

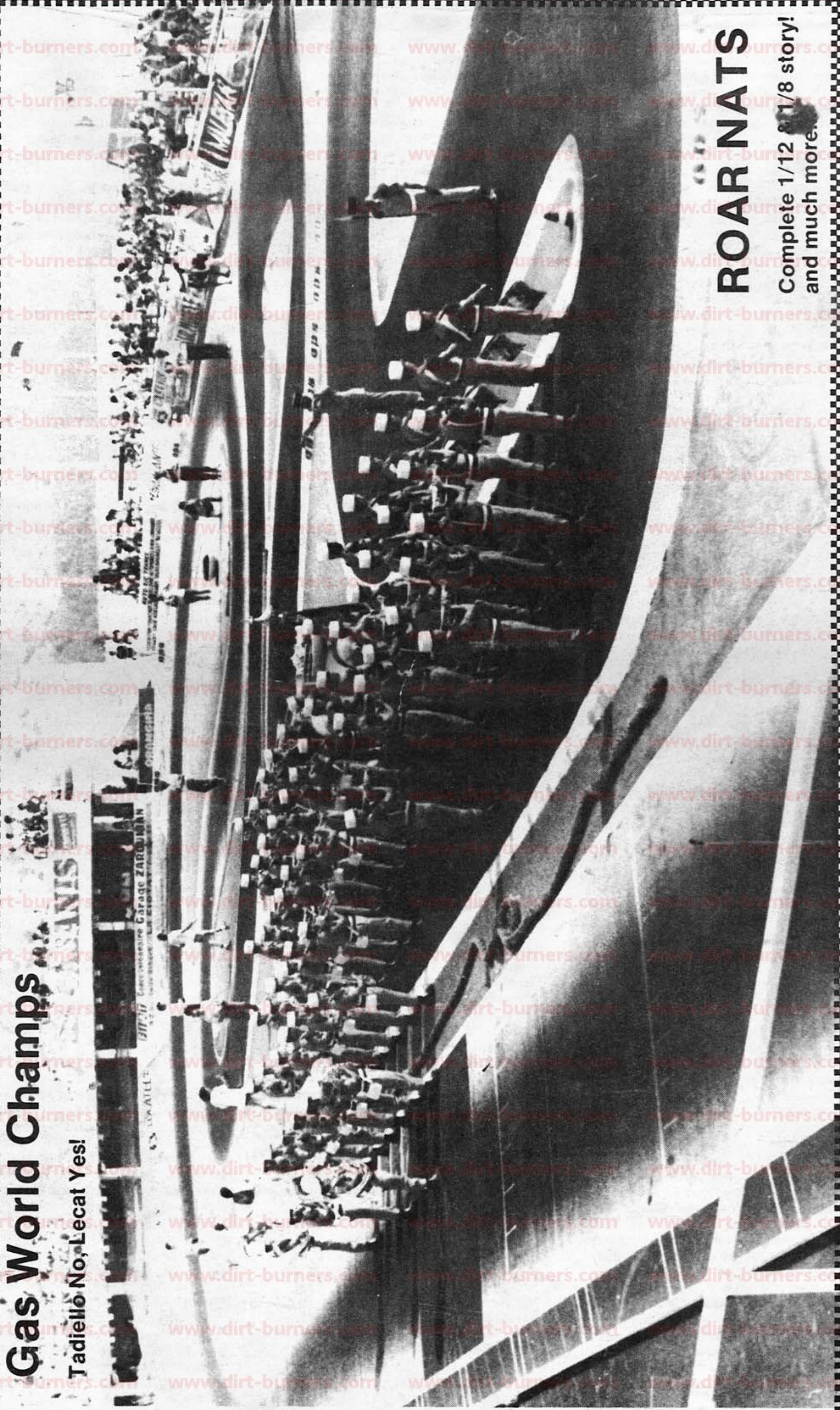
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BRIGANDINEWS

SEPTEMBER 1983 - ISSUE No. 28 - Vol. 3

Gas World Champs

Tadiello No. 1, Lecat Yes!



ROAR NATS

Complete 1/12 & 1/8 story!
and much more.

Race Corner

Wow! Some months things are so quiet that you've got to pry information out of people so that we can fill this column, while other months we could use three or four pages to give you all the RACE CORNER NEWS. Such is the case this month - we've got plenty of news.

The Gas World Championship in Carnoux, France has come and gone, but it left quite a storm still brewing around the world. (See complete coverage in this issue). It seems like the racer who appeared to have won the Final race at Carnoux is not, in fact, the world champion. Instead, the racer who finished second is now recognized as the World Champ!

You got a couple of minutes? Tadiello, the Italian ace was the announced winner at the end of the world final race. He had been called in the lead by the race track announcer. As the final lap was made, the Italian team and pit went wild and all the accolades that go with a world title went to Mr. Tadiello. In the meantime, there were some who thought David Lecat of France was the leader. Point of order, "let's check the scoring records" someone said. The storm started brewing!

Mr. Rossi, track owner and promoter, said oh no, Tadiello IS the world champ and that's it. No need to check any records. (Ed note: We've tried to reach Mr. Rossi for his side of the story but our calls have not been accepted.) Ted Longshaw, IFMAR (the international sanctioning body) President, said, "we must check the scoring." Mr. Rossi said no way and started to destroy all the scoring records for the world final. Mr. Longshaw was told that if he persisted, his life may very well be in danger...hmmm.

Fortunately, Ted Longshaw had the foresight to grab one of the few remaining records of the final race and stuff it in his shirt, thus smuggling said set out of the country. Mike Reedy, newly elected IFMAR Vice President, was handed the only remaining records of the final world race and was asked to go through them thoroughly and see if a mistake was made.

Guess what? Yeap! There was a mistake. Lecat was not given one lap during the race, while Tadiello was given one too many. The computer tape was checked against the backup sheet, and also against the pit sheet and the mistake was found. As a result, Reedy informed IFMAR that, in fact, Lecat of France IS THE WORLD CHAMPION, and that Tadiello is the official second place finisher!

Now we hear that the Italians are suing IFMAR, and would like to discuss the matter further with Mr. Longshaw at the next EFRA GP in Rome, Italy. We think that if Mr. Longshaw goes to Italy (as he's supposed to do) he's crazy. I wouldn't get within 300 miles of Italy. Those Italians take their R/C racing very seriously! What will happen next, we don't really know. IFMAR has declared Lecat the World Champion and we congratulate him - he's an excellent driver and so is Tadiello for that matter. We saw both of these gentlemen two years ago at the

Worlds in Indy. They are among the best. But in the meantime this story is still not complete. Stay tune for the further developments of "As the Gas World Turns."

Amidst all the confusion and argument and fighting at the Worlds, one thing was very clear. Our very own phenom, Ralph Burch, Jr., set the world drivers on their ears as he was the TOP QUALIFIER at Carnoux. No matter what happened in the finals, they all knew that the man to beat was Burch. He totally dominated the world class field with his ASSOCIATED RC500 two-speed suspension car. Had it not been for fuel problems which caused the engine to overheat, it looked like he would walk away with the world title. In fact, he led for the first five minutes until the engine started fading. We really congratulate this young man for being the class of the field. He's also a classy guy. We also can't forget the only other American in the finals - Dana Smeltzer (ASSOCIATED/McCoy). Although he doesn't think he did very well, he still managed to take the fourth spot in the World! Thousands of racers around the world would be delighted with that. But Dana still thinks it wasn't good enough. Great job, Dana.

Believe it or not, all of the troubles that some of the U.S. team members (including Ralphie), were having was in the fuel they were using. (Dana used his own.) The fuel they had was at 50% and was shipped from here. The mixture (oil and nitro) was wrong for Carnoux because of the heat and humidity and probably another 4% or 5% more oil would have taken care of the problem. The Team didn't find this out until the following week at Wiesbaden, Germany where "the cars ran great." Well, as they say, "that's racing."

Just to prove that Ralph's TQ was not a fluke at the worlds, he turned around and on the following weekend in Germany, where many of the world drivers were also present, he once again was the TOP QUALIFIER. I think by now almost everyone in the sport should know who Ralph Burch, Jr., is. Japan, watch out, he's coming.

OFF ROAD TIME. It's not too soon to start making plans for the Radio Controlled Hobbies' third annual "Western Off Road Championships," slated for September 24-25, 1983. This was the first major event ever held in Off Road some three years ago and it always draws big entires. Everyone, according to Ron Williams, is welcome. He would also like to have some of the manufacturers who are interested in sponsoring all or part of the trophies and/or donate some prizes to contact him. For more information you can call Ron at (714) 631-1555.

ORRCA is contemplating a "pure stock" or "box stock" class for the next ORRCA Series and for the National competition program. They would like to hear from as many racers as possible, pro or con. Thus, if passed, the next series would have four classes, Stock (new box-stock), Super Stock (current Stock class), Modified & Open. This is a good time for you racers to have your say. Call or write to ORRCA, PO Box 8938,

Calabasas, CA 91302 (213) 340-5750.

Another off road "biggie" event is coming in September (24-25) in Hilo, Hawaii. The Big Island Off Road Jammers present the "1983 Hawaiian Open Off Road Championships." Entry for the event is \$25.00 per class (includes a T-Shirt), \$20.00 for Juniors under 17 and an extra \$10.00 for additional classes. Entry closes September 14, and there are "no late entries." So if you plan to make it you better send it in (see calendar) or call Mike Makekau at (808) 935-4405 for more info.

Just checking the calendar and I see that both the Costa Mesa and the Hawaii off road races are on the same weekend. That's too bad, although it won't hurt either of the events, there are a few drivers that I know who would like to make both events. Some of you race promoters or competition directors ought to check the calendar section more closely so that you can schedule your "biggie" on a clean weekend. I just wanted to make both events, that's all.

Whenever we attend any major event, you are sure to see the "latest trick items" being run or tested. Such was the case at the ROAR NATS. Wheels, distributor for Holiday Engines, has come out with a 1/12 air cooled motor for the modified class. I'm not sure how good the motor is, but when the car was pulled off the track after the eight minute run on a day where the track temperature must have been in the 120's, the electric motor felt really cool. You could actually hold it in your hand. We know that you normally can't do that after eight minutes. For more information you can contact Dave Martin at PO Box 806, Ponchatoula, Louisiana (504) 294-3818.

SPEAKING OF THE ROAR NATS. Congratulations to Steve Toland (ASSOCIATED) winner of the Production National and to Joel Johnson (TRINITY/DELTA) (twice), back to back winner of the Stock and Modified National 1/12th Scale Electric titles. Toland's win was somewhat marred by all the protests and disputes and arguments in the Production class, still Steve did an excellent job of driving and getting the win. Joel Johnson was just super. (See complete coverage in this issue of the ROAR NATS). He totally dominated the "biggest" entry for any National by TQ'ing in both Stock and Mod, and then winning both titles.

One guy who had a grin as wide as the Grand Canyon and was walking around about six feet off the ground was Ernie Provetti, TRINITY owner and sponsor of the ONLY driver on his team, Joel Johnson. He took home two very prestigious National titles. Congratulations!

No it's not a typo. TRINITY only fielded one driver at the nationals. Kent Clausen, who had been running for TRINITY for several months, switched back to his original team (ASSOCIATED) just before the nats, thus leaving Joel Johnson as the sole TRINITY Team member. (Isn't that enough?) DELTA's Bill Campbell, just back from the Worlds, was also thoroughly delighted with the performance of the DELTA Super

Phaser.

Another guy with lots to boast about is Bob Murphy of Shamrock Competition Imports. He dropped us a line to let us know that out of the 113 cars entered at the Gas World Championship, 41 were OPS powered. Of the top 24 cars after qualifying, 13 of them were OPS powered. And of the 10 cars in the World Final, 5 were running OPS, and the world champion's winning car ran OPS. I'd say that OPS was pretty dominant. Oh, by the way, if you want to find out more about the engines and carbs, call Bob at (504) 242-5967, he's the OPS importer here.

The Northern Mini Racers would like you to know about their 12 Hour 1/12th Electric race scheduled for September 4th. It's a charity affair with proceeds from the race going to "Jerry's Kids" for M.D.A. Last year the club raised over \$1,200 just from the local club members. This year their goal is to raise over \$3,000 and they can only do it if they can get entries from outside their immediate area. For more information on this worthwhile event call Ron Lemon at (701) 727-5197. They'll also have prizes which have been donated by AIRTRONICS, MRP, NOVAK, PARMA, TWINN-K and many others.

This is an item that just missed getting into last month's issue. TRINITY is looking to sponsor a select group of people in the following regions: Hawaii, California, Michigan. Based on their Nats win in Stock & Mod, I'm sure they won't have too much trouble getting loads of requests. In any case, they want you to submit a resume (no creative writing now) to them as soon as possible. Check out their ad in this issue for the address and telephone number. And, by the way, they are also looking for International Distributors to handle their fine line of 1/12th and 1/10th racing equipment outside the U.S.

Pam Stewart, our ace powerboat Editor, is currently in Canada where the NAMBA NATS are taking place. She sent us some excellent coverage of a couple District 19 races and is preparing the full Nats coverage for our next issue. In the meantime, check her report out in this issue.

We're also inviting other Districts, whether you're in NAMBA or IMPBA, to send us coverage or reports of your races. By the way, our Editor, Lori Peralta keeps after me to get some of you club members to send pictures with your fine coverage. She gets many calls during the week from irate racers who think we're discriminating against some clubs by not showing photos of their races. They won't believe we sometimes don't get pictures! Do yourself a favor, break out the old brownie and flash a couple of 4 X 5's next time. It'll make her happy.

New address for AIRTRONICS: 16191 Construction Circle West, Irvine, CA 92714.

ORRCA has extended the deadline for several tracks to finish their qualifying rounds for the upcoming ORRCA Nats. Radio Controlled Hobbies and Race Prep Raceway are two local tracks that will be holding their last ORRCA qualifier during the

From The Publisher...

month of August. Call them for further information. REMEMBER, everyone CAN race at the ORRCA Nats, either in the Gold Cup or Silver Cup. Some of you who couldn't make the top 30% at your track can still qualify on Thursday, August 25th at DEL MAR RACING CENTER, host of the NATS. For more information, call Eric Grisham (Mgr) or Greg Parrocha (Asst. Mgr.) at (619) 755-0411.

Just back from the Gas ROAR Nationals and to no one's surprise Ralph Burch, Jr. took the laurels for the GT and Can Am Suspension classes. He drove absolutely magnificently in both events - through qualifying and in the main events. In fact, Ralph also picked up the Top Qualifying honors in both classes. He says that he'll sit out from racing for a while. "I probably won't race until the Indoors in November," he commented. The fact is that he and his dad Ralph, Sr., have been on the road for the past two and a half months racing in Europe in Carnoux, France, then on to Weisbaden, Germany - back home for about two days and then came into town to race both in the 1/12th and 1/8th Nationals. All this racing appears to have taken a lot out of the Burch guys. They do deserve a good rest for a while. I'm sure many other racers wouldn't mind seeing them take a long rest!

Gary Kyes is another of the double Nats title holders in the 1/8th gas class. Gary captured the titles in both the GT and Can Am Flat Pan classes. He really was the class of the

(contd. on page 4)

Congratulations to Ralph Burch, Jr., for his excellent performance at Carnoux, France in the World Championships and also at Wiesbaden, Germany. Ralph was the Top Qualifier at both events which shows without a doubt the capabilities of this young man. I have no doubt in my mind that he's destined for truly great things in the future if he continues to participate in R/C car racing. I understand that they're thinking (Ralph, Sr. and Jr.) of trying their hand in 1/10th Off Road. Watch out guys!

I was truly sorry that at the last minute I had to cancel my trip to France. Not only were we planning to cover the event, but I had just received word from Joe Sullivan that I would be replacing a last minute cancellation from the U.S. Team. I can't begin to tell you how many times I ran in the "A" World Final Main... in my dreams. Unfortunately I did not go. Nevertheless, I think we've put together an excellent composite of what really happened. Our very own Mike Toland (who usually covers 1/12th electric for us) did an excellent job of covering the Gas World Champs. He was there. We were also able to call, on several occasions, to France and speak with some of the folks there. In addition, we recently spoke with many of the drivers who were there and got their side of the story. I think that when you read our coverage of the World you will have the most complete picture.

For the record, we attempted on two separate occasions to contact Mr. Rossi, at Carnoux (promoter of the event) for his side of the story as he was the focal point of the controversy, but on both occasions they refused to accept our calls. The invitation is still open to him and we can, in a future issue allow him space for his version.

My personal opinion is that if all the facts about his behavior are true, Mr. Rossi does not belong in our sport, and I dare say that you'd find few people who would agree with what he did. After all, this is a hobby/sport. Granted, some take it more seriously than others, but it should never be taken so seriously that bodily harm is threatened. There was absolutely no excuse, especially when a legitimate request is made by officials and

knowledgeable people in the sport, to deny those people access to the official records of the event. Common courtesy should have been sufficient. Standard procedure was a must. Yet this 1983 Gas World Championship was marred by one gentleman's refusal to play the game fair. We have no room for that kind of attitude.

As I've said, we've got room on these pages for his side of the story but our attempts to contact him have been in vain. What is sad about this whole thing is that among the two top racers, the victory or defeat is not a clean one, and they will have to wait until 1985 in Japan to really know who was best.

Lou Peralta
Publisher

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ON THE COVER: The World Championship Gas track in Carnoux, France. Magnificent testimony to the 1983 World Championships that will soon be torn down!

On the Line

LETTER TO THE EDITOR...

OFF ROAD OPEN INFO PLEASE!

I would really appreciate if you could send me the rules of 1/10th scale electric off road racing, especially in the Open class since I would like to "fashion" my off road car according to your off road Open class cars.

Since the arrival of off road car racing in the Philippines, it sold many off road cars like hot cakes! Actually, for consultation about off road OPEN class rules, I first turned to ROAR, but they told me to write to you, so they gave me your address. I do hope you could spare me the OPEN class rules for 1/10th scale electric off road racing so that I would be able to know more about off road racing.

Orlando L.V. Bernardo, Jr.
Mandaluyong, Metro Manila
Philippines

Thanks for the letter. We've turned it over to ORRCA because in reality, they are the people who know most about off road and the ones who created the standard for the sport. I'm sure they will be mailing you a set of rules which include the OPEN class. Although I should tell you that the OPEN class is just that. It only has a couple of rules that pertain to it. We here would also appreciate if you or some of your fellow racers would send us reports, results, coverage and photos of your R/C events. Ed.

BUSH LEAGUE

I recently read your "rebuttal" editorial (June issue) about the Off Road World Championships. I happened to be at the championships at Anaheim and I think you guys did a great job. I would have given anything to be part of the show but at the time I didn't even have a car. As a result of the show, I have now bought me an off road Tamiya and I and my son plan to attend one of the races soon. I think the people at Competition Plus (I read their article, too) are all wet. I was there two of the three days (Saturday & Sunday) as a spectator and I thought the whole race was great. You guys got me to get involved in the sport because of it.

Now I read another editorial from Competition Plus which really shows where their heads are at. Maybe they don't have anything else to cover or talk about, but I just want to say that I hope you guys continue to have that event because my son and I hope to be in it next year.

Could you tell us when are the next World Championships?

Tim Holland
Oxnard, CA

Thanks for your note. With our rebuttal we said what we wanted to say and that's as far as it will go by us. I don't understand what else they're going for but that's their business. We're really delighted that you and your son are now getting into the sport. It's a great family activity and we hope to meet you in person at the

next off road race. For your information, the R/C RACING NEWS/SCORE SHOW 1984 Off Road World Championships will be held at the Anaheim Convention Center on April 13-15, 1984. We look forward to seeing you then. In the meantime, check out the ORRCA SERIES Calendar for the dates of the next series and also the ORRCA Nationals. Ed.

WHAT HAPPENED?

I heard nothing but rumors about the gas World Champs in France. Who won? Was there a protest? I've called Associated but they told me that the team had not yet arrived. Could you fill me in?

Robert Dillinger
Akron, OH

Well if I tell you now you won't read the great articles by Mike Toland, Ted Longshaw, and our staff giving you all the details of just what happened. Check it out! Ed.

RACE CORNER: (contd.)

field winning easily in both A Mains. Gary now adds those two titles to some eleven other titles he's been able to win in R/C during the past few years. He has to be the one racer with the most titles to his credit in both scales.

Mike Reedy was the Race Director for this year's Nats and he did an excellent job in keeping things running smooth. One who also deserves a lot of credit is Gil Losi and of course his family and staff for their's is sometimes the most thankless job - hosting the event. This means months of preparations, flyers, painting, sprucing up, handling entries, ordering trophies, tech inspections, etc., well you get the picture. I think all the racers really enjoyed the two weeks there. It was an excellent event.

R/C RACING NEWS has a new PO Box number. We've mentioned this several times in this column in the past but it never hurts to mention it again. Please make a note of it:

P.O. BOX 6246
Woodland Hills, CA 91365

Electric racers take note. Parma International is putting together their Team for the upcoming season. Anyone interested in this can send a racing resume to Parma International, 13927 Progress Parkway, N. Royalton, Ohio 44133, or call (216) 237-8650. Their Parma "Panther" has been really tearing them up across the country so you might want to latch on to an excellent car.

Congratulations to Mike Reedy for being named to the position of Vice President of IFMAR (The world sanctioning body for 1/8th and 1/12th scale racing). Mike adds those duties to his duties as Regional Director for Region 6 of ROAR.

R/C RACING NEWS

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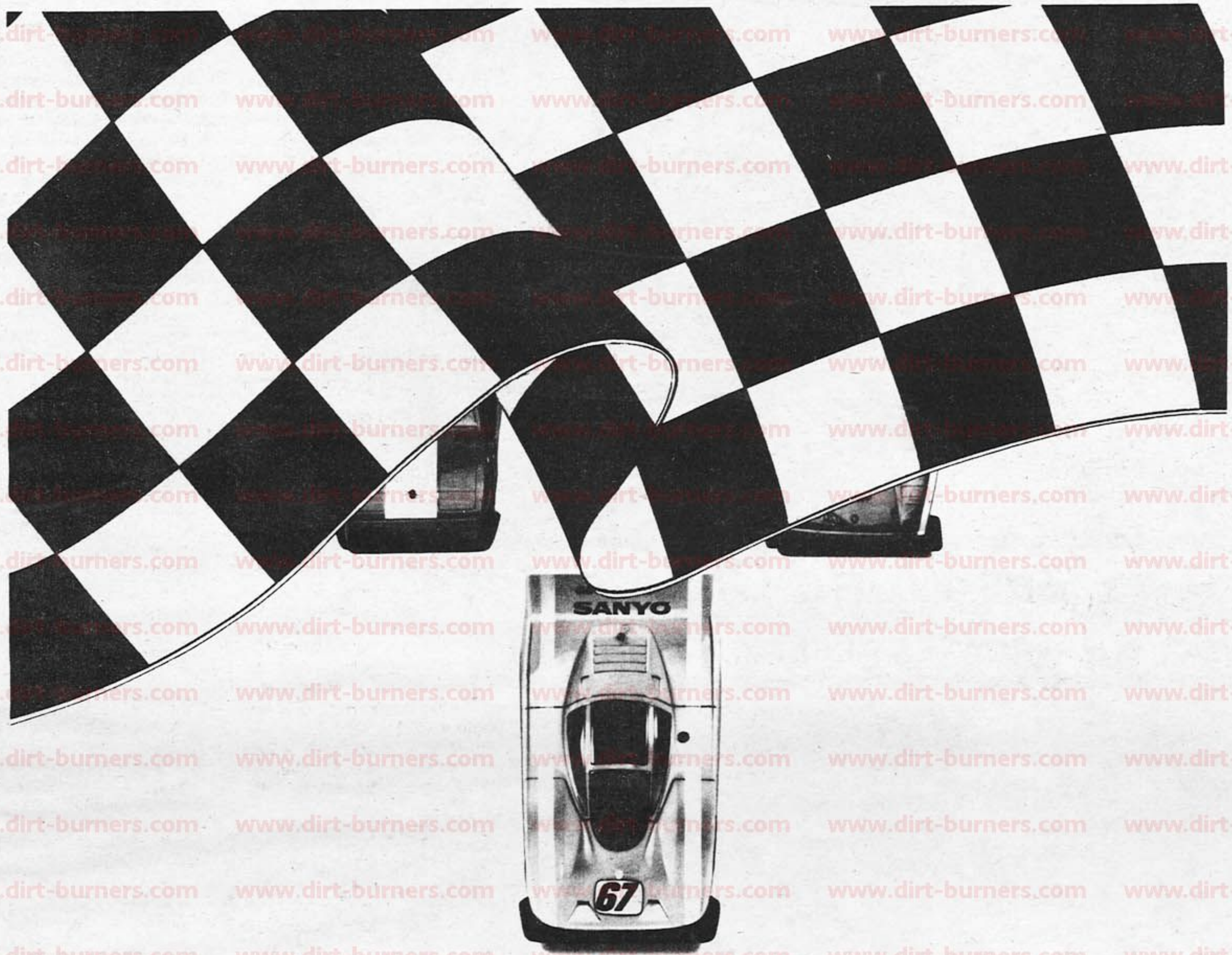
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The Power to Win.

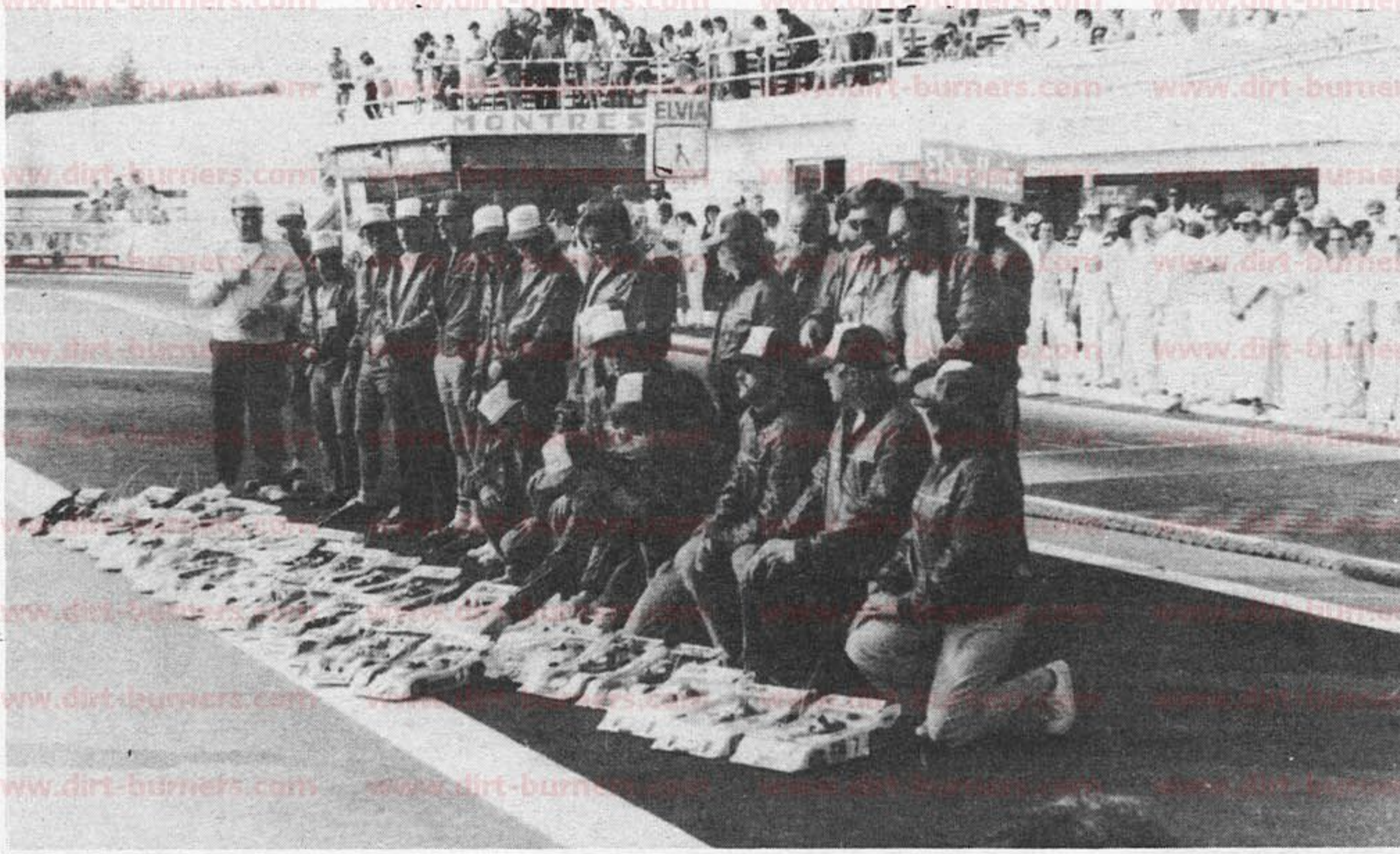
Sanyo powers the 1983 R.O.A.R. Nationals

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.



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The Gas World Championships

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the track was very long, it was still very fast. The track seemed to be very challenging and after a week of open practice one would have thought that the lap times would have gone down - but this was not the case.

THE HEATS were run in two groups of 60 drivers. On the first day of qualifying in Group One, our own Ralphie Burch, Jr. (Texas), turned in the fastest time of anybody for the entire day, including both groups. His laps were 29 in 10:12. The next closest driver in Group A was RePete Fusco with a 28/10:02, which was good enough for second at the end of Group A's qualifying. By the end of the day RePete would drop down to 8th place, with Ralphie still remaining atop of his Group.

One of the qualifying heats in the second round included such names as Art Carbonell (USA), Steve White (ENGL), Devid Lecat (FRA), and Giulio Gherzi (Italy), who appeared to be the smoothest of the entire group of racers with excellent lines around the track and was to be the only driver in this round to reach the 29 laps margin. Yet he was still 10 seconds behind Ralph Burch. So by the end of the first day there were only two drivers out of 120 entered that had been able to make the 29 lap margin.

FRIDAY, THE B GROUP would make their runs first, then they would be followed by Group A. A pattern seemed to be developing here as the morning runs seemed to be faster than those in the afternoon when the



Story and Photos by
Mike Toland

CARNOUX, FRANCE
July 4-9, 1983

Hi again. Just got into France after the 1/12th Euro Champs and figured I could write the report of the World Championship in 1/8th scale for R/C RACING NEWS.

I arrived on Wednesday before everything started. On this day the opening ceremonies were scheduled which included the French Foreign Legion Marching band, Baton twirlers, a helicopter bringing the first place trophy into the track, an introduction of drivers by their countries, three speeches from the race director, the Mayor of Carnoux, and Ted Longshaw, president of IFMAR. Then, last but not least, there



was a race between the finalists of the last World Champs in 1981 - this race was only five minutes long, so it didn't appear to mean too much.

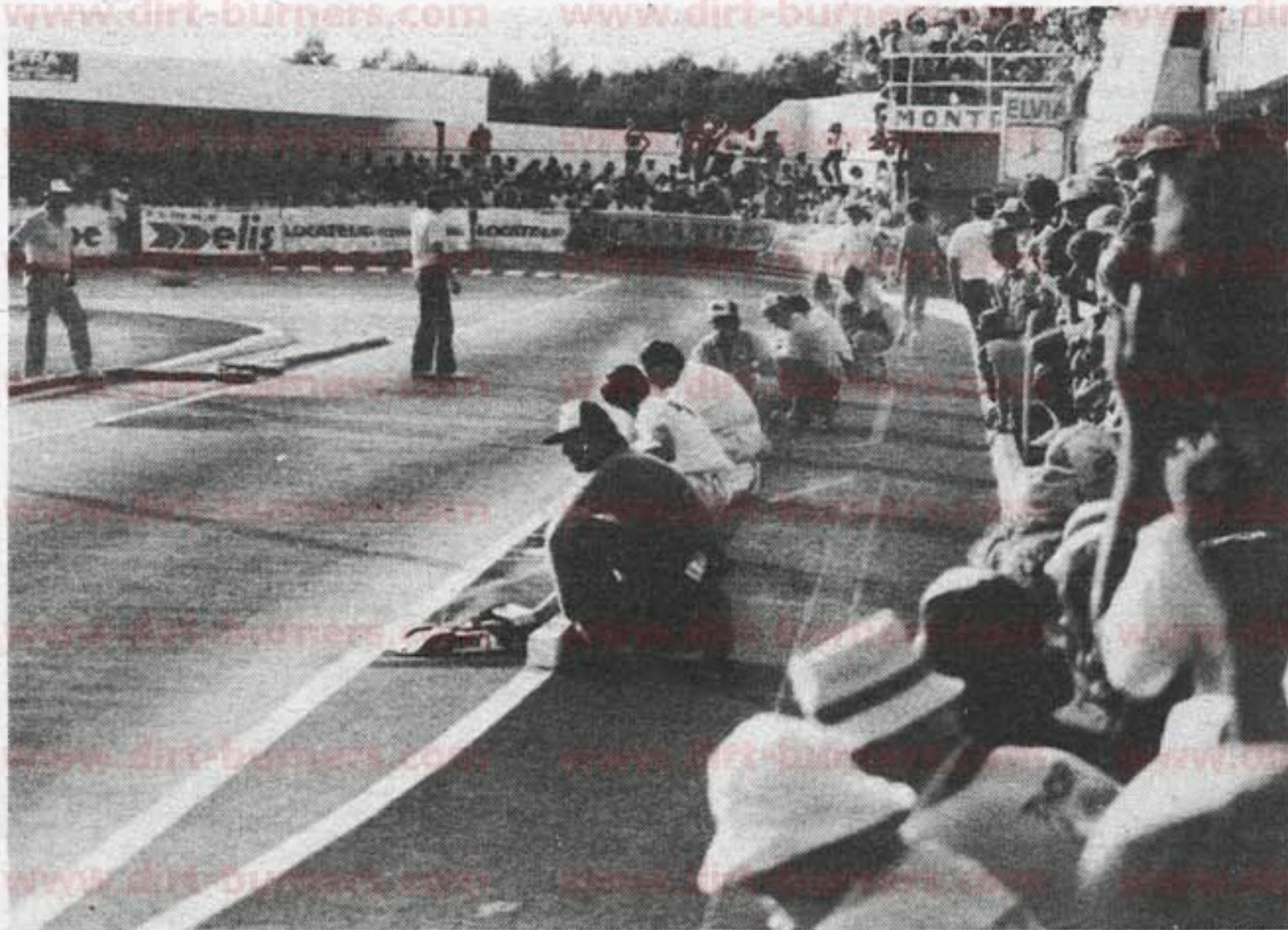
The track was in Carnoux, France. Carnoux is a city just outside Marseille on the French Riviera - an ideal area for a world championship event. Preparations for this race had been going on for some 18 months prior.

I will try to describe the track as best as possible - perfect, awesome, fast, likeable, and many other superlatives. The track had a straightaway about as long as Long Island - it was very long. Every turn was either banked or semi-banked. I'm not a 1/8th scale racer, and have been to only a few major events such as this one, but in my opinion the 19 to 21 second laps that the cars were turning seemed to be very competitive, demonstrating that although



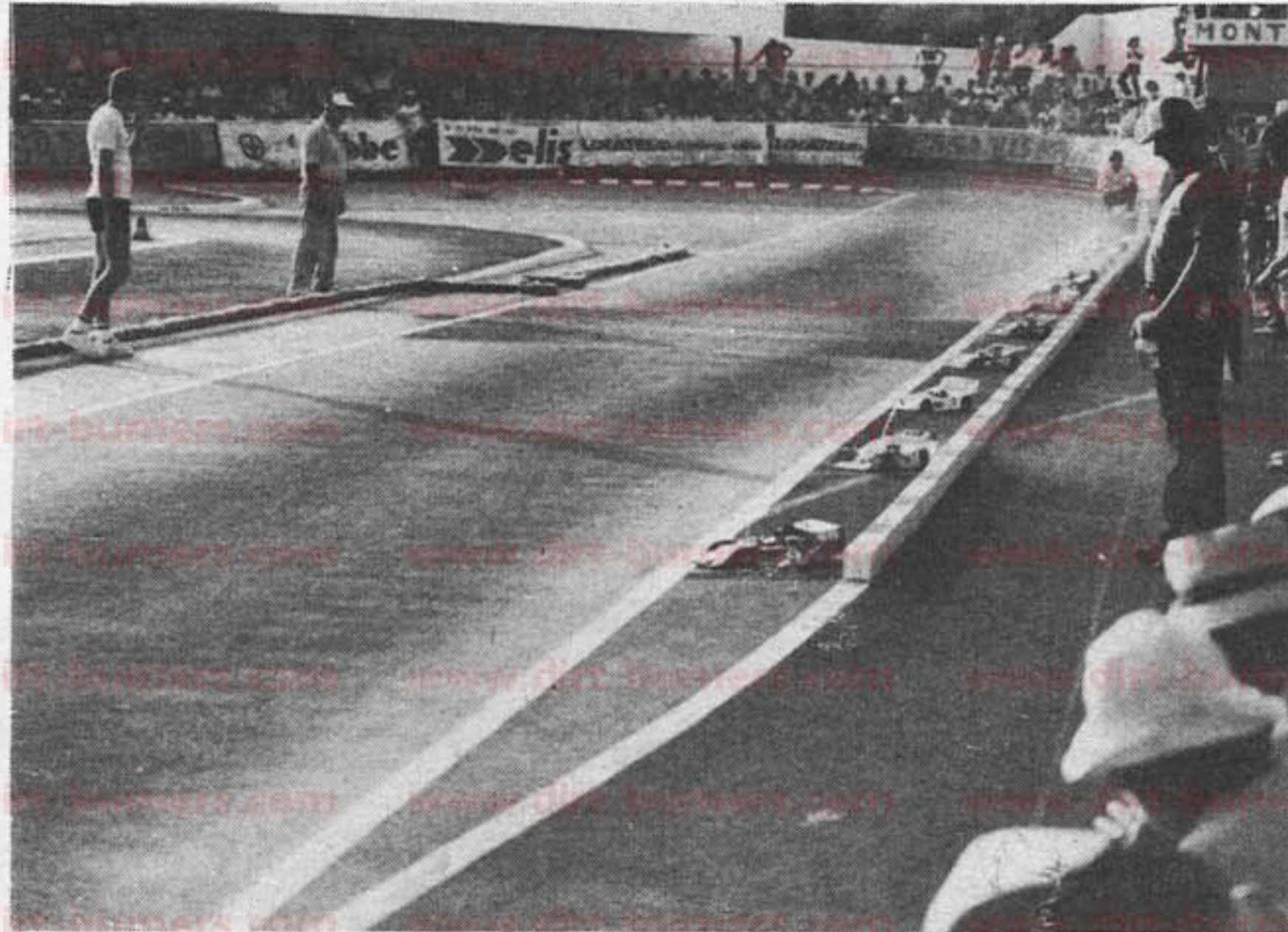
The U.S. Team. (top) Note Dana Smeltzer (white jacket). He placed 4th in the World, best of any other American. David Lecat (France) (top left & insert) smiling but wondering if any body knew that he was first. The Italian Tadiello (above) thinking he had won the World title. Top Qualifier, Ralph Burch, Jr. (below) "maybe next time." Photos. Mike Toland



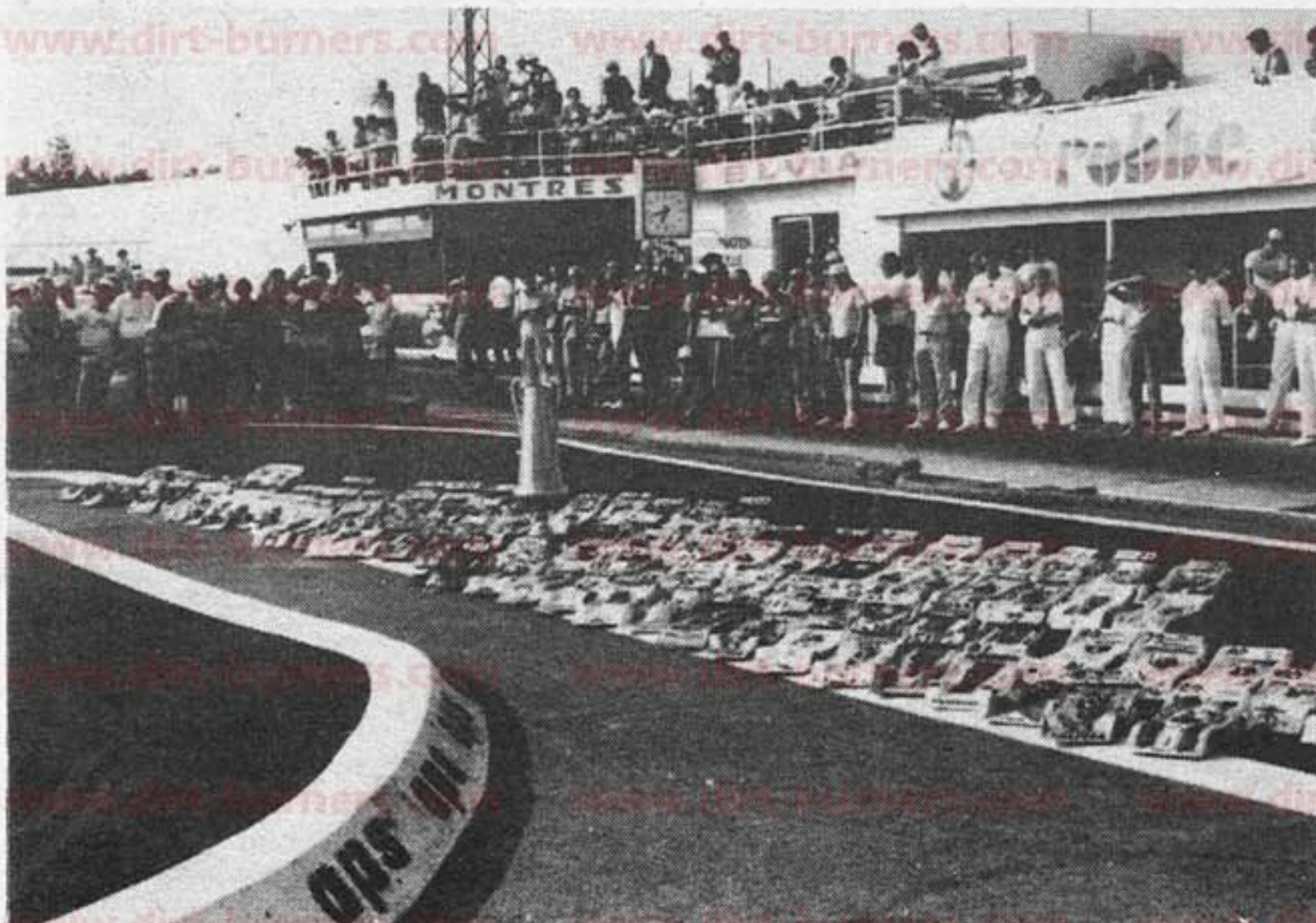


temperature would rise. I met up with Curtis Husting and asked him how he was doing. He said, "I went 29 laps." I told him, "Far out Curtis." He confided that it would take 29 laps to make the top four and the direct transfer to the World Main. hmmm! But by the end of Group B's qualifying rounds, other names appeared to be going faster. Among them were Art Carbonell, Rody Roem, Gary Culver, Gherzi, Franco Sabbatini, Phil Greeno and Ermes Tadiello. But with one more Group to go, Ralphie Burch was still in the TQ spot, although by a small margin of 2 seconds. Statistics began to show that the track would get slower in the afternoon due to the heat - and it did. No one in the second group on the second day managed to go faster than Burch. So on Ralph's 16th birthday, this fast young man from Texas was THE TOP QUALIFIER AT THE WORLDS! This made Ralphie the youngest person ever to garnish the TQ spot at the gas World Champs. (Re Pete Fusco was fifteen when he TQ'ed at the 1/12th Electric World Champs held last summer in Anaheim).

SATURDAY: Every driver in the World Championships got to drive in a Semi event except for just 12. If you were to finish in either 1st, 2nd, or 3rd, you would move up to the next Semi. So theoretically, if you were in the



first Semi scheduled, it would put you around 98th place, with still a chance to run in the World Championship Main. To the best of my knowledge, this did not happen. Off hand I can only think of three drivers that ran in three Semis - one was Roger Curtis (USA) and then there was Peter Bervoets of Holland and Dana Smeltzer (USA). This meant that they ran 4 races, a total of 2:10 hrs. driving



The huge World Champ trophy arrived via helicopter and was placed among all 120 cars entered in the World Champs as part of the opening ceremonies.

an 8th scale car! It makes me glad that we electric racers can only go for eight minutes. David Lecat also had to run three races and he really looked fatigued by the end of all the racing. You will know why at the end of this report.

I shall try to bring you through the Semis just before the Main event. These were the A and B Semis which were 30 minutes each.

The A Semi was scheduled to run first but because of a protest prior to this semi which affected its grid, it was decided to start with the B Semi, thus allowing those running in the A Semi to make the necessary changes.

IN THE B SEMI there were no Americans in it. As it turned out, it was a battle between two real professionals; Ermes Tadiello and David Lecat. Tadiello won by less than a lap over Lecat. These two automatically made the World Final because of their top two finishes.

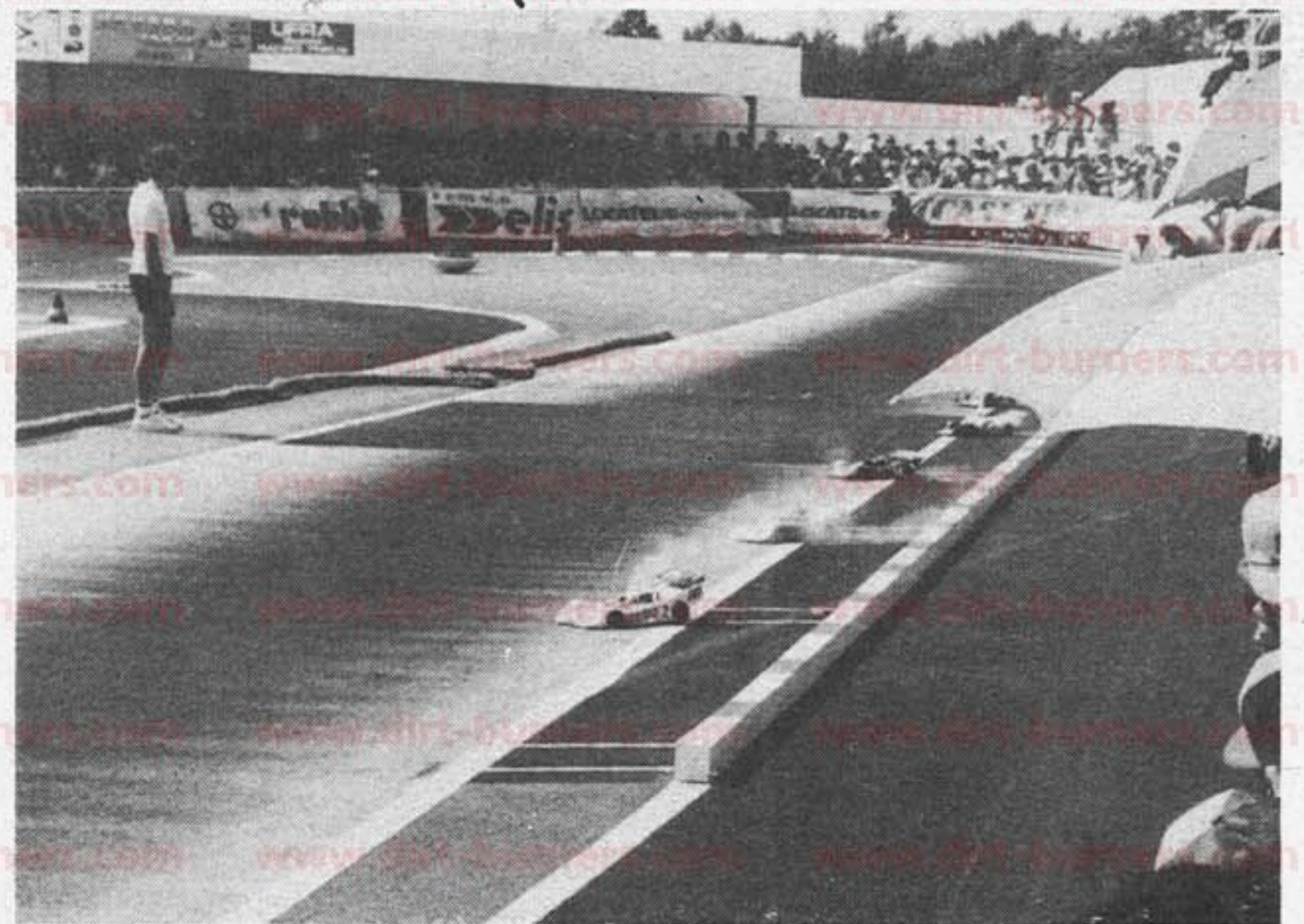
THE A SEMI then got underway. This race included four Americans: Curtis Husting, RePete Fusco, Art Carbonell and Dana Smeltzer (who had worked his way up from previous semis). The obvious favorite in this main was "Mr. Main Event," Art Carbonell.

