

R/C RACING

\$1.50 SEP 1984 - ISSUE 39 - VOL.4

NEWS



FLASH!
Bud Bartos/Parma
Stock World Champs!

- **CARBONELL & JOHNSON**
WIN STOCK & MODIFIED
TITLES
- **SO. AFRICA 6 HOUR**
ENDURO
- **ORRCA Update**

and much more...

Race Corner

Congratulations to Art Carbonell and Joel Johnson for their winning efforts at the ROAR 1/12th Electric Nationals. Joel Johnson, who last year won both the Stock and Modified national titles at the Ranch Pit Shop in Pomona, came back this year and was able to capture the Modified title on a Delta/Trinity sponsored electric 1/12th scale. On the other hand, the current World Champion in the Modified Class, Art Carbonell, put it all together to capture the Stock National Championship. The event, hosted by the New Jersey R/C Racing Club, was quite a success although it did not draw as many entries as last year's Nationals, but nevertheless, all those who attended thought it was an excellent race (coverage in this issue).

Speaking of 1/12th scale, most of this nation's top electric racers are now on their way to Europe to do battle against the rest of the world for the World title which will be contested in Herning, Denmark starting on August 12. That's when the Stock title is up for grabs, and it finishes on Saturday, August 18th when the Modified title is decided. A large contingent of American racers will join about 90 other racers from all over the world to make the 120 entry World Championship field.

FLASH! FLASH! FLASH! We just put in a call to Herning, Denmark and while we could not reach the officials, we got through to Jim Busby, Jr., who just reported that Parma's Buddy Bartos has captured the Stock Class World Championship title! Using Parma's Euro-Panther car, which has won the European Championship and just recently the Region 3 Championship, Bartos bested the field of 120 world-class racers to become the new World Champion and to bring Parma a long-deserved prominent title. We congratulate both Buddy Bartos for putting it all together and of course Parma for their efforts.

More on the Worlds. At press time we could not get more information but Jim Busby was also able to let us know that Great Britain's Nigel Hale and Mickey Booth have finished second and third respectively, while Ralph Burch, Jr., took fourth. No other details are available at this time, but we will have complete coverage of the Electric World Championships in our next issue. Oh, yes, Kent Clausen was the Top Qualifier in the Stock class but apparently had some problems because he finished way back in the A Main. The battle for the Modified title is just beginning as we go to press so we won't have any news about the results until our next issue.

This is the issue before the ORRCA

Off Road Nationals so complete coverage of that event will be in our next issue as well. One thing we can tell you is that according to Gil Losi, the event has already 150 entries signed up (reported on August 5th), which means that by race day the entry could be much bigger than that, making the ORRCA Nationals the biggest, entry-wise, of any R/C national event. The ORRCA Nationals are being held at the Ranch Pit Shop - Del Mar (formerly Del Mar Racing Center) and is being hosted by the Losi family. For those of you who would like to attend the event, the action begins on Friday, August 17 with practices and runs through that Saturday and Sunday. Sunday is the day for all the mains and the crowning of the 1984 National off road champions in Stock, Modified and Open classes.

Speaking of ORRCA, a recent meeting of its Board of Directors brought about several considerations for some radical changes in next year's racing rules and format. Nothing has been decided and additional input from manufacturers and ORRCA racers themselves is sought by the Board members before a final decision is made. ORRCA is trying to simplify and equalize the various racing classes. According to one official, "The rules are becoming more difficult to enforce because most people try to stretch them as much as they can. I don't blame them but it certainly makes it difficult to do a fair job." In any case, racing rules and racing format may change with the 1985 racing season. The Board has assured everyone that whatever changes are made, ORRCA members will have a chance to review them and give their input. Those of you attending the ORRCA Nationals can discuss this with most of the Board members who will also be in attendance there.

We got a call from Delta Mfg. with two pieces of information they wanted to share with all of our readers. Their electronic speed control made the A Main at the ROAR Nationals, the only one of the electronic systems to do so, and of course Art Carbonell won the Stock class with it. The EFC 124 is the latest in electronic speed controls from Delta and is being distributed in two models. The standard, which is recommended to be used for Off Road, will retail for around \$150.00 while the Lite-weight, recommended for 1/12th electric use, should retail for about \$200.00. These two models will be available by September 1, 1984 from Delta.

Delta is also announcing that they are now distributors of the Yokomo 4WD off road car and not only will their team be

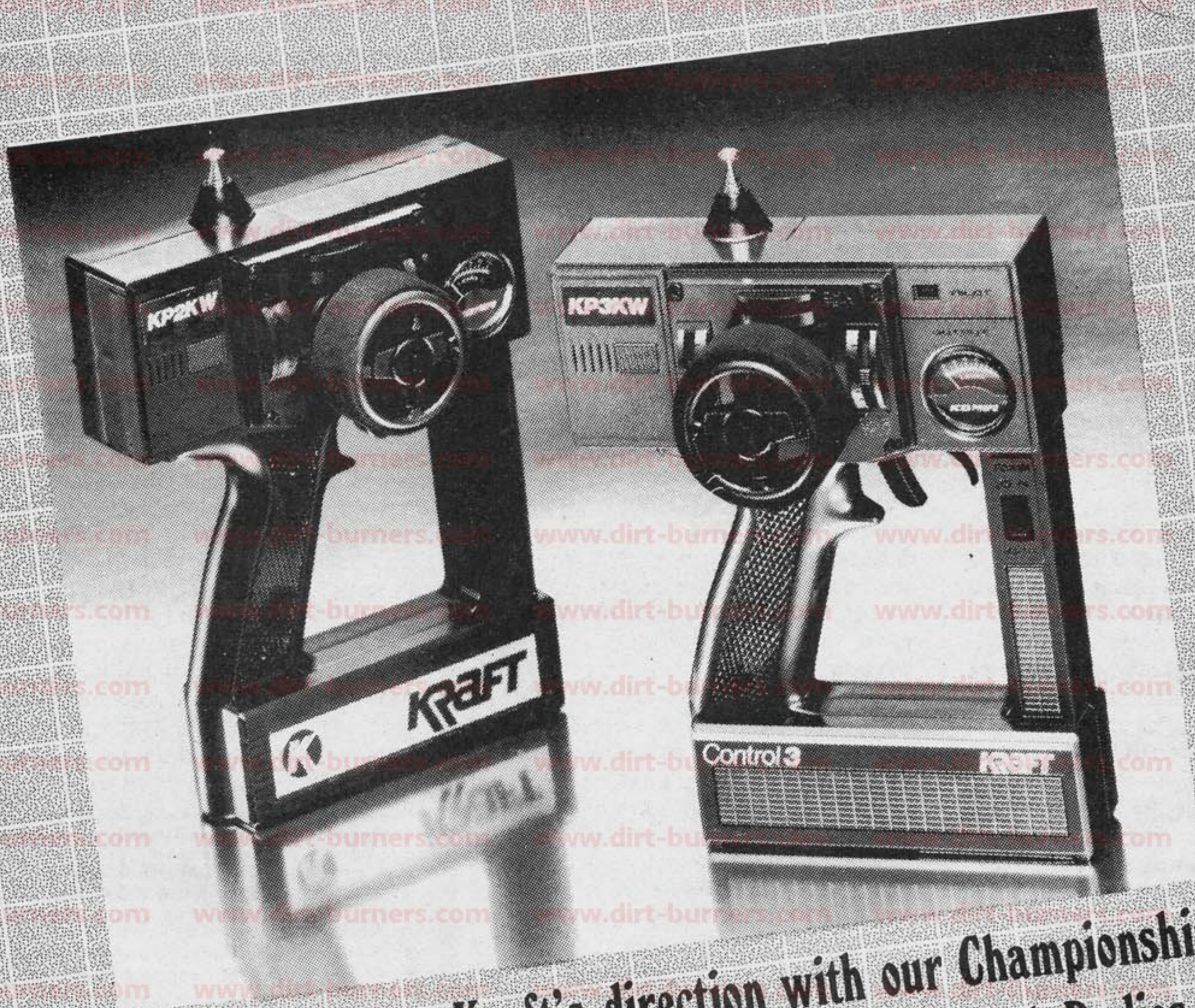
racing the car but Delta will be coming out with a line of high performance and replacement parts for the car as well. The Yokomo is the latest entry in the U.S.A. of the 4WD off road cars. The Hirobo was the first kit car to enter and while it created quite a stir among the Southern California racing scene, it didn't totally dominate. MIP's 4WD car seems to be the state-of-the-art type of a car but they are not, at this time, being mass produced so there aren't too many of these around. Eustace Moore is working on a conversion kit that could turn your Tamiya into a 4WD car or for that matter any other car. Gil Losi, Sr., went to Japan and made a deal to import the Yokomo 4WD and has had excellent success in the short time that he's been racing it. So it looks like the 4WD furor is just beginning. Nevertheless, they have yet to prove themselves on all types of tracks, so don't throw your Tamiya or Cox car away. It may be that a new class, strictly for 4WD cars, may be initiated once several companies are producing these cars. ORRCA is currently looking into that.

Nominating ballots for ROAR officers are currently being sent out and we hear that Jim Greenmeyer of Team Checkpoint is making a bid for ROAR President. Elections are scheduled for October so if you have a favorite R/C'er whom you would like to see assume either the top office in ROAR or one of the Regional offices that are up for reelection, be sure to send in your nominating ballot right away.

The Radio Controlled Hobbies' "Fourth Annual Western Off Road Championships" in Costa Mesa, CA is shaping up to be the biggest ever. Ron Williams told us that he expects a record crowd to attend this 4th annual off road event. He usually pulls in well over 120 people on a normal monthly off road race, so this major race, one of the original biggies in the sport, should break all records. For more information on the event you can check Radio Controlled Hobbies' ad in this issue or call Ron at (714) 631-1555 right away. The date is set for SEPTEMBER 8 & 9, 1984 and entry fee is \$15.00 for one class and \$25.00 for two classes. ORRCA rules prevail and according to Ron, he's going to limit the entry to 200 total. Oh, yes! The current track design is out-a-sight!

Talking about "biggies" in the event category, mark your calendar for May 10-12, 1985 which is the date for next year's SCORE SHOW and the fourth annual R/C RACING NEWS/SCORE SHOW 1/10th Off Road World Championships. The "Worlds," traditionally held during the month of April and around the Easter Holidays, has been

(contd. page 7)



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On the Line

1/8 WORLD CHAMPIONSHIP 1985

So many people keep telephoning to ask for details, I am enclosing a copy of my latest letter to Japan.

I hope very much that all the final decisions will be (made) by August 5th, and I will immediately send out the details.

TO ALL COMMITTEE MEMBERS OF F.E.M.C.A.

Re: World Championship 1985

The EFRA representatives have just told me that the final decision on when, where, etc., of next year's race will be decided on the same weekend as EFRA is holding its Euro-Championship in Switzerland.

I understand it is your intention to telex the hotel in Brugg with final decisions.

May I remind your good selves of the following points that must be taken into consideration, and MUST be decided on that weekend.

A. Actual dates from registration through to main final.

B. Circuit details, i.e.; location? circuit - permanent? facilities? hotels?

C. EFRA feels very strongly that the Race Director must be someone with the experience of running a truly international event of this importance, and that whoever is proposed must be approved by IFMAR. They are also ready to provide such a person.

D. That the lap counting must be completely automatic and be duplicated. All the important races in Europe this year have been automatically timed using the Dutch computer system, and it has proved faultless. EFRA proposes very strongly that FEMCA use the available services of the Dutch inventors of this system, together with their equipment and experience.

E. When choosing the site, note should be taken of its suitability regarding security, spectators, facilities, pit area, etc., etc. They should be at least equal to those available at the last World Championship.

F. EFRA offers any help that may be required in any way.

Already this long delay and uncertainty has meant that the EFRA calendar for 1985 cannot be completed (the 1/8 E.C. is normally in August). The weekend of August 4-5 must be your decision time. I will be attending the EFRA E.G.M. in Switzerland as IFMAR President and all details MUST be finalized

then.

Kindest regards,
Ted Longshaw
President, IFMAR

P.S. Dear Lou,

Congrats on your new format and on your up to the minute coverage of what's going on. Have not noticed any automatic lap and timing systems featured. Do you have them? Thanks for your coverage of IFMAR/EFRA affairs.

Thank you for the kind words Ted and yes, we are planning to do a report on the new automatic system shortly. We've been discussing it with Bob Rule of Bolink, who is importing the system and I think we've scheduled such report for the next issue. We're quite excited to finally see a fully-automatic system that works. As you know we've been the proponents of such a system for quite a while - it was long overdue. Hope to see you in the Far East for the Worlds, when we know where, when, etc...

1985 SIERRA CLASSIC III

On June 22-23, 1985 the Silent Power Contest Club will be hosting the 1985 Sierra Classic III race in Reno, NV. It is being sponsored by the Airport Plaza Hotel and the Silent Power Contest Club.

We are writing this letter now to ask for commitments on sponsoring our main events. We will be giving 1st thru 5th place trophies per main at a cost of \$100. We will also be giving out three Concours trophies for running and three for static display at the same cost. American Trophies of Antioch will be making the trophies again and have promised that they will be bigger and better than 1983's. Plaques will be placed on all trophies for the sponsors by the club and a drawing will determine sponsor's main.

All sponsors will be announced throughout both race days to acknowledge their help and support.

Please let Neal McCurdy or I know as soon as possible, as response is already enormous. Thank you for any help you can provide.

Sincerely,
Della Wilson
8536 Kern Canyon Road #169
Bakersfield, CA 93306

Thank you for this information and hope you get sponsors quickly. Anything we can help you with just let us know. I hope the publishing of this letter will attract some sponsors.

THEY WERE VERY HELPFUL - THANKS

Well we had our first off road race after the Nationals. We had 23 entries, not too bad seeing every one is still tired out.

I would like to thank you and everyone who came to the Nationals. All I hear is how this guy from California showed me how to do this to my car or how the people from California set this guy's car up, or dampened the shocks on that guy's. I know they would like to thank all of you. Hope to race with you again soon, either here (*New Jersey*) or down by you (*Southern California*).

Thank you again,
Al Caldiero
New Jersey

We heard it was an excellent race and all of you were very cordial to the out-of-towners. Hope to see some of you in Southern California soon. ED

GOOD BUT NOT GOOD ENOUGH

I enjoy your R/C RACING NEWS. Your Race Corner. On The Line and the Pit Shop are very interesting. Your feature stories on the races you cover across the states are informative. You cover who the drivers are and what times they are turn (*sic*), plus their points standings. But you don't cover their cars enough. What type of car? If they are using nylon arms and gear case? How he has his front end set up?

In your July issue you had the cars of ORRCA which was nice to get a look at the cars. I guess what I'm trying to get at is how I can make my car perform better. By the way, I have a Super Champ.

If you could write more articles like this, I for one of your new readers, would be very happy. (I know of your Technical Tips but it seems like you cover the street racers mostly.)

We are trying to get a club started here in Reno, NV. It is starting off very slowly but that is (to be) expected. We have about 20 drivers in the club right now. I have talked to some of the hobby shops

here in town and what I hear from them is that there are from 100 to 200 other people who have cars. We have put out flyers telling about the club.

We do get a few car owners coming out from time to time, but when it comes time for a race, we are lucky to have six drivers show up.

We have started putting the races on what your skill level is. That way someone who just got a car has the same chance to win a race as someone who has been driving for a few years.

If you have any ideas on how we can get more people to join the club, we would be appreciative. We have three races left in the series we (have) set up. They are: August 12th, August 26th, and September 2nd.

Registration is from 11:00 to 12:00. Qualifying is immediately after. The track is located on 6th and Elko. For information contact:

Richard Albright
7500 Gladstone Dr.
Reno, NV 89506
(702)677-0164

We are talking to the park system here to see if we can get some land to build a regulation size track on.

Reno Off Road Racer

You are right, we should do more in-depth features on the type of cars being used. Fortunately, we are planning a special feature after the ORRCA Nats in August that will address those items. How can we help get more racers to your races? First, publishing this letter should get the word out. But just as important, you can use us to attract others to race. Tell them that your races will be covered in R/C RACING NEWS and that there's a good chance that they will see their names and maybe their cars (or themselves) on our pages. Next, you line up someone in the club to send us the story, photos and results of your events and I'll guarantee you that we'll publish it. That's how it all starts and believe me, your entries will really grow as it has for many other clubs who did likewise before you. ED

DITTO ON THE ABOVE

Thanks for a great magazine and please - more articles like "The Cars of ORRCA" (July '84). Maybe some on 1/12th scale road cars, too!

Thanks again,
Ira Dahm
Cupertino, CA

Check out my reply above. ED

RACE CORNER...

(contd from page 2)

moved to May to avoid conflicting with other major off road events. Once again R/C RACING NEWS will be hosting the World Championships in off road, so keep posted to this paper for further details.

R/C RACING NEWS is also planning a first-of-its-kind event for R/C'ers next summer. The R/C RACING NEWS "R/C Speed Week," featuring racing in 1/10th Off Road, 1/12th Electric, 1/8th Gas, and Helicopter competition all in one solid week - "R/C Speed Week." In addition to all these events culminating in the finals in all areas of R/C racing, there will be large tents for R/C display booths where the general public can get an up-close view of the latest in R/C equipment. Lou Peralta, our Publisher, and promoter of the Off Road World Championships, has had this idea in mind for several years. "Just like they have Daytona Speed Week, I think an R/C Speed Week would be fantastic", says Lou. "Imagine, 1/12th, 1/10th and 1/8th scale car races all day long at various scheduled times, running through qualifiers, then in between, helicopter competition. All this activity open to the general public. I think we'll attract thousands of people to see what our sport is all about," Mr. Peralta added. In any event, there are several sites that can be used for this event and current negotiations are underway to nail down the "Speed Week" site. The site will be in Southern California. As soon as we have more details, you can bet we'll let you know. This could be the biggest event in R/C racing and I'm sure many of you around the country won't want to miss being part of it.

The Richmond R/C Car Club will be hosting this year's Region 1 ROAR Championships which are scheduled for September 15-16, 1984. Club members have been meeting to delineate the various assignments needed to put on this type of an event and, knowing the club as we do, I'm sure they'll do an excellent job.

The Rio Grande Racers sent us their remaining schedule of gas racing (1/8th) which includes the September 1-2, 1984 "4th Annual El Paso Can Am," then the series continues with races on:

SEP 16 - Oval GT/NASCAR
SEP 30 - Oval GT/NASCAR
OCT 14 - Road GT/NASCAR

And OCT 28, NOV 11, NOV 18, and DEC 2, also has road racing GT/NASCAR. All their racing is done at the Vista Hills Center, Lee Travino & Trawood Street, eastern El Paso and for more information you can contact Bill Everett at (915) 598-9017 or Jim Cook at (915) 598-4786.

It's really amazing to us how few people take advantage of R/C RACING NEWS. As most of you know, we're

always encouraging clubs and promoters to send us their race reports, results and photos so that we can publish them. Most of those clubs who have done so in the past realize the importance of national coverage to increase their entry revenue. It still amazes us that many clubs and promoters out there don't believe that if they take the time to sit and write a story or race report/notes, send us the complete results and hopefully some photographs of their event, R/C RACING NEWS will publish it.

More on the subject. I can't begin to count the number of times that a club member or president has promised to send us coverage of their event and then when called upon to find out what happened, their comment was "I didn't think you would print it". It's amazing, but we must continue to encourage those of you who would like to use R/C RACING NEWS as your tool. Let us hear from you.

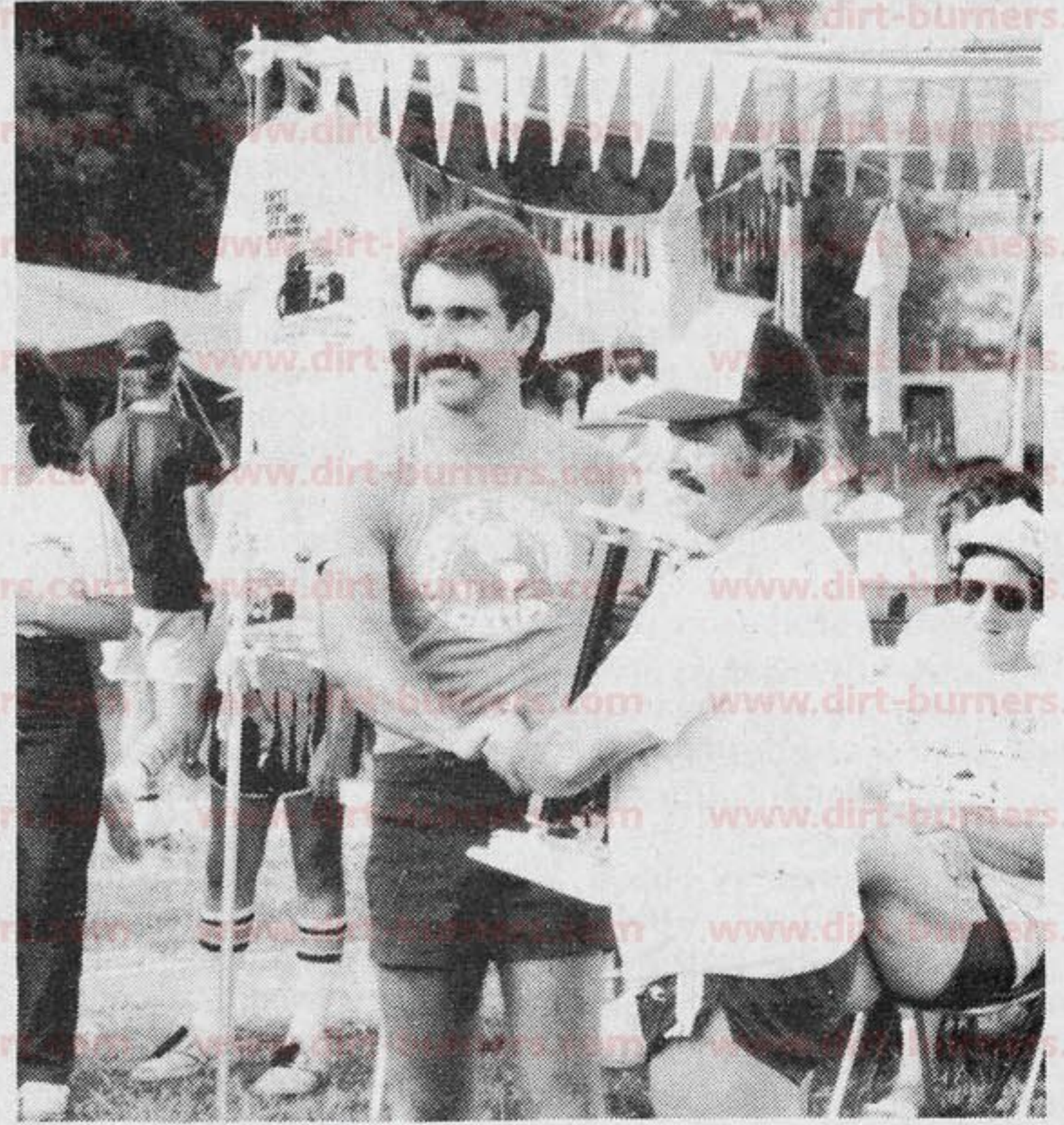
All reports indicate that the biggest year for off road R/C sales is yet to come. In speaking with a number of major manufacturers, distributors and importers of off road kits, products and accessories, sales in off road related equipment is at an all time high and getting bigger. The craze that some thought would last only a few years some 4 years ago when we all began this, is no longer a craze but a solid hobby/sport in the U.S. Also the resurgence of 1/12th and 1/8th scale racing as is power boating is quite encouraging.

Next issue of R/C RACING NEWS should be loaded with the up-to-the-minute coverage of the World Championships in 1/12th Electric in Herning, Denmark, as well as the ORRCA Nationals in Del Mar and other major events across the country.

Look in our next issue for a new section called "MOTOR TECH" Q & A which will be written by Checkpoint motor builder Jim Greenemeyer. Some of the things Jim will be covering and discussing will be stock and modified motor break-in, the effect of gearing on performance, and how to make your motor last longer and run better. And by the way, those of you attending the ORRCA Nationals in Del Mar, you might want to look Jim up as he'll be around all three days helping answer any questions about motors and giving assistance to anyone who needs it.

Ron Williams just called to let us know he's picked up quite a few sponsors for the Western Off Road Championships in September (see his ad). They are: Associated, Astro-Flite, Cox, CRP, Futaba, J.G. Mfg., MIP, MRP, Parma, Race Prep, Speed & Sport, Thorp Mfg., and Twinn-K - and he expects more! Be there or be square!

THE 1984 ROAR NATIONALS



Carbonell Roars to the Stock National Championship - Johnson Repeats Modified National Win!

R/C RACING NEWS - Page 8 - September 1984

Report & Photos by
Neal McCurdy

Olympic Sports Complex
Williamstown, N.J.
July 9-14, 1984

Just as the dust had cleared from the previous week's ROAR Off Road Nationals and most of those racers were on their way back home, save a few, a new crop of R/C racers made their way into town for this year's ROAR Electric Nationals. Among them, defending 1983 National Champion in both Modified and Stock, Joel Johnson.

Joel was able to defend one of his titles - Modified - while Art Carbonell, the reigning 1/12th World Champion in the Modified Class, swept away the Stock National title.

Unlike off road and gas R/C racing where there's a wider range of variables that a racer can contend with, 1/12th Electric road racing requires precise driving skills, precise equipment preparation and a track that doesn't change too much in the process. Racing in the midwest in

the summertime often leads to ever changing track conditions as rains can come and go as fast as you can say "turn me on" or "plug me in", and with it, any traction that may have been laid in the process.

This week was no exception. Monday, July 9th was scheduled as Open Practice day. Most racers had arrived on Sunday and some arrived on Monday and quickly made their way to the large track to get as many rounds of practice in as possi-



The hard charging Joel Johnson (top-left) Modified National Champion. Art Carbonell (top-right) adds another laurel to his list of titles. The A Main line-up (above). Photos Neal McCurdy.



This must be the place! The ROAR Nats.

ble. Most of the damage to the car is done during this first day, but who cares, there are still a few days before the first of the qualifiers get underway.

Most of the top racers were getting 27-30 laps in the 8 minutes required. A nice touch to the facility was the availability of parts and accessories supplied by both Atlantic Hobbies and Hobby Hut at trackside. Also, a small machine center was set up by Atlantic Hobbies for the racers who required anything from drilling and truing tires to other machine work.

Controlled practice was scheduled for Tuesday. Of course, right away the weatherman prognosticated the possibility of rain which is just about a sure bet. If you have a farm that you want to bet, this would be a safe bet to lay it on. By 11:00 a.m. a light rain hit the track and



Best Paint winner in Stock, went to Gary McAllister.



Jim Greenemeyer of Checkpoint giving some helpful hints to Tara Belair. It must have worked, she won the C Main.

controlled practice was stopped. Instead, they opted for open practice allowing those nuts who wanted to weather the rain to go out on the track and beat up their cars. This didn't last too long though as by about 1:15 p.m. the torrential rains hit and practice was called. The Stock

motors that were earlier handed out had to be returned until the next day. There were some who remained at the track - die-hards I call them - who waited for the rain to ease. By about 4:30 p.m. the track was once again semi-dry and some were able to run until dark.

Wednesday, July 11, Concours was held and "Best Paint" trophy went to Kim Rule, with Bob Kuss and Bud Bartos rounding out the top three. In the "Scale" Concours event, John Walker took the first place trophy with Gary McAllister and Jim Damirell finishing in that order.

The track was dried by about 11:00 a.m. when controlled practice began. At 1:00 p.m. the first of the qualifying heats got underway. The temperature hovered around the low 90's, it was humid and there was still the threat of rain - there's always a threat of rain out here!

After the first round of qualifiers, Bill Jeric emerged as the TQ, with Mike Hickman and Art Carbonell in the second and third spots. As the last qualifier of the day concluded at about 7:15 p.m., the skies darkened, the sound of thunder grew closer and we all knew we were in

for it - another downpour and with it, all the traction that may have been laid during the qualifying rounds.

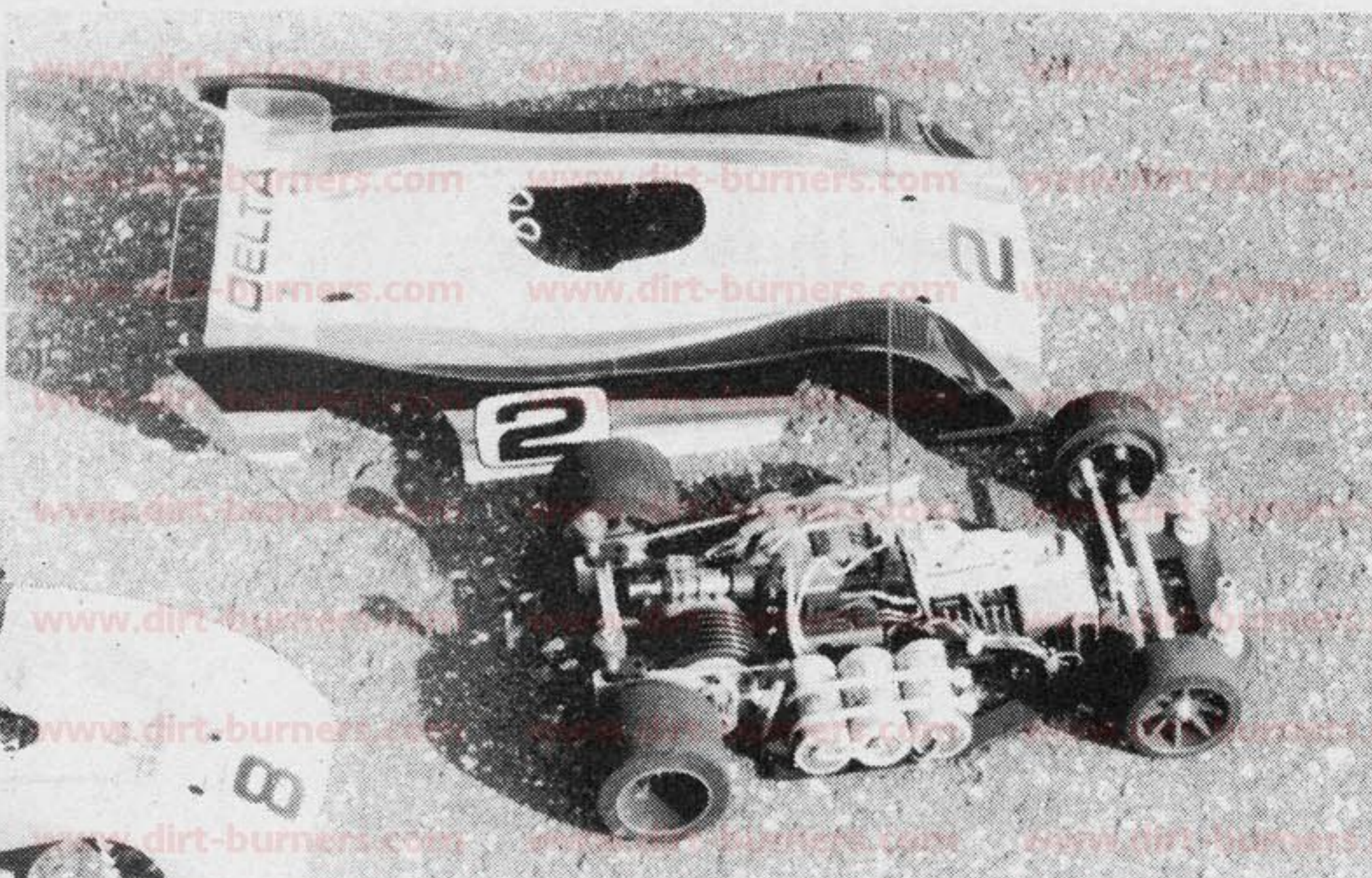
No sooner had most of us gotten back to the hotel than the rains came down, and down and down. Anyone who may have stayed at the track for that one last run was sure to have been washed away.

Thursday, July 12, was the second day of qualifiers with 2 more on the schedule and then the running of the mains. The track and the surrounding area told of the terrible rain during the night. Many of the tarps and tents that were left trackside were down on the ground and some had poles bent beyond repair. Needless to say, any traction on the track was likewise washed away.

The next two rounds would basically be it. And no one wanted the last round to be responsible for posting their fastest time - you never know when the rains would come again. Art Carbonell quickly set out to post the fastest time in his 4th qualifier with a 30 lap effort in 8:018 (30/8:018). Terry Rott posted the second fastest with a 30/8:41 - he too did it in his 4th round of qualifying. Others to make the top ten and the A Main after the five

rounds of qualifying in Stock were: Todd Strain, Mike Hickman, Joel Johnson, Bill Jeric, Don Pyle, Jr., Jon Laster, Kevin Orton, and Rick Wynne. Bob Light missed the cut by 4 seconds and wound up in the B Main.

The A Main saw a classic battle of champions. Joel Johnson, defending National Champion, took the early lead and looked awfully good until a terminally sick motor started to do him in. Don Pyle



Top photo: Art Carbonell's winning Delta Stock car. Above: Rick Wynne's 8th in the A Stock.

caught up with a poor running Johnson and passed him, but Johnson, relying more on skill than on sheer power, got the lead back from Pyle. That is until brain fade gave way and he hit a dot, careening his car end-over-end and landing upside down. Before a turnmarshall could get to his car, both Todd Strain and Art Carbonell had gone by with Rott trailing. Johnson was now in 4th. Art stayed behind Todd until the same brain fade affected Strain and he too found another of the dreadful dots. In mid-air he saw Carbonell go by for the lead which would not be relinquished. Todd was able to get back in the hunt and when the 8 minutes were up, Carbonell had logged 30/8:043, six seconds ahead of second place Todd Strain. Third went to Terry Rott who was only 1 second behind Todd. Fourth through tenth went to: Kevin Orton, Don Pyle, Jr., Joel Johnson, Mike Hickman, Rick Wynne, Bill Jeric and Jon Laster, in that order.

Other main winners were: Bud Bartos (B Main) who narrowly edged out Bob Light; John Cason (C Main) holding a 1 second margin over Jim Damerill; Tom Juhkle (D Main); Chuck Wood (E Main); Larry Parks (F Main); and Joe Piro (G Main).

Friday the 13th is considered by many an unlucky day but don't try to convince Joel Johnson of that as he set out on a blistering pace to post the fastest time of the first round of qualifiers and in the process, the track record. After what seemed an excruciatingly long time before things got underway on Friday, the first of the five qualifying heats got underway with Joel Johnson setting the pace. His 32 laps in 8:159 looked invincible. He then came back and once again got into the 32's in his second qualifier - the only racer to do so.

