

R/C RACING



\$1.50 MAY/JUNE 1984 - ISSUE 36 - VOL. 4

NEWS

Ken McDowell
PARMA INTERNATIONAL
13927 Progress Parkway
N. Royalton, OH 44133

**NEW FORMAT
STILL GREAT
COVERAGE!**



**MRC/TAMIYA
OFF ROAD
WORLD
CHAMPS**

**10 HOUR ENDURO
Reports From
Across the
Nation**

**And much
more!**

Race Corner

I GUESS BY NOW many of you are wondering what has happened with R/C RACING NEWS and why it was so late in coming this month. As you can see, we've changed the format and may I say for many good reasons. I won't go into detail about it but I can tell you that this format will allow us to obtain better distribution, deliver copies to our subscribers on perhaps a more timely basis, allow our advertisers (who now advertise in other magazines) to use the same size ads in R/C RACING NEWS, and make this newspaper a better package all around. We're excited about the change and I hope you will be too.

Oh yes. The contents will remain basically the same and just as important, the timeliness of our reports and the up-to-the-minute coverage will not change. R/C RACING NEWS will still continue to bring you the latest in what's happening in the world of R/C. Our editorial staff would like to hear from you about this change.

Most important is the fact that our subscribers will not lose the month out of their subscription. Our trusty computer already has made all the necessary adjustments and everyone of our subscribers will get their full 12 issues. We've received a number of calls about some of you not getting the May issue. Well, in fact, we have combined the May and June issue because of this format change. Our circulation department wants to make sure that you know that you will still get the 12 issues that you have subscribed for.

Things don't look too solid yet for the 1985 Gas World Championships to be held in Japan. According to a report we've received from Mr. Ted Longshaw, it appears that Japan and the JMRCA have not yet solidified a track for the World Championships next year. They have a proposal to use the Suzuka Circuit which is owned by Honda, but even this is tentative since they have yet to pick up a major sponsor for the event. It could be that which ever sponsor they pick, said sponsor may want to re-locate the track elsewhere. So for the meantime, all anyone can do is make plans to attend the 1985 1/8th Gas World Champs but don't go out and book your flight or reserve your room until we let you know where it's going to be.

By the way, if Japan can't get their act together, the JMRCA has contacted and requested that Malaysia and Indonesia prepare an alternate site in the event that the race can't be held in Japan. Do you get the feeling that they may know something that we don't?

R/C car racing may be on the down-slide in Japan, because they have only requested 10 world championship entries for this summer, the next 1/12th electric World Championships. JMRCA was allocated 40 world championship slots, so you can see that they are not using their quota. EFRA and ROAR will probably get the extra entries from JMRCA if there's a need for them. I'm almost sure that EFRA should be able to use all the extras since their enthusiasm (throughout Europe) for R/C racing is at an all time high.

We've been chastised for not supporting ROAR in their Off Road effort these past few months. Most of you know that our Publisher, Lou Peralta, was one of the founding R/C RACING NEWS - May-June 1984 - Page 2

members of ORRCA (Off Road Radio Control Association) and, in fact, was the one that got the first four track owners together some 4 years ago to begin talking about an association to promote the sport. Please read his column in this issue to see where he stands. One thing is for sure, he supports ORRCA in all of its off road efforts and also supports ROAR in all of its 1/12th and 1/8th scale efforts, but he has some definitive views as to the mixture of both organizations and what is currently happening. The rumors abound and most are incorrect, so if you want to know where he stands, please read his editorial in this issue.

The MRC/TAMIYA 1984 R/C Off Road World Championships have come and gone (see complete coverage in this issue) and never before has there been such great cooperation and enthusiasm from all participants. We MUST congratulate the new World Champions. Louie Caudillo emerged as the Stock Class World Champ with a superlative effort. Mike Dunn had been winning many of the "major" off road racing events for the past 12 months but on Saturday, April 14th, he became the new Modified World Champion, beating out the biggest Modified entry ever seen in R/C Off Road - 117. And on Sunday, April 15, a gentleman from Oslo, Norway invaded our shores and when he was through, he took the Open World Champion title back to Europe with him. It should have been no surprise because he was here last year (1983) and while he made the A Main then, he promised to come back and "try harder next year." He did and he deserves all the credit for beating the strongest field of Open Class competitors ever. All three world champions should be congratulated and more importantly they are a great credit to the sport.

We received very nice comments from most of the racers and their pit crews about the track, (which by the way was built by Eric Grisham again) the organization, the competition, the bleachers for the racers and of course about the dirt! There were no rocks this year! There weren't supposed to be any last year, but as most of you know, last minute scrambles to get dirt left us no choice but to take whatever was available. This year the dirt was super clean and, in fact, some said "too clean", "it doesn't pack". Oh, well. You can't please everybody.

There are a lot of great and nice people in our sport, whether you race in 1/12th, 1/10th, boats, airplanes or 1/8th scale. As most of you know, PROCAR promotes an annual benefit race for Cancer - the Ray Charbonneau race. Moneys from entries and donations are all turned over to the Cancer Society. This year's race was a tremendous success with one of the largest entries for the event ever. They were able to amass a tidy sum for charity and that's great!

But wait! That's not where the story ends. Ron Paris, well known enthusiast, racer and 1/8th motor builder (Paris-McCoy Engines), donated one of his super-hot, super-fast motors for the cause. He didn't just give it away, but he went around selling raffle tickets at \$5.00 a pop to all the entries on hand. It's a good deal if you win it because the motor runs around \$145.00 retail. In any case, Ron's efforts and donation collected

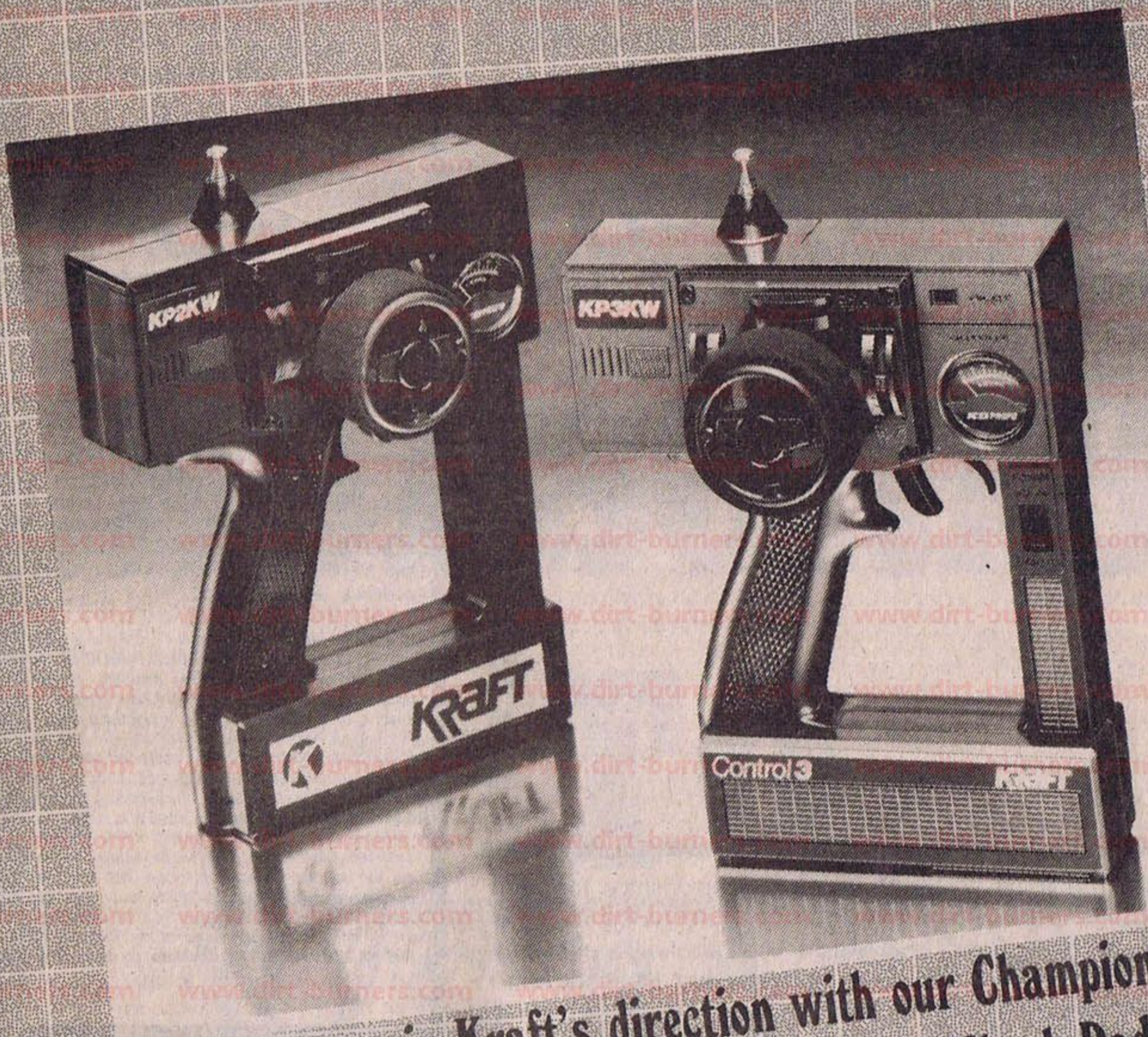
the sum of \$405.00 which he promptly turned over for charity. We salute Ron for a great gesture and also all the racers who bought at least one ticket. Oh yes, who won? We didn't get the name but we know that it was the "last guy who bought a raffle ticket", according to Ron.

Speaking of motors. The ROAR controversy with respect to the YOKOMO motor being made legal...or not...may still be raging, but we have the latest information that will help shed a light as to what went on and what is expected to happen. Speaking with Joe Sullivan, President of ROAR, he informed us that as of today, the only ROAR legal motor is the Igarashi. Two companies have submitted their motors for approval. Reedy submitted the YOKOMO and Parma the PULSAR. They are both under consideration and the Board of Directors of ROAR will have the final approval. Date for that approval is not yet set and, in fact, there's nothing in the schedule for 1984 to make the above two motors legal, according to Mr. Sullivan. If a decision is made (and he thinks that both motors will eventually be approved), it will have to be made by September or October before the 4-Cell season begins and/or at the latest by January 1985 before the 6-Cell season, otherwise, it may go on into 1985. So those of you who were worried about having to go out and buy new motors, don't. The Igarashi is still the one to use.

The South Jersey R/C Racing Association (SJRCA) will be hosting the ROAR Nationals in 1/12th & 1/10th this year. (Check their ad in this issue for details.) The whole affair starts on July 2 with open practice for the 1/10th Nationals and it culminates on July 14th with the 1/12th Modified Nationals. These guys are really gung-ho about these two events and judging from past events they have promoted, these two weeks in July promise to be one of the better ones spent in R/C racing. While you're there you may also want to Visit Atlantic City - tour buses will be available. It sounds like you can have a heck of a time for one or two weeks. For more information you can contact Nick Piro at (609) 227-1071. Entry fees are \$20.00 per class or \$35.00 for two classes. They will also have space available for dealer booths at \$25.00 and banner space can be arranged through SJRCA.

More on the ROAR Nats. We understand that BoLink has agreed to rent their "fully automatic scoring system" to SJRCA for the two weeks of the nats. This is the system that is fully automatic which requires no person to push a button to log lap times. A unit placed on the car will send a pulse as it crosses the start/finish line thus indicating the lap and time during the race. It's finally here! We really hope it works well.

Speaking of the same. We ran across Bob Rule, President of BoLink, in Las Vegas of all places. He was there to watch the Mint 400 off road car race. He told us about the scoring system which could run from \$2,000 to \$3,500 complete. The AMC Automatic timing system was developed by Fons Bervotes in Holland and it took about 6 years to make it right. They last used it in Europe, in Paris over 9 days of competition and it worked perfectly. Bob says it's so
(contd page 8)



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ON THE COVER: The MRC/TAMIYA Off Road World Championships for 1984 crowned three new World Champions. Featured on the cover are the Modified top three finalists. From left to right: Mike Giem, who was the Top Qualifier racer in both the Modified and Open Classes and wound up 2nd in the Modified A Main; the three lovely trophy ladies; World Champion Mike Dunn; and Ron Dyer who worked his way up through three lower mains to wind up 3rd in the Open final. Photo Chuck Connolly

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From The Publisher

ORRCA OR ROAR OR BOTH?

Those questions have been asked quite a bit of me lately. Not only because I publish R/C RACING NEWS but also because I'm currently the President of ORRCA and have been one of its founding members.

It's a question that I have mulled over for the past three years now, since I was first approached by ROAR to bring the fledgling ORRCA association into the fold of the more established ROAR organization. Believe me, it's been a burning question in my mind and one that I've gone over and over ever since.

There are rumors that I have been very reticent about letting ORRCA go because I would lose all control that I now have over it. Other rumors state that without ORRCA I would not have the kind of income that I make from it. Still, other rumors say that I have this desire for power and ORRCA is the organization that gives me that.

My dear fellow R/C'ers, NOTHING COULD BE FURTHER FROM THE TRUTH! With all respect to those who may have started those rumors, I say they are full of bull! As to the charge of me being power hungry and having the desire of keeping control of the organization, I must answer that with the fact that no one person has ever had total control of ORRCA. While I may be its President, I and the other Board of Directors run the business of the organization. I just happen to be a "go-fer" with a title. All policies for ORRCA and all decisions are made by its Board of Directors conjunctively. As far as losing any revenue from ORRCA, most of you should know that there isn't one person in ORRCA that makes money out of it. Not its President, Secretary or Board members. To be very honest about it, we (all Board members) spend money in ORRCA. Every time we have to make a meeting or spend time in ORRCA matters it costs each and everyone of us a certain amount of time and money or both. All Board members have donated plenty of time and money to keep ORRCA going and growing for these past three/four years and NO ONE HAS TAKEN A SINGLE PENNY OF SALARY OR PROFIT FROM IT. Were we to add the contributions made by those of us in ORRCA's Board of Directors in hard cash and time, you would be surprised as to the size of money that we have invested.

Now, as to the reason for this editorial and why I don't want to see ORRCA become part of ROAR and why I don't support ROAR in its efforts to establish an "off road division".

ROAR, in my opinion, has its hands full in managing the 1/12th and 1/8th scale divisions. It had its hands full three years ago when they first approached me to merge ORRCA with ROAR and it hasn't gotten any easier for them. Had we then merged ORRCA with ROAR, I believe it would have added an unnecessary burden to ROAR and one that most likely would have further complicated matters for them. In addition, ORRCA has brought many new people to the sport of R/C - many who had never been involved in any other kind of R/C sport. Most of those people did not want to get involved in the "mess" that ROAR has had for years. All they wanted to do was race 1/10th off road and nothing else. Granted that most of those members were here on the West Coast and had not been exposed to the other areas of the sport. Nevertheless, the growing pains that ORRCA was going through would have just added more problems for ROAR.

ROAR, in many respects, has done some very wonderful things for the sport of R/C car racing. Along the way it has made many friends and enemies, but nevertheless, they know what had to be done with respect to 1/12th and 1/8th scale. But when it came to off road, they knew nothing about it and it would have taken them much too long to really know what R/C off road is all about. The proof of that fact is that ROAR had to use ORRCA's set of rules to establish their own. To me and to others that was just duplication of what other people had already done and was really unfair to take all the work that ORRCA had done to finally come to an established set of rules, put their name to it and use it to directly compete against ORRCA. That was not ethical at all, and all those who had a hand in allowing that to happen should be chastised.

But the biggest reason as to why I don't want to merge both organizations is simply that ROAR still has a lot of work to do with gas and electric racing. There are far too many problems that ROAR has to resolve; such as with motors, elections procedures, rule changes, decaying membership and world wide standing. ROAR does not need off road to further complicate matters. The fact that R/C off road offers ROAR

the possibility of a greater membership potential than they already have, is not a good enough reason for them to establish an off road division. On the other hand, ORRCA has spent plenty of time and money to not only create but to nurture a growing sport. To set some of the standards for competition. Now that ORRCA is finally beginning to set a solid footing in off road, it does not need another organization to delute its efforts and its membership. Perhaps down the road, when both organizations have a solid base with which to work from and their individual problems have been resolved, maybe that's the time that both organizations can sit down and discuss the possibility of some kind of merger.

Just as I would not encourage ORRCA for one single moment to consider establishing a 1/12th electric and a 1/8th gas division in order to get more members or more revenues (simply because they know nothing about it), likewise, I will not encourage nor support ROAR to do what they are doing with off road.

Leave each other alone! Help each other as members of the same sport/hobby of R/C car racing whenever possible, but don't invade each other's territory and delute all the work that has been done to this point. All that's going to come of it is that the enthusiast and the racer will suffer, because ultimately he or she will have to be put on the spot and make a decision as to which organization to join. In reality, all the racer wants to do is to go racing in a well organized event, with a fair set of rules, and have fun and enjoy the fruits of our sport. They don't want to get involved in politics or having to choose sides or spend more money for dual memberships.

Lastly, I want to make sure that all of you fully understand my intentions. For the record I, Lou Peralta, will support ROAR in every way I possibly can, personally and through the pages of R/C RACING NEWS, WHEN it comes down to their continuing efforts to promote and solve ROAR's matters concerning 1/12th electric and 1/8th gas racing. But when it comes down to 1/10th off road, I and R/C RACING NEWS will lend assistance and effort to ORRCA - the only National Off Road Association that deserves a chance to benefit from the fruits of its labor for the past four years.

I welcome your opinions.

Lou Peralta
Publisher R/C RACING NEWS
President ORRCA



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On the Line

POSSIBLE ADVERTISING ERRORS

Dear Publisher:

If you would print the following letter as soon as possible, it would be appreciated. The letter is self explanatory as to the need.

Because of "last minute" action by a majority of the ROAR Directors, the new 1/12th scale rules will not be issued at this time.

This may cause some R/C car manufacturers' advertising to erroneously list some modified motors as being "ROAR Approved" in error - as these motors are not legal under the old rules.

The manufacturers should not be held responsible for this error. Due to advertising lead time requirements, it was not possible for them to correct their ads prior to publication.

ROAR sincerely regrets the confusion and any hard feelings that this "last minute" change might cause.

Joe Sullivan
ROAR President

50 AND OVER CLASS?

There are about 20 fellows here, all over 50 years old and retired from the service who are just getting started in 1/10th scale racing.

We have to order everything, as the little hobby shop here doesn't carry any of these things. I was at a hobby shop in Maryland (Doug's Hobbies), about 80 miles away that does carry a lot of what we need. I did see your R/C RACING NEWS paper there and got the only copies they had left, Aug and Sep 1983!

Enclosed, please find my check for a one year subscription. Great paper! Enclosed is also money for back issues for 1984, please mail them to me as soon as possible, in a hurry as we need all the help we can get.

If all goes well, we think we have a company that will build us a black top road course plus an off road track. Looking forward to this, that's for sure.

If you have any information on tracks, what size, what kind, etc., we sure could use the information. Hope to get R/C RACING NEWS very soon.

Harry F. March
200 Fox Drive
Winchester, VA

Glad to see that your group is getting into R/C, you're never too old. Please keep us informed as to your progress. With respect to your subscription, it's on its way as are a few of the back issues. I appreciate your comments about R/C RACING NEWS and we look forward to one day soon having coverage of your own racing. We took the liberty of publishing your address because I know there are some people in your area who will get in touch with you and help you in developing your on-road and off-road tracks. Don't forget to think about joining ORRCA for your off road sanctioning and ROAR for your on-road sanctioning. Both organizations provide an excellent program that includes insurance for the track

and its members. For ROAR (on-road) sanctioning contact Joe Sullivan at (214) 238-0929, for ORRCA (off-road) sanctioning contact Butch Dunn (818) 341-0842. ED

"NO WAY HERE CHARLIE!"

Saw your fantastic newspaper (R/C RACING NEWS) and just had to have it.

We here in the Dallas/Fort Worth area don't have the entries that you people in California have, but we're improving.

It looks as if our racing circumstances are quite different than what you have - according to the pictures that I see in your paper - it looks as if your track surfaces (off road) are like concrete. "No way here, Charlie!" Our surfaces are loose and rough. The Cox and the Hirobo I recently purchased have a tough time down here. They can't seem to handle the roughness - maybe with heavy duty parts.

A recent transfer from California, Dennis Taylor, says that he has a rough time on our tracks with his Cox car.

Well, I thought that I'd let you know what's happening here. We have sort of an outlaw setting here - no rules, run-what-you-brung racing. We have 4 tracks in the area - Fort Worth (Dirt Burners), Irving, Denton, and Grapevine. So we can race on any given weekend.

If I can fill you in on any more information from here, let me know.

K.C.
Burleson, TX

First and foremost, we'll be real mad if you don't keep us up-to-date with your racing, information about your tracks and PICTURES! Send us your race coverage and results and photos. As to what you say about some of our off road tracks out here, believe me they are not all parking lots. Just ask the guys or those who race at Del Mar or Palmdale, TQ Hobbies, Beaumont. Granted, there are some tracks out here that are smoother than others, but there's also a great diversity. I agree with you though. Off Road should be rough and tough, that's what off road racing is all about - not just power but skill in picking your way through the rough stuff and beating the other guy. I'm happy to hear that Dennis Taylor is out there. He's a great racer and one of the first class guys. It won't take him too long to get used to your tracks and then watch out! ED

EDUCATIONAL & ENTERTAINING

I'd like to start off by complimenting you on your fine publication. Being just recently introduced to the sport of R/C racing, it was nice to find a newspaper that is both educational and entertaining.

I have been an auto racing artist and photographer for about the past ten years, working on a freelance basis with race tracks, car clubs, newspapers, etc. I've enclosed a sample of my work. Feel free to use it as you wish. (Hope you like it.)

Dennis Renwick
Elwood, ILL

Thank you for your kind comments. Your drawing is excellent and I think we may be able to work on something in the near future. In the meantime, if you get to some of the races in your area and want to send us some coverage or impressions of what's going on in and around your area, please do so, we look forward to publishing it. ED

HURRAY FOR 6 MINUTES

We are running 6 minute races (off road) so I'm definitely in favor of the switch from 4 to 5 minutes. Less luck and accidental wins and more skill-oriented winning with longer races. Plus, more fun (ie.; racing) per day.

I suggest making the Stock races 6 minutes long - as it will eliminate the advantage of seven cell packs over 6 cell packs and reduce the advantage of modified, highly re-wound motors over the Stock motors which will cause less need for modified motors.

Anyone who wants to come to Tucson, Arizona to race should call me at (602) 298-1253. Thanks

Bruce Enderle
Tucson, AZ

First of all, I agree with you about better racing in longer heats and mains. That usually eliminates lucky wins. About Stock, you must be racing in "outlaw" classes because in ORRCA, Stock cars are not allowed 7-cell battery packs nor Modified motors. Good luck in your racing and keep us posted as to race coverage and results and pictures! Your race dates are being included in this month's calendar, check it out. ED

GETTING STARTED

We are starting an off road club here in Bremen, Indiana. I would like a set of ORRCA rules so we can start off on the right foot.

If you have any other information or suggestions to help us set up our track and club, we would be grateful. We're planning on having an off road track, and an oval track for the BoLink Round Trackers.

There has been a lot of interest building in the Northern part of Indiana for off road racing. I understand that there are 4 or 5 off road tracks that are completed or under way at the present time in Northern Indiana.

Soon as the snow melts around here, we hope to start building our track. Our club is called "The Bremen R/C Bandits"

Mike Corbridge
8536 Atlantic Street
Bremen, IN 46506

We're taking the liberty of publishing your address because I know that there's quite a few people and tracks that will be built all over Indiana, especially around your area. This way, maybe some of the other clubs can get in touch with you and can start a series going. We're enclosing a set of ORRCA rules to give you an idea as to the

(Contd next page)

ON THE LINE...

(Contd from page 7)

various classes. They can both be used for off road and oval. The most important fact about setting up a club and a track is that you get people that want to do a little work (ie.; grooming and changing the track from time to time, taking turns in running the race) and help keep publications such as ours informed as to your race schedule and race coverage. For more information about getting ORRCA Sanctioning which includes insurance for your club/track and members, you can contact Butch Dunn, Vice President of ORRCA, at (818) 341-0842. Waiting until the snow melts, huh? Somehow, we can't relate to that out here, but we feel for you keep us posted won't you? ED

LETTERS TO THE EDITOR are welcome any time. Please send to R/C RACING NEWS, PO BOX 411, Woodland Hills, CA 91365. Be sure to date, sign them and include a return address. If you wish NOT to have your address or telephone number published please indicate so, otherwise, R/C RACING NEWS may publish your name and address and telephone number when it deems necessary. R/C RACING NEWS is not responsible for erroneous or misleading information as a result of illegible copy.)

RACE CORNER...

(Contd from page 2)

simple that you don't need a programmer or an expert in computers to run it. "It's really simple and accurate". Bob has obtained the U.S. distribution rights for the system, so if you want additional information you can contact him directly at BoLink Industries (404) 963-0252. I must say that if this system is all that it's supposed to be, it's sure going to make life a lot easier for race promoters and active clubs and really make the racing more enjoyable.

Speaking of the Mint 400, our Publisher Lou Peralta, not satisfied with thrashing on his 1/10th, 1/8th and even his 1/12th scale cars (those of you who have seen him know the kind of "hammer" he is), got into one of those sleek, super fast, beautiful Class 10 single-seaters for the Mint 400. "These cars are incredible", he

commented. "It'll be pretty hard to get back on a motorcycle", he added, although he's set to race one at the forthcoming "Baja 500". Lou and partner did pretty good although a bent rim that had to be "torched" off the brake hub in the middle of the Nevada desert, lost the team about 3 1/2 hrs. and really put them way back - but they finished anyway. Oh yes, he did manage to roll the car once but no damage to the car or to him was evident although his pride was a little bent.

We were really saddened to hear that the Ventura Roadrunners lost their Ventura track at Montgomery Wards parking lot. That's been one of the better sites to go racing and I know they're really disappointed about the loss. They are still looking for other locations and knowing them, they will come up with one soon. In the meantime, dates for the So. Cal Gas season may have to be changed.

NERCAR (Northeast Radio Control Auto Racers), a 1/8th scale racing club, sent us their race schedule (see Calendar) for the rest of the year. It's a ROAR sanctioned club so ROAR membership is necessary. Race site for the first part of the year will be at the Five Town Plaza in Springfield, Massachusetts. Then the race site for the second part of the year has yet to be determined. But stand by, we'll let you know as soon as they know. In the meantime, if you want additional information you can contact Wes Ford at (203) 749-7927 or Larry Labounty at (203) 749-6281.

High Desert Baja Raceway sent us their off road summer racing schedule and would like some of you to know what it is. There will be off road races every Wednesday and Friday nights starting at 7:30 p.m. - off road and oval. Entry is \$5.00, all classes, ORRCA sanctioning and rules. Track is located in Palmdale at 921 East Ave. P-8. Contact Ron Erickson for more info at (805) 724-1162.

Got a note from Chuck Mackin, VP of NORCAR in Elyria, Ohio. They've got their summer schedule all ready and would like us to pass it on. (See Calendar section.) He also wanted us to know that NORCAR is now holding off road races for the first time. As is Bill Jeric at his Hobby Hut shop. Bill has Oval races on Monday nights and off road races on Wednesday nights on his new dirt track. Also, the U.S. Indoor Nationals which are presented by NORCAR and held during Thanksgiving weekend, is set again for this year at the Cleveland Hilton South Hotel. One big improvement is that they will have a portable floor to lay out the track instead of the carpeting which last year caused some problems. For more information about all the NORCAR activities you may want to give Chuck a call at (216) 888-3307.

We hear that the biggest selling R/C car (in any scale) is MRC/TAMIYA's The Frog.

Nationally is the biggest selling car and for good reason. It's probably one of the best kits to come along that a new person in the sport can build and run with no modification and it's literally trouble-free. We all know some of the problems we had to go through to get the Rough Riders, Sand Scorers, Cox, Scorpions and AYK's to run, but this kit seems to withstand even the thrashing of the novice R/C'ers. There are quite a few racers around who are also upgrading the FROG and making it work even better, so it's just a matter of time before "high performance" parts should be available.

In the world of new cars the HIROBO has made its mark and it too should be an excellent car once "after market" products are produced for it. Right now, they work great on some tracks and not so good on others. The main problem is not the concept but just the production of the stock items on it and the driving skills of those who get their hands on them. It's a matter of time before that car really becomes reliable and then watch out!

Should there be a new class for 4-wheel drive cars? That's a question often asked and suggested by some. We don't know at this time because the cars have not really been dominating at all tracks and there's just not enough time spent to see what the car is all about. It's possible that a new class may have to be added to ORRCA to take care of all the 4-wheel cars that may race in the future. This is a great chance for many of you to voice your opinions about this, either through R/C RACING NEWS or directly to ORRCA. ORRCA will be holding a general membership meeting sometime in December of this year and everyone is invited to come. But before then, ORRCA would like to have the input from its members as to what rule(s) changes or additions need to be made. So don't sit on your hands and keep complaining that ORRCA never listens to the racers. This is your chance to have your voice heard. Don't say we didn't tell you.

The wait for the new ASSOCIATED off road car is getting harder and harder judging by the calls and questions we get asked. Gene Husting indicated that the car is almost ready and that after the Off Road World Championships, they were able to learn a lot and when the kit comes out, it should be race ready and very competitive. In any case, we expect the car to hit the market early this summer.

Mike Tobey of C.R.P. has resigned as a member of the Board of Directors of ORRCA so that he can help support both ORRCA and ROAR off road efforts. Mike served ORRCA as a Board member for the past two years and was instrumental in helping to formulate the current ORRCA rules. We understand Mr. Tobey's desire at this time and ORRCA would like to thank him for his services.

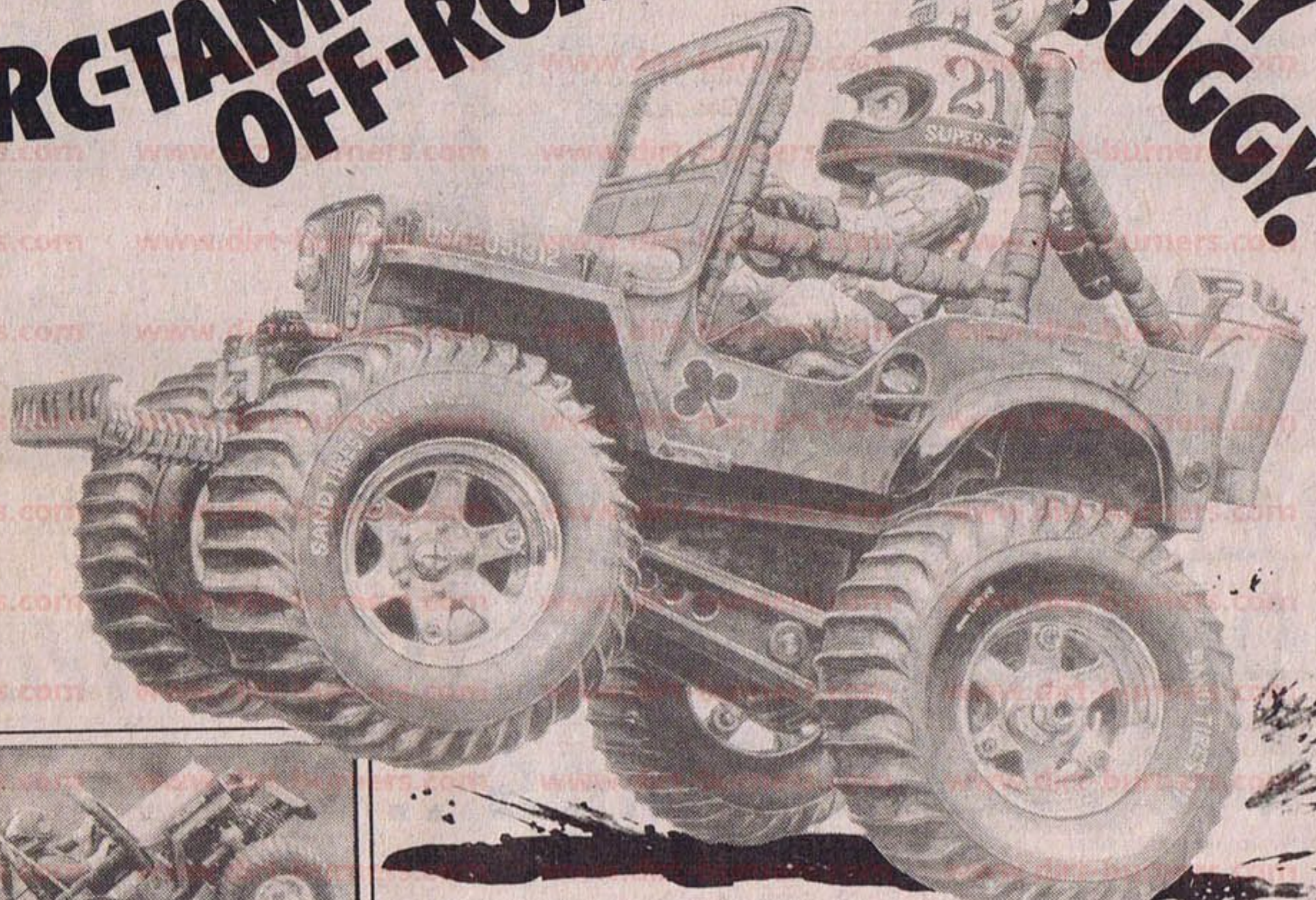
There have been rumors that ORRCA was having difficulties with some of its Board members and that perhaps was facing a rocky future. That's not quite true. We know of no organization that does not have people with varying opinions. Often they are all meant to work towards the same goal. That's what helps keep the check and balances of any association. Nevertheless, the goals of ORRCA are quite clear - that is to help make the sport of R/C off roading a national pastime and a sport/hobby that the entire family can enjoy.

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WILD WILLY OFF-ROAD STUNT BUGGY

KIT SPECS



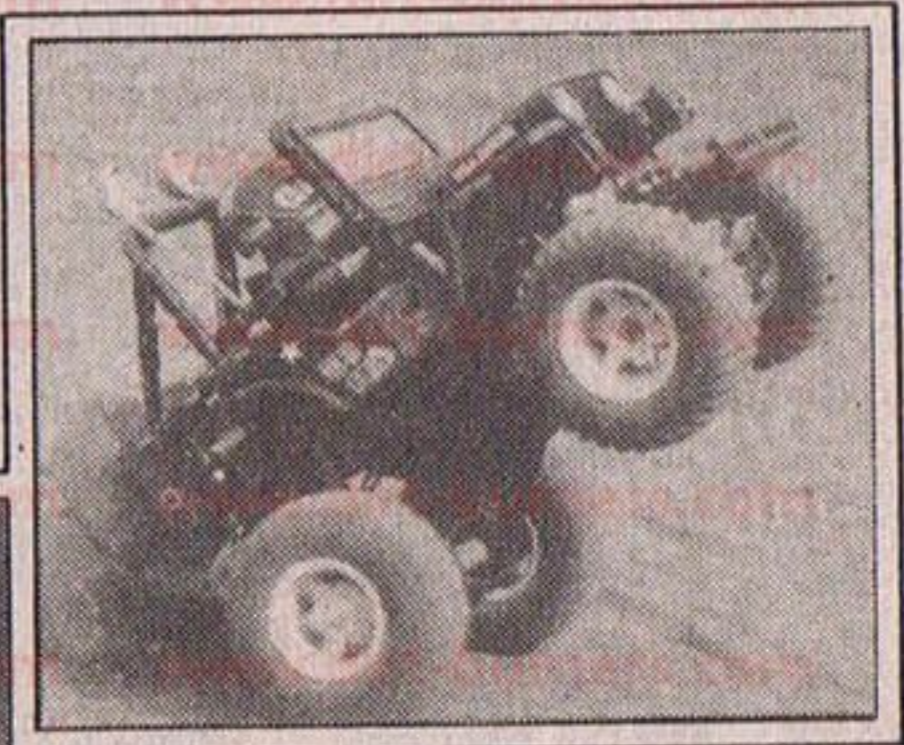
Talk about wild... Willy is it. Talk about fun... Willy's the one. It's MRC-Tamiya's stunt buggy kit. Its been geared for everyone... whether you're into R/C off-road, or ready to take the plunge.

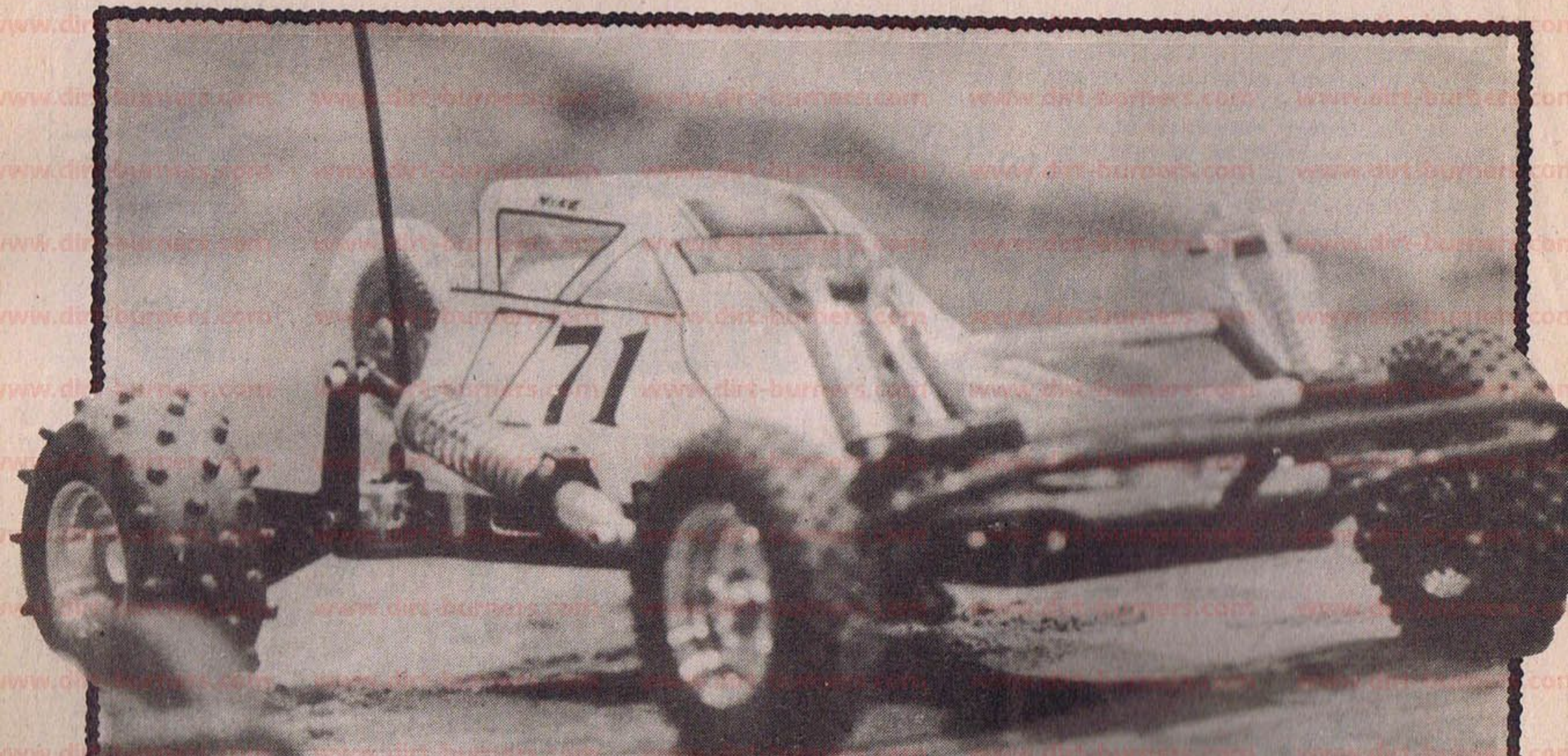
■ To begin with, it looks like fun. From Willy in the driver's seat, to its oversize sand tires and rugged, jeep-like chassis, through its spring loaded front bumper that soaks up shocks and bounces Willy back into action, Willy was made for stunting. Its wide track

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

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

■ Wild Willy... engineered, conceived and built to be the first, high performance, off-road stunt buggy ever made. It's pure pleasure. Go for it.





PETTERSEN, DUNN, & CAUDILLO Capture 1984 World R/C Off Road Titles...

Record number of entries (263) make the MRC/TAMIYA R/C 1984 Off Road World Championships, the BIGGEST EVER!

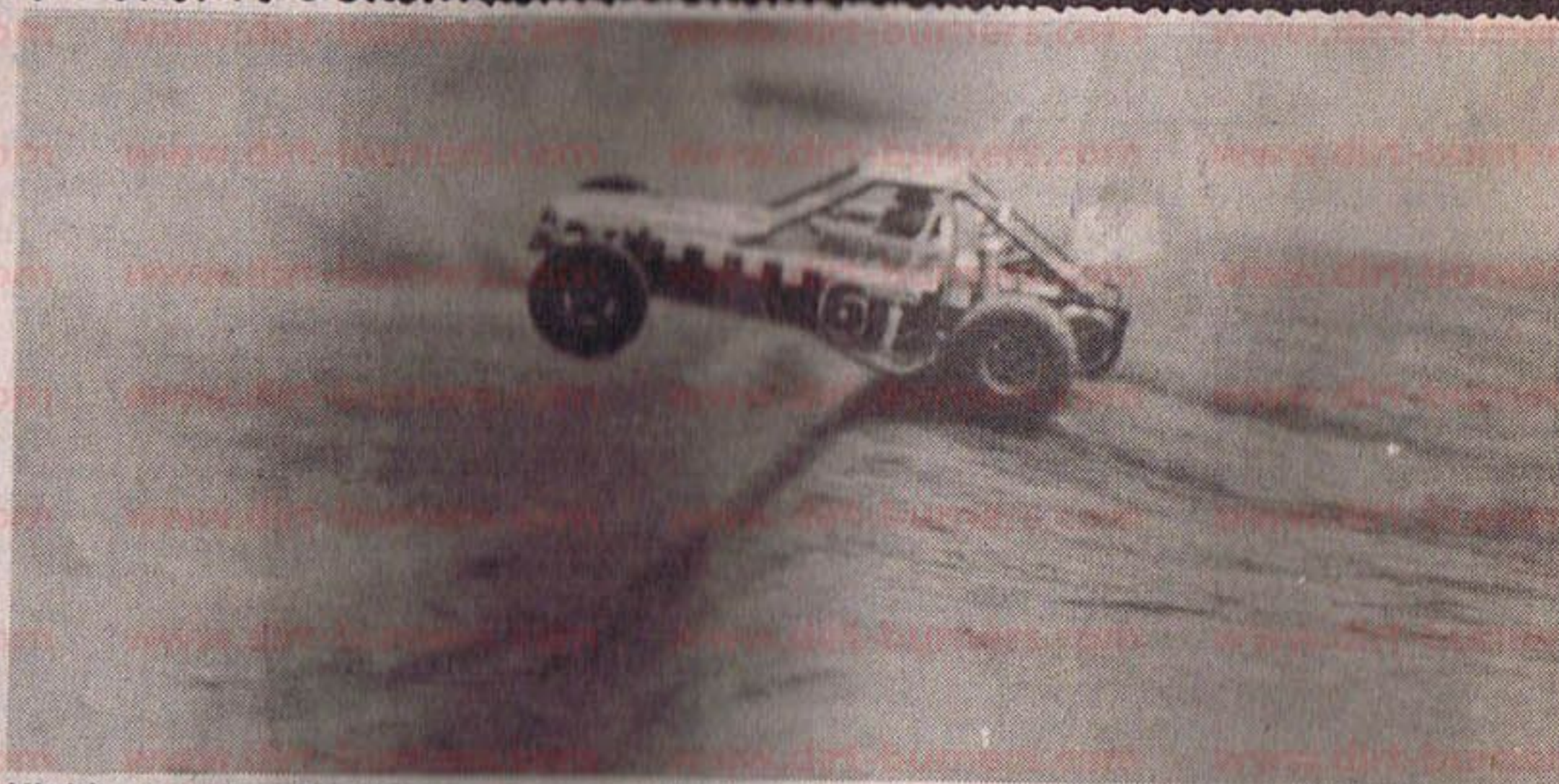
Story by Kirk Naylor, Jerry Guthrie
Photos by Chuck Conolly, Kirk Naylor,
John Elkin

April 13-15, 1984
Anaheim, CA

THE THIRD ANNUAL MRC/TAMIYA R/C Off Road World Championships at the Anaheim Convention Center, Anaheim, California, once again drew a record number of entrants and a record number of spectators during the three days of the event.

In the process, three "new" World Champions were crowned - Louie Caudillo, STOCK World Champion; Mike Dunn, MODIFIED World Champion; and Elvind Pettersen, OPEN World Champion.

According to the general consensus of racers and spectators, this was the best and most hotly contested World Championship Off Road event in its three year history. All three A MAIN events were incredibly close with the world champion being decided nearly in the last lap. Perhaps the most exciting of all was the Open Class championship, where Elvind Pettersen narrowly edged out Jay Halsey in the last lap for the world title. But to single out this main event from the others and, in fact, from all the other mains, is not exactly fair as there



Highly modified Mod/Open class car (#71) of Mike Styles (top). Check out rear cantaliber shock set-up. Awesome looking. Mike Dunn "wheeling" his way towards the Modified World Crown. Photos Chuck Connolly and Kirk Naylor

were some great moments during all three days of qualifying and mains.

One particular feat that had never been done before was that of Ron Dyer who, after having had extremely poor qualifying rounds in the Modified Class, wound up in the D Main - an unlikely spot for him. But once the main events got underway, Ron must have found the right

combination as he proceeded to win the D, C, B, mains and "bumped" into the A Main where he picked up the third (3rd) World Championship spot. Imagine winning three main events right in a row and finishing 3rd in the prestigious A Main, some kind of feat!

Not to be overshadowed by his accomplishment was Mike Giem, who had the skills to



The high flying Jay Halsey came within an eyelash of capturing the Open world crown. Last lap flub allowed Pettersen to go by. Photo Elkin

wind up as the "Top Qualifier" in both the Modified and Open classes. Think about it...117 Modified and 99 Open entries were going for the TQ spot, but when it was all said and done Mike Giem stood alone as the fastest driver in both classes. Also, in the process, he managed a 2nd place in the Modified World Championship Main, and a 3rd place in the Open World Championship Main. Needless to say, in overall performance, he must be considered the best.

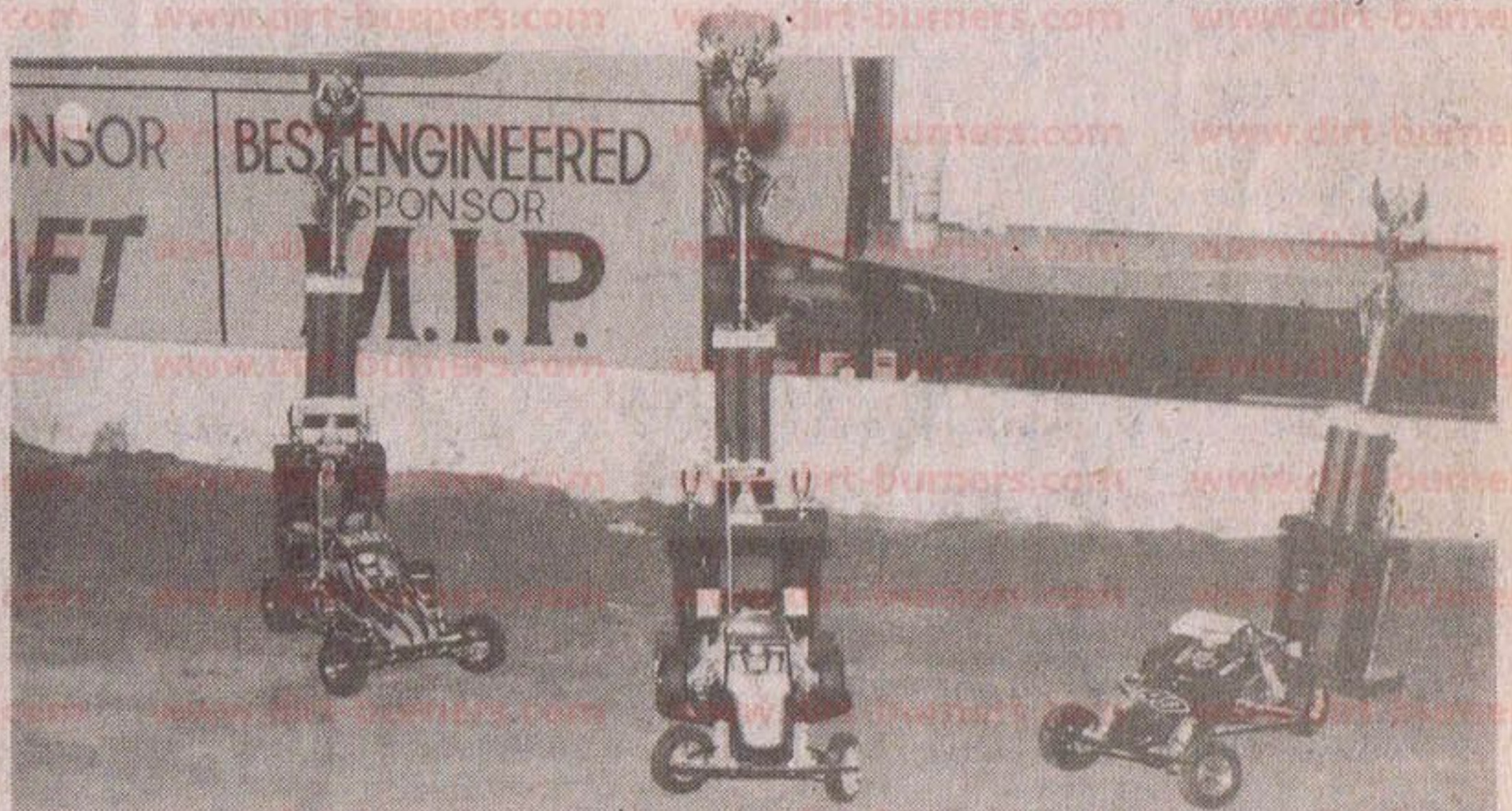
Another achievement of equal importance was that of Louie Caudillo who won a thrilling main event over Randy Lutz and Herb Hanss. Moreover, Caudillo next transferred to the Modified and Open classes where he finished 3rd in the Modified D and 5th in the Open B main.

The world championship track, designed by SSG William Swinegar, currently in Germany in the Armed Forces, was a hit with all the racers. Simple, yet challenging and worthy of a world-caliber event. The job to bring the design and drawing to reality was once again

the soil and expressed their approval continually. It certainly made it easier on the cars and breakage was minimal as a result of the track.

The SCORE SHOW drew a tremendous crowd during the three days and once again a great majority made its way to see the "little cars" run. This annual World Championship event for R/C off road cars has become the hit of the SCORE SHOW and people were even calling the show offices during the weekend to make sure that R/C cars were running and to find out what the schedule was.

The same problem of crowd control remains as it has for the past three years. There's no way that thousands of people can see the racing at one time without being five to eight deep behind the retaining walls of the race track. Because of Fire Department restrictions and insurability, no bleachers can be provided for the general public to see the event. So they have to stand behind the three walls. This year, for the first time, Race Director Lou Peralta was able to provide two sets of bleachers for "Racers ONLY". This was certainly a wel-



Stock Concours cars, all COX Scorpions that showed incredible detail. This was a "running" Concours so these cars, with their shining new bodies, had to go out and race with the rest. Photo Naylor



Stock Class Concours winners: (l-r) Vince Carbino (2nd), Scott Sherburn (1st), and Don Denny (3rd).

left up to the able hands of Eric Grisham. For the third year in a row, Eric has masterfully shaped the world champ track within the 35' X 70' box used for the track. This year the 52 yards of dirt that were brought in were as "clean" as they could have possibly been. In fact, the dirt was so clean (void of rocks, etc) that cars were able to dig through it with great

ease no matter how hard it was packed. Traction was no problem - keeping the dirt around the corners and where the cars were landing was another. But most of the drivers cooperated in keeping the dirt on the track by periodically shoveling or raking the dirt back to where it should be. Notwithstanding the constant grooming, the majority of the racers loved

comed gesture by all participants since, for the first time, they didn't have to fight with the mass of spectators to get to see the races. The bleachers were completely segregated from the general public and so most of the racers on hand were able to get a front row seat to watch all the exciting racing.

