

R/C RACING

NEWS

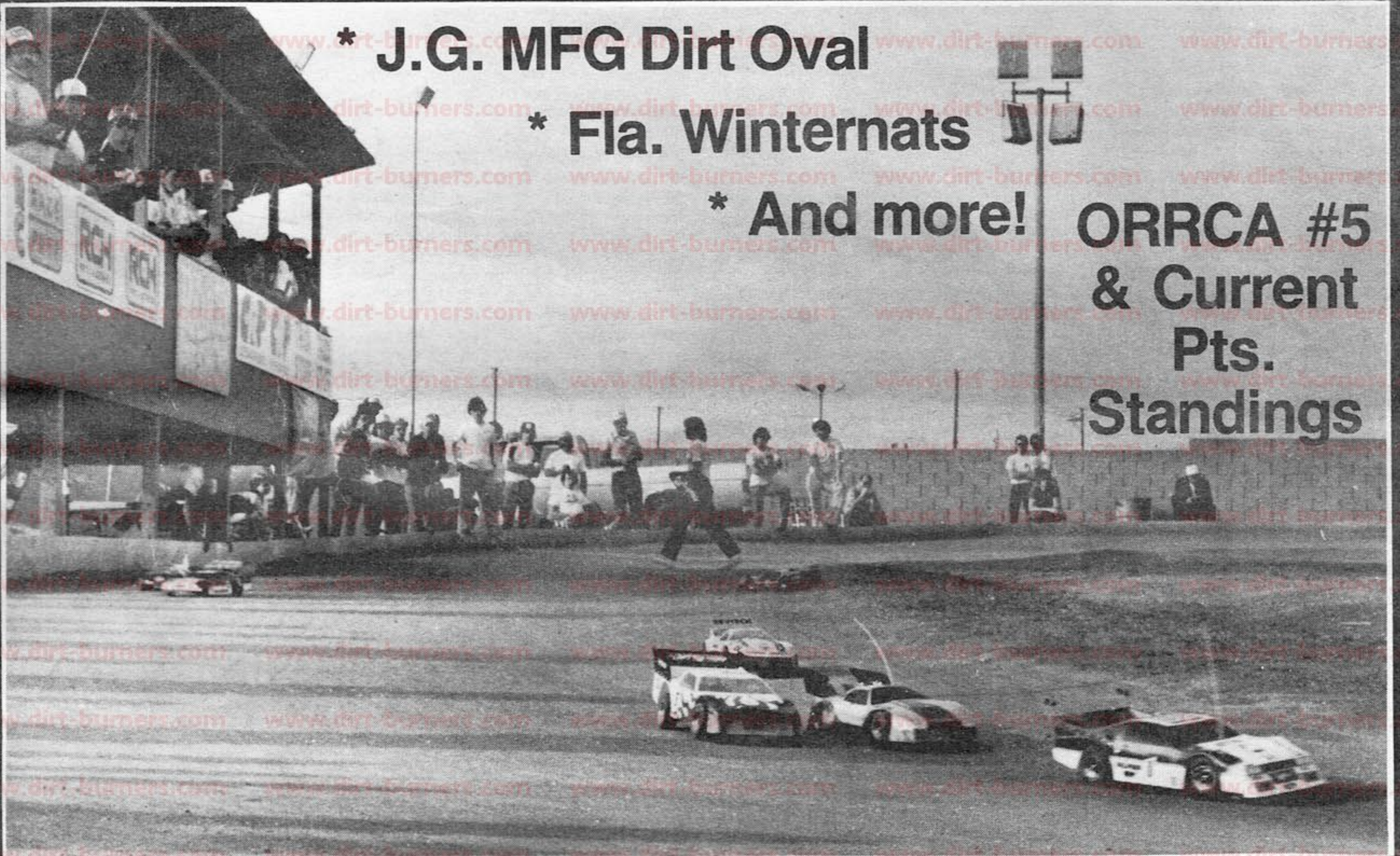
\$1.50 APRIL 1984 - ISSUE -35 - Vol. 4

* J.G. MFG Dirt Oval

* Fla. Winternats

* And more!

ORRCA #5
& Current
Pts.
Standings



Race Corner

R/C RACING NEWS would like to thank all of you who sent in your entry for the World Championships in plenty of time. The response was phenomenal. We also would like to apologize to those of you who were not able to make this year's World Championship program. We regret at having turned down and returning your entry(s), but because of time restrictions we had to limit the entry in each class. Nevertheless, we hope you will try again next year. Hopefully, at that time, we will be able to accept many more entries than this year.

As a matter of fact, we had originally decided to accept only 200 total entries allowing 40 in Stock class, 96 in Modified and 64 in the Open class. As it turns out, we've gone beyond that with 104 in Modified and 78 in Open, and still we had to return over 50 entries. In any case, even if you did not make the race program, you should try to attend the three-day racing event at the Anaheim Convention Center on April 13-15 for one of the greatest R/C racing events in the world - the MRC/TAMIYA "1983 R/C Off Road World Championships". You'll have a great time and you'll also have a chance to see many of the manufacturers there displaying their latest "after market" products as well as the companies that put out these great off road kits and radio systems.

The rumors that the Radio Controlled Hobbies off road track in Costa Mesa is about to close ARE NOT TRUE! Ron Williams called us to make sure we let everyone know. There was a word passed out that if the track was not kept clean after a race, then there was a possibility of losing the track site, but according to Ron, that's already been taken care of and racing should continue at Radio Controlled Hobbies for the rest of the year. He also wanted to remind everyone that their regular monthly off road race remains on the SECOND SUNDAY of every month and they now have a new track layout. We heard that at his last race there were over 140 entries for their Sunday race. The rumors have not hurt him that much, have they?

While on the subject, and this is not necessarily restricted to off road racing, but the point of keeping the track clean, especially after an R/C race, is most important. Most R/C racing is done across the country, usually on someone else's property. At a Shopping Center, school, or other types of parking lots or halls. R/C racing is a family sport and as such we want to continue to promote that kind of image. Beer cans and Twinky wrappers all over the ground & cigarette butts don't help to promote that image. So better think twice before you throw your refuse in somebody's parking lot. It may be the last time you may be able to race there. I'm off my soap box now.

March 31 - April 1 are the dates for the Second Annual Easter Seal Benefit Race for 1/12th Scale 4-cell Stock cars. It's the Midwest Indoor Championships and if you would like to have more information you can contact Mark Randol, Race Director at (816) 525-1952. The race site is at the Fairfax Airport, 3101 Fairfax Trafficway, Kansas City, Kansas. Check it out!

I guess we ruffled a few feathers last month in this column, although we didn't really mean to. We stated that we were happy to see some of the companies get involved with the electronic speed controls, especially for off road racing because many racers were having trouble with the resistor-type of speed controls. Well, we did

say that but what we wanted to point out was that there are many racers out there who really don't know how to set up a resistor-type speed control so that it works at peak. In fact, with the growth in off road racing and with so many new and inexperienced racers getting involved in the sport, we felt that an electronic speed control would make their life easier, albeit at a greater expense. It's a known fact that to get maximum power from your batteries to the motor, a resistor-type speed control is the right ticket. But it must be set up right with good wiping action. To accomplish this, you've got to read the instructions closely and make sure that all contact points are solid. Nothing burns out a resistor faster than poor wiper arm contact.

We also happened to check out one of the latest products from Parma - a double-barrel 1/10th .8 ohm Resistor and let me tell you, that is a monster of a unit. It works great, but it's got to be set up correctly. If properly maintained, that unit and some of the others can last you for plenty of races before you might have to replace them. Check it out. Parma's unit retails for about \$32.00, which includes the mount and heat sink and reverse micro-switch.

You like raspberries? Well if you do, you might want to make a note of this date, July 21-22, 1984 which is the scheduled date for the 2nd Annual Raspberry 100 GT R/C Road Race. The Twin Cities Radio Control Car Club is putting on the race and it looks like it's going to be one of the major events of the year. It's for 1/8th and 1/12th scale R/C cars and the race site is located at the Hopkins Office Center Parking Lot, Hopkins, Minnesota. Barry Downs is the Race Director and if you want all the details about the race, call him at (612) 933-4211. Entry is \$10.00 if you send it before July 1, 1984. After that it's your first born. Just kidding! Give Barry a call, last year's race was really well received and everyone had a great time.

It's space age time. We hear that more and more R/C clubs are now going into computerized scoring systems, and why not? It's fairly inexpensive and if a local club has a computer expert (which I'd bet most clubs do), then it's even less expensive. But the fact is that a computerized scoring system is the way to go and if a club or promoter is not thinking in that direction, then they are behind the times and entries may suffer. The racing equipment has gotten to be very sophisticated, and so have the driving skills in all areas of R/C. Races are won and lost by fractions of a second, especially during qualifying rounds. It just makes sense. We've heard from many clubs across the country that they are switching to a computerized system; clubs like the Ventura Roadrunners, and tracks like the Poor Boys track and TQ Hobbies. There are a number of people right now that have a pretty good knowledge of how to set up a computerized system. You can talk to Kevin Orton at Delta. They have a program that can be integrated to several inexpensive computer systems and you're off and running. Bob Rule at Bolink bought a system in Europe that he's really excited with and I'm sure he'll be glad to give you all the details. Neal McCurdy of Revtech in California also is a computer expert and R/C racer and he's designed several systems for scoring races. In all, there are a number of people across the country that could really help you set up your system. I suggest you give some

of these guys a call.

Now we hear that there's a fully-automatic scoring computer in Holland that has been used in a number of gas and electric races with excellent results. Now, if accurate within 1%, that's the ultimate system for all types of R/C racing. We don't know too much about it yet, but we're trying to find out all the details. In any case, you can bet that as soon as we can get more information, we'll make it available to everyone. Can you imagine, no more fighting with guys to count laps and no more arguments about just how many laps the car made. Of course, I'm sure there's always going to be the one guy who'll blame the computer for his not making the A Main, but it wouldn't be racing if we didn't have at least one of them.

"FULL BORE IN '84" is the way the NAMBA Nationals are being billed for this year's event in New Jersey. District 1 of NAMBA is putting on the event, and for the past four years each National has been better, entry wise, than the last. So all eyes are on the District to see what kind of turnout they're going to get. All we can tell you is that the NAMBA people in New Jersey are doing all they can to make your trip there a most enjoyable one. We've just received their entry blanks for all the various classes you can run in at the Nats and on the back is an extensive list of hotels and motels and who to contact for accommodations. In any case, if you haven't yet made your arrangements or would like more information about this year's NAMBA Nationals, you should contact Douglas Twaits, Race Director, at (201) 347-5756. If he can't help you no one can.

Hey the first Western Dirt Oval Championships put on by John Gudvangen and sponsored by his J.G. MFG, turned out to be a great event. Finally Dirt Oval has become a reality in the West Coast. I know that there are many clubs (electric & off road as well as gas) that run oval races all the time in the Midwest and East Coast, but somehow, especially in off road, the West Coast has been pretty slow to do so. J.G. MFG. Dirt Oval Champs broke the ice and I think that there's going to be a lot more of that in the coming months. For sure, John has already informed us that the 1985 Dirt Oval Championships are scheduled and shortly, he will be sending us the exact date. By the way, the rules used for the event were the same ORRCA Off Road rules with only a couple of exceptions. ORRCA will be putting out an Oval addendum most likely for 1985.

Speaking of ovals. We just got word from Terry Pfeiffer in Santa Maria of a new off road track with an "oval" that has just opened. They are forming an off road club and anyone interested in racing in the Santa Maria, California area should contact Terry at (805) 735-5061. This should give many of the racers around the Santa Barbara, Lompoc and even the Oxnard areas, a closer site to go off road racing. The track, by the way, is located in back of Airport Datsun-Volvo on South Broadway in Santa Maria. They are putting together their racing schedule and we should have it by next month's issue.

Open invitation from Parma to attend the 30th Annual Radio Control Exposition to be held April 6-8, 1984 in Toledo, Ohio. This is probably one of the biggest R/C shows in the country and everybody that's anybody will be there. Parma has a large display there and would like those of you who plan to attend the show to stop by and

say hello.

Cycle Arts sent us their 1984 Spring racing schedule which includes an 8 race series, an ORRCA So. Cal Series event and a number of other off road races in and around the Fresno, California area. Check it out in our Calendar section for exact dates. But we can tell you that you can call (209) 233-3665 for more details. Their first race started on March 10th, but you've got until July 15th to be a part of their racing program. Check it out.

More race schedule information. We've also received race information from the guys in Tucson, Arizona and their 1/12th racing dates (see Calendar). They've started racing on March 3rd but their schedule goes through August 4th, so there's plenty of time for those of you in the area to join their party. For more information you can call the Tucson R/C Club and speak with Bruce Enderle at (602) 298-1253. Track is located on the east side of Tucson.

Champion East distributorship has been sold. Bob Rule, President of Kieve Enterprises, announced the sale of its subsidiary Champion East Distributors to Carl and Ann Ford of Williamstown, New Jersey. Rule, who along with wife Kathy own and operate BoLink Industries and Champion Slot Racing Products, made the announcement a few weeks ago. For more information you can now contact Carl Ford at (609) 728-2454.

More racing. The Chicago Radio Car Club also sent us their 1/8th scale gas racing schedule for 1984 which includes their own Club races, the Racine Radio Car Club schedule and the Mid-West Series dates. We've got it in our Calendar section so check it out. There are a whole bunch of numbers where you can contact people for further information but the person who sent us this information is Al Rovel (312) 665-8935 in Wheaton, Illinois.

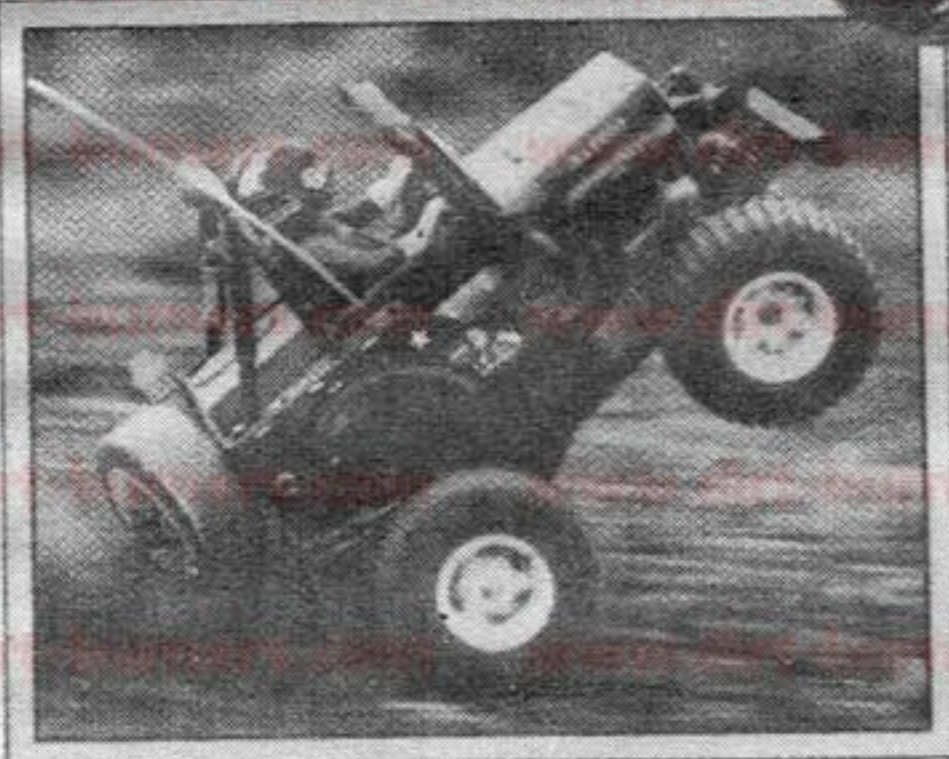
We can't leave the Capitol Auto Racers from this column. They've asked us to let everyone know that they have their races on the fourth Sunday of every month at the Sunrise Mall, Sunrise Blvd. & Greenback Lane in Sacramento. Open Class and Super Stock Class are the ones being run.

HIROBO-MANIA is one of the current viruses that many West Coast racers are suffering from. The new four-wheel entry into the off road market has created quite a stir among the R/C racers in this area. To say the least, the car is one of the more radical entries that has come into off road in the past three or four years. But for what it's worth, it's not the answer to all your racing problems and it's not going to make a "C" or "D" main driver an instant "A" main terror. So far the car has worked well when it's working. Some parts are fragile and need to be beefed up. I'm sure that is just around the corner as there are several companies that are already making "after-market" products. The first one to do so is J.G. MFG, which has a number of items to protect the chassis and the front of the car as well as other goodies. The car has yet to prove itself on the rougher tracks where suspension is a must, and I guess the first really big test will be at the MRC/TAMIYA Off Road World Championships in Anaheim this month. There are a number of Hirobo cars entered in both the Modified and Open classes, so the battles between the 2-wheel drive and the 4-wheel drive cars should be quite interesting.

(contd. page 6)

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

KIT SPECS
Body derived
from Willys M38
military vehicle
Length 13½"
Width 9½"
Height 10½"
Power Mabuchi
RS 540 Electric
Motor
2 channel R/C system
and 6 or 7.2 volt battery
required (not included)

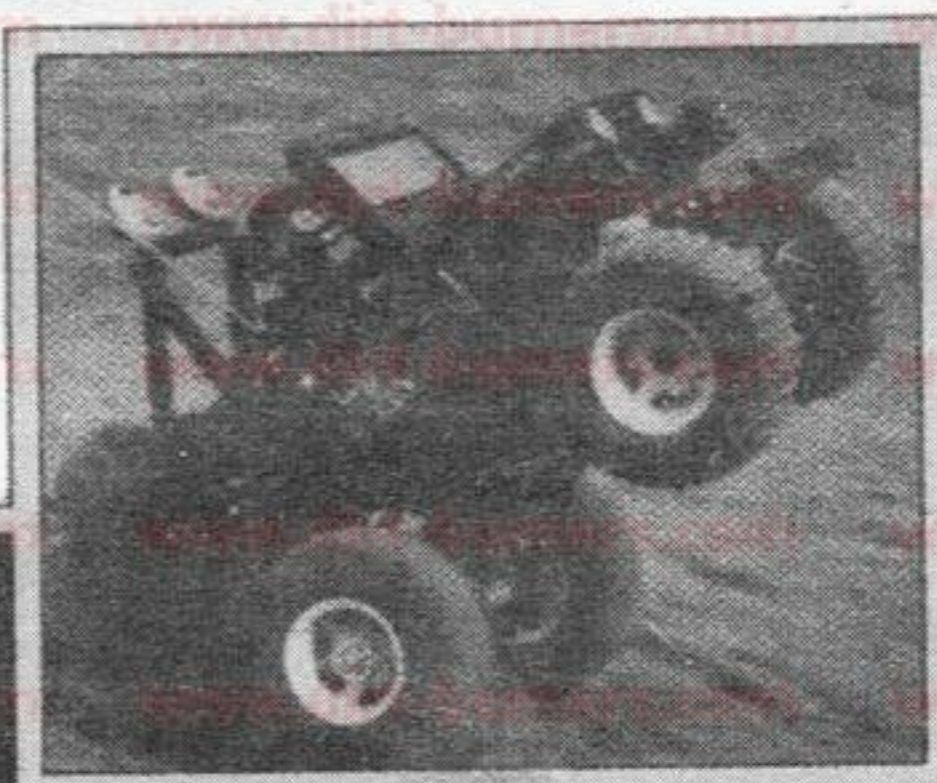
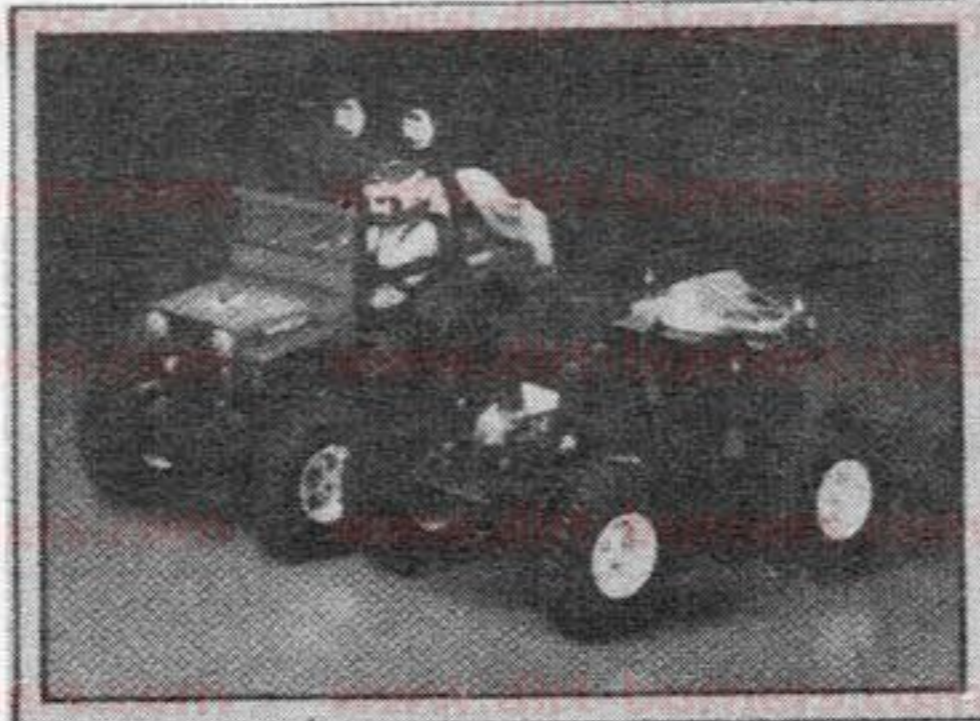


Talk about wild... Willy is it. Talk about fun... Willy's the one. It's MRC-Tamiya's stunt buggy kit. Its been geared for everyone, whether you're into R/C off-road, or ready to take the plunge.

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

and short wheelbase make it perfect for wheelies, spinouts, donuts, figure eights, and uphill climbs. Wild Willy was engineered to do it all. From asphalt to mud, from sand dunes to rocky slopes, Wild Willy takes them in stride.

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



MRC  
Model Rectifier Corporation
2500 Woodbride Avenue
Edison, New Jersey 08817

WILD WILLY OFF-ROAD STUNT BUGGY

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ON THE COVER: The West Coast had it's first major Dirt Oval Championship with the running of the J.G. MFG sponsored event. There's one scheduled for next year.

R/C RACING NEWS

You Race It...
We Cover It!

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R/C RACING NEWS is published monthly for a subscription rate of \$15.00 for 12 issues, by United Publishers Group, P.O. Box 6246, Woodland Hills, CA 91365.

Application to mail "second class" postage rates is pending in Woodland Hills, California. Foreign subscription rates are \$25.00 for Canada and Mexico, First Class; and \$35.00 to \$50.00 Air Mail to other Continents. All subscription rates are subject to change without notice.

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Published by:
UNITED PUBLISHERS GROUP
P.O. BOX 6246, Woodland Hills, CA 91365
(818) 340-5750

On the Line

WHAT PRICE GLORY!

In the competitive world of 1/12th scale racing, a racer has a lot of time to think about the cost of racing his "toy" car.

Probably a racer spends most of his money on two items. Motors and Batteries. It seems to be a National trend to run eight minute qualifying heats and eight minute mains. Now that means in a highly competitive field with three rounds of qualifying and then the features, a racer that hopes to fare well would have to have four sets of dynamic batteries. There, we have 4 sets of batteries to go run a National-caliber race. Is there an alternative?

In some areas 4 minute qualifiers are common. It gives the racers who don't have quite the budget, a chance to be competitive. A mediocre set of batteries will usually be as fast as a good set of batteries for four minutes. Saving a driver a good bit of money and letting him or her still be competitive. There are several other advantages to 4 minute heat races. Have you ever been to a race where it was 3 or 4 hours in between heat races that you run in? You could spend as much time as 10 or 12 hours at a race site and race only two or three times. Four minute heats allow you put in more qualifying rounds, and there is usually more time for open practice to work out the "bugs" in your car and find out if you can make (the) time.

Have you ever been in a heat race where you know that one bad crash will make you "dump"? Or if your tires aren't the exact size, you won't make time or a servo draws just a little bit too much current because somehow it got dust on the pod or board and you slow down too much?

Besides all of that, does the Indianapolis 500 run 500 mile qualifying heats? There are pros and cons to both sides, but I feel that not only will it save racers money, it will also create a more relaxed atmosphere in a highly competitive situation.

Calvin Wade
Tulsa, OK

I CAN'T BELIEVE YOU DID IT!

Just got my issue of R/C RACING NEWS (March 1984 Issue) and upon reading through it about the Off Road World Championship, I came across the fact that this year you will be running 5 minute heats and mains for the first time. I bet that must have knocked a few California Hot-Shoes for a loop. It seems that all, or most all, racers out there like to go as fast as they can, even if their car only goes two or three minutes. I guess that's racing but it sure isn't much fun. To me, racing should be a combination of a lot of things - skills, mechanical preparation, and the right kind of calculations, like they do in NASCAR and in other forms or real racing.

We here in Lubbock are not as organized as you guys out there, but we've been running five and six minute off road heats for quite a long time. In fact, there are a few of us who run as much as 8 minutes, although I've got to admit, they get kinda slow by that time. But what makes it fun for us is that we don't have to go out and by those super-hot \$90.00 motors in order to be competitive.

I was at the SCORE SHOW last year because of the business that I'm in. We exhibited at the show. It's there where I first saw the off road cars and I've since bought three cars (2 Tamiya Sand Scorcher and 1 Cox) and my sons and I have been rac-

ing them ever since. What bothers me was the fact that there seems to be too little time for racing. That's the most fun, I think, to race with others for as long as you can.

We're hoping here to establish an off road club and maybe set up a track somewhere. If you know of anybody around this area who has maybe set up one, please let me know. There's about 20 of us who race for fun on a regular basis.

I hope to be at this year's SCORE SHOW and maybe I can see Lou Peralta there to talk to him about our racing here. In any case, I'm glad you guys have taken the right step to more fun racing. Maybe next year you might want to go to 6 minutes?

Darryl Penzielle
Lubbock, Texas

Hmmm!... Six minutes...huh? There are no organized tracks in Lubbock yet, but I'm sure we'll hear from other racers in your area after they read this. In any case, if we can help you get a track and club started, please let us know. Ed.

LET ME MAKE A FEW COMMENTS

Having just received my ORRCA mailer, I feel that I should sit down and make a few comments about a few items. (Reference to the mailer is the same as was printed in our last issue about the ORRCA meeting and the reviewing of certain rules, modifications, additions or deletions, etc.)

ITEM 1: Regarding the change from 4 minute to 5 minute heats. The idea to encourage written opinions is excellent.

ITEM 2: Regarding track representatives. I feel that any track representative that will be appointed by a track operator will lean towards the track operator's views & not necessarily reflect the opinions of the "average racer" since he or she will probably be appointed from the ranks of a track or hobby shop sponsored team. I would like to see everyone interested in representing the racers submit their names to ORRCA and, on a later mailer, allow the racers to vote for 3 people. These three individuals would then receive suggestions or comments from the general membership directly to "their" mailing address and would bring them to the meetings for discussion. The "Race Reps" names and addresses should be published in R/C RACING NEWS and Competition Plus so anyone can make their opinions known.

ITEM 3: A very good idea that could be incorporated in the "Race Rep" portion of the meetings adopted.

ITEM 4: General meetings are a great idea, however, they probably should be held more than once a year.

ITEM 5: More frequent mailers are definitely the answer to keep everyone informed - Please consider every two months.

ITEM 6: On the subject of drivers classes, there are some very serious opinions being heard in the pits. First of all, whatever class a driver runs in at a non-points race should be of no concern to ORRCA. Secondly, I'll bet that almost 75% of all "stock" drivers own a "modified" car to run at non-points or fun races. Remember that each car needs replacement parts that hobby shops are glad to sell. I know of many "stock" drivers who run Modified cars at non-point races. Are you suggesting that they get rid of one car?

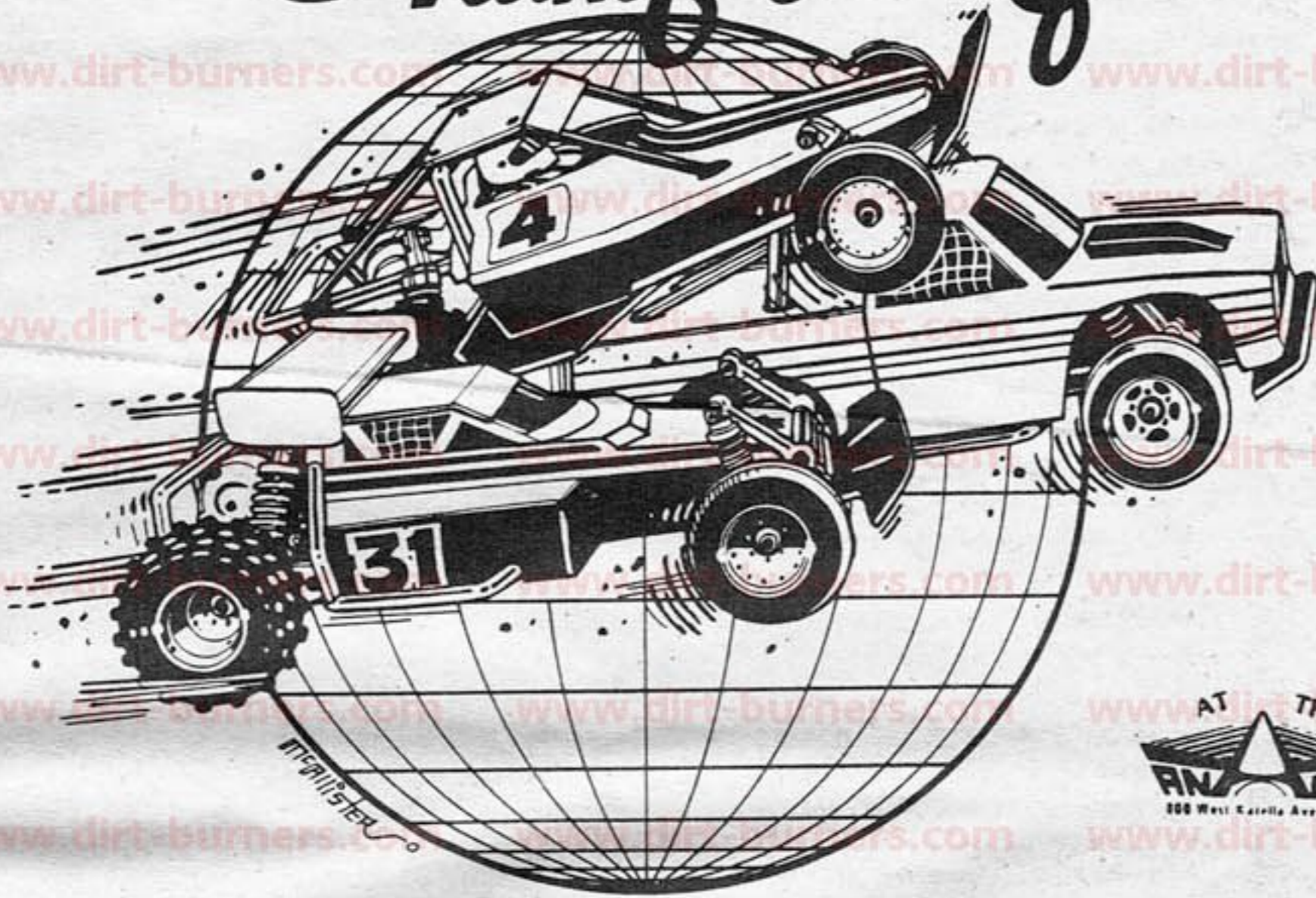
(Contd. page 6)

R/C RACING NEWS/SCORE SHOW

PRESENTS

The MRC/TAMIYA

84 OFF-ROAD WORLD Championship



AT THE
FNH HEIM CONVENTION CENTER
100 West Katella Avenue, Anaheim, California 92807

April 13-15, 1984

MRC   **TAMIYA**

"1984 R/C Off-Road World Championships"

 **SANYO**

Sponsor of the World Championship Class Trophies



Sponsor of the TOP QUALIFYING Trophies

M.I.P.

Sponsor of the "Best Engineered" Car — Open Class

The Biggest R/C event in the World. Over 80,000 people have seen the **INCREDIBLE** racing in the past two years! This year promises to be even **BIGGER!** The **BEST** R/C Off Road racers will be there. **WILL YOU?**

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:
R/C RACING NEWS
P.O. Box 6246
Woodland Hills, CA 91302
(213) 340-5750

STOCK MODIFIED OPEN

April 13th April 14th April 15th

Name

Address

City, State & Zip

Telephone:

Class: (Circle) STOCK MODIFIED OPEN

Frequencies: 1st choice..... 2nd choice..... 3rd choice.....

Sponsor(s)

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

**Sorry, All Classes Filled!!
Thank you Racers**

LETTERS...(from page 4)

I don't feel that these people have any advantage over people who run "stock" only for the simple reason that the cars are so completely different. If anything, they have a harder time adjusting to the way the "stock" car handles. And third, many stock drivers are of the opinion that if they cannot run the class they wish at non-points races, then they just will not renew their memberships and run at fun races only. This could have serious effects on membership & points funds.

Ron Cloutier
Lynwood, CA

Thank you, Ron, for your excellent comments. I would like to disagree with you on one point, although this is strictly my opinion. Stock class was originally thought of as an "entry level" class where a person that has just bought a kit and put it together with little knowledge of what's "trick" and with little skills, can race and gain that experience. That class was never meant to be the class where the heavy competition would take place. For that, the Modified and Open classes are perfect. In most cases, Stock class drivers last about a series or maybe two - perhaps 6 months and then they move up. I hate to see racers go out to non-points races and race with some of the other top racers in Modified and Open, get plenty of experience racing with guys who know more about the sport, who can hold their lines better, and in short, who know what's going on, and then, at a major points race in ORRCA, that same racer reverts back to Stock and uses all that experience against an entry-level

type of a racer. I just think that there's got to be a place where an inexperienced racer (beginner, if you will) can get into racing, but do it amongst the same caliber and level of driver and not against cherry pickers. In any case, Ron, we thank you for your opinions and we encourage others to share them with us in these pages. Ed.

GETTING ORGANIZED

We are organizing a radio controlled racing club here in Colorado Springs, Colorado. We would like to set it up based on ORRCA rules in anticipation of a popularity boom and possible ORRCA sanctioning.

We would like a copy of ORRCA rules to use as guidelines. If you can help us with that, and if there's a charge for a copy, I would be more than willing to pay.

We currently race every Friday night and Sunday afternoon. We have approximately 30 drivers and at least that many spectators. Can you help?

Bryan Boisvert
Colorado Springs, CO

All you have to do is ask. We've turned over your address to ORRCA and by now you should have received a copy of their Off Road rules AT NO CHARGE. Getting their sanctioning is also a great idea as it includes an entire racing program and also insurance coverage for the tracks and its members. Great to hear of the enthusiasm for R/C off road racing in your area. We hope that soon you'll be able to send us more information about your track and possibly coverage (with photos) of your racing. Ed.

RACE CORNER...(from page 2)

People tell me though that the car is very simple to put together and if you do it right the first time (that means making sure all the bolts and nuts are well set and lock-tite, etc.), you can go out and run without too much trouble. One thing that is kind of neat is when you think you're about to spin out on the sweeper or in a turn, you just hold the throttle on full and it rights itself. Like we said, it's an interesting addition into the world of R/C off road racing and it's one that has added some controversy.

Speaking of new entries into the off road market, MRC's The Frog has received quite a good reaction, especially since the company decided to include in the kits two types of rear ends - live axle or differential. Those of you who choose to use the "live axle" set-up can run in the Stock Class. Once you've gained some experience in Stock or wish to move up to Modified or Open, then all you have to do is change to the diff and you're off and running. Great marketing tool!

RCAR (Radio Controlled Auto Racing) of Tulsa just gave us their ad for their upcoming Midwest Indoor 6 Cell Championships race which is slated for April 26-29, 1984. It's for 1/12th scale electrics and the racing will be held at the Tulsa State fairgrounds. It's a ROAR sanctioned race with ROAR rules and all motors are legal as long as they stay within the \$60.00 price limit. You can run GT or Can Am bodies in the 4-minute qualifying runs and in the 8-minute main events. Don't let us tell you all about it here, check out their Club ad in this issue or the Calendar section. For more information you can contact Calvin Wade at (918) 438-7982. We'll have complete coverage of the race in our June

issue. Now here's a guy who doesn't mind sharing his speed secrets with other racers. Ron Paris, famous builder of the PARIS-MCCOY powerplants, will be holding a seminar on April 1 at the Ranch Pit Shop, immediately following the 1/8th scale gas Enduro. Ron's been making a lot of important A Mains and he won't mind telling you some of his speed secrets. He'll help you and answer all questions about how to adjust your suspension, how to tweak your chassis for better stability, setting up your throttle for quick response, carburetor and break adjustments. Of course, he'll also tell you all about your engine and how to make it go faster, although some of you may not need that - fast motors have a tendency to be uncontrollable. In any case, make a point to hang around after the Ranch Pit Shop Enduro and attend the Ron Paris seminar for better racing.

COMING NEXT MONTH!

Complete coverage of the
MRC/TAMIYA "1984 R/C
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R/C RACING NEWS - Page 6 - April, 1984

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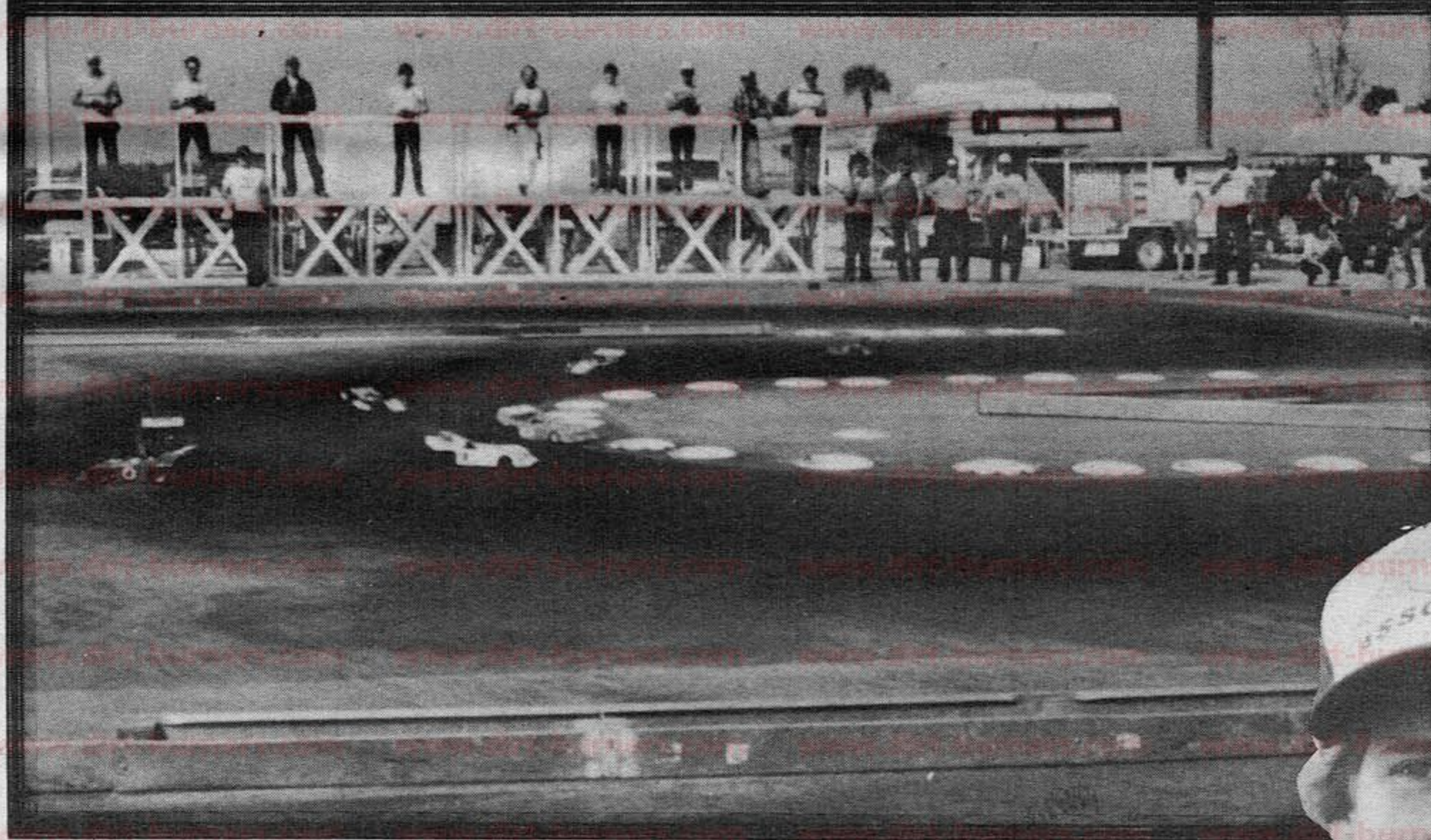
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THE FLORIDA WINTERNATIONALS...

Two Weeks of Sheer Madness & Good Times in R/C Racing!

ROTT, NEISINGER & LEE ROMP!



The Florida track (top & above) located next to the old airport.

Report by Gene Husting
 Edited by LP
 Orlando, Florida
 February 1984

scale racing season. It manages to bring people together from all over the United States and Canada and from other countries such as Venezuela, Holland, Switzerland and England. In fact, this year, it managed to bring together 126 1/12th Electric racers and 109 1/8th gas entries - almost as big as the annual ROAR Nationals.

This is the town that also has, among other activities, Disney World, EPCOT Center, and Sea World, just to name a few - in short, it's the perfect town to break out from the winter dulldrums of the East Coast and Midwest and from the weather of the

ONE OF THE MOST SOUGHT AFTER EVENTS BY R/C RACERS IS RUNNING IN THE FLORIDA WINTERNATIONALS IN ORLANDO. IT'S TWO GREAT WEEKS OF RACING, FUN, AND SOMETIMES RELAXATION.

This annual event is put on by the Central Florida R/C Auto Racers and is one of the highlights of the R/C 1/12th & 1/8th

West Coast and head down to have fun in the sun and run R/C. Well almost.

The track was again located at the old Orlando airport site on one of their unused parking lots. This is the permanent site for the Central Florida R/C Club and is one of the nicest areas in which to race. The only unfortunate thing about this location is that it's not readily accessible to the general public/spectator. You have to know about the event and want to go to see it and you have to find out just how to get there in order for you to be there. No passing traffic or walk-by spectators get to see the track.

The racing program is separated into two weeks of competition. The first week is dedicated to the 1/12th Electric Stock and Modified Classes. The second week is for the 1/8th gas racers.

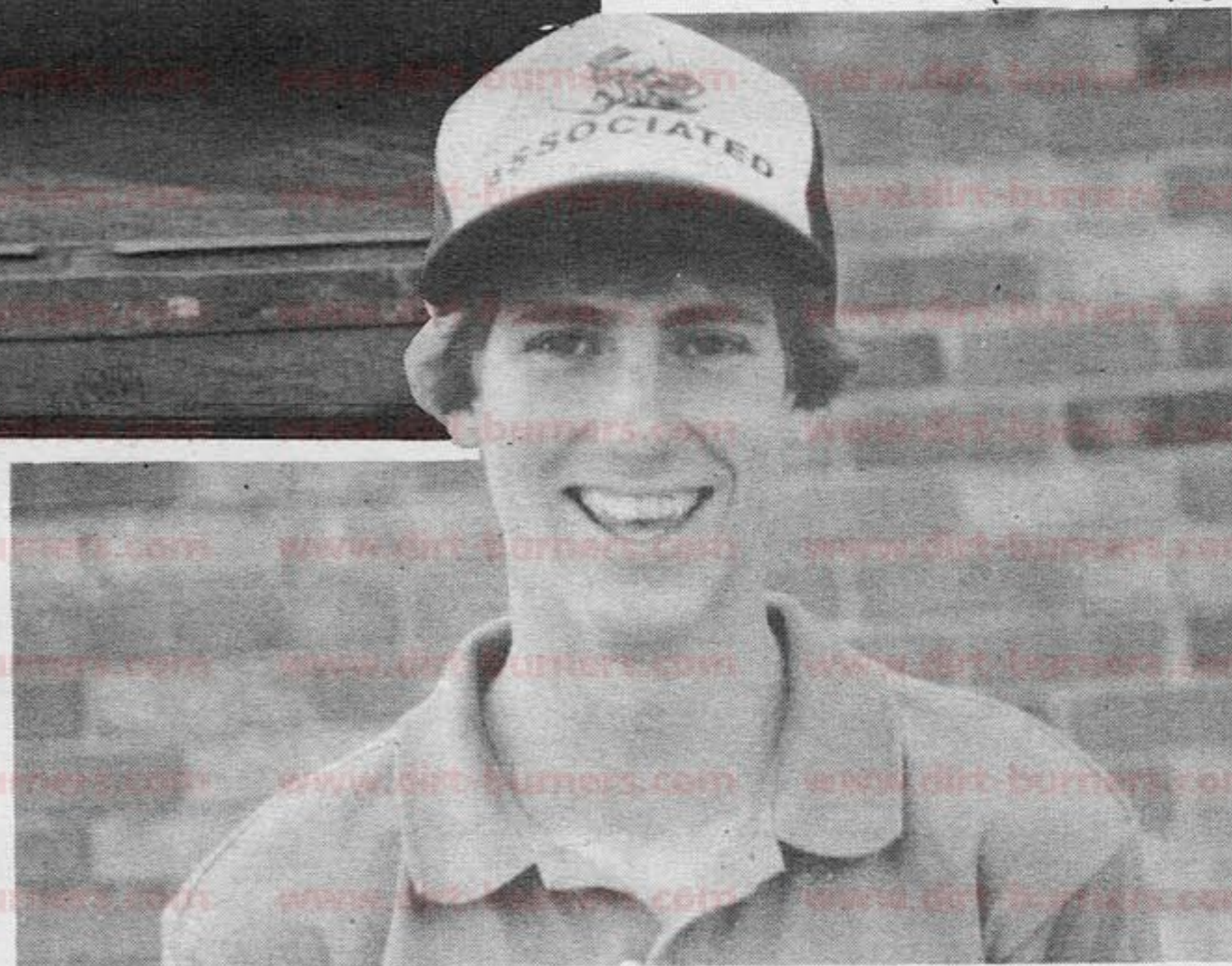
Last year the weather played an important part in the final outcome of the Electric Modified Winternationals and, would you believe it? It also affected this year's outcome. More on that later.

Usually the majority of Electric racers begin to arrive on Sunday and Monday of race week. They have two days of open and controlled practice on the track to dial their cars in. At first, the track was deemed to be too slippery so a quick call to the "answer man" brought out the "sugar water". Sugar water, you ask? That's the newest craze that's sweeping the nation - no, not to quench your thirst on a hot Florida day, but to lay some traction on an otherwise slippery surface. The "sugar water" is made up of Coca Cola syrup, mixed with water and bug killer. While it WILL NOT satisfy your thirst, it will "Make things (cars) go better with Coke". That is; traction comes up very quickly and it's much cheaper than the standard VHT solution that is sometimes applied. Many Clubs are now beginning to use this method with great results. In any case, the track "bite" came right up and the guys were ready to hold the throttle WFO.

STOCK ELECTRICS

The Stock Class was the first to get the nod for qualifying. It should have been an open to see Tony Neisinger and Terry Rott pitting together. They eventually became the ones to beat. This was the first outdoor race for the Associated Team with their new front suspension cars. They have been

(Contd. next page)



Terry Rott is all smiles as he was able to capture the Stock A Main, rains didn't hamper his style.



Stock 1/12th top three (l-r): Terry Rott (1st), Tony Neisinger (2nd), and RePete Fusco (3rd).

experimenting these on tracks in Southern and Northern California, but this was the first "biggie" of the year and this is where you want to do well.

Tuesday and Wednesday were practice days and everyone was there. On Thursday, the first day of qualifying, Art Carbonell was noticeably absent and everyone was wondering what had happened to the Modified World Champ from Delta. The Delta team had been there during practice days but on this, the first day of qualifying, they were absent! Nevertheless, Team Associated's Tony Neisinger set out to make everyone chase him. And by the end of the first day, he had set the fast pace of 24 laps, 62 sections.

Before going further, we should point out the system used by the Central Florida R/C Club. They use a lap counting method which also includes the measurement of

sections throughout the track. Once the bell has sounded for the 8 minutes, as is in the case of electric racing, everyone's car must stop immediately, wherever it's located on the track. The score keepers then count the last lap that each racer was credited with and then go out to the track and add the number of sections each car traveled before the bell sounded. Therefore, when Neisinger was given 24 laps and 62 sections (24/62), that's the exact spot where his car stopped after he had completed the 62nd lap. It's not one of your most sophisticated scoring systems around, and perhaps the club should be looking to get into the modern-day computer systems that are now being used, but in any case, this is the one they use and since it's used to score everyone, then it works.

As we said, Neisinger had the fastest



Tony Neisinger put together two out of five strong qualifying rounds to win the rain-shortened Modified class. Photos Gene Husting

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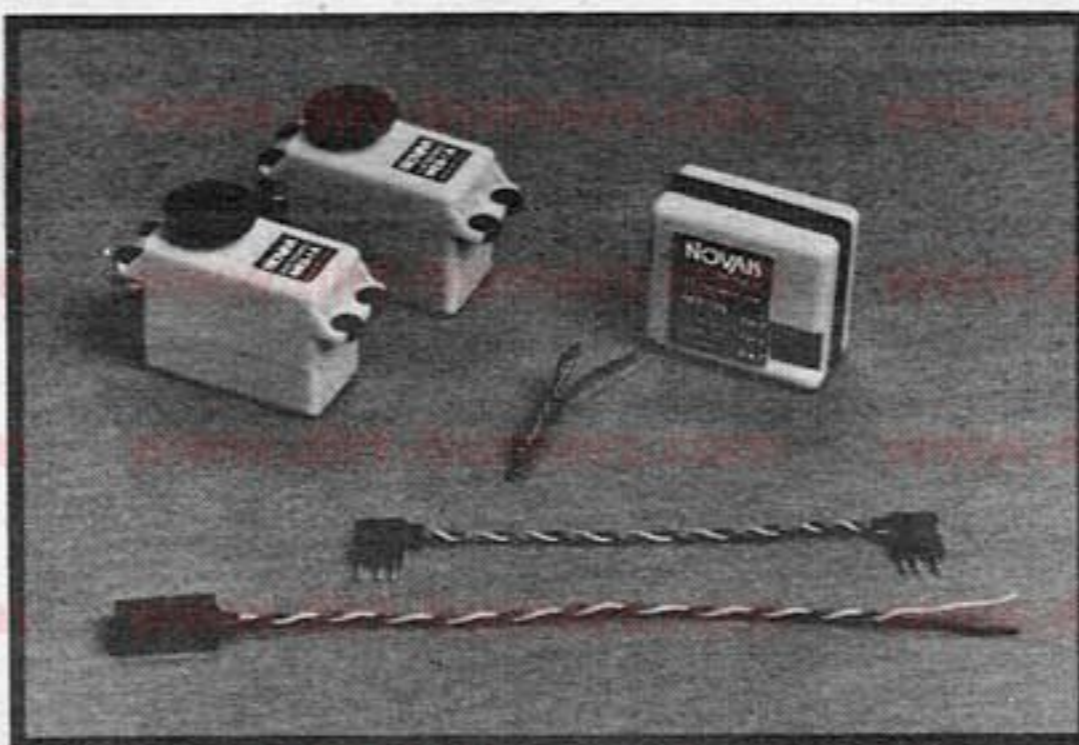
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ROAD PACKS

time and he was followed by Terry Rott for second with 24/37. Third fastest on this first day of qualifying for the Stock cars went to RePete Fusco with 24/10, then it was Mike Toland (24/09), and Randy Tentschert (23/25) to make the first five spots an Associated Team sweep.

