer (U.S.A.) ASSOCIATED
5. Gary Colbert (G.B.)
6. Phil Greeno (G.B.)
7. Peter Bervoets (HOLLAND) SERPENT
8. Orazi (Italy)
9. Gulio Gheri (Italy)
10. Ralph Burch, Jr. (USA) ASSOCIATED

Unconfirmed was the fact that former World Champion Art Carbonell was doing extremely well through the Semi-final round holding 5th best qualifier, but broke or ran out of fuel and did not make the final cut.

LATE, LATE WORD is the fact that Taidiello was declared the World Champ by the promoters, but IFMAR (the world sanctioning body) says no! There's a discrepancy in the lap count and according to IFMAR, Lecat may be the World Champ! More next issue.

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JULY 23-24

Del Val, Lake Magnolia, Bristol, PA. Record Trials. Ruedy Oreskovich (215) 586-8829.

JULY 30 - AUGUST 6

NAMBA NATIONALS. Canadian Marine Modelers, Burnaby Lake, Burnaby, B.C. J.M. Fraser (604) 467-3580. PRE ENTRIES ONLY. Come to watch anyways.

JULY 31

Anchorage R/C Model Boat Assoc. Big Lake, Mat Su, Alaska. Dist 11 pts. R.T., Off Shore, Outb., Enduro. Jim Raffuse (907) 243-2643.

AUGUST 6-7

Clovis Model Boat Club. Greenacres Lake, Clovis, N.M. Dist 7 pts. Enduro, Heat, Outb., SC, Sport 40. Dick Sander (505) 762-5393.

AUGUST 7

Anchorage R/C Model Boat Assoc. Lake Taku, Anchorage, AK. Dist 11 pts. R.T., Enduro, Offshore, Outb. James Pusley (907) 330-4175.

AUGUST 6-7

Del Val, Magnolia Lake, Bristol, PA. Dist 1 pts. Heat racing. Rudy Oreskovich (215) 586-8829.

AUGUST 14

Seattle Model Yacht Club. Kent Lagoon, Kent, WA. Heat, Offshore, Sport 40. Bill Hornell (206) 226-7454.

AUGUST 20-21

Chinook Model Boat Racing - Thunderboat Ragatta Trophy, Lake Carburn, Calgary, Alta. Dist 16 dbl pts. Heat, Outb. Sport 40. Eric Himel (403) 654-2214.

AUGUST 20-21

Basin Aquanuts, City Park, Andrews, TX Dist 7 pts. Heat, Outb. Unltd. Sport 40. Kelly Wilson (915) 523-2882.

AUGUST 20-21

Snivlers/Alie Racing Team. Legg Lake, So. El Monte, CA Dist 19 pts. Enduro, Outb. Norm Teague (213) 987-3237.

AUGUST 20-21

Capitol RC'ers, Pentagon Lagoon, Washington, D.C. Dist 1 pts. Heat Racing. Charles Wormiey, (202) 829-2681.

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AUG.----- 14

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OCT.----- 9

NOV.---- 13

DEC.---- 11

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JULY 17 - 1/8 Gas Can Am
JULY 17 - Off Road at ATCO
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JULY 29 - 1/12 Oval No.2 ASA
JULY 31 - Inter-club No.3 at MARA

1/12 ELECTRIC:

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

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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.

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(contd. next page)

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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

FRIDAY NIGHT (8 pm): FUN Oval. Entry \$5.00 "Run what you bring!" Open. Trophies!
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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!
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- SEP 24-25** - Calif. State Champ Series at Del Mote Mall, Monterey
- OCT 9** - GT/Prod-Stock, at Hobby Depot, Antioch
- NOV 13** - GT/Prod-Mod, at Cad-dingtown Mall, Santa Rosa
- DEC 11** - GT/Prod-Stock, at Hobbies Galore, Santa Clara

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- JULY 17** - Can Am (Make up)
- AUG 6-7** - Can Am Rafion 1 Champs
- AUG 21** - Open Wheel
- SEP 11** - Can Am
- SEP 18** - GP5 Sport
- OCT 9** - Open Wheel
- OCT 23** - Cam Am

1/10 OFF ROAD 6-Cell:

- JUL 24** - Baja & Oval
- JUL 31** - Baja & Oval
- AUG 14** - 500 Lap Endurance Baja
- AUG 28** - Oval Flemington Fairgrounds
- SEP 04** - Oval Flemington Fairgrounds
- SEP 25** - Baja & Oval
- OCT 2** - Baja & Oval
- OCT 16** - Baja & Oval
- OCT 30** - Baja & Oval

