

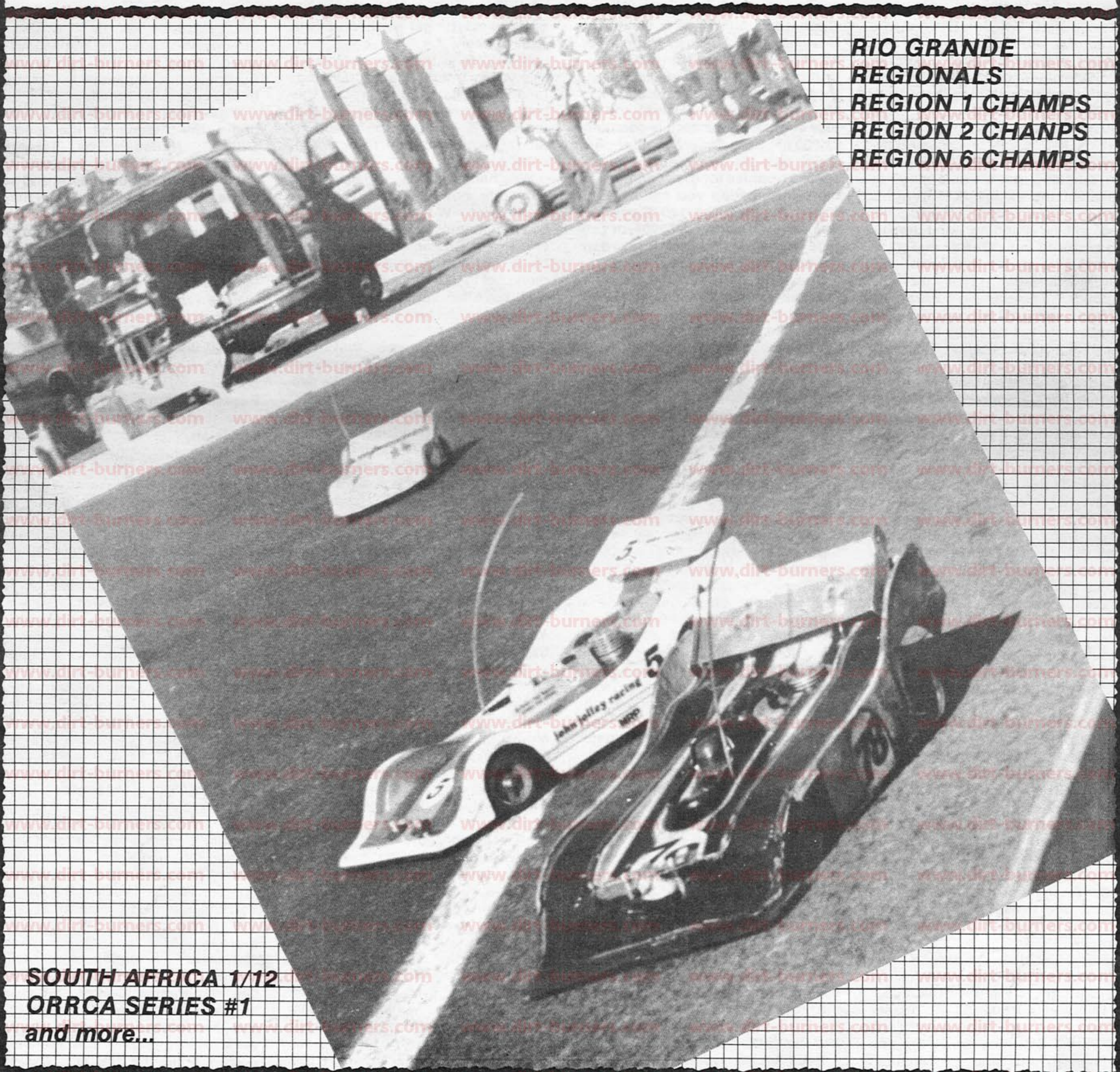
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R/C RACING NEWS

NOVEMBER 1983 - Issue #30 - Vol. 3

**RIO GRANDE
REGIONALS
REGION 1 CHAMPS
REGION 2 CHAMPS
REGION 6 CHAMPS**

**SOUTH AFRICA 1/12
ORRCA SERIES #1
and more...**



Race Corner

C.R.P. appears to be growing larger and larger with the inventory that they carry for the off road market. Recently, Mike Tobey told us that he had over 150 various items for the R/C 1/10th scale off road cars on his shelves. The newest addition to his product line is the exclusivity of distributing all of the A.R.S. roll bars and roll cages. So when ordering ARS PRODUCTS call Tobey at C.R.P.

More on the growing off road market. Gil Losi, Sr. announced the formation of Hobbytech, Inc., with partner Rick Polk of Cox/Leisure Dynamics to distribute, in the United States, the COX Scorpion and Sidewinder off road cars. These are the same cars that took the titles in all three classes at the R/C RACING NEWS/SCORE SHOW OFF ROAD WORLD CHAMPIONSHIPS and at the ORRCA Nationals. Gil indicated that his company has obtained the exclusive U.S. rights for the COX off road cars and parts and will be shipping immediately. He plans to sell "Dealer direct" in order to give the consumer the lowest possible price for the product. There's no telephone number available at presstime for Hobbytech, but you may be able to reach Gil at the Ranch Pit Shop number in Pomona.

More good news from the aftermarket manufacturers. McAllister Racing reports a rash of orders for his brand new RM-1 1/12th scale body. We previewed that body a few months ago in our pages and in recent ads and it appears that "it has taken off," according to Gary McAllister, owner of the company. According to Gary, the RM-1 body was the most widely used at the recent California State Championships race and at the Regionals here in California.

TRINITY PRODUCTS, those fine folks that make 1/12th and now some 1/10th scale after market products, wanted us to let you know that as of October 15, 1983 they will be operating and conducting business as TRINITY PRODUCTS, INC. Ernie Provetti, owner of the company made the announcement.

We're delighted that Bob Leckron, from the Indy 500 R/C Car Club is keeping us informed of all the gas racing being done in the mid-west. Check out his report in this issue. He also informed us that the Chicago Club had a few shirts left over from their Regionals and anyone that would like to have an extra four color T-shirt should contact them directly.

T.Q. HOBBIES announced their first 3 Hour Enduro for 1/12th scale electric cars. The date is December 3, 1983 and there will be two classes - Stock and Modified. Stock class will start Saturday at Noon and finish at 3 p.m. and the Modified

class will start at 4 p.m. and will finish under the lights at 7 p.m. There will only be 12 entries accepted per class, so if you want to be part of this inaugural event sign up early. Entries close November 25, 1983. Check out our Calendar section for more details or call Jeff at (213) 539-3611.

Bob Murphy, of Shamrock Distributing, from New Orleans, Louisiana wanted us to let everyone know that their "biggie" in R/C powerboat racing is coming up soon. The "Southern Gentlemen Invitational" Open powerboat race is slated for November 5-6, 1983 in Hammond, Louisiana. It's a "run-what-you-brung" Hydro affair. In addition, they will have a separate class for Multi-engine boats (Twins) and 70 plus engines. Shamrock is donating \$3,000 in prizes & merchandise plus there will be beautifully hand-carved trophies for the winners. For more information you can contact Sherri Matthew at 130 Carrolton Ave., New Orleans, LA 70005, or call (504) 834-7786. We look forward to the coverage of this great event.

Speaking of New Orleans. Will there be a 1984 "Cajun Grand Prix" for 1/8 gas? According to Bob, it looks like there may be, with the sight being somewhere in New Orleans. This last year, the club that was supposed to host it apparently disbanded, but I hear that they are now working on plans for the "Cajun" sometime in the early Spring.

Another "biggie" in gas racing to look forward to is the El Paso Can Am sometime in January. The Rio Grande Racers are now beginning to make plans for this great event. Last year's event was a great success with a great number of California racers showing up, as well as from other parts of the country. El Paso was a bit cold a few days before the event, but apparently the Chamber of Commerce took care of the weather for Sunday's program because it was a perfect day for racing. We look forward to being there again. Check our Calendar section for the exact date of the event, as soon as we get it. Wait a minute, we just got it! According to the flyer that they sent us, the El Paso Can Am is scheduled for the first weekend in January, after New Years. I wonder if the airlines are going to have any more of those \$49 air fares?

Boy, more noise is coming out from across the "big pond" with respect to the gas World Championship. No matter what, IFMAR is still sticking to its guns and as they have declared David Lecat of France the current gas World Champion, that's the only one whom they'll recognize. The Italians are still not convinced and the battle should go on.

Back to TQ Hobbies. They are currently running a racing program

for 1/12th electric on Saturday nights which they call The Check-point Saturday Nite Special Series. Ninety-five (95%) percent of the entry fee goes back to the first through fourth finishers. They are currently running Stock and Modified classes but if they get enough in the Production class (15 or more), they will also run said class. There are a few pro and con opinions about money pay-back in R/C. There's a Letter to the Editor in this issue that addresses that very same subject. You might want to check it out and maybe get back to us with your opinion.

NORCAR is the official club for this year's Indoor Electric Championships. Check out their ad in this issue for more details. We hear that the race is going to be a hummer, so if you plan to be there, enter early.

We had hoped to have the complete coverage of the Radio Controlled Western Off Road Championships and the Hawaiian Off Road Championships in this issue, but results and information didn't get to us in time. Don't despair, we'll have fabulous, complete and down to the last turn coverage in our December issue.

We CAN tell you that two Southern California hot-shoes walked away with dual wins at these two events. First, Willie "The Mouth" Melancon (RCH/MIP) took both the Modified and Open classes at the Radio Controlled Western Off Road Championships in Costa Mesa, with some 140 competitors signed up. The other "gun" went to Hawaii and also walked off with the Modified and Open Titles. Mike Dunn (R/C Race Prep) was the man-of-the-hour in Hawaii. Mike came very close to capturing both ORRCA National titles recently at Del Mar, when he finish second in both national A Mains. His fine efforts there proved to be no fluke.

Also in the next issue we will have complete coverage of the REGION 6 "Regionals" which are being held at the Del Mar Racing Center. The Mini-Baja 500 (laps) for 1/10th off road, also at Del Mar may or may not get in this issue because it's happening only two days before we go to press. So if we don't make it this time, be sure to check it out in our December issue.

Heard disappointing news that the much awaited Associated Off Road car kit is not ready yet. It may now be a couple of months more before it's unveiled. Gene Husting has assured us that the car will be ready for the Off Road World Championships. Can you wait?

Speaking of the Off Road World Championships, we'll be sending out and publishing information about the 1984 event in our next issue. R/C RACING NEWS & the SCORE SHOW will once again be

presenting the event at the Anaheim Convention Center on April 13-15, 1983. As I said, information about the event will be published next month and the same is being sent to all other World Associations, including IFMAR, EFRA, etc. Many people contacted us after the fact this year, indicating that they knew nothing about the event. We sent the information directly to the heads of the Associations which may have been a mistake since they did not want to recognize the event. This time we're sending all pertinent information to all the R/C Clubs directly. We think we'll finally have a good draw, at least from the European and Japanese R/C clubs. In any case, stay tuned.

We've also received many calls about the filming of the recent ORRCA Nationals by THAT'S INCREDIBLE. Everybody wants to know when it will be shown, and so do we. All we can tell you is that they still plan to show the R/C segment sometime in January 1984. According to one of the producers, the "first cut has been made and the action looks great." Now all they have to do is write a story around it. They know that they have to give us plenty of time to announce the air date, so as soon as we get it, you'll know it.

We're sorry we missed the coverage of the Gas race at the Ranch Pit Shop by the EYE ON LA crew. It was recently shown on local television. The Ranch Pit Shop and also Gene Husting have a tape of the five-minute coverage. I believe that they will have the video tape at several of the gas races coming up to show those who are interested. We also heard that the coverage was really good and worth while getting a copy of your own. Call Gil Losi at the ranch Pit Shop for more information.

The first event of the N.J.R/C R.A. Indoor season started September 25th at the Knights of Columbus Hall in Dunellen, N.J. This is a four-cell series and there are a total of 14 more races between now and April 29th. Check out our Calendar section for more details.

The Central California Racers Association (C.C.R.A.) racing schedule continues at full throttle. Their 1/12th electric racing schedule goes through December 18 combining road race and oval events. Check out our Calendar section for exact dates. All races are held at the Yosemite R/C Raceway, at Montgomery Wards, Fresno, California. You can reach Scott Whitney at 291-7362 or Brian Rush at 292-3588 for more info.

Change of management. Eric Grisham, long time the manager of Del Mar Racing Center and even longer connected with this publication, has left his post at Del Mar to seek other interests. Eric not only helped build the Del Mar Racing

(contd. page 5)

R/Sea

R/C boating holds a different fascination for each of us. You may enjoy the excitement and exhilaration of hydroplane racing, the relaxation of a calm sea and a full sail, or that take charge feeling as you command your sophisticated built-to-scale battle cruiser through hostile waters. But whatever your special interest in R/C boating, an Airtronics radio will make your time at the helm a memorable adventure.

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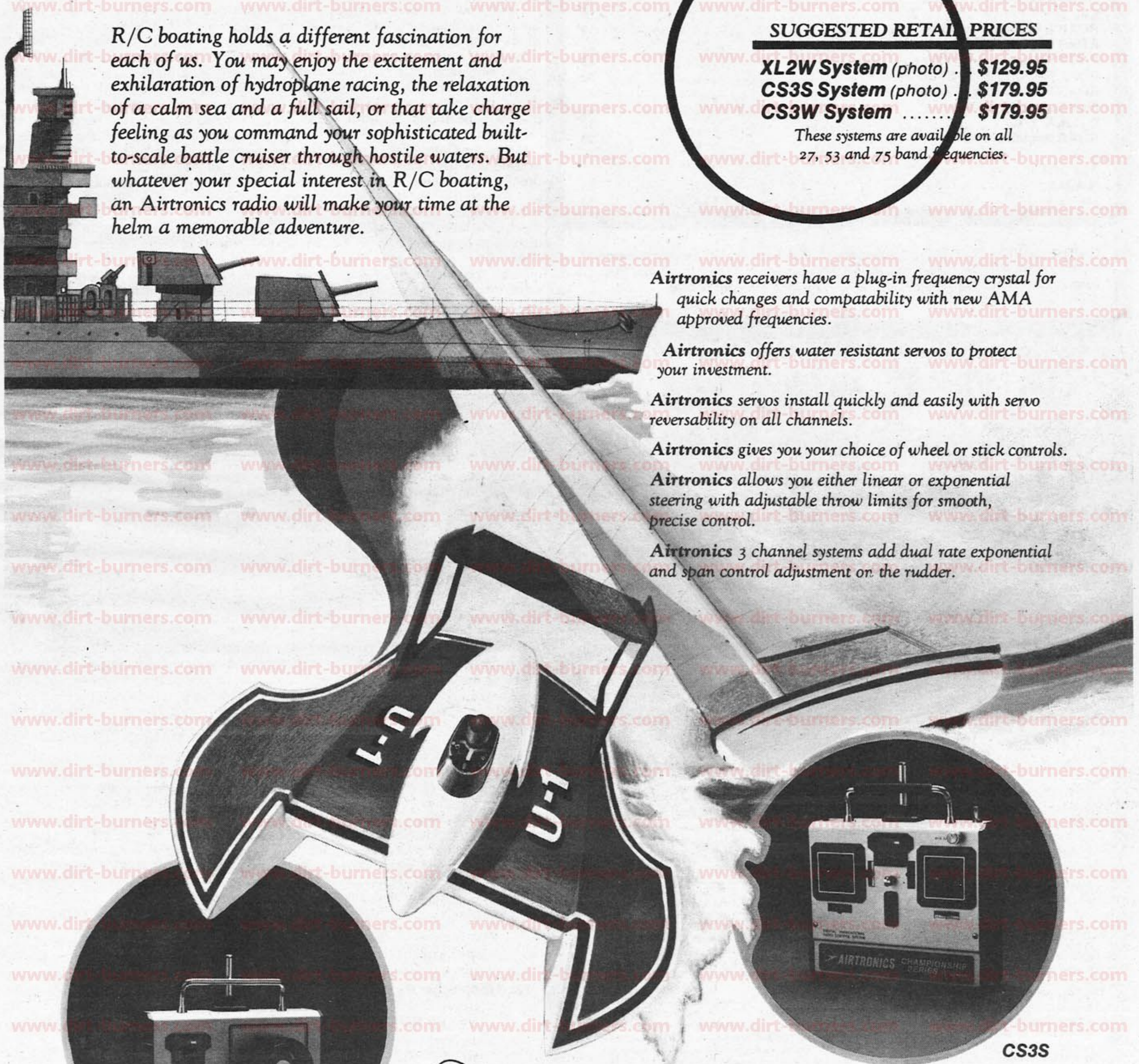
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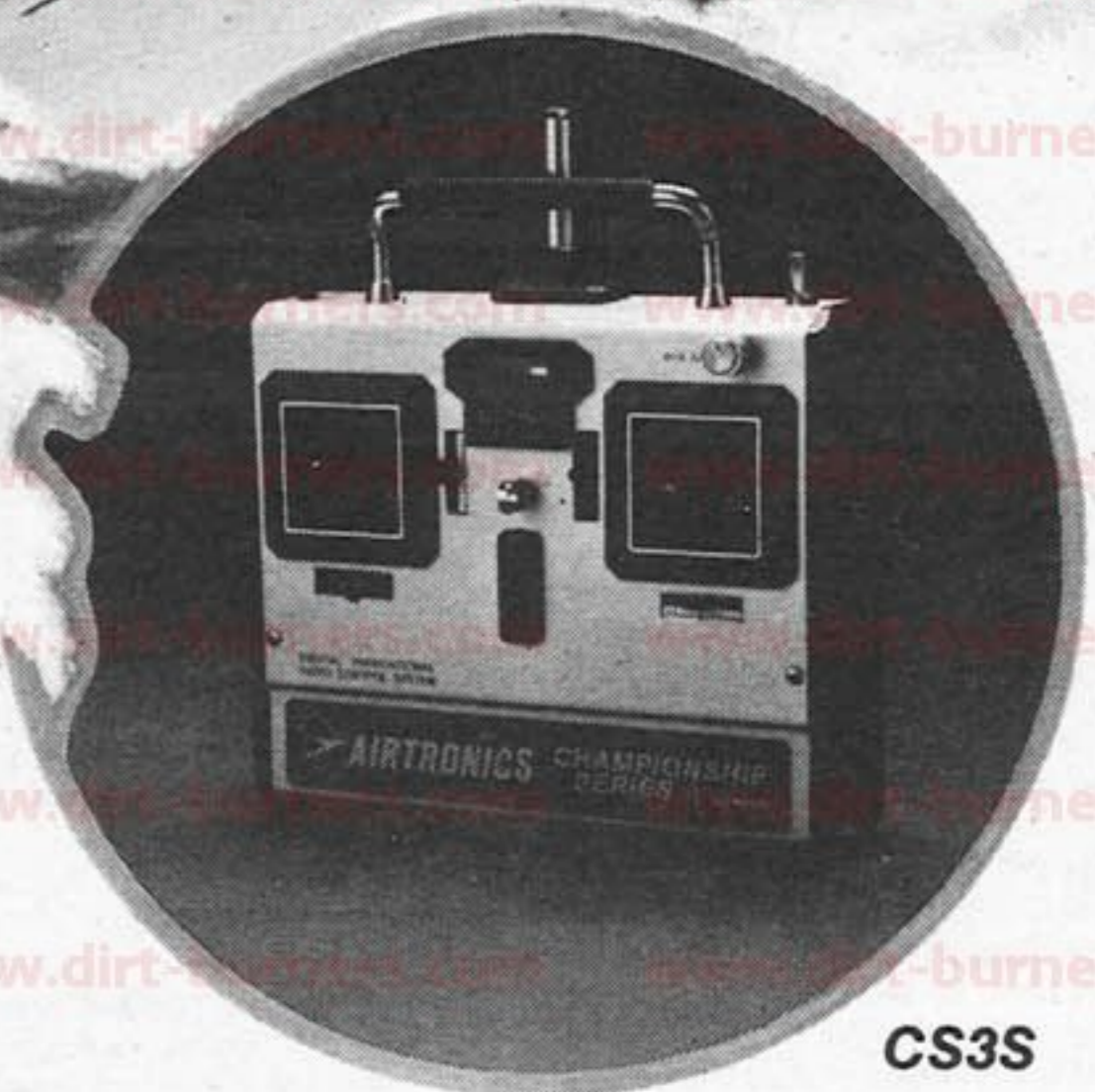
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ON THE COVER: The Rio Grande Racers, from El Paso, Texas are perhaps one of the most active R/C racers in the nation. This past month they combined their El Paso Can Am race with their Regionals... The result, all out racing!

R/C RACING NEWS

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On the Line

WHERE WERE THE TAMIYAS

The 1983 M.R.C/ORRCA National Off Road Championship race is now history. Some people went home happy while others were disappointed. But all in all I would like to congratulate Lou Peralta and everyone connected with this event on the way that the program was run (very smoothly with minimum delays).

I was, however, very disappointed at the poor turnout of Tamiya cars in the Stock class and I'm sure that MRC was also disappointed. I'm sure that the COX advertising department will have a lot to crow about (it might go something like this: Cox Scorpions sweep first through eleventh positions at MRC/ORRCA Nationals.)

Maybe we should ask ourselves a few questions. Where were all of the Tamiya Stock entries? Only about 10 showed up. Are there that few Tamiya cars racing at local tracks? I think not. Was the entry fee too high or the travel distance too great? Maybe for a few. Then what happened? Maybe the greatest majority of the Tamiya drivers were not as naive as we were in thinking that we could be competitive against a car that has a 3/4" wider front track and 3/16" wider rear track (measurements were taken with Rough Rider fronts and Holiday Buggy rear tires on each car). It's 8 oz. less weight and a super rigid chassis that allows the fully adjustable front suspension to do its job instead of having a flexible chassis that produces undesirable harmonics.

One had to go all the way back to 13th position to find the top qualifying Tamiya (Bill Whitley). This also means that there were only COX cars in the Stock A Main. In the full-size world most racing organizations allow certain modifications to some models in order to equalize competition. These variations usually result in much tighter racing.

Why can't ORRCA devise such a formula? I would like to see ORRCA get involved in testing various components that could equalize the cars. Consider allowing a stiffer chassis and a front track that matches the Cox car. I'm sure that many of the after-market manufacturers would be glad to add a few more items to their lines. Sure, it would be an extra expense for some but it still would be cheaper than buying and setting up another brand of car, or even losing interest altogether.

No one can deny that the Stock Cox car clearly out-classed the Tamiya cars (I'm not taking anything away from the drivers when I say this), but now it's up to you (the ORRCA officials) to decide whether or not you want to make Stock a one brand class.

Ron Cloutier
Lynwood, CA

Food for thought. Ron. Ed.

THEY'RE NOT TOYS!

This article is only the beginning of the promotion we are going to do for our club. (See Yosemite R/C Club article in this issue. Ed.) With your help in publishing, any article is deeply appreciated.

In the article we sent you, I mentioned the television coverage and the special segment that was made of our race. The

segment was aired August 17th on the 10:00 p.m. news. It was a four minute piece that included interviews with some of the contestants and footage of the race in progress. It was very gratifying to us who worked very hard to put the MD 200 on, in less than two weeks.

We feel that for R/C racing to grow we need to beat down the image of these cars being "toy cars." I feel one way to start this change of image is to set up races in the following format: Novice, Amateur, and Professional. The Pro class would be such that any driver can race in. I feel that R/C racing has to take its head out of the sand and look to other sports to see how they run.

The sports I would like to compare it to would be either bowling or golf. Both of these are set up with Novice, Amateur and Professional classes. Money is only paid in the professional category. This is the way to justify why you spend so much time, money and effort to participate in.

Instead of expenses for trophies or plaques, good cash prizes could be awarded. I feel also that sponsors for these events could be more easily found for a professional R/C Racing tour. The prize money adds credibility whenever you talk to people - that these, in fact, are not toy cars.

People in other countries have seen the light. Hong Kong, for example, paid HK\$2,000.00 as a first prize in a race. When are we dumb Americans going to wake up. We are a capitalistic nation and we are the only people impressed by dollar amounts. Wouldn't it be nice the next time someone asks you what are you racing for, you could tell him "\$500.00 for first prize."

Look how much more pride Novice's would have if they could say "when I get good enough, I can race as a professional." I realize some type of rules would have to be worked out on how to stop people from being taken out and to prevent team tactics.

Let's quit pretending that Mike Lavacot, Joel Johnson and Ralph Burch, Jr., are Amateurs. By the Olympic standards they are not amateurs. I don't want to single them out but the point I want to make is: Are we pretenders or are we for real?

If BMX and Skateboards can be raced by pros, why can't we as well? I am of the opinion that R/C racing can be a spectator sport and it could be similar to the Superbowl of Motocross. But one main problem that we encounter is that, to the average person, they think we're racing toy cars. I feel that the greatest step towards correcting this and giving our sport more credibility is to install a professional class.

I realize that this concept of racing pro will destroy people's images of toy cars racing. When are the promoters of R/C racing going to quit making the trophy shops rich? Instead, why not return a portion of the racer's entry fee back to him either as a cash prize or contingency. The pro racer would then have a chance to get some of the expenses that it takes to go racing at so many events. I think it would be a better incentive to grow in the sport and perhaps some day let the sport support the racer.

Brian Rush
Fresno, CA

(contd. bottom page 5)

RACE CORNER:

(contd. from page 2)

facility from the ground up, but he was also instrumental in getting the sport of R/C off road racing started when he first helped build the old Mini Baja track in Reseda. He also designed and built the Off Road World Championship tracks at Anaheim for the first two years. Eric will remain as a consultant to Del Mar and to this publication. Also leaving and returning to his old job of surveying is Greg Parrocha. Assistant Manager at Del Mar. Taking over the management duties there is Kim Rethwish, one of the most ardent and knowledgeable R/C racers in the San Diego area. Kim is sure to do a great job in his new post.

R/C Race Prep has just obtained the Kyosho off road car for the U.S. Race Prep is now shipping and filling orders for the 1/10th scale off road car kit and parts. This is the same car that Mike Dun took to Hawaii and won both the Modified and Open classes. Call R/C Race Prep for more information at (213) 341-0842.

M.R.C. reports great sales figures for their Super Champ model and the most recent Super Brat 1/10th off road car. We saw one of the Super Brat cars at the recent ORRCA Nationals and this looks like a winner in every respect. Most of the integral parts are made out of heavy duty plastic for longer wear and usage. It looks like the car may fit into the ORRCA Stock class category. Announcement of this will be made soon, after ORRCA has had a chance to review the car.

For those of you who keep saying, "how come our races are not covered in R/C RACING NEWS?" All you have to do is sit down, put together a short story or some notes about your race, break out your favorite "Brownie" or 35 mm B & W and gather all the results together and send them to us. We can't be at every place for every race but that doesn't mean that we can't feature your race if you send us the info. The pages are open for you, so use them!

LETTERS TO THE EDITOR

(contd. from page 4)

I'm not sure I agree with all of your thinking. I do agree that Trophy expenses are perhaps the biggest headaches for race promoters. On the other hand, cash can be spent pretty easily, while a nice trophy or plaque can be kept for a long time as an excellent reminder of a good race that you participated in and won. A pro class? That doesn't seem too far-fetched especially if you limit it to those who are fully sponsored racers. They really don't need all the trophies. But on the other hand: Do we want to take R/C racing from the Hobby and family sport that it is and make it a win-at-all-costs type of affair. As I said, some of the points you make are valid, but I think we must do more thinking on this before anyone can make a solid commitment. Thanks for the provocative thought. Ed.



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

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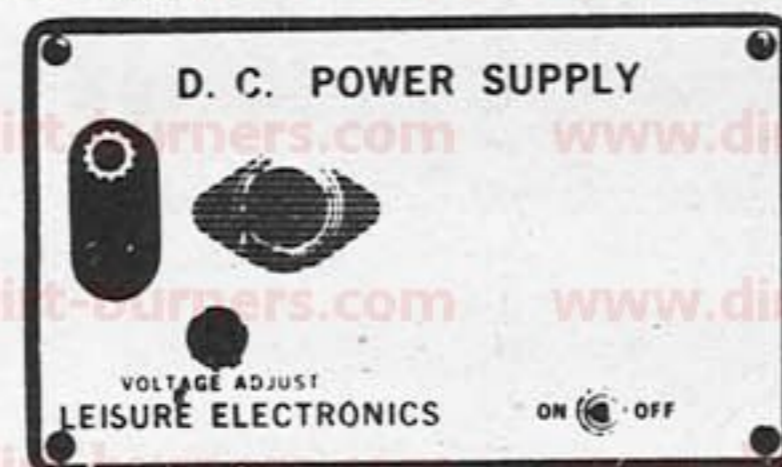
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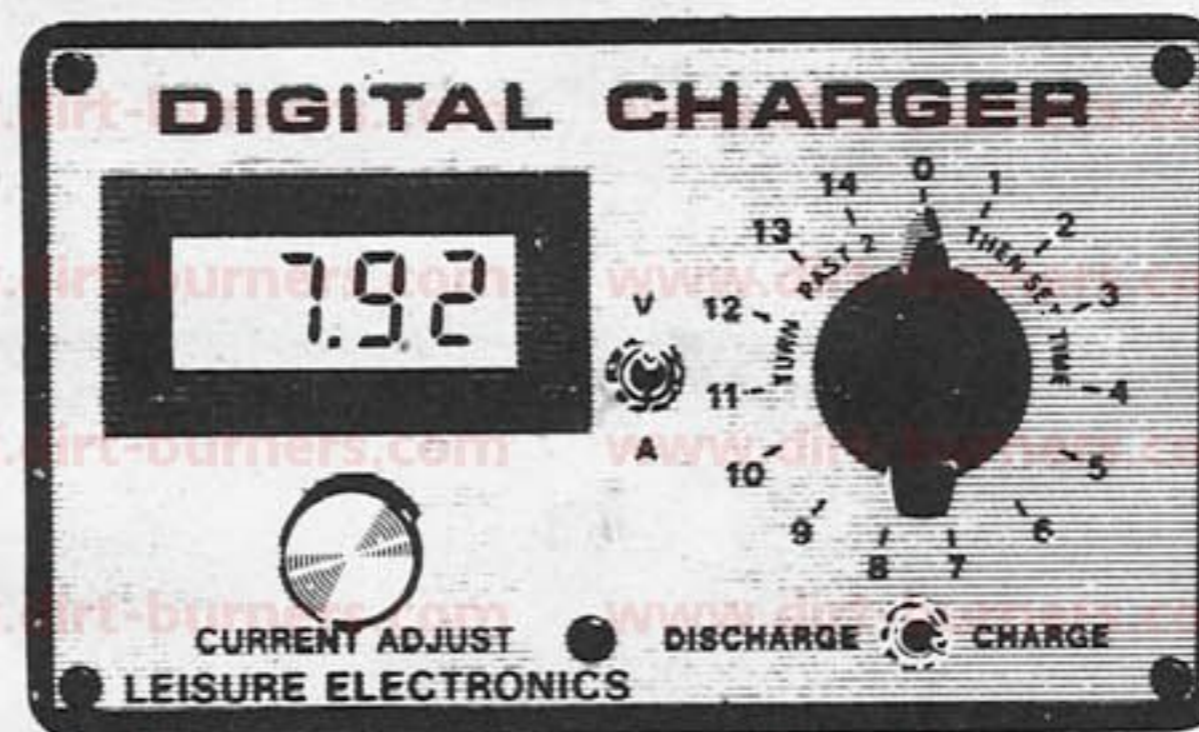


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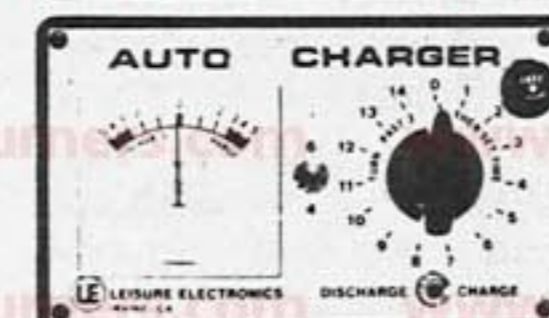
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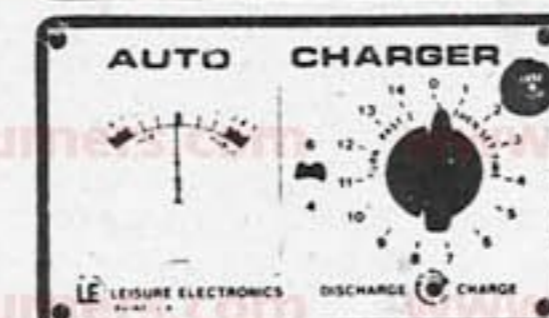
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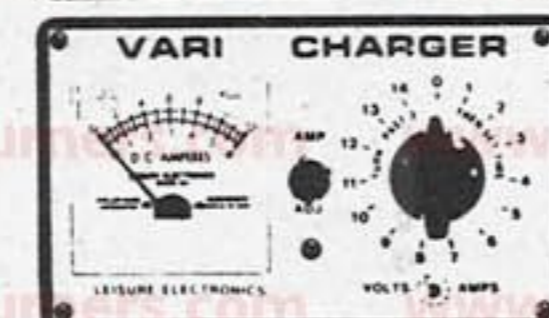
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The THIRD ANNUAL EL PASO CAN-AM REGION FOUR CHAMPIONSHIPS



The El Paso Can Am Region Four Championship entrants and crew (above). The Concours winning car (below) prepared by our Texas Editor, Lee Chapin. His was never in the photo he sent us. I guess he thinks his car is more important than his looks.

Story and photos by Lee Chapin

PREFACE: As usual the Rio Grande Racers worked very hard to make this race a success. Preparation started a week after the Rio Grande Can Am in January. Ads were placed. Prizes rounded up. Trophies selected - bigger and heavier than ever. Flyers sent out. And at the last minute, when it looked like there would be no Region 4 Championship for 1/8th gas, offered to combine that Championship with the El Paso Can Am. Plans were expanded to accommodate this. All of the regular racers came from the Southwest area plus several new drivers from Albuquerque and El Paso. A fine show with just them. So, if a little bias is detected in this report, most of it is based on the fact that not one (zero) racer came from the rest of the region. Now there are probably plenty of valid reasons for this; the heavy racing schedule just completed - France and California, the distance to El Paso, and the closeness in time to other races. Among other things, this points out the silliness of ROAR's Regional designations. No region should be 1000 or more miles wide. A far better scheme is used by the Sports Car Club of America where active areas are regions, even if it's one club. They encompass an area that a Director can communicate with. Sections and Divisions could then lead up to the National level. This sort of organization can also adapt to National Qualifying Races. Perhaps ROAR is working on the problem. Rumors indicate that that may be so. It would be a big step ahead for R/C car racing if it could be solved.

The Third Annual El Paso Can Am was the biggest yet. And second in size for El Paso racing only to last January's Rio Grande Can Am. Friday was practice day and entrants trickled in. Several racers accumulated time on the track and tested different set-ups. Traction was decent for a first-day run. Saturday morning things got serious. Almost



every racer was in town and ready to go. John Adair was in from Albuquerque Saturday night to race in his first ever R/C car race on Sunday. That's why Albuquerque has such a good club. Their shops - Duke City Hobbies and Westside Hobbies - are learning cars and this is very important to helping new racers. Knowing he has support like this is why a new racer like John will tackle a big race the first time out. Hal's Hobby does this job in El Paso.

Qualifying started Saturday afternoon with six cars per heat. Each heat was selected according to approximate skill levels. So drivers had plenty of room among cars of about the same speed to help get a good time. Race Director Jim Cook got some surprises at the improvement in some of the drivers he hadn't seen for a while. He fixed this up for Sunday qualifying. It looked like the TQ battle would be between Barry Grossenbacher, Brad Toffelmire, and Les Elliot. Carlos Priemer of Hal's Hobby had planned very hard for this race but an extended stay in the hospital stopped

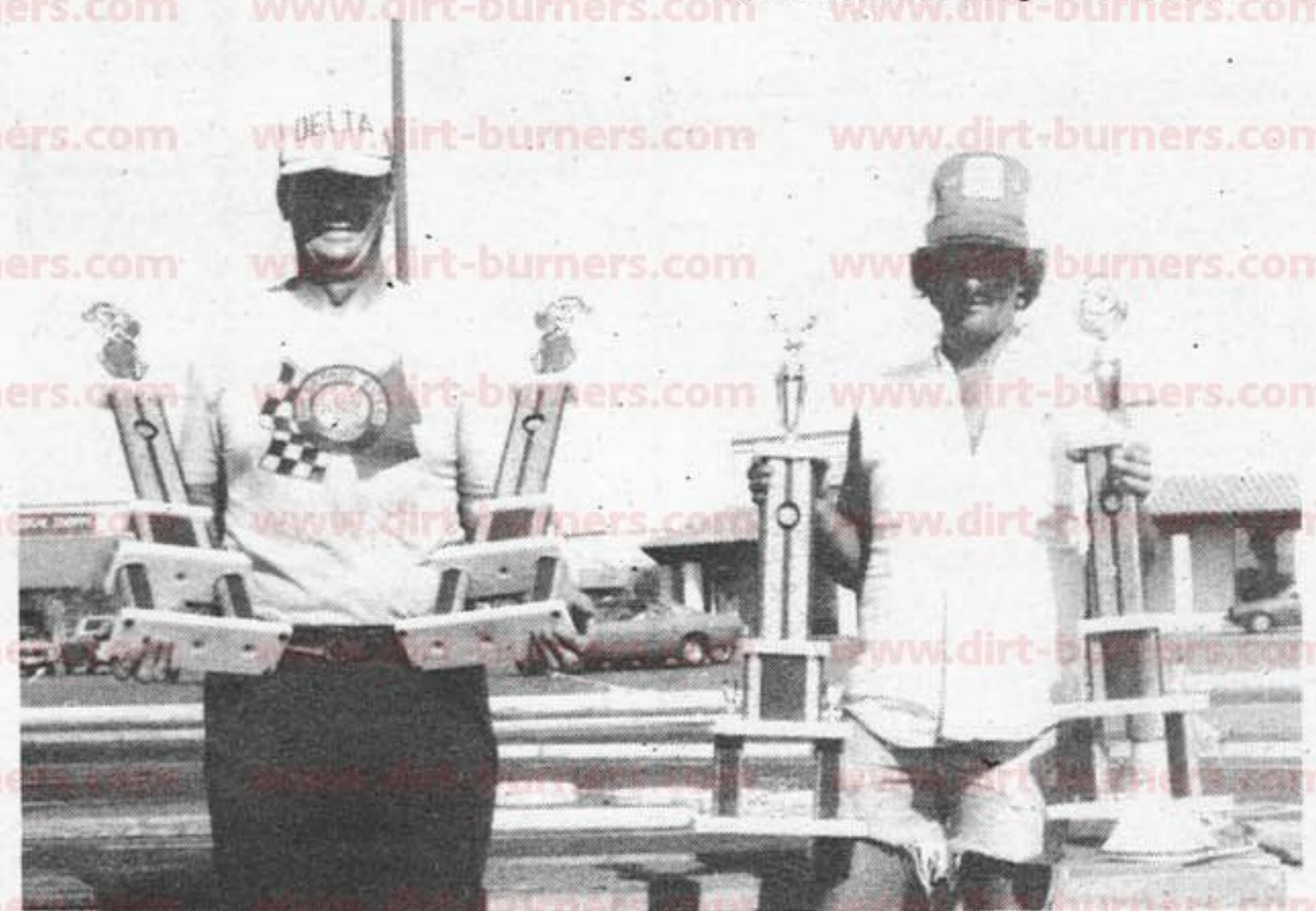
his chances to race at the top. Ray Cannon was among the walking wounded. He broke his arm in San Francisco.