Friday, the second day of qualifying, saw the return of Art Carbonell. It was not explained as to why he had been missing from the first day of qualifying, but knowing Art, all he needed was just one run to make the top main. On Friday he did just that by making the A Main with a 23.77.

On this final day of qualifying for the Stock class, Mike Toland surprised everyone by being the first racer to turn 24 laps (24/09). But it didn't take long for others to follow, and when Neisinger came around for his final lap, he had logged a 24/62, good for TQ. But wait, remember Terry Rott? He was not about to let Neisinger off that easy and on his last qualifier, he was able to reach 24/67 for the Top Qualifier title in Stock Class.

Through the six qualifying races there were many surprises but none was bigger than seeing 14-year old Robert Bartlett among the elite of the sport. Robert who, you ask? Robert is one of those young men who, all of a sudden, one day, something seems to click and everything just comes together. Robert cut his teeth in and around the Southern California tracks, usually crashing and banging his way through on every track board en route to the C or D

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mains. But suddenly, he's made the big jump and channeled all his energy to some excellent driving. Here at the Winternats, Robert found himself among the Neisingers, Rotts, Fuscos, Tolands, Masseys, and Carbonells of the sport. In fact, Robert Bartlett's 23/26 was 9th best qualifier among all 56 entries in this class. Not bad!

The A Main had, in the first few laps, a great battle developing between Terry Rott and Art Carbonell. The young Lyon of the sport (Rott) against the old "vet" and World Champion. Terry held his ground and, in fact, started to pull away from Art. RePete Fusco worked his way up from the initial first lap melee and eventually reeled in Carbonell for the 2nd spot. Tony Neisinger had an awful start and he had plenty of work ahead of him to get back in the hunt. Tony was able to pass Toland and Carbonell towards the closing final minutes of the race and it looked as if 3rd place was all he could hope for. But on the last lap, RePete Fusco started to "dump" and this was all that Neisinger needed to make his move into second. At the end of the 8 minute A Stock Main, it was Terry Rott in first, with Neisinger and Fusco in second and third. Toland, Tony Massey, Art Carbonell, Larry McLendon, Rick Davis, Randy Tentschert, and Robert Bartlett made up the balance of the A Main standings in that order.

Next on tap was the Modified Class qualifiers and Mains. Here's where the horsepower is increased and the more radical designs and gearing play an important part in the final outcome. This is fun! Well it was going to be fun, but the weather man was saying that there was a possibility of rain for the weekend. A storm was rapidly moving in on the Orlando area, and as it did last year, the winner of the Modified Class may have to be decided by the "best two" qualifiers. Everyone knew of this so ALL the qualifiers became that much more important. No time to "play" or "experiment" now. Everyone of those qualifying rounds had to count.

Saturday was the first day for the Modified qualifying and right off the bat, Terry Rott served notice that he was a likely candidate to repeat his Stock feat. He turned 25/00. The old Vet, Arturo Carbonell wasn't so impressed as he was able to bump Rott from the top on the ensuing round by turning 25/36. Art may be getting a few more gray hairs but he certainly hasn't slowed down any and is still a force to be contended with. Rott came back with a strong 25/23 as did Toland with a 25/11 & 25/10.

Sunday morning, the second day of qualifying, started getting cloudy. The forecast was for rain. And if you ever lived in Florida, you know that if they call for rain, they know what they're talking about. It was inevitable. Tony Neisinger must have realized that the time to put it all together was NOW! There may not be another chance as the clouds began to get dark and nasty. Tony went out and put on a super drive, turning a 25/70 and placing himself as the Top Qualifier in the Modified class and out of reach of everyone else. By the time the 6th round of qualifying came around, the rains had started and there was no chance to get it in. It was decided that the final run would be on Monday, prior to the Mains - that is, if it stopped raining. Well, it didn't, and around 2 p.m. on Monday afternoon, the race was called and the scoring was done by using the 2 best qualifiers from the five heats that were run.

Tony Neisinger won the Modified class with two excellent runs. Terry Rott captured second with Arturo Carbonell in third. And guess who was in 6th spot overall? Once again it was Robert Bartlett who had put together two great qualifying runs of 24/75 & 23/51 for the 6th best in class!

The order of finish in the Modified A was, Neisinger, Rott and Carbonell for the first three spots, and they were followed by Mike Toland, Tony Massey, Bartlett, Han Hippe, Larry McLendon, Steve Toland and Randy Tentschert. Honorable mention should also go to Tentschert, who also managed to make both A Mains.

WEEK TWO - A GAS!

These 1/8th scale R/C road racing cars

are a little bigger, a little noisier and much faster. So fast, in fact, that when one has a problem, either because of driver's "brain fade" or "radio glitches", such problems are amplified many times over and it's not unusual to see one or more cars careening over the walls and across the track at speeds of 50 mph plus. They are fun to watch!

The development of suspension cars has, in reality, made better drivers of most racers. The cars are more forgiving and

easier to handle if they are set up right. Getting to that point is sometimes the trick and your wallet has to be able to keep up with the developments. But many of the factory drivers on hand can give a pointer or two if they know there's no chance that you will get to the A Main.

While the electric cars used about 2/3rds of the track, the 1/8th scale gas cars use the entire track layout and speeds of 55 mph on the back straight are easily obtainable. It's a heck of a track - tough on

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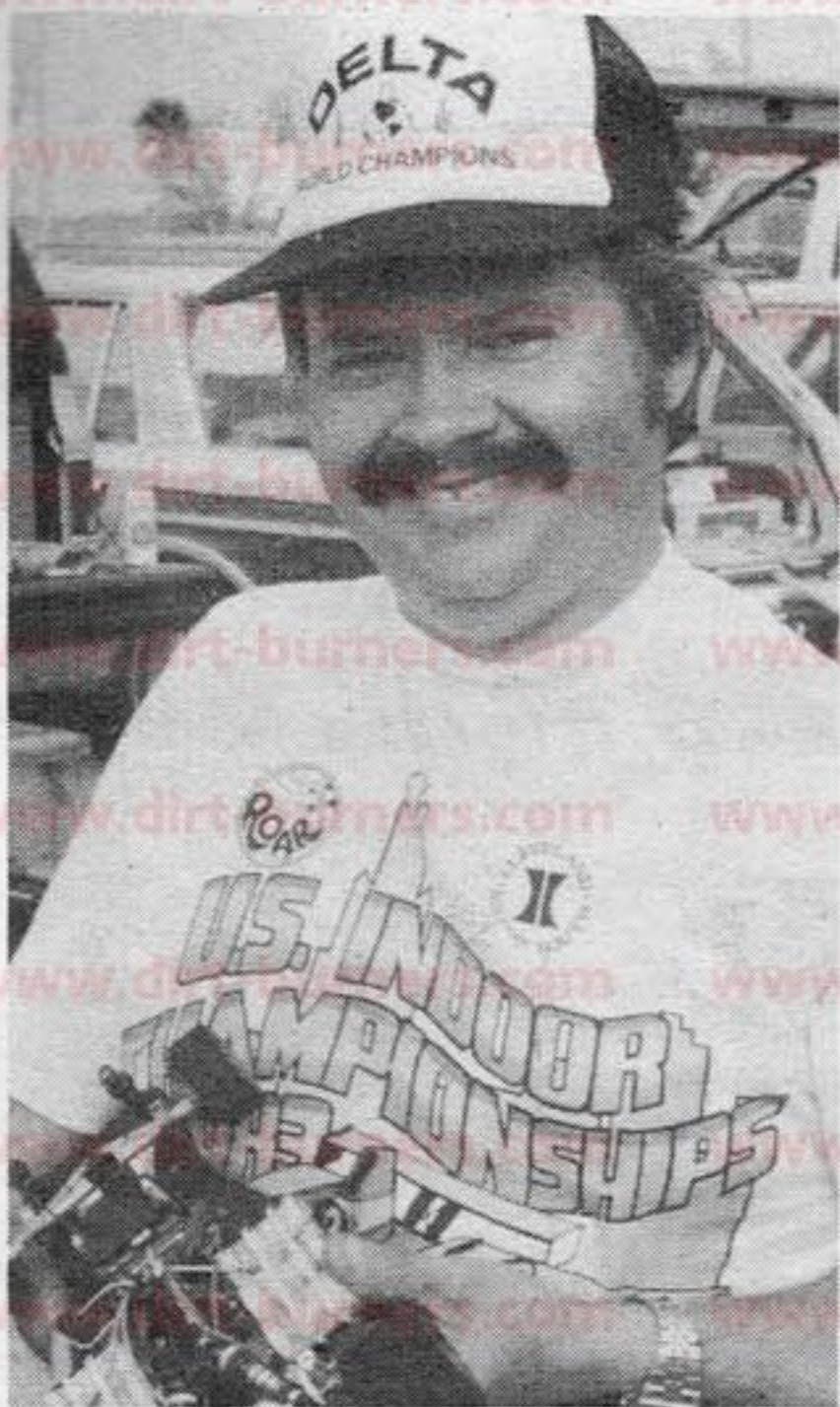
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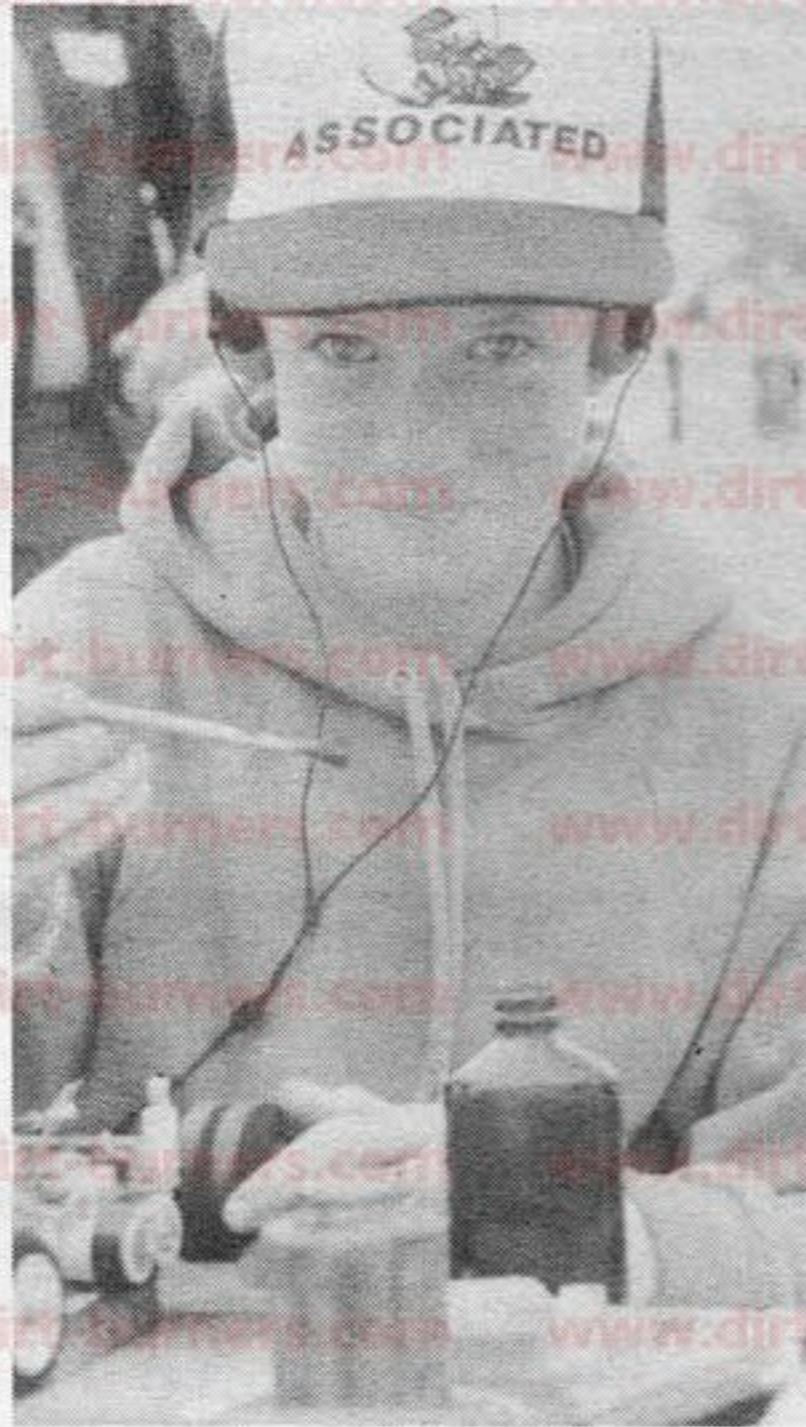
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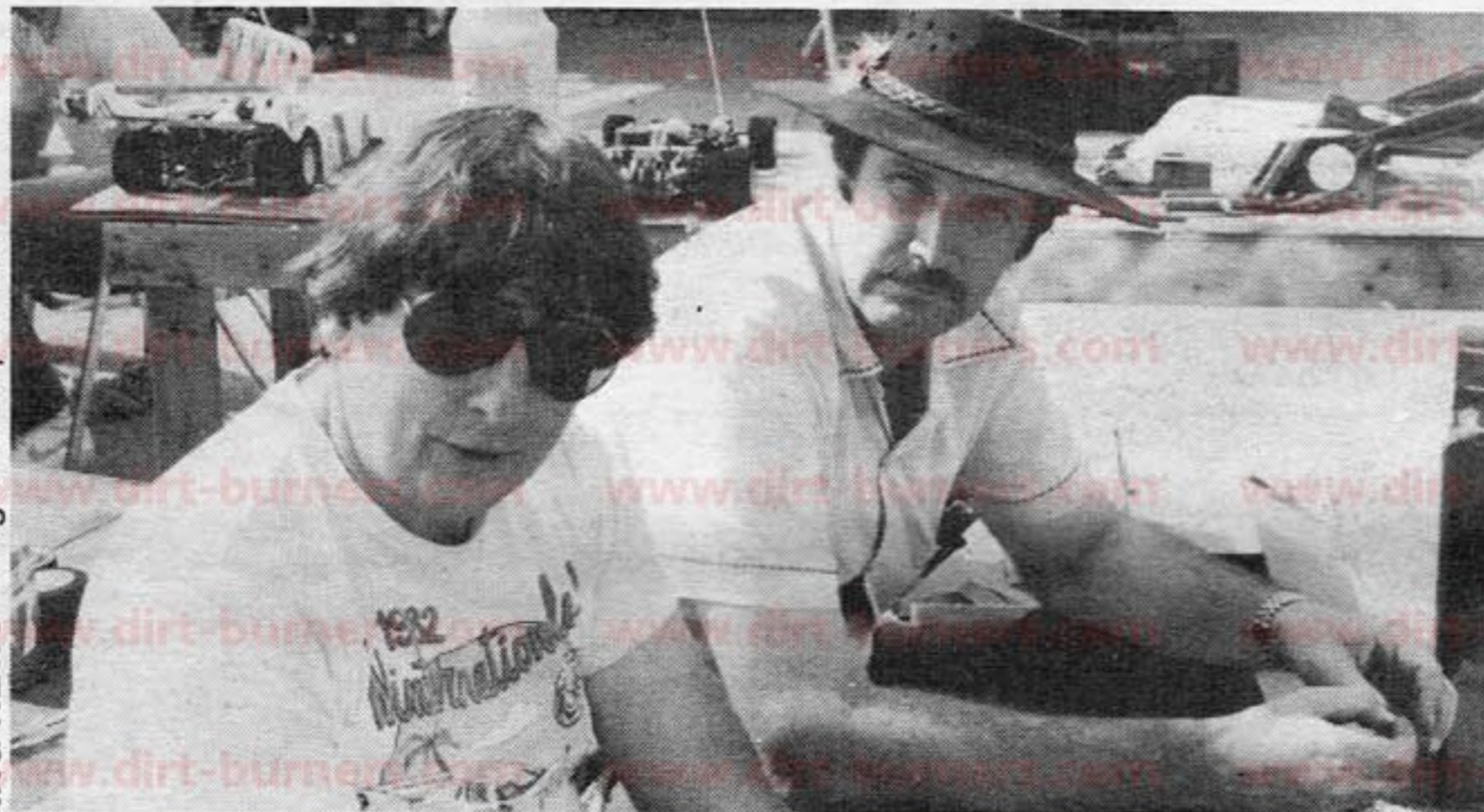
Former Gas World Champion & current Electric Mod. World Champ, Art Carbonell.



Fourteen year-old Robert Bartlett, a new face among the A Main vets. Watch for him!



Top Three in the Gas A Main. (l-r) Rich Lee (1st), Curtis Husting (2nd), and Gil Losi, Jr. (3rd). They all raced with Associated's RC500, two-speed. Terry Rott (below) and Tony Neisinger, each split a Winternat title in 1/12th electrics.



Ralph Burch, Sr., and ROAR President Joe Sullivan, exchanging ideas as to how to keep their cars going. Photo Gene Husting



ing servo without a servo saver and it didn't take long for it to start eating up servo gears. Back to the drawing board.

Thursday was scheduled as the first day of 1/8th qualifying. Taking no chance that the same thing might happen in gas racing as it did with the Modified electric, Ralph Burch, Jr., went out on his first round and set a blistering pace that netted him 16/83 laps. It was like saying, "Hey boys, come and catch me." He could have gone back to his hotel room and sat for the next two days and watched his favorite soap opera, because that mark stood firm through 6 rounds of qualifiers and was the TQ mark in the Suspension class. Arturo Carbonell was the closest to him with a 16/57 on Thursday.

Friday there were three more rounds of qualifiers but the only one who was able to improve was RePete Fusco, who was driving Gene Husting's second car. He logged a 16/44 for 2nd best. Curtis Husting and Tony Neisinger turned an identical 16/16. This once again points out the fact that a more modern scoring system is necessary at these important races. Should the event have to be decided by qualifying times, as it was in the Modified Class, there's no way that one can have an accurate account of the qualifying times by measuring where they stopped on the track.

We heard a few complaints about guys holding on to the throttle a bit longer when the bell rang, thereby gaining additional sections on the track. Some even complained that they saw several of the top racers shut-off but leave the throttle in neutral (sans brakes) thus allowing the car to coast for an additional four or five

sections.

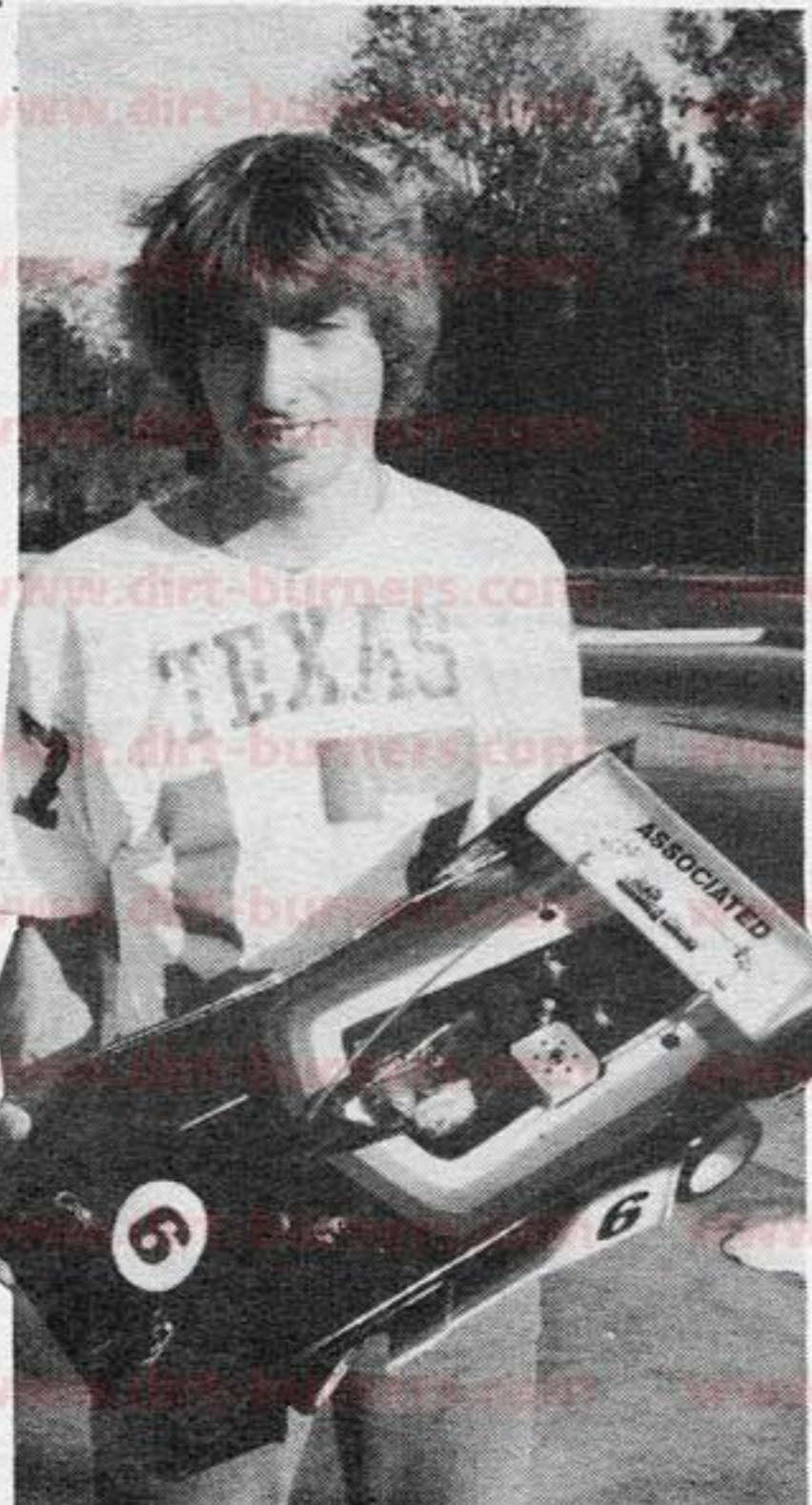
The sophistication of these R/C cars requires sophisticated scoring systems, and that's all there is to it.

In the Pan Class, the "main-man" for the week was Karl Keiser from Louisiana. His 14/25 was the only 14 lap time among the 16 entries. While he was not able to win the A Main event, he still finished just one section behind A Main winner, Larry Martin. Here again points out the deficiency of the lap and section counting system. Martin's A Main winning lap was 68/09, while Keiser's was 68/08 - one section less. Who's to say that if they had completed the final lap their positions may have changed? Racing, all types of racing, is done to the checkered flag located at the finish line and that's the way all types of scale racing should be.

Third in the Pan Class was Jim Baugh, three laps back. Fourth through eighth in the Pan A Main went to Edgar Riviere, Jr., Ronald Aricchi, Jeff Leckron, Jeff Mikolaitis, and Bobby Hamby in that order.

The Suspension B Main promised to be one heck of a race. Consider the fact that all 10 racers had 15 laps and there was only a difference of 47 sections between all of them. That's less than 1/2 a lap!

Almost everyone in this main had some kind of problem and, while they had all been so close in the qualifiers, it didn't turn out that way in the Main. Except for Heiz Wipfli, who drove a trouble free B Main to a 94/07 lap win. His nearest competitor was Butch Kloeber with 89/23. Butch was followed by Gene Husting with an 88/51 to make up the top three in his main. John Hodgson, Tom Miller, Chuck Wiggins, Gil Losi, Sr., Ron Paris, and Francisco Saenz



Ralph Burch, Jr. was the Gas TQ and odds-on-favorite to take it all, until a fast fueling filler created problems for him.

the cars and drivers.

The rains had washed out some of the "sugar water" that had been put down by the electric racers. So a little more was requested.

The weather had turned from terrible to great in a matter of hours and, by Tuesday and Wednesday, everyone was out there going faster than in years before.

All the factories' teams with their very popular suspension cars were represented. Associated and Delta were there with their newest trick suspension cars and two-speed transmission. So was P.B. from England, S.G. from Italy, and Serpent from Holland.

The suspension systems have really made the sport progress to a different dimension. The cars are going faster and the drivers are able to hone their driving skills much faster as they can concentrate better on their lines instead of worrying about the car as much.

The Pan Class was represented as well, but by only 16 entries, so there's the likelihood that next year this class may be eliminated.

Rick Davis, one who always seems to have a few surprises when he shows up at a major event, had one this time. He brought out, from Detroit, Michigan, his latest RC500 with a rack and pinion steering set-up. It was trick and apparently it worked well - well, almost! The rack and pinion was attached directly to the steer-

made up the rest of the finishing order in the B Suspension Main.

The biggie was next! That's what gas Winternats racing is all about. To make that prestigious A Main and to be amongst the best drivers in this country and perhaps in the world.

The odds-on-favorite and, after having dominated the entire six rounds of qualifying and having set the TQ time, was, obviously, Ralph Burch, Jr. But look who else was in the A Main. Dana Smeltzer, the only American to make the A Main at the World in Carnoux, France last year. Then there was Rick Davis, RePete Fusco, Gil Losi, Jr., Curtis Husting, Chuck Moon, Tony Neisinger (a double threat), former World Champion Art Carbonell, and Rich Lee, the master motor-builder and winner of many titles. As impressive as this list was, you still thought that all those guys would really have to pull all the stops to catch Ralph.

Prior to the start of the A Main, there was a 15 minute practice given to all A Main drivers. This was to make the final adjustments to the chassis, check out the rubber being used and generally, to help ease the nerves a bit. Thereafter, there was a photo session that followed with the introduction of this year's 1984 Winternational A Main drivers.

Then the cars lined up at the start line with the same "rolling start" method that had been used throughout. The pit person starts the car, puts it down on the first line, then the cars slowly creep to the second line and must remain there until the flag drops. You jump the start and you're out! It's a tricky way to start, but it sure tests the skills and patience of the drivers.

At the flag it was RePete Fusco who took the hole shot and drove away from the rest of the field. Rich Lee had the second spot but was losing sight of Fusco. Curtis Husting followed by Gil, Jr., Neisinger, Chuck Moon, Carbonell, and Burch, Jr., in that order. Dana Smeltzer never got off the line and Rick Davis had his flywheel loosen up.

RePete continued his lead for about 10 minutes while the other cars shuffled back and forth. Burch, Jr., finally started moving up on the leaders. RePete suddenly started having radio problems coming out of the pits and this allowed Rich Lee to take over the lead. Husting hung onto second but not for long as Burch made his move and took over Husting's position. It only took two more laps for Burch to move past Rich Lee for the lead. Meanwhile, Carbonell had blown a glo-plug and he was in the pits for a quick change.

Rich Lee and Curtis Husting were using a new "fuel gun" as were several other racers. The gun worked quite well and made fuel stops extremely fast for them. But Rich and Curtis had removed the internal cap spring and installed an outside spring to keep the cap secured. This allowed the fuel gun to work well. On the other hand, Burch pulled in for a fuel stop and while Ralph, Sr., was fueling him with the same type of gun, he hit the inner fuel cap spring causing it to stretch. The fuel tank never sealed tight again and, in fact, Ralph had to pull in every 5 laps for fuel as it would just shake out of the tank on every lap.

This new method caused the awesome Burch to relinquish his lead and ultimately relegated him to a 4th place finish. What's really amazing is that he was still able to log 90/25 laps even though he was having to make fuel stops every 5 laps or so. He's just an amazing racer.

Gil Losi, Jr., was also challenging for the lead but a rock stuck in the gear slowed him down and put him in the pits for repairs. Nevertheless, he did manage to charge back up and eventually picked up

the 3rd overall spot. The fight for the lead was then between Rich Lee and Curtis Husting. Both racers drove conservatively and steadily while all the others were having all kinds of problems. But the idea is not how fast or radical you can drive, but how you can get your car to cross the finish line first. That's all Lee had to worry about, except for the ever present Husting. But at the end of the race it was Rich Lee's Associated RC500/Rich Lee motor that logged 96/07 laps. Curtis was a lap behind with 95/12 and third place went to Gil Losi, Jr., with 90/47. Fourth

through tenth went to Burch, Jr., Chuck Moon, Tony Neisinger, Art Carbonell, Fusco, Rick Davis, and Dana Smeltzer in that order. We've got to start thinking that the "rain gods" must be gas racers because once again the weather was absolutely perfect for the 1/8th scale Winternats, while the Electric Modified had the same problem as last year. But that's Florida weather, rain one day, balmy, sunny days the next. I guess that's what makes the Winternationals such an attractive race to attend. You never know what's going to happen

and you're never too sure about the outcome. The Central Florida R/C Auto Club once again did a super job during the two weeks of the Winternats. I am sure that many of those who attended, and some that didn't, are looking forward to next February 1985 for another great two weeks of R/C racing at the Winternationals.

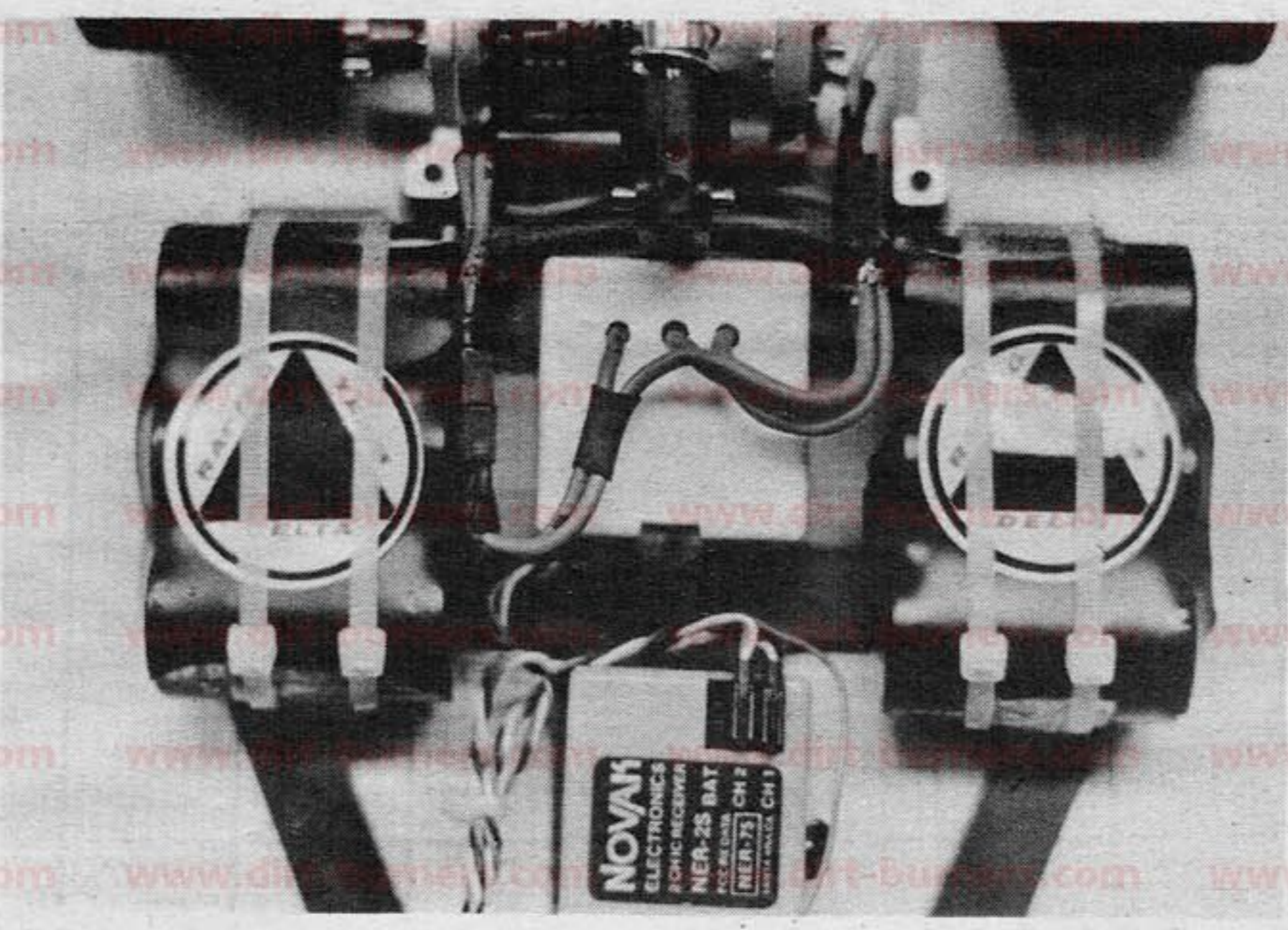
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RESULTS
(Contd. next page)

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ELECTRONIC SPEED CONTROLLER

- * STATE OF THE ART COMPETITION ELECTRONIC SPEED CONTROLLER DEFINES A NEW STANDARD FOR CONTROL OF SPEED FOR 1/10 OFFROAD & 1/12 RACECARS AND OFFERS PERFORMANCE AND RELIABILITY UNMATCHED BY SERVO/RESISTOR TYPE CONTROLLERS.
- * ONE SIMPLE QUICK INSTALLATION COMPLETELY REPLACES THROTTLE SERVO, RESISTOR, WIPER, TENSION SPRING, SLIDER BUTTON, HEATSINK, & MOUNTING HARDWARE ASSEMBLY.
- * THIS SPEED CONTROLLER HANDLES 3 TO 10 CELLS, (WITH HOTTEST 05 MOTORS) & WITHOUT MODIFICATION.



LOOK AT THESE SUPERIOR SPECIFICATIONS:

- * RESPONSE TIME: .02 SECONDS.
- * WEIGHT: ONLY 1.25 OUNCES (LESS THAN SERVO/RESISTOR)
- * VOLTAGE DROP: .08 VOLT (LESS THAN A TYPICAL RESISTOR)
- * POWER CONSUMPTION: .02 AMPS MAX. (1/10 THAT OF A TYPICAL SERVO)
- * SIZE: 1.5 X 1.4 X .8 IN (COMPARABLE TO NOVAK MINI-RECEIVER)
- * COLOR ANODIZED ALUMINUM CASE ALSO CONTAINS BUILT IN ON-OFF SWITCH.
- * ADVANCED MOSFET OUTPUT TRANSISTORS GIVE 101% OVERALL EFFICIENCY (AS COMPARED TO A SERVO/RESISTOR)
- * RECEIVER IS POWERED DIRECTLY FROM SPEED CONTROLLER FOR 4-6 CELLS.
- * FOR 7-10 CELLS USE OUR OPTIONAL 5 VOLT REGULATED OUTPUT CORD: THIS ELIMINATES NEED FOR SEPARATE RECEIVER BATTERIES.
- * THIS ELECTRONIC SPEED CONTROL STAYS COOL EVEN AT PARTIAL THROTTLE.
- * EXCLUSIVE AUTODRIVE CIRCUIT PROVIDES EXTREMELY SMOOTH THROTTLE RESPONSE AND CONTROL OF POWER. (EASIER TO DRIVE AND MUCH QUICKER RESPONSE TIME THAN A SERVO/RESISTOR.)
- * SUPERIOR BRAKES, ADJUSTABLE FROM TRANSMITTER TRIM DURING RACE.
- * FULLY SOLID STATE AND BUILT TO LAST SEVERAL SEASONS.

() DELTA ESC120 ELECTRONIC SPEED CONTROLLER \$120.00.
DELIVERY APRIL 15 1984

DELTA MANUFACTURING 27 RACECAR CT LORIMOR, IOWA 50149 USA
PHONE: 515-763-2271

CLASS: 1/12 ELECTRIC MODIFIED
 NUMBER OF ENTRIES: 70
 TOP QUALIFIER: Tony Neisinger
 BEST PAINT: Bill Fraden
 CONCOURS: Bo Pirkle

A MAIN	QUAL	TOTAL	CAR
1. Tony Neisinger	25.70/25.09	50.79	ASSOCIATED/REEDY
2. Terry Rott	25.23/25.28	50.51	ASSOCIATED/REEDY
3. Art Carbonell	25.36/25.08	50.44	DELTA/DELTA
4. Mike Toland	25.11/25.10	50.21	ASSOCIATED/REEDY
5. Toney Massey	24.66/24.44	49.21	ASSOCIATED/REEDY
6. Robert Bartlatt	24.75/23.51	49.27	ASSOCIATED/REEDY
7. Han Hippe	24.21/23.46	47.67	DELTA/DELTA
8. Larry McLendon	24.15/23.48	47.63	ASSOCIATED/REEDY
9. Steve Toland	24.03/23.47	47.50	ASSOCIATED/REEDY
10. Randy Tentschert	24.01/23.47	47.48	ASSOCIATED/REEDY

B MAIN	QUAL	TOTAL	CAR
1. Rod Van Bergen	47.67	47.67	
2. Tim Osullivan Jr	47.61	47.61	
3. Hugh Ebner	47.52	47.52	
4. Jeff Abrams	47.14	47.14	
5. Ed Emberg	46.80	46.80	
6. Rick Davis	46.76	46.76	
7. Mickey Booth	46.76	46.76	
8. Lee Muse	46.73	46.73	
9. Carl A. Petri	46.25	46.25	
10. Pete Petersen	46.24	46.24	

D MAIN	QUAL	TOTAL	CAR
1. Daniel Oleski	44.03	44.03	
2. Julian Morrison	43.78	43.78	
3. Robert Wold	43.31	43.31	
4. Tim Osullivan, Sr	42.82	42.82	
5. Jeff Mikolaitis	42.58	42.58	
6. Bill Cheek	42.45	42.45	
7. Brian Hunt	42.41	42.41	
8. Pete Fusco	42.17	42.17	
9. Chet Ellis	41.15	41.15	
10. Robert Tarr	41.07	41.07	

F MAIN	QUAL	TOTAL	CAR
1. Glenn Prunyl	39.02	39.02	
2. Garry W. Tarr	38.80	38.80	
3. Lyle C. Monroe	37.73	37.73	
4. John Heller	37.47	37.47	
5. Michael L. Morse	37.40	37.40	
6. Claude Hollett	37.09	37.09	
7. Rod Bauer	36.42	36.42	
8. Mike Harris	36.37	36.37	
9. Jay Blackwood	35.64	35.64	
10. Glenn Schems	32.79	32.79	

C MAIN	QUAL	TOTAL	CAR
1. Brad Makaric	46.59	46.59	
2. Ross Lang	46.25	46.25	
3. Tate McDaniel	45.42	45.42	
4. Mario Biscaro	45.24	45.24	
5. Jeff Masterman	45.23	45.23	
6. Issac Ben-Ezra	45.17	45.17	
7. Sandy Strunk, Sr	45.08	45.08	
8. Dave Willits	44.71	44.71	
9. Danny Curry	44.06	44.06	
10. Mike Mitzel	43.20	43.20	

E MAIN	QUAL	TOTAL	CAR
1. Rodney Brown	41.34	41.34	
2. Bill Campbell	40.78	40.78	
3. Robert McDaniel	40.50	40.50	
4. Paul Gerrard	40.05	40.05	
5. Forrest Whitson	39.58	39.58	
6. Larry Parks	39.23	39.23	
7. Robert Charlton	35.40	35.40	
8. Ronald Aricchi	35.33	35.33	
9. Steven Krutsinger	34.02	34.02	
10. Tom Chaddock	28.53	28.53	

G MAIN	QUAL	TOTAL	CAR
1. David Franklin	30.63	30.63	
2. Keven Whittington	28.83	28.83	
3. Steve Whittington	27.07	27.07	
4. Scott W. Clough	24.53	24.53	
5. Bo Pirkle	21.81	21.81	
6. Bill Fraden	18.09	18.09	
7. Chris George	17.00	17.00	
8. RePete Fusco	15.00	15.00	
9. Dan Ritzmann	14.32	14.32	
10. Garry Smith	9.00	9.00	

CLASS: 1/12 Electric Stock
 NUMBER OF ENTRIES: 56
 TOP QUALIFIER: TERRY ROTT
 BEST PAINT: RANDY TENTSCHECHERT
 CONCOURS: PETE PETERSEN

RACE RESULTS

A MAIN	QUAL	MAIN	CAR
1. Terry Rott (TQ)	24.67	25.36	ASSOCIATED
2. Tony Neisinger	24.62	24.65	ASSOCIATED
3. RePete Fusco	24.48	24.58	ASSOCIATED
4. Mike Toland	24.09	24.05	ASSOCIATED
5. Toney Massey	23.29	23.57	ASSOCIATED
6. Art Carbonell	23.77	23.55	DELTA
7. Larry McLendon	23.07	23.24	ASSOCIATED
8. Rick Davis	23.09	23.23	ASSOCIATED
9. Randy Tentschert	23.25	22.06	ASSOCIATED
10. Robert Carlatt	23.26	18.23	ASSOCIATED

B MAIN	QUAL	MAIN	CAR
1. Jeff Abrams	22.78		
2. Pete Fusco	22.67		
3. Pete Petersen	22.47		
4. Mike Mitzel	22.16		
5. Ed Emberg	21.28		
6. Ross Lang	21.00		
7. Mario Biscaro	20.56		
8. Han Hippe	20.39		
9. Mickey Booth	13.75		
10. Steve Toland	6.00		

D MAIN	QUAL	MAIN	CAR
1. Jeff Mikolaitis	21.58		
2. Robert Wold	21.27		
3. Bill Cheek	21.10		
4. Julian Morrison	21.05		
5. Brian Hunt	20.09		
6. Tim Osullivan Sr	19.76		
7. Robert Tarr	19.45		
8. Larry Parks	18.57		
9. Steve Krutsinger	18.52		
10. Robert McDaniel	18.05		

F MAIN	QUAL	MAIN	CAR
1. Lyle C. Monroe	17.67		
2. Glenn Schems	17.17		
3. Garry Smith	17.09		
4. Mike Harris	14.09		
5. David Franklin	6.00		
6. Danny Curry	3.00		

C MAIN	QUAL	MAIN	CAR
1. Ron Van Bergen	22.64		
2. Brad Makaric	20.50		
3. Jeff Masterman	22.49		
4. Tim Osullivan Jr	22.12		
5. Tate McDaniel	21.83		
6. Bill Campbell	21.82		
7. Lee Muse	20.52		
8. Daniel Oleski	2.00		
9. Issac Ben-Ezra	DNR		
10. Sandy Strunk, Sr	DNR		

E MAIN	QUAL	MAIN	CAR
1. Paul Gerrard	20.16		
2. Robert Charlton	19.65		
3. Tom Chaddock	19.22		
4. Forrest Whitson	18.50		
5. Chet Ellis	18.39		
6. Rod Bauer	17.84		
7. Garry W. Tarr	17.81		
8. Bo Pirkle	DNR		
9. Bill Fraden	DNR		
10. Ronald F. Aricchi	DNR		

NOTE: RACE RESULTS (Mains rain-out, best qualifier was used to place persons in a Main and then the best two to determine finishing position within main).

REVTECH

**** PERFORMANCE PRODUCTS FOR MODEL RACE CARS SINCE 1974 ****

FLASH
 MARCH 3 - 140+ ENTRIES at RCH, GUESS WHO WON??

MODIFIED CLASS: T.O. - MIKE GIEM
 1ST - RON DYER
 2ND - WILLIE MELANCON
 OPEN CLASS: T.O. - MIKE DUNN
 1ST - MIKE GIEM
 2ND - MIKE DUNN

THE MOTORS: ALL REVTECH!

1/18 SCALE POWER:	PRICE
4113 - YOKOMO STOCK: ORCA Legal. (28t/22g).....	\$28.00
4116 - SUPERSTOCK: Ballbearing stock motor.....	\$35.00 -NEW
4185 - ENDURO II: Mild ENDURO. For long heats, 4WD, etc....	\$70.00
4180 - ENDURO: For tight tracks &/or heavy cars.....	\$70.00
4181 - CONTEST: Our most popular motor. Fast but Driveable.	\$75.00
4183 - THE SPRINT: For Oval &/or short heats, Very Fast....	\$75.00

BATTERIES:
 SANYO Multi-matched packs. Matched for Power, Performance & Life.
 4455 - 6 CELL: \$39.00
 4457 - 7 CELL: \$45.00
 Motor Rebuilding Service: .. \$10.00 + Shipping & parts if needed.
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 We also have a complete line of 1/12 Scale motors available. CALL

== '83' HIGHLIGHTS '84' ==

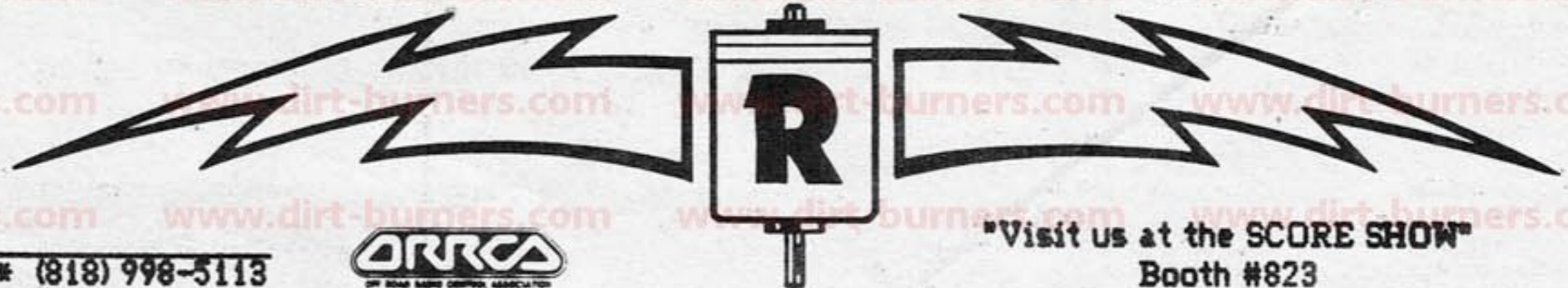
*** LATE NEWS: ORCA #5, PALMDALE ***

OPEN CLASS
 NELSON KRACKE: T.O. & 1st PLACE -- MOTOR: REVTECH 'ENDURO'

IN FACT ALL OPEN "A" DRIVERS WERE USING REVTECH MOTORS!!

