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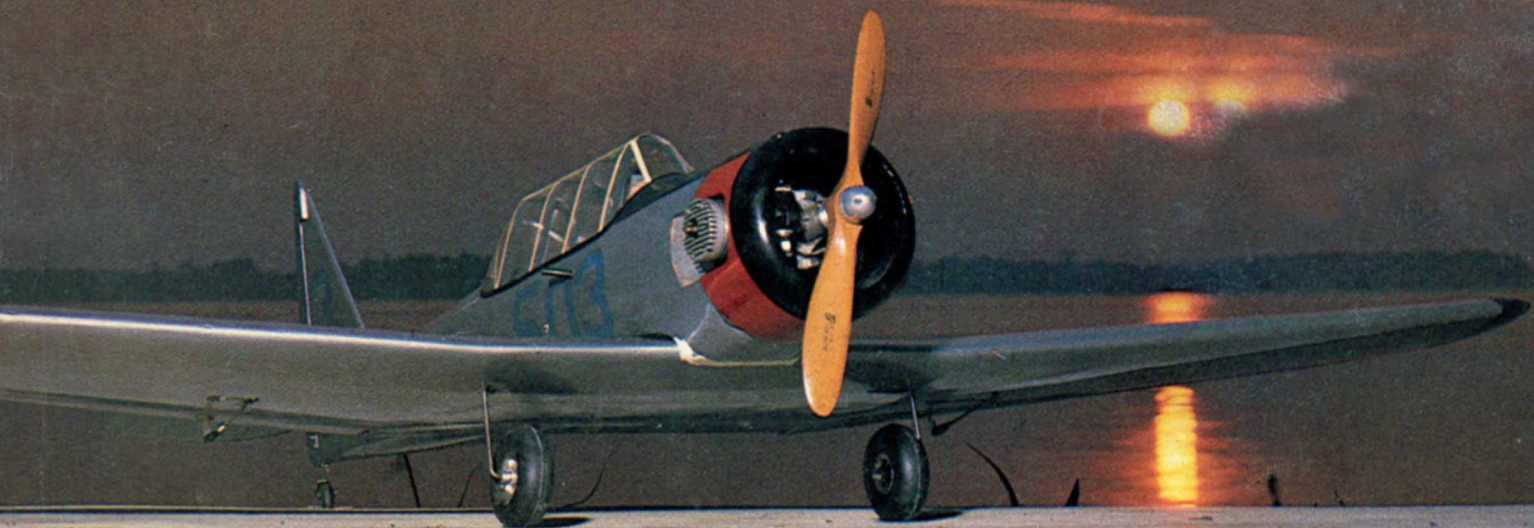
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OFF-ROAD RACING

Bill and Linda Pihl



For those of you who think it never rains in Southern California - - - don't you believe it. The two day race turned into a two weekend race. The race we are referring to is the Western Off-Road Championships held in Costa Mesa, California.

On Saturday, September 25th, despite clouds and drizzle, we got in three good rounds of qualifying. On Saturday night, the sky opened up and rained cats and dogs. On Sunday morning we arrived at the track to find it to be Lake Costa Mesa and also found ducks swimming in what was a beautifully prepared race track. Isn't that enough to drive you quackers? We left the ducks to their swimming and the race was re-scheduled to the following Sunday.

The winners of A Mains received car kits and other prizes donated by various companies. About the middle of the fourth round, two dashing



Western Off Road Championship winners.

young (?) gentlemen walked up and, to our surprise, one of them was Dick Kidd; the other who we did not recognize — minus his beard and with shorter hair — was Dick Tichenor.

We would like to thank Ron Williams and the Radio Control Hobbies Race Team for a very well run

race; despite the clouds and rain, everyone had a great time.

★

Note: The P.O. Box for ORRCA is no longer in effect. Send all ORRCA information to Radio Control Hobbies, 653 17th St., Costa Mesa, Calif. 92643.

