

# MRC/Tamiya Score Show Off-Road Championships

By Pam Greco



Eivind Loyd Pettersen, Off-Road Open World Champion

"Sure, I'll cover it (meaning the 1984 Score Show Off-Road World Championship)." I said to Peter Barana.

The moment I walked in the doors of the Anaheim Convention

Center I knew I wanted to go home. The prospect of spending Friday, the thirteenth (or any Friday for that matter) fighting crowds of people, many of whom had become great friends with the four strategically

located bartenders, was about as appealing as cleaning out my garage or doing my laundry (believe me - no small task). "Don't not worry," I said to myself, "this will be fun." After all this is the world championship for off-road racing."

"Yea!" I replied to myself "Let's go!" With that, I charged through the crowd, weaving in and out of the people with as much style and form as any professional American football player

The evening which ensued can best be described as frustrating: no scoreboard, no posted names and origins of drivers and worst of all no results. Even in the least professionally run races name and times are posted in plain view. However, these inconveniences did not seem to bother Friday evening's stock racers any more than the fact that the track changed every lap. Nor did anyone seem to mind the fact that their path from the track to the pitting areas was occasionally hindered by a wandering spectator. On the contrary, the challenge seemed welcome. Good humor prevailed from the moment the races began qualifying, T.Q. being John Villarreal at 19 laps, 5:22, to the moment the lights turned out in the Convention Center, seconds after Louie Caudillo, 1984 Score Show Off-Road Stock Champion, received his trophy. Louie exclaimed about the diminishing light, "Is this the treatment I get?"

Sinking into the soft track, I spoke with Herb Hanss, B Main winner and A Main second place.

"How did you like the five minute racing time?"

"I loved it."

I then spoke with a very excited Louie Caudillo. "Were you expecting to win tonight?"

"I was hoping for second or third."

"What did you think of the track?"





The 10 drivers in the A Open

"I liked the challenge of the track."

"What did you think of the five minute racing time?"

"It was great."

And with that, we felt our way in the dark to the car

Saturday's modified competition, was marked by two spectacles. The first had to do with Lou Peralta's comment over the P/A system when he said he would like to thank all his "FRIENDS" for causing him to lose HIS race. Accusations spread like wildfire: who complained to the Score Show Producers; was it the dirt which was blowing across the Convention Center (Mr Peralta decided not to repeat last year's mistake, so he had the soil sifted for rocks. Unfortunately, he neglected to have the soil steam rolled afterward; therefore, the track was left the consistency of powdered sugar or as one spectator pointed out when the cars were racing, "It looks like it is snowing powdered snow.") However, when I spoke with Helen Xyloas, producer of the Score Show, she denied the allegation that Mr Peralta was banned from the Score Show next year. She

did say, "We never know from year to year who will be in the show."

What was happening off the track was minor compared to the on track activities of Ron Dyer, RCH driver. Ron qualified in the D main. Ron won the D Main, quickly pitted his car, and went on to win the C Main. He again made quick repairs on his car and went on to win the B Main. After more speedy repairs, Ron joined two of his teammates in the A Main. After a rigorous total of twenty minutes of competitive driving, Ron Dyer placed third in the A main. Ron Dyer was behind second place, Mike Giem, T.Q. both Saturday and Sunday and Mike Dunn, first place.

On Sunday Mike Dunn who was driving a Cox car with a Race Prep Rev-Tech motor, had this to say, "Mike how are you preparing your car for this track?"

"I am using light suspension and a lot of travel (ground clearance).

"What do you think of the track?"

"It is rough, but that is off-road racing. If you want a smooth track, you have to drive 1/12th scale."

"What do you think of the competition?"

"The competition is tough. It will

be even tougher today "

"Mike, how do you prepare yourself for a race?"

"You have to concentrate - concentrate and get a good start. On this track you have to stay clean on the first three turns."

"What do you think of the new Associated car Jay Halsey is driving?"

"It needs a lot of work and a good driver. It is not going to be an out of the box front runner "

However, Jay Halsey and his new Associated car was a front runner on the track all day.

"Jay, what do you think of the track?"

"It is too rough."

"How do you like the five minute running time?"

"I like it. It gives you time to make up errors."

"How do you like the new Associated car?"

"It is great. It handles perfect. The car seems to run better with an open motor. There seems to be more problems with a stock motor."

"Which motor are you using?"

"A Reedy."

