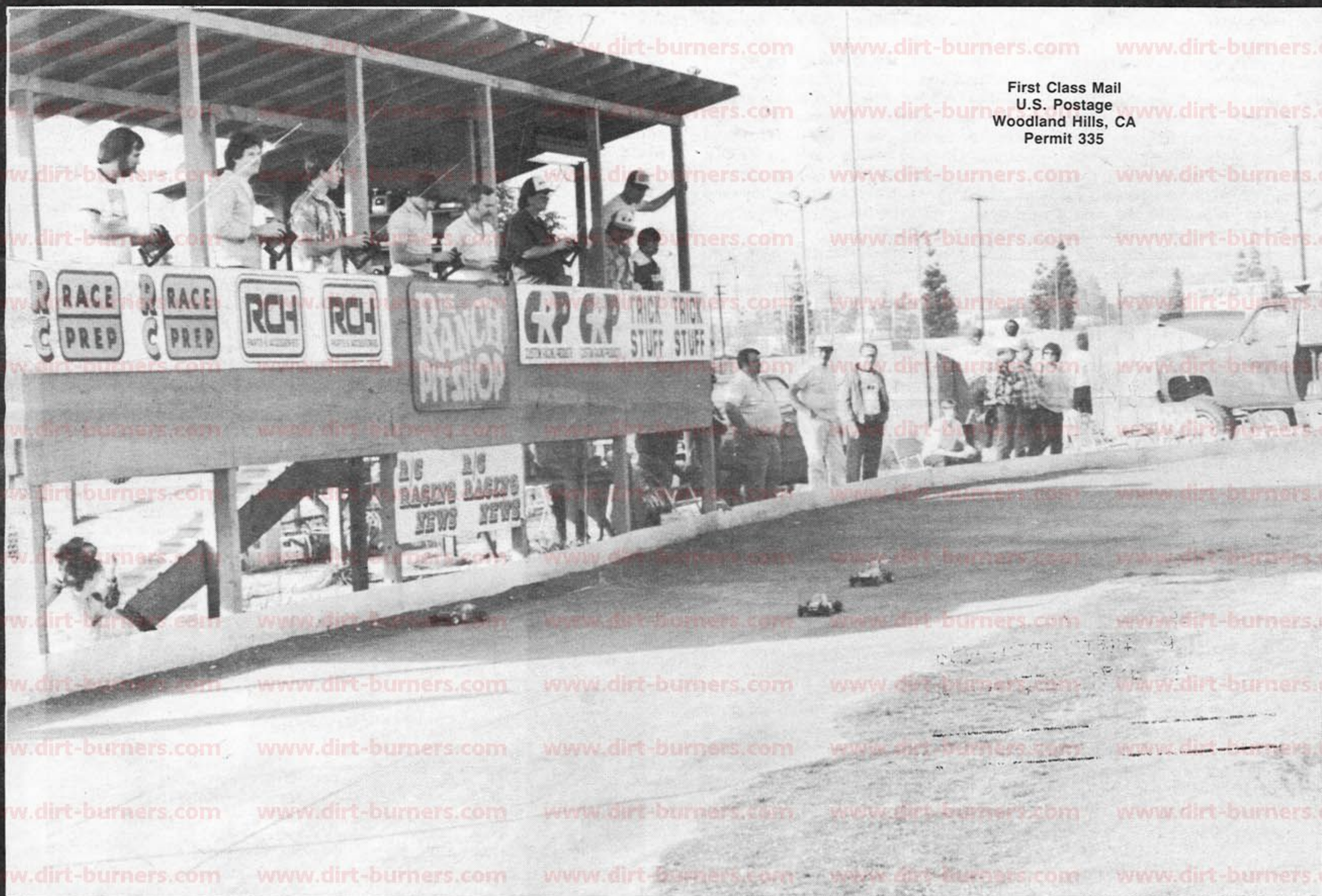


R/C RACING

\$1.50 MARCH 1984 — Issue -34 — Vol. 4

NEWS



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ORRCA #4 — 141
ORRCA POINTS
OFF ROAD WORLD CHAMPS
MART NEWS

RIO GRANDE SERIES
ORRCA MEETS
NO. JERSEY REPORT
SO. JERSEY REPORT
and much more...

Race Corner

Lots of things to talk about this month, so let's get on with it. First, the good news once again is that SANYO, for the second year in a row, will be the sponsor of the Stock, Modified and Open trophies at the MRC/TAMIYA "1984 R/C Off Road World Championships". With the exception of the Top Qualifier, World Team, Best Engineered Car, and Concours trophies, all other trophies during the Off Road World Championships will be sponsored by SANYO.

Speaking of the other trophies. KRAFT SYSTEMS has agreed to sponsor all three "Top Qualifier" trophies at the World's. In addition, they will donate three of their new radio systems to be given away at the event which, as you may know, will be held at the Anaheim Convention Center on April 13-15, 1984. You can check for more details in this issue in a special section about the MRC/TAMIYA "1984 R/C Off Road World Championships."

Continuing the sponsorship route. MIP (Moore's Ideal Products), for the first time, will be awarding the "Best Engineered Car" at Anaheim. This trophy will be given to the "best engineered car" in the OPEN Class only. Stock, off-the-shelf or scratch-built parts can be used. Eustace Moore and his staff will be the judges and the award will be given on Sunday after the A Main World Title has been awarded.

Speaking of KRAFT SYSTEMS. Their new "electronic speed control" is out and gone. They apparently made but a few for the market and everyone who had a chance to get one, which wasn't that many, got theirs and the market-place is now dry. We spoke to KRAFT and they have assured us that there's a new batch coming that will take care of hobby shops across the country. The reason we point this out is that we have heard many good things about the speed control and it's a shame that only a few have a chance to get them.

America is the land of demand and supply, and if one company can't deliver, there's sure to be a few others that can. We hear that Bob Novak is currently working on his own version of an "electronic speed control" and should have his system ready very soon. It seems that he had been working on one quite sometime ago and just let it drop. Now it appears that he's ready to get it out of moth-balls and put it to work.

The bottom line is whoever has a system for speed control, especially for the off road market, I'm sure if it works it's going to be welcome. No major breakthrough has been made for the past three years with the "resistor" type of speed controls that have been in use in off road and, in most cases, all problems with the cars stem from resistor problems. A new, more efficient system has been needed and we're happy to see a few companies getting into it. If you can remember, the first company to do so about three years ago was TRICK STUFF, which had a fully-electronic system and, although it ate up some battery life, it certainly beat having to replace resistors all the time. Futaba also had one but there were some problems with it. The new systems seem to have solved the problems of battery drain and appear to be quite efficient. We say hurra!

A few more things on the MRC/TAMIYA Off Road World Championships. Yes, there will be a "World Team" trophy given out at the end of the three-day event. The World Team must be made up of six (6) different racers — 2 in Stock, 2 in Modified and 2 in the Open

classes. Their names must be submitted to R/C RACING NEWS by March 16, 1984 in order to qualify for the "World Team" title. Points earned by each of the six drivers in their respective classes will be added up on Sunday and the "World Team" title will be announced.

We've had a lot of calls from Stock class drivers who wanted to know if they could race Stock on Friday (April 13) and then race Modified and/or Open on the ensuing days. We said yes. The only thing is, once you have raced in Modified or Open YOU CANNOT go back to racing Stock at your local track or at any ORRCA event. So some of you who are in the points hunt in your series, you'd better think twice before you make the big move.

Also lots of calls about the new 4WD (four-wheel-drive) car that has just hit the market. Will it be allowed to run in the World Championships? Yes. According to ORRCA rules (which is what the Worlds uses), the car can be run in Modified and/or Open Classes ONLY. It cannot be run in the Stock class, unless you take out the differentials. Also another car that can be used in Modified and/or Open is MRC's new The FROG. This car could be run in Stock class if it didn't have a differential. But because it does, it must be used in Modified and Open classes only.

We've just heard that there's a good possibility that MRC will include in each of their "FROG" kits the option of "live" or "direct" rear end and "differential". If that's the case, those who buy the kits and want to remain in Stock, all they need to do is put the direct rear end and save the "diff" for when you decide to change classes and move up to Modified or Open. We think it's a great idea and one that should please many people.

The Ventura Roadrunners sent us their racing schedule for their 1/12th and 1/8th program. (Check it out in our Calendar section.) They also gave us information about their new officers. Rick May has been elected President of the Club, Dennis Bosman is the 1/12th Scale VP, Bob Coughran is the 1/8th Scale VP, Secretary of the Club is Les Ammann, and Treasurer is Doug Campbell, who apparently also serves as information officer. He sent us their newsletter. Congratulations to all the new officers and I'm sure they're going to have a great racing season. By the way, if you're ever around the Ventura area (about 40 miles north of Los Angeles on Highway 101), stop by and see them at the Montgomery Wards parking lot, just off the Main street exit off the freeway. They have a great racing show.

Speaking of busy clubs. The South Jersey R/C Racing Association (SJR/CRA) has been awarded the ROAR 1/12th & 1/8th Nationals. The dates are not set yet but we think it's going to be in late July or early August. This is the same club that hosted the 1/12 4-cell Indoor Championships and had the 1983 Regional Championships. They have the experience to put on a National caliber type of event, to say the least, and we look forward to being there come summer for the ROAR Nationals. For more information you can contact Joe DiCara at SJRCRA, Rt 4, Vincetown, N.J. 08088.

The Capital Auto Racers (CAR) of Sacramento California crowned their series champions last year with Dale Bowman, Jr., taking the top spot and Howard Robertson in second and Jeff Johnson in third. They also have the

Sports and Boat Show race coming up on February 18-19. It's a Can Am event for Open Class and Super Stock Class. Entry is \$6.00 and you can contact CAR at 1500 Wakefield Way, Sacramento, CA 95822 or call (916) 421-4794. Unfortunately, we didn't get this information for our February issue, so this may reach some of you a bit late. In any case, CAR is an excellent R/C club with great racing going on all year long. If you're in the area call them up and make one of their races. You'll love it. We look forward to getting their race reports.

Kerry Cavazos called us up to make sure we knew of the race date change for the 1/8th Gas So. Cal. Series race in April. The original date was April 15, but that has been changed to April 1. (No April Fools jokes, please!) This is the second of the eight-race series that starts on March 25 at the Ventura Roadrunner track in Ventura. For more information about the series and the scheduled dates, check our Calendar section or call Kerry at (714) 653-9668.

We are so delighted to hear that Dick McCoy is back home and feeling "much better". Mr. McCoy, the originator of the world famous "The Real McCoy" gas race which has been hosted by the PROCAR club for over 10 years, recently went through a "quadruple by-pass". He's feeling much better according to his son Harold, but will not be as active in preparing for the "McCoy" race, which is usually run in June. We have not received the exact date as yet, but we do know that it will be held at the Ranch Pit Shop where it's always been held. Dick will continue to sponsor the event and put up the money for the great trophies (as he has done from the very first). It should be noted, by the way, that any of the proceeds from the "McCoy" race have always gone to the PROCAR Club and Dick has never kept any of it. The entire R/C racing community appreciates what Mr. McCoy has done for the sport and especially for 1/8th Scale racing and they all wish him


a speedy recovery and hopefully we'll all see him in June on the sidelines at the Pit Shop.

ORRCA held a meeting recently to discuss, among other things, the Insurance package they now have available for its members and their sanctioned tracks, some of the new products on the market and more specifically, the Frog, The Tomahawk, the new AYK, and the new Hirobo 4WD car. You can check out details of that meeting in this issue, but all we can tell you is that their "racing rules" will remain the same for the rest of the year, where sometime in early December 1984, there will be a "general membership" meeting. At that time, discussion and voting for new or amended rules for 1985 will be taken care of. Their position on the new cars: "Let it run where it fits." Which means that all the above mentioned cars can run in either the Modified or Open classes.

Put a big circle around March 3rd. That's the date for the "1st Annual Windsor M.A.R.T." race at St. Clair College. It's hosted by the Essex County Radio Control Race Cars (ECRCRC) and it will be a ROAR & MART sanctioned event. This is for 4-Cell electrics in Stock and Modified classes. They said in their newsletter that for further information you can contact Brad Makaric at (519) 727-6814.

NAMBA just sent us their neat "1984 Supplement" Rule Book for Powerboat R/C racing. In it is information about all of their sanctioned Clubs by District, and also the names and addresses of who to contact for race information. In addition, it has all the names of the current NAMBA officers and some of their past members, NAMBA's Hall of Famers, and includes NAMBA's history. If you don't have one of these books, you can probably get one by contacting Myrtle B. Coad at 6073 Sunrise Drive, Lower Lake, CA 95457.

Twinn-K, Inc., offers AJ's new, very high performance parts for HO cars. (contd. page 5)



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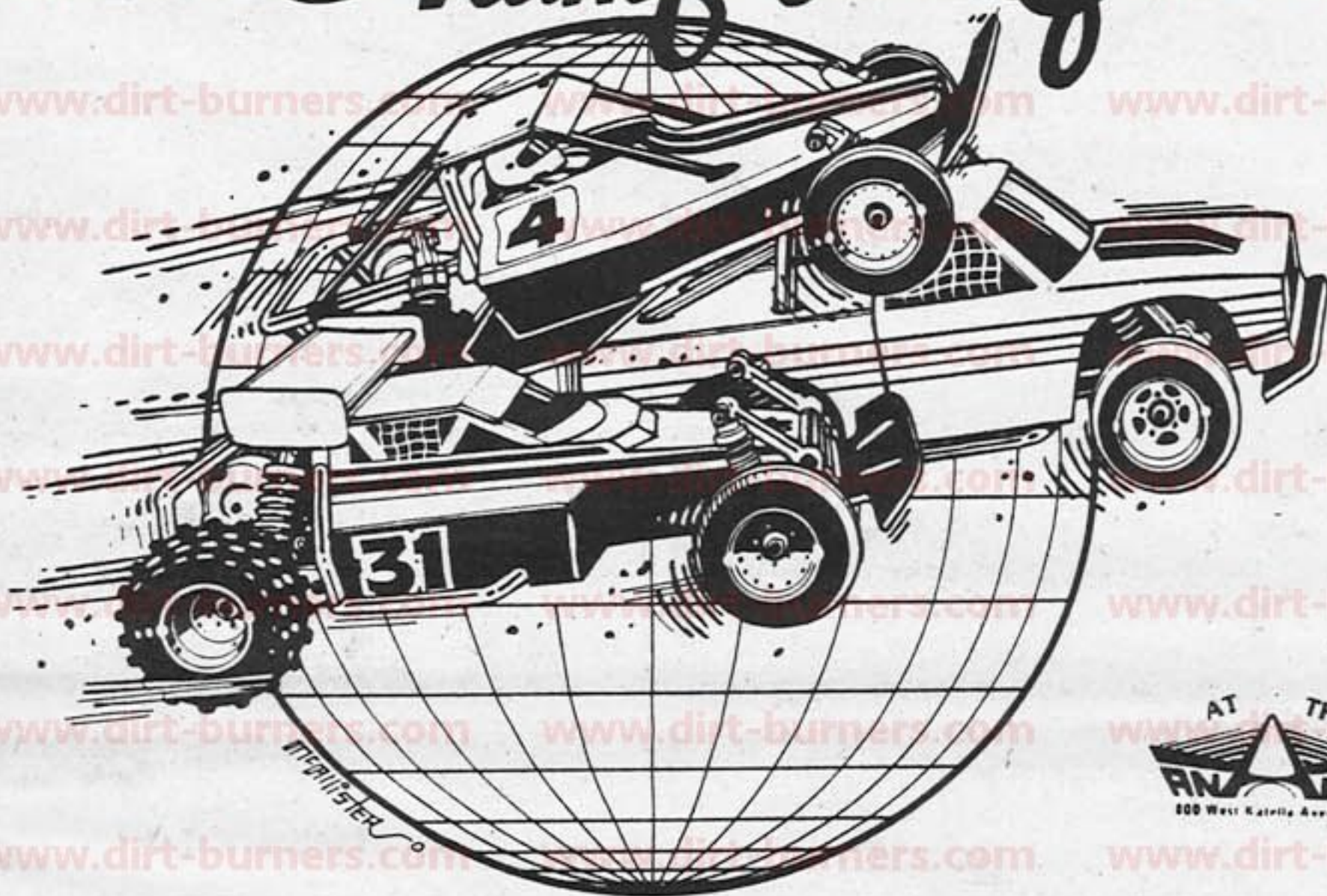
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R/C RACING NEWS/SCORE SHOW

PRESENTS

The MRC/TAMIYA

84 OFF-ROAD WORLD Championship



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April 13-15, 1984

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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: Cont. Prac. - 3 Qual.
MAINS: A,B,C,... (Bump system)
FREQUENCIES: CAR ONLY!
PRACTICES: Friday 13th between 10a.m. & 4 p.m. Controlled for all classes (tentative time)

HEATS & MAINS: All heats and mains will be **FIVE MINUTES (5) LONG!**
WORLD TEAM: World Team Trophy(s) will be awarded to the team with the highest combined points totals. Six (6) different racers is a team; 2 stock, 2 modified, & 2 open.
"T.Q." TROPHIES: Sponsored by KRAFT SYSTEMS
BEST ENGINEERED TROPHY: Sponsored by M.I.P. for Open Class ONLY!
WORLD CHAMP TROPHIES: ALL Sponsored by SANYO
RACE PROGRAM: One controlled prac-

tice, 3 Qualifiers, Everybody runs in a Main!

CAR SETUP: To handle in tight corners and good suspension!

MULTIPLE CLASSES: A racer can compete in Stock and then in Modified & Open, but he or she can't go back to Stock ever!

LAP COUNTING: By computer with backup. All racers MUST lap count immediately after driving.

TURN MARSHALLING: ALL RACERS MUST turnmarshall immediately after Lap Counting.

RACER'S VIEWING AREA: Two bleachers, next to driver's stand will be provided for RACERS ONLY! No brothers, sisters, mom or dad! Strictly enforced and racer MUST wear "badge" to sit there.

ADDITIONAL RULES & INFORMATION: Will be mailed to entrants after entries close!

DRAWING FOR HEATS & STARTING POSITIONS: To be announced to entrants.

* * *

ENTRIES NOW OPEN!

(Thru MARCH 16, 1984)

Send S.A.S.E. to:

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STOCK MODIFIED OPEN

April 13th April 14th April 15th

Name

Address

City, State & Zip

Telephone:Occupation:

Class: (Circle one or more unless racing in Stock) STOCK MODIFIED OPEN

Frequencies: 1st Choice(color).....2nd choice..... 3rd choice.....

Sponsor(s)

Type of car:..... Motor:.....Battery(s).....Radio System.....

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ON THE COVER: The biggest entry of the 1983-1984 SO. CAL. ORRCA Series appeared at the Ranch Pit Shop, in Pomona. 141 racers were on hand to compete for a full 9 1/2 hrs. in Stock, Modified & Open classes.

R/C RACING NEWS

You Race It...
We Cover It!

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On the Line

BRAND NEW TO THE SPORT

First, let me state that I am brand new to the sport of Radio Control, much less Off Road racing. However, I recently purchased a car, radio, and necessary accessories to operate it at the Ranch Pit Shop in Pomona for my son (14). We entered their race on January 7 and needless to say we both are addicted already.

So, the purpose of this letter is to inquire about the SOCAL ORRCA series and, if at all possible, a copy of the existing rules as "asking around" has produced many "versions" of what is Stock, Modified, and Open. Since we are up here in the Victorville area, we are a long ways from any organized competition so we must be thoroughly prepared when we leave.

Thank you for any assistance that you may be able to offer. We are looking forward to joining ORRCA and competing on a regular basis.

Joe Stout
George AFB, CA

First of all, welcome to the sport. I'm sure you and your son and family will have a great time competing and/or just playing around with it. The ORRCA Series is already well on its way, with the fourth event out of the nine in the schedule having been run just recently. While you and your son may not be in thick of things in the points chase, you still have five events (one a month) that you could attend and gain a lot of experience for next year and, in the process, meet a lot of great people that follow the circuit. Your membership application form(s) are being sent to you from ORRCA, along with the "rules" for racing, which are the one and only you should consider when racing in an ORRCA event or for that matter at any of the Southern California tracks as they follow it pretty close to the letter.

By the way, you do have a couple of tracks that are not too far from you. One is located in Palmdale (about a 45 min. drive). It's called High Desert Baja and it's located at 919 "E" Avenue - P8, Palmdale, CA. The other one is in Beaumont; Pro-Line Raceway, 616 Beaumont Ave. And of course you know about the Ranch Pit Shop. We look forward to seeing you at future racing events. Ed

ONLY THE SECOND TIME

This is only the second paper I've read and I'm astonished at the quality of reporting on races, new products, etc.

I think you have a well rounded newspaper for the R/C car racer. Keep up the good work.

Roland Spoor
E. Greenville, PA

Oh shucks! You only say that to make us feel good - and we do! We appreciate your comments and look for-

ward to getting more input from folks like you. By the way, if you have any news about R/C, please let us know. We're always looking to get news from your area. Ed

FILL ME IN

I'm interested in off road R/C. I would like to know price lists on Dune Buggies, trucks, and Modifieds. Also costs of kits and ready to run.

I already have a Letrax 1978 1/12 model Mustang II Cobra CP-012. What I would also like to know is if I could somehow use the transmitter with another off road vehicle. The frequency is 27.045 MHz. If so, how can I do it. If not, how much is a transmitter?

David Divelbiss
Hyndman, PA

The best answer that we can give you regarding prices is to ask you to turn the pages of this and some of our other issues. In it you'll see the cream of the crop in the off road sport and business advertising in our pages. You'll be able to get all the necessary information by checking out their ads or perhaps giving some of them a call. They'll be more than glad to help you out.

With respect to your transmitter and frequency, from what you've outlined, you've got all the sufficient equipment to use it in an off road car. In other words, if you have the transmitter (the radio box) and have two servos (one for your steering and one for the speed control), plus a receiver that is tuned to the same frequency as your transmitter (which I'm sure it is since you've been using it in your Letrax car), then you've got all the necessary equipment to make the transfer from on road to off road. Oh yes. You should have some type of receiver and battery as well. The change over should be fairly simple and whatever off road car kit you wind up buying, the instructions for setting up the radio system should be quite easy to follow. Good Luck. Ed

MORE FOR THEIR MONEY

After talking with you on the phone last Friday, I made up this ad that we would like to run in the next edition of R/C RACING NEWS.

Our race (Midwest Indoor Championships) went very well last year with 72 entries for a one day race. We hope it will be bigger and better this year with a two day race.

We are going to do something a little different for the top seven A Main racers. I plan on running three eight minute races, spread throughout the day, on Sunday. We will take the best two out of the three to get the winner. I think it's kind of bad to spend two days racing and come down to one eight minute heat. Just want to give the racers a little something extra.

LETTERS contd...

Our races are held at a full-fledged airport that can handle any type of plane if anyone wishes to fly in. We have a group that flies in from Topeka, Kansas every Saturday for our weekly races. They taxi up to the back door and come in and race.

We appreciated the plug you gave us last year in the Editor's Column. I believe it helped our attendance and sponsor's prizes. We plan on giving lots of prizes again this year.

I will also send you a complete story of our race and pictures.

Everyone enjoyed reading the R/C RACING NEWS you sent last year. It helped pass the time between races. I hope you got some new subscriptions through our race. Your paper is the best thing to happen to the sport of R/C racing. It's great to read about our sport in a paper like yours and also the best place to advertise.

Mark Randol
MARCC President
Lee's Summit, MO

Kind words will get you anything. Thank you, we appreciate your nice words and we do look forward to a complete report on the race, which by the way, you forgot to mention in your letter. So here it is: THE 2ND ANNUAL MIDWEST INDOOR CHAMPIONSHIPS, March 31 — April 1, 1984, Fairfax Airport Terminal Bldg. We look forward to being there. Do you think we can taxi in with our 747? Ed

RACE CORNER
(contd. from page 2)

These parts are sure to make the fast cars — Tyco 440 and X-2 and Aurora G-Plus — even faster. Twinn-K, who is involved in all scales of car racing, also has an excellent line of motors and accessories for the HO scale type cars. Give them a call for their price list and available stock at (317) 839-6579.

District 1 has been awarded the North American Model Boat Association Nationals (NAMBA) for 1984. The event will take place in Newark, New Jersey, during the week of August 4th through 11th at Weequahic Lake. Douglas Twaits has been named Contest Director and he's already working feverishly to get things ready. One of his functions is to gather sponsor support for the event, including, but not limited to, advertising in their race program, donations of prizes, and sponsoring of events. If any one is interested in taking part in this event as either a racer or sponsor, you should contact Mr. Twaits at 23 Elm Street, Stanhope, N.J. 07874, or call him at (201) 347-5765 after 6 p.m.

SARCAR (Seattle Area Radio Controlled Auto Racers) has sent us their race schedule for 1984. (Check it out in our Calendar section.) They will be racing 1/8th & 1/12th at the Penney's Distribution Center, 17200 Southcenter Parkway, Tukwilla, WA. This location is just south of the Junction I-5 and I-405 in South Seattle. What's really unusual about this club and their race program is that they race both 1/8th and 1/12th scales on the same day. The gas racing (1/8th) starts at 9:00 a.m. and the electric (1/12th) starts at approximately 2:00 p.m. or immediately after the last main in gas. This is really a great idea because people who want to race both classes can do it in the same day, instead of hav-

ing to travel back and forth during the month. We think it's kind of unique. For more information about the club's activities you can contact club President, Zale Thompson (206) 883-3747.

LATE WORD! Things keep developing quickly with the MRC/TAMIYA "1984 R/C Off Road World Championships" that need to be brought to the attention of R/C'ers. For those of you who plan to attend and participate in the off road World Championships, you must send in your entry right away. Even though the entry deadline isn't until MARCH 16, 1984, there's also a limit of entries per class. As we understand it, entries have been coming in at a quick pace and it appears that all classes will be full before the March 16 entry deadline. According to race officials, there will be 48 Stock entries accepted, 80 Modified entries and 72 Open class entries, for a total of 200. According to the time and space available for this year's event, that's all that will be allowed per class. So if you want to be a part of it, you'd better send your entry(s) in right away or you'll be left out. And unless additional space and time is made available, NO ONE ELSE WILL BE ALLOWED AFTER THE LIMITS HAVE BEEN REACHED, even if you're one of the top drivers in the World!

There's also the possibility of the World Championship Heats and Mains being FIVE MINUTES (5) in length. It appears, as they did last year, that the World's event will be a trend setter and will introduce the 5-minute heats and mains to off road R/C racing. Most cars can make the 4-minute mark easily now-a-days and, in fact, there are some clubs around the country who have been racing 5 minutes and more. Although no "major" event has ever had a 5 minute race, it appears that there's a good possibility that the MRC/TAMIYA 1984 R/C Off Road World Championships will

be the first "major" event to go into the 5 minute ranks. Word of this decision is about to be made anytime. If it doesn't make this issue, there will be a special mailer sent out to all entries and prospective entries across the country.

Just as we were ready to go to press, word came across our desk that the MRC/TAMIYA "1984 R/C Off Road World Championships" at Anaheim will, for the first time, feature FIVE MINUTE HEATS & MAINS IN ALL THREE CLASSES — STOCK, MODIFIED, & OPEN! Lou Peralta, Race Promoter, took an extensive telephone and personal poll, speaking to motor manufacturers, racers and track owners, for the past couple of months and, according to his notes, "the great majority was in favor of the 5-minute barrier". "There were a few who didn't want to change anything because they finally have their cars dialed in, and there were some who would like to see it in the Stock and Modified Classes only," Lou said, "but the majority thought it would be great because it makes for better racing, especially in the tight course that is the World track. This way if you get knocked out in the first couple of turns, you still have plenty of time, if you have the talent and the car, to get back in the race," Peralta added. What appears here is that most racers have been able to reach the 4-minute mark set last year at the Worlds without problems and, in fact, most have very little problems with running strong for five minutes. "This is not going to be as big of a barrier to conquer as when we first introduced the 4-minute barrier. Mentally, most of the racers are prepared and besides, it looks like ORRCA will be studying that same possibility for next year's series, so let's get them started right now!," Lou concluded.

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RIO GRANDE RACERS

WINTER/SPRING SERIES #2



Story & Photos by
Lee Chapin
El Paso, Texas
February 5, 1984

The Rio Grande Racers have recovered from the disappointment of the rain-out for the Budweiser Rio Grande Can Am and it's

time to start gathering up points for the Series. Next year the Rio Grande Can Am will be later in the year — (official now) and that should assure fine weather.

For the second year in a row, the Rio Grande Racers have named a turn on the track to honor the winner of this race. The next time he comes to race, Dana Smeltzer will have the satisfaction of driving through

A Main line-up: (l-r) Rick Archer, Roxy Cook, Bill Everett, Jim Cook, Jerry McGinnis, and Danny Alvarado, Sr. Photo Lee Chapin.

the SMELTZER SWEEPER. It follows right after the JIANAS TURN.

Can Am bodies for the second Series race. A fine day — pushing the seventies — as has been every day since the 8th of January!

Suspension cars, trick tires, new driving techniques, and more experience are really raising the qualifying times in El Paso. Where once a low eleven was Top Qualifier, now it takes an eleven to get into the A Main.

