

RCM



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AUGUST 1982

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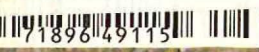


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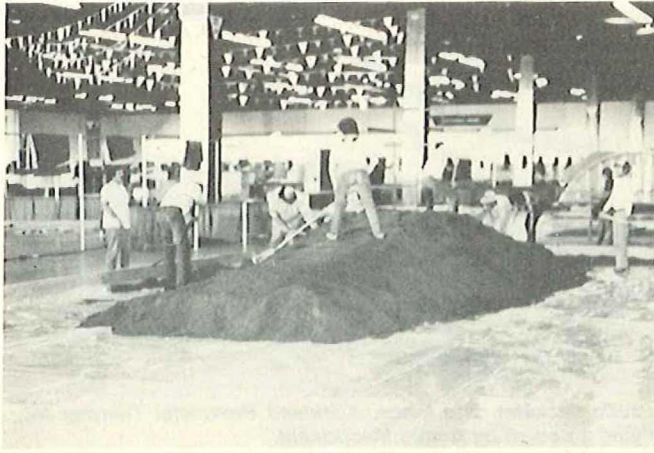


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OFF-ROAD RACING

Bill and Linda Pihl



Trucks dumped this mound of dirt on the plastic covered floor of the Anaheim Convention Center.



The dirt was spread and shaped into the Off-Road race course at the Score Show.

Greetings to the R/C Off-Road car enthusiasts! RCM has asked us to write a bi-monthly column on this fast growing sport. We will attempt to give you, the reader, all the information that we can on new products, races, special races and what is happening in the R/C Off-Road world.

First off, there is an association that represents Off-Road racing known as ORRCA (not the whale) --- Off-Road Radio Control Association. We have a set of rules that the original five tracks have been using successfully for six months here in Southern California. The tracks that are currently in ORRCA are as follows: The Ranch Pit Shop in Pomona, Radio Controlled Hobbies in Costa Mesa, Century Models in Anaheim, Great Western Hob-

bies in Whittier, and Mini Baja in Redondo.

ORRCA is looking toward becoming a National Association. Any track owner or owners, hobby shop or individuals interested in information packets on how to join can write in care of RCM until we get our permanent address, which we will publish in the next column.

Here is the introduction to the general rules. (In the next column we will be giving you full details on all the class rules.) There are three separate classes:

Stock — Entry level type cars with minimum capital investment (other than original cost of the kit, radio and batteries).

Modified — Intermediate or Expert level cars with enhanced hand-

ling capabilities and suspension but limited to the "power base."

Open — Limited only to the driver's discretion and pocketbook with the exception that in all three classes the length of 18" must not be exceeded and the width of 9½" must also not be exceeded. In addition, the chassis length should also be held to a maximum of 11".

A driver who races in stock class cannot race in another class (i.e., Modified or Open). A driver who has raced in either Modified or Open classes cannot revert back and race in Stock class. However, a driver can race both the Modified and Open class.

Body: In all three classes, the body used on the cars must be strictly "Off-Road" or "Dirt Track" type bodies.

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Vehicles in place prior to starting a race. Note drivers on platform at right and spectators in background.



The Delta Charger automatically cuts off charge at peak battery capacity.

PIT STOP

Gene Husting



The 4th Annual Cajun Grand Prix was sponsored by the Lafayette Area Pace Setters club of Louisiana and was held at the Hub City Ford dealer in Lafayette.

