

R/C NEWS

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NOVEMBER 1991 — ISSUE #11

PAGE 11

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"The consensus agreed (Scott Montgomery's car) was the most impressive car on the track."

Competition Plus, August 1991

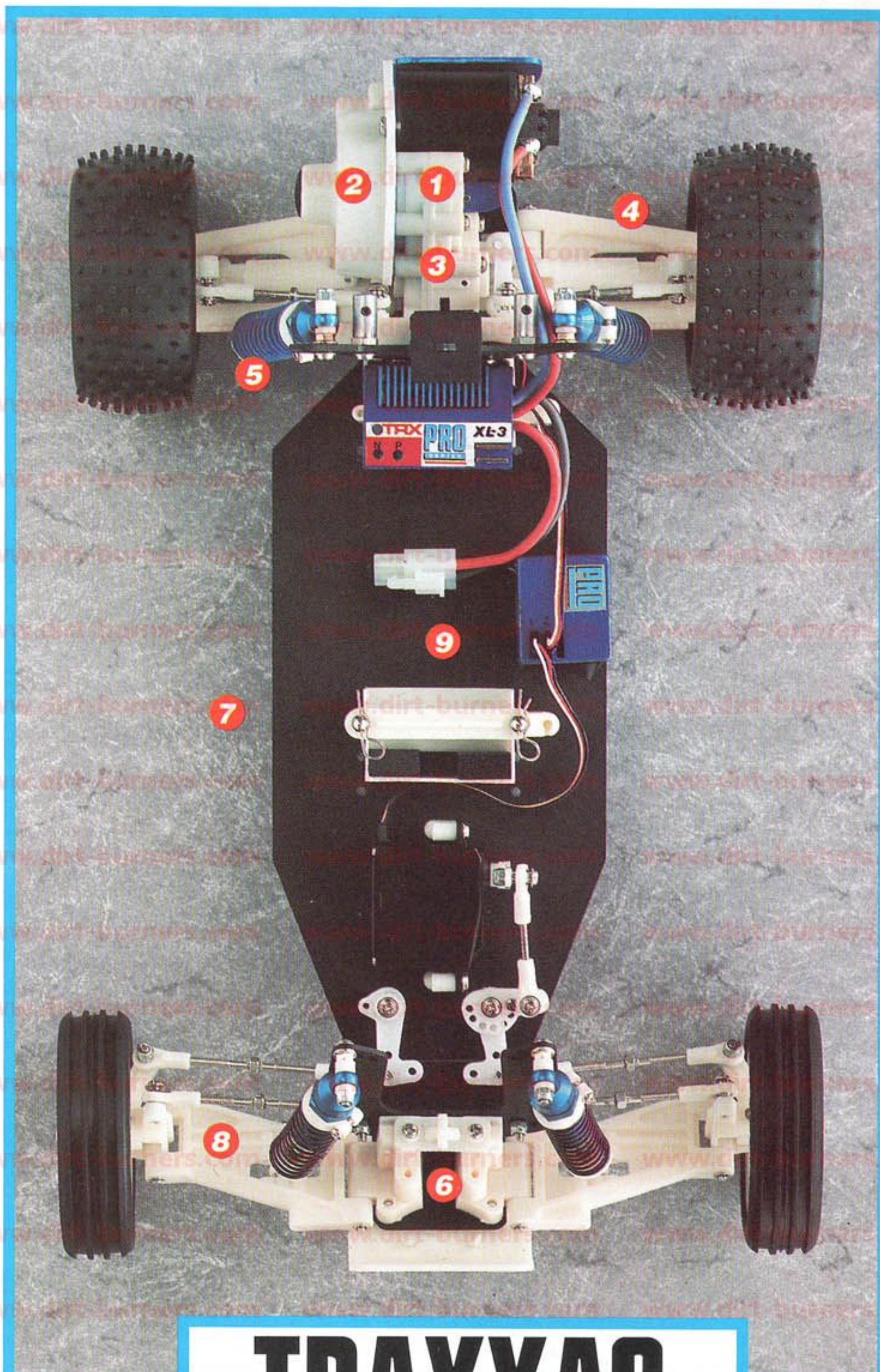
"The Traxxas car looked good at all times."

Radio Control Model Cars (England), October '91

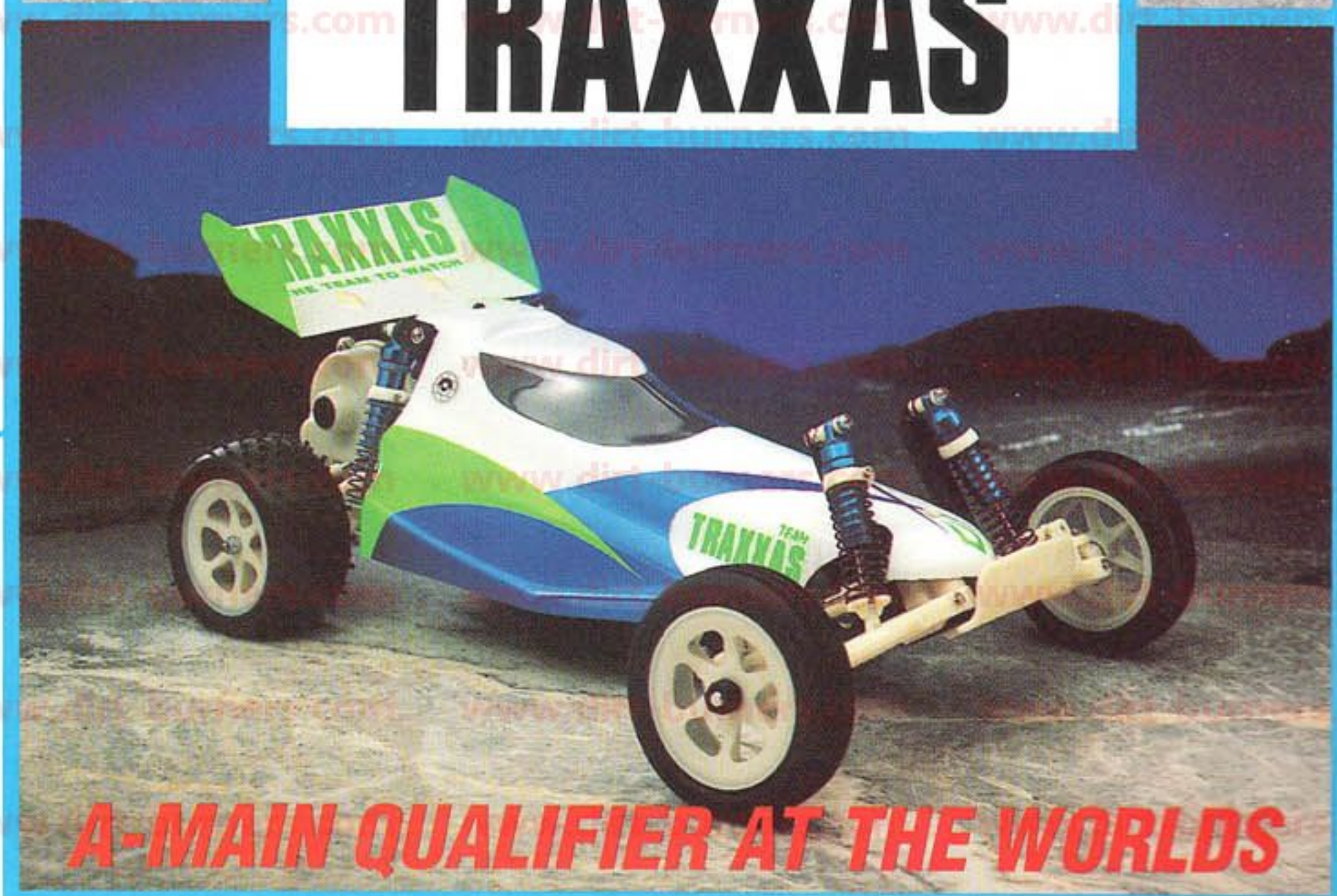
The TRX-1, driven by Team Traxxas' Scott Montgomery, impressed everyone at the Worlds Warm-Up and IFMAR World Championship races in Detroit. Only a handful of the cars on the track were box-stock; and of those, Scott's TRX-1 had the fastest qualifying time (4th in the A-main!). The TRX-1 comes fully loaded with all the special "team" parts and trick set-ups giving you the advantage over the competition. Ask for the new TRX-1 "Worlds Car" at your favorite hobby shop and see first-hand what world-class performance is all about.



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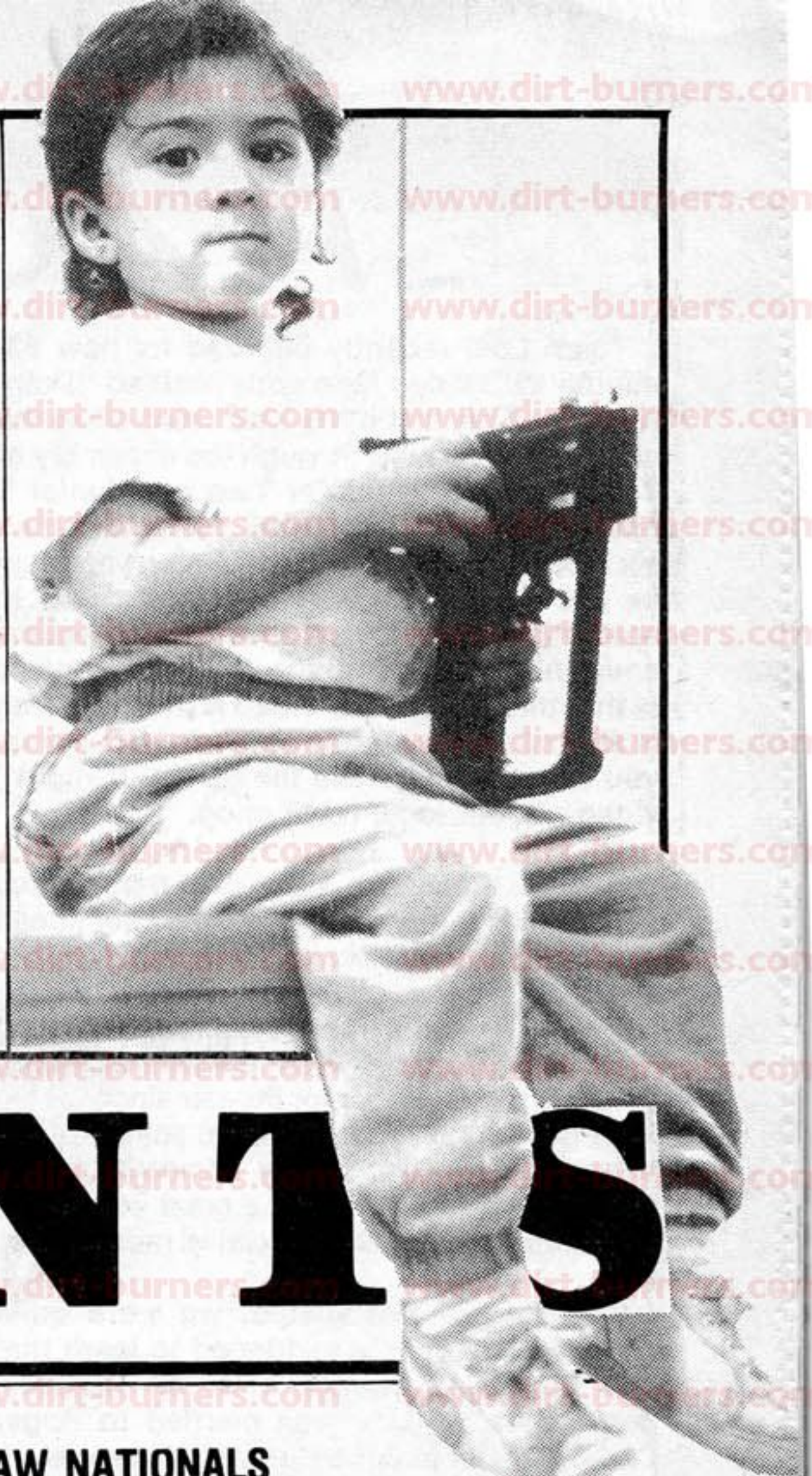
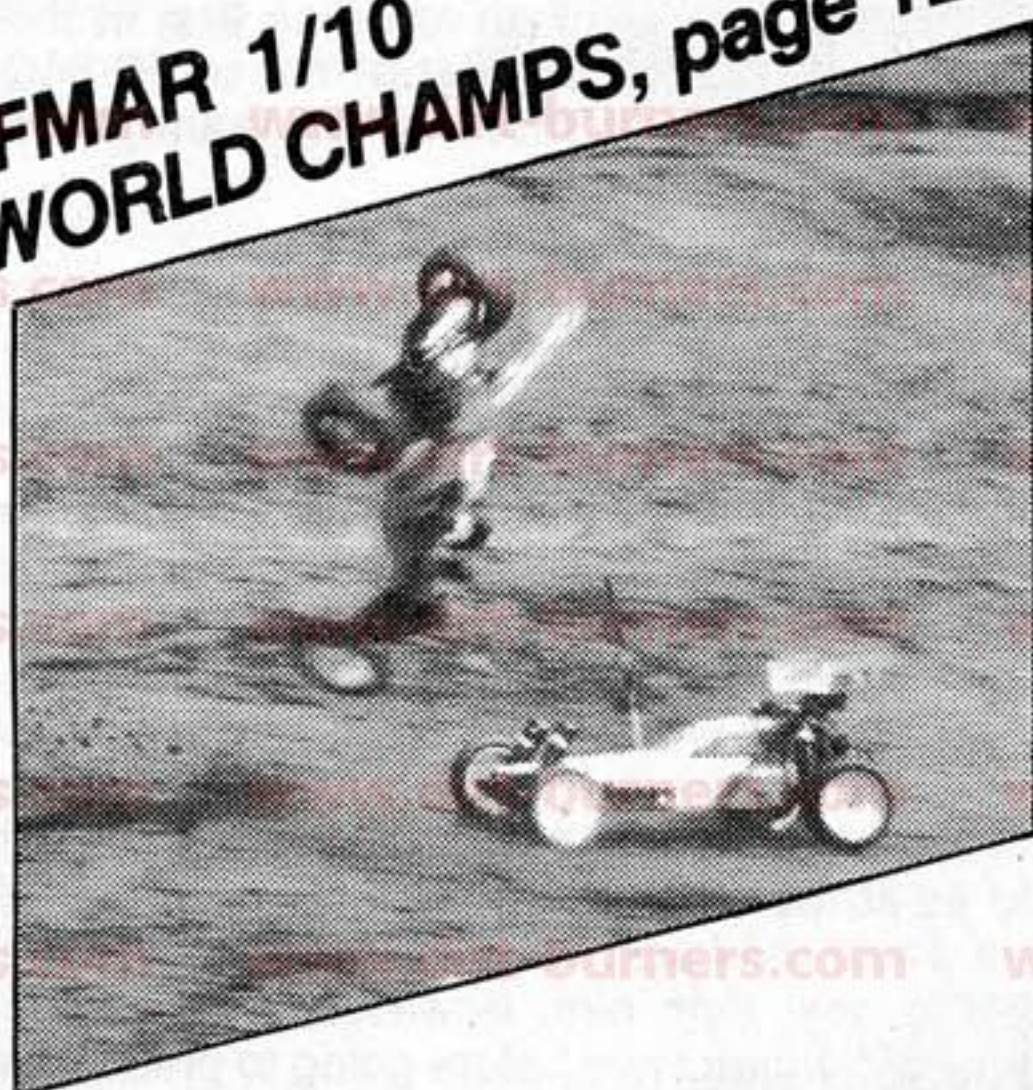
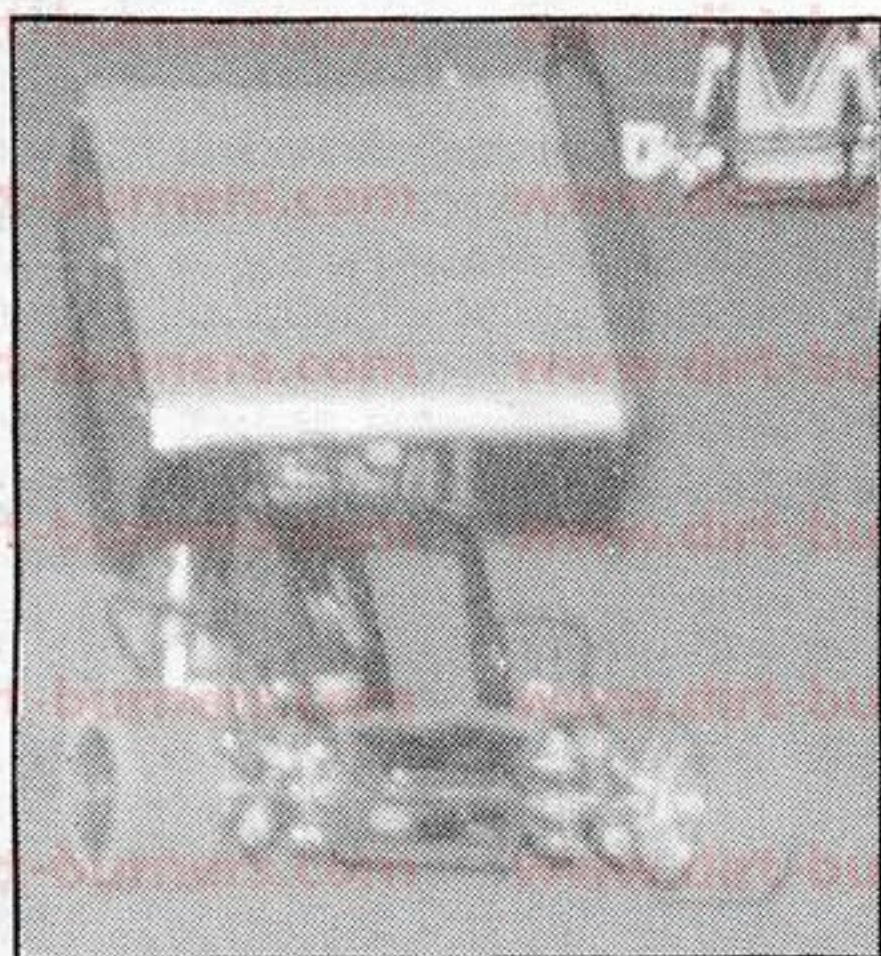
A-MAIN QUALIFIER AT THE WORLDS

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Excitement and anticipation mounted as racers from around the world flocked to Freedom Hills Park in Detroit, MI, to battle it out in one of R/C Racing's most prestigious events — the 1991 IFMAR 1/10 Off-Road World Championships!

18 NORRCA OFF-ROAD NATIONALS

A whopping 478 drivers made the trek to Zero N 4 Hobbies in Visalia, CA, to battle it out for the prestigious bragging rights and the numerous titles at the NORRCA Off-Road Nationals, generating some of the most intense competition found anywhere!

28 ARKANSAS' GOLD CUP TOUR SERIES

Drivers from all over Arkansas and neighboring states took part in the first event of the three-race Gold Cup Tour Series, which took place at the Arkansas International Speedway, the second-largest permanent R/C race track in the country!

32 CKW OVAL CHALLENGE '91

Fast and furious racing was the order of the weekend, and racers and spectators were treated to a completely refurbished Bob & Jim's R/C World for the CKW Summer Oval Challenge '91.

40 THE FIRST MINI-BAJA INTERNATIONAL RACE

Conquering new lands on the R/C front, the First Mini-Baja International race in Tijuana, Mexico, was a tremendous success, thanks to the hard work and dedication of the R/C Baja Rosarito Club, organizers of the event.

42 CUNNINGHAM 500

The R/C Car Club of Spokane recently hosted the Third Annual Cunningham 500, an endurance-type team oval event, at the Hank Perry race complex in Spokane, WA.

46 USAC & OUTLAW NATIONALS

The USAC and Outlaw Nats at the Monee R/C Raceway in Illinois, pitted two racers in particular against each other, as Terry Camfield bested Greg Zielinski in the USAC portion of the event, while Zielinski got the jump on Camfield for top honors in the Outlaw Nats.

48 NORRCA DIRT OVAL NATIONALS

Fun and excitement was brewing, and even inclement weather couldn't mar the NORRCA Dirt Oval Nationals, hosted by Israel Ben-Ezra's sensational Oasis Hobby Park in Houston, TX.

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ON THE COVER: Masami Hirosaka captured the 2WD title at the recent 1991 IFMAR 1/10 Off-Road World Championships at Freedom Hills Park in Detroit, MI, marking his fifth IFMAR World Championship win! Fellow Associated driver Rick Vehlow (far right) finished second overall as the top American finisher in the 2WD Class. Photo by Associated.

RACE CORNER

Team Losi recently debuted its new 63-minute VHS video tape aptly entitled "Doin' It Right." This first-of-its-kind video takes the viewer step by step through the assembly of Team Losi's new Junior Two and Junior T entrance level racing machines. No less than six World and/or National Champions assisted in the video, lending their expertise in specialized tech tips, building techniques, and tuning hints. And the really good news is that the \$19.95 VHS video is included free in all Junior Two and Junior T kits! Of course, you can also purchase the "Doin' It Right" video at your local retail shop.

Just got word from Ron Paris that he and Associated have entered into a joint venture to import the Picco 1/8 scale gas car in the United States. While Associated will still produce the RC500 2WD and 4WD gas cars, according to Paris, the Associated Team will "immediately" switch to the Picco car for the remainder of the 1991 gas events. The Italian 1/8 scale car has proven itself in world-class competition, and Paris feels that this will be a great addition to the talents of the U.S. Associated racing team.

Speaking of Associated, we were quite shocked and deeply saddened to learn that Lisa Curtis, 42, passed away on Tuesday, September 10. Lisa was married to Roger Curtis, partner to Gene Hustling at Associated. She had a relatively short illness, which was ultimately diagnosed as cancer of the liver. Lisa entered the hospital on Friday, September 6, after feeling very ill, for "exploratory" surgery. The surgery took place on Saturday, where they found that the cancer had spread throughout. According to sources, she had not been feeling well for eight months, but doctors had ruled out cancer for another type of stomach illness. After the surgery revealed the cancer, however, she was given three to four months to live. (How wrong can a group of doctors be?) Lisa, one of the loveliest and most bouyant ladies of our sport, was a "bright spot" at any race she attended. Our sincerest condolences go to Roger and his family and friends for such a terrible loss.

Parma International, one of the leading manufacturers of radio-control and slot car racing bodies, announced a world-wide exclusive agreement with MTI Vacations Racing, owners of the full-size Chevy Intrepid, to produce the new GTP racing body and graphics for the R/C front. The only all-American GTP car around today, the Chevy Intrepid is taking the full-scale GTP circuit by storm! According to Parma, "The radical new design is perfect for R/C cars, giving maximum downforce." The crystal-clear lexan R/C body kit is currently available for 1/8 scale cars through your local dealer, but look for further releases in the near future!

Peak Performance racer Ken Peterson recently captured top honors in the 2WD Modified Class at the 1991 Region 11 Championships using a Peak Performance 16-Quad "Animal" modified motor and Team Orion matched batteries. Setting the pace with a TQ run in the Modified Truck Class was Carlos

Gonzales, who went on to finish first in the A Main using the Peak Performance PP-84Q 15-Quad modified motor with Team Orion matched batteries.

Same song, different verse: We're hearing rumblings once again about the inconsistency and lack of attention being paid by ROAR with respect to memberships, rule books, and even the publishing of *Rev-Up*, the association's own magazine! We have received a number of calls and letters in the past three or four weeks that once again indicate growing discontent by the rank and file with ROAR. We put a call in to ROAR President Roy Weast to find out what the heck was going on. Although he could not speak to us at the time of our call, he indicated that he would call back. As of this writing, we have yet to hear from him. However, we will keep trying to contact him before going to press with this issue.

The biggest complaint regarding ROAR is the lack of availability of a rule book. *Deja vu!* Didn't we go through this last year? It appears that little has changed since the new president took over. What is it going to take to get ROAR going? We at R/C NEWS feel somewhat responsible because we lobbied so hard for changes last year and endorsed Mr. Weast to take over as president. However, the question still remains: Why is John Thawley still ROAR's administrator? We thought that the new president was going to clean house when he took over and start from scratch. We hope to get some of these answers when we speak with Mr. Weast, so stay tuned!

A name from the past that is still very much a force in the sport is Art Carbonell. The former 1/8 gas world champion recently won the 4WD A Main at the ROAR 1/8 Gas Nationals in Cincinnati, OH, driving the Picco prototype car that he's been using and developing for the past year or so. Mike Swauger and Ralph Burch Jr. finished second and third, respectively, driving the Associated RC500 4WD cars. However, both drivers planned to make the switch to the Picco cars for the next event, now that Associated and Paris Racing are importing the Italian rocket.

With the advent of the FAX machine, there's no reason why anyone in the sport and industry can't keep us informed about what's happening. We still get complaints that certain companies or clubs don't get their names mentioned in this column. It's simple: Unless you contact us in writing with the information, there's a good possibility it won't get printed! And in order to keep it timely and up to the minute, the FAX is a great answer! Our FAX number is (818) 348-4648. Use it! By the way, we accept information for *Race Corner* (news items and tidbits), *Hot Off The Press* (industry news and press releases), and *Inside Lines* (new products). Please let us know where you would like it printed! All three are structured differently, so if you're not quite sure how to put it together, please call our editorial department at (818) 340-5750, and they'll be glad to help you with the format.

In an effort to expand our hobby shop distribution, we are asking our readers to please let us know if any hobby shop in your area is not carrying R/C NEWS. Although we believe we have one of the most complete hobby shop distribution systems, this past summer we saw many changes. Unfortunately, a number of shops have closed down, although quite a few others have opened up. Please let us know of any changes in your area, and we'd especially like to hear from you if you hear of a shop that doesn't know about our magazine!

Plans are underway to run 1/4 scale trucks in conjunction with the upcoming MINT 400 Invitational full-size off-road race in Las Vegas, NV. Ken Higdon is working with Baja Promotions (promoters of the MINT 400 Invitational) on the R/C portion of the event, which is scheduled to take place at the Las Vegas International Speedway, November 21-24, 1991. For more information, you can call Ken Higdon at (702) 258-8513 or Baja Promotions at (818) 992-6355. More than 15,000 spectators are expected to attend the four-day event that will bring short-course off-road racing back to Las Vegas! Contingency, registration, and tech inspection for the full-size entries will take place in Downtown Las Vegas, on Fremont Street, which will be closed on Friday, November 22, to feature display booths and contingency sponsors showcasing their products. Don't miss it!

According to a Novak press release, "Team Novak Displays Perfect Vision," as they score a perfect 20 out of 20 at the ROAR Monster Truck Nationals, September 5-8, 1991, in Columbus, OH. Team Novak's Cliff Lett TQ'ed in the Modified Class, and all the A Main drivers were using either Novak's 410-MXc or 410-M1c High-Frequency MEGAFET Speed Control. Jack Johnson won that main, followed by teammates Rick Hohwart and Brian Kinwald. In addition, all 10 Stock A Main drivers were also using Novak 410 series speed controls, including TQ and overall winner Mike Dunn. Cliff Lett and J.D. Beckwith followed him across the finish for second and third, respectively, in that class. Counting both A Mains, Novak claimed a perfect 20/20!

Team Losi posted another record of sorts at that same event, as the JRX-T extended its dominance in Monster Truck racing by winning every National Class Championship in ROAR history! Jack Johnson (Modified) and Mike Dunn (Stock) were the big winners at the event.

BINGO! As we were going to press with this, we finally got to speak with Roy Weast, president of ROAR, and the news is not so good. According to Mr. Weast, "It's a stand off," referring to the fact that he cannot get any information or cooperation from ROAR Administrator John Thawley and most of the Executive Committee, which was appointed by the previous administration before it left office! It seems Weast has only one of five votes in that Committee. Other members include Joel Johnson, Don Lyons, and

[cont'd on page 61]

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R/C NEWS

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On The Line

WE'VE SWITCHED PRIORITIES

Our club members and racers would like to thank you for your support in our raffle. When we originally requested items, we stated the money collected would go to MDA. Since that time, however, we changed our donation. Our state series director is Steve Whitney, and his wife Jamie is very sick. Steve has been very instrumental in [the success of] our state series. But he now has some big medical bills. So we made the change and collected \$600. He was sent a check on 8/21/91. We thank you for your contribution in the raffle. I know Steve and Jamie do.

Sincerely,
Bill Fraden

President, River City R/C Car Club
Jacksonville, FL

We are glad to have been of some help, and we can't think a better way to make use of the raffle money than to take care of one of your own when in need! ED

DOWN A BIT, BUT JUST AS FUN

Thank you for your donation of subscriptions to R/CCCS's Third Annual Cunningham 500 raffle. We're working hard on earning and saving money for an AMB scoring system, and generous donations such as yours always help boost interest in the larger races we organize.

Although the number of entries this year was smaller than usual because of schedule conflicts with other out-of-town races, the racers and spectators had a great time.

I have enclosed a write-up on the Cunningham 500, including some photos, and I hope you will consider featuring it.

Thanks again for your donation; it was really appreciated.

Sincerely,
Donna Devlin
Secretary, R/C Car Club of Spokane Inc.
Spokane, WA

Thanks for the story, which will be included in this issue. We're sorry to hear that your entries were down, but we were nevertheless glad to help with your event. Keep up the great work! ED

A RECORD THAT MAY NEVER BE TOUCHED!

Enclosed is my write-up of our Ninth Annual 1/8 Scale Sprint Nationals held this year for the second time at our Monee R/C Raceway in Monee, IL, July 19-21, 1991.

One thing I didn't mention in my story, and possibly I should have...Greg Zielinski's record now stands at 12 wins out of 18 main events over the last nine years. (Each year we run an event for non-winged or USAC sprint cars and an event for winged or Outlaw sprints. Each Nationals for 1/8 scale gas-powered sprint cars has seen a USAC winner and an Outlaw winner, and out of these 18 possible wins, Greg Zielinski has taken 12.) This record will probably never be equalled

in 1/8 scale sprint car racing...or possibly in any other type of radio-control model car racing National event!

Yours truly,
Roberta Moody
Monee, IL

Thanks for the addendum to your story. Mr. Zielinski's extraordinary performance does indeed deserve extra attention. ED

MORE THANKS

We would like to thank you very much for your generous contribution for our Second Annual Race Against Drug and Alcohol Abuse, August 10-11, 1991, for the On Track, H.O.M.E., and Jackson County D.A.R.E. programs.

The two-day event was not as successful as last year, but we still were able to give H.O.M.E. and D.A.R.E. close to \$1,000.

We plan on having this charity race next year, but in May instead of August, and hope we can count on your support again.

Once again, thank you for your help in making this event as successful as it was.

Gene and Betty Jean Skelton
R.C. Addiction
Medford, OR

Again, we're delighted we could help. Like so many others, entries were down this year in many events — partly because of the state of our economy and partly because of the number of events this summer. We think it was an all-time record! In any case, we'll be more than happy to help out next year. ED

HERE WE GO AGAIN!

We've got the makings of possibly another president who doesn't deliver. What gives?

I've yet to receive my membership card to ROAR; I know of people who have yet to obtain a copy of the ROAR competition rules; and nobody has seen *Rev-Up* around here for quite a while. I thought we had a new president who was going to turn all that around. Can you explain?

Jack Martinsen
Peoria, IL

Nope! ED

BACK TO SQUARE ONE!

You guys were instrumental in getting rid of Eric Gudger (ROAR's former president) and getting the new prez in. But it looks like we haven't gained anything! We still hear the same complaints as before. What gives?

Charley Kimberly
Titusville, FL

We wish we could explain it, but we're working on getting answers. We've been getting the same rumblings from across the country, so it's time to do a little investigating. Stay tuned! ED ●R/C●

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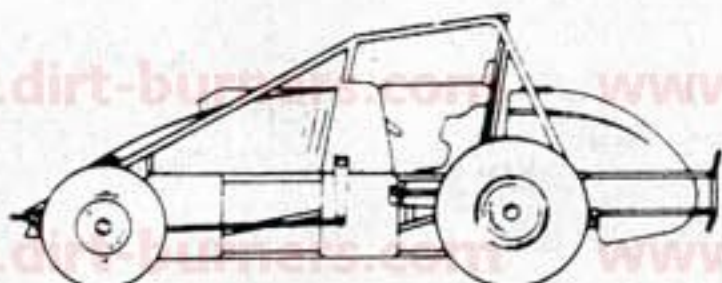
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RC10s AND YOKOMO WIN IFMAR 1/10 WORLD CHAMPIONSHIPS

The best drivers and teams from 22 countries around the world gathered in Detroit, MI, to compete in the 1991 IFMAR 1/10 Off Road World Championships. With a total of six RC10s in the 2WD A Main lineup, Team Associated took the title when Japan's Masami Hirosaka captured his fifth IFMAR World Championship win! Following the RC10 of Hirosaka was Rick Vehlow in second place with another RC10. By virtue of Hirosaka's win this year, the Associated RC10 has racked up a total of three IFMAR World Championship titles!

Conversely, Yokomos finished first and second in the 4WD A Main final standings, with Cliff Lett winning the World title, followed by Masami Hirosaka in second place.

The top two cars in each class were powered by Reedy motors and batteries.



Cliff Lett, winner of the 1991 IFMAR 4WD World Championship title.

PEAK PERFORMANCE

MARAUDER HITS TOWN

Peak Performance's Kevin McIntire recently conquered the 500-foot-plus Arkansas International Superspeedway oval, taking TQ honors and first place at the 1991 Region 6 On-Road Oval Championships. McIntire's power source was the new Peak Performance 12-quad modified motor, the "Marauder."

Congratulations to Peak Performance drivers Derek Furutani and Scott Montgomery, who made it into the finals at the 1991 Off-Road World Championships in Detroit, MI. Both drivers

used the new Peak Performance 12-quad "Marauder" modified motor with Team Orion matched cells.

Congratulations also to Norwegian Peak Performance driver Eirik Andreassen, who used the Peak Performance 12-quad "Marauder" modified motor to win the 2WD title at the 1991 Off-Road Nordic Championships.

PEAK PERFORMANCE VICTORIOUS AT 1991 NEW ZEALAND NATIONALS

Peak Performance Racing Motors has added two more national championships to its growing list of international titles. A Peak Performance "Rick's Pick" modified motor powered Allan Lundberg to the 1991 New Zealand Indoor Off-

Road National Championship. His choice of car was a Yokomo Works '91 with a Novak speed control. A Peak Performance "Rick's Pick" modified motor also powered David Bromley to 4WD TQ honors. Congratulations to both drivers!

Congratulations also to Wayne McNaught, who took first place in the Monster Truck Class with his Peak Performance "Animal" modified motor.

In addition, Peak Performance Racing Motors captured second and third in both 2WD and 4WD, as well as sixth and seventh, respectively. Peak Performance also finished third and fourth in the Monster Truck division.

Congratulations to all the great Peak Performance drivers at the 1991 New Zealand Indoor Off-Road National Championships.



CALIFORNIA STATE DIRT OVAL CHAMPIONSHIPS

Brian Landgraff and Rob Cuttman once again proved that the Trinity/Custom Works combination is almost impossible to beat when it comes to no-holes-barred 4WD Modified oval racing! The "Rob and Brian Show" lived up to legend by qualifying first and second as the only drivers to produce 39-lap runs, with Cuttman taking a

slight advantage for the pole position.

As the green flag dropped for the start of the A Main, Cuttman burst into the lead, followed by Landgraff. However, when Cuttman tagged a wall, he relinquished the lead to Landgraff before dropping to fourth place. Despite his mishap, Cuttman really started to push and moved past third place into second, determined to unseat his teammate from the number-one spot. With a minute to go, Cuttman passed Landgraff to resume the lead for 40 seconds. With just 20 seconds remaining, it became apparent that Cuttman had used up his pack in his valiant charge toward the front, as he began to

slow slightly. Trying every trick to hold off the fast-approaching Landgraff, Cuttman almost made it. However, Landgraff had more juice and passed Cuttman on the last lap for another Trinity/Custom Works one-two punch, as both drivers finished a lap ahead of the field!

Both drivers used the Custom Works Dominator 4WD oval chassis, powered, of course, by Trinity RC 3331 "Tri-Rotor System 13-Turn Quint" motors and Trinity's new RC 5995 Team Pushed cells in a seven-cell SCE configuration. These team battery packs are available to the public, so now you can have the same batteries as the experts use!

Team NOVAK

TEAM NOVAK DOMINATES THE 1991 IFMAR 1/10 WORLDS

Team Novak drivers completely dominated the 1991 IFMAR 1/10 Off-Road World Championships, August 4-11. Equipped with Novak 410-MXc, M1c, and M5 high-frequency MEGAFET speed controls, these drivers not only TQ'ed in both the 2WD and 4WD classes, they ran away with a one-two-three sweep of both divisions as well!

In the hotly contested 2WD A Main Final, Masami Hirosaka won his fifth World Champion title, leading Novak Teammates Rick Vehlow and Kyle Reed for second and third, respectively.

Cliff Lett took his first-ever World title in the demanding 4WD ranks, with Novak teammates Hirosaka and Jack Johnson in hot pursuit.

Hirosaka, Lett, Vehlow, Reed, and Johnson all chose the Team Novak 410-series high-frequency speed controls to power their cars. In fact, so did seven out of 10 A Main drivers in each division — and for good reason!

According to Novak, its 410-series' high-frequency modulation gave them the smooth power delivery needed on the long, tough World track, and the super-low on-resistance delivered ultra-quick response. Novak's specially designed battery regeneration circuitry also helped them get the most out of their batteries during the grueling five-minute IFMAR races.

In addition, Cliff Lett and Rick Vehlow used the new Novak NER-3FM receiver for crystal-clear reception.

Congratulations to new World Champions Masami Hirosaka and Cliff Lett and to all the Novak-equipped drivers who drove so well at that event!

TEAM NOVAK NABS NORRCA CROWN

Team Novak drivers swept the 1/10 and 1/12 Modified classes at the 1991 NORRCA On-Road Nationals at the Ranch Pit Shop, August 23-25.

In 1/10 Modified qualifying, Fernando Belair led a one-two-three Novak sweep as the newest

Team Novak member. Fellow Novak teammate Rick Hohwart also put his car on the front row, followed closely by teammate Ron Schuur.

Schuur went on to capture the National Championship title, leading Belair across the line in second.

All three drivers used the superior performance of the popular Novak 410-MXc high-frequency MEGAFET speed control. In fact, seven out of 10 A Main drivers were Novak-equipped, and they all took advantage of the MXc's linear power delivery, super-low on-resistance, adjustable current limiter, and battery regeneration for the longest possible run times! In addition to their MXc speed controls, both Schuur and Belair used the new Novak NER-3FM receiver for crystal-clear reception.

