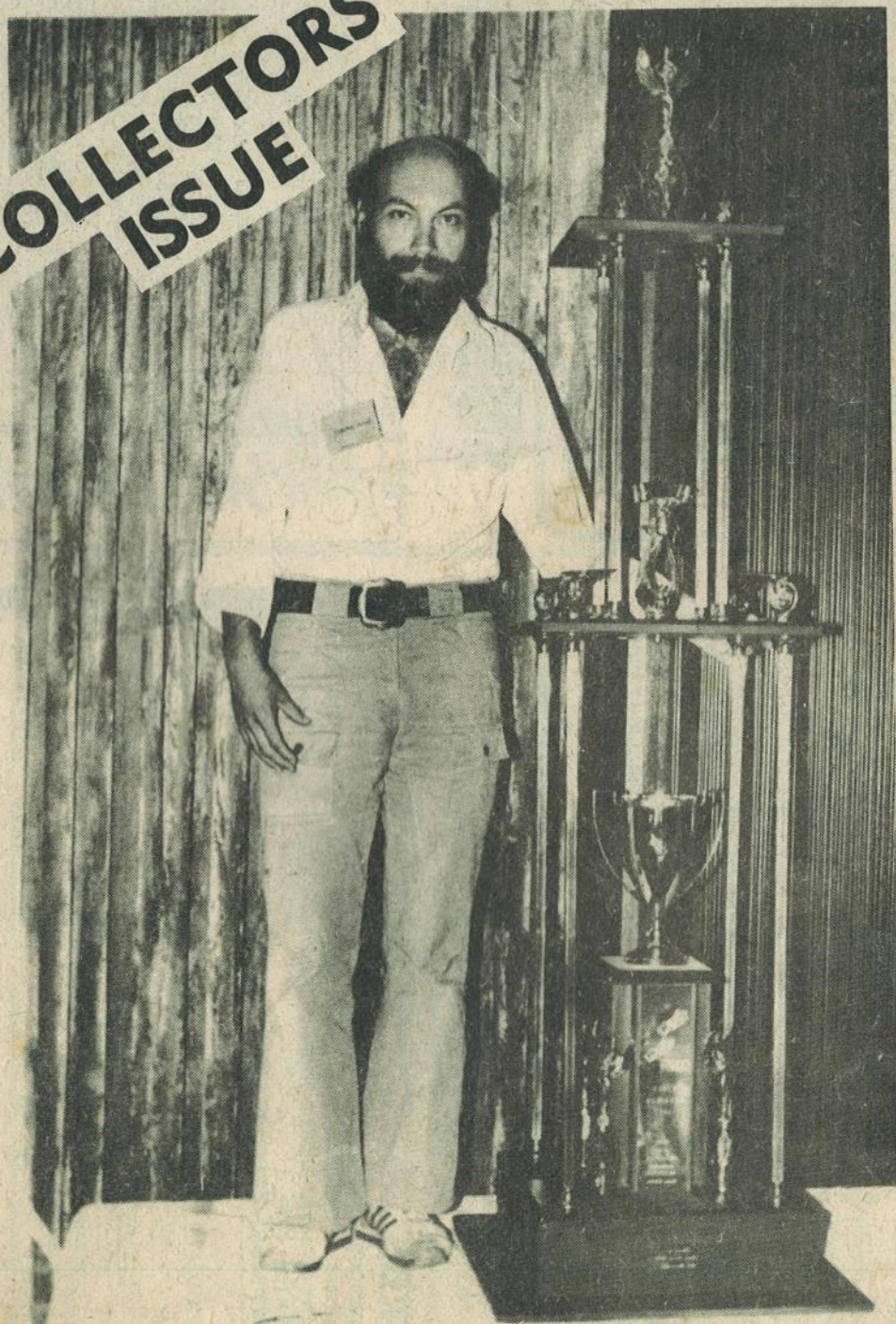


R/C RACING/CIRCUITS

ONE DOLLAR

W
O
R
L
D

COLLECTORS
ISSUE



C
H
A
M
P

JULY/AUGUST - 77

RACING/CIRCUITS

JULY/AUGUST - 77

THE JOURNAL OF RADIO CONTROLLED CAR RACING

ONE DOLLAR

BUTCH KROELLS WINS 1st WORLD CHAMPIONSHIPS

BOOTH WINS 'B' MAIN



PHIL BOOTH winner of the 'B' Main with his PB International car.



JOE TENTSLERT presents the commemorative checkered flag to newly crowned WORLD R/C CAR CHAMPION BUTCH KROELLS immediately after he won



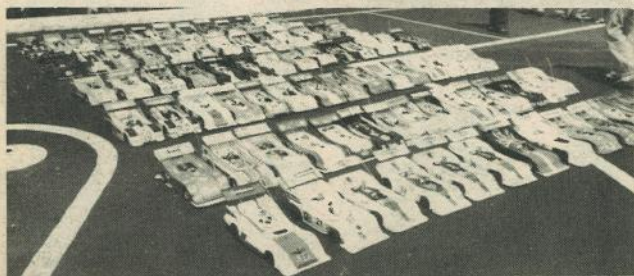
How's this for a field of cars? The 1st WORLD 1/8th Scale R/C CAR CHAMPIONSHIP featured 111 pre-entered drivers. However, only 108 actually participated.

CURTIS WINS 'C' MAIN



ROGER CURTIS winner of the 'C' Main with his ASSOCIATED RC-100.

**COMPLETE STORY ON THE
'FIRST WORLD R/C CAR CHAMPIONSHIP',
INCLUDING TEAM PHOTOS
BEGINS ON PAGE 3 OF THIS COLLECTORS ISSUE**



FOUR NEW COLUMNS STARTING THIS ISSUE ON PAGE 10

**COALSON
WINS MINI INDY 500
FULL STORY ON PAGE 16**

MEMORIUM

It is with our deepest regrets that we announce the passing of **WAYNE PALMER**, a pioneer in the field of R/C electric cars with his now famous **WORKRITE CONTROLLER**, who succumbed to a heart attack while returning from an electric car race.

Wayne will be missed by everyone in the Hobby/Sport.



Volume 5, Issue 18, Number 4

RACING/CIRCUITS MAGAZINE

LH PUBLICATIONS INC.

289 QUINCY PLACE

LANGHORNE, RD # 1, PA.,

19047

COPYRIGHT 1973 by The Art Dept. Inc. All rights reserved. Reproduction in whole or in part without written permission is strictly prohibited. RACING/CIRCUITS allows its columnists the fullest latitude in expressing opinions on controversial subjects so its readers will be better informed. The views expressed are not necessarily those of the newspaper.

Typesetting
and
Printing
by

ADVANCE
BUCKS COUNTY

140 East Richardson Avenue
P.O. Box 337, Langhorne, Pa.

Phone: 757-6767



COVER

BUTCH KROELLS stands next to his towering trophy, awarded to the first World R/C Champion.