Frank Barron had rounded up some Budweiser sponsorship and he had his Concours car all decked out in Budweiser colors. Very nice. Over half the cars entered the Concours d'Elegance. They ranged from meticulous to gaudy. Dave Harms from Albuquerque went for realism with shiny gas caps and careful airbrush work. John Jolley of Albuquerque also went for detail. Many of the cars had driver's heads or faces behind the visor. Jolley's detail came within one point of first, but gaudy won. Chapin's multi-colored dandy eagle caught the judge's eye just enough more to win. (The car was sure easy to see on the track!)

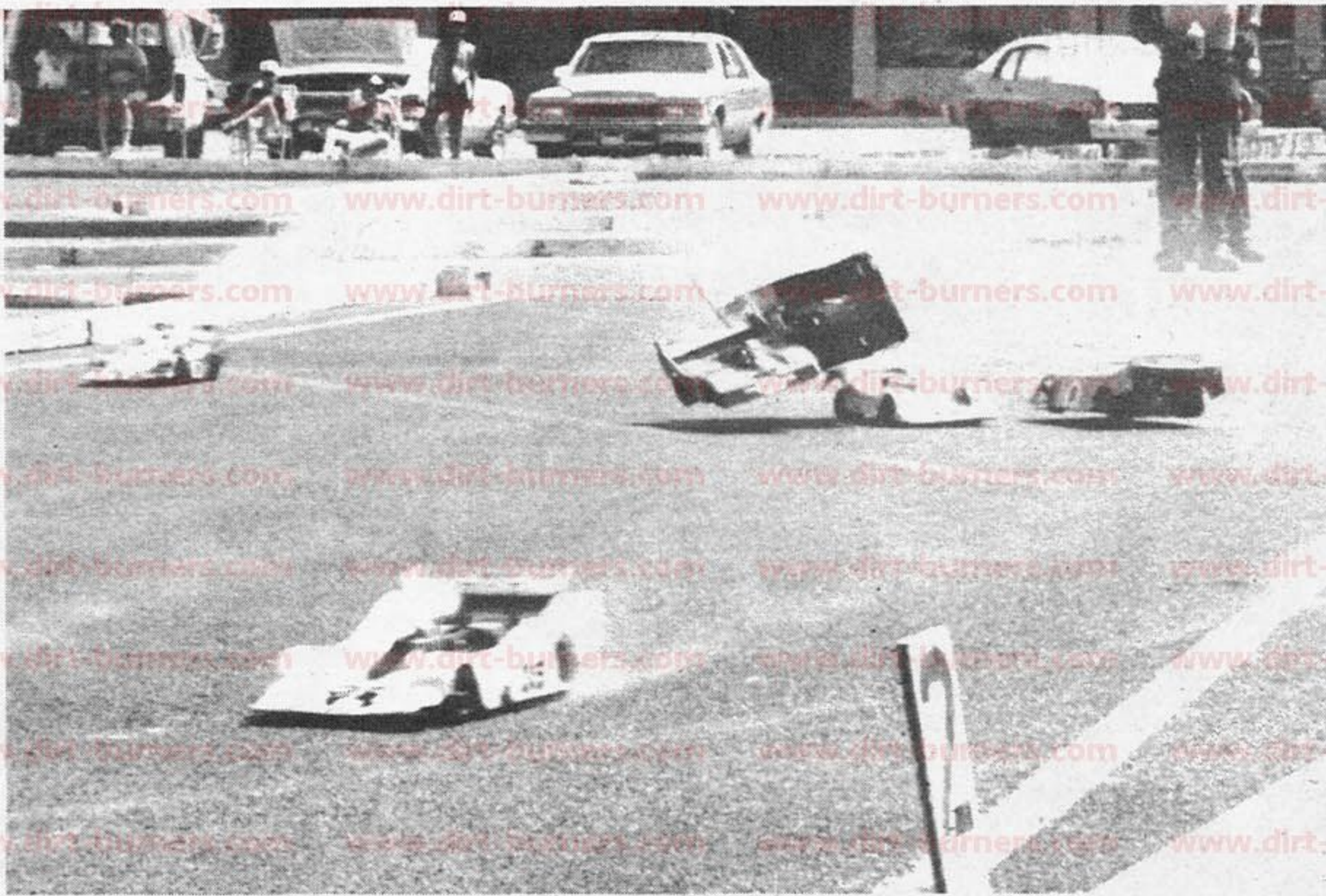
Saturday night racers and their families attended an informal banquet. Prizes were drawn with a Futaba radio set and three K&B engines, one from K&B itself, as the top prizes. For this race the Rio Grande Racers worked hard on getting local businesses to sponsor prizes and trophies. Hal's Hobby Shop, Five Points Hobby - which once was THE shop for slot cars but is just now getting interested in R/C cars - ERA Electronics, Corrugated Box, Casa Signs, Edelman Industries, Chopper, Raul Norte of G.E., Pilot Services, J J Restaurant, Coors and Budweiser. SNAP-ON Tools (Bob Blum and Jerry McGinnis) donated the A Main trophies. Carlos Austin (Schmid Molds and other companies) donated over half of the other prizes. MSD Ignition supplied photo and typesetting work and posters, as well as commemorative plaques for every entrant. The club awarded a special plaque to Jim Cook for his work and innovations as Race Director for the past year or so. Jim is transferring to Waco. Thanks, Jim.

Sunday morning qualifying was very successful for some. Ralph Gutierrez went into the A. But the B heat from Saturday was nearly all bumped down to C. One last driver's meeting where a generous "move-up" procedure was announced. The top two finishers could move up, but if they declined, then the next two and so on. Lots of chance to race for some drivers.

E MAIN. Two new drivers in this race. John Adair in his first ever R/C car race. And young Roger Eely in his third race. Bill Everett has been helping Roger and his dad, and Roger is catching on



Bill Everett (l) and Jim Cook, Region 4 Champs in Pan Class & Suspension Class respectively. Photo Lee Chapin.



Rick Archer (35) gets a good start while four cars play tag with each other. Photo Lee Chapin.



Jim Cook (13) racing side by side with Jim Turner (15).



Quick repairs in the Austin pits.



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quickly. He got a good start and led the first two laps. But then Frank Barron went past and led for the next forty laps. Both Roger and Rich Cunningham passed Frank, and then Roger led for another four laps. Then his engine died. Rich took the lead until the checker.

(contd. next page)

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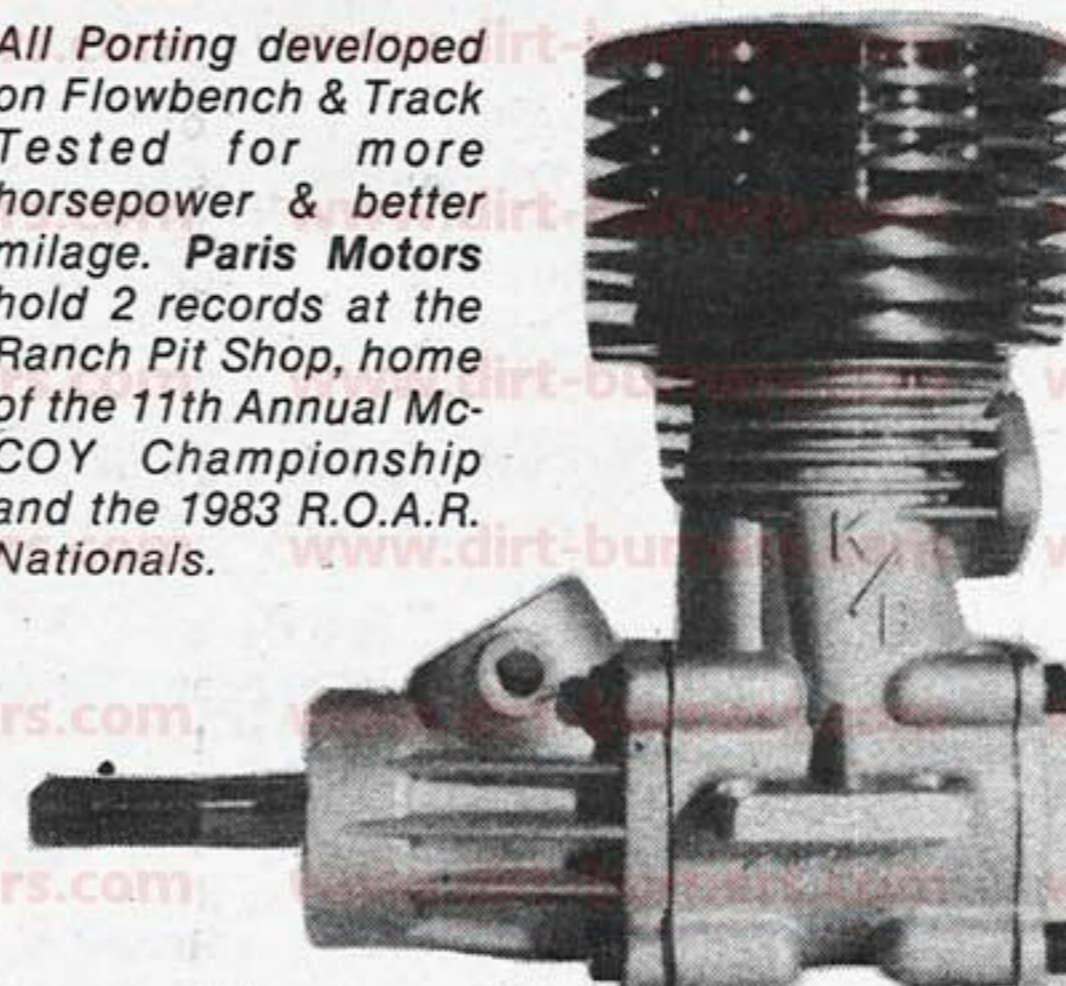
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Barry Grossenbacher was the Top Qualifier. Photo Lee Chapin.

Even some of the better drivers get "brain fade." Here Jerry McGinnis tries for a one-point landing.

Roger and Frank came back on the track and completed the top three in that order. Rich and Frank elected to move up to D.

D MAIN started smoothly with Bob Blum and his Snap-On Special leading the first four laps. Carlos Austin got his

Eagle pointed the right way and caught Bob. Led for the next eight laps. Bob regained the lead for another four laps. Then Carlos for four. Then Bob for eight. Neither one giving an inch more than necessary for racing room. Roxanne Cook was in the chase and Frank Barron

was closing ground. He passed Roxy, then Carlos and then Bob. Bob made another stab at it and led for laps 35 and 36. But Frank sensed the victory flag and pushed his Budweiser Special across the line first. Bob was second. His son Rob was third. Neither Blum wanted to

move up, so Frank was going to take another step. Roxy thought that would be a good idea.

And it looked like it was. Roxy got a good start in the C Main and kept in front for eight laps. Then Jerry McGinnis pushed through and led the next eight. Roxy back in the lead for two laps, but Jerry squeaked past on lap twenty. Four laps later it was Roxy's turn. And it

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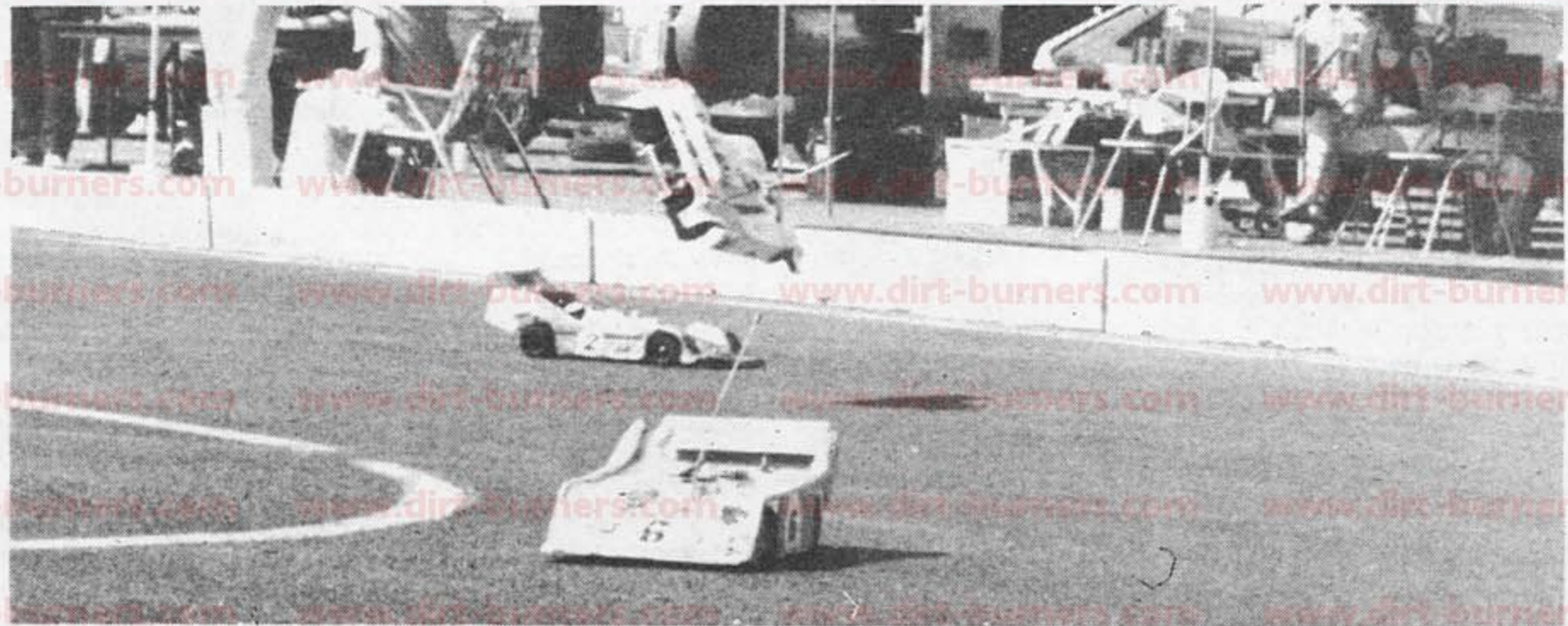
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SATURDAY	10:00am	—	7:00pm
SUNDAY	11:00am	—	7:00pm
RACEDAY	8:00am	—	6:00pm



One of the unusually clean starts in the A Main. A beautiful sight to see. Photo Lee Chapin.

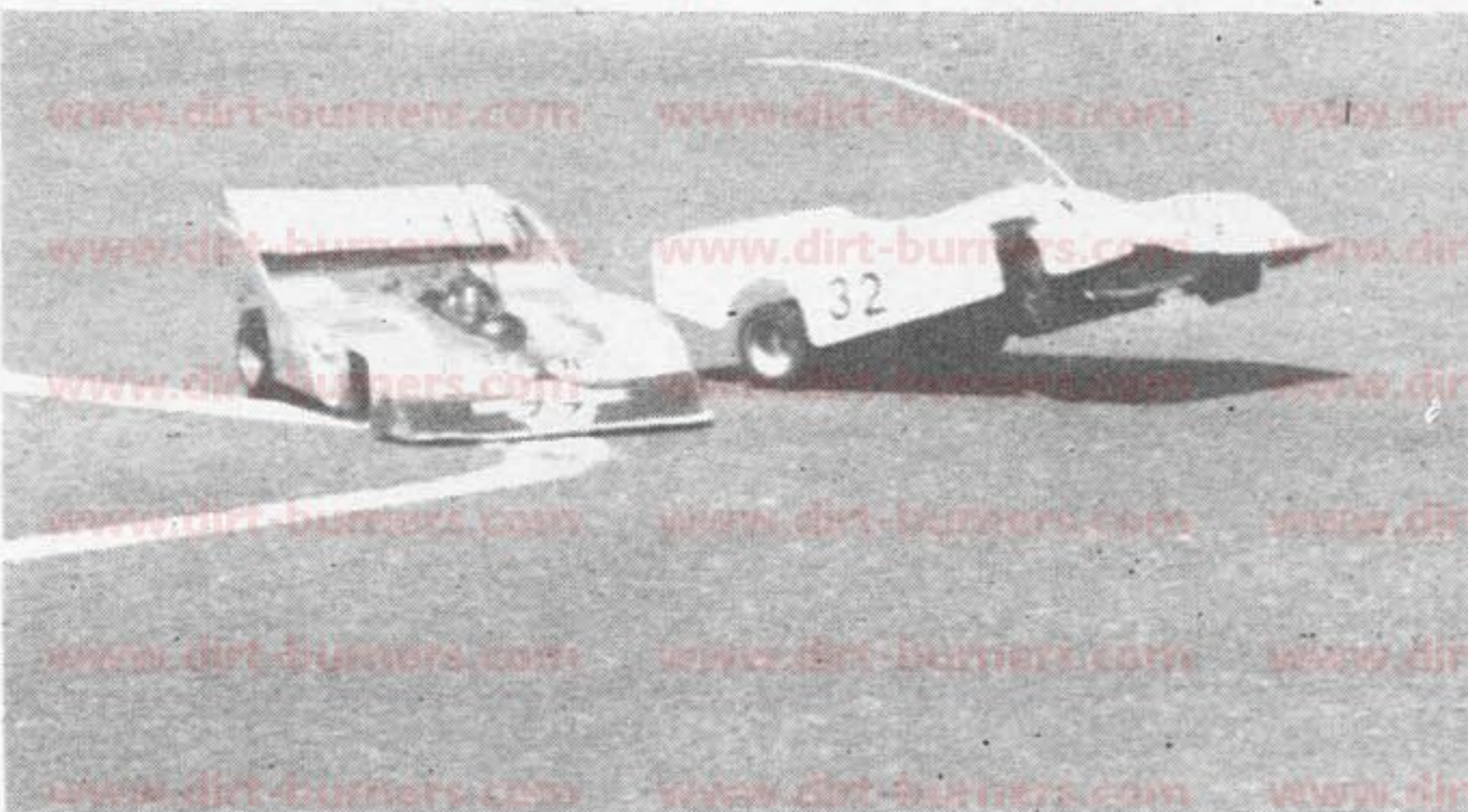
looked like it might be her race. But Jerry was patiently following. Looked like Roxy's car might be slowing. Or maybe getting tired. Nearly 100 laps of racing already. Jerry slipped past on lap 45 to lead to the flag. Danny Alvarado was next and Roxy had to settle for third. John Nigro made one of his best races in a long time and finished fourth.

Who would move up to B? Jerry McGinnis and Danny Alvarado. Also in this race: John Jolley and Dave Harms from Albuquerque. (It was reported that Dave Harms won the "Hard Luck" trophy, made from Bob Sanders' broken engine parts at the Enchantment 100. Dave gave an update on this trophy. All the parts fell off the wood back. It must really be a Hard Luck award... Dave was cooking for this race though.) Plus Jim Cook, Rick "Bear" Archer, Sal Nigro, Jr., and Rene Austin. It was Rene's best qualification ever. Off to a clean start with Bear Archer leading for two laps until he was caught by Rene. Eight laps to Rene, then two more to Bear. Next Dave Harms pushed ahead for his eight. Jim Cook found the groove and took his eight laps in the lead. Dave's turn for six, then six to the Bear. Then the "After you, Alphonse" was over and Jim said, "This one's mine," as he led to the finish. The Bear followed him, then John Jolley and Rene Austin. Sixty laps of close racing with uncertainty until the end.



Jerry McGinnis (6) and Roxanne Cook (2) watch an unidentified car play leap frog. Photo Chapin.

Time for the racing finale, the A Main. Barry Grossenbacher would be the best choice since he was Top Qualifier. Bob Sanders was going as fast as he ever has. Brad Toffelmire had a brand new Danny Alvarado engine and he was swift. Les Elliot had winning speed which he had proven previously by coming down from Albuquerque a couple of weeks earlier and winning a Rio Grande Series Race on the same track. Bill Everett had outfitted his 100,000 mile plus Delta Super J with a



Sal Nigro, Jr. (77) gives Danny Alvarado (32) a goose, then goes past.

new HB Grand Prix engine and he was set to go. John Benore had his Septor Special tuned to the limit. He even brought his brother, Bob Benore, in from Toledo to strengthen his pit crew. Ralph Gutierrez from Albuquerque put his two speed PB Alpha in high gear to qualify Sunday morning. The move ups? Jim Cook and his Cook Picco powered Cook Eagle - high tech racing machinery. Also Rick the Bear. It was predicted that he would be racing in the A Main this fall and here he was in the A Main of the El Paso Can Am.

Race Time! John Benore was the quickest off the line with the whole herd on his bumper. Except for Barry Grossenbacher - he was still in the pits getting his engine started. As Bob Sanders was passing John on lap four, Barry was just entering the race. But he was flying. Bob held his lead until lap twenty when Bill Everett went in front for the first time. Bill is smooth and sometimes you don't realize how fast he's going. Bill didn't hold the lead for long that time because John still wanted his share. John led for four laps then, Whoosh! That was Barry going by into

(contd. next page)

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Bill Everett, Region 4 Pan Class Champion & A Main winner.

but it would dip and touch on every right turn. Jim Cook was only a couple of laps behind and making time fast and bringing Les Elliot right along, too. Bill must have had his fingers crossed. Two laps to go. Both Jim and Les knew Bill was in trouble and they were pouring on the coal. But no luck, Bill made it to the checker with room to spare. Jim placed second and Les, third. So the B Main move-up drivers did pretty well - Jim in second and Rich in fourth. Delta did pretty well, too - top five places.

Bill's win also gave him the ROAR Region 4 Pan Class Championship, while Jim became the Region 4 Suspension Champion. If a Rio Grande Racer were going to write this story as



Rick Archer, 1st B Main.



Jerry McGinnis, winner of the C Main.

they have a good time. In fact, the pleasantness and co-operation in the pits doesn't seem like serious racing - until the cars get on the track. Everyone is looking forward to perhaps another trip to Albuquerque before their season closes. And perhaps a trip to Phoenix. But, most of all, the Second Annual Rio Grande Can Am. Probably early January, again. This is the race where the only excuse needed to go is, "There ain't no racing' any where else." Not to mention the good time everyone has. Put it in your plans to start off 1984. And see what good racing and good times can be. Let's race!

L. L. C.



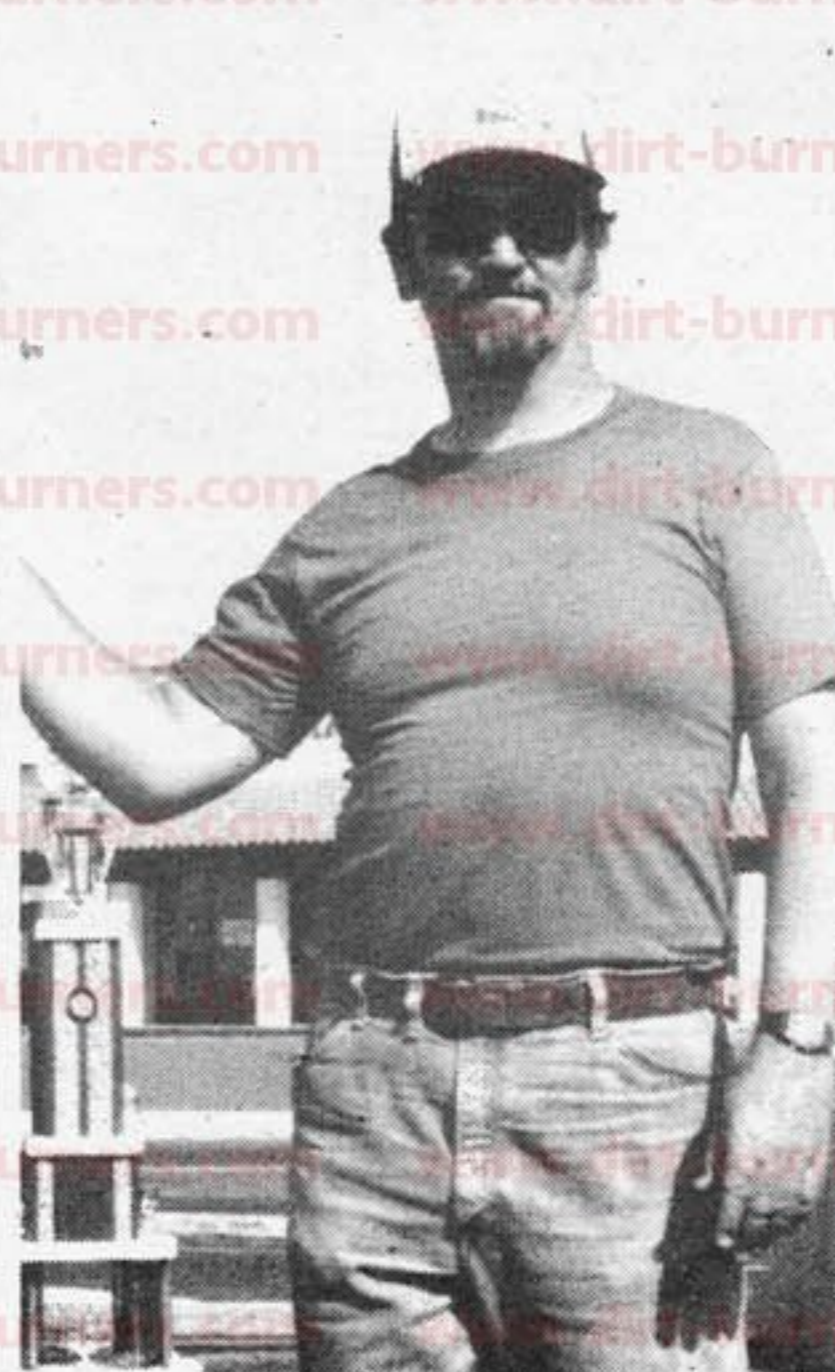
Frank Barron, 1st in D Main.

the lead after making up four laps. Barry continued to lead until lap fifty when his exhaust header broke. He was out. Now the race was back to where it was before Barry made his charge. Who was left? Ralph Gutierrez had been T-boned early and was out. Brad was out after expending 2, 3, 4, ?, who knows how many cars. John Benore went down just before Barry with battery connector troubles. And Bill Everett had the lead. At fifty laps. At sixty laps. At seventy laps. Whoops! His outside front tire came off. Much slower in the turns. Would his cushion last? Would his car last? His Super J was stiff enough to carry the front wheel down the straights,

fiction before the race, these two would have to be selected as the winners. They have been the backbone of the club and have kept everyone else in the mood to help. It is almost the "poetic justice" that they are the real winners, too.

In January at the Rio Grande Can Am, a tradition was started that the major race winners in El Paso would have a section of the track named after them. The first was the "Jianas Turn." It was decided that naming turns after the club President and Race Director might be a little presumptuous. Too bad. Cook Carousel and Everett Evolution have a nice ring to them.

As usual, when New Mexico, Arizona and West Texas racers get together,



Rich Cunningham took first in E Main.



John Jolley, 2nd in B Main.

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Danny Alvarado, 2nd C Main.



Rene Austin, 3rd B Main.



Bob Blum, 2nd in D Main.



Roxanne Cook, 3rd C Main.



Roger Eely, 2nd in E Main in only his third race ever.



Rob Blum, 3rd D Main.



Les Elliot, 3rd in A Main.



John Adair, 3rd in E Main.

The THIRD ANNUAL EL PASO-CANAM

Position	Driver	Chassis/Model	Engine	Radio	Sponsor
A Main					
1	Bill Everett #	Delta Super J	HB Grand Prix	Futaba	xxx
2	Jim Cook *	Cook Eagle	Cook Picco	Airtronics	Cook Racing
3	Les Elliot	Delta Eagle	K&B	Futaba	Duke City Hobbies
4	Rick Archer	Delta Eagle	Picco	Futaba	Bearcat Enterprises
5	Bob Sanders	Delta Eagle	Picco	Futaba	Duke City Hobbies
6	Barry Grossenbacher	Assoc. RC 500	McCoy	Kraft	xxxx
7	John Benore	Assoc. RC 300BD	McCoy	Kraft	Septor
8	Brad Toffelmire	Delta Eagle	Alvarado K&B	Kraft	TONKA
9	Ralph Gutierrez	PB Alpha	HB Grand Prix	Futaba	Westside Hobbies
* Region Four Pan Class Champion, + Region Four Suspension Class Champion					
B Main					
1	Jim Cook	Cook Eagle	Cook Picco	Airtronics	Cook Racing
2	Rick Archer	Delta Eagle	Picco	Futaba	Bearcat Enterprises
3	John Jolley	Delta Eagle	Picco	Kraft	John Jolley Racing
4	Rene Austin	Delta Eagle	Picco	Futaba	Schmid Mold
5	Danny Alvarado	Assoc. RC 500	K&B	Airtronics	xxx
6	Sal Nigro, Jr.	Delta Super J	Picco	Futaba	Sal Nigro Racing
7	Dave Harms	Delta Super J	Picco	Futaba	Property Repair Service
8	Jerry McGinnis	Assoc. RC 300	Picco	Airtronics	SNAP-ON
C Main					
1	Jerry McGinnis	Assoc. RC 300	Picco	Airtronics	SNAP-ON
2	Danny Alvarado	Assoc. RC 500	K&B	Airtronics	xxx
3	Roxanne Cook	Cook Eagle	Cook Picco	Cook Airtronics	Cook Racing
4	John Nigro	Delta Super J	K&B	Futaba	Sal Nigro Racing
5	Bob Wellington	PB Alpha	Picco	Kraft	xxx
6	Frank Barron	Cook Eagle	Cook Picco	Airtronics	xxx
7	Lee Chapin	Cook Eagle	Borsolino Picco	Futaba	MSD IGNITION
8	Sal Nigro, Sr.	Assoc. RC 300	K&B	Futaba	Sal Nigro Racing
D Main					
1	Frank Barron	Cook Eagle	Cook Picco	Airtronic	xxxx
2	Bob Blum	Delta	K&B	Futaba	SNAP-ON
3	Rob Blum	Assoc RC 200	K&B	Futaba	SNAP-ON
4	Roxanne Cook	Cook Eagle	Cook Picco	Cook Airtronics	Cook Racing
5	Carlos Austin	Delta Eagle	Picco	Futaba	Schmid Mold
6	Danny Austin	Delta Eagle	Picco	Futaba	Schmid Mold
7	Rich Cunningham	Delta SJ	Picco	Futaba	Duke City Hobbies
8	Jim Bradsher	Cook SJ	Cook Picco	Cook Futaba	Cook Racing
E Main					
1	Rich Cunningham	Delta SJ	Picco	Futaba	Duke City Hobbies
2	Roger Eely	Assoc RC 300	Picco	Airtronics	xxx
3	Frank Barron	Cook Eagle	Cook Picco	Airtronic	xxx
4	John Adair	Delta Super J	Picco	Futaba	Duke City Hobbies
5	Rich Lynch	Assoc. RC 300	K&B	Futaba	xxx
DNS	Bill Brown	Assoc. RC 500	Picco	Futaba	xxx

* Moved up and placed in higher main.
TOP QUALIFIER was Barry Grossenbacher
LABOR DAY, 1983

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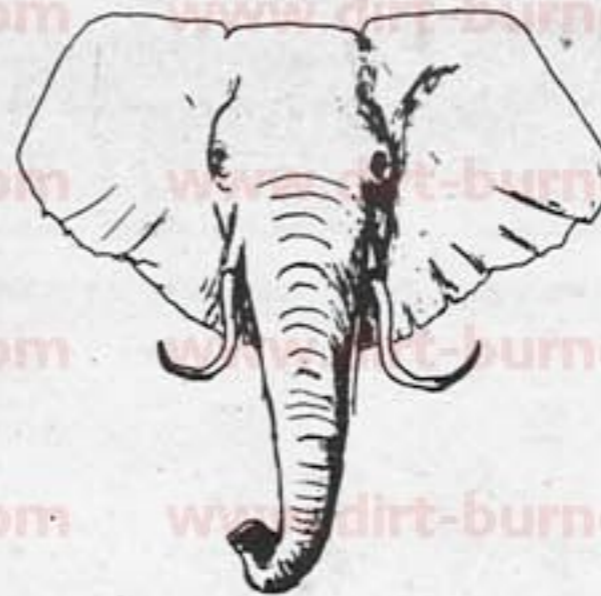
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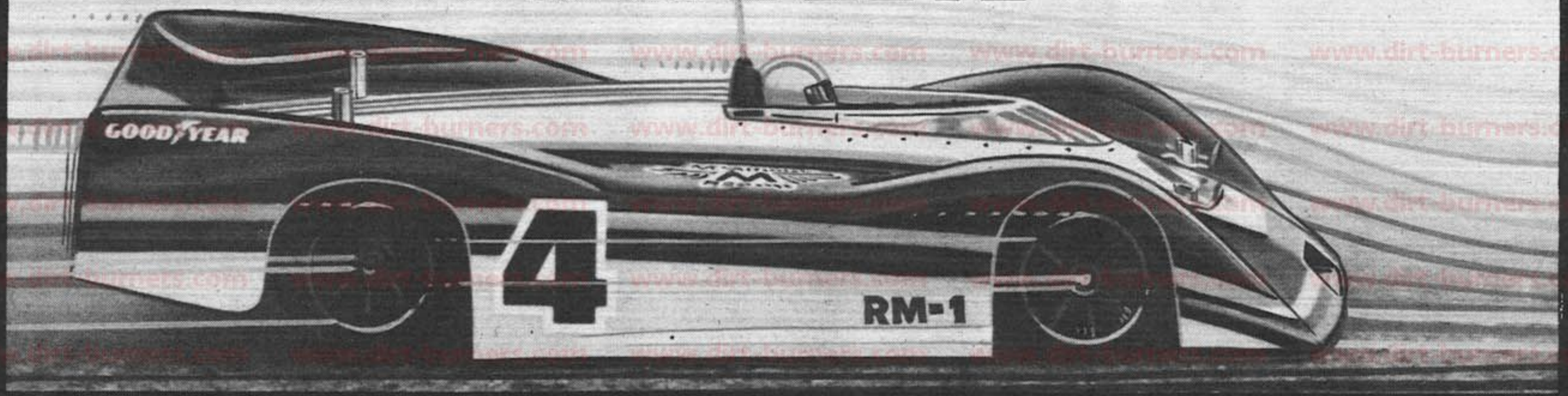


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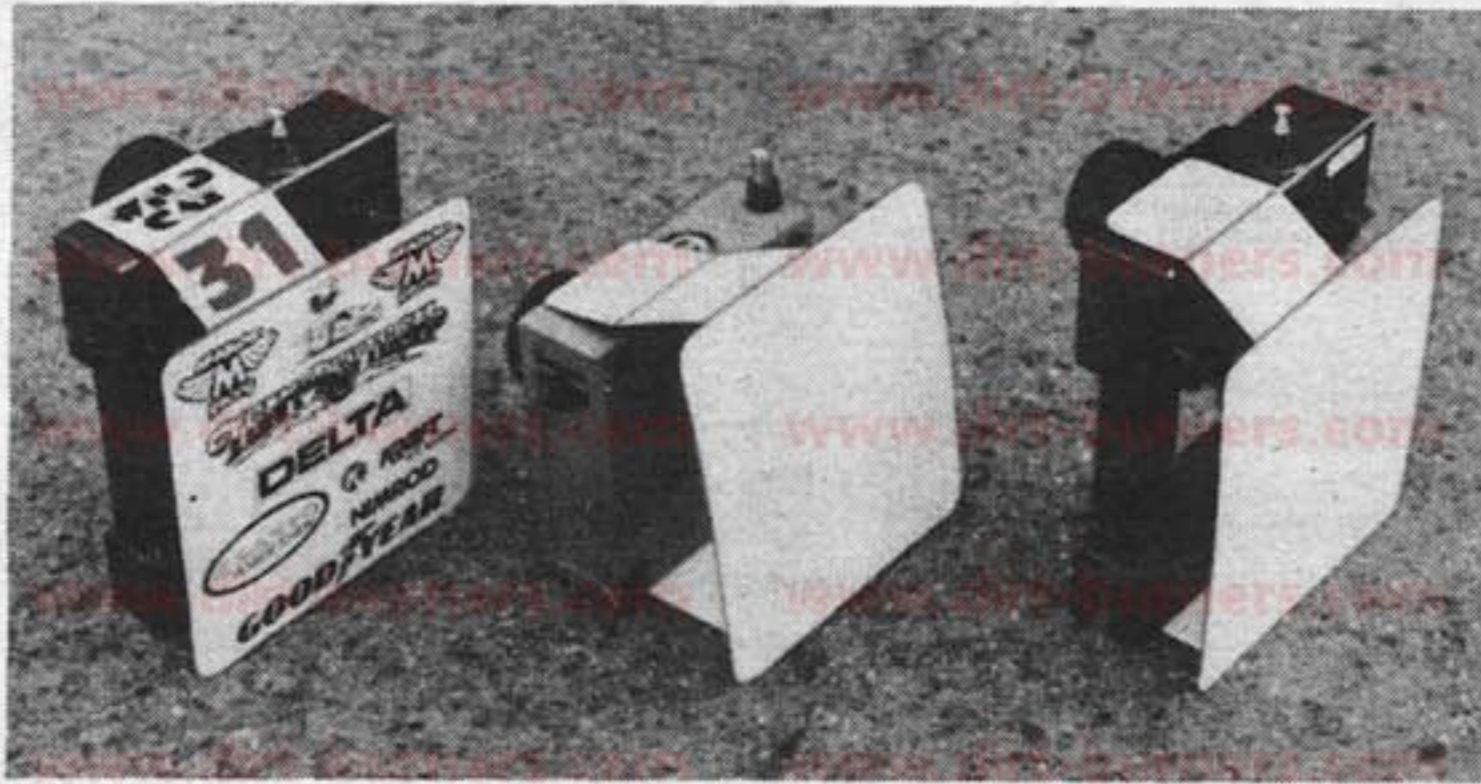
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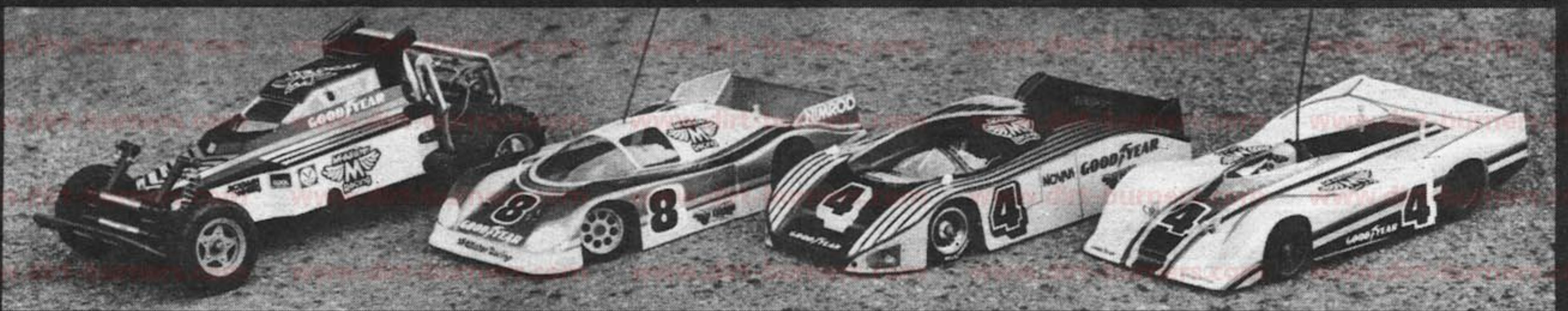
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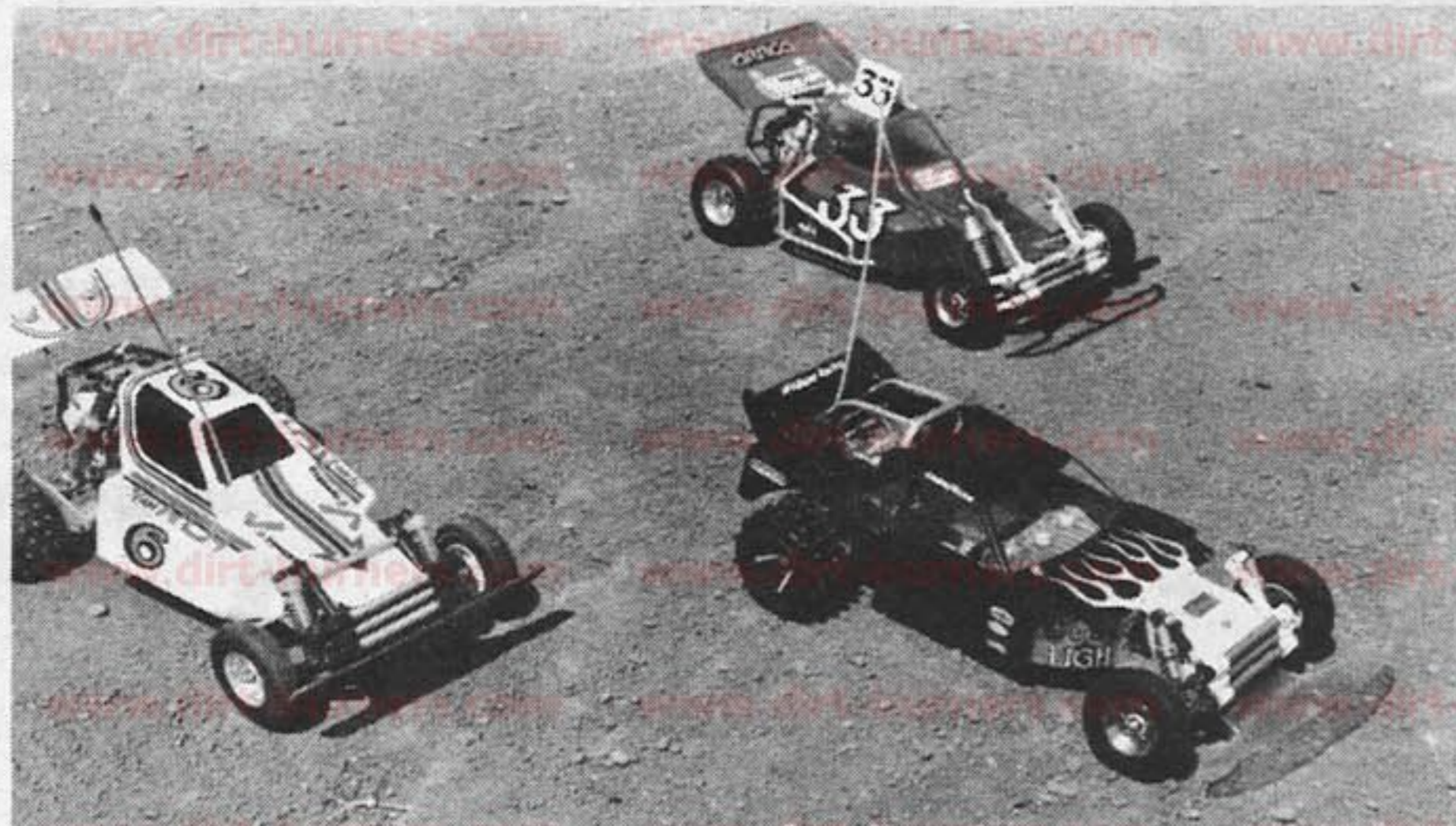
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Hanss, Dyer, & Melancon WIN Mains at R/C Race Prep Raceway.