At the start of the race Art took the lead and seemed to be running away with it. Smeltzer was in second with Curtis Husting rounding out the top three spots. At about the 10th lap, Art hit a dot (yes, Art actually hit a dot) and after that his car was never the same, never running at 100%. This allowed Dana Smeltzer to take over the lead thus bringing Husting into the second spot.

Coming up fast from the back of the pack, unseen by most, was Peter Bervoets. By the end of this A Semi, Bervoets had managed to catch and pass Dana, thus taking the direct transfer to the World Main with Dana safely in second also making the transfer. Curtis Husting had been given a 4th place finish but after a lap counting error was detected, he was moved up into 3rd. Still, based on the last two transfer spots being made from either Semi solely on fast times, Curtis wound up as the 11th best and all he could do was watch the World Final from the sidelines.

THE WORLD FINAL:

TOP QUALIFIER, after some 120 of the world's best drivers had their shot at glory, was Ralph Burch, Jr. Second best was Gary Culver, with Giulto Gherzi in third and Rody Roem in fourth. Then came Peter Bervoets, Ermes Tadiello, Dana Smeltzer, David Lecat, Vito Orazi and Phil Greeno. These were then the ten best and fastest racers in the 1983 1/8th scale gas World Championships - no easy feat. This group would make for a perfect main event. In fact, the first



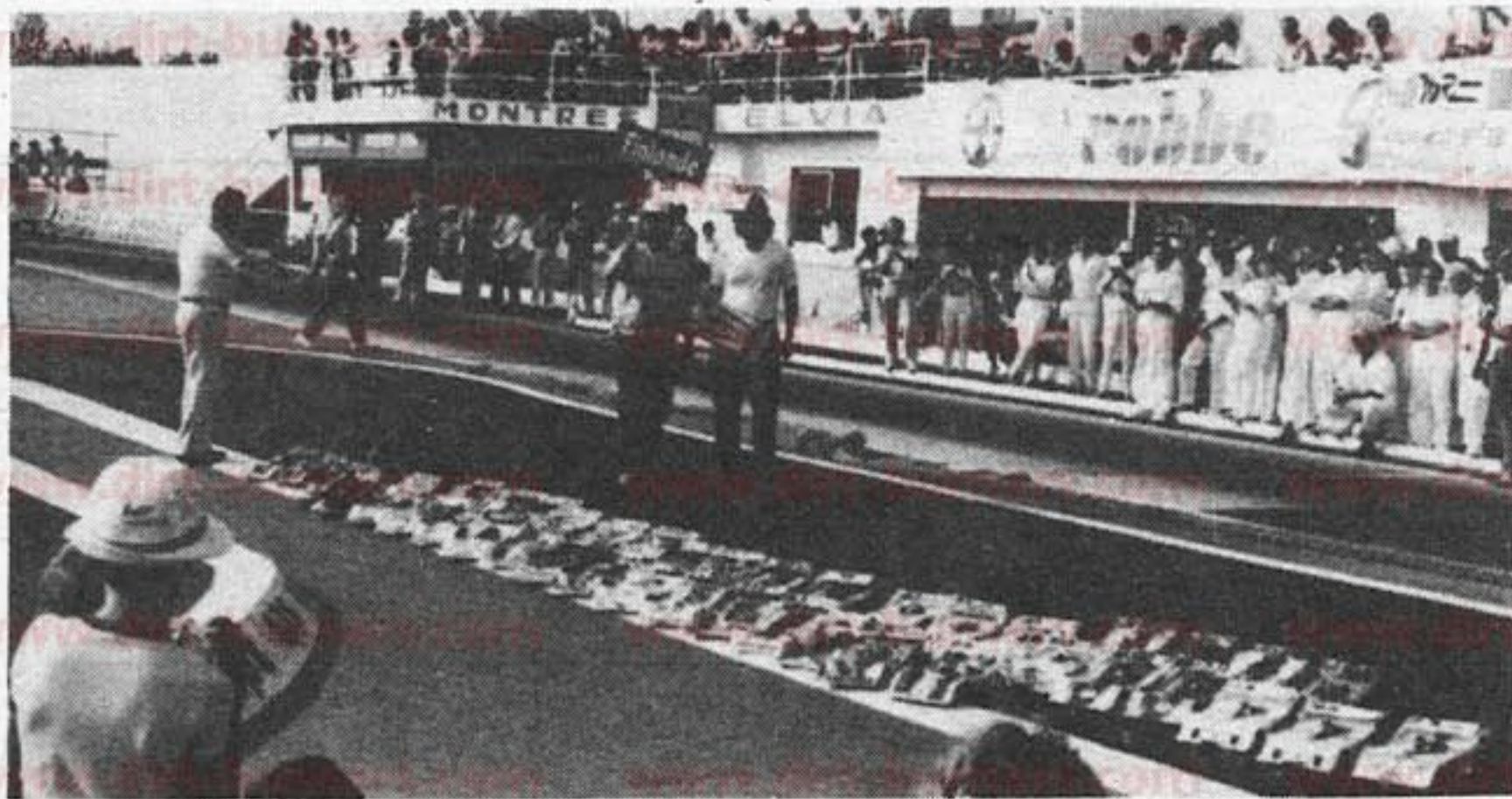
The above three photos show the starting procedure. First the pit person starts the car, places it on its slot, backs-off and from then on it's up to the driver. They call this a Le Mans start without the running to the car. Photo. Mike Toland.

Likewise, the first two finishers in the A SEMI would go directly into the Final race. Then the next two (and last transfer spots making it a 10-car Final Main) would be picked from the fastest times among the third and fourth finishers from either the A or B Semi. It so happens that the last two transfer spots came from this B SEMI. These were Phil Greeno of England and Vito Orazi of Italy.

four cars were from four different countries, with four different makes of cars. The tumultuous crowd grew with anticipation.

The START of the race would be a Le Mans type of start without the running to the cars. It was a clean start with the "young American Lion" Ralph Burch taking the hole shot and the lead. He appeared to be running

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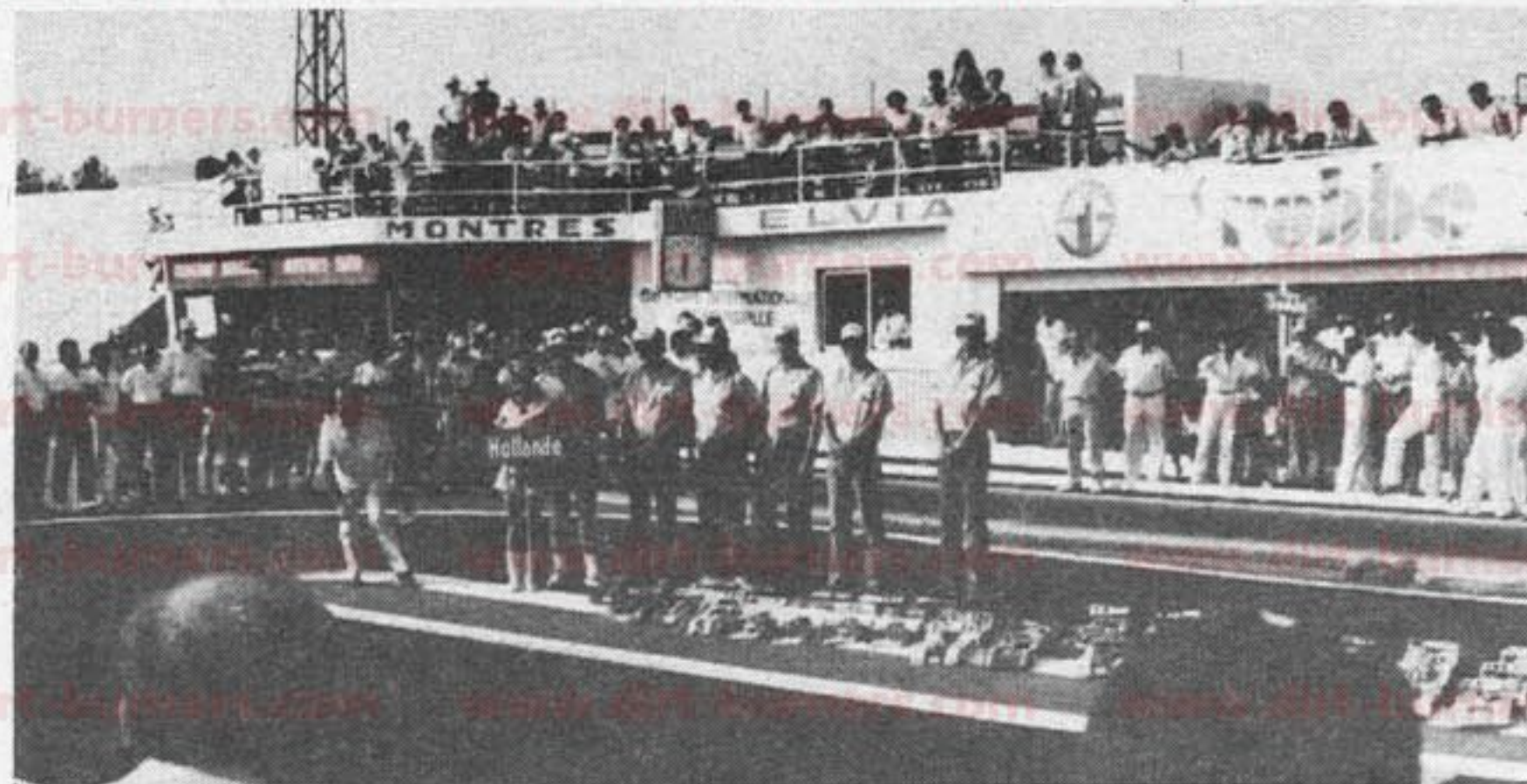


away with it when the motor started to sour (heat problems), hit a hose and the car seemed to go away. After this a real battle ensued for about 15 minutes between Rody Roem, Gherzi, Bevoets and Lecat. By this time, Ralph's problems grew and he decided to drop out entirely, thus leaving America's, as well as the World's, favorite to watch the rest of the race from the sidelines.

Right about this spot into the race is where everything seemed to be falling apart. There were countless TV screens around the track for both drivers and spectators to watch and see who was leading. The event announcer was calling that Tadiello was leading the main event by almost a lap while Lecat was in second. If both of these racers would have been in the same lap by the end of the Final, their split would have been less than a second apart. But as we later found out, this was not the case.

THE CONTROVERSY. As I said, at the end of the race, the track announcer had Tadiello as the World Champ, finishing first. This caused Tadiello's pit men to literally go berserk with joy. Tadiello himself went as far as to kiss his car. The Italians had picked up the coveted World Champ title. The champagne went to Tadiello, as well as the wreath and all the photos that were taken by the press and media on hand. Nothing further was said until later when a protest was filed. This led to Ted Longshaw (IFMAR President) saying that the official winner would not be declared until the next morning, when all the computer and scoring records would be reviewed and recounted.

This came down as if an explosion had just happened. The organizers,



more specifically the track owner, vehemently objected to this, claiming that the World Champion had been decided at the time of the race and the Italian had won. No matter who protested, the results would stand. Immediately, the track owner proceeded to destroy all the Final Main scoring documents, thus taking away any chance for a recount. Ted Longshaw and others objected to this only to find out that their well-being was being threatened if they persisted in following the protest. Physical harm seemed very likely, according to our report, and if not for the quick thinking of Mr. Longshaw, all the documents would have been destroyed. In fact, all of them were not, as ONE-SET was literally smuggled out of the track and out of the country for a "re-count."

At that point Ted Longshaw resigned as President of IFMAR, wanting Mike Reedy (USA) was entrusted with the only documents left of the final race, so that he and several other qualified and impartial people would

review the entire race from the computer and scoring tapes and sheets and a final decision would be made. Since this did not happen until Reedy was able to get back to the States several days later, the Italian was crowned World Champion on Sunday by the organizers, and all second place Lecat (FRANCE) could do was to wait for the reviewed results.

Mike Reedy returned to the States and promptly began a meticulous review of all the scoring sheets and records. With the assistance of several people who are well qualified to make this type of review, it was found that there was a mistake on

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the field and was the winner of the World Final.

This decision has now been made and IFMAR has crowned David Lecat as the actual 1/8th Gas World Champion.

At press time, this had been announced through the proper IFMAR channels and we understand that a suit has been initiated by the Italians against IFMAR. Where all this will end, perhaps we won't know for



The above three photos and the one below show the various teams that attended the World Champs. Top was Finland, center Holland, above France, and below Italy.



Enclosed press boxes gave the press and media a birds-eye view of the fast section of the track. Photo. Mike Toland.



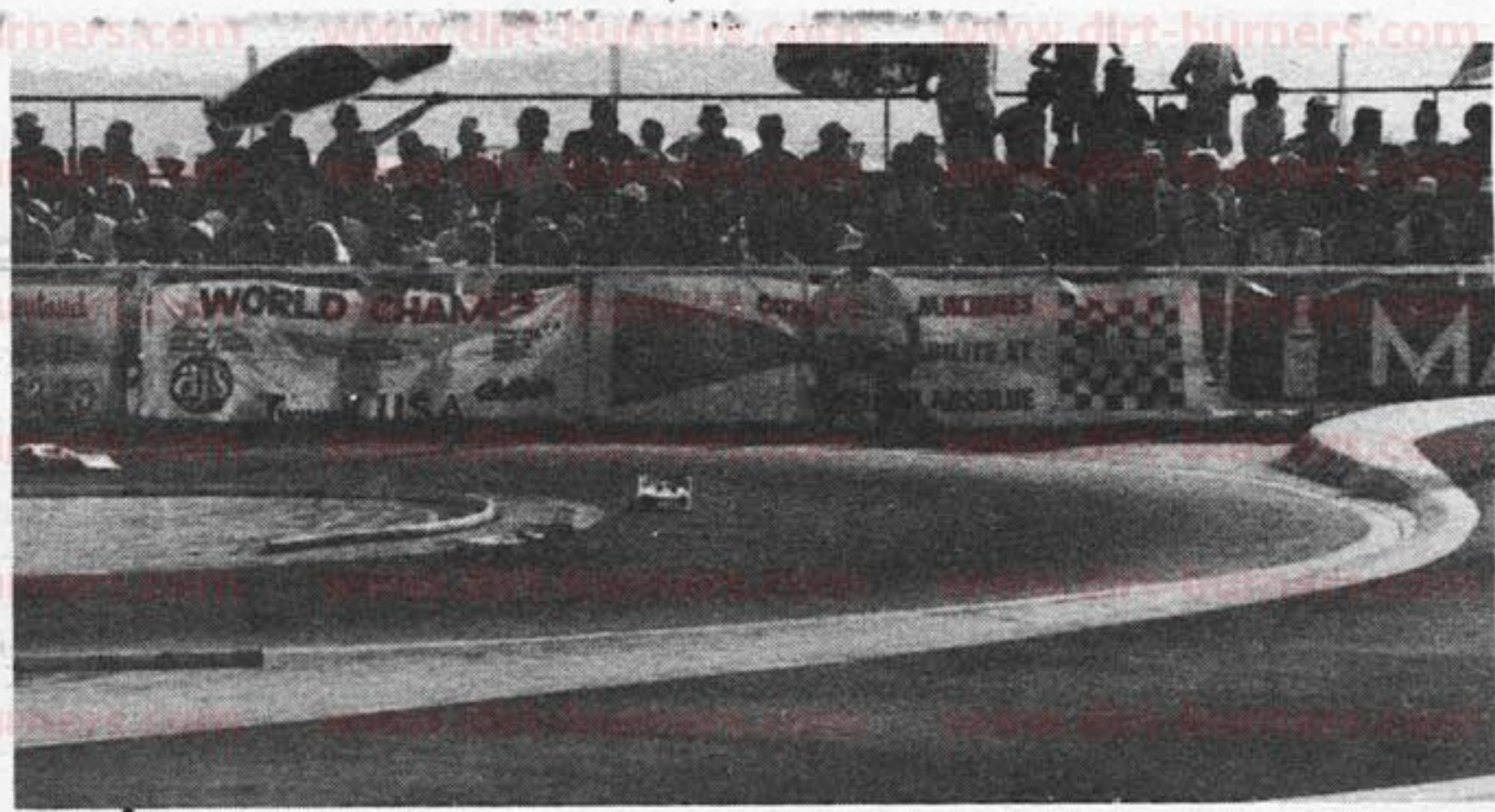
Lecat's computer sheet, which showed him missing a lap. This is why on the TV screens, at the time of the race, it was believed that he was a lap down from Tadiello. But in fact, after thoroughly checking Tadiello's scoring sheets, he had been given one extra lap - a counting error, but well documented on the manual scoring sheet and on the records kept when every racer made a pit stop or had problems on the track. In fact, the records will bear that Lecat (FRANCE) was indeed ahead of

sometime. The fact is that under the World organizing body (IFMAR), DAVID LECAT (France) is the World Champion. What happens next, only time will tell.

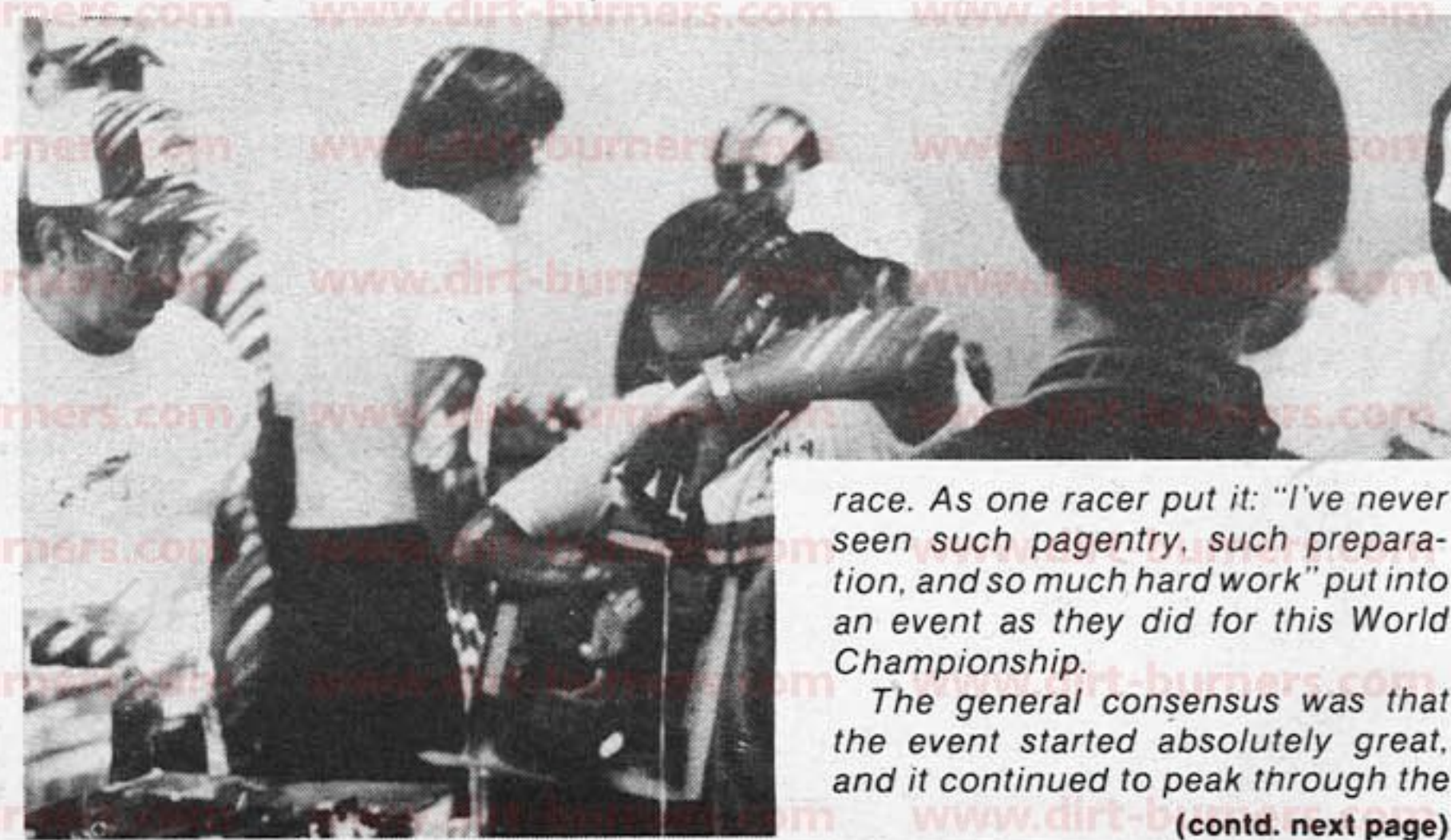
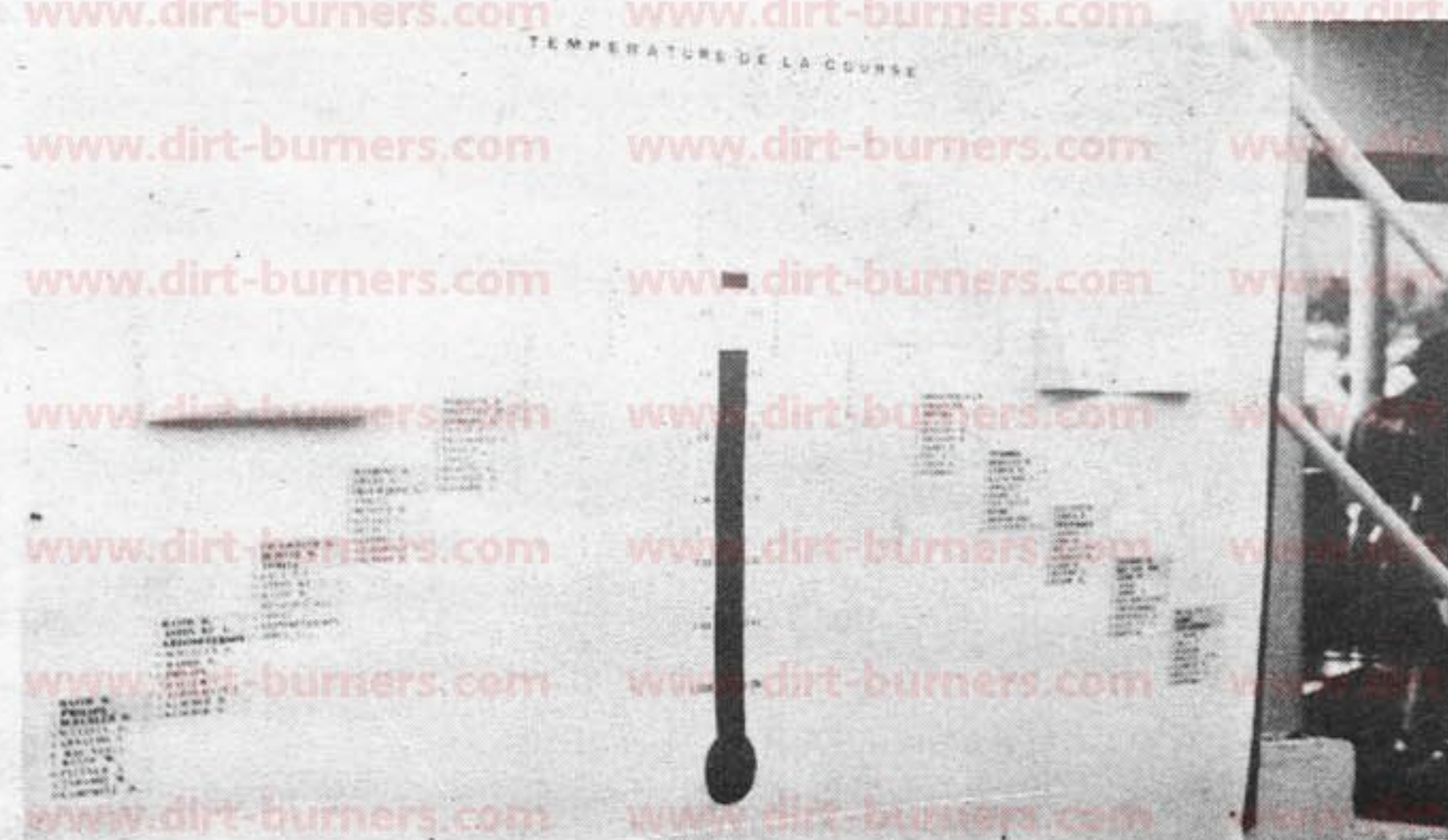
(EDITOR'S NOTE) In speaking with many of the drivers (USA) who were at the World Championships, we understand that the promoters of the event truly did a magnificent job of preparing for the event and had, if not "the best track ever," one of the finest racing facilities ever used for an R/C



Part of the massive crowd that attended the World Champs (above). Note the banking around the track. Along with the semi heat-cards, a thermometer indicated the current temperature on the track. Very important for tuning the car.



Some of the racers commented that this track was one of the most awesome tracks they've ever raced on. Crowds filled every corner (above). Former World Champion, Art Carbonell (below) had a tough time and just missed the final cut. M. Toland.



race. As one racer put it: "I've never seen such pagentry, such preparation, and so much hard work" put into an event as they did for this World Championship.

The general consensus was that the event started absolutely great, and it continued to peak through the

(contd. next page)

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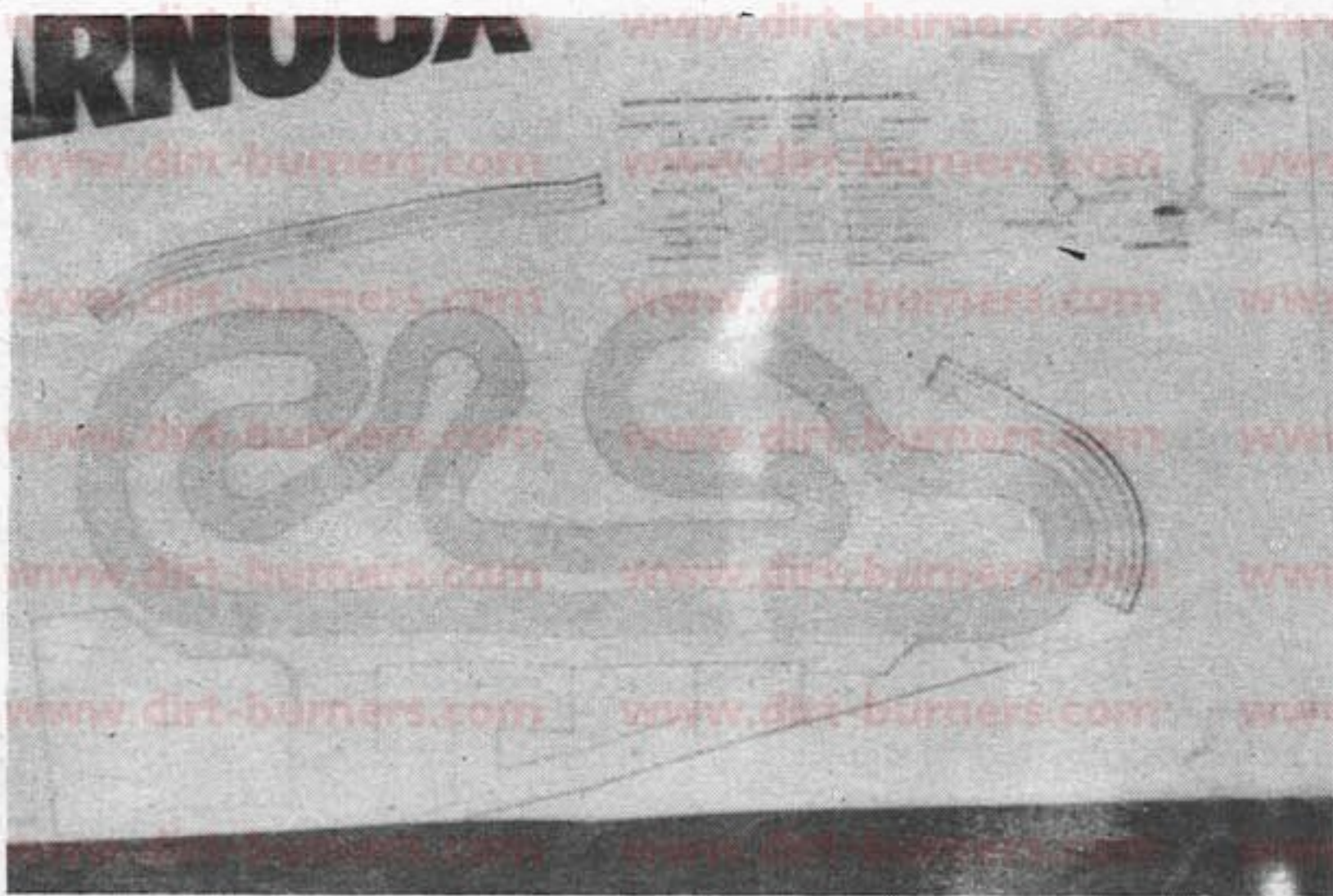
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The World Champ track layout (above) had one of the longest straights of any track ever raced. Top Qualifier Ralph Burch, Jr. (right) at the World Gas Champs. Photo M. Toland



week. But for the scoring problems in the Final, and the "unpopular" decision by the track owner to destroy all the scoring documents of the Final race so that they could not be verified, this event would have been "absolutely perfect."

It really is too bad, but as in all racing, controversies are part of the sport, and this one will be talked about for years to come. Ed.

RESULTS

1. Lecat (FRA) 165/60:15.5
2. Tadiello (ITA) 164/60:14.9
3. Roem (HOL) 160/60:13.2
4. Smeltzer (USA) 156/60:27.5
5. Culver (ENG) 150/60:27.9
6. Greeno (ENG) 147/60:01.9
7. Bervoets (HOL) 137/60:11.0
8. Orazi (ITA) 111/60:00.0
9. Gherzi (ITA) 92/60:00.0
- 10 Burch, Jr. (USA) 55/60:00.0

EFRA NEWS...

THE WORLD CHAMPIONSHIP DISPUTE...



By Ted Longshaw

July, 1983

Harry S. Truman made a remark which was later cleaned up by his P.R. men to read, "if you can't stand the heat, don't go in the kitchen." The kitchen of EFRA has now gotten too hot for me, so with a great deal of sadness, this will be my last term as President.

Of course I will carry out my duties until the last item on the November A.G.M. agenda, which will be the election of President for next year (the section Chairmen have already been elected for 2 yrs.).

Now is the time for you to think of a replacement. At the E.G.M. in Rome, you will have the opportunity to discuss it further and seek the approval of likely candidates.

The E.G.M. will be held on Friday evening, the exact time and location will be posted at the Rome circuit.

CARNOUX. A World Championship that promised so much and started so spectacularly, finally ended in confusion and acrimony. All of you who receive my newsletter will

read many versions of "what really happened" in various magazines, I am sure. Condensing the facts into a few lines would read that lap counting errors, not unusual in a one hour race with ten cars, were insufficiently checked before results were announced, and that during the ensuing dispute no facilities were offered to competent EFRA or IFMAR officials to carry out a thorough examination.

I have no intention in getting involved in prolonging the argument, suffice to say that all the original records were eventually handed to the Vice President, Mike Reedy, who returned to the USA and together with entirely independent, experienced racers, checked them. The outcome of this you know.

How sad that the years of friendly international competition were soured by such an avoidable controversy.

Throughout the week, behaviour on the track had been very good, the referee's presence being a steadying influence. Maybe not all the decisions they made were the right ones, but at least they tried, and they gave their time trying to ensure a fair race for all.

I did not attend the IFMAR meeting on Sunday, but the minutes will be

circulated. One thing I do know about is that the 1985 World Championship will be in Japan, probably in Osaka. Although Japanese drivers did not seem to quite master the Carnoux track, it will be a different story I'm sure when they are at home.

I have agreed to continue as IFMAR President until the 1985 World Championship and will be working in close co-operation with the Far East Federation during the next two years to try and ensure its success. If you have any suggestions that you would like to make regarding this race, why not write to me NOW! Everyone wants to see a fair race with no disputes, how would you help to achieve this nearly impossible dream?

One last word regarding the World Championship. If you were disappointed by the result, think of almost the entire American Associated Team who struggled throughout the whole week trying to stop their motors from overheating, completely without success. Ralph Burch, who was TQ, was amongst those affected. The solution to their problem was revealed after it was all over during the next week in Wiesbaden. It was hotter there than it

friendliness and hospitality. The weather was good as well, so everyone who came enjoyed themselves very much.

The final main was a head to head confrontation with two of the new young lions of the sport, Rudy Roem from Holland and Ralphie Burch, Jr. from the U.S.A. The steadier tyre preserving tactics of Rudy finally paid off in an exciting 45 minute final. His pitman was team Boss, Pieter Bervoets, using his new "Magic Fuel Filler" that completely fills the tank in one second. With eight fuel stops, this obviously helped, although the winning margin was very close - about 30 seconds.

After the ELECTRIC CHAMPIONSHIPS in Rome, there are just three more EFRA GRAND PRIX's this year. On August 28th there is the Swiss G.P. in Brugg, on September 11th there is the revitalized Belgium G.P., and finally the race with the best view from the pits in the World - Monaco, on the first weekend of October.

E.G.M. ROME. Do not forget that all dates for next year must be approved at this meeting. Other items that will



A very pensive Ted Longshaw (above left) (IFMAR Pres.) wondering about the final outcome. Ernes Tadiello was all smiles after the race (above) but little did he know that the World Champ title belonged to David Lecat. Photo M. Toland.

was in Carnoux, but by adding 4% Castor Oil to their fuel, all their overheating problems were solved and all their motors ran perfectly. That is genuine disappointment!!

WEISBADEN. This "revenge" race organized by the Wiesbaden Club on the following weekend, was all that a 1/8th scale R/C car meeting should be; superb organisation, no protests,

probably be on the Agenda include NOISE LEVELS, APPROVED BODIES, INCORRECT NATIONALITY REPRESENTATION, TOGETHER WITH ANYTHING ELSE THAT YOU SEND TO ME NOW! Think about nominations for your new President because my mind is made up.

TED LONGSHAW

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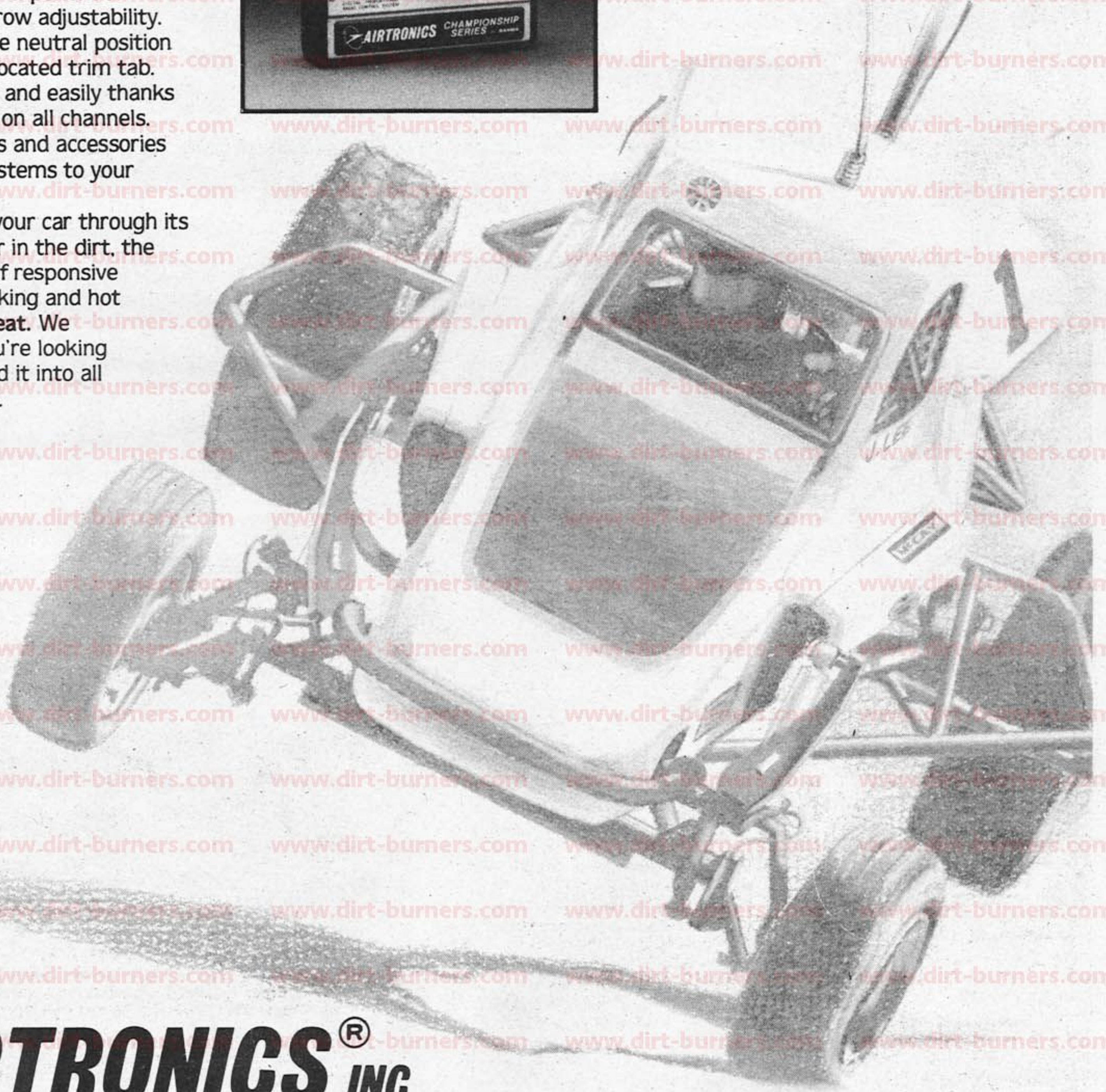
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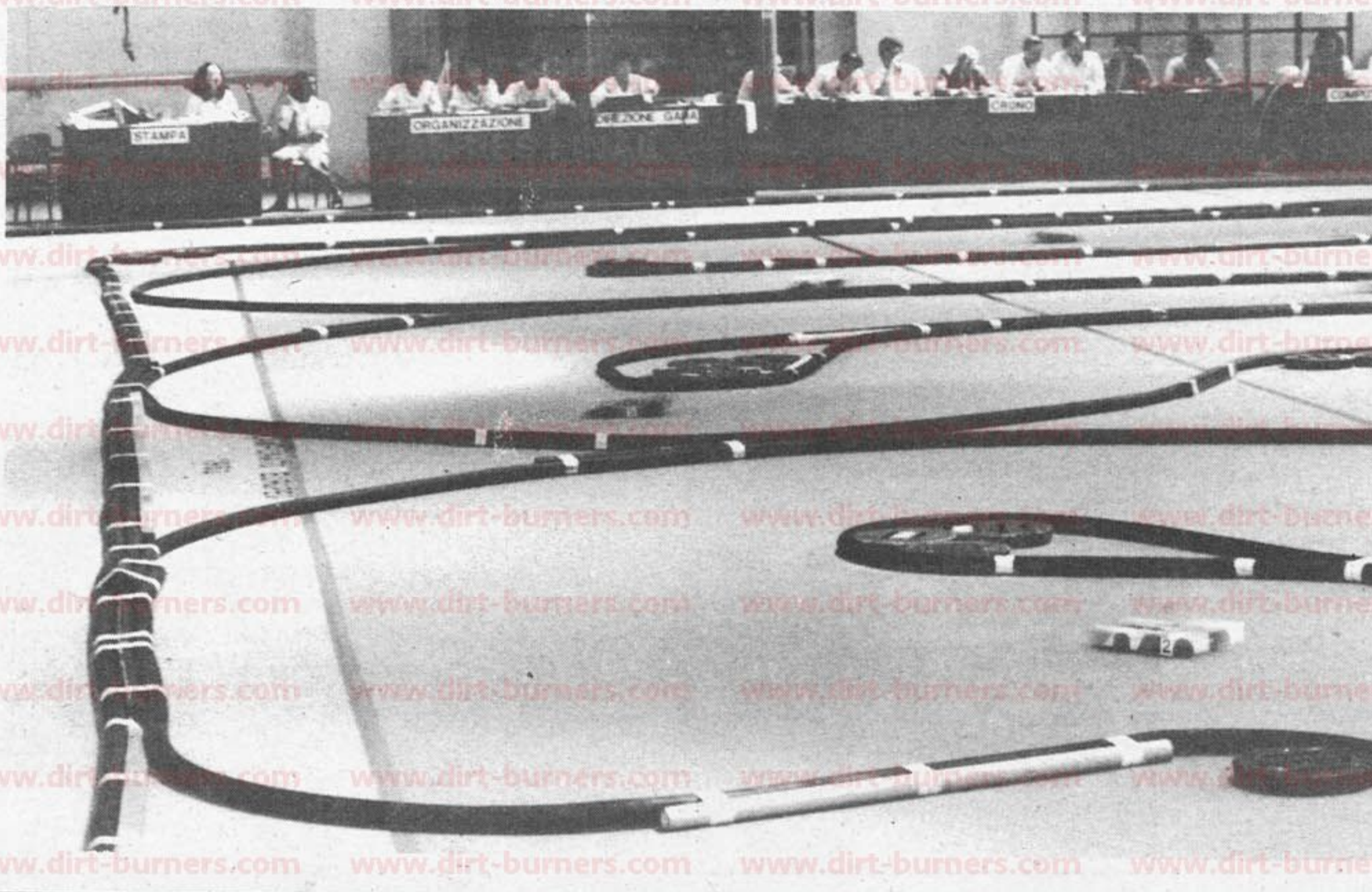
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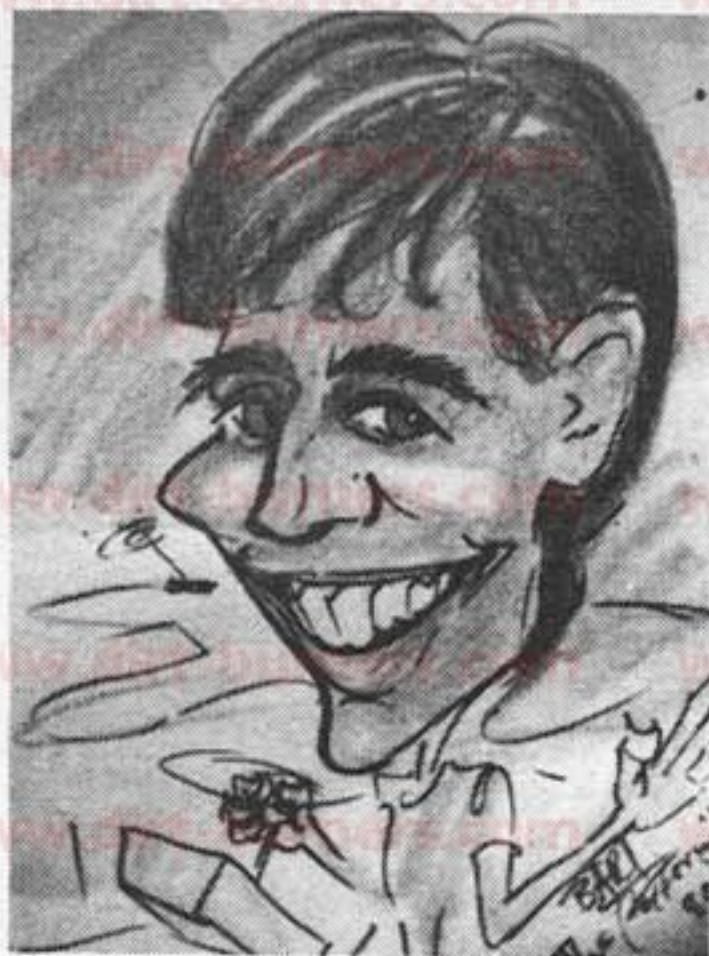
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European 1/12th Championships

Story & photos by Mike Toland

Milan, Italy



WELCOME TO ITALY!

After spending over a week in England with the Jim Davis family, of Jim Davis Models, we set out to Italy with Jim, Jr., and Wayne Davis, not to mention the whole British team, to compete in the 3rd Annual European Championships in Milan, Italy.

After a 24 hour bus ride through France and Switzerland, we boarded a train to Italy and arrived at about 4 o'clock, checked in and went to look at the track.

The track was in a gymnasium about 2 miles from our hotel. Once we stepped into the gym, our eyes watered from the odor of winter-green. It was obvious that winter-green was going to be allowed to be used on your tires. The track was very tight but very large with some 16 to 18 turns in it. The straightaway was of



good size which began with a very large sweeper. The drivers' stand was about 8 feet tall and about 30 feet long. There was a limited amount of pit area available to the drivers, so it got very cramped and very hot with little ventilation, but other than that it was a perfect sight.

On Friday there was Open practice until 2 o'clock and then two rounds of controlled practice. It was definitely apparent who was going fast! This human being was Nigel Hale. He was going no faster than at least a half a second per lap than anybody else on the track. The next closest man was Wayne Davis. Both of these guys are from Great Britain. The controlled practice heats were timed as if they were qualifying heats and Nigel Hale turned out to be fastest at the end of

the day.

Saturday's qualifying got started at about 8:30 and the heats were great! At the end of the first round, the first eight cars were ASSOCIATED's. In the lead was Wayne Davis with 30 laps/8:00.7 and 7 seconds behind was Nigel Hale. The other six were all at 29 laps, starting with Jean-Michel Fraise, Mike Booth, Tony Wells, Bert VanDer Vecht, then came 1982 Euro-champ Jimmy Davis, and Henrik Carstens.

