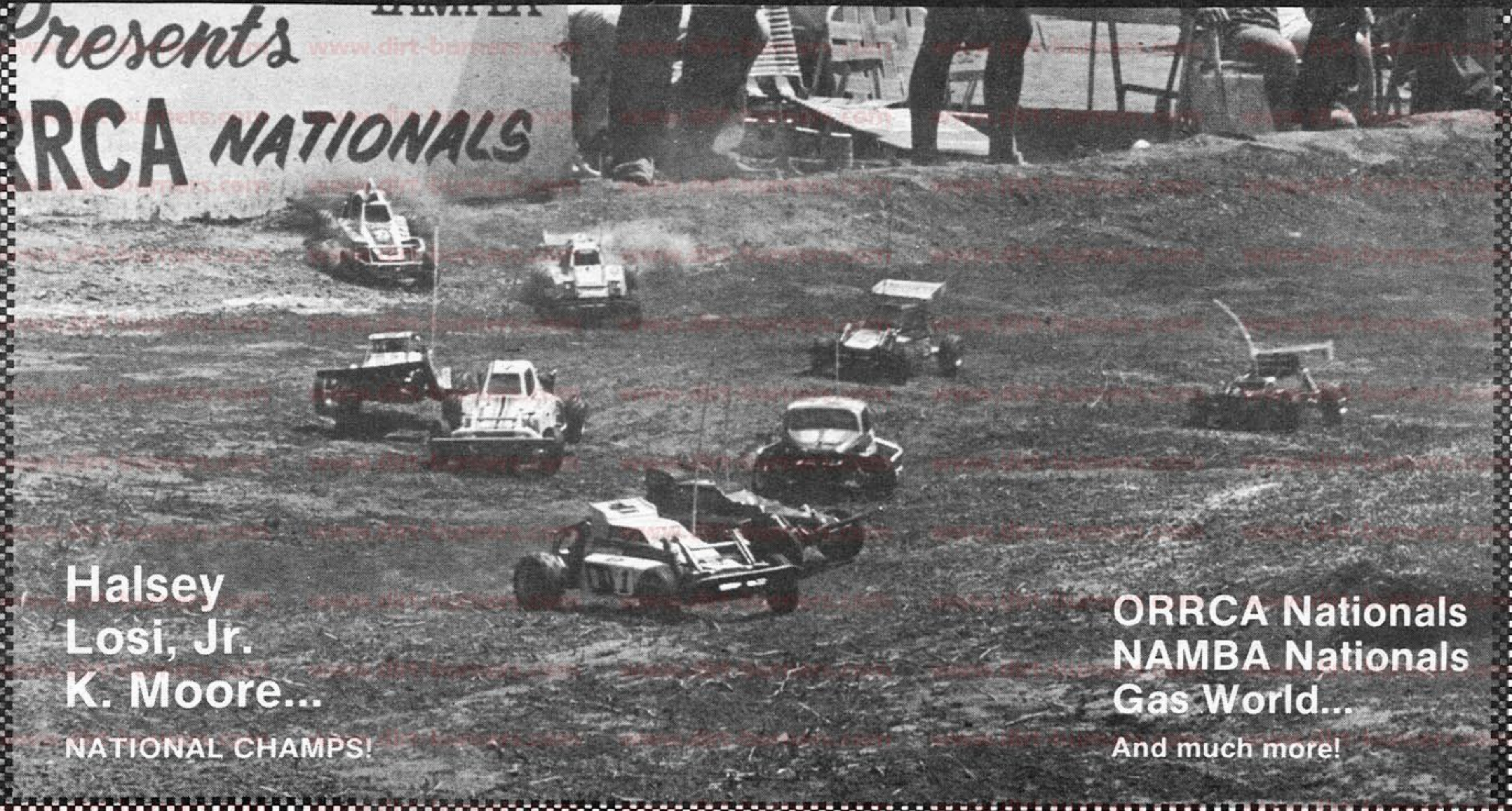




\$1.50

# R/C RACING NEWS

OCTOBER 1983, Issue #29, Vol. 3



Halsey  
Losi, Jr.  
K. Moore...

NATIONAL CHAMPS!

ORRCA Nationals  
NAMBA Nationals  
Gas World...

And much more!

# Race Corner

OK. This is the latest list from ORRCA with respect to motors allowed to be used in the Stock and Modified ORRCA class:

Associated's Yokomo 6500 of 28 turns 22 gauge.

AYK Mabuchi RS540 of 27 turns 22 gauge.

BoLink Yokomo 4010 of 28 turns 22 gauge.

BoLink Igarashi BL4003 of 30 turns 22 gauge.

BoLink Igarashi BL4000 of 35 turns 23 gauge. (Digger 10)

Checkpoint Sagami Stage II of 28 turns 22 gauge.

COX Mabuchi 8531 of 27 turns 22 gauge.

Leisure Sagami 1002a of 28 turns 22 gauge.

Leisure Igarashi of 28 turns 22 gauge.

MRC Mabuchi RC-540 of 27 turns 22 gauge.

MRP Igarashi 552 of 30 turns 22 gauge.

Trinity Sagami RC#43 of 28 turns 22 gauge.

Trinity Yokomo RC of 28 turns 22 gauge.

Remember these motors are allowed ONLY if the package and the motor itself has the official

"ORRCA APPROVED" seal. If the above motors don't have the official seal, they cannot be used in any ORRCA sanctioned event.

Speaking of motors, the big to do at the recent ORRCA NATIONALS was the quality of the motors that were supplied to all Stock and Modified entries. The MRP motors were supposed to have been "zapped and broken-in," but when later checking them, it appeared that the motors were only zapped and not broken in. Consequently, a few racers suffered some motor problems when they tried high gears at the Del Mar track before properly breaking-in the motors. On the other hand, others got "rockets" that put them right in the top of the qualifying bracket. One thing is for sure though, it became a matter of luck as to which motor you drew, which is about as fair as it can be.

**Motor problems notwithstanding, the ORRCA Nationals really came off great, with absolutely exciting racing in almost every heat and especially in the mains on Sunday. This was quite opportune since the THAT'S INCREDIBLE cameras and crew were on hand to record the entire Main program on Sunday. Congratulations to Kris Moore, Stock National Champion; "Jammin" Jay Halsey, the Modified National Champion; and to Gil Losi, Jr., the Open National Champion. A "good job" mention should also go to Mike Dunn who placed second in both the Modified and Open classes. I bet he wishes ORRCA would give out the number one plate for overall performance. In any case, the above three National Champions will have the National Number One plate until next year's ORRCA Nationals. In the meantime, if you didn't get a chance to be there, you'll soon see the mains on the THAT'S INCREDIBLE SHOW. As we understand it, the show will air sometime in January 1984 to millions of viewers. Stay tuned as we'll pass on**

the exact date of the showing when we know. For more on the ORRCA Nats check the great coverage of the event by Paul Shafer in this issue.

Hear that quite a few of the So Cal "hot shoes" in R/C Off Road are going to be boarding the big bird which is Island bound on September 24th. The Big Island Off Road Jammers are putting on the 1983 Hawaiian Open Off Road Championships and guys like Eustace-Moore, Gil Losi, Sr., and Jr., Mike Dunn and several other top drivers will be taking the flight and challenging the Hawaiians. The Big Island Club also has plans to show a lot of the cars the week before the Championships at the County Fair which is located at the Hilo Civic Auditorium Grounds. Entry and display area are free to all club members. For more information on this major race contact Ricky K. Ogata at (808) 935-2510.

**The Pensacola Naval Air Station will be the scene of the 13th Annual World Championships for Radio Controlled Aerobatic model aircraft, commencing October 10, 1983. Running for six days, under the auspices of the Federation Aeronautique Internationale and hosted by the Academy of Model Aeronautics, Reston, VA, this Olympic-style contest will draw fliers from 30 nations. Headquarters for the event will be the Holiday Inn, University Mall, 7200 Plantation Rd., Pensacola, FL. The contest site is at Bronson Field, a Navy training site several miles west of Pensacola Naval Air Station. For more information call (904) 474-0100.**

The Middletown R/C Car Club of Ohio has quite an ambitious schedule for 1/12 Electric racing for this winter. Check out our "Calendar" section for the actual dates, but we can tell you that racing will begin each Sunday at 1:00 p.m. at the Holy Trinity Gym in Middletown, located at the corner of Manchester Ave. and Clark Street. Those guys promised me that they would send us complete race coverage and PICTURES if we printed this. So here you are guys, the ball is in your court. Call Rick Dearth at 425-9833 in Middletown, Ohio for more information.

**The Competition Hobby Mfg. guys of Tacoma, Washington sent us their revised off road racing schedule (which is published in this issue) and also some really great photos of some of their racing. But they forgot to get us results or even a short story about their racing. So we're going to hold onto the pics for next time, perhaps by then we'll get a little more detail about their racing. Love the photos guys, but what about some results at least? In any case, check out our "calendar" section for their revised race dates. For more information you can contact CHM at (206) 582-0080.**

Still plenty of furor over the Gas World Championships. We are publishing several letters & articles in this issue that present another point of view. Personally, I don't think this controversy is going to die down soon, perhaps not until the next World Championships, two years hence, in Japan. One thing that was made clear to us recently was that an official "protest" was not filed at the

end of the World Champs race in order to determine the actual winner. Consequently, according to the Race Director, his decision was final, thus Tadiello should be considered the World Champion and not Lecat. And the beat goes on... please read on.

**Big grin on Gene Husting's face when I asked him recently at the ORRCA Nationals in Del Mar, about the Associated off road car they have been working on for some time. It now appears that the big unveiling may be sometime in late September, perhaps at the Western Off Road Championships in Costa Mesa. In any case, from what little we have heard, the Associated car will be the class act of the off road cars with all the "good things" incorporated from the the kits that are presently available plus their own engineering and design. I dare say that when the kit hits the market, Jim Brophy will have at least one of them.**

You don't know who Jim Brophy is? Well you haven't been racing off road very long. Jim got into R/C off road when it first was introduced at Mini Baja some three and a half years ago. Since then, I think he has owned more cars, kits, tires, motors, accessories, than any ten racers combined. Anything that's new in the off road market, Jim has. He is the all time avid R/C off roader. Recently we even saw him with one of those new Kyosho 1/8th scale gas off road cars at Del Mar. He also has every conceivable radio system for them.

**Speaking of Kyosho. R/C Race Prep has just imported a big supply of Kyosho 1/10th scale off road electric cars for the U.S. market. They are preparing a big push to make these cars part of the off road community and part of the ORRCA circuit. For more information about the cars you can call Butch Dunn at R/C Race Prep (213) 3410842. This will make it four kits in off road, with the much awaited Associated car on the wings.**

October 22-23 is the date for perhaps the biggest radio control power boat race on the West Coast. The 4th Annual District 9 & 19 Challenge Regatta will be held at the Riverland Resort in Kingsburg, CA. This combined district race will include boaters from California, Utah, Arizona and Nevada. In addition to the scheduled A, B, C Mono and A, B, C, Hydro heats, this year there will also be a Kid's event included in the program. This event is for Junior NAMBA members 13 years old and under, and so far all events that have incorporated a Kid's event have proven to be most successful and popular. For more information you can contact Wally Stewart at (805) 322-6872. By the way, check out the excellent NAMBA Nationals coverage from Pam Stewart in this issue, especially the coverage of the Kid's events.

**By the way, anyone who would like to contribute prizes or donate something toward the NAMBA District 9 & 19 event can contact Cathie Galbraith, Manufacturers' Coordinator for the Challenge Regatta, at 1815 Haley, San Diego, CA 92154. I'm sure they will be glad to give you some FREE space in their official program.**

Several records went underwater at the Recent NAMBA Nationals in Canada. Jack Garcia (of K & B) broke the OBM class record with a 118.66, K&B 7.5 JG R 125. Ed Fisher, perhaps one of the winningest racers at the Nats, took the CDV 92.3 with OPS 65 and Octura X 450. Bev Power took the XDV record with 95.90 with a Rossi 71 and Octura X 450. Bev Power and Judy Prigley also took the 100 Lap Team Marathon with a 39 min. 43.20 sec. Rosie Garcia also took some kind of a record, besting her own. She sold 76 Raffle Books which is 16 more than she had previously sold.

**Lucky guys in the So Cal Gas Series which is about 2/3rds over. The winners of the Beginner and Sportsman classes will get a brand new STAGE I, II, or III Paris/McCoy K&B gas motor. Ron Paris, the master motor builder, cornered us to let us know about the motors he's donating. The winning Sportsman and Beginner driver will have his or her choice of any one of the three motors that Ron Paris is currently prepping. They are hot motors and should be quite a catch for anyone who wins them.**

No sooner had the dust cleared at Del Mar Racing Center and the ORRCA Nationals, than another "biggie" event is scheduled there for OCTOBER 8. The Mini Baja "500" lap race is ON and it looks like a full complement of 12 teams will be on hand to capture the Baja title. Last year's event drew seven entries of two-man, two-car teams, with all kinds of exotic charging equipment on hand. This year it appears that all the efforts will be concentrated on the motors to be used. Since there are so many more motors now available for the off road market, racers are trying to figure out which motor will last longer and go the furthest. 500 laps should take about three hours to complete since the track has been shortened a bit. The last Mini Baja 500 took a bit over three and a half hours. What makes this event really interesting and exciting is that it is run in conjunction with the SCORE drawing for starting positions at the forthcoming Baja 1000 in Baja California, Mexico. On hand there will be a great number of "real" off road racers and some of their Baja cars. Spectators are welcome to see both the 1/10th and 1:1 scale events and cars.

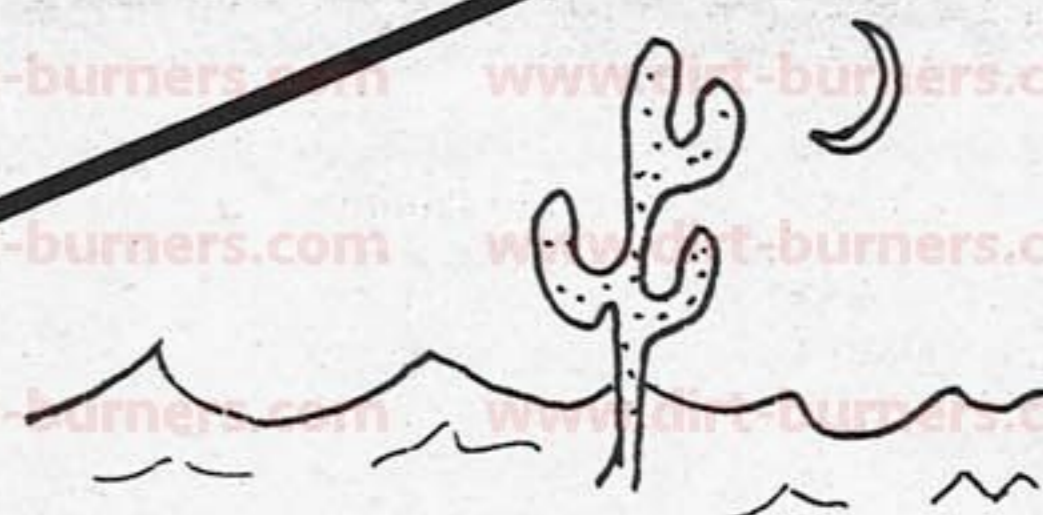
**The Gas Enduro season is just around the corner. It's the time of the year when most series and district races are over and some of these fun Enduro races are about to begin. The Ventura Roadrunners have one Enduro coming up shortly at Montgomery Wards which we'll be covering. Del Mar Racing Center plans one in December. If you've got one working for this year or the first part of next year, be sure to let us know in plenty of time so that we can get the word out.**

CRP, those folks that produce fine off road after market products, are sponsoring the 1st Annual CRP Challenge R/C Off Road Championships. The event will be held at the Ranch Pit Shop in Pomona and the date is set for NOVEMBER 5-6, 1983. There will be a limit of 120 entries, so

(contd. page 5)



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ON THE COVER - Top picture shows the "grid start" according to qualifying times. Car #1 (TQ) in this case was pole sitter Ron Dyer in the Open class. Picture below shows typical first turn action. Mike Giem (#1) was TQ in Modified. Photo Chuck Connelly.

# R/C RACING NEWS

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# On the Line

## CAN'T GET ENOUGH R/C

First of all thank you very much for a great R/C paper. It covers what is happening in US R/C world in a very fine way. We (R/C drivers from Oslo R/C Car Club) is (sic) reading the paper from page to page, every issue, and it seems that we can't get enough of R/C articles. It is especially interesting to read about 1/10th Off Road because that is where Norwegians is (sic) doing best. Our most popular (car) is Tamiya/MRC in main, and CRP built Tamiyas in Modified class. And in IC class it is Tomo Lupus usual rear wheel drive with Cipolla engine which is doing best and have the best results. Just to have mentioned it, it was three Norwegians who took the three first places in the last EFRA Grand Prix for IC buggy's. And the first two from Oslo R/C Car Club, with Elvind L. Pettersen, known from his 5th place in the Open A Main and 3rd in the Modified Main in your SCORE/R/C RACING NEWS Off Road World Championships in April this year.

We still hope that your paper is doing financially good, so we can look forward to many great issues of R/C racing stuff.

Kare T. Haugerud  
Chairman Oslo R/C car Club  
Oslo, Norway

I thank you for your kind words about our coverage and we appreciate your enthusiasm. We would also look forward to getting reports from your area so that our readers here in the U.S. will be acquainted with your racing. Give our best to Eivind Pettersen and tell him that we hope to see him and perhaps others from your club at the next Off Road World Championships on April 13-15, 1984, at the Anaheim Convention Center. Ed.

## CONSTRUCTIVE COMMENTS ORRCA NATS

I just returned from racing in the ORRCA Nationals and I want to congratulate the staff at Del Mar for running a fine race.

I do have a couple of constructive comments to make, however.

The Silver Cup/Gold Cup format leaves a lot to be desired and I believe that it turned a lot of racers away. The multi-main system was constructed a few years ago to rid the sport of eliteism, classifying racers as Experts, Amateurs, and Novice. I see a return of this kind of thing with the Gold/Silver Cup or an Invitational.

The beauty of the multi-main system is that ANYONE can place in the A main if he or she drives well enough on the days the heats are held. I don't see any reason why this has to be deviated from. The fact that in a Gold-Silver Cup you must arrive early or race in other ORRCA races to qualify for the Gold, tends to eliminate newer members of the sport or those that travel long distances.

The only other criticism I have, of an otherwise super race, is the

"drawing" of prizes donated by manufacturers. Not expecting such an event, I really didn't care about "winning" a prize (I did) but in principle, I was concerned about the format used to draw the prizes. It seemed as though there was a great deal of favoritism involved. If a person wins a prize, he/she shouldn't be (able) to put it back in the hat, nor should that person be allowed to refuse the prize in exchange for another chance to be drawn.

Again, I want to stress that these are minor faults and that overall it was a great race. The track was super, the staff very cooperative and the racers very considerate.

Scott Enderle  
Tucson, AZ

Thank you, Scott. There were many reasons why the format for the Gold Cup/Silver Cup system was used this year, far too many to go into at this point. As I understand it, this system may be changed for the next Nationals and the "multi-mains" system as you call it, may be implemented. With respect to the "drawing of prizes," as I understand it from Eric Grisham, Manager of Del Mar and the person doing the "drawing," once a name was drawn, that card was not put back in the hat. Instead, it was put aside with all the other drawn cards so that in the event that there were more prizes than racers (as it often happens), all the names would again be thrown back into the hat for the second time. Then there were cases where parts that fit either a Tamiya or Cox car were drawn. If a racer drew a Cox part, for example, and he or she owned a Tamiya car, then that person's name was allowed to go back into the hat or pick up the next Tamiya part that was drawn, and vice versa. I can assure you that there was no "favoritism" played. Ed.

## STICK TO THE RULES!

I'm writing this letter to bring out a situation that occurred at the 1/12th scale ROAR National Championships held at the ranch Pit Shop in Pomona, California. There was a rule of sorts that was enforced that I think was wrong.

Before I go on, I want to first acknowledge the good points at the Nats. I think Gil Losi and his family and Gene Prather, the race director, as well as all the people from the R.A.C.E. club, deserve a lot of credit for all the long hours, headaches, and money that was put into the nats. The Ranch Pit Shop facilities were excellent and the show was run very efficiently. I only wish the weather had been as nice. I'm sure I speak for all the racers attending, in thanking you all for a job well done.

Back to the rule I disagree with. The rule I'm referring to is that everybody must use a specified manufacturer's number on their cars (no exceptions). I'm sure the intent was good. After discussing it with Gene and Gil their point was that consistency in reading the numbers was the highest priority and this rule

was the only way to achieve that. Besides others have done it before.

"Because others have done it before" does not make it right, just ask Richard Nixon. Consistency is a valid point. However, ROAR has established rules to guide manufacturers in making numbers consistent enough to have no problems reading them. If there is a problem with that, then ROAR rules should be changed to correct the problem. No ROAR sanctioned event should allow local promoters to tamper with the ROAR rules. If a manufacturer wants to donate numbers and be advertised as the official numbers of a given race that's O.K. But you can't restrict competitive products if they are within the ROAR rule guidelines.

So the '83 Nats is water under the bridge. But I think there is a lesson to be learned for all racers, promoters of ROAR sanctioned events, and ROAR officials in the future. Just like full scale racing, RC racing is a business. The manufacturers' welfare is just as important as the racer's. One cannot exist without the other. Manufacturers spend lots of time, money, and energy in producing quality products, and national events are the premiere showcases for these products, large or small. Just imagine if you showed up at the 1984 Nats and you could only run BoLink Chassis; or only Parma bodies, or only Kraft Transmitters?... or only Auto Graphics numbers??

I think all RC manufacturers would agree; the ROAR rulebook is a bible for do's and don'ts in making our products. Promoters must also abide by that and not segregate out manufacturers arbitrarily. On top of all that it's contrary to American free enterprise, Mom and apple pie.

Gary McAllister  
McAllister Racing  
Simi Valley, CA.

### 1983 1/8 WORLD CHAMP CARNOUX

This statement is issued by IFMAR to clarify the result of first and second places at the above race.

After extensive independent checks of the original lap charts, timed pit stops, and other information produced during the final, it is clear that David Lecat of France completed one more lap than Hermes Tadiello of Italy, and so Lecat is the current 1/8 scale IFMAR World Champion.

That it has been necessary to issue this statement is regretted, and no good will be done in trying to apportion blame. IFMAR certainly is not blameless, but combination of circumstances such as this should not occur again following steps already taken by IFMAR.

Foolproof automatic lap counting is already a reality, and this is coupled to a firm resolution from IFMAR that all future World Championships will be subject to IFMAR control regarding ALL aspects of the racing. Interested parties (i.e., Press, National Associations, etc.) who would like photo copies of the original charts showing how the wholly unintentional mistakes occurred are invited to write directly to: Vice President IFMAR, Mike Reedy, 16661 E. McFadden 63, Tustin, CA 92680, U.S.A.

Ted Longshaw  
IFMAR President  
London, England

### MUST BE WITHDRAWN! Gas World Controversy

Following different personal interpretation of the result of the 4th World Championships for R/C Car held at Carnoux and letters received by all National Association, E.F.R.A. Members have decided by voting at the

### RACE CORNER:

(Contd. from page 2)

you better sign up now. There's also going to be a "Special Invitational Open Class," where 18 of the top R/C Off Road drivers will compete in a separate Unlimited class. Qualifying heats will start on Saturday, November 5th at 9:00 a.m., and four rounds of 4-minute heats are anticipated. Sunday is an All Main day. Entry fee is \$20.00 which includes a hat and T-shirt. Entry fee for two classes is \$30.00 for Modified and Open only. Deadline for entries is OCTOBER 15, 1983 and "No Late Entries Will Be Accepted After Deadline." For more information call the Ranch Pit Shop at (714)623-1506 or CRP at (213)285-7254. Check out the ad and entry blank in this issue.

**Tom Prezentka, "Mr. Octura," was kind enough to video tape the entire NAMBA Nationals and then show the racing every night to the racers. As he said, "It's amazing, they race all day long and then sit in front of the TV and watch them all over again, just like they had never seen a race." Tom should know that all racers are gluttons for punishment. I'm sure that if you would like to have a copy of the**

last E.G.M. (EFRA General Meeting, Ed.) that the letter sent by Mr. Ted Longshaw in the name of I.F.M.A.R. making David Lecat the winner of the 1983 World Championships **MUST BE WITHDRAWN!**

The General Meeting present his President Mr. Longshaw, has voted this resolution after having decided that:

The behavior of Mr. Longshaw, by his own admission, was against all rules of the "World Championship Regulation."

The Official Results were published at 9:37 p.m. and no protest was entered to the Race Director (the only authorized person to accept any protests against lap counting) in 5'. (see page 7 of the above mentioned regulation) [sic]

The Race Director had confirmed the result and the request of Mr. Longshaw of postponing the Official Ceremony (sic) for the first two places to the next day, is to be considered arbitrary, with all the consequences that we know.

"World Championship Regulation" stated to the opportunity of this Championship and accepted by all I.F.M.A.R. Members **MUST BE**

**Nationals event, one call to Tom may get you a set of copies. We don't know if he's making them available or not, but it's worth a call.**

The first event of the new ORRCA So Cal Series is this month, September 17th. The first race of the Series is at R/C Race Prep Raceway in the San Fernando Valley. The track is located at the Valley Teen Center, on Victory Blvd. between Balboa and Whiteoak avenues. For more information you should contact R/C Race Prep at (213) 3410842. You must have a current ORRCA membership card to race in the series. If you don't have one yet, you can purchase your membership at the track or at any ORRCA track. The rest of the schedule is in our "Calendar" section but to save you time, here it is:  
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  
You should note that rain-outs will be held the next day, if the race is scheduled for Saturday, otherwise at the end of the present schedule.

INDISPUTABLE and we can not stand arbitrary interpretation and decision taken afterward that would leave in future to all kinds of abuse.

David Lecat has accepted the cup for second place at the Official ceremony on Sunday morning.

EFRA is therefore asking IFMAR to withdraw the letter sent by Mr. Longshaw and confirm Mr. Ernest Tadiello 1/8 1983 World Champion as in the official result edited by the Organizer.

What Mr. Longshaw is pointing out in his last letter dated August 18th, regarding the 9 votes is a confirmation that once more he has acted on his own, but this has nothing to do with the decision voted by E.F.R.A..

We hope that as soon as possible I.F.M.A.R. will put a last word to this unpleasant situation that is spoiling our sport, and will not force E.F.R.A. to take further steps to support what our members strongly think is the right thing to do.

Silvio Manfroi  
EFRA Vice President  
1/8 Chairman  
Roma, Italy

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# The ORRCA NATS...

**HALSEY, MOORE, LOSI, JR.**  
**National Champions!**

Story by Paul Shafer  
Photos by  
Chuck Connelly, Kirk Naylor & Lonnie P.

Del Mar, California  
August 24-28, 1983

THE FIRST EVER R/C OFF ROAD "ORRCA NATIONALS" WENT OFF LIKE A BANG, ALTHOUGH NOT WITHOUT A FEW HITCHES, BUT NEVERTHELESS, A BLAST THAT WILL BE HEARD AND SOON TO BE SEEN FOR YEARS TO COME.

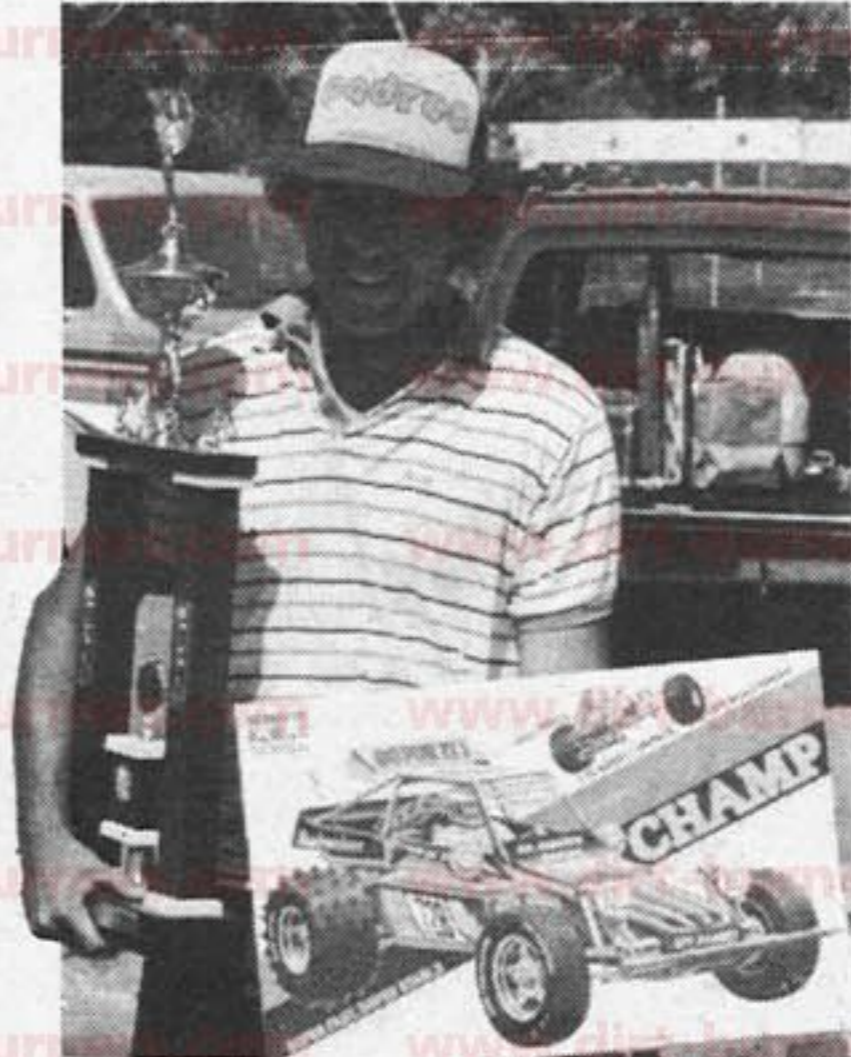
You could not have scripted a better format of racing if you had tried. Not only were all three A Mains in each class one of the closest racing events seen to date, but many of the lower mains that led to the National mains were just as exciting. The film crew for the show THAT'S INCREDIBLE asked, on several occasions, if the closeness of the racing was planned just for them. Although it wasn't, one would have thought that the racers had gotten together and said: "let's give these guys a good show."

The fact that JAY HALSEY won the Modified National title and KRIS MOORE, the Stock class Championship, and GIL LOSI, JR., became the first Open National Champion is only a small part of the story. The entire event set a precedent that I'm sure will carry on for years to come.



