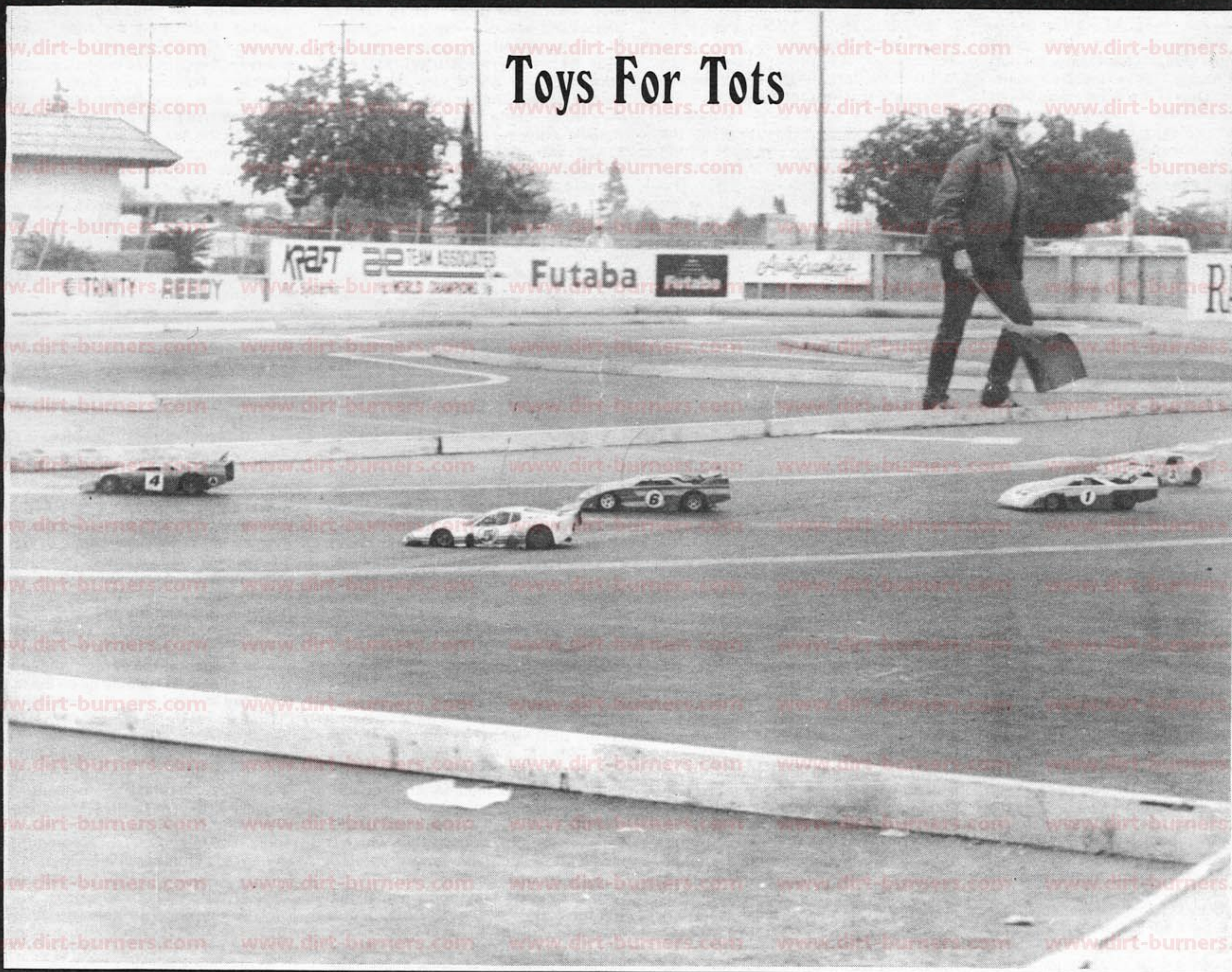


R/C RACING

\$1.50 JANUARY 1984 - Issue #32 - Vol.4

NEWS

Toys For Tots



Smeltzer Wins! So do Kids!
U.S. Indoor
Championships

Tri-State 1/12
Rio Grande
Electric At Fresno

and much more!

Race Corner

Old 1983 is winding down and the new 1984 year, with even greater expectations, is just around the corner. Those of us who compose the monthly RACE CORNER want to wish everyone of you Seasons Greetings and a great New Year!

We have a lot of thanks to give, especially to all of you who have contributed this past year to fill these pages and especially this column. As we've said before, this column is the most popular among our readers and the one that everyone looks forward to reading over every month - and many of you have made it such. We appreciate your support and look forward to continue on getting those great scoops from you during 1984.

It is four months away, but before you know it April will be here and the Off Road World Championship at Anaheim will be in full swing. As a result of our press release in our last issue (December 1983) concerning the Off Road Champs, we've received many inquiries. One of the most asked about was the question about the track. As some of you may have read, we are doing something different this year in that instead of us here designing the world championship off road track, we're going to open it up and allow you, the racer or enthusiast, to come up with a track layout. Remember, stay within the 35' X 70' area that's available for the track. The person whose design is chosen for the World Champs will not only get a FREE entry to one of the events but also a complete off road kit and radio system.

REMEMBER, stay within the allocated area and send it in to us between JANUARY 1 & FEBRUARY 1, 1984. You can send in as many designs as you wish, only one will be chosen. In addition, the person whose design is used will be credited as such in the race program.

Speaking of deadlines, entries for the Off Road World Championships (R/C RACING NEWS/SCORE SHOW) open JANUARY 16, 1984 and close MARCH 16, 1984. Once again entries are open early to accommodate those people who have to plan way in advance. We're expecting entries from Europe and Japan for this year's event. There will also be a limited entry as in the past so first come, first serve system will be used. Last year's event had the biggest entry for an off road event (247) but this year, it appears that the entry limit will be at an even 200. So send your entry in early to make sure you're in the program.

MORE ON THE R/C RACING NEWS/SCORE SHOW 1984 Off Road World Championships. The entry remains the same (\$25.00 per class) which includes a commemorative dash plaque, program and two tickets for the drawing of prizes. Don't forget, this year there will be a special "entry drawing" for heat and starting positions in each class. Drawing date and location to be announced but it's expected that the drawing will be held immediately after entries close on March 16, 1984. Stay tuned!

Big Oval race coming up in the West Coast presented and sponsored by J.G. MANUFACTURING and John Gudvangen. The date is March 2-4, 1984 and it will be held at the new super smooth oval at the Ranch Pit Shop, in Pomona.

While oval off road has been more popular in the Mid-West and East Coast off road tracks, J.G. MFG. is hoping that by promoting this "biggie," it will initiate more interest in Oval racing in the West Coast. ORRCA rules will be used as far as the Stock, Modified and Open classes are concerned. The one main rule is that all cars must have ASA Grand National bodies only - no exceptions. You may want to check out the various types of bodies available from BoLink, Parma, MRP, McAllister or some of the other manufacturers or you can make your own, but an ASA body is a must. Entry for the event is \$15.00 and the first 120 must be in by FEBRUARY 15, 1984. (Add \$5.00 for late entries.) Everyone runs in a main and trophies are for 1st, 2nd, & 3rd. Check out our Calendar Section for more information or call John at (213) 947-1206.

Someone who is getting a jump on things and scheduling his race well in advance is C.R.P.'s Mike Tobey. Mike's "CRP CHALLENGE" last month was so successful that he's got plans already for the next one which is scheduled for OCTOBER 26-28, 1984 also at the Ranch Pit Shop track. The same format and classes used at the first race will be used in the October race. The Invitational class will have 18 of the top racers around the country and then a total of 121 entries will be accepted in Stock, Modified, Open classes combined. Call Mike at CRP for more information (213)285-7254.

We hear that the controversy of the Gas World Championships has been finally resolved and David Lecat is the "official" World Champion. Apparently the problems between IFMAR & EFRA and the Italians have been resolved and Mr. Lecat will have the title until 1985 when the next gas World Championships are held in Japan. We've seen both Lecat and Mr. Tadiello (Italy) race in the past in other world events and major events and they are excellent competitors. Through no fault of their own, they were thrown into the controversy. I'm sure they remain excellent competitors and come 1985 in Japan, their battle is sure going to be one heck of a show on the race track - where it belongs.

Bids from two different sources for the 1984 ROAR Nationals have arrived at the ROAR offices. We understand that both Montreal and the New Jersey R/C Racers (see letter) want to host the Nats. Bids are expected through December and announcement as to who gets it will be made by ROAR sometime in January.

By the way, you may want to start making your plans to attend the 1/12th Electric World Championships at Herning, Denmark on August 9-18, 1984. The U.S. Team is getting ready although we understand there are still several spots open which will be filled after the Winternationals in Florida. But even if you don't make the team but would like to go with the team and cheer them on, you can contact ROAR for all the details and travel information. The person to contact is Joe Sullivan, President, at (214) 238-0929. Last year, for the gas World Champs, there were some special discount tickets to France, they may be putting something together for the Electric World Champs. Check them out.

FROM THE I CAN'T BELIEVE IT DEPARTMENT. Eustace Moore called us to tell us that finally his MIP

transmission case will be ready to ship. Apparently molds are finished and all the parts are ready for a mid-January ship date. The MIP tranny has been doing exceptionally well at many off road races (there are a few around that some racers are campaigning) and many racers have been wanting to get one of them in their car. Well time is almost here so place your order now at your nearest hobby shop or call MIP. By the way, the MIP transmission case will fit the Tamiya off road cars and one is being readied for the COX off road cars.

The RIO GRANDE RACERS have been one of the most active gas 1/8th scale racers all year long and from the looks of their 1984 race schedule, they are going to be as active as ever. We owe a lot of thanks to Lee Chapin, who has kept us informed of all their races. His race reports are great and so are his photos and we look forward to receiving the same excellent coverage during 1984. By the way, the BUDWEISER RIO GRANDE CAN AM is just around the corner (scheduled for January 7) and they have come up with a special "family" entry fee. Entry for the race is \$15.00 with \$10.00 for each family member thereafter. Call (915) 598-9017 or 598-4786 for more information.

We hear that the REVTECH and the RACE PREP "Yokomo" motors submitted to ORRCA for off road Stock and Modified use have been approved. Mike Tobey called us up to let us know that those two motors (no part number available at this time) will be allowed in any ORRCA sanctioned race as soon as the ORRCA Approved seal is affixed on each motor. Both manufacturers have received their supply of "seals" so motors should be available at your local hobby shop by now.

Another "Yokomo" off road motor has also been approved by ORRCA. The Parma off road motor for Stock and Modified is also available for use at ORRCA sanctioned races. We also understand that PARMA is now making all of their motors in-house on brand new production equipment. In addition, they are offering two (2) new motors, a new Ferrari and a new design Pulsar motor. They also will provide motor tuneup services for those who wish it. Call (216) 237-8650 for more information.

More on motors. CHECKPOINT Motors will be re-releasing their off-road Stock motor shortly. The motor is based on the SEGAMI and according to Jim Greenemeyer, "All the bugs have been worked out and the motor will be ready and available sometime in January." What more could you want?

KRAFT has been very successful with their "pistol-grip" radio system which is mostly used in car and powerboat R/C. Now they are coming out with an "economy line" pistol-grip model that will have most of the neat things now available but at a lower cost. They expect to have the system ready for shipping by early February. Also on top as a "new release" is the long awaited "electronic speed control" for off-road use. There have been a number of these around that have been tested with great success and apparently KRAFT has decided to unleash them on the market. We understand that the unit will retail around \$80.00. One good note about the units that have been tested is that there's very "little power loss," which has been a

problem with other such systems. Hurray!

Guess who's getting into 1/10th R/C off road racing? One of the top and World Class gas racers - Dana Smeltzer. Dana started racing off road recently and looks like he's going to take it as seriously as he has in gas racing. His abilities as a driver in 1/8th scale should come in quite handy for off road. Another gas racer/motor builder turned R/C off roader is Ron Paris. Actually, Ron started in off road several years ago and then switched with vigor to 1/8th gas. Now he finds that he can do both extremely well and is once again campaigning in both classes. He recently set several TQ times at a couple of "major" races. One in particular was the CRP Challenge. Will Carbonell, Jianas, Lee, Husting be next?

Speaking of Husting. The long awaited Associated off road car "is coming," Gene says. He hopes to have it ready for the Off Road World Champs at Anaheim. Tooling and getting everything ready has taken longer than expected (isn't that always the case?). Knowing the Associated people, they're going through great pains to produce a first-class car kit and when it comes out, you can be sure it will be an excellent kit. So we'll just wait. You don't have to wait though if you want to get their new fully-suspended 12I Electric car. It's ready and performing excellently. The 12I has independent coil-over suspension for excellent handling capabilities.

A few more "new" things from Associated. A new belt-drive for the RC500 gas car is available as is the two-speed transmission, also for the gas car. Those of you who already have the RC500 can easily convert to this new tried and true system.

The Radio Controlled Hobbies So. Cal Series ORRCA #3 race that was to be held last November, has been re-scheduled for June 16, 1984, at the end of the series. The race was rained out and because it was scheduled for Sunday, there was no chance to run it the next day. Most of the So. Cal Series races have been scheduled for Saturdays and in the event of bad weather, it's possible to postpone the race for the next day, Sunday. If for some reason they can't run it on Sunday, then the race will be tagged at the end of the Series. Next available date would be on the third Saturday in July. Hope it doesn't rain.

Got word from the Winter Haven Electric Auto Racers about their upcoming "Second Annual Burger King/Pepsi 500". It's a NASCAR bodies ONLY event that's scheduled for January 7, 1984. It's a ROAR sanctioned event and ROAR Modified rules will apply. The track is a Tri-Oval and there will be 8 minute qualifiers and mains. Entry is \$5.00, with post entries (after Dec. 24) being \$9.00. So sign up early. Call Denny Smith, Race Director, at (813) 422-7190 for more information or check out our Calendar section.

Another "biggie" for early January (7-8) for 1/12 Electric Can Am & GTP bodies only is the REVTECH/TEMPE MINI SPORTS "Can Am Kick-Off." The race will be held at the rear parking lot of SMITTY'S, in the Northwest corner of Mill Ave. and Southern in Tempe, Arizona. Entry fee is \$5.00 for Experts and \$3.00 for Amateurs - it's a Modified motors race only. Call Dave Portz for more info at (602) 966-4419.

The Northern Illinois Radio Operated Car Club wants everyone to know that their Indoor season is in full swing and those that would like to attend their races should make it on the second and fourth Sundays of the month to the Iowa Recreation Center, 338 North Iowa Street, Villa Park, IL. Call (312) 537-3391 for more information on their racing schedule or their club meetings which are held on the second Wednesday of each month.

The next HIA show, one of the biggest Modeler and Hobby shows in the country, comes back to the Anaheim Convention Center on January 31 through February 5, 1984. There's everything from lectures and seminars to the convention and trade show during the week of the show. For more information you can call (201) 794-1133.

The International Modeler Consumer Trade Show is also set for January at the Pasadena Center, Pasadena, California. The dates are January 14 & 15. For more info call IMS at (714)645-8830.

Another busy schedule for the PRO CLUB R/C car club for 1984. Starting January 9th and going through next December 9, 1984, they will be racing at least one gas (1/8th) race a month at the Ranch Pit Shop in Pomona, California. They also plan to have several other races during the course of the year at various shopping centers. The Club has a neat driver's stand that has been constructed on top of a boat trailer and it can be transported to go just about anywhere. All in all, they will have at least 12 Gas races which will include the McCoy Championships, The Ray Charbonneau Charity Race and the

Toys For Tots, among others.

The Del Mar Racing Center "Second Annual Race Of Champions" off-road race was originally scheduled for January 14, but now has been moved to JANUARY 29, 1984! The race will be on Sunday, with three different events being run and the combined results will be used to crown the Race Champion for each class - Stock, Modified, & Open. The three events will be Time Trials (one round), Oval (two rounds) and Off Road (two rounds). The top ten qualifiers after all five events will race in the Race of Champions Main event. All others will race in B, C, D, etc... mains. Call Del Mar for more information. Entry is \$7.00 per class. Saturday practice, Sunday race starts at 9:00 a.m.

Congratulations to Dana Smeltzer for winning the 1/8th gas annual "Toys For

Tots" race at Pomona. Second went to Tom Wong and third to Ron Paris. Check out coverage of that event in this issue.

Just heard from Joe Warren of Pro-Line Raceway in Beaumont. He called up to let us know that he's not going to be able to run the ORRCA Series race as scheduled for February because of business commitments that won't allow him to be there. At this point no other substitute race site has been named but it's anticipated that one of the existing So. Cal. off road tracks will take over the date just to keep the number of scheduled dates for the series. We'll let you know by next issue where the ORRCA race will be held in February.

FLASH! FLASH! FLASH! Late word from the That's Incredible people. The ORRCA Nationals, which were filmed last summer at the Del Mar racing Center will be shown on the "That's Incredible" show which is scheduled for January 23, 1984. We just got word from one of the show's producers, so tell your friends and neighbors about it and catch the ORRCA Nats on National Network television. By the way, if you like the coverage be sure to write them and let them know, this will help to get them interested in future R/C events. Remember, the date is January 23rd for the That's Incredible show.

Biggest entry yet for a So. Cal. ORRCA Series races was held this past weekend at Del Mar Racing Center. Over 100 entries raced in the Stock, Modified and Open Classes. Racing got under way a bit late because of late arrivals and consequently the final main did not finish until about 9:30 p.m. It was Saturday night so very few minded it. Complete coverage in our next issue as well as a recap of the points leaders.

CLASSIFIED...

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April 13th

MODIFIED
April 14th

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April 15th



RACE INFORMATION:

ENTRY: \$25.00
LATE ENTRY: \$40.00
ENTRY OPENS: January 16, 1984
ENTRY CLOSES: March 16, 1984
LIMITED ENTRIES: 200 Total
RACE PROGRAM: 2 Cont. Prac. - 3 Qual.
MAINS: A,B,C,... (Bump system)
FREQUENCIES: CAR ONLY!
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ON THE COVER. The annual PROCAR "Toys For Tots" gas race is usually held at the Pit Shop in Pomona and it draws an excellent number of racers but just as important it also brings lots of great presents for Christmas for needy children.

On the Line

4 CELL NATS

(Letter sent to Mr. Joe Sullivan, ROAR President) I am the secretary/treasurer of the North Jersey R/C Racing Association and am writing to you to confirm the conversation between Ernie Proveti, our club president, and the 1/12th Committee held at the recent 4 Cell Nats.

We would like to host the 4 Cell Nationals in 1984. We feel that the race should not be held in the same locale every year and should be moved to other Regions just as the 6 Cell Nationals are. We feel this would make a great race even better.

We already have the site picked out for the race. It would be held in a hotel just as the race in Cleveland. The race surface would be single carpet on top of hardwood flooring, not carpet on carpet. This would be a much better racing surface.

We have over 25 active members that work every week at our local races, so we do have the manpower to put on a Nationals. We have held the Eastern States 4 Cell Championships in 1983 and are going to hold them again in January. Anyone who attended this race will attest to the fact that we can put on a Nationals.

Please give us every consideration and make the Nats a real national race.

Glen McCartney
 NJR/CRA
 Staten Island, N.Y.

Director or the President of R.O.A.R. and express your views. Remember, nothing will change without your involvement. Good racing.

"Big" Jim Greenemeyer
 Checkpoint Motors
 Costa Mesa, CA

NO P.R. FOR REGION 5

Enclosed is an article on our Region #5 Championship Race and 1st Annual Iowa Midwest Championship Race.

I hope we can have this published in your R/C Racing News. We have some very competitive racing in Region 5, but have not had any publicity. I am sure several names other than Art Carbonell and Kevin Orton will be appearing in some of the major races within the next year (1984).

I enjoy and subscribe to R/C RACING NEWS, keep up the good work as this is about the only way that we, out here in the Cornpatch, have of keeping up on all the events and products and words of wisdom contained in your publication. Thank you.

Dick Marvin
 Ankeny, Iowa

You'll notice that it didn't take us long to grab your report and publish it in our pages. Check out the next few pages of this issue. We enjoyed your report and photos and we hope you'll continue to send them to us. Good luck in all your efforts in 1984. Ed.

OPEN LETTER TO ALL RACERS ACROSS THE COUNTRY

This is a letter to all the racers across the country who have purchased the Checkpoint Modular Mabuchi made by us. It is with much regret that I inform you that the mabuchi motor is no longer legal for racing under R.O.A.R. rules. I wish I could give you a good explanation as to the reason for the change and be able to tell you that the change is for the betterment of the racers and the sport, but I cannot. Be assured though that we here at Checkpoint have made every possible attempt to conform to all of the existing R.O.A.R. rules including price, availability, discount and dimensional specifications. Checkpoint believes R.O.A.R. needs a major reconstruction of its by-laws, rules and officers, as well as its ideals for what is best for the sport of R/C racing. If you believe as we do, I urge you to contact your Regional

NEED WORLD CHAMP INFO

I participated in last year's R/C RACING NEWS/SCORE SHOW Off Road World Champs and had a great time. I would appreciate it very much if you could send me dates and any other information available on next year's event.

Jack Johnson
 Las Vegas, NV

Thanks for your interest Jack. The dates for the Off Road World Champs are April 13-15, 1984 at the Anaheim Convention Center, Anaheim, California. Better yet, check out the initial ad in this issue that will give you more detailed info. We look forward to seeing you again at Anaheim. Ed.

R/C RACING NEWS

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 We Cover It!

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From The Publisher

LOOKING AHEAD...

How time flies when you're having fun - but I can't believe that 1983 went as fast as it did. It seems like only yesterday we were getting all pumped up for the Gas World Championships and the ROAR Nationals and the Off Road World Championships. Why they seemed to be only a couple of months ago.

Needless to say, the year came and went and behind it, it left some really great moments in R/C racing.

Who can forget the Winternationals in Orlando, Florida, the rain and the warm weather that kept everyone running back and forth between the track and the hotel room. Would it rain today? Can we get another round of qualifying in? Unfortunately the 1/12th electric guys weren't as lucky as the gas racers, for their week was really cut short by lots of rain. But to the last guy that was there, it was still great racing while it was possible and a great time was had by all.

The Off Road World Championships (R/C RACING NEWS/SCORE SHOW) drew a huge crowd of spectators and the biggest ever group of R/C off roaders. In the three days of unbelievable racing, over 40,000 people that attended the show got a glimpse of one of our newest R/C sports/hobbies. It was truly a great show that at times overpowered the closed in area available for the track.

Who can forget the Gas World Championships and the controversy and high drama that it created. Lecat is still the World Champ but Tadiello and the Italians fought hard to make their

point stick. In the end, the sport crowned Lecat World Champion for the next two years and it won't be until Japan in 1985 when that title will be up for grabs. But the copy that came our way and the various points of views about the race made for truly exciting reading.

The ROAR Nationals out here on the West Coast were truly an excellent showcase for the 1/12th electric and 1/8th gas R/C racers. The two weeks that it took to go through countless hours of practices, qualifying heats, and mains went by so fast for most (except probably the Losi's and their staff, for their's was the job to make it come off) that when it was all over, there was already talk as to where the Nats will held be next year and when.

ORRCA held its first National Off Road Championship ever at Del Mar Racing Center. For the first time in this new sport, a serious effort to start bridging the entire country under one banner was initiated. Although most of the racers on hand were from the Southern California area, it's expected that the 1984 Nationals will begin to bring more and more racers from other ORRCA regions. Nevertheless, the racing was unbelievable and soon, all that will be shown on National Television on the That's Incredible Show.

Add to this the terrific show that NAMBA put in British Columbia, Canada, where a record number of entries from all over the United States and Canada competed for the powerboat National Championships. And as if all these weren't enough, there were many more great Regional and local events

that kept our pages full, our readers interested and that made the time go by ooh so fast!

Will 1984 be as great as 1983 was in R/C? You bet! While we may not have the World Championship events in 1/12 and 1/8th here in the United States, the Off Road World Champs are once again scheduled for April 15-17 in the Anaheim Convention Center. The 1/12th Electric World Championships are scheduled in Herning, Denmark for August 9-18, 1984. Our U.S. team is already getting ready and we'll be there to bring you the blow-by-blow report of this terrific event.

As far as 1/8th scale gas, the World Championships won't be held until 1985 in Japan, but if any indication of what happened with 1983 happens with 1984, before long you'll be reading about it in these pages.

We're looking forward to the Winternationals coming up, the Rio Grande Can Am, the Regional and National ROAR events (which this year will be held somewhere on the East Coast), the ORRCA & NAMBA nationals and the hundreds of R/C racing events on tap for this coming year. It promises to be another great year, one in which we look forward to being an intergal part of.

Personally and on behalf of our family, staff and friends, we here at R/C RACING NEWS wish to thank all of you, our readers and advertisers, for your constant support of our publication. It's hard to believe that we are now working on our 32nd issue - that's almost three years - and that many of you were there to look at and inspect our first issue. Come May of 1984, it will be a solid three years of publication and I'm sure there are at least three more years in our plans.

I think many of you should also know

that United Publishers Group, our company, has embarked in the publishing of another racing publication. It's called SCORE NEWS and it deals with all types of real off road racing. I know many have asked why you don't see us as much as you used to at your races. Well, as I'm sure you can imagine, we have twice as many events to attend as before. Regardless, our interest is always keen on your event and whether we personally make it to your race or not, this does not mean that we are no less interested in what you're doing. To that extent, as we have said before on so many occasions, our pages are always open if you have something to say, report or announce. We will always welcome your reports and news matters and we hope that you will continue to send them to us as you have in 1983. We have been proud to publish many things from the Rio Grande Racers, The North Jersey and South Jersey R/C Associations, The Mid-Atlantic Series, ORRCA, & ROAR events, and the many more Clubs that have supplied us with news. We are deeply grateful for your input.

Lastly, I want to thank our fine group of advertisers, many who have been with us from day one. These are the people that make the publishing of our monthly issues a reality. Without them we could hardly fill our pages. We want to thank them and we ask all of you, our readers, subscribers and enthusiasts, that when ever possible, before you decide to buy your R/C product - that you give our advertisers a good look, their products are first class.

See you all next year.

Lou Peralta
Publisher

PS. Thanks Lois, Lori, Leslie and Lonnie.

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TOYS FOR TOTS

Children & Racers Win...

Story & Photos by LP

December 11, 1983
Pomona, CA

THIRTY SEVEN LOCAL RACERS TOOK A CHANCE THAT IT WOULDN'T RAIN AND MADE IT OUT TO THE RANCH PIT SHOP FOR THE ANNUAL

1/8 GAS "TOYS FOR TOTS" RACE. In spite of intermittent rains on Saturday and early Sunday, by the time the racing got underway the skies had partially cleared and although there was a chance that it would rain anytime, three rounds of qualifiers and all of the mains were run before the weather turned bad. This annual event put on by the PRO CAR R/C Club, once again

drew a pretty good entry and a lot of toys for the needy children.

This is an important event for most racers although the pressure to really do well is not as strong as it would be at the McCoy or a Regional or National event. Nevertheless, those that were on hand were there not only to have a good time on a Sunday afternoon but to get in a good day's worth of racing and take home a main win. All of the racing was excellent as were the qualifiers.

Initially, early in the morning (when the skies looked very dark), the Club had decided to run just one qualifier and then go into the mains. At that time it

didn't look like they could get any more rounds than that. The possibilities of rain loomed large. Most racers did not like this but they understood the reason why. In the event that the mains could not be run, then the best qualifying times would be used to award the top finishers in each main.

Once the first round of qualifying was over, a short break was taken to assess the weather conditions. Could a second round of qualifying be squeezed in before the rains came and could they still be able to run the mains? The general consensus was: "Let's go for it," and a second round was thrown in. Very

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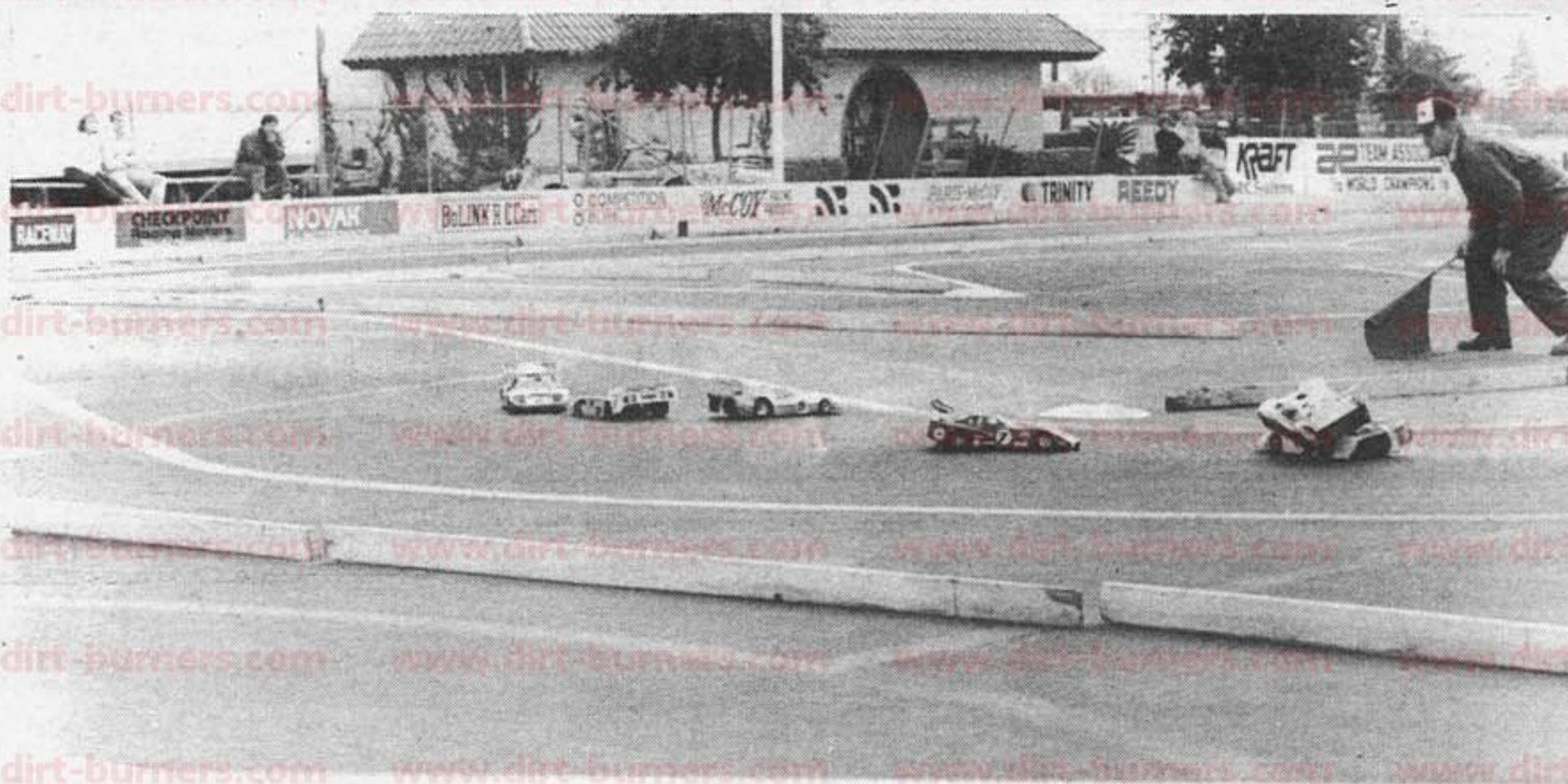
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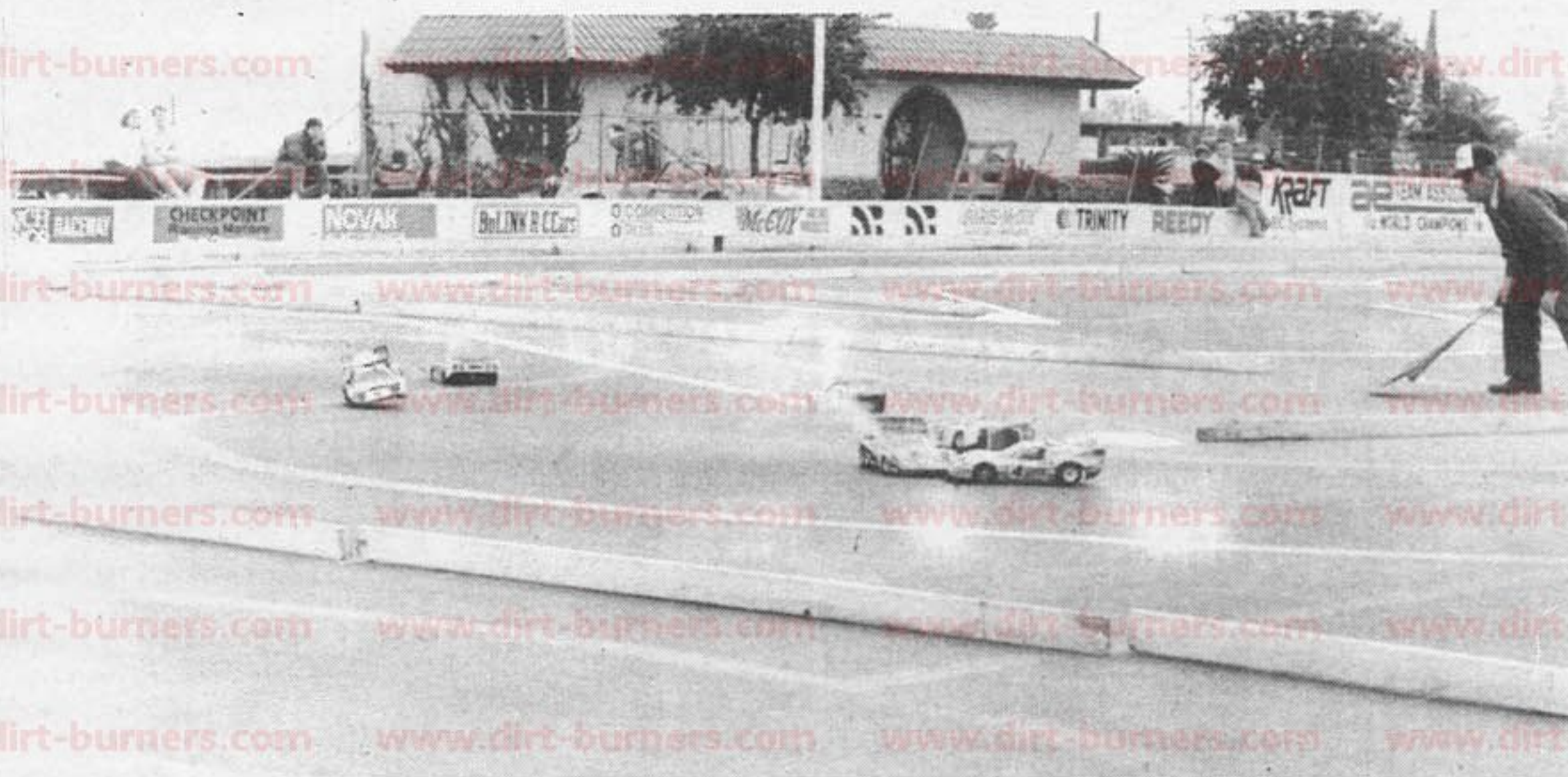
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Fast action through the infield (Top). Dick Camp and Herb Rhodes took care of business for PROCAR and raced at the same time. Great job.



Somehow you get the feeling that somebody forgot to show these guys which direction the track goes. Typical start of the race (above & below) when most drive with their throttle finger and not their heads. Photo LP



few racers did any experimenting to this point as there was no time to try any thing new. The runs had to be all good for there may not be another chance. All throughout the second round, the skies would clear for a bit and then cloud up again as if to tease the racers and keep them on the edge. By the time the second round was over everyone looked up and patches of blue sky and a gleaming, radiant sun was casting warm shadows on the track. "Hey, we can get another round in!" "Yeah! Let's go for one more... it's not going to rain!" With that kind of self confidence and general agreement, the Club decided to go for one more round and in the event the round was to be stopped because of rain, then there would be at least two qualifiers from which to choose and award the trophies.

The third round was an excellent round, with perfect weather conditions that allowed Ron Paris (Paris-McCoy/Assoc.) to emerge as the Top Qualifier. He set a blistering pace that had everyone scratching their heads. The track was not in the perfect condition that it usually is, the winds and a bit of humidity early on kept it unstable, yet Ron took his Paris/McCoy/Assoc. RC500 rocket around the track as if it were glued to the ground and came up with the TQ spot.

Upon completion of the qualifying runs and with no immediate threat of rain (although the sky remained turbulent), a short lunch break was

taken to set up the mains.

First main to be run was the E Main or better known as the "Why can't I get this beast to work today?," main. Somehow the car always works during practice the day before but come race time... well you know the story. Among the frustrated in this main were Joe Graffo, Jim Baker, Don Gustafson and Dave Proll. They had 15 minutes in which to deliver "one good run" and redeem themselves. Unfortunately, only one racer could get it all together and make 26 laps to win the race. Joe Graffo was the man to do it. Dave Proll (5 laps) and Don Gustafson (17 laps) continued their woes -perhaps next time fellows. Jim Baker came close to putting it all together but he was three laps shy (24) from challenging Graffo.

The D MAIN, or better known as the "I've got to learn to keep this car in the middle of the track," main was, as a whole, a much slower main than the E Main! They too had 15 minutes in which to blaze new standards for future D mains but winner, Ken Davenport could only muster up 23 laps - three laps less than the E main winner. Nevertheless, a win is a win and when you have to contend with six other "hammers" who don't believe in moving over when about to be passed, it's not bad at all. Second place went to early leader Ira Kimble. Ira has been away for a while and therefore it's understandable that he was a little rusty. He lead for a good portion of the race only to "brain fade" and wind up in

the second spot with 21 laps. Also with 21 laps and in third was Terry Baker. Al Vega, Russ Pursley, Andy Jacobson, and Bobby Prather finished 4th through 7th respectively and not in a good mood, I might add.

The C Main or better known as the "I'm as good as those guys but they missed me a lap" main had the likes of Dean Brown, Les Prather, Bill Prather, Jim Jones, Herb Rhodes (who doubled as race announcer), among others. Brown jumped into the lead early in the race and just drove away from the rest of the field. He was able to log 43 laps and best his nearest rival, Ray Zabriski, by two laps. Ray and Gus Gustafson had one heck of a battle for about 30 or so laps -and the battle was not decided until the closing laps. Ray finished with 41 laps while Gus made 40 laps -good enough for third. Fourth through 8th went to Jim Jones, Herb Rhodes (it's tough to race and announce at the same time.), Dick Camp (who lead for a while but had problems - he also helped run the race and lap count, which was tough), Les Prather, and Bill Prather in that order.

By this time, guess what? The skies got really dark and there was a slight mist in the air. The prospects of finishing the B and A mains looked dim but "forge on" was the cry. The B main, or better known as the "Are you sure I didn't make one more lap? I thought I crossed the line just before the time was up" main had some of the up-and-coming local stars in it. Rick Templin, who as of late, has been sneaking into several heavy-weight A mains, just missed making the A main cut by two-tenths of a second. Fellow team mate Mark Miranda just edged him out. Rick was the favorite to win this main. But wait, who is this new kid on the block? His name is Paul Dionne, originally from Canada, but now living here in Southern California with his family. This young man is going places - like into a lot of A mains. His future in 1/8 R/C looks bright and thanks to the tuning by his dad, he was able to outlast and outdistance the rest of the

(contd. next page)

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Dean Brown won the C Main wire to wire. Check out his specially designed radio system that has made him one of the top drivers in the So. Cal area.

After the end of the race, according to what was listed on the scoring tape, Tom Wong was declared the winner, but after a protest and careful scrutiny of the computer tapes and going over all the laps recorded by the computer, it was found that indeed, Dana Smeltzer was the winner, with Tom Wong in second. Ron Paris felt that they had dropped a lap on him but nevertheless he remained in third. Thorp, Mark Miranda, Ruben

Serrano, Gil Losi, Jr., and Gil Losi, Sr., made up the rest of the finishing order.

Guess what? No sooner had the trophies been awarded, than it started to drizzle. Who said God is not an R/C'er? Sometimes we do get lucky. The race was excellent and once again the needy kids are the real winners, as several hundreds of dollars worth of toys were turned over by the Club members and the racers.

RESULTS

A MAIN:

1. Dana Smeltzer...76 laps
2. Tom Wong...76
3. Ron Paris...75
4. John Thorp...72
5. Mark Miranda...70
6. Ruben Serrano...41
7. Gil Losi, Jr...23
8. Gil Losi, Sr...17

B MAIN:

1. Paul Dionne...58
2. Robert Cavazos...58
3. Rick Templin...58
4. Barry Newman...57
5. Rick James...56
6. Ray Gallovich...51
7. Ornan Valle...43
8. Ben Bullock...12

C MAIN:

1. Dean Brown...43
2. Ray Zabriskie...41
3. Gus Gustafson...40
4. Jim Jones...39
5. Herb Rhodes...39
6. Dick Camp...34
7. Les Prather...16
8. Bill Prather...1

D MAIN:

1. Ken Davenport...23
2. Ira Kimble...21
3. Terry Baker...21
4. Al Vega...20
5. Russ Pursley...18
6. Andy Jacobson...9
7. Bobby Prather...6

E MAIN:

1. Joe Graffo...26
2. Jim Baker...24
3. Don Gustafson...17
4. Dave Proll...5




Ron Paris (of Paris-McCoy Engines) unleashed one of his rockets to the TQ spot and third in the A Main. LP.



Ruben Serrano had perhaps the fastest car on the track, which proved to be a handful to control. Below, he worked on the aerodynamics of the body and on his speed secrets.






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R/C RACING NEWS - January 1984 - Page 9

U.S. INDOOR CHAMPIONSHIPS



R/C RACING NEWS - January 1984 - Page 10

Story & Photos by
Mike Toland

Cleveland, Ohio
November 1983

from Ohio for the third time and I can still tell you honestly that this race is one of the most fun races to race in in this country.

This year was a little different though. There were more entries, a different location, more competition, more work, larger track, nicer hotel, and of course

some of the best racing you can possibly find.

The race was held in Cleveland this time, instead of Akron. This year the track was at the Hilton Hotel instead of the Holiday Inn. If you have ever stayed in a Hilton, you'd know which one is better. I flew in with the top GUNS from Associated - Mike Lavacot, Kent Clausen, Tony Neisinger, Gene Husting, and Mike Reedy. We checked in late Wednesday night. When we arrived at our spacious rooms, we found a large table to pit on and additionally, the

rooms were very close to the track - quite convenient. Throughout the hallways there were very large speakers so that we could hear the track announcer without having to leave our rooms and keep track as to when our heat was up.

It was Thursday morning before the track was set up. A lot of bench racing was going on between this time. During the day we were all assured that most of the top 1/12th electric racers were going to compete. I won't bother to mention all of them because it would take too much paper, but they were all there, trust me.

HELLO AGAIN, I have just returned

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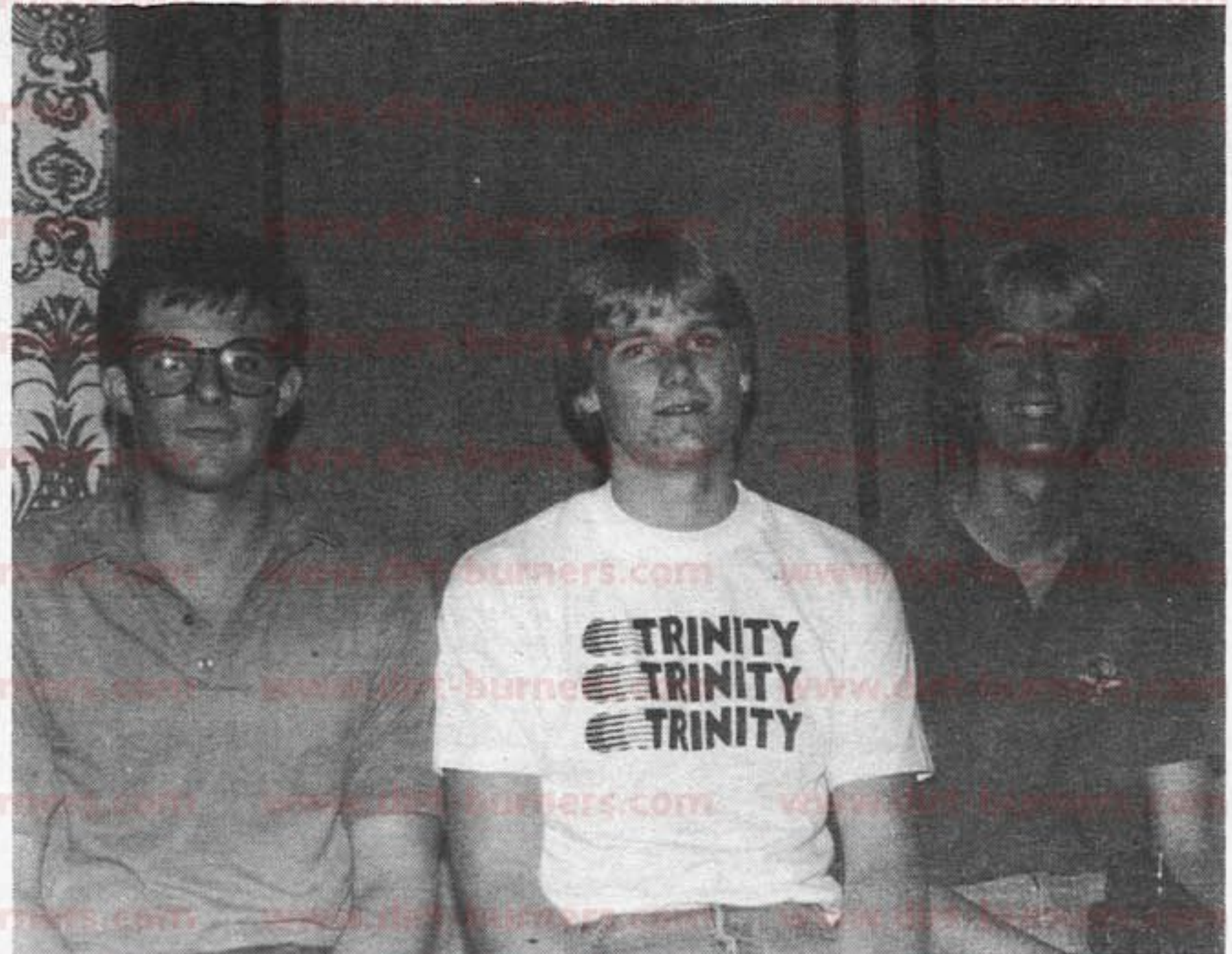
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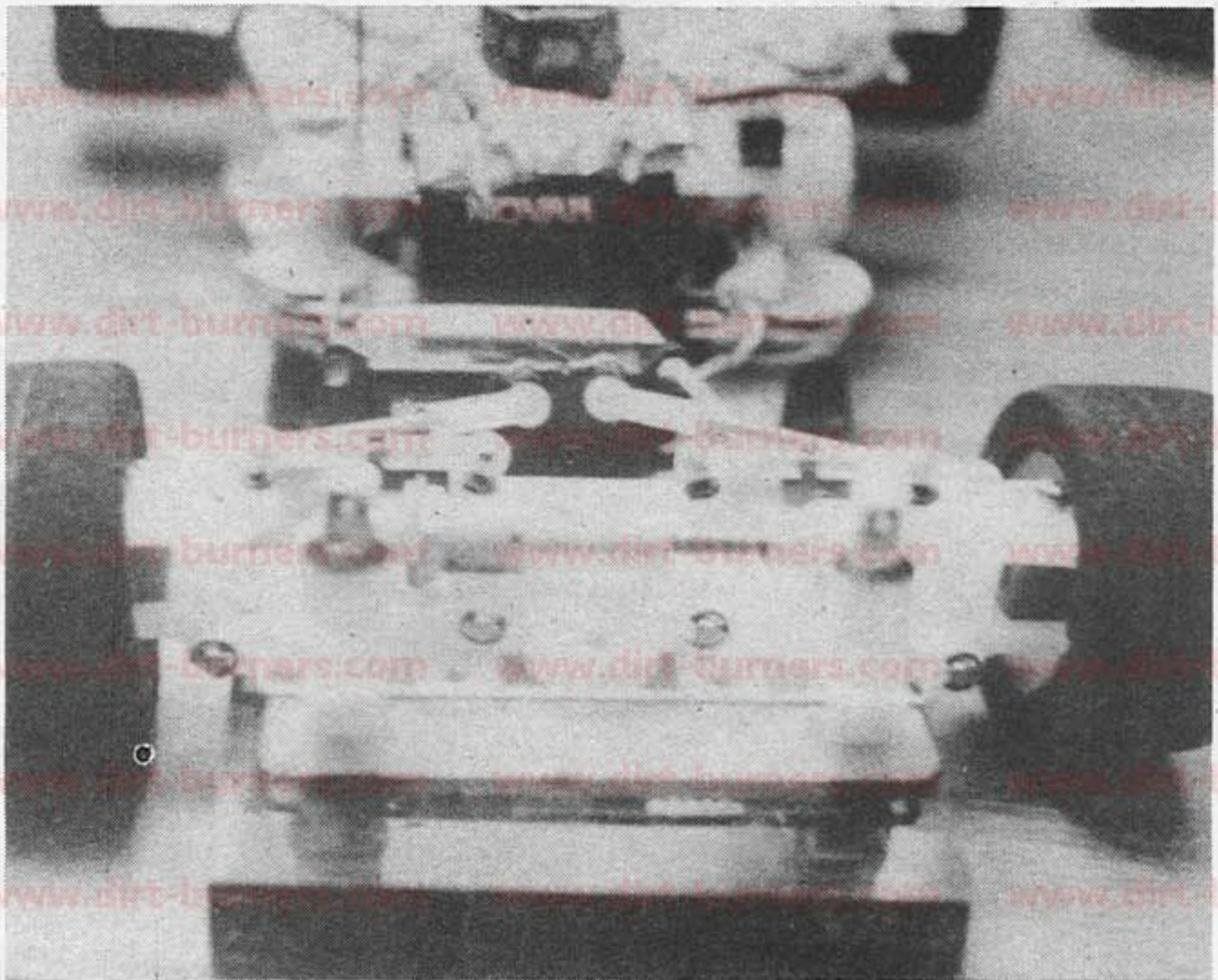
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(L-r) Mike Toland, Joel Johnson, and Mike Lavacot. Joel TQ'ed in both classes and won the Stock A Main and almost won the Modified A which would have given him a perfect record of National wins for the year. He lost the Modified race in the final 30 seconds when the batteries dumped and Terry Rott went by. Photos Mike Toland



The Independent Suspension 12i Associated car, a winner in the Modified National 4-Cell.

Also different this year from last was the fact that there was going to be 5 hours of practice time. This would cause for some heavy thrashing to go fast and get on the track as much as possible. The track opened at 9:00 p.m. on Thanksgiving evening and closed at 1:00 a.m.

During the practice session I ran about 4 times trying to dial in a new car. There were five other Associated racers who had to do the same thing, all with new cars. Fortunately, it didn't take too long to dial my car in because my car was built before I got to Cleveland. But for Clausen, Lavacot, Burch, Neisinger, and Terry Rott, it took a while. So naturally, I was going pretty fast according to Mr. Husting. At about 12 midnight, everyone was pretty well dialed in. Also in this group (getting their cars dialed) were the racers of 1983, Joel Johnson and Arturo Carbonell, from Delta. When I spoke to Art, he indicated that he still was not satisfied and that he should be going faster. Once those two Delta drivers got their cars in shape, it didn't take long for the rest of the Delta team from the midwest to get their cars in excellent working order and going fast.

FRIDAY morning there was one round of "controlled practices" for all 160 entries - needless to say it took forever for my turn. At about 1:00 p.m. the Stock "controlled practices" started and it was at least 4 hours before I was to run again. As in most major events, the top "seeded" drivers usually go last. The last three/four heats included some of the past champions as well as some of the future champions of the sport. When the fast guys came up, the laps were in the 43 lap range; when we were done, TQ was 46 laps. At the end of the first round it was Joel Johnson with about 4 seconds on Mike Lavacot and yours truly (Toland).

The second qualifying round ended pretty early - about 11:00 p.m. Time to get to bed and get some sleep because I had to be at the track by 8:00 a.m. to lap count. There had been no changes - Joel Johnson still in the lead, but Ralph Burch had now moved into the boards.

Next morning at 8:00 a.m. it was lap counting, then turn marshalling and then a wait of about four hours before

my next heat to go after the TQ spot. I was scheduled in the heat before Joel Johnson's and on my final run I put together the fastest 46 laps of the weekend - until Joel Johnson got his turn and went out and ran a 47 lap run in 8:06.5. My time was 46/8:01.9, Ralph Burch's was 46/8:02.4, and then came Mike Lavacot, Tony Neisinger, Tyree Phillips, Jim Dieter, Rod Galloway, Arturo Carbonell, and Steve Keopp.

The MAIN EVENTS in the Stock Class started right away. But those in the A Main had plenty of time to take a nap, go skiing, wash the car, visit the family and charge your batteries before the main. When it came time for the main - if you weren't ready, you were an idiot.

I'll tell you a little bit about the B MAIN. The leader at the beginning of the race was Bob Light, but with about one minute left, Kent Clausen passed him and went on for the win.

The A MAIN was one of the most disastrous for many of the drivers, with an inordinate amount of crashes. It seemed to me that during the entire running of the A Main there was at least one turn marshall on the track at all times. It was that wild. A couple of racers who apparently didn't have that problem to worry about were Mike Lavacot, winner of many major events, and Joel Johnson, also one of the steadiest drivers around and the odds on favorite for this race, being that he had set the early fast pace and eventually had captured the TQ spot.

The start of the race was a grid start, with the pole position going to the TQ, which was Johnson. I was next to him by virtue of the second best qualifying run. As the flag went up, Joel took off to a great start. I dropped right behind him for the next four minutes. He began to pull away with every lap. As I held the second spot, I began to see a black and blue body coming up on me very quickly, in fact, coming up much faster than Joel Johnson was pulling away. It was my duty to let the faster car go by so I moved over and Mike Lavacot was by and gone! Before you could say Sanyos, he was catching Joel Johnson. I tried to concentrate on what I was doing but because of the announcer's exciting call of the race and the fact that Mike Hickman was standing next to me,

telling me what was going on between Joel and Lavacot, I was able to keep tabs on the following sequence.

It seems that Joel got held up by slower traffic and a crash. When this happened, Lavacot got by Joel as fast as he had gone by me. Lavacot may have felt that he was assured of the victory had it not been for past experiences where he led and because of crashes or traffic ahead that did not move over, he knew he had lost several races before. Would this happen again? Well as you may have guessed, there was a driver in front of Lavacot who was about two laps down, but he refused to move over. Mike, trying to be patient and pass when it was safe, held back a bit. After a while, Lavacot grew impatient and decided to try to make a pass. Sure enough, Lavacot did not get by the slower car and crashed, losing ground to Joel Johnson who was lurking behind. This was the opportunity that Joel needed and he used it to get by. He regained the lead and went on for the Stock 4-cell Indoor win.

Be it on purpose or an accident, the one cardinal rule of the sport is that if a car pulls up on you from behind, it's because that driver is faster than you are and you must move over. Sportsmanship and courtesy is expected, and it's the way you show your class and respect for the other racers.

THE MODIFIED CLASS was next. Qualifying started immediately after the Stock class mains were completed. That was about 6 o'clock in the evening. It didn't really matter what time it was

anyway, I never went outside so I didn't know what time of the day it was. The Race Directors were also very determined to get two rounds of qualifying in before they called it quits for the day (Saturday). The heats were rearranged according to the main you were in in the Stock class.

The question now was whether Joel Johnson, having won the Stock Indoor (contd. next page)



Terry Rott being congratulated by Mike Reedy for his Modified win. Photo Toland.

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Somebody has to do it. While most racers come and go and all they think is about racing, there are a few who have to set it up and tear it down, not an easy job. Believe it or not, this was the U.S. INDOOR CHAMPIONSHIPS track. Toland.

National and who dominated the Nationals early this year, would win this Modified Indoor Nationals and thereby, totally dominate the entire year of racing.

When the first round of Modified qualifying was over, it appeared that that's what Joel Johnson had on his mind. Joel was the TQ after the first round, with Mike Lavacot a close second. The fast heats took place at about 11:00 p.m., which meant that we would probably run our second heat around 2:30 a.m. or so. Sure enough this was the case. I was in the last heat and I finished at about 2:45 a.m. and was asleep for most of my race. Thankfully, the Race Directors told us we didn't have to be at the track early, we could sleep in. They got volunteers to turn marshal and lap count so that we could sleep in. After the second round, Joel Johnson was still the Top Qualifier but a new name was in the second spot. Local favorite Terry Rott, from Michigan, got his car dialed and turned in the only other 48 lap run, just behind Joel's time.

I woke up on Sunday morning at about 9:30 a.m. feeling like I had just gone to

bed! I got up just in time to finish tuning my car for my last qualifying run. I felt ready to put on a bodacious run, but to be perfectly honest, it wasn't in me and I could not make the A main -finishing 11th qualifier.

The word around the track was "Joel will dominate." "Joel will get what every other R/C racer wants - total domination!"

As the third and final round of qualifying was over, Joel Johnson had dominated and TQ'ed every National event in 1983, what an incredible feat! The only problem was that the qualifying times in Modified were much closer and therefore, the race could be a heck of a duel.

Again, I would love to tell you about every main during this weekend, but that's impossible - it would take reams of

paper and I may not be able to do justice to each one. A little of the B Main is possible. This main had many leaders and many changes but when it was all said and done, it was Bob Light, the one who would not be denied. Remember, Bob Light lost to Clausen in the final seconds of the Stock Class B Main, but this time, he took it all.

The A MAIN Modified had eight of the same drivers in it that were in the Stock A Main. Only myself (Toland) and Steve Keopp were not in it. Qualifying times went as follows: Joel Johnson (49/8:08.2), Mike Lavacot (48/8:03.4), Tyree Phillips, Terry Rott, Tony Neisinger, Ralph Burch, Jr., Jim Dieter, Arturo Carbonell, Rod Galloway, and Greg Fox.

I was asked by the Race Director to announce the A Main so that he could try to prevent any mishaps on the track (reflecting on the Stock A Main problem). There weren't any "mishaps" but it was sure a "hell" of a race. This is how it went:

In the first turn it was Lavacot with Johnson directly behind. Tyree, third qualifier, had early troubles, so Terry Rott moved into a close third spot. Lavacot lead for about three minutes until he tangled with some backmarkers. Joel Johnson, looking for his 4th National, took over the lead, while Lavacot managed to save the second spot, with Terry Rott lurking in third. With about six minutes down, the first three cars had a lap on the entire field and they started bunching up. Lavacot began to hit some dots and lost ground to Rott. Rott then got by Lavacot and into second and for about 4 laps, Johnson and Rott had some of the most memorable duels my eyes have ever seen in 1/12th R/C racing. With 7 minutes down Joel lost the bottom end in his motor, a sign that batteries were "dumping." The crowd, totally behind Terry Rott, started screaming and cheering him on to pass Johnson. Sure enough, with less than 30 seconds to go in the race, Terry took the lead on the back straightaway. The crowd exploded. Then with just 10 seconds to go, Lavacot got by Joel Johnson for second and the chances for accomplishing a never-done-before feat by Johnson faded. The last national

event of the year would not be Johnson's. Instead, after 8 minutes, Terry Rott was the New 1/12th Electric 4-Cell Modified Indoor National Champion. Lavacot finished in second and Johnson in third.

Congratulations Terry, you definitely deserve it. May I also say that this race is still one of the best to attend and we look forward to next year's which I'm sure will even be better.

NOTE OF THANKS: R/C RACING NEWS readers, this is my one year anniversary of writing for this, the first R/C racing magazine/newspaper. I am happy that I've been able to write for this publication. I can only thank you, the readers, for all the encouragement and motivation and the cooperation you've given me when trying to get the facts for the 1/12 electric coverage. I've tried my hardest and I hope you've enjoyed the coverage this past year. As for the other publications, you also deserve thanks for helping out the hobby and the sport. As a driver, I've enjoyed reading all the articles as well and I look forward to seeing you at the races and in these pages.

Mike Toland

TOP QUALIFYING TIMES

- STOCK CLASS:**
1. Joel Johnson (Delta) 47/8:06.5
 2. Mike Toland (Assoc) 46/8:01.9
 3. Ralph Burch, Jr. (Assoc) 46/8:02.4
 4. Mike Lavacot (Assoc) 46/8:05.8
 5. Tony Neisinger (Assoc) 46/8:08.2
 6. Tyree Phillips (Delta) 46/8:10.9
 7. Jim Dieter (Delta) 45/8:00.0
 8. Art Carbonell (Delta) 45/8:03.2
 9. Steve Keopp (Delta) 45/8:05.9
 10. Greg Fox (Delta) 45/8:06.1

- MODIFIED CLASS:**
1. Joel Johnson (Delta/Trinity) 49/8:08.2
 2. Mike Lavacot (Assoc/Reedy) 48/8:03.4
 3. Tyree Phillips (Delta/Trinity) 48/8:06.7
 4. Terry Rott (Assoc/Reedy) 48/8:06.8
 5. Tony Neisinger (Assoc/Reedy) 48/8:09.2
 6. Ralph Burch, Jr. (Assoc/Reedy) 48/8:10.4
 7. Jim Dieter (Delta/Trinity) 48/8:13.4
 8. Art Carbonell (Delta/Delta) 47/8:01.8
 9. Rod Galloway (Delta/Delta) 47/8:06.8
 10. Greg Fox (Delta/Trinity) 47/8:07.7

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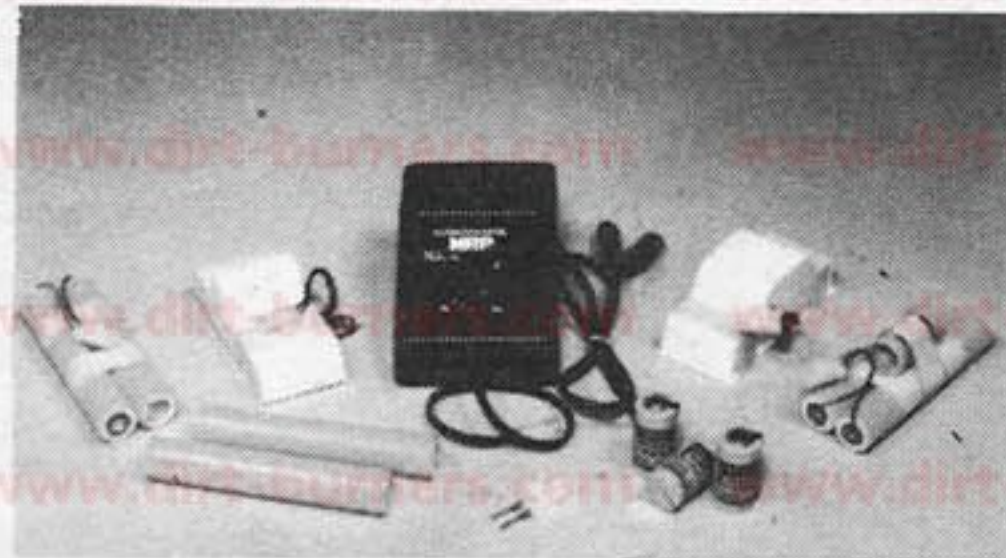
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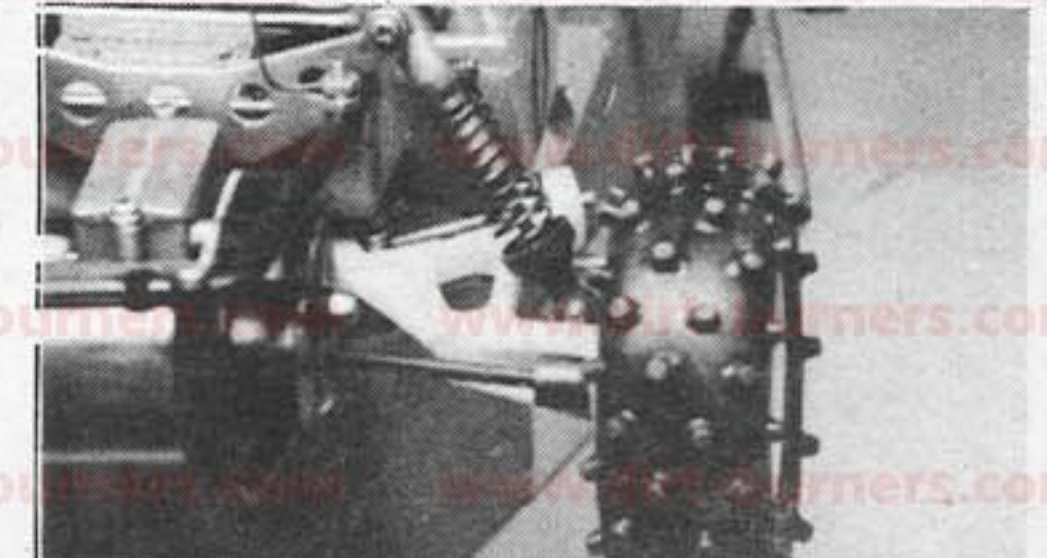
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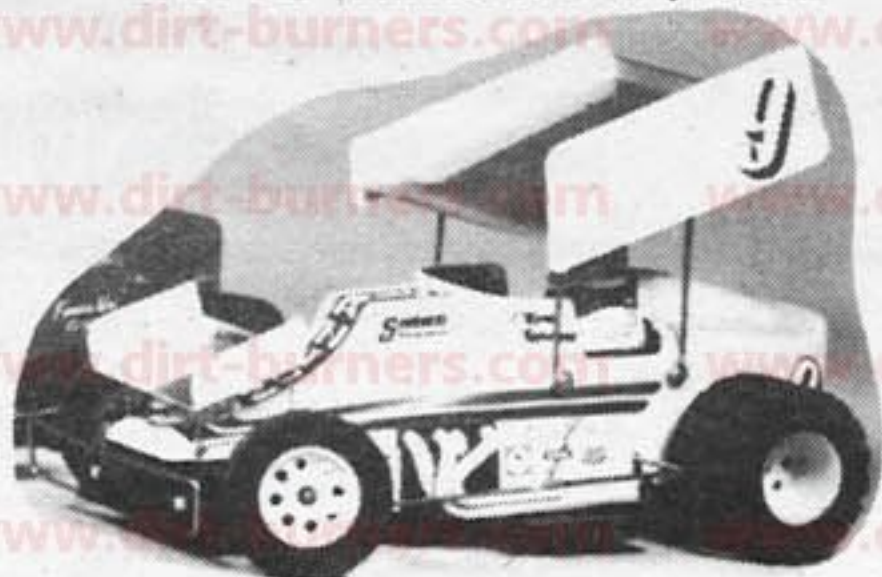
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R/C RACING NEWS - January 1984 - Page 14

Story & photos by Leonard L. Chapin

Grande Series has settled down to include an open wheel oval race and an open wheel road course race. These races in the present Summer/Fall Series had the best attendance ever. Might be the start of a trend. We'll see when it comes time to determine the next schedule.

Open wheel racing is very controversial. There are those who hate it and those who'll drive a thousand miles to race in an Oval. The Rio Grande Racers have some of both. So each Rio

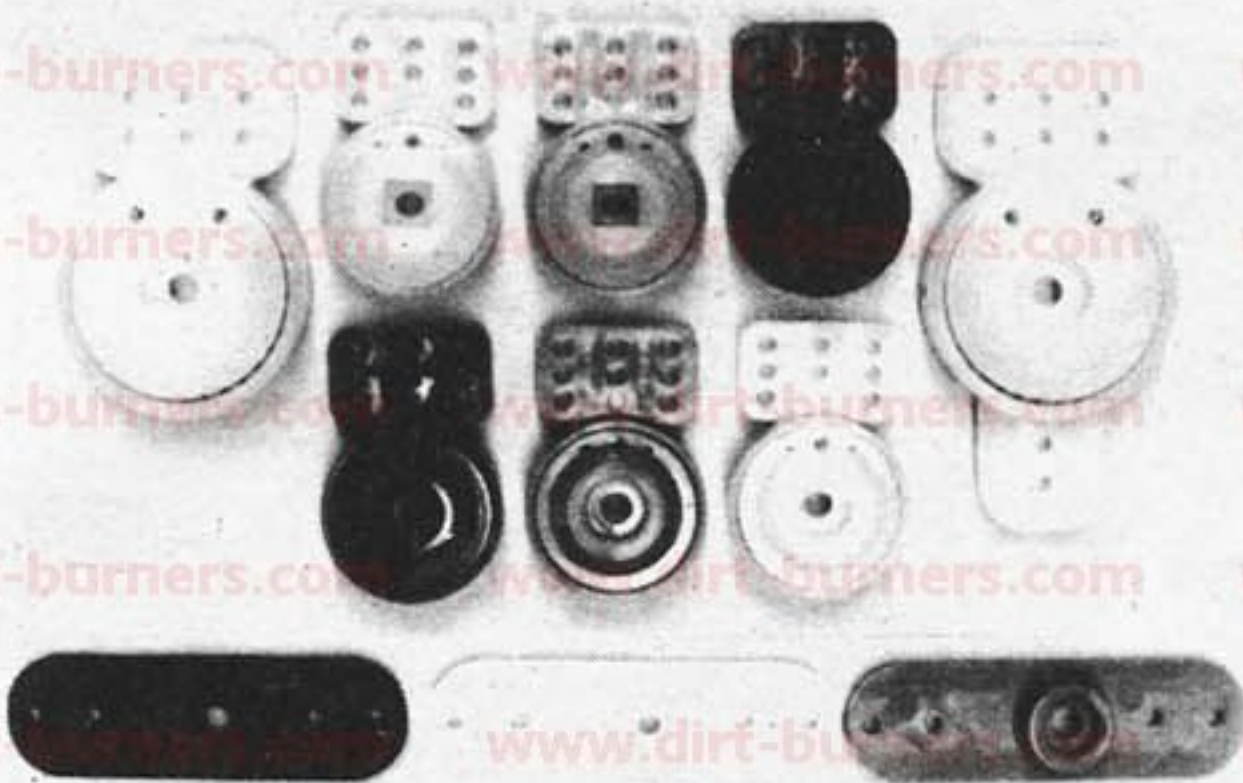
A clean start (one of very few) during the qualifying rounds. Photo Lee Chapin.

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Eight year-old Danny Alvarado, Jr., concentrates on the far turn in the Indy Oval. Dad watches in the foreground. Photo Chapin



Bill Everett giving a lecture on the finer points of setting up an open wheel oval car to an attentive group. Photo Chapin

THE OVAL RACE - Much faster to set up this track, so the surface got some extra attention. It worked. The bite was great and fast times started with the first Qualifier. At the driver's meeting, Bill Everett talked about chassis set up for open wheel cars and especially about the high speed aspects. The different wing rules were explained since, for many members, this was their first oval race. Corner marshalls were cautioned to remember the higher speeds of the oval cars when they are on the track.

Qualifying rounds went smoothly and then it was "half time." Time for entertainment! Rick Archer's wife, Kat, had something special planned for his birthday. A pink gorilla lady, complete with disco dancing, balloons, confetti...the works! Rick was a great sport about it, but you could tell it wasn't his normal mode of operation.

Back to the races. A notable entrant in C was 8 year old Danny Alvarado, Jr. He figured that he's held the wrenches long enough for his dad and that it was time for him to race. He has good patience and he should be a contender by the end of the year. All the oval starts were clean. There's plenty of time to get things sorted out before the first turn comes up. In C, Carlos Austin got the jump. Roger Eely, Rob Blum, Glibert Lara and John Nigro all had an early shot at Carlos, but by the time for the pit stop, only John was keeping up. And just after the stop, he took the lead. A smooth drive took him to the finish without another challenge. Carlos finished second and Gilbert Lara, third, in his first ever R/C car race.

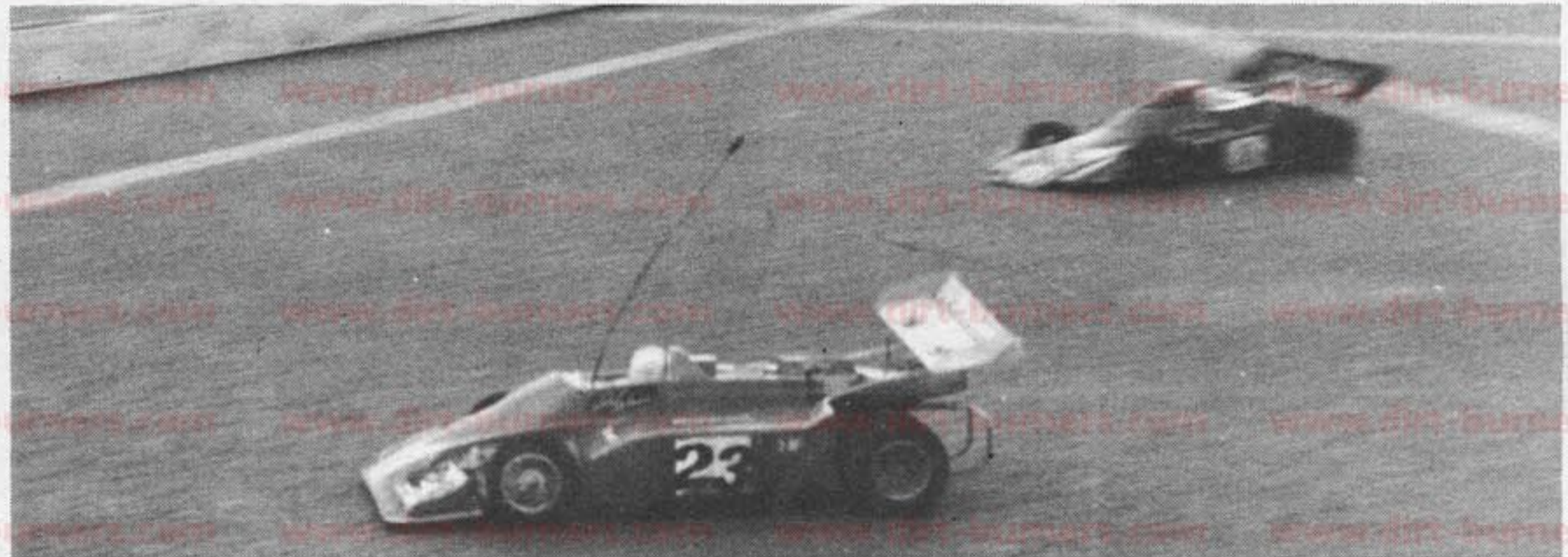
"B" Main was filled with experienced racers. And the qualifying times showed that any one of them could win. About half were pan cars and the rest were suspension cars. Bob Bowers is a kind of casual racer. He comes out now and then and when he does, he usually runs pretty good. This wasn't his day though. He dropped out of the race early. Jerry McGinnis was out at the halfway mark. All the rest had a dogfight to the finish. Jim Bradsher and Bob Blum were the leaders, but Roxanne Cook, Danny Alvarado, and Frank Barron had them in sight. Near the end, Bob, Jim, and

Danny pulled away to finish in that order.

In the November issue of R/C RACING NEWS, you'll remember that Jim Cook was given an appreciation plaque because he was transferring to Waco (Texas, of course). Well, didn't happen. Jim's still in El Paso, still Race Director (with new assistant, Jerry McGinnis), and more determined than ever to win now that he's the Region 4 Suspension Champ. All to the good for the Rio Grande Racers. Jim was one of the A Main qualifiers for the oval. Others were Brad Toffelmire, Bill Everett, Rick Archer (Bear), Sal Nigro, Sr., Rene Austin, and Lee Chapin. Rene has never looked faster.

With a quick start, it was quickly established that no one was going to hold back and wait for the others to break. A sprint all the way. Bill is noncommittal as to whether he likes oval or not. This time he controlled the lead until past the halfway mark. A sixty lap oval race on this track usually means one fast pit stop if the car is set up right. Two stops and only luck will win. Bill's stop cost him some time and there was Jim Cook. Jim was leading by the three quarter mark and building up a lap cushion. Rick Archer was closing on

(contd. next page)



Rob Blum (23) keeping ahead of a blurred/fast oncoming challenger.

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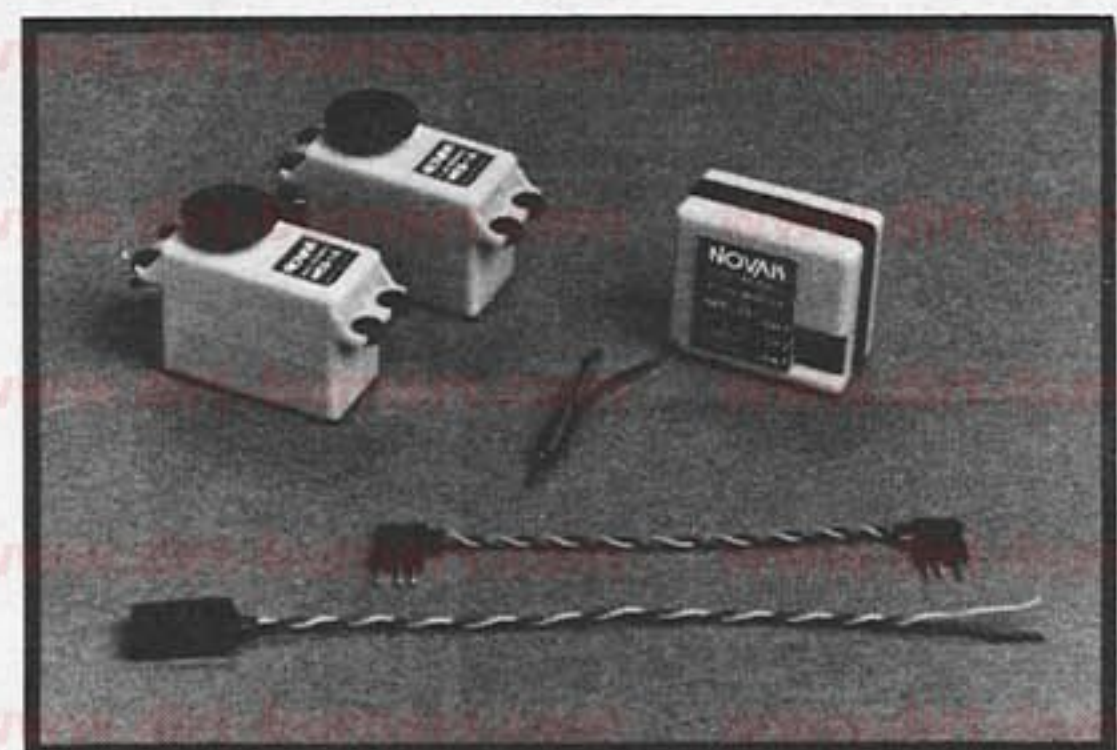
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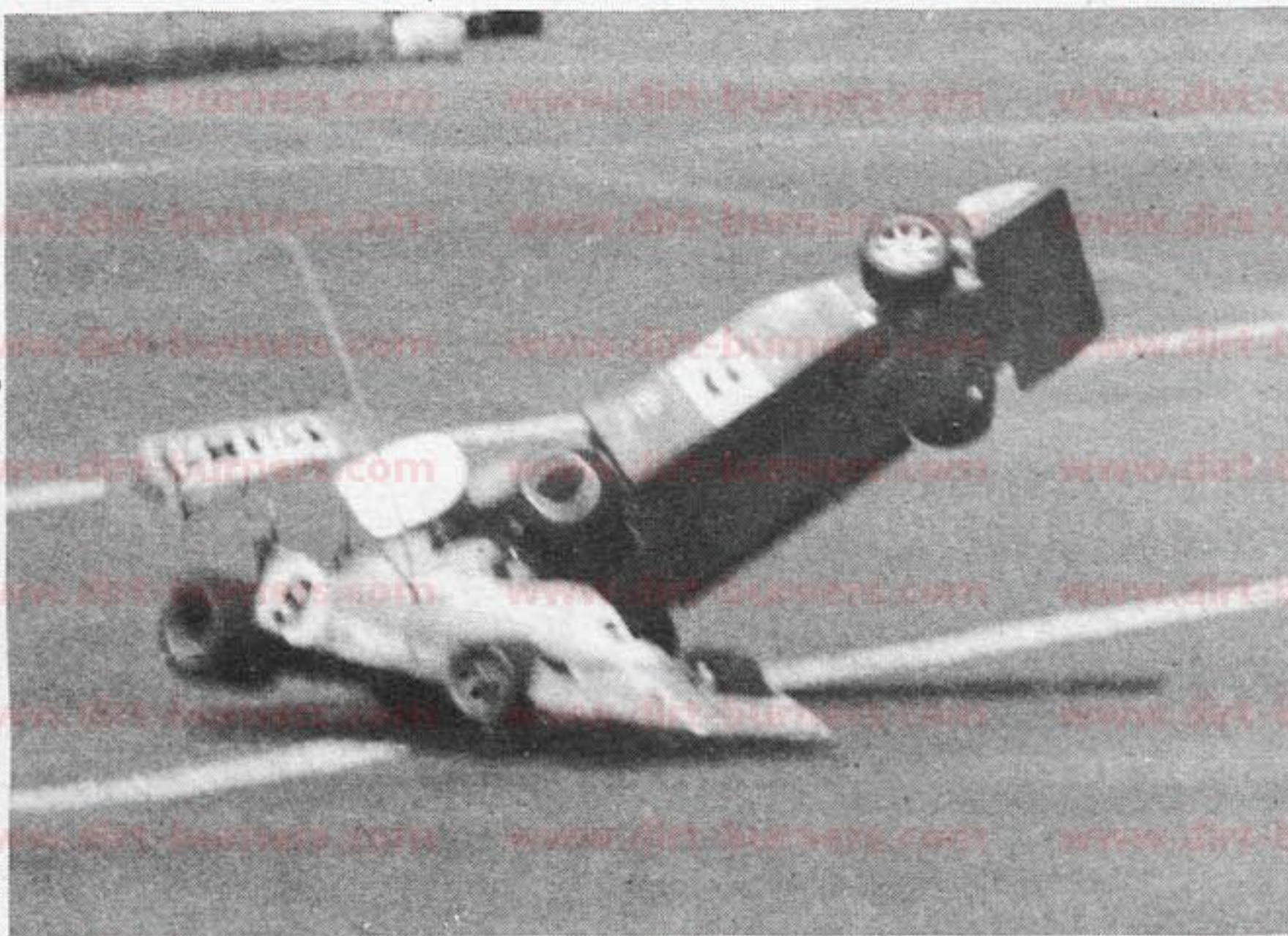
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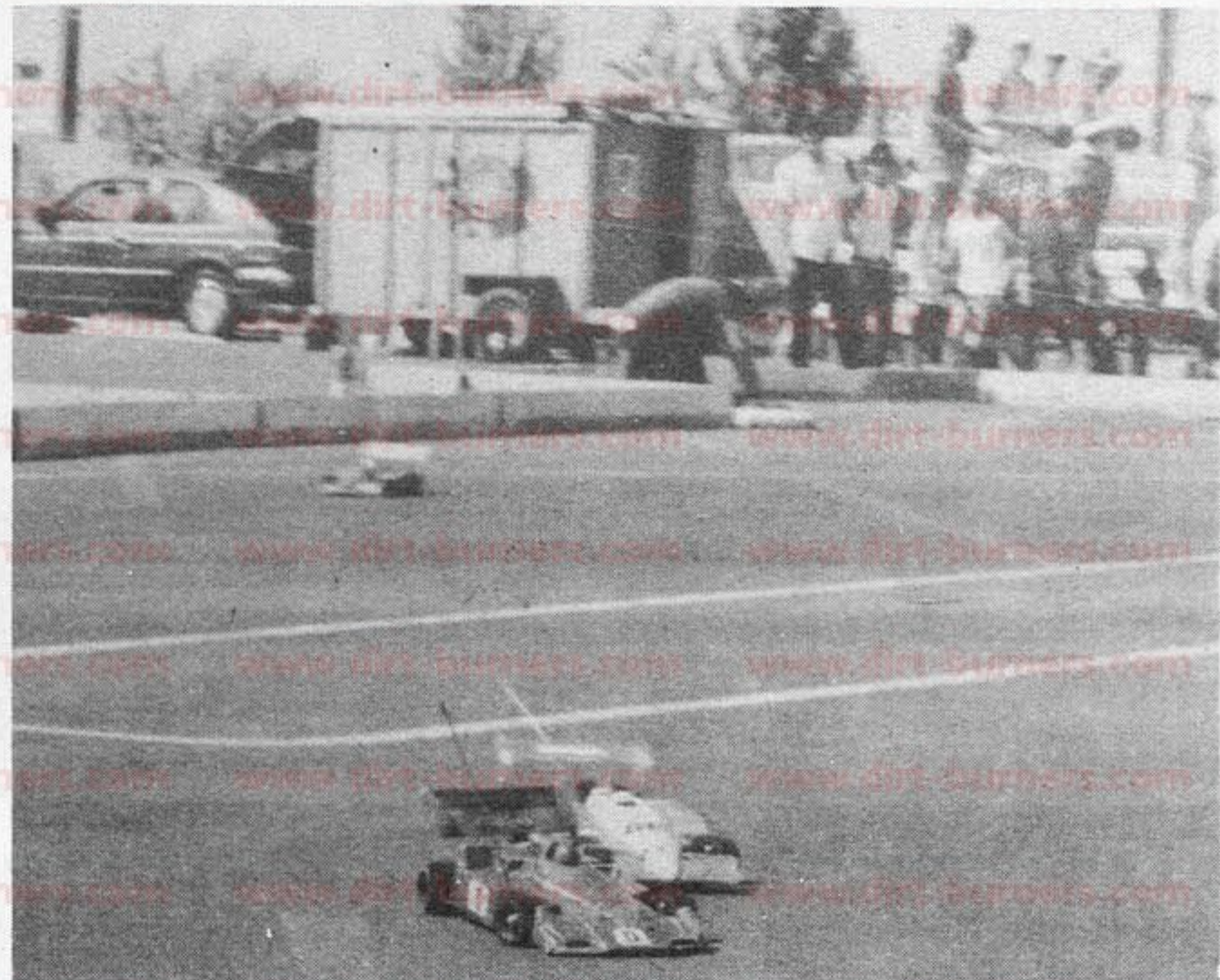


Happy Birthday Rick Archer! A crown, a pink gorilla lady, balloons...what more could a guy ask for. Photo Chapin

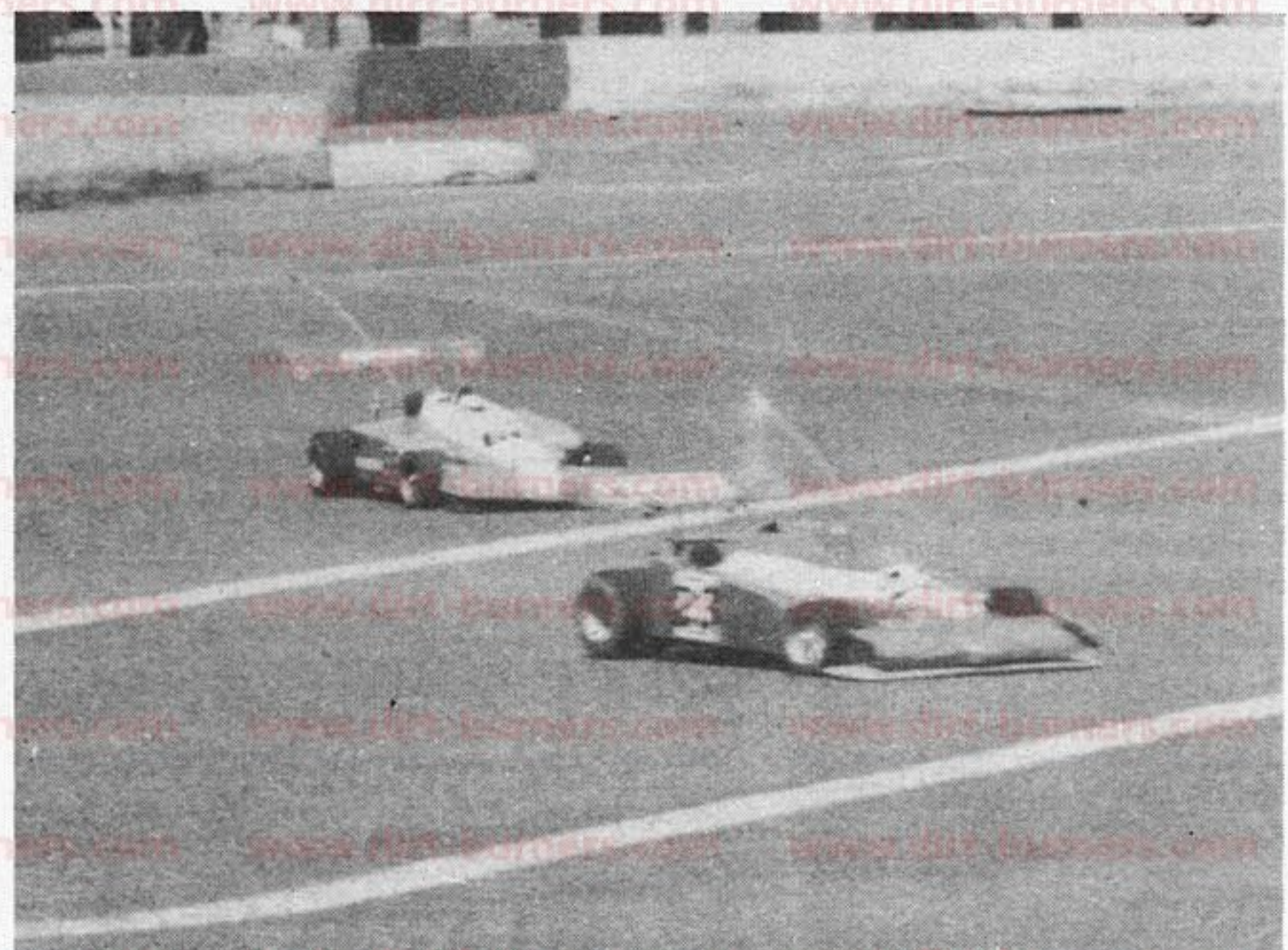
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Jerry McGinnis (6) learns that Ray Cannon (9) will not be intimidated.



A pair of Cook Eagles, Roxanne Cook (0) and Frank Barron (66) in turn one of the oval race. Both are pushing bad, look at the front wheels. Photo Chapin



Rob Blum (23) leading Frank Barron (66) in a hot battle around the oval.

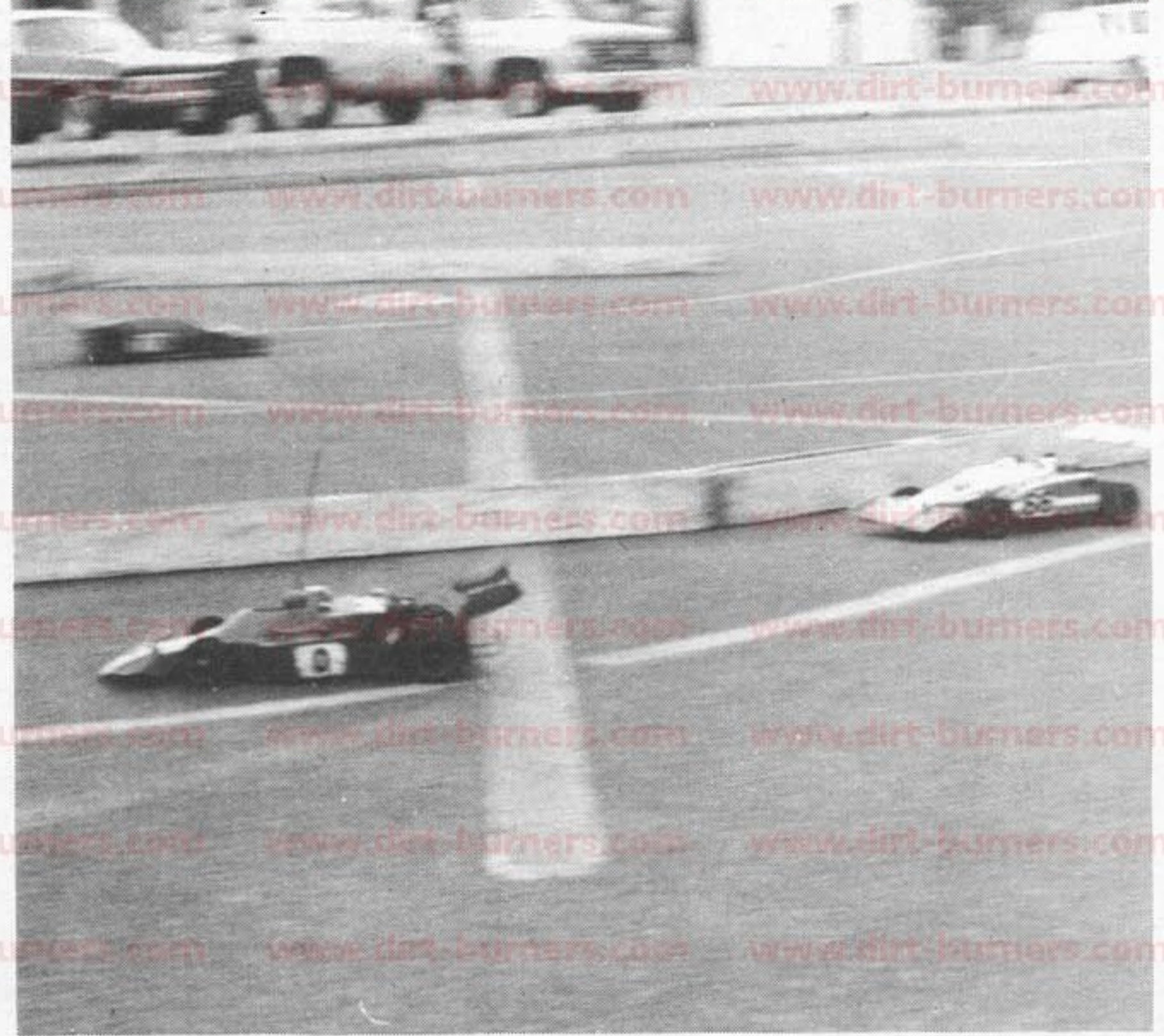
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John Nigro (78) and Danny Alvarado (32) in turn one of the oval. Near neutral steering on these two cars. Photo Chapin



Roxanne Cook (0) leading Frank Barron (66) in the Grand Prix event.

Bill. Rick goes like a streak, but the turns still bother him. The two turns on an oval suited him fine for this race. Jim eased across at the checker in front with Bill, barely ahead of Rick.

THE GRAND PRIX RACE - "Anyone can go fast and turn left." "Wait 'til we get you on the road course." "You lucked out on your pit stop." Those were some of the comments heard in the pits after the oval race. Would the road course make a difference? The results would tell.

The qualifying times were very similar to those for Can Am cars on this track. Apparently the oval race had let most get their set up close. And the generally lighter weight gave enough "get away" to make up the difference. Of course, some cars hadn't "recovered" from the oval. In C, Rick Archer led from Start to Finish. Roger Eely was noticeably improved from the oval race as he scrambled up to second. Paul Morales made his first race a success with a third.

The B race was one more event in the Series point battle between Bob Blum and Jerry McGinnis. Their standing probably won't be determined until the final race. SNAP ON vs. SNAP ON and a good show to boot. Bob had won the oval and Jerry dropped out without a chance to challenge. In this GP race, Jerry hung on to the very end and Bob had to hustle to win. But he did, and kept the lead in points. Frank Barron also improved over his oval showing to motor to third. Frank should be ready to make his move for A in the Spring Series.

"A" Main was typical of recent Rio Grande races. A toss-up for the order of finishers. Speedy Brad Toffelmire

sprinted to an early lead and perhaps could have gone all the way. But Brad knows only one position for the loud pedal and the boards and his car couldn't take it. Jim Cook says that he's driving aggressively, but also conservatively this Series and plans to be near the front at the finish. It pays off. Jim won his second race in a row. An Oval - the GP - plus his suspension car Championship on Labor Day. A satisfying Fall season already. Second in the A Main took some sorting out. Near the end it was Chapin and Bill Everett on the same lap. Swapped places several times near the end when Chapin took to the boards on the last lap, Bill zipped past for second. Chapin settled for third.

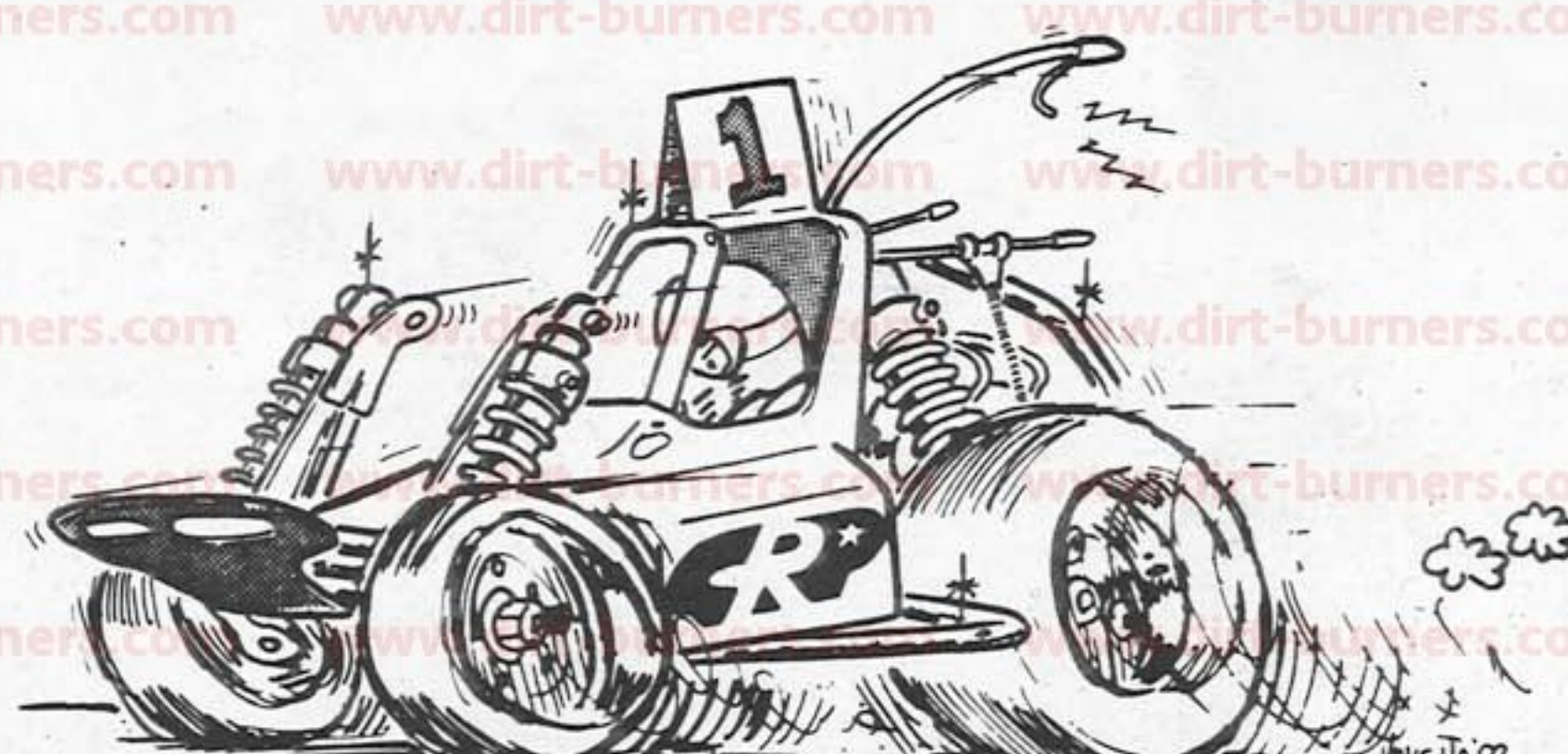
The GP race was the fifth race in the current Rio Grande Series. The trends are established, but it's too early to make any predictions. As this series winds down, attention is shifting to the January 7-8 Budweiser Rio Grande Can Am. The Budweiser sponsorship, through the co-ordination of Frank Barron, has been a big boost. The Rio Grande Racers don't have to bite their fingernails about the number of entries expected. Nice big trophies are already ordered. This leaves money for some of the other pleasant things at an R/C race. And, of course, the manufacturers are pitching in again. First, there's K&B, then Airtronics, Associated, C&H McCoy, Twinn-K, and Futaba have all announced their prizes already. There's still time to get your racing season off on the right foot. Come to the Sun Capital of the world for the Budweiser Second Annual Rio Grande Can Am. Let's Race.

1983 SUMMER/FALL RIO GRANDE SERIES
Open Wheel Races - #4 OVAL & #5 GP

OVAL RACE	POSITION	DRIVER	CHASSIS	ENGINE	RADIO	SPONSOR	
"A"	1	JIM COOK	COOK EAGLE	COOK PICCO	FUTABA	COOK RACING	
	2	BILL EVERETT	DELTA SUPER J	HB GRAND PRIX	FUTABA	---	
	3	RICK ARCHER	DELTA EAGLE	PICCO	FUTABA	BEARKAT ENTERPRISES	
	4	BRAD TOFFELMIRE	RC 300	ALVARADO K&B	KRAFT	TONKA	
	5	LEE CHAPIN	Conquistador Eagle	Borsollno PICCO	FUTABA	MSD IGNITION	
	DNS	RENE AUSTIN	---	---	---	---	
"B"	1	BOB BLUM	DELTA	K&B	FUTABA	SAL NIGRO RACING	
	2	JIM BRADSHER	COOK PAN	COOK PICCO	FUTABA	SNAP-ON	
	3	DANNY ALVARADO	---	---	---	COOK RACING	
	4	ROXANNE COOK	COOK EAGLE	COOK PICCO	FUTABA	COOK RACING	
	5	FRANK BARRON	COOK EAGLE	COOK PICCO	AIRTRONICS	PILOT RACING	
	6	JERRY MCGINNIS	DELTA EAGLE	PICCO	AIRTRONICS	SNAP-ON	
	7	BOB BOWERS	---	---	---	---	
"C"	1	JOHN NIGRO	DELTA J	K&B	FUTABA	SAL NIGRO RACING	
	2	CARLOS AUSTIN	---	---	---	---	
	3	GILBERT LARA	RC 300	K&B	AIRTRONICS	PILOT RACING	
	4	DANNY ALVARADO, JR	---	---	---	---	
	5	ROGER EELY	RC 300	K&B	FUTABA	---	
	6	ROB BLUM	RC 300	K&B	AIRTRONICS	SNAP-ON	
	DNS	RAY CANNON	DELTA EAGLE	McCOY	FUTABA	---	
GP	DNS	PAUL MORALES	RC 300	K&B	FUTABA	PILOT SERVICES	
	"A"	1	JIM COOK	COOK EAGLE	COOK PICCO	FUTABA	COOK RACING
		2	BILL EVERETT	DELTA SUPER J	HB GRAND PRIX	FUTABA	---
		3	LEE CHAPIN	Conquistador Eagle	Borsollno PICCO	FUTABA	MSD IGNITION
		4	SAL NIGRO, SR.	RC 300	OPS	FUTABA	SAL NIGRO RACING
		5	JOHN BENOIRE	RC 300JB	McCOY	KRAFT	SEPTOR
6		BRAD TOFFELMIRE	---	---	---	---	
"B"	1	BOB BLUM	DELTA	K&B	FUTABA	SNAP-ON	
	2	JERRY MCGINNIS	DELTA EAGLE	PICCO	AIRTRONICS	SNAP-ON	
	3	FRANK BARRON	COOK EAGLE	COOK PICCO	AIRTRONICS	PILOT RACING	
	4	ROB BLUM	RC 300	K&B	AIRTRONICS	SNAP-ON	
	5	ROXANNE COOK	COOK EAGLE	COOK PICCO	FUTABA	COOK RACING	
	6	JOHN NIGRO	DELTA J	PICCO	FUTABA	SAL NIGRO RACING	
"C"	1	RICK ARCHER	DELTA EAGLE	PICCO	FUTABA	BEARKAT ENTERPRISES	
	2	ROGER EELY	RC 300	K&B	FUTABA	---	
	3	PAUL MORALES	RC 300	K&B	FUTABA	PILOT SERVICES	
	4	GILBERT LARA	RC 300	K&B	AIRTRONICS	PILOT SERVICES	
	5	RAY CANNON	DELTA EAGLE	McCOY	FUTABA	---	
	6	DANNY ALVARADO	---	---	---	---	



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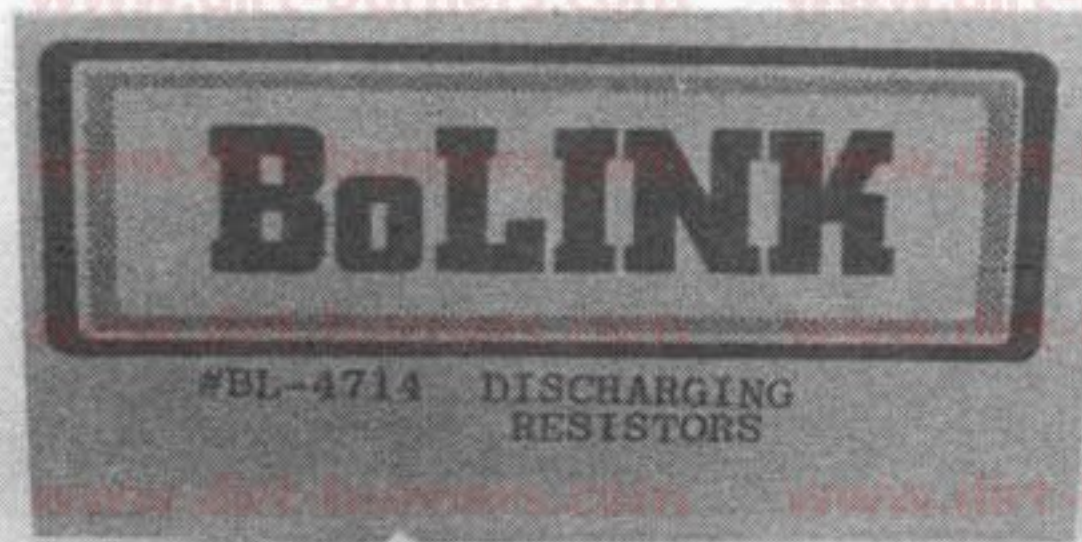
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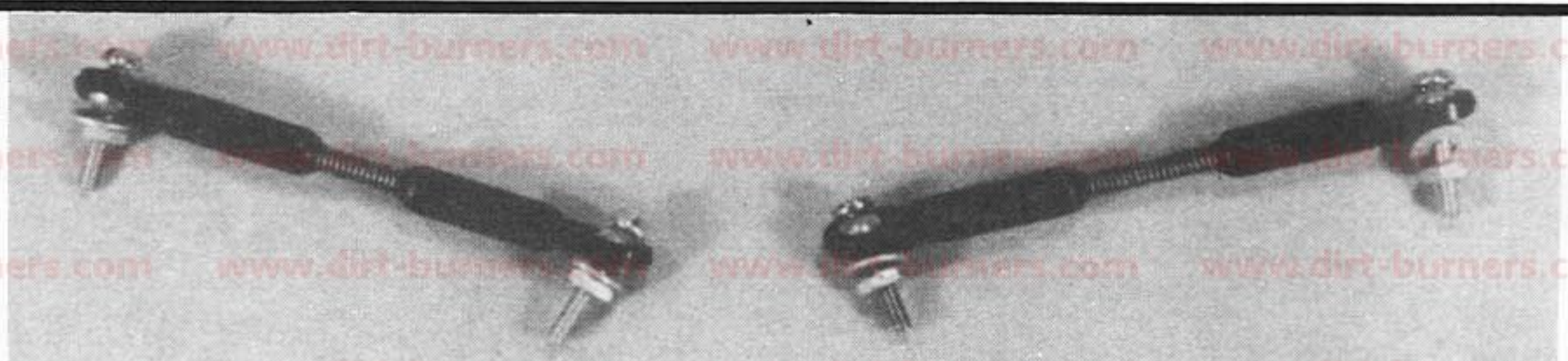
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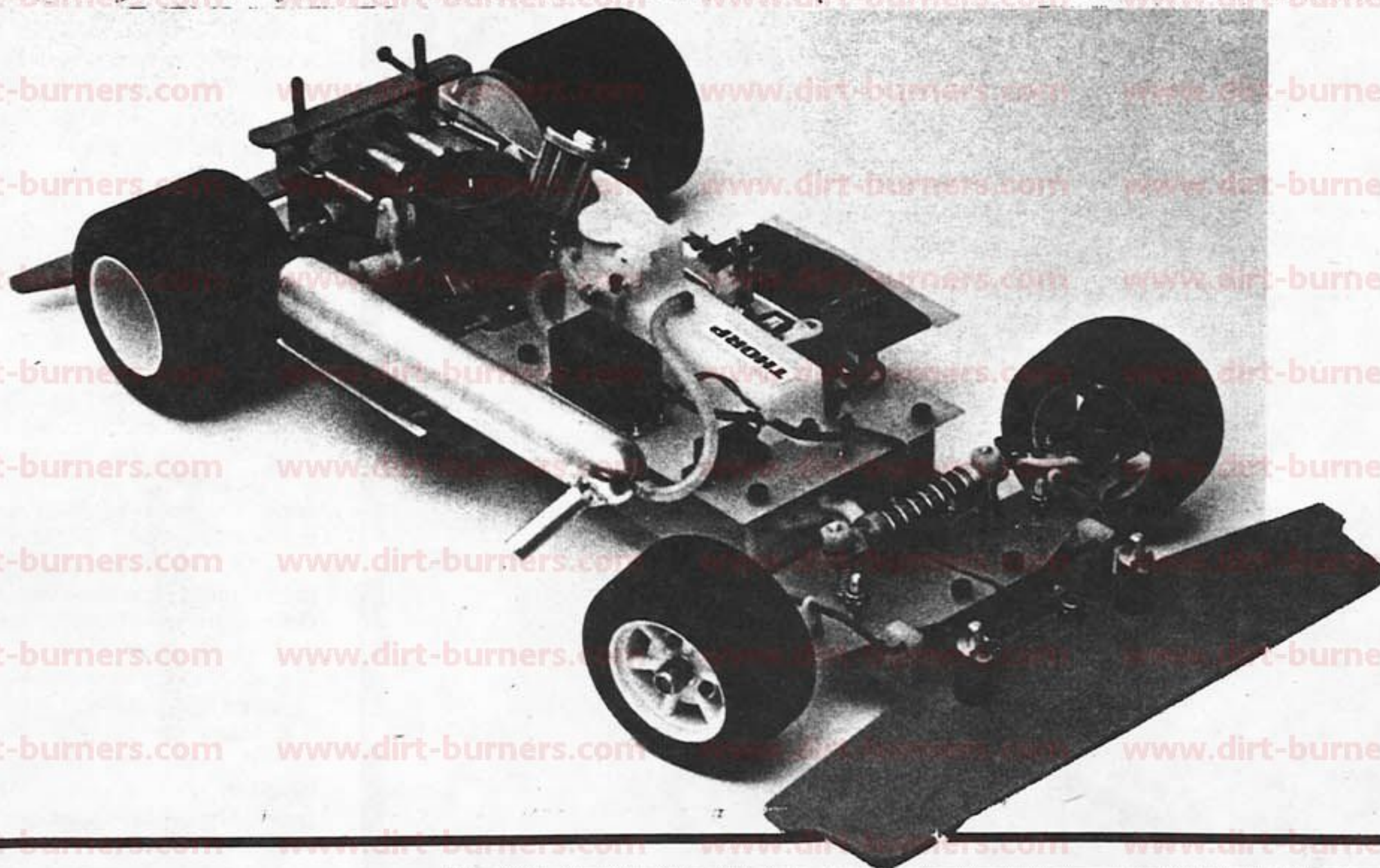


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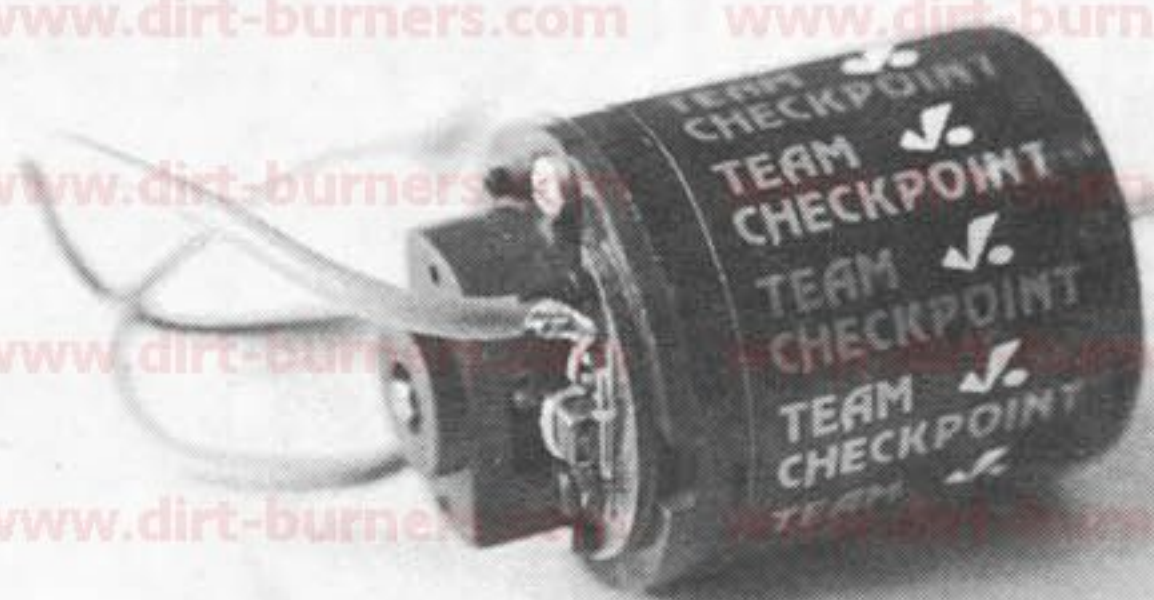
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The A Main started with Tony Massey from Springfield, Missouri, jumping out into the lead from the start, with Rod Galloway from Galesburg, Illinois chasing Tony - waiting for Tony to make a mistake or have car troubles - which never happened. Tony increased his lead finishing with 43 laps for the first place. Rod Galloway finished in second with 41 laps, followed close behind by Kevin Van Dyke from Rock Island, Illinois, with 40 laps. Gary Campbell followed Kevin, two laps down. Chuck Gaulke from Ankeny, Iowa, who experienced some car troubles, came in 5th place with 31 laps. Tom Hoeg was 6th place with 28 laps.

The B Main was run after the A main, with Roger Hollingsworth from Des Moines, Iowa leading most of the race and finishing with 39 laps for the top spot. Roger was followed by Gregg Edmonds from Moline, Illinois in second, some distance back with 36 laps. Third place was captured by Denny Gaulke from Ankeny, Iowa with 35 laps. Jim Hock from Colona, IL and Rick Marvin from Ankeny, IA made up the balance of the field.

C Main: Finishing in first place after some excellent driving was John Coulter, Jr., another Ankeny, Iowa racer. His 35 laps was good enough to best the 34 laps of Bob Marvin, also from Ankeny. Bob Thompson captured third place with 33 laps and Rick Klein was 4th with 28 laps.

D Main: The winner of this main was Tom Ocker, Ankeny, Iowa. His 34 laps narrowly edged out Don Sonner from Des Moines by four seconds. This was pretty much a two car race all the way. Merlin Thilges from Algona was 3rd with 28 laps and also with 28 laps was 4th place finisher Dan Hoffman from East Moline, IL.

Trophies were awarded to the top three places in each main event, and even some of the racers that didn't receive trophies didn't go home empty handed as they were awarded their choice of donated prizes.

Immediately following the First Annual Iowa Midwest Championship

1st Annual Midwest and Region 5 1/12 Champs...

Story & Photos by
Dick Marvin

October 9, 1983
Des Moines, IA

OCTOBER 9TH TURNED OUT TO BE COLD & WINDY, WITH TRACTION ON THE TRACK A LITTLE SLIPPERY, BUT BECOMING QUITE GOOD BY THE TIME THE MAIN EVENTS WERE RUN.

Race site was the Wakonda Shopping center parking lot, and all entries ran in Modified class and with Can Am bodies. We had a total of 23 entries from a three-state area, the farthest being Springfield, Missouri.

Lap counting was done with Delta Mfg. and Gary Campbell's computer system which provides the car number, car position, number of laps, elapsed time, and projected number of laps for

each car to be run in 8 minutes - and the system worked well all day!

Qualifying started around noon, with three rounds of qualifying heats to be run. Top Qualifier turned out to be Rod Galloway with 40 laps, followed by Kevin Van Dyke with 39 laps, Tony Massey with 39 laps, and Tom Hoeg & Gary Campbell with 38 laps.

After ample time for battery charging and car repairs, the Main events were started with the A Main being run first, as an experiment by the Des Moines R/C Car Racers Club.

I shall try not to go into a long detailed, boring description of the Main events. Instead, I will keep it as brief as possible yet informative.

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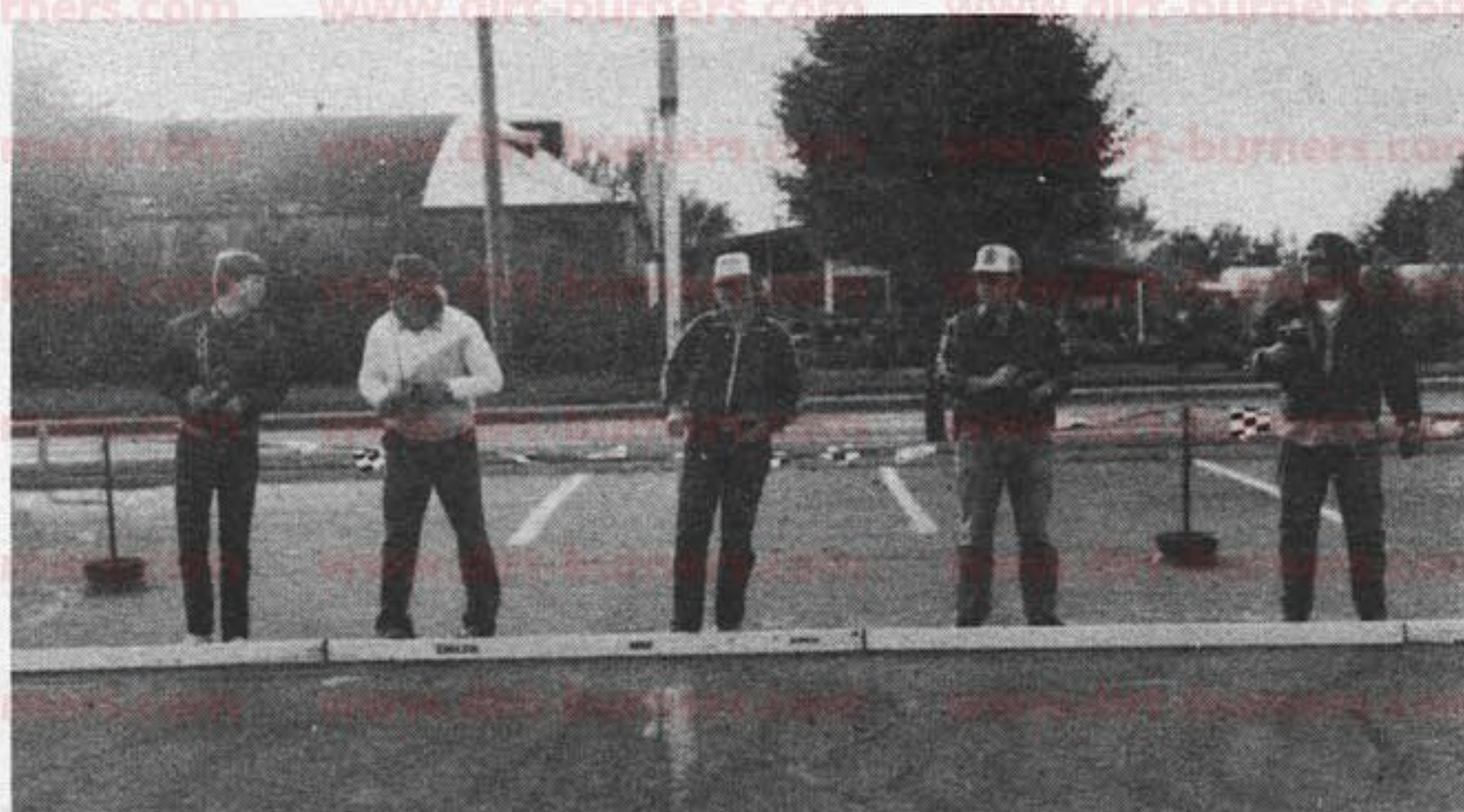
race, the Region #5 Championship race was held, with the 6 highest qualifiers from Region 5 participating. These six top qualifiers were: Tony Massey, Roger Hollingsworth, Gary Campbell, Rick Marvin, Denny Gaulke, and brother Chuck Gaulke.

After a big pileup in the first turn after the start, Tony Massey emerged to take the early lead. He was followed closely by Rick Marvin, with Gary Campbell, Roger Hollingsworth, and both Denny and Chuck Gaulke bringing up the rear. Tony set a blistering pace throughout the race logging in 6 laps per minute.

Rick Marvin still remained close behind. Tony and Rick began pulling away from the rest of the field - Tony even managed to lap second place Rick Marvin after about three minutes into the race. After the six minute mark, Massey had stretched his lead over second place by two laps. In turn Marvin had a two lap lead over third place Roger Hollingsworth. With about 1 1/2 minutes to go Marvin's batteries started to go and he eventually dropped out of the race with about 1 minute left. He was still able to finish in 4th when the race was over. (contd. next page)



The A Main: (l-r) Rod Galloway, Kevin Van Dyke, Tom Hoeg, Tony Massey, Chuck Gaulke, Gary Campbell.



The C Main: (l-r) John Coulter, Jr., Bob Thompson, Bob Marvin, John Coulter, Sr., and Chuck Cain. Not pictured was Rick Klein.

Start of the C Main, the last time these cars will look that clean.



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International, Inc. and the merchants at the Wakonda Shopping Center for the prizes they donated for this event. We would also like to thank all the racers who made this event and hopefully there will be an even bigger turnout for the Second Annual Iowa Midwest Championship next year.

RESULTS

- A MAIN:**
 1. Tony Massey 43-482.7
 2. Rod Galloway 41-488.5
 3. Kevin Van Dyke 40-485.7
 4. Gary Campbell 38-489.3
 5. Chuck Gaulke 31-420.0
 6. Tom Hoeg 28

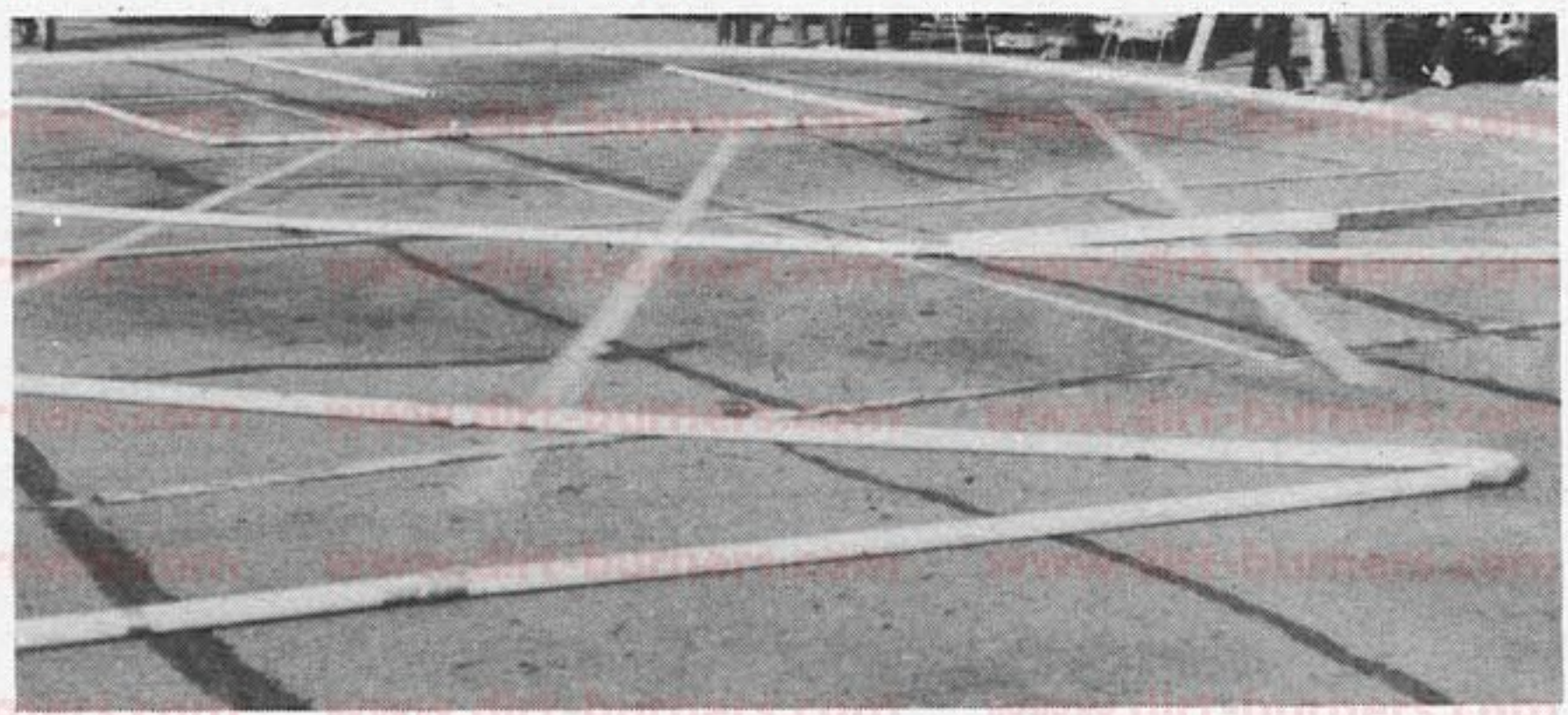
- B MAIN:**
 1. Roger Hollingsworth 39-487.2
 2. Greg Edmonds 36-491.2
 3. Denny Gaulke 35-489.6
 4. Bob Squaires 34-484.1
 5. Jim Hock 22-491.9
 6. Rick Marvin DNS

- C MAIN:**
 1. John Coulter, Jr. 35-490.8
 2. Bob Marvin 34-492.6
 3. Bob Thompson 33-496.6
 4. Rick Klein 29-490.9
 5. John Coulter, Sr. 28-475.9
 6. Chuck Cain 20

- D MAIN:**
 1. Tom Ocker 34-484.3
 2. Don Sonner 34-488.1
 3. Merlin Thilges 28-483.3
 4. Dan Hoffman 28
 5. Dan Green 16

**R.O.A.R. REGION 5
CHAMPIONSHIP RACE**

1. Tony Massey 47-487.4
 2. Roger Hollingsworth 40-487.1



The Midwest and Region #5 track layout, fast and challenging.



Cold but ready to go: (l-r) Rick Marvin, Denny Gaulke, Gary Campbell, Tony Massey, Chuck Gaulke, and (not pictured) Roger Hollingsworth, the Region 5 Championship race qualifiers.

3. Gary Campbell 38-490.3
 4. Rick Marvin 34-390.8
 5. Denny Gaulke 30-483.7
 6. Chuck Gaulke 22

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

R/C RACING NEWS - January 1984 - Page 22

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Leisure

First Annual Tri-State Champs 1/12th...



The smiles you see are the smiles of Main winners. Is there a better reason? Photo. Parham

Story by Ken Seratte
Photos by John Parham

November 4-6, 1983
Tulsa, Oklahoma

FIGHTING STIFF COMPETITION FROM TWO NEWLY CROWNED REGIONAL CHAMPIONS, DEFENDING 1/12TH MODIFIED WORLD CHAMPION ART CARBONELL WON THE FIRST ANNUAL TRI-STATE CHAMPIONSHIP.

Carbonell topped a 58-car field in this 6 cell modified carpet race, a type of race that's unusual in the United States. Carbonell's victory came over second place Tony Massey of Springfield, MO, the new Region 5 Champion for 1/12th cars, and Bob Light of Oklahoma City, OK, the new Region 4 Champion.

Both Massey and Light are familiar with 6-cell-carpet racing as that type of racing dominates winter racing in Oklahoma, Arkansas and the Southwest Missouri area. However, Carbonell's



Art Carbonell picks up another A Main win trophy. Are they getting heavier Art? Photo Parham.



The Delta Team Honchos: Kevin Orton (forefront), Bill Campbell (background), and Art Carbonell (back to camera) getting the fine points of preparing a Concours winning car from Chad Matejec (partially hidden). Photo Parham.

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skills and overall experience won out on this new track layout. He established both four and eight minute records during the event. It was clear that the name of the race was obviously wrong, as we had racers from Oklahoma, Texas, Missouri, Arkansas, and even from Iowa.

As the three day event began on Friday evening, we had three rounds of qualifying, as is usual for this area. The heats were only four minutes long. Although similar designs had been run, there had been no official race at this new race site. Light's 25.10 laps on the 25-section 24' X 50' foot track was the best for that first evening. He was followed closely by two Tulsans, Jim Herndon and John Cason with 25.16 and 25.11 respectively. Carbonell followed with 25.10 laps/sections.

Saturday would feature two sessions of three rounds each. The fifth round saw Carbonell move on top with a blistering 26.10 - the first 26 lap round recorded. However, Bob Light countered in the sixth round with a 26.12. Light would continue to turn 26 lap-times for the remainder of Saturday's session, putting his best at 26.21. Carbonell suffered some until the last qualifying round on Saturday. He then managed to turn an incredible 27.22 that left most people just shaking their heads. No one would be able to top this time during the remaining two rounds on Sunday - thus 27.22 became the official track record for a four-minute qualifier.

Carbonell was the only driver who lives outside the Tri-State area to make the A Main. Light, Doc Gilbert, and Steve Salisbury made it from the Oklahoma area. Vince Allison and Shelby Dillard represented the Ft. Smith, Arkansas area and Tulsa, Oklahoma was represented by Jim Herndon. An eighth car would make it from the other mains as the faster finisher would make the A main. The B & C Mains were run first as it was most likely that the "best finisher" to bump into the A main would come from either of these mains.

Tony Massey was the favorite to move up as his car seemed fast all weekend, but he had trouble driving through some bad heats with bad traffic problems. He lived up to everyone's expectations - winning the B main in 51.1 laps/sections. He easily outpaced Delta's Kevin Orton, who finished second with 48.14 and Cason was third with 47.6.

The C main had the closest finish of them all with three cars on the lead lap when it was all over. However, winner Dave Cole's time of 48.16 never threatened Massey's 51.1 laps. George Martin and Tom Tapp followed Cole closely, with times of 48.11 and 48.11 respectfully.

The racing then went on to the lower mains, now being run in their normal order. Tim O'Toole of Tulsa won a hectic I Main in a good time of 41.8, second was Jimmie Miller with 39.20 laps.

Eddie Goldsmith won the H Main in a time of 40.18, and Randy Shewmake won the G main with a very good 45.13.

The F Main saw more close racing as Chad Matejec's 44.15 edged out Mick Wofford's 44.11. Rusty Morris easily won the E Main with 47.9 laps - three laps better than runner-up James Warren.

The D Main was the last main before the A Main, and the last threat to Massey (who was in the bump spot into the A Main). Shanan Tittle of Ft. Smith, AK easily won the main with 50.17 laps or about one third of a lap down from Massey's time. Thus Massey moved his car as the 8th car in the A Main.

The A Main, like all the other mains



Massey, Light and Carbonell having a heck of a duel for first. Photo John Parham.

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before it, had a staggered start to give some benefit, theoretically, to the fastest qualifiers in the field. After two turns, Carbonell had shot out to the lead. Massey, starting last in back of the pack, was now in second. One theory: It seems that six other drivers decided to make some sort of a pit stop at the end of the first straightaway - generally pitting on top of each other! Massey was able to slip by into the second spot.

Carbonell expanded his lead as Bob Light came out of the pack to challenge Massey's second spot. Slower traffic halted Carbonell a few times and allowed Massey and Light to move within a few feet of Carbonell. After

about three minutes of racing, a bad wreck cost Carbonell his lead. Bob Massey and Light went by - each exchanging places several times thus allowing Carbonell to regain his composure and close the gap once more. What ensued next was perhaps the best racing of the day. Massey, Light, and Carbonell formed a chain with the three cars just inches away from each other, weaving in and out of the tight corners. One car would threaten in one spot, while the others would do likewise in other parts of the course, but with three cars in a four-foot wide track, there seemed to be little room to pass. However, Light suffered the first wreck,



A Main: (l-r) Tony Massey, Bob Light, Vince Allison, Doc Gilbert, Steve Salisbury, Art Carbonell, and Jim Herndon. (Shelby Dillard not shown). Photo John Parham.

dropping him several feet behind the leaders. Carbonell began to put the pressure on the sixteen year old Massey. As Massey held Carbonell off, Light crept back, but Carbonell managed to make the move on Massey and went past him, never to look back. In the desire to catch Carbonell both Massey and Light had wrecked one another trying to get by. These mishaps allowed Carbonell to win by more than one lap. He had 52.14, while Massey finished in second with 51.12 and Light was third with 51.10. Credit should be given to Massey for such a great effort and placing, as he had to work his way up from the B main to his eventual second place finish in the A main.

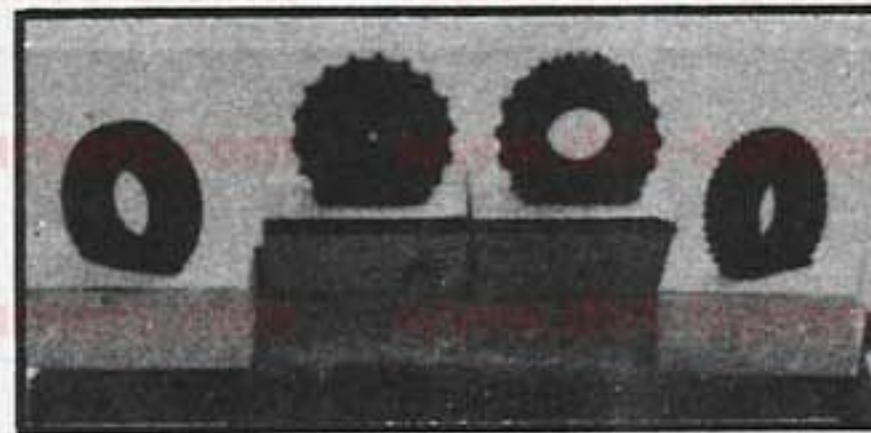
1. Art Carbonell (Delta) 52.14
2. Tony Massey (Assoc) 51.12
3. Bob Light (Delta) 51.10
4. Vince Allison (Delta) 50.14
5. Doc Gilbert (Delta) 50.2
6. Shelby Dillard (Assoc) 40.22
7. Jim Herndon (Delta) 25.0
8. Steve Salisbury (Delta) 5.0

RESULTS

A MAIN:

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Concours winner, Chad Matejec. Photo. Parham.



Seasons Greetings!!

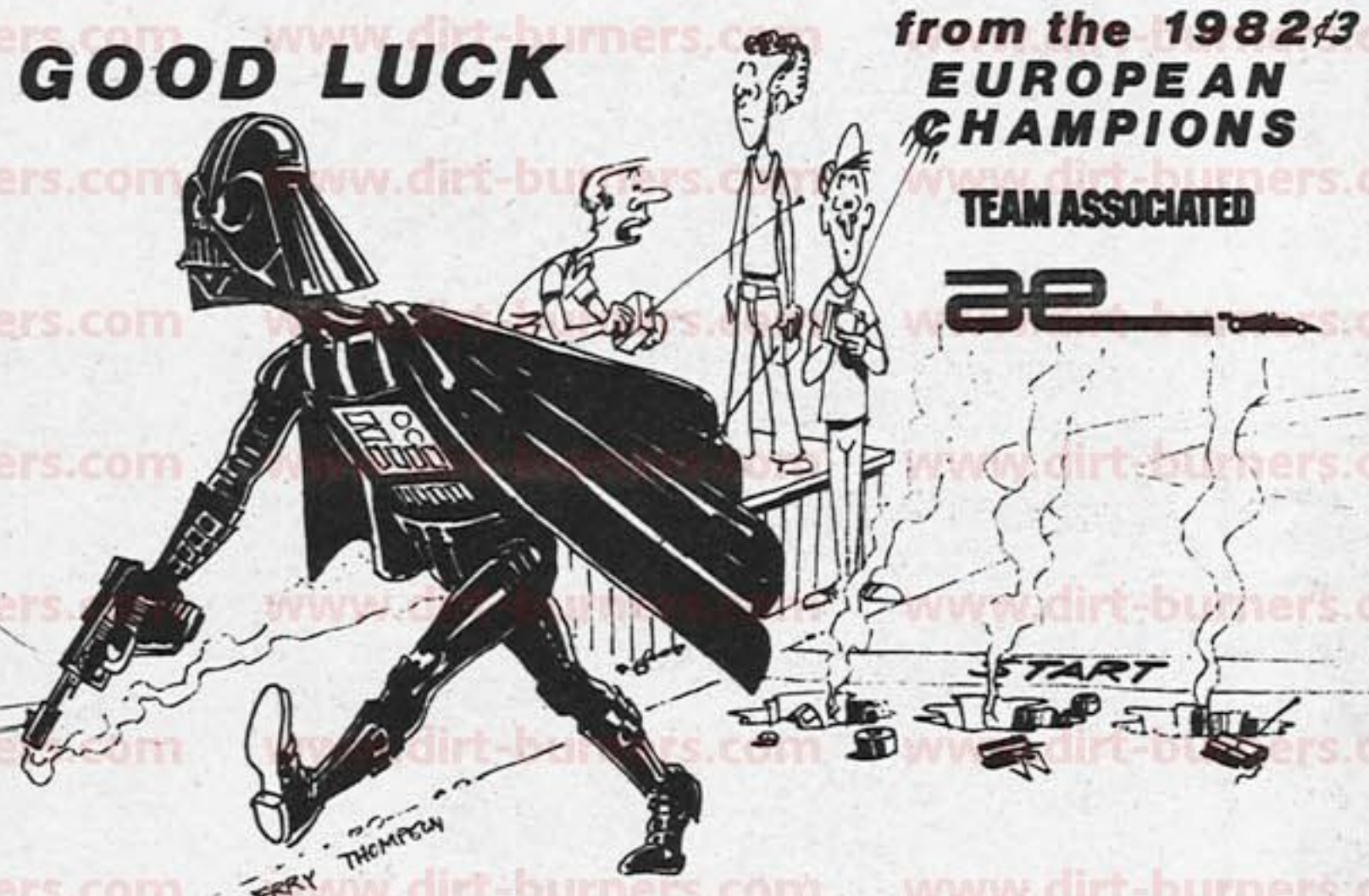
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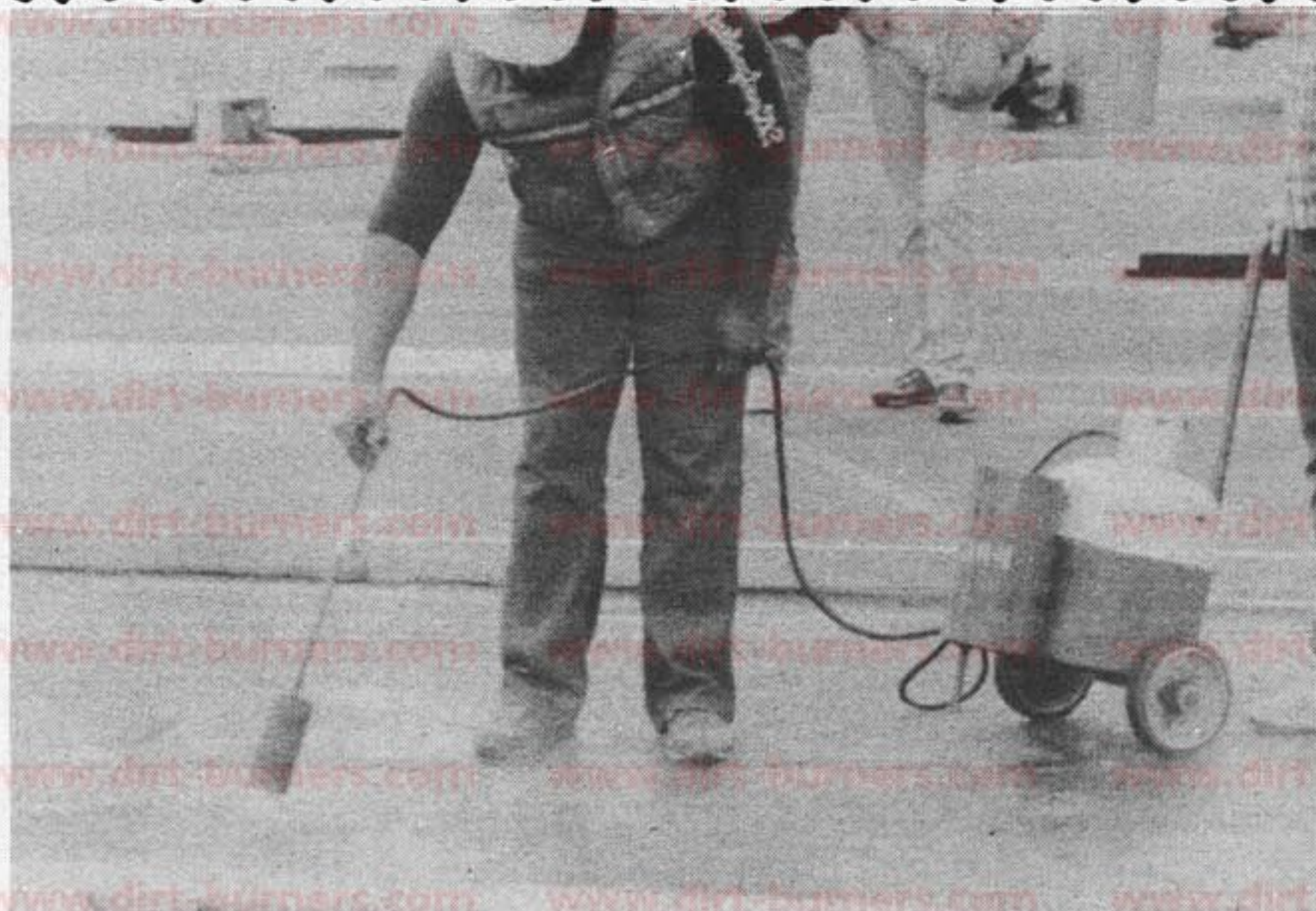
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c. The California Mod. Champs...



The second encounter was more dramatic. I was in the "A" Semi in the Stock Class that got rained out at the World Championships. At the time, before it rained, I was in tenth place with one lap against me. In the re-run, I got a good start and finished second just behind Frank Killam.

The third time was perhaps the most memorable one. It was, of course, at this year's Winternationals in Orlando, Florida. You readers of R/C RACING NEWS will probably remember that at the event, RePete Fusco was the Top Qualifier, but it was announced that if, in fact, it did rain and the race would have to be called, the winner would be decided from the most consistent runs and not the fastest run. So Mike Toland became the Champ for the first time in his racing career but it wasn't the first time that the rain had worked in my



Brian Rush spent as much time working on drying the track as he did on his car. His efforts and that of the blower allowed to get a couple of qualifiers in before the deluge began. Nice try Brian. Toland.



(Top) One of the biggest 1/12th tracks around was excellent while it was dry. Tony Neisinger (above) shared the TQ spot with Joel Johnson but after the race was called off because of rains, Tony was given the win because of a better second run. Mike Toland.

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Story & Photos by
Mike Toland
Fresno, CA
November 12-13, 1983

SOMETIMES IT'S REALLY HARD TO START A STORY TO GET YOUR ATTENTION. TO DO IT, THIS TIME I WILL TELL YOU ABOUT MYSELF - ABOUT MYSELF AND THE RAIN.

I've been racing 1/12th scale for almost four years now. I personally don't know anybody who has had as much luck as I've had in the rain. The first time I noticed the good luck was at a Club race in Los Angeles. I had a bad first qualifier, then it started raining but it was still early enough that the track had time to dry. I came back for the second qualifying round and turned in a TQ run with threatening skies. Sure enough, it rained and I won!

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favor.
The reason that I started this article this way is simply because this past weekend it rained! This time the winner would be decided by the Top Qualifier.

My family and I arrived in Fresno early Friday afternoon. We looked at the track and then went on to our hotel to rest. The track was located in the Montgomery Wards parking lot. This is known as the "largest track in the West Coast." Whoever said this was right!!!

The track was large with a truly fun layout but it took a long time to learn the good lines. It takes a lot longer, especially when the track conditions change as much as they did. Because of the rain, I got on the track about four times. There were about 60 entries on hand, not bad for a race in November. Though there were 60 entries, most of the fast guys were signed up and names that included Joel Johnson, Tony Neisinger, Frank Killam, Mike Hickman, Steve Hickman, and of course Howard Gump, were all there.

After the track had a chance to dry from the Friday night's rain and fog, the track was sprayed with 7-UP syrup. In my opinion, it worked as soon as it was set up - but it took forever to set up.

Qualifying started at about 11:00 a.m. and we almost got through two rounds before it started to rain again. We made it through the first 9 Heats of the first round and then just 7 Heats of the second round before it rained. So the official results would only be counted through the first round of qualifying. At this point, the TQ spot was shared by Joel Johnson and Tony Neisinger, both setting new track records with identical times. Tony did his run in his first time on the track while Joel did it on his second time. In third at this point was Frank Killam, with Jerry Case and myself (Toland) in 4th and 5th respectively. There were still two Heats to go, both of which would be run on Sunday morning before the mains.

By this time (Sunday), the track was still very wet and it didn't look like it would ever dry up. But sure enough, enterprising Brian Rush (track designer and Race Director) did not want to wait that long and so with Propane torch in hand, started drying off the track. It took about three hours for this task to be concluded, but it worked and this time they sprayed the track with VHT, which set up much faster. I just happened to be in the first heat of the morning. The track was very different and the only dry sections on the surface was the track itself, so if you were to get off the track you were, as they say, "history." You guessed it, that's what happened to me. The times were slower and no one was able to beat the times that Joel Johnson and Tony Neisinger were able to set in their first runs.

We got through the second round and got through seven heats of the third round and then the sky just dumped on us, making the track totally wet and unusable. By this time we all wanted to head back home and with no prospects of the track drying out quickly, the race was called and Tony Neisinger was declared the winner by virtue of his second run which was better than Joel Johnson's.

As for me, this was one time I didn't get any help from the weather, which is only fair after all the times that I've had the good luck.

All racers would like to thank the fine efforts of Brian Rush (Race Director) for a fine job of trying to make the whole thing happen inspite of bad weather



Trying to keep warm and dry was one of the primary efforts for the lap counters. Still they did an excellent job. Photo. Mike Toland.

conditions. We'd also like to thank the Yosemite Raceway.

My family plans to go back to Fresno again, we enjoyed the people, the town and the huge track.

Mike Toland

RESULTS
Best Qualifying Times Only

1. Tony Neisinger	23/8:21*
2. Joel Johnson	23/8:21
3. Frank Killam	22/8:03
4. Mike Hickman	22/8:04
5. Jerry Case	22/8:11
6. Mike Toland	22/8:14
7. Larry Stevens	22/8:16
8. Doug Kott	21/8:01
9. Steve Hickman	21/8:01
10 Gary McAllister	21/8:02

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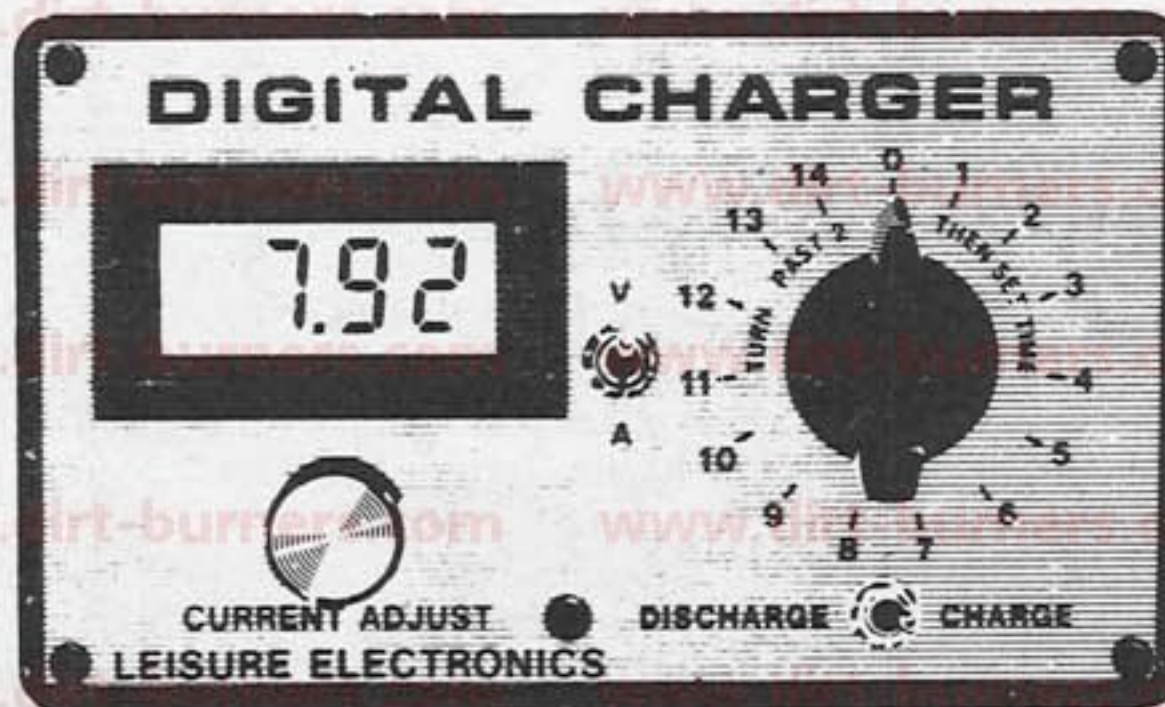


Leisure 110 DC Power Supply. A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

New DC Power Supply.

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

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

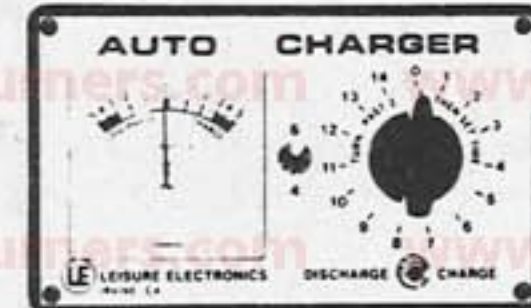


Leisure 109 Digital. Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

5 Models to Choose From.

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

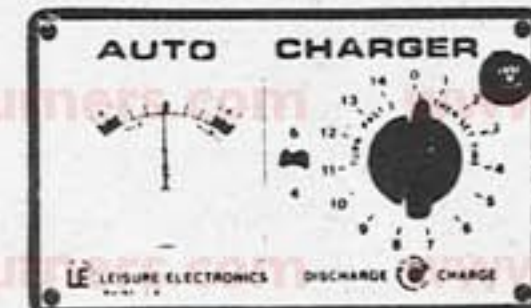
We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.



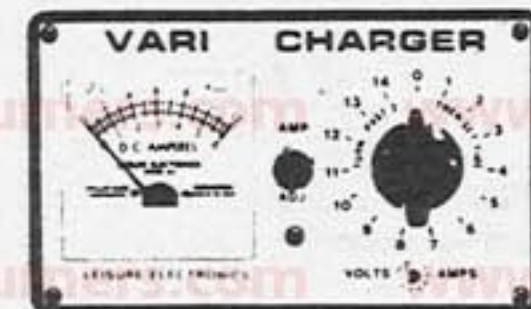
Leisure 105
Input: 12vDC
Rate: 4/6 cell



Leisure 106
Input: 117vAC
Rate: 4/6 cell



Leisure 107
Input: 12vDC/
117vAC
Rate: 6 cell



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

Safe, Simple NiCad Charging . . . Automatically.

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

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

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

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



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

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

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

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

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

Leisure
11 Deerspring/Irvine/California 92714

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

North Jersey R/C Racing Report...

Here we are, back indoors at the Knights of Columbus hall for our third four-cell series. It was a shame that no one was able to come up with an outdoor site this past summer. We have between now and May 1984 to find one.

There has been a lot going on in the Club even though there hasn't been much racing. First, we have a new President and Vice President. Ernie Provetti was elected President of the Club and Steve Brown the V.P. Since the election, Steve has resigned and the executive committee has appointed Tony P. as interim V.P.

This year you must become a club member in order to race with NJR/CRC. You may attend two races before you MUST join the club. The only exception is for racers who are members of another ROAR affiliated club that is also conducting a four-cell series.

Membership to the Club is \$20.00 per year.

The Club has gone to sealed motors in Stock Class this year. The purchase price of the motor is \$12.00. Non-members can rent one for \$1.00 for the day. The motor must be returned at the end of the day in running condition otherwise, you bought it.

Also this year we are going to switch between stock motors and modified motors. The first heat of the day will be modified followed by a stock heat. The third heat will be with stock motors and the final heat will be with modified motors. The Modified mains will be run first followed by the Stock mains. Experts will run first. There will be three minutes between heats and we will not wait for anyone! You must make sure you are ready to go when your heat is up.

After you run, 4 people from your heat will marshall and 2 people will lap count. If there are less than 6 racers in your heat, volunteer lap counters will be appointed from a list. If you don't count laps or marshall when you're supposed to, you will lose your best time. The lap counter keeps the official total of laps for each race. No one is to go up to the lap counter(s) after the heat or during the day. The lap times will be posted after each complete round of qualifying. Anyone going up to the lap counter will lose 1 lap in that heat.

Practice opens as soon as the track is set up. If the track is completely ready by 9:00 a.m., there will be two hours of practice, on the other hand if the track is set up by 11:00 a.m., there will be NO practice as the track will close at that time. If you want to practice, get to the track early and help set it up. At the end of the day the track must be put away before any trophies are given out.

This year the following tire dressings are legal: TEAC, WD-40, TRINITY TIRE TRAK, BOLINK TIRE TRAK, DELTA & TIGER MILK (no STP, slot car glue or other homemade concoctions allowed). The tires must still be dry when the car is put on the track. Random tire tech will be done. ANYONE caught cheating with the tire dressings will be done for the year with no membership refunded. The

same goes for anyone cheating with their Stock motors. DON'T TAKE ANY CHANCES!

Our Championship Series is 13 races long with the best 10 races counting for year end points. All of the races are at the Knights of Columbus Hall except the two races in December.

RACE # 1 - OCT 23

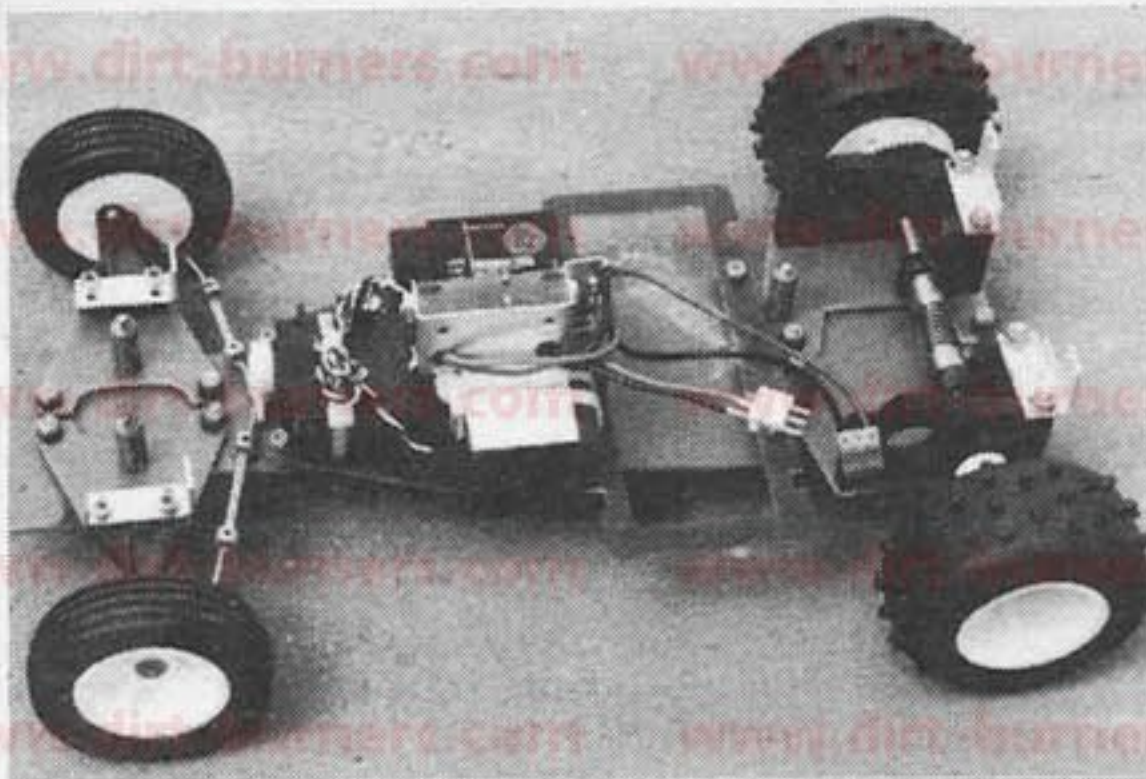
The new format seems to work just fine. We had a lot of help in setting up the track and because of this we had a lot of practice time. It was sure nice to have all the help we had for this race. Everyone seemed to adapt to the scheme of switching between Stock and Modified. It was a little more hectic for the racer, but everyone was ready on time. One thing for sure, it made the day go a lot faster.

If the first race was any indication, this series will be the best ever. All the racing was very close, and better yet, all the races were run smoothly. The best part was that with all the help after the races we were able to get out by 5:30 p.m. I feel that anyone who hasn't been racing lately should come by and check us out. We are definitely getting better.

The Novice race was won by Dave Kovacs but he had his hands full with

(contd. next page)

New Products From BoLINK

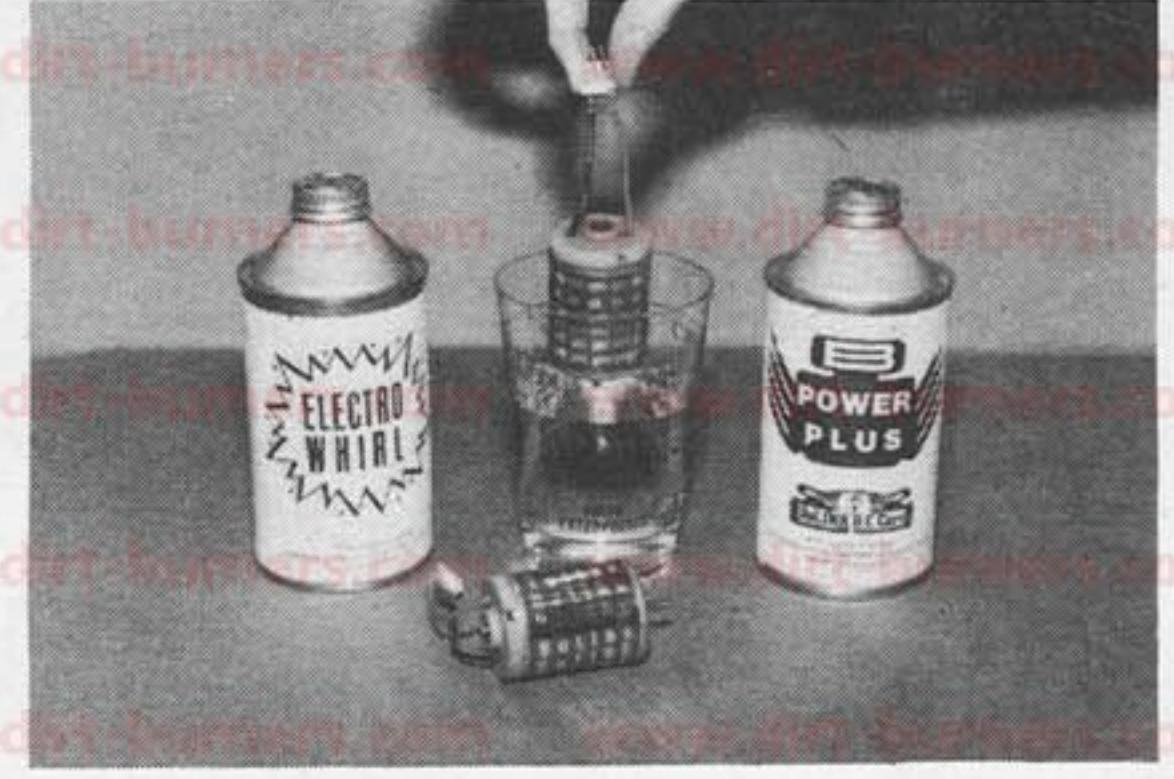


THE SUPER DIGGER KIT is here. It features 4 wheel Full Independent Suspension that is set up for use with mono shocks, a Differential, a U-Joint split rear axle, an ORRCA Stock legal Yokomo motor and much more. Put it to the competition for a lot less money. Full Kit (BL-1312), less batteries \$199.95

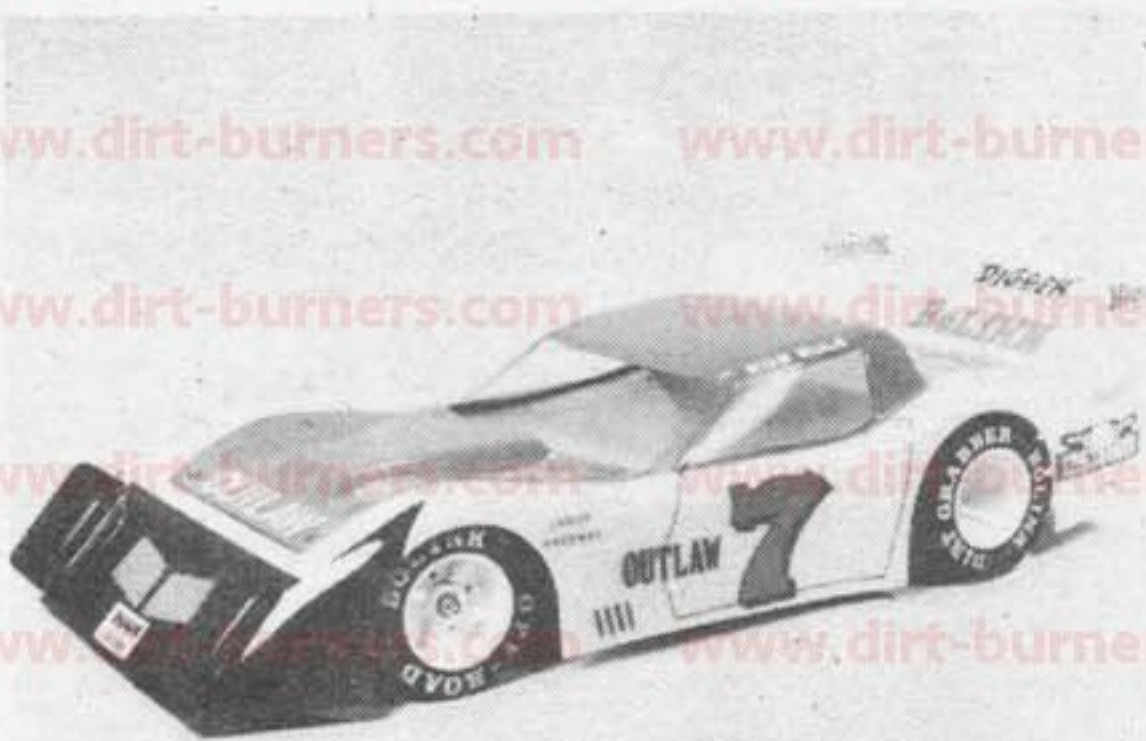


COMPUTER MATCHED SANYOS:

BL-4718 4-Cell \$26.00
 BL-4719 6-Cell \$39.00
 BL-4720 6-Cell/3-Cell Sticks \$39.00



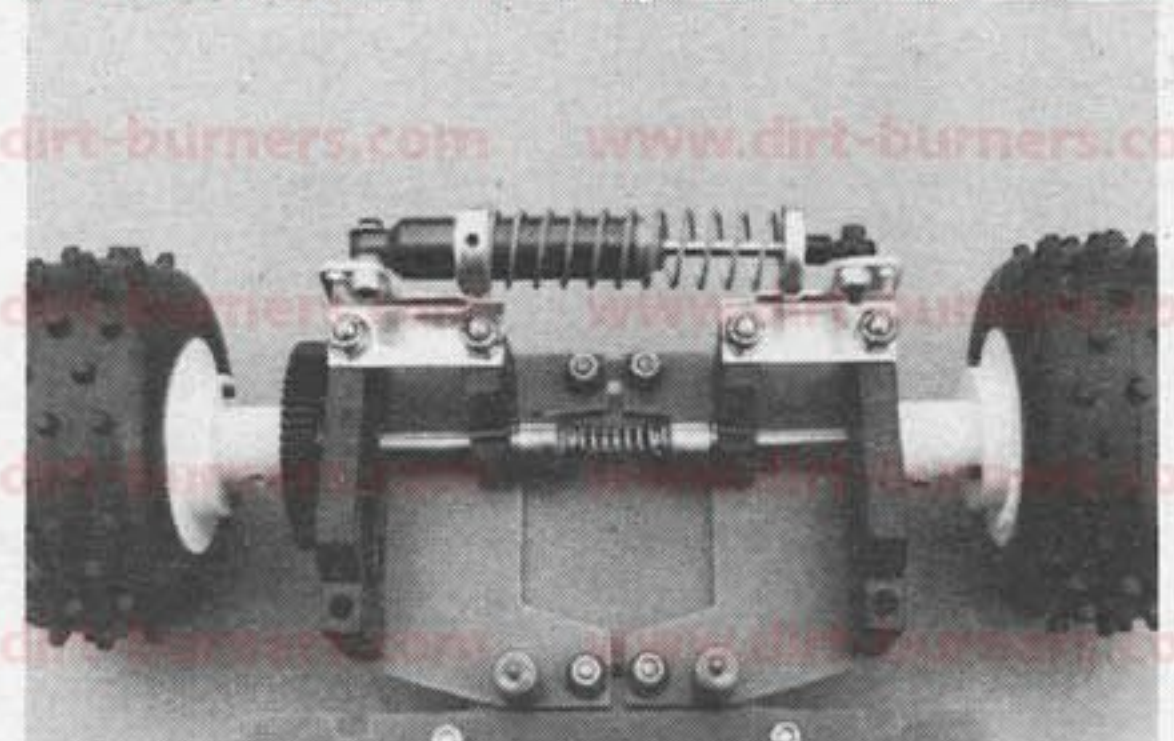
"Electro Whirl" (BL-6025) motor cleaner - 12oz can .. \$6.95
 "Power Plus" (BL-6024) gives your motor an EXTRA EDGE for a Full 8 minutes! 12oz can \$9.95
 Both are complete with instructions



BOLINK'S ROUND TRACKER 1/10th scale racer. The most fun going on 4 wheels. (Shown is the BL-2395 Corvette Dirt Racing Body)



INDEPENDENT SUSPENSION Front End Kit for the Round Tracker and Digger 10. Bolts onto a stock chassis. Set up for use with mono-shocks \$15.95 (Kyosho shocks, BL-5126, \$24.95 pr and Coil-overs, BL-5127, \$11.95 - SOLD SEPARATELY)



INDEPENDENT SUSPENSION Rear End Kit for the Round Tracker and Digger 10. Bolts onto a stock chassis. Set up for use with mono-shocks \$37.95 (Kyosho shocks, BL-5126, \$24 pr and Coil-overs, BL-5127, \$11.95 - SOLD SEPARATELY)

SEND \$2.00 For Complete Catalog

BoLINK R/C CARS -420 Hosea Rd. - Lawrenceville, GA. 30245 - (404) 963-0252

Mark Gibbons. They put on a great race with Mark driving his best race ever. These two racers battled for a full 8 minutes. Not to be overlooked was the performance of Julian Junger. In his first race ever, Julian was in striking distance of Dave and Mark the whole race. I'm sure we will see more of him in the near future.

The Amateur division saw a lot of new faces. Some are gas racers and we even had an off-road racer. This new competition didn't faze last year's Novice Champion, Don Smith. Don was the Top Qualifier of the day and won the A Main over some very stiff competition. Mike Cominski, a gas racer from Long Island, drove an excellent race to finish second to Don. Bill "Lefty" Puglisi drove to a third place finish. Jim Bodine, also an off-road racer, started the day in the Novice class but moved up immediately. He had no trouble adapting to on-road cars and finished fourth.

Expert Stock started as a repeat of last year, as Tony P. was the TQ and also won the A Main, but not without a battle from John Raymond. These two guys got the two best stock motors. Mac's was no slouch either as he finished third. The two worst motors had to be those of Ken Jecas and Antonio Miranda. Ken finished sixth in the A while Antonio could only make the B main. We hope that these two guys can get their motors to run better, as they are excellent drivers.

Modified was a different story as Ken Jecas was the Top Qualifier and A Main winner. Ken put on a tremendous drive to hold off John Raymond. These two were only a few feet apart for the entire race. Eob Bernhard was back in form and finished in third. Antonio Miranda, with some horsepower, was able to finish fourth. The hard luck award for the day belonged to Tony P. Tony couldn't get a heat in - a broken radio wire in the first heat and a spun pinion in the second, put him in the C Main. He won the C Main by posting a 40 lap race, the same as the A Main winner.

RESULTS

A MAIN MODIFIED:

1. K. Jecas...49 laps
2. J. Raymond...48
3. B. Bernhard...48
4. A. Miranda...47
5. Glen Mac...47
6. M. Cominski...44

B MAIN MODIFIED:

1. D. Smith...44
2. S. Szalus...43
3. J. Kelly...43
4. M. Gibbons...41
5. T. Scorsciola...DNF
6. B. Davis...DNS

C MAIN MODIFIED:

1. Tony P...49
2. J. Damerall...44
3. Lefty...43

A MAIN AMATEUR:

1. D. Smith
2. M. Cominski
3. Lefty
4. J. Bodine
5. T. Rudy
6. J. Kelly

B MAIN AMATEUR:

1. T. Scorsciola
2. S. Szalus
3. F. Ciriulli

NOVICE MAIN:

1. D. Kovacs
2. M. Gibbons
3. J. Junger

A MODIFIED EXPERT STOCK:

1. Tony P.
2. J. Raymond
3. Glen Mac
4. J. Damerall
5. B. Bernhard
6. K. Jecas
7. A. Miranda

Starting with this issue we will feature a new column called Tech Tips. In here you will find out all the secrets to making your car handle better, setting up your radio equipment, testing motors, testing batteries, and body painting tips among other tips.

TECH TIPS

By Glen Mac

The race before the Eastern States race, I changed the wiper arm assembly and wiring harness on my car and have had problems since that time. The car seemed to run slower and wouldn't run 8 minutes with a Modified motor. No matter what motor or battery pack I used, the car was slow.

The same problem plagued me at the Eastern States race. I completely rewired the car and checked every detail to see if anything was binding or dragging. Nothing seemed to be wrong. After the race I decided to check out the radio system. The only thing that I could check was the current draw of the servos and receiver. To check this, you have to install a milliammeter in series with the power lead to the radio. At idle, with both servos receiving power but not moving, the current draw was 23 mA (milliamps). With both servos in motion, the current draw varied, with a maximum of 250 mA. These readings seemed normal. Upon further investigation, I discovered a problem which turned out to be two problems. First, the throttle servo pod (inside the servo) was dirty and was causing the trim to change. When the trim changed, it caused the wiper arm to stall against the full power by-pass (full throttle). When this stalled, the current draw shot up to 3/4 of an amp! This is about 30 times the normal current draw.

As you can see, this would cause the car to run slower because a lot of power is used by the radio rather than being available for the motor. It would also cause the radio to stop working while there was still power in the batteries.

The proof that this was the problem was the fact that after I corrected this, all my motors ran fast and made 8 minutes with no problems.

If you seem to be having the same type of trouble, check out the current drain of your radio system, it could also be your source of problems.

Glen Mac

LATE NEWS!

The two races in December WILL NOT be held at the Knights of Columbus. The Hall is booked for their Christmas functions. We are presently looking into two other sites and haven't made a decision as to which one we will use. If you plan on attending these races please call either Glen Mac or Ernie Provetti, or BIR Hobby Shop, to find out where the race is being held and for directions on how to get to the race site.



FOR CHAMPIONS!



Our Molded 1/8 scale front tires are available in three compounds
 #0938 Super Soft Ground Molded
 #0738 Soft Ground Molded
 #0739 Firm Ground Molded
 Ask anyone who uses them — They'll tell you why! They are the very BEST tires available.

AJ'S 1/8 scale rear tires are made of the finest selections of rubbers. AJ'S tires are graded for firmness and silk screened.

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



AJ'S Also manufactures a complete line of 1/12 scale front and rear racing tires.



AJ'S #9720 1/10 scale off road rear tires fit original Tamiya hubs. Or cut out the center rims and use these super tires on other Off Road cars. They're ideal for popular competition off road car racing.



GloBee #4200 Hose Nose IDLE Cap Glow Plug. Features: patented glass-to-metal leak proof seal, Flat Platinum element, and exclusively designed IDLE Cap. All other GloBee Glow Plugs are still available too. There's a GloBee for your application.



Carbon Fiber GRAPHITE products are available for most popular 1/12, 1/10, and 1/8 scale cars.

Carbon Fiber GRAPHITE laminating material available at only .007" thick for strengthening and reinforcing all models.



P.O. BOX 31228 Indpls, IN 46231

Additional information is available by sending \$1.00 for catalogue.

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

R/C CALENDAR

ORRCA membership required at all ORRCA Sanctioned races. Points awarded to everyone that participates. Entry \$7.00 Stock, Modified & Open classes. Check with individual tracks for exact times. Rain dates are the following day (Sunday) or will be re-scheduled at the end of the Calendar. Join ORRCA by mailing \$10.00 to address above or at your nearest ORRCA track. Memberships can also be acquired on the day of the event.

DEL MAR R/C RACING CENTER

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

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

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

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

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

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

RADIO CONTROLLED HOBBIES

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

OFF ROAD SCHEDULE:
(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 FOURTH Saturday of the month 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.

SO CAL ORRCA SERIES

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

1983-1984 Series
JAN 21 - Ranch Pit Shop
FEB 18 - Beaumont R/C Raceway
MAR 17 - High Desert Baja, Palmdale
APR 28 - Cycle Art Raceway, Fresno
MAY 19 - Wilkins Hobby R/C Raceway, Bakersfield

NAMBA

Myrtle Coad Exec. Secty.
New dates for 1984 to come...

NORTH JERSEY R/C RACING ASSOCIATION

presents:

THE SECOND ANNUAL

EASTERN STATES 4 CELL CHAMPIONSHIPS

sponsored by:

TRINITY SANYO

ae Associated Electrics

parma



NOVAK ELECTRONICS

R/C Racing News

Dates: Jan. 20, 21, & 22 1984

PRACTICE ON FRIDAY, STOCK ON SATURDAY, & MODIFIED ON SUNDAY. EVERYONE RUNS IN A MAIN EVENT.

PRE-ENTRY FEES: \$15.00 FOR STOCK & \$10.00 FOR MODIFIED. ALL ENTRIES MUST BE RECEIVED BY JAN. 10. ENTRY CLOSES AT 150 SO GET YOURS IN EARLY! A RACE PACKET WILL BE SENT UPON RECEIVING YOUR ENTRY FORM.

MAKE CHECKS PAYABLE TO: N.J. R/C R.A. AND SEND TO 883 STAFFORD AVE., STATEN ISLAND, N.Y. 10309. USE ENTRY FORM BELOW. FOR INFO CALL 212-356-8905

NAME: _____ ROAR #: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

FREQ 1ST _____ 2ND _____ 3RD _____

* NOTE: THE HOST CLUB RESERVES THE RIGHT TO REFUSE ANY ENTRY.

(contd. next page)

RANCH PIT SHOP RACING:
1st SATURDAY:
Off Road, ORRCA Sanctioned racing.
2nd SUNDAY:
PROCAR Club 1/8th Gas. 9 am \$8.00 entry.
4th SUNDAY:
R.A.C.E Club 1/12th Electric 8:30 am Entry \$5.00.
EVERY WEDNESDAY NIGHT:
Off Road Oval & off road. 7:30 pm \$6.00.

T.Q. HOBBIES

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

1/12 ELECTRIC:
First Sunday & Second Sunday. 7:30 am sign up, start 9:30 am.

1/10th OFF ROAD:
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.

R/C RACE CARS OF Middle Tennessee

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

1/8th GAS:
(Entry fee for all races \$3.00)

1983 SJRCRA OUTDOOR

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

1/12 ELECTRIC:

1/8th SCALE GAS:
No 1984 dates available yet.

INDY 500 R/C CAR CLUB

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

C.A.R.

(415) 566-1022

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

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:

1/10 OFF ROAD 6-CELL:
No 1984 dates available.

SOUTHWEST CHAMP SERIES

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

1/8th GAS:
No dates available for 1984 yet.

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 Rovell (312) 665-8935.

1/8th 1983 SCHEDULE:
No 1984 dates available yet.

COMPETITION HOBBY MANUFACTURING

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

FALL SERIES:

DEC 31 (Happy New Year - Everyone wins something!)

All Entry fees \$5.00 Bring your own table and power source. Registration 9:00 a.m., race 10:30 a.m.

RIO GRANDE RACERS

1/8TH GAS
Track location at the Vista Hills Center, Tramwood & Lee Travino Street, El Paso, Texas. For info. call: (915) 598-9017 or 598-4786.

FALL-WINTER 1983 Gas:

JAN 7-8, 1984
Rio Grande Can Am Gas race. Second annual. ROAR rules, A,B,C, mains. Entry \$15.00 before Dec 20th. \$20 thereafter. Make checks payable to Frank Barron, Treasurer. For more info (915) 598-9017.

Jan 22 - Grand Touring
Feb 5 & 19 - Can Am
Mar 4 & 18 - Can Am & Indy Oval
Apr 1 & 15 - Grand Prix & Can Am
May 6 & 20 - Make Up race & Can Am
Jun 3 & 24 - Can Am & Make up

MIDDLETOWN R/C CAR CLUB

Rick Dearth 425-9833

John McCain 423-7964
Charlie Litsakos 423-7678

1/12 ELECTRIC 1983-1984:
No Racing Christmas
JANUARY - 8, 15, 22 - Tentative schedule for Midwest Series Race. ROAR Membership Required., **29 -** Trophy Dash.
FEBRUARY - 5, 12, 19, 26 - Trophy Dash
MARCH - 4, 11, 18, 25 - Trophy Dash.
Last Race of the 1983-84 Season.

THE NORTHERN MINI RACERS

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

GULF SOUTH SERIES

WINTERNATIONALS

Kim Davis, Orlando, FL
(305) 841-2969

FEB 6-12 - 1/12 ELECTRIC
Feb 6-8 Open Practice; Feb 9-10 Stock Class; Feb 11-12 Modified Class; Feb 13 Rain Date. No entry information received at press time.

FEB 13-18 - 1/8 GAS
Feb 13-14 Open Practice; Feb 15 Controlled Practice; Feb 16-17 Qualifying; Feb 18 Mains; Feb 19 Rain Date. Book hotel/motel reservations early. For more information call Kim at above number.

CYCLE ART RACEWAYS

Fresno, California
(209) 233-3665/229-9366
Ask for Dick, Bruce or Les

1983-84 ORRCA SANCTIONED RACES

DEC 31 - Kerney Bowl Off Road
JAN 21 - Bakersfield 1/2 Mile
FEB 11 - Kerney Bowl 1/2 Mile Oval
FEB 25 - Kerman Off Road

All races start at 2 p.m. Sharp. ORRCA rules apply. Computer scoring. Plaques to 1st, 2nd, 3rd. Entry \$5.00 per class. Call number above for more information.

MART

3101 Boston Blvd.
Lansing, MI 48910

JAN 14, 84 - Lansing BOLINK Giant Carpet Race.
FEB - (Tentatively) Muskegon/Grand Rapids MART Race.
MAR 3 - Windsor MART Race
MAR 17 - Kalamazoo MART Race
MAR 29,30 APR 1 - Jackson Region III Indoor Championship Race
APR 84 - Open MART Race date. All Clubs can apply for this race date.

NEW MEXICO RADIO CONTROLLED RACE CAR CLUB

8401 Spain Rd. #26-G
Albuquerque, NM 87111
Rich Cunningham 299-3016
Les Elliot 266-7523

SERIES #8 1/8 GAS
JAN 15, 29; FEB 12, 26; MAR 11, 25; APR 8, 22; MAY 6, 20, 1984.

Racing is done at the Ladera Shopping Center on Coors Blvd. approx. 1 mile north of I-40. ROAR rules apply.

PROCAR

1/8th GAS

(Racing is every second Sunday at the Ranch Pit Shop. Call them for further information)

Jan 9 - Formula Road Race
Feb 13 - Formula Road Race
Mar 11 - Can Am Road Race (Concours)
Apr 8 - Can Am, Ray Charbonneau Cancer Benefit Race.
May 13 - Can Am Road Race
Jun 10 - McCoy Championships
Jul 8 - Can Am Reverse Road Course
Aug 12 - Can Am Road Race
Sep 9 - Can Am Road Race
Oct 14 - Can Am Road Race
Nov 11 - G.T. Reverse Road Course
Dec 9 - G.T. "Toys For Tots"

NORTHERN ILLINOIS RADIO OPERATED CAR CLUB

1/12th Electric Indoor Racing
Race site is at the Iowa Recreation Center, 338 North Iowa Street, Villa Park, Ill. Call (312) 537-3391 or 358-9176.

Jan 8 & 22
Feb 5 & 19
Mar 4 & 18
Apr 1, 15 & 29

SPECIAL EVENTS

OFF ROAD:

J.G. MFG Presents "The West Coast Dirt Oval Championships"

MARCH 2 - 4, 1984 - 1/10th Scale Oval, full bodies only! At the Ranch Pit Shop Raceway, Pomona, CA. Stock, Mod., Open Classes. Entry \$15.00 one class, \$25.00 two classes. Deadline for entries FEB 1, 1984. ASA Bodies only, everyone runs in mains and also Concours event. For more information call JMG (213) 947-1206 or Ranch Pit Shop (714) 623-1506.

FIRST ANNUAL BURGER KING/PEPSI 500

Tri-Oval for 1/12th Electrics

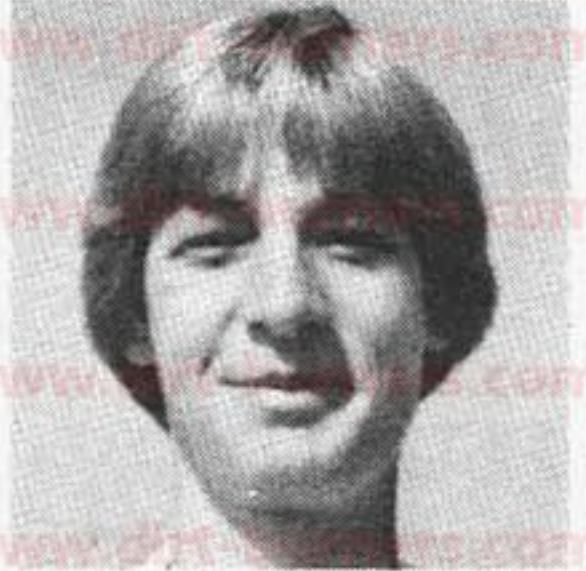
JANUARY 8 - Presented by the Winter Haven Electric Auto Racers. NASCAR Bodies, ROAR Modified rules. Track located at the Chain of Lakes Complex, Cypress Gardens Blvd & U.S. Hwy 17. Entry \$5.00 pre-entry, Post entry \$9.00. Call Denny Smith (913) 422-7190 for more info.

TEAM ASSOCIATED

Send for free catalog

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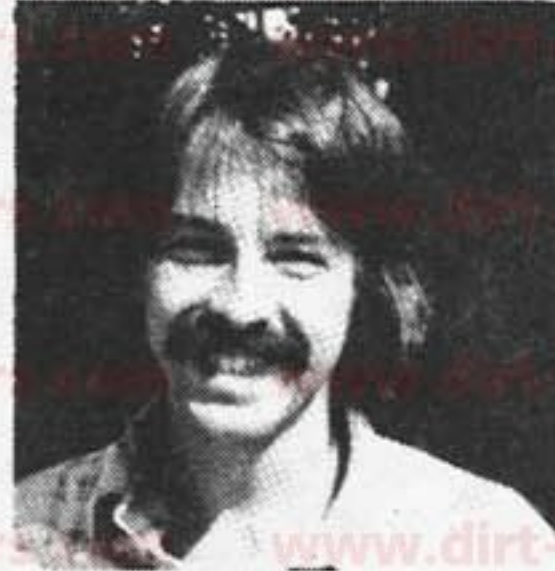
1983 PERFORMANCE - 1/12 Electric



Lavacot



Toland



Hickman



Killam



Rott



Fusco

1983 USA ROAR Nationals

Production Class (Box Stock cars)

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

- 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

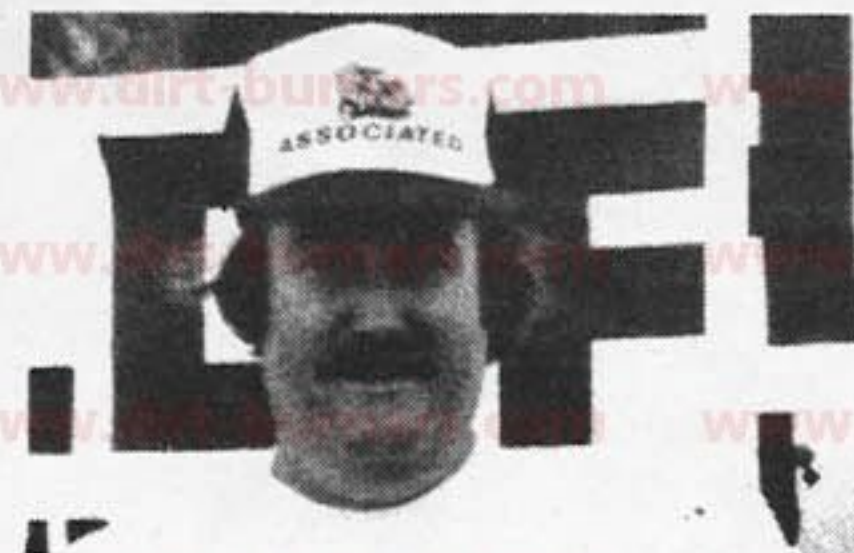
Sierra Classic

- 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

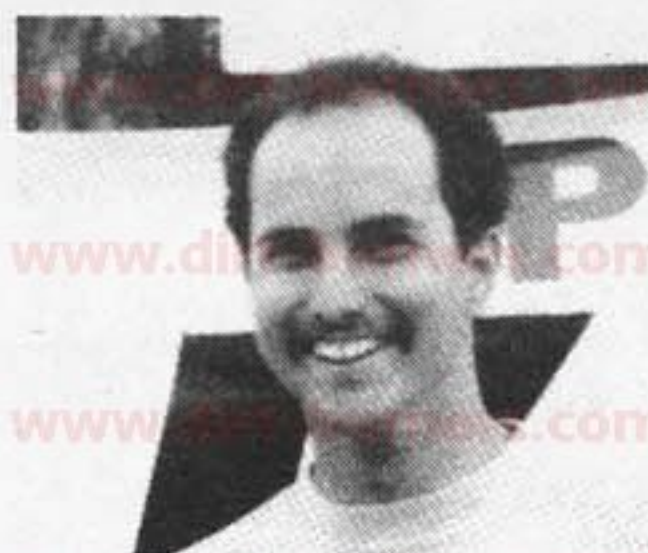
1983 PERFORMANCE - 1/8 Gas



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

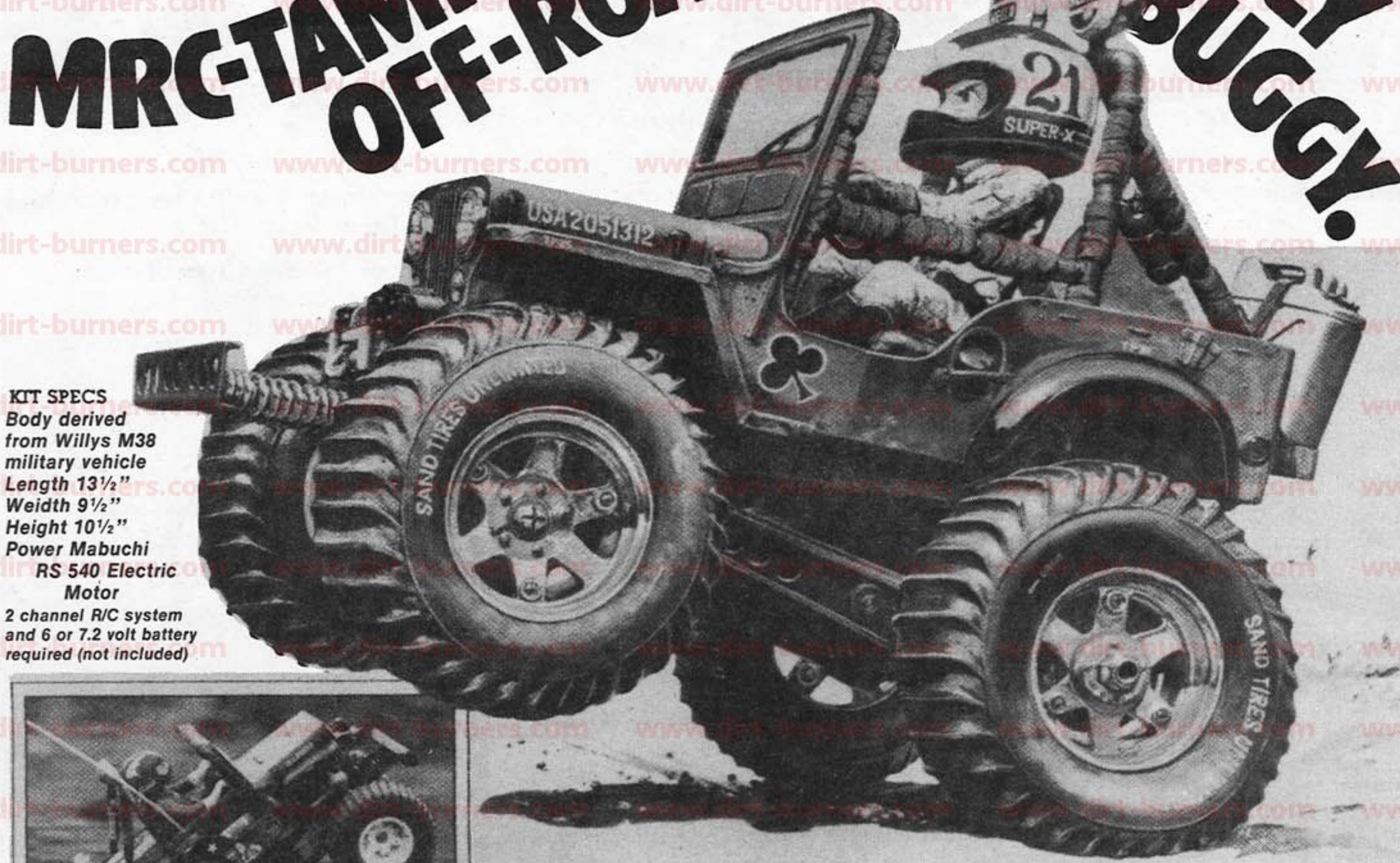
Can Am Class

- 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

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



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



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

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

and short wheelbase make it perfect for wheelies, spinouts, donuts, figure eights, and uphill climbs. Wild Willy was engineered to do it all. From asphalt to mud, from sand dunes to rocky slopes, Wild Willy takes them in stride. ■ **STUNTABILITY**... It's all in the engineering... technology that only MRC-Tamiya could create. We've given Wild Willy an ability for super, quick acceleration beyond conventional off-road cars. And we've coupled this with a front wheel independent suspension, four ball bearings, long trailing arms and differential gear on the rear axle. It adds up to stuntability you're going to love. Then, to make sure this wild buggy keeps its balance, we engineered spring wheelie casters to keep it right side up while it's hotdogging through the boonies. But just in case, we had a strong roll bar built into the rugged chassis to keep Willy in one piece. ■ Wild Willy... engineered, conceived and built to be the first, high performance, off-road stunt buggy ever made. It's pure pleasure. Go for it.



MRC  
Model Rectifier Corporation
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Edison, New Jersey 08817

WILD WILLY OFF-ROAD STUNT BUGGY

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