Tony Neisinger, 1/8th scale and 1/12th scale champion was also





Ron Dyer, RCH sponsored talking with Barry Hendricks. Ron was able to finish third in the Modified A Main bumping all the way up from the D Main.

using a Reedy motor, except in a Hirobo car

"Tony, how are you doing in the qualifying heats?"

"In the first heat I had back end problems. In the second round I was in the lead when my diff broke."

"How are you compensating for the softness of the track?"

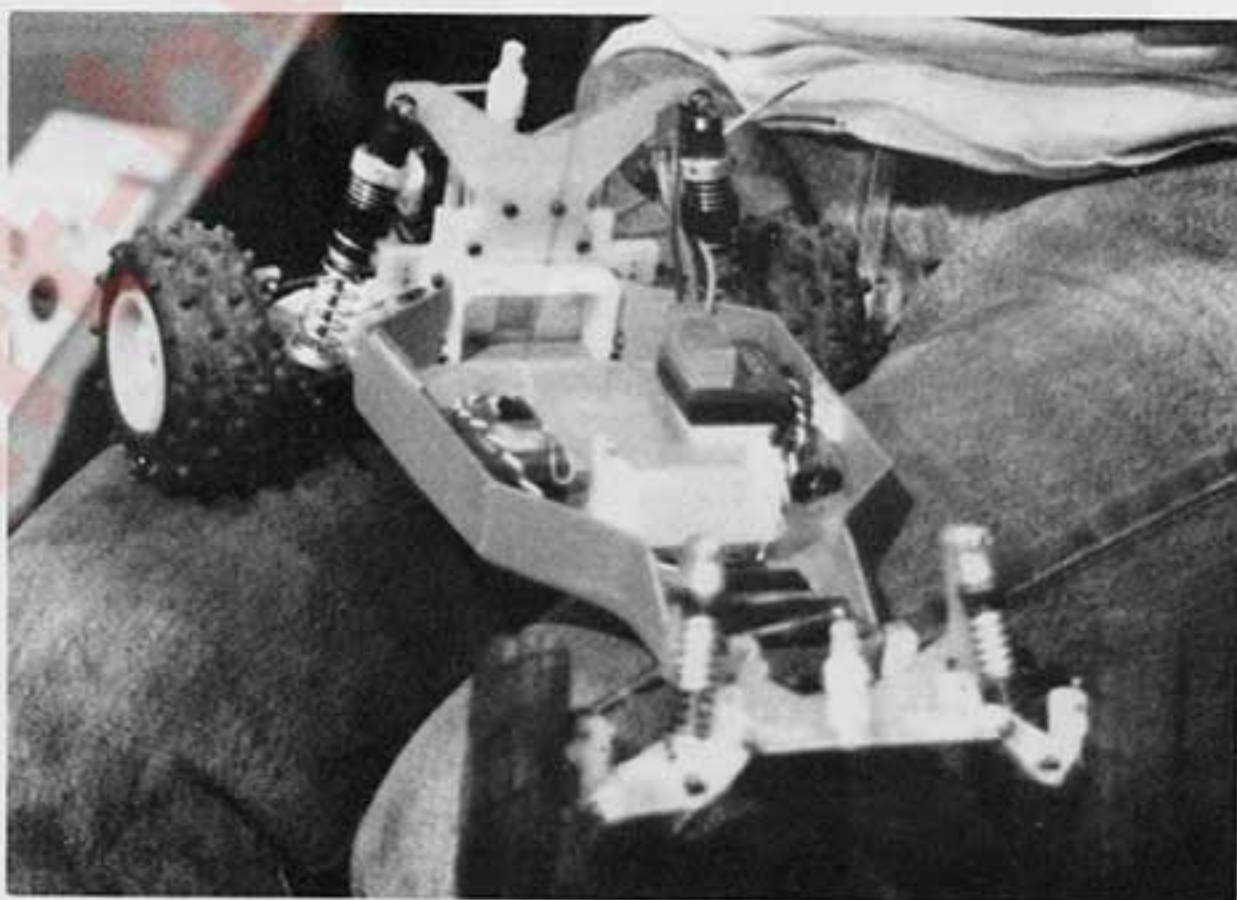
"I am using paddle tires to let the car spin."

"What do you think of the track?"

"The track is so soft that the wheels dig into the ground causing the batteries to dump. The Hirobo has to slide to turn. The track is so sandy that the car cannot turn well. I haven't made five minutes yet. The car has run well on other tracks. The Hirobo works great on a hard, tight track. On this track it dumps."