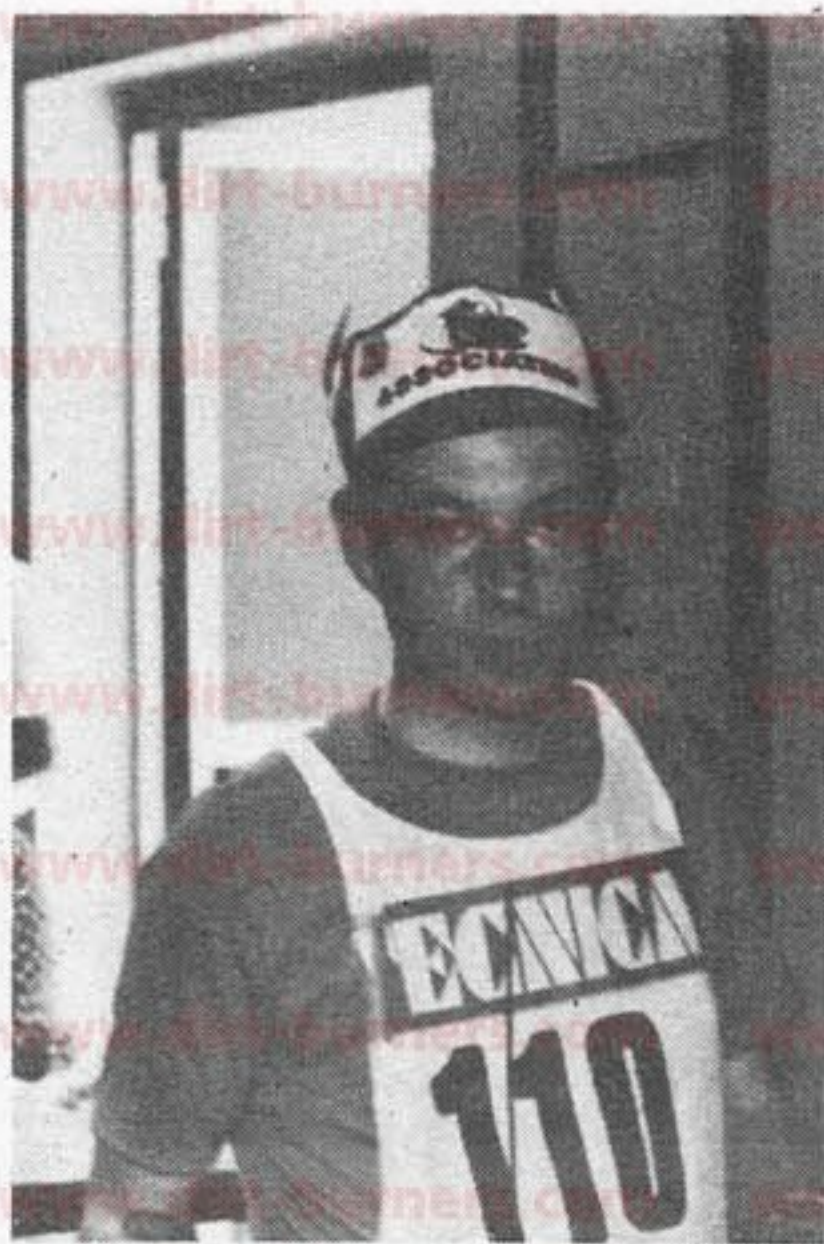
I might as well tell you now that Wayne and Nigel would stay in the same positions with the same times and that the first two qualifiers do not have to run in the semis, of which there are two, and only eight people per semi. Although they didn't know it at the time, that meant that they would automatically be in the Main Event.

The second round had some changes from third on down. Jimmy Davis moved into third with 29 laps/8:01.4 and Tony Wells turned a 29 lap in 8:01.7. After that came Finn Gjersoe of PARMA fame and Denmark, then Mike Booth, Jean Fraise, a young man from Germany named Christian Keil, Bert Vecht, Carstens and then Phil Stone, all at 29 laps. With one more round to go, it was definite that the ASSOCIATED car was working, with the next closest car being a PARMA in fifth and a SCHUMACHER car belonging to Phil Stone in eleventh. The last round of the day had a major change. Remember, everyone was fighting for that 3rd spot because Nigel and Wayne were untouchable and 30 laps would make anyone happy. The man that would do just that would be SCHUMACHER's top driver, Andy Dobson. He turned 30 laps with an 8:33.3, his batteries dumped really bad because it usually only took about 17 seconds to complete a lap. Hans Klier of Germany put himself, with the top runners in the 11th position, everyone else pretty much stayed the same.

Sunday - one more round of qualifying and then the semis. It was time to put the run together that you have always wanted. As I said, Wayne and Nigel would stay in, but it was really close because Andy Dobson had a flawless run and didn't dump as badly as he had earlier. He turned in 30 laps 8:09.5, Andy would be TQ for the A Semi and TQ in the B Semi would be Tony Wells.



Mike (Mickey) Booth 1983 European Champion. "I can't believe I won," holding his trophies. M. Toland



Bert Van Der (#10) of the Netherlands took 2nd in the final. Photo, Mike Toland.

Ten year old Alex Jack of Scotland was the youngest entry.

The Semis were set as follows: 3rd, 5th, 7th, etc... qualifiers would be in the A semi and 2nd, 4th, 6th, etc... would be in the B semi. In the A semi it was Andy Dobson, Jimmy Davis, Mike (Mickey) Booth, Phil Stone, Christian Keil, Henrik Cartens, Emanuele Zagatti, and 10 year old Alexander (A-Jack) Jack.

In the B semi it was Tony Wells, Finn Gjersoe, Jean Michel Fraise, Bert VanDer Vecht, Hans Klier, Paulo Masnata, Gordon Price, and Glenn Peglar.

If you win in the semis then you go into the main, they then take the best times of the remaining 14 people and four of those people go into the main. It would appear that the A semi would be the fastest, but it turned out that it was equal, with three people from each semi making the main. Both Top Qualifiers in both semis, Andy Dobson and Tony Wells, advanced to the main. The next best times were turned in by Mike Booth, Jimmy Davis, Finn Gjersoe, and Bert Vecht.

Euro history before the Main, this being the 3rd annual - the only people ever to win the Euro Champs have been from England (Neal Francis and Jimmy Davis).

In this main, 6 of the people were from Great Britain, one from Denmark, and one from the Netherlands.

In the past two years, these are the countries that usually dominate, but this year there were two Germans, two Italians, and a Frenchman in the semis. This shows that the competition will soon be one of the toughest around internationally.

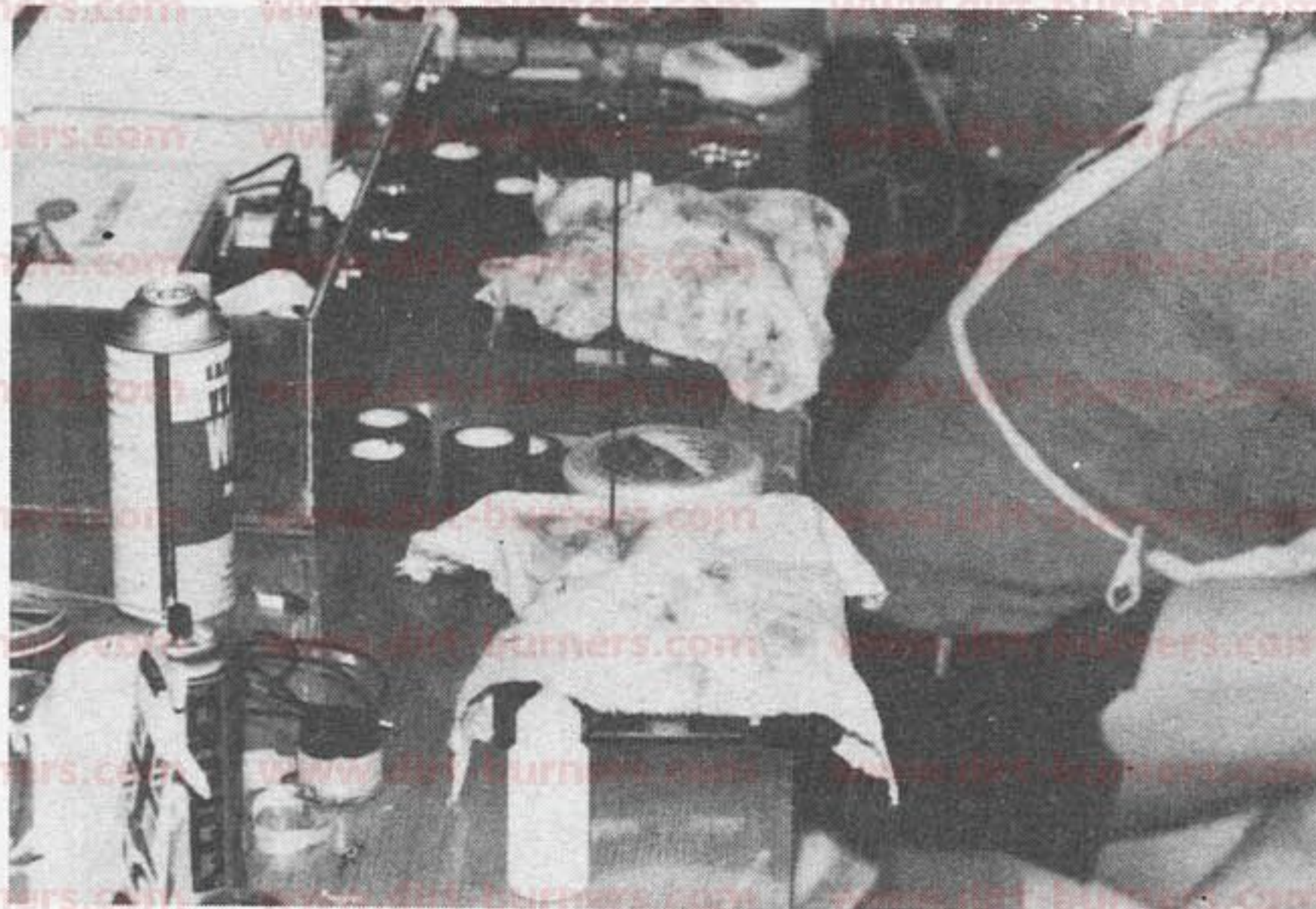
The MAIN EVENT - I will describe it as best as possible. As the cars were set on the grid by two's, Wayne was on the pole and Nigel was on the outside. Inside second row was Tony Wells and Andy Dobson, inside third row was Bert Vecht and Finn Gjersoe, and inside fourth row was Mickey Booth and Jim Davis. The story with indoor on carpet in Europe is that you usually run reverse in the car and it turns out that this would hurt someone in the end. The cars were set and the clock was running for a start, most of the drivers were checking their cars by forwarding and reversing, then the race director gave a ten second warning for the start. Andy Dobson moved forward again and the buzzer went off for the start, Andy did not get back. It was hard to hear but I believe a penalty was given to Dobson and Nigel Hale for jump starts, I was in the crowd and didn't quite see it happen. Nigel Hale was 1st in the first turn and then Jimmy Davis, but after half a lap it was Mickey Booth, Bert Vecht, and then

Dobson. At about the two minute mark Dobson had gotten by Vecht and battled with Booth for about 6 laps. Dobson won the battle but still knew that he had jump started. He continued to lead until the end of the race and finished ahead of Mickey Booth by about 2 seconds, then came Nigel Hale and Bert Vecht. This is when everything went crazy. Dobson was docked a lap, giving Mickey Booth the win. Nigel Hale was given a ten second penalty because he had

gone over his line by only a few inches, Dobson went over by about two feet, this put Bert Vecht in 2nd, Nigel in 3rd, and then Andy Dobson in fourth.

Another controversial thing happened, this time to Finn Gjersoe. He had written something on the body of his car pertaining to Italy that wasn't proper. If I might say that then all hell broke loose. Finn said that he did not write it but that a team mate did. In the

(contd. next page)



To keep the crowds away from the Davis pits they covered their cars. Secrets? Not really.



Protest time and heated discussions.

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end he was disqualified to last place in the Euros.

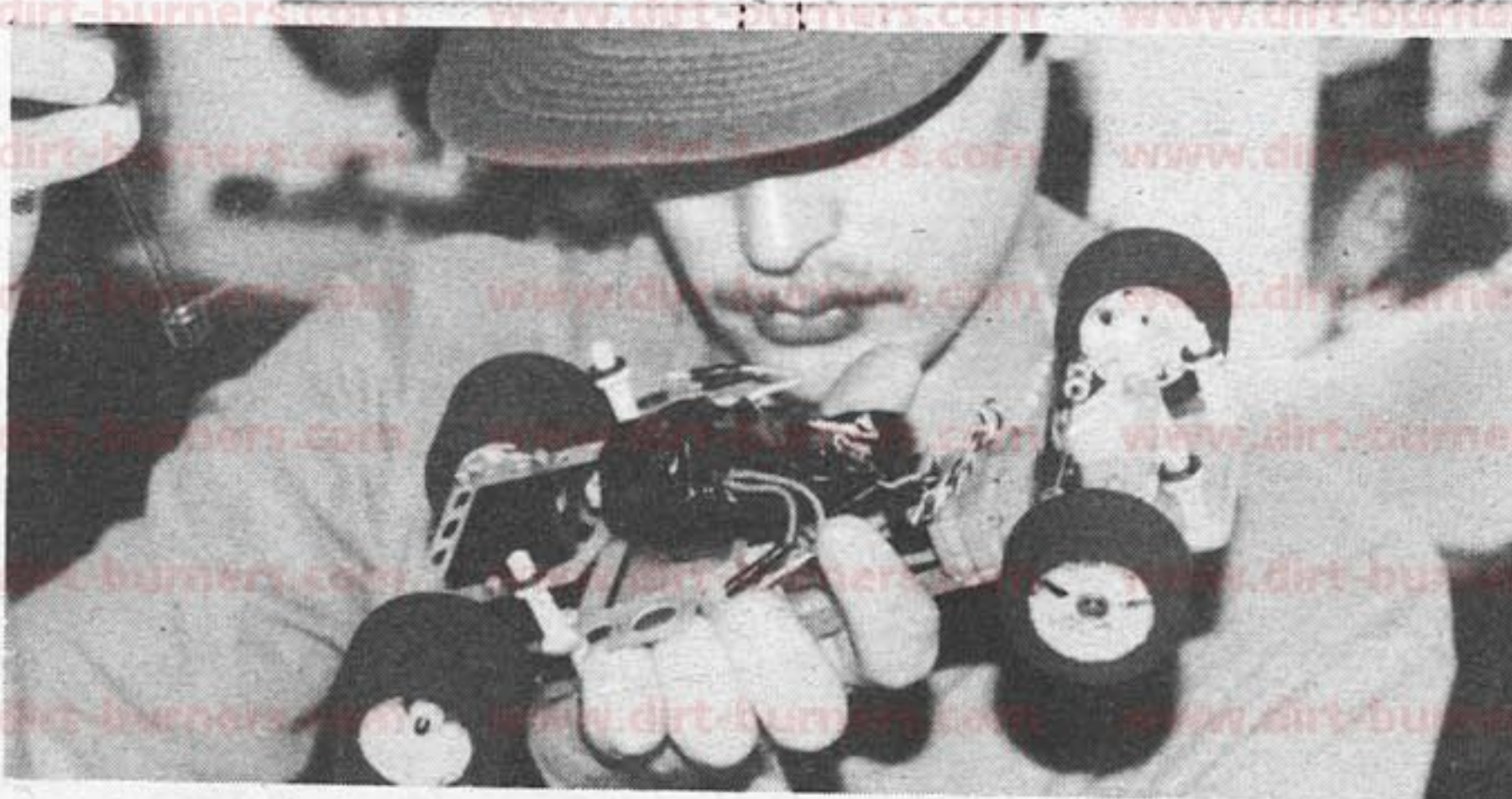
After all the commotion and protests by the teams and the arguing and decision making, the awards were given out and we packed up to go home.

Information to anyone who plans on running in the World Champs in '84:

6 cell on carpet will be a big surprise! I drove on the track and it is close to being 100 percent different. This was only my second stop on my trip to Europe, my next stop is the 1/8th World Championships. See you in a few pages.

Mike Toland

RESULTS



Nigel Hale fine-tuning his rocket.



Mickey Booth (l) and Nigel Hale, relaxing after race (above). A Main drivers (below)



OFFICIAL RESULTS - EFRA EUROCHAMPS 1983 - MILANO, ITALY - Compiled by Nick Adams - EFRA							
POSITION	NAME	CNTRY	LAPS/TIME	CAR	MOTOR	BODY	NICADS
1st	Mike Booth	G.B.	29/485.1	ASSOC 12is	REEDY Yokomo	ASSOC TOJ (no wing)	SANYO ME
2nd	Van De Vecht	N.L.	29/496.0	ASSOC 12i	REEDY Yokomo	Porsche 956 (no wing)	SANYO ND
3rd	Nigel Hale	G.B.	29/499.1	ASSOC 12is	REEDY Yokomo	TOJ (no wing)	SANYO ND
4th	Andy Dobson	G.B.	28/480.2	SHUMACHER I.S.	M.G. Igarashi	BLAKEMAN TOJ (no wing)	SANYO ML
5th	Jimmy Davis	G.B.	28/480.8	ASSOC 12is	REEDY Yokomo	TOJ (no wing)	SANYO ND
6th	Tony Wells	G.B.	28/490.7	ASSOC 12is	REEDY Yokomo	TOJ (no wing)	SANYO ML
7th	Wayne Davis	G.B.	3/retired	ASSOC 12is	REEDY Yokomo	TOJ (no wing)	SANYO ND
8th	Finn Gjersoe	D.K.	29/496.3 Disqualified	PARMA Panther	PARMA Yokomo	PARMA MARCH 802 (no wing)	SANYO ML

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Jack Nicholson - OK
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Bobby Beard - N.C.
Bobby Beard, Jr. - N.C.

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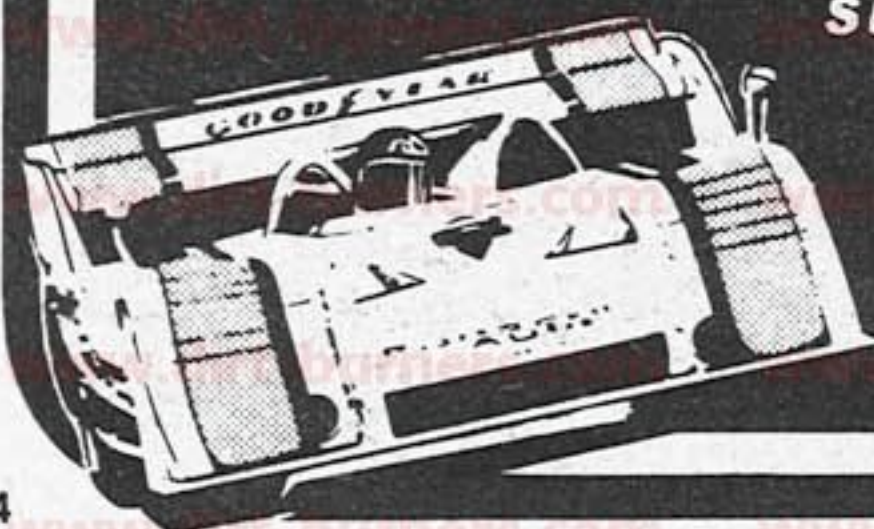
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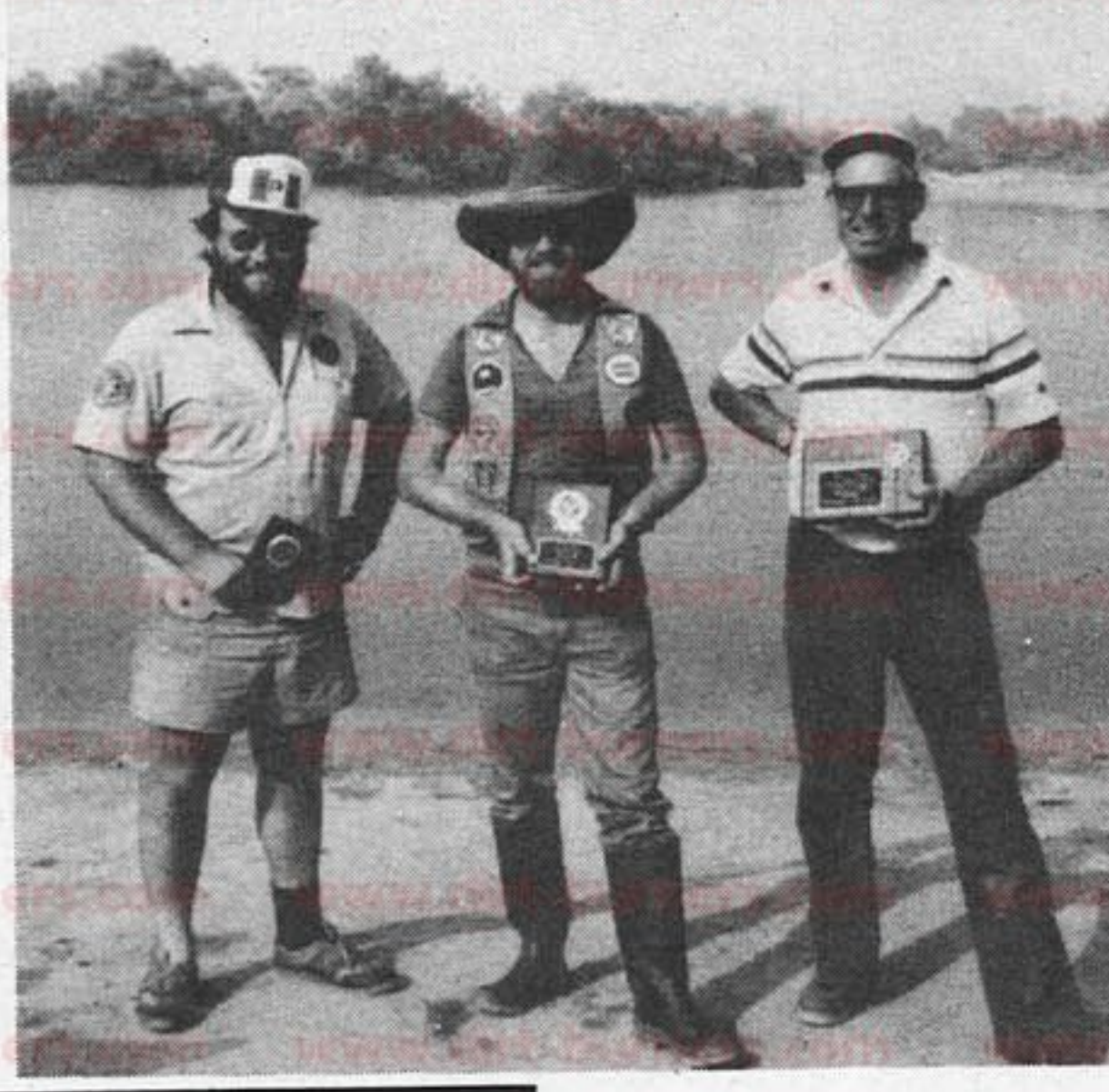
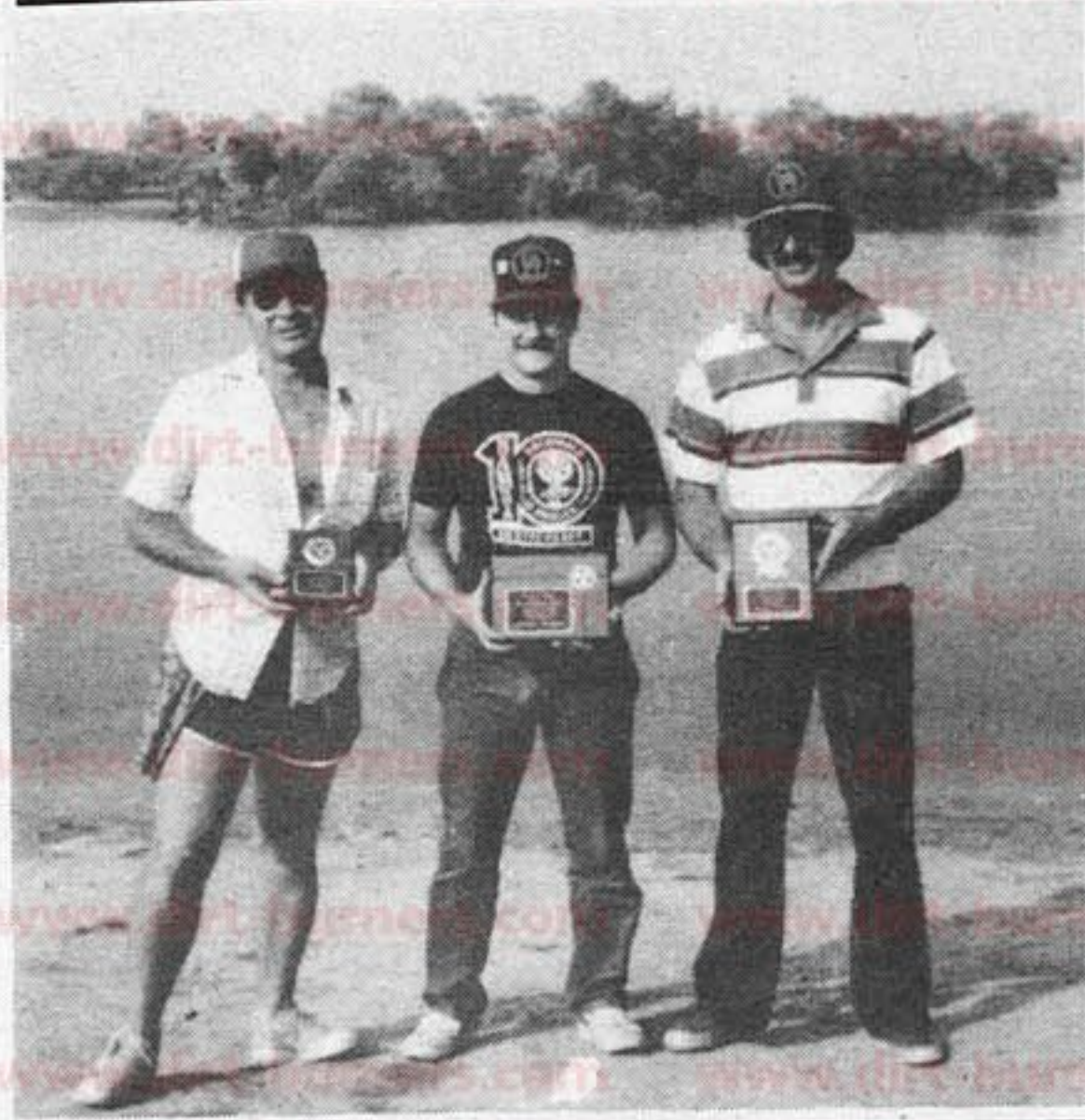
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NAMBA REPORT:



(Far left) A Hydro: Ron Russell, Jack McColley, Tom Topping. (Center) B Hydro: P. Dassonville, K. Morse, J. Oxley. (Above) Sport 40 I & II: W. Woodhouse, J. Lawson, R. Fish, & Bruce McCord. Photo: Pam Stewart.

Prop Nuts Preside

Report & Photos by
Pam Stewart

With assistance from the newest Prop-Nut, Deb & Roger's computer, the June 4-5th Heat race was efficiently run as well as efficiently scored.

The Prop-Nuts received 170 entries to rival the Needles River Rats Race earlier this year. With 72 heats on Saturday, credit should be given to those two youthful, exuberant retrieve boat operators, Tommy Woodhouse and David Holland. Legg Lake has probably the largest area for retrieving in District 19... and that can be very time consuming. And as expected, a lot of retrieving was called for as Legg Lake's weeds were at their healthiest!

Making the event all the more exciting and enjoyable was seeing a variety of new and first time winners receiving the plaques.

Terry Holland finally managed to leave Robert at home for a race and earned his first 1st place in B Mono in three years!

Marc Dickens of Las Vegas earned his first District 19 trophy in B Mono, and Steve Bramel outdid Terry Holland's hard luck story as he earned his first B Mono trophy ever in 6 years running in that class.

In A Hydro Jack McColley of Pro Boat earned his first 1st place trophy as well. Where was Oxley? He was

busy with B Hydro - having finally gone around Woodie's Sport 40-II boat.

In C Hydro Jim Lawson captured his first plaque - and it was 1st place!

Not placing in trophy position, but a very happy junior NAMBA member was 10-year-old David Meyer of San Diego, who placed 8th (earning district points) right above the district director (who wishes to remain unnamed). Another junior now found in our Junior Points Standings attended her first race this year... Tammy Monroe Busby, loving wife of Tracy, and devoted mother of Heather. There ought to be a law... Tammy may have been somewhat less than thrilled with the teasing she got about still being a junior (even from her hubby, who appreciates the lower entry for juniors). One of the ladies who was very happy at this event was Diane Semler, who gets perverse satisfaction from being the only lady in the photo-session line up at the end of the day, and the one with the biggest trophy.

Deb and Roger Wiechman deserve a well earned "thanks" the next time you see them at a race. Every year the Prop-Nuts host two District races. That takes dedication to NAMBA, District 19 and model boating in general. Two races in less than a month?... That's what makes the Prop-Nuts!

(cont. next page)



C & X Mono winners: Doug Nystrom, Terry Holland, Bill Silvers, Eddie Patten.

RESULTS

A MONO:

1. D. Semler
2. J. Otte
3. J. Oxley
4. K. Morse (TQ)
5. N. Teague
6. P. Dassonville
7. D. Ghormley

A HYDRO:

1. J. McColley
2. T. Topping
3. R. Russell
4. W. Stewart
5. C. McGaughy
6. C. Vanderbush
7. J. Otte
8. J. Oxley (TQ)

B MONO:

1. T. Holland (TQ)
2. R. Wright
3. K. Morse
4. J. Oxley
5. T. Prather
6. M. Dickens
7. J. Otte
8. S. Bramel

B HYDRO:

1. J. Oxley
2. K. Morse
3. S. O'Donnell (TQ)
4. P. Dassonville
5. T. Topping
6. W. Woodhouse
7. M. Hannah
8. W. Stewart

C MONO:

1. D. Nystrom

2. B. Silvers

3. T. Holland
4. J. Quadros
5. E. Patten
6. A. Prather (TQ)
7. C. Galbraith
8. P. Dassonville

C HYDRO:

1. J. Lawson
2. P. Dassonville
3. B. Silvers
4. W. Heinbuch
5. J. Oxley (TQ)
6. R. Fish

X MONO:

1. E. Patten
2. D. Nystrom
3. B. Silvers (TQ)
4. R. Taylor
5. K. Puckett

6. T. Holland

7. P. Piraino
8. L. Harrison

SPORT 40-I:

1. J. Monohan (TQ)
2. R. Fish
3. J. Lawson
4. D. Maher
5. P. Przybylski
6. D. Holland
7. D. Tippin
8. C. McGaughy

SPORT 40-II:

1. B. McCord
2. W. Woodhouse
3. D. Tippin
4. W. Stewart
5. D. Maher
6. S. Bramel
7. B. Silvers
8. D. Tallman

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FISH & CHIPS "R" OUTLAWS



A Mono winners (l-r): K. Morse, P. Dassonville, J. Otte, D. Semler, J. Oxley, & W. Stewart.

Over 180 boats entered the June 25-26 Heat race at Legg Lake hosted by the Fish and Chips "R" Outlaws, making it the largest event ever held in District 19.

With three clubs sharing the job of "hosts," participants were treated to a variety of C.D.'s on the microphone. Ralph Henry's talents on the mike may even rival those of his very funny dad. We hope to hear more of him in the future. Richard Pryor watch out! Another comedian more along the line of Don Rickles is Jim Lawson. No one was exempt from Jim's wit... as he warned, "Oxley'd better watch out, he's running against two dentists and a cop!"

While Oxley remained on top in A Hydro, he had his share of problems in the other classes. He was topped by his son-in-law in B Hydro, followed by Doc Joe, who extracted an easy second. And something was definitely fishy in C Hydro! But the jack-of-all-classes showed his potential as a master of all by earning fast times in both A & B Mono.



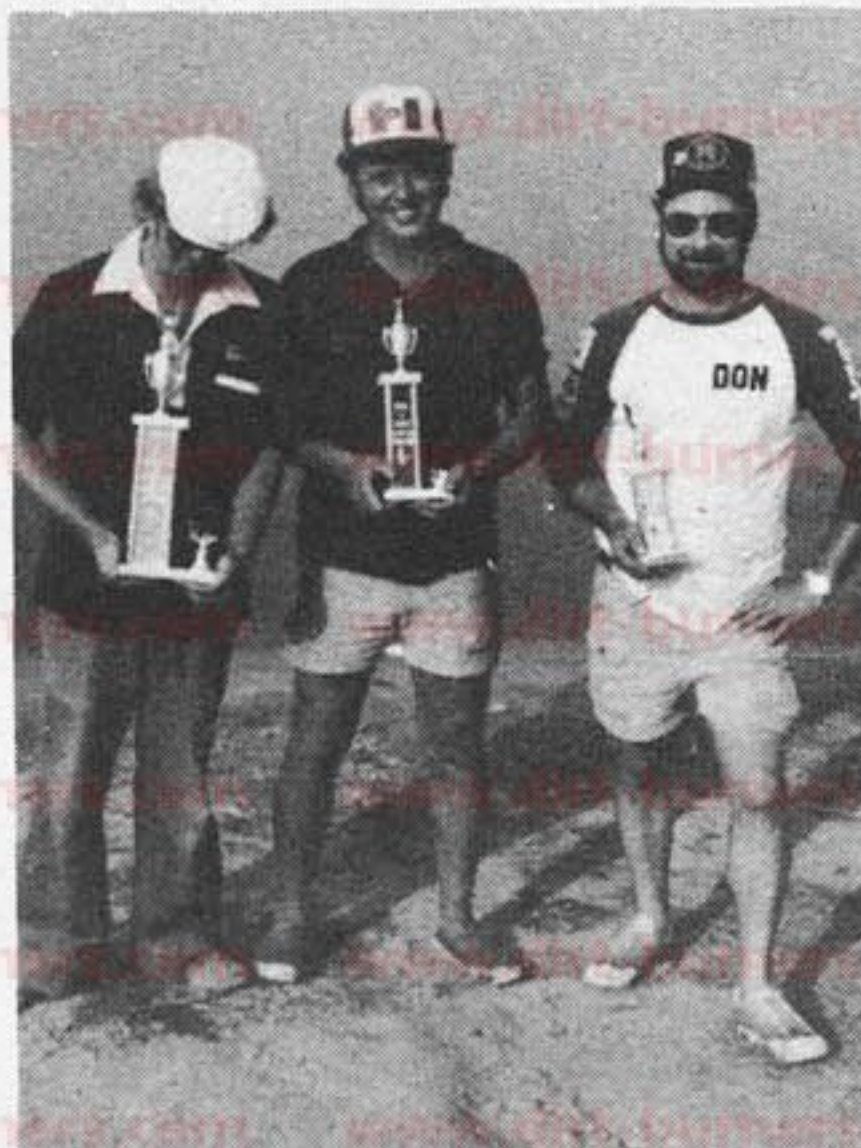
A Hydro: (l-r) Joe Otte, Jack Oxley and Tom Topping.

Trophying down to 10th place, this B Mono had the distinction of awarding more trophies than District points. Ninth and tenth in the 49-boat class were Al Prather and Peter Piraino. Adding a very nice touch for the first place finishers in each class were the handsome prop-balancers made by Mike DeHoog of the "R" R/T. Thanks Mike! In addition, the trophies from Diane's Custom Trophies & Awards dazzled us with color. First place colors were silver and blue, 2nd was silver and red, 3rd silver and white and 4th on down were all silver and green. On top of the trophies was the traditional eagle. Future host

clubs should take note - the prices were right and the trophies were excellent.

The X Hydro class was run for the second time this season. Paul Dassonville, feeling bad that his pal Karl Morse wanted to run X but had no one to run against, got together with Jerry Honza and Richard Fish to form the required number to run a class. Putting together engines that night before the race, the guys were able to give Karl all the competition he wanted - perhaps more than he wanted.

Pam Stewart



Sport 40 Div I&II: Don Tallman, Richard Fish, Don Tippin.



C & X Mono: (front) Terry Holland, Robert Holland, (back) Bill Silvers, Pete Piraino, Doug Nystrom.



B Mono: (l-r front) Cathie Galbraith, Terry Prather, Steve Bramel, (back row) Al Prather, Don Tallman, Bill Silvers, Don Donikowski, Joe Otte, Jack Oxley. Photos Pam Stewart.



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RESULTS

A MONO: 1. D. Semler 2. J. Otte 3. P. Dassonville 4. K. Morse 5. J. Oxley (TQ) 6. W. Stewart 7. T. Topping 8. D. Wiechman	B HYDRO: 1. T. Topping 2. J. Bruzzese 3. T. Holland 4. K. Morse 5. P. Dassonville 6. J. Oxley 7. W. Woodhouse 8. C. McGaughy	C MONO: 1. D. Nystrom 2. T. Holland 3. R. Holland 4. B. Silvers 5. M. DeHoog	6. E. Morgan 7. C. Galbraith 8. A. Prather	C HYDRO: 1. R. Fish (TQ) 2. P. Dassonville 3. J. Oxley 4. J. Bruzzese 5. J. Lawson 6. W. Stewart	X MONO: 1. B. Silvers 2. P. Piraino 3. T. Holland 4. E. Patten 5. J. Monohan 6. R. Taylor 7. D. Nystrom	SPORT 40-I: 1. D. Tallman 2. R. Fish 3. D. Tippin 4. T. McKay 5. D. Maher 6. S. Bramel 7. M. Enoch 8. G. Enoch	SPORT 40-II: 1. B. McCord 2. W. Woodhouse (TQ) 3. S. Bramel 4. A. Swanson 5. D. Tippin 6. D. Maher 7. T. McKay 8. W. Stewart
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ORRCA

UPDATE

Good News & Great News...

For a while there ORRCA was moving rather slowly, but as soon as all the wheels were set for the new 1983 and now 1984 ORRCA season, things have been happening faster than you can do it on the dirt!

First, a new Southern California Series has been set that will include at least seven (7) tracks (possibly eight), which is set to start on the third Saturday of September (17th), and will go through March 17, 1984. As I've said, there may be one more track which will be added at the end of the schedule and there may be additional months in which "rain-outs" may have to be made up.

But the nice thing is that although this is a Southern California Series, ORRCA will try to implement the same type of schedule and race series in other regions of the country.

But first, the following are the dates for the So Cal Series:

- Sep. 17 - Sat = Race Prep Raceway
 - Oct. 15 - Sat = TQ Hobbies
 - Nov. 20 - Sun = Radio Controlled Hobbies
 - Dec. 17 - Sat = Del Mar Racing Center
 - Jan. 21 - Sat = Ranch Pit Shop
 - Feb. 18 - Sat = Beaumont R/C
 - Mar. 17 - Sat = Hi-Desert Baja
- (Note: Great Western Hobbies is being moved and at press time we

didn't have the location of the new track. As we said before, if the track is completed it will be added at the end of the schedule or sometime in April, 1984. Most likely the third weekend.)

You'll also note that the So Cal Series has three new tracks as part of their schedule.

TQ HOBBIES, which recently opened in Harbor City, has the second date in the series; BEAUMONT R/C in Beaumont, CA (40 miles north of Palm Springs) has been running Sunday races already; and HI-DESERT BAJA in Palmdale has long been one of the favorite tracks in Southern California.

By publishing these dates early, ORRCA hopes to encourage other districts to start their ORRCA series at about the same time and hopefully to finish around the same time. ORRCA will assist any of the tracks in other regions in getting their series program going.

Not yet decided is exactly what measure of importance the individual series will have for next year's ORRCA NATIONALS. It's anticipated that the same format may be used as this year's, but there are some questions that may be answered only after this year's nationals. Therefore, most likely a decision on that matter may be made after August 1983.



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MORE INFORMATION ON THE 1983-1984 ORRCA SERIES. The entry fee for all ORRCA series races will be \$7.00, with \$1.00 going back to ORRCA for a "Trophy Fund" at the end of the series.

There will be two (2) throw-out races out of the seven (or possibly eight) races of the So Cal Series. Other regions will most likely be different regarding this, according to just how many races they schedule.

Another important decision will be made soon which concerns a "pure Stock" class for the next series. Several Board members have suggested adding a pure stock class which will be called "STOCK" (out of the box). The current stock class would then be named "Super Stock." What ORRCA hopes to have happen is that many "new" racers will be encouraged to race in the pure Stock class where virtually NO MODIFICATIONS will be allowed, thus keeping the cost to just about the amount of the kit, radio, batteries and charger.

On the other hand, several Board members are not so sure they want to add another class - their thinking being that it may detract from the other classes or perhaps not draw enough entries, or might take up too much time from the other racing.

Since ORRCA is committed to put on the best possible racing program, at this point, the Board would like to have "input" from the racers about the STOCK & SUPER STOCK classes. Remember, now you have the opportunity to have your say, so call ORRCA or write your opinion on this matter as soon as possible as the Board would like to make a final decision by the ORRCA Nationals.

UPDATE ON ORRCA RULES:

Mike Tobey has written a clarification on two existing rules dealing with Radio Boxes and replacement Tires. It seems that there has been some

confusion at various tracks regarding these two matters. Check out his column at the end of this report.

There's also a final date for all motors to be used at any ORRCA series race to have the ORRCA Approved Motor seal. That date is September 17, 1983, the date of the first series race.

One thing that is important for everyone to note is that one of the ORRCA rules states that if a specific rule is not written as part of the rules, then it's not legal. There is no room for interpretation. All racers should get in the habit that if there's a question about rules, it's better to call ORRCA and get "written" confirmation of a particular rule.

ORRCA NATIONALS:

So far everything is going on schedule for the August 24-28, 1983 MRC/ORRCA Nationals. If you have not sent your entry in by now, chances are that you may have to pay the additional \$5.00 as "late entry" fee.

What is important to note is that "ANYONE" can race at the Nationals. The only difference being whether you race in the Silver Cup or Gold Cup. ORRCA qualifiers can race on Friday (26th) and/or Saturday (27th). Although two days are set aside for you to qualify (three rounds each day), some of you who have to work on Friday can just qualify on Saturday. The best round out of the six or however many qualifying heats you make, will seed you into a main.

Thursday, August 25th is still available as the last chance to make the Gold Cup program. Otherwise, anyone who didn't make the top 30% or could not qualify until Saturday, can run in the Silver Cup.

The reason we keep mentioning this is that we've received many questions as to just who can race and who can't at the ORRCA Nats. The fact is that everyone CAN, the only

(contd. next page)

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difference is whether it is in the Silver or Gold Cup.

ORRCA REGIONS:

The Board would like to receive nominations from around the country as to who you would like to represent your area or region as an ORRCA REP. Everyone is welcome to submit a name or names and if you feel that you can represent your group, you can also submit your own name. The Board of Directors will study all proposed or nominated people and will pick out the ORRCA Region Reps.

Again, this is a chance for many of you around the country to begin to have some kind of input as to what is done in ORRCA. Take advantage and participate. Please send your nominations or suggestions to:

ORRCA
P.O. BOX 8938
Calabasas, CA 91302-8938
(213) 340-5750

ORRCA RULES CLARIFICATION:

By Mike Tobey

Recently, several instances have occurred at ORRCA races where Stock class drivers have stretched the rules. In order to help eliminate these problems the following should be noted:

RULE C-7 RADIO BOXES - Radio Boxes are optional. Lightweight boxes can be used. Radio Box can be altered to accept speed controls. This rule DOES NOT allow the addition of any parts to mount the servos or batteries to the chassis. Servo tape and tie wraps can be used but NO SPECIAL BRACKETS or trays are to be used that will increase the surface area for mounting. (See rules C-2, C-5, C-6, and C-12.) You are allowed to do three things:

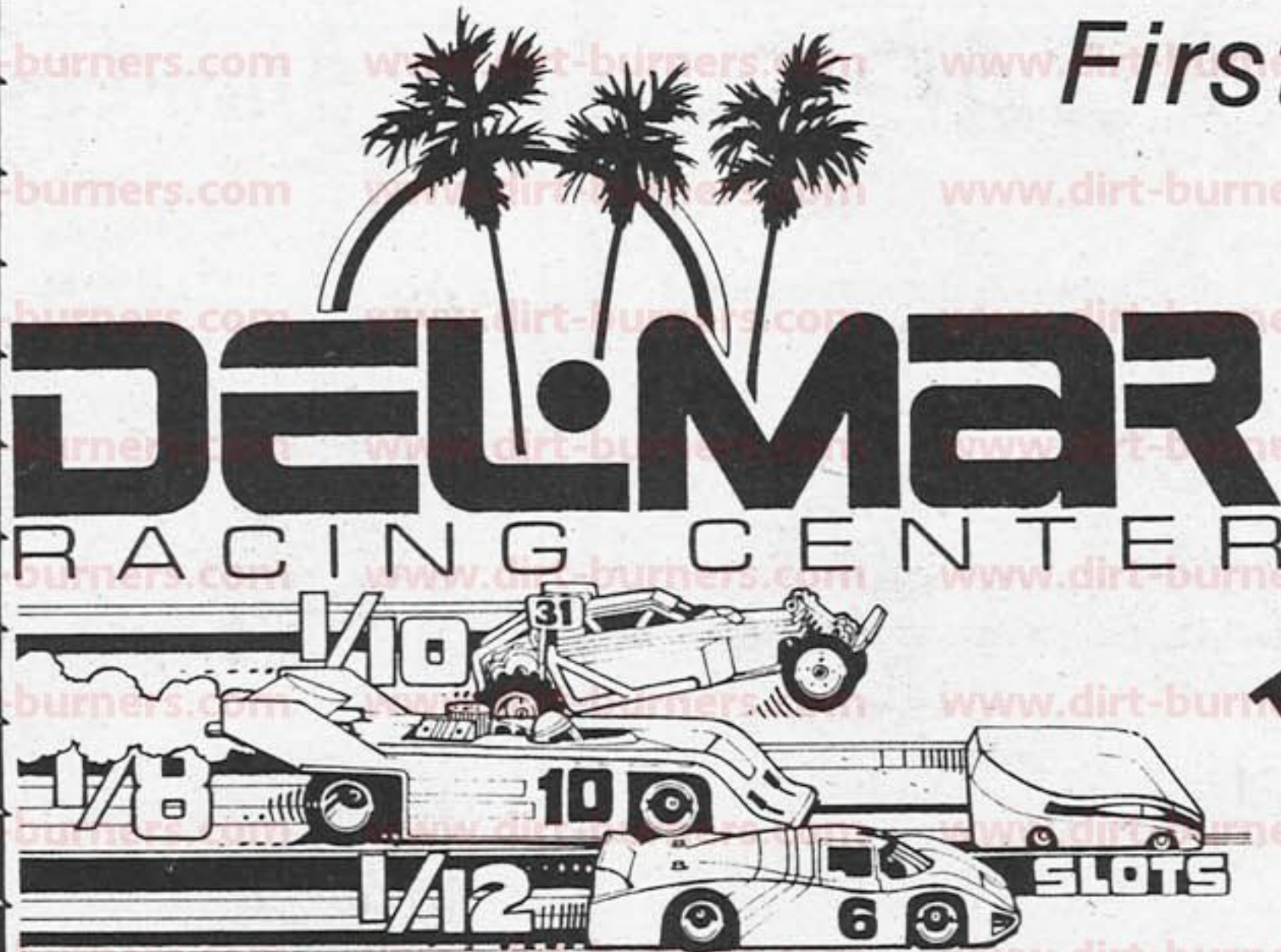
- 1.) Use Stock radio box.
- 2.) Use lightweight radio boxes. (Commercially available)
- 3.) Use no radio box. [Radio boxes may be altered (cut down) at the driver's discretion.] The steering servo MAY NOT be re-located nor the speed control servo.