WORLD CHAMPIONSHIPS FINAL RESULTS

Place	Name	Car #	Country	Radio	Car	Engine	Carb	Body	Laps/Time
1	Butch Kroells	13	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	120/2186.8
2	Bill Jianas	3	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	118/2190.0
3	Gene Hustling	77	USA, Ca.	Deans	Assoc.	K&B	Perry	30 KL	117/2195.6
4	Michael Rowland	8	USA, Ca.	Futaba	Assoc.	K&B	Perry	Matra	117/2196.1
5	Rich Lee	12	USA, Ca.	Deans	Assoc.	K&B	Perry	30 KL	116/2194.9
6	Matt Azzara	71	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	116/2220.0
7	Chuck Phelps	44	USA, Az.	Pro Line	Assoc.	K&B	Perry	30 KL	114/2188.0
8	Jeff Rold	60	USA, Ca.	Futaba	Magnum	K&B	Perry	30 KL	112/2196.9
9	Gary Buriani	20	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	25/2196.9
10	Arturo Carbonell	7	USA, Fla.	Delta	Delta	K&B	Delta	30 KL	10/2196.9
11	Phil Booth	36	Great Britain	Futaba	P.B.	K&B	P.B.	917-10	110/2160.0
12	Gary Grosenbacher	78	USA, Az.	Futaba	Assoc.	K&B	Perry	917-10	109/2172.3
13	Debbie Preston	59	England	Futaba	P.B.	K&B	P.B.	917-10	106/2162.0
14	Bill L. Campbell	5	USA, Mo.	Delta	Delta	K&B	Delta	30 KL	103/2175.0
15	Dave Dawson	62	USA, Ind.	Dawson	I.M.R.	K&B	Dawson	30 KL	101/2170.1
16	Reiner Dosch	70	Germany	Futaba	P.B.	K&B	P.B.	917-10	92/2175.7
17	Bill Coalson	68	USA, Mo.	Delta	Delta	K&B	Delta	30 KL	90/2176.3
18	Franco Sabattini	89	Italy	Futaba	S.G.	K&B	Perry	917-10	60/2173.0
19	Rick Davis	79	USA, Mich.	Futaba	Scratch	K&B	Delta	936	55/1135.0
20	John J. Thorp	11	USA, Ca.	Futaba	Thorp	K&B	Thorp	30 KL	40/ 906.0
21	Roger Curtis	45	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	100/1923.5
22	Bob Titterington	99	USA, Ca.	Futaba	Titan	K&B	Perry	30 KL	89/1931.3
23	Ted Longshaw	34	Great Britain	Futaba	Scratch	K&B	P.B.	917/10	87/1930.5
24	Mike Queller	14	USA, Tx.	Futaba	Delta	K&B	QSLV	936	87/1938.5
25	Bob Welch	17	USA, Wa.	JoMac	MRP	K&B	Perry	Abarth	80/1923.0
26	Johan Pretorius	48	So. Africa	Futaba	Assoc.	K&B	Perry	30 KL	73/1924.0
27	Chuck Hallum	52	USA, Ca.	Futaba	HRE	K&B	Perry	936	51/1920.5
28	Jay Kimbrough	43	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	41/1622.6
29	Don Stewart	28	USA, Ca.	Futaba	J-Car	K&B	J.Prod.	30 KL	8/ 536.0
30	Gary Kyes	27	USA, Ca.	JoMac	MRP	K&B	Perry	30 KL	DNS
31	Danny Disenza	54	USA, Ca.	Futaba	Thorp	K&B	Thorp	936	30/608.4
32	Jay Spere	58	USA, Ca.	Futaba	Scratch	K&B	Perry	30 KL	30/608.9
33	Philip Alan Greeno	39	England	Futaba	PB	K&B	PB	936	30/611.4
34	Wm. A. Steele	18	USA, Ca.	Futaba	Cade/Tarus	K&B	Kraft	30 KL	30/612.4
35	Jim Aguirre	46	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	30/613.9
36	Lynn Wright	23	USA, Ca.	Futaba	Thorp	K&B	Thorp	30 KL	30/615.3
37	Joe Sullivan	10	USA, Tx.	Futaba	Scratch	VeCoy	Delta	936	30/615.9
38	J.R. Cade	101	USA, Ca.	Delta	MRP	K&B	Kraft	Abarth	30/616.4
39	Georgia Campbell	15	USA, Iowa	Delta	Delta	K&B	Delta	30 KL	30/617.3
40	Dave Preston	37	England	Futaba	P.B.	K&B	P.B.	917-10	30/620.2
41	Frank Cromberge	84	Holland	Futaba	Serpent	K&B	Prof.	936	30/621.3
42	Jean-Pierre Ruchat	96	Switzerland	Multi-Plex	Challenger	K&B	P.B.	Matra	30/621.6
43	Robert Jenkins	29	USA, Ca.	Futaba	J-Car	K&B	Perry	30 KL	30/621.7
44	Roger Berquist	72	USA, Minn.	Delta	Delta	K&B	Delta	936	30/623.5
45	Keith Plested	21	England	Futaba	P.B.	K&B	P.B.	917-10	30/623.7
46	Eric Hahn	51	USA, N.J.	JoMac	MRP	K&B	Perry	Abarth	30/626.9
47	Dave Bloom	31	USA, Ill.	Citizenship	Marker	K&B	Perry	Cheeta	30/629.5
48	Ken Campbell	4	USA, Iowa	Delta	Delta	K&B	Delta	30 KL	30/630.6
49	Richard Camp, Jr.	22	USA, Ca.	Futaba	Thorp	K&B	Thorp	30 KL	30/631.3
50	Masse' Mares	69	Italy	Futaba	S.G.	S.T.	S.T.	917-10	30/634.4
51	Larry Barnett	88	USA, Ks.	Futaba	Delta	K&B	Delta	30 KL	30/636.4
52	Bill Newlin	61	USA, Ca.	Deans	Assoc.	K&B	Perry	30 KL	30/636.5
53	Roy D. Campbell	91	USA, Mo.	Delta	Scratch	K&B	Delta	30 KL	30/637.0
54	Lou Przybyla	82	USA, Mich.	Futaba	Marker	K&B	Perry	936	30/641.0
55	Karlheinz Will	30	Germany	Futaba	Assoc.	K&B	Perry	30 KL	30/642.8
56	Roy Moody	42	USA, Ill.	Futaba	Scratch	K&B	Delta	Renault	30/648.3
57	Shoichi Mochizuki	122	Japan	Futaba	Assoc.	K&B	Perry	30 KL	30/650.3
58	John F. Jacobs, Jr.	2	USA, Mich.	Royal	Scratch	K&B	Delta	VDS	30/652.0
59	Larry Bain	600	USA, Ca.	Futaba	Canoga	K&B	Perry	30 KL	30/652.1
60	Doug Blair	35	England	Futaba	P.B.	OPS	P.B.	917/10	30/652.3
61	Herman Sukkel	85	Holland	Robbe	S.G.	S.T.	S.T.	Lola	30/653.3
62	Wm. A. Watson	57	USA, Ca.	Futaba	Titan	K&B	Perry	30 KL	30/657.3
63	Ernst Brem	40	Switzerland	Futaba	Brem	K&B	OS	936	30/644.5
64	Emmisberger	127	Switzerland	Futaba	Assoc.	K&B	Perry	30 KL	30/666.0
65	Tony Bellizzi	19	USA, Wa.	JoMac	MRP	K&B	Perry	Abarth	30/666.1
66	Sergio Agostino	121	Italy	Futaba	S.G.	S.T.	S.T.	917-10	30/668.0
67	Henry Paul Nale	33	USA, Ks.	Futaba	Delta	K&B	Delta	936	30/669.2
68	Bill Clemans	55	USA, Wa.	Futaba	MRP	K&B	Perry	Alfa	30/671.0
69	Bo Japlin	67	Sweden	Futaba	Scratch	S.T.	S.T.	Alfa	30/670.4
70	Don Amedo	93	USA, Ca.	Futaba	Magnum	K&B	Perry	30 KL	30/670.8
71	Sommgraver	126	Switzerland	Futaba	Assoc.	K&B	Perry	30 KL	30/673.8
72	Bob Reid	47	So. Africa	Futaba	Assoc.	K&B	Perry	30 KL	30/674.2
73	Uwe Schildbach	111	Germany	Robbe	Marker	K&B	Perry	936	30/678.7
74	Yuji Taki	123	Japan	Futaba	Assoc.	K&B	Perry	30 KL	30/680.0
75	Udo Franke	95	Switzerland	Futaba	Assoc.	K&B	Perry	30 KL	30/680.4
76	Kenji Masuda	24	USA, Ca.	Futaba	Delta	K&B	Perry	30 KL	29/667.0
77	Guerrino Stanzani	90	Italy	Futaba	S.G.	ST	ST	917-10	29/674.0
78	Paulo Cattuci	81	USA Italy	Futaba	S.G.	ST	ST	917-10	29/675.0
79	Umberto Bisi	92	Italy	Futaba	S.G.	ST	ST	917-10	29/676.0
80	Walter Collina	73	Italy	Futaba	S.G.	ST	ST	917-10	29/679.0
81	Neil Tilbor	6	USA, N.Y.	Futaba	Delta	K&B	Delta	936	28/660.0
82	Rune Sahlberg	65	Sweden	Futaba	Assoc.	ST	ST	936	28/660.1
83	Jack C. Barton	56	USA, Ca.	Futaba	Thorp	K&B	Thorp	30 KL	28/667.0
84	Don McKay	97	USA, Wa.	JoMac	MRP	K&B	Perry	Abarth	28/672.0
85	Samuel J. Leff	49	USA, Fl.	Futaba	Delta	K&B	Delta	936	28/678.0
86	Hanspeter Muller	41	Switzerland	Futaba	PB	K&B	Perry	30 KL	27/654.0
87	Dionicio Pascual, Jr.	50	USA, Hawaii	Futaba	Delta	K&B	Delta	30 KL	27/660.0
88	Leonardo Garofali	112	Italy	Futaba	S.G.	ST	ST	917-10	27/676.0
89	Ernst Bopp	83	Switzerland	Futaba	BREM	K&B	OS	30 KL	26/660.0
90	Richard Rippy	153	USA, Ca.	Futaba	Thorp	K&B	Thorp	30 KL	26/676.0
91	Gregory L. Jones	25	USA, Co.	Futaba	Scratch	K&B	Perry	30 KL	25/660.0
92	Fer Van Helden	87	Holland	Robbe	P.B.	K&B	P.B.	936	25/663.0
93	Kraehenbuel Urs	98	Switzerland	Robbe	BREM	K&B	OS	30 KL	23/660.0
94	Kjell Krusberg	64	Sweden	Futaba	Delta	K&B	Perry	936	23/670.0
95	Jean-Pierre Weber	95	Switzerland	Futaba	BREM	K&B	Perry	30 KL	23/670.1
96	Jon Quaid	80	USA, Ca.	Jerobee	Assoc.	K&B	Perry	30 KL	22/670.0
97	Stig Anderson	120	Switzerland	Multi-Plex	Challenger	K&B	Profi	Ligier	22/676.0
98	Curtis Hustling	9	USA, Ca.	Deans	Assoc.	K&B	Perry	30 KL	21/660.0
99	Jean Pierre Lemaitre	125	France	Futaba	Assoc.	OPS	OPS	Matra	21/669.0
100	Jack E. Ulstad	16	USA, Ca.	Kraft	Thorp	K&B	Thorp	30 KL	19/660.0
101	Roy Persson	53	Sweden	Futaba	Challenger	Webra	Perry	Ligier	19/673.0
102	Harry L. Lane	66	USA, Hawaii	MRC	Delta	K&B	Delta	30 KL	17/660.0
103	Hans Crispin	100	Sweden	Futaba	Delta	K&B	Delta	936	11/660.0
104	Michael J. Wickens	38	Great Britain	Futaba	Assoc.	OPS	Thorp	917-10	9/660.0
105	Allen P. Chuck	32	USA, Ca.	Futaba	Assoc.	K&B	Perry	30 KL	4/660.0
106	Ronnie Ton	86	Holland	Robbe	S.G.	K&B	Perry	Lola	1/660.0
107	Ron Hossack	74	USA, Wa.	JoMac	MRP	K&B	Perry	Alfa	DNS
108	Patrick Rigot	124	France	Futaba	Assoc.	ST	ST	Matra	DNS