The Open National Championship top five: (l-r) Jay Halsey, 4th; Chris Allec, 5th; Willie Melancon, 3rd; Mike Dunn, 2nd; and National Champ, Gil Losi, Jr.

The ORRCA Nationals week started on Wednesday with "open" practice. The track, recently prepared by Eric Grisham and Greg Parrocha of Del Mar with the help of some of the local Del Mar racers, was in near perfect condition. It was a new track, shortened from the the original one by some 60 feet total, it allowed a better visual perspective from the driver's stand, yet it was long, wide and big enough to allow 10 cars on the track at one time. In addition, the infield sections of the track were newly manicured with "sod" grass making the outline of the racing track even more definitive. The expected



First five in Stock (above left) (l-r) Kris Moore, National Champ; Dwayne Whisler (TQ), 2nd; the Gudvangen Ladies, trophy presenters; Lawton Chin, 3rd; Herb Hanss, 4th & Larry Grant, 5th. Kris Moore (above) also picked up the 1st place prize, an MRC/Tamiya Super Champ. Photos Kirk Naylor.

in was still fresh and puffy. There was plenty of water available to be used in the event that the track dried too fast under the summer heat. The grass in the infield was kept quite damp since it had only been planted about ten days before. So if a car got off the track and wound up on top of the wet grass, chances were that the car would not go too far too fast. This, by the way, was a good deterrent for people cutting the course.

THURSDAY (8/25) was the first day of qualifying for those who had not qualified into the Gold Cup program (or top 30% in the ORRCA qualifiers). Surprisingly, there weren't too many people that showed up for this. There were more people expected, but soon it was apparent that those that had not made the Gold Cup program just did not want to race in the Silver Cup. Two racers worked their way out of this qualifying round and into the Gold Cup that would figure prominently in the final outcome of the Nationals. Kris Moore and Jay Halsey, more on them later.

Those that did not make the top 30% on Thursday would then run concurrently with those in the Gold Cup starting on Friday, the first of two days of qualifying rounds.

FRIDAY (8/26) was the first day for everyone to begin qualifying. At this point many of the racers had already picked up the MRP motors that were issued and were ready to go after their best times. Here's where the first problem arose. Many racers were having problems with the motors. Some racers were burning up their issued motor after a couple of runs.

To be perfectly fair about this matter, it should be pointed out that there were as many racers who did not know how to gear their cars to the track as there may have been bad motors. Others also wanted faster motors and bought several others. Perhaps even more of a factor for



The Modified A Main: (l-r) "Pops" Gil Losi, Sr. 4th; Chris Allec 3rd; Mike Dunn another 2nd; "Jammin' Jay Halsey National Champion; Ron Dyer was 5th but not pictured. Photo Naylor.

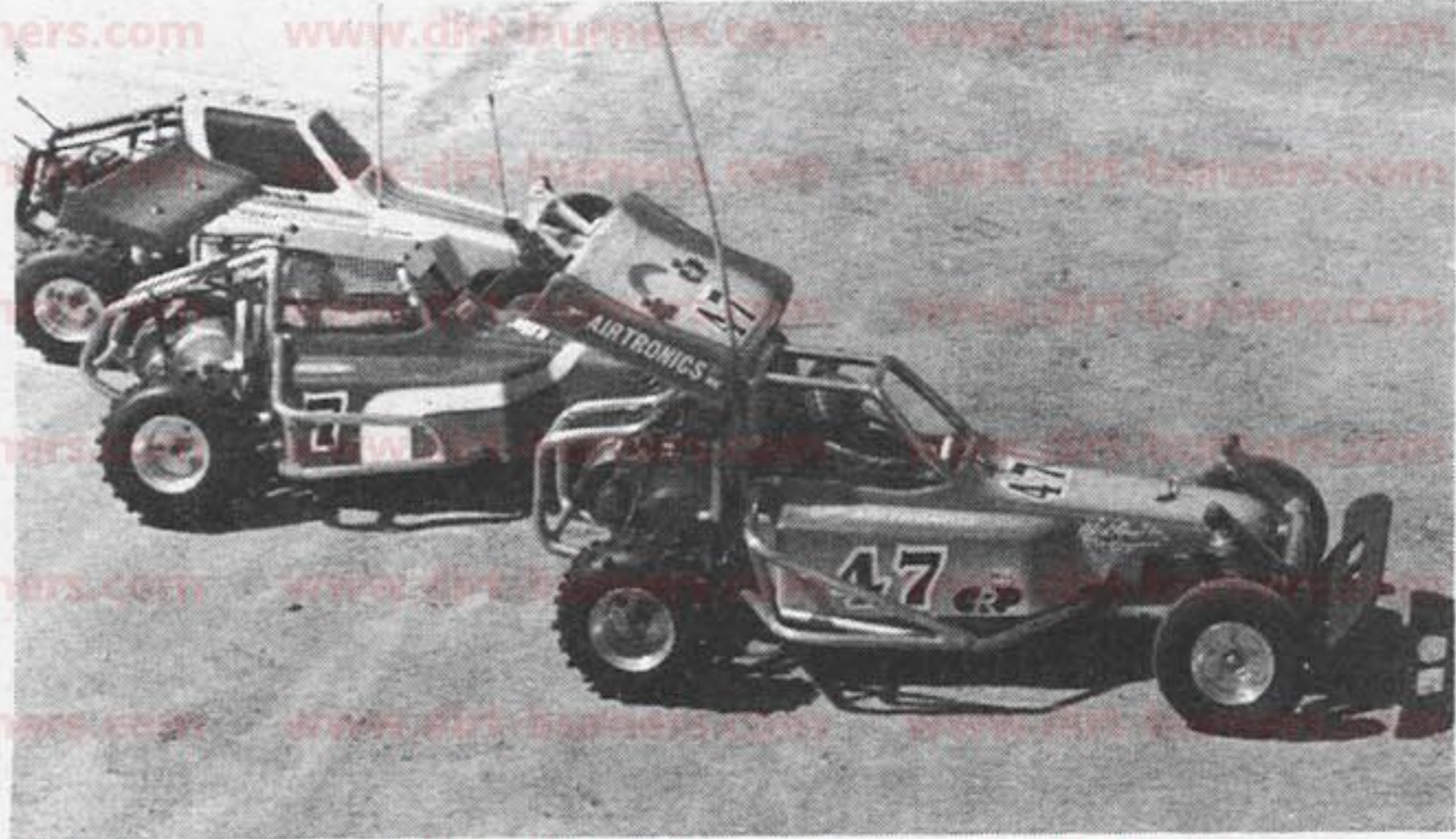
(and dreaded by some) big jumps and bumps, synonymous with the Del Mar track, were there but certainly more tame than ever. Although the local racers love the rough and tumble type of the Del Mar course, Grisham and Parrocha decided to change the track, tame it down somewhat so that everyone attending would have an equal chance at scoring their best runs.

During the Wednesday (8/24) open practice, many racers showed up for the first time to begin sorting out the track and dialing their cars to it. One thing was quickly obvious, this was going to be a high-bite track, especially since the top soil brought

some of the motor problems was that a good number of racers took their chances pushing their motor to the limit in "order to get one fast run" of qualifying. The problem was twofold. One was that many racers were expecting a much bigger track here at Del Mar where higher gears have been commonly used. Now that the track was shortened, this was not necessary and, in fact, not very wise to use. The corners had become a bit tighter so that lower gearing was important. The second problem was that since the track had undergone new surfacing, making it quite "tacky" with lots of traction, the transmission workload was en-



The THAT'S INCREDIBLE cameras and crew were honed in on all of the terrific Sunday Mains action. Four cameras captured the essence of the sport. Photo Chuck Connelly.



Concours winners: (top left) Modified Class, 1st, #84 Vince Ito, #20 Jay Halsey, and #9 Kim Rethwish. Open Class (above right), #47 Brandon Petersen, #7 John Gudvangen, Jr., #5 Willie Melancon. Stock Class (below), 1st was #49 Don Denny, #6 Larry Grant, and #66 Herb Hanss. Photo. Chuck Connelly.

hanced. A good number of racers soon found out that the high bite "knobby" tires, that can be used in many other tracks because of the lack of traction, were not really necessary here as traction was not a problem. Add to this the fact that the track was kept moist most of the time and the load put on the tranny and motor was much greater, thus many an end-bell and bushing became all one solid mass.

The MRP motor itself was not up to standard, especially for this important event. It should have been better prepared so that it could withstand greater abuse, to be expected at something like a National event. On a number of occasions, newly issued motors had loose endbells, loose wires and even faulty commutators, even before they were put in the cars. Some people would go into their pit to break-in their motors and would return shortly thereafter with "dead" or poorly balanced motors.

The whole idea of issuing motors is still the only way to go for this type of event. It's the fairest way and everyone has an equal chance in getting a "hot" motor or even a "poor" motor. The only thing is that in the future, the motors should be better prepared, perhaps fully broken-in so that all that needs to be done is to stick them in the car and run them.

Motor problems notwithstanding, everyone felt that it was a matter of luck and the individual's driving skill that would put them atop of the field, especially in the Stock and Modified classes.

**QUALIFYING.** All three ORRCA classes started to qualify on Friday, both in the Gold Cup and Silver Cup categories. First to go were the Modified racers, followed by the Stock class, then Open class and finally the Silver Cup Stock, Modified and Open classes. Three rounds of qualifying were scheduled, although it was hoped that a fourth one would be squeezed in. But by the end of the first day, with a number of delays, mostly by racers being late to get to their scoring and turnmarshalling positions, only three qualifying rounds were run and completed by about 5:30 p.m.

Mike Dunn (R/C Race Prep) was the Top Qualifier in the Modified class after the first day with a 13 lap/4:19.255 min. In the Stock class after the first day of qualifying it was Dwayne Whisler, whose third round of 12/4:05.705 was his fastest and held up to be the TOP QUALIFIER for both days. Likewise in the Open class, the TQ time for Friday held up



through Saturday and Ron Dyer became the TQ for the Modified class.

On SATURDAY qualifying resumed with three more rounds for a total of six rounds. Dwayne Whisler and Ron Dyer did not improve on their first day's qualifying rounds and no one beat them and thus remained TQ in their respective Stock and Open classes. But where Mike Dunn was the TQ in the Modified Class on Friday, Mike Giem put together a great fifth run to log a 13/4:17.892 to become the TQ in this class.

It's interesting to note that the difference between the Modified TQ (13/4:17.892) and the Open class TQ (13/4:07.584) was about seven seconds — not much difference between the issued motors and those "hot" winds in the open class. What it

really came down to was the driver's skills and power control, especially through the infield section. Many who had plenty of power had problems keeping the car on the track or the batteries up for the full four minutes. Back to the drawing board...

Prior to the third round of the second day of qualifying (Saturday) being completed, the ORRCA Concours event was held. This was a "running concours," sponsored by Speed and Sport and it would feature entries in all three classes, judged separately with separate trophies and they would be cars whose chassis and bodies must be run on the track. Many of those who entered had used their old bodies through the first five rounds, but would have to use whatever body they would be using for the concours event, including



Start of the Open A Main had Ron Dyer (#1) in the lead, with Mike Dunn (#2, left) taking the high side. Dunn held onto second while Dyer faded to 7th. Photo Connelly.

tires and any other features used for concours, in the final round.

As he has done on many occasions, Vince Ito brought to the line a fine looking Tamiya truck that earned him the first place in the Modified class. Beautiful detail and many hours were evident in Ito's car. Second in this class was Jay Halsey with a Tamiya/Cox/MIP Baja Bug and third went to Kim Rethwish, whose painting capabilities are well known all over.

In the Stock Concours event Don Denny brought a beautifully painted and excellently detailed red Tamiya car to win the top honor in this class. Second went to Larry Grant and third went to Herb Hanss.

The Open class Concours event saw the absolutely clean and beautiful powder-blue Tamiya of Brandon Petersen (ARS) take the top trophy. John Gudvangen, Jr., was in second and third went to Willie Melancon.

The third round was then completed for Saturday and thereafter, around 7:30 p.m., the Concours and Top Qualifying trophies were awarded and the many prizes that were donated were drawn and given to the racers.

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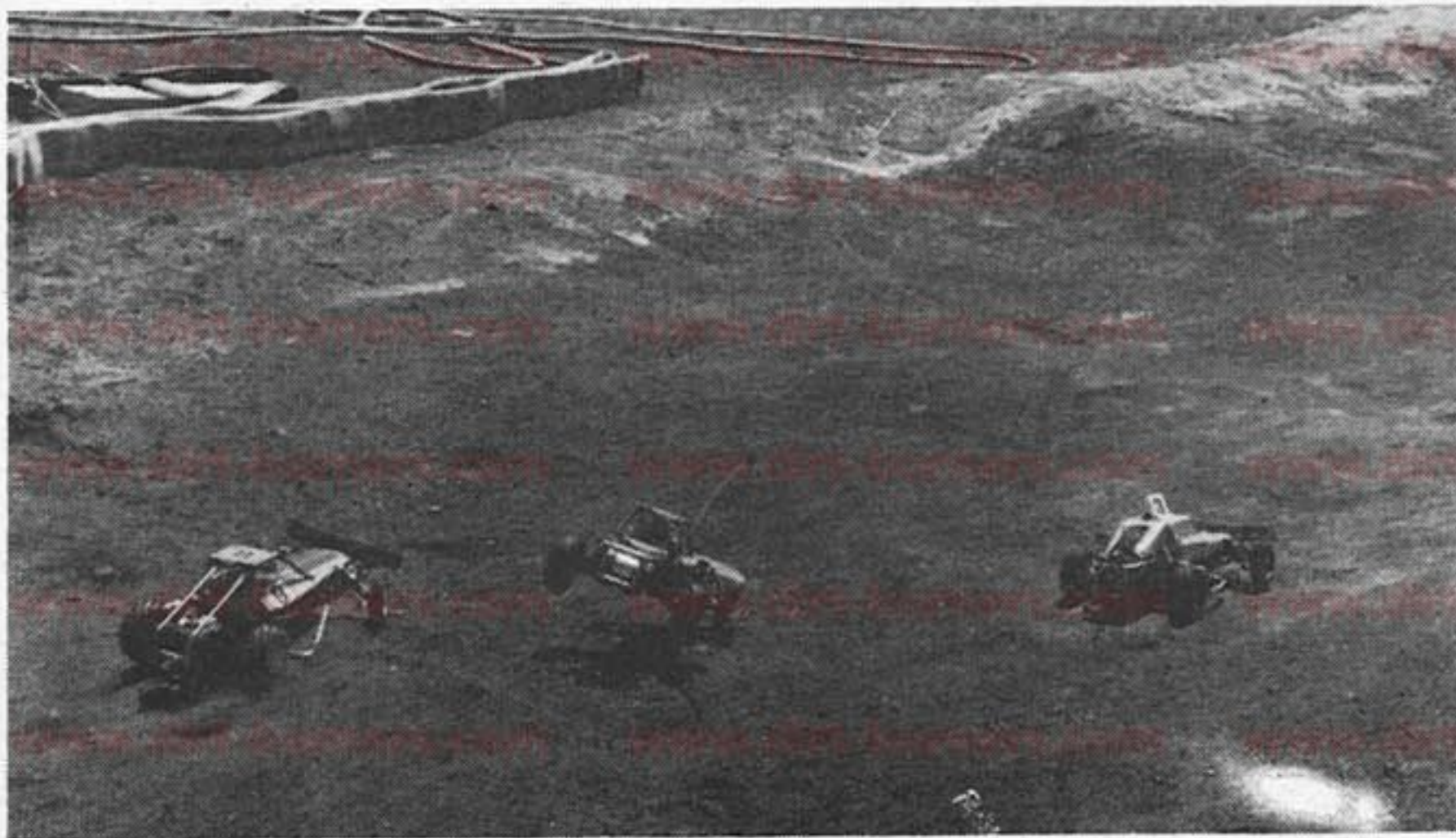
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Bruce Reynold (#9) and Roy Levy (#3) squeezing eventual Stock National Champion, Kris Moore (in the middle).



High flying and TQ in the Open class, Ron Dyer took a disappointing 7th in the National A Main. Vince Ito (#84) below used that car, with a truck body to win the Modified Concours event.

NOVAK ELECTRONICS provided TQ trophies to Dwayne Whisler in Stock, Mike Giem in Modified and Ron Dyer in the Open class.

OVAL FOR FUN AND CASH. After the Friday rounds of qualifying, about 16 racers entered the fun Oval to be held at the end of the first day of qualifying. The oval is also part of the Del Mar track. At first Del Mar had indicated that three of the five-dollar entry fee would go back to the racers, but by the time of the race, Del Mar's Eric Grisham decided to take all the entry money and give it back to the racers. It was an OPEN class, run-what-you-brung type of affair with two qualifying heats from which the top ten racers would make the Main event. First place would get \$45.00, second \$25.00 and third \$15.00. Mike Giem took the the biggest purse with an excellent drive around Del Mar's shortened oval. The track was in excellent condition after the day's running, especially after the Del Mar crew took the minipickup and hooked up the steel-spike drag to really make the oval smooth and fast.

over on Friday and Saturday, all there was left to do was to run the Mains for the ORRCA National titles on Sunday. Great anticipation was evident among all the racers for not only three new national titles were at stake, but also the thought that the day's events would be recorded by the THAT'S INCREDIBLE crew to be shown later on in the winter on National Network. Two extra incentives to do well and perhaps receive national exposure to over 30 million viewers.

The first main was the combined running of all three Silver Cup Mains in the three classes. After sorting out any frequency and number conflicts, the Open and Modified Silver Cup and Stock main drivers were started all in the same main. Although the scoring would be done by class, it was decided to run all three classes together to make it a full 10-car main event and more conducive for the Television cameras to record.

Robin Deans won the Open Silver Cup with Chuck McMillen in second and Al Hess in third. In the Modified Silver Cup Louie Fernandez took the



top honors with an excellent wire-to-wire win. He was followed by John Gudvangen, Sr., and John Gudvangen, Jr. The Joe brothers took the Stock Silver Cup top two spots. Fred Joe was first while Larry placed second. They were followed by Bruce

Enderle in third and Scott Enderle in fourth.

**GOLD CUP**

MODIFIED F MAIN. This was a "bump-up" main with only the winner having the choice to move to the E Main. Willie Franco took a wire to wire win and opted to move up one main.

The next main was the MODIFIED E MAIN, which saw Doug Shelp narrowly edge out Jim Brophy for the transfer spot. Doug's 11/4:13.083 to Brophy's 11/4:13.822 was just a fraction of a second ahead of Jim's time and helped set the tone for the entire day of racing and the great show that was to be recorded by the cameras and photographers. Doug was able to move up into the D main while Brophy placed second, and third went to Chuck Stage who was only two seconds behind with the same number of laps - eleven.

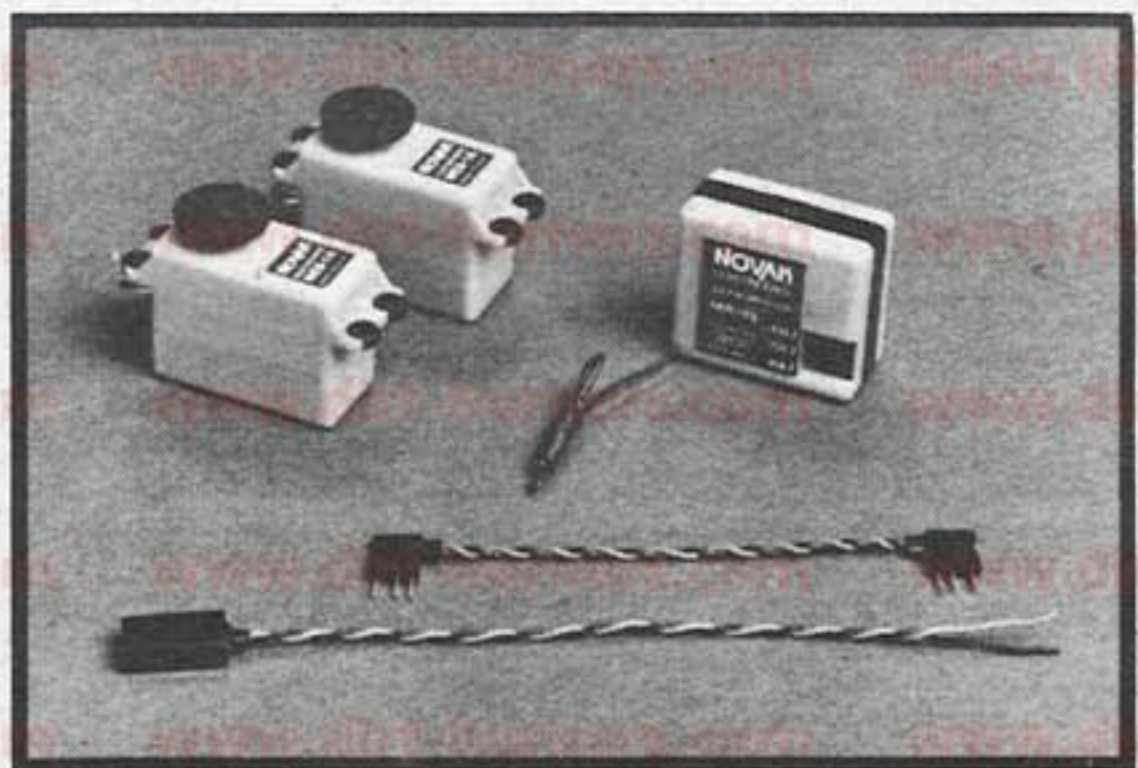
The D MODIFIED MAIN was next (although not necessarily in the program order) and here's where the fireworks really began. Jason Garcia took the eventual win and the transfer to the C Main, but it did not come easy as he had the likes of Jeff Maurer, Vince Ito (Concours winner), Mike Davis and dad Jiggs Garcia, among others to contend with. It was an excellent race to watch as places kept changing on almost every lap. By the end of the four minute main, Jason had put himself about 2 1/2 seconds ahead of Maurer and about a half a lap ahead of dad, Jiggs who took the third spot. Al Hess and Vince Ito made up the top five in this main and Doug Shelp, who had moved up from the E main, managed only a sixth

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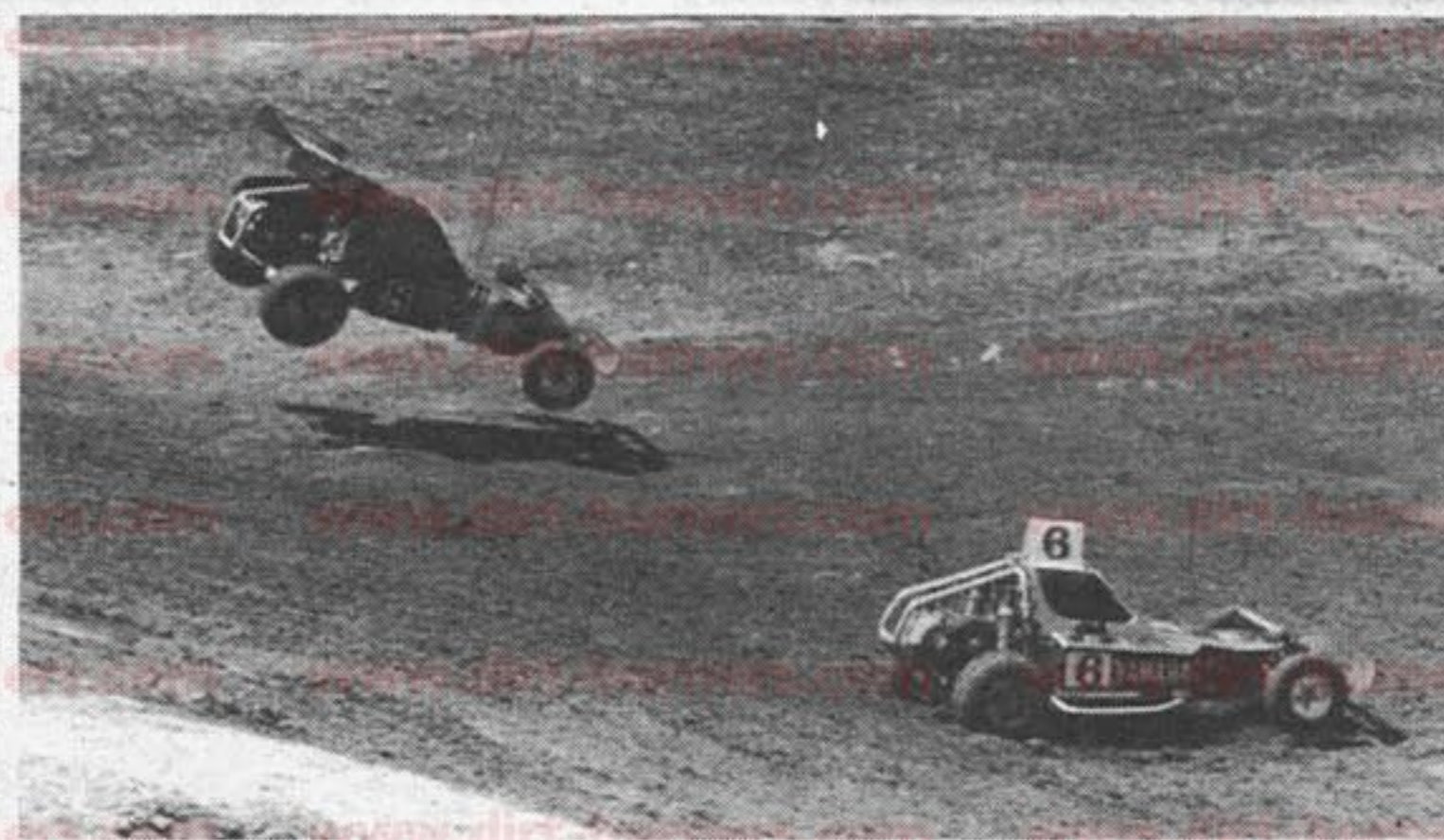


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Chris Allec #6 (above) and Gil Losi, Sr., #8, fighting for third place in the Modified A Main. Chris edged Gil. Mike Tobey (left) was the "Tech" inspector at the Nats. The winning motor is being torn and re-checked. Jay Halsey, #9 (below) wow'ed everyone by taking the Modified National Championship. Photo. Chuck Connelly.



place.  
 The MODIFIED C MAIN once again saw Jason Garcia trying to make it two in a row and another chance to move up to a higher main. He fell short to Barry Hedrick who edged Garcia out by about a five second lead. Nevertheless, Garcia wound up with the second spot and a much higher National Number. Third place went to Derek McDonald about 4 seconds behind and he was followed by Steve Dunn and John Tiffany to round out the top five.  
 The MODIFIED B MAIN was a truly exciting main and in any other event, it would be considered as an A Main event. With guys like Nelson Kracke, Eustace Moore, Bud Fish, Kim Rethwish, Gene Jones, among the

others, to make up the 10 car main, it could be anyone's race. Kracke had just missed making the A main cut and so had Scott Brown who had qualified 10th and one spot out of the 9-racer cut for the A. Gene Jones and Robin Deans took off at the start and guys like Gary Demory, Sid Hamilton, Kracke and Hedrick gave chase. But after several turns Eustace Moore had made his move and was beginning to pick off some of the cars in front of him. Still, Jones and Deans were setting a pretty hot pace and anyone behind them who made a single mistake would have a tough time catching them. Moore, with his MIP "Predator," was running clean and was very patient when passing the slower cars. At about the two

minute mark Moore went after the leaders and managed to go around them to take command of first place. He was never to be headed as he eventually logged 12 laps in 4:10.184, about 8 seconds ahead of Gene Jones. Robin Deans wound up in third and Sid Hamilton and Bud Fish made up the top five in this main.  
 The A MODIFIED MAIN could not have been better than if it had been rehearsed and scripted for the television cameras. The difference between first and fourth was less than four seconds! The lead changed several times between the top four cars with Chris Allec, leading at first, then Mike Dunn working his way through the pack, as did Gil Losi, Sr., and Jay Halsey. It was back and forth

between these four racers, but in the end it was "Jammin'" Jay Halsey who prevailed over the excellent driving of Mike Dunn. Chris Allec took the third spot while Gil Losi, Sr., and Ron Dyer made up the top five spots. TQ in class, Mike Giem had crash problems and wound up fighting his way through traffic for a seventh place finish. Just ahead of him was Derek Schmitz, who also had a chance at the lead during the first period of the main but lost control. Perennial first place winner and the current SCORE/R/C RACING NEWS Modified World Champion, Gil Losi, Jr., took a disappointing eighth place. Willie "The Mouth" Melancon suffered the hard luck blues and took 9th and Eustace Moore could never duplicate his excellent B main win and thus wound up in 10th place. This main thus crowned the first 10 National Numbers in the Modified class, with Jay Halsey taking the National Champion crown. Jay's quick rise in the sport will make him one of the top favorites at next year's Off Road World Championships.

There were three STOCK MAINS when the cut-off was made with the C Main being the first scheduled main. In this main David Warner put on an impressive win that bested the entire field by at least one lap. He was definitely on the go with an excellent drive and smooth lines. David not only won the Main but had the chance to move up into the B Main for a higher National Number. Ron Cloutier also drove extremely well but was not able to catch Warner. Still, his fine drive put him in second place in this main. Third went to David Phelps and he was followed by Mike Cloutier and Spencer Weisel to make up the top five in this main.

The B STOCK MAIN saw an impressive win by Larry Grant. He made no mistakes throughout the four minute main and was able to hold off Bill Whitley who was just three seconds behind. It was a much closer race between second through

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fifth places as these four cars kept changing positions. Ultimately, Whitley took second, Chris Cooley wound up in third and David Warner (winner of the C main) and Warren Dycus made up the top five in this main.

The STOCK A MAIN and the shot for the the first Stock National Championship was now at stake. Dwayne Whisler (TQ) was the odds-on favorite but one could not discount the likes of Lawton Chin, Herb Hanss, Larry Grant (who had moved up from the B), Scott Sherburn, Ron Levy, Bruce Reynolds, Don Denny (Concours winner), Randy Lutz and one "dark-hose," Kris Moore. Kris, who had not qualified into the Gold Cup during the ORRCA Series, had to qualify on Thursday. He did so and, through the six rounds of qualifying, had put his car into the 5th best qualifier. No one was really thinking of him though, but they should have. The A Main started and no sooner had the dust cleared in the first corner when four cars pulled away from the field of ten. Guess who was in front? Kris Moore, the "dark horse" was about to steal the National Championship from the rest of the veteran Stock racers. He put on a magnificent drive, highly skilled and patiently choreographed so that even when passing some of the slower cars, he seemed to be doing it effortlessly. As such, Kris Moore was able to hold onto the lead by a mere two seconds over the ever charging Dwayne Whisler who kept on charging and getting close but was never able to put it all together. Needless to say, the large crowd of racers and spectators on hand really enjoyed this race, as they went wild every time Whisler appeared to be getting close. Moore never made a major mistake and thus was able to take the first ever Stock National Champion title with him. Truly a fine accomplishment from someone who three days before, didn't even know whether he would make the Gold Cup program or not.