4th Annual Cajun Gran Prix

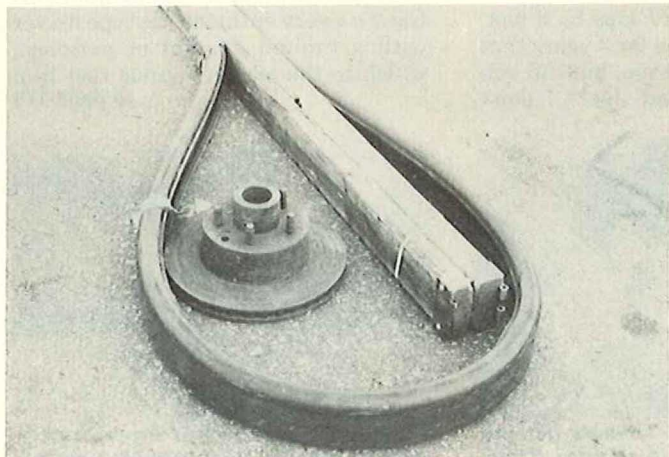
Racing South-Eastern style is fast and friendly the way the Cajun's do it. This is one of those enjoyable races that you look forward to because of the friendly, hard working people who run the race. The race is run by the Lafayette Area Pace Setters (LAPS) club in Louisiana. People like Dave and Renee Mellinger as well as Ivan & Shirley Bourdier and the whole LAPS club strive not only to run a great race, but also to make it an enjoyable experience, with their Saturday night get-together featuring a pig roast, Cajun

style. Along with all the eating is a gigantic prize giveaway which is sponsored by "Uncle" Bob Murphy of Shamrock Imports. "Uncle" Bob donates thousands of dollars in R/C car parts, including many OPS engines, and it was largely through Bob's efforts that this annual event came to be.

The schedule of events had Friday as a practice day, Saturday qualifying all day and Sunday the Main events. The ABC system was used, meaning the 10 fastest cars made the "A" Main event, the next 10 the "B" Main and so on. The cars were divided into 2 classes — Open, without splitting the flat pan and independent suspension cars;

and Super Stock, with no Experts allowed in Super Stock.

On Friday, the practice day, there wasn't too much traction on the track and the suspension cars of Arturo Carbonell, with his Delta Eagle and Rick Davis with his Associated RC500 appeared to be the cars to beat. There were about 5 or 6 Eagle cars entered, 2 PB's and Rick's prototype RC500 and all the others were flat pan cars, with the exception of Jerry Snow and Gene Husting who were running prototypes of an RC400 car and this was an RC300 BD car with a RC500 front end. This gave the car quite a bit more steering control, which is something we all want more of. By the end of



2 x 4's were used to lay out the track with solid rubber rails with steel weights to secure in place.



People from all around the country came to participate. From California to Florida, to Michigan, to Iowa, Texas, Oklahoma, etc., etc.



Top Qualifier honors went to Dana Smeltzer with his McCoy — K & B powered Associated RC300D.

Friday, the traction was getting better and some of the flat pan cars were starting to hook up and turn some good laps. Dana Smeltzer, Rich Lee and Chuck Phelps were turning times as fast as anyone. Ralphie Burch, Jr., was having either clutch or engine problems. The car wasn't coming off the corners as fast as Ralphie was used to and his father, Ralph, was trying to figure out if the clutch was coupling up too soon or if the engine was finally getting tired. Ralphie has been racing Rich Lee's modified K & B engines with great results, but there is a limit to how long any engine will run.

Saturday, the qualifying day, turned out to be cloudy and it looked like rain, but thank goodness it didn't rain. They put most of the fast guys in the last qualifying heat, which is pretty good for a couple of reasons. This way they can tell how fast they're going in relation to each other and the spectators get to see a preview of the "A" Main. Jerry Snow, running in one of the earlier qualifying heats, gave everyone something to shoot for turning 16 laps and 14 sections in his 5 minute qualifying heat. Then Rich Lee boosted this to 16-28. Then in the last heat, Arturo Carbonell raised it to 16-32.

In the 2nd round, the speeds picked up as Chuck Phelps turned 16-40, then Joe Sullivan (Joe who?) turned 16-42 and Rich Lee topped that with 16-74. But in the final heat, Arturo Carbonell got a perfect start and drove a flawless heat to finish with a 17-47 which just simply looked unbeatable.



Main Event winners with Ralphie Burch Jr. 1st place (in the middle) with his RC300BD; Arturo Carbonell in 2nd place (on the left) with his Eagle, and Rick Davis in 3rd with his RC500.