Local racers were hinting of rain again and it looked like it would be tough to even get close to Joel's times. Fortunately the rain never materialized and the first three rounds of qualifying left Joel

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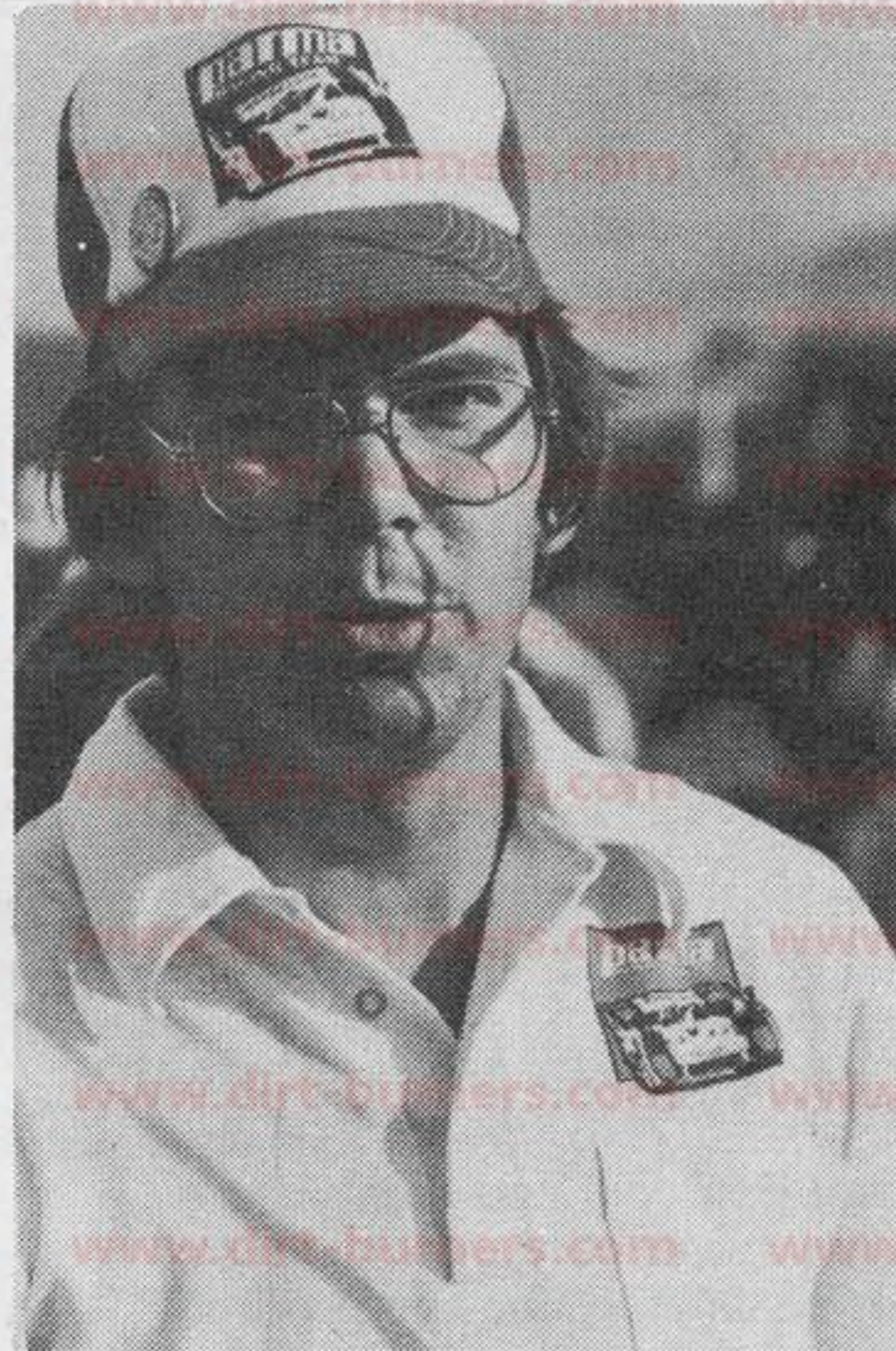
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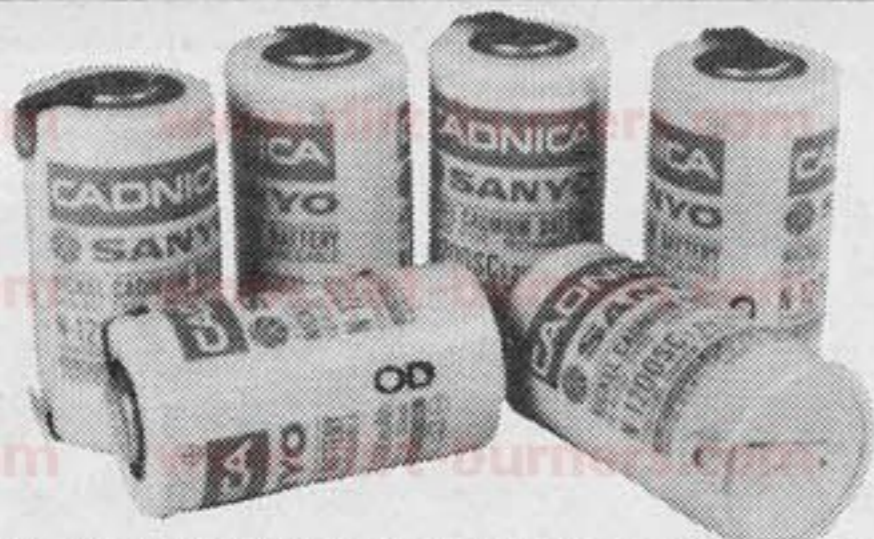
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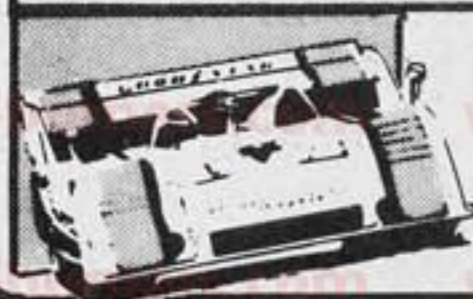
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The timing area was well manned.

Johnson (Delta/Trinity) in the TQ spot.

Saturday, July 14, had two more rounds of qualifying left before the mains were sorted out. As he had done in the Stock Nationals, Art Carbonell came back strong and, in his first attempt of the day (4th qualifying round), he set a blistering pace shattering Johnson's fastest time and posting 32/8:071 to grab the TQ spot. The closest that Joel could get was a 32/8:081 which was good enough for second best qualifier. Third spot went to Kevin Orton. All three, by the way, were driving Delta cars except that Johnson had a Trinity motor. Fourth through tenth best qualifiers and A Main drivers were: Bob Light, Mike Hickman, Bud Bartos, Terry Rott, Bill Davis, Bill Jeric, and Todd Strain, in that order.

The Modified A Main was not your typical rock'em sock'em type of a main. Joel Johnson grabbed the early lead and was never headed. Art Carbonell had several occasions to catch up to Joel but

kept running into traffic and kept falling back. In the end Art's efforts only netted him a 4th place, while Bob Light drove an extremely smart race to garner the second spot. Terry Rott captured the third spot. Art's fourth led Mike Hickman, Bill Davis, Bill Jeric, Bud Bartos, Todd Strain and Kevin Orton, in that order, for 5th through 10th.

John Laster was the B Main winner by over one lap to second place Frank Killam. Tara Belair showed the guys in the C Main the fast way around as she beat second place finisher John Cason by 20 seconds. Other main winners were: George Hamor (D Main); Mike Mitzel (E Main); Larry Parks (F Main); and Nick Piro, Jr. (G Main).

Concours in the Modified class went to Gary McAllister for the "Best Paint", with Frank Killam and Bud Bartos in second and third respectively.

In "Scale" Concours John Walker once again took top honors with Nick

Piro, Sr., and Paul Marziani in second and third.

The South Jersey R/C Racing Association did an excellent job of hosting this year's ROAR Electric Nationals. At times the schedule and the wait got a little long but overall, they did a fine job. The number of entries was down this year from last year's Nationals at the Ranch Pit Shop. A total of 69 Modified and 65 Stock entries showed up to Williamstown, N.J. compared to a record 129 set last year in both the Modified and Stock classes. Most of those entries of course were from California, which has a large number of local 1/12th racers. But the racers that attended this year's Nationals are no less dedicated, tenacious com-



Hobby Hut and Atlantic Hobbies brought a few extra parts trackside in the event anyone ran into problems.

petitors and just great people. Needless to say, some of those who did not fare so well will always have something to gripe about, but the majority of racers were really enthusiastic about the club's per-

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1984 ROAR 1/12TH NATIONALS RESULTS....

formance. Thanks again to the South Jersey R/C Racing Association. Hope to see many of the racers who attended this year at next year's ROAR Electric Nationals. (contd page 16)

STOCK CLASS:							
A-MAIN:				7-HERB WADE 25 " 8.082 "			
1-ART CARBONELL	30	LAPS	8.043	8-BOB KUSS	24	"	8.018 "
2-TOD STRAIN	30	"	8.095 "	9-NICK PIRO JR.	23	"	8.047 "
3-TERRY ROTT	30	"	8.105 "	10-BOB VANELLI JR.	1	"	.211 " DNF
4-KEVIN ORTON	29	"	8.080 "	E-MAIN:			
5-DON PYLE JR.	29	"	8.081 "	1-CHUCK WOOD	26	LAPS	8.011 MIN.
6-JOEL JOHNSON	29	"	8.084 "	2-RAY BOJARSKI	26	"	8.101 "
7-MIKE HICKMAN	29	"	8.100 "	3-RUSS WILLIAMS	26	"	8.102 "
8-RICK WYNNE	29	"	8.146 "	4-PHIL PYLE	26	"	8.141 "
9-BILL JERIC	28	"	8.083 "	5-STEVE RULE	26	"	8.156 "
10-JON LASTER	28	"	8.107 "	6-NICK PIRO SR.	26	"	8.178 "
B-MAIN:				7-DON SMITH 26 " 8.186 "			
1-BUD BARTOS	29	LAPS	8.008 MIN.	8-KEN SABO	22	"	7.258 " DNF
2-BOB LIGHT	29	"	8.041 "	9-JIM MILLS	20	"	8.066 "
3-GREG FOX	29	"	8.088 "	10-KEN CAMPBELL	19	"	6.318 " DNF
4-MIKE COMENSKI	29	"	8.135 "	F-MAIN:			
5-BILL DAVIS	28	"	8.006 "	1-LARRY PARKS	25	LAPS	8.013 MIN.
6-PETE FUSCO	28	"	8.077 "	2-KEN HAMILTON	25	"	8.149 "
7-JON ANDERSON	28	"	8.145 "	3-SAM BURKE	25	"	8.178 "
8-TONY P.	28	"	8.175 "	4-KIM RULE	24	"	8.008 "
9-REPETE FUSCO	25	"	8.087 "	5-BOB RULE	24	"	8.044 "
10-PETE PETERSON	4	"	1.364 " DNF	6-KIETH HAMILTON	24	"	8.175 "
C-MAIN:				7-CHRIS DICARA 24 " 8.242 "			
1-JOHN CASON	28	LAPS	8.038 MIN.	8-LARRY BISHOV	21	"	8.137 "
2-JIM DAMERILL	28	"	8.048 "	9-PAUL MARZIANI	13	"	6.129 " DNF
3-JOHN RAYMOND	28	"	8.077 "	10-JULIAN JUNGLE	6	"	5.033 " DNF
4-HOWARD KEMERY	28	"	8.080 "	G-MAIN:			
5-MARK BLACKKETTER	28	"	8.084 "	1-JOE PIRO	24	LAPS	8.093 MIN.
6-GARY McALLISTER	28	"	8.103 "	2-CAM MARZIANI	23	"	8.108 "
7-DON PYLE SR.	27	"	8.031 "	3-CALVIN WADE	23	"	8.279 "
8-GEO. HAMOR	27	"	8.140 "	4-DAVE CONNORS	9	"	4.424 " DNF
9-MIKE PYLE	27	"	8.181 "	5-JOHN WALKER	0	"	DNR
10-TOM ADAMS	4	"	1.136 " DNF	T.Q...ART CARBONELL 30 LAPS 8.043 MIN.			
D-MAIN:				CONCOURS:			
1-TOM JUHLKE	28	LAPS	8.093 MIN.	BEST PAINT- 1ST KIM RULE- 2ND BOB KUSS- 3RD BUD BARTOS.			
2-MIKE ELDRIDGE	27	"	8.038 "	SCALE- 1ST JOHN WALKER- 2ND GARY McALLISTER-			
3-RIP PINKSTON	27	"	8.045 "	3RD JIM DAMERILL.			
4-ANDY MADAJEWSKI	27	"	8.106 "				
5-BOB VANELLI SR.	27	"	8.171 "				
6-TOM RIEDEL	25	"	8.069 "				

R/C RACING NEWS - Page 14 - September 1984

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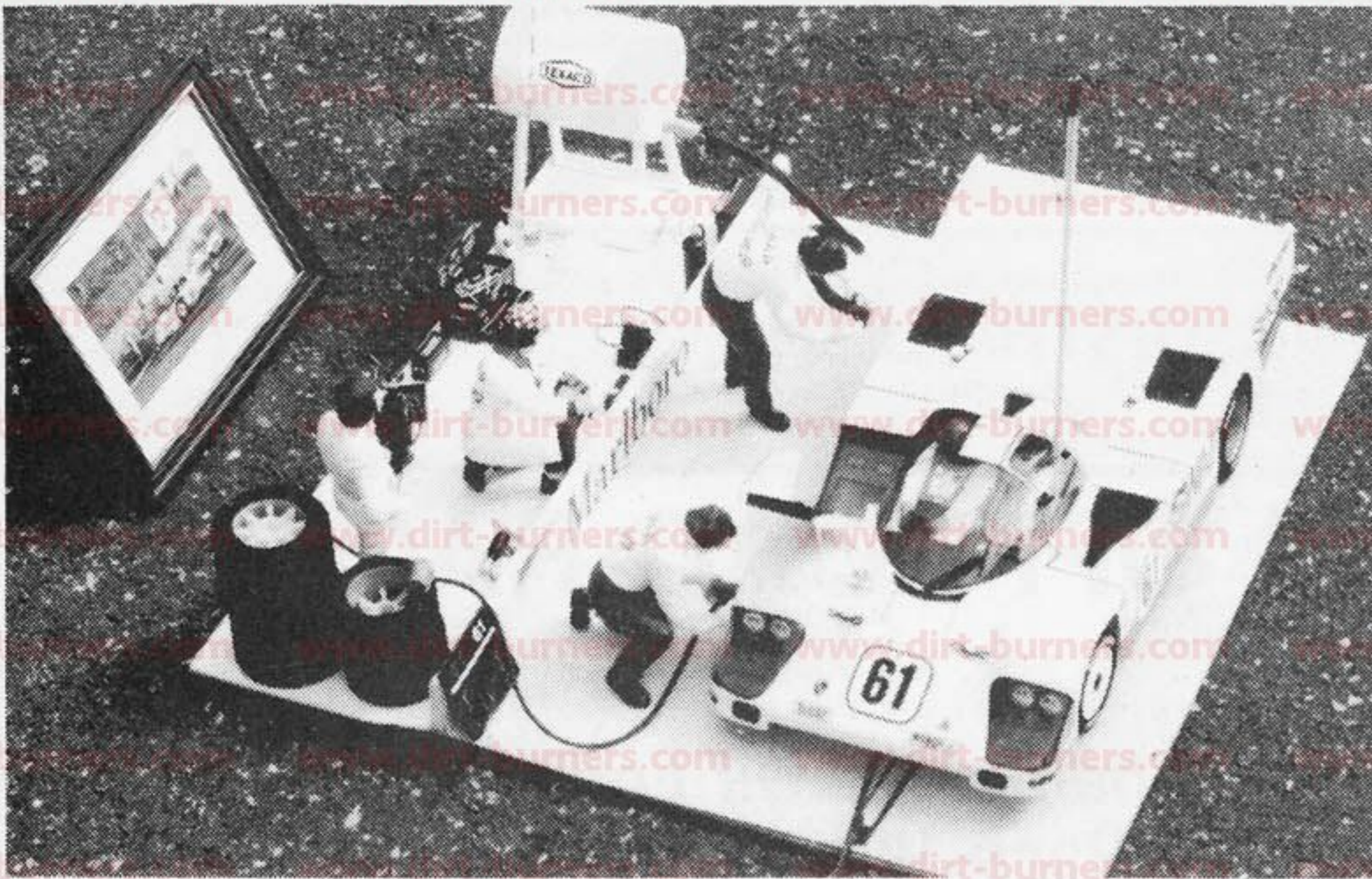
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Stock Concours winner in the "detail" class.

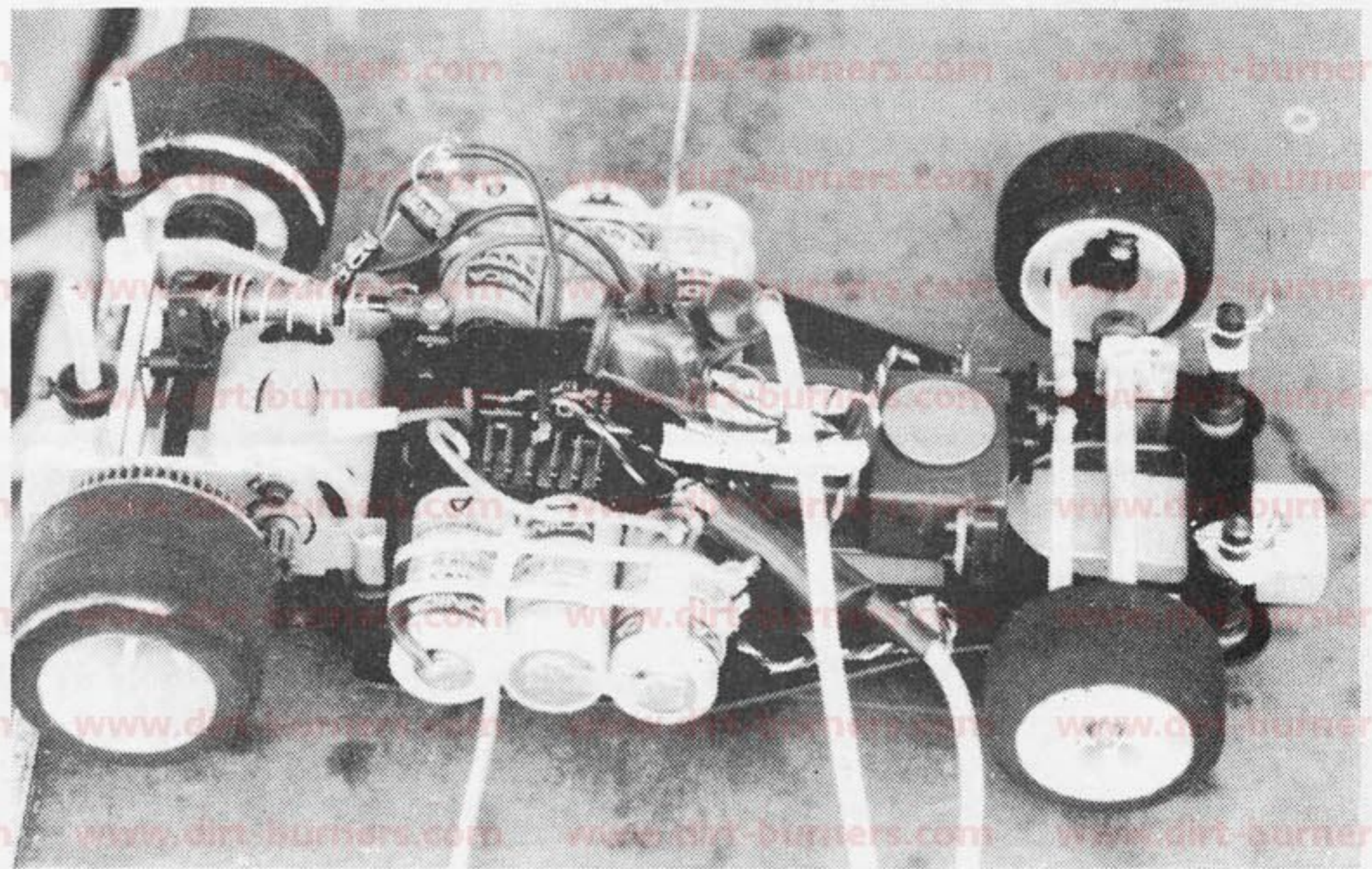


Todd Strain, 2nd in Stock.

R/C RACING NEWS - Page 16 - September 1984



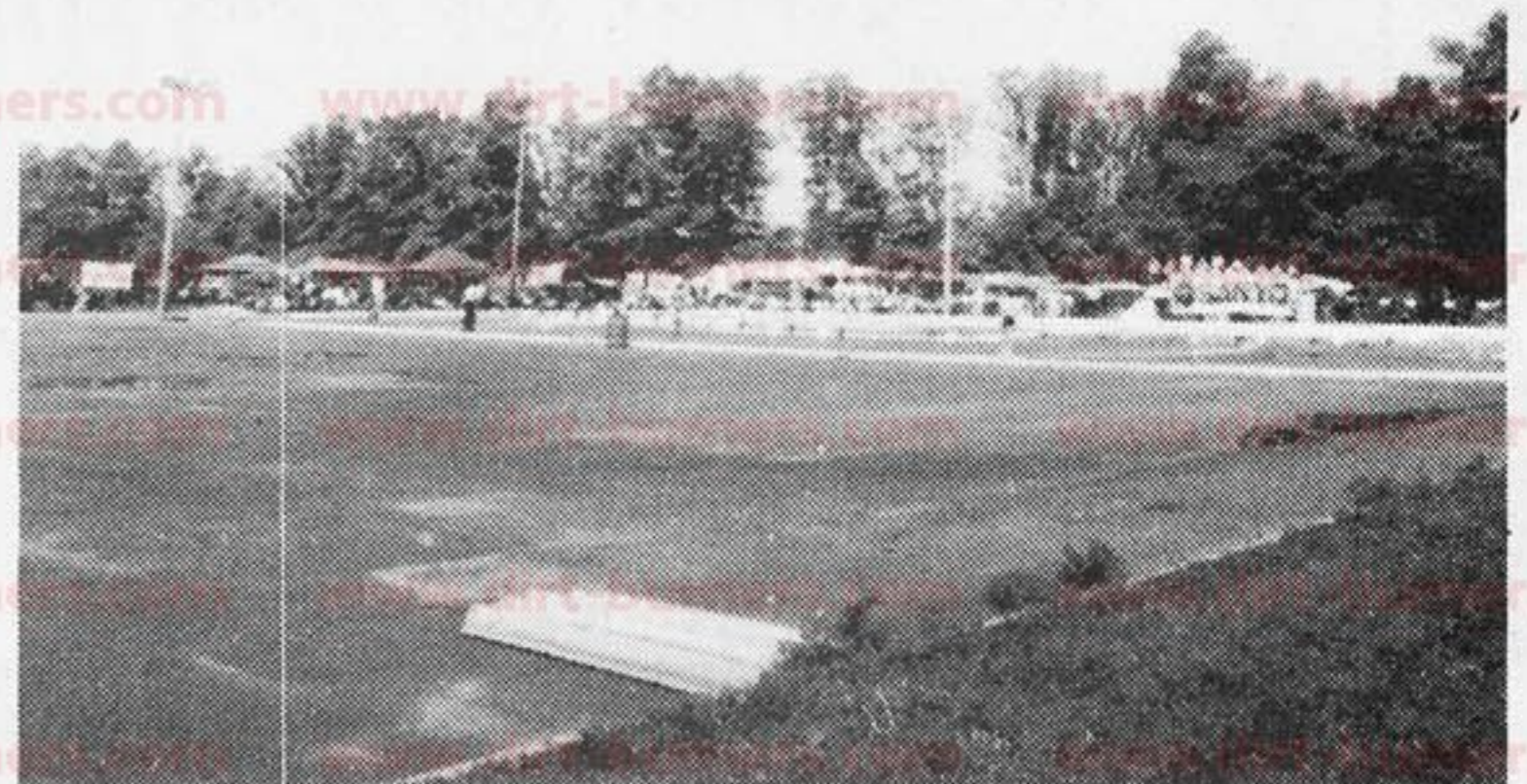
John Laster B Main winner.



Joel Johnson's winning car - the Delta/Trinity special.



Atlantic Hobbies' work bench was FREE to all racers - a nice touch!



The Olympic Sports Complex, site of this year's ROAR Nats.

MODIFIED CLASS:

A-MAIN: 1-JOEL JOHNSON.....32 LAPS.....8.085 MIN.			
2-BOB LIGHT	32 "	8.173 "	
3-TERRY ROTT	31 "	8.032 "	
4-ART CARBONELL	31 "	8.070 "	
5-MIKE HICKMAN	31 "	8.093 "	
6-BILL DAVIS	31 "	8.139 "	
7-BILL JERIC	30 "	8.047 "	
8-BUD BARTOS	30 "	8.081 "	
9-TOD STRAIN	29 "	8.169 "	
10-KEVIN ORTON	28 "	8.053 "	
B-MAIN: 1-JON LASTER.....31 LAPS.....8.046 MIN.			
2-FRANK KILLAM	30 "	8.077 "	
3-RICK WYNNE	30 "	8.078 "	
4-GREG FOX	30 "	8.079 "	
5-REPETE FUSCO	28 "	8.054 "	
6-GARY McALLISTER	28 "	8.134 "	
7-DON PYLE JR.	22 "	5.527 "	DNF
8-RICH HOHWART	13 "	3.266 "	DNF
9-RON SCHUUR	6 "	1.500 "	DNF
10-PETE PETERSON	1 "	.228 "	DNF
C-MAIN: 1-TARA BELAIR.....30 LAPS.....8.037 MIN.			
2-JOHN CASON	30 "	8.234 "	
3-MIKE COMENSKI	29 "	8.083 "	
4-JIM GREENAMAYER	29 "	8.192 "	
5-PETE FUSCO	28 "	8.023 "	
6-JOHN RAYMOND	28 "	8.050 "	
7-MARK BLACKKETTER	28 "	8.159 "	
8-TOM ADAMS	27 "	8.167 "	
9-TOM JUHLKE	13 "	4.161 "	DNF
10-JON ANDERSON	6 "	2.259 "	DNF
D-MAIN: 1-GEO. HAMOR.....29 LAPS.....8.094 MIN.			
2-JOE JONES	29 "	8.174 "	
3-MIKE PYLE	28 "	8.088 "	
4-CHUCK WOOD	28 "	8.311 "	
5-TOM RIEDEL	27 "	8.015 "	
6-SAM BURKE	27 "	8.037 "	
7-JIM DAMERILL	19 "	7.159 "	DNF
8-MIKE ELDRIDGE	15 "	8.022 "	

9-ANDY MADAJEWSKI	8 "	2.248 "	DNF
10-KEN CAMPBELL	0 "		DNR
E-MAIN: 1-MIKE MITZEL.....29 LAPS.....8.195 MIN.			
2-HERB WADE	28 "	8.070 "	
3-PHIL PYLE	28 "	8.085 "	
4-BOB VANELLI JR.	28 "	8.087 "	
5-JOE DICARA	28 "	8.220 "	
6-DON PYLE SR.	27 "	8.030 "	
7-NICK PIRO SR.	26 "	8.045 "	
8-BOB KUSS	26 "	8.079 "	
9-BOB VANELLI SR.	25 "	7.370 "	DNF
10-STEVE RULE	22 "	6.238 "	DNF
F-MAIN: 1-LARRY PARKS.....27 LAPS.....8.065 MIN.			
2-KEITH HAMILTON	27 "	8.094 "	
3-JIM MILLS	26 "	8.033 "	
4-CALVIN WADE	26 "	8.140 "	
5-BOB RULE	26 "	8.152 "	
6-RIP PINKSTON	25 "	8.064 "	
7-KIM RULE	25 "	8.073 "	
8-DON SMITH	25 "	8.093 "	
9-PAUL MARZIANI	25 "	8.205 "	
10-RAY BOJARSKI	24 "	8.150 "	
G-MAIN: 1-NICK PIRO JR.....27 LAPS.....8.173 MIN.			
2-JOE PIRO	26 "	8.092 "	
3-RUSS WILLIAMS	26 "	8.145 "	
4-LARRY BISHOV	26 "	8.201 "	
5-KEN HAMILTON	25 "	8.050 "	
6-CAM MARZIANI	24 "	8.289 "	
7-JOHN WALKER	21 "	8.223 "	
8-DAVID CONNORS	17 "	7.103 "	DNF
9-RON DAISEY	0 "		DNR
T.Q.- JOEL JOHNSON....32 LAPS....8.085 MIN.			
CONCOURS:			
BEST PAINT: 1ST-GARY McALLISTER, 2ND-FRANK KILLAM, 3RD-BUD BARTOS.			
SCALE: 1ST-JOHN WALKER, 2ND- NICK PIRO SR., 3RD-PAUL MARZIANI.			

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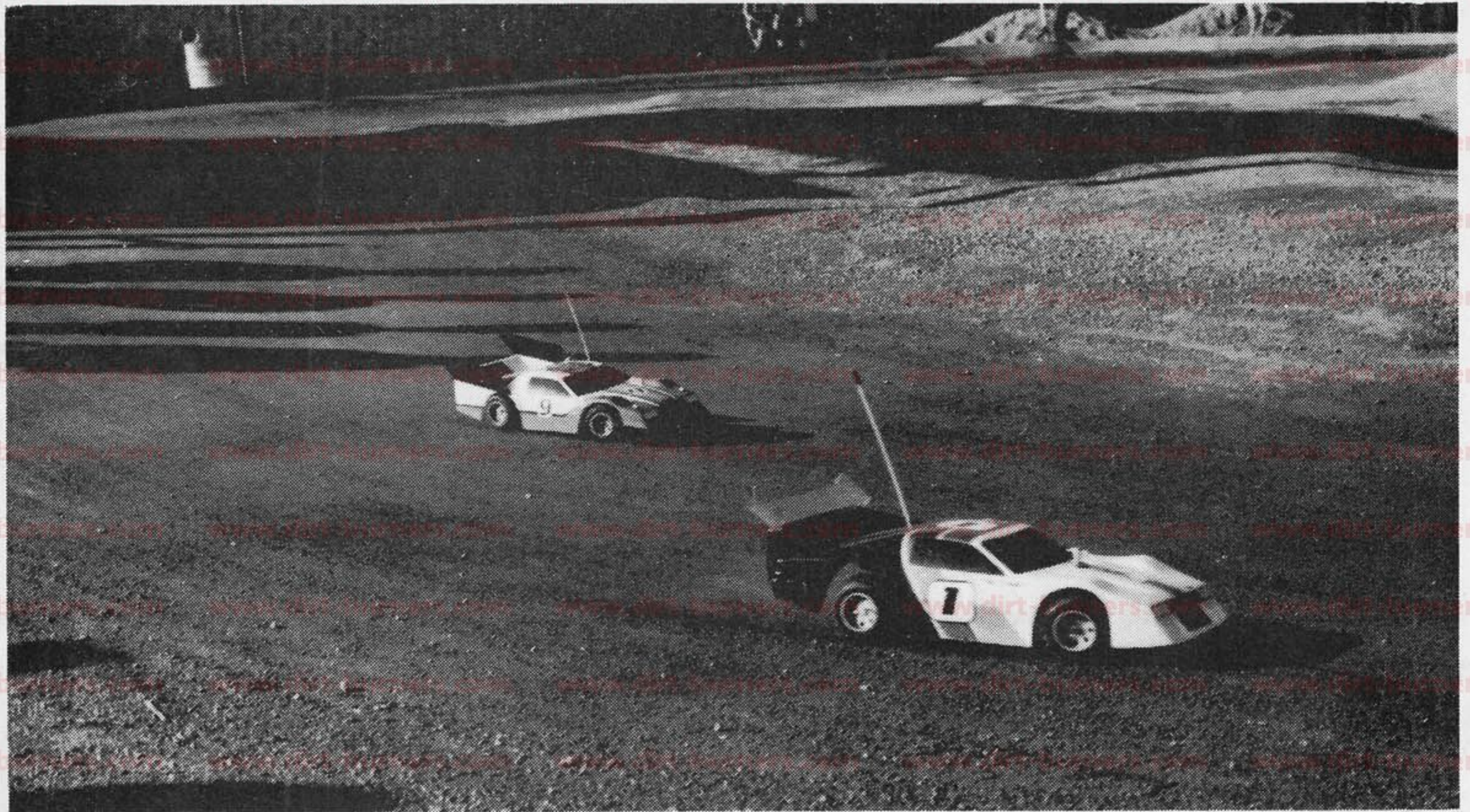
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THE J.G. MFG WEST COAST OVAL WARM-UP



Losi, Sr., Demory & Garner Powerslide Their Way into First in their Respective Classes!

Report & Photos by
Eustace Moore

August 4, 1984
Pomona, CA

Bucking against the on-going Olympic events in Southern California and the extensive television coverage is more than any promoter can tackle with and so the J.G. MFG Western Oval Warmup drew a less than expected number of entries - 65. By national standards this is a very impressive number, but by Southern California standards if you don't get into the high 90's, the event is not considered quite a success.

Well nothing could be further from the truth because regardless of the fact that there are only 65 entries, the event went off quite well and the competition could not have been any fiercer - but most events out here are. Just put five guys together, any five racers, even in a sand lot, on a Tuesday afternoon at 4:30 p.m.



Vince Ito, as he has done so often, took away top honors in the Concours event. There are few who can put so much detail, so much work in his car just to go out and thrash it during the main. Photo Eustace Moore



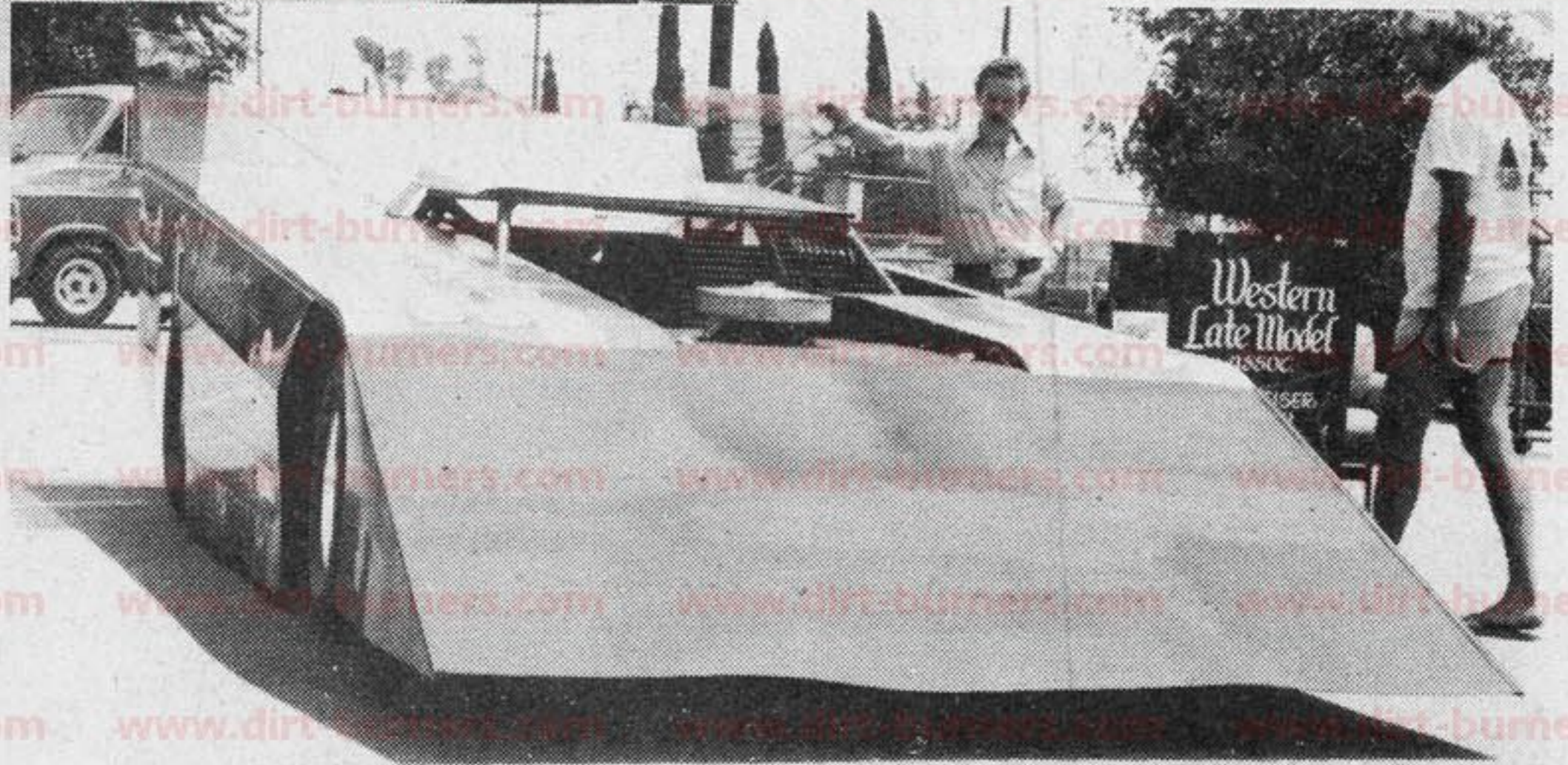
By the time they got all the heats posted and all the entries processed, the first qualifying heat wound up starting at about 1 p.m. The whole affair would continue until 8:00 p.m. It doesn't really matter just how long the event lasts because the Ranch Pit Shop in Pomona has an excellent bank of lights that flood the entire area and racing is just as good at night as it is in the daytime. In the case of this weekend, where temperatures were in the mid and high 90's, it may have been wiser to start this event even later to miss the heat.

and you'll see a heck of a race.