RULE C-4 TIRES & WHEELS: Tires from one car kit may be interchanged with other car kit's but the wheels that come with tires must be used (metal outers OK), but may be drilled to fit. Tires must be mounted on the wheels in the stock configuration. Profile can not be altered.

ABSOLUTELY NO SPIKE TIRES ALLOWED!!! The only compound of tire must be of rubber or foam. No metal, plastic, or synthetic supplements, spikes or sections allowed. **TIRES & WHEELS** used must be from commercially available car kits. All after-market tires are NOT legal in Stock. Example: BoLink H.B. (Holiday Buggy type tires), Pro-Line tires and wheels and any others that do not come packaged in a complete car kit. Metal or plastic dress-up outers are legal.

ALWAYS REMEMBER...When in doubt see rule C-12. It's very much to the point.

NEW DEADLINE FOR MOTORS: All ORRCA legal Stock/Modified motors must have the "ORRCA APPROVED MOTOR" sticker (seal) affixed as of SEPTEMBER 17, 1983.



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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!

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

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

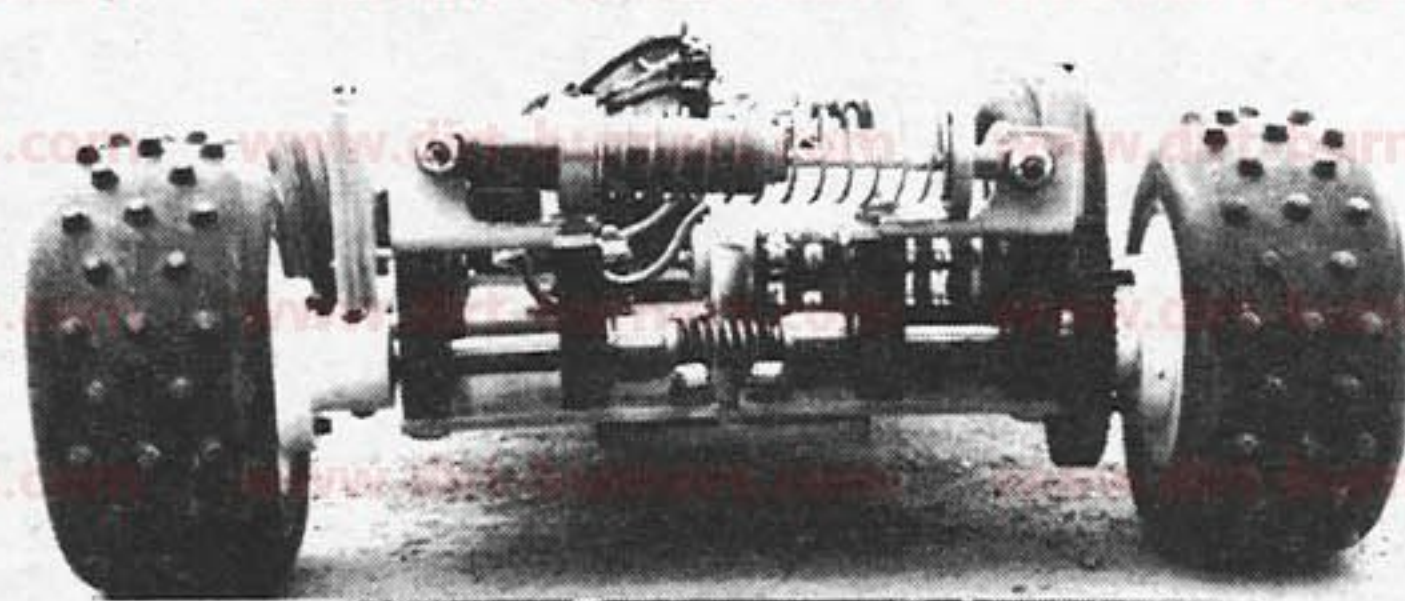
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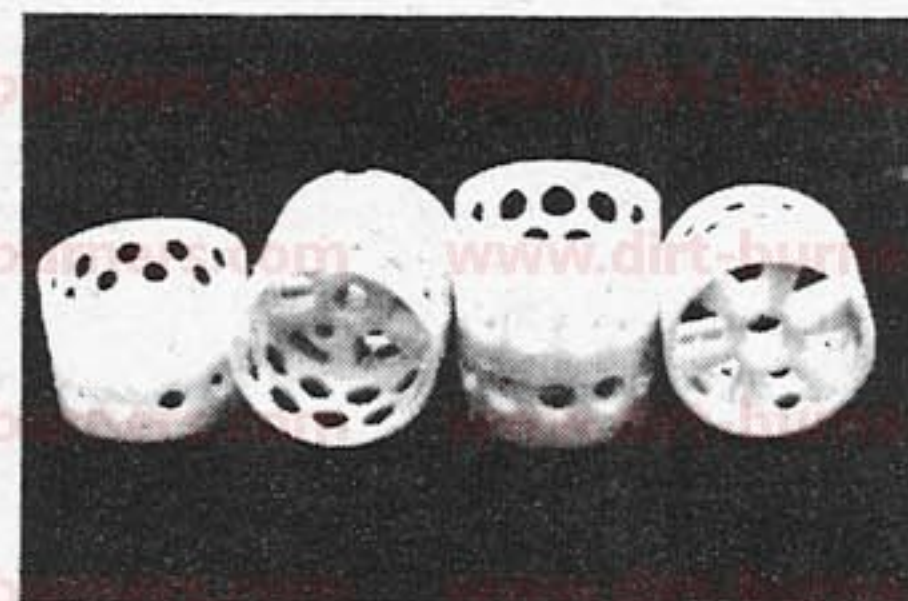


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TIRE TRACK

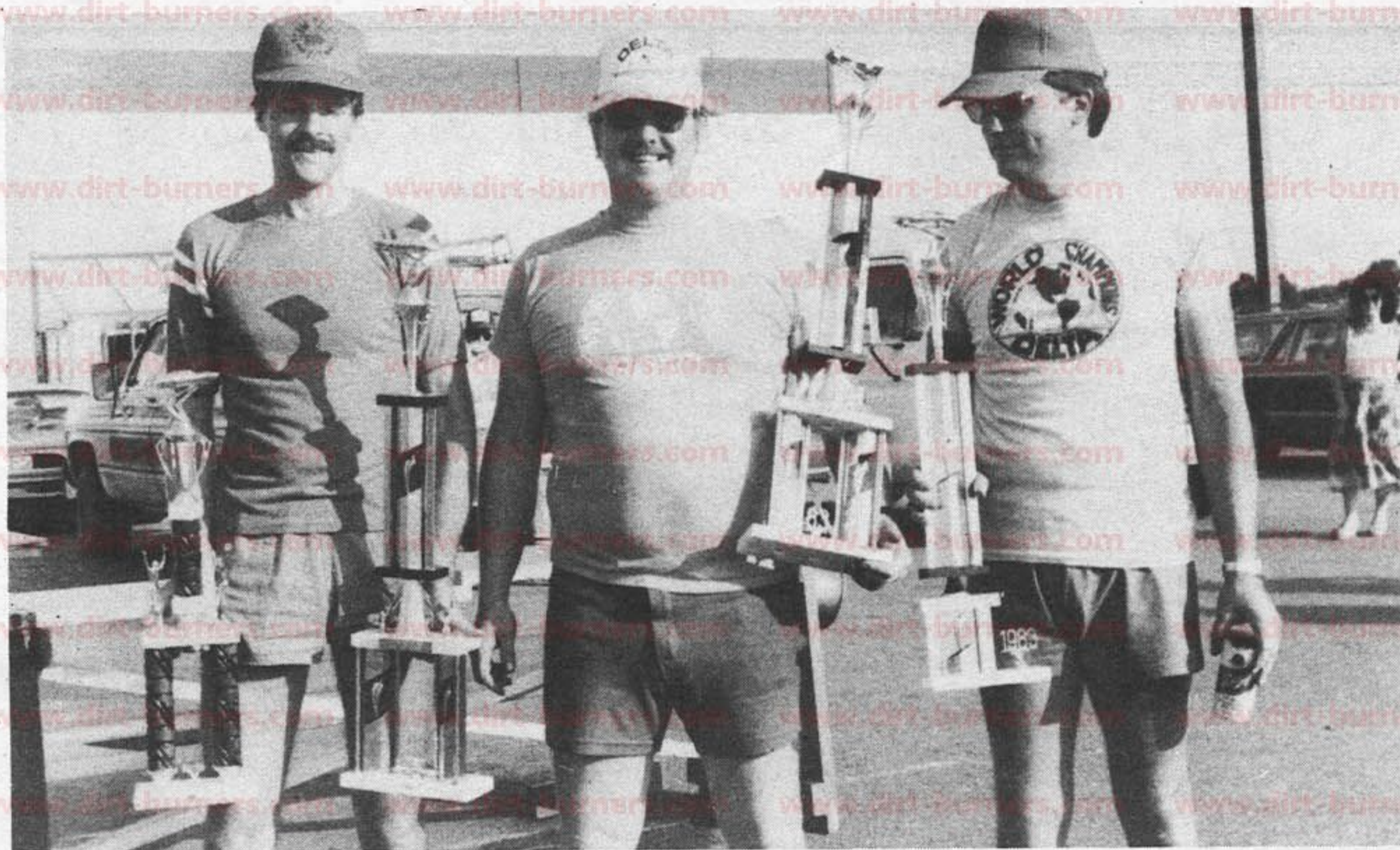
Used as directed, putting Tire Track on your tires, is like putting batteries in your 1/12th scale car. Try some today. BL-6022 \$4.95.

POWER PINIONS

Need more power? Try these new 8 & 9 tooth pinions. They will pass on any 1/8" motor shaft. The only way to go smaller is to put teeth on the shaft.



BoLINK



in 4th, from San Antonio sponsored by ASSOC/REEDY.

Adding to the day's festivities were trophies for first and second place concours, a drawing for door prizes (numerous bodies, wheels, car parts and racing accessories) donated by ASSOCIATED, BoLINK, DELTA, ISSAC'S MODELS, MRP, and PARMA, as well as an ample supply of free soft drinks provided by Phil Drummond to partially combat the Houston summer. All in all, everybody had alot of fun and cannot wait until the next Houston Invitational being held at approximately the same time next year.

Issac

RESULTS

A MAIN:

1. Jeff Masterman
2. Scott Ferguson
3. Pat Miller
4. David Franklin

B MAIN:

1. Rusty Husband
2. David Milby
3. Sam Kellogg
4. Jerry Wood

C MAIN:

1. Dan Kinnaird
2. Caton Cobb
3. David Robertson
4. Aj Nuyujukian

D MAIN:

1. Gary Blackman
2. John Cinadr
3. Scott Finley
4. Keith Lyons

E MAIN:

1. Bob Drummond
2. Harold Smith
3. Mike Castleman
4. Bill Blowey

F MAIN:

1. Lee Roy McShane
2. Paul Lyons
3. Phil Drummond
4. Ed Ricks

Houston Quick Chargers

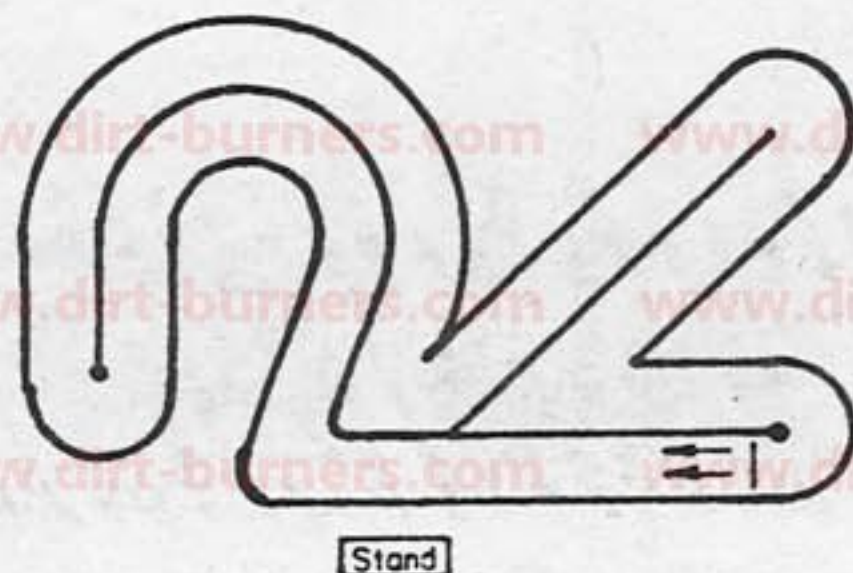
Story & photos by Issac Ben-Erza

June 12, 1983
Houston, TX

The Quick Chargers is a highly organized and competitive club with a membership of 60 drivers holding races every other week in Houston, Texas. One of the club's policies is to attract top drivers from other parts of the country to Houston races. In keeping with this policy, the Quick Chargers hosted the Houston Invitational on June 12, 1983 for modified 1/12th scale electric Can-Am cars. Along with the usual club turnout of 40 club drivers, the race also drew other drivers representing Austin, San Antonio, and Clear Lake. Even with the large number of drivers, the race went smoothly. David Milby, race director, with the assistance of Scott Ferguson and Pat Miller, did an exceptional job planning and holding the race. The usual problem of having drivers from the last race not appearing for corner marshalling in time was solved by a race rule requiring the cars which had just raced to be impounded for the duration of the next race (rule suggested by club members attending the Atlanta Regional).

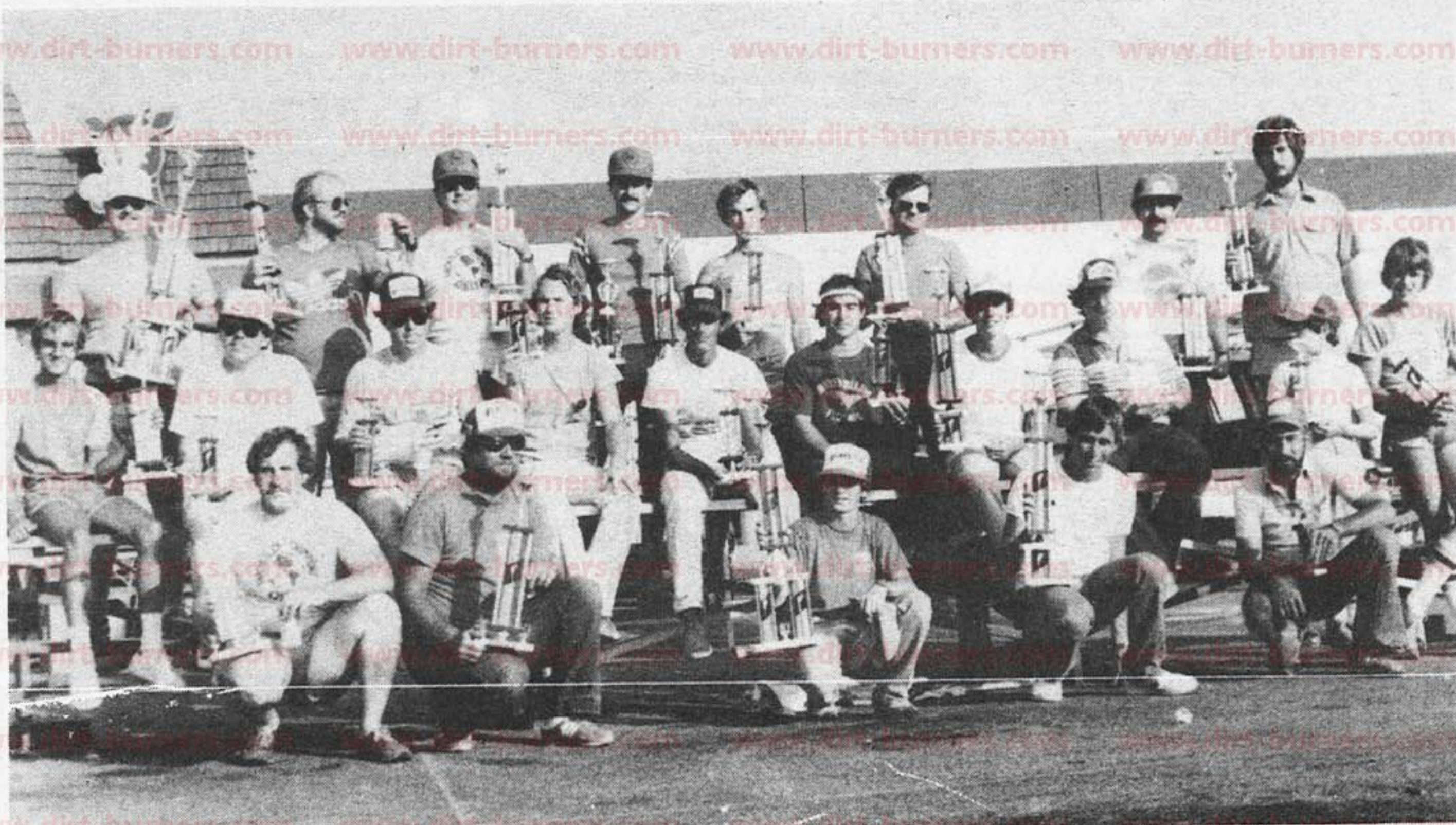
The race course was laid out on very clean asphalt in the configuration shown in the diagram. The broad looping curves and moderate length straights, in conjunction with the three tight 180 degree turns, tested the capabilities of man and machine fairly well. The total course length measured 660 feet. The ten foot wide race lanes and plenty of VHT in the corners provided a very fast, high traction and relatively uncrowded course.

Racing competition was intense with all drivers competing for the



Track Layout

large and ornate trophies being presented for first through fourth place in all six mains. Top qualifier for the day was Scott Ferguson, sponsored by Issac's Models and Trinity, turning 29.12 laps in the 1st A qualifying heat. Scott also lead the A main until the last few seconds of the race when dead batteries enabled Jeff Masterman, a club member sponsored by Delta, to take first with Scott a couple of feet behind him in second. Also placing in the A main were Pat Miller, 3rd, sponsored by DELTA/TRINITY, and David Franklin



Winners showing their gold. (Above) Jeff Masterman, Scott Ferguson, Pat Miller, A Main first, second & third.



RIDE THE WIND **RM-1** 1/12 SCALE BODY

THE RM-1 BODY STYLE WAS SPECIFICALLY SELECTED TO RIVAL OR EXCEED THE HANDLING CAPABILITIES OF ANY BODY AVAILABLE. ALTHOUGH THIS BODY IS AN ACCURATE REPLICA OF THE CHAMPIONSHIP CAR RACED IN JAPAN IT IS AIMED AT THE SERIOUS RACER WHO WANTS NO AERODYNAMIC COMPROMISES FOR SCALE APPEARANCE.

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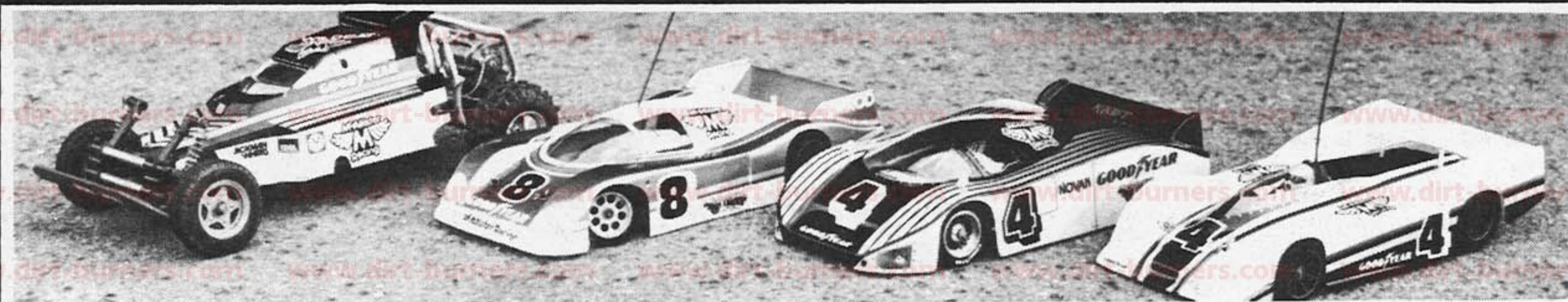
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The Fast Company

1/8 Scale Dirt R/C Sprint Nats



(L-r) Tim Hartman, Dave Burgods, Rick Keller, Roy Moody and Greg Zielinski pose with their gas sprint cars at New Berlin.

For those of you who couldn't make it to the First Eighth Scale Dirt R/C Sprint Nationals, here is a rundown on the happenings of this historical event.

The Moody Auto team from Chicago arrived on Thursday afternoon and went to look at the track which had been newly modified for this event. Glen Davis, owner of the property where the track is located, had done a great job of widening the track and re-contouring the banked turns. The track was now 210 feet long around the centerline of the running surface, which was about 10 feet wide on the straights and 12 feet wide at the center of the turns. Outside the mid-point of the front straight there was a 4 foot high drivers' stand which really helped to observe the cars when running.

John Davis was at home trying to complete a second and third car on Thursday and Greg Zielinski and Roy Moody helped him build parts that evening so that more cars could be running in competition.

Friday started out hot and humid, but the track was open early and a full day of open practice was used by all competitors. Bill Bonham from Nashville, Tennessee arrived with a new car so we were now up to five entrants.

Saturday was taken up with the time trials and 10 lap heat races. Greg Zielinski was fastest during qualifications in the Outlaw (winged) category at one lap in 7.0 seconds, while Roy Moody topped the USAC (non-winged) qualifiers with a 7.4 second time.

Two Outlaw heats were won by

Greg Zielinski while Roy Moody won the USAC heats. Bill Bonham was having problems with the engine in his new car so after lots of trying, he finally decided to help run the event and sit the race out on Saturday. He promised to be back next year, though!

John Davis' new car, as well as the Glen Davis machine, used a lot of plastic in the front and rear axle housings and the cars were much lighter than the ones they ran a year ago.

During all this activity, and in subsequent mains, TV camera recording was taking place and VHS cassettes will be available from John Davis in a short time.

On Saturday night John Davis' wife Bonnie and daughter Cindy prepared a spaghetti dinner for the hungry racers and their families. This meal was consumed while watching TV tapes of the day's activities. It is really nice to be able to review the racing so soon, while recollections are fresh in your mind.

Sunday was reserved for hot laps and main events. Previous experience proved that the best track conditions were found in the late afternoon. The 25 lap USAC Main was run around 3:00 pm on Sunday. Again, rolling starts were used, but with straight-up line-up from the heat finishes. Roy Moody came in first, Greg Zielinski second, Glen Davis third, and John Davis in fourth after a flameout. The race duration was approximately 3 1/2 minutes. Moody's car was the heaviest - about 6 1/2 lbs., and the K&B engine was a little tired by then - all of which made it relatively easy to run without a wing.

In the hot laps before the Outlaw mains, it appeared that fuel capacity limitations in Greg's car should limit the Main to 20 laps, so it was decided to run twin 20-lap features in order to increase the total racing program. Greg was leading the first Outlaw Main by about half a lap over John D.,

Roy M., and Glen Davis, when his car quit on the 17th lap and John Davis breezed into an easy win over Roy and Glen.

The second Outlaw Main saw Greg lead from early on and finish in front of John, Roy and Glen with a time of 2 minutes 46.1 seconds - an average of 8.3 seconds per lap.

Combined results of the two Outlaw Mains were used to determine the overall winner and John Davis, with a first and second place finish, is the 1983 Outlaw Champ. Roy Moody is the USAC Champ as a result of his single USAC Main victory.

Track conditions were continuously watched during the weekend, and Glen Davis kept the track manicured to perfection. It is obvious that it is easier to maintain a tacky surface late in the day. So next year the Davis brothers plan to have the track lighted so that races can be run in the cool of the evening.

After the Main events were over, John and Greg had an unofficial 10-lap match race since each had won one feature. John took an early lead until about the 4th lap, when Greg pulled a low pass between turns three and four and held on to win by about a straightaway over John. This was a good race and the end of a super Nats at the Davis Bowl.

On Sunday evening all the racers and their families had a steak dinner in Jackson and the trophies were passed out. A special award of "Best Dirt Track Builder of 1983" went to Glen Davis, and the Concours award went to the fabulous black #3 belonging to Rick Keller of Milwaukee, Wisconsin.

NEW BERLIN SPEEDWAY

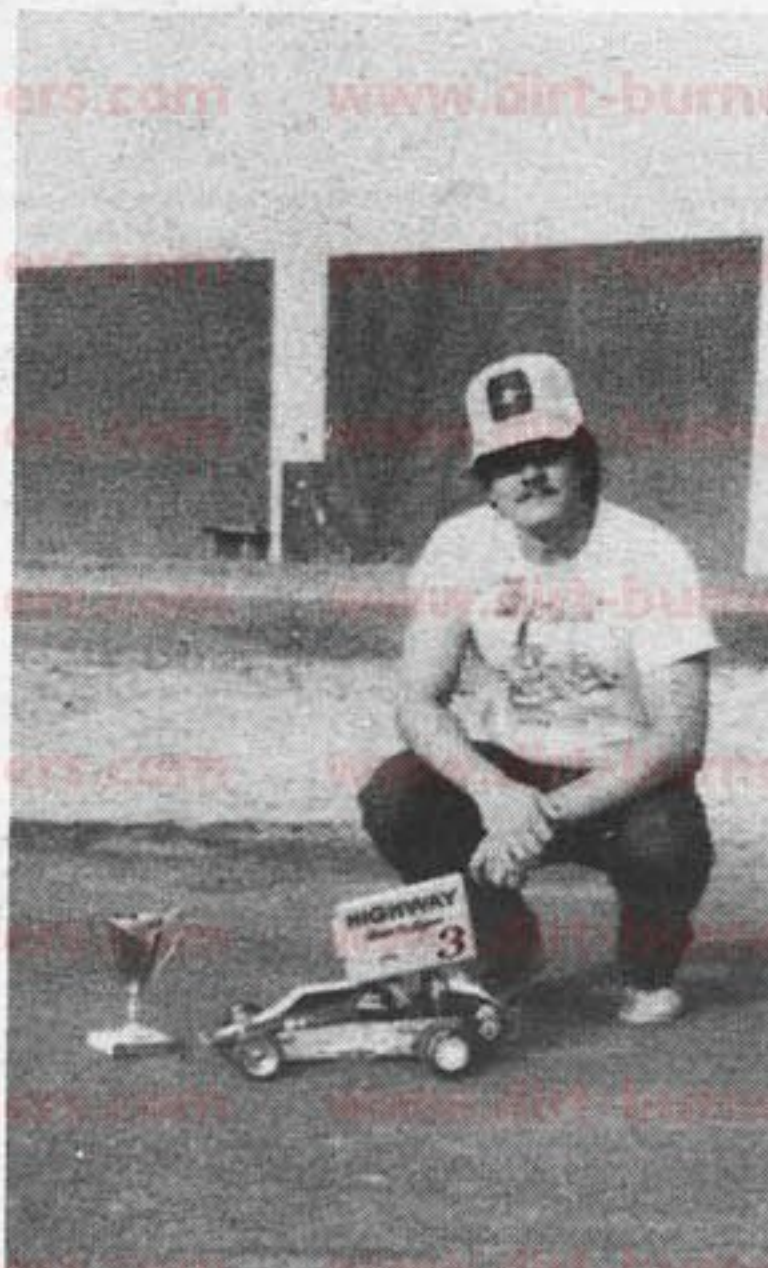
New Berlin, WI
July 10, 1983

Rick Keller, Dave Burgad and Tom Krygiel from Milwaukee opened up their new dirt oval for the first time with running and practice on July 10th. The track is located in New Berlin, Wisconsin, a southwestern Milwaukee suburb, and aptly named the New Berlin Speedway. Basic earth moving and grading was done by Dave Burgad and finishing work done by Rick Keller and Tom Krygiel. Track banking was good and it was easy to keep the cars inside the turns.

Tim Hartman from Findlay, Ohio ran his O.S. powered car on dirt for the first time and adapted his pavement 1/8 racing experience readily to dirt. Roy Moody and Greg Zielinski ran their cars which had competed one week earlier in Braxton, Mississippi at the Dirt Nats.

Fastest one-lap time on the new raceway was recorded at 8.3 seconds by Dave Burgad with his wire-frame chassis special, sporting knobby rear tires and ribbed fronts from a 1/8 Kyosho buggy car. Greg Zielinski ran an 8.6 second lap with his O.S. Max-powered Moody style sprinter.

There are at least two Saturday afternoon events planned at New Berlin this year - August 13 and September 24. For further details, call Rick Keller at (414) 281-7993.



Concours winner Rick Keller at the Sprint Nationals. Rick helped build the New Berlin track.

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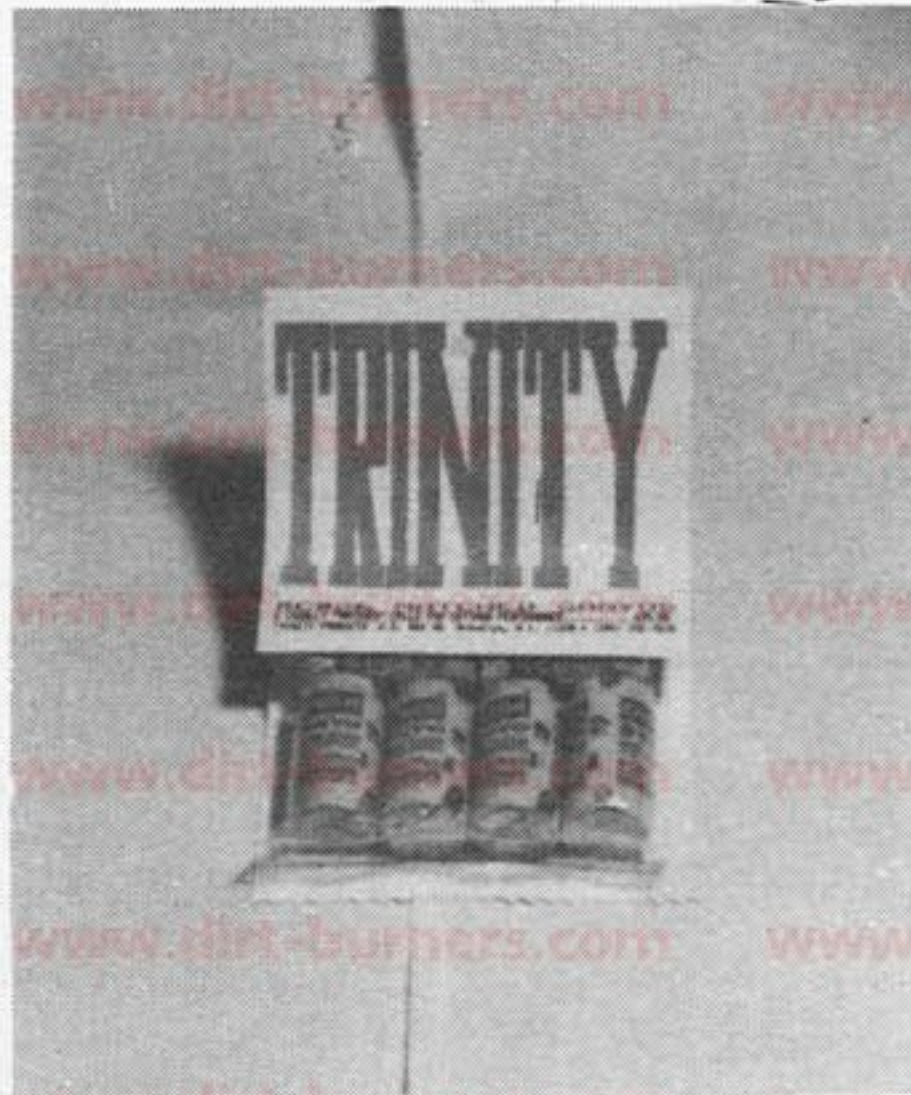
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THORP

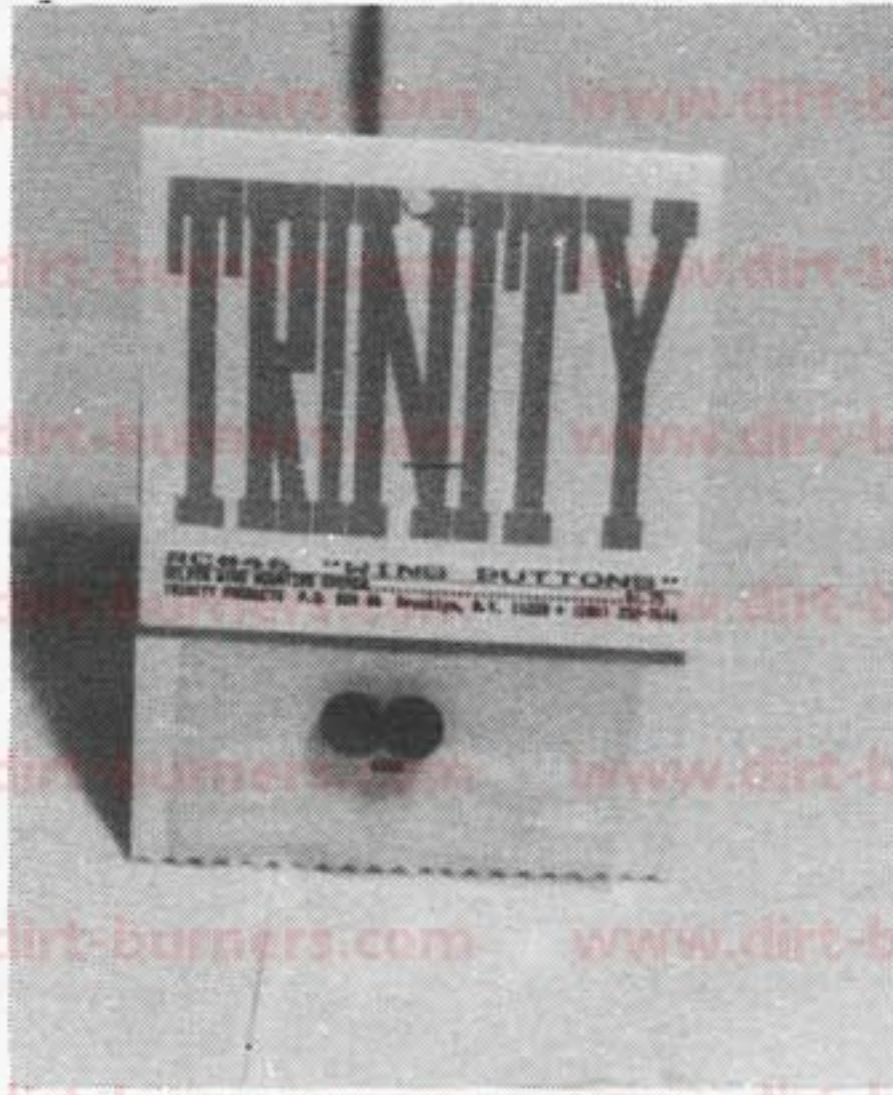
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Inside Lines



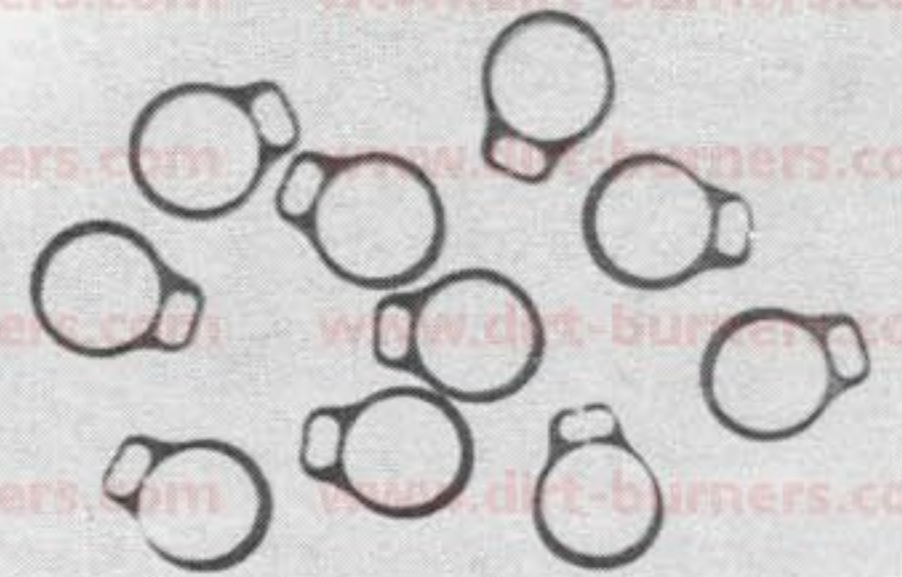
"Matched" Sanyos for that hot run from TRINITY (RC#26). Hot cells perfectly matched for excellent charging time after time under racing conditions. Order from TRINITY, Box 86, Brooklyn, N.Y....\$39.00



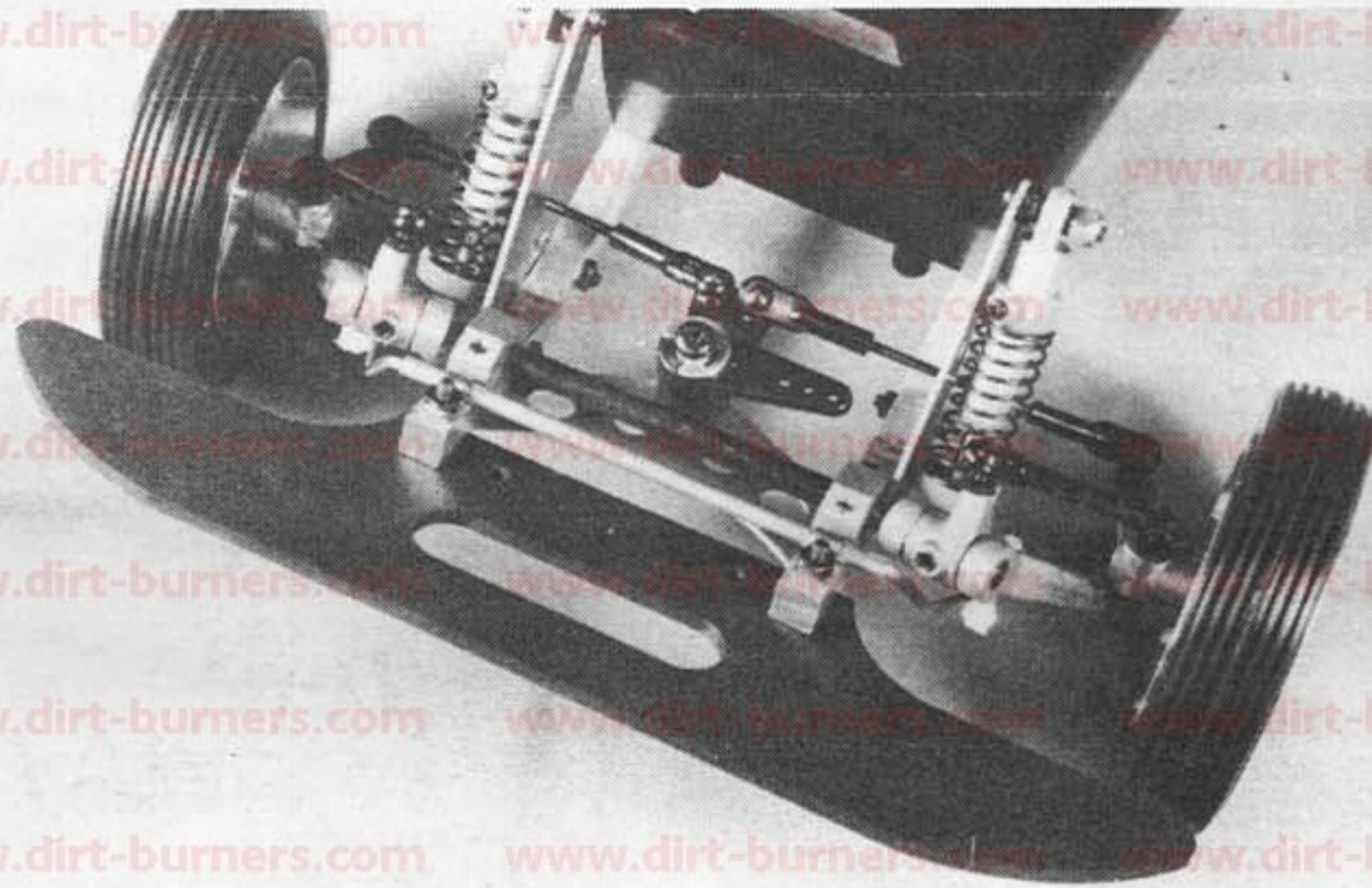
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Brandwood body fits the 1/10 Scorpion off road car. Be the first with this new and tight and durable off road body from Parma International, 13927 Progress Parkway, N. Royalton, OH 44133.



Tired of your front wheels coming off during a race or qualifier? Use Parma's new snap ring wheel retainers for that secure feeling. PARMA INT'L.



New from CRP is this "sway bar" designed for the Cox/Kyosho off road cars. Simple bolt-on design improves handling.

CRP just introduced a new gear set for the Tamiya Rough Rider, Sand Scorchers and Super Champ. Set consists of gear adapter, 3 pinions, 3 spur gears. Two ratios between stock ratios. From CRP, Box 1485, Temple City, CA 91780.



1/32 MIGHTY WOMP with super-wide bodies. Fast, economical and great handling for slot cars. From PARMA INT'L, N. Royalton, OH.



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The RM-1 1/12th Scale body from McAllister Racing. Specifically selected to rival or exceed the handling capabilities of any body available. True to scale, the body is for the serious racer who wants no aerodynamic compromises. From McAllister Racing.



TRANSBACKER. Now you can display your sponsors, club names, or car number with this unique accessory from McAllister. Fits Kraft, Futaba and other transmitters. Lightweight and easy to attach. From McAllister Racing, Simi Valley, CA.



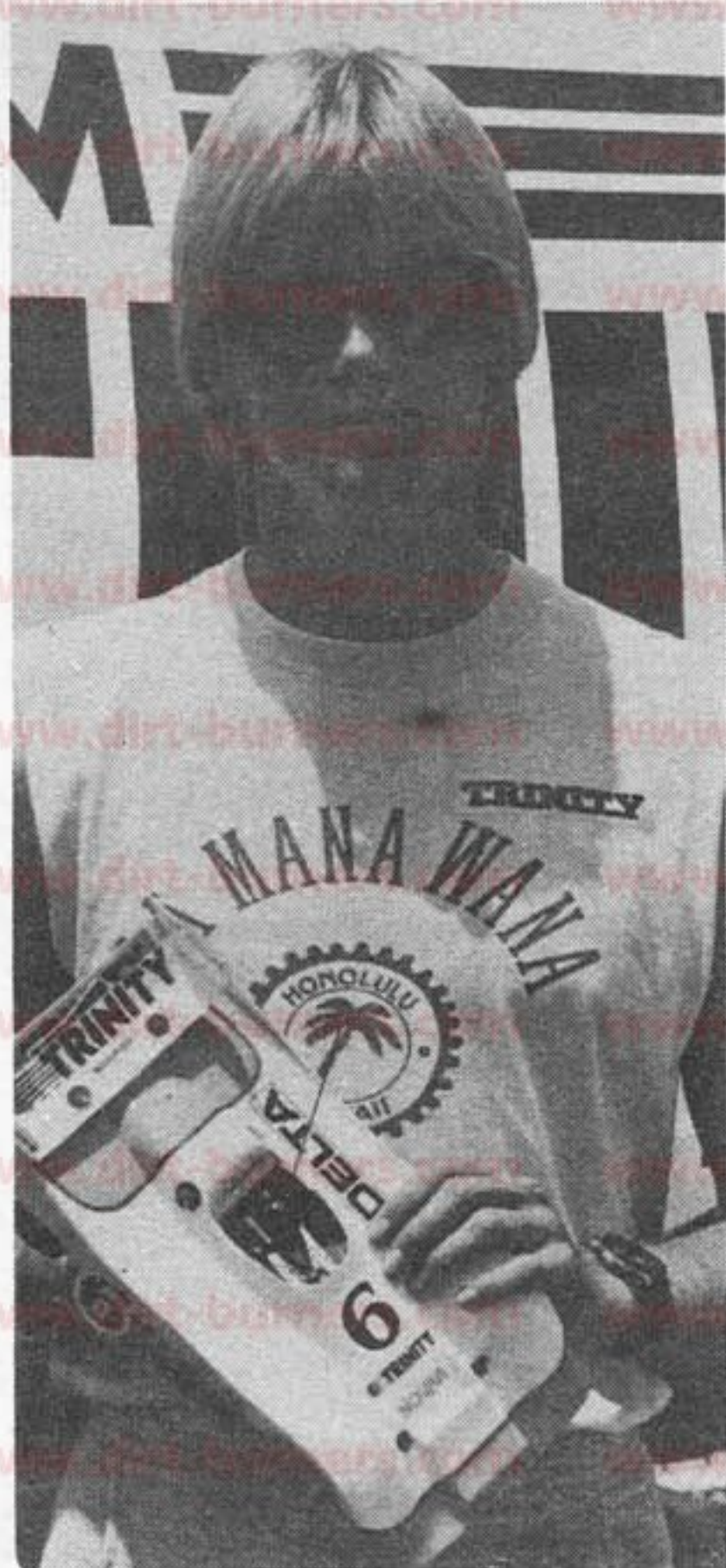
1983 ELECTRIC ROAR NATIONALS

Steve Toland & Joel Johnson Capture Titles

Story by
Richard Schwalm & L.P.