SO. CAL 1/12 SERIES

- 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

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:

- 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 Cor-



THE R.A.M.S.
15th ANNUAL
WEST COAST
CHAMPIONSHIPS
LABOR DAY WEEKEND
SEPTEMBER 3 & 4, 1983
R.O.A.R. RULES
HEART OF AMERICA
A - B - C



Town & Country
Shopping Village
San Jose, California

Entry Fee: \$15.00 *Late Entry Fee: \$20.00 Open Class ----- Can-Am Bodies

* TROPHY DASH * CONCOURS * 1st THRU 3rd Trophies Each Main *

Participation Plaques for ALL Entries
Number will be assigned & provided. MUST HAVE WHITE BACKGROUND.

<p>Saturday, September 3, 1983</p> <p>8:00 a.m. - Registration 9:15 a.m. - Driver's Meeting 9:30 a.m. - Controlled Practice 11:30 a.m. - Lunch Break (Track Closed) 12:30 p.m. - Qualifying (3 rounds) 1:30 p.m. - OPEN PRACTICE (Time approx. after qualifying) 7:30 p.m. - Main's Posted</p>	<p>Sunday, September 4, 1983</p> <p>8:30 a.m. - Controlled Practice 10:00 a.m. - Driver's Meeting 10:30 a.m. - Begin Mains 12:00 p.m. - Lunch Break 12:30 p.m. - Continue Mains 6:30 p.m. - Awards (time approx.)</p>
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*Entries must be received by August 21, 1983 to avoid Late Entry Fee.
Make checks payable to R.A.M.S. and mail to: R.A.M.S., 35826 Orleans Drive, Newark, California 94560

-- ENTRY FORM --

NAME: _____ P.O.A.R. # _____
ADDRESS: _____ ZIP: _____
FREQUENCY: 1st: _____ 2nd: _____ 3rd: _____
HOME #: _____ CAR: _____ ENGINE: _____

FOR MORE INFORMATION CALL (415) 566-1022

ner 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

1/12 ELECTRIC

First Sunday major race. Second Sunday Club race. 7:30 am - Start 9:30 am.

1/10 OFF ROAD

Every Friday night. Sign up 6:00 pm, race 7:00 pm. Entry \$5.00.
Large driver's stand, pits and 110V available. Large Shop and snacks. Open 7 days for practice.

CHICAGO R/C CAR CLUB

1/8th - 1983 Schedule

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.

THIS SPACE IS FOR YOU!!

CLUBS - TRACKS: People won't come to your race if they don't know about it. Why not tell them about it in our **CALENDAR SECTION!**

Send info to:
R/C NEWS CALENDAR
P.O. Box 6246
Woodland Hills, CA 91365
(213) 340-5750

REGION 3 CHAMPIONSHIP

CHICAGO, ILLINOIS

SEPTEMBER 3 & 4, 1983

1/8 SCALE GAS - OPEN/SUPERSTOCK

HOST CLUB: CHICAGO RADIO CAR CLUB

RACING FORMAT: HEART OF AMERICA

RULES: R.O.A.R. - MIDWEST SERIES MODIFIED

OPEN I.S. & FLATPAN RUN TOGETHER

SUPERSTOCK ANY G.T. BODY NO FUEL RESTRICTIONS

AWARDS: TROPHIES, PLACQUES AND MERCHANDISE

ENTRY FEE: \$12.00 AT TRACKSIDE

ADDITIONAL INFORMATION FOR THIS RACE WILL BE SENT TO REGION 3 CLUBS; OR CALL AL ROVEL 312-665-8935



1983 Florida Winternational ASSOCIATED DOMINATES

1/12 ELECTRICS - 96 ENTRIES



Mike Toland - 1st Place



Re-Pete Fusco - Top Qualifier

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.

