

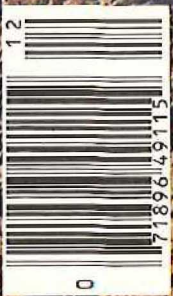
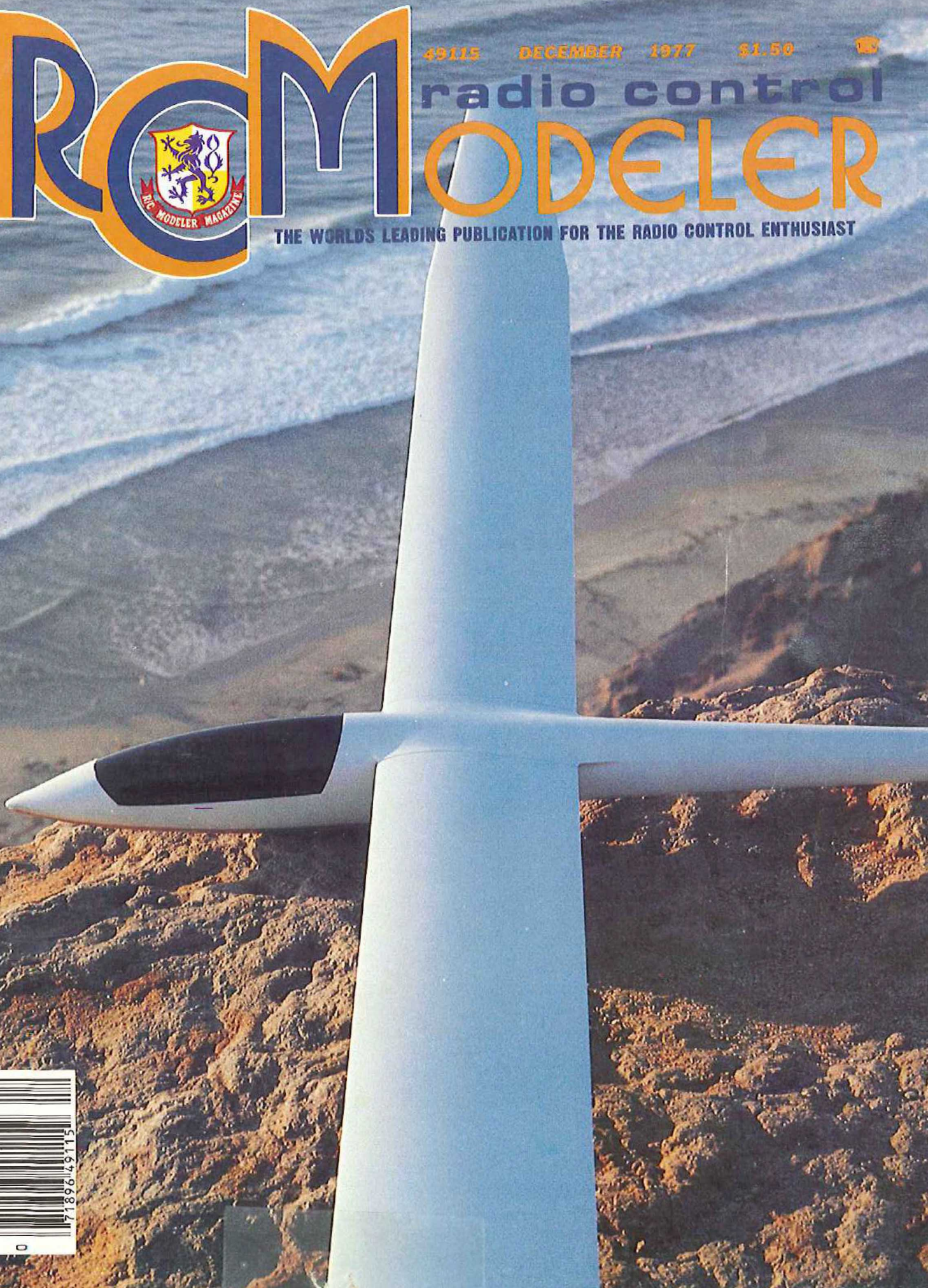
RcM



49115 DECEMBER 1977 \$1.50

radio control MODELER

THE WORLD'S LEADING PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST



DO IT IN THE DIRT!