Concours top three. Car #6 was 2nd. and belongs to Nelson Kracke; Car #33 was Doug Shelp's and it took 3rd.; and the no-number "black beauty" was the winner, prepared by Steve Flakus. (Top Photo) is an overview of the Race Prep Raceway driver's stand.

September 17, 1983
Van Nuys, California

No sooner had all the excitement and dust died down from the ORRCA NATIONALS that were held at Del Mar, that a new off road racing program was on its way once again with the Southern California ORRCA Series.

The first of at least seven (there are a couple of other tracks that may be included at the end of the existing schedule) ORRCA Series races went off like a bang at the new San Fernando Valley facility - Van Nuys more specifically. The R/C Race Prep Raceway, owned by Butch Dunn, was in excellent condition for this first event of the season. A season, by the way, which will extend through April 1984 and possibly beyond.

R/C Race Prep Raceway was excellently prepared by the Dunn's and Valley friends. The weather was typically hot for this time of the year but there was plenty of water to keep the track moist and with good traction.

This newest track in the ORRCA Circuit is really an excellent track that

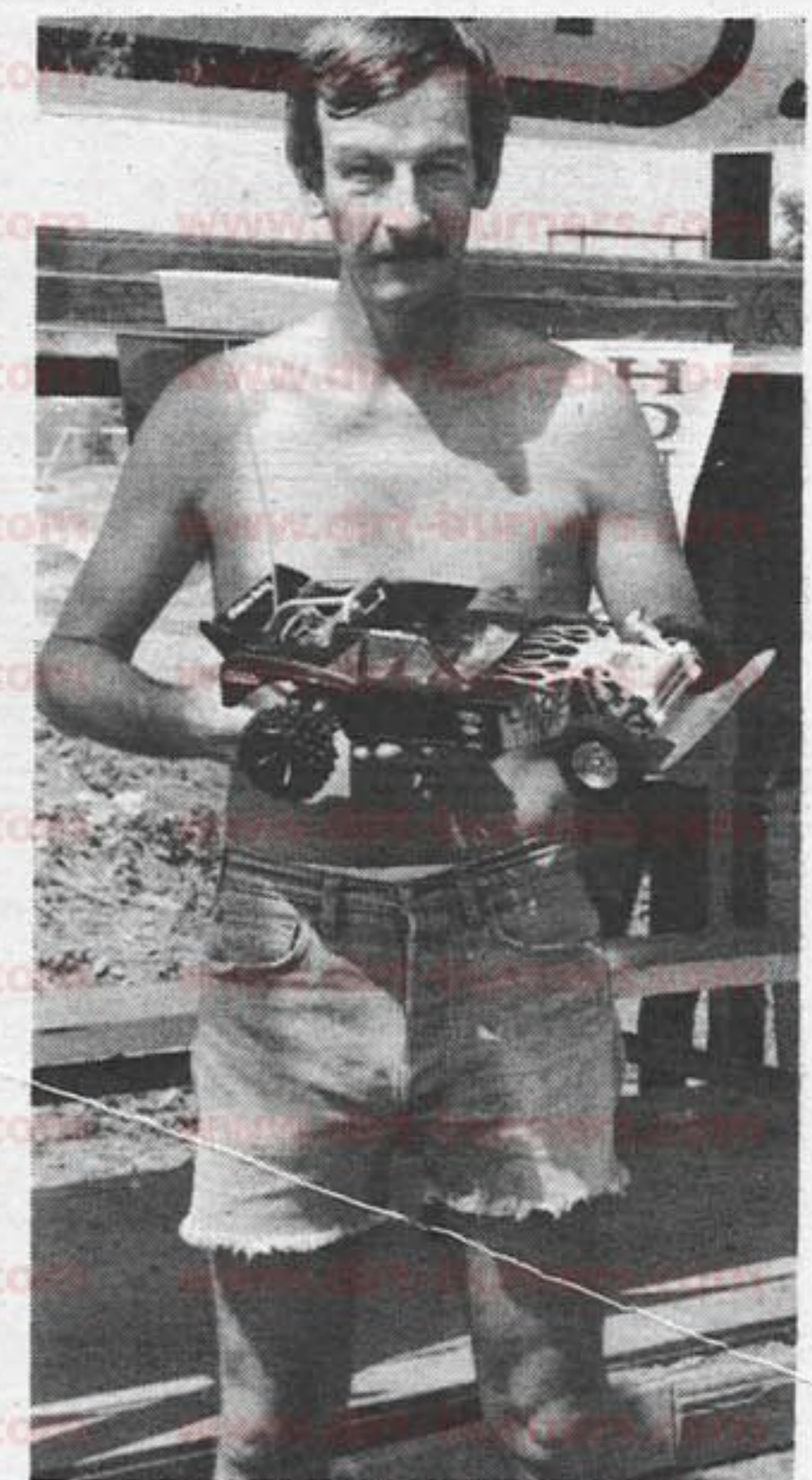
features neatly banked infield turns and the usage of both oval sweepers in and out of the infield. An "Ascot"-type big jump with a front "kink" or smaller jump in the back straight offers quite a challenge to your visual perception. In other words, if your eyes and depth perception are good you should have no problem, if they're not (like this writer's) it's heck to find the line every time. Yet, should you miss the jump, there's plenty of room to correct your error, even if it means taking out several spectators or turn-marshalls.

There were 77 entries on hand with 16 in Stock; 35 in Modified; and 26 in the Open class.

Racing got underway a bit later than anticipated (1 p.m.), mainly because this was the first ORRCA race and the first major race at R/C Race Prep Raceway, so a few loose ends had to be tied. Making sure that all those that were racing were ORRCA members and issuing new memberships was the biggest delay of the program. This should ease off as the season progresses. But, the day was such a perfect day for racing that no body really

cared and since the race was on Saturday, there was no real hurry to get back home because of work or school the next morning.

Therefore, when the racing started, with the first of the three qualifying rounds, everyone was well relaxed and ready to battle it out, with plenty of practice rounds under their belt. It's interesting to note the closeness of the racing nowadays. It's amazing to see three or four cars going at it for all of the four-minute heats, so close, that you could throw a blank over the cars. What's really nice to see is the lack of "hammering" especially among the more experienced racers. I guess most racers have finally realized that you can




Steve Flakus managed to win the Concours event but was wild during the race. LP

hurt your chances just as bad by hammering another car. Patience and finding the right lines to pass are really the best way to race and certainly the most sportsmanlike. In addition, it makes for a better racing show.

There was a good number of spectators on hand as well, many who had never seen an R/C Off Road race before. Race Prep Raceways is located within the Valley Teen Center complex, and on this Saturday many of the kids that show up for the BMX races and the Soccer games were totally fascinated to see these 1/10th scale cars go around the dirt track. I dare say that there may have been several occasions where a kid

(contd. next page)




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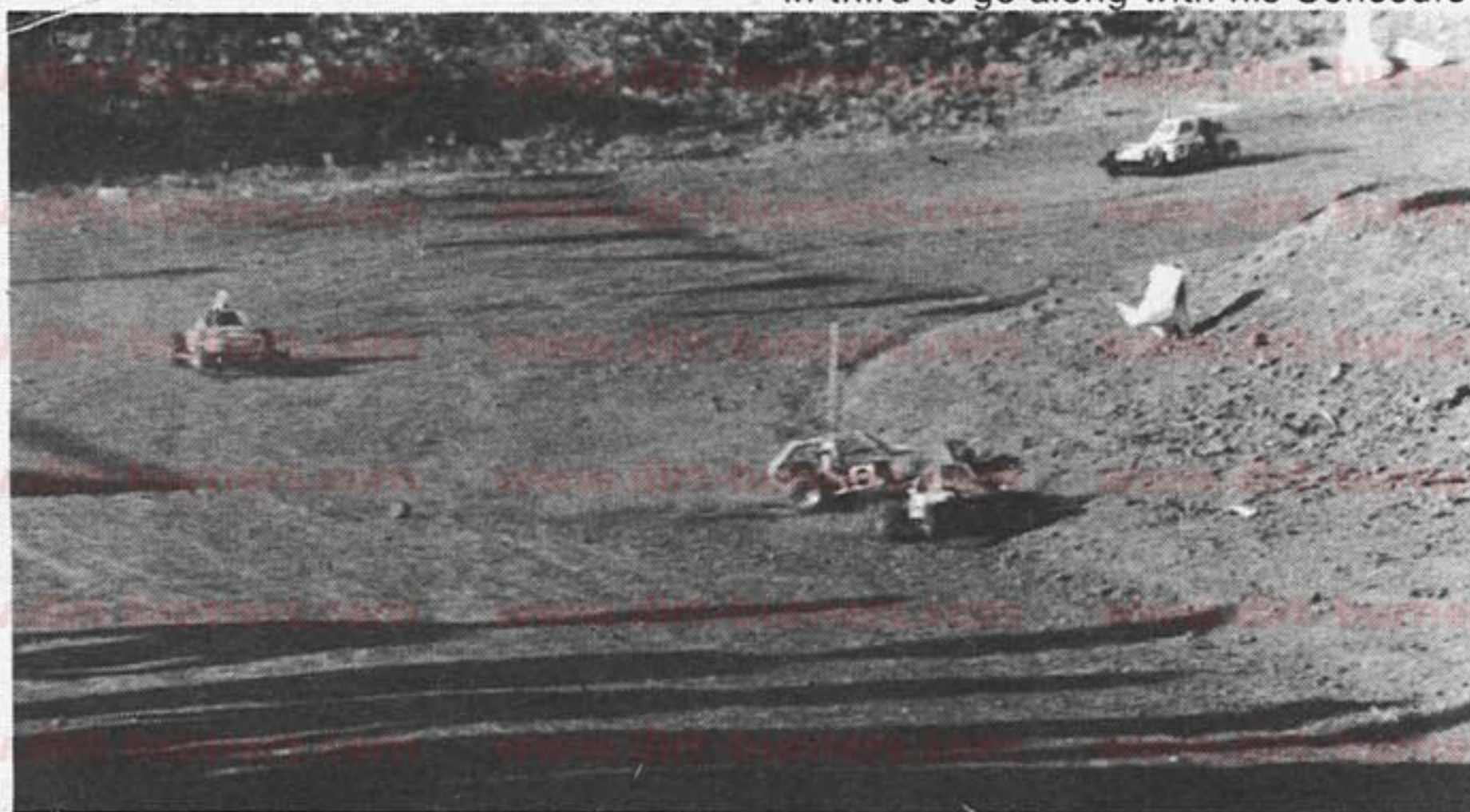
Jay Halsey (Baja Bug) leading Chris Allec (about to roll) around the sweeper. Photo Lonnie P.

might have missed his turn at the BMX start or on the Soccer field in lieu of watching the off road race.

The big guns for today were Herb Hanss (CRP) in the Stock class who was able to capture the first overall of the series in the A Main and the 100 ORRCA points that go along with it. He did have pressure from the likes of Jerry Sanders, Jr., Randy Lutz, David Warner, all who finished second through fourth respectively in the main. It should be pointed that one driver is really impressing a lot of people, especially for not having raced too long. Randy Lutz (Race Prep) worked his way out of the B main in Stock, through the "bump up" system, and wound up a very respectable third in the A Main. Look for this gentleman to be very impressive at other races.

In the B Stock Main we've already stated that Randy Lutz was the winner. Second went to Mike Cloutier, with Johnny Williams in third.

In the Modified A Main, the big gun this time around was Ron Dyer(RCH). Ron and Sid Hamilton had a heck of a battle that allowed them to be the only two drivers to go into the 12 lap mark in the A Main. Hamilton finished second and Bud Fish took third with one lap less. (Bud did extremely well after



The track surface is very good, but get off the groove and you'll find plenty of nasty marbels to slow you down.

working himself out of the B main, by winning it.) Nelson Kracke and Jay Halsey, (the current ORRCA Modified National Champion), rounded out the top five spots in this main.

B Modified Main was won by Bud Fish(Radio Controlled Hobbies), but John Tiffany and Jiggs Garcia gave him

a run for his money. Both drivers kept very strong pressure throughout the main and were all within 7 seconds of each other and on the same lap at the finish.

John Kracke (RCH) won the C Main running away with it and scoring 11 laps, more than any other racer in this main. Second went to Carl Thompson and he was followed by Butch Hedrick. Interestingly to note that several of the names in this main (C Main) can usually be found in the A and B mains of most events. To show you the caliber of competition today, they could do no better than C Main.

D Modified Main, and the last main in this class was won by Butch Hedrick after Lou Peralta, who had a major lead, grabbed the wrong battery pack and ran out of juice. Steve Flakus wound up in third to go along with his Concours

Jiggs Garcia (Race Prep), who was just 2 seconds behind. An excellent battle for third place between Carl Thompson and Gil Losi, Sr. resulted in Carl edging our Gil by less than 3/10th of a second at the finish line.

Open C Main was won by Mike Larson on the way to working up to the A main. In second was Doug Shelp about 1 1/2 seconds behind. Third went John Tiffany.

The Race Prep Raceway thus set a good standard for the rest of the ORRCA So Cal Series schedule. Their brand new computer system worked excellently all day and the Dunn boys, Mike and Steve, who manned the scoring duties, did a great job all day. Unfortunately, they are now beginning to find out what other track owner/racers have found out -that it's pretty hard to race and run a race. They didn't run today. Of course, they will be able to run at the remaining ORRCA races, and since they can drop two races out of the seven on the schedule, this should not hurt them very much or for that matter those that missed this first race of the season.

We'd also like to congratulate Steve Flakus who won the Concours event with a super modified Tamiya Black-painted beauty. Now if he can settle down on the driver's stand he's going to be a terror with that car. Second in the Concours event went to Nelson Kracke with Doug Shelp taking the final third spot. Mike Tobey and Ron Erickson were the judges.

The next ORRCA So. Cal. Series race is scheduled for TQ Hobbies on Saturday, October 15th. TQ is located at 1358 Pacific Coast Hwy, Harbor City, Ca. You may call Bruce Berteau at (213) 539-3611 for more information. Remember to bring your ORRCA member-



"Jammin" Jay Halsey had a heck of a battle with Derek Schmidt. The Halsey "Bug" is one of the few that consistently makes the A mains. Photo. Lonnie P.

win. The "Mouth," the big gun, "Mr. Racer" took the Open class A main win. Willie (the Mouth) Melancon (RCH) took the A main win. He has become one of the tougher guys to beat lately, and perhaps all the kidding that he's been getting from this writer, has forced him to really hone his driving talents. In any case, Melancon was tough to beat in the Open A and wound up about 8 seconds ahead of second place Nelson Kracke (RCH). Jason Garcia (Race Prep), Robin Deans (Deans) and Eustace Moore (MIP) made up the top five respectively. It should be noted that 7th place Mike Larson wound up in this main the hard way. He had to win the C and B Mains in order to "bump-up" into the A Main. Good driving for an excellent racer.

B Main time was won by Larson (RCH) as stated, but by a narrow margin over

ship card in order to race in ORRCA #2 at TQ. Memberships will also be sold at the track on race day.


Once again congratulations to Butch Dunn and his crew for an excellent afternoon of R/C Off road racing.

RESULTS


STOCK A MAIN:		
Name	Laps/Time	ORRCA Pts.
1. Herb Hanss	10/254.8	100
2. Jerry Sanders, Jr.	9/244.0	99
3. Randy Lutz	9/234.6	98
4. David Warner	9/241.6	97
5. Jerry Sanders, Sr.	9/244.9	96
6. Guy Dabney	9/248.8	95
7. Louie Cadillo	9/259.7	94
8. Ron Cloutier	9/270.2	93

STOCK B:		
Name	Laps/Time	ORRCA Pts.
1. Randy Lutz	10/250.3	99
2. Mike Cloutier	9/248.6	90


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Herb Hanss taking care of pit business, while keeping an eye on the race action.



Nelson Kracke kept his RCH-sponsored Tamiya in hot pursuit.

- | | | |
|--------------------|---------|----|
| 3. Johnny Williams | 9/251.4 | 89 |
| 4. Pat Cirelli | 7/247.8 | 88 |
| 5. Mike Ulrich | 6/221.2 | 87 |
| 6. Tom Srimbiedo | DNF | 86 |
| 7. Dan Wilson | DNF | 85 |
| 8. Shawn Howel | DNF | 84 |

- MODIFIED A MAIN:**
- | | | |
|--------------------|----------|-----|
| 1. Ron Dyer | 12/253.9 | 100 |
| 2. Sid Hamilton | 12/257.5 | 99 |
| 3. Bud Fish | 11/241.3 | 98 |
| 4. Nelson Kracke | 11/243.5 | 97 |
| 5. Jay Halsey | 11/244.3 | 96 |
| 6. Willie Melancon | 11/245.3 | 95 |
| 7. Berry Hedrick | 11/249.4 | 94 |
| 8. Don Arndt | 11/252.2 | 93 |
| 9. Jason Garcia | 11/256.4 | 92 |
| 10. Chris Allec | 11/243.5 | 91 |

- MODIFIED B MAIN:**
- | | | |
|--------------------|----------|----|
| 1. Bud Fish | 11/243.7 | 90 |
| 2. John Tiffany | 11/249.9 | 89 |
| 3. Jiggs Garcia | 11/259.7 | 88 |
| 4. Robin Deans | 11/260.6 | 87 |
| 5. Kim Rethwish | 10/247.3 | 86 |
| 6. Mike Van Acker | 4/262.1 | 85 |
| 7. Derek MacDonald | 3/114.5 | 84 |
| 8. Al Hess | DNF | 83 |
| 9. John Kracke | DNF | 82 |
| 10. Doug Shield | DNF | |

- MODIFIED C MAIN:**
- | | | |
|------------------|----------|----|
| 1. John Kracke | 11/257.7 | 80 |
| 2. Carl Thompson | 10/241.6 | 79 |
| 3. Butch Hedrick | 10/244.2 | 78 |
| 4. Mike Larson | 10/247.9 | 77 |
| 5. Ron Erickson | 10/263.8 | 76 |
| 6. Rick Walton | 9/254.6 | 75 |
| 7. John Zindler | 9/256.6 | 74 |
| 8. Ron Anthony | 8/205.1 | 73 |
| 9. Jim Brophy | 8/246.5 | |

- MODIFIED D MAIN:**
- | | | |
|------------------|----------|----|
| 1. Butch Hedrick | 10/241.5 | 80 |
|------------------|----------|----|



The Race Prep Raceway allows plenty of four-across action (above). There's plenty of room to pass. The huge double-jump in the back straight launches cars in beautiful flight (below). Photos Lonnie Peralta.

- | | | |
|--------------------|---------|----|
| 2. Loy Peralta | 9/254.6 | 70 |
| 3. Steve Flakus | 8/256.5 | 69 |
| 4. Vince Ito | 7/271.3 | 68 |
| 5. Lonnie Peralta | 3/84.7 | 67 |
| 6. Milles Williams | 2/178.4 | 66 |

- OPEN A MAIN:**
- | | | |
|--------------------|----------|-----|
| 1. Willie Melancon | 12/245.6 | 100 |
| 2. Nelson Kracke | 12/253.5 | 99 |
| 3. Jason Garcia | 11/246.7 | 98 |
| 4. Robin Deans | 11/247.4 | 97 |
| 5. Eustace Moore | 11/249.2 | 96 |
| 6. Gil Losi, Jr. | 11/259.8 | 95 |
| 7. Mike Larson | 10/225.5 | 94 |
| 8. Bud Fish | 10/259.2 | 93 |
| 9. Jay Halsey | 3/145.1 | 92 |
| 10. Ron Dyer | DNF | 91 |



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OPEN B MAIN:

- | | | |
|------------------|----------|----|
| 1. Mike Larson | 11/248.7 | 90 |
| 2. Jiggs Garcia | 11/250.6 | 89 |
| 3. Carl Thompson | 11/254.3 | 88 |
| 4. Gil Losi, Sr. | 11/254.6 | 87 |
| 5. Chris Allec | 11/260.9 | 86 |
| 6. Ron Anthony | 11/261.2 | 85 |
| 7. Don Arndt | 10/218.8 | 84 |
| 8. Larry Gold | 2/56.1 | |

OPEN C MAIN:

- | | | |
|-----------------|----------|----|
| 1. Mike Larson | 10/244.3 | 80 |
| 2. Doug Shelp | 10/246.9 | 79 |
| 3. John Tiffany | 9/223.6 | 78 |
| 4. Jim Brophy | 9/248.6 | 77 |
| 5. Scott Brown | 8/217.6 | 76 |
| 6. Steve Flakus | 5/260.9 | 75 |
| 7. Al Hess | 1/28.4 | 74 |
| 8. Rick Walton | 1/30.2 | |

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CALIF CHAMP SERIES

Janis Sweeps EXP.: Pritchett/McAllister Split AM; Kisbey/Johnson Take NOV.

Story and photos by Neal McCurdy

DATELINE: Santa Rosa...

Well it's finally over. The '83 Cal Champ Series, that is. The 109 participants enjoyed a super weekend of racing and a superb finish to this year's series. The two ends of this series were run on tracks new to most of us. Race #1 was held in Fresno (also a mighty fine track), while for our final event, we ventured far North (far for us L.A.'ers, that is) to the S.C.A.M. track here in Santa Rosa. S.C.A.M. has a beautiful location for a track, in a nice tree-laden parking lot across the street from a large shopping mall. Bite was very good, as was the shade provided by the large oak trees. This is not a permanent track, this is to say it is setup via the placement of pinned-together boards, similar to Reno or the old Fresno track. This system makes for great versatility in track



Ted Graf displaying a winning smile that tells it all!
16

layout. The design of the track for our race was super. Not too fast (29-31 laps), with some nice tight drivers' spots and an interesting kink at the end of the straightaway (nice job, guys!).

As in any series, the final race is the bringer of good news for some and not so good for others. Although some finishing positions were assured (Ed Janis in Expert, for example), others were not. Pudgy, Harry, Jeff and Bev all had a shot in Novice, while Gary and Scott battled it out for Amateur. The nice thing about a best three out of four format is not having to dedicate yourself to the series. And, indeed, only 13 of the 60 finalists made all four races.

This final race was not without its problems, however. Because of work and time considerations, Gary, Ted and I decided to fly to San Francisco, rent a car, and drive on to Santa Rosa (after all, it's only \$70 bucks to fly). If you have ever flown to a race, then you know how much junk you can wind up hauling to the airport! In my case, I not only had my bags and race stuff, but two large!!! and heavy!!! boxes of trophies and one small, but heavy box of stock motors. Care to guess what TWA lost en route to San Francisco? What couldn't we do without Saturday morning? Couldn't lose the trophies or my race stuff or my clothes, no! It just had to be the darn stock motors. Well, to make a short story even shorter, we finally made it to Santa Rosa at about 2:00 am - minus the motors. Being assured that they would know something at about 3:00 am, I stay up and call the airline. Guess what? No information, call back in the morning. Aaarg, I'm tired. 6:30 am, phone rings - wake-up call? No, airline! "We have your box with the little engines in it. We can deliver it in the afternoon." Thanks! We need them in about two hours! Oh well, get up and go to the track. We ask around at the track if anyone knows somebody in San Francisco that could bring them up to us. No luck! Steve Ashby and Doug Palmer volunteer for the trek to S.F. (bless their souls), and we open up sign-in - sans motors. Because of the delay with the motors, only two rounds of qualifying were run Saturday but at last, everything is running smoothly.

Saturday ends with Jeff Schneider TQ'ing and winning Novice, Gary

McAllister doing the same in Amateur, and Sonny Maddison taking Expert. Lee Hall TQ'd in Expert but had trouble after only one lap. Too bad, Lee! As for the series, Novice Stock was taken by Pudgy (Della) Kisbey. Pudgy is the gal who coordinates things at the races, handles the papers, types the results and who we otherwise couldn't do without. All this, races too and wins! Lookout guys. Tim Copp finished three points behind Pudgy for 2nd and Harry Mallicoat in 3rd, five points back. Steve Pritchett won the Amateur class with 298 points, only five points off the 303 point possible max. Gary McAllister got 2nd and Scott Whitney took 3rd, both finishing with 295 points; Gary winning by virtue of his better individual finish. Ed Janis, who didn't come to this race, took 1st place in Expert class, Ted Graf, 2nd, and Sonny Maddison in 3rd, only



Gary McAllister (McAllister Racing) took 2nd overall in Amateur Stock & 1st overall in Modified Amateur for the Series.



The track in Santa Rosa, (above left & top) was nestled among the beautiful trees typical of Northern California. Great location for a great race. Photos Neal McCurdy.

one point behind Ted.

"Aah" Modified class, no handout motors, no problems...well almost. With only the normal counting problems to contend with, Modified class ran smoothly all day. Three qualifying heats and still finished early. Jeff Schneider took care of the Novice class, TQ'ing by a lap then winning the main by a lap more than he qualified. Tim Copp again finished 2nd and Jimmy Lalongisip, 3rd. The Wardlows took the B Main with Dustin winning and father, Dave, finishing 2nd. Tom Pratt took 3rd, about 1/2 a lap behind Dave. Fresno's Scott Whitney beat out Jim Rose by only seven seconds for 1st place in Amateur class. Top Qualifier, Gary McAllister finished 3rd.

Expert Class: What can I say. Joel Johnson entered today, guess who won? Fresh off back to back wins at the '83 Nats, it's Joel in first by about 1/2 a lap over 2nd place, Larry Stevens. While our Top Qualifier again finishes 3rd, but this time it's Ted Graf.

As for the series, Pudgy came close, tying Jeff Johnson with 289 points but Jeff took 1st on back up. 3rd place went to Bev Pritchett. Two gals in the top three in Modified class, "hmmm." Gary McAllister wins Amateur class (same points as Steve had in Stock), Scott Whitney in 2nd and Paul Chopra in 3rd. The absent Ed "I had it wrapped up" Janis again got 1st place in Expert class with Larry Stevens capturing 2nd by only one point over 3rd place, Sonny Maddison.

So there you have it. "The race - the series - the winners - the losers."

Congratulations to all those who won. Thanks to all those who attended. We hope to see you all next year!

Our warmest thanks to Pudgy and Bruce, Karen and Dave, Ted, Gary, Dick, Steve and Bev. I'd also like to thank the Johnsens, Bob Dewald, Mike Reedy and Action Trophy. Not to mention the people and their tracks: in Fresno...Brian, Scott and crew; Bakersfield...Dave, Chuck and crew; Brigg's...Tim, Steve and the Museum; Santa Rosa...Steve, Doug and crew. The tracks were super!

Neal

RESULTS (contd. next page)



Steve Pritchett took Amateur Stock 1st place.

SANTA ROSA SERIES RACE

- A MAIN NOVICE**
 1. Jeff Schneider TQ
 2. Tim Copp
 3. Mark Cabihi
 4. Jeff Johnson
 5. Brent Burr
 6. Jimmy Lalongisip
 7. Jerry Copeland
 8. Bev Pritchett
 9. Mike Copland
 10. Richard Tanaka

- B MAIN**
 1. Harry Mallicoat
 2. Tom Pratt
 3. Dave Wardlow
 4. Van Janway
 5. Dustin Wardlow
 6. Forrest Tanaka
 7. George Courreges
 8. Carl Gaines
 9. Ken Courreges
 10. Pudgy Kisbey

- C MAIN**
 1. Richard Sidman
 2. Mike Stahl
 3. Bill Martin
 4. Kevin McCormick
 5. Allen Mounter
 6. Peter Fable

- AMATEUR A MAIN**
 1. Gary McAllister
 2. Paul Chopra
 3. Kim Henriksen
 4. Scott Whitney
 5. Richard Looney
 6. Jim Rose
 7. Chuck Gill
 8. Dick Pritchett
 9. Mark Cagle
 10. Tom Gaines

- B MAIN**
 1. Steve Pritchett
 2. Gary Renaud
 2. George Hays
 3. Neal McCurdy

MODIFIED

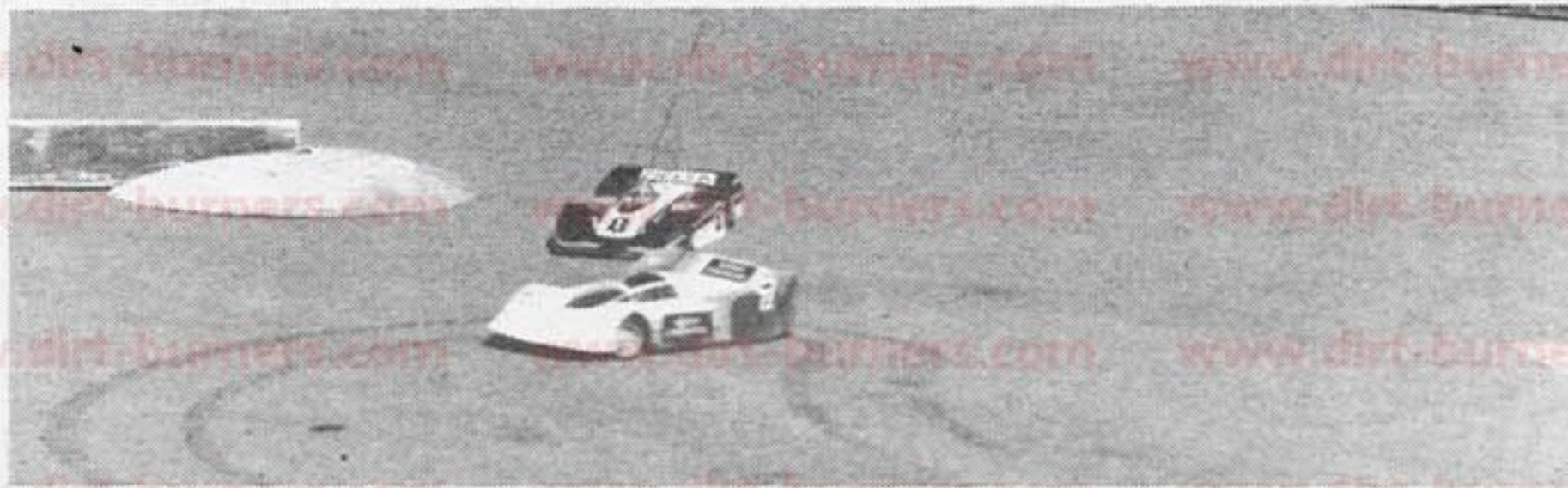
- EXPERT A MAIN**
 1. Joel Johnson
 2. Larry Stevens
 3. Ted Graf
 4. Lee Hall
 5. Brian Rush
 6. Sonny Maddison
 7. Jim Aguirre
 8. Steve Ashby
 9. Jim Adkins
 10. Dave Kisbey

- B MAIN**
 1. Neal McCuAllen Mounter
 6. Peter Fable

- AMATEUR A MAIN**
 1. Gary McAllister
 2. Paul Chopra
 3. Kim Henriksen
 4. Scott Whitney
 5. Richard Looney
 6. Jim Rose
 7. Chuck Gill
 8. Dick Pritchett
 9. Mark Cagle
 10. Tom Gaines

- B MAIN**
 1. Steve Pritchett
 2. Grdy
 2. Doug Palmer
 3. Denny Lynn
 4. Mike Conway
 5. George Hays
 6. Gary Renaud

- NOVICE A MAIN**
 1. Jeff Schneider
 2. Tim Copp
 3. Jimmy Lalonisip
 4. Jeff Johnson
 5. Jerry Copeland
 6. Forrest Tanaka
 7. Mike Copeland
 8. Richard Tanaka



Paul Chopra leading the way for Gary McAllister. Gary eventually got by for the first spot and Chopra took second in the Amateur A Main Stock.



The Pritchett Clan. Left to right: Dick, Bev, and Steve. They all went home with plenty of "gold." Photo Neal McCurdy.



Jim Aguirre... "more fun than just racing." You bet!



Larry Stevens showing off his MRP rocket. You've got to put it down to race it Larry.

9. Pudgy Kisbey
 10. Kevin McCormick

- B MAIN**
 1. Dustin Wardlow
 2. Dave Wardlow
 3. Tom Pratt
 4. Carl Gaines
 5. Bev Pritchett
 6. Allen Mounter
 7. Mike Stahl
 8. Van Janway
 9. Bill Martin
 10. Ron Boscacci

- AMATEUR A MAIN**
 1. Scott Whitney
 2. Jim Rose
 3. Gary McAllister
 4. Kim Henriksen

5. Paul Chopra
 6. Mark Cagle
 7. Tom Gaines
 8. Chuck Gill
 9. Russ Aguirre
 10. Dick Pritchett

- B MAIN**
 1. Richard Looney
 2. Mario Geter
 3. Dale Davis
 4. Glenn Sidman
 5. William Brown
 6. Steve Pritchett

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- NOVICE:**
 1. Pudgy Kisbey 293

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2. Tim Copp 290
 3. Harry Mallicoat 288
 4. Jeff Johnson 282
 5. Bev Pritchett 280
 6. Lloyd Nix 276
 7. Dustin Wardlow 266
 8. Kevin McCormick 254
 9. Chang Liu 254
 10. Jeff Schneider

- AMATEUR:**
 1. Steve Pritchett 298
 2. Gary McAllister 295
 3. Scott Whitney 295
 4. Paul Chopra 289
 5. Ken Kountz 276
 6. Chuck Maddox 193
 6. Brian Rush 193
 8. Troy Blanton 190
 9. Billy Johnsen 190
 10. Kim Henriksen 189

- EXPERT:**
 1. Ed Janis 292
 2. Ted Graf 289
 3. Sonny Maddison 288
 4. Dave Kisbey 284
 5. Neal McCurdy 274
 6. Tony Neisinger 198
 7. Larry Stevens 198
 8. Lee Hall 189
 9. Bruce Hickman 101
 10. Mike Hickman 99

MODIFIED

- NOVICE:**
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ROAR REGION 3 1/8 CHAMPIONSHIPS

Story and photos by Bob Leckron

Sept. 3-4, 1983
Orlando Park, IL

The second annual ROAR Region 3 1/8 scale Championships were held September 3rd and 4th at Orlando Park, Illinois. Sixty drivers arrived at this Southern Chicago suburb to challenge the road course set up by the host, Chicago Radio Control Car Club. Thirty-six Open class drivers and twenty-four Superstock drivers duelled for the Region 3 Championship under ideal weather conditions - sunny skies and temperatures near 90 degrees.