Pitting was another story. There was just not enough space to accommodate all entries. Even in the Stock class, which had the least amount of entries, the pit area was congested. By Saturday, when the massive group of Modified racers made their way into the hall, their first duel or fight was to get a pitting space to lay down all their equipment. I must say, everyone was reasonable enough and although some had to park their equipment and pits in the aisles, there were no fights or bad feelings about getting pit space. There just has to be more space provided for the number of people that usually attend this event. We had heard that the SCORE SHOW was "sold out" as far as booth space and that even the pit area that was provided for the R/C'ers had been cut down once and was threatened to be cut down one more time. For next year something has to be done about this because although no one had anything stolen or lost from their pits, it could have certainly happened as spectators were able to walk through racers' pits - a dangerous situation!

Fortunately this year, all main events on the



The new Open Class World Champion Evind Pettersen being congratulated by fellow racers and by Jim Greenemeyer, who was the motor "tech" man. Evind returned to Oslo, Norway until next year. Photo Elkin

schedule were run. (Remember last year, some of the Open mains had to be cancelled because of the lack of time on Sunday?) The reason for this was that the very tight time-table on the schedule was efficiently kept. Using the REVTECH computer and scoring system kept the time between heats and mains at a minimum and the results were quickly posted. Keeping things humming were both Neal McCurdy, who manned the computer most of the time, and Larry Stancliff, who handled the majority of the announcing and was able to



Open class duel between eventual World Champion, Evind Pettersen (foreground), and Jay Halsey and Steve Dunn.

keep up the momentum of the event.

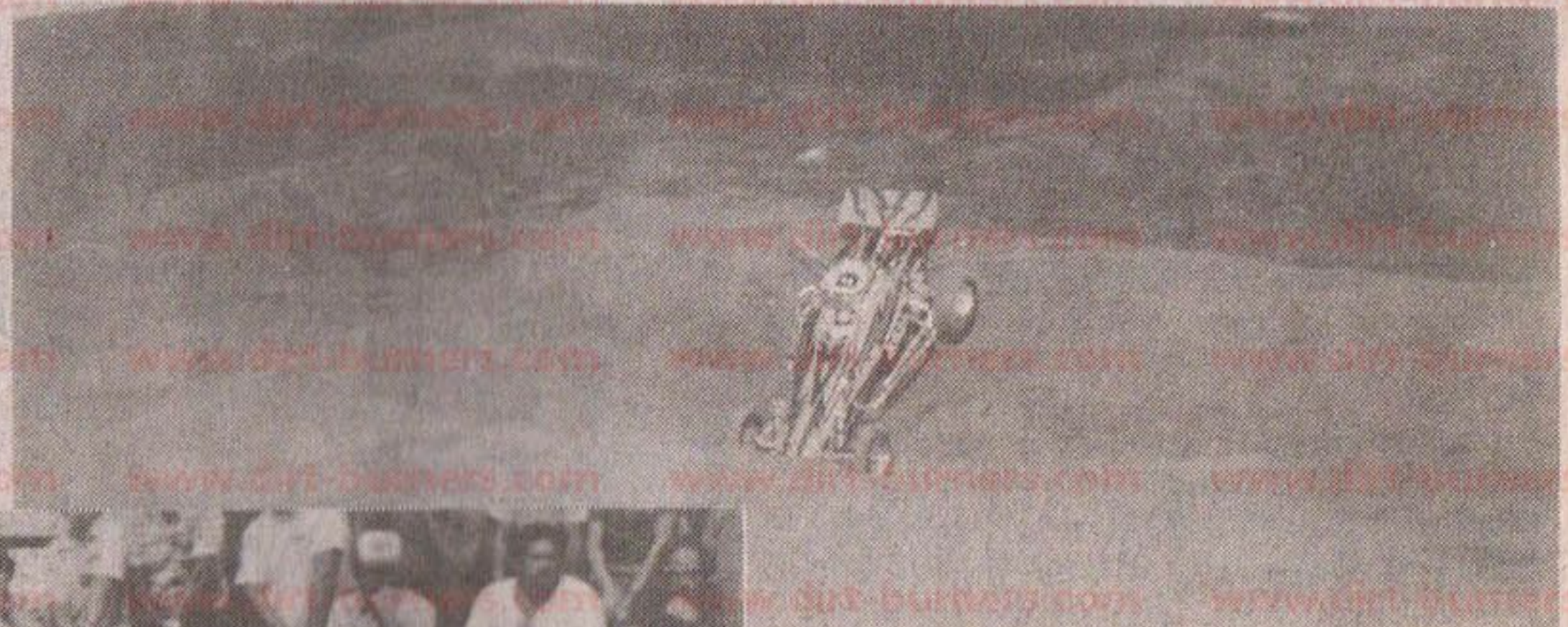
I think something needs to be said about the scoring and lap counting. An adding machine-type of scoring key was used which made the physical act of keying in car numbers very efficient. Still, they needed to have a spotter or a person who would call the number of the car(s) to the scorer as they went by. Because of human error or poor visibility of the car numbers, especially when they tangled with each other at the start/finish line, or even when some of the cars cut portions of the course at the start/finish line, the system proved to have certain flaws in time/lap counting. Fortunately, because the system records each and every lap for each car with its appropriate elapsed time, most of those errors were immediately caught and adjusted on the final print outs. That there may have been a few that were not caught or that there were a few that got away with more laps than they should have is probably true. The percentage, I'm sure, is minimal but it happened and nothing can be done until a fully automated system is used to

record laps and times - the time is almost here and perhaps by the next World Championship, this will be available. In the meantime, there isn't one system or one group of people who can score all cars at a 100% rate. McCurdy and his group of people did an extremely excellent job making sure the margin of error was kept to a minimum.

THE RACING

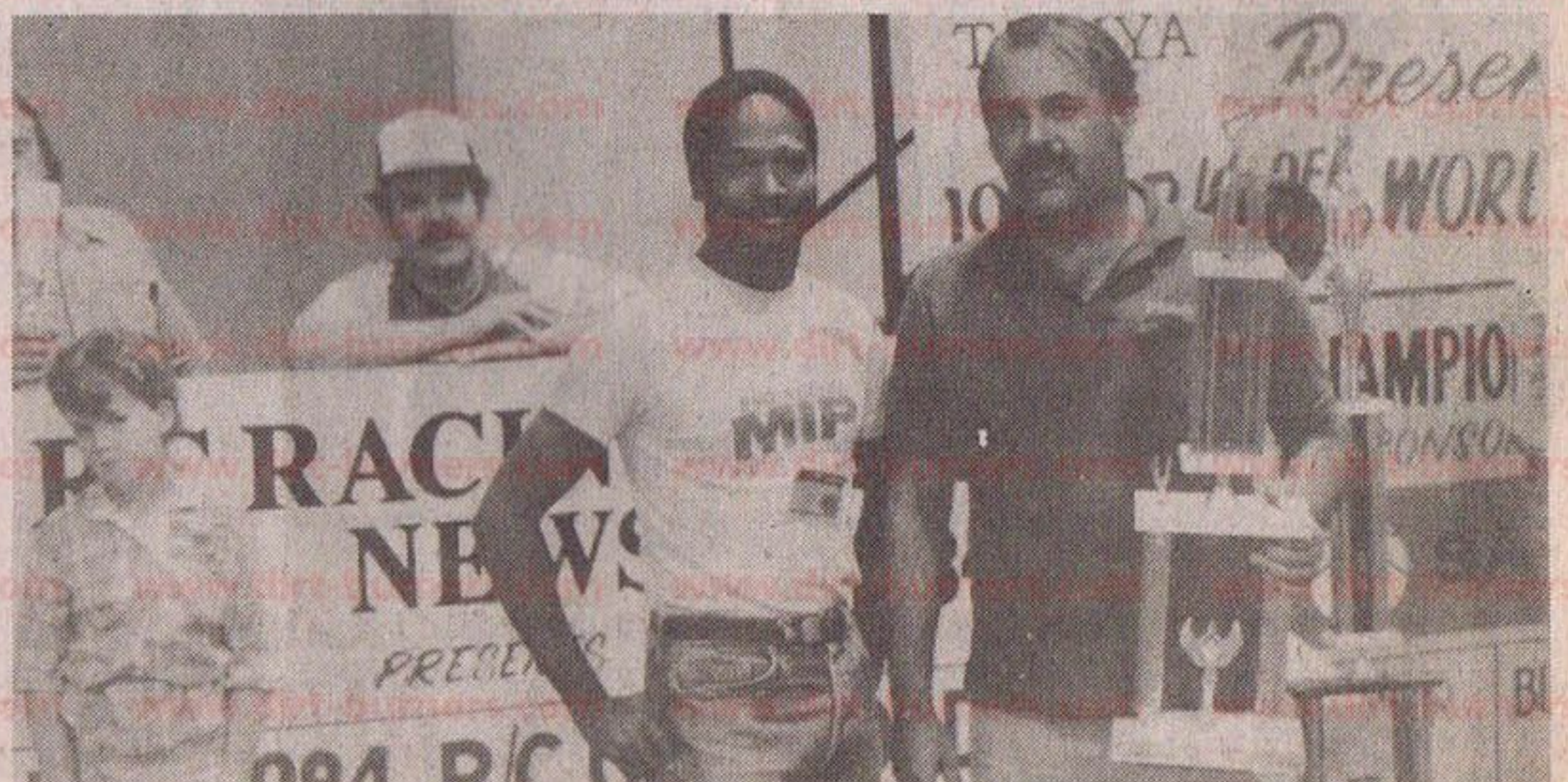
STOCK - Friday, was Stock Class day and the World Championship would be decided by evening's end. Earlier during the day (between 10 a.m. & 4 p.m.) the track was used for "open practice" for all classes. By 4 p.m. the track was closed, groomed and then re-opened for Stock only practice (one round) and then three rounds of qualifying leading up to mains from E to A.

The "Top Qualifier" in this class was a young man who was not even in the program, one hour before it began. John Villarreal was a stand-by and did not know whether he would



Although the track was much smoother this year, there were still enough bumps to make things interesting. Photo Naylor

be included in the Stock program almost until the event was ready to start. Because one racer cancelled at the last moment, John was able to get a "late entry" and make the program. As a result, John was able to post a very fast 19 laps in 5:22.4 in his first qualifying run (he must have been all pumped up) to emerge as TQ in Stock and take the pole position in the A Main. Second fastest was Louie Caudillo with 18/5:00.3. Interestingly, in winning the A Main, Louie was able to find better lines, hone his driving and perhaps get more traction



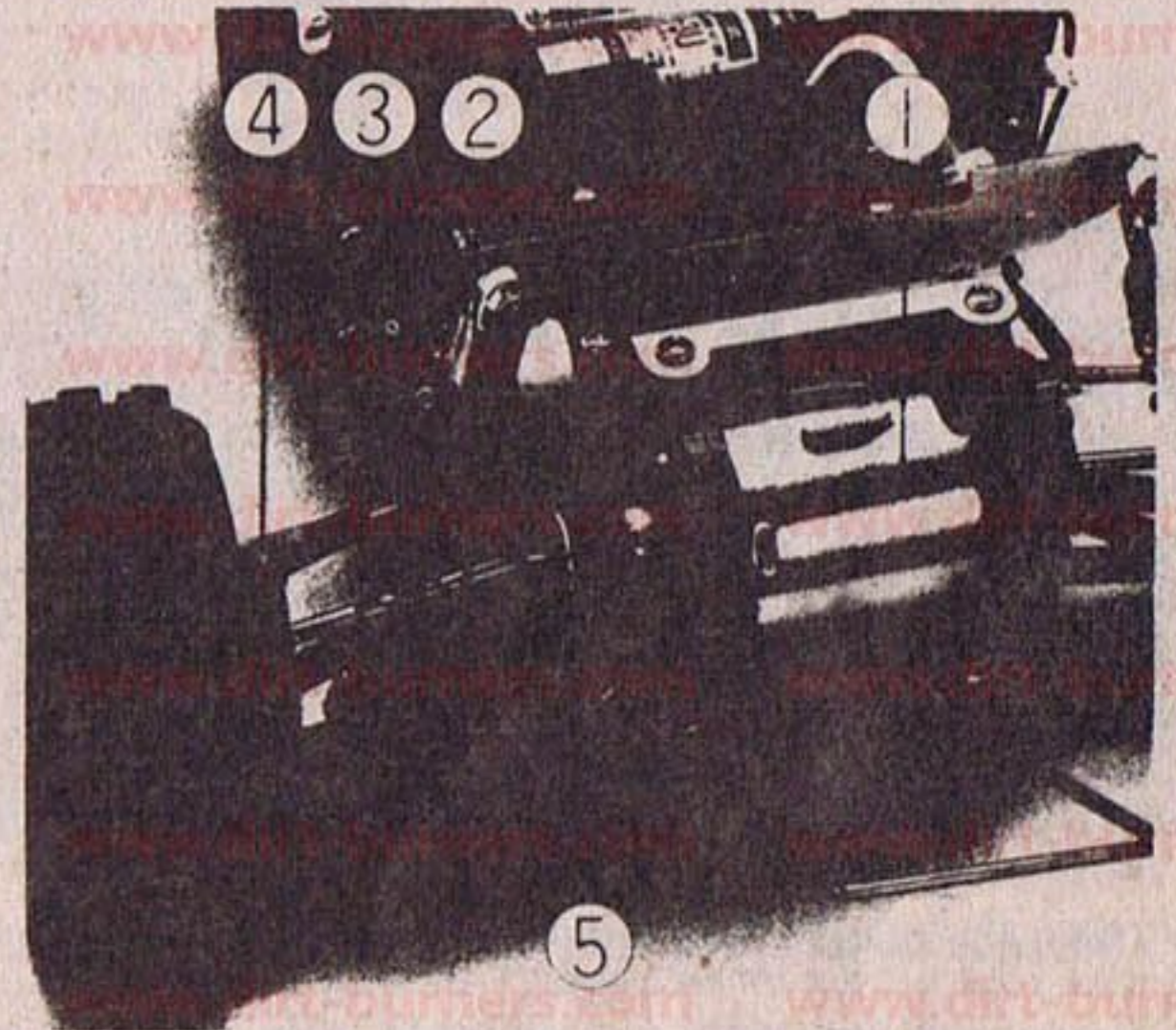
"Best Engineered" Open Class award was presented to Carl Thompson by sponsor of the award, Eustace Moore of M.I.P.

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

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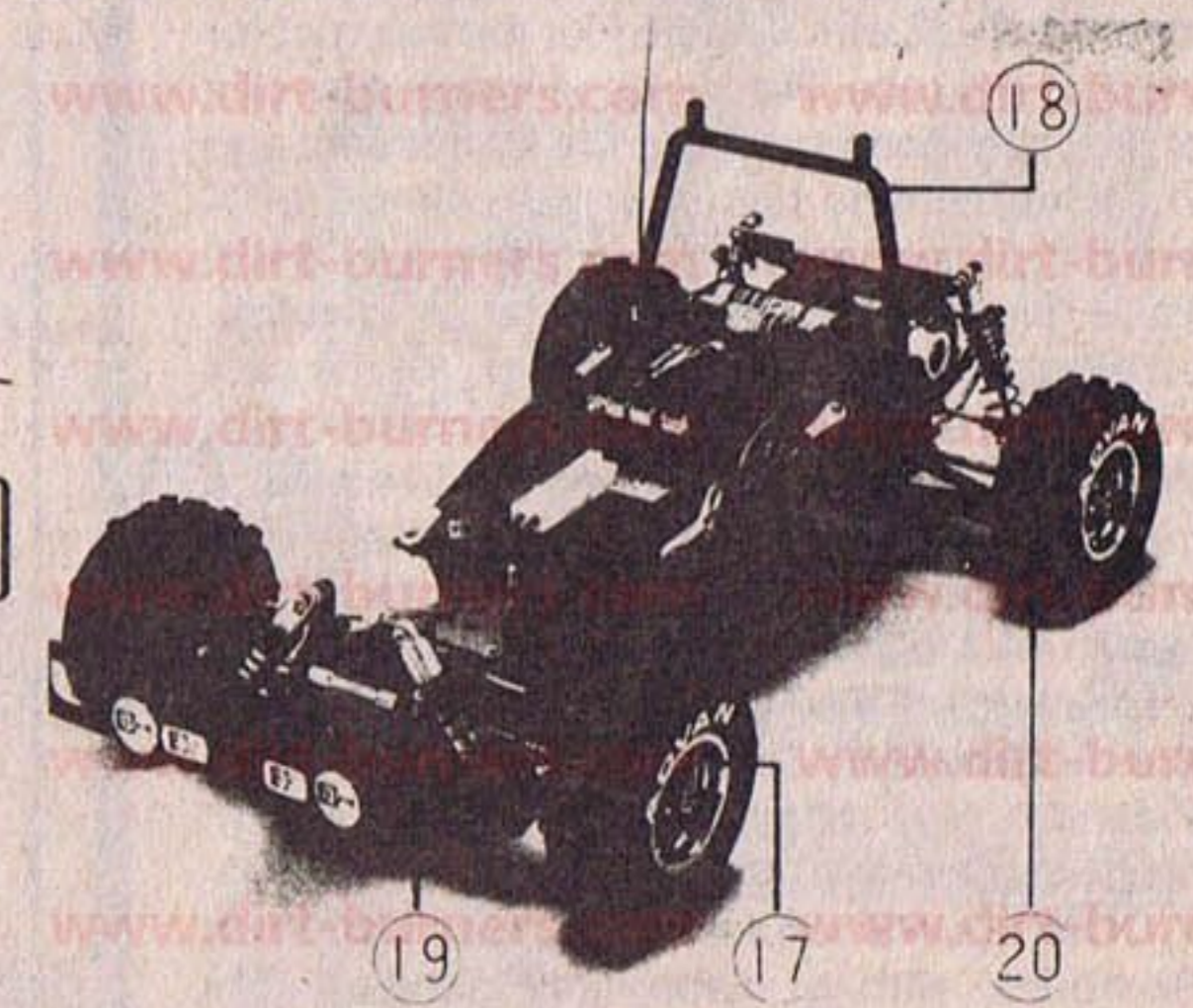
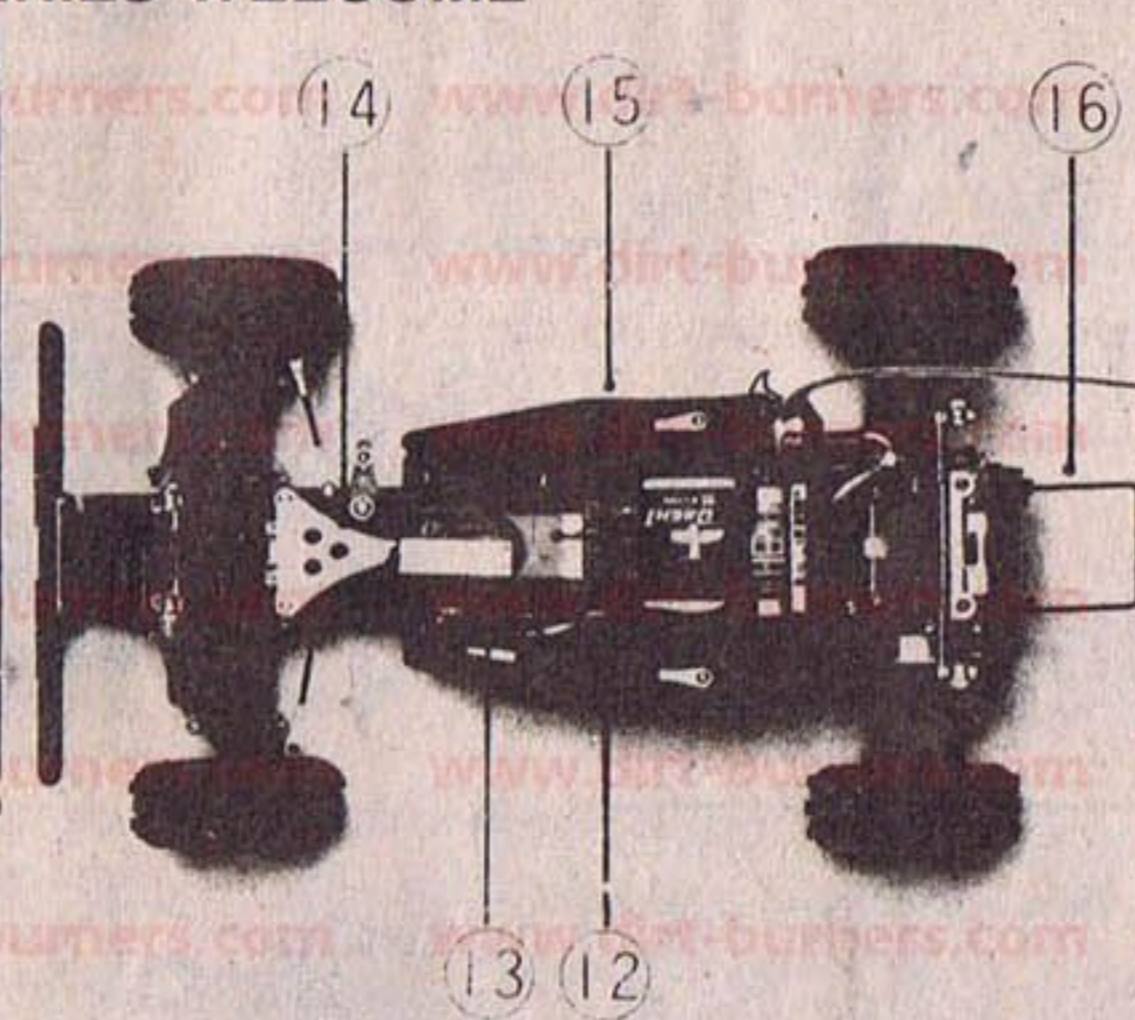
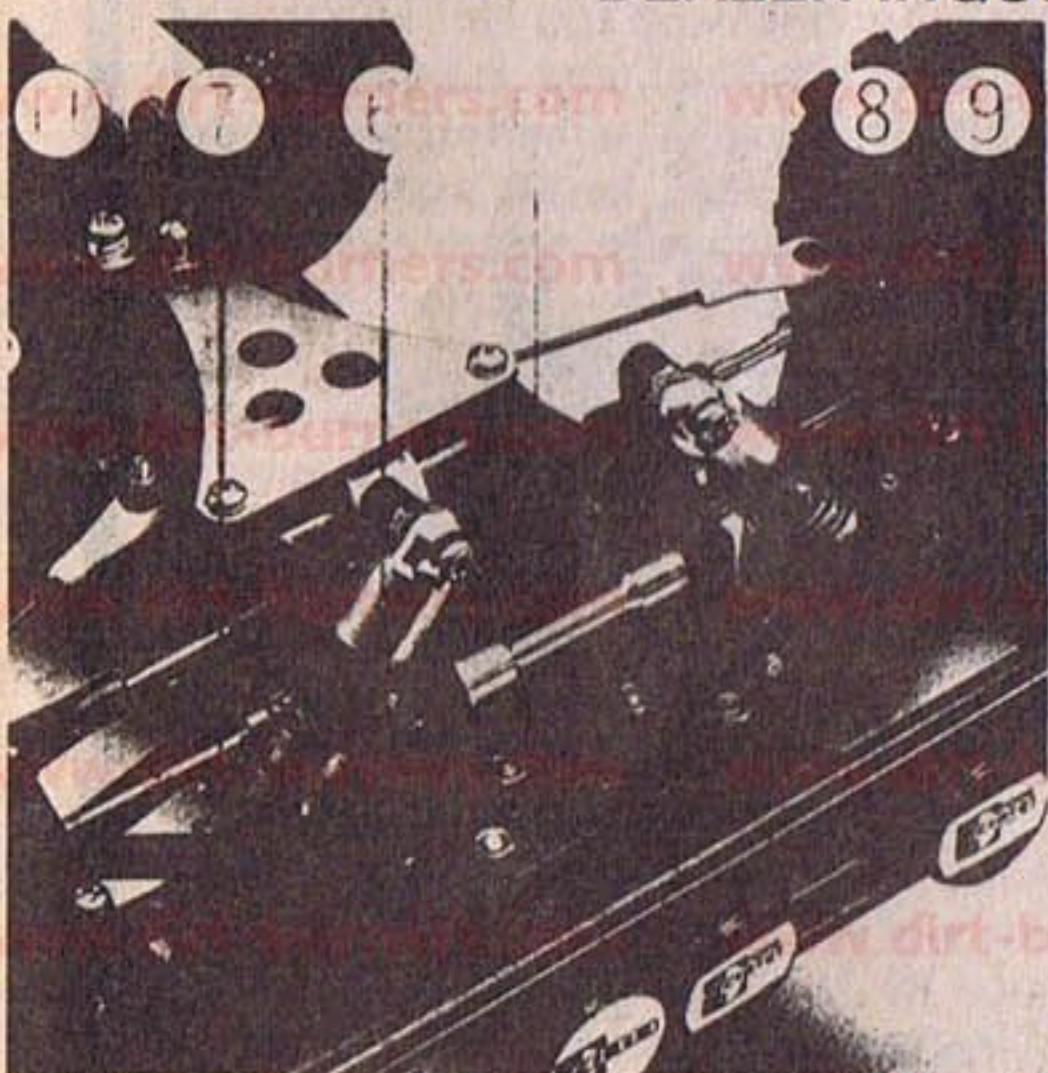


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- 4 - Camber-adjustable rear semi-double wishbone suspension.
- 5 - Primary side speed reduction by timing belt. The speed reduction ratio is changeable. (Optional)

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- 11 - Controllable servo savers.

- 12 - 7.2 V, 1,200mA Ni-Cad battery (not included).
- 13 - 3-stage speed controller.
- 14 - Chassis-deflection relieving joint plate.
- 15 - Waterproof & dustproof mechanism box.
- 16 - Rear bumper.

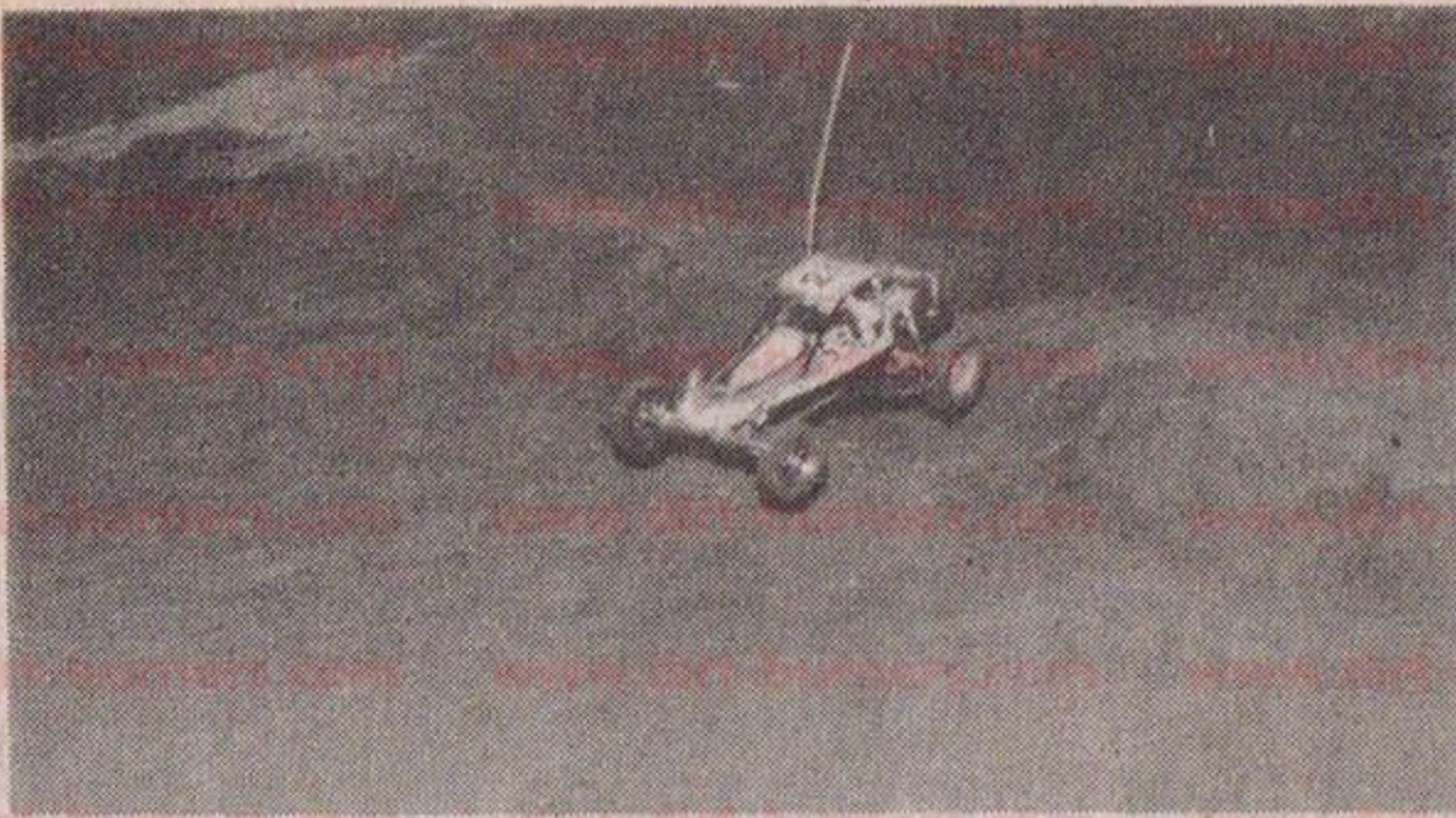
- 17 - 2-piece plated wheels.
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Off Road action at the World Championships



Overflow crowds lodged themselves around the track to watch the action.



The track surface was void of any rocks, but was still very bumpy.



By Sunday, the Open class racers had to cope with plenty of whoops and bumps.

because he posted a 20/5:18.4 to out-distance 2nd place finisher, Randy Lutz (19/5:09.1) by one lap. Good indication that when the chips are on the line, the better drivers always seem to find that extra something to get the winning edge. In Caudillo's case, he was able to get two extra laps from his best qualifying time to win the Stock Class World Championship. Second place went to Randy Lutz, who fought tooth and nail with Caudillo for the top spot for most of the race. Randy has emerged as one of the most consistent Stock Class racers and in recent months has figured in almost all A Mains in whatever Stock events he's entered. Third place went to Herb Hanss, another veteran of many Stock Class wars for the past couple of years. Herb too was in contention for the 1st place spot and during the five minute main had led for several laps. He too was able to better his best qualifying lap/times by one lap in the A main. Fourth through tenth in the A Main were: Ron Rosetti, Jerry Sanders, Jr., Sonny Brewster, John Villarreal (TQ), David Pisarski, Guy Miller, and Sandro Taburri, respectively.

CONCOURS winner in this class was Scott Sherburn, with a masterfully detailed Cox Stock car. Second went to Vince Carbino and third went to Don Denny, a perennial top three finisher in this event.

Other Stock main winners were: Herb Hanss, B Main; Jack Gratan, C Main; Danny Fonteyn, D Main; and Mike Cargill, E Main. (See results for final standings.)

MODIFIED - Saturday was the biggest day - entry wise - and when the Modified World Championship would be decided. Little did people know that they were in store for some of the greatest racing and individual performances ever seen in the short history of R/C



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Randy Lutz led things off for the eventual R/C Race Prep "Team Championship" by posting a runner-up spot in the Stock A Main. Photo. Elkin

Off Road racing. There were three great feats that beg to be mentioned again. First, of course, was the winning of the title by Mike Dunn who, in the past 12 months, has emerged as the "force" in the sport. He's won just about every major event since last year in ORRCA and other events. He was certainly considered one of the favorites. The other great feat was that of Mike Giem, also a known quality in the sport and winner of many top events. Mike was the Top Qualifier (he would later go on to also TQ the Open Class) in this, the largest class of the weekend. A total of 117 racers were going for the top 9 spots in the A Main. The pressure was tremendous just to make the cut, but to take the TQ spot was even more so. Giem did just that by posting 22 laps in 5:10.4 in his last qualifying run. This threw away the theory that the fastly-decaying track would see the best times during the first rounds of qualifying. Gil Losi, Jr., had held the TQ spot going into the third qualifying round with a 21/5:16.2 which he accomplished in his first turn. That time held up for second best qualifier.

Another incredible feat in this class was the effort by Ron Dyer, who after having qualified with a 20/5:09.4 - good for the D Main, was able to "bump" his way up past D, C, and B, mains and into the third spot in the A Main. This meant that Ron had to jump off the driver's stand, go to his pits, put a fresh battery, and get back on the track before the 2 minute time and race, and win three of the four mains he was able to "bump up" into. Of course his friends and pit crew really helped out as well. It's interesting to note that Ron's 20/5:09.4 and Mike Giem's 22/5:10.4 were only 2 laps in difference but four mains apart! Now that's tight competition.

Mike Dunn won the A Main and the World Championship title with a record 23/5:13.9 lap/time in Modified - the fastest time posted in Modified. Mike Giem chased him for most of the race but Dunn drove a flawless race to capture his first world championship title and send the whole R/C Race Prep Team in mass hysteria. It was a win that was well deserved

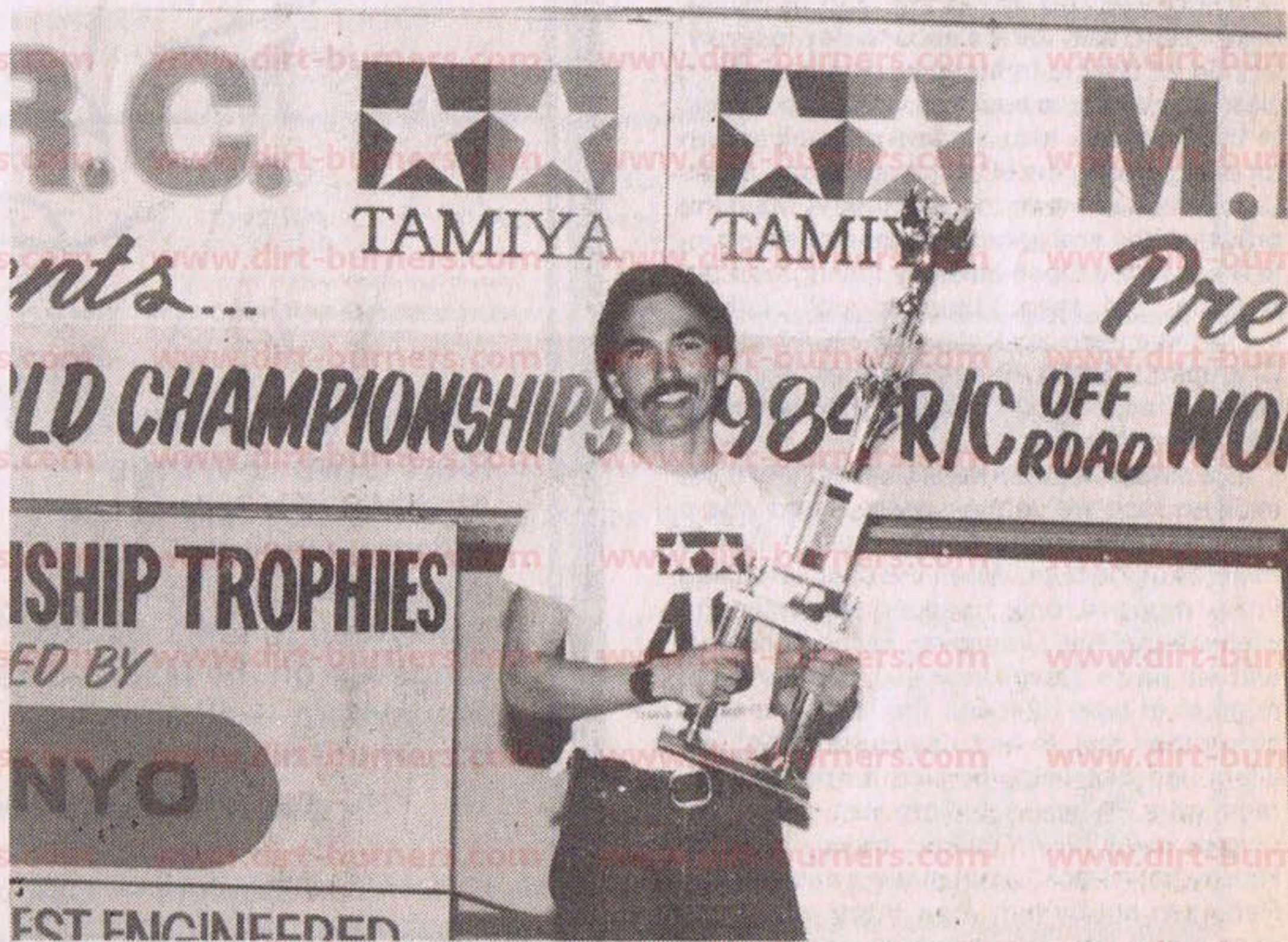
and certainly due. Giem also had to be well satisfied with his performance and although he missed the championship title by one lap, there's no question that he proved to be the most consistent overall driver. Third went to the incredible Ron Dyer, a three-main winner to move into the A Main. He had the crowd going crazy. "Could he win the A Main?" I've never seen so many people pulling for one racer. Fourth through 10th went to Willie Melancon, Chris Allec, Curtis Husting, Nelson Kracke, Bruce Calomiris, Jiggs Garcia and former world champion Gil Losi, Jr., in that order. Side-note: Gil had the misfortune to develop radio problems as he was ready to start the A Main. Because of the importance

of this event and because he was the defending World Champion, there was time given to him to change his radio system in the car and transmitter. He then pulled into the starting grid again where his car was to sit on the second spot, but once again radio glitches plagued him. With no time left to hold the A Main from happening, the field was waved and Gil Losi, Jr., remained with a DNS to give up his Modified title.

CONCOURS - Top honors in Modified Concours went to Andy Jacobsen, who has been one of the best in this event for years. His excellent painting detail and meticulous eye for what makes a car a Concours winner, once again got him the top prize. Second went to Greg Andersen and third went to Mike Styles.

Other Main winners were: Ron Dyer, B, C, & D; Elvind Pettersen, E Main; Jerry Case, F Main; Chad Cummings, G Main; Mike Larson, H Main; Gary Peterson, I Main; and Chuck Connolly, J Main.

OPEN - Sunday, the final day of the World Championships, is usually the toughest day for the racers. Many of them have competed in the Modified class on Saturday, and all but one is usually disappointed that he or she did not do better. This is the day to "go for it" all out racing - the Open Class. Tempers also have a tendency to run a bit short. Fortunately, everyone held their own and there were no incidents during the day. But where tempers were kept at an even keel off the track, on the race track, it was another story. The soft dirt was becoming harder to keep groomed and keep managed. Holes and bumps were deeper and tougher to go over. The lines from the previous day were all gone and new lines around the track had to be found. The intensity was certainly there and because of the shortness of available time to run the Open class events, there were no practice rounds before the start of the qualifying rounds. A short session of "open practice" was squeezed before qualifying actually started but not all drivers were able to take advantage. Qualifying started at 10 a.m. - the show would close at exactly 6 p.m., so there would be only 8



John Villarreal was not in the race program until the last minute when a "no-show" opened up a spot for him. He got in and quickly posted the "Top Qualifying" run in Stock Class. Photo Naylor

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SANYO BATTERIES once again sponsored all of the Off Road World Championship trophies, which this year were the largest ever, with 5 foot-plus trophies going to the World Champions.

hours to run three qualifiers and eight mains and a total of 98 racers. Everything had to work perfectly and it did. The final main, the A Main, was concluded by 5:15, with 45 minutes to spare to award trophies.

Once again the Top Qualifier was Mike Giem. This time Mike posted the fastest qualifying time on his last round, again dispelling the thought that if you didn't get your best run in on the first round, you would not get it later on. Mike's 23/5:04.4 narrowly edged out Mike Dunn's 23/5:04.5 and Jay Halsey's 23/5:05.0. It was that close for the top spot! Defending Open World Champion, Gil Losi, Jr., just made the last transfer spot into the A Main with a 23/5:14.7. While qualifying last in the A Main, Gil was still considered the odds-on-favorite to repeat his win of last year. He's probably one of the best pressure drivers around. But one could not forget Mike Dunn, who already had won the Modified World title and of course Mike Giem, who for the second day in a row, bested all drivers in Modified and now Open class and quod the best and fastest laps/times. In this field was also a name not well known for being among the elite in the A Mains. Bruce Calomiris had made the Modified A Main the previous day and once again had qualified into the A in the Open class by having won the B Main and then "bumped up". Others in this main were Jay Halsey, ORRCA National Champion; Steve Dunn, brother of Mike; Nelson Kracke; Jason Garcia; Elvind Pettersen and Roger Wagner.

The A Main was perhaps the best and most exciting race we've ever seen. There was a four way battle for the lead for most of the five minutes of the race. When the checkered flag finally dropped, only 1 second separated the winner and World Champion, Elvind Pettersen, and 4th place Steve Dunn - all with the same number of laps - 24. But the race was even closer than that. In fact, Jay Halsey and Mike Giem had been side by side for most of the race with Pettersen lurking just a few car lengths away. Giem passed Halsey but then Halsey got it back. Giem made a mistake and Pettersen got by him. Now there were three cars vying for the top spot. Halsey and Pettersen pulled away just a bit from Giem and Steve Dunn, who had worked his way past the crowd and was but a couple of car lengths

away. Mike Dunn had a poor start and several crashes that kept him in the back and finally had to pull out with only 10 laps. Gil Losi, Jr., never got untracked and he too had to pull in after only 13 laps. During the final moments of the race and going into the last lap, Halsey had a half a car length lead over Elvind Pettersen. Jay bobbed and left the door open for Elvind who just got by to capture the world title by less than 2 seconds! The full house (spectators and racers) around the track went wild with excitement and rushed to the stand

to congratulate all the drivers for the excellent show they provided. It was truly a memorable climax to a great weekend of R/C Off Road racing. And the Open Class World Champion, Elvind Pettersen, had achieved what few thought could happen - take the Open Class world title away from the Americans and take it back to his home in Oslo, Norway. Halsey wound up in second with Mike Giem capturing the 3rd spot, again among the top three. Fourth through 10th were Steve Dunn, Nelson Kracke, Bruce Calomiris, Roger Wagner, Gil Losi, Jr., Jason Garcia, and Mike Dunn.

Other main winners were: Bruce Calomiris, B Main; Louie Caudillo, C Main; Scott Sherburn, D Main; Bob Novak, E Main; Jerry Case, F Main; and Glenn Gordon, G Main.

CONCOURS winners were Phil Emery, with Scott Brown, second and Chuck Davis, third.

The Team Championship went to R/C Race Prep Team, whose six racers (2 in each class) accumulated 535 points during the three days and narrowly edged out the Revtech Team (533) by 2 points! The winning R/C Race Prep Team consisted of Randy Lutz and Jerry Sanders, Jr., in Stock; Steve Dunn and Jason Garcia, in Modified; and Mike Dunn and Ron Anthony, in Open. The Revtech Team was made up of Spencer Bond, Guy Miller, Ron Dyer, Roger Wagner, Mike Giem and Nelson Kracke. Third place Team went to the Custom Racing Products team consisting of Herb Hanss, Pete Caudillo, Andy Jacobsen, Michael Pherson, Chris Allec, and Elvind Pettersen.

After the main event on Sunday, the M.I.P. "Best Engineered Open Car" award was presented to Carl Thompson by sponsor Eustace Moore.

The much feared (by some) five minute

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| | |
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| WORLD CHAMPIONSHIP TEAM TROPHY | RACE PREP |
| MODIFIED CHAMPION / MIKE DUNN | RACE PREP |
| STOCK CLASS RANDY LUTZ 2ND. | RACE PREP |
| OPEN CLASS STEVE DUNN 4TH | RACE PREP |

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OPEN CLASS - 1ST OVERALL - MIKE DUNN

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Open Class top three finishers: (l-r) Mike Giem (TQ) and 3rd place, World Champion Evind Petterson from Oslo, Norway, and Jay

Halsey (2nd) who narrowly missed the top spot on the last lap.

heats and mains never created a real problem. True, some cars did not make it for the full 5 minutes, but most likely these are the same guys who can't make 3 minutes. It became a matter of choosing the right motor and gear combination, topping off the battery properly and driving with some kind of sanity to preserve battery life. Five minute heats/mains did one thing that was the primary reason to have it in the first place. It allowed for some fine racing and those who had problems in the first few laps had plenty of time to make up the distance and go after the win. There were several mains where this was most evident. Racers had a chance to outdrive others and work their way back up to the top of the field and ultimately win. Is 6 minutes far off? Who knows, but one thing is for sure, five-minute racing brought out a lot of good racing and excellent strategy - an excellent R/C racing show.

This type of event doesn't happen by the work of just one person. Although for the third year Lou Peralta has been the force who brings this major event off, the help of his family which includes wife Lois, daughters Lori and Leslie, son Lonnie and nephews Kirk and Chris has been invaluable. Add to these people the excellent work done by Neal McCurdy and his REVTECH scoring system, with help from Steve and Bev Pritchett, Larry Stancliff and Frank Killam who did a marvelous job of announcing, with added help from Vince Ito, Bob Stancliff who was the Referee, and Jeff White and Rick Stifle who helped with the lap counting and scoring chores, and you've got the reasons for its success.

We've already mentioned Eric Grisham who built an excellent track with the help of people such as Kim Rethwish, Craig Johannes, Larry Grant and others, and of course all the racers who participated and made this event the success that it was. When a show has over 45,000 people go through its doors most of which saw part of the R/C World Championships and walked away with the feeling that it's not only an excellent sport but it's got real nice people in it, then something was done right and the MRC/TAMIYA 1984 R/C Off Road World Championships can be considered truly a success.

Will there be another World Championship next year (1985)? Rumors were floating around

that there wouldn't be. That's not true, Lou Peralta has the option to do at least another one and will most likely do so. There is a possibility that a much bigger event may be in the works and perhaps it will include all types of R/C cars - like a "Speed Week of R/C". But that's still in the works and I'm sure Mr. Peralta will give us all plenty of time to get ready for it. All we can say is keep your dates open for next year around April, for the fourth R/C Off Road World Championships.

RESULTS

WORLD CHAMPIONSHIPS STANDINGS

OPEN A MAIN:

1. Elvind Petersen - *World Champion* - 24/5:03.4 Tamiya/Sping/Sanyo/KO
2. Jay Halsey...24/5:05.7 - Associated/Reedy/Sanyo/Futaba - Student - Sponsored by Assoc. Reedy/J.G.Mfg.
3. Mike Giem...24/5:07.6 - * Top Qualifier - Cox-Hirobo/Revtech/Sanyo/Kraft - Student - Sponsored by Revtech/CRP/JG Mfg
4. Steve Dunn...24/5:08.7 - Kyosho-Cox/Revtech/Rev-Rev - Student - Sponsored by Race Prep/Revtech/Hobby Tech

5. Nelson Kracke...23/5:10.2 - Tamiya/Check Point/Sanyo/Kraft - Carpenter - Sponsored by RCH
6. Bruce Calomiris (bump)...21/5:04.1 - Kyosho/RacePrep/Sanyo/KO - Pinstriper - Spon. by Cycle Art/Race Prep
7. Roger Wagner...18/4:13.6 - Reflex/Revtech/Sanyo/KO - Machinist - Spon. by Revtech/McAllister Racing
8. Gil Losi, Jr....13/3:70.0 - Cox-Hirobo/Check Point/Sanyo/Kraft - R/C retailer - Spon. by Ranch Pit Shop
9. Jason Garcia...11/4:53 - Kyosho/Revtech/Sanyo/Kraft - Student - Race Prep/Revtech
- 10 Mike Dunn...10/1:03 - Kyosho-Cox/Revtech/Revtech/Revtech - Student - Spon. by Race Prep/Revtech/Hobby Tech

OPEN B MAIN:

1. Bruce Calomiris
2. Chris Allec
3. David Densmore
4. Jeff Maurer
5. Louie Caudillo (bump)
6. Barry Hedrick
7. Gil Losi, Sr.
8. Willie Melancon
9. Gary Demory
- 10 Eustace Moore

OPEN E MAIN:

1. Bob Novak
2. Carl Thompson
3. Sandro Taburri
4. Jerry Case (bump)
5. Les Ammann
6. Glenn Glass
7. Steffen Thompson
8. Robert Cavazos
9. Rick Walton
- 10 Richard DeBenedictis

OPEN C MAIN:

1. Louie Caudillo
2. Jiggs Garcia
3. Louis Fernandez
4. Kim Rethwish
5. Ron Dyer
6. Rick Churchill
7. Scott Sherburn (bump)
8. Jim Shauer
9. Don Arndt
- 10 Scott Brown

OPEN F MAIN:

1. Jerry Case
2. Larry Joe
3. Bill Steele
4. Charles Keehne
5. Tony Neisinger
6. Curtis Histing
7. Chad Cummings
8. Joseph Joe
9. Dennis Neff

OPEN D MAIN:

1. Scott Sherburn
2. Bob Etherton
3. Pepe Rosenfeld
4. Ron Anthony
5. Ron Bouchard
6. John Rathjen
7. Bob Novak (bump)
8. Derek McDonald
9. Bud Fish
- 10 Brandon Peterson

OPEN G MAIN:

1. Glenn Gordon
2. Bill Whitley
3. Edwin Ricks
4. John Gudvangen, Jr.
5. Steve Douglas
6. Al Hess
7. Neal McCurdy
8. Ken Ostling
9. Randy Premus
- 10 Ted Graf

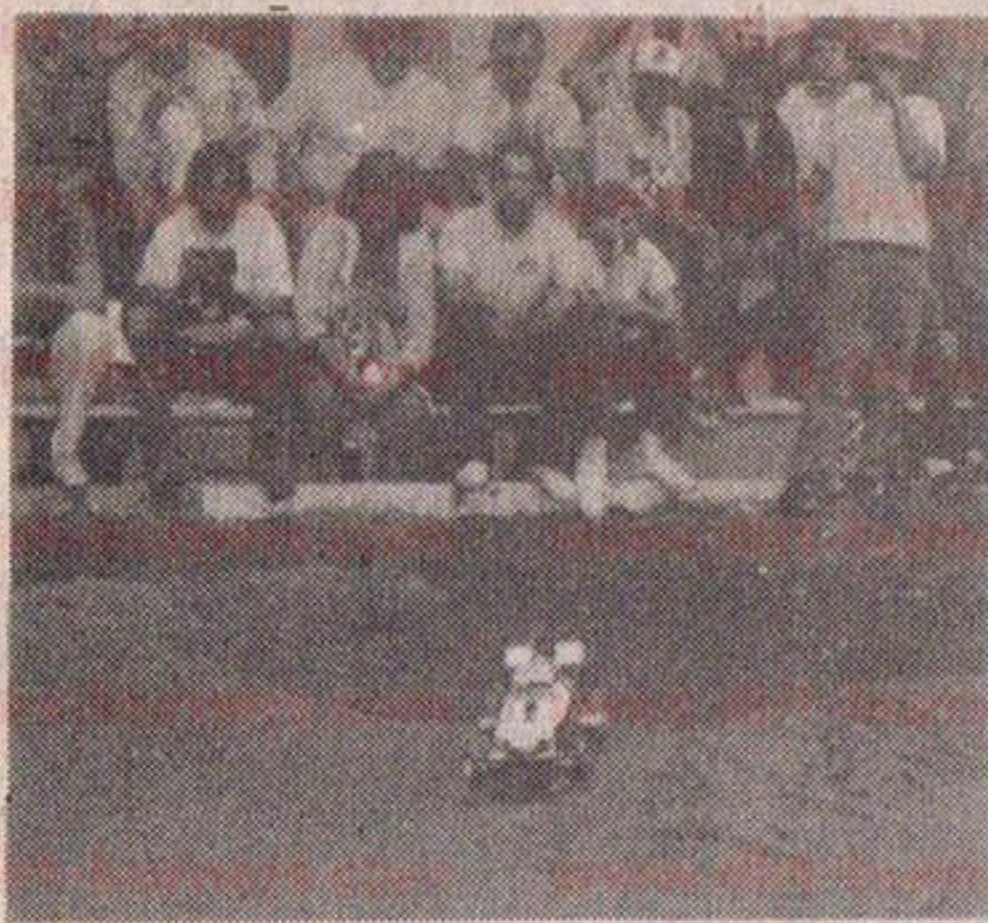
STOCK A MAIN:

1. Louie Caudillo * World Champion * 20/5:18.4 - Cox/Leisure/Sanyo/Kraft - Gas Co - Ranch Pit Shop
2. Randy Lutz...19/5:09.1 - Cox/Revtech/Sanyo/Kraft - Student - Race Prep
3. Herb Hanss...19/5:12.7 (bump) - Cox/Associated/Sanyo/Futaba - Postal Clerk - Team CRP
4. Ron Rosetti...17/5:08.0 - Cox/Associated/Sanyo/Kraft - Construction - Wahoo Race Team
5. Jerry Sanders, Jr....16 DNF - Cox/Yokomo/Sanyo/Kraft - Student - Race Prep/Revtech
6. Sonny Brewster...15/5:00.1 - Cox/Associated/GE/Kraft - Mill Foreman
7. John Villarreal...14/ DNF



The Modified Concours had Phil Emery taking 1st, Scott Brown in 2nd and Chuck Davis 3rd. Interestingly all three styles of

bodies were represented; a Truck, Single Seater and Baja Bug.