Indeed everyone driving a Hirobo car experienced similar problems due to the fact that the track was unsuitable for the car

With qualifying and the lower mains completed it was time for the race everybody waited for THE A MAIN. All the shortcomings of the day were forgotten as each



The New Associated car that was great in the Open Class when driven by Jay Halsey.

Jay finished second in the A Open.

contender focused his mind on the event to come.

Kicking up dust everyone mobbed around the first turn of the track colliding into each other Mike Giem and Steve Dunn pulled

free from the pack and sped across the track. Soon everyone freed themselves from the pile-up leaving Mike Dunn behind. "I had steering problems. Too many people were on 2 a band", reported Mike.

Jay Halsey soon overtook Steve Dunn and by the second lap was neck and neck with Mike Giem. Mike Giem and Jay Halsey fought for first position keeping the race at a peak level of excitement. Jay kept a two foot lead for the next four laps; then Jay was hit by a slower car Mike Giem sped ahead taking a quarter lap lead for two laps. Jay came back at full force regaining first position. Mike Giem's car slowed and Eivind Pettersen sped past him to claim second position. Jay's car began to slow making it look as if he was going to jump. In the second to the last lap Eivind Pettersen caught Jay Halsey sending the crowd into a frenzy of cheers. Jay Halsey and Eivind Pettersen were wheel to wheel around the last turn of the

track. They battled for the inside line to the front straight. Jay was knocked in an embankment; Eivind pulled ahead with Jay at full throttle behind him. Halfway across the final lap, Jay hit a jump at full speed