Qualifying heats were 20 laps with an 8 minute time limit. Three heats were run on Saturday with one more on Sunday, giving each driver four chances to turn in a good time. In Superstock qualifying, Buddy Davis took the early lead with a time of 405 seconds in his first run. No one equalled that time in the second round, and only Davis himself equalled it in the third round with another 405. But Tim Hartman found the fast way around on his final attempt and took top qualifier honors with a time of 401 seconds. He was followed into the A Main by Davis, Bob Paradis, Race Director Gerald Argalas, Tom Wisvader and Roy Moody. Only eight seconds separated the first six cars.

Bob Leckron took the lead after the first round of Open qualifying with a time of 378 seconds. That time didn't hold up long as Lou Przybyla with 356

third with a 361 in the final round. Leckron, Greg Zielinski, John Druskinis, and Jim Przybyla completed the field for the A Open Main.

The mains were 50 laps with a twenty minute time limit. The D Superstock Main was first up. Jeff Leckron took the early lead over Steve Lazarus and Shawn Meyrose, and extended his lead to three laps when both Lazarus and Meyrose flamed out. Leckron appeared to be cruising to an easy win until a relatively minor crash on lap 48 knocked the muffler off of the car. Some quick pit work got Jeff back on the track, and he drove one more careful lap to take the win.

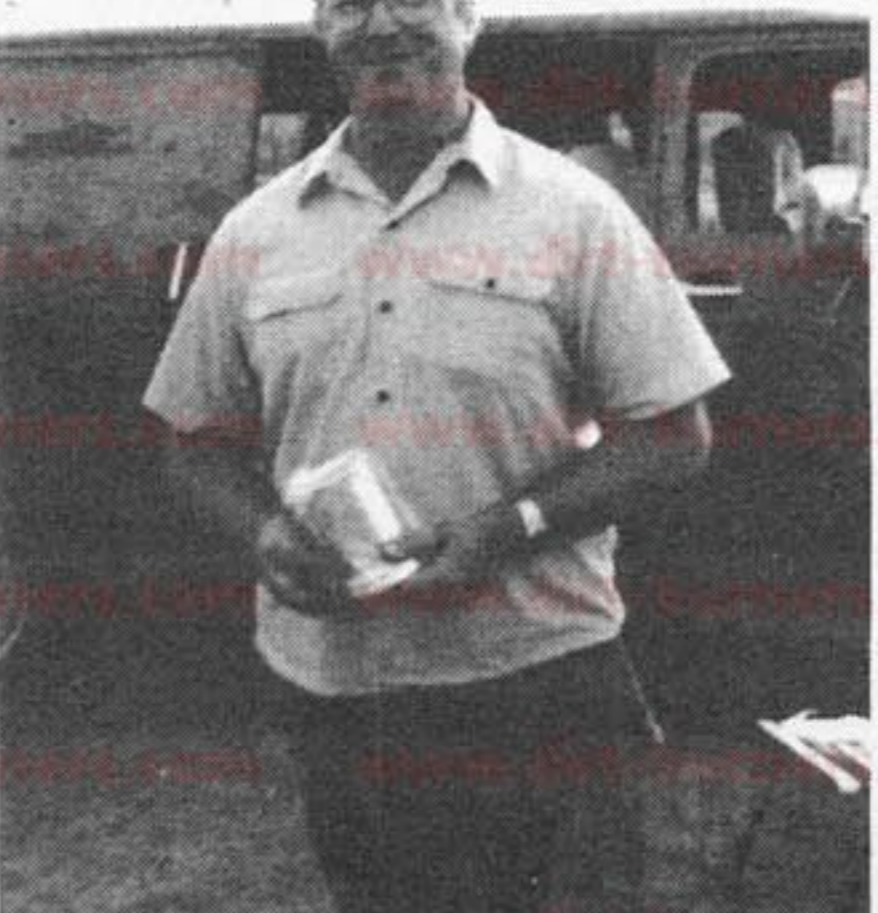
The C Superstock Main was next up. Six cars started and all six were able to finish. George Goepfner ran the fifty laps in 1125 seconds to defeat Jim Morrison by eleven seconds. In a battle of lady drivers, Jody Schroder edged Lori Warnick by one second to take



Jim Dieter, 1st in Open. Photos Bob Leckron.



Bob Leckron 3rd A Open, with Diane Moody, Trophy Girl.



Lou Przybyla, 2nd A Open. Leckron.



Tony Gagliardo, 1st B SuperStock, with pitman. Leckron.



Joel Mabus, 1st B Open. Leckron.

and Jim Dieter with 358 took the first two spots after the second round. Those two times held for the top two qualifying spots, with Bob Chuhran moving into

third. Mike Caputo and Al Rovel were fifth and sixth.

The B Superstock Main belonged to Tony Gagliardo all the way. His winning

time of 1017 seconds was only five seconds slower than the A Main winner; and he finished nearly three laps ahead (contd. next page)



Phil Cring, Jr. 1st C Open. Not his normal expression but close.

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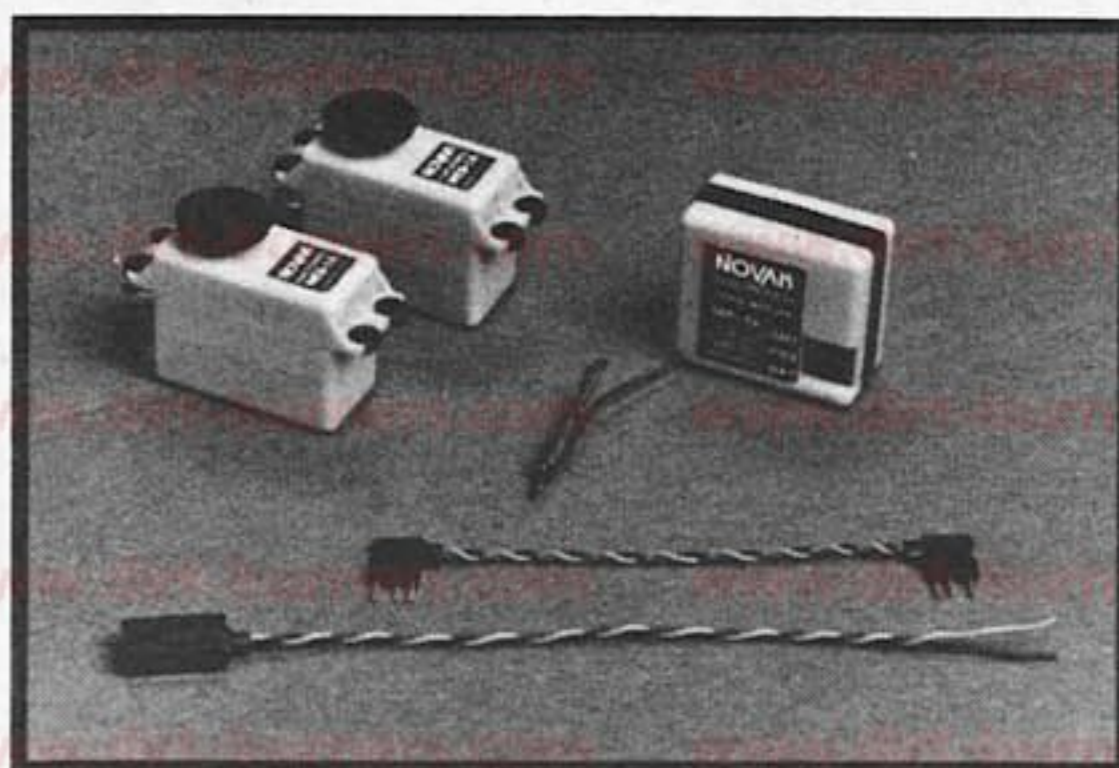
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of the field. A close three car battle for second concluded with David Kryszak, Murray Pipchok, and Pete Warnick finishing in that order within three seconds of each other. Diane Moody finished fifth, about three laps farther back.

The A Superstock Main featured six evenly matched cars and drivers, with very close qualifying times. Tim Hartman took the command early and ran a nearly trouble-free race to win with a time of 1012 seconds. Buddy Davis held off Gerald Argalas and Roy Moody to take second, with all three drivers about two laps behind Hartman. Bob Paradis finished fifth, while Tom Wisvader dropped out after 17 laps and took sixth.

The E Main was the first Open event of the day. Todd Tribbett recovered from the problems that kept him from

finishing any of his qualifying heats and won the race with a time of 1108 seconds. Bob Rohr finished second on the same lap with the winner. John Kinkead ran out of fuel twice but still finished third, followed by Phil Cring, Sr., Bob Stewart, and Bill Miller.

In the D Open Main Rich Potempa got his car working after having problems in qualifying. He cruised to an easy victory with a time of 983 seconds for the fifty laps. Jim Lehman was second, nearly three laps ahead of third place Todd St. Aubin. Don Duetsch was fourth followed by Jim Blaha, Tom Bronner, and Kevin Kryszak.

The C Open Main was dominated by Phil Cring, Jr., who got off the line first and never looked back. Cring finished almost four laps ahead of second-place Dale Smith who fought an erratic radio for most of the race. Cring's time of 935

seconds was almost a minute faster than the winning time of the B Main. Jim Boehmer was another lap back in third, followed by Ken Swanson, Brad Makaric, Mark Meyrose, and Kevin Van Pelt.

The B Open Main turned out to be slower than the C Main, as several of the contenders spent time in the pits for repairs. Joel Mabus outlasted six other drivers, defeating Chet Wieteki by over a lap. Terry Durance was six seconds farther back, followed by Jon Brannon, Tom Shafer, Don Meade and Keith Warnick.

Finally, the seven drivers in the A Open Main took to the track to determine the 1983 ROAR Region 3 Champion. Jim Dieter and Lou Przybyla took the early lead, followed by Greg Zielinski and Bob Leckron. About halfway through the race, Dieter began

to pull away from second-place Lou Przybyla. Dieter continued to stretch his lead, finally finishing seven seconds ahead of Lou Przybyla. Leckron was five seconds farther back in third place, followed by Zielinski who was slowed somewhat by a shortage of brakes. The first four cars were all on the same lap, and fifth place Bob Chuhran was on the same lap with all the leaders except Dieter. John Druskinis finished sixth, another lap back, while Jim Przybyla retired after seven laps.

Bob

RESULTS

- A OPEN:**
1. Jim Dieter 50 laps/903 seconds
2. Lou Przybyla 50/910
3. Bob Leckron 50/915
4. Greg Zielinski 50/919
5. Bob Chuhran 50/928
6. John Druskinis 50/962
7. Jim Przybyla 7/198

- B OPEN:**
1. Joel Mabus 50/994
2. Chet Wieteki 50/1023
3. Terry Durance 50/1029
4. Jon Brannon 50/1060
5. Tom Shafer 50/1079
6. Don Meade 50/1086
7. Keith Warnick 50/1091
8. Mike Melendy DNS

- C OPEN:**
1. Phil Cring, Jr., 50/935
2. Dale Smith 50/1009
3. Jim Boehmer 50/1030
4. Ken Swanson 50/1064
5. Brad Makaric 50/1075
6. Mark Meyrose 44/1196
7. Kevin Van Pelt 42/1050
8. Gary Anderson DNS

- D OPEN:**
1. Rich Potempa 50/983
2. Jim Lehman 50/1040
3. Todd St. Aubin 50/1099
4. Don Deutsch 42/1201
5. Jim Blaha 38/1187
6. Tom Bronner 32/713
7. Kevin Kryszak 7/390

- E OPEN:**
1. Todd Tribbett 50/1108
2. Bob Rohr 50/1125
3. John Kinkead 49/1186
4. Phil Cring, Sr., 38/1182
5. Bob Stewart 33/1191
6. Bill Miller 30/1182

- A SUPERSTOCK:**
1. Tim Hartman 50/1012
2. Buddy Davis 50/1044
3. Gerald Argalas 50/1048
4. Roy Moody 50/1053
5. Bob Paradis 50/1088
6. Tom Wisvader 21/453

- B SUPERSTOCK:**
1. Tony Gagliardo 50/1017
2. David Kryszak 50/1077
3. Murray Pipchok 50/1078
4. Pete Warnick 50/1080
5. Diane Moody 50/1141
6. Ned Schmaltz 17/374

- C SUPERSTOCK:**
1. George Goepfner 50/1125
2. Jim Morrison 50/1136
3. Jody Schroder 50/1175
4. Lori Warnick 50/1176
5. Mike Caputo 50/1183
6. Al Rovel 50/1193

- D SUPERSTOCK:**
1. Jeff Leckron 50/1154
2. Steve Lazarus 47/1180
3. Shawn Meyrose 46/1195
4. T. Rohr 36/1190
5. Chris Spaay DNS
6. J. Nordstrom DNS

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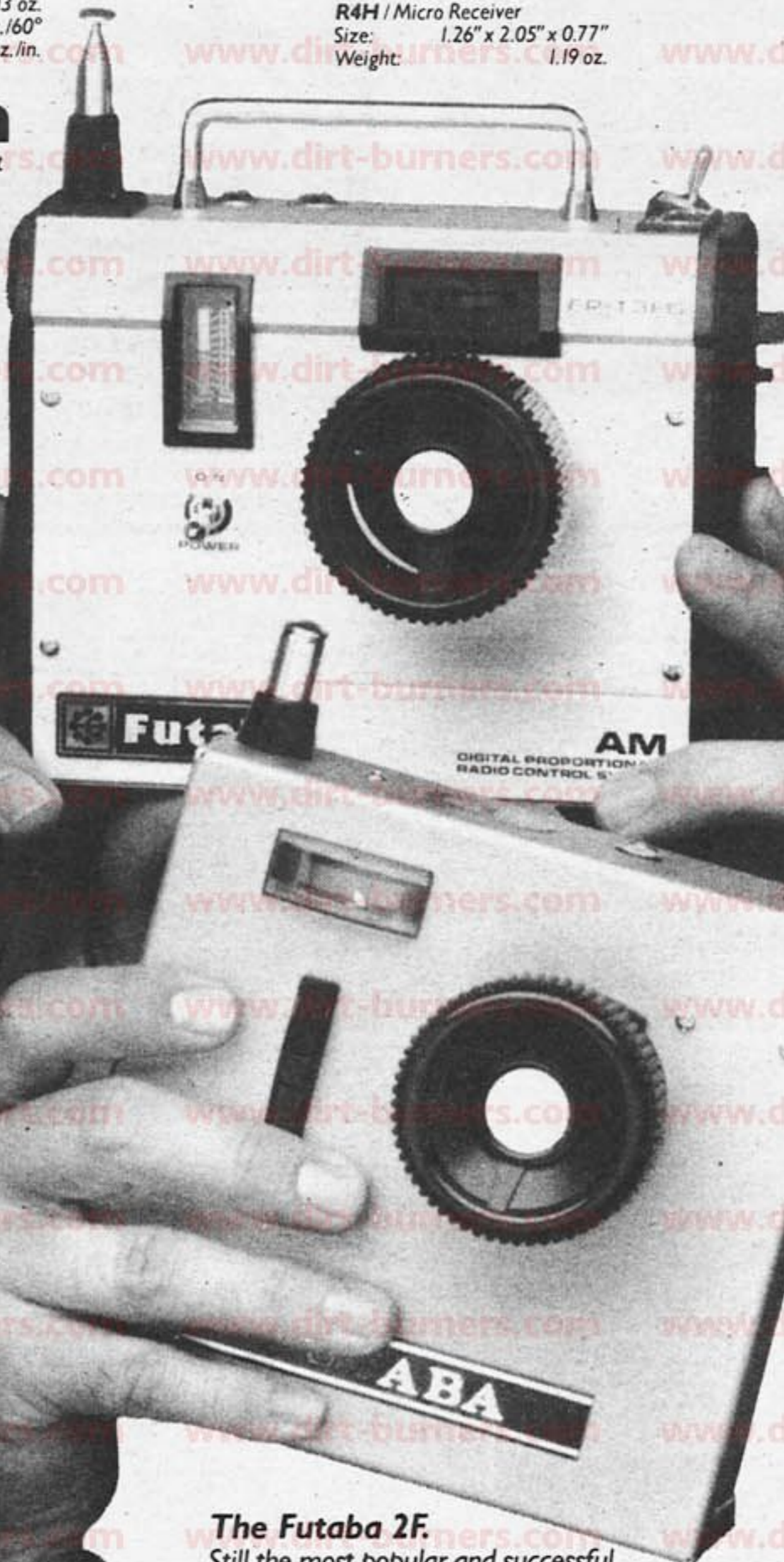
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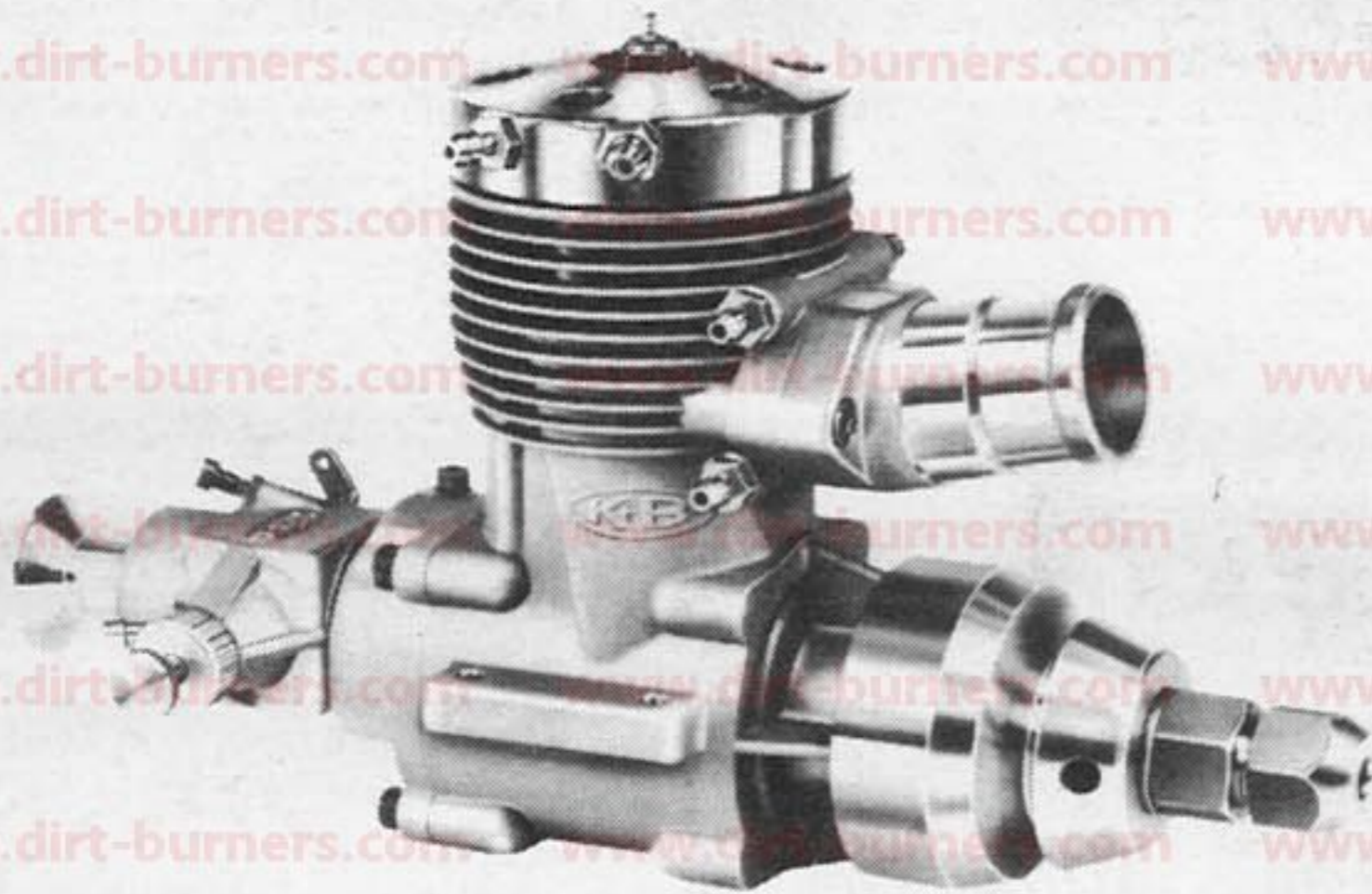
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The Kimbrough Product TIRE TRUING ARBOR is a handy tool for mounting 1/12 scale wheels in a lathe, drill press, or drill motor, so that you can file or sand tires true. It has a 3/8th inch diameter shank, it has a 1/4 inch diameter on one end for rear wheels, and 5/16 inch on the other for fronts. Wheels are held on by a 5/40 cap screw & washer. From Kimbrough Products, 1430 E. St. Andrews Place, Unit E, Santa Ana, CA 92705.



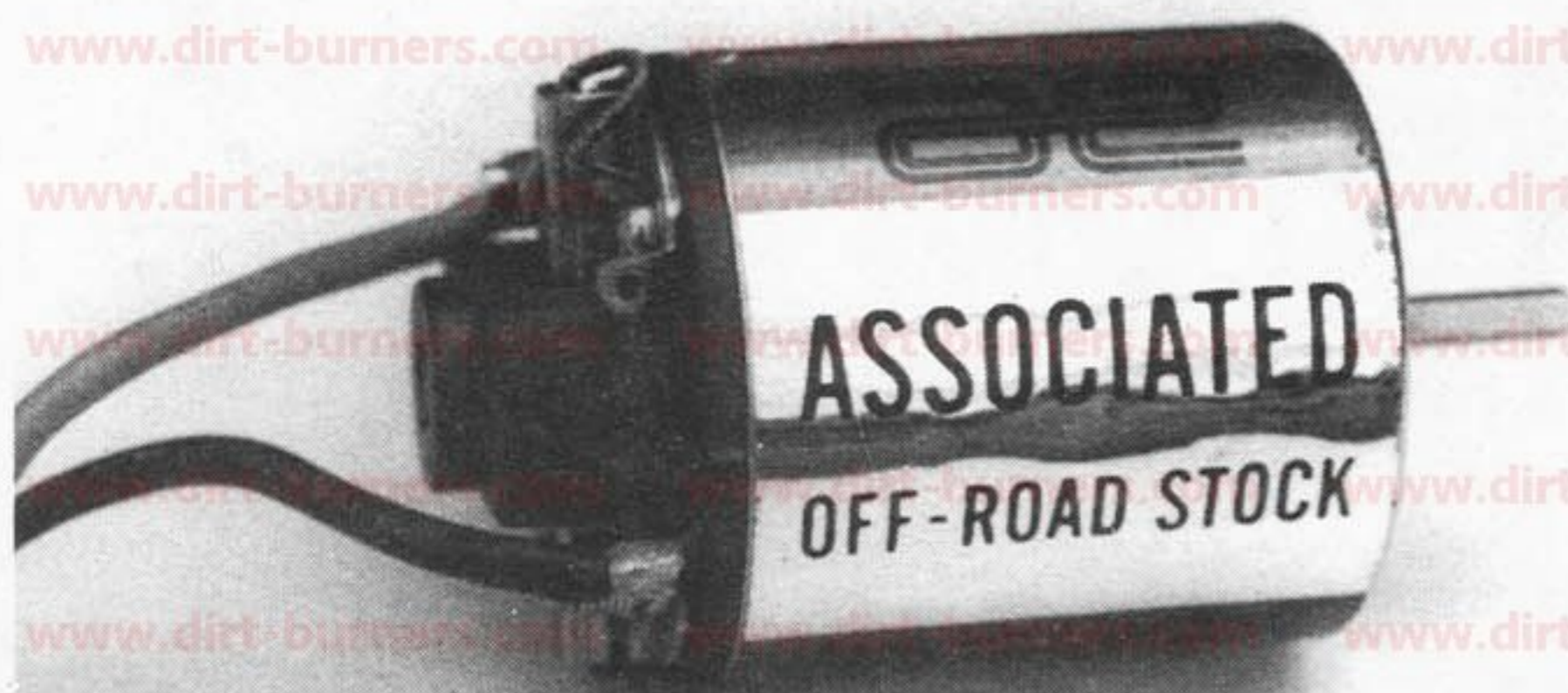
This K & B new 11cc (.67) Inboard, rear exhaust marine engine is their latest and largest. Its rugged, investment cast, one piece crankcase features a built-in water cooled exhaust flange in addition to the watercooled head. It has ABC piston and sleeve and K & B's Quintuple Schneurle Porting, a brand new carburetor with snap-in detachable venturi, a brass flywheel (an aluminum flywheel is an available accessory). Other standard equipment are two exhaust adapters (12 degree & 20 degree), a collet type cable drive nut, and K & B super high speed ball bearing. From K & B Mfg. 12152 Woodruff Ave., Downey, CA 90241.



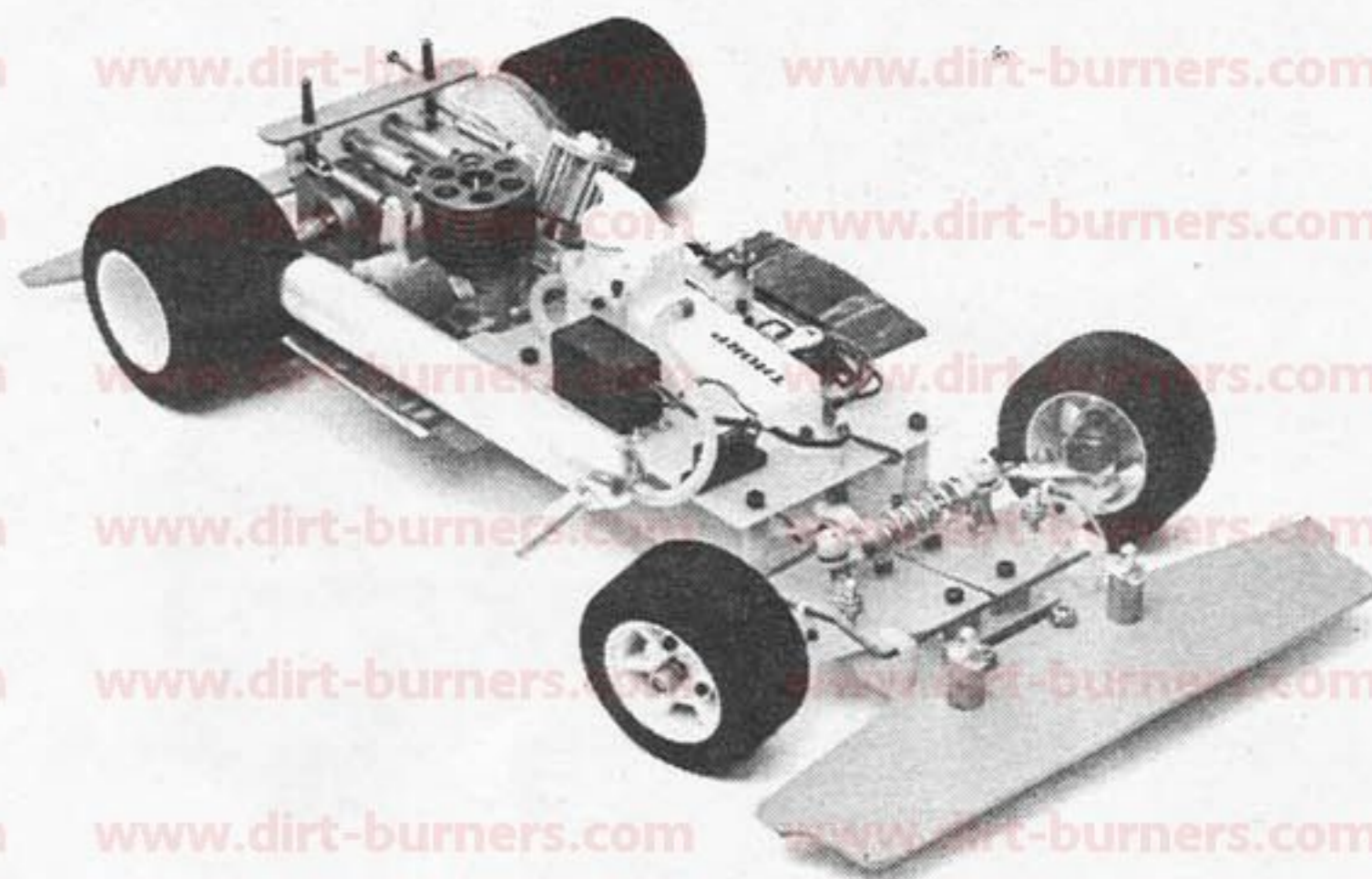
Direct Steering kit for Tamiya off road buggy. Direct hookup from servo to steering arms gives the most positive steering control. The K.P. Servo Gear Saver is the safest way to do this. Now, available a complete kit containing a large servo gear saver #121, servo mount #123, four Rocket City ball ends, two 4/40 tie rods, four 2/56 screws, two 2/56 locknuts, washers, Allen wrench and instructions. From Kimbrough Products.



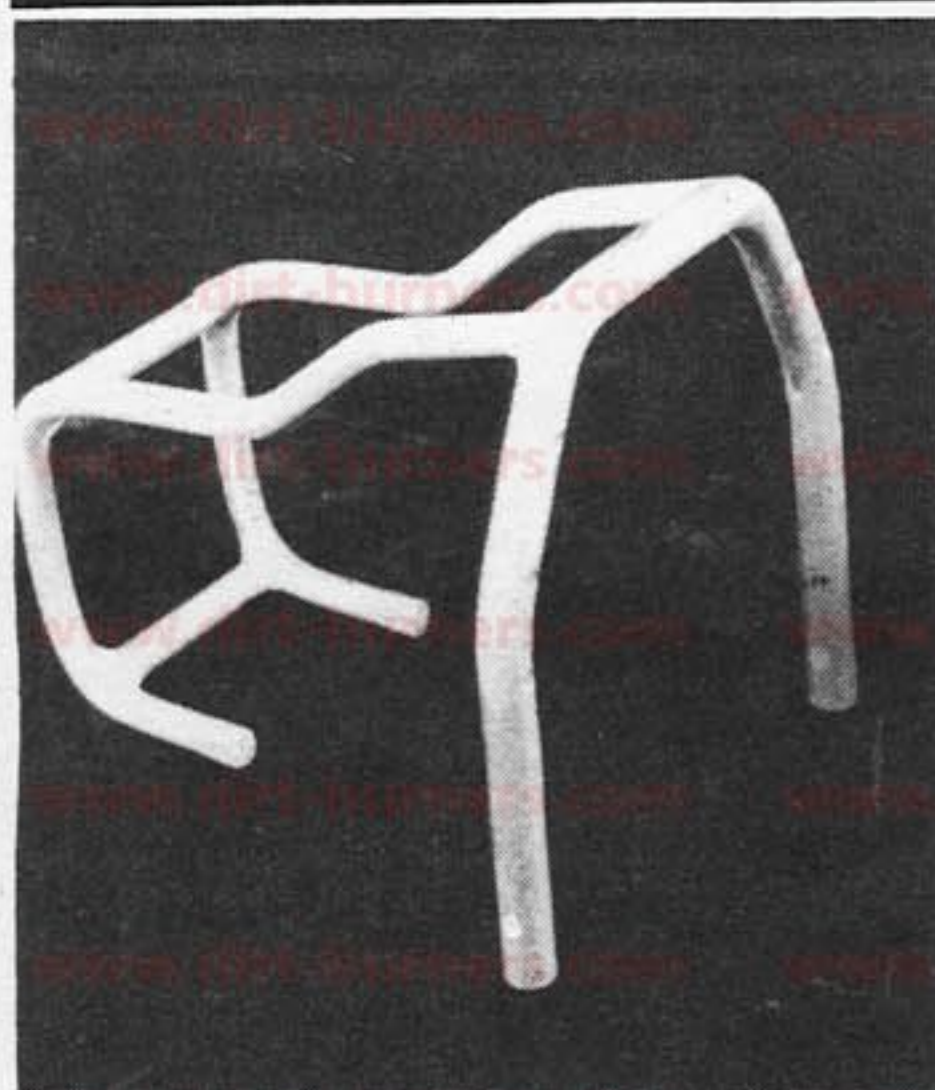
The New MRC/Tamiya "Subaru Brat." The chassis is unlike anything else seen before, being constructed of rugged ABS plastic resin which provides less weight and less twist to the chassis for more effective suspension operation. The RS-380 motor drives an enclosed gear box, giving you more running time per battery change. The power is transmitted to the rear wheels by new hex-type universal joints, underneath protective rubber boots. The Subaru Brat uses 4-wheel independent suspension, with trailing rear arms that use coil springs and a double wishbone front suspension featuring a servo saver. Constant camber and adjustable castor for the utmost ease in steering response. The front suspension even has steel radius arms just like the real Brat! Radio and battery equipment sit in the middle of the chassis for better center of gravity and protection. Three speed forward and reverse makes throttle control easy for this Subaru. From MRC, Edison, N.J. Contact your dealer for more information.



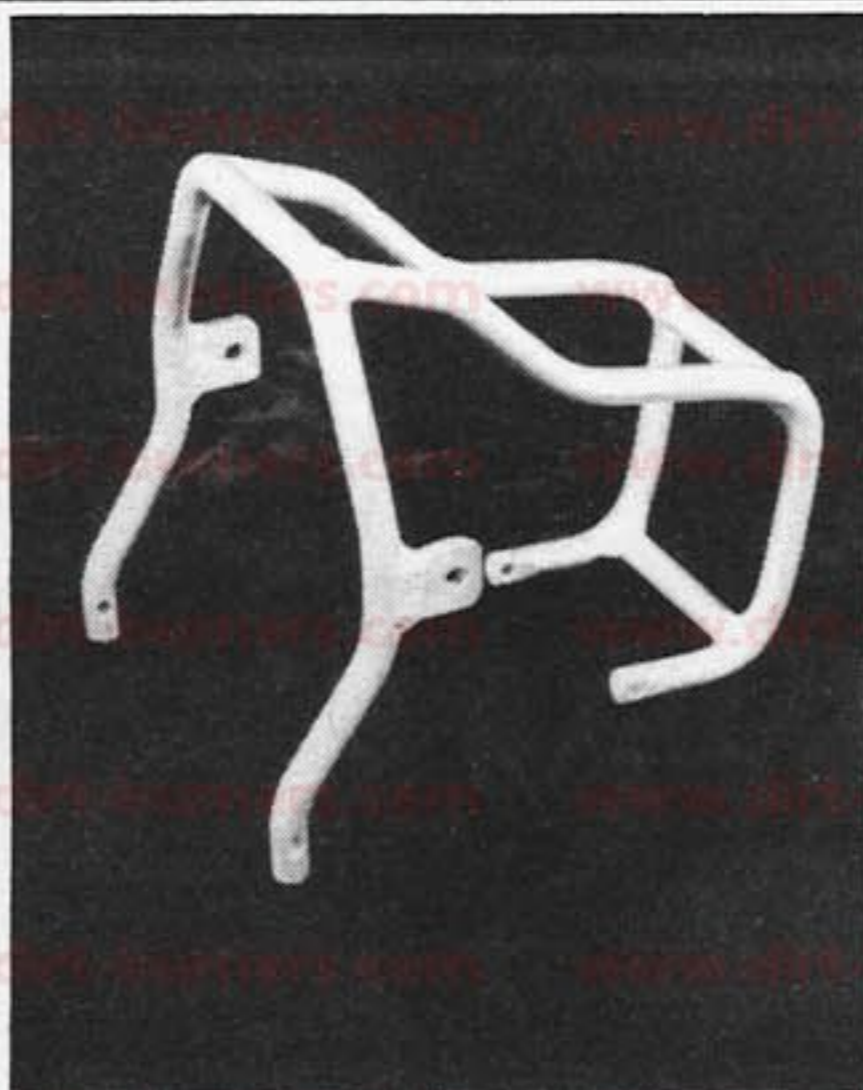
Based on the Yokomo (#6500), as used at the 1982 World Championships Stock Class, this off road stock motor is built to specifications developed by Mike Reedy and features: 28 turns of 22 gauge, state-of-the-art ceramic magnets, re-magnetized in Reedy's lab, broken-in prior to shipping, external brush & spring for easy replacement, high torque band for off road use, ROAR & ORRCA legal. From Associated Electrics, 1928 East Edinger, Santa Ana, CA 92705 - (714) 547-4986.