First round of qualifying saw four elevens

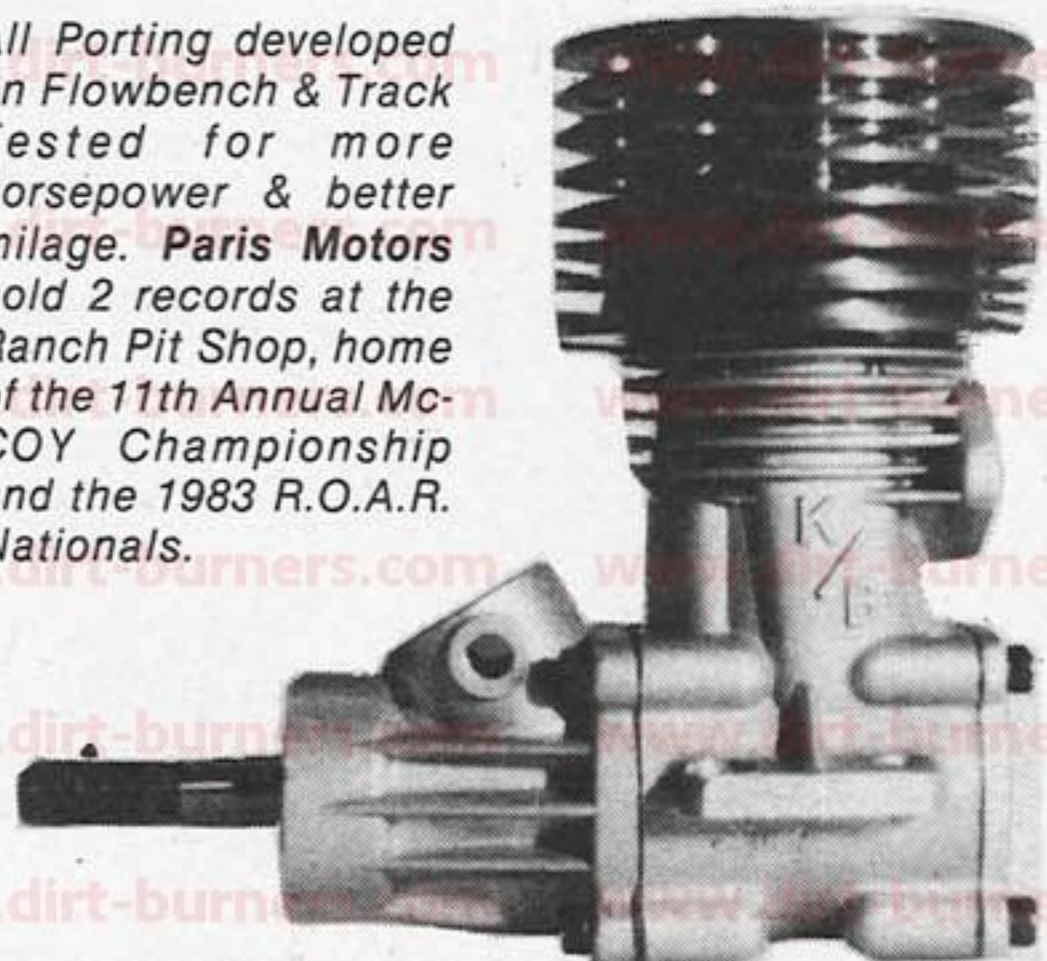
on a track that had not warmed up yet. Jerry McGinnis and Chapin had a good race that gave Jerry an 11 + 10 and Chapin an 11 + 9. Ultimately, that was the dividing line and Jerry went into the A, since neither improved on the next two qualifiers.

The next round saw a couple more elevens and in the third round, the shuffling started. In the second heat of the third round, Roxanne Cook cranked out an 11 + 24 — TQ so far! Jim had just worked on their cars from the ground up and it seemed to pay off. One heat to go, Jim had

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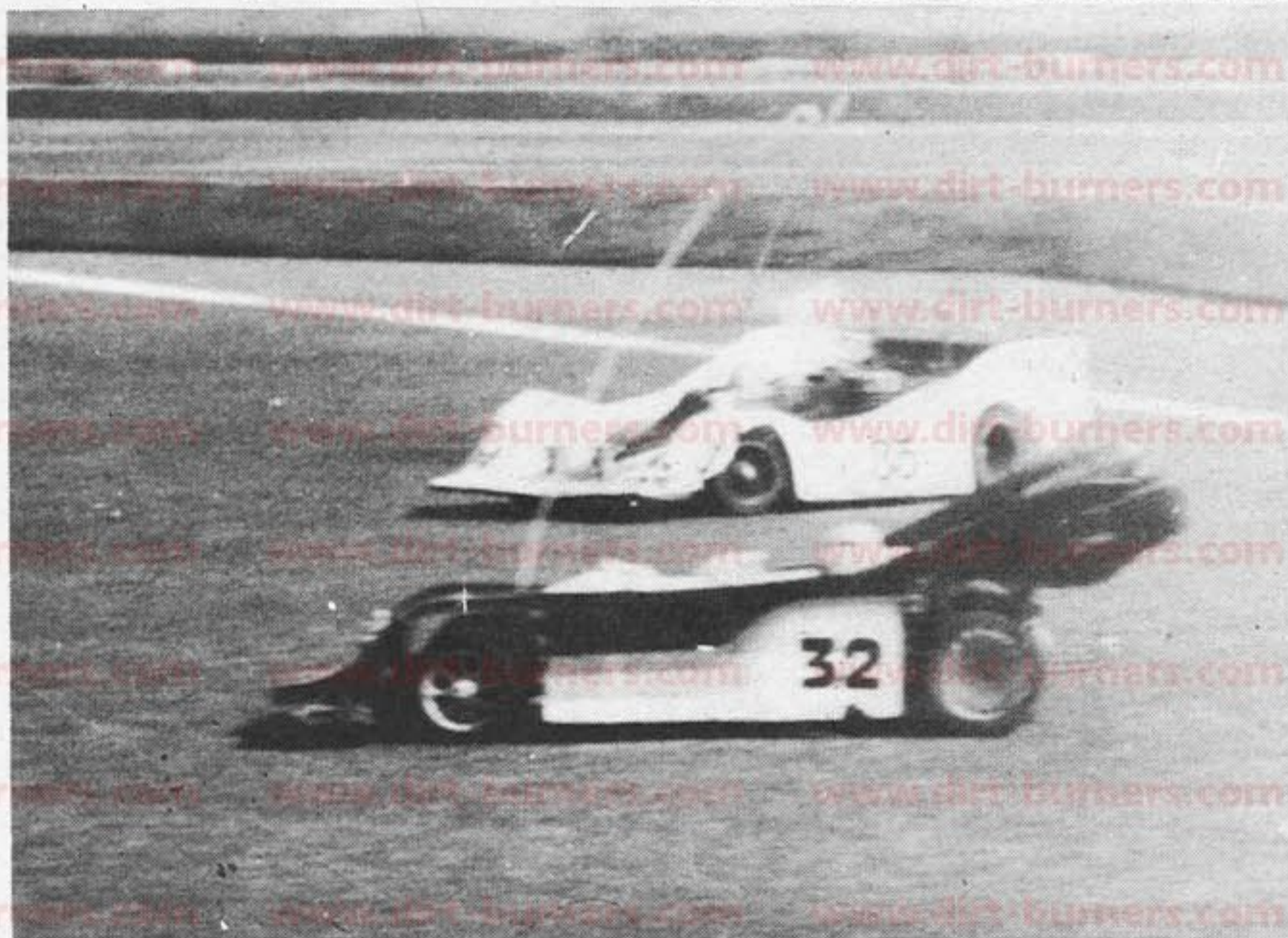
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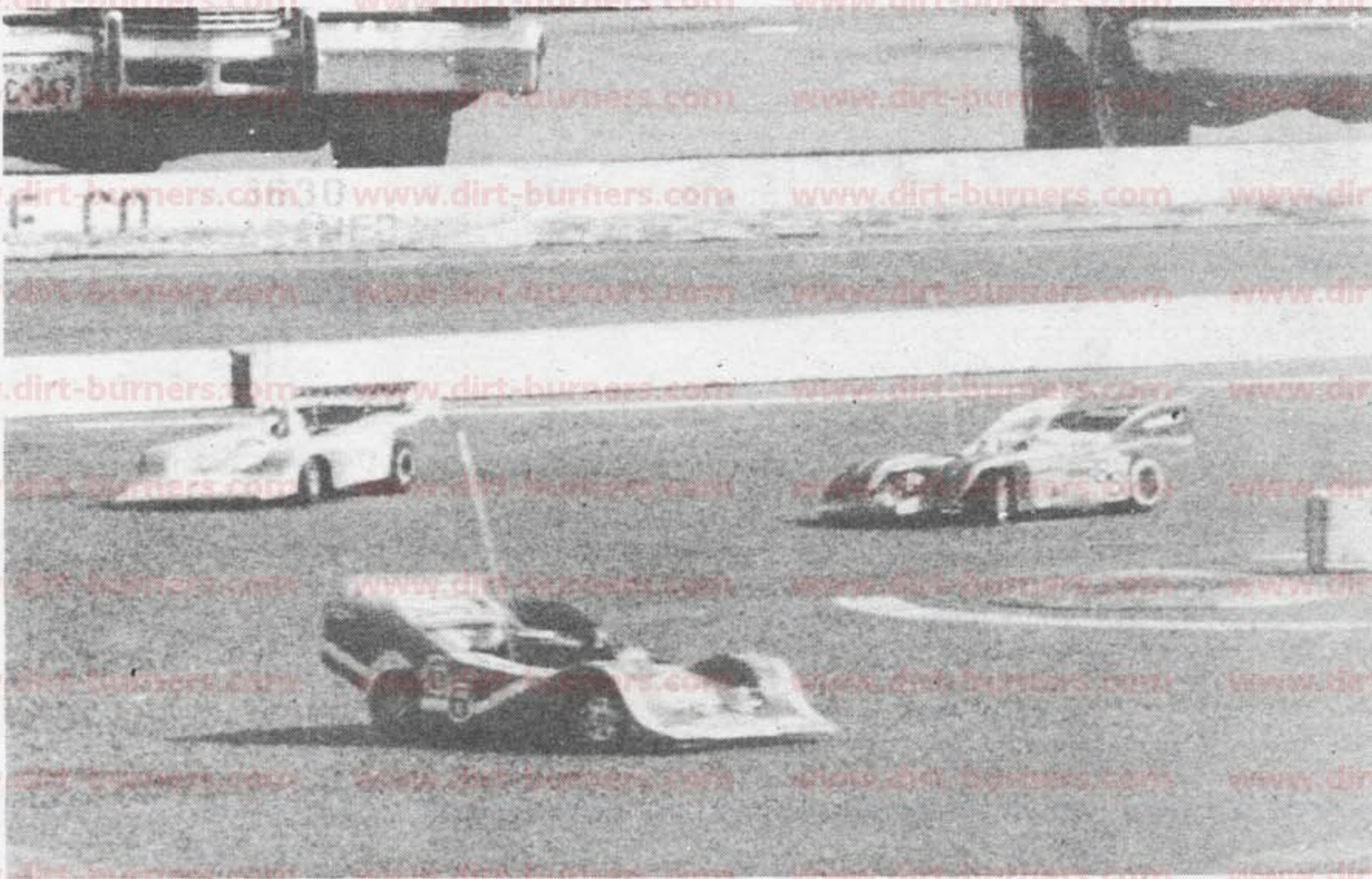
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Danny Alvarado, Sr., (32) and Rick Archer (35) hang it out in a two-way battle.



C Main drivers show they know the good lines around the CAROUSEL, too. Frank Barron (66), Rob Blum (13), & Danny Austin (88). Photo Chapin

his work cut out for him. A quick start and Rick Archer pushing hard from behind gave Jim all he needed to hold his head up in the household — an 11 + 26. So Cook Eagles in the one and two spots. Bill Everett tagged right behind Jim and jumped up to an 11 + 15 to make the A with his Super J. Brad Toffelmire made too many pit stops for that last tiny carb tweak and missed getting into the elevens altogether. Danny Alvarado's RC 500 gave him a good time, though he ended up changing engines for the Main.

The C Main drivers are gaining experience. Danny Austin was back after a lay-off and made a good qualifying time — second best of the group. Rob Blum qualified about six seconds faster. Frank Barron qualified in spite of troubles. But he got

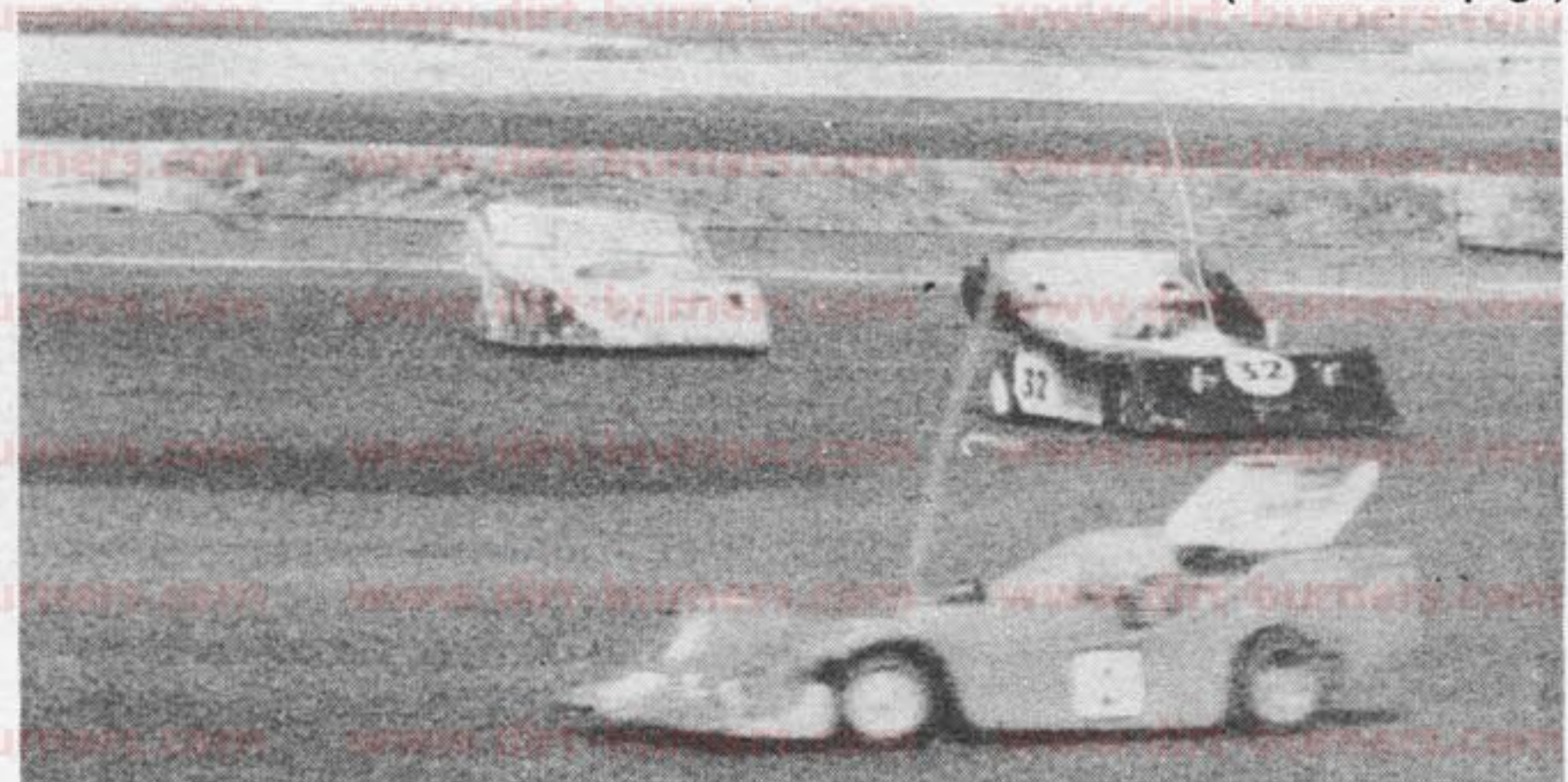
them fixed in time for the race. He led the first time around and every lap after. Danny Austin was keeping up until his engine stopped. Problems from then on and finally — a short race. Rob was holding his own. Good, quick pit stops and staying out of traffic jams on the track. Good enough for second. Danny Alvarado, Jr., placed third. Probably the most race laps he has completed so far. He'll be with the leaders soon.

B Main qualifiers were all in the tens except for Chapin's 11 + 9. Should be a shoe-in right? Wrong! One of those tens was Brad Toffelmire. If he held together, he should have laps on the field. Fast start, but a tangle in the JIANAS TURN let a couple of others through and there was Chapin leading the first two laps. Uncommon.

Didn't last long, either. Brad came around, then easily led the rest of the way. Finally he had a three-lap lead. He said he was practicing his passing. Sal Nigro, Jr., and Rene Austin didn't have the combination of the day (One from column A, two from column D and one from column F) and slowly dropped back. John Nigro and Bob Blum weren't far off the pace and were well enough matched to have their own race. Bob gained the edge to take third.

Expectations! Would Roxy win the A? Would Jim start a new string of victories for the Series? Was there a sleeper in the group? Jerry McGinnis, perhaps? He was fresh from a win in the first race of the series, a GT. He made an end-of-the-race charge to beat Jim. Maybe Danny Alvarado, Sr. In spite of having to change engines, he was singing. Or possibly Rick (O'Shea) Archer. He was running around the pits looking for an X gear. No one believed him. Every one knows he runs about 8:1 ratio. Or maybe the real dark horse — Bill Everett and his Super J. Just about everyone in the club will agree he's the best driver, but he has squeezed just about all he can out of his car.

Race time. First cars to appear on the (contd. next page)



A Main action. Jim Cook (1) followed by Danny Alvarado, Sr., (32) and Roxanne Cook (0) around the PIT PIRouETTE.



Team SNAP-ON: Rob and Bob Blum and Jerry McGinnis. Photo Lee Chapin

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Bill Everett (l) and Jim Cook (r) at the naming of the SMELTZER SWEEPER honoring Dana's win at the "Rio Grande Can Am". Photo Lee Chapin

Let's race, Dad! Bob and Rob Blum. Photo Chapin



Rick Archer — a BIG believer in traction compound...on the track...on his tires...on...

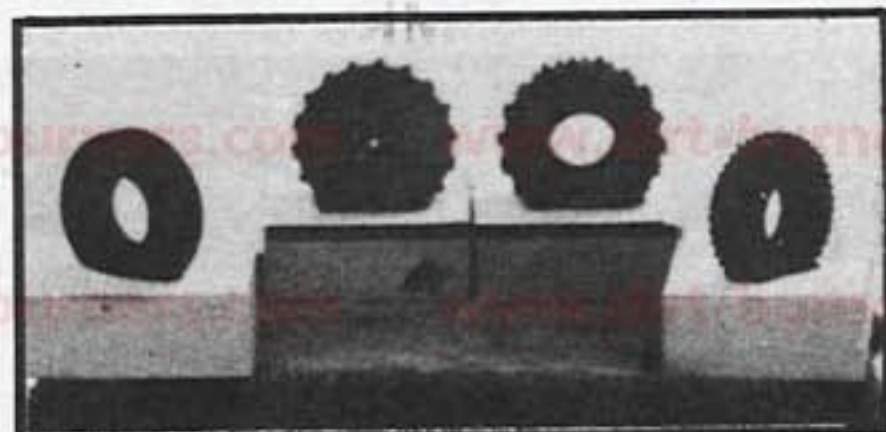
Hi Test or Regular? Jerry McGinnis give Barron's car a quick fill-up. Chapin



R/C RACING NEWS - Page 8 - March 1984

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DIABLO STRAIGHT belonged to Bill Everett and Jim Cook. Jim gained enough ground to be scored first. Getting through the first turn rush hour, Rick was about the length of the straight behind. But moving up quickly. And Bill was falling back. Rick passed Bill and tried to catch sight of Jim. 20 laps — time for the first pit stops. When that cleared up, Rick had the lead. Jim steadied down and started driving deeper into the corners. It worked. The gap was closing. Then at about lap 45, they were side by side. A little fender banging and Jim was clear. And home for the win. Rick held onto second; Roxy, Jerry, and Danny were all trying for third. Roxy's engine died once, Jerry spun a dog bone, so it was Danny's place. A good race, but there are those who'll say that the B race was faster. In any case, several drivers gave notice to Jim that he'll have to work harder this Series. He's taken note and is installing Super Eagle parts in the front, in the rear, maybe both sides as well.

Other RIO GRANDE RACER NEWS: As mentioned, the next RIO GRANDE CAN AM will be in early April in 1985. Should be not just good weather, but excellent! (Now see what happens.) But in the meantime, the Fourth Annual El Paso Can Am

(contd. next page)

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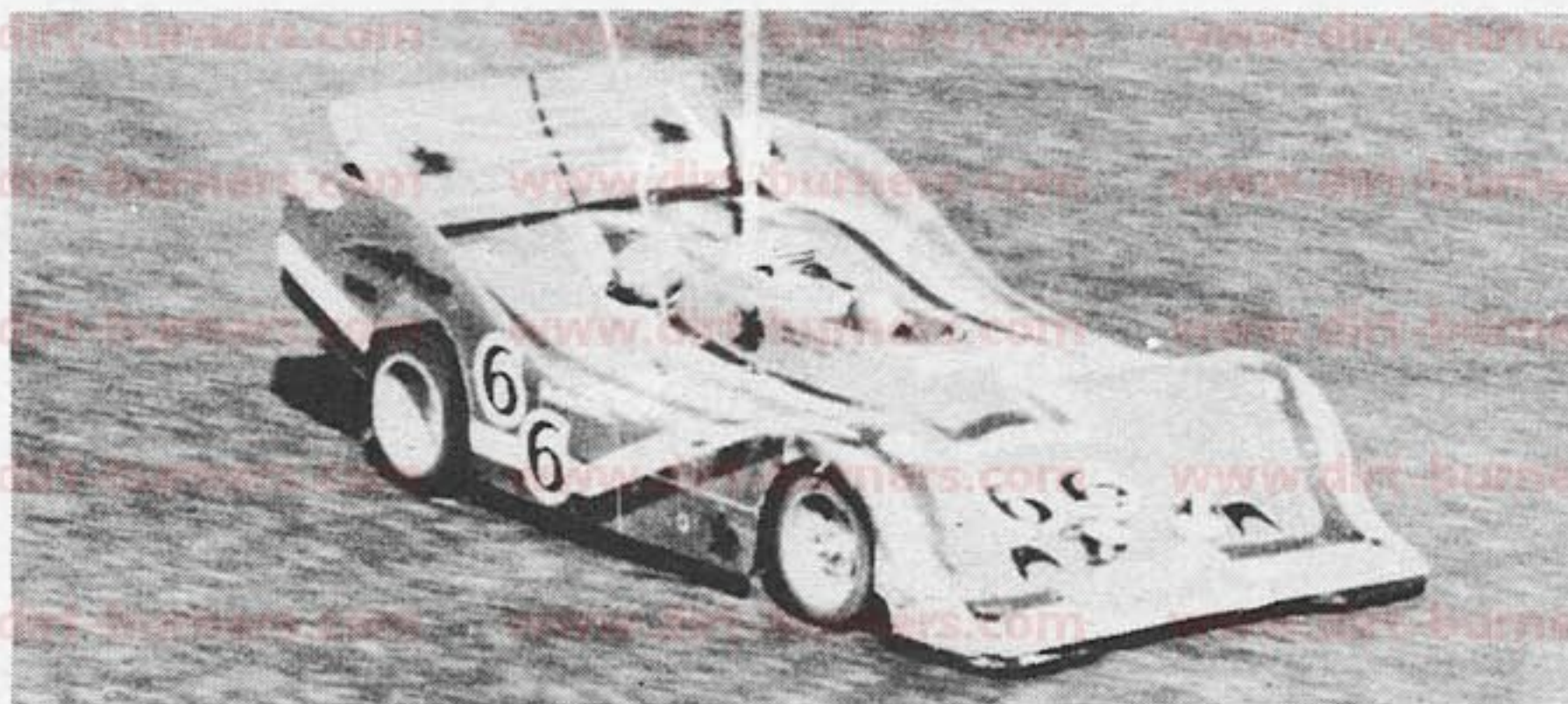
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will again be on Labor Day. Plan on it!

Our traction compound experiments are working and by the time the temperature gets to the nineties, we probably won't be able to get the corner marshalls off the track. (That would be nice — permanent corner marshalls.)

A few of the Rio Grande Racers are going to try to get to Albuquerque this weekend for one of their Series GT races. Just for a good time. They'll be having their Second Winrock Can Am on March 24th & 25th. They say the track will be better and there won't be a dogleg in the straight. What was wrong with that? (A challenge to drive, but I didn't sit there to take pictures either.) In any case, a very nice track loca-



C Main winner on his victory lap. Frank Barron's (#66) Budweiser Special. Photo Chapin

tion — even shaded trees. The Albuquerque club, New Mexico Radio Controlled Race Car Club (NMRCRCC), will also be hosting their third Enchantment 100 around the Fourth of July.

Check the R/C RACING NEWS schedule for exact dates. If you're passing through the Southwest, arrange your schedule so you can stop and race in Albuquerque or El Paso. You'll have a good time.

For more information about the Rio Grande Racers, call Bill Everett, our President, at (915) 598-9017 or Jim Cook, Race Director, at (915) 598-4786. Good luck in the coming season. Let's Race.

Lee Chapin

1984 WINTER/SPRING RIO GRANDE SERIES

SECOND RACE CAN AM
Feb. 5th, 1984

RACE	PLACE	DRIVER	QUAL.	CHASSIS	ENGINE	CARB	RADIO	SPONSOR
A	1	JIM COOK	11+26	COOK EAGLE	PICCO	DELTA		COOK RACING
	2	RICK ARCHER	11+22	DELTA EAGLE	PICCO	DELTA	FUTABA	BEARKAT ENTERPRISES
	3	DANNY ALVARADO, Sr.	11+13	ASSOC. RC500	OPS		FUTABA	
	4	ROXANNE COOK	11+24	COOK EAGLE	PICCO	DELTA		COOK RACING
	5	JERRY MCGINNIS	11+10	DELTA EAGLE	PICCO	McCOY	AIRTRONICS	SNAP-ON TOOLS
	6	BILL EVERETT	11+15	DELTA SUPER J	K&B	DELTA	FUTABA	
B	1	BRAD TOFFELMIRE	10+29	ASSOC. RC 500	K&B	McCOY	KRAFT	TONKA
	2	LEE CHAPIN	11+9	COOK EAGLE	Borsolino PICCO	DELTA	FUTABA	MSD IGNITION
	3	BOB BLUM	10+13	DELTA J	K&B		FUTABA	SNAP-ON TOOLS
	4	JOHN NIGRO	10+18	DELTA	K&B		FUTABA	SAL NIGRO RACING
	5	SAL NIGRO, Jr.	10+24	DELTA	PICCO		FUTABA	SAL NIGRO RACING
	6	RENE AUSTIN	10+21	DELTA EAGLE	PICCO	DELTA	FUTABA	HONDA
C	1	FRANK BARRON	9+13	DELTA EAGLE	DA K&B	McCOY	FUTABA	SNAP-ON TOOLS
	2	ROB BLUM	9+27	ASSOC RC300	PICCO	PICCO	AIRTRONIC	
	3	DANNY ALVARADO, Jr.	8+10	ASSOC RC500	DA K&B		KRAFT	
	4	DANNY AUSTIN	9+21	DELTA EAGLE	PICCO	DELTA	KRAFT	HONDA
	DNS	ROGER EELY	9+0	PB ALPHA	PICCO	PICCO	AIRTRONIC	CANUCK RACING
	DNQ	JIM BRADSHER	xx	COOK PAN	COOK PICCO		FUTABA	COOK RACING

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By LP & RS

January 21, 1984
Pomona, CA

To date, the biggest entry for an ORRCA Series race gathered at the Ranch Pit Shop in Pomona, Ca for the fourth round of the on-going So. Cal. ORRCA Off Road Series.

One hundred-forty-one (141) racers made the starting lines in a countless number of qualifying heats and mains that made this racing program the biggest yet in this year's series.

Everyone that was there was, as they might say in other sports, "in mid-season form". The cars and the driving skills seemed to have been sorted out through the first three series races and in this one, all that preparation was left behind for some down-home, wheel-to-wheel, get-outta-my-way racing.

I can't help reflecting back to a few years ago when the sport was still in its formative stages, and where half of the battle to win was to keep the car from destroying itself on the track. Not that there aren't still mechanical problems to contend with, and lack of preparation by a racer will certainly bring some DNF's for him or her, but nevertheless, the equipment on hand is so much better and performing to such demand that now we can really concentrate on the racing — and what's really interesting is that now we can concentrate on watching the individual driver's skills. They do show up when several cars are working great and there's little mechanical advantage — the driving skills really come into full focus.

On this weekend the driving and mechanical skills of Scott Sherburn (Stock), Chris Allec (Modified) and Mike Dunn (Open) were at center ring. Each won their respective class among some of the best drivers anywhere, not just Southern California.

The Stock Class A Main, while it had some new faces (Jack Grattan, 3rd; Bruce Reynolds, 5th; Billy McCool, 7th; and Danny McMichenn, 8th), had some of the toughest competitors around. There were people like Randy Lutz, 4th, who always seems to run among the top drivers; Keith Williamson, 2nd, another of the up-and-coming powerhouses in the class and Larry Grant, 9th, who had to bump up from the B Main to land in 9th place in the A Main. All these guys are no slouches and therefore Scott Sherburn's win is even more impressive. Add to that the fact that he was the TQ in class and his win among this, the biggest entry of the season, is well deserved.

A total of 42 entries made up the Stock Class and other Main winners were: Herb Hanss (B Main), Kevin Neff (C Main), Huss Onnen (D Main), James Heller (E Main). It should be noted that the D & E Main winners were determined by qualifying times and not by the running of the mains. For the sake of time, those two last mains were not run.

In the Modified Class, the winner among the 58 entries on hand was Chris Allec. As many of you who read this paper and other R/C publications will note, Chris' name always pops up among the A Main racers and usually among the top four or five at the end of the Main.