R/C DUNE BUGGY RACING IS LOADS OF FUN



If you were to look at one of the beautiful radio control magazines printed in Japan, you would find that one of the most popular events in that country is rough terrain Dune Buggy racing. This event is also increasing in popularity very rapidly in the United States as is indicated by the sales of these imported Dune, or Rat Buggies as they are often called. The reason for this popularity is that they can be used on virtually any type of terrain and in areas that could not normally be used as flying sites. If you have ever driven an R/C car and have become bored by driving around in circles, try all-terrain racing which is an altogether new challenge and thrill!

Due to the fact that these Dune Buggies are set up for traction on any type of terrain conditions, they can be run over the roughest dirt, grass, or even on smooth surfaces like concrete or asphalt, if you so desire. A course of any kind can be set up including jumps, figure eights, slalom and, in fact, anything your imagination can create. This type of event can be an exciting and completely new challenge for the R/C enthusiast and one that your entire family can enjoy. "Try it, you'll like it!"

The RCM staff has assembled three of the more popular Buggies that are imported and distributed here in the United States. As the photos show, there is very little work involved to complete one of these kits; they come with most of the impor-

tant units pre-assembled at the factory. All that is required is some final assembly which doesn't require much time. The bodies can be painted, if so desired, or can be left unpainted and trimmed with striping tape and decals to achieve a very attractive finish. Depending on where you race them, could determine how much time you want to spend on the finish. We have had ours roll, flip, and collide with one another with no damage whatsoever. The radio installation is very simple as shown in one of the photos.

These Dune, or Rat Buggies, are all made to 1/8" scale and powered by a .19 size glow engine. It is most important to use an air filter on the carburetor to keep the dirt and dust out of the engine. A two channel radio which uses one servo for steering and one servo for throttle is required. The throttle servo is hooked up to linkage that attaches to the brake band over the flywheel; when the throttle is in idle position, the brakes are activated. The brakes are very positive and will lock up the rear wheels; it's great to do a 180° turn-around by just locking the rear end and wheels and then turn. These popular buggies are very realistic when racing and will cause attention whenever you run them.

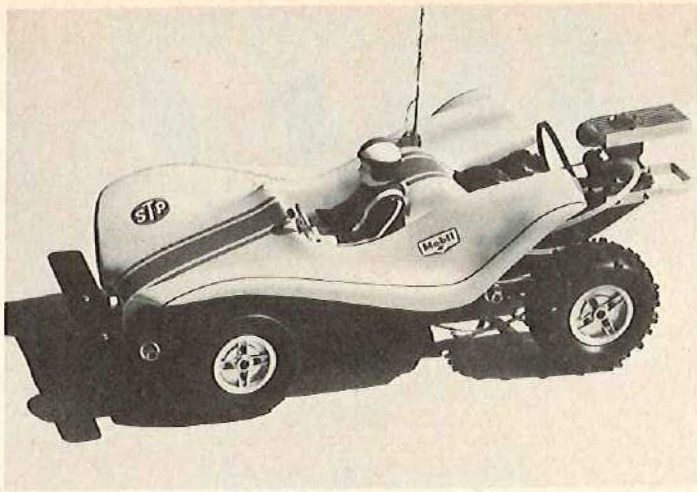
We have tried to bring you just a sample of this exciting new event and hope you have the fun that we have had in building and running these Buggies.



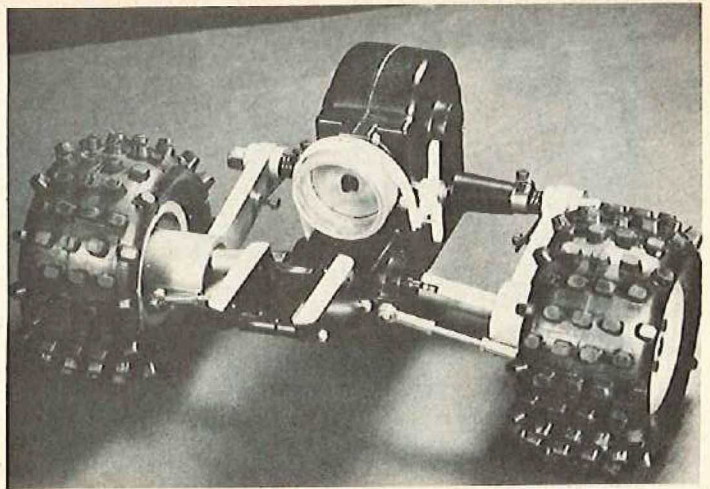
Safari Buggy GTX Kit, Imported by Futaba Industries, 630 W. Carob Street, Compton, CA 90220, is typical of factory pre-assembled components as shown. Available at your local hobby shop.