The Oval, a "warm-up" for the highly touted Western Championships which were held earlier this year and will be held next March, 1985, is just that - a way too keep the interest up in Oval racing out here in Southern California where the sport began and where most have concentrated in off road. The rest of the country has taken up the sport and shared off road and oval or "round d' round" as they call it evenly, but out here in Southern California oval events have been very few.

John Gudvangen (J.G. MFG.) has done something about it and will continue to perpetuate this event. The oval event is solely for ASA full bodied 1/10th scale cars in all three ORRCA classes - Stock, Modified and Open. Using ORRCA rules it also borrows from ROAR rules in that 4WD cars can only be raced in the Open class.

The big "guns" this weekend were Dick Garner who captured the Stock Class title, Gary Demory who easily won the Modified Class and Gil Losi, Sr., who won just about everything in sight including the Open Class and was the "TQ" of the day with his new 4WD



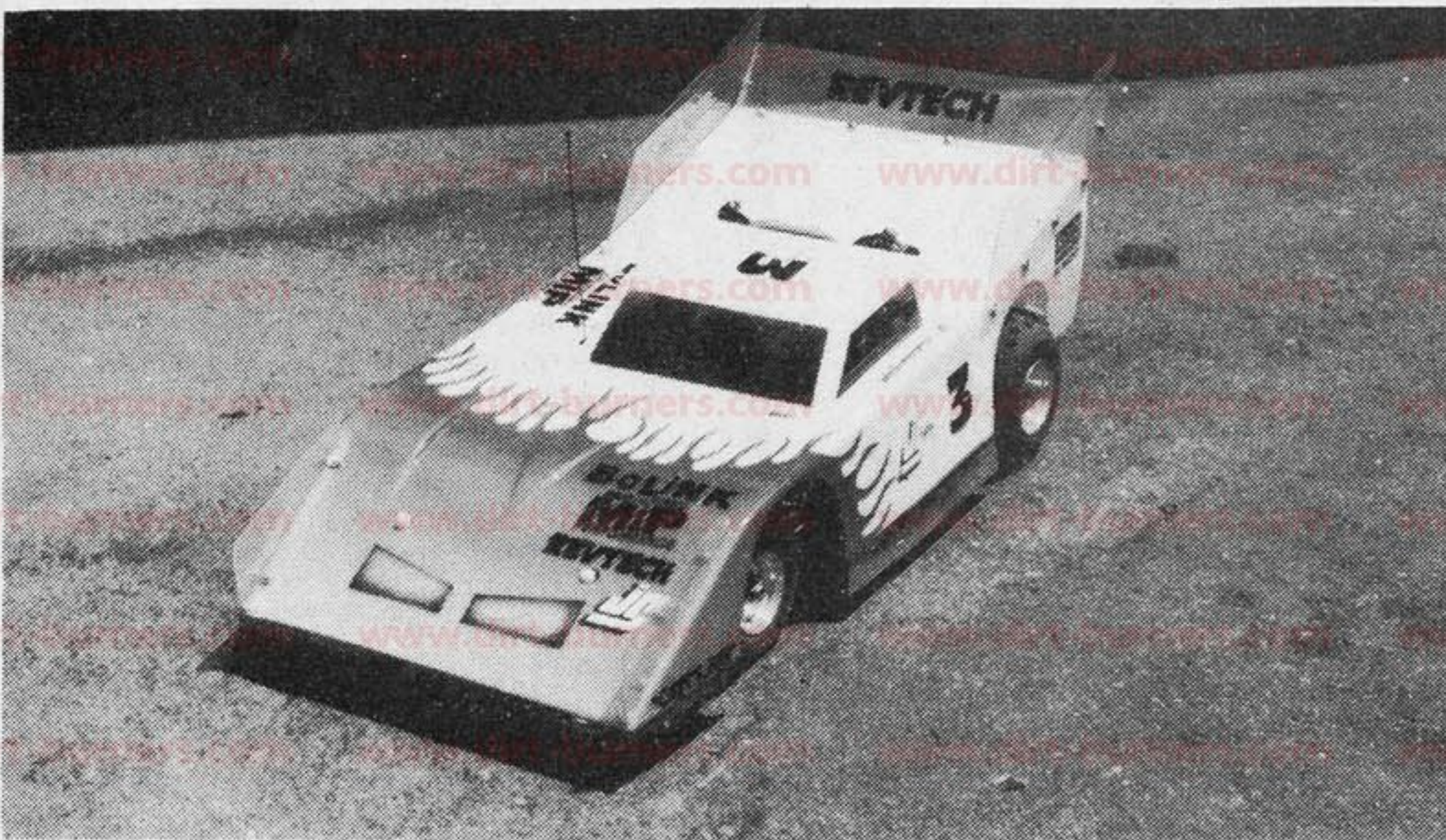
Radical looking Late Model dirt racer. Looks like something out of Star Wars.

Yokomo car. He was also the Trophy Dash winner and narrowly missed getting the top spot in the "Handicap Main", an event devised by Gudvangen to pit the "TQ's" of each of the three classes against each other with a handicap start. In this case, Guy Miller, TQ of the Stock Class, won this event, while Losi, Sr., (Open) ended in second and Gary Demory (Modified) was third.

The race was scheduled to start at noon with practices starting at 8:00 a.m.

The track was in excellent condition. The Ranch Pit Shop runs more oval events, perhaps more than any other track in Southern California. So the surface is excellent for racing. The two turns are slightly banked and quite wide so that four and five-car abreast racing is quite normal.

Prior to the event racers got a chance to see what a real ASA Late Model race car looked like as one was brought in and parked trackside. These cars run in a



The MIP/Bolink/Revtech "Outlaw" car with excellent paint and detail.

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number of race tracks around Southern California and most of the racers really appreciated seeing what their 1:1 counterpart to the 1/10th scale cars they are racing looked like.

Also, the Concours event was held and as he has done so often, Vince Ito fielded the best detailed car. His paint jobs and detail work on 1/10th off road cars is always immaculate and this weekend was no exception.

During qualifying, especially during the Open Class runs, Jim Brophy, driving one of those new MIP 4WD cars, set a blistering pace and after two rounds found himself as the top qualifier. But it didn't take long for Gil Losi, Sr., who has been working quite hard with the new Yokomo 4WD, to take the limelight away from Brophy. Gil wound up the TQ in class.

The "Trophy Dash" was run after the qualifying rounds were completed. This race pitted the top four qualifiers in Open. Once again Gil Losi, Sr., prevailed serving notice that he would be the one to try to beat today. Second in the "Trophy Dash" was Ted Graff, with Mike Walker and Jim Brophy rounding out the top four places.

We don't have a blow-by-blow report of all the mains but we can tell you that in the Stock Class the main-man (pardon the pun) was Dick Garner who edged out Dr. "J" (that's how he signed up folks!) by about 6 seconds. Garner's 23 laps in 4:00.5 was enough for the A Main win. Dr.

J posted 23/4:06.0, and third place finisher Steve Santamaria posted a 23/4:11.7. Tony DePhilips was the B Main winner, which allowed him to "move-up" to the A Main where he placed 6th.

Kenny Calbo was the Stock C Main winner but when moving up into the B Main all he could do was finish in 8th.

In the Modified A Main Gary Demory won convincingly as he bested second place finisher (and Concours winner) Vince Ito by one lap. Gary posted 25/4:09.4 to Ito's 24/4:10.2. Third place went to a distant Ray Baehr with 22/4:00.7.

Gary McAllister was the B Main winner and could only move up to 6th place in the A Main.

As we said before, Gil Losi, Sr., was the dominant force in the Open class and his 26/4:03.7 would attest to that. But he wasn't counting on John Gudvangen, Jr., being that close. John's handling of the MIP 4WD gave Losi's Yokomo 4WD fits and at the end, John's 26/4:06.3 was but a scant 3 seconds behind. One lap back in the A Main was Mike Walker who posted a 25/4:00.1 and narrowly missed being in the elite 26-lap level.

Open B Main saw Paul Dionne, now an accomplished 1/8th scale racer, flirting with the "Big Boys". He won the B Main and as such was able to move into the A Main where he finished a respectable 5th place.

Mark Pillnik was the Open C Main winner but could only fare 7th in the move up to the B Main.

The event was well received by those who attended and is certainly appreciated by most racers as it gives a break and another venue in which to race these 1/10th scale off road cars. The guys back East have been doing it for quite a while and maybe in the near future there may be room for a "giant" shoot out between the Eastern and Western oval racers.

The whole affair was announced by Pat Cirelli with help from the always capable Vince Ito and Eustace Moore. John Gudvangen, Sr., is again sponsoring the next biggie out here - the Western Oval Championships - next year. There's no definite date for the 1985 event but one thing is for certain, "It'll be bigger than last year!"

RESULTS

JG MANUFACTURING WEST COAST OVAL WARMUP

- STOCK A MAIN:**
 1. DICK GARNER...23/4:00.5
 2. DR. J....23/4:06.0
 3. STEVE SANTAMARIA...23/4:11.7
 4. DALE DOCKERY
 5. GUY MILLER
 6. TONY DEPHILIPS
 7. MARK CRINKLAW
 8. MIKE DEPHILIPS

- STOCK B MAIN:**
 1. TONY DEPHILIPS...22/4:00.4
 2. DON DENNY
 3. PETE CAUDILLO
 4. LARRY GRANT
 5. HERB HANSS
 6. JIMMY ANTEONUCCI
 7. AL WEISS
 8. KENNY CALBO

- STOCK C MAIN:**
 1. KENNY CALBO...18/4:04.4
 2. MIKE COULTIER
 3. JOHN VOELLER
 4. ROY HARTMAN
 5. A. SIKORSKY
 6. JOHN DAVISON
 7. JASON DAVISON
 8. DAVID CRIDER

- MODIFIED A MAIN:**
 1. GARY DEMORY...25/4:09.4 (TQ)
 2. VINCE ITO...24/4:01.2
 3. RAY BAEHR...22/4:00.7
 4. LEO BARANA
 5. MIKE CHAVEZ
 6. GARY MCALLISTER
 7. JIM BROPHY
 8. BOB NOVAK

- MODIFIED B MAIN:**
 1. GARY MCALLISTER
 2. J. R. BITMAN
 3. CORY BARANA
 4. BOB GOLD
 5. RON CLOUTIER
 6. J.G., SR.

- OPEN A MAIN:**
 1. GIL LOSI, SR....26/4:03.7 (TQ)
 2. J.G., JR....26/4:06.3
 3. MIKE WALKER...25/4:00.1
 4. GARY DEMORY
 5. PAUL DIONNE
 6. BOB NOVAK
 7. LARRY GOLD
 8. TED GRAFF
 9. JIM BROPHY

OPEN B MAIN: (Contd next page)



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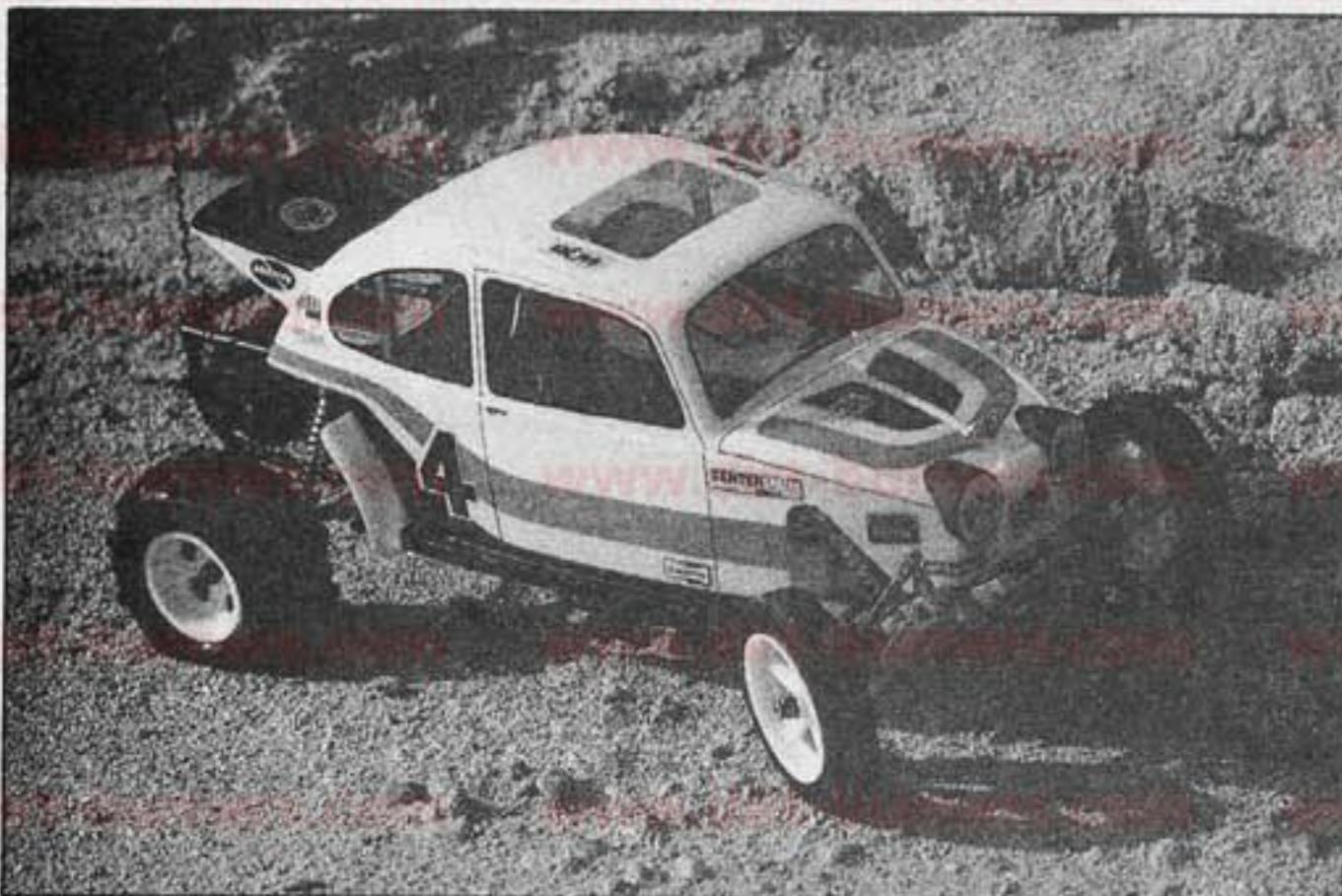
- HO1 - Hirobo Rear Bumper, Red and Black
- HO2 - Hirobo Front Bumper, Red and Black
- HO3 - Hirobo Speed Control Receiver Plate
- HO4 - Hirobo Mechanical Box Stay, mounts at five points compared to three for stock part.
- HO5 - Hirobo Rear Skid Plate moulded to contour of frame, gives maximum protection.
- HO6 - Hirobo Nerf Wings, Red and Black

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R/C RACING NEWS - Page 21 - September 1984



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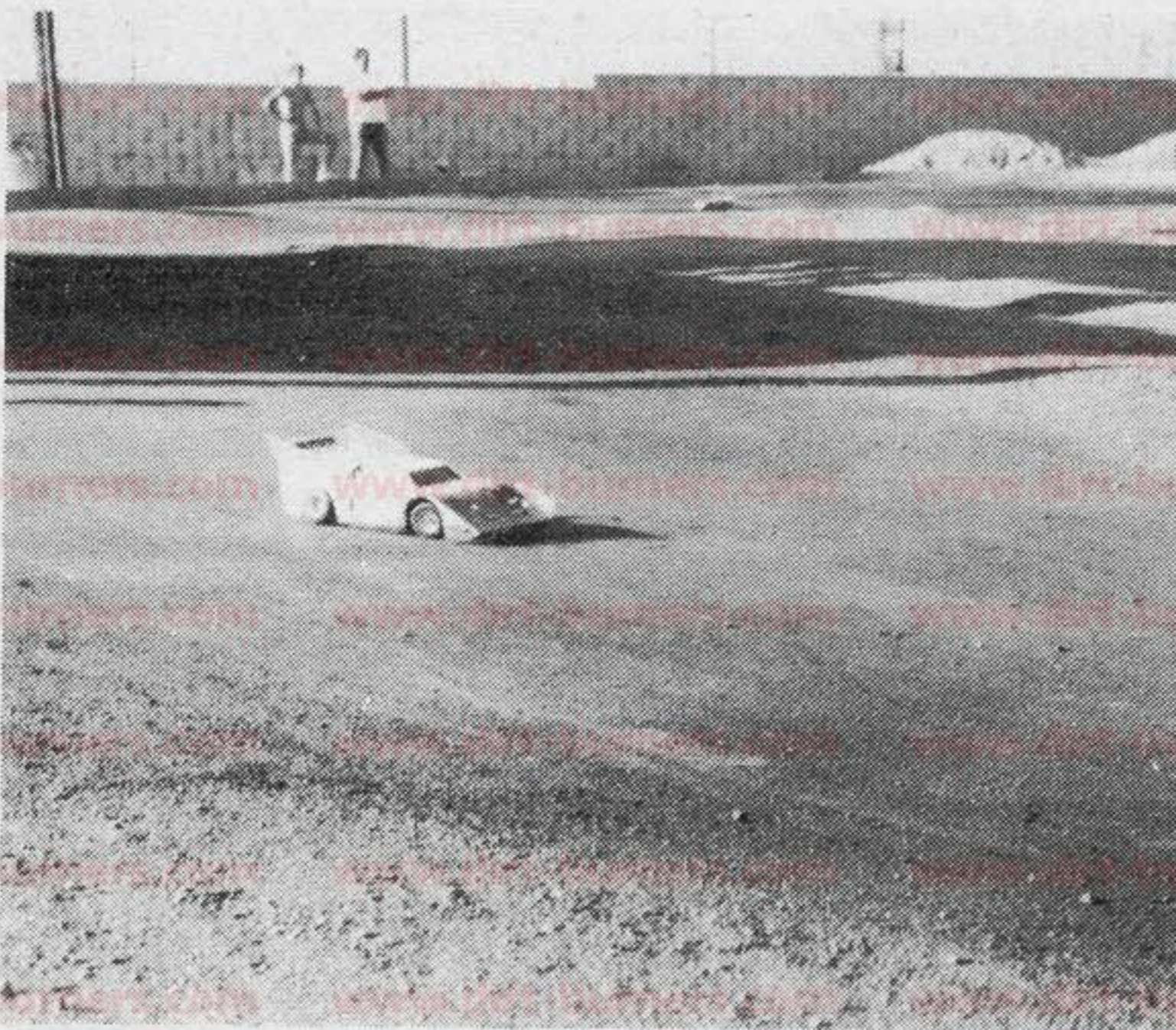


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The Oval action at the "JG MFG Warm-up" was fast and steady. The track was in perfect shape to pitch it hard and come out sliding.
Photo Eustace Moore

1. PAUL DIONNE
2. CHAD CUMMINGS
3. ROBIN DEANS
4. IRWIN BRAGG
5. MIKE TOBEY
6. J.R. SITMAN
7. MARK PILLNIK
8. STEVE PRITCHETT
9. GARY MCALLISTER

- OPEN C MAIN:
1. MARK PILLNIK
 2. CORY BARANA

3. J.G., SR.
4. SONNY MADISON
5. BEV PRITCHETT
6. RAY BAEHR
7. LARRY BUSSARD
8. DAVID WADE
9. SPENCER BOND

- TROPHY DASH:
1. GIL LOSI, SR.
 2. TED GRAFF
 3. MIKE WALKER
 4. JIM BROPHY

HANDICAP MAIN:

1. GUY MILLER (STOCK)
2. GIL LOSI, SR. (OPEN)
3. GARY DEMORY (MODIFIED)

CONCOURS:
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ANNOUNCER:
PAT CIRELLI, VINCE ITO
AND EUSTACE MOORE

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THE SECOND CHANCE RIO GRANDE CAN AM...



ROXANNE COOKS THEM ALL!

Story & Photos by
Lee Chapin

El Paso, Texas

The Second Chance Rio Grande Can Am was a spur of the moment schedule. The Rio Grande Racers know they can count on support from New Mexico and Arizona racers for almost any event. So, when it became apparent that Memorial Day was open, there seemed to be a chance to get revenge on the weather for the rain-out in January. Thus, the Second Chance Rio Grande Can Am.

Perhaps the weather won the second round, too. Air temperature was above 100 degrees on both days and there was not a cloud in the sky. Track temperature was measured at 140 degrees! You could only sit on the pavement for one picture,

then you could feel the sizzle starting. Lots of help to set up the track and blow away the sand. The blowers are at least as important as any sort of traction liquid. They get the sand "b-b's" off the track so there's just asphalt for the tires to grip. Next, lots of practice followed by four rounds of qualifying. Four minute qualifiers give plenty of time to get a car hooked up and still minimize the effects of a mistake. Along with the tape recorder, they keep the show moving. This means more chances to qualify and that there is always a show for the spectators.

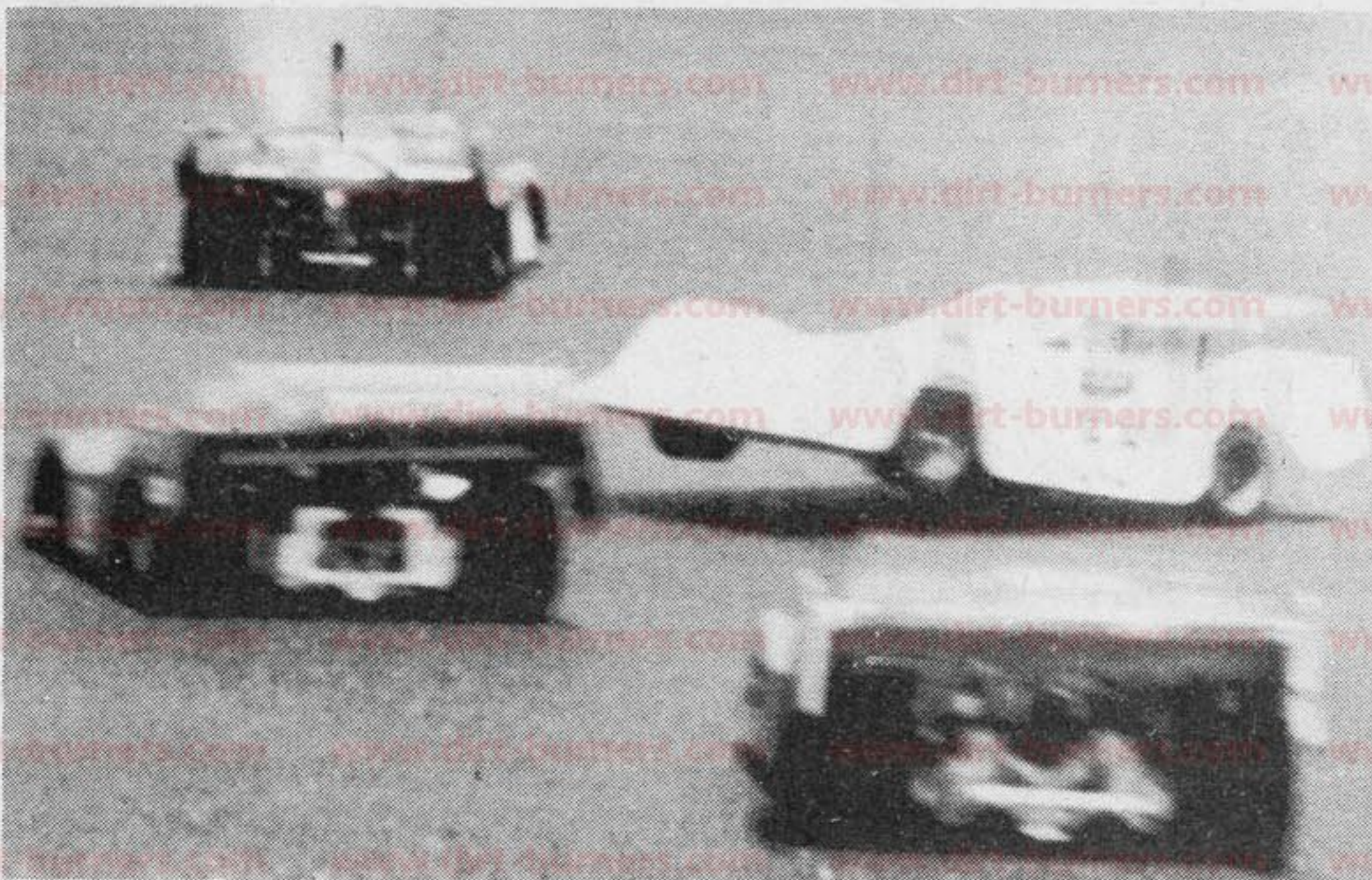
Four rounds on Saturday that generally set the trend. About 30% of the drivers made their best mark on Saturday. Saturday's four top qualifiers got to race in a ten lap "dash" to close out the day. Barry Grossenbacher, Bob Sanders, Jim Cook and Brad Toffelmire were in the ten lap dash - like an appetizer before the evening's banquet that followed. Barry and Brad got the jump but bounced each other into third. Jim Cook took the lead and stretched it out. Barry came up and passed Bob as Cook tapped the wall, allowing Barry to move into first. The order of finish was Barry Grossenbacher, 1st; Bob Sanders, 2nd; Jim Cook, 3rd; and Brad Toffelmire in 4th.

Our traditional prize banquet was again held at Wyatt's Cafeteria. You can get what you like and as much or as little as you require. This is a very popular format

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Is it real or is it...?



sidered a sprint. Rene Austin and John Nigro, with his new motor, fought it out all the way, running in the same lap and finishing very close with Austin in first and Nigro second. Danny Austin finished 3rd. Two move-ups are allowed in the D Main so Rene and John both opted to move up a main.

C Main was a first test for the move-ups. Can they "cut the mustard"? Maybe: It was Roger Eely's race to the halfway point when trouble struck. Gary Hill, the new President of NMRCC, took over and led to the finish. Frank Barron was next, then Rene Austin, followed by John Nigro. Gary Hill opted to move up. Both Austin and Nigro upgraded their D Main trophies to C Main trophies.

The B Main race seemed to be full of drivers who might have made the A Main - another day maybe. Danny Alvarado

for our banquet. And what prizes! John Nigro, for example, was plagued with power problems all day Saturday and presto! He won a brand new K & B motor. Many bodies were handed out, also fuel, including the Sidewinder brand from Hal's Hobby Shop, a tool set from SNAP-ON (Bob Blum and Jerry McGinnis), and many other items. Something for everyone, as they say. Not too bad for an impromptu race.

Carlos Priemer of Hal's Hobby Shop, in what is becoming a tradition, awarded a very ornate sombrero to Barry Grossenbacher as the longest distance entry. Jim Cook, as emcee, announced that Lee Chapin was the winner of the Concours d'Elegance. (The trophy reads CON-



quickly built up a lead that looked like a winner. But steady (he'll hate that). Jerry McGinnis hung on like an English (Irish?) bulldog and, when Danny made his first mistake, Jerry had first place to himself - all the way to the checkered flag. Bill Everett followed with John Jolley, and Lee Chapin (who dropped out with various problems), in that order. They left a clear field for Gary Hill (up from winning the C Main) to take second and Rob Blum to capture third. Garth Finley made a good drive, just out of the money. Jerry tried to move up and run with the A drivers but



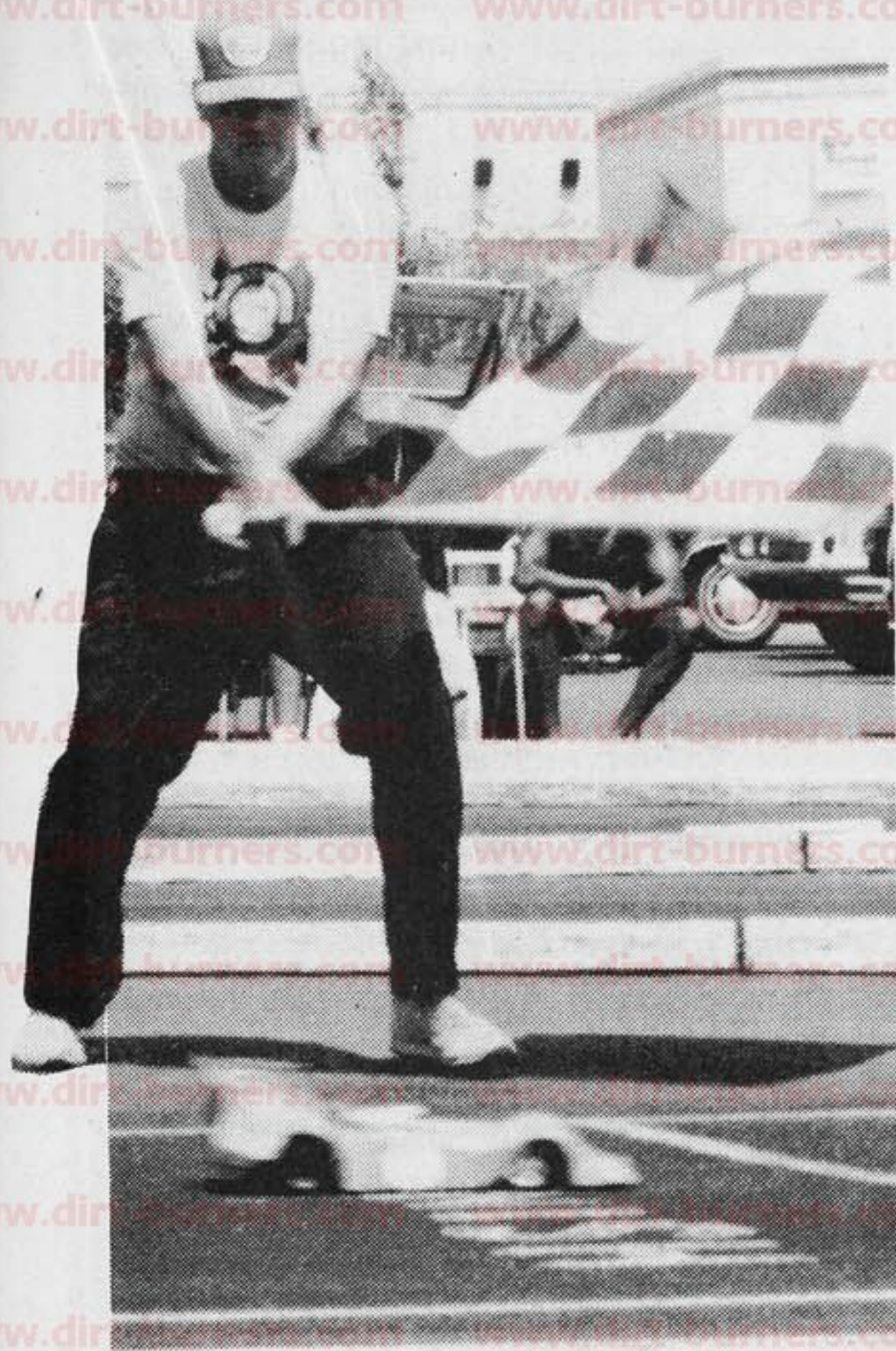
COURS which means driveway or open space. Doesn't make much sense does it? Very common in R/C racing though. The Concours d'Elegance is a very old French automotive tradition. It approximately translates to "contest of elegance". Not so hard, huh?)

SUNDAY MORNING: More qualifying. Barry Grossenbacher's 13+13 held for the "TQ", but Roxanne Cook was close behind with a 12+22. Others moving into the 12's on Sunday were Bob Sanders, Carlos Priemer, George Brazil and Lee Chapin. And it took a 12 to get into the A Main.



RACE TIME: First main was the D Main. Forty laps, so it can almost be con-

Testimony to a sticky throttle finger. The sequence above shows the perfect "take-out" move. Photo Lee Chapin



Bill Everett (left) showing his golf form to give Roxanne Cook the checkered flag as she wins the Second Chance Rio Grande Can Am. D Main top three (above l-r) Danny Austin (1st), Ray Cannon (2nd), and Danny Alvarado (3rd).

his car was too tired (he was too, maybe).

All the excitement and tension peaked for the A Main. "TQ" Bary Grossenbacher, Roxanne Cook, Brad Toffelmire, Carlos Priemer, Jim Cook, Bob Sanders and then George Brazil were the A Main qualifiers in that order and they were ready. Jerry McGinnis moved up from the B Main and joined the field.

Roxanne made a break at the start of the race and got clear of the first turn tangle. She went streaking away as Bob Sanders and George Brazil worked their way through the mess. Roxanne Cook held her lead and after a few laps Sanders was still in second but being pressed by Grossenbacher and Toffelmire. Toffelmire got into a "how do you do" with Carlos Priemer and killed his engine - the first of a string of problems. Barry had his troubles as well and at this point it was close as he caught the lead car. At lap 24 it was Roxanne, with Bob and George trailing - all in the same lap. Same order at lap 40, but then George Sanders flipped - runaway engine - pit stop - too many laps lost!

At lap 50 Carlos Priemer had passed Bob to take second. But Bob got it back while Roxanne still held a significant lead (about one lap at this point). Hold your breath time! Roxanne's engine dies on the 60th lap - pit stop! Whew! Engine gets started again without losing the lead! Cook has an excellent crew! At lap 70 Roxanne still in the lead with Sanders and

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A Main top three (l-r) Carlos Priemer (3rd), Roxanne Cook (1st), and Bob Sanders (2nd).