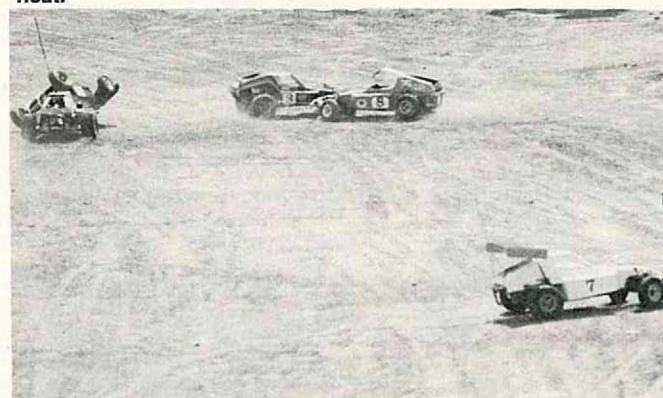
★



On the one minute countdown, five girls and two guys in this heat.



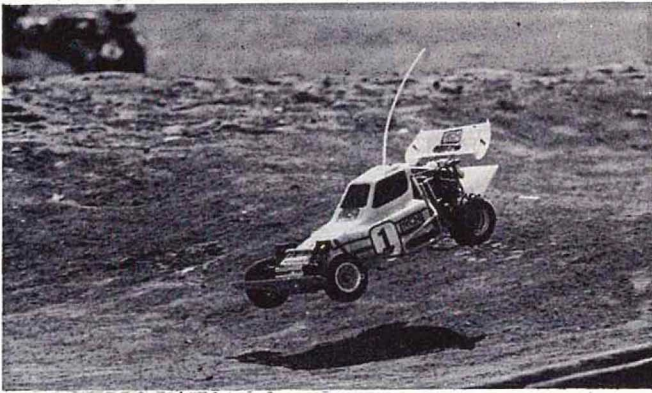
At the ready line seconds before start of race.



Typical action going into first turn.



Track stewards quickly get overturned cars back in the race.



Jeff Cruzon's modified MRC-Tamiya coming over a jump.



Donny (Flame) Churchill's MRC-Tamiya Sand Scorcher in a nice jump.

We received the following letter we would like to respond to and thank Eric for sending.

Dear Bill and Linda:

I've got a 1/10 MRC Rough Rider, but have only used it for driving around in the backyard. I was intrigued with your off-road race organization.

I'm looking for an electronic speed controller for my buggy. Do you have any suggestions? (I'd like to keep the

FWD/REV capability, but I'd like fully proportional control.)

Would the electronic controller put a car into the Modified or Open class, or would this just be considered a part of the radio control system?

Your suggestion on softening up the suspension helped a lot but I'd really like some competition to see how I'm doing. I'm also trying to come up with a rising rate suspension like that used on several Formula cars, but haven't

really got anything workable yet and don't really know if these cars would respond to that type of sophistication. I'd like to hear through your column what the latest thinking is.

Sincerely,
Eric Miller

Governors Island, N.Y.

We will answer the second portion

WESTERN OFF-ROAD CHAMPIONSHIPS WINNERS

Stock A Main

1. John Adams
2. Mike Larson
3. Ron Allen

Stock B Main

1. Robin Deans
2. Todd Van Dyke
3. Marilyn Larson

Stock C Main

1. David Risarski
2. Charley Hernandez
3. Gary Demory

Stock D Main

1. Anna Stage
2. Brett Stovall
3. John Nichols

Modified A Main

1. Chris Allec
2. Gil Losi, Jr.
3. Dennis Taylor

Modified B Main

1. George Brody
2. Eric Grisham
3. Larry Van Osten, Jr.

Modified C Main

1. Kim Rethwish
2. John Kracke
3. Mike Tobey

Modified D Main

1. Bill Pihl
2. Craig Johannes
3. Gil Losi, Sr.

Modified E Main

1. Nelson Kracke
2. Larry Bussard
3. Marty Warner

Modified F Main

1. Mike Styles
2. Chuck Stage
3. Larry Van Osten, Sr.

Open A Main

1. Gil Losi, Jr.
2. Jeff Cruzon
3. Jorge Brody

Open B Main

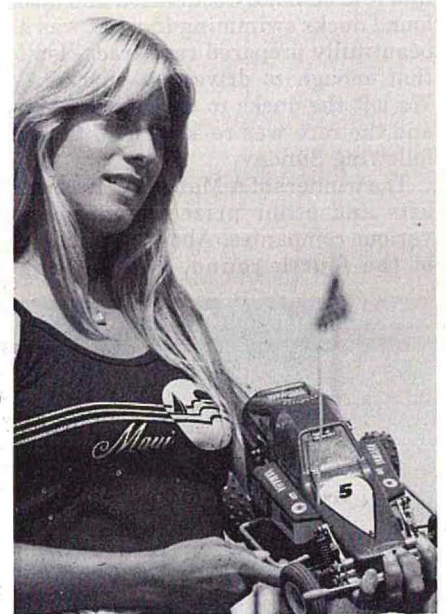
1. Eric Grisham
2. Mike Giem
3. Don Arndt