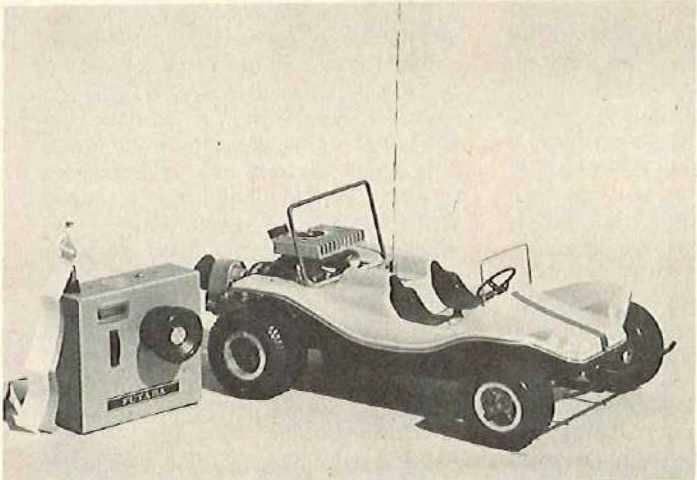
Tight grouping around the turn. "Leadfoot" in foreground is determined to win this one.



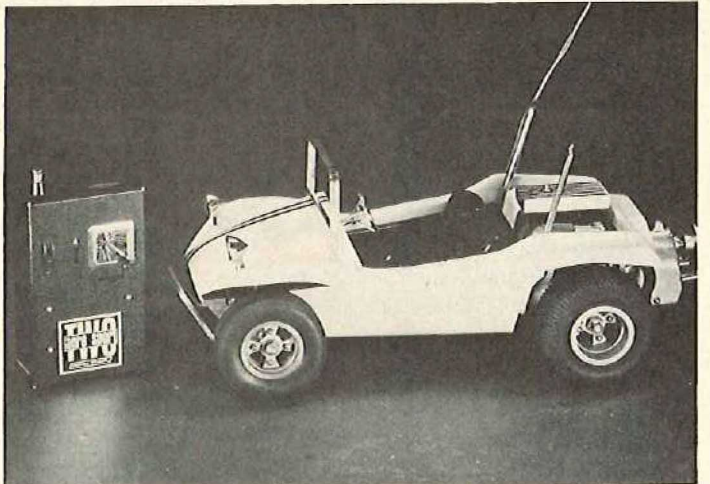
Siguma-Ace R/C Buggy is distributed by Leisure Electronics, 11 Deer Spring, Irvine, CA 92714.



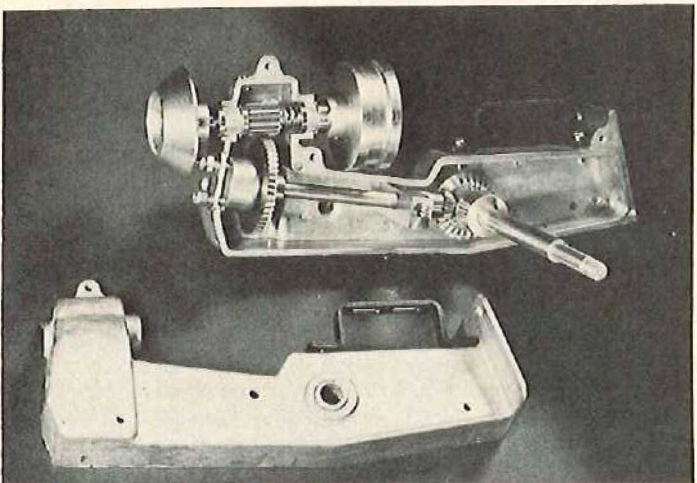
Factory assembled rear end for the Siguma-Ace requires only bolting to the chassis.