- | | |
|-----------------|---------------------------|
| 1. Mike Cargill | 6. Mori |
| 2. Spencer Bond | 7. Morris Zemlicka (bump) |
| 3. Jason Novak | 8. Alan Roby |
| 4. Van Janway | 9. Tim Fonteyn |
| 5. Anna Stage | 10 Tom Siembieda |

- | | |
|------------------|-------------------------|
| 10 Jeff Phillips | 9. Gary Peterson (bump) |
| | 10 Jim Brophy |

MODIFIED A MAIN:

1. Mike Dunn * World Champion * 23/5:13.9 - Kyosho-Cox/Revtech/Revtech/Revtech - Student - Spon. by Race Prep/Revtech/Hobby Tech
2. Mike Giem...22/5:02.8 * Top Qualifier - Cox/Revtech/Sanyo/Kraft - Student - Spon. by CRP/Revtech/JG Mfg
3. Ron Dyer...22/5:05.8 (bump) - RCH-MIP/Revtech/Sanyo/Kraft - Heavy Equip Operator - Spon. by RCH/Revtech
4. Willie Melancon 22/5:09.9 - RCH-Tamiya/Revtech/Sanyo/Kraft - Petroleum Transfer Engineer - Spon. by RCH/Revtech
5. Chris Allec...21/5:01.3 - Trinity - Yamaha Sales - Spon by CRP/Trinity
6. Curtis Husting...21/5:04.7 - Associated/Reedy/Sanyo/Futaba - Machinist - Spon by Associated Elec.
7. Nelson Kracke...21/5:06.4 - Tamiya/Check Point/Sanyo/Kraft - Carpenter - Spon by RCH
8. Bruce Calomiris...20/5:00.2 - Kyosho/RacePrep/Sanyo/Kraft - Pinstriper - Spon by Cycle Art/Race Prep
9. Jiggs Garcia...20/5:08.0 - Kyosho/Revtech/Sanyo/Kraft - Cameraman - Spon by Race Prep/Revtech
- 10 Gil Losi, Jr....DNS - Cox-Hirobo/Check Point/Sanyo/Kraft - R/C retailer - Spon by Ranch Pit Shop

- MODIFIED E MAIN:**
1. Elvind Pettersen
 2. Vince Ito
 3. Scott Sherburn
 4. Don Arndt
 5. Jay Halsey
 6. Charles Keehne
 7. Richard DeBenedictis
 8. Jerry Case (bump)
 9. Robin Deans
 - 10 Bob Etherton

- MODIFIED I MAIN:**
1. Gary Peterson
 2. Wyatt Sadler
 3. Martin Buchanan
 4. Jim Madison
 5. Thomas Bowlin
 6. Craig Uyeda
 7. Tony Neisinger
 8. Chris Happs
 9. Steve Douglas
 - 10 Chuck Connolly (bump)

- MODIFIED F MAIN:**
1. Jerry Case
 2. Tim Lavigne
 3. Chad Cummings (bump)
 4. Charles Suit
 5. Louis Fernandez
 6. Mike Davis
 7. Terry Peiffer
 8. Joseph Joe
 9. Mike Myhre
 - 10 Arturo Carbonell

- MODIFIED J MAIN:**
1. Chuck Connolly
 2. Randy Premus
 3. Gary Abrams
 4. Robert Biffle, Jr.
 5. Ron Elswood
 6. Dave Gage
 7. Ben Encineas
 8. Larry Stevens
 9. Frank Valles

- MODIFIED G MAIN:**
1. Chad Cummings
 2. Gary McAllister
 3. Dawyne Whisler
 4. Greg Anderson
 5. Andy Jacobson
 6. Jack Johnson
 7. Rick Walton
 8. Randy Tentschert
 9. Mike Larson (bump)
 - 10 Pepe Rosenfeld

- CONCOURS EVENTS**
- MODIFIED CLASS:**
1. Andy Jacobsen
 2. Greg Andersen
 3. Mike Styles

- MODIFIED H MAIN:**
1. Mike Larson
 2. Bob Novak
 3. Larry Joe
 4. Andy Anderson
 5. Ryan McRae
 6. Rick Winkelman
 7. Steffen Thompson
 8. Craig Johannes

- OPEN CLASS:**
1. Phil Emery
 2. Scott Brown
 3. Chuck Davis
- STOCK CLASS:**
1. Scott Sherburn
 2. Vince Carbino
 3. Don Denny

M.I.P. BEST ENGINEERED AWARD
Carl Thompson

8. David Pisarski...12/DNF - Cox/Cox/Sanyo/Kraft - Construction
9. Guy Miller...2/DNF - Cox/Yokomo/Sanyo/Futaba
- 10 Sandro Tamburri...1/DNF - Scorpion/Trinity/Sanyo/Kraft - Dental Technician

STOCK B MAIN:

1. Herb Hanss
2. Jack Gratan (bump)
3. Kevin Neff
4. Patrick Cirelli
5. Gerald Sanders
6. Danny McMichen
7. Don Denny
8. Keith Williamson
9. Scott Sherburn
- 10 Jimmy Antonucci

6. Darren Whaley
7. Larry Grant
8. Bruce Reynold
9. Gary Haskill
- 10 Danny Fonteyn (bump)

STOCK D MAIN:

1. Danny Fonteyn
2. Pete Caudillo
3. Tony Rossetti
4. Marilyn Larson
5. Hobie Kaptan
6. Mike Boemker
7. Mike Cargill (bump)
8. Vincent Carbino
9. David Warner
- 10 Spencer Wizel

STOCK C MAIN:

1. Jack Gratan
2. Ted Fent
3. Bruce Flowers
4. Kevin Rose
5. Greg Peterson

STOCK E MAIN:

MODIFIED B MAIN:

1. Ron Dyer (bump)
2. Jason Garcia
3. Steve Dunn
4. Jeff Maurer
5. Gil Losi, Sr.
6. Roger Wagner
7. Derek Schmitz
8. Lou Peralta
9. David Densmore
- 10 Carl Thompson

MODIFIED D MAIN:

1. Ron Dyer
2. Elvind Pettersen (bump)
3. Louie Caudillo
4. Jimmy Bryan
5. Mark Mustard
6. Bud Fish
7. Ray Baehr
8. John Zindler
9. Michael Pehrsson

MODIFIED C MAIN:

1. Ron Dyer (bump)
2. Scott Brown
3. Jim Shauer
4. Barry Hedrick



THE WORLD CHAMPIONSHIP TEAM TROPHY went to the R/C Race Prep team that edged out the Revtech Team by 2 points. (Left to right) Lou Peralta, R/C RACING NEWS Publisher and World Champs promoter, presented trophy to: Ron Anthony, Jason Garcia, Butch Dunn, Race Prep owner, Steve & Mike Dunn. Missing were Randy Lutz and Jerry Sanders, Jr. Photo Chuck Connolly



Open Wheel Racing

*Sprints
1984*

RIO GRANDE RACERS Open Wheel action. (Top) Cars taking their first shot at the Jianas Turn in the GP Main; (above) action in the Grand Prix B Main. Photos Lee Chapin

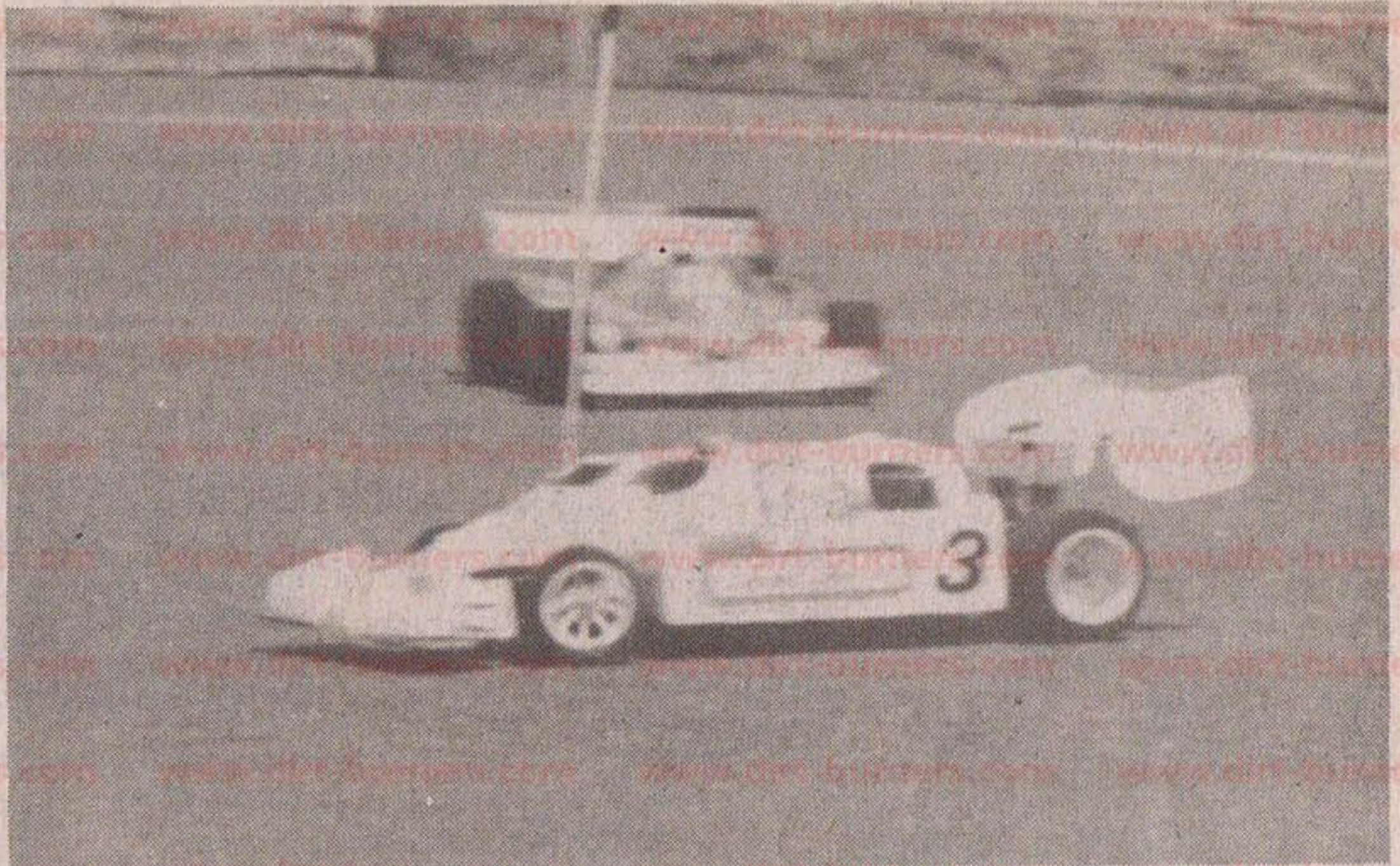
Story & photos by
Leonard L. Chapin

LATE BULLETIN: Rio Grande Racers will be holding a "SECOND CHANCE" Rio Grande Can Am on Memorial Day weekend. See end of story for details.

If you have never raced in a 1/8th gas open wheel oval, you should know that you have to be a little crazy to give your car that kind of torture. "Fewer turns...Less chance to make a mistake," you say? True, but only two turns really let the speed build up. And the mistakes are big ones. Still, many truly enjoy oval racing and consider the damage as part of the game or maybe just one more area to gain skill in avoiding trouble. Nevertheless, entries are usually down a little for these races.

The weather for the oval was as nice as it's been this Spring - which has otherwise been terrible. One nice thing about the oval...the track sets up fast. Lots more time for practice. For most.

Jim Cook spent most of his time on Roxanne's car and ended up in the B Main. First time in a long time. In the race there were three cars in contention until near the end. Rick



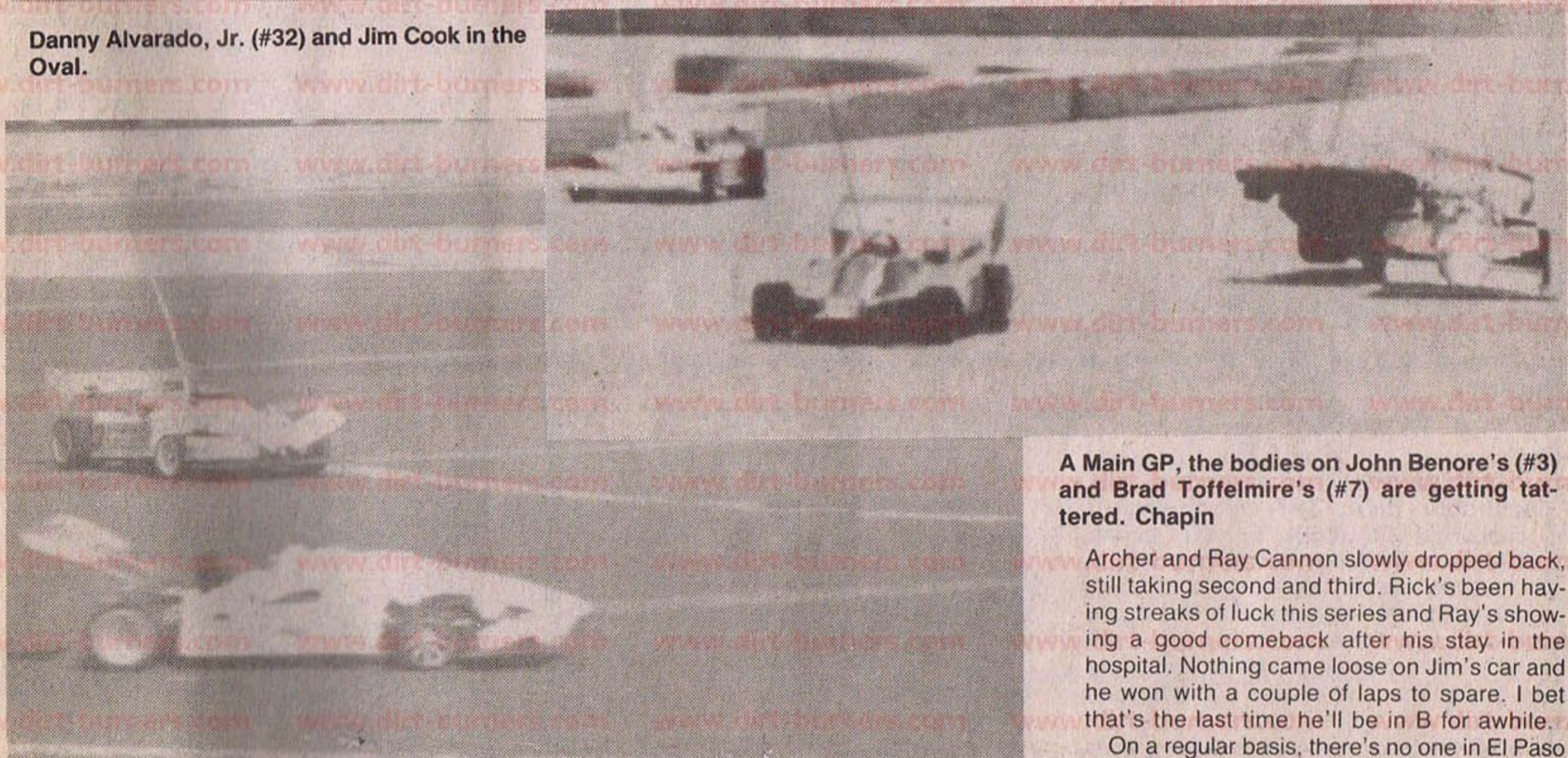
No, not a rare T-Bone coming up. That's the line around the Pit Pirouette for John Benore (#3).



Danny Alvarado, Jr. (#32) and Jim Cook in the Oval.



Wheel banging right at the starting line.

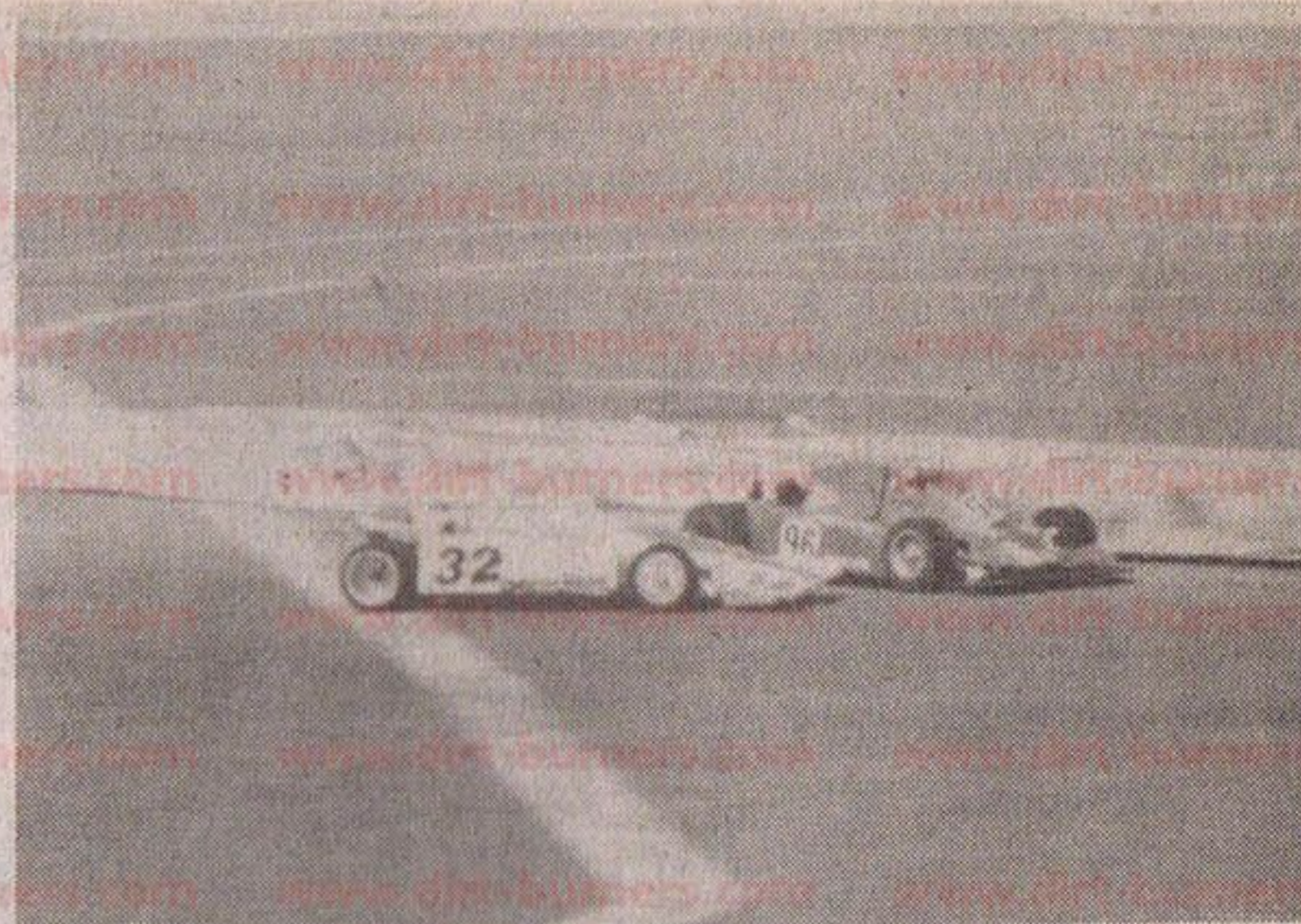
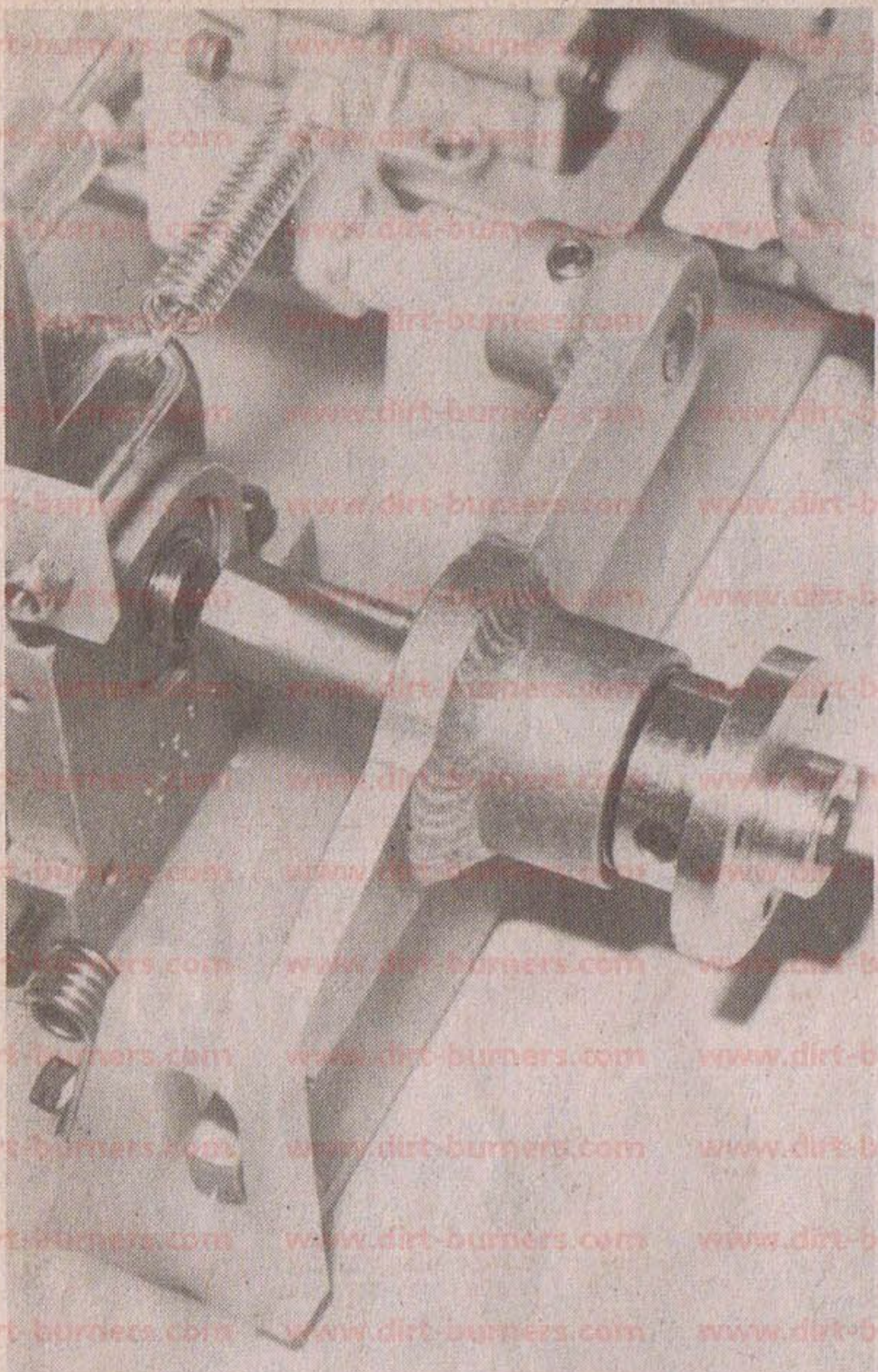


A Main GP, the bodies on John Benore's (#3) and Brad Toffelmire's (#7) are getting tattered. Chapin

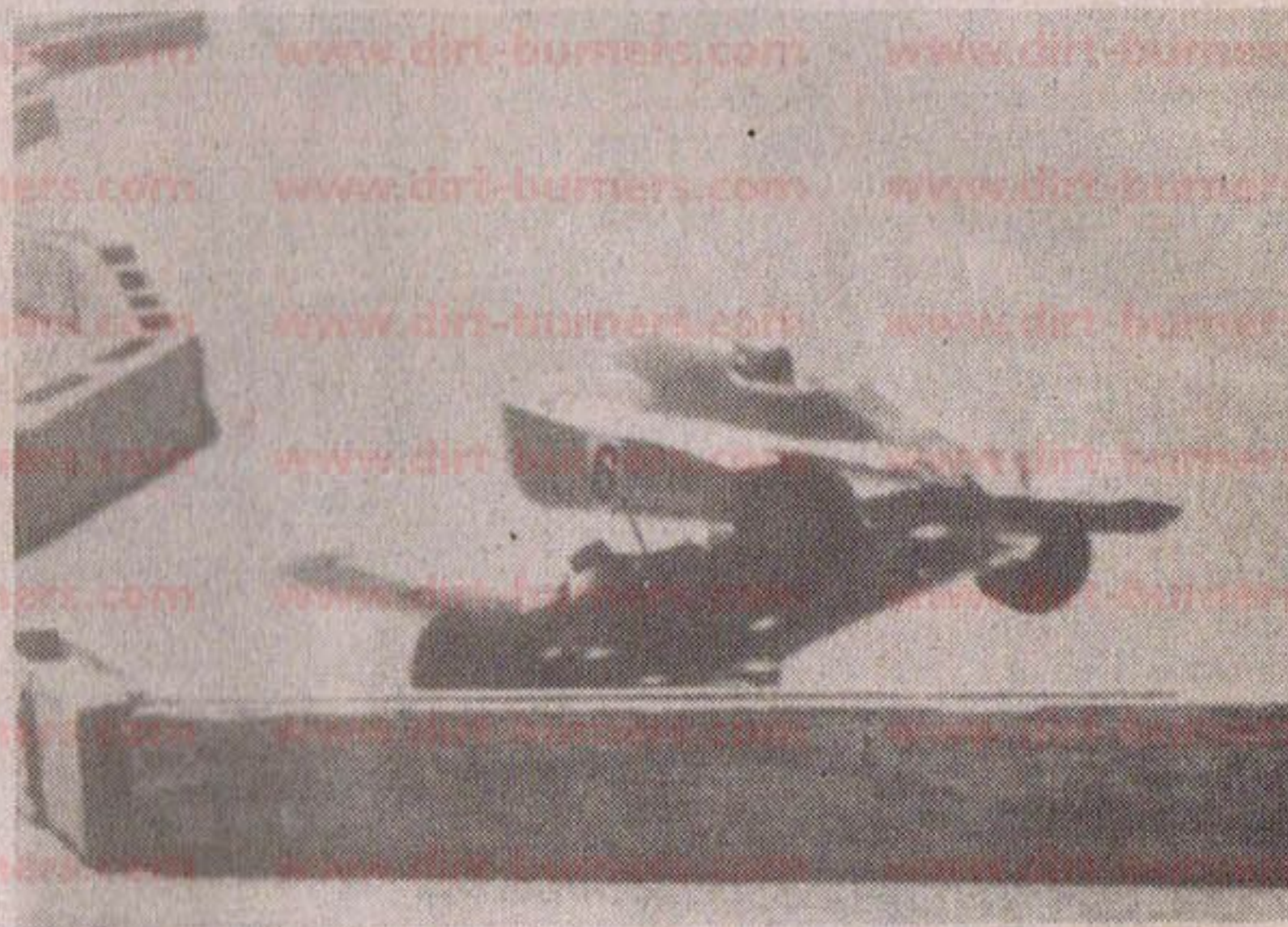
Archer and Ray Cannon slowly dropped back, still taking second and third. Rick's been having streaks of luck this series and Ray's showing a good comeback after his stay in the hospital. Nothing came loose on Jim's car and he won with a couple of laps to spare. I bet that's the last time he'll be in B for awhile.

On a regular basis, there's no one in El Paso who can get more top end out of a car than Bob and Brad Toffelmire. Add to that the higher speed of the oval and a brand new Paris McCoy and they're gonna fly! And they did.

Ray Cannon stretches his elbows (#9) to get a little more racing room. Photos Chapin

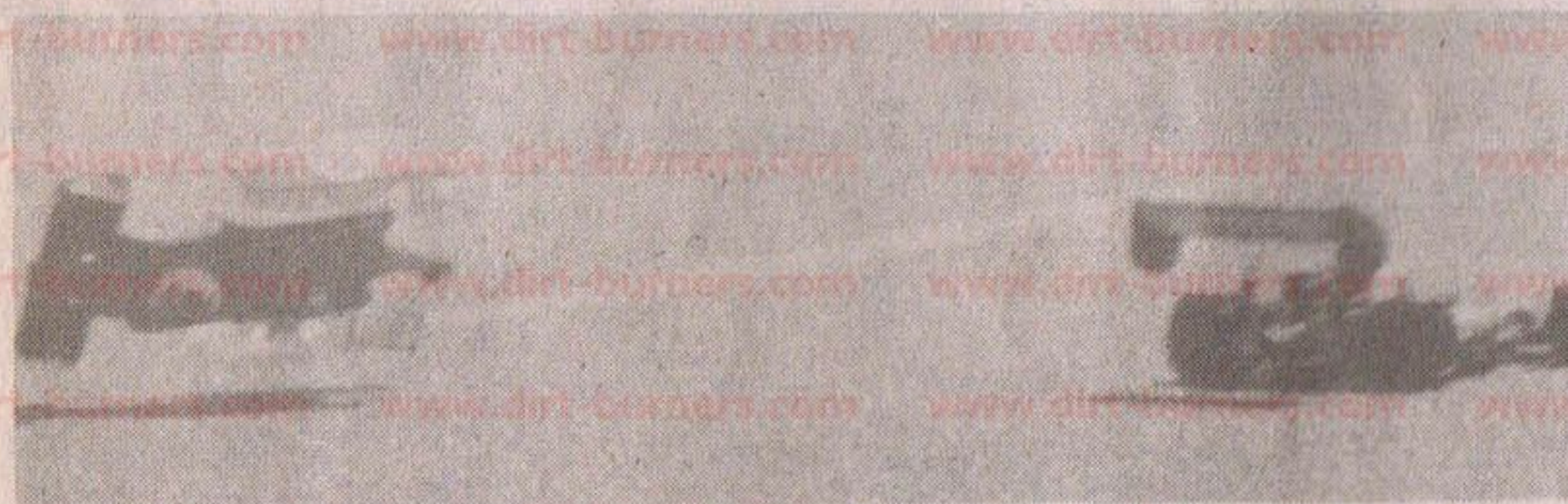


Tight inside lines in the oval for Danny Alvarado, Jr. (#32) and Frank Barron (#96).



One of the better kept secrets in R/C racing. The very tough rear suspension of the Thorp STAR. Photo Chapin

Jerry McGinnis losing his "Shirt" in the Grand Prix. Chapin



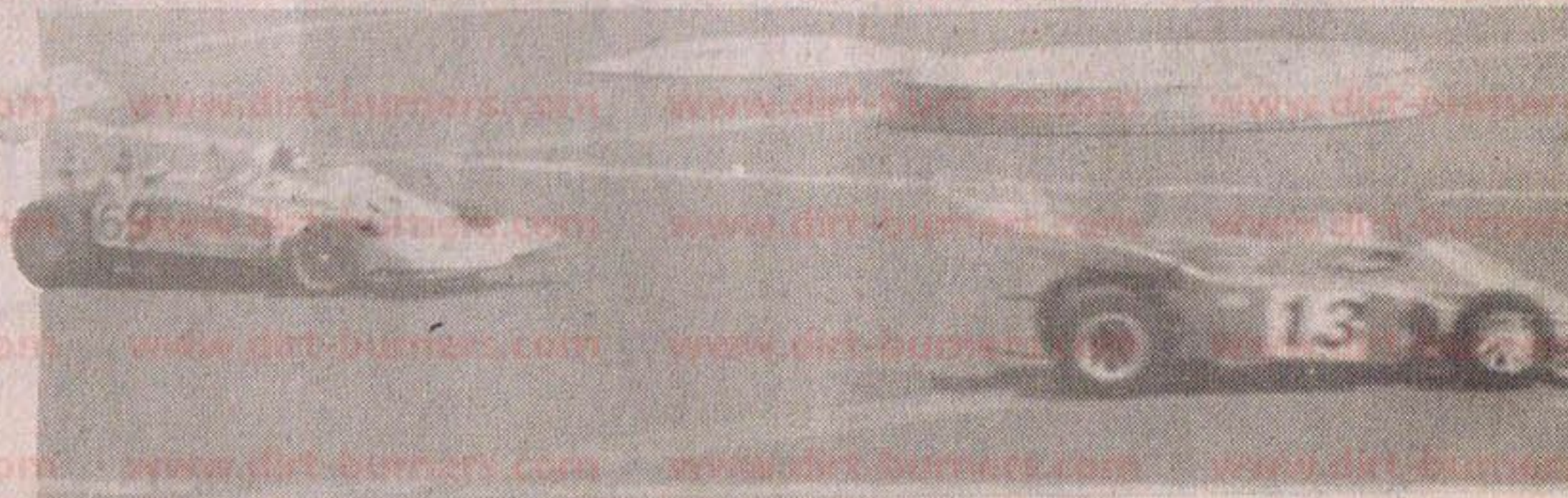
Ray Cannon (#9) and Roger Eely collide as only Indy-type-bodied cars can do. Photo Lee Chapin

Brad was easily TQ and led to a decisive win. Jerry McGinnis placed second and Chapin took third. Jerry is closing in to challenge Jim Cook for the Series Championship. Should be tight to the end. Surprisingly, only one car dropped out of this race. The rest completed high laps and third was in doubt until near the end.

Now, a little closer to sanity for the Grand Prix. At least a road course that everyone knew. Brad was again TQ, but not by much this time. Bill Everett and John Benore were within a couple of seconds. Light blowing dust made the track treacherous at times. You were never certain when a corner would have traction.

In B, Rob Blum took the early lead but Rene Austin made a faster pit stop and kept in front until his engine died - twice. That put Rob back in first with Danny Alvarado, Jr., in second. Up 'til lap 51 when Rob's steering went left. Rene had made up his lost distance and was ready to take over. And to hold on for the win. Rob had enough laps to place third, while Dad, Bob, passed him into second place.

A was one of the best "racing" races in a long time. First lap around it was Brad Toffelmire and his RC 500; Jerry McGinnis and his Eagle; Bill Everett and his Super J; Rick Archer and his Eagle; Jim Cook and his Cook Eagle; Sal Nigro, Jr., and his Super J; and John Benore and his new RC 500. Bill quickly



Frank Barron (#69) giving chase to Rob Blum (#13) in the Carousel portion of the Rio Grande Racers track. Lee Chapin

moved into second and Jim up to third. Bill went wide on the Pit Straight and Jim tucked inside to take second. Didn't last long. Unscheduled pit stop for Jim. Bill back to second and by the 12th lap Bill had the lead. John Benore moved into second and was closing on Bill. About two seconds behind. Still four cars on the 14th lap. Bill saw John coming and stretched it out a bit. Brad was working his way back and began to press John. Brad's car was pushing terribly for an RC 500, but he was making it go. Leaders in the pits. Bill out first with about 20 feet on John. John made a move on Bill and lost. And Brad got past while John was recovering. Brad went wide and John regained second. Then Brad went past again. Both of their bodies were getting battered. Still four cars within six seconds on lap 35. Brad and Bill exchanged first several times, then Bill picked up about 30 feet that Brad couldn't touch. Bill pitted while Brad stayed out one more lap. Bill went past the pits just as Brad was pulling out, so the race was on again. John Benore and Jerry McGinnis were duking it out for third. Brad looked like he was past Bill for good - a three second lead. But by late braking, Bill closed up again and dove inside of Brad in the Pit Pirouette on the last lap. And there just wasn't enough race left for Brad to do anything about it. John captured third and Jerry had a lot of racing to just get fourth.

Can Am's for the rest of the Series. Pretty even, so far. Jim Cook has two A wins, while Bill Everett, Jerry McGinnis, Brad Toffelmire and Carlos Priemer have one each. May and June should have some hot and heavy racing.

In the last report, a couple of closing questions have been answered. Mainly, yes, you can race 1/8th gas nine weekends in a row in February and March in the mountain Southwest. And have a good time, too. Two

(Contd.)



"Oh, if I had the wings of an Eagle..."

aj's

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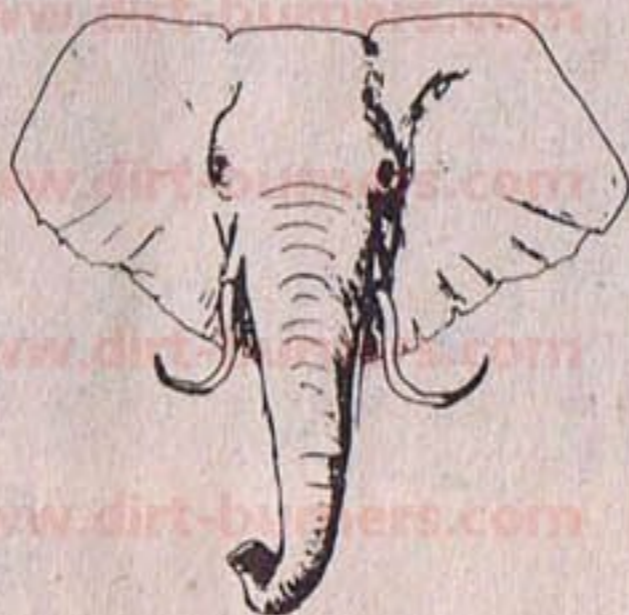
#0742 Medium Soft Sponge
 #0743 Medium Sponge
 #0744 Medium Firm Sponge



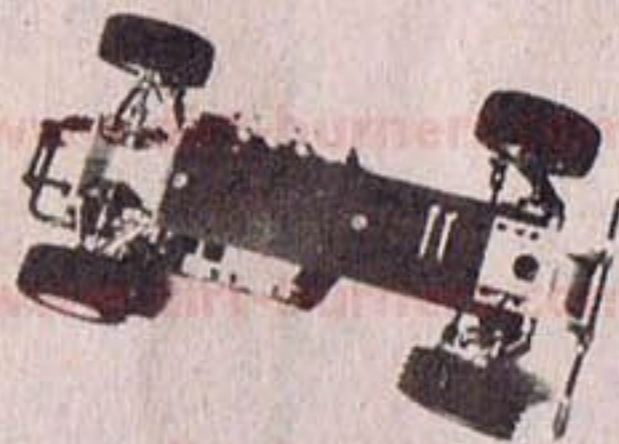
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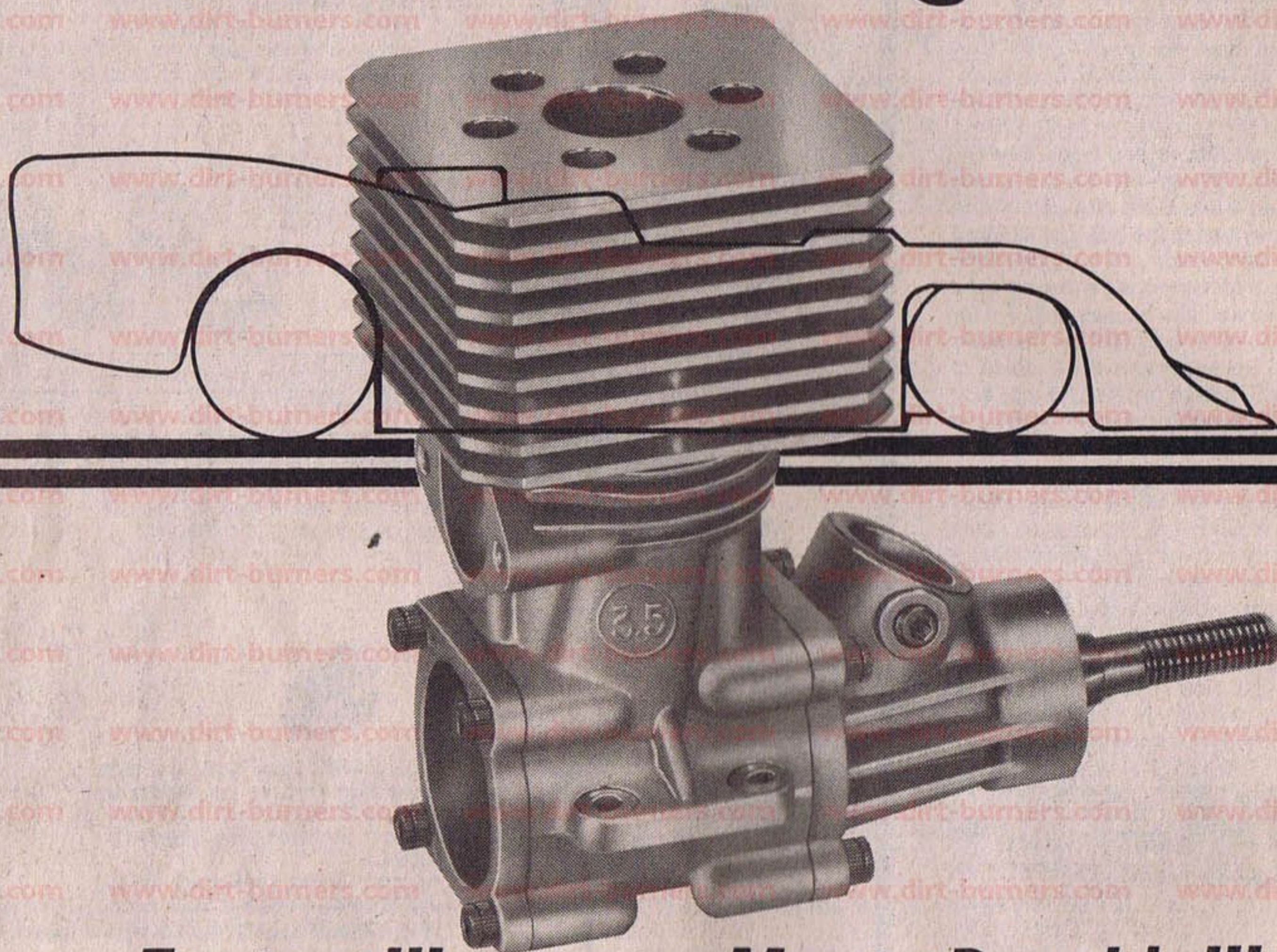


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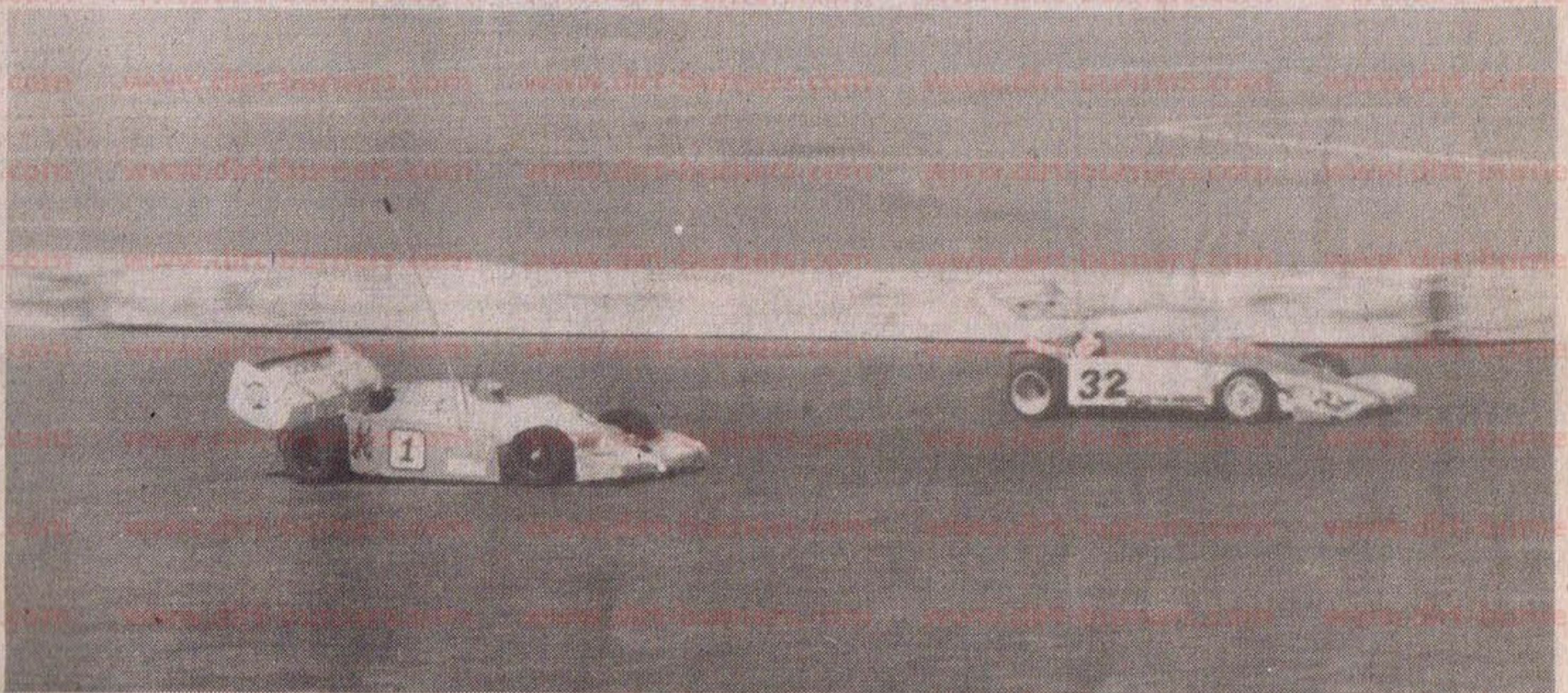
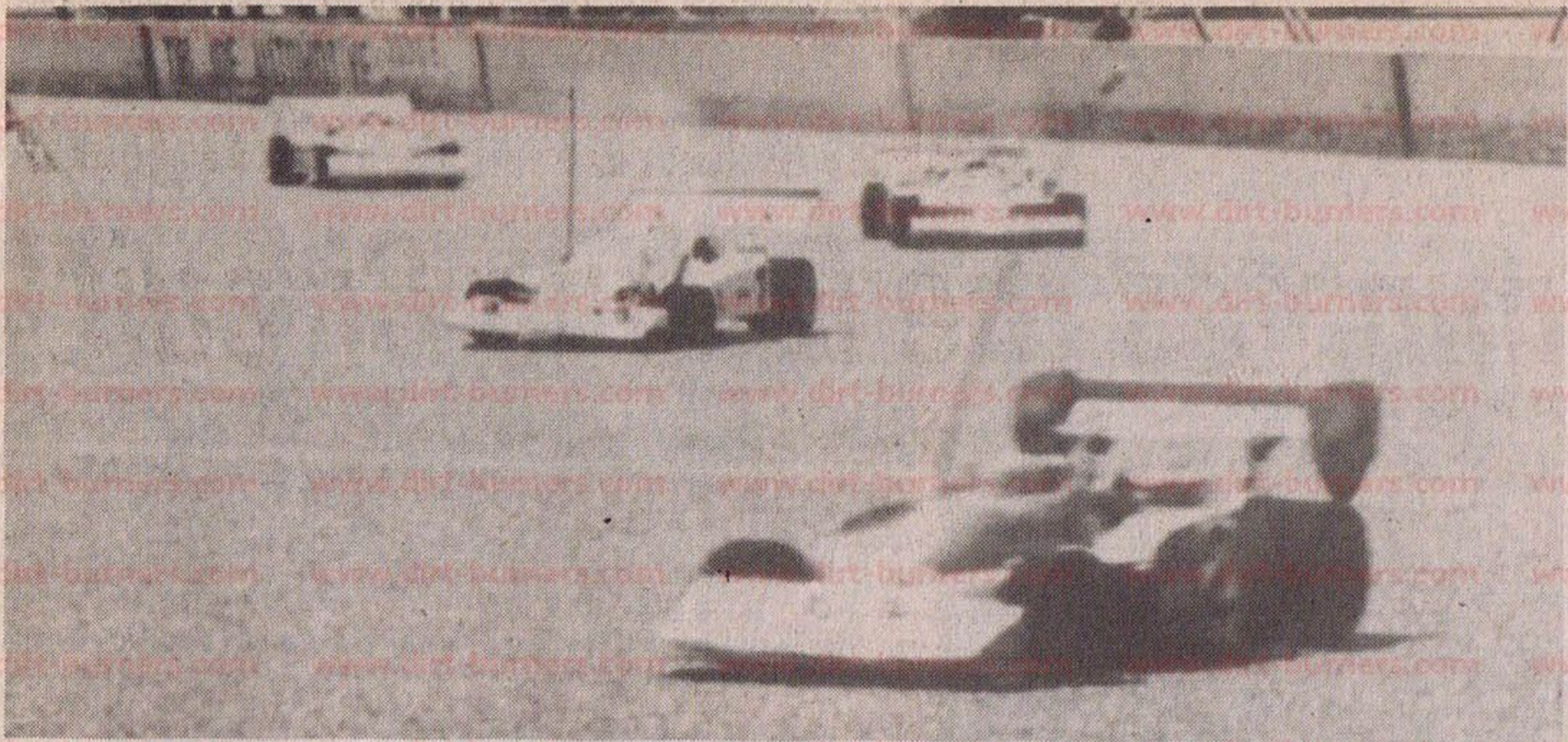
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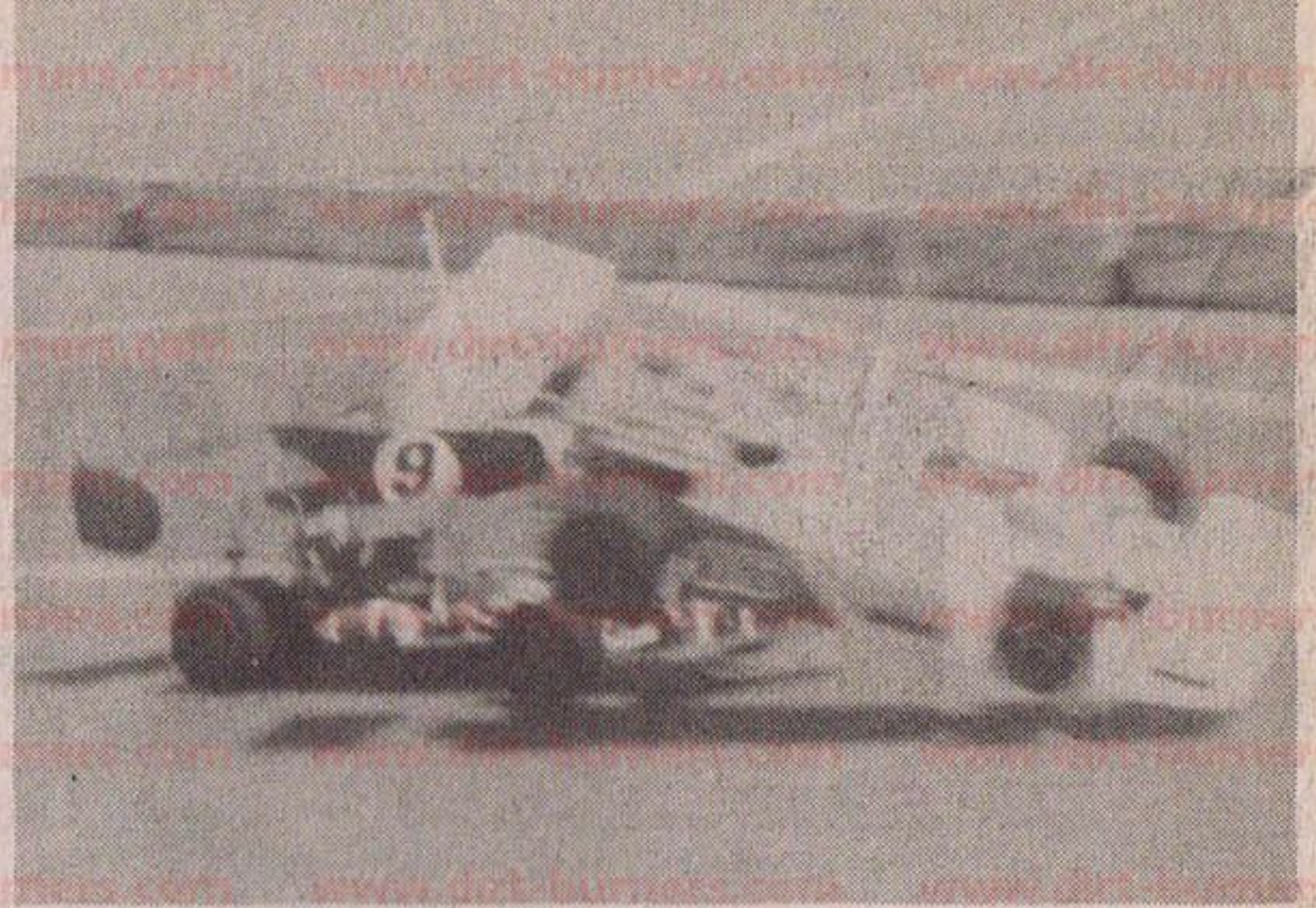
(Top to bottom) Low level shot of the first turn at the Jianas Corner; (middle) Jim Cook and his #1 Coors Silver Bullet about to pass Danny Alvarado, Jr. (#32) in the oval; West Texas portable grandstands by Toyota. Photo Lee Chapin

more trips to Albuquerque after the last report. First, another GT race, then for their Winrock Can Am. Good racing. Next question. No, Roxanne didn't win three GT's in a row. NMRCC got their revenge in the third round. NMRCC is growing by leaps and bounds and smoothly ran a race. Look into their Enchantment 100 around the Fourth of July. It'll be worth going to.