Photos by
Schwalm, Peralta & Austin Davis

July 25-31, 1983
Pomona, CA

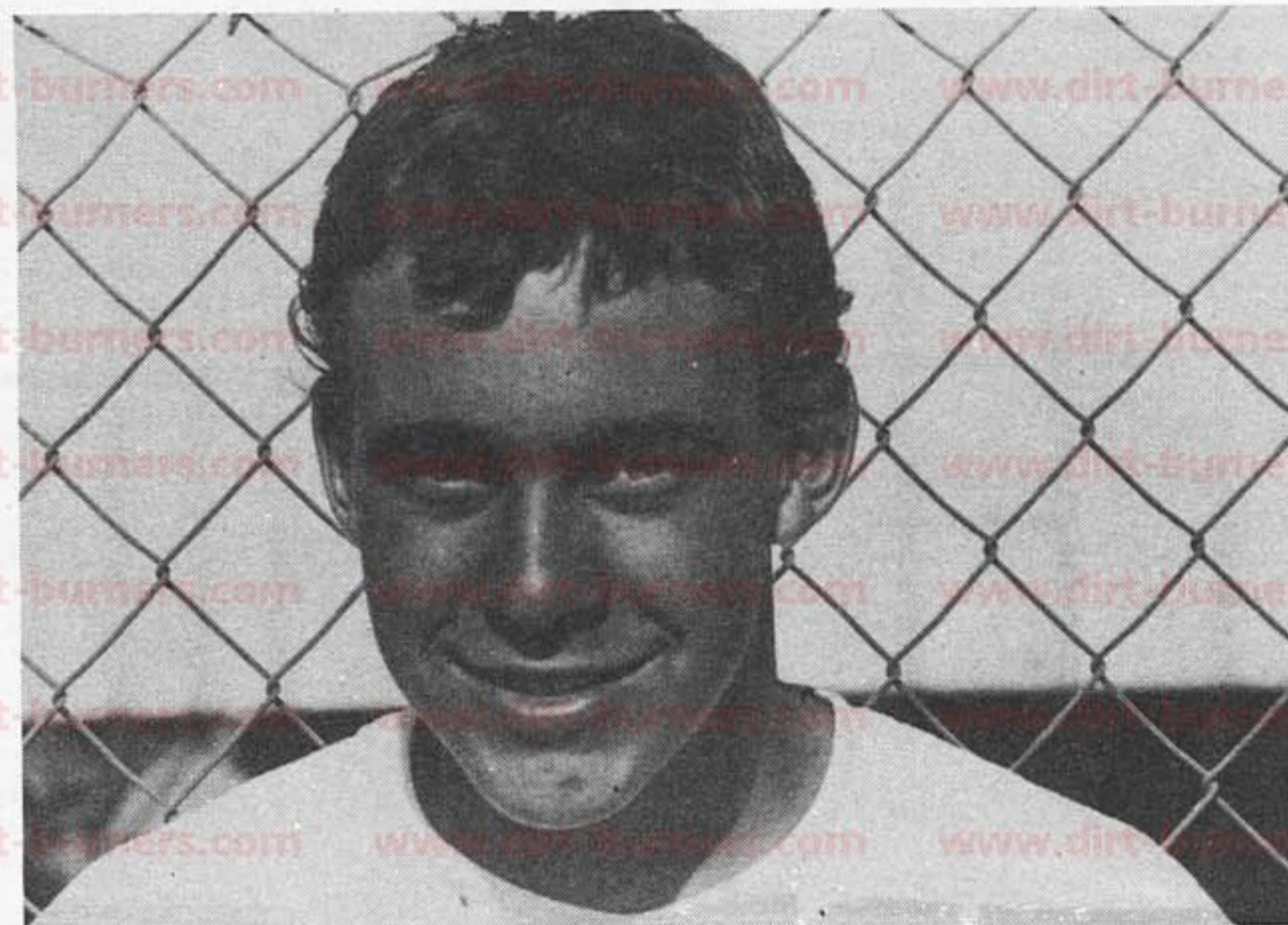


"The biggest entry ever" to attend a ROAR National event was on hand this week to witness two young men dominate the three ROAR National classes.

Steve Toland (ASSOCIATED), after much confusion, protests and arguments, captured the Production

title by winning the final A Main. Joel Johnson (TRINITY/DELTA) pulled off a double win by totally dominating the Stock and Modified classes. He TQ'ed in both classes as well. More on their accomplishments a bit later.

The Ranch Pit Shop Raceway, host of the 1983 Nats, was ready. Gil Losi and family worked hard to make their place ready for the onslaught of racers that would be attending this yearly event. Neatly painted sponsor signs around certain portions of the track made for a very colorful



All the winners and their gold (top) after the racing was over. Joel Johnson (TRINITY/DELTA) (above left) took care of the Stock and Modified National titles, while Steve Toland took the disputed Production National title.

backdrop. A very challenging, long and fast track was in "perfect condition" to run on and the only thing that a racer had to worry about was just "staying off those dots." The computer scoring system worked at near perfection. Only a couple of times was the program delayed and I believe that was due to human error, otherwise the running of all heats and mains went like clockwork.

This year's Nationals appeared to have a much larger entry from one area than in years past. Since the event was held in Southern California, I would say that 70 to 80 percent of the entries were from the west coast with the remaining entries coming from as far away as Florida, Georgia, New Jersey and all points in between.

The biggest number of entries were in the Stock class with over 90 pre-registered entries. Modified was next, also with 90 plus entries and Production with the least number of entries. What's interesting here is that while Production had the least amount of entries, it took longer to run and became more of a problem for the officials. "I believe after this, we're going to have to make some changes in this class or drop it altogether from the Nats program," one official was quoted as saying.

OBSERVATIONS: I don't know if it was the weather, the heat, the smog, and notwithstanding the Production class' problems, the racing and the racers were quite sedate and sportsmanship was quite evident throughout the balance of the week. It was very common to see slower cars move over any time some of the leaders would come around. While some of the mains literally were decided on the last turn of the last lap, the racing was very clean and very exciting. This National event, I believe, was decided on pure ability and performance and that's the way it should always be.

All the major manufacturers were on hand. As we all know, any time a National title is at stake, the factories are right there making a bid for the right to use the national title of champion. For this year and part of 1984, ASSOCIATED will have the right to claim the Production national championship, while TRINITY/DELTA will certainly boast their double wins of the Stock and Modified titles. Other teams on hand were PARMA, JOMAC, BOLINK, MRP, CHECKPOINT, REEDY, and a good number of one-of-a-kind equipment.

I think that mention should also be made about SANYO who was the sponsor of the Nationals. They once again backed the efforts of all electric racers as they had done last year for the IFMAR World Championships.

And now for the racing:

PRODUCTION CLASS

Young Steve Toland walked away with the top honors by winning the A MAIN PRODUCTION race. The day before, Steve had missed being TQ by 1.2 seconds while even younger Robert Bartlet put down the best time of 8:11.1 for the pole position.

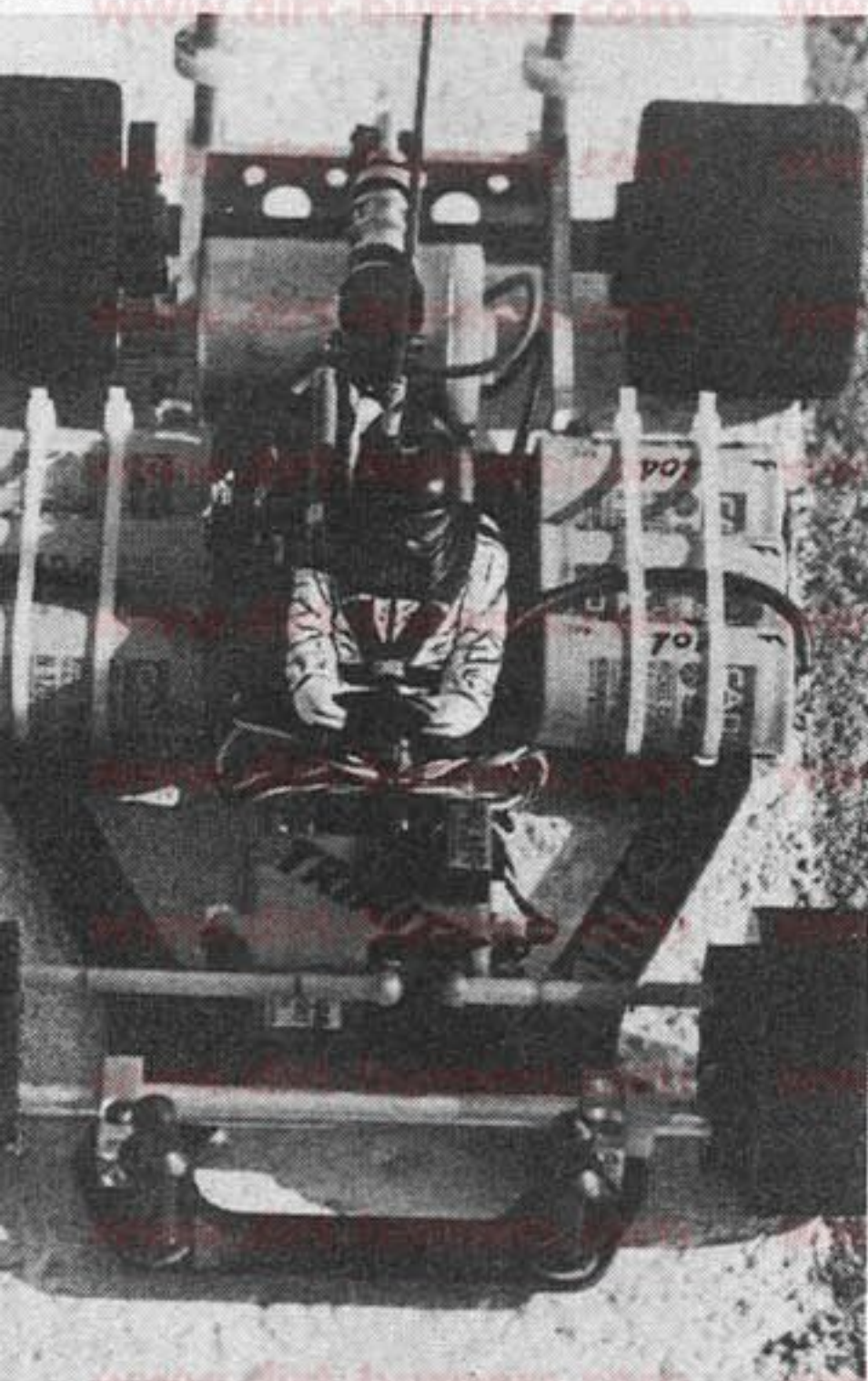
Qualifying also provided excitement that was "off" the race track. "What is really legal in Production Class?" "Well, check the ROAR rules," exclaimed a racer. Could minor changes such as cutting a



ndclift did his usual excellent job of race announcing
 tire 1/12th scale ROAR Nats.



s, from Northern California, wowed the judges with
 g Concours car.

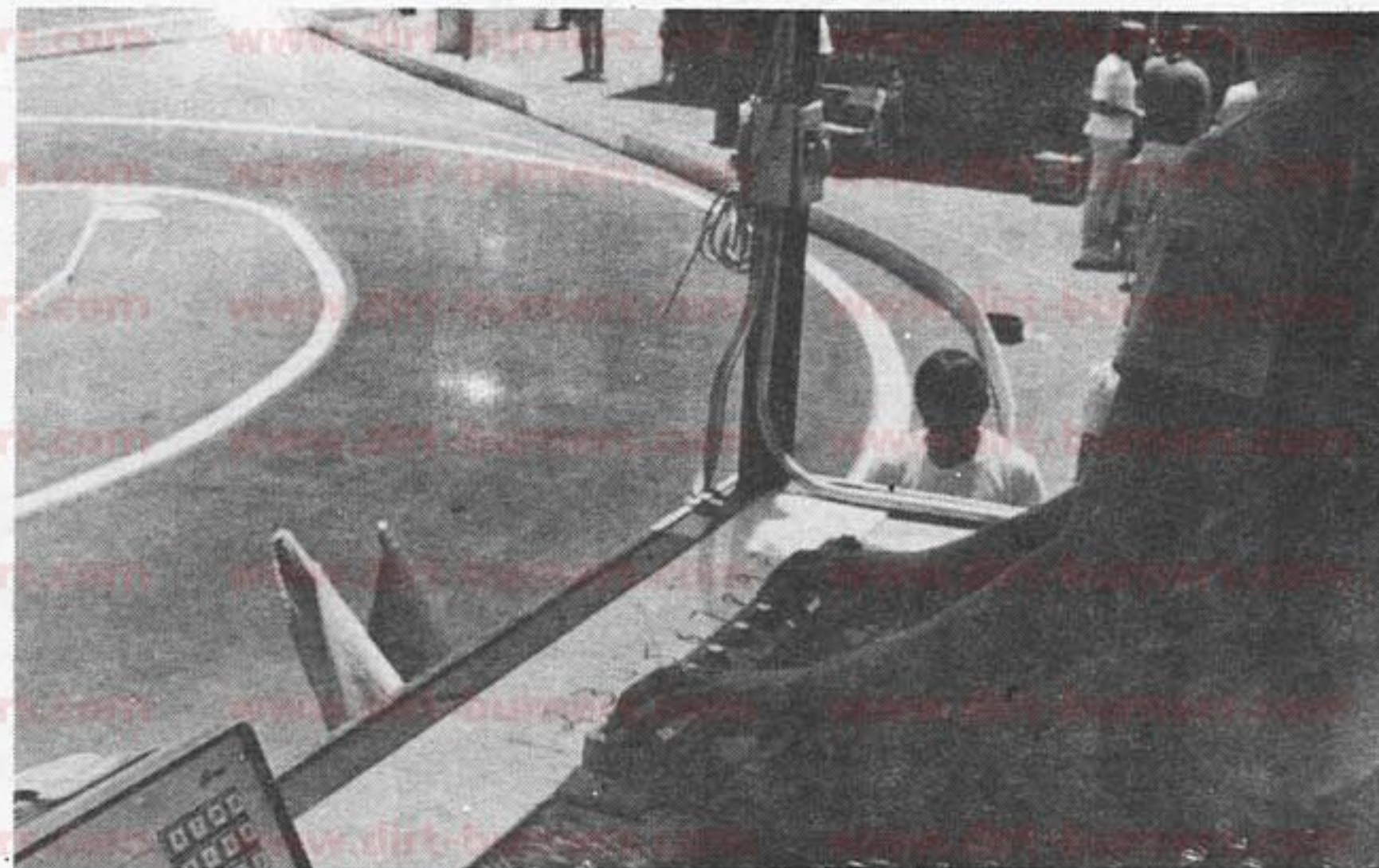


son's winning car/chassis. So simple yet so good.

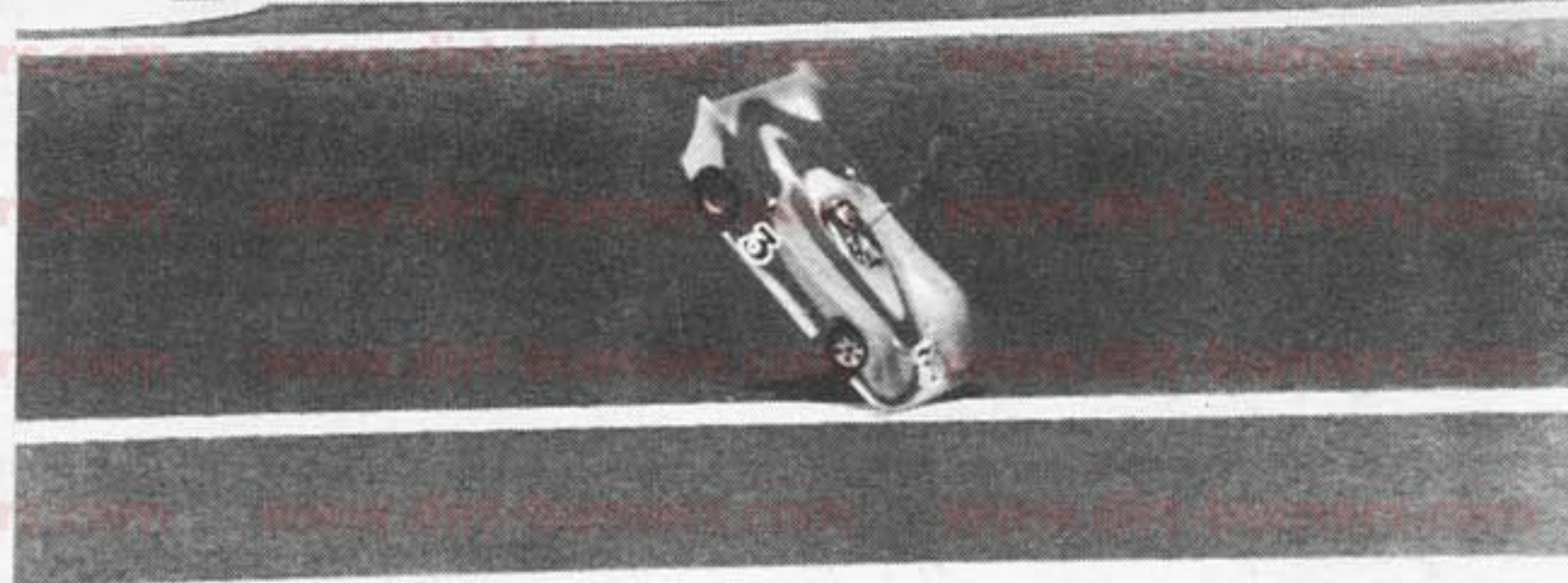
servo saver, trimming a radio tray to allow a receiver to be mounted vertically, or step-boring the rear brass bushings be called legal? These and many more fringe rule questions had to be answered by Tech Inspector Jim Greenemeyer. Even though some racers were not thrilled with the interpretations, qualifying of the 33 entries for this class ended with three mains of ten cars each and three cars in the last main.

Race day weather could not have been better clear summer sky, cool breeze, bright sunshine, and a warm, high-bite track.

The racing began with the D main event. Only two of the three scheduled cars started; Tommy Pratt and Greg Uyeda, but the action was still there. Greg Jumped into a two lap lead with Tommy close behind. One missed turn by Greg and Tommy lead for the first time. As the minutes



The Ranch Pit Shop computer, recently purchased, kept the entire week of racing running smooth. The only way to go when you have over 240 racers signed up!



Center Photo shows (l-r) Steve Toland (1st), Robert Bartlett (2nd), Kerry Cavazos (3rd), Billy Johnson (4th), and Bob DeWald (5th). Nose dive special (above).

ticked away, Greg carefully set his sights on closing the half-lap interval. And that is exactly what he did, catching and passing Tommy in the last minute to take the win. Job well done and congratulations to Greg Uyeda, the winner.

With a full field of ten cars, the C Main began from the usual staggered start. Brad Bishop, George Gowland, and Tom Gains roared through the first turns in their respective positions until Tom squeaked into second position. Poor Brad Bishop was accidentally nailed as he made a pass and Tom Gains slipped into the lead. Tom showed his style for a while until rolling his car over a dot and allowing Gowland to move up from third to challenge the lead. They put on a thrilling side-by-side battle for everyone as Tom could gain some ground on the straight and Gowland could catch and pass on the turns. But as the flag fell, Gains had the advantage and came across first.

The B MAIN started with a duel between Francisco Saenz and Bill Dell. They fought every inch, in every turn until Francisco was able to establish a safe distance in front of the pack. But Steve Salisbury wasn't happy being a pack member and broke away to hunt down the leader. After a few laps Steve was on Saenz's tail and applying pressure. A little while later Francisco flipped on a disk and the new leader was Steve. What a nice ending this would be if the race was over, but not this time. Would you

believe 10 seconds remaining in the race and the leader's car begins to slow down? Yes, his batteries were dumping and Steve Salisbury, holding his breath, couldn't keep Francisco away. To be the winner you must cross the finish line first and that's what Francisco Saenz did.

For the A PRODUCTION MAIN event there were only three racers from the field of 33 who qualified with 24 laps. A three-way battle could be predicted, but it was not to be. Steve Toland rocketed off the line with Robert Bartlett close behind and together they pulled away from the field never to be challenged. Robert could hold his second position but could not close the short gap that Steve Toland maintained. Lap after lap they burned their way around the track lapping the entire field. Steve

Toland set a new track record for the Production class of 25 laps that had people rubbing their eyes in awe. But at the post-race tech inspection, the awe changed to the other ahhh... back to the rule book for answers that were not there. The officials put their heads together again to decide what is or isn't legal. About one hour later Tech Inspector Jim Greenemeyer announced that the race results would remain the same and Steve Toland was the official ROAR 1983 Production Class winner.

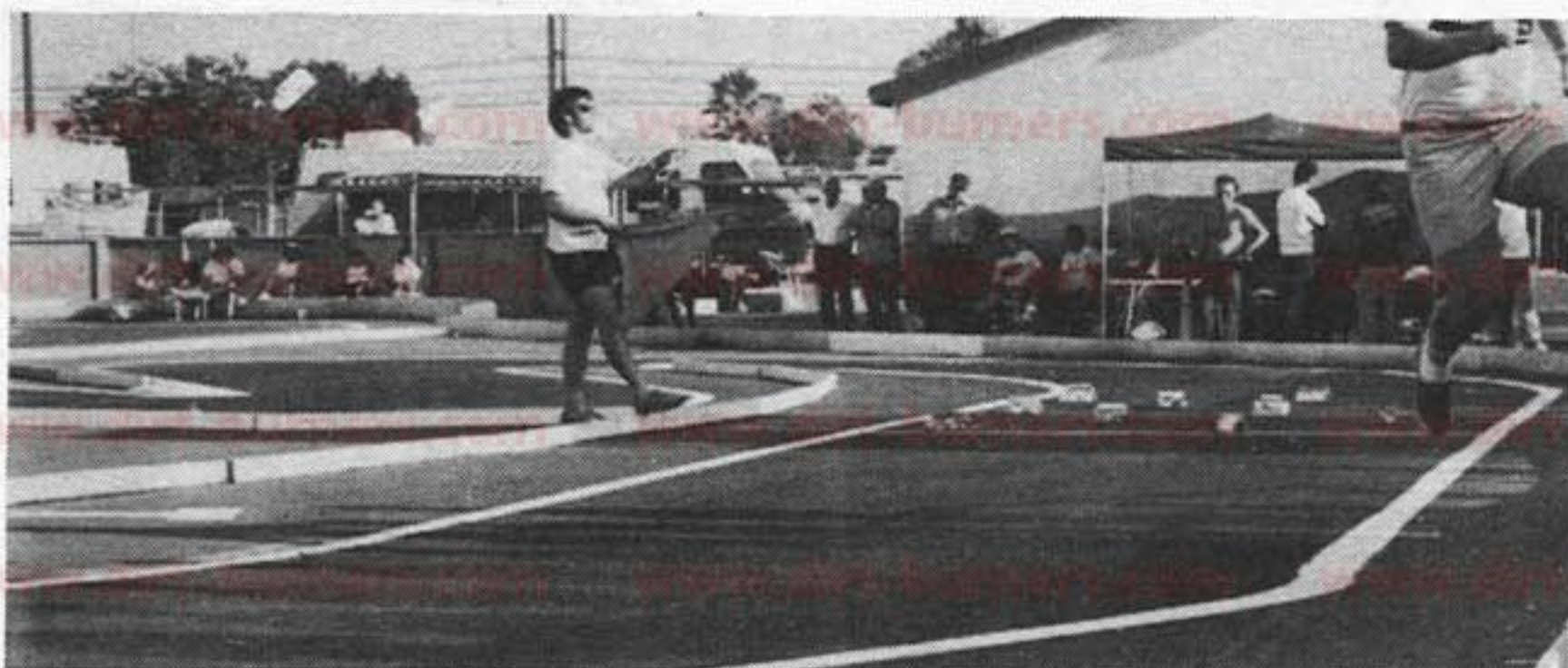
STOCK NATIONAL

Because of the large entry in this class, and mains reaching all the way down to the O MAIN, we'll refrain giving you a blow-by-blow report of every main. Instead, we'll focus on

the last couple of very exciting mains that exemplified most of the race program. All the racing was extremely close.

In the B MAIN, perhaps one of the closest finishes involved the cars of Randy Tentschert and Kent Clausen. Tentschert took the lead from lap one and looked like there was no one who could catch him. In this main he had the likes of Kent Clausen, Stock World Champion; Ralph Burch, Jr., many time National champion; Frank Killam, also with national titles behind him; Steve Toland, the Production Champ; Tyree Phillips; Terry Ballard; Jimmy Davis, from England; Mike Hamilton; and last but not least, Gary Kyes, many time national champion in both 1/12 and 1/8 classes. Not a shabby field

(contd. next page)



to be ahead of. Randy, as we said, looked very strong and for about six minutes of the race looked uncatchable. But as we know, in 1/12th scale racing in particular, skills aren't everything - great working equipment is not enough. Luck and the capability to get the most of your battery-motor-gearing combination is just as important. By about the seven minute mark, Tentschert seemed to have underestimated his power-plant. The car started to slow and all that Randy could do was to make sure he didn't hit anything on the track or another car. Keep a good line and hope that the seconds tick by faster than usual. In the meantime, Kent Clausen knew what was going on and he pressed hard. So hard, in fact, that as the last lap was announced after the eight minute mark, he was no more than ten feet from the lead. With less than a half a lap to go he was about five feet behind. He too was dumping but appeared to have a bit more ponies than Randy. Two more turns and Tentschert was holding the inside line on every turn - that's all he could do. Keep Clausen from getting the inside. Randy did just that and while he was coming almost to a dead stop, somehow he was able to beat Clausen by less than one foot! Some finish and a great preface to what was to come.

THE STOCK A MAIN: Joel Johnson had made his TQ run on his last qualifying run (the 3rd). Up to that point Mike Lavacot was the man to beat. Johnson, with the help of TRINITY's Ernie Provetti, dialed the car to go after the top spot and thus serve notice for the A Main. Well he did, and as he found himself in the pole position for the start of the A main, he knew that he had a good shot at his first National attempt. Next to him though was Lavacot, another one of those few racers who are in a



class all by themselves. They always seem to be around the top of the field and at this junction of the competition, that first turn was going to be very important. He who could break away from the rest of the pack and run free for a bit would have a great chance. Behind these two great racers were Mike Toland who was third qualifier, and Bruce Hickman, Terry Rott, Doug Kott, Kevin Orton, Wayne Davis (England), Bob Hayes, and Gil Losi, Jr., in that order of qualifying.

The flag went up and the rush to the first turn ensued and coming out, it was Joel Johnson in the lead with Mike Lavacot but a few inches behind. THE RACE WAS ON. All eyes were focused on these two drivers as they started to leave the rest of the field. Johnson held onto the lead for a while but then as he approached several back-markers, he ran up on the rear of one of them and that's all Lavacot needed to make his move. Now it was Lavacot who looked to have the better horsepower. In fact, he started to pull away from Joel and it wasn't until about the 6 minute mark that Lavacot either experienced "brain fade" or the car got into the marbles coming off the sweeper, but all of a sudden, Lavacot's car was stuffed on the inside rail in the sweeper. This was enough to allow

Joel Johnson to go by and then the chase was on. But by this time Lavacot's car seemed to be equal in power to Johnson's and, with less than a minute remaining in the A main, all that Lavacot could hope for was that Johnson would experience that encounter with Lady Luck. This was not to happen and as a result, Joel Johnson crossed the finish line with 26 laps in 8:01.2. Lavacot was second with 26/8:04.0 and third went to Bruce Hickman with 26/8:12.6. Fourth through tenth were as follows: Terry Rott (relatively new to the sport

Joel Johnson had set the standard in the Stock Nationals. He has done that for the last three years at every National. But when it comes to the Modified class, that is another story. Not only are the cars important, but this is where the "motor builders" have a field day. Within the limits of ROAR rules, anything goes, power-wise, in this class. The competition here is to find the right combination between motor, gearing and batteries to fly for eight minutes.

As in the other two classes, three rounds of qualifying were scheduled. Two on one day and the final third round on the morning before the Mains were run. Through the first two rounds DELTA's Tony Neisinger was holding the top spot. But as he had done previously in the Stock class, TRINITY's (with DELTA chassis) Joel Johnson saved his best for last and when he made his final attempt, he once again emerged as the Top Qualifier. Needless to say, he and fellow sponsor Ernie Provetti had a grin about as big as the Grand Canyon. Once again, this one-man



Sequential of the A Main start. Everything was smooth until the first turn (top three photos). The obvious results (below) - a lot of ground to make up.

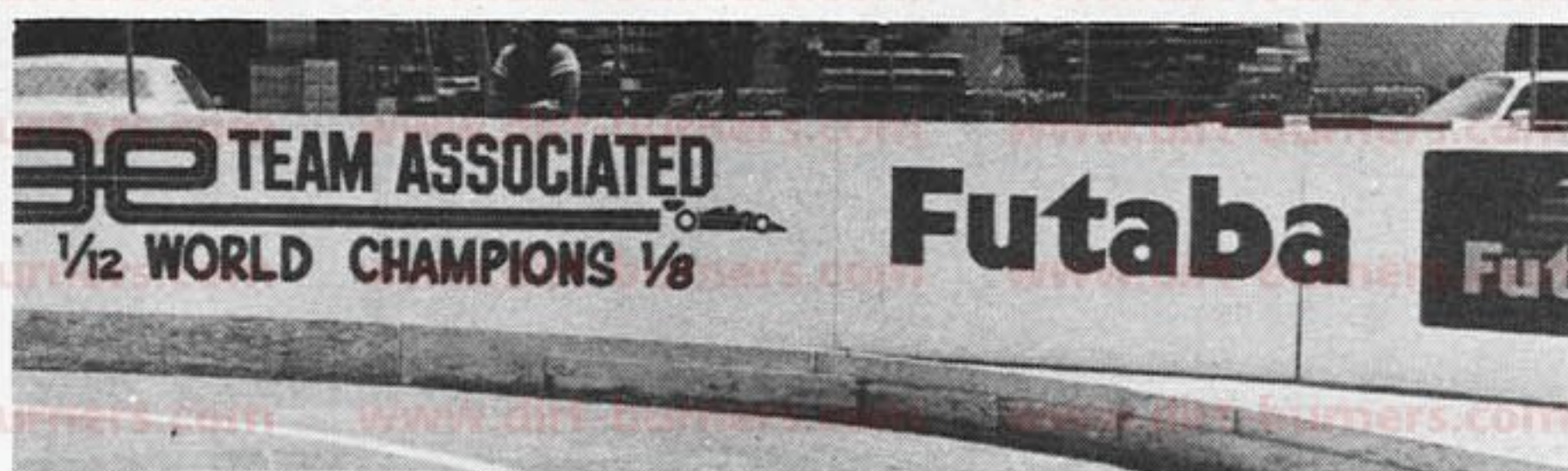
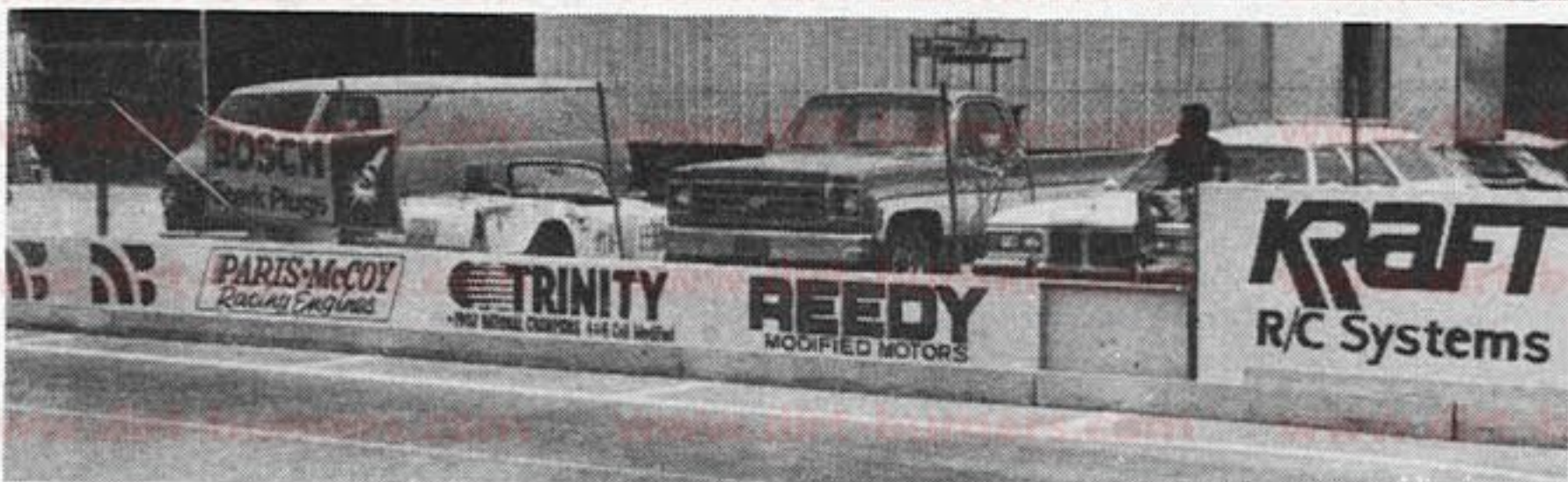


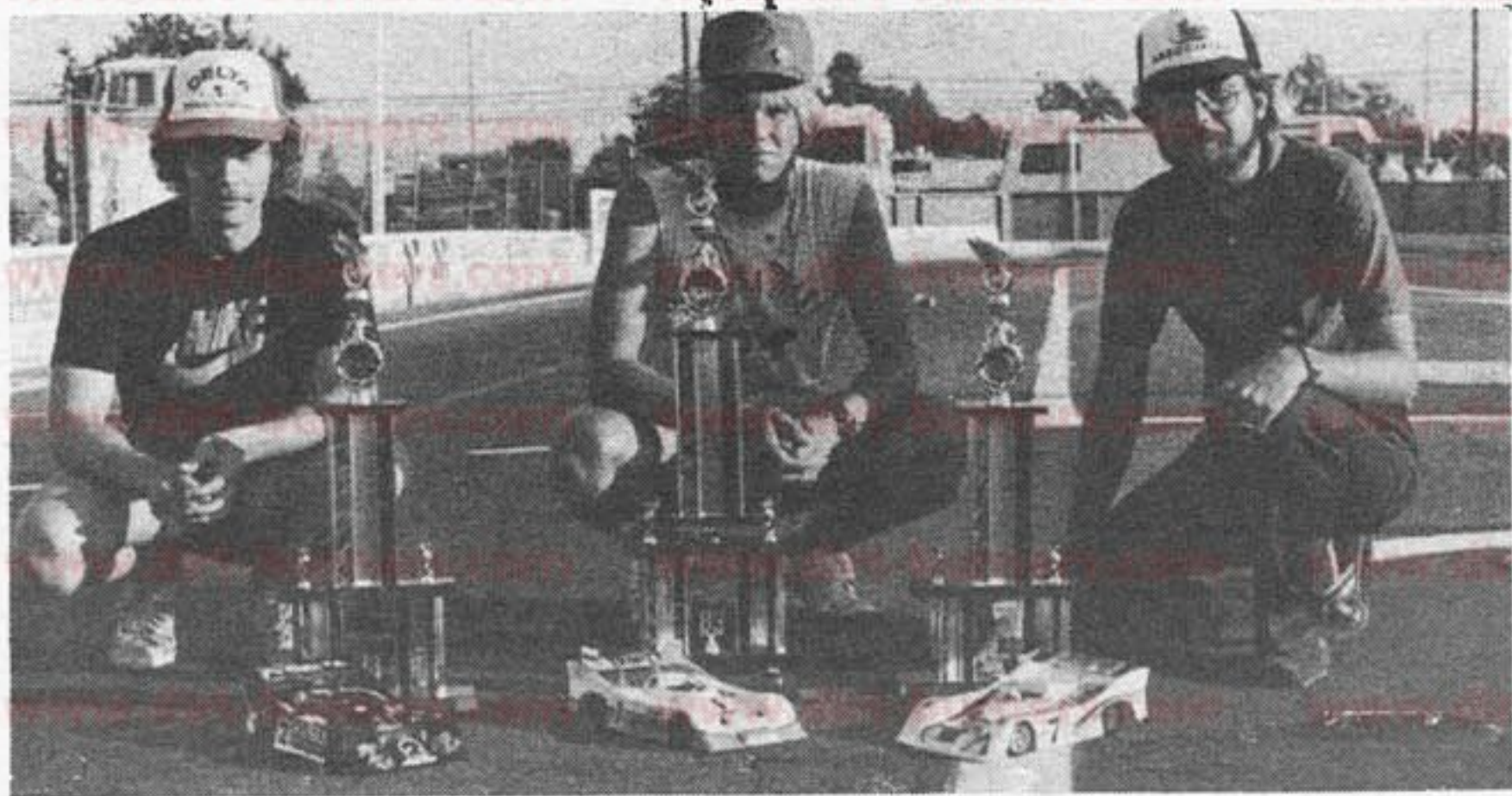
but someone to watch), Wayne Davis, Doug Kott, Mike Toland, Gil Losi, Jr., Kevin Orton, and Bob Hayes.

OTHER MAIN WINNERS: C Main, Jerry Case; D Main, Larry Stevens; E Main, Bud Bartos; F Main, Nigel Hale; G Main, David Johnson; H Main, Larry Standclift; I Main, Jay Halsey; J Main, Tony Massy; K Main, Neal McCurdy; L Main, David Portz; M Main, Bev Pritchett; N Main, Jim McCordy; O Main, Bob Standclift.

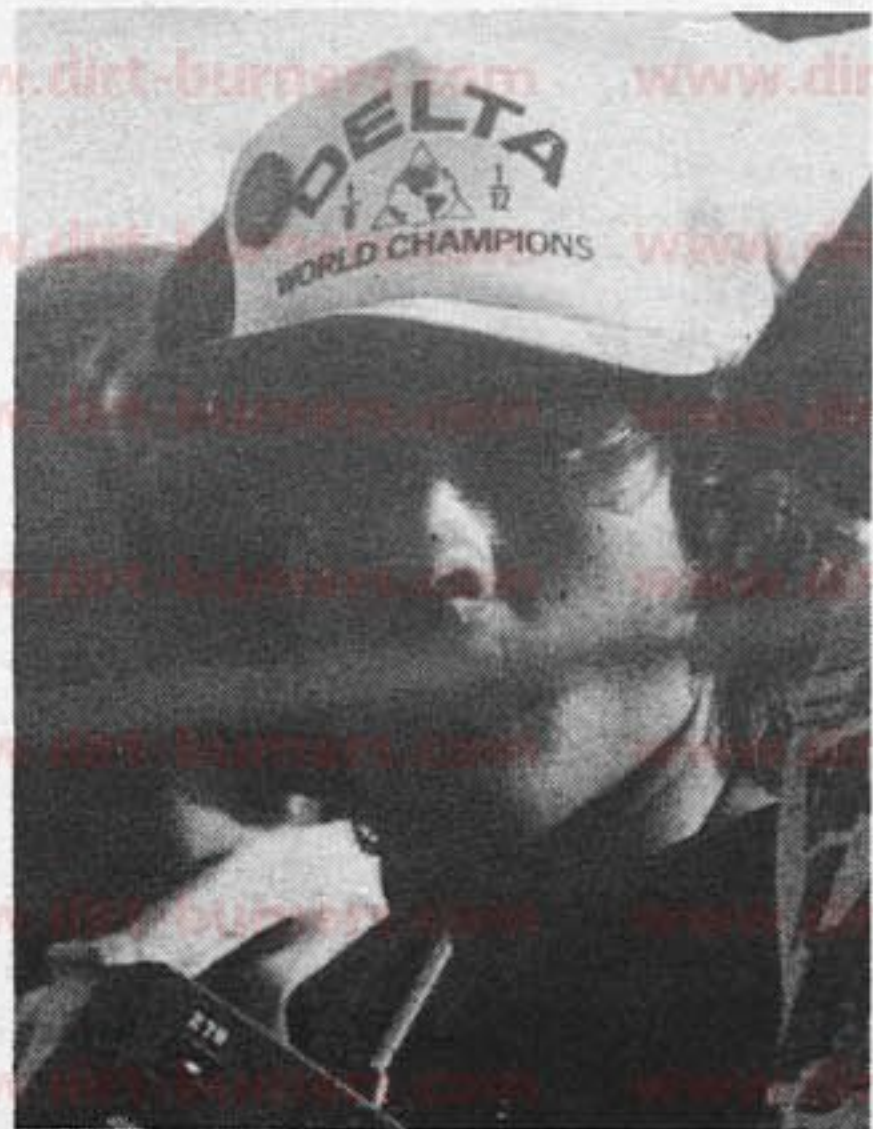
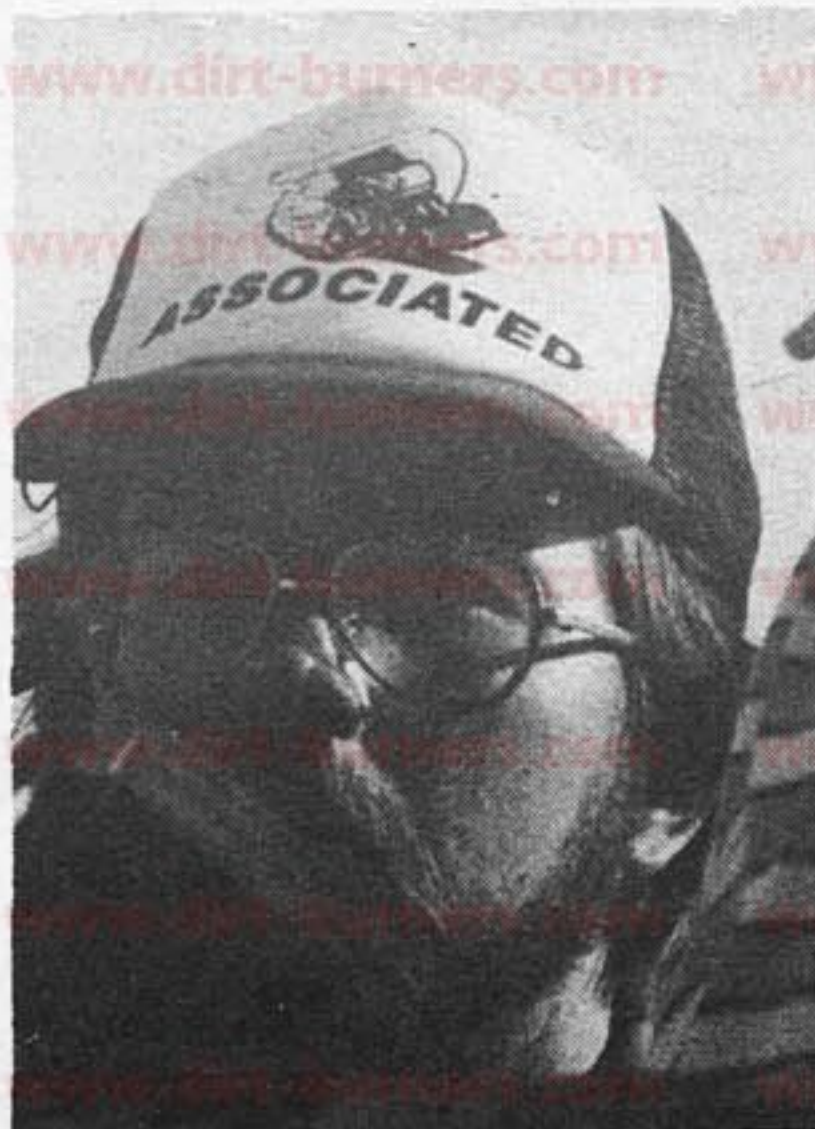
MODIFIED NATIONAL

team (I don't think they need any more) had met the challenge and found themselves atop the heap. Joel Johnson would take the pole position in the A main with Tony Neisinger right along side him in the front row. Terry Rott, Mike Lavacot, Bruce Hickman, Mike Toland, Frank Killam, Kevin Orton, Ralph Burch, Jr. (who just managed to make the A main on his last qualifier) and Gil Losi, Jr., made up the A Main. Wayne Davis from England was bumped in the last run by Losi.





Top three in Modified Electric. Tony Neisinger (2nd) (DELTA/DELTA), Joel Johnson, National Champion (TRINITY/DELTA), Frank Killam (3rd) (ASSOCIATED/CheckPoint)



Super concentration during the running of the A Modified Main. No time to blink.



Bud Bartos took his Parma Panther to the 1st spot in the E Main.



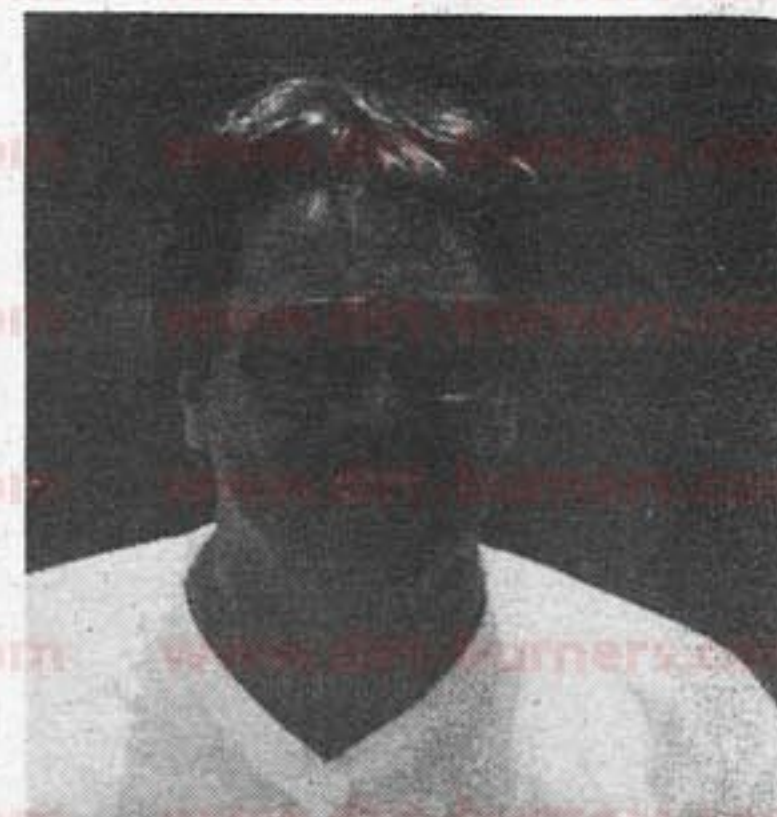
Wayne Davis from England took top honors in the B Modified Main.

As we've said before, all the racing this week was really great, but here at this moment, with only four mains remaining, the caliber of the week's racing was greatly exemplified.

For example: In the D Main it was a battle royal between Gary McAllister, Allen Losi and Eddie Janis. McAllister lead from the start and seemed to have the car working really well. Halfway into the race Allen Losi, who had found himself way in the back, had made his move to challenge for the lead. Janis was among the top five. Losi took the lead from McAllister and looked to be on his way to the D main win. But hold it! With one lap to go, the car started fading and Eddie Janis was right on top of him. Losi's car dumped so quickly that, with just a few turns remaining, Janis was able to zip past Allen and take the D main win. Shades of things to come. The people around the track were buzzing with excitement.

C MAIN: Tod Strain, one of the young up-and-coming powerhouses, took the early lead and held it clean for almost five minutes. Then Rich Douglas started to find the right rhythm and began to catch Strain. Chip Hayes also found the right lines and was also closing in on the top two cars. Strain held a slight lead by now and had the pressures of both Douglas and Hayes to worry about. Tod's car started to slow and with just one lap to go, it would be a three car race to the finish line. Douglas positioned himself for a pass, but out of nowhere came Chip Hayes who drove past both cars for a last lap win. Strain finished in second and Douglas, a few feet behind.

The B MAIN turned out to be an all England Main as the first three spots were filled by the fellows from across the big pond. In this main Wayne, Jimmy Davis and Nigel Hale found themselves among seven American racers. Tyree Phillips took off like a



TRINITY'S Ernie Provetti wound up with just one racer in his team and took home two National titles - Stock & Modified.