Carlos Priemer in that order. In fact, that was the way they finished at the end of 75 laps, with Roxanne logging in one more lap than her next highest finisher. It was a great wire-to-wire win by Roxanne with a well-prepared machine and a fine pit crew that saved the day.

The Second Chance Rio Grande Can Am was to be an impromptu fun race. It turned out to be just that, plus an exciting success, too.

OTHER RACING: Apologies for the lateness of this report but one must try to race, too. I went to the McCoy race. First trip ever. It's something to see. Then on to Albuquerque for their Enchantment 100. Better than ever! Sooner or later other gas racers across the country are going to realize that we're having all the fun down here along the Rio Grande. Maybe they'll figure some way to come down and join in.

RIO GRANDE RACER NEWS: First, our new schedule covers the rest of the year - all of the 1984 Summer/Fall Rio Grande Series. But most important is the 4th Annual El Paso Can Am, September 1-2. (contd. page 28)



Roger Eely (#120) watches John Jolley (#5) dodge inside as Gary Hill (#12) practices suspended animation.

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The freight train comes around the Smeltzer Sweeper. Sal Nigro, Jr., (#77), then Jim Cook (#1) and followed by Gary Hill.

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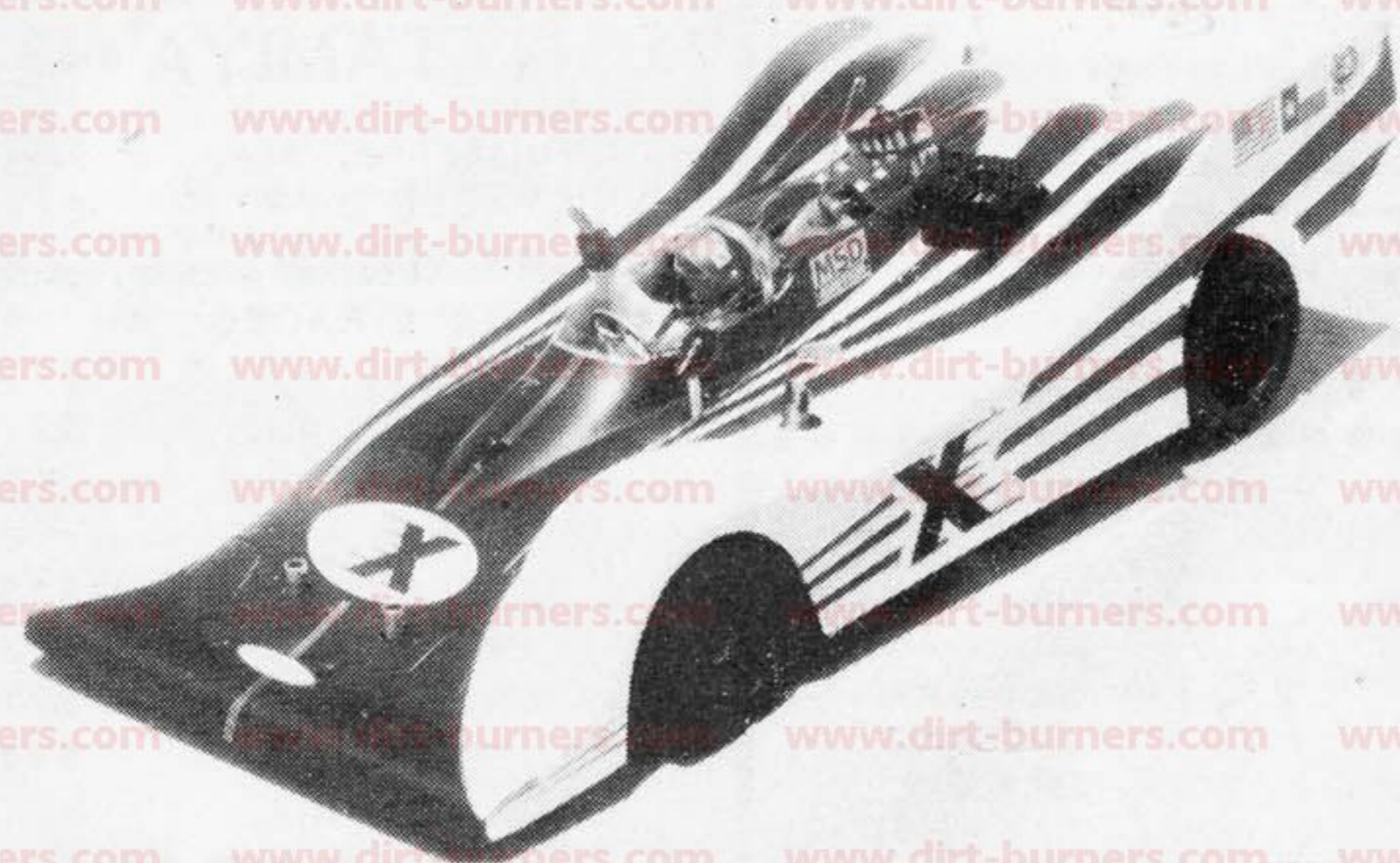
Gary Hill (#12) and Frank Barron (#6) enter the Smeltzer Corner side by side in an excellent duel. Photo Chapin



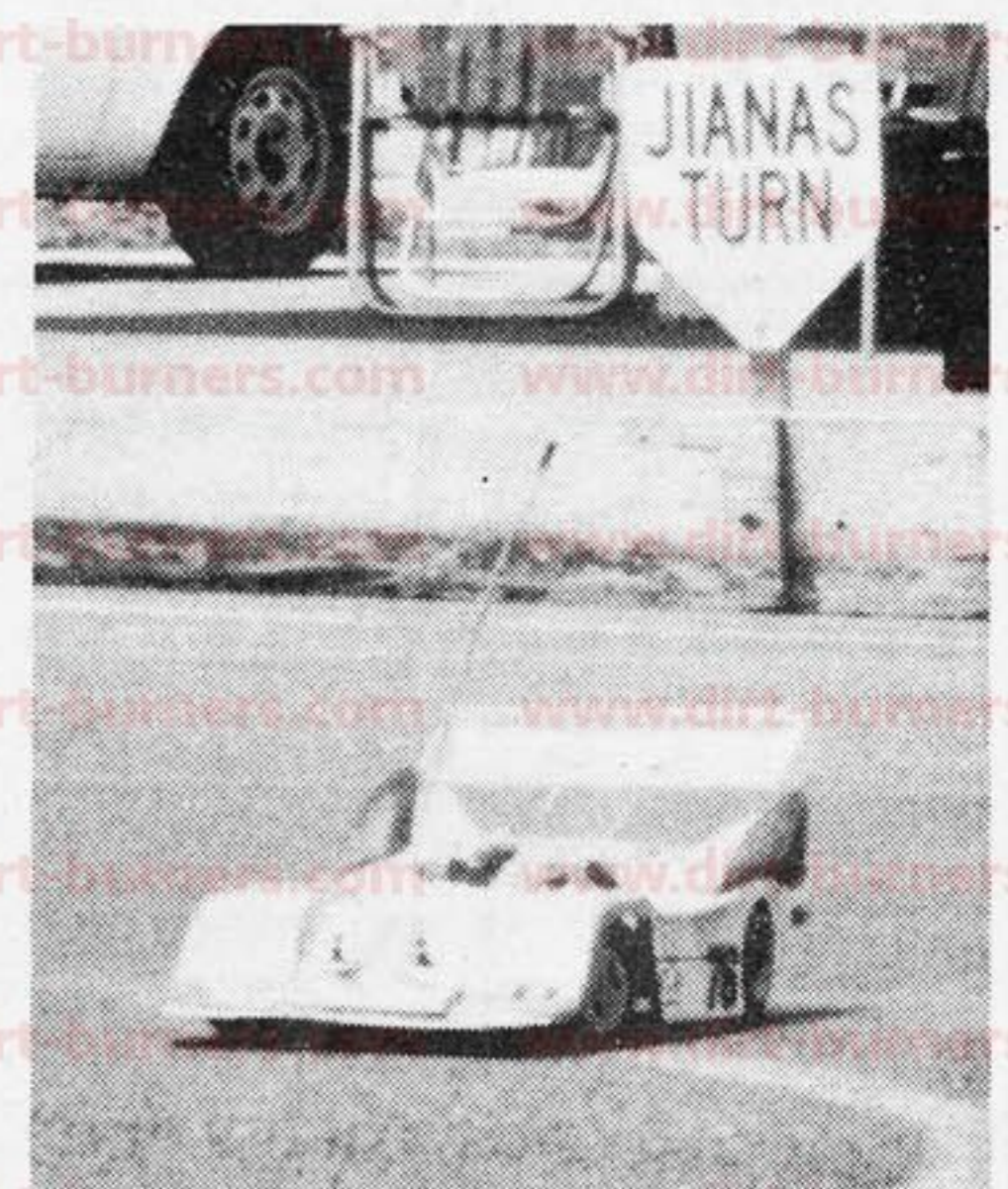
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The Concours d'Elegance winning car ("X") belonging to Lee Chapin.



George Brazil (#76) taking his turn around the Jianas Turn. Photo Chapin

R/C RACING NEWS - Page 28 - September 1984

The first two years it was a Kloeber benefit - Ross and then Butch. Then last year we were able to combine it with the Region Four Championships for a really big event. Bill Everett won that race. There's a very good chance that there'll be a new winner this year. Why don't you try it out? There'll be prizes, very nice trophies and certainly, as always, a good time.

NEXT EVENT: Sunrise Shopping Center is re-paving their very big parking lot. This is the home of Hal's Hobby Shop and will make an excellent alternate race site if the paving comes out good enough. There's even a permanent concrete drivers' stand (sometimes called a bandstand). We'll probably start with a special race, then blend into the schedule. Our Vista Hills Center track is too good to give up.

Congratulations again to Roxanne Cook for her big victory. Let's race!

Lee Chapin

RESULTS...



"SECOND CHANCE" RIO GRANDE CAN AM May 26 & 27, 1984



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3	CARLOS PRIEMER	12+13	73	eagle	PICCO	McCOY	AIRTRONICS	HAL'S HOBBY SHOP
4	BARRY GROSSENBACHER	13+13	72	Associated	McCOY	McCOY	KRAFT	-
5	JERRY MCGINNIS	11+24	71	EAGLE	McCOY	PICCO	AIRTRONIC	SNAP-ON TOOLS
6	GEORGE BRAZIL	12+8	70	RC500	McCOY	McCOY	FUTABA	WEST SIDE HOBBIES
7	JIM COOK	12+13	58	COOK LAYOVER	COOK PICCO	DELTA	FUTABA	COOK RACING PRODUCTS
8	BRAD TOFFELMIRE	12+16	9	RC500	PARIS McCOY	McCOY	KRAFT	TECH. PLASTICS
*moved up from B-MAIN								
B-MAIN								
1	JERRY MCGINNIS	11+24	60	EAGLE	McCOY	PICCO	AIRTRONIC	SNAP-ON TOOLS
2	GARY HILL	10+24	57	MRP 180	K&B	McCOY	FUTABA	-
3	ROB BLUM	10+27	56	RC300	PICCO	McCOY	AIRTRONIC	SNAP-ON TOOLS
4	GARTH FINLEY	10+26	54	RC500	PICCO	KRAFT	FUTABA	VIDEODYNAMICS
5	DANNY ALVARADO, Sr.	11+26	45	RC500	OPS	FUTABA	-	-
6	LEE CHAPIN	12+3	43	CookEAGLE	Borsolino PICCO	DELTA	FUTABA	MSD IGNITION
7	JOHN JOLLEY	11+10	22	EAGLE	PICCO	McCOY	KRAFT	JOHN JOLLEY RACING
8	BILL EVERETT	11+24	10	SUPER J	K&B	DELTA	FUTABA	-
*moved up from C-MAIN								
C-MAIN								
1	GARY HILL	10+24	50	MRP 180	K&B	McCOY	FUTABA	-
2	FRANK BARRON	10+23	47	EAGLE	DA K&B	McCOY	FUTABA	-
3	RENE AUSTIN	9+22	45	Super EAGLE	PICCO	DELTA	AIRTRONICS	AUSTIN RACING
4	JOHN NIGRO	9+8	43	DELTA	K&B	DELTA	FUTABA	-
5	ROGER EELY	10+26	43	PB NOVA	PICCO	DELTA	AIRTRONIC	CANUCK RACING
6	BOB BLUM	10+15	41	SUPER J	K&B	DELTA	FUTABA	SNAP-ON TOOLS
7	SAL NIGRO, Sr.	10+23	DNS	RC300	OPS	DELTA	FUTABA	-
8	SAL NIGRO, Jr.	10+26	DNS	SUPER J	OPS	DELTA	FUTABA	-
*moved up from 162 in D-MAIN								
D-MAIN								
1	RENE AUSTIN	9+22	40	Super EAGLE	PICCO	DELTA	AIRTRONIC	AUSTIN RACING
2	JOHN NIGRO	9+8	40	DELTA	K&B	DELTA	FUTABA	-
3	DANNY AUSTIN	9+15	39	SuperEAGLE	PICCO	DELTA	KRAFT	AUSTIN RACING
4	RAY CANNON	9+11	35	EAGLE	K&B McCOY	McCOY	FUTABA	CANNONBALL RACING
5	DANNY ALVARADO, Jr.	10+15	19	RC500	K&B	KRAFT	-	-
6	RICH LYNCH	10+10	DNS	RC300	K&B	MIKUNI	FUTABA	VANRAFTERS



UPDATE...

OFF ROAD RADIO CONTROL ASSOCIATION

THINGS THEY ARE A CHANGIN'

On July 31, 1984, the ORRCA Board of Directors met to discuss last-minute plans for the forthcoming ORRCA Nationals to be held at the Ranch Pit Shop - Del Mar, August 17-19, 1984. Preliminary reports by Gil Losi, Sr., are that some 150 entries have already been received with many more expected, which should indicate that this ORRCA National will be the biggest ever.

In addition to discussing the ORRCA Nationals, the Board began discussing certain matters dealing with membership fees, insurance costs and a 1985 program of racing and its format.

With respect to the membership fee, and because of rising insurance costs, the 1985 ORRCA membership will be \$15.00. The additional \$5.00 from the original \$10.00 membership will help to take care of the insurance coverage. Nevertheless, ORRCA's membership fee is still much less than any other association's. R/C racers who will be signing up between the ORRCA Nationals and December 31, 1984 will receive full membership through 1985 at the same \$15.00 cost. Those racers who wish to race at the Nationals but may not wish to become a full member of ORRCA will have an additional \$5.00 fee to be paid before competing at the Nationals. This is a one time use fee.

In addition, the Board elected to include with the membership an ORRCA pin instead of the ORRCA hats that have been issued. These ORRCA pins will be made of four color design and quite impressive for anyone to display.

The biggest piece of news to come out of this meeting is the possibility of ORRCA re-vamping its present racing rules format and classification. No final decision has been made and it will not be made until the Board has received input from other track owners, manufacturers and R/C racers.

The basic principle would be as follows:

1. Stock Class would be purely "stock" with only one or two modifications allowed (ie.; tire and body changes) and nothing else. As they say, this would be an "entry level" class with out-of-the-box type of racing equipment.
2. The second class would be an open type of class with "run-what-you-brung"

type of equipment with the exception that there would be two categories of racing; Sportsman and Expert. While everyone in this class would be qualifying together, the final standings and points would be awarded according to the driver's classification.

As we said, this is just a preliminary study that ORRCA is conducting based on input from other people in the sport and industry. No change is anticipated until this proposal has been thoroughly studied and opinions from racers have been evaluated. Needless to say, this would be a major change but one that perhaps could solve a lot of problems with policing the current rules. Any input to this matter that you would like to make should be directed to ORRCA or your nearest ORRCA track.

The main concern by the Board is that ORRCA racing should be fun, simple, uncomplicated, with the kind of rules that are easily enforced and beneficial to all. It's a big goal that may not ever be accomplished, but the Board is seeking ways to make ORRCA racing really enjoyable.

The ORRCA Nationals in August should bring together some of the top racers in the sport including the current World Champions in Stock, Modified and Open. Also, the event will have the greatest participation of fellow racers. This would be a good time to discuss what some of you racers want to see happen with ORRCA and let those ideas be known to those Board members who will be attending the event. Remember, a general meeting of ORRCA is still scheduled for early December and all members are invited to attend and vote on what will happen with ORRCA. But in the meantime, it will do you good to share those ideas with others.

SO CAL ORRCA 1984-85 SERIES SCHEDULE IS SET

The highly successful SO CAL ORRCA Series of 1983-84 has just concluded and already plans for the 1984-85 Series are being formulated. Dates for the series were drawn out of the hat and the first date in the schedule is set for September 23rd, Sunday, at Hi Desert Baja in

Palmdale. There's also a new track that is being added to the 1984-85 schedule, the Hobby Bench Raceway in Glendora, CA. So the So Cal ORRCA Series lineup reads as follows:

- Sep 23 - Hi Desert Baja
- Oct 21 - Ranch Pitshop, Del Mar
- Nov 17 - TQ Hobbies
- Dec 15 - Beaumont Raceway
- Jan 20 - Ranch Pitshop, Pomona
- Feb 17 - Race Prep Raceway
- Mar 16 - Cycle Arts Raceway, Fresno
- Apr 21 - Radio Controlled Hobbies
- May 26 - Hobby Bench Raceway

ORRCA is expecting to receive schedules from other sanctioned tracks across the country for the 1985 racing season. They will be published in R/C RACING NEWS as they become available.



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The South African 6 Hour Gas Enduro



Hlasensky/Timkoe make 801 laps to WIN!

R/C RACING NEWS - Page 30 - September 1984

Story & Photos by
John Immelman

Johannesburg, South Africa

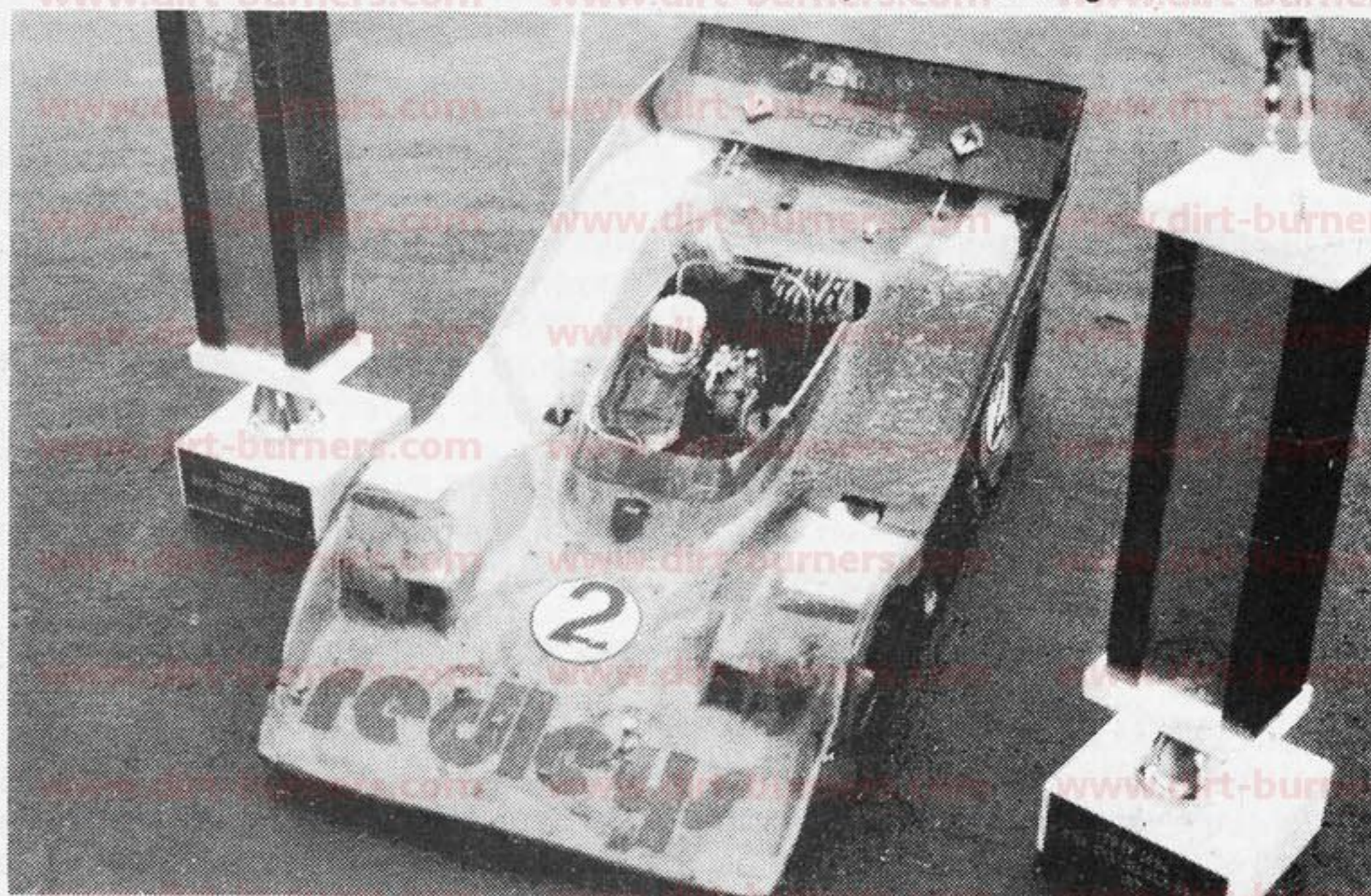
The energy that the drivers and mechanics put into preparing for this type of event would have been enough to light up the entire city of Johannesburg for a month. The South African 6 Hour Enduro

was an event to remember and all hats are off to the organizers, John and Desire Woodward, and the promoters, Transvaal Radio Auto Promotions (TRAP).

Driving out to the track in the bright early morning sun with anticipation in the air and tension in the muscles were 10 teams of eager, well-prepared radio control car racing enthusiasts. But as each team arrived, some having traveled 1500 km from

Cape Town, the sun was slowly forced to retire for the day, only to be replaced by a thin cloud layer and an icy, gusty wind. Freezing hands and numb fingers did not make the already difficult task of laying out the spares and equipment for an endurance event any easier.

The regulations were straight forward; each car was to have only two drivers, with any one not being able to drive for



The driver's stand (to be renovated - top photo) with race control below. The South African 6 Hour Enduro winners (left) PB Nova & Picco powered driven by Roman Hlasensky (l) and Victor Timkoe. The winning car (above) after 6 long hours of racing.



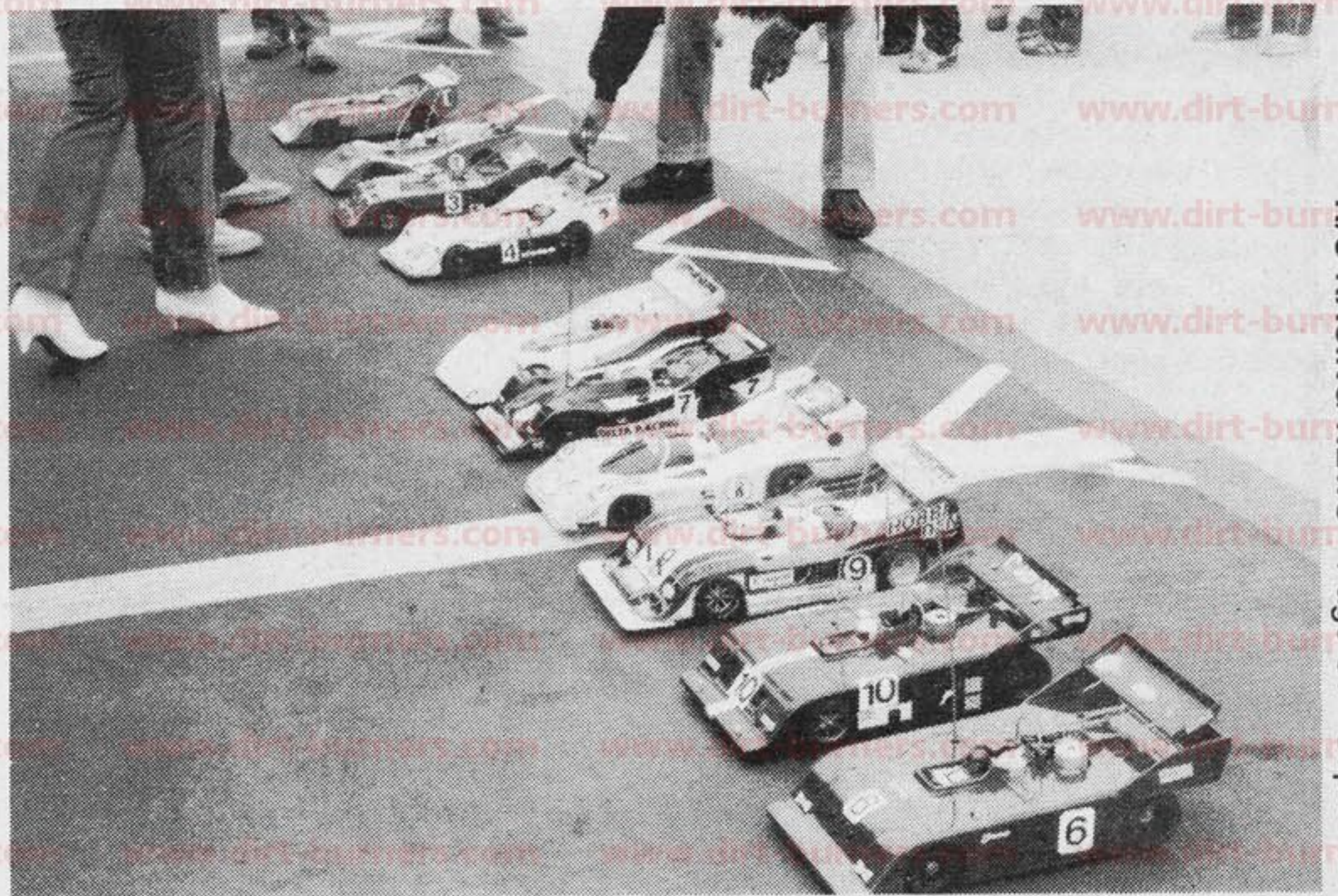
The LeMans start was underway at 10:00 am on the dot with the Freeman car taking an early lead over Hlasensky and Wilken. The pace set by the leaders, including Gavin Lundie, was blistering - more like an A Main than a 6 hour enduro. It took the mechanics some time to get into the rhythm of fuel changes, but after the first hour the positions were:

1. Freeman/Bester...131
2. Wilken/van Schalkwyk...125
3. Hlasensky/Timkoe...123
4. Lundie/Schiava...117
5. Harradine/Uys...114
6. Ungerer/Botes...108

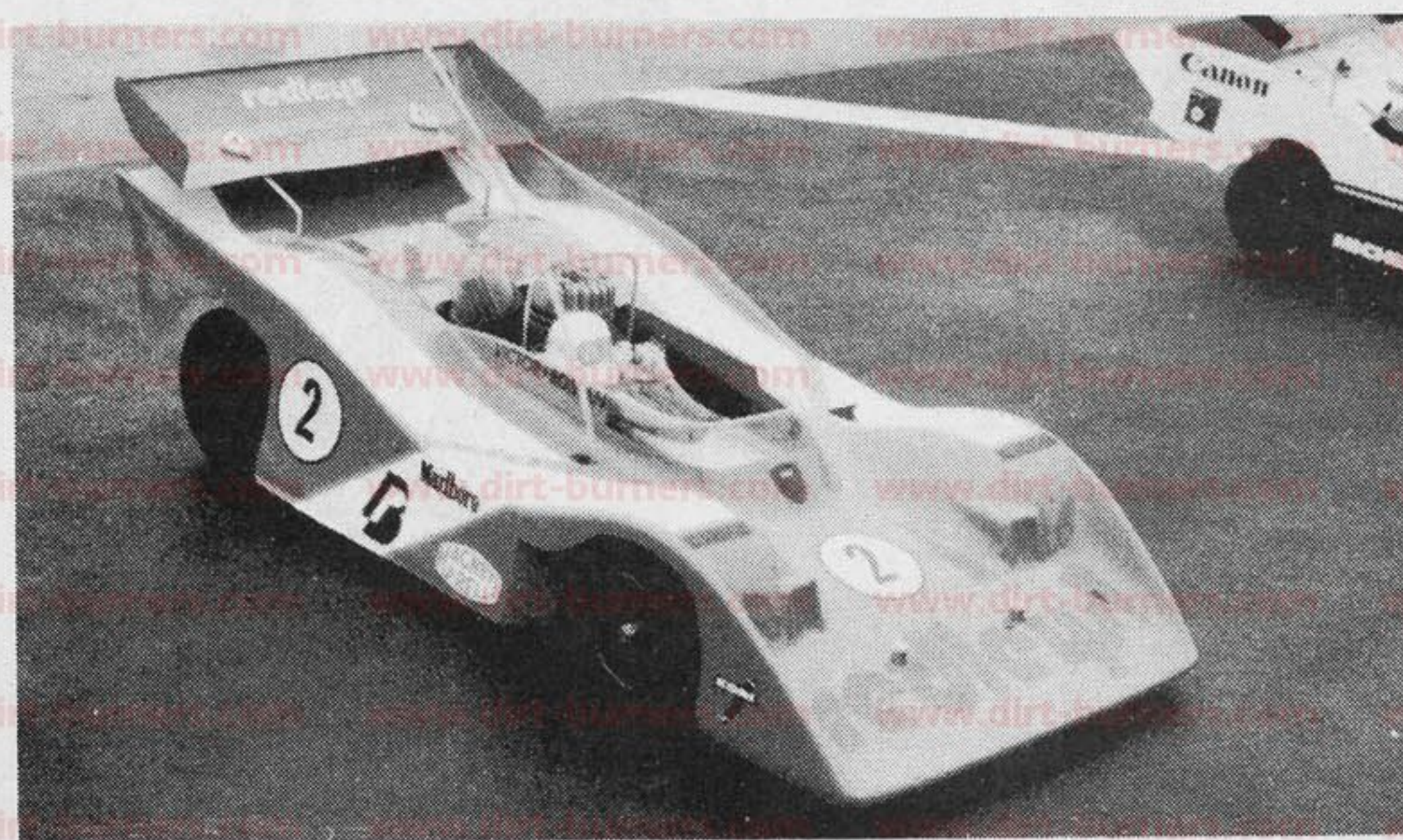
And then things started to go wrong, go wrong, go wrong - for some! The Lundie car had to replace a steering servo after hitting the barrier, the Harradines' car developed a gremlin that they couldn't

more than an hour at a time, or more than 4 hours total. Since most drivers had previously participated in the Atlas Star Drive-In venue, it was possible for the organizers to calculate a representative Index of Performance for each team as follows:

1. Roman Hlasensky/Victor Timko...PB Nova/Picco...752 laps
2. Gavin Lundie/Ezio Schiava...PB Nova/OPS...729
3. Brett Freeman/Wennie Bester...Delta/Picco...704
4. Willie Wilken/Ockie van Schalkwyk...Assoc/Picco...687
5. Johan Ungerer/Gaffie Botes...Assoc/OPS...682
6. Garth Harradine/Jeff Uys...PB Nova/OPS...679
7. Rob Reid/A.N. Other...Assoc/K&B...644
8. Mario Brombin/Gabriel Brombin...SG/Picco...637
9. Tony George/Anthony Bartlett...Delta/Picco...613
10. Dave Burns/Scott Nettleton...PB Nova/OS...602



The weather was icy (notice the hands inside the pockets to keep warm - top) the cars are teched before the race while anxious drivers Brett Freeman, Gavin Lundie, Roman Hlasensky look on. The ten-car lineup (above) before the main.

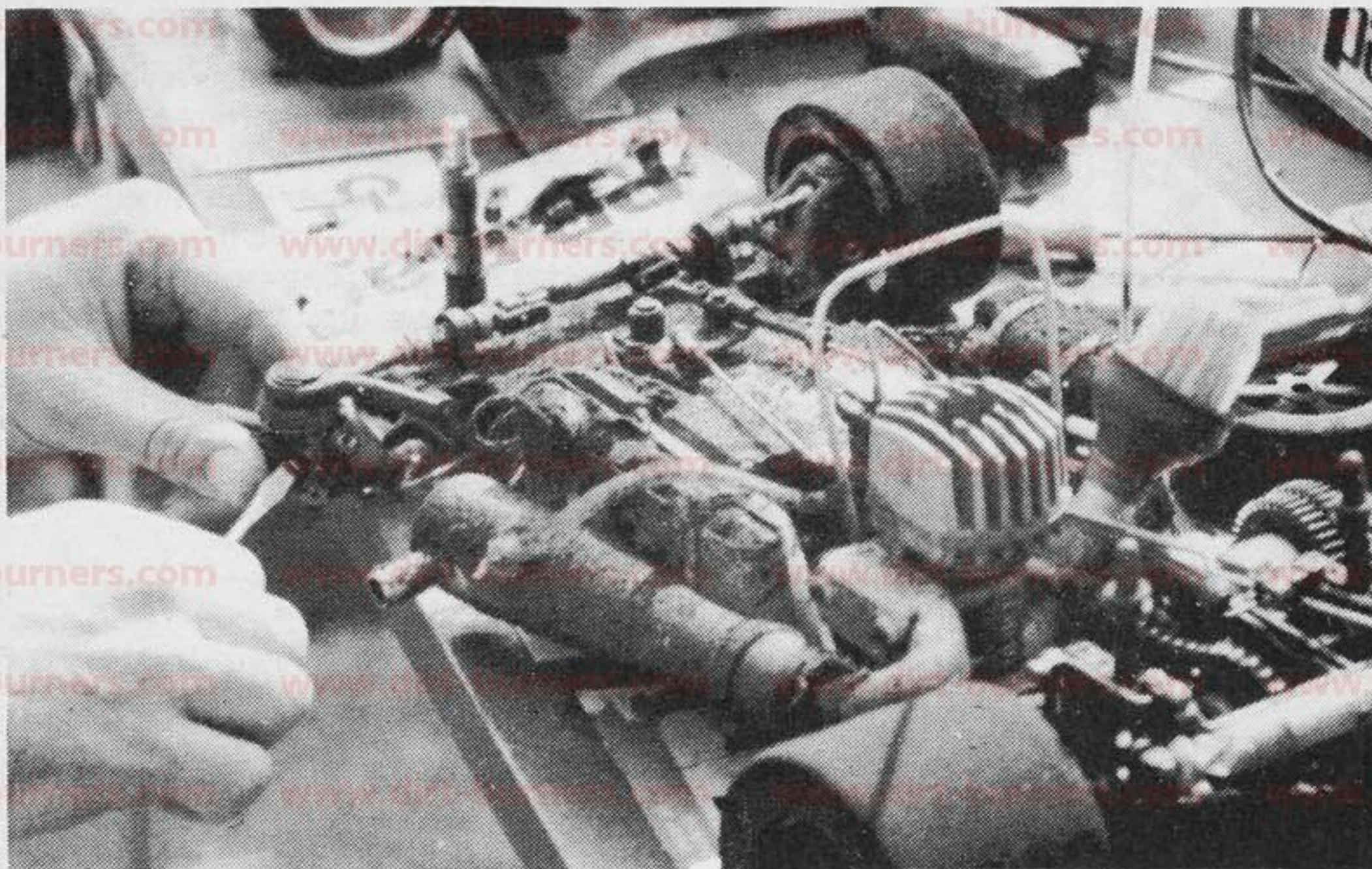


This is the way the winning car looked before the 6 Hour race. The PB Nova/Picco car withstood all the challenges.