Open C Main

1. Erwin Bragg
2. Willie Franco
3. Larry Gold

Open D Main

1. Jeff Paul
2. Eustance Moore
3. Dennis Hill



Coby Merryman, Sponsored by Fun Racing Products made it to the finals with her MRC-Tamiya Rough Rider.



Rapid Ron Williams was Race Director of Western Off Road Champs.



Administrative chores were efficiently handled by (L to R) Linda Pihl, Fristen Sneed, Jayna Williams and Ron Williams.



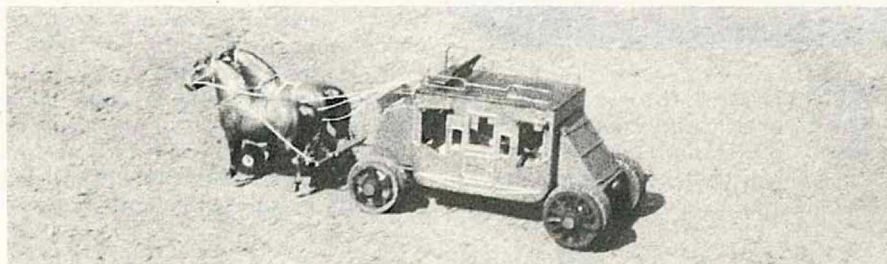
How's this for a truck load of trophies.

first. Yes, according to the ORRCA rules, the change in the speed control would put the car into the Modified class. About the electronic speed control — we have looked into them and they are good but they seem to lose power between the speed control and the motor. We have found that using either a rheostat type speed control (such as the Parma speed control with their heat sinks) or the speed control that Bolink puts out as an accessory item, or the B.R.P. three speed control, to be the best on the market. The electronic speed controls do not deliver all of the battery power to the motor.

★



Gil (the Flying Fossil) Losi Sr. (Left) and Mario Ferrero from Italy.



Look at Chuck Stages' approach to Off Road built-on car chassis.

Now here is another helpful hint for the stock driver — a heavy duty steering system using a 4/40 threaded rod. Rocket City makes a ball link called the 'missing link' which is a

screw-down link that locks on to the steering arms. This is not the standard ball; this one has a screw that holds it down in the center. For those of you

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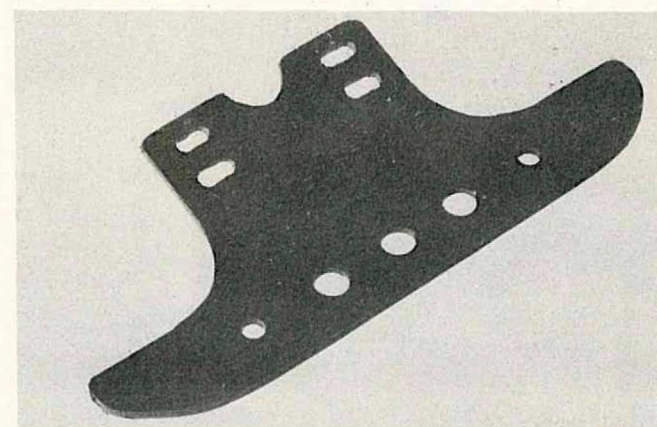
Rob Love (Left) and Cobin Grenenger came from Australia.



Mel Sielberg (Left) from South Africa and Bob Rule of BoLink Industries.



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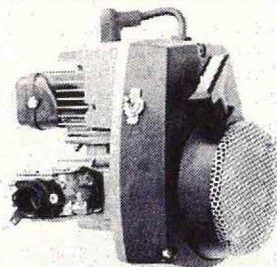
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GIVE IT A WHIRL

from page 126/66

touch-downs inside a half hour and went solo in 7½ hours. It would appear that even though the model is controlled by thumbs (not in all cases, Charles, many fliers use finger and thumb...JAG), in some curious psychological transfer process the hands "know" what to thumbs have learnt.