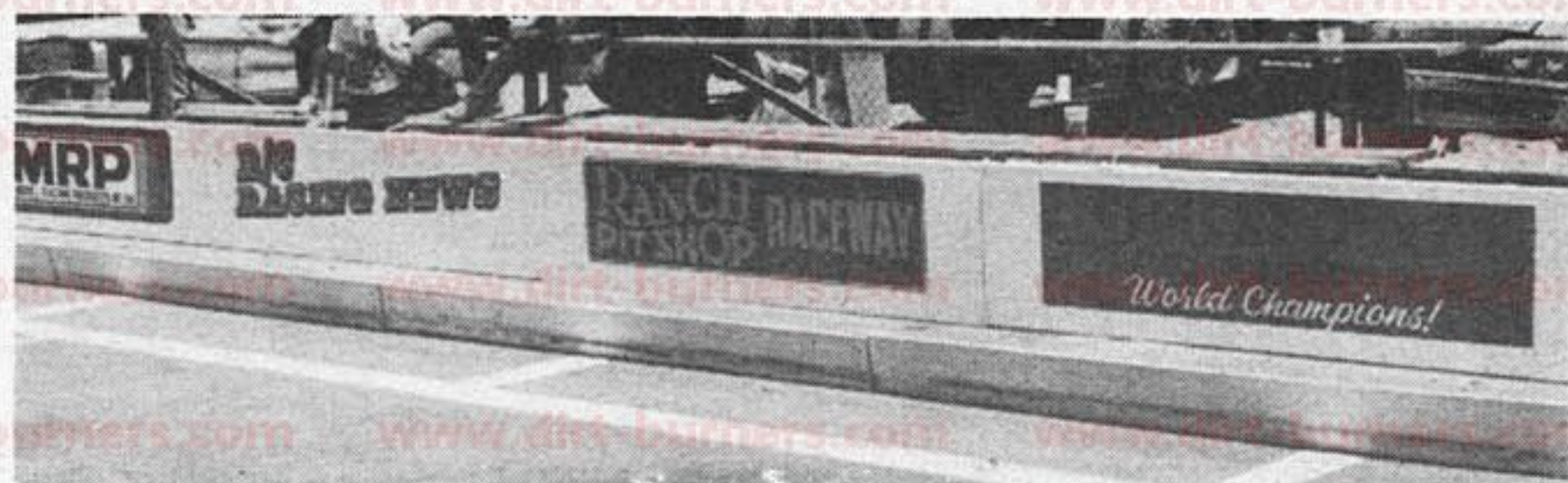
rock at the start of the race and was the fox that had to be caught by the hounds. It took Tyree two minutes to make his first mistake but when he did, those hounds were there to pass and say good by. It was Wayne Davis who led the all England parade for the rest of the main, with brother Jimmy finishing in second and Nigel Hale taking the third spot.

THE A MAIN was next. Anticipation grew among the racers, factories, and spectators. Could a small but very proficient Team/Factory put it all together and challenge the likes of ASSOCIATED, BOLINK, PARMA, JOMAC, DELTA, et al? The man to watch was Joel Johnson, the Top Qualifier. But as we all know, the TQ doesn't really mean much when A main time comes around. Somehow others seem to find the horses, the right combinations, that special edge that has often been able to surpass the Top Qualifier. Would this happen today? Nine other racers thought it could. One didn't think so and was not bragging.

The flag dropped and the "David" among the "Goliaths" was in the lead. Joel Johnson had made the first turn



The Modified gold winners as the sun slowly set on the Electric Nationals.



More of the sponsors' neatly painted signs provided a very colorful backdrop for the track.

unscathed. Trailing right behind him were Mike Toland, Frank Killam, Tony Neisinger, Bruce Hickman, Kevin Orton, Ralph Burch, Jr., Gil Losi, Jr., Terry Rott and Mike Lavacot.

It took a few laps to sort out the field but when it was, there were four cars that had a shot at it. Killam, Toland and Neisinger were all running strong. At about the two minute mark Johnson was still in the lead but now Killam and Neisinger had broken away from the pack and were giving chase. Both Frank Killam and Tony Neisinger looked very strong and seemed to be gaining a couple of feet on the leader with every lap. Killam especially appeared to have the ponies to go after Johnson. About half way into the race, Neisinger started to make his move and passed Killam for second. At this point, once again, Johnson was holding a superbly smooth line through the course. I mean, up to this point he had made no mistakes. The car seemed to be on a rail around this very long track. Nonetheless, Neisinger's Delta seemed to have a bit more horse power. With about one minute to go, Killam had faded back but still held third, while Neisinger was about ready to make the move on Johnson who was still in perfect form. Coming out of the infield Neisinger was but a couple of feet behind Joel Johnson and the inevitable appeared to be on hand. But suddenly, Neisinger's car made a sudden right turn, about ten feet before he was supposed to, and that's all she rode. Johnson was freed from the charge of Neisinger and had a sufficient lead to hold it until the end of the race. Thus, Joel Johnson and TRINITY/DELTA had captured their second National title at these ROAR Nationals.

A very disappointed Neisinger could not explain the "glitch" that he got just before he was ready to make a move on the leader. In fact, very few could because it happened in a section where no other racer had

experienced a "glitch." There have been many others who had complained of being "glitched" but this would usually happen on the back straight or on another section of the track. Still, Neisinger was happy that his Delta had come close to capture the National title. Frank Killam put on an excellent drive and finished in third. Fourth through tenth were as follows: Mike Toland, Bruce Hickman, Kevin Orton, Terry Rott, Gil Losi, Jr., Mike Lavacot, and Ralph Burch, Jr.

A special consideration is well worth noting here. As they did at the Electric World Championships, perhaps it's time that in all major events such as this one, information about the racer's frequencies in the A main events should be kept secret. I don't want to imply that there was anything wrong here when Neisinger got the "glitch" but as we all know, something like this can usually send rampant speculations. By keeping the frequencies a secret for at least the A mains, these speculations could be quelled.

And so the ROAR NATIONALS came to an end after a week long schedule of intense competition. The biggest entry for any ROAR NAT saw some of the best racing ever at one of the best tracks and facilities. The weather did not play an important factor on the results, which was good.

Notwithstanding the problems in the Production class, the racing was great and the Losi's and ROAR Officials should be congratulated for a job well done.

RESULTS

PRODUCTION

- A MAIN:**
 1. Steve Toland 25/8:20.6
 2. Robert Bartlett 24/8:17.5
 3. Kerry Cavazos 23/8:12.5
 4. Billy Johnson 22/805.7
 5. Bob Dewald 22/814.3
 6. Bill Shaffer 22/817.0
 7. Fernando Beliar 20/812.8
 8. Jeff Deacon 21/8:18.2
 9. Tara Beliar 20/812.8

B MAIN:

- Francisco Saenz
- Steve Salisbury
- Bill Dell
- Gary Haskill
- Tina Burch
- DeVore Fortney
- Mike Tobey
- Jon Anderson
- Spencer Bond
- Craig Hilton

C MAIN:

- Tom Gains
- James Levy
- Brad Bishop
- George Gowland
- Rich Cleary
- Bob Cunningham
- Carl Thompson
- Richard Ovelette
- Bob Stancliff
- Steve Patton

D MAIN:

- Greg Uyeda
- Tommy Pratt

STOCK

A MAIN:

- Joel Johnson 26/8:01.2
- Mike Lavacot 26/8:04.3
- Bruce Hickman 26/8:12.610
- Terry Rott 26/8:17.6
- Wayne Davis 26/8:10.0
- Doug Kott 26/8:12.0
- Mike Toland 25/8:18.0
- Gil Losi, Jr. 25/8:20.6
- Kevin Orton 24/8:08.1
- Bob Hayes 6/2:05.3

B MAIN:

- Randy Tentschert
- Kent Clausen
- Jimmy Davis
- Tyree Phillips
- Terry Ballard
- Ralph Burch, Jr.
- Frank Killam
- Mike Hamilton
- Gary Kyes
- Steve Toland

C MAIN:

- Jerry Case
- Steve Hickman
- Mike Wibben
- Steve Hickman
- Mike Hickman
- Rich Douglas
- Chip Hayes
- Tod Strain
- Tony Neisinger
- Robert Cavazos

D MAIN:

1. Larry Stevens

- Gil Losi, Sr.
- Jeff Abrams
- Sonny Maddison
- Al Chuck
- Jay Kimbrough
- Jim Aguirre
- Jim Welsh
- Tim Neja
- Lee Hall

E MAIN:

- Bud Bartos
- Gary McAllister
- David Franklin
- Steve Koepp
- Ken Jones
- Ted Graf
- Allen Losi
- Mike Queller
- Mike Giem
- Bob Light

F MAIN:

- Nigel Hale
- Shawn Ireland
- Bob Mathisen
- Bob Novak
- Jim Greenemeyer
- Robert Bartlett
- Ron Schuur
- Matt Azzara
- Steve Prichett
- Gene Prather

G MAIN:

- David Johnson
- Jun Shudo
- Todd Babbitt
- Bill Shaffers
- Steve Salisbury
- Donn Rice
- Francisco Saenz
- Rick Howart
- Kerry Cavazos
- Sonny Cummings

H MAIN:

- Larry Standcliff
- Rick Bashford
- Rick Marks
- Larry Krough
- Les Ammann
- Miles Cook
- Gary Haskill
- Scott Brown
- Billy Johnson
- Roger Wagner

I MAIN:

- Jay Halsey
- Tony Vaughn
- Troy Blanton
- David Hume
- Mike Kelly
- Russ Aguirre
- Richard Ito

8. Howard Kemrey

- Richard Soliz
- Don Pyle, Jr.

J MAIN:

- Tony Massy
- Lewis Fong
- Peter Peterson
- Gary Evert
- Bud Fish
- Mark Baldacchino
- Laura Novak
- Leo Barana
- Tom Gains
- Tom McGary

K MAIN:

- Neal McCurdy
- Jim Rose
- Phil Ruggiero
- Mike Middleton
- Dick Pritchett
- Roger Mayo
- Jeff Decon
- Lonny Johnson
- Jim Busby
- Jonathan Holman

L MAIN:

- David Portz
- Tina Burch
- Steve Russo
- Martin Symonds
- Greg Jones
- Bob McCord
- Bob Cunningham
- John Gudvangen
- Garry Wileon
- Robin Deans

M MAIN:

- Bev Prichett
- Tim Toland
- Richard Ovelette
- Leon Franklin
- Andy Jacobson
- Larry Stewart
- Chris Allen
- Andrea Espejo
- Carl Thompson
- Craig Hilton

N MAIN:

- Jim McCordy
- Tom McKeever
- Mike Eads
- Chuck Mann
- Mike Tobey
- Paul Renna
- Kevin Karamitras
- Bob Rule
- Kevin McCormick
- Chuck Prigle (DNS)

O MAIN:

- Bob Stabdliff
- Jim Longlosipi
- Craig Uyeda
- Spencer Bond
- Jon Anderson
- John Huron
- Tom Pratt

MODIFIED

A MAIN:

- Joel Johnson (TQ) 27/8:07
- Tony Neisinger 27/8:12.8
- Frank Killam 27/8:15.6
- Mike Toland 26/8:04.0
- Bruce Hickman 26/8:06.0
- Kevin Orton 26/8:08.8
- Terry Rott 26/8:09.8
- Gil Losi, Jr. 26/8:11.0
- Mike Lavacot 26/8:15.8
- Ralph Burch, Jr. 25/8:05.4

B MAIN:

- Wayne Davis
- Nigel Hale
- Jimmy Davis
- Tyree Phillips
- Gary Kyes
- Jeff Abrams
- Tim Neja
- Kent Clausen
- Robert Cavazos
- Jerry Case

C MAIN:

- Chip Hayes
- Tod Strain
- Rich Douglas
- Larry Stevens
- Mike Buffington
- Steve Hickman
- David Franklin
- Randy Tentschert
- Bob Hayes
- Jim Busby

D MAIN:

- Eddie Janis
- Allen Losi
- Gary McAllister
- Jim Aguirre
- Ted Graf
- Mike Hamilton
- Jay Kimbrough
- Don Pyle
- Bob Mathisen
- Terry Ballard

E MAIN:

- Bud Bartos
- Doug Kott
- Bob Novak
- Shawn Ireland
- Donn Rice
- Todd Babbitt
- Ron Schuur
- Gene Prather
- David Johnson
- Gil Losi, Sr.

F MAIN:

- Mike Wibben
- Mike Queller
- Lee Hall
- Bob Light
- Troy Blanton
- Peter Petersen
- Rich Bashford
- Les Ammann
- Richard Soliz
- Sunny Cummings

G MAIN:

- Tony Vaghan
- Sonny Maddison
- Matt Azzara
- Ken Jones
- Tom MCGarry
- Al Chuck
- Russ Aguirre
- Tim Toland
- Mike Giem
- Mike Hickman

H MAIN:

- Tony Massey
- Jim Greenemeyer
- David Partz
- Larry Bain
- Larry Standcliff
- Jun Shudo
- Roger Wagner
- Steve Russo
- Leo Barana
- John Huron

I MAIN:

- Steve Koepp
- Roger Mayo
- Mike Kelly
- Bud Fish
- Paul Chofra
- Cory Barana
- Howard Kemery
- Phil Ruggiero
- Neal McCurdy
- Jim McAdory

J MAIN:

- Jim Welch
- David Hume
- Steve Prichett
- Richard Ito
- Martin Symons
- Larry Krogh
- Andy Jacobson
- Mark Baldacchino
- Steve Ashby
- Gary Wilson

K MAIN:

- Laura Novak
- Jim Rose
- Jimmy Trueman
- Lonny Johnson
- Dick Pritchett
- Bob Rule
- Miles Cook
- Larry Stewart
- Danny Thompson
- Gary Renaud

L MAIN:

- Bob McCord
- Mike Middleton
- Kevin McCormick
- Mike Eads
- Bev Prichett
- Greg Jones
- Tom McKeever
- Luis Fong & Andrea Espejo

M MAIN:

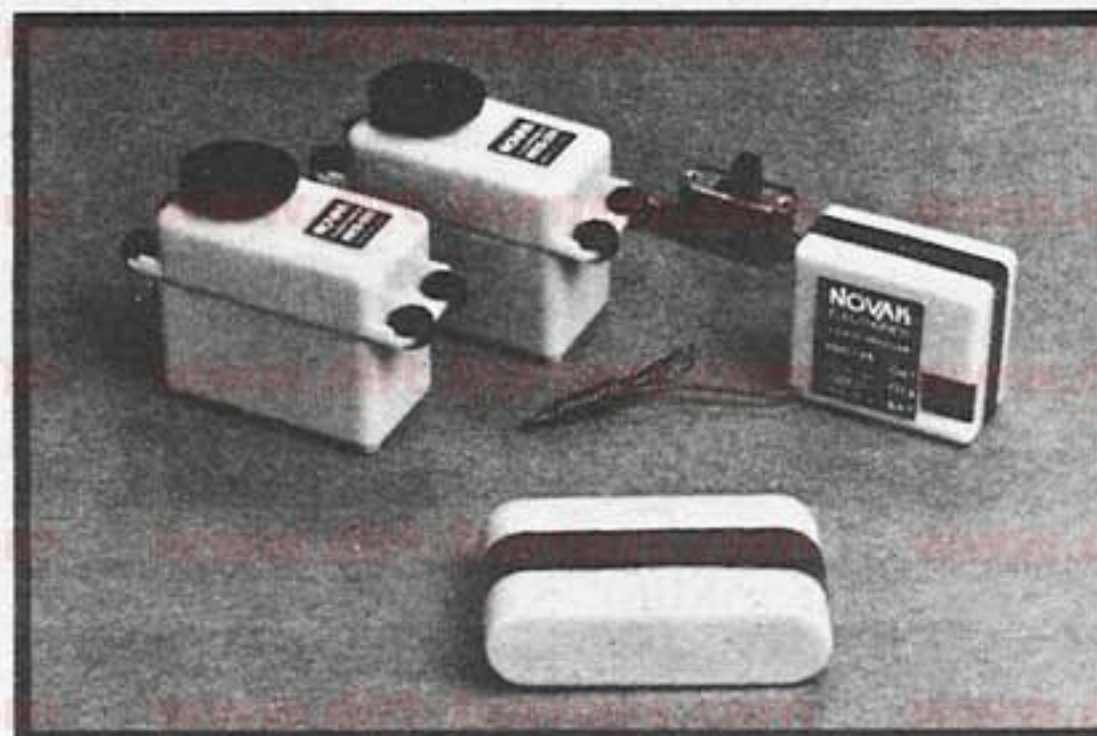
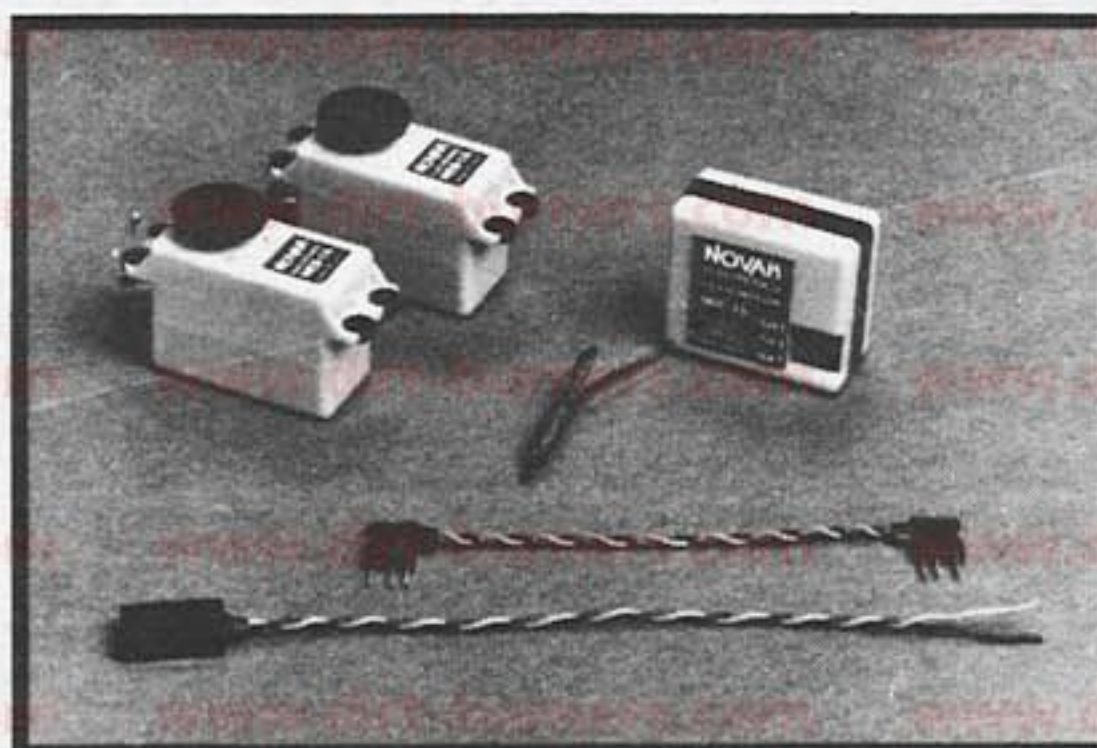
- Leon Franklin
- Rick Howart
- Harry Malicoat
- Rick Marks

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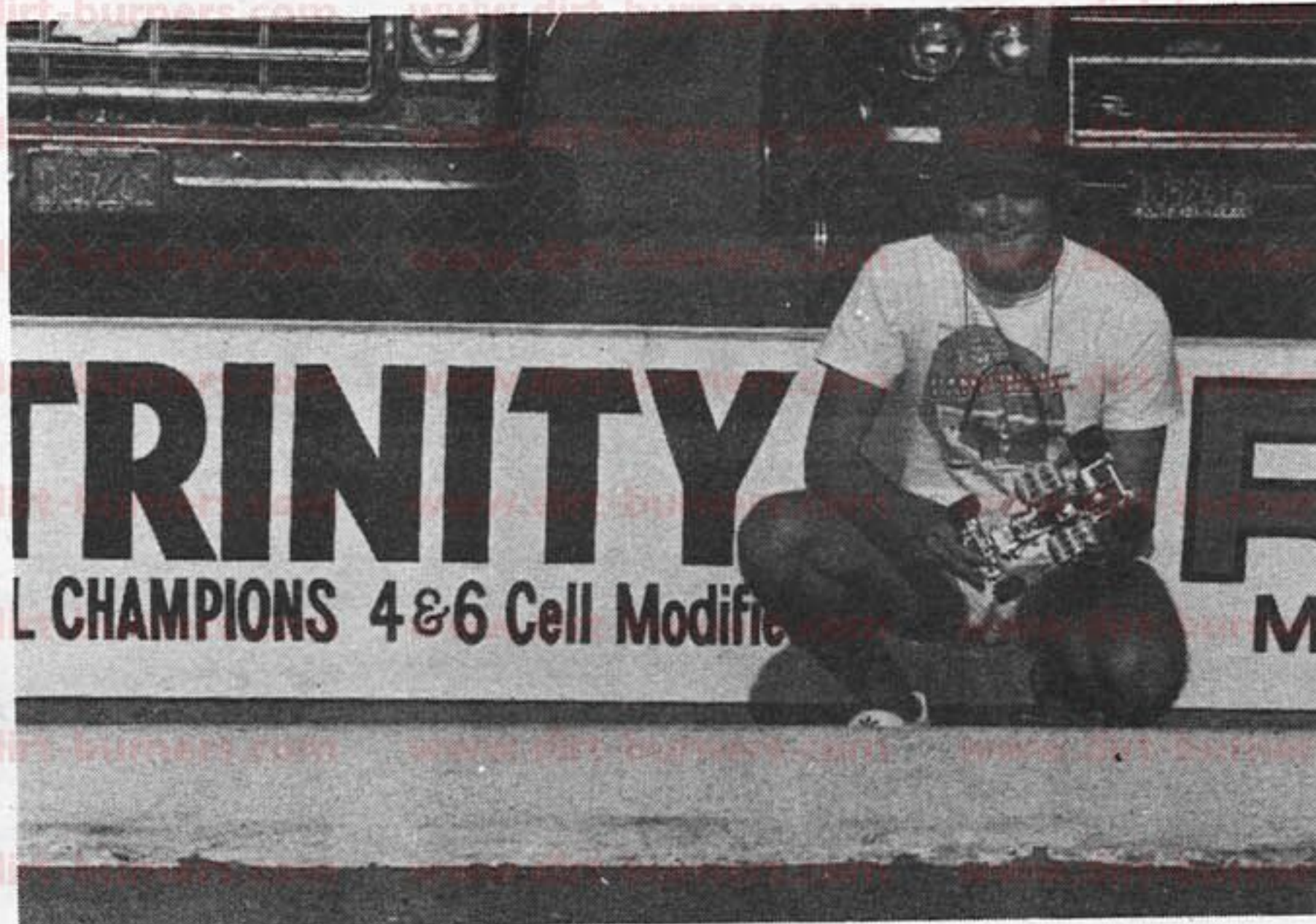
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6 Cell Pack \$39.00
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Bearings (077) \$1.99
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months continuously preparing for and racing across the world.

Gary Kyes, on the other hand, came out of semi-retirement and competed in both Flat Pan classes, and as he has done for so many times, took two National 1/8th Scale titles back home to Washington. The ROAR Gas Nationals, which followed the record-setting electric nationals, fielded over 110 racers, not as big as last year's Nationals, but just as competitive. In the GT class there were 33 entries, far below the number expected, and in the Can Am class there were a total of 70 racers who lined up for the mains. There were a few more that qualified but did not compete in the mains.

Racing for the Gas Nationals started the day after the Electric Nationals were completed. On Monday, August 1, open practice was held. Because many racers had arrived on Sunday, the day before, the track was pretty busy for open practice with racers trying to tune their car to the Ranch Pit Shop track and dialing in their motors to the weather conditions - which were very hot! In fact, the week of the Nationals turned out to be one of the hottest weeks so far this summer here in Southern California. Temperatures ranged from 95 degrees to an all time high of 115 degrees on Saturday.

GAS ROAR NATS

Burch Dominates Suspension & Kyes Sweeps Flat Pan!



G.T. Start. Burch #3 and Miranda #0 going the wrong way.



Two Nats apiece for Gary Kyes (Flat Pan) and Ralph Burch, Jr. (Suspension).



Can Am "A" Main. (l-r) Burch (TQ), Curtis Husting, Rich Lee, Dana Smeltzer, Tom Wong, Gil Losi, Jr., Gene Husting, Kevin Orton, Tony Neisinger, and Rick Templin.

Story by L.P.
Photos by L.P. & Austin Davis

August 1-7, 1983
Pomona, CA

RALPH BURCH, JR. FOR THE THIRD AND FOURTH CONSECUTIVE TIME, BECAME THE TOP QUALIFIER AT A MAJOR 1/8TH GAS CAN AM R/C RACE.

He did it at Carnoux, France for the Gas World Championships. Then on the following week when he traveled to Wiesbaden, Germany, he once again became the Top Qualifier. He then loaded up his equipment and he

and dad, Ralph, Sr., returned to Denton, Texas, where they spent "just a couple of days of rest." Then they loaded up their equipment again, flew here to California and continued to dominate the Gas Suspension National field by becoming the Top Qualifier in both the GT and Can Am Nationals - then capping it off by taking both National titles! Some racer!

As Ralph, Jr. said after his Can Am National win: "I'm not racing for a while... maybe not until November. I'm going to rest for now!"

I can't say that I blame him since they have spent almost two and a half

August 6th.

Qualifying for the GT Suspension and Pan Nationals started on Tuesday, August 2nd. The course was run in reverse of what it's normally run, thus not giving any added advantage for those who were racing in this class and would also be racing in the Can Am class.

A newcomer to the ranks of the elite or fast guys in 1/8th gas was Delta's Tony Neisinger (usually races 1/12), who for a while held the TQ spot. But when it was all said and done, once again as he had previously done in his last two major gas races, Ralph Burch, Jr. found the right combination (or should I say his dad found it) of tires, tuning and gearing and put his Associated RC500 two-speed into the Top Qualifying spot in the Suspension Class. He was followed by Tony Neisinger, Gene Husting, Chuck Wiggins, Dana Smeltzer, Tom Wong, Gil Losi, Jr., Barry Grossbacher, Mark Miranda and Ron Paris. This then made up the A Main in the GT Suspension class.

In the GT Flat Pan class, the man to beat was Gary Kyes (MRP), many-time National Champion in both 1/12 and 1/8th classes. He TQ'ed in this class and as it turned out, wound up capturing both National titles: The GT and Can Am Flat Pan Nationals. Second best qualifier in this class was Associated's Francisco Saenz, and he was followed by John Hodgson, Jim Jones, Mike Vickers and Joe



John Thorp (center) took the B Can Am Suspension main after a re-count of the scoring tape.

Tentschert, all who made up the A Main.

By Wednesday the first two National titles of the 1983 ROAR NATS were up for grabs.

In the GT Suspension class, there was talk of an upset. Although Ralph Burch, Jr., was the TQ, there were several racers who were certainly in the hunt. One such racer capable of an upset was Gil Losi, Jr., whose home track advantage could have placed him on top. The other racer with just as much chance to win was Dana Smeltzer. Ron Paris, now becoming one of the top motor builders, has also become one of the top drivers at this track. He too had a good shot at the National title.

But as the green flag went up for the 30 minute GT Suspension A Main, one thing was for certain—unless Ralph's car broke, it would be pretty tough to beat him. He broke out into the lead after the normal first-lap scramble and never looked back. A few times during the race several racers made the challenge, but Ralph's near perfect drive and smooth lines always kept him at least one lap from the field. By the end of the 30 minute main Burch (Associated/Rich Lee/Airtronics) had logged in 91 laps, two more than second place Dana Smeltzer (Associated/



Fourth through sixth were: John Hodgson, Joe Tentschert and Mike Vickers (the youngest entry of the Gas Nats at 11 years old.)

B Suspension GT Main saw John Thorp (THORP), win by one lap over second place Dean Brown (Delta). John's win was actually decided after the race when a check of the computer tapes revealed that one lap was missed on John's car. Third place went to Rick James, and he was followed by Bill Campbell (Mr. Delta) in fourth and Gus Gustarson making up the top five.

In the C Suspension GT the winner was Bill Vickers who put in an excellent drive and narrowly beat John Tiffany. Both racers wound up with 50 laps each in this 20 minute main. Third went to J.D. Green and fourth to Andy Jacobson.

With the GT Classes over, the next

through the first day. His 13 laps in 4:05.3 put him in the TQ spot for day one of qualifying. Rich Lee (Associated/Rich Lee/Airtronics), with 13/4:05.7 followed in second.

Day two of qualifying (Saturday) continued. This was the hottest day so far and very much resembled the type of weather one would find in Indianapolis or Florida. It was muggy, hot and there was a threat of rain. In fact, it did rain in certain parts of Southern California, but the Pomona area was spared, at least during the day.

Temperatures were a bit hot, not just because of the weather but as we all know, one prepares so much for an event such as the ROAR Nationals, yet, when the time comes it's always so frustrating not to have the car working at 100%. As in all racing, the combinations of equipment, skill and luck play an important factor in the outcome.

At this juncture, Ralph Burch, Jr. had not had a particularly good first round of qualifying. Three of the four qualifying rounds were very poor. In fact, he didn't even start one run. But on this, the second day, Ralph's father found the right combination and when matched with Ralph's driving skills, it was enough for him to take the Top Qualifying spot. He turned a 13/4:02. Second best qualifier overall was Curtis Husting, with Rich Lee in third. Thus, the first three spots went to three Rich Lee-powered cars.



GT Flat Pan and Can Am action (above & top). Ross Kloeber (#8 left) doing one of his tricks.

four days would be spent deciding the Can Am Suspension and Flat Pan titles.

On Thursday open practice was held. This time the course ran clockwise (normal to the Ranch Pit Shop) as over 80 entries were on hand in both classes.

There was a total of six qualifying rounds run between Friday and Saturday, perhaps the two hottest days of the year so far. Many racers not only had to contend with finding the right combinations for the car, but also on how to keep cool. It was tough! The heat and the smog notwithstanding, the track was in excellent shape with plenty of traction for everyone to go for the "max" in speed with no worries of spinning out.

Curtis Husting (Associated/Rich Lee/Airtronics) lead the qualifiers

Dana Smeltzer (Associated/McCoy) was in fourth, with Tom Wong (Delta/Picco) making up the top five qualifiers. Sixth through tenth were: Gil Losi, Jr. (Associated/Paris-McCoy), Gene Husting (Associated), Kevin Orton (Delta), Tony Neisinger (Delta), and Rick Templin, who made his first A Main National ever with his Delta car.

In the Flat Pan Can Am, young Brad Donovan bested the field with his 13/4:19.5 run for the TQ spot. Second best was Francisco Saenz with a 13/4:20.7. These two drivers were the only ones to get into the 13 lap bracket. Third best qualifier was Gary Kyes with 12/4:01.4. John Hodgson, Bill Prather, Ben Bullock, Heinz Meyer, Troy Blanton, Jay Kimbrough and young Mike Vickers made the rest of

(contd. next page)



The A Main drivers in the GT Suspension. Ron Paris (left not seen), Gene Husting, Barry Grossenbacher, Dana Smeltzer, Tom Wong, Ralph Burch, Chuck Wiggins, Tony Neisinger, (also not seen Mark Miranda).

McCoy/Airtronics), who finished with 89 laps. Third in the Suspension GT A Main was Tony Neisinger (Delta/Picco/Kraft) who finished with 86 laps. Fourth through tenth were: Gene Husting, Tom Wong, Chuck Wiggins, Mark Miranda, Ron Paris, Gil Losi, Jr., and Barry Grossenbacher.

In the GT Flat Pan A Main, there was a good duel between Francisco

Saenz (Associated) and Gary Kyes (MRP). They each traded first place spots at the beginning of the race, but soon thereafter Kyes found the right line around the track and seemed to pull away at will. He eventually finished this 30 minute A Main with 83 laps, two more than eventual second place finisher, Jim Jones (Thorpe) with 81 laps. Third went to Francisco Saenz (Associated) with 78 laps.



Tom Wong #3, leading through the infield during first part of the race.



Ralph, Jr. does the driving, while dad Ralph, Sr. does all the wrenching. Dynamic combination - a winning one.



the A Main Can Am Pan Class.

SUNDAY, August 7, was the final day of the two week long ROAR Nationals and the day when the Can Am and Flat Pan Suspension titles would be up for grabs.

The first main, the G MAIN Suspension went off at about 10 am. In this main, Jim Schaver started in second place while Willie Green took the lead during the first few laps. Then Green flamed out and Schaver moved into the lead and the eventual win. Steve Burns, who made this event his first gas race ever and who started some three laps late at the beginning of the race, wound up in the second spot. Excellent job! Third went to Willie Green.

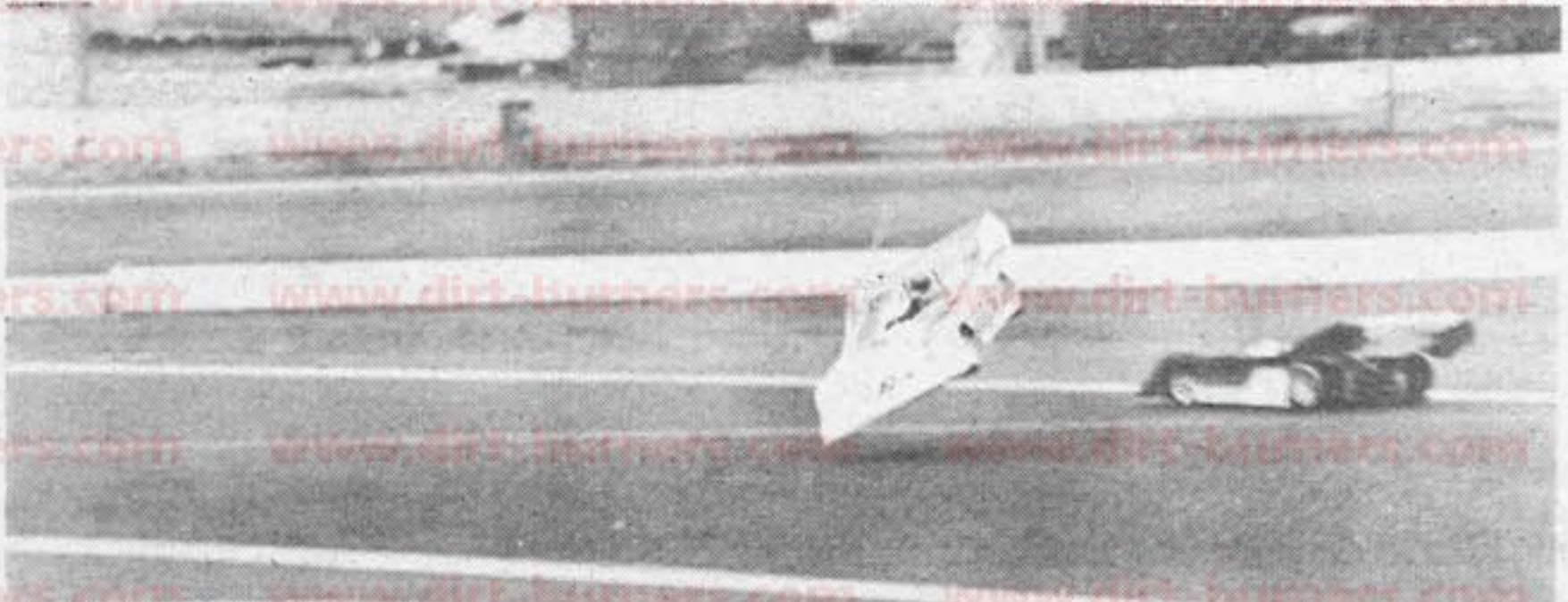
Next was the F MAIN Suspension. In this main Joe Coarsa and Gus Gustarson went after each other, dicing back and forth at the

beginning of the race. But soon both crashed into each other and this allowed Craig Jordan who had been hovering in third, to move past and take the lead. He won. Second went to Coarsa and third to Gustarson.

E MAIN Suspension was a re-start main. First time the race started the computer switch was not on so all the cars were called back to the starting line. Dick Camp was really disappointed as he had already established a strong lead. At the re-start it was Dean Brown in the lead, one which he never relinquished. He

main, they wre both having a great battle for the lead. With two minutes to go in the race, both racers exchanged leads several times, but on the last lap McLendon was able to find the right groove and edge out Fox for the win by less than 2 seconds. Third place went to Mike Pino who ran in third for most of the race.

C MAIN Suspension was next before a short lunch break was scheduled. This was a rather unusual race. After 15 minutes the race was over. Then the race director realized that the C Main was scheduled for 20 minutes, so five more minutes of running time were added. The computer tape was checked and at the 15 minute juncture Mark Miranda was in the lead. Everyone behind him was positioned on the track according to their time differential from the lead car. Consequently, you had cars lined up all over the track behind the leader. The start was given and five more minutes were run. Fortunately for Mark Miranda, he did not experience any problems and he was able to hold on to his lead. Second



Sequence shots (top, center & above) of Ralph, Jr. (car #1) waiting for the opportune time to pass Gil Losi, Jr. (car #6). He did.

won with 43 laps, two laps over second place Bob Coughran. Third place went to Robert Wold with 40 laps. One of the early leaders was Bill Vicker, who during one crash lost the antenna and had to really be careful with "glitches" for the rest of the race.

D MAIN Suspension saw Oran Valle take the early lead with Gil Losi, Sr. following. Gil started to make a move when suddenly his car lost a gear sending him to an early retirement. Mike Fox and Larry McLendon came next into the picture and by half way into this 15 minute

place went to another Delta car - that of Bill Campbell. Third went to Chuck Wiggins.

A short break was scheduled at this point and then the B MAIN Flat Pan was run. Steve Lilley and Joe Tentschert had a heck of a battle in this one with Tentschert narrowly edging Steve on the last lap. Third place went to Terry Baker about 5 laps back from the leaders.

B MAIN Suspension saw Ruben Serrano's "rocket" car take the early lead. Ruben had just been edged out of the A Main by Rick Templin. Ruben's car was very fast but was not able to finish due to a crash. Roger Curtis had started in second and when Serrano pulled off, Roger assumed the lead which he never relinquished. He drove a near-perfect race with his Associated two-speed car. Joe Sullivan, after caught in traffic early in the race, broke out and went after Roger but was never able to get closer than 14 seconds which was the time difference between first & second. Roger logged 75 laps in 25:01.9 to Joe's 75/25:15.3 In third place was a very young Paul Dione from Canada, now residing in the U.S. Paul's skills have really been honed since we last saw him at last year's nationals in Indianapolis.

A MAIN TIME for the Flat Pan class. Once again there was a re-start necessary. On the second try, Gary Kyes took the lead with TQ Brad Donovan in second. Gary seemed to pull away at will from the rest of the cars. At one time he looked to have slowed down but as soon as Donovan started to move closer, Gary would

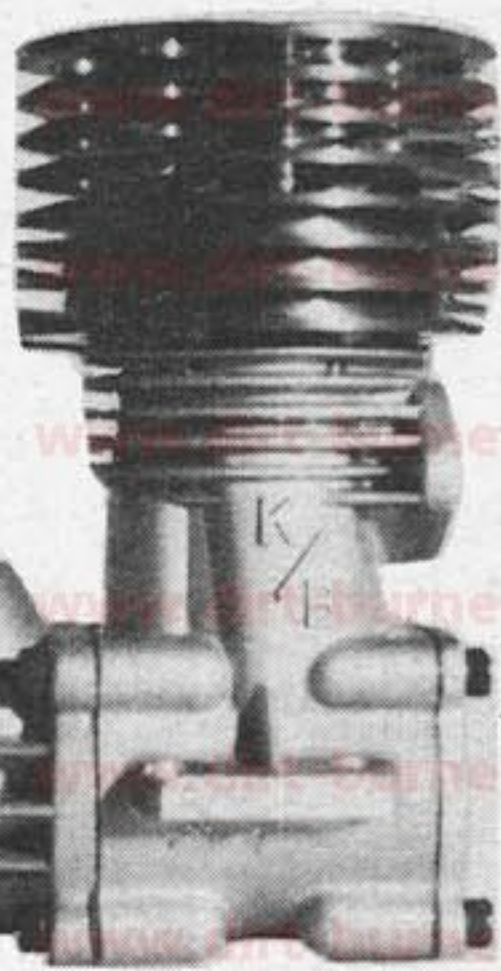


Mike Reedy was the Race Director for the 1983 ROAR Nationals. He did an excellent job.

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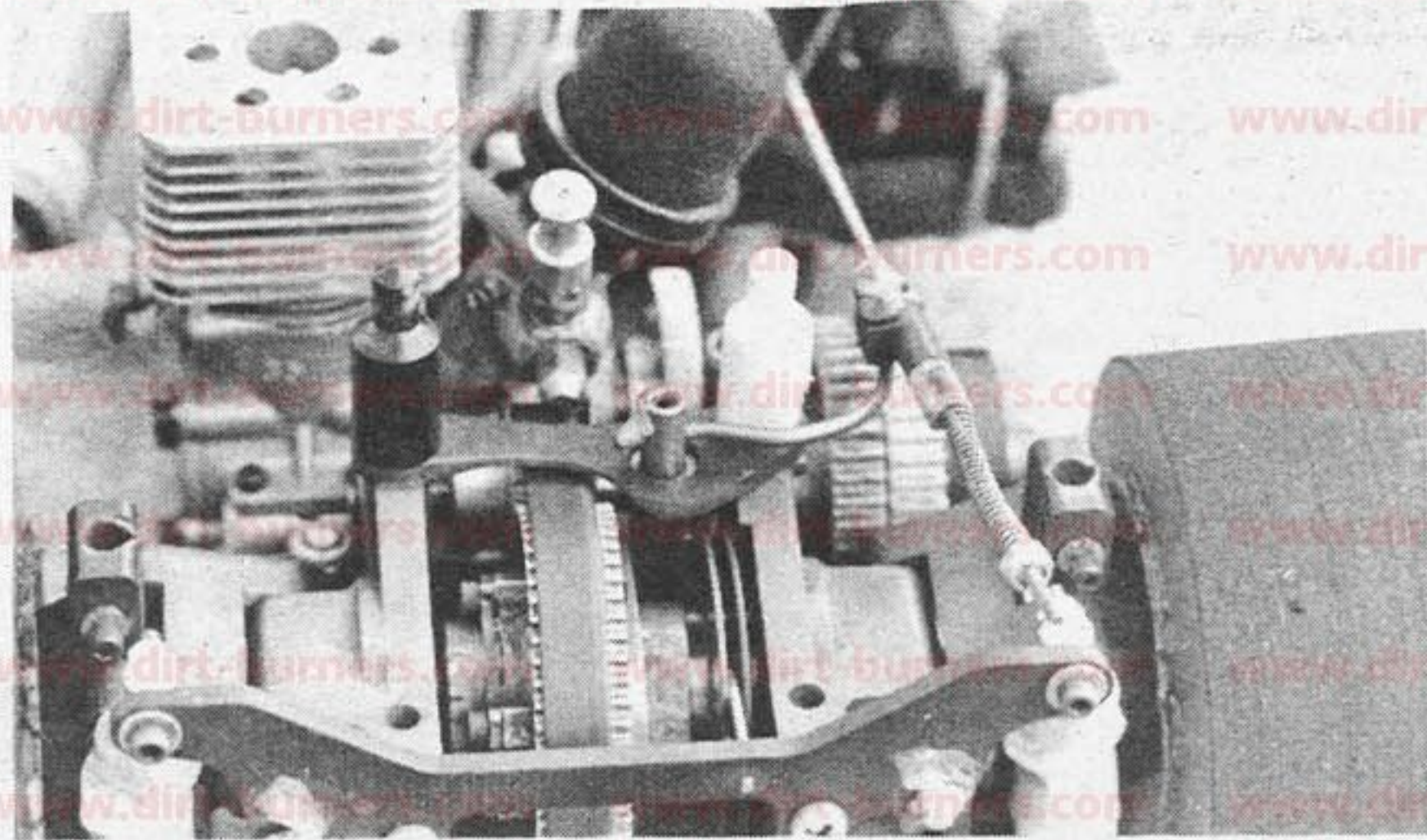
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NOW... \$149.95



Burch's Associated power-plant (above) with the two-speed. Neat "quick change" axle used by Ralph at the world's (right).

accelerate and pull away once more. Francisco Saenz was last at the start of the race. He soon started catching the other cars displaying his growing skills.

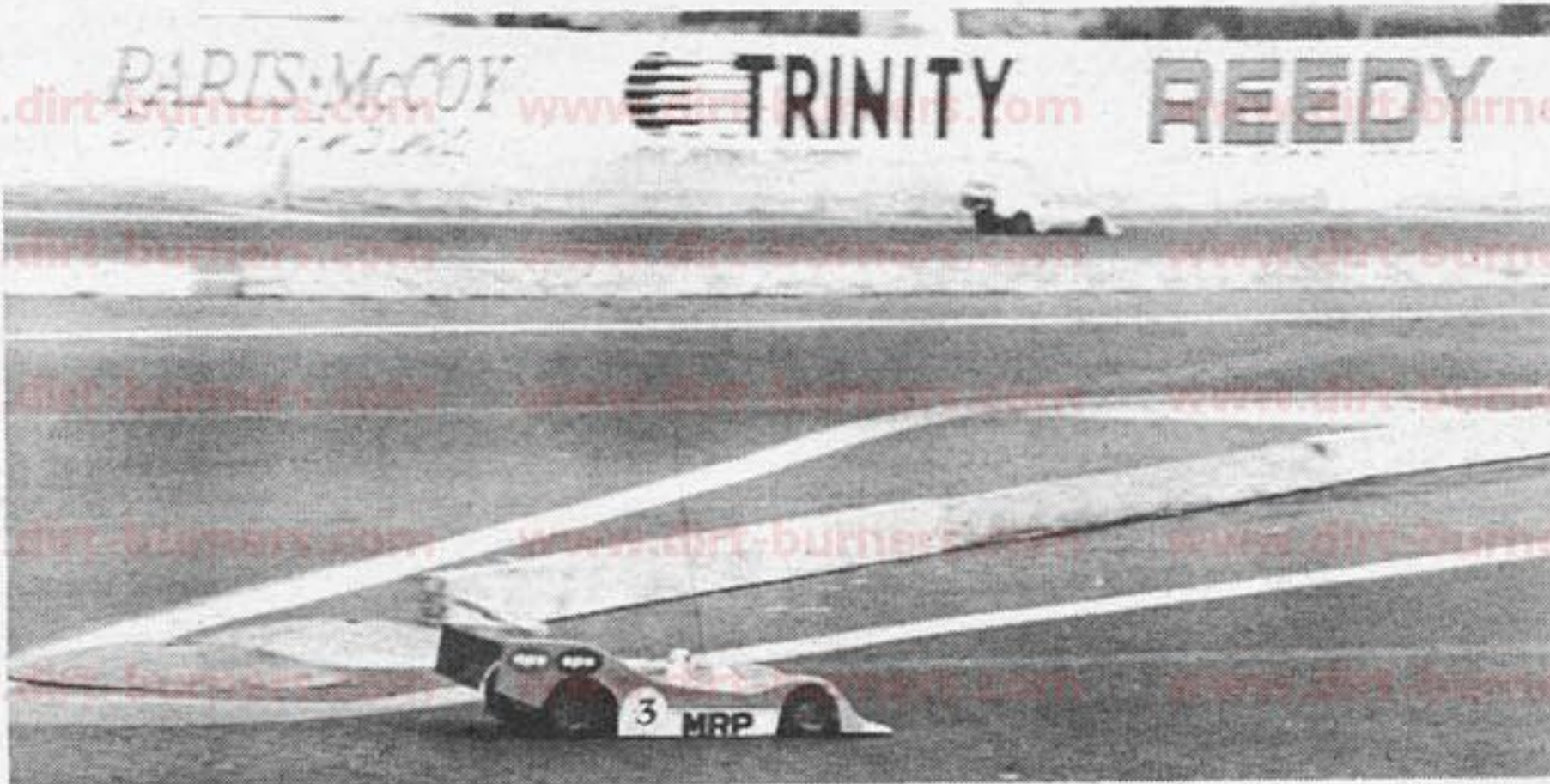
Eventually Gary Kyes took the checkered flag at the end of the 30 minutes and thus one more National title to his credit. Gary logged 93 laps, six better than second place Brad Donovan. Third went to Saenz with 87 laps, just 3 seconds behind second place.