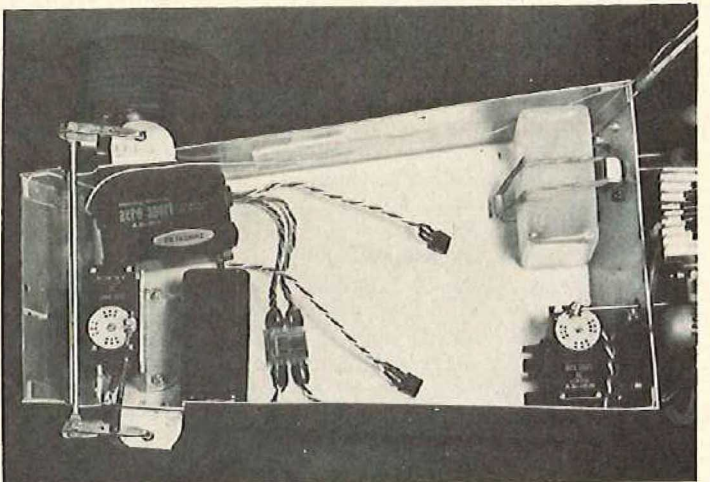
Safari Buggy GTX is shown with Futaba 2 channel radio with steering wheel control.



Hobby Shack features the Ishimasa R/C Rat Buggy shown with Cirrus 2 channel Aero Sport radio. Both available from Hobby Shack, 18480 Bandilier Circle, Fountain Valley, CA 92708.



Side removed from Hobby Shack's Rat Buggy transmission to show details of gear train.



Typical Dune Buggy radio installation.



The annual ROAR Nationals is always the Main Event of the year and this year it was a combined 1/12 and 1/8 scale, 10 day long event! I'm sure everyone had their fill of racing after this extravaganza. The Nationals were held in Seattle, Washington, and were sponsored by the Northwest RC'ers Car Club. The track

was located at the huge, new South Center Mall, a really perfect location for an event like this. Can you believe we were in Seattle for 10 days and it only rained for 1/2 hour total! That's some kind of record. Seattle is a very beautiful area, especially if you like trees.

The Northwest RC'ers and Don McKay and Tony Bellizzi in particular, really put an awful lot of effort into these Nationals and they earned the thanks of all the racers. A large driver's stand was built, with a separate floor for the officials and lap counters. The track was the largest Nationals track ever, requiring extra boards, which were actually sheet metal boarders with an "L" bend that worked extremely well. A car could hit these without any damage. The monstrous sized track must have really been a challenge for Novice and Amateur class drivers because there were only two 10 minute practice sessions to get your car dialed in and learn the track! I think, for a National event, racers should get more practice time than this, to be able to do their best. The adage that "it's fair for

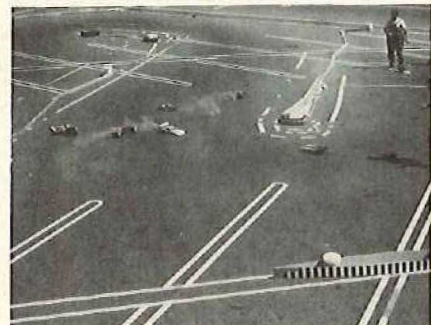
everyone" would also apply even if there weren't any practice heats, but it would hardly be a way to determine a National Championship.

We didn't really get as large a turnout as expected, due to the World Championship Race three weeks earlier in Pomona, California. Most racers could

to page 108



Site of the 1977 ROAR Nationals was the new South Center shopping mall in Seattle, Washington. This was a perfect location for this huge 800 foot long Road course, giving exposure to thousands of people who saw the cars run during the 10 day event.



Action at the first corner after the start of the Novice class GT Main Event. It's hard to get 8 cars through the first corner at the same time, which was very exciting for the spectators. This type of action does not hurt the cars.