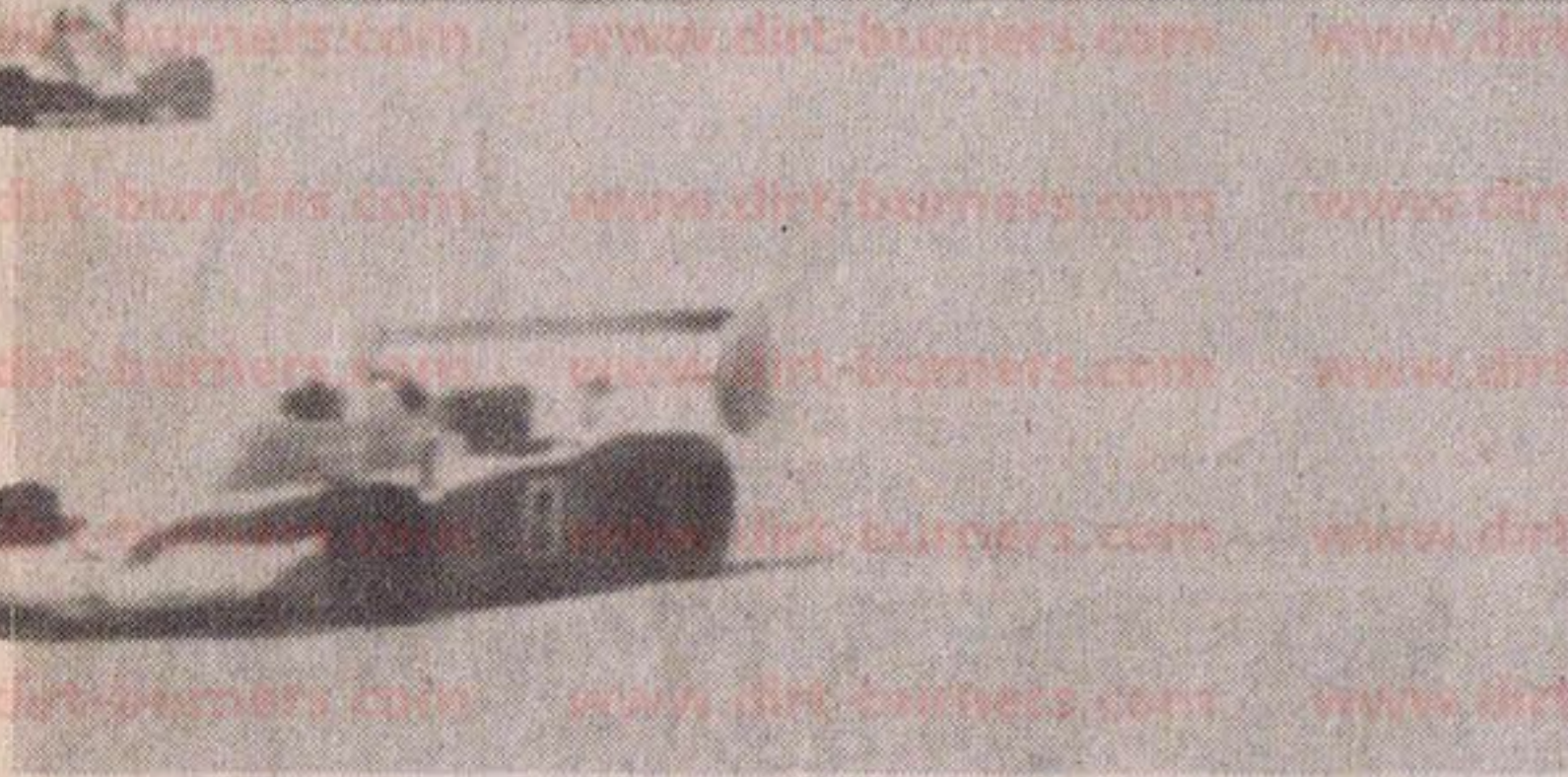
In a late breaking decision, since the Texas Biggie seems to have given up its Traditional Memorial Day spot, the Rio Grande Racers are planning a two day race on the 26th and 27th of May. This will fill the gap for those who had planned to travel over the Memorial Day Holiday. Better yet, Monday will be for return travel (or rain date if needed). A Memorial Day race is not strange to El Paso. That's been the date for the El Paso 100 when it's been held. BUT THIS YEAR, it's going to be the "SECOND CHANCE" Rio Grande Can Am. Maybe to make up a little for the rain out in January. (3 1/2th Annual?) And partly to see how the later date "fits" for 1985. Should be a good time. Two days, banquet, prizes, trophies - much like the January schedule. Entry fee will be \$10. Contact Bill Everett (again, our President for 1984) for details at (915) 598-9017 or write to 2401 Gairloch, El Paso, TX 79925.

Looks like this is going to be a busy summer. Let's race!

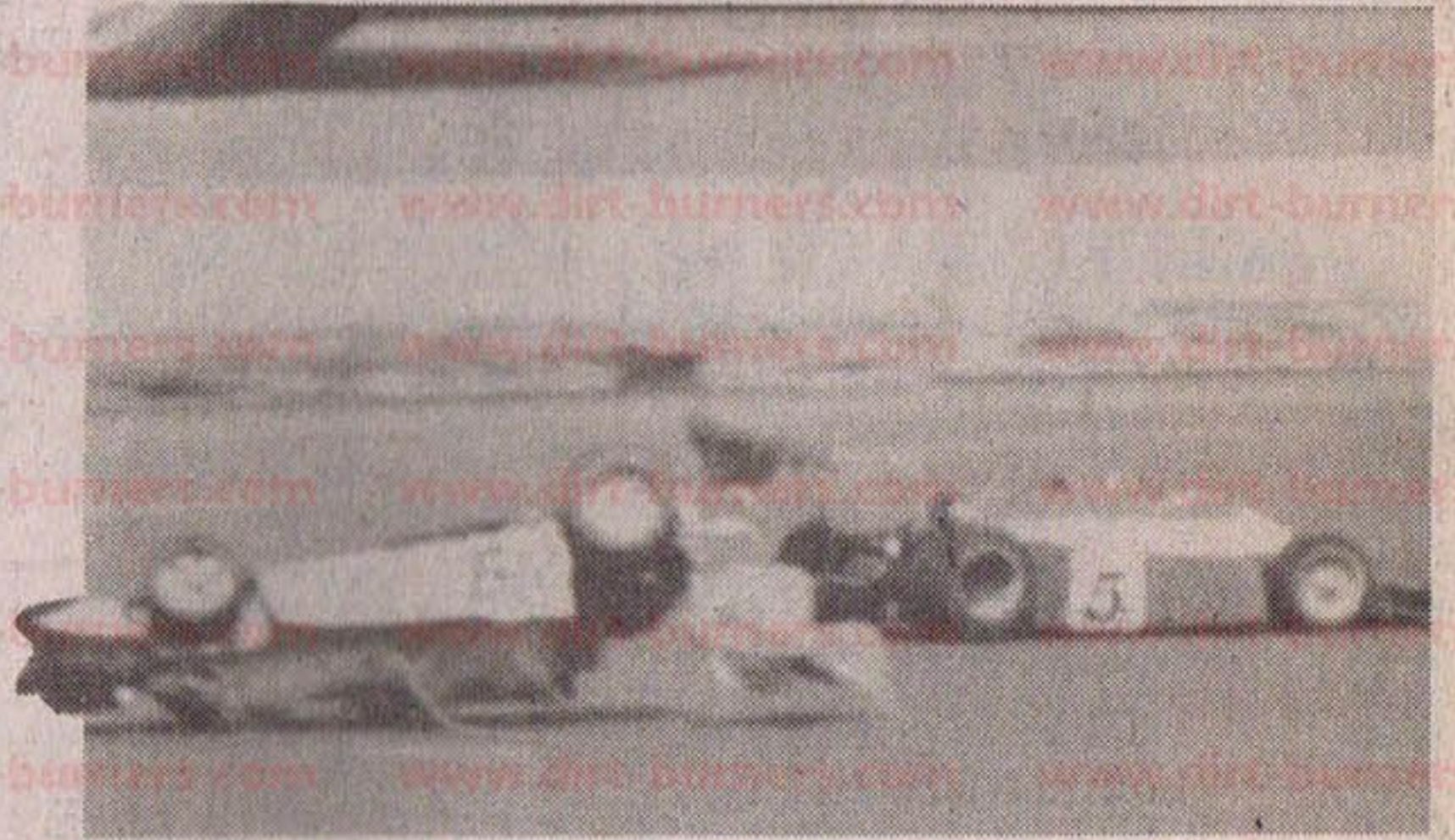
L.L.C.



"Hey, wait a minute! That's not very nice, especially since you don't have you body on!"



Jim Cook (#1) leading Rick Archer.



Bob Blum (#5) and Frank Barron (#69) mix it up.



**RIO GRANDE RACERS
1984 WINTER/SPRING RIO GRANDE SERIES
OPEN WHEEL RACING**



MARCH 18, 1984 OVAL

| A MAIN | 1 | BRAD TOFFELMIRE | ASSOC. RC-500 | PARRIS McCOY | McCOY | KRAFT | TONKA |
|-------------------|---|---------------------|---------------|-----------------|-------|---------------|---------------|
| | 2 | JERRY McGINNIS | DELTA EAGLE | PICCO | McCOY | SNAP-ON TOOLS | MSD IGNITION |
| | 3 | LEE CHAPIN | COOK EAGLE | Borsolino PICCO | DELTA | FUTABA | HONDA |
| | 4 | RENE AUSTIN | DELTA EAGLE | PICCO | DELTA | FUTABA | COOK RACING |
| | 5 | BILL EVERETT | DELTA SUPER J | K&B | DELTA | FUTABA | SNAP-ON TOOLS |
| | 6 | ROXANNE COOK | COOK EAGLE | COOK PICCO | DELTA | AIRTRONIC | |
| | 7 | BOB BLUM | DELTA J | K&B | DELTA | FUTABA | |
| B | 1 | JIM COOK | COOK EAGLE | COOK PICCO | DELTA | FUT. MAGNUM | COOK RACING |
| | 2 | RICK ARCHER | DELTA EAGLE | PICCO | DELTA | AIRTRONIC | BEARKAT ENT. |
| | 3 | RAY CANNON | DELTA EAGLE | K&B McCOY | | FUT. MAGNUM | CANNONBALL |
| | 4 | DANNY ALVARADO, Jr. | ASSOC RC-300 | DA K&B | | KRAFT | |
| | 5 | FRANK BARRON | DELTA EAGLE | K&B | | AIRTRONIC | BUDWEISER |
| | 6 | ROGER EELY | PB ALPHA | PICCO | DELTA | AIRTRONIC | CANUCK RACING |
| | 7 | FRED MAPLES | DELTA EAGLE | PICCO | | AIRTRONIC | BUDWEISER |

APRIL 1, 1984 GRAND PRIX --Road Course

| | | | | | | | |
|----------|---|---------------------|---------------|--------------|-------|-------------|----------------|
| A | 1 | BILL EVERETT | DELTA SUPER J | K&B | DELTA | FUTABA | |
| | | BRAD TOFFELMIRE | ASSOC. RC-500 | PARRIS McCOY | McCOY | KRAFT | TONKA |
| | 3 | JOHN BENOIRE | ASSOC. RC-500 | McCOY | McCOY | KRAFT | SEPTOR SPECIAL |
| | 4 | JERRY McGINNIS | DELTA EAGLE | PICCO | McCOY | AIRTRONIC | SNAP-ON TOOLS |
| | 5 | SAL NIGRO, Jr. | DELTA SUPER J | PICCO | | FUTABA | |
| | 6 | JIM COOK | COOK EAGLE | COOK PICCO | DELTA | FUT. MAGNUM | COOK RACING |
| | 7 | RICK ARCHER | DELTA EAGLE | PICCO | DELTA | AIRTRONIC | BEARKAT ENT. |
| | 8 | SAL NIGRO, Sr. | ASSOC. RC-300 | K&B | | FUTABA | |
| B | 1 | RENE AUSTIN | DELTA EAGLE | PICCO | DELTA | FUTABA | HONDA |
| | 2 | BOB BLUM | DELTA J | K&B | DELTA | FUTABA | SNAP-ON TOOLS |
| | 3 | ROB BLUM | ASSOC. RC-300 | PICCO | OPS | AIRTRONIC | SNAP-ON TOOLS |
| | 4 | FRANK BARRON | DELTA EAGLE | K&B | | FUTABA | |
| | 5 | DANNY ALVARADO, Jr. | | DA K&B | | KRAFT | |
| | 6 | RAY CANNON | DELTA EAGLE | K&B McCOY | McCOY | FUT. MAGNUM | CANNONBALL |
| | 7 | ROGER EELY | PB NOVA | PICCO | DELTA | AIRTRONIC | CANUCK RACING |

DNS: JOHN NIGRO,
LEE CHAPIN

One way to avoid a "head-on" into the wall is to jump over it. Show us again. Photos Lee Chapin



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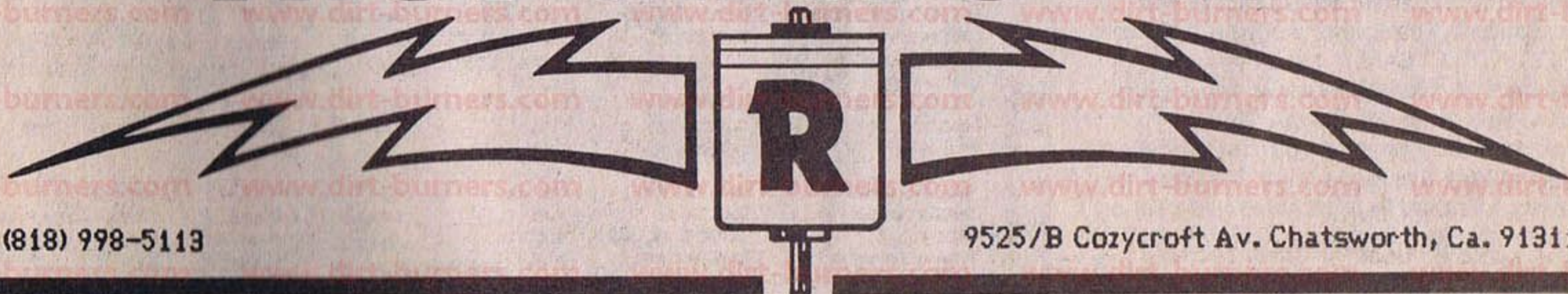
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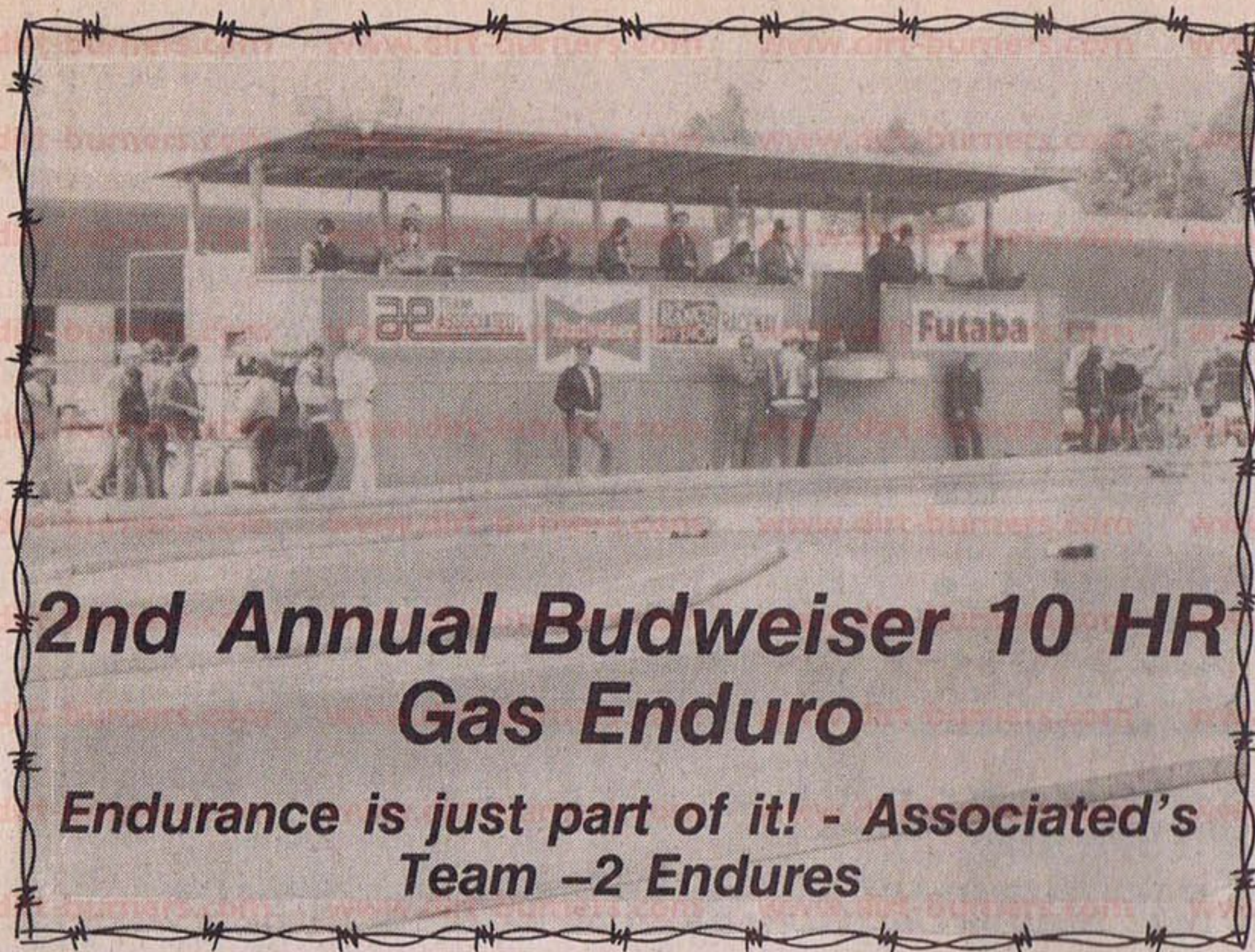
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2nd Annual Budweiser 10 HR Gas Enduro

Endurance is just part of it! - Associated's Team -2 Endures

Story by "Fast" Eddie Faster
Photos by Gino

Ranch Pit Shop
Pomona, CA

Every form of motor racing has its own endurance race. A race in which man and machinery must work in concert for not just a few laps or a few minutes but for periods beyond what's plausible or even practical. Racing equipment is not usually made or built to perform in such a task, so extreme preparation must be performed to make the machinery and man reach these limits.

In the sport of R/C racing, in 1/8 Scale gas, 3 hour, 6 hour, 12 hour and even 24 hour enduros have been raced in years past. The 24 hours in Miami, Florida was the ultimate test of men and machinery and for those who competed in them, a special reverence is felt when the word "enduro" is mentioned. Teams Delta, Thorp and Associated have experienced the rigors of enduros and they know what has to be done to win.

Recently, 6 hour enduros have gained in popularity in Southern California. For the past several years the Ventura Roadrunners have hosted a 6 hour enduro and so has Del Mar Racing Center. Last year the Ranch Pit Shop also hosted a 12 hour Enduro but because of their new computer scoring and lap counting system, which allows a maximum of 10 hours of scoring, this year's Budweiser Enduro was held to 10 Hours.

There were a total of 9 entries with 4 factory teams and 5 independent teams. They were all made up of experienced 1/8 racers with a few exceptions. The teams were as follows:

ASSOCIATED TEAM # 1 was made up of three expert 1/8 scale gas racers and enduro drivers. Curtis Husting, Bill Jianas and Rick Davis all have long established records of winning and, in fact, this is the team that won the last 24 Hour Enduro in Miami and last year's Budweiser 12 Hour Enduro at the Ranch Pit Shop.

ASSOCIATED TEAM # 2 was headed by Rich Lee, who not only races but builds the car and K & B motors for both Associated teams. Also in this team was Ralph Burch, Jr., who

last year drove like a demon and had it not been for a lost clutch bearing with 15 minutes left of the 12 Hour race, he and his team would have won. Also in this team were Tony Neisinger, Mike Lavacot and Gene Husting. It's interesting to note that all of these racers, with the exception of Gene, were first bred in 1/12th scale racing.

RANCH PIT SHOP TEAM #3 was made up of Gil Losi and Gil Losi, Jr., Ron Paris, who also builds those super fast Paris-McCoy racing engines, and Robert Cavazos, one of the top 1/12th scale racers who has been campaigning in 1/8th scale for the past year or so.

DELTA TEAM #4 was headed by two-time World Champion (1/8th & 1/12th) Arturo Carbonell, with Canadian transfer-to-Southern-California Paul Dionne, Chuck Wiggins and Tom Wong. All the wrenching was being done by Delta's mentor, Bill Campbell. Bill was part

of the Delta team that won the very first 24 hour Enduro in Miami, so they know what has to be done to make their car go 10 hours.

THORP'S TEAM # 5 was headed by one of the most experienced gas racers, John Thorp. With him there were Benny Bullock, Barry Newman, Jim Jones, and a new kid on the block with plenty of experience in 1/10th off road, Jay Halsey. Jay is an excellent driver in off road and he is quickly proving that he's just as good in 1/12th and 1/8th.

THE DELTA DEAMONS TEAM #6 had a group of guys who just love to race. Promote what you want, 3 hour, 6 hour, 12, etc...oval, sprints, whatever, these guys love to race. They were headed by Dean Brown, Doug Campbell, John Pagel, and Bob Coughran.

THE OUTLAW R/C TEAM #7 was made up of guys that are fairly new to 1/8th racing but who have a promise of greater things to come. The team was made up of Rick James, Gus Gustafson, Don Gustafson, Ray Zabritskie, Russ Pursley and Greg Pursley. This type of racing is a great experience for them and they should prove to be very tough in subsequent events.

COMPETITION PLUS MAGAZINE TEAM # 8 has the entire Barana family involved. This family races everything from 1/10th, 1/12th and 1/8th scale R/C cars. The team was headed by Leo, Cory and Peter Barana, with Kerry Cavazos also driving the team RC500 Associated car.

THE RANCH RATS TEAM #9 was made up of a group of guys who just want to run for the fun of it. There's nothing wrong with that - it should always be just fun. The team consisted of Bill and Bob Bills, Andy Jacobson and Mike Tobey of CRP fame.

Friday was set aside for practice - as if you really need practice to go 10 hours. Mostly, the time is used to tune and dial-in the suspension, check out the fuel mixture and make sure all nuts and bolts are tightened. Most important during this practice session is for the team to get their act together. Who's going to be in charge of changing tires, or fueling? Who is going to change the receiver batteries and how?...Team work in an Enduro event is just



The Pit Shop (top), site of the 10 hour Enduro. First place went to Associated's Team #2 of (l-r) Gene Husting, Tony Neisinger, Rich Lee (motor builder), Ralph Burch, Jr., Mike Lavacot, and Ralph Burch, Sr.

as important as driving lap after lap and staying off the walls. You can do great on the track, but when the tires are gone or your receiver pack is getting low or some mechanical problem develops, if your team is not sharp in determining the problem and then getting it fixed quickly and efficiently, then you've got a weak team that most likely will lose many laps. So Friday was the day for all the team members to get together and iron out all of their individual duties.

Saturday was race day - or was it? The sky looked ominous. Dark, black clouds looming over Pomona. Rain was a distinct possibility. But by 9 a.m. sharp, the race started on schedule.

All teams took off with the exception of ASSOCIATED's Team #2 who had a tough time keeping the engine lit. Team #1 and Curtis Husting jumped into the lead with Art Carbonell in car #4 closely following. Three minutes later Art moved past Curtis for the lead. Curtis has won enough of these enduros that he knows that the race cannot be won in the first hour. It's more important to save the car, but so does Art and he too knows how to save a car and go the distance. Car #2 finally got going and by the 5 minute mark, with Ralph Burch, Jr., at the helm, the car took over the lead. Curtis had moved back into second with Art now in third, all on the same lap.

At the 30 minute mark the top three cars were still running on the same lap. Carbonell pitted for tires as did leader Burch, but Burch was able to retain the lead as Curtis Husting had to come in with a blown servo which took about 9 minutes to replace. The Ranch car #3 then moved into 3rd with the Thorp car #5 just a few feet back in hot pursuit. By the end of the 1st hour Burch, Jr., had built a 7 lap cushion with car #2 as he handed the car to Mike Lavacot. Mike was able to add one more lap before he stepped off the driver's stand. Carbonell turned it over to Chuck Wiggins and Gil, Sr., gave the car to Gil, Jr., for the second hour. All cars were still running strong.

Rich Lee took over from Lavacot while Paul Dionne replaced Chuck Wiggins and Cavazos replaced Gil, Jr., during hour 3. At this point it looked like a three car race until Bill Jianas took over car #1 and was charging and making up time. But another blown servo dropped them further back again.

After 3 hours and 15 minutes car #2 with Burch was leading, but the Delta car #4 was now in second and ready to make a move. This is the car that Carbonell, Wiggins and Dionne had driven so far to keep within eye-shot of the leading Associated car #2. Tom Wong took the helm of the Delta car and the following should prove the importance of driving with your head in an enduro race. Wong blasted out and after one lap pulled in asking for more brakes. He then went out and then pulled in again asking for more brakes. He was charging hard. On his next lap he pulled out of the pits and as he was coming off the sweeper the car started to drift and for, some unknown reason, he never shut off. Instead, he brushed the outer walls and managed to rip off the left front and rear suspension of the car. The point is that enduro racing is a team effort and the race can't be won by one guy pushing the car 100% percent of the time. That's only good in the last lap of a sprint race or a qualifying round. Enduro racing is going fast but just backing off a tad, let's say to 90% of the car's potential and doing anything you can to save the car and engine. Wong is not the only one who made this mistake, there were several other racers who

were driving as if this was a ten lap heat race. Enduro takes a different frame of mind and a different approach and a lighter throttle finger, to be sure.

By the time the Delta car #4 got back into the race, they were 15 laps back from the third place car #1 of Associated. Car #7 of the Outlaw R/C team and car #5 of Team Thorp

had their own race going for a while until the Thorp car developed fuel problem which dropped them further behind.

Associated's car #2 built a 50 lap lead over the Ranch Pit Shop car at the 6 hour mark: Curtis Husting in car #1 was racing with Carbonell in the Delta #4 car but Art blew a motor which allowed Associated's car #1 to

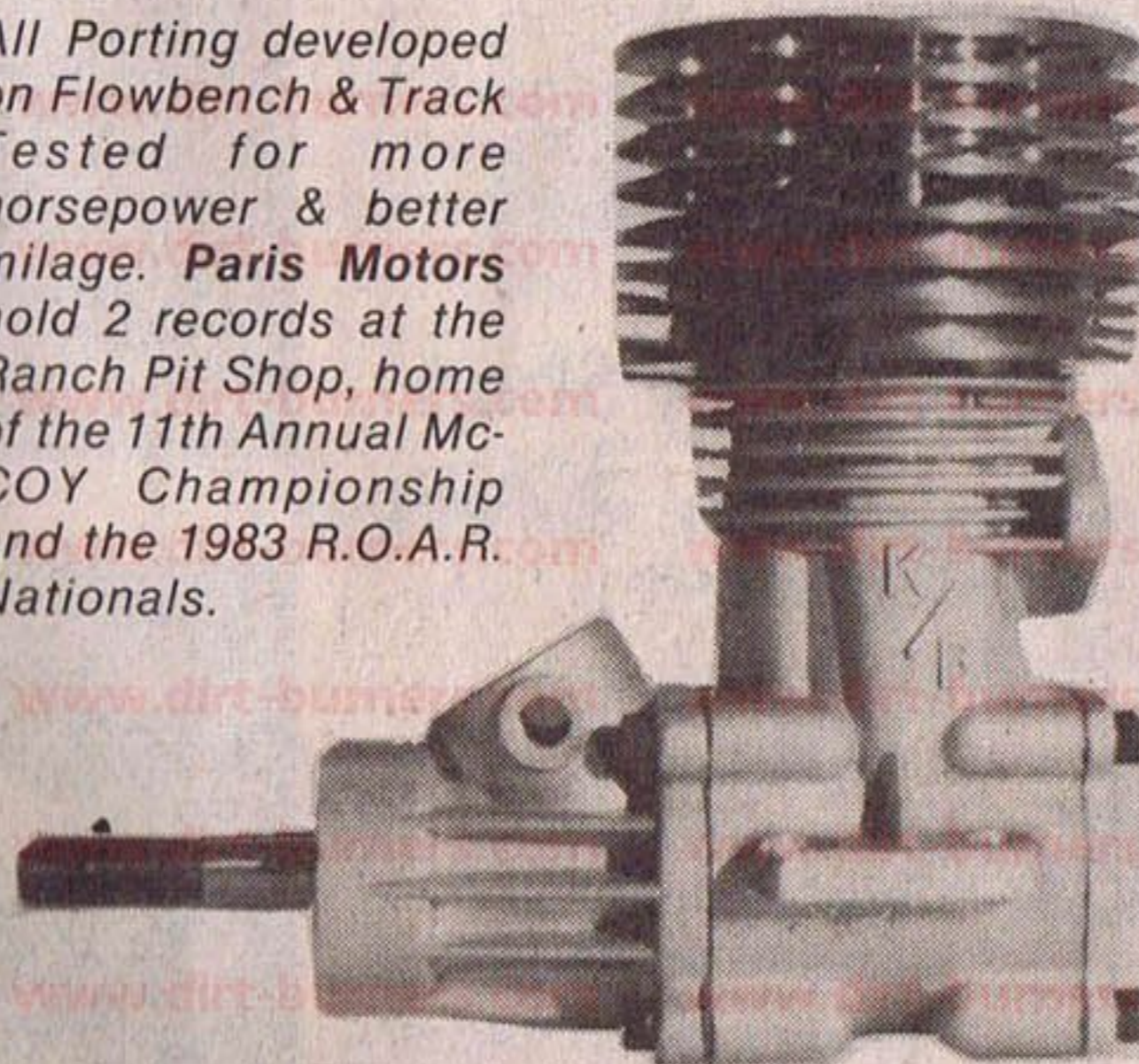


Second place team was the Ranch Pit Shop team of (l-r) Ron Paris, motor builder, Gil Losi, Jr., Gil Losi, Sr., and Robert Cavazos.

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Same as II with additional booster porting on crank & transfer port modification.

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move into a solid 3rd place.

At the 8 hour mark, Associated's car #2 team finally felt that Gene Husting should get behind the controls of the lead car, after all they had a 50 lap lead. What harm could Gene do? Well, in fact, Gene is an excellent driver and he was able to even add a few more laps to their lead. The Ranch Pit Shop team started to slow down and they later found out that one of the suspensions pins had worked its way out.

As cold as it got and as the potential of rain grew even larger, it was amazing to see the number of spectators that remained around the track watching the entire affair. One contributing factor was the fact that announcers Larry Stancliff and Frank Killam were doing a super job of updating all the teams and keeping tabs on the standings. They just did a marvelous job that kept those in the stands interested at all times.

At the 9 hour 8 minute mark, the rain finally started pelting the track and at that point the race was called. Unbelievably all 9 cars were still on the track racing! That in itself is quite an accomplishment and speaks well for the type of equipment that manufacturers such as Thorp, Associated and Delta are putting out. The race being called, the Associated Team with car #2 was declared the winner with a total of 1618 laps. Second went to the Ranch Pit Shop Team with 1542 laps and third went to Associated's Team car #1 with 1480.

Although no alcoholic beverages are allowed on the track because there are many young people that participate in our sport, still the cases of BUDWEISER and BUDWEISER LIGHT beer that were donated by the Foothill Beverage Co. as prizes were welcome by most of the older - or is it well seasoned - racers. Congratulations to all those who participated

for an excellent showing in an otherwise very tough and grueling race.

RESULTS

1. Car #2 Team Associated (RC500) 1618
2. Car #3 Ranch Pit Shop (RC500) 1542
3. Car #1 Team Associated (RC500) 1480

4. Car #4 Team Delta (Delta Eagle) 1456
5. Car #7 Outlaw R/C (RC500) 1364
6. Car #6 Delta Deacons (Delta Eagle) 1227
7. Car #5 Team Thorp (Thorp Susp) 1190
8. Car #8 Competition Plus (RC500) 1166
9. Car #9 Ranch Rats (RC500) 910

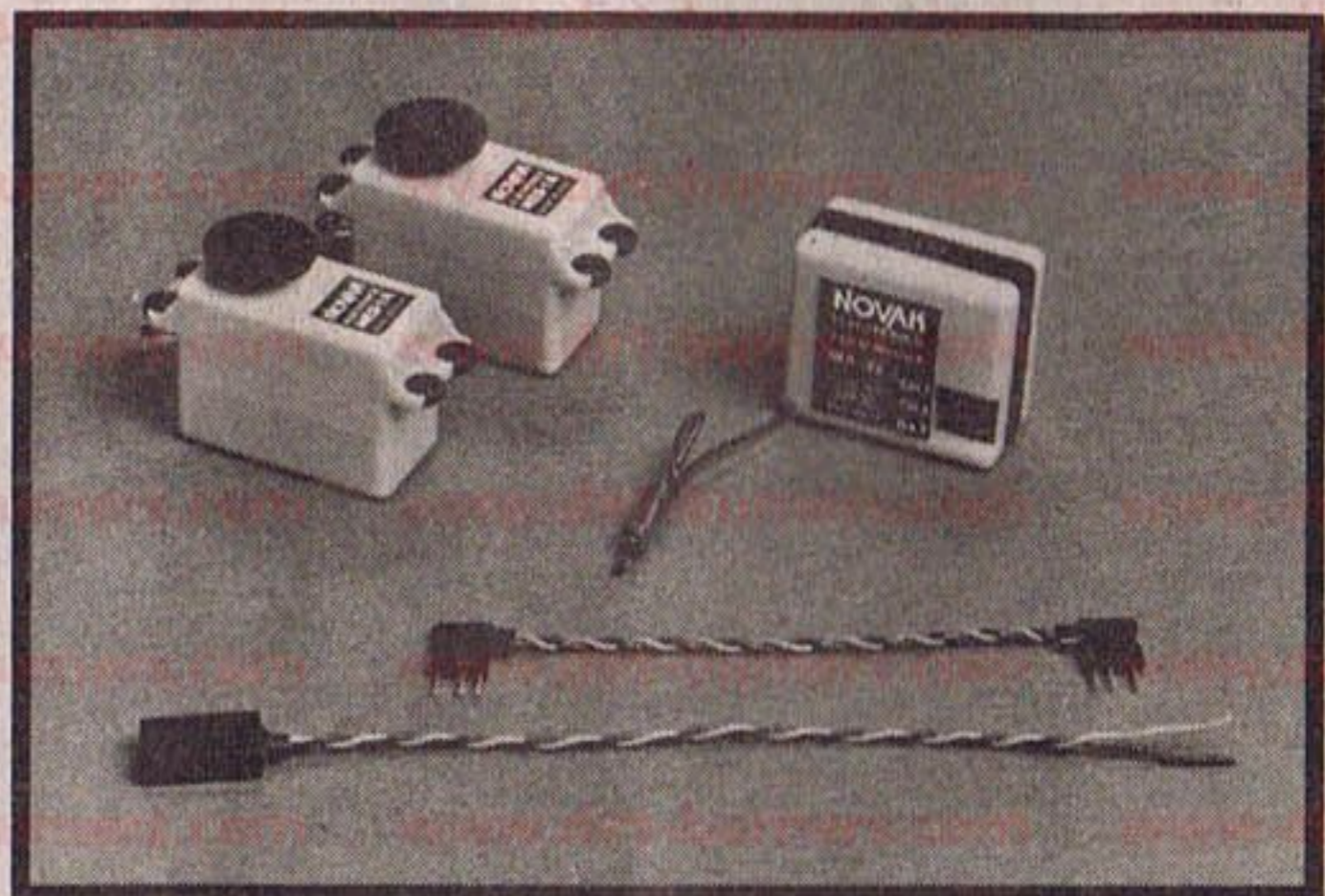


Third place, (unusual for these past Enduro winners) were: (l-r) Rick Davis, Bill Newlin, Curtis Husting and Bill Jianas.

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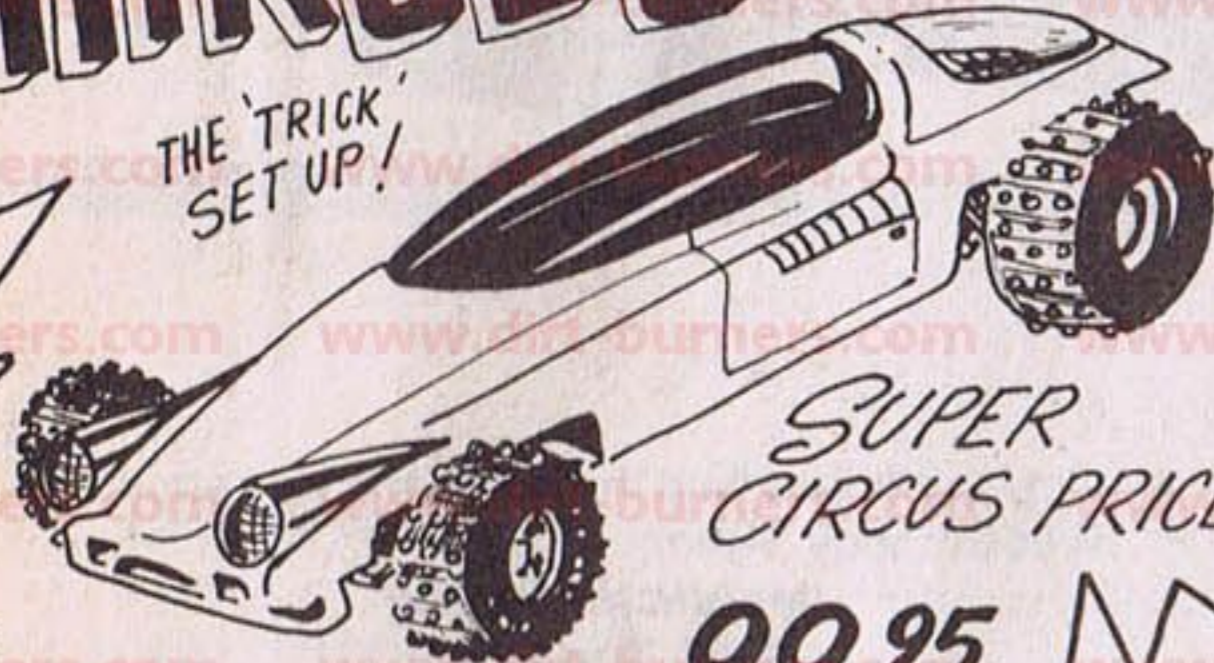
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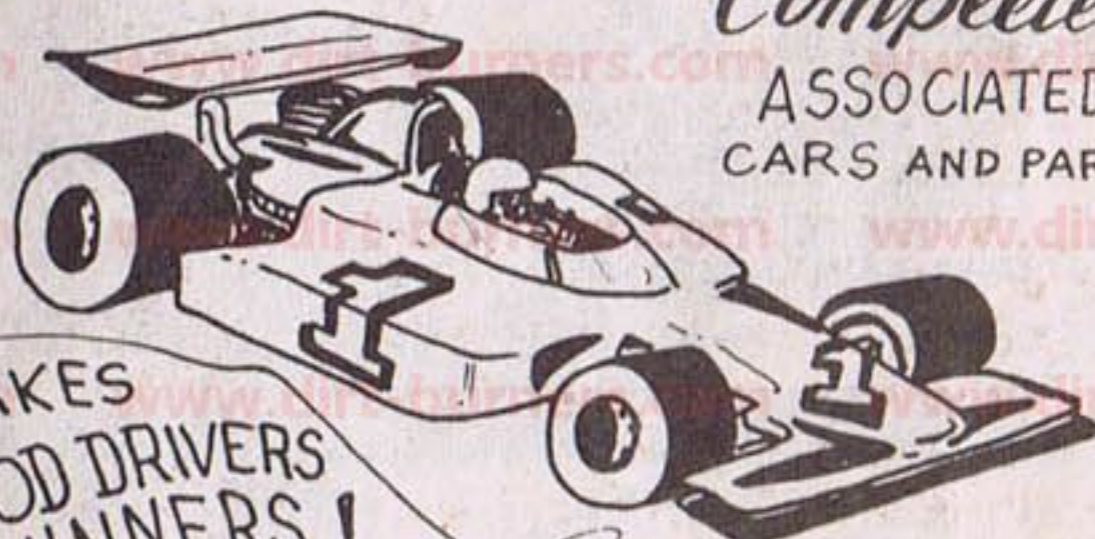
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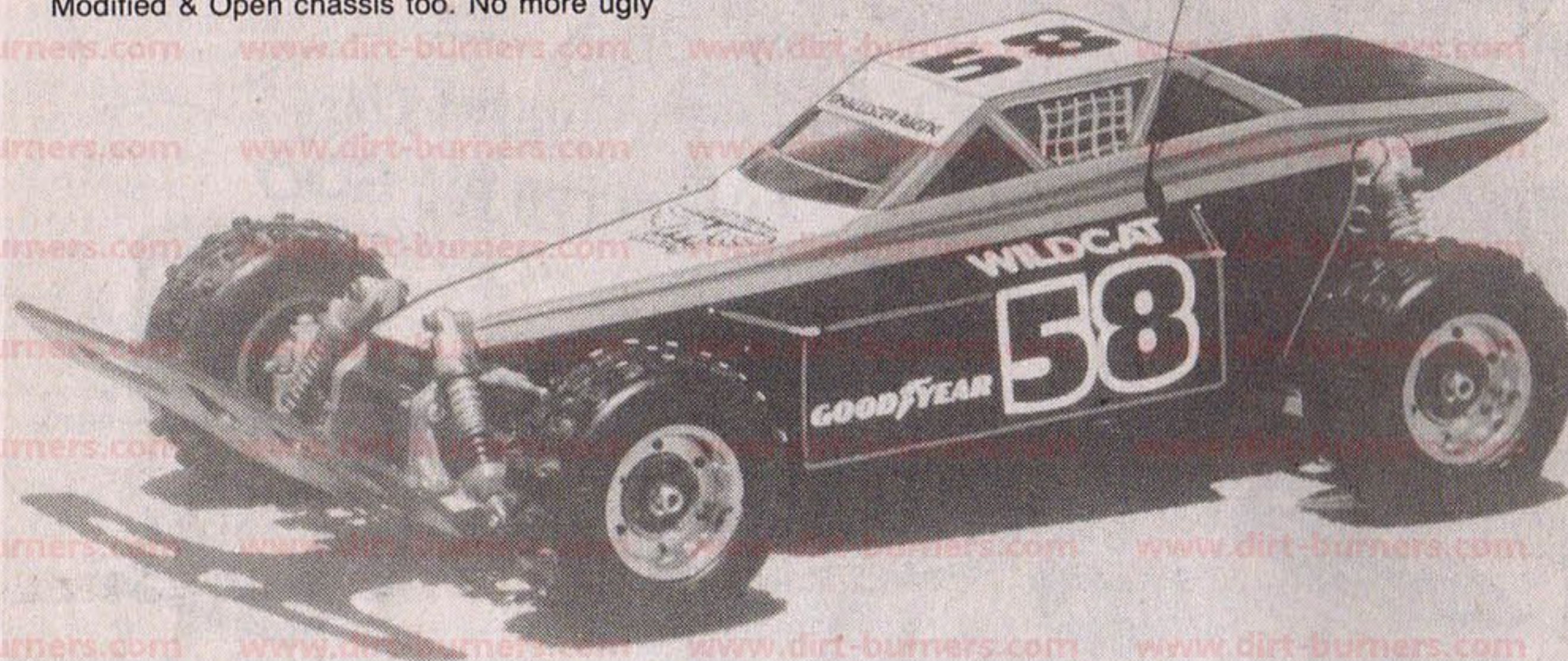
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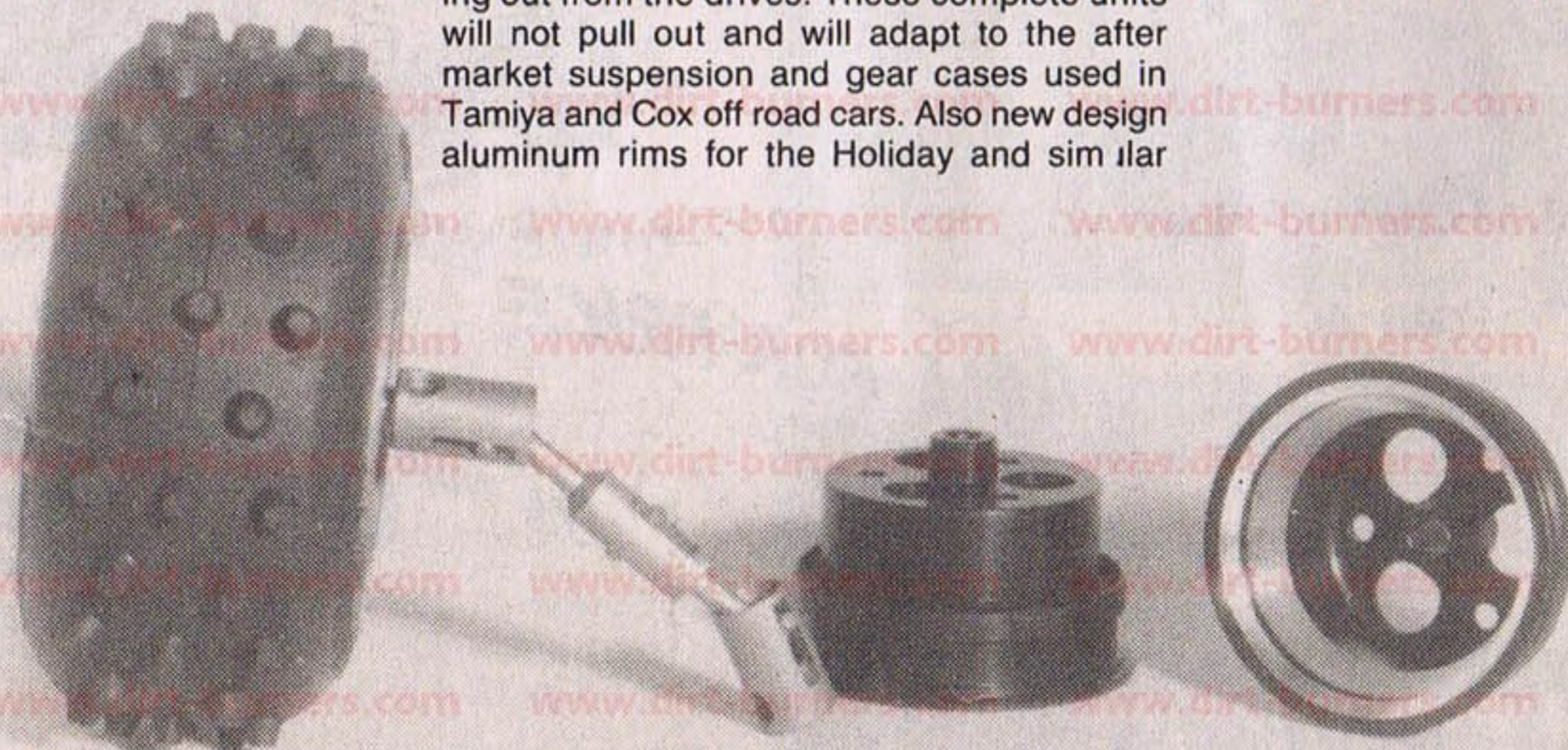