In the 1/12 Modified division, David Berger not only TQ'ed as the only driver to turn 34 laps, but he also led the A Main from wire to wire to score his first National Championship win. Berger's car was equipped with the compact Novak 410-M1c, with all the same features and advantages as its MXc stablemate. Berger clearly put all its advantages to work for him on his way to victory!

Team Novak congratulates Ron Schuur and David Berger on their National Championship titles.

parma INTERNATIONAL INC.

REGION 5 CHAMPS

Pat Barber qualified ninth and finished fourth in the 1/10 Stock A Main at the Region 5 On-Road Six-Cell Champs in Canton, OH, using a Parma prototype 1/10 car, Parma Final-Match SCR batteries, Big Mama battery bars, "RPM"-molded motor brushes, ceramic diff balls, ball bearings, gears, tires, transponder mount, hook-

up wire, and heavy-duty antenna tips. In addition, he chose the Toyota Pro-Series lightweight body, with super-strong body mounts.

Although Steve Koepp made it into the 1/12 Modified A Main using a stock Parma Pro-Panther 12 car, with Parma's Final-Match SCEs, gears, motors, and tires, he failed to start due to a radio problem.

Wayne Gerber secured his place at the Worlds by qualifying seventh and finishing third in the 1/12 Modified A Main at the same event, driving a prototype Parma 1/12 car also loaded with Parma Final-Match SCEs (20-amp discharge),

Big Mama battery bars, transponder mount, TQ Series Cyclone II 16-turn triple motor, "RPM"-molded motor brushes, 14-gauge silicone hook-up wire, ceramic diff balls, solid teflon dampener washers, gears, bearings, as well as Parma's roll-over antenna with heavy-duty tip, green dot Parma pre-trued and glued tires, and Nissan GTP body, with super-strong body posts.

Gerber went on to qualify fifth and finish second in the 1/10 Modified A Main using the same products, but with a Parma prototype 1/10 car, Toyota Pro-Series lightweight body, and 15-turn triple TQ Series Cyclone II motor.

PARIS Racing Products

PICCO, PARIS, AND TEAM ASSOCIATED JOIN FORCES!

That's right! Picco Racing Cars, Paris Racing Products, and Team Associated have combined

their efforts into one major force! Team Associated and Paris Racing Parts have been named as the exclusive importers of the Picco Genesis racing car. Despite previously limited distribution, this car has made an incredible impact in the last six months, TQ'ing at many races in Europe! With only two cars entered at the recent 1/8 World Championships in Austin, TX, both made it among the top 10! In addition, the Genesis also recently won the 1991 ROAR Nats in Cincinnati, OH.

By adding Ralph Burch Jr. and Mike Swauger to the recipe, the importers claim they have a

winning formula for success and want you to know that you too can be a part of this winning team!

A precision-built, state-of-the-art machine, the nearly all-aluminum construction of the Genesis assures perfect alignment of components, with no flexing or sagging of the bulkheads or A-arms. Although high traction and high temperatures have no effect on critical suspension, the geometry of the Genesis is like ordinary model cars, but with a major advantage: the importers claim it is the Formula One of 1/8 racing! Looks like they're "not toying around!"



RACER'S CHOICE BMT AND ARROWS TYRES CONTINUE WINNING STREAK!

Racer's choice R/C Products Inc., importers of BMT-Blitz Model Tecnica 1/8 scale gas cars and Arrows Tyres Italia, is pleased to announce that the winning combination of these two quality product lines continues in 1991.

In addition to the BMT and Arrows win at the recent 1/8 World Championships in Austin, TX,

victories at the European and Italian National Championships continue the team's long winning streak!

The BMT 891 On-Road 1/8 scale gas car was first introduced in 1988. Designed similar to real Formula race cars, its record of success includes multiple Italian, European, and World Championship victories. Known for its geometric steering design and superior cornering ability, the design of the BMT 891 4WD car also leads to less tire wear, which in turn results in long run times without pit stops for tire replacement.

Arrows Tyres has also enjoyed a great racing season in 1991, with victories in the McCoy,

World, European, Italian, and U.S. Championships! In fact, the company purports that Arrows Tyres have been used by every World Championship driver since 1985! Most recently, they were used by Arturo Carbonell in his impressive win at the U.S. ROAR 1/8 Scale On-Road Nationals in Cincinnati, OH. Racer's Choice would like to congratulate Carbonell for what many 1/8 scale racers say is the most exciting race they have ever seen!

BMT has also just introduced its new BMT 911 4WD Off-Road Buggy, in addition to a BMT 912 2WD version. Watch for this car to set similar records both in the U.S. and abroad! ●R/C●

THE 1991 IFMAR 1/10 OFF-ROAD WORLD CHAMPIONSHIPS



Officially crowned "The Buggymaster," now Cliff Lett has the credentials to prove it! Lett won the IFMAR 4WD World Championships the hard way — he earned it!

Story by R/C NEWS Staff
Photos by Associated

August 4-11, 1991
Detroit, Michigan

The excitement and anticipation mounted as racers from around the world flocked to Freedom Hills Park in Detroit, MI, to battle it out in one of R/C racing's most prestigious events — the IFMAR 1991 1/10 Off-Road World Championships. Sponsored by

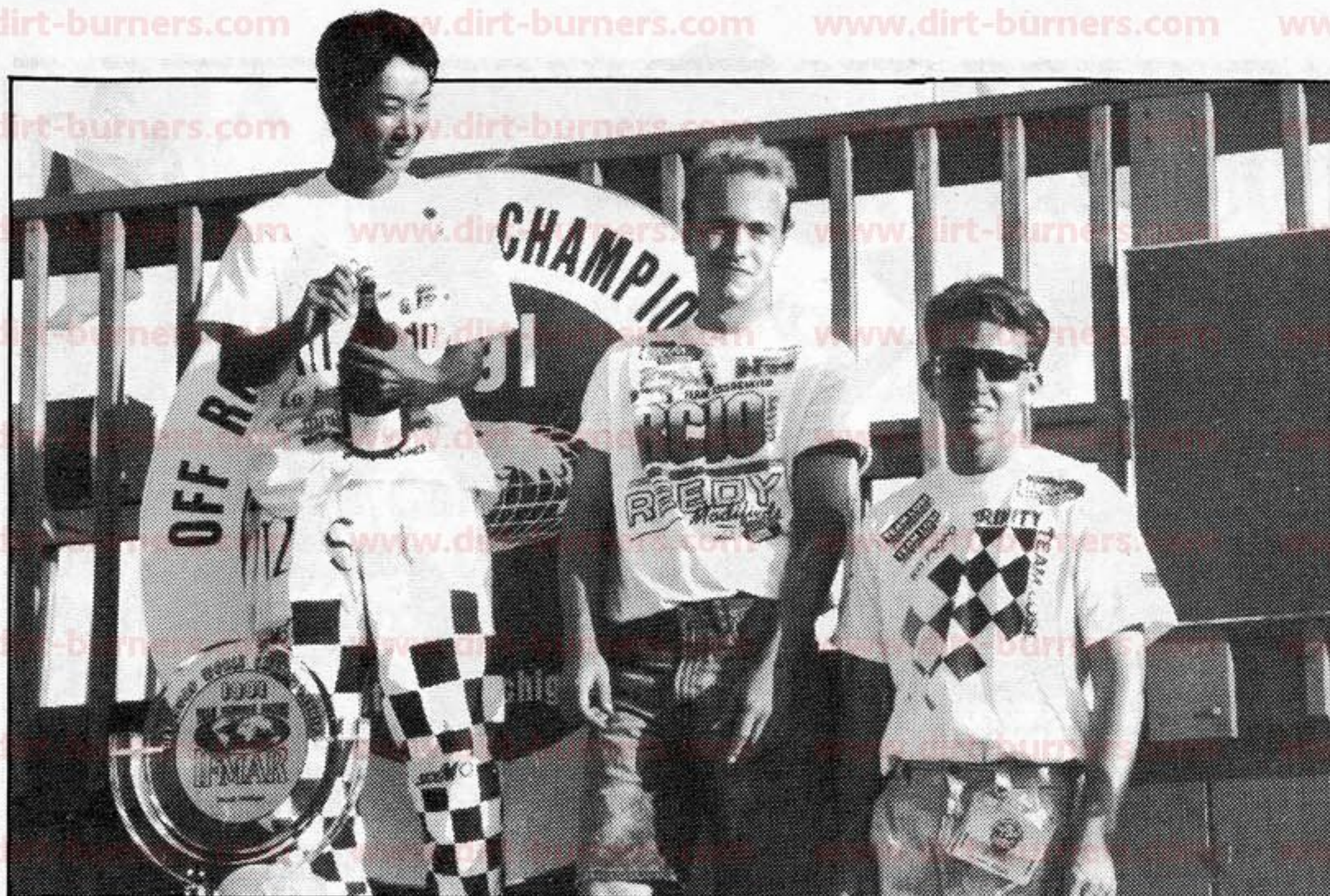
Kyosho and Trinity, the event attracted major international racing teams such as Yokomo, Team Associated, and the newly combined team of Trinity/Losi.

The challenging track was made up of brown top soil rather than clay and featured a 70-foot whoop-de-do section that contained 13 incredible jumps, and in many cases, flips, rolls, and nose-dives! To score a good time, racers needed to travel through this section at top speed. However, one mistake could mean certain doom for an unlucky or unskilled driver.

Nevertheless, nearly 100 eager racers were ready to battle it out on the freshly groomed track, as a total of six qualifying rounds in both the 4WD and 2WD classes would determine the mains.

4WD QUALIFYING

Destined to make it into the top 10 for the A Main lineup was Japan's Masami Hirosaka, who didn't disappoint, scoring the TQ run of 12 laps in 5:05.04 minutes in the first round. Jack



Masami Hirosaka was one happy racer after taking the 2WD World Champion title, marking his fifth IFMAR World Championship win!

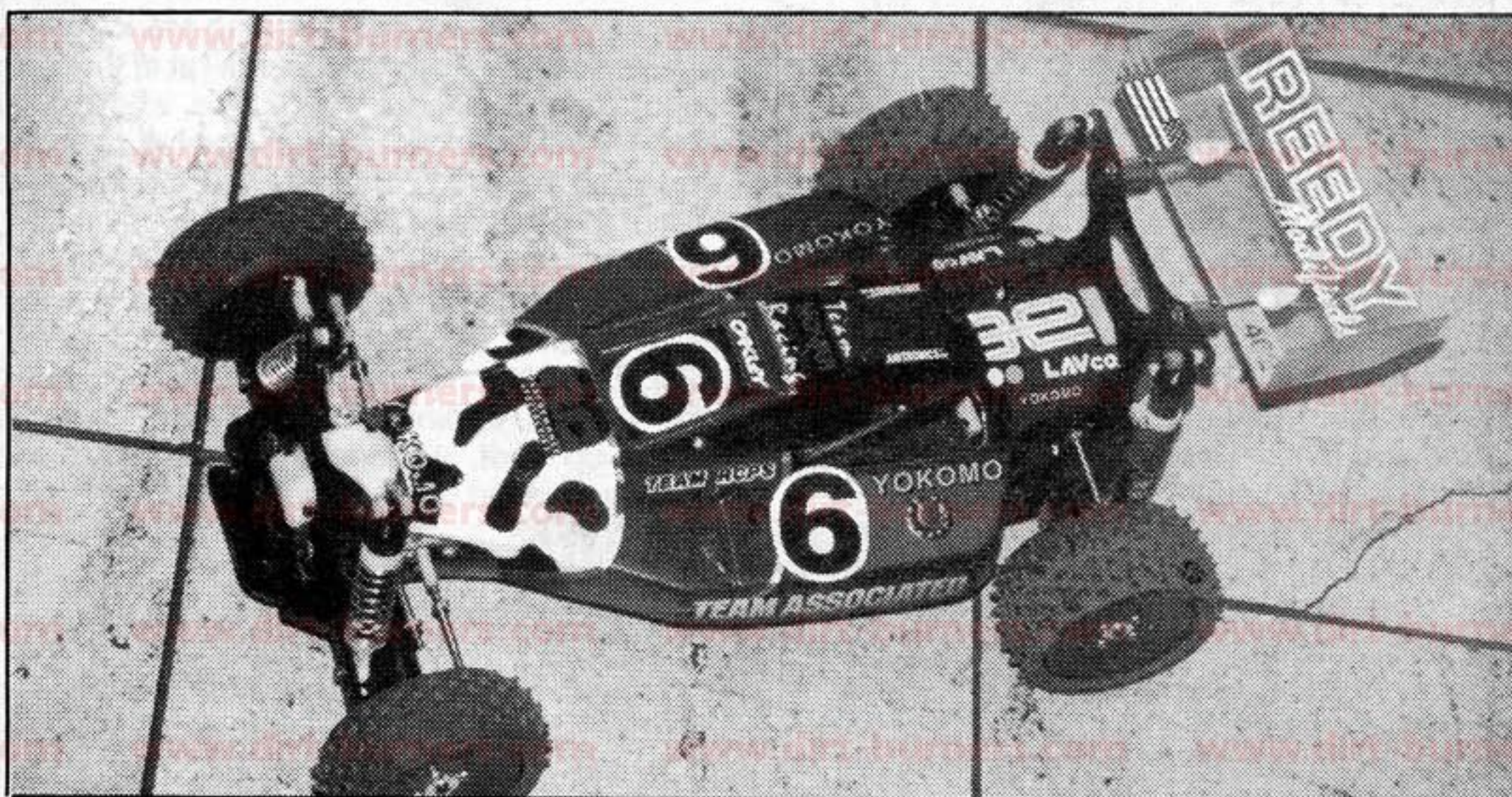
Johnson wasn't far off the pace, qualifying second with a run of 12/5:06.97, followed by Kris Moore in third with 12/5:07.22, both during the first round of qualifying. In fact, most of the racers turned in their best runs in the first round, as the track was freshly groomed from the night before. As the day progressed, however, the track got more and more chewed up, and the times got slower. Also qualifying for the A Main lineup were Japan's Satoshi Maezumi and England's Kevin Moore. Rounding out the list of A Main contenders from the U.S. were Cliff Lett, Joel Johnson, Scott Anfinson, Mike Dunn, and Mark Francis. The top 10 drivers would battle it out against each other in three A Mains, accumulating points toward a final finishing position.

4WD A MAINS

At the sound of the horn signaling the start of the first 4WD A Main, the anxious racers shot off the line from their staggered starting positions in search of the lead, which was swapped several times in the very early stages. However,

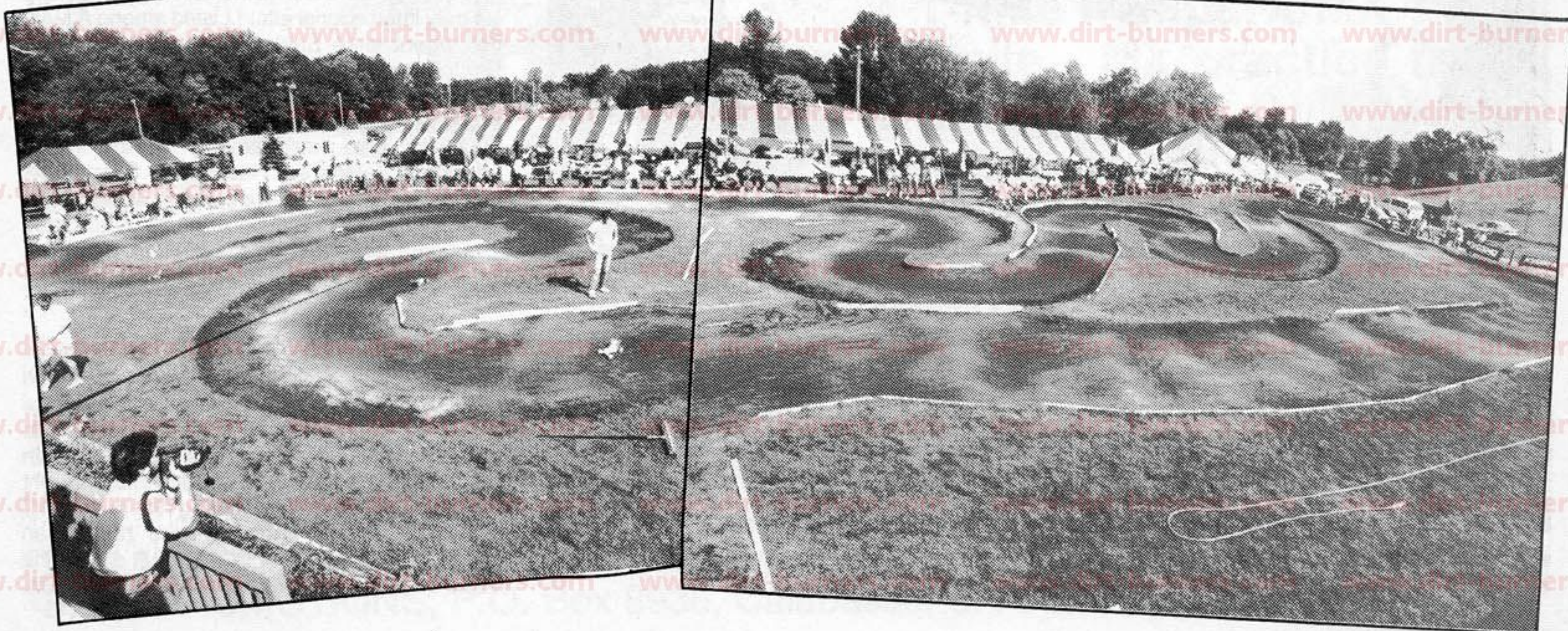
a distinct battle for the number-one spot soon developed between Cliff Lett and Masami Hirosaka for much of the race. As the two rocketed through the whoops on the final lap, Hirosaka flew into the lead, but the jumps proved too much for him and his vehicle took a roll. Lett resumed the lead at that point, crossing the line with 12/5:05.88 for victory. Hirosaka recovered in time to finish a close second with 12/5:07.53, followed by Jack Johnson in third with 12/5:14.79. Kris Moore and Mike Dunn rounded out the top five, respectively.

As the second A Main got underway, Lett, Hirosaka, and Jack Johnson once again led the field, but this time the whoop section proved disastrous for Hirosaka, who dropped to sixth place after an unfortunate barrel roll. Four minutes into the race and while in the lead, Lett rolled on another section of the course, allowing Jack Johnson to move past for the lead and cross the finish line with a lap/time of 12/5:04.99. Lett managed to hold on to the runner-up spot, finishing less than a second behind at 12/5:05.38, followed by Scott Anfinson, another five seconds back in third, with 12/5:10.25. Japan's Satoshi Maezumi trailed in fourth, while fellow countryman Hirosaka moved up a notch after his barrel



Cliff Lett's winning modified Works '91 Yokomo car featured a Reedy motor with Reedy Sanyo batteries, a Novak speed control, and an Airtronics radio.

The IFMAR 1991 1/10 Off-Road World Championships track (below) at Freedom Hills Park.



1991 IFMAR 1/10 OFF-ROAD WORLD CHAMPS

roll to round out the top five.

By the third and final A Main, however, Hirosaka was even more determined than ever to capture a win, as this was his last shot at scoring top points toward the IFMAR 4WD World Champion title. At the sound of the horn, the Japanese hotshoe jumped to the head of the field, and within a few laps, he had stretched out what appeared to be an invincible lead! Before long, however, the hard-charging Lett began closing in on Hirosaka, and the pair once again engaged in a fierce battle for the lead, swapping positions at different sections of the course, much to the crowd's delight! After losing it to Lett in the whoops, Hirosaka resumed his lead in the final sweeper, when Lett cut the inside too close, and crossed the finish line for first place with 12/5:05.61, less than one second ahead of Lett in the runner-up spot with 12/5:06.50. World Championship racing doesn't get much better than this! Joel Johnson finally managed to make it among the top three, finishing 12 seconds behind the leader for third with 12/5:17.89. In a photo finish, Satoshi Maezumi and Kevin Moore crossed the finish line for fourth and fifth, respectively, separated by a mere *one-hundredth* of a second! Thank goodness for computerized lap counting!

By virtue of his first-place finish in the first A Main and two second-place finishes in the following mains with his Reedy-powered Yokomo, Cliff Lett was awarded the 1991 4WD World Champion title! Despite his remarkable win in the final main, and a second-place finish in the first main, fellow Reedy/Yokomo pilot Masami Hirosaka had to settle for second place due to a lower finish in the second main. In spite of a lower finish in the final A Main, Jack Johnson was awarded third overall, with a first- and a third-place finish to his credit, driving a Trinity-powered Kyosho. Racing another Trinity/Kyosho combo, Joel Johnson was awarded fourth overall, while Satoshi Maezumi rounded out the top five with his Atlas-powered Yokomo.

4WD B MAIN



The Trinity/Losl group had a special air-conditioned trailer that was restricted to members only. To enforce this rule, Ernie Provetti hired local bodybuilder, Tony, to sit outside and remove any uninvited guests!

The lower mains were run in the usual fashion: whoever wins, wins! As the 4WD B Main got underway, Kazutaka Sumida grabbed the initial lead, but within the first minute, he had rolled his vehicle over a jump, allowing Mark Pavidis to take over the lead. However, a rut in the track soon brought misfortune to Pavidis, who lost the lead to Rick Vehlow. After stretching out what appeared to be a comfortable lead ahead of the rest of the field, a disastrous tumble on the final lap ultimately relegated Vehlow to a fifth-place finish. Taking over for the last-minute win was Brian Kinwald, who crossed the finish line with 12/5:18.00. Darrin Stump followed the leader just one second behind with 12/5:19.01 for the runner-up spot, while early leader Kazutaka Sumida rounded out the top three with a lap/time of 12/5:20.85.

4WD C MAIN

Satoshi Kayano had no time for games in the 4WD C Main! Grabbing an immediate lead, the Japanese driver held it all the way to the checkered flag, finishing with a commanding victory of 12/5:14.98. Crossing the line a little more than three seconds behind the leader was

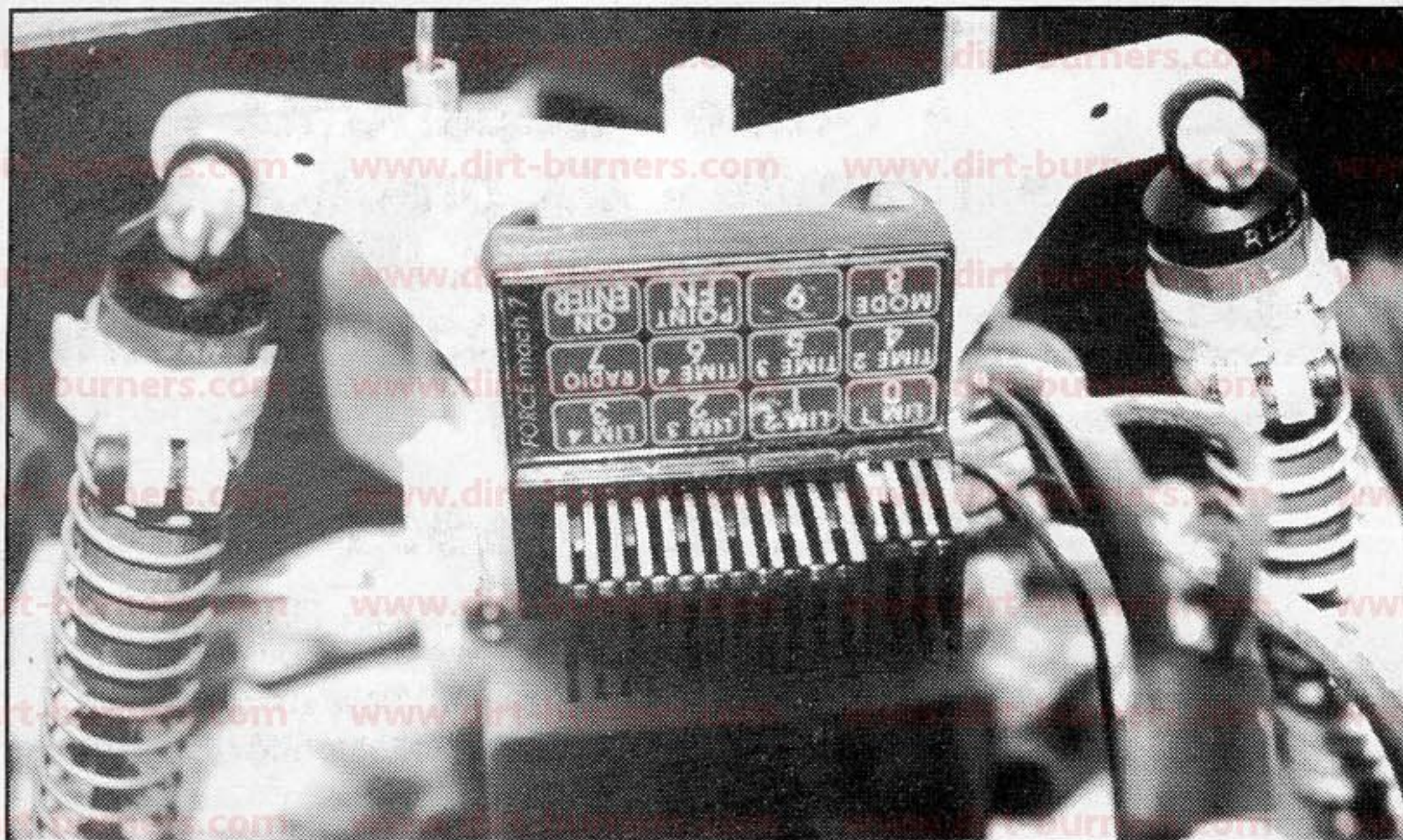
Brent Wallace with 12/5:18.14, followed another seven seconds later by Jurgen Lautenbach of Germany, who finished third with 5:26.71

2WD QUALIFYING

When qualifying began for the 2WD Class, it came as no surprise when Cliff Lett turned an excellent lap/time of 12/5:17 in the first round. Much to his dismay, however, he later learned that a five-second penalty had been added to his time because his vehicle flew off a jump and accidentally landed on a prohibited grass area. Unfortunately, Lett wasn't able to make up the difference in the following rounds as track conditions worsened, and the disappointed racer was ultimately bumped out of the top 10 for the A Main lineup. After scoring the fastest run in the first round of qualifying with 12/15:18.56, Masami Hirosaka came back in the very last round the next day, when the track was at its worst, to score 12/5:10.49 for TQ honors, bettering his first fast time by nearly *eight seconds*! Kyle Reed looked to have the TQ title locked up when he scored 12/5:15.27 in the final round of qualifying on the first day, however, Hirosaka's super-fast TQ run relegated him to second in the standings. Rounding out the top three qualifiers was Kevin Moore, who scored a quick run of 12/5:19.49. Out of the top 10 drivers, half were from other countries, making it a truly international affair! Listed among A Main contingent were England's Kevin Moore and Craig Drescher, and Germany's Jurgen Lautenbach. Joining Hirosaka in the battle to take the World Championship title for Japan was Satoshi Maezumi, also listed among the top 10. In addition to Vehlow and Reed, the U.S. was well-represented by Mark Pavidis, Scott Montgomery, and Derek Furutani, who were ready to battle it out with the others in the A Main.

2WD A MAINS

As the first 2WD A Main began, Masami Hirosaka immediately shot into the lead, followed by Kyle Reed and Rick Vehlow. As the race progressed, however, Hirosaka seemed to encounter a series of disastrous events, and with only two laps left in the race, his vehicle caught a rut and rolled over, relegating him to second. Shortly thereafter, the Japanese racer then tangled with Mark Pavidis and spun out on the track, dropping three more places in the process.



A preview of things to come? Satoshi Maezumi qualified for the 2WD A Main with his box stock RC10 Team Car using a Force Mach 7 computerized speed control!

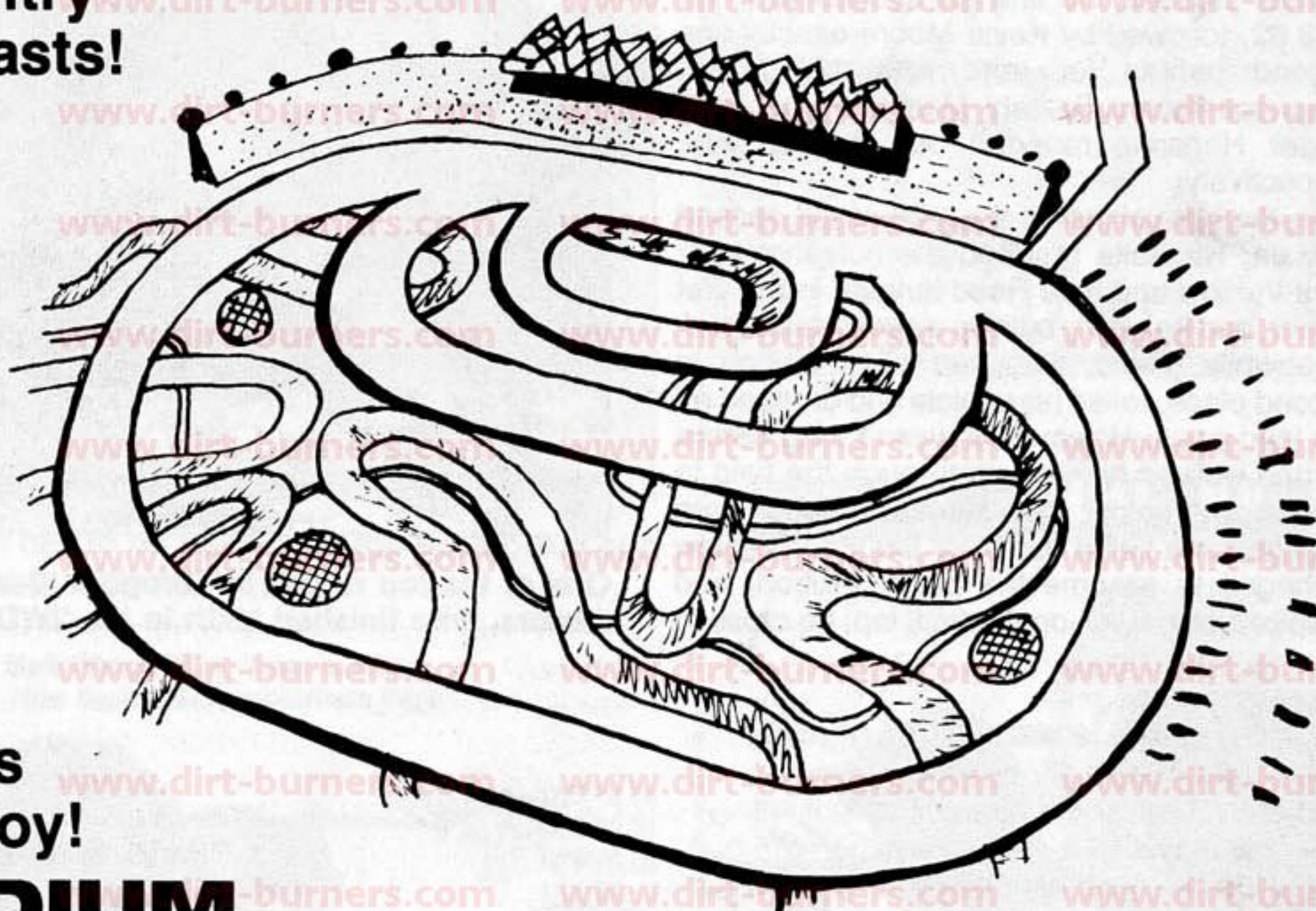
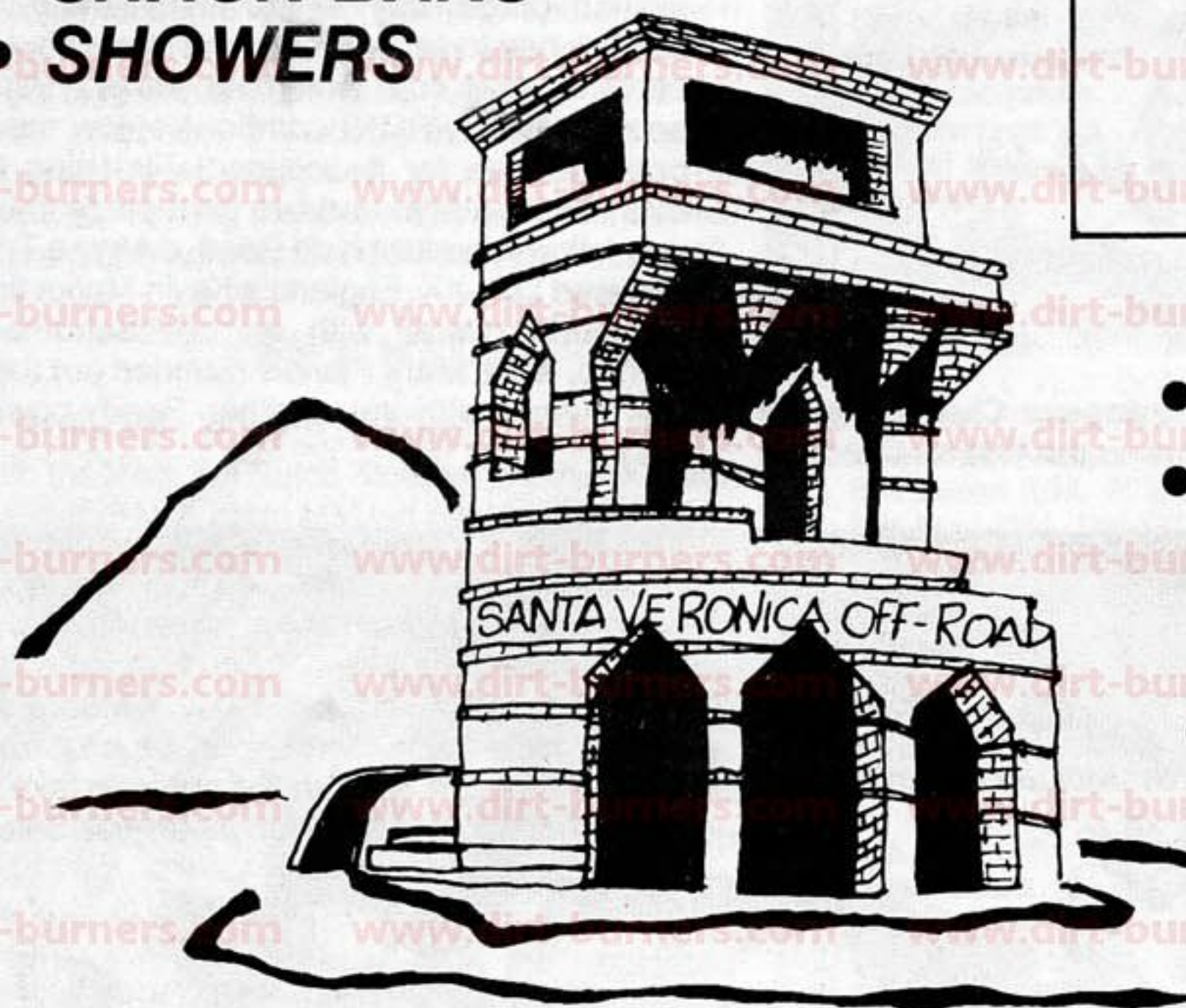
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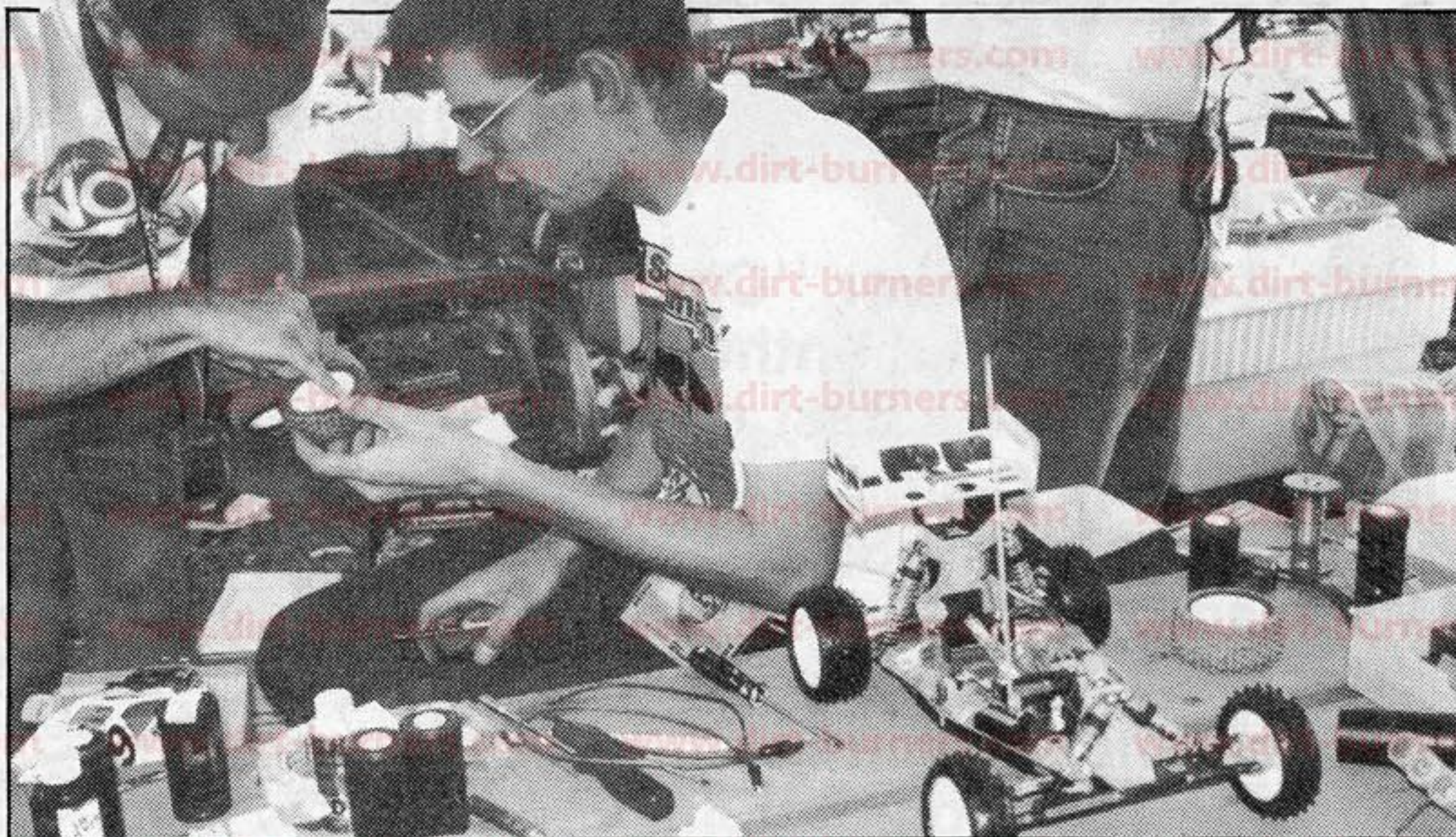
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1991 IFMAR 1/10 OFF-ROAD WORLD CHAMPS

Taking over the number-one spot was Reed, who cruised in to victory with a lap/time of 12/5:16.71. Pavidis crossed the line for second with 12/5:23.62, followed by Kevin Moore exactly one second behind for third with 12/5:24.62. Japanese racers Satoshi Maezumi and early leader Hirosaka rounded out the top five, respectively.