1977 ROAR NATIONALS RESULTS 1/8 CAN AM ROAD

1	Expert	Roger Curtis	6	Roger Curtis		Amateur	Bill Newlin
2		Jeff Rold	7	Bob Titterington	1		Lynn Wright
3		Gary Kyes	8	Gene Husting	2		Greg Jones
4		Gene Husting	9	Eric Hahn	3		Robert Jenkins
5		Bob Titterington	10	Mike Rowland	4		Marvin Lew
6		Bob Welch	11	Tony Bellizzi	5		
7		John Thorp	*2	Amateur			Novice
*8		Bill Jianas	2	Repete Fusco	1		Del Barnhart
9		Mike Rowland	3	Jerry Thompson	2		Gordon Hatch
10		Chuck Phelps	4	Bill Steele	3		Harold Harks
	Amateur		5	Norm LeBlond	4		Tom Evans
*1		Repete Fusco		Bill Watson	5		Cal Roe
2		Jim Cade	1	Novice			
3		Bill Newlin	2	Jim Boling		1/8 RAIL	Gary Kyes
4		Norman LeBlond	3	Del Barnhart	1		Harold McCoy
5		Jerry Thompson	4	Janet Newlin	*2		Bill Steele
	Novice		5	Mike Reedy	3		Carl Petri
1		Larry Ferriss		Joe Jenkins	4		
2		Gordon Hatch		1/8 OVAL			1/8 FUNNY CAR
3		Del Barnhart		Expert			Bill Jianas
4		Harold Harks	1		*1		Gary Kyes
5		Mike Reedy	2	Eric Hahn	2		Jerry Thompson
			3	John Thorp	3		Reba Steele
			4	Bill Jianas	4		
			5	Mike Rowland			
	1/8 GT SUPER STOCK			Bob Welch		COMPETITION CONCOURS 1/8	Thomas Huber
1	Expert	Bill Jianas	*6	Chuck Phelps			
2		Bob Welch	7	Dick Camp		SCALE CONCOURS 1/8	Bill Jianas
*3		Jeff Rold	8	Chuck Hallum			
4		Curtis Husting	9	Gary Kyes			
5		Chuck Phelps	10	Don McKay			

* Top Qualifier



Roger Curtis, who was 3 times National Oval Champion, now adds National Road Champion to his credits with a well deserved win.



Jeff Rold, in his first time out with his Associated car, finished 2nd in the 1/8 Road class and 3rd in 1/8 GT Road.



Mr. All Around R/C Car Racer, Bill Janas, won Concours with the car he's holding, won 1/8 GT, won 1/8 Funny Car, won 1/12 Indoor Electric and was Top Qualifier in every event he entered, except Oval.



Mr. 1/12 Scale, Gary Kyes, took home more trophies - 14 - than anyone else. Gary is definitely one of the top racers in the country.



Driving a car that is almost as big as he is, 10 year old Repete Fusco, was the top competitor in the Amateur class by winning both the GT and Road classes in 1/8 scale.



Eric Hahn, from the East Coast, lasted through all the crashes to win the 1/8 Expert Oval Event.



Bill Newlin won the 1/8 Amateur Oval and placed 3rd in the 1/8 Amateur Road Race.



The consistently fast, Del Barnhart, won the 1/8 Novice Oval, placed 2nd in the 1/8 Novice GT Race and 3rd in the 1/8 Novice Road Race.



Larry Ferriss won the 1/8 Novice Road Race.



Rick Perry and George Hague did a super professional job in Race Directing and announcing the 1/8 Scale Event.



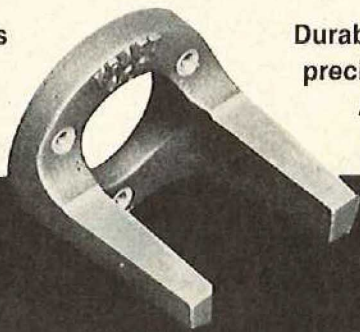
The super human dynamo, Don McKay, from Jerabee, engineered, produced, choreographed, race directed, lap counted, teched and even kept it from raining at the Nationals.



Would you believe the best R/C car racers in the Northwest are hard at work on Tony Bellizzi's car? Would you believe they're trying to figure out how they finished in the last race? Actually it took this many guys to figure out how to get the diesel generator started!

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SYDNEY

from page 106/68

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PIT STOP

from page 66

only afford to go to one race, so they chose the one with all the foreign drivers, which was a more interesting event, to say the least. But I think it worked out very well because it took all day long to run off the amount of entries we had anyway. The schedule of events were: the first 3 days for 1/12 scale, the fourth day for combined 1/12 and 1/8 scale drags, and then the next 6 days for 1/8 scale. Quite an endeavor!