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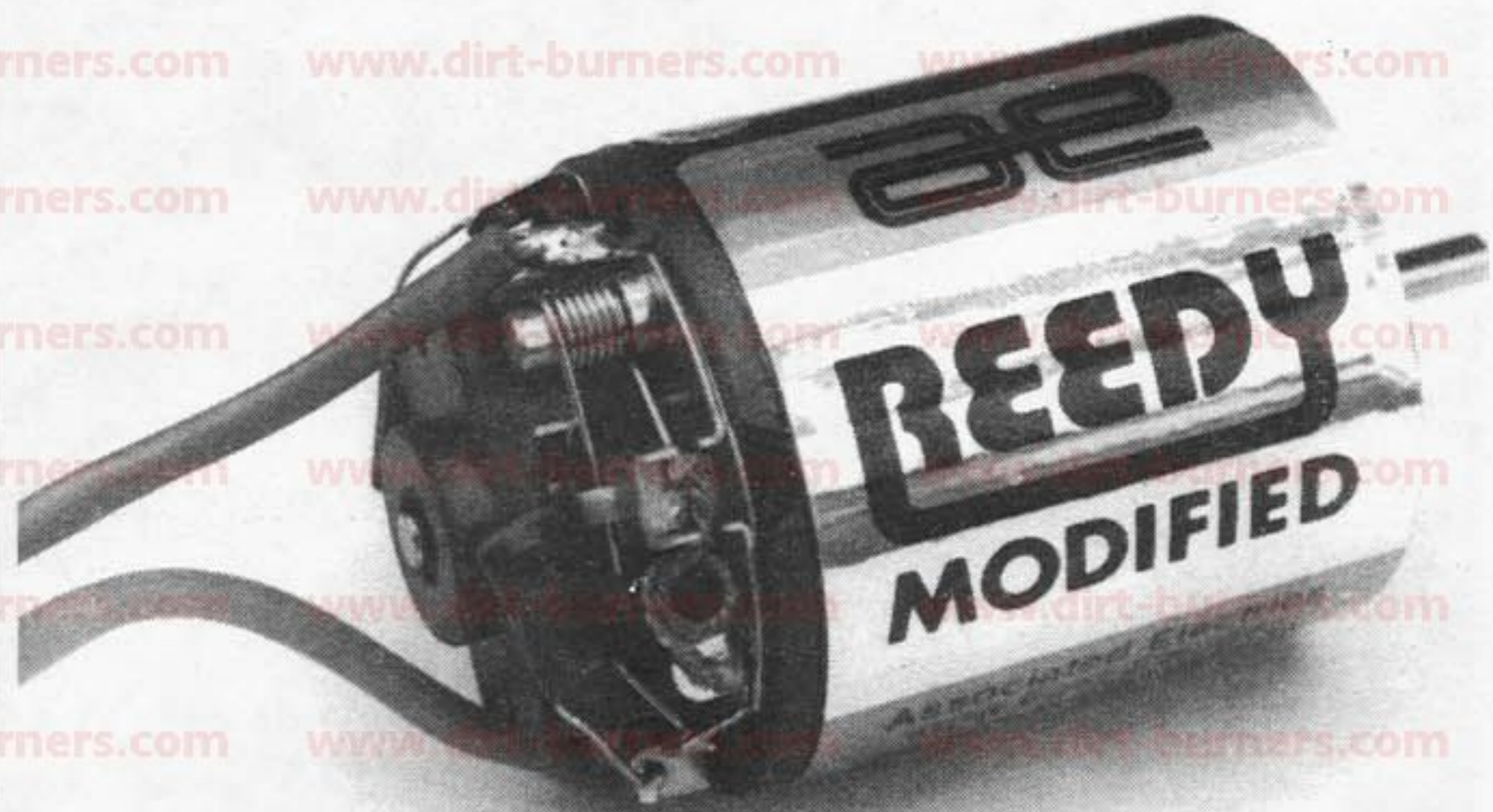
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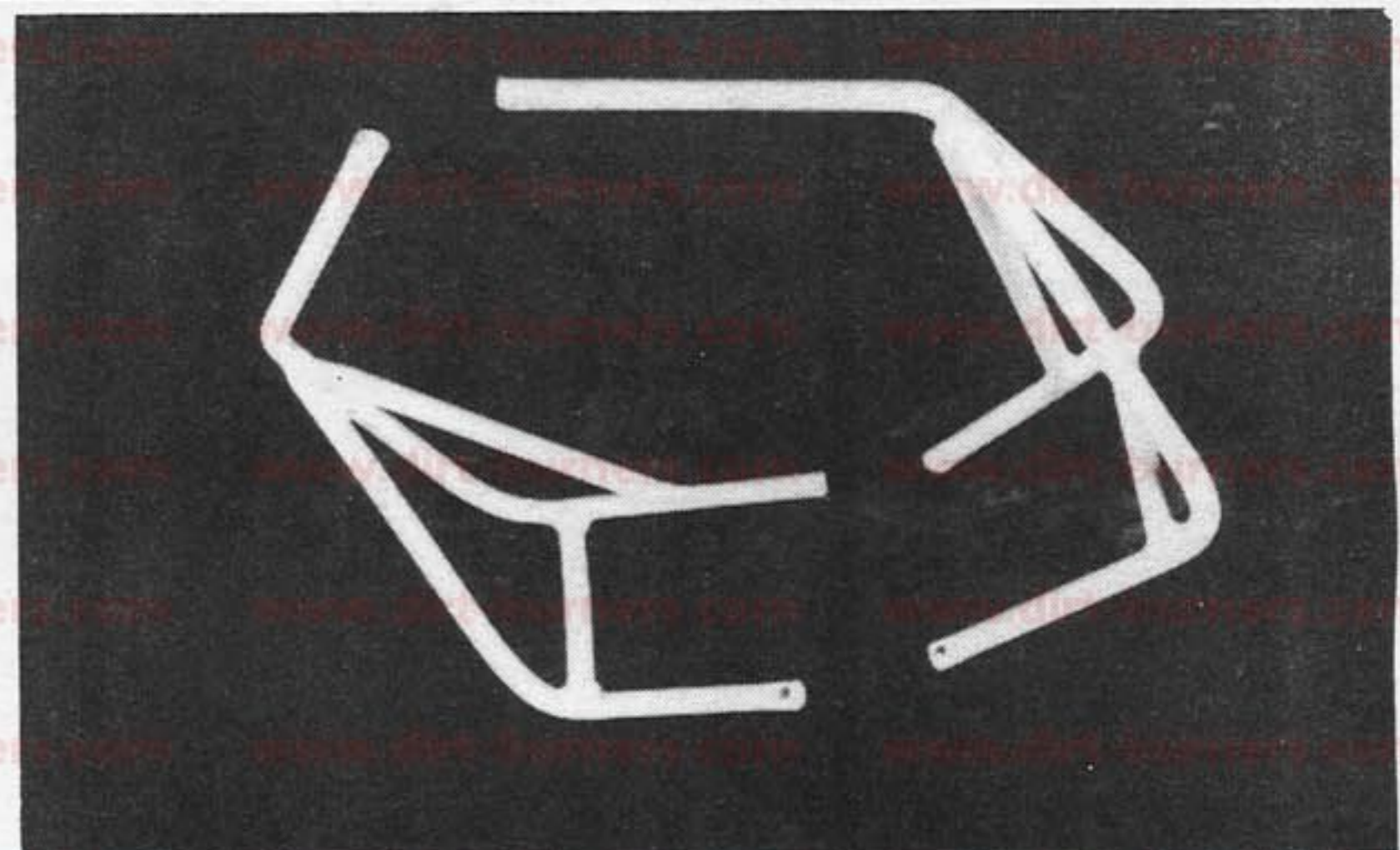
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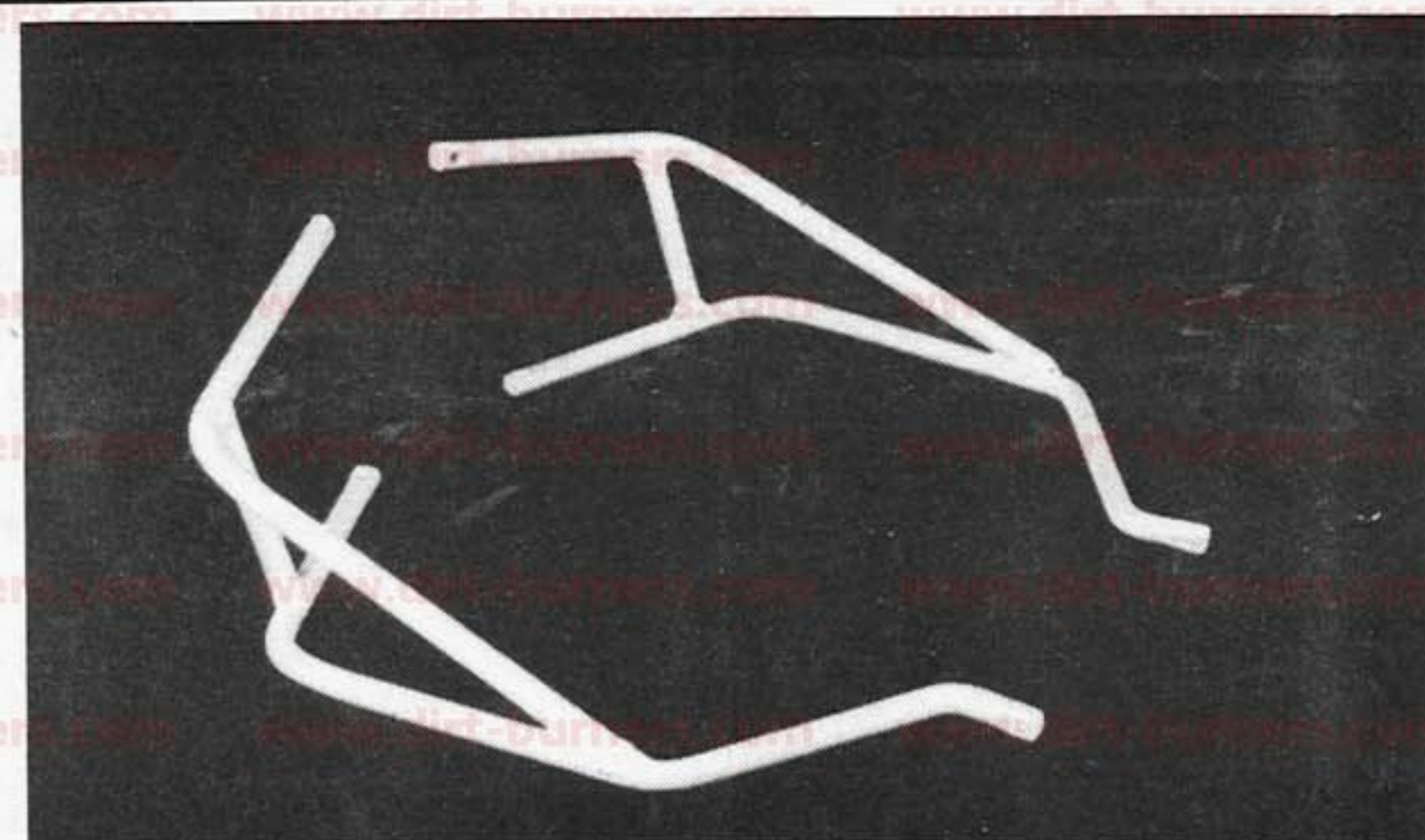
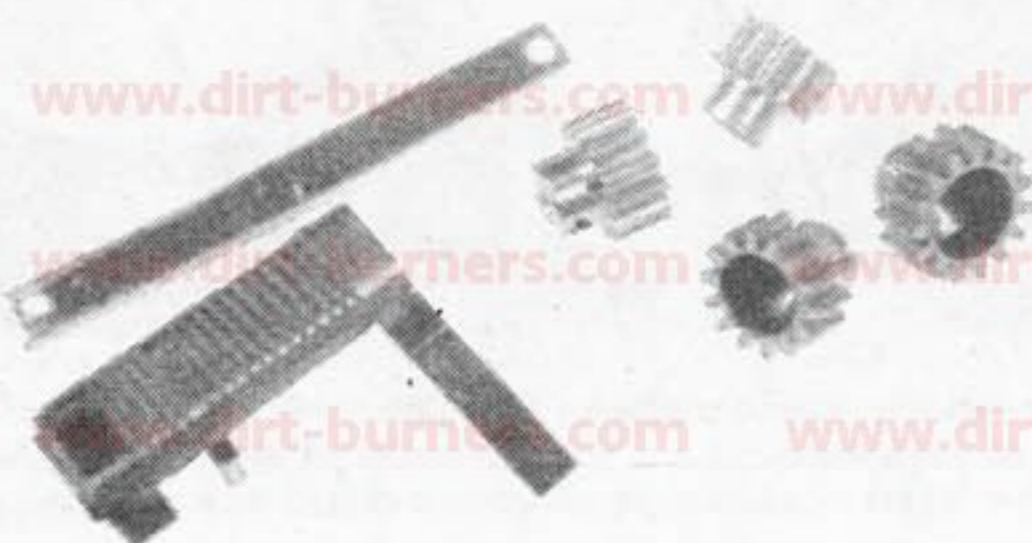


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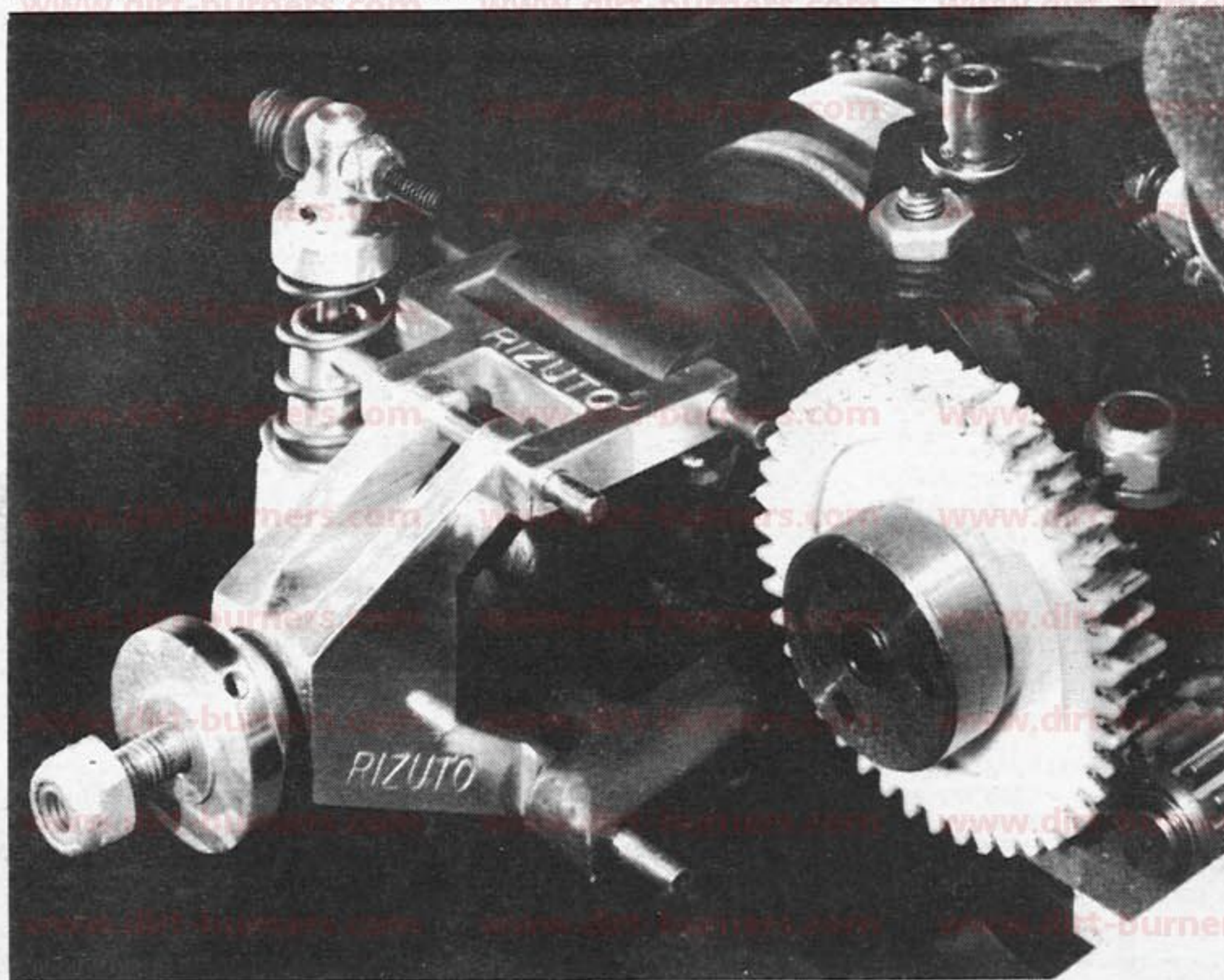


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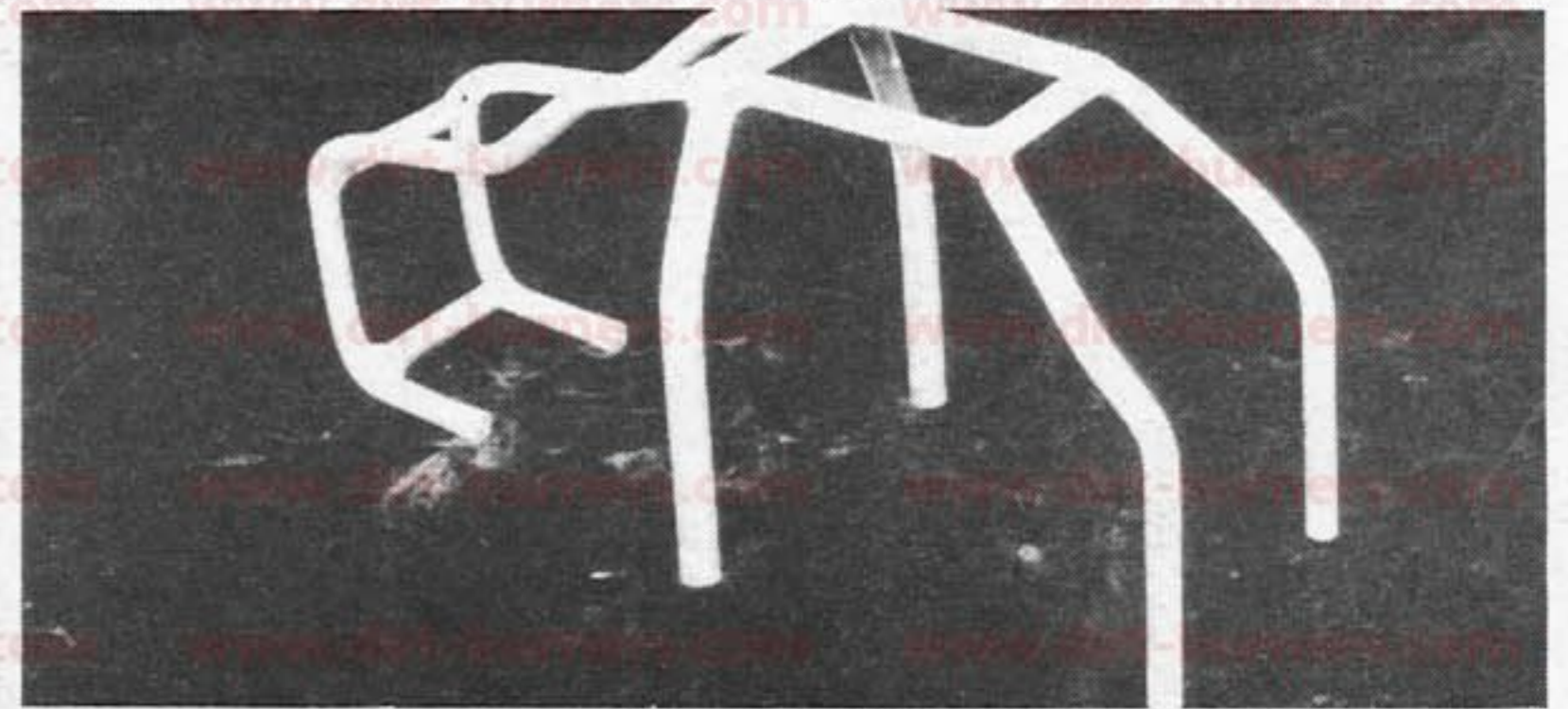
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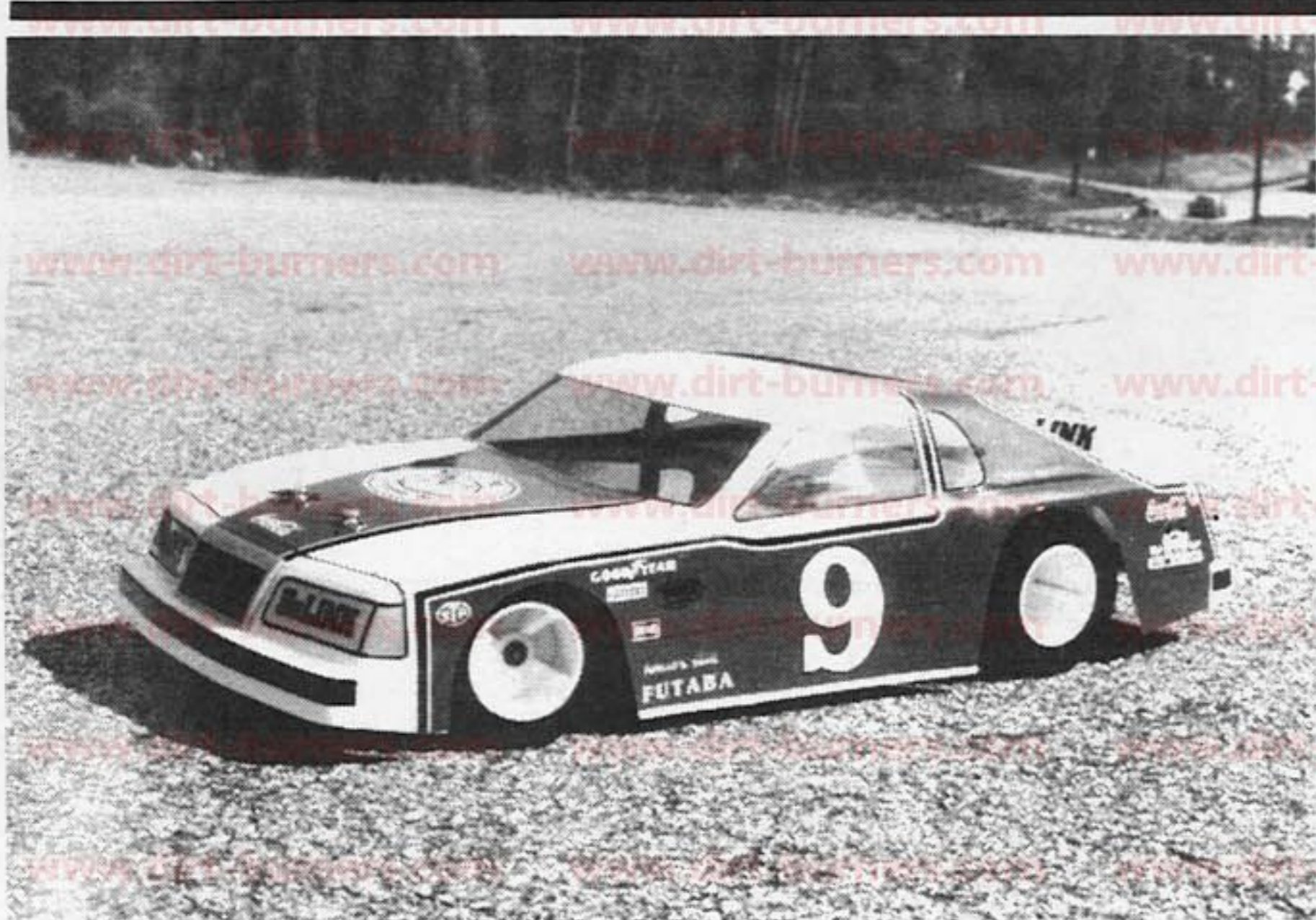
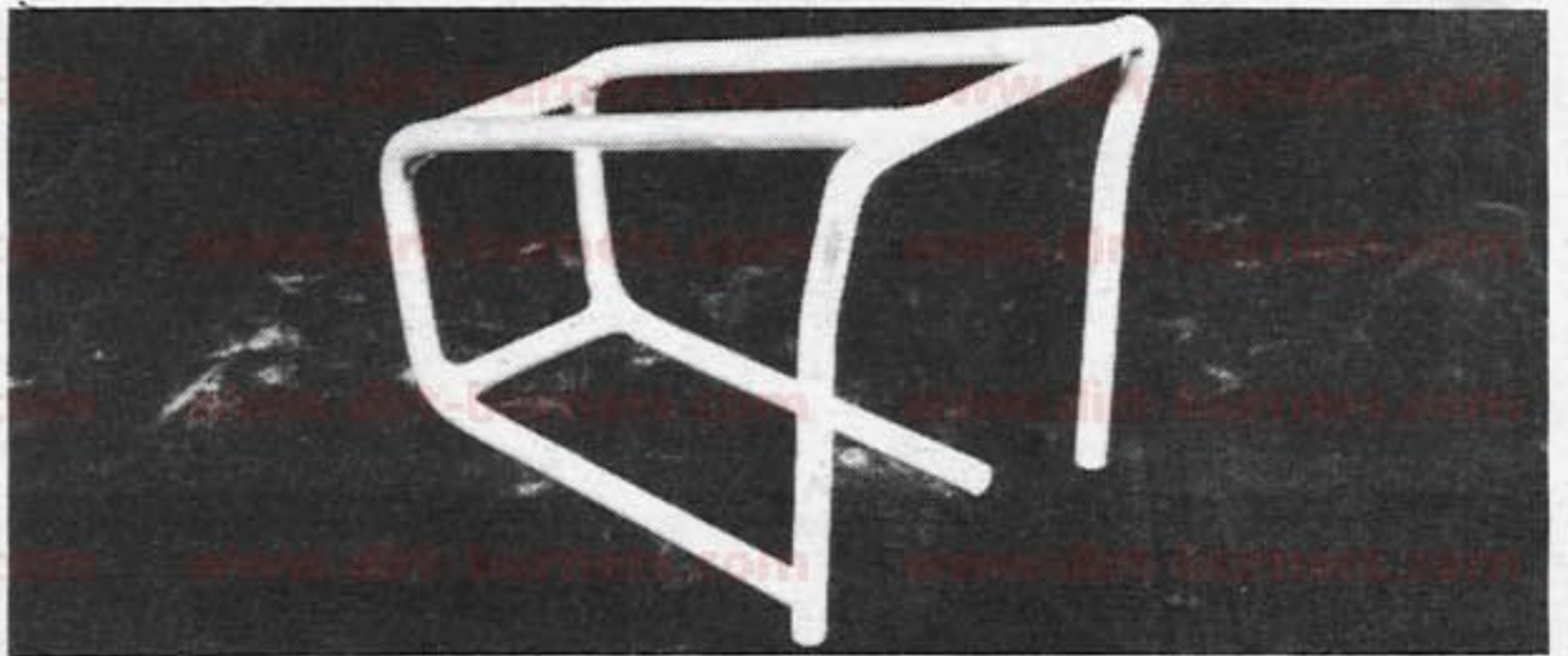


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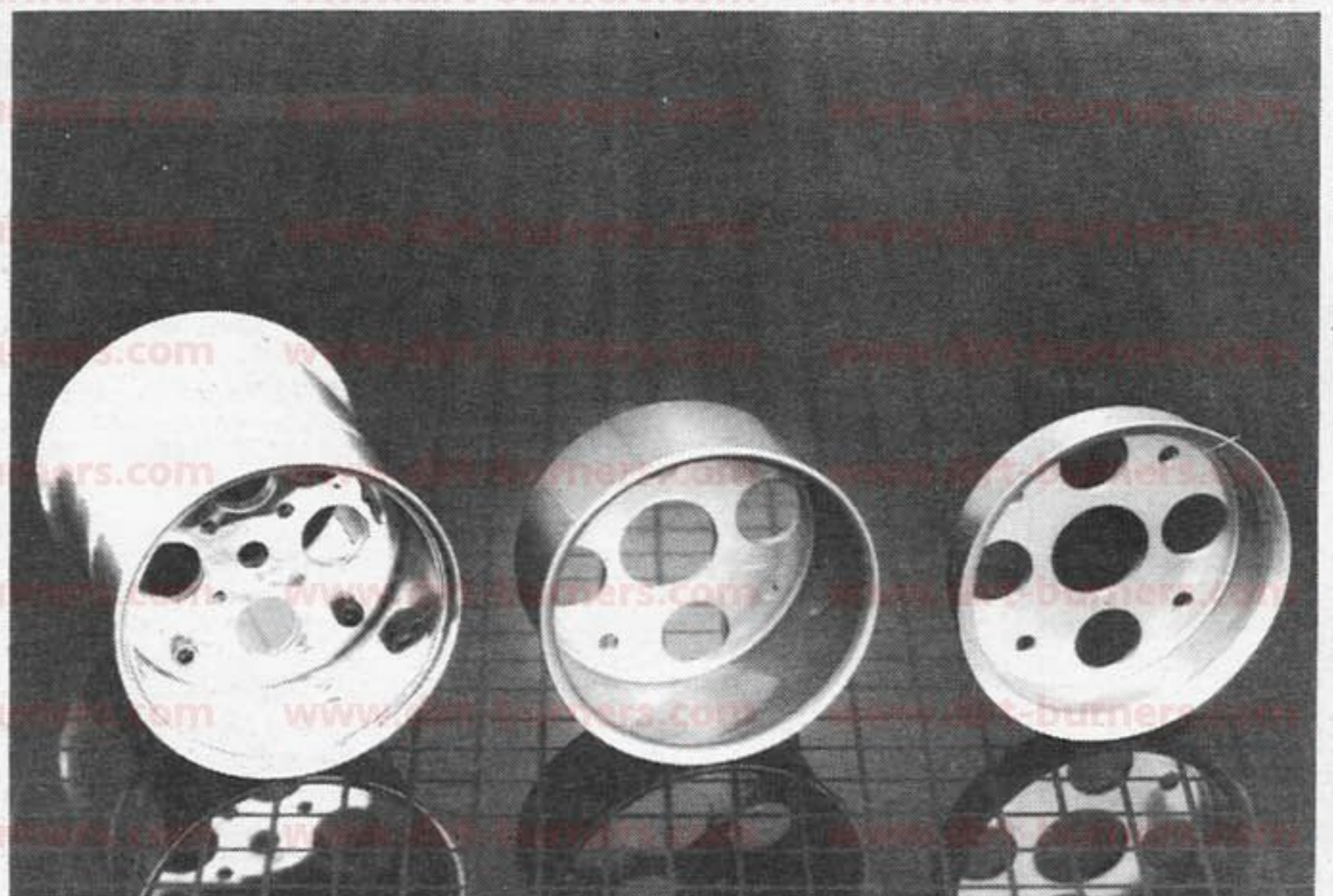
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R.A.M.S. REPORT...

This year's West Coast Championship was great. Many thanks to Gene Bush, the Race Director and announcer. In addition to directing 1/8 scale R/C cars, Gene also directed the parking of many unexpected 1/1 scale cars away from the track site early Saturday morning. Thanks again, Gene. The RAMS also thank Elizabeth Bowman and Valetta Bowerman for their dedicated help as lap counters, you were both outstanding.

The concours was won by Ben Bullock from Culver City with his beautifully detailed Schkee which included a detailed driver and rollbar. Both the drivers and the spectators were in awe at the realism of the car.

Top Qualifier John Hodgson from Livermore turned in a blistering 16-0-0 in the third round of qualifying edging out Dale Bowman from Sacramento by four boards. The qualifying field was tightly grouped with, at most, only six boards between drivers. The four lap trophy dash between the six fastest drivers started out with a bang right from the start. It looked like it was going to be a neck and neck race, however, a slight tangle with the boards on the first lap opened the field. Bill Bowerman from San Jose took full advantage of the situation and came out with a ten car length lead over the rest of the pack which he maintained until the checkered flag.

At the start of the C Main on Sunday, Jack Eulstad jumped into the lead with his Thorp pan car followed by Jim Cross driving a Delta Eagle. Juan Quaid was third with his MRP pan and Jim Gonsalves was fourth in his IS 4WD scratch built car. On the tenth lap Jim Gonsalves took over second place and the top three drivers were Jack Eulstad, Jim Gonsalves and Jim Cross. For the

next 12 laps these drivers really mixed it up. For eight of these laps Jack Eulstad and Jim Cross were fighting for the lead and showed the crowd some good clean driving. At this point Jim Gonsalves shot past both drivers and took a commanding lead. Then Jack Eulstad flamed out and David Bressel passed Jim Cross with his Delta Eagle for second place. Jim Gonsalves continued to build up his lead until the finish. Jim decided to bump up to the B Main leaving David Bressel the winner of the C Main.

In the B Main Barry Newman jumped into the lead driving a Delta Eagle followed by Howard Robertson driving an Associated 500. Third place was Ivan Gallo also piloting an Associated 500. On the fifth lap Ron Williams, driving another Associated 500, passed Ivan Gallo and for the next 15 laps these drivers - Howard Robertson, Ron Williams and Ivan Gallo - mixed it up, swapping second and third places many times. Ron Williams then took second place and started closing in on first place, Barry Newman who was on the same lap. Then something happened to Ron's car and he went out on the 25th lap. Soon after that, on lap 36, Ivan had trouble and John Perry, driving a Delta Eagle, took over third place. Barry Newman had a couple of laps on the entire field when he flamed out on the 60th lap, allowing Howard Robertson to capture the lead. Barry was restarted and had 18 laps to make up two laps and pass Howard for the lead. In ten laps Barry had cut the lead down to one lap, but Howard stepped it up and held Barry off for the win.

The A Main, the race that would determine the champion 1/8 scale driver of the West Coast, turned out to be

fantastic. Dale Bowman got a good start off the line and took first position with his Associated 500. James Jones, with his Thorp pan car, surfaced in second place, pursuing Dale Bowman down the straight. Ben Bullock with his concours winning Schkee, on an Associated 300, claimed third position. On lap 11 Paul Dionne, driving a Delta Eagle, passed James Jones and took over second place. Top Qualifier John Hodgson in his Associated 500 then took third place. For the next 15 laps the top three drivers (Dale Bowman, Paul Dionne and John Hodgson) were on the same lap, going faster with each lap. At one point, Paul Dionne passed Dale Bowman and controlled the lead for two laps before Dale reassumed the lead. On lap 24 Dale put a lap on John Hodgson, and the order remained unchanged until lap 69 when Dale Bowman broke his muffler and went off the track for repairs. At this point Paul Dionne from Montreal Canada in his Delta Eagle slipped into a solid first place position. Dale returned to the track and picked up third place. However, he lost six laps and was two laps away from second place runner, John Hodgson with 25 laps remaining in the 100 lap race for the championship. The pace increased and the speed became faster than fast, causing extreme pressure on the leaders. However, the order remained unchanged and Paul Dionne became the 1983 West Coast Champion for 1/8 scale gas cars.

In an interview with the Champion and his pit crew after the race, Paul was asked what strategy he used to win the race. Pierre Dionne, Paul's pitman and father, said, "Our strategy is not to take the lead off the start, but to be in the top three or within a lap at midpoint of the race. This will vary with the length of the race but for a 100 lap race, we pace ourselves until the 50th lap, at which point we go for the lead." We then asked what improvement can be made for the next race. His answer, "More horsepower."

The RAMS thank the Town and Country Shopping Center in San Jose for donating the trophies and for the use of their parking lot and also to all the

distributors who donated prizes: John Quaid, Jim Stirling, K&B, Thorp, McCoy, Hobby Haven and Masters Supply.

FROM THE PRESIDENT:

This year's West Coast Championship race was a success thanks to all the RAMS members and drivers who participated. I would like to give special thanks to Gene Bush, Bill Margolis, Elizabeth Bowman, Valetta Bowerman, Howard Robertson, John Hodgson, Jeff Hollfelder, Jim Cross, John Quaid, Tom Robbins and the Marshall brothers.

Jeff Hollfelder has been appointed the new Vice-President for the remainder of the year.

NEW MEMBER: We welcome Brian Pierce to the RAMS.

Many thanks to Elizabeth Bowman for helping us lap count at the last club points race.

RESULTS

A MAIN:

1. Paul Dionne
2. John Hodgson
3. Dale Bowman
4. Jim Stirling
5. James Jones
6. Craig Jordan
7. Benny Bullock
8. Bill Bowerman

B MAIN:

1. Howard Robertson
2. Barry Newman
3. John Perry
4. Darrell Lawley
5. John Quaid
6. Ron Williams
7. Ivan Gallo
8. Ross Wilson
9. Jim Gonsalves

C MAIN:

1. David Bressel
2. Jim Cross
3. Jimmy Gonsalves
4. Jack Eulstad
5. Juan Quaid

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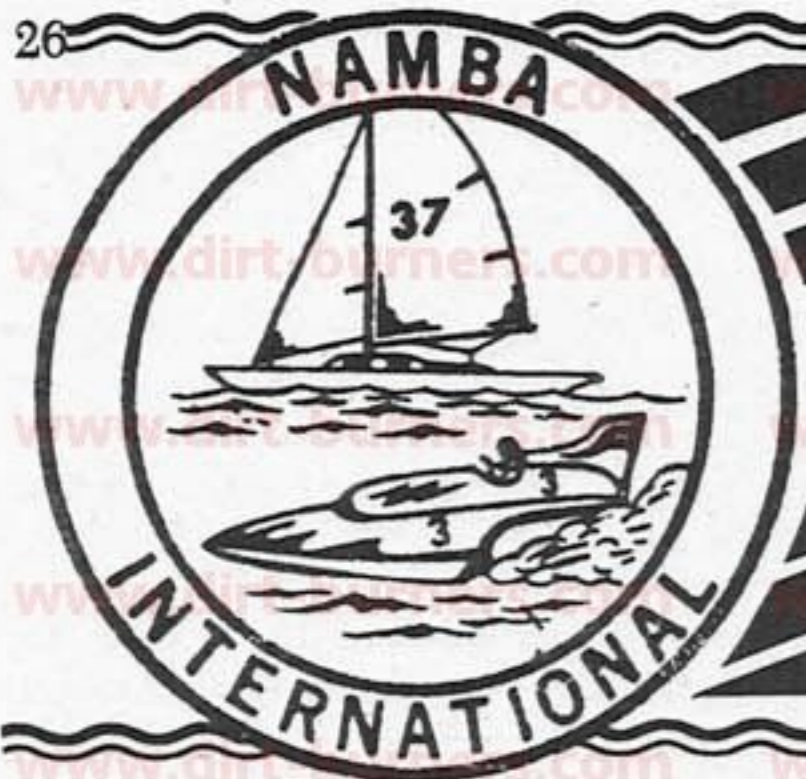
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1983 IT WAS A VERY GOOD YEAR!

Many of us are attending our last District Points Race of 1983. It has been a VERY GOOD YEAR from all accounts that I have heard.

Now is the best time to reflect on this season and study our situation at all levels of our organization - Club, District, and National. What changes do we need to make to improve ourselves? I hope each of you seriously considers ways to improve our hobby/sport for the good of the whole.

I know, in my district, we must make adjustments as we grow so that we will continue to encourage new members to join with us and keep our current members interested in R/C boating so they can challenge the more experienced people. I think both the encouragement and challenges come from your District Director, initially, but YOU play a very important roll in your district, too! YOU can help a qualified Director get elected (voting now underway!) and YOU can contribute ideas for their consideration and dissemination back to your co-members. This is very basic to our style of Government and it works everytime,

"I guarantee." This is a Democratic approach and it fosters good will and growth.

As I mentioned, this is election time for some Directors (in odd number districts). Each NAMBA member gets to vote on this choice for Director of their District. So, to have your vote count, send your name, NAMBA #, and your selection to "Mom" Coad, our Executive Secretary. Do this so that your ballot will be in Lower Lake by October 25th, 1983. The results will be published in the next issue.

This is a very GOOD time for club members to hold meetings to discuss and plan the club's fall/spring activities and gather your thoughts for next season's schedule.

Mail displays and winter-building seminars are very popular and useful. Banquets are very appropriate and fun for all your family. Many areas are organizing swap meets during the colder months which enable us to visit while finding a part or piece that we may be needing and couldn't find last summer. Be creative and practical and

YOU and YOUR friends can enjoy boating in many ways while waiting for warmer "running" weather next year.