THE OPEN CHAMPIONSHIP was all that you would want to see out of an R/C Off Road race. It all started with a heck of a fight in the D MAIN between Ron Allen, Jim Brophy and Russ Parks. They fought close and hard through the first part of the race. Then Brophy and Allen pulled away from the rest of the pack and put on a great dueling show. Eventually the margin between first and second was less than one second with Ron Allen narrowly edging out Jim Brophy. Third place went to Russ Parks, while Willie Franco and Gary Peterson made up the top five in the D Open Main.

Allen earned the chance to move up into the C main and face the likes of Scott Brown, Jorge Brody, Jason Garcia, John Gudvangen, Jr., Craig

Johannes, and Brandon Petersen, among others. All top racers and very tough to beat. But the toughest one to beat was Chris Hawkes, usually among the top A Main drivers, here, he had to fight his way out of the C main. And fight he did, as he put on a great drive pulling away from everybody with a 13/4:16.015. His time in this main would have qualified him among the top five in the A main. Needless to say, he moved up to the B Main, while Bruce Calomaris, Brandon Petersen, Jorge Brody and Ron Allen (D Main winner) made up the top five in this main.

B MAIN TIME was a superlative race with all ten racers having a chance at the lead. You could have put a blanket over all the cars during the first part of the race. The crowd was going wild. No one could keep track who was leading through the first few laps as positions kept changing with every turn and with every lap. At about the two minute mark though, Mike Giem showed his skill and determination as he asserted himself into first after a great battle, and started to pull away. Mike was also under the gun to win. He had been interviewed extensively by the THAT'S INCREDIBLE crew. Now he had to go out and race and really show them what he could do. After all, he was the TQ in Modified but had not done well in the main, finishing in 7th. Here, he had to win so that he could fill the tenth spot in the Open main. And win he did, as he logged 12/4:09.490, which was about five seconds over second place Bud Fish. Don Arndt, Eustace Moore and Gil Losi, Sr., made up the top five in this main. The difference between the second and fifth car was less than three seconds. Thank God for the computer that was able to keep all these laps and times exact.

THE LAST RACE OF THE DAY. The last race of this first ever MRC/ORRCA Nationals. The OPEN CLASS A MAIN and the fight for the National title was on hand. Spectators, racers, pit crews and the film crew had seen a great day of many excellent, very close mains being fought. Could this one last race top them? Even if it did not, it had been a great day of racing. But the best was yet to come.

THE OPEN A MAIN went off with a real Bang! Nelson Kracke, the hard luck guy of the Series, had the lead for a short while, then it shifted to the TQ man in this class, Ron Dyer. Several other racers shared the lead. So many were the lead changes during the first period of the race that the announcer, Vince Ito, was going crazy trying to call the leaders. Yet he did which kept everyone tuned in as to what was going in on the race. The film crew had all five cameras (video-tape) rolling, never missing a beat of what was going on. Suddenly, Mike



Gil Losi, Jr. (#4), passing in mid-air en route to the Open Class National Championship. Photo Chuck Connolly.

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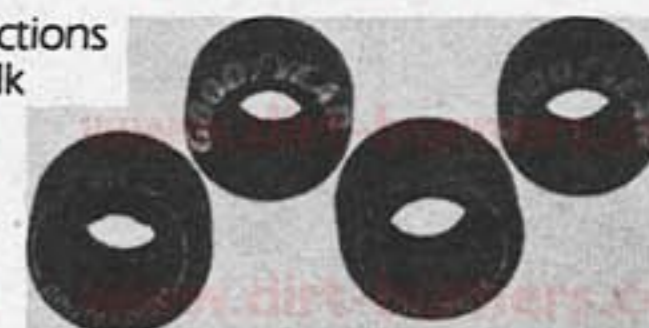
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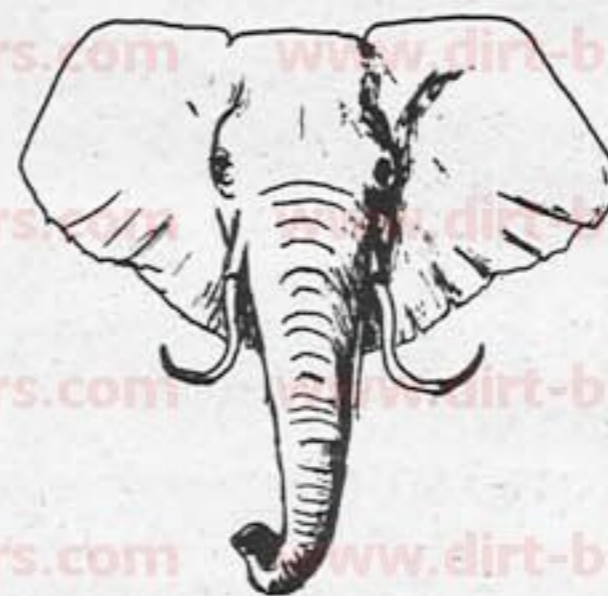
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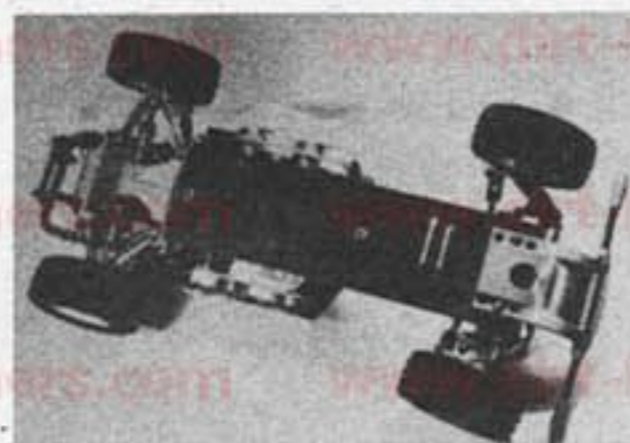
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Dunn and Gil Losi, Jr., appeared on the scene and the seven car fight for the first spot was on. Jay Halsey, asserting himself among the elite, was one of those who held the lead shortly but remained in the thick of things. Chris Allec, always a threat to walk away with any A main, was among the top and also led, but somehow, Losi, Jr., and Dunn seemed to have that edge to start asserting themselves. Losi, Jr., moved past a couple of cars and found himself in the lead. Mike Dunn shot right behind him and now the race for the National title was really on. Slower traffic was starting to be caught so the top two drivers had to be really careful. Willie Melancon had powered himself out of trouble several times and was also giving chase to the leaders. But the race was between two cars at this point. Gil Losi, Jr., was in first and Mike Dunn, in second. Dunn got held up several times because of traffic but always seemed to get his Cox car right on the track and around without losing too much ground. Losi, Jr., would slow down a bit, being extremely careful not to make any mistakes, but soon Dunn was on his tail. Once again the chase was on, and by the four minute mark and the last lap, Dunn had pulled within about a foot of Losi, with five turns to go. Dunn's car appeared to have more ponies but he also had traffic and, at one point, he cut too close to the grass with two more turns to go and spun a bit. Thus, Gil was

Thanks should also go to those sponsors who donated time, money and prizes to make this event a memorable one. MRC was the sponsor of the 1983 ORRCA

able to take the win by less than three seconds over Dunn. It was a great show and a great finish. Third place went to Willie Melancon, and fourth went to Jay Halsey, with fifth going to Chris Allec. Mike Giem (who bumped from the B) earned the National number 6 by a 6th place finish, and TQ Ron Dyer could only earn a 7th spot. Jeff Maurer, Gene Jones, and Nelson Kracke made up the top ten.

The first MRC/ORRCA 1983 Nationals are now history. Congratulations to Jay Halsey, Modified National Champion; Kris Moore, Stock National Champion; and Gil Losi, Jr., Open National Champion for their fine wins. Congratulations also to all those who participated in this innagural event. It was an excellent showcase for the sport of R/C Off Road and a great show for the network cameras to record. By the way, the THAT'S INCREDIBLE SHOW that will feature these Nationals will be shown sometime in January of 1984 according to the show producers. More definitive show times will be given to us to pass on to all our readers.

Congratulations also go to Eric Grisham and Greg Parrocha for setting up the excellent Nationals track and facility. They really worked hard to make this national event a success and the race as fair as possible. The beautiful community of Del Mar, California was an excellent place to bring together some of the top racers in the sport. The weather was an excellent 85 degrees that allowed everyone to be in casual summer clothes and some to take advantage of the nearby pool and/or beach facility.

Nationals. They were the first in the sport and they are still the biggest supporters. Thanks also to SPEED AND SPORT and NOVAK ELECTRONICS who sponsored the Concours and Top Qualifying trophies respectively. Then to all those who donated the great prizes: MIP, ASSOCIATED, BOLINK, PARMA, CHECKPOINT, CRP, PIT SHOP, J.G. MFG., PROLINE, REVTECH, MRP, RACE PREP, LEISURE, SATELLITE CITY, RCH, THORP, and KRAFT.

Finally, to put on this type of event, it takes quite a bit of help and assistance from many people. Mike Tobey, who took care of Tech Inspection during the mains on Saturday and on Sunday, was really a great help. Vince Ito did a super job of announcing, especially on Sunday.

Eustace Moore also helped in the announcing. Lonnie, Kirk, and Christian, part of the Peralta/Naylor clan did everything from watering the track to lap-count and picking up trash. To Mrs. Peralta who does everything to make things run smoother and more efficiently. And of course, thanks to all the racers, whose cooperation in this event made it all possible. Until next year then, when the second ORRCA Nationals will get underway. For now, the memories of this first ever event will be fond ones.

Paul Shafer

**RESULTS**

(contd. next page)



Friday night featured a "fun" oval with all entry fees paid back to first, second and third. The shortened (in size) Del Mar Oval proved to be excellent for close racing. Photo. Kirk Naylor

**\* \* NOW OPEN! \* \***

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# ORRCA NATS...

## RESULTS

### MODIFIED A: (Number in ( ) is National Number)

(\*) DENOTES "bump-up, 1st in previous main.

- Jay Halsey ..... 12/4:05.316 (1)
- Mike Dunn ..... 12/4:06.307 (2)
- Chris Allec ..... 12/4:08.826 (3)
- Gil Losi, Sr ..... 12/4:09.296 (4)
- Ron Dyer ..... 12/4:11.141 (5)
- Derek Schmitz ..... 12/4:13.122 (6)
- Mike Giem (TQ) ..... 12/4:13.942 (7)
- Gil Losi, Jr ..... 12/4:14.306 (8)
- Willie Melancon..11/4:00.866 (9)
- Eustace Moore..11/4:11.310 (10)\*

### MODIFIED B:

- Gene Jones ..... 12/4:18.010 (11)
- Robin Deans ..... 11/4:03.427 (12)
- Sid Hamilton ..... 11/4:07.220 (13)
- Bud Fish ..... 11/4:10.184 (14)
- Kim Rethwish ..... 11/4:12.763 (15)
- Gary Demory ..... 10/3:48.983 (16)
- Scott Brown ..... 1/0:22.812 (17)
- Nelson Kracke ..... 1/0:23.877 (18)
- Barry Hedrick ..... DNS (19)\*

### MODIFIED C:

- Jason Garcia ..... 11/4:07.147 (20)\*
- Derek McDonald ..... 11/4:11.206 (21)
- Steve Dunn ..... 11/4:11.254 (22)
- John Tiffany ..... 11/4:20.257 (23)
- Chuck McMillen ..... 11/4:15.690 (24)
- Bill Heiron ..... 11/4:20.257 (25)
- Bruce Calamaris ..... 10/4:02.883 (26)
- Jorge Brody ..... DNF (27)
- Don Arndt ..... DNS (28)

### MODIFIED D:

- Jeff Maurer ..... 12/4:12.581 (29)
- Jiggs Garcia ..... 12/4:26.787 (30)
- Al Hess ..... 11/4:02.016 (31)
- Vince Ito ..... 11/4:10.911 (32)
- Doug Shelp ..... 11/4:14.360 (33)\*
- Rick Walton ..... 11/4:14.380 (34)
- Gary Duss ..... 11/4:15.775 (35)
- Rocky ..... 11/4:19.742 (36)
- Mike Davis ..... DNS (37)

### MODIFIED E:

- Jim Brophy ..... 11/4:13.822 (38)
- Chuck Stage ..... 11/4:15.759 (39)
- Tim Klages ..... 9/4:06.702 (40)
- Chris Endaya ..... 9/4:12.441 (41)
- Stan Scott ..... 8/3:14.039 (42)
- Chuck Connolly ..... 2/2:50.413 (43)
- Ron Anthony ..... DNS (44)
- Giti Gowland ..... DNS (45)
- Willie Franco ..... DNS (46)\*

### MODIFIED F:

- Irwin Markwardt ..... 10/4:16.371 (47)
- C.J. Pronovost ..... DNS (48)
- Lonnie Peralta ..... DNS (49)
- Lou Peralta ..... DNS (50)
- Carl Thompson ..... DNS (51)

### STOCK A:

- Kris Moore ..... 11/4:01.003 (1)
- Dwayne Whisler (TQ)...11/4:03.482 (2)
- Lawton Chin ..... 11/4:13.680 (3)
- Herbert Hanss ..... 10/4:06.235 (4)
- Larry Grant ..... 10/4:11.035 (5)\*
- Don Denny ..... 10/4:20.662 (6)
- Randy Lutz ..... 10/4:21.623 (7)
- Scott Sherburn..9/4:11.786 (8)
- Bruce Reynolds ..... 5/2:14.872 (9)
- Roy Levy ..... 5/2:16.963 (10)

### STOCK B:

- Bill Whitley ..... 10/4:10.714 (11)
- Chris Cooley ..... 10/4:14.529 (12)
- David Warner ..... 10/4:15.627 (13)\*
- Warren Dycus ..... 10/4:17.303 (14)
- Rick Allen ..... 10/4:23.319 (15)
- Anna Stage ..... 9/4:08.832 (16)
- Jerry Sanders ..... 8/4:05.383 (17)
- Louie Caudillo ..... 7/4:22.759 (18)
- Gerald Sanders ..... 2/1:36.850 (19)

### STOCK C:

- Ron Cloutier ..... 10/4:19.328 (20)
- David Phelps ..... 9/4:05.352 (21)

- Mike Cloutier ..... 9/4:06.331 (22)
- Spencer Weisel ..... 9/4:17.334 (23)
- Guy Dabney ..... 9/4:19.603 (24)
- Greg Cloutier ..... 8/4:18.878 (25)
- Greg Parrocha ..... 3/DNF (26)

- Jiggs Garcia ..... 11/4:04.109 (15)
- Ron Anthony ..... 11/4:10.790 (16)
- Chris Hawkes ..... 10/4:19.150 (17)\*
- Giti Gowland ..... 9/3:25.766 (18)
- Gary Demory ..... 2/0:46.503 (19)

- Lonnie Peralta ..... DNS (34)
- Lou Peralta ..... DNS (35)
- Carl Thompson ..... DNS (36)

### SILVER CUP

### OPEN A:

- Gil Losi, Jr ..... 13/4:15.954 (1)
- Mike Dunn ..... 13/4:18.087 (2)
- Willie Melancon ..... 12/4:12.583 (3)
- Jay Halsey ..... 12/4:15.574 (4)
- Chris Allec ..... 12/4:17.442 (5)
- Mike Giem ..... 12/4:19.945 (6)\*
- Ron Dyer (TQ) ..... 11/4:00.048 (7)
- Jeff Maurer ..... 10/4:00.433 (8)
- Gene Jones ..... 9/4:01.598 (9)
- Nelson Kracke ..... 2/0:43.320 (10)

### OPEN B:

- Bud Fish ..... 12/4:14.879 (11)
- Don Arndt ..... 12/4:16.688 (12)
- Eustace Moore ..... 12/4:17.463 (13)
- Gil Losi, Sr ..... 12/4:18.048 (14)

### OPEN C:

- Bruce Calomaris ..... 12/4:03.357 (20)
- Brandon Petersen ..... 12/4:13.822 (21)
- Jorge Brody ..... 11/4:04.780 (22)
- Ron Allen ..... 11/4:08.696 (23)\*
- Craig Johannes ..... 11/4:13.837 (24)
- John Tiffany ..... 10/3:53.333 (25)
- Jason Garcia ..... 10/4:06.739 (26)
- John Gudvangen, Jr ...9/3:47.855 (27)
- Scott Brown ..... 1/DNF (28)

### OPEN D:

- Jim Brophy ..... 11/4:08.347 (29)
- Russ Parks ..... 11/4:21.036 (30)
- Willie Franco ..... 10/4:06.698 (31)
- Gary Peterson ..... 10/4:21.479 (32)
- Rocky ..... 4/1:42.575 (33)

### OPEN:

- Robin Deans
- Chuck McMillen
- Al Hess

### MODIFIED:

- Louie Fernandez
- John Gudvangen, Sr.
- John Gudvangen, Jr.

### STOCK:

- Fred Joe
- Larry Joe
- Bruce Enderle
- Scott Enderle
- Erik Pronovost

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# KIDS in KANADA...



Story & Photos by Pam Stewart

When told that the youngest entrant in this year's NAMBA Internationals Kid's Event, 5 year old Ricky Fish placed 1st, Ed Fisher, creator of over 90 NAMBA speed records and winner of 9 trophies at this Internationals, replied, "Well, he should have won, he was the best one out there!" All of the older kids have been good-natured and amused as Ricky has been telling them all for over a year, since he began model boating competition at the tender age of 4, with typical "little kid" bravado that he was going to "run over" them all. Well, this year he did it! Now



wake of one of the Deep Vees in his last race. Protege' of Hall of Famer, Jerry Dunlap, Ryan Frits (whose recent successes in adult events made him tough competition) suffered similar ill-luck as he was unable to get started in his first race, but played catch-up in the next two with a very respectable 5 3/4 laps each time. Little blond 8 year old, Debbie Ward whose daddy, Frank, has her driving a Wardcraft, showed promise after her pitman was able to adjust the trim sufficiently so that the poor little kid could drive in (almost) a straight line.

From Monterey, CA was Jenny Power, 10 year old daughter of Howard and Bev. Jenny's years of experience in adult events made her the favorite here, but problems with her "Tiny Tripper" plagued her throughout for a very frustrating finish. Barring technical problems, Jenny's driving skill will most likely lead her to a victory in the next Kid's Event. Jon Neidigh of Modesto, CA showed such serious enthusiasm for

Jon's excitement was contagious - encouraging us adults to promote more of these events. Hobby Master, the local Canadian sponsor for this year's event, provided T-shirts and frisbees for all of the youngsters. Also, ribbons were given to all positions following each 3-minute Enduro race and every participant received a trophy at the Awards Banquet on Saturday night.

The growing popularity of this event is evident by the larger number of entrants received in B.C. 13 (from 4 districts)...compared to 10 (from 2 districts) in 1982 in L.A. Don't miss the next Kid's Event, scheduled for October 23rd at the 4th Annual District 9/19 Challenge Regatta at the Riverland Resort, Kingsburg, Ca.

P.S.



Top)The Kid's event, BEFORE. (back row, l-r): Gino Bellizzi, Kristi Straw, Stacie Hazelwood, Jenny Power, Tracy Cyphers, Ryan Frits, (front row l-r): Debbie Ward, Ricky Fish, Brian Wiechman, Ruth Arnold, Jon Neidigh, Chris Dallas. The Kid's event, DURING (above center): (Back row, l-r) Gino Bellizzi, Jenny Power, Tracy Cyphers, Kristi Straw, Jon Neidigh, Stacie Hazelwood, (front row, l-r): Chris Dallas, Ricky Fish, Ruth Arnold, Brian Wiechman, Debbie Ward. The Kid's event, AFTER (above): (back row l-r) Tracy Cyphers, Stacie Hazelwood, Kristi Straw, Jon Neidigh, Jenny Power, (front row, l-r): Chris Dallas, Ruth Arnold, Ricky Fish, Brian Wiechman.

maybe those big kids will take his threats more seriously. The last time we saw Ricky, his little blond head was so swollen, it almost fit his hat. Almost outdoing Ricky in the "cute" category was adorable little 6 year old, Chris Dallas of Vancouver, who told his mom as he bounced by that he didn't care if he won any ribbons...because he was having such a good time!!!

Also competing from So. Cal. were 2- and 3-time Kid's Event veterans: Brian Wiechman, who at age 8 had the highest lap count; Stacie Hazlewood, who seemed to have it all together with new pitman Chris Christiansen of B.C. (Stacie can even blow bubbles and race at the same time!). Also showing great improvement are Ruth Arnold (whose pitman, Joe Monohan was also her "date" for the banquet. It's not every

girl that Joe dons a tux for!) and Tracey Cyphers of San Diego with her pitman, Al Williamson. Second highest finisher from So. Calif. was a newcomer to model boat competition. It was the first race for Kristi Straw who was the oldest of the kids. She tied for 2nd but was relegated to 3rd because of a lower lap count. Kristi credits her success to her pitman/District Director/step-dad and to her very dependable boat. "What I like about that boat," she says, "is I can do anything to it and it won't die!" Anything but drive it into the lily pads, huh, Kristi?

From the Evergreen State of Washington came the only A Tunnel Hull entered. Gino Bellizzi who, with his pitman/dad, has only been into R/C boat competition a scant 4 months, missed an easy shot at the 1st place trophy by driving into the

this model boat event all week, that he was a joy to be around (and I don't say that about many 10 year old boys. This may be a first!). This is what the Kid's Event is all about - for the encouragement and the enjoyment of the kids, with hopefully a lack of the pressure felt in the adult classes.



Kid's event Champion, Ricky Fish, Jr. with pitman, Ricky Fish, Sr.



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# B.C. IN

## '83!



Site of the 1983 NAMBA Internationals: Lake Burnaby, Vancouver, B.C. The Scaffolding in the background provided an elevated area for the drivers and pitcrew, plus a raised platform for the judges & announcer. The top level was devoted to the scorekeepers & computer which compiled the results immediately following each round.

Story & Photos by  
Pam Stewart

B.C. in '83. It was finally time to leave for the biggest and best NAMBA R/C model boating event of the year. Southern California to Canada is a very long trip by car, but we knew we were on the right path as we passed Stewart Springs Road, Jump-Off Joe Creek and Snively Road, as we bounced along with our little trailer (which doubles as a Big Mac box) loaded down with 5 model boats and all of the warm clothing we owned. We weren't sure how you could operate a transmitter in a fur coat and mittens, but figured that if the Candians could do it then we could adapt. Our first and biggest



Bob Brackett's 1982 Atlas Van Lines winner of the award for Best Scale Appearance.



1983 International Scale Unlimited Hydro Champion, Al Williamson, poses with the Miss Burien and the beautiful B.C. Cup.

surprise in Canada was the heat. It seemed to be about 80 degrees...but who can be sure when Candadian TV stations kept telling you that the high temperature for the day was 25 degrees. We were all prepped on Canadian currency and the exchange rate...but nobody warned us about celsius.

The first weekend offered us the

Offshore/Deep Vee Classic sponsored by Steve Muck Boats, Wardcraft Marine and Dumas Products. The event was preceded by a judging of the best Offshore appearance boat. This honor was captured by a Canadian, Brian Dallas, for his lovely "Sea Sweep." Many of the boats had to enter this event

"cold," not having had time to test their boats prior to the race. The

beautiful Burnaby Lake had never had an R/C model power boat on its waters before the first race of this Internationals. The course, grandstands and the indoor pavillion all "belong" to the local rowing club. The Canadian Marine Modeleers, host of the Internationals, had made arrangements last year for our use of the lake for this week. However, our "usage" was later altered to include only the hours of 9 am to 5 pm, allowing us little or no testing time prior to events except at a designated test pond several miles away which, being part salt-water, was not useful in helping us to prepare for the other pond. The Canadian Marine Modeleers worked very hard and long hours preparing for this event and were successful in controlling situations within their power; however, it was a shame that the local rowing club was not more cooperative with another local club in the hosting of an International Event. While the Canadian Marine Modeleers were great hosts and made us feel welcome in their country, it is unfortunate that the rowing club went

already has a similar reputation. Many times over we heard, "I want to race Fisher" at this event. It was difficult to convince them that they were better off running their boats on the same frequency. Entering 13 boats at the 1983 Internationals, Ed began his week by capturing 1st in A Offshore/Deep Vee and from there went on to earn 8 more trophies, placing in the top eight eleven times!

Placing 2nd in the same event was Howard Power of Monterey, CA - District 9 Director. Howard and his wife, Bev, are also among the top of model boaters today, but unlike Ed Fisher, Howard and Bev are reported to be human...once in a while they don't win (...but not too often). Howard is also well-known for his interesting technical articles which appear in "R/C Modeler" magazine.

Together, the Powers captured 10 trophies at this event (but it took 2 of them to do it). Taking 3rd place was the District Director from the other half of California (the sunny half), Wally Stewart, whose reliable Stewart S.S.V. from Florida successfully completed all of its heats in 3 events. Another District Director, this one from the Washington/Oregon/Montana area, Mike Wight placed 4th - nicknaming the A Offshore/Deep Vee as the District Director's class.

Speaking of Montana, this year's Internationals drew Al Hobbs of Great Falls into our midst and Al was a real joy to meet. Such an optimistic enthusiast is really special amongst all of the hard-core racers and pressures of competition. While now a part of the great Northwestern District 8, which has more rules than Carter has pills and who take their model boating very seriously, Al was originally one of the good ol' boys from District 7 (Texas, Oklahoma, and most of the south-central U.S.). It was a real shock, reports Al on one of his first races in Washington, to discover he had to start his boat on a table instead of on the ground. Other rules that he has encountered since then have led this good ol' boy to singin' "I'm just a Red-Neck in a Rock & Roll Bar." But with Al's contagious, cheerful attitude, maybe we'll find more of Oregon and Washington wearing Stetsons next time we travel North.

After we enjoyed four rounds of 10-

to the opposite extreme.

Ed Fisher of Seattle, WA, designer of many R/C power boats plus the Circus Circus Canard Unlimited Hydroplane (the big one!), reminds me of that John Wayne movie about the old gunfighter and all of the young hot-shoes who sought him out for a show-down. They wanted to be the ones to finally beat him. Ed's far from old, but he's so good that he



Sport 40 Division I winners: Don Tippin, Ron Neidigh & Chuck McGaughy. Note the driver of Chuck's sporty boat...former WWI Flying Ace: Snoopy! Photos Pam Stewart.



The pitcrew of these tunnels had to struggle to separate the two. The "impalement" occurred on the back straight, with Richard Hazelwood managing to bring both boats back to the pit area. This was the first known case of one model boat retrieving another. It's not recommended.

minute enduros, Offshore/Deep Vee heats in three classes (A,B,& C) over a 2-day period, we were finally treated to some exciting Heat Races with some expertly timed starts and exciting finishes. Well, not quite yet...first we saw B O/B Mono, sponsored by Dumas Products, a small class up North which received only four entries - three from So. Calif. (and those three, proving that it is a competitive class in their area, finished 1st, 2nd, or 3rd). First place went to Cathie Galbraith of San Diego who started the 1983 collection on lady International Champions. The ladies are coming into their own finally, as they now number five 1983 National Champions, compared with zero last year. While Bev Power is no stranger to National Championships, joining her in that prestigious circle are Cathie, Judi Hazlewood of Needles, CA (A O/B Mono...her own husband placed 2nd to her in that event) and Judy Prigley who, along with Bev, captured the Team Marathon trophies plus creating a new NAMBA time record for that class.