1/12 Class "A" Road

This class should be changed to "The Tony Bellizzi Annual Benefit". It seems Tony wins this event every year and believe me, it is one of the most competitive events there is. It requires a basically stock car and a stock engine, so it requires a great deal of driver skill. Tony was up to the task through, and drove a flawless race with his MRP car to win by a comfortable margin over Don McKay with his Jerabee car in 2nd; and Dick Reed taking 3rd.

1/12 Outdoor Electric

The start of this Main Event was really a confused affair. Mike Rowland jumped the starter's flag by at least 10 feet. He realized it and stopped, but he drew about 6 of the other cars off the line. Some of them turned around to go back to the starting line. I never left the starting line because the flag was never raised. The ROAR Rules say a jump start will be restarted. But the race officials called it a start and penalized Mike one lap. The race started with half the cars half way around the track and the rest still on the starting line!! Steve Betts had what seemed like an insurmountable lead. He kept the lead until about the 11th lap when I was able to catch him and take the lead. I was running one of the prototypes of the new Associated 1/12 electric cars and we were anxious to see how it compared to other types. We got a preview of this comparison when Bill Jianas, top qualified his Associated 1/12 electric car at the same track time as Eric Hahn's top qualified "B" Expert Road MRP TD car. I stretched out my lead and with only 2 laps to go in this long 20 lap race, it

to page 110

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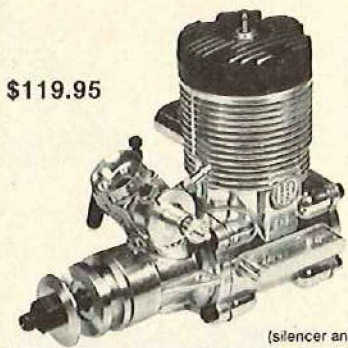
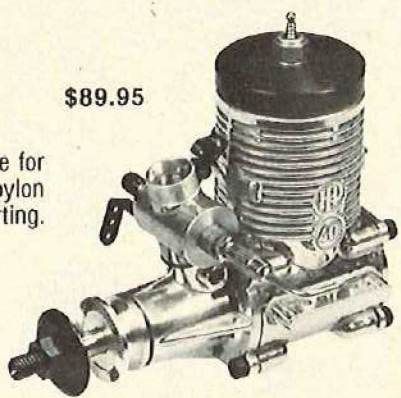


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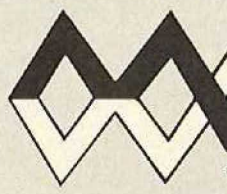
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PIT STOP

from page 108/66

looked like I had it won. Then the car started slowing down as the batteries were going dead. As I took the white flag on the last lap I could see a car slowly catching up. Gary Kyes coming on strong. On the very last corner, Gary passed me for the win with Steve Belts in his Electrocraft car in third.

1/12 Class "B" Road Amateur

Bob Welch is the very talented man from MRP who does all the neat designing of MRP products. Bob's son Jim is equally talented at driving and won the highly competitive road event; Harold Harks in second; and Rick Westbrook in third.

1/2 Class "B" Road Expert

"Mr. 1/12 Scale", Gary Kyes, added another trophy to his enormous collection by winning this class; Eric Hahn came in second; and "Mr. Jerobee" Don McKay taking 3rd.

1/12 Indoor Electric

This race was run in the evening, indoors, in a shopping mall, on a carpet track. After running on the long outdoor track, this indoor track seemed rather small, but it was just long enough to have a lot of fun racing. We had never raced on carpet before but it worked out very well. Bill Jianas was Top Qualifier, again. Bill Jianas also won the race; Curtis Hustling about 6 feet behind in second; and Mike Rowland another 10 feet behind in third making it a 1, 2, 3, sweep for the new Associated Electric Car.

1/12 Class "A" Amateur Oval

Dick Reed did a great driving job to win this class; Bob Van Zee in 2nd; and Don McKay 3rd.

1/12 Class "B" Amateur Oval

Harold Harks was the first man to the checkered flag; Conrad Santos came in 2nd; and Rick Westbrook 3rd.