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The oil and the grime at the halfway stage - a broken front arm. Note (right) the PB gearbox that ran faultlessly for the 6 hours.

locate, the Burns/Nettleton car was in and out with starvation problems and the cold wind forced premature driver changes as fingers on the box began to freeze. Nevertheless, the Hlasensky car set a new hourly lap record of 138 laps and the positions after 2 hours were:

1. Freeman/Bester...265
2. Hlasensky/Timkoe...261
3. Harradine/Uys...244

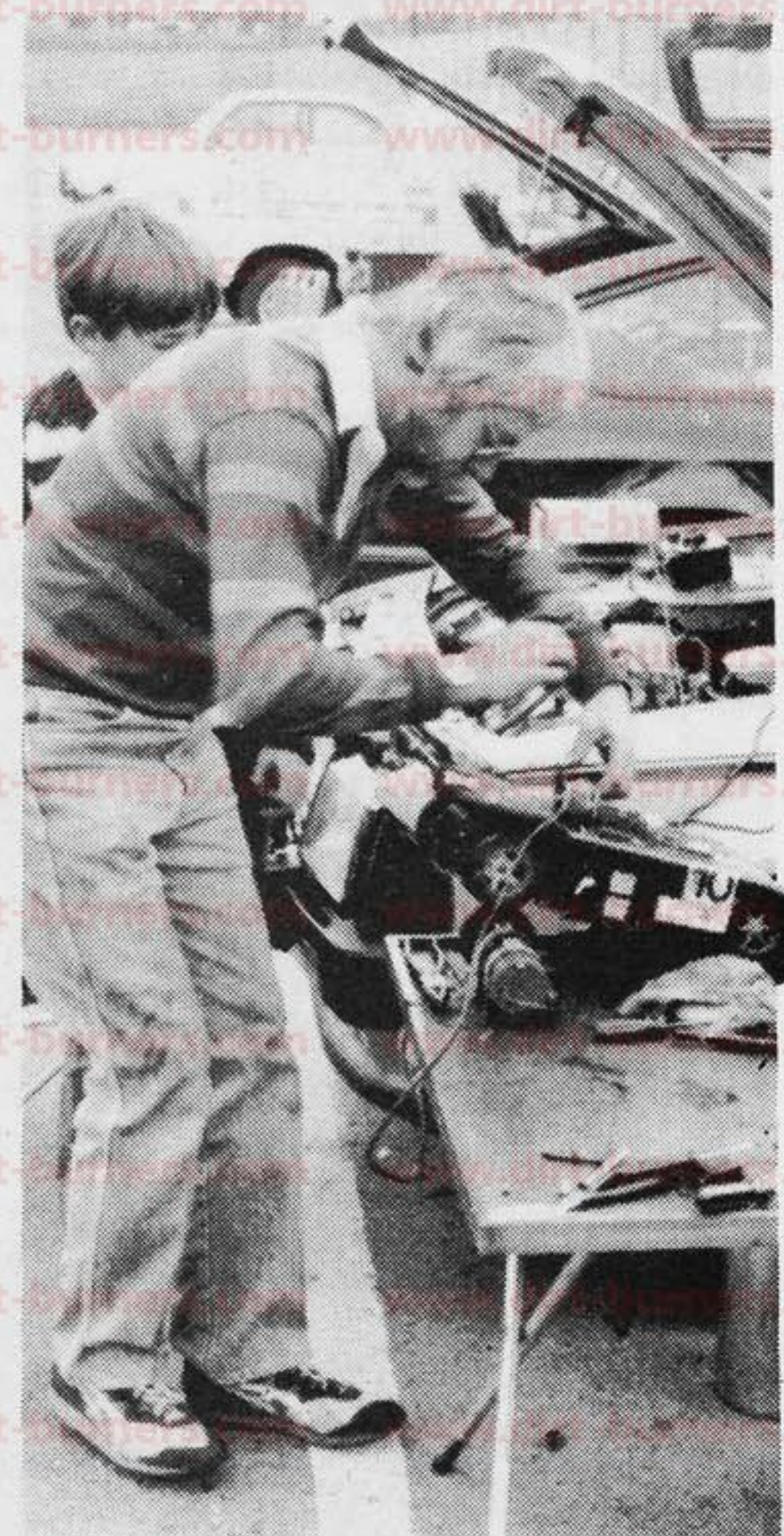
4. Lundie/Schiava...236
5. Wilken/van Schalkwyk...199
6. Ungerer/ Botes...108

For the next 2 hours the distance between the leading cars remained the same, with the Hlasensky/Timkoe combination trying everything they could to close the gap. Depending on who was driving, the Freeman/Bester team stayed 4 to 7 laps ahead - and then disaster

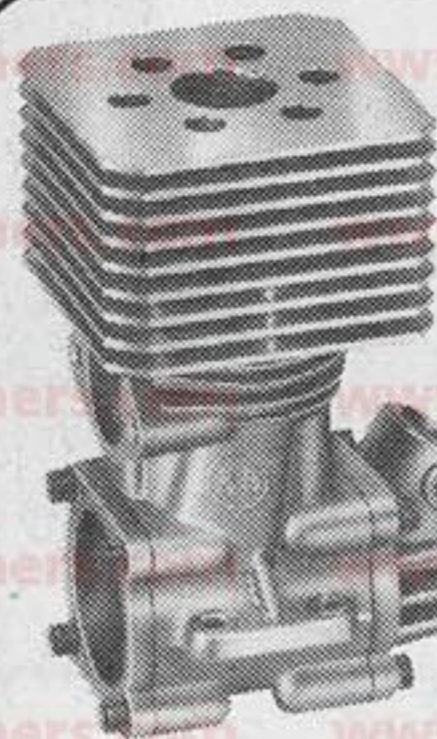
struck at the 4 hour mark. A diff carrier bearing seized on the Freeman car and it only took a few minutes for the Hlasensky car to take a well-deserved lead. The positions after 4 hours were:

1. Hlasensky/Timkoe...527
2. Freeman/Bester...521
3. Harradine/Uys...487
4. Lundie/Schiava...462
5. Ungerer/Botes...414
6. Brombin/Brombin...410

Dropped from the top six for the first time was the Wilken/van Schalkwyk car. During the third hour Willie had spun at the end of the straight and come up against the barrier. There not being a marshal in sight, he put down (dropped?) his transmitter and dashed from the driver's stand. Unfortunately, the transmitter came to rest with the throttle stick pushed full forward, and as Willie had sprinted halfway to his car, an innocent spectator picked it up and aimed it in the direction it was supposed to be traveling. The car rocketed across the track and splat into the opposite barrier (fortunately missing the other cars!), completely demolishing the front end, chassis, back end and body. Undeterred, Willie set about a complete rebuild and was back in action within 30 minutes. During the fifth hour the replacement bearing on the Freeman car seized again. By now they had mastered the change



And then there were those who had continuing problems - Dave Houghton works frantically for the Burns/Nettleton team.



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Mike and Eva Hlasensky, mechanic and timekeeper respectively - an inspiring team.

and it wasted only 20 laps, compared to the 38 laps they had first lost. And challenging for 2nd place was the car of Lundie/Schiava, having replaced the front end (again?) after hitting the barrier. At the end of the fifth hour the positions were:

1. Hlasensky/Timkoe...663
2. Freeman/Bester...621
3. Lundie/Schiava...589
4. Ungerer/Botes...520
5. Harradine/Uys...502
6. Brombin/Brombin...497

A surprise relegation from a well-deserved third place was the Harradine/Uys car which developed chronic glitching. When the car was brought in to be investigated, the receiver was found dragging on the ground between the front and back wheels, barely hanging on by the aerial and servo leads. The receiver looked very unhealthy and unfortunately, despite valiant efforts to replace it, the damage was done and their race was run. There were no surprises in the last hour. The Hlasensky/Timkoe car con-

tinued to pull ahead, never missing a beat and equalling their one hourly lap record of 138 laps - in the last hour! During the 6 hours, this car only came off the track three times to change receiver battery packs. A remarkable achievement that verified the Hlasensky philosophy that enduro racing is 10% luck, 40% skill and 50% preparation. The final overall results were:

1. Hlasensky/Timkoe...801
2. Freeman/Bester...755
3. Lundie/Schiava...689
4. Ungerer/Botes...638
5. Brombin/Brombin...598
6. Harradine/Uys...537

INDEX OF PERFORMANCE RESULTS:

1. Freeman/Bester...107,25%
2. Hlasensky/Timkoe...106,52%

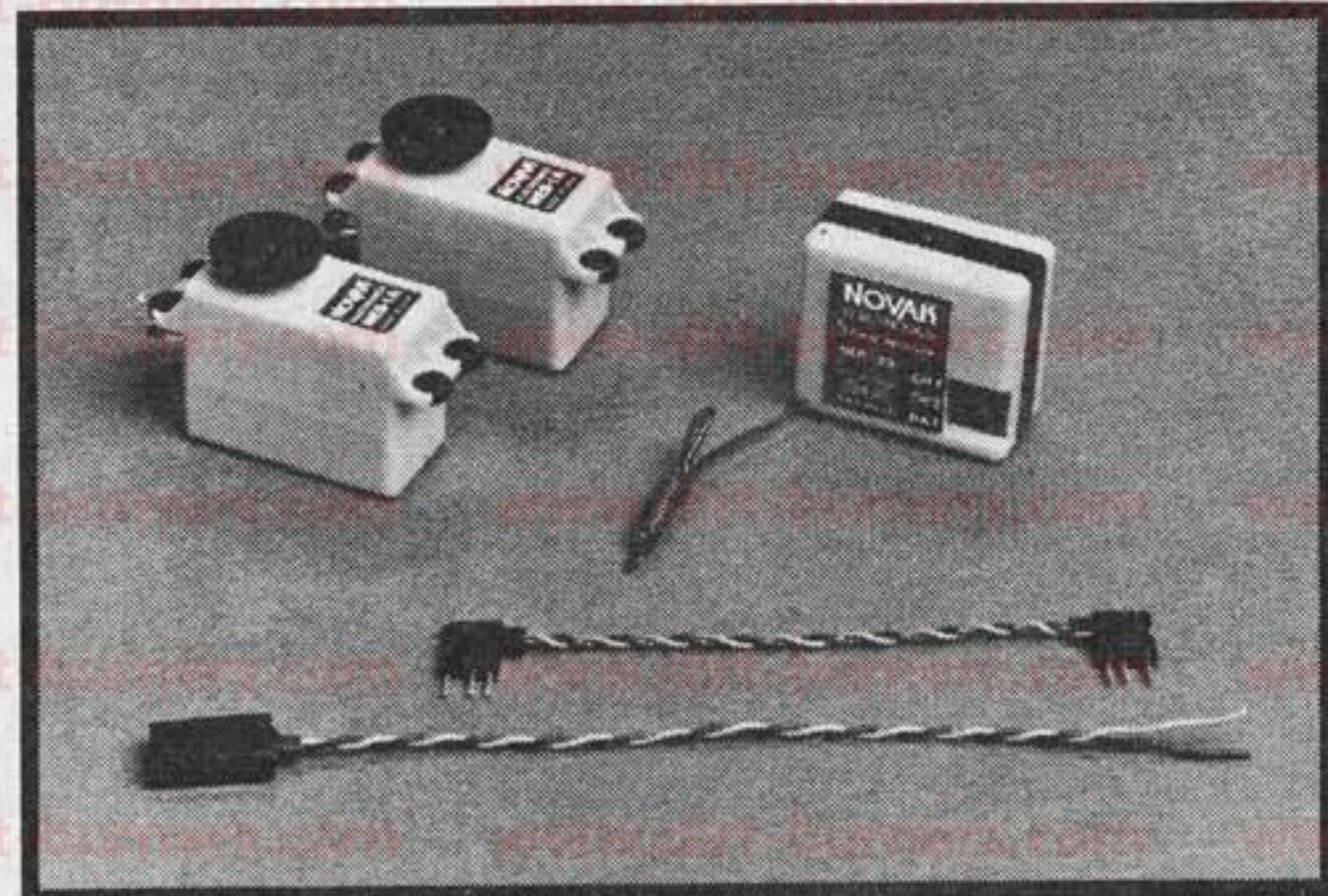
It was a very popular win, with all the competitors having a very exciting race meet, nicely rounded off by an appetizing prizegiving at a nearby Holiday Inn. Congratulations to all concerned. Start preparing for the 9 Hour Enduro in September and the 24 Hour Enduro in December!



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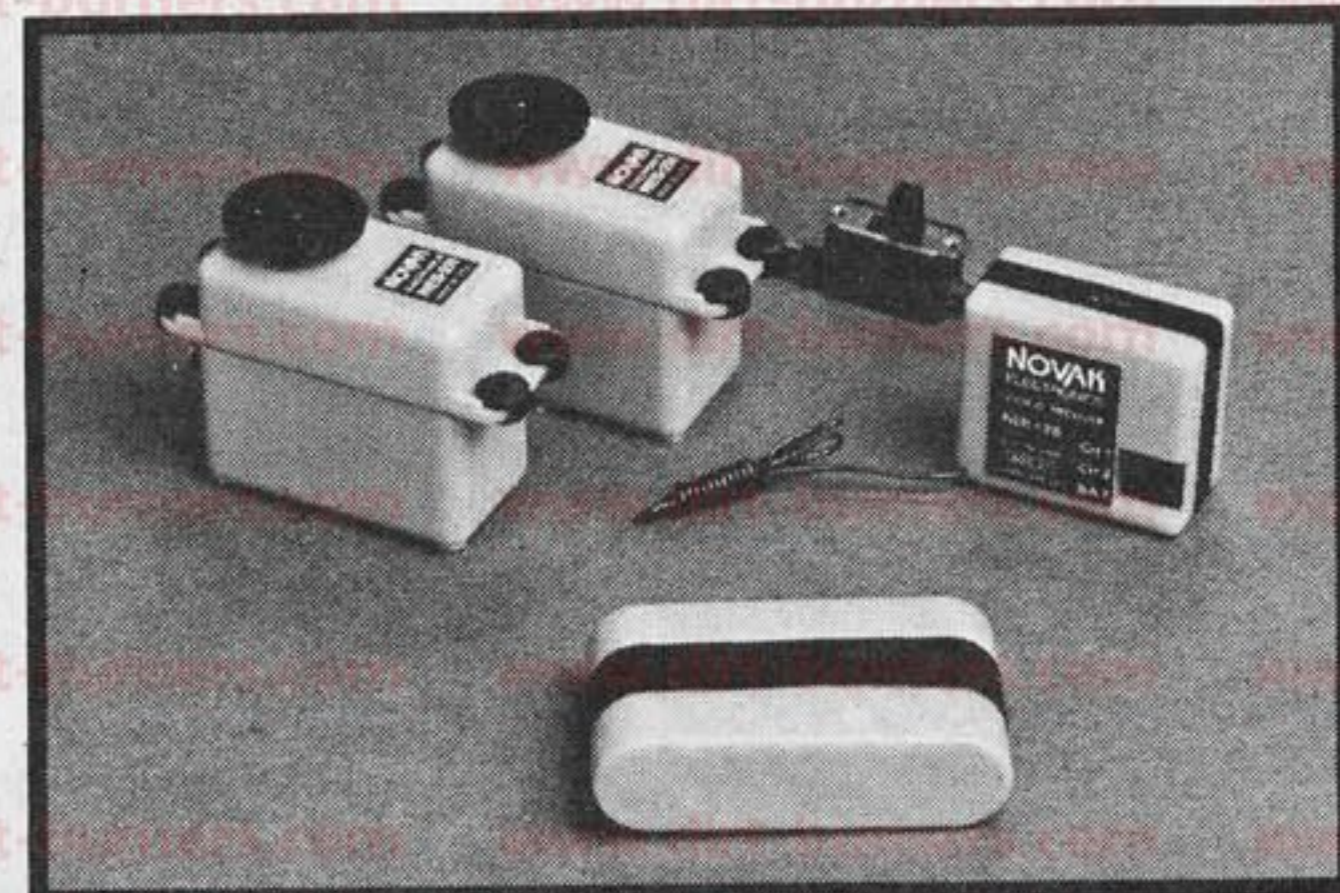


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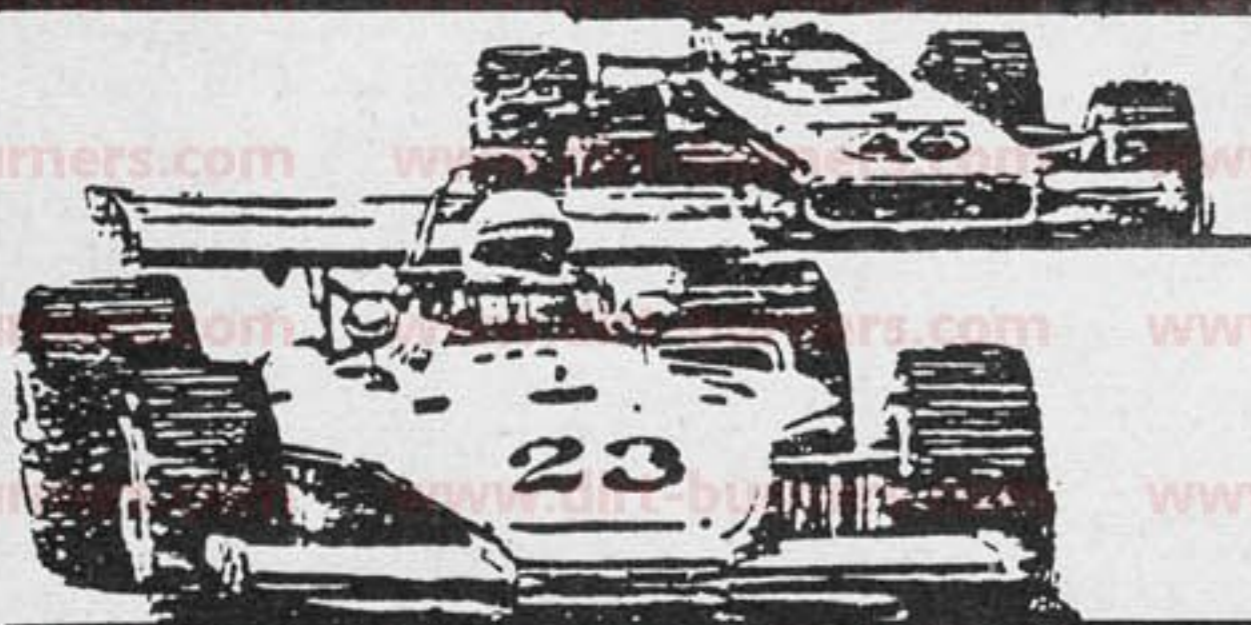
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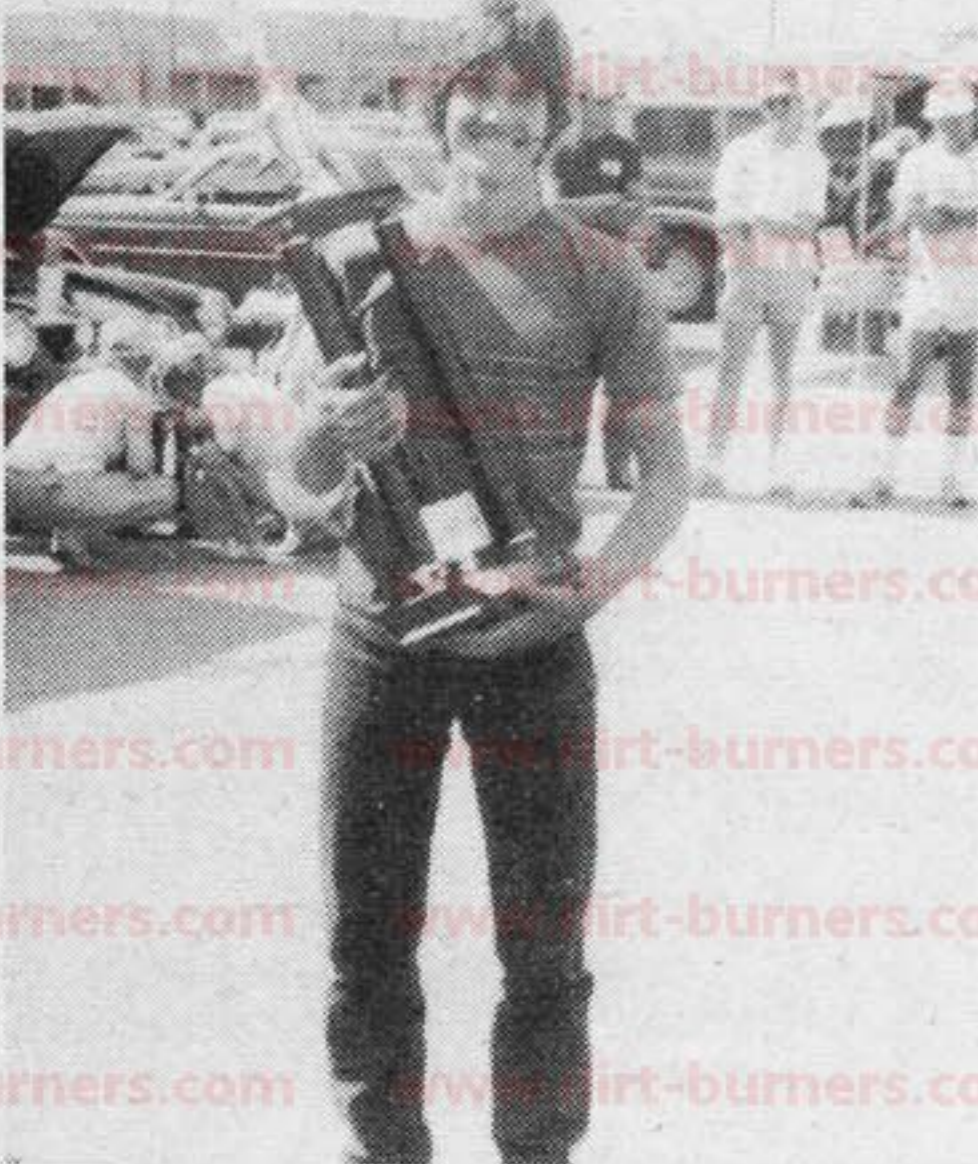
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Barry Grossenbacher, first A MAIN.



Gary Hill, first B MAIN.



Lee Chapin, first C MAIN.

R/C RACING NEWS - Page 34 - September 1984

A BARREL OF MONKEYS!?

Report by Marlene Sanders
Photos by Les Elliot

July 24, 1984
Albuquerque, New Mexico

What do you get when you add 51 prizes, 36 drivers, 4 mains, 36 qualifiers, perfect weather and a barrel of monkeys? The 3rd Annual Enchantment 100 Can Am race. Well, maybe we didn't have a barrel of monkeys but we did have the rest.

Ten entries for the Concours judging started things off on Saturday. Lee Chapin #X (El Paso) gave John Adair #13 (newly elected club secretary) a run for his money and in the end took home the "gold" and first place in Concours. John took second and Frank Barron #6 (El Paso) took 3rd place.

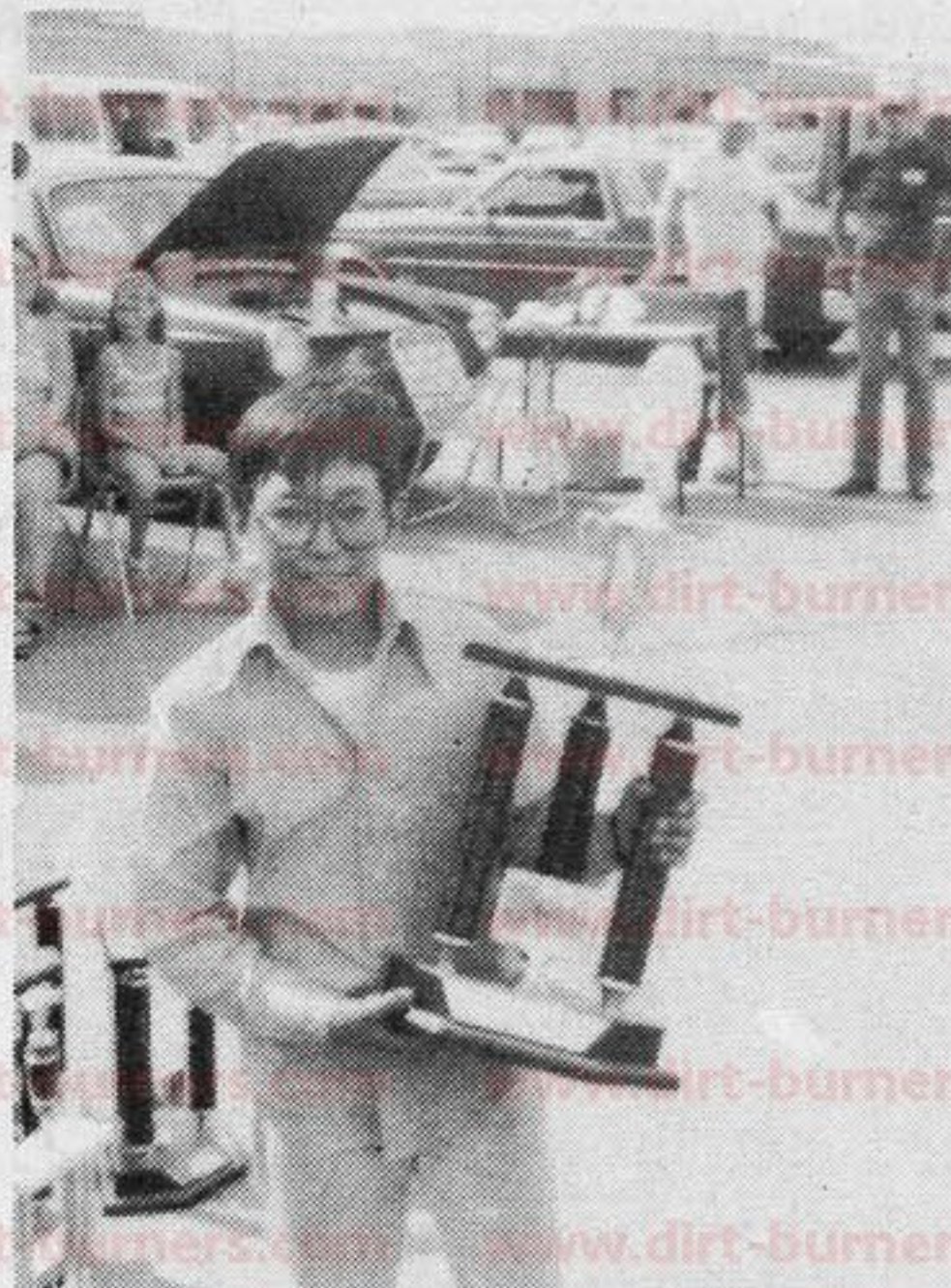
Racing on Saturday produced some close competition. Barry Grossenbacher (Phoenix) turned in 14.11, 13.23 & 13.14. Chasing Barry all day was George Brazil with 13.20, 12.17 & 12.15. Bob Sanders ran a 12.1, 11.29, 13.0 and 12.9. Les Elliott, solving his mechanical woes, later turned 12.14 and 12.19. Jim Cook ran consistently all day with 11.14 and two 11.27's. Lee did likewise running high 10's all day. Ralph Gutierrez finally broke the curse and drove 10's and 12's. Jim Pirong ran solid 10's while Dick Henderson held even with 9's throughout the day.

Our banquet Saturday night became the event we'll all long remember. Held at the Statemen's Club in the Albuquerque Federal Savings & Loan Building, the evening started off with a social hour followed by a delicious catered meal and

an exciting prize drawing. The anticipation and fun mounted as the first round of drawings ended with the Picco engine still sitting on the table. Halfway through the second round, Wayne Clark drew the lucky number and took home the "beef" (a Picco).

Sunday's racing started off with 3 rounds of qualifiers as the excitement grew even stronger for the raffle car drawing held later that day (NMRCRCC raffled off an RC300 car complete with radio and engine.) The qualifying times improved with Barry Grossenbacher becoming the TQ with a 14.12. Gary Hill improved his times as did Brad Tofflemire who solved his problems of Saturday.

D MAIN - Smooth and easy, Kenny Goettsche drove a clean, skillfull race to take 1st and move up into the C main. Danny Alvarado, Jr., (ELP) gave him a



Danny Alvarado, 1st in the D Main had a chance to move up. Chapin

hard race and finished in second followed by Red Givens who was in third.

C MAIN - Ten drivers that drove a race definitely well worth watching. Lee Chapin drove a strong line throughout the race with Bill Beck hot on his tracks all the way. Bill finished 2nd, a half a lap behind Chapin. Kenny Goettsche, moving up from his D Main win, went on to take 3rd place.

B MAIN - There is a saying we have around here. "Never ever, ever get off that throttle, never lift!" That's exactly what Gary Hill did. Driving hard and fast, he pushed his pan car to the limits and first place to win the B Main. Jim Cook displayed some excellent moves but couldn't catch Gary at the end. Cook was followed by John Jolley in third.

A MAIN - Sometimes the best part of the race is not what the first place driver is doing but what the 2nd and 3rd place

drivers do. Our A Main was a perfect example of that. Barry Grossenbacher drove a clean line and a smooth race throughout to easily take the A Main win. George Brazil and Roxanne Cook, on the other hand, provided the excitement that had the crowd roaring and the tension mounting. Roxy and George drove neck and neck, changing places back and forth throughout the entire 100 laps. Roxy, the First Lady of Racing out here, made some excellent moves around George. George, however, the king of "never lift" type of racing, pushed his car to a strong 2nd place finish, two laps ahead of Roxy.

Our race weekend was exciting and fun. Barry drew the winning ticket and the raffle car was won by B.C. Weigel. B.C. is now racing with the club and doing well. Special thanks to Dave Gillen for all his help in announcing, George Brazil put the race together, Westside Hob-



Roxanne Cook took a tough 3rd spot in the A Main.

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bies for donating the RC300 car, Duke City Hobbies for donating the radio and engine, Delta, McCoy and Associated for their help in the prize drawing, and Bob Sanders for all his behind-the-scenes work for the club.

FINAL RESULTS

A MAIN:

1. Barry Grossenbacher
2. George Brazil
3. Roxanne Cook
4. Gary Hill
5. Ralph Gutierrez
6. Brad Toffelmire
7. Les Elliot
8. Jerry McGinnis
9. Bob Sanders
10. Garth Finley

B MAIN:

1. Gary Hill
2. Jim Cook
3. John Jolley

(contd. next page)

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- 7. Tony Eely
- 8. Ricky Curtis
- 9. Chris Adcock



"TQ" (Top Qualifier) Barry Grossenbacher.

HARD LUCK AWARD
Frank Barron

SPORTSMANSHIP
Jim Pirong

APPRECIATION AWARD
George Brazil

TOP QUALIFIER
Barry Grossenbacher

CONCOURS
Lee Chapin

C MAIN:

- 1. Lee Chapin
- 2. Bill Beck
- 3. Kenny Goettsche
- 4. John Adair
- 5. Dave Gillen
- 6. Dick Henderson
- 7. Rob Blum
- 8. Frank Barron
- 9. Wayne Clark
- 10. Jim Pirong

D MAIN:

- 1. Kenny Goettsche
- 2. Danny Alvarado, Jr.
- 3. Red Givens
- 4. Dan Burch
- 5. Les Pardue
- 6. Ray Cannon



Concours main man, Lee Chapin.



George Brazil, 2nd in the A Main.

R/C RACING NEWS - Page 36 - September 1984

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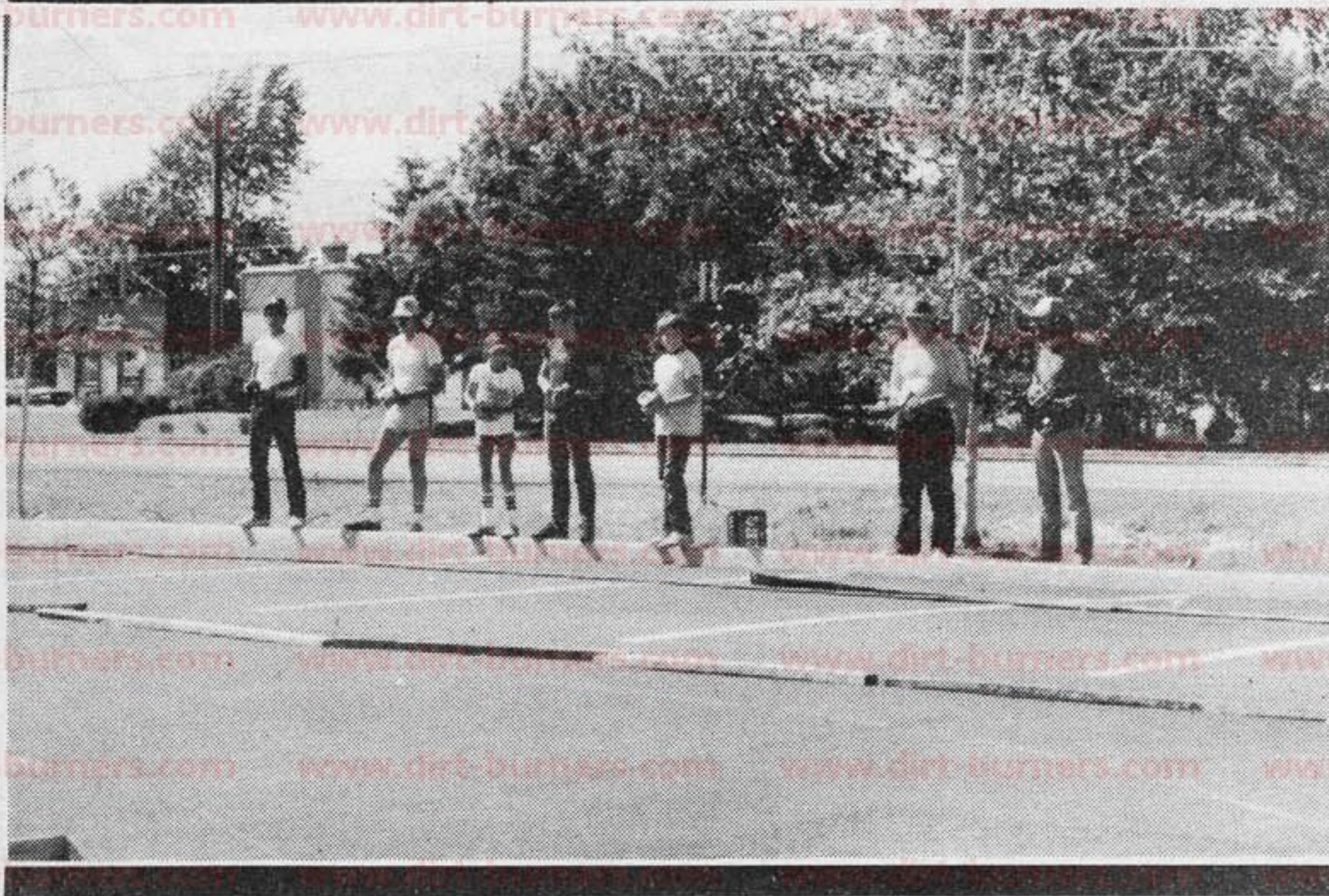
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“Racing in the Summertime”



Gil Pataky, Sr., made his first appearance of the summer series and took the top qualifying spot in Stock with a super run of 33 laps in 8:08.5, almost two laps ahead of everyone else.