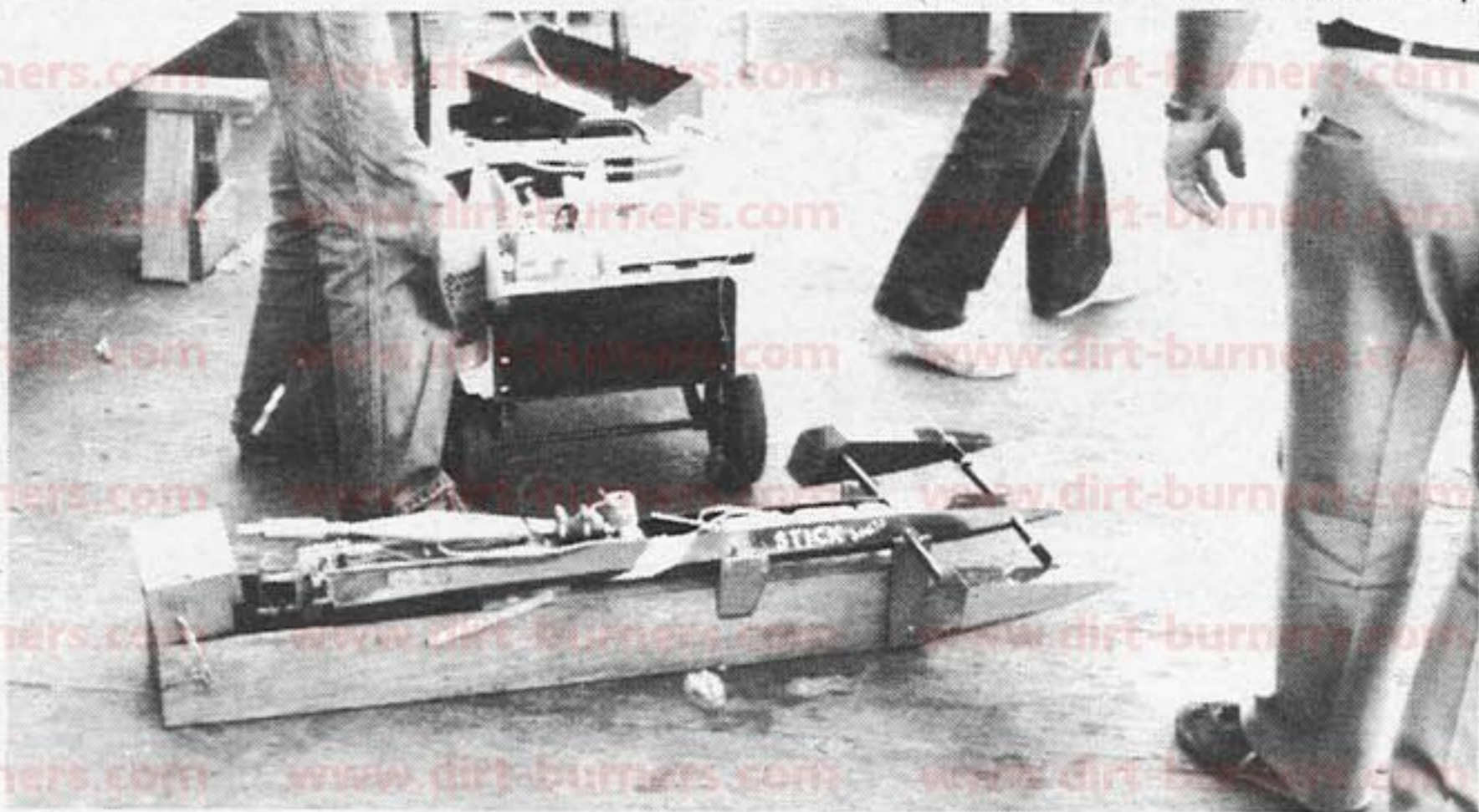
Monday, August 1st, was B.C. Day and the big event was Scale Unlimited Hydro, sponsored by the Calgary and Edmonton Model Boat Racing Associations. With 49 entries, it was the largest class at the 1983



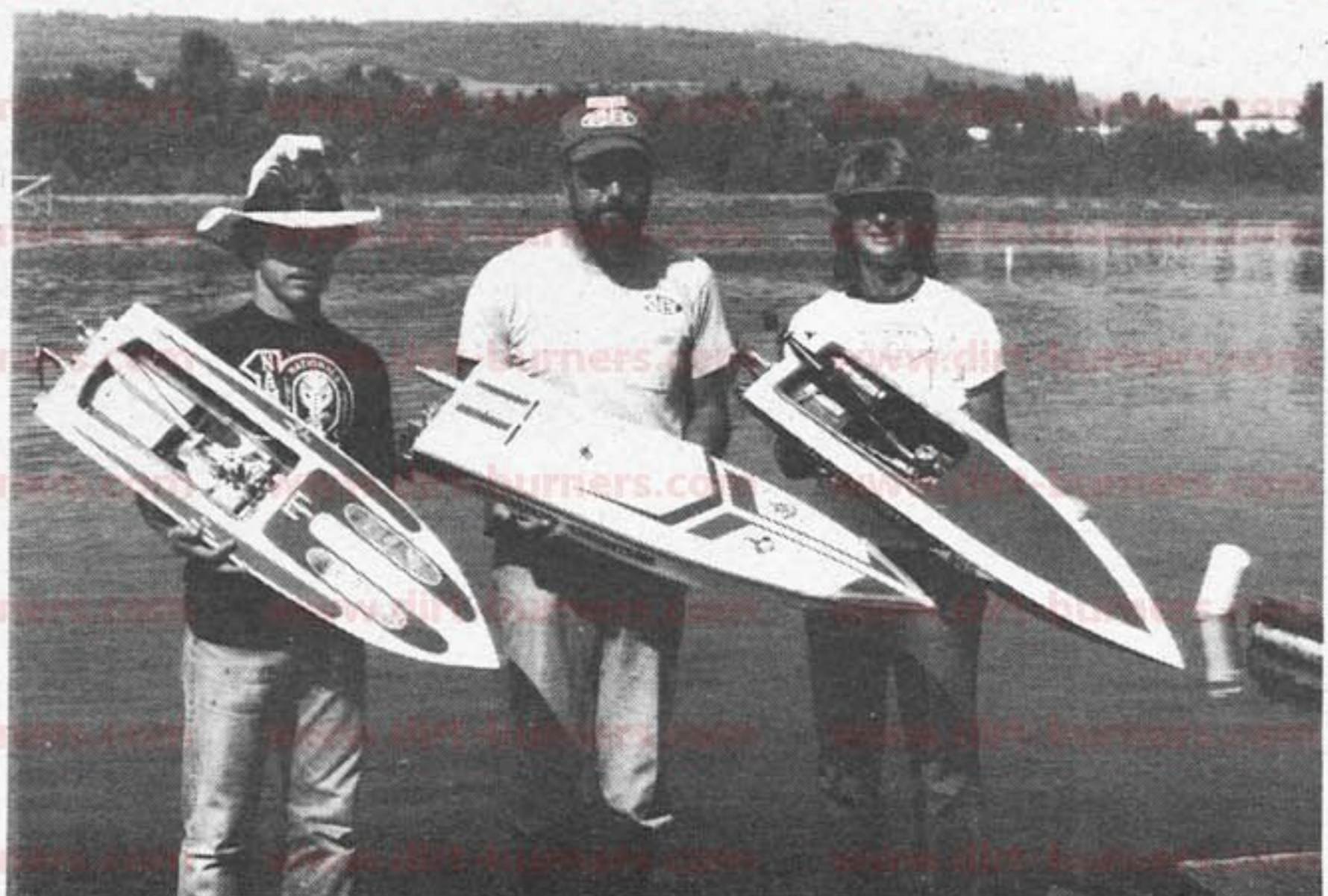
C Hydro winners: (l-r) Bill Hornell, Howard Power, Ed Fisher.



Joe Monohan pits for "fellow" Prop-Nut, Ruth Arnold.



In the B Hydro class... a stick boat? (above) What will the Canadians think of next? Outlaw Don Tippin (left) pokes fun at, while attempting to comply with, a NAMBA rule interpretation accepted in the Northwest - the prop "guard." Photo. Pam Stewart



B Mono winners: Robert Holland, Ed Fisher, Bev Power.

Internationals. Sport 40 Hydro, Division I, sponsored by Dumas Products, was also run. A holiday in Canada is really a holiday and EVERYTHING closes down in honor. The number of spectators at the event were phenomenal and parking became a real chore...not to mention a long walk. The local Jay Cee's who served us breakfasts and hamburgers all week, prepared a special Salmon BBQ for this occasion. As in the past, preliminary qualifying heats led up to an exciting winner-take-all Consolation and Main Event. Bev Power handily captured the 1st place in the Consolation. Not to be easily outdone, contenders for the Main included her husband Howard (driving a Miss Budweiser), Doug Tumilson of Washington (with the 1965 Miss U.S.), Robert Holland of San Diego, son of last year's champ (driving Doug Nystrom's 1963 Tahoe Miss), Gary Jensen of Washington (with the 1969 Pay'N'Pak), Al Williamson of San Diego (driving the 1960 Miss Burién), and fearsome Ed Fisher (with the Coral Reef). Perhaps the pressure of a winner-take-all final event is not the best of ideas for these expensive, finely detailed scale models of the real Unlimited Hydroplanes. Last year in Los Angeles, as all boats came thundering-around the final turn fighting for the best starting position, a 3-boat collision took out some of the top



A Offshore/Deep Vee "The District Directors' Class": Mike Wight, Wally Stewart, Howard Power, and Ed Fisher.



Team Marathon winners: (l-r) The "Fish & Chips" R/T of Steve Bramel, and Richard Fish; the "Go Fast, Turn Right" R/T of Joe Monohan and Jack Garcia; and the record breaking "P & P" R/T of Judy Pringle and Bev Power.



Don Coad and Myrtle Coad (NAMBA's Executive Secretary) present Chuck McGaughy and Wally Stewart as this year's inductees into the NAMBA Hall of Fame. Photo. Pam Stewart.

qualifiers. This year, a collision also took out Robert Holland and Ed Fisher. Also not making the completion of five laps were Howard Power and Gary Jensen. Were they perhaps pushing harder than they would have been in a regular heat? The sole survivors were Doug Tumilson taking 2nd, and Al Williamson placing 1st and receiving the beautiful B.C. Cup for his efforts. Al is new to the R/C Scale Unlimiteds, although not new to R/C (boats and airplanes). It was his first trophy in this class and his fellow San Diego Argonauts were almost as excited as he was, and definitely noisier. Al was thrilled to have qualified for the Main Event, and because of his newness to the class, his goal was to finish the race, not to win it. That's probably why he won.

We were told that a week couldn't pass without rain in Vancouver. It didn't. With Tuesday came a respite from the heat as it rained off and on all day. A Hydro, C Mono, and A Mono, sponsored by Hobby Master, Magic Boats and Marine Specialties, drew 85 contestants for one of the busiest of the race days - 60 heats in all. The top two finishers in A Hydro, both members of the small Bakersfield, CA Wavemakers, were Bob Atchley who placed 2nd, and Wally Stewart who earned the International Championship - for the 2nd year in a row. C Mono might hereafter be referred to as a "fishy" class as Ed Fisher and Richard Fish placed #1 and #2. Starting at the bottom of A Mono, the 7th place trophy was won by Steve Bramel of So. Calif. who has placed 8th in B Mono at his last two District Points Races. Steve decided he needed to start progressing and work for a 7th place - right place...wrong class. Placing 6th was 11 year old Paul Dunlap of Tacoma, WA. Imagine what he could have done in the Kid's Event!

Wednesday brought A OPC Tunnel, Sport 50 Hydro Division II and Team Marathon sponsored by International Hobbies, P.M.S. Hobby Craft and Custom Marine Supply. A OPC trophies went to the expert model boaters from District 8, while Sport 40-II became another "fishy" class with the same two fellows in the same two positions. Ed Fisher proved that he is a winner, no matter what boat he drives. Since his Sport 40-II Canard

was outlawed from the class after his win at the 1982 Nationals, he came back and won it this year, too, with a boat appropriately called "Outlaw."

Thursday included the classes of B Hydro, B OPC Tunnel, X Mono and the Kid's Event (see article "Kids in Kanada") sponsored by Hobby Master, K & B Mfg., and Octura. Ed Fisher won the B Hydro class with his Canard. Also trophying were "Doc" Joe Bruzzese from Las Vegas, NV - a long time model boater who, after a few years of retirement (i.e.; no water in Las Vegas), has come back in full force; Jack Oxley, So. Calif.'s gold-plated "Sniveler"; and Steve Bramel who showed excellent promise in his first B Hydro race by crossing the finish line in 1st place in all four of his heats.

Friday brought racing in the B Mono, C Hydro, and A Outboard Hydro classes, sponsored by Prather Products, the Pipeline, and J.G. Props. Following a win the previous day in X Mono, 18 year old Robert Holland also took 1st place honors in the B class. Interesting to note that Robert almost scratched this class due to strut problems (i.e.; he broke more struts during the week than he had boats). Encouraged to compete to help his District 19 Team earn points (even a 7th or 8th place helps out), he asserted that if he was going to run it, he would win it. And win it he did! C Hydro was captured by another Fisher Canard, this one belonging to Bill Hornell, Ed's pit-person. Ed placed 3rd in this event, even after not being able to start in his last heat. Gee, maybe Ed Fisher is human, after all. Howard Power was sandwiched in 2nd between the two Canards in an "always a bridesmaid" finish. Howard also placed 2nd last year in C Hydro. A Outboard Hydro was captured by another two-in-a-row winner, Richard Hazlewood of Needles, CA. That evening a party was hosted by NAMBA in a luxurious suite at the Sheridan Villa (our comfortable and convenient headquarters hotel for the week). While Bobby Tom and Richard Hazlewood led a group interested in the creation of a better paper airplane and tested their inventions from the balcony on the 21st floor, others were equally fascinated by the showing of videotapes of the week's racing by Tom Perzentka of Octura Products,

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Ed Fisher, pictured with his wife, Judy, literally had no room for desert at this banquet! Just look at all those trophies! Photo. Pam Stewart.

Skokie, IL. Thanks, Tom. They were great!

The very last day of the 1983 NAMBA Internationals - B.C. in '83 - finally arrived with only X Hydro and A Outboard Mono Champions left to be decided. These two classes were sponsored by Hobby Master and K & B Manufacturing. I'd say more about these two events except that we had already had all of the fun we could stand for one week, so decided to see some of the beautiful Canadian countryside instead. That night the Annual Awards Banquet was held at the Sheridan Villa. The banquet, typically the time for shedding the unisex club shirts we've been wearing all week, for dresses and suits - didn't know half of the boaters without their hats - was no different this year as we all loosened up and relaxed during the cocktail hour and the banquet following. After dinner it was time for the Awards Presentation and raffle drawings for all of the fabulous prizes donated by generous manufacturers and distributors of model boats and model boat parts. Not to mention the one year subscriptions to R/C RACING NEWS, which each new International Champion traditionally receives. Besides those coveted trophies which had been fought hard over during the week, special awards were presented to deserving members of the 1983 NAMBA Internationals Committee and to Contest Director, Malcolm Fraser. Special awards were also presented by NAMBA. NAMBA President, Stuart Russell presented his special President's Award to a very deserving Ed Fisher. An annual presentation, and the highest honor in NAMBA, is to be elected to the NAMBA Hall of Fame. Honored his year was Chuck McGaughy of San Diego, CA who previously resided in District 1 on the East Coast. Chuck was the first District Director in that area and virtually the only NAMBA member. Under his leadership, the District grew and in 1976, offered the U.S. the first NAMBA Nationals on

the Eastern Seaboard. (The Nationals will return to the "Eastern Shore in '84" as next year's Nationals will be held in Newark, NJ.) Also inducted to the Hall of Fame was District 19 Director, Wally Stewart who was one of the original groups joining together to draft rules and form NAMBA in 1971, and he has remained active since then on NAMBA, District, and the local club levels.



The #1 raffle prize: an AMPS Veldon Tunnel Hull and engine with a Futaba radio! Fortunately, the winner was a Canadian, so no lengthy explanations were necessary at the border. Photo Stewart.

Winners of the NAMBA National Championship Club Team patches were "The 8 of Us" consisting of Howard and Bev Power, Bill and Judy Prigley, Jim and Gayle Andrego, Ron Neidigh and Cecil Reynolds; all from District 9, Northern California. The power behind the team was obviously Bev and Howard who, as only 25% of the group, amassed 45% of their points. Runners-up teams included the "District 19 Team" of Wally Stewart, Jack Oxley, Karl Morse, Bob Atchley, Steve Bramel, Robert and David Holland, and Mike Clerc. The anchor man of this team was Robert Holland who pulled more than his share of the weight. The "Snivelers Racing Team" of Richard and Judi Hazlewood, Jack and Rosie Garcia, Joe Monohan, Cathie Galbraith, Al Williamson, and Chris Christiansen had a fantastic victory in 1982, running 75 boats between 8 members. Back to reality this year (and minus Mr. Outboard, Norm Teague), Cathie Galbraith earned top points for her team.

So began the long 1200 mile trek homeward (which doesn't sound so bad if you compare it to the 2800 miles to New Jersey next year). It had been a long and tiring, but nevertheless, rewarding week. It is always so nice to see and race with old friends from various areas of the country whose interests are the same as yours. The hobby of R/C boating takes us to many lovely lake-sites across the U.S. (and now Canada!). It is a great "family" hobby, not only because of the wives and kids who do join in the competition, but also for those who don't. The wives can visit and enjoy the racing or the scenery at the lake. The kids have a nice area where they can play, not to mention the educational benefit of traveling. I know I wouldn't be nearly as enthusiastic if our R/C competition

took place in a parking lot or on a dirt field. I'll be reporting next month on the Labor Day Race at the beautiful San Diego Model Yacht Pond on Mission Bay and the September 24-25 race at the lovely new Sunset Lake Park in Las Vegas, NV.

Pam

## RESULTS

### C Mono

- 1.) Ed Fisher
- 2.) Richard Fish
- 3.) Jim Andrego
- 4.) Cecil Reynolds

### A Mono

- 1.) Bill Hornell
- 2.) Bev Power
- 3.) Leo Dreith
- 4.) Don Donikowski
- 5.) Ron Erickson
- 6.) Paul Dunlap
- 7.) Steve Bramel
- 8.) Wally Stewart

### A OPC Tunnel

- 1.) Rod Geaghty
- 2.) Dennis Caines
- 3.) Frank Ward
- 4.) Jack Oxley
- 5.) Mike Wight
- 6.) Don Donikowski
- 7.) Rick Grim

### Sport 40, Division II

- 1.) Ed Fisher
- 2.) Richard Fish
- 3.) John Hruby
- 4.) Vic Drew

### Team Marathon

- 1.) Bev Power  
Judy Prigley  
Howard Power  
Bill Prigley

### B Hydro

- 1.) Ed Fisher
- 2.) Joe Bruzzese
- 3.) Jack Oxley
- 4.) Steve Bramel
- 5.) Al Williamson
- 6.) Ron Neidigh
- 7.) Jim Andrego

### B OPC Tunnel

- 1.) Jack Oxley
- 2.) Joe Monohan
- 3.) Tony Bellizzi
- 4.) Bill Hornell
- 5.) Jack Garcia

### X Mono

- 1.) Robert Holland
- 2.) Bev Power
- 3.) Jim Andrego

### Kid's Event

Kid's Name	(Age)
1.) Ricky Fish	5
2.) Gino Bellizzi	12
3.) Kristi Straw	12
4.) Brian Wiechman	8
5.) Ryan Frits	12
6.) Stacie Hazlewood	12
7.) Ruth Arnold	10
8.) Debbie Ward	8
9.) Jon Neidigh	10
10.) Tracy Cyphers	11
11.) Jenny Power	10
12.) Chris Dallas	6

### B Mono

- 1.) Robert Holland
- 2.) Ed Fisher
- 3.) Bev Power
- 4.) Joe Monohan
- 5.) Bill Hornell
- 6.) Bob Schleimer
- 7.) Richard Fish

### C Hydro

- 1.) Bill Hornell
- 2.) Howard Power
- 3.) Ed Fisher
- 4.) Ron Neidigh

### A Outboard Hydro

- 1.) Richard Hazlewood
- 2.) Rick Grim
- 3.) Ed Fisher

### X Hydro

- 1.) Cecil Reynolds
- 2.) Howard Power
- 3.) Jack Oxley

### A Outboard Mono

- 1.) Judi Hazlewood
- 2.) Richard Hazlewood
- 3.) Al Williamson

## B.C. IN '83

### RESULTS

#### A Offshore/Deep Vee

- 1.) Ed Fisher
- 2.) Howard Power
- 3.) Wally Stewart
- 4.) Mike Wight
- 5.) Judy Prigley

#### B Offshore/Deep Vee

- 1.) Bob Schleimer
- 2.) Cecil Reynolds
- 3.) Judy Prigley
- 4.) Mike Clerc
- 5.) Roger Wiechman

#### C Offshore/Deep Vee

- 1.) Bev Power
- 2.) Robert Holland
- 3.) Graham Swain

#### Best Offshore Appearance

- 1.) Brian Dallas  
"Sea Sweep"

#### B Outboard Mono

- 1.) Cathie Galbraith

#### Scale Unlimited-Main Event

- 1.) Al Williamson
- 2.) Doug Tumilson
- 3.) Ed Fisher
- 4.) Robert Holland
- 5.) Howard Power
- 6.) Gary Jensen

#### -Consolation Event

- 1.) Bev Power

#### Best Scale Appearance

- 1.) Bob Brackett  
"Atlas Van Lines"

#### Sport 40, Division I

- 1.) Don Tiffin
- 2.) Ron Neidigh
- 3.) Chuck McGaughy

#### A Hydro

- 1.) Wally Stewart
- 2.) Bob Atchley
- 3.) Ed Fisher
- 4.) Chuck McGaughy
- 5.) Cathie Galbraith

# INDY 12 HR.

# Challenge...

Report by Bob Leckron

The first annual Indy 12 Hour Challenge was held July 17, at the Castleton Square Mall in Indianapolis on the 1982 Nationals track. Three teams braved the heat, humidity, and occasional thunderstorms, and all three were able to finish the race. Team 1 from Indianapolis consisted of Jack Mueller, Bruce Oakley, Dale Smith, and Bob Leckron. They drove a Delta Eagle with a Picco motor and Kraft radio. Team 3 from Racine, Wisconsin had Greg Zielinski, Jim Lehman, Gary Andersen, and Mark Meyrose. Their car was a combination of a PB Alpha and an Associated RC 500. Team 5 from Chicago had David Kryszak, Kevin Kryszak, Murray Pipchok, Jim Garbo, and Dave Chin. They chose an Associated RC 300 for this race.

The race was scheduled for a 7:00 am start with a 7:00 pm finish. Racing would be stopped in the event of lightning or other severe weather, but rain alone would not bring out the red flag. Each car was required to use the same body and chassis for the entire race, and each driver was required to drive at least one hour total. Each team marshalled its own car, and the teams alternated in providing assistant scorers.

Race Director Ralph Spencer flagged the three cars away at 7 am sharp, with Jack Mueller driving the Indianapolis team to an early lead. Three laps into the race, the Chicago team ran into radio problems and made a long pit stop to change the radio tray. The Racine team stayed close for the first half hour, but they too had radio problems and changed

the receiver. This gave the Indianapolis team a substantial lead, and they continued to hold and expand the lead for the rest of the race. All three teams appeared to be about equal in speed, with the Indy team perhaps holding a slight edge. The big difference among the three teams was the ability of the Indy team to keep the car running and on the track at all times. Other than a change of half-shafts after 1 1/2 hours (the replacements were good for the rest of the race), and one unscheduled battery pack change, the Indy team had nothing but routine pit stops. The drivers generally drove for 40 minutes, and both receiver and transmitter batteries were changed on each driver change. The Eagle car was set up with very little steering, very little brakes, hard front tires, and a motor set a little bit rich. This setup encouraged (in fact, demanded) a very conservative driving style, which made tire changes less frequent. The Indy team needed only 2 pairs of front tires (Delta 314 D) and 4 sets of rears (Delta 340 A) to complete the race.

The racing continued to follow the same pattern until about noon with all three teams running well on the track, but the Indy team was stretching its lead by staying on the track longer. By noon the Indy team led by over 100 laps. But the skies were starting to darken, and at 12:15 it started to rain. By 12:30 the track was quite wet, but the race continued. Lap times slowed dramatically but by driving cautiously, the cars were still manageable. (Although Leckron was heard to ask his pit crew for "more front rudder.") Shortly after 12:30, race director Ralph Spencer heard thunder and

threw the red flag. The storm soon passed and shortly after 1:00 the cars returned to the still wet track. Under the wet conditions, the Chicago team had the fastest car on the track with their capped tires. A note in the Chicago log book reads, "Flat pan car with rain tires, seems to work better than suspension car with regular tires when surface is a swimming pool." The sun reappeared and quickly dried the track and the racing resumed its earlier pattern with the Indy club again extending their lead. The skies darkened again at about 2 pm. This time the lightning preceded the rain and the race was once again halted. This storm was more intense than the previous one and it gave the track a thorough soaking before it finally subsided around 3:00. The race resumed again on a very wet track, which did not dry completely until about 4:30. The third-place Chicago team again was the fastest on the wet track, making the most laps between 3 and 4 pm. The second-place Racine team spent some time in the pits while the track was wet, but still turned enough laps

to maintain more than a 150 lap lead on the third-place car. Bruce Oakley, driving for the Indy team, managed to drive from dry spot to dry spot well enough to extend their lead to over 160 laps at 4 pm. By this time, the track was dry enough to run at normal racing speed and the rain held off for the rest of the day. All three teams were still running well, in fact, all three turned their greatest number of laps in the final hour of racing. When the checkered flag fell at 7 pm, the Indy team had completed 1669 laps to take the victory. Racine was second with 1400 laps, and Chicago finished in third with 1242 laps.

The Indy 500 RC Car Club hopes to make the 12 Hour Challenge an annual event. The dates for next year's race have not been set, but we are considering a late September or early October date to put it after all the Midwest Series races. We hope to get 8 to 10 teams next year, and we will announce the dates as soon as possible.

B.L.

## RESULTS

TIME	TEAM 1 (Indy)	TEAM 2 (Racine)	TEAM 3 (Chicago)
7 am	0	0	0
8	168	122	106
9	320	261	228
10	484	419	344
11	656	565	398
12	834	725	545
1 pm	932	798	617
2	1031	881	713
3	1082	932	757
4	1161	994	843
5	1317	1084	937
6	1483	1225	1077
7 pm	1669	1400	1242