1/12 Class "B" Expert Oval

Gary Kyes and 10 year old "Repete" Fusco put on an exciting race in this 100 lap main event. Gary led, then ran out of fuel, then "Repete" did the same thing.

to page 114

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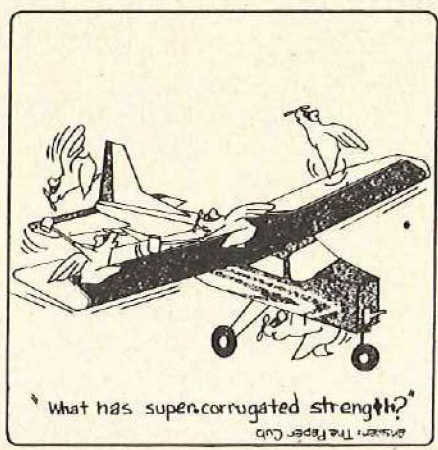


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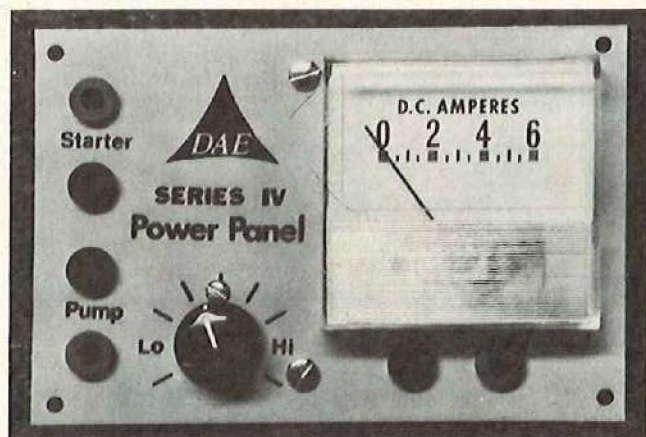
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47 Curt C Helldiver \$18	50 Hudson Bomber \$18
57 Cur O1-E Falcon \$20	55 B-25 Mitch Bomb \$22
57 Cur SO3C-1 Sea \$15	50 Martin B-26 Bomb \$25
54 Vgl Corsair O2U \$20	65 Martin B-26 Bomb \$42
48 Glos Gladiator \$15	49 Ms TOPE Fir \$17
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PIT STOP

from page 110/66

In the meantime, "Repete's" dad, Pete Fusco, just drove a smooth race to win it with John Westbrook 2nd and Gary Kyes 3rd.

1/12 Dragsters

Carl Petri came all the way from Texas to win this event while setting Low ET of 3.08 with his win over Gary Kyes.

1/12 Funny Cars

Gary Kyes came right back to win funny cars and set Low ET of 3.06 with his win over Jim Welch.

1/8 Dragsters

The 1/8 scale program started with the dragsters. Unfortunately, these cars are going so fast now, 60 mph from a standing start in 110 feet, that they require a super smooth course to be able to achieve this performance safely. Even though the drag racers themselves picked out the best available location, it wasn't good enough. Harold McCoy made an incredible run of 2.73 seconds. The car had all four wheels completely off the track on at least 3 occasions. But this performance was only good enough for 2nd place as Gary Kyes won this event with a slower car but a much better reaction time at the start.

1/8 Funny Cars

Four of the top funny cars withdrew from this event because they felt the track was unsafe to run on and I believe they made a wise decision. There was no crowd control for this event and it could have been disastrous. Nevertheless, Bill Jianas did a super human driving job to win this class while setting a Low ET of 3.18 over Gary Kyes.

1/8 Novice GT Road

The GT Road Class is run with coupe type bodies and restricted horsepower, usually Veco-McCoy engines. Jim Boling, from the Ventura, California club, which specializes in GT racing, put all that experience to good use by winning this event with Del Barnhart right behind in 2nd and Southern California Beginner GT Champion, Janet Newlin, taking 3rd.

1/8 Amateur GT Road

A guy who might be small in size but is sure very tall in driving skill, 10 year old "Repete" Fusco did an amazing driving job to easily win this class; Jerry Thompson taking 2nd; Bob Steele finishing 3rd.

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NRCHA NATIONAL CHAMPS

from page 64

\$150.00; Second, Ralph Dalusio, Conn., \$75.00; Third, Ray Hostetler, Ohio, \$50.00. The Sportsman class winners were: First, Richard Owens, New York,

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Terry Prather, Nat'l. A.M.A. winner & N.M.P.R.A. winner - 1974 & 1976

PIT STOP

from page 114/86

1/8 Expert GT Road

Up until this event, all the timing was done by stop watches because Bob Steven's elaborate timing equipment was lost. But the airlines located it and it was there for the 1/8 program which really helped. But what helped most, to put on a truly professional show, was the appearance of Rick Perry and George Hague to do the announcing and Rudy Alvarez, the starting. The TV cameras were here to tape this event, which was shown twice later that night, and Rick and George did such a super job for TV that it brought out a lot more people the following days.