HAWAIIAN OPEN.....	MOD.-A 1st-MIKE DUNN
MINI BAJA 300.....	1st-MELANCON/GIEM
O.R.R.C.A. #2.....	MOD.-A 1st-MIKE DUNN
	OPEN-A 1st-MIKE DUNN
CRP CHALLENGE.....	INV.-A 1st-MIKE DUNN
	2nd-RON DYER
	OPEN-A 2nd-STEVE DUNN
O.R.R.C.A. #3.....	MOD.-A 1st-MIKE DUNN
	2nd-WILLIE MELANCON
	OPEN-A 2nd-WILLIE MELANCON
TOYS FOR TOTS OVAL.	MOD.-A 1st-ROGER WAGNER
O.R.R.C.A. #4.....	MOD.-A 2nd-MIKE GIEM
	OPEN-A 1st-MIKE DUNN
	2nd-MIKE GIEM

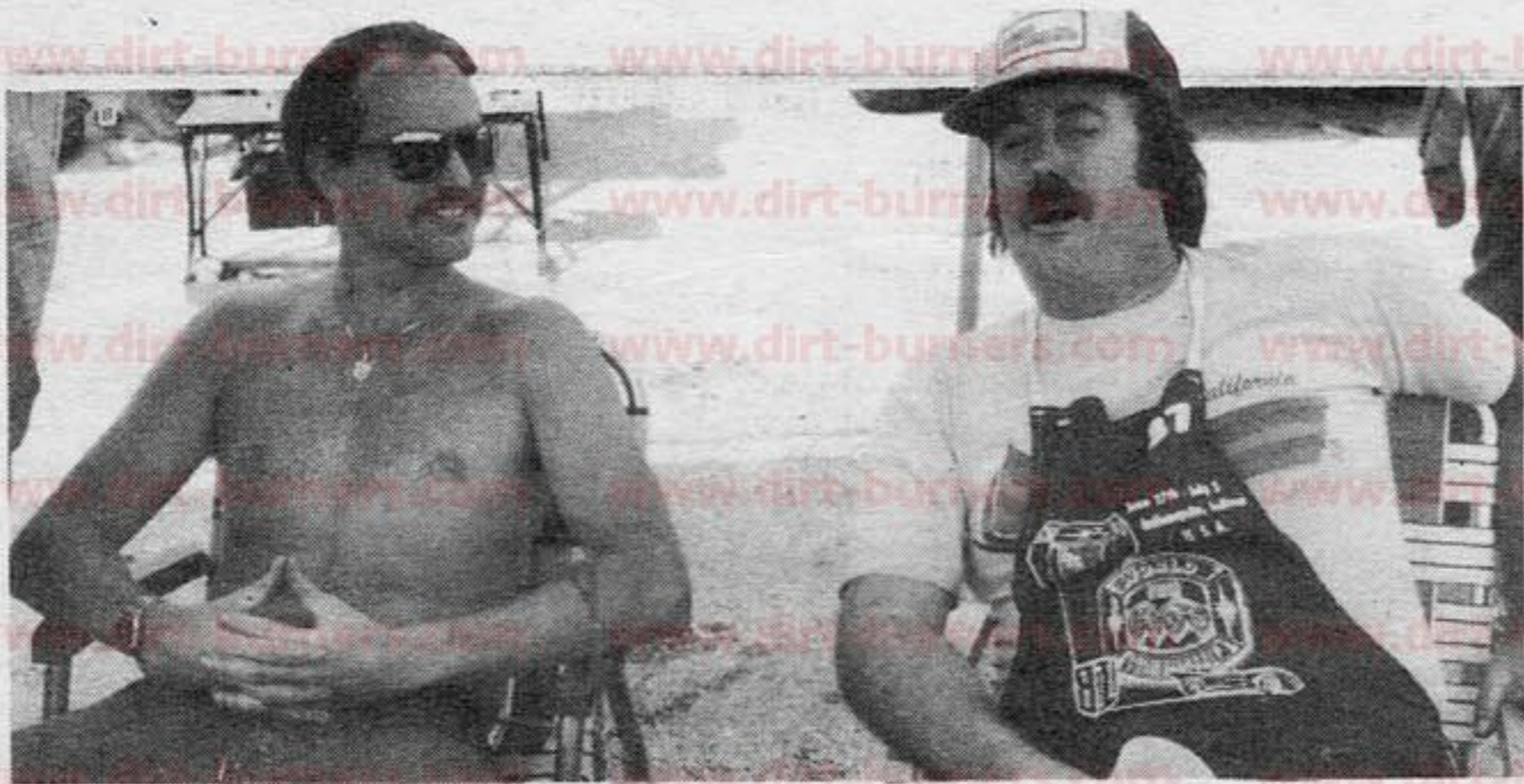
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 Booth #823



I don't think Curtis Husting (left) and Rich Lee (right) are discussing the problems with the Middle East. More like... "Curtis, please put your shirt back on, you're embarrassing me." Photo Gene Husting

1984 WINTERNATIONALS

CLASS: 1/8 SUSPENSION
NUMBER OF ENTRIES: 91
TOP QUALIFIER: RALPH BURCH, JR
BEST PAINT: JIM GALLAGHER
CONCOURS: RALPH PHILLIPS

RACE RESULTS:

A MAIN	QUAL	MAIN	CAR
1. Rich Lee	16.12	96.07	ASSOCIATED RC 500
2. Curtis Hustings	16.16	95.12	ASSOCIATED RC 500
3. Gil Losi, Jr	15.79	90.47	ASSOCIATED RC 500
4. Ralph Burch, Jr	16.83 TQ	90.25	ASSOCIATED RC 500
5. Chuck Noon	15.71	89.63	ASSOCIATED RC 500
6. Tony Neisinger	16.16	89.61	ASSOCIATED RC 500
7. Art Carbonell	16.57	87.26	DELTA EAGLE
8. Felipe Flores	16.44	82.35	ASSOCIATED RC 500
9. Rick Davis	16.10	53.00	ASSOCIATED RC 500
10. Dana Smeltzer	15.80	15.00	ASSOCIATED RC 500

B MAIN	QUAL	C MAIN	QUAL
1. Heinz Wipfli	94.07	1. Bob Leckron	91.25
2. Butch Kloeber	89.23	2. Troy Moore	88.28
3. Gene Hustings	88.51	3. Bill Campbell	86.68
4. John Hodgson	88.39	4. Dale Smith	85.77
5. Tom Miller	82.21	5. Louis Przybyla	85.59
6. Chuck Wiggins	81.68	6. Phil Cring Jr	82.23
7. Gil Losi, Sr	78.46	7. Joe Tasillo, III	76.00
8. Ron Paris	23.00	8. Butch Barry	61.00
9. Francisco Saenz	DNR	9. Ross Kloeber	49.00
10. Kim Davis	DNR	10. Larry McLendon	DNR

D MAIN	QUAL	E MAIN	QUAL
1. Tim Osullivan, Jr	88.49	1. Richard Potempa	70.42
2. Heinz Meyer	85.09	2. Ralph Phillips	69.59
3. Terry Durrance	84.65	3. Robert Wold	69.18
4. Howard Robertson	81.09	4. Tim Osullivan, Sr	67.70
5. Mike Comiski	76.13	5. Warren Jamison	61.00
6. Carl A. Petri	32.00	6. Garry Soltys	56.23
7. Lee Hall	5.00	7. Ernie Heller	54.80
8. Earl Nester	5.00	8. Angel E. Diaz	44.08
9. A. B. Markunas	2.00	9. John Hammill	36.00
10. Ray Hepner	Disqualified	10. Bruce Hollander	Disqualified

F MAIN	QUAL	G MAIN	QUAL
1. John Abadie	65.72	1. Rod Bauer	61.76
2. Ted Simon	65.15	2. David Haddock	60.24
3. James Gallagher	62.18	3. Chris George	59.18
4. Carl Bradenberg	60.44	4. Marcos Leal	58.71
5. Joe Jones	59.86	5. E. Dennis Harris	55.26
6. Joe Morel, jr	58.78	6. John B Kelly	49.83
7. John Mistic Jr	58.08	7. Robert Lopez	43.08
8. Dwight Weingard	50.00	8. Joh Heller	35.00
9. Dave Wood	32.00	9. Jerry Humphries	27.00
10. Robert Chuhran	DNR	10. John Mistic, Sr	10.00

H MAIN	QUAL	I MAIN	QUAL
1. Danny Payne	48.43	1. James E. Rice	44.00
2. Armando Ludena	46.65	2. Craig A Bienvenue	42.25
3. Jerry Borasso	46.00	3. John R Kinkead	41.18
4. Mike Saputo	45.60	4. Garry Harvey	37.36
5. Mike Harris	44.73	5. Phil Cring Sr	36.49
6. F. Catucci	43.85	6. Michael Hornberger	35.57
7. Tom Bronner	38.62	7. Francisco Balado	35.35
8. James J. Blaha	11.00	8. Rick Harris	31.47
9. Wayne D. Smith	DNR	9. Craig A LeBeouf	10.00
10. Merle Gardner	DNR	10. Tony Markunas III	DNR

1984 WINTERNATIONALS

CLASS: 1/8 GAS FLAT PAN
NUMBER OF ENTRIES: 16
TOP QUALIFIER: Karl Kaiser

RACE RESULTS

A MAIN	QUAL	MAIN	B MAIN	
1. Larry Martin	13.76	68.09	1. Elmer Schilli	47.73
2. Karl Kaiser	14.25	68.08	2. Buddy Taylor	43.38
3. Jim Baugh	13.28	65.37	3. John Dingman	43.12
4. Edgar F. Riviere, Jr	12.02	56.35	4. Ronnie Farber	37.44
5. Ronald Aricchi	13.08	55.86	5. Arturo Barrera	34.82
6. Jeff Leckron	12.24	54.46	6. Ricky Graham	22.80
7. Jeff Mikolaitis	13.09	47.13	7. Matthew Markunas	21.69
8. Bobby Hamby	11.79	29.00	8. J. R. Hosack	DNR

aj's 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.

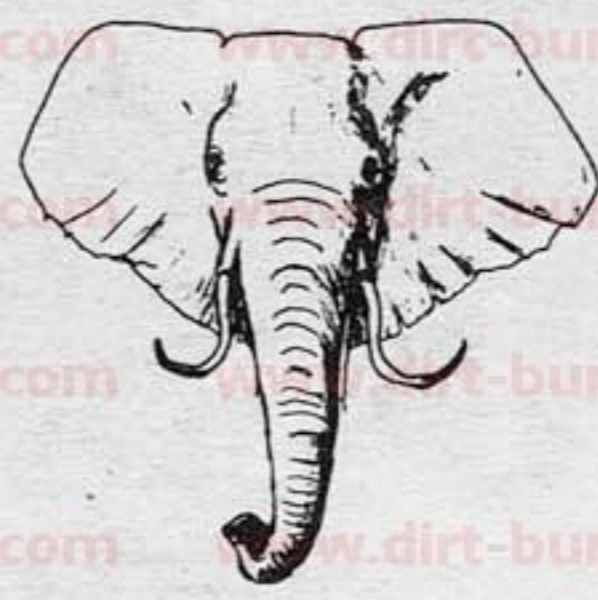
AJ'S 1/8 scale rear tires are made of the finest selections of rubbers. AJ'S tires are graded for firmness and silk screened.
#0742 Medium Soft Sponge
#0743 Medium Sponge
#0744 Medium Firm Sponge



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.



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



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THE RANCH PITSHOP

The NEW 44B FOUR WHEEL DRIVE is Setting Records!

Gil Losi, Sr., TQ's and Wins J.G. West Coast Oval Championships with 44B

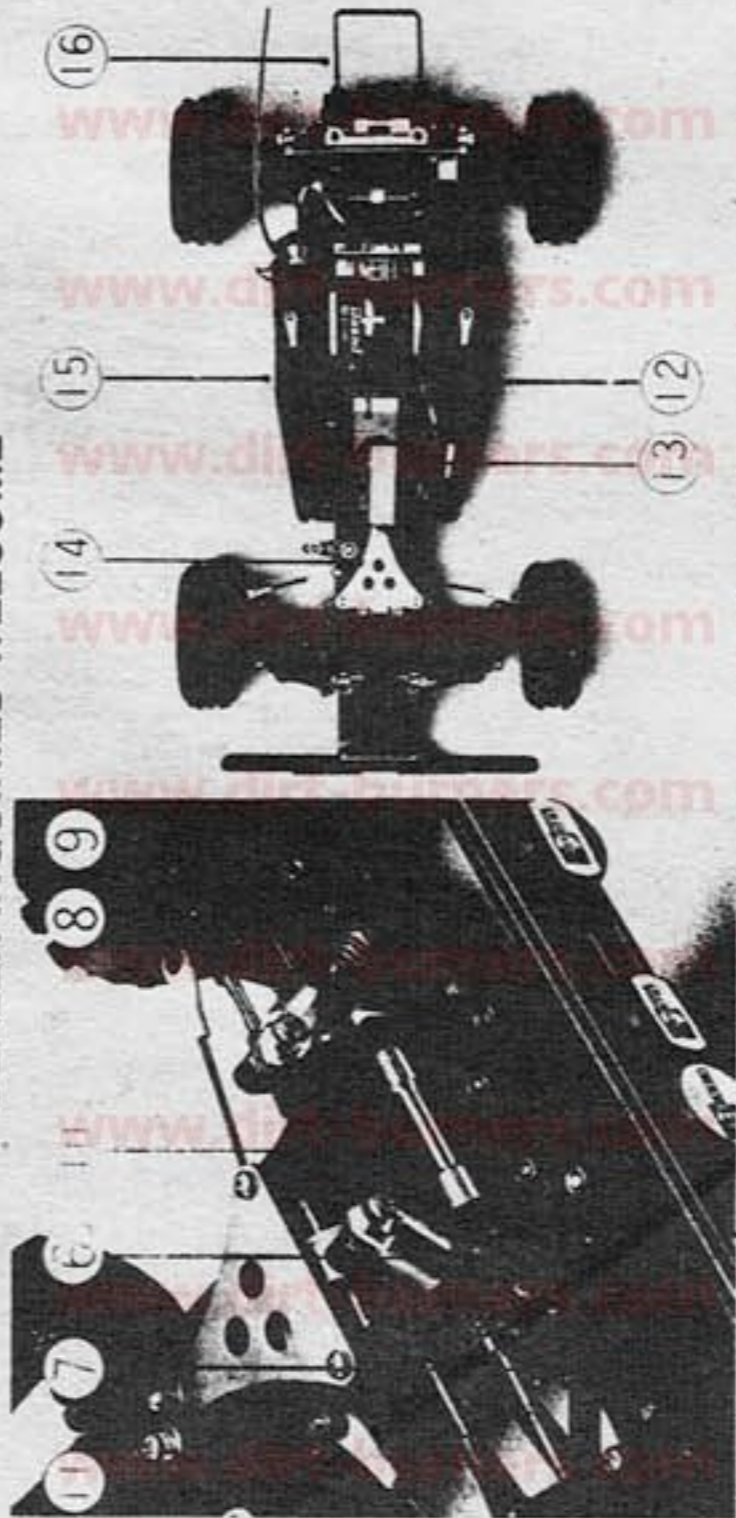
1/10th SCALE OFF-ROAD



Note - Shown with BolLink Funco 2 Saver Body.

\$149.95
RETAIL PRICE

DEALER INQUIRIES WELCOME



- 6 - Large Capacity 10mm dia. cylinder front shock absorbers.
- 7 - 0.8mm dia. unequal pitch coil spring.
- 8 - Camber-adjustable front semi-double wishbone suspension.
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- 10 - Metal-made precision differential gears.
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- 12 - 7.2 V, 1,200mA Ni-Cad battery (not included).
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- 16 - Rear bumper.

- 17 - 2-piece plated wheels.
- 18 - Roll bar for preventing upset.
- 19 - Glass-reinforced nylon front bumper (with fog light).
- 20 - High-gripping tires exclusive for 4-wheel drive.

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- 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

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- STAINLESS STEEL BEARING SET (6) \$17.95
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- RANCH PIT SHOP SPECIAL EDITION OFF ROAD MOTOR YOKOMO BASED, MODULAR END BELL, BEARINGS, \$49.95 REWOUND, BALANCED AND TRUED. H07/11
- TEAM CHECKPOINT MOTOR TAMIYA KILLER! ALL BEARING, MODULAR END BELL, HOLDS ALL RECORDS 64.95
- KYOSHO HEAVY DUTY SHOCKS 22.95
- ADJUSTABLE COIL OVERS 11.95 FOR KYOSHO SHOCKS
- ADAPTERS FOR KYOSHO SHOCKS TO TAMIYA FRONT END 3.95
- MONO-SHOCK KIT MUST BE USED WITH ALUMINUM REAR CAGE AND KYOSHO SHOCKS---COIL OVER INCLUDED (SHOCK EXTRA) NYLON 24.95
- ALUMINUM WITH BEARINGS 44.95
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- TIE RODS AND ENDS(4) 13.95 GROUND STEEL WITH HARDWARE
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- COX PARTS
- GEAR DIFFERENTIAL 11.95
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- BEARINGS-COMLETE SET INCLUDES FRONT WHEELS (4), IDLER (2), REAR CASE (6) AND REAR ARMS (4) 69.95
- 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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QTY DESCRIPTION AMOUNT

SUB TOTAL _____

ADD POSTAGE & HANDLING _____

CA. RESIDENTS ADD 6% SALES TAX _____

TOTAL CHARGE _____

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 200.01-250.00 ADD 4.50 250.01-300.00 ADD 5.00
 300.01-350.00 ADD 5.50 350.01-400.00 ADD 6.00
 400.01-450.00 ADD 6.50 450.01-500.00 ADD 7.00
 500.01-550.00 ADD 7.50 550.01-600.00 ADD 8.00
 600.01-650.00 ADD 8.50 650.01-700.00 ADD 9.00
 700.01-750.00 ADD 9.50 750.01-800.00 ADD 10.00
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 900.01-950.00 ADD 11.50 950.01-1000.00 ADD 12.00

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CARD NUMBER _____ EXPIRATION DATE _____

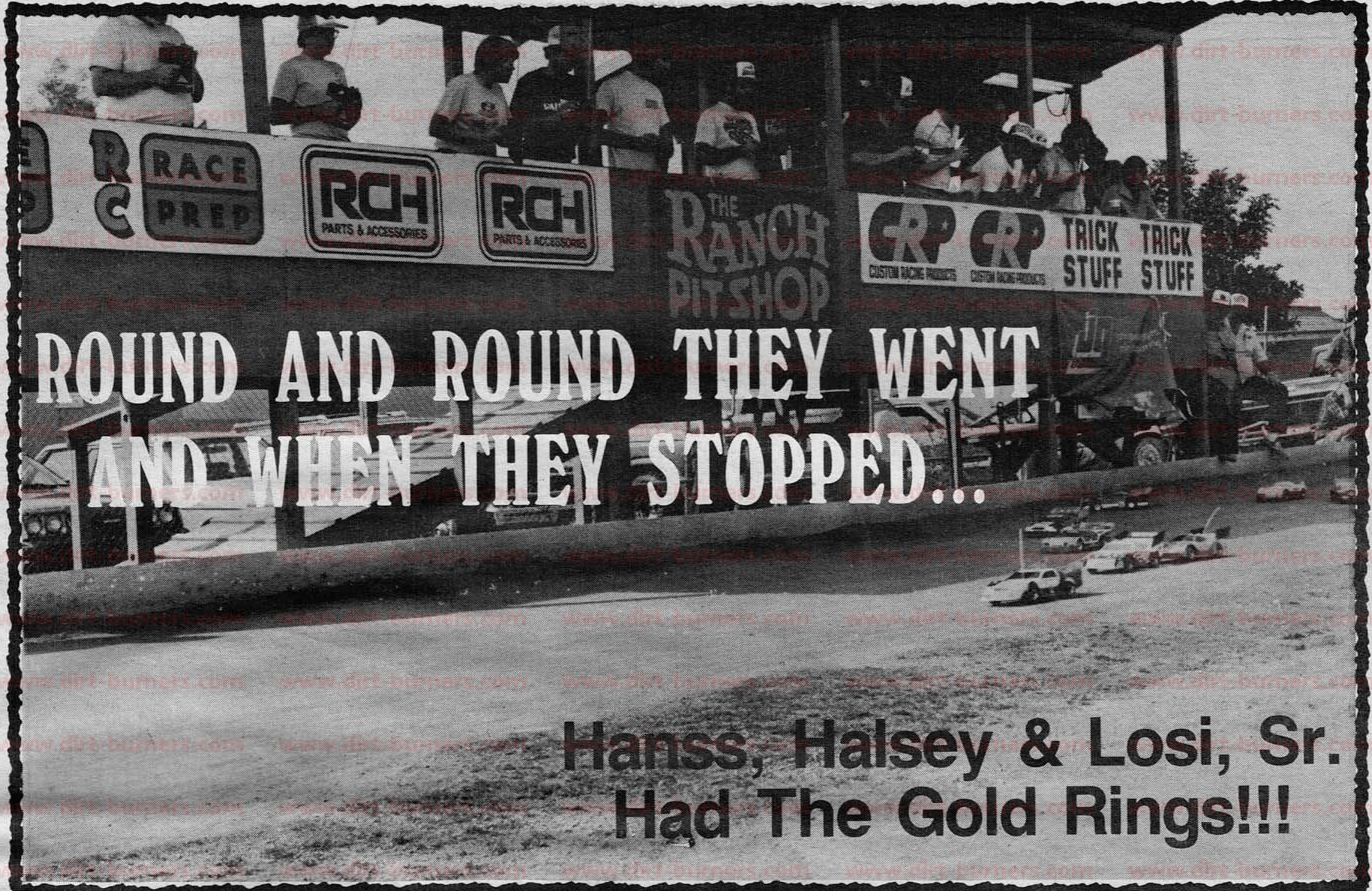
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ROUND AND ROUND THEY WENT AND WHEN THEY STOPPED...

Hanss, Halsey & Losi, Sr. Had The Gold Rings!!!

The J.G. MFG. WEST COAST DIRT OVAL CHAMPIONSHIPS...MASSIVE!

Story & Photos by LP

March 2-4, 1984
Pomona, CA


ALTHOUGH R/C OFF ROAD GOT ITS START OUT HERE IN THE WEST COAST, ONE ELEMENT THAT HAS BEEN INHERENTLY MORE EAST COAST

ORIGINATED IN 1/10TH SCALE OFF ROAD HAS BEEN DIRT OVAL RACES - THE WEST PRETTY MUCH STAYED WITH THE OFF ROAD PART OF THE SPORT.

At least until John Gudvangen (of J.G. MFG), an old desert off road racer himself, decided otherwise. "Hey, all we got out
(Contd. next page)




The Stock Dirt Oval Top Three. (l-r) Herb Hanss, Champion; Scott Sherburn, 2nd; John Gudvangen, Race Director; Louie Caudillo, 3rd.



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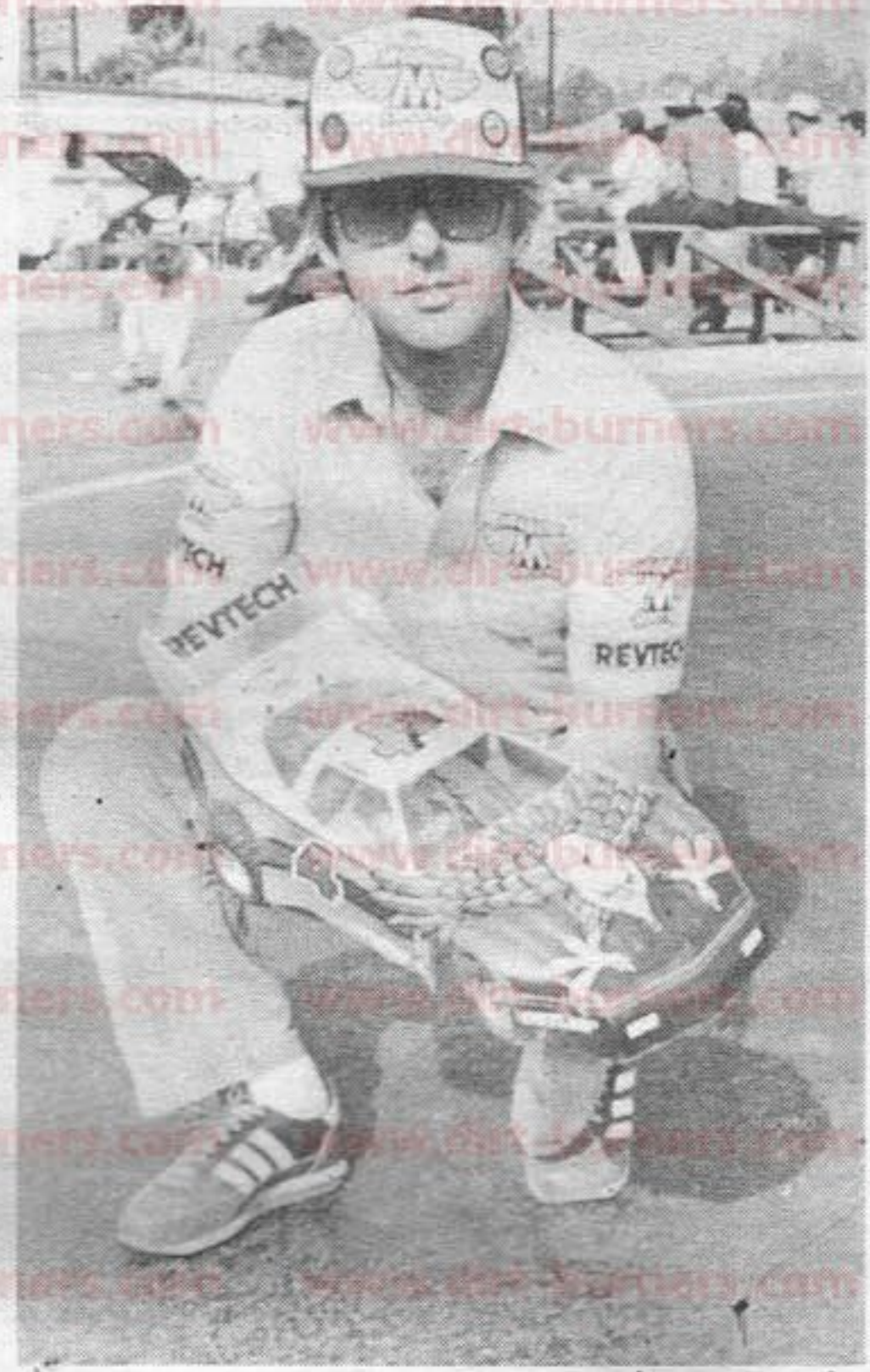
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Jay Halsey (#2) with dad Jim Halsey (who does all the wrenching) was able to put 2 A Main runs together to win the Modified Dirt Oval Championship.



The Gudvangen family (J.G.MFG) who worked so hard to put the event on. (l-r) John Sr., Anna, Marcia, Gina, John, Jr.

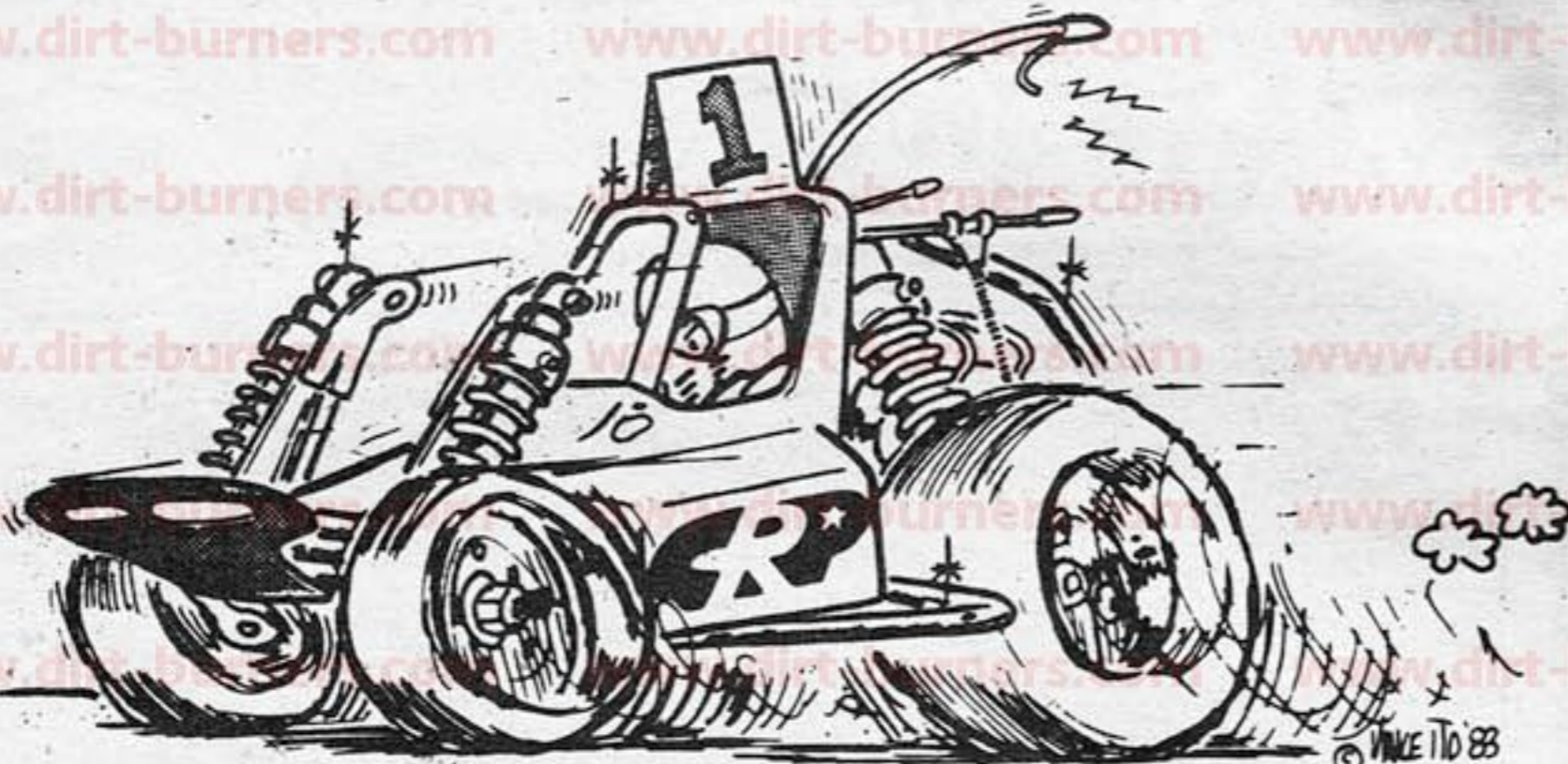


Gary McAllister (MCALLISTER RACING PROD.) picking up another of his many Concours trophies.

R/C RACING NEWS - Page 16 - April 1984



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Open Class Champion, Gil Losi, Sr. (the guy with the biggest smile) flanked by (l-r) Gudvangen, Race Director; John, Jr., 3rd; and Bob Novak, 2nd. All three drove Hirobos.

here is guys running off road. Why not try an honest-to-goodness, for real, super Dirty Oval race?" was his question. While there weren't many takers, Gudvangen thought it through and decided to throw the first ever "West Coast Dirt Oval Championships" himself. Remember that title because next year, around this same time, there will be a second WCDOC. This is strictly judged by the immediate response of this race. Over 100 racers (106 in fact) showed up at the Ranch Pit Shop, the site chosen by Gudvangen for this, his first venture at promoting an R/C off road event.

The rules were simple, with ORRCA rules being invoked, plus added Oval track specifications. For example: All bodies had to be ASA-Grand National bodies only. No phony off-road bodies made to look like dirt oval ones here. They had to be the kinds that you see at many of the dirt oval tracks around the country. Everyone showed up with the right bodies. A good indication that this type of racing may become more popular out here in the West Coast.

There were three scheduled qualifying heats but they ran a fourth one for added

pleasure of the racers. Also unique was the "double Main" points system to select the "overall" winner in each class. No, it wasn't enough to win the first A main, you had to do it again and, if not, finish high enough to capture the overall spot.

The weekend was one of those weekends that we have become very much accustomed to out here in the West Coast - perfect for racing. Now, we don't want to get the rest of the country and all you R/C racers really mad at us, but we've got to tell it like it is. The weather has cooperated all year long - so far - and it looks like it should continue. So that racing under excellent weather conditions has become the norm, rather than the unusual during these winter and now spring months.

Gudvangen chose the Ranch Pit Shop oval for its smoothness and banked sides that looked very much like a real oval dirt track. There is plenty of room there to accommodate the large entry and, since the Ranch has been promoting regular week-night oval racing, it seemed natural.

The track was in excellent condition, although the dry weather did manage to

keep the water-bearers busy with their hoses. Trying to keep the track moist so that everyone had an equal chance to run and qualify on approximately the same texture of track was a job but, for the most part, they kept it well moistened.

Friday (March 2nd) was left open for practice and for dialing in the right kind of gearing and motors. Stocks and Modifieds had to keep the ORRCA Stock-type motors, while there were all kinds of experimentation with the Open class motors.

Saturday opened up a full day of qualifying leading up to the Trophy Dash among the top four qualifiers and also a handicap main.

The top 4 qualifiers were Rick James, John Gudvangen, Jr., Gil Losi, Jr., and TQ, Gil Losi, Sr. Losi, Sr. brought out his new Hirobo and just blasted the field and, in the process, wound up as winner of the Trophy Dash. On the other hand, when he raced in the Handicap main which had Scott Sherburn and Jerry Case, all that Gil, Sr., could do was second to Sherburn. Still, through the qualifying rounds and into Sunday's program, Gil, Sr., was definitely the man to beat and the odds on favorite to win the Open Class.

Gudvangen decided to limit the Hirobo entries just to the Open class and, therefore, the Stock and Modified Classes had the usual Cox, Tamiyas and AYK's.

THE RACING

Many of the racers on hand who have been used to the on/off process of driving through an off road track, found it hard to get used to holding the throttle full-on for some 20 to 25 laps and trying to hold the right line. We all know what happens in an oval race when there is a crash. The speeds are much higher and so is the destruction of the car. This weekend was no exception to that rule. Every once in a while you would see several cars literally fly over the 12" wall that surrounds the entire track. It was tough out there and one slight miscalculation was enough to knock you off your spot and most likely out of the race.

The new Hirobo cars, of which there may have been as many as 10 or 12, had their share of problems. At least most of them. The speeds that these cars were reaching in the Open class were at a pretty good pace and one slight brush of the wall or one entanglement on the back straight, and many a front end (especially front arm) of the Hirobo would disintegrate. Mike Tobey had perhaps the worst luck of all. His Hirobo seemed to jet out of the start line and immediately get into the lead and begin to stretch it, only to hit or get hit by another car, knocking some part of his car off. On several occasions he had a huge lead only to see it disappear when colliding with another car and breaking down. Similar problems were encountered by other Hirobo drivers which leads me to believe that it's just a matter of time before we see all kinds of beefed-up items to replace the breakable ones. These things seem to be pretty fun to drive.

Just look at what has happened with the Tamiya cars and now the Cox cars. Where you could hardly drive a Tamiya around before dropping part of the front or rear end on the track or, for that matter, the Cox's, now these cars are nearly bullet proof. Don't get me wrong, they can still disintegrate, but they can take a lot more punishment.

In the Stock oval A Main, it was an entire field of 8 Cox cars. The "main" man after the two A Mains were run was CRP's Herb Hanss. It was a toss-up between him and Scott Sherburn. These two racers had a heck of a race which was decided at the wire. According to the overall system,

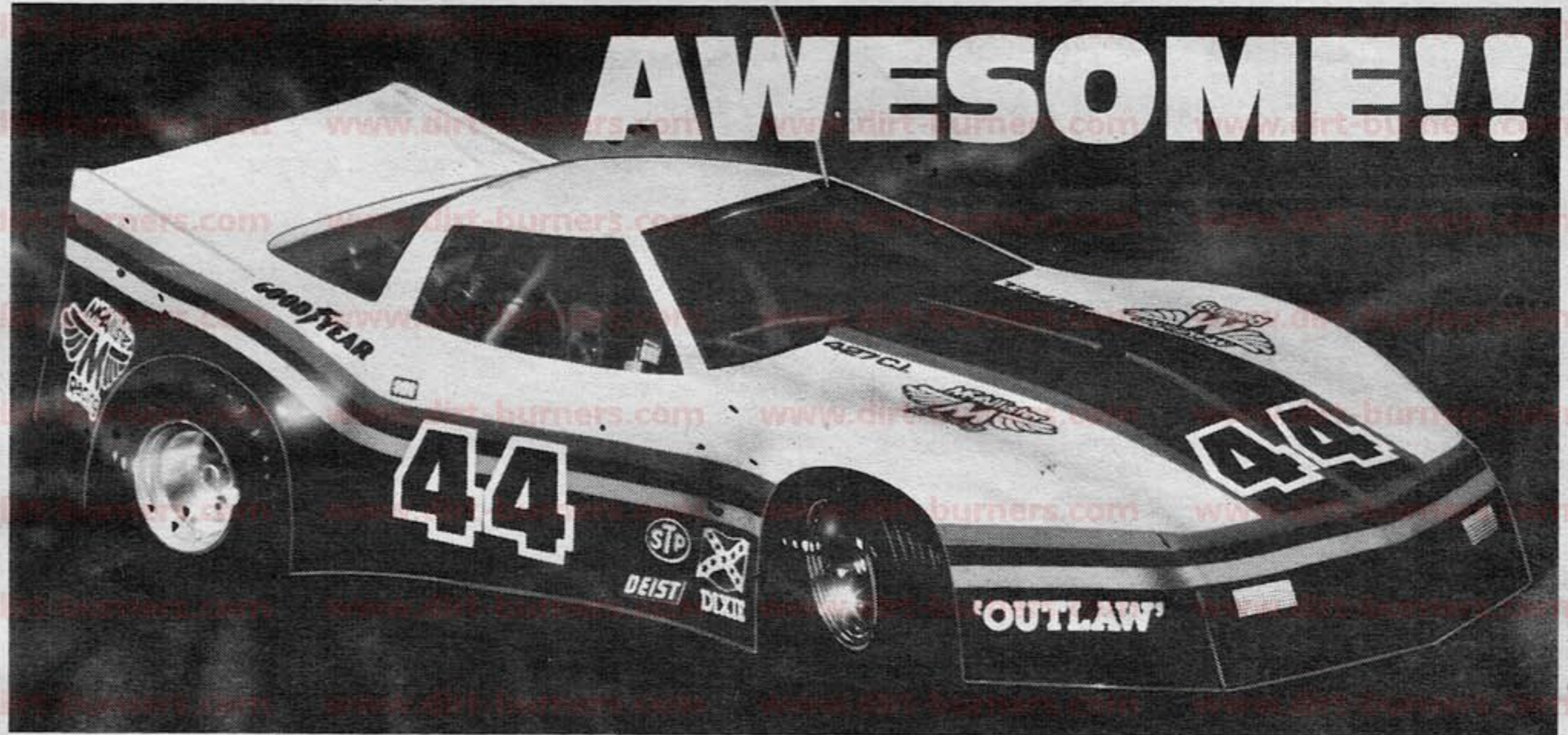
Hanss was given the nod for the title of Stock West Coast Oval Champion. His Cox performed flawlessly as did Sherburn's, so it became a matter of just who made the least mental mistakes during the Mains. Sherburn, who is sponsored by S & L racing and the Pit Shop, was visibly delighted with his performance and the battle that he and Hanss had just gone through. Third overall went to Louie Caudillo, also of S & L Racing and the Pit Shop. He posted two 3rd place finishes in the Mains for 3rd overall. Dale Dockery, Pete Caudillo, Larry Grant, Morris Zemocla, and Jimmy Antonocci made up the balance of the 8 top

finishers.

JAY HALSEY (Cox/J.G. MFG./BoLink/Reedy/Assoc) captured another of his many titles in his young R/C off road racing career. He took his Cox to the top of the heap in the Modified class with a strong showing, thanks to dad Jim's wrenching. They had some problems earlier during qualifying in choosing the right combination of motor and gearing. They were also trying one of those new electronic speed controls that, when they took it out, seemed to give them more ponies. In any case, through the first qualifying rounds, Halsey was a rocket but into the 3rd minute his bat-

teries would start dumping and he would wind up with a slow time. They finally got it all sorted out and by the time the A mains were run, Jay was ready for all comers. He won both of the Mains and was thereby crowned the West Coast Modified Dirt Oval Champion. Second to Halsey was Mike Giem, another of those young talents who has been collecting plenty of trophies and titles as of late. Mike disdained using his Hirobo for the Cox that he's been used to, and his CRP/JG MFG/REVTECH/POP-sponsored car did not disappoint him. He put together 2 solid second place finishes

(Contd. next page)



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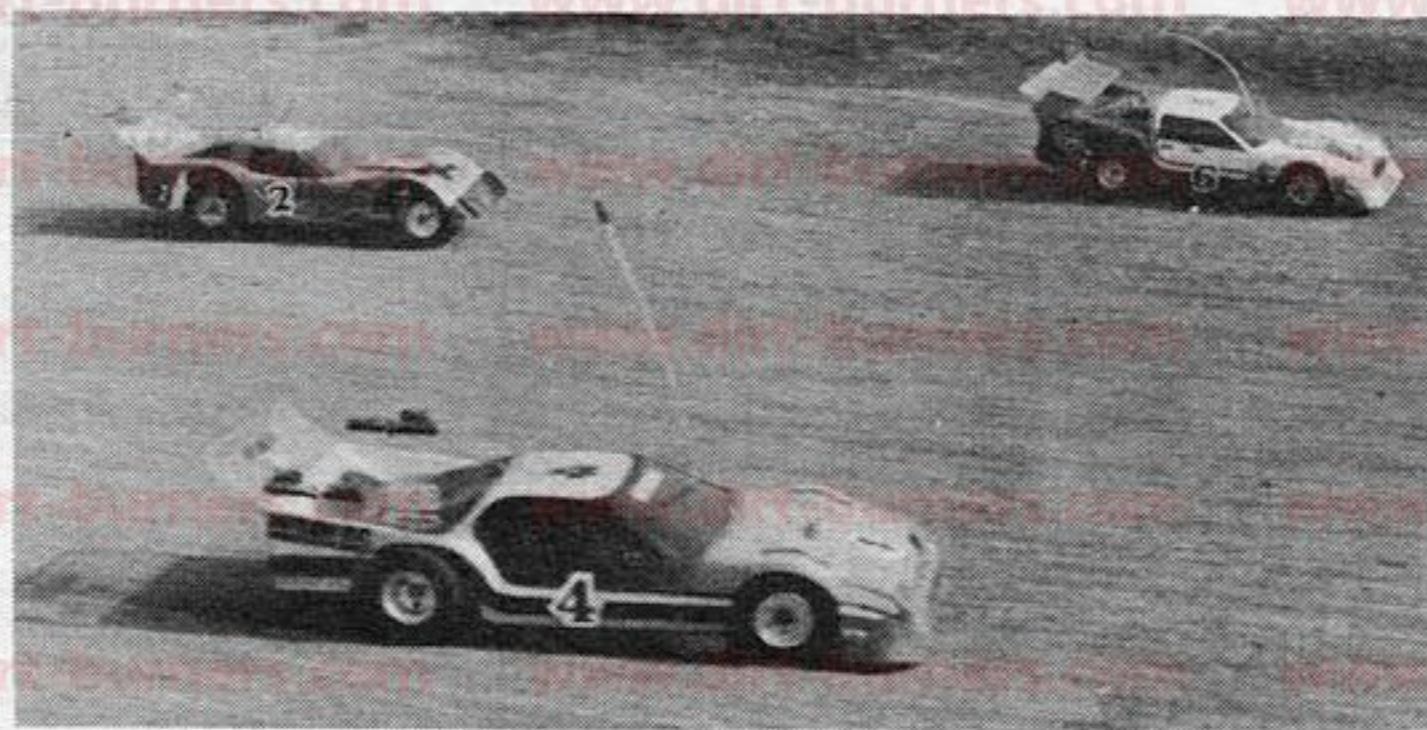


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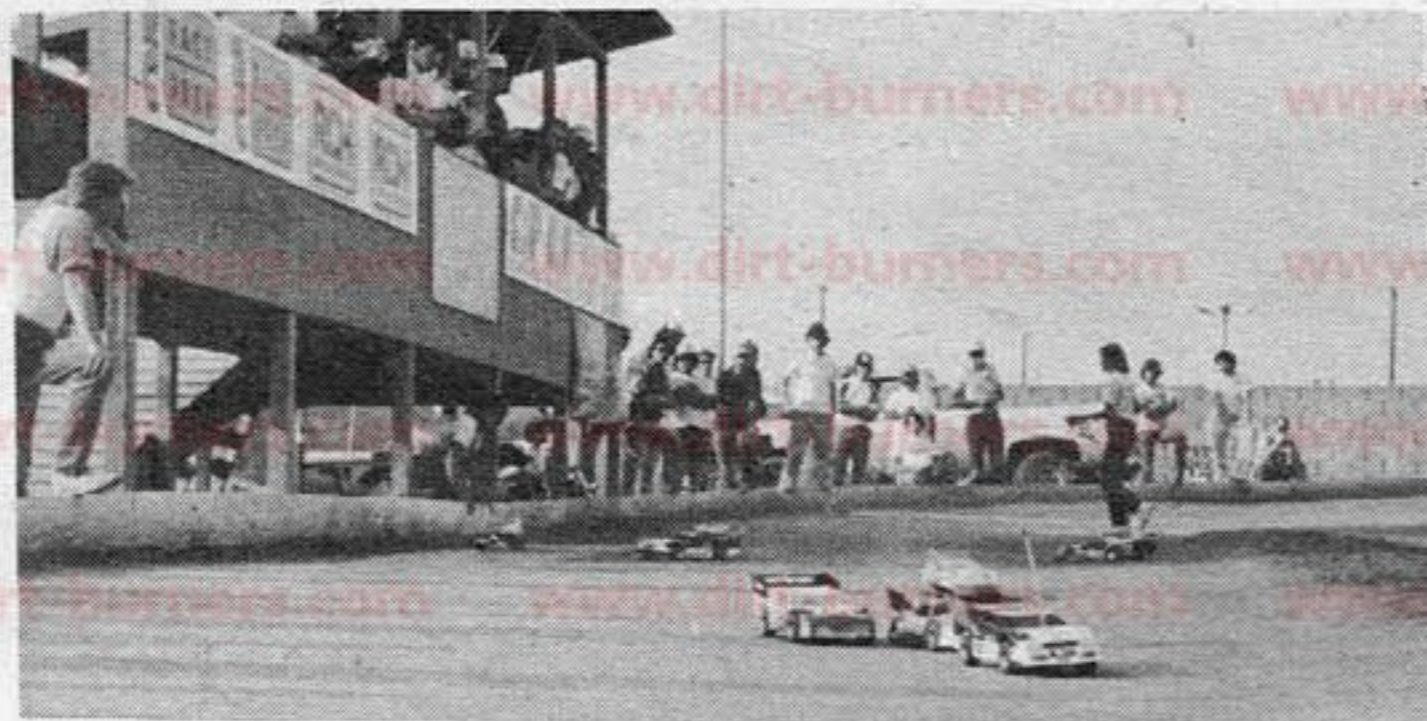


Vince Ito's (#3) clean Super Stock.

in the two mains to be the runner-up in this year's Championship. Still, he tried awfully hard on his second main to catch Halsey but just didn't have all the ponies working. He did manage to best his best run with 26 laps in 4:08.3.

Third in this very tough and very competitive class was Jeff Mauer, a Ranch Pit Shop local who really has the track wired and also has the power in his car. Jeff is sponsored by the Pit Shop and, using his Cox, he was able to put a 5th and 3rd place finish in the two Mains for a 3rd overall finish. Fourth through eighth were: Rick James, Ron Dyer, Mike Elkor, Brandon Peterson, and Jerry Case.

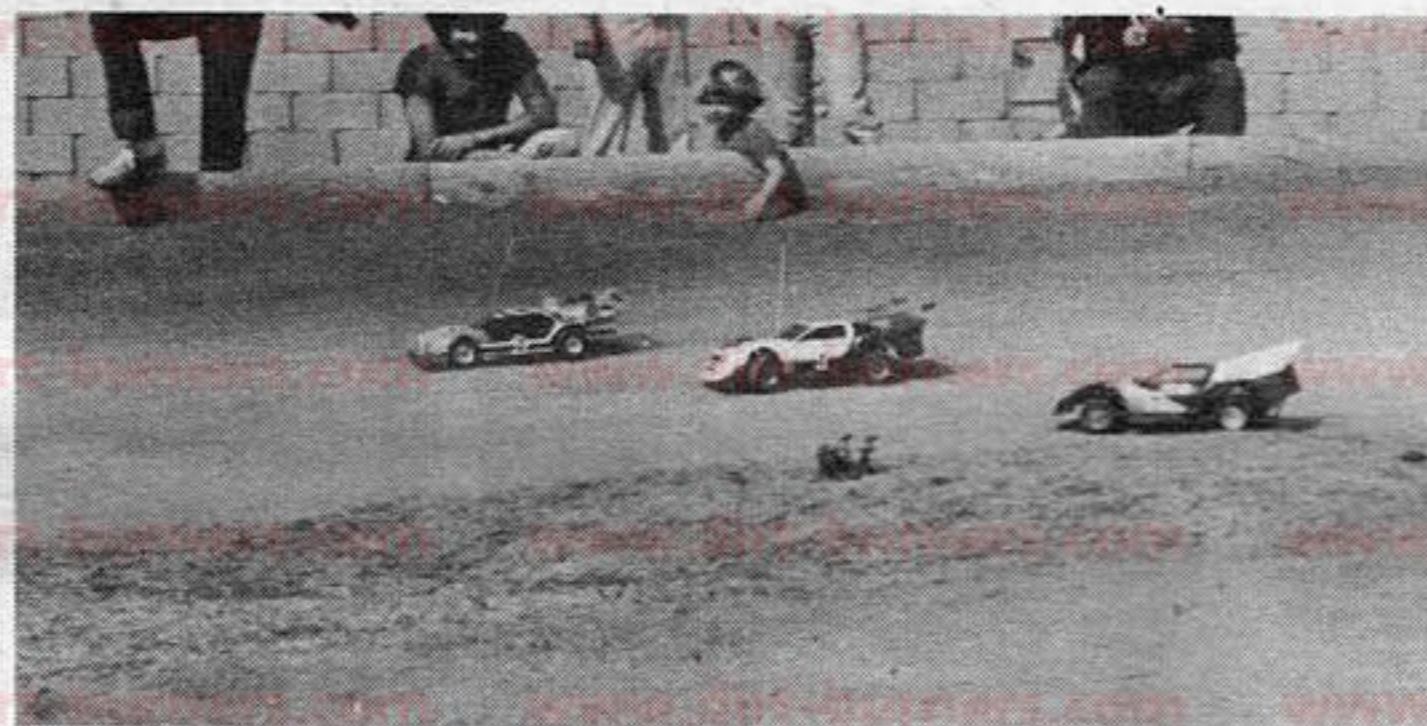
Every one knew whom they had to beat - GIL LOSI, SR. His Hirobo/Ranch Pit Shop/Checkpoint-sponsored car was screaming. He had TQ'ed and had won the Trophy Dash and it looked like there was going to be little anyone could do against him. Except that when it comes to A Main racing, anything can happen. No, Gil didn't lose the race, but he didn't walk away with it as everyone thought he might. He had



Right after the start. Some go straight and others go straight for the wall.



Coming off the 4th turn, five racers racing side by side.



The Ranch Oval, with its banked sides offered this kind of neat racing - three abreast around the turn.



Mike Tobey led in most of his heats only to have Lady Luck hit his Hirobo often and very hard. They can't take that kind of punishment.

R/C RACING NEWS - Page 18 - April 1984

**M.I.P.'s 1984
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Pat Summerall and John Madden they're not, but Larry Stancliff and Vince Ito (far right) do a great job of announcing and keeping the whole thing in perspective - it should be fun. They'll be teaming up at the World Off Road Champs doing their act.

a stiff battle in the Open A mains from the likes of Bob Novak, John Gudvangen, Jr., and Neal McCurdy, all with Hirobos. In fact, the overall first four cars were the new four-wheel cars. Fifth place went to Mike Giem and his Cox. But as we said, at one point, all of the top four finishers held the lead for a while. The first to do so was Neal McCurdy (REVTECH) who blasted off the line with a 20 foot lead on everyone else.

"Brain fade" caused him to relinquish his early lead and in his place it was John Gudvangen, Jr. All the while, Losi, Sr., had worked his way past the middle of the pack and was about to catch the lead. He did, and thereafter there wasn't much anyone could do to catch him. He drove two excellent A Main events, winning both and thereby capturing the Open West Coast Dirt Oval Championship title. Gil Losi, Jr., driving

one of the proto-type Associated off road cars, had some minor problems that kept him out of the top 5 spots. Still, the car seems to have all the possibilities for being among the top runners. Losi, Jr., took 6th, while Rick James and Jerry Case made up the balance of the top 8 finishers.

The ground is broken, the first page of the history book for Dirt Oval racing in the West Coast has been written thanks to the effort of John Gudvangen and family, and we can all look forward to next year's Western Dirt Oval Championships. I think next year there will be many racers who'll spend some time preparing their oval racer. This year there were quite a few who just changed bodies but ran the same type of car and configurations that they run in off road races. I do believe that next year there will be many racers who'll prepare their cars specifically for Oval racing, so, as a result, look for more sophisticated cars to come up to the start line.

In the meantime, we can sit back and think about this first ever West Coast Championship for Dirt Oval and thank those who helped make it happen - the sponsors: J.G. MFG, the sponsor of the entire event who would also like to thank Gil & Janet Losi, Scott Brown, Larry Stancliff, Vince Ito, McALLISTER RACING, BOLINK, SPEED & SPORT, HOBBY BENCH, A & L DISTRIBUTORS, MRP, PARMA, RADIO CONTROLLED HOBBIES, THE RANCH PIT SHOP, and NOVAK ELECTRONICS.

J.G. OVAL Results...