KROELLS WORLD CHAMP

Dateline Pomona, California, U.S.A.;
July 4, 1977

Many of you may think that the number 13 is unlucky, but I know of at least one R/C car racer who will have to disagree with you. Butch Kroells (U.S.A.), driving an **ASSOCIATED** team car, today won the **FIRST 1/8 SCALE WORLD R/C CAR CHAMPIONSHIP** at Thorp Raceway in this small southern California community, by out driving the best R/C car racers, who had gathered here this past week, from all over the world.

Our story doesn't begin here however, but rather several years ago both in the mind of Ted Longshaw, the current EFRA president, and on the pages of this newspaper/magazine. For it was this idea, to bring the best R/C car racers from all over the world, together, at one time, and in one place, for an event that would allow its winner to be called **WORLD CHAMPION**, such an event took place here this past week.

Although it is now over and the next event is at least two years away, few thoughts, if any, occupy our minds except to begin to make plans for attending the next event to be held in Europe, during the summer of 1979. Unlike this event they will have the time to plan well in advance, in fact, we will even know the dates, and the place by the end of this year, so that we can all formulate our plans to attend.

Let's go back to the story at hand, the story behind Butch Kroells win. It all began here early in the week as contestants began arriving from France, Germany, Great Britain, Holland, Italy, Japan, South Africa, Sweden, Switzerland and of course the U.S.A. Everyone set themselves right to the task of learning the track and getting their cars set up properly.

I arrived in California on Tuesday afternoon June 28, 1977, to find things in full bloom around the Race Headquarters pool. Here were the European women dressed in their string bikinis, helping their husbands or boy friends, who were similarly attired, working on their cars poolside. When I recovered enough from this magnificent sight, I was informed that this was their usual form of racing apparel in Europe. I must say it really seemed like the hot set-up once you got over the initial eyestrain.

After changing into my usual American style racing togs of jeans, and manufacturer/sponsor T-shirt, I left to join the rest of the racing set at **THORPS**. I hopped a ride with some of the British chaps, and as we drove towards the track, I listened closely to their accents and watched their mannerisms, so different, but yet so much more relaxed and friendly than what I had grown accustomed to over the years.

As we continued our drive I tried to envision what sights I would see, what sounds I would hear, what friends I would make, what feelings I would have, what knowledge I would pick up and most important of all, how would I write about it once it was completed.

THE PEOPLE

Now that I had arrived at the track I found that I was totally unprepared for the sights and sounds that greeted me. Here were people I had seen in photos, wrote and read about in this paper and elsewhere, now I was going to meet them for the first time.

As I approached the track I saw Franco Sabbatini from Italy, the twice EFRA champ, busily laboring over his S.G. cars, along with his fellow teammates Agostino, Bisi, Collina, Garofali, Mares, Olmi, and Stanzani all going about their assigned tasks.

Then there was Ronnie Ton, the current EFRA champ with his S.G. car along with his fellow teammates from Holland, Frank Cromberge, Herman Sukkel and Fer Van Helden with their **SERPENT** cars.

Further down the line were the British led by Ted Longshaw and Mr PB Keith Plested along with Doug Blair, Phil Booth, Phil Greeno, Dave and young Debbie Preston, and M19 Wickens all hard at work on their PB



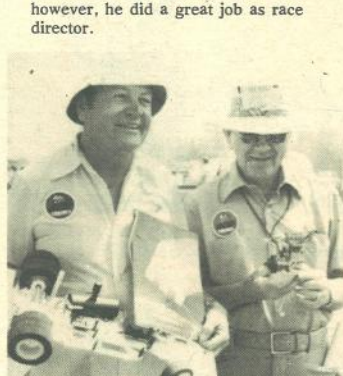
BUTCH KROELLS poses for photographers, the full impact of his accomplishment has not quite hit him yet.



MIKE REEDY'S voice grew weaker and weaker as the days wore on, however, he did a great job as race director.



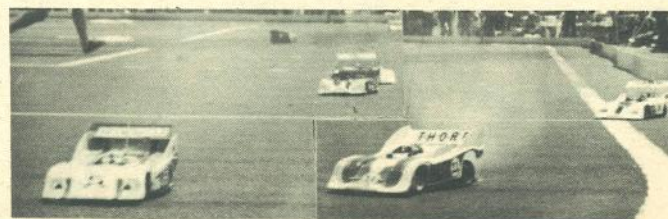
Is this any way to go R/C Car Racing? **MIKE MORRESEY** thinks so as he drives **BILL STEELE'S** TARUS car.



GENE HUSTING contemplates a switch to **SG? DICK MCCOY** going **ST? My God, isn't anything sacred at this meet?!!!!**



ANTONIO DELLA ZOPPA was a big asset to the race director, who used his multi-lingual talents to get his point across.



Some action takes place in the 'B' main as **PHIL BOOTH'S** PB INTERNATIONAL overtakes **JOHN THORP** and **BILL CAMPBELL** on his way to the 'B' main win.

International cars.

Then there were the Swedes; Crispin, Japlin, Krusberg, Persson and Sahlberg, only Gustafson was missing. The Germans; Dosch, Schildbach and Will were also here along with the Swiss; Della Zoppa, Anderson, Bopp, Brem, Franke, H.P. Muller, Ruchat, Urs and Weber.

As I continued my tour around the pits there were the Frenchmen; Lemaitre and Rigot, and taking the long distance award had to be Pretorius and Reid from South Africa followed closely by Mochizuki and Taki from Japan coming in second for the longest distance traveled, or may be its the other way around.

As my tour continued, the initial shock of all the sights and sounds of **OPS', Super Tigres, K&B's** and more continued to whirl around in my head. Here I am, a part of this truly historic occasion, this first international meeting, with instructions being given in more than five languages to the racing teams that have gathered here from all over the world.

For the first time I notice that the American Teams have also gathered here in force. There's **Husting's** and **Curtis' TEAM ASSOCIATED** with 76 **ROAR** Champ **Bill Jianas**, **Bellizzi's** and **McKay's MRP TEAM**, the Campbell Kids **TEAM DELTA**, Race Director **Mike Reedy's TEAM MAGNUM**, **John Thorp's TEAM THORP**, **Don Stewart's TEAM J-CAR**, **Dave Bloom** representing **TEAM MARKER** and the new kid on the block **Dennis Thompson** and his **TEAM TITAN**. Yes the Americans were ready too.