"Psychologically it has, of course, been said that whereas the fixed wing pilot is a cheery, buoyant extrovert, the helicopter pilot is a brooding, introverted anticipator of trouble, because he knows that if something bad hasn't happened yet, it is about to!"

Thanks, Charles, for the letter and maybe we shall hear from more of you who have transferred their flying skills from models to the real thing in an accelerated time.

Meet with you all again next month. □

OFF-ROAD RACING

from page 65/63

who have been having trouble with the steering rods popping off, try this --- we think you will like it.

Also, another problem with the stock car is having the arms spread open when you hit a bump real hard. Try taking a zip tie and running it over the outside edges of both the trailing arms and pull it down just tight enough where it doesn't restrict movement. This will keep the arm from popping off of the ball sockets of the axles. If you try both of these suggestions you will find that your car will perform better.

The following is an explanation for those of you who don't know what a rising rate suspension is: This is when horsepower is applied to the rear end and, instead of the rear end sinking, it actually raises a little bit and improves your traction. If any of you out there have some good ideas, write to us and let us know. We haven't done any work with rising rate suspension, but would like to hear what works for you.

★

We recently read an article from a British model magazine that we thought our readers would find very interesting. Apparently quite a few racers have permanently sealed their radio boxes, leaving the Ni-Cad

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batteries inside. They charge the batteries in the enclosed box, which generates hydrogen gas. When the throttle is engaged, the car explodes, so do not use this procedure. We would like to pass this word of warning to you --- batteries that short out will also cause a fire.

★
At the recent 1/12th Scale World Championships, we had a chance to talk to quite a few of the race drivers who are also off-road racers. One of the thrills of being at a world championship race is the charm of listening to the different languages and accents. Our first interview was with Rob Lowe and Colin Grenenger of Australia. Colin Grenenger runs a Tamiya car and Rob Lowe runs an AYK 566B. During the interview the two of them had quite a discussion as to which car is the best. Apparently the AYK is gaining popularity downunder. Off-road racing is gaining in popularity in Australia, however, they are running the basic cars since they don't have the after market performance items that we have available to us in the U.S. With the basic class (box stock), they are trying to keep the cost down for the young people who like to race.

Our next interview was with Bob Rule of Bolink Industries. At this point we would like to thank Bob for putting us in contact with the people who we interviewed. In every hobby or sport there is always at least one great guy who is always there to promote enjoyment, so we will give Bob the good guy award. Bob now has an off-road track, with oval and the races will be held on Friday night. If you are in the Lawrenceville, Georgia area, make sure to keep a Friday night open to go out and have a great time.

When we talked to Mel Silberg of South Africa, we found that they have an off-road association called SAORRCA. It sounds like the AYK and Cox cars are making their debut in South Africa. Their races are averaging 35 to 40 racers with two classes, Standard class and Open class. They had received a set of ORRCA rules and are using these as a guideline for their races.

According to the European racers we talked to, the stick radio is used by 90% of the racers.


We had a chance to talk to Mario Ferrero of Italy. Off-road racing in Italy is starting to grow as it is all over the world. Their sales of off-road equipment is exceeding the sales of road racing cars. They do not have national organized racing as of yet. In Italy, off-road started with gas cars and then went to 1/10 scale electric cars.

to page 138



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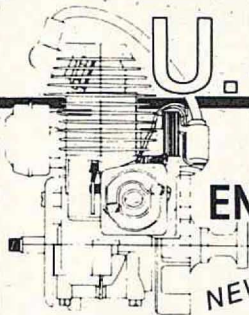
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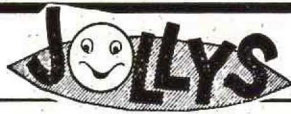
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OFF-ROAD RACING

from page 135/63

While Mario was here racing 1/12 Scale cars, he went to the Ranch Pit Shop in Pomona, California, where he borrowed a car and ended up in the A Main in Modified. Considering a borrowed car and not being used to a wheel radio, ending up in the A Main is quite an achievement.