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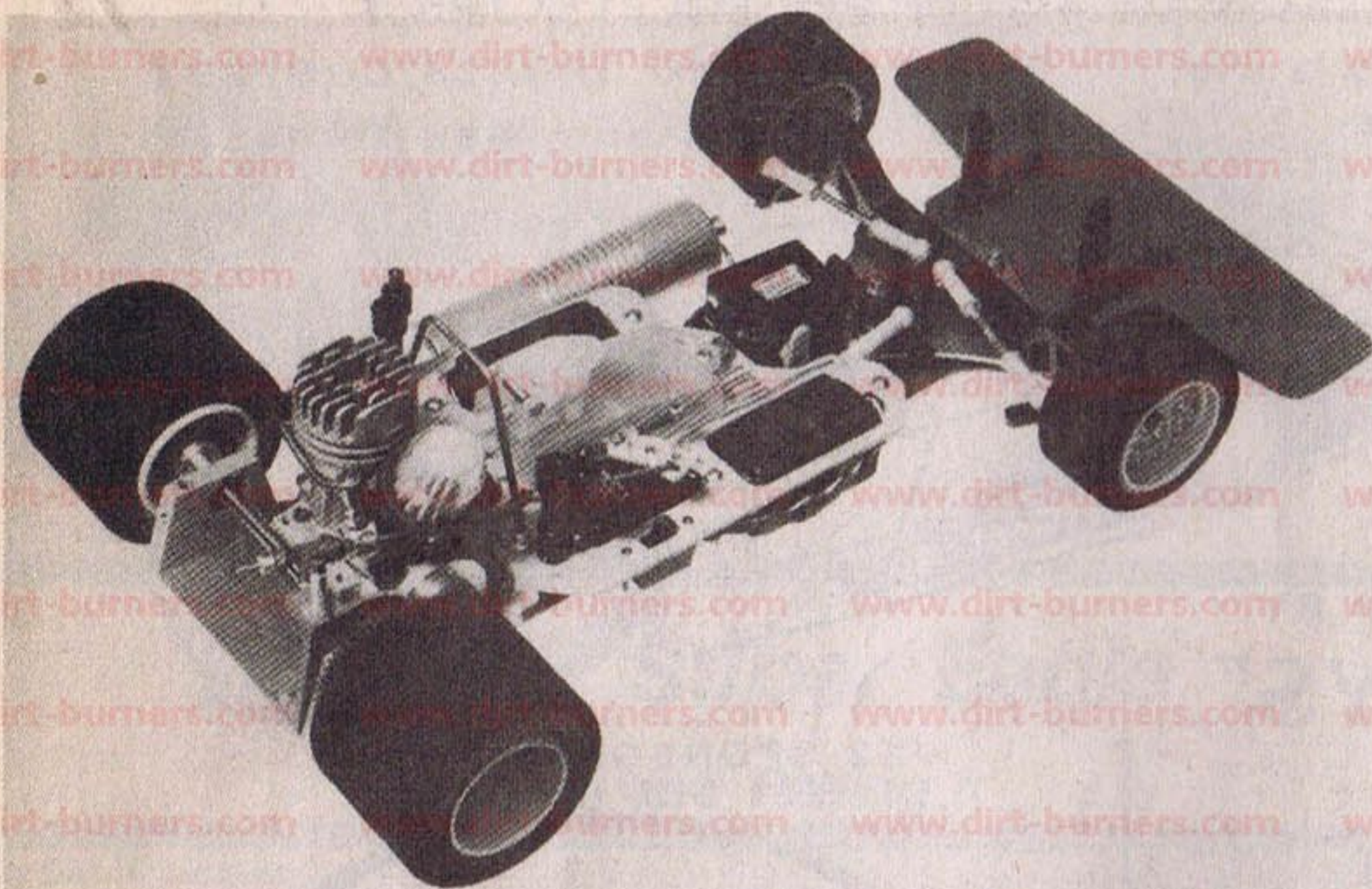
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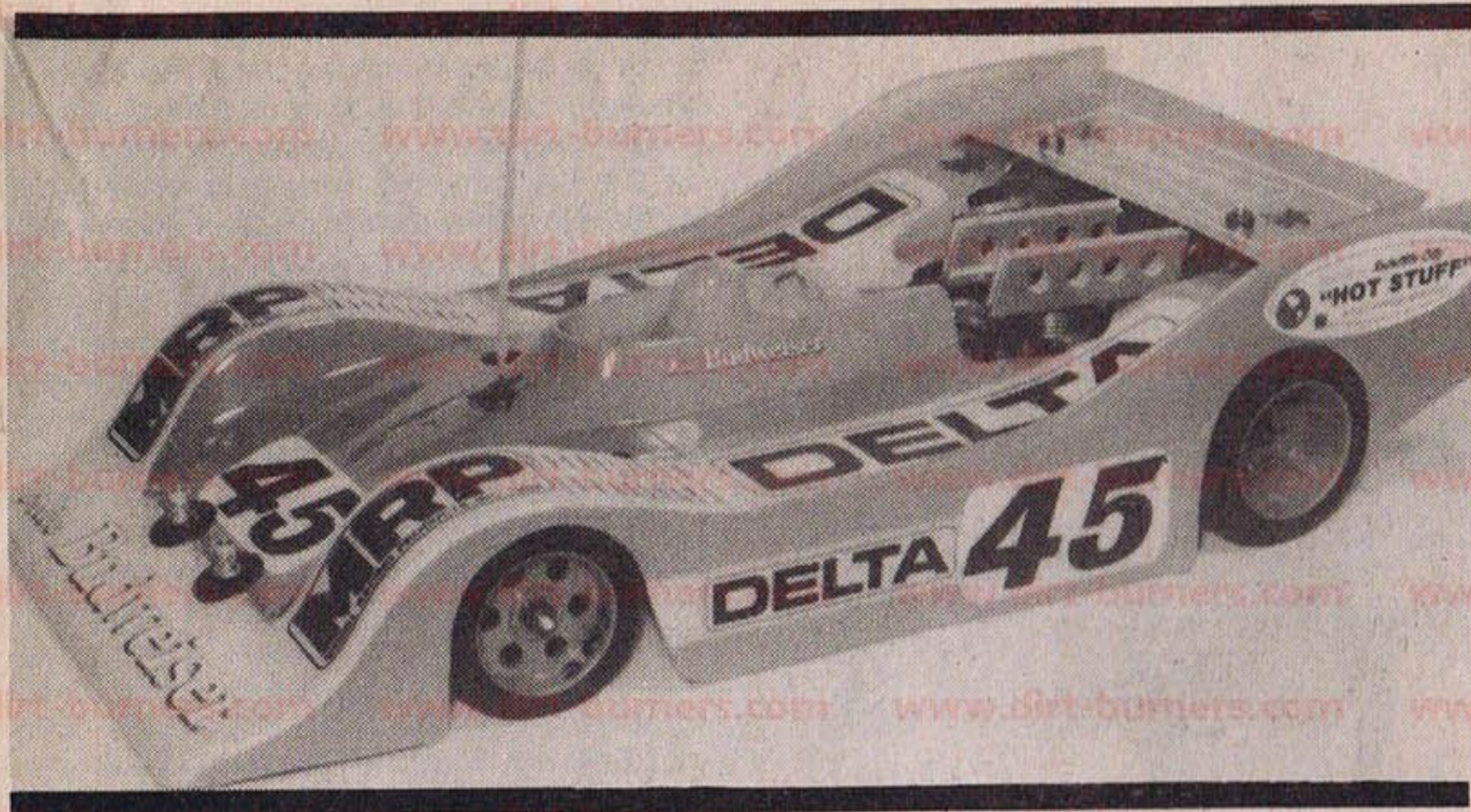
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DELTA'S Super Eagle

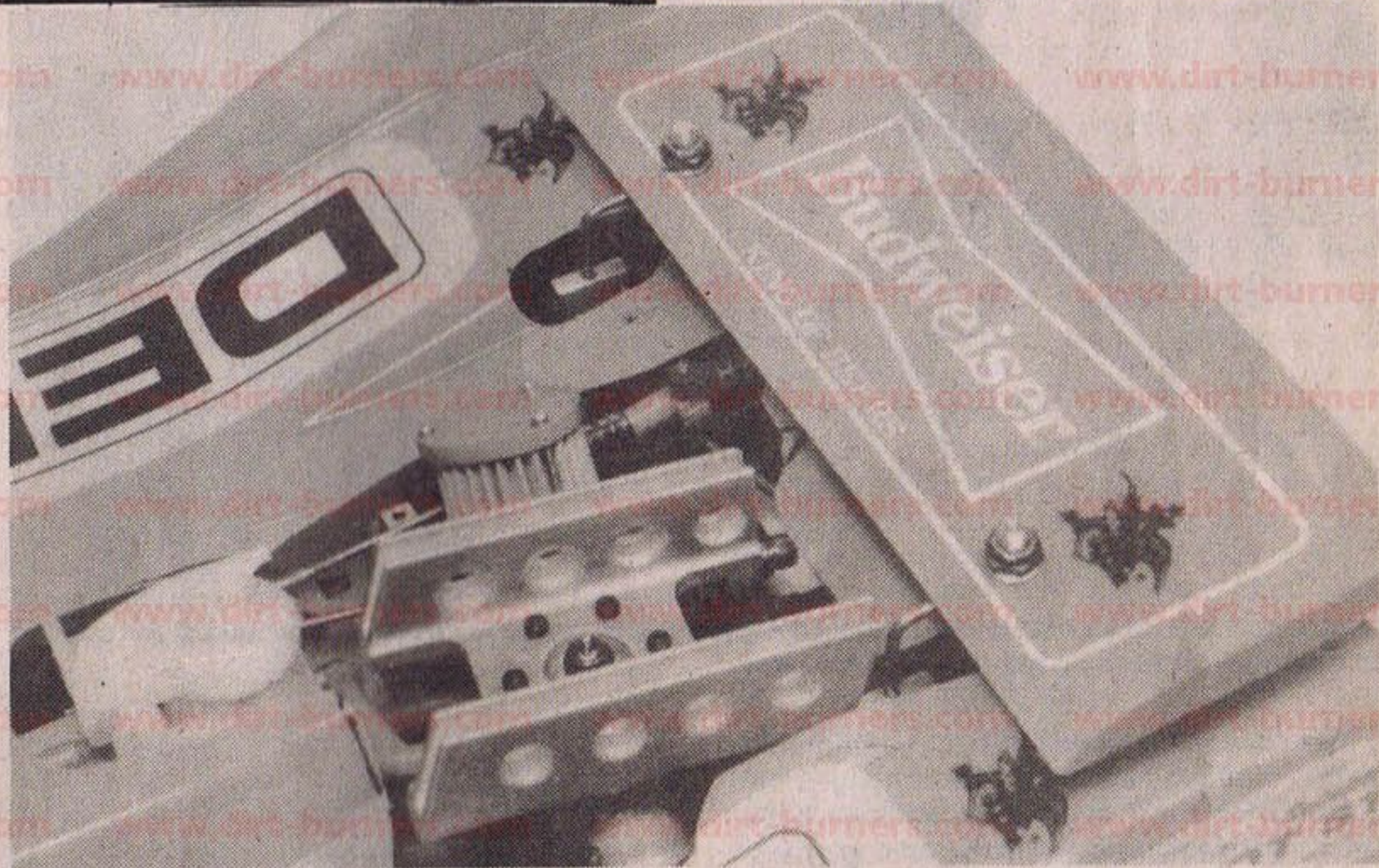
Building and Racing It

By Dan Rutherford

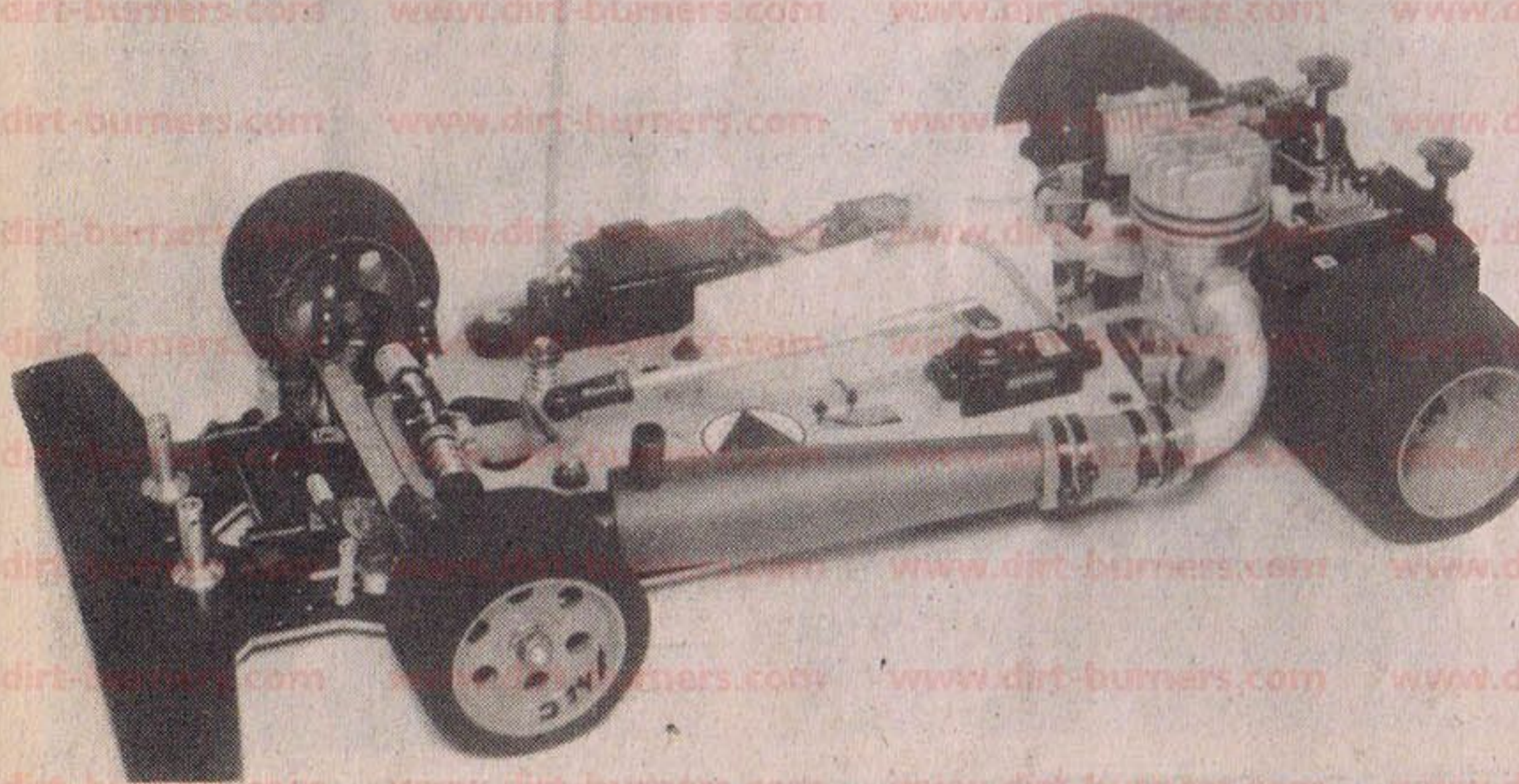
The Delta Super Eagle, or as it is known by the Dirty Racing Team, the Sooper Igggle, like the Eagle (Igggle) before it, is simply a super race car. Not perfect, of course, otherwise Delta could just close the doors on the R&D department, but in my opinion the Sooper Igggle represents the state-of-the-art in current suspension cars and, best of all, it is available over the counter.

One of the most important things to keep in mind when building any Delta race car, in particular the Super Eagle, is to build it stock. You may have glorious ideas concerning improving the performance with this little trick and that wonderful widget, indeed you may even come up with something that does actually make the car faster. However, before any claims to "improved performance" can be made, a base-line needs to be established and you can only do that with a stock car. When said base-line is established, then and only then can you make the committment, attempting to stay a couple of steps ahead of Art and the Campbells. Good luck...

For what it is worth, I have been racing Delta cars, first a Super J, for several years now and



Delta's newest (above left), the '84 Super Eagle, all decked out in an MRP Budweiser Spyder body, by far the most popular body. New forward mount wing kit (above), used in conjunction with the aluminum rear hub carriers. Forward, low location gives extra steering on high-bite tracks.



Left side of Super Eagle shows latest model Picco pipe, used with Delta's "swoopy" header. This pipe's worth more in revs and torque over '83 Picco pipe. Also a lot louder...

an Eagle for two, along with the Phaser and Super Phaser 1/12th cars, and it has been extremely rare for me to make any but very minor changes at all, a plan I have followed religiously for the last four years.

Still, that doesn't in any way mean that you simply whip the Super Eagle together in one night and then take on the world with it. So while the chassis should be stock, it should also be right.

The first thing the new owner of a Super Eagle should do is to spend some time going over the instructions (which are, uh, minimal) and then study the six pages of plans which are beautifully done and extraordinarily complete. And really study the plans, especially if this is your first Delta race car - Delta does things just a little differently than many others. At this point I keep thinking of the fellow I once ran across at a club race...he had the front wheels of his Super J on inside out! When I asked why this was so, he said he wasn't sure which way they were supposed to be installed, yet the drawings supplied with his kit made it painfully obvious with even a casual glance. This racer would do well to spend a whole week studying the Super Eagle drawings before attempting any actual assembly...

chances are pretty fair that you won't need quite so much studying. On the other hand, this, as well as all suspension cars, are fairly complex pieces. Study the drawings!

Speaking of the drawings, I have mine here in front of me and have used them in building what is presently a low-time Super Eagle. On page 1 there is a conflict between the drawing and the setup sheet supplied with the kit. The setup sheet is in error; use 5L springs (.051 wire) in the rear and 5S springs (.045 wire) in front as supplied in the kit. The 5L and 5S springs gave the same spring rate, 20 lb./inch, even though of different diameter and for fairly obvious reasons unless you know nothing at all about springs. As a seeming contradiction I am actually using 5L springs front and rear, but then I also relieved the front shock mount bulkhead so the spring and/or adjust nut won't foul the button-head capscrews common to the bulkhead and aluminum pivot block. And I don't use the jam nut on the shocks.

Shock assembly is straightforward, especial-



Right side shows more of the new radio tray/pan layout. Notice receiver mount in particular.



A tighter shot of the receiver/battery arrangement shows the receiver flipped up for a look at how the battery drops through the tray.

ly if you follow the instructions to the letter, but do be certain the shock rod fully engages the rod end. The rod end will sometimes have plastic shavings inside from the drilling operations or the rod itself can be burred slightly. In any case, get the rod inserted all the way into the rod end before tightening the retaining setscrew.

On page 3 and in the instructions for the disc brake, there is mention of adding a 4-40 cap screw to the left hanger. No problem there, the head of the screw keeps the discs from flopping and possibly jamming. But the plans call for two washers under the head of the screw; instructions packaged with the brake parts call for only one. Use two. To further ease (or make an impossible job easy!) installation of the brake cam, it is suggested the lower end be ground slightly so it will more easily engage in the lower end of the brake bracket.

The new, all aluminum rear carriers are terrific pieces but you should be advised that the high-zoot bearings specified for the tubes in the carrier assembly simply were not available when the early Super Eagle kits were shipped. They have come in as I write this, and are included with all recent kits and can be ordered to retrofit early chassis. The only problem here is that Delta likes to have things like rear axle bearings last for years and years. What I have done is to very lightly (a little dab'll do ya) epoxy the early bearings at the end of the current

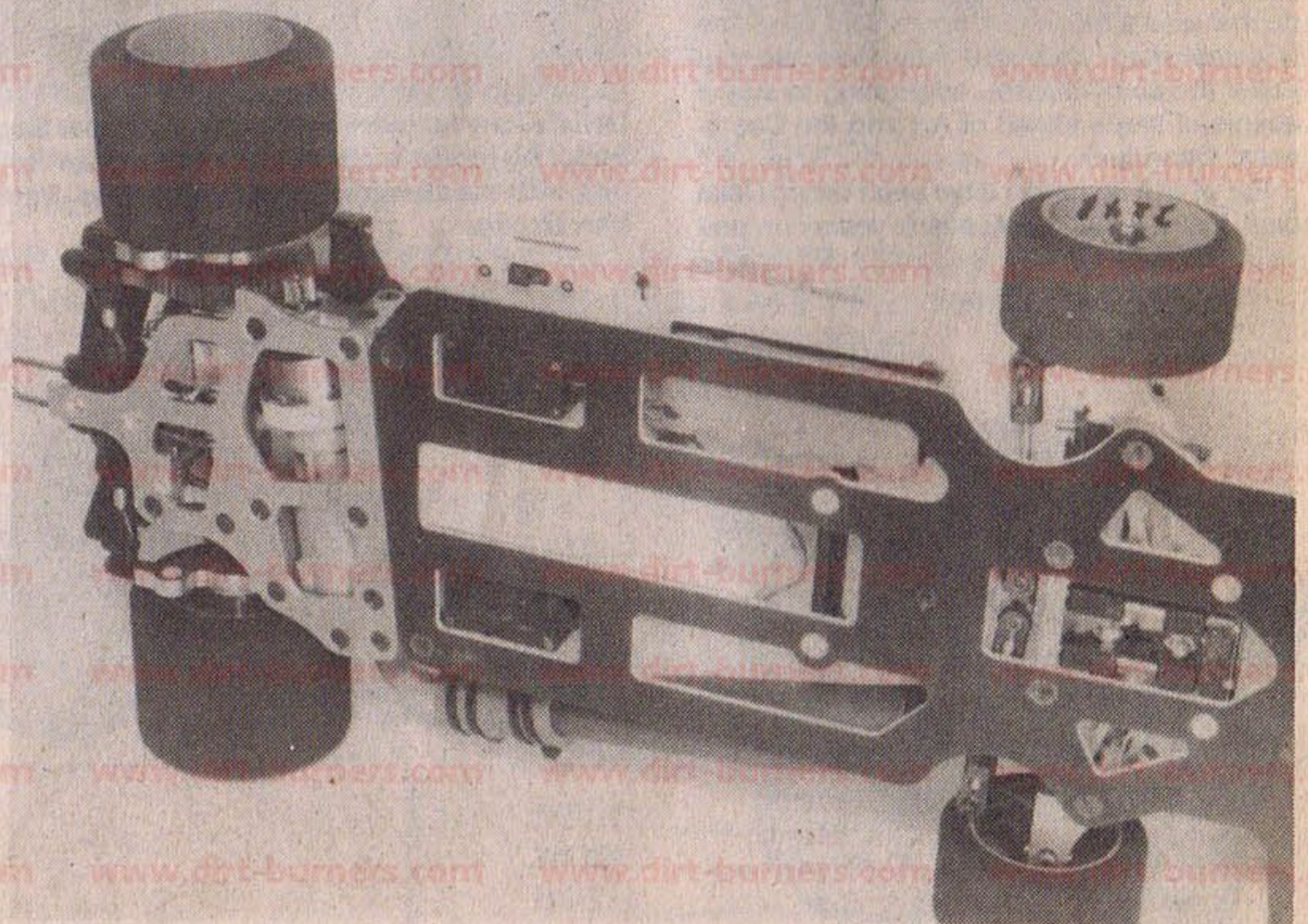
season. Notice that if you epoxy the bearings in the usual Delta manner, there may be problems in just getting the bearings out later, while if they aren't epoxied at all there is an off chance of having them spin in the tube. Mine are in with two small drops of epoxy - just enough to be sure they can't possibly spin.

While we're talking about epoxy, there are only two types suggested. HySol Epoxi-Patch is good stuff, available from Associated and their many dealers, and Sears steel-filled epoxy is also highly recommended. Either of these two is the only type to use; in particular the hobby shop 5-minute stuff is to be avoided like the plague, most especially when epoxying pressure fittings in a header or pipe.

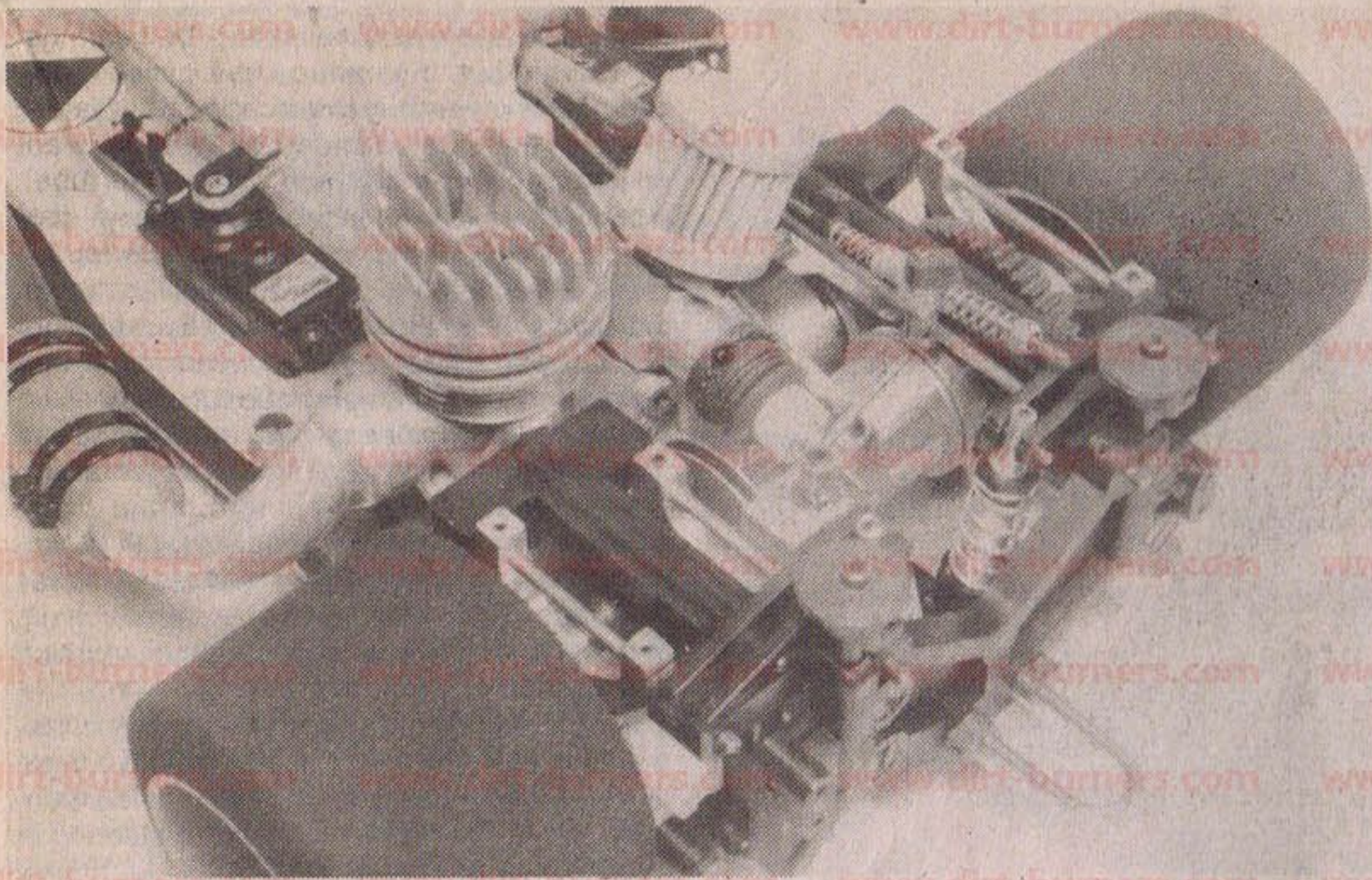
On page 5 of the plans racers of the '82-'83 Eagles will notice that washers are not used at the two rearmost attach points for the radio tray. Still, with "missing" washers you will also notice that with the all-new steering blocks there is no longer any need to use an inner washer on the axle and the only time you'll need an outer washer is if the thread is a bit short (not an unknown occurrence). Run a 10-32 die down the axle if you need a washer and eliminate the thing completely. While you have the die in hand, do yourself a favor and also run it down the muffler mount pin and the identical pins used in the new wing assemblies.

Prior to buying new tooling, recently a few aluminum bits that are threaded 10-32 got out Delta's door inadvertently and, while I feel like I must have gotten them all, such is not the case.

Still, with the front end, the more observant among you will have noticed that not only has the front end been dropped just slightly, more importantly there is reduced caster in the king pins. Caster is still adjustable, only now maximum caster on the Super Eagle is about equal to minimum caster on the Eagle. Quite frankly, the jury is still out on how much caster to use - which is exactly why it is adjustable. Plain ol' club racers like myself, racing on surfaces ranging from positively grim to just OK, should always run minimum caster unless the bite is way up and you are absolutely convinced the



A look at the new pan, tank and both servos installed flush with the lower surface of pan to get c.g. (center of gravity) down real low. Plate for rear pod has enlarged cutouts for light weight.



Picco .21 nestles in the rear of the Super Eagle; breathes through a Delta slide-valve carb, natch. Stock Picco heatsink head has since been replaced by the Delta number shown in other pictures.

only way you'll ever be able to take that sweeper flat is with more caster. And remember that most chassis setups are a compromise; in this case you may crank in max camber only to find the car lifting the inside tire slightly on radically tight turns or moderately tight turns where you are simply driving the car too tightly. In the latter case you can retain the extra steering in the sweeper that the max caster gives you and avoid lifting the inside tire in corners by simply opening up your line (which you should be doing anyway!).

Page 6 gives the big picture of the Super Eagle. In the overhead view notice the placement of the pressure fitting in the pipe. Don't do it! My boy raced an Associated RC500 last year and we had the pressure fitting located in the pipe in just about the same position. With the fitting placed below the top of the tank, fuel just loves to siphon into the pipe...if you knew how many times I got blasted in the face with raw fuel - you in the corner, quit laughing! - you simply would not consider a pipe-located pressure fitting. Well, I suppose you could slip a check-valve (Kustom Kraftmanship makes one that will work and is small) in the pressure line but I prefer not to. As you can see from the pics, I installed the pressure fitting in the header, as I have done for years. Just remember that you are working with relatively thin-wall tubing in the new "swoopy" header, be real careful to build up the epoxy around the fitting. Pickers of nits will notice that even with the fitting in the header and the tank clear full, some siphoning can still occur. And would, except for the fact that we normally park our race cars on their noses between heats.

The new mounting method of the battery pack and receiver is el tricker but I used a couple drops of Hot Stuff Super "T" to glue the receiver to the glass mount prior to encapsulating all in Delta HST-2.5 shrink tubing. Servo tape will also work but raises the receiver slightly; as the receiver is the first thing the MRP Spyder hits when mounting the body real low, why raise it any? For clips to use on the battery/receiver mounting posts, see if you can't score some of those little teeny guys BoLink sells. They are black, plenty tough and if you bend the looped end up at 90 degrees, even big fingers can work with them. (I personally take perverse delight in using at least one non-Delta item on each of my Delta race

cars and the BoLink clips are it as far as the Super Eagle is concerned!)

The pipe is very neatly and securely mounted at the forward end using an aluminum pin, but I would like to caution you to use a new plastic washer between the radio tray and the 3/32 wire each time you fiddle with the pipe. When the nut on the pin is tightened, the washer crushes slightly. Then next time the nut is snugged up, there is no cruching action available and just as you give the nut one more turn "just to be sure, ya know," the head of the aluminum pin can go pop.

Use of the anti-lift assembly (also referred to as a chassis upstop wire) is suggested on the front end but there is a more Delta-like way of doing it than that shown. A short chunk of pushrod wire threaded on one end (that brake rod you bent too short will do nicely) can be fitted with a collar on one end, slipped through the holes on the pivot blocks, the 2445-21 spring installed and finally, a 2-56 lock nut goes on. The lock nut permits fine, accurate adjustment, especially for those of you using this widget as a ride height adjuster in addition to its primary function of anti-lift. And, yes, it is OK to use it as a ride height adjuster although I personally prefer not to. No reason for this I suppose; I just don't.

In the front end there are normally no binds at all in the suspension, but it pays to check very carefully. Disconnect the shocks and be certain the suspension is absolutely free through the full range of travel. Out back you can plan on there being at least a couple binds. Again, disconnect the shocks and start going back through all pivot points, eliminating even the slightest binds. The easy method is simply to oversize the .125 holes to .128 or so, but even at that you may have to fiddle around some. This is a very important step, one not sufficiently addressed in the instructions. Do not assume any small binds will be eliminated by running the car for an hour or so. The plastic used in the Eagle is very tough stuff - after two full years on my '82 Eagle, I went through the rear end checking for wear and only found two titanium pivot pins worn enough to be replaced...the plastic parts that these pins ran in were in super shape!

The new seals for the half-shafts are an absolute necessity. If your kit didn't come with them, order number 2555. They also work well on Eagles with the molded plastic carriers, incidentally.

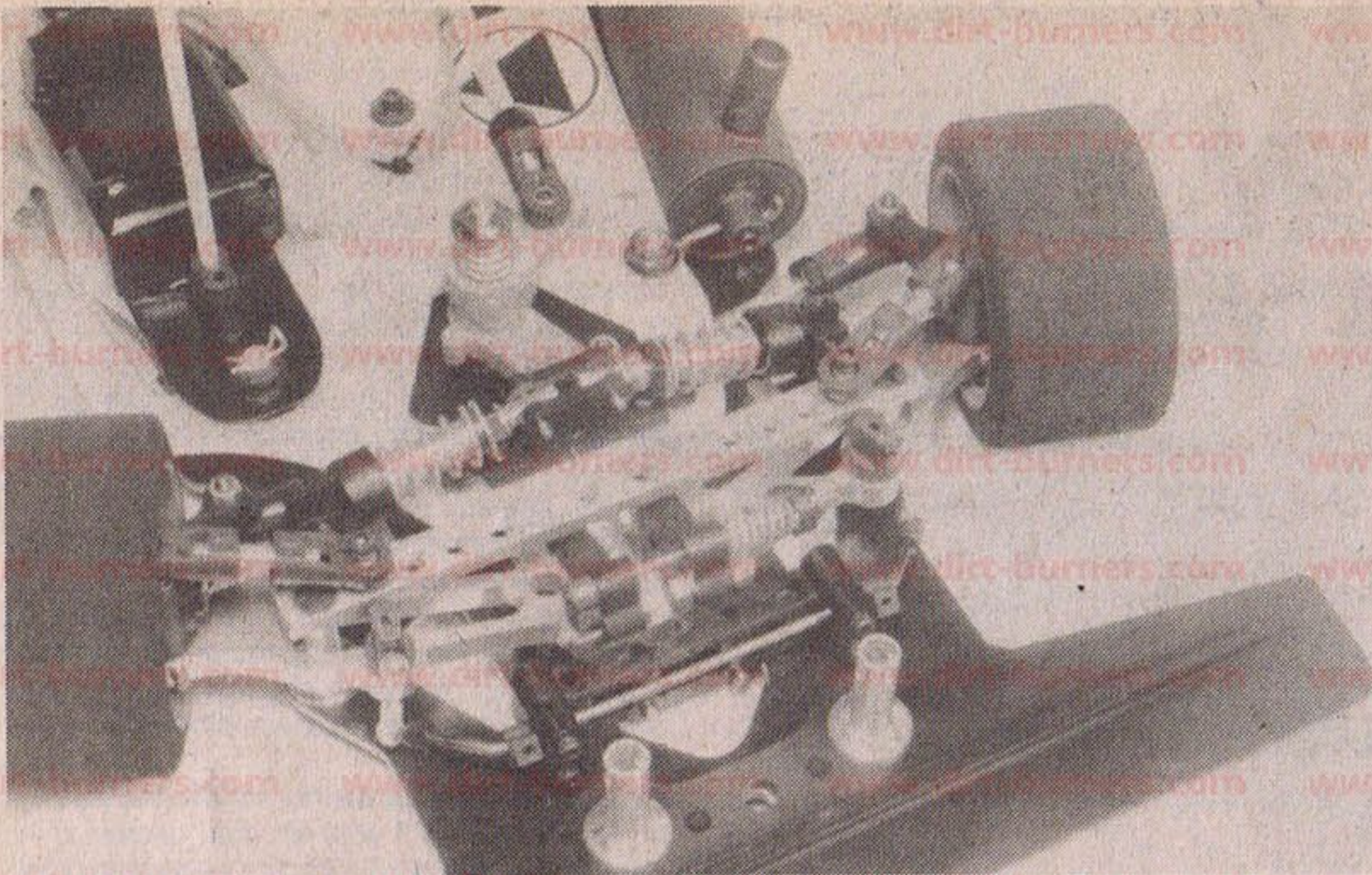
Ooops, getting back to eliminating any binding, while it usually is not a problem, I make sure by bolting the anti-roll bar clamps in position on the front end and run a 3/32 extension drill through. This always results in super-smooth action. You can also do this with the rear bar although I very, very rarely use one...and even more rarely like that setup.

If you bothered to weigh a Super Eagle, checking it against the competition, you know the Eagle and Super Eagle are light, very light for out-of-the-box suspension cars. However, some of this weight has been cut by using aluminum parts where the Super J had brass. For instance, the bushings in the steering blocks are aluminum, as is the pivot pin for the servo saver. This is an acceptable arrangement, even in the servo saver where it is an aluminum-on-aluminum situation, but you should be very careful to check for any burrs prior to assembling the above components and to use a high-quality lube.

With the car assembled (stock is best, remember!) per plan and in accordance with the preceding suggestions, it is onto the setup sheet supplied with each kit. Read this several times, throw it in the toolbox when going racing, refer to it after each race. In short, this is an extremely valuable tool to use in getting the most out of your Super Eagle. If you were to



New rear all-aluminum hub carriers are super tough and show beautiful machine work. Caster adjustment made at rear, lower pivot. Main gear shown is for the normal 5.8 to 1 ratio; 6.1 and 6.4 to 1 also available.



The latest front end for the Super Eagle (can easily be fitted to Eagles) gives quicker turn-in and features adjustable caster. Drilled cross-bar not stock...Dirty Racing Team modification, just to give the car that "works" look.

sit Art Carbonell down and have him go through your car from one end to the other explaining all the setup tips he uses, you wouldn't get any more information than is presented in the setup sheet. It's almost like having Art himself for your pit man and, for the good of the sport, I personally hope that with release of this highly detailed setup sheet, Delta shames all other manufacturers into doing something similar.

The only item in the setup sheet I would like to elaborate upon is use of the MRP Spyder body. Yes, I use it and have for years on both Eagles and Super J's. This body works just super, can be mounted very low on any Delta race car and, well, that body just plain looks bitchen on the track. When mounting the body, if you will look very closely, you can see light dimples front and rear and these can be used as a guide in punching holes for the body posts and wing tubes. As it happens, I live only a few miles from MRP and they scratched these dimples in, using one of my bodies as a reference. These locations will give you the desired forward mounting of the body; be warned, however, that the stock wheel well cutouts will not line up, especially in the front. Always cut the rear air dam out on the Spyder and do this job at home where you can do a neat trim. While the Delta Racing Team favors the lightweight Spyder (admittedly it is an easy way to three ounces), I stay away from them completely and stick with the heavier, but more durable version that is still available.

Retracing my words back a paragraph, I want to once again emphasize constant reference to the setup sheet. One of the more enjoyable aspects of the suspension cars are all of the chassis adjustments available, but on the other hand, in two years of racing the Eagle, I have yet to come home from a race completely satisfied that I did everything right when dialing the chassis. Kinda like the numb-tongue that walks away from a losing argument thinking, "I shoulda said..." It is one thing to be at home or in the calm of your shop setting the car up just so, and quite another to be able to raise to the level of consciousness that all those tuning tricks amidst the general controlled confusion present at any race track. The better you know the setup sheet, the more likely you are to make the right decisions at the track.

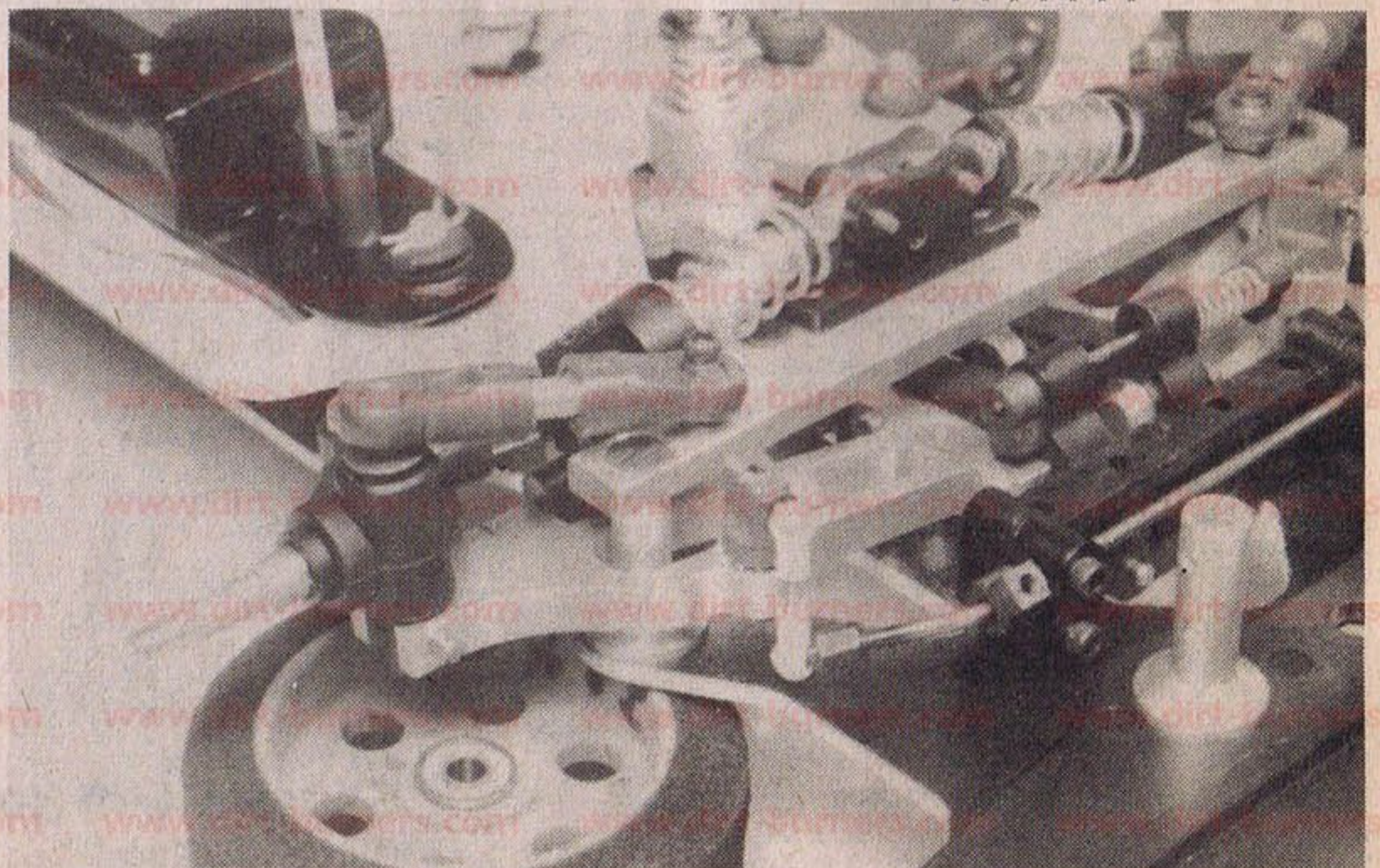
A treatment of the Super Eagle would not be complete without acknowledging the fact that there are some obvious differences between the Eagle and the Super Eagle. Owners of Eagles want to know which, if any, of the new parts they should install on their cars. Running the list of new stuff, I would regard a switch to the aluminum carriers as numero uno on the list. The plastic numbers work fine, but depending upon what your club uses for track barricades, they can be bent. The grooved thrust washers are nice but wear out your flat ones first. Don't forget, you can simply flop them over when one side gets notchy. I wouldn't go to the new pan and radio tray until you either break a pan or it gets so scarred up from running over rocks that you can't stand it anymore. The new layout does give better left/right balance and a lower center of gravity, but it isn't a big enough deal to toss otherwise usable '82-'83 parts. The new rear half-shaft seals are a must. Ditto for the anti-lift kit. A new rear disc brake is now available and while it is very smooth and long-lasting, if your

glass disc brake is still working OK, use it until it wears out. If you make the switch to the aluminum rear hub carriers, definitely pop for the carrier-mounted wing brackets. It moves the wing forward a bunch and will give you about 10% more steering at speed, important in that sweeper common to all R/C car tracks.

As to the new front suspension with the upper arms, I would take a wait-and-see approach. The Eagle front end is very strong and reliable so it is extremely doubtful you will ever break it, which means that in going to the Super Eagle front end, you'll be chucking perfectly good parts. The new front end is also very reliable, does help the car turn in better, and allows adjustment that results in front tires that wear perfectly flat. However, the aluminum carriers in the rear will allow a tighter setup on the car and if you use the wing mounted on the carriers (it won't work on the plastic carriers, incidentally), that in itself will give more steering. And use of the simple and inexpensive anti-lift kit will also give more steering in high-speed, maximum acceleration situations. The way I see it, many club racers with Eagles can forego the new front end with use of the mentioned parts, thanks to the very grippy TR324 series of front tires. But that is just one of the really nice things about Delta race cars; all of the latest tricks are quickly available to you and it is then your choice as to whether or not you update your race car or stick with a combination that has proven effective for your racing at the local level. And there is always the question of whether or not you are actually driving your race car as fast as it is capable of going in the first place! In any case, at least Delta continues to develop and refine their suspension car in order to stay competitive at the highest levels of racing and offering these improvements through their dealers. Then it is up to you as to whether or not you can use, or even need, the item in question.

Best of luck with your Delta Eagle or Super Eagle and when you have a question on setup...don't call me...look it up on the setup sheet instead!

Dan



Close-up of the new front end. Bullet-proof construction throughout, turn-in response can be modified by raising inboard end of upper link (one washer at a time) or by using longer links, relocating ball further to center or cross-bar. A very "turnable" front end.

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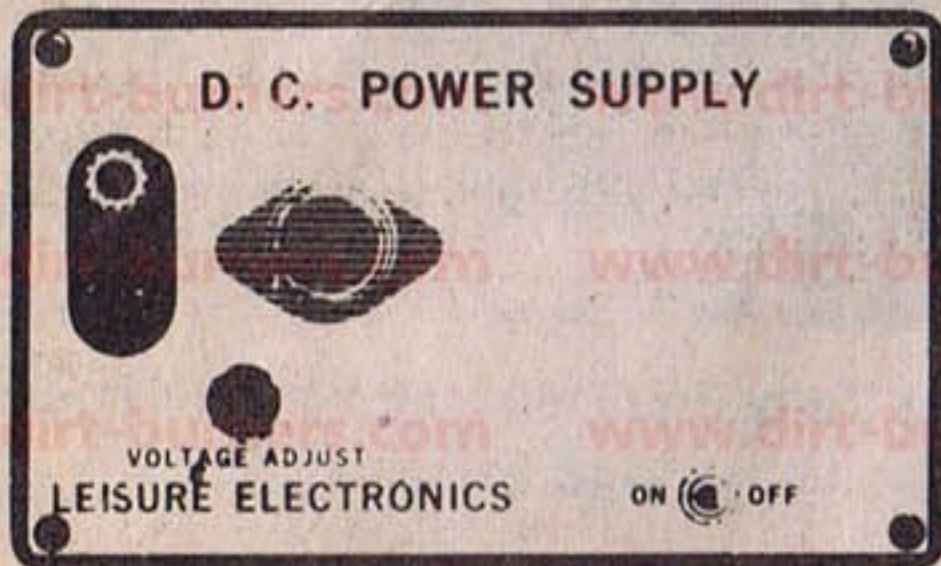
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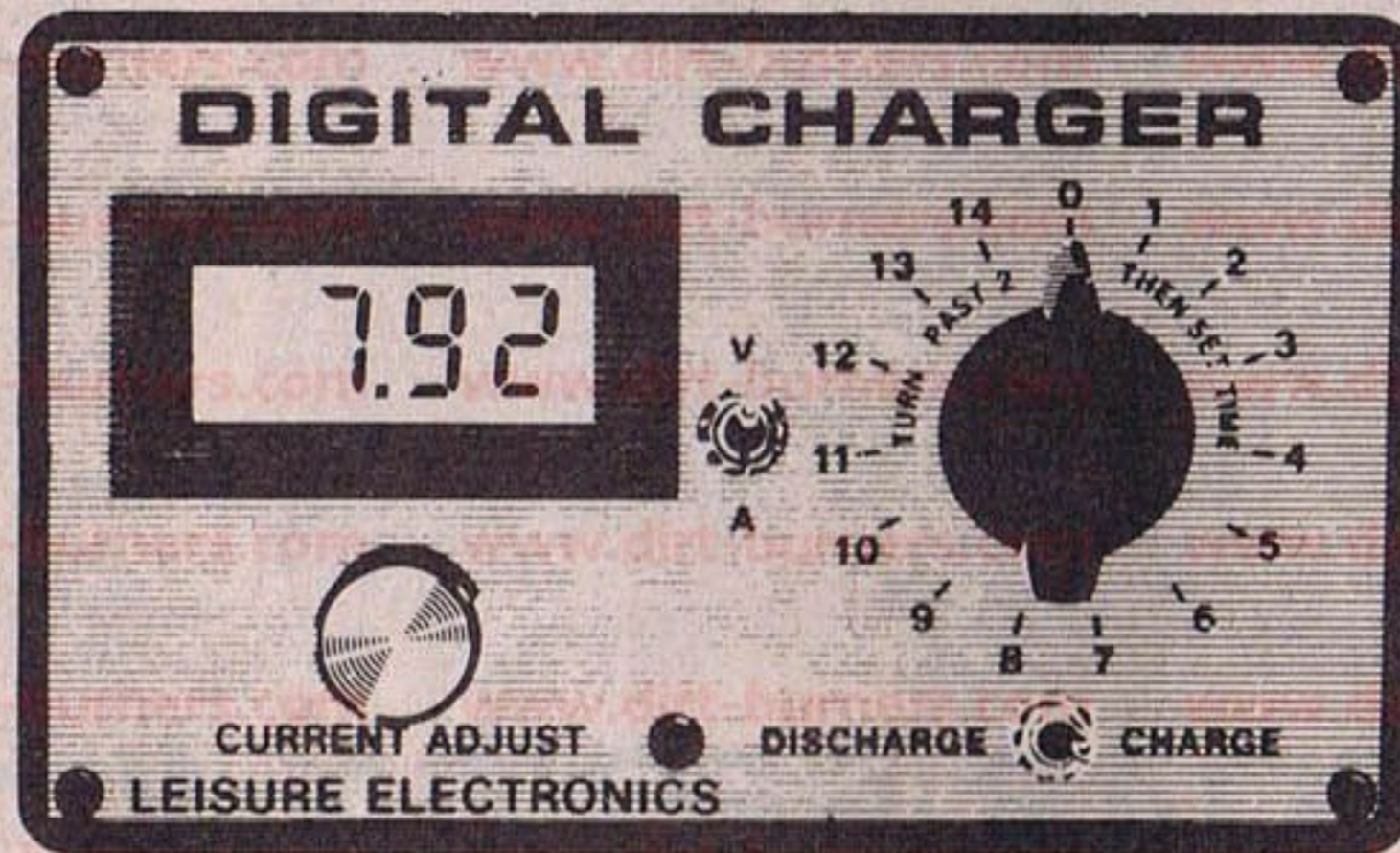


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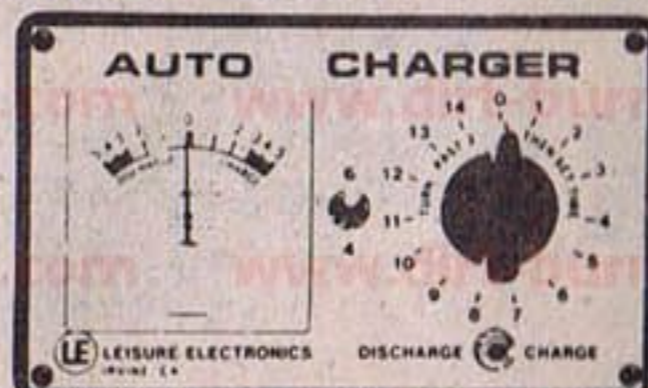


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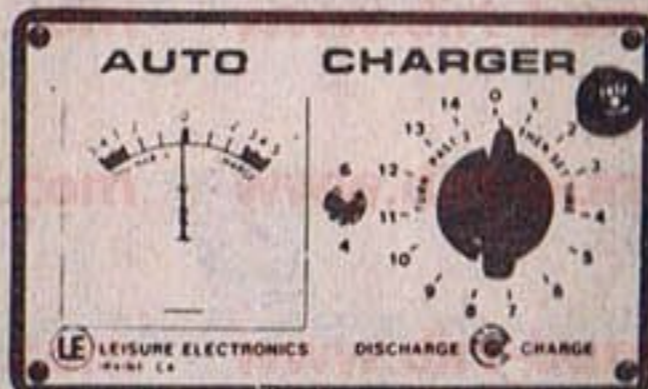
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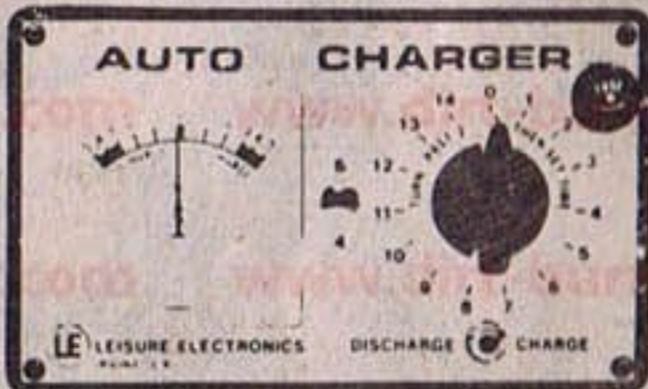
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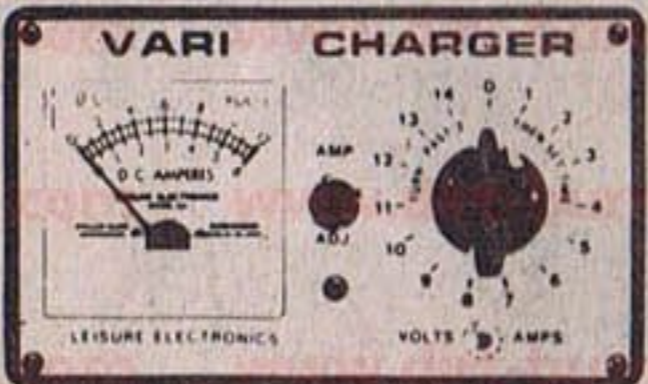
Leisure 105
Input: 12vDC
Rate: 4/6 cell



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



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



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



Story by Gary Veselica
Photos by Terry Dorer

March 30, 31, April 1, 1984
Jackson, MI

April Fools weekend 1984 saw ROAR'S first sanctioned Region III Indoor Championships held at the Jackson Community College Fieldhouse in Jackson, Michigan. Two local clubs - RACE from Jackson, MI and CARS from Lansing, MI - helped put on this first ever event with the sponsorship of Parma Int'l for motors, trophies and prizes. A total of 135 entries showed up to do battle for the three days of racing - 68 stock and 67 modified.