The final Main of the ROAR Nationals was next. All of the drivers were introduced and a short photo session was held for this, the A MAIN Suspension Can Am.

There was a mad scramble for the first couple of minutes with the lead changing between Rich Lee, Curtis Husting, Kevin Orton and others. Positions changed rather quickly. Ralph Burch, Jr., the TQ, was dead last and upside down at the start of the race. But by minute three he had worked his way past the entire field and was on his way to another National title. He drove the wheels off that Associated RC500 with absolutely a superlative run. One racer was heard after the race ask Ralph,



A very satisfying grin. One more National title under his belt.

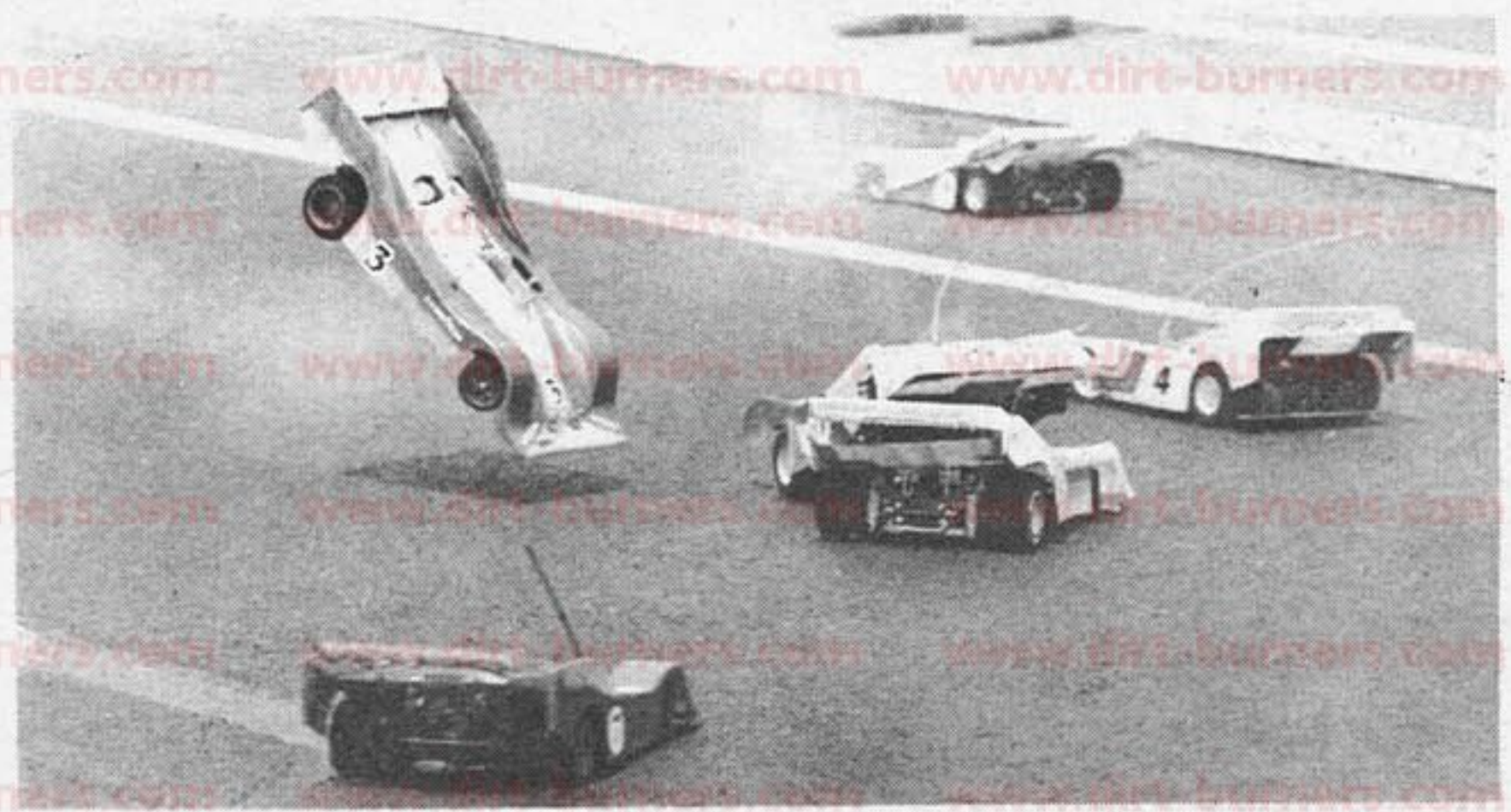


Gary Kyes' (Car #3) easily won the Flat Pan by driving smoothly and hugging the turns.



Five seconds before the start of the A Flat Pan Main, Gary Kyes found himself trying to get up to the driver's stand. He started last but still won.

"hey Ralph, how come you hit that one dot?" In fact, that's about all he hit for the entire 30 minute A Main. Notwithstanding the first turn crash which sent him upside down and in last place, he drove a perfect race and won by four laps over Kevin Orton (Delta). Ralph logged in 97 laps. The real race was for second place, where team mates Kevin Orton and Tony Neisinger (Delta) had a great battle. They bounced off each other for a number laps during the closing minutes of the race. In the last minute, these two racers exchanged the second place spot several times with Kevin Orton finally edging Tony Neisinger by less than two feet. Fourth place went to Rich Lee who had several "brain fades" that cost him the lead. In fifth place was Tom Wong, who had been in a dog fight for the lead early in the race. This was Tom's best performance in a race that we've seen him in. He drove smartly



Ah! The foils of wanting to get to the first turn, first!

and with great patience. He suffered a couple of crashes (caused by others) that kept him back. Sixth through tenth place cars spent most of the race bouncing off each other. Sixth went to Curtis Husting, followed by Dana Smeltzer, Rick Templin, Gil Losi, Jr. and Gene Husting.

And so another ROAR Nationals came to an end. It was an excellent week of 1/8th Gas racing with good sportsmanship displayed throughout. The folks at the Ranch Pit Shop (Gil Losi and family) did an excellent job of hosting the 1983 ROAR nationals. All the racers really appreciated their efforts.

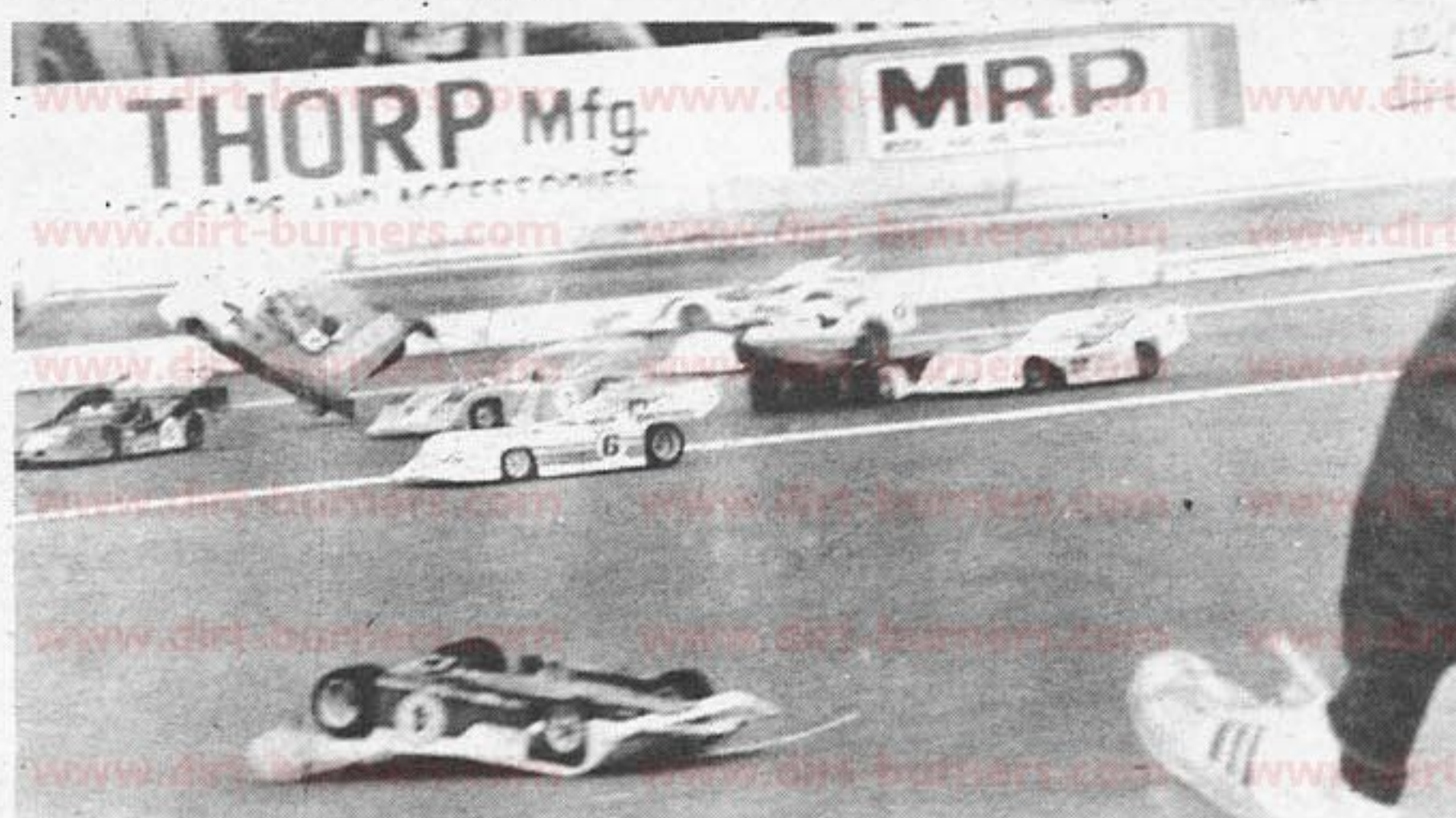
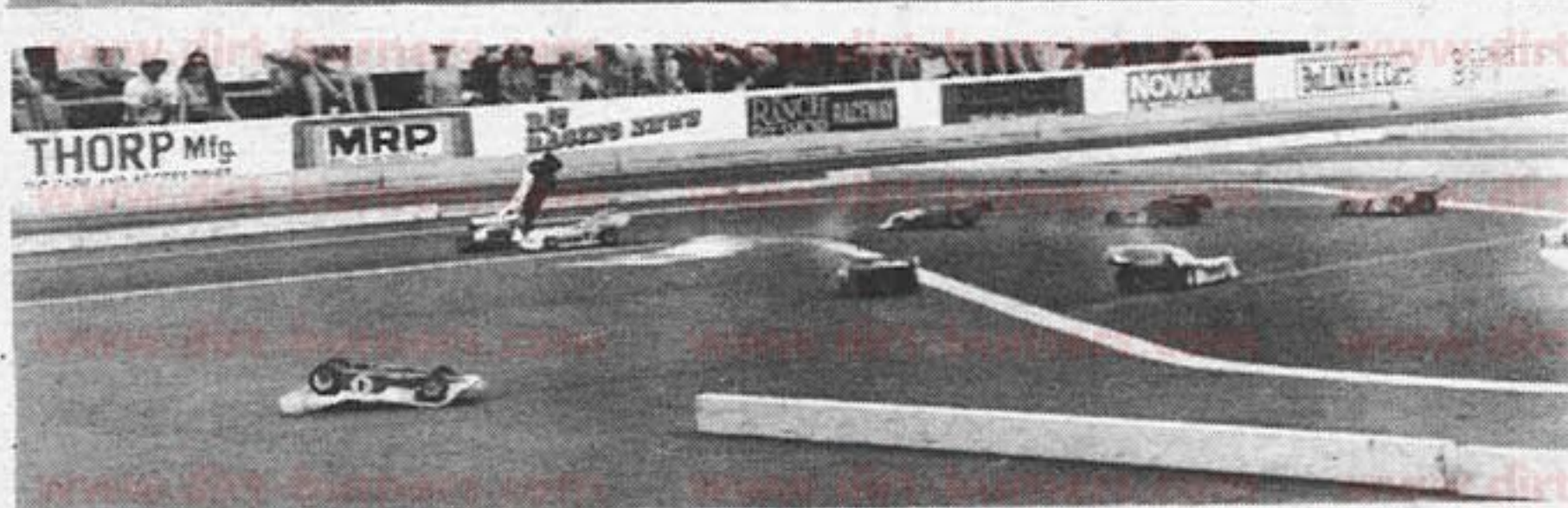
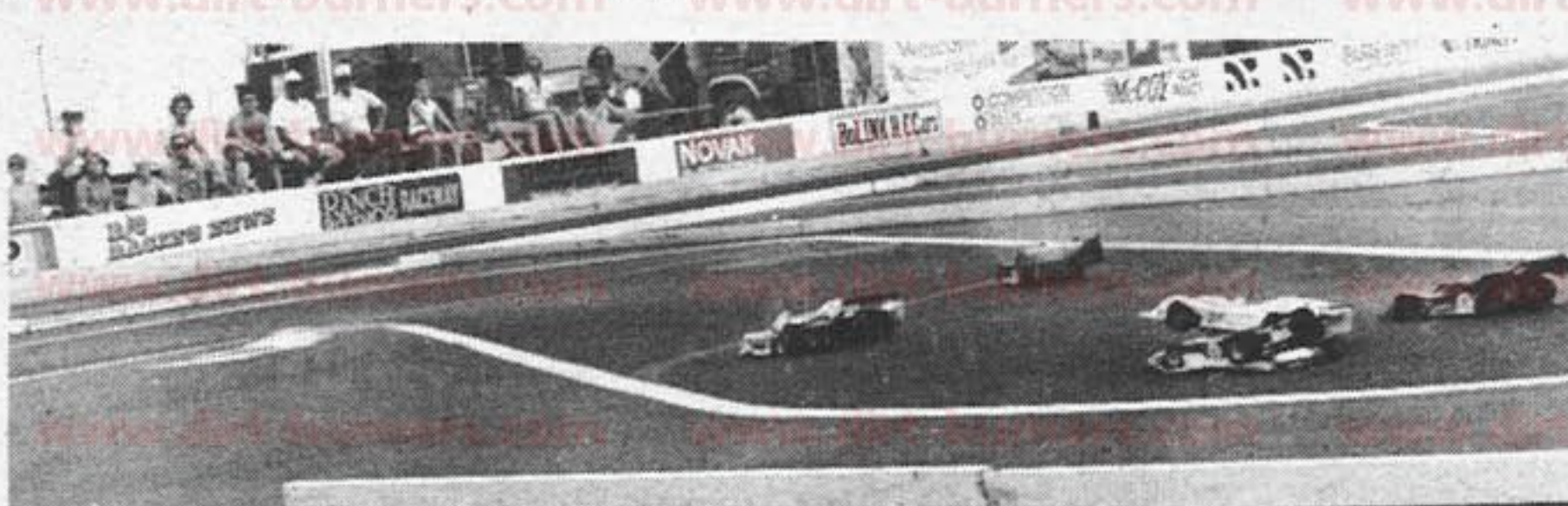
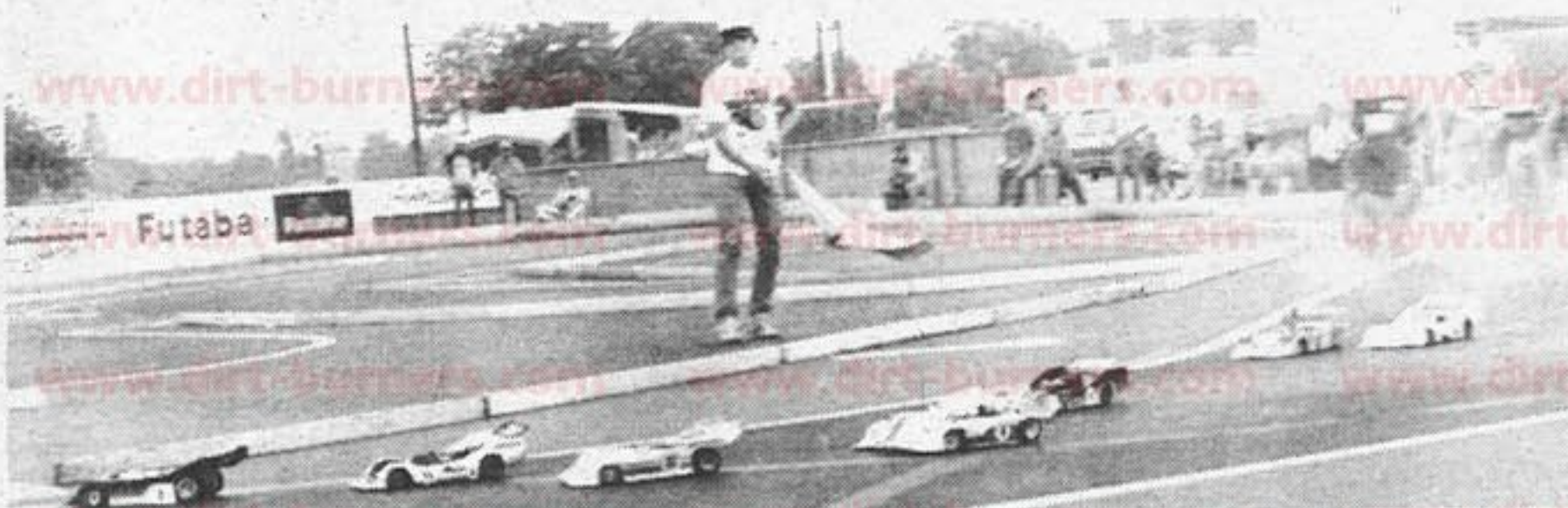
The next ROAR Nationals are scheduled for the east coast. See you there.

(contd. next page)

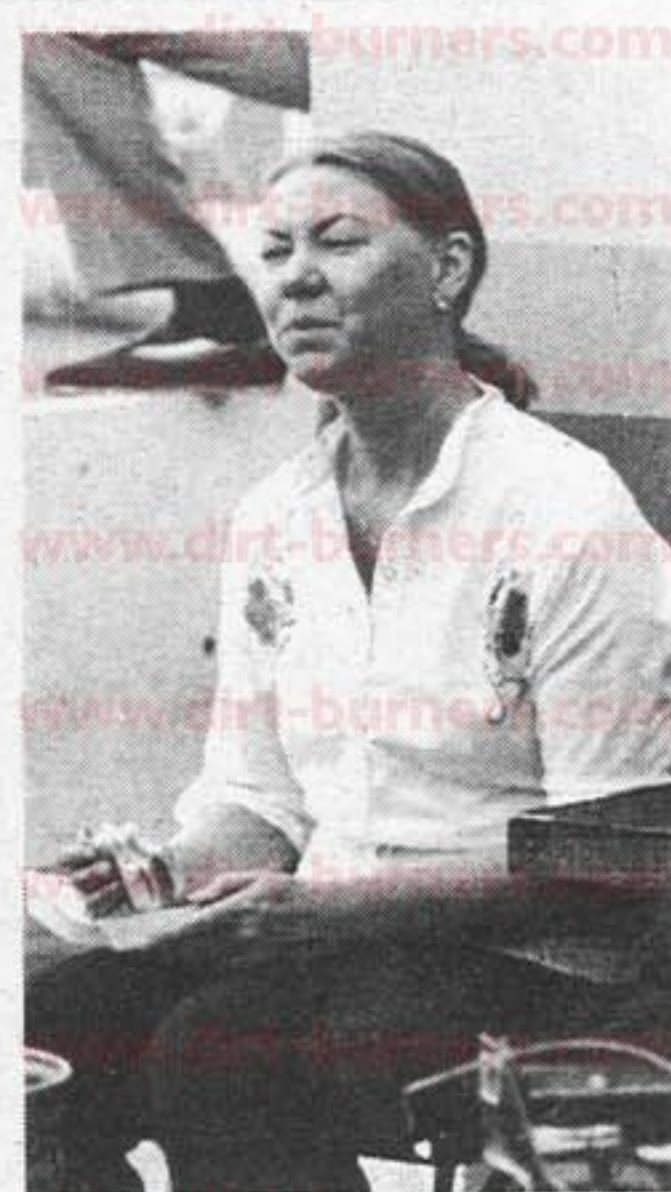
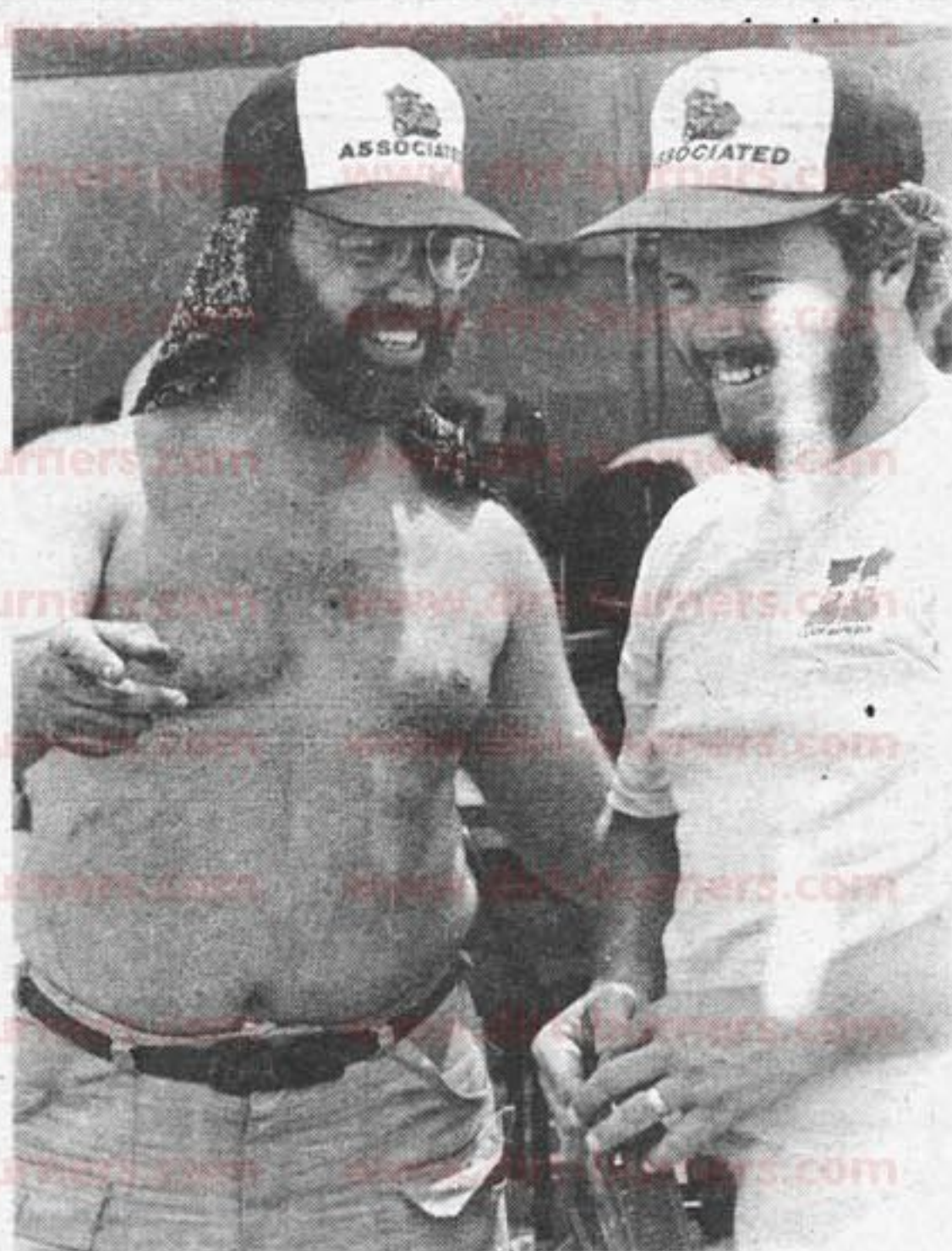


Roger Curtis drove a flawless race to take the B Main Suspension win.

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A Main start sequence. Curtis Hustung (#2) gets hole shot, Ralph Burch (#1) in second, fights through big crash, cars fly all over leaving Burch, Hustung and Dana Smeltzer (#4) upside down.



Joe Tentschert telling Steve Lilley (left) how he beat him in the last lap. Janet Losi (above) takes a well deserved break. She holds the fort while the Losi boys play with their cars.

SUSPENSION CAN AM

A MAIN:

1. Ralph Burch, Jr. (TQ) 97/30:12.9 (Associated/Rich Lee-K&B/Airtronics)
2. Kevin Orton 93/30:12.8 (Delta/Picco/Kraft)
3. Tony Neisinger 93/30:13.3 (Delta/Picco/Kraft)
4. Rich Lee 93/30:14.8 (Associated/Rich Lee-K&B/Airtronics)
5. Tom Wong 92/30:07.2 (Delta/Picco/Kraft)
6. Curtis Hustung 89/30:10.0 (Associated/Rich Lee-K&B/Airtronics)
7. Dana Smeltzer 85/30:06.1 (Associated/McCoy-K&B/Airtronics)
8. Rick Templin 81/30:04.6 (Delta/Paris-McCoy-K&B/Kraft)
9. Gil Losi, Jr. 62/23:42.4 (Associated/Paris-McCoy-K&B/Kraft)
10. Gene Hustung 40/14:13.8 (Associated/Rich Lee-K&B/Airtronics)

B MAIN:

1. Roger Curtis
2. Joe Sullivan
3. Paul Dionne
4. Ross Kloeber

5. Ron Paris
6. John Thorp
7. Butch Kloeber
8. Bob Mathisen
9. Barry Grossenbacher
10. Ruben Serrano

C MAIN:

1. Mark Miranda
2. Bill Campbell
3. Chuck Wiggins
4. Dave Shuck
5. Ray Gallovich
6. Rick James
7. Chuck Hallum
8. Paul Sang
9. Barry Newman
10. Bob Leckron

D MAIN:

1. Larry McLendon
2. Mike Fox
3. Mike Pino
4. Oran Valle
5. Al Vega
6. Ray Zabriskie
7. Gay Sullivan
8. Gil Losi, Sr.
9. Jim Jones
10. James Gonsalves

G MAIN:

1. Jim Schaver
2. Steve Burns
3. Willie Green
4. Leo Barana
5. David Conley

FLAT PLAN CAN AM:

A MAIN:

1. Gary Kyes (MRP) 93/30:20.4
2. Brad Donovan (Associated) 87/30:05.5
3. Francisco Saenz 87/30:05.5
4. John Hodgson 84/30:24.6
5. Heinz Meyer 81/30:01.8
6. Ben Bullock 79/30:25.3
7. Mike Vickers 73/30:16.7
8. Jay Kimbrough 67/30:07.2
9. Bill Prather 64/24:57.4
10. Troy Blanton 27/10:36.4

SUSPENSION G.T.:

A MAIN:

1. Ralph Burch, Jr. (TQ)
2. Dana Smeltzer
3. Tony Neisinger
4. Gene Hustung
5. Tom Wong
6. Chuck Wiggins
7. Mark Miranda
8. Ron Paris
9. Gil Losi, Jr.
10. Barry Grossenbacher

B MAIN:

1. John Thorp
2. Dean Brown
3. Rick James
4. Bill Campbell
5. Gus Gustarson
6. Frank Wong
7. Al Vega
8. Ross Kloeber
9. Peter Barana
10. Kevin Orton (DNS)

C MAIN:

1. Bill Vickers
2. John Tiffany
3. J.D. Green
4. Andy Jacobson

FLAT PAN G.T.:

A MAIN:

1. Gary Kyes
2. Jim Jones
3. Francisco Saenz
4. John Hodgson
5. Joe Tentschert
6. Mike Vickers

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- Bodily Injury/Property Damage Liability Insurance
- Membership Booklet (rules, bylaws, body list, etc.)
- REV-UP, the official ROAR magazine

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NATIONAL CHAMPION

1/12 TQ & 1st Stock - Joel Johnson of Team Trinity

*1/12 TQ & 1st Mod - Joel Johnson of Team Trinity,
Powered by Trinity*

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Four DELTA Team drivers in the Suspension Can Am A Main & their excellent pit crews.
(l-r) Kevin Orton (2nd), Tony Neisinger (3rd), Tom Wong (5th), Rick Templin (8th).



One-two punch in 1/12 Nats. Joel Johnson captured the Stock & Mod. National Championship (right) and Tony Neisinger (left), second in the Modified class. DELTA "84" WINS AGAIN!

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NEW MIDWEST GAS SERIES, RACE # 1...

Report by Bob Leckron

Chicago, IL

THE 1983 MIDWEST SERIES WILL CONSIST OF SEVEN RACES WITH THE FOUR BEST RACES COUNTING TOWARD EACH RACER'S SEASON TOTAL.

Each race will award points on the following basis: Qualifying points; 20, 19, 18,...1, and main event points (based on main event time, regardless of which main), 80, 78, 76,...2.

Races will be held at Chicago, Columbus, OH, Milwaukee, Cleveland, Detroit, Toledo, and Indian-

apolis. All races are 1/8th gas with Can Am Open and Super Stock classes. Superstock will use American bodies, .200 maximum carburetor, any fuel, and flat pan chassis only.

RACE # 1

The 1983 Series got off to a waterlogged start at the St. Charles Mall, west of Chicago. Sunday's scheduled mains were rained out, so all results were based on each racer's best qualifying heat of the three heats run on Saturday.

World Champion, Art Carbonell ran the 20 laps in 342 seconds to edge out Rick Davis by two seconds for the Open class win.

In Superstock Buddy Davis of Chicago finished his 20 laps in 397 seconds to win by six seconds over

Ron Moody.

A total of 53 racers - 40 Open class, 13 Superstock, entered the season opener. The drivers were divided into six Open qualifying heats and two Superstock heats - based on ability, past performance, and frequency availability. Three rounds of qualifying were held, with each heat lasting 20 laps with an eight minute time limit.

Rick Davis led the first round of Open qualifying with a run of 355 seconds, followed by Louis Przybyla from Detroit with 366 seconds. Rick's time held up only through the first round as Art Carbonell came back with a 342 second run. No one was able to beat Art's time through all three rounds, although Davis came close with a 344 second run and Bruce Oakley's 356 second, good for

third.

Buddy Davis (no relation to Rick) dominated Superstock qualifying the 20 laps in 399 seconds on his first run. He later improved that on his third run when he scored with 397 seconds. Roy Moddy followed in second with 403 seconds and Bob Paradis was third with 417 seconds.

SUNDAY dawned cloudy and wet, with intermittent showers keeping the track quite damp. The rain stopped sometime around noon, at which time some of the braver drivers took to the track for some Open practice. But the dark clouds soon returned and at about 1 pm another shower put an end to the day's activities. Thus awards were handed out based on qualifying times.

Two relatively new (to 1/8th scale) racers made the A mains at this event. Jim Dieter from Joliet, IL (a top 1/12th racer) qualified 7th in Open class, while Jeff Leckron (age 11 - the youngest driver here) qualified 7th in Superstock to make his first A main event ever.

The next Midwest Series race will be at the Eastland Mall in Columbus, OH.

RESULTS

A OPEN:

1. A. Carbonell
2. R. Davis
3. B. Oakley
4. L. Przybyla
5. K. Orton
6. J. Mueller
7. J. Dieter

B OPEN:

1. J. Baugh
2. J. Przybyla
3. D. Smith
4. G. Zielinski
5. R. Potempa
6. B. Chuhran
7. G. Andersen
8. K. Van Pelt

C OPEN:

1. D. Meade
2. A. Rovel
3. J. Masus
4. J. Lehman
5. J. Boehmer
6. J. Brannen
7. P. Cring, Jr.

D OPEN:

1. D. Chin
2. K. Campbell
3. B. Leckron
4. M. Melendy
5. J. Cowden
6. B. Appelle
7. J. Kreitzer

E OPEN:

1. C. Wieteki
2. P. Cring, Sr.
3. J. Blaha
4. T. Browner
5. K. Swanson
6. B. Yelle
7. T. Tribbett

A SUPERSTOCK:

1. B. Davis
2. R. Moody
3. B. Paradis
4. T. Gagliardo
5. D. Moody
6. M. Caputo
7. J. Leckron

B SUPERSTOCK:

1. M. Pipchok
2. M. Manita
3. K. Kryszak
4. G. Argalas
5. J. Schroeder
6. C. Spaay

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GULF SOUTH: RACE #6 & SERIES FINAL

Report by John Abadie

June 26, 1983

The final race of the six race series, which began in January, ended on a low note. With the top 6 positions still open to challenge by 12 racers, the final results of Race no. 6 were determined by the two best qualifying times as the "A" Main was rained out. The race was delayed twice by the weather and the final showers ended the day prematurely.

TQ and overall points leader for race #6 was John Abadie who seems to have the Eagle/OPS combinations working smoothly. He was followed by Brian Long SJ/O.S. and Karl Kaiser, Delta/Assoc/OPS.

The Series' final standings don't indicate any advantage to the suspension cars, but most are still in the "shake down" stage. The ability to run consistently and finish is still the best combination.

Check out the CALENDAR section for the rest of the 1983 season schedule.

MID-YEAR FINAL POINTS STANDINGS

1. Karl Kaiser DEL/ASSOC/OPS 1973
2. Brian Long SJ/O.S. 1964
3. Dan Wenzel SJ/KB 1954
4. John Abadie EAGLE/OPS 1952
5. George Molinary ASSOC 300/KB 1934
6. Gerry Brown SJ/OPS 1900
7. Edgar Riviere SJ/OPS 1864
8. Pat Robert SJ/OPS 1844
9. Martin Zeller ASSOC 500/CHPLA 1840
10. Craig Leboeuf EAGLE/OPS 1809
11. Ted Simon ASSOC 500/O.S. 1800
12. John Mistic, Sr. ASSOC 500/O.S. 1790
13. John Mistic, Jr. SJ/O.S. 1757
14. Craig Bienvenu SJ/O.S. 1752
15. Bill Gardner EAGLE/OPS 1491

CAPITAL AUTO RACERS: "THE FIRECRACKER 400"

July 12, 1983
Sacramento, CA

The Capital Auto Racers (CAR) held their annual Firecracker "400" on the weekend of July 2-3 at the Sunrise Mall. The Sunrise Mall was the sponsor of this fantastic race.

There were 200 laps raced each day (Saturday & Sunday) for a combined total of 400 laps for the two day event.

John Keller, of Sacramento, won each of the 200 laps to become the overall winner. In second place was Alex Winsley who traveled all the way from Fresno, CA to make this event. Third place went to Jeff Johnson of Rancho Cordova. Jeff had to drive a borrowed car as his car went out just before the Main event. Vernon Flint from Citrus Heights, after having radio problems, hung in there to pick up a well deserved fourth place.

This race was G.T. Oval which was well received by the spectators on hand and as a result, the Sunrise

Mall-sponsored event should become an annual race meet.

If you're interested in becoming a part of the Capital Auto Racers group, CAR's racing schedule is every second Sunday, racing at Southgate Shopping Center, Florin Rd. & Franklin Blvd. Also on the fourth Sunday of every month at the Sunrise Mall, Sunrise Blvd. & Greenback lane - all in Sacramento. For more information you can contact us at (916) 421-4794

Gene Bush

S.A.R.C.A.R. REPORT...

Report by Steve Williams

John Eisenhart from Selinsgrove broke the A.B. Markunas, Northumberland second race win streak on July 4th. Eisenhart, driving a Superstock car, built up an early lead and went on to win by a slight margin when he slowed down at the end of the race due to tire problems. Dave Bailey of Selinsgrove was second, Jerry Borasso of Pittsburgh took third, with A.B. Markunas in fourth, Wayne Smith from Pittsburgh in fifth, and Tony Markunas in sixth.

In the B Main Wayne Smith was the winner, allowing him to move into the A main. Matt Markunas of Northumberland came in second, Mike Rachau of Sunbury in third, Steve Williams in fourth, and George Neuhauser of Weikart came in fifth.

SARCAR will be back in action on Sunday July 17, 1983 at 2:00 in the Gee Bee parking lot. This race will serve as the final tune up before the Mid-Atlantic Championship Series comes to town on July 24th.

UPDATE

Dave Ewing of Shamokin Dam became SARCAR's fifth different winner of the season, picking up his first club win of the season. Ewing, who has been hot on the East Coast circuit, looked like he would receive stiff competition from Dave Bailey of Selinsgrove, until mechanical difficulties slowed Bailey. Last week's winner, John Eisenhart, came in second. Red Foltz from McAlisterville took third, followed by Bailey in fourth, A.B. Markunas in fifth, and Wayne Smith in sixth.

Smith won the B Main. He was followed by Matt Markunas in second, Jerry Borasso in third, Steve Williams fourth, Ed Baker fifth, Ted Hoover of Mt. Pleasant Hills took sixth, with George Neuhauser from Weikart in seventh.

Remember, on July 24th at 11:00 am, SARCAR will host the Mid-Atlantic Championship Series. It will be held in the parking lot of the Gee Bee Department store. Over 50 drivers are expected to compete!

All club events are open to the public free of charge.

Till next month,
Steve

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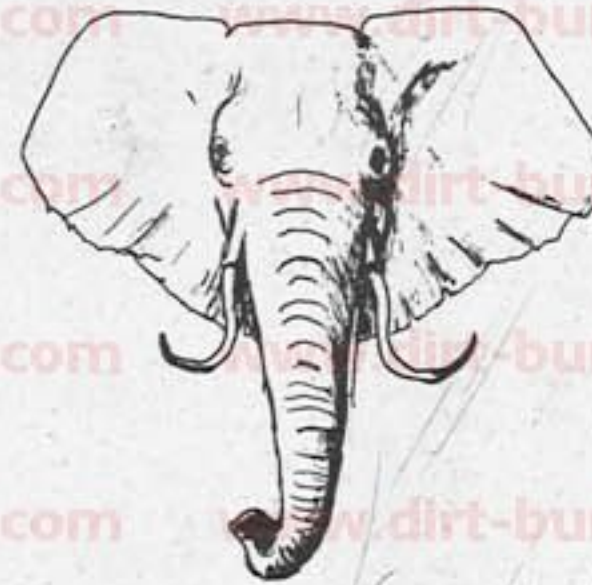
- #0742 Medium Soft Sponge
- #0743 Medium Sponge
- #0744 Medium Firm Sponge



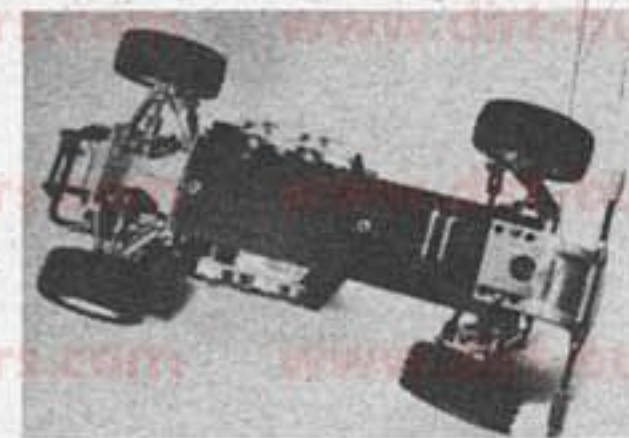
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TULSA'S ELECTRIC ENDURO

Report by Ken Seratte

July 4, 1983
Tulsa, OK

Despite unusually cold and threatening skies, Team Jomac drivers Bob Light, Steve Salisbury and Tony Massey drove their new Lightning 3000 cars to victory in the third annual Radio Controlled Auto Racing of Tulsa's Electric Enduro on July 4th. Their team completed 715 laps in the three hours and forty minute race - twenty five laps ahead of their nearest rivals.

Eight teams of three drivers each began and, in some fashion, completed the enduro. Although half the teams were from Tulsa, the other four featured drivers were from Shreveport, Louisiana; Springfield, Missouri and Oklahoma City. Additionally, a team from Kansas City had to be denied as all the channels they could use had been taken.

One team consisted of Jomac's new owner, Preston Keith, and fellow racers Jeff Booth and David Johnson in the new 3000 cars and racing the

new Jomac modified motors.

Light rains and unusually strong winds delayed the start of the enduro for nearly two hours. At precisely one o'clock the enduro began, much to the surprise of all the teams. The race director had announced the race time well in advance, and gave five and one minute warnings, and a 20 second countdown. With about 10 seconds left before the start of the race, a few wise souls began their scramble toward the starting line. Only Preston Keith and Team 8's Russel Hudson were on the line when the go was sounded.

The first period of the enduro lasted sixty minutes, with many lead changes. At the end of that time, a ten minute break was given (primarily for the corner marshalls and lap counters), but the cars on the track were not able to be worked on - according to the rules. Leaders at the end of this break were Jim Herdon, Larry Schroeder and Ed Wright, all from Tulsa. They're sponsored by OFIXCO (Oklahoma Fixture Company), a major sponsor of full scale

auto racing around the country (and six world champion drag boats). Their team, No.4, had 191 laps, compared to the eventual champs 186 (team No.2). Team No.1, Doc Gilbert, George Hamor and Lee Atkinson completed 185 laps, but were penalized five laps when the resistor arm in their speed control locked-in during the break, necessitating the removal of their car from the track for repairs.

At the end of the second period (50 minutes), teams 2 & 4 were tied at 343 laps each, followed by team 1's 335 laps. It appeared these three teams would run away from the others and battle it out for first to the finish.

Period three saw the end of the hopes for all the teams except for the eventual champs. The OFIXCO team was only able to keep one car running and ran into severe trouble in recharging their batteries. Team 1 had many troubles, and all three drivers would lose one servo before the day was through. The leaders lost all their chargers, but were lucky enough to borrow one from another team. Regardless, their cars performed well and they ended the sixty minute period with a 27 lap lead over the second place team. That team consisted of Calvin Wade, James Warren, and the only member from the defending champions, Jack Nicholson. Their 520 laps were five better than team four's and 17 better than team one's.

The last fifty minute period was an easy drive for the champs, as they finished with 715 laps, followed by team 3's (Nicholson's) 690, and team

4's 671 to finish out of the trophy hunt.

To give an idea of the level of competition of the 24 drivers, 15 of the drivers are at least partially sponsored by various car companies, and the three by Ofixco. Below are the results.

Ken Seratte

RESULTS

1. Team 2715 laps
Bob Light, OKJomac/Trinity
Steve Salisbury, OK Jomac/Delta
Tony Massey, OHJomac/Reedy
2. Team 3690 laps
Jack Nicholson, OK Parma/Parma
Calvin Wade, OKParma/Parma
James Warren, OKDelta/Delta
3. Team 4671 laps
Jim Herdon, OKDelta/LSI
Larry Schroeder, OK Delta/LSI
Ed Wright, OKDelta/LSI
4. Team 1650 laps
Doc Gilbert, OKJomac/Delta
George Hamor, OKJomac/Delta
Lee Atkinson, TXJomac/Jerobee
5. Team 5545 laps
Preston Keith, OKJomac/Jomac
Jeff Booth, OKJomac/Jomac
David Johnson, OKJomac/Jomac
6. Team 8521 laps
David Judkins, OKAssoc/Reedy
Russel Hudson, OKParma/Delta
Charles Hibberts, Jomac/Delta
7. Team 6500 laps
Tom Tapp, OkJomac/Jomac
Randy Mullins, LADelta/Delta
Gary Daugherty, LA Assoc/Reedy
8. Team 9433 laps
Richard Warren, OK Delta/Checkpoint
Dean Cooper, Sr, OK Delta/Delta
Dean Cooper, Jr, OK Delta/Delta

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RCECC Championships

Report by Glenn Kawamae

July 17, 1983
Honolulu, HI

Thirty-one racers showed up for this, our 4th Annual R/CECC Championships. Beautiful weather greeted us for this big event. In fact, the weather was very, very HOT with very little wind to provide relief. But it was a great day to have a whole bunch of racing!

Four complete rounds of qualifying were run thanks to the great organization by Ron Galang and Norman Uyeno. Everything ran like clockwork, very smoothly. The main events were run and this is how it all went:

THE E MAIN was a runaway. Richard Robertson led from start to finish and eventually won with a four lap lead over the rest of the field. The race for 2nd was a real battle between Urban Lindhe, Leroy Lee and our youngest racer, 9 year old Bentley Pai. Urban, Hawaii's top racer in 1979, held a strong 2nd throughout the race. This was his first race in four years and he was doing extremely well. With just five laps to go, Leroy was able to get by and from that point on Urban had to settle for 3rd. So the E main ended with Richard Robertson in 1st, followed by Leroy Lee in 2nd, and Urban Lindhe in 3rd. Bentley Pai was within striking distance all throughout the race, but just couldn't get it together to finish in the money. He had to settle for 4th. Dennis Shigemura took 5th while Bert Sugawara finished 6th. Bert had to be the most hard luck racer of the day. Dead transmitter batteries, a broken wire in the transmitter, then a broken wire on his car and finally, in the main, he even broke his graphite differential axle. He wasn't able to complete any of the qualifying rounds and even had to drop out of the main event. That really is hard luck! Better luck next time, Bert.

THE D MAIN was a very close race, what with five of the six cars within one lap of each other. Cory Chock took off with the early lead, followed by Dan Yamane, Mike Rapoza, Leonard Sato, Billy Calzo and Louie Vierra. On lap #4 Mike took over the lead with Leonard in 2nd and Billy in 3rd. Dan Yamane then challenged Billy for the 3rd position and, at one time, got by but just wasn't able to hold onto it and Billy again got the 3rd spot. The top three racers, Mike Leonard and Billy, held their positions until the last lap. Then Leonard crashed, allowing Bill to get by and there just wasn't time to catch up again. So it ended with Mike Rapoza in 1st, Billy Calzo in 2nd, and Leonard Sato in 3rd. Louie Vierra took 4th over Dan Yamane in 5th and Cory Chock in 6th.