WEST COAST OVAL DIRT CHAMPIONSHIPS RESULTS

STOCK CLASS "A":	Car	Sponsor(s)
1. HERB HANSS	COX	O.R.U.P.
2. SCOTT SHERBURN	COX	S&L RACING/RANCH PIT SHOP
3. LOUIE CAUDILLO	COX	S&L RACING/RANCH PIT SHOP
4. DALE DOCKERY	COX	RANCH PIT SHOP
5. PETE CAUDILLO	COX	S&L RACING
6. LARRY GRANT	COX	SELF
7. MORRIS ZEMOCLA	COX	HOBBY BENCH
8. JIMMY ANTONOGGI	COX	SELF

MODIFIED CLASS "A":	Car	Sponsor(s)
1. JAY HALSEY	COX-MOD	J.G. MFG./BOLINK/REEDY
2. MIKE GIEM	COX	CRP/J.G.MFG/REVTECH/POP
3. JEFF MAUER	COX	RANCH PIT SHOP
4. RICK JAMES	MIP-TAMIYA	OUTLAW R/C
5. RON DYER	COX	RCH/REVTECH
6. MIKE ELKOR	COX	SELF
7. BRANDON PETERSON	MIP-TAMIYA	HOBBY BENCH/CRP/JG MFG.
8. JERRY CASE	COX	REEDY

OPEN CLASS "A":	Car	Sponsor(s)
1. GIL LOSI, SR.	HIROBO	RANCH PIT SHOP/CHECKPOINT
2. BOB NOVAK	HIROBO	NOVAK ELEC/CHECKPOINT
3. JOHN GUDVANGEN JR	HIROBO	J.G.MFG/REVTECH/CRP
4. NEAL MCCURDY	HIROBO	REVTECH
5. MIKE GIEM	COX	J.G.MFG/REVTECH/CRP/POP
6. GIL LOSI, JR.	ASSOC.	RANCH PIT SHOP/CHECKPOINT/ASSOCIATED
7. RICK JAMES	MIP-TAMIYA	OUTLAW R/C
8. JERRY CASE	COX	REEDY

STOCK "B":	STOCK "C":	MODIFIED "D":	OPEN "D":
1. RON ROSSETTI	1. TROY CASE	1. VINCE ITO	1. JIM SCHAUER
2. BRUCE FLOWERS	2. ROLAND BAYLY	2. BOB THOMPSON	2. ANDY JACOBSON
3. JACK GRATAN	3. MARILYN SMITH	3. EDDIE NORRIS	3. ROB PELLETTIERI
4. KEITH JULIANSON	4. MIKE CLOUTIER	4. CHARLES MADDOX	4. BOB GAFFORD
5. DON DENNY	5. GREG CLOUTIER	5. RANDY SMITH	5. RANDY SMITH
6. C. ANDERSON	6. GINA GUDVANGEN	6. RON PELLITIERI	6. CORY BARANA
7. MIKE PARSONS	7. PENNY BAYLY	7. AL HESS	7. CHARLES MADDOX
8. DAVID PEREZ	8. RANDY LEIVAS	8. CARLOS TURANO	8. EDDIE NORRIS

MODIFIED "B":	MODIFIED "E":	OPEN "E":
1. GARY MCALLISTER	1. BOB NOVAK	1. JOE ANDERSON
2. CARL THOMPSON	2. EDDIE PEREZ	2. HENRY NIETO
3. MIKE CHAVEZ	3. RON CLOUTIER	3. GEORGE TORIGIAN
4. AL HESS	4. DENNIS HILL	4. HENDRIK HARTONO
5. BILL GAFFORD	5. JIM BROPHY	5. STEVE FLAKUS
6. JOHN K.	6. TOM TURNER	
7. MIKE MYHRE	7. CHUCK DAVIS	
8. WILLIE MELANCON	8. STEVE FLAKUS	

MODIFIED "C":	OPEN "B":	TROPHY DASH:
1. JIM SCHAUER	1. JEFF MAUER	1. GIL LOSI, SR.
2. RON BECHARD	2. NEAL MCCURDY	2. JOHN GUDVANGEN, JR.
3. MARTIN BUCHANAN	3. JAY HALSEY	3. RICK JAMES
4. ANDY JACOBSON	4. WILLIE MELANCON	4. GIL LOSI, JR.
5. BOB GAFFORD	5. RON DYER	
	6. MARTIN BUCHANAN	
	7. RON BECHARD	
	8. BRANDON PETERSON	

OPEN "C":	HANDICAP MAIN:
1. JIM SCHAUER	1. SCOTT SHERBURN
2. RON BECHARD	2. GIL LOSI
3. MARTIN BUCHANAN	3. JERRY CASE
4. ANDY JACOBSON	
5. BOB GAFFORD	

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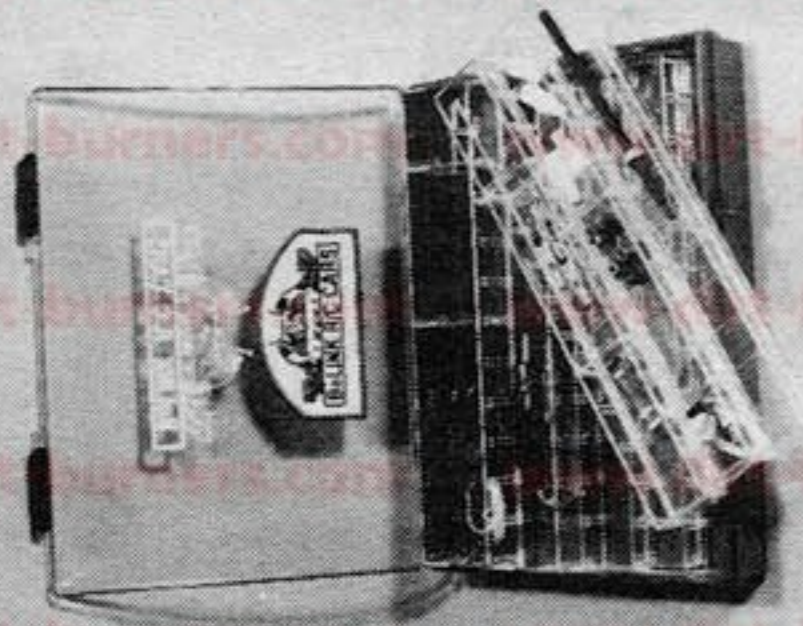
BL-2098 J.L.P. Porsche 935 GT 1/12th scale body. Available clear \$10.95 - painted \$17.50.



BL-1312 The Super Digger features four wheel independent suspension in which shocks and coil overs can be used (shocks & coil overs sold separately), a fiberglass radio tray for added chassis stiffness, a differential with a split u-joint, a Yokomo 28/22 ORRCA stock legal motor and much, much more.



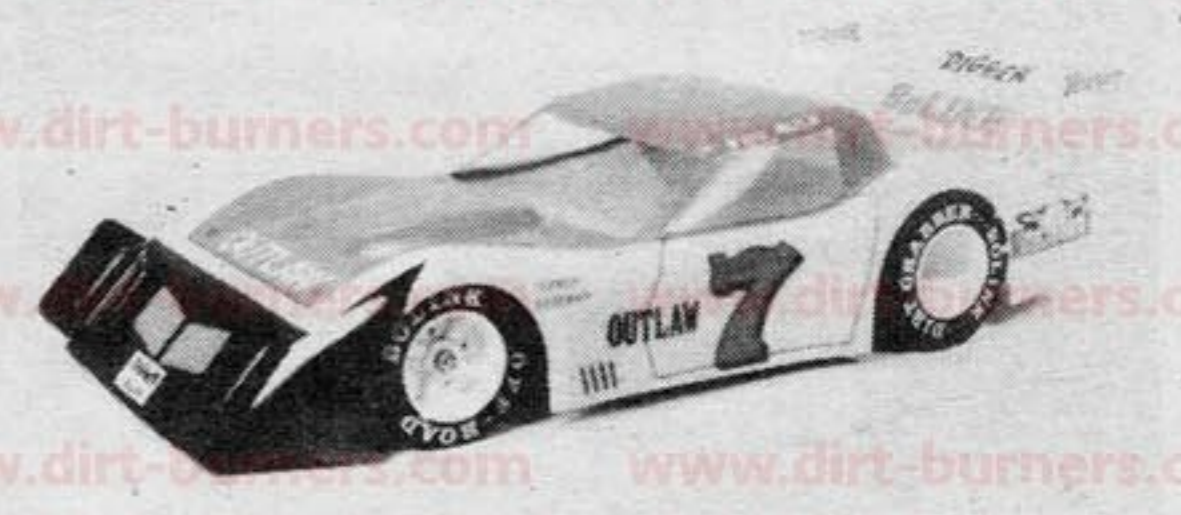
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Story & photos by
Lee Chapin

El Paso, TX
March 4, 1984

Spring is here! No more questions about rain or snow or even wind interfering with racing. Warmest day yet to set up the track for this Can Am race. And the largest entry since the Rio Grande Can Am. George Brazil was down from Albuquerque to get in some Can Am laps before their Winrock Can Am. Thanks for coming, George.

Traction was up - new tires, Rick Archer's skillful application of "Super Bite", and higher temperatures all helped. Lot's of 10's and 11's even in the first round. The standout was Brad Toffelmire. His first round 12 + 19 was TQ and the only 12 of the day. It took an 11 to get into A, where six months ago, a 10 was a guaranteed A spot.

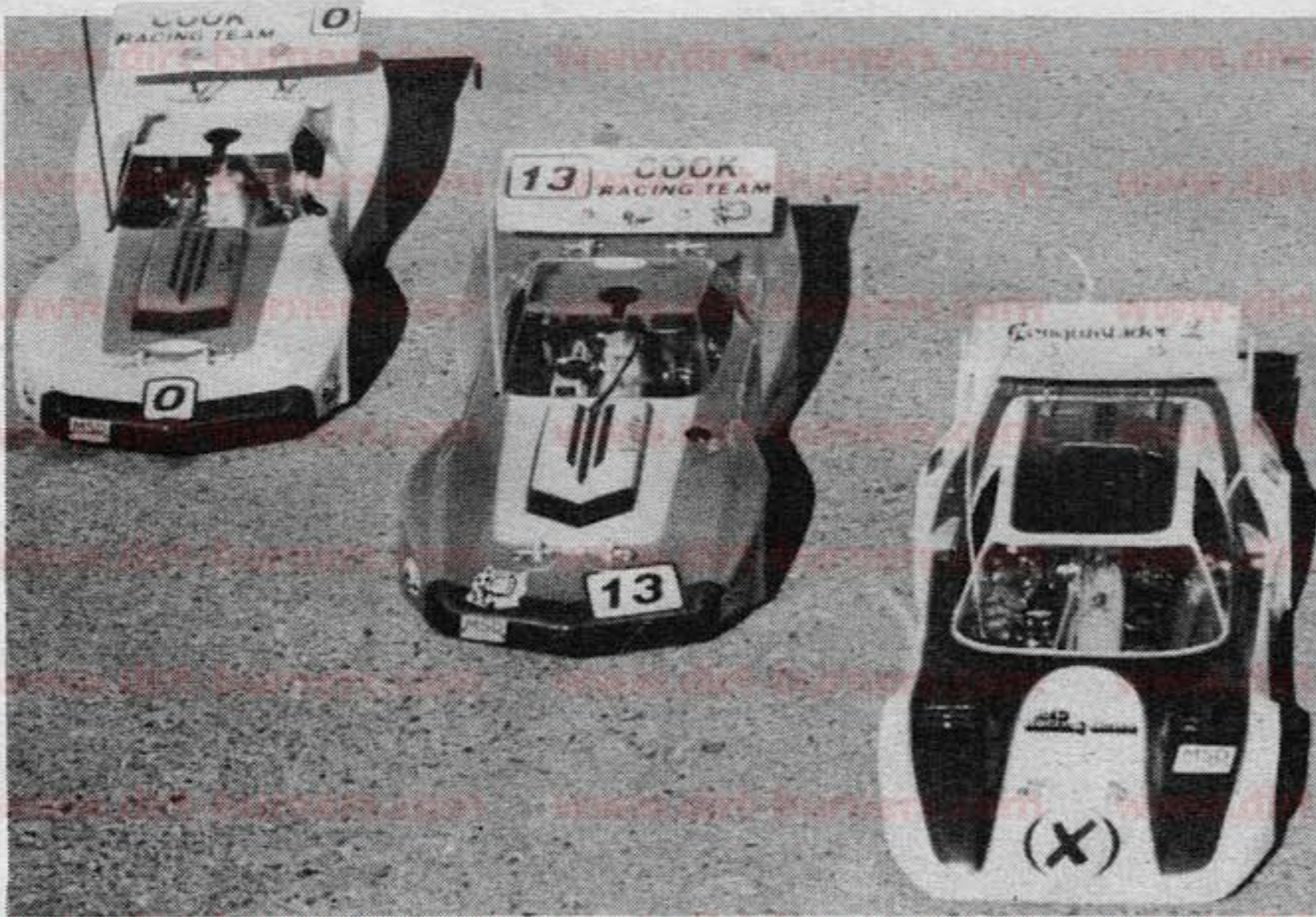
John Benore's new super trick RC500 got him into the A in its first El Paso race. John first put its wheels on the track in Albuquerque last week. He's worked on just about every part with the same attention he gave his RC300. And there are still enough races left for him to make a run at the Championship.

Welcome back time for Ray Cannon and Carlos Priemer from stays in the hospital. Both their Eagles obviously had some extra work. Carlos qualified for A and looked like he might make a good try at regaining his title. He hasn't lost his touch. (Many A drivers said they felt it.)

Most consistent qualifier was Roxanne Cook - all three in the high 11's with an 11 + 29 for the highest. Roxanne's driving has improved at least one lap since the first of the year and it's helped her win two A Mains in Albuquerque. Jim is really hustling to keep up. Roxy has finished ahead in three of the last four races. Jim won the other one.

In C Main, new drivers Red Maples and Danny Alvarado, Jr., were the ones to watch. The Sal Nigros, Sr., & Jr., have had problems finding the right combination lately. One trouble after another. Sal, Jr., was leading C when it struck again. This gave the lead to Ray Cannon. He was driving very conservatively and should have won. But then he had steering trouble and his car wouldn't turn left. Sure slows you down when you have to make four rights to go left on a race course. Danny, Jr., was waiting and he didn't give Ray a chance to practice. Danny led the last 30 laps to take a good win.

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El Paso GT entrants for the first Albuquerque.





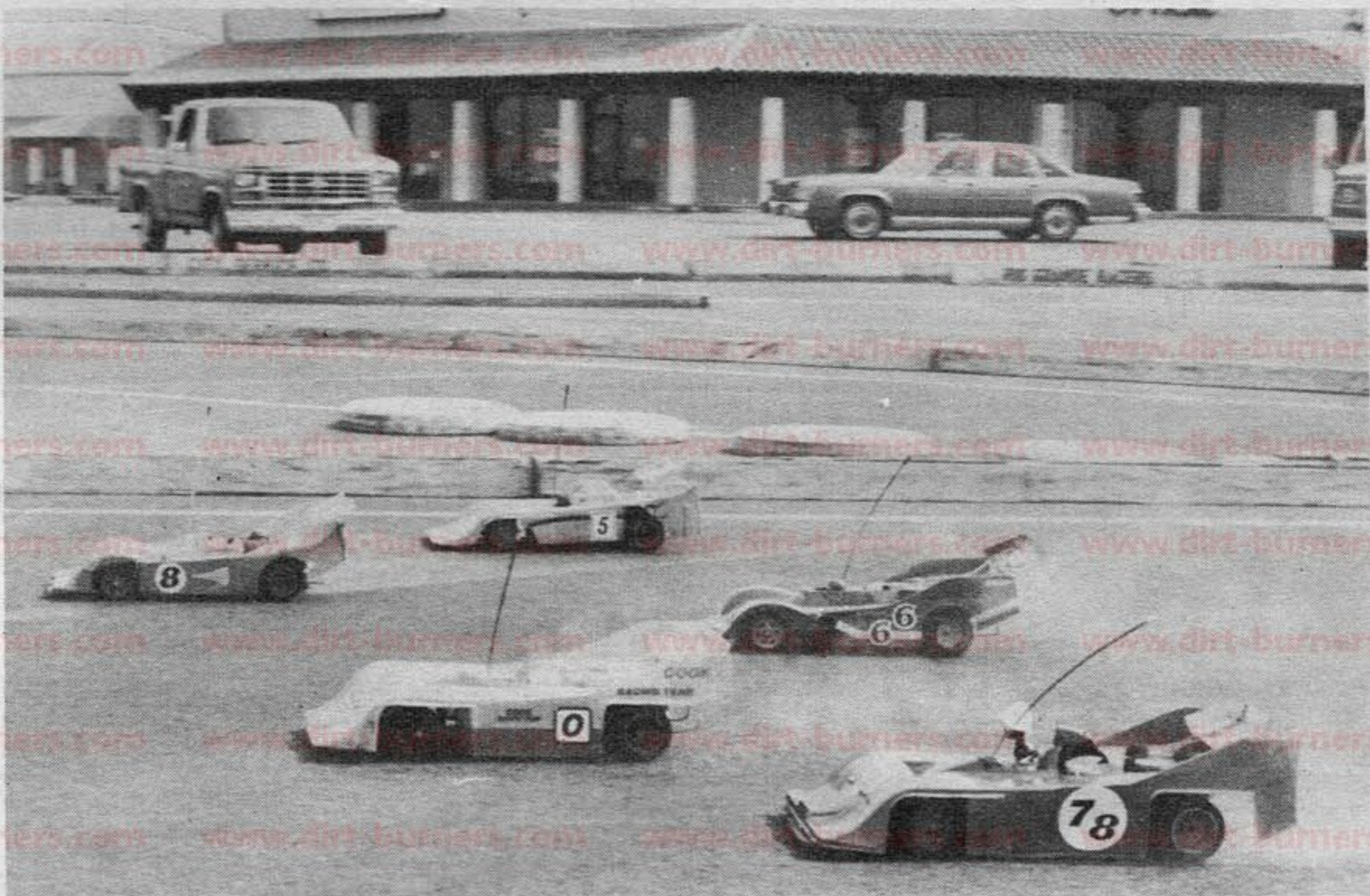
GARY KYES
1st place 1983 Nationals
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JA-LEA CO.



It looks like a great start, not one car turned left or right before the turn in this qualifier. Jerry McGinnis (8), Roxanne Cook (0), Bob Blum (5), Frank Barron (66), and John Nigro (78), all in perfect formation. Chapin

R/C RACING NEWS - Page 22 - April 1984

In B, three drivers had their turn in the lead. And all three were closely chased by Bob Blum who held on to the end to place second. The first leader was George Brazil from Albuquerque. He was going fast and smooth until something gave out. Roger Eely took over with his PB Alpha and led for more than 30 laps. But then it was Roger's turn for trouble. Out. Bill Everett's lead. Twelve laps to go for the win. Third went to Danny Alvarado, Sr., who only got in one qualifier round.

In the racing finale for the day, no one was taking bets. Was Carlos Priemer and his Hal's Hobby Special ready for a comeback? Would John Benore's ultra-trick RC500 (600?) be enough? Would Jim Cook repeat his last win? Or had Roxanne stepped ahead enough to take over? Jerry McGinnis is in a close race with Jim for the Championship. Would he shrink the gap? And Brad Toffelmire with his TQing RC500. Would he hold together? Or fall apart again?

Looking at the race chart, it appears that Carlos Priemer hasn't lost a thing. He's always been fast and almost never breaks. A wire-to-wire lead for the win. Back in the

pack (and it almost was a six-pack), the next five cars finished on the same lap. Serious racing was the order of the day. Don't let up for a minute. Pit fast. Drop outs included Bear Archer, then Brad Toffelmire. And after Carlos took the checker, here came the parade. Roxanne in second, then Jim for third. Every finishing driver claimed more fun in this race than any in a long time. And the weather was definitely co-operating because the six inches of snow waited until Monday to fall.

THE ALBUQUERQUE ASSAULT

February 12, 1984

El Paso racers' first trip to race with Albuquerque in 1984 was a success beyond all expectations. NMRCRCC has grown by leaps and bounds and the competition is fierce at all levels. So much so that, with a little help from the wind which kept fresh sand drifting across the racing surface, they just couldn't de-tune enough to get around the track reliably. This is where the Rio Grande Racers had the advantage. Not to say that Roxanne and Jim Cook can't go fast, it's just that they didn't know the track as well and were being cautious. Jim had just worked over both cars. Brake work and installation of the Super Eagle front end on his car to try. New bodies because it was a GT race. Qualifying times of 8's

and 9's for most everyone. Ralph Gutierrez ran a 10 + 1. One round to go. A few improved, but Roxanne whipped out a very smooth 10 + 10 - decisively the Top Qualifier. Jim didn't have time to learn the setting for the new front and had to settle for B. Chapin broke an experimental front end with no spare parts. Out. Lesson learned.

NMRCRCC uses a LeMans type start for qualifiers and Mains. Ordinarily, they assign slots according to the last race for qualifiers. This time they gave the best slot to the El Paso drivers - an appreciated gesture.

In the B Main Jim Cook had to contend with Les Elliot, who was also working out the new suspension on his Eagle, and Rob Baril, who has improved quite a bit since we last raced with him. Jim was harried by

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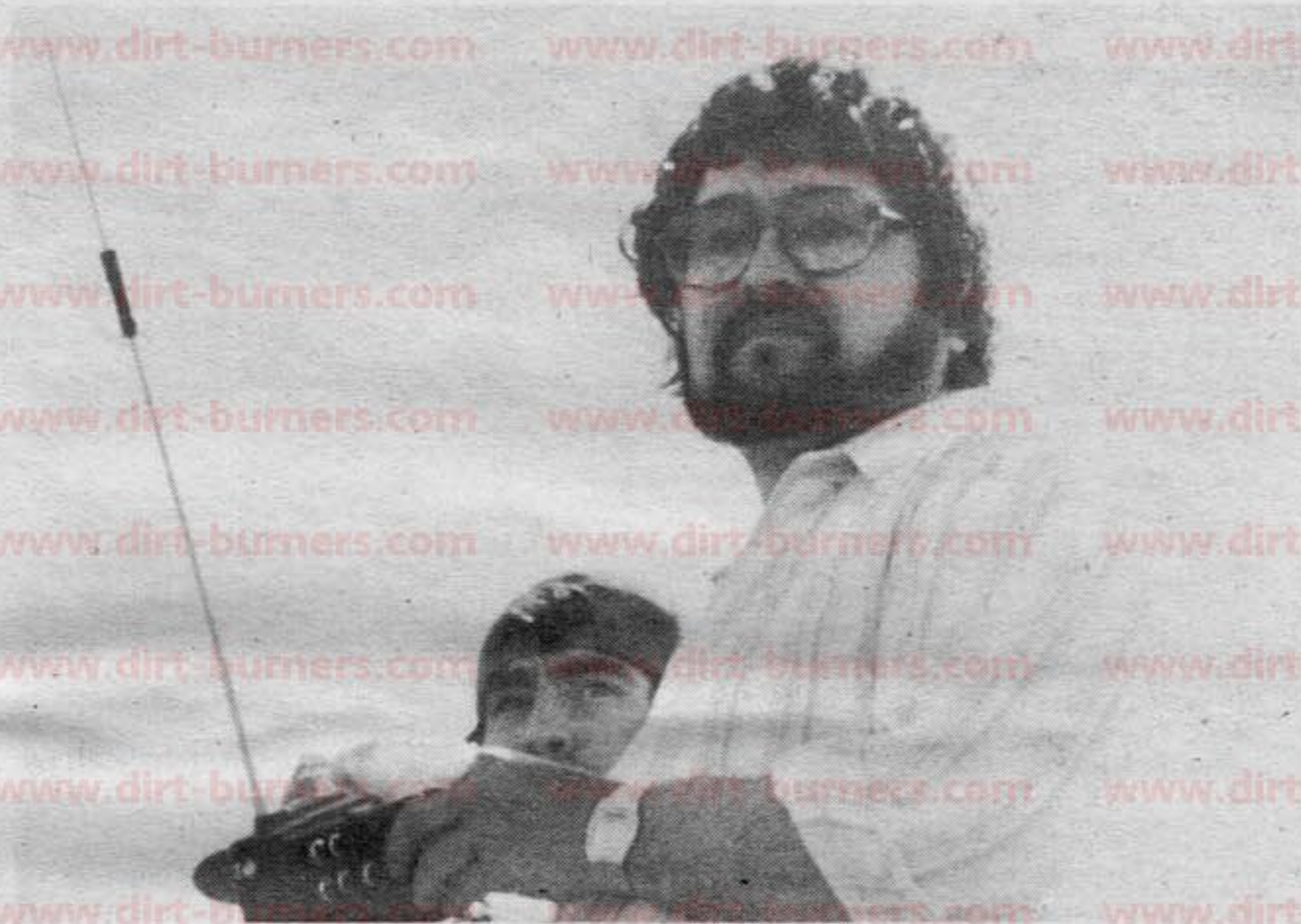
5971 Lakeshore Dr., Cypress, CA 90630 - (714) 995-4460



Winter racing is fun! Just ask Roxanne Cook who must have 20 pounds of clothing on her small frame. Check out the monster, COOK Radio.



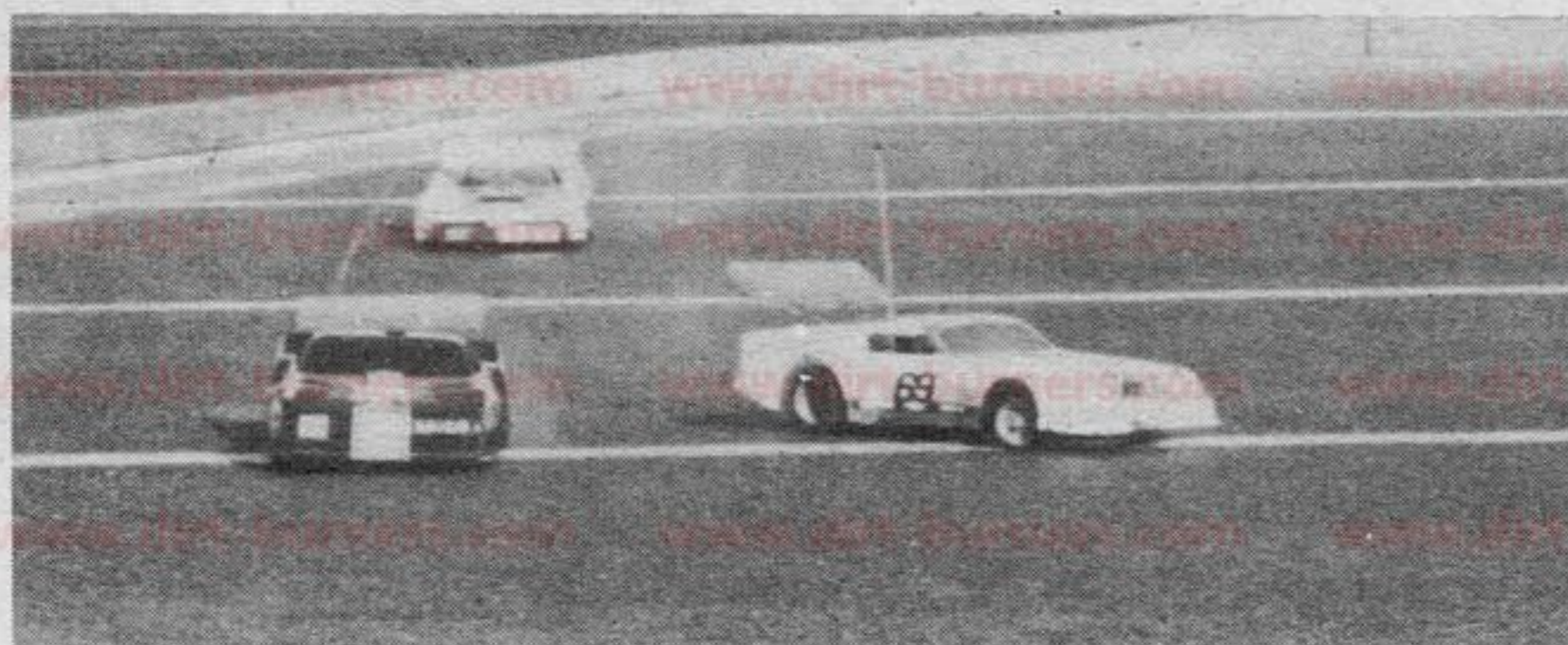
A familiar sight of the Rio Grande Racers' driver's stand with the Vista Hills theatre guide. Figure if you don't do well on the track you might as well catch a show for the rest of the afternoon.



Danny Alvarado is going to race, smashed finger or not! Now, that's our kind of guy. Photo Lee Chapin



Roxy Cook racing on Albuquerque's fine track. Somehow GT bodies look more like racing machines.



More Albuquerque "GT" action, not often seen in our reports. Photo Lee Chapin



The youngest Austin, Charlie, joins the racing Austins: Carlos, Rene, & Danny. Check out the intense concentration - he's a good one!

Les for most of the race and got behind once when his engine lean-died. Les had problems of his own and Jim was able to regain the lead for the win.

For the A Main, Roxanne, as TQ, had the choice number one spot on the grid. Les Elliot said, "Aim as close as you can for the tire and they'll all blow by into the wall on the outside." Roxanne did. Too close, and watched one, two, three, four cars go past, while Jim rushed out to unhook her from the tire. That slow start got the competitive juices flowing and she had some-

one to chase. One by one, she picked them off. But not Ralph Gutierrez. His PB Alpha was very quick for a while, then Roxy began to reel him in, too. Roxy took the lead. Ralph definitely had trouble. Roxy's brakes went away, but she held on to win by five laps. A fine drive under less than ideal conditions, especially proving that her TQ was not a fluke.

The trip and the racing would have been enough fun, even without the success. Thanks, NMRCC.

(Contd. next page)

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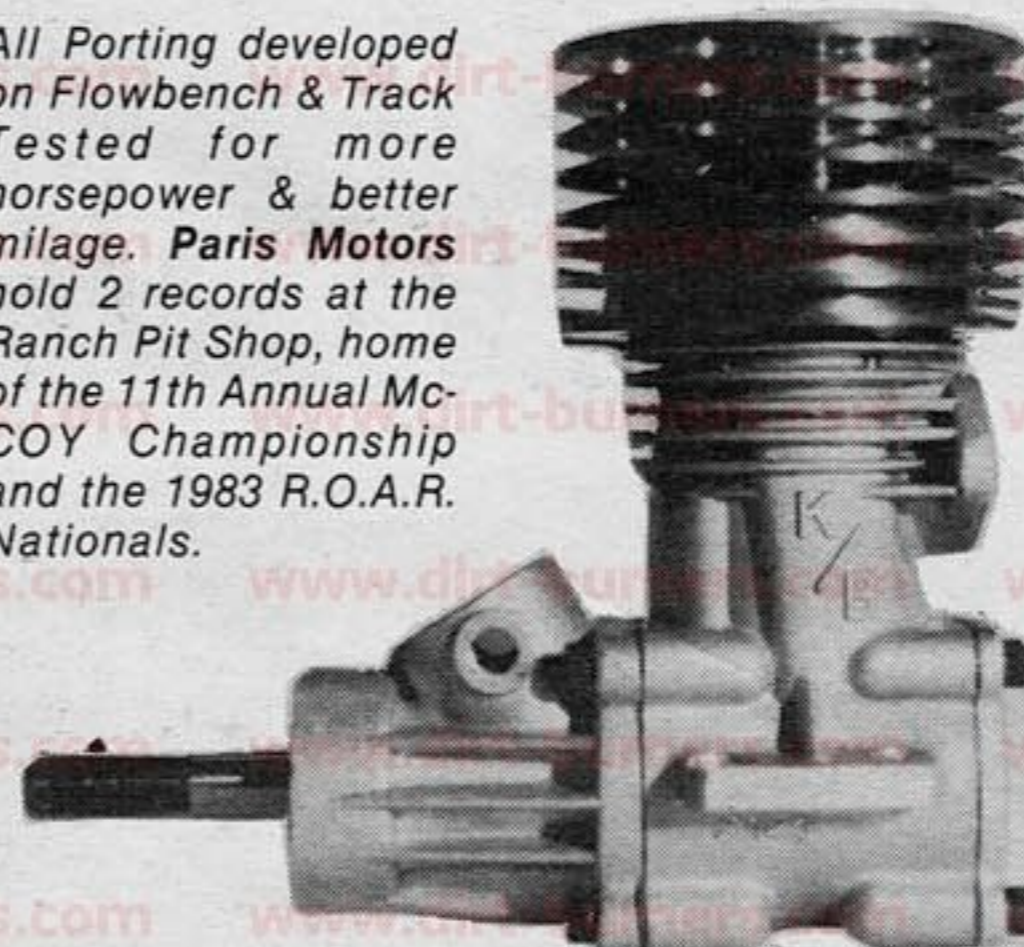
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FLASH! Four out 10 cars in the McCoy A Main Ran the New, Super Fast MCCOY/PARIS Motors!

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Pomona, CA. 91766 (714) 623-1506

ALBUQUERQUE ASSAULT II

February 26, 1984

After such a good time on the first 1984 trip to Albuquerque, a second trip was almost automatic. Another GT race. Better weather. Better traction. Tough competition because NMRCRCC would be ready for Roxanne and the rest this time. John Benore decided to go to shake down his new RC500 before putting it into the El Paso battles.

When the qualifying smoke cleared, Jim Cook was TQ, Les Elliot - second, and Roxanne - third. Benore and Chapin qualified for B and hung on to take the first two spots. Thanks to Jim Cook for the many miles run to get the X-car off the boards.

From the start in A, Roxy left no doubt about what she wanted to do. A bit of a ragged start and then she was leading by at least the second lap. Driving better than anyone had ever seen her go before (looked like a California driver), she picked her passing spots and went by like A.J. Soon she had more than a two-lap lead. First pit stop O.K. Engine died just at the time of the second stop. Restarted. Back on the track with her lead down to feet instead of laps. She slowly built it back up. Car was getting loose. Hang on. How many laps to go? A dozen. Take it easy. Then past the checker for the win. Two kinds of track conditions with a win on each. The other El Pasoans were wondering "What if she starts driving like that in El Paso?"

NMRCRCC has another GT race before their WINROCK CAN AM on March 24 & 25. Will Roxanne go back and try for three? Can you race gas cars nine weekends in a row in the Southwest mountains in the middle of winter? Look for the answers to these questions in the next issue of R/C RACING NEWS.

Special thanks to NMRCRCC for their hospitality. And good luck with your WINROCK CAN AM.

Let's Race.
LLC



THE BIG SMOKE-OUT! Fifteen seconds! Release cars!...Release the cars guys!!! (l-r) Jerry McGinnis, Ray Cannon, Danny Alvarado, Carlos Austin, and Bill Everett doing triple time! Photo Lee Chapin

1984 WINTER/SPRING RIO GRANDE SERIES
FOURTH RACE -- CAN AM
MAR. 4, 1984
RESULTS

CLASS	PLACE	DRIVER	HIGH QUAL.	CAR	ENGINE	CARB	RADIO	SPONSOR
A	1	CARLOS PRIEMER	11+26	DELTA EAGLE				HAL'S HOBBY
	2	ROXANNE COOK	11+29	COOK EAGLE	COOK PICCO	DELTA	FUTABA	COOK RACING
	3	JIM COOK	11+29	COOK EAGLE	COOK PICCO	DELTA	FUTABA	COOK RACING
	4	JOHN BENORE	11+16	ASSOC. RC 500	McCOY	McCOY	KRAFT	SEPTOR
	5	JERRY MCGINNIS	11+12	DELTA EAGLE	PICCO	McCOY	AIRTRONIC	SNAP ON
	6	LEE CHAPIN	11+25	COOK EAGLE+	Borsolno PICCO	DELTA	FUTABA	MSD IGNITION
	7	BRAD TOFFELMIRE	12+19	ASSOC. RC 500	K&B	McCOY	KRAFT	TONKA
	8	RICK ARCHER	11+30	DELTA EAGLE	McCOY	McCOY	FUTABA	BEARKAT ENT.
B	1	BILL EVERETT	10+24	DELTA SUPER J	K&B	DELTA	FUTABA	
	2	BOB BLUM	10+8	DELTA J	K&B	DELTA	FUTABA	SNAP ON
	3	DANNY ALVARADO, Sr.	10+23	ASSOC RC 500	OP&	McCoy	FUTABA	
	4	ROB BLUM	9+26	ASSOC RC 300	PICCO	McCOY	AIRTRONIC	SNAP ON
	5	JOHN NIGRO	9+29	DELTA SUPER J	K&B	McCOY	FUTABA	SAL NIGRO RACING
	6	ROGER EELY	9+26	PB ALPHA	PICCO	DELTA	AIRTRONIC	CANUCK RACING
	7	DANNY AUSTIN	10+13	DELTA EAGLE	PICCO	DELTA	FUTABA	HONDA
	8	GEORGE BRAZIL (Albuquerque)	10+0	ASSOC RC 500	HB GRAND PRIX	McCOY	FUTABA	WEST SIDE HOBBIES (Albuquerque)
C	1	DANNY ALVARADO, Jr.	6+20	ASSOC RC 300	K&B	McCOY	KRAFT	
	2	RAY CANNON	9+12	DELTA EAGLE	McCOY	McCOY	FUTABA	CANNONBALL
	3	FRANK BARRON	DNQ	DELTA	K&B		FUTABA	BUDWEISER
	4	FRED MAPLES	7+8	DELTA	PICCO		AIRTRONIC	BUDWEISER
	5	SAL NIGRO, Jr.	7+17	DELTA SUPER J	PICCO	MIKUNI	FUTABA	SAL NIGRO RACING
	6	SAL NIGRO, Sr.	9+25	ASSOC. RC 300	K&B	McCOY	FUTABA	SAL NIGRO RACING
	7	RENE AUSTIN	9+26	DELTA EAGLE	PICCO	DELTA	FUTABA	HONDA

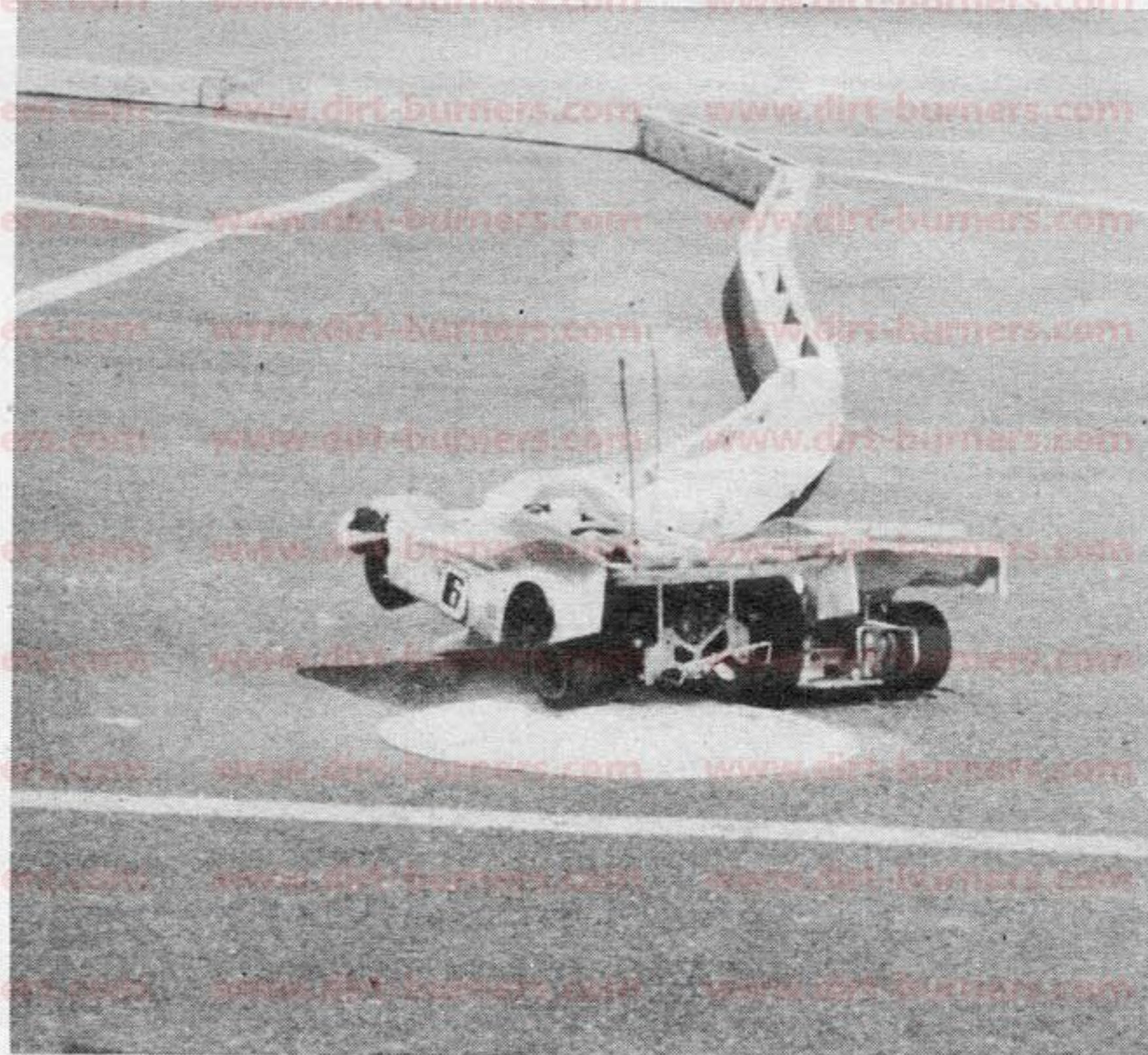
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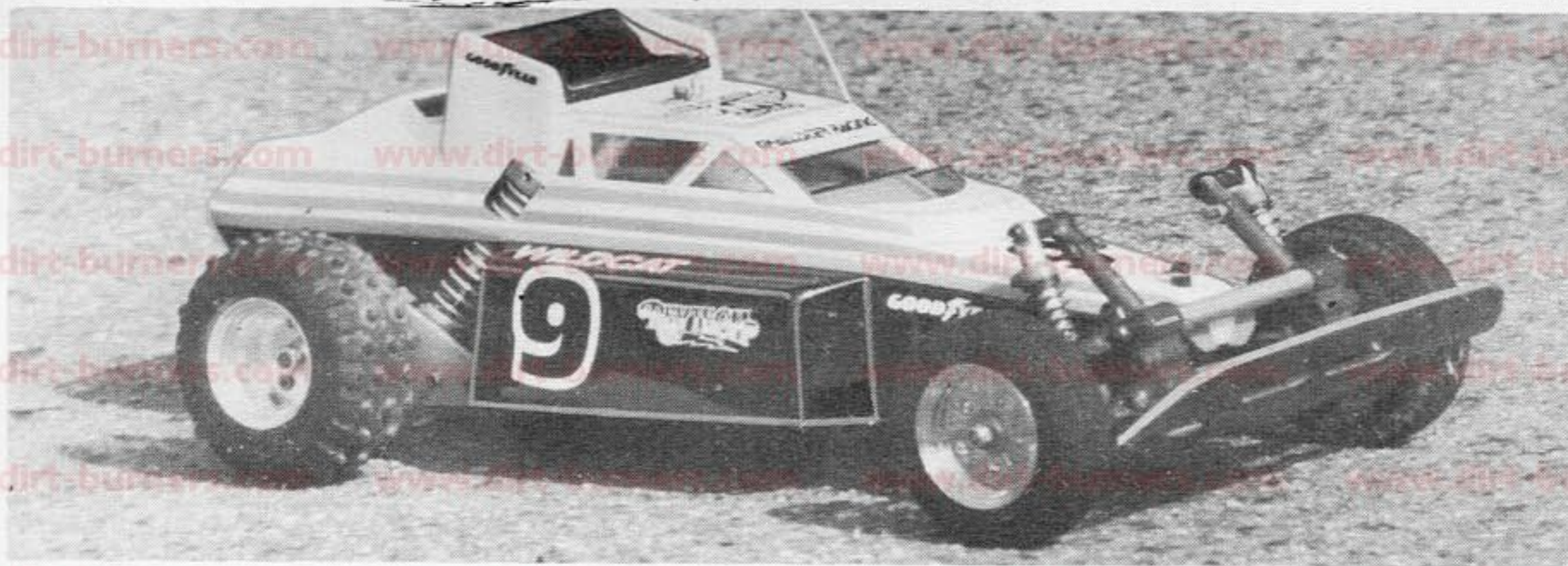
FRENCH MOTOR CORP.
80 Glenn Way - Unit 9
Belmont, California 94002
(415) 593-6373

* * * * *



Traffic jam off the line at BOOT HILL BEND. Fred Maples (#6) is one of the guys in the predicament. Chapin

Inside Lines



WILDCAT

"Wildcat" 1/10th scale single seat off-road body. Works great for the new low profile chassis and cages.

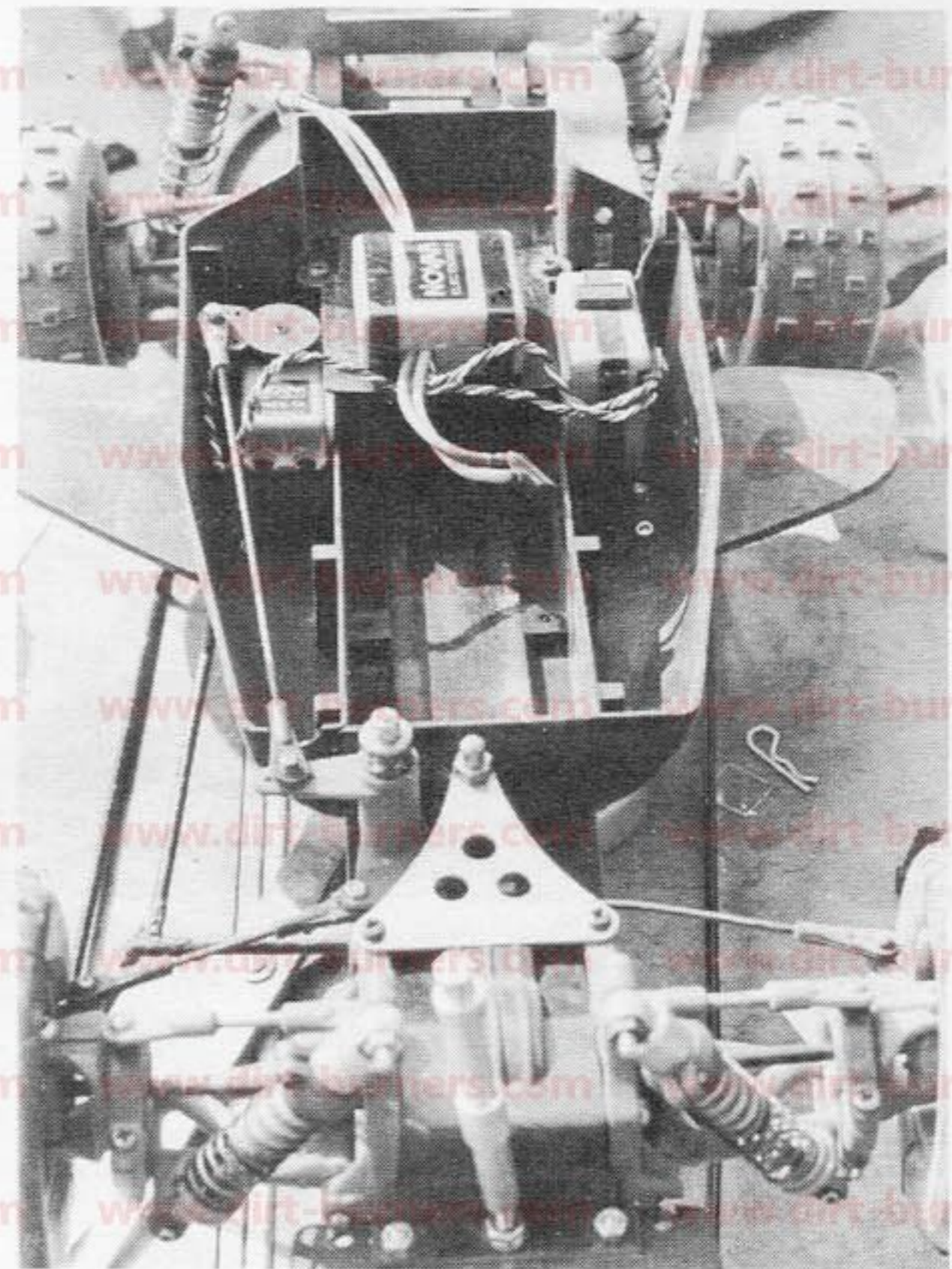
McAllister Racing
4827 Top Circle, Dept. R
Simi Valley, CA 93063
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CS-200 REPLACEMENT STOCK GEARS for stock Cox/Scorpion buggies

The MIP CS-200 super stock gears are manufactured for reliability and smoothness. Dual set screws 7075 T6 aluminum gears and custom balancing are amongst the many racing features. Gears come complete with set screws and wrenches. \$24.95/pair.

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(213) 931-4078



LIGHT N' FAST

NOVAK Electronics is just about ready to come out with this little gem. An electronic speed control for both 1/12th & 1/10th scale racers. It will also have reverse. This light-weight electronic speed control weighs less than what a lite servo

would. It's still in its prototype version so we don't have all the facts and specs. Get ready though, for when it comes out it should be worth looking into it. From:

NOVAK ELECTRONICS
2709-C Orange Ave.
Santa Ana, CA 92707



NOVA

First of a new generation of 1/8th scale independent suspension circuit racers, the "NOVA" takes radio controlled racing into the realms of a full six monocoque construction. Utilizing a specially developed, precision engineered aluminum alloy monocoque chassis, the "NOVA" offers a combination of light weight nimbleness and rigid stability, and strength. Never before have features like this been available from a standard kit. It is designed to reduce both lap times and running costs. Suggested retail price: \$460.00.