As the horn signaled the start of the second A Main, Hirosaka grabbed the holeshot after Rick Vehlow and Kyle Reed tangled in the first corner, and he slowly built up a comfortable lead. Meanwhile, Reed, who had been trailing in second place, rolled his vehicle and dropped off the lead pace. However, it wasn't long before he had worked his way up through the field to challenge Vehlow and Hirosaka, who were engaged in a fierce battle for the lead. Vehlow managed to assume the point position, and despite a barrel roll on the final lap, he crossed



One of the top racers in Europe is Germany's Jurgan Lautenbach, builder of the fast LRP motors, who finished sixth in the 2WD A Main with his Schumacher car.



Also on hand were the two top drivers from England, British and European Championship winner Craig Drescher (left) and Rory Cull (right), second-place finisher in the British Champs.

the finish line for first place. Pressured by Hirosaka, Vehlow scored a super-fast run of 12/5:10.65, just .16 seconds shy of the Japanese driver's TQ time! In a very close race to the finish, Hirosaka crossed the line for the runner-up spot, less than a second off the lead pace at 12/5:11.39, while Reed had to settle for third with 12/5:13.07. Kevin Moore finished on the same lap as the leaders for fourth, followed by Jurgan Lautenbach, one lap behind in fifth.

The final A Main had both the racers and the spectators biting their nails, as Hirosaka, Reed, and Vehlow all had a shot at the 2WD World Champion title! Once the horn sounded, Hirosaki grabbed the holeshot, while Vehlow and Reed headed into turn one side by side again — and this time both made it through unscathed. Halfway through the race and without warning, however, Vehlow rolled in the whoops and inadvertently tangled with Reed. Vehlow managed free himself from the mess first and resumed second place. Running in third, it was Reed's turn to roll in the whoops, allowing Kevin Moore to take over for the time being. Meanwhile, up in front, after stretching his lead to a full straightaway, Hirosaka cruised in to take the

checked with a lap/time of 5:13.43. A hard-charging Vehlow crossed the line 2½ seconds later with 12/5:15.97 for runner-up honors, followed by Reed in third with 12/5:17.64.

Although Hirosaka and Vehlow each scored first- and second-place finishes in the final two mains, Hirosaka's higher fifth-place finish in the first A Main gave him the advantage. It seems five proved to be his lucky number, as Hirosaka was crowned the 2WD IFMAR World Champion for the fifth time in his racing career! Driving a Reedy-powered RC10, Hirosaka had captured the 1991 World title for Japan. By virtue of a seventh-place finish in the first A Main, Rick Vehlow had to settle for second overall but was declared the top American racer. Piloting another Reedy/RC10 combo, Hirosaka had captured the 1991 World title for Japan. By virtue of a seventh-place finish in the first A Main, Rick Vehlow had to settle for second overall but was declared the top American racer. Piloting another Reedy/RC10 combo, Hirosaka had captured the 1991 World title for Japan. By virtue of a seventh-place finish in the first A Main, Rick Vehlow had to settle for second overall but was declared the top American racer. Piloting another Reedy/RC10 combo, Hirosaka had captured the 1991 World title for Japan.



Hirosaka piloted this '91 version of the RC10 Stealth car on his way to the 2WD World title, using a Reedy motor, Sanyo batteries, KO Propo radio, and Novak ESC speed control.



With a total of 13 jumps, the whoop-de-do section had to be traveled at top speed, and one mistake could mean certain doom — as this racer quickly found out!

2WD B MAIN

Featuring A Main-caliber racers such as Jack Johnson and the penalized Cliff Lett, spectators knew the 2WD B Main would be exciting to watch — and they weren't disappointed! Johnson shot into the lead, with Lett and Rick Hohwart hot on his tail. Unfortunately for Lett, he rolled it in the whoops a few laps later and had to sit and watch as the rest of the field passed him by! At that point, Hohwart began dropping off the pace, allowing a hard-charging Scott Anfinson to pass him for the runner-up spot. After leading the entire race, Johnson began to dump on the last lap, and Anfinson wasted no time in stealing the checkered! Finishing with a lap/time of 12/5:28.37, Anfinson was awarded the first-place trophy, while Johnson was relegated to second with 12/5:38.88. Trailing the leaders by almost a lap was third-place finisher Chris Allec with 11/5:03.28.

2WD C MAIN

At the start of the 2WD C Main, Rory Cull shot into the lead, but Butch Kloeber, another A Main-caliber driver, soon blasted past him and didn't let up until the finish! Scoring an impressive run of 12/5:21.64, Kloeber captured the win hands down, a full lap ahead of the rest of the field. Andrew Nelsen trailed the leader for second with 11/5:02.89, followed by Jon Anderson in third with 11/5:04.45.

As the 1991 IFMAR 1/10 World Championships came to a close, we're reminded of an incredible two years of R/C racing, as well as a truly fine event. Hats off to the dedicated people who made the World Championships a fine success. The action and excitement on the track was eclipsed only by the fine sportsmanship and camaraderie of the racers, making this a truly "special event!"

RESULTS

4WD A MAIN FINAL STANDINGS

1. Cliff Lett (USA, Yokomo/Reedy) 19
2. Masami Hirotsuka (Japan, Yokomo/Reedy) 19
3. Jack Johnson (USA, Kyosho/Trinity) 18
4. Joel Johnson (USA, Kyosho/Trinity) 15
5. Satoshi Maezumai (Japan, Yokomo/Atlas) 13
6. Scott Anfinson (USA, Yokomo/Reedy) 12
7. Kris Moore (USA, Kyosho/Twister) 10
8. Kevin Moore (England, Schumacher/LRP) 9

9. Mark Francis (USA, Yokomo/Reedy) 8
10. Mike Dunn (USA, Kyosho/Race Prep) 8

4WD B MAIN

1. Brian Kinwald 12/5:18.00
2. Darrin Stump 12/5:19.01
3. Kazutaka Sumida 12/5:20.85
4. Matt Ledger 12/5:28.13
5. Rick Vehlow 11/4:52.51
6. John Koonce 11/5:00.41
7. David Crowe 11/5:03.87
8. Curtis Strawn 11/5:03.88
9. Mark Pavidis 6/2:43.04
10. Darrin Campbell 4/1:53.65

4WD C MAIN

1. Satoshi Kayano 12/5:14.98
2. Brent Wallace 12/5:18.14
3. Jurgen Lautenbach 12/5:26.71
4. Jay Halsey 12/5:29.10
5. Hiroyuki Matsumo 12/5:33.00
6. Gary Kyes 11/5:04.46
7. Hiroshi Suzuki 11/5:04.95
8. Masato Sasaki 11/5:07.01
9. John Walters 11/5:07.28
10. Butch Kloeber 11/5:08.68

2WD A MAIN FINAL STANDINGS

1. Masami Hirotsuka (Japan, RC10/Reedy) 19
2. Rick Vehlow (USA, RC10/Reedy) 19
3. Kyle Reed (USA, Losi-XX/Trinity) 18
4. Kevin Moore (England, Schumacher/LRP) 15
5. Mark Pavidis (USA, RC10/Reedy) 12
6. Jurgen Lautenbach (Germany, Schumacher/LRP) 12
7. Satoshi Maezumai (Japan, RC10/Atlas) 12
8. Scott Montgomery (USA, Traxxas/Peak Performance) 9
9. Craig Drescher (England, RC10/Reedy) 9
10. Derek Furutani (USA, RC10/Peak Performance) 3

2WD B MAIN

1. Scott Anfinson 12/5:28.37
2. Jack Johnson 12/5:38.88
3. Chris Allec 11/5:03.28
4. Sumida Kazutaka 11/5:05.63
5. Brent Wallace 11/5:07.36
6. William Mitcham 11/5:08.58
7. Kris Moore 11/5:09.37
8. Heikki Naulapaa 11/5:10.10
9. Rick Howart 10/5:01.26

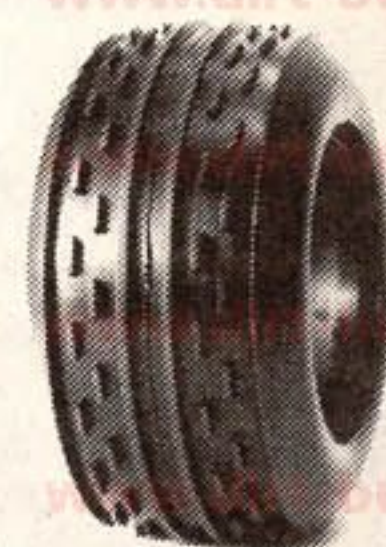
2WD C MAIN

1. Butch Kloeber 12/5:21.64
2. Andrew Nelsen 11/5:02.89
3. Jon Anderson 11/5:04.45
4. Rory Cull 11/5:06.83
5. Curtis Strawn 11/5:08.90
6. Brian Kinwald 11/5:09.84
7. Gil Losi Jr. 11/5:10.03
8. Ralf Helbing 11/5:11.09
9. Jay Halsey 7/3:12.88

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DESIGN: Multi-Rib with Mini Staggered Bars

STOCK NUMBER: #7065

SPECS: Fits FRONT 2.2" Truck Wheel

PRO-90 NEW



APPLICATION:

Serious stadium truck competition. Medium to hard pack conditions.

DESIGN: Mini Pin

STOCK NUMBER: #7090

SPECS: Fits FRONT or REAR 2.2" Truck Wheel

NORRCA Off-Road Championships
Open Truck Class
Zero-In-4-Raceway - Visalia, CA

Brian Kinwald	1st A-Main #7065/#7090
Jason Foster	2nd A-Main #7065/#7090
Rick Vehlow	3rd A-Main #7065/#7090
Scott Hughes	4th A-Main #7065/#7090
Carlos Gonzales	5th A-Main #7065/#7090
Derek Furutani	6th A-Main #7065/#7090

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NORRCA OFF-ROAD NATIONALS AT ZERO N 4 HOBBIES



NORRCA President J.R. Sitman presents the coveted Team Cup trophy for the 1991 NORRCA Off-Road Nationals to Team Associated.

Story and photos by
Rick "The Hammer" Houle

July 19-21, 1991
Visalia, California

Suppose they gave a race and everybody came?! Well, that's exactly what happened at the 1991 NORRCA Off-Road Nationals at Zero N 4 Hobbies, a first-rate air-conditioned facility complete with indoor track, in Visalia, CA.

A whopping 478 drivers raced their hearts out to earn the most prestigious bragging rights and titles available from the NORRCA race-sanctioning body! With that many racers competing under one roof, it's truly amazing how well the event went, and the vast majority of the contestants definitely walked away with their fun meters pegged to the max!

Boasting Team Losi as the major sponsor of the event, participation from many of the largest manufacturers' teams in the country helped to generate some of the most intense competition found anywhere.

Team Associated entered eight of its new 10-T race trucks with incredible success, taking TQ honors and the top six qualifying positions, as well as winning the top three spots in the Open

Truck A Main. For the most part the Associated trucks were stock, right out of the box, with only the tires changed to meet track conditions.

The Traxxas Corp. was also out in full force and pulled out all the stops with its Blue Eagle race truck with quite satisfactory results, as well as its soon-to-be released and yet-to-be-named new buggy, known simply as model 2701 for the time being. The body of the new Traxxas buggy was quite interesting, designed more for function than for esthetics.

As is the norm at any race, the first order of the day was to determine the best tire and wheel combo. Mini-pin spike-type tires such as the Kyosho Micro-Block (commonly referred to as "fuzzies"), Pro-Line "Reds," and Losi Mini-Pins, in conjunction with foam inserts (such as those made by MIP), were the overwhelming choice for the hard-packed, clay-based track. Virtually every car or truck in the A Mains was sporting a set of these "velcro tires," as Team Losi's Jack Johnson calls them. The ongoing battle of racing truck tire and wheel dimensions continued at the Nats, as some low-profile truck tires not conforming to the minimum 3 7/8" diameter rule were spotted during the first round of qualifying and were summarily banned for the remainder of the event.

The Zero N 4 track crew and NORRCA's staff

can really pat themselves on the back for pulling this incredible event off without any major glitches! The large number of racers spent all day Thursday dialing in their cars in an orderly manner during controlled practice, and IFMAR-style qualifying was used with great success. Instead of the usual hell-bent-for-leather free-for-all start, each car was sent off the line in one-second intervals and timed separately. This method worked out extremely well for many reasons. With the time lapse between each car, the racers were competing against themselves and not just trying to get to the finish line first. Starts were casual and clean, devoid of the usual first-turn pileups, and it didn't matter whether they started in the front row or the back, because they were racing for their own individual times. This system worked so well that NORRCA Prez J.R. Sitman plans to use this technique for future major NORRCA events.

THE FACILITY

Unlike most indoor race tracks that are merely converted industrial warehouses, the top-notch Zero N 4 building was specifically designed with racing and racers in mind. The air-conditioned track, which features a carpeted drivers' stand, spectator bleachers, electronic scoreboard, and



Top qualifiers and Trophy Dash winners included (left to right) Brian Kinwald, Jack Leighan, Carlos Gonzales, Bruce Chamberlain, Mike Tuntakit, J.D. Beckwith, Scott Hughes, and Jason Foster.

clean pit areas, is a very comfortable venue for racing, and the well-stocked pro shop had plenty of mini-spike tires and foam inserts on hand for the weekend. Although the facility doesn't have a snack shop on the premises, a large mobile kitchen parked outside was cranking out some delicious Tri-tip steak sandwiches, as well as hamburgers and hot dogs, with an ample supply of ice cold lemonade all weekend.

The course layout was extremely challenging, and some great horsepower wars took place on the 80-foot straightaway in front of the drivers' stand. One of the more intelligent features of the track layout is the turn marshal's causeway, located in the center of the course. So many track owners have a bad habit of designing their courses with little or no regard for the fact that turn marshals have to do their jobs without interfering with the traffic or getting in the way of the driver's line of sight. With this "finger" in the center of the track, one or two marshals can handle three or four turns, as well as keep an eye on the large table-top jumps, without ever blocking the drivers' view of the turns.

The only complaint the racers had about the track was that some of the jumps had been changed halfway through the event. However, that was a coincidental result of the fact that the course was rotor-tilled each night, and it is nearly impossible to reshape each jump to exactly the same specifications every time.

CONCOURS

Concours judging took place on Saturday morning, with an incredible field of sharp-looking trucks and cars on hand. Jack Leighan (Endurance Racing Products/Lunsford Racing) was awarded first place for his JR-XT entry, sporting a hand-made aluminum chassis polished to a mirror-like finish. In fact, Leighan's truck was even displayed on a mirror so that all could appreciate the undercarriage as well as the top of the chassis! Alex Chavez was awarded runner-up honors with another JR-XT entry, and Jay Roberts earned third place with his JR-X2.

TROPHY DASH EVENTS

The top four qualifiers in each class competed in Trophy Dash events at the end of qualifying, much to the delight of the spectators. With four of the fastest-of-the-fast competing on the track at the same time, some of the quickest lap times

all weekend were recorded in the Trophy Dash heats.

In the 2WD Trophy Dash, TQ Brian Kinwald (Associated/Reedy/Pro-Line/Novak/Airtronics/RCPS/Kimbrough) jumped into the lead from the start and never looked back, handily winning another bragging right!

The 2WD Stock Dash featured an exciting race to the finish between TQ Jack Leighan and Chad Bellin (independent), with both drivers crossing the finish line almost simultaneously as Leighan bested Bellin for the win!

J.D. Beckwith (Associated/Reedy/Yokomo/Airtronics/Jammin' Products/RCPS/Competition Electronics) smoked the fastest 4WD Open Class drivers at the Nats by piloting his Reedy-powered Yokomo YZ-10 into the pole-position with the fastest qualifying time of the event (14/4:10), as well as the fastest Trophy Dash time (14/4:05), which, coincidentally, was also the fastest time recorded for the entire event!

Four Associated trucks put on an awesome battle in the Open Truck Trophy Dash, with Jason Foster (Associated/Reedy/Pro-Line/Airtronics/RCHR/Waldo Racing) taking the win, despite a bad start.

The 2WD Pro Stock Dash was also a close contest, as Mike Tuntakit (Twister/Losi/MIP) and Matt Francis (Associated/Reedy/Ultimate Racing

Batteries/Team B&C) engaged in a battle for the title, with Tuntakit taking the win.

The Super Stock Truck Trophy Dash, as well as the A Main, was started with the wave of a hand (courtesy of J.R. Sitman) for the benefit of a deaf racer Bruce Chamberlain (independent), who handily won the race.

It was only a few short months ago that young Scott Hughes (Twister/M-N-M Hobbies) was driving a JR-XT in the Novice Class at his father's recently purchased track, M-N-M Hobbies in Corona, CA, and already he is blowing the doors off some of the more seasoned drivers in the Pro Stock Truck Class! After taking TQ honors, Hughes won the Trophy Dash and would go on to a respectable third-place finish in the A Main.

2WD OPEN A MAIN

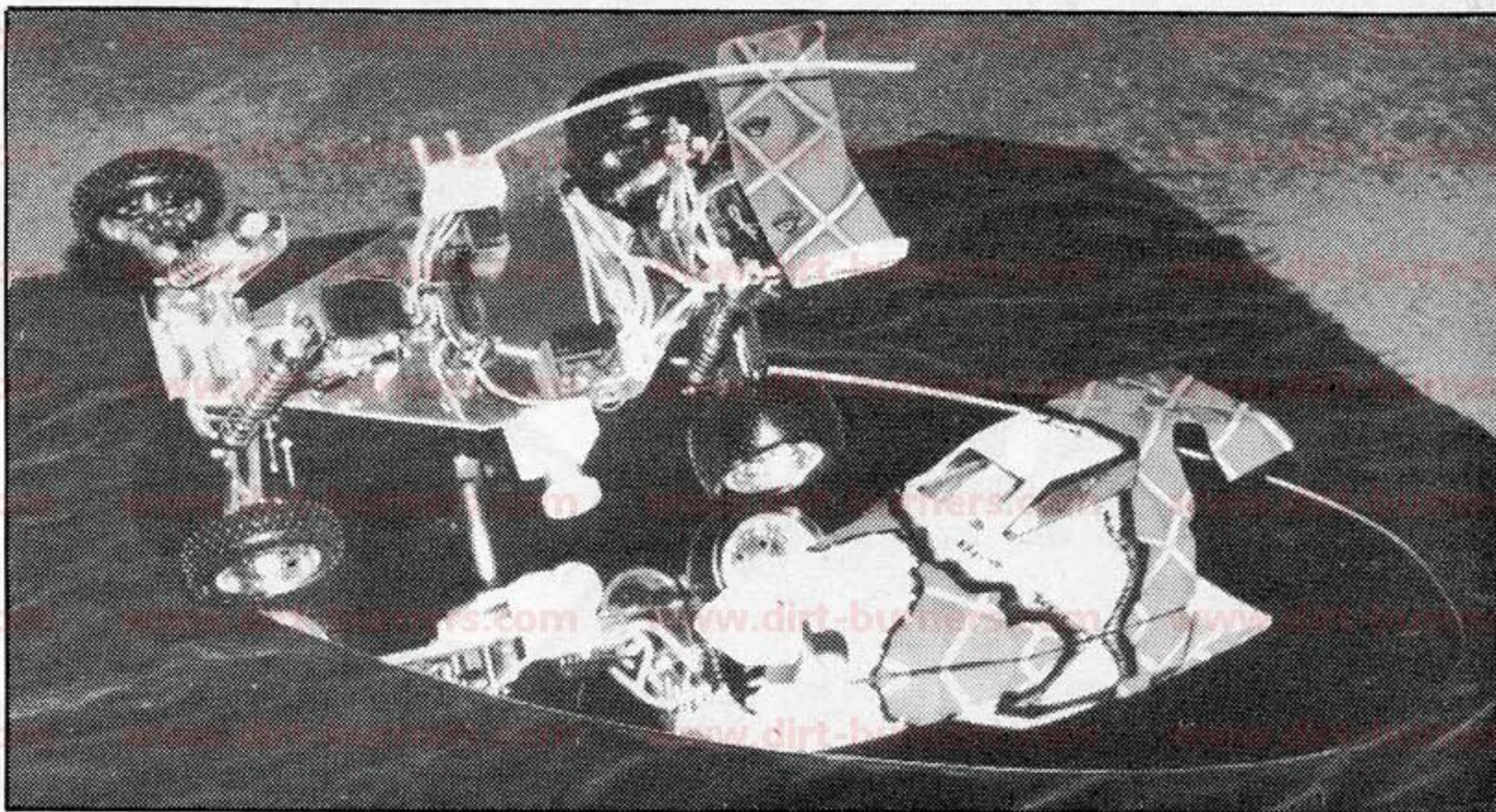
The diminutive Brian Kinwald was by no means diminutive in his performance at the Nats, setting the pace for the largest field of entries of any class (110) with his Reedy-powered RC10 on his very first run, while the track was fresh and still had plenty of bite. Kinwald posted the sole 14-lap run during qualifying (14/4:18) and was one of the two TQ drivers who didn't fall victim to the dreaded "TQ Jinx" in the A Mains.

Brent Wallace (Twister/Associated/TEKIN/Futaba/Zero N 4 Hobbies/Leading Edge/R/C Performance) settled in behind Kinwald at the start of the A Main, with Jack Johnson (Team Losi/Futaba/Novak/Victor/Jammin' Products) close behind. However, Mike Tuntakit managed to pull ahead of Johnson at about lap three, trailing the RC10 freight train of Kinwald and Wallace with his JR-X2 all the way to the finish line. Although Johnson made one last bid to regain third, he broke down and was out of the running. Kyle Reed (Team Losi/Novak/Airtronics/Jammin' Products) then tried to threaten the leaders, but he wasn't able to reel them in. Kinwald crossed the finish line first to take the 2WD Open title, followed by Wallace in second and Tuntakit third.

2WD STOCK A MAIN

Jack Leighan had to rent a moving van to get all his trophies home after winning the lion's share of the spoils at the Nats! The A Mains at National events are won through hard work and concentration, and Leighan certainly fills that bill.

After placing his JR-X2 on the pole with a qualifying time of 12/4:05, Leighan shot out to



The winning Concours entry of Jack Leighan was impressively displayed on a mirror so all could appreciate the beauty, both inside and out, of this magnificent car.

NORRCA OFF-ROAD NATS

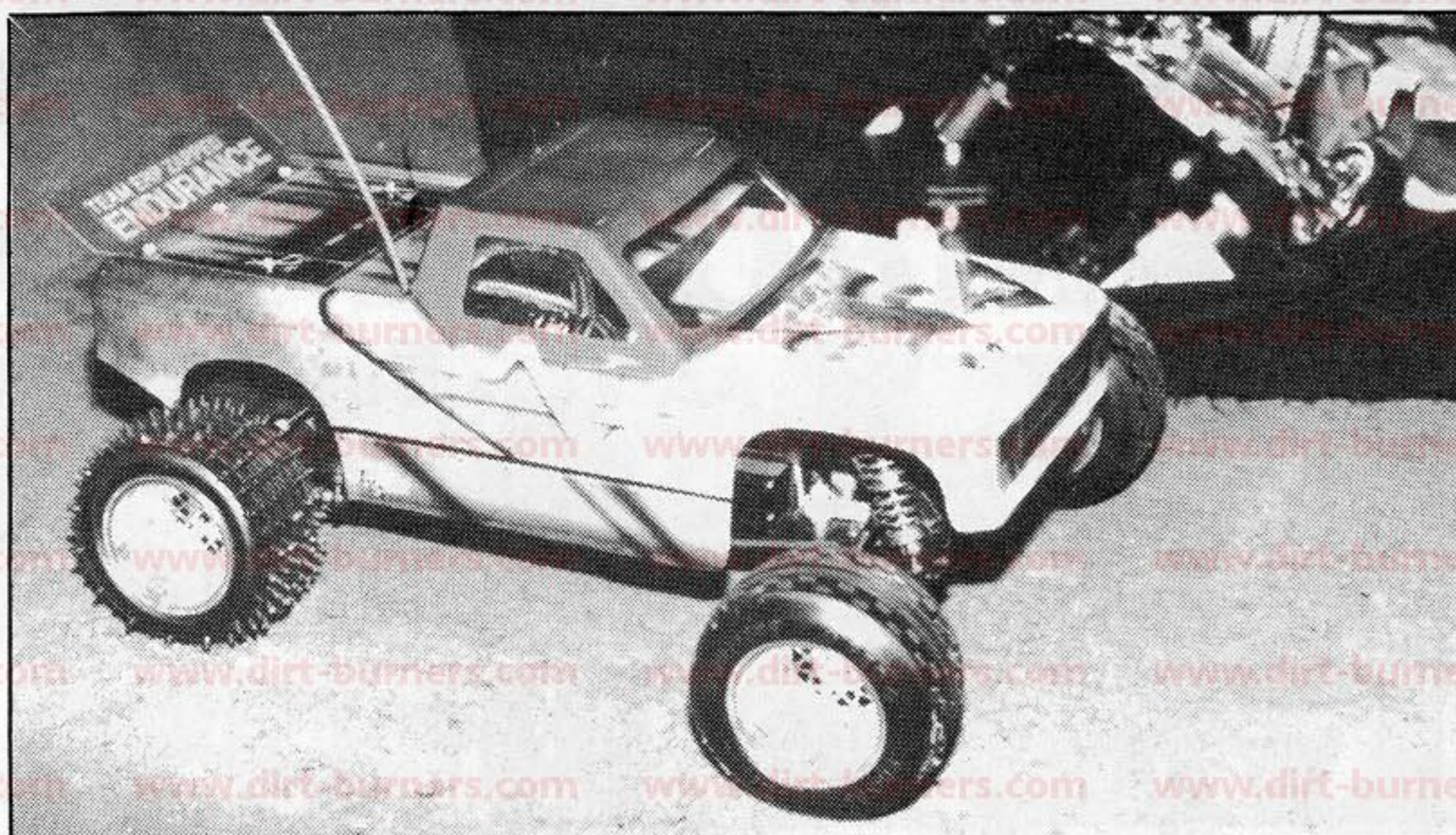
an early lead at the start of the A Main, with Jimmie Williams (independent) and Mike Twyn- ing (Fast Trax Hobbies) in hot pursuit. Curtis Peterson (independent) moved into third briefly before he was edged back out, and a "hack- attack" developed between three cars trying to occupy the runner-up spot at the same time. When the clay stopped flying, Leighan was crowned the 2WD Stock National Champion, with Williams taking second, followed by Twyn- ing in third.

4WD OPEN A MAIN

The 4WD Open A Main featured as diverse a field of cars as the Open Truck Class, with Yokomo YZ-10s, Schumacher Pro-Cats, and Kyosho Lazars putting on the fastest battles of the day. Although the start of the A Main was clean enough, it wasn't long before things got down and dirty! Twister-powered Brent Wallace grabbed the early lead, followed by Garrett Ertel (Peak Performance/Orion Batteries/Kyosho/Novak/ RCPS) and Rick Vehlow (Associated/Reedy/ Yokomo/Novak/Airtronics/Pro-Line/RCPS) in second and third, respectively. Derek Furutani (Peak Performance/Schumacher/Novak/Airtron- ics/Team Orion/RCPS) suffered a breakdown at the start of the race and was out for the day. Ertel also broke and had to relinquish his runner-up position.

Breaking in the A Main of a National event can be very frustrating, but Furutani was very cool about it. He didn't smash his antenna on the drivers' stand or throw his car against the wall, as some immature drivers' have done at other events; he merely joked about his misfortune and calmly walked off the drivers' stand. Furutani's sportsmanlike reserve earned him the Modified Good Sportsman Award, so he didn't go home empty-handed!

Meanwhile, back at the race, Wallace had blasted away from the pack, with Vehlow in tow. Carlos Gonzales (Kyosho/Peak Performance/



Runner-up honors in the Concours event was awarded to the sharp-looking JR-XT entry of Alex Chavez.

Novak/RCPS/ERP/Team Orion) and Beckwith began banging doors with Vehlow for the runner- up spot, and Gonzales even moved into second until he went on his lid, allowing Beckwith to assume the runner-up spot. Meanwhile, Vehlow was doing his best to hang on to third, even though the rest of the pack was closing in on him like an on-rushing wave.

After posting the fastest A Main time of the event, Wallace earned the 4WD Open National title, with Beckwith taking runner-up honors, and Vehlow rounding out the top three.

OPEN TRUCK A MAIN

For more than a year, the most familiar vehicle in the truck classes has been the Losi JR-XT, but if the Nats are any indication of things to come, you can expect to see more and more Associated 10-Ts in the very near future!

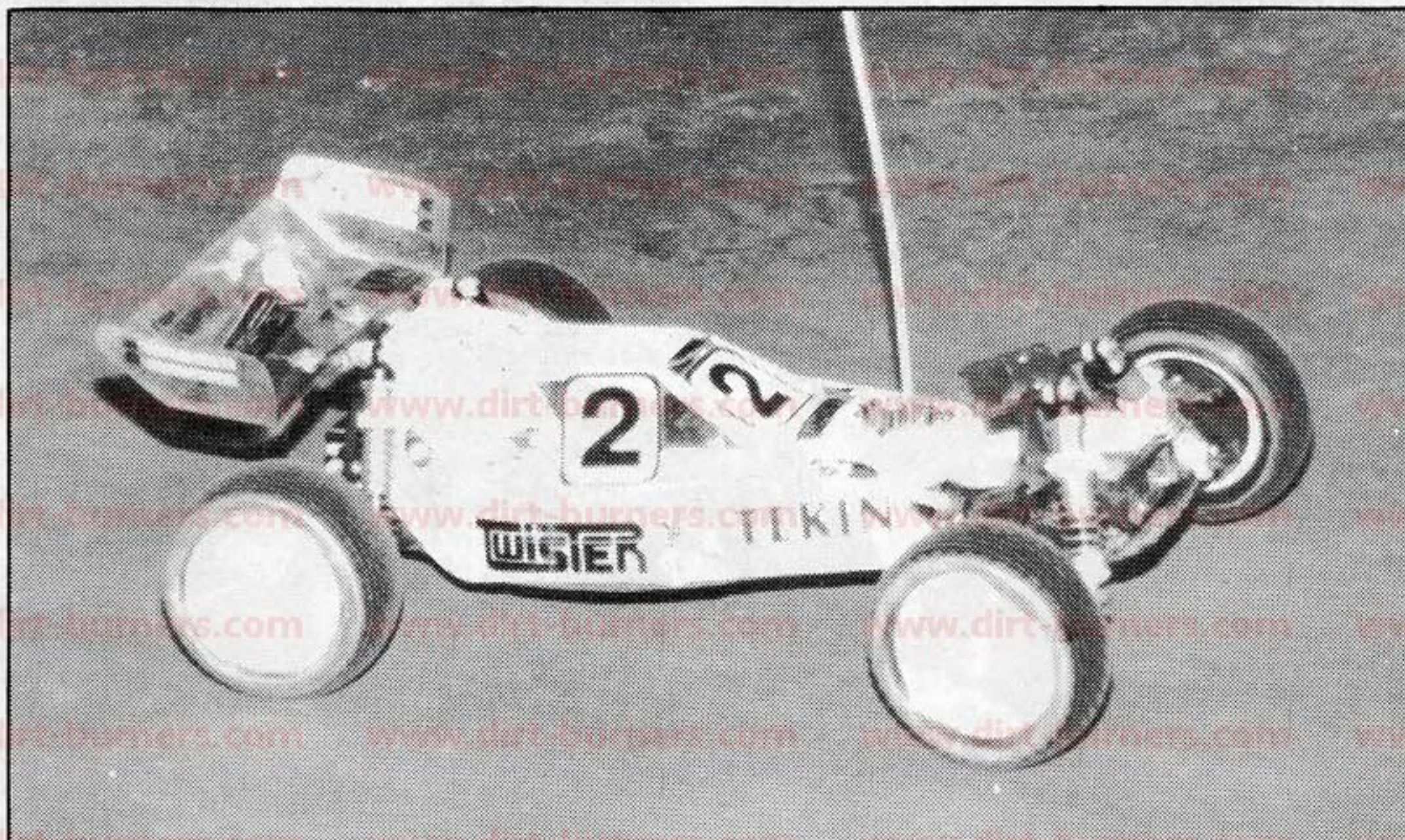
With the emergence of the 10-T truck, the overall look of "monster trucks" (an unfortunate misnomer) has changed dramatically from high- profile, stiffly sprung affairs to the present generation of sleek-looking, low-profile race

trucks. The body shell of the 10-T was designed to fit over the shock towers as low as possible, yet still conform to NORRCA rules. Also evident at the Nats was a large number of Premier Designs' low-profile Toyota replacement shell, which was seen on many trucks, including some of the Team Losi rigs. A&L Manufacturing debuted its new truck shell at the Nats, featuring the manufacturer's claims of a "ground effects" design with a built-in wing and spoiler. Even Pro-Line had its own version of a rules-eluding low- profile truck body!

After the usual hack-attack at the start of the A Main (which is to be expected in the Open Truck Class), Brian Kinwald led the pack, with J.D. Beckwith and Jason Foster hot on his heels. It wasn't long before the leaders were running among the backmarkers, including factory- authorized hack Steve Dunn (Race Prep/Team Losi), who wasn't making things easy for them! When Beckwith's truck suddenly came to a grinding halt, his race was over. Meanwhile, Mike Dunn (Race Prep/Team Losi/Novak/KO) had inadvertently knocked over a lane barrier in front of the leaders. In true sportsmanlike fashion, without being flagged by the race director, he waited until the leaders went past before resuming his race. Kinwald went on to take the Open Truck National title, followed by Foster in second and Vehlow third.

2WD PRO STOCK A MAIN

After placing his Twister-powered JR-X2 on the pole with a qualifying run of 13/4:11, Mike Tuntakit received a mega-dose of the "TQ Jinx" in the A Main! In fact, the only driver to avoid the massive hack-attack at the start of the A Main was Matt Francis, who ultimately piloted his RC10 to a wire-to-wire victory. Tuntakit managed to hold on to the runner-up spot for a while, with Lance Bakki (Pack Shopped/ERP/Lunsford) rounding out the top three. However, when a three-way battle for third developed, it was Carlos Gonzales coming out on top. Meanwhile, Chris Walrod (Peak Performance/ERP/RPM/ Scat/Saiko/RCHR/Waldo Racing), who came on strong after a back-row start, had moved into the runner-up spot. With less than a minute left in the race, however, Gonzales made a clean inside pass on Walrod! The three leaders freight- trained in their positions to the finish line, and



Twister-powered Brent Wallace turned in the fastest lap times in the 4WD Open A Main and took home the gold, as well as the National title.

Serpent Sprint Sweeps 1991 Southern Gas Championships

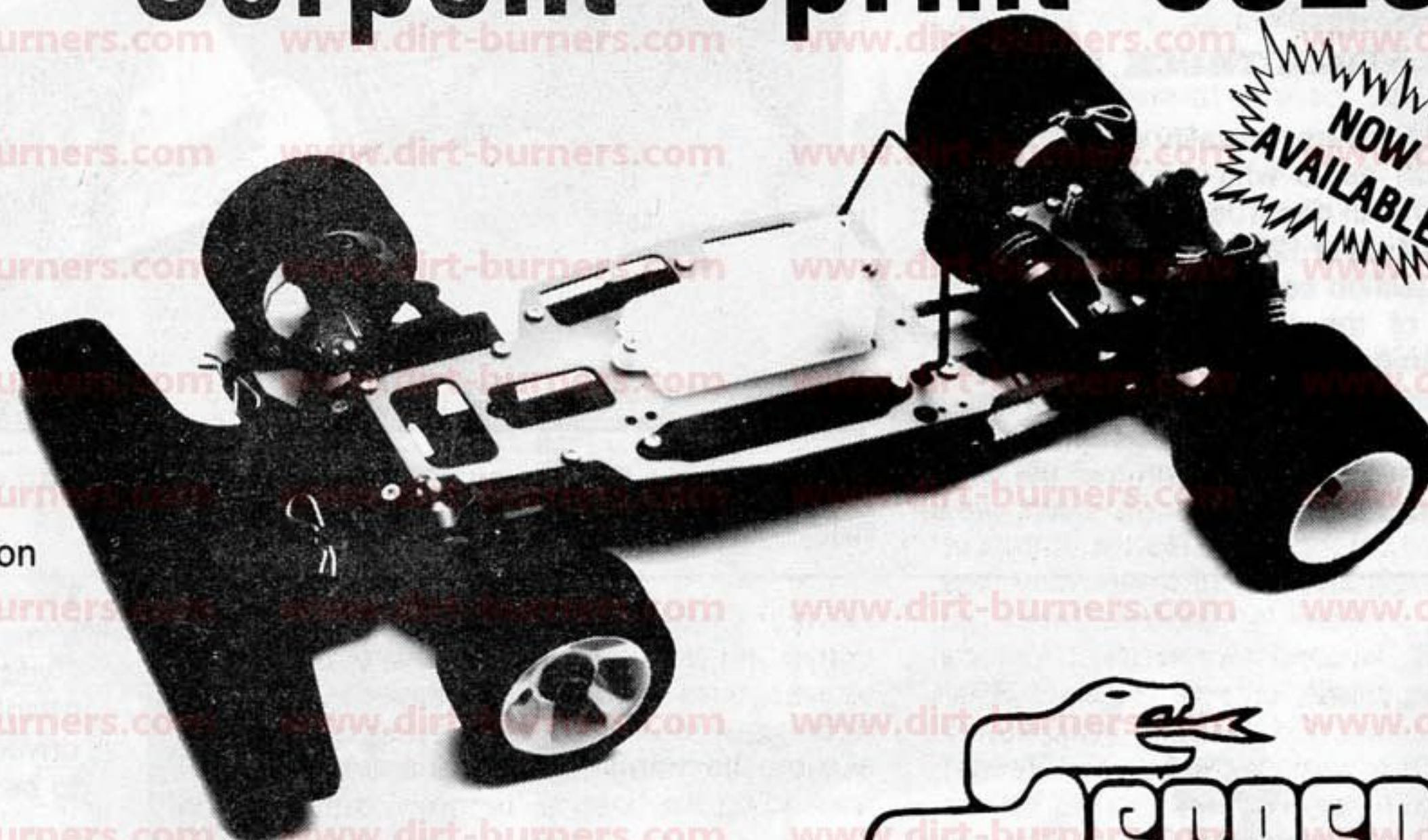
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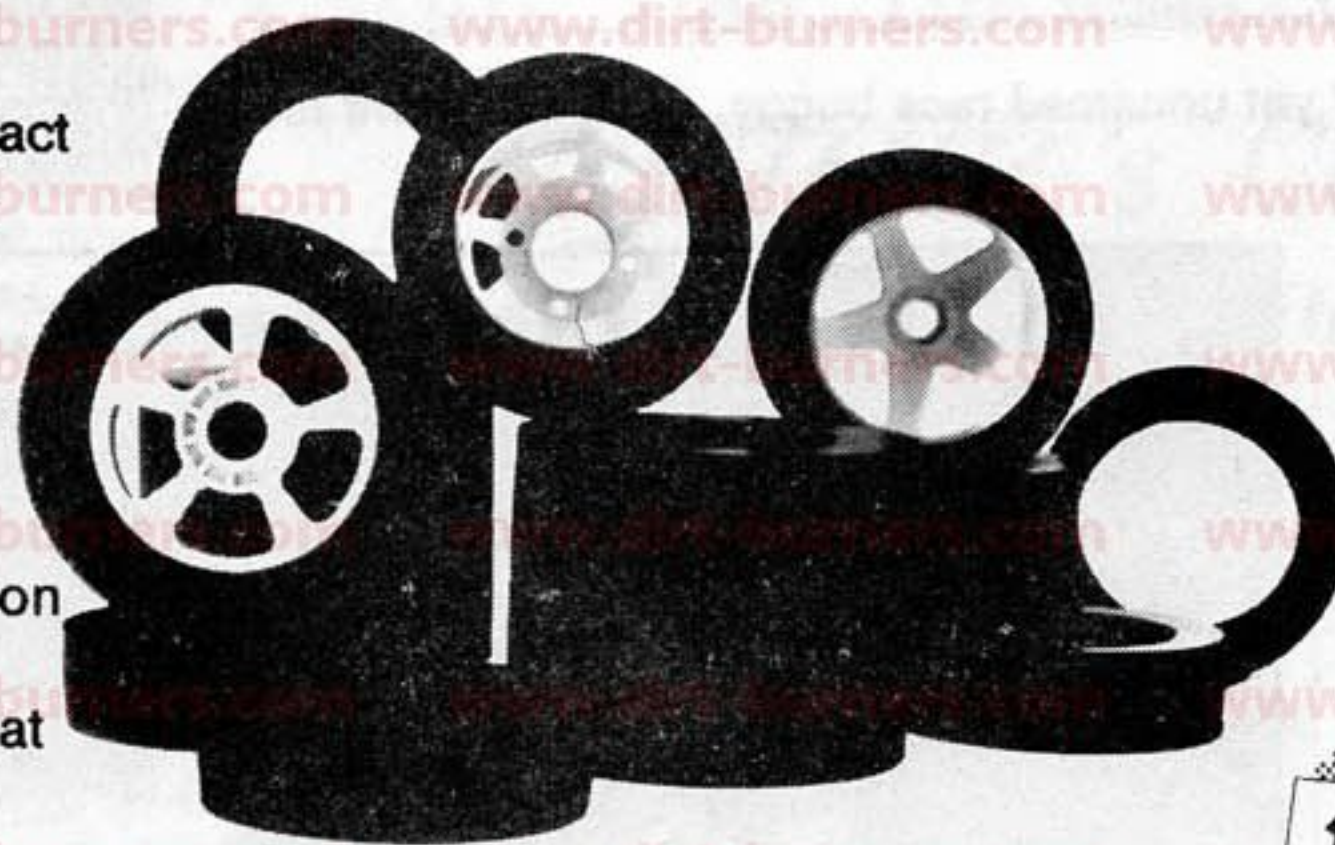
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35
40

1/8 Rear Tires

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NORCAL OFF-ROAD NATS

when it was all over, Francis was crowned the new 2WD Pro Stock National Champion, with Gonzales taking runner-up honors, trailed by Walrod in third.