Today Chris was able to put it all together and best a field that included Mike Giem

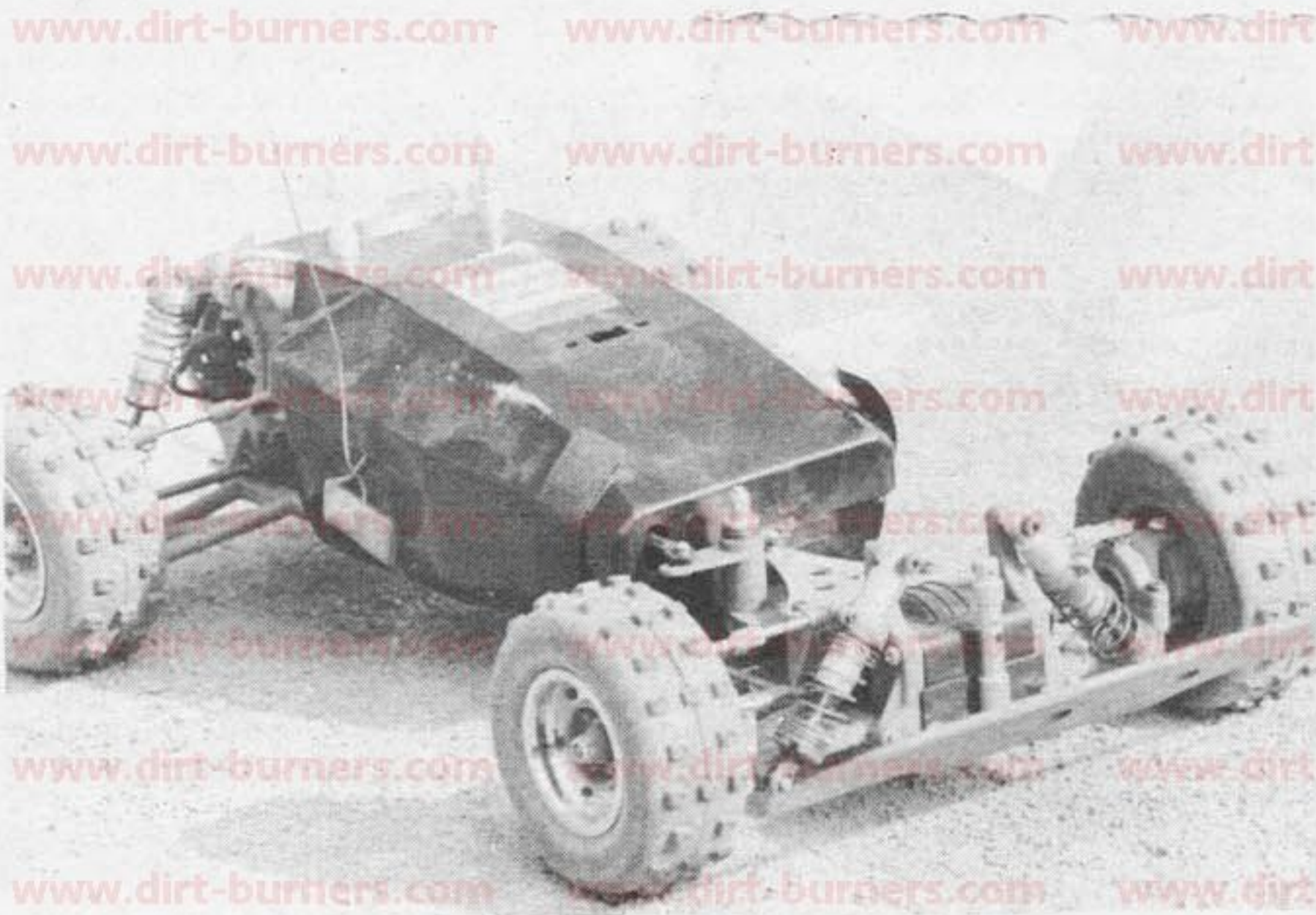
ORRCA # 4 at the Pit Shop

Huge field (141) Spotlights:

Sherburn, Allec, & Dunn!



(Top) Randy Lutz putting his COX, R/C Race Prep sponsored Stock car through the paces in the infield. (Above) The distinctive look for "Jammin'" Jay Halsey's Baja Bug #6 clearing the big jump at the Pit Shop.

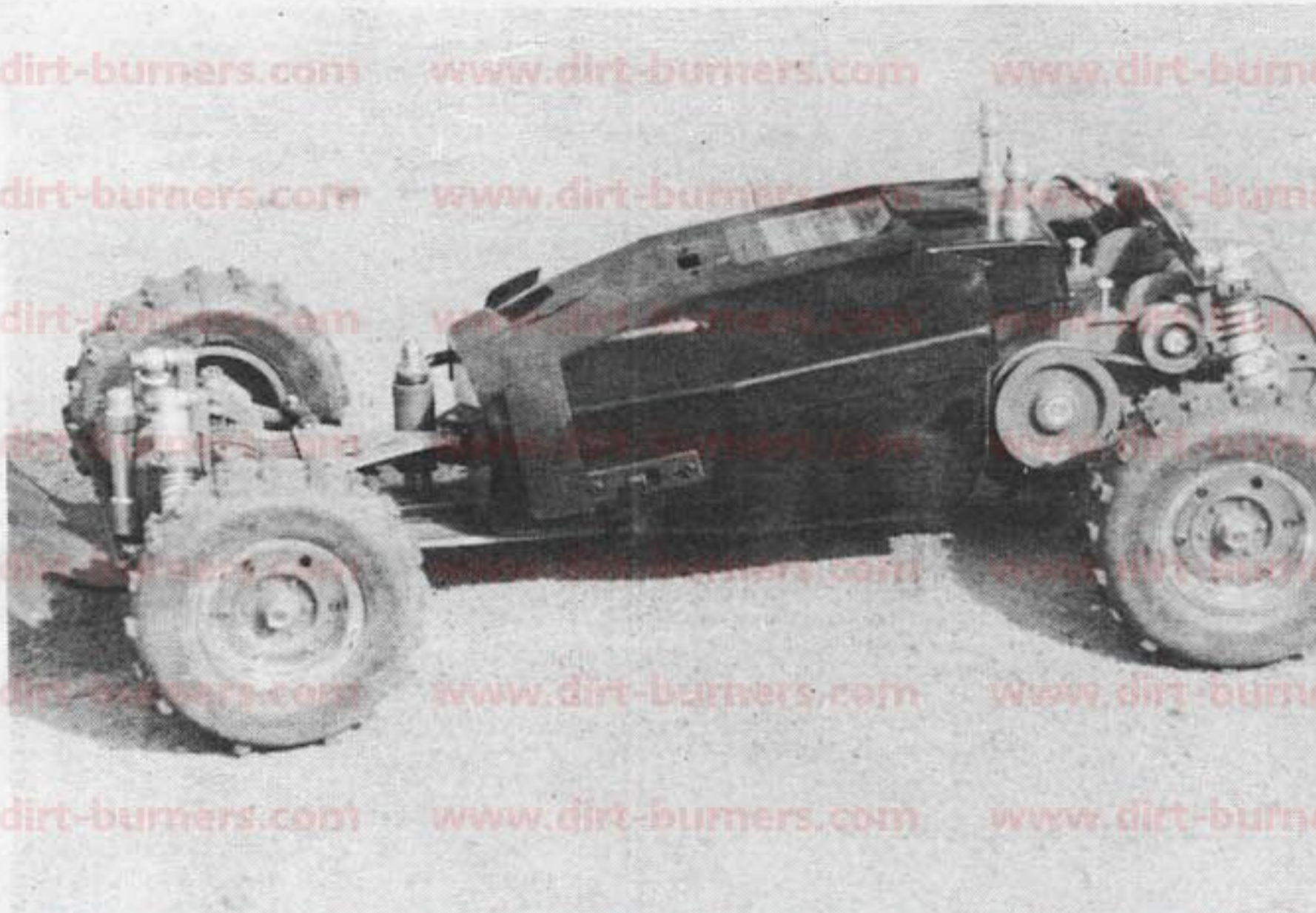


Up-close look (above & below) of Tobey's Hirobo. The 4WD car has caused quite a bit of excitement among the racers. Will it be the answer to all C and lower main qualifying? Time will tell. Belts drive both front and rear diffs.

(2nd), Nelson Kracke (3rd), Dana Smeltzer (4th & bumped from the B Main), Ron Dyer (5th), Mike Tobey (6th, with a new 4WD car — more on that later), Willie Melancon (7th), Dennis Taylor (8th — who also set the TQ time among all the Modified entries), Roger Wagner (9th), and Sid Hamilton (10th). Not an easy accomplishment for Allec when you consider that everyone in the A Main has at least one "major" A Main win under his belt. It was truly a first-rate main with those drivers in it.

The one "new" name (although he's made other A Mains in the past, but not quite of this caliber) was Mike Tobey. How did Mike make this tough main? It appears that Tobey has found the car that suits his driving skills. He came to the race armed with a Hirobo 4WD car from Japan that has some excellent promises. The four-wheel drive system keeps the car "glued" to the sometime slippery dirt track and the power to the ground. Battery life and front suspension may be a drawback for the car but that too could be corrected in time. It may not set the whole world on fire and perhaps on much tighter and rougher tracks it will not perform as well, but today Tobey had the car and his driving wired.

Other main winners in the Modified class were: Mike Dunn (what's he doing there?) in the B Main, Robin Deans (C Main), Jiggs



Garcia (D Main), Pepe Rosenfeld (E Main), Chuck Stage (F Main). It should be noted that the E and F Mains were determined by qualifying times as they were not run for the sake of time.

In the "monster class" (the Open Class), the "monster" of the day was Mike Dunn. As he has done so many times this year and part of last, he has emerged as the

force to be reckoned with. His car and his skills have now become so finely tuned that, shy of a mental mistake, Dunn will be a tough guy to beat the rest of the year.

Today, in front of 41 other racers, he took his Open Class "rocket" to the top of the heap. And what a heap it was! Mike Giem, Mike Tobey (again with the 4WD), Gil Losi, Jr., Chris Allec (What did I tell you? He's among the top 5.), Dana Smeltzer, Dean Begines (new face and first ORRCA racer), Jay Halsey, Willie "The Mouth" Melancon, and Ron Dyer — all who finished second through tenth respectively.

It should be noted that in this field, the TQ was Mike Giem. Mike not only set the best time of the day, but in doing so, he set a new track record by logging 14 laps in 4:00.8 min.! Most of the country should know who Mike Giem is by now, that is if you watched the That's Incredible Show a few weeks back. Mike was predominantly featured in the 5-minute segment at last year's ORRCA Nationals at Del Mar Racing Center.

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Another interesting fact is that this was the first ORRCA series race for Dean Begines and, in fact, he had just signed up as a member. He found himself in the B Main after the three rounds of qualifying and among the likes of Berry Hedrick, John Tiffany, Roger Wagner, Nelson Kracke, Bob Novak, Dennis Taylor, Robbin Deans, Jim Schaver, and Scott Brown — all heavyweights — and wound up winning the B Main and bumping into the A Main where he finished a very creditable 7th place. We've got to keep an eye on this guy.

(contd. next page)



Concourse winners (l-r) Kim Rethwish (3rd), Rick Beam (1st) and Don Deny (2nd), all from the Del Mar Racing Center area.




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Because of the 141 entries on hand at the Pit Shop, all available pitting space was well taken over.



Five bucks to the guy who can tell me which is way is the correct way. These guys didn't seem to know it.

Other main winners in the Open Class were: Barry Hedrick (B Main), Guy Dabney (C Main), and Bob Eckhardt (D Main). Only the D Main was not run and finishing positions were determined by qualifying times.

It took about 9 1/2 hrs. to run the program, which is pretty good when you consider the number of racers (141) on hand. The staff, led by Scott Brown and Allan Losi with their fine computing system, helped keep the lag period between heats and setting up mains to a minimum.

The track, as always, was quite smooth and rut-free. There are a couple of jumps and whoops but for the most part it's a fast power-slide type of a course, reminiscent of some of the TT tracks for sprint buggies and motorcycles.

The next ORRCA So. Cal. Series race is scheduled for February 18, 1984 at the Beaumont R/C Raceway. We hope to see everyone out there.

LP & RS



Two Cox Scorpions doing battle in the infield.

RESULTS
ORRCA # 4 @ RANCH PIT SHOP

STOCK A:

1. Scott Sherburn
2. Keith Williamson
3. Jack Grattan
4. Randy Lutz
5. Bruce Reynolds
6. Tom Siembiedo
7. Billy McCool
8. Danny McMichen
9. Larry Grant
10. Danny Fonteyn

STOCK B:

1. Herb Hanss
2. Pete Caudillo
3. Louie Caudillo
4. David Warner
5. Jeff Horne
6. Sonny Brewster
7. Don Denny
8. Ron Rossetti
9. Sue Tobey

STOCK C:

1. Kevin Neff
2. Ted Fent
3. Spencer Weisel
4. Devore Fortney
5. Mike Boemker
6. Jimmy Antonucci
7. Roy Mayes
8. Tony Rossetti
9. Pat Cirelli

STOCK D:

- (By qualifying times)
1. Huss Onnen
 2. Anna Stage
 3. Bill Schooler
 4. Greg Cloutier
 5. Greg Peterson
 6. Ron Cloutier
 7. Chris Cooley
 8. Mike Cloutier

9. Rick Beam
10. Peter Vitale

STOCK D:

- (By qualifying times)
1. James Heller
 2. Kevin Peterson
 3. Chuck Davis
 4. Jason Novak

MODIFIED A:

1. Chris Allec
2. Mike Giem
3. Nelson Kracke
4. Dana Smeltzer
5. Ron Dyer
6. Mike Tobey
7. Willie Melancon
8. Dennis Taylor (TQ)
9. Roger Wagner
10. Sid Hamilton

MODIFIED B:

1. Mike Dunn
2. John Tiffany
3. Barry Hedrick
4. Dean Begines
5. Vince Ito
6. Bob Novak
7. Ron Anthony
8. Gene Jones
9. Jim Schauer

MODIFIED C:

- (By qualifying times)
1. Robin Deans
 2. Jay Halsey
 3. Gary Peterson
 4. Leo Barana
 5. Al Hess
 6. Jeff Phillips
 7. Jason Garcia
 8. Butch Hedrick
 9. Bud Fish

MODIFIED D:

1. Jiggs Garcia
2. Chuck McMillen
3. Kim Rethwish
4. Jim Brophy
5. Ron Erickson
6. Dwayne Whisler
7. Mike Myhre
8. Doug Shelp
9. Ray Baehr
10. Ron Allen

MODIFIED E:

- (By qualifying times)
1. Pepe Rosenfeld
 2. Mike Larson
 3. Steve Bowers
 4. Gary Duss
 5. Dennis Neff
 6. John Zindler
 7. Bob Eckhardt
 8. Bob Thompson
 9. Carl Thompson
 10. Ron Bechard

MODIFIED F:

1. Chuck Stage
2. Aaron Anderson
3. Derek McDonald
4. Jim Madison
5. Ron Elswood
6. Ken Gray
7. Jay Thompson
8. Eddie Perez
9. Eddie Simmons
10. Mike McCleary

OPEN A:

1. Mike Dunn
2. Mike Giem
3. Mike Tobey
4. Gil Losi, Jr.
5. Chris Allec
6. Dana Smeltzer
7. Dean Begines

OPEN B:

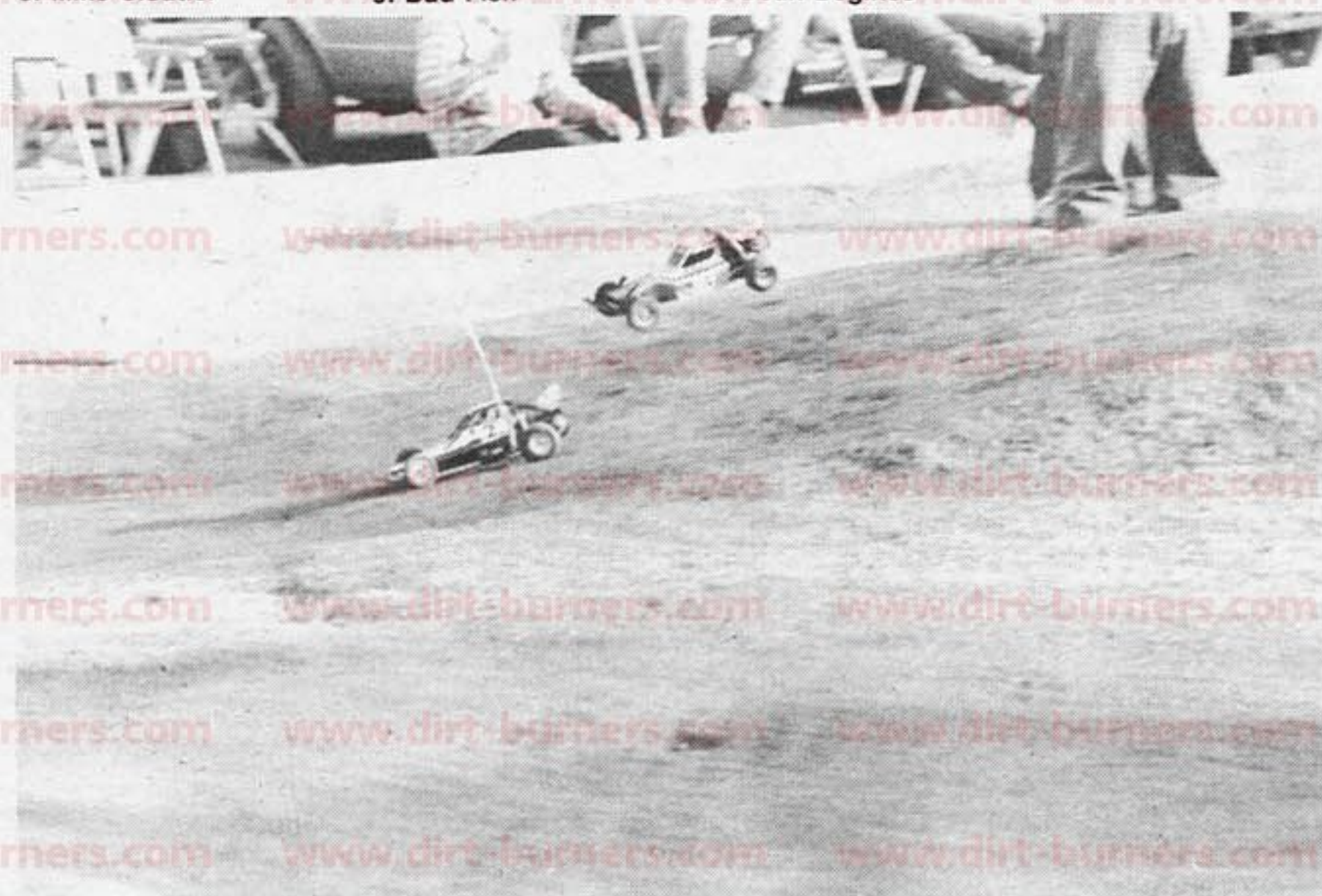
1. Barry Hedrick
2. John Tiffany
3. Roger Wagner
4. Nelson Kracke
5. Jim Schauer
6. Bob Novak
7. Scott Brown
8. Dennis Taylor
9. Robin Deans

OPEN C:

1. Guy Dabney
2. Gary McAllister
3. Jason Garcia
4. Gene Jones
5. Ron Anthony
6. Chuck McMillen
7. Don Arndt
8. Neal McCurdy
9. Bud Fish
10. Mike Larson

OPEN D:

- (By qualifying times only)
1. Bob Eckhardt
 2. Carl Thompson
 3. Jim Brophy
 4. Gary Duss
 5. Doug Shelp
 6. Ron Allen
 7. Jiggs Garcia
 8. Al Hess
 9. Cory Barana
 10. Erwin Bragg
 11. Derek McDonald
 12. Allen Losi



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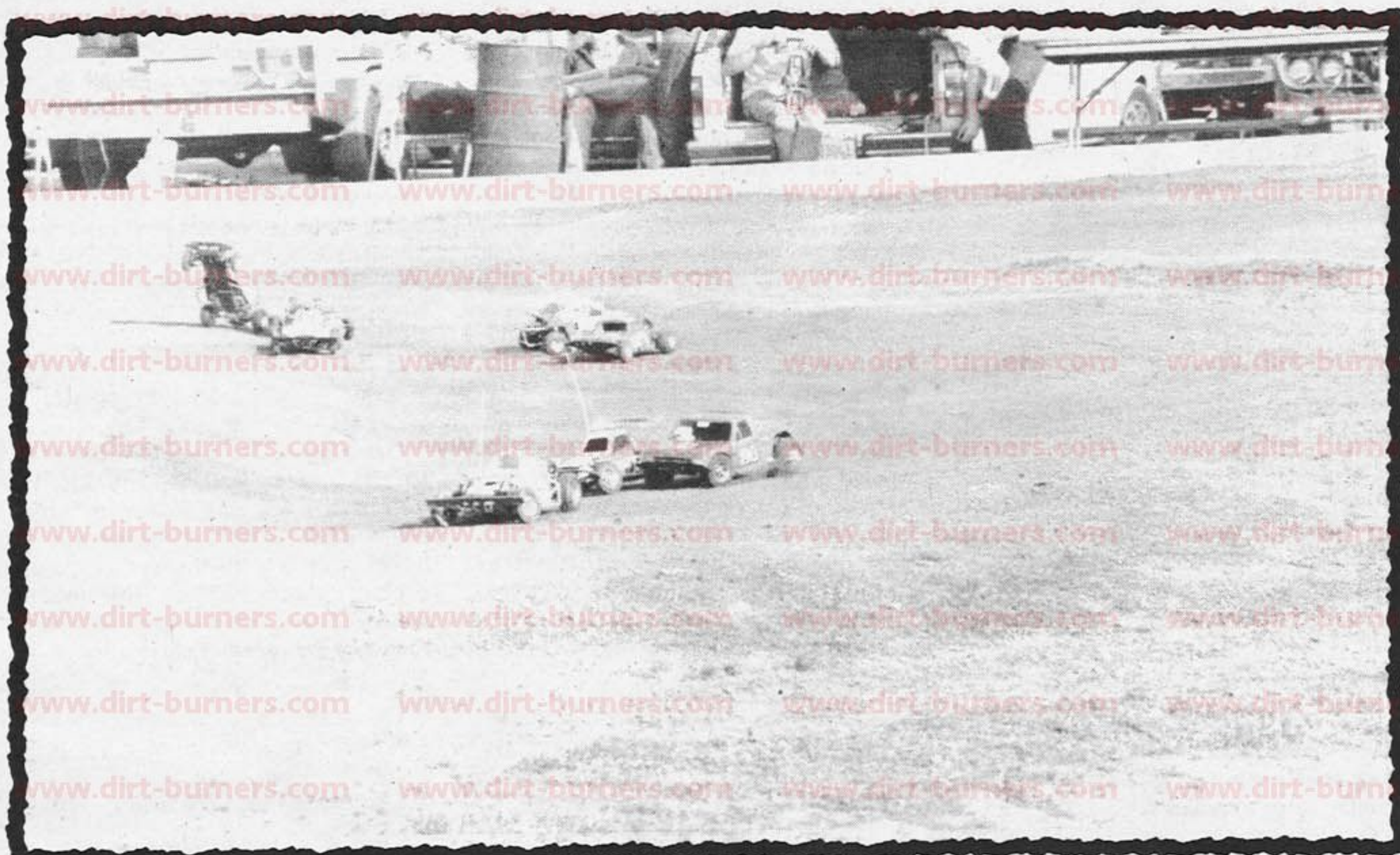
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- Dealers — Call or write on your letterhead

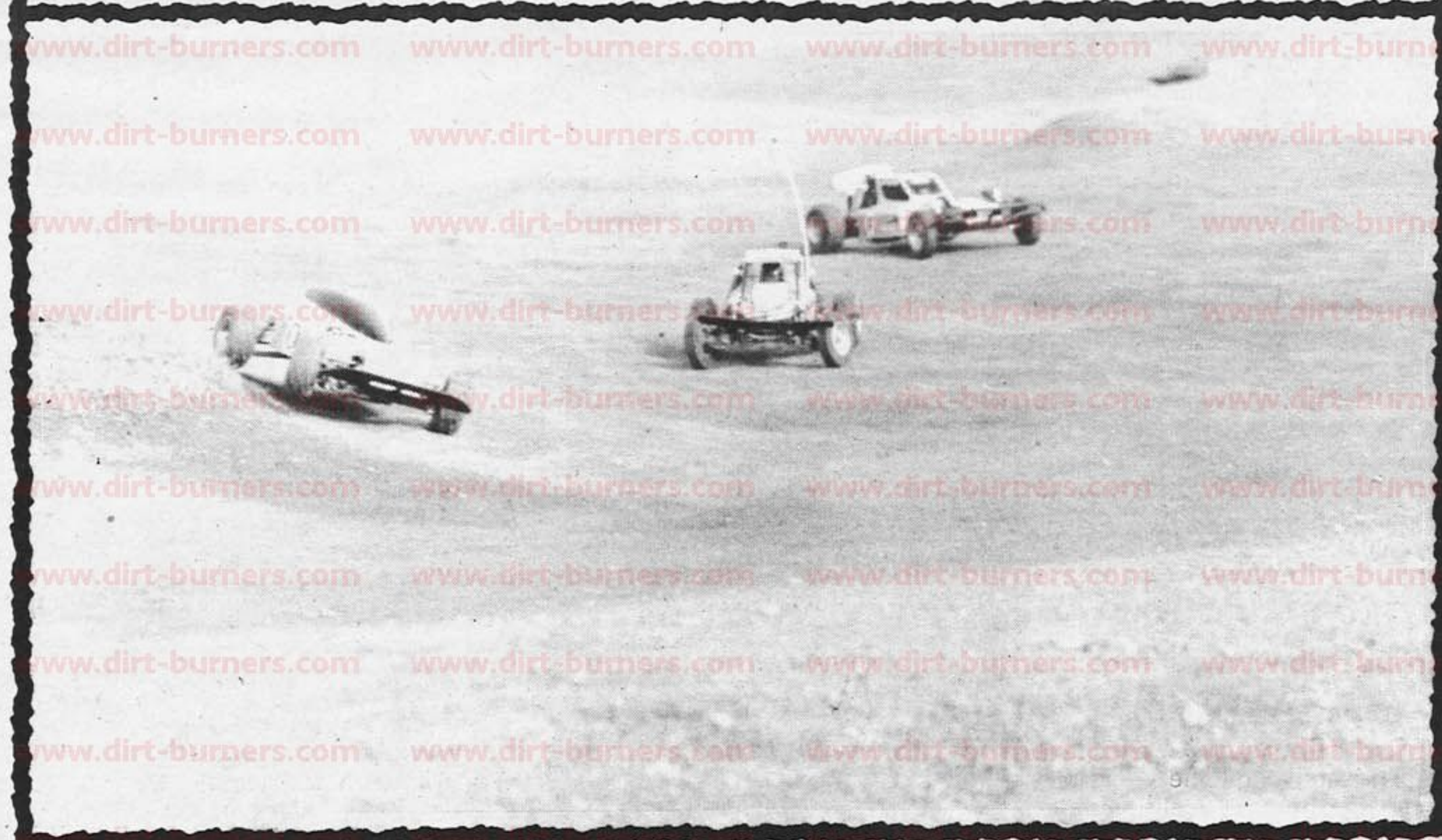
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ORRCA # 4 — The Points Battles Are Shaping Up.

Competition heating up with no let-off in sight!



(Top photo) First turn into the infield, some guys just like to show off. Doing a wheeling was Willie "The Mouth". First time for the Hirobo (above left) at any track, showed off quite well as Mike Tobey made both Modified and Open A Mains.

By LP
February 10, 1984
Woodland Hills, CA

Nearly half way into the season (4 races down and five to go) in which 5, 7, and 1, point(s) separate the top racers from the second place standings in the Stock,

Modified and Open Classes, respectively, in this the 1983-1984 So. Cal ORRCA Series, the series is now in fever pitch. Louie Caudillo is the current Stock Class leader, and Nelson Kracke leads the way in the massive Modified Class, while Willie "The Mouth" Melancon barely has the edge in the Open class.

Before we get to specifics, we should

touch upon the So. Cal. ORRCA Series itself and how it has progressed so far.

The first race, which was at the R/C Race Prep track in the San Fernando Valley, drew a strong field of over 80 entries in all three classes — a strong indication of what was to come. This was the largest entry for the Valley track to date and it was only because it was the "first" race of the series

that there weren't more entries. This is the luck of the draw. Sometimes the first race is the biggest and sometimes it's not. In this case, many of the racers decided to wait it out and see what happens for the next race to sign up for the series. Nevertheless, the entry was healthy and the enthusiasm ran pretty high. The track was well prepared and offered several challenging sections. One such section is the back jump which calls for precise control and accurate vision. One slight mistake and off into the crowd you go. This track has rapidly become one of the more popular ones in Southern California and a favorite of many Valleyites.

The next race, at the new TQ Hobbies Raceway track, gathered momentum for the series as over 90 entries showed up. There were many no-shows also at this race; those who thought that the TQ race track might be a bit "too rough and too tight", but there were quite a few new faces that decided to venture into the series, at this, one of the newest and most excellent R/C facilities. Those who showed up found themselves in some of the hottest contested heats and main races anywhere. Power is not everything at this track. Instead, this track is where a driver's skills can be mustered up and where a well prepared car with excellent suspension can do quite well.

The third race into the young ORRCA season was supposed to be at the Radio Controlled Hobbies track in Costa Mesa, but it was cancelled because of rain. So a one-month moratorium on the series ensued.

The third stop of the circuit took every one South, near San Diego, to the resort community of Del Mar, where the Del Mar Racing Center is located. This track has the bumps and grinds of a TQ Hobbies track but it also has the high speed sections of the Valley or Pomona tracks. Power, while it can be used in certain sections, is not everything, as gnarly double jumps and off-camber turns made it quite interesting for some. The weather was perfect, the time was right and 121 entries who made their way to this third race of the series had a great time. The program ran long and late and it wasn't until 10 p.m. that the last main was run and everyone was sent back home Saturday night. It was at this point that everyone knew that the series had well established itself and the next event promised to be even bigger.

And so it was, that the most recent event in the So. Cal. ORRCA Series, at the Ranch Pit Shop, drew the biggest entry to date. One hundred-forty-one (141) racers were on hand for a full day of competition. The Ranch Pit Shop track is one of the smoothest tracks around and for that reason, power is a must to make your way around this six-turn track. It's one of the most popular tracks around because a lot of people like just that — power. The event took about 9 1/2 hrs. to complete and although all of the three qualifying rounds were run, some of the lower mains in each class were decided based upon qualifying times, instead of running the mains themselves.

It's anticipated that if the entry totals continue to grow, as they have been from race to race, there may have to be an adjustment in the race program to be able to ac-

(contd. next page)



Pre-race driver's meeting headed by Scott Brown who takes care of the official scoring.

commodate everyone there, but still be able to keep the racing program within a 9 to 10 hour limit. Perhaps cutting down from three qualifying rounds to two rounds, when entries exceed over 120, may be the solution. This way everyone can still run a main but they don't need to be there for over 12 hours in order to do so. It's a suggestion that ORRCA is considering.