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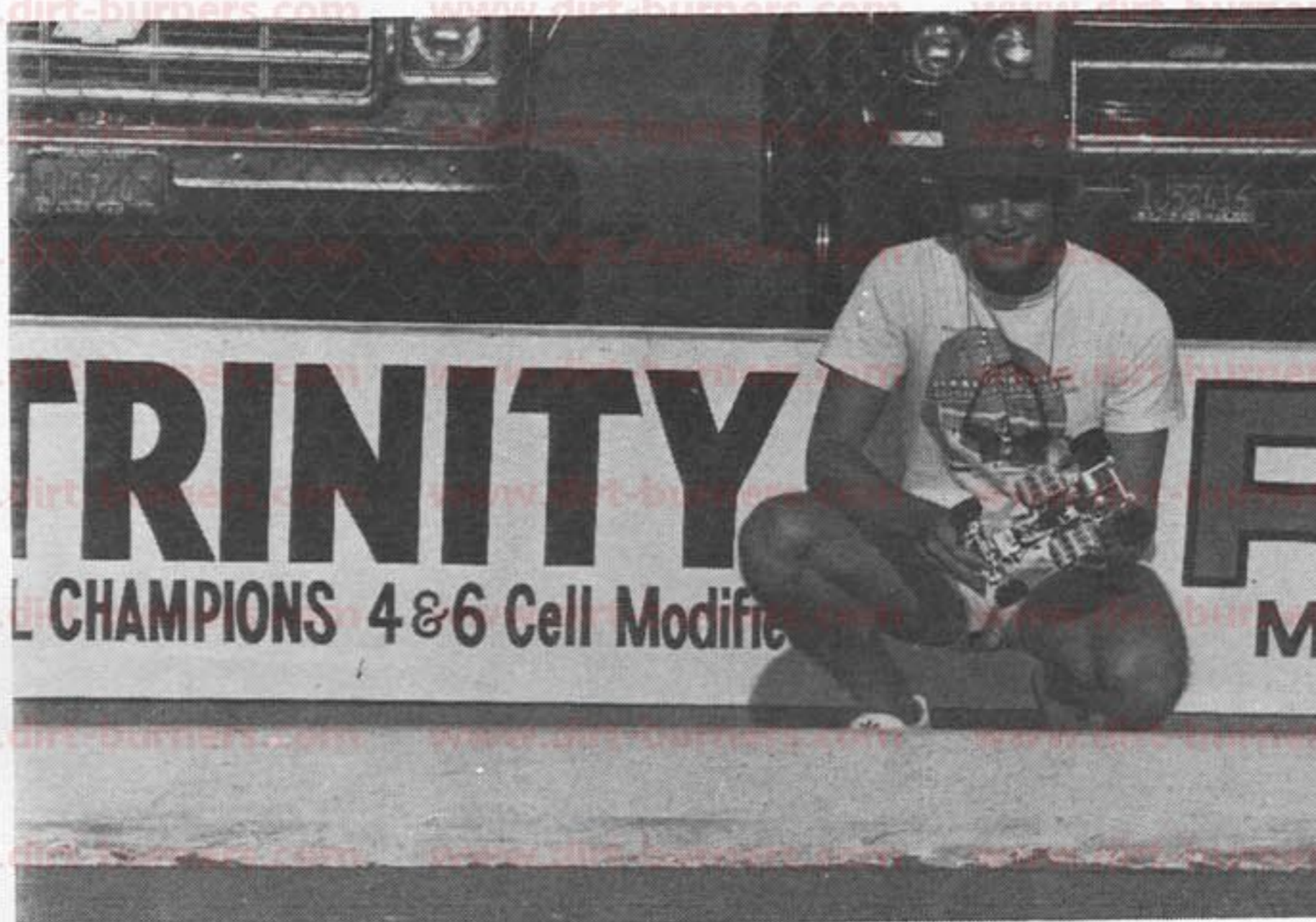
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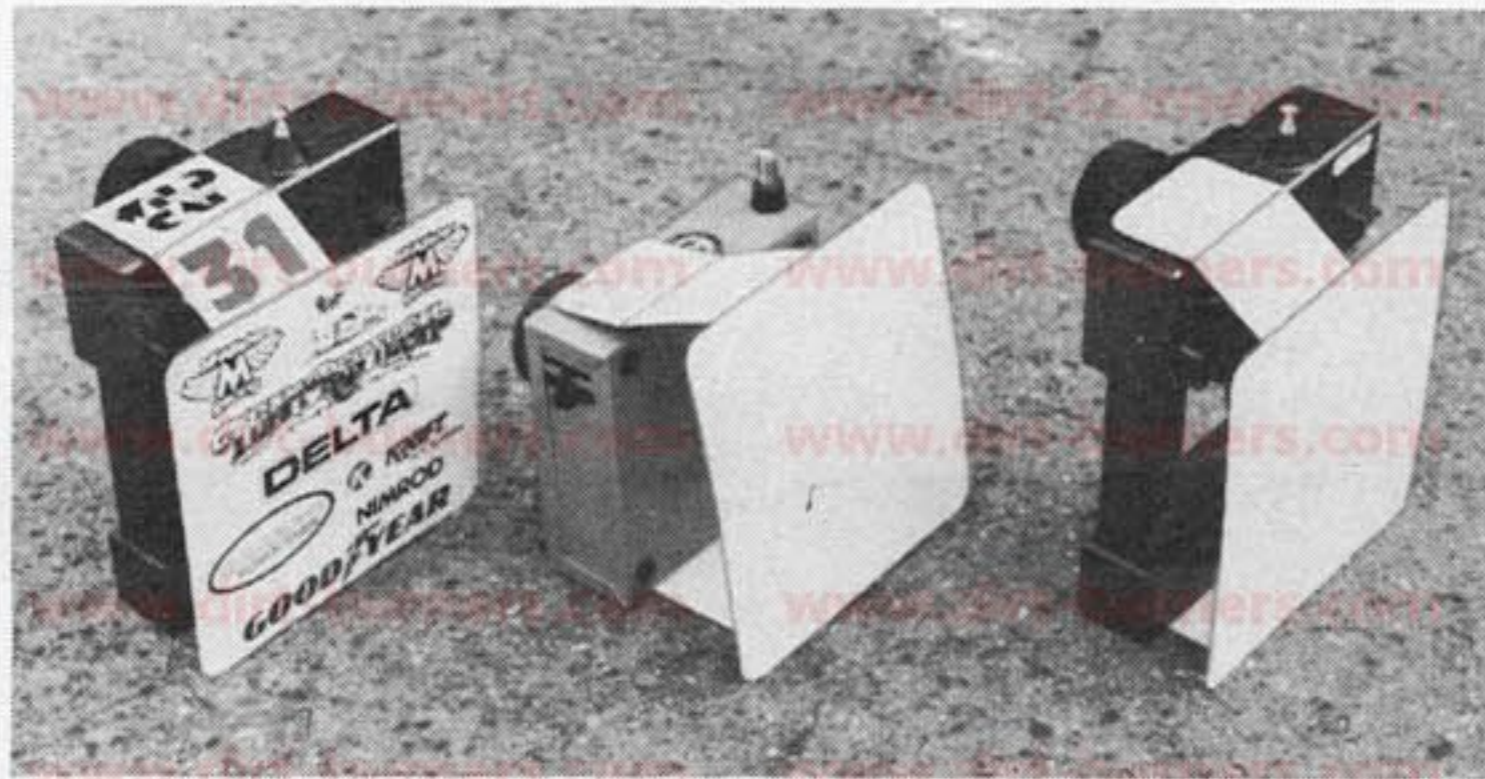
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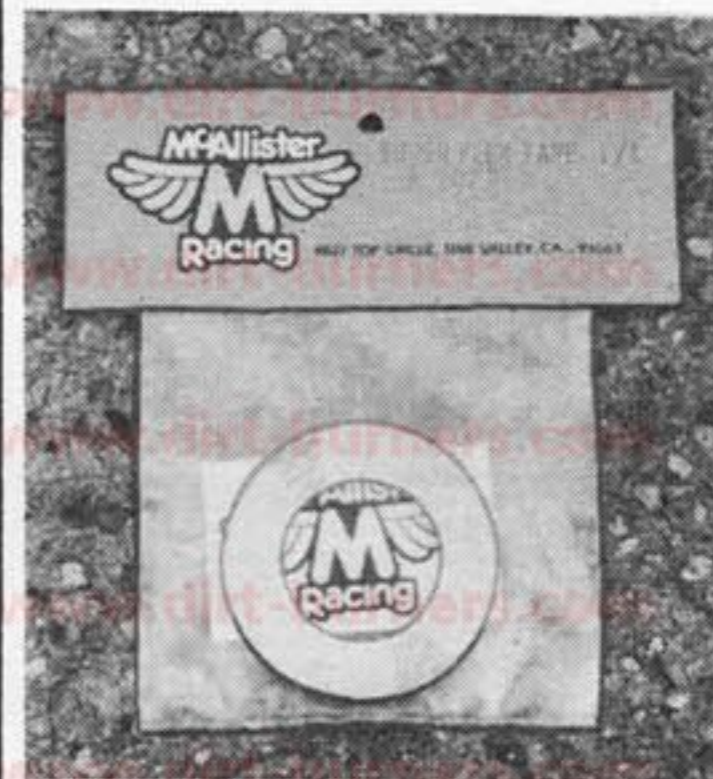
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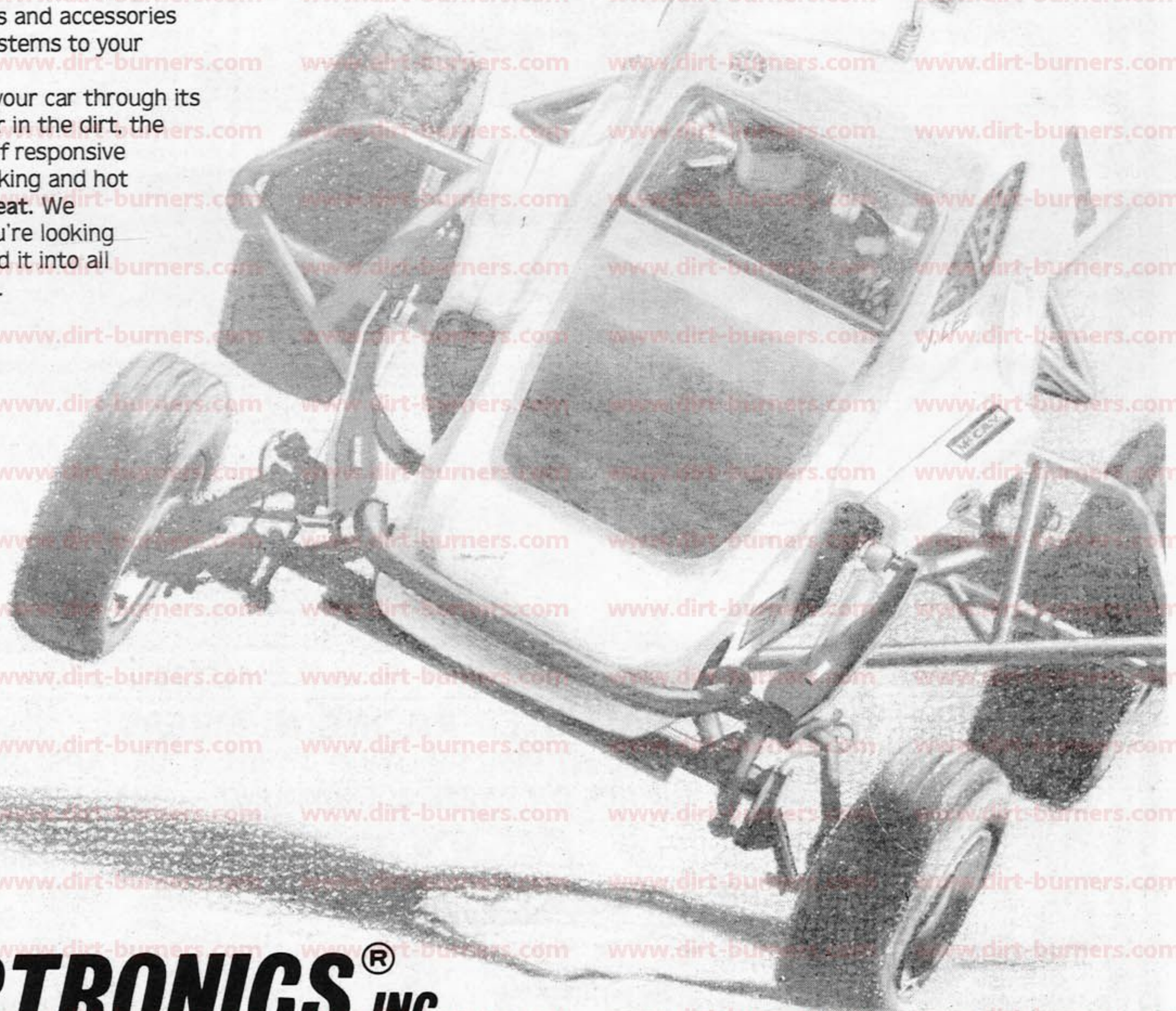
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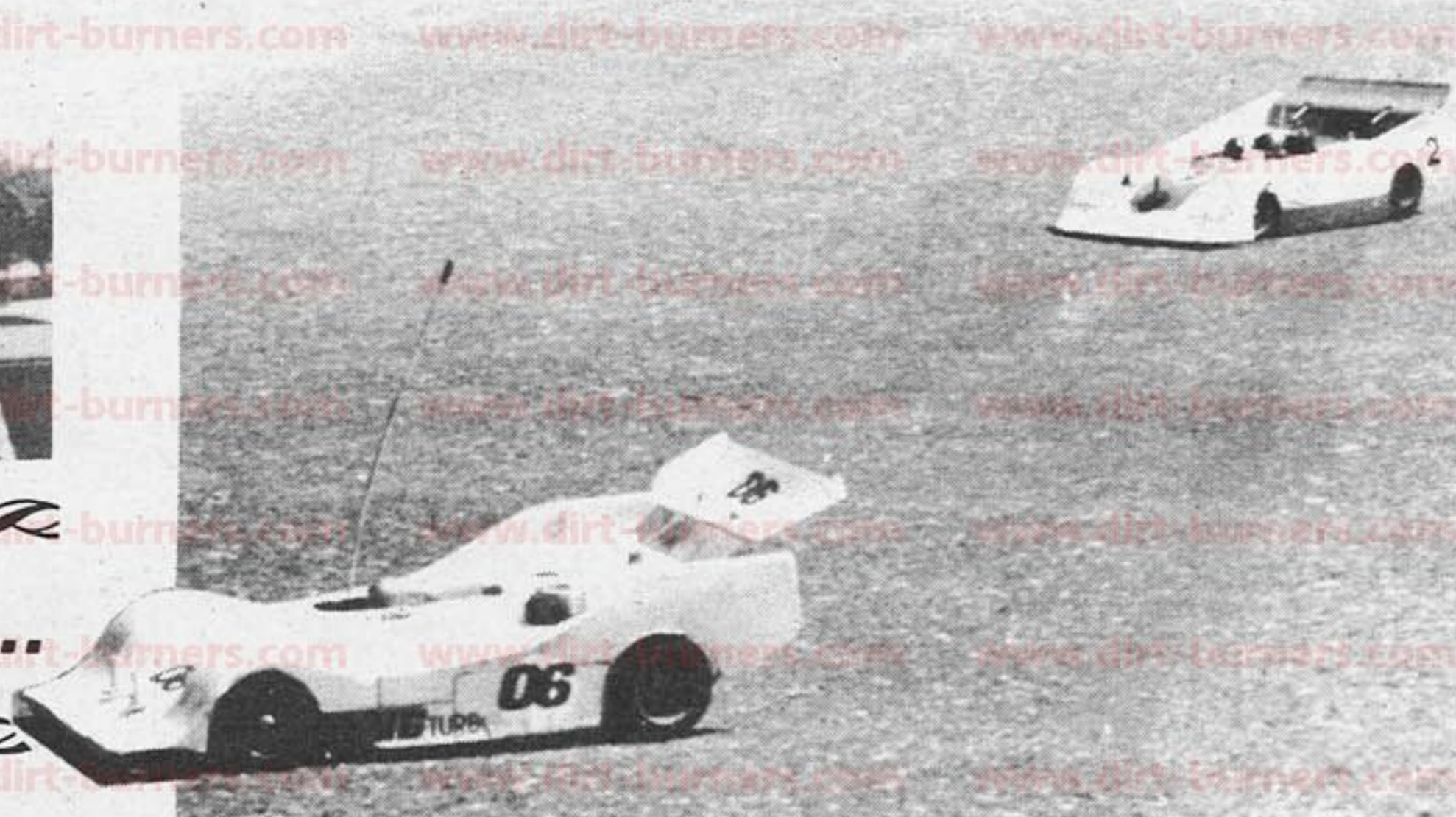


lots of time to practice. Six qualifiers also helped. By the time for the mains, it was surprising how few boards were hit. A good example of how a track can intimidate you if you let it. Anyway, NMRCRCC is looking forward to a new shopping center site in August. On brand new asphalt. They held a tape tearing-up ceremony at the close of this race.

Bob Sanders' special Formula traction juice got the practice speeds up in a hurry. Drivers were concentrating on getting just the right steering "squiggle" through the dog-leg in the center of the track. Eleven laps looked like a good run. A few quickly got to this level - Barry

back to the front. Near the end of the race, he was going C Main speed or faster. Rich Cunningham put his Super J in second and Rich Lynch placed third.

Jerry McGinnis had been dissatisfied with his speeds all through qualifying. In C Main, he kept polishing and polishing each corner and section. This got him to the top of C. In effect, C Main gave him fifty more laps of practice and gave him the confidence to move up to B. Bob Wellington was then awarded first in the C Main. At the banquet on Saturday night, Bob was honored with a plaque giving him lifetime membership in NMRCRCC for his



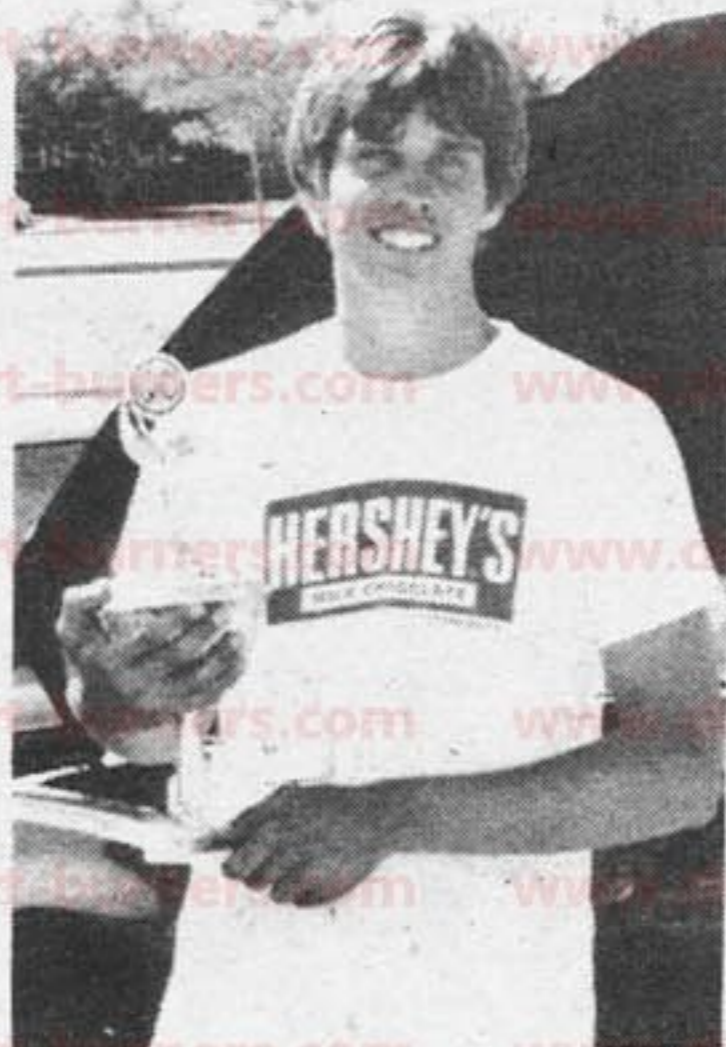
## The RIO GRANDE RACERS...

Story & photos by Leonard Chapin

July 2-3, 1983  
Albuquerque, NM

The Second Annual Enchantment 100 was again held on the "free parking lot" of the University of New Mexico - a quiet corner of the campus. NMRCRCC again presented this race. This time they moved the track on the asphalt a little to get a better surface. Galles Chevrolet is still right across the street. This year they've gone big time - they're sponsoring Little Al in Indy Car racing.

Many racers had problems before they really adapted to the track. The interior boards were easy to knock out of line and then they caused a lot of damage. On the other hand, the schedule went quickly - everyone had



The fast ones! (above left, r-l) Bob Sanders, Barry Grossenbacher, Maggie Turner, Jim Turner, Ralph Gutteriez. Les Elliot #06 (above) leading Jim Turner #2 in the A Main at the Enchantment 100. Photo. Lee Chapin.

Grossenbacher, Maggie and Jim Turner (Arizona drivers), and Les Elliot, Bob Sanders, Chuck Ohler, and Ralph Gutteriez (all of NMRCRCC). Other drivers took longer to get to the tens. No excuses. Lots of time to try and plenty of traction. Barry Grossenbacher was the stand-out performer. His 13 was easily Top Qualifier. The Main breakdown was approximately like this: 11's in A, 10's in B, 9's in C, and so on. Good chance for some close races.

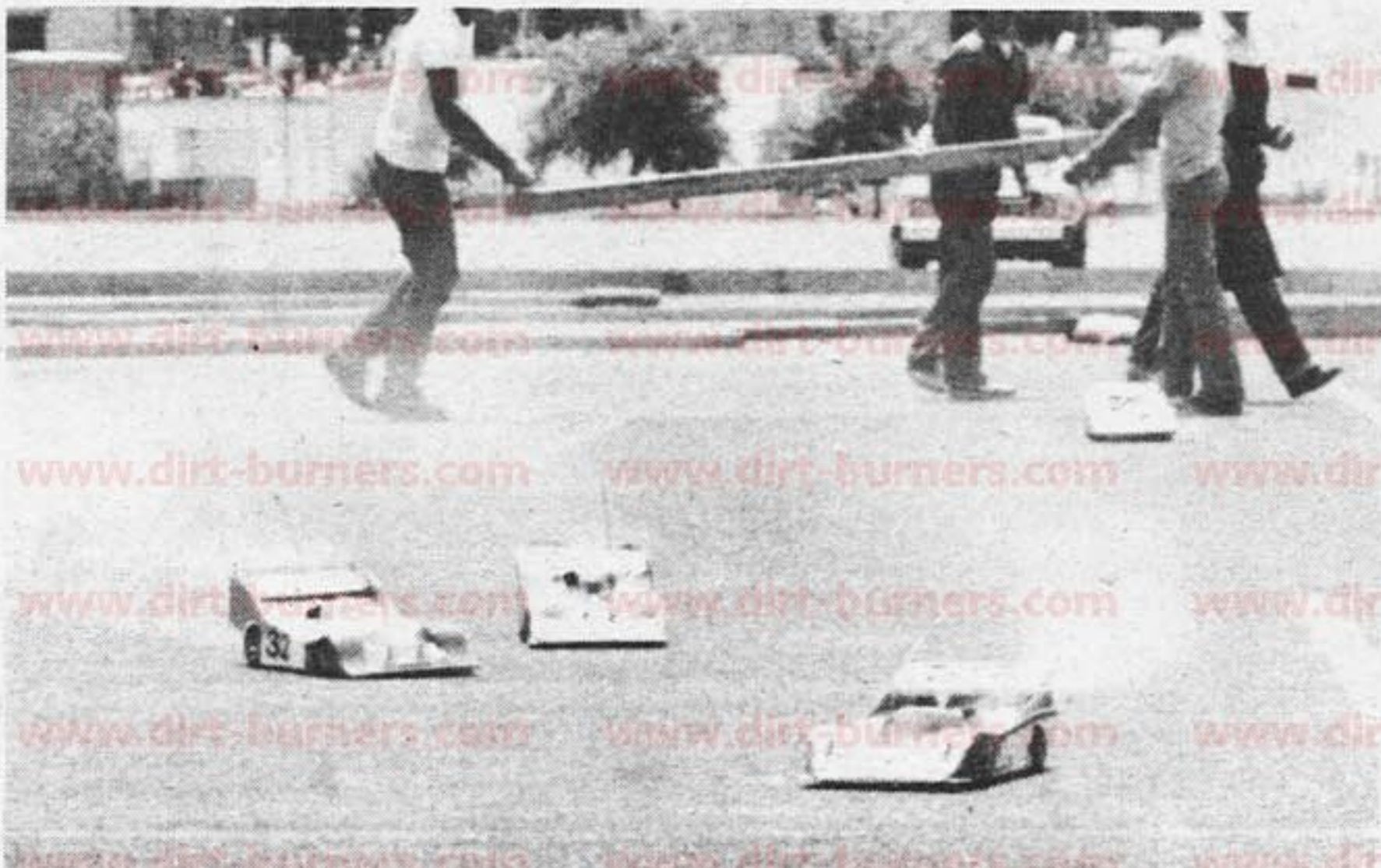
NMRCRCC (still a tongue twister) used a tape recorder to start the races and it worked very well. They also used a 2x4 to hold the cars at the start. Something like BMX bicycles. It was never clear if your pit man could also hold the car to keep it cleaned out. Some did and some didn't. In any case, when the flagman's assistants raised the 2x4, the starts were clean. The crashes were postponed to the first corner about 50 ft. away. This method does get the races off without big problems, but it sure doesn't help build the scale car image of R/C car racing. Learning the self-discipline to make a good start can be an asset to R/C car racing. Much better to watch a R.O.A.R. type start or even a rolling start. Harder to do, sure, but much more satisfying when you get it right. Enough soap box. On to the racing.

In the D Main, several had the chance at the lead. Carlos Austin has taken a break from racing while he got his ceramic mold brushes (Schmid Molds) going. He started a little rusty, but you could see it coming back each lap. He led the early laps until his engine stopped in the pits. He re-started and motored



extra services to the club. NMRCRCC does know how to express their appreciation. Also at the banquet, many prizes were given away from Duke City Hobbies and Westside Hobbies of Albuquerque and from McCoy Engines (C&H). Back to the C race. Rene Austin moved up to second. He was really looking good in this race. Just too many flame-outs. John Nigro placed third.

In the B Main, John Benore took the early lead. He had to borrow front end parts from Barry Grossenbacher to make the race. The dog-leg boards had wiped out his ball bearing spindle carriers. But then John's tires came off the wheels causing an extended pit stop. As it came to the end of the race, two thirds of the Sal Nigro Racing Team was in the money. Sal, Jr., in first and Sal, Sr., in second. (cont'd. next page)

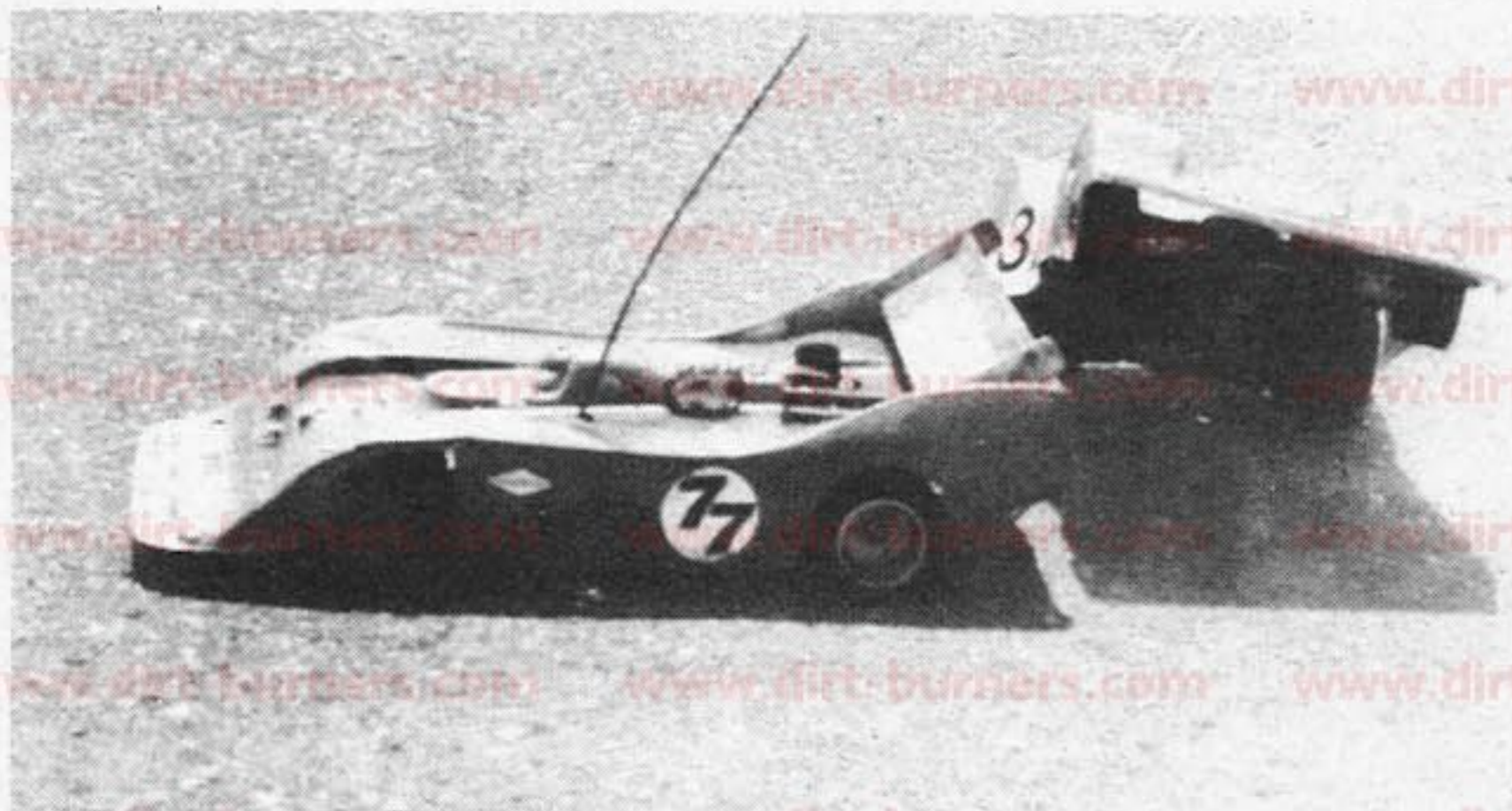


Barry Grossenbacher (Hershey's T.) A Main winner. Les Elliot (far right) wound up second in the A Main. Start of qualifiers used a "board" start, much like they use in BMX and MX races. Lee Chapin.



The Sal Nigro Race Team (above) and their booty. (l-r) John Nigro, 3rd in C.; Sal Nigro, Sr., 2nd in B; Sal Nigro, Jr., 1st in B.

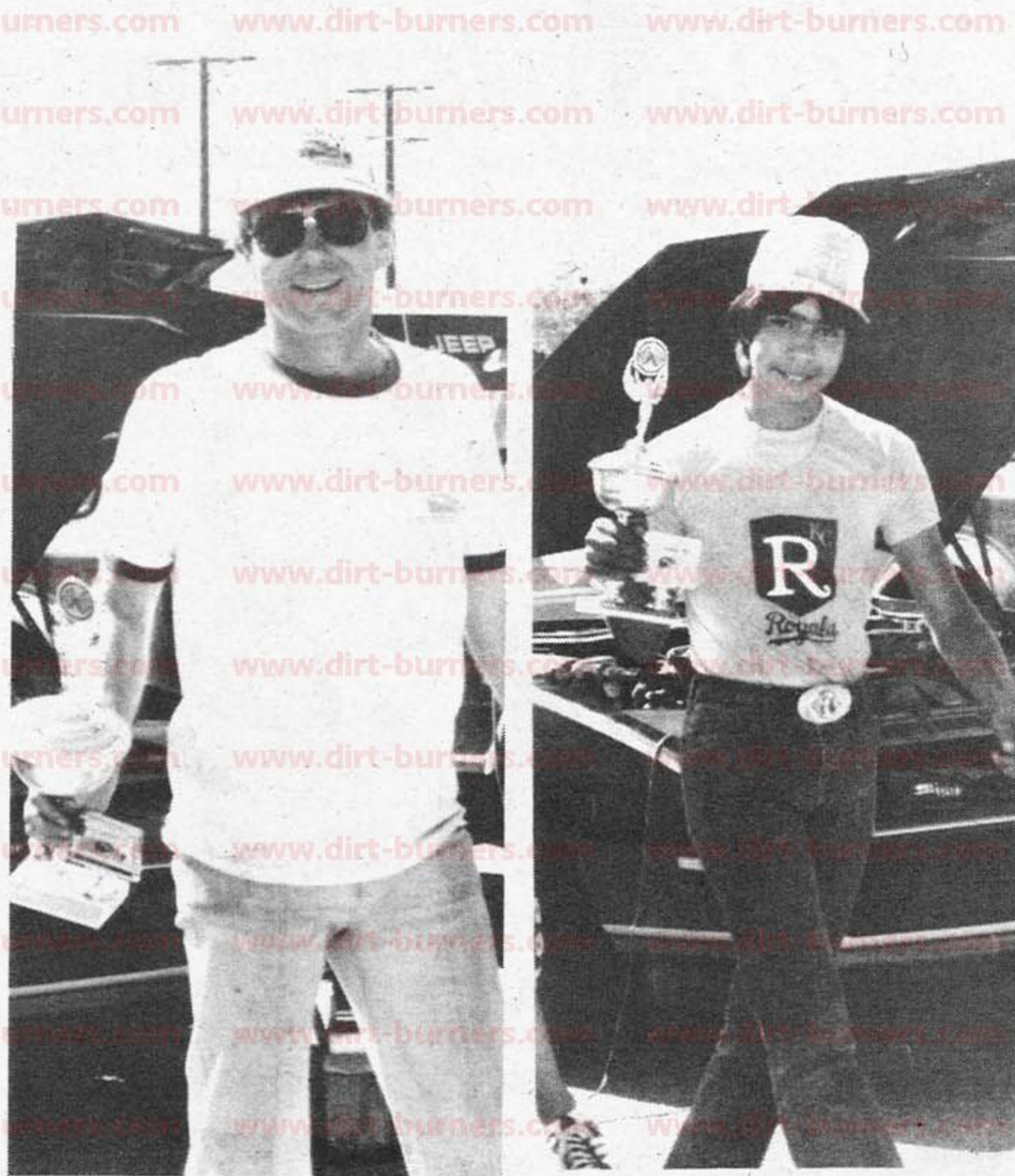
Danny Alvarado #3, disputing the best line with Sal Nigro, Jr. #77 (below). Photo. Chapin.



Jerry McGinnis had worked up to third. He added 125 laps of racing experience this weekend. Combine that with the new Eagle he's building, and he'll be an A Main contender in El Paso this Fall.

The A Main was worth waiting for. Just to watch Barry drive, if nothing else. His lines were almost perfect on every lap. He got slowed down by

lapped traffic perhaps three times in the whole race. At about 60 laps he lost concentration and hit the boards - once. If only the rest of us could go like that. Barry was going to win if his engine kept running. And it did. His RC 500 was just as fast as at the Winrock Can Am. And just as stable. Barry was racing a very nicely done Ford C 100 body and it looked



Bob Wellington, first in the C Main.

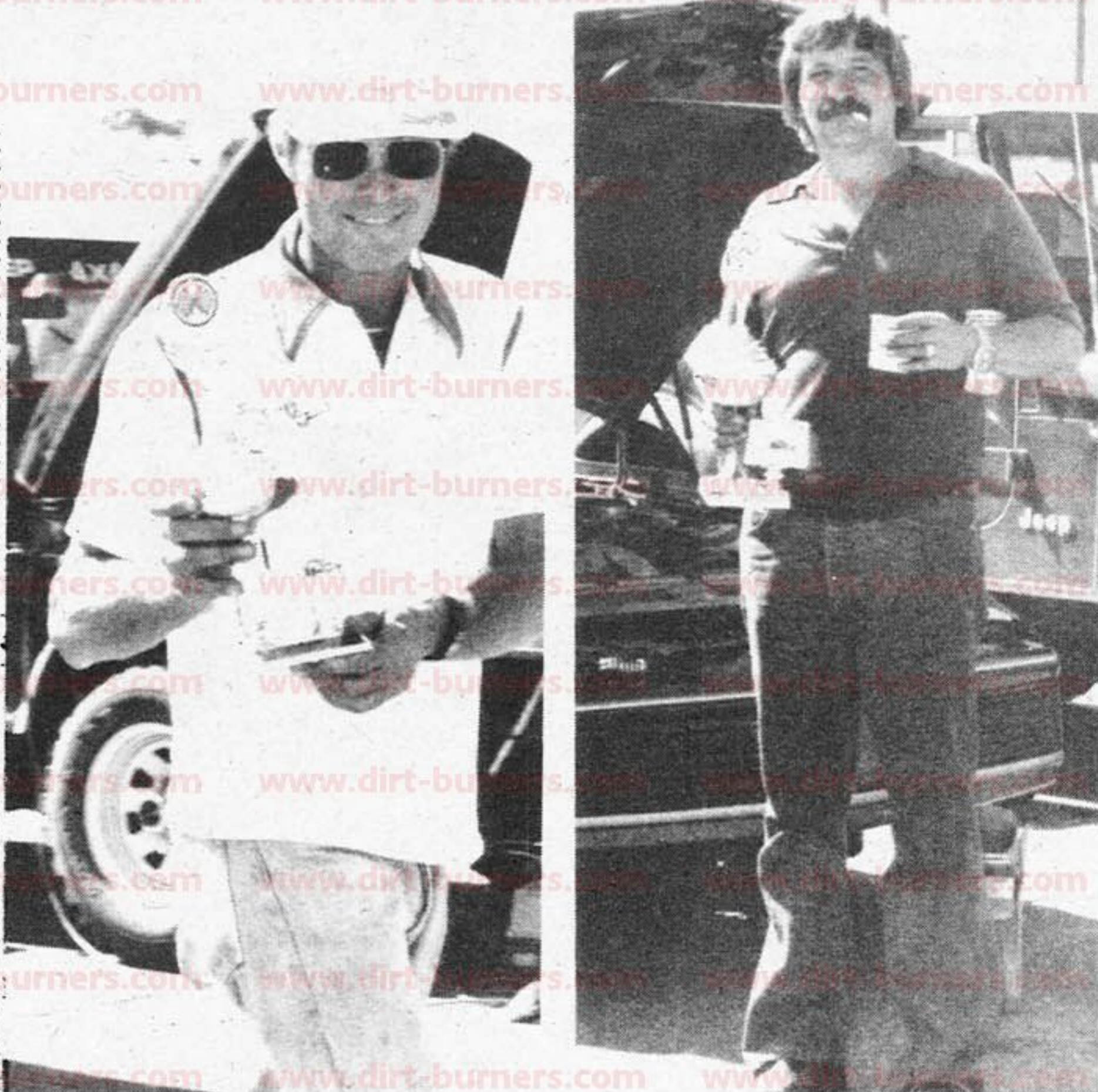
Rene Austin took second in the C Main.