"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

1/8 GAS - 136 Entries

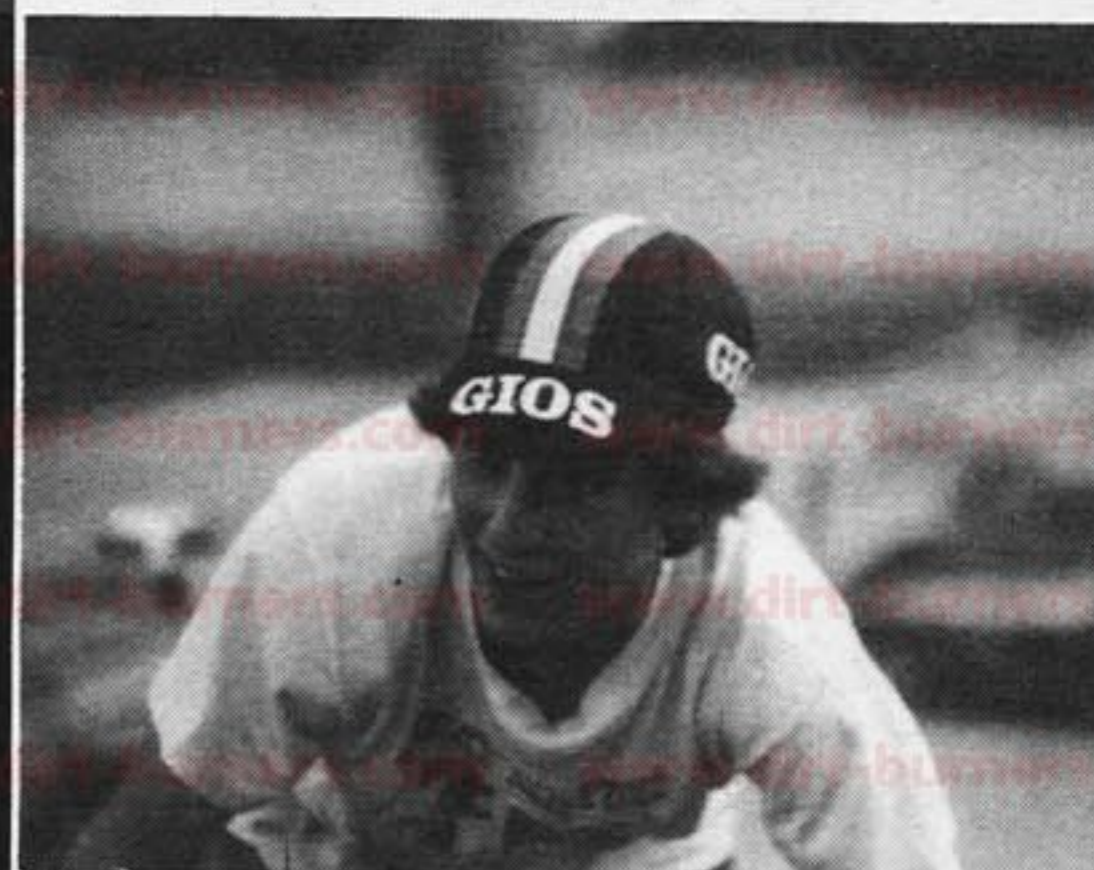


Rich Lee, 3rd Place "A" Main - Ralphie Burch, Jr., Winner "A" Main & Curtis Husting, Top Qualifier & 2nd Place "A" Main. All Racing ASSOCIATED RC 500 Suspension Cars.

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.

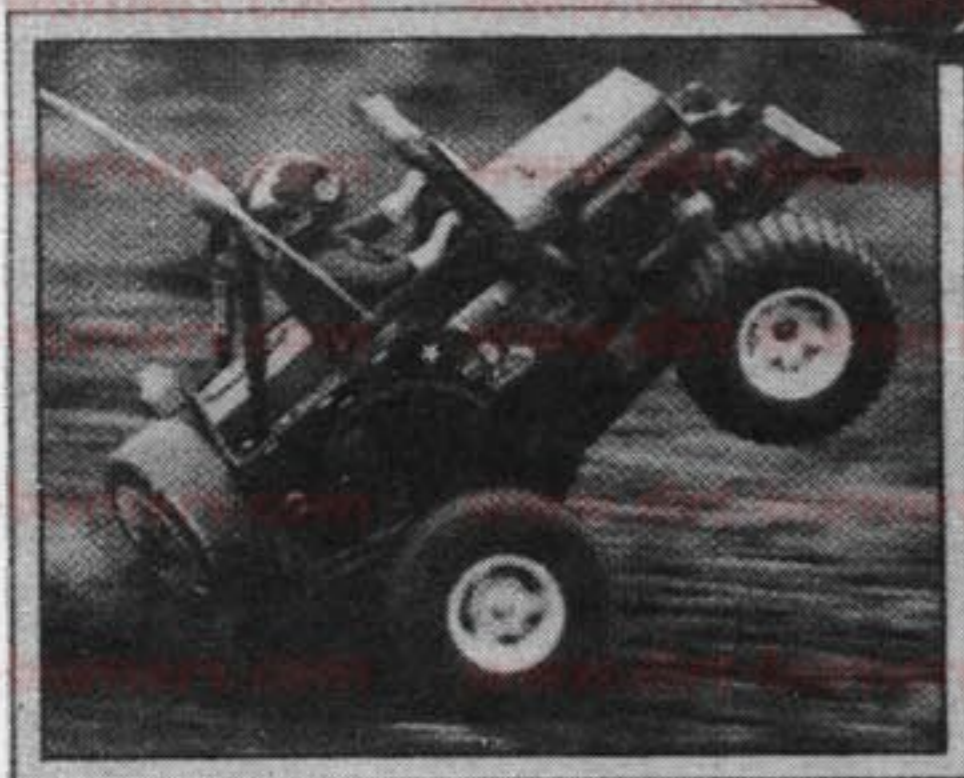
You'll notice the ASSOCIATED cars in each Main. With some other type cars, there are only 1 or 2 drivers able to make those cars go fast enough to get in a Main event. We believe the ASSOCIATED car is easier to drive, thereby allowing many more drivers to reach their true driving potential. **THINK ABOUT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