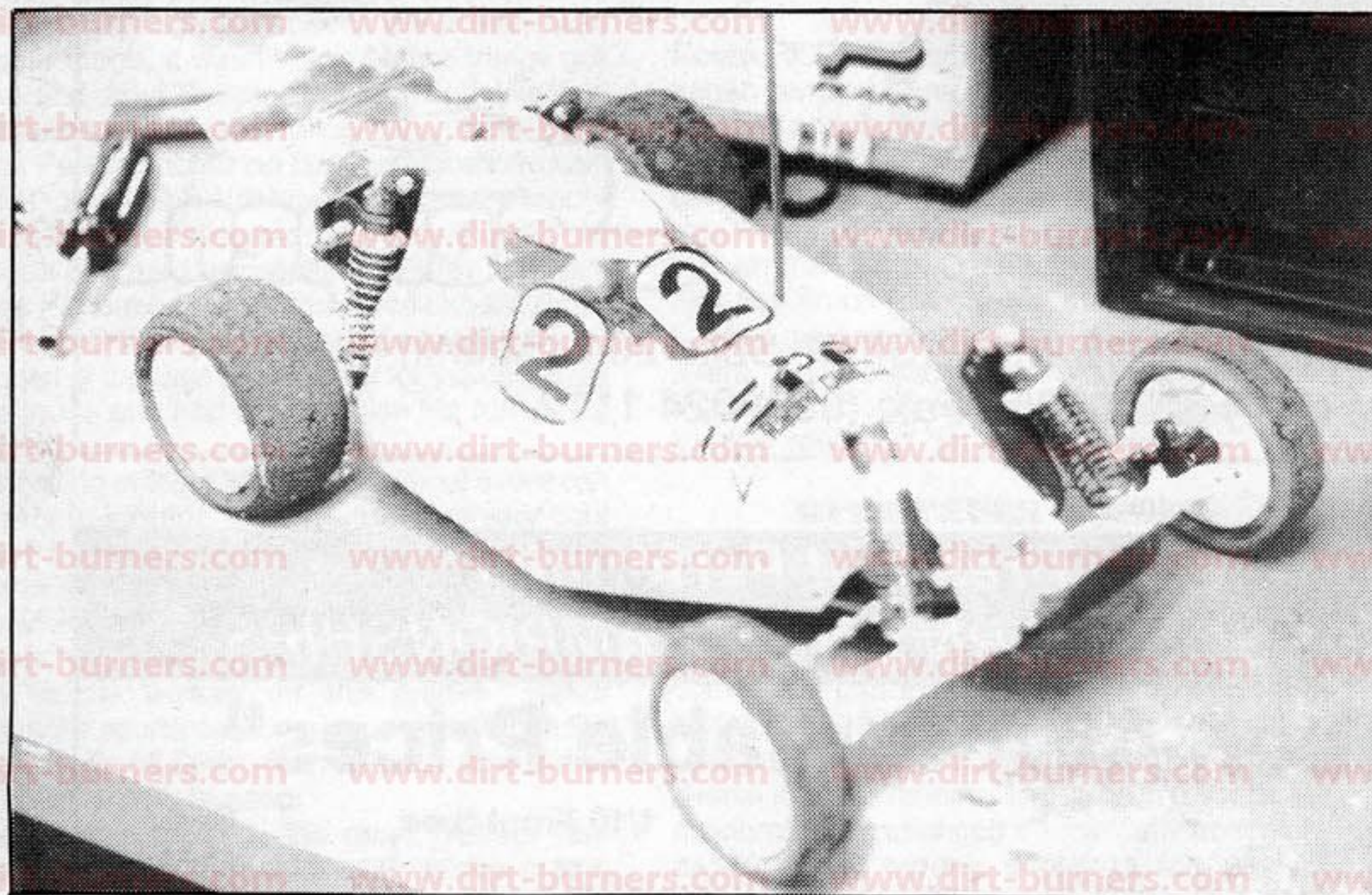
SUPER STOCK TRUCK A MAIN

As the only drivers to qualify with 12 laps, the bets were on as to who would be the next National champ in class: Jack Leighan, who had posted the TQ run of 12/4:14, or Bruce Chamberlain, who qualified second, also with 12 laps.

Shooting of the line, Endurance-powered Leighan seemed headed for a clean holeshot, until he stuffed it in the wall, allowing Chamberlain to move past for the point position. Entering lap two, however, Chamberlain lost the pinion gear on his truck, and his day was over! Leighan



The Traxxas Corp. was out in full force, pulling out all the stops with its eye-popping Blue Eagle race trucks.



Also from Traxxas is the brand-new and as of yet unnamed race buggy, designed more for function than for esthetics.

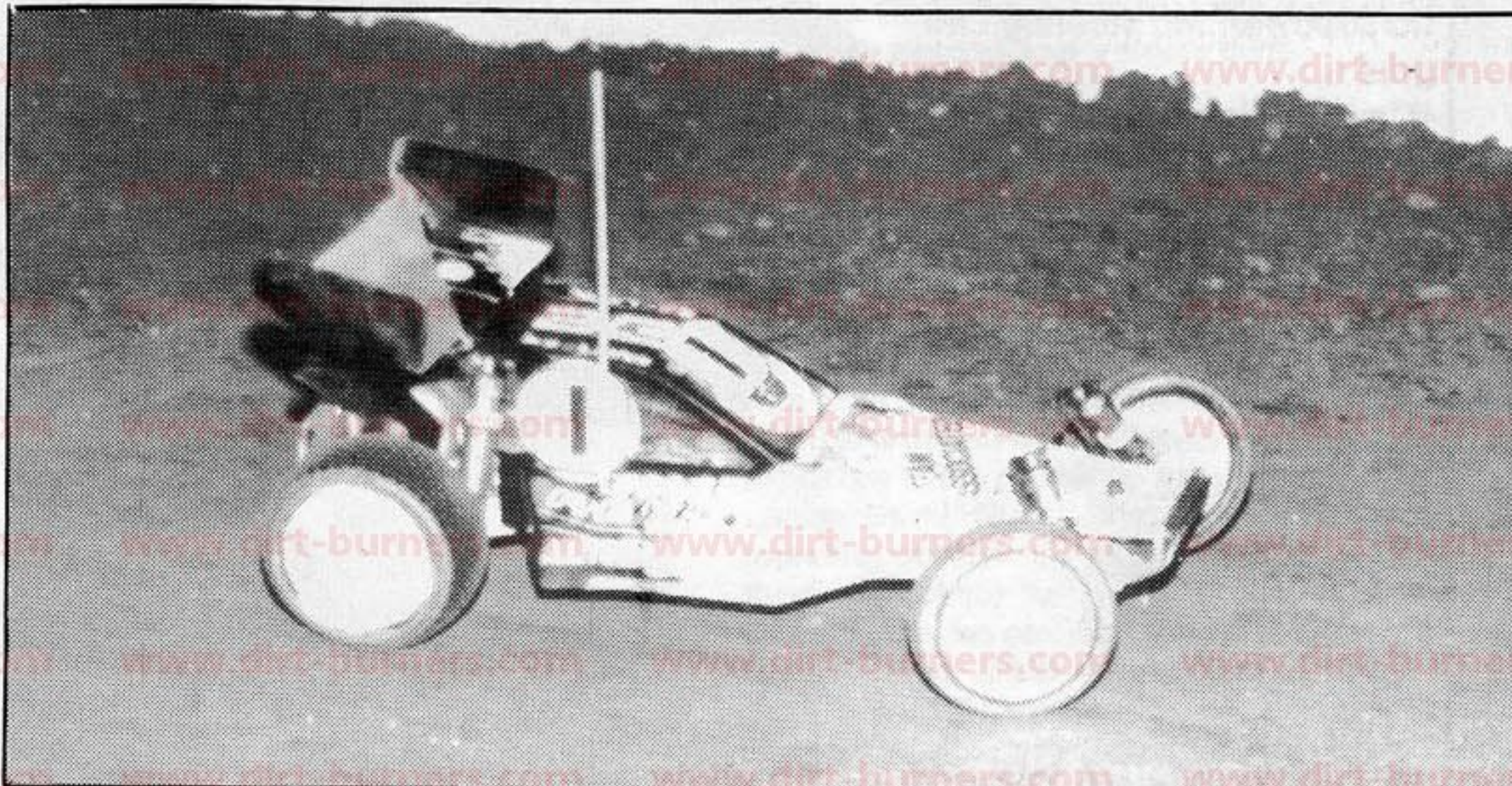
then resumed the lead, with Daniel Beurrier (JG Manufacturing/ERP/TRP) and Rich Rodriguez (independent) in tow. Beurrier, who had moved into the runner-up spot, soon began banging doors with Leighan and tagged the leader from behind, spinning him around. With Beurrier stealing into the lead, followed by a recovering Leighan in second, and Rodriguez in third, it was a classic battle between the JG, Traxxas, and Losi trucks (in that order)! When Beurrier went upside down, Leighan and Rodriguez moved past him in a flash. Try as he might to hang on to third, Beurrier went on his lid once again, allowing Jason Sugg (independent) to move into the top three. After a great race, Leighan crossed the line for the Super Stock Truck title, finishing ahead of Rodriguez in second and Sugg third.

Honorable mention goes to seventh-place finisher in the Super Stock Truck D Main, Andrew Saldate, of San Diego, CA, who has got to be the youngest driver ever to compete in a National event! We first encountered this three-year-old wonder-kid at the "Welcome Home

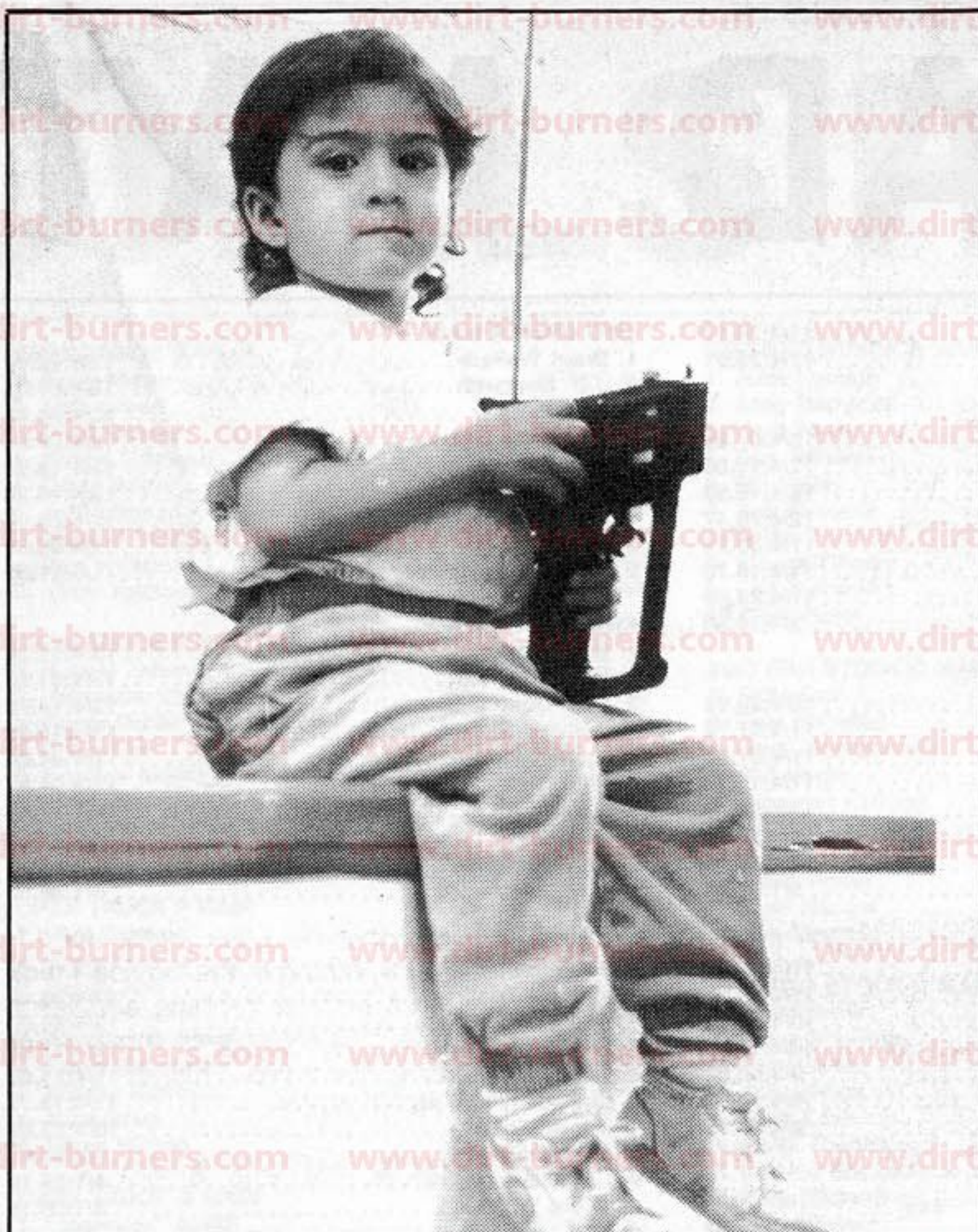
Troops" race [October 1991, Iss. #119, Vol. 11] a few weeks before, racing in the Novice Truck Class — and here he was rubbing shoulders (thanks to a large milk crate) with much older drivers and racing like a pro! This kid has got to be seen to be believed!

PRO STOCK TRUCK A MAIN

After setting the pace and posting the TQ run of 12/4:02 with his Twister-powered JR-XT, the up-and-coming 15-year-old from Corona, CA, Scott Hughes, shot off the line to lead the pack of racers in the A Main. Entering lap three of the race, Hughes was still in the lead, followed by "Rocket Ron" Rossetti (Team Losi/Airtronics/Novak/Jammin' Products), "Flyin Brian" Peterson (Twister/A&L/Pro-Line), and Charles Erickson (Precision Motors/Traxxas/Pro-Line), freight-training around the track in the same order they had qualified. Pulling up close behind the leader, Rossetti was pressuring Hughes to make a mistake — and the ploy worked! Hughes went upside down, and Rossetti and Peterson were past him in a flash. However, when the top three engaged in a gnarly hack-attack, Bryan Barns (Precision Motors/Pacific Batteries/Pro-Line) moved into the runner-up spot.



Brian Kinwald's Reedy-powered RC10 freight-trained its way around the track to a first-place finish in the 2WD Open A Main.



The youngest driver at the Nats, three-year-old Andrew Saldade, did quite well against the big boys, finishing seventh in his main.



Brian "Big Boy" Kinwald and his buddies clown around during the trophy presentation.

The race really got intense at this point, and the trucks were literally tearing up the track. In fact, one of the PVC pipe lane barriers was knocked loose, and it rolled out into a turn! However, fast-acting turn marshals managed to put the pipe back into its place before it interfered with the race.

Meanwhile, up in front, Rossetti began stretching out his lead with his JR-X Junior truck with brightly colored "Wonder Bread" truck body (courtesy of A&L's Daryl Lane), followed by Barns in second. Running in third was Erickson, until Hughes made a clean pass of his Traxxas truck. However, Erickson then stuffed Hughes into the wall and resumed his position. When the clay finally stopped flying for the last time, Rossetti had earned top honors in class, with Erickson finishing second, followed by Hughes in third.

After breaking in three of his four qualifying rounds and finishing last in the Pro Stock F Main after only completing two laps and less than a minute of racing, Jorge Takamoto thought he was one unlucky racer at the Nats, until he received the Stock Good Sportsman trophy for his troubles.

In fact, many of the lowest qualifiers and finishers of each class didn't go home empty-handed, as they received some really awesome prizes in a random drawing. Some of the prizes included a Kyosho Lazer Z-X, a Traxxas Blue Eagle Truck, and a Novak high-frequency speed control, just to name a few!

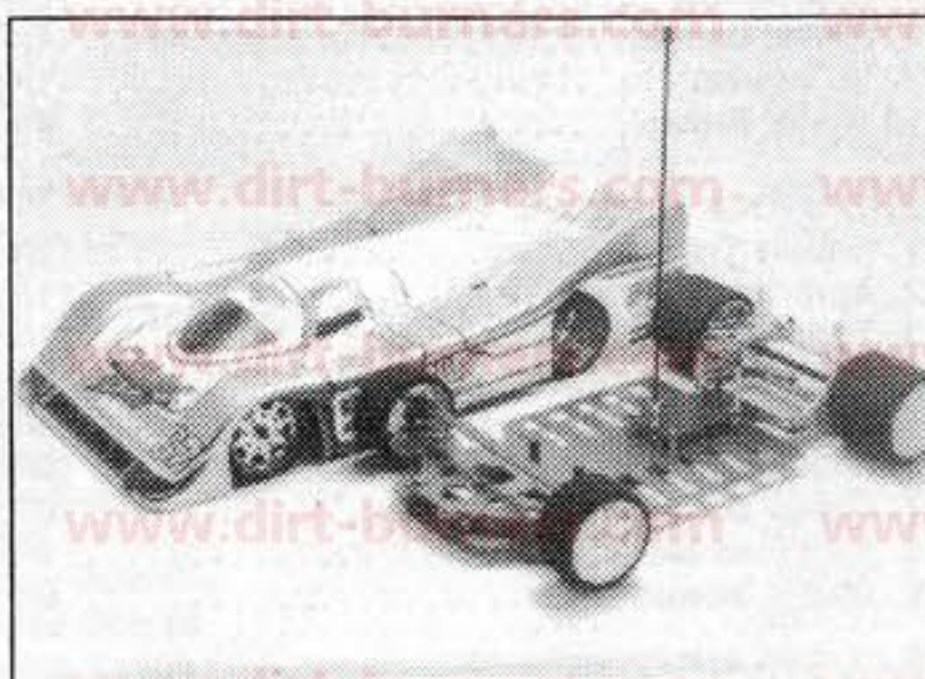
After three days of racing, all that was left was the trophy presentation, and for many, a long drive home. All in all, the 1991 NORRCA Nats was a resounding success, and most of the

racers left the track with high spirits and the whine of .05 electric motors ringing in their heads!

NORRCA and Zero N 4 Hobbies wish to extend their hardy thanks to Team Losi and all the other sponsors who helped make this event possible: TEKIN; Associated; Traxxas; Kyosho;

Novak; Dan's R/C Stuff; Robinson Racing; Bud's Racing Products; A&L Manufacturing; MIP; Endurance Racing Products; Team Hammer; B&R Motor Works; B&B Software; HRP Distributing; Silva Racing; Hobby Products International; CRM; R/C NEWS; Radio Control Car Action; and Competition Plus.

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2WD OPEN A MAIN

1. Brian Kinwald	13/4:07.96
2. Brent Wallace	13/4:11.40
3. Mike Tuntakit	12/4:00.35
4. Kyle Reed	12/4:01.90
5. J.D. Beckwith	12/4:04.47
6. Scott Roberts	12/4:04.92
7. Curtis Stock	12/4:12.72
8. Greg Hodapp	12/4:13.37
9. B.J. Christensen	12/4:18.51
10. Jack Johnson	8/2:39.17

2WD OPEN B MAIN

1. Steve Dunn	13/4:15.53
2. Rick Vehlow	13/4:16.37
3. Mark Francis	12/4:00.29
4. Jon Anderson	12/4:00.54
5. Eddle Woolley	12/4:03.30
6. Paul Garcia	12/4:06.21
7. Brent White	12/4:12.13
8. James Brown	12/4:13.54
9. Tim Bump	12/4:15.55
10. Bubba Johnson	12/4:16.62

2WD OPEN C MAIN

1. Carlos Gonzales	13/4:19.74
2. Garrett Ertel	12/4:00.14
3. Scott Brown	12/4:02.04
4. Jay Halsey	12/4:03.97
5. David Potter Jr.	12/4:21.59
6. Lance Bakki	12/4:23.47
7. Dale Wenstad	11/4:05.40
8. Mike Dunn	10/3:36.55
9. Tony Fagan	10/4:08.59

2WD OPEN D MAIN

1. Chris Allec	13/4:13.64
2. Derek Furutani	13/4:15.71
3. Jeff Wittman	12/4:03.48
4. Ron Williams	12/4:03.68
5. John Lawson	12/4:07.93
6. Paul Gurule	12/4:10.77
7. Aaron Bliner	12/4:20.08
8. Jimmy Gouge	11/4:07.34
9. Scott Montgomery	11/4:12.20
10. Zac Burnside	6/2:14.20

2WD OPEN E MAIN

1. Stephan Papadakis	12/4:08.92
2. Wayne Tingley	12/4:11.87
3. Craig Lair	12/4:12.84
4. Dustin Leonard	12/4:14.31
5. Cameron Kellogg	12/4:17.10
6. Joe Morettini	12/4:19.20
7. Daniel Souza	12/4:22.14
8. Caleb Crow	11/4:01.58
9. Tom Hightower	11/4:17.43

2WD OPEN F MAIN

1. Thomas Prendergast	13/4:17.05
2. Nichelle Rivera	12/4:06.97
3. John Meyer	12/4:07.53
4. Steve Ozuna	12/4:10.37
5. Chad Davis	12/4:15.75
6. Robert Hoffman	12/4:18.32
7. Tom Owens	12/4:20.07
8. Phil Vitale	11/4:06.49

2WD OPEN G MAIN

1. Rob Low	12/4:02.12
2. Bill Halley	12/4:11.62
3. Ken Peterson	12/4:11.79
4. Dominic Sellers	12/4:12.95
5. Jay Robinette	11/4:10.62
6. Daren Westman	11/4:15.75
7. Gene Hickerson	11/4:16.78
8. Andy Bartucca	10/3:30.06
9. Arthur Porosoff	10/4:01.16
10. Ken Bolle	4/1:37.42

2WD OPEN H MAIN

1. Matt Francis	13/4:12.01
2. "Jammer"	12/4:11.58
3. Matt Milstein	12/4:18.25
4. Nicky Thantrong	11/4:01.98
5. Mike Hamilton	11/4:05.09
6. Steve Williams	11/4:06.42
7. Quincy Hughes	11/4:10.55

8. Chris Daniels	11/4:24.17
9. Al Bridges	11/4:25.01

2WD OPEN I MAIN

1. Todd Handel	12/4:07.86
2. Carl Sorensen	12/4:11.06
3. Clark Hulet	12/4:16.59
4. Jerry Winkelbauer	12/4:18.47
5. George Cherry	11/4:06.21
6. Gregg Fritchey	11/4:10.70
7. Ron Goforth	11/4:12.86
8. Joe Martin	3/1:16.38

2WD OPEN J MAIN

1. Aldo Ruiz	12/4:20.62
2. Michael Schiebout	11/4:07.72
3. Terry Owyong	11/4:07.87
4. Jenni Bump	11/4:19.38
5. Russell Coleman	10/4:02.81
6. Brian Glal	10/4:03.99
7. Steve Schuyler	10/4:05.15
8. Rick Wood	5/1:57.86

2WD OPEN K MAIN

1. Damion Lowry	11/4:09.88
2. Karrie Bridges	11/4:16.63
3. Orlando Prieto	10/4:05.26
4. John Cento	10/4:15.16
5. Carter Lowry	9/3:59.62
6. Brett Reichert	9/4:25.82
7. Gary Waymire	2/0:58.75

2WD STOCK A MAIN

1. Jack Leighan	12/4:18.57
2. Jimmie Williams	12/4:20.19
3. Mike Twynning	11/4:02.00
4. Brad Long	11/4:12.06
5. Chad Bellin	11/4:12.91
6. Steve Patton	11/4:18.01
7. Curtis Peterson	10/4:00.50
8. Steve Kelsner	9/3:29.27
9. Jim Ray	5/2:02.16

2WD STOCK B MAIN

1. Kasey Kure	12/4:14.34
2. Bruce Chamberlain	12/4:17.79
3. Regie Pineda	11/4:03.57
4. Matt Ganske	11/4:12.58
5. Mike Dickenson	10/4:00.97
6. Tim Weinzirl	10/4:01.84
7. Rusty Jones	10/4:05.69
8. Daniel Beurrier	9/3:31.95
9. Bob Reld	7/2:42.78

2WD STOCK C MAIN

1. Danny Quinn	12/4:15.34
2. Frank Braswell	11/3:55.06
3. Rich Rodriguez	11/4:01.35
4. Dustin Hansen	11/4:03.07
5. Brent Quinn	11/4:14.02
6. Chris Bird	11/4:14.50
7. Joel Downs	11/4:15.23
8. Reese Dennis	11/4:18.56
9. Gil Aguilar	11/4:18.83
10. Steve Brown	9/4:05.06

2WD STOCK D MAIN

1. Robert Troy	11/4:00.94
2. April Van Dusen	11/4:06.50
3. Todd Carleo	11/4:09.31
4. Gabe Acompora	11/4:19.00
5. Chris Hamner	10/4:04.82
6. Rick Dennis	10/4:06.86
7. Collyn Berling	10/4:17.20
8. Jonathan Monte	9/4:25.41
9. Shane Bowen	6/2:20.38

2WD STOCK E MAIN

1. Jack Baldwin	11/4:23.33
2. Randy Harada	10/4:06.01
3. Phillip Green	10/4:08.09
4. Scott Daniels	10/4:11.24
5. James Stapleton	10/4:18.29
6. Ed Sly	9/4:04.66
7. Robert Jones	9/4:07.25
8. Mark Sanders	7/2:43.10
9. Larry Rivera	4/1:40.70

4WD OPEN A MAIN

1. Brent Wallace	13/4:02.04
2. J.D. Beckwith	13/4:04.91
3. Rick Vehlow	13/4:06.25
4. Carlos Gonzales	13/4:09.05
5. Mark Francis	13/4:16.34
6. Steve Dunn	13/4:18.28
7. Jon Anderson	13/4:20.05
8. James Brown	12/4:00.35
9. Garrett Ertel	1/0:21.37

4WD OPEN B MAIN

1. Scott Roberts	13/4:01.30
2. Brian Kinwald	13/4:01.78
3. Mike Dunn	13/4:14.72
4. Dominic Sellers	13/4:16.92
5. Aaron Bliner	12/4:04.04
6. Phil Vitale	12/4:04.11
7. Steve Ozuna	12/4:12.35
8. Jay Halsey	11/3:51.89
9. Chris Walrod	8/2:34.11
10. Kyle Reed	5/1:34.56

4WD OPEN C MAIN

1. Jeff Wittman	13/4:18.58
2. Richard Trujillo	12/4:08.46
3. Eric Vasutin	12/4:09.03
4. Rick Wood	12/4:18.38
5. Bubba Johnson	11/4:11.83
6. Eustace Moore Jr.	11/4:16.73
7. Jay Robinette	10/4:22.88
8. Andrew Bolton	9/2:50.99
9. Lance Bakki	4/1:25.10
10. Brent White	3/1:05.15

4WD OPEN D MAIN

1. Nichelle Rivera	13/4:13.71
2. Paul Gurule	12/4:05.13
3. Joe Morettini	12/4:16.13
4. Bill Halley	11/4:00.11
5. John Cento	11/4:08.57
6. Joe Martin	9/3:11.99
7. Aldo Ruiz	9/3:26.10
8. BJ Christensen	5/1:41.96
9. James Ward	3/1:08.98

4WD OPEN E MAIN

1. Damion Lowry	12/4:08.77
2. Irving Norwood	11/4:01.86
3. Tom Cox	11/4:10.11
4. Mike Farnesi	11/4:15.60
5. Mike Botelho	11/4:17.47

OPEN TRUCK A MAIN

1. Brian Kinwald	12/4:00.13
2. Jason Foster	12/4:07.04
3. Rick Vehlow	12/4:08.22
4. Scott Hughes	12/4:10.84
5. Carlos Gonzales	12/4:15.64
6. Derek Furutani	12/4:17.43
7. Kyle Reed	12/4:20.04
8. Steve Dunn	11/4:09.44
9. Mike Dunn	11/4:17.94
10. J.D. Beckwith	8/2:41.39

OPEN TRUCK B MAIN

1. Ron Rossetti	12/4:02.86
2. Scott Brown	12/4:04.76
3. Jack Johnson	12/4:08.88
4. Frank Warnke	12/4:11.80
5. Todd Handel	11/4:01.01
6. Kenny Burt	11/4:01.03
7. Joe Guerson	11/4:10.03
8. Jay Halsey	11/4:13.30
9. Cliff Montgomery	11/4:18.84
10. Quincy Hughes	5/1:59.46

OPEN TRUCK C MAIN

1. Thomas Prendergast	12/4:03.03
2. Bryan Barns	12/4:10.11
3. Charles Erickson	12/4:13.76
4. Chris Allec	12/4:18.25
5. Dan Kitterman	12/4:19.45
6. Dustin Leonard	12/4:21.60
7. Tom Owens	11/4:03.30
8. Brendon Sarracino	11/4:05.21
9. John Lawson	7/2:42.55

ONALS RESULTS

OPEN TRUCK D MAIN

1. Tony Fagan	12/4:13.01
2. Tom Green	12/4:15.63
3. Chad Cannon	12/4:19.12
4. Bubba Johnson	11/4:02.96
5. David Potter	11/4:06.27
6. Jeff Wittman	11/4:07.86
7. Michael Phillips	10/4:09.23
8. Ron Williams	10/4:16.59
9. Kirby Tschoepe	8/2:58.83

OPEN TRUCK E MAIN

1. "Jivin' Jeremy"	12/4:07.45
2. Alexander Chavez	12/4:20.94
3. Roger Dahler	11/4:05.88
4. Brian Gisl	11/4:12.09
5. Eustace Moore Jr.	11/4:12.77
6. Steve Ozuna	11/4:14.15
7. Jerry Winkelbauer	9/1:04.44
8. Jade Kurtchl	3/1:04.44

OPEN TRUCK F MAIN

1. Mike Dunlap	12/4:07.91
2. Brant York	12/4:13.96
3. Randy Noll	12/4:18.46
4. Mike Hamilton	11/4:03.25
5. Anthony Bowman	11/4:04.17
6. Steve Sandoval	11/4:04.63
7. Wylder Barrows	11/4:07.43
8. Mike Greer	2/0:46.49
9. David Wilson	2/0:57.78

OPEN TRUCK G MAIN

1. "Hammer" Smith	12/4:20.92
2. Scott Reed	11/4:05.28
3. Nick Yaw	11/4:08.53
4. Steve Amador	11/4:17.75
5. Rick Barry	8/2:46.84
6. Mike Bridges	7/2:35.68
7. Cameron Kellogg	7/2:48.90
8. Nathan Welch	6/2:32.15
9. Don Graham	4/1:46.27

OPEN TRUCK H MAIN

1. Brian Matthews	12/4:11.92
2. Daryl Lane	11/4:03.07
3. Michael Schiebout	11/4:10.78
4. Gary Kortz	11/4:12.84
5. Jon Warren	11/4:19.19
6. David Cornell	10/4:03.71
7. Gary Sellers	10/4:05.90
8. Randy Shewey	9/3:54.57
9. Michael Wonderman	2/1:02.16

OPEN TRUCK I MAIN

1. Danny Monterroso	11/4:01.98
2. Bob Bean	11/4:05.04
3. Dennis Ewing	11/4:11.04
4. Steve Jackman	11/4:12.80
5. Bob O'Mea	11/4:21.33
6. J.R. Sitman	10/4:08.20
7. Rick Cook	10/4:24.87
8. Gary Griffin	9/3:38.39
9. Dana Silva	9/4:05.48
10. Rick Houle	8/3:31.98

OPEN TRUCK J MAIN

1. Doug Lewis	11/4:15.82
2. Steve Saldade	10/4:22.17
3. Devon Lowry	9/3:19.46
4. J.G. Sr.	9/4:07.24
5. Judson Aerni	8/3:54.97
6. Richie Davis	5/2:05.25
7. Matt Van Pelt	4/1:31.76
8. Scott Montgomery	1/0:28.46
9. Ray Quackenbush	1/0:35.52

2WD PRO STOCK A MAIN

1. Matt Francis	13/4:19.49
2. Carlos Gonzalez	12/4:05.11
3. Chris Walrod	12/4:06.31
4. Greg Hodapp	12/4:12.65
5. Mike Tuntakit	12/4:14.88
6. Curtis Stock	12/4:15.19
7. Lance Bakki	12/4:20.01
8. "Jammer"	11/4:04.04
9. Scott Roberts	11/4:05.44
10. "Jivin' Jeremy"	11/4:07.52

2WD PRO STOCK B MAIN

1. John Lawson	12/4:11.70
2. Andy Bartucca	12/4:13.71
3. Tony Fagan	12/4:13.75
4. Ron Williams	11/4:03.18
5. Bill Halley	11/4:04.17
6. Ron Rossetti	11/4:04.30
7. Eddie Woolley	11/4:05.95
8. Wayne Tingley	11/4:06.66
9. Carl Zumwalt	11/4:09.53
10. Clark Hulet	1/0:30.89

2WD PRO STOCK C MAIN

1. Craig Lair	12/4:08.59
2. Dale Wenstad	12/4:13.90
3. Scott Montgomery	12/4:17.73
4. Phil Vitale	12/4:19.01
5. Cameron Kellogg	11/4:00.40
6. Michael Phillips	11/4:04.85
7. Quincy Hughes	11/4:07.35
8. David Potter	11/4:10.54
9. Todd Handel	11/4:16.43
10. Joe Guerson	5/2:00.38

2WD PRO STOCK D MAIN

1. Caleb Crow	12/4:09.82
2. Daren Westman	12/4:19.15
3. Tim Hansen	11/4:01.43
4. John Meyer	11/4:01.65
5. Daryl Lane	11/4:08.05
6. Nicky Thantrong	11/4:10.78
7. Charles Erickson	11/4:13.94
8. Gene Hickerson	11/4:23.79
9. Matt Milstein	10/4:02.00
10. Ken Bolle	9/3:29.05

2WD PRO STOCK E MAIN

1. Arthur Porosoff	12/4:16.40
2. Gregg Fritchey	12/4:19.90
3. George Cherry	11/4:05.03
4. Mike Hamilton	11/4:05.46
5. Paul Gurule	11/4:05.72
6. Rob Low	11/4:16.15
7. Jay Robinette	11/4:16.96
8. Ron Goforth	11/4:17.62
9. Robert Hoffman	10/4:00.50
10. Rick Wood	10/4:00.70

2WD PRO STOCK F MAIN

1. David Cleveland	11/4:00.86
2. Steve Schuyler	11/4:07.08
3. Orlando Prieto	11/4:20.67
4. Roger Dahler	11/4:22.39
5. Carter Lowry	9/4:03.88
6. Gary Waymire	9/4:04.44
7. Devon Lowry	3/1:16.42

SUPER STOCK TRUCK A MAIN

1. Jack Leighan	11/4:05.81
2. Rich Rodriguez	11/4:09.42
3. Jason Sugg	11/4:18.86
4. Daniel Beumier	11/4:20.84
5. Regie Pineda	11/4:21.10
6. Brad Long	10/4:01.24
7. Mike Kurtchl	10/4:07.13
8. Joel Downs	10/4:10.65
9. Gene Hobbs	10/4:16.03
10. Bruce Chamberlain	1/0:21.88

SUPER STOCK TRUCK B MAIN

1. Ed Sly	11/4:13.27
2. Jeff Clay	11/4:21.63
3. Jason Mayhew	10/4:04.85
4. Tom Sugg	10/4:05.90
5. Chris Clark	10/4:07.71
6. Brent Quinn	10/4:08.85
7. Reese Dennis	10/4:17.75
8. James Evans	10/4:18.36
9. Lorin Ganske	9/4:04.03
10. Gil Aguilar	9/4:12.50

SUPER STOCK TRUCK C MAIN

1. Noel Guinard	11/4:14.41
2. Mark Sanders	11/4:22.25
3. Rick Dennis	10/4:03.78
4. Jack Baldwin	10/4:07.54
5. Robert Troy	10/4:09.80
6. Josh Handel	10/4:10.45

7. Sandy Hunt	10/4:11.84
8. Charles Welborn	10/4:26.15
9. Bob Reid	7/3:16.46
10. Greg Torres	3/1:20.67

SUPER STOCK TRUCK D MAIN

1. Steven Wizman	10/4:20.46
2. Bob Reynolds	9/4:08.16
3. Jacob Ewing	9/4:08.88
4. Charles Berling	9/4:09.99
5. Bill Van Pelt	9/4:10.10
6. Brandon Rasenti	9/4:12.53
7. Andrew Saldade	9/4:22.03
8. Mark Gisl	9/4:26.57
9. Chris Lingenfeller	4/1:54.91
10. Robert Romo	3/1:29.91

PRO STOCK TRUCK A MAIN

1. Ron Rossetti	12/4:06.55
2. Charles Erickson	12/4:14.45
3. Scott Hughes	12/4:15.62
4. Bryan Barns	12/4:16.62
5. Tom Owens	12/4:18.23
6. Bryan Peterson	12/4:19.28
7. "Jivin' Jeremy"	12/4:19.52
8. Scott Brown	11/4:00.83
9. David Potter	11/4:03.03
10. Kenny Burt	11/4:04.78

PRO STOCK TRUCK B MAIN

1. Brendon Sarracino	12/4:17.43
2. James Ward	11/4:02.92
3. Kirby Tschoepe	11/4:03.64
4. Rick Barry	11/4:08.12
5. Jade Kurtchl	11/4:08.44
6. Michael Phillips	11/4:09.99
7. Cliff Montgomery	11/4:12.34
8. Nick Yaw	11/4:17.26
9. Mike Kendall	11/4:21.25
10. Mike Dunlap	1/0:29.93

PRO STOCK TRUCK C MAIN

1. Dan Kitterman	12/4:08.38
2. Mike Bridges	12/4:19.79
3. Brian Gisl	11/4:00.17
4. Chad Cannon	11/4:01.30
5. Alexander Chavez	11/4:03.22
6. Brooks Davis	11/4:04.12
7. Richard Trujillo	11/4:11.53
8. Joe Guerson	11/4:17.77
9. David Wilson	11/4:22.03
10. Robbie Popp	11/4:24.68

PRO STOCK TRUCK D MAIN

1. Scott Reed	11/4:00.09
2. Tom Green	11/4:09.47
3. "Hammer" Smith	11/4:10.66
4. Gary Kortz	11/4:11.57
5. Steve Sandoval	11/4:13.42
6. Roger Dahler	11/4:17.20
7. Jon Warren	11/4:20.07
8. Mike Greer	11/4:27.58
9. Gary Sellers	4/1:32.16

PRO STOCK TRUCK E MAIN

1. Brian Mathews	12/4:17.32
2. Wylder Barrows	11/4:01.80
3. Doug Lewis	11/4:11.18
4. Steve Amador	11/4:12.77
5. Eric Vasutin	11/4:12.82
6. Irving Norwood	11/4:15.07
7. Danny Monterroso	10/4:01.14
8. Gary Griffin	10/4:12.42
9. Dennis Ewing	6/2:26.93
10. Todd Handel	1/0:36.31

PRO STOCK TRUCK F MAIN

1. Aldo Ruiz	11/4:18.73
2. Bob Bean	11/4:23.39
3. Rick Cook	10/4:06.46
4. Michael Wunderman	10/4:12.93
5. Robert White	10/4:12.99
6. Dave Lopez	10/4:16.06
7. Randy Shewey	5/2:15.63
8. Jorge Takamoto	2/0:53.51

•R/C•

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Arkansas Int'l Speedway's GOLD CUP TOUR SERIES



Dave Pulfer raced his Fantom-powered McAllister Double 00 to the checkered for the Hyperdrive 400 win in the Gold Cup Tour Series.