Here was truly that long awaited opportunity for everyone to compare their cars and their equipment with that being used in all the different parts of the world. There were cars made entirely of plastic, some with fiberglass chassis, others with full or partial suspensions, there was even one car with full four wheel disc brakes and many, many more sights we had never seen before.

I saw drivers who not only came from a few miles away, but from different parts of the U.S.A. Then there were those that came from halfway around the world to be present at this historic event. They had all gathered here to test one another's skill and stamina, while racing under the same conditions and all with the same desire, to win, that coveted title of **WORLD R/C CAR CHAMPION**.

Many of those gathered here today feel that it is fitting for these **FIRST WORLD CHAMPIONSHIPS** to be taking place here in southern California because it was here that R/C car racing first began, it was here that **ROAR** was formed, and it was here that the first **ROAR NATIONALS** were held. Now it was here that the **FIRST 1/8th SCALE WORLD CHAMPION** would be crowned.

After roaming around absorbing all these sights and sounds, the languages, the customs, the people thrashing on cars, practicing on the track and getting their cars dialed in I settled back to the job at hand.

Everyone was trying to wring out every ounce of performance from their cars, **Butch Kroells** among them, as he methodically dialed both his car and himself into the super traction hi-bite racing surface offered by the track here at **THORPS**. It was working, several drivers were starting to run in the 18's as the bite started to come up prior to the close of practice.

When practice was over for the day, everyone returned to the motel, but the most amazing thing happened when the Europeans returned. They all just put their cars away and gathered around the pool for an evening of swimming and socializing with one another, much to the amazement of the American drivers, who seemed to keep to themselves and worked on their cars.

WEDNESDAY, JUNE 29

Wednesday dawned bright and clear, however due to the time lag from the East Coast, along with the lateness of the hour that I went to

[Continued on page 4]

EUROPEANS INVADE

FOREIGN TEAMS

sleep the two previous nights, I almost slept the day away and arrived at THORPS sometime around three in the afternoon. The place was a bee hive of activity as I found everyone buzzing about some drivers doing the track in the 17's.

The practicing closed down at 6 pm (my what a short day) and everyone headed back to the motel for another night of thrashing for the Americans and socializing for the Europeans. I decided right then and there to find out what sort of a *Psyching* the Europeans were really up to by joining them for dinner, boy was I wrong about them.

The European Outlook

When I asked Ted Longshaw (GB), Antonio Della Zoppa (CH) and Guerino Stanzani (I) about this, they all replied that this was very common throughout their European Series. From what I was able to learn is that every event consists of at least 50% socializing with one another, including the renewing of old friendships. They all wanted to win, they are all ardent competitors, yet most important of all they are extremely good friends.

This friendship and closeness to one another, they claim, is the reason for their more simple set of rules, yet still allowing for very close competition without trying to find the usual loopholes. They make racing into a complete family affair, with camping at the tracks, activities for the wives and kids, social events every evening and more, despite some language barriers.

They take their racing seriously yet they claim winning isn't everything, but that the friendship and camaraderie that they enjoy are far more important than any race outcome. I am sure that once you have experienced this aspect of the hobby you will also enjoy it more. This type of thing is beginning to happen in areas of our own country, it is both needed and desired as it will help our hobby/sport grow.

THURSDAY, JUNE 30

Well, another late night with another early day of racing, so it was time to get some sleep. Thursday was a bit overcast with the sun finally showing its head around noon, as practice seemed to get going in earnest. Several late arrivals came in this morning, some even without their cars, thanks to the adeptness of the airlines, but before you knew it practice was over again for another day.

Back at the motel we all went swimming, and then went out for a late dinner along with some American converts to the European way, however tonight it was to be an early night or should I say earlier than usual. Anyway a good time was had by all.

FRIDAY, JULY 1

Friday was the last day of open practice for everyone and it sure looked as if everyone was at THORPS today. The track opened at 8 am and the line was out to the street, since everyone wanted to get an early start before tomorrow's first round of qualification heats, and practice they did right on up to the 6 pm closing with only one stop.

Late Friday afternoon, Race Director Mike Reedy decided to have a run through of all the procedures, rules, regulations, etc. with the help of multi-lingual Antonio Della Zoppa to translate for all of those who did not understand. Some changes were made to some previously designated areas such as the pits, and pit stop procedures, the start, restarts, etc. However there was still some confusion, so it was decided to show some simulated starts, restarts, pit stops, etc. which was a great help. To be doubly assured that everyone understood, they would practice these things in the morning practice sessions that everyone was to be assigned.

EUROPEAN NIGHT AT SHAKEY'S

The track was closed down for the evening, but not before myself was unanimously elected by BOLINK'S Bob Rule, PARMA'S Ken McDowell



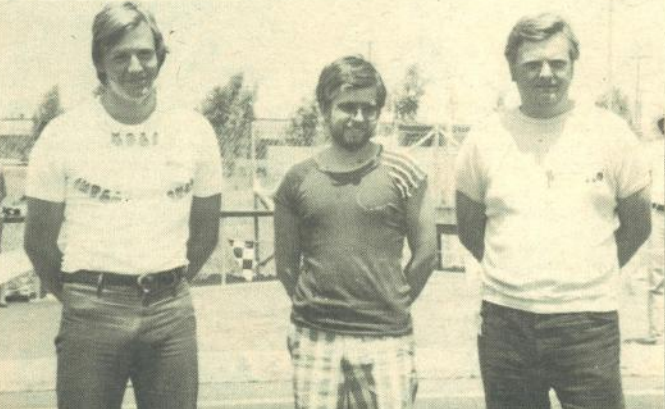
Here are the **BRITISH TEAM**. From left to right on the lower row **PHIL GREENO**, **MR. PB KEITH PLESTED**, **DEBBIE PRESTON**, **PHIL BOOTH**, upper row are **TED LONGSHAW**, **DAVE PRESTON**, **DOUG BLAIR**, **MIKE WICKENS**, **GREG JONES** (How'd he get in there??) and **LYNN BOOTH**.



The **DUTCH TEAM** consisted of **FRANK CROMBERGE**, manufacturer of the **SERPENT CAR**, **FER VAN HEIDEN**, **RONNIE TON**, the current **EFRA** champ, **MR. & MRS. HERMAN SUKKEL**.



Four of the **SWEDISH TEAM** are shown here but I am not sure who's who, but I know that there is **CRISPIN**, **JAPLIN**, **KRUSBERG**, **PERSSON** and **SAHLBERG**. I don't know who's missing, do you?



The **GERMAN** team consisted of **REINER DOSCH**, **KARLHEINZ WILL** and **UWE SCHILDBACH**, who had such a good time over here that they decided to stay for a couple more weeks.

and **JOMAC/MRP'S** Don McKay to head up the **EUROPEANS NIGHT AT SHAKEY'S** for Pizza, Beer, Chicken, and more Beer. So what started out to be a small deal for a few of the British turned into a big bash for over 60 people.

It was decided that we would meet at 8 pm by the pool and then go in a convoy to Shakey's. Did you ever try and keep track of 15 cars and vans in a line, all trying to stay together, and with no CB's yet? I did and I must have lost 5 pounds jumping in and out of the lead car after each light, like a mother hen counting her brood. Somehow or another we all ended up at Shakey's except for the French, Japanese and the South Africans who had made other plans.

Before I get too involved with what happened that night let me take this time to personally thank the following manufacturers who contributed to our **EUROPEANS NIGHT AT SHAKEY'S FUND**. In alphabetical order they are: **ASSOCIATED**, **BOLINK**, **JOMAC**, **MRP**, **PARMA**, **TITAN** and of course **RACING/CIRCUITS** who played host. On behalf of all those who attended and who had a very enjoyable time, I thank you.

When we arrived at Shakey's, Don McKay already had Pizza's and Chickens ordered and the Beer had already begun to flow. Once everyone found their tables and consumed the first round of food and brew **BOLINK'S** Bob Rule played M.C. and introduced everyone including the past and present **EFRA** champs. Then the fun began, as he brought everyone up, country by country, to sing. That's right, I said sing, and sing they did too, except for a few bloakes from Merry Olde England.