It's not often the car builders get any credit, but "B" Main winner Steve Sanders, with the trophy, wanted Road Rocket car builder Charlie Wise to have his share of the credit too.



Louis LeBlanc dominated Super Stock by winning Top Qualifying honors and then winning the "A" Main by 2 laps.

Results of Cajun Gran Prix Lafayette, Louisiana

"A" MAIN OPEN

| Place | Name | Home | Main | Qual. Laps | Car |
|-------|------------------|------|-------|------------|-------------|
| 1. | Ralphie Burch | TX | 69.68 | 17.14 | Associated |
| 2. | Art Carbonell | FL | 68.82 | 17.47 | Delta |
| 3. | Rick Davis | MI | 67.25 | 16.82 | Associated |
| 4. | Chuck Phelps | AZ | 67.02 | 16.66 | Associated |
| 5. | Ronnie Smith | LA | 64.82 | 16.40 | Road Rocket |
| 6. | Jerry Snow | CA | 63.65 | 16.80 | Associated |
| 7. | Joe Tassillo | FL | 63.14 | 16.62 | Delta |
| 8. | Rich Lee | CA | 62.63 | 16.74 | Associated |
| 9. | Dana Smeltzer TQ | CA | 59.05 | 17.49 | Associated |
| 10. | Joe Sullivan | TX | 38.00 | 16.82 | Associated |

"B" MAIN OPEN

| | | | | |
|-----|-----------------|----|-------|-------|
| 1. | Steve Sanders | TX | 64.14 | 16.38 |
| 2. | Gene Husting | CA | 63.81 | 16.28 |
| 3. | Bob Leckron | IN | 62.45 | 15.58 |
| 4. | Bailey Whitley | TX | 62.36 | 15.52 |
| 5. | Bill Gardner | LA | 62.35 | 15.75 |
| 6. | Troy Moore | TX | 61.24 | 15.58 |
| 7. | Gil Losi | CA | 58.15 | 15.74 |
| 8. | Chuck Moon | FL | 27.00 | 15.80 |
| 9. | Freddie Rapuana | CA | 11.00 | 16.14 |
| 10. | Ken Campbell | IA | 7.00 | 16.25 |

"A" MAIN — SUPER STOCK

| | | | | |
|-----|------------------|----|-------|-------|
| 1. | Louis LeBlanc TQ | LA | 59.58 | 14.64 |
| 2. | Adrian Tamburri | TX | 57.64 | 14.55 |
| 3. | Frank Vance | TX | 57.31 | 14.01 |
| 4. | Todd Schumert | LA | 55.46 | 13.47 |
| 5. | Gerry Brown | LA | 55.26 | 13.66 |
| 6. | Ted Simon | LA | 54.36 | 14.36 |
| 7. | Kenny Smith | LA | 52.65 | 13.81 |
| 8. | John Mistic Sr. | LA | 48.36 | 13.40 |
| 9. | Martin Zeller | LA | 42.00 | 14.02 |
| 10. | Ivan Bourdier | LA | 7.00 | 13.58 |

CONCOURS RESULTS

| Place | Name | Home | Car |
|-------|----------------|------|---------|
| 1. | John Hamilton | LA | Cheetah |
| 2. | David Phillips | LA | Spyder |
| 3. | Martin Zeller | LA | Cheetah |

Dana Smeltzer followed with 17-14 and Ralphie Burch had a 17-0. These were the only 3 racers to break the 17 lap barrier. Art had the fastest time in the 3rd round too, with a 17-35, but the big excitement came in the last round. Joe Who, I mean Joe Sullivan turned 16-82, just missing 17 laps by 8 feet. Joe's been kidding me for 3 years that he was going to beat me, but did you have to do it this bad, Joe?! I don't

think there was anyone there any happier than Joe, with one possible exception.