Story and photos
By Joe Pitts

Arkansas International Speedway (AIS) recently hosted the Hyperdrive 400, the first event of the three-race Scale Professional Auto Racing Circuit (SPARC) Gold Cup Tour Series for superspeedway-style racing. Also included in the series are the CAM Pro 500 at Mid Carolina Superspeedway in Rock Hill, SC, and the Lexington 600 at Lexington Autodome Raceway in Kentucky.

Measuring 505 feet, Arkansas International Speedway is the second-largest permanent R/C race track in the country! Nestled in the woods and located just north of Pine Bluff, AR, the AIS asphalt track features 24-degree banking in the turns, with 16 degrees of banking on the tri-oval.

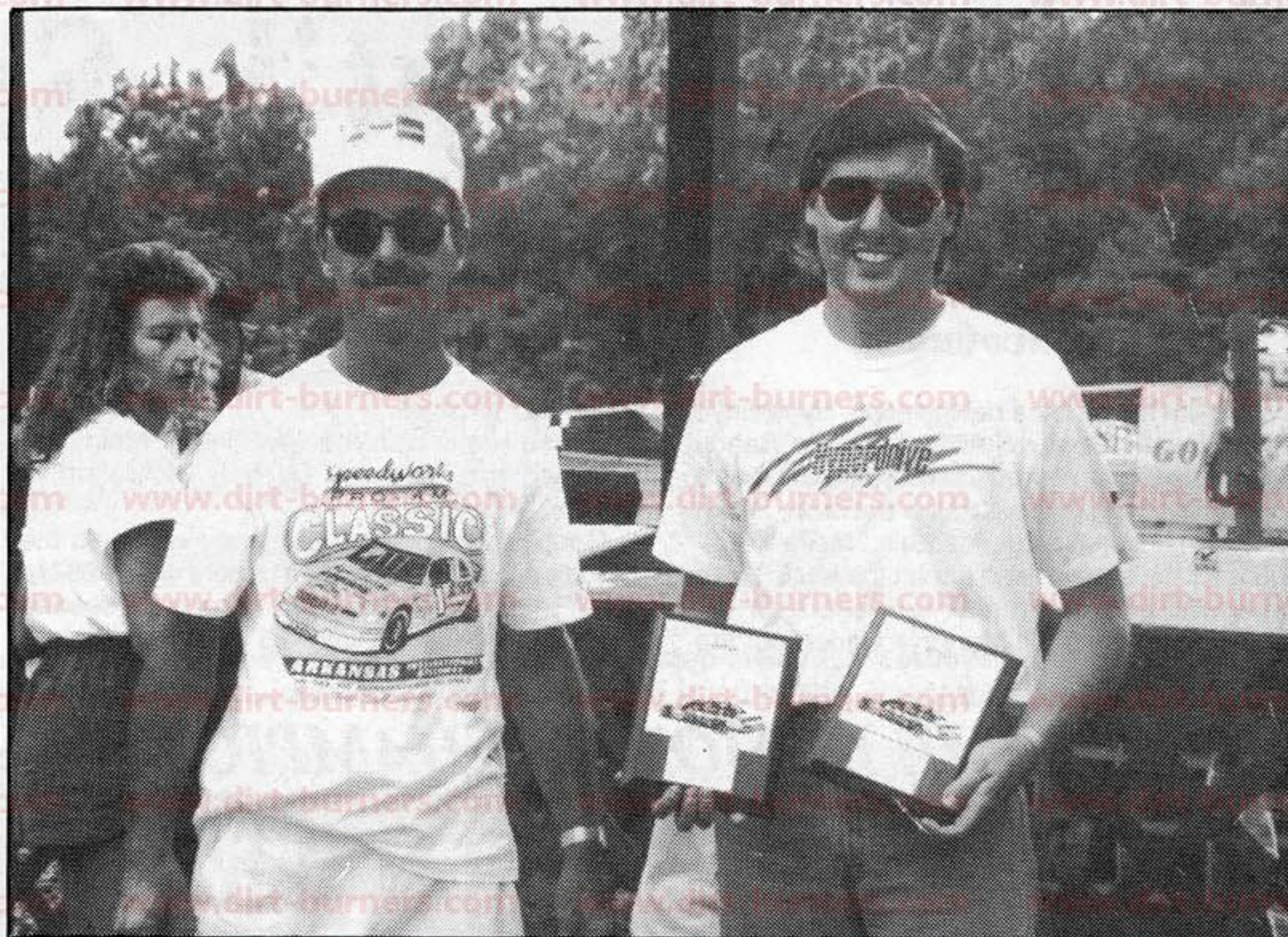
Drivers came from all over Texas, Missouri, Kentucky, Ohio, Mississippi, Michigan, and Arkansas to take part in the two-day event featuring four-minute Stock and Modified classes, in addition to the Gold Cup Tour Hyperdrive 400. Boasting BoLink as its sponsor in the Modified Class, the Gold Cup Tour is the first attempt at developing a national points series for the NASCAR style of superspeedway racing made famous at Lake Whippoorwill.

Since the racers' speeds steadily improved during the days of practice leading up to the qualifying heats and mains, Tom Colclasure's 31-lap Modified and 29-lap Stock track records appeared to be in trouble!

SINGLE-LAP QUALIFYING

On hand to challenge the records were Hyperdrive Racing's Ralph Burch Jr. and McAllister team drivers Dave and Mike Pulfer. Saturday started with single-car qualifying to set the heat races. The fastest qualifier in the Stock Class was Ohio's 11-year-old Joby Uchtman, who turned the only sub-eight-second run when he cranked out a 7.85-second lap! Marc Williams qualified second-fastest at 8.18 seconds.

Burch tried to break into the six-second barrier in Modified single-lap qualifying but fell short,



Ralph Burch (right) set a new track record in the Modified Class and easily went on to capture the Modified A Main win.

scoring his own personal new track record of 7.03 seconds. Mike Pulfer followed just one-tenth of a second back at 7.13.

Under SPARC rules, the Gold Cup Tour superspeedway cars are required to weigh 45 ounces, as opposed to 42 ounces for the four-minute cars. Although Burch wasn't as fast with the heavier car, he still managed to turn a quick 7.14-second lap to set the Gold Cup Tour track record. Kevin Morton was the second-fastest Gold Cup Tour qualifier at 7.62 seconds. Under the Gold Cup points system, Burch picked up two bonus points, while Morton earned one bonus point for his effort. Following the pace-setters was Jamie Woosley, who was the third-

fastest qualifier at 7.79 seconds, and Colclasure as the fourth quickest with a 7.90-second lap.

QUALIFIERS

During the first round of Stock qualifying, Uchtman just missed the 29-lap mark by less than one second, followed by Billy McMahon as the second-fastest racer in round one. Uchtman stepped up his performance in the second round when he turned 29 laps in 4:06.78. In his final qualifier, Uchtman scored another 29-lap run, beating his initial time with a 4:05.06 to earn TQ honors for the day. Sam Williams' quick 28-lap run in 4:03.24 in the final qualifier netted him the second-fastest run of the day. Billy McMahon rounded out the top three in Stock qualifying, holding steadfast with his first-round qualifying run.

Colclasure's Modified track record fell in the first round of qualifying, when Burch turned 32 laps in 4:01.42. And then Burch went on to break that record in the second round with 33 laps in 4:02.57! Mike Pulfer reached the 32-lap mark in round two for the second-fastest time, and Burch's second qualifier held up for TQ, as nobody was able to hit the 33-lap mark. In the final qualifier, Mike Pulfer scored another quick 32-lapper to retain the second-fastest time, while Dave Pulfer and Joby Uchtman each turned 32 laps in round three for third and fourth, respectively.

SUPERSPEEDWAY HEATS

Two 150-lap Superspeedway Heats were scheduled, with the first sponsored by Hi-Speed Hobbies and the second by Sims Hobbies. Unfortunately, only the Hi-Speed Hobbies heat race was run, as the Sims 150 was washed out by a Saturday-afternoon thunderstorm. Although the four-minute qualifiers were easily rescheduled for Sunday, the Sims 150 had to be scrubbed so that the Gold Cup teams could concentrate on the Hyperdrive 400.

Ralph Burch raced to a three-lap victory in the



After taking TQ honors in the Stock Class, Joby Uchtman (left) worked his way up from the rear of the pack and raced to victory in the A Main.

Arkansas Int'l Speedway GOLD CUP TOUR SERIES

Hi-Speed Hobbies 150, followed by Tom Colclasure in second with 147 laps. Kevin Morton finished third, 10 laps down, with 137, followed by Rich Hemstreet in fourth with 132 laps.

CONCOURS

While the mains were being set up, Hyperdrive Racing owner Snuffy Smith and PTI's Randy Smith were "volunteered" to serve as Concours judges. Although it was a tough decision, Smith and Smith chose George Martin's "Mello Yello" replica as the best-looking car on the track. Dave Jones was awarded runner-up honors for his "Apple" car, while Bill Morton rounded out the

top three with his "Autodome Raceway" Oldsmobile.

THE LOWER MAINS

Taking top honors in the Stock C Main was Guy Maris, who finished just ahead of Joel Hass in second and Melvin Morehead in third — all on the same lap at 25.

In the Stock B Main, David Wilson topped D. Mark Simpson for the win with 27 laps to 26, while Chris Eaves followed Simpson on the same lap for third.

Shane Hicks won the Modified C Main with a 29-lap run, followed by Billy McMahon in second with 25.

George Martin scored an easy victory in the Modified B Main, taking top honors with a 28-lap run. Finishing two laps off the pace for second was Dave Wilson, with 25 laps completed,

followed by Sam Williams, another two laps back for third with 23 laps.

BoLINK CHALLENGE STOCK A MAIN

Joby Uchtman tangled at the start of the BoLink Challenge Stock A Main, while Neal Daley and Tom Colclasure got away cleanly. Uchtman certainly had his work cut out for him as he tried to chase down the leaders, but with some very consistent laps, he managed to close in on Colclasure. With less than 15 seconds remaining, Uchtman grabbed the lead, much to the delight of the crowd! Although driving a great race, Colclasure wasn't able to catch him and had to settle for second, followed by Daley in third, one lap behind the leaders at 27. Billy McMahon crossed the line for fourth on the same lap, with Marc Williams rounding out the top five, two laps off the lead pace at 26.

BUD'S RACING MODIFIED A MAIN

Although Ralph Burch Jr. jumped to an immediate lead at the start of the Bud's Modified A Main, several drivers were right on his rear bumper. When Burch bobbled on lap eight, Dave Pulfer moved into the lead. However, he was only able to hold it for one lap before Burch repassed him for good and never looked back! Cruising in for the win, Burch turned 32 laps in a time of 4:05.18. Dave Pulfer crossed the line for second with 31 laps, followed by his son, Mike, in third on the same lap. Tom Colclasure and Jamie Woosley followed the leaders another lap back to round out the top five, respectively.

HYPERDRIVE 400

Everybody was looking forward to the final 400-lap Hyperdrive Main Event on the huge oval. Track owner Joe Pitts specifically built the Arkansas International Speedway with pit stop-style racing in mind! The pits are easy to enter after driving under the scoring bridge, and the five-foot apron inside the yellow line at the bottom of the track makes it safe to re-enter the traffic after you pit.

At the start of the 400-lap main, Ralph Burch once again jumped into an early lead, but a couple of early pit stops caused him to lose some ground. Taking over at that point were Kevin Morton and Dave Pulfer, who swapped positions several times early on, until Pulfer firmly established himself in the lead on lap 51. At the 96-lap mark, Pulfer was still in the lead, but Burch and Morton weren't far behind on the same lap! However, Pulfer had made the most recent pit stop for fresh batteries, so he was able to maintain his pace, while Burch remained within a lap or two. When Morton finally made his first two-minute pit stop to replace a front axle on lap 126, Colclasure firmly planted himself in the number-three spot, followed by Autodome Raceway teammate Jamie Woosley and RC Motorsports Scene's Rich Hemstreet battling it out for fourth place.

Meanwhile, up in front, Burch lost a front wheel at the 335-lap mark, and from there on it was smooth sailing for Pulfer, who cruised to victory as the first to complete 400 laps. Burch crossed the line for second with 388 laps after losing much valuable ground, followed by Colclasure in third with 378. Woosley finished another 37 laps back for fourth with 341, followed by Hemstreet in fifth with 337 laps completed.

If SPARC had a "Goody's Headache Award,"

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- ★ Sammy Blackwell won (1st place) Stock 2WD; A-Main 1989 R.O.A.R. 1/10 Dirt Oval Nationals
- ★ Jack Kloeber TQ'd and won (1st place) Stock; A-Main 1990 R.O.A.R. 1/10 Scale Nationals in Dallas, Tx.
- ★ Jimmy Piercell TQ'd and won (5th place) Stock; A-Main 1990 Cleveland U.S. Indoor Championships
- ★ Sean Cochran qualified 7th and won (1st place) Stock; A-Main 1990 Cleveland U.S. Indoor Championships

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it would have to go to George Martin, who ended his race in the Hyperdrive 400 after only eight laps due to a broken axle. Although Martin had driven his quick-change car in the Modified B Main and it had been working great, when he pulled the trigger in the 400-lap event, the handling was gone! In fact, the car was so loose that he lost control and hit a wall, breaking his axle. Before the Hyperdrive 400, Dave Pulfer looked to be a shoo-in for the "Headache Award," as he had crashed hard on Friday, breaking the chassis on his prototype quick-change car, which meant he had to build a new chassis at the track before the Hi-Speed 150 qualifier! Then Pulfer let a bystander "try" the car on Saturday night, while the track was still damp, and within a lap or two, he had another broken chassis on his hands! This time, however, he was able to splint the break with another piece of graphite, and once the Hyperdrive 400 started, Pulfer's Phantom-powered McAllister Double 00 was flawless! His prototype quick-change battery proved to be quick and reliable.

Also quite fast was Ralph Burch's CAM-powered Hyperdrive H10SC, aided by "Team Darryl," who got him in and out of the pits quickly. Burch's problem, however, was that he had to stop for new batteries every 25 laps! Pulfer was running only slightly slower, but his pit stops were at 32-lap intervals.

The Arkansas International Speedway facility is one of the best-kept secrets in R/C racing. Not only does it look great, but it is a fun track to race on — and what better place to kick off the Gold Cup Tour! After the first round, Dave Pulfer leads Ralph Burch by just one point, as they head into the CAM Pro 500 at the Mid-Carolina Superspeedway!



As you can see, the track was designed for pit stop-style racing (above), and there is always plenty of room to race on the huge Arkansas International Speedway track (below)!



RESULTS

HYPERDRIVE 400

1. Dave Pulfer	400
2. Ralph Burch	388
3. Tom Colclasure	378
4. Jamie Woosley	341
5. Rich Hemstreet	337
6. Kevin Morton	327
7. George Martin	8

1/10 MODIFIED A MAIN

1. Ralph Burch	32
2. Dave Pulfer	31
3. Mike Pulfer	31
4. Tom Colclasure	30
5. Jamie Woosley	30

MODIFIED B MAIN

1. George Martin	28
2. Dave Wilson	25
3. Sam Williams	23
4. Bill Morton	6

MODIFIED C MAIN

1. Shane Hicks	29
2. Billy McMahon	25
3. Jeff Holsted	2

1/10 STOCK A MAIN

1. Joby Uchtman	28
2. Tom Colclasure	28
3. Neal Daley	27
4. Billy McMahon	27
5. Marc Williams	26

STOCK B MAIN

1. David Wilson	27
2. D. Mark Simpson	26
3. Chris Eaves	26
4. Mike Young	25
5. Max Snodgrass	25
6. Deano Pankovich	24
7. Steve Blerman	15

STOCK C MAIN

1. Guy Maris	25
2. Joel Hass	25
3. Melvin Morehead	25
4. Dave Jones	24
5. Kyle Cranmer	24
6. Brian McBride	22

• R/C •

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CKW OVAL CHALLENGE '91 AT BOB & JIM'S R/C WORLD



The CKW Oval Challenge '91 at the newly refurbished Bob & Jim's R/C World was a truly top-notch event for both racers and spectators alike.

Story and photos
By Don Natale

July 27-28, 1991
Riverside, California

It all started at 8 a.m. on a Saturday morning, as racers waited for the doors to open at Bob & Jim's R/C World in Riverside, CA, to take part in the CKW Summer Oval Challenge '91. When the doors swung open, the racers were greeted with a fresh new look at Bob & Jim's. Everything had been freshly painted, and the track had been renovated in anticipation of the upcoming event.

Once the racers had set up their pit areas, they headed out to the track to dial in the cars for the two days of racing.

The race consisted of three qualifying rounds on Saturday, followed by two more on Sunday and the main events.

CONCOURS

After practice ended at 10:30 a.m., the cars were put on display for the Concours judging, with some very impressive paint jobs. After checking the cars from 10 feet away, the judges

finally made their decision for first, second, and third for the most authentic-looking car, as well as choosing a winner for the best paint job. After 15 minutes of careful scrutiny, the judges finally made their decision. Taking top honors in the Concours event was Doyle Myrick, while the Dahm's/Parma-sponsored entry of Don Natale was awarded runner-up honors, with C.R. Ross rounding out the top three. Taking the title for best paint was John Davenport.

Once the Concours winners had been determined, it was time for the drivers' meeting, as race director Mark Baldwin announced the rules and responsibilities of all the drivers for this type of event. When he finished, one of the owners of Bob & Jim's, Bob Parcell, announced that he would be supplying burgers and all the condiments for a first-class barbecue for all the drivers — much to their delight — and there was plenty for all!

QUALIFYING

The biggest surprise of the event was the number of Novice drivers who showed up to compete. In fact, the first qualifying three heats were filled by Novice Class drivers! Needless to say, they put on a spectacular display of driving

abilities, not to mention the predictable crashes all Novice drivers have to contend with as they learn the fine art of driving an R/C car to its limits. Taking the Novice TQ honors for the day was Todd "Ace" Satariano, who logged a lap/time of 42/4:03.00.

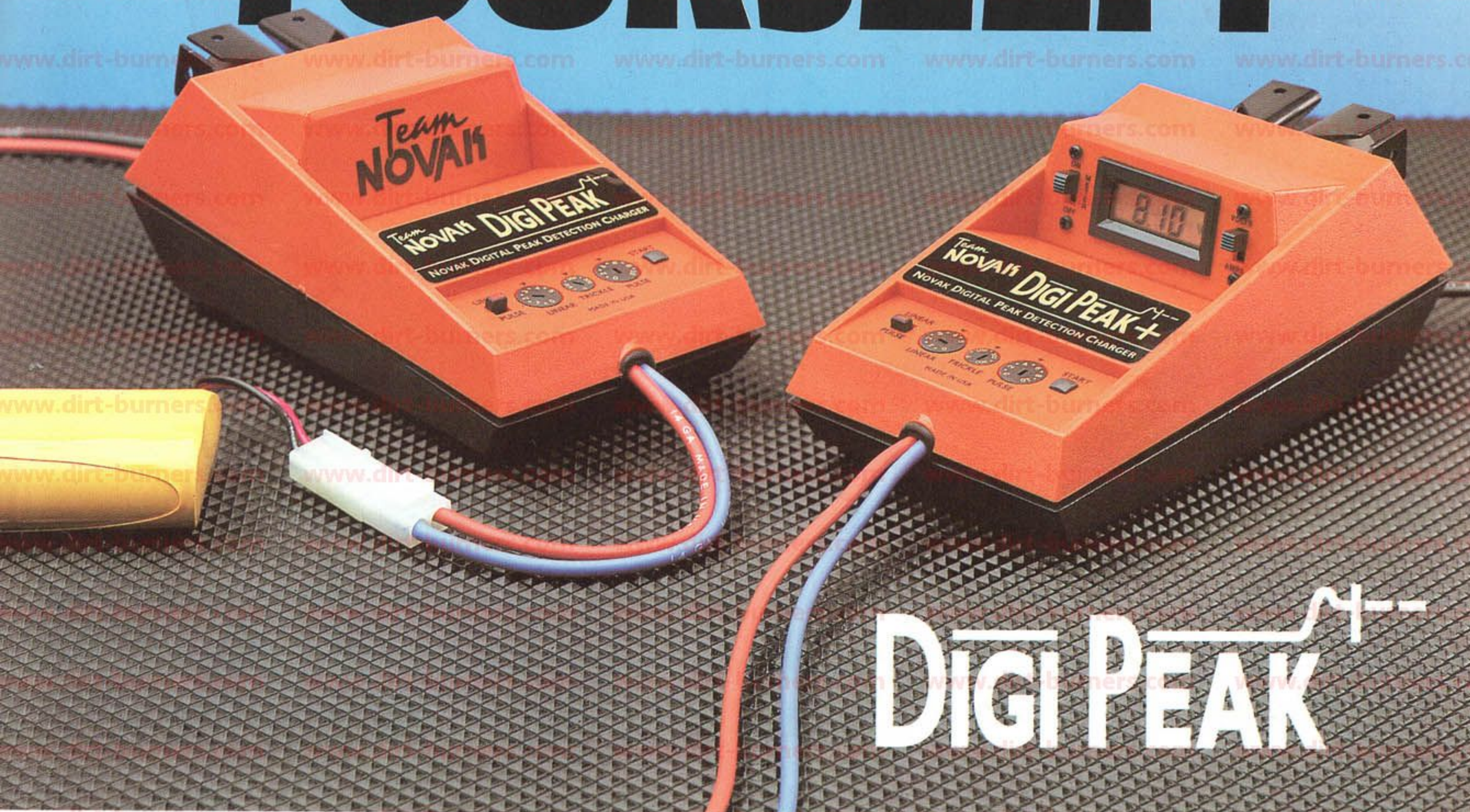
Next, a new Stock Class was introduced for drivers using the new 24-degree stock motors. (Sponsored drivers were not allowed to compete in this class.) The new ROAR-approved motors produced some consistent lap times in the low five-second range, with Devin Seaver taking the Stock TQ spot with a 44/4:00.73.

When the fast and furious Pro Stock Class for sponsored and privateer drivers took to the track for their qualifying rounds, Brian Erikson set a blistering pace to lead the pack for TQ honors with a 49/4:01.61.

Taking the title among the heavy hitters of the 1/10 scale Modified ranks was John Kean, who TQ'ed on his first run with a 52/4:00.86, followed by Terry Paine in second with 51/4:05.61.

Last, but certainly not least, was qualifying for the 1/12 Scale Stock Class, with Nicholas Payne and C.R. Ross paving the way in a terrific battle! However, Nicholas just barely edged out Ross for the pole position in 1/12 Stock by a second with 57/5:00.88 to 57/5:01.70.

DIGITIZE YOURSELF!



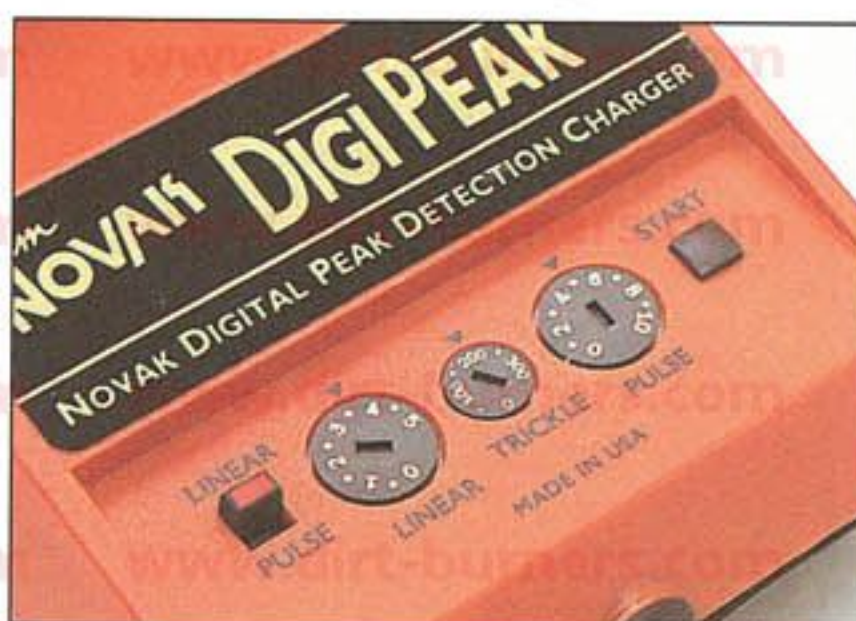
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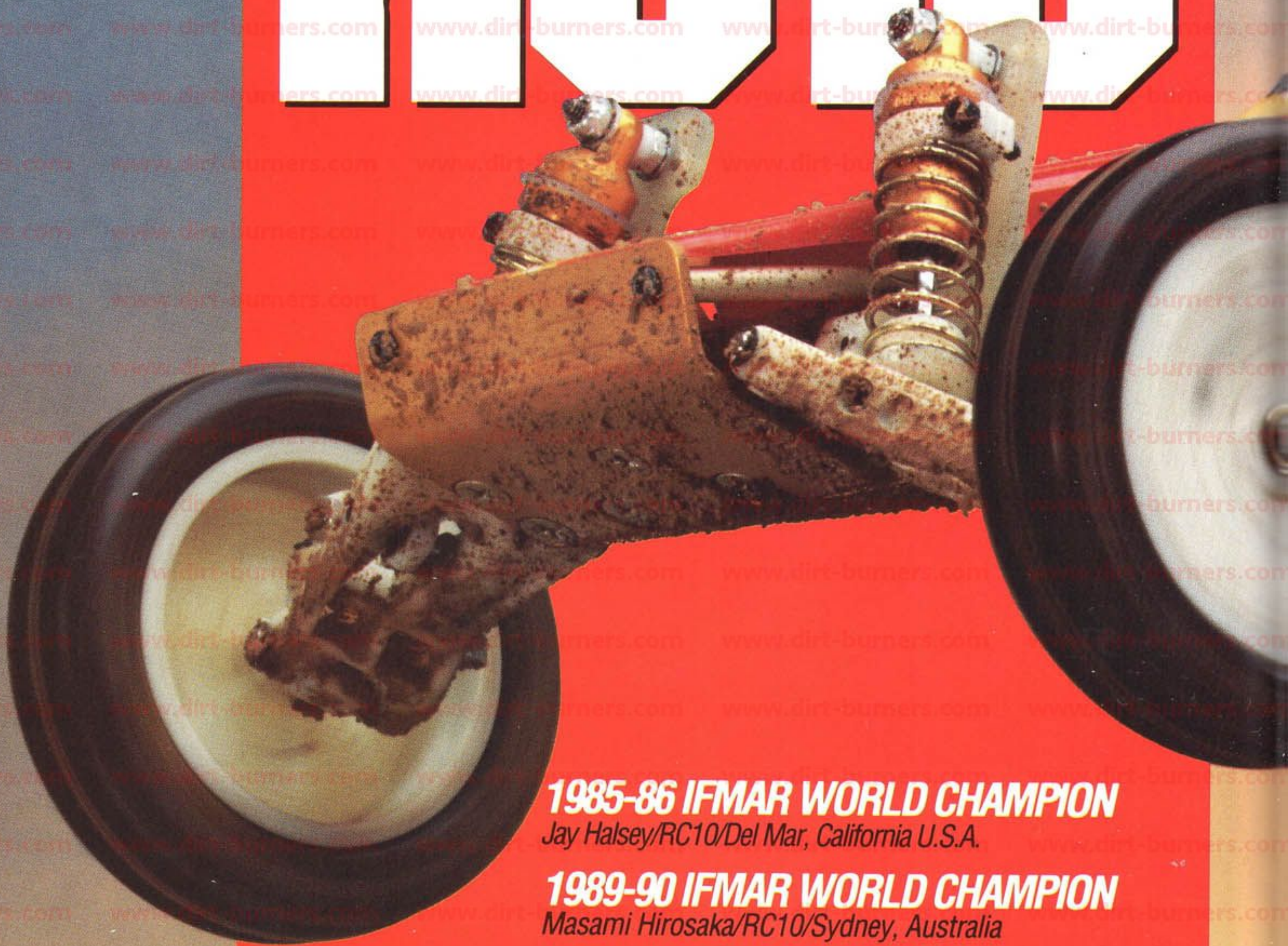
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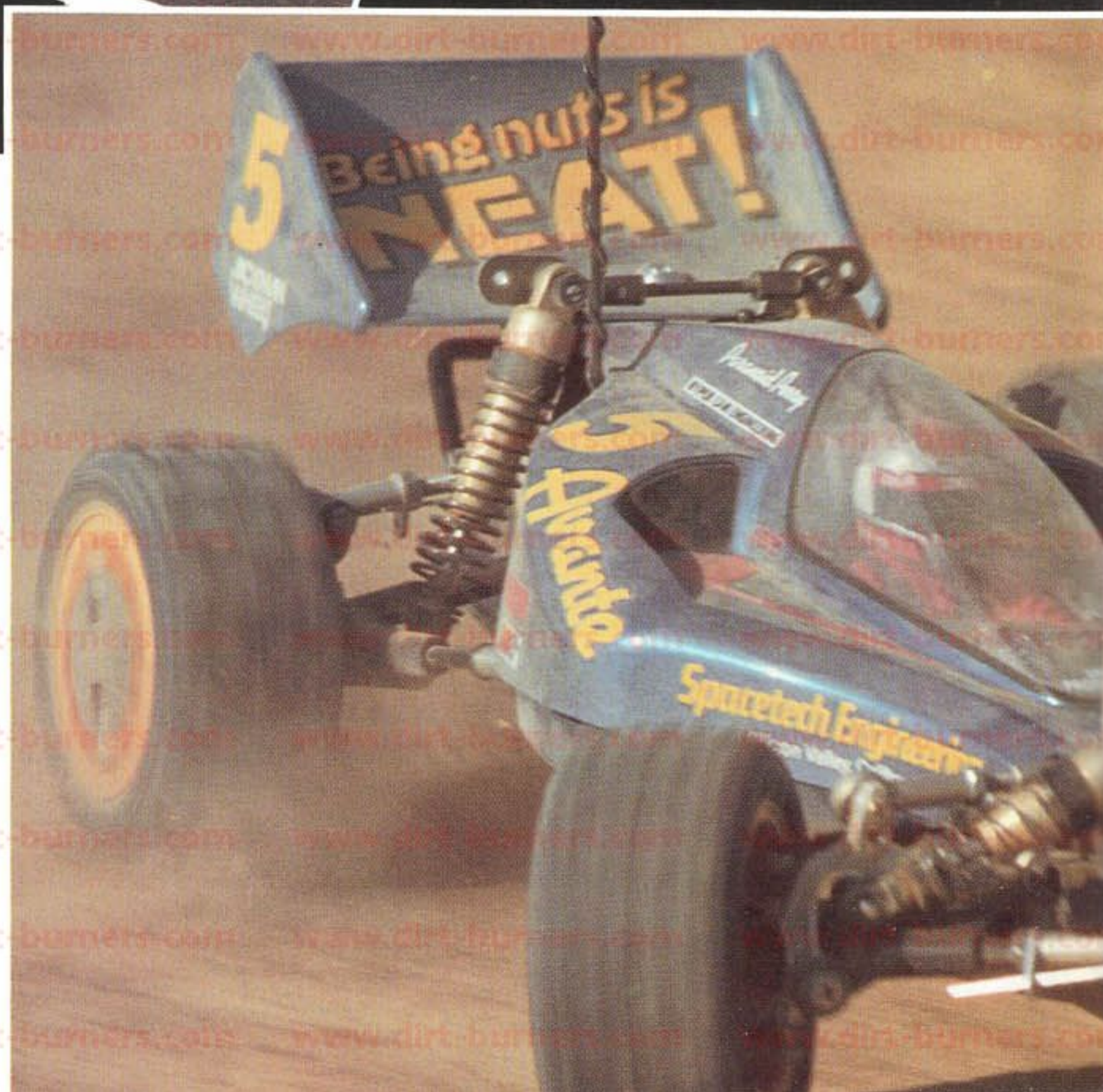
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CKW Oval Challenge At Bob & Jim's R/C

As Saturday's qualifying rounds came to a close, everyone packed up and headed home, contemplating their return on Sunday for their last chance to score the pole position in qualifying for the main events.

As Sunday dawned, the last two of five rounds of qualifying would ultimately determine the top qualifiers in each class.

Although Lonnie Moon turned the fastest time for the Novice Class on Sunday, he wasn't able to unseat Satariano for TQ honors.

Devin Seaver managed to hold onto his TQ title in the new Stock "24" Class, increasing his lap/time to 45/4:00.75. Dwayne Davis qualified second fastest with 44/4:05.21, followed by Tom Kahl in third at 43/4:04.12 headed into the main.

After taking the title during Saturday's qualifying, Brian Erikson locked up the TQ honors for the weekend in the Pro Stock Class with an outstanding run of 50/4:04.32. Steve Saiko qualified second with 48/4:04.32, followed by "The Sidewinder" in third with 48/4:03.90.