The Italian team lead by Franco Sabattini were the best, with their version of 'Volare', followed by their cry of 'More Pizza' and 'Vino' amidst the thunder of applause from the rest of the Shakey's patrons, who had witnessed our invasion. Then in turn Bob brought up the Dutch, including the attractive Mrs. Herman Sukkel, who led them in a fight song. They were followed by the Swedes, who were followed by the Germans who sang a drinking song while consuming pitchers of beer. The Swiss were next, followed by the British, who were at a total loss for words under the directorship of Mr PB Keith Plested. In fact, Phil Greeno who never kept quiet all week just said gulp. All in all lots of fun was had by everyone.

Someone, by the name of Don McKay, came up with the bright idea of everyone going to 'Grand Prix Raceways' for an evening of motor racing. Since most of these people had never seen anything like these scaled down formula cars before, you can imagine their delight.

When we arrived at Grand Prix they were about ready to close, but after seeing our entourage of 60 people they decided to stay open later. After everyone signed up for their rides it was off to the races, with a few of the Italians getting sidetracked out on Grand Prix's Disco Dance floor, and a great time. If you have ever had the experience of racing one of these cars you know how hard it is to get out after only one lap and at a \$1 a lap it can add up fast, so you can just guess what happened here.

The Italians played Enzo Ferrari, Ascari, and the rest, the Swedes did it like Ronnie Petersen, the British like James Hunt, the Swiss like Niki Lauda, the Dutch like Rolf Stohomlin, the French like Belfoise, and the Germans like Maas. In fact one of the German team members, Uwe Schildbach, took no less than 30 laps for a record, his ticket looking like one huge hole. Everyone had a ball as they flailed the cars around, lap after lap, with wild abandon including an occasional spin and even a fire, all without any personal injury except to one's pride. "I thought, was this a taste of what tomorrow had in store," as the management tried to close things down for the night.

THORP RACEWAYS

As we headed back to the motel we felt happy and warm, because we knew that what we had done would always be remembered by these travelers from afar and that they would do their best for us in their homeland in 1979.

SATURDAY, JULY 2

Saturday dawned bright and clear with temperatures in the 90's but everyone knew it was time, the event we had all waited years for was about to begin. The printed schedule called for two days of morning practice session of 10 minutes duration each, followed in the afternoon by one round of 30 lap qualifying runs.

Practice ended early so an extra long lunch was declared before starting the heats at noon. The morning practice sessions seemed to work out well with everyone getting both the starting and pit stop procedure down fairly well. This cleared up the previous days doubts in everyone's minds, especially those who were unfamiliar with these procedures so the 'practice makes perfect' theory worked once again.

At 12 noon Mike Reedy the Race Director called up the troops to start the heats, which went off without a hitch except that they somehow were almost an hour ahead of schedule. Ted Longshaw, one of the originators of this whole idea, who followed the schedule to the letter, was left stranded back at the motel when his heat went off early. Since it was not his fault the Orange County R/C Club's committee agreed to allow him to run two heats on Sunday to make up for his lost heat. See what happens to schedules. All kidding aside the O.C.R.C.A.R. deserves a hell of a lot of credit for the way that this event came off. Also the Ventura R/C Car Club deserves quite a bit of credit for their help in acting as corner marshalls for this entire event. Ask anyone, who needed their help, about these Guys and Gals and the job that they did, the words were Great, Best Ever and more. To these people we also say thanks.

SATURDAY'S TOP TEN

The top ten, at this point, consisted of 6 TEAM ASSOCIATED drivers, Phelps, Lee, Azzara, Gene Hustling, Rowland and Kroells; 1 TEAM DELTA driver, Carbonell; 1 MAGNUM driver, Rold; 1 scratchbuilt driver, Rick Davis, and only one foreign driver Reiner Dosch of Germany with his PB International. Reiner drove his PB car with such wild abandon, when he went for broke after starting one lap down, that he qualified in the top ten, number 10 to be exact.

The big question is what happened to Jianas, Sabattini, Ton, Booth, Preston, and others? They broke that's what happened to them so they had to pull out all the stops for tomorrow's qualifying. The big question now was would the top 10 hold or would there be some new names added? Tomorrow's times will tell.

In case you are wondering, why I haven't used a blow by blow description of today's activities, it is due to the fact we would have to add at least 12 more pages to get both day's heats in this issue so instead we will list the final placings of all 108 contestants and their times at the end of this article. We felt that this is more important to all of you anyway.

SUNDAY, JULY 3

Sunday was another bright and clear day with the temperatures again in the 90's for this DO or DIE DAY of last chance to qualify for the top thirty. Chuck Phelps was sitting on the #1 spot with his ASSOCIATED team car with a time of 556.9 seconds for thirty laps. Would this hold up only time would tell.

SG's Ronnie Ton and ASSOCIATED's Bill Jianas came out in heat #11 in what everyone hoped would be a prelude to the final event but Holland's Ronnie Ton broke on the start and Bill Jianas went like a rocketship to record a time of 542.6 seconds for the #1 spot a new THORP RACEWAY record that was 14 seconds quicker than anyone had ever run here.

FOREIGN TEAMS



Boy, I hope I get the order right here. The ITALIAN TEAM consisted of the General, FRANCO SABATTINI, the 74 and 75 EFRA champ; BISI, OLM, COLLINA, AGOSTINO, MARES, GAROFALI, CATUCCI (a last minute stand in for CATONI) and my friend GUERRINO STANZANI who will be assisting with ITALIAN FORUM along with CATONI.



The SWISS TEAM consisted of DELLA ZOPPA, ANDERSON, FRANKE and RUCHAT. I wonder where BOPP, BREM EMMISBERGER, SOMMGRÄUER and URS were? We all know that HANSPETER MULLER was off with his lovely wife somewhere, but what's their excuse?



The FRENCH TEAM consisted of PATRICK RIGOT, and JEAN PIERRE LEMAITRE.

The SOUTH AFRICANS JOHAN PRETORIUS and BOB REID sure travelled far for this event.



The JAPANESE TEAM consisted of YUJI TAKI and SHOICHI MOCHIZUKI along with their interpreter, YOSHIHISA YOKOBORI

By the end of the day the top 10 qualifiers were 8 ASSOCIATED drivers, Jianas, Phelps, Azzara, Lee, Gene Hustling, Rowland, and Kroells just making the cut; 1 MAGNUM driver, Jeff Rold; and 1 DELTA driver Arturo Carbonell. It looks like the Americans had steam rolled the Europeans for the top 10 positions.

The second 10 qualifiers consisted of 1 SG for Franco Sabattini, 3 PB Internationals for Phil Booth, Reiner Dosch, and young Debbie Preston, the only female in the top thirty; then there was John Thorp with his THORP car; DELTA's Bill Campbell and Bill Coalson; Gary Grossenbacher's ASSOCIATED, Rich Davis' and Dave Dawson's scratchbuilts rounded out the second 10.

The third 10 qualifiers consisted of the largest assortment of cars with 2 MRP's for Kyes and Welch; 3 ASSOCIATED's for Curtis, Kimbrough and South Africa's Pretorius. Ted Longshaw put his PB International in there with Mike Queller's DELTA, Chuck Hallum's HRE, Don Stewart's J-CAR, and the new kid on the block TITAN's Bob Titerington all made up the third 10 to finish up the top 30 qualifiers.

Tomorrow was to be the big day, the day we would crown the FIRST 1/8th SCALE WORLD R/C CAR CHAMPION. Who would it be? Jianas was clearly the quickest, but could he last? Phelps was quick but seemed to have a poor finishing record of late, perhaps tomorrow would change that. Then there was Azzara, Lee, Rowland and Buriani. You couldn't count them out either.

Hey, what about the old man? You know, the TEAM ASSOCIATED mentor Gene Hustling. He's always there when it counts. He really would like to win this one. Then there's quiet, shy Butch Kroells who calmed himself down by Skateboarding between heats. What did he have up his sleeve?

How about Arturo Carbonell, he's always there in the clutches with his DELTA car. He stayed right up with Phelps both days only to have late going engine problems. What about young Jeff Rold with his Mike Reedy MAGNUM car, running its last race? Here was a fellow who almost had himself out of it before qualifying, but after a few pep talks, was right back up there, in the top 10, number 6 no less.

So the big question was who would it be? Tomorrow will tell.

MONDAY, JULY 4

The 201st birthday of the U.S.A. dawned rather cloudy and overcast here today, in fact it looked as if it would rain, but supposedly it never rains in Southern California and everyone hoped that it wouldn't start now. Today was the big day the day that all 108 entrants had come to see and be a part of, because it was to be today that the FIRST 1/8th SCALE WORLD R/C CAR CHAMPION was to be crowned.