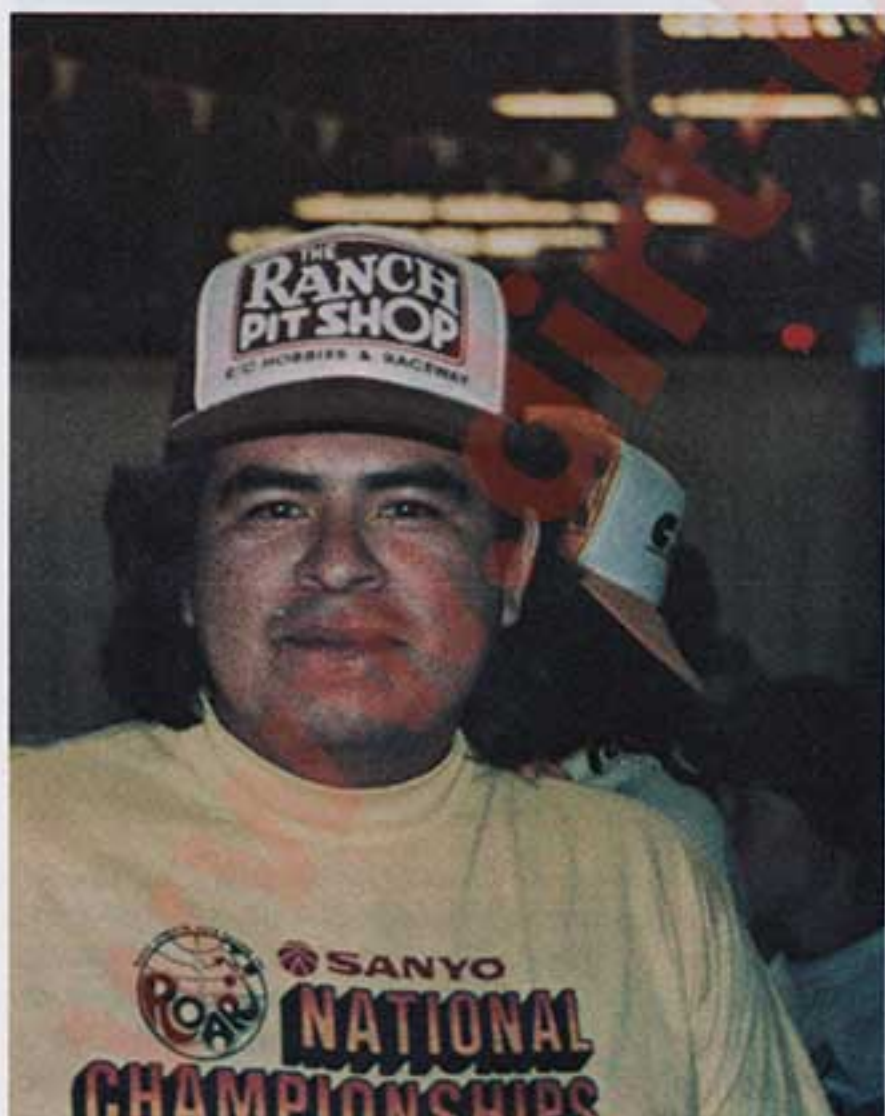


Mike Dunn, Modified World Champion

causing him to do a double indo, "I saw he was about ten feet ahead of me, so I went for it at full throttle." Eivind Pettersen of Fredrikstad, Norway, sponsored by CRP, sped across the finish line to become the 1984 Score Show Off-Road Open Champion.

NOTE: We must apologize to all readers, racers and sponsors for the incomplete race coverage. This is not the way Competition Plus usually reports a race. Unfortunately, it was impossible for our staff to obtain race results or sponsors from the race promoter and officials.

We understand that it is a possibility that the officials did not have the information readily available. However, at the close of the race, we specifically approached the race promoter and he assured us the race results would be sent within a few days. At press time, two weeks later, we still have not received the results. We feel disheartened that this had to happen. It is not always easy to obtain major sponsors for a race and to shun the responsibility of giving a sponsor proper press, is a pity!



Louie Caudillo, Stock World Champion



Andy Jacobson, Concours Winner



# An Exclusive Interview with Eivind Loyd Pettersen

## Winner of the Open A Main at the Score Show Off-Road Championships

By Jim McLelland

After Eivind won I had the opportunity to interview him before he left for Norway. Here are a few of his candid comments:

**How large is R/C racing in Norway?**

There are about 30 clubs associated with our national organization with 20 to 130 members in each club.

**What class is most popular?**

1/8th scale is most the most popular, but Norway has all phases, including 1/8th Off-Road.

**How long have you been racing?**

I started with 1/12th scale electric about six years ago.

**What is the most popular car in Norway?**

For 1/12th scale the Associated or Schumacker, 1/10th scale the Tamiya and for 1/8th scale the Serpent, PB or Associated.

**Do you race all classes?**

I race all classes with 1/12th scale being my favorite. In 1/12th scale I race a Schumacher, for 1/10th a Cox, for 1/8th a Serpent and for 1/8th off-road a Tomo Lupus which is a two wheel drive, modified with two steering servos and no servo saver.

**What did you race at the Score Show?**

I raced a Cox Modified with a Swedish modified motor called Sping Motors using a handmade armature.

**What did you think of the track and the race itself?**

It is an excellent race for the

publicity of the sport. However, for a major race I would have preferred a large track. The track was very soft and it changed almost every lap. It was difficult to dial your car in because they were too many surprises, therefore I loosen the diff a bit. I felt the driver's stand was too close to the track, when a racer leaned forward you lost visibility of that part of the track. A driver's stand should always be some distance from the track to allow complete visibility at all times.

**Tell us a little about racing in Norway and Europe?**

Off-road racing is becoming popular in Norway and it is not difficult to receive replacement parts from American manufacturers because most of them ship to Europe and the parts are available in hobby shops. This is the first year that EFRA has made off-road racing official. They will have official trial racing in England and I believe that IFMAR will hold a World Championship for Off-Road next summer. It probably will be held in the United States because it is where off-road racing began.

One observation I made while I was here is the fact that very little spectators come to the races. If the American tracks would offer the spectators some comforts such as bleachers or chairs and eating facilities along with publicity the track owners would probably find a new income in inviting spectators. In Europe at any major races there are between 500 to 5,000 spectators attending the race, paying from \$1.00 to \$3.00 per person. Many families enjoy watching R/C racing as they would a real race. If space and comfort is supplied I am sure it would be the same in this country.

**Will you be coming back to the United States again?**

I hope so, but for right now I have the 1/12th scale European Championships, the World's in Denmark, and then on to the 1/8th scale European Championships.

Eivind Loyd Pettersen is from Fredrikstad, Norway about 100 Kilometers from Oslo. He works in his family business, Loyd Industries, in sales and marketing. They make safety harnesses and buckles. Their products are sold worldwide, especially to Volvo. They also import and export all classes of R/C cars. In 1/10th off-road Eivind is sponsored by CRP, Sping Motors and Loyd Industries.

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