The track was a fast wide open strip carpet design that allowed drivers a chance to race and not get involved with too much corner marshalling. In the Stock division Bill Jeric (Assoc) took advantage of the fast track by out-qualifying Bud Bartos (Parma) and the rest of the field by one lap.

ROAR REGION III

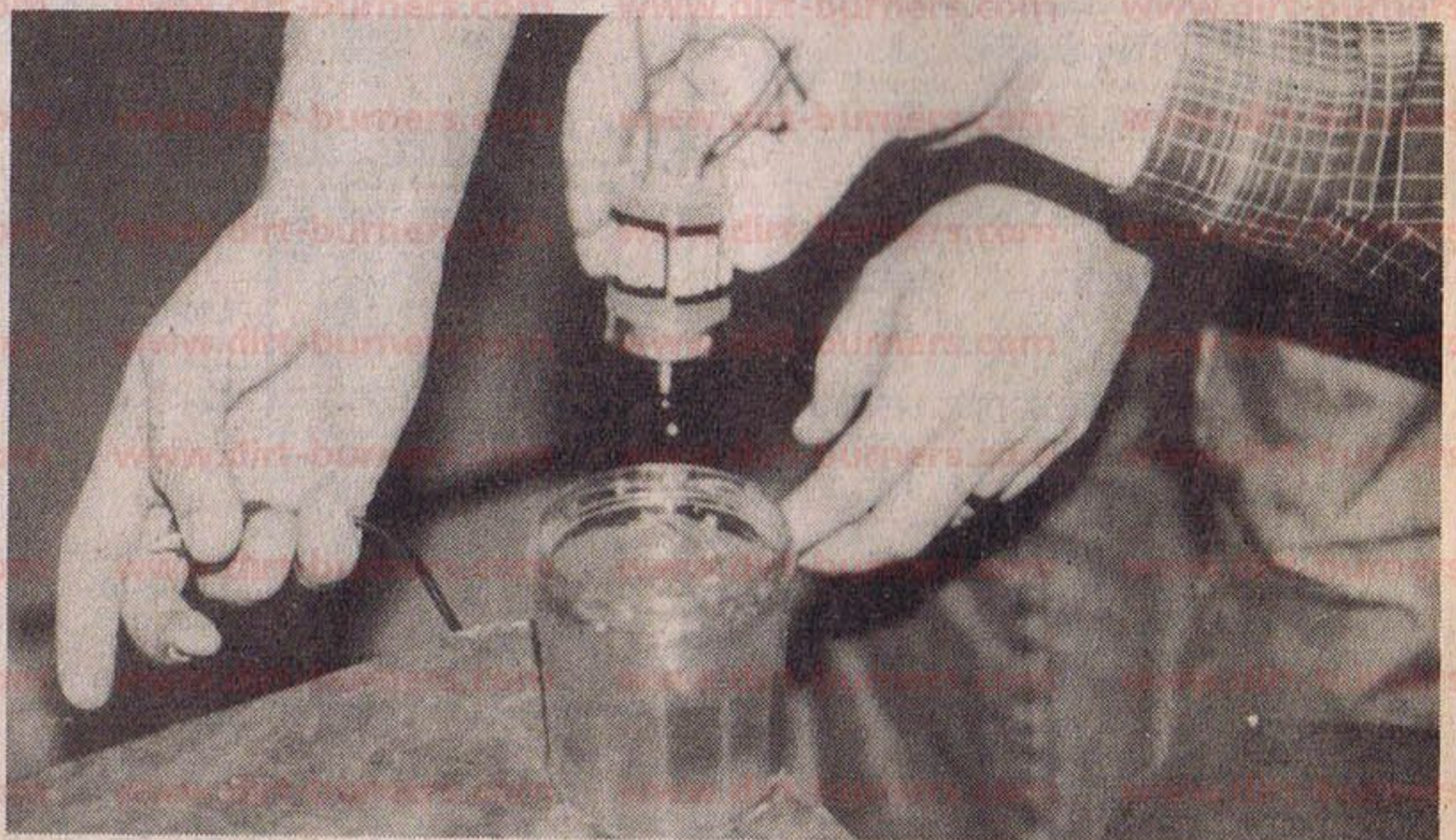
Indoor Championships Race



Overview of the large facility (top). Terry Rott (above) collected 1st and TQ in A Mod.

A Modified: Jack Lane (3rd), Terry Rott (1st), and Bill Jeric (2nd).

DEALERS-
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Stock motor "magic dip" for faster running, faster times, and a fast replacement.

The B Stock Main saw a big crash at the start allowing Dan Louis and Jack Lane to get away to an early lead. Louis held the lead until about the 6 minute mark when Lane passed him and led to the finish.

The A Stock Main saw another "big crash" take out TQ Bill Jeric and allow Jim Dieter to get away cleanly. That was all Dieter needed as he led the rest of the way to pull an upset win. Bill Jeric finished second with Chris Doseck coming on to pickup third spot. Local favorite Terry Rott dropped out early with a loose pinion gear.

In the Modified division Terry Rott returned to form as TQ with 45 laps. In the B Modified race Chris Doseck jumped to an early lead, but gave it up at the midway point to Bob Schoenau. Chris took the lead back again in the last minute of the race to hang on for the win.

The A Modified Main started with a six car crash that allowed Jack Lane, Bill Jeric, and Bud Bartos to get away clean. At the halfway point it was now Jeric, Rott, and Lane. With time called and the last lap being run, it looked like Bill Jeric was home free, but about five feet from the finish line, Jeric's batteries took the biggest dump ever seen and much to Rott's surprise, he got to the finish line first. Jeric managed to crawl across for second and Lane was third.

The best all around performance had to be

Bill Jeric who was a 2nd A Modified, 2nd A Stock and TQ Stock. Many thanks to all the racers who made this event a success and a special thanks to Parma Int'l for their sponsorship.

Gary

RESULTS

A MODIFIED

1. Terry Rott (Assoc)
2. Bill Jeric (Assoc)
3. Jack Lane (Assoc)
4. Jim Hoffman (Delta)
5. Leon Neal (Assoc)
6. Dave Hechler (Assoc)
7. Dan Louis (scratch)
8. Bud Bartos (Parma)
9. Dave Pulfer (Assoc)
10. Jim Dieter (Delta)

B MODIFIED

1. Chris Doseck
2. Brad Makaric
3. Mike Marshall
4. Carl Christy
5. Judd Nichols
6. Bernie Piatt
7. Clayton White
8. Bob Schoenall

C MODIFIED

1. Dave Lane

2. Rich Punches

3. Rich Hacker
4. Jeff Cook
5. Dan Abma
6. Rick Hunsaker

D MODIFIED

1. Ken Pohlman
2. Jerry Stocking
3. Butch Miller
4. Doug Bennett
5. Butch Beebe
6. Randy Meyer

E MODIFIED

1. Bob Chuhuran
2. Larry Noren
3. John Colosky
4. Lou Przybyla
5. Mike Mitzel
6. Jack Sowle

F MODIFIED

1. Todd Tribbett

2. Chuck Lonergan
3. Keith Hamilton
4. Bill Lane
5. Howard Kemery
6. Mike Liem

G MODIFIED

1. Bill Herring
2. Kevin Brown
3. Paul Gerrard
4. Bob Wilkinson
5. Don Deutsch
6. Don Watjer
7. Barry Makaric

H MODIFIED

1. Gary Rider
2. Glen Libtow
3. Mark Clark
4. Dave Bennett
5. Cal Posthuma
6. Arden Clark
7. Doug DuBois

I MODIFIED

1. Joe Weeman
2. Chuck Ewing
3. Mark Sweeney
4. Kevin Matney
5. Mike Pulfer
6. Mike Molton

J MODIFIED

1. Dave Toomey
2. Ken Hamilton
3. Charlie Stiles
4. Ivan Brown
5. Marty Lambright

A STOCK

1. Jim Dieter (Delta)
2. Bill Jeric (Assoc)
3. Chris Doseck (Assoc)
4. Bub Bartos (Parma)
5. Dave Hechler (Assoc)
6. Carl Bhristy (Delta)
7. Jim Hoffman (Delta)
8. John Huron (BoLink)
9. Tyree Phillips (Delta)
10. Terry Rott (Assoc)

B STOCK

1. Jack Lane
2. Dan Louis
3. Judd Nichols
4. Butch Miller
5. Leon Neal
6. Dave Lane
7. Butch Beebe
8. Bob Schoenau

C STOCK

1. Dave Pulfer
2. Randy Meyer
3. Bernie Piatt
4. Howard Kimery
5. Brad Makaric
6. Rich Panches
7. Bob Chuhuran
8. Rick Hunsaker

D STOCK

1. Ron Garant
2. Dan Abma
3. Kevin Brown
4. Mike Mitzel
5. Jack Sowle
6. Doug DuBois
7. Bill Joslin

E STOCK

1. Jeff Cook
2. Tom Reynolds
3. Chuck Lonergan
4. Bob Wilkinson
5. Don Watjer
6. Gary Rider
7. Ken Pohlman

F STOCK

1. Larry Noren
2. Gary Veselica
3. Glen Libtow
4. Chuck Ewing
5. John Colosky
6. Rick Hacker
7. Bill Lane

G STOCK

1. Jerry Stocking
2. Keith Hamilton
3. Paul Gerrard
4. Mark Sweeney
5. Don Deutsch
6. Todd Tribbett
7. Cal Posthuma

H STOCK

1. Mike Liem
2. John Lesperance
3. Mike Molton
4. Ivan Brown
5. Mike Pliifer
6. Kevin Matney
7. Dave Toomey

I STOCK

1. Dean Nusbaum
2. Barry Makaric
3. Marty Lambright
4. Ray DuPuis
5. Ken Hamilton
6. Charlie Stiles
7. Gerald Wells



A Stock Main - (l-r) Bill Jeric (2nd), Chris Doseck (3rd), and Jim Dieter (1st).

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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



Pit area at Ray's crowded and busy track (above). Below, Rich Dupey (#23) leads Dave Balser (#28) through the 3rd turn of the course. Photos Bill Balser

Story by Jim Hayman
Photos by Bill Balser

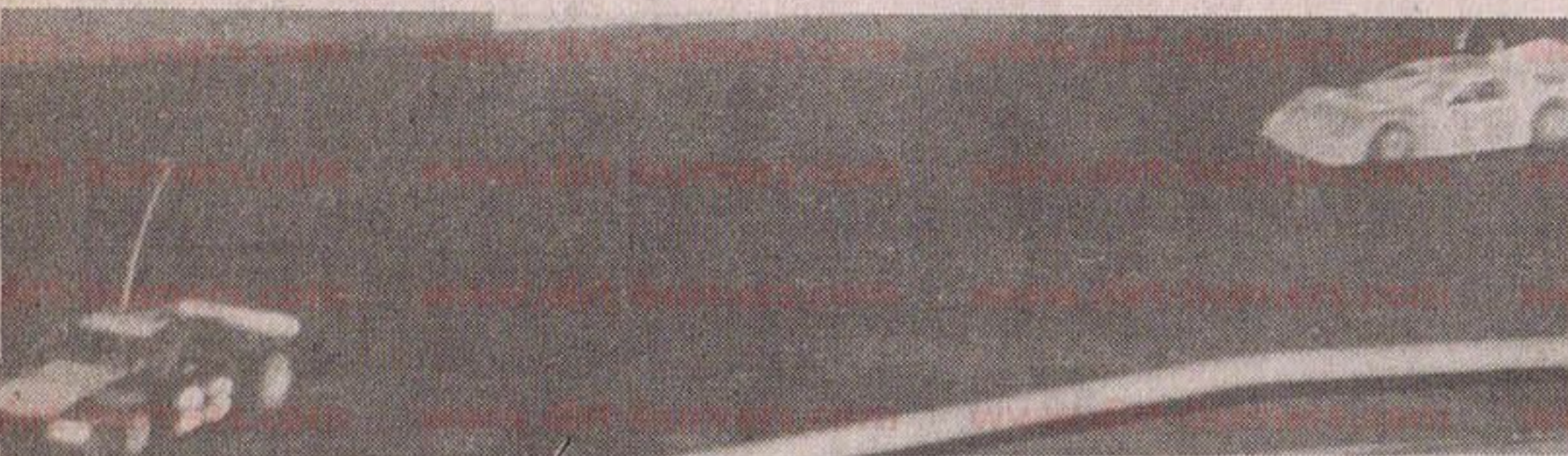
After the visit of Dave Beals and the CAPITOL DISTRICT R/CAR Club to Cranston to race with EMARC, the club officers decided to venture to Syracuse and get into the R/C CHALLENGE. Having never raced on rug to any extent, things were all a buzz on the way up to try to figure out the secrets of rug racing. Once there, the hospitality was great and racers abounded. The track was shorter than ours but wider, which enticed the competitors to get the cars out there and see what had to be done.

Much to the amazement of everyone, the cars handled with the set up we normally run on our indoor track. The only problem seemed to be getting geared up properly and having a good stock motor. This was trial and error for most of the heats. Everyone there was quite helpful in trying to get us to get around with racing tips and general information. The racing was excellent and the competition was tough. The program was well run and handled with efficiency and the food wasn't bad either. The club members ran well and finished much better than anticipated by everyone. The trip proved very informative as well as interesting racing and "pit bull". A job well done from EMARC to the NY club.

The Grand National Season for EMARC winds up with one week to go then the membership elected to run ASA and GN bodies together for the summer. Final point standings and more info in the next issue.

Any questions or information about the club racing give me a growl at (401) 724-8831 or write me at 99 Suffolk Ave. Till the next issue, keep your foot in it and stand on it!!!

Jim Hayman,
President EMARC



EMARC cuts a rug in _____ The Big Apple



The track - pre race mode...all's quiet.



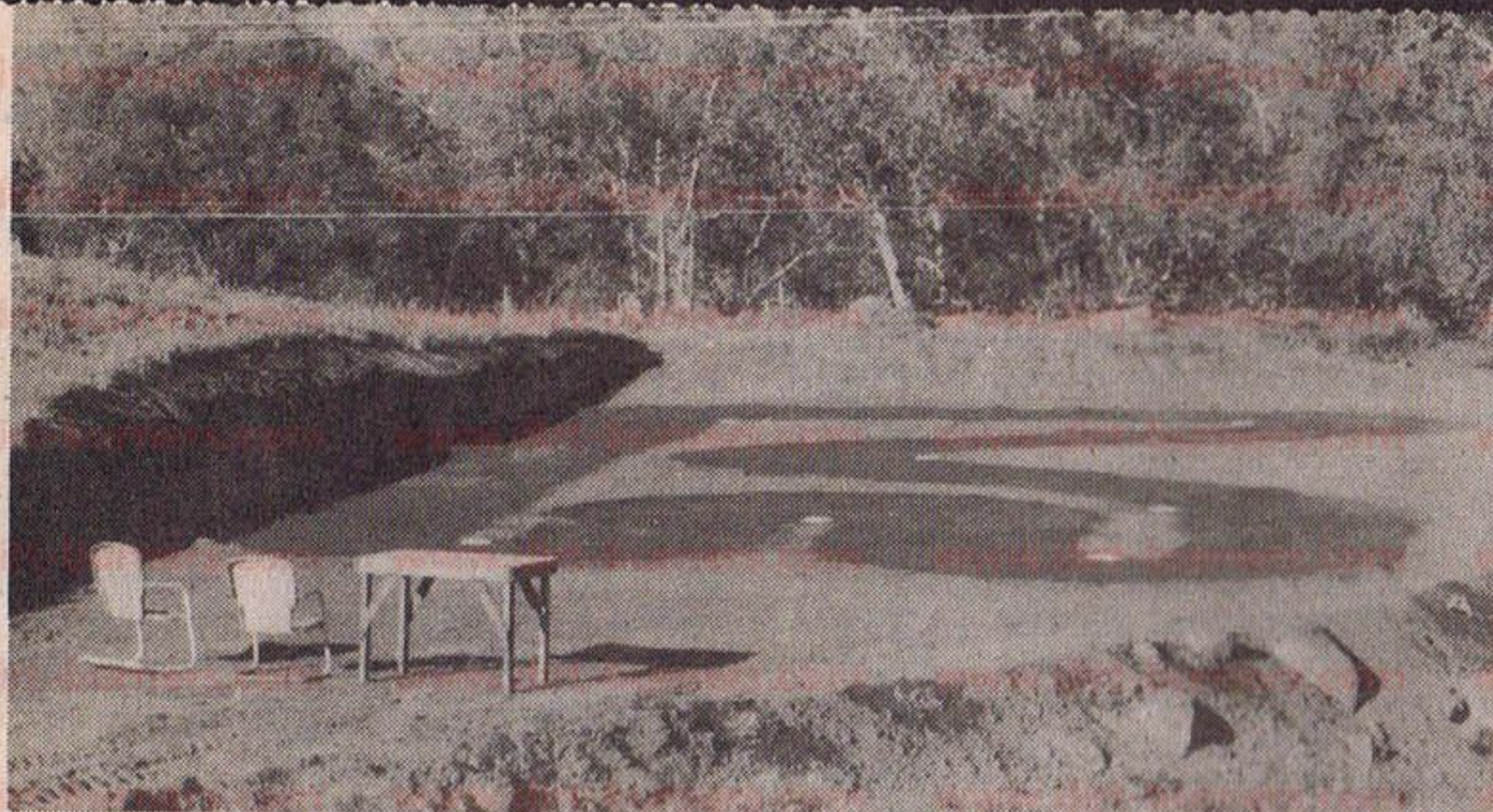
Hardee's (#28) cutting through a tight corner on the carpeted course.

Reece's Racers 1/10th Off Road

Story & photos by
Maurice Pritchett

Reece's R/C Racers is a working shop to sell and service R/C cars. I enjoy the R&D (Research and Development) of off road cars as much as driving, etc. We are devoting a little over two acres to the sport of Off Road cars. So far we have two tracks - an oval that's a ball and an off road track patterned after the layout chosen for the 1984 Off Road World Championships at the Anaheim Convention Center. My plan is to provide an atmosphere for running R/C cars that will be both family-oriented and keyed to the idea that a few picnic tables under oak trees and a view of the High Sierras will be a very desirable spot to run your car. We are located at approximately 1000 feet in the foothills near Porterville, about 10 minutes from Lake Success. We plan to have regularly scheduled races once we get rolling and maybe ORRCA sanctioning, if possible. I would like to invite everybody here that is involved with R/C cars to come by and see our spot and maybe lend us a fresh idea. Camping is available 10 to 15 minutes away at Lake Success and inside the Tule Indian Reservation. Here are a couple of snapshots of the oval and the off road track. I intend to bank the oval and add a couple of banked turns to the off road. Any suggestions on track layout and dirt composition, etc... would be greatly appreciated.

Thanks,
Maurice

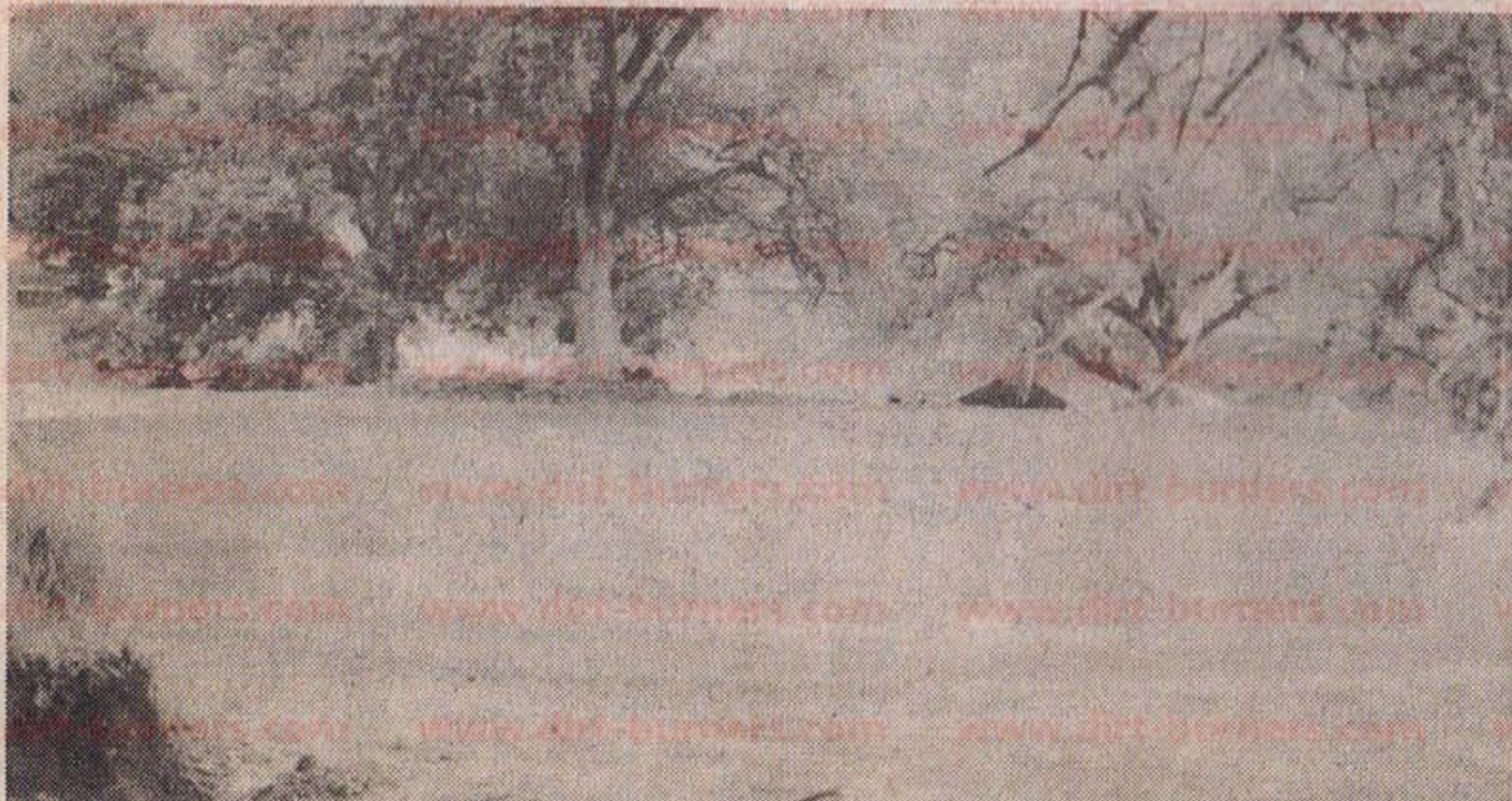


A nicely manicured off road track without barriers. A take-off in design from the R/C RACING NEWS/SCORE SHOW World Championship track. But will cars stay on the course?

The oval portion of the track will eventually have two banked turns.



A nice shaded area with plenty of green hillsides make a great setting for this off road track in the High Sierra, just 10-15 minutes from Lake Success and inside the Tule Indian Reservation.



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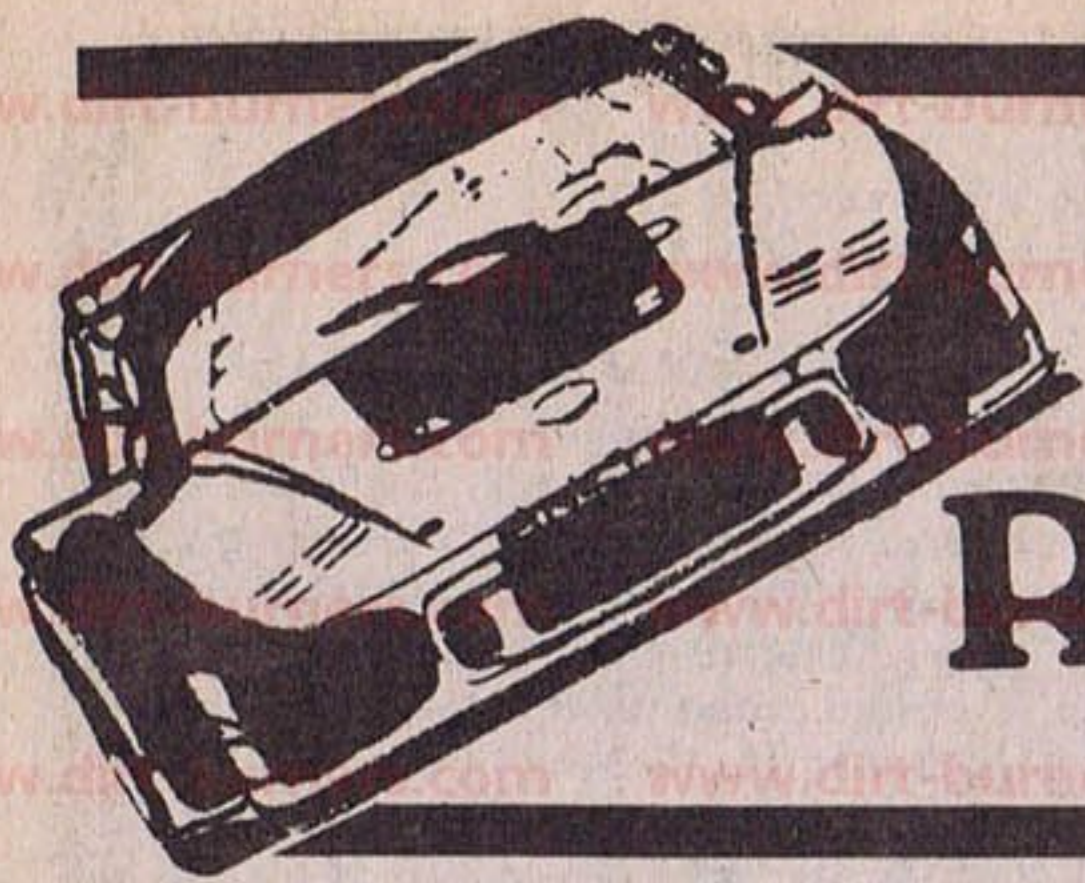
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South Jersey R C Racing Association

March 18, 1984

Our final indoor race was again a very competitive one, and also a trial and error race. We set up our heat board so that we had a sort of mixed bag of drivers in each qualifying heat. We also tried the controlled practice format which everyone seemed to like because it did away with the confused and crowded track conditions.

On to the racing! Russ Williams, Jr., again

topped the B Novice Main and Bob Howell won the A Novice. An excellent battle in the F Main between Cam Marziani and Chris DiCara ended with Cam crossing first just ahead of Chris. Ron Daisey was a close third. Fred Mensing, Paul Marziani, Frank Heim and Russ Williams battled in the D Main for nearly 8 minutes with Fred holding on for the win. Paul and Frank were second and third. Russ was fourth, Ron Boorman, Jr., was fifth and Rich Schlosser was sixth. The C Main was the best race of the day with everyone running nose-to-tail and taking turns leading. The race was decided on the last lap with Rip Pinkston getting the checkered

flag. Joe DiCara was second. Ray Bojarski, Bob Kuss, Bob Vanelli and Mike Pyle were third through sixth, respectively. The Prez picked up the B Main win, holding off a very ill Don Pyle, Sr. Ron Boorman, Sr., Bob Vanelli, Sr., Barry Rosenberger and Nick Piro, Jr., rounded out the field. Don Pyle, Jr., won the A Main with a very quick 43 laps. Antonio Miranda fought off Andy Madajewski for second place. John Raymond, Nick Piro and Bill Davis were fourth through sixth.

See you outdoors!

The 1/12th V.P. SAYS:

March 18, 1984

Well, I sure am glad Cam Marziani didn't have anything in his hand, such as a bat or club, because I think I would have been hit with it. Sorry buddy, I know I shouldn't have hassled you so much in our qualifying heat. All kidding aside, the point is that racing in a heat with someone six or seven laps faster than you is very difficult at best, especially indoors.

Taking a look at the mains for the past two weeks, it's apparent that there are no real changes. The same people stayed pretty much where they were. I am the first one to support any driver who works to improve his ability; however, I feel that you must work your way up the ladder and pay your dues. I did, and so has everyone else. The best way to get better is practice, practice, practice. Go down to the track and go through several charges and just try to turn good, clean and consistent laps; that's how you'll get better. Don Pyle, Jr., will tell you the same thing. He did just that - that is why he is where he is today. Ask him what he did to get ready for the Eastern States Four-Cell Championship - you'll be surprised. You must practice to get better.

Driving with better drivers is the reward for hard work. For the most part, every other reason for going slow is just an excuse. Practice, practice, PRACTICE!

Indoors is always difficult and I think our little problems will end when we move outdoors. Any remaining discussion on heat set ups will be at our next meeting. See you there!

All Modified races after the 14th of April are up in the air with respect to motors. I personally feel that the Yokomo motors will become legal, so you might want to get one.

Congratulations to the Amateur, Expert and Novice champs! Several drivers will be changing divisions - we'll let you know.

Take a look at the top three mains of our last indoor race: All are A Main caliber drivers. It definitely shows the quality of our racers. A year ago there was a big difference between the A and the C...not anymore. I'm really glad

RACE RESULTS

March 18, 1984 - Indoor #6

| A MAIN | | D MAIN | | A NOVICE MAIN | |
|-------------------|-----|-----------------|----|-------------------|-----|
| Don Pyle Jr. | 101 | Fred Mensing | 84 | Bob Howell | 100 |
| Antonio Miranda | - | Paul Marzani | 83 | Mike McGuire | 99 |
| Andy M. | 99 | Frank Heim | 82 | Bob Cross | 98 |
| John Raymond | - | Russ Williams | 81 | John Heim | 97 |
| Nick Piro | 98 | Ron Boorman Jr. | 80 | Dave Conners | 96 |
| Bill Davis | 97 | Rich Schlosser | 79 | Mike Miller | 95 |
| B MAIN | | E MAIN | | B NOVICE MAIN | |
| Carl Ford | 96 | Art Galletta | 78 | Russ Williams Jr. | 94 |
| Don Pyle Sr. | 95 | Joe Piro | 77 | Rick Lahneman | 93 |
| Ron Boorman Sr. | 94 | John Walker | 76 | Jason Densten | 92 |
| Bob Vanelli Sr. | 93 | Larry Bishor | 75 | Matt DiCara | 91 |
| Barry Rosenberger | 92 | Al Caldien | 74 | Renee Bishor | 90 |
| Nick Piro Jr. | 91 | Steve Nielsen | - | Bill Lahneman | 89 |
| | | | | Tony DiCara | 88 |
| C MAIN | | F MAIN | | | |
| Rip Pinkston | 90 | Cam Marziani | 73 | | |
| Joe DiCara | 89 | Chris DiCara | 72 | | |
| Ray Bojarski | 88 | Ron Daisey | 71 | | |
| Bob Kuss | 87 | Ralph Case | 70 | | |
| Bob Vanelli Jr. | 86 | Bill Densten | 69 | | |
| Mike Pyle | 85 | | | | |

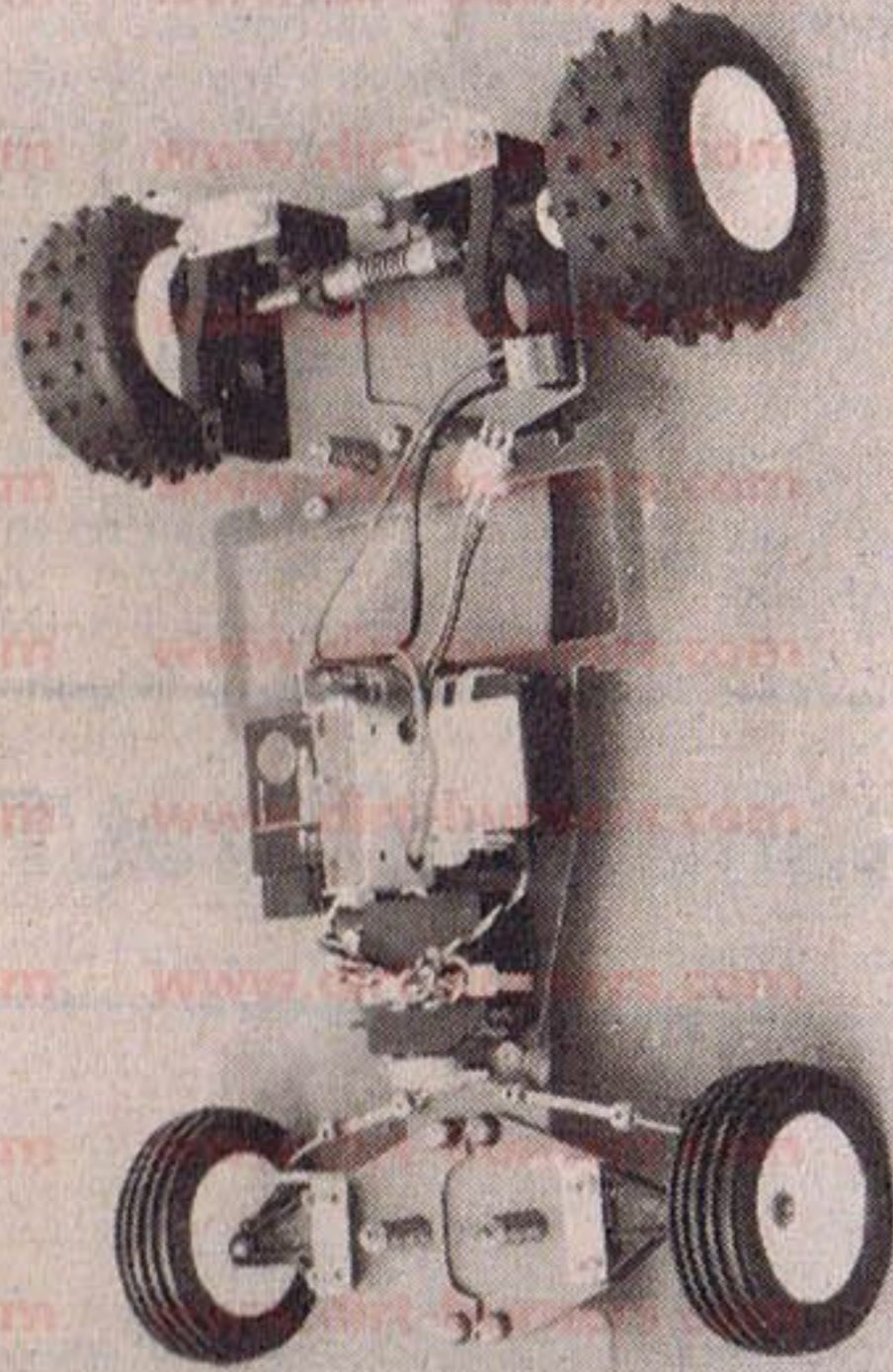
1984 DRIVER CLASSIFICATION 1/12TH DIVISION

| AMATEUR | | EXPERT | | NOVICE | |
|-----------------|----------------|----------------|-----------------|--------|--|
| J. Kovar | W. Morgan | Andy M. | K. Lafferty | | |
| J. Billmers | D. Bicknell | J. DiCara | T. DiCara | | |
| F. Hean Jr. | J. Walker | R. Williams | T. J. Jannsch | | |
| R. Fesmano | C. Marziani | L. Bishor | S. Lafferty | | |
| R. Case | G. Faraghan | C. Ford Sr. | M. DiCara | | |
| F. Mensing | K. Johnson | B. Rosenberger | R. Williams Jr. | | |
| G. Reimann | R. Boorman Jr. | R. Boorman Sr. | R. Lahneman | | |
| K. Hollingslead | B. Vanelli Sr. | P. Marziani | J. Densten | | |
| A. Galletta | A. Piro | F. Lafferty | R. Bishor | | |
| T. Jannsch | N. Piro Jr. | R. Bojarski | M. McGuire | | |
| D. Birch | B. Hafner | N. Piro Sr. | D. Conners | | |
| R. Daisey | A. Caldiero | M. Gardner | M. Miller | | |
| N. Marino | C. DiCara | R. Schlosser | | | |
| C. Wilson | B. Cross | D. Pyle Sr. | | | |
| R. Franceshini | J. Heim | B. Davis | | | |
| B. Vanelli Jr. | B. Howell | D. Pyle Jr. | | | |
| J. Piro | | B. Kuss | | | |
| | | P. Pyle | | | |
| | | R. Pinkston | | | |
| | | M. Pyle | | | |

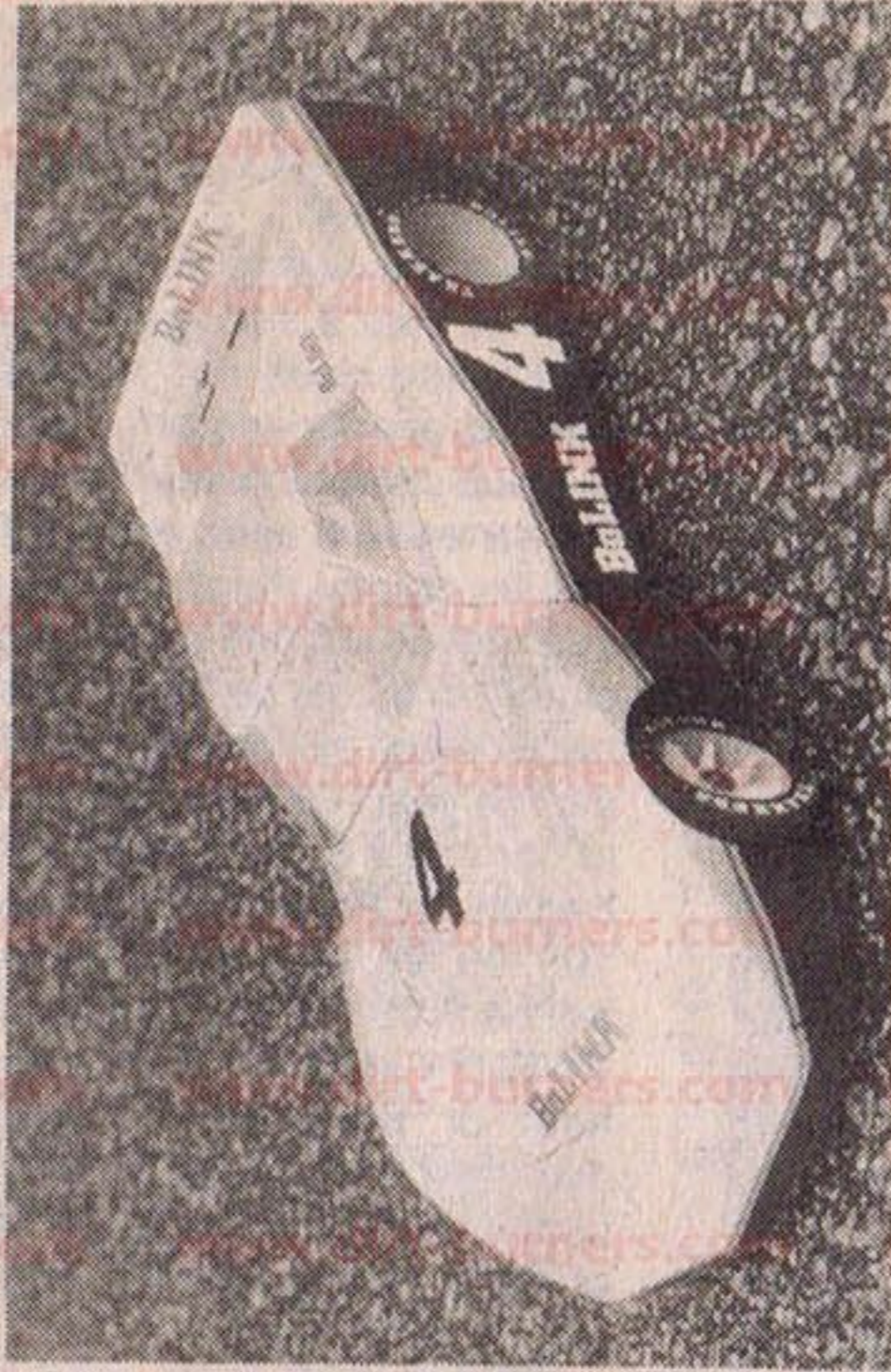
New Products From **BoLink** R/C Cars



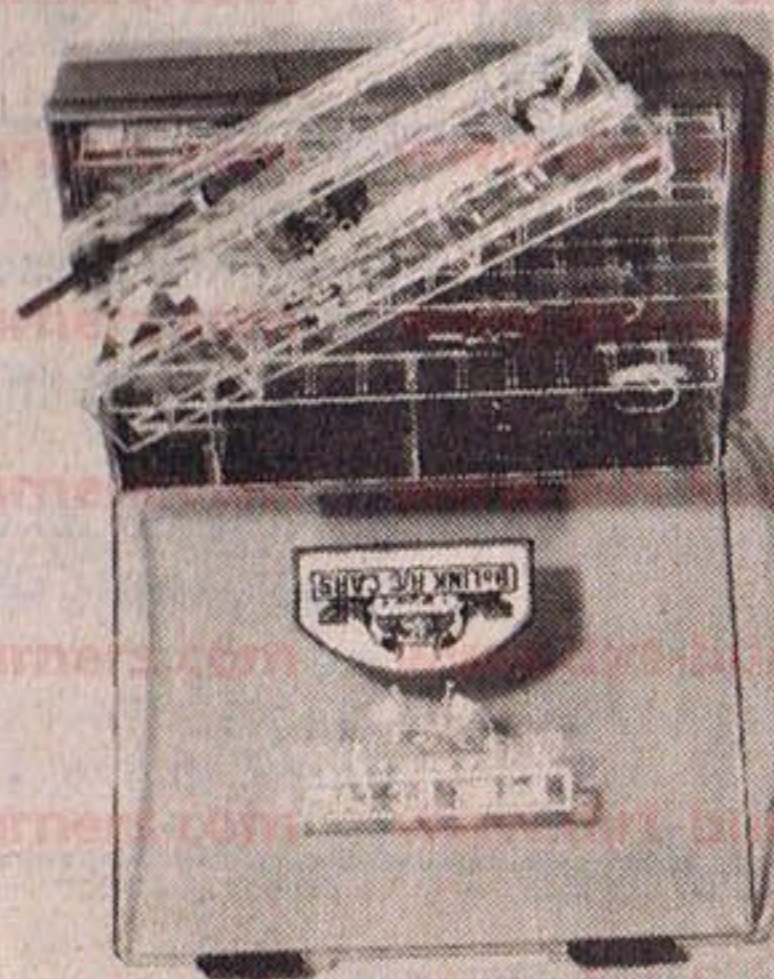
BL-2098 J.L.P. Porsche 935 GT 1/12th scale body. Available clear \$10.95 - painted \$17.50.



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.



#3BL-2002 Corvette Notchback GT (previously manufactured by JoMac Products) 1/12th scale BoLink body. Available clear \$10.95 - painted \$17.50.



BLK-6053 BoLink's parts box is excellent for keeping small parts separated. Adjustable dividers press into place, letting you select a wide range of dividers in place. Retail \$20.00 (Extra dividers available.)



BL-2001 Schkee (previously manufactured by JoMac Products) 1/12th scale BoLink body. Front end has been widened to completely cover front wheels. Available clear \$10.95 - painted \$17.50.



The Round Trackers are a series of 1/10th oval racing cars complete with a racing program designed to put the fun back into R/C racing. Dirt and asphalt racing versions are available. (Pictured is a Round Tracker dirt version with a dirt tracker Corvette body (BL-1321-Kit; BL-2395-Body).



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to see this, as it proves that East Coast R/C is getting better all the time. I hope everyone works hard to improve their racing, because we are entering the biggest and most important year in the club's history.

Good job, racers!
KEEP QUICK!
Bill Davis

MEETING MINUTES

The March 6 meeting was held at the Pfeifer Community Center in Williamstown and was attended by 24 members. The number of members in attendance is growing each month. This, of course, is a very healthy sign. It shows that there are many who care what direction and policies that the club takes. It also indicates that this is a club run by the membership and not a select few, as so often is the case with many organizations. For example: two major questions were discussed and resolved at the last meeting. Both issues could have easily been given a simple "that's the way it is", but a reasonable exchange of ideas and opinions resulted in solutions. So your support by your presence at meetings is greatly appreciated by your officers.

As we approach the Nationals, this becomes even more important. We thank you for all the support, suggestions and enthusiasm. Together we can make these nationals the best ever and a success for the club.

Here are the highlights of the meeting:

- Body styles for the stock and modified series were clarified. All ROAR legal CAN AM, GTP and GT bodies are allowed for both series.

- A major debate over the method used to determine heat set up resulted in agreement of a new system (see Bill's report for details and results).

- Concern was voiced that we are not racing enough on race day (1/12th). Most thought that we do not get in enough practice. So the solution will be to go to controlled practice. This will require each racer to register upon arrival at the track. Procedures will be outlined at the track.

- The equipment trailer needs restoration and repair. Frank Lafferty has volunteered for these tasks.

- The drivers' stands need repair. Carl will obtain the necessary materials and head up the repair crew.

- We now have two classes of concours. Some racers were concerned that this will cut into racing time and they also felt that the event is becoming closed to the average modeler. Procedures were discussed which we believe will streamline judging. Bob Kuss is working on concours rules in an attempt to equalize and define things.

- Progress on permanent driver's stands. Plans were presented by Nick. Most of the materials have been obtained or located. As soon as the weather permits, construction will begin.

DIVISION REPORT

- 1/8 VP race series format explained.
- 1/12th - Bill outlined clean up day plans.
- 1/10th - No report.

So ended a very productive meeting. Please plan to attend all future meetings. Your input and help is needed. Check CALENDAR section for upcoming events.

SJR/CRA'S 1984 CLUB CHAMPIONSHIP SERIES

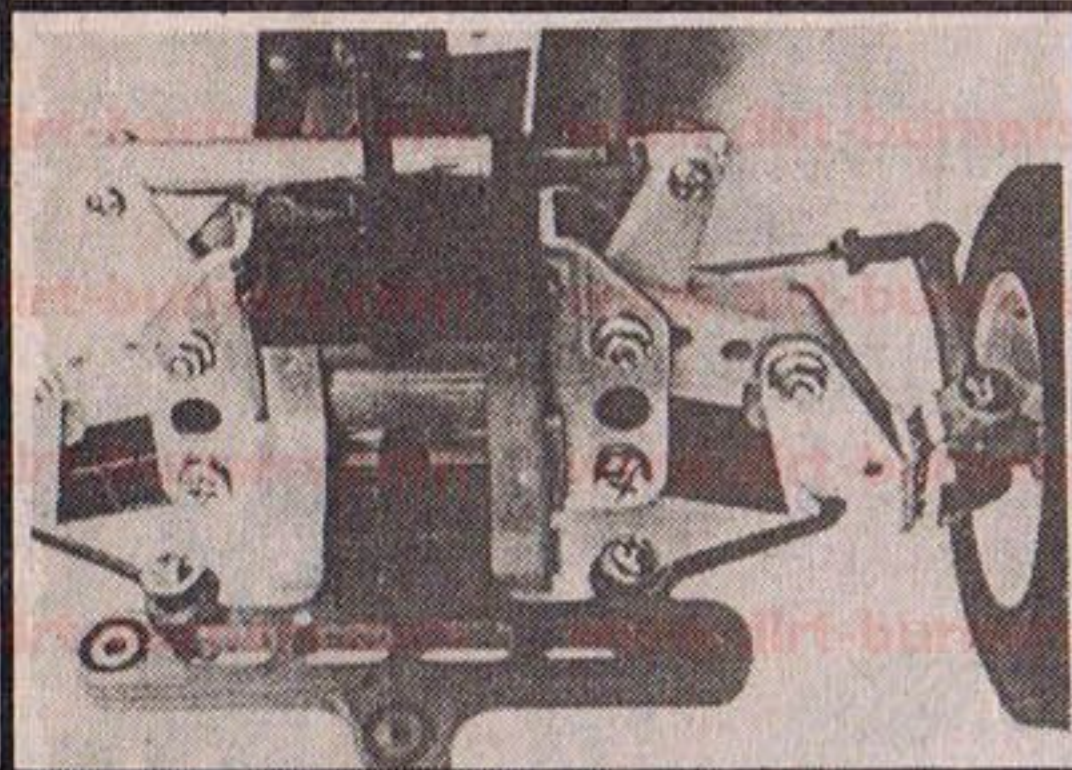
This year's series will be bigger than last year's and does not include the local Mid-Atlantic events as part of our total points for the club championship. Seven races comprise the series with each driver's BEST five counting for points. Points will be awarded only to club members and any guests will not be included in points distribution for any event. The track design will be changed at least twice during the year. OPEN class will be our only type of car and a Novice class will be available for beginners. Points will be awarded on a straight 100, 99, 98, etc... basis as in the past. Heats will be FIVE MINUTES long and Mains will be TWENTY MINUTES. Six cars will run in each heat or main only if sufficient cars are available. Otherwise, the field will be split into convenient divisions so that at least 3 rounds of heats and mains are completed (14 cars would be 5, 5, 4).

Three special events are scheduled for the year. We will host two M-A-C events as usual and all drivers are expected to help with these functions as well as participate. They will not count for local points! A 12-HOUR Endurance Race is also included for teams - more info on special flyer.

Again, check CALENDAR for schedule of events.

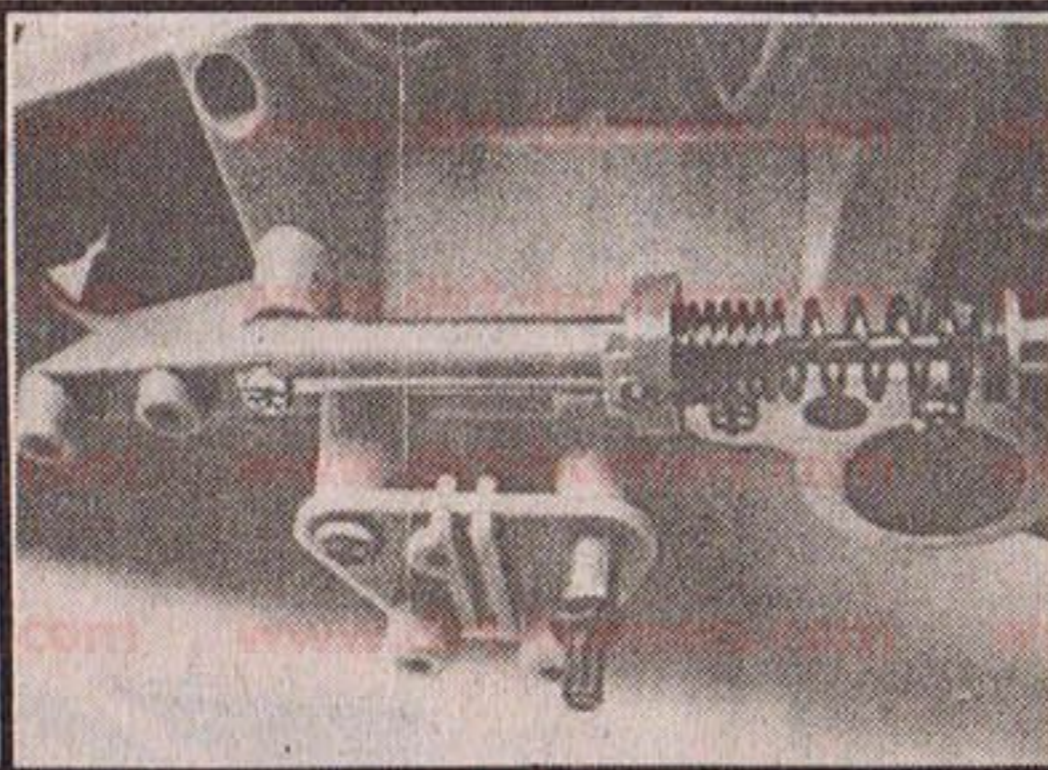
Make noise and blow smoke!