'CONCOURS'

The Orange County Radio Control Auto Racers, the host club for this event, asked Yvette Schubert, Dean Brown, Antonio Della Zoppa and myself to be the judges for today's 'CONCOURS' event. They neglected to remind us however that this meant that we had to be trackside by 9 a.m. In fact only eight cars had shown up by the 9:30 a.m. cutoff time when we began the difficult task of judging.

The original eight were narrowed down to five, the five to three and then down to two, who were so close that we almost had to flip a coin to pick the winner. We worked it out and Al Chuck's beautiful Bay Area 'Amour-All Inspired' Porsche 917-30KL won over Gary Buriani's identical paint scheme but different colored car by the narrowest of margins. Third place was taken by Germany's Uwe Schildbach with his Porsche 936 done up in the full-scale color scheme of the LeMan's winning car.

At 12 noon the track seemed to come alive with people and even a Video Tape Unit from a local studio, all getting ready for the historic event that was to take place right before [Continued on page 6]

ASSOCIATED

ARM

their very eyes.

At the instance of myself and Gene Hustling, Mike Reedy began to call all the drivers up by Team Country for photos, then the U.S.A. drivers by sections of the country, followed by the 'C', 'B' and 'A' main drivers. This gave everyone a chance to take everyone else's photo as a remembrance of this event.

Autograph books, programs, and even T-shirts were passed around for everyone to sign since this would be the last time most of these people would ever see each other for at least another two years. I even got into the act with a brand new T-shirt, that now has every participants' autograph, as my own personal momento of this occasion.

'C' MAIN

It was now time for the first event of the day as **ASSOCIATED's** Roger Curtis (USA), John Pretorius (So. Africa) and Jay Kimbrough (USA) were ready to do battle with Bob Titterington's (USA) **TITAN**, Bob Welch's (USA) and Gary Kyes' (USA) **MRP's**, Chuck Hallum's (USA) **HRE**, Mike Queller's (USA) **DELTA**, Don Stewart's (USA) **J-CAR**, and the man who thought up this whole World Championship idea, Ted Longshaw (G.B.) with his **PB International**.

As the flag dropped it was Curtis and Titterington out into the lead followed by Kimbrough and Pretorius with Welch, Longshaw and Queller bringing up the rear. Kyes seemed to be having great difficulty in completing his first lap, so he decided to pack it in and act as Welch's pitman.

Hallum got off to a late start some 5 laps in arrears due to a broken gear on the line. As the race entered the 5th lap both Stewart and Kimbrough seemed to be having increased difficulty running together due to their radios interfering with one another causing Stewart to drop out on lap #8.

Longshaw moved up into second following a poor start while Bob Titterington dropped back to eighth after a crunching crash involving several cars as he and Curtis tried to lap some backmarkers.

By lap #25 it was Curtis in the lead followed by Longshaw, Welch, Kimbrough, Queller, Pretorius, Hallum and Titterington as everyone prepared for their first planned pit stops.

By lap #50 it was Curtis, Welch, Titterington back up in 3rd, Longshaw, Queller and Pretorius. Chuck Hallum blew another gear and called it quits on lap #51 just as Mike Queller ran out of fuel.

At lap #75 the leader was still Curtis followed now by Titterington, Welch, Longshaw, Queller and Pretorius as everyone prepared for the last of their planned pit stops.

On the 80th lap trouble struck Bob Welch's **MRP** as it went wild on the back straight, however he was able to continue after his run-away car was sent back to the pits for repairs. This allowed everyone to move up one place.

Where was Roger? Why he was just steaming along, without a care in the world, out in front by more than 10 laps over his nearest rival. Now it was the white flag lap and here comes Roger, now the checker as Roger Curtis' **ASSOCIATED** car steamrolled the opposition by 11 laps with a time of 1923.5 seconds to become the 'C' main winner.

Bob Titterington's brand new **TITAN** car came in second followed by Ted Longshaw's **PB International** in 3rd, Mike Queller's **DELTA** in 4th, Bob Welch's **MRP** in 5th, John Pretorius' **ASSOCIATED** in 6th, Chuck Hallum's **HRE** in 7th, Jay Kimbrough's **ASSOCIATED** in 8th, Don Stewart's **J-CAR** in 9th and Gary Kyes' **MRP** in 10th.

'B' MAIN

The next event of the day was to be the 'B' main for the second fastest 10 drivers. Everyone was edgy and the race required two restarts before they all got off the line on the third try for a good close start.

Four foreign entrants made the 'B' Main including Franco Sabattini (Italy)

AMERICAN TEAMS



The Easterners **CARBONELL, HAHN, TILBOR** and **LEFF**.



The Hawaiians **JR. PASCUAL** and **HARRY LANE**.



The **MIDWESTERNERS**, but you will have to figure out who's who.



The **WESTERNERS** or should I say the Californians. Boy, what a crew!



ROGER CURTIS of **TEAM ASSOCIATED** won the 'C' MAIN.

and his S.G. car, Reiner Dosch (Germany) the top foreign qualifier on Saturday with his **PB International** followed by Phil Booth (GB) co-designer of the **PB International** along with 14 year old Debbie Preston also driving a **PB International** co-designed by her father Dave.

The American entrants were also ready to do battle, with the likes of Gary Grossenbacher's **ASSOCIATED**, Bill Campbell's and Bill Coalson's **DELTA's**, John Thorp's **THORP** along with Rick Davis' and Dave Dawson's **Scratchbults**, against those four flying Europeans, but everyone's heart was with the youngest person in this event, Debbie Preston.

Reiner Dosch jumped into an immediate lead but was put under the fence on the back straight. Booth and Davis then led with Grossenbacher in third followed by Debbie in fourth and Franco's **SG**, down on power, in fifth followed by the rest of the pack battling it out for position.

By lap #25 the order was Davis, Booth, Grossenbacher, Sabattini, and Preston all running within feet of one another. They were followed by Dosch, Campbell, Coalson, Dawson and Thorp all running together in a second pack as everyone prepared for their first planned pit stop.

Around lap #50 Grossenbacher and Booth got by an ailing Davis only to have Grossenbacher loose it on a pit stop that allowed Booth and Preston to get a 3/4 lap lead. Davis' problems became terminal on lap 55 with engine failure then Franco Sabattini lost a gear to call it quits on lap #60 while running in 4th position after a very frustrating week.

By lap #75 it was a three way saw battle between Booth, Preston and Grossenbacher as they were all running within 10 feet of one another. The crowd just loved it as they cheered for their own favorite in this group. Debbie Preston had a few problems and lost some time in the pits dropping her back a few laps.

By lap #100 it was still Phil Booth, followed by a charging Grossenbacher, who had made a few off course excursions and a flame out or two, dropping back to 4th, then working his way back up into second ahead of Preston and Campbell. Poor Bill Coalson was having his problems as he was 20 laps down on the field and doing his best to catch Dosch who was 9 laps down on Dawson's 5th place spot.

Grossenbacher's charge was a bit late as Phil Booth completed the 110 laps with a time of 2,160.0 seconds in his **PB International**, one lap up on the field. Grossenbacher's **ASSOCIATED** was second, young Debbie Preston's **PB International** was third, Bill Campbell's **DELTA** was 4th, and Dave Dawson's **scratchbuilt** was 5th. Reiner Dosch took 6th with his 3 1/2 wheeled **PB International** two laps up on Bill Coalson's **DELTA** in 7th. They were followed by Franco Sabattini's **SG** in 8th, Rich Davis' **scratchbuilt** in 9th and John Thorp's **THORP** in 10th.

'A' MAIN

The **MAIN** that everyone wanted to be in, but couldn't was up next as these top 10 qualifiers were to go at it for 120 laps. This was the big one, for the outcome of this race would decide who the **FIRST 1/8th SCALE WORLD R/C CAR CHAMPION** would be. He would be the man who would carry this title proudly for the next two years when it would be up for grabs again in Europe during the summer of 1979.

Somewhat this **MAIN EVENT** took on the air of an **ASSOCIATED BENEFIT**, since they had no less than 8 of their team drivers making the grid. There was defending **ROAR National** champ and low qualifier for the meet Bill Jianas. Team manager Gene Hustling was there along with car builders Mike Rowland and Butch Kroells, engine man Rich Lee had also qualified. Then there was Matt Azzari who qualified 3rd, Phoenix's Chud Phelps who qualified 1st on Saturday only to be bumped to 2nd on Sunday and from Northern California came

ADA

Gary Buriani to round out the ASSOCIATED ARMADA.