We would like to thank all of those people who we talked with for taking time out from a busy racing schedule to let us interview them; we hope they had as much fun as we did.

Who knew that when we got up on that Sunday morning that chaos would befall us before the day was over; if we had known we might have stayed in bed.

That day we went back to the Grand Hotel in Anaheim, California (where the IFMAR World Championships were held) to help Bob Rule get all his boxes to the airport. We volunteered our old van to take everything to the airport and one thing led to another and it was quite a night. We got the van loaded up, took off from Anaheim for the airport and got on the freeway. Suddenly the van started bucking and came to a complete stop. We had bought gas at a different station and we ended up with water in the gas. We limped home with help from Bob pushing us from time to time with his rental car. We got everything reloaded into a truck and back on the freeway. By this time we had lost a lot of time but we had about 2 hours to get from Anaheim to the airport for Bob to make his flight. We were about halfway to the airport when a car was honking frantically to get our attention. They wanted to tell us that we had a box on fire in the truck. We pulled off to the side of the freeway to find that someone had flipped a cigarette out and it had landed on top of a box containing batteries and parts as well as two complete cars. After stamping out the fire, Bob ended up with a burned thumb and plastic stuck to his hands.

Picking up what we could salvage we threw it back on the truck and took off for the airport again. Arriving at the Los Angeles airport we discovered there was construction going on and traffic was a mess. We got to the rental car building only to discover they had moved the terminal where you return the cars and had left no instructions as to how to get to the new one. Finally found the new rental car terminal and returned the car. We arrived at the

terminal just in time to see Bob's flight taking off and he had a two hour wait for the next flight. What a wild night! We sincerely wish Bob better luck next time.

We would like to hear from our readers about your new ideas, news about your races, or helpful hints. Have fun and may your cars cross the finish line before your batteries go flat. □

ENGINE CLINIC

from page 58/57

As far as assembling your Webra .90 — the rod is slipped over the crankpin, the piston inserted into the sleeve and then the piston/sleeve unit inserted into the crankcase. Push the sleeve into the case until the bottom edge of the sleeve is even with the top of the hole provided for the wrist pin in the back of the case. The piston is then pushed out of the sleeve just far enough so that the wrist pin hole in the piston lines up with the hole in the crankcase and the wrist pin inserted. Install the retainer with tweezers and push the sleeve the rest of the way into the case. Be sure the exhaust and bypass ports are properly lined up before installing the head.

Dear Mr. Lee,

I am inquiring about an efficient workable system of reducing noise when "bench running" R/C engines. Living in a nice suburb I am very reluctant to deafen my neighbors by this sound while running the engines in my garage.

Some time ago I read (but cannot locate the article) of a method of using a large drum with a hose (or large diameter pipe) running from engine to drum. Are you familiar with this? What about "back pressure"; how can it be avoided?

Further, could a regular auto muffler be utilized with connections between engine and muffler made via silicone hose (tubing) and proper fittings at engine and muffler?

I would appreciate any help you could give me. I wish to run all my engines to become more familiar with their "workings" and dependability.

Thanks much,
Robert Ferber

St. Peters, Missouri

Noise reduction is a problem many fellows face when wishing to test run engines at home. I have run into this same problem myself many times. In fact, all I have to do is flip an engine over and have it go pop and every dog for a mile around starts howling; the

to page 144



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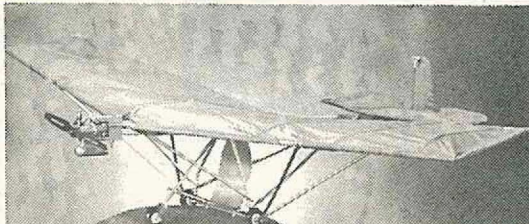
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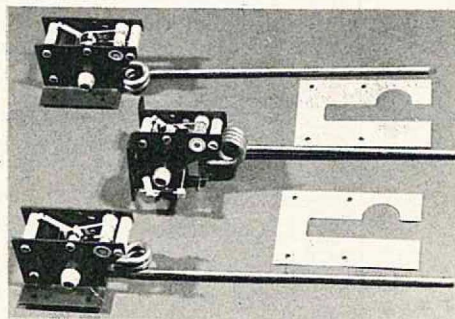
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