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\*\*\*\*\*



Jerry McGinnis, was third in the B Main.

Carlos Austin took first in the D Main.

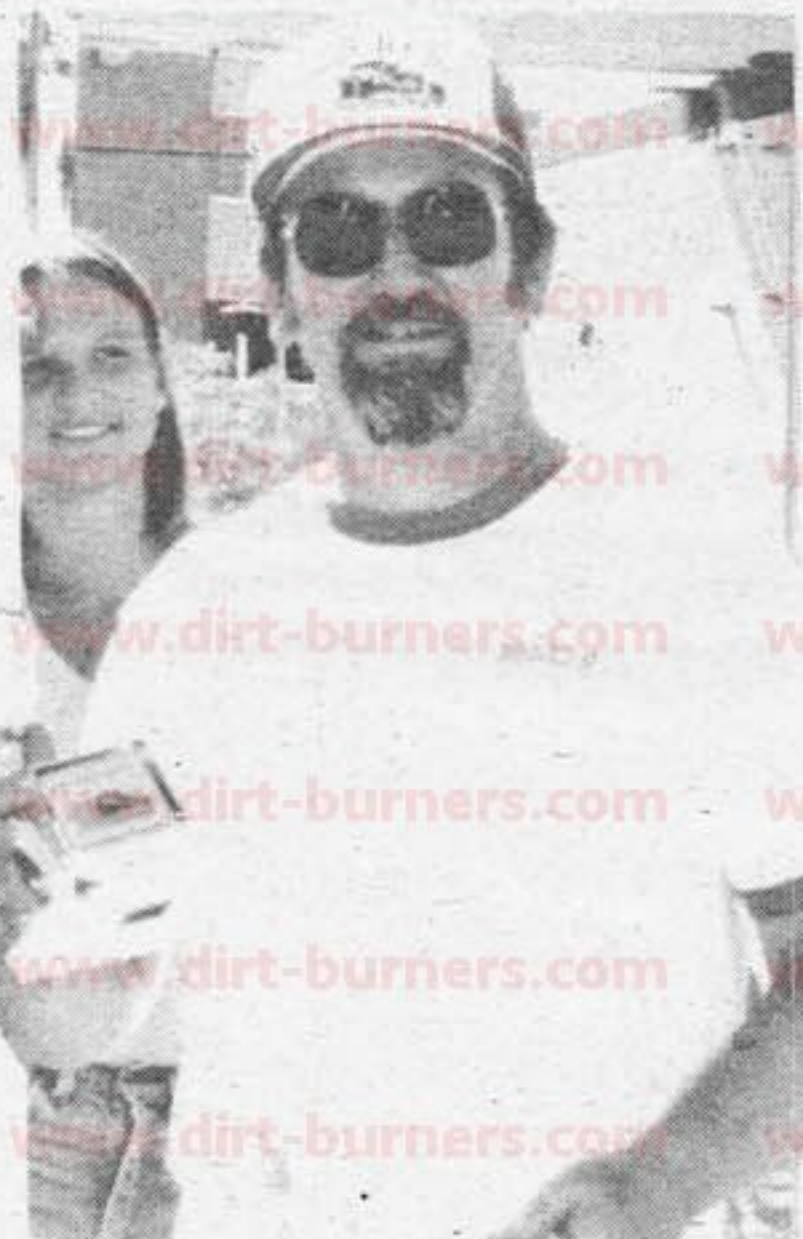




"Fancy meeting you here." Rob Baril (99) and Sal Nigro, Sr. (79) on collision course. Photo Chapin.



Dave Herms (top left), winner of the Hard Luck trophy. Herms' car #69 takes the lead after the first turn (above).



Rich Cunningham was 2nd in the D Main.



Rich Lynch, happy smiles as the 3rd place finisher in the D Main.

impressive. Now it's time to say: "It's about time." Les Elliot finished a big race. Didn't break. And he was going fast all the way. He said before the race that he didn't think that he had ever gone 100 laps. Well he came close on this one. Bob Sanders ran strong all the way to take third.

At the trophy presentation, Dave Harms won a "custom" Hard Luck Trophy that Bob Sanders had assembled from his broken engine parts. All carefully mounted on a wood plaque. Bob said that if you put them all together, they still wouldn't run. Dave is one of NMRCC's good workers, and it's too bad he didn't get to race.

In summary, NMRCC put on another pleasant race. As much a social get together as a competition. Their drivers are making big improvements and they'll be a challenge when they come to El Paso on Labor Day.

#### RIO GRANDE RACER NEWS:

The 1983 Summer/Fall Rio Grande Series starts the 31st of July and will continue into December, but the big news right now is the Third Annual El Paso Can Am (Labor Day weekend, Sept. 2-4). The new track layout is down. The final report from the prize committee is due the first of August.



Marty Sanders, Race Director for the Enchantment 100, enjoying her job of trophy presentation.

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And everyone's (Rio Grande Racers, anyway) blood is running faster with anticipation. And then there's the Region Four Championships added on as frosting. Couldn't ask for a better opportunity to make it big.

**MORE SOAP BOX:** It's a shame that Barry Grossenbacher wasn't named to the U.S. ROAR World Team. Politics aside, he's a better driver than many on that team. He's won bigger races than many selected. He has better and faster equipment than many. And he has, perhaps, the most experienced "pitman" in RC car racing; his dad, Lou. ROAR needs to get its act together and establish a pre-determined procedure for this selection. Perhaps a regional and national points process that is not dependent on the wealth and popularity of the candidates. The first honor should be earning a place on the World Team. Plenty of alternates could be selected to fill in for those not able to go. That's enough. Let's race!

L.L.C.

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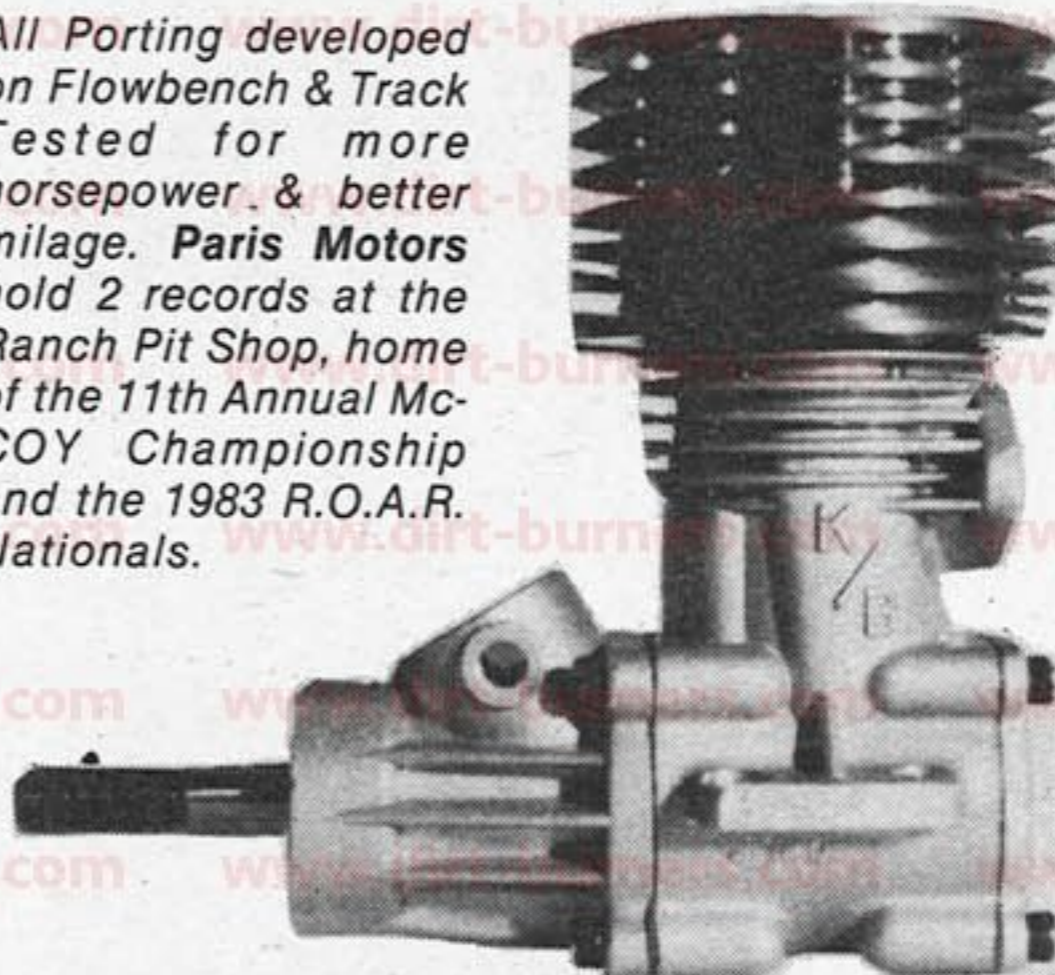
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The future in R/C racing. Jessie Williams warms up her electric car but didn't get a chance to race because it was past her naptime!

# SUSQUEHANNA AREA SARCAR RADIO CONTROLLED AUTO RACERS

Story and photos by Steve Williams

July 24, 1983  
Susquehanna, PA

It hadn't rained in Central PA in a month, but guess what happened on the weekend of July 24th when SARCAR was to hold its second Mid-Atlantic race...that's right, rain, but we were lucky as it only threatened on Sunday. Rain on Saturday night cancelled racing at the nearby 1/2 mile dirt Selinsgrove Speedway, which is a favorite haunt of most drivers when racing in the area.

The track was dry in time for controlled practice and the rest of the day went on as scheduled. Indy bodies on an oval are always fast and produce some spectacular, crowd pleasing crashes, and today was no different, especially in the fourth turn which is always like glass.

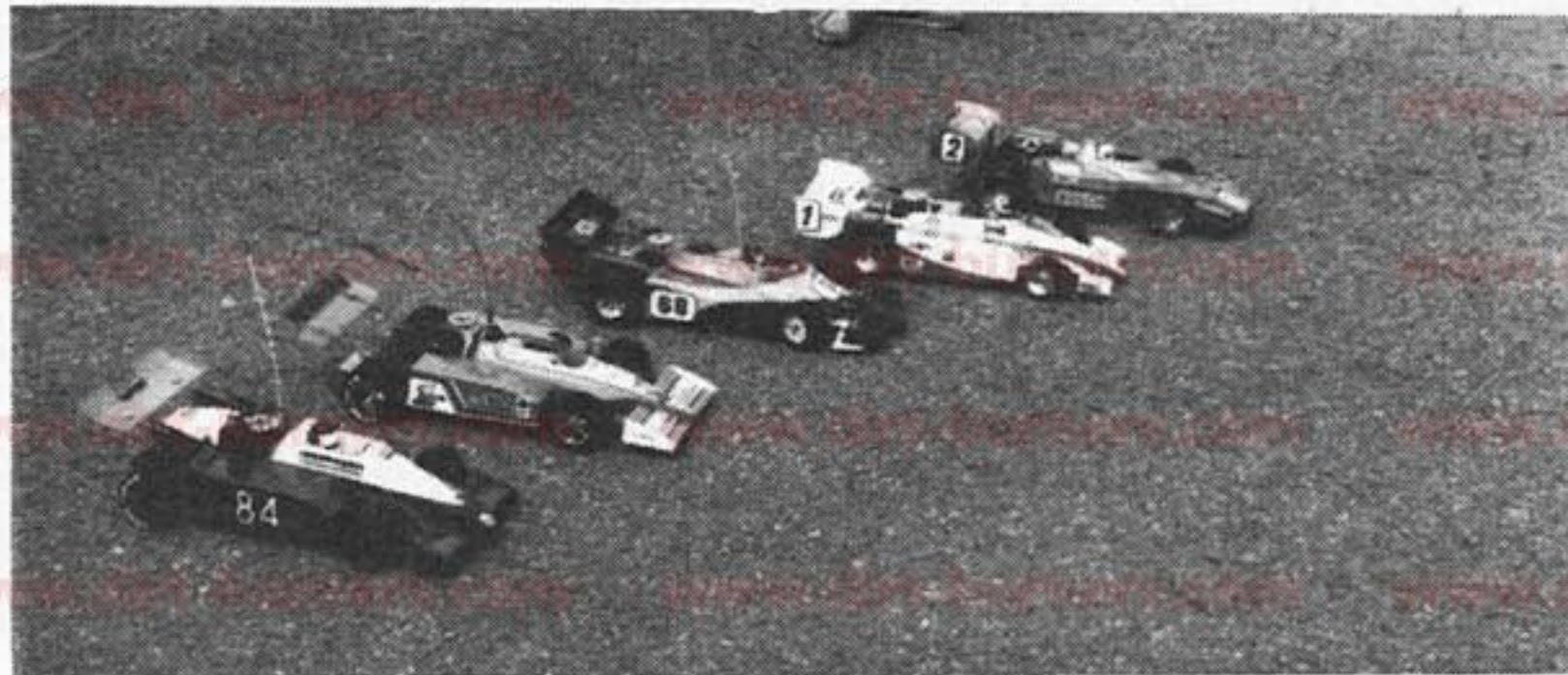
Nobody got around fast until the



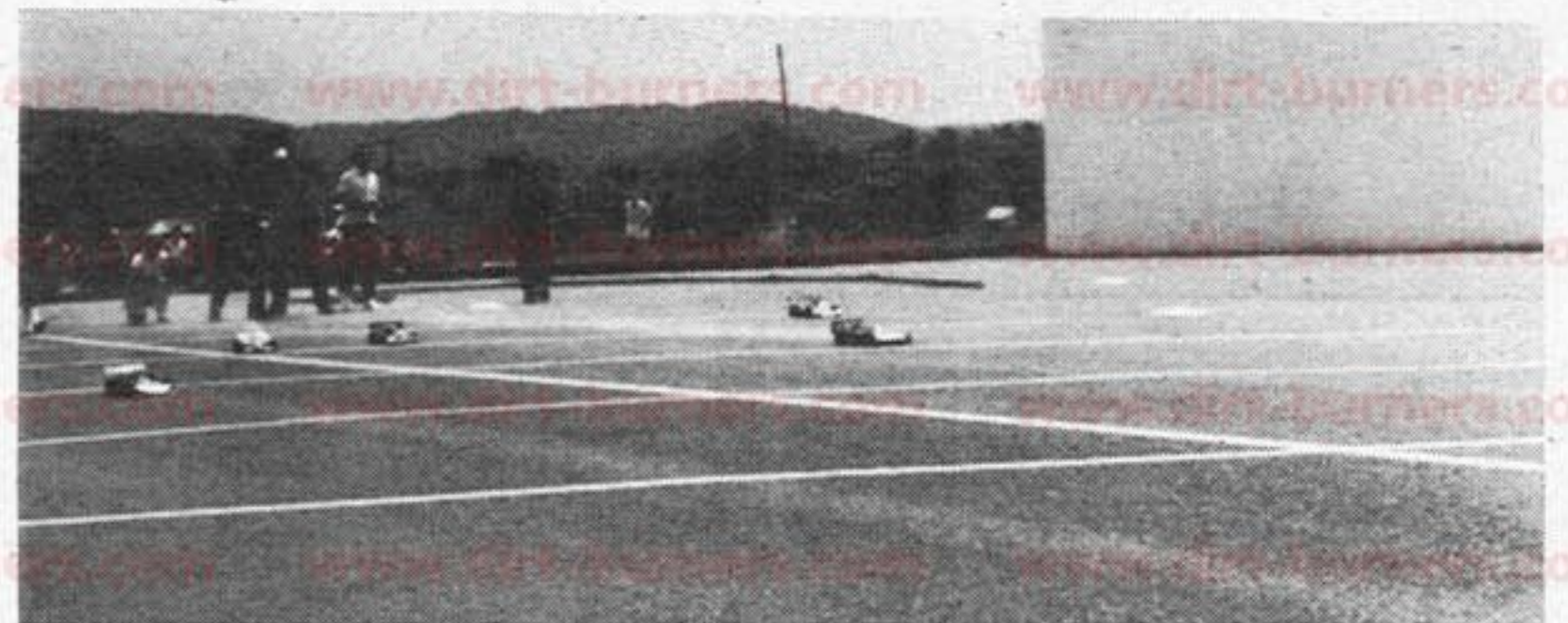
Novice winner, Todd Hoover (top left & right). Drexel Williams (above) on right collects his trophy from Steve Williams (no relation) for his Super Stock win.



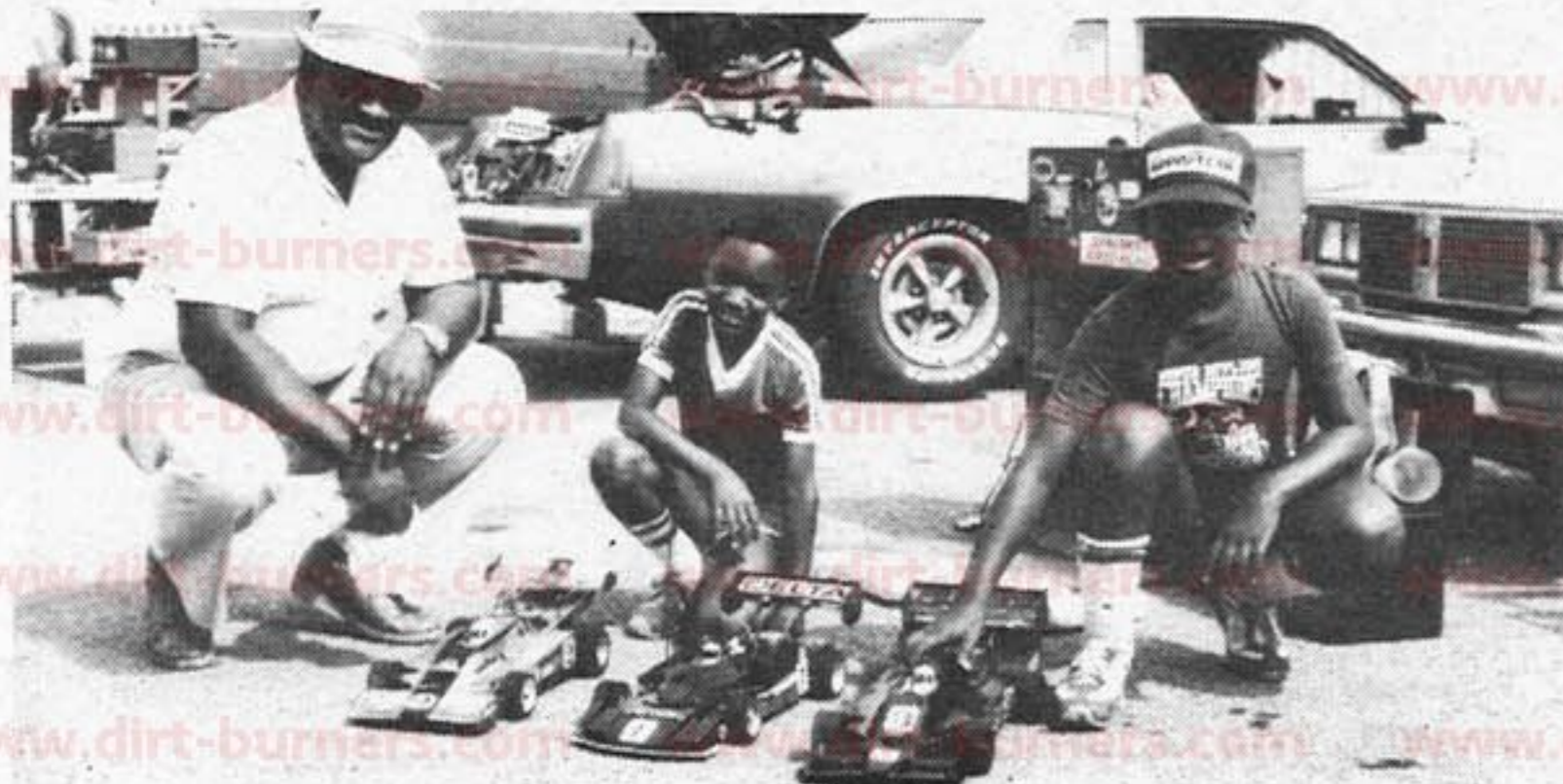
The "Voice" of the speedway, Dave "Crash & Burn" Ewing.



The Concours. Car #1, second from right, won and car #1, second from left, was second.



Start of the Main.



One of the reasons the Mid Atlantic Championship Series is so successful is family participation. Here Tom Abernathy takes time out to pose with sons Troy and 26 Tommy.



The unsung heroes, scoring the A Main.



Dave Ewing #3, leads A.B. Markunas under the #1 of Earl Nester.



The Mid Atlantic Championship Series racing gang.



Fresh from Carnoux, France, Chuck Wiggins showed everyone the fast way around.

second round when Tony Markunas of Northumberland turned 27 laps for fast time of the day.

Tony is one of the always tough SARCAR (alias Pennsylvania Posse) oval trackers and had won the initial roundy race held in Glen Burnie, MD.

The first main of the day was the Novice main and was won by a local hotshoe Todd Hoover of SARCAR in only his third race ever, he beat Tommy Abernathy by a few feet.

The Super Stock main saw Drexel Williams pull ahead of Buddy Taylor in the final few minutes to win.

The E main became a battle of who's car ran the longest. Wayne Smith of SARCAR finally outlasted Frank Lafferty for the win.

The D main saw Mike Honberger of SARCAR win easily over Mark Hough and Jerry Borasso.

The C Main was won by Bob Foltz of SARCAR who remains perfect in Mid Atlantic competition over Mark Masser who retired after today and Steve Williams who ran out of fuel with 1/2 a lap to go.

The B main had another SARCAR winner in A.B. Markunas who beat Frank Wong and Paul Snyder.

The lap totals had climbed all day and everyone assumed that the A main would hit 100 laps in 15 minutes. The drivers were Ralph Phillips and Chuck Wiggins, both from the Washington D.C. Club, both with Delta Eagles, and both just back from Carnoux, France; Gary Soltys and Tom Ramundo both from the Albany, NY club, both with SG's; Tony Markunas from SARCAR with a PB Alpha and another SARCAR racer, Dave Bailey who cut his teeth on the tough PA ovals, also with an Alpha.

At the start it looked like Markunas was once again the one to beat as he rode around in the lead for about the first half of the race. It was about this time when Chuck Wiggins, who was hanging around in second, started to turn up the boost a little, closed in and passed Tony. Wiggins and Markunas ran within about 10 feet of each other until about the 14:59 mark when all of a sudden Markunas' car stopped and Wiggins went on to win by half a lap. Tom Ramundo was third, Gary Soltys was fourth, Dave Bailey in fifth, and Ralph Williams in sixth.

S.W.

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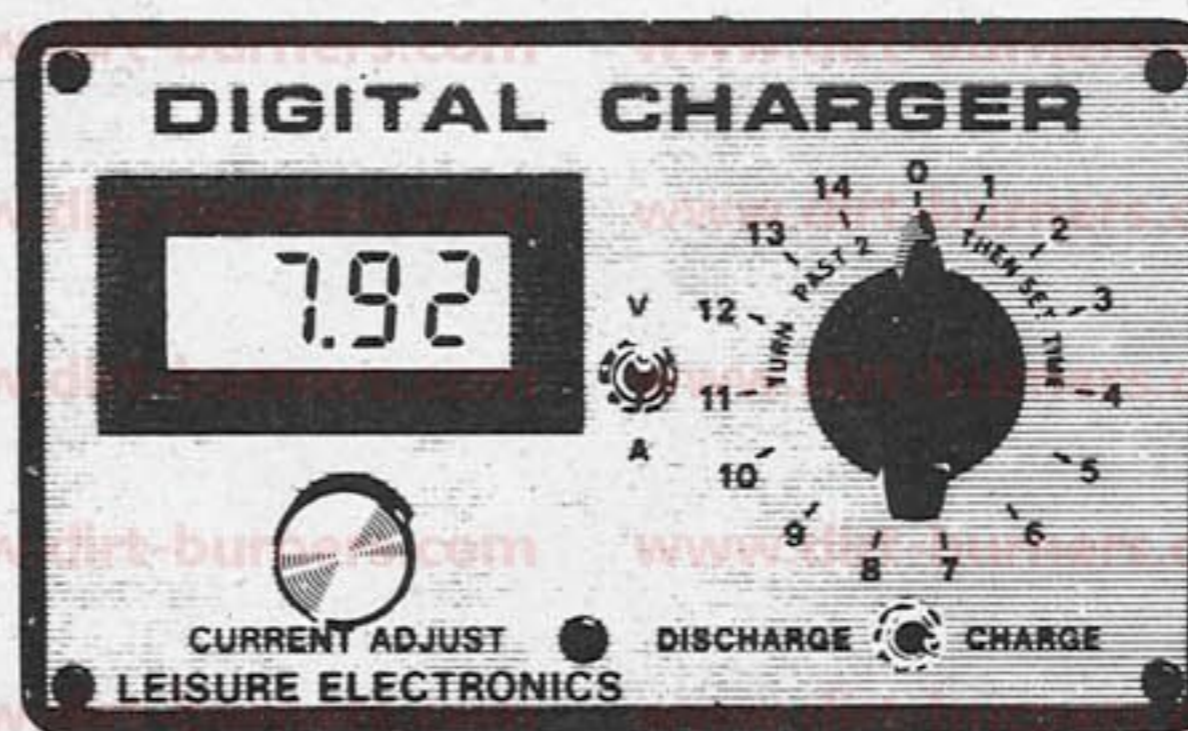


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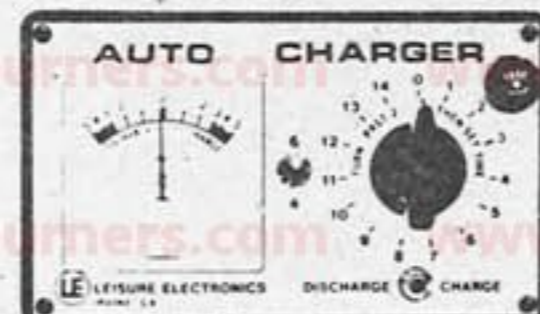
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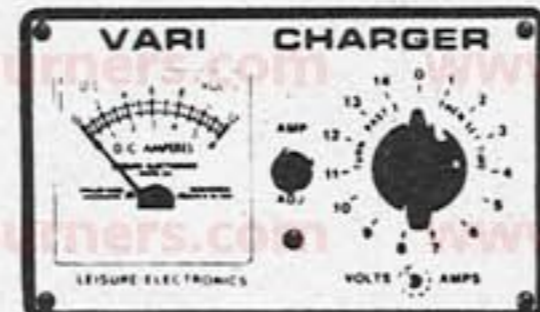
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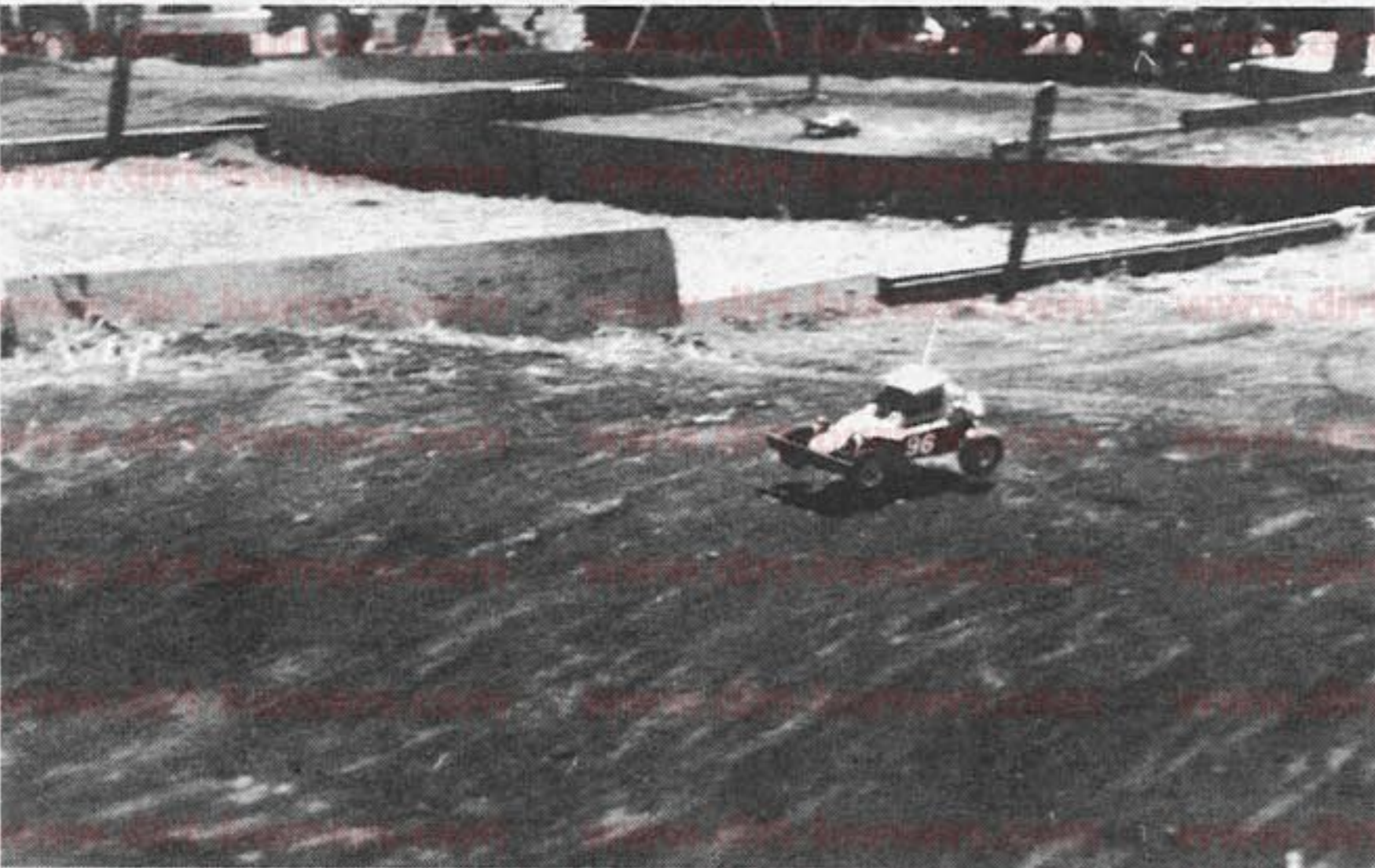
# Big Island R/C OFF ROAD Jammers

Story & photos by Ricky Ogata

July 31, 1983  
Honolulu, HI

Race conditions turned out to be terrific on this last Sunday of July, with light rains from the night before and early Sunday morning helping to keep the track well packed.