THE C MAIN was another close one. Jun Shudo, in his first race in about six months, took off with the early lead followed by a very up and coming racer, Rudy Stamm. Vernon Pai was in 3rd with Wayne Onoyama pushing very hard in 4th. Ryan Honbo

followed in 5th being chased by Ken Alagan in 6th. On lap 8 Jun still had the lead but Rudy crashed, letting Vernon and Wayne go by for the 2nd and 3rd spots. Then, on lap 11, Wayne passed Vernon to take over 2nd. On lap 14 Wayne made his move and got by Jun to take over first place. Jun was now in 2nd and Vernon was holding onto 3rd. On lap 18 Jun regained the lead, putting Wayne back into 2nd, and now Ryan Honbo shot past Vernon to take over 3rd. The racing was tough, and on laps 23 and 24, the lead changed back and forth between Jun and Wayne. By lap 25 though, things settled down, with Wayne in front. He held this lead to the finish, taking 1st in the C main. Jun followed in 2nd with Ryan in third. Ken Alagan got by Vernon to finish 4th, with Vernon having to settle for 5th. Rudy Stamm took 6th.

THE B MAIN this month, as in months before, really sounds like an A main. Read the names in order on the first lap: Norman Uyeno, Ron Galang, Keevan Inouye, Earl Honbo, Butch Farm, and Jr. Pascual. This is awfully fast company for a B main. Norman held the lead for the first six laps. On the second lap, though, Keevan had moved into 2nd, Ron in 3rd, and Butch in 4th. By lap 3 Butch had moved into 3rd and by lap 6, he had taken over 2nd. On the next lap Butch even got by Norman to take over 1st place. The racing was still close and on lap 9, Norman again regained the lead. Butch had moved into 2nd place and now it was Ron who was in 3rd. Norman's lead was very short lived. On the very next lap Butch again took over 1st place with Norman in 2nd, and Ron in 3rd. Now, from the back of the pack comes Earl Honbo, in a strong 4th place. On lap 16 Earl drove around Ron to take over 3rd, and on lap 23 he got by Norman to overtake 2nd. No one could catch Butch who, by the end of the race, had lapped the field twice. So it ended with Butch Farm in 1st, Earl Honbo in 2nd and Norman Uyeno in 3rd. Jr. Pascual got by Ron on lap 19 to take 4th, with Ron in 5th, and Keevan taking 6th place.

Now for the **BIG ONE**. Time to decide on the 1983 Regional Champion. In the four years of the existence of the R/CECC, every year so far, we have had a different champion. In 1980 it was John Welch. In 1981, yours truly, Glenn Kawamae won the championship. 1982 was Francis Aki. Would we have any repeats this year? This was one of the closest races ever. On the first lap it was Glenn Kawamae in 1st followed by Russell Miwa in 2nd, Francis Aki in 3rd, Jon Hokama in 4th, Andrew Young in 5th, and Marshall Mizobe in 6th. Glenn was still in 1st on lap 2, Russ was in 2nd, but now Jon was in 3rd...and from the back of the pack came Andrew in 4th. By the next lap Andrew was right behind Glenn. On lap 4 the leader, Glenn, got thrown over the boards, putting him back about 50 feet. Now it was Andrew in the lead, followed by Russ in 2nd and

Jon in 3rd. On lap 7 Glenn had moved back into contention and took over 3rd place. On lap 9 Russ got by Andrew to take over 1st. Two laps later, Russ crashed and Andrew regained 1st. Glenn was now in 2nd, Russ in 3rd. Jon took over 3rd place just one lap later and, on lap 15, Francis got by Jon. Now it was Andrew, 1st; Glenn, 2nd; and Francis, third. Really close racing! Then on lap 20, Glenn got thrown over the boards again. This time to his advantage and he now had a 20 foot lead over 2nd place, Andrew. But something was wrong with Glenn's car. It was beginning to slow down drastically. Andrew was still fast and slowly moved up on the leader. On lap 25 Andrew took the lead back again only to be passed by Glenn on the next. Then on lap 27 Andrew once again took over the final lead and held it until the finish. Closer racing, you'll probably never see!

Congratulations to our 1983 Regional Champion, **ANDREW YOUNG**, for a very tough race and a well-deserved win. Glenn Kawamae held onto 2nd, followed closely by Francis Aki in 3rd. 4th went to Russell Miwa with all four racers on the same lap. Marshall Mizobe got 5th place, just a lap down, and in 6th was Jon Hokama, 2 laps down from the leaders. Richard Ito got 7th place, completing just one lap.

Again, a very sincere congratulations to Andrew Young, the 1983 Regional Champion.

A very special "Thank You" to the following sponsors for helping to make this Championship a complete success: **HOBBIETAT, AIRTRONICS, BoLINK, HOBBY COMPANY, PARMA, FUTABA, ASTROFLIGHT, and TWINN-K.**

UPDATE:

Racers, first of all, a very important announcement: We will not be racing

at the Honolulu Federal Savings and Loan track anymore. This Championship race was the last race to be held on that site. HonFed announced that construction of the new automated tellers (LULU) will begin soon, right in the middle of the parking lot that we now use for racing. It was certainly the best racing site we have ever used and we will surely miss having so much public attention while racing. Until we are able to find another good location, all future races will be held at our old practice track, the Honolulu Community College parking lot #8. This will begin immediately with our GT Series #1.

Talking about GT racing... This Series will begin on August 21st. ANY type of body, other than CanAm or GTP, may be used. Yes, this means you can run the regular GT sports cars, Sedans, Grand National type cars, even trucks and VW's. You can even run Formula type cars. Be aware, though, that whatever type of body you choose to run, there are certain rules about cutting the bodies too low. Check rule 16.05 in your ROAR rule book. Also, if you decide to run a Formula type body check the rule specifications regarding wing size and maximum height. There is a little bit of discrepancy between the specifications and the picture in the rule book, but we will be using the 4" maximum wing height. Since we are changing body styles for this next month, it may be a good idea for everyone to read over the rules. Let's all cooperate and try to keep our cars looking like cars.

Don't forget we have an off-road race at our Keehi Lagoon race site. This will be on August 7th. And of course our new GT series race at Honolulu Community College on August 21st. That's it for this month.

See you at the races!

Glenn

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* * * * *

RCECC Off Road Champs...

By Richard Ito

"Exciting," "Great," "Competitive," and "Fun" were just a few of the adjectives used to describe the Second Annual RCECC Off Road Championships. A record 58 entrants raced in a well run, very competitive race rearing great prizes. A big "Mahalo" (thank you) to all the sponsors of the race; HOBBIETAT, HOBBY COMPANY, RCH, CRP, MRC, PARMA, THORP, BoLINK, CRAZY SHIRTS, and COMPETITION PLUS. Without sponsors, races of this type would not be possible. Credit should be given to Paula Farm who was the C.D. and did a great job.

Much thanks should also be given to Gene Niihau, Rich Robertson, and their crew for the hard work they performed to get the track into shape for the race. Speaking of Gene, he should have been given a hard-luck award for the day. Gene is one of the hottest racers in the club, but suffered many problems during this race. He was compensated somewhat after the race by winning a Tamiya Truck kit in the lucky number drawings.

Another lucky winner of the drawing was John Sawada who won a "Wild Willy" kit. All racers went home with a race prize and many went home with an additional drawings prize. Norm Uyeno won the Thorp/Cox diff and was besieged with offers to purchase it.

Steven Ome was the winner of the Wild Willy race, while Earl Honbo won the crash and burn event.

MODIFIED C MAIN. After suffering through many problems during qualifying, Steven Ome put it together for the main and led virtually

from the start to the end. A good race developed between Bert Sugawa and Lynda Kawamae for second place with Bert prevailing. David Lee finished fourth with Rudy Stamm and Elipidio Paquirgan following.

MODIFIED B MAIN. A tremendous battle developed between Butch Farm and Gary Shouk for almost the entire race. Both racers traded the lead on almost every lap. Steady Ed Sonoda followed the two leaders staying out of trouble and waited to make his move. And move he did, right at the end when the leaders took turns getting stuck on the berms. Butch finished second with Gary right behind. Young Ryan Honbo, driving an excellent race, finished fourth ahead of his father, Earl, and Norman Uyeno. Ike Bulay, Cory Chock, and Wayne Onyama rounded out the field.

MODIFIED A MAIN. The race of the day! This very exciting race featured different drivers taking the lead who appeared to be on their way to a win, only to lose it later. 1/12th ace, Francis Aki jumped into the lead and looked unbeatable, running away from the rest of the field. Francis is a very smooth driver who is very hard to catch once he's in the lead. Francis continued to build his lead until he was center-punched on the 13th lap causing his throttle resistor to malfunction. Ron Galang then took the lead and, following Francis' cue, began to pull away from the field. At this point Ron had such a sizeable lead, it seemed that his win was all but locked up. This was not to be the case, however, as he broke his front end putting him out of the race.

Vernon Pai, driving Earl Honbo's backup car, took his turn in the lead and pulled away for an apparently easy win. With only seventy feet left in the race, and with a 3/4 lap lead, no one could catch him...unless he ran out of "gas." Battery Dump! Within sight of the finish line. Vernon's misfortune was Brian Omori's opportunity. Brian coasted into the win with Glenn Kawamae and Francis in second and third respectively. Vernon, Keenan Inouye, Bill Calzo, Ron and Reynold Kam brought up the pack in that order. Gene Niihau, one of the favorites, fried his wires on the starting line and did not start.

STOCK B MAIN. Young Noli Hipolito, driving a great race, jumped into the lead and held it for the entire race. Noli has worked very hard at his racing during the past few months to win a main. Ron Goo and new racer, Sandy Lawrence, staged an exciting race for second place with Ron prevailing. Sam Vierra, Benny Padilla, Wally Maze and John Sawada all drove very well staying in contact with the leaders for almost the entire race. Ace stock driver Rich Robertson had "one of those days" and could not start the race.

STOCK A MAIN. A Stock resembled the A Modified with different racers appearing to be in good positions to win, only to lose it for some reason. Rapidly improving new racer, Dennis Pfiffer took the early lead and battled Ed Sonoda for the first seven laps. On lap seven Dennis burnt something in his car, taking him out of the race. Ed then took over the lead and appeared to be the easy winner. On lap twelve Ed's car antenna tore loose, making the car difficult to drive. This allowed Richard Ito to squeak by with only two laps remaining, to take the win. Gary Isono, who had a very consistent day, finished second followed by Ed. Bryan Wong, Darren Nada, and Andrew Gomes followed closely behind with Dennis and Bobby Nahinu rounding out the field.

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OPEN MAIN. Wild! That was the only way to describe this race. Those open cars are sure fast! Couple the speed with drivers who give no quarter, and you have wild racing. Hard-luck Gene Niihau jumped into the early lead with Cory Chock and Ron Galang in hot pursuit. On lap three Gene's car became entangled with another car causing him to drop to fourth. Fast Ron Galang, making up for his misfortune in the modified, grabbed the lead and did not look back. Cory, Brian Omori, Billy Calzo, and Glenn Kawamae put up a tremendous effort to catch Ron. Ron was not to be denied and took the win. Brian, Cory, and Glenn placed second thru fourth respectively. Gene, driving a crippled car, placed fifth. Billy, Earl Honbo, Bert Sugawa, Rudy Stemm, Ryan Honbo, and Joe Kaanapu rounded out the rest of the racers.

Thus ended the Second Annual RCECC Off Road Championships. Great racing, great prizes, and a load of fun. See you next year!

Richard



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South Jersey Report...

ENDURO ANYONE?

By DiCara & Gardner

THIS REPORT IS OUR SPECIAL REPORT ON OUR TRADITIONAL MEMORIAL DAY 1/12th and 1/8th ENDUROS.

There was plenty of good competition, some interesting, if not flawed strategies, and loads of fun.

We have, in the past, run a number of enduro Team races for electrics. During some of those events we must have heard: "I must be nuts!" or "We'll never do this again!" Yet, each time we run one of these events the same faces are still turning up and smiling.

Now we've seen the same reaction for our gas division. There was grumbling, doubt, and some frustration before, during and after the event, yet we hear folks talking about running another one and, in fact, tentative plans have been started.

I'll echo Merle Gardner's opening comment in Jersey Devil Report. I think a team or enduro series would be a winner. What do you think?

1/12 INDY TEAM OVAL

SATURDAY, May 28, saw SJR/CRA conduct the second annual INDY TEAM OVAL ENDURO race. The race this year was rather unique in its format in as much as only ONE CAR was allowed per team. Prior team races allowed each team member to drive his/her own car. Not so for this race. When batteries dumped, all cars were required to pit for battery changes. Any other chassis parts could be changed, but the same basic car was required to run the entire race. Also, 500 laps were run in the oval. Prior enduros were "timed" events (ie: two hours). As an additional wrinkle, time trials were held to determine positions on the starting grid. Each team was allowed a single three-minute qualifying run. Laps completed placed the car on its starting spot.

The CONCOURS event was won by Team Piro with a very patriotic (red, white & blue, with stars painted on it) Chapperel. Judges were unsure whether to award points to the car or stand in attention and salute it. Team Boorman's car placed second and Team Vanelli's was third.

The QUALIFYING runs started at about 11:00 am. Andy Madajewski driving for Team Williams was first up. Andy drove very smoothly and very fast en route to a time of 18.9 laps. That's really flying! Andy's qualifying run was in excess of 28 mph. Ron Boorman, of team Boorman, was next up. Ron and company put in much time practicing for the enduro and his time of 18.1 laps was good enough for second spot in the starting grid. Teams Piro, Pyle, DiCara, Vanelli, Daisey, and Marziani completed the starting order.

The ENDURO proved to be a battle

of attrition. All eight teams entered in the race experienced some type of mechanical problems.

The race got off to a fairly smooth start. Team Pyle grabbed the lead followed by Team Boorman and Team Piro. This order held until the first pit stop when Team Boorman took over the lead. Ron and Company managed to hold the lead through the first 60% of the race with their leads ranging about 25 laps.

Somewhere around lap 270, the Boorman's car broke a chassis. They dropped way back in the field while repairs were being made to their car. Team Piro also suffered broken fiberglass and only got back into competition after Nick Piro drove for a 20 minute stretch. Team Pyle, on the other hand, had numerous problems (no too severe though) and slowly nibbled away at the leaders and finally managed to grab first place at about the 350 lap mark. The action in the pits was frantic and quite hectic as all teams tried to get batteries, tires, and drivers changed as quickly as possible so they could rejoin the racing action.

Team Marziani ran a fairly consistent race the entire day, with minor problems, they managed to grab the third place finish.

The 500 lap race ended with team Pyle in first. Team Piro placed second with 436 laps, Team Marziani was third with 423 laps, Team Boorman was fourth with 421 laps, Team Williams and DiCara tied for fifth with each having 399 laps and Team Vanelli was sixth with 333 laps. Lastly, Team Daisey did an early DNF after only 225 laps.

Team Pyle's winning 500 laps equates in actual distance traveled to about 32 miles! Their speed during the race was an average of 19mph, including pit stops.

Many thanks to all the drivers who participated in this year's race. Many, many thanks to Bert and the ladies for scoring the 500 lap enduro.

DiCara

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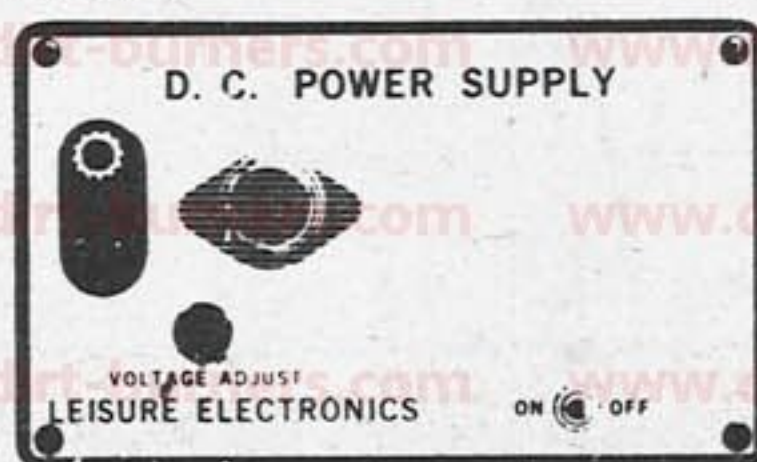
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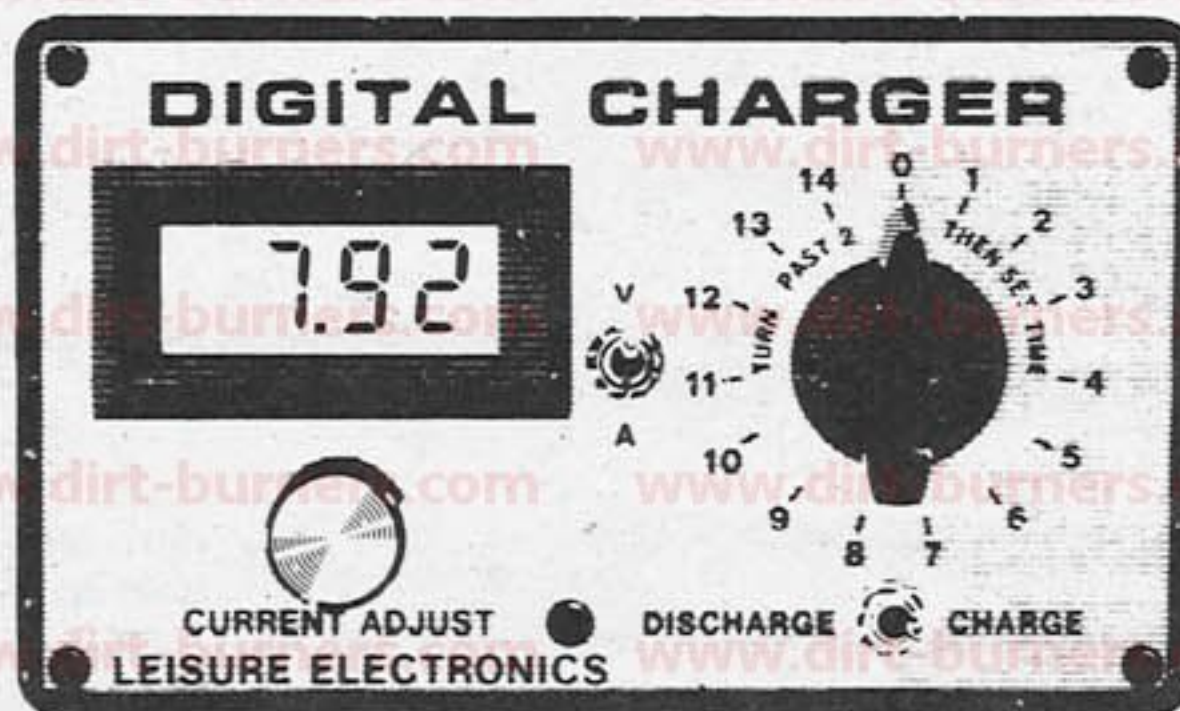


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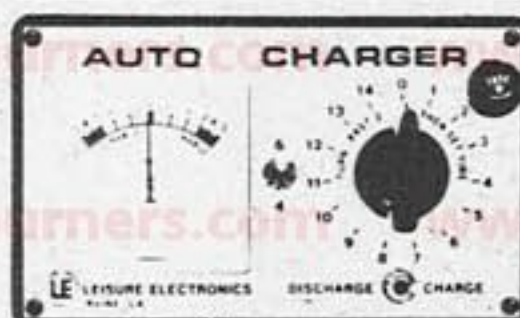
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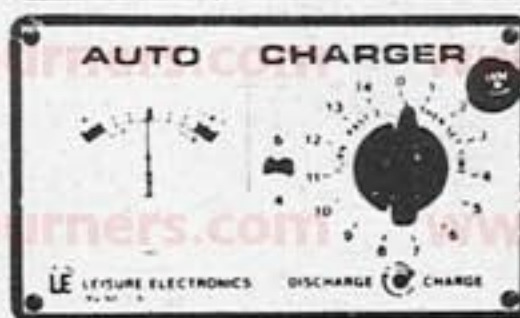
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FLASH: The New ORRCA Legal Sagami Off Road Motors are HERE!
ORRCA Stock (No.1002-A): \$15.00 - ORRCA Open (No.1002-E): \$35.00

The Jersey Devil Gas Enduro is my Life...

If I had my druthers, every 1/8 schedule next year would have an endurance event! That pretty well displays my feelings about our first attempt at a long gas race. By the time the race started, we were down to 6 entires from the original 10. If those four other teams knew how much fun was made available to them, they might have changed their minds and run this event.

There were really several races within the race. The Baltimore Bullets vs. the Orange Flash were battling for first place. The Pyle Drivers and the Mean Green Machine battled for third and the Polish Racing team and the Casino Special battled to keep the cars running! The Johnson-Barrera Casino Special was the first car to lose the battle. Their THORP car just couldn't handle and had to be retired after only 60 laps. The Madajewski-Reimann entry apparently was set up to run very fast for about four minutes, and that's about how long it ran. The struggle began early and finally the team threw in the towel at about lap 118.

Nick and Donny (Piro & Pyles) probably had the greatest handling suspension car in the world! Unfortunately, the reason that it handled so well is because it was running so slow. I still suspect that they were running an electric car with sound effects and a smoke generator. At the very end of the race the Picco (motor) finally started to work and shortly after the race Nick was seen walking through the pits mumbling something about "it should have been a four-hour race instead of three!" They made only 369 laps.

The Pyle drivers had a unique way of setting up the RC300 to run 3 hours - they showed up with a set of tires borrowed from a quarter scale car! In one way the theory worked - they didn't have to change tires all day.

The trouble was that the car had zero traction and they had trouble staying between the boards. The other problem was in the final gear ratio. It took 2 hours of wear on the tires before they were small enough to give the car some power. The car really flew for the last half hour, but by then they were too tired to handle it. They made 385 laps.

The Orange Flash theory almost worked. We knew we couldn't outdrive our invited guests so we decided to stay close and out-trick them in the pits. After an hour and a half and our first major change (batteries, etc.), that beautifully colored PB car was listed in first place with 270 laps. Butch said he detected a hint of panic in the famous S.G. team driver's eyes. But then some dummy in the beleaguered orange hat filled our fuel bottles with some fuel from which all the nitro had evaporated. For the last hour we struggled through two flame-outs and pit stops every two and a half minutes. The great orange hope (Butch and Merle) slowly faded to a secure second place with 471 laps.

After the race, as we were all relaxing at the official Jersey Devil picnic, Lafferty and I were commiserating about our choice of invited guests. The only visitors who came from a club which always runs one-hour mains. They love endurance races and compete every time they get a chance. In fact, a few years back they put on a successful 24 hour race that people are still talking about! What a choice we made!

Chuck Hooper and Bunky Fischer (the two invited racers I'm talking about) have each been driving R/C cars for some 50 years. Chuck represents S.G. cars so he has a good parts supply. Bunky is one of the smoothest drivers around. Their

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home track is only 21 feet wide so they can really control their cars. Add this to their 24 hour experience and you would expect them to win. Well, they did! Even after we deducted 50 laps for being visitors or driving too well or for some reason (?), they still managed to win by two laps! Next time I'll be a little more selective as to who we invite to come and race with us.

Incidentally, for those skeptics who still believe gas R/C cars are not reliable - the winning car traveled approximately 69.4 road miles at about 85 miles per gallon of fuel. See, they're not only reliable, they are also economical.

Many thanks to Bonnie Kovar, Mary Ann Lafferty, Grace Hooper and Cindy Gardner who cheerfully pushed the clickers 1926 times and still had time to enjoy all the thrills of endurance racing.

Keep your eyes on the calendar and watch the weather outside. We may try to sneak in a 4 hour enduro at the end of the year.

Merle Gardner

RESULTS

1. Chuck Hooper & Bunky Fischer
S.G. Mark IV/Picco523 laps
2. Merle Gardner & Frank Lafferty
PB Alpha/O.S. Max471 laps
3. Don Pyle & Mike Pyle, Jr.
Assoc RC300/Picco385 laps
4. Nick Piro & Don Pyle, Jr.
PB Alpha/Picco369 laps
5. Andy Madajewski & Gary Riemann
S.G. Mark IV/Picco118 laps
6. Ken Johnson & Arturo Barrera
Thorp/K&B60 laps

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R/C CALENDAR

NAMBA

Myrtle Coad Exec. Secty.

AUGUST 27-28

Model Mariners. Kaiser Cove, Fremont, CA Dist. 9 pts. Heat, Unltd. Hy, Sport 40. Art Hammond (415) 828-6523.

AUGUST 27-28

Racing Association of New Jersey. Overpeck Creek, Palisades Park, N.J. Dist. 1 pts. Deep Vee. Steve Luoni (201) 694-0216

SEPTEMBER 3-4-5 Air Capitol R/C Model Boat Club. Sedgwick Co. Park, Wichita, KS. Dist 7 Champs. Enduro, Heat, OB, SC, Unltd. Hy, Spt. 40. Kathie Siemore (316) 942-2970.

SEPTEMBER 3-4

Edmonton Model Boat Racing Assoc. Muscular Dystrophy race. Lake Hermitage, Edmonton, Alta. Dis 16 Dbl. pts. Heat, Offsh, Outb. Unltd, Spt. 40. Dave Arsenault (403) 474-3307

SEPTEMBER 3-4-5

San Diego Argonauts Deep Vee Classic. Model Yacht Pond, San Diego, CA. Enduro, Heat, Sport 40. Jon Holland (619) 292-0619.

SEPTEMBER 3

Anchorage R/C Model Boat Assoc. Lake Taku, Anchorage, AK Dist 11 Champs. R.T., Enduro, Offsh, Outb. Neil Ketamura (907) 277-2197.

SEPTEMBER 3-4

Lilac City Model Boat Club. Riverfront Park, Spokane, WA. Heat racing all

classes. Dist 8 pts. Alex Lesine (509) 448-2454.

SEPTEMBER 10-11

Gold Coast Model Boaters. Lake Roberts, Seaside, CA. Dist 9 pts. Heat, Ultd Hy, Sport 40. Howard Power (408) 394-1200.

SEPTEMBER 10-11

Alii Racing Team. Legg Lake, So. El Monte, CA. Dist. 19 Outb Series. Enduro. Jack Garcia (213) 928-4865.

SEPTEMBER 11

San Francisco Model Yacht Club. Spreckles Lake, San Francisco. Scale. Practick Kelley (415) 823-5290.

SEPTEMBER 17-18

Dist. 16 Triple Pt. Heat, Outb, Unltd. Hy, Sport 40. 3 Valley Gap, Revelstoke, B.C. Gary Jeffrey (403) 238-3413.

SEPTEMBER 17

Rose City Model Yacht Club. Force Lake, Portland, OR. Unltd. Hydro, Sport 40. Norman Norby (503) 255-0129.

DEL MAR R/C RACING CENTER

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

EVERY FIRST SUNDAY:

1/12th Electric. Prod, Stock & Modified. Start 10 a.m., A,B,C, Entry \$6.00.

EVERY 2nd & 4th SATURDAY:

Off Road 1/10th scale. Heats and Mains, A,B,C. Starts 10 a.m. Entry \$6.00. Plaques/Trophies. Stock (new out-of-the-box), Super Stock (old Stock), Modified & Open classes.

EVERY FRIDAY NIGHT:

Off Road Night Series. 12 weeks, best 8 of 12 count for points. Trophies/Plaques and prizes. Entry \$6.00. Start 7:30 p.m. Stock, Super Stock, Modified & Open classes.

EVERY WEDNESDAY NIGHT:

Electric 1/12th Series. Stock only. Heats and Mains. Road Race and Oval. Entry \$5.00. Start 7:30 p.m.

EVERY TUESDAY & THURSDAY NIGHT:

Slot Car Races. Entry \$4.00 7 p.m. WompWomp, Group. Computerized scoring. Lots of fun!

GAS 1/8TH ROAR REGIONALS:

OCTOBER 15-16

Road Course, Can Am. Practice 8 a.m. Sat. (15) Qualify Sat & Sun. Mains A,B,C, on Sunday. Bring family and friends, plenty of recreational fun.

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RANCH PIT SHOP RACING:

1st SATURDAY:

Off Road, ORRCA Sanctioned racing.

2nd SUNDAY:

PROCAR Club 1/8th Gas. 9 am \$8.00 entry.

4th SUNDAY:

R.A.C.E Club 1/12th Electric 8:30 am Entry \$5.00.

EVERY WEDNESDAY NIGHT:

Off Road Oval & off road. 7:30 pm \$6.00.

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1/12 ELECTRIC:

First Sunday & Second Sunday. 7:30 am sign up, start 9:30 am.

1/10th OFF ROAD:

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August 24-28

The ORRCA NATIONALS

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COX Parts & Accessories AVAILABLE NOW!	At Savings!
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FUTABA FP2G Radio System (2 Ch)	98.00
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CHECKPOINT MOTOR (Modular Endbell)	\$59.95
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1/8th GAS:
AUGUST 28 - Oval for Points
SEPTEMBER 18 - Road Course Points
OCTOBER 9 - Practice (entry pts.)
OCTOBER 30 - Oval Points.
 (Entry fee for all races \$3.00)

1983 SO. CAL GAS SERIES

(Expert, Sportsman, and Beginners classes. A,B,C, Mains. All entries \$10.00. ROAR card required. Trophies 1,2,3, Can Am Bodies. ROAR Rules.)

AUGUST 28 -
 At Ventura's Montgomery Wards parking lot.
SEPTEMBER 11 -
 At Ranch Pit Shop, PROCAR.

SPECIAL EVENTS:

1983 MRC/ORRCA OFF ROAD NATIONALS

AUGUST 25-28
 Stock, Mod. & Open classes. Off Road 4-minute Heats and mains. Track open for practice prior to August 25th. Thursday (25) Qualify for the Gold Cup for the none-30%. Silver Cup & Gold Cup qualifiers start Friday & Sat. Best qualifier of six runs counts for the Mains on Sunday 28th. Entry Stock & Mod. \$25.00 (motor included). Open entry \$20.00 (no motor). Entry deadline: AUGUST 15. Late entries ad \$5.00! Post entry accepted through 8/27. "Bump" system used in all Gold Cup Mains ONLY! Prizes to be drawn. Sat Night award of TQ & Concours Trophies. No host Buffet Dinner \$10.00 per person. Contact Eric or Greg for more information at (619) 755-0411.

OFF ROAD MINI BAJA "500"

OCTOBER 8:
 Second Annual Off Road 1/10th Enduro event. 500 lap Team racing. Two-man team & two cars. Race starts 10 a.m. First Team to finish 500 laps is winner. Giant Trophies for winning Team. Entry per team \$20.00 Bring as many pit people as you need. Event being run in conjunction with SCORE's "Baja 1000" drawing for starting position. Full-scale off road racing cars on display. Limit of Team entries to 12 ONLY. Car frequencies ONLY please! Call Eric or Greg at Del Mar Racing Center (619) 755-0411. Bring friends & family. Plenty of parking space and other recreational activities. Stay for the "Baja 1000" drawing after meet some of the top off road racers in the world.

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OFF ROAD SCHEDULE:
AUGUST 14 - Off Road, start 9 a.m.
SEPTEMBER 11

OCTOBER 9
NOVEMBER 13
DECEMBER 11
 (Note: Starting in August, off road racing will be on the second Sunday of the month. New track now ready. Call Ron for more info.)

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SEPTEMBER 24-25
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ORRCA rules applied. Entry \$20.00 for Stock & Modified (motor included) & \$15.00 for Open class. Deadline for entry September 11th. Limited to 200 entries so sign up early! Full two days of great competition. Call Ron Williams at Radio Controlled Hobbies for more info. Prizes to be drawn.

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 Joe DiCara

1/12 ELECTRIC:
AUG 21 - Team Enduro
SEP 11 - Stock #5, Can Am. Tyson's Corner, VA.
SEP 16 - Fri. Oval #4 NASCAR
SEP 25 - Modified #5
SEP 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:
AUG 14 - Can Am #5 SJRCRA
AUG 27-28 - Gas Regionals
SEP 18 - Can Am #6
OCT 16 - Can Am #7

INDY 500 R/C CAR CLUB

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

AUG 20-21 - Midwest Series #5 at Detroit, MI
AUG 28 - Gas Club race #9
SEP 3,4,5 - Region 3 Gas Champs. Site to be announced.
SEP 11 - Gas Club race #10
SEP 17-18 - Midwest Series #6 at Toledo, OHio.
SEP 25 - Gas Club race #11
OCT 8-9 - Midwest Gas Series #7 at Indianapolis, Indiana.

C.A.R.

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SEP 24-25 - California State Champ Series at Del Monte Mall, Monterey.
OCT 9 - GT/Prod, Stock at Hobby Depot, Antioch
NOV 13 - GT/Prod, Mod. at Caddington Mall, Santa Rosa, CA.

(contd. next page)



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Deadline for entries Sept. 11
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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.

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

AUG 21 - Open Wheel SEP 11 - Can Am SEP 18 - GP5 Sport OCT 9 - Open Wheel OCT 23 - Can Am

SO. CAL 1/12 SERIES

AUG 21 - St Briggs Cunningham SEP 4 - At Del Mar Racing Center OCT 9 - At Montgomery Wards, Ventura OCT 30 - At Ranch Pit Shop

1983 HAWAIIAN OPEN OFF ROAD CHAMPIONSHIPS

The Big Island R/C Off Road Jammers

SEP 24-25: Honolulu Off Road Track. Entry \$25.00 per class (includes T-Shirt) \$20.00 for Juniors 17 & under. Additional class \$10.00. Late entries after Sep 14 - \$10.00. Awards Banquet on Sep 25, Sunday, \$15.00 reservation required. Call Mike Makekau, 351 Kulana St. Hilo, HI 96720 (808) 9354405. Trophies, Cash Prizes, Cars & Parts. Three qualifying heats and A.B.C. Mains. ORRCA Rules.

SOUTHWEST CHAMP SERIES

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

1/8th GAS: AUG 20-21 - Dallas, TX SEP 17-18 - Shreveport, Louisiana OCT 8-9 - Dallas, Tx

GULF SOUTH SERIES

AUG 28, SEP 25, NOV 20, DEC 18. Race sites were not available to us at press time.

Southern California Auto Racers (SCAR)

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

SEP 10-11 - Region 6 1/12 Electric Championships. Practice on Sep. 9th. Contact Tim Toland for more details. Don't miss this biggie!

1/12 ELECTRIC RACING: Every THIRD SUNDAY of the month at Briggs. Located at corner of Baker & Redhill, Costa Mesa. Entry \$5.00 reg. and \$4.00 for club members. See you there!

CHICAGO R/C CAR CLUB

Jerry Argalas (312) 788-9831, Mike Melendy (312)825-6564 or Al Rovel (312)6658935.

1/8th 1983 SCHEDULE: AUG 20-21 - Detroit Club, Midwest Series #5. AUG 28 - Racine Club SEP 3-4 - Chicago Club, Region 3 Championships. SEP 25 - Racine Club OCT 2 - Chicago Club, Can Am or GT. OCT 8-9 - Indianapolis Club, Midwest

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

S&H AUTO RACING ASC.

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(All races held at the Hobby Depot in Neshanic Station. Rain or shine. We have indoor 1/12th & 1/10th).

1/12 ELECTRIC 4-CELL:

1/10 OFF ROAD 6-CELL:

AUG 28 - Oval at Flemington Fairgrounds. SEP 4 - Oval at Flemington Fairgrounds. SEP 25 - Baja & Oval OCT 2 - Baja & Oval OCT 16 - Baja & Oval OCT 30 - Baja & Oval

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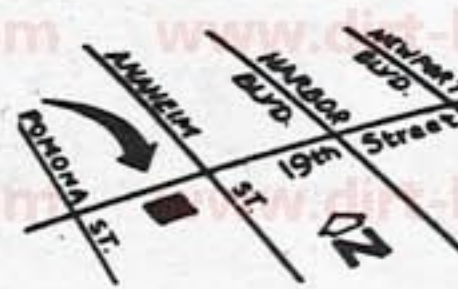
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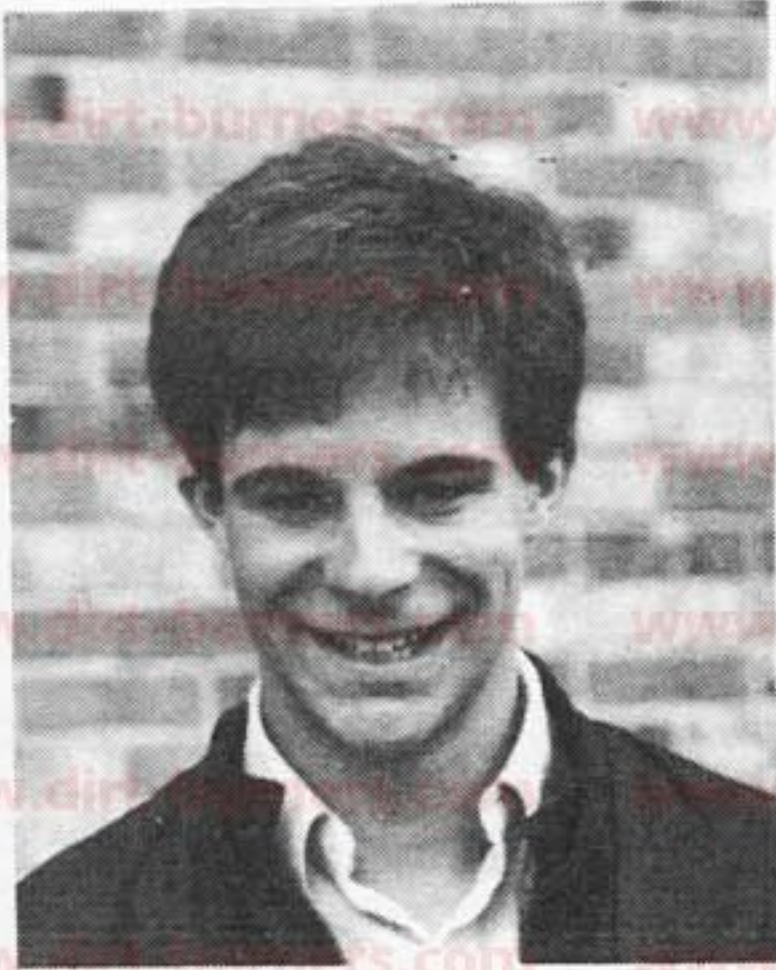
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1983 Florida Winternational ASSOCIATED DOMINATES

1/12 ELECTRICS - 96 ENTRIES

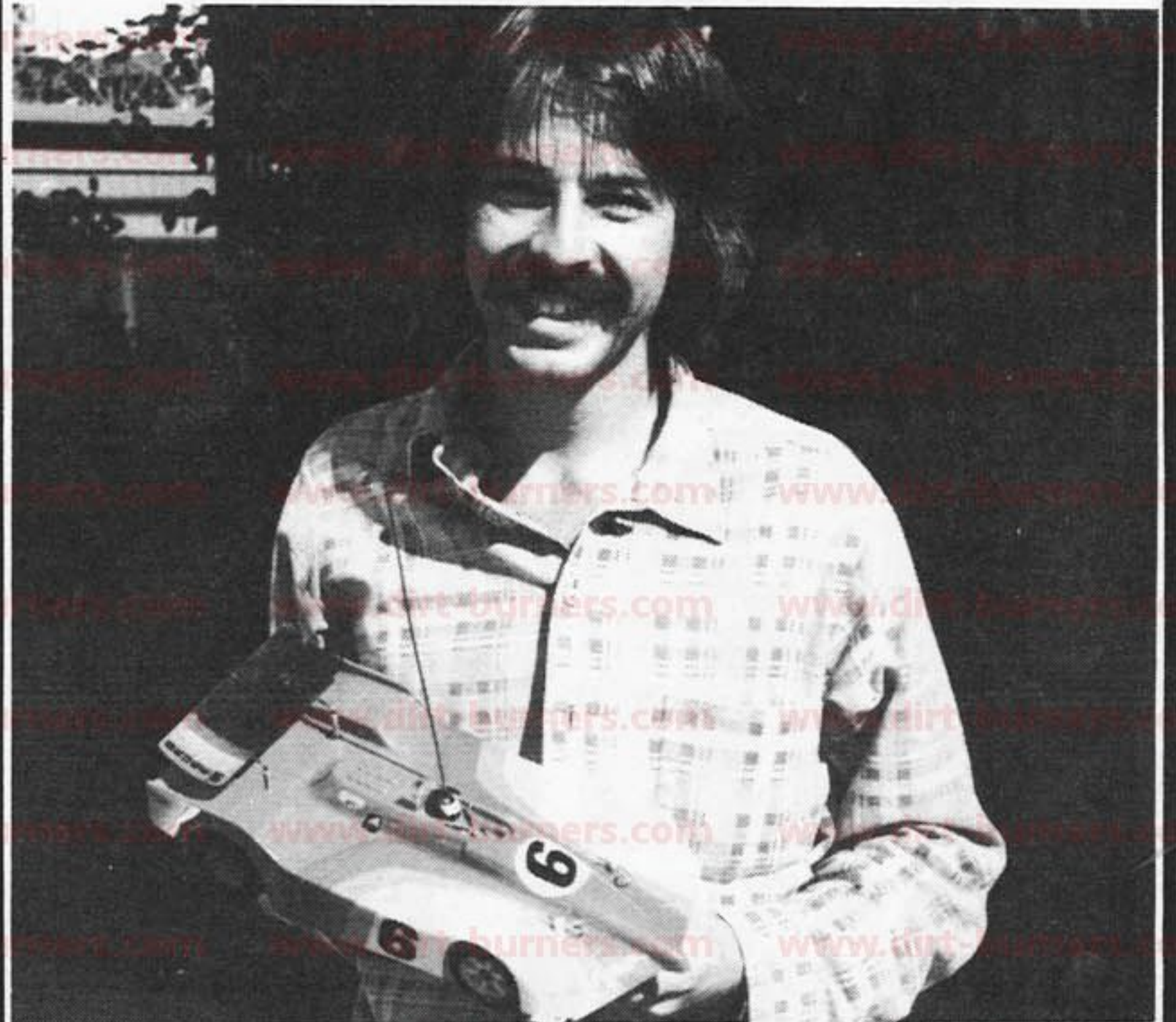


Mike Toland - 1st Place



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

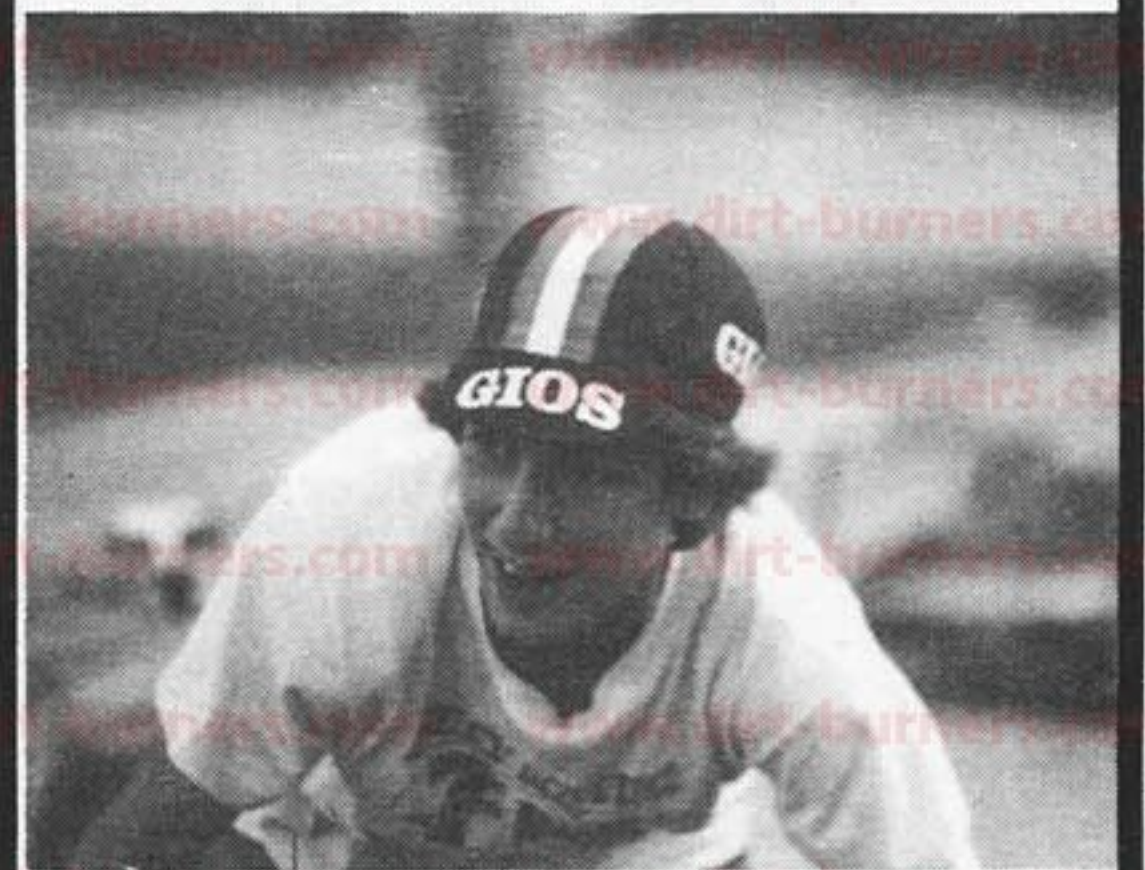


Rich Lee, 3rd Place "A" Main - Ralphie Burch, Jr., Winner "A" Main & Curtis Husting, Top Qualifier & 2nd Place "A" Main. All Racing ASSOCIATED RC 500 Suspension Cars.

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	PJCCO
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.**



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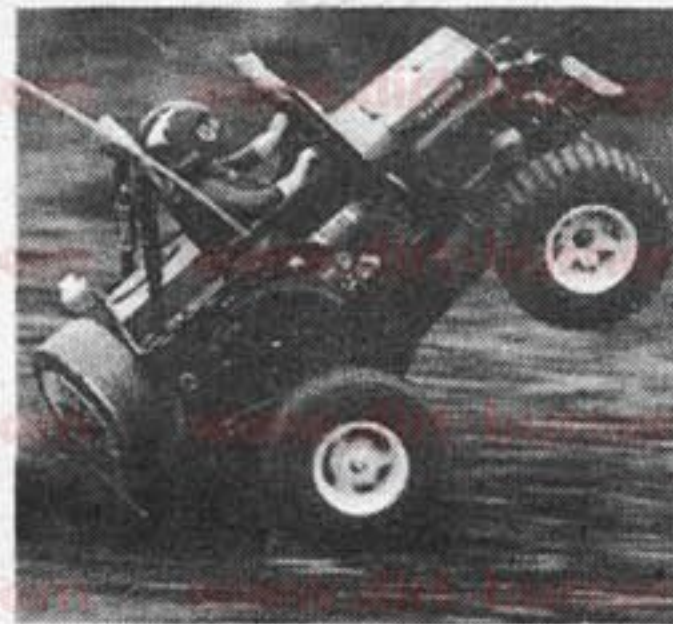
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A handsome copy of the very popular Ford pick-up, it has the same rugged, advanced engineering as the Rough Rider and Sand Scorcher, including oil filled shocks, covered transmission and water-resistant battery and radio box. Spectacular handling and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



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



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



4-WHEEL DRIVE TOYOTA HILUX PICK-UP

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



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

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