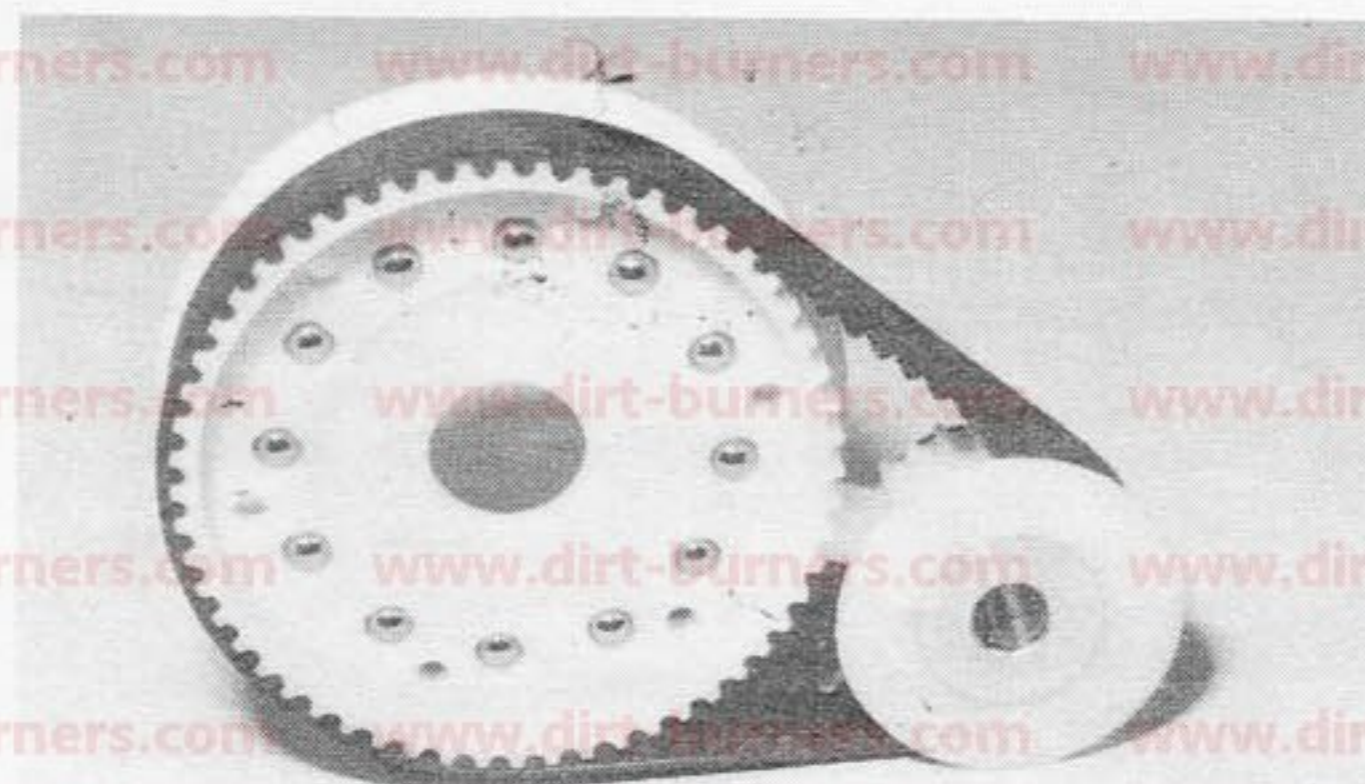
Central Builders Supply
P.O. Box 152, Island Park
Sunbury, PA 17801



STRONG ARM

What you've been waiting for. Super-light and yet very strong Trailing Arms (050-TA) for the Cox/Kyosho off road kits. No more trailing arm problems. These are made out of strong but light nylon for maximum efficiency, and punishment absorbing. Order from:

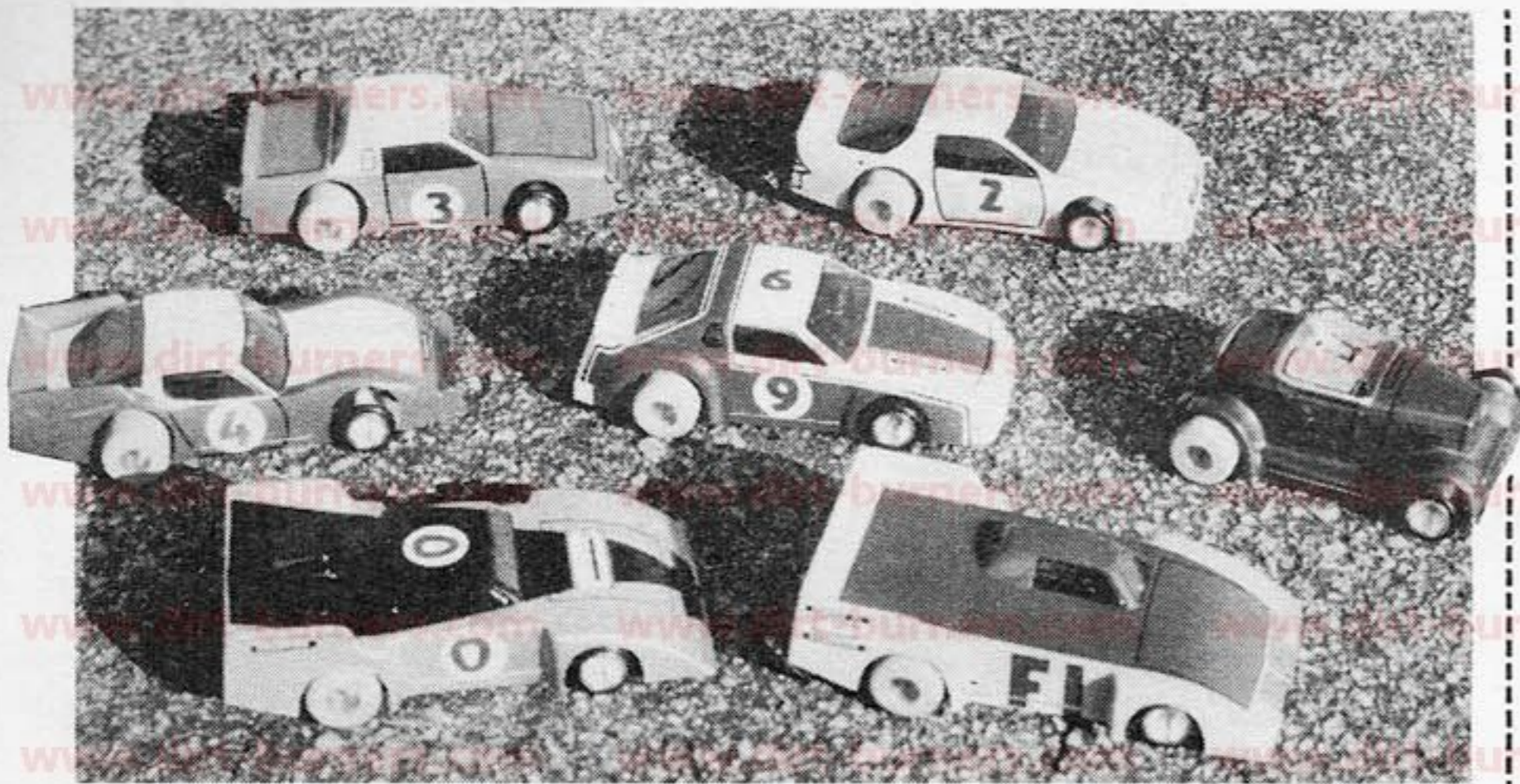
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YOU CAN USE A BELT

The Belt Drive Kit for the RC500 is NOW READY! Kit contains belt, front sprocket, rear diff drive sprocket and diff balls. Lighter belt weight gives the car more acceleration and quicker braking, and we all know just how much we need those two qualities. This is the kit that you've been waiting for and its suggested retail price of \$24.00 makes it one of the best investments you can make. Your local Hobby Shop should have it or contact:

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THUMPERS

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D-200 SUPER HARDEN OUT DRIVES for stock Cox/Scorpion buggies

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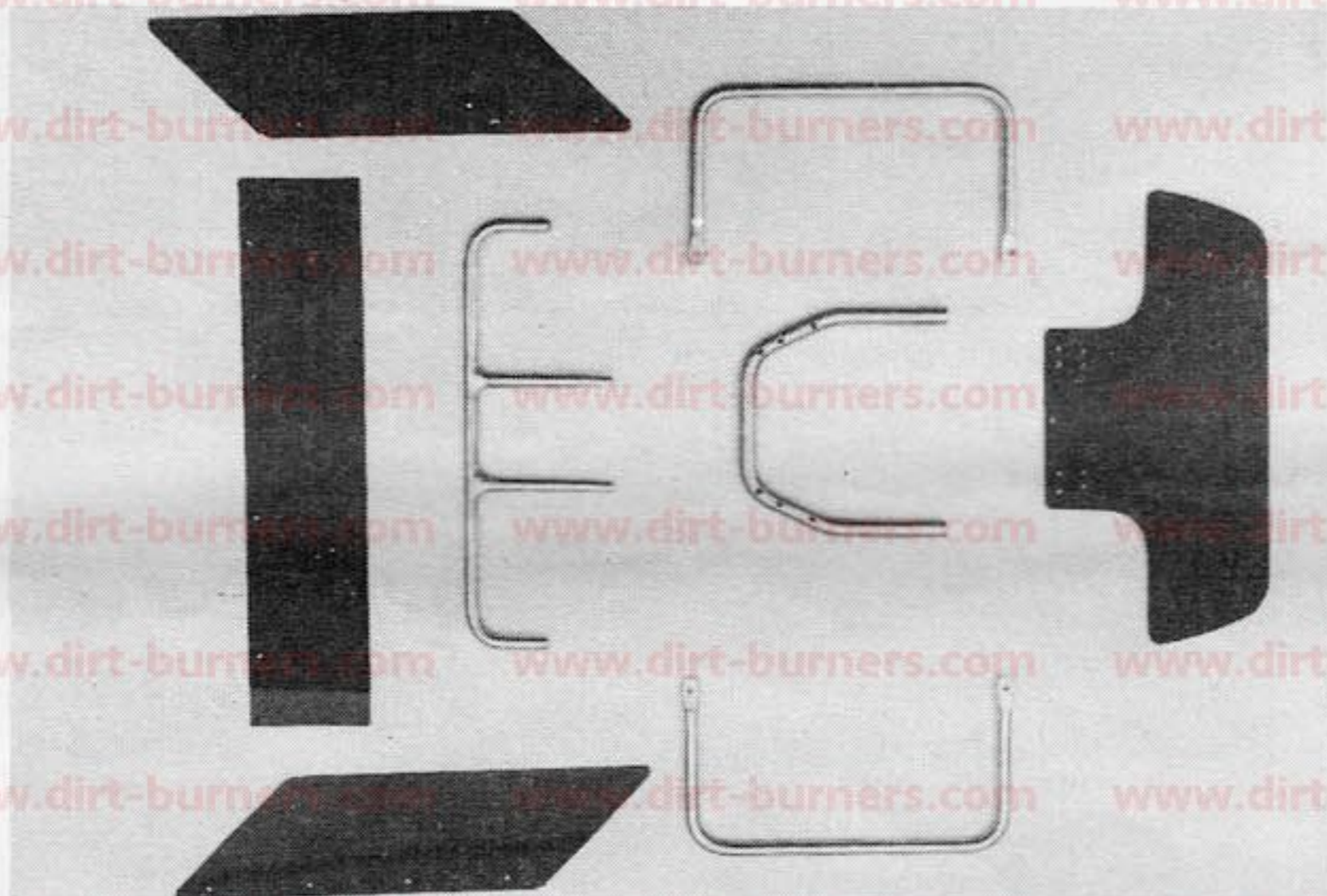


KEEP IT CAGED ✓

This new Modified Cage from ProLine (79N) will fit all Tamiya off road cars; Rough Rider, San Scorcher, Ford 150 Pickup, and Super Champ. The cage is made of the same material as ProLine's strong and very tough bumpers. When you want to keep your car as light as possible yet able to resist yours and others' mistakes, use the Mod Cage from:

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NEW PARTS FOR TAMIYA-MIP BASED CARS FOR DUAL RACING

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M-02 Rear Spoiler Kit for ASA, Grand National and Mod. bodies. Clear, black or white.

M-03 Not Shown. Nut and bolt kit for P/N M-02.

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DELTA MFG. INC.
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Lorimar, Iowa 50149
(515) 763-2220



SALE OF TRACKS

Parma International has just announced that it will be selling the Puma HO custom built race tracks. They are ideal for hobby shops, slot car raceways, and amusement parks. The 4 lane track measures 1.2 X 2.4 meters (4" X 8") and the 8 lane track is 2

X 5 meters (6" X 15"). Both tracks come equipped with lap counter, power supply, time control panel and Parma controllers. Contact:

Parma Int'l
13927 Progress Parkway
North Royalton, Ohio 44133

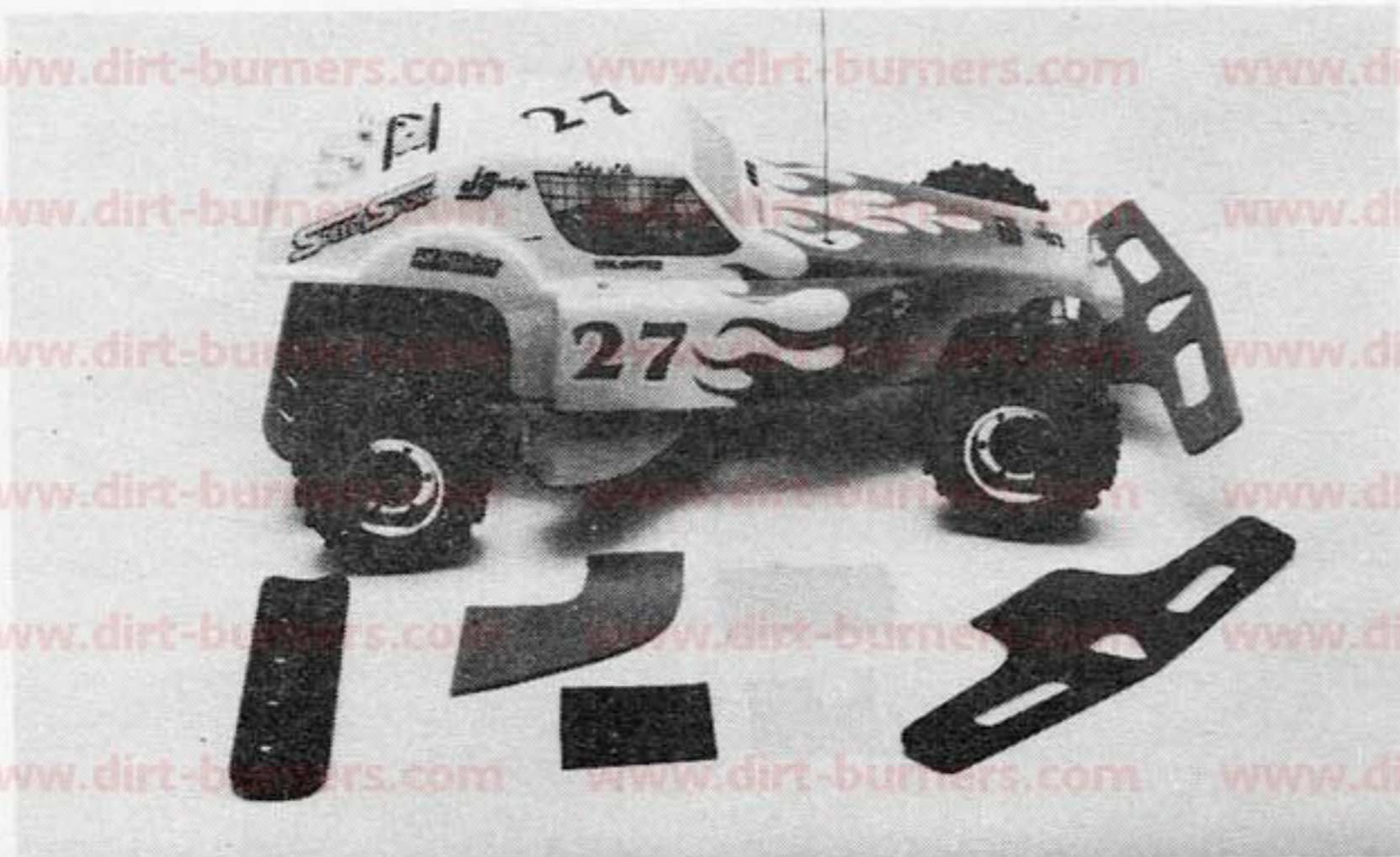


IRS-200 SUSPENSION SYSTEM for Tamiya buggies

Replace your swing arm suspension with the new MIP IRS-200 system. Designed for easy adaptation to Tamiya buggies. This race proven system provides added ground clearance with the MIP exclusive double

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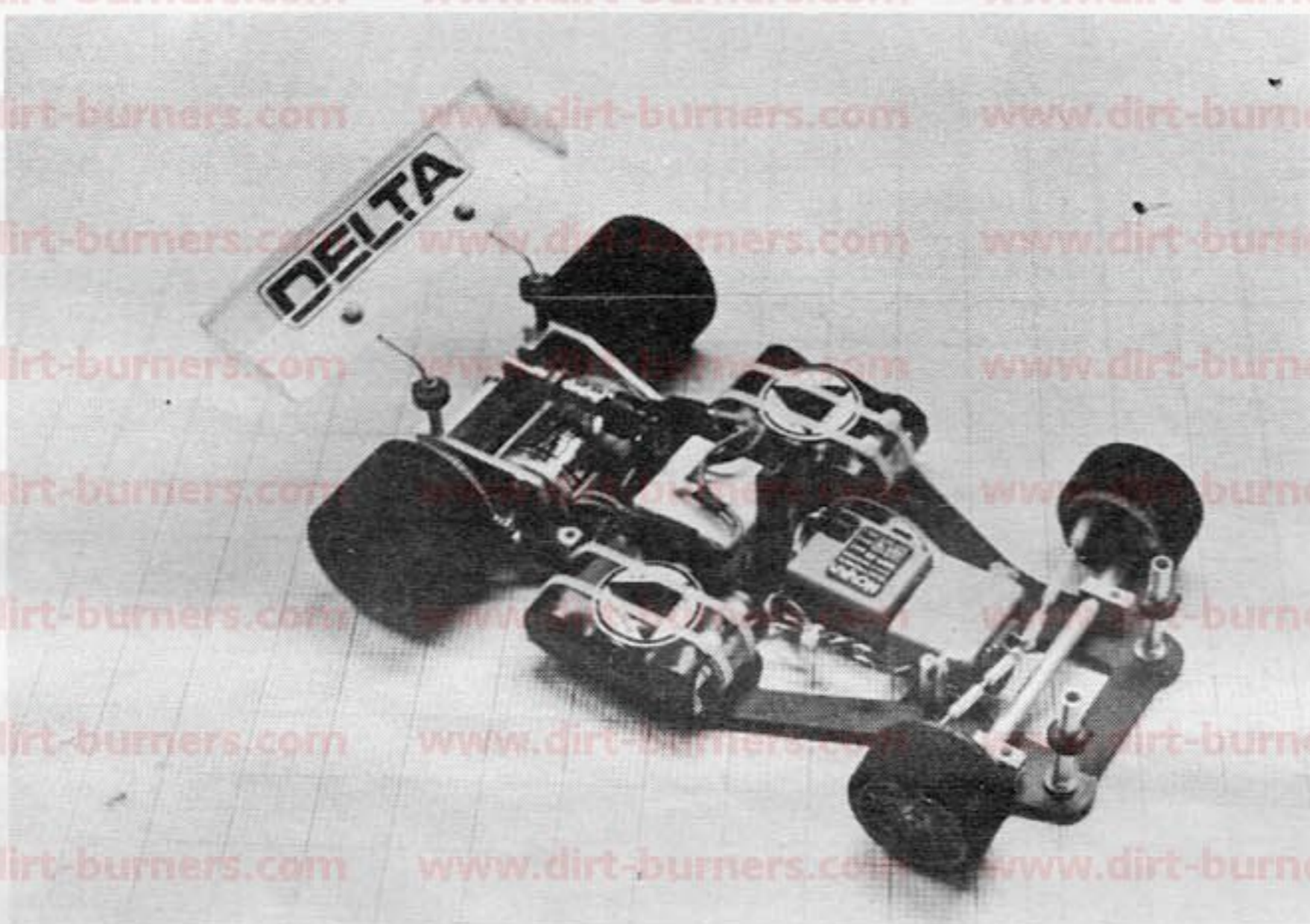
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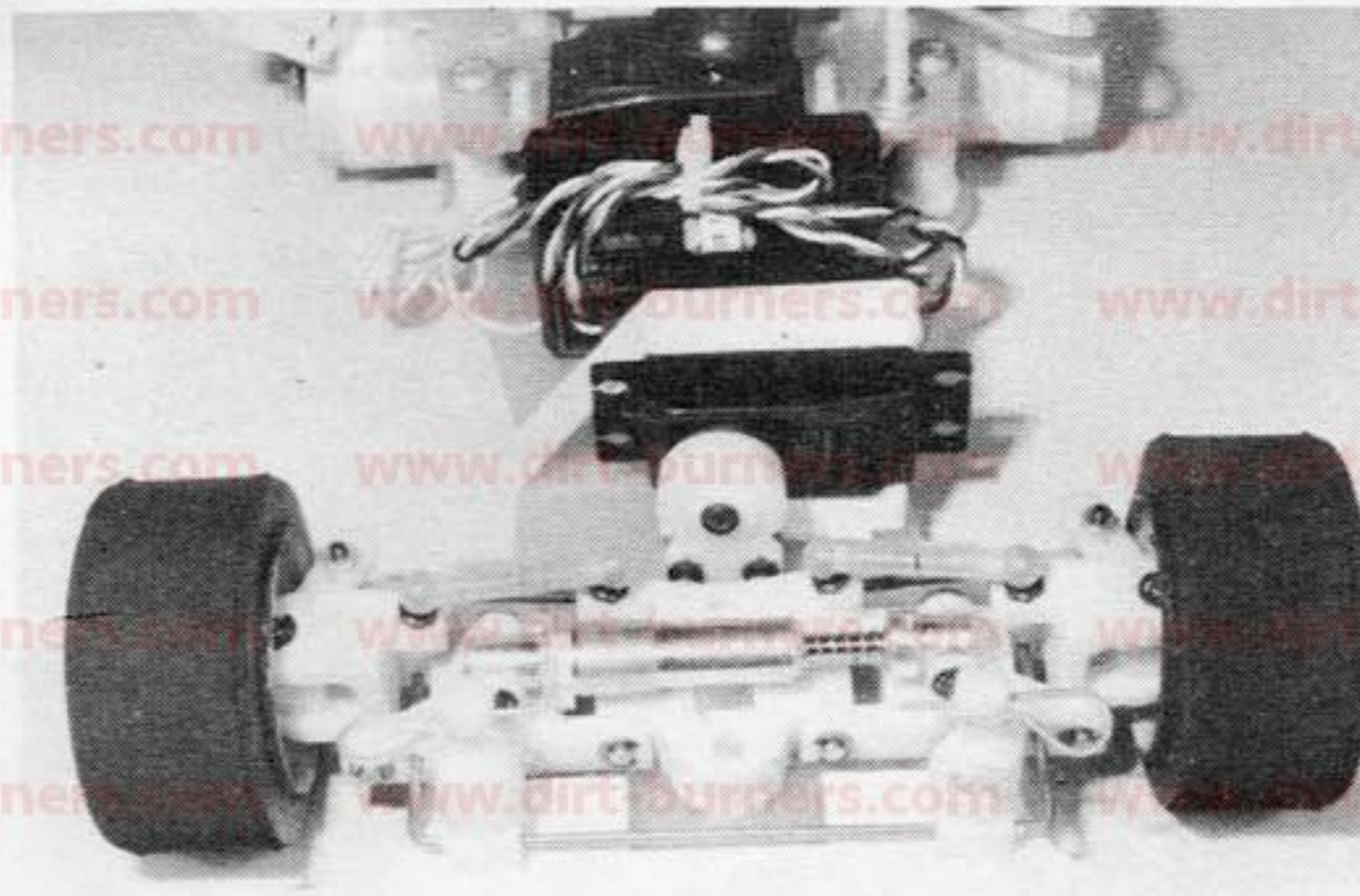
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(Contd. next page)



BL-2098

J.L.P. Porsche 935 G.T. 1/12th scale body. Avail-clear \$10.95, painted \$17.50.

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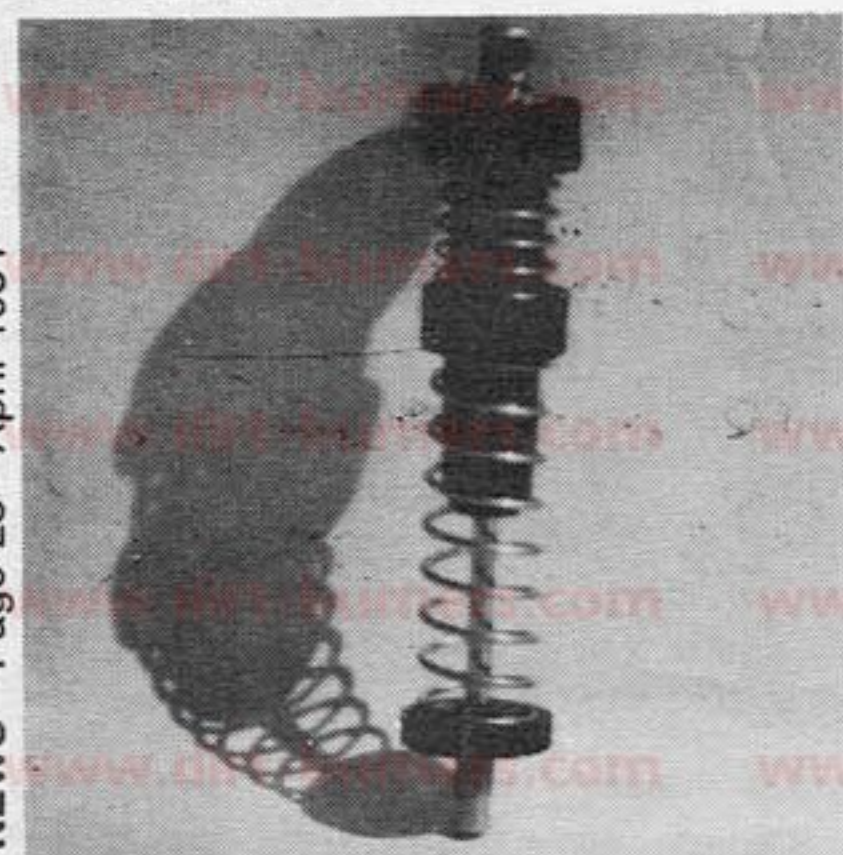
THE BODY IS BACK

The Jomac 1/12th scale electric SCHKEE is back and is now being produced by Parma International on strong and punishment-resistant lexan. This is one of the more popular bodies and it's one that

you'd want to add to your collection of racing bodies. Order from your local dealer or contact:

Parma Int'l
13927 Progress Parkway
North Royalton, Ohio 44133

R/C RACING NEWS - Page 28 - April 1984



PROGRESSIVE ACTION

Pro-Line has just come out with their new Dual Stage (PN-500) Spring for progressive action when tuning your suspension. Now you can fine-tune your front and rear suspension to meet the needs of the track. This Dual Stage system also has an added feature of side-clamp adjustments. From:

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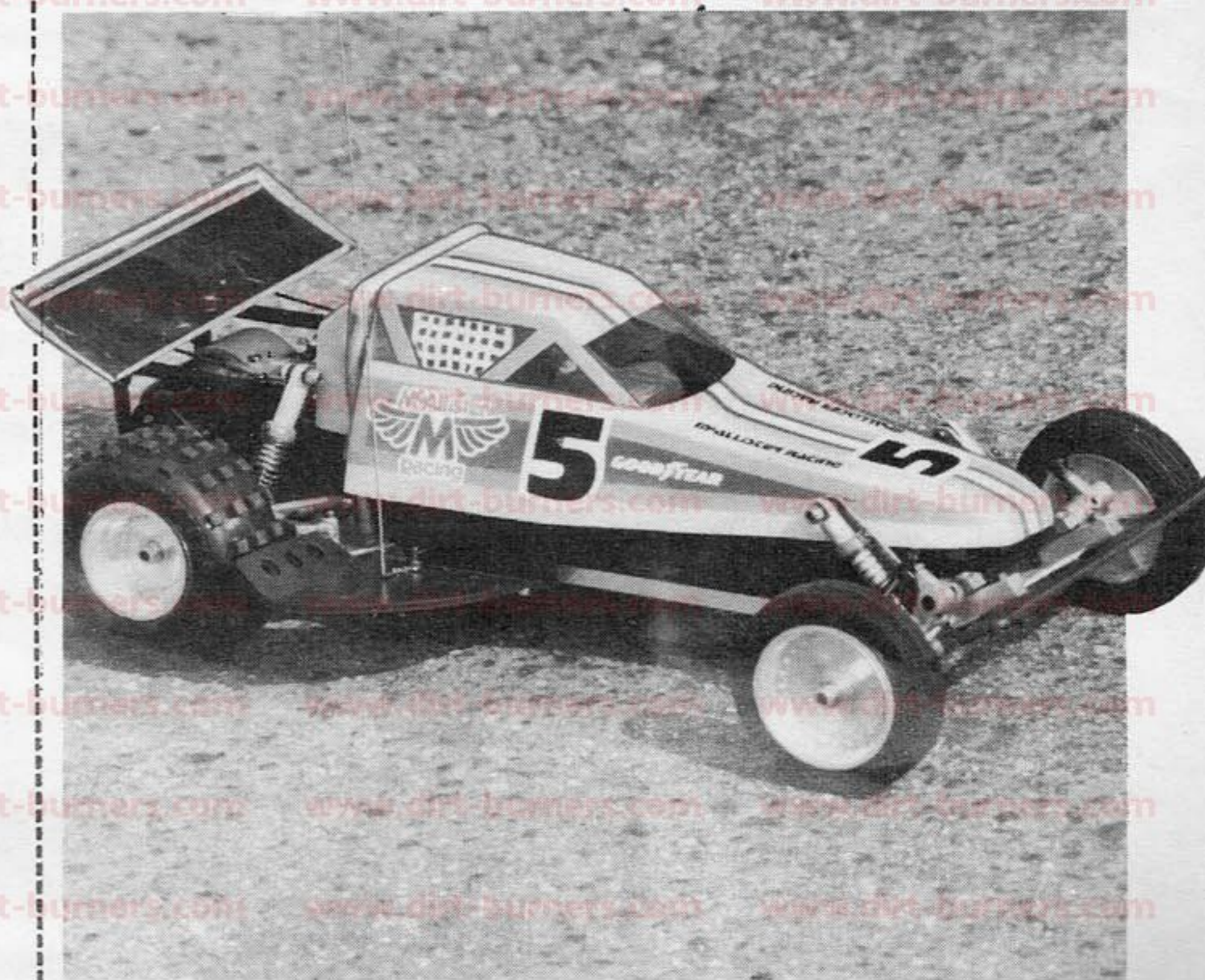


BOLINK PART BOX (BLK-6053)

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CALIFORNIA GOLD

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Tamiya cars too.
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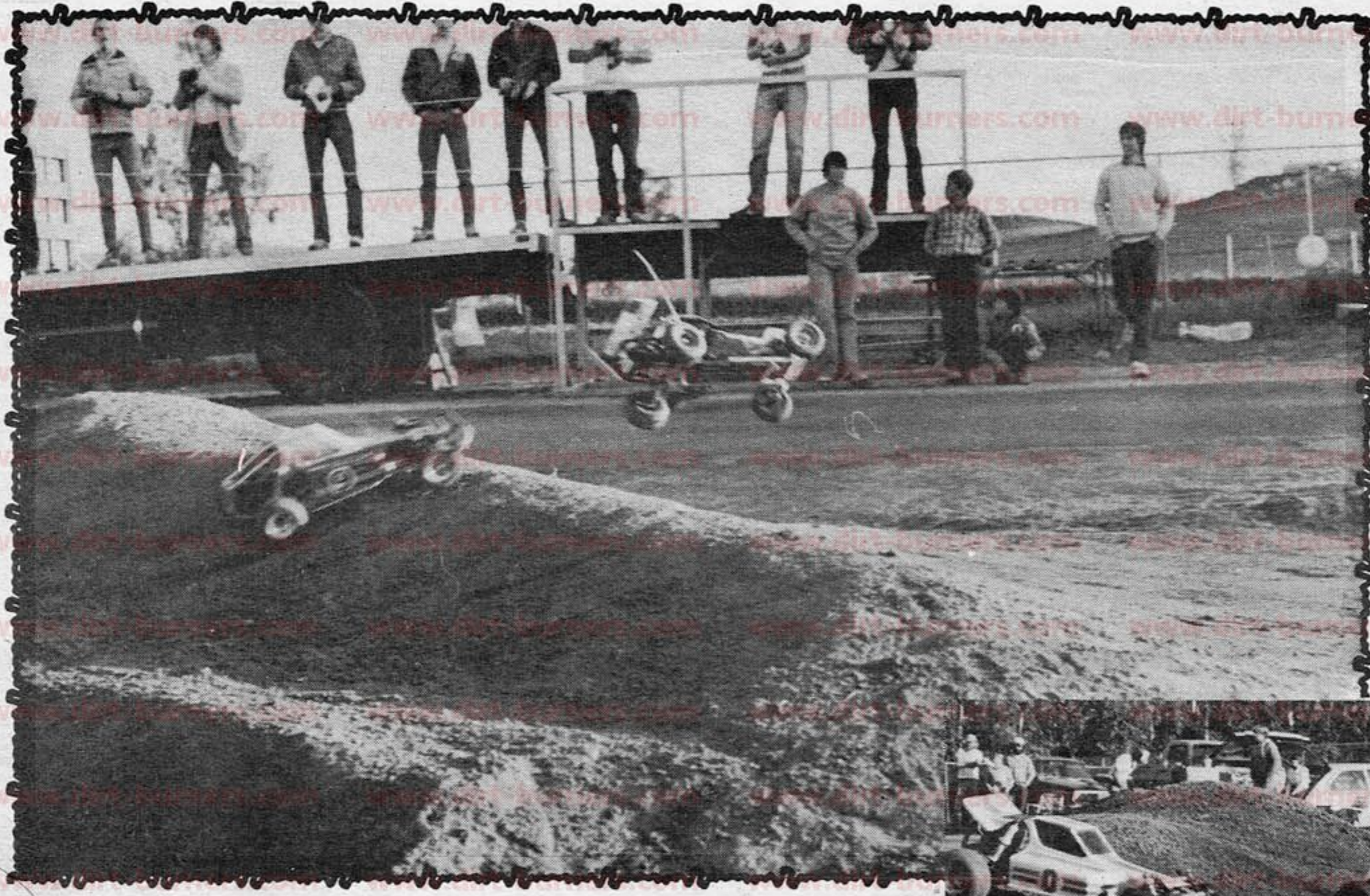
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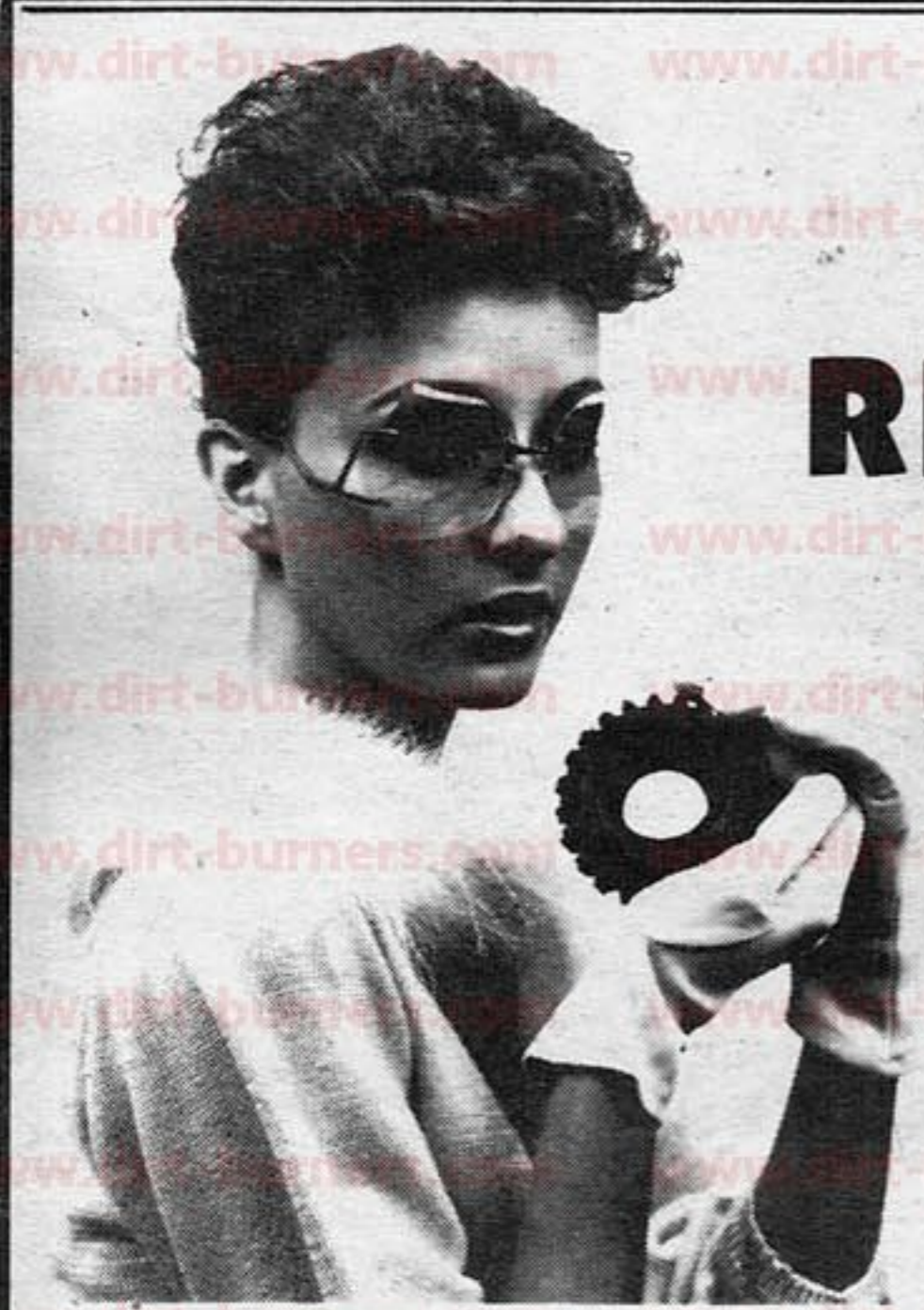
The fifth (5th) race of the So. Cal. ORRCA Series turned out to be one of those better-than-average races of the season. Not only was the racing extremely close in all three classes, but the facility turned out to have one of those really neat tracks, one that you can't help having fun on, even if you didn't make the A Main.



Two views of the unusual "big jump". (Top left) The "kink" just before of the crest - hit it right and you landed on the down hill (above). Hit it wrong and you were somewhere else. Photo Naylor

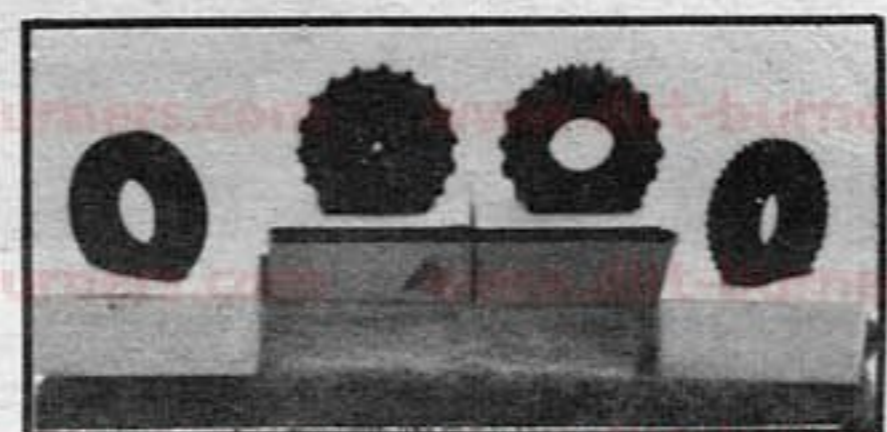
R/C RACING NEWS - Page 30 - April 1984

SO. CAL. ORRCA 5 Fun, Fun, Fun!



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Originally there was a question whether there was going to be an ORRCA series race this month at all. Joe Warren, owner of the Beaumont R/C Raceway, was a bit undecided and perhaps unsure whether the track would be good enough to have an ORRCA series event or whether he could handle the massive entry that was expected. Although there were 98 entries for this race (a bit below what was expected), Joe and his staff, with the help of the Ranch's Scott Brown and Allen Losi (who did all the lap counting and ran the race), this event turned out to be first-class. What was really a great surprise was the track, perhaps the best so far in the So. Cal series.

The layout was simple enough, using a short portion of the oval on turns one and three, the start was on the straight that led to a very sharp left hair-pin turn. From there it hopped over two gnarly whoops, made a right and, if you had the right line, you could sweep the double-left turns and line yourself up for one of the most creative "big-jumps" we've seen in a long time. It was the kind of "big jump" that had two lines that were the right lines and about three lines that would just send you off the course. To best describe the jump you have to imagine a "big jump" in which its left side seems to have just sunk about two feet into the ground. In other words, it had an off-camber slope that sent those who took "the wrong line" way off the course. In addition, there was a small "kink" or smaller jump just before you



The face of two winners although in separate mains. Chris Allec (left) won the Modified A, while Mike Giem won the Open A Main. Photo Lonnie P.

reach the crest of the big-jump, on the right side. If you hit it right, it would lift the car over the crest in a perfect line and allow it to land smoothly on the down-side of the slope. But if you were two or three inches off, then it was into the boonies or worse, upside-down. Add to that the fact that just before you reached the crest of the jump, you lost sight of your car for a split second! That alone made it all the more interesting and fun. This was only half of the course. The second half had a series of right and eventually left sweepers that really made the total track one of the most enjoyable tracks that we have raced on so far this season. We can't forget the soil. It was the kind that would pack pretty well but still had a thin cushion of soft dirt on top to keep good traction even when it got dry.

As I said before, Joe Warren and the crew at the Beaumont R/C Raceway did a super job and, for the most part, the 98 entrants really enjoyed the racing, the weather (which was really nice), and the track. Of course there were some who didn't like the bumps and grinds and whoops, and those guys are only happy on flat off road tracks which they can find

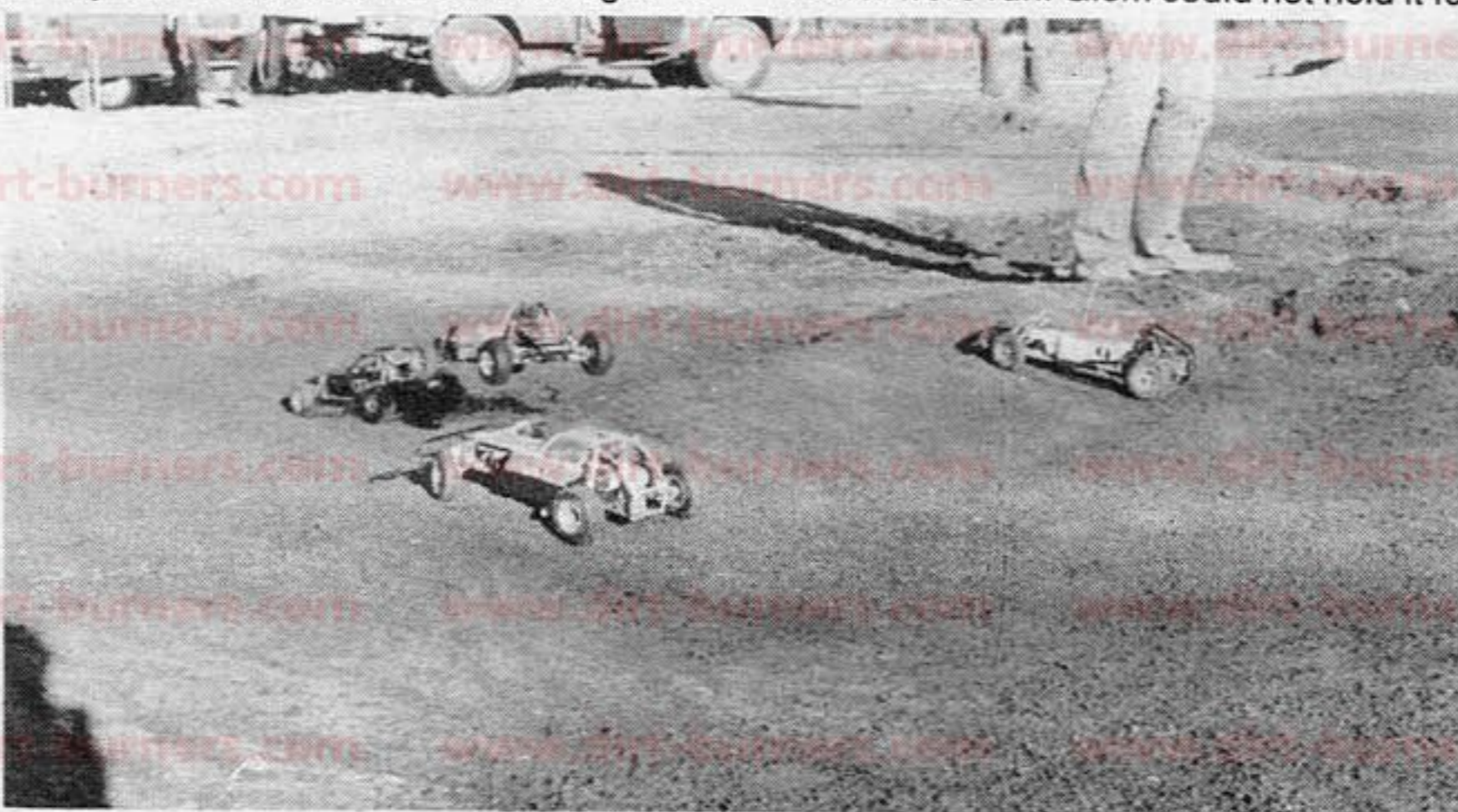
elsewhere.

Three racers who really enjoyed it were Kevin Neff, who won the Stock A main; Chris Allec, the Modified A Main man; and Mike Giem who was the Open class A Main winner. These three racers really took hold of the track and showed the rest of the field how to get around in fast times.

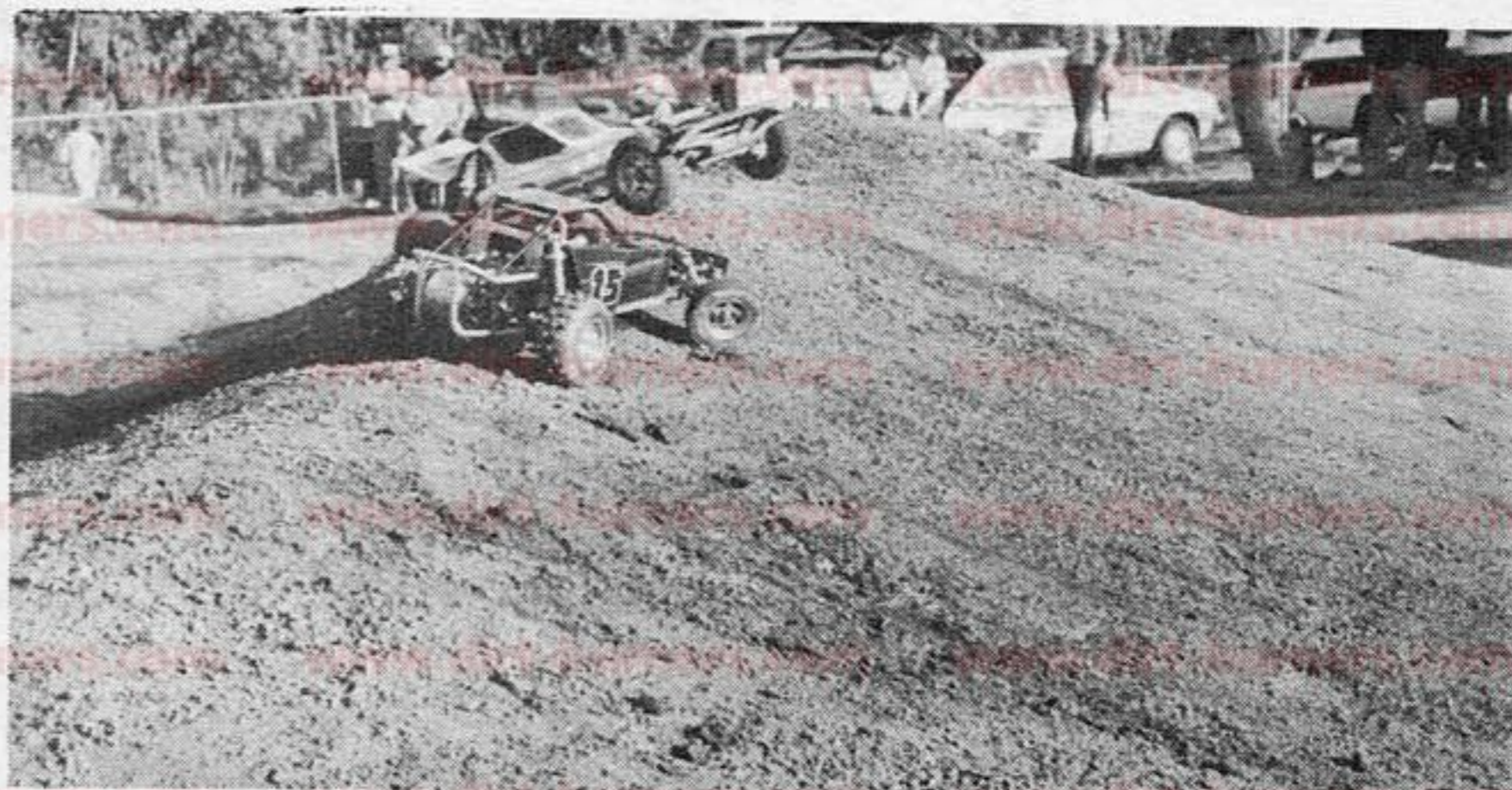
The racing got underway around 10 a.m. when Scott Brown and Allen Losi, who were there doing the lap counting, sent up the first of the Modified qualifying races. There were three rounds of qualifying scheduled for all three classes with the best timed run of the three used to qualify each racer. Only the top 60% qualifiers in each class would run in the ensuing mains.

The Top Qualifier in the Modified class was Mike Giem whose 9 laps in 3:22.1 (oh, yes, they ran 3 minute heats) put him atop the huge entry. In fact, there were only two other racers who got into the 9 lap range. They were Berry Hedrick with a 9/3:22.3 and Chris Allec with a 9/3:24.1. All others in the A Main were in the very low 8-lap times. Others in the A were Mike Larson, Dean Begines, Mike Dunn, Bud Fish and Jason Garcia, who bumped from the B Main.

The A main was really a hum-dinger and to say the least, it could have belonged to

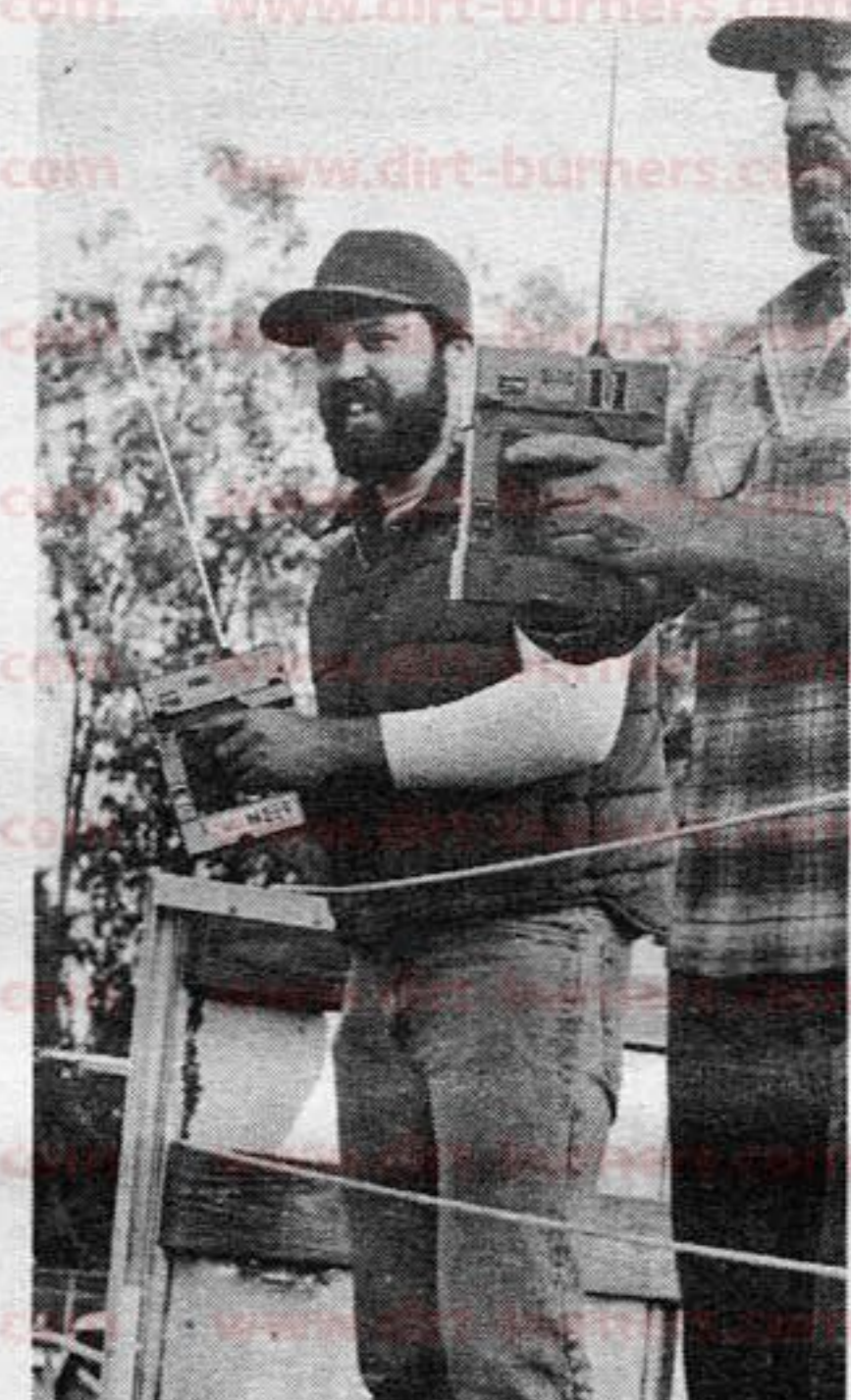


Some cars were able to clear the double jump while others had to hit both bumps causing them to slow down. That's the winning edge. Photo Kirk Naylor



This team does off road tricks during intermission. Here's the cross-over and jump trick - quite good! Photo Chris Naylor

any of four racers. Chris Allec did not get a good start and Mike Giem seemed to be on his way to another main title. But this was the track you could not make too many mistakes on. In fact, you were allowed about three mistakes, maximum, before the main was over. So it was all important that those "correct lines" we spoke of earlier were run. Giem could not hold it for



Guess why he's smiling? Can't you tell a "A Main" smile: That's Kevin Neff.