For the first time, all races were video taped by Galen Mizuguchi. The video tapes will be shown at the Hawaii County Fair display in September to encourage public awareness.



First place in Stock was #96, Derrick Diego.

Well, back to our races! Three qualifying heats were run for all classes starting with the modified, stock and open class. Qualifying was fast and furious because of the excellent track conditions.

**MODIFIED B:** Galen Mizuguchi won this race by leading from start to finish. Second place was held by Ricky Ogata until midway through the race when he dropped to third place because of car problems, so Chuck Keehne took second place.

**STOCK B:** After being involved in a five car crash at the start of the race,

Ronald Silva was the eventual winner. In second place was newcomer Kevin Galinto, and third place was Alex Quebral. Fourth and fifth were newcomers Steve Frendo and Kimo Queypo respectively. Finishing last was Richard Silva.

**OPEN B:** Flying off the starting line was Ricky Ogata with a full half lap lead after six laps, but on the seventh lap the front spindle on his car broke and he ended up in last place. Better luck next time! Chuck Keehne won first place and bumped up to the A main. Second and third places were won by junior racers Rayson Sakoda

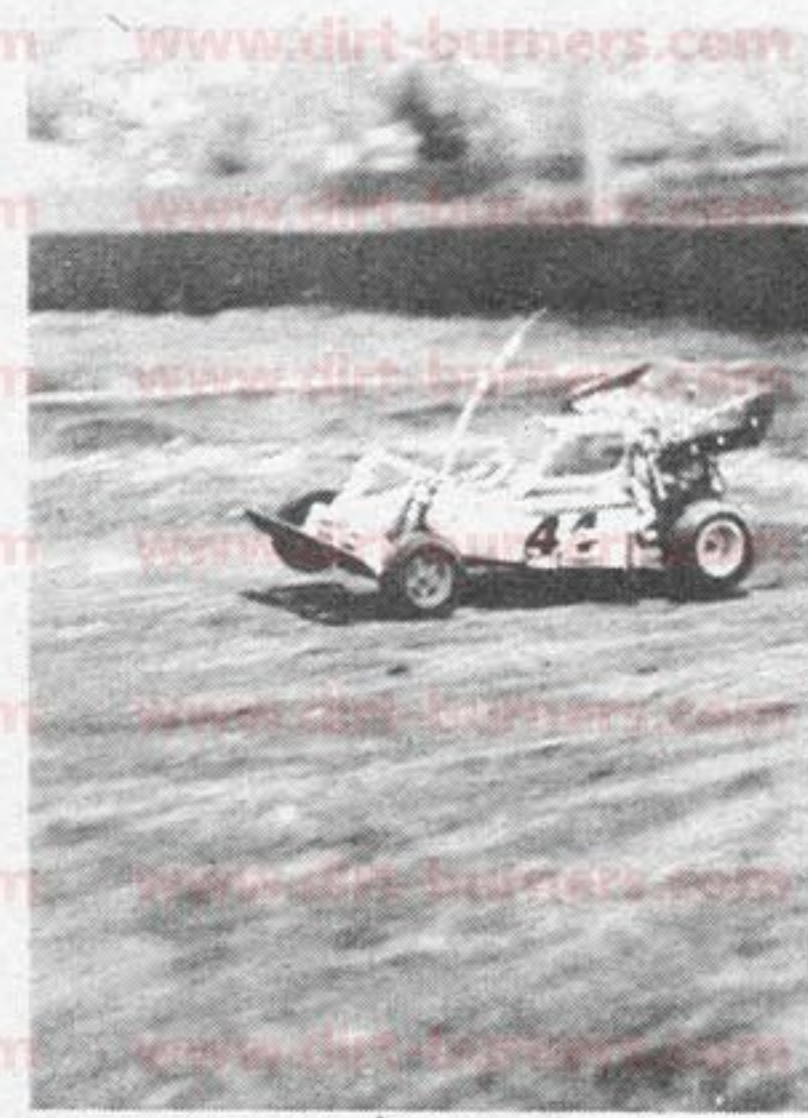
and Lee Urasaki.

**MODIFIED A:** After having breakdown problems in all three qualifying heats, Galen Mizuguchi made a spectacular win after bumping up from the B main, winning for the first time with his Cox car. Second place went to Charles Kawamoto who raced for the first time after six months of "retirement," and third place went to Gary Galacgac.

**STOCK A:** Derrick Diego gave an impressive race by flying off the starting line and was never challenged throughout the entire race. One lap down from the leader was Robert



First Open A Main winner, Al Haraguchi, #32.



Finishing second in the Open A Main was #44, Galen Mizuguchi.

Silva in second place, followed by Rodney Kekaulua in third.

**OPEN A:** Our final race of the day was won by Al Haraguchi who won this class for the second month in a row. Following by a close second was Galen Mizuguchi, with Gary Galacgac in third. Chuck Keehne came in fourth place after bumping up from the B main. Robert Newcomb raced in the Open division for the first time and took fifth place.

Well, that's all for this month folks! Our next race will be held on Sunday, August 28, 1983. ALOHA and happy racing to you all.

R.O.

## POINT STANDINGS (after July 31, 1983)

### MODIFIED CLASS

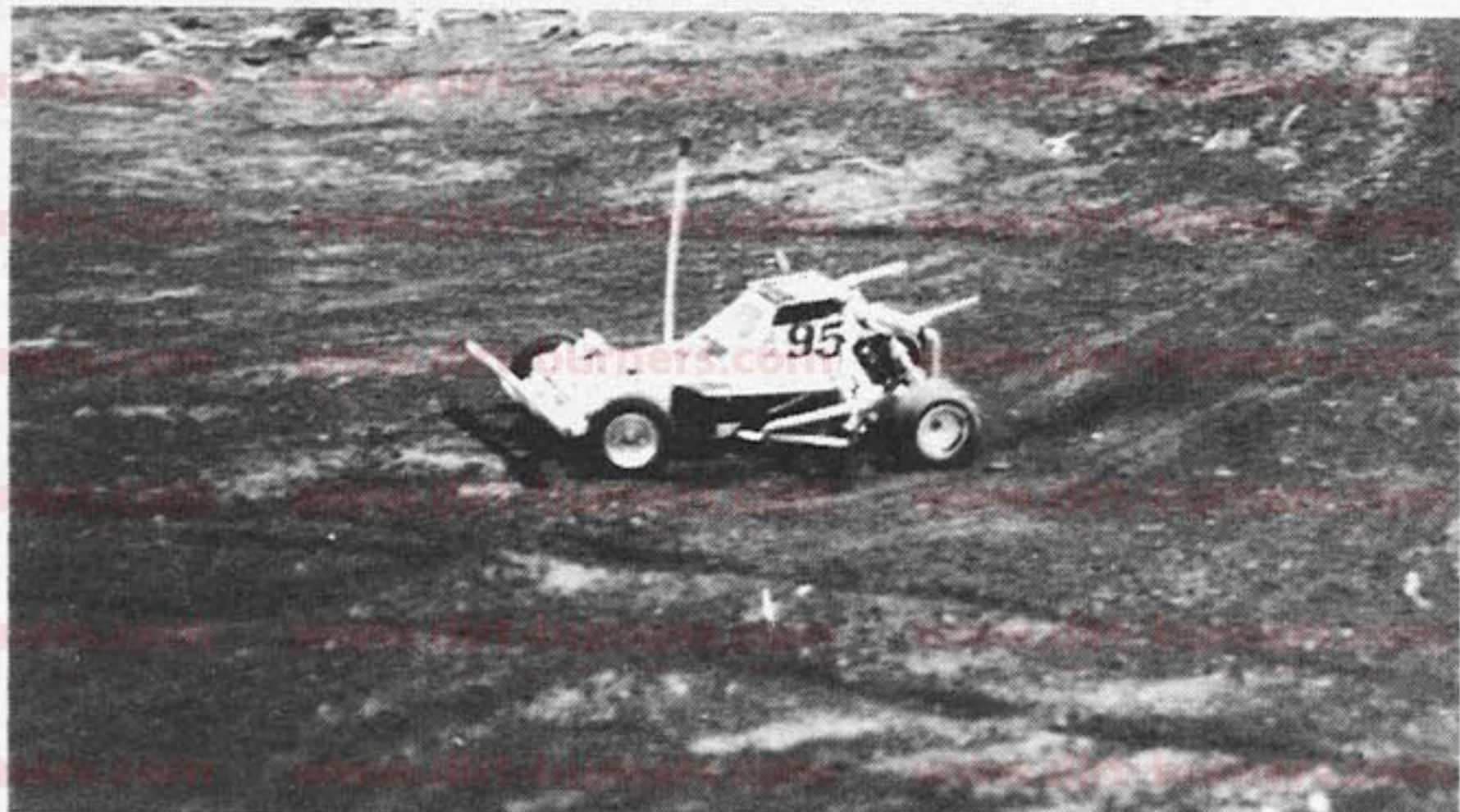
1. Al Haraguchi 591
1. Gary Galacgac 591
3. Galen Mizuguchi 580
4. Richard Seto 578
5. Ricky Ogata 552
6. Chuck Keehne 467
7. Mike Makekau 378
8. Reid Harlocker 350
9. Robert Newcomb 275
10. Jiggs Garcia 198
11. Charles Kawamoto 188
12. Steve Medley 175
13. Billy Palea 170
14. Jay Nakahara 100
15. Stan Huihui 88
15. Danny Stotenberg 88
15. Melvin Uechi 88
15. Ryan Honbo 88
19. Eddie Huihui 87
19. Robert Garcia 87
19. Jeff Hironaga 87
19. Earl Honbo 87
19. Jason Uechi 87

### STOCK CLASS

1. Derrick Diego 596
2. Robert Silva 591
3. Alex Quebral 558
4. Brain Kalawe 553
5. Richard Silva 552
6. Rodney Kekaulua 545
7. Les Iwashita 483
8. Ronald Silva 476
9. Ben Nary 438
10. Richard Kaleohano 294
11. Dennis Segawa 272
12. Dean Shigeta 262
13. Clyde Nakamura 179
14. Danny Stotenberg 90
15. Kevin Galinto 89
16. Steve Frendo 87
17. Kimo Qeyepo 86
18. Ralph Takfuji 85

### OPEN CLASS

1. Gary Galacgac 591
2. Al Haraguchi 587
2. Galen Mizuguchi 587
4. Robert Garcia 471
5. Chuck Keehne 461
6. Rayson Sakoda 458
7. Lee Urasaki 441
8. Mike Makekau 382
9. Ricky Ogata 275
10. Jiggs Garcia 199
11. Reid Harlocker 174
12. Jay Nakahara 98
13. Robert Newcomb 96
14. Greg Pa 94
15. Charles Kawamoto 89
15. Earl Honbo 89
17. Emale Carvalho 88
18. David Marise 87
19. Ryan Honbo 86



Chuck Keehne took the top honors in the Modified A Main with his #95 car.

# Midwest Series Race #1

Report by Bob Leckron

July 30-31, 1983  
Columbus, OH

The rain that has followed this year's Midwest Series finally held off long enough to allow a complete weekend of racing. This race was originally scheduled to be run in June, but rain forced the postponement to July 30 & 31. This also became a double-points race for those who were at the original race, since it replaced the race at Cleveland which had been scheduled for this date. (If you think that's confusing, you should try adding up the points.)

The race at Columbus, on the Eastland Mall track, featured some of the closest action in recent memory. Qualifying heats were fifteen laps with a five minute limit. Most drivers were hard pressed to complete fifteen laps - only 13 open drivers and none of the superstock drivers went the full distance in qualifying. Bill Jeric took Top Qualifying honors in open class with 15 laps at 296 seconds. He was closely followed by Bob Chuhuran, Jack Mueller, and Greg Zielinski. Tim Hartman nosed out Bob Baker for Top Qualifying honors in superstock with 14 laps at 313 seconds.

## THE MAINS

All mains were 50 laps with a 20 minute time limit. First up was the B Superstock main with eight cars scheduled to start. Five drivers actually took the green flag and from the beginning, the race belonged to Jeff Leckron. At age 11, Jeff was the youngest driver here. He got off the line first and led the entire race,

finishing with 49 laps at 1228 seconds. John Kinkead and Jody Schroeder duelled for second place until Jody flamed out on lap 17. Kinkead maintained second place the rest of the way and finished with 46 laps, while Schroeder placed third with 42 laps. Bob Highfield started late and flamed out several times but held fourth with 17 laps. Dan Bowman retired after five laps for fifth place.

The A Superstock main was up next. Six cars took the flag for this one, with Don Deutsch taking the early lead. Bob Baker stayed close behind in second, while Tim Hartman worked his way up to the lead lap after a late start. Deutsch stayed in front until lap 20 when his engine died on a pit stop. Hartman ran into problems three laps later, and Baker was not seriously challenged the rest of the way. He completed 50 laps in 1191 seconds to lead second-place Pete Warnick by three laps. Lori Warnick (Pete's daughter) placed third with 46 laps, followed by Hartman with 32, Deutsch with 30, and Rick Hunsaker with 24.

The Open class cars were next, with seven cars running in the E main. Charles Litsakos led this one all the way and won with 47 laps. Ron Nunamaker edged out Rick Dearth for second with both drivers running 45 laps. Bill Miller finished fourth with 42 laps, followed by Phil Cring, Sr., with 27, Mike Mantia with 14, and Tim Nunamaker with 12.

Six cars started the D Open main. Tom Bronner took the lead on lap 9 and led the rest of the way to complete the 50 laps in 1147 seconds. Al Rovel was second with 50 laps in 1191. Gary Waldhelm was third with

49, followed by Ken Miller with 47, Dave Smith with 10, and Jim Cowden with 9.

The C Open main was an exceptionally close race with Dan Dougherty, Ken Swanson, and Don Meade battling for the top spot most of the way. At the 40 lap mark, Mead held a slight lead on Swanson and Dougherty. But Meade flamed out on lap 45 and Dougherty moved past Swanson to win by three seconds. Meade finished third, followed by Chet Wieteci and Dennis Harris who also finished 50 laps. Bob Rexrode ran 47 laps for sixth, while Mike Melendy was unable to make the start.

The B Open main was also close most of the way. Jim Pryzbyla took the early lead and was leading by 13 seconds when he made his first pit stop at 16 laps. But the car died on that stop and could not be restarted. Phil Cring, Jr., then took the lead and held off challenges from Terry Durance and Keith Warnick to take the victory. Durance finished second, followed by Warnick and Dwight Weingard. The first four cars all finished 50 laps. John Druskinis, Brad Makaric, and Jim Przybyla all ran well early in the race, but dropped out after 30, 27, and 16 laps respectively.

Finally it was time for the A Open main. Eight cars started and all eight finished well under the time limit. Jack Mueller took the early lead and stayed out in front all the way, but he never was able to shake Bill Jeric. Jeric was within 10 seconds all the way, and even lead briefly at times. But Mueller had a faster final pit stop and that gave him enough of a lead to edge Jeric by six seconds with a time of 1010 seconds. Greg Zielinski flamed out once but still took third with 1063. Dale Smith was fourth with 1182. The bottom four cars in this main all finished on the same lap. Bob Chuhuran, Louis Przybyla, Jerry Grasby, and Bob Leckron finished fifth through eighth.

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The next Midwest Series Race is set for August 20 and 21 at the Detroit Science Center.

B.L.

## RESULTS (with number of races run)

### OPEN

1. Jack Mueller (4) 380
2. Dale Smith (4) 341
3. Lou Przybyla (4) 335
4. Bob Chuhuran (4) 317
5. Greg Zielinski (4) 310
6. Jim Przybyla (4) 246
7. Don Meade (4) 242
8. Terry Durance (3) 229
9. Ken Swanson (4) 225
10. Phil Cring, Jr. (3) 207

### SUPERSTOCK

1. Jody Schroeder (4) 320
2. Tim Hartman (3) 278
3. Jeff Leckron (3) 270
4. John Kinkead (3) 247
5. Pete Warnick (2) 189
6. Tony Gagliardo (2) 188
6. Bob Paradis (2) 188
6. Roy Moody (2) 188
9. Lori Warnick (2) 183
10. Buddy Davis (2) 174

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# MART NEWS...

## Kalamazoo!

Report by Bill Novess

July 23, 1983  
Kalamazoo, MI

The Kalamazoo MART race got off to a brisk start after 54 drivers registered for a day of competition in 1/12 stock and modified classes.

As expected, the stock classes were the largest group and provided everyone with some good, close racing. After the first round of competition, it was clear that Tom Reynolds, who had dominated the first two races of the series, would have a lot of work to stay ahead of the competition. When all three rounds were completed, Dave Lane from Grand Rapids, MI emerged as TQ in stock class.

Modified was no less exciting as the qualifying went fast with some very exciting races. When it was over, two tough competitors emerged wanting to own the TQ position with equal time. Bill Jeric (ASSOCIATED) and Bill Novess (BoLINK/TRINITY)

were both well-deserving of the title as they demonstrated their driving skills with some tight racing.

As the mains unfolded, the long awaited final in stock class finally came, with seven cars qualifying. Right from the start it was clear that Dave Lane was dialed-in, with some smooth driving that outlasted everyone. However, the real race was for second place between four cars; Rich Punches, Tom Reynolds, Doug DuBois and Mike Liem. All ended up just within inches of each other. Rich Punches took second place with Tom in third, Doug in fourth, and Mike in fifth. Not far behind them was Carl Mollitor in sixth and Chuck Ewing.

Now came the mods; Dave Lee, Jr., winning the C mod with Leon Neal taking the B. The A class was fast and tough with Joe Miller and Bill Jeric taking the lead, see-sawing back and forth throughout the entire race. Jack Lane, new to the MART series, was hot on their heels, ready to mix it up. With only seconds to go, trading places was in order as Joe Miller and

Bill Jeric's batteries gave way. Joe edged just in front of Jeric. Bill Novess slipped into 3rd just ahead of hardcharging Jack Lane, with the first four cars stopping only within a few feet of each other, leaving the rest of the pack about a half a lap behind. Joe Miller earned a well deserved victory with his mod DELTA car. **GOOD RACE!**

I'd like to thank the HOBBY HUT and AJ's HOBBY for their prizes given to the stock class and to all MART members and special friends for helping to make this race possible. A salute to Ken Hargle for starting out the race in an American fashion with the National Anthem.

C.D.  
Bill Novess

### RESULTS

#### MODIFIED A:

1. Joe Miller 30.4
2. Bill Jeric (TQ) 30.4
3. Bill Novess 30.3
4. Jack Lane 30.3
5. Judd Nichols 29.9
6. Mario Biscaro 29.3
7. Kevin Brown 28.1

#### MODIFIED B:

1. Leon Neal 30.4
2. Butch Beebe 29.8
3. Tim Miller 28.6
4. Tom Oliver 28.6
5. Clayton White 26.8
6. Rich Hacker 26.4

#### MODIFIED C:

1. Dave Lee 29.6
2. Larry Noren 27.1
3. Gary Postarbiwiek 26.6
4. Paul Gerrard 25.9
5. Buzz Blair 24.1
6. Dennis Goodie 22.2

#### STOCK A:

1. Dave Lane 30.4
2. Rich Punches 29.5
3. Tom Reynolds 29.4
4. Doug DuBois 29.4
5. Mike Liem 29.4
6. Carl Mollitor 29.0
7. Chuck Ewing 9.0

#### STOCK B:

1. Charley Grogg 29.8
2. Doug Bennett 28.7
3. Greg McFern 28.4
4. Stan Smith 27.4
5. Jeff Cook 27.4
6. Angie Miller 25.3
7. Scott Sutcliffe 17.0

#### STOCK C:

1. Mike Corn 27.2
2. John Colosky 26.6
3. Ivan Brown 26.3
4. Gary Veselica 25.8
5. Wilkie Wilkinson 25.6
6. Randy Meyers 20.4
7. Barry Makaric 10.0

#### STOCK D:

1. Keith Hamilton 24.5
2. Steve Bone 23.5
3. Ken Hamilton 23.1
4. Brad Wilkinson 22.8
5. Joe Kniple 20.3
6. Jeff Kniple 19.8
7. Jeff Miller 19.4

#### STOCK E:

1. Doug Punches 25.6
2. Mike Molton 25.1
3. John Ledvina 22.5
4. Ken Hargle 21.8
5. Terry Dorer 20.2
6. Larry Miller 5.0
7. John Lesperance 00.0

# THE RENEGADE



## CONGRATULATIONS To Don Pyle, Jr. The New Region 1 Champion!

CONGRATULATIONS to Donny Pyle, Jr., the new Region 1 R.O.A.R. Champion. Donny was Top Qualifier in the Stock Class and went on to win. He also won the Modified Class and is now qualified for the 1984 World Championships. Other RENEGADE drivers also did well. In the Stock class A Main, it was Nick Piro, Sr., 4th; and Don Pyle, Sr., 5th. In the Modified Class A Main, it was Nick Piro, Sr., 5th; Carl Ford, 7th; and Don Pyle, Sr., 9th.

## BoLINK SWEEPS MID-SOUTH SERIES RACE

- |                |                |                |
|----------------|----------------|----------------|
| <b>A MAIN:</b> | <b>B MAIN:</b> | <b>C MAIN:</b> |
| 1. LEE MUSE    | 1. BOB RULE    | 1. WILL GOWERS |
| 3. DAVID HALL  | 3. TIM SMITH   | <b>D MAIN:</b> |
| 5. CHET ELLIS  |                | 1. STEVE RULE  |

CONGRATULATIONS to these RENEGADE drivers also. While this was not a National or Regional Championship, the victories are just as important to these drivers. Whether it's a National, Regional, or local competition, the RENEGADE is for you. It features the latest "state of the art" chassis design and comes stock with performance parts that others call accessories. Contact your hobby shop, or contact us direct for information. **WHY WAIT ANY LONGER!**

# Detroit Outdoor 1983

Report by Tom McGarry

The sun came up as early as usual on Saturday, August 13, 1983. It was shining on the faithful few from across the state while the Detroit area racers stayed in bed and got their beauty rest. Though the track was cleaned and assembled fairly quickly after their arrival.

The Winchester Mall (short course) was longer than most Mart racers had run on since the Detroit race last year, but this didn't inhibit the competition.

In Stock, after top qualifier Tom Reynolds, there were twelve racers within a lap and a half. Terry Rott once again was top qualifier in Modified.

The A Stock Main was typically close with the top six being on the same lap with the winner being Tom Reynolds at the end of eight minutes. Oscar Sullivan and Jeff Cook ran away with the B Stock Main. Both turned times good enough to finish second in the A Main.

In the A Modified Main, Steve Koepp, Bill Jeric, and Terry Rott had a good race going early until Terry lost concentration and dropped way back, almost a lap, I think. During the middle part of the race, Steve held Bill off for a long time with a car that obviously wasn't as fast. When Bill finally got by, he pulled right away to finish a lap up on Steve. During the final two minutes, Terry made a determined effort to catch up, passing Steve for second and coming within a section of Bill for the lead as his batteries hung in there better.

C.D.  
Tom McGarry

2. Cliff Garra 35.9
3. Tim Miller 33.8
4. Dave Lee, Jr. 33.8
5. Rick Hacker 33.5
6. Butch Beebe 22.0

**C MODIFIED:**

1. Lou Przybyla 32.8
2. Paul Gerrad 32.8
3. John Ledvina 29.0
4. Dennis Goode 23.1
5. Bob Chuhran DNS
6. Kevin Brown DNS

**A STOCK:**

1. Tom Reynolds 33.4
2. Greg McFern 33.2
3. Doug DuBois 33.1
4. Ken Francisco 32.8
5. Doug Bennett 32.5
6. John Colosky 32.4
7. Charles Grogg 28.8
8. Barry Makaric 24.6

**B STOCK:**

1. Oscar Sullivan 33.3
2. Jeff Cook 33.2
3. Angie Miller 31.6
4. Mike Corn 30.9
5. Keith Hamilton 29.7
6. Steve Best 28.8
7. Ivan Brown 27.3
8. Stan Smith 4.00

**C STOCK:**

1. Gary Veselica 30.2
2. Ray DuPuis 28.5
3. Joe Kniple 28.1
4. Jeff Miller 27.8
5. Jerry Stocking 27.8
6. John Lesperance 27.5
7. Mike Molton 19.0
8. Carl Broadbent 8.1

**D STOCK:**

1. Jeff Kniple 27.7
2. Glen Liston 27.6
3. Larry Miller 26.7
4. Ken Dease 26.5
5. Robert Wilkinson 24.8
6. Steve Bone 19.6

**RESULTS**

**A MODIFIED:**

1. Bill Jeric 37.8
2. Terry Rott 37.7
3. Steve Koepp 36.8
4. Bruce Shaffstall 35.9
5. Mario Biscaro 35.7
6. Leon Neal 34.4

**B MODIFIED:**

1. Joe Miller 36.3

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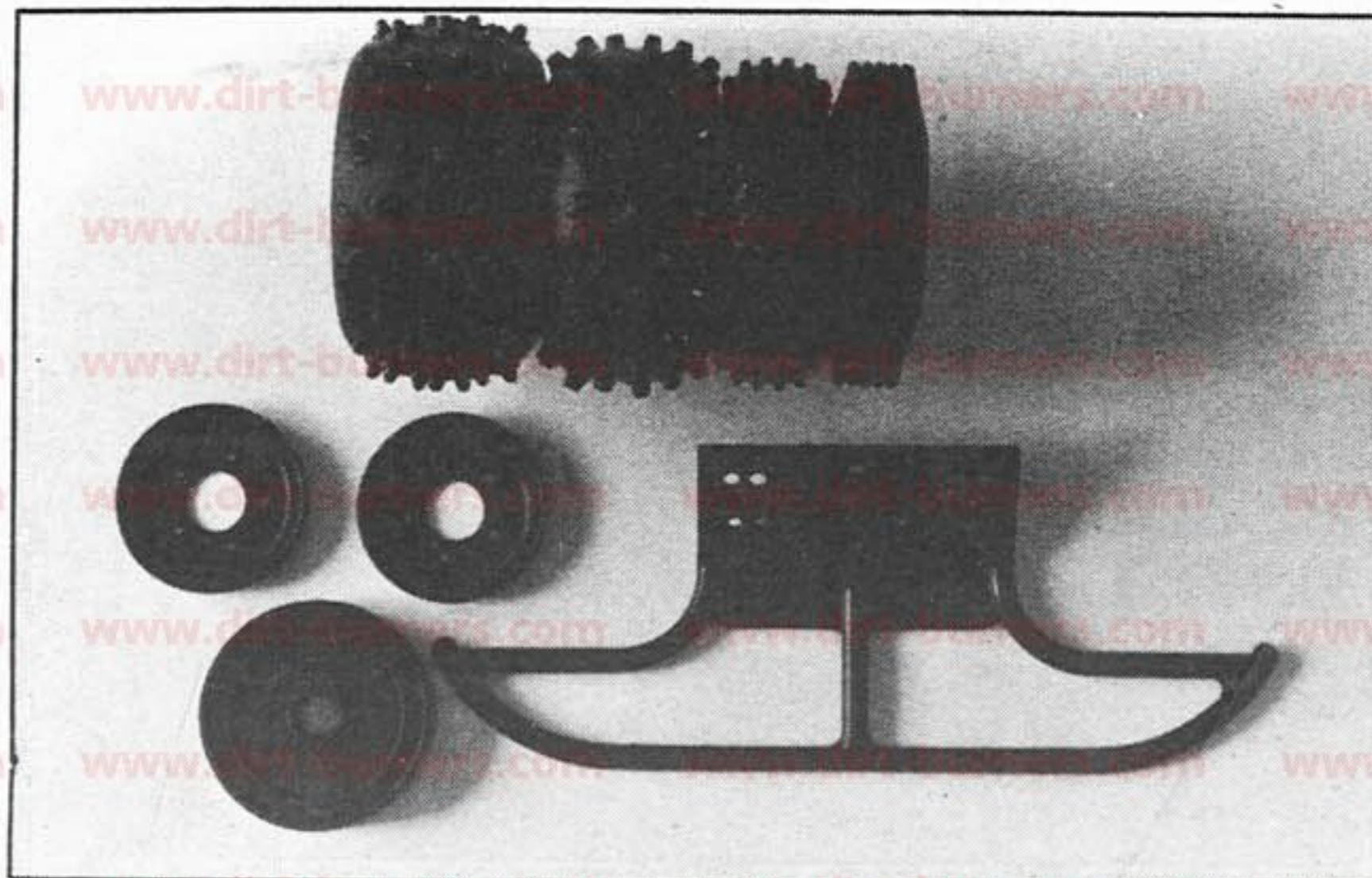
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# World Champs...

## Controversy contd.:

In our effort to bring you up-to-date information on what's happening in the world of R/C, we have continued to leave our lines open in the event someone has something to say about our sport. We have received a letter from France, from a devoted R/C'er who attended the Gas World Champs at Carnoux, and would like to offer the following data and facts so that you, our readers, can make up your minds as to what really happened in France. We stated that this issue won't die down soon, therefore we encourage others with varying points of view to submit to us their version. Ed.

Bagnolet, France  
16th August, 1983

All Associations, National Federations, press, etc... received, since the 10th of July, alot of letters or advertisings about the winner of the 1/8th World Championship at Carnoux. But only a very few number of people know actually what happened, and actually studied the rules which apply to this event.

You probably got news from somebody who got it from somebody else, who got it from somebody else.

You may also have been influenced by the SG and also OPS advertising campaign (stickers, T-shirts, letters to the clubs) which spreads out information disapproved by IFMAR, the governing body of this World Championship.