The only non-californian in this event was DELTA's Arturo Carbonell from both Florida (winters) and the Midwest (summers), a past National Champion and current Florida and Heart of America champ who only managed to qualify seventh the day before. The only Southern Californian who wasn't driving an ASSOCIATED car was Jeff Rold, driving a Mike Reedy MAGNUM car for the last time, since both builder and drivers were going to switch over to ASSOCIATED prior to the ROAR Nationals later this month.

There was complete silence except for the din of Mike Reedy's count down trying to be heard over the roar the 10-K&B 21s waiting for starter Joe Tentsliert to raise the flag. He did and all 10 cars got off to a clean start with Butch Kroells taking the lead followed by Hustung, Jianas, Rowland, Phelps, Buriani, Rold, Lee, Azzara, and Carbonell.

Jianas moved into first on lap #8 pulling out a strong lead until a flame out on lap #24, just one lap short of his preplanned pit stop. Kroells just hung on with some smooth driving and found he was back out in the lead once again. Motor problems took Carbonell out for good on lap #10 as today just didn't seem to be his day.

Gary Buriani went out for good on lap #25 with various chassis and engine woes as the order remained Kroells, Hustung, Lee, Azzara, Rowland, Jianas, Phelps and Rold with only 95 laps to go. Mike Rowland seemed to be slowing down somewhat and allowing people to drive by due to his loss of part of his brake disc right at the start.

Kroells pitted on lap #42, but still managed to hold on to his half lap lead on Jianas, with Hustung taking over 2nd after Jianas flamed out again, this time dropping back to 6th place behind Lee, Azzara, and Rowland but ahead of Phelps and Rold at the halfway point.

The order remained Kroells, Hustung, Lee, Jianas, Azzara, Rowland, Phelps and Rold at the 75 lap mark with Jianas really charging hard, to hard in fact, as he was making driving errors, that are unusual for him, in his efforts to gain his lost ground on the leaders.

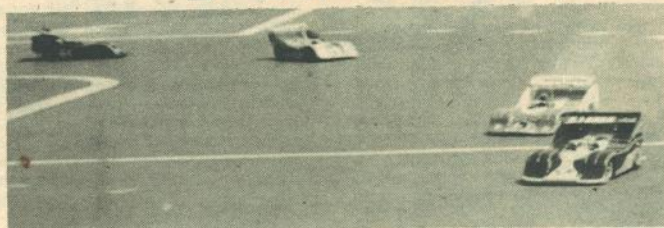
By the 100th lap it was still Kroells with a two lap lead over Jianas in 2nd and Hustung in 3rd, followed by Rowland, Lee, Azzara, Phelps and Rold as the race entered its final stages and everyone prepared for the last of their planned pit stops before the mad dash to the wire.

Lady Luck seemed to overlook Butch Kroells #13 on his ASSOCIATED car as he crossed the line with a two lap lead on Bill Jianas in 2nd, Gene Hustung in 3rd, and a brakeless Mike Rowland in 4th. Both Rich Lee in 5th and Matt Azzara in 6th were 4 laps behind the winner, with Chuck Phelps in 7th an additional lap down to round out the first seven places for TEAM ASSOCIATED. Jeff Rold's MAGNUM broke the ASSOCIATED SWEEP by taking 8th place with 112 laps for the last running car.

As Butch was carried, in utter disbelief, from the drivers stand, you could see the repressed look of excitement over his achievement. In the winner's circle he was presented with the special commemorative checkered flag, as a fitting memento of this historic occasion, while trying to hold in the tears of joy that filled his head.

Cameras clicked, friends and teammates offered congratulatory hand shakes and hugs as Butch Kroells just stood around in a state of total bewilderment over what had happened to him. It would be later that very evening, sometime after the banquet, that the full realization of his being the FIRST 1/8th SCALE WORLD R/C CAR CHAMPION would finally hit him, when he found himself all alone in the quietness and solitude of his room.

ARRIVES



Hot and Heavy Action in the 'A' MAIN.



Drivers in the 'C' MAIN consisted on the front row BOB WELCH, MIKE QUELLER, JOHAN PRETORIUS and ROGER CURTIS, back row BOB TITTERINGTON, JAY KIMBROUGH, TED LONGSHAW, the EFRA president, GARY KYES, CHUCK HALLUM, and DON STEWART.



Drivers in the 'B' MAIN consisted of BILL COALSON, 14 year old DEBBIE PRESTON, FRANCO SABATTINI and BILL CAMPBELL, the back row of REINER DOSCH, PHIL BOOTH, JOHN THORP, RICK DAVIS, DAVE DAWSON and GARY GROSSEN BACHER.



PHIL BOOTH of the PB International BRITISH TEAM won the 'B' MAIN.

THE BANQUET

A fitting end to a most memorable weekend of races, new friendships, new ideas, and lasting memories was held this evening to award prizes to all the winners and participants who had travelled here from both near and far for this occasion.

After a short round of speeches, by Yvette Schubert representing ROAR, Ted Longshaw representing EFRA, Larry Hubbert (Hey that's me) representing RACING/CIRCUITS, Mike Reedy and Chuck Hallum representing the host club, it was time to get on to the awards.

The 'CONCOURS' trophy was awarded by me [RACING/CIRCUITS] to Al Chuck. The TOP QUALIFIER trophy was given by Chuck Hallum [HRE] to Bill Jianas for his time of 542.6 for 30 laps. The U.S. HARD LUCK award was presented by Ted Longshaw [T.L. MODEL CARS] to Neil Tilbor who had all of his cars, parts and clothes lost by the airlines. The FOREIGN HARD LUCK award was presented by Don Stewart [J-CAR] to Mike Wickens from Great Britain who managed to break almost everything imaginable on his car and radio.

The HEAT trophies were awarded by McCOY's Dick McCoy, PARMA's Dick McDowell, ASSOCIATED's Hustung and Curtis, RPM's Richardson, DELTA's Campbell Kids, and JALEA's Joe Sullivan along with numerous door prizes donated by BOLINK's Bob Rule, JOMAC/MRP's Don McKay and Tony Bellizzi as well as others not known to me.

The big event of the evening was the huge 6'2" WORLD CHAMPIONSHIP TROPHY to the FIRST WORLD CHAMPION 5'6" TALL BUTCH KROELLS. As Butch stepped to the microphone to accept his award, he said, "Thanks to everyone who made his win possible", tears of joy once again filled his eyes. A standing ovation rang out as he was lifted to the table to stand alongside what now had to be his most prized possession, this trophy honoring him as the WORLD CHAMPION. It was his, and he had earned it through this past week of hard work and preparation, he was truly the WORLD CHAMPION and would be back to defend his title in Europe in 1979.

SUMMARY

As we look back upon this event, we can't help but wonder how we can bring all of our rules and regulations for worldwide R/C car racing closer together. What we need is a truly International set of rules for everyone, perhaps even a worldwide governing body along the lines of the FIA, perhaps we could call it the FRA.

A meeting with just this purpose in mind was held on Sunday evening July 3, 1977 at race headquarters with all the EFRA representatives, ROAR representatives and members of the press present to work things out for the future of our hobby/sport.

It was agreed that a World Championship would be held on a two year basis that would presently be rotated between sites both here and in Europe. The next event is scheduled for somewhere in Europe in 1979.

A minimum tire size of 2 1/2" (64mm) for fronts and 2 3/4" (70mm) for rears was adopted along with the 80 DBA exhaust count at 33' (10 meters) for all future events both here and abroad. Our ROAR rules will hold for all but these items since these seem to be the only major differences between us and EFRA.

While we are on the subject of rules, Why not adopt the European Muffler Standards of 80 DBA at 10 meters on a permanent basis? Everyone here saw that it didn't seem to effect their horsepower, let alone it was much easier on everyone's eardrums. I for one didn't go back to the motel every evening with my typical throbbing headache after a day of listening to the din of our engines, did you? The European mufflers were great, in fact the greater majority of both spectators and racers that I spoke to felt the same way. They wanted the quieter mufflers

[Continued on page 8]

OTHER POINTS OF VIEW

since they felt they could get back some of their race sites, could hold night races, etc.