R/C RACING NEWS - Page 31 - April 1984

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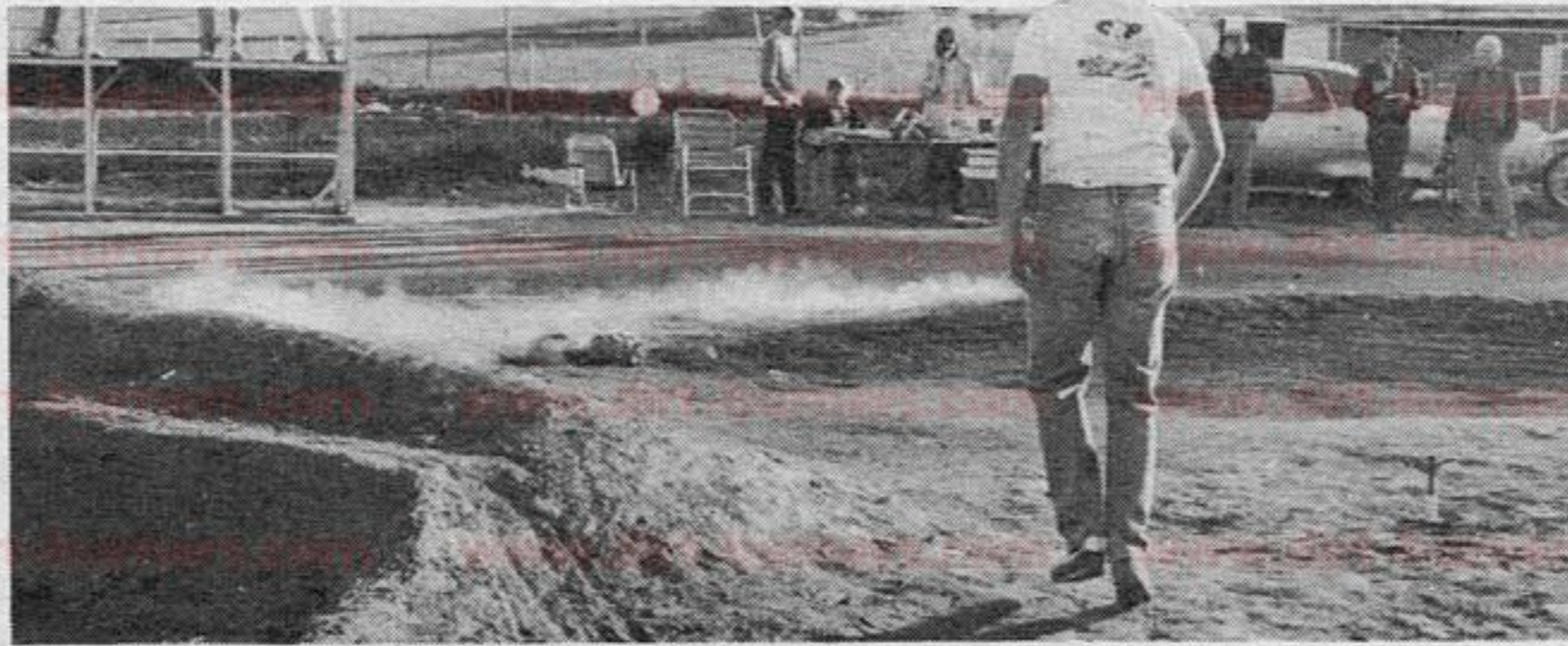
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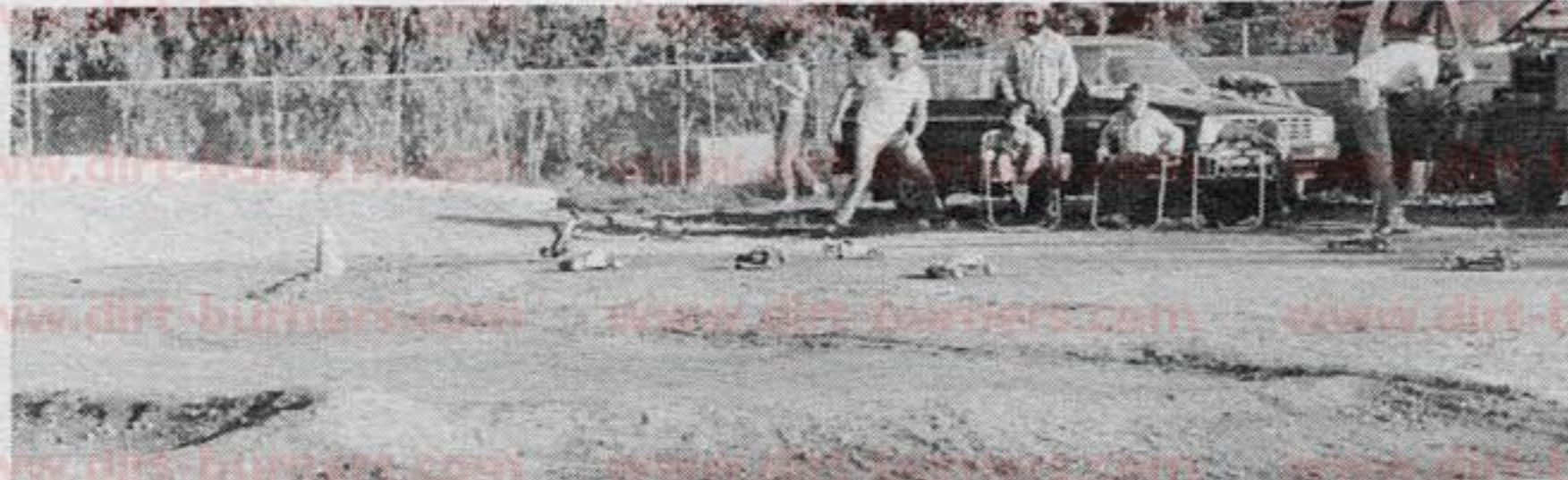


Leaving a dusty trail are several Open class cars who didn't find the correct line over the big jump. Photo Lonnie P.

long and, while he challenged with his Hirobo, it was Allec's Cox that did the trick today and the Modified A Main title was his. Giem was second with Begines, who, by the way, has emerged as one of the newer contenders in a relatively short time. He was third. Fourth went to veteran Mike

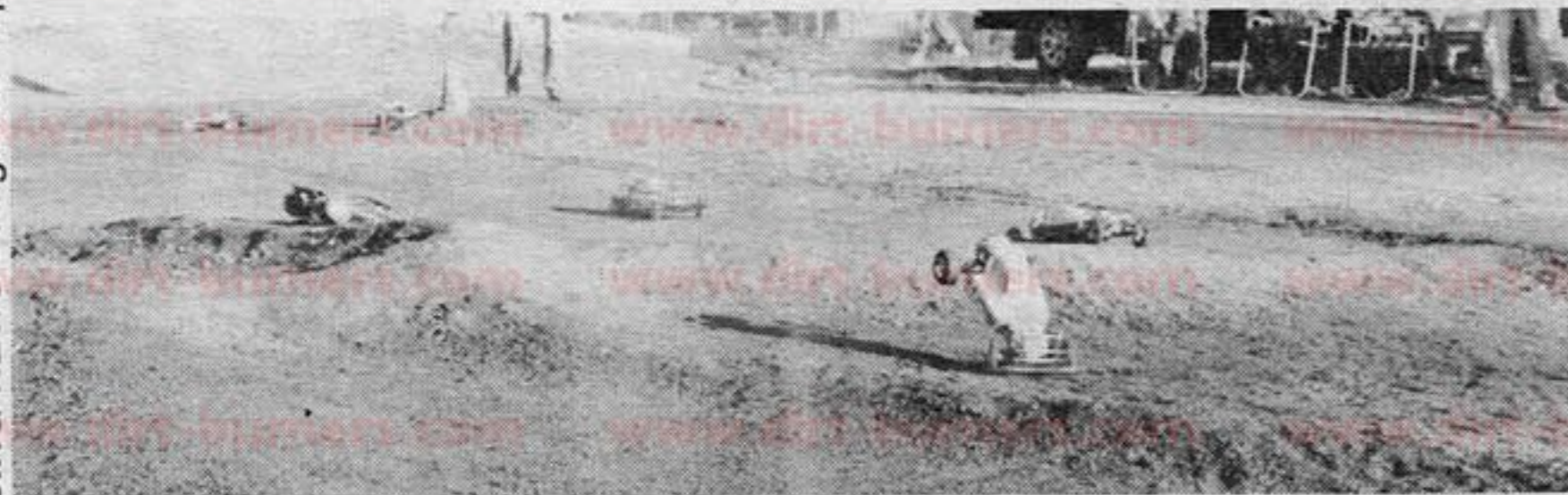
qualified about 6th in the A Main, took it to some of the more prominent names in the Stock class. In fact, he did such a good job that he held down the likes of Randy Lutz, Herb Hanss, Don Denny, Sonny Brewster, Marilyn Larson (who had bumped up from the B), Louie Caudillo and Mike Debrececi. The TQ racer in this group and for the Stock class was Randy Lutz who was one of only two racers who reached the magical 8 laps. His time was 3:23.1, while the other 8-lap racer, Sonny Brewster, made it in 3:24.3. Unfortunately, Sonny could only muster up a 5th place finish in the A Main.

The super hot A Main racers in the Open class were all poised to win at all costs. There were several Hirobo cars (the newest



An often seen happening (above), There's always someone trying to cut it too close to the turn with obvious results. A wider look at the sloping "big jump" (below). Turnmarshal poised for action. Photo LP

The first turn right after the start. If you set it up right, you could crank it left, let the car slide into the turn and then gas it! It was great if you hit it right. Photo Naylor



Right after the first turn, the triple "kink". Once again the right line jumped you over the nasty stuff. Photo Chris Naylor



Larson, while fifth through eighth went to Barry Hedrick, Mike Dunn, Bud Fish and Jason Garcia.

In the Stock A MAIN a new face among the rising stars of the class stepped up to the winner's circle. Kevin Neff who had

craze among the Modified and Open racers), and then there were the standby Cox and Tamiya cars that have led the way for the past three years. This time it was more than just winning the A main. It was a battle between the 2-wheel drive versus the 4-wheel drive cars. It sort of reminded me of the SCORE Riverside Off Road race last September, when the full scale off road cars went against each other in the battle of the "Heavy Metals". Walker Evans driving his Dodge 2-wheel drive was pitted against team-mate Rod Hall, also on a Dodge, but on a 4-wheel truck. It was a great race at Riverside, with Hall almost beating out Evans until a drive shaft broke off. And so it was in this A Main in the Open class, two Hirobos against the standard 2-wheel drive cars. The winner, Mike Giem, drove a Hirobo part of the day, and I believe in the Modified class, but had some problems. When he lined up in the Main it was his Cox car that was going to do battle. He chose the right equipment as this action packed main saw a number of lead changes, ultimately winding up with Mike crossing the finish line just ahead of Dennis Taylor, who had worked his way up not only from the B main but also from a poor start. Chris Allec had the early lead but faded when he misjudged several of the narrow lines around the track. Bob Novak, who also ran a Hirobo with his new "electronic speed control", could only manage the 8th spot. But it should be pointed out that he just missed getting the "TQ" spot from Chris Allec by less than 7/10ths of a second. The order of finish was Giem, Taylor, and Allec in the first three spots and they were followed by Dean Begines, Mike Dunn, Jason Garcia, Gary Demory, and Bob Novak, in that order to complete the

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A Main.

Because of the "bump" system used in ORRCA, winners listed in the lower mains are not necessarily the ones who finished first. Usually they are the ones who were the runner-ups or second place winners, but because the winner moved up to the next higher main, they get first place points.

In our results we have listed those winners of the lower mains (other than the A Main) with an asterix. This indicates that the racer moved up from the lower main.

It was decided that only 60% of the entry would run in the mains and for the gold (trophies). Therefore, there were a number of racers who did not compete in a main. Nevertheless, ORRCA points are awarded to everyone who participates. Finishing positions for those who did not run in a main were calculated by qualifying times. ORRCA has allowed this provision especially for tracks which don't have lights for night racing. The entries get so big that it takes many more daylight hours than are available to run all the qualifiers and mains. As the summer approaches, this will not be a problem and most likely all the mains will run.

Complete results of this 6th race of the Series are listed below by class and by Main.

RESULTS OF ORRCA # 5

STOCK CLASS A MAIN:

1. #14 - KEVIN NEFF
2. #2 - RANDY LUTZ
3. #3 - HERB HANSEN
4. #6 - DON DENNY
5. #11 - SONNY BREWSTER
6. #8 - MARILYN LARSON **
7. #27 - LOUIE CAUDILLO
8. #13 - MIKE DEBRECENI

STOCK CLASS B MAIN:

1. #17 - KEITH WILLIAMSON
2. #7 - HOSS ONNEN
3. #5 - LARRY GRANT
4. #4 - JERRY SANDERS, JR.
5. #1 - JERRY SANDERS, SR. **
6. #71 - SPENCER WEISEL
7. #24 - GREG PETERSON

STOCK CLASS C MAIN:

1. #55 - PETE VITALE
2. #27 - PETE CAUDILLO
3. #6 - TONY ROSSETTI
4. #10 - JIMMY ANTONUCCI
5. #12 - TRACI LEWIS
6. #2 - ROBBIE PETERSON
7. #21 - TED FENT

MODIFIED CLASS A MAIN:

1. #5 - CHRIS ALLEC
2. #2 - MIKE GIEM
3. #74 - DEAN BEGINES
4. #7 - MIKE LARSON
5. #99 - BARRY HEDRICK
6. #1 - MIKE DUNN
7. #19 - BUD FISH
8. #8 - JASON GARCIA **

MODIFIED CLASS B MAIN:

1. #16 - GARY DEMORY
2. #36 - GLENN GLASS
3. #6 - SID HAMILTON
4. #22 - BOB NOVAK
5. #5 - GARY KINGSBURY
6. #9 - GENE JONES
7. #4 - BILL SCHOOLER **

MODIFIED CLASS C MAIN:

1. #0 - NELSON KRACKE
2. #61 - DEREK McDONALD
3. #12 - DENNIS TAYLOR
4. #2 - JIM SCHAUER
5. #5 - STEVE BOWERS
6. #9 - LEO BARANA

MODIFIED CLASS D MAIN:

1. #15 - KIM RETHWISH
2. #16 - VINCE ITO **
3. #0 - BOB ETHERTON
4. #32 - GARY PETERSON
5. #9 - JIGGS GARCIA
6. #79 - STEVE DOUGLAS
7. #3 - BUTCH HEDRICK
8. #6 - DOUG SHELP

MODIFIED CLASS E MAIN:

1. #41 - RON ERICKSON
2. #3 - RAY BAEHR
3. #44 - SEAN HEINDAL

4. #4 - JEFF PHILLIPS
5. #2 - KEN GRAY
6. #66 - PAUL THOMSEN
7. #25 - LOU PERALTA

FOLLOWING DID NOT RUN IN MAINS BUT DO RECEIVE ORRCA POINTS IN THE ORDER OF THEIR BEST QUAL.:

- #57 - ROY LEVY
- #38 - JIM BROPHY
- #3 - MIKE MYHRE
- #29 - JOHN ZINDLER
- #42 - RON ELSWOOD
- #0 - MILT LEWIS
- #13 - MIKE STYLES
- #11 - EDDIE SIMMONS
- #32 - KEVIN HAMLIN
- #9 - DENNIS NEFF
- #25 - RANDY PREMUS
- #2 - LONNIE PERALTA
- #2 - MIKE SUTHERLAND

OPEN CLASS A MAIN:

1. #2 - MIKE GIEM
2. #12 - DENNIS TAYLOR **
3. #5 - CHRIS ALLEC
4. #74 - DEAN BEGINES
5. #1 - MIKE DUNN
6. #8 - JASON GARCIA
7. #16 - GARY DEMORY
8. #22 - BOB NOVAK

OPEN CLASS B MAIN:

1. #0 - NELSON KRACKE
2. #9 - GENE JONES
3. #6 - DOUG SHELP
4. #29 - JIM BROPHY **
5. #32 - GARY PETERSON
6. #3 - CHAD CUMMINGS
7. #19 - BUD FISH

OPEN CLASS C MAIN:

1. #44 - ROBIN DEANS
2. #19 - GUY DABNEY
3. #9 - JIGGS GARCIA
4. #36 - GLENN GLASS
5. #7 - MIKE LARSON
6. #2 - JIM SCHAUER

THE FOLLOWING DID NOT RUN IN A MAIN BUT RECEIVE ORRCA PTS.:

- #99 - BARRY HEDRICK
- #8 - SCOTT BROWN
- #61 - DEREK McDONALD
- #25 - RANDY PREMUS
- #79 - STEVE DOUGLAS
- #25 - LOU PERALTA
- #7 - CORY BARANA

** Indicates "bump-up" from the lower main.

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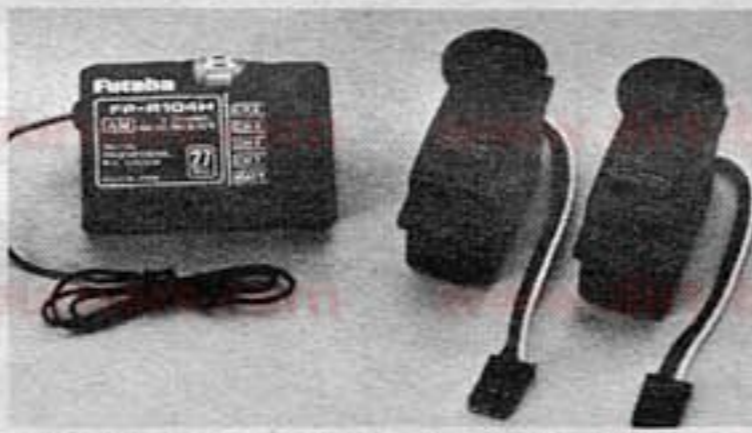
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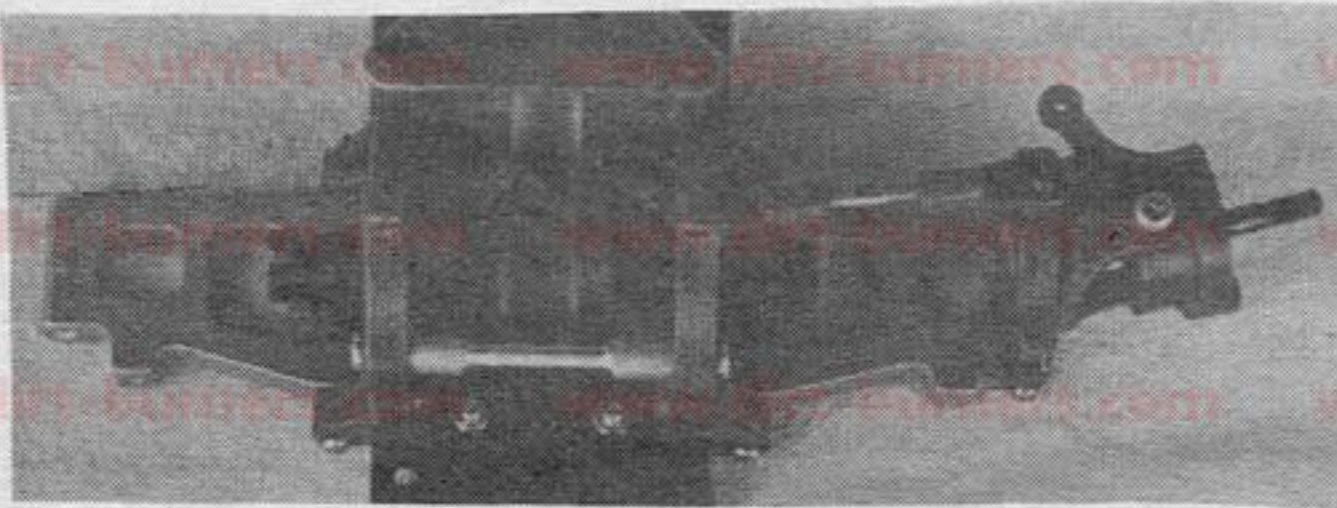
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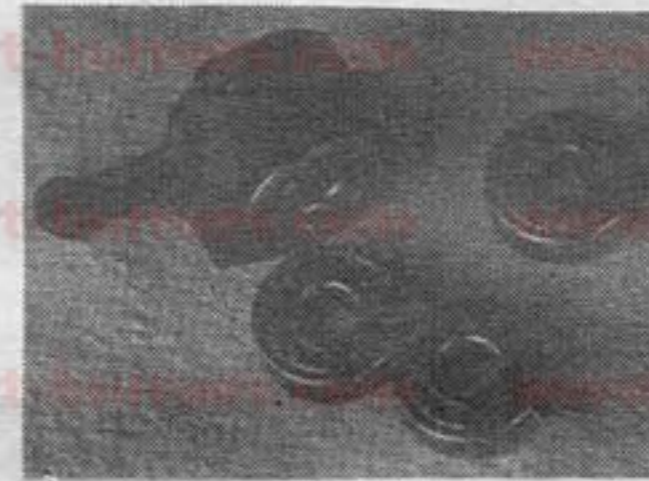
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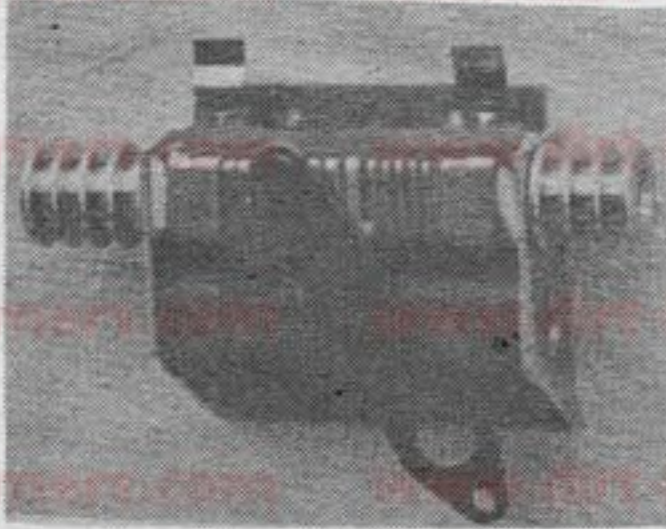


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R/C RACING NEWS - Page 34 - April 1984

SO. CAL. ORRCA SERIES - BIGGER & BETTER THAN EVER!

Report by LP

Five races down and four more to go. There's the 6th race at High Desert Baja in Palmdale on March 17th, then the circuit moves north to Fresno on April 28th and Cycle Arts Raceway. Then it heads south a little bit to Bakersfield at Wilkins Hobby R/C Raceway and then the final "make-up" race of the season will be at Radio Controlled Hobbies in Costa Mesa.

So far over 215 racers have participated in the first five races of this Southern California ORRCA Series. In looking over the current standings, which by the way, are gross points totals and do not reflect the eventual adjustments allowed in the Series, we find that in every case (meaning all three classes), the championship is up for grabs and, at the very least, the current top ten racers in each class all have a shot at the title. The title should be decided on the last race of the season if the results continue as they have been. The fact is that no one racer has dominated this Series. For example: Chris Allec, the current gross points leader in the Open Class, started slow during the first two races, finishing out of the A Main. Then on his third race, at the Del Mar ORRCA race, he posted a third place to begin his climb into the current lead. A fifth at the Ranch Pit Shop and then a third at the recent Beaumont R/C Raceway has given him a total of 468 points to lead the class. On the other hand, about 19 points behind, is Nelson Kracke. Nelson started strong at the Race Prep ORRCA race with a second place finish, but then faded into the "B" at TQ Hobbies, dropped considerably at Del Mar, and has been struggling ever since. He still has 449 points but when the totals are adjusted, he may find himself on the lower side of the top ten. Still, anything can happen in these next four events.

Third in the gross points standing in the Open Class is Robin Deans. As the first two racers have done, Robin has attended all five ORRCA Series races and has consistently placed in the A Mains or near the top of the B Mains. That's what it takes to be amongst the leaders in this type of Series. Consistency is the "magic" word. You can't expect to win all the events, and you can't expect that with the size of the entries, you can always place in the top three. In fact, no one racer so far has reached that kind of level of competition. So the next best thing is to drive hard but also keep it running. Make good lap times during qualifying and hope to make that A Main cut. If you can do that, the chance to be a contender for the class title is very possible. If you go out there thinking that you can blow them off the line, it could be a long season. You must keep in mind that this Series goes to one track every month. They are all different and very unique. Some are tougher than others. Some of the tracks require different skills, different car set-ups and a different frame of mind. The eventual winner of this Open class or for that matter any of the three ORRCA classes, can consider himself or herself the most consistent racer in this area. That's what it'll take.

Continuing in this Open Class, Mike Larson finds himself in the fourth spot. He's a veteran of many off road campaigns and he, too, has seen the good times with the

bad during this young season. He started hot at the Race Prep track with a solid 6th place. But then at TQ Hobbies, dropped into the B Main and wound up 4th. Del Mar relegated him to the "C" Main, as did the Ranch Pit Shop. Beaumont was not any kinder, and he, too, has to look for the next 3 or 4 events to finish in the A Main to hold on to the respectable 4th spot he now holds.

Now here's where the fun begins - when you try to see who is really among the leaders when you adjust their points and throw out their worst finishes during the season.

Here's the way it works and this next example is just perfect to illustrate it. Mike Dunn currently finds himself in the 5th spot with 391 gross points. But let's say we take Mike's first 5 events and throw out the maximum allowable "throw-outs" (3) from his points totals. He missed the first event at his home track because he was running the race. He took 1st place in the A Main at TQ Hobbies and at the Ranch. So he gets a total of 200 points for those. His 5th place at Del Mar and at Beaumont, while they are very good finishes, they are at this time expendable. So his adjusted points total and the way it will ultimately be figured out, is 200 points which equals two firsts and throws out three races. As such, Mike Dunn is currently the "overall" points leader. In subsequent races he'll have a 95 point race and a 96 point race to use or throw out should he place better.

If this sounds a bit confusing, it really isn't. At the end of the 9-event ORRCA So. Cal. Series, all racers will use their best 6 finishes for their overall adjusted points totals and the deciding factor as to the standings of the 1983-1984 Series.

Let's look at the Stock Class as well. The current points leader at this junction is Louie Caudillo who has a gross point total of 471. That's by far the biggest lead for a leader. In fact, he's the only racer in the Stock class who has made all five events. All others have attended four events or less. So, in gross points, he should be the leader. The next racer is Randy Lutz who has 392 gross points. Randy missed the second race at TQ Hobbies, but has still managed no worse than 4th in any A Main so far. He's definitely a contender for the overall when you adjust his totals. Third place currently is Herb Hanss. Herb is the second racer among the top three who has won an A Main event (Caudillo won at Del Mar). He won at Race Prep and has placed in the top three in two of the three other races. Jerry Sanders, Jr., won his first ORRCA Series race at TQ Hobbies. He placed second at his home track - Race Prep. Managed a 6th at Del Mar but failed to make the Ranch Pit Shop race and placed out of the A Main at Beaumont. Still, his first and second places in two out of the five races puts him atop the adjusted points totals (that's three of his worst races thrown out). But one of the best prospects for the eventual "overall" title in this class has to be Scott Sherburn. He's only raced in three of the five races so far. He's got one first place at Ranch Pit Shop, and two seconds at TQ and Del Mar. He, too, has a total of 199 adjusted points so far and is a definite favorite for the title.

In the next few weeks, the race will really get very close as we start adjusting

points totals and figuring out who really is the leader.

Now comes the big surprise. In the Modified Class Nelson Kracke is the current gross points leader. He has 470 points. There's a tie for second between Chris Allec and Sid Hamilton, both with 462 points. Seven points back in fourth is Berry Hedrick and then he's followed by Bud Fish, Mike Dunn, Mike Larson, Willie Melancon, Ron Dyer and Derek MacDonald to make up the top 10 in the class. But let's examine this race a bit closer and do likewise as we have done before - throw out their three worst races so far.

The results: Chris Allec and Mike Dunn both have two A main wins and a perfect score of 200 adjusted points. Mike Giem, who currently sits way back in 23rd place in gross points, when you throw out his two missed races and his one B Main finish, you wind up with two second place finishes, each worth 99 points or a total of 198 adjusted points - that's just 2 points back from the overall leaders and with only four races to go. He's in there! So is Dana Smeltzer who sits even farther back at the 31st place. He's had two third places and three missed races. Throwing away the missed races he, too, finds himself among the top three.

As we said before, this So. Cal. ORRCA Series is far from over and far from being decided right now. We predict that all three classes will go down to the wire and to the final race in Costa Mesa. For many, the circuit moves out of local territory. As we said before, the next race is at Palmdale. Then on to Fresno, Bakersfield and then Costa Mesa. There were some who thought they may not be able to make the trips up to Fresno or Bakersfield or Palmdale, who are

now sure that they will. Their points don't reflect very good finishes so here's where the big push has to be made.

We're looking forward to the next four races, and those of you who have been thinking of participating in an ORRCA event, this may be the perfect time to do it. While you may not have a chance for the top spot in whatever class you plan to participate in, the best that we can tell you is that by attending one of these remaining four series races, you will be able to gain a tremendous amount of experience which will be extremely helpful should you decide to participate in the 1984-1985 ORRCA So. Cal. Series. We'd also like to invite those of you who have yet to make the plunge into R/C Off Road racing. Try attending one of the four remaining races and you'll see the kind of family fun and excitement that are part of R/C Off Road. See you at Palmdale.

CURRENT ORRCA POINTS STANDINGS THROUGH MARCH 1984 - BEAUMONT:

ORRCA OPEN CLASS:

1. CHRIS ALLEC	468
2. NELSON KRACKE	449
3. ROBIN DEANS	432
4. MIKE LARSON	402
5. MIKE DUNN	391
6. BUD FISH	390
7. SCOTT BROWN	385
8. WILLIE MELANCON	379
9. JAY HALSEY	378
10. JIM BROPHY	377
11. DENNIS TAYLOR	363
12. RON DYER	361
13. JASON GARCIA	360
14. BARRY HEDRICK	352
15. CARL THOMPSON	339
16. GENE JONES	329
17. JOHN TIFFANY	322
18. JIGGS GARCIA	301
19. DOUG SHELPH	301
20. MIKE GIEM	297
21. DEREK MCDONALD	296
22. GILL LOSI, JR.	292
23. EUSTACE MOORE	282
24. DON ARNDT	246
25. GARY DEMORY	241
26. RON ANTHONY	235
27. LOU PERALTA	215
28. AL HESS	205
29. DANA SMELTZER	191
29. DEAN BEGINES	191
31. BOB NOVAK	178
32. ROGER WAGNER	168
33. MIKE TOBEY	166

(Contd. next page)

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34 JIM SCHAUER	161
35 GUY DABNEY	159
36 RICK WALTON	144
37 ALLEN LOSI	135
37 STEVE DOUGLAS	135
39 RON ALLEN	134
40 CORY BARANA	131
41 ERWIN BRAGG	125
42 GIL LOSI, SR.	88
43 GARY PETERSON	86
44 CHAD CUMMINGS	85
45 RON PARIS	84
45 LARRY GOLD	84
47 STEVE DUNN	82
48 GARY MCALLISTER	79
49 GLENN GLASS	77
50 STEVE FALKUS	76
51 CHUCK MCMILLEN	75
52 NEAL MCCURDY	73
53 RANDY PREMUS	71
54 DOUG MEADOWS	70
54 BOB ECKHARDT	70
54 ANDY ANDERSON	68
57 GARY DUSS	67
58 JOHN GUDVANGEN, JR.	66
59 DWAYNE WHISLER	65
60 RON WILLIAMS	63

61 JEFF PAUL	61

ORRCA MODIFIED:	
1. NELSON KRACKE	470
2. CHRIS ALLEC	462
2. SID HAMILTON	462
4. BERRY HEDRICK	456
5. BUD FISH	426
6. MIKE DUNN	385
7. MIKE LARSON	384
8. WILLIE MELANCON	383
9. RON DRYER	382
10. DEREK MACDONALD	368
11. JAY HALSEY	350
12. DENNIS TAYLOR	349
12. JASON GARCIA	349
14. GENE JONES	343
15. ROBIN DEANS	334
16. JOHN TIFFANY	323
17. JIM BROPHY	315
18. JOHN ZINDLER	308
19. JIGGS GARCIA	300
19. VINCE ITO	300
21. CARL THOMPSON	295
22. KIM RETHWISH	289
23. MIKE GIEM	286

24 STEVE BOWERS	285
25 BUTCH HEDRICK	277
26 RON ERICKSON	269
27 RAY BAEHR	249
27 GARY DEMORY	249
29 RON ANTHONY	238
30 RON ALLEN	213
31 DANA SMELTZER	194
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33 DEAN BGINES	185
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37 DON ARNDT	170
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39 LOU PERALTA	160
39 AL HESS	160
41 JIM SCHAUER	159
42 KEN GRAY	157
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48 RICK WALTON	145
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52 BOB ETHERTON	118
53 JIM MADISON	116
54 MIKE MYHRE	115
55 DENNIS NEFF	100
56 RON PARIS	92
57 MIKE MCCLEARY	90
58 GLENNGLASS	89
59 EDDIE SIMMONS	88
60 MIKE VANACKER	86
61 JEFF MAUER	85
62 BILL SCHOOLER	84
63 RON WILLIAMS	83
63 JOHN KRACKE	83
65 DOUG SHIELD	82
66 BILL WHITLEY	79
67 STEVE DUNN	74
68 STEVE FLAKUS	69
68 CHUCK MCMILLEN	69
70 MILES WILLIAMS	66
71 NISSAN HOSSEPIAN	65
72 PEPE ROSENFELD	60
73 SCOTT BROWN	58
73 ANDY ANDERSON	58
73 SEAN HEIMDAL	58
76 ANDY RUSSELL	57
76 GARY DUSS	57
78 PAUL THOMSEN	55
79 BOB ECKHARDT	54
79 CHUCK CONNOLLY	54
81 BOB THOMPSON	53
81 ROY LEVEY	53
83 RON BUCHARD	51
84 CHUCK STAGE	50
85 ERIN ANDERSON	49
86 MILT LEWIS	48
87 MIKE STYLES	47
87 RICK WINK	47
89 STAN SCOTT	46
90 KEVIN HAMLIN	45
90 JIM SNEED	45
92 JAY THOMPSON	44
93 EDDIE PEREZ	43
93 RANDY PREMUS	43
95 MIKE SUTHERLAND	41

ORRCA STOCK:

1. LOUIE CAUDILLO	471
2. RANDY LUTZ	392
3. HERB HANSS	385
4. JERRY SANDERS, JR.	381
5. DAVID WARNER	372
6. PAT CIPELLI	334
7. PETE CUDILLO	332
8. SCOTT SHERBOURN	298
9. JERRY SANDERS, SR.	280
10. DON DENNY	277
11. BOB ECKHARDT	274
12. LARRY GRANT	271
13. RON CLOUTIER	237
14. TED FENT	236
15. MIKE CLOUTIER	230
16. KEITH WILLIAMSON	189
17. TOM SRIMBIEDO	181
17. SONNY BREWSTER	181
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29. PETER VITALE	141
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31. CHRISTIAN GRIGGS	97
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32. JOE ARRANAGA	96
34. GUY DABNEY	95
34. MARILYN LARSON	95
36. BILLY MCCOOL	94
37. MIKE DEBRECENI	93
37. DANNY MCMICHEN	93
39. DANNY FONTEYN	91
40. RICK ALLEN	90
41. JOHNNY WILLIAMS	89
42. PHIL DEPIERO	88
43. MIKE ULRICH	87
44. DAN WILSON	85
44. MARK PETERSON	85
46. SHAUN HOWELL	84
46. GREG PETERSON	84
48. RON ROSSETTI	83
49. JIM STRADER	80
50. BOB KIMBERLEY	78
51. GENA GUDVANGEN	76
51. MIKE BOEMKER	76
51. TRACI LEWIS	76
54. ROBBIE PETERSON	75
55. ROY MAYES	74
56. PAT CIPELLI	72
57. ANA STAGE	69
58. BILL SCHOOLER	68
59. CHRIS COOLEY	64
60. RICK BEAM	62
61. KEVIN PETERSON	59
62. CHUCK DAVIS	58
63. JASON NOVAK	57

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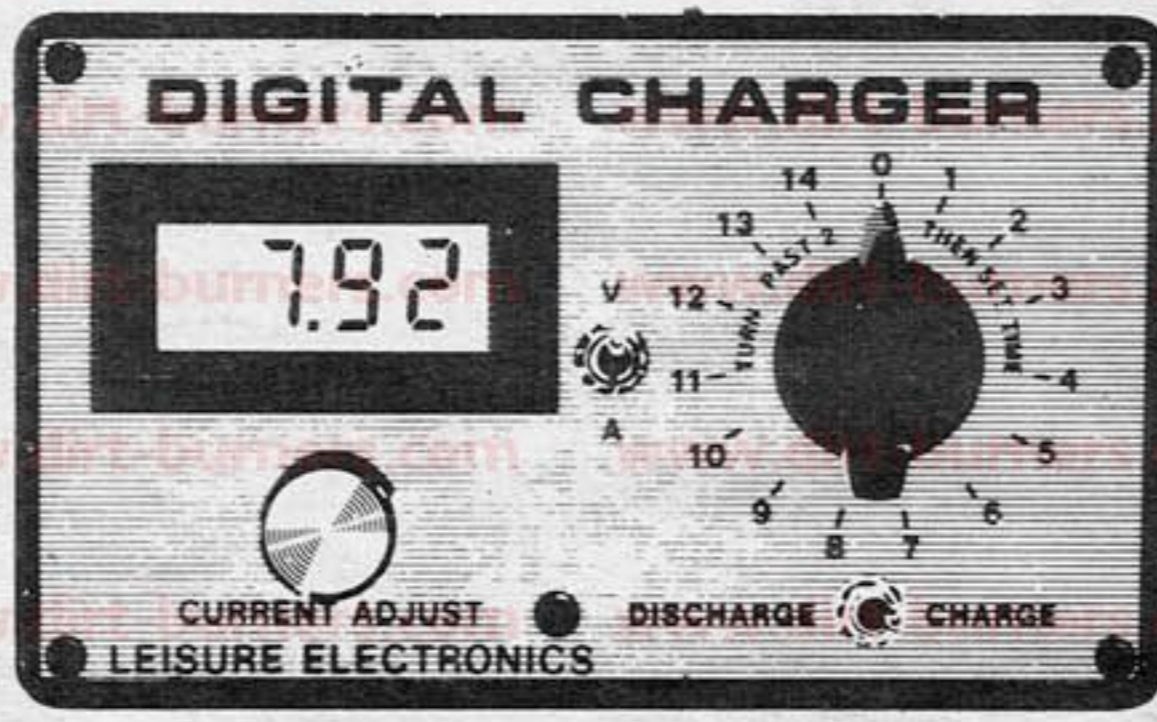
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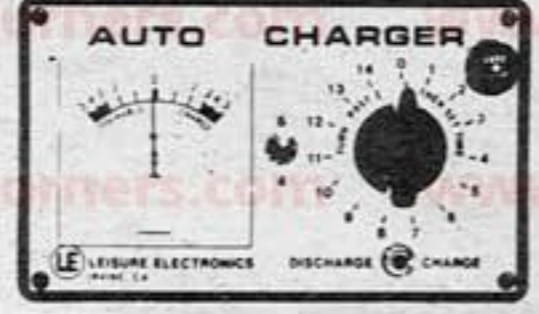
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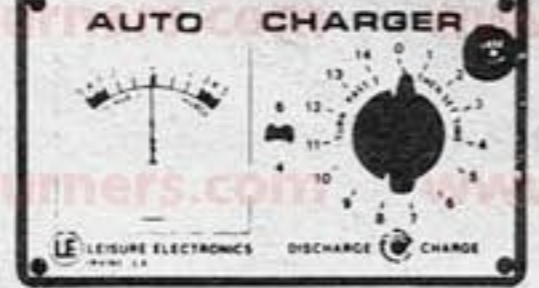
We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.



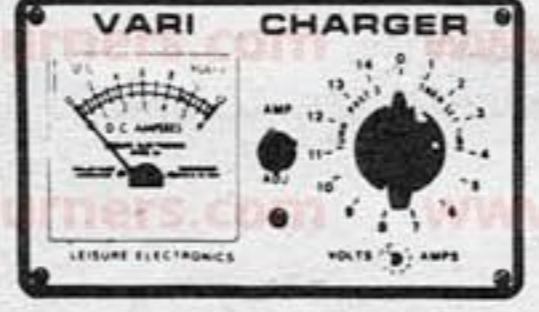
Leisure 105
Input: 12vDC
Rate: 4/6 cell



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



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



Leisure 108
Input: 12vDC
Rate: Variable
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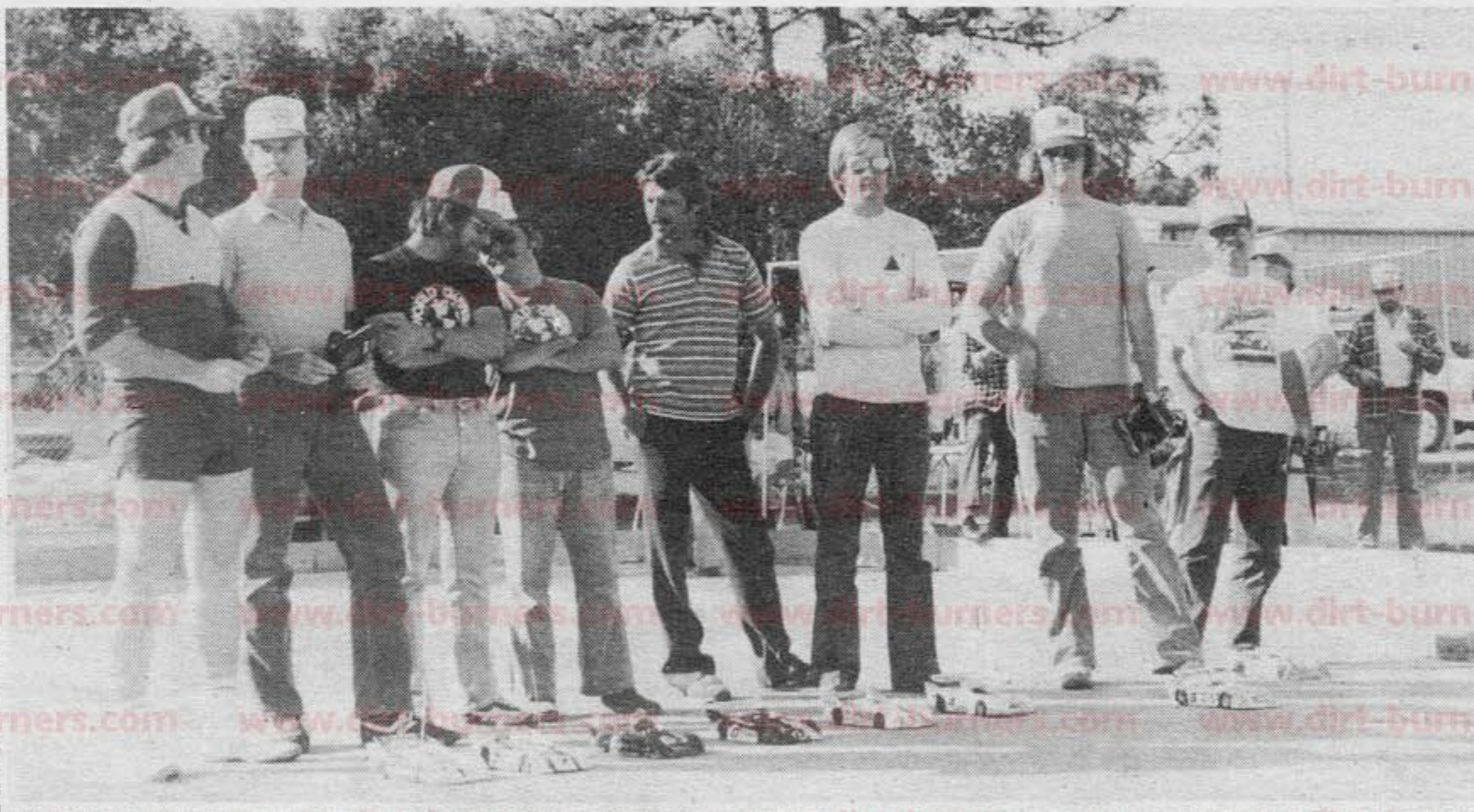
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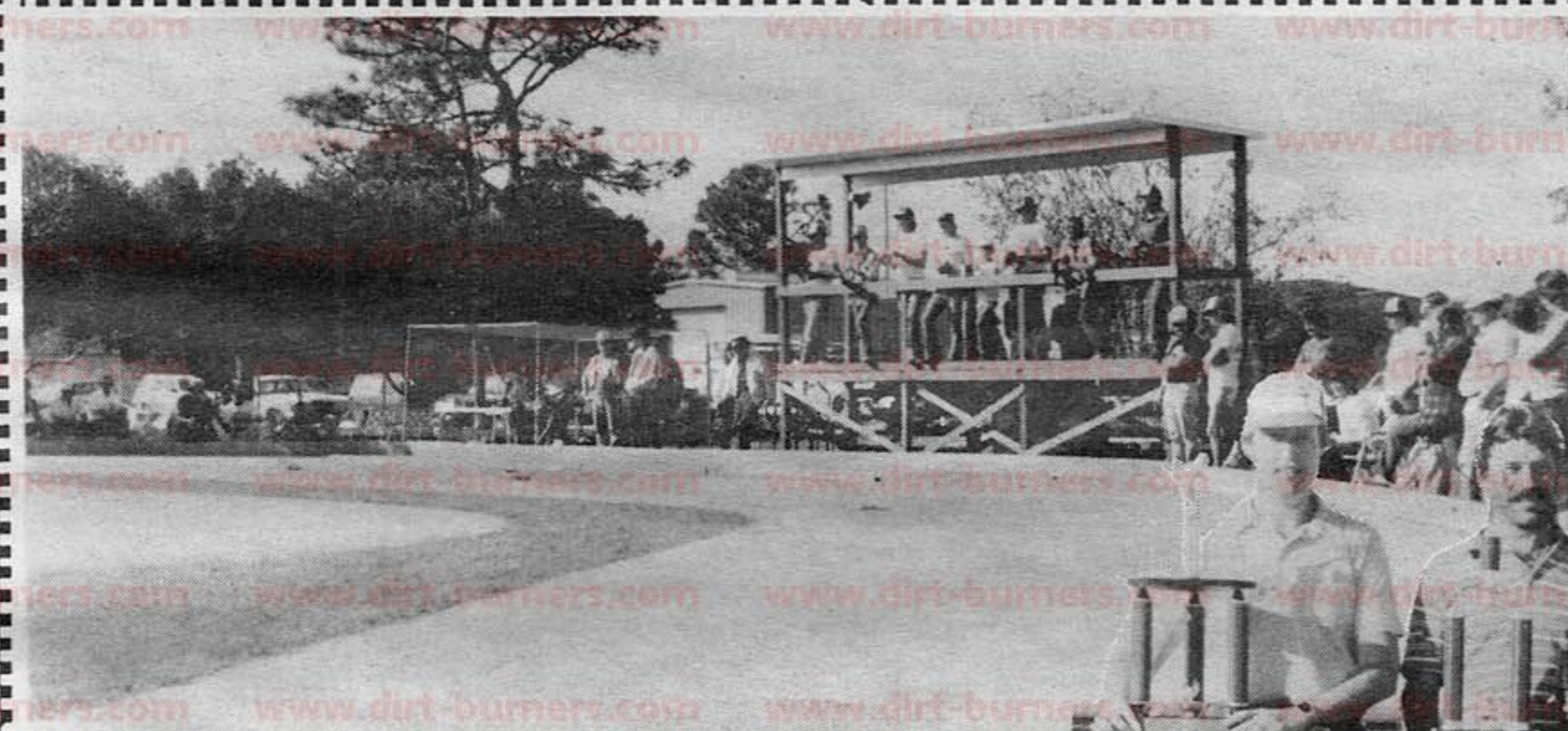
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1/12 Series Wrap-Up



(Top) The "A" Main (l-r), Chuck Moon, Larry McLendon, Hugh Ebner, Art Carbonell, Mike Fromer, Mike Klendworth, Pete Petersen, and Dave Willits. The Suncoast R/C Raceway (above). Florida's only permanent track with covered driver's stand and grass infield.

Story by Pete Petersen
Photos by Ward Brower

Pinellas Park, FL
February 20, 1984

Pinellas Park, Florida, site of the 1983 1/12 scale Florida State series wrap-up race and trophy presentation. Two days of racing were scheduled. The track is a permanent road course that can be run in many configurations. All grass infields and a large covered drivers' stand make this the nicest R/C track in Florida. Qualifying started on Saturday showing some fast runs. Art Carbonell showed his world champ form, ending Saturday's qualifying as T.Q. with 38+ laps, a new track record. After qualifying, an 8 min. trophy dash was run by taking two of the fastest qualifiers in the opposite direction. Running the track backwards did not seem to slow the cars any and Art made it look easy as he took the trophy dash. Two more qualifiers were held Sunday. Hugh Ebner got in a good Qualifier and took the T.Q. with 39+ laps. The mains showed some good, close racing. The "A" main was going to be close with Florida's best drivers and Art Carbonell doing battle. At the start Art got the hole shot avoiding a first turn pile-up and no one

could catch him. Art turned an excellent run of 40+ laps, which set a new track record.