NOTABLE QUOTE: "Bestir yourself more energetically to achieve, and fret less about reward. Pour oil on the

machinery of your organization rather than drop grit on it." B.C. Forbes. Amen!!! And Happy Boating!

MBC
Stuart Russell, President '84-85

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SOUTH JERSEY R/C RACING ASSOCIATION

RESULTS REGION 1



1/8 GAS REGION 1 CHAMPS

Story by Merle Gardner
Photos by Vickie Davis

August 27-28, 1983

Sixty-six drivers stood around anxiously awaiting the sun to dry the track on Sunday morning. It finally dried and that allowed the completion of a very full weekend of racing and lots of close competition. Saturday was highlighted by some superb traction. The track record was broken no less than five times with Chuck Wiggins replacing the old mark of 15.3 with a 16.0 total. After Sunday's rain the track was much slicker so most of Saturday's times stood.

Most mains were really exciting. Stuper Stock A, for example, was won by at least two feet as Wiggins needed only one pit stop and held off a charging Hooper who had three stops. We got closer than that in B Open as A.B. Markunas overtook Frank Wong in the last turn to win by somewhere between six and eight inches! The A open was a study in consistency. Chuck Wiggins was almost as fast as several other drivers at various stages of the main. Tony Markunas and Gary Soltys each led briefly, but couldn't hold Chuck's pace. Repete was flying, turning many 13-second laps but four burned plugs kept him out of the lead, proving once again that fastest isn't always first.

Many congratulations to Chuck Wiggins and DELTA who took home all the marbles this year. The only first place trophy he didn't win was Concours, and that was carried away unanimously by his racing buddy, Ralph Phillips.

Many thanks go out to the suppliers who donated door prizes: ASSOCIATED, CENTRAL BUILDERS SUPPLY (PB), CHUCK'S RACING PARTS, K & B, McCOY, MRP, PARMA, THORP, and TWINN-K.

Burns Pontiac-Honda, Ocean Pontiac-Cadillac, and R-K Chevrolet deserve a



The A Main Open: (top l-r) Chuck Wiggins, Tony Markunas III, Antonio M., RePete Fusco, Pete Fusco, Tom R., Dave Wood, Gary Soltys. Chuck Wiggins (DELTA) (above) TQ & A Main winner in Open class. Photo Vickie Davis.

big round of applause for sponsoring this year's regionals.

The weekend was alot smoother thanks to ALL those drivers and wives who pitched in to help with many chores like scoring. Some you may not have known were from the SJRCRA 1/12th division: Frank Helm ably handled impound both days, John Walker, Carl Ford, Joe DiCara, and Nick Piro, Jr., who all scored both days, and Bill Davis and Nick Marino who put in several hours of counting laps. Once again the food concession supplied by Easy Living Van Club was succulent and appreciated by all.

Most of all - Thanks to all the drivers who came to race - we couldn't have done it without you!!!

Merle

- A MAIN:**
1. Chuck Wiggins...57
 2. Dave Wood...54
 3. RePete Fusco...52
 4. Gary Soltys...52
 5. Antonio Miranda...51
 6. Peter Fusco...42
 7. Tom Ramundo...39
 8. Tony Markunas, III...30

- B MAIN:**
1. A.B. Markunas...55
 2. Frank Wong...55
 3. Barry Rosenberger...52
 4. Joe Jones...52
 5. Earl Nester...49
 6. David Ewing...32
 7. Mike Cominski...12
 8. David Bailey...4

- C MAIN:**
1. Thomas Proctor...53
 2. Ralph Phillips...52
 3. Chris George...52
 4. Edward Catucci...44
 5. Merle Gardner...43
 6. Andy Madajewski...33
 7. Carl Machen...28
 8. Chuck Hooper...26

- D MAIN:**
1. Tom Abernathy, Sr....49
 2. Donald Young...49
 3. Sal Caruso...48
 4. Richard Schlosser...47
 5. Wayne Smith...42
 6. Frank Lafferty...29
 7. Lee Fountain...DNS
 8. Richard Eliezer...DNS

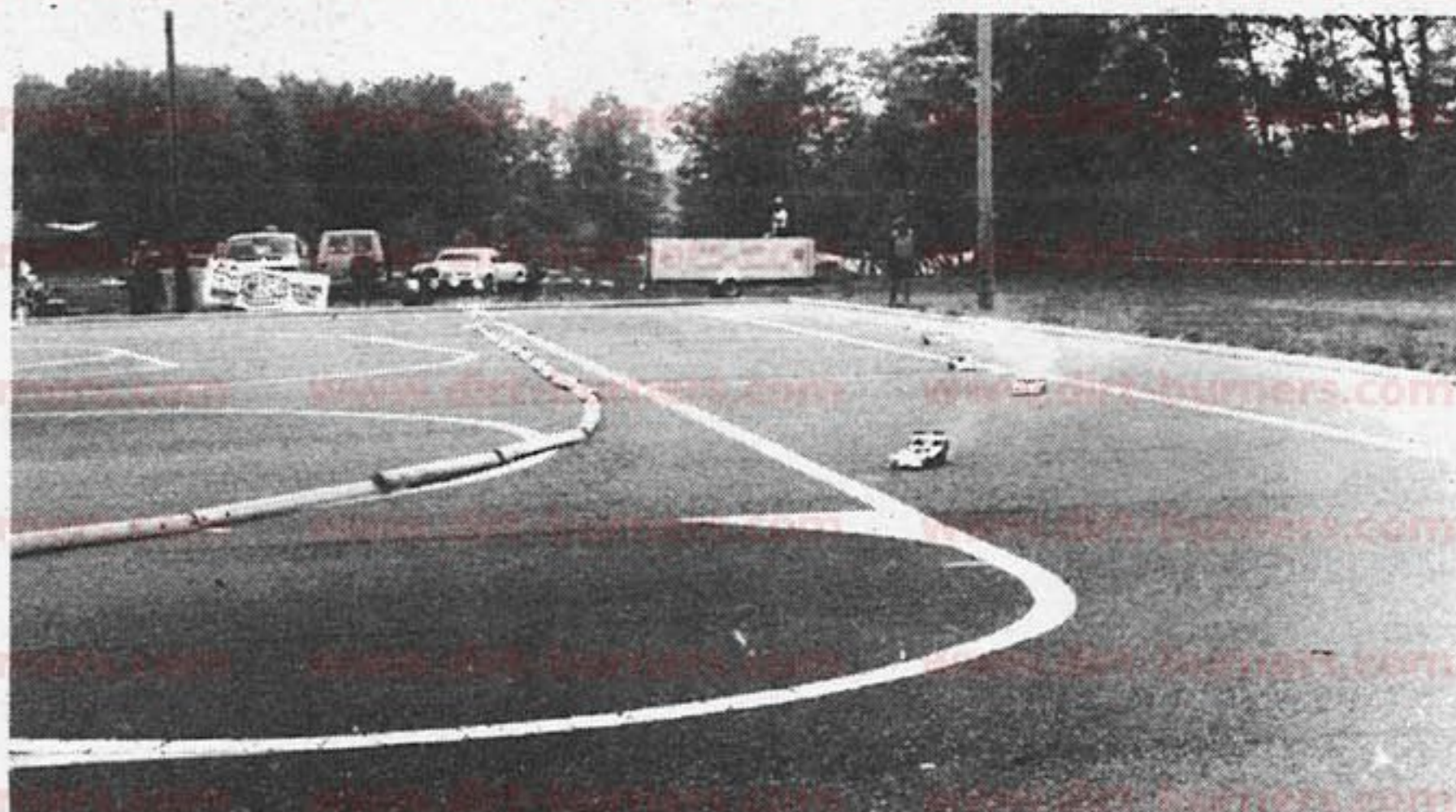
- E MAIN:**
1. Jerry Borrasso...46
 2. Michael Crespi...44
 3. Arturo Barrera...42
 4. Jim Kovar...32
 5. Nick Piro...29
 6. Don Pyle, Jr...19
 7. Paul Hotaling...11
 8. Ken Johnson Sr....DNS

- F MAIN:**
1. Buddy Taylor...41
 2. Phil Olsson...39
 3. Larry La Bounty...38
 4. Rick Harris...31
 5. Paul Punter...20
 6. Ricardo Catucci...11
 7. F. L. Catucci...DNS
 8. Gary Riemann... DNS

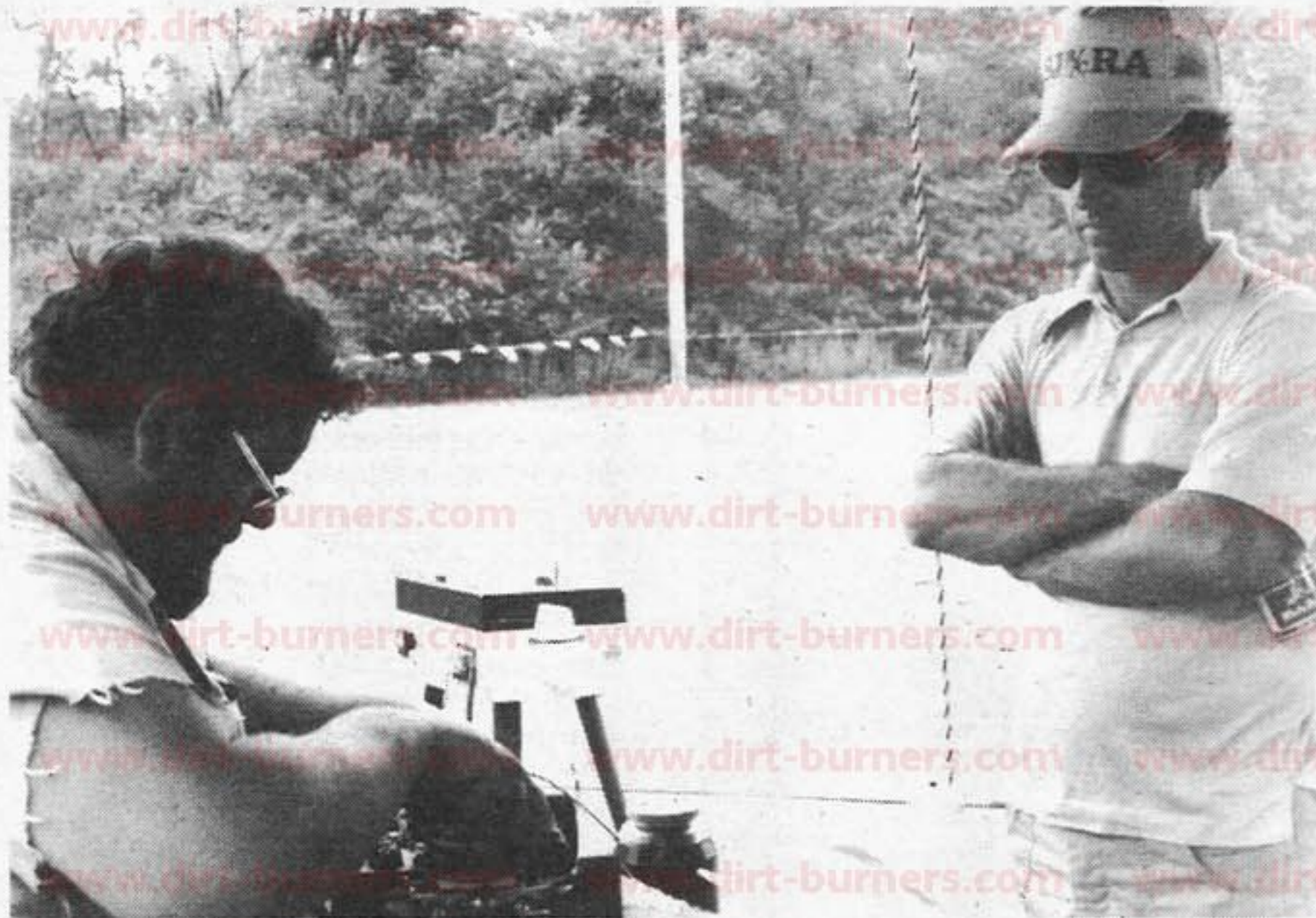
- G MAIN:**
1. John Kelly...46
 2. Carlo Catucci...9
 3. Don Pyle, Sr....4
 4. George Faraghan...DNS
 5. Richard Carr...DNS

SUPER STOCK

- A MAIN:**
1. Chuck Wiggins...53
 2. Chuck Hooper...53 (contd. next page)



The right line coming off the main straight. The South Jersey fast boys. Photo Davis.



Barry Rosenberg & Joe DiCara... "If you won't help, I'll just hold my breath!" Photo Davis.



Pete Fusco doing his quick fueling act. No mid-drif to contend with.

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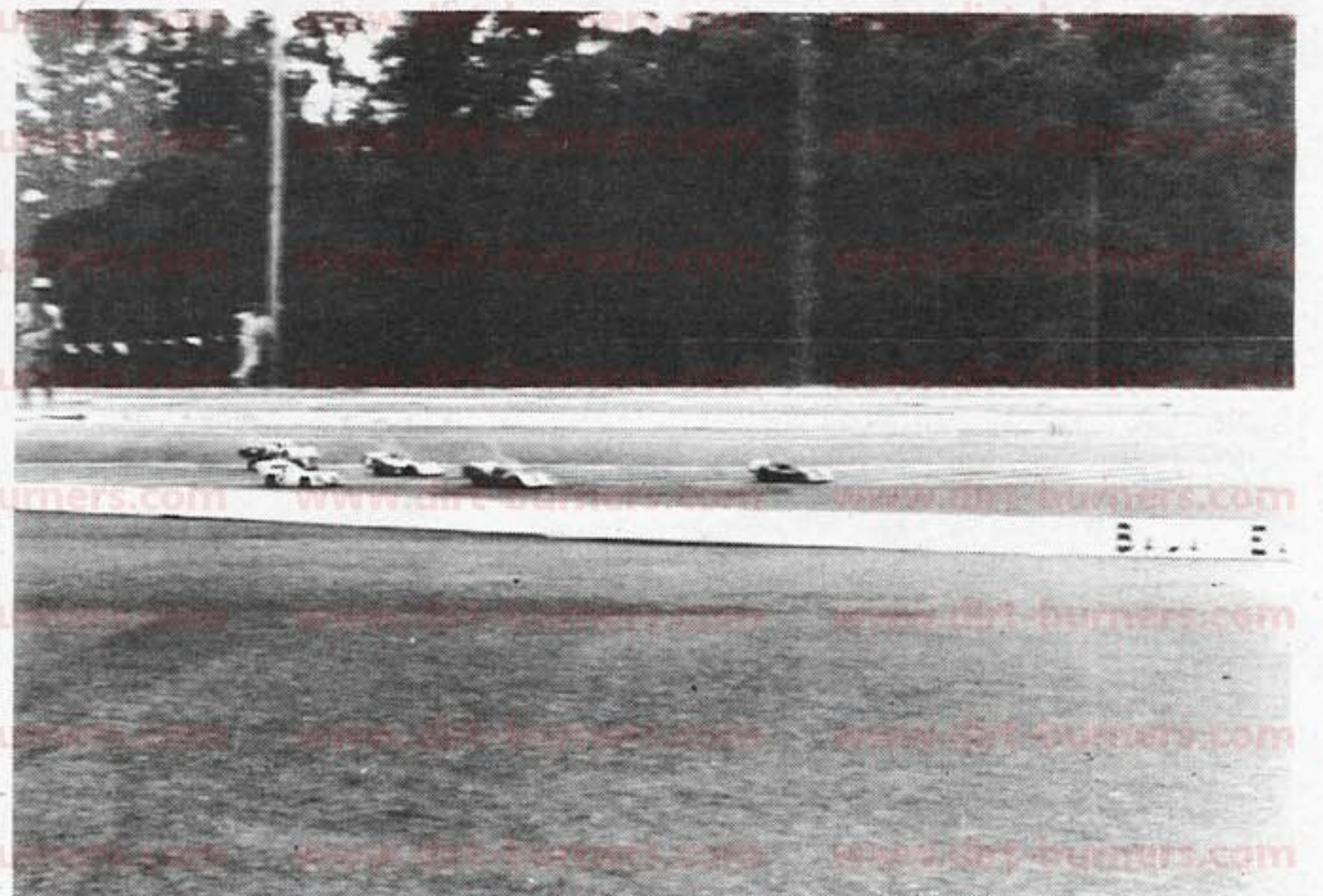
Chuck Wiggins, SuperStock winner from DELTA, getting trophy from Frank Lafferty.



Andy Madjewski, venting his car for some close scrutiny of his SG chassis.



Rich Schlosser (l) and Gary Reimann doing some heavy wrenching.



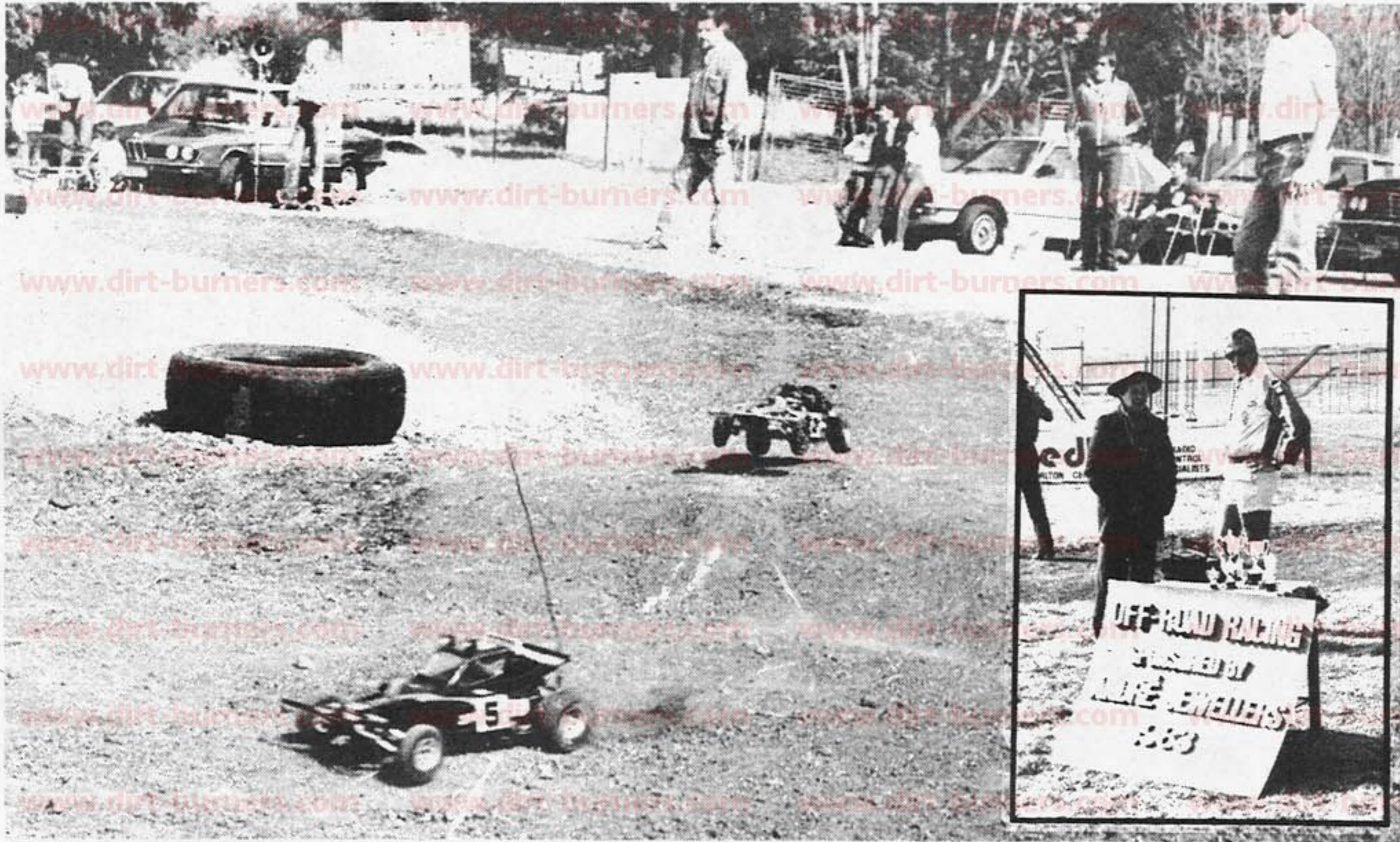
Start of one of the many "hot heats" that were on tap. No backing-off for those with a strong stomach. Photo Davis.

- 3. Earl Nester...51
- 4. Don Pyle, Jr....50
- 5. Chris George...50
- 6. Nick Piro...33
- 7. Chris Marx...18
- 8. Bud Matthews...8

- 2. Boddy Taylor....43
- 3. Kevin Machen...39
- 4. Troy Abernathy...35
- 5. Tom Abernathy, Jr....32

- CONCOURS:**
- 1. Ralph Phillips
 - 2. Paul Punter
 - 3. Merle Gardner

- B MAIN:**
- 1. Sai Caruso...44



They say "no news is good news" so from darkest Africa there is good news - no news! The recession and drought continue unchecked and there is not much the average off roader can do about them!

R.A.C.E. off road track has been born - our thanks go to Ster Kinekor for their co-operation in allowing us, once again, to use the facility of the Hillfox drive-in.

A track has been cleared on the grassy area beneath the screen, a few retired auto tyres (sic) have been scattered about, a 'yump' was built at the end of the downhill straight and two stakes mark the start/stop line.

The first club competition on 31 July attracted 14 drivers, aged from 12 to 40, running a wide variety (or should it be a motley assortment?) of vehicles. AYK, Tamiya Rough Rider, Sand Scorcher, and now Super Champ! Rules and regulations were few and simple:

1. - 6x1, 2 Ah nicad packs only
2. - Any recognized motors can be used
3. - Any mods to cars as long as not dangerous
4. - Stay on the track - no cheating
5. - Five-minute races

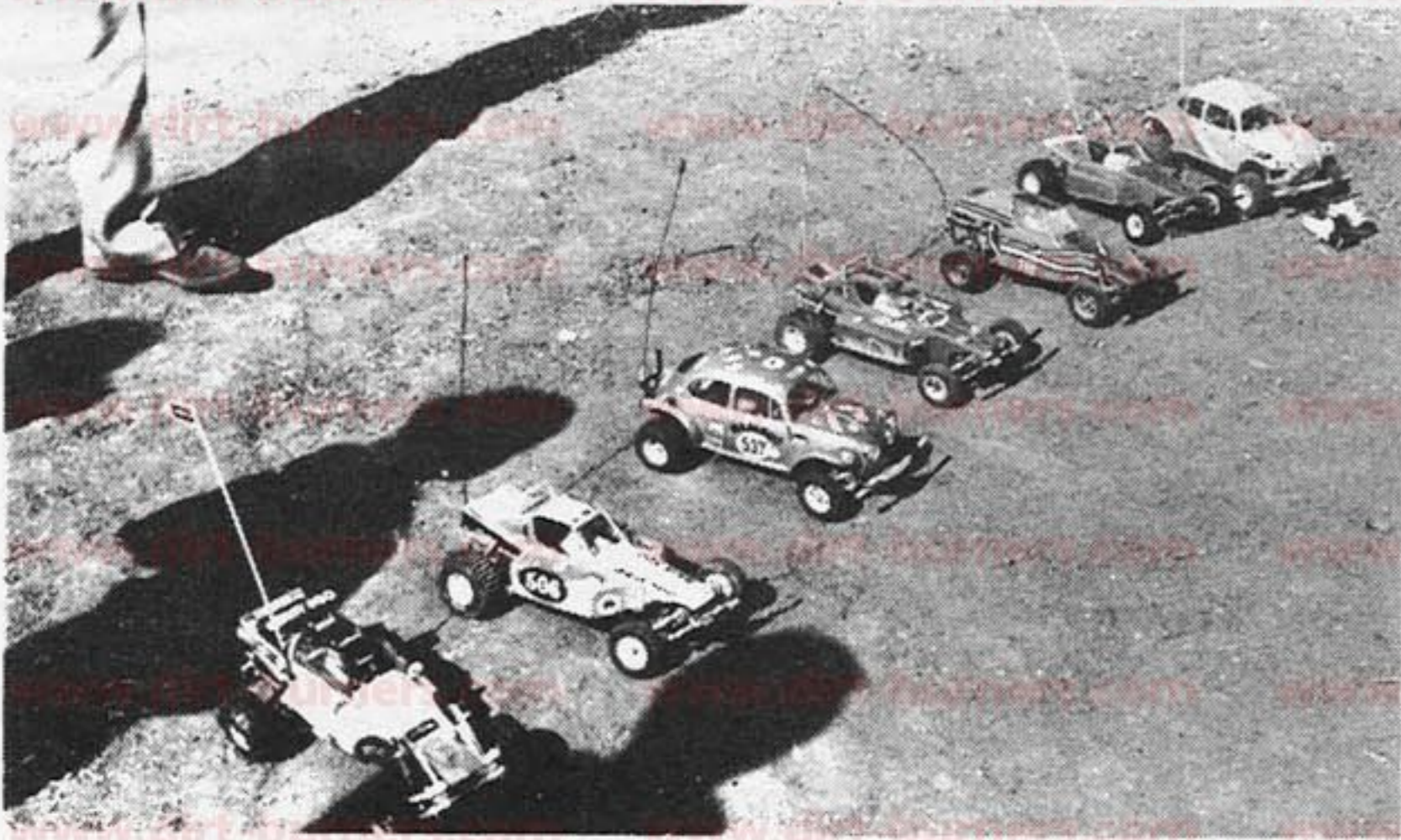
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OFF ROAD INVITATION



(Top left) Tamiya eating AYK's dust. (Insert) Efficient lap scorer, Lalia Fortune and Ted Dumas, Redleys Sales Manager. (Above) All entries ready to go. Photos by John Immelman.



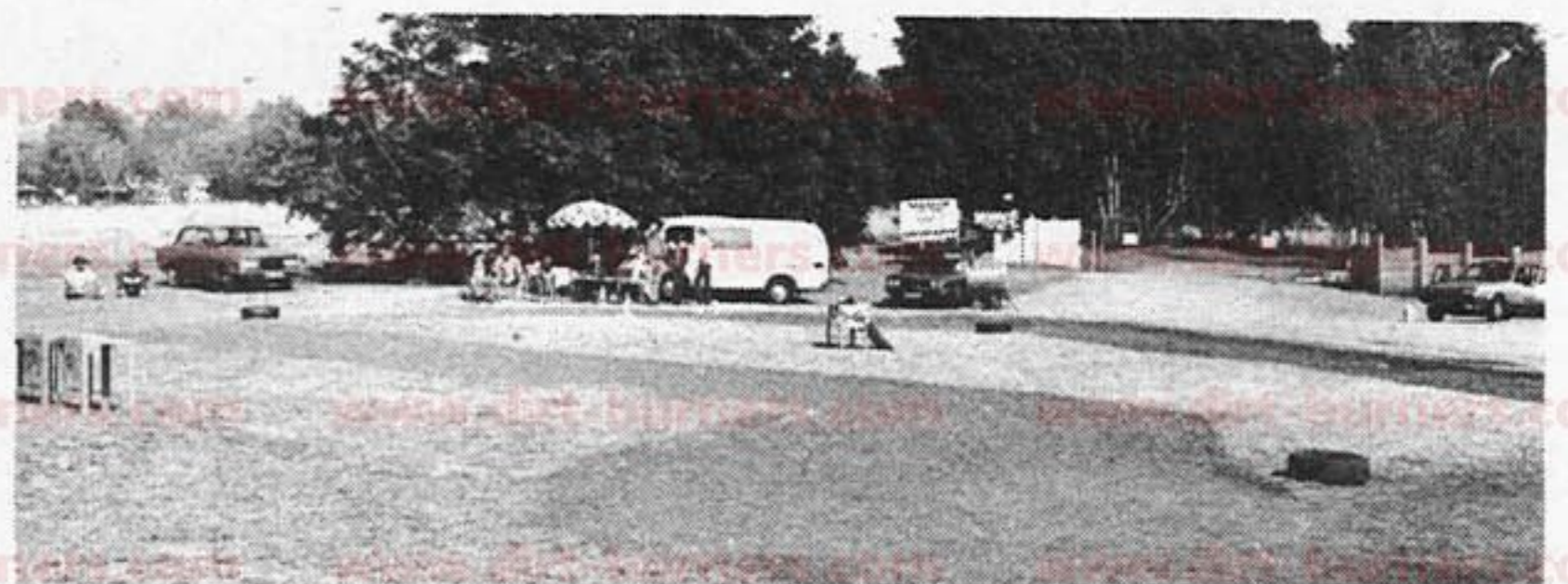
The Concours line-up. Winner was the first car on the left, with an excellently detailed AYK.



The South African "bumps" are the same as anywhere else in the world.



There was a good assortment of off road cars that included Tamiyas, Kyoshos, and AYK's.



A general view of the RACE Off Road facility in Hillfox, Johannesburg, South Africa. Check out the well manicured infield and surrounding area.



No, this isn't a used car sales lot. Heads under the "bonnet," looking for that last boost.
Photo Immelman.



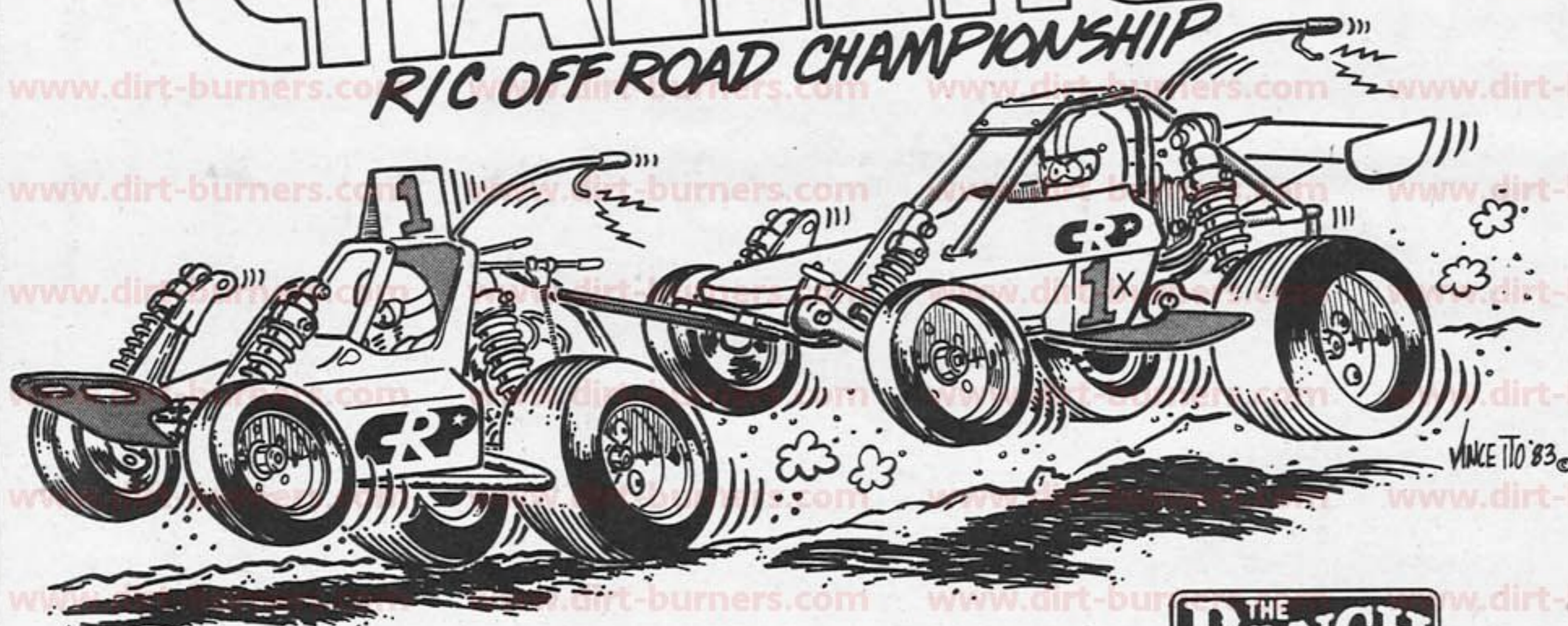
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This makes life very easy for the organizers and actually works very well. The race organizers, Terry, Lalia, and Roy from Redley's, nominally divided the entrants into novice and expert, there being 'silver' (trophies) for the first three experts and for the first novice. It is vital to encourage the youngsters and newcomers to see the hobby as a challenge - and not just disappointed, maintenance and frustration. Give a kid a trophy and you've got a friend for life!

The Concours event was really exciting with a mean lineup. Trucks, single seaters, chopped VW's, wings, nerf bars - you name it. Some of the Tamiya gear boxes were even chromed, while a lot of the accessory parts from MIP, Thorp, CRP, ARS and RCH were highly polished. Detailed driving compartments, replica exhaust systems and working features were the order of the day. A difficult decision for the courageous judges; the eventual winner being Chris Van Klaveren.

And then to the racing! Stones flying as the tyres sought traction, dust pouring off the front tyres, excited spectators as Chris led Mark Joclyn over the 'hump,' through Andre Jewellers corner and up the hill. One by one the drivers from other heats lifted their heads and shoulders from under their bonnets and joined with the enthusiastic onlookers. Shouts of 'Go Chris,' 'Go Mark,' were heard all around the circuit.

The din could be heard from the main road and many an idle Sunday driver deviated from his path to come and see these miniature racing buggies battle with the rough track. Also racing well were Dave Houghton and Mark Tucker and right down the field the vehicles pushed, slid, bumped, and spun their way to the finish line.

Each driver competed in four heats, the best three to count. Results were as follows:

1. Chris Van Klaveren 51 laps
2. Mark Joclyn 48
3. Dave Houghton 30
4. Mark Tucker 30
5. Arnold Hirschman 25
6. Anton Britten 24
7. Leon Van Heerden 21
8. Rico Donau 21
9. Raymond Van Zanten 19
10. Mark Britten 18

And what an experience! Everyone was excited and enthusiastic. 'Next time I'll get you' was the most used phrase. Let us hope that the spirit continues, that off road blossoms and that yet another aspect of the R/C hobby is established here.

J.P. Immelman

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1/12 Electric ROAR Region 1 Championships

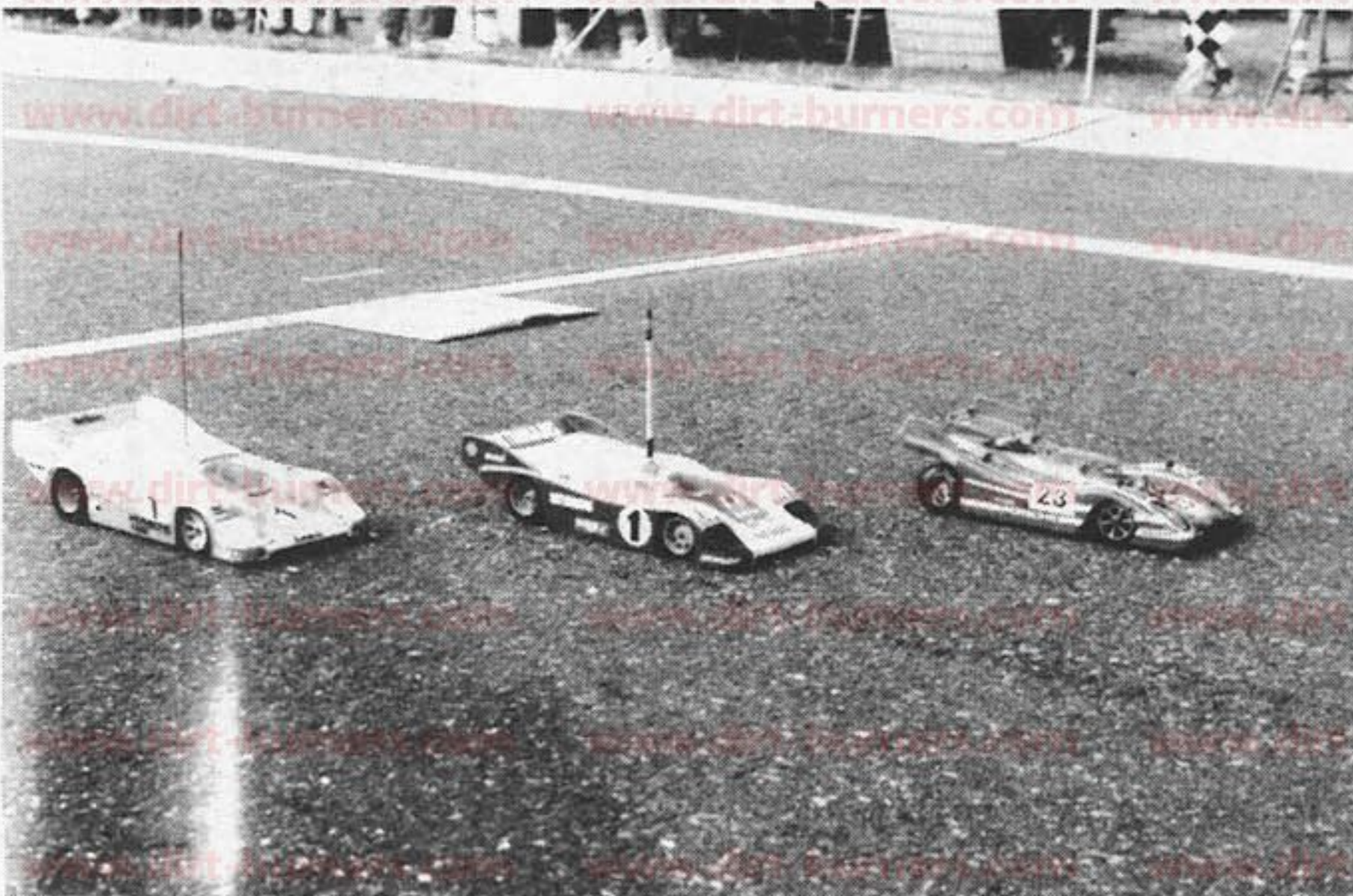
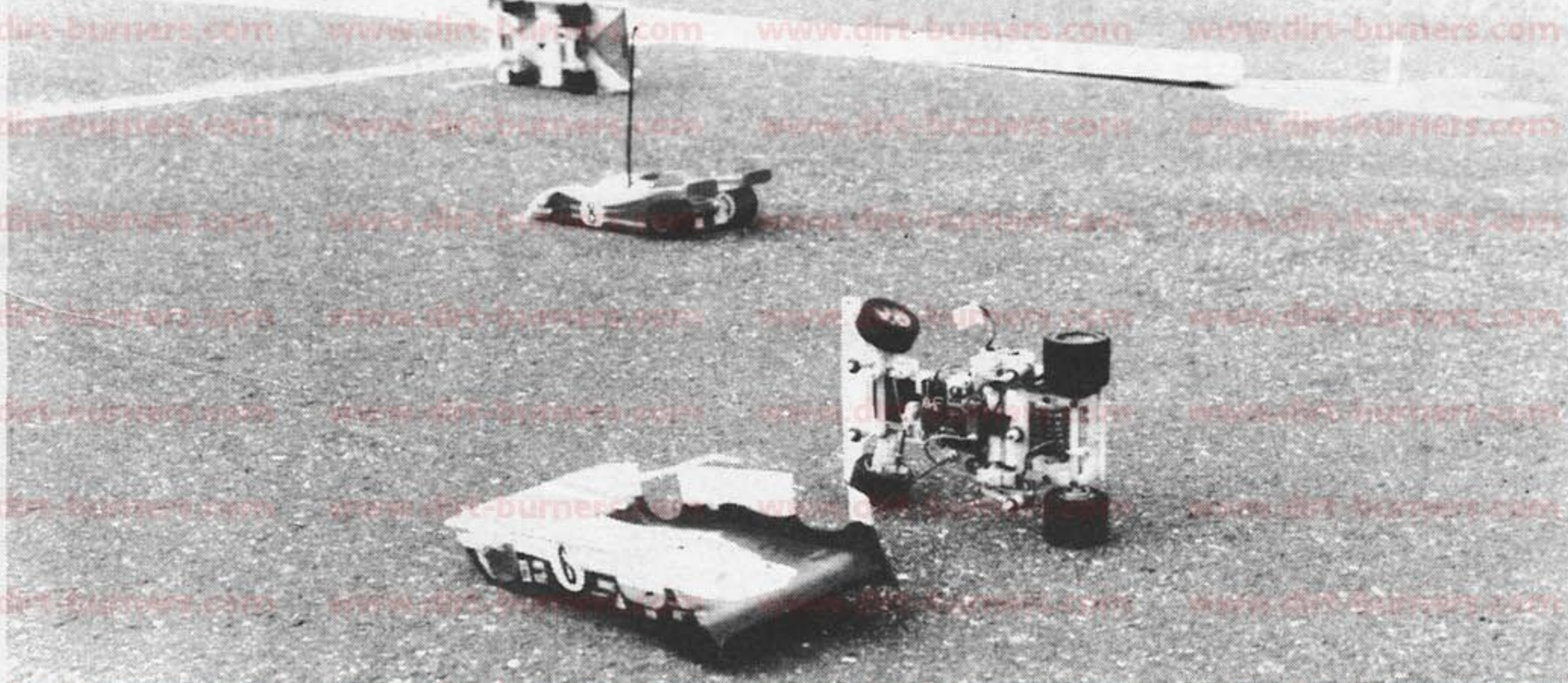


All the winners and their "gold" (above). Some people crash harder than others (below). Car #9 lost all body clips and wound up naked.