Conversion Parts for Tamiya Suburban Brat/Frog



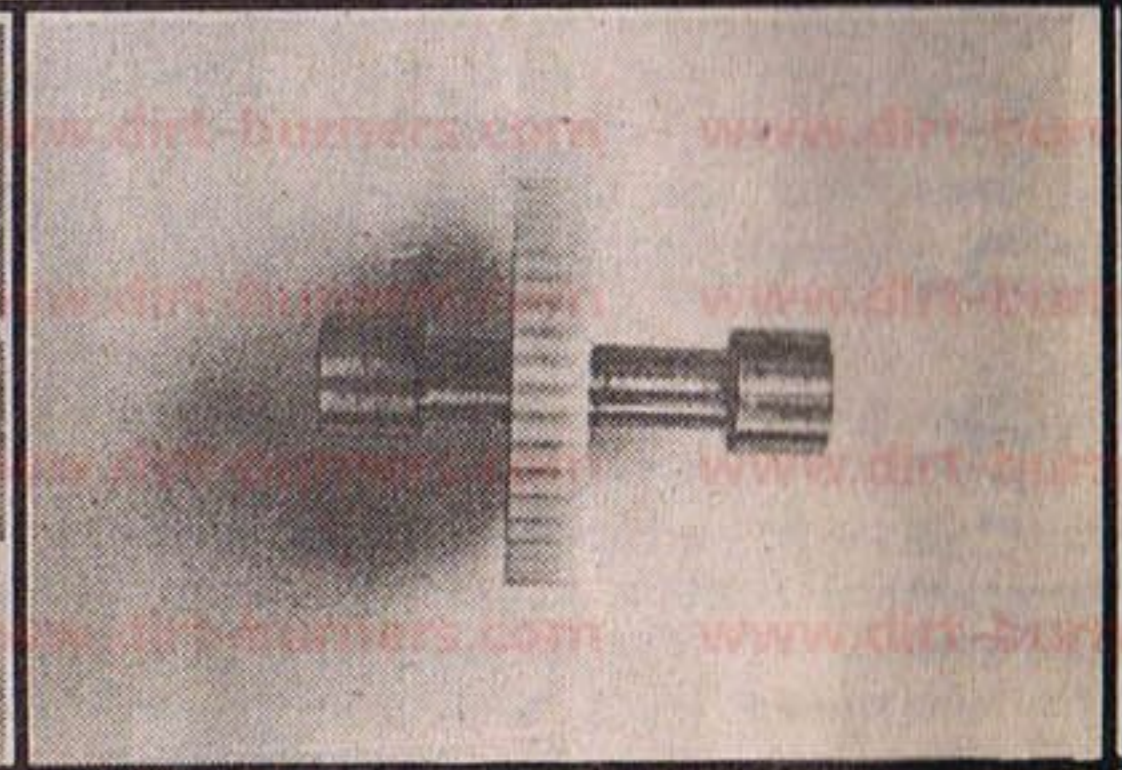
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NMRCRCC'S 2nd Annual Winrock Can Am 100

Report by Marlene Sanders

Albuquerque, NM
March 29, 1984

One of the most fantastic aspects of R/C racing is that not every driver has to be an expert A Main driver to be a winner. Some of the best racing this past weekend was by drivers who one to six months ago barely knew what a 1/8 scale gas car was. The event, the 2nd Annual Winrock Can Am 100 was held the 24th and 25th of March at the beautiful Winrock Shopping Center.

The concours judging started things off on Saturday under blue skies and 65 degrees. The points standings were close, the eight entries were beautifully done and our three judges had a very difficult decision. Our winner was car #13 owned by John Adair of Albuquerque. (If you recall, John was the co-winner of concours in January at El Paso.) Second place went to John Jolley and third went to Les Elliot, both of Albuquerque. Our thanks to our three judges - Bill Roller, manager of Winrock; Terry Plunkett, manager of Radio Shack; and Jim Turner of Phoenix.

The five rounds of qualifiers on Saturday for our 34 drivers produced some excellent racing. TQ for the day (and the contest) was Barry Grossenbacher from Phoenix with a 9.24. That may not seem very high until you consider that our special track layout had 17 turns with a sweeper leading into a 200 foot straightaway. Following Barry was Bob Sanders from Albuquerque with a 9.07 on Saturday and a 9.19 on Sunday. And just so they wouldn't feel lonely, Brad Toffelmire from El Paso drove 9.07 and 8.28 followed by John Jolley with a 9.03.

This weekend we also had the pleasure of welcoming an "old friend" back as well as two "new friends". Dave Gillen of Albuquerque was back in the fold driving consistently better as the contest wore on. (Dave is the original founder of NMRCRCC and has been busy opening his new hobby shop.) Our two "new friends" were Jim Pirong and Stan Bell. While this was Stan's first race, he showed remarkable skill. Stan has been racing for years and recently moved to NM from Dallas, Texas. Welcome, guys!

Other fine qualifiers turned in Saturday were by Jim Cook, El Paso, with 8's; Jerry McGinnis, El Paso, with 7's; Bill Beck, Albuquerque, with 6's; Dick Henderson, Albuquerque, with 5's; and George Brazil of Albuquerque with high 8's.

What better time than at a contest to introduce new methods and additions to a club. (No, we're not crazy...just motivated!) Our new methods were well received by the racers and fans alike. Sitting beside the scorers during each race was a person "manning" a chalkboard. Throughout each race, the car number of the first thru third place drivers were posted. This kept "peepers" away from the scorers and gave everyone a chance to see who's winning. After each race, the first thru third place winners were also announced over the P.A.

Our new additions were two new driver's stands built and donated by George Brazil. Sticky-backed name tags were printed and donated by Red Givens and certificates of par-

ticipation were designed by Jennifer Elliot. Each name tag and certificate had the drivers' names written in calligraphy by Jennifer.

Sunday morning welcomed two more El Paso drivers and one more Albuquerque driver thus bringing the total for our contest to 37. Sunday also brought high winds and threats of rain. That didn't stop us. We still ran three rounds of qualifiers before our mains. Good qualifiers turned in were from Dave Harms from Albuquerque with 8.12; Lee Chapin from El Paso with 8.00; Les Elliot with 8.05; Jim Cook with 8.23; Jerry McGinnis with 8.3; Ken Goettsche of Albuquerque with 7.12; Dave Gillen with 7.26; Gary Hill also of Albuquerque with 7.27; and George Brazil with an 8.27.

Being racers who don't believe in "pushing their luck", we voted to shorten the A and B Mains. A went from 100 to 75 laps; B from 75 to 60; while C and D stayed at 50 laps. Those rain clouds kept getting blacker and the winds stronger.

Our D Main started with Red Givens as the TQ driver for starting position. The lead changed several times between Wayne Clark, Stan Bell and Danny Alvarado, Jr., from El Paso. The finish was a close one with Wayne taking 1st, following half a lap behind was Danny, Jr., (only racing two months) and 3rd went to Stan. (This was Wayne's 1st main race win as a beginner with his homemade built car.)

Our C Main TQ was Sal Nigro, Sr., of El Paso who was followed close behind by Garth Finley of Albuquerque. If a start of a main race is any indication of the outcome, then this was the one. Faster times, better skills and constant lead changes made this race exciting. Final results were Garth Finley, 1st, with Sal, Sr., taking second and running the same lap behind him was Danny Alvarado, Sr., taking 3rd. (This was also Garth's 1st main race win and has only been racing a few months.)

The winds became stronger and the clouds a bit darker as we started the B Main with Rob Baril as the TQ starter. Running neck and neck the entire race, Gary "the twister" and Dave Gillen gave the crowds and all the racers their money's worth. Still proving he has what it takes, Dave edged Gary out by less than a half a lap to take the B Main win. Third place went to Rich Cunningham turning in another good performance.

Here it came - 30 to 40 mile winds, black clouds and the fastest A Main start in history. Barry was our TQ starter with Bob Sanders running right on his tail lights. George Brazil hung in there and lead the early part of the race before a bad wheel got him. While George dropped out long enough to fix his wheel, Jim Cook took over the lead and gave Barry and Jerry a run for the gold. It was a tight race, offering thrills and spills to the crowds and competition to the drivers. With a lead change on the 73rd lap, Barry went on to take the A Main win. Jim Cook was second followed by Jerry McGinnis in third. Phoenix and El Paso drivers have always given us some excellent racing.

Our racing this past weekend was exciting while everyone seemed to have a good time. Jennifer Elliot was honored with flowers for her countless contributions that have brought beauty and class to NMRCRCC. Our thanks goes to Iris Henderson, Liz Adair and Bob

Lachance for their help with the chalkboard. The Hard Luck Award went to Rich Lynch to help soften the blows while the Sportsmanship Award was given to John Nigro. Both drivers displayed excellent attitudes all weekend despite all their woes. Both awards were donated by George Brazil. For all his countless hours of help these past few weeks, Bob Lachance was given a \$20.00 gift certificate. Bob will join us as another racer just as soon as his car is ready.

REMINDER: Our 3rd Annual "Enchantment 100" will be coming up the Fourth of July weekend. We'll keep you posted on that. In the meantime, our Series #8 will continue through April and May. Those results will come later as well.

Marlene

RESULTS

A MAIN

1. Barry Grossenbacher
2. Jim Cook
3. Jerry McGinnis
4. John Jolley
5. Dave Harms
6. Bob Sanders
7. Dave Gillen (move up)
8. George Brazil
9. Brad Toffelmire
10. Ralph Gutierrez

B MAIN

1. Dave Gillen
2. Gary Hill
3. Rich Cunningham
4. Rob Baril
5. Bill Beck
6. Lee Chapin
7. Roger Eely
8. Kenny Goettsche
9. Les Elliot
10. Garth Finley (move up)

C MAIN

1. Garth Finley
2. Sal Nigro, Sr.
3. Danny Alvarado, Sr.
4. John Nigro
5. Rich Lynch
6. Jim Pirong
7. Mike Adkins
8. Ron Montbrand
9. Mark Pierre

D MAIN

1. Wayne Clark
2. Danny Alvarado, Jr.
3. Stan Bell
4. Ricky Curtis
5. John Adair
6. Bob Hawk
7. Red Givens
8. Dick Henderson

CONCOURS

John Adair

TOP QUALIFIER

Barry Grossenbacher

HARD LUCK

Rich Lynch

SPORTSMANSHIP

John Nigro

S.E.A.R.C. REPORT

School Benefit - Races #9 & #10 - UPROAR IN ROAR

MATHENY SCHOOL BENEFIT

This was the Annual Benefit put on by Sammy Beavers and Ace Lane for the children of the Matheny School. All the people who attended this event are racing fanatics and you could tell by their cheering of our races. They were amazed by the speed and handling of their little counterparts. The best part of the race was the joy in the faces of the kids as they watched the small cars racing. The director was so thrilled that he requested that we put on a demonstration at the school for those kids who could not attend the benefit.

Due to time restrictions, we decided that the Experts would just put on a demo race and the Amateur's would race for points. The track was a tight, fast oval and if you made one mistake, you would lose a full lap and there was no way to make it up. With this in mind, it is amazing that 1st thru 3rd was separated by only 1/2 lap or less, which amounted to only 2.5 seconds.

Bob Mihlon was the quickest around this track as he was the top qualifier and A Main winner. Less than 1/2 lap behind was Mike Cominski followed very closely by Dr. Bill Puglisi. Half a lap behind the lead group was Don Smith. It was amazing that after 8 minutes these cars were so close. It was an excellent show put on by these drivers.

Everyone had done a special job painting their bodies for this show and it was difficult for the judges to pick the prettiest car. Steve Szalus's Monte Carlo GN car was the winner and I'm glad I wasn't one of the judges as they were all beautiful and wouldn't have been able to choose any one over another.

After the racing, everyone attended an auction of racing related material that was donated by various manufacturers. There were excellent deals on oil, racing apparel, tires and anything you could think of. We will be holding a race here next year and I plan on bringing some money to gobble up some of these goodies.

RACE #9

Race #9 was held at the Flemington Mall during a show of race cars from the Flemington Speedway. Ace Lane was able to get us a big section of the mall in which to hold our second oval race of the 4 cell series. The ovals are tough on the cars as well as one's patience.

Ace Lane didn't seem to mind the oval as he was the TQ and A Main winner. Glen Mac was second and Ken Jecas was third.

The modified A Main was determined by who could avoid all the crashing. Coming out on top was Ken Jecas who didn't get tangled up in any of the crashing. Ace continued to like the oval and finished second. Glen Mac dumped in the final 15 seconds and finished third.

Bill Frame returned to racing for this race and ran Jim Damerall's Bigger Digger to the TQ and A Main win. Bob Mihlon was second, barely holding off LG who finished third.

RACE #10

Race #10 of the series was back at the K
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of C in Dunellen on a beautiful spring day. Everyone was discussing the upcoming 6 cell season and was wondering if the weather would be this nice when we got outside.

Tony P was running a prototype of the new Trinity car and Glen Mac was testing some new Trinity tire compounds. These new products seem to uphold the Trinity tradition of quality and value. Tony was getting his car dialed in during the Stock racing and by the time Modified came around, the car looked awesome. I can't wait to see what the car will do on asphalt.

John Raymond TQ'd in Stock class only to get blasted in the main and finish last. Glen Mac led from lap two to the finish but had to hold off a hard charging Ken Jecas in one of the closest finishes of the year. Ten feet behind these guys was Antonio Miranda, just waiting for them to make a mistake. Tony, with radio problems, was able to finish 1/2 lap behind with the new car.

The Amateur Stock A Main saw Tom Rudy lead from wire to wire for his first ever A Main win. Nice job, Tom. Dr. Bill Puglisi was the TQ and finished second with Jim Bodine right behind in third.

Steve Nielsen drove his best race of the year to win the Amateur B Main.

By the time modified rolled around, Tony had the new car really dialed in and TQ'd the class. He led until his motor shorted to the shaft and caused radio problems. This let John Raymond into the lead which he never relinquished. Antonio Miranda was 1/2 lap back in second with Glen Mac right on his tail for third.

The Dr., who just missed qualifying for the A, won the B Main by three laps over Don Smith.

LG drove the race of his life in the buggy A Main to win it over Bob Mihlon. A dumping Jim Bodine finished third.

This race is the first where we start dropping the worst finishes and calculating the points standings. Below are the points standings dropping one race in each class except the buggies.

NOVICE

1. M. Gibbons 587
2. J. Junger 567
3. D. Kovacs 485
4. S. Nielsen 392

AMATEUR

1. B. Puglisi 850
2. T. Rudy 780
3. S. Szalus 768
4. Ace Lane 734
5. F. Cirulli 692
6. B. Mihlon 642
7. D. Smith 555
8. M. Cominski 494
9. J. Bodine 444

EXPERT

1. Tony P. 799
2. Glen Mac 738
3. J. Damerell 719
4. K. Jecas 634
5. J. Raymond 621

MODIFIED

1. Glen Mac 744
2. Tony P. 737
3. J. Damerell 681
4. J. Raymond 672
5. B. Puglisi 646
6. K. Jecas 616
7. T. Rudy 604
8. S. Szalus 584
9. Ace Lane 535
10. B. Bernhard 530

BUGGIES

1. L.G. 474
2. B. Mihlon 470
3. S. Lemley 348

CONCOURS

1. Ace Lane 17
2. B. Puglisi 13
3. S. Szalus 7

We are getting ready for the start of the 6

Cell series which will be conducted at the New Market Fire House on Washington Ave. The dates for the series are listed in the Calendar section.

UPROAR IN ROAR

It seems like the Yokomo-no-Yokomo dispute is ripping ROAR apart. As of this writing, ROAR is a mess. The President, Joe Sullivan, tried to make the Yoke a legal motor by sending out a questionnaire to the regional directors, ROAR officials and certain manufacturers about the Yokomo. When he got back the responses, he counted them as ballots and declared the Yoke would be legal on April 1st.

The regional directors, in their infinite wisdom, blocked his illegal maneuver which would have cost the racers a lot of bucks. As it stands right now, the Igarashi is the only legal ROAR motor.

I, for one, don't see any need to legalize any of these other motors. Just try to remember what happened to slot racing when there was a new motor every race. Check out the price of slot car motors today. Believe me, we don't want what happened to slot cars to happen to R/C.

DIRT OVAL

Our dirt oval series started on April 21st at the Flemington Speedway. There will be racing every Saturday. The gates open at 10:00 am. There is a parking fee of \$7 and the racing fee will be either \$3 or \$4 per class. There will be races conducted in Stock, Modified and Open. For further info on the dirt racing, contact Bob Emott at (201) 352-6955.

For further info on the 6 Cell series check out the Calendar section or call either Bob or Glen Mac at (212) 356-8905.

DEALERS.

WE HAVE IN STOCK:

RADIO'S

AIRTRONICS • FUTABA • KO
NOVAK • SYSTEMS • SERVOS
RECEIVERS • TRANSMITTERS
SERVO PARTS • XTALS • NICDS

JA • LEA CO.

MART REPORT

By Stan Smith

COMPUTER SCORING

This month's report contains the **NEW points printout using the new computer program and programmer. Larry Noren is now doing our computer work. Please look over the tabulations and let me know if there are any problems. As I mentioned last month, the new program is slightly different and the results will vary a little from the points shown in previous newsletters.**

THE WINDSOR MART RACE

The MART Racing circuit went international when Windsor hosted the March race. St. Clair College was the race site and the facilities there and the hospitality were just great! Over fifty drivers competed all day long and the racing was fast and furious, just like the action we've come to associate with the monthly MART Series. This was a ROAR sanctioned/insured race and we can be proud that at least six more racers have become a part of ROAR as a direct result of MART. (As you know, local MART clubs can either use ROAR's insurance or their own equivalent coverage.)

Brad Makaric and Paul Gerrard handled the administrative functions for the host ESSEX COUNTY RADIO CONTROL RACE CARS Club, with some pre-race help from Oscar O'Sullivan. The other club members were all there helping to put on a fine MART race.

I didn't get a chance to take notes and I don't have a race report yet from the club, but I can tell you about the Stock Class A Main race. Why? Because that was the first A Main I've qualified for in a long, long time. That race saw Alfie Miller, Doug DuBois, Mark Sevier (from Ottawa), John Lisperance, Don Deutsch (Reg. III Dir.), and me racing back and forth for the lead during the entire race. I got one of my typical bad starts while Mark led the rest of the pack for the first few minutes. Each time I caught up with Mark, we would battle for the lead and I managed to hold off some late challenges until the final lap. Mark finished in second place, less than one second behind me! It sure was great fun for all of us.

In the B Main Keith Hamilton took home the trophy for 1st place, managing to beat everyone to the checkered flag. Barry Makaric won the C Main and kept one of the trophies in Canada. Terry Rott won the A Main in Modified class with Leon Neal finishing second. Once again, we want to thank the ECRRC Club for hosting a fine race.

RACING TIPS BY OSCAR SULLIVAN

We have a new column starting this month written by Oscar. This column will help all of us to better understand our cars and how they perform. This column will appear each month so watch for it!

COMPUTERS

Have you noticed how many racers are getting into computers? I have. It seems like every

week I hear about someone else that's entered the computer age. I know I'm having a ball with our new ADAM computer and it sure is a lot easier to put out this report now that I have a computer with word processing capability. And have you looked at Jack Soules' computer generated car numbers? I also got a call this past week from Bob Rule and he told me about the latest developments in computer scoring. The latest addition is automatic lap counting. That's right, automatic, as in no lap counters. It's all done by a tiny radio transmitter attached to each car. During the race, a loop under or over the race track picks up the signal from each car and the computer keeps track of all this data and prints it on the screen immediately. You can even hook up other TV sets for the spectators to watch. It shows not only all the positions, but also how far behind the other cars are. This computer system isn't just an idea, it really exists and we can have our very own for about \$3,500. Boy, that will give us something else to talk about at the next MART meeting.

KALAMAZOO RACE REPORT

By Bill Novess

It was Kalamazoo's turn to provide MART racers with our own unique road course with hills and bumps that added an effect of realism into our model car contest. Many racers were finding the true art of chassis tuning, some were not, the track was the same for all 58 drivers entered in the competition.

Racing progressed very quickly, with 3 minutes between each race, it kept the racing at a steady pace. This method seems to work best for moving the show along. Once racers knew the rule, they came to the line race ready.

As qualification ended, the two drivers earning TQ positions were Dave Lane in Stock and Jack Lane in Modified. The mains brought around a few upset wins here and there with some interesting points being made.

Dave Lane was not challenged in Stock class all day and the main was no different. Dave's stocker ran enough laps to qualify for the A Main in Modified class.

Perhaps the closest race of the day was the B Modified. That race came down to the wire between Judd Nichols and Butch Miller. After 8 minutes, the race was decided right at the finish line as Judd just edged out Butch for a win by just a few inches!

The A Modified was no less exciting as this class has been totally dominated by two factory sponsored cars for the past two years. A new face finally emerged at the front of the pack using over-the-counter parts from Hobby Hut and AJ's Hobbies; Jack Lane finally had his day. Taking TQ and lapping the entire field in the main, Jack let everyone know he's the one to be taken a lot more seriously from now on. Good race, Jack!

Special thanks go to the KalCounty Miniature Racers for their help in making his race one to remember. (Editor's note: Thanks, Bill, for the race report. How about the rest of you CD's? Will you start sending your race reports, too?)

LAP COUNTING SHEETS

Last month we asked for someone to print a thousand of our lap counting sheets for free. The report hardly had time to make it in the mail to Georgia before Bob Rule from BoLink called to tell me the flyers would be printed as soon as we sent him the master. We did, he did, and we have the fantastic looking lap counting sheets here ready for use at the Muskegon MART race. Many thanks, Bob, for your continuing support of R/C car racing nationwide!

SUSPENSION & CHASSIS...PART 1

HANDLING

By Oscar Sullivan

For starters, I would like to make you aware that whatever I write about is NOT the remedy to a problem, but an explanation of HOW IT WORKS. And it is up to you to apply it to fit your needs. If you happen to disagree on something, write in and explain why you feel that way. Just remember, EVERYONE is entitled to an opinion.

The fun of driving is NOT all due to power or top speed. The major part is driving a good handling car. The satisfaction comes when every command of the driver is obeyed precisely by the car. A bad handling car will take away the fun of racing, as well as cause accidents to other cars sharing the race track.

Handling involves all conditions found in driving:

1. Acceleration
2. Straight line driving
3. Braking (no matter how little)
4. Cornering on good & bad surfaces

The GOOD handling car will be controllable and predictable in all of these conditions. GOOD handling means superior traction, i.e.; lack of wheel spinning, no axle hop on acceleration, maximum braking and outstanding cornering speed.

Suspension tuning and understanding HOW IT WORKS is the cheapest way to win a race. Borrowing the fastest motor and/or best battery pack will only prove that you and your car need some understanding. I'll bet some of us have already spent all kinds of money buying "TRICK" parts, and got disappointed with the results. Save your money and take some time to understand what is really happening with the car and what you actually expect the car to do. Changing one item

often requires adjusting in some other areas.

A good example of this is replacing your STOCK motor with a good MODIFIED motor (we all did at one time, right?). Well, the end result would be bad cornering and probably will not finish 8 minutes. Therefore, you have to gear down a tooth or more for less top speed and a good chance of finishing 8 minutes. The average racers will find very little difference in his/her lap times.

To set up your car for the best possible handling, it is very important that you understand how the chassis works. The various factors affecting handling are all related to each other. So, at times, the subject might be confusing to some of you. Without going too deeply into any subject, I will try to explain the physical reasons for certain HANDLING characteristics. Once you know these basic reasons, it will be time to have a good look at your car.

HELPFUL HINTS

* The car does not turn going into a corner (known as understeering):

- Not enough travel on steering
- Too hard tire compound on front
- Diff adjusted too tight
- Rear damper adjusted too tight
- If wing is used, decrease angle or remove completely

* The car spins out going into a corner (known as oversteering):

- Too much travel on steering
- Too soft of tire compound
- If wing is used, increase angle and slide back
- If wing is not used, add one
- If using brakes, use less
- If not using traction compound on rear, use some

* Under acceleration, the car pulls one way or spins out:

- Check the chassis tweak
- Diff set too tight

- Check tire diameter
- Check steering linkage and front toe-in

* The car turns more one way than the other:

- The chassis is tweaked
- Unequal tire size
- Unequal steering linkage
- Unequal servo throw, center servo
- One front wheel may have more toe-in than the other

* The car's back wheels hop going through a corner:

- Tighten rear damper adjustment

In the event someone has difficulty understanding my writings, do not hesitate to send the writer a letter. I will answer your questions through the MART report.

Send mail to: Oscar Sullivan, PO Box 168, St. Joachim, Ontario, Canada, N0R 1S0.

In the next MART Report I will explain *WEIGHT DISTRIBUTION* and the effect it has on *HANDLING*. Till then, thank you for your attention.

MART SERIES POINT STANDINGS
WINTER 1983-1984
MODIFIED CLASS

| RA NK | CAR DRIVER | CAR NO. | JACKSO | LANSIN | DETROI | G.RAPI | WINSOR | KALAMA | TOTAL POINTS |
|----------|------------------|------------|--------|--------|--------|--------|--------|--------|-----------------|
| 1 | BILL JERIC | 1 | 150.00 | 146.47 | 149.00 | 0.00 | 146.12 | 146.02 | 591.59 |
| 2 | TERRY ROTT | 2 | 0.00 | 150.00 | 150.00 | 0.00 | 149.00 | 140.62 | 589.62 |
| 3 | LEON NEAL | 3 | 134.12 | 0.00 | 142.59 | 149.00 | 145.75 | 142.05 | 579.39 |
| 4 | JUDD NICHOLS | 10 | 137.12 | 134.37 | 121.46 | 148.97 | 137.28 | 134.24 | 557.74 |
| 5 | TIM MILLER | 5 | 133.68 | 121.76 | 134.00 | 146.28 | 135.23 | 132.41 | 549.19 |
| 6 | JACK LANE | 14 | 133.17 | 83.34 | 0.00 | 133.19 | 129.60 | 150.00 | 545.96 |
| 7 | DOUG BENNETT | 38 | 138.23 | 132.87 | 127.61 | 140.22 | 132.97 | 124.60 | 544.29 |
| 8 | BRAD MAKARIC | 29 | 132.72 | 127.79 | 135.57 | 0.00 | 140.13 | 131.90 | 540.32 |
| 9 | BILL NOVESS | 11 | 141.03 | 130.37 | 127.19 | 0.00 | 0.00 | 141.43 | 540.02 |
| 10 | PAUL GERRARD | 8 | 118.37 | 32.30 | 106.83 | 0.00 | 126.79 | 120.83 | 472.82 |
| 11 | JOHN COLDSKY | 39 | 126.90 | 105.09 | 110.91 | 113.65 | 105.46 | 119.89 | 471.35 |
| 12 | JIM CONDEN | 34 | 117.90 | 87.98 | 99.44 | 123.86 | 107.85 | 117.71 | 467.32 |
| 13 | WILKIE WILKINSON | 41 | 94.41 | 106.69 | 112.94 | 123.05 | 111.20 | 112.47 | 459.66 |
| 14 | STEVE KOEPP | 4 | 128.37 | 137.45 | 137.86 | 0.00 | 0.00 | 0.00 | 403.68 |
| 15 | RON GARANT | 21 | 134.42 | 126.95 | 0.00 | 0.00 | 132.99 | 0.00 | 394.36 |
| 16 | DAVE LEE JR. | 7 | 134.43 | 131.79 | 124.96 | 0.00 | 0.00 | 0.00 | 391.18 |
| 17 | LOUIS PRZYBYLA | 31 | 0.00 | 122.07 | 127.43 | 0.00 | 135.37 | 0.00 | 384.87 |
| 18 | MARIO BISCARDI | 6 | 141.52 | 123.14 | 117.01 | 0.00 | 0.00 | 0.00 | 381.67 |
| 19 | JEFF COOK | 53 | 0.00 | 0.00 | 118.72 | 138.37 | 123.60 | 0.00 | 380.69 |
| 20 | BOB CHUHRAN | 23 | 0.00 | 120.59 | 128.94 | 0.00 | 123.72 | 0.00 | 373.25 |
| 21 | BUD BARTOS | 24 | 105.10 | 140.83 | 102.23 | 0.00 | 0.00 | 0.00 | 348.16 |
| 22 | GLEN LIBTOM | 47 | 0.00 | 0.00 | 106.44 | 0.00 | 114.67 | 109.79 | 330.90 |
| 23 | DAN ABMA | 56 | 0.00 | 0.00 | 0.00 | 141.74 | 0.00 | 133.92 | 275.66 |
| 24 | BRUCE SHAFFSTAL | 15 | 0.00 | 133.32 | 141.03 | 0.00 | 0.00 | 0.00 | 274.35 |
| 25 | BUTCH BEEBE | 72 | 0.00 | 0.00 | 0.00 | 0.00 | 129.97 | 135.28 | 265.25 |
| 26 | TOM MCGARRY | 28 | 133.24 | 0.00 | 118.28 | 0.00 | 0.00 | 0.00 | 251.52 |
| 27 | CAL POSTHUMA | 58 | 0.00 | 0.00 | 0.00 | 128.76 | 0.00 | 120.89 | 249.65 |
| 28 | GREG FOX | 26 | 0.00 | 136.58 | 108.21 | 0.00 | 0.00 | 0.00 | 244.79 |
| 29 | JOHN ST. AMANT | 50 | 122.72 | 0.00 | 120.82 | 0.00 | 0.00 | 0.00 | 243.54 |
| 30 | KEVIN BROWN | 16 | 125.09 | 0.00 | 0.00 | 0.00 | 0.00 | 117.12 | 242.21 |
| 31 | JERRY STOCKING | 48 | 0.00 | 0.00 | 108.96 | 0.00 | 106.94 | 25.00 | 240.90 |
| 32 | JOE MILLER | 9 | 0.00 | 110.90 | 0.00 | 0.00 | 111.35 | 0.00 | 222.25 |
| 33 | OSCAR SULLIVAN | 42 | 0.00 | 111.55 | 107.06 | 0.00 | 0.00 | 0.00 | 218.61 |
| 34 | DENNIS GOODE | 22 | 0.00 | 0.00 | 0.00 | 116.25 | 101.94 | 0.00 | 218.19 |
| 35 | JOHN DRUSKINIS | 51 | 0.00 | 0.00 | 98.24 | 0.00 | 0.00 | 112.83 | 211.07 |
| 36 | STEVE WIERINGA | 63 | 0.00 | 0.00 | 0.00 | 109.90 | 0.00 | 80.55 | 190.45 |
| 37 | PAUL GARANT | 49 | 0.00 | 0.00 | 107.82 | 0.00 | 80.13 | 0.00 | 187.95 |
| 38 | CLAYTON WHITE | 74 | 0.00 | 0.00 | 0.00 | 0.00 | 137.28 | 137.28 | 274.56 |
| 39 | BUTCH MILLER | 75 | 0.00 | 0.00 | 0.00 | 0.00 | 137.04 | 137.04 | 274.08 |
| 40 | CHUCK LONERGAN | 57 | 0.00 | 0.00 | 0.00 | 136.60 | 0.00 | 0.00 | 136.60 |
| 41 | MIKE MARSHALL | 55 | 0.00 | 0.00 | 133.40 | 0.00 | 0.00 | 0.00 | 133.40 |
| 42 | CLIFF GARRA | 25 | 0.00 | 133.28 | 0.00 | 0.00 | 0.00 | 0.00 | 133.28 |
| 43 | JOHN HURON | 44 | 0.00 | 131.45 | 0.00 | 0.00 | 0.00 | 0.00 | 131.45 |
| 44 | SAM BURKE | 70 | 0.00 | 0.00 | 0.00 | 0.00 | 129.80 | 0.00 | 129.80 |
| 45 | DAMIAN DRUSKINIS | 52 | 0.00 | 0.00 | 24.95 | 0.00 | 0.00 | 102.88 | 127.83 |
| 46 | GARY RIDER | 59 | 0.00 | 0.00 | 0.00 | 124.86 | 0.00 | 0.00 | 124.86 |
| 47 | CHUCK STRYKER | 69 | 0.00 | 0.00 | 0.00 | 0.00 | 120.30 | 0.00 | 120.30 |
| 48 | TIM EXELBY | 60 | 0.00 | 0.00 | 0.00 | 120.24 | 0.00 | 0.00 | 120.24 |
| 49 | JACK SOMLE | 76 | 0.00 | 0.00 | 0.00 | 0.00 | 116.51 | 116.51 | 233.02 |
| 50 | DICK BOERSMA | 62 | 0.00 | 0.00 | 0.00 | 115.56 | 0.00 | 0.00 | 115.56 |
| 51 | CAROL COOPER | 61 | 0.00 | 0.00 | 0.00 | 115.40 | 0.00 | 0.00 | 115.40 |
| 52 | JOE WEEHAN | 77 | 0.00 | 0.00 | 0.00 | 0.00 | 109.41 | 109.41 | 218.82 |
| 53 | KEEVAN INOUE | 43 | 0.00 | 109.03 | 0.00 | 0.00 | 0.00 | 0.00 | 109.03 |
| 54 | DOUG ORTON | 71 | 0.00 | 0.00 | 0.00 | 106.37 | 0.00 | 0.00 | 106.37 |
| 55 | GREG MCFERN | 45 | 0.00 | 106.20 | 0.00 | 0.00 | 0.00 | 0.00 | 106.20 |
| 56 | GARY COVERDALE | 68 | 0.00 | 0.00 | 0.00 | 105.84 | 0.00 | 0.00 | 105.84 |
| 57 | JOHN LEDYINA | 19 | 0.00 | 103.09 | 0.00 | 0.00 | 0.00 | 0.00 | 103.09 |
| 58 | TOM JUHLKE | 73 | 0.00 | 0.00 | 0.00 | 0.00 | 102.57 | 0.00 | 102.57 |
| 59 | TIM WHITE | 64 | 0.00 | 0.00 | 0.00 | 102.20 | 0.00 | 0.00 | 102.20 |
| 60 | JEFF MILLER | 78 | 0.00 | 0.00 | 0.00 | 0.00 | 99.05 | 99.05 | 198.10 |
| 61 | PAUL WAGNER | 46 | 0.00 | 93.50 | 0.00 | 0.00 | 0.00 | 0.00 | 93.50 |
| 62 | DOUG GUTHRIE | 65 | 0.00 | 0.00 | 0.00 | 93.14 | 0.00 | 0.00 | 93.14 |
| 63 | ED MEYER | 54 | 0.00 | 0.00 | 93.09 | 0.00 | 0.00 | 0.00 | 93.09 |
| 64 | RON BRAND | 66 | 0.00 | 0.00 | 0.00 | 89.84 | 0.00 | 0.00 | 89.84 |
| 65 | DAVID WIERINGA | 67 | 0.00 | 0.00 | 0.00 | 70.43 | 0.00 | 0.00 | 70.43 |

MART SERIES POINT STANDINGS
WINTER 1983-1984
STOCK CLASS

| RA NK | CAR DRIVER | CAR NO. | JACKSO | LANSIN | DETROI | G.RAPI | WINSOR | KALAMA | TOTAL POINTS |
|----------|-----------------|------------|--------|--------|--------|--------|--------|--------|-----------------|
| 1 | DAVE LANE | 30 | 150.00 | 149.79 | 146.77 | 149.00 | 0.00 | 150.00 | 598.79 |
| 2 | RICH PUNCHES | 32 | 138.31 | 143.72 | 150.00 | 150.00 | 0.00 | 143.98 | 587.70 |
| 3 | RANDY MEYER | 38 | 136.52 | 132.88 | 143.71 | 145.22 | 0.00 | 144.70 | 570.15 |
| 4 | LARRY NOREN | 50 | 145.11 | 139.40 | 137.22 | 138.62 | 0.00 | 0.00 | 560.35 |
| 5 | DON WATJER | 47 | 143.96 | 138.79 | 136.40 | 137.45 | 0.00 | 137.90 | 558.10 |
| 6 | DOUG DUBOIS | 7 | 134.10 | 136.79 | 124.36 | 0.00 | 145.75 | 133.26 | 549.90 |
| 7 | MIKE LIEM | 31 | 138.33 | 121.84 | 134.03 | 69.92 | 0.00 | 139.21 | 533.41 |
| 8 | DON DEUTSCH | 54 | 0.00 | 125.50 | 121.13 | 0.00 | 144.47 | 131.31 | 522.41 |
| 9 | STAN SMITH | 19 | 121.10 | 125.12 | 0.00 | 0.00 | 146.00 | 128.96 | 521.18 |
| 10 | ANGIE MILLER | 9 | 0.00 | 104.36 | 130.39 | 118.12 | 140.01 | 122.40 | 510.92 |
| 11 | IVAN BROWN | 11 | 132.25 | 36.47 | 121.36 | 0.00 | 128.83 | 123.53 | 505.97 |
| 12 | KEITH HAMILTON | 10 | 123.26 | 124.31 | 108.79 | 0.00 | 136.40 | 116.33 | 500.30 |
| 13 | TOM REYNOLDS | 1 | 0.00 | 149.00 | 147.97 | 140.45 | 0.00 | 49.00 | 486.42 |
| 14 | JEFF KNIPLE | 16 | 115.09 | 97.09 | 0.00 | 113.28 | 0.00 | 111.30 | 436.76 |
| 15 | RANDY STANHAM | 42 | 110.95 | 113.01 | 43.08 | 0.00 | 97.40 | 114.65 | 436.01 |
| 16 | JIM BENSON | 51 | 0.00 | 138.38 | 0.00 | 133.22 | 0.00 | 139.69 | 411.29 |
| 17 | KEN HAMILTON | 20 | 104.38 | 31.98 | 96.93 | 0.00 | 106.47 | 95.94 | 403.72 |
| 18 | TROY CONDEN | 49 | 96.14 | 96.34 | 97.65 | 113.41 | 0.00 | 0.00 | 403.54 |
| 19 | JOHN LISPERANCE | 24 | 0.00 | 0.00 | 121.79 | 0.00 | 145.67 | 132.12 | 399.58 |
| 20 | GARY VESELICA | 15 | 119.60 | 0.00 | 120.98 | 0.00 | 0.00 | 123.05 | 363.63 |
| 21 | ROGER HOLT | 53 | 0.00 | 72.39 | 0.00 | 96.94 | 98.65 | 95.36 | 363.34 |
| 22 | MIKE CORN | 8 | 0.00 | 116.81 | 116.81 | 125.89 | 0.00 | 0.00 | 359.51 |
| 23 | CHUCK EWING | 29 | 0.00 | 97.86 | 124.27 | 0.00 | 0.00 | 126.93 | 349.06 |
| 24 | MIKE MOLTON | 18 | 118.24 | 99.84 | 109.39 | 0.00 | 0.00 | 0.00 | 327.47 |
| 25 | DAVE MILLER | 65 | 0.00 | 0.00 | 0.00 | 90.90 | 105.92 | 97.90 | 294.72 |
| 26 | BARRY ZULKOWSKI | 46 | 144.18 | 141.40 | 0.00 | 0.00 | 0.00 | 0.00 | 285.58 |
| 27 | MARK EMERSON | 61 | 0.00 | 0.00 | 0.00 | 133.28 | 0.00 | 136.56 | 269.84 |
| 28 | BILL LANE | 57 | 0.00 | 124.81 | 0.00 | 0.00 | 137.01 | 0.00 | 261.82 |
| 29 | STEVE BONE | 12 | 122.92 | 124.41 | 0.00 | 0.00 | 0.00 | 0.00 | 247.33 |
| 30 | GLEN LIBTOM | 48 | 116.76 | 113.82 | 0.00 | 0.00 | 0.00 | 0.00 | 230.58 |
| 31 | DICK PUNCHES | 62 | 0.00 | 0.00 | 0.00 | 119.99 | 0.00 | 108.66 | 228.65 |
| 32 | JOE KNIPLE | 13 | 0.00 | 107.83 | 0.00 | 119.12 | 0.00 | 0.00 | 226.95 |
| 33 | DAVE BOONSTRA | 64 | 0.00 | 0.00 | 0.00 | 106.57 | 0.00 | 112.34 | 218.91 |
| 34 | JEFF MILLER | 17 | 106.16 | 0.00 | 0.00 | 99.62 | 0.00 | 0.00 | 205.78 |
| 35 | DAVID TOOMEY | 74 | 0.00 | 0.00 | 0.00 | 0.00 | 112.60 | 92.92 | 205.52 |
| 36 | CHARLIE STILES | 73 | 0.00 | 0.00 | 0.00 | 0.00 | 98.57 | 92.06 | 190.63 |
| 37 | BARRY MAKARIC | 14 | 37.00 | 0.00 | 0.00 | 0.00 | 131.75 | 0.00 | 168.75 |
| 38 | MARC SEVIER | 69 | 0.00 | 0.00 | 0.00 | 0.00 | 149.79 | 0.00 | 149.79 |
| 39 | JACQUES DOREY | 68 | 0.00 | 0.00 | 0.00 | 0.00 | 135.69 | 0.00 | 135.69 |
| 40 | LUIGI DINARIO | 70 | 0.00 | 0.00 | 0.00 | 0.00 | 125.25 | 0.00 | 125.25 |
| 41 | MIKE BAKER | 72 | 0.00 | 0.00 | 0.00 | 0.00 | 121.62 | 0.00 | 121.62 |
| 42 | JERRY KOOP | 67 | 0.00 | 0.00 | 0.00 | 0.00 | 118.66 | 0.00 | 118.66 |
| 43 | ALEX KEMPT | 71 | 0.00 | 0.00 | 0.00 | 0.00 | 116.94 | 0.00 | 116.94 |
| 44 | DOUG O'DONNELL | 76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 111.83 | |

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Richmond Radio Controlled Racing Club

Club Report

FIRST RACE OF THE SEASON

The first regularly scheduled race was held on Sunday, March 11, at the Dumbarton Square Shopping Center. It was a windy and chilly day as the NASCAR Stock and Modified events were held. The track surface was a bit slick but it seemed to be good on tires. The new drivers, some having never competed in an organized race, made a real good showing and drove rather well. The qualifier results for Stock and Modified are as follows:

Modified A Qualifier - Bill Johnson

Modified B Qualifier - Spencer Wilkinson

The Modifieds came out to decide the main event. There was a real battle for first place between Bill Johnson with his #98 Associated Dodge Challenger and Spencer Wilkinson, driving the #61 Team Turtle Associated. Bill Johnson kept the car under control on the slick surface and won the Modified A Main. Wilkinson held on to second place, Sam Bass took third and Fred McIntosh came in fourth.

It was now time for Stock to take the field. With much surprise, there were some women racing on this day. Rhonda Pond, the youngest driver competing, made her racing debut taking the A qualifier. Rhonda ran very smoothly around the oval and is going to be a tough competitor this year. Another woman driving was Brenda Birckhead in her pink and green Thunderbird. Here are the qualifier heat winners:

Stock A Qualifier - Rhonda Pond

Stock B Qualifier - Bill Johnson

Stock C Qualifier - Spencer Wilkinson

The C Main came up and Brenda Birckhead did a good job of keeping the car under control and prevailed as the winner. The B Main was a good race between Bill McDonald and Brent Chandler. It was a tight race and the winner would be decided by the first to cross the finish

line. Bill McDonald crossed the line first and was the winner with Brent Chandler running a close second and Charlie Rutherford taking third after having to run in the A Main because of counting difficulties.

It was time for the A Main event and the collection of top qualifying drivers were ready to run. The race was fast paced with a few "bang-ups" in the corners where it was slick. The race became a real battle between the top three qualifiers, Spencer Wilkinson, Neil Coffey, and Bill Johnson. The race had many lead changes and it all came down to how the car was handling. Spencer Wilkinson, running very well, came out with first place with Bill Johnson taking second and Neil Coffey being third.

RESULTS

STOCK A

1. Spencer Wilkinson 40 laps
2. Bill Johnson 36
3. Neil Coffey 35
4. Ron Birckhead 32
5. Rhonda Pond 32
6. Wayne Warman 20
7. Linwood Burrow 12
8. Rich McDonald 8

STOCK B

1. Bill McDonald 35
2. Brent Chandler 35
3. Charlie Rutherford 35
4. Fred McIntosh 30
5. Pat Carr 28
6. Randy Doss 12
7. Jeremy Rutherford 21
8. Bland Marlowe 15

STOCK C

1. Brenda Birckhead 23
2. David Langston 23
3. Joe Duck 18

MODIFIED A

1. Bill Johnson 39
2. Spencer Wilkinson 36
3. Sam Bass 28
4. Fred McIntosh 25
5. Jim Giles 20
6. Ron Birckhead 11
7. Bill McDonald 1
8. Jerry Pond 1

TECH TIP

"Practice makes perfect" must have been first said by an R/C racer. Of course we all know that no one is perfect and that no amount of practice will make you as good as perfect. However, practice will go a long ways towards making you a competitive racer.

Practice sessions should be organized. You need a stop watch, a pad of paper, a pen, and someone to write down your lap times. After you have run, you can see what your times per lap were, what a mess up might have cost you in time, and if you tried a different line, and

what it did to your lap time. This exercise will help you concentrate better and increase your confidence.

The race is not the place to try out something new on your car. You do that in practice. So when you are out there practicing, change something in the middle of your run so you can tell what the difference is. You should write down the changes that you make and the effect that each has on your performance so that only the best combination of changes will be made for the race.

There are some drawbacks to practicing. Your practice surface may not be the same as the one you race on. Think back to last year and compare that surface to the one that we raced on Sunday. Also, practicing takes time and costs money. However, your investment will result in an improvement in your all around driving skills. Ask Bob Wagner or Spencer Wilkinson about practicing.

MEETING HIGHLIGHTS

The third regular meeting of the year was held on March 19, 1984 in the meeting room at Cloverleaf Mall. A representative of the Richmond Office of the Muscular Dystrophy Association gave a presentation about muscular dystrophy and the work of the Association to promote the upcoming GT race to raise money for the MDA.

Other business included the selection of Charlie Rutherford and Gene Kelly as Race Directors, and a vote not to accept the resignation of Mike Coffey.

VIRGINIA SCIENCE MUSEUM EXHIBIT

Thanks to the efforts of Len and Caroline Cook, the Club will put on an exhibit and points race at the Virginia Science Museum on Broad Street the weekend of June 23-24, 1984. The exhibit will take place between 1 and 5pm on Saturday and include a display of various types of cars and a Concours competition. The regularly scheduled Can Am points race will be held at the normal time on Sunday.

This is a great opportunity for the Club to get some public exposure. On an average Saturday or Sunday, 3,000 persons visit the museum. Therefore, all members are encouraged to participate in this event.

TECHNICAL TIP

The performance of most moving parts deteriorates with age due to wear caused by friction. However, the aging process can be minimized by proper maintenance. The same holds true for the electric motor in your R/C racer. The bushings in either end of the motor should be cleaned with a small brush and alcohol and oiled after each change. The internal parts of the motor should be cleaned

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with a solvent after each race event or practice session. This can be done by dipping the motor or spraying the solvent through the mounting screw holes.

NEW FEATURE

Starting with the next issue, Spencer Wilkinson will be doing a monthly profile of a Club member. These articles will sometimes be truthful, sometimes not so truthful, sometimes humorous, sometimes serious, but always interesting to read.

If you are fortunate enough to be selected by Spencer for this feature, please give him your complete cooperation.

ROAR NATIONALS IN JULY

The 1984 ROAR Nationals for 1/12th scale on-road electric cars will be held in Williamstown, New Jersey the week of July 9th. If there is enough interest, a NASCAR oval track event will be included. For more info, please contact Allen Cole or Nick Piro of the South Jersey R/C Racing Association at (609) 227-1071.

WILKINSON LOSES CONTROL

On a sunny, bright and beautiful day, 34 cars, including a couple from Maryland, entered the second NASCAR event of the season. Contrary to the first NASCAR race of the year, the condition of the track was excellent.

In the A Main Stock event Chris Wrenn and Al Cole, the top qualifiers, waged a tight nose-to-tail battle for the lead in the first 7 minutes of the race. Then Cole's #5 Thunderbird developed mechanical problems and retired for the evening. Wrenn was uncontested for the final 60 seconds. Wayne Warman, debuting his Associated/Trinity/Delta conglomeration, had a steady run and placed second. Ron Birkhead edged Bill Johnson by several feet to capture the third position.

Mike Coffey easily captured the B Main. However, Coffey decided to take advantage of the "bump system" and participate in the A Main. As a result, the ever smooth driving Bill McDonald inherited the first place trophy. Pat Carr placed second and Joe Duck finished third. The highlight of the event was a spectacular crash involving the #61 Buick of Spencer Wilkinson. Due to a faulty resistor, Wilkinson lost control and saw his car miraculously vault over an 8 foot high chain link fence adjacent to the track.

The C Main featured some of the younger drivers in the Club - Greg Wilkinson, Rhonda Pond and Dwayne Harris. However, experience prevailed as Jim Giles out-distanced the field by 3 laps despite running most of the race on 3 wheels. Dwayne Harris captured second and Rhonda Pond came in third.

Mike Coffey, TQ, had too much horsepower for the rest of the field and picked up his first victory of the young season in the A Main modified race. Bill McDonald slipped past Bob Wagner, last year's NASCAR points champion, on the last lap to take home the second place prize.

In a three car field, Ken Harris prevailed over Jerry Pond and Jim Giles in the B Main modified race.

Congratulations are in order for the fine officiating job done by Gene Kelly and Wayne Warman.

RESULTS

STOCK A

1. Chris Wrenn 51
2. Wayne Warman 49
3. Ron Birkhead 47
4. Bill Johnson 47
5. Brent Chandler 45
6. Mike Coffey 45
7. David Langston 44
8. Allen Cole 44
9. Linwood Barrow 38

STOCK B

1. Bill McDonald
2. Pat Carr
3. Joe Duck
4. Neil Coffey
5. Carlton Coleman
6. Spencer Wilkinson
7. Ken Harris

STOCK C

1. Jim Giles
2. Dwayne Harris
3. Rhonda Pond
4. Brenda Birkhead
5. Greg Wilkinson
6. Rich McDonald

MODIFIED A

1. Mike Coffey 50
2. Bill McDonald 48
3. Bob Wagner 48
4. Spencer Wilkinson 47
5. Ron Birkhead 42
6. Bill Johnson 40
7. Chris Wrenn 19
8. Carlton Coleman 8

MODIFIED B

1. Ken Harris
2. Jerry Pond
3. Jim Giles

ARRINGTONS DOMINATE MODIFIEDS

A bevy of drivers from North Carolina and Roanoke descended upon Richmond on March 25 for the Club's first Can Am race of the season. The out-of-towners took home their share of the gold with three firsts, one second and one third.

The modified events were dominated by the father and son team of Pat and Kevin Arrington. In the A Main Pat, displaying a driving skill seldom seen in Richmond, easily lapped the field for the victory. Bobby Beard placed second and Steve Shepard ran third. The highest finishing local driver was Chris Wrenn in fourth. In the B Main Mike Coffey and Kevin Arrington swapped the lead on numerous oc-

casions. However, in the end, the Arrington team picked up another victory. Spencer Wilkinson came in a distant third.