TEAM ASSOCIATED

1928 EAST EDINGER, SANTA ANA, CA 92705 (714) 547-4986

For The Daredevil In You. Pop-A-Wheelie... Do Tricks...
Spinouts... Jumps... **HAVE A BLAST WITH**
MRC-TAMIYA'S NEW WILD WILLY
OFF-ROAD STUNT BUGGY!

KIT SPECS
Body derived
from Willys M38
military vehicle
Length 13 1/2"
Width 9 1/2"
Height 10 1/2"
Power Mabuchi
RS 540 Electric
Motor
2 channel R/C system
and 6 or 7.2 volt battery
required (not included)

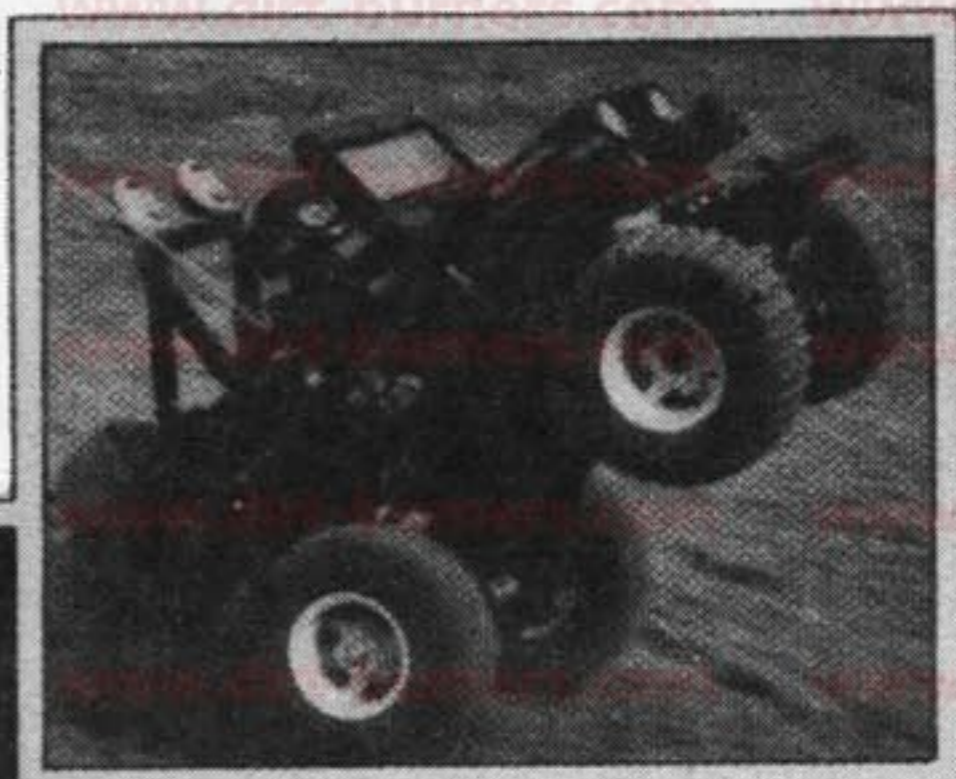


Talk about wild... Willy is it. Talk about fun... Willy's the one. It's MRC-Tamiya's stunt buggy kit. Its been geared for everyone whether you're into R/C off-road, or ready to take the plunge.

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

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

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



MRC   **TAMIYA**

Model Rectifier Corporation
2500 Woodbride Avenue
Edison, New Jersey 08817

WILD WILLY OFF-ROAD STUNT BUGGY

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