Story by Joe DiCara
Photos by Vickie Davis

The 1983 Region I Championships are history. The month of August was indeed a very hectic month for SJR/CRA. But we were well rewarded with excellent, though hot weather, smooth running races, a good turnout, and record breaking performances with close racing in all classes.

August 5th and 6th found 91 contestants descend on the Olympic Park track. Included in that group were drivers representing Associated, Bo-Link, Delta, MRP, Parma and Trinity. The field made up most of the best drivers in the East. Also in the group were the reigning 1982 Stock and Modified champs. So record breaking performances were expected. Not to be out done was good old mother nature. The temperature exceeded 95 degrees both days, with high humidity. There usually was a hot wind blowing, but it only made it feel like being in a blast furnace. Our concession stand went



Stock Concours winners: Bob Kuss, 3rd; Tom Reidel, 2nd; C. Coleman, 1st.

inquiries concerning lap counts all weekend. The printed lap by lap account of the race quickly and accurately resolved any and all questions. The thing really works great! Now if it could only learn to count and announce the race.

We used a pre-recorded tape to schedule and run-off races. This resulted in a minimum of delays as everyone knew when they were to tech in, how long they had to get to the line and up on the drivers' stand.

All this planning and organization resulted in each day's activities being completed by 6:00 pm. That included trophy presentation, photos, the works!

Before racing began, Stock Concours was held. Many very nicely painted and detailed cars were entered. The standout was the 917 of Carlton Coleman. This Porsche had engine and cockpit detail, a super accurate paint scheme and documentation to support it.

Judging of second and third place was very difficult and any of the remaining six finalists could have been chosen. Tom Riedel's 957 Porsche took second place and Bob Kuss was awarded third place, also with an accurately painted 957. Congratulations to all who entered cars in the concours.

The action on the track was even more competitive. The interesting thing about competitions like this is that everyone

through 40 cases of soda and probably used a ton of ice.

We started the action at 6:30 Saturday morning. After registration and motor hand out, all a person could hear was the sound of motors being drowned in water or some mysterious liquid. The smell of exotic chemicals was everywhere. Sprays, dips, lots of high-tech hocus pocus secret stuff. Someone was seen doing some kind of dance around the motor while it surged and boiled in a murky bath. The gas guys have their witches' brew fuels - electric racers have their trick baths. Now the world knows why electric drivers are so clean.

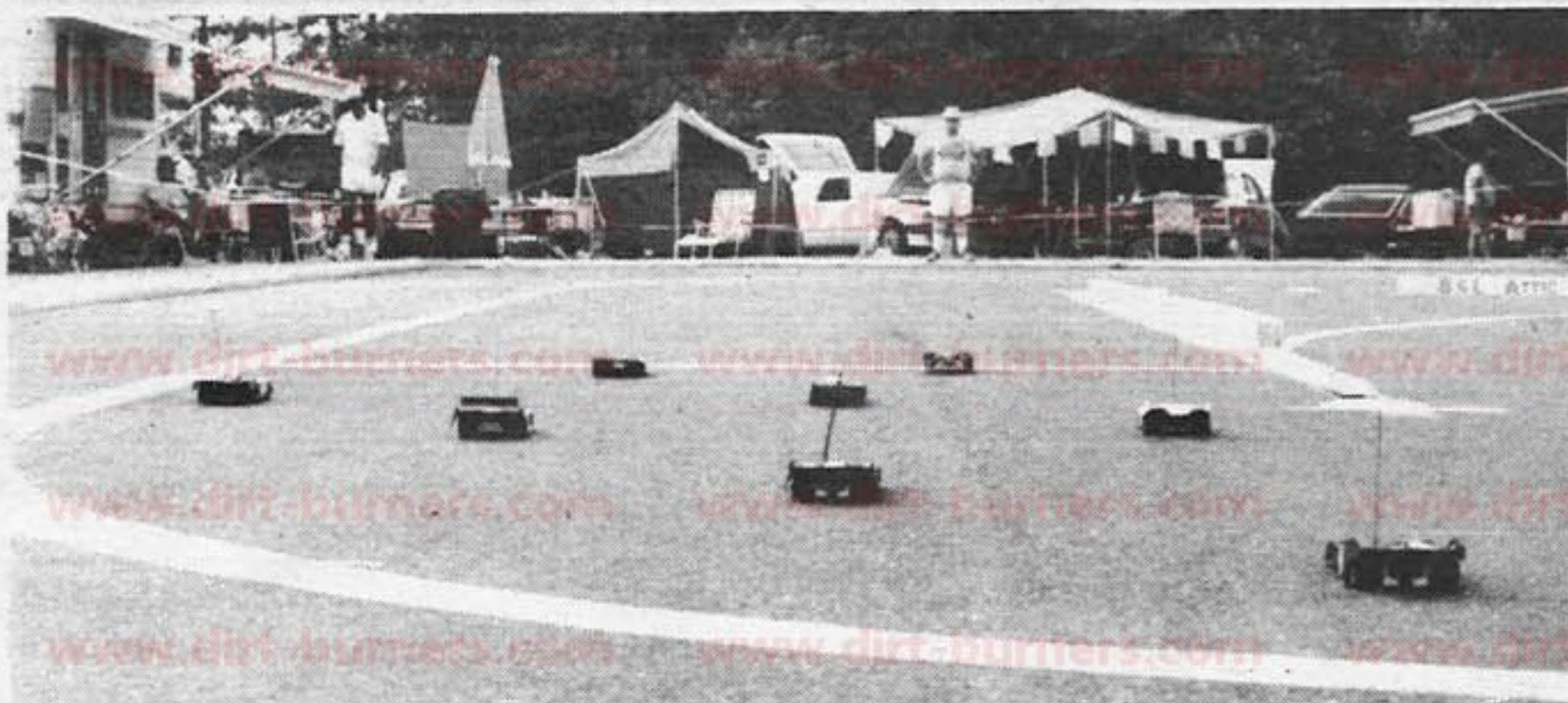
Our club was determined to put on a good event. Accurate lap counting always seemed to have plagued most other large events. So we felt very fortunate to be able to rent BoLink's race computer. This little jewel keeps track of each car's position during the race, its fastest lap, the margin of time between it and the leader, and the overall fastest lap to the hundredth of a second. To my knowledge, there were only two

seems to go faster. There are a combination of things that probably cause this. Just the title, "Regional Championship," causes one to concentrate and drive harder. Cars are checked again and again in search of that little bit extra. Also new names and faces present a challenge. Roll it all together and it usually results in new records. Such was the case for these regionals. After the first round of Stock, Donny Pyle, driving his BoLink Renegade, posted a 28 lap/8:05.8 time. This was a new track record and, of course, Donny's personal best. In that round nine other drivers either exceeded or were within seconds of the old track record. Just to prove his first heat time was not fluke, Donny turned in a 28/8:05.3 in round 2.

The A Main was the fastest 10 car field ever assembled at the South Jersey track. Every car and driver had superb times so the race promised to be a barn burner. The start of the A was very interesting. The first turn which usually is a wipe out, saw everyone drive through cleanly. So one would expect



A fast track always brings fast crashing action during one of the mains.



Getting ready for the start of the A Main. The first turn is the "crash n' burn" turn.

that after the 250 feet of main straight that things would sort out and settle down. Not so! Only Nick Piro and Jon Laster escaped the next turn untouched. The leader the first time around was Nick with a good lead. Everyone else was still scrambling and changing positions. An early retiree was Bill Davis, one dip or shot of CRC too many I guess. Repete didn't last too long either. He was fast while he lasted and appeared to be moving through the pack when something went away.

I'd say it was a noisy race for an A, seems like alot of bumper cars going on. Though Donny managed to put a lap on the entire field, he did not equal his qualifying time.

I'm sure this was due to the close racing for positions by everyone. So congratulations to the new Region I Champ, Donny Pyle.

The B Main was won by Chris George. This was a very close race with many lead changes. The first three cars finished with 26 laps.

Nick Piro, Jr., won the C Main. This was the best race of the day as the first five cars all finished with 25 laps. All drivers in this main were on the same lap until the closing stages of the race. There were more lead changes than a NASCAR Grand National. Everyone in that race deserves a big hand.

The D Main was taken by Carlton Coleman. Carlton turned in a strong performance to take this race, overcoming the qualifying troubles that held him down to this main. JoAnne Billmers took second. Some early problems kept her out of contention.

Russ Williams took E Main honors with a good 23 lap effort. Carl Ford destroyed the field in the F Main. His 25 lap effort was closer to his ability than qualifying reflected. Frank Cirulli struggled through the eight minutes and deserves every inch of his trophy.

Sunday, August 7th, most of the

crazies from the previous day plus a few new faces showed up to do battle again. Everyone agreed things went very well for Stock with the exception of a high number of starting line crashes. So we put the starting line fight at the head of the main straight and lined the cars straight across it. It seems this modification did help somewhat.

Concours was won by Carlton Coleman again. His TOJ was very well done and was a good match to his Stock Concours winner. Jim Damerell took second and Russ Williams, third.

As might be expected, lap counts were up. Bill Davis, 1982 Region I Modified Champ, came out smoking and gave notice that he and his Delta Super Phaser were the combination to beat. Bill's 29/8:11.7 was a new track record and held up for TQ honors. Close behind Bill were Donny Pyle with a 29/8:16.4 and Repete Fusco with a 29/8:17.4. The A Main was up for grabs, any of the drivers could win.

Race starts through the day seem to have improved due to the relocation of the starting. Unfortunately, this did not hold true when ten equal cars blasted off. Some cars tangled right off the line, Bill Davis was one of them. Things seemed to get worse as the leaders entered the first and even the second turn. I'd like to see the video tape to see if any car got through untouched. First across the line was Nick Piro with Jon Laster, Pete and Repete not far behind. Nick held the lead for a few laps before Donny and Repete reeled him in. Jon Laster stayed close to the leaders until the six minute mark when radio problems forced the car through some strange lines. Bill Davis just could not overcome his early race stunts and never was able to get into the hunt. Donny Pyle managed to stay clean and fast and eventually lapped the entire field. The next five drivers - Repete, Jon Laster, Pete Fusco, Nick Piro and Bill

Davis - all finished with 28 strong laps.

So after all was said and done, we found a new name and a new marquee on top of the pile. Donny Pyle, driving his Bolink Renegade, was victorious in both classes and top qualifier in Stock. Congratulations to this fine driver and fellow club member. SJR/CRA would like to thank all those that made these races possible. We hope everyone had two enjoyable days of racing.

Joe



"Thrashing" in the pits is Rip Pinkston.

RESULTS
(contd. next page)

TEAM CHECKPOINT MOTORS



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- ✓ **Willie Melancon** Wins third annual Western Off-Road Championships. MOTOR USED: **Checkpoint Stage IV "Race" Edition.** (Checkpoint Motors have won this event all three years.)
- ✓ **Mike Dunn** wins Hawaii State Championship. MOTOR USED: **Checkpoint Stage IV "Race" Edition.**
- ✓ **Frank Killam** annihilates his own track record at TQ HOBBIES and laps the entire field in 3:22 min. into the A Main in the last leg of the California State Championship Series. He also finished second at the Regional 6 Championships using the same motor. MOTOR USED: **Checkpoint Modular Mabuchi #434.**
- ✓ **Todd Strain** wins California State Championship Series in the Amateur class in both Stock & Modified. MOTOR USED: **Checkpoint Stage I Dyno Stock and Modular Mabuchi #434.**

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A Main winners: (l-r) John Raymond, Tom Adams, Ron Boorman, Re-Pete Fusco, Jon Lastin, Nick Piro, Pete Fusco, Donny Pyle, Don Pyle, and Bill Davis.

STOCK A MAIN:

1. Don Pyle, Jr.
2. Pete Fusco
3. Jon Laster
4. Nick Piro, Sr.
5. Don Pyle, Sr.
6. Tom Adams
7. Ron Boorman, Jr.
8. John Raymond
9. Repete Fusco
10. Bill Davis

B MAIN:

1. Chris George
2. Joe DiCara
3. Ray Bojarski
4. Andy Madajewski
5. Frank Williams
6. Jim Damerell
7. Mike Pyle
8. A. B. Markunas

C MAIN:

1. Nick Piro, Jr.
2. Don Smith

3. Rip Pinkston
4. Phil Pyle
5. Bob Kuss
6. Tom Reidel
7. Nick Marino
8. Ron Boorman, Jr.

D MAIN:

1. Carlton Coleman
2. JoAnne Billmers
3. Larry Bishov
4. Chris DiCara
5. Bob Mihlon
6. Gary Riemann
7. Fred Mensing
8. Joey Piro

E MAIN:

1. Russ Williams
2. Paul Marziani
3. Ron Fermano
4. Jim Bodine
5. Bob Billmers
6. Winnie Morgan

7. Pat Edwards
8. Rich Warfield

F MAIN:

1. Carl Ford
2. Ken Sabo
3. Curtis Goode
4. Cam Marziani
5. Ron Daisey
6. Tony Markunas
7. Tony P.
8. Vincent Kiukys

G MAIN:

1. Frank Cirulli

MODIFIED A MAIN:

1. Don Pyle, Jr.

2. Repete Fusco
3. Jon Laster
4. Pete Fusco
5. Nick Piro, Sr.
6. Bill Davis
7. Carl Ford
8. John Raymond
9. Don Pyle, Sr.
10. Jim Damerell

B MAIN:

1. Joe DiCara
2. Phil Pyle
3. Nick Piro, Sr.
4. Ray Bojarski
5. Ron Boorman, Sr.
6. Chris George
7. Tom Adams

8. A.B. Markunas

C MAIN:

1. Russ Williams
2. Andy Madajewski
3. Bob Kuss
4. Frank Williams
5. Gary Reimann
6. Tom Reidel
7. Chris DiCara
8. Don Smith

D MAIN:

1. Carlton Coleman

2. David Palace
3. Mike Pyle
4. Ron Fermano
5. Jerry Flynn
6. Rip Pinkston
7. Cam Marziani
8. Tony Markunas

E MAIN:

1. Rick Warfield
2. Ron Daisey
3. Paul Marziani
4. Al Reidel
5. Bob Mihlon



The Champ is Donny Pyle (left) with club President (cowboy hat) Nick Piro (right).



The beautiful Cup for Stock, sponsored by Burns Pontiac-Honda, Ocean Pontiac-Cadillac, RK Chevrolet.



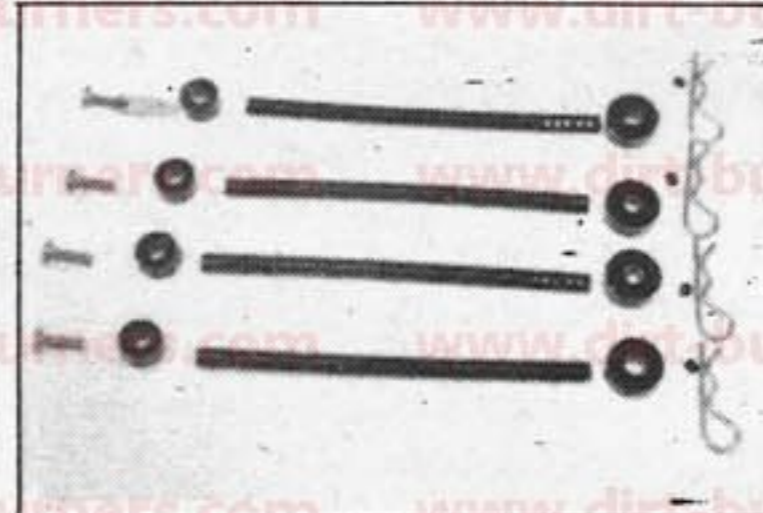
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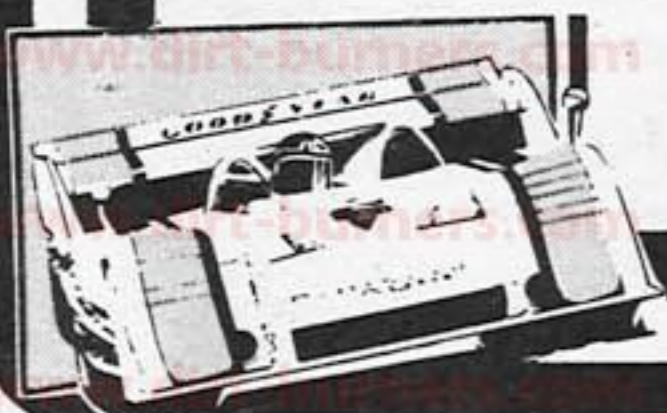
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A pool party was hosted Saturday night by BoLINK and a good time was had by all who attended. It was interesting to listen to the wild stories of Roy Kelley (on how he geared his stock motor), and to see the drivers from North and South Carolina, Florida and Georgia, all gathered around the table with the beer keg - trying to keep dry. Yes, the rains came again.

Sunday - more rain. It looked like we were going to have to use our rain date (Monday-Labor Day). Once again, it looked as though someone up there liked us. About 1 pm the sun came out, but we still had a wet track. I went home and got two lawnmowers, we already had two track blowers, and one hour later we started our first qualifier. We had a six hour program and six hours of daylight left. If nothing happened, we'd make it. All the drivers cooperated by getting to the line in plenty of time and being exactly where they were supposed to be, marshalling and lap counting, and we got in the entire "World Qualifier." When the dust had settled, Associated's Craig Kelley was TQ and race winner.



1983 Region 2 Electric

Story and pics by Bob Rule

DATELINE: ATLANTA, GA...The 1983 1/12th Region 2 Championships. A disappointing turn out and lots of rain dampened things, but those who attended were treated to another good race by our local SERCAR group. Tim Morton was Race Director, Rick Jordan was Tech Inspector, and Yours Truly as Track Steward. We had lots of good help from Kathy and Kim Rule, Linda Jordan and Cathy (C.J.) Morton. They sure made things easier. Friday was scheduled for Open Practice and it rained most of the day, cancelling not only Open Practice, but our weekly Friday night dirt race as well. Saturday morning, more rain. The weather man finally gave us a break and we got the program started at about 12:30. Three qualifiers and a main later, the Stock program was over. Richard Sylvester (BoLINK) surprised the entire field by TQ'ing. Beating out Ron Schuur (Delta), Craig Kelley (Associated), and Lee Muse (BoLINK). When the flag dropped on the A Main field, Ron Schuur surprised no one. He had been flying all thru qualifying and led the classy Stock



(Top Photo) The A Main (l-r) (The first three are the qualifiers for the World Championship next summer) Winner, Craig Kelly; 2nd, Ron Schuur; 3rd, Pete Petersen; 4th, Tate McDaniel; 5th, Lee Muse. (Photo above) B Main winners - (l-r) 1st, Richard Sylvester; 2nd, Tom Marlowe; 3rd, Sandy Strunk. Photos Bob Rule.

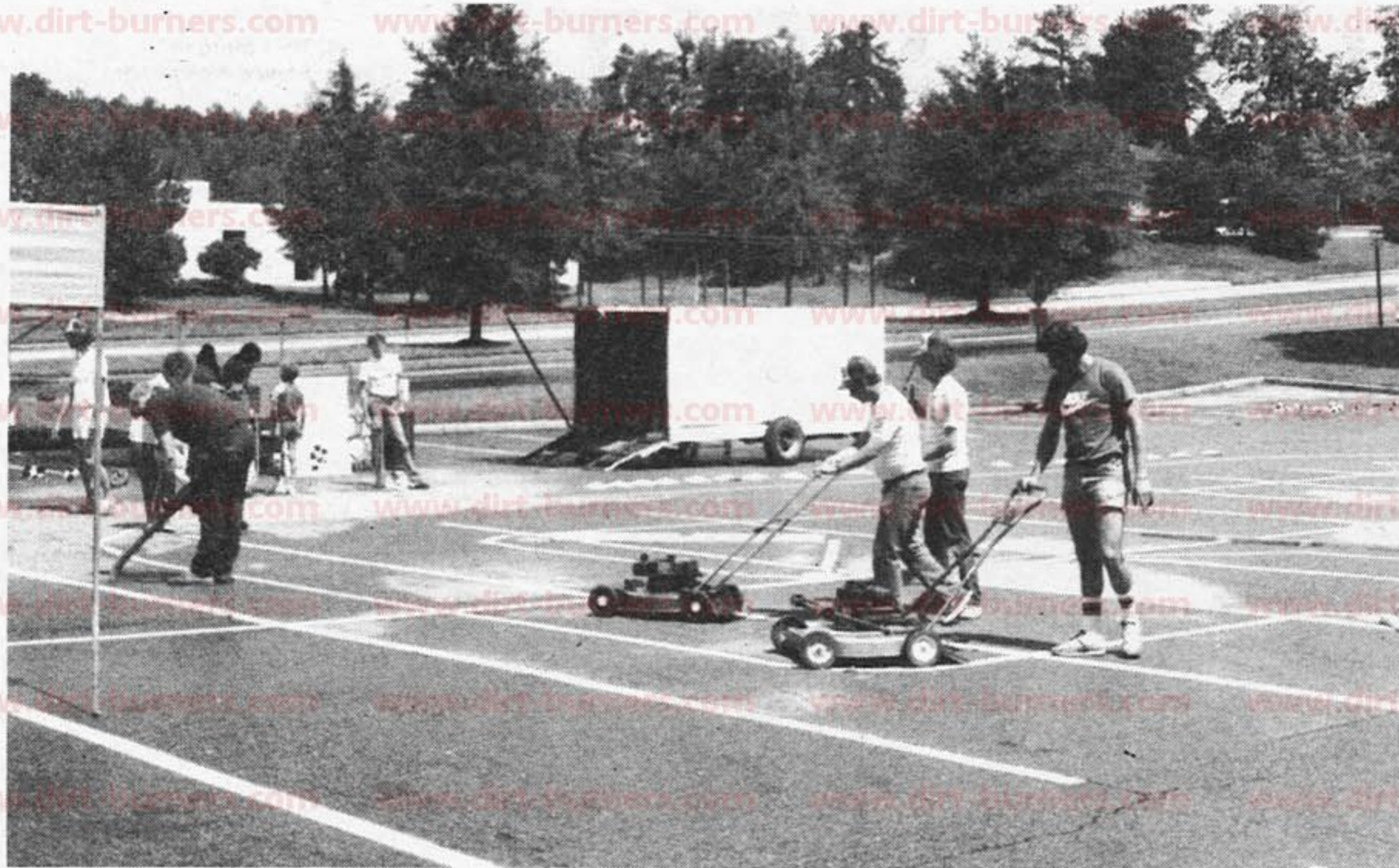
Ron Schuur (Delta) had led the entire race only to get passed on the last lap after his batteries dumped. Ron lost out by 3.1 seconds. It would have been back to back wins for Schuur but it was not to be. Florida's Pete Petersen was 3rd, rounding out the top three who qualified for the U.S. Team for the next year's World Championships in Denmark. BoLINK presented each one with an 8x10 plaque stating that they had made the U.S. Team.

Some strong talk about blocking was brought up after the race and also the following week at the Florida State Race. The driver knows who he is and he will be watched closely in all future races. It is extremely difficult for race officials to police this. On the National level, the drivers themselves take care of the problem by yelling at, or even booing a driver who is blocking or deliberately taking out another car. I think Region 2 should adopt the same policy.

Bob



BoLink's computerized scoring system and lap counter were protected from the sun and the rain.



The rains kept coming all weekend and threatened to call off Sunday's Modified races. When the sun came out, lawnmowers and track blowers were brought out to dry the track. It takes a lot to keep an R/C racer from racing. Photo Bob Rule.

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- STOCK A MAIN:**
 1. Ron Schuur
 2. Craig Kelley
 3. Roy Kelley

4. Pete Petersen
 5. Richard Sylvester
 6. Tate McDaniel
 7. Gary Crumb
 8. Lee Muse

- B MAIN:**
 1. Rick Wynne
 2. Tom Marlowe
 3. Bill Cheek

4. Julian Morrison
 5. Ron Auld
C MAIN:
 1. Sandy Strunk

2. Bob Rule
 3. Doug Spainhour
D MAIN:
 1. Joel Mullins

2. Steve Rule
 3. Randy Rodgers
E MAIN:
 1. Robert Hvarven

- MODIFIED A MAIN:**
 1. Craig Kelley
 2. Ron Schuur
 3. Pete Petersen
 4. Tate McDaniel
 5. Lee Muse
 6. Ed Enberg
 7. Bill Cheek
 8. Roy Kelley

- C MAIN:**
 1. Bruce Hollander
 2. Jon Simmons
 3. Doug Spainhour
D MAIN:
 1. Woody Trimble
 2. Glenn Prunye
 3. Forest Whitson

- B MAIN:**
 1. Rich Sylvester
 2. Tom Marlowe
 3. Sandy Strunk

- E MAIN:**
 1. Robert Hvarven
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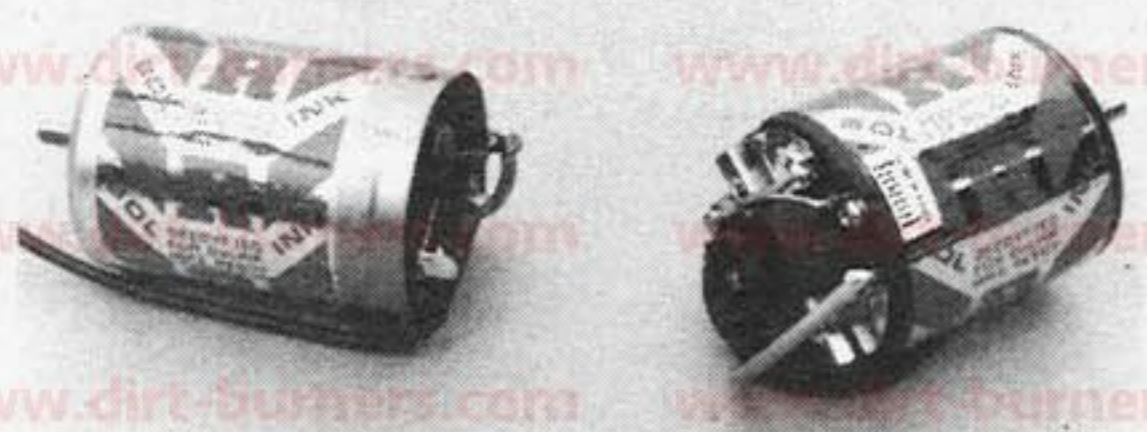
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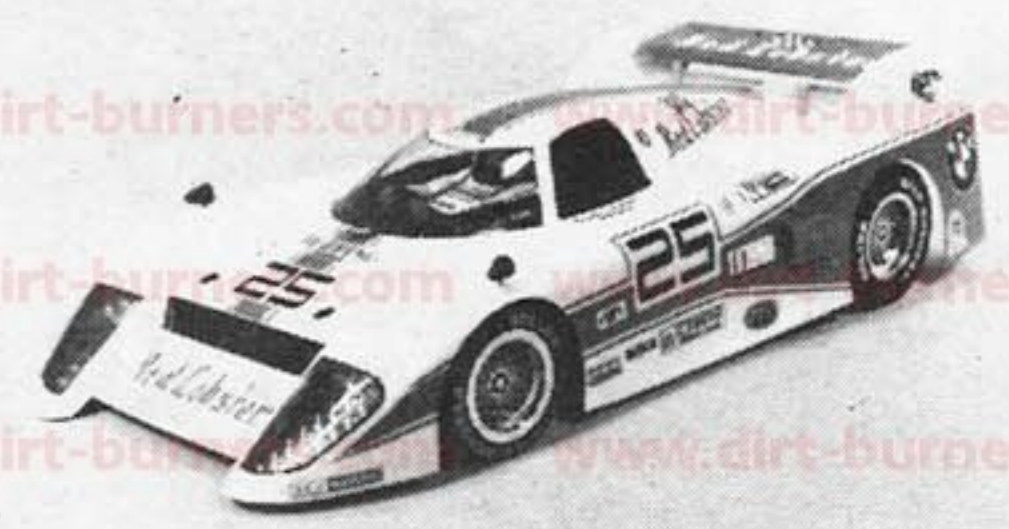
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THE FLORIDA STATE 1/12 CHAMPIONSHIP



The A Main lineup. (not in order) Craig Kelly, Larry McLendon, Roy Kelley, Mike Fromer, Tom Marlowe, Pete Petersen, Mike Klendworth, and Ed Enburg.

Story and photos by Bob Rule

DATELINE: JACKSONVILLE, FL... A hot sweltering weekend of racing, hosted by the Florida Electric Club, Tom Marlowe, Ron Auld, Larry Parks and Bill Fraden and all the crew did a great job of running the race and keeping things going. State Race Director, Jerry Sweet was on hand in case of any problems. Other than a few minor problems, Jerry's services weren't needed and he got to enjoy his weekend of racing.

One unusual thing at this race was the trophy awarded to the Top Qualifier. It was donated by Brian Redman Motors of Jacksonville and was an actual trophy that Brian Redman had won. It was sterling silver and beautiful. TQ'er Mike Fromer had a mile wide grin on his face when he accepted. Other sponsors for the event were Fraden Produce, N.E.F.A.R., Orange Park McDonald's, Lake Forrest Auto and Orange Park

Kennel Club. Merchandise prizes were donated by BoLINK, Associated, Delta (Jacksonville Team), Orange Park Hobby World, R & A Hobby, Novak, MRP and scoring by "Baby Bo," my nickname for the timing/scoring computer owned by me. Eighty-five drivers were on hand and the racing was close.

As in Atlanta, with the blocking, another incident occurred and was entirely an accident, but should be mentioned only to help prevent a possible re-occurrence at future races. A corner marshall, with a cast on, stepped directly in front of a car running in 2nd place...with a 30 lb. cast!!! The car didn't stand a chance and it tore the batteries out of the car. Two questions:

1. - Shouldn't a driver who is hurt, not be allowed to marshall?
2. - Which is worse, Reverse or Marshalls? Reverse is used in off road successfully, it's used in Europe and was brought up in IFMAR (world governing



Concours & Best Paint winners. Left: Randy Rogers, and Robert Lightsey on the right.

association).

The final state race is the Red Lobster Fall Classic in Melbourne, Florida, November 19 & 20, 1983: This promises to be one of Region 2's premier events for '83. Out of state drivers are welcome, but cannot receive points for the State Series. Interested parties should contact Glenn Schems, 263 West View Court, Melbourne, FL 32935, (305) 259-0118. Race flyers and motel reservation cards are now available.

Bob

RESULTS

A MAIN:

1. Craig Kelly
2. Larry McLendon
3. Roy Kelley
4. Mike Fromer
5. Tom Marlowe
6. Pete Petersen
7. Mike Klendworth
8. Ed Enburg

B MAIN:

1. Ron Schuur
2. Tim O'Sullivan

3. Mark Klendworth
4. Tom Morgan
5. Steven Krutsinger

C MAIN:

1. Bob Wold
2. John Morgan
3. Ron Auld

D MAIN:

1. Eric Grudger
2. Brian Hunt
3. Larry Parks

E MAIN:

1. Bernedette Wold
2. Tom Chaddock
3. Noel Palmer

F MAIN:

1. Eddie Herrmann
2. Jack Pollard
3. Bob Rule

G MAIN:

1. Ray Petersen
2. Donn Bryans
3. J.R. Santo

H MAIN:

1. Ed Miller
2. Lloyd Socky
3. Glen Schems

I MAIN:

1. Robert Charlton
2. Gene Maliza
3. D.R. Lightsey

J MAIN:

1. Tom Edwards
2. Rodney Brown
3. Jay Blackwood

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C.C.R.A. CENTRAL CALIFORNIA RACERS ASSOCIATION

CCRA invited celebrities from local TV and radio stations to come to the Yosemite R/C Raceway to race in a two man team race (driving one car) for 200 scale miles. This format of teaming a club racer with a local celeb was very effective in bringing a lot of attention to our sport of R/C racing.

We had each of the eight celebrities contribute \$10 per team for entry fee for the privilege of representing their station in this race. CCRA will present the proceeds from this race to M.D. during the local segment of the Jerry Lewis Labor Day Weekend Telethon.

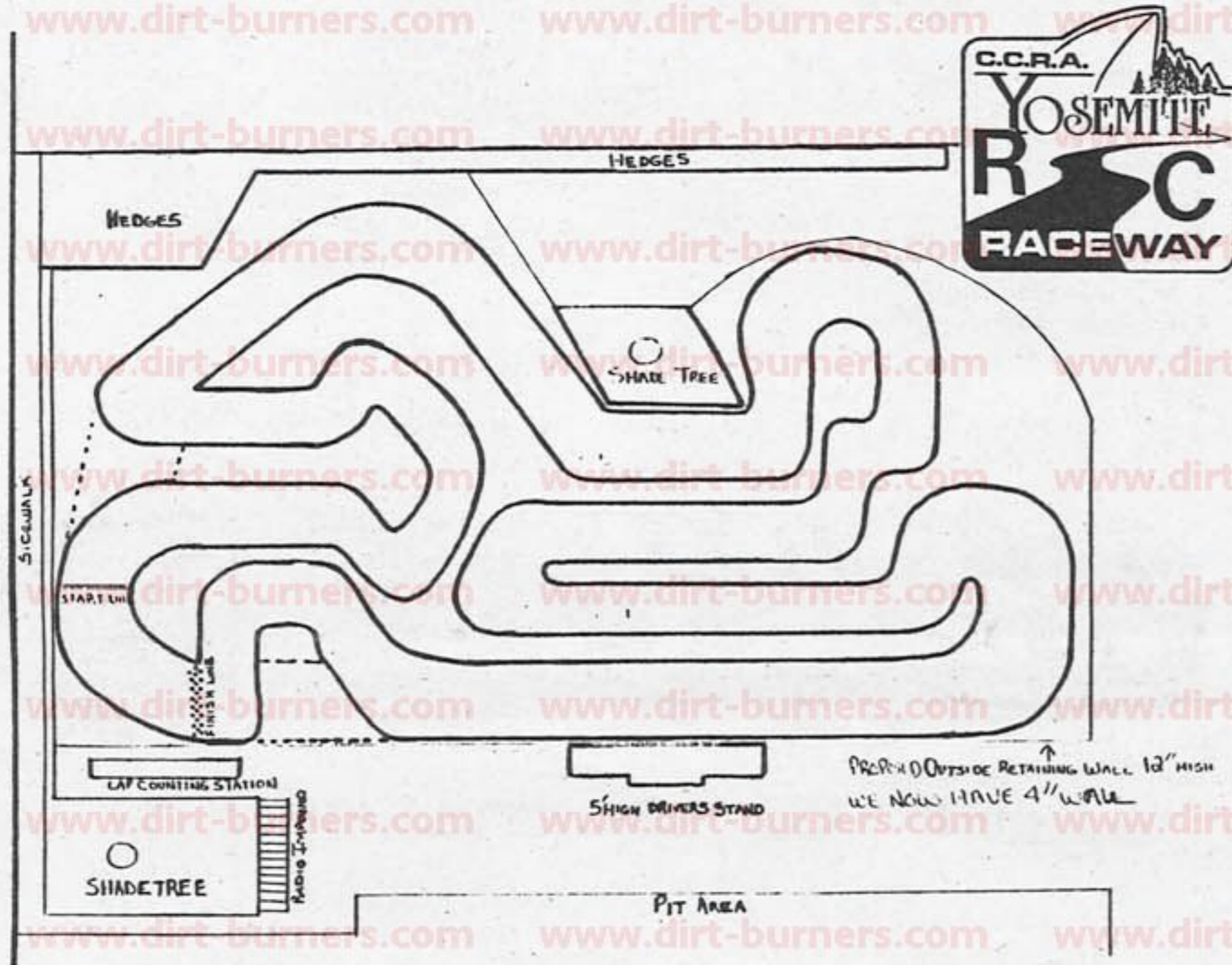
Having many local celebrities racing in our race gave our club a lot of free publicity in the way of public service

Story and photo by Brian Rush

CCRA (Central California Racers' Association) in Fresno, CA was the host of the Muscular Distrophy 200. The Central California Muscular Distrophy was the recipient of 200 dollars for Jerry's Kids. To generate the \$200, CCRA held a 200 scale mile Pro/Celebrity endurance race for 1/12th scale electric cars.