The next event in the traveling So. Cal. ORRCA show makes its way to Beaumont on February 18, and the Beaumont R/C Raceway, located between Riverside and Palm Springs just off Interstate 10. This will be the first time that an ORRCA race will be run at this track and from the opinions of many racers who have attended races at Beaumont, this next race promises to be one heck of a show. Complete results will appear in our next issue.

From Beaumont, the series ventures to the high desert of Palmdale (about 50 miles North of Los Angeles) and to the High

Desert Baja track on March 17th. This track has been around for a while and has promoted some excellent racing. The track is challenging and one's car better be well set up to get through the challenging sections.

Venturing as far north as it ever has, ORRCA will hold its 7th race in the series on April 28th at the Cycle Art Raceway in Fresno. This is the first time that the series has gone up to Northern California and it's one event that many of the So. Cal. racers are looking forward to attending.

The penultimate race of the series will be hosted at the Wilkins Hobby R/C Raceway in Bakersfield on May 19th. Although not as far north as Fresno, many of the So. Cal. racers will be making their way for the first time into this community. By the time May rolls around, the temperatures in Bakersfield should be somewhere over the 90 degree mark, which should make the competition "hot" in more ways than one.

The last race of the series is scheduled for June 17 at the Radio Controlled Hobbies Raceway in Costa Mesa. This track normally draws well over 100 entries for local monthly races, so it's very possible that a record entry may show up for this, the last race of the season. This is particularly possible if the points races, by classes, are as close then as they are now.

Which brings us to the next order of business. The points standings.

So far in the Stock Class, Louie Caudillo has shown some dominance over the rest of the field. His lead of 5 points over second place David Warner is rather slight though. Louie's 377 points to Warner's 372 should make their battle quite interesting in the next few races. But they can't discount the likes of Pat Cirelli, Scott Sherburn (who by the way, has only raced in three of the four events and has won one and placed second in two events — which makes him the "adjusted" points leader),

Jerry Sanders, Randy Lutz and Herb Hanss. All these gentlemen are within striking distance and, as we said, the totals at this point are "gross" points totals.

The series affords all the racers to "throw out" three of the nine races in the schedule, which means that some of the racers, who may be placed somewhere in the middle of the points standings right now, may very well spring up to the forefront when the final "adjusted" tally is made.

In any case, look for these gentlemen to continue their hard-fought competition throughout the rest of the series.

The biggest class in ORRCA is the Modified Class and leading the way through the first four events in "gross" points totals is Nelson Kracke with 390 points. This is a scant seven points over second place, Willie "the mouth" Melancon, who sits back with 383 points. And as if this weren't close enough, just



Even though the track is fairly smooth, there's still a few who don't like to back off and consequently manage to keep the turnmarshalls busy.

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one point behind Willie is Ron Dyer with 383 points. What will make this points battle interesting is that all these three racers are team mates who race for RCH, and while they will conduct themselves as team mates before and after races, during the race it is every man for himself. Not too far back from the top three in this class are: Sid Hamilton (374), Chris Allec (362), Berry Hedrick (360), and Jay Halsey (350). If you were to look down the current "gross" points standings, you would see two racers way back. One is Mike Dunn, who missed one of the four races so far and also Dana Smeltzer, who missed two of the last four. But if you were to "adjust" their totals, these two racers would find themselves right in the thick of things and most likely, Dunn would be in the top three. You see Mike has won two races and finished 9th in the third, and Smeltzer has finished 3rd in both of his only two races.

Later on in the season we'll begin to post "adjusted" points totals to indicate where exactly the points battles are being fought.

In the unlimited or Open Class it's the "mouth" that roars who leads the pack. Willie Melancon has a one point lead (talk about close) in "gross" points over "Jammin" Jay Halsey. Willie's 379 to Jay's 378 are only but a few points ahead of current third place racer, Chris Allec, who has 370 "gross" points. Behind these top three we find Ron Dyer, Nelson Kracke, and Robin Deans all within an ear-shot of the leaders. Isn't it amazing how some guys always find themselves among the leaders (ie., Allec, Dyer, Kracke, Melancon, etc.)?

As in the Modified Class, there are also several drivers who do not figure in the top spots currently but who have just as much of a chance once the "adjusted" points are figured in. Once again Mike Dunn heads that list. With only three of the four events under his belt, he has managed two 1st places and one 6th place to rank him among the leaders in "adjusted" points totals. In fact, he is the current leader if you were to adjust his points. Another racer,

just three points behind Dunn, is Gil Losi, Jr., who has one win, one 3rd and one 4th to his record. Also we can't forget Mike Giem, who in only two of the four events he has competed in, has managed a 2nd and 3rd place finish. Dana Smeltzer is equally in the hunt in the "adjusted" points totals with only two races under his belt but finishes in the top five in each.

As you can see, this series is shaping up to be one of the most hard-fought series ever run by ORRCA. The entries are there, the enthusiasm is there, the competition is there, the tracks are there — will you be there to participate or watch this great R/C Off Road series? We hope so. Make the next series race at Beaumont on February 18, 1984 if you can, or perhaps some of the other events in the schedule (see our calendar section).

The following results are "gross" points totals through the first four events:

CURRENT POINTS STANDINGS

OPEN CLASS:	33 Ron Allen...134
1. Willie Melancon...379	34 Erwin Bragg...125
2. Jay Halsey...378	35 Dean Begines...94
3. Chris Allec...370	36 Gil Losi, Sr....88
4. Ron Dyer...361	37 Jim Schauer...86
5. Nelson Kracke...359	38 Bob Novak...85
6. Robin Deans...352	39 Ron Paris...84
7. Carl Thompson...339	39 Larry Gold...84
8. Mike Larson...326	41 Steve Dunn...82
9. John Tiffany...322	42 Guy Dabney...80
10. Scott Brown...312	43 Gary McAllister...79
11. Bud Fish...306	44 Steve Flakus...76
12. Mike Dunn...295	45 Chuck McMillen...75
13. Gil Losi, Jr....292	46 Neal McCurdy...73
14. Jim Brophy...290	47 Doug Meadows...70
15. Eustace Moore...282	48 Bob Eckhardt...70
16. Barry Hedrick...278	49 Andy Anderson...68
17. Jason Garcia...265	50 Gary Duss...67
18. Dennis Taylor...264	51 Wayne Whisler...65
19. Don Arndt...246	51 Steve Douglas...65
20. Gene Jones...240	53 Ron Williams...63
21. Ron Anthony...235	54 Cory Barana...62
22. Derek McDonald...224	55 Jeff Paul...61
23. Jiggs Garcia...223	
24. Doug Shelp...213	MODIFIED CLASS:
25. Al Hess...205	1. Nelson Kracke...390
26. Mike Giem...197	2. Willie Melancon...383
27. Dana Smeltzer...191	3. Ron Dyer...382
28. Roger Wagner...168	4. Sid Hamilton...374
29. Mike Tobey...166	5. Chris Allec...362
30. Gary Demory...147	6. Berry Hedrick...360
31. Rick Walton...144	7. Jay Halsey...350
32. Allen Losi...135	8. Robin Deans...334

9. Bud Fish...332	44 Mike McCleary...90	77 Chuck Stage...50	26 Joe Arranaga...96
10. John Tiffany...323	45 Dean Begines...87	79 Erin Anderson...49	27 Gary Dabney...95
11. Carl Thompson...292	46 Mike VanAcker...86	80 Rick Wink...47	28 Billy McCool...94
12. Mike Dunn...290	47 Jeff Mauer...85	81 Stan Scott...46	29 Danny McMichen...93
13. Derek McDonald...289	47 Bob Novak...85	82 Jim Snead...45	30 Danny Fonteyn...91
14. Mike Larson...287	49 Ron Williams...83	83 Jay Thompson...44	31 Rick Allen...90
15. Butch Hedrick...277	50 John Kracke...83	84 Eddie Perez...43	32 Johnny Williams...89
16. Dennis Taylor...271	51 Doug Shield...82	85 Eddie Simmons...42	33 Phil DePiero...88
17. Jim Brophy...263	51 Jim Schauer...82		34 Mike Ulrich...87
18. John Zindler...258	53 Bill Whitley...79	STOCK CLASS:	35 Sonny Bruster...85
18. Gene Jones...258	54 Gary Peterson...78	1. Louie Caudillo...377	35 Dan Wilson...85
20. Jason Garcia...256	55 Leo Barana...77	2. David Warner...372	35 Mark Peterson...85
21. Ron Anthony...238	56 Jeff Phillips...75	3. Pat Cirelli...334	38 Shawn Howell...84
22. Jiggs Garcia...234	57 Steve Dunn...74	4. Scott Sherburn...298	39 Ron Rossetti...83
23. Vince Ito...231	58 Butch Hedrick...73	5. Jerry Sanders, Jr...294	40 Jim Strader...80
24. Kim Rethwish...219	59 Steve Flakus...69	6. Randy Lutz...293	34 Mike Neff...80
25. Ron Allen...213	59 Chuck McMillen...69	7. Herb Hanss...287	42 Bob Kimberly...78
26. Steve Bowers...209	61 Lonnie Peralta...67	8. Bob Eckhardt...274	42 Spencer Wisel...78
27. Dana Smeltzer...194	61 Gary Kingsbury...67	9. Pete Caudillo...253	44 Gena Gudvangen...76
28. Ray Baehr...190	63 Miles Williams...66	10. Ron Cloutier...237	44 Mike Boemker...76
29. Roger Wagner...187	63 Ron Erickson...66	11. Mike Cloutier...230	46 Jimmy Antonucci...75
29. Mike Giem...187	65 Nissan Hossepian...65	12. Jerry Sanders, Sr...194	47 Ron Mayes...74
3. i Don Arndt...170	66 Mike Myhre...64	13. Keith Williamson...189	48 Tony Rossetti...73
32. Mike Tobey...165	67 Pepe Rosenfeld...60	14. Larry Grant...183	49 Pat Cirelli...72
33. Al Hess...160	68 Scott Brown...58	15. Tom Srimbiedo...181	50 Huss Onnen...70
34. Gary Demory...159	68 Andy Anderson...58	16. Don Denny...180	51 Anna Stage...69
35. Dwayne Whisler...150	70 Andy Russell...57	17. Sue Tobey...174	52 Bill Schooler...68
36. Rick Walton...145	70 Gary Duss...57	18. Jeff Horn...172	53 Chris Cooley...64
37. Ron Erickson...143	72 Dennis Neff...56	19. Ted Fent...162	54 Rick Beam...62
38. Doug Shelp...122	73 Bob Eckhardt...54	20. Devore Fortney...161	55 Peter Vitale...61
39. Jim Madison...116	73 Chuck Connolly...54	21. Greg Cloutier...153	56 Kevin Peterson...59
40. Steve Douglas...107	75 Bob Thompson...53	22. Jim Heller...148	57 Chuck Davis...58
41. Ron Elwood...103	76 Ron Bechard...51	23. Jack Grattan...98	58 Jason Novak...57
42. Ken Gray...101	77 Bob Etherton...50	24. Christin Griggs...97	
43. Ron Paris...92		25. Bruce Reynolds...96	



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"1984 R/C Off Road World Championships"

The MRC/TAMIYA "1984 R/C Off Road World Championships", the world's biggest R/C (radio controlled) racing event, is shaping up quite nicely with a lot of enthusiasm beginning to build.

There are a number of new developments that those of you who are planning to attend should make note of.

ENTRY DEADLINE & LIMIT — This year there will definitely be a LIMIT on the number of entries that will be accepted for the event. It's anticipated that there will be a total of 200 entries for all three classes. And they will be divided as follows:

- STOCK = 48 (or 6 heats of 8 cars)
- MODIFIED = 80 (or 10 heats of 8 cars)
- OPEN = 72 (or 9 heats of 8 cars)

Unless there is a bit more space & time provided for the running of the race, that's the maximum number of entries that will be accepted per class. Although the main events will have ten (10) cars each, it's anticipated that all qualifying heats will have a limit of 8 cars in order to have better control and more efficient lap counting. **ENTRIES CLOSE MARCH 16, 1984** and therefore, you should make every effort to send your entry in even before then.

There's the likelihood that the entry limit will be reached before the "deadline". No entries will be accepted, regardless of whether you've competed there for the past two years or how well you did, after the limit is reached. If the limit is not reached and you sign up on the day of the event, there will be an additional charge for "post entry". So if you have plans to attend and race, send your entry NOW!

SCORING — REVTECH will be the sponsor of the "computer system" for the World Championship scoring. Neal McCurdy of REVTECH has designed the system and has been working and refining it for sometime and it now appears to be the most sophisticated and accurate system available. It will not only give a lap-by-lap account of each racer's lap and times, but it's hoped that by the World Championships, it will also sort out each main according to "best qualifying" times.

The system is still dependent on human input, which means that each lap scorer must "click" or "push" a button (one of ten available) to record each lap and time. Unless a fully automatic system comes along before the World Champs which has been fully tested, this will be the system used for the MRC/TAMIYA "1984 R/C Off Road World Championships".

ADDITIONAL SPONSORS — SANYO BATTERIES will once again be the sponsor of the MRC/TAMIYA Off Road World Championship trophies for the Stock, Modified and Open classes. SANYO's participation in the Off Road World Champs marks the second year in a row of their involvement.

KRAFT SYSTEMS, also a co-sponsor for the past two years, will be the only sponsor of the "TOP QUALIFIER" Trophy in all three classes. KRAFT, which has been a Class co-sponsor in the past, will also donate three (3) of their new radio systems to be awarded during the event.

"WORLD TEAM" TROPHY & COMPETITION — Left out of our original "press release" was the fact that this year (as in last year) there will be a special World Championship "TEAM" trophy awarded.

In order to compete for the World Champ "Team" title, a list of the team's six (6) members (minimum & maximum) must be submitted to the Race Director NO LATER THAN MARCH 16, 1984, the date when entries for the World Championship close. This is done in order to include those names in the race program. The "team" must be made up of six (6) DIFFERENT racers and as follows: 2 in Stock (stock racer must have participated in at least 2 stock races prior to the event); 2 Modified and 2 Open class racers. Remember, the same racer cannot participate as part of the "team" in more than one class, although as an individual he or she can compete in more than one class.

MULTIPLE COMPETITION IN CLASSES — This year, a racer who heretofore has been racing in the STOCK class, can enter the World Championship as a Stock racer and then immediately thereafter compete in Modified and/or Open classes. After that, said racer CAN NO LONGER COMPETE in the Stock class at local or ORRCA races. What this means is that many of the Stock class racers who have been thinking of moving up to the Modified and Open classes, can come to the World Championships and compete in the Stock class and can also compete the next two days in the other classes. A racer who is in the points battle, let's say in the ORRCA series or any other series in the Stock class, should think twice about upgrading because he or she will not be able to compete in the Stock class thereafter. Multiple Class entries must be in by the deadline of MARCH 16, 1984.

CARS, EQUIPMENT & SUCH — With respect to what cars and equipment can be used at the World Championships, the rules will remain the same as in the past and, in fact, they are the same as the prevailing ORRCA rules for Stock, Modified & Open Classes. (For a copy of the ORRCA rules you can contact ORRCA at PO Box 8938, Calabasas, CA 91302). The important factor is that whatever car(s) you use, it/they must comply with the class rules that you are racing in. "Run it where it fits".

The Open Class still remains the class where an unlimited amount of power and battery can be used with the only restrictions being the length (18") and the width (9 1/2") of the car, and it must be 1/10th or 1/12th scale and must be electrically

powered.

BEST ENGINEERED AWARD — Moore's Ideal Products (MIP) is the sponsor of this first-ever award at the World Championships. A trophy will be given to the person and his car who has assembled the "best engineered" car, whether using stock available parts or scratch-built parts. The Award will be judged by Eustace Moore and his staff and will be awarded to an entry in the OPEN CLASS ONLY!

TRACK DESIGN — Amazingly, there have been over 50 "track layouts" and "designs" submitted to us as part of the contest to choose the MRC/TAMIYA 1984 R/C Off Road World Championships "track" to be built inside the Anaheim Convention Center. The response was great and some of the designs were truly excellent with a lot of thought and time behind them. In order to choose the "track design" to be used at the Worlds, a number of considerations were used. Size, feasibility, and how quickly it could be constructed. (We'll have two 8-hour days to get the dirt in and construct the track before the first controlled practice rounds begin.) Because all the track designs submitted were well in line with the above requirements, they presented an even greater problem as to how to decide which one is the one to be used. As of this writing, there are eight track designs that have been singled out. This was done with the help of some of the ORRCA Board of Directors, several racers and some of the R/C RACING NEWS staff. The final decision has not yet been made and most likely will not be made until the end of February, when all the materials needed for the construction of the track are secured.

Therefore, announcement of the winning design will be made in our next issue which is the April 1984 issue. All we can say is thanks to all of you who submitted your designs, you really made it tough for us to make a decision but you gave us plenty from which to choose. R/C RACING NEWS appreciates your interest. By the way, all of those who participated in the contest will get something extra in the mail sometime in March. The April issue will have a copy of the World Championship track and the name of the winner.

As you can see, there's plenty of news and update about the biggest R/C race in the world; the MRC/TAMIYA "1984 R/C Off Road World Championship", which is presented by R/C RACING NEWS & THE SCORE SHOW. It will all start to happen at the Anaheim Convention Center on APRIL 13-15, 1984, the weekend before Easter Vacation (for most). It's for this reason that those of you who are planning to attend and stay near the Convention Center, should make hotel/motel reservations early. There are literally hundreds of hotels/motels within a five mile radius of the Convention Center, but there's also Disneyland right across the street and many Easter vacationing people will also be there! If you don't plan to race, we still invite you to come and see the "premier" R/C off road event and also catch all the other off road activity (full-size) that is the SCORE Show, the world's biggest Trade & Consumer Off-Road/4WD show.

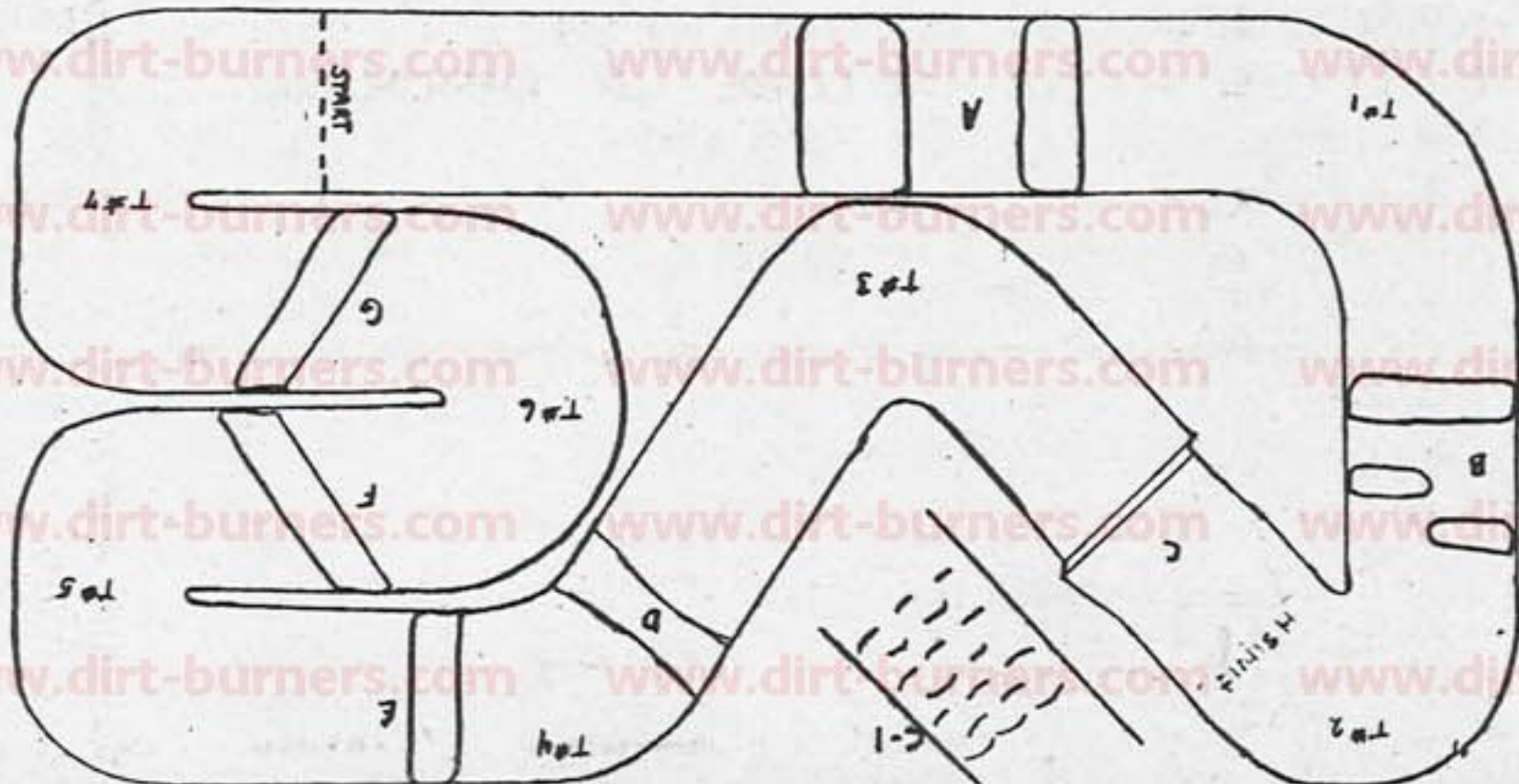
FLASH! FLASH! FLASH! FLASH! FLASH!

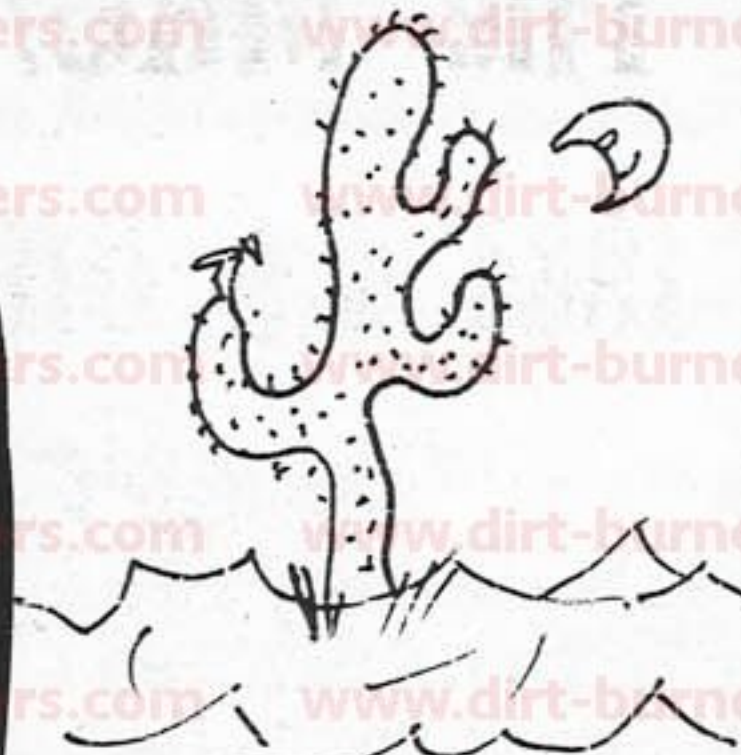
WORLD CHAMP TRACK...

February 15, 1984
Woodland Hills, CA

After reviewing some 47 entries for the "World Champ Track" Contest, sent to the offices of R/C RACING NEWS, between January 1 & February 1, one track was chosen as the official MRC/TAMIYA "1984 R/C Off Road World Championship" track.

The "world track" was chosen from 8 finalists. It was designed by SSG William Swinegar, who is stationed in Germany serving in the Armed Forces. As he requested in his letter: "If by some chance I was to 'win', I would not be able to use the FREE entry... I would like for the second place finisher to have it". The second place "track design" was that of Chris Allec, so as a result, Chris will get the FREE entry to one of the classes at the World Championships. Bill Swinegar will get the kit & radio system though. Check out the track below.





GEORGE SHOPS HERE!

ULTIMATE R/C RACING MACHINE

HIROBO 4x4

IT'S NEW - IT'S HOT - IT'S QUICK

IT WAS BOUND TO HAPPEN!!!! A TRULY REMARKABLE R/C RACE CAR. MADE OF TOUGH ABS PLASTIC, FOUR WHEEL DRIVE WITH TWO DIFFERENTIALS, LIGHTWEIGHT AND BELT DRIVEN!! THIS CAR IS A TRUE WINNER RIGHT OUT OF THE BOX!! BOTH GEAR BOXES COME ASSEMBLED WITH FULL SEALED BEARINGS! THIS CAR HAS SET NEW TRACK RECORDS AT SEVERAL SO. CAL. TRACKS!

WE NOW HAVE THIS AMAZING CAR IN STOCK AS WELL AS A FULL PARTS INVENTORY. ACCESSORIES WILL BE READY IN THE NEAR FUTURE.



*** RADIO SPECIALS**

KRAFT KP3KW/B	149.00
FUTABA FP27 W/S28	79.00
FUTABA FP2F W/S32	89.00
FUTABA FP4TL W/S28	109.99

*** BATTERY SPECIAL**

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SANYO SEVEN CELL	27.50
SAFT SIX CELL	19.95

*** MARCH SPECIALS:**

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SCORPION BEARING KIT-14	\$54.95
TAMIYA BEARING KIT -12	\$29.95

*** COMING SOON:
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LAY DOWN SHOCKS-MID ENGINE-SUPER LIGHT-NYLON ARMS-ADJ.COIL KITS
SEE PROTOTYPE AT OUR STORE OR TRACK.

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Dealer Inquiries Invited

Inside Lines

IT'S BIRD, IT'S A PLANE, NO IT'S A FROG!

MRC/TAMIYA, leader in R/C off road buggies, has unveiled The Frog, 1/10th scale kit — the latest addition to the company's popular off-road series. According to Frank Ritota, MRC's Product Development Director, The Frog, when built with the parts that come right in the box, can out-run and out-handle even the hottest specially "souped-up" buggies.

Its polycarbonate body is strong and lightweight, and the RS-540 motor included in the kit gives it powerhouse punch. However, Ritota explains speed alone is not the only advance The Frog brings to off-road running and racing. For instance, the chassis has been specially contoured to hold receiver, battery, and servos in the precise location for optimum center of gravity. Newly engineered, large differential gears offer control for tighter turns and The Frog has been designed with interchangeable gear ratios — which can be changed right in the pit area to conform to track contours and changing conditions

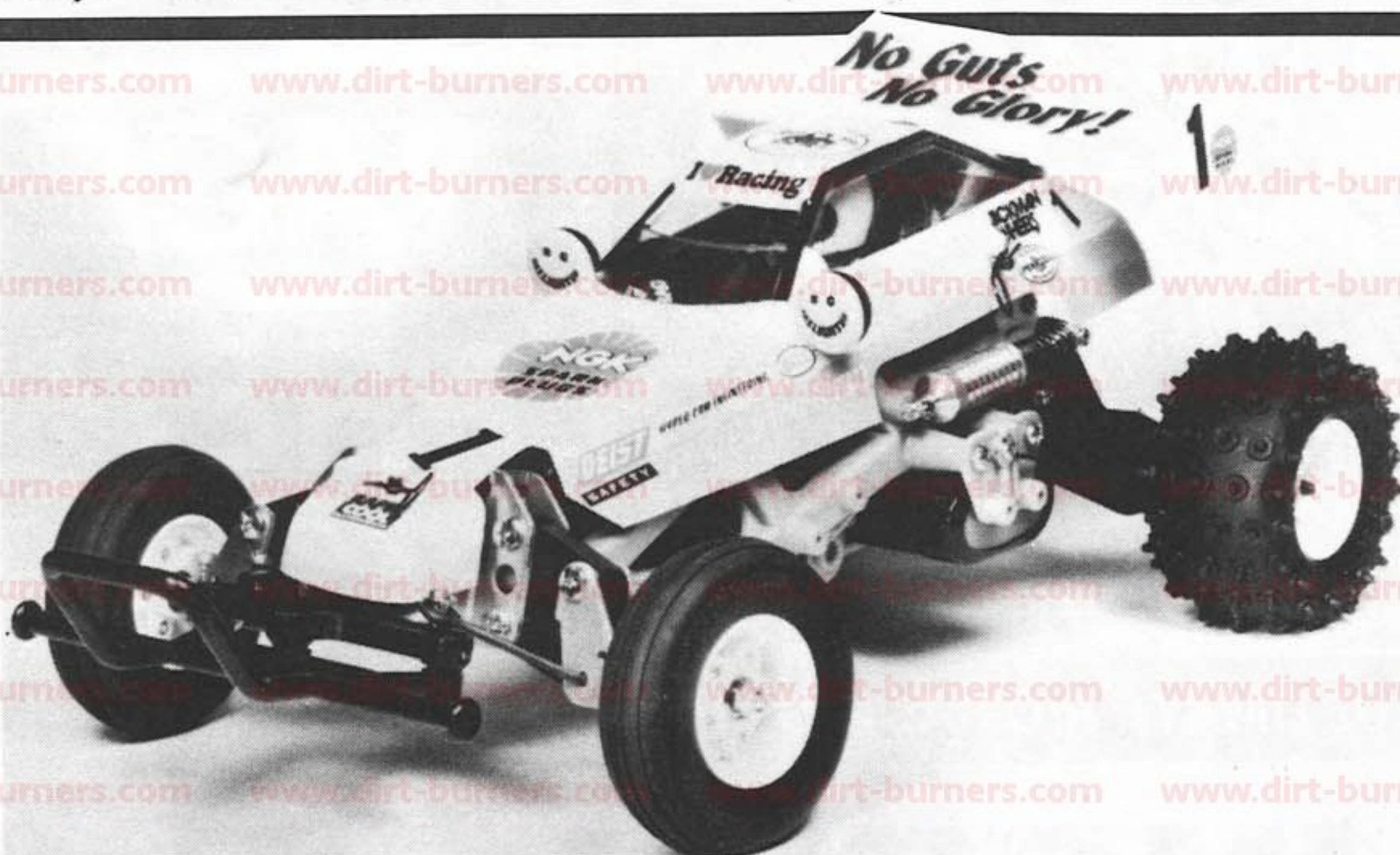
during a race.