The tight racing continued in the stock events. In the A Main only five laps separated the first place and last place cars. Mike Coffey won the first place trophy by finishing in the lead lap by himself. Mike Dayton lost the second position to Bill McDonald when he tangled with Jim Giles just three laps from the end of the race. In the B Main Jim Mills out-distanced the field by three laps to pick up yet another victory for the out-of-towners. Carlos Raya ran a strong second and Jerry Pond came in third. David Langston claimed the first victory of this career by out-dueling the veteran, Ken Harris, in a wreck-strewn C Main.

RESULTS

MODIFIED A

1. Pat Arrington 45
2. Bobby Beard 44
3. Steve Shepard 44
4. Chris Wrenn 43
5. Mike Dayton 30
6. Jay Dodson

MODIFIED B

1. Ken Arrington
2. Mike Coffey
3. Spencer Wilkinson
4. Tommy Ferguson
5. Ken Harris
6. Charles Rutherford

STOCK A

1. Mike Coffey 41
2. Bill McDonald 40
3. Mike Dayton 40
4. Jay Dodson 40
5. Allen Cole 39

MODIFIED C

6. Chris Wrenn 39
7. Spencer Wilkinson 37
8. Jim Giles 36

STOCK B

1. Jim Mills
2. Carlos Raya
3. Jerry Pond
4. Wayne Warman
5. Chip Hughes
6. Charles Rutherford
7. Joe Duck

STOCK C

1. David Langston
2. Ken Harris
3. Neil Coffey
4. Hershel Nelson
5. Ron Birkhead
6. Jeremy Rutherford
7. Bill James

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More Racing Coming Up this Summer

The month of April has been very interesting at track side when it comes to off road racing. Because of our track layout and size, we had some very large turn outs with the R/C RACING NEWS/SCORE SHOW races at the middle of the month; it looked like many of the racers from our area got their entries in on time and where able to race in the R/C RACING NEWS/SCORE SHOW Off Road World Championships. Some of those who made it where David Gage, Gary Barr, Carl Thompson, Jay Halsey, Derek Schmitz, Tom Bowlin, Frank Vales, Linda Gupta, Andy Anderson, Charles Suit and John Villarreal. By the way, John Villarreal hasn't been racing very long, in fact, only about 4 months, and he was TQ in Stock but lost his motor in the A Main. Carl Thompson got a trophy for the best engineered car. Jay Halsey was second last year in Stock, only because his Cox tranny went away and this year he finished second in the Open A Main.

Starting in May we are planning to add some more racing to our regular schedule. Off road racing will be on Friday nights as always, but we will also be racing on the third and fourth Sundays of each month. The track will be open

1/12 SCALE ON ROAD APRIL 1, 1984

PRODUCTION
1ST RICHARD PANGANIBAN
2ND PAUL CARVALHO
3RD C. WRIGHT
4TH MIKE KRAMER
5TH LOREN SACHS
6TH LEOPOLD WEBER
7TH PAUL HALES

STOCK "A" MAIN
1ST RANDY HUNTER
2ND HAMMERCLIFF
3RD TROY EMERALD
4TH CARL THOMPSON
5TH RICH CLEARY
6TH PHILIP PAULING
7TH FRED HOHWART
8TH GREG POORE
9TH JONATHAN HOLMAN

STOCK "B" MAIN
1ST HENRY KUWAHARA
2ND JIM STURGES
3RD MACE HOROWITZ
4TH JIM DOHERTY
5TH DENNIS ARIGA
6TH JOE KORICK
7TH FRANK VALES
8TH GREG BERGMAN

9TH TOM BOWLIN

STOCK "C" MAIN
1ST ANDY ANDERSON
2ND GAYLAND HILL
3RD LINDA GUPTA
4TH FRANK ANTHONY
5TH CHARLES UTTS
6TH CHRIS IRLAND
7TH LARRY SIELA
8TH FRED SACHS

MODIFIED "A" MAIN
1ST MIKE LAVACOT
2ND SONNY CUMMINGS
3RD TOD STRAIN
4TH DONN RICE
5TH FRANK KILLAM
6TH RICK HOHWART
7TH GREG HERNANDEZ
8TH JAY KIMBROUGH
9TH SHAWN IRELAND
10TH KENT CLAUSEN

1/12 SCALE ON ROAD APRIL 8, 1984

PRODUCTION
1ST ERIC O'BRIEN
2ND PAUL CARVALHO
3RD LED WEBER
4TH CLEON WHITELEY
5TH C. WRIGHT

6TH JOHNATHAN GUPTA
7TH DANNY THOMPSON II
8TH PAUL HALES

STOCK "A" MAIN
1ST RANDY HUNTER
2ND TROY EMERALD
3RD RICH CLEARY
4TH HENRY KUWAHARA
5TH PHILIP PAULING
6TH FRED HOHWART
7TH DAVID BERTEA
8TH DENNIS ARIGA

STOCK "B" MAIN
1ST JIM DOHERTY
2ND JONATHAN HOLMAN
3RD JOE KARICK
4TH JOHN GRAHAM
5TH LINDA GUPTA
6TH ANDY ANDERSON
7TH MIKE MORNINGSTAR
8TH GREG POORE

MODIFIED "A" MAIN
1ST FRANK KILLAM
2ND RICK HOHWART
3RD JAY KIMBROUGH
4TH BIG JIM
5TH SONNY CUMMINGS
6TH DONN RICE

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from 9 a.m. with racing starting at 11 a.m. until finish. We are going to start 1/12th scale on-road racing on the fifth Sunday of each month. This will give all of the racers an extra day of racing during the month if they want. This will make the first fifth Sunday race take place in July.

While speaking of July, this will mark our first year in operation and we want everyone who wants to have a good time to plan to come out for off road racing that weekend on June 29th and on road people on July 1st. We plan to give away some really nice prizes for the racers only. So if you can make it, please do.

Some of the on road people have been asking when we may be starting up the Saturday night races again? As of now, I'm not sure, but when we do, they will be run on the fourth Saturday night of each month and would start at 5 or 6pm.

A lot of people have been asking if some type of a clinic for on road cars could be started to keep all the newer drivers informed on how to keep their cars in top running order. Well, some of CHECKPOINT's Team drivers have said that they would like to do this. The exact dates have to be arranged yet, but it looks like it could be set up for a weekday meeting at TQ Hobbies on Wednesday nights. The people giving the instructions as of now seem to be Sonny Cummings, Frank Killam and Jay Kimbrough. For more information on any of the above items, please call Bruce Berteau at (213) 372-8649 after 3pm on weekdays.

Now on with the race results for the past few weeks.

7TH TIM NEJA
 8TH JIM BUSBY
 9TH MIKE HICKMAN
 10TH DOUG KOTT

MODIFIED "B" MAIN
 1ST ROBERT KARTZETT
 2ND MATT A.
 3RD MEL EDALIN
 4TH LUCAS GARNEAU
 5TH TOM BOWLIN
 6TH FRANK VALES
 7TH DANNY THOMPSON
 8TH GREG HERNANDEZ

1/10 SCALE OFF ROAD

 MARCH 23, 1984

STOCK "A" MAIN
 1ST JOHN VILLARREAL
 2ND TIM KITCHENS
 3RD RON ROSSETTI
 4TH ROY COE
 5TH TONY ROSSETTI
 6TH PAT CIRELLI

STOCK "B" MAIN
 1ST DANNY McMICHER
 2ND GREG HOLOMES
 3RD BRUCE REYNOLDS
 4TH DON OWENS
 5TH GEORGE PASSIDAKIS
 6TH GARY GONZALES
 7TH STEPHEN MARABELLA
 8TH MATT KROSS

STOCK "C" MAIN
 1ST BOB TABARANGO
 2ND DAN CROSTIC
 3RD DICK CARVER
 4TH RUDY ESQUEDA
 5TH BILL STEINBACH
 6TH DAVID WARNER
 7TH CHIS FLEMING

8TH RICHARD BUCKEIT
 STOCK "D" MAIN
 1ST DAVE DRAGER
 2ND JIM STRADER
 3RD TOM HIPSHER
 4TH KAY LATHAM
 5TH SCOTT STODDART

STOCK "E" MAIN
 1ST GREG STAPLETON
 2ND TOM NYE
 3RD TERRY LATHAM
 4TH DAN SCOTT
 5TH C. WRIGHT
 6TH KAREN STRADER
 7TH KEVIN FUKAGAWA

STOCK "F" MAIN
 1ST PARET GREEN
 2ND RYAN HERZOG
 3RD CHRIS RENOSA
 4TH JOHNATHAN GUPTA
 5TH WARREN PRATT

STOCK "G" MAIN
 1ST ANTHONY VALADEZ
 2ND LOREN SACHS
 3RD MICHAEL CALLAHAN
 4TH PHIL AMOS
 5TH SCOTT MATHERS
 6TH RODERIC RUIZ

MODIFIED "A" MAIN
 1ST WILLIE MELANCON
 2ND CHIS ALLEC
 3RD CARL THOMPSON
 4TH DOUG MEADOWS
 5TH DEREK SCHMITZ
 6TH NISHAN

MODIFIED "B" MAIN
 1ST RANDY TENTSCHARD
 2ND CHARLES SUIT
 3RD ALLEN MAIR

4TH ANDY ANDERSON
 5TH ERIK WINSTANLEY
 6TH STEVE DOUGLAS

MODIFIED "C" MAIN
 1ST CRAIG UYEDA
 2ND STAN FUJII
 3RD ANDREAS KOPER
 4TH STEVE FRENCH
 5TH DOUG SHELF
 6TH JON ZERNICKO
 7TH TIM CLARK

MODIFIED "D" MAIN
 1ST RALPH RUCKER
 2ND TOM BOWLIN
 3RD PAUL DESCHLER
 4TH FRED SACHS
 5TH CHRIS HAPPS
 6TH GLENN ESTHER
 7TH JON TAMKIN

OPEN "A" MAIN
 1ST NEAL McCURDY
 2ND FRANK VALES
 3RD STEVE DOUGLAS
 4TH DAVE GAGE
 5TH WILLIE MELANCON
 6TH ANDY RUSSELL

OPEN "B" MAIN
 1ST GARY BARR
 2ND LINDA GUPTA
 3RD MR. J.G.
 4TH MARK BURNELL
 5TH DOUG SHELF

1/10 SCALE OFF ROAD
 MARCH 30, 1984

STOCK "A" MAIN
 1ST JOHN VILLARREAL
 2ND PAT CIRELLI
 3RD CHRIS FLEMING

4TH RON ROSSETTI
 5TH TONY ROSSETTI
 6TH ROY COE

STOCK "B" MAIN
 1ST BOB TABARANGO
 2ND JIM STRADER
 3RD MIKE WILSON
 4TH FRED WENZLAFF
 5TH RUDY ESQUEDA
 6TH DICK CARVER
 7TH STEPHEN MARABELLA

STOCK "C" MAIN
 1ST TERRY LATHAM
 2ND DAN CROSTIC
 3RD TOM HIPSHER
 4TH KAY LATHAM
 5TH KAREN STRADER

STOCK "D" MAIN
 1ST ANTHONY VALADEZ
 2ND KEVIN FUKAGAWA
 3RD KEVAN BARKER
 4TH SHERRY ROSEBURROUG
 5TH MIKE CALLHAND
 6TH BRANDON MONTE

STOCK "E" MAIN
 1ST BUSTER OLIVARES
 2ND DAN SCOTT
 3RD JERRY BARKER
 4TH DAVID WARNER
 5TH TODD OLIVARES
 6TH PALET GREEN
 7TH FRED WELCKEN

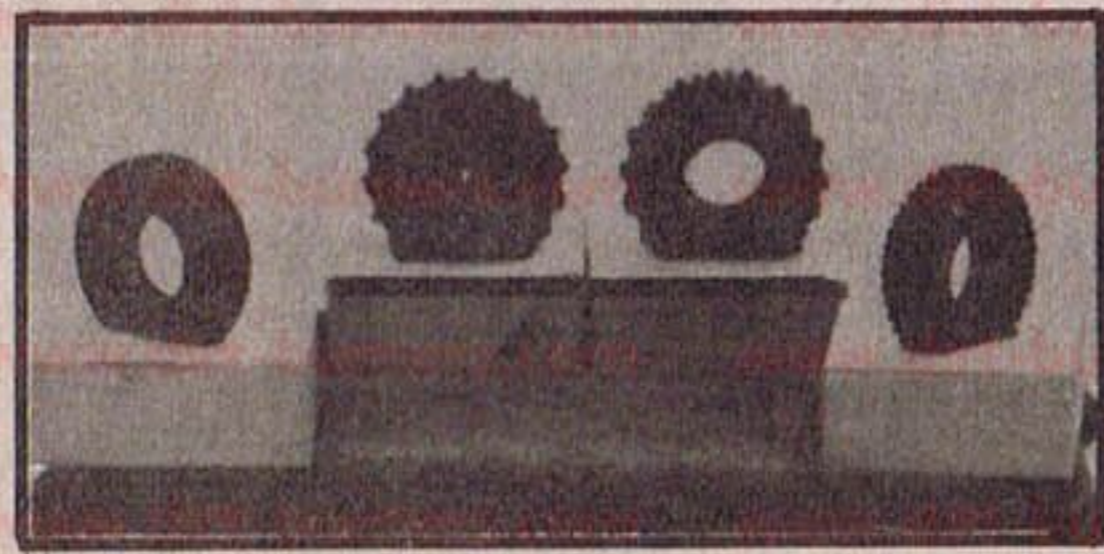
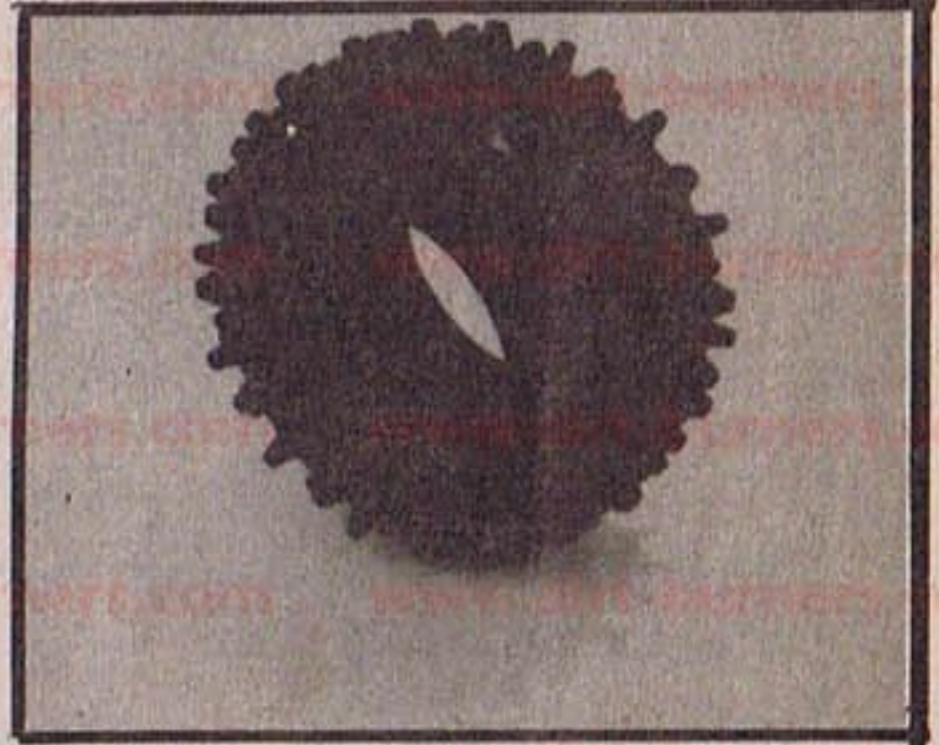
MODIFIED "A" MAIN
 1ST DOUG MEADOWS
 2ND ALLAN MAIR
 3RD FRANK VALES
 4TH JIM MADISON
 5TH DEREK SCHMITZ
 6TH HOWARD KINKADE
 (Contd next page)



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MODIFIED "C" MAIN
 1ST CHRIS HAPPS
 2ND CRAIG UYEDA
 3RD BEN ENCINEAS
 4TH JUMBO RACING
 5TH ANDREAS KOEPER

MODIFIED "D" MAIN
 1ST ISKENDERIAN RACING
 2ND STEVE FRENCH
 3RD BRADD CLAYBOUGH
 4TH SHANE HARNESS
 5TH JOE CHEDOTTE
 6TH JON TAMKIN
 7TH SLADE FIERO

OPEN "A" MAIN
 1ST BILL STEELE
 2ND GARY BARR
 3RD JAY HALSEY
 4TH MIKE LARSON
 5TH HOWARD KINKADE

OPEN "B" MAIN
 1ST DAVE RUSSELL
 2ND ANDY ANDERSON
 3RD LINDA GUPTA
 4TH PAUL McJILTON
 5TH MARK BURNELL

1/10 SCALE OFF ROAD
 APRIL 15, 1984

STOCK "A" MAIN
 1ST ROY COE
 2ND JIM STRADER

3RD TOM HIPSHER
 4RD RANDY JOHNSON
 5TH KAY LATHAM
 6TH FRED WINZLAFF
 7TH DAVE HIRONAKA

STOCK "B" MAIN
 1ST DAN CROSTIC
 2ND BUSTER OLIVARES
 3RD TERRY LATHAM
 4TH MIKE BOWMAN
 5TH SCOTT MATHERS

STOCK "C" MAIN
 1ST LOREN SACHS
 2ND LOE WEBER
 3RD DAVID MARTINAZ
 4TH DAN SCOTT
 5TH KEVIN FUKAGAWA
 6TH KAREN STRADER
 7TH VANCE LEE

STOCK "D" MAIN
 1ST MIKE LUBAN
 2ND MIKE PEARLMUTTER
 3RD CHUCK OLIVARES
 4TH TODD OLIVATES
 5TH JOE COORY
 6TH TIM WESLEY

1/10 SCALE OFF ROAD
 APRIL 20, 1984

STOCK "A" MAIN
 1ST RON ROSSETTI
 2ND PAT CIRELLI
 3RD MATT KROSS
 4TH ROY COE
 5TH GEORGE PASSIDAKIS
 6TH KEVIN De ROSE
 7TH JOHN VILLARREAL

STOCK "B" MAIN
 1ST DAN CROSTIC
 2ND VINCENT CARBINO

3RD LEO WEBER
 4TH RANDY JOHNSON
 5TH JIM STRADER
 6TH TONY ROSSETTI
 7TH BUSTER OLIVARES

STOCK "C" MAIN
 1ST TERRY LATHAM
 2ND KAY LATHAM
 3RD KAREN STRADER
 4TH MATT SMITH
 5TH ROBBY ASMUS
 6TH BRAD RENOULT

STOCK "D" MAIN
 1ST BILL STEINBACH
 2ND DARYL DeROSE
 3RD DENNIS JOHNSON
 4TH DAVE PEDDY
 5TH ANTHONY VALADEZ
 6TH JEFF CRANE
 7TH MARK BOWNOR

STOCK "E" MAIN
 1ST GEOFF CIRELLI
 2ND MIKE JUBAHN
 3RD DAVID MARTINAZ
 4TH ROBERT LOYERSAID
 5TH ERIK NELSON
 6TH DOUG RENOULT
 7TH TROY McCARTY

STOCK "F" MAIN
 1ST DAN SCOTT
 2ND TODD OLIVARES
 3RD TERRY BROWN
 4TH TONY CARNSLVA
 5TH BRANDON MONTE
 6TH DOTTI WILSON

MODIFIED "A" MAIN
 1ST RON BECHARD
 2ND ANDY ANDERSON
 3RD STEVE FRENCH

4TH HENRY KUWAHARA
 5TH JIM MADISON
 6TH ANDREAS KOEPER
 7TH JON ZERNICHEW

MODIFIED "B" MAIN
 1ST DEREK SCHMITZ
 2ND CRAIG UYEDA
 3RD LAWYIN CHIN
 4TH STAN FUJII
 5TH DAVID HIRONAKA
 6TH ERIK WINSTANLEY
 7TH TOM OUELLETTE
 8TH CHRIS HAPPS

MODIFIED "C" MAIN
 1ST MIKE SUIT
 2ND ISKENDERIAN RACING
 3RD SLADE FIERO
 4TH FRED SACHS
 5TH JUMBO RACING
 6TH SHANE HARNESS
 7TH JOE WEBBER
 8TH JIMMY HIRABAYASHI
 9TH JIM HAMMER

MODIFIED "D" MAIN
 1ST ADAM DOWNEY
 2ND VANCE LEE
 3RD WADE DOWNEY
 4TH TOM ACOSTA
 5TH DAVE ARELLANO
 6TH BRADD CLAYBOUGH
 7TH TOM TOLLIVER

OPEN "A" MAIN
 1ST GARY BARR
 2ND RON BECHARD
 3RD DAVE GAGE
 4TH FRED SACHS
 5TH HOWARD KINKADE
 6TH ANDY ANDERSON
 7TH RANDY TENTSCHARD

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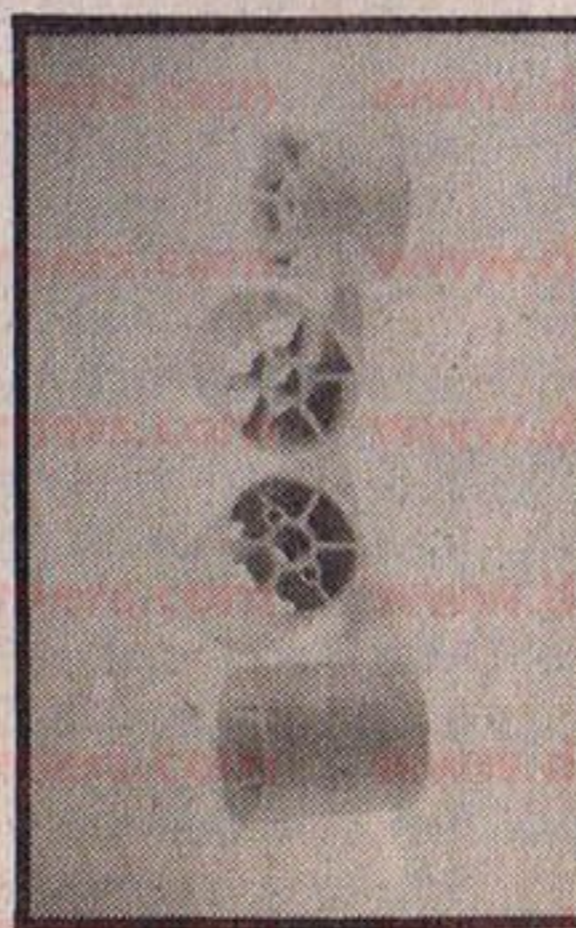
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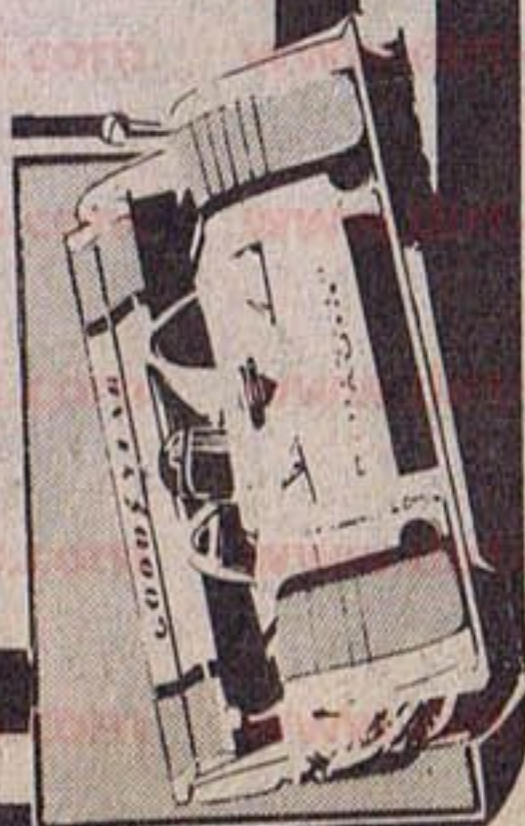
LIGHTNING STRIKES THREE TIMES AT THE TOLEDO RACE!

Dave Hechler, Chris Doseck & Rick Hunsaker finished 1st, 2nd, & 3rd respectively at the R/C race held during the "Weak Signals" Show in Toledo, OH. All three winners used the new Parma White Lightning on their motors before the race.



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RCAR of TULSA

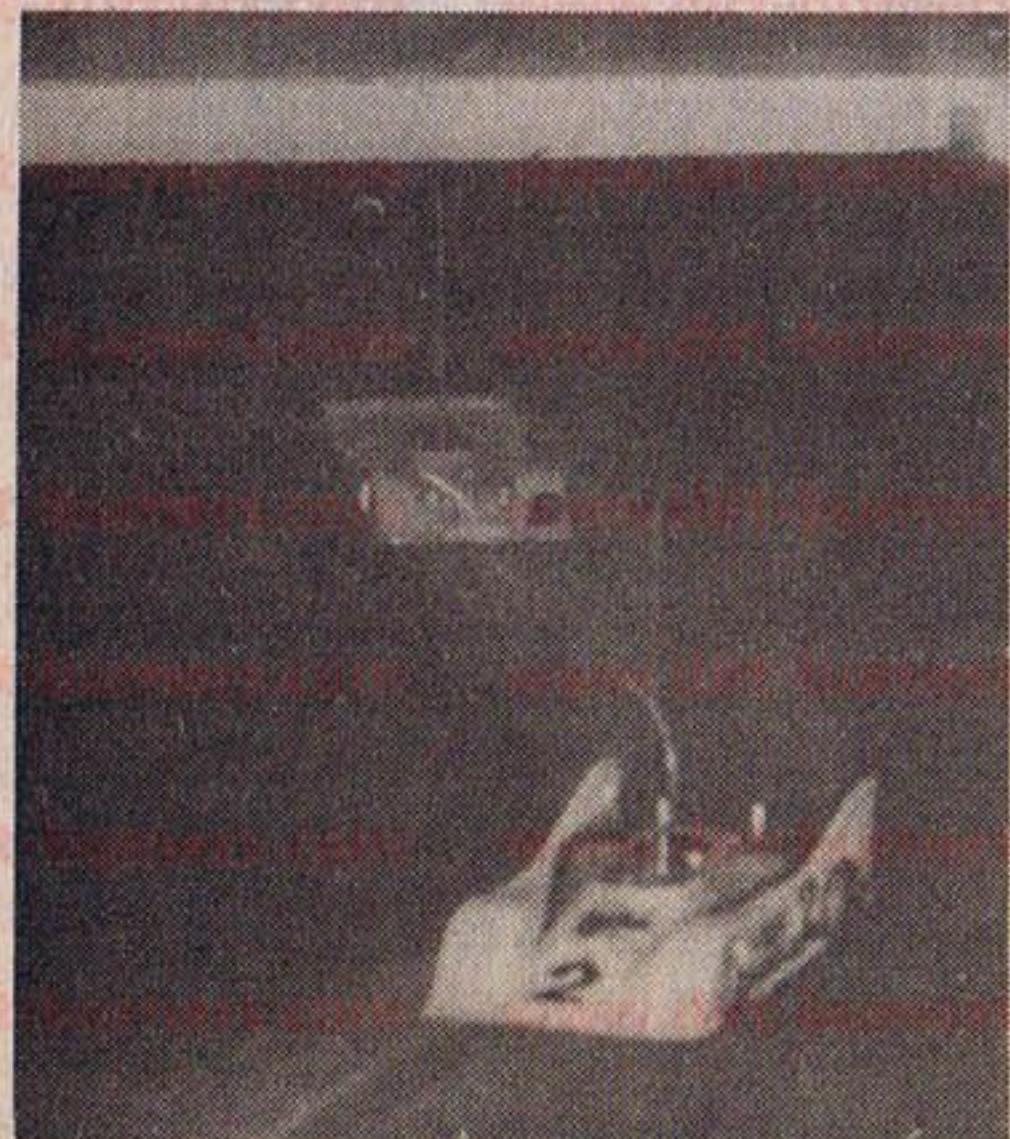


Story by Ken Seratte
Photos by Connie & Austin Davis

Clint Kearney of Cleveland, OK held off a strong effort by Tulsan J.C. Shipley in the A Main of the four cell stock division to win both the race and the points championship over James Warren. Warren, leading the points race going in to the final event, placed third in the A Main to finish only six points behind Kearney.

In the six cell modified class (which is unusual for carpet racing) Calvin Wade of Tulsa suffered through his worst race of the season, yet still wrapped up the championship in his division after the qualifying heats. He coasted home, winning the title by 75 points over John Cason.

Heading into the final evening of racing, Warren led the four cell division by 18 points over Kearney and 27 points above Dean Cooper, Sr. However, all three had more trouble than usual during the qualifying heats. Kearney was third highest qualifier behind Shipley and Jay Andrews, both of Tulsa. Warren was fifth after losing out to Herman Motley for fourth. That position had to go to the second tie breaker (the third fastest round of qualifying) to discover their positions. Dean Cooper, Jr., outpaced his father for the sixth and last spot in the A Main. Cooper, Sr., was



top qualifier for the B Main, however, this was the first time during the season's eight races he was not in the A Main. This assured he would finish no better than third for the season. Rumor has it that Jr. was grounded for the next three seasons.

In the two lower mains, Roger Wood won the C Main and Cecil Blakemore of Ft. Smith, AK won the B Main. Cooper, Sr., finished a disappointing fourth in the B.

The A Main was the big showdown. If either Kearney or Warren won the race, then they would be champion. But if Kearney did not win, Warren only had to finish within two spots (not including last place) to win the title.

The race began with Shipley taking an early half lap lead over Kearney, looking like he would run from the field. But wrecks and fine driving by Kearney placed Clint in the lead. The two continued to pace the race, and eventually lapped all other racers, including Warren. Kearney built a lead of nearly half a lap. At the one minute remaining mark, Shipley made a strong comeback, but fell about 10 feet short. Kearney won the race and the four cell stock division. Warren followed Shipley to take second place overall, and despite his off night, Cooper, Sr., held on to third.

While everyone was excited about the four cell class, there was little to be excited about in the six cell modified division. Wade led Cason by 117 points going into the event and wrapped up the title by qualifying last in the B Main. This was the only time during the nine races he did not make the A Main.

The lower mains of the six cell class saw some tough racing that might have a bearing on some of the lower positions in the points race behind Wade and Cason. Donnie Blacketter won the D Main for his first main win ever. Cliff Garra won the B Main going away over Ken Seratte, who was third in points going into the season. Due to Seratte's worst race of the year, Dave Cole could have moved into the third position with a win in the B Main. However, he finished second to Ft. Smith's Bill Jackson to fall five points out of third spot.

The A Main lined up the six fastest drivers for the event. The odds on favorite was Bob Light of Oklahoma City. Light had raced in only four of the points races, but he had won all four, setting track records every time. Follow-

ing Light in qualifying were Vince Allison, Steve Koepp, Steve Cross, Shelby Dillard and John Cason. Light easily won the race with Dillard taking second and Koepp in third.

Thus ended the 1983-84 Indoor Season for RCAR of Tulsa and their first try at having two classes. The experiment worked very well, as each class usually drew near equal numbers. The club is now looking forward to their outdoor season which will also be split into two groups - six cell modified and six cell stock.

Congratulations to the champions and "top five" finishers for nice driving throughout the nine races, and a special thanks to the many out of town drivers who helped spice up all of our lives.

Ken

RESULTS



SIX CELL MODIFIED

1. Calvin Wade 1121 pts.
2. John Cason 1046
3. Ken Seratte 965
4. Dave Cole 960
5. Jim Herndon 863
6. Jack Nicholson 858
7. Mark Blacketter 834
8. Bruce Chase 672
9. Bob Light 638
10. Eric Ross 616

FOUR CELL STOCK

1. Clint Kearney 1270
2. James Warren 1264
3. Dean Cooper, Sr. 1198
4. Dean Cooper, Jr. 1182
5. Jay Andrews 1087
6. Dave Wilkerson 1042
7. Herman Motley 944
8. J.C. Shipley 907
9. Dave Judkins 848
10. Herb Nay 641

DIRT TRACKER...

DIRT RACERS ELECT OFFICERS

The newly formed Virginia R/C Dirt Racers Club has elected officers for 1984. Elected to lead the club as President for this year is Sonny Higgins of Mechanicsville. Sonny is a newcomer to R/C racing, but brings valuable experience as an organizer to the club.

Elected as Vice-President was Woody Woodson of Ashland. Woody is also a member of the local asphalt club and has already put in many hours for the benefit of the club.

The Secretary position will be split between two members. James LaCourse will act as recording secretary and Nancy Cole will handle the job of corresponding secretary. The treasurer will be Rick Wisner of Richmond.

The job of Race Director was given to Randy Hall of Beaverdam and this position should be in good hands.

Technical Director will be Allan Cole, the owner of Poor Boy's Raceway, located in Mechanicsville, VA.

Bill McDonald was selected as editor of the new newsletter, The Dirt Tracker. Bill was former editor of the Pit Stop newsletter for the Asphalt Club.

NEW RACEWAY NEARS COMPLETION

The brand new dirt oval, located in Mechanicsville on land situated just behind Poor Boy's Hobbies, is nearing completion. The scale half mile oval for dirt cars also includes an infield track for off road cars which includes a one foot jump and several moguls.

The track, to be called "Poor Boy's Raceway", is composed of hard packed red clay. The six foot high driver's/announcer's stand sits on the east side of the track with the driver pit area on the west.

The track will be the home track of the new Virginia R/C Dirt Racers Club and promises to be one of the finest dirt tracks in the East.

For more information call (804) 746-5184.

MOODY AUTOMOTIVES

By Roy Moody

Believe it or not, spring really is coming, and soon all the winter sprinter construction will get a chance to be tried on several new or promised dirt tracks. Later in this report I am listing the location of all the planned and completed dirt tracks that I am aware of. In several instances, the tracks are going to be used by 1/10 electric racers, but will also be available for 1/8 gas cars.

Also you will find an early season schedule of 1/8 scale gas sprint races planned in the

Midwest and South. Again we will hold our Summer Nationals in Jackson, Mississippi on the weekend of June 22, 23 & 24 at John Davis' track, so make your vacation plans now. John hopes to have lights available at the track so that events can be run in the afternoon and evening, which will reduce track maintenance since the dirt will then hold moisture much longer. In any event, plan on that weekend in June for great racing and good southern hospitality. By the way, John is planning on being up North on May 13 for the first dirt race at the New Berlin Speedway in Wisconsin. This race will be the spring opener for the Midwest racing season.

Here are the dates and locations for early events in the 1/8 dirt gas sprinter circuit:

Saturday, April 29 - Indianapolis - Sprint demo on asphalt oval

Sunday, May 13 - New Berlin, Wisconsin - Season opener, dirt oval

Saturday, June 16 - New Berlin, Wisconsin - Nats warm up race, dirt

Fri., Sat., Sun., June 22-24 - Jackson, Mississippi - Sprint Car Nationals on dirt in the Davis Bowl

List of the Dirt Oval tracks built or planned for the 1984 season:

New Berlin Speedway, New Berlin, WI - 1/8 gas

Plainfield Park, Joliet, IL - 1/10 & 1/8

M.O.R.C.A., Valparaiso, IN - 1/10 & 1/8

Tim Conrad, Kalamazoo, MI - 1/10 & 1/8

Ned Schmaltz, Oregon, OH - 1/8

Tim Hartman, Findlay, OH - 1/8

Mod-Stock Speedway, Rochester, NY - 1/12, 1/10 & 1/8

L.K. Moody Mile, Greece, NY - 1/10 & 1/8

BoLink Factory, Lawrenceville, GA - 1/10 & 1/12

Marion Davis, Alton, IL - 1/8 gas off road & oval

Davis Bowl, Jackson, MI - 1/8

Washington Speedway, E. Greenville, PA - 1/10

Drop me a line or call and I will give further info when available on the exact location of these tracks and any schedule they may have determined at that time. Also, to those listed above, drop me a line and give me a map showing how to find your tracks and a schedule

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of your activities.

There are several dirt tracks in California, too. Although most of the California dirt tracks are for off road buggies and hence, full of jumps, puddles and other obstacles not suitable for sprint cars. There are at least two tracks where a smooth dirt oval surface is available:

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Del Mar R/C Raceway
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Well that's about all for now. See you at the races!

Roy



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 (206) 883-3747

AUG 4, 1984 - SATURDAY:

At the Ranch Pit Shop, 1/10th Scale Oval, ASA full bodies only! ORRCA/ROAR rules, Stock, Modified & Open. Entry \$6.00, race at Noon. 4 min heats, 4 min mains, 4WD in Open class only. Main run under lights.

1984 1/10th Off Road Schedule:

MAY 19 - Wilkins Hobby R/C Raceway - Bakersfield.

JUN 17 - Radio Controlled Hobbies - Costa Mesa.

ORRCA membership required, good through 1984. Points awarded to everyone who participates. Entry at all ORRCA Series races \$7.00 each class - Stock, Modified, or Open. Join ORRCA by mailing \$10.00 to address above or join at ORRCA track on race day.

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

MAY 20, JUN 3, JUN 24 (1/12th 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, Tukwilla, WA. Races begin at 9 am for 1/8th and 2 pm for 1/12th. Enduro locations to be announced.

TUCSON R/C RACEWAY
 1/10th Off Road Series
 10505 E. Escalante
 Tucson, AZ
 (602) 298-1253

MAY 26 - Saturday 10 am to 1 p.m.

JUN 16 & 30 - Saturdays 9 am to Noon
 First half hour open practice. Best 2 out of 3 finishes in heats for day's totals. Entry \$2.00 per class. 6 Cell, 6 minute races.

MOD-STOCK RACEWAY
 3748 Latta Rd
 Rochester, N.Y.
 (716)392-8208

SARCAR

NORCAR SUMMER SERIES
 Chuck Mackin
 848 Wilder Ave.
 Elyria, OH 44035
 (216) 888-3307

1/12th & 1/10th:
 MAY 20 - Points
 JUN 3 - Points
 JUN 10 - Off Road
 JUL 15 - Points
 JUL 22 - Off Road
 JUL 29 - Points
 AUG 12 - Points
 AUG 19 - Off Road
 AUG 26 - Points
 SEP 9 - Points
 SEP 16 - Off Road
 SEP 23 & 30 - Points
 OCT 7 - Off Road

NERCAR

36 Glendale Rd
 Enfield, Conn 06082
 (203) 749-7927/749-6281/688-1657

1/8th Gas Racing:
 MAY 20, JUN 10 & 24 - Road Racing Can Am
 JUL 8 - Oval, GT Bodies
SECOND HALF:
 AUG 5 - Oval, GT Bodies
 AUG 19 - Oval "150", Indy F1 bodies & Club Cookout.
 SEP 9 & 30 - Road Race, Can Am
 OCT 14 - Road race, Can Am
 OCT 21 - Oval, GT Bodies.
 Racing at 5 Town Plaza (first part of schedule) second part to be announced.

The Twin Cities Radio Control Car Club Presents The....

The 2nd Annual

Raspberry 100 GT



R/C Road Race

HEART OF AMERICA FORMAT

JULY 21 & 22

Featuring 1/8 & 1/12 Scale Cars

Hopkins Office Center Parking Lot

9th Ave. & 1st Street S.

HOPKINS' MINNESOTA



Race Director Barry Downs
 406 Monroe Pl.
 Hopkins, MN 55343
 (612) 933-4211

Entry Inquiries Welcome!

NAME _____ ROAR # _____ FREQ _____, _____, _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

1/8 _____ 1/12 _____

ENTRY FEE: \$10.00 Before July 1, 1984, \$15.00 After July 1, 1984

SOUTH JERSEY R/C RACING ASSOC.
552 Laurel Ave.
Williamstown, N.J. 08094
(609) 728-2454

1/12th Electrics:

MAY 20 - Stock #2
MAY 27 Specialty race
JUN 1 - NASCAR Oval
JUN 9 & 24 - Mod #2 & #3
JUL 9 THRU 15 - ROAR NATIONALS
JUL 22 - Stock #3
AUG 3 - NASCAR Oval #4
AUG 12 - Stock #4
AUG 24 - NASCAR Oval #5
SEP 1 - Mod #4
SEP 7 - NASCAR Specialty Race
SEP 15 - Mod #5
SEP 23 - Stock #5

1/10 OFF ROAD:

MAY 25 - Stock #5 Vineland
JUN 10 - Mod #1 Millville
JUN 23 - Mod #2 Vineland
JUL 2 thru 8 - ROAR Nationals Vineland
JUL 29 - Mod #3 Millville
AUG 11 - Mod #4 Vineland
AUG 26 - Specialty Race
SEP 9 - Mod #5 Millville

1/8th Gas:

JUN 3 - Mid Atlantic SJRCRA site
JUN 16 - 12 Hr. Enduro
AUG 5 - Mid Atlantic
AUG 19, SEP 16 & 30, OCT 21 - Club races #4 to #7

TWIN CITIES R/C CAR CLUB
406 Monroe Pl
Hopkins, MN 55343
(612) 933-4211

1/12th Electric:

JUN 2 - GT Stock
JUN 16 - Formula Mod
JUN 23 - Can Am Stock
JUL 21,22 - Hopkins Raspberry GT Mod
JUL 28 - Can Am Stock
AUG 4 - Can Am Mod
AUG 25 - Formula 1 Stock
SEP 8 - Can Am Mod
SEP 22 - GT Stock
OCT 6 - Formula 1 Mod

RAMS R/C
875 Sladky Ave.
Mt. View, CA 94040

1/8th Gas:

JUN 3 - DeAnza Days, Can Am, DeAnza track
JUL 15 - #5 Points race Can Am @ Town & Country
AUG 5 - #6 Points race, Can Am @ T.C.
SEP 1,2 - WCC Can Am @ T.C.
SEP 16 - #7 Points race GT @ T.C.
OCT 7 & NOV 4 - #8 & #9 Points race GT @ T.C.
DEC 2 - Plaze race, GP Oval @ T.C.

Pan and Suspension classes.

S & H AUTO RACING ASSOC
The Hobby Depot
Main Street

Neshanic Station, N.J. 08853
369-8989

1/12TH & 1/10TH:

MAY 20 - Off Road
MAY 27 - Oval
JUN 1,2,3 - Off Road Eastern States Championships
JUN 10 - Oval
JUN 17 - Off Road
JUN 24 - Oval
JUL 1 - Off Road

6-Cell stock & modified, ROAR rules. All races across the Neshanic Flea Market, start Noon.

VIRGINIA R/C DIRT RACERS
Poor Boy Hobbies
Route 6, Box 31
Mechanicsville, VA 23111
(804) 746-5184

1/10th Off Road:

JUN 2, 16, 23
JUL 7, 21
AUG 4, 18
SEP 1, 15, 23
OCT 6, 20, 29

Call for information as to off road bodies and oval bodies for each date in Stock, Mod & Open classes.

DEL MAR RACING CENTER
15555 Turf Rd. (Jimmy Durante Rd)

Del Mar, CA
(619) 755-0411
ORRCA SANCTIONED

EVERY FRIDAY NIGHT:

Off Road 1/10th scale. Heats and mains, A-B-C, start 7:00 p.m. Entry \$6.00, Stock, Modified & Open. Box Stock class also.

EVERY SECOND & FOURTH SATURDAY:

Off Road racing, heats and mains. Entry \$6.00. Bring family and friend for a fun time. Start 10:00 a.m., Stock, Modified & Open. New off road track, re-designed at new location in facility, closer to shop and snack bar. Similar to World Championship set up with plenty of pit space and excellent lighting.

EVERY TUESDAY & THURSDAY NIGHTS:

Slot car racing. WompWomp, Group. Computerized scoring, Entry \$4.00 start 7:00 p.m.

All major racing scored by computer. R/C and Slot Hobby Shop on premises with complete line of high performance parts. Other recreational venues on the facility. Family fun.

RACEPREP RACEWAY
17400 Victory Blvd.
Van Nuys, CA
(818) 341-0842
ORRCA SANCTIONED

OFF ROAD:

Every Friday night, 7:00 p.m. Series, all classes, Stock, Mod, & Open plus "box-stock" Production class. (Contd. next page)

ATTENTION R/C Clubs/Promoters SPECIAL EVENT ADVERTISEMENT

THIS SIZE AD (4 3/4" X 5"), Regular \$120.00 now only \$60.00
(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

Every Second & Fourth Saturday off road racing all classes. Entry \$6.00, computerized racing. Family fun. Plenty of parking.

T.Q. HOBBIES
1358 Pacific Coast Hwy.
Harbor City, CA
(213) 539-3611
ORRCA Sanctioned

RIO GRANDE RACERS
Vista Hills Center
Tramwood & Trevino Street
El Paso, TX
(915) 598-9017/598-4786

RADIO CONTROLLED HOBBIES
653 West 19th Street
Costa Mesa, CA 92627
ORRCA SANCTIONED

1/12th Electric:
First & Second Sunday 7:30 a.m. sign up, start 9:30 a.m.
1/10th Off Road:
Every Friday night, race by 7:30 p.m.. Entry \$5.00.
Large drivers stand and plenty of pit area. Shop on facility and snack. Open 7 days for practice.

1/8th Gas:
MAY 20 - Makeup race & Can Am
JUN 3 & 24 - Can Am & Make Up race

OFF ROAD:
Racing every Second & Fourth Sunday, racing starts 7:00 a.m. All classes, Stock, Mod, & Open. New track, plenty of room, exciting racing for the whole family.

SEP 8 & 9 - The Western Off-Road Championships, Fourth Annual. One of the biggies. Look for more information soon or call shop at (714) 631-1555.

CAR 1984
D & J Hobbies
Campbell, CA
(408) 379-1696

SO. CAL 1/8TH GAS SERIES
Kerry Cavazos (714) 653-9668

1/12th Electric:
Jun 10, Jul 8, Aug 12, Sep 9, Oct 14, Nov 11, Dec 9. ROAR sanctioned, membership required. GTP/GTC/CAN AM, Stock & Mod, Novice, Amateurs & Experts.

JUL 15 - At Del Mar Racing Center
AUG 12 - PROCAR @ Pit Shop
SEP 23 - Originally @ Ventura (call for location)
OCT 21 - At Del Mar Racing Center
NOV 18 - At Pit Shop

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

CYCLE ARTS RACEWAYS
Fresno, CA
(209) 233-3665/229-9366

RANCH PIT SHOP
1655 E. Mission Blvd.
Pomona, CA 91766
(714) 623-2506 ORRCA Sanctd.

1/12th Electric:
R.A.C.E. Club every 4th Sunday. Also 1st & 2nd Friday nights.

Off Road:
Every Wednesday night and First Sunday. All classes. 7:30 p.m., entry \$6.00

1/8th Gas:
PROCAR Club Can Am. Every Second Sunday. Entry \$8.00, start 9:00 a.m.
Call shop for exact details.

Complete shop and snack bar on premises.

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

Off Road: All races start 2 p.m. sharp. ORRCA rules. Computer scoring. Plaques 1st to 3rd, entry \$5.00 per class. Call for more info on dates.

SPRING/SUMMER SERIES: Jun 2, 16, 30; Jul 14, 28; Aug 11, 25.
FALL SERIES: Sep 8, 22; Oct 6, 20; Nov 3, 24; Dec 8, 15; Jan 5, 1985.
All races are points races with 6 out of 9 counting for points. Entry \$5.00 per class, \$7.00 late entry (after 10:45 a.m.) Trophies to 3rd place.

PROCAR CLUB

1/8TH Gas:
JUN 10 - McCoy Championships
JUL 8 - Can Am reverse road course
AUG 12 - Can Am road race
SEP 9 - Can Am
OCT 14 - Can Am
NOV 11 - GT reverse road race
DEC 9 - "Toys for Tots" Charity

1984 FLORIDA STATE 1/12TH SERIES
(305) 724-4930/259-0118

JUN 9 & 10 - Orlando, FL - Can Am
JUL 7 & 8 - St Petersburg, FL - Can Am
AUG 18 & 19 - Miami, FL - GT
SEP 29 & 30 - Largo, FL - Can Am
NOV 17 & 18 - Melbourne, FL - Can Am "Fall Classic"
Entry \$10.00, late entries \$15.00 - ROAR Modified rules.

WHEN ALL ELSE FAILS...

READ

R/C RACING NEWS!

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

SUBSCRIBE

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



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



The FROG



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The FROG



The FROG

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

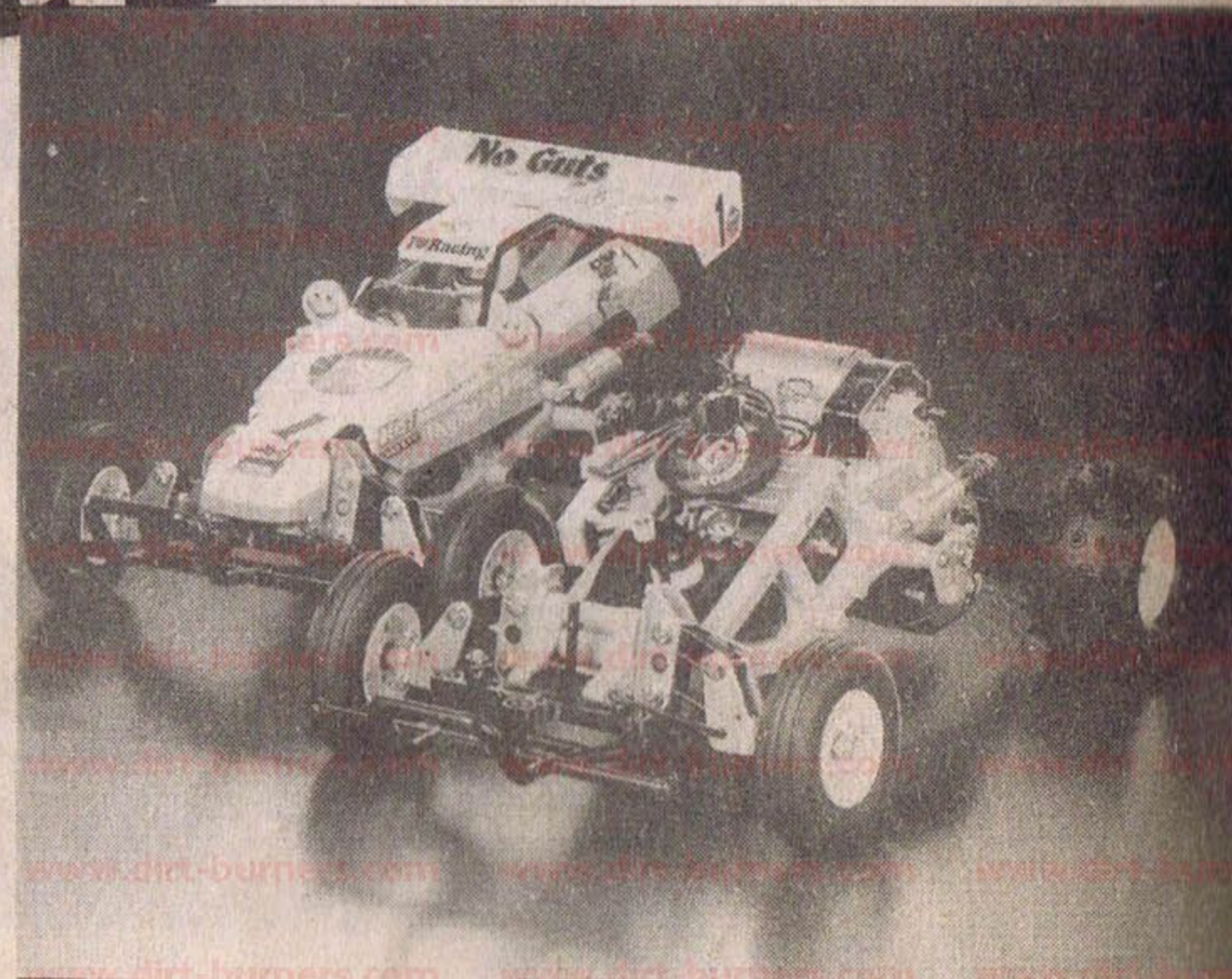
SPEED

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

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

PERFORMANCE

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



HANDLING

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



Model Rectifier Corporation
2500 Woodbride Avenue
Edison, New Jersey 08817

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