The final heat was worth the price of admission. For the 3rd time in a row, Arturo jumped off to an early lead, but a short ways back was Dana Smeltzer. Dana's a very enthusiastic type driver with a limited amount of patience, which in the earlier rounds cost him

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better times. But in this round he had Arturo within sight and he was determined to take his time. It took Dana a few laps to catch Art, but rather than immediately challenge Art for the lead, he took his time, and within another few laps Art left just enough room in a corner that Dana slipped through and took over the lead. Then Dana started pulling away and opened up almost a half lap lead at the end turning 17-49, which took the Top Qualifier spot. Art was also passed right near the end by Ralphie Burch. The track was opened up for practice after qualifying and it looked like everyone was going faster. Ralphie Burch had installed the engine out of his second car and was now flying around the track, more like what we're used to seeing. Tomorrow should be interesting.

Sunday was a little warmer, a little more humid, a little cloudier, but still no rain. In the Super Stock class, which is basically a flat pan car, with a .200 bore carb, a 5½ lb. minimum weight, Louis LeBlanc was the man to beat. Louis had the fastest two qualifying times giving him Top Qualifier honors with 14-64. But Louis was also incredibly quick on the starting line. One of his heats had 3 restarts because of overturned cars in the first corner, but in every one of the 3 heats Louis was in the lead. The Super Stock Main Event was a runaway for Louis as he won by 2 laps over Adrian Tamburri in 2nd with Frank Vance close behind in 3rd place.

The Open class "B" Main was next. Qualifying is always close at these races, as Steve Sanders missed making the "A" Main by less than 1 second in his 5 minute qualifying heat. I could have used another 2 seconds, but that's the way it goes. Steve Sanders led most of the "B" Main with Bob Leckron, Bailey Whitley and Bill Gardner racing it out for 2nd place. I had gotten bumped around at the start but by the halfway point of the 20 minute main, I was in 2nd. At the last pit stop I got out before Steve, but I could see this yellow car getting closer and closer. Soon he was alongside, and then gone as Steve re-took the lead. Steve Sanders went on for the win. I finished 2nd with Bob Leckron turning in a super performance in 3rd.

"A" Main event time next. The big one coming up. In the pre-race warm-up, the Top Qualifier Dana Smeltzer drilled the boards and put a "Z" bend in his bumper, so his bumper was dragging the ground. The cars were fueled up, placed on the line, the green

flag raised and Ralphie Burch jumped in the lead. There was a mad scramble for 2nd place as 5 cars claimed this spot at one time or another. Joe Sullivan was there until he lost his steering servo. Jerry Snow was there as well as Phelps. But then Rick Davis passed all these people to take 2nd with Arturo Carbonell close behind.

Meanwhile Ralphie was pulling away from everyone. His car was running like it normally does, he was driving like only he can and soon he was lapping cars. Art passed Rick to take over 2nd, just as Dana Smeltzer passed them both. But Dana had lost too many laps trying to fix his bumper, so he was out of it, even though he was flying around the track. Ralphie lapped Rick, pulled up on Art and went by to lap Art. Art started cutting the corners even closer and started closing back up on Ralphie. When he got close, Ralphie moved over, let him by and then just stayed there. Ralphie took the win with Art 2nd and Rick 3rd followed by Chuck Phelps in 4th.

Trophies were then awarded to the 1st, 2nd and 3rd place winners in each Main. They were also awarded a Certificate of Proclamation by order of the Mayor of Lafayette. The Proclamation was signed by the Mayor of Lafayette, Dud Lastrapes. The recipient of each Proclamation was officially proclaimed an Honorary Cajun. What has your Mayor done for R/C cars?

The LAPS club put on as well run a race as I've ever seen, and they deserve the thanks of all the racers for their efforts. □

HUGHES 300

from page 74

..... This means that the engine is running at a little over 12,000 rpm which is right in the middle of the engine torque curve for this engine.

The 8mm main rotor shaft is supported by ball bearings and can be easily removed by loosening a couple of set screws and removing two bolts. This is a real time saver for replacing bent main rotor shafts.