Results of SUNCOAST TROPHY RACE

- A MAIN**
 1. Art Carbonell...40.01* (Delta)
 2. Hugh Ebner...39.10** (Delta)
 3. Larry McLendon...38.62 (Assoc)
 4. Chuck Moon...38.30 (Assoc)
 5. Mike Klendworth...37.51 (Delta)
 6. Pete Petersen...37.46 (Assoc)
 7. Mike Fromer...35.48 (Delta)
 8. Dave Willits...13.00 (Delta)
 (*New Track Record, **TQ)

- B MAIN**
 1. Art Scarvelli...36.33
 2. Tom Morgan...36.28
 3. Calvin Wyatt...33.51
 4. Larry Halverson...33.36
 5. Dan Oleski...32.47
 6. Tim O'Sullivan, Jr....30.00
 7. Ward Brower...24.00
 8. Mark Klendworth...DNS

- C MAIN**
 1. Steve Krutsinger...35.44
 2. Bob Wold...35.05
 3. Nathan Ebner...34.51
 4. John Morgan...34.35
 5. Tim O'Sullivan, Sr....34.05
 6. Eddie Herrmann...31.49
 7. John Heller...30.40
 8. Jim Kelley...25.45

- D MAIN**
 1. Craig DeStefano...33.31
 2. John Crawford...33.3
 3. Garry Wiedeman...32.01
 4. Nelson Lazzara...31.57
 5. Larry Parks...31.52
 6. Claude Hoilet...31.00
 7. Jay Blackwood...29.00
 8. Marty Roberson...14.00

- E MAIN**
 1. Nelson Diez...34.33
 2. Tom Chaddock...33.7
 3. Bunny Wold...33.00
 4. Danny Curry...32.44
 5. Gene Malizia...25.45
 6. Bill Haggerty...20.00
 7. Rob Roberson...8.00
 8. Ray Petersen...2.00

- F MAIN**
 1. Glenn Schems...30.28
 2. Ed Miller...29.44
 3. Jerry Ewin...29.32
 4. Bob Hamilton...29.9
 5. Ron Benash...27.45
 6. Robert Christian...27.44
 7. Brad Petty...24.27
 8. Ed Massey...DNF

- G MAIN**
 1. Robert Charlton...30.34
 2. Harvey Albert...28.36
 3. Dwane Johansen...28.10
 4. Mike Alexander...28.00
 5. Case Fessler...24.00
 6. John Mailey...14.00
 7. Bob Castle...1.00

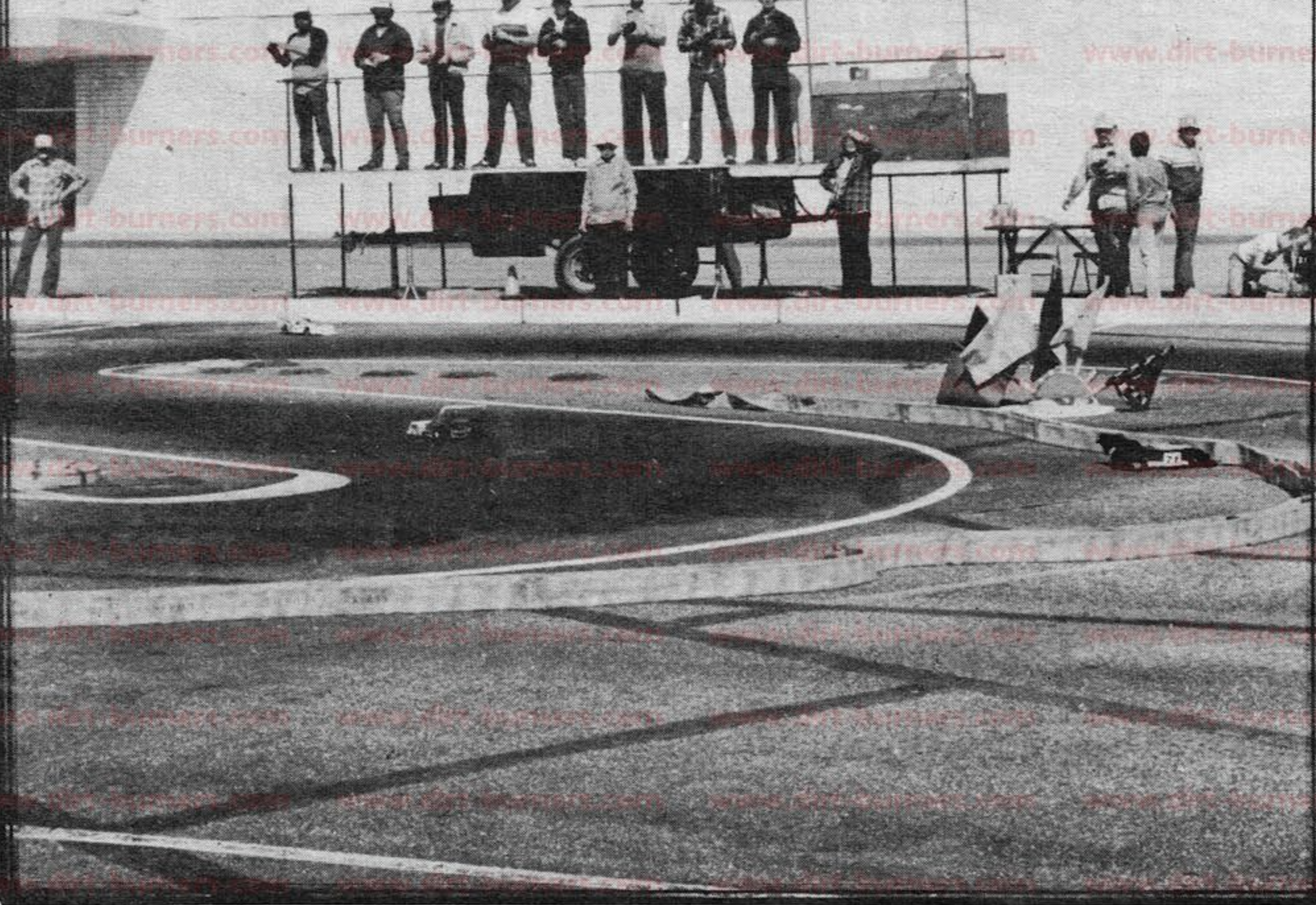
1983 FLORIDA STATE SERIES TOP TEN

1. Larry McLendon...432.40 (Assoc)
 2. Mike Fromer...428.29 (Delta)
 3. Hugh Ebner...419.79 (Delta)
 4. Mike Klendworth...410.14 (Delta)
 5. Mark Klendworth...405.85 (Delta)
 6. Ed Enberg...402.19 (Delta)
 7. Pete Petersen...393.99 (Assoc)
 8. Tom Morgan...392.53 (Assoc)
 9. Dave Willits...389.67 (Delta)
 10. Bob Wold...386.04 (Parma)



Top Ten finishers in the Florida State Series: (l-r) 1. Larry McLendon, 2. Mike Fromer, 3. Hugh Ebner, 4. Mike Klendworth, 5. Mark Klendworth, 6. Ed Enberg (not shown), 7. Pete Petersen, 8. Tom Morgan, 9. Dave Willits, 10. Bob Wold.

VENTURA ROADRUNNERS' ... 1984 GAS SEASON OPENER!



R/C RACING NEWS - Page 38 - April 1984

The Montgomery Wards West parking lot offers a great setting for the R/C track (above). The tight "Esses" (below) make a good driver out of you. Photos Schwalm



Story & photos by
Richard Schwalm
February 26, 1984
Ventura, CA

The first 1/8 gas road race for the Roadrunners' season began on the last Sunday of February in the windy beach city of Ven-

tura, California. Montgomery Wards' parking lot was the perennial site for the event. Due to information coming from the gas Nationals run in Florida, a new track-bite solution was sprayed on the normally high-bite surface. Just mix regular white granulated sugar in equal parts with tap water and spray away the slippery turns. Reactions were mixed. Veteran Delta driver

Dave Shuck commented, "It's much better out there, better than normal." Club Vice President Bob Coughran smiled and said, "The bite is much better than yesterday's, but we'll have to see how it holds up through the day."

Suspension cars seemed to have the advantage through every turn. Out of the 26 entries, there were seven Associated, three Thorp, and sixteen Delta Eagles. New

Super Eagle owner John Pagel was running his car for the first time. "I didn't even have any brakes and it turned perfectly. After all these years, I'm in love again. What a difference!"

After morning practice and three qualifying rounds, the TQ honors went to Benny Bullock driving a Thorp car. The format was five mains with five cars each that allowed for an elected move-up by any main winner.

At 3:00 pm the E Main began slowly as five cars crashed and banged their way around the track. The A Main drivers were the turn marshalls and, from their facial expressions, one could see that they enjoyed watching the beginners and remembering when they first drove an R/C gas car. Coming out on top was 11 year old Brian Shaffer winning his third race in his young driving career. Troy Flick and Craig Pagel finished second and third after many body-bending contacts.

The D Main went to Cliff Vose with Glen Wilcox hot on his tail throughout most of the race. These drivers were much more smooth and drove the track all the way to the end.

Two time heart attack survivor, Dave Shuck, jumped into an early C Main lead as John Douglas carefully followed, waiting for his chance. Shuck held on until Douglas' patience and horsepower gave him the lead to the flag.

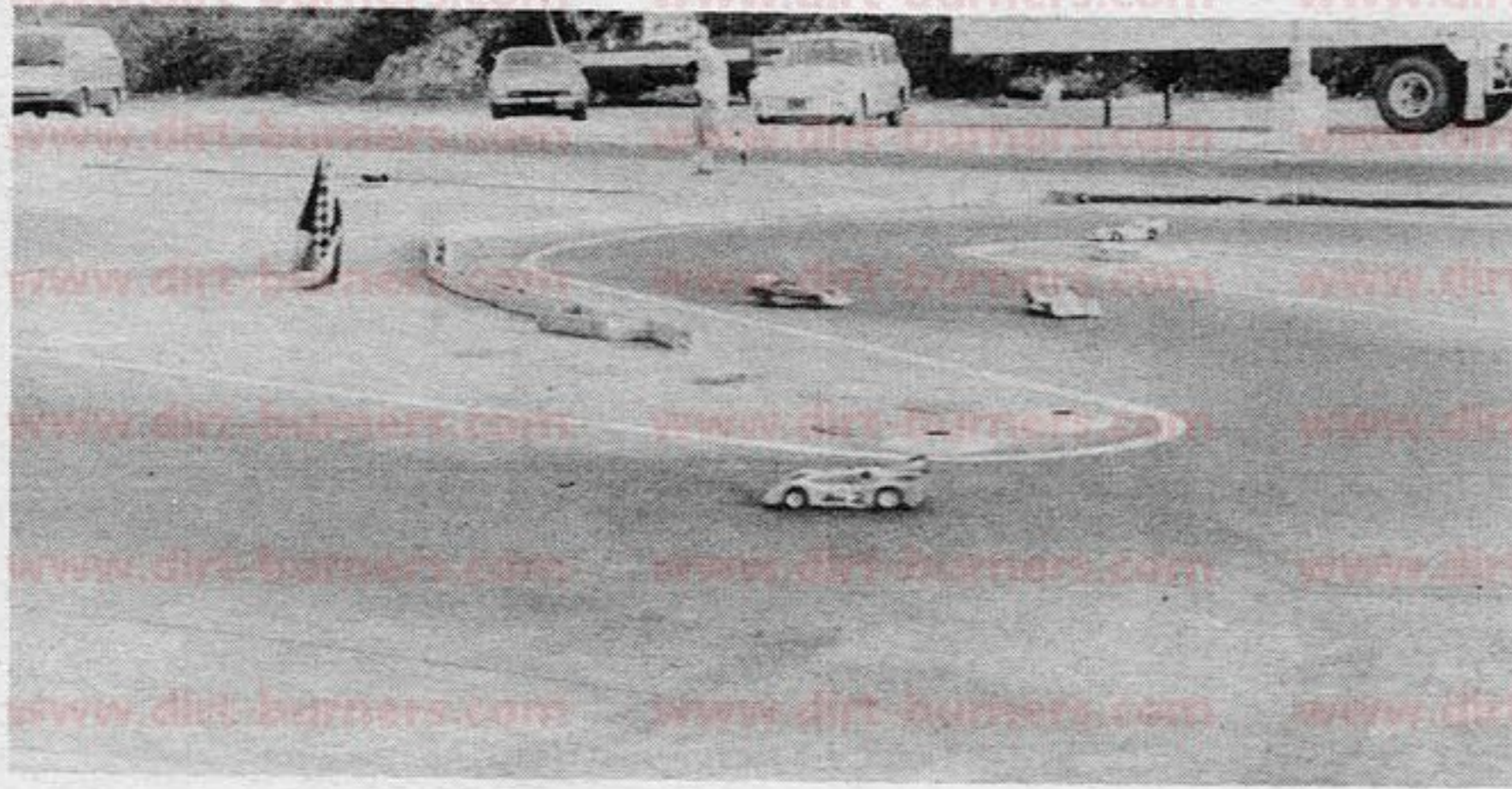
In the B Main Jim Jones' Thorp car took a clean lead while the local club stars did their best to catch him. Bob Coughran passed Jones a few times but couldn't hold onto the lead. Jones won, but decided not to move up. "I'm just out of adrenalin."

Out of five A Main starters came Benny Bullock flying into the lead as the pace gave chase. Tom Douglas worked up to challenge in a careful stalking manner. Bullock held up well under the pressure until they went into a turn side-by-side. Bullock went wide and Douglas ducked inside, the cars collided turning Bullock over as Douglas drove on in the lead. John Thorp and Les Ammann came by as Bullock took up the chase after the leader. Running a steady race as usual, Thorp just stopped on a turn, never to start again. "I had my flyweights too light and burnt my belt," said the competitive veteran. Jay Halsey looked strong but went out three times to repair a loose muffler. Bullock worked his way past charging Ammann to almost challenge Douglas, but sadly ran out of laps. Bullock definitely put on the drive of the day.

After winning, a smiling Douglas said, "It was close until we came out of the turn together and Benny slid sideways and my nose pushed him over. I thought of waiting



Even the pit persons have their own unique styles of launching their cars. Some give them a push, another waves good by to it, yet another runs after it and there's always one who really doesn't care what happens. Photo Schwalm



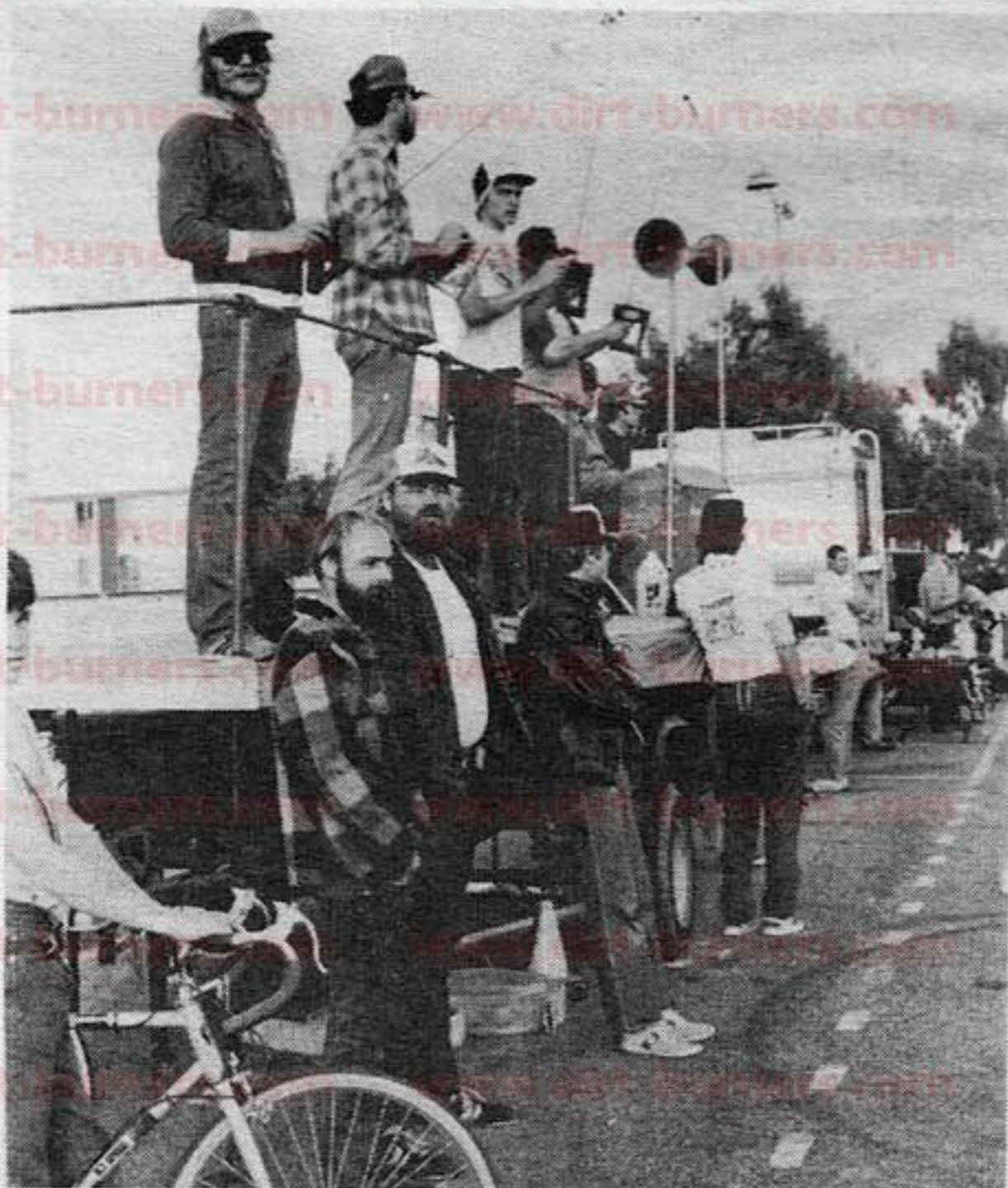
Coming out of the tight infield and into the fast sweeper and back straight.



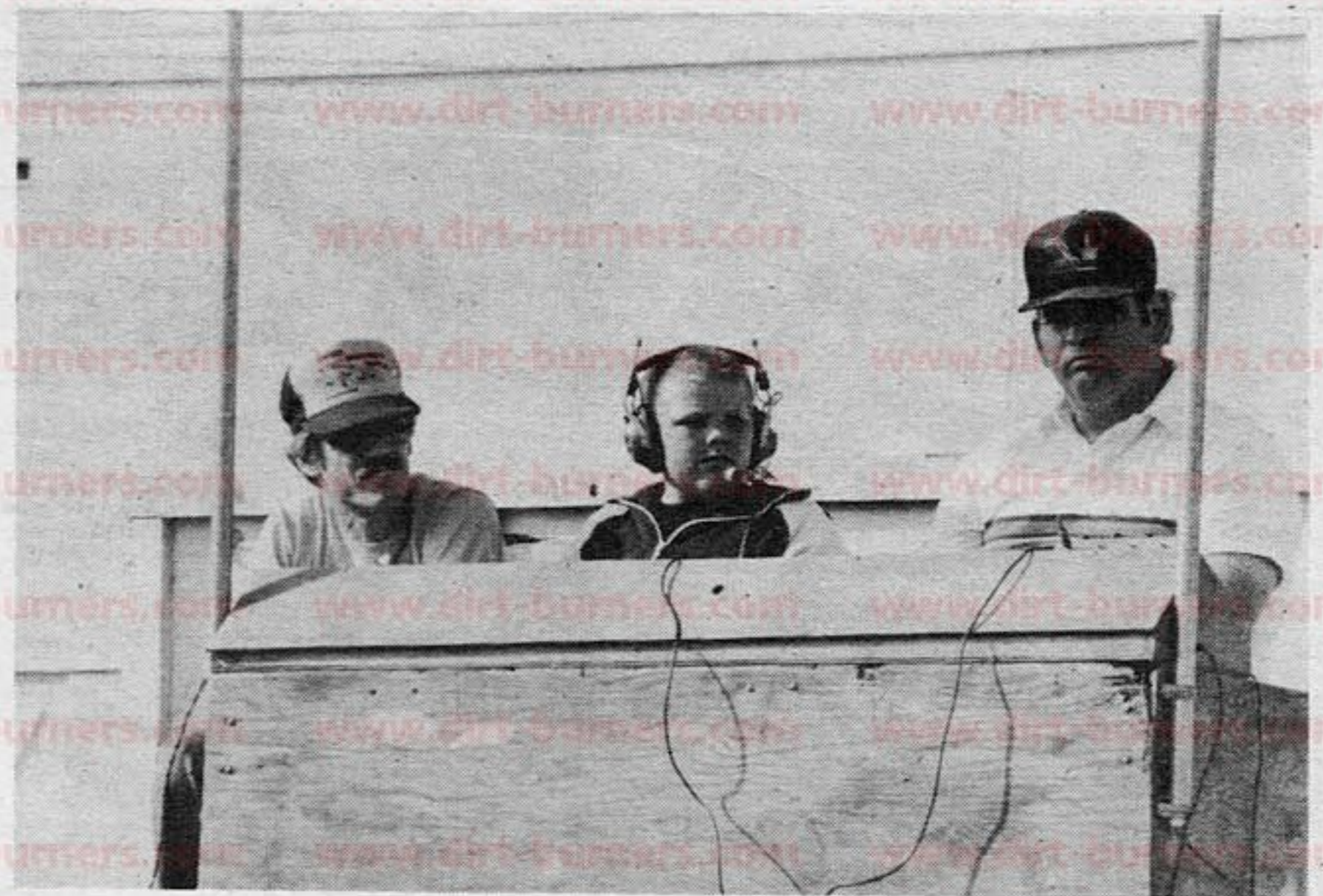
Different lines for different people.



Benny Bullock and his familiar #75 took second in the A Main.



The A Main: (l-r) Tom Douglas (eventual winner), Les Ammann, Jay Halsey (of off road fame), Benny Bullock (recognize that mid-drif), and John Thorp, who is hidden.



"He's been listening to that Duran Duran tape for the last hour. Wish he'd give me a chance to listen to it!"

for him but I saw a bunch of cars coming so I took off."

That was the 1984 season opener for the Ventura Roadrunners. It contained all of the elements that R/C racers hope for and some events to be forgotten. Regardless, they will be back next month, ready for more enjoyable racing and maybe some winning.

Richard

RESULTS

A MAIN:

1. Tom Douglas
2. Benny Bullock
3. Les Ammann
4. John Thorp
5. Jay Halsey

B MAIN:

1. Jim Jones
2. Bob Coughran

3. John Douglas
4. John Pagel
5. Rick May
6. Doug Campbell

C MAIN:

1. John Douglas
2. Dave Schuck
3. Steve Lilly
4. Les Prather
5. Terry Baker

D MAIN:

1. Cliff Vose
2. Glen Wilcox
3. Kent Conroy
4. Joe Bosman
5. Tommy Douglas

E MAIN:

1. Brian Shaffer
2. Troy Flick
3. Craig Pagel
4. Frank Gularte
5. Steve Wilcox
6. Jim Arnold

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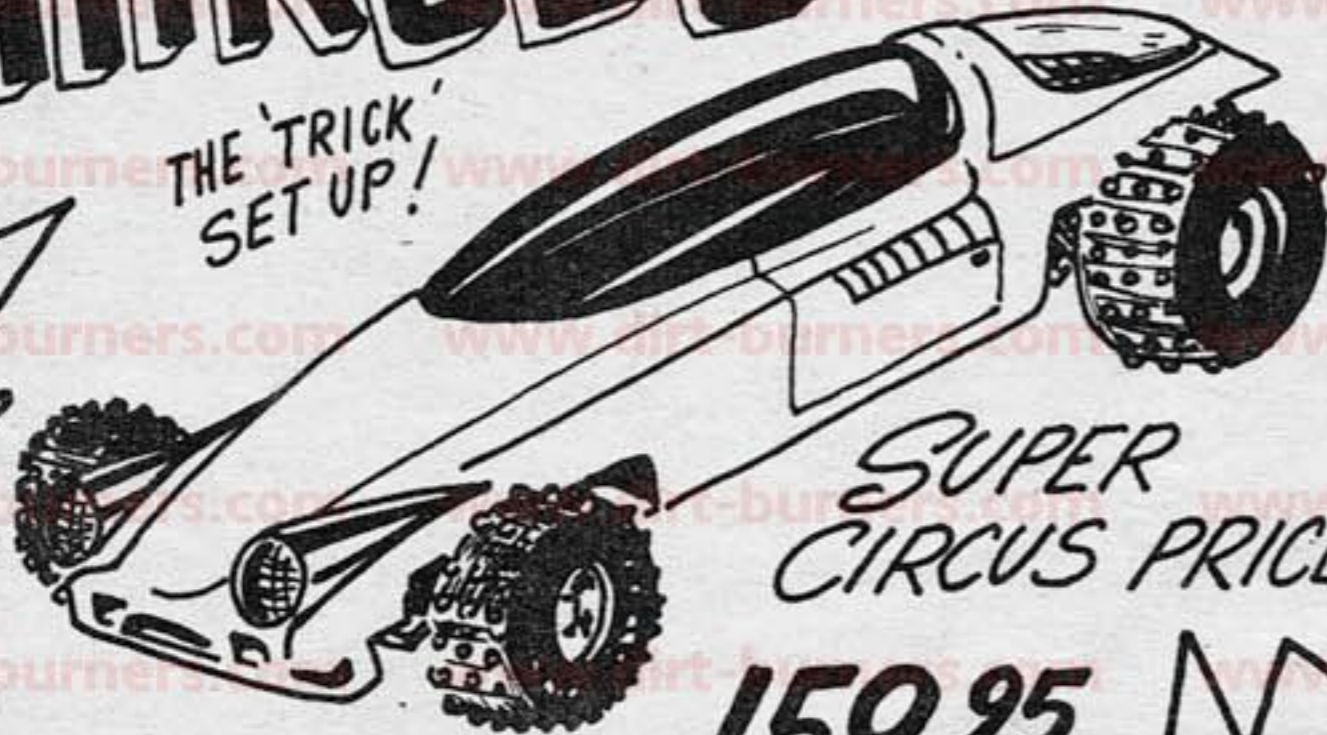
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Oh, Those Men and Their Flying Machines...



Mini-Port Site of Mega-Buck contest. Miniature R/C aircraft line the apron at R/C Model Airfield, site of the Eighth International Tournament of Champions, to be held in Las Vegas, November 7-11, 1984.

The 8th Internat Tournament of Champs at CIRCUS CIRCUS

LAS VEGAS, NV - The 8th International Tournament of Champions for remote control aerobatic aircraft pilots will take place in Las Vegas, NV on November 7-11, 1984. Sponsored by Circus Circus Hotel/Casino, a Las Vegas mid-strip resort, the prestigious event will offer prize money totaling \$125,000, the richest purse in the history of aeromodeling.

Twenty competitors - 10 from the United States and 10 from other nations - will be invited from among the World's top ranking radio control pilots. According to William G. Bennett, co-owner and Chairman of the Board of Circus Circus Hotels, Inc., selection criteria will include performance in the 1983 AMA Nationals Master Radio Control Pattern event, the 1983 Radio Control Aerobatics Team Selection Finals, the 1983 FAI World Championship, and the discretion of contest management.

Unlike traditional radio control pattern or aerobatic contests designed specifically for model aircraft, Tournament of Champions duplicates the full scale aerobatic competitions flown with manned aircraft. Contestants are required to perform Known Compulsory Programs, Unknown Compulsory Programs, and Free Programs.

Radio control (R/C) models are miniature engine-powered aircraft flown by remote control, and those used in the Tournament of Champions must be semi-scale replicas of full size aerobatic airplanes. The majority of 1982 Tournament of Champions pilots favored monoplanes or single-wing aircraft.

In hopes of bringing back the historical biplanes of the barnstorming era and of promoting a greater variety of aircraft types and flying styles, 1984 tourney rules have been changed to increase the flight scores of contestants flying biplanes by a factor of 10%.

Maneuvers are graded by an international panel of judges consisting of experts from the fields of both aeromodeling and manned flight. Each individual maneuver carries a universally recognized "degree of difficulty" factor, and flight programs are judged on originality, versatility, harmony and rhythm, and execution.

Site of competition is R/C Model Airfield in North Las Vegas Regional Park, a specially built facility complete with runways, aprons, judges pavillion, bleacher seating, and provisions for power and water. Spectators are invited free of charge, and refreshment and souvenirs are available throughout the contest.

Veteran aircraft builder and designer, Phil Kraft of Oceanside, California will serve as Contest Director, as he did in 1982. He is a former National Champion and former World Champion, best known to the International radio control fraternity as the founder of Kraft Systems, manufacturers of radio control equipment.

Inaugurated at Circus Circus in 1974, Tournament of Champions was the first competitive modeling event to offer substantial cash awards in addition to trophies and glory. The first year's purse

amounted to \$11,000, and the contest adhered to traditional R/C pattern standards.

Gradual evolution of the event toward simulation of full scale aerobatics attracted world wide interest and sparked a resurgence of excitement among modelers seeking new dimensions in their sport. To meet the demands of this full scale type flying, model aircraft builders were forced to develop a new degree of sophistication in basic design and in radio control technology. Piloting techniques have reached levels never before believed possible, and both novice and competitive pilots from around the world have reacted with marked enthusiasm for the new challenges.

Only one element of Tournament of Champions has remained unchanged throughout the years. Hanno Prettner of Austria, regarded by many authorities as the most phenomenal R/C pilot of all times, has captured first place in every TOC ever held. Despite changes in concepts, rules, procedures, and aircraft design, this young electrical engineer from Klagenfurt remains invincible.

For the world's greatest R/C pilots, the challenge presented by Prettner's iron grasp of the Tournament of Champions victory laurels will create a "do or die" approach to practice and preparation throughout the coming months. There is little doubt that the eyes of the aeromodeling world will be on Las Vegas for the 8th Tournament of Champions in November of 1984.

Mel Larson
VP Mktng/PR

- THE CONTESTANTS -

LAS VEGAS, NV - Top-ranking radio control aerobatic aircraft pilots from around the world have accepted invitations to compete in the Eighth International Tournament of Champions, Nov. 7-11, 1984, in Las Vegas, NV. Sponsored by Circus Circus Hotel/Casino, Las Vegas mid-strip resort, the \$125,000 event is the richest in the history of aeromodeling.

Seven-time Tournament of Champions winner and current world champion Hanno Prettner of Austria will defend his title against former world champion Wolfgang Matt of Liechtenstein, Canada's Ivan Kristensen, Gunter Hoppe and Werner Schweiker of West Germany, and Italian favorite, Benito Bertolani. Yochiro Akiba and Tsugutaka Yoshioko will represent Japan, and contest officials are still awaiting a reply from a third Japanese, Giichi Naruke.

United States contestants will be Tony Bonetti of Emerson, NJ; John Britt of Lee's Summit, Mo.; Dave Brown of Hamilton, Ohio; Doug Ferguson of Omaha, Neb.; Tony Frackowiak of Loveland, Ohio; Steve Helms of Pensacola, Fla.; Dean Koger of Papillion, Neb.; Steve Rojecki of Niceville, Fla.; Steve Stricker of Baltimore, Md.; and Dave Wilson of Fountain Valley, Calif.

Pascal Ardonceau and Pascal Malfait, both of France, have been invited to serve

as international alternates, with Jim Kimbro of Visalia, Calif. and Mike McConville of Pigsaw, Ohio, serving as United States alternates.

Contest director is veteran aircraft designer and builder, Phil Kraft, of Oceanside, Calif. Dr. Jim Edwards of New Albany, Miss., will head the judge's panel, assisted by Steve Nelson of San Diego, Calif.

Contestants were selected on the basis of performance in the 1983 AMA Nationals Master Radio Control Pattern event, the 1983 Radio Control Aerobatics Team selection finals, the 1983 FAI World Championship, and the discretion of the contest management.

Tournament of Champions first initiated the highly acclaimed concept of duplicating a full-scale manned aircraft aerobatic contest rather than flying maneuvers designed specifically for model aircraft. Contestants are required to perform Known Compulsory, Unknown Compulsory, and Free Programs, and they are graded according to the same standards applied to their full-scale counterparts.

Circus Circus Hotel/Casino is now accepting room reservations for the event. For further information, write to the Public Relations Dept., P.O. Box 14967, Las Vegas, Nev. 89114.

TWIN CITIES R/C CAR CLUB'S "ASPHALT FEVER"

MINNEAPOLIS, MINNESOTA

January 28, 1984

By 10:15 tech inspection was completed with 11 entries. The course at Ohm's Raceway was extremely fast due to a fresh coat of VHT that had been applied the day before. Our winner from the previous Saturday, Neil Youngren, who had really "put it together"; decided to bring out his new race machine, a Delta/Assoc. scratch car. It performed well until the car and batteries went in different directions.

Qualifying started with Norm Mead (Delta/Trinity), Tom Irvin (Delta/Delta) and Bob Black (Assoc./Assoc). Second group to qualify was Jeff Whitting (Assoc./Trinity), Ron Travis (Assoc./Reedy), and Barry Downs (Delta/Delta). Third group saw Neil Youngren (Assoc. Delta/Reedy), Glen Schultz (Assoc./Assoc.) and Todd Senear (Assoc./Reedy). Racing thrills would complete the day's qualifying of 150 laps.

The "C" main matched Don Block, who would later be disqualified for using a modified motor, Todd Senear and Glen Schultz. Glen and Todd thrilled the crowd with many changes in position. Don Block, with the extra speed, finished first but was disqualified and Todd, with a last minute pass on Glenn who had a couple of bad crashes, would move up.

The "B" main featured some fellows who had been driving well all day and the race was exciting with Barry Downs, Ron Travis, Tom Irvin and Todd Senear. Barry drove 50 laps to win with Tom Irvin, 46; Ron Travis, 44; and Todd Senear, 42. Ron had some problems toward the end of the race.

The "A" main had the fastest cars at the

starting line. Barry Downs had bumped up from the "B" main and now stood door-to-door with the entire R/CR Team when the flag came up. Norm Mead pulled out in the lead while the rest bumped Lexan. Jeff Whitting quickly demonstrated his abilities by moving past Norm on the outside of turn one. It was Norm holding Neil off by several turns until he got held up in traffic and Neil slid by. Meanwhile, Jeff was trying to make a getaway. Neil drew his sights on 1st place and caught up to Jeff causing an accident which Jeff lost on and the lead change was made. Norm and Barry were playing tag not far behind. Jeff regained the lead and the race finished out with Jeff Whitting, 50 laps; Neil Youngren, 49 laps; Norm Mead, 49 laps; and Barry Downs, 45 laps.

MINOT WINTERFEST - '84 Dakota Square - Northern Mini Racers Sponsors

FRIDAY: February 3, 1984. After much running around and getting things organized, the "Minnesota Connection" got on the road. The weather was sunny and warm. Our team consisted of four: Barry Downs, Tom Irvin, Jeff Whitting and Norm Mead. We had 3 Super Phasers and one Associated 121 #4016. As our team traveled up the highway to the north, the weather started to sour. However, with Tom Irvin at the wheel, the team managed to arrive in Fargo, our half-way point, for dinner. Afterwards a driver change was made. Taking over for Tom was Nasty Norm Mead. Many of you have seen Norm's driving on the track so you have some idea of what the

group was about to be in for. Realizing that after Fargo road conditions had changed for the better, Norm decided to make up a little time. None of the passengers seemed too nervous about this as no complaints were heard. After several hours of traveling 60-65 mph, the team was getting back on schedule and after many miles of dry highway the boys came over a hill, which are few and far between in the state of "Big Sky". There was ice as far as the eye could see. With the aid of some wind, the back of the car broke loose. Norm drove the car every which way but straight for the next 400 feet. Barry Downs, co-pilot at the time, made the announcement to, at this time, please extinguish all cigarettes and fasten seat belts. The back seat passengers, Tom and Jeff, wrestled for prime floor space. Barry's next words were, "Uh oh. We're going in." And they did. So there they were, in the middle of nowhere at 9:00 p.m. and up to the door handles in snow. Some dialogue took place about stringing "Nasty" up, but they couldn't find a tree. A lucky break for Norm who sat motionless behind the wheel making motor noises. Fortunately, a fellow of great character driving a big 4-wheel Ford stopped and pulled our team back up on the tar mac. There was some talk of changing drivers, but Norm managed to convince Jeff that he was going to get back up on the horse that threw him. The tire iron he was holding looked very convincing also. Nevertheless, after another hour Norm finally gave up his driving duty to Jeff who got the team safely into Minot at 2:30 a.m. After a half hour of "wrenching" our Team managed a 3 hour rest period before the controlled practice took place.

SATURDAY: Feb. 4 - At 6:00 a.m. room service called and four dazed racers stumbled around showering and charging batteries, finally arriving at the track about 30 minutes late.

Our Team had little time to dial in. In fact, Norm's first time on the track was his first qualifier on one of the most brutal courses we've seen in some time, possibly since Toro and the great immovable dog houses. The course was 50' X 18', and had a large center island surrounded by a guard rail the cars just loved to get stuck under. However, it kept corner marshall very busy, sometimes jumping over moving cars. The line was there somewhere, but driving in it was another story. The only way there would have been more accidents would have been to make the course a figure 8. After two qualifiers the Mini-Racers spent 2 hours teaching some Novice celebrities the art of R/C racing. We can't tell you who they were because celebrities change from area to area.

Some new faces were there and we were very glad we had the opportunity to meet the team from Saskatoon, Saskatchewan. Kelly McMeekin and Gary Lanzer are very well seasoned drivers and proved it the entire day. However, from now on we'll call them the "McKenzie Brothers Racing Team", eh? Or maybe the Lightning Fast McKenzies. Anyhow, these guys were good. We are hoping the McKenzies and all of the Minis will be able to attend the Raspberry in July.

Back to Racing. The crowd was excellent, about 4 to 5 deep around the track all

day long, and the Dakota Square is a beautiful mall. With the qualifying over, the mains were formed and we started with the "E" main and worked our way through the "A" main and the Beer Run. Rather than describe every race, we'll publish the results. We will also add at this time that our team lost the Beer Run. We were represented by Team R/CR, Norm and Jeff. They drove very well and if Norm's super diff hadn't loosened twice and lost a few laps, they might not have lost. Well, it was really no big deal, as buying the Minis' a few beers was our pleasure for inviting us to a truly fun event. We are hoping to get back up there sometime this year for a two day event as it would be nice to be awake and dialed in before qualifying starts.

SUNDAY Feb. 5 - By 9:00 p.m. our Team was home safely as Norm was not allowed to drive. Some conversation has taken place about the Midwest Indoor Championship, Easter Seals Benefit the end of March in Kansas City (the dates are March 31st and April 1st, so put those dates on your schedule). Kansas City is not a hard drive and sounds like most of the Minis will be going. The bond between our two clubs seems to grow with every challenge. Thanks again to the Minis for having us.

RESULTS OF THE MINOT WINTERFEST

A MAIN
Kelly McMeekin - Saskatoon, Canada
Chuck Mann - Minot
Gary Lanzer - Saskatoon, Canada
Rory Keehn - Minot
Jeff Whitting - Minneapolis

B MAIN
Jason McWetty - Minot
Ron Lemon - Minot
Tom Irvin - Minneapolis
L. McWetty - Minot
Paul Eckert - Minot

C MAIN
Norm Mead - Minneapolis
Al Blessing - Minot
Pat McWetty - Minot
Barry Downs - Minneapolis
Allen Blessing - Minot

D MAIN
Dave Chitwood - Minot
Tracy Burkhardt - Minot
Gary Richardson - Minot
Jim Hansen - Minot

E MAIN
William Pickett - Minot
Kyle Erickson - Minot
Becky Richardson - Minot

CELEBRITY TROPHY DASH
Gary Lanzer - Saskatoon
Chuck Mann - Minot

BEER RACE
Saskatoon
Minot
Minneapolis - buys beer

TQ
Rory Keehn - 91.8 min.

FEBRUARY 12, 1984 RACE

After a two-week break for some, once again Ohm's Race Park was alive with activity. Fourteen cars were there, tuned and ready to race. The qualifying passed with the usual three car heats. The track was dirty as no cleaning crew was there on Saturday. Traction was about the same between the white lines, while any travel off the track was greeted with a cloud of dust and it was very difficult to get back up on the good stuff. So the day went. The mains stacked up with Bobby Block, Don Block, Glen Schultz and Neergard-Kemp

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in the "C" main. Bobby, up to his usual tricks, managed a 5 lap lead over the second place car of Neergard-Kemp, followed by Glen Shultz, who somehow stayed in the action even though his chassis plate broke in the second qualifier, and Don Block, who wouldn't be a bad competitor if he'd just spend a little more time mounting the body as he spends out there racing his open chassis. Out of the "C" rose Bob Block to try his hand in the "B" main. The "B" main saw Barry Downs, Tom Irvin, Ken Juliot and Bob Block and it was a close race. Tom Irvin pulled off a one lap win over Barry Downs who was in the same lap with Kevin Juliot. Our "C" main winner, Bob Block, came in fourth.

The "A" main was a turn over with Team R/CR's Jeff Whitting TQ for the day, 44 laps in 8 min., Neil Youngren having great success with his new car and managing to be in the thick of things since the start of the winter season, then Norm Mead who's always somewhere near the top of qualifying and our "B" main winner, Tom Irvin, who was running a rocket stock motor against the top modified boys. The race was less than the usual. The R/CR boys just didn't drive well. Our TQ of the day with 44 laps, completed only 39 laps and made many mistakes including forgetting his wing, which he made a pit stop for. The only one to do worse was Norm who had no silicone left on his front tires and couldn't steer and seemed to be in everyone's way. Neil drove average to get 40 laps, two less than his day's average, and helping cause a couple of the many accidents. Team R/CR just couldn't get it together, but one guy did, Tom Irvin of Down's Racing. He drove nearly perfect, causing no accidents and improving his daily average of 38.5 laps to a 41 lap win in the "A" main. Not many have been able to do this, however, there's a first time for everything. A/F feels from looking at Sunday's lap counting for the three qualifiers and one main that the "competition gap" is closing fast. By summer season competition should be close and fast.

TCRCCC CLUB BANQUET

On February 18, 1984, the Club Banquet was held at the Hopkins House. Don Block, who headed the Awards Committee, was also the Master of Ceremonies. Awards were given after dinner. Don Grotz was awarded a trophy for his efforts in TCRCCC over the years, serving in every way possible. Neil Youngren was awarded the "Most Improved Driver"; Ron Travis, "Best Sportsmanship"; LaVon Armstrong, "Best Female Competitor"; Norm Mead, "Most Dedicated New Member"; and Barry Downs, "the Dealer of the Year". After the awards some club members danced and shared the evening. Congratulations to our award winners.

Winter points will be published next month. It looks like it's going to be close. We'd like to welcome Todd Senear to the A/F staff as Racing Statistics Specialist.

February 19, 1984

At this time we'd like to welcome the Gant Racing Team whom we forgot to introduce with last week's notes. The Gant Team features Pete Neergard and Dave Kemp. Pete, of course, is one of our 1/8th gas competitors during the summer season. Dave is an experienced slot car driver and builder. In fact, some of the racing parts that the Gant Team designed were used on one of the top National cars at last winter's Nats. So A/F is going to keep everyone posted on the progress of this promising team.

Qualifying started with Tom Irvin, winner

of the last "A" main, up against Kemp-Neergard and Todd Senear. Tom turned in 98 total laps; Pete-Dave, 89; and Todd, 84.

The second qualifier was Neil Youngren, who was matched against Kevin Juliot and Ron Travis. Neil was TQ for the day with 111 laps total, Kevin with 77 and Ron Travis, 53.

Third qualifier was Norm Mead with 99 total laps; Barry Downs, 103; and Glen Schultz, a new driver doing very well with 96.

The "C" main featured Todd Senear in the pole position, Kevin Juliot second seated, Ron Travis, 3rd and Dave Kemp, 4th. Dave and Kevin retired on lap 15, leaving Ron and Todd to battle for the win and with the opportunity to "bump up". Ron-

nie pulled it off with 53 laps over Todd's 52, a very close race.

The "B" main featured Tom Irvin in pole; Glen Schultz, second; and Pete Neergard, in his second electric race, third; with Ronnie sitting in fourth position as the "bump" car. Tom and Ronnie dominated as the race went on, spending the entire 8 minutes on the same lap. Tom led the entire way to give the lead to Ronnie once for a lap or so. Tom won with 52 total laps followed by Ron also with 52; Glen, third with 47; and Pete, fourth with 45 laps. Tom Irvin would be the bump into the "A" main for the second week in a row.

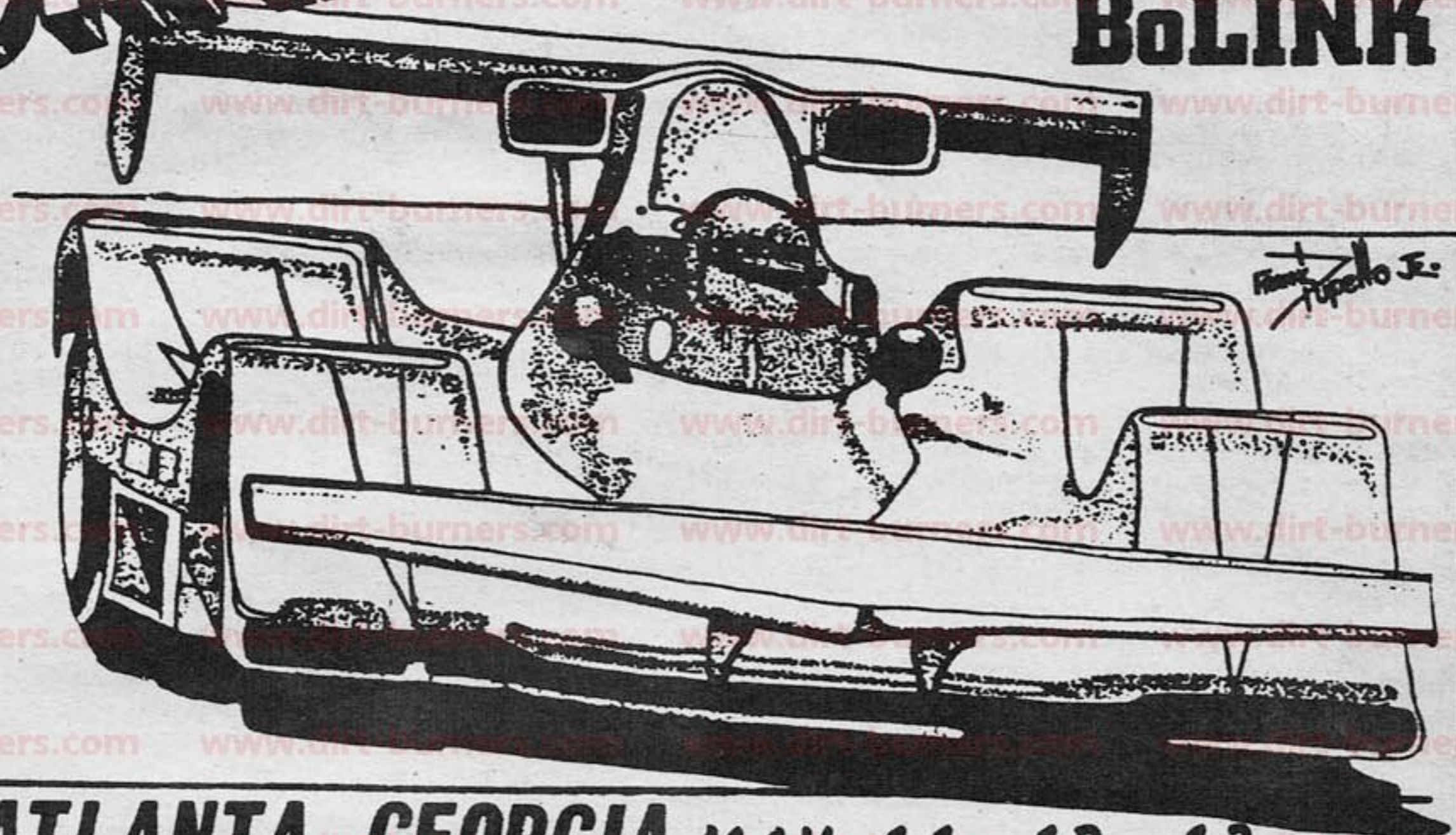
The "A" main had Neil Youngren TQ in pole, Barry Downs in second, Norm Mead in third, and last week's winner, Tom Irvin,

in fourth. Needless to say, this looked like it would be very fast, and it was fast and clean because very few passes were made (everyone was on the same lap for about 6 minutes). Norm retired his second place position to Tom Irvin because of mechanical problems. Tom never caught our winner Neil, who had 55 laps total. Tom finished with 54 laps as did Barry Downs. Norm retired with 41.

The racing in general was excellent. The difference between the "A" and "C" main winners was 18.6 seconds in 8 minutes. We'd say that was pretty close racing.

A/F

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NEW JERSEY'S 4-CELL CHAMPS POINTS RACE

CLUB NEWS

Still no word on our bid for the 1984 4 Cell Nats. No other club has bid on the race so we are still in the running to hold the race.

Our March 4th race is changed to March 3rd and will be held at the Colonial Fire House Hall in Trenton N. J. It will be an oval for GN and ASA bodies.

Our March 18th race will probably be held in the Flemington Mall instead of the K of C for ASA and GN bodies again. More info will be available at the March 3rd race. If you are in doubt call BIR or Glen Mac.

These two races will be showcases for our hobby. Please, everyone be on your best behavior. We can benefit greatly if we put on a professional show for the spectators and possible racers.

For the buggy racers - when you come to race at our indoor site, please clean the dirt and sand off your cars. It is making the carpet slippery and making the road cars a mess. We would appreciate it if you would use sponge tires instead of paddle or knobby tires as they are loosening the mat of the carpet and causing fuzzy build-up on the cars.

We have arranged a 6 cell summer schedule. At this point it looks like we will be racing at the New Market Fire House location with road cars. The oval dirt site at Flemington will start up near the end of May.

REPORT OF RACE #6

I am getting tired of reporting the same names as the winners of the races. The same names - Mark Gibbons, Mike Cominski and Tony P. Let's go guys and get some new names in the winner's circle.

Mark handily won the Novice class by 2 laps over Steve Nielsen. Considering this was Steve's second race, Mark had better watch out. Steve is just returning to the wars after many years of retirement. Little Billy Pollock returned this week and got his act together for the main and finished third.