To hold the road, heavy duty coil over adjustable oil-filled shocks complement an adjustable trailing arm rear suspension. These innovative shocks provide for pro-

gressively increased resistance when the tire is forced up, and less resistance when it drops to the road. This means tighter cornering, better traction, and better road hugging at high speeds. For further informa-

tion on The FROG (Kit #5841) contact your local hobby shop or:

Model Rectifier Corp.
2500 Woodbridge Ave.
Edison, N.J. 08817

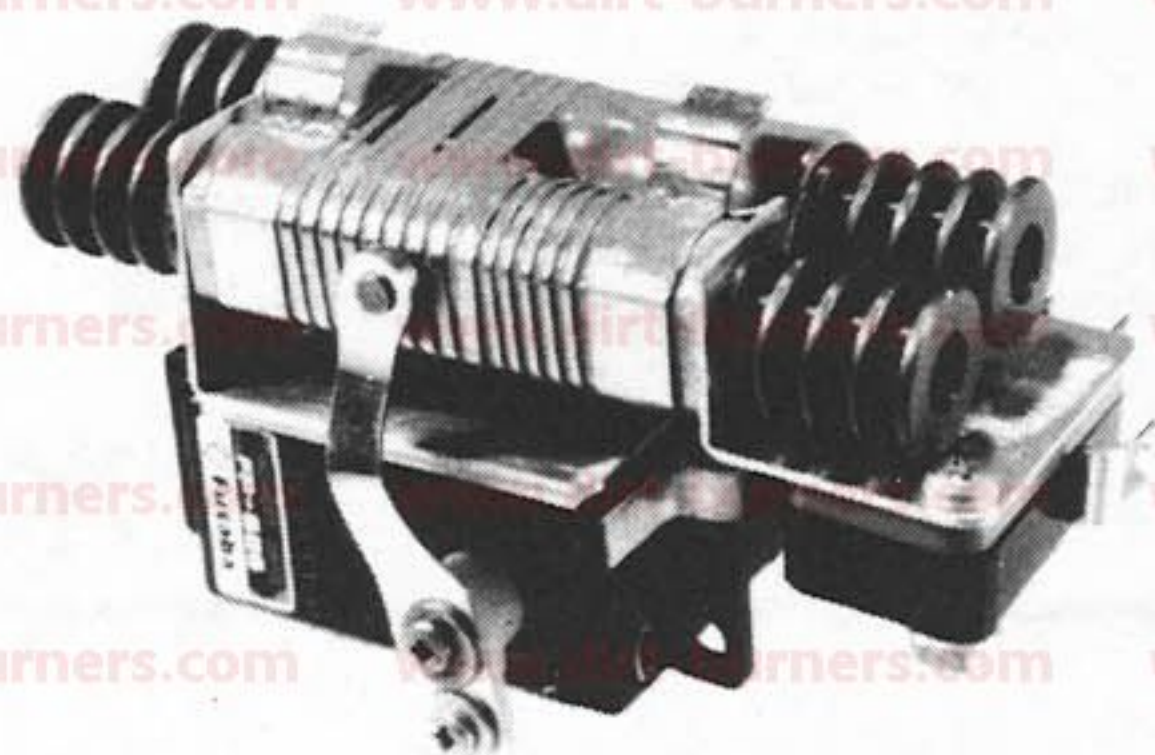


HEAVY RODS

Heavy duty 3mm Rod Ends can be used for Kyosho shocks or steering linkage for your radio control cars. Steering can go away fast when you hit that board or that course marker and the front end is bent or the shock is frozen. These 3mm heavy duty

rod ends protect from that happening. If you race them, can you afford not to have the best? Parma's rod ends are just that. Get them from your local hobby shop or from:

Parma International
13927 Progress Parkway
N. Royalton, OH 44133



DOUBLE BARREL

Off Road Double Barrel Resistor Mount with micro switch for reverse, double heat sink and new epoxy coating for that reliability that you need when the competition

is hot and heavy. This is the one to call upon when your reputation is on the line and it's available from:

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13927 Progress Parkway
North Royalton, OH 44133



NEW STYLE

The 1/12th scale Lamborghini Countach (BL-2072) has underwent some aerodynamic restyling. Rear stabilizing fins have been added, and "Air Trapping" spots have been lowered making the New Lam-

orghini one of the best handling G.T. bodies around. Available in clear (\$10.95) and painted (\$15.95) from:

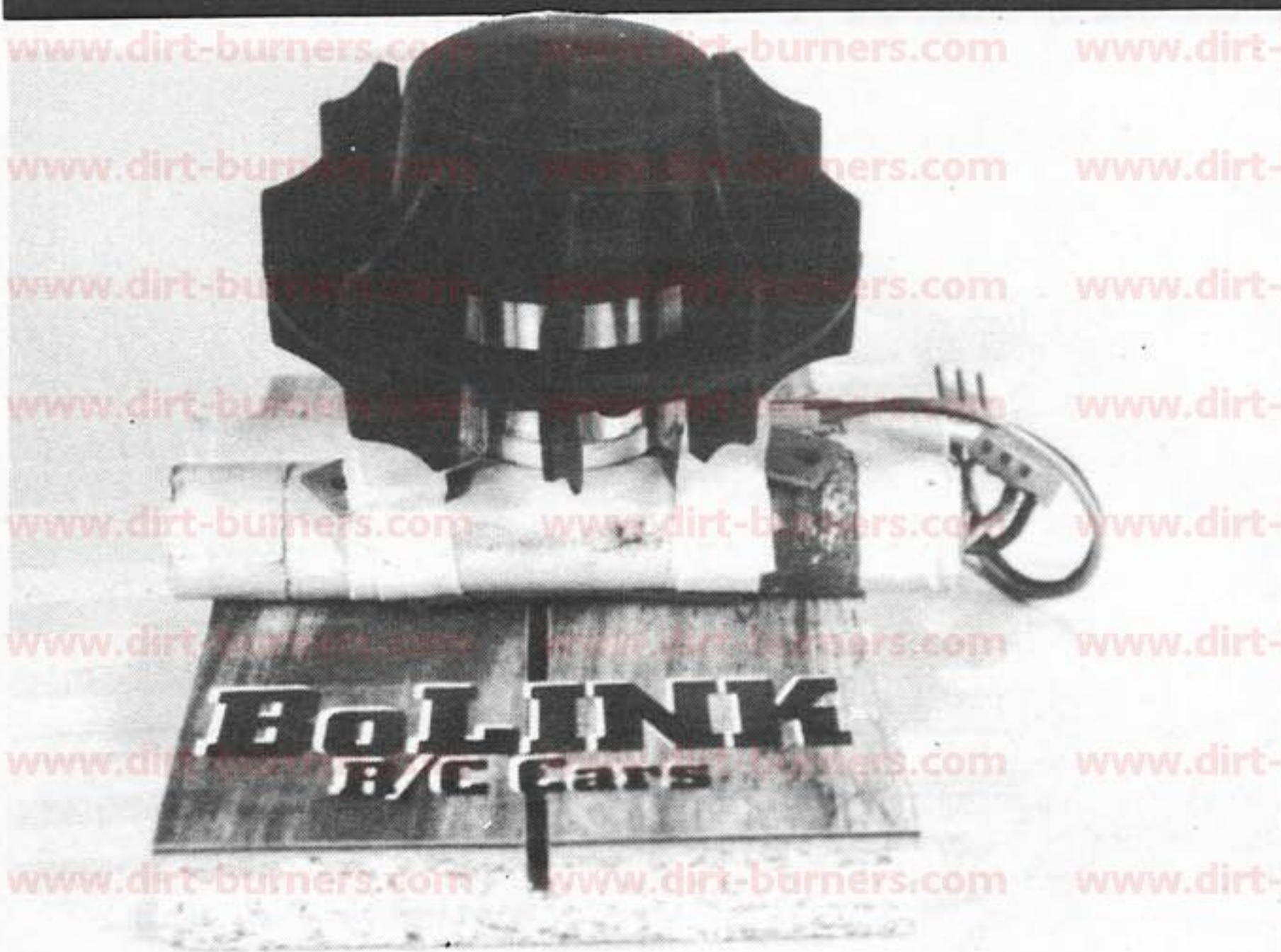
BoLink R/C Cars
420 Hosea Rd
Lawrenceville, GA 30245

HIGH & LOW ADJUSTMENTS

The 3.5 Master Marine by Cipolla of Italy is presently available through Bayou Products. The engine comes with ABC piston and sleeve, Schnuerle porting, twin ball bearings, flywheel, universal water cooled head and a slide carb with both high speed and low speed adjustments. The Master line of engines is available directly from:

Bayou Products
PO Box 8628
New Orleans, LA 70182
(800) 535-2568.





KEEP COOL BROTHER

Fast batteries are hot batteries. Keep them cool with BoLink's cooling fan. Use the fan to keep them cool while you're charging or discharging them. Use an old battery pack to power the fan.

(Battery pack and block not included.)
Runs on 6-8 volt D.C. Only \$12.95 from:

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**ON ASPHALT OR DIRT,
IT'S ALL THE SAME**

From the leader in electric R/C Off Road cars comes the first Rally Car — the Audi Quattro Rally Car by MRC/TAMIYA. This model of the 1982 World Rally championship is comfortable running on asphalt or in the dirt, just the same as real Rally racers. The well-detailed lexan body and durable chassis can take the pounding expected of any rough race course.

A sealed radio box protects the R/C equipment from debris, yet the motor battery is easily accessible for a quick change. A long wheel base and wide tread provide

great stability and with a tough differential gear, you'll get great cornering ability to boot!

A swing axle front end with coil springs and a trailing link rear suspension with adjustable coil springs keep all four scale-like Michelin TRX Rally Semi-Pneumatic tires firmly on the road while soaking up the shocks. The Rally spoke wheels are mounted on one large ball bearing for less friction.

For more information on the 1/10th scale Audi Quattro contact your local hobby or:

Model Rectifier Corp.
2500 Woodbridge Ave.
Edison, N.J. 08817



REAR POD

Parma's aluminum rear Pod for Parma's 1/12 scale electric Suspension Panther car. Heat Sink design allows easier motor removal, and when you're on the hot seat for the big main, anything that makes it easier to come to the start line ready is

welcome. Parma's quality is bred into all of its parts and this Pod is no different. Contact your local hobby for more information or:

Parma International
13927 Progress Parkway
N. Royalton, OH 44133

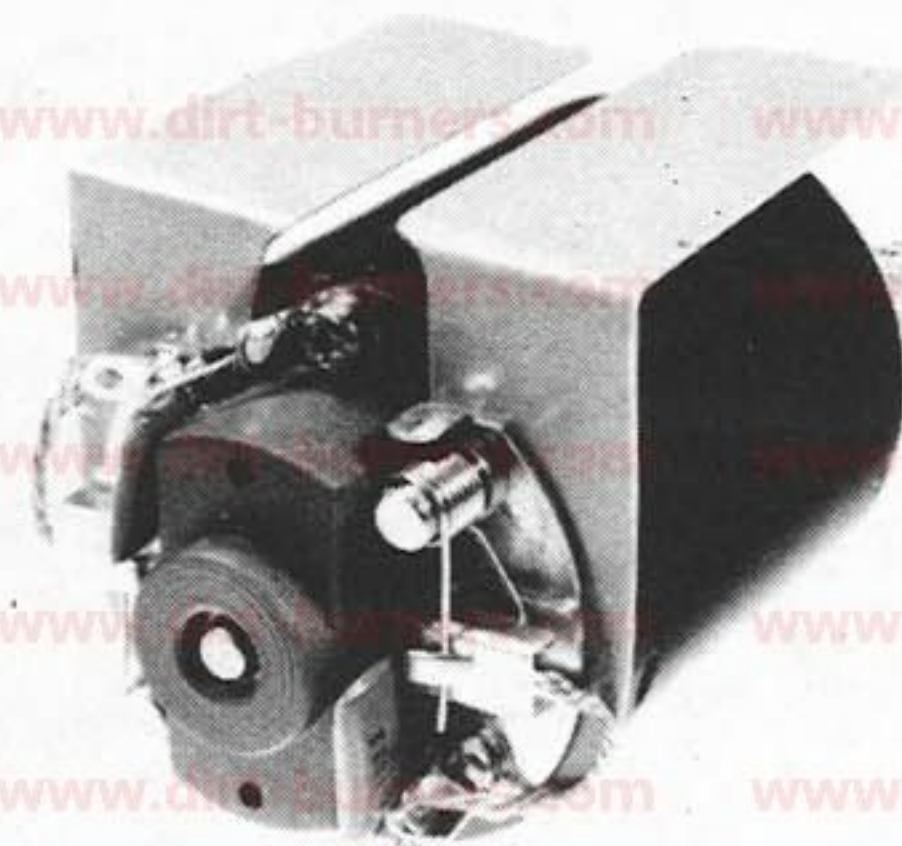


KEEP EM COOL

Aluminum motor Heat Sink for all radio controlled car motors used in 1/10th scale off road racing. One of the motor's worst enemies is dirt and heat. This new Heat Sink from Parma will, at least, keep that powerhouse cool and at peak performance.

A must for the serious off road racer and for the one who doesn't want to keep spending money to replace burned out motors. From your local hobby dealer or from:

Parma International
13927 Progress Parkway
N. Royalton, OH 44133



DON'T BRUSH IT OFF

Parma's Brush Heat Sink helps deliver more power, and brushes last longer. Fits Yokomo, Kyosho, and Parma Pulsar motors, and it's the life saver of the electric racer. Easily installed and efficient for

all types of racing conditions. No tool box should be without one and no motor should be turning without one. At your local hobby shop or from:

Parma International
13927 Progress Parkway
N. Royalton, OH 44133

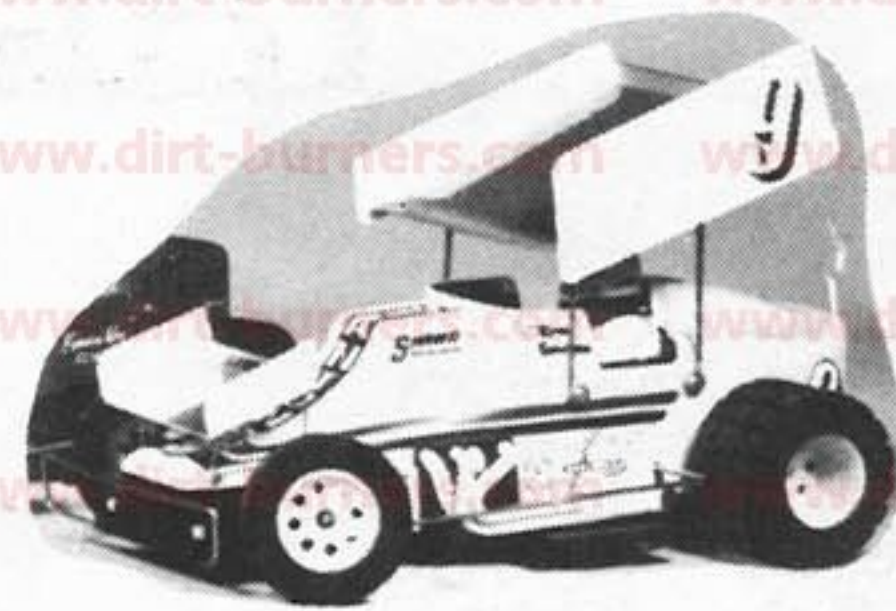


NEW POWER SOURCES

Parma now brings you three new motors for Radio Control car racing in 1/10th scale and 1/12th scale. The Pulsar Ferrari and Yokomo is sure to put your race car at the front of the starting line and across the finish line while everyone else chases you.

Durable, dependable and fast! What else would you want out of a motor. You can get it from your local dealer or from:

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N. Royalton, OH 44133



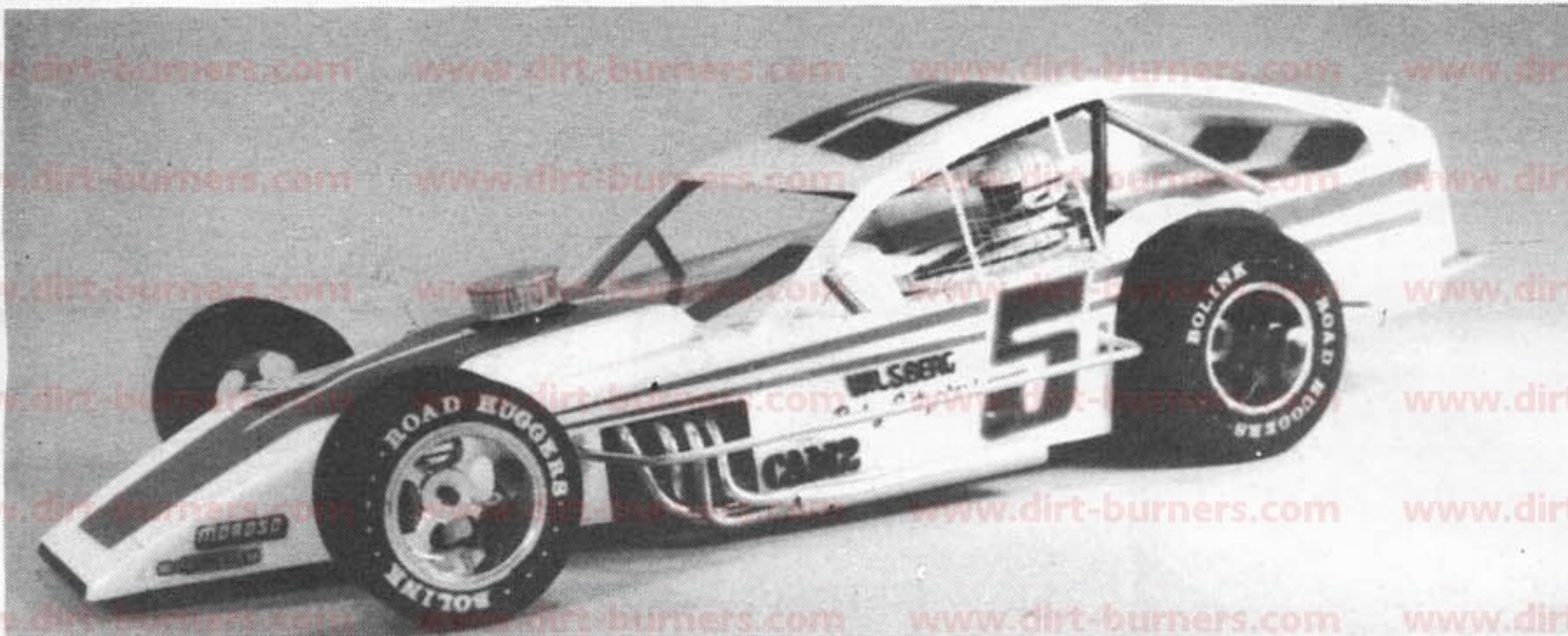
GET THE SHERIFF

The Outlaw Sprint Car is here! The only racing machine unique to the United States. The Outlaw Sprinter is a true racing machine in the American tradition. Huge air box and exhaust pipes enhance this exciting body style. The Outlaw Sprint

car is molded in genuine Lexan and fits all 1/10 scale off road cars. It comes in clear (#1107) and painted (#1107P) from your local hobby shop or from:

Model Racing Products
18676 — 142nd Avenue, N.E.
Woodinville, WA 98072

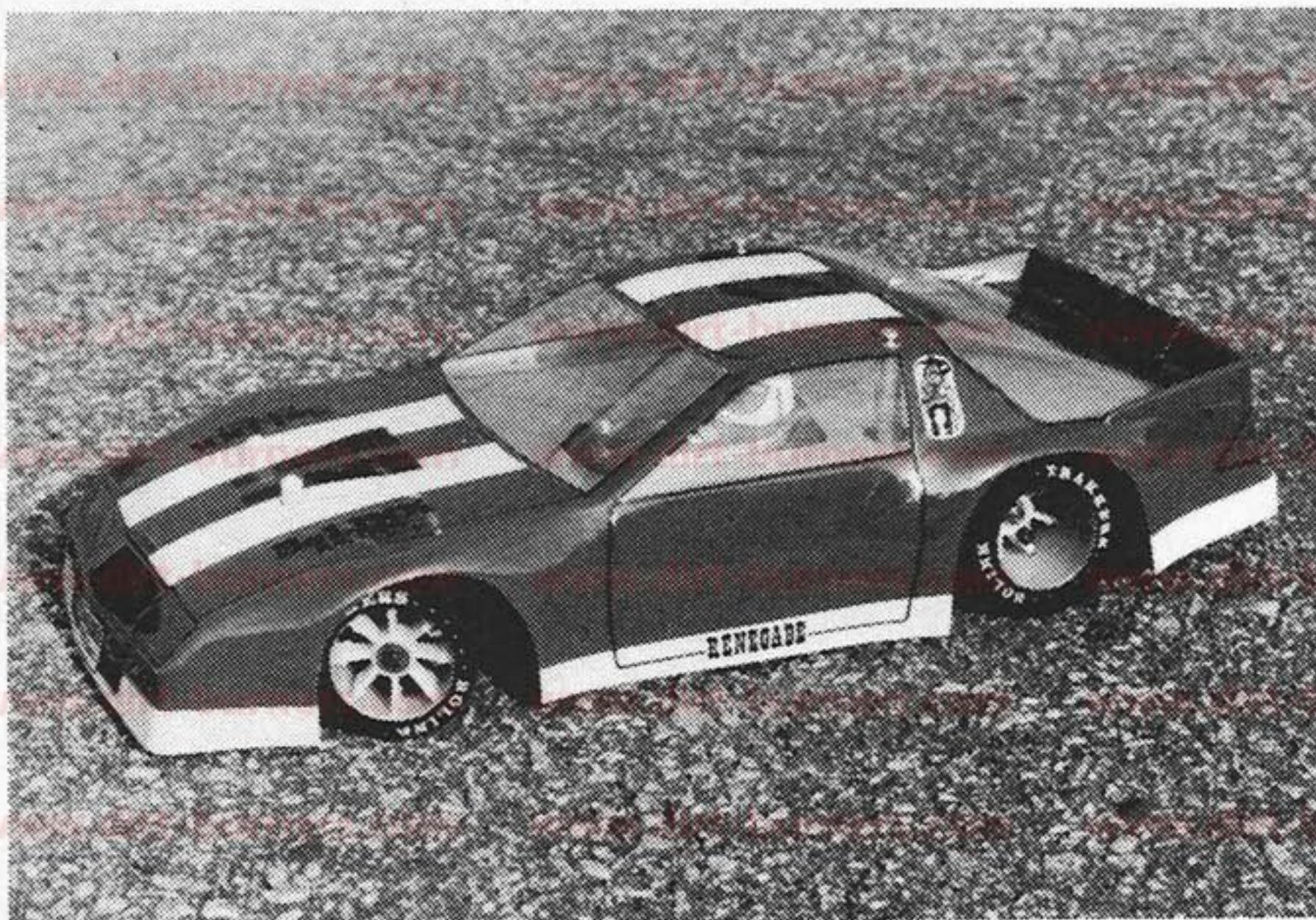
R/C RACING NEWS - Page 20 - March 1984



OPEN WHEEL CAVALIER

This new open-wheel racer from Bolink is the latest in round track bodies. The Chevy Cavalier (BL-2095) comes in 1/12 electric scale clear \$10.95, painted \$15.95 and also in 1/10th scale off road, clear (BL-2390) for \$17.00, and painted \$24.95. This is a good way to have some open wheel fun from:

BOLINK
420 Hosea Rd
Lawrenceville, GA 30245
(404) 963-0252

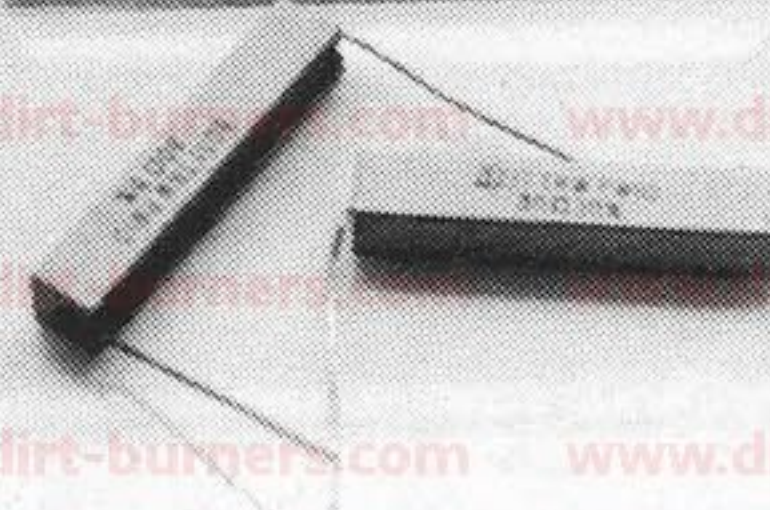


THE SCALE LOOK

The 1983 I.M.S.A. Camero from Bolink (BL-2097) for those who are into scale looks. If that's your bag, then this is the

body for you. Available in clear (\$10.95) and painted (\$17.50) from:

BoLink R/C Cars
420 Hosea Rd
Lawrenceville, GA 30245



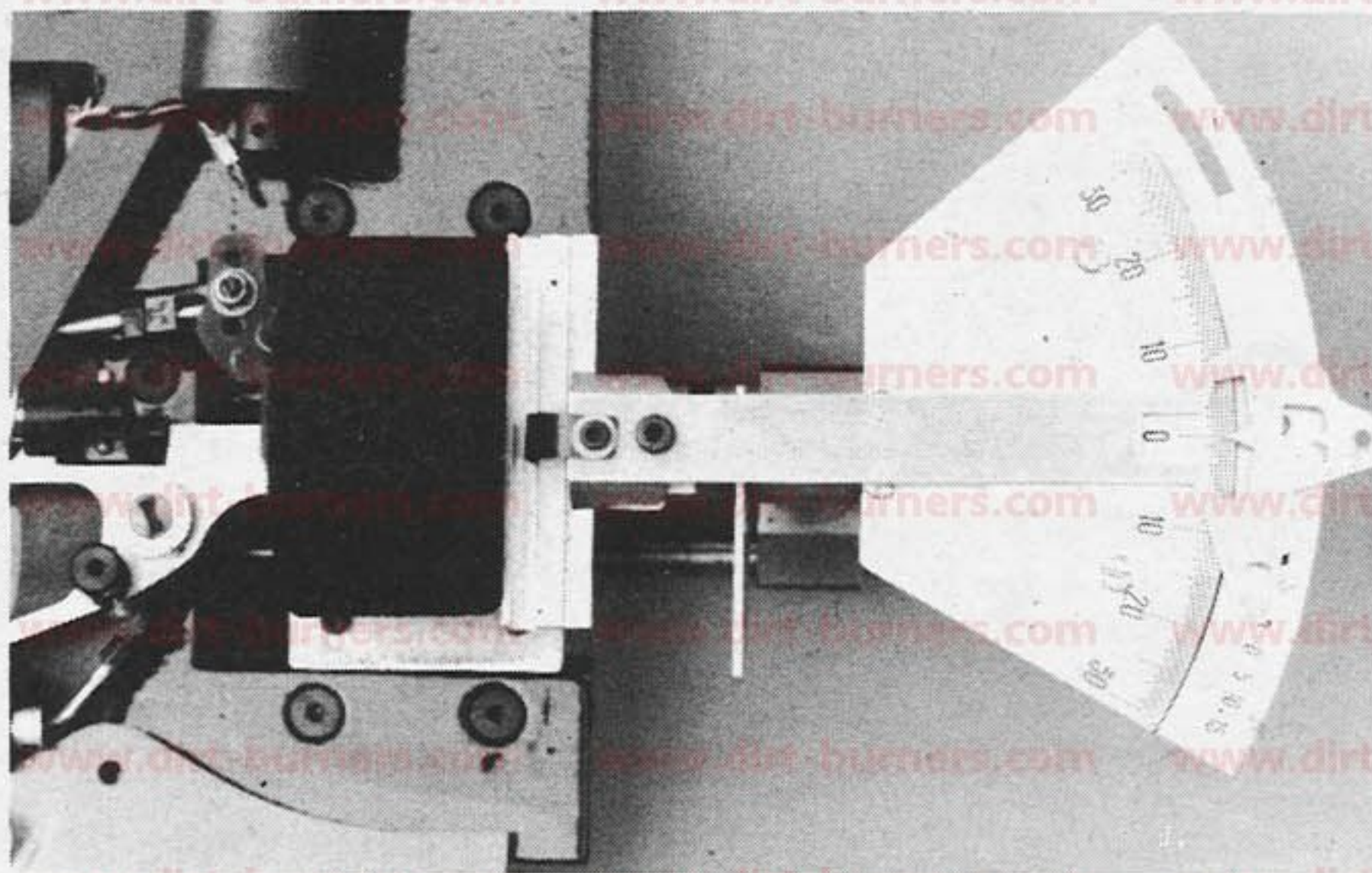
TAKE THE JUICE OUT

BoLink battery discharging resistors. These resistors are used to further discharge a pack that has already been raced down to a point of almost no voltage, allow-

ing the next charge to be the best possible. Requires over night use. (BL-4714, 2/\$1.75), from:

BoLink R/C Cars
420 Hosea Rd
Lawrenceville, GA 30245

R/C WHEEL ALIGNMENT TABLE



Closeup of gauge assembly. The inner, larger scale is for camber and turning angle. The outer one, which is adjustable, is for caster and toe. One can also see the measuring bar next to the wheel and the adjustable turntables under it.

By Jose Carlos Quadrelli

January 13, 1984
St. Paul, MN

I am writing on behalf of my father who, at the moment, is living in Brazil. Last year he and I completed a prototype of an R/C car wheel alignment table (for 1/8 scale cars) which is depicted in the enclosed photos. My father is an auto mechanic in Sao Paulo, Brazil, specializing in wheel alignment and balancing, and is a long time R/C hobbyist. Besides cars, he is also very much into R/C helicopters and was one of the first to get one flying in Brazil (if not the first). He was also one of the first to begin building model helicopters way back in 1966 when we lived in New York.

Through the years he has experimented with many interesting ideas on R/C cars such as reverse gearing, differentials, horizontally-mounted engines, etc... building all the parts by himself (which is essential in Brazil where importation is extremely difficult). Being a mechanical engineer, I have helped him many times with my calculations. My brother, Wagner, on the other hand, is the driver of the team and he is doing very well, having won many trophies in Brazilian races (even winning the championship 1 1/2 years ago). He is also the designer and painter of our bodies.