Chuck Mackin took his Delta/Trinity powered car to the “TQ” spot in Super Stock with a run of 40 laps in 8:12.1.

The Modified class was a little thin today, as several drivers were away at the ROAR Nats. Tom Miller made the trip up from Columbus and set the fast time of 42 laps in 8:07.5.

In the Stock C Main Glen Ottobre and Jim Freda battled throughout the race, with Glen taking the win. Jim took the runner up spot and Helen Bays (in her first race) took third.

George Chapin took an easy win in the B Main Stock class. George took the lead at the start and stretched his lead at the end of three laps. Jerry Wells (who just celebrated his 80th birthday) took the second spot, with Ron Ritz in third.

The A Main Stock turned out to be a heck of a race between four drivers. Bob Bays, Chris Vincent, Gil Pataky, Sr., and Dominic Ottobre swapped positions several times during the race. Bob was finally able to take the win over Chris (both with 31 laps) with Gil, Sr., in third and Dom in fourth with 30 laps completed.

Brian Saltzman took the lead in the first corner of the B Main Super Stock and was long gone. At the end of eight minutes, Brian held 37 laps for the win. Dave Gardiner was second and Ralph Middaugh rounded out the top three in the B Main.

In the A Main Super Stock, the American Modeler race team ran one-two for the entire race. Chuck Mackin grabbed the lead at the start, with Don Smolik tucking in behind and that’s how they finished, both turning in 39 laps. Larry Gerber (Hobby Hut) took the third spot, one lap back, with 38 laps.

Tom Miller made the two hour trip up from Columbus worthwhile as he led the A Main from start to finish. Mike Mitzel (who had driven all night to get back from the Nats), took the second spot one lap behind Tom, and Bruce Shaffstall, broken

NORCAR REPORT...



Top Photo: Stock A Main drivers. Photo Above: NORCAR President, Rich Laplant adjusting what’s left of his car. Photo Mackin

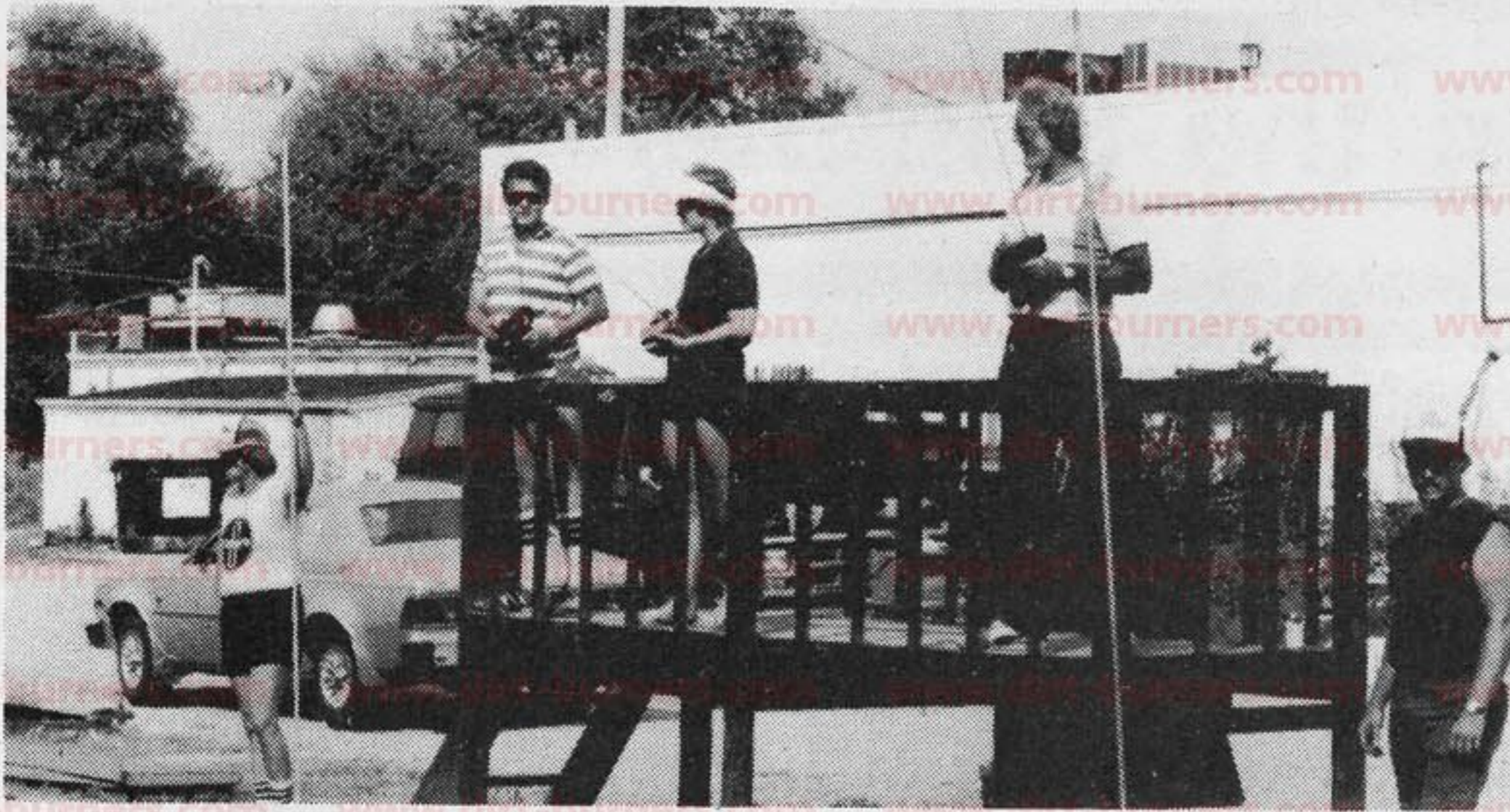
Report & Photos by
Chuck Mackin

July 15, 1984
Cleveland, OH

It’s hard to believe, but the summer racing season is almost half over with 34 racers turning out last Sunday and the action on the track just as hot as the weather.



Dennis Calkins’ beautiful circle track car - immaculate!



D Main drivers had a real battle even if there were only three, they couldn't keep away from each other.

front end and all, ended up third.

RESULTS

MODIFIED A:

- 1. Tom Miller (TQ)...42
- 2. Mike Mitzel...41
- 3. Bruce Shaffstall...37
- 4. Gil Pataky, Jr...32
- 5. Don Deutsch...13

SUPER STOCK A MAIN:

- 1. Chuck Mackin...39
- 2. Don Smolik...39
- 3. Larry Gerber...38
- 4. Dennis Calkins...36
- 5. Pete Warnick...34
- 6. Keith Warnick...20

STOCK B MAIN:

- 1. George Chapin...30
- 2. Gramps...27
- 3. Ron Ritz...26
- 4. Bob Neldon...25
- 5. Tony VanHelmond...22
- 6. Rich Dyke...10

STOCK C MAIN:

- 1. Glen Ottobre...29
- 2. Jim Freda...29
- 3. Helen Bays...17
- 4. Keith Stumpf...DNS
- 5. Darwin Davis...DNS

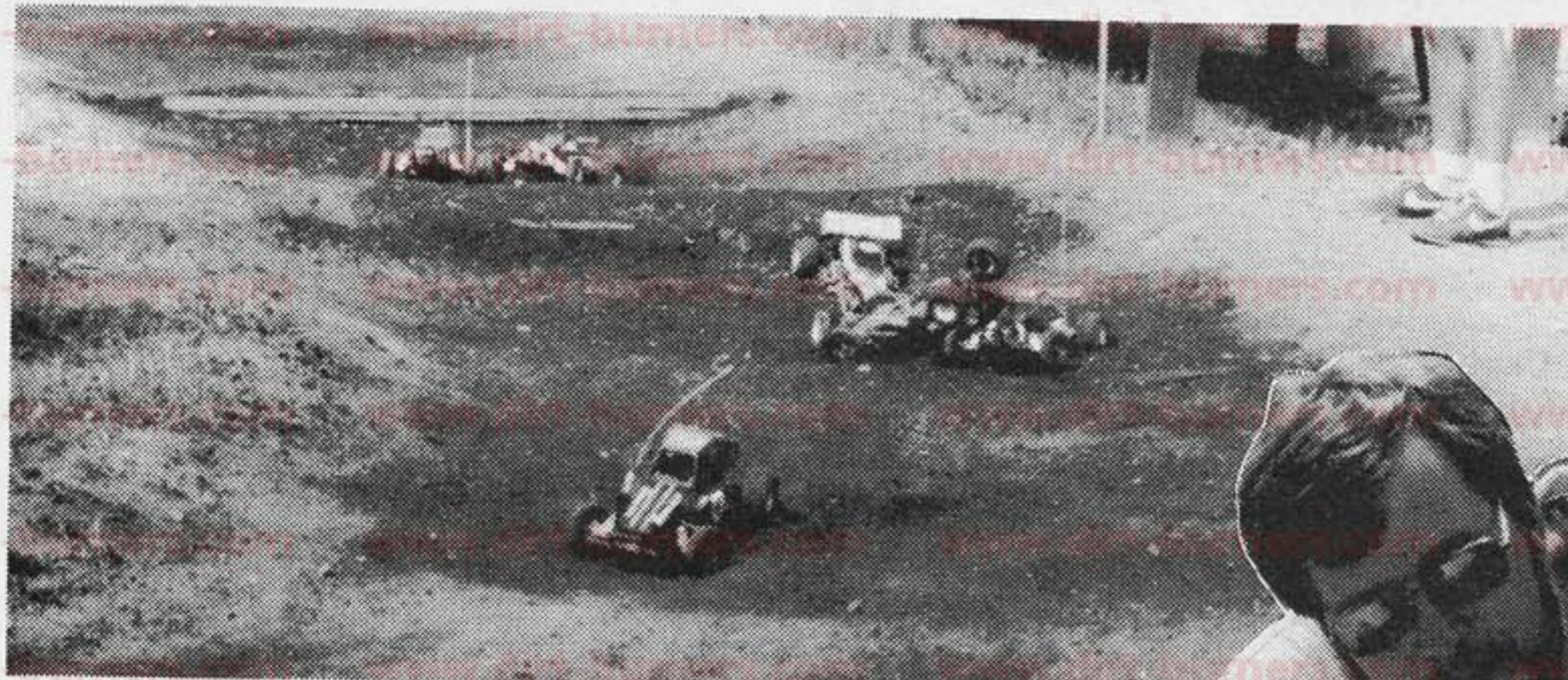
NORCAR AT HOBBY HUT

July 22, 1984
Northfield, OH

Bill Jeric's Hobby Hut track played host



A Main line-up - the lull before the storm.



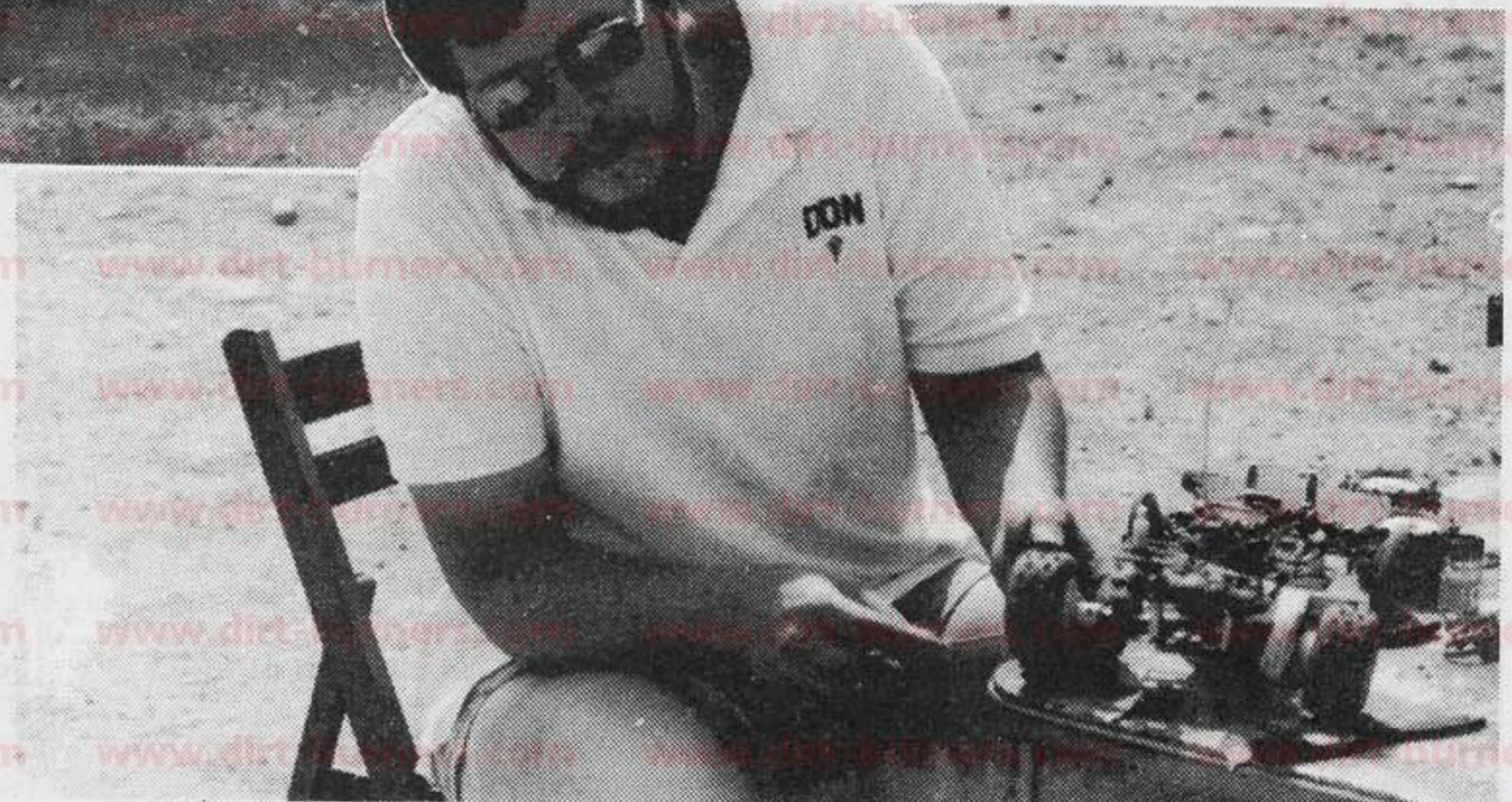
Start of the C Main, made the parts department head very happy.

SUPER STOCK B MAIN:

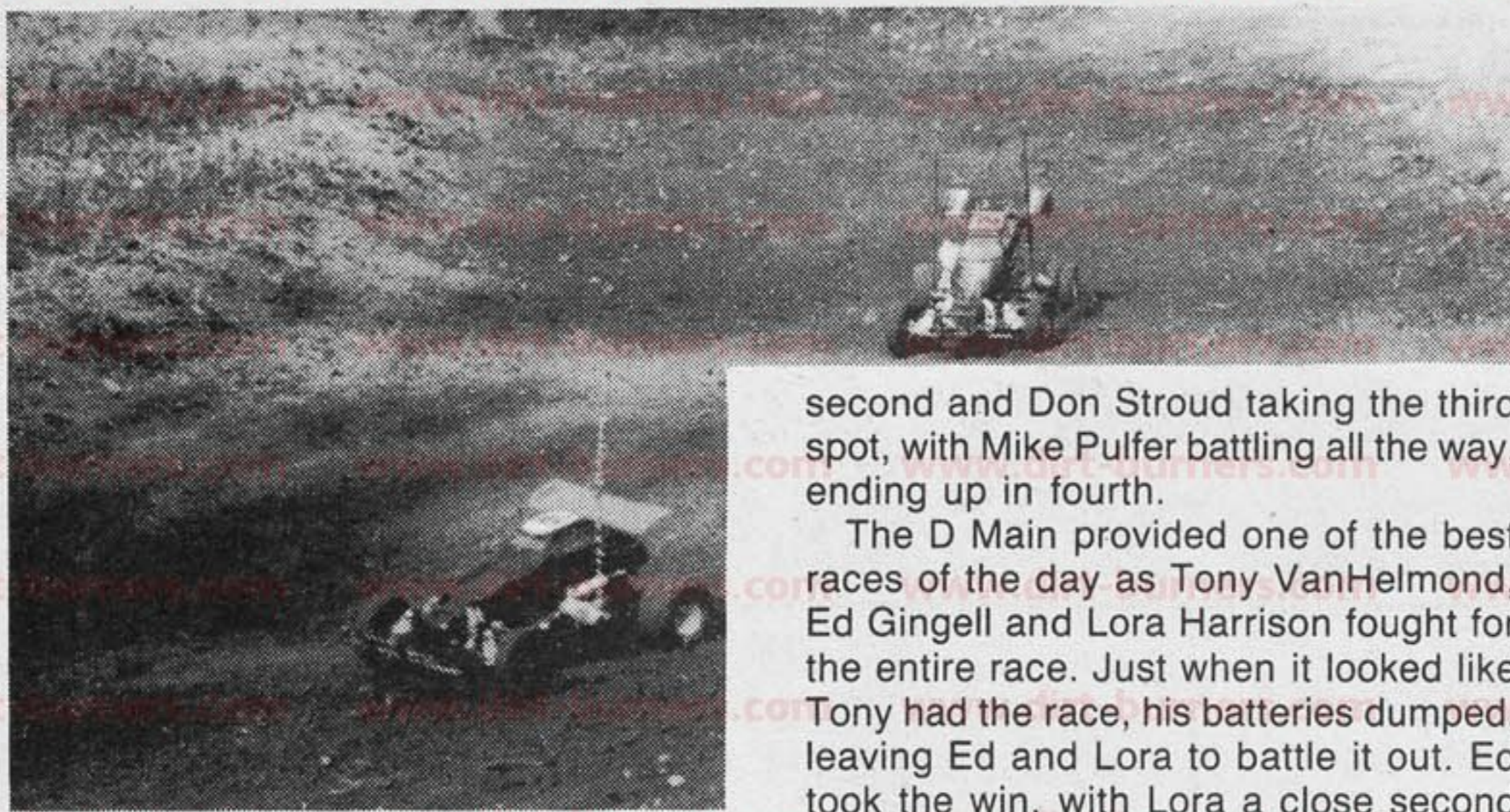
- 1. Brian Saltzman...37
- 2. Dave Gardiner...33
- 3. Ralph Middaugh...31
- 4. Ramie Burr...21
- 5. Dan Gottschall...21
- 6. Rich LaPlante...DNS

STOCK A MAIN:

- 1. Bob Bays...31
- 2. Chris Vincent...31
- 3. Pataky, Sr. (TQ)...30
- 4. Dominic Ottobre...30
- 5. Smitty...24
- 6. Sam Cheraso...20



Don Smolik was Race Director and 5th in the A Main.



Close action around the tight corners was the order of the day.

the triple jump in the main straight. As the day wore on, the track got rougher and it provided a challenge for the drivers and their cars.

Rick Hunsaker from the Dayton area was "TQ" with three runs of 18 laps. I would be willing to bet that Rick would have broken the track record if it weren't for the three jumps in the main straight.

In the F Main Tim Mariola (who had been having car trouble) cruised to a two lap victory over Rob Kern and Doug Stroud. Howard Kemery took his Scorpion to a close victory over Rich Dyke in

second and Don Stroud taking the third spot, with Mike Pulfer battling all the way, ending up in fourth.

The D Main provided one of the best races of the day as Tony VanHelmond, Ed Gingell and Lora Harrison fought for the entire race. Just when it looked like Tony had the race, his batteries dumped, leaving Ed and Lora to battle it out. Ed took the win, with Lora a close second and Tony a disappointing third, all with 14 laps.

The C Main was also a very close, exciting race as the 6 drivers fought the entire five minutes of the main. Only one lap separated the cars as John Wilt from Vandalia, Ohio took a very hard fought win over Don Jenkins in the runner up spot and Steve Radecky in third, all with 15 laps.

The B Main was up next and Larry Gerber (Hobby Hut Racing Team) drove a very smooth, precise race to capture the win with 17 laps. Jeff Thompson took second with 16 laps and Chuck Mackin was third with 15 laps completed.

The A Main shaped up to be a very

competitive race. The track was really becoming rough now as the A Main drivers lined up for the start. At the drop of the green it was apparent it was going to be a two car race. Dave Pulfer and Rick Hunsaker had their cars working to perfection as they took command of the race. In the end Dave held on for the win with Rick taking a close second, both turning in 18 laps with Gary Howell one lap down in third.

I would like to thank Bill Jeric for the use of his track and the super job he did preparing it. And also Don Smolik for acting as race director. (Don also made the A Main.) I would especially like to thank all the racers who showed up to race.

RESULTS

A MAIN:

1. Dave Pulfer...18
2. Rick Hunsaker (TQ)..18
3. Gary Howell...17
4. Jack Koogler...16
5. Don Smolik...15
6. Gary Kral...1

B MAIN:

1. Larry Gerber...17
2. Jeff Thompson...16
3. Chuck Mackin...15
4. Dennis Calkins...14
5. Jim Hunt...1

C MAIN:

1. John Wilt...15
2. Don Jenkins...15
3. Steve Radecky...15
4. Sam Cheraso...14
5. Paul Franz...14
6. Carrie Jeram...14

D MAIN:

1. Ed Gingell...14
2. Lora Harrison...14
3. Tony VanHelmond...14
4. Shawn Gilday...1

E MAIN:

1. Howard Kemery...15
2. Rich Dyke...14
3. Don Stroud...13
4. Mike Pulfer...13

F MAIN:

1. Tim Mariola...15
2. Rob Kern...13
3. Doug Stroud...6
4. F. Flaio...DNS

NORCAR AT GREAT NORTHERN MALL

July 29, 1984
Cleveland, Ohio

Round six of the NORCAR 1/12th summer series brought 36 drivers to Great Northern Mall ready to battle in the three driver's classes. The racing seems to be getting closer every week, and the spectator turnout is also getting larger.

The track layout once again proved to be a challenge, with several tricky sec-

(contd. page 42)

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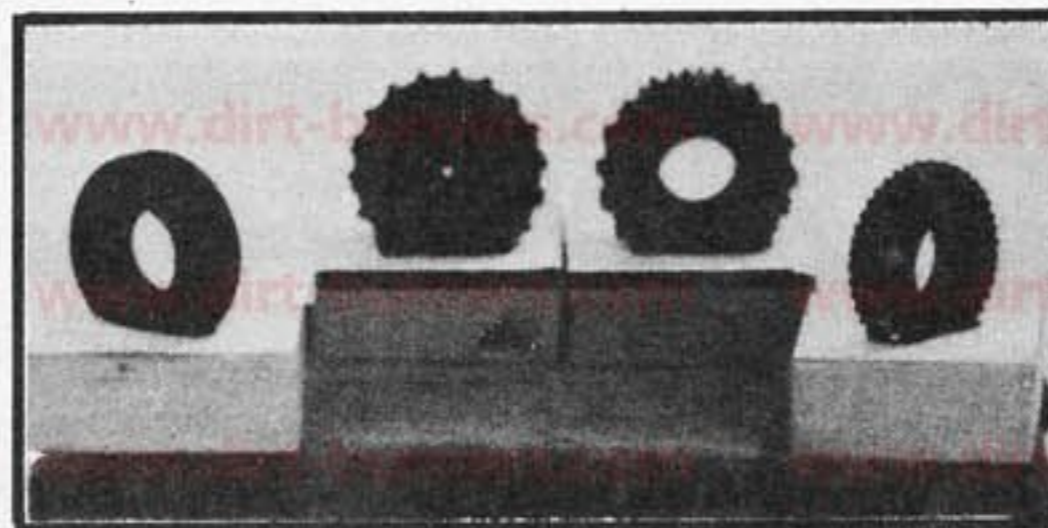
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tions thrown in just to keep the drivers honest.

In the Stock class Bob Bays took the top spot in qualifying with a run of 31 laps in 8:02.5, just edging out Dom Ottobre who had a best of 31 laps in 8:04.0.

In Super Stock Gil Pataky, Jr., (who stepped down from the modified class) turned in a best of 39 laps in 8:04.7 to become the "TQ".

Bill Jeric (Team Associated and Hobby Hut) really had things his way in Modified as he set the top time. Bill turned in a super run of 42 laps in 8:12.5.

Nine year-old Matt Mackin grabbed the lead at the start of the Stock B Main and held it for most of the race, but Bob Neldon got by with 2 laps to go and went

on to win with 28 laps. Matt was second and Jerry Wells (Gramps) was third. One interesting feature of this race is that we had the youngest club member and the oldest member battling it out. Matt is 9 and Gramps just turned 80!

The A Main Stock was up next and Chris Vincent turned in his best drive yet for the win. Chris and George Chapin traded the lead several times before Chris finally came out on top. George turned in a very good run for second, and Dom Ottobre held on for third over a very rapidly improving Sam Cheraso.

In the Super Stock B Main Pete Warnick (part of the Columbus Connection) had a real fight on his hands with Ralph Middaugh, but hung on for the win in a

very close race. Both drivers turned 34 laps and traded the lead several times during the race. Dan Gottschall turned in another steady performance for third.

Keith Warnick decided he couldn't let his dad be the only winner in the family so he got his act together and drove a very smooth race to take the win in the A Main Super Stock. Larry Gerber, Dennis Calkins and Gil Pataky, Jr., had a terrific battle for second, with Larry coming out on top, Dennis taking third and Gil coming home fourth, with less than five seconds separating second through fourth.

The A Main Modified proved to be the best race of the day. Howard Kemery and Mike Mitzel took an early lead, only to be passed by Tom Miller, Bill Jeric and Bruce Shaffstall. Tom moved into the lead and Bill would close up then crash. While all of this was going on Bruce was staying out of trouble in third place. As the race wore on, both Tom and Bill started to slow, and Bruce passed them for the lead! Bruce took the win, Bill finally getting by Tom and taking second, with Tom in third, all with 41 laps.

RESULTS

MODIFIED:

1. Bruce Shaffstall...41
2. Bill Jeric (TQ)...41
3. Tom Miller...41
4. Mike Mitzel...39
5. Howard Kemery...36
6. Jim Ruff...25

SUPER STOCK A MAIN:

1. Keith Warnick...37
2. Larry Gerber...36
3. Dennis Calkins...36
4. Gil Pataky, Jr. (TQ)...36
5. Chuck Mackin...35
6. Dave Gardiner...29
7. Brian Saltzman...25
8. Jeff Thompson...20

SUPER STOCK B MAIN:

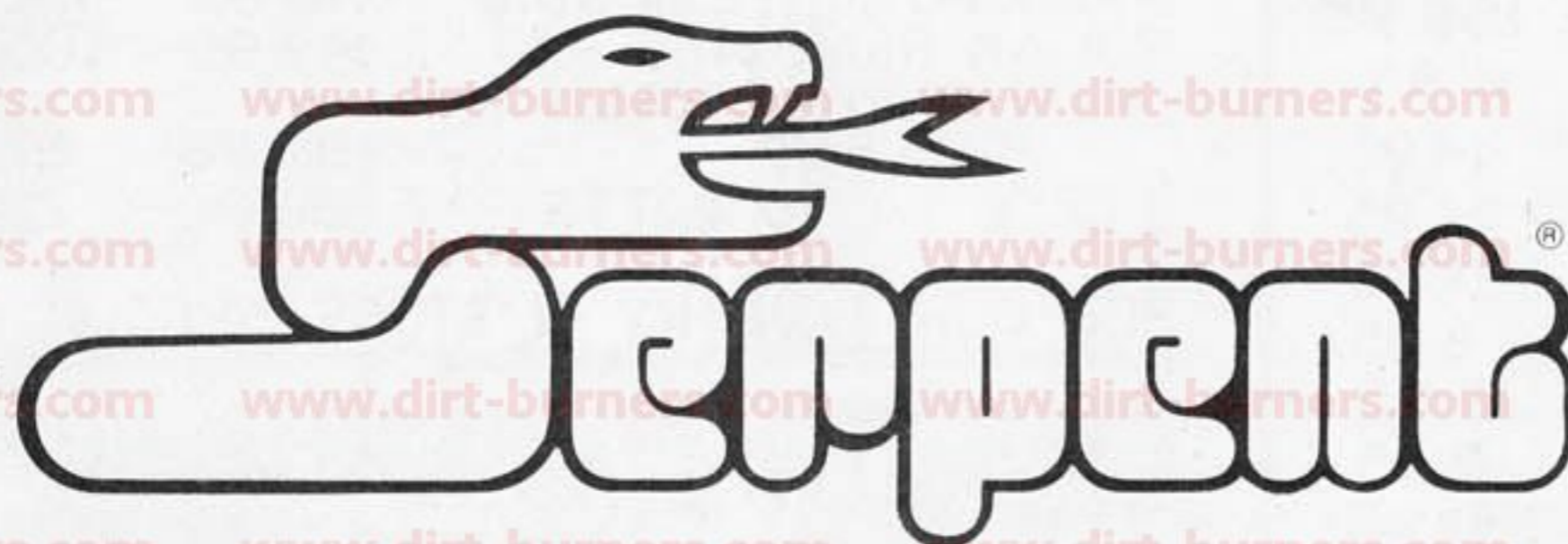
1. Pete Warnick...34
2. Ralph Middaugh...34
3. Dan Gottschall...31
4. Don Deutsch...28
5. Don Smolik...17
6. Steve Varona...16
7. Ed Gingell...7
8. Gary Kral...DNS

STOCK A MAIN:

1. Chris Vincent...30
2. George Chapin...30
3. Dom Ottobre...29
4. Sam Cheraso...29
5. Jck Nabakowski...28
6. Bob Bays (TQ)...18
7. Ron Ritz...12

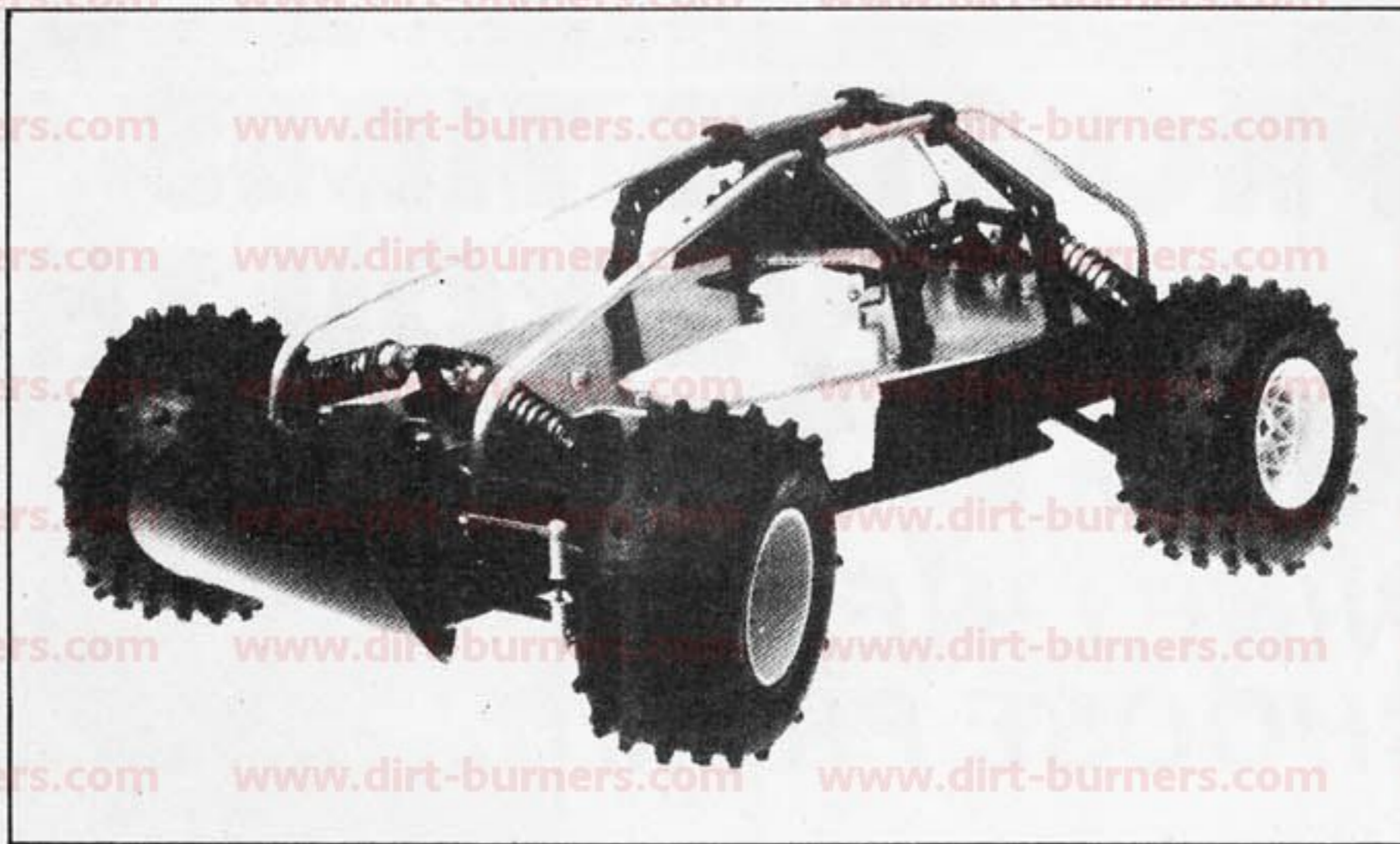
STOCK B MAIN:

1. Bob Neldon...28
2. Matt Mackin...27
3. Gramps...26
4. Rich Dyke...17
5. Glen Ottobre...15
6. Helen Bays...10
7. Keith Stumpf...DNS



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1/12th RACE NOTES:

The experience of a group of drivers from North Carolina and Rocky Mount, Virginia was too much for the second-year drivers of Richmond as the out-of-towners captured 5 trophies in the fourth Can Am event of the season.

In the Stock A Main Pat Arrington, fresh off a 5th place finish in the U.S. SPRING CHAMPIONSHIPS, battled nose to tail for much of the event. At about the 6 minute mark, Sheppard erred in entering the first corner. This allowed Arrington to assume a lead that he was never to relinquish. Al Cole, the highest finishing local driver, ran a consistent race and came in third. Congratulations are in order to Randy Doss for running a strong fifth in his first A Main effort.

Some of the best racing of the day took place in the Stock B Main. Five drivers ran within a couple of laps of each other for the entire 8 minutes. In the end Chris Wrenn prevailed but elected to "bump-up" to the A Main. Bill McDonald inherited the first place trophy. Sonny Higgins and Wayne Warman rounded out the top three in this main.

Jay Dodson, competing in his first C Main in a long time, easily captured that event over Joe Duck and Len Cooke.