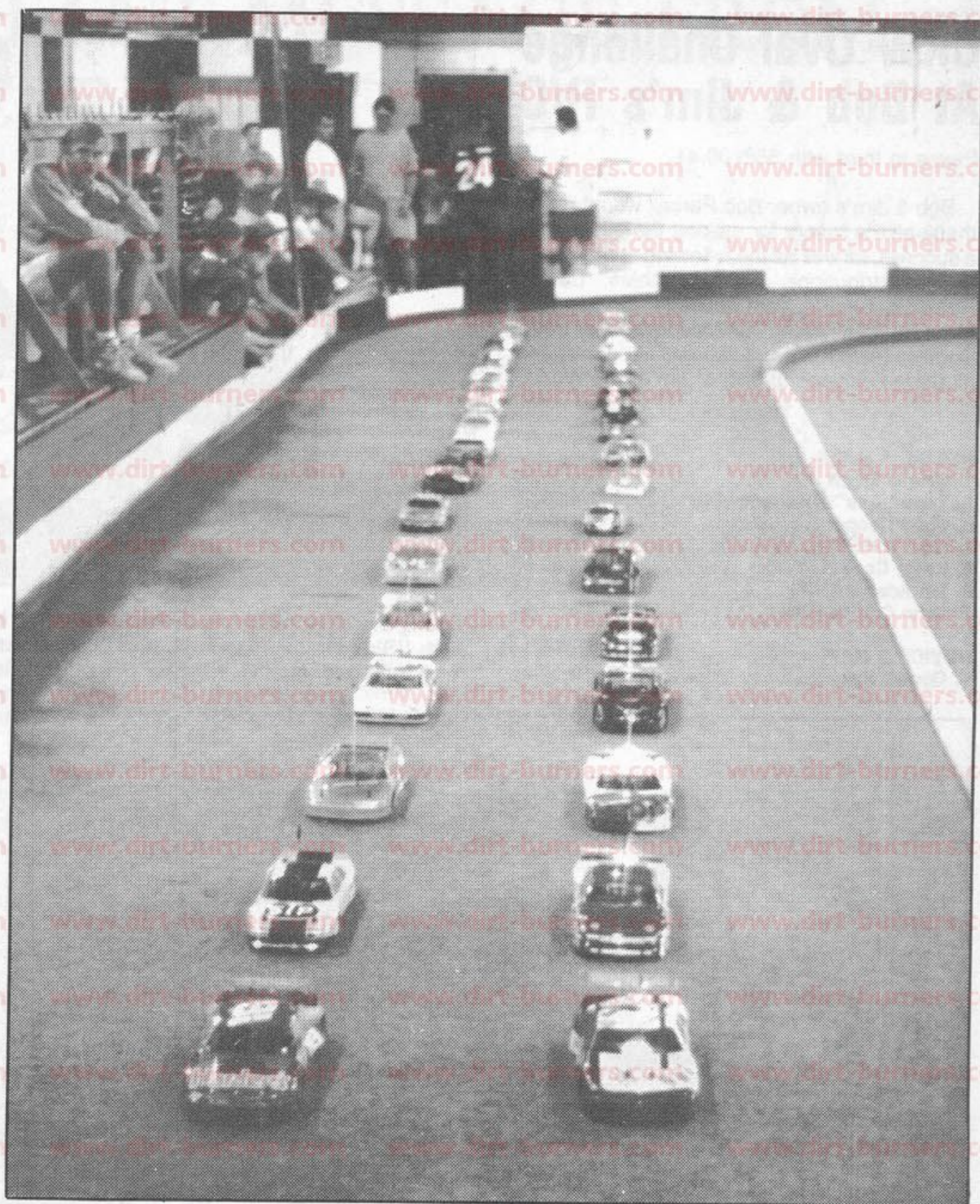
John Kean continued to pave the way in the Modified ranks, taking TQ honors with a 52/4:00.86, while Terry Payne qualified second fastest with 51/4:05.61. Two laps off the pace in the third-qualifier spot was Brad Parrack with 49/4:02.11.

In the 1/12 division, late-entry Steve Fife bumped Nicholas Payne out of the TQ spot by a mere .09 seconds, with 57/5:00.79 to Payne's 57/5:00.98. Rounding out the top three 1/12 scale qualifiers was C.R. Ross, close behind with a 57/5:01.78.

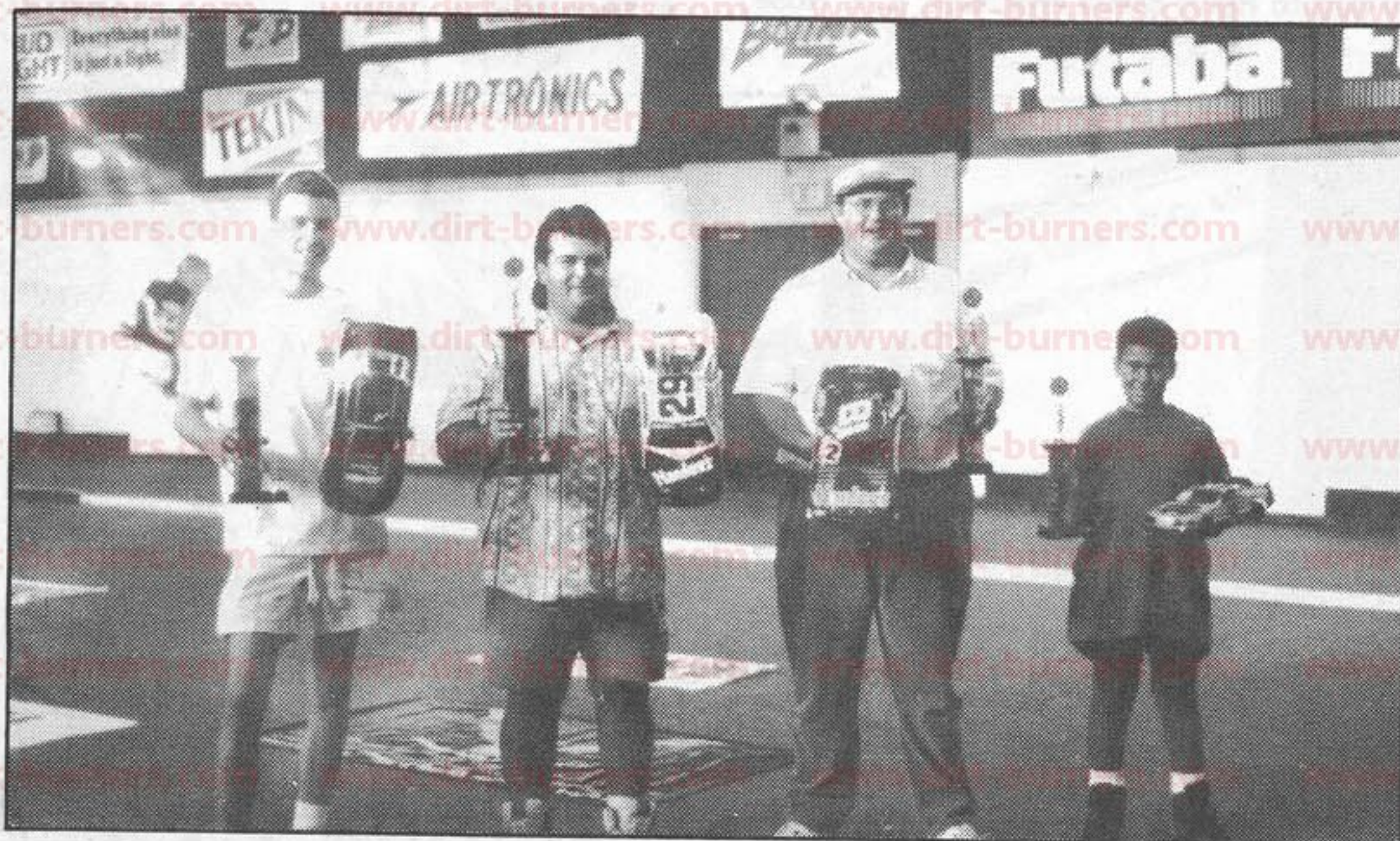
THE A MAINS

Lonnie Moon scored an impressive run of 43/4:04.96 in the Novice A Main to take top honors ahead of "Ace" Satariano, who finished one lap off the pace with 42/4:06.60 for second place. Rounding out the top three was Chad Cooper with a lap/time of 41/4:13.76.

In the Stock "24" A Main, Devin Seaver once again outclassed the field, despite the fact that he was six seconds off his TQ time with



After several practice runs, cars featuring some very impressive-looking paint jobs were put on display for the Concours judging.



Concours winners included (from left to right) John Davenport, Best Paint; and Most Authentic-Looking Car, Doyle Myrick, first; Don Natale, second; and C.R. Ross, third.

45/4:06.98. Dwayne Davis followed the leader across the line for second with 42/4:00.16, while Frank Contreras rounded out the top three with 42/4:00.17.

The Pro Stock A Main was a truly exciting event, as TQ Brian Erikson claimed top honors with a run of 49/4:03.55. However, the real battle was for second place between "The Sidewinder" and Doug Doss, both jockeying for position on their way to a near photo finish! "The Sidewinder" ultimately prevailed with a lap/time of 48/4:02.46, less than half a second ahead of Doss in third with 48/4:02.97.

After scoring TQ honors in the Modified Class, John Kean had no problems on his way to taking the checkered for first in the A Main with 52/4:03.46. Brad Parrack managed to bring his car around for second, despite the fact that he was two laps down from the leader with 50/4:02.41. Rounding out the top three in the Novice A Main was Terry Payne, who crossed the line with 49/4:04.74.

Dominating the 1/12 scale A Main was TQ Steve Fife, who blistered the track at 58/5:05.94! C.R. Ross finished one lap off the pace for second with 57/5:05.65, followed by Nicholas

CKW Oval Challenge At Bob & Jim's R/C

Payne in third with 55/5:00.41.

Bob & Jim's owner Bob Parcell would like to thank all the racers for making the event such a success, as well as the following sponsors for their contributions: CKW, trophies; Dennis Renwick, T-shirts; Tom Acosta, R/C Graphics; Pure-Tech; Paragon; T&A Machine; Andy's R/C Bodies; Team Action; Saiko R/C Products; and all the employees of Bob & Jim's R/C World.

RESULTS

NOVICE A MAIN

1. Lonnie Moon 43/4:04.96
2. Todd "Ace" Satariano (TQ) 42/4:06.60
3. Chad Cooper 41/4:13.76
4. Matt Tribbett 39/4:03.29
5. Kevin Cook 30/4:00.99
6. Ian Adams (DNF) 25/3:01.54
7. John Corpus (DNF) 2/0:33.58

NOVICE B MAIN

1. Garrett Pye 40/4:04.91



Taking the top three spots in the Pro Stock A Main were (back row, left to right) Brian Erickson, first; "Sidewinder," second; and Doug Doss, third. Winners of the Pro Stock B Main (front row) included Jack B. Nimble, first; John Davenport, second; and C.R. Ross, third.



The top racers in the 1/12 Scale A Main included (left to right) Steve Fife, first; C.R. Ross, second; and Nicholas Payne, third.

2. Jason Idrio 37/4:01.31
3. Michael Pass 36/4:06.68
4. Frank Sisto III 35/4:08.06
5. Daniel Ballow 31/4:01.45
6. Doug Flint 30/4:04.12

NOVICE C MAIN

1. Mike Elliot 34/4:02.76
2. Kenneth Richard 25/4:08.22
3. Ed Zubosk (DNF) 19/2:18.94
4. Mike Fernandez 14/4:02.12
5. Hiroshige Black (DNF) 6/0:51.95

STOCK "24" A MAIN

1. Devin Seaver (TQ) 45/4:06.98
2. Dwayne Davis 42/4:00.16
3. Frank Contreras 42/4:00.17
4. Tom Kahl (DNF) 28/2:54.51

PRO STOCK A MAIN

1. Brian Erikson (TQ) 49/4:03.55
2. "The Sidewinder" 48/4:02.46
3. Doug Doss 48/4:02.97
4. Doyle Myrick 48/4:05.22
5. Steve Saiko 46/4:01.01
6. Tim Dollar 45/4:01.89

PRO STOCK B MAIN

1. Jack B. Nimble 45/4:04.59
2. John Davenport 44/4:02.28
3. C.R. Ross 41/4:03.40
4. Robert Belonga 40/4:00.54

MODIFIED A MAIN

1. John Kean (TQ) 52/4:03.46
2. Brad Parrack 50/4:02.41
3. Terry Payne 49/4:04.74
4. Steve Saiko 48/4:00.90
5. Mike Braun (DNF) 7/0:51.21

MODIFIED B MAIN

1. Steve Burgess 48/4:01.16
2. Don Natale 47/4:00.95
3. Joe Harrison 32/4:05.29
4. Bob Calvert (DNF) 4/0:01.29

1/12 SCALE A MAIN

1. Steve Fife (TQ) 58/5:05.94
2. C.R. Ross 57/5:05.65
3. Nicholas Payne 55/5:00.41
4. Joe Harrison (DNF) 38/4:01.69
5. Messiah Johnson (DNF) 12/1:49.98
6. Frank Sisto Jr. (DNF) 4/0:31.41

•R/C•



Taking wins in the Modified A Main were (back row, left to right) John Kean, first; Brad Parrack, second; and Terry Payne, third. Modified B Main winners included (front row) Steve Burgess, first; Don Natale, second; and Joe Harris, third.

AN IMPORTANT MESSAGE FROM RACER'S CHOICE...



Racer's Choice R/C Products, Inc.

Dear Fellow R/C Racers,

In case you haven't noticed, there is a lot of talk and interest in 1/8th scale gas cars these days! It's an exciting form of R/C racing and one you should seriously consider for the utmost in R/C fun and enjoyment.

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The First Mini-Baja Int'l Race in Mexico



The first Mini Baja International R/C 1/10 scale off-road race was a great success, thanks to Mini Baja International Club Committee members (left to right) Archie and Alma McCoy, Fernando and Laura Castellanos, Manuel and Marlantonila de la Torre, and Mary and Jay McCoy.

Story and photos by the staff of
The R/C Baja Rosarito Club
Tijuana, Baja California, Mexico

The first Mini-Baja International R/C 1/10 scale off-road race, organized by the R/C Baja Rosarito Club, recently took place at El Cortijo San Jose of Playas in Tijuana, Mexico. The same arena that used to host all the "Charro" and bullfighter shows during the summer season turned out to be a fabulous venue for the club race, as the soil was already there!

THE TRACK & PIT AREA

The R/C Baja Rosarito crew did a knock-out

job of transforming the arena into a first-rate off-road track, with barriers made of plastic pipes separating all the jumps and turns. Measuring 295 feet at the center, and 12 feet wide, the track afforded racers a good, clean start, as there was plenty of room for all! The effort in setting up this track proved to be well worth it, as the racers needed only to rely on their skills to power them through the raceway.

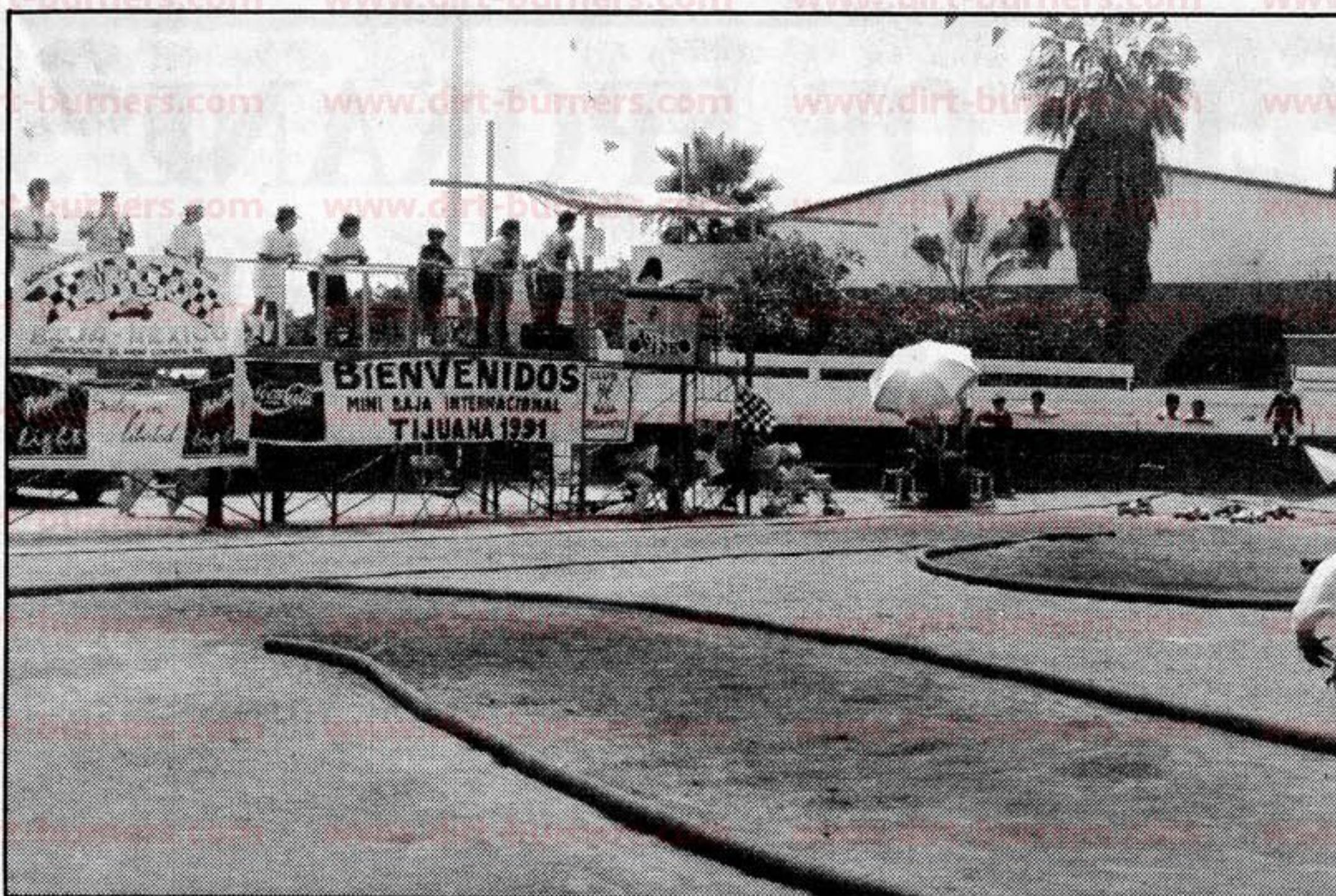
Located at one end of the seven-foot-high elevated drivers' stand overlooking the front straightaway was the control tower, complete with a race computer that kept tabs on all the drivers and their lap times, while displaying the heats on a white board.

Lined by AC outlets, the enormous pit area could accommodate as many as 100 racers, with plenty of room for wrenching and bench racing.

After three qualifying heats on Saturday, followed by another heat and the mains on Sunday, the hardest part of the track proved to be the straight flat on the left, which contained three jumps separated by six feet. Indeed, it was quite difficult to keep the car on the track in this section!

In fact, some of the mains were decided on this flat straight, which was quite popular with the spectators, who were able to overlook this section from the comfort of the well-covered seats that lined the track. For many spectators, this was the first time they had seen such a race, but they got right into the festivities, jumping and yelling for their favorites!

THE WINNERS



The seven-foot-high elevated drivers' stand overlooking the front straightaway gave racers a good clean view of the track.

There were trophies galore, one of which went to the best-looking car, which, in most cases, is not necessarily the fastest one. However, not so in the case of Jorge Bustamante from Ensenada, who was awarded first place in the Concours event, as well as top honors in the Open Truck A Main. Trophies also went to the top qualifiers in each class, with Jay McCoy taking TQ honors in the Truck Stock Class; Randy of Team Hammer winning the Stock Class; Jimmy, also of Team Hammer, taking top honors in the Open Class; and Jimbo Marcum scoring a first-place finish in the Open Truck Class.

Marcum, who had arrived on Friday and was one of the first racers on the track, surprised no one by also qualifying for the pole position in the A Main on Sunday. However, due to circumstances beyond his control, Marcum could do no better than seventh place in the main.

Taking home a majority of the gold was Manuel de la Torre from the Liebres Club of Tijuana, who was driving at his best and managed to harvest three trophies for third-place finishes in the Stock Truck B Main and the Open A Main, as well as a second-place finish in the Open Truck A Main, competing with his JR-X and JR-XT.

For its efforts, the club received a favorable response from the general public, as well as all the racers from the various clubs down in Baja and in San Diego, CA, who attended the event.

Special thanks go to the following members of the Radio-Control Association of Baja California "ARCO": Mega Truck Club of Ensenada; Lomas Club of T.J.; Pedregal of Tecate Club; Liebres Club of T.J.; and R/C Baja Rosarito of Rosarito, B.C. The club would also like to give special thanks to the San Diego clubs, which gave the event an "international" flair, including Russell of the Lakeside R/C Racing Club, who gave so much appreciated support; and Team Hammer from the Mira Mesa Club, which fielded a great bunch of racers! Thanks also to the many other independent racers who competed in the event and made it a truly pleasurable race. However, the R/C Baja Rosarito Club feels the main reason the event was such a success was

because of all the friends they made, and they had fun in the process!

RESULTS

OPEN TRUCK A MAIN

1. Jorge Bustamante
2. Manuel de la Torre Jr.
3. Gustavo Velasquez
4. Tarzan Rick
5. Russell Escalera
6. Daniel O. Soto

STOCK B MAIN

1. Marco Hernandez
2. Joel Gaona
3. German Cuenca

OPEN A MAIN

1. Jimmy "Team Hammer"
2. Daniel Gomez
3. Manuel de la Torre
4. Jorge Bustamante
5. Gustavo Velasquez
6. Gerardo Wauman

OPEN B MAIN

1. Joel Gaona
2. Angel Ramos
3. Juan Ramos

STOCK A MAIN

1. Randy "Team Hammer"
2. Adrian Cuenca
3. Jeff Miller
4. Armando "Team Hammer"
5. Daniel Cuenca
6. Russell Escalera

STOCK C MAIN

1. Victor Villa
2. Manuel Sanchez
3. Rodrigo Cuenca

STOCK TRUCK A MAIN

1. Gabriel Martinez
2. Salvador Cuenca
3. Jay McCoy
4. Marco Hernandez
5. Gustavo Velasquez
6. Angel Aguilar

STOCK TRUCK B MAIN

1. Adrian Cuenca
2. German Cuenca
3. Manuel de la Torre Jr.

•R/C•



With so many great-looking cars to choose from, the Concours judges had a heck of a time picking out their favorite but finally agreed upon Jorge Bustamante's beautiful entry.

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SPEED SPORT

R/C CAR CLUB OF SPOKANE'S CUNNINGHAM 500

The Fun City Racing Team of (left to right) Bill Devlin, Mike Gjendem, and Stacey Carman, took top honors in the Cunningham 500-lap endurance race.



At Hank Perry Raceway

Story By Shane Pielli
Photos By Bill Devlin

August 4, 1991
Spokane, Washington

The R/C Car Club of Spokane (R/CCCS) recently hosted the Third Annual Cunningham 500 at the Hank Perry race complex in Spokane, WA. Lasting about an hour, the race was an endurance-type team oval event. The rules are simple: Each team has three cars (with identical bodies) that are rotated, so that each team has only one car on the track at all times, and the first team to accumulate 500 laps is the winner. The event promised to provide some exciting racing, and it certainly did!

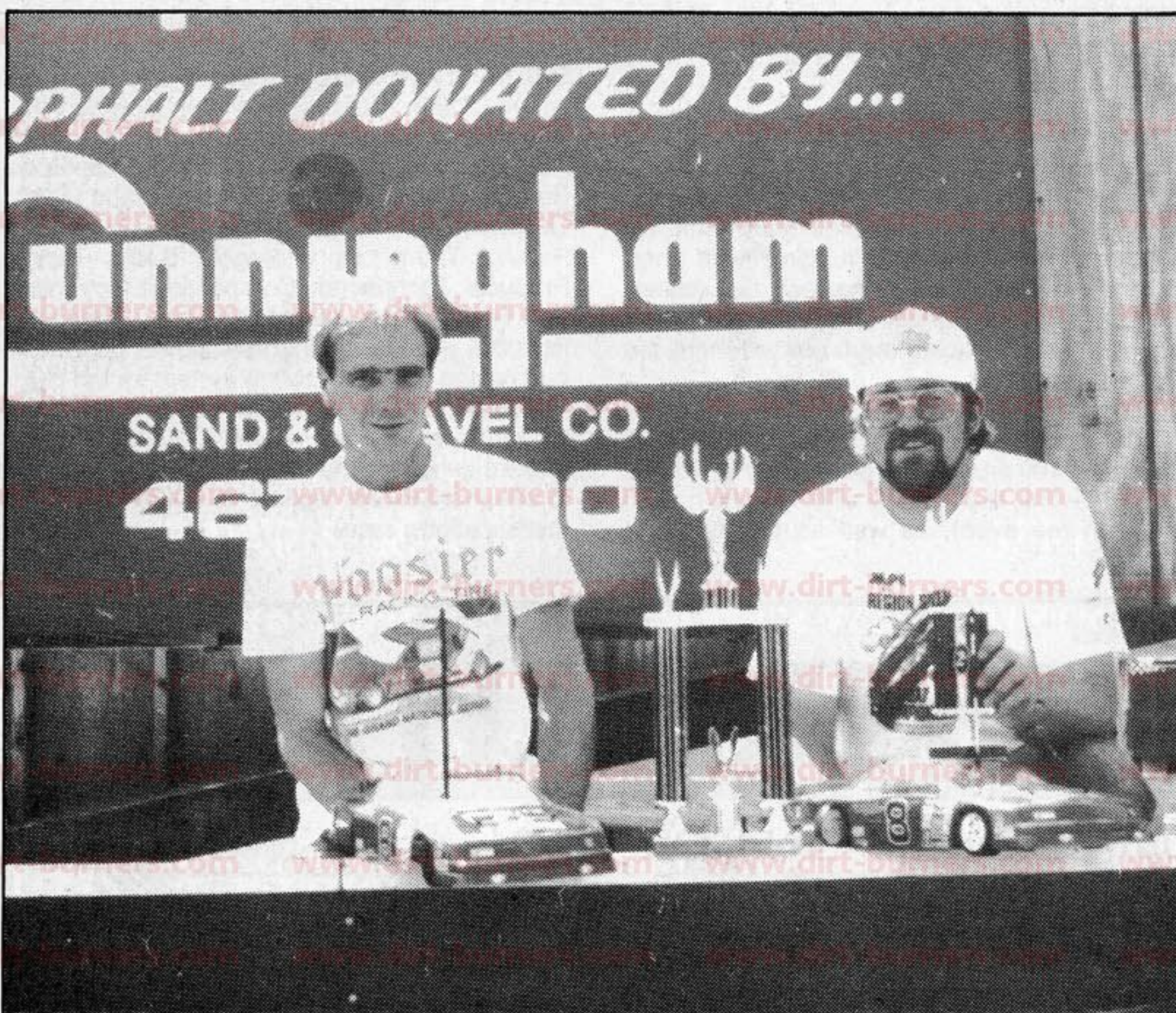
A total of four teams were entered in the race: Fun City Racing, represented by Bill Devlin, Mike Gjendem, and Stacey Carman; B&B Hobbies Racing's Bob Sydow, Ron Pielli, and Pete Clark; SIR (Spokane Indoor Raceway), represented by Steve Heid, Dave Mapston, and Karl Trautman; and the Freak Brothers Racing Team of Tom and Russ Freese, the only two-man team in the event.

QUALIFYING

Qualifying times proved that all the teams were closely matched, and after five rounds, the



The teams lined up their identical-looking cars three abreast before the start of the race, with the Freese Brothers in front, followed by SIR, B&B Hobbies Racing, and Fun City Racing.



Taking second place in the enduro race was the SIR Racing Team of (left to right) Dave Mapston, Steve Heid, and Karl Troutman (not pictured).

times would be added together to determine the lineup for the start of the race.

Mike Gjendem and the rest of the Fun City Racing team set a blistering pace in their first qualifying runs of the day. Gjendem's five-lap time of 27.96 earned him the TQ spot for the day and helped place Fun City Racing at the top of the qualifying standings. Although the other teams mounted a valiant effort, none could

match Fun City's combined total of 86.02. The B&B Hobbies Racing team qualified close behind in second with a total time of 89.33, and even closer behind was SIR's third-place combined qualifying time of 89.35 — just .02 seconds of the pace! The Freak Brothers racked up a combined total of 102.99 to round out the field.

CUNNINGHAM 500

As the 500-lap main event got underway, the B&B Hobbies team took an early lead, until they were plagued by mechanical troubles. Forced to make an emergency pit stop, the B&B

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R/C Car Club of Spokane's CUNNINGHAM 500 At the Hank Perry Raceway

Hobbies team lost approximately eight laps and ultimately dropped back to third.

Meanwhile, SIR and Fun City Racing were locked in a heated battle for the number-one spot. Although the SIR team managed to lead for the first 100 laps after B&B dropped off the pace, the lightning-fast pit stops of Fun City Racing finally did them in.

In the meantime, the Freak Brothers team was having problems keeping a car on the track. With only two guys on the team, it seems it was hard to keep their cars maintained. After finally ironing out most of their problems in the first 150 laps, the Freak Brothers remained consistent throughout the rest of the race.

Back on the track and moving fast, the B&B Hobbies team also started making up for lost ground, moving from 13 laps behind the leaders to just eight in one 50-lap section of the race. However, sporadic mechanical troubles continued to hamper their efforts, and crashes and other difficulties prevented them from ever regaining the lead.

Meanwhile, the battle for the lead between Fun City Racing and the SIR team continued right to the end, with the lead changing hands at almost every pit stop! Fun City seemed to have some good batteries in their pits, as they ran consistently longer than all others. The long run times coupled with ultra-fast pit stops afforded the Fun City team to move into the lead around the 350-lap mark and never look back!

Although the SIR racers were determined to regain the number-one spot, after a tough battle right up to the end, they finally succumbed to Fun City. With Bill Devlin at the helm, Fun City Racing managed to capture the win at the finish with a record-breaking run of 500 laps in 50 minutes, 44 seconds!

SIR had to settle for second, just three laps off the pace with 497, followed by the B&B Hobbies team in third with 475 laps. Completing almost 100 more laps at this year's Cunningham



After taking the Concours win, B&B Hobbies racers (left to right) Bob Sydow, Ron Plelli, and Pete Clark finished third in the enduro.

500 than they did at last year's event, the Freese brothers rounded out the field with a total of 354 laps.

CONCOURS

Although they had to settle for second in the main event, the B&B Hobbies team took top honors in the Concours judging with their Hardee's replicas. Fun City was awarded runner-up honors for their Penzoil cars, while the Loctite cars of the SIR Racing team earned them the third-place trophy.

After all the trophies had been handed out, more than 100 prizes were given away in a raffle. R/CCCS would like to thank all those who helped out with the event, as well as the following

companies, which donated prizes for the raffle and helped to sponsor this year's Cunningham 500: MPE; Associated; BoLink; Hyperdrive; Lite-speed; Racer's Choice; Twister Motors; HPI; R/C NEWS; Coverite; Robinson Racing; C&M Manufacturing; Holeshoot Racing Products; Boca Bearing; Team Smooth; TEKIN; Futaba; CRP; Quarterflash Motors; LAVco USA; McAllister Racing; Team Losi; Paragon; Bud's Racing Products; Technacraft; Competition Electronics; and Radio Controlled Models, Inc. Proceeds from this year's Cunningham 500 will go toward purchasing an AMB scoring system for the club.

Overall, the Third Annual Cunningham 500 proved to be a great success. R/CCCS looks forward to hosting the event next year and hopes to see more teams sign up to make it an even more exciting race!

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USAC & OUTLAW NATS AT MONEE R/C RACEWAY



Finishing ninth through first, respectively, in the Outlaw Nationals were (left to right) Clyde Gardner, Brian Koopman, Dave Burgad, Rich Sossong, Dave Eisel, Roy Moody, Brad Pugh, Terry Camfield, and winner Greg Zielinski.

Story and photos
By Roberta Moody

July 20-21, 1991
Monee, Illinois

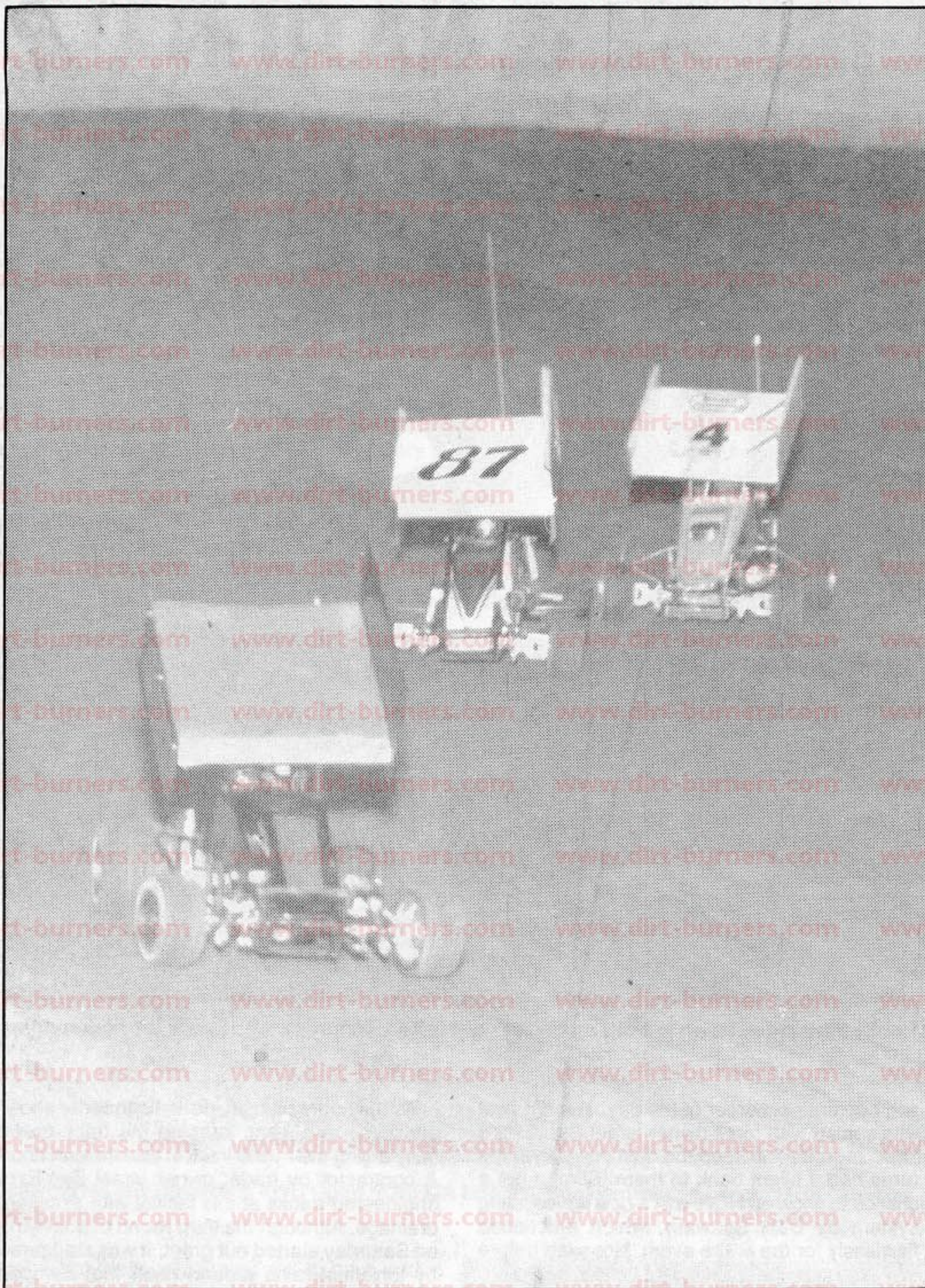
USAC NATIONALS

With the exciting USAC Nationals scheduled for July 20, 1991, a total of 21 racers geared up to run five qualifying laps around Roy Moody's Monee R/C

Raceway. After the AMB system was set up and ready to print out individual lap times, Greg Zielinski scored five laps in the 6.5-second range, logging his fastest run on the final qualifying round at 6.41 seconds. Although John Luckenbill had run three slower laps, he managed to sneak one in at 6.48 to score the second-fastest qualifying time of the day. Clyde Gardner made the trek to Monee from Texas worth his while, rounding out the top three fastest qualifiers in the non-winged gas sprint car division at 6.56 seconds. Diane Moody, the

only female driver in the group, fared quite well against the guys, qualifying fourth with a lap-time of 6.62 seconds.

Each racer's qualifying times were then used to set up four heat races of four rounds each, and the overall winners from the four heat races would then transfer directly to the A Main, with the remaining drivers seeded into Consolation races and a Semi Main. Taking direct transfers to the A Main were heat race winners Greg Zielinski, John Luckenbill, Clyde Gardner, and



Jim Clancy leads Terry Camfield and Roy Moody through a turn in one of the heat races at the Ninth Annual 1/8 Scale Sprint Nationals.

Diane Moody.

Since Tom Krygiel, Jim Boehmer, and Bob Sullivan elected not to continue after their heat races, the remaining 14 drivers were divided into two seven-car Consis, with Roy Moody and Dave Eisel taking the Consolation wins and moving to the head of the Semi.

Also moving up to Semi Main ranks were Rick Sossong, Brad Pugh, Keith Stover, Terry Camfield, Dave Burgad, and Joel Mabus, ready to battle it out for a spot in the A Main. Try as they might, they couldn't beat Roy Moody, who took the Semi win, followed by Terry Camfield in second. Burgad, Mabus, and Sossong also finished well enough in the Semi to move up to the A Main to battle it out in the USAC Nationals.

USAC A MAIN

A total of nine cars lined up for the start of the

USAC Nationals, five of which had to move up through the Consis and the Semi for a coveted spot among the prestigious lineup of racers. Cars were flying everywhere, jockeying for position at the start of the race! Making it out of the melee unscathed was Terry Camfield, while all around him, drivers were getting into trouble crashing and tangling with each other. Since the track was quite sticky, Camfield's choice of a large right front tire to make his car push proved to be the right combination!

Meanwhile, Clyde Gardner and Greg Zielinski engaged in a battle of their own for the runner-up spot, running just a few seconds apart on the same lap for most of the race! As Camfield cruised in for the undisputed win a lap ahead of the field, Zielinski, who logged the fastest lap of the main at 6.4 seconds, edged out Gardner for second place by less than three seconds at the finish.

OUTLAW NATIONALS

Although only 16 drivers showed up to do battle in the Outlaw portion of the 1/8 Gas Sprint Nationals on July 21, the racing was nonetheless exciting.

Taking TQ honors during Outlaw qualifying was Terry Camfield, who logged a quick 6.15-second lap. Clyde Gardner qualified in the runner-up spot at 6.24 seconds, followed by Brad Pugh at 6.28 seconds and Roy Moody at 6.36 in third and fourth, respectively. It's interesting to note that all the sprint cars were running faster with the wings than they had without them the day before, and even though USAC TQ Greg Zielinski ran .01 seconds faster during Outlaw qualifying, his 6.40-second lap relegated him to fifth in the standings for the day.

Using the same seeding system as the day before, Greg Zielinski, Terry Camfield, Clyde Gardner, Brian Koopman, Roy Moody, and Rick Sossong earned direct transfers to the main. The remaining nine drivers were seeded into a Semi to battle it out for the three remaining spots on the starting grid in the Outlaw A Main.

Winning the much-coveted last three transfers to the Outlaw Nationals were Brad Pugh, Dave Eisel, and Dave Burgad. Just missing a shot at the A Main by a mere 4.88 seconds was Joel Mabus — the same margin at which Dave Burgad had beaten Mabus out during the Semi! Also scoring just as many laps as Burgad was Diane Moody, who found herself 6.26 seconds shy of advancing to the main. Graciously, Moody took to the computer room, while Mabus volunteered as flagman for the main.

OUTLAW A MAIN

Clyde Gardner looked to be well on his way to earning the National title in the Outlaw A Main, until lap 12 when he lost his throttle servo. Picking up where Gardner left off was Greg Zielinski, who went on to take the Outlaw National title. Terry Camfield followed in second, trading places with Zielinski from the way they had finished in the USAC Nationals the day before. (Zielinski TQ'ed and finished second in the USAC A Main, while Camfield scored the win; and Camfield TQ'ed and finished second in the Outlaw A Main, while Zielinski scored the win.) Following the leaders, Roy Moody and Brad Pugh crossed the line less than four seconds apart to finish third and fourth, respectively, while Dave Eisel rounded out the top five, one lap behind.