In 1981, my father bought his first suspension-equipped car (a PB) and has remained with them ever since (now he has a Delta). From the beginning, he saw that it would be interesting to create a proper means of measuring the characteristic angles of these suspensions. Thus, he decided to build his own alignment machine.

Although practically all true wheel aligners today are optical or electronic, older ones were mechanical. They were abandoned due to their inaccuracy. Even so, my father saw that such systems would

be accurate and simple enough to scale down for use with R/C cars. Thus, basing ourselves on existing aligners of the mechanical type, we developed the machine here described.

The alignment table is designed for 1/8 scale cars of various tracks and wheelbases, permitting the necessary adjustments (see photos) and measures camber, caster, toe and turning angle. The table is made of steel and some aluminum is also used (pointers and other small parts).

The car is placed on the table and the rear wheel supports are adjusted so that

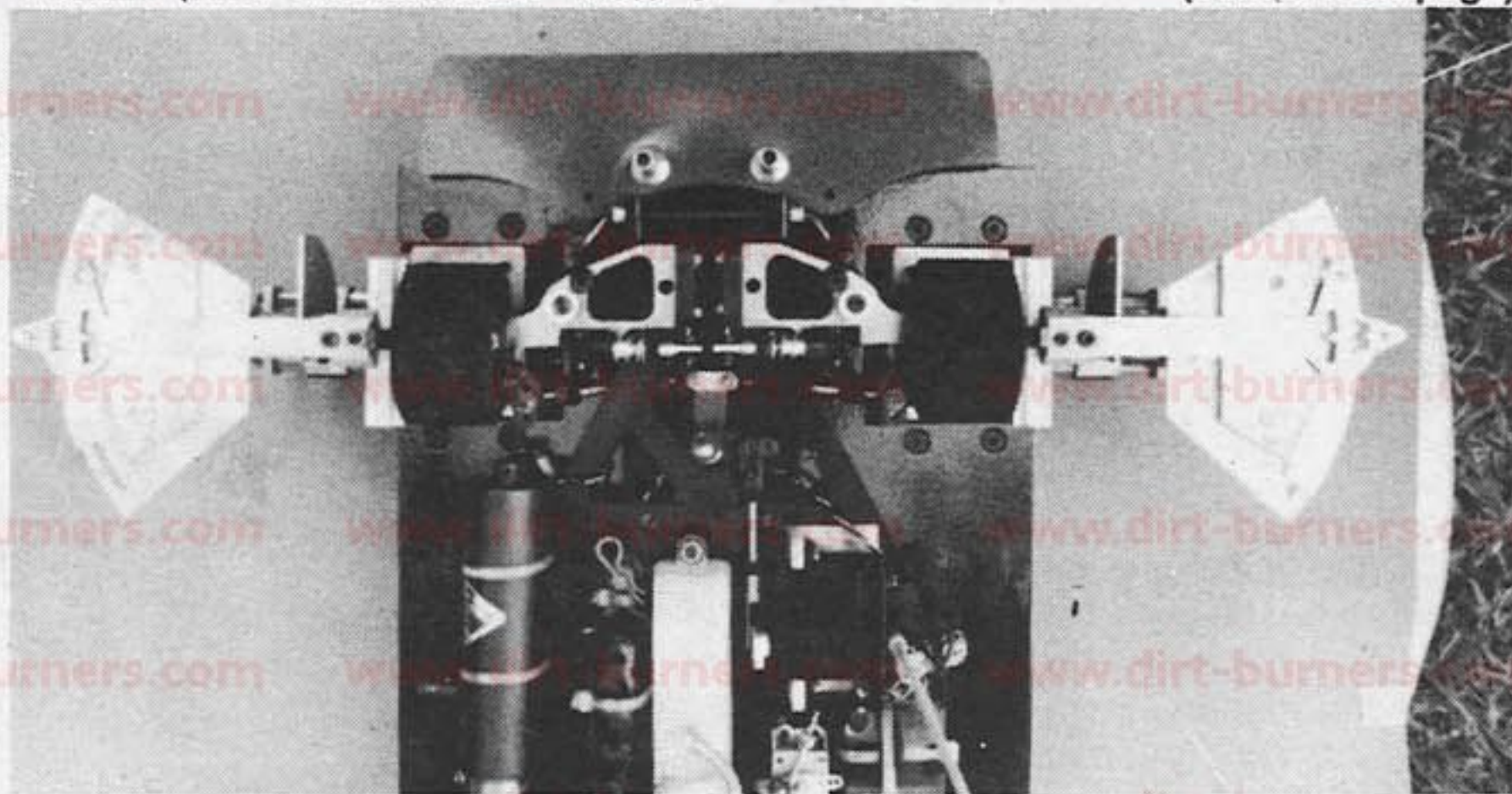
it is secured (clamps should also be used on front and rear bumpers to guarantee that the car does not move during the measurements). In front, the turnplates are also adjusted so that the wheels are centered on them. After that, measurements are made by use of the gauge assembly which can slide in and out and turn so that the scales can be placed in a vertical position (for caster and camber measurements). A spring-loaded measuring bar is adjusted to the wheel rims to serve as reference for the measurements. All measurements can be made in degrees and toe can also be made in millimeters.

The pictures which I am sending you were taken by the photographer of a Brazilian magazine for an article on this machine (June 1983 edition of "Motor 3"

DEALERS -
WE HAVE IN STOCK:
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OPS · ENGINES & PARTS
JA-LEA CO.

magazine).

Recently, we wrote to Delta Mfg. to discover if they would be interested in manufacturing the machine, but they said that costs would be prohibitive and demand low (this would also be the case in Brazil).
(contd. next page)



Top view of front part of Alignment Table with Delta Car mounted. One can see the two gauge assemblies.

1ST
Choice
of the
WINNER'S

- 1/12**
- NER-2S receiver
 - 2 NES-1A servos
 - Power plug
 - Power adaptor
- Connectors Futaba-compatible
Weight 2.8 oz. (80 grams)

NERP-1 the ultimate road pack for 1/12 scale electric cars. Proven in national and international competition, with an unequalled number of first place trophies.

Contact Your Local Hobby Shop

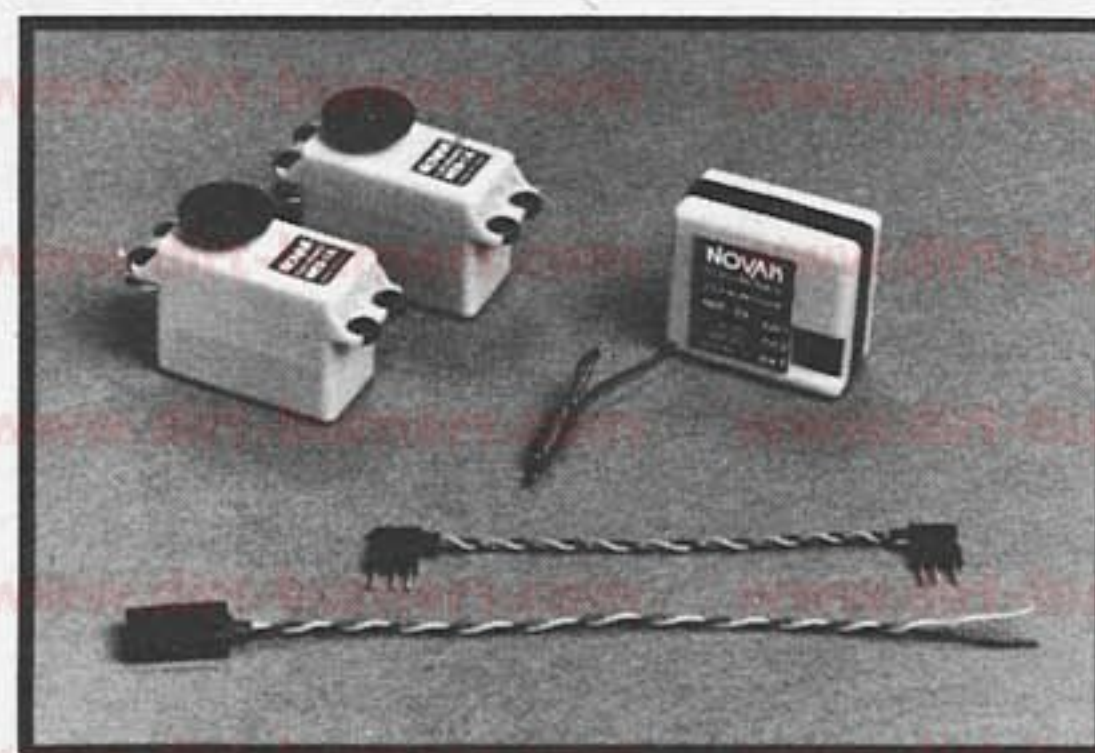
NERP-2 our rugged, heavy-duty road pack. Ideal for 1/8 scale gas and 1/10 scale electric off-road cars.

1ST
Choice
of the
WINNER'S

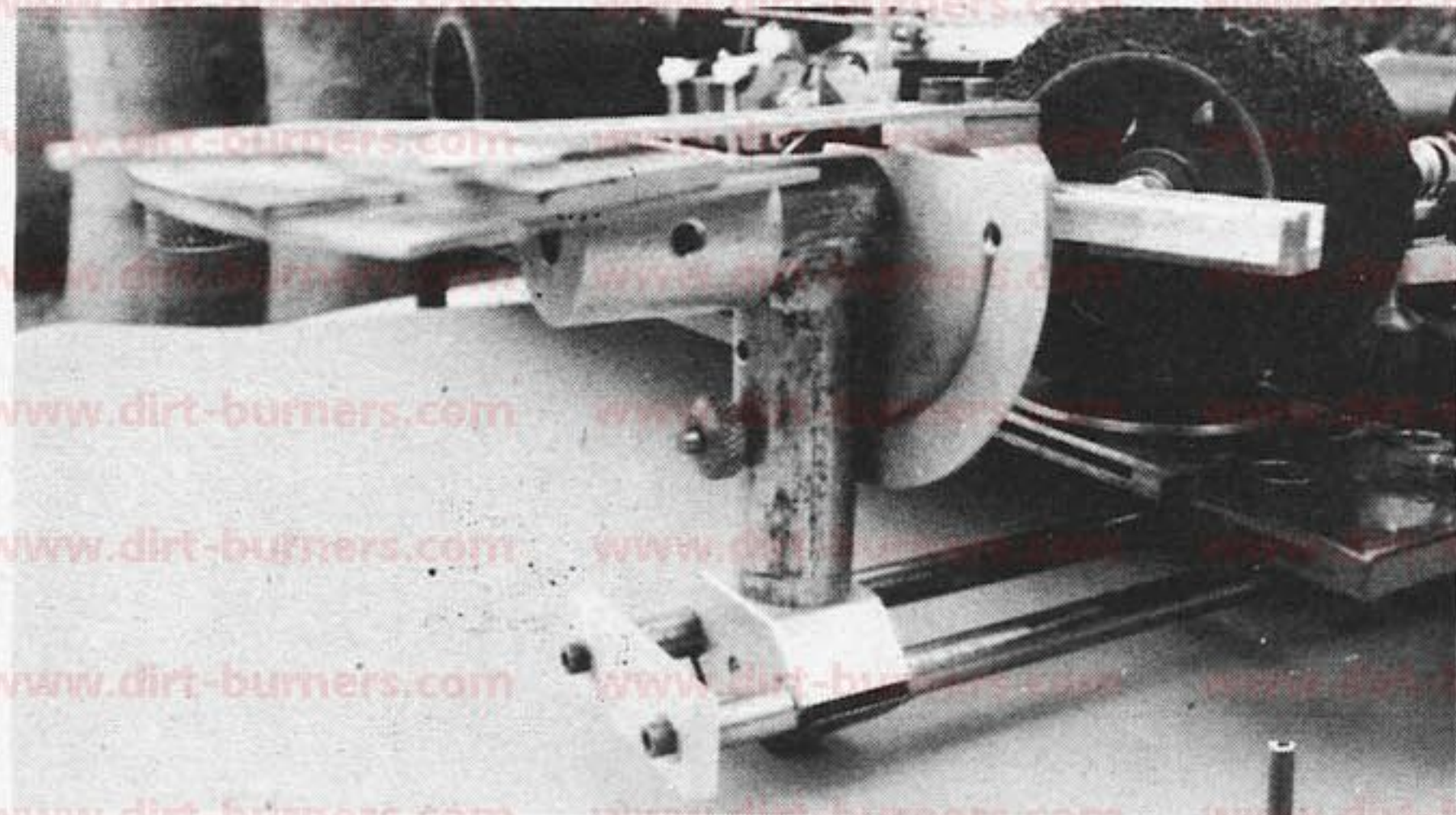
- 1/8 & 1/10**
- NER-2S receiver
 - 2 NES-2H servos
 - Mini switch harness/Deans charge receptacle
 - Choice of battery pack
- Connectors Futaba-compatible
Weight 6.8 oz. (194 grams)

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ROAD PACKS



Even so, they liked the idea and said that it would be interesting and to contact you so that an article could be made on it. This way more people would get to know it and interest could develop. In the meantime, we also applied for a U.S. patent for it.

Right now I am studying here in Minnesota for a Master's Degree and if anyone wishes to contact me for more information, here's my full address:

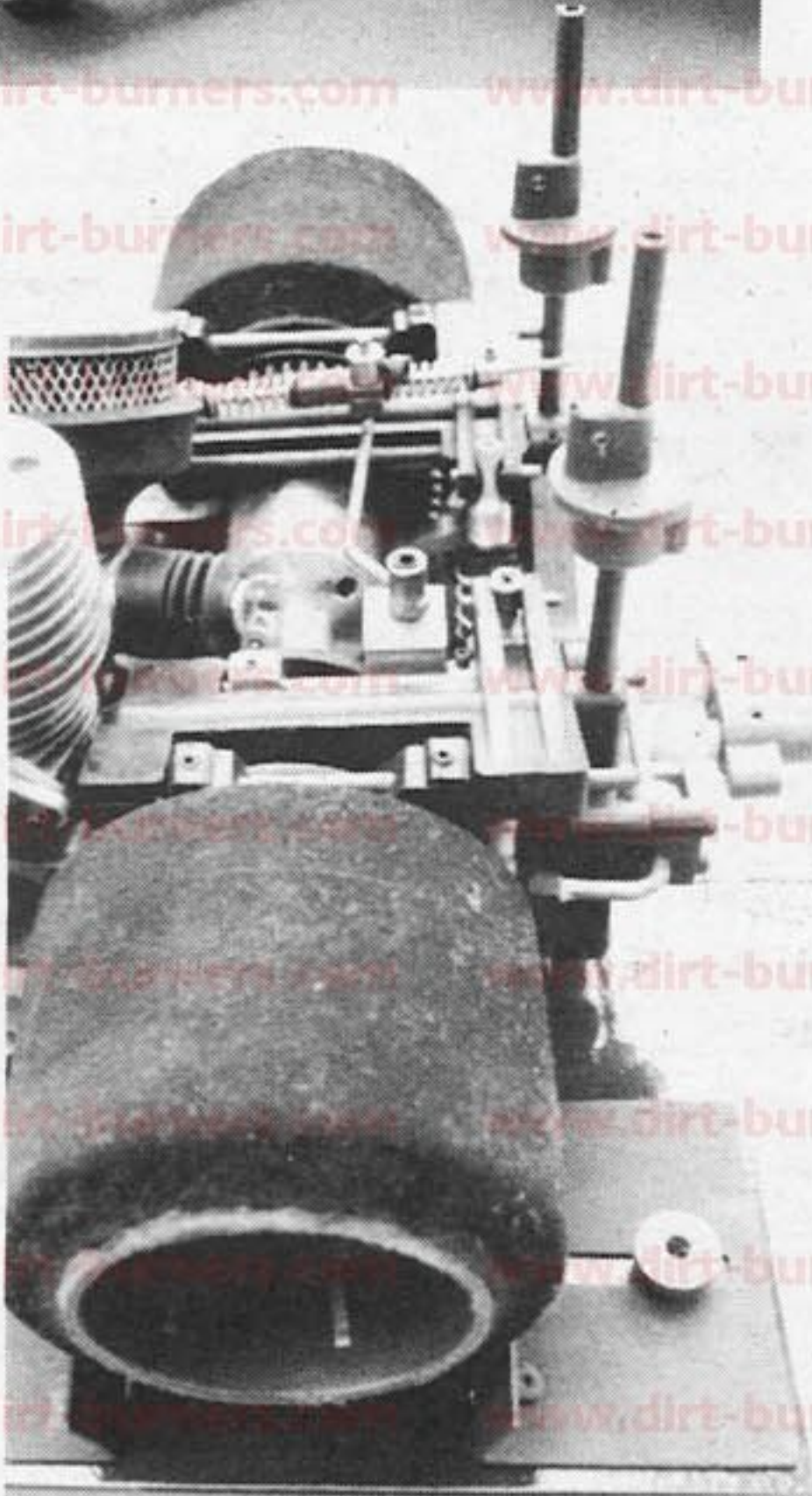
Jose Carlos Quadrelli
Room 105 E, Bailelli
1458 N. Cleveland Ave.
St. Paul, MN 55108
(612) 376-8906

My father's address is:

Francesco Quadrelli
Rua Comendador Gabriel 416
Sao Paulo, SP, Brazil 05621
55-11-813-5523

Jose

Thanks for the good piece of information, we too think it's interesting and by publishing your letter maybe some people out there will get in touch with your or your father. Thanks for the photos. Ed



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.

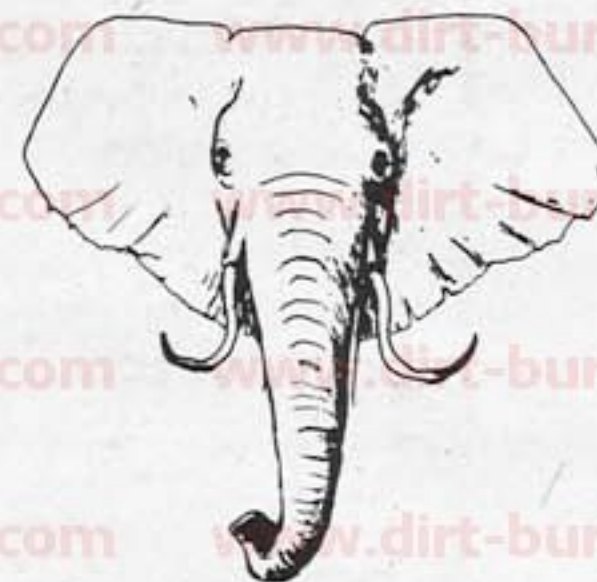
- #0742 Medium Soft Sponge
- #0743 Medium Sponge
- #0744 Medium Firm Sponge



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.



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

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If you are into racing cars or boats, you're well aware of K&B engines. If you are not, what better way than to start with the winners? Their outstanding records speak for themselves! In both cars and boats they outperform the competition TIME after TIME and AGAIN! Like the well known K&B model airplane engines which have been breaking and making records for over 37 years, the car and boat engines are the "CHOICE OF CHAMPIONS". For a first hand look at these popular engines visit your local hobby shop. Ask for K&B engines, the ones that leave other cars in the dust and boats in their wake! While you are at it, look over the popular line of K&B Fuels, K&B Glow Plugs and Super Poxo Paints.

K&B 12152 Woodruff Ave., Downey, CA 90241

ORRCA Update...

Newsworthy notes of ORRCA's recent meeting & some surprises!

February 8, 1984

In addition to a number of internal decisions that affect only the organization, there were several other "major" decisions made at the recent ORRCA Board of Directors meeting that should affect all of its members, tracks and manufacturers. They dealt with: Insurance, Rule Changes, and New Products.

INSURANCE: After a long search for "just the right insurance package" for its members, ORRCA has finally decided on one that will be available to all of its racing members and sanctioned tracks.

This new insurance program is very much like the R.O.A.R. insurance program with all of its benefits and restrictions. In fact, the same company that has been insuring ROAR members will be insuring ORRCA members, but under a separate policy and program.

The ORRCA Board of Directors decided that since this program comes into effect already in the middle of the ORRCA "calendar" year, rather than trying to account for, or pro-rate each member's insurance fee, ORRCA will NOT charge its current and future 1984 members for the added insurance in the membership fee. Instead, ORRCA will bear all of the costs and underwrite them from its current funds thus insuring its racing members through December 31, 1984. In 1985, membership to ORRCA will, most likely, be increased somewhat in order to take care of the added insurance costs. It's anticipated that such cost will be minimal and well under the established membership cost (\$20.00 per year) of ROAR's program. So during 1984, all ORRCA members will continue to pay \$10.00 for their membership but will receive additional insurance benefits. The necessary paperwork is being executed and all members will be notified when it becomes in effect.

On the other hand, all ORRCA sanctioned tracks will have an added fee charged to them (in addition to their sanctioning fee) in order to obtain their Liability and Medical insurance program. (By the way this is a year-round program.) Again, the Board of Directors anticipates this cost to be minimal and the exact amount will not be known until the policy has been put into effect.

What this means is that anyone (ie; group or Club or Association) who has or is planning to lease or rent or use a parcel of land for R/C 1/10th scale electric off road use from a second party, and who is required to post some type of insurance to protect the property owner, will now have that insurance available through the ORRCA Sanctioning package. ORRCA has received many inquiries from people where their major stumbling block for their Club or group of racers to construct an R/C "off-road" track for racing was the fact that they could not provide the property owners with sufficient insurability. ORRCA's insurance package should be sufficient to get things

rolling for many of its prospective sanctioned tracks.


For more information on this you can contact Mr. Butch Dunn at (818) 341-0842 or Lou Peralta (818) 340-5750. Mr. Dunn is the one who has been in contact with the program and should be able to answer most questions. One thing to note: As is in all competition and racing-type of

insurance packages (ie.; BMX, Motocross, Drag Racing, Football, etc.), the insurance coverage is a "secondary" type of coverage.

RULE CHANGES — None are anticipated and the current rules will remain in effect through December 31, 1984. Not that there's a wholesale plan to change the rules thereafter, but ORRCA's Board of

Directors voted NOT to make any changes to the rules at least until after this year. "This should make it easier for many racers and manufacturers to prepare for the rest of the racing season without having to worry about any major changes in the rules", one of ORRCA's Directors stated.

ORRCA is inviting suggestions for "rule



1/10 SCALE OFF ROAD

Tamiya ROUGH RIDER, FORD F-150, or SAND SCORCHER 119. ⁹⁵	WITH BEARINGS... 149. ⁹⁵
COX SCORPION 109. ⁹⁵	WITH BEARINGS... 159. ⁹⁵
SUPERCHAMP 129. ⁹⁵	WITH BEARINGS... 159. ⁹⁵

TAMIYA PARTS

- STAINLESS STEEL BEARING SET (6) \$17.⁹⁵
REPLACES BUSHINGS
- BRASS COUNTER GEAR 6.⁹⁵
REPLACES M-15 AND M-20
- BRASS FINAL GEAR 16.⁹⁵
REPLACES M-16 AND M-22
- HEAVY DUTY REAR AXLES 12.⁰⁰
- STEEL U-JOINTS 13.⁹⁵
- HARDENED STEEL FRONT END 6.⁹⁵
REPLACES N-1
- HEAVY DUTY TIE ROD AND ENDS 6.⁹⁵
- HEAVY DUTY 1/2" WIDER FRONT END 18.⁹⁵
INCLUDES TUBES AND PINS
- ADJUSTABLE COIL OVERS 8.⁹⁵
FOR STOCK SHOCKS
- HEAVY DUTY BALL RACES 4.⁰⁰
"WHITE THINGS" SET OF FOUR
- MRP BODIES MEARS, SCORPION, SPRINT CAR, BUG, FORD STEPSIDE, ASA CAMARO, MODIFIED PINTO 16.⁹⁵
- HELI-ARC ALUMINUM REAR CAGE 29.⁹⁵
WITH ROLLBAR FITS STOCK, KYOSHO, & MONOSHK
- NERF BARS FOR ABOVE 21.⁹⁵
- 6 CELL NICAD BATTERY PACK 24.⁹⁵
GENERAL ELECTRIC OR SAFT
- ADJUSTABLE DIFFERENTIAL 50.⁰⁰
- NERF BARS STOCK CLASS 7.⁹⁵
- DELUXE NERF BARS STOCK CLASS 16.⁹⁵
- ALUMINUM WINGS 9.⁹⁵
- WING MOUNT 5.⁰⁰
- ALUMINUM WHEELS FRONT & REAR 26.⁹⁵
SPECIFY SAND SCORCHER OR ROUGH RIDER
- VELCRO BOX CLOSURES 2.²⁵
- LONG CHASSIS 8.⁵⁰
DRILLED FOR STOCK OR WIDE FRONT END
- LONG GRAPHITE CHASSIS 24.⁹⁵
DRILLED FOR STOCK OR WIDE FRONT END
- TRINITY SILICONE WIRE 3.⁰⁰
5 FEET - RED OR BLACK
- TRINITY BODY CLIPS BAG OF 6 1.⁰⁰

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- KYOSHO HEAVY DUTY SHOCKS 22.⁹⁵
- ADJUSTABLE COIL OVERS 11.⁹⁵
FOR KYOSHO SHOCKS
- ADAPTERS FOR KYOSHO SHOCKS 3.⁹⁵
TO TAMIYA FRONT END
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NYLON 24.⁹⁵
ALUMINUM WITH BEARINGS 44.⁹⁵
- HEAVY DUTY FRONT BUMPER 5.⁹⁵
- TIE RODS AND ENDS (4) 13.⁹⁵
GROUND STEEL WITH HARDWARE
- DELUXE TIE ROD ENDS 3.⁰⁰
GROUND STEEL WITH HARDWARE FOR 4-40 ROD EACH

COX PARTS

- GEAR DIFFERENTIAL 11.⁹⁵
- SCORPION BODY (COX) 11.⁹⁹
- ALUMINUM NERF BARS 7.⁹⁵
- BRASS GEARS (CASE ONLY) 21.⁹⁵
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- COX-TO-TAMIYA FRONT WHEEL BEARINGS 17.⁹⁵
- ADAPTER COX-TO-TAMIYA REAR WHEELS 1.⁰⁰
- HEAVY DUTY STEERING TIE ROD AND ENDS 8.⁹⁵
- ALL COX PARTS IN STOCK


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- ALLEN LOSI—1982 SCORE RACE, 2nd PLACE UNLIMITED



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changes" for 1985 and, should any of ORRCA's members have any changes or additions or deletions to the current ORRCA rules, they should be sent to ORRCA as soon as possible for study and presentation.

There are plans to have a "general meeting" sometime in early December 1984 to make certain decisions about rule changes and ALL of ORRCA's current members and sanctioned tracks and their representatives and interested parties are invited to attend and voice their opinions. At that time, serious consideration will be given to any rule changes that will go into effect in 1985. Industry publications and ORRCA will make all information about any proposed rules changes to its members well in advance of the "general meeting" date.

NEW PRODUCTS — In keeping with the above, there have been a number of questions that have arisen of late as a result of the introduction in this country of a 1/10th Scale, Electric 4-WD (four-wheel drive) Off Road car. In fact, there are several makes of cars that are on their way to the U.S. that are of the 4-WD nature for off road racing.

After extensive discussion of the 4-WD cars and what their configurations are like, the Board of Directors decided that "classification of any 4-WD car will depend on where it fits in the current ORRCA rules."

As an example; the Hirobo (4-WD) car from Japan, as it's currently being imported, WILL NOT qualify for the ORRCA Stock Class, but WILL qualify for ORRCA's Modified and Open classes.

After carefully reviewing the ORRCA rules, the Board decided that such car could be raced at any ORRCA event in either of the two classes or in both. "There's just not enough background or information or performance record to see if this new 4-WD car is so superior to all other cars in the market to exclude it from competition or to start a separate class for it", several of ORRCA's Board members expressed. In addition, it's thought that the 4-WD car may have some advantages in larger tracks, but it seems to suffer in tighter or shorter tracks — and there's the problem of battery life. For this reason, the Board decided to "let it run where it fits" (according to ORRCA rules) — and currently, said car fits in either the Modified or Open ORRCA classes.

MRC submitted their newest 1/10th off road car entry into this country — The "FROG". According to ORRCA rules, this car can either compete in the Modified or Open classes "only because it comes with a 'differential' and as such, all cars with 'differentials' cannot compete in the Stock class in ORRCA. In MRC's case, they're also offering their FROG Kit (#5841-A) with both "live" rear end and/or with "differential", so that a racer could decide whether he or she wants to race in Stock (no diff) or in Modified or Open (with diff.)

Not a bad idea and a good marketing tool! Perhaps others could offer the same.

The same principle of "let it run where it fits in the ORRCA rules" was taken for the Superchamp, the Tomahawk and the new AYK cars, all of which come with differentials.

Of course, all this could change if, after review by the Board of Directors and upon input from its members, a new classification is necessary. In any event, NO CHANGE WILL BE MADE until after the

"general meeting" sometime in December 1984 and rule changes will not be in effect until the 1985 racing season. ORRCA's Board of Directors will be keeping an eye on these new cars that are hitting the market or are about to hit the U.S. market.

Remember, ORRCA's policy will be that any car can run in ORRCA as long it runs "where it fits" in the ORRCA rules.

NEW SANCTIONING — Poor Boys Hobbies, in Mechanicsville, VA has requested ORRCA sanctioning and has received it. They are about to construct an off road track and are currently in the midst of preparations. For more information you can contact Turner Cole at:

POOR BOY HOBBIES
Route 6, Box 31
Mechanicsville, VA 23111
(804) 746-5184

TO BE CONSIDERED — Several Board members and a guest brought out a suggestion for ORRCA to consider. Neal McCurdy (REVTECH) suggested and was seconded by Lou Peraltà that five-minute (5) heats and mains should be considered for all ORRCA events. It's thought that the 4-minute barrier has been accomplished quite well and that many of the cars are "now able to make 5 minutes quite easily". Again, no decision was made but this matter will be looked into for future racing.

There are a number of clubs around the country already racing "5-minute" heats and mains and, in fact, there are several who are running 8-minute heats, much like the 1/12th scale electric cars. While the 8-minute barrier seems a bit too long, the Board will be looking to the 5-minute barrier for the future. Any input from ORRCA members will be appreciated by the Board.