The GT Road Class, is sometimes referred to as "The Driver's Class" because the limited horsepower makes the cars closer to even and places more emphasis on the driving skills. Jeff Rold was Top Qualifier in this class showing that he definitely is one of the top experts in the country.

In the Main Event, Curtis Husting took the lead with Bill Jianas in 2nd. Curtis did a great driving job and held the lead for 25 laps until Bill Jianas passed him for the lead. Curtis then followed Bill around for 10 laps, but then he was passed by a hard charging Bob Welch. Bob is one of the best drivers in the country, but his racing luck has really been bad. Today was different. He didn't win, but he was right behind Bill Jianas at the finish. Jeff Rold caught up to Curtis and passed him to take 3rd with Curtis 6 feet behind in 4th.

1/8 Novice Oval

I'm not too sure why we still have this event at the Nationals because it's hardly ever run at any other time during the rest of the year. It always ends up being a destruction derby, but that also makes it a great crowd pleaser. This is probably one of the hardest kinds of races to accurately predict a winner.

Del Barnhart drove his way safely through most of the crashes to win this event; Gordon Hatch 2nd; and Harold Marks 3rd.

1/8 Amateur Oval

Bill Steele led the early half of this race and it looked like he would have been an easy winner, but his car got destroyed dropping him out of the race. Lynn Wright then took the lead, but he was being pressured by Bill Newlin. The pressure caused him to crash and Bill Newlin went on for the win; Lynn Wright took 2nd; Greg Jones 3rd.

1/8 Expert Oval

Bill Jianas took off in the lead in this 100 lap event, but Bill was being closely

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pressed by Chuck Phelps. They put on a fantastic race for about 20 laps when Bill finally spun out. Chuck then took the lead and held it for about 30 laps when he crashed, dropping him back. Eric Hahn then took over the lead and held it for the win; John Thorp was 2nd; Bill Jianas 3rd; Mike Rowland 4th.

1/8 Novice Can Am Road

The 1/8 Road Event is always the premier event of the Nationals and the one that everyone would like to win above all others. It means the most and deservedly so, because at least 90% of the racing in the USA is on the Road courses.

Larry Ferriss drove a very smooth, fast race to win the Novice Class; Gordon Hatch took 2nd; Del Barnhart 3rd.

1/8 Amateur Can Am Road

That giant among the small young people, 10 year old "Repete" Fusco, did it again and added the Road event to his list of wins. He drove what had to have been a flawless race. He was being constantly pressured by Bill Newlin in the first part of the race, who finished 3rd; by Jim Cade in the last part of the race who finished 2nd; but "Repete" doesn't seem to know what pressure is. It's hard to imagine how good "Repete" will be in another 2, 3, or 10 years.

1/8 Expert Can Am Road

This is the one that determines the best 1/8 driver in the country. The race everyone hopes someday to win.

It seems like when it comes to qualifying, Bill Jianas is in a class by himself. If Bill has no problems in a race, you know he's going to be somewhere near the top, and usually at the very top. With this race, Bill added another Top Qualifier Award to his record performances, with nobody even close to him.

But the Main Event was a little different. Jianas did get a good start, as usual, and took the lead, but Roger Curtis was right behind Bill and really put the pressure on. Within 5 laps, Roger passed Bill to take the lead. They swapped the lead back and forth a number of times. Meanwhile, Mike Rowland, who got a bad start, was flying around the track with clearly the best car on the track. Roger and Mike were both running new, experimental fiberglass chassis', and their cars were definitely superior to all others.

About the 20th lap, Mike pulled right up behind Bill and Roger and was ready to pass them both, when he lost a gear! At 25 laps, Bill had re-taken the lead and then he broke a servo saver! Roger then had a substantial lead and kept it the rest of the way to become National Road Champion. Jeff Rold was driving a very fast, smooth race, and finished in 2nd with Gary Kyes in 3rd, and Gene Husting in 4th.

A great deal of thanks must go to Don McKay, Tony Bellizzi and the North West RC'ers for putting out a tremendous effort in running this event. □



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