RESULTS

USAC NATIONALS

1. Terry Camfield	45/305.53
2. Greg Zielinski	44/300.50
3. Clyde Gardner	44/303.27
4. Joel Mabus	42/305.21
5. Roy Moody	40/301.14
6. Rick Sossong	38/307.23
7. John Luckenbill	36/300.39
8. Dave Burgad	30/302.21

OUTLAW NATIONALS

1. Greg Zielinski	48/305.4
2. Terry Camfield	46/302.59
3. Brad Pugh	44/302.92
4. Roy Moody	44/306.89
5. Dave Eisel	43/303.34
6. Rick Sossong	43/303.51
7. Dave Burgad	42/304.44
8. Brian Koopman	18/NA
9. Clyde Gardner	12/NA

[NA denotes times Not Available]

•R/C•

NORRCA DIRT OVAL NATIONALS AT THE OASIS HOBBY PARK



The winning Revtech Team poses with the Oasis Hobby Park crew. Down in front on the far right is Kris Norstrom, who keeps the park running smoothly when owner Israel Ben-Ezra is away.

Story and photos by Doug Simmons and Kris Nordstrom; additional photos by Dave Cleveland

July 31, 1991
Houston, Texas

It was a typical summer day in Texas when NORRCA President J.R. Sitman touched down for his first race in the fair city of Houston, TX. As a wave of hot, sticky air hit him in the face — and hit him hard — he thought, "It's gonna be a long week!"

Fifteen minutes later, however, he was standing in the midst of the Oasis Hobby Park, amid two acres of tall pines and redwood buildings — and his relief was visible! The Oasis was built and designed for major racing events such as the NORRCA Dirt Oval Nats, with three tracks and a pond for boat racing. Adjoining acreage provides ample parking and camping areas, and a full-service concession area and tasty barbecue keeps the racers and spectators hydrated and well fed.

The competitors began arriving on Tuesday before the race, with the qualifying rounds scheduled for Friday. Racers from coast to coast gathered under the trees to prepare themselves for the challenges that lay ahead.

THE TRACK

The smooth, very hard-packed surface made

soft-cap tires the order of the day. The dirt oval was sealed with track-owner Israel Ben-Ezra's "secret sauce" to keep the dust down, and the turns had a slight bank to them. Sitman got a chance to show off NORRCA's new lap-counting system by B&B Software, which functioned flawlessly for the entire event. Not seen before in Texas was the fluorescent yellow B&B Software Leader Board Display, showing times and laps for the top three finishers. "Fantastic!" was the comment heard over and over again, "We need more of this quality at all events!"

QUALIFYING

The qualifying rounds displayed some great times in all classes. Taking TQ honors in the 2WD Stock Class was Chris Stahl, who completed 35 laps in a time of 4:04.33. The Pro Stock Class featured some great times from racers such as Gary O'Brien, who TQ'ed in the first round of Pro Stock qualifying with 37 laps in 4:05.15. With more than 50 cars entered, the 2WD Open Class was not in true form until the second round, when Will Whisler scored the TQ position with 42 laps in 4:05.24. The cliché "on a rail" definitely gained new meaning at this race! Qualifying times in the 4WD Open Class just barely eclipsed the 2WD TQ time, as Scott Young turned 43 laps in 4:06.22. David Markert set the fast time in the Outlaw Sprint Class with a quick pace of 37 laps in 4:03.75.

As the hours passed, periodic thunder showers came and went, keeping the track crews busy drying the hybrid track in less than an hour! A contractor by trade, owner Israel Ben-Ezra engineered tracks at this facility with excellent drainage. Although the third round of qualifying on Saturday started out great, it was staggered by torrential rains around noon that dumped more than two inches of water in less than two hours! As soon as it was over, the Oasis tech crew, assisted by many of the racers, took to the track with fans and brooms — and the racing continued! The racers and spectators alike were entertained throughout the weekend by jugglers and magicians who broke the tension and added a creative flair to this event during the intermission.

INCLEMENT WEATHER

After Saturday's heavy rains, the weather in Texas was beginning to make NORRCA's president a little nervous — and by the time Sunday rolled around, he wasn't feeling any more comfortable, as ominous clouds loomed overhead as he and Ed Rains drove to the track.

Shortly after arriving, however, the clouds cleared and the sun finally broke through, lasting until the end of the event. In fact, the rains subsided until an hour after the last trophies had been handed out!

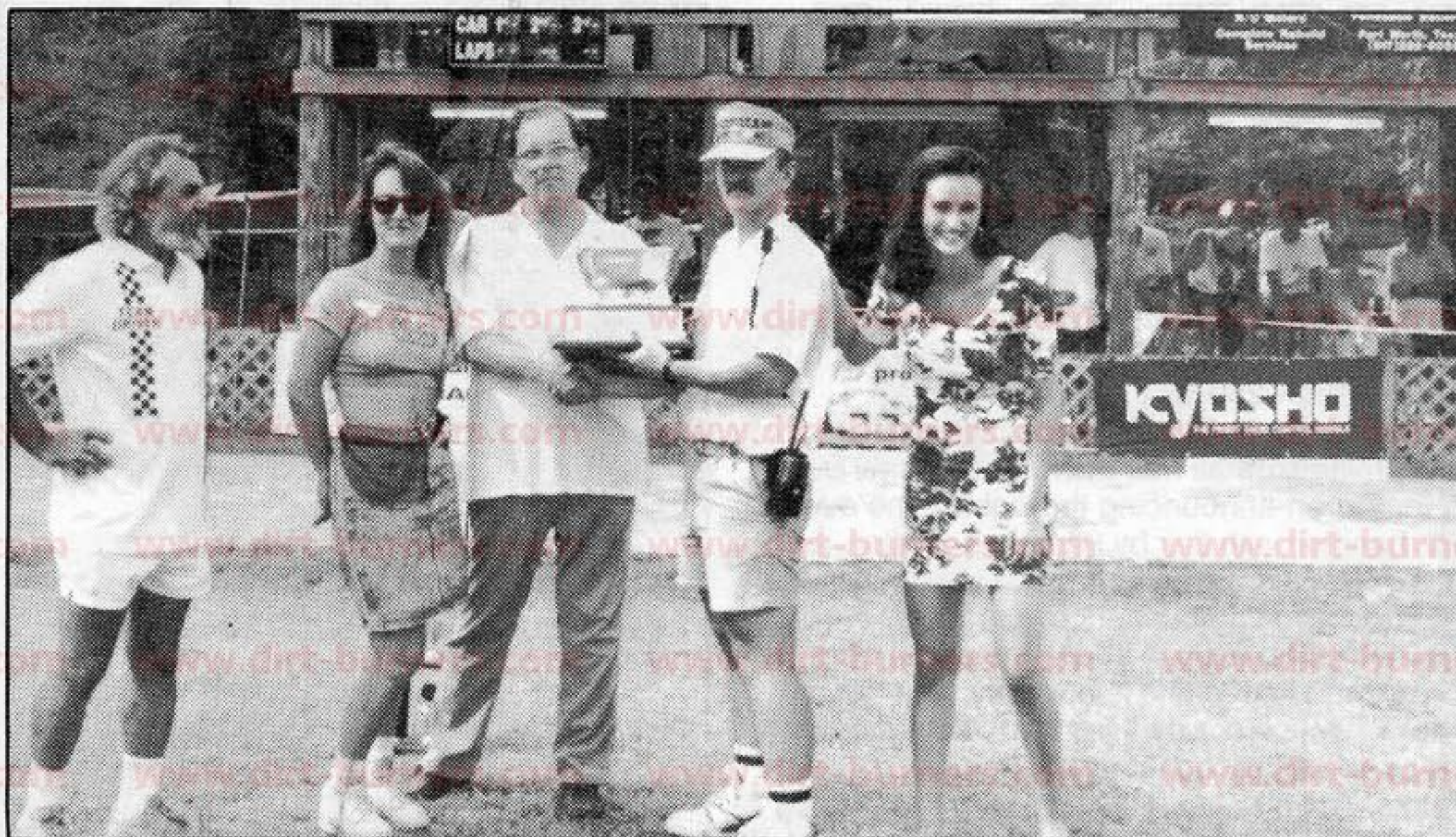
THE MAINS

Enough about the weather, and back to the racing! You could feel the tension in the air as you walked through the pit area, watching the racers carefully make last-minute adjustments to their cars. Each and every one of the mains proved to be quite exciting.

The 2WD Stock A Main featured some good, clean racing, with the top four cars separated by only four seconds in an extremely close finish! Taking top honors was Chris Stahl of Endurance Racing, who crossed the line for the win, followed by Tim Watson and David Vanderwerf finishing second and third, respectively.

After taking TQ honors in 2WD Pro Stock qualifying, Revtech's very own David Potter captured the win by almost a full lap ahead of second-place finisher Ben Porter, with Gary O'Brien rounding out the top three.

Always one of the largest and most favorite classes, the Outlaw Sprint A Main proved to be no exception. With 50 cars entered, the racers' cars really had to be well prepared and their driving skills fine-tuned to make it into the A



Revtech owner Neal McCurdy happily receives the "Best Dirt Oval Team of 1991" cup from J.R. Sitman. Assisting with the awards are track owner Israel Ben-Ezra and two trophy girls.



Receiving his just rewards is 4WD Open NORRCA National Champion Brian Landgraff of Custom Works fame.

Main, which definitely turned out to be a wild one! With 10 open-wheel cars heading into the first turn, somebody was not going to come out of it unscathed! After the turn marshals had sorted out the wreckage, two sprinters were already out of the running, leaving only eight cars remaining. Although the racing was great, the ever-feared "TQ Jinx" played an important factor in the outcome of the event, as TQ David Markert had to settle for second place behind Rob Russell, who captured the class title. Rounding out the top three in the Outlaw Sprint A Main was Michael Miller.

The 2WD Open A Main proved to be an incredible race to watch, as Revtech/Trinity's Jim Dieter and Custom Works/Trinity's Brian Landgraff displayed some incredible driving skills as they raced around the track, literally within inches of each other! With Dieter in the lead, Landgraff never let off in the corners while trying to get around him. However, Landgraff tried a little too hard in turn three and tangled with Dieter. Landgraff hit the wall, but Dieter managed to pull away unscathed and went on to capture the win. Class TQ Will Whisler followed close behind for the runner-up spot, a mere two

seconds behind the leader! Rounding out the top three was Rob Cutman.

The 4WD Open A Main drivers had more horsepower than they knew what to do with! Grabbing the holeshot at the start of the race was TQ Sean Young of Superior Racing. Early into the race, however, Young developed problems, allowing Custom Works' Brian Landgraff to fly by for the lead, with Will Whisler and Custom Works teammate Paul Dionee hot on his tail in second and third, respectively. Landgraff managed to hold them both at bay to take home the 4WD Open National title, followed by Whisler and Dionee finishing just one second behind for the top three spots.

NORRCA President J.R. Sitman would like to express his congratulations to all the racers and extends a very special thanks to all the sponsors that so graciously helped make this event possible!

The only culprit at this event turned out to be Mother Nature, and even she was beaten by the skill and tenacity of these racing professionals! Sitman was organized, prompt, and incredibly



The proud recipient of the Outlaw Sprint NORRCA National Championship trophy went to Rob Russell.

NORRCA DIRT OVAL NATS

in control as race director — and the Oasis tech crew, headed by Ed Rains, was absolutely flawless, with not one complaint registered out of more than 250 racers!

Overseeing it all with his usual attention to every minute detail was track owner Israel Ben-Ezra. Expert announcing throughout the event was handled with flair by Sitman, Ed Rains, and Oasis regulars Bill Shaeffler and Mike Watkins.

Prizes were in abundance, as race sponsors donated generously to add to the excitement of the event! The Kyosho fluorescent pink "Fanny Packs" were a great hit, as were the numerous boxes of prizes donated by BoLink, Custom Works, Team Novak, Revtech, Dan's R/C Stuff, Victor Engineering, Bud's Racing Products, TEKin, Lightspeed Products, Kyosho, Race Prep, Endurance Racing Products, Team Hammer, *Competition Plus*, and B&B Software. And Gary McAllister did a great job on the T-shirts!

Taking home the NORRCA Team Cup was Team Revtech, with a combined points total of 428.25.

The trophies were spectacular, and the race was one of the most tightly organized ever, with a minimum of confusion.

Special thanks to Dave Cleveland of Endurance Racing for his great photography.

The only questions remaining are: Where did those amazing purple battery packs originate; will cap tires ever be less expensive than full-size car tires; and who's voice was that on the pre-recorded message between the races?

RESULTS

2WD STOCK A MAIN

1. Chris Stahl 33/4:01.35
2. Tim Watson 33/4:04.62
3. David Vanderwerf 33/4:05.35
4. Mike McMallow 33/4:05.88
5. Tim McMenamin 32/4:02.76



Revtech's David Potter proudly accepts his trophy for winning the 2WD Pro Stock NORCCA Dirt Oval National Champion title.

6. Bob James 32/4:03.05
7. Harold Schmidt 32/4:03.66
8. Stacy Hannon 32/4:07.10
9. Terry Davlin 27/4:01.62

2WD STOCK B MAIN

1. Van Reeve 32/4:07.63
2. Shane Copeland 31/4:00.22
3. James Meuth 31/4:05.43
4. Brad Holliday 29/4:03.16
5. Randolph Hoover 25/4:00.31
6. Cathy Winfield 6/1:19.48

2WD PRO STOCK A MAIN

1. David Potter 36/4:00.97
2. Ben Porter 36/4:05.30
3. Gary O'Brien 35/4:00.00
4. Barry Raborn 35/4:00.27

5. Todd Fox 35/4:01.27
6. Shane Kocher 35/4:04.14
7. Darrell Moore 35/4:04.80
8. George Vardzik 35/4:19.05
9. Richard Starr 34/4:01.56
- 10 Jeff Lee 33/4:00.25

2WD PRO STOCK B MAIN

1. Craig Arnold 35/4:00.06
2. Dennis Watkins 35/4:07.97
3. Dee McGee 34/4:02.56
4. Jim Gard 34/4:03.89
5. Joe Goodwin 34/4:10.39
6. Rusty Hudson 33/4:01.58
7. Roger Watkins 33/4:06.90
8. Allen Nielsen 16/1:55.17
9. Shawn Jankowiak 4/0:39.62
- 10 Danny Taylor 1/0:30.34

2WD PRO STOCK C MAIN

1. Rick Harden 36/4:06.79
2. Art Farrell 35/4:04.38
3. Stanley Huey 35/4:06.46
4. Larry McGee 34/4:02.20
5. Bob Hillin 34/4:02.86
6. James Hobby 34/4:05.48
7. Edwin Braziel 33/4:03.68
8. Jess Belton 30/4:01.56
9. Mark McGraw 20/2:38.77
- 10 Jason Belton 4/0:36.41

2WD PRO STOCK D MAIN

1. Chris Tunstall 33/4:01.82
2. Chris Allison 33/4:09.09
3. Richard Stahl 32/4:03.03
4. Gary Smith 32/4:04.98
5. Shawn Stevenson 31/4:02.75
6. Jeff Orsak 31/4:03.55
7. Lyn Pate 29/4:01.42
8. Ben Johnson 28/4:04.67
9. Carroll Peters 17/2:10.40
- 10 Ed Rains 1/0:13.15

2WD PRO STOCK E MAIN

1. Steve Nelson 32/4:04.36
2. Mitch Mitchamore 32/4:06.46
3. John Kelly 32/4:08.26
4. Doug Simmons 31/4:08.39
5. Trols Mitchamore 30/4:07.50
6. Allen McQueen 30/4:10.17
7. Jeff Belton 28/3:36.50
8. Bill Harrison 27/4:05.26



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NORRCA DIRT OVAL NATS

9. Scott Muster 22/4:02.94
10 Jack Boyd 5/0:56.69

OUTLAW SPRINT A MAIN

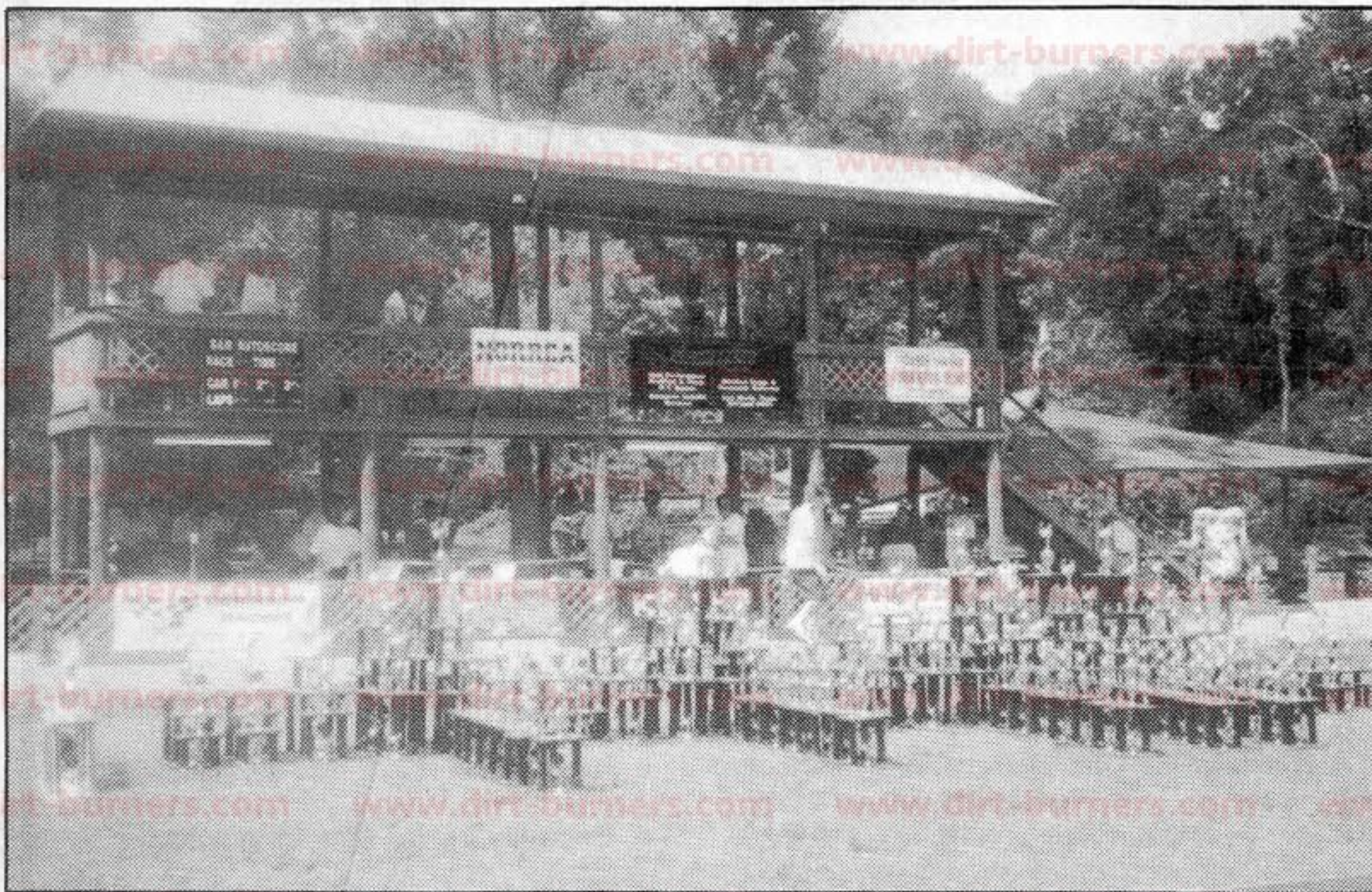
1. Rob Russell 36/4:03.16
2. David Markert 35/4:06.42
3. Michael Miller 34/4:07.01
4. Jimmy Gouge 33/4:02.42
5. Darrin Zimmerman 33/4:03.63
6. J.R. Sltman 32/4:03.05
7. Bob Light 18/2:05.80
8. John Peterson 17/2:23.84
9. Mike Morris 12/1:34.34
10 Rick Presley 10/1:50.23

OUTLAW SPRINT B MAIN

1. Chris Rahe 34/4:04.45
2. Richie Davis 32/4:09.88
3. Darryl Reich 31/4:07.54
4. Larry McGee 31/4:09.00
5. Steve Lunde 30/4:04.12
6. Dennis Watkins 29/4:00.58



Taking top honors in the 2WD Open A Main was Jim Dieter, who scored an impressive lap/time of 39/4:02.29.



A spectacular array of trophies was on hand to award the worthy participants at the NORRCA Dirt Oval Nationals.

7. Dave Barber 28/4:11.04
8. Johnny Boccoli 26/3:25.63
9. Ken Buzzard 24/4:09.30

OUTLAW SPRINT C MAIN

1. Barry Raborn 32/4:01.95
2. Rick Brummett 31/4:00.80
3. Kurt Lechel 31/4:08.82
4. Dee McGee 30/3:59.78
5. Bill Shaffer 24/3:06.59
6. James Hobby 14/1:59.11
7. Wayne Tuthill Jr. 10/1:22.05
8. Ronnie Turner 9/1:19.18
9. Brent Redlin 6/0:59.04

OUTLAW SPRINT D MAIN

1. Duane Plerson 33/4:05.57
2. Jeff Belton 33/4:06.87
3. Bert Massengale 30/4:04.22
4. Mark McGraw 29/4:05.55
5. Jerry Godfrey 25/4:04.51
6. Darrell Moore 22/3:07.58
7. Earl Erdmann 16/2:20.29
8. Donnie Tuthill 16/2:39.99
9. Gary Gilles 4/0:49.50

OUTLAW SPRINT E MAIN

1. Dick Munde 31/4:00.79
2. Jeff Orsak 30/4:00.40
3. Ryan Gonzales 28/4:02.61
4. Greg Renfro 13/2:03.88
5. Allen McQueen 9/1:23.30
6. Al Flores 8/1:28.86

2WD OPEN A MAIN

1. Jim Dieter 39/4:02.29
2. Will Whisler 39/4:04.71
3. Rob Cutman 38/4:02.28
4. Ben Porter 38/4:05.96
5. Craig Perry 37/4:00.00
6. Nathan Magruder 33/4:03.60
7. Mike Garcia 31/3:17.70
8. Brian Landgraff 30/3:12.45
9. Warren Darby 7/0:49.07
10 David Potter 4/0:31.38

2WD OPEN B MAIN

1. Barry Raborn 38/4:04.71
2. Richard Starr 38/4:06.28
3. George Vardzik 38/4:11.20
4. Darryl Reich 36/4:01.34
5. Jim Gard 32/4:09.67
6. Matt Spilvalo 21/2:18.02
7. Chris Smith 13/1:19.81
8. Paul Dionne 7/1:00.80
9. Art Farrell 3/0:21.43

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10 Charles Huckabee	3/0:32.11
2WD OPEN C MAIN	
1. Todd Fox	39/4:05.20
2. Jim Shea	38/4:04.11
3. Sean Sinclair	35/4:03.53
4. Rick Brown	34/4:06.75
5. Gary Smith	33/4:03.19
6. Rico Boccieri	14/1:30.42
7. Duane Plerson	11/1:26.74
8. Mark McGraw	9/1:38.50
9. Chris Allison	4/0:32.98
10 Kevin Davis	2/0:20.93

2WD OPEN D MAIN	
1. Allen Nielsen	35/4:00.60
2. Chris Jones	34/4:06.54
3. Mickey Tunstall	34/4:09.90
4. Wayne Tuthill Jr.	33/4:04.77
5. John King	29/3:35.92
6. Wayne Tuthill Sr.	27/4:06.07
7. Brian Fielder	19/2:51.24
8. Stanley Huey	13/1:47.41
9. Chris Tunstall	2/0:17.90
10 Carroll Peters	2/0:22.42

2WD OPEN E MAIN	
1. Dick Munde	35/4:08.05
2. Mitch Mitchamore	31/4:06.76
3. Trols Mitchamore	17/2:31.31
4. Jess Belton	17/2:36.33
5. Bill Griffin	9/1:30.37
6. Bill Harrison	7/1:11.73
7. Dionne Tuthill	6/0:58.79
8. Mike Winfield	1/0:13.07
9. Ken Buzzard	1/0:15.25

4WD OPEN A MAIN	
1. Brian Landgraff	41/4:04.55
2. Will Whisler	41/4:04.91
3. Paul Dionne	41/4:05.72
4. Darrin Zimmerman	40/4:03.26
5. Craig Perry	40/4:04.89
6. Todd Fox	40/4:05.06
7. Rob Cutman	40/4:06.29
8. Sean Young	27/2:38.74
9. Chris Smith	2/0:15.52

4WD OPEN B MAIN	
1. Jim Dieter	40/4:04.03
2. Bob Light	39/4:05.33
3. Nathan Magruder	39/4:05.34
4. Warren Darby	39/4:05.58
5. Charles Huckabee	38/4:00.24
6. Sam Williams	36/4:00.94
7. George Vardzik	33/4:04.67
8. Gary O'Brien	26/2:52.25
9. Jess Belton	22/2:20.41
10 Russell Hudak	2/0:13.08

4WD OPEN C MAIN	
1. Matt Spilvalo	39/4:02.56
2. Justin Hartinger	39/4:06.61
3. John King	38/4:05.98
4. Jason Wilkey	37/4:00.66
5. Jim Shea	37/4:01.14
6. Chris Allison	37/4:02.33
7. Bob Hillin	36/4:01.36
8. Dale Burrow	17/2:01.24
9. Brian Fielder	7/0:51.53
10 Kevin Davis	2/0:17.23

4WD OPEN D MAIN	
1. Joe Goodwin	37/4:01.41
2. Danny Drummond	36/4:00.14
3. Scott Muster	36/4:00.77
4. Jason Belton	35/4:06.91
5. Sam Daugherty	4/0:48.09
6. Bret Mirick	3/0:24.71
7. Jonathan Morgan	2/0:13.62
8. Gary Wilkey	2/0:16.46
9. Bert Massengale	2/0:17.09

4WD OPEN E MAIN	
1. Jeffrey Kerner	33/4:00.33
2. Tim Grimes	23/4:03.99
3. Tommy Horvath	19/4:01.34

•R/C•



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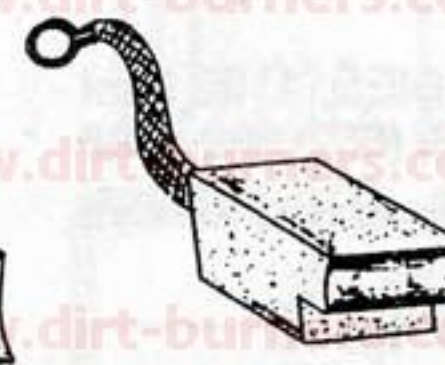
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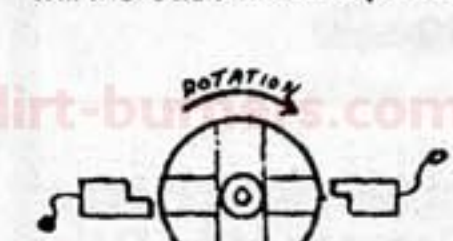
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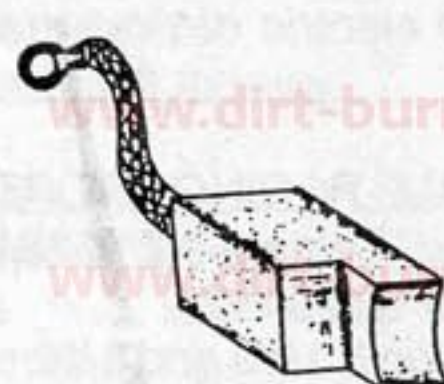
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Host of 1/10 Off-Road Regionals. Site and dates to be announced.

AROARA (Alaska Radio Operated Auto Racing Association), Anchorage, AK. Contact: Ernie Nidfiffer (907) 272-9053 or Bob Peters (907) 345-3269
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ARIZONA FAST TRACK HOBBIES, 1102 East 22nd Street, Tucson, AZ 85713, (602) 882-8888
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HOBBY BARN FINISHLINE RACEWAY, 7025 East 21st Street, Tucson, AZ 85710, (602) 747-3633
1/10 electric dirt oval racing.

SCALE RACING SPORTS, 1120 North Hayden Road, Tempe, AZ 85281. Contact: Mike Dolan (602) 829-9117
Region 5 1/10 and 1/12 on- and off-road racing.

ARKANSAS

A.E.R.C.C. (Arkansas Electric Radio Car Club), 15360 Sardis Road, Mabelvale, AR 72103. Contact: Bruce DeLeuil, (501) 847-2681
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pionship Series race to be announced.

ROCK RACEWAY, 4907 Old Tom Box Road, Little Rock, AR 72076. Contact: Ken Leslie, (501) 998-4163 (day)
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CAPITAL AUTO RACERS CLUB, 2617 Dawes Way Sacramento, CA 95670. Contact: John Ridge, (916) 361-3623
1/8 scale road racing.

C.O.R.C. (Competition Oval Racing Club), c/o Ernie Prince, 813 Crosby Avenue, Simi Valley, CA 93065

CYCLE ART RACING, 2211 Pleasant Way, Fresno, CA 93705. Contact: Dick De Benedictis, (209) 233-3665
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1/10 off-road, May through October; 1/10 and 1/12 indoor carpet racing, November through April.

NOR-CAL MINI OFFROADERS, 2665 Park Marina Drive, Redding, CA 96001. Contact: Kevin Paschke, (916) 241-3737
1/10 on-road, off-road, and oval racing, and 1/12 on-road racing.

NORRCA (National Organization for Racing Radio-Controlled Autos), Main Office: 331 Mariposa Court, Upland, CA 91786, (714) 981-9641 or FAX (714) 981-0527
Dirt-oval and off-road racing. National sanctioning body for all scales of cars.

NTC R/C SPEEDWAY, (Naval Training Center), San Diego, CA. For more information contact: Linda Jones at (619) 524-5471
1/10 off-road and oval. Civilian guests welcome.

ONE-STOP HOBBIES AND RACEWAY, 3782 Cerritos Avenue, Los Alamitos, CA 90720. Contact: Steve Schooler, (213) 493-7597
1/10 scale indoor oval and road course.

OUTLAW R/C HOBBIES & MOTOR SPEEDWAY, 7920 Webster, Highland, CA 92346.

Contact: Paul Nadeau, (714) 864-1770
Motorcycles, 1/12 and 1/10 on-road; 1/10 off-road; 1/10 electric and gas oval; 1/4 gas dirt-oval racing; and 1/8 scale gas dirt oval racing.

PORRA (Peninsula Off-Road Racing Association), Corner of East Hillsdale and Shell, Foster City, CA 94404. Contact: Frank Rochex, (415) 342-0126
1/10 electric off-road racing.

RACERS HAVEN HOBBIES, 7401 White Lane, Bakersfield, CA 93309. Contact: Martin Buchanan, (805) 835-0441
1/4, 1/10 on- and off-road; and 1/12 on-road racing.

SEPT. 21: NORRCA On-Road Series Race #6, oval course.

DEC. 1: NORRCA Toys For Tots On-Road, oval course. For more information contact Racers Haven, or NORRCA at (714) 981-9641.

RADIO CONTROLLED HOBBIES RACEWAY, 2011 Placentia Avenue, Costa Mesa, CA 92627. Contact: Ron Williams, (714) 631-1555
1/10 electric indoor off-road racing.

OCT. 12: RCHR Monster Mash.

NOV. 9-10: RCHR Western Off-Road Champs.

RADIO CONTROL RACE CENTER, 18240 South Vermont Avenue, Gardena, CA 90247. Contact: Cliff or Rhea Fisher, (213) 324-3105
Off-road and oval racing.

RANCH PIT SHOP - POMONA, 1655 East Mission Blvd., Pomona, CA 91766, (714) 623-1506
1/10 off-road, 1/10 and 1/12 paved oval and on-road racing.

OCT. 18-20: ROAR Region 6 Off-Road Championships. For more information contact Ranch Pit Shop, or NORRCA at (714) 981-9641.

R/C CITY RACEWAY & HOBBIES, 1453 N. Milpitas Blvd., Milpitas, CA 95039, (408) 262-3188
Indoor 1/10 dirt off-road and oval.

R/C RACING CENTER AND HOBBIES, 12086 Woodside Avenue, Lakeside, CA 92040, (619) 443-2270
1/10 off-road racing.

ROBIN'S RACING WORLD, 1844 West Glenoaks Blvd., Glendale, CA 91201. Contact: Marcus Young, (818) 240-2093
Cars and trucks, 1/10 and 1/12 on-road racing.

SACRAMENTO MINI-WHEELS, 8711 Elder Creek Road, Sacramento, CA 95826, (916) 383-4011
Indoor carpet on-road and off-road racing.

SAN DIEGO RADIO-CONTROL 1/8 SCALE MODEL CARS ASSOC., 460 Cypress Lane, Suite F, El Cajon, CA 92020. Contact: Mark Miranda, (619) 441-8622

SANTA MONICA R/C RACING CLUB, 1660 Stewart Street, Santa Monica, CA 90404. Contact: Glenn Williams, (213) 734-7888; Chris Chan, (213) 393-3735; Tom Wong, (213) 821-5472
1/10 and 1/8 scale on-road racing.

TRACK OUTBACK, 1801 Springs Road, Vallejo, CA 94591. Contact: Mark Barr, (707) 643-2453
1/10 dirt oval racing.

VENTURA ROADRUNNERS, Camarillo, CA. Contact: Les Abramson, (805) 484-8920; or Bill Wishon, (805) 643-2042
1/10 and 1/12 off-road and oval racing.

VISALIA HOBBIES, 2145 West Whitendale, Visalia, CA 93277, (209) 734-8072

ZERO N 4 HOBBIES, 3360 S. Fairway, Visalia, CA 93277, (209) 733-1840.

SEP. (TBA): Mickey Thompson Gran Prix, San

Where The Action Is!

ANTIOCH R.C. RACEWAY

Home of the Largest 1/10 (2WD only) Off-Road
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615 Entries — 1988 ROAR Nationals

ANTIOCH R/C RACEWAY, Northern California's #1 racing facility. Complete R/C car and parts dept. Racing four times a week: Wed. night — dirt oval and new stadium off-road oval, 7 p.m.; Fri. night — dirt oval, 7 p.m.; Sat. night — dirt oval and new stadium off-road oval, 5:30 p.m.; Sun. — new off-road track, 11 a.m. Power to pits, lights, and acres of parking. Overnight O.K. Practice O.K.

ANTIOCH R/C RACEWAY
5631 Lone Tree Way
Antioch, CA 94509
(415) 754-5700

(ANTIOCH RACEWAY is located 45 miles inland from San Francisco on Hwy 4.)

CLUBS & TRACKS

Francisco. For more information contact NORR-CA at (714) 981-9641.

COLORADO

MHOR R/C RACEWAY AND HOBBIES, 15540 East Batavia Drive, Aurora, CO 80011, (303) 343-0151
1/10 off-road indoor racing.

QUEEN CITY HOBBIES, 5050 South Federal Blvd., Englewood, CO 80110, (303) 730-1391
Carpeted, indoor 1/12 and 1/10 oval and road-course racing.

R/C WORLD AND TRACK, 2788 South Federal, Denver, CO 80236, (303) 789-0838
Indoor 1/10 dirt off-road racing.

CONNECTICUT

N.E.R.C.A.R. (Northeast Radio Control Auto Races), 21 Dale Road, Enfield, CT 06082. Contact: Larry Labounty, (203) 749-6281, or Wes Ford, (203) 749-7927
Oval, on-road, and 1/8 gas racing.

WALLINGFORD INDOOR RACING ASSOC., 63 North Cherry Street, Wallingford, CT 06492. Contact: Wayne Rydzy (203) 265-3939 or FAX (203) 284-8766

FLORIDA

BRANFORD R/C SPEEDWAY, Route 3 Box 240, Branford, FL 32008. Contact: H. Scott or Peggy Peterson (904) 935-0758

FT. MYERS R/C CAR CLUB, 8895 Ford Ham Street, Ft. Myers, FL 33907. Contact: Robert Hayes or Jim Rice (813) 936-1528 or (813) 549-7429

FLORIDA STATE ELECTRIC AUTO RACING ASSOCIATION, c/o Steve Whitney, 1203 Westview Drive, Cocoa, FL 32922, (407) 631-8761
1/10 and 1/12 scale racing.

LAKE WHIPPOORWILL INT'L SPEEDWAY, 12345 Narcoossee Road, Orlando, FL 32827. Trackside: (407) 277-9586. Campground: (407)

277-5075
GN oval and 1/10 racing.

MARTIN COUNTY SPEEDWAY, Stuart FL

OCT. 26: NORRCA Florida Dirt Oval State Championship. For more information contact NORRCA at (714) 981-9641.

RACEWAY HOBBIES, Lexington Square, 6845 South U.S. 1, Port St. Lucie, FL 34952, (407) 468-4338
2WD and 4WD off-road racing.

RIVER CITY R/C CAR CLUB, 9711 Sharing Cross Drive, Jacksonville, FL 32257. Contact Bill Fraden at (904) 268-1948

SFEAR (South Florida Electric Auto Racers), c/o John Hall, 4335 North Bay Road, Miami Beach, FL 33140.

SUNSHINE CARPET AUTO RACERS, c/o Carlos R. Pages, 19740 Lenaire Drive, Miami, FL 33150. Contact: Carlos Pages or Ray Dixon (305) 238-2380 or (305) 271-6824

SUNCOAST RACING, 4215 Springfield Circle, Valrico, FL 33594. Contact: Chuck Moon or Philip Maurici (813) 684-2161 or (813) 963-0392

WEST COAST R/C CLUB, INC., 11316 Laurel Crest Lane, Tampa, FL 33624. Contact: Jim Owen (813) 961-7518 or (813) 837-8983

GEORGIA

ARCAR RACEWAY, 5281 Germain Industrial Court, Ellenwood, GA 30049, (404) 366-4922
Oval, off-road, and pavement racing, all scales.

GEORGIA HOBBY CENTER, 112 Kenwood Road, Fayetteville, GA 30214. Contact: Tim or Phil Ferguson (404) 460-1753

INTERNATIONAL RADIO CONTROL HOBBY & SPORT, Atlanta, GA. Contact: IMS, Box 10127, Costa Mesa, CA 92627, Anita Northrop, (714) 548-4700, FAX (714) 650-5457

PDQ RACEWAY AND HOBBIES INC., 341 Senoia Road, Peachtree City, GA 30269, (404) 631-0248
1/10 off-road, dirt off-road, and dirt oval racing.