Trophy Girl giving the trophies to winners; Danny Richards and Scot Whitney. Photo Brian Rush.



announcements. The disc jockeys would talk about it over the air. As a result there were hundreds of spectators lining the wall of our raceway. Local TV stations sent a news crew to cover this event and the radio stations that were involved in the race would announce over the air that their station was racing in our race for M.D. and for the public to come and cheer on their station's car. Needless to say, the public did respond and came out and supported their favorite stations.

The public had a prime opportunity to watch celebrities and club racers competing side by side in the 125 lap race. The difference between the celebs and the club racers showed the public what superior driving abilities are required to race and to be competitive in R/C racing. All of the celebrities left the track thoroughly impressed with the skill, technology and sportsmanship involved in R/C racing.

The preparation for the race began at 3:30 pm with four club members discussing their apprehension about a celebrity who has never driven an R/C car before. The drivers' meeting started at 5:00 pm with the team selection as the first thing that was taken care of. With the teams selected, each driver was given one hour to teach his celebrity how to drive an R/C car. After this hour of cars flying over disc blades and some of the slowest laps on earth being turned, the cars were lined up on the starting grid. Each team drove their cars on to the starting grid and were introduced to the spectators. The celebrities started the race for each team.

To get the spectators involved, the cars were identified with the TV or radio station's numbers in place of the regular race numbers. By doing this, the spectators could identify and cheer for their favorite station. This made the cheering very loud when the race results were updated.

The race was much tighter than the promoters expected. The lead was traded around between most of the teams from the beginning to the end of the race. This was a 125 lap endurance race and was raced on the 1.7 scale mile at Yosemite R/C Raceway. The race lasted one hour and twenty minutes, including pitstops for a winning scale speed of 163 mph. The winning team being Scott Whitney and his celebrity driver Danny Richards from 96 FM. They were challenged the whole way by the

other teams. They almost lost the race on the last lap by losing their battery pack due to a broken tie strap but they limped it across the finish line just in time.

In second place with 117 laps was Glen Davis from cable channel 4. Their team was on the same lap as the winners until lap 110 of the race. They came into the pits and the winning team stayed out on the track. Third place went to the team of Peter Kottage and his celeb Louis Ramentas from channel 53. The tightest race of the day was for fourth place. This race was only separated by one lap (105 to 104). Jeff Johnson and his celeb, Joe Rocco from TV 26, barely held off Paul Chopra and John Berry from Magic 104 FM. John was the fastest celebrity driver that day and really got the hang of it fast. This made him and Paul the team to beat, but Paul and John got caught in the pits with no batteries peaked and had to wait two minutes for a charged pack. This mistake took them out of contention for first place.

The winning teams proceeded to celebrate their victories with champagne and with two trophy girls presenting the 4 ft. high trophy to the winners. The local representatives of the local M.D. congratulated our club for putting on the best first-time fund raiser that they had been involved with. This was a great day for our club, having made a worthwhile event and entertaining hundreds of spectators at our track. The publicity that was generated by the radio and TV coverage has gone a long way to legitimize our sport of R/C racing and our club.

CCRA would like to get together with any club before next year's telethon to raise money as a group. We, as a group of racers, could raise enough money to give a check to Jerry Lewis live in Las Vegas during the telethon. We would have National attention and a short film clip could be shown and several different cars could be displayed. By doing this, R/C racing would have more exposure in one minute than we have had in the past ten years.

If there are any clubs and organizations (ROAR or ORRCA) interested in doing this, please feel free to call or write:

CCRA
c/o Brian Rush
4727 E. Alamos #105
Fresno, CA 93726
(209) 292-3588

FRENCH R/C CAR DISTRIBUTORS

New Address:

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

* * * * *

1983 REGION 6 REGIONALS

It's all LAVACOT'S

Story by Mike Toland

The first Regionals were in 1979 and were won by Bill Jianis, and at the time was just the Western Regionals. Now the Regionals are sanctioned by ROAR (Radio Operated Auto Racing) and are held in ten different regions across the United States. This year the Regionals have more significance because each region is allotted a certain amount of drivers to qualify for next year's World Champs in Denmark. To qualify for this you would have to place in the Modified class at your own Regionals. Each region was given between one and four drivers to be allowed to qualify, depending on the amount of ROAR members in that particular region.

Our region (Region 6) was given three drivers. If, in fact, there were people in the main events that had already qualified for the World's, then it would be the next highest non-qualified driver.

Onto the Western Regionals. The race was held at Briggs Cunningham Auto Museum, and those of you who are readers already know that Briggs is a permanent track designed just like the World Championship track. But because this was a World Champs qualifier, the track had to have some alterations, so the track was changed and we were ready. The alterations made the track somewhat easier on battery life.

On Saturday the Stock class was run and most of the drivers used this day to tune for Sunday. At our Regionals we ran Novice, Amateur, and Expert. We had 98 entries and it took all day to run the two qualifying heats and mains.

The first class run was Novice which included many drivers that I, personally, have never seen before. In the Novice Stock class there were about thirty drivers who were, to me, all really beginners so it really wasn't dominated by one person as it has been in the past. I would like to go through all the qualifying heats with you but I would never be able to give every person the credit they deserve. So I will start with the C Stock Main. First was Jimmy Trueman, in second it was Tim Copp (don't forget that name), and third went to Spencer Bond. In the B Main it was Craig Hilton taking the honors with Robert McCord in second and Carl Thompson in third. In the A Main it was a young man who just recently won the Nationals in the Modified class in off road...that could only be Jay Halsey. In

second was Gary Wilson and in third was David Adams.

In the Amateur class in the C Main it was Fernando Belair, Roger Wagner, and the Texas Chainsaw Kid, Billy Johnson, in first, second and third. In the B Main it was all Terry Schank with Richard Soliz and Larry Krogh in second and third. Guess who it belonged to in the A Main? This 13 year old young man just recently won the Novice class in Modified at our last California Champ race (now racing Amateur) was Robert Bartlett (pronounced Ro bear Bar lay). Look out for this driver! He ran away with the Stock class. In second was Gene Prather and third was Donn Rice.

Onto the Experts. This was the largest class because of the amount of drivers that wanted to qualify for the World's but this was only Stock. In the D Main you would never guess but the winner was the 1982 Modified Region 6 Champ, Tony Neisinger. His reasoning for his performance was that he was trying to get his new ASSOCIATED car dialed for Modified. That's right, Tony is now driving for Team ASSOCIATED. In second place was Steve Pritchett and in third was Neal McCurdy. In the C Expert Main it was the 1981 Modified Champ of the Modified class, Frank Killam. In second was Sonny Cummings and in third, Matt Azzara. Onto the B Main. It was two Bob's and a Steve; first was Bob Hayes, followed by Bob Novak with Stever Toland in third. The A Main consisted of some great drivers. Top Qualifier was Bruce Hickman and, only 1/10th of a second behind in qualifying, was Mike Lavacot. At the beginning of the race it was Bruce Hickman with the early lead but Mike Lavacot didn't need too much time to take the lead and keep it. I, myself, got by Bruce and was in second place for awhile but I had my troubles with backmarkers which would give Bruce Hickman second place about three times during the race and he eventually ended up getting second place by about four feet over myself. Lavacot has won the Stock class in Region 6 three times and twice in the last two years. Not bad for Lav...

SUNDAY. Today was the day that the Experts were to try to qualify for the World Championship Team. Before I get into the Experts, I will take you through the Novice and Amateurs. The Novice C Main Modified went to Brad Bishop, second was Robert McCord and third

was Spencer Bond. In the B Novice it was Craig Hilton. Finishing second and third were Greg Jones and Carl Thompson. The A Main Novice was a really exciting race. It looked as if the Novice Stock Champ was going to take Modified also, but the man of the hour was Tim Copp. He won on the last few laps of the race over Mike Giem and Jay Halsey.

The Amateur C Main went to Leo Barana, second was Gary Haskill and in third, Danny Thompson. Onto the B Main. This belonged to Roger Wagner. He won first over my dad, Tim Toland, and Dick Pritchett. Could Robert Bartlett take Modified in the A Main? The winner was another young man by the name of Shawn Ireland who is soon becoming a rising threat. In second was Richard Soliz and third went to Donn Rice.

Now it's time to find out who made the team. Qualifying was extremely tight with many drivers really close to the Main. You will have to wait until I get through with the other mains to find out who did well.

In the D Main it was Brian Rush, second was Ted Graf and third was Rene Cortez. In the C Main it belonged to Koji Matsumura and close behind were Scott Whitney and Matt Azzara in second and third. For the World Team, the winner of the B main would have to be a qualifier because we were only allowed four drivers, three non-qualifiers made the A Main. These were Rich Douglas, Jerry Case and because he didn't put up his \$100 after the Nationals, Tony Neisinger had to re-qualify, and he did.

The winner of the B Main was Tim Neja. In second was Jeff Abrams and third belonged to Todd Strain. So Tim Neja will be given a chance to put up \$100 to race in the World's. If someone does not put up their money by a certain time, then the next possible person in our Region will be Jeff Abrams and he will be offered a spot.

The A Main TQ was Mike Lavacot. The winner was Mike Lavacot. The weekend belonged to Mike Lavacot. Coming in second was Frank Killam and third went to Kent Clausen. Yes, that's right, Kent Clausen did get third.

The Western Regionals have now come to an end. Thanks for reading, talk to ya later!

Mike

- 5. Les Ammann
- 6. Larry Stancliff
- 7. Tim Toland
- 8. Shawn Ireland
- 9. Bill Shafer
- 10. Miles Cook

- B MAIN:**
- 1. Terry Schank
 - 2. Richard Soliz
 - 3. Larry Krogh
 - 4. Bill Bandolin
 - 5. Jim Rose
 - 6. Dick Pritchett

- C MAIN:**
- 1. Fernando Belair
 - 2. Roger Wagner
 - 3. Billy Johnson
 - 4. Peter Kottage
 - 5. Leo Barana
 - 6. Danny Thompson
 - 7. Gary Haskill
 - 8. Bob Forsyth

NOVICE

- A MAIN:**
- 1. Jay Halsey
 - 2. Gary Wilson
 - 3. David Adams
 - 4. Mike Giem
 - 5. Jim Sturgis
 - 6. James Levy
 - 7. Tara Belair
 - 8. Jeff Deacon
 - 9. Fred Howart
 - 10. Bev Pritchett

- 6. Andrea Espejo
- 7. Bob Stancliff
- 8. Jeff Johnson
- 9. Hans Wibben
- 10. Greg Jones

- B MAIN:**
- 1. Craig Hilton
 - 2. Robert McCord
 - 3. Carl Thompson
 - 4. Brad Bishop
 - 5. Laura Novak

- C MAIN:**
- 1. Jimmy Trueman
 - 2. Tim Copp
 - 3. Spencer Bond
 - 4. Ed Van Horne
 - 5. Mike Eads
 - 6. Adam Krahling
 - 7. Bill Martin
 - 8. Devore Fortney
 - 9. Robert Morse
 - 10. Dan Bailey

SEPTEMBER 11, 1983 - MODIFIED CLASS

EXPERTS

- A MAIN:**
- 1. Mike Lavacot
 - 2. Frank Killam
 - 3. Kent Clausen
 - 4. Bruce Hickman
 - 5. Mike Hickman
 - 6. Tony Neisinger
 - 7. Mike Toland
 - 8. Rich Douglas
 - 9. Doug Kott
 - 10. Jerry Case

- 9. Gary McAllister
 - 10. Terry Ballard
- C MAIN:**
- 1. Koji Matsumura
 - 2. Scott Whitney
 - 3. Matt Azzara
 - 4. Sonny Cummings
 - 5. Jay Kimbrough
 - 6. Neal McCurdy
 - 7. Steve Toland
 - 8. Tatsuuro Watanabe
 - 9. Sonny Maddison
 - 10. Ken Jones

- B MAIN:**
- 1. Tim Neja
 - 2. Jeff Abrams
 - 3. Tod Strain
 - 4. Larry Stevens
 - 5. Steve Hickman
 - 6. Mike Wibben
 - 7. Rick Howart
 - 8. Bob Novak

- D MAIN:**
- 1. Brian Rush
 - 2. Ted Graf
 - 3. Rene Cortez
 - 4. Steve Pritchett
 - 5. Paul Copra

AMATEURS

- A MAIN:**
- 1. Shawn Ireland
 - 2. Richard Soliz
 - 3. Donn Rice
 - 4. Les Ammann
 - 5. Bob Dewald
 - 6. Robert Bartlett
 - 7. Rick Bashford
 - 8. Jim Rose
 - 9. Miles Cook
 - 10. Larry Stancliff

- 4. Bud Fish
- 5. Cory Barana
- 6. Bill Bandelin
- 7. William Brown
- 8. Fernando Belair
- 9. Terry Shank
- 10. Gene Prather

- B MAIN:**
- 1. Roger Wagner
 - 2. Tim Toland
 - 3. Dick Pritchett

- C MAIN:**
- 1. Leo Barana
 - 2. Gary Haskill
 - 3. Danny Thompson
 - 4. Bob Forsyth
 - 5. Larry Krogh
 - 6. Peter Kottage
 - 7. Billy Johnsen

NOVICE

- A MAIN:**
- 1. Tim Copp
 - 2. Mike Giem
 - 3. Jay Halsey
 - 4. Tara Belair
 - 5. Jimmy Trueman
 - 6. Jeff Deacon
 - 7. Hans Wibben
 - 8. Gary Wilson
 - 9. Jeff Johnson
 - 10. Jim Sturgis

- 4. Fred Howart
- 5. James Levy
- 6. Mike Eads
- 7. Andrea Espejo
- 8. Bev Pritchett
- 9. Bob Stancliff
- 10. Laura Novak

- B MAIN:**
- 1. Craig Hilton
 - 2. Greg Jones
 - 3. Carl Thompson

- C MAIN:**
- 1. Brad Bishop
 - 2. Robert McCord
 - 3. Spencer Bond
 - 4. Dan Bailey
 - 5. Bill Martin
 - 6. Robert Morse

RESULTS-SEPT. 10, 1983-STOCK CLASS

EXPERTS

- A MAIN:**
- 1. Mike Lavacot
 - 2. Bruce Hickman
 - 3. Mike Toland
 - 4. Mike Hickman
 - 5. Tim Neja
 - 6. Doug Kott
 - 7. Kent Clausen
 - 8. Terry Ballard
 - 9. Rich Douglas
 - 10. Jerry Case

- 9. Todd Strain
- 10. Koji Matsumura

- B MAIN:**
- 1. Bob Hayes
 - 2. Bob Novak
 - 3. Steve Toland
 - 4. Rick Howart
 - 5. Ted Graf
 - 6. Steve Hickman
 - 7. Jeff Abrams
 - 8. Tatsuuro Watanabe

- C MAIN:**
- 1. Frank Killam
 - 2. Sonny Cummings
 - 3. Matt Azzara
 - 4. Larry Stevens
 - 5. Sonny Maddison
 - 6. Gary McAllister
 - 7. Paul Chopra
 - 8. Mike Wibben
 - 9. Jay Kimbrough
 - 10. Ken Jones

- D MAIN:**
- 1. Tony Neisinger
 - 2. Steve Pritchett
 - 3. Neal McCurdy
 - 4. Brian Rush
 - 5. Rene Cortez

AMATEURS

- A MAIN:**
- 1. Robert Bartlett
 - 2. Gene Prather

- 3. Donn Rice
- 4. Bob Dewald

It pays to
ADVERTISE!

ROAR CALENDAR

NAMBA

Myrtle Coast Exec. Secty.

OCT 16
Seattle Model Yacht Club. Kent Lagoon, Kent, WA. Heat, Offshore, Sport 40, ABC Mono-Hydro. Bill Hornell (206) 226-7454.

OCT 22-23
4th Annual District 9-19 Challenge Regatta. Riverland Resort, Kingsburg, CA. Heat Racing. Wally Stewart (805) 322-6972

OCT 29-30
Canadian Marine Modelers. Stool Lake, Vancouver, B.C. Dis 16 pts. Enduro, Heat Race, Outboard, Sport 40. Dave Haydon (604) 853-7829.

OCT 29-30
Needles River Rats. Park Moabi, Needles, CA. Outboard. Richard Hazelwood (714) 326-4186.

SOUTHERN GENTLEMEN INVITATIONAL

NOV 5-6
Hammond, LA - "RUN WHAT YOU BRUNG" Hydro Races. Also Twins & 70's. Over \$3,000 in merchandize to be drawn, sponsored by Shamrock Distributing. Call Sheri Matthews for info. (504) 834-7786

DEL MAR R/C RACING CENTER

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

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

EVERY 2nd & 4th SATURDAY:
Off Road 1/10th scale. Heats and Mains, A,B,C, Starts 10 a.m. Entry \$6.00. Plaques/Trophies. Stock (new out-of-the-box), Super Stock (old Stock), Modified & Open classes.

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

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

EVERY TUESDAY & THURSDAY NIGHT:
Slot Car Races. Entry \$4.00 7 p.m. WompWomp, Group. Computerized scoring. Lots of fun!

GAS 1/8TH ROAR REGIONALS:

OCTOBER 15-16
Road Course, Can Am. Practice 8 a.m. Sat. (15) Qualify Sat & Sun. Mains A,B,C, on Sunday. Bring family and friends, plenty of recreational fun.

SPECIAL EVENTS:

OCTOBER 15-16
1/8 Gas Region 6 Regionals.
Can Am Suspension & Pan Classes. A,B,C, Mains. Computer scoring. Practice on Friday. Qualify on Saturday (Oct 15) three rounds and qualify at least 1 round on Sunday. All Mains on Sunday. Entry \$10.00 ROAR membership required. Call Kim Rethwish for more info at (619) 755-0411 or 481-0363.

RADIO CONTROLLED HOBBIES

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

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

RACE PREP RACEWAY

17400 Victory Blvd.
(bet. Balboa & White Oak)

At Valley Teen Center
Van Nuys, CA
Butch Dunn (213) 341-0842

OFF ROAD
Every Thursday night starting at 7 p.m. and Every THIRD Saturday of the months starting at 9 a.m. Entry \$6.00, ORRCA Sanctioned Track. Stock (out-of-the-box), Super Stock (used to be Stock class), Modified & Open Classes. New track with high banked turns, double jumps... fun! Call Butch Dunn for more info.

RANCH PIT SHOP

1655 E. Mission Blvd.
Pomona, Ca 91766 (714)623-2506

ELECTRIC 1/12th:
R.A.C.E Club. Every 4th SUNDAY of the Month. Also every 1st & 2nd Friday nights. Start 7:30 p.m.

RANCH PIT SHOP RACING:
1st SATURDAY:
Off Road racing.
2nd SUNDAY:
PROCAR Club 1/8th Gas. 9 am \$8.00 entry.

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

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

SPECIAL EVENT

OFF ROAD:
NOVEMBER 5-6, 1983
1st. Annual CRP Challenge R/C Off Road Championships. At the Ranch Pit Shop, 1655 E. Mission Blvd. Pomona, CA 91766. Entries limited to 120, first come basis. Entries close OCTOBER 15, 1983. Entry Fee \$20.00 includes Hat & T-Shirt. Two classes, Modified & Open only \$30.00. Special Invitational Open Class. 18 of the Top R/C Off Road Racers compete in a separate Unlimited Class. Saturday, October 5. Qualifying 4 rounds, 4 minute heats. All Mains 12 laps each. Call (714) 623-1506 or CRP (213) 285-7254.

T.Q. HOBBIES

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

1/12 ELECTRIC:
First Sunday & Second Sunday. 7:30
1/10th OFF ROAD:30 am.

Every Friday night. Sign up by 6 pm, race 7:30 pm. Entry \$5.00. Large drivers stand, pits & 110V available. Large pro shop and snacks. Open 7 days for practice. Call Bruce Berteau.

SPECIAL EVENTS

DECEMBER 3, 1983
1st ANNUAL 3 HOUR ENDURO RACE FOR 1/12 ELECTRIC. Minimum 3 drivers, maximum 5 per team. Team must supply lap counters. One car per driver/max 5 cars per team. All team cars must run same body, same number, & same paint job. Reverse on car allowed. No limit on batteries or tires. ROAR Legal Modified Motors for Modified class only. All cars must run at least 6 min. on track per driver. Cars must pit under own power. No battery changes allowed on track, all repairs done on track. GT or GTP Bodies only. Entry Fee \$18.00 per team/per class. Teams can run both Stock & Modified. Stock Enduro 12-3 p.m. & Modified Enduro 4-7 p.m. For more info call Jeff at (213) 539-3611.

R/C RACE CARS OF Middle Tennessee

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

1/8th GAS:
OCTOBER 30 - Oval Points.
(Entry fee for all races \$3.00)

1983-84 SO. CAL ORRCA OFF ROAD CHAMPIONSHIP SERIES

PO Box 8938
Calabasas, CA. 91302
(213) 340-5750 or 341-0842

All three classes - Stock, Modified & Open. ORRCA membership required, also available at track. Series Race once a month.

OCT 15 - At TQ Hobbies
NOV 20 - At Radio Controlled Hobbies
DEC 17 - At Del Mar Racing Center
JAN 21 - At Ranch Pit Shop
Feb 18 - At Beaumont R/C
Mar 17 - At Hi Desert Baja

You should note that all rain-outs will be held the next day (Sunday) if the race is

Membership Application

Name _____ Age _____
Street _____
City _____ State _____ Zip _____

Check one:
\$20.00 _____ Adult Membership
15.00 _____ Junior Membership (under 16 yrs)
20.00 _____ Family (add \$3 for each additional member)

Dues are annual and now include insurance

Mail to: **ROAR, Inc.**
12008 Welland
Cumberland, IN, 46229



WHAT IS ROAR?

For the benefit of you first-timers out there ROAR is the national governing body for Radio Operated Auto Racing. The members (you!) vote to set the rules by which the cars are built and raced, and to select officers and regional directors. ROAR sanctions major races around the country and you must be a member to participate in the sanctioned events. In addition, membership in ROAR provides you with the following:

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

held on Saturday, otherwise, races will be moved to the end of the schedule.

Joe DiCara

INDY 500 R/C CAR CLUB

1/12 ELECTRIC:
OCT 14 - Fri. Oval #6 NASCAR
OCT 23 - Modified #6

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

1/8th SCALE GAS:
OCT 16 - Can Am #7

OCT 8-9 - Midwest Gas Series #7 at Indianapolis, Indiana

C.A.R.

(415) 566-1022

NOV 13 - GT/Prod. Mod. at Caddington Mall, Santa Rosa, CA.
DEC 11 - GT/Prod. Stock at Hobbies Galore, Santa Clara, CA.

1983

SJRCRA OUTDOOR

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

N.O.R.C.A.R.

U.S. INDOOR CHAMPIONSHIPS

Nov. 24, 25, 26, 27, 1983

NEW LOCATION — IN TOWN!!

CLEVELAND HILTON SOUTH

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CLEVELAND, OHIO 44131

I-77 AT ROCKSIDE ROAD - 10 MIN. FROM DOWNTOWN

S&H AUTO RACING ASC.

(201) 369-8989 or 722-0960
(All races held at the Hobby Depot in Neshanic Station. Rain or shine. We have indoor 1/12th & 1/10th).

1/12 ELECTRIC 4-CELL:
OCT 23 - Can Am

1/10 OFF ROAD 6-CELL:
AUG 28 - Oval at Flemington Fairgrounds.
SEP 4 - Oval at Flemington Fairgrounds.
OCT 16 - Baja & Oval
OCT 30 - Baja & Oval

SO. CAL 1/12 SERIES

OCT 30 - At Ranch Pit Shop

SOUTHWEST CHAMP SERIES

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

1/8th GAS:
OCT 8-9 - Dallas, Tx

Southern California Auto Racers (SCAR)

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

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

CHICAGO R/C CAR CLUB

Jerry Argalas (312) 788-9831, Mike Melendy (312)825-6564 or Al Rovel (312)665-8935.

1/8th 1983 SCHEDULE:
OCT 8-9 - Indianapolis Club, Midwest Series #7

THE NORTHERN MINI RACERS

Ron Lemon (701)727-5197

(contd. next page)

Sponsored by:

NORTHEAST OHIO RADIO CONTROL AUTO RACERS CLEVELAND HILTON SOUTH

SANYO

Entry Fee: Stock \$15.00
Modified 15.00
Both 25.00

ROAR membership required
ROAR rules will apply
Heart of America Format
CAN-AM bodies

Racing Schedule:	Thurs.	Nov. 24	8 p.m. till midnight	open practice
	Friday	Nov. 25	8 a.m. till 11 a.m.	open practice, registration, and controlled practice
	Sat.	Nov. 26	noon till 9 p.m.	2 stock qualifiers
			8 a.m.	one stock qualifier and stock mains
			1 p.m. till 9 p.m.	2 modified qualifiers
	Sunday	Nov. 27	8 a.m.	one modified qualifier and modified mains

Name _____
 Address _____
 City _____ State _____ ZIP _____
 Club Affiliation _____ Phone No. _____
 Chassis _____ Motor _____ Body _____
 Radio _____ SERVO _____
 T Shirt Size _____
 Frequency Choice 1. _____ 2. _____ 3. _____
 ROAR NUMBER _____

Make Checks Payable To George Chapin

Return all entries to:
Richard LaPlante
11510 Barrington Blvd.
Parma Hts., Ohio 44130

For more information, call (216) 888-3307

NEXT MONTH: Complete report of the Hawaii Off Road Championships & the Radio Controlled Western Off Road Championships.

113-1 Tangley Rd.
Minot AFB, ND 58704

Registration 9 a.m., race 10 a.m.

GULF SOUTH SERIES

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

COMPETITION HOBBY MANUFACTURING

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

FALL SERIES:

OCT 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 table and power source.

RIO GRANDE RACERS

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

FALL-WINTER 1983 Gas:

SEP 18 - Oval
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 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 on Christmas.
JANUARY 8, 15, 22 - Tentative schedule

NJR/CRA INDOOR 4 CELL SEASON

At the Knights of Columbus Hall
Dunellen, N.J.

OCT 23
NOV 6, 20 -
DEC 4, 12 -
JAN 8 -
JAN 20, 21, 23 - Eastern Championships.
FEB 5, 19 -
MAR 4, 18 -
APR 1, 15, 29 -

All Road races Can AM, all Ovals Grand Nats. or ASA bodies. First heat goes off at 11:00 a.m.

C.C.R.A.

Central Calif Racer Assoc.
Yosemite R/C Raceway
Fresno, California
Scott Whitney 291-7362
Brian Rush 292-3588

OCT 16 - Open body Road Race
OCT 30 - NASCAR/F#1 Oval
NOV 6 - Open Body Road Race
NOV 13 - NASCAR/F#1 Oval
NOV 20 - Open Body Road Race

DEC 4 - Open Body Road Race
DEC 11 - NASCAR/F#1 Oval
DEC 18 - Open Body Road Race

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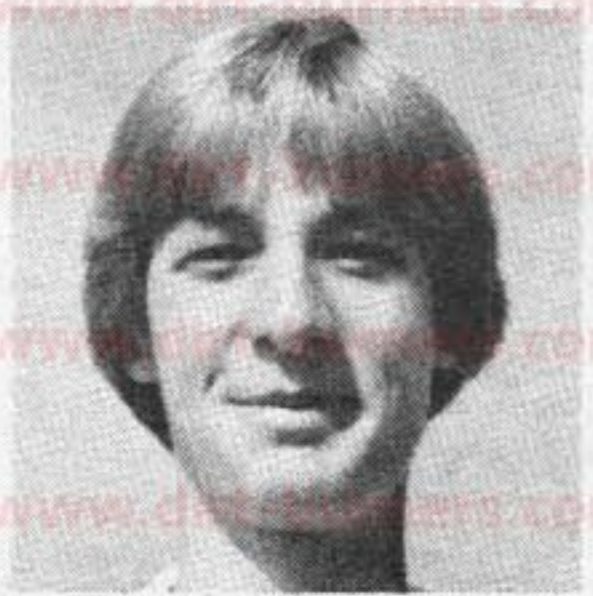
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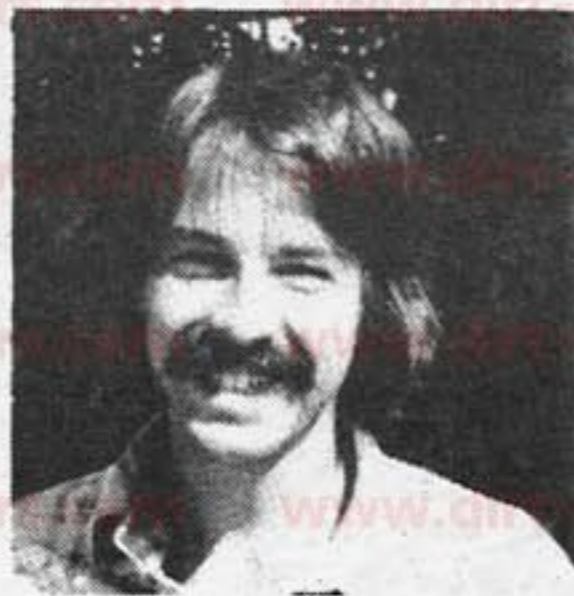
1983 PERFORMANCE - 1/12 Electric



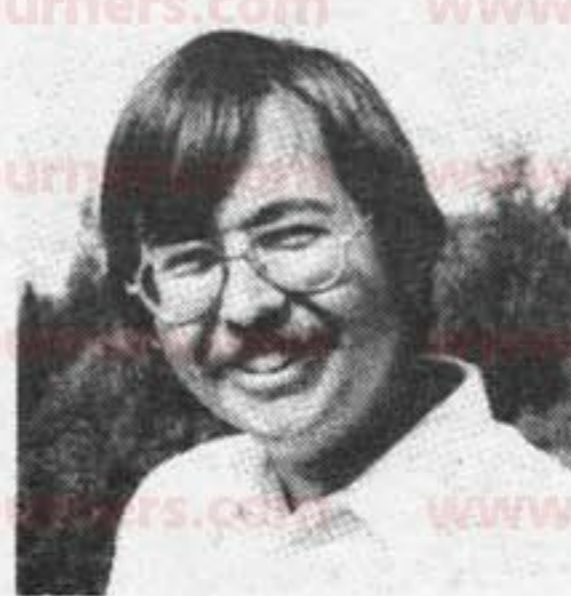
Lavacot



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

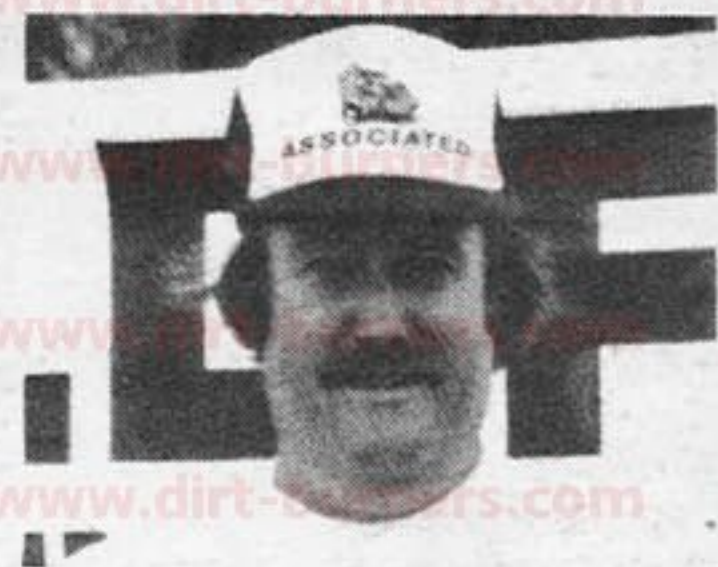
Western Winternationals

- 1 Bruce Hickman
- 2 Robert Cavazos

U.S. Spring Championships

- 1 Bruce Hickman TQ

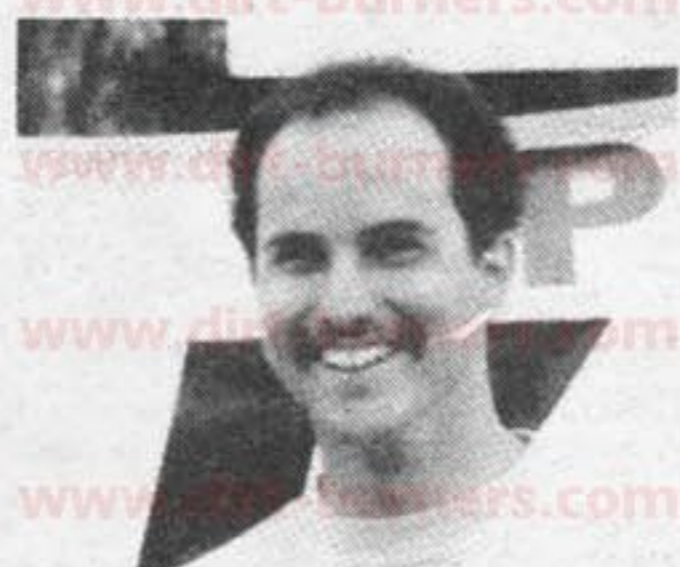
1983 PERFORMANCE - 1/8 Gas



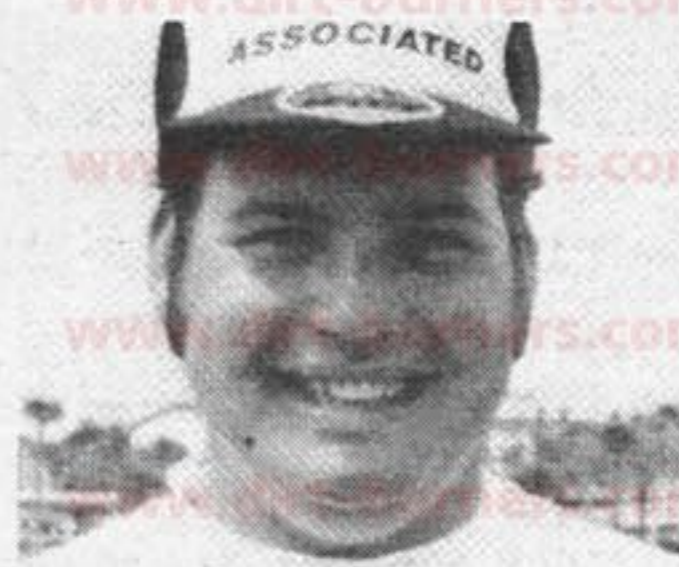
Lee



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

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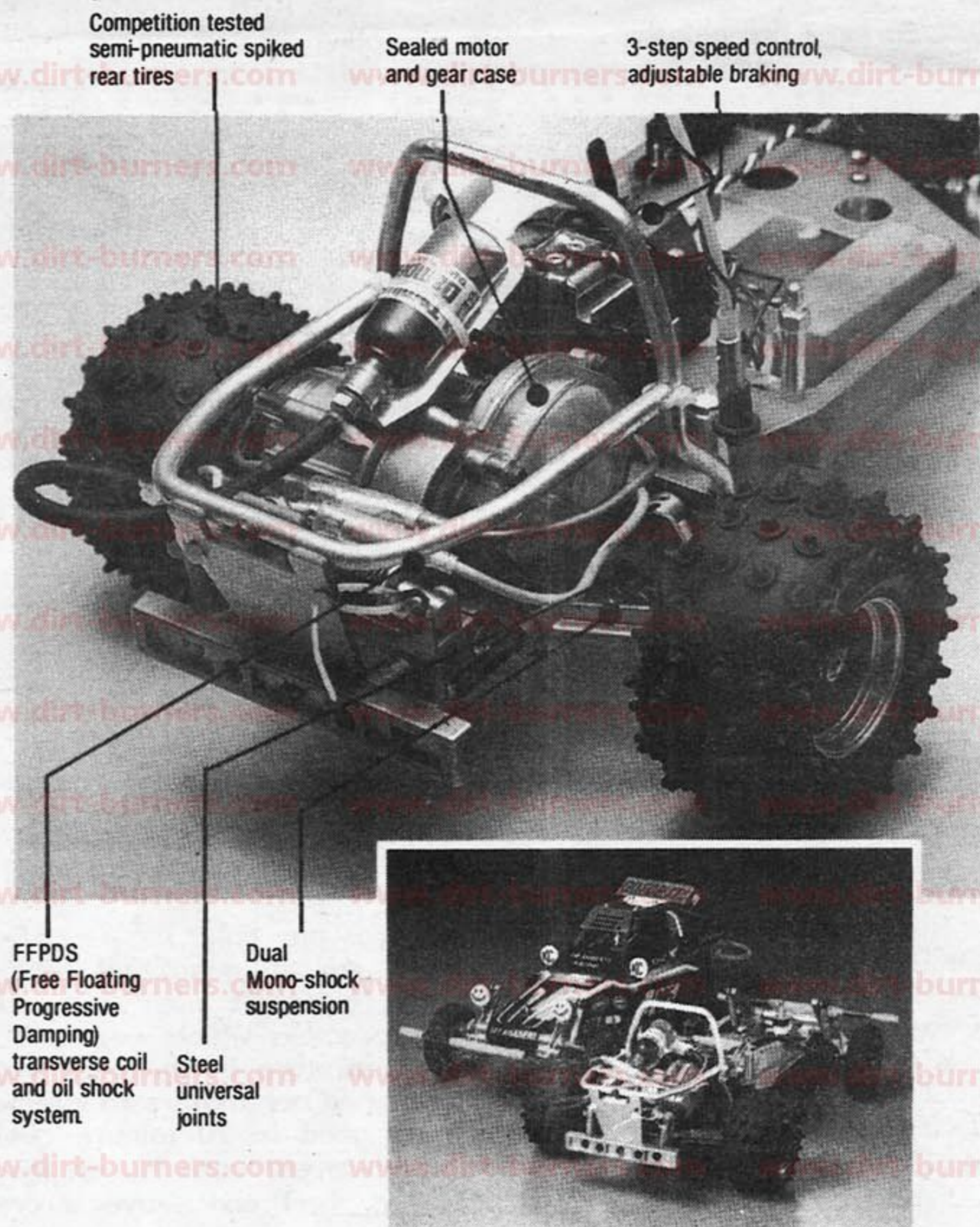
A Professional Approach... Now you no longer have to go out and buy parts to

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

Just look at this list of race-oriented engineering we've built into it: ■ The rear mono-shock system features our unique Free Floating Progressive Damping Suspension that will keep this buggy's drive wheels in contact with the road on even the severest surface conditions. ■ High grip spike tires have been created to work together with the suspension system for maximum traction. ■ A new three-step speed controller (3 forward one reverse speed) can be adjusted for top speeds in the first and second steps.

■ Braking is adjustable for different tracks and surfaces. ■ Hardened steel universal joints ■ Steel ball joint steering linkage won't loosen under the stress of off-road racing. ■ Oil damped front suspension allows positive steering control under all conditions. ■ Full metal guard and bumper absorb shocks ■ New oversize body clips and quick disassembly radio tray keep pit stop time to a minimum. ■ Receiver, radio and battery are protected by water resistant enclosures.

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



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