RECOMMENDATION — ORRCA is making a recommendation to ORRCA sanctioned tracks and promoters/clubs who are putting on an ORRCA race. This is not a rule change and it will be left open to the option of the track promoter (although most of the track owners attending the meeting agreed to the following):

In the event that any ORRCA event reaches an entry of over 120 cars in all combined classes, then, at the option of the race promoter, the number of qualifying rounds can be shortened to only two (2) and not the current three (3) rounds. This is suggested because many ORRCA members have complained of the longevity of the racing program when there's such a large entry. Anytime you have over 120 entries, it is physically impossible to start and complete a race (with 3 qualifying rounds, all mains, etc) within 9 hours. In fact, recently, the Ranch Pit Shop had 141 entries and they were able to complete the whole program in a little over 9 1/2 hours which is quite remarkable. Others have taken longer.

This is a problem that ORRCA is glad to tackle and wishes to let everyone know that it's delighted that the ORRCA events are drawing those kinds of numbers. But as a result of it, members expressing concern with the length of the racing program, this suggestion is being made.

While this may only effect several of the Southern California tracks, there is a good strong indication that several East Coast tracks and a couple of tracks in the Mid-West could be drawing as many or more entries! For this reason, ORRCA recommends that anytime there are 120 entries

or more for an ORRCA event, "two (2) qualifying rounds" (instead of three (3)) should be run, plus all the necessary main events.

CAR SIZE — Again, keeping with the thought of "no rule changes" until 1985, ORRCA's Board did not make any changes on the size required for an ORRCA legal car. It will remain at 18" (inches) in length and 9 1/2" (inches) in width. In addition, there will be a "jig" at ORRCA events to check the length and width of all race cars. So get out your measuring tape and check your car. Don't be surprised if you're disqualified for being too wide or too long (your car, I mean).

For more information about ORRCA you may contact your nearest ORRCA track, or call ORRCA at (818) 340-5750 or (818) 341-0842.

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M.A.R.T. NEWS...

Report by Stan Smith

January 1984
Lansing, MI

RACE/CLUB INSURANCE

Several MART members have helped bring to a successful conclusion our quest for adequate, alternate race insurance. As you know, we have been using ROAR insurance for all of our MART races. In October, MART voted to require club insurance from either ROAR or some other source, provided the coverage was at least as comprehensive as ROAR's.

As some of the MART oldtimers (?) know, I was one of the big promoters of ROAR. I still am. However, we have attempted repeatedly to get ROAR to offer low cost, one day coverage, etc...to help out clubs that have their own insurance but yet, want to sponsor ROAR sanctioned MART races. I won't go into the details, but will just say that ROAR has not provided

us with any alternative solutions. (ROAR is working on the problem but we've already been waiting for three years.) We have been very patient and cooperative. But life goes on and MART has a fantastic race series and we owe it to ourselves to continue to improve.

Enough background, now the real news. MART now has insurance available through the Graydon Willson Insurance Agency. (Call Ann Block, 616-381-5445, for details.) It is available to MART clubs as an acceptable alternate to ROAR insurance. The coverage is for \$1,000,000 and covers all club members, racers and the site owners plus some other coverage. We are attempting to negotiate a discount for MART clubs. If you are interested, call the insurance agency or me, Stan Smith, 517-373-9490 (days) or 882-0907 (eves).

I want to thank Bill Novess and Dan Abma for their help in getting this much needed MART benefit. Don't forget that your flyer for MART races must state whether it's a ROAR or non-ROAR race.

MART WINTER MEETING

We need to meet sometime right after Toledo (April 6-8) and before the last winter MART race on April 21, 1984. That only leaves Saturday, April 14 (don't forget March is packed, too). In the past we have met in a central location, namely Lansing. I hope that's OK — everyone knows how to get to Gier Park Community Center (our MART race site), so I've scheduled the meeting for Saturday, April 14, 1984 from 1:00 to 5:00 pm. All MART representatives should be there as well as any other interested club members. Some items on the agenda will be:

1. Financial planning for MART's future
2. Summer schedule
3. Summer rules
4. Points/scoring
5. Insurance update
6. ROAR affiliation

7. Possible improvements/projects

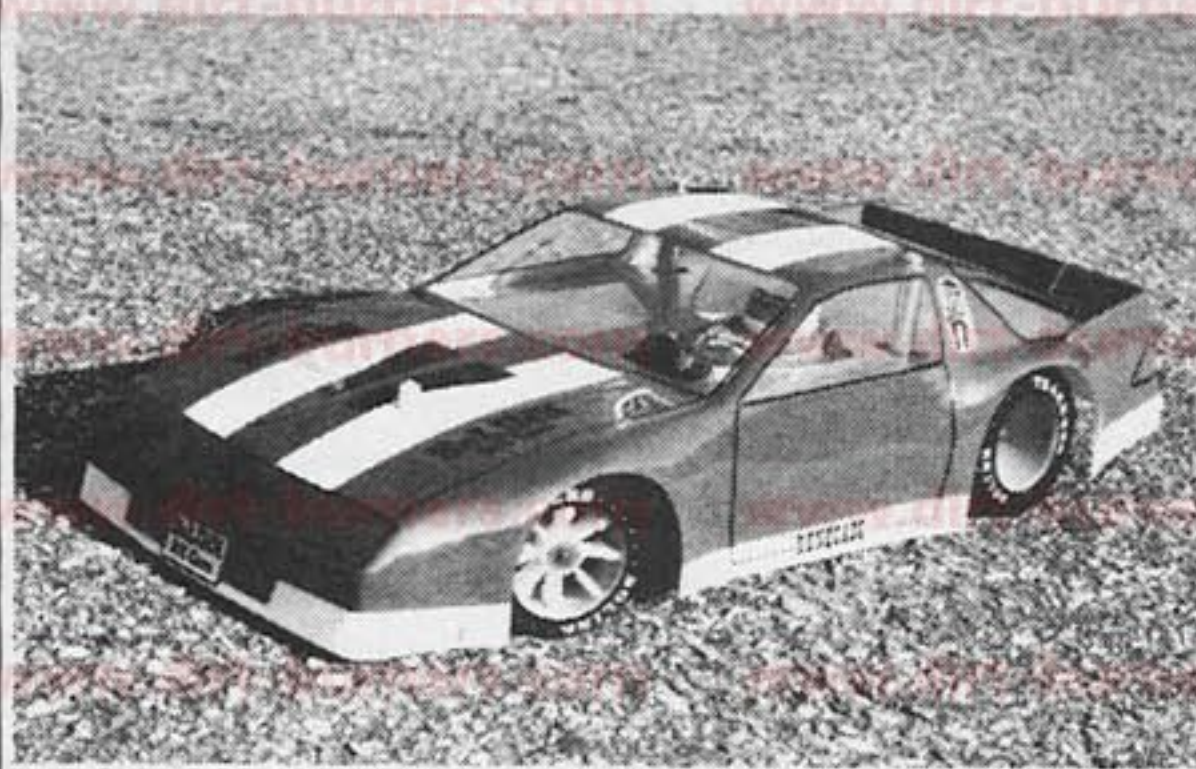
DETROIT MART RACE

I wasn't able to go to this race due to the death of my father. No one provided a race report so none can be presented here. It would sure help me and the rest of the racers if the local club, sponsoring a MART race, would write a report and send it to me. Gary Veselica always does this and it's great.

LANSING'S BOLINK GIANT CARPET RACE

Lansing held its third annual Giant Carpet race in January. It is sponsored by BoLINK (thanks, Bob and Tim) and each year it grows in popularity. This year, seventy-six drivers came to Lansing and
(contd. next page)

New Products From BoLINK R/C Cars



BL-2097 1/12th scale 1983 I.M.S.A. Camaro. Available Clear \$10.95 — Painted \$17.50.



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TWIN CITIES R/C CAR CLUB NEWS...

ASPHALT FEVER

A GIVEN SUNDAY

The "Twin City Radio Control Car Club" (TCRCCC) is pleased to announce the start of their Winter 1/12th Scale Season. The place is 7235 Ohms Lane, Edina, MN. That's right, Ohms Lane, very appropriate? The race site is being supplied by Ryan Construction of Minnesota. The surface is concrete and hard to keep clean. However, with the use of silicone tires and a combination of Karo Syrup and traction bite supplied by VHT, the Club is able to survive one of the coldest Minnesota winters on record. Any person wishing to race should contact Norm Mead at (612) 926-5050 or Jeff Whitting, (612) 537-5556.

So, if you're tired of football, opening gifts, shoveling snow or just keeping warm — we've got just the thing for you. How does the roar of an engine in mid straight-away sound? Or a Kremer Porsche coming out of a corner with its inside front hanging? Yes, it's true...you can be racing on Sundays if you are in possession of a 1/12th scale car and a few battery packs. A car battery will be handy as you can then set your pit anywhere you want, and electrical power is not at a premium. Sunday in front of the TV is o.k. if you don't like a little competition or a Sunday drive at a scale 300 mph.

The surface is concrete and treated for high traction. However, silicone is recommended by Jeff Whitting, holder of the track single lap stock record at 9.18 seconds.

Rumor has it Kevin Juliot has been very effective with his Kyosho 4-wheel drive car,

which has not been released to the general public at this point in time. However, Joe Sullivan of Jalea in Richardson, TX tells us he hopes to have them in stock for the summer season. At this point, TCRCCC is the only club to race against this three-member racing team sponsored by the big boys at Kyosho in Japan. Kevin won the A Main by a couple of seconds over Jeff Whitting in a very exciting race on January 14, 1984. Jeff was having some traction problems late in the day which Kevin was able to take advantage of with nearly flawless driving and two extra wheels pulling. The question is: Will the 4-wheel car be legal for next summer's racing season as it is not yet available to the public? We've also heard that a number of 1/12th scale racers felt this car should be in a separate class. Jeff, driving an Associated 12 I.S. kit #4016, says it's the driving rather than the car.

Jeff, owner of River City Racing and partial sponsor of Team R/CR, who last year ran Associated cars, is seeing what his team can do this year with one 12i, one Delta Super Phaser and one Associated/Delta scratch car. He says his team will be ready to hit the asphalt as soon as possible for pre-season practice. Good luck to these two teams as we carefully watch this indoor season.

Ron Travis took home a 1st prize last weekend, winning the B Main. Ron was also driving an Associated 12 I.S. #4016. A and B Main winners both won new group C bodies.

We've noticed a couple of new faces to the club as we knew it last season. We'd like to welcome back Tom Irwin, an "old

member on the come back trail", who incidentally is a very fine announcer, campaigning for Delta this winter with his new Super Phaser. We noticed he was pitting with Mr. Concourse himself, Barry Downs, winner of the Region 5 Concours event last season. Also campaigning the Delta Super Phaser, Barry managed to drive himself into third in the A Main when the fourth place car #67, Neil Youngren, missed a gate and took him out of the race with a broken steering rod. The other new face is Glen Schmitt, who raced with us once last summer at 4 Seasons. Welcome, Glen.

CLUB MEETING

January 15, 1984

This reporter was not able to be present, however, the news of the Target veto of our new race site was discouraging. We would like to ask all members not to do business with any Dayton Hudson operation as these Daytons seem to only know take and not give, even when all other merchants involved realize the value of this hobby sport as an attraction to business. Target was the only veto. Boo, Target.

Congratulations to LaVon Armstrong, elected Club Treasurer taking over for the much abused Don Grotz. Don, spending many years in service to TCRCCC, may now prepare for his up-coming Spring wedding. Good luck, LaVon and Don.

We would also like to congratulate Bob

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Block for his election as Club President.

The racing season will be longer this season by one weekend and we were told that the Hopkins Raspberry two day event will once again be "The Biggie" for TCRCCC. Barry Downs, doing plenty of preparation with posters being printed and checking on the details, tells us we will follow the parade with possibly as many as 5,000 people who may be induced to follow us back to the race site by the TCRCCC "Float". We envision a large soda glass with several radio cars covered with ice cream and root beer. We're sure Barry has

(contd. next page)

HOBBY HUT

1/12 SCALE HEADQUARTERS

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- Trinity Modified Motors (4 and 6 Cell)..... \$48.00
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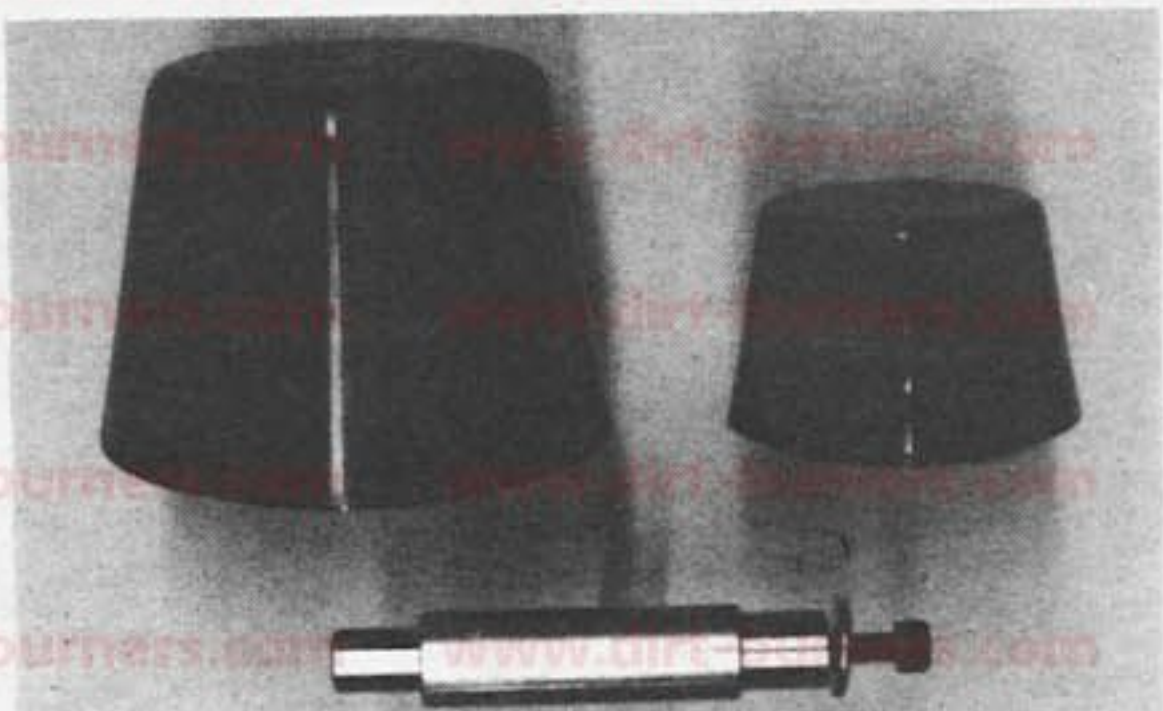
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something in mind.

New also this year will be select body styles for each race. We are not sure if this includes 1/8th gas, however. We feel this is an excellent change from the "race what you bring" rule of last season. Electrics will run modified every other race. The point system is also still in the works.

We heard our friend and competitor, Martin Chorley, will be leaving to attend school in the Southwest. We'll miss that

British accent in the pits and his skills in both 1/12th and 1/8th scale. Martin, drop us a line or a card and keep that grade point average high.

DATELINE INTERVIEW:

Mr. Chuck Mann
Team Delta
Northern Mini Racers

Minot, North Dakota

Recently, we had the opportunity to talk with Chuck who is currently driving for Delta cars, campaigning a "tricked out" Super "fast" Phaser. Chuck called to invite TCRCCC to be involved with "Minot's Winterset" featuring many community events including dog sled racing, beer drinking, and radio control racing (similar to our own "Raspberry"). One of the

events will be their local celebrity and TV persons race against the usual assortment of regular 1/12 scale fanatics. The course is 50' x 18' carpeting. The place is Dakota Square, Minot, ND, and it is inside so you won't need snow tires. Motors are stock, bodies are anything BUT Can Am, GT or GTP. So drag out an Indy or your favorite stock car because these speed crazed sky jockeys are running on a modified oval. To keep them inside the building they will be running four cells. Whew! Date: Saturday February 4th — 8:00 show — 8:30-10:30 controlled practice — 10:00 main events. This Club displays many different 1/12th scale manufacturers and drivers very well as some will remember from last season's "R/CR Road America" in Edina, MN. Any driver interested may call Norm Mead at 926-5050 for more information. Chuck also reminded us of several other events put on by Northern Mini's and also a race for 1/12th cars in Kansas City held by Team Delta driver, Arturo Carbonell, for the "March of Dimes" on April 31, 1984. More information on these events will be in following issues.

LATE RACING NEWS...

We might as well include results from January 21, 1984 with some dedication shown from Jeff Whitting, Team River City's leader. An application of traction bite was applied at 9:00 pm Friday night and by Saturday morning, the track was in excellent condition. TQ of the day was handled by Jeff Whitting and Neil Youngren after completing 149 laps of qualifying. From second on down the list were Kevin Juliot and Ron Travis, our main winners from the week before, with 144 laps. It was obviously going to be a fast day. Excellent driving was all we were going to see and with the help of race director "Nasty" Norm Mead, whom we heard will run next week with a new Delta car, things went quite smoothly. By late afternoon, Neil Youngren was so dialed in he could have raced blindfolded. He and Jeff went after top mph average for one lap. Neil broke 160 mph and Jeff topped him with 189 mph — 7.23 seconds per lap. Neil came back with 187. So when the A Main came, it was anybody's race.

The B Main was held first, matching Barry Downs (Delta/Delta), Tom Irwin (Delta/Delta), Todd Senear (Assoc/Assoc) and Glen Schmitt (Assoc/Assoc) who did not finish. B Main finished out with Barry — 50 laps, Todd — 47, and Tom Irwin with 44 laps.

The Main event was so fast and so clean, it was over quickly. The cars were hitting the "speed trap" at 350 mph. Neil Youngren (Assoc/Assoc) dominated with 50 laps. Jeff Whitting (Assoc/Trinity) had 49 laps, Ron Travis (Assoc/Assoc) made 44 and Kevin Juliot (Kyosho/Kyosho) came in with 41 laps.


A film crew was also present to scout camera angles for this coming Sunday's race (Jan. 29th). The video tape will be used to promote TCRCCC. So if at all possible, please attend...even if it's just to watch.

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R/C RACING NEWS - Page 28 - March 1984

SOUTH JERSEY R/C INDOOR GT #2

Report by Joe DiCara

January 8, 1984
Louden, NJ

The second round of our indoor series was held on January 8th. This second GT race found 37 racers eager to do battle after a long lay-off for the holidays. The number of racers was encouraging as 8 or 10 of our regulars did not make the race. If we ever get all our people at a race, plus some of the racers from other areas that have expressed an interest, this new and spacious building will be a replay of last year's sardine act.

The best news is that five new drivers joined us. We saw a lot of nice shiny Christmas presents first turn a wheel this day. Notable performances were turned in by first time racers, Dave Birch and Dennis Horay. Dave made the A Novice and Dennis won the B Novice. Nice going, guys and congratulations to all newcomers.

Our first race of the indoor season saw Donny Pyle continue the dominance he showed outdoors. But that trend was stopped in race #2. I guess Bill Davis and Andy Madajewski did more than just wrap and unwrap Christmas presents between race sessions. While Donny was TQ this day, we saw Bill win the A Main going away and Andy hold off Donny for a well deserved second place. So after two races, we find only five points separating the first five racers; still anyone's title.

Perhaps the best race of the day was the B Main. This race was won by Bob Vanelli, but he was pushed all the way as all the first four finishers led the race at least once. I think Bob Kuss is kicking himself the hardest today as Bob was in 4th place for most of the race and took over the lead at the end only to crash on lap 37 and let everyone get by again. After eight minutes of racing and over 300 turns, it was difficult to believe four cars finished on the same lap. But that's what makes me come back for more.

The C Main was won by Fred Mensing. This race was billed as the battle of the off roaders because four of the six were from our O/R (Off Road) division.

John Walker turned in a strong performance to claim the D Main victory. Winnie Morgan won the E Main. John and Winnie also come to us from the O/R division. Some might question the ability of the off road racer, but at least in our club, they are a competitive force to be reckoned with and very much welcomed.

So ended round two of Carpet Wars 1984. Our next race should see yet another new name at the top as many of our racers will travel north to compete in the Eastern States Indoor Champs. It's an unfortunate scheduling clash that will be resolved in the future.

Joe

- A MAIN**
1. Bob Cross 35 laps
 2. Chris DiCara 34
 3. Ralph Case 32
 4. Art Galletta 31
 5. Dave Birch 30

- B MAIN**
1. Dennis Horay 26
 2. Russ Williams, Jr. 25
 3. Bob Howell 20
 4. Rick Kahneman 18
 5. Bill Mitchell DNS

- AM/EX STOCK — A MAIN**
1. Bill Davis 46
 2. Andy Madajewski 44

3. Don Pyle, Jr. 44
4. Don Pyle, Sr. 41
5. Mike Pyle 32
6. Phil Pyle 42

- B MAIN**
1. Bob Vanelli, Sr. 39
 2. Barry Rosenberger 39
 3. Joe DiCara 39
 4. Bob Kuss 39
 5. Rip Pinkston 29
 6. Bob Vanelli, Jr. 13

- C MAIN**
1. Fred Mensing 39
 2. Ron Boorman 38

3. Charlie Notobartolo 37
4. Paul Marziani 35
5. Russ Williams 27
6. Ray Bojarski 21

- D MAIN**
1. John Walker 37
 2. Larry Bischoff 35
 3. Frank Heim 31
 4. Russ Franceschini 30
 5. Cam Marziani 29
 6. Ron Daisey 8

- E MAIN**
1. Winnie Morgan 26
 2. Al Caldiero 25
 3. Rich Schlosser 1

- CONCOURS**
1. John Walker
 2. P. Marziani
 3. R. Williams

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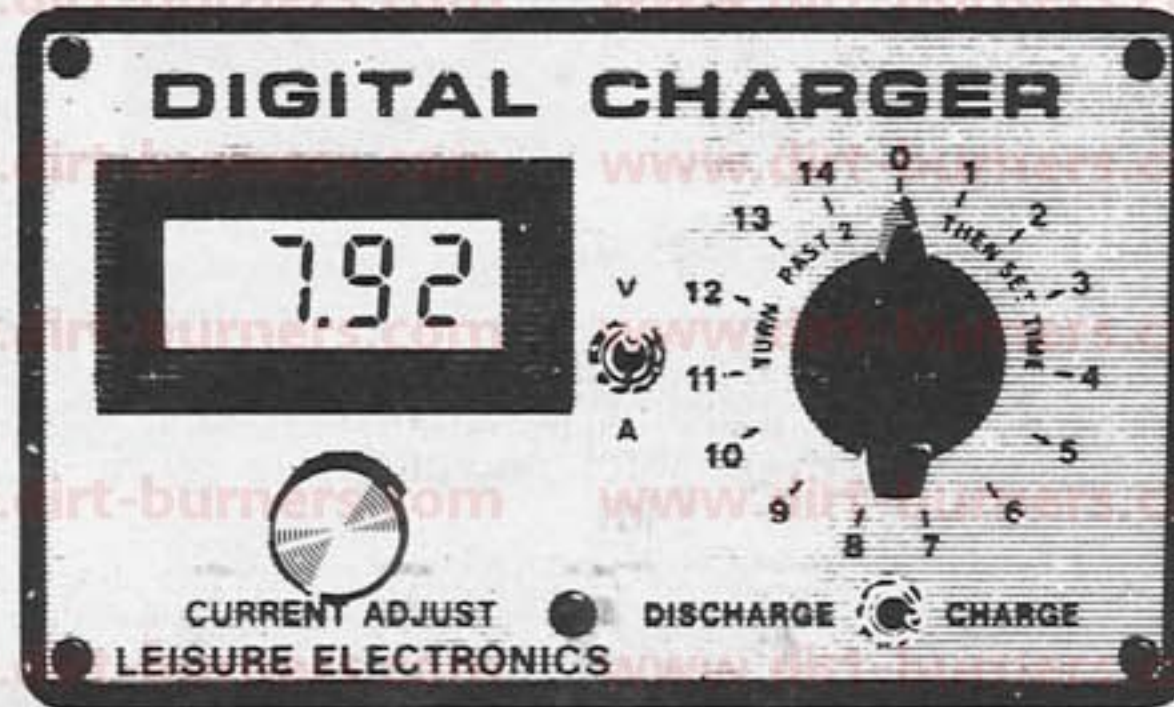


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Rate: 4/6 cell



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)

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

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ORRCA Stock (No.1002-A): \$15.00 - ORRCA Open (No.1002-E): \$35.00

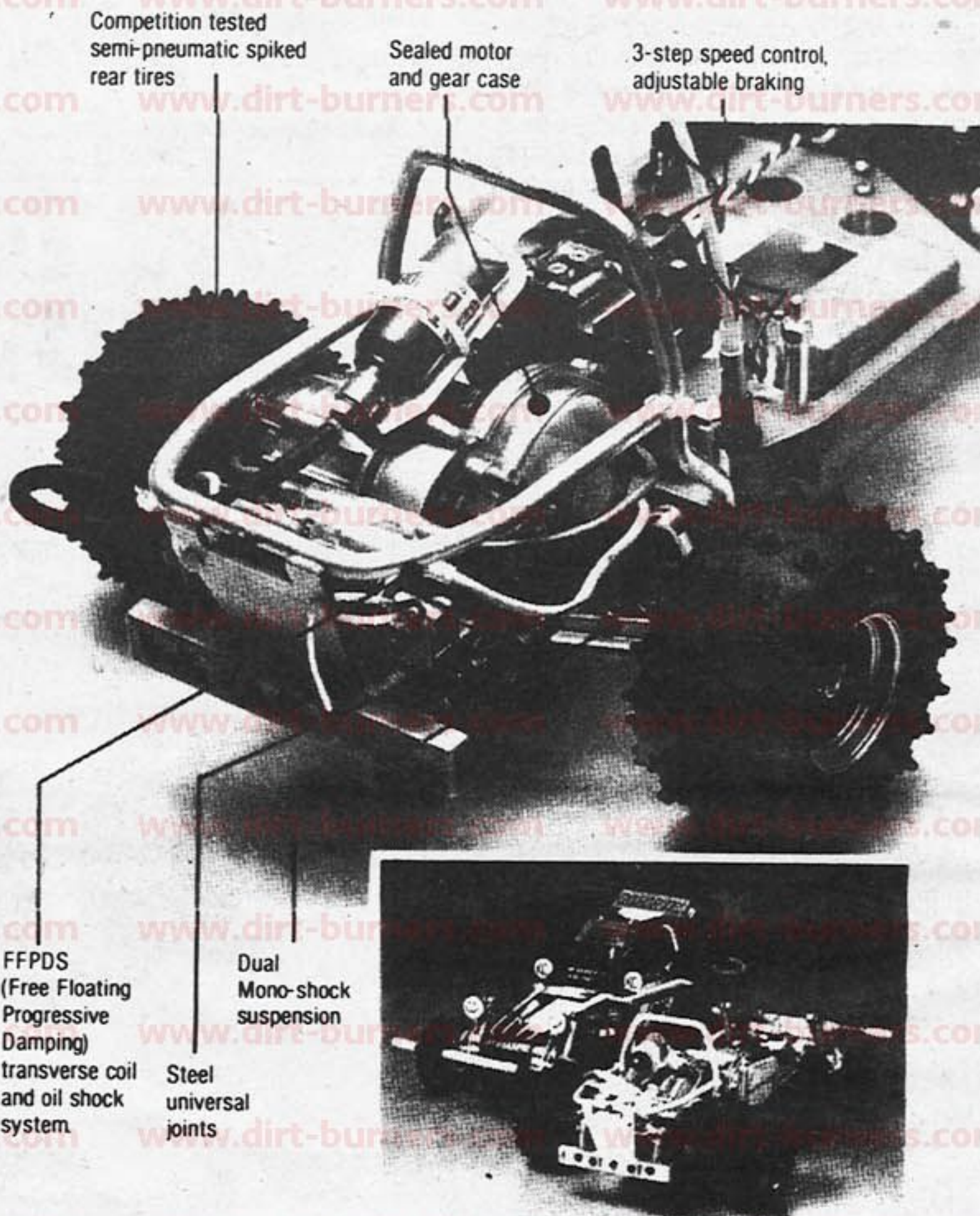
RESULTS

NOVICE-A MAIN

THE SUPER PERFORMANCE OFF-ROAD BUGGY

MRC-TAMIYA'S SOUPED UP

SUPER CHAMP



Tamiya ROUGH RIDER, FORD F-150, or SAND SCORCHER	119. ⁹⁵	WITH BEARINGS...	149. ⁹⁵
COX SCORPION	109. ⁹⁵	WITH BEARINGS...	159. ⁹⁵
SUPERCHAMP	129. ⁹⁵	WITH BEARINGS...	159. ⁹⁵

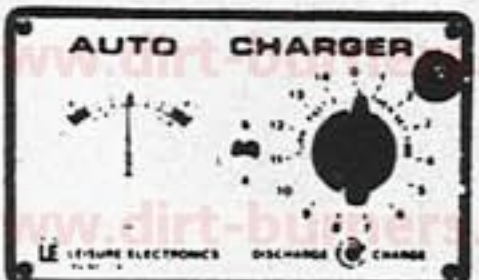
Leisure



Leisure 105
Input: 12v-DC
Rate: 4/6 cell



Leisure 106
Input: 117v-AC
Rate: 4/6 cell



Leisure 107
Input: 12v-DC/
117v-AC
Rate: 5 cell

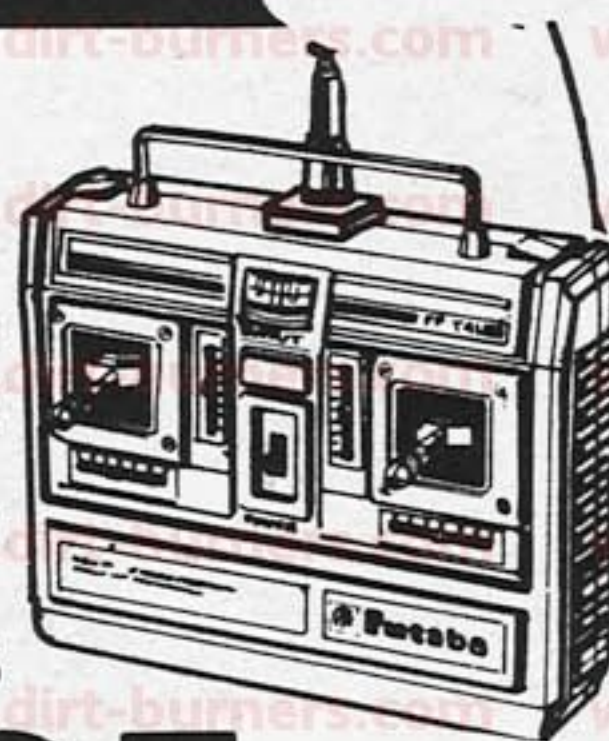


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Rate: Variable
(0-4 amps)

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FP-4L 4 channel system includes FP-T4L transmitter with servo reversing switches, FP-R4F double tuned RF amplified receiver, 3 each S-28 servos, full Ni-Cd operation, servo trays, and hardware.