R/C HOBBIES, 2035 Westside Court, Snellville, GA 30248. Contact: Roy Kelley, (404) 985-1448

HAWAII

HAWAII RADIO CONTROL ELECTRIC CAR CLUB, 1413 - 10th Avenue, Honolulu, HI 96816, (808) 737-9582
1/10 off-road and road racing.

ILLINOIS

B.A.R.R. (Byron Area Radio Racers), 800 River Drive, Byron, IL 61010. Contact: Jim Haynes, (815) 234-5615

CHICAGO RADIO CAR CLUB, 1119 Langley Circle, Naperville, IL 60563. Contact: Al Rovel (708) 983-1190

CORRA (Chicagoland Off-Road Racers Association), 218 N. Duntun, Arlington Heights, IL 60004. Contact: Dan Dubrule, (708) 255-7383

HOBBYTOWN McHENRY GROUNDPOUNDERS, 4915 West Route 120, McHenry, IL 60050. Contact: Mike or Pat, (815) 344-1777
Dirt-oval and off-road racing.

HOBBYTOWN USA, Downers Park Plaza, 7307-B Le Mont Road Downers Grove, IL 60515. Contact: Greg Helms, (708) 963-8661

MACHESNEY PARK RACEWAY HOBBIES, 1220 Shappert Drive, Machesney Park, IL 61111, (815) 282-1311
1/4, 1/8, 1/10, and 1/12 scale asphalt oval racing.

MARTY'S R.C., 1335 East Broadway, Bradley, IL 60915, (815) 933-8441.
Dirt off-road racing.

METRO-FAST RACEWAYS AND HOBBIES, 950 West Irving Park Road, Hanover Park, IL 60103, (708) 213-3977
Indoor carpet racing.

MONEE R/C RACEWAY, 26049 Ridgeland Avenue, Monee, IL 60449, (708) 534-2422
1/8 gas, sprint cars, and 1/10 electrics.

NR/CTPA (National R/C Truck-Pulling Association), P.O. Box 1488, Champaign, IL

CLUBS & TRACKS

61824-1488, (217) 586-2597

PROFESSIONAL EXPOSITION MANAGEMENT CO., 2400 East Devon Avenue, Suite 205, Des Plaines, IL 60018, (708) 299-3131
Hosts of the Los Angeles and Chicago Model Hobby Shows.

R/C MOTORPLEX AND HOBBY, 303 Herbert Road, McHenry, IL 60050. Contact: Bob Davis or Jeff Rey at (815) 385-1240
Outdoor paved oval and paved infield road course; indoor dirt off-road and oval, carpet road course and oval. 1/12, 1/10, and 1/8 racing.

ST. LOUIS R/C CAR CLUB, 1330 E. 4th Street, Alton, IL 62002. Contact: Joe Poole, (618) 462-5334
1/8 gas and 1/10 electric on-road.

THUNDER ROAD 31 RACEWAY, 3603 Richmond Road, McHenry, IL 60050, (815) 344-2277
1/8, 1/10, and 1/12 scale outdoor off-road dirt racing.

INDIANA

BREMEN BANDITS R/C RACING CLUB, Bremen Hobbies, 308 North Bowen, Bremen, IN 46506, (219) 546-3807
Oval and off-road racing.

KOKOMO HOBBY & RADIO RACETRACK, 1108 E. Markland Avenue, Kokomo, IN 46901-6220. Call (317) 457-5060

1991 MIDWEST SERIES, 1/8 scale road racing. Contact: Bob Ciolino, (513) 451-3223.

OCTOBER 12-13: Race #6, Indianapolis, IN. For more information contact Bob Ciolino at number listed above.

RACE STREET RACEWAY & HOBBY, 1126 1/2 Race Street, New Castle, IN 47385. Contact: John & Dick (317) 521-4888

R/C WORLD OF INDIANA, RR #2 Box 335, Lynn, IN 47355. Contact: Joe Kolp, (317) 874-2464
Indoor/outdoor dirt track for off-road and oval racing.

WINGS 'N' THINGS, 418 Roberts Road, Chesterton, IN 46304. Contact: Reuben or Mary Ann, (213) 980-8409

IOWA

BOB'S R/C SUPPLY, Black Hawk Village, Cedar Falls, IA 50613. Contact: Kevin Nelson, (319) 277-0211

NORTH PARK R/C SPEEDWAY, 805 South Jerome, Algona, IA 50511. Contact: Mike Beisch, (515) 295-9352
1/10 and 1/12 electric; and 1/8 and 1/4 gas racing.

KANSAS

RAD RACING, R.R. 3, 132 Glennway, Pittsburg, KS 66762. Contact: Everett Carrell (316) 232-2514

KENTUCKY

REMOTE CONTROL HOBBIES, Route 8 Box 212, Mayfield, KY 42066. Contact Tim Lemons (502) 247-4715

MAINE

CENTRAL MAINE R/C RACEWAY, Route 139, Fairfield, ME. (207) 453-6607
Banked clay oval and off-road. Indoor off-road track, 1/12 scale track and electronic lap counting system.

CENTRAL MAINE R/C SPEEDWAY, 18 Lithgow Street, Winslow, ME. For more information contact: David H. Prescott at (207) 877-2232
Indoor carpet banked oval.

FUNTIME R/C RACEWAY, 508 Riverside Street, Portland, ME 04103. For more information contact: Brian Cummings at (207) 878-3129
NORRCA-sanctioned banked oval.

MARYLAND

DOUG'S HOBBY SHOP RACEWAY, Route 301, Box 96-C (shop); Rt 301 N., Box 32-B (track) Waldorf, MD 20601. Contact: Rob Weiland or Doug Moran, (301) 843-7774
1/10 off-road, on-road, and dirt-oval racing.

G.B.M.R.A. (Glen Burnie Model Racing Association), 610 Newfield Road, Glen Burnie, MD 21061. Contact: Patrick Varosh, (301) 768-6242

OFFROAD HEADQUARTERS, 5640-K Sunny-side Avenue, Beltsville, MD 20705, (301) 474-1246
Dirt and carpet races.

SILOAM SUPER SPEEDWAY R/C CLUB, Route 1 Box 306, Salisbury, MD 21801. Contact: Keith or Karen Brown (301) 742-6391

MASSACHUSETTS

BILL'S HOBBIES RACEWAY, 600 North Main Street, Route 83, East Longmeadow, MA 01028. Contact: Rick Pepin, (413) 736-7711
1/10 off-road racing.

C.K.S. R/C RACEWAY, 46 Wilbraham Street (Rt. 20), Palmer, MA 01069. Call (413) 283-2260

CLUB SEAR (Southwick Electric Auto Racers), 7 South Longyard Road, Southwick, MA 01077, (413) 569-0497
1/10 off-road racing.

FOXHILL RACEWAY, 134 Water St. Wakefield, MA 01880, (617) 246-3700

OCT. 4-6: Carpet Oval Nationals. For more information contact NORRCA at (714) 981-9641.

MASCAR (Massachusetts Scale Auto Racers). Contact: Rick Pepin, (413) 736-7711
1/12 scale racing.

MIKE'S SPEEDWAY, Route 9, Mountain Farms Mall, Hadley, MA 01035. Contact: Steve Newcombe (413) 586-6022.

MICHIGAN

D.R.C.C.C. (Detroit Radio Control Car Club), 25080 Barbara, Roseville, MI 48066. Contact: Bob Snayko, (313) 773-6781

SEPT. 28-29: Regional 5 Championships. Bill Lee Oldsmobile. Gratiot and 15 Mile Road, Mount Clemens, Michigan. 1/8 scale road race. For more information contact Bob Snayko at (313) 773-6781.

CLUBS & TRACKS

SEPT. 21 & OCT. 5: Saturday Series. Funtime Raceway, three miles west of I-96/I-69 on Saginaw Hwy. 1/8 scale race, 320 feet oval. Contact Stan Smith at (517) 323-2992.

RIVERTOWN RACERS, 333 Fuller N.E., Grand Rapids, MI 49503. Contact: Ted Mc Carthy (616) 458-2281 or (616) 363-8265

SEMROCC (South East Michigan Radio Operated Car Club), Freedom Hill Park, 15000 Metropolitan Parkway, Sterling Heights, MI 48077. Contact: John Thawley 1/10 off-road racing.

U.S.A. RACEWAYS, 6083 Dixie Highway, Bridgeport, MI 48722. Contact: Gary Killingsworth (517) 777-7872

MISSOURI

R/C MEGAPLEX, 2527 Jefferson Street, Kansas City, MO 64108. Contact Mike Garrison or Dave Oliphant at (816) 471-7255

MONTANA

STORMER HOBBIES, 23 High School Road, Box 126, Glasgow, MT. Contact: Bob Stormer, (406) 228-4569
1/12 four-cell road racing, and 1/10 off-road and asphalt oval.

NEVADA

RC MOTORSPORTS, 3240 Sirius, Bldg. H, Las Vegas, NV 89102, (702) 871-RACE (7223)
Indoor off-road racing.

SILVER BOWL SPEEDWAY, Russel Road and Boulder Highway, Las Vegas, NV 89128. Contact: Norm Schultz at (702) 363-1163

SEP. (TBA): Mickey Thompson Gran Prix, Las Vegas, NV. For more information contact NORRCA at (714) 981-9641.

NEW HAMPSHIRE

HOBBIES PLUS R/C RACEWAY, 650 Amherst Street, Nashua, NH 03063. Contact: Preston M. Heller, (603) 882-9200
New 1/10 and 1/12 scale indoor carpet racing, tri-oval and on-road; and new 1/10 off-road dirt and 1/8 gas off-road.

4-K RACING, 100 Warwick Road, Winchester, NH 03470. Contact: Gene Kilanski (603) 239-6207

NEW JERSEY

HOBBY HEAVEN, 364 Monroe Avenue, Kenilworth, NJ 07033, (908) 272-4634
On-road pavement oval.

MEGATRAK SUPER SPEEDWAY, Route 70, Mile marker 31-32, Browns Mills, NJ, 08015, (609) 893-7716

SEP. (TBA): World Cup of Oval Racing.

PARLOR HOBBIES, 34 Broad Street, Mattawan, NJ 07747. Contact: Charlie (201) 566-3158

RADICAL RACEWAY, 100 Route 17, Lodi, NJ 07644. Contact: Lou Kosco (201) 843-6996

SOUTH JERSEY R/C RACING ASSOC., 552 Laurel Avenue, Williamstown, NJ 08094. Contact: Carl Ford or Nick Piro (609) 629-2452 or (work) (609) 728-2454. FAX (609) 728-1826 (champ)

TECH-TOYS, 370 Route 46 West, Parsippany, NJ 07504. Contact: Jim and Janet Parodi, (201) 227-7012
Off-road and dirt oval for 1/4 and 1/10 electric.

NEW MEXICO

LAS CRUCES HOBBY CENTER, 525 E. Madrid #6, Las Cruces, NM 88001. Contact: Sandy Keeton, (505) 524-8530
1/10 on-road Stock and Modified, 1/12 Open, 2WD Stock and Modified, trucks, and some 4WD.

RADIO CONTROLLED HOBBIES & RACEWAY OF TAOS, Box 5654 - 1046 S. Santa Fe Road, Taos, NM 87571. Contact: Angie Sellers, (505) 758-3024
1/10 scale indoor off-road and dirt oval track.

NEW YORK

BROCKPORT INTERNATIONAL SPEEDWAY, 6000 Sweden Walker Road, Brockport, NY 14420. Contact: Gil and Betty Glidden, (716) 637-6224, or (716) 594-1186
High-banked asphalt indoor racing; and high-banked outdoor dirt racing (seasonal).

MEARA (Miniature Electric Auto Racing Association), c/o 2509 Macedon Center Road, Palmyra, NY 14522
Dirt oval bracket and series racing.

MOUNTAIN WINGS R/C CAR CLUB, Mountain Wings Hobbies, 150 Canal Street, Ellenville, NY 12428, (914) 647-3377
Off-road dirt track and indoor carpet oval racing.

NORTHSIDE R/C SPEEDWAY, 250 Two-Mile Creek Rd., Tonawanda, NY 14150. Contact: Bill Fenzel, (716) 875-3435
1/12 and indoor oval racing.

NYROC (New York Radio Operated Cars). Contact: Joe Fiero or Larry LaBounty, (718) 272-1917
1/8 scale gas racing.

OMAR, (Oneida Model Auto Racers), c/o 48 Brett Street, Verona, NY 13478, (315) 363-1769
1/8 scale gas on-road and some oval.

RADIO-CONTROL WEIGHT-PULLERS OF CENTRAL NEW YORK, Walt's Hobby, 2 Dwight Creek Drive, Syracuse, NY 13219, (315) 453-2291
Weight-pulling for all 1/10 and 1/12 electric cars, trucks, and tractors.

ROARR (Radio Operated Auto Racing of Rochester), 982 Monroe Avenue, Rochester, NY 14620, (716) 244-8321
Fun-run events in truck-pulling, tug-of-wars, drag racing, off-road hill climbs, ice racers, and on- and off-road 1/10, 1/12, and 1/8 races.

TRI-STATE SCALE RACING ASSOCIATION, P.O. Box 512, Sparrowbush, NY 12780. Contact: Bob Schefaro (516) 754-8786

WALT'S HOBBY, 2 Dwight Creek Drive, Syracuse, NY 13219, (315) 453-2291
Two indoor tracks and one outdoor track.

NORTH CAROLINA

CLUBS & TRACKS

JOE'S HOBBY SHOP AND RACEWAY, Route #2, Box 682 B, Bessemer City, NC 28016, (704) 435-2912

1/10 scale racing on dirt ovals.

R/C HOBBY WORKSHOP & RACEWAY INC., 1358 South Church Street, Burlington, NC 27215. Contact: Dave Guerin, (919) 228-6809
1/10 dirt-oval and off-road racing.

NORTH DAKOTA

KOUNTRY KILN HOBBY, Box 247, 324 Railroad Avenue North, Mohall, ND 58761. Contact: Stan Wittenman, (701) 756-6307
1/12 indoor carpet racing.

NORTHERN MINI-RACERS, P.O. Box 415, Minot, ND 58702. Contact: Pat McWethy, (701) 839-8868, (701) 839-3000 or (701) 852-6254, FAX (701) 838-4562
1/12 scale four-cell road racing and 1/10 scale six-cell racing on carpet.

OHIO

AEROTECH RACEWAY, 409 Apple Groove Road, North Canton, OH. Contact: Ron Shouk, (216) 499-1300
1/10 dirt oval.

ALCRAFT R/C RACEWAY, 1370 Custer-Orangeville Road, Brookfield, OH 44403. Contact: Darryl Kovacs or L. Jennings (216) 448-1573
1/10 electric off-road and dirt oval racing, 1/12 and 1/10 indoor on-road carpet racing, and 1/10 high-banked asphalt oval.

ALTERNATIVE RACING ASSOCIATION, 3311 Shellburne, Canton, OH 44708. Contact: Neal Everhart, (216) 484-2587, or Dave Monegan, (216) 888-0788

AMERICAN MODELER, 7559 Pearl Road, Middleburg Heights, OH 44130, (216) 826-3088
1/12 scale racing; and 1/10 scale in summer.

A.O.S.C.A. (American Outlaw Sprint Car Association), 1708 Empire Road, Wickliffe, OH 44092. Contact: Gary Waldhelm, (216) 944-5898
1/8 scale gas Outlaw Sprint Cars on clay oval.
1/10 scale gas Hardtop ASA Cars on clay oval.

C.O.R.C.A.R., 2145 Pine Knoll, Columbus, OH

43229. Contact: Ray Williams, (614) 890-2983
1/10 off-road May through September; 1/10 and 1/12 carpet indoor November through March.

CLEVELAND R/C CAR CLUB, 13026 Kevin Lane, Chardon, OH 44024. Contact: Don Deutsch, (216) 354-2112, or Robin Forro, (216) 286-2612
1/12 and 1/10 carpet on-road.

D&S HOBBIES, 7701 Crile Road, Unit 3, Painesville, OH 44077. Contact: Don Deutsch at (216) 354-2112
Oval and on-road racing.

MAC'S TOM THUMB RACEWAY, 460 Wilson Road, Columbus, OH 43204, (614) 274-5150

MODELER'S HAVEN RACEWAY, 4255 Portage N.W., North Canton, OH 44720. Contact: Bob Buzash, (216) 499-6000
1/10 scale, 1/2 mile outdoor clay oval racing, May through October.

OKLAHOMA

RCAR OF TULSA, 4423 East 31st Street, Tulsa, OK 74135. Contact: Dave Cole, (918) 745-9898
Indoor on-road 1/10 and 1/12 carpet racing.

RCRC OF OKLAHOMA, 400 S. Vermont, Suite 104, Oklahoma City, OK 73108. Contact Robert Jones, (405) 942-7272
1/10 scale large indoor dirt oval and dirt off-road.

OREGON

R/C SPEED CENTER R/C ADDICTION, 2810 North Pacific Highway, Medford, OR 97501. Contact: Gene and Betty Skelton, (503) 779-8298
1/10 and 1/12 scale banked dirt-oval racing.

PENNSYLVANIA

DENWICK R/C HOBBIES AND RACEWAY, TA Rt. 30, 5601 Lincoln Way East, Fayetteville, PA 17222. Contact: Charles Gardenhour, (717) 352-8899
1/10 oval racing.

SARCAR (Susquehanna Area R/C Auto Racing),

Susquehanna Valley Mall, Hummels Wharf, PA. Contact: Dave Bailey, (717) 374-4053

WAGONHILL HOBBIES RACEWAY, 225 South Broad Street, Grove City, PA 16127, (412) 458-4711
Trucks, 1/10, and 1/12 on-road; and 1/10 off-road.

RHODE ISLAND

R/C HOBBIES AND RACEWAYS, 47 Sandy Bottom Road, Coventry, RI 02816. Call (401) 823-4335
Banked carpet oval. 1/10 scale.

SOUTH CAROLINA

BNS HOBBIES AND RACEWAY, 1310 South Highway 187, Anderson, SC 29624. Contact: Bob Sanford, (803) 224-8591

TBS HOBBY SHOP, 800 Hwy 15 North, Hartsville, SC 29550. Contact Johnny Tiller, (803) 332-7117

TBS SUPER SPEEDWAY, Darlington, SC (803) 395-1551

TENNESSEE

RIVERGATE HOBBY CENTER, 700-A Two Mile Pike, Goodlettsville, TN 37072. Contact: Ben, (615) 859-3465
1/10 and 1/12 indoor and outdoor racing.

TEXAS

CHECKERED FLAG R/C RACEWAYS, 8100 South Kirkwood Road, Houston, TX 77072, (713) 879-7619
1/10 dirt oval, road, and pavement racing.

EAGLE HOBBY CENTER & RACEWAY, 3601 Shepherd, Balch Springs (S.E. Dallas suburb), TX 75180. Contact: Terry Cook, (214) 577-5290
1/12 carpet racing.

EL PASO CAN AM, Rio Grande Racers, 3109

CLUBS & TRACKS

Jarvis, El Paso, TX 79935. Contact: Lee Chapin, (915) 532-2280, or Jerry Roberts, (915) 581-5066 1/8 gas on-road and 1/4 scale racing.

GOLDEN TRIANGLE R/C ROAD RACERS, 65 North 11th Street, Beaumont, TX 77702. Contact: Don Lyons, (409) 833-1922 1/12 on-road racing.

HAL'S HOBBY WAREHOUSE, East Side, 1440 Bessemer Street, El Paso, TX 79936. Contact: Carlos Premier (915) 591-2213 Car and truck 1/10 on- and off-road, 1/10 stadium off-road track, and dirt clay banked oval.

I-10 RACEWAY, 1432 Bessemer, El Paso, TX 79935. Contact: Tony Diaz, (915) 591-2213 1/10 on-road, off-road, and paved oval.

K&W RACEWAYS, Hard Rock (one block north of Shady Grove), Grand Prairie, TX. Contact: Matt Hafer, (214) 986-5063

THE OASIS HOBBY PARK, 4307 Treaschwig Road, Spring, TX 77373, (713) 529-0502

PANDEMONIUM RACEWAY (PR), Route 2, Box 207 A, Buffalo, TX (214) 322-4869

PIT STOP HOBBIES AND RACEWAY, 2013 Lamar Drive, Round Rock, TX 78665. Contact: John Castle, (512) 244-2776 Concrete oval only.

QUARTER SCALE R/C CLUB (QSAC), P.O. Box 950, Buffalo, TX 75831. Contact: Jon Rahe, (714) 546-3045 A major points series for the growing 1/4 scale R/C racing sport.

RADIO CONTROLLED RACING CARS, 11431 Jupiter, Dallas, TX 75218. Contact: Joe Sullivan, (214) 238-0929

R.C.C.A.R.S., 6606 Cypress Point North, Austin, TX 77515. Contact: Mike Queller, (512) 327-2918

RIVER CITY RACEWAY, 2451 Quincy Road, Wichita Falls, TX 76301, (817) 692-7818 1/10 off-road and 1/4 scale racing.

RJ HOBBIES, 401 Van Dyke, Temple, TX 76504 (817) 778-3688

ROADRUNNER R/C CENTRAL, 5620 Bellaire, Houston, TX 77081, (713) 661-7574 1/10 scale off-road.

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T&T SPRINTERS R/C CAR CLUB, 161 West Spring Creek Parkway, Suite 601, Plano, TX 75023. Contact: Ron or Karen Trammell, (214) 517-0562 1/10 and 1/12 scale on-road racing.

TEXAS R/C MODELERS, 230 W. Parker Road Suite 130, Plano, TX 75075, (214) 422-5386 1/10 and 1/12 on-road racing.

TEXAS SPEEDWAY, c/o I&I HOBBY CENTER, 6707 Chimney Rock, Bellaire, TX 77401. (713) 661-2270 1/10 and 1/12 on-road racing; and 1/10 off-road.

TRACK MASTERS, 1811 E. Mulberry, Angleton, TX 77515. Contact: Lanny Powell (409) 238-4491

WESTSIDE HOBBIES R/C RACEWAY, 7214-A N. Mesa, El Paso, Texas, 79912. For more information contact Tom, Mark or Tim Minter at (915) 585-1864 1/10 oval, road, and off-road racing.

UTAH

PIT STOP HOBBIES (home track of Team WFO Racing), 933 North Industrial Park Road, Orem, UT 84057. Contact: Gus Wood, (801) 226-3660 1/10 indoor dirt off-road racing.

W.O.R. Raceway (Wasatch Off-Road), operated by I.R.C.D.R.A. (Intermountain R/C Dirt Racing Assoc.), 3150 Brinker Ave., Ogden, UT 84401. Contact: Floyd Hair, (801) 621-4013 1/10 scale off-road racing.

VIRGINIA

A-1 RACEWAYS, 940 Radford Road, Christiansburg, VA 24073, (703) 382-1173 or 382-9811

BOB'S HOBBIES AND RACEWAY, 910-J Brandy Creek Drive, Mechanicsville, VA 23111. Contact: Bob, (804) 746-2758 or (800) 927-RACE. Indoor concrete 1/10 oval on-road.

COOPER'S R/C RACE CENTER, Route 4 Box 122 B, Chatham, VA 24531. Contact: Norris, (804) 724-4182 Indoor off-road dirt and asphalt oval.

POOR BOYS HOBBIES INC., 8026-A West

Broad Street, Richmond, VA 23294. Contact: Allen or Charlie, (800) 359-7901 or (804) 747-RACE Drag racing for electrics only.

WINNERS CIRCLE RACEWAY/HOBBY SHOP, 3200 West Broad Street, Richmond, VA 23230. Contact: Jim and Kay Taylor, (804) 355-7076

WASHINGTON

INDOOR TACOMA R/C RACEWAY, 6305 6th Avenue, Tacoma, WA 98406, (206) 565-1935 Off-road and on-road racing.

R/CCCS, INC. (Radio-Control Car Club of Spokane), P.O. Box 13571, Spokane, WA 99213. Contact: Bill Devlin at (509) 924-6436 (eves.)

SARCAR (Seattle Area Radio Control Auto Racers), P.O. Box 1572, Renton, WA 98057. Contact: Ed Hagen, (206) 271-0461

TEAROR OFF-ROAD RACEWAY, BNI Fantasy Toys, 8012 South Tacoma Way, Tacoma, WA 98499, (206) 584-8659 Off-road racing.

TRI-R HOBBIES & RACEWAY, 1103 W. Court Street, Pasco, WA 99301, (509) 547-8056 1/10 carpeted banked oval indoor racing.

W.R.E.C.K., (Wheeling Radio Enthusiasts Car Klub) Fort Walla Walla Park, Myra Road, Walla Walla, WA Dirt oval track.

WEST VIRGINIA

BIG BOY TOYS, 448 East Main Street, Bridgeport, West VA 26330, (304) 842-5799

SEPT. 28-29: Dirt Oval State Championships. For more information contact NORRCA at (714) 981-9641.

WISCONSIN

ABC R/C, 1441-B East Main Street, Waukesha, WI 53186, (414) 542-1245 Off-road dirt and oval racing; truck pulls.

[Cont'd on opposite page]

RACE CORNER

[Cont'd from page 6]

Howard Finkleman, who were all involved with the previous ROAR administration. Although the fourth member is Gary Lanzer from Canada, who could possibly work with Weast, we understand that the infamous John Thawley still holds all the cards. According to Weast, "He's got all the information. [We presume that means membership list and financial data.] He controls it, won't let anybody know anything, and basically, I can't do a f\$&@ing thing about it!"

It's hard for us to believe that a couple of guys could have created so many problems for an organization (ROAR) that has weathered so many storms in the past. This magazine went on record a few months ago by stating that the then newly elected president, Mr. Weast, ought to clean house, get rid of everybody, and start from scratch. Even if he could not get a hold of the membership list, we were sure that with this magazine, other publications, and the many manufacturers, clubs and organizations in our sport that wanted to see a new ROAR, we could reach just about every ROAR member and tell them to contact the new president. At the time, Mr. Weast opted instead to give Thawley a chance to gather all that information and turn it over to him within a reasonable amount of time. It never happened!

Folks, we just got off the telephone with Mr. Weast, and he is a totally frustrated man. He has no control as to what goes on with *Rev-Up* or the rule books. That is handled by vice president appointee Jeff Bronstein, (505) 269-2443. It seems PK Specialties in Florida, which processes all the memberships and maintains the list, is somehow related to former ROAR president Eric Gudger, and they will not supply any information to Mr. Weast. Although their contract comes up for renewal in November, we understand from Mr. Weast that if he doesn't renew the contract with PK, then ROAR has to pay a fee to them for each name to get the list back! The famous ROAR "audit" or "audited financial statement" is being done by Mr. Tom Barrens, the CPA who was appointed by Mr. Weast, but since he cannot get the information from Thawley, et. al., then there's little chance that

an audited financial statement for ROAR is possible. Is this a mess, or what?

This magazine once again suggests to Mr. Weast that he "clean the slate." Get rid of the Executive Committee, get rid of ROAR's administrator, and start from scratch! That's what the ROAR members voted for (twice) in the last elections. They wanted to see a new ROAR, not some left-overs from the previous administration! We realize we don't reach every ROAR member with this magazine, so we are asking other publications, manufacturers, and members to help us reach them. Tell them to call Mr. Weast at (217) 228-1133, or FAX him at (217) 228-8901, and let him know you are behind the idea of a "clean house." He's going to need your addresses and telephone numbers so that a new ROAR list can be created, since we can't get it from the current administrator.

Lastly, we have indicated to Mr. Weast that we will help in any way we can so that he may accomplish this task. However, there's a time limit for him to make the move. If nothing is done within the next few weeks, this magazine will seek a different avenue so that R/C racers in the U.S., Canada, and Mexico can be well served! Maybe a national organization representing "all" R/C racers shouldn't be a body like ROAR. Maybe the time has come for an individual to take it over, as a profit-making mechanism, and who will serve its members. The better it serves, the more members, and the higher the profits. NORRCA leads the way in that direction, and we also call on Mr. Ted Longshaw of IFMAR to think about it and give us a call. Let's straighten out this fiasco!

Late-breaking news item: As we were going to press, Gary Otto of Racer's Choice informed us that since acquiring distribution of the new BMT 1/8 scale car, the company has sold more of them in the last three weeks than BMT sold in three years! Otto attributes this to the fact that 1/8 scale racing has experienced a phenomenal growth as of late, stating that most of the buyers are coming from the 1/10 scale ranks, citing the expensive battery and motor wars in 1/10 scale racing as their reason for the switch. Although he did say that some just saw the 1/8 scale cars on the

track and liked them better. Indeed, we've gotten quite a few calls from our readers asking to see more coverage of 1/8 scale events, and we are glad to oblige!

Speaking of 1/8 scale: We just spoke to Ron Paris of Paris Racing, who had just returned from Kyosho's Second Annual World Challenge 1/8 scale gas off-road race in Champaign, IL. As we understand it, many teams from all over the world were on hand, including the Asian and European champions. The race was also attended by the USA's current 1/10 Off-Road 4WD World Champ, Cliff Lett, who went armed with the Pirate off-road car, Paris Rex five-port turbo buggy engine, and new AL650 Super Pipe. According to Paris, that combination, coupled with Lett's incredible driving and tuning skills, helped him TQ and win the event at his first-ever gas off-road outing! Until next time.... **R/C**

CLUBS & TRACKS

[Cont'd from opposite page]

CUDAHY NEWS AND HOBBY CENTER, 4758 South Packard Avenue, Cudahy, WI 53110, (414) 769-1500
1/12 indoor and 1/10 off-road racing, and 1/10 outdoor racing.

INTERNATIONAL RADIO CONTROL HOBBY & SPORT SHOW, Milwaukee, WI. Contact: IMS Box 10127, Costa Mesa, CA 92627, Anita Northrop, (714) 548-4700, FAX (714) 650-5457

TRACKSIDE R/C RACEWAY & HOBBIES, 4405 W. Bradley Road, Milwaukee, WI 53223. Contact: Joel Gish, (414) 355-1910
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F.A.M.A.R., Rua Pedro Guedes 29, Maracana, Rio de Janeiro, 20271 Brazil. For more information contact: F.A. Carillo, President at 55 21 228 0820 or FAX 55 21 228 3766 **R/C**

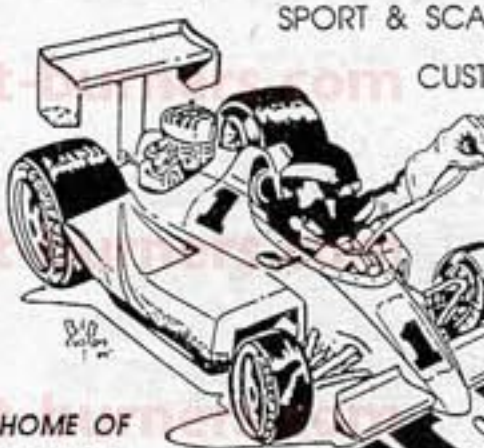
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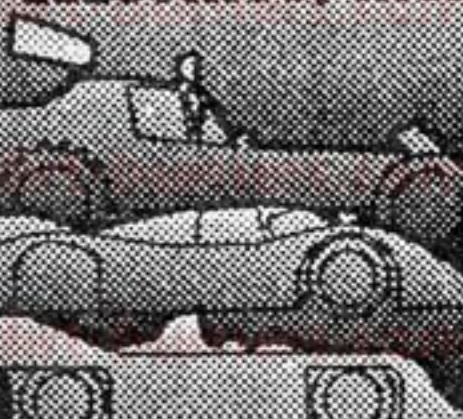


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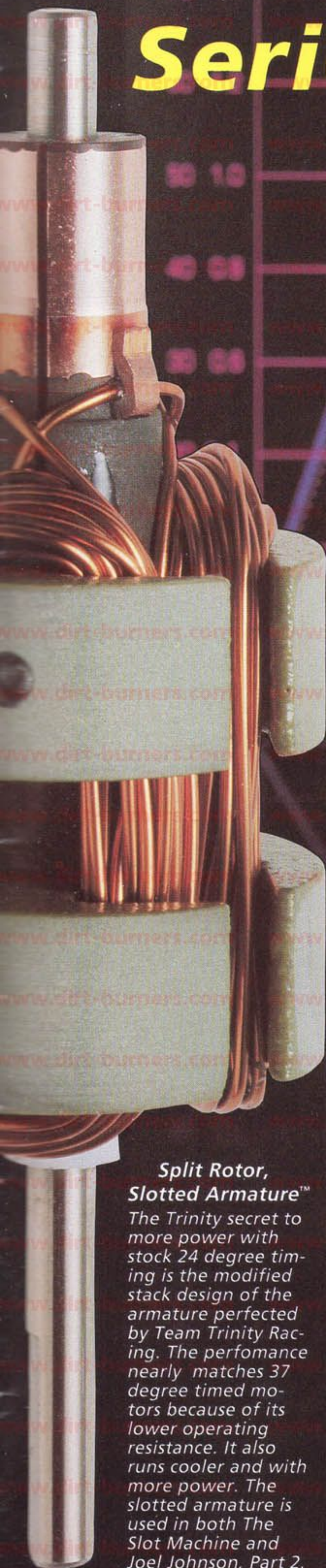
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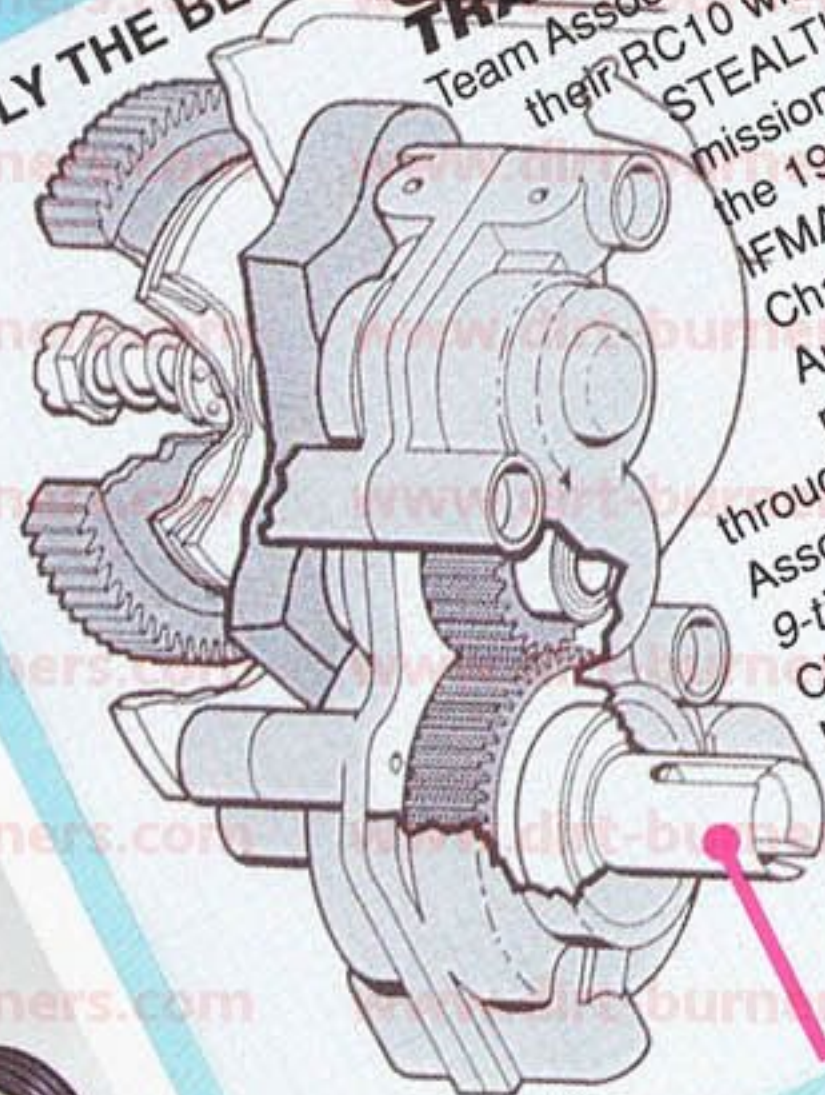
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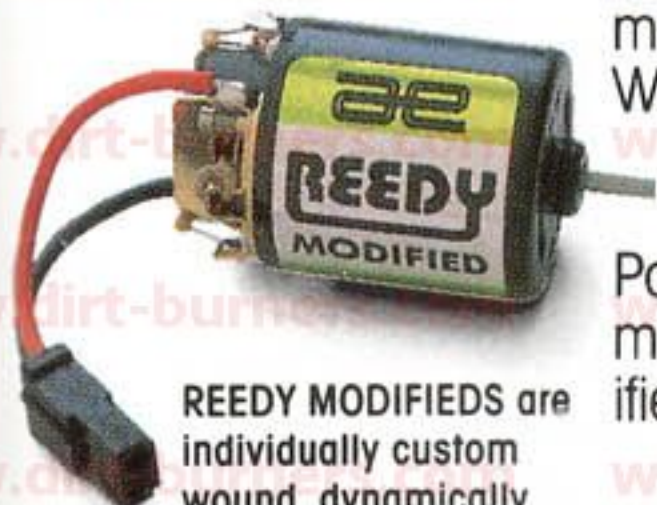


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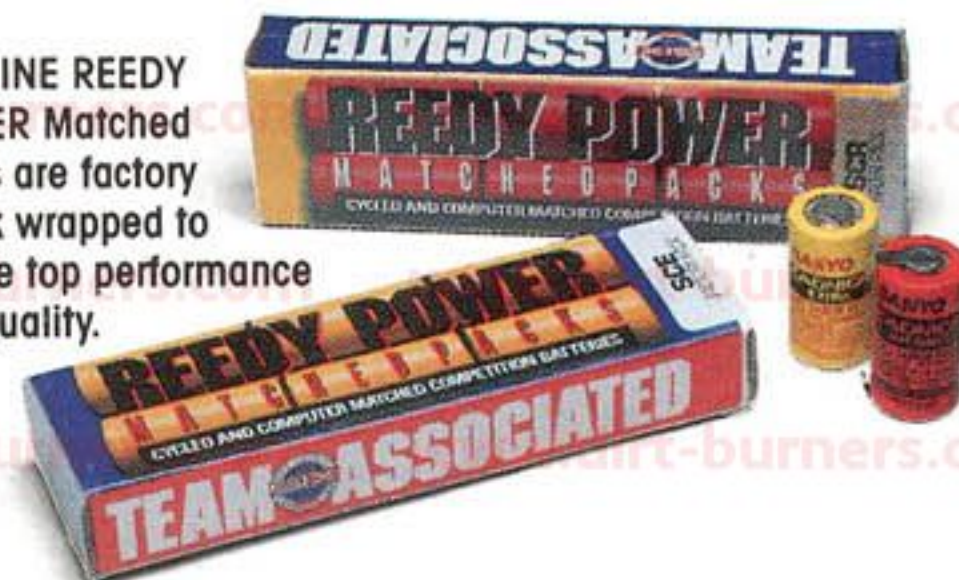
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