The tail drive is bevel gear driven throughout. The gears are heavy, but the main gear is hard plastic which can strip in the event of a tail blade strike on the ground. This is a common problem with most kits on the market and the Hughes-300 has the same safety feature.

The tail boom is aluminum tubing with a hard rubber insert at the halfway point. All shafts in the tail boom are double ball bearing mounted, and also in the tail gear box. The tail drive shaft is not held in place with set

screws, but has flattened ends that slide into flattened tubing at both ends. The entire tail rotor drive system is smooth and it is very easy to disassemble and reassemble should a crash occur. The tail boom is supported by two stainless steel braces which give good support to the tail section.

The symmetrical tail rotor blades are semi fuelproofed with a clear lacquer. They are long and wide and provide positive tail control during any maneuver.

The main rotor head is a combination of aluminum and plastic and it is easy to set up. The pitch change arms are keyed and bolted onto the blade axles and cannot shift position. This is nice as either the blade axle or the pitch arm can be changed as required from crash damage.

The fly bar is a one piece 4mm rod that is retained by set screws on either side of the block, and the entire block/fly bar pivots for Hiller control. Bell control goes directly to the blades. The fly bar paddles are different in that they are hollow and air is ducted through them. The effect is a light, thick paddle which gives a smooth response to input controls.

The main rotor blades are laminated from six pieces of wood; two hardwood leading edge and four balsa trailing edge pieces. The airfoil is semi-symmetrical. The blade covering is a transparent yellow vinyl heat shrink tubing which is easy to use, strong and resistant to tearing.

Radio:

We used the new Futaba 7-G with four S-26 servos and we have nothing but praise for this radio. Helicopters can be rather unkind to our little transistorized friends, giving them fits! The 7-G never glitched, nor gave problems of any sort. It features dual rates on 3 channels, reversing switches on all channels, and very nice sticks along with being very competitively priced.

Flying:

The Hughes-300 is a smooth, steady performer, very reminiscent of its full size counterpart. After many flying sessions there are no signs of wear or vibration related fatigue. Control response is strong and smooth and forward flight speed very controllable. Hover is smooth and steady. Flight performance can be easily increased for those who like to "hot dog" by reversing the black mixing arms on the head and readjusting the collective throw. This makes for a much quicker handling machine for those who are ready for it! Collective response is strong with a .50FSR and flying at higher altitudes should not be a problem.

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SOARING

from page 121/68

ing Society also provides communication between sailplaners.

All in all we had a perfect holiday in New Zealand, and next time I'm going to take a sailplane instead of golf clubs. Next month we'll visit Australia and see how it's done there. Howzat! □

OFF-ROAD RACING

from page 67

Racing numbers: These must be ORRCA assigned and provided numbers. The ORRCA logo must appear either above or below your assigned number or somewhere in a visible portion of the body. Placement of the numbers must be in three different areas of the body: right side and left side, and all cars must have the ORRCA number on the upper part of the front hood of the car. In all cases, the numbers must be black with a clean white background. You may not be allowed to race if you do not comply with this rule.

Qualifying: A driver can qualify himself with any car as long as it meets the designated class requirements. Each car which is to be used for qualifying must be "teched" by a race official. In the event that a car has to be exchanged for another due to mechanical problems, the new car must also be "teched" by a race official. **Under no circumstances** can one driver qualify for another.

ORRCA Points: A person winning the "A" Main in each ORRCA Class will earn 100 points; a person finishing 2nd will earn one point less (99); and those thereafter, one point less according to the order of finish.

A person who wins the "B" Main in any ORRCA Class will earn 90 points, and those behind the winner will earn one point less according to the order of finish.

A person winning the "C" Main in any ORRCA Class will earn 80 points; a person winning the "D" Main earns 70 points; a person winning the "E" Main earns 60 points, and so on.

Any ORRCA official or track owner or operator reserves the right to disqualify, suspend or expel any individual who is considered unruly, unsportsman or who is a detriment to the other racers, the track and/or the sport without refund or compensation.

More about ORRCA later.

★

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Lupus
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Are all types of arthritis



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