Mike Cominski returned from knee surgery this week to TQ and win the Amateur "A" main. Dr. Bill Puglisi finished second to increase his point lead in the Amateur division. Joe Jones, the President of LIMRA club, used a club rental motor to finish third. The "B" main was won by Long Islander, John Kelly.

It was the usual story in the Expert Stock "A" main as Tony P. TQ'd and won. It was good to see Ken Jecas finally get some horsepower out of his stock motor to finish second. "BIG" Steve Ludlum was third.

Modified was Tony P. again, doing 51 laps to win by one over Glen Mac. Mike Cominski drove an excellent race to finish third. The "B" main was won by Ken Jecas when he was finally able to run for 8 minutes and turned 49 laps. John Kelly had a good day with his second win of the day as he won the "C" main.

Roblay ran away with the buggy race. He used his "cheapie" car to win over the highly modified cars of LG and Bob Mihlon. LG was able to finish second, with Garret Dandrea taking third.

REPORT OF RACE #7

Ah, new names in the winner's circle finally. This was the week for a new win-

ner in every class.

Dave Kovacs was able to get his racer back in the winner's circle in the Novice class. Dave was really flying and won by 4 laps over Steve Nielsen.

Bob Mihlon finally was able to put his car in the winner's circle as he won the Amateur "A" main over Dr. Puglisi. Bill gets better each week and it looks like he will win the Amateur division if he keeps it up. Frank Ciriulli finished third.

Glen Mac found a way to stop Tony P. in Expert Stock and Modified - steal his radio. Tony's Kraft transmitter was stolen from the shop at BIR and he tried to use a new Futaba Magnum. The radio was useless as it got hit by every transmitter in the building. It's a shame that his radio was stolen because it is useless to anyone else. Tony had modified his radio and it will be recognized in an instant. With Tony out of the way, Mac dominated the racing as he TQ'd and won the Expert "A" main. Impatient Steve Ludlum was second. Steve blew his chance of winning when he tried to bully Mac out of the way. He definitely had more horsepower. Steve learned a valuable lesson this week - have patience. Antonio Miranda, with his water dipped stock motor, was third. Bob Person returned after a 1 year retirement to win the "B" main. It's good to see Bob back.

Mac dominated the modified class as well as he TQ'd and won the "A" main. John Raymond was second and "BIG" Steve was third. Dr. Bill had his car flying in the "B" main and won by 1/2 lap over Frank Ciriulli. Tom Rudy was third. This was the most exciting race of the day. Frank led for 7 1/2 minutes. Every time the Dr. would go for the lead, he would get stuck on the boards and lose 1/2 lap, only to have to make the ground up again. Tom was right behind the entire time waiting for one of them to make a fatal mistake. Steve Nielsen was able to win the "C" main over Tom Moyer and Victor Dovale. Tom drove in from Pa. to race and Victor, who is visiting Antonio, hails from Portugal.

Jim Damerall put a BoLink digger together to run away with the buggy race. Previously undefeated Jim "Bigfoot" Doyle was second.

For those interested in where they stand in the 4 cell Championship Points race, here are the standings as of Race #7:

RESULTS

NOVICE

1. M. Gibbons...(6)587
2. J. Junger...(6)567
3. D. Kovacs...(4)390
4. S. Nielsen...(2)190
5. J. Hirschfeld...(2)182

AMATEUR

1. B. Puglisi...(7)650
2. S. Szalus...(7)596
3. T. Rudy...(7)578
4. F. Ciriulli...(6)526
5. Ace Lane...(5)452
6. M. Cominski...(4)399
7. Don Smith...(4)381
8. B. Mihlon...(4)360
9. J. Bodine...(4)352

EXPERT

1. Tony P....(7)687
2. J. Damerall...(7)627
3. Glen Mac...(6)543
4. J. Raymond...(6)533
5. B. Bernhard...(6)524
6. Ken Jecas...(5)447
7. S. Ludlum...(4)369
8. A. Miranda...(4)346

MODIFIED

1. Tony P....(7)627
2. J. Damerall...(7)573
3. J. Raymond...(6)572
4. Glen Mac...(6)558
5. B. Puglisi...(7)536
6. B. Bernhard...(6)530
7. S. Szalus...(7)490
8. T. Rudy...(6)444
9. Ken Jecas...(5)426
10. M. Gibbons...(6)412

BUGGIES

1. LG...(3)282
2. B. Mihlon...(3)280
3. Roblay...(3)276
4. S. Lemley...(2)176
5. G. Dandrea...(2)172

RESULTS OF RACE #6

NOVICE

A MAIN

1. M. Gibbons...38
2. S. Nielsen...36
3. B. Pollack...29

AMATEUR

A MAIN

1. M. Cominski...49
2. Dr. B. Puglisi...47
3. Joe Jones...47
4. Ace Lane...45
5. S. Szalus...44
6. B. Mihlon...DNS

B MAIN

1. J. Kelly...41
2. M. Gibbons...38
3. S. Nielsen...36
4. B. Pollock...29
5. J. Junger...23
6. T. Rudy...DNS

EXPERT

A MAIN

1. Tony P....49
2. Ken Jecas...48
3. S. Ludlum...48
4. J. Raymond...48
5. J. Damerall...48
6. Glen Mac...47

B MAIN

1. A. Miranda
2. B. Bernhard

MODIFIED

A MAIN

1. Tony P....51
2. Glen Mac...50
3. M. Cominski...49
4. J. Raymond...49
5. J. Doyle...48
6. B. Bernhard...48

B MAIN

1. Ken Jecas...49
2. A. Miranda...48
3. S. Lemley...47
4. Dr. B. Puglisi...46
5. J. Junger...46
6. T. Rudy...28

C MAIN

1. John Kelly...42
2. S. Szalus...38
3. J. Junger...31
4. S. Nielsen...30
5. Ace Lane...27
6. M. Gibbons...6

BUGGIES

1. Roblay...28
2. L.G...27
3. G. Dandrea...24
4. B. Mihlon...17

5. S. Lemley...16

CONCOURS

1. Ace Lane
2. B. Bernhard
3. B. Mihlon

RESULTS OF RACE #7

NOVICE

A MAIN

1. D. Kovac...36
2. S. Nielsen...32

AMATEUR

A MAIN

1. B. Mihlon...44
2. Dr. B. Puglisi...43
3. F. Ciriulli...43
4. S. Szalus...37
5. D. Kovac...36
6. T. Moyer...36

B MAIN

1. Ace Lane...40
2. V. Dovale...34
3. S. Nielsen...32
4. T. Rudy...30

EXPERT

A MAIN

1. Glen Mac...49
2. S. Lemley...49
3. A. Miranda...49
4. J. Doyle...46
5. J. Raymond...45
6. T. Riedel...45

B MAIN:

1. B. Person...DNS
2. Ken Jecas...DNS
3. Tony P...DNS

MODIFIED

A MAIN

1. Glen Mac...49
2. J. Raymond...48
3. S. Lemley...46
4. J. Doyle...45
5. T. Riedel...42
6. A. Miranda...41

B MAIN

1. Dr. B. Puglisi...45
2. F. Ciriulli...45
3. T. Rudy...44
4. Ace Lane...13
5. B. Person...6
6. Ken Jecas...DNS

C MAIN

1. S. Nielsen...34
2. T. Moyer...31
3. V. Dovale...13
4. S. Szalus...DNS

BUGGIES

A MAIN

1. J. Damerall...32
2. J. Doyle...31
3. LG...25
4. B. Mihlon...17
5. S. Lemley...17
6. Roblay...1

B MAIN

1. B. Doyle...18
2. Jim...13
3. G. Dandrea...11

CONCOURS

1. S. Szalus
2. Ace Lane
3. Dr. B. Puglisi

T.Q. HOBBIES

Where the racing never stops!

Harbor City, California

By B.B.

The past few months have been filled with club races and the weather has been on our side for a change. As usual there has been a much larger turn out for the Off-Road races held on Friday nights than for the On-Road races which are on the first & second Sunday of each month.

All of us are in hopes that this will change with Spring approaching and the start of

the So. Cal. Series. But as of yet, no one has set up the race schedule for the upcoming season.

As many of our current racers know the track layout at T.Q. HOBBIES quite well, we've decided to change it in hopes of slowing down some of the "hot dogs". It also requires a little more driving skill to maintain a high number of laps. In most cases the number of laps has declined by 9 laps in Modified.

The off road course brings out a large

number of new Stock entries. Because of this fact we are now giving Stock trophies thru the "E" Mains.

It looks like by this summer we will have the funds required to purchase our own scoring computer with the self counting feature. With any luck at all we should receive it in time for our first anniversary combo race to be held the first weekend in July.

Now let's get on with some of the racing results for the past few weeks:

<p>1/12 SCALE ON ROAD FEB. 5, 1984</p> <p>PRODUCTION "A" MAIN 1- HENRY KWANHAZ, 2- PHILIP PAULING, 3- STEVE BREEDLOVE, 4- STAN FUJII, 5- ANDY ANDERSON, 6- ERIC O'BRIEN</p> <p>PRODUCTION "B" MAIN 1- C. WRIGHT, 2- GLENN BRONNER, 3- MARTY B., 4- ARNOLD SANDI, 5- STEVE BLACKBURN</p> <p>STOCK "A" MAIN 1- TROY BLANTON, 2- J. DOHERTY, 3- MACE MOROWITZ, 4- FRED HONHART, 5- RICH CLEARLY, 6- ALLEN MAIR, 7- JIM STURGES</p> <p>STOCK "B" MAIN 1- JAMES ARNOLD, 2- STEVEN BREEDLOVE, 3- JOHN GRAHAM, 4- KEVIN SKAVDAHL, 5- TOM UTTS, 6- CHUCK B.</p> <p>MODIFIED "A" MAIN 1- TIM NEJA, 2- SHAWN IRELAND, 3- MILES COOK, 4- RICK HONHART, 5- TIM COPP, 6- TROY BLANTON, 7- BRIAN RUSH, 8- MEL EDRALIN, 8- SONNY CUMMINGS</p> <p>MODIFIED "B" MAIN 1- TOD STRAIN, 2- RANDY HUNTER, 3- LUCAS, 4- GREG POORE, 5- CORY BARANA, 6- CHUCK COTTEN, 7- GREG HERNANDEZ, 8- JAMES ARNOLD</p>	<p>1/12 SCALE ON ROAD FEB. 12, 1984</p> <p>PRODUCTION "A" MAIN 1- STEVEN BREEDLOVE, 2- RICHARD PANGANIBAN, 3- ANDY ANDERSON, 4- DAN CHARLES, 5- ANDY CUMMINGS, 6- MARTY COTTELL, 7- DANNY THOMPSON 11.</p> <p>STOCK "A" MAIN 1- SONNY CUMMINGS, 2- HENRY KWANHAZ, 3- FRED HONHART, 4- MEL EDRALIN, 5- TARA BELAIR, 6- JONATHAN HOLMAN, 7- RICH CLEARLY, 8- FERNANDO BELAIR, 9- BILL SCHAFFER.</p> <p>STOCK "B" MAIN 1- JIM NEJA, 2- JIM STURGES, 3- DENNIS ARIGA, 4- ED VAN HORNE, 5- PHILIP PAULING, 6- STEVEN BREEDLOVE, 7- BOB SCHATZ, 8- ALLEN MAIR</p> <p>MODIFIED "A" MAIN 1- FRANK KILLAM, 2- RICH HONHART, 3- BRUCE HICKMAN, 4- STEVE HICKMAN, 5- BIG JIM GREENMAYER, 6- JAY KIMBROUGH, 7- MATT AZZARA, 8- DONN RICE, 9- SHAWN IRELAND</p> <p>MODIFIED "B" MAIN 1- JIM BUSBY, 2- RICK BASHFORD, 3- LUCAS GARNEAU, 4- RANDY HUNTER, 5- CHUCK COTTEN, 6- JERRY CASE, 7- DANNY THOMPSON, 8- GREG POORE</p>	<p>1/18 SCALE OFF ROAD FEB. 10, 1984</p> <p>STOCK "A" MAIN 1- JOHN VILLARREAL, 2- GREG HOLMES, 3- ROY COE, 4- DAVE DRAGER, 5- PAT CIRIELLI, 6- MORRIS ZENLICKA, 7- JACK GRATTAN, 8- BILL SCHAFFER.</p> <p>STOCK "B" MAIN 1- BOB TABARANG, 2- JIM STRADER, 3- GARY GONZALES, 4- GEORGE SANDER, 5- TIM HIPSHEN, 6- RANDY LEIVAS</p> <p>STOCK "C" MAIN 1- JOEY GISH, 2- GREG STAPLETON, 3- JERRY BARKER, 4- JEFF CRANE, 5- BILL STEINBACH, 6- TERRY LATHAM, 7- JIM CRANE</p> <p>STOCK "D" MAIN 1- CHERRON ANDERSON, 2- RICHARD BURKITT, 3- KAY LATHAM, 4- KAREN STRADER, 5- DAN CROSTIC, 6- DOTTI WILSON, 7- CHRIS KREUTZ</p> <p>STOCK "E" MAIN 1- SUE BURKITT, 2- BOB CLYMER, 3- JOHN VIRGILIO, 4- TODD OLIVARES, 5- MATTHEW BILDEAN, 6- SCOTT STODDART.</p> <p>MODIFIED "A" MAIN 1- JIM BROPHY, 2- ANDY ANDERSON, 3- CHARLES SUIT, 4- RON BECHARD, 5- FRED SACHS.</p>	<p>1/18 SCALE OFF ROAD FEB. 17, 1984</p> <p>STOCK "A" MAIN 1- JOHN VILLARREAL, 2- PAT CIRIELLI, 3- GREG HOLMES, 4- JOEY GISH, 5- DAN CROSTIC, 6- ROY COE.</p> <p>STOCK "B" MAIN 1- BOB TABARANG, 2- BILL STEINBACH, 3- STEVE GREENE, 4- GARY GONZALES, 5- JIM STRADER, 6- TOM HIPSHER.</p> <p>STOCK "C" MAIN 1- CRAIG MELLOR, 2- CHRIS WIRTH, 3- RUDY ESQUEDA, 4- SCOTT STODDART, 5- KAY LATHAM, 6- KEVIN FUKAGAWA.</p> <p>STOCK "D" MAIN 1- BRANDON MONTE, 2- JACK DIUSKOVICH, 3- SHANE, 4- TERRY LATHAM, 5- JACK TRIPP, 6- BOB CLYMER, 7- ANTHONY VALADEZ.</p> <p>STOCK "A" MAIN 1- JOHN VILLARREAL, 2- GEORGE PASSIDANS, 3- RON ROSSETTI, 4- JOEY GISH, 5- GARY GONZALES, 6- CHERRON ANDERSON, 7- GREG HOLMES.</p> <p>STOCK "B" MAIN 1- BOB TABARANG, 2- FRED WENSTAFF, 3- RUDY ESQUERA, 4- JIM CRANE, 5- ROY COE, 6- TOM HIPSHER.</p> <p>STOCK "C" MAIN 1- DAN CROSTIC, 2- JIM STRADER, 3- CRAIG MELLOR, 4- JACK DRUSKOVICH, 5- SCOTT STODDART, 6- BILL STEINBACH, 7- MIKE CALLAHAN.</p> <p>STOCK "D" MAIN 1- GREG STAPLETON, 2- JEFF CRANE, 3- BRAD RENOULT, 4- KAY LATHAM, 5- JACK TRIPP, 6- KAREN STRADER, 7- JOHN VIRGILIO.</p> <p>STOCK "E" MAIN 1- GARY BROUSSEAU, 2- TODD OLIVARES, 3- DOUG RENOULT, 4- JOHN LAKIS, 5- TERRY LATHAM.</p> <p>MODIFIED "A" MAIN 1- DOUG HEADONS, 2- CHARLES SUIT, 3- ALLEN MAIR, 4- RON BECHARD, 5- ANDY ANDERSON, 6- MIKE SUIT, 7- JAMES JAY, 8- STEVE FRENCH.</p> <p>OPEN "A" MAIN 1- RANDY TENTSCHARD, 2- GUY DADNEY, 3- RON BECHARD, 4- DENNIS TAYLOR, 5- BRANDY DREIFUS, 6- HOWARD KINKADE, 7- GIL LOSI SR., 8- JAY HALSET.</p>
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R/C RACING NEWS - Page 45 - April 1984

T. Q. HOBBIES and RACEWAY

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

"LIGHT MAKES IT 2 STRAIGHT"

Tulsa's Annual World of Wheels

Story by Ken Seratte

Tulsa, OK
February 10-12, 1984

In spite of a bad start and terrible traffic, Bob Light of Oklahoma City won his second straight World of Wheels title in Tulsa, OK, February 10-12. Light, driving his Trinity sponsored Delta car, overcame a second lap wreck, which placed him in last place, to coast to victory with a more than one lap advantage.

Light's victory on the 24'x50' six cell

carpet track came as little surprise, as he dominated the four minute qualifying heats. Of the 11 rounds of qualifying, only his last would not have placed him in the "A" main, and that was due to a servo problem!

While Light was impressing everyone, the other 51 drivers thrashed to make the "A". Friday night had three rounds of qualifying, with the qualifying being based on laps/sections (a total of 17 sections, 10' each). Light broke 29 laps twice, his best being 29.5. No other driver reached 28 that evening, but two aces from Ft. Smith, Ark. had not raced.

Saturday was to be made up of two sessions with three rounds each. Vince Allison of Ft. Smith made it for the earlier one and blistered the track early in the first round with a 29.15 count. Light countered that same round with 29.17, just three feet short of 30 laps. This would turn out to be the

best round for each of these drivers.

By the end of the session, more and more drivers had gotten the hang of things. Four drivers, Steve Salisbury of OKC, Calvin Wade, Dave Cole and Ken Seratte, all from Tulsa, broke the 28 lap barrier.

The second session had promised to be much tougher as the last Ft. Smith flyer, Shelby Dillard, finally arrived. By the end of this session there had been 11 drivers breaking the 28 lap barrier, many of them more than once. However, no one else would join the two drivers with 29 laps and Bob remained on top.

Sunday would see two rounds of qualifying followed by the Concours event and then the Mains. During these rounds very few positions changed. However, Tulsa Calvin Wade drove his Parma car to a 29.7 finish to join Allison and Light as the only 29 lappers for the event.

While the mains were being set up, concours was being held. Charles Hibberts of Tulsa took top honors, closely contested by, that's right, Charles Hibberts. Officially, second place went to Dave Judkins of Tulsa, but Dave was running a beautiful body painted by Charles.

The mains were set up with seven cars in each except for the "B" main, which had eight. Additionally, an eighth car, the fastest from all the lower mains, would move into the "A". Because of this move up, the "B" and "C" mains would be run first.

The "B" main was a very exciting race, and a three way battle for the most part. Steve Cross of Ft. Smith battled Tom Tapp and John Cason of Tulsa until the six minute mark, when Tapp's car broke. Cross and Cason battled until Cason's car began to dump with a few seconds remaining. Steve won the race with a count of 53.5 to John's second place effort of 52.10. Dave Cole of Tulsa finished third with 52.0.

The "C" main would probably see the last chance for anyone to seriously try to make the "A" main. George Hamor of OKC looked very serious during the early portions of the main. But wrecks and batteries took their toll as Mark Blacketter of Tulsa got by for the win in 51.11 to Hamor's time of 51.7. James Warren of Tulsa was third with 49.11. There was also one other racer to note in the main. Clint Kearney of the Tulsa club won a special award with his time of 46.7 as the fastest main time turned by a four cell car.

The "G" main was next, with new driver Robert Shoemaker winning in 37.10. The "F" main was won by three laps as Bob Brummett turned in a 43.7 time.

The "E" main was won by young Dave Wilkerson's 46.5. Jimmy Miller won the "D" in 46.7, besting Mark Johnston's four cell car at 45.6.

The "A" main was next, with Steve Cross moving up from the "B" main to be the eighth qualifier. Light jumped to the lead, but saw it vanish as several cars wrecked on the second lap. Jeff Jackson of OKC took the lead, and built it to half a lap as all the other cars continued to bump fenders.

However, Jackson was soon swept away with the continuing series of wrecks. Light broke free from the other cars at about the two minute mark, then broke the race open. He drove a brilliant race for the last six minutes. He drew applause from the crowd as he somehow managed to pass four cars in the span of 15' and two corners! Bob won the race easily with a time of 58 laps flat. The Ft. Smith duo of Dillard and Allison followed with 54.8 and 53.7 respectively.

Congrats must go to all the winners, and a word of praise should be given to the volunteer lap counters and callers who did a fine job, and especially to Calvin Wade who directed the race (as well as making the "A" main).

Below is a listing of the finishing order of the "A" main, followed by their qualifying orders.

1. Bob Light...56.0/29.17 (1st) (Trinity/Delta)
2. Shelby Dillard...54.8/28.15 (6th) (Reedy/Assoc)
3. Vince Allison...53.7/29.15 (2nd) (Delta/Delta)
4. Skip Starky...52.12/28.13 (7th) (Trinity & Checkpoint/Delta)
5. Steve Cross...51.4/28.9 (9th) (Checkpoint/Scratch) (53.5 to move up)
6. Jeff Jackson...50.14/28.16 (4th) (None listed/Jomac)
7. John Anderson...49.11/28.15 (5th) (Trinity/BoLink)
8. Calvin Wade...48.16/29.7 (3rd) (Parma/Parma)

RCAR

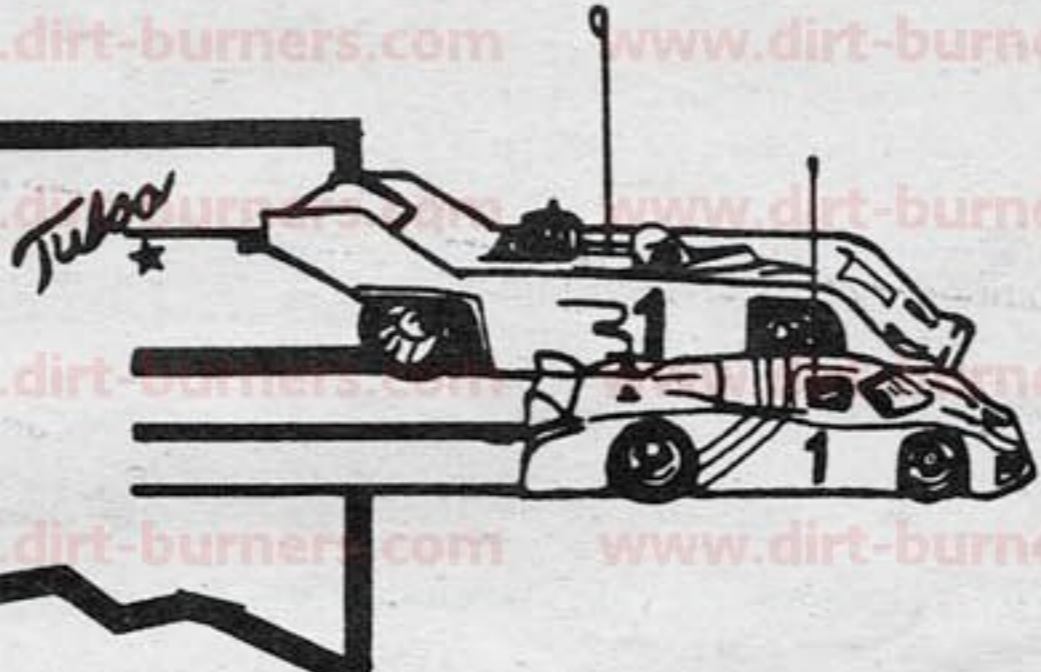
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Presents

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Sponsored by Novak Electronics, Associated Electronics, Delta Mfg. Corp., and Action Hobbies of Tulsa.

1/12 scale racers, come join some of the fastest drivers in America tune up for the World Championship race on the World Championship Track.

Team Trinity including Joel Johnson and Bob Light
Team Associated including Ralph Burch
Team Delta and many others

WHERE: Tulsa State Fairgrounds
21st and Yale
Tulsa, Oklahoma
WHEN: April 26, 27, 28 & 29

ROAR SANCTIONED AND 1984 ROAR RULES will apply with the following exceptions:
6 cell on carpet
No minimum tire size
All motors are legal as long as they stay within the 60.00 limit

G.T. or CAN AM Body Style required

4 minute qualifying
8 minute Mains

Everybody runs a main

Trophies first three places in all mains

Concourse judging will be held with three place trophies.

Plenty of 110 available. BYOT ([Bring Your Own Table])

RCAR of Tulsa can arrange for free lodging for the first thirty entrants. For a motel room at \$20.00 per night, contact Calvin Wade before April 15, 1984.

RACE SCHEDULE: April 26 - Open Practice 9 am until 10 pm
April 27 - Open practice 9 am until 6:45 pm
Three rounds of Qualifying starting at 7 pm
April 28 - Three rounds of Qualifying starting at 11 am
Three rounds of Qualifying starting at 7 pm
April 29 - One round of Qualifying starting at 9 am
Features will start at 1:00 pm

ENTRY FEE: Pre-registration by April 15 - \$20.00
Late registration - \$25.00

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FOR MORE INFORMATION CONTACT CALVIN WADE 918-438-7982

IFMAR News...

Report by Ted Longshaw

February 20, 1984

Whatever happened to Ted Longshaw now that he's no longer President of EFRA? Well, he's alive and well and living in peace in rural England - and still President of IFMAR. What then of I.C. R/C racing? Sanity is slowly returning! All IFMAR members, except Italy, have now accepted that the decisions taken democratically must be observed if the hobby is to survive. I understand that the Italian Federation will meet later this month and then they too will accept the decision of the majority, but point out that they will never agree with what was done. At least now we can start the '84 season with that argument finished.

Many of you have asked about the court case brought by Carnoux against Poupaert and myself. The situation is that we have given our answers to the allegations to our lawyer in Paris, but the case has still not reached the Courts.

What else has happened internationally? At least two very important events! One, at the Nuremberg Trade Fair, 4 european manufacturers sat down together around a table for discussions for the first time. Although nothing is at the moment signed and settled, general agreement was reached between S.G., P.B., Serpent and Mantua to form a constructors' association. This is something EFRA has suggested many times over the years, because quite obviously a manufacturers' representative, speaking for the manufacturers, can only be a help to any discussions regarding rule changes, etc.

The manufacturers will make known what they intend to do, but all of them agree that they would be better off working together to promote the hobby than working against each other trying to produce large sponsored teams and foster what was becoming an unhappy atmosphere. They have plans, I believe, for putting money into sponsoring races where the maximum publicity for the hobby can be obtained. Concentrating on getting R/C cars to the general public instead of poaching one another's customers that have already bought cars. All this is like a breath of fresh air to me, and I hope that their good ideas all reach fruition.

The second important point follows directly on from what I have just written. Last weekend in Paris, I went to an indoor race at the Paris Sporting Car and Kart Show. The Promoter of the show had laid an asphalt surface on heavy paper (to protect the floors) inside one of the exhibition

halls. With a 70 meter straight and a 15/16 'second lap time, racing took place throughout the 9 days of the Exhibition. Off road races too, with suitable obstacles introduced. The result was that some 50-60,000 people, most of whom were motor sport enthusiasts, watched the cars. How many new drivers it attracted will not be known for a while, but certainly the French Federation, which already has one full time Secretary, is thinking of increasing its permanent staff.

This French Federation is part of the full size Motor Sport Association and as such, takes part in its activities, and benefits enormously from its influence. Probably the most significant part of the racing in Paris was the official EFRA testing of the Dutch Auto Lap Counting System. This worked faultlessly throughout the racing, all cars were timed to 1/100th of a second and the crew of manual lap counters who were there checking in case of a breakdown were not called on at any time. The beauty of the system is that anyone can operate it after 3 minutes' instruction. You do not have to be a computer boffin. The system itself attracted a lot of interest from the Karting fraternity and for sure another member of the Bervoets family is on his way into a successful business.

This system (or its equivalent) must be used at ALL important races from now on. It completely eliminates the main cause of disagreement at all race meetings.

What of the next 1/8 World Championship? I can tell you they will be in 1985 in Japan, but that is about all. Conversations with Naomi Tomita convinced me that all will be well, but we still have no firm dates or site, etc. The 1/12 World Championship in Denmark this year is well advanced and an International race will shortly be held to test all the facilities. They too will need Auto Lap Counting. It's the only way to go!

The new President of IFMAR seems to be settling down to his task well. It is a tremendous job trying to weld 15 different nationalities into a harmonious whole. But I believe that everyone now realizes that for R/C racing to go forward, the petty nationalistic arguing must stop.

Joe Sullivan, the President of ROAR, now has a new address: - 11999 Plano Rd., Suite 140, Dallas, TX 75243, USA.

FEMCA is holding an open Far East Race on April 20-22 in Jakarta. It is a new circuit and entries, which must be submitted through your National Association, should be sent to: A.R.C.M.I., WISMAR SAWAH BESAR 9TH FLOOR, JL. SUKARJO WIRYOPRANOTO 30-36, JAKARTA PUSAT, INDONESIA.

TELEPHONE:- 371843

TELEX:- 45775 BTRIS 1A.

Indonesia is a wonderful place with very friendly people. If you go, you will have a good time.

Looking forward to hearing from some of you out there. Good wishes,
Ted Longshaw
President, IFMAR

CAPITAL AUTO RACERS News...

Report by Gene Bush
Sacramento, CA

February 18th dawned a beautiful day for the 5th annual Sacramento SPORTS and BOAT SHOW CAN*AM road race, a two day event of 1/8th gas cars hosted by C.A.R. of Sacramento.

The Sports and Boat Show sponsored the trophies for the race, and also provided a large crowd of spectators for the hobby. Close to thirty thousand people each day observed some very good racing in both the Super Stock class and Open class.

Both days were shirt sleeve weather for spectators and drivers alike, with some drivers and scorekeepers going home with a sunburn. (This last comment is for the mid-West and Eastern drivers.)

Following Saturday's three qualifying heats of each class, the 20 lap sprints were held. Jeff Hollfelder of Castro Valley won the Super Stock sprint. Craig Jordan of Antioch won the Open sprint. And this writer

was told off. I was announcing, and I guess I dropped the word "lucky". Later Craig said, "What do you mean lucky?" I knew he had his car apart three times before the sprint, so it was truly hard work and a superb job of driving that put him in the winner's circle.

Sunday, after two qualifying heats, the mains of 60 laps got underway. The drivers were racing for both the beautiful trophies and season points.

The Super Stock was won by Jeff Hollfelder, John Keller of Sacramento took second place, and John Ridge of Rancho Cordova had third place.

In the Open Class main, Ron Williams from Concord took the very exciting first place. Darrell Lawley of Stockton dropped a gear while in the lead, on the 58th lap, and held on to finish there. Craig Jordan led for much of the race, then had to go into the pits. He got back out in time to take a 3rd place finish.

It is difficult, for this writer to describe the weather, the crowd's enthusiasm, the flawless race program, the excitement of each qualifying heat and the mains, but it was all there in its greatest proportions.

We hope to see every driver, and others, again at our 6th Annual Sports and Boat Show race in 1985 on the Presidents' Birthday Weekend.

Gene Bush

TEAM CHECKPOINT CHECKPOINT WINS WESTERN WINTERNATIONALS

FRANK KILLAM - TQ, 1st "A" Main - Expert
TOD STRAIN - 2nd "A" Main - Expert



SOON TO BE RELEASED:

The Stage V Modular Mabuchi
The Stage V Modular Yokomo

(The Modular brush system is far superior to the stock brushes)

Both Soon to be R.O.A.R. Legal

CONGRATULATIONS:

To Gil Losi, Sr. & Bob Novak for their 1-2 finish in the OPEN A at the first ever "Western Dirt Oval Championships".

CHECKPOINT HAS THE POWER TO WIN IN ANY SCALE, ON ANY TRACK!!!



Send S.A.S.E. for FREE Catalog to:
TEAM CHECKPOINT MOTORS
657 W. 19th Street
COSTA MESA, CALIFORNIA 92627
(714) 645-8043

it pays to ADVERTISE

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.

SARCAR

(Seattle Area R/C Auto Racers)
23905 150th Street SE
Monroe, WA 98272
(206) 883-3747

1/8th & 1/12 on the same day:

MAR 18
APR 1
MAY 6 & 20
JUN 3
JUN 24 — 1/12 3hr. Enduro
JUL 8 & 22
AUG 12
AUG 26 — 1/8th 6hr. Enduro
SEP 9 & 23

All races, except for enduros, will be held at the Penney's Distribution Center, 17200 Southcenter Parkway, Tukwila, WA. Races begin 9:00 am for 1/8th scale and 2:00 p.m. for 1/12th or immediately after gas races. SARCAR motor for 1/12th. Enduros held at locations to be announced.

NAMBA

6073 Sunrise Dr.
Lower Lake, CA 95457
(707) 994-6643

MARCH 3-4 - So. Cal Scale Thunderboat Assoc., Sunset Lake Park, Las Vegas, NV. Dist 19 Unlimited
MARCH 10-11 - Mach Enterprises, Legg Lake, So. El Monte, CA. Dist 19 Out-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.

DEL MAR R/C RACING CENTER

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

EVERY FIRST SUNDAY:

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

EVERY 2nd & 4th SATURDAY:

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

EVERY FRIDAY NIGHT:

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

EVERY WEDNESDAY NIGHT:

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

EVERY TUESDAY & THURSDAY NIGHT:

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

RACE PREP RACEWAY

17400 Victory Blvd.
(bet. Balboa & White Oak)
At Valley Teen Center
Van Nuys, CA
Butch Dunn (213) 341-0842

OFF ROAD

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

RADIO CONTROLLED HOBBIES

653 West 19th Street
Costa Mesa, CA 92627

SEP 8-9

The Western Off-Road Championships. Fourth Annual. One of the originals.

RANCH PIT SHOP

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

ELECTRIC 1/12th:

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

RANCH PIT SHOP RACING:

1st SATURDAY:

Off Road, ORRCA Sanctioned racing.

2nd SUNDAY:

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

4th SUNDAY:

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

EVERY WEDNESDAY NIGHT:

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

T.Q. HOBBIES

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

1/12 ELECTRIC:

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

1/10th OFF ROAD:

Every Friday night. Sign up by 6 pm, race 7:30 pm. Entry \$5.00.

Large drivers stand, pits & 110V available. Large pro shop and snacks. Open 7 days for practice. Call Bruce Berteaux.

SO.CAL. 1/8TH GAS SERIES

Kerry Cavazos
(714) 653-9668

MAR 25 - At Ventura
APR 1 - At Pit Shop
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)

SUBSCRIBE

OFF ROAD & OVAL IN NORTHERN CALIFORNIA

(209) 233-3665

MARCH 10 - Kerney Bowl (Fresno) Off Road
MARCH 25 - Black Pines Raceway (Clovis Oval)
APRIL 8 - Dauer Raceway (Kerman Off Road)
APRIL 21 - Black Pines Raceway, Clovis Off Road Tuneup for ORRCA Series Race
APRIL 28 - Black Pines Raceway, SO.CAL ORRCA POINTS RACE, Starts at 10:00 a.m.
MAY 5 - Kearny Bowl (Fresno) Oval
MAY 20 - Black Pines Raceway (Clovis Oval)
JUNE 2 - Dauer Raceway (Kerman) Off Road
JUNE 9 - Kerney Bowl (Fresno) Off Road
JUNE 30 - Dauer Raceway (Kerman) Off Road
JULY 15 - Kerney Bowl (Fresno) Oval Championship Race

JUNE 3 - Chicago, Orland Square, FI Rd.
JUNE 10 - Racine, WI, Shopco, Club Race
JUNE 16-17 - Racine, WI, Shopco, Midwest Series #2.
JULY 1 - Chicago, Orland Square, Club Race.
JULY 7-8 - Indianapolis, Midwest Series #3.
JULY 22 - Chicago, Club Race.
JULY 28-29 - Cleveland, OH, Midwest Series #4.
AUGUST 5 - Chicago, Club Race.
AUGUST 18-19 - Detroit, Midwest Series #5.
AUGUST 26 - Chicago, Club Race.
SEPTEMBER 1-2 Site to be announced. Region 3 Championships.
SEPTEMBER 15-16 - Toledo, OH, Midwest Series #6.
SEPTEMBER 23 - Chicago, Club Race.
OCTOBER 6-7 - Columbus, Oh, Midwest Series #7
OCTOBER 13-14 - Indianapolis, 12 Hr. Enduro.
OCTOBER 21 - Chicago, Club Race GT Oval at Orland Square.

Practices begin at Noon for all 1:00 p.m. start times (except for ORRCA SERIES event.) ORRCA Rules apply at all races, ORRCA membership available at track. Plaques for 1st, 2nd, 3rd, in all classes. Entry \$5.00 per class, \$8.00 without ORRCA membership. ORRCA SERIES entry: \$7.00. All heats are FIVE (5) minutes!

TUCSON 1/12TH R/C RACING

(602) 298-1253

APRIL 7 - Oval, Stock/Coupe/GT bodies
APRIL 21 - Road Race, Stock/Coupe/GT bodies.
MAY 12 - Road Race, Can AM bodies.
MAY 26 - Oval, Can Am bodies.
JUNE 16 - Road Race, Can Am bodies.
JUNE 30 - Road Race, Open wheel bodies.
JULY 21 - Oval, Open wheel bodies.
AUGUST 4 - Road Race, Open wheel bodies.

All races are on Saturday. March through May 12th start at 2-5 p.m. May 26th through August race 6:30 p.m. to 9:30 p.m.. ROAR rules, entry \$2.00. Best 8 of 10 races for overall. Location: 10505 E. Escalante, Tucson, AZ

CHICAGO RADIO CAR CLUB

1/8th Gas Schedule 1984
(312) 584-3011 or 665-8935

APRIL 15 - Chicago, IL, Orland Square - Oval
APRIL 28-29 - Indianapolis, IN, Indy Oval
MAY 6 - Chicago, Orland Square, Can Am & Super Stock
MAY 19-20 - Chicago, Orland Square, Midwest Series #1.

OFF ROAD RACING SANTA MARIA

Terry Peiffer
(805) 735-5061

NEW TRACK, Club just forming, plan to start racing in March. Track located in back of Airport Datsun Volvo, off Skyway Rd. Off Road and Dirt Oval racing.

NAMBA

Myrtle Coad
6073 Sunrise Dr.
Lower Lake, CA 95457
(707) 994-6643

AUGUST 4-11, 1984
NAMBA NATIONALS, Presented by District 1, Newark, N.J. Registration fee of \$29.00 includes 1 banquet ticket, 1 program, 1 National patch, 1 button, 1 raffle ticket, President's Fee, and Heat book. All this plus lots more fun. The "Econo Pack" for 1 boat only is \$15.00 and includes: Entry fee for 1 boat, 1 program, 1 button, President's Fee, and Heat book. Classes and Days - Saturday & Sunday: A,B,C,X Deep Vee; Monday: RC Unlimited, C Mono, SP-40-2; Tuesday: A Hydro, B 1/2hr Enduro, X Mono, SP-40-1; Wednesday: A Mono, A OPC Tunnel, B O/B Mono, X 1/2hr Enduro; Thursday: Team Marathon, C 1/2 hr. Enduro, B OPC Tunnel, C Hydro; Friday: A 1/2 hr. Enduro, B O/B Hydro, X Hydro, B Mono; Saturday: A O/B Mono, A O/B Hydro, B Hydro, & Kids Event. Spectators are welcome. Call Douglas Twaits at (201) 347-5765 for more info. See you there!

WHEN ALL ELSE FAILS...

READ

R/C RACING NEWS!

The ONE & ONLY National R/C Racing Publication... Now on our Third Year!

RCAR

10759 E. Admiral Pl - #162
Tulsa, OK 74116

MIDWEST INDOOR CHAMPS

Mark Randol
3589 Chaple Dr.
Lee's Summit, MO 64063

APRIL 26-29 - Midwest Indoor 6-Cell Championships, sponsored by NOVAK ELEC., ASSOCIATED, DELTA, and Action Hobbies of Tulsa. Tulsa State Fairgrounds, 21st & Yale. Entry by 4/15 \$15.00 - Late entry: \$25.00. 4-minute Qualifiers and 8-minute Mains. G.T. or Can Am bodies, everybody runs a main. For more information contact Calvin Wade at (918) 438-7982.

MARCH 31-APRIL 1 - The Second Annual Easter Seal Benefit Race for 1/12th Scale 4-Cell Midwest Indoor Championships. Race site at the Fairfax Airport, 3101 Fairfax Trafficway, Kansas City, Kansas. Entry \$15.00 each driver will receive a "stock" motor. "HOA" racing format. Registration & Practice 8 a.m. to 10:30 a.m. Saturday, March 31st. Qualifying starts at 11:00 a.m. - All Mains on Sunday, April 1.

X-RATED
Now there are 16
OCTURA
X-SERIES
PROPELLERS
X-CELLENT RESULTS!

TO FIT ALL R/C MODEL BOATS LEGAL UNDER BOTH IMPBA & NAMBA ENGINE DISPLACEMENT RULES... From the 3.5cc outboard up to and including the 15 and 30cc marine engines there is now an Octura X-series metal propeller to get maximum performance.

RECOMMENDED APPLICATIONS	Model	Application
3.5 OUTRIGGER	X437/3	3.5 OUTBOARD TUNNEL
	X440	
	X442	
.75 DEEP VEE	X445	7.5 OUTBOARD TUNNEL
	X447	
	X450	
7.5 OUTRIGGER	X452	7.5 OUTBOARD
	X455	
	X455/3	
.65 SCALE HYDRO	X457	.65 DEEP VEE
	X460	
	X462	
.65 DEEP VEE	X465	.65 OUTRIGGER
	X467	
	X482	
TWIN .90 DEEP VEE		TWIN .90 OUTRIGGER

Send \$1.00 for catalog and price list to:
OCTURA MODELS, INC. THE R/C MODEL BOAT PROPELLER PEOPLE
 7351 N. Hamlin Ave • Skokie, IL 60076

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 (SGAR)

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 425-8833
John McCain 423-7964
Charlie Litakos 423-7878

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).

TWIN CITIES R/C CAR CLUB

406 Monroe Pl.
Hopkins, MN 55343
(612) 933-4211

JULY 21-22 - The 2nd Annual RASPBERRY 100 GT R/C Road Race featuring 1/8th and 1/12th scale cars. "Heart of America" racing format. Site located at the Hopkins Office Center Parking lot at 9th Ave. & 1st Street S. Entry \$10.00 before July 1; \$15.00 thereafter. SIGN UP NOW for one of the best events anywhere.

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

Fresno, California
(209) 233-3866/228-8386
Ask for Dick, Bruce or Lee

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 "Faii 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



Send for free catalog

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

1984 FLORIDA WINTERNATIONALS

1/12th Electrics -- 126 Entries

STOCK CLASS

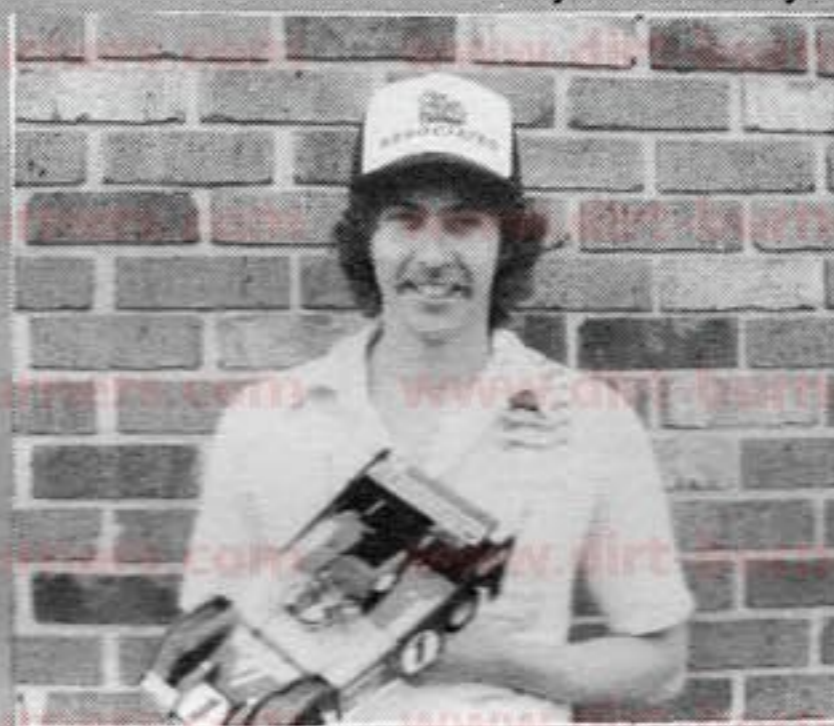
1. Terry Rott - TQ.....ASSOCIATED
2. Tony Neisinger.....ASSOCIATED
3. RePete Fusco.....ASSOCIATED
4. Mike Toland.....ASSOCIATED
5. Tony Massey.....ASSOCIATED
6. Arturo Carbonell.....DELTA
7. Larry McLendon.....ASSOCIATED
8. Rick Davis.....ASSOCIATED
9. Randy Tentschert.....ASSOCIATED
- 10 Robert Bartlett.....ASSOCIATED



Terry Rott - Tony Neisinger - Pete Fusco, Jr.

MODIFIED CLASS

1. Tony Neisinger - TQ.....ASSOCIATED/REEDY
2. Terry Rott.....ASSOCIATED/REEDY
3. Art Carbonell.....DELTA/CAM
4. Mike Toland.....ASSOCIATED/REEDY
5. Tony Massey.....ASSOCIATED/REEDY
6. Robert Bartlett.....ASSOCIATED/REEDY
7. Han Hippe.....DELTA/DELTA
8. Larry McLendon.....ASSOCIATED/REEDY
9. Steve Toland.....ASSOCIATED/REEDY
- 10 Randy Tentschert.....ASSOCIATED/REEDY



Tony Neisinger



Terry Rott

1/8 Gas -- 107 Entries

SUSPENSION CLASS

1. Rich Lee.....IS ASSOCIATED/RC500
2. Curtis Husting.....IS ASSOCIATED/RC500
3. Gil Losi, Jr.....IS ASSOCIATED/RC500
4. Ralph Burch, Jr.....IS ASSOCIATED/RC500
5. Chuck Moon.....IS ASSOCIATED/RC500
6. Tony Neisinger.....IS ASSOCIATED/RC500
7. Art Carbonell.....IS DELTA
8. RePete Fusco.....IS ASSOCIATED/RC500
9. Rick Davis.....IS ASSOCIATED/RC500
- 10 Dana Smeltzer.....IS ASSOCIATED/RC500



Rich Lee - Curtis Husting - Gil Losi, Jr.

Ralph Burch, Jr.

NEW ITEMS FOR RC500:

AVAILABLE NOW - #5350 BELT DRIVE KIT - \$24.00

Kit contains belt, front sprocket, rear diff drive sprocket & diff balls. Lighter belt weight gives car more acceleration and quicker braking.

COMING IN APRIL - NEW 2 SPEED TRANSMISSION!!!

NEW ITEMS FOR RC12i:

Coming in April - New fully independent front suspension featuring shock with coil spring, fully adjustable, castor, camber, toe in and ride height with unequal arm design. Used by Team Associated to win the CLEVELAND INDOOR CHAMPIONSHIPS in MODIFIED, and to dominate the FLORIDA WINTERNATIONALS in STOCK & MODIFIED.

OUR NEW RC10 ELECTRIC OFF ROAD CAR IS COMING SHORTLY!!!



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 lightweight, 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. Unrivaled 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.

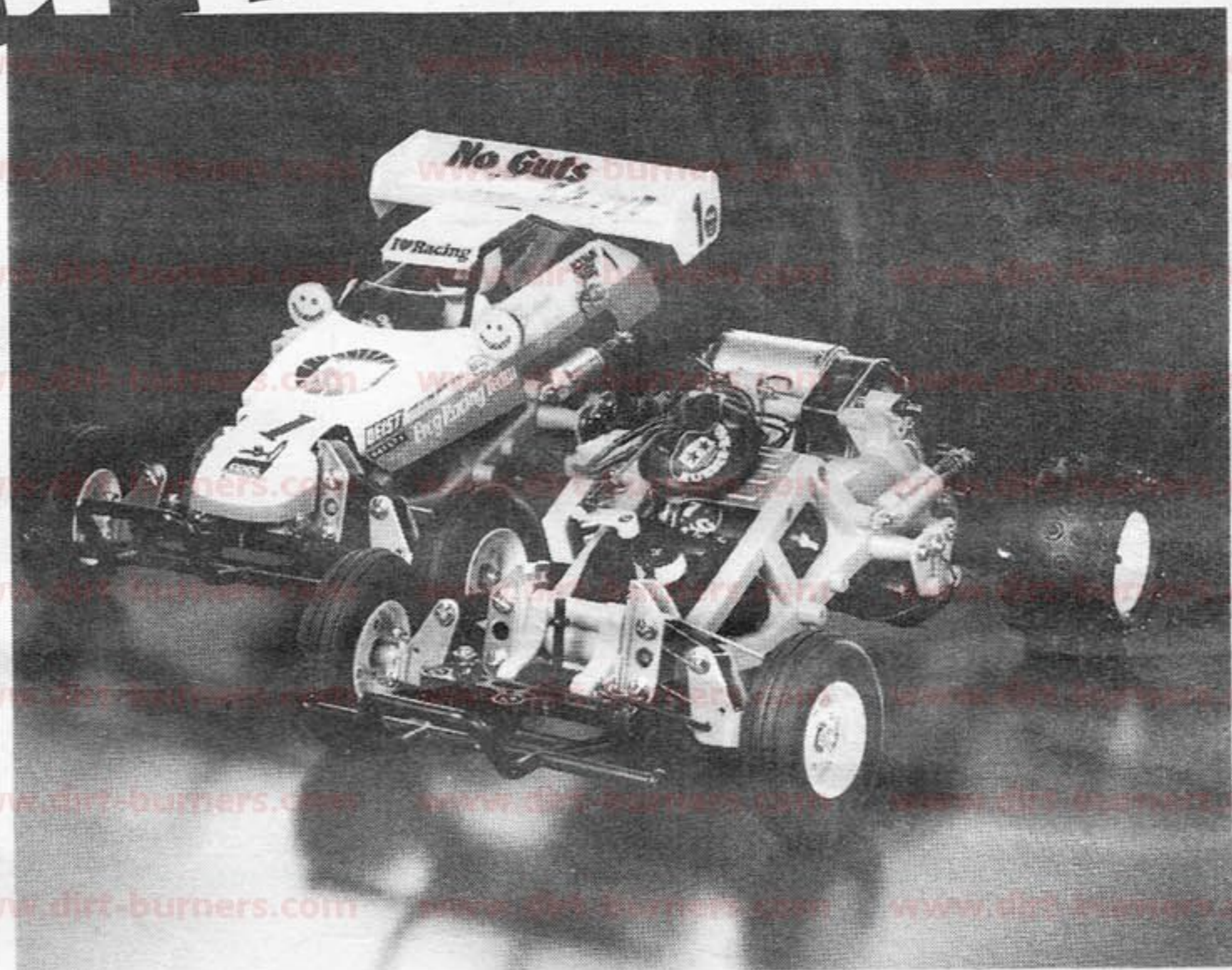
The Frog... It Lets You Compete On A Higher Level

- 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.



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