The Modified A Main was almost a video replay of the Stock A Main as Pat Arrington again edged Steve Sheppard by a single lap. One lap farther back in third was Mike Coffey.

Survival was the key in the Modified B Main as only three of the original seven cars that started were able to finish the full eight minutes. In the end, Mike Dayton overcame Ron Brickhead and Dave Langston to capture his first victory of the season.

RESULTS

A MAIN STOCK:

1. P. Arrington...48
2. S. Sheppard...47
3. H. Cole...46
4. M. Coffey...45
5. R. Doss...44
6. C. Wrenn...41
7. R. Brickhead...41
8. M. Dayton...39
9. J. Mills...4

B MAIN STOCK:

1. B. McDonald
2. S. Higgins

3. W. Warman
4. D. Langston
5. F. McIntosh
6. J. Pond
7. C. Rutherford

C MAIN STOCK:

1. J. Dodson
2. J. Duck
3. L. Cooke
4. C. Langston

A MAIN MODIFIED:

1. P. Arrington...47
2. S. Sheppard...46
3. M. Coffey...45
4. R. Doss...42
5. B. Johnson...42
6. J. Dodson...39
7. C. Wrenn...39
8. J. Mills...

B MAIN MODIFIED:

1. M. Dayton
2. R. Brickhead
3. D. Langston
4. J. Duck
5. C. Rutherford
6. B. McDonald
7. A. Cole

DAYTON RETURNS

Mike Dayton, driving his first NASCAR race in over a year, easily captured the fifth NASCAR Stock A Main of the year. At the drop of the green flag, Dayton and Mike Coffey quickly moved to the front of the pack. The two drivers battled on even terms until Coffey got caught behind a slower car. Dayton was quick to take advantage of the mistake and went on to a one lap victory over Coffey. Ron Brickhead was able to take third by sliding under Sonny Higgins coming out of the south turn, two laps from the finish.

Randy Doss continued to show why he is one of the leading rookies in the C' by edging the veteran Bill McDonald by less than a lap in the Stock B Main. Wayne Warman came in third, only one lap behind the leading duo.

Jimmy Mills, who made the 3-hour trek from Rocky Mount, easily took home the gold in the Stock C Main. The highlight of the race was the performance turned in by two new drivers. Sam Bass, running in only his second race, led for much of the race before finishing second. Bob Snell, running in his first race, ran consistently and came in third place.

Mike Coffey continued his dominance of the Modified class as he captured his fourth consecutive A Main event by a margin of 4 laps over Jimmy Mills. One lap farther back in third place was Sonny Higgins.

In the Modified B Main Randy Doss prevailed over Bill Johnson and Larry Brongham.

The Goody's Headache Award goes to Brent Chandler for having to deal with horrible radio interference.

RESULTS

STOCK A MAIN:

1. M. Dayton...55
2. M. Coffey...54
3. R. Brickhead...53
4. S. Higgins...53
5. A. Cole...51
6. R. McDonald...49
7. L. Brongham...33
8. B. Johnson...10

STOCK B MAIN:

1. R. Doss
2. B. McDonald
3. W. Warman
4. S. Wilkinson
5. D. Langston
6. R. Pond
7. B. Brickhead

STOCK C MAIN:

1. J. Mills
2. S. Bass
3. B. Snell

(contd. next page)

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4. C. Langston
5. B. Chandler
6. N. Cole

MODIFIED A MAIN:

1. M. Coffey...57
2. J. Mills...53
3. S. Higgins...52
4. R. Brickhead...52
5. S. Wilkinson...51
6. J. Pond...50
7. M. Dayton...47
8. W. Warman...46

MODIFIED B MAIN:

1. R. Doss
2. B. Johnson
3. L. Brongham
4. S. Bass
5. B. McDonald

RAIN, RAIN, AND MORE RAIN!

A sparse field of thirteen, including

three from Maryland, battled the rain-drops for over three hours in an attempt to complete the fifth Can Am event of the season. However, Mother Nature prevailed as only the Modified qualifiers and the Modified C Main were run.

The C Main provided some very close racing despite a very slippery track. Herb Wade from Maryland apparently brought his rain tires as he easily lapped the field. The other three drivers finished on the same lap with Wayne Warman edging out Carlton Coleman and Mike Coffey.

The order of finish in the A and B Mains were determined by the qualifiers. Ken Harris captured the first A Main victory of his career by besting Al Cole. Ron's Racing Team placed two cars in the A Main with Ron Brickhead taking third. Linwood Burrow, recently released by the McDonald Racing Team, piloted the backup machine to a fifth place finish.

Tom Adams of Maryland came home in fourth.

The B Main was won by Joe Duck over Jeremy Rutherford, David Langston, and Charlie Rutherford.

The stock portion of this event will be run on August 5th.

RESULTS

A MAIN:

1. K. Harris...35
2. A. Cole...32
3. R. Brickhead...30
4. L. Burrow

B MAIN:

1. J. Duck
2. J. Rutherford
3. D. Langston
4. C. Rutherford

C MAIN:

1. H. Wade
2. W. Warman
3. C. Coleman
4. M. Coffey

RACE FOR MDA

The Club held its first ever enduro on July 29 and all fourteen drivers thoroughly enjoyed themselves. More importantly, over one hundred dollars was raised for the MDA.

As strange as a 300 lap enduro is, a stranger event occurred the night before. Bob Wagner dreamed that he was going to win the race. Who would believe that a guy who has run only one race all year could be competitive in such an event. But Wagner made his dream come true.

When the green flag fell, the teams of Bob Wagner/Chris Wrenn and Linwood Burrows/Al Cole quickly made their way to the front of the field. The two cars were very equal and battled on even terms on the track. The race was won in the pits, however, as Wagner/Wrenn made exceptionally quick pitstops.

The teams of Ken Harris/Mike Coffey, Wayne Warman/Ron Brickhead, and Fred McIntosh/Bland Marlow dueled for third, fourth, and fifth positions. Warman/Brickhead held the number three position for much of the race. An unscheduled pitstop only minutes from the finish to change a tire allowed Harris/Coffey to move up to third.

The teams of Tim Totty/James Harvey and Bill McDonald/Richard McDonald experienced mechanical problems early in the race and finished 6th.

RESULTS

1. Wagner/Wrenn...300
2. Burrow/Cole...284
3. Harris/Coffey...260
4. Warman/Brickhead...256
5. McIntosh/Marlowe...254
6. McDonald/McDonald...199
7. Totty/Harvey...75

HOBBY HUT



1/12 SCALE HEADQUARTERS

— MAIL ORDER SPECIALISTS —

SUPER SPECIALS

- “New” Tuna Hot Box III Charger..... \$69.95
- Delta BC824PD Peak Detector Charger \$67.50
- Associated #4210 I.S. Front End..... \$40.00
- McAllister 1/12 & 1/10 Bodies In Stock!
- Futaba FP-3PG Magnum Radio (S-132) \$199.95
- Sanyo Random Cells (Always Fresh)..... 6/\$25.00
- Trinity “Matched” Sanyos. (Always Fresh). 6/\$32.50
- Reedy Modified Motors \$40.00
- Trinity Modified Motors \$48.00
- Delta CK126 Deluxe Kit \$129.95
- Futaba S-29 Servo..... \$26.50

— PARTS IN STOCK FOR ALL MAJOR BRANDS —

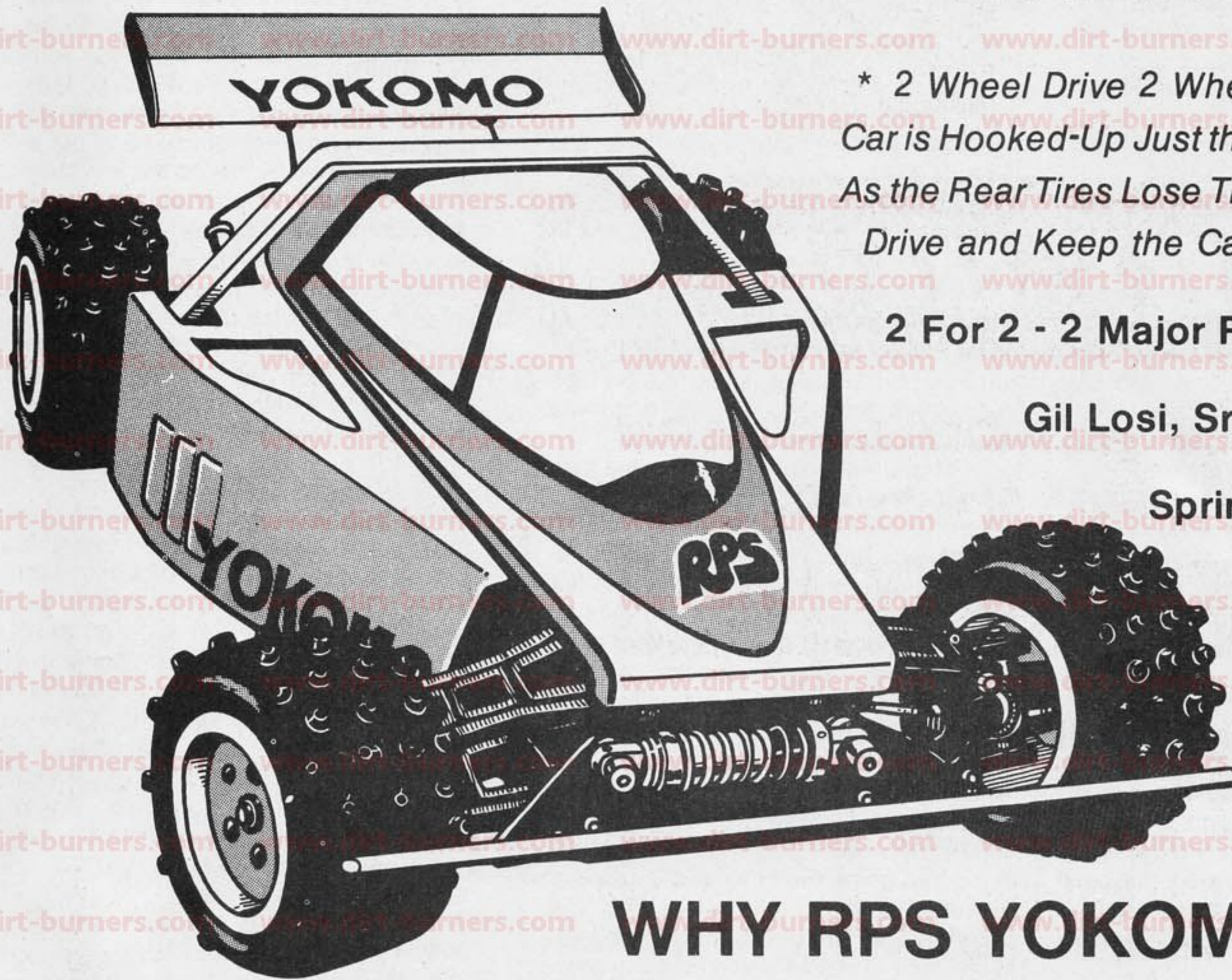
MASTERCARD & VISA WELCOME

<p>STORE HOURS: Mon, Tue, Thur 12-8 Wed, Fri, Sat 12-6</p>	<p>HOBBY HUT 9750 Olde 8 Rd. Northfield, Ohio 44067 216/467-6116</p>	<p>WE SHIP UPS for fast Efficient Service! Call us for all your racing needs!</p>
---	--	--

Coming
Soon!

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4 WHEEL DRIVE*



* 2 Wheel Drive 2 Wheel Assist - When the Car is Hooked-Up Just the Rear Wheels Drive. As the Rear Tires Lose Traction the Front Tires Drive and Keep the Car from Spinning Out.

2 For 2 - 2 Major Races - 2 Victories

Gil Losi, Sr. Wins Both ROAR

Spring Championships

& ORRCA Final

Series Race

with the NEW

RPS YOKOMO.

WHY RPS YOKOMO?

- The First 4 Wheel Drive That Can Handle The Jumps & Terrain of the Roughest Tracks
- Finally a 4 Wheel Drive That Has Lots of Steering (Drag Link Steering for Minimum Bump Steer)
- Comes With The Finest Stock Speed Control Made (Most People Use This Set Up To Replace Their Stock Set-Up Units.)
- The First 4 Wheel Drive To Go The Distance Without Problems
- 9 Gear Ratios Available, Should Be No Problem Gearing For Any Situation.

ALL REPLACEMENT PARTS & ACCESSORIES AVAILABLE

RPS DISTRIBUTING

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MAGIC CITY R/C CAR CLUB

RACE REPORT...

By Tim South

Our Club is growing and I for one am glad to see it happen. To make our club worthwhile, growth is necessary. Each new member we gain has some special characteristic that can benefit the club. When we first organized, our total membership was a scant 13 racers. I'm happy to report that we have grown to 22 members in a very short time. We'd like to welcome new members David Swearengin, Ricky Long, Pamela South, Jerry Evans, Randy Ash, Ann and Bruce Ponder and Joe Manis.

RACE REPORT: We had 13 racers take part in the Farmers Market 500 race on Sunday, July 29th. It was our first race using NASCAR Grand National bodies and we ran an oval (what else?) track to coincide with the Talladega 500 race.

The first heat showed everyone present that running in a circle is tougher than they thought. Lap count for the first heat was low for just about everyone as they were trying to get used to the track and the demands of an oval race. Many racers spent most of the first two heats in the pits, grandstands, restrooms and just about everywhere but on the race track where they belonged. Traction and handling were at a premium and it took some work to get your car to handle. Some racers got the bugs worked out quickly while others did not. John Hancock broke a chassis during practice and it looked like he was out for the rest of the day, but Dad came through and turned his car over to John to run for the rest of the afternoon while he took care of the "Parma Pits"

The C Main was a pretty good race with David Swearengin and Pamela South taking the lead early, while both Bruce and Ann Ponder were having handling problems. Ann never did recover, but Bruce did and came on good to make a race of it. David's lead was hard to overcome as he led to the finish turning in 53 laps and looking very smooth after a rough start. Pam followed closely with 50 laps and like David, ran a real smooth main event. Bruce made an excellent recovery to finish in 3rd with 48 laps.

The B Main turned out to be a two man race from the start as Randy Ash and John Hancock fell behind early with problems. Tim South took the lead from the green flag with Mike Davis just a few car lengths behind him. These two drivers were really putting on quite a show for the A Main boys, prompting some to call it (the B Main) the 'Little A Main' Tim built up

a 3 lap lead over Mike by the 7 minute mark and he looked like he was on his way to a win when a tie strap came off his battery pack and lodged under a tire, causing the car to spin out. While the pit crew was trying to remove the tie strap, Mike was making up time on the track. When Tim got back to racing, another problem came up as his batteries started "dumping" (losing power). At the end of the race there was a doubt as to who had won the race. After the laps were tallied, it was found that Mike had actually taken a one lap lead over Tim and had won the B Main. Mike ran 64 laps to 63 laps for a very disappointed Tim, with Randy Ash winding up in third and John Hancock in fourth.

In the A Main I have some good news and I have some bad news. The good news is that we had a new 'TQ' in Tim Smith. The bad news is that his 66 laps in qualifying fell eleven short of what was needed to win the A Main event!

As stated earlier, handling was a problem for the racers and A Main drivers were no exception. Tim Smith was on top with 66 laps, then Jerry Evans (65), Jimmie Simmons and Mark McWilliams (64 each). Talk about being close! But when the flag dropped it was a different story as the cars took off in a cloud of dust that made you realize right away that this was going to be some kind of a race. Ernhart may have been tearing it up at the Talladega Speedway, but we had Jimmie Simmons at the Farmers Market 500! Jimmie showed he still has a few tricks in his bag as he took the lead. But Jerry Evans wasn't about to let Jimmie get away and he charged right behind him. In this race mistakes would cost you dearly and losing 1 or 2 laps should be expected as the cars were turning laps every 7 seconds. Jerry showed Jimmie that he knew something about going in circles too and passed him at the 2 minute mark. Jerry wasn't the only one to worry about as Tim and Mark were just a car length behind. But there were "gremlins" on the track too, and Mark was the first to encounter one as his car was grabbed and put against the wall in turn 3. A couple more scrapes with the wall put Mark McWilliams down a few laps and he was unable to make up the difference through the rest of the race. Meanwhile, Tim Smith had moved up to second place as Jerry Evans had trouble in turn one and spun out, but a quick recovery kept Jerry in the hunt. Jimmie Simmons had regained the lead when Jerry had problems and Simmons started to make his move. And move he did, his

handling problems cured, he started to put laps on the rest of the field. His car was sticking so good that it made you think of "ground effects". Now it was Smith's turn to have problems as he hit the inside wall at turn three. Wall-tagging seemed to get to everyone at least once and some a little more often than others.

Simmons seemed to drive around the trouble and blasted to a 77 lap finish for the win, with Jerry Evans in second with 71 laps. Tim Smith was third with 65 laps and Mark McWilliams was fourth with 61 laps. Looks like we might have to put a bounty on Jimmie Simmons the way they did on Red Farmer about ten years ago at Montgomery Speedway.

In a post-race interview with Simmons, he was asked the question everyone wanted to know. What did you do to make the car handle so good in the main? Get ready for this "top notch secret". "TIRE TRAC - that's it! No motor changes or gears, just Tire Trac." Well, there you have it, a racing tip from the Bolink/Budweiser racing stables.

RESULTS

A MAIN:

1. Jimmie Simmons
2. Jerry Evans
3. Tim Smith
4. Mark McWilliams

B MAIN:

1. Mike Davis
2. Tim South
3. Randy Ash
4. John Hancock

C MAIN:

1. David Swearengin
2. Pamela South
3. Bruce Ponder
4. Ann Ponder

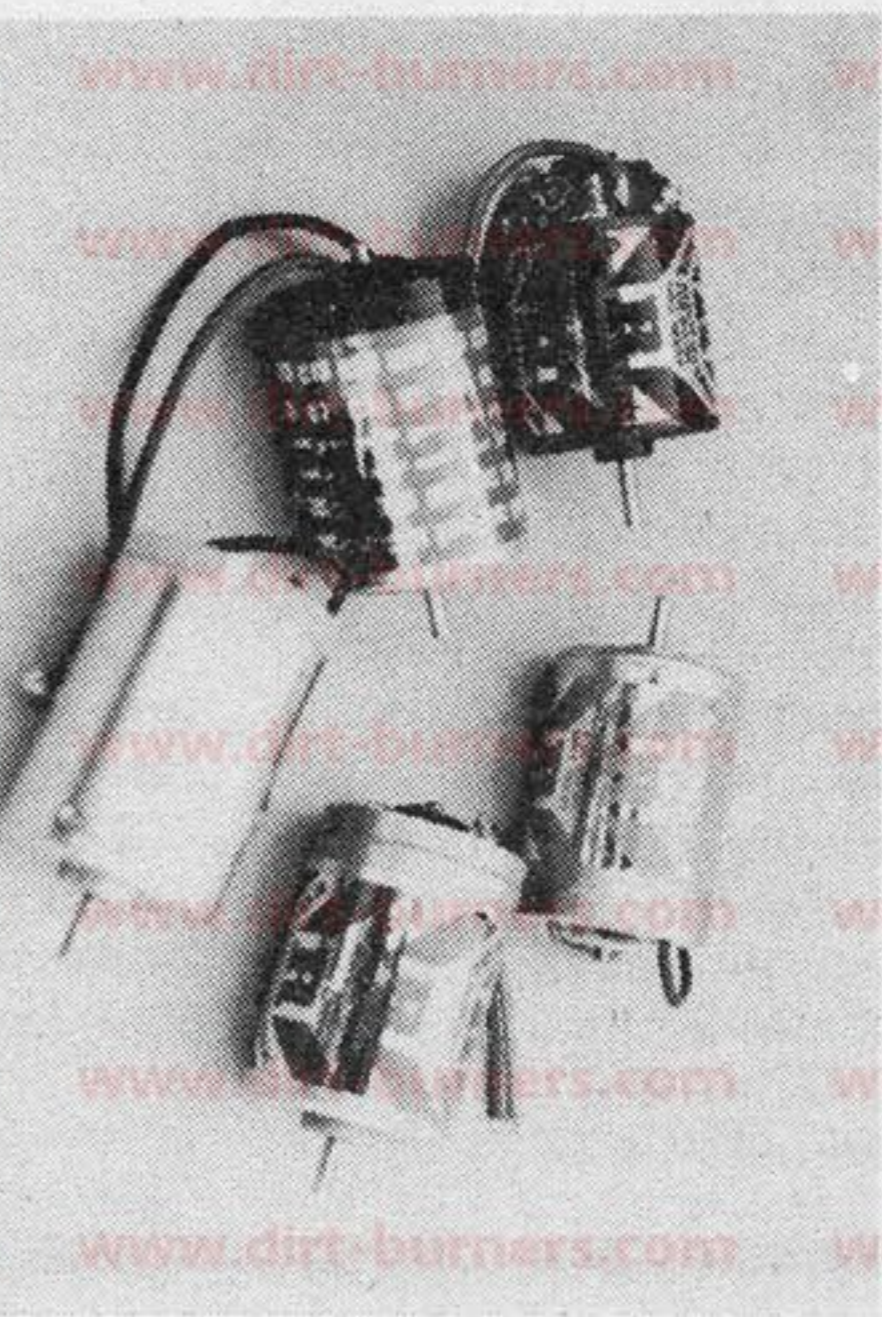
SERIES STANDINGS as of 7/31/84:

1. Jimmie Simmons...612.110
2. Jerry Evans...598.46
3. Tim Smith...586.105
4. Tim South...555.44
5. John Hancock...517.15
6. David Swearengin...494.25
7. Mark McWilliams...431.101
8. Bruce Ponder...431.15
9. George Bacon...408.09
- 10 Ann Ponder...400.97
- 11 Randy Ash...385.16
- 12 Greg Smith...363.90
- 13 Pamela South...363.09
- 14 Tom Blocker...335.19
- 15 Mike Davis...282.48
- 16 Richard Blocker...220.65
- 17 Ricky Long...105.05
- 18 Joe Manis....42.14

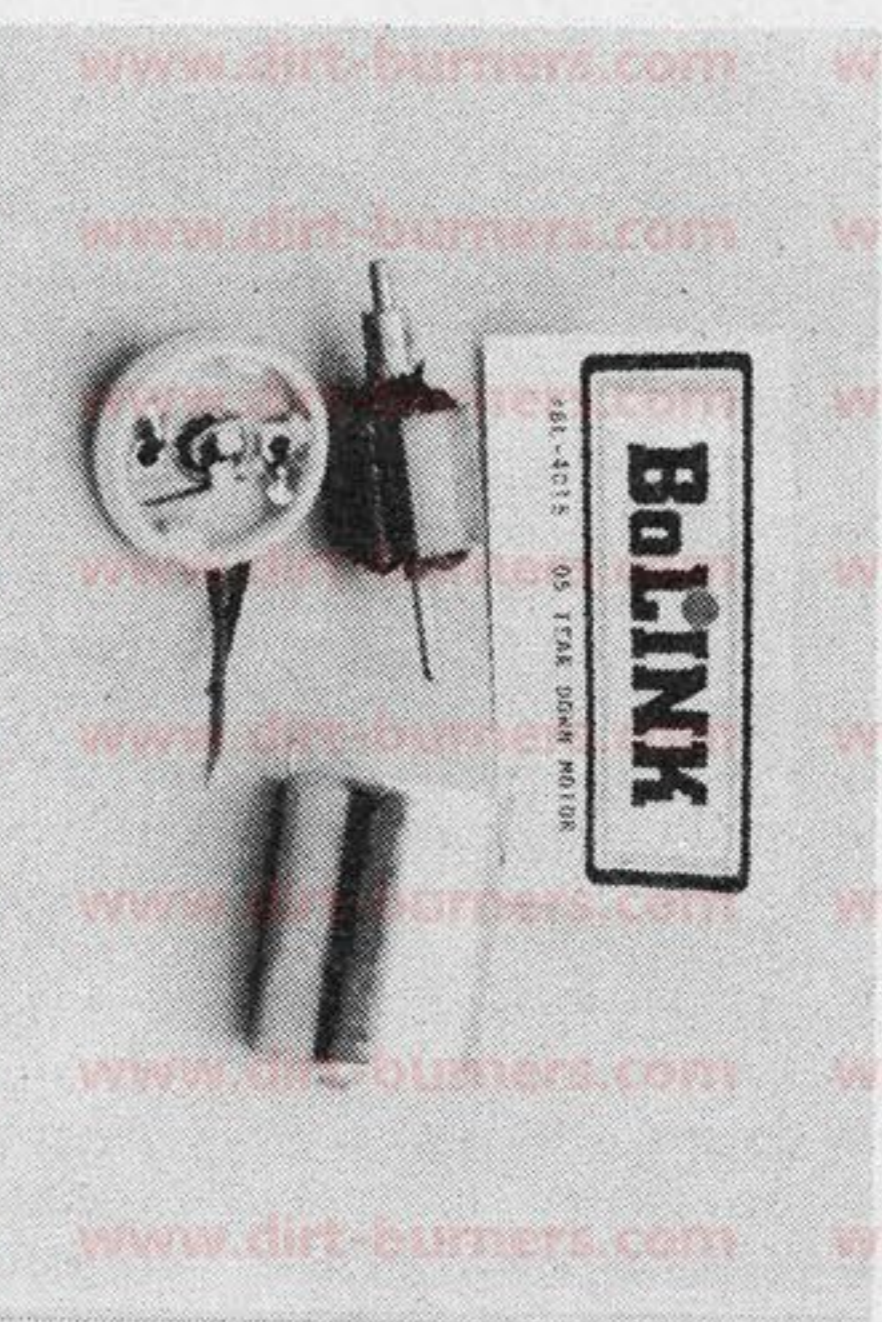
New Products From BoLink



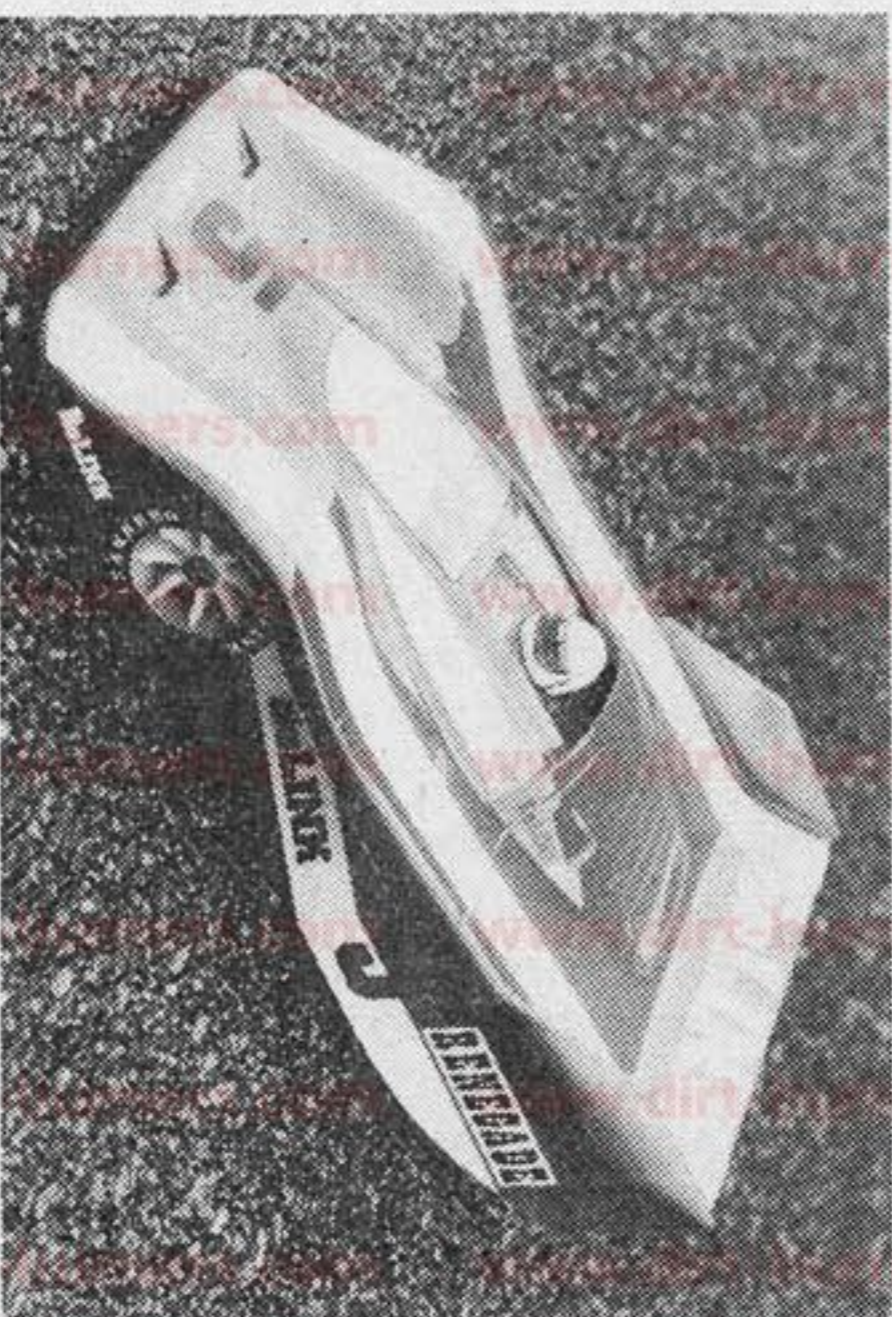
Super Digger Accessories include H.B. knobby tires (mounted on donuts), aluminum inner blocks, aluminum wheels, hot off-road motors, STINGER and Reedified Yokomo, and pure silicone lube called Shur Lube.



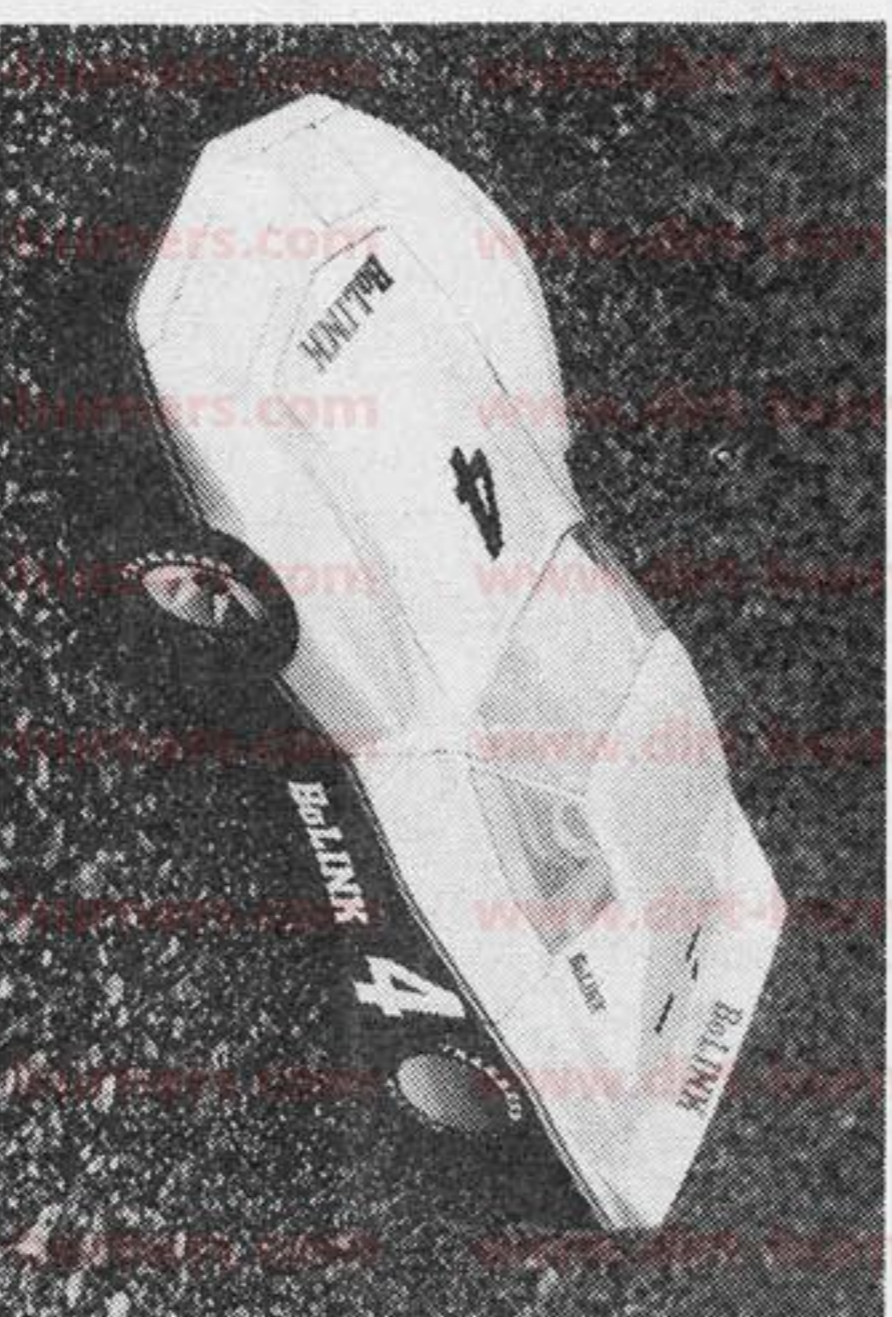
MOTORS - BoLink has one of the most complete motor lines in the industry. Both "On Road" and "Off Road" including the new Yokomos. \$45.00 - \$70.00



'05" tear downs - wind your own motor - select your hot wind. Motor has never been factory processed so there are no balance holes or tough epoxy to cut thru (#4015)...\$12.00



Schkee Can Am - Newest style available. New wider front end. Fits all the new style cars. Available in clear or painted...\$11.00-\$17.50 (#2001).



Greenwood Corvette. Clear or painted, one of the best looking G.T. car bodies ever produced. Originally released by JoMac, now available in the famous BoLink quality (#2002).

- #3465 - Plastic diff. hub kit, fits Assoc. & Delta
- #6026 - Shur Lube, pure silicone lubricant
- #4244 - Dean's 4 pins connectors, for batteries & motors
- #2097 - I.M.S.A. Camaro body, clear or painted
- #6024-B - 2oz. bottle of Power Plus w/applicator
- #3667-68-69 - New donut compounds, rear #3667 (red) - #3668 (yellow) - #3669 (green).
- #3409-3482 - High strength European style "Carro Wheels" - #3409 front, #3482 rear (fits all popular 1/12th cars.)

SEND \$2.00 FOR COMPLETE CATALOG (Refundable)



420 HOSEA RD, LAWRENCEVILLE GEORGIA 30245 PH. 404-963-0252

Inside Lines



MORE GOODIES FROM DELTA IN 1984

Look at all the good stuff that's available from the World Champions factory:

NEW aluminum hub carriers that add a new level of rigidity to the rear wheel geometry by eliminating the self steering characteristics of plastic hub carriers, most noticeably on hot days. They also provide for rear tire toe-in adjustment, an advance.

New grooved differential thrust washers provide for a long life, extremely smooth differential.

New chassis pan and radio plate layout provides better left to right weight distribution and drops the muffler and battery pack right through the radio plate for an even lower Center of Gravity.

NEW front suspension gives faster response to steering inputs and adjustable front tire camber.