If you don't believe me ask Ted Longshaw because he was taking orders for these mufflers hand over fist with deposits on at least 50 of them. Also ask the other Europeans what they did with their mufflers before they packed up their cars. They all sold them to the American racers who are supposed to like noise, just think about it, then let your ROAR rep and Rules committee know what you want to see adopted in the way of a muffler rule. I for one vote **Quiet Power for 1978 and on.**

Well I hope that you all enjoyed your trip through this **FIRST 1/8th SCALE WORLD R/C CAR CHAMPIONSHIP** at THORP's as much as we enjoyed bringing it to you. I would also like to thank Mrs. Roberta Moody for her help in providing me with the notes necessary to write up the racing portion of this program, while I ran around trying to get photos, etc. and to all of the following people and clubs who helped to make this event the success that it was.

FROM THE ITALIAN POINT OF VIEW.....

The Italian Team has missed many things at this **WORLD CHAMPIONSHIPS**.

We feel that we did not have enough information on what the track conditions were to be like. The only plan of the track we got, was from **RACING/CIRCUITS** just two days before we had to leave Italy. We knew nothing of the high traction and the high horsepower necessary.

We think that maybe this circuit is more special than most, and when you are many thousands of miles from your workshop and your tires, then we do not have the same possibility to win, without more prior information. I miss being on the Winning Team.

One thing we gained are many new friends. We exchanged T-shirts, we have had many good times and seen many many things.

When you come to Europe we hope to show you a happy time and fair racing for all.

Franco Sabatini will not be #8 in the 'B' Main next time.

Thank you everyone for your friendship and help.

Guerrino Stanzani for...
THE ITALIAN TEAM

FROM THE SWISS POINT OF VIEW

First of all, congratulations to the many many people who made the **FIRST WORLD CHAMPIONSHIPS** possible and made the whole scene work so well. Congratulations also to the World Champion, Butch Kroells and all the drivers from all over the world, who took the time to make this event the first and most certainly an unforgettable one.

The great experience that every single driver and pitperson is taking home with them is worth more than anything else. I am sure nobody will regret having attended this thoroughly fantastic event.

After the race meeting I went through the various interviews which I have been recording during the week. Although it is an intentional mix-up of talks, the general meaning is extremely close; and I will speak more on them in a later issue.

I don't want to trouble anybody at all, with the following criticism, but it should help to sort out the general feeling after the World Champs, and also help the forthcoming organizers.

Many drivers didn't like the track because it was too short and there was not enough qualifying time for this top class racing event.

Then it gave too much room over the lines, which made spinning and overtaking easy. Riding the wall on the straights was in fact common practice.

Drivers complained about the pits and refueling area. You remember the dispute with the Italian team. Although I must admit the pitstops didn't seem much of a problem once everybody got used to them.

Then there was the radio interference which could be avoided by checking with frequency meters and a pre-check before the actual heats or finals. Considering the travelling that people had to do to get there, it should have been more than adequate to install a more sophisticated frequency control, as seems to be common practice at U.S. flight contests.

Anyway, one has to appreciate the big effort which was put into the World Championships. It was the first, difficult-because of piles of unknown factors. It will certainly help in the organization of the 1979 World Championships in Europe.

I would like to finish these lines by saying, "you Americans thoroughly deserved the win, you were just faster, and also great friends. Thanks."

Antonio Della Zoppa

FROM THE BRITISH POINT OF VIEW.....

The Editor has asked for some

personal thoughts on this past week so this is not another **EFRA HAPPENINGS COLUMN** written with the European President's hat on, but rather my own personal feelings.

Firstly, elation that the event took place at all. Since it became clear to me over the years that for this **FIRST WORLD CHAMPIONSHIPS** the Americans were just not going to travel outside the U.S.A., so we had to come here. The number that came far exceeded my wildest hopes.

It is appropriate that we came to the place where it all started, and that the **ORANGE COUNTY CLUB** agreed to take on the mammoth task of organizing this event. After being the first R/C Car Club, organizing the first U.S. Nats, they now have achieved the ultimate, and I for one am very grateful that they listened to my pleas for someone, anyone, to get it off the ground.

That said and being sincerely meant, on reflection I wonder if they chose the

right circuit? I pleaded with John Thorp, who was reluctant to have it at his track, that surely it must be the ideal place, not knowing what was going to hit every other driver who had never in his life experienced such fantastic traction.

I left everybody gasping to see cars with more power than they (the visitors) had ever had. Cars on full power, perfectly balanced going through a 180 degree Sweeper bend then on down the straight. Not only the Europeans, but the Eastern and Mid-Western drivers were also caught with their pants down. Unless you saw Bill Janas turning in sub-17 second laps you wouldn't believe it. Taking a 'line', any line didn't seem to matter, just open the taps and keep it going in the general direction of the finish. Incredible. You can read all that elsewhere in this issue.

My thoughts are of the other drivers who came so far only to play a supporting roll for the top 10. I hope we, the Europeans, have learned something, or did we already know. Never again should such an important race be decided on just 2 qualifying runs, even if it means qualifying starts on Wednesday. The Heart of America series seems to have the right idea, in that the 'supporting' guys get to race just as much. We will bear these things in mind for '79.

My second elation is in the friendships that have been made. I think it is fair to say that although you have shown us fast cars, we have shown you something far more important. How to enjoy your racing. Of course winning is important, especially to the manufacturers, but don't forget we are people first and racers second. I love coming to America, you have always made me feel very welcome at your Nationals, but and it's a big but, you're still missing something with each other. I am sure, in fact I am certain when the European goes racing 50% of his enjoyment comes from renewing friendships and helping others. I am very proud to be part of the European scene, and I hope some of the European atmosphere has rubbed off onto the racers over here.

I said these were to be personal thoughts, so now to things that are very personal to me. I am ecstatic about my own placing and totally thrilled with the performance of the **BRITISH PB CAR** and the **BRITISH TEAM**. Only a dud fuel mix kept Dave Preston out of a Main and of course Phil Booth won the 'B' Main. How rewarding for all their hard work in designing the original PB prototypes. I know I never would have received any award without their help so a sincere public thank you to them both.

Then there was the top European Qualifier, her Dad's disappointment in his own performance was erased completely by the pride in Debbie's achievement against the best in the world. I know a lump came into my throat when she was called to receive her award, and to think that the organizing committee thought twice about accepting her entry. Only after our assurance that she would beat some of them kept her in. It's a pity that Georgia Campbell had such rotten luck, that the planned races between the two of them didn't work out. Maybe that's another thing we can look forward to in two years time.

The other Europeans who didn't show too well, well I am sure I have learned many things. My friend Franco will never again be humbled like that I am sure. Ronnie Ton who I know to be one of the fastest and smoothest drivers in the world, out of luck and out of qualifying. They and many others will, I feel, be looking forward to '79 wherever it's held and be more determined than ever.

Should I say something about mufflers before finishing or has it been better said by our cars? It's another thing I've been preaching about for years, I hope ROAR now gets the message I know that some of their members did? Thanks.

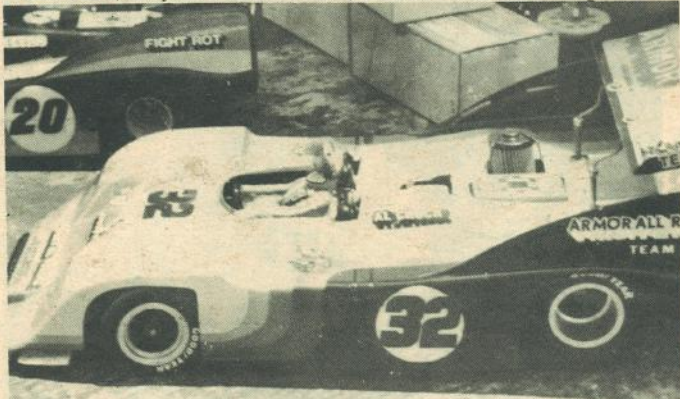
Ted Longshaw



The 10 quickest cars for the 'A' MAIN.



The 'A' MAIN drivers on the lower row are ARTURO CARBONELL, MATT AZZARA, eventual winner and WORLD CHAMP BUTCH KROELLS and GENE HUSTING. The upper row has RICH LEE, CHUCK PHELPS, current ROAR champ BILL JANAS, JEFF ROLD, newlywed MIKE ROWLAND, and GARY BURIANI.



AL CHUCK won the **RACING/CIRCUITS** award for 'BEST COMPETITION CONCOURS CAR' with his ASSOCIATED PORSCHE 917-30 KL.

**CONGRATULATIONS
TO ALL THE WINNERS
AND PARTICIPANTS OF THE
1st WORLD
R/C CAR CHAMPIONSHIPS**