You may have been frightened by the letter sent by an Italian Law Office; and you might have been influenced by the shameful statement issued by Carnoux and AMSCI against the behaviour of a man, the elected IFMAR and EFRA President, Ted Longshaw.

It is time that you hear another sound.

I would like first to depassionate the debate and remind you what it was exactly:

1 - The IFMAR President didn't declare the World Champion at Carnoux because he had an important doubt preventing him from giving the Cup honestly.

2 - After checking, IFMAR declared David Lecat, World Champion.

3 - AMSCI, the Italian Federation, is now acting to have IFMAR declare Ernes Tadiello World Champion.

The three above facts are the only ones that IFMAR and R/C Car ASSOCIATIONS have to consider.

Anything related to a commercial brand, whatever it is, has no connection with the Associations and the World Championship and must be disregarded.

A Civil Law Office cannot interfere with the sporting decisions of the Associations. The decisions are taken by the rules, the constitutions, the President, the executive committee, or the AGM.

The supposed different behaviours of the President at Carnoux and at some past races are certainly an interesting subject to think of when we will elect a new President. But it has no influence on who the current World Champion is. Even if it were true that he was more honest at Carnoux than at Igualada, it would not change a single word of the present rule. It would not change the number of actual laps done by Ernes Tadiello and David Lecat, and it would not change my and your own conception of sport, honesty, and justice.

Now that we know what we are talking about, I will go into all the details so that you can have your own opinion.

In order for you to find more easily what you wish in all that writing, I will present the text as questions you may ask, along with their answers.

### Who are you? Why should we grant you our confidence?

I am an unpaid volunteer working for the R/C Car racing growth in sporting and justice spirit, because I like R/C Car racing and justice. I have no other interest of any kind and I would not earn one franc more if R/C racing grows, or if one brand or another equips the winner of a race, or if a race attracts alot of spectators on a circuit, or if the winner is a French man.

### What is your involvement at the International level?

I am presently one of the three EFRA delegates to the IFMAR biannual AGM. I have just been proposed as the IFMAR secretary, and I have accepted.

I wrote parts of the EFRA regulations on racing and have participated in all the 1/8th International Championships since 1979 (unless E.C. GT 83) as team manager, referee, race director, and time-keeping supervisor at Roma '83.

### What was your involvement in the World Championship?

For the World Championship, as President of the hosting Federation, I was directly responsible of its well-running in front of IFMAR and EFRA.

I presented the case built by Carnoux to the EFRA AGM.

I was in the organizing committee responsible for the racing organization and worked closely with the organizer and T. Longshaw in preparing the event.

I reviewed with T. Longshaw the rules prepared by the Race Director and I wrote part of them.

During the event I continued to work with the Race Director and the organization, giving all the help I could give. Sometimes, with more or less success, I had to use my authority as President to get things changed when necessary for the benefit of the drivers and spectators.

### Why are you releasing these explanations only now?

As I said, I'm an unpaid volunteer and I have a job outside the R/C Car environment which is very time consuming. So I only have some weekends and my vacations to work for R/C Car racing and, since I received the letters from Carnoux, AMSCI, etc...I had no time to reply.

### What happened at the end of the final?

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I have questioned the French team about that. When the first announcement of the results had been done, the French team had a doubt and decided to check the lap sheets for a possible error. He went IMMEDIATELY to the control and asked for the official lap sheets without which, according to the rules, you could not protest.

### Was the protest done within 5 minutes?

Yes, it was. The request to get the lap sheets was done within the 5 minutes after the announcement. This has, in fact, no importance because the lap sheets were not

available when requested.

After a few minutes waiting, a new request was made, but nobody knew where the lap sheets were. Everybody was occupied in preparing the result book.

Maybe half an hour later, finally, after insisting and insisting, the team manager got Lecat's and Tadiello's sheets.

If you read the rules honestly, it is obvious that the 5 minute delay to protest starts when the lap sheet is available.

The protest consisting of indicating the error on the lap sheet.

EXTRACTS FROM THE RULES

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"Protest against lap counting: Not written and without deposit. The team manager will show to the Race Director his time/lap sheet (the one given by the official lap counter) and will indicate where he thinks an error has been made."

How could you show the time-lap-sheet as long as it has not been given to you?

The team manager then saw immediately the lap added on Tadiello's sheet and within the 5 minutes, indicated to the race director where he thought an error had been made.

**What did the Race Director do when the error was shown?**

The Race Director gave an explanation which left the team manager perplexed for a short time. The team manager said he disagreed. Then another explanation (not the same) was given by the time-keeping supervisor. The team manager was still perplexed and disagreed.

The Race Director said that Tadiello won the race and decided not to go any further in the checking.

The team manager was once more perplexed on his own brain capacity and was going to ask for a true checking with the lap counting system, as specified in the rules.

But the Race Director had rapidly left the circuit in the meantime.

**What should the Race Director**

**have done to handle the protest correctly?**

The answer is in the rules: "The Race Director will solve the problem BY CHECKING WITH THE SECOND LAP COUNTING AND THE COMPUTERIZED LAP COUNTING SYSTEMS.

"If the protest is justified, the result will be modified immediately. AFTER THE CHECKING, if the team manager persists with his protest, he will have to write it down and make a F. 100. deposit."

**What did the team manager do after the Race Director left the circuit?**

He looked for an Official to complain against the Race Director's behaviour, but no Official was present.

It was only when I went back for the prize ceremony that I received the complaint and then been shown the obvious error on Tadiello's sheet.

**The Italians say that the protest was not made in time?**

They produced the result sheet printed at 21 H 37 (9:37 pm) and were told that no protest came within 5 minutes.

This is really dishonest because we had already explained to them that the lap sheets were not available at that time.

It was only when I went back for the prize ceremony that I received the complaint and had been shown the obvious error on Tadiello's sheet.

**Couldn't you just ignore the error and proceed to the prize ceremony normally to avoid all the problems which followed?**

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Certainly not!

First because for me justice is the priority. More, it is unthinkable, immoral that a man who is honest and responsible of the Sporting Spirit of the Organization, could give the World Champion Cup in these conditions.

Second, it would have been impossible to hide the error, and this extra lap to Tadiello would have soon appeared to have been awarded with the consent of the National and International Federations, which would have been a justified discredit.

This would mean that the Federation is unable to correct any abuse of a Race Director, unable to designate the true World Champion, frightened by the power of a commercial brand! Is that the Federation you wish?

**What would have occurred if the protest were not in time or if Tadiello's lap sheet were not given to the French team manager?**

With or without protest, if I had

known before the prize ceremony that Tadiello had one extra lap, it would have been over my possibilities of dishonesty to hide the truth and let the cup be given without a complete checking.

I assume that any responsible President of a National Association would have done the same.

Otherwise, how could we prevent a trickery? I am not saying that it was, but it could happen.

In your opinion, who is abusing his power? The Race Director who alone designates the winner he decided, or the Federation who only requests further checking by several people?

**What was the origin of the Race Director's error?**

They had been negligent during the final and they let the speaker announce the laps as if it were true, when during 40 minutes there was a 2 lap difference between the 2 lap counting systems for Lecat.

Then, at the arrival, they didn't

(contd. next page)

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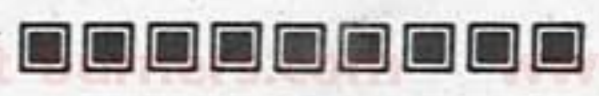
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follow the rules:

"TIME KEEPING SUPERVISOR. After the finish of any heat, semi-final, or final, the results of the first and second time keeping systems are compared by the time keeping supervisor, and in case of difference between the two systems, the time keeping supervisor investigates both results and takes the decision on the final result."

It is obvious that this had not been done for Tadiello who had, with one extra lap, 165 laps on the first system and 164 on the second system.

**Do you know how this kind of problem is handled in full scale car racing?**

Yes, I know. They have a 35 mn delay to protest after the race. They can protest against another competitor or the organizer, but they cannot protest against a lap counter.

When they think there is a time/lap error, they just tell it to the lap counter who investigates. This is not a protest, but a checking, to which the 35 mn delay doesn't apply. If the lap counter had made a mistake, he corrects it. If the competitor disagrees with the conclusion, he asks the arbitration of the Federation. If justified, the Federation changes the result.

**Why didn't you check before the prize ceremony on Saturday night?**

We wanted to do so. When Ted Longshaw came back for the ceremony, I explained to him the problem and I asked for arbitration of IFMAR.

We found the organizer and

explained to him that it was necessary to check.

He refused, said that the World Champion was already designated and that the control was closed until tomorrow.

NO DISCUSSION WAS POSSIBLE. This organizer refused the authority of the Presidents of his National Federation and IFMAR.

I must admit that Ted and I were wondering how we could manage the situation.

We didn't participate in the prize ceremony, although we had prepared it and expected it to be a great pleasure. Honesty forced us to interrupt the giving of the prizes and Ted explained the problem with the two firsts.

**The organizer was speaking in French, what did he say?**

He said that he resigned from the National Federation where he was responsible for the Promotion.

**Is this resignation a problem for the Federation?**

No, he was only doing the promotion of his circuit and his races.

**Why was the checking still not done on Sunday morning?**

After the prize ceremony, maybe at 2 am, we had been authorized by the Race Director to go into the control and check. Among the people in control were the Italian team manager and the Italian 1/8 Chairman of EFRA.

Several people were certain that Tadiello had 164 laps, but we still had to check Lecat to be completely sure.

At that moment, the organizer

appeared suddenly in the room and turned everybody out of the door, physically preventing us to bring part of the documents which were necessary to continue the checking somewhere else.

Then the organizer insulted the Presidents of the Federations until the exit of the circuit. He was shouting, gesticulating, treating them like animals and forbidding them to ever come back to the circuit!

This is why the morning after, we still didn't know for sure who the World Champion was.

**How did you get the missing document on Sunday?**

Ted Longshaw was very shocked by the behaviour of the organizer and didn't come back to the circuit.

I came back and I succeeded in having the document (the sequential tape from the counter) given to Mike Reedy, newly-elected IFMAR Vice-President.

This was after the IFMAR meeting and after the organizer gave the two 1st cups, pretending that IFMAR hadn't yet decided!

**What did the organizer say under the tent on Sunday morning?**

Of course, I was not in the tent, this giving of the cup was not sanctioned by the French Federation and IFMAR.

I have been told that the organizer said rubbish, uncivilized, awful, and shameful things against the French Federation, its Committee, and namely its President.

**Will the French Federation sanction this behaviour?**

Yes, it will.

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**After IFMAR declared D. Lecat World Champion, Italy disagreed. Why?**


I think it's a commercial reason. If Ermes Tadiello was not used as an advertising support, and was independent, I'm sure he would have shown his sporting spirit and not have made all these problems.

Also, the Italians were very deceived and with the troubles coming from the organizer, nobody knew what was really happening. Might be that, exceptionally, they didn't count Tadiello's laps themselves during the race, and they legitimately thought that the announcing done by the organizer was right; until they had a copy of Tadiello's lap sheet Saturday night.


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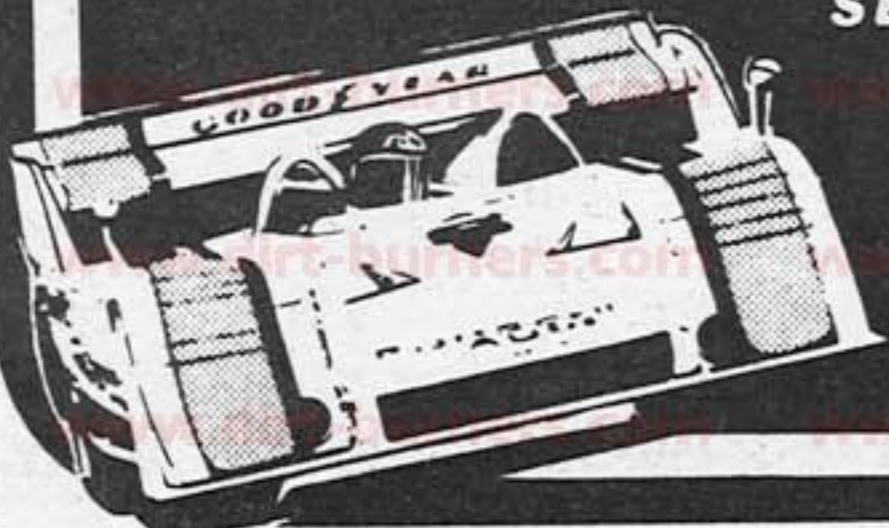
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At the European Championship 1982 in Spain, in similar circumstances, but with the cooperation of the organizer, we changed the result in favour of an Italian driver during the prize ceremony Saturday night. They didn't claim that time!

**What happened during the EFRA meeting on the 5th of August in Roma?**

Although the World Championship is an IFMAR event, the Italians insisted that EFRA voted on the behaviour of the President and even succeeded in getting a vote that EFRA requests to IFMAR to change its decision because the President would have acted against the rules!

This is a consequence of the influencing campaign against the IFMAR decision, while IFMAR, Ted Longshaw and myself were not prepared to defend a position that is only honesty.

This meeting was a trap. I have seen one of the delegates having the arm raised by his neighbour when a vote was requested, and certainly not understanding English. How could he understand the discussion and have his own opinion? The Italians succeeded in persuading some delegates that the French protest was not in time, but I am sure that the delegates, who were not prepared for this debate, had no time to actually study the rules of the World Championship, that I have not seen at this meeting.

This doesn't seem to me to be a democratic debate.

**If you think it was not democratic, can't you have the votes cancelled?**

Yes, I can. As the Italians are trying to find something in the rules to invert the IFMAR's decision, I went to the rules.

I discovered that if the EFRA constitution is well observed, it's possible to have a democratic debate on such a subject.

1 - "NOTICE OF EVERY GENERAL MEETING SHALL BE GIVEN AT LEAST ONE MONTH BEFORE HAND WITH GENERAL PARTICULARS OF THE BUSINESS TO BE CONDUCTED..."

2 - "The Business at an Annual General Meeting shall be..."

"...To consider any matter or proposal which the Executive wishes to bring before the Meeting, PARTICULARS OF WHICH SHALL BE INCLUDED IN THE NOTICE OF THE MEETING.

"...To consider any matter or proposal of which a member country has given, not less than 6 weeks before the date of the Meeting, notice in writing, PARTICULARS OF WHICH SHALL BE INCLUDED IN THE NOTICE OF THE MEETING.

3 - "At any proposal at a General Meeting each member country shall have one vote which shall be exercisable by a person duly AUTHORIZED IN WRITING BY THE GOVERNING BODY IN SUCH COUNTRY."

None of the 3 above items were observed; more, it was the first time that a vote was requested at the EGM of August, and we had only agreed at the last AGM that the G.P. Calendar was to be decided. This was the only thing we had notice of.

**What do you think of the accusation of the unsporting behaviour of IFMAR and EFRA President?**

It is ridiculous and it proves only that the accusers are using the lowest arguments to reach their goal.

As a President, you are always exposed to criticisms and you cannot satisfy everybody, but hundreds of people could testify in T.L.'s favour.

About sporting behaviour, I'll tell you something I discussed with the Italian 1/8 Chairman of EFRA, on which we completely disagree, although it seems that we both are sincere. We have not the same opinion of what sporting behaviour is.

I can't understand that the 1/8 Chairman of EFRA himself, when he is on duty, publicly announces that

Tadiello is World Champion, without respect of the IFMAR statement. I think he may disagree, but he must respect the decision as long as IFMAR maintains it.

Why should the countries respect EFRA if EFRA doesn't respect IFMAR?

Non-respect of the governing body leads to an unmanageable situation. Every country could have its own World Champion that way! You just have to request IFMAR to change its decision, and you may announce your Champion!

If the AMSCI is not happy with the IFMAR decisions, they can have a representative working in the IFMAR committee. They must find somebody who has the confidence of the countries and present him at the election.

Two representatives were elected in July, but no Italian was candidate.

**What is your conclusion?**

A team manager requested, through his National Federation, the arbitration of IFMAR because the Race Director didn't do the checkings as specified in the timing and protest rules and didn't recognize an obvious error concerning the First Place of the World Championship.

Arbitration of IFMAR was really the only possible means to solve the conflict.

IFMAR has done its duty and, after checking, declared David Lecat World Champion '83.

Bernard POUPAERT

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### SEPTEMBER 24-25

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### SEPTEMBER 24-25

Calgary Model Boat Racing Assoc. Carburno Lake, Calgary, Alta. Dist 16 Pts. Heat, Ultd, Hyd., Sport 40, OB, Deep Vee. Gary Jeffrey (403) 238-8413.

### OCT 1-2

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### OCT 6,7,8,

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(contd. next page)

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### SO. CAL 1/12 SERIES

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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 Rovell  
(312)6658935.

#### 1/8th 1983 SCHEDULE:

SEP 25 - Racine Club  
OCT 2 - Chicago Club, Can Am or  
GT.  
OCT 8-9 - Indianapolis Club, Midwest  
Series #7

### COMPETITION HOBBY MANUFACTURING

11417 Pacific Highway S.W.  
Tacoma, WA 98499  
(206) 582-0080

#### FINAL RACE OF SPRING/SUMMER SERIES:

September 24 - Re-scheduled to  
September 25th due to Enduro at  
T.E.A.R.O.R. Off Road Raceway

#### FALL SERIES:

OCT 8, 22  
NOV 5, 19 (Thanksgiving race, No  
Trophies. All entry fees go to Pierce  
County Food Banks)  
DEC 3, 17 (Toys For Tots Run - Entry  
Fee: New Toy worth \$5.00 retail.)  
DEC 31 (Happy New Year - Everyone  
wins something!)

All Entry fees \$5.00 Bring your own

### RIO GRANDE RACERS

El Paso, Texas  
Bill Everett (915) 598-9017  
Jim Cook (915) 598-4786

#### FALL-WINTER 1983 Gas:

SEP 18 - Oval  
OCT 2 - Gran Prix  
OCT 16 - Can Am  
OCT 30 - Can Am  
NOV 6 - Can Am  
NOV 20 - GT  
DEC 11 - Can Am

### MIDDLETOWN R/C CAR CLUB

Rick Dearth 425-9833  
John McCain 423-7964  
Charlie Litsakos 423-7678

#### 1/12 ELECTRIC 1983-1984:

OCTOBER - 2, 9, 16, 23, 30  
NOVEMBER - 6, 13, 20, 27 -Trophy  
Race. Trophies to 1st, 2nd, 3rd in  
each main.  
DECEMBER - 4, 11, 18 -Trophy Race,  
No Racing Christmas  
JANUARY - 8, 15, 22 -Tentative  
schedule for Midwest Series Race.  
ROAR Membership Required., 29 -  
Trophy Dash.  
FEBRUARY - 5, 12, 19, 26 - Trophy  
Dash  
MARCH - 4, 11, 18, 25 - Trophy Dash.  
Last Race of the 1983-84 Season.

### THE NORTHERN MINI RACERS

Ron Lemon (701)727-5197  
113-1 Tangley Rd.  
Minot AFB, ND 58704

#### SPECIAL CHARITY RACE FOR M.D.A.

SEP 4TH, 12 HOUR ENDURANCE -  
1/12 6 Cell, Road Course GT or Can  
Am. Stock Motor, Indoor Carpet.  
Entry \$10.00, Tax deductible. Make  
Checks payable to Muscular Dys-  
trophy Association. Prizes donated  
by AIRTRONICS, MRP, NOVAK,  
PARMA, TWINN-K and others. ROAR  
Rules.

### 1983 HAWAIIAN OPEN

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.

### GULF SOUTH SERIES

AUG 28, SEP 25, NOV 20, DEC 18.  
Race sites were not available at pres-  
time.

**THIS SPACE  
IS FOR  
YOU!!**

**CLUBS - TRACKS:** Peo-  
ple 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

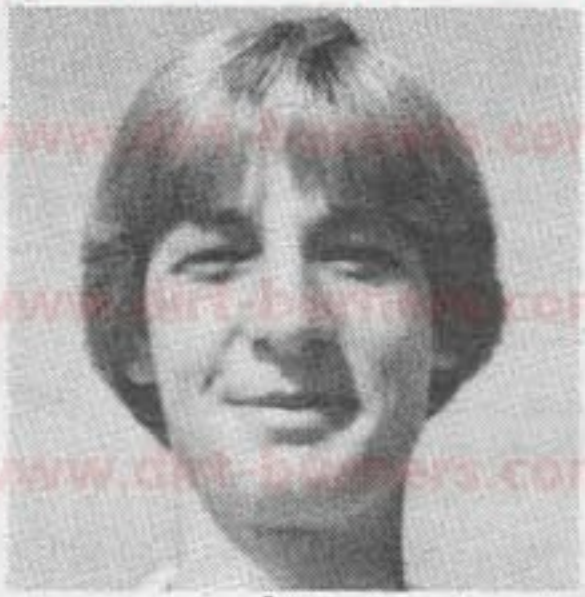
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# TEAM ASSOCIATED

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

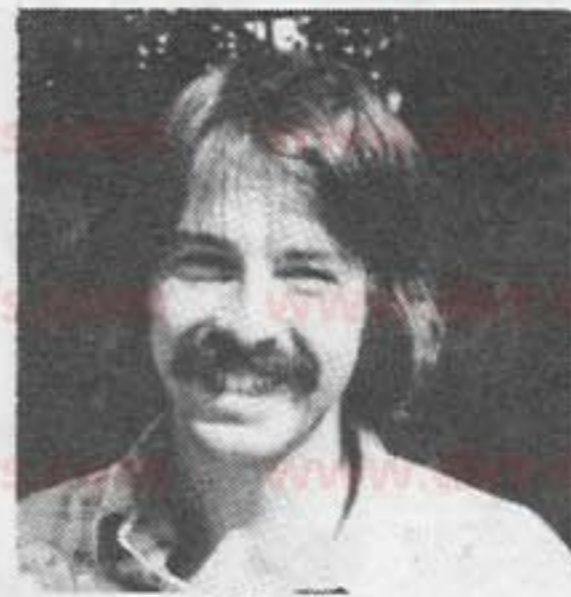
## 1983 PERFORMANCE - 1/12 Electric



Lavacot



Toland



Hickman



Killam



Rott



Fusco

### 1983 USA ROAR Nationals

#### Production Class (Box Stock cars)

- 1 Steve Toland
- 2 Robert Bartlett TQ
- 3 Kerry Cavazos
- 5 Bob Dewald
- 6 Bill Shaffer
- 7 Fernando Belair
- 8 Jeff Deacon
- 9 Tara Belair

#### Stock Class

- 2 Mike Lavacot
- 3 Bruce Hickman
- 4 Terry Rott
- 5 Wayne Davis
- 6 Doug Kott
- 7 Mike Toland
- 8 Gil Losi Jr

#### Modified Class

- 3 Frank Killam
- 4 Mike Toland
- 5 Bruce Hickman
- 7 Terry Rott
- 8 Gil Losi Jr
- 9 Mike Lavacot

#### East Coast 4 cell Championships

- 1 Terry Rott TQ

#### Annual Futaba Gran Prix

- 1 Mike Lavacot
- 2 Mike Toland

#### Sierra Classic

- 1 Bruce Hickman
- 2 Mike Hickman
- 3 Mike Toland

#### 1983 European Championships

- 1 Mickey Booth
- 2 Van Der Vecht
- 3 Nigel Hale
- 5 Jimmy Davis
- 6 Tony Wells
- 7 Wayne Davis

#### 1983 Florida Winternationals

- 1 Mike Toland
- 2 Jimmy Davis
- 3 Nigel Hale
- 4 Wayne Davis
- 5 Terry Rott
- 6 Randy Tentschert
- 7 Pete Fusco
- 8 Jim Aguirre
- 9 Craig Kelly
- 10 Re-Pete Fusco TQ

#### Western Winternationals

- 1 Bruce Hickman
- 2 Robert Cavazos

#### U.S. Spring Championships

- 1 Bruce Hickman TQ

## 1983 PERFORMANCE - 1/8 Gas



Lee



Burch



Husting



Smeltzer



Davis

#### 1983 Rio Grande Can Am

- 1 Bill Jianas
- 2 Rich Lee TQ
- 3 Chuck Phelps
- 4 Ralph Burch Jr.
- 5 Curtis Husting
- 6 Dana Smeltzer
- 7 Gene Husting

#### 1983 Florida Winternationals

- 1 Ralph Burch Jr.
- 2 Curtis Husting TQ
- 3 Rich Lee
- 4 Rick Davis
- 5 Bill Jianas
- 6 Re-Pete Fusco
- 7 Kim Davis
- 8 Chuck Phelps
- 10 Gene Husting

#### PAN CLASS

- 1 Francisco Saenz

#### 1983 World Championships

- Carnoux, France
- Top Qualifier - Ralph Burch Jr.
  - 7th Qualifier - Curtis Husting
  - 9th Qualifier - Re-Pete Fusco
  - 4th Place - Dana Smeltzer
  - 10th Place - Ralph Burch Jr.



Ralph was not only Top Qualifier but he also posted the 2nd best overall qualifying time, and he had another run that was faster yet when the motor blew at 9 minutes due to a fuel problem which we didn't solve till after the race. Our oil mixture in the fuel was incorrect for the nitro, which caused our motors to overheat in 5 minutes, which is not too good in 10 minute qualifying heats. Ralph led the Main event until his engine overheated. Dana ran a different fuel and drove a great race.

#### 1983 McCoy Race

- 1 Ralph Burch Jr.
- 2 Dana Smeltzer TQ
- 3 Gil Losi Jr.
- 4 Rich Lee
- 6 Rick Davis
- 8 Bill Jianas
- 9 Ron Paris
- 10 Curtis Husting

#### 1983 USA ROAR Nationals

- GT Coupe Class
- 1 Ralph Burch Jr. TQ
  - 2 Dana Smeltzer
  - 4 Gene Husting
- Can Am Class
- 1 Ralph Burch Jr. TQ
  - 4 Rich Lee
  - 6 Curtis Husting
  - 7 Dana Smeltzer
  - 9 Gil Losi Jr.
  - 10 Gene Husting

#### 1983 GT Championships

- 1 Dana Smeltzer TQ
- 2 Ross Kloeber

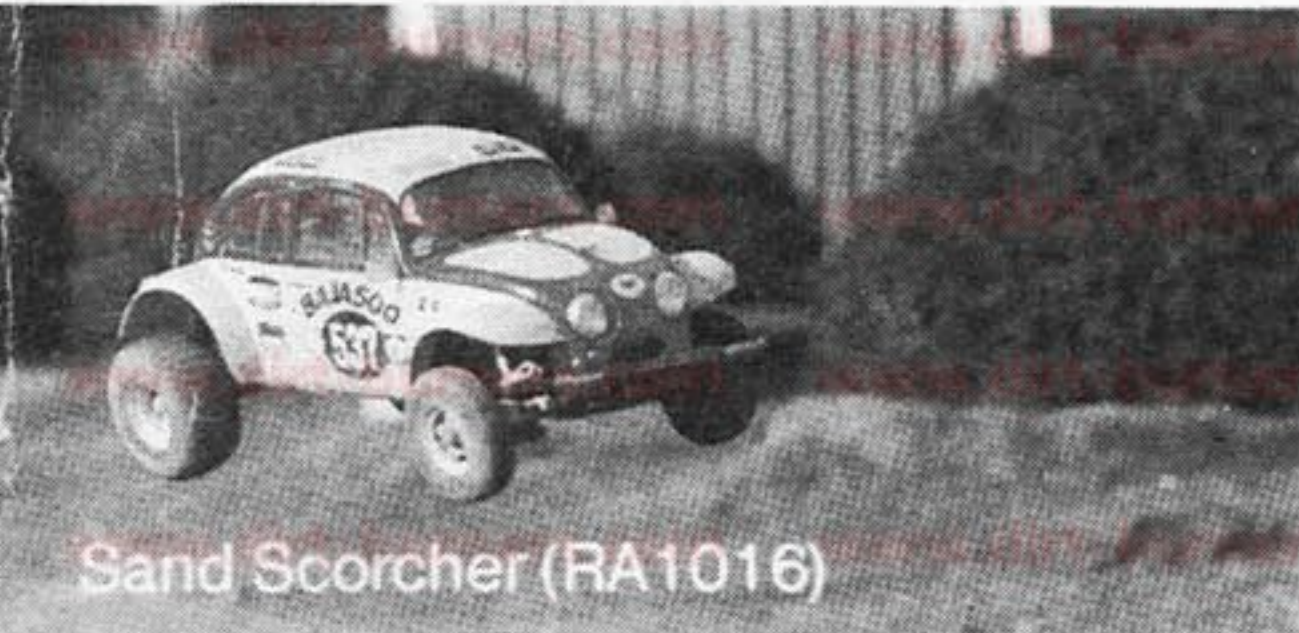
WHEN  
START



OTHER R/C CARS  
TO GET BORING...

MRC  TAMIYA'S  
FAMED BAJA

BUGGIES START TO GET GOING.



Sand Scorchers (RA1016)

There's just so much you can do with ordinary R/C cars. There are just so many places you can run them, just so long before the running takes its toll. After a while, conventional R/C cars lose their zip and appeal. That's when you begin to really appreciate the versatility of these off-the-road racing buggies from MRC-Tamiya.

**You'll never run out of places to run...** The excitement never quits, the fun never stops. You'll continually find new courses to challenge, new terrains to conquer.

In 1/10 scale, they mimic their full size, off-the-road racing prototypes in speed and durability. Their two forward and two reverse speeds, powered by a high output electric motor, will take you through dirt, sand, grass, and water. You'll race on beaches, desert courses, and over mud soaked trails. They'll clear obstacles that would roll other cars. Fly over jumps and bumps other models can't handle, then land on all fours like a cat and keep on trucking. Their agility and tank-like durability has helped them become the most popular R/C car kits ever made.

**Engineered to do it all...** The engineering is awesome. For starters, a water resistant box protects your radio equipment and battery, while a sealed metal case envelops the transmission. You'll actually assemble the oil-filled shock absorbers and then fill them with the oil included in the kit. You'll place the shocks on the 4-wheel independent

suspension system which features adjustable torsion to permit tuning the chassis to road conditions... and a front suspension with double trailing arms for big car control. And that's just the beginning of the feature-filled, state-of-the-art engineering. These buggies have it all.

So if you're ready for an off-the-road racer that never gets boring, see the "wild pair" at your hobby shop and get going... everywhere.



Rough Rider (RA1015)

**To Get The Most Out Of Your R/C Cars, Use An MRC-Tamiya Nickel Cadmium Battery Pack and Charger.** Specially designed to deliver more power and offer more running time between charges.

RC-14 6-Cell, 7.2 Volts 1200 MAH with charger.

RB0008 6-Cell, 7.2 Volts 1200 MAH without charger.

RB0010 Quick Charger... plugs into your auto's cigarette lighter to recharge your batteries within 15 minutes.



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