NEW U-joint seals have minimal effect on suspension action and increases life of U-joints several times over unsealed units.

NEW rear hub carrier wing mounts provide more steering at high speed.

NEW dual disc brakes with Rulon pads. Simply the best we have ever used. Very smooth.

NEW front anti-lift bar provides more steering on acceleration.

No question, that when you want the best, you've got to get Delta products:

Delta Mfg.
27 Racecar Ct.
Lorimor, Iowa 50149

NL/ATTACK

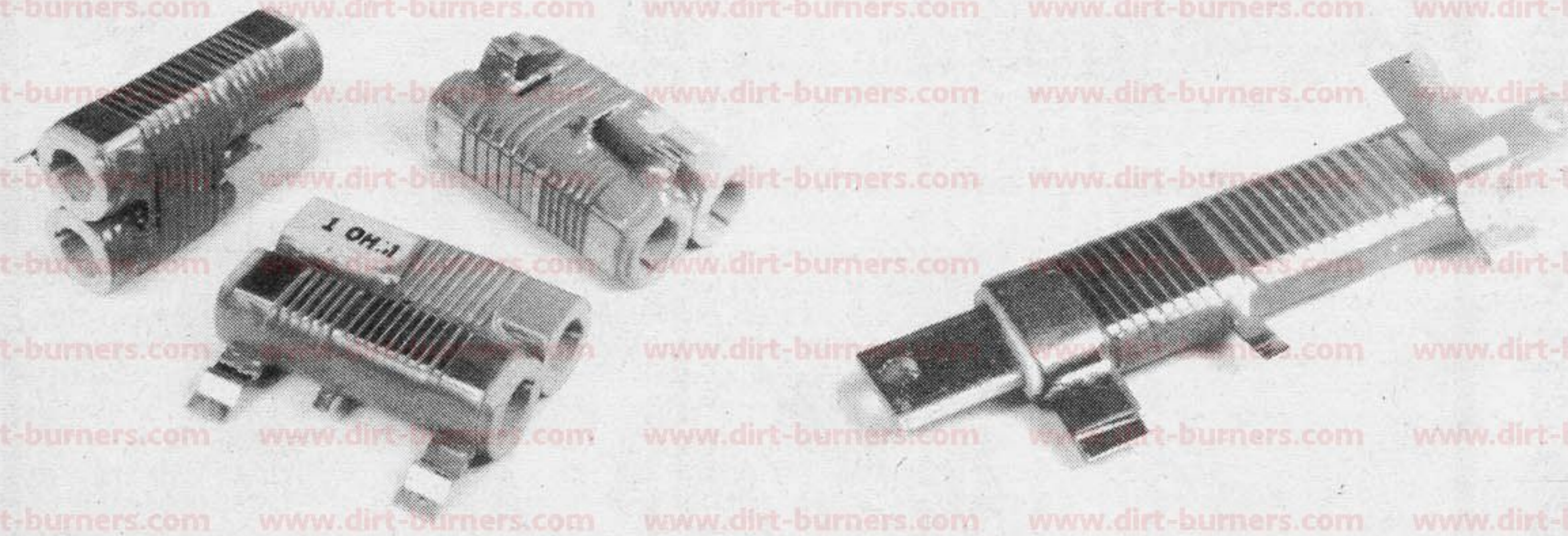
Futaba's newest 2 channel system features the 2NL transmitter with traditional control sticks for cars, boats, buggies, tanks, motorcycles or any other 2 channel model. Also included are custom gimbals with adjustable stick axis

and neutral adjust, and full trim control.

Completing the system is the R2GS receiver, 2-S28 servos, switch harness and battery case. 27, 72 and 75 MHz.

555 West Victoria St.
Compton, CA 90220

R/C RACING NEWS - Page 48 - September 1984



DOUBLE-BARREL POWER

1/10th scale off road is exciting but also demanding, especially on your speed control. Frustration is running in first and then seeing your speed control falter. Well, Parma now has a 1/10th scale off

road Epoxy-coated double barrel resistors to give you long-life and true response every time you go out to race. The 1 OHM standard (#1599-D) and .8 OHM 90 (#1603-C) are only \$15.00. And if that isn't enough Parma also has them for

1/12th scale racing, the same Epoxy-coated Ultralite resistors, .8 OHM (#4018-K) and 1 OHM (#4018-L), also \$15.00 from:

Parma International
13927 Progress Parkway
North Royalton, OH 44133

Inside Lines

MRC'S MITSUBISHI PAJERO

MRC-TAMIYA is proud to introduce their MITSUBISHI PAJERO, kit no. 5844, to their 1/10th Off Road Multipurpose Cars.

The MRC-TAMIYA Pajero does a lot for one package. It is built rugged, as you'd expect from an off road vehicle, with a bathtub-type chassis and gearbox made of engineering plastic. The gearbox is sealed to help keep the grease in and the dirt out. The nylon resin differential gears deliver the brute power of the RS-540 electric motor to the wheels through strong steel axle shafts. The 3 step forward and reverse speed control is easy to set up and long lasting. Knobby semi-pneumatic realistic rubber tires are mounted on all wheels. Independent front spring arms and dual coils on a rigid rear swing axle are featured in the suspension. An injection-molded plastic detailed body of the Mitsubishi Pajero truck that won its class victory in the 1983 Paris-Dakar Rally is included. The kit is amaz-



ingly simple and quick to build.

What's really different is that YOU can make the choice - whether to race the Pajero or to wheelie down the road. By putting the receiver battery case in the front of the chassis, your Pajero is a serious off road car. Placing the receiver battery case in the rear gives you wheelies and stunts; all of this is at a new low cost, too! Get the jump on your friends and

get your MRC-TAMIYA Mitsubishi Pajero R/C car today!

Length: 14 inches, width: 8.5 inches, height (to the roof top): 7.75 inches.

For further information on the Mitsubishi Pajero, kit no. 5844, contact your local hobby shop or:

MODEL RECTIFIER CORPORATION
2500 Woodbridge Ave.
Edison, NJ 08817



ALBA-GIANNINI TURBO

NEW...The BBR ALBA-GIANNINI TURBO! A 1/12th scale version of The Reigning Group C World Endurance Championship car featured at:

BBR SCALE RACING PRODUCTS
1954 Old Middlefield Way, Suite J
Mountainview, CA 94043
(415)965-1565

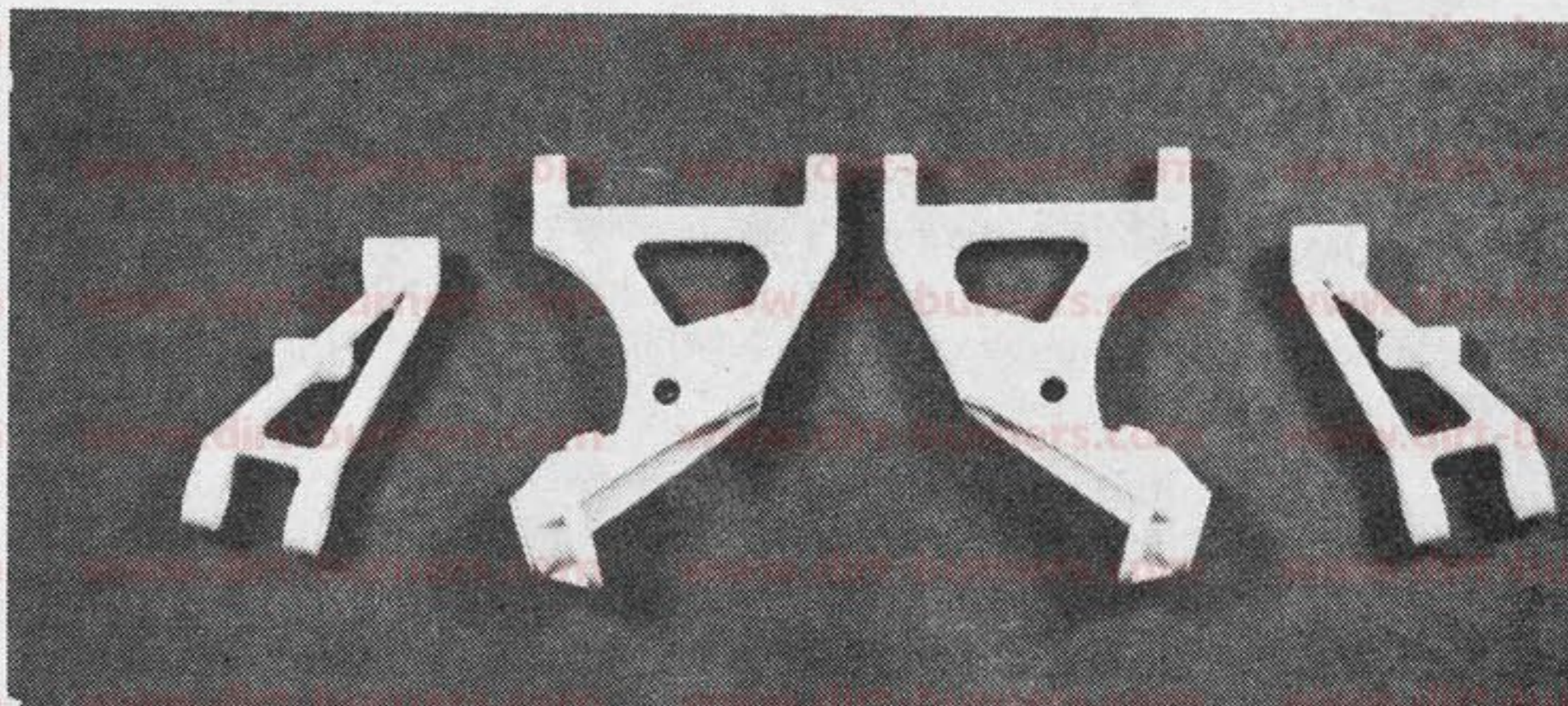
R/C RACING NEWS - Page 49 - September 1984

COX REPLACEMENT ARMS

Heavy duty, lightweight replacement front and rear arms for the Cox car are now available from RCH.

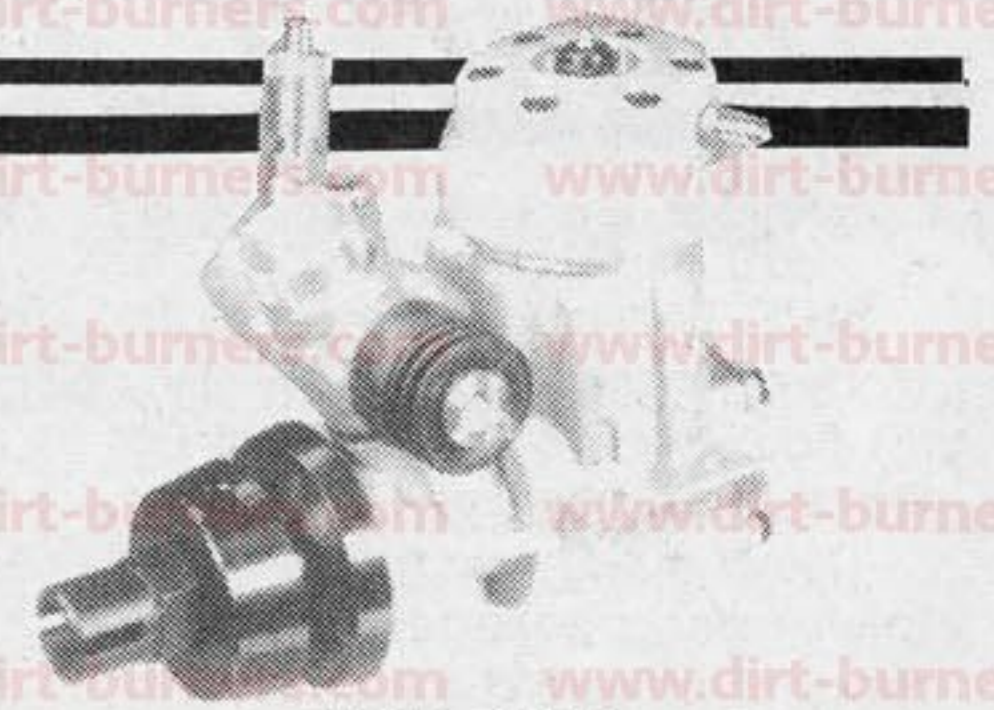
High impact delrin material makes these arms stronger than stock while eliminating weight. They can be used as direct replacements with no modifications.

R.C.H.
1725 Monrovia, Suite B-2
Costa Mesa, CA 92627
(714)642-7475



(contd. next page)

Inside Lines



FULL LINE

Condor announces a full line of R/C engines for cars, buggies, boats and airplanes all made by PICCO, of Monza, Italy. Including also a line of PICCO rear and side exhaust buggy engine, and new 9mm slide valve carb. Condor has a full line of parts and accessories, and for more information, you can contact:

Condor Trading Co., Int'l
PO Box 3479
Mission Viejo, CA 92690

R/C RACING NEWS - Page 50 - September 1984



PKA/MAGNUM JUNIOR

Futaba's new 2 channel system is built around a pistol grip transmitter which features full range steering Dual Rate, servo reverse and throttle ATV (end point adjust).

Three different 2PKA systems are available with either 2-S28 servos, 2-S29 heavy duty watertight servos or 2-S32H high speed servos.

Completing this car, boat or off

road system is the R2GS receiver which operates with 2-S28 or 2-S29 servos or with R4H micro receiver and 2-S32H servos, switch harness and dry cell battery case. 27, 72 and 75 MHz.

FUTABA
555 West Victoria St.
Compton, CA 90220



COOLING FAN

These battery/motor cooling fans can be powered by an old set of your batteries. #4712 - \$12.95

BOLINK
420 Hosea Rd.
Lawrenceville, GA 30245

SEND YOUR NEW PRODUCT INFO TO R/C RN NOW!

PO Box 8938
Calabasas, CA 91302

HOW TO GET A REAL CHARGE OUT OF YOUR NICADS.

The Ultimate Charger.

When it comes to getting the most from RC car, boat and buggy NiCads, the Leisure 109 Digital is in a class by itself.

We built the sophisticated 109 with the features and functions you need for peak performance and extended battery life.

With the 109's built-in digital LCD display and ampmeter, you can select and set any constant current charge rate from 0 to 4 amps. That means you can charge every size NiCad from 250mAh to 1.2AH with maximum efficiency.

Using the voltmeter function of the 109, you can also monitor battery voltage while charging with incredible ($\pm 1\%$) accuracy.

The Leisure 109 also includes our popular standard features like built-in discharge cycling, convenient 15-minute timer and overnight equalizer circuitry.

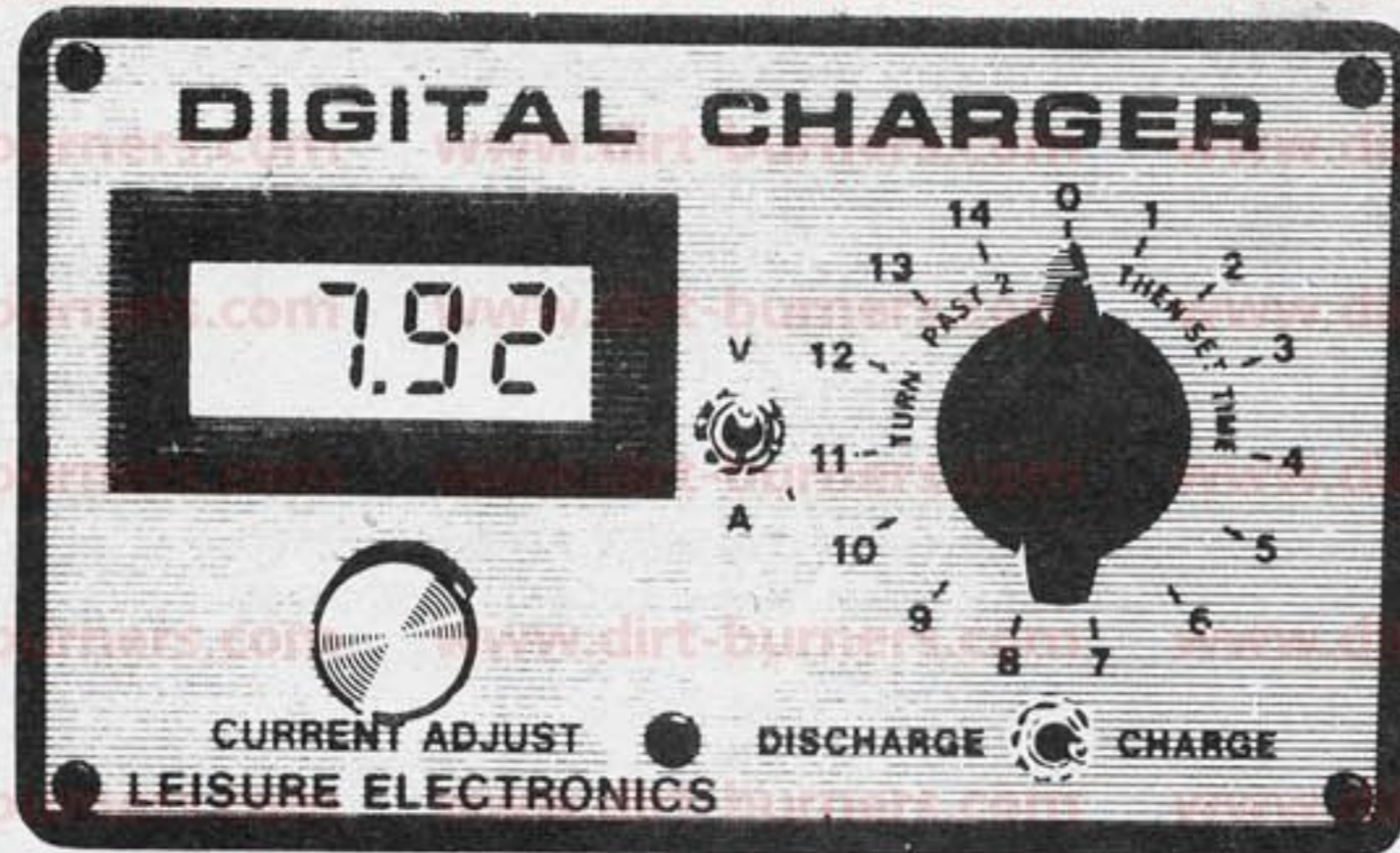


Leisure 110 DC Power Supply. A precise, adjustable power converter that delivers a healthy 3 amps (@9-12 volts) of continuous current. Built-in short circuit and overload protection.

New DC Power Supply.

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

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

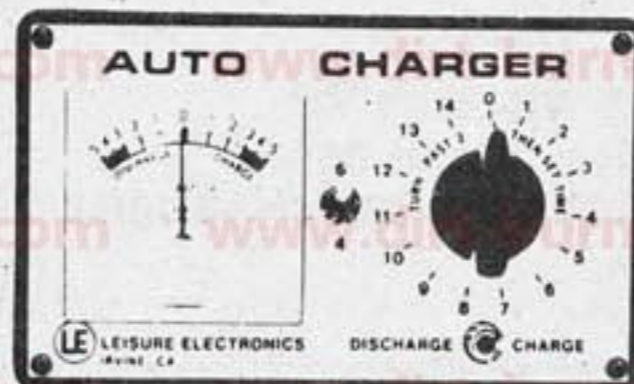


Leisure 109 Digital. Designed for 12vDC operation, either from automotive battery or Leisure DC Power Supply. LCD display for volt/amp meter. Adjustable constant current (0-4 amps).

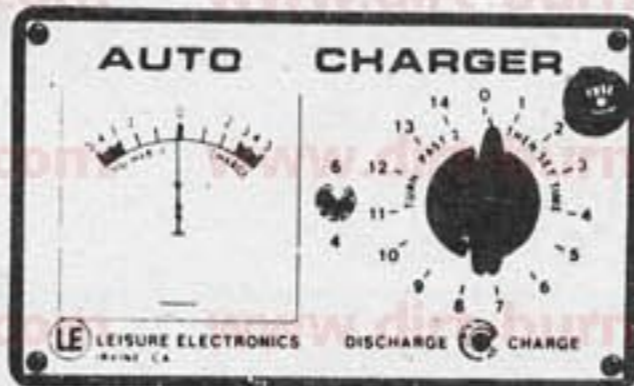
5 Models to Choose From.

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

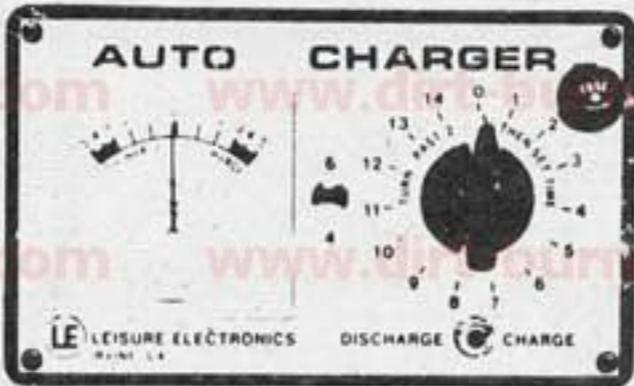
We've designed a complete selection of Leisure Auto Chargers to suit every kind of enthusiast and condition.



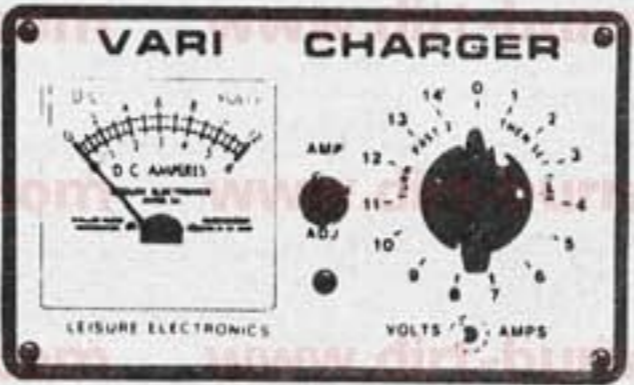
Leisure 105
Input: 12vDC
Rate: 4/6 cell



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



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



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

Safe, Simple NiCad Charging ... Automatically.

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

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

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

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



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

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

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

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

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

Leisure

11 Deerspring/Irvine/California 92714

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

R/C CALENDAR

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

1/12th Electrics:
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:
JUL 29 - Mod #3 Millville
AUG 11 - Mod #4 Vineland
AUG 26 - Specialty Race
SEP 9 - Mod #5 Millville

1/8th Gas:
AUG 5 - Mid Atlantic
AUG 19, SEP 16 & 30, OCT 21 - Club races #4 to #7

SO. CAL. ORRCA SERIES
PO Box 8938
Calabasas, CA 91302
(818) 340-5750/341-0842

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.

J.G. MANUFACTURER
Presents
WEST COAST WARMUP OVAL
(213) 947-1206 or (714) 623-1506

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.

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

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

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

1/12th Electric:
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

SARCAR
23905 - 150th Street, S.E.
Monroe, WA 98272
(206) 883-3747

1/8th & 1/12th on the same day:
MAY 20, JUN 8, 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, Tukwila, WA. Races begin at 9 am for 1/8th and 2 pm for 1/12th. Enduro locations to be announced.

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

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.

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

1/8th Gas:
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.
(contd. pg. 54)

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

Every other week from June to October:
1/10th Off Road, Stock & Open; 1/12 Unlimited Sprints, Modified & Late Model Modified; and God Almighty Gas Outlaws (unlimited 1/8th Sprinters).
MSR is a high banked oval (38 degrees) and is shaped as a Tri-oval. Approx 350 ft. around the outside. Come and join the fun.



JOIN ORRCA!

Membership Application Form

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

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

Name _____
Street _____
City _____
State _____
Zip _____ Tel _____
Age _____ Class (check one) Stock _____ Mod _____ Open _____

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

FOURTH ANNUAL
**WESTERN
 OFF-ROAD CHAMPIONSHIPS**
 Sponsored by Radio Controlled Hobbies
 Sept. 8th & 9th at Radio Controlled Hobbies Raceway . . .
 Costa Mesa, California



ORRCA RULES APPLY

4 Minute Heats & Mains - Trophy Dash Saturday Afternoon - Concours
 Three Heats Saturday - 1 Heat Sunday - Racing Starts at 10 a.m. Both Days
 Limited to First 200 Entries - Entry Fee \$ 15.00 - Two Classes \$25.00

SEND TO:

(714) 631-1555
 653 West 19th Street
 Costa Mesa, CA 92627
 OPEN 7 DAYS A WEEK



**RADIO
 CONTROLLED
 HOBBIES**



1984 WESTERN OFF-ROAD ENTRY FORM



NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 CLASS: STOCK MODIFIED OPEN
 FREQUENCY 1. _____ 2. _____ 3. _____

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

1/10th Off Road:
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.
 Every Second & Fourth Saturday off road rac-

ing all classes. Entry \$6.00, computerized racing. Family fun. Plenty of parking.

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

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.

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.

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

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

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)

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

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.

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

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.

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

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 or dates.

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

R/C RACING NEWS - Page 54 - September 1984

Membership Application

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

Check one:

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

Dues are annual and now include insurance

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



WHAT IS ROAR?

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

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

AA TEAM ASSOCIATED

Call or write for free catalog

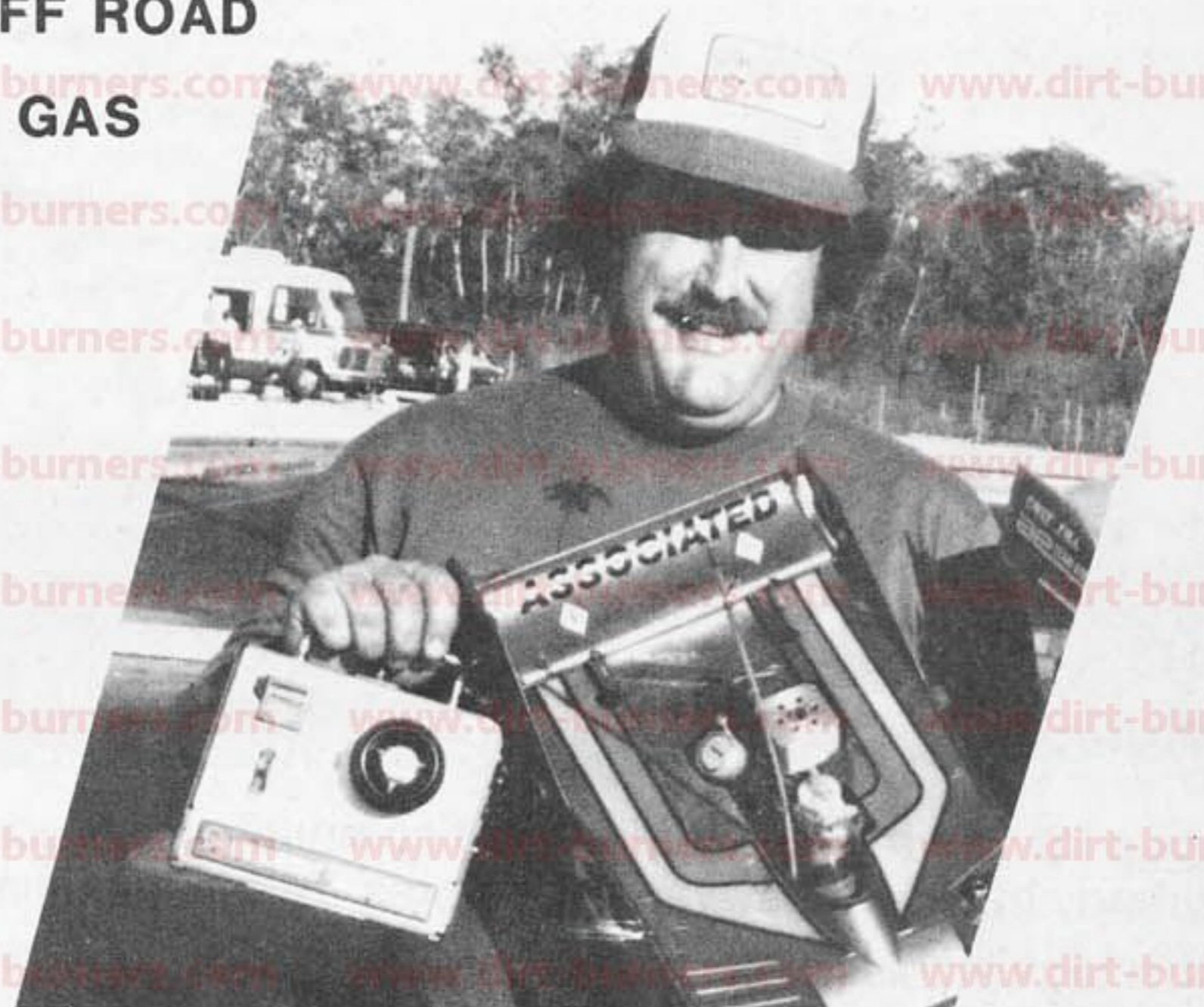
PHONE (714) 547-4986

1928 EAST EDINGER · SANTA ANA, CALIFORNIA 92705 · U.S.A.

1/12 ELECTRIC
1/10 OFF ROAD
1/8 GAS



Gil Losi Jr wins and is Top Qualifier at the **ROAR OFF ROAD SPRING CHAMPIONSHIPS** at the Ranch Pit Shop in Pomona, CA.



Rich Lee wins the **1984 FLORIDA GAS WINTERNATIONALS** and Ralph Burch Jr. is Top Qualifier.



Jim Halsey, on the left, shares the mechanic's duties with his driver/son Jay Halsey. At the **1984 SCORE OFF ROAD SHOW CHAMPIONSHIPS**, Jay qualified 2nd in the Open class (same as ROAR's Modified Class). This class includes 4 wheel drive cars. Jay led the race until the last lap, and then finished 2nd overall.



Frank Killam wins the **1984 1/12 SPRING CHAMPIONSHIPS** in Atlanta, Georgia.

NEW RC 10 ELECTRIC OFF ROAD COMING IN JULY

THE SUPER PERFORMANCE OFF-ROAD BUGGY

MRC-TAMIYA'S SOUPED UP

SUPER CHAMP



IF YOU'RE A RACER, THIS IS THE R/C OFF-ROAD BUGGY KIT YOU'VE BEEN WAITING FOR. IT COMES WITH THE MOST WANTED HOT MODIFICATIONS AND HIGH PERFORMANCE PARTS FOR MAXIMUM SPEED AND DURABILITY. IT'S SUPER FAST, SUPER DURABLE, AND THE BEST OFF-ROAD, ALL OUT, COMPETITION KIT WE'VE EVER MADE.

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

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

Just look at this list of race-oriented engineering we've built into it: ■ The rear mono-shock system

features our unique Free Floating Progressive Damping Suspension that will keep this buggy's drive wheels in contact with the road on even the severest surface conditions. ■ High grip spike tires have been created to work together with the suspension system for maximum traction. ■ A new three-step speed controller (3 forward one reverse speed) can be adjusted for top speeds in the first and second steps.

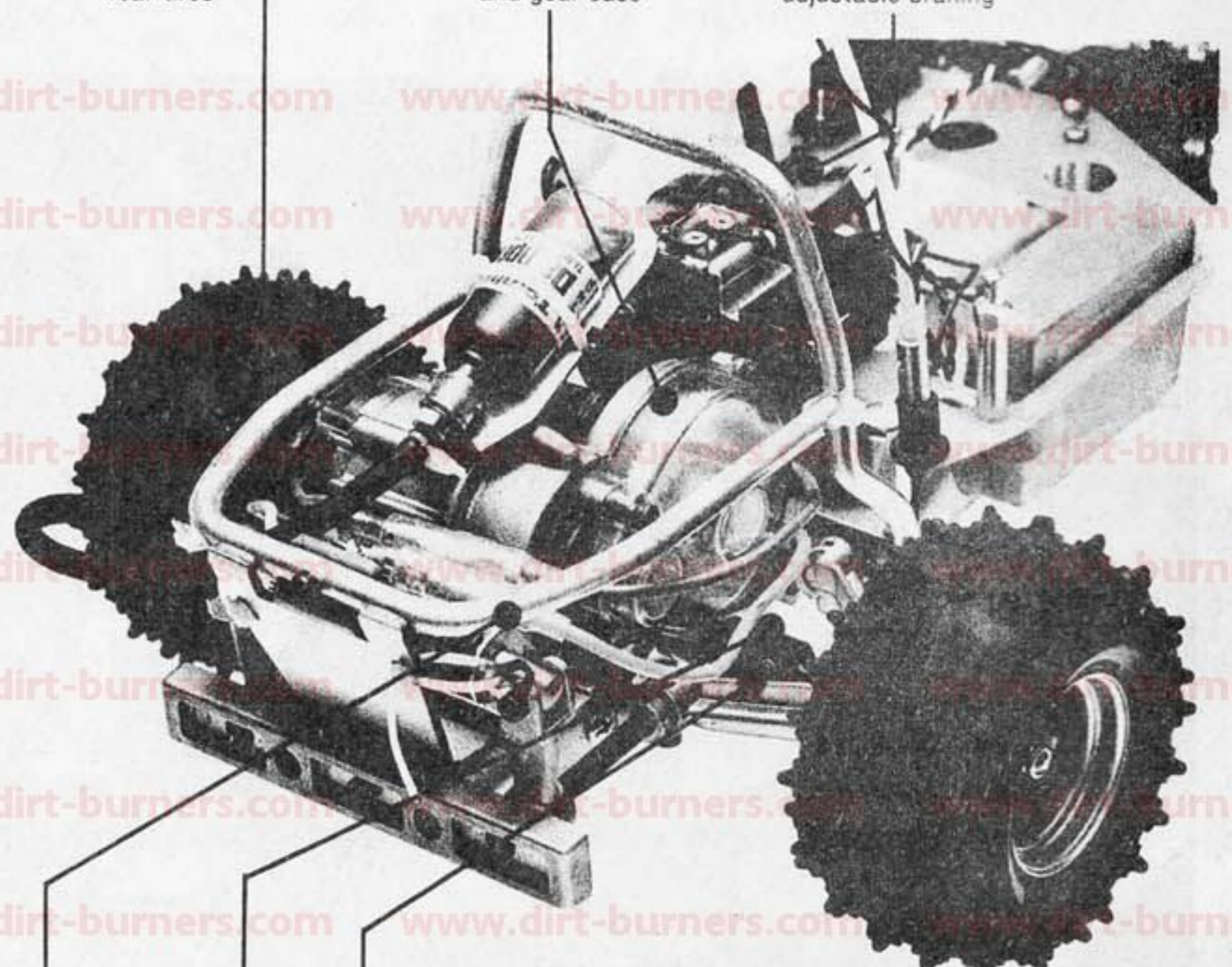
■ Braking is adjustable for different tracks and surfaces. ■ Hardened steel universal joints ■ Steel ball joint steering linkage won't loosen under the stress of off-road racing. ■ Oil damped front suspension allows positive steering control under all conditions. ■ Full metal guard and bumper absorb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

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

Competition tested semi-pneumatic spiked rear tires

Sealed motor and gear case

3-step speed control adjustable braking



FFPDS (Free Floating Progressive Damping) transverse coil and oil shock system.

Dual Mono-shock suspension
Steel universal joints



MODEL RECTIFIER CORPORATION 2500 WOODBRIDGE AVENUE EDISON, NJ 08817

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