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NORTH JERSEY R/C RACING

REPORT OF RACE #2

It looks like Mark Gibbons is finally learning how to control these things. Mark drove his best race ever and won the Novice class over Julian Junger. It wasn't easy, as Julian displayed driving prowess of his own. Julian, in only his second race, was only one lap down from Mark. Dennis Waldron, a slot car racer, came out to try his hand at R/C cars but was hampered by many mechanical failures. While he was on the track, he showed that he could keep the car on the carpet, which is what every novice must learn first.

The battle lines are drawn in the Amateur class. It looks like a season long fight is shaping up between Don Smith, the winner of the last race, and Mike Cominski, this week's winner. Mike beat Don by 10 feet when, on the last lap, Don had trouble with some back markers. Making a fine showing and finishing third was Jim Bodine.

Finally putting it together in the B Main was Tom Rudy. It wasn't easy though as Steve Szalus got his car together for the full 8 minutes and finished a fine second. By the way, Steve, it's not true that Angela was counting Tom's car, she was counting yours!

Expert Stock looks like a runaway for Tony P. already. His motor is clearly the fastest on the track. He put this horsepower to good use to TQ and win the A Main for the second week in a row. Glen Mac had finally gotten the bugs out of his car and seemed to be getting back into it to finish second. Finishing third was Ken Jecas with one of the slowest motors on the track. We had better watch out if Ken gets a good motor.

The week's feature movie in Modified was titled "Tony P. — Meet 8 Minutes." The experimenting of the week before paid off for Tony as he TQ'd and then won the A Main by 4(!) laps over Ken Jecas. You could hear Ken screaming for one of those motors miles away. Finishing third was Mike Cominski.

Jim Damerall finally got his car to go 8 minutes in the B Main and won it by one lap over Jim Bodine. Finishing a fine third with an antique, but highly modified Associated 12e was Frank Ciriulli. (See results)

REPORT OF RACE #3

This day will live on in infamy as Joel Johnson got to visit New Jersey and the world famous Trinity empire. Joel came in to race with us and prepare for the upcoming 4 Cell Nats being held over the Thanksgiving weekend.

Tony P. worked frantically on Saturday to finish preparing Joel's car as well as his own racer, and it paid off. Joel went out in the first Modified heat and posted a qualifying time of 54 laps which was followed by another 54 in his second qualifier. The next closest qualifier was 4 laps down with a 50! Joel didn't need as much practice as Ernie Provetti (Trinity magnate and spiritual leader) thought he did. Tony never ran 8

minutes in qualifying yet he still made the A. Don Pyle, Jr., John Raymond, Steve Ludlum and Glen Mac rounded out the A. The qualifying was extremely close. Just missing the A was Bob Bernhard who needed another 15 feet on the track to make it.

The start of the A main saw Joel get a

clean start and he was never threatened for the full 8 minutes. He finished 2 laps ahead of John Raymond. Finishing third was Region 1 dual champion, Don Pyle, Jr. There was a lot of bumping during the race and it had the greatest effect on Tony P. Tony moved from fifth up to second and then got bumped by every car on the track,

putting him back in fifth position at the end.

It was fantastic to watch Joel drive around the track. He is probably the smoothest driver in the world. He picks his point to pass perfectly, gets by cleanly and just motors away from everyone. Everyone should pattern their driving after him.

(contd. next page)

TOP GUN.

Set your sights on victory... the latest weapon in Futaba's competition arsenal is here.

Wrap your hand around our new Magnum 3PG's gun-stock grip. Either hand, because the unique, ambidextrous design gives you a choice.

The feel is perfect, custom-dialed with adjustable steering wheel throw and spring tension, positionable throttle/brake trigger and detachable NiCd battery clip.

Extra control is yours too, with thumb actuated, steering dual rate, electronic brake trim, servo reversing, variable end point pre-sets (ATV), exponential and even a built-in warm up circuit.

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ATV controls.

Rotating head design locks in position for left or right-handed control.

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Padded grip steering wheel is adjustable for lock-to-lock travel and spring tension.

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1:12 scale racers can test their reflexes with Futaba's S132H/High Speed servos, the fastest we've ever made.



Futaba

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Bob Bernhard drove superbly in the B Main and led from wire to wire with a blistering 49 lap pace. Second in the B was Mike Cominski with a 46, followed very closely by Don Smith also with 46 laps.

Expert Stock saw Tony issue a warning to Joel, "When I come up behind that lump, you had better move over or I'm going to take you out." Tony let it be known that he wanted Joel badly in this one. As a result, Tony went out and posted the TQ time of 51 laps. But it didn't come cheap. He had to take Mac to dinner for taking Joel to the boards in the qualifying.

The A Main was another story. You see, Mac broke in both of his stock qualifiers and didn't make the A. As a result, Tony didn't have anyone to take care of Joel and Joel won it with 51 laps to Tony's 50. Finishing third was Steve Ludlum, also with a blistering 50 laps.

The B Main saw the match up of John Raymond and Glen Mac. Mac started in the back of the pack and by the first turn was in third place, right behind Bill Davis and John. On the third lap, the three cars turned onto the main straight, five feet apart. Three quarters of the way down the straight, Mac put a move on John and Bill that looked like he had nitrous oxide in the car, and moved into first place. It didn't last long as John blasted him in the next corner. It took Mac about 4 laps to catch back up again. Again he put a move on John, this time in the infield. But unlike the first time, he stuffed John and got away to win it. Finishing third was Don Pyle, Sr.

Amateur Stock saw Mike Cominski repeat as TQ and A Main winner. This race saw the return of Dave Finkelstein to the wars. Dave didn't seem to lose anything and finished second. Third was Don Smith who, same as last week, had trouble with the back markers during the race.

The B Main saw Bill Puglisi run away from the field and win over John Kelly. Bill gave John plenty of chances to take the win as he tried to self destruct, but John was trying to do the same. Finishing third was Jim Bodine.

The Novice racing was also very close this weekend. But Mark Gibbons is getting better and better with every race. Mark won the race handily over a much improved Julian Junger. Finishing third was newcomer Joby Hirschfeld. This was Joby's first race with an on-road car and he shows great promise. We hope to see a lot more of him in the future.

It was a real pleasure to have Joel here to race with us. It seemed that everyone drove faster than ever trying to catch him. Too bad he doesn't live on the East Coast and race with us all the time. It was good to see some racers from South Jersey come up and some of the old faces we haven't seen in a while.

Here is a rundown of the mains for these races:

RACE #2

- NOVICE A:**
1. M. Gibbons 37 laps
2. J. Junger 36
3. D. Waldron DNF

- AMATEUR A:**
1. M. Cominski 44
2. D. Smith 44
3. J. Bodine 43
4. B. Puglisi 43
5. B. Mihlon 42
6. F. Ciruilli 42

- AMATEUR B:**
1. T. Rudy 42
2. S. Szalus 41
3. R. Duvalli 41
4. S. Stylon 41

- EXPERT A:**
1. Tony P. 49
2. Glen Mac 47
3. K. Jecas 46
4. J. Damerall 45
5. B. Bernhard 45
6. N. King 45

- MODIFIED A:**
1. Tony P. 50
2. K. Jecas 46
3. M. Cominski 45
4. B. Bernhard 45
5. Glen Mac 45
6. B. Puglisi 42

- MODIFIED B:**
1. J. Damerall 45
2. J. Bodine 44
3. F. Ciruilli 42
4. D. Smith 42
5. T. Rudy 41
6. S. Szalus 40

- MODIFIED C:**
1. M. Gibbons 37
2. J. Junger 35
3. B. Mihlon DNS

RACE #3

- NOVICE A:**
1. M. Gibbons 38
2. J. Junger 36
3. J. Hirschfeld 35
4. D. Kovacs 34

- AMATEUR A:**
1. M. Cominski 45
2. Finkelstein 44
3. D. Smith 44
4. F. Ciruilli 43
5. Ace Lane 43
6. S. Szalus 42

- AMATEUR B:**
1. B. Puglisi 44
2. J. Kelly 43
3. J. Bodine 43
4. T. Rudy 42

- EXPERT A:**
1. J. Johnson 54
2. J. Raymond 50
3. D. Pyle, Jr. 48
4. Glen Mac 48
5. Tony P. 47
6. S. Ludlum 46

- EXPERT B:**
1. B. Bernhard 49
2. M. Cominski 47
3. D. Smith 46
4. B. Davis 45
5. D. Pyle, Sr. 44
6. J. Damerall 43

- EXPERT C:**
1. D. Finkelstein
2. F. Ciruilli
3. P. Pyle
4. J. Bodine
5. Ace Lane
6. B. Puglisi

- EXPERT D:**
1. S. Szalus
2. M. Gibbons
3. J. Kelly
4. T. Rudy
5. J. Junger

You might have noticed in the race reports that there is a lot of bumping during the races. There is no need for this, especially during qualifying. Remember, in qualifying you are racing the clock and not each other. If someone is faster than you or beats you to the corner, you should back off, go a little wider and not tangle. Talk to

each other on the driver's stand to make it easier. You will only lose milliseconds if you do this, instead of laps if you crash. That could be the difference between making the A Main or not. During the mains it is slightly different if you are racing for position. You should hold your line, but if you are beat to the corner and the inside line, don't blast the guy, give it up. Get behind him and wait for HIM to make a mistake. Think that you are in a real race car. In a real car, if you crash like some of these R/C cars, you would be dead. Let's have some good clean competition.

TECH TIPS

BODY PAINTING

by Bob Bernhard

Although some of our club members may not like my taste in colors, I have found an easy, clean and reliable way to paint bodies...acrylic artist paints.

For a low investment you can paint almost any color you want. You need a basic \$15 air brush (Badger or Exacto), a can of Propel, Scotch magic tape, artist acrylic paint (Liquitex), water and a can of gray automotive acrylic laquer primer. This stuff really sticks and I can prove it with the way I hammer my cars!

PREPARATION:

1. Clean the body with soap and water to get the mold release out.
2. Use the scotch magic tape to lay out your paint job. Note: use fresh tape and don't let it stay on the body overnight or longer because the adhesive transfers to the body.
3. Make sure there are no air bubbles in the tape.

MIXING THE PAINT:

1. You can use the colors as they come out of the tube or you can mix your own — they all mix really well. There are some nice solids as well as iridescents.

2. To thin the paint for the airbrush simply use warm water. Thin it until it's kind of like thin gravy. Note: DO NOT make it too thin as the paint will bead up on the body because the water will repel.

PAINTING:

1. Start with your darkest color and begin by applying light "dry" coats. As the body begins to become opaque, you can put on heavier coats until you can't see through any spots when you put it in front of a light.

2. LET IT DRY!!!

3. Clean the brush thoroughly in warm water. That's right, just water.

4. Peel off the tape, masking the next darkest color. Pull it at a 45 degree angle so that it won't rip or leave adhesive.

5. Repeat steps 1-4 until you have completed your colors. DON'T REMOVE THE WINDSHIELD MASKING!

6. Now spray a real light coat of the gray primer to protect the paint.

DETAILING:

I've discovered a great way to detail a body...contact paper. It comes in any color including chrome, and it's cheap!

You can cut thin detail lines with a straight edge and an X-acto. It goes around curves very easily.

Scoops can be detailed easily and cut out with an X-acto.

Rondel's (white number backgrounds) can be cut by using a compass with a Griffold cutter designed to fit in the compass. Simply spin it around and they're cut. Black outlines are easy:

1. Cut a white Rondel
2. Put it on a piece of black contact paper
3. Move the compass point out 1/16" and cut the black

Extra fine tip permanent Pentel markers do door lines great.

I hope this makes painting bodies easier and more fun by enjoying the creative aspects of bodies and painting.

MIDWEST INDOOR CHAMPIONSHIPS!

(Second Annual)

Easter Seals Benefit Race

MARCH 31 — APRIL 1, 1984

(Fairfax Airport Terminal Bldg. — 3101 Fairfax Traffic Way, Kansas City, KS)

- * 4-Cell Stock Motors
- * Can Am or GT Bodies
- * \$15.00 entry, motors furnished
- * "HOA" racing program
- * 29 oz. min. weight
- * Practice & Heats Saturday
- * Features Sunday. Track open 8 a.m. both days
- * Bring table & chair — some 110V

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R/C CALENDAR

SO. CAL. ORRCA SERIES

PO BOX 8938
Calabasas, CA 91302
(818) 340-5750 or 341-0842

*1984 Schedule:

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
JUN 17 — Radio Controlled Hobbies, Costa Mesa

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 next day, Sunday or will be re-scheduled at the end of the race calendar. Join ORRCA by mailing \$10.00 to address above or at your nearest ORRCA track. Membership can also be acquired at track on race day.

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APR 1
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JUN 3
JUN 24 — 1/12 3hr. Enduro
JUL 8 & 22
AUG 12
AUG 26 — 1/8th 6hr. Enduro
SEP 9 & 23

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MARCH 10-11 - Mach Enterprises, Legg Lake, So. El Monte, CA. Dist 19 Outb-E
MARCH 17-18 - Needles River Rats MBC, Park Moabi, Needles, CA. Dist 19 Heat Racing
APRIL 1 - Puget Sound Model Boat Club, Lake Wapato, Tacoma, WA. Enduro, Outb, Sport 40. Jerry Dunlap (206)584-7131.
APRIL 7 - Seattle Model Yacht Club, Twin Lakes, Marysville, WA. Record Trials, Ron Erickson (206) 782-7855.

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(All events scored by computer)

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

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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!

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2nd SUNDAY:
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4th SUNDAY:

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

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MAY 13 - PROCAR @ Pit Shop
JUNE - Rain Date
JUL 15 - At Del Mar
AUG 12 - PROCAR @ Pit Shop
SEP 23 - At Ventura
OCT 21 - At Del Mar
NOV 18 - At Pit Shop

Entry: \$10.00 (\$2.00 to Series for trophies at the end of series.)

THE MRC/TAMIYA "1984 R/C Off Road World Championship"

Presented by: R/C RACING NEWS & THE SCORE SHOW — P.O. BOX 411, Woodland Hills, CA 91365 — (818) 340-5750.

APRIL 13-15, 1984 — At the ANAHEIM CONVENTION CENTER, Anaheim, CA. Indoor dirt track, tight and rough, make sure your car is working. World Champ & ORRCA rules in effect. STOCK World Champ, APRIL 13 (Friday); MODIFIED World Champ, APRIL 14 (Saturday); OPEN World Champ, APRIL 15 (Sunday). Entry opens from FEBRUARY 16 to MARCH 16 @ \$25.00 per class. Limit on entries to 200, so enter early! Don't wait! Late entries (if available) \$40.00 per class. The biggest R/C event in the world! Over 40,000 people attended last year! Trophies for World Champ classes sponsored by SANYO. Top Qualifying trophies sponsored by KRAFT SYSTEMS. Also trophies for Concours, Best Engineered (sponsored by MIP), and "World Team" trophy (six different drivers, 2 in each class — names of World Teams must be in by March 16th).

VENTURA ROADRUNNERS

4368 Westmont Ave.
Ventura, CA 93003

1/12th Schedule:

FEB 12
MAR 11
APR 8
MAY 13
JUN 10
JUL 8
AUG 12
SEP 9
OCT 14
NOV 11

1/8th Schedule:

FEB 26
MAR 25 — So. Cal. Series
APR 22
MAY 27
JUN 24
JUL 22
AUG 26
SEP 23 — So. Cal. Series
OCT 28 — 6 Hour Enduro "GT"

All racing at Montgomery Wards, Main Street, Ventura (just off 101). \$10.00 membership dues, 1 year, \$15.00 for family. All 1/12th races will be open body style. All 1/8th gas races will be Can-Am, except the Enduro. Entry for 1/12th: \$3.00 (members), \$5.00 (non-members). Entry for 1/8th: \$5.00 (members), \$8.00 (affiliated clubs), \$11.00 (non-members).



WHAT IS ORRCA?

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

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

JOIN ORRCA!

Membership Application Form

Name _____

Street _____

City _____

State _____

Zip _____ Tel _____

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

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

ECRCRC

(Essex County R/C Race Cars)
(519) 727-6814

MARCH 3:

1st Annual Windsor M.A.R.T. 1/12th scale electric 4-Cell Stock and Modifieds. Race at St. Clair College on Talbot Road. ROAR & MART rules apply. Entry: \$5.00. Race starts 9:30 a.m. Sign up early. For more information, call tel.# above.

COMPETITION HOBBY & MFG.

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

1984 OFF ROAD SCHEDULE

WINTER SERIES: Jan 1, Jan 14**, Jan 28, Feb 11, Feb 25, Mar 10, Mar 24, Apr 7, Apr 21**.

** (Regional events)

SPRING/SUMMER SERIES: May 5, May 19, Jun 2, Jun 16, Jun 30, Jul 14, Jul 28, Aug 11, Aug 25.

FALL SERIES: Sep 8, Sep 22, Oct 6, Oct 20, Nov 3, Nov 24, Dec 8, Dec 15, Jan 5, 1985.

All races are points races with 6 out of 9 counting for series point total. Trophies to 3rd. Entry \$5.00 per class, \$7.00 Late entry (after 10:45 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.

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

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!

MIDDLETOWN R/C CAR CLUB

Rick Dearth 425-9833
John McCain 423-7984
Charlie Litsakos 423-7678

1/12 ELECTRIC 1983-1984:
MARCH - 4, 11, 18, 25 - Trophy Dash.
Last Race of the 1983-84 Season.

INDY 500 R/C CAR CLUB

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

SPECIAL EVENT

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.

CAR 1984

D & J HOBBY
Campbell, CA
(408) 379-1696

1/12 ELECTRIC:

Feb 12, Mar 11, Apr 8, May 13, Jun 10, Jul 8, Aug 12, Sep 9, Oct 14, Nov 11, Dec 9. ROAR sanctioned series, membership required. GTP/GPC/CAN AM, Stock & Modified classes & motors, Novice & Amateur/Expert.

CYCLE ART RACEWAYS

Freemont, California
(209) 233-3665/229-8366
Ask for Dick, Bruce or Les

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

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.

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.

Mar 4 & 18
Apr 1, 15 & 29

Membership Application

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

Check one:

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

Dues are annual and now include insurance

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

ATTENTION R/C Clubs/Promoters SPECIAL EVENT ADVERTISEMENT

THIS SIZE AD (4 3/4" X 5"), Regular \$90.00 now only \$45.00
(Payment must accompany Ad - No exceptions)

ROAR, NAMBA, IMPBA, AMA, & Organized Clubs ONLY!
(Not available to private parties, manufacturers, or dealers)

ADVERTISE Your Next Race for LESS than what it would cost you to send out 500 Flyers!

SEND IN your Event Ad NO LATER than the "15th" of Each Month for the following month's issue.

AD DESIGN & LAYOUT is to the discretion of the Club. MUST BE CAMERA READY. Stay within borders. Any extra Typesetting or layout will be billed before ad appears.

TAKE ADVANTAGE & GET THE WORD OUT

R/C RACING NEWS
P.O. Box 411
Woodland Hills, Ca. 91365
(213) 340-5750/345-7300

PROCAR

1/8th GAS

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

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"

1984 FLORIDA STATE 1/12th SERIES

Larry Parks (305) 724-4930
Glenn Schems (305) 259-0118

MAR 31 - APR 1 - Sebring, FL - GT.
Jun 9-10 - Orlando, FL - Can Am.
Jul 7-8 - St. Petersburg, FL - Can Am.
Aug 18-19 - Miami, FL - GT.
Sep 29-30 - Largo, FL - Can Am.
Nov 17-18 - Melbourne, FL - Can Am "Fall Classic".
Entry: \$10.00, Late \$15.00 ROAR Modified Rules.

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.

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

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

WHAT IS ROAR?

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

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

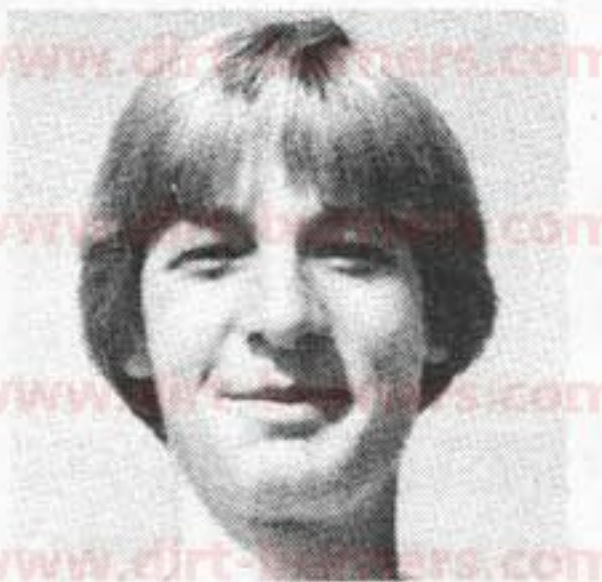


TEAM ASSOCIATED

Send for free catalog

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

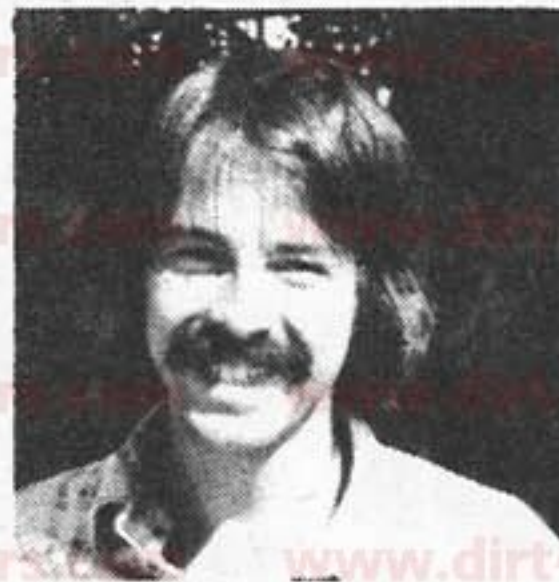
1983 PERFORMANCE - 1/12 Electric



Lavacot



Toland



Hickman



Killam



Rott



Fusco

1983 USA ROAR Nationals

Production Class (Box Stock cars)

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

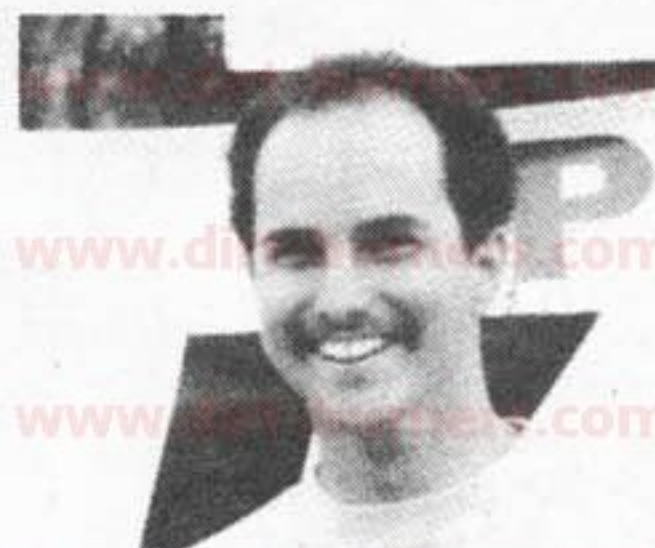
1983 PERFORMANCE - 1/8 Gas



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



The FROG

THIS IS THE FASTEST OFF-ROAD WE'VE EVER BUILT

SPEED

Right out of the box, the 1/10 scale Frog can outrun, out handle, and out perform many of the hottest "souped-up" buggies on the tracks today. To make one this good and this fast, we've created new materials, used new design techniques and re-engineered the off-track racing buggy concept. The result... not just the fastest off-road buggy kit we've made... but a leap forward in performance, durability and handling as well.

Intent on speed, we used a light-weight, highly durable Lexan (polycarbonate) body, and made our RS540 motor standard fare. We designed a chassis that would house servos, receiver and battery pack at the precise location for optimum center of gravity.

PERFORMANCE

Then we began to concentrate on control and positive handling. To do this, we equipped the Frog with new large differential gears for tighter turns, better handling. Then we invested the Frog with yet another dimension... interchangeable gear ratios... gears that can be changed on the spot, right in the pit area. This allows the savvy driver to change gears as track conditions dictate. Say you're running on a track that has many curves and very little straight-away. You can install just the right gear ratio for quick acceleration. However, as the dirt on the track becomes more churned up, it may be necessary for a quick gear change. Pull your car into the pit area, and within a few minutes you can be ready to run at optimum performance with precisely the gear ratio you need.

HANDLING

Next, we created heavy-duty, coil over, adjustable, oil-filled shocks to complement the adjustable trailing arm rear suspension. What these shocks do, is offer progressively increased resistance when the tire is forced up and less resistance when the tire drops to the road. The result is a new standard for road hugging racing traction... tighter cornering control. Unrivalled performance.

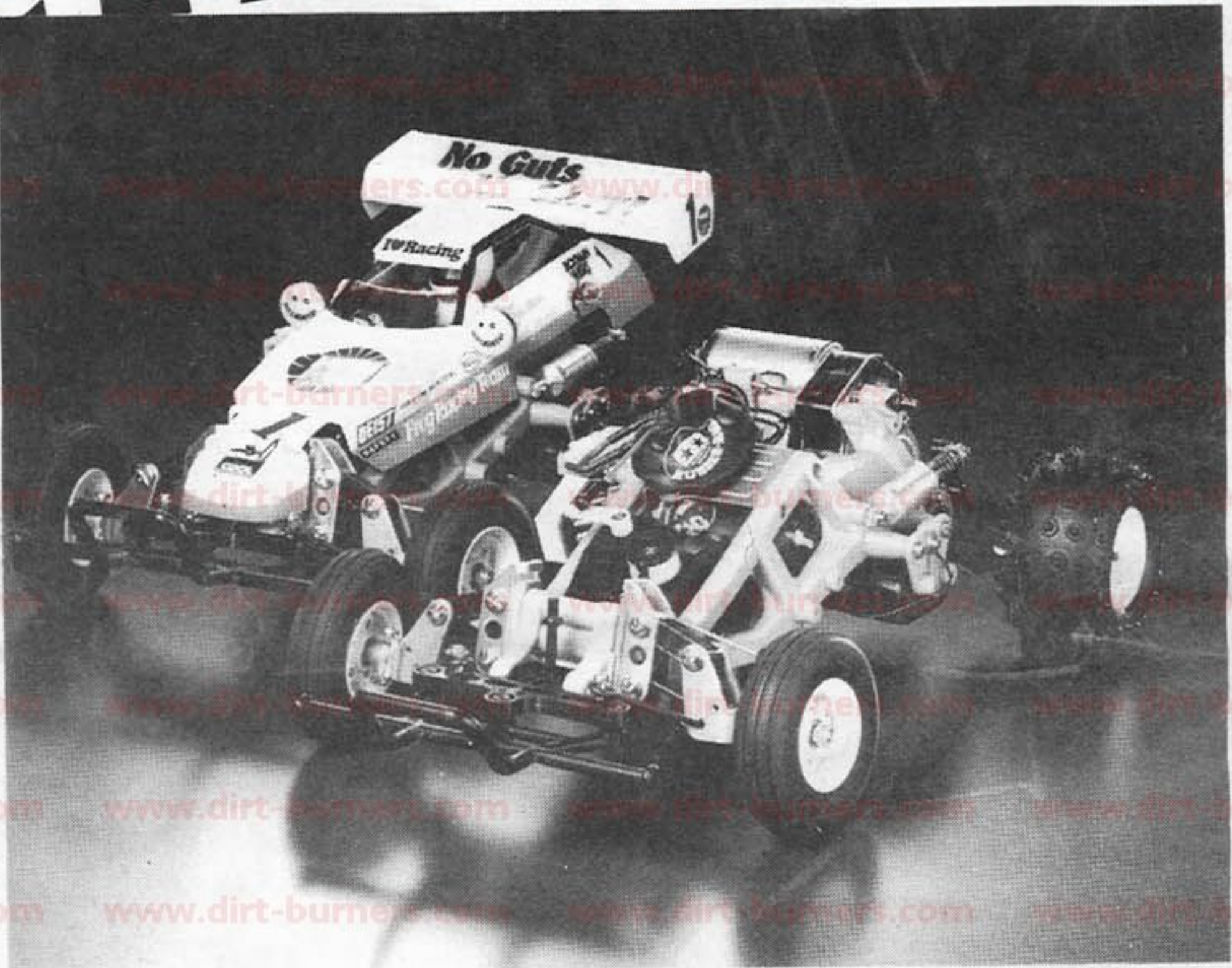
We could have stopped there... for these were the key elements of the Frog's leap forward, but MRC-Tamiya doesn't stop short of perfection... so we included four ball bearings in the transmission; glass filled nylon gears; and spiked rear tires with a small air hole for better grip and durability... excellent for dirt tracks; a new space age nylon bumper; a servo

saver with direct drive which decreases front end play and increases pinpoint steering control.

The Frog... It Lets You Compete On A Higher Level

Length: 16.14"
Width: 9.17"
Height: 5.9"
Weight: 2.4 lbs.
Gear Ratios: 1:8.5, 1:7.3, 1:6.7
Power: 6 volt or 7.2 volt MaH Battery not included
2 Channel, 2 Servo System Required

For maximum enjoyment and safety, read the complete instructions.



Model Rectifier Corporation
2500 Woodbride Avenue
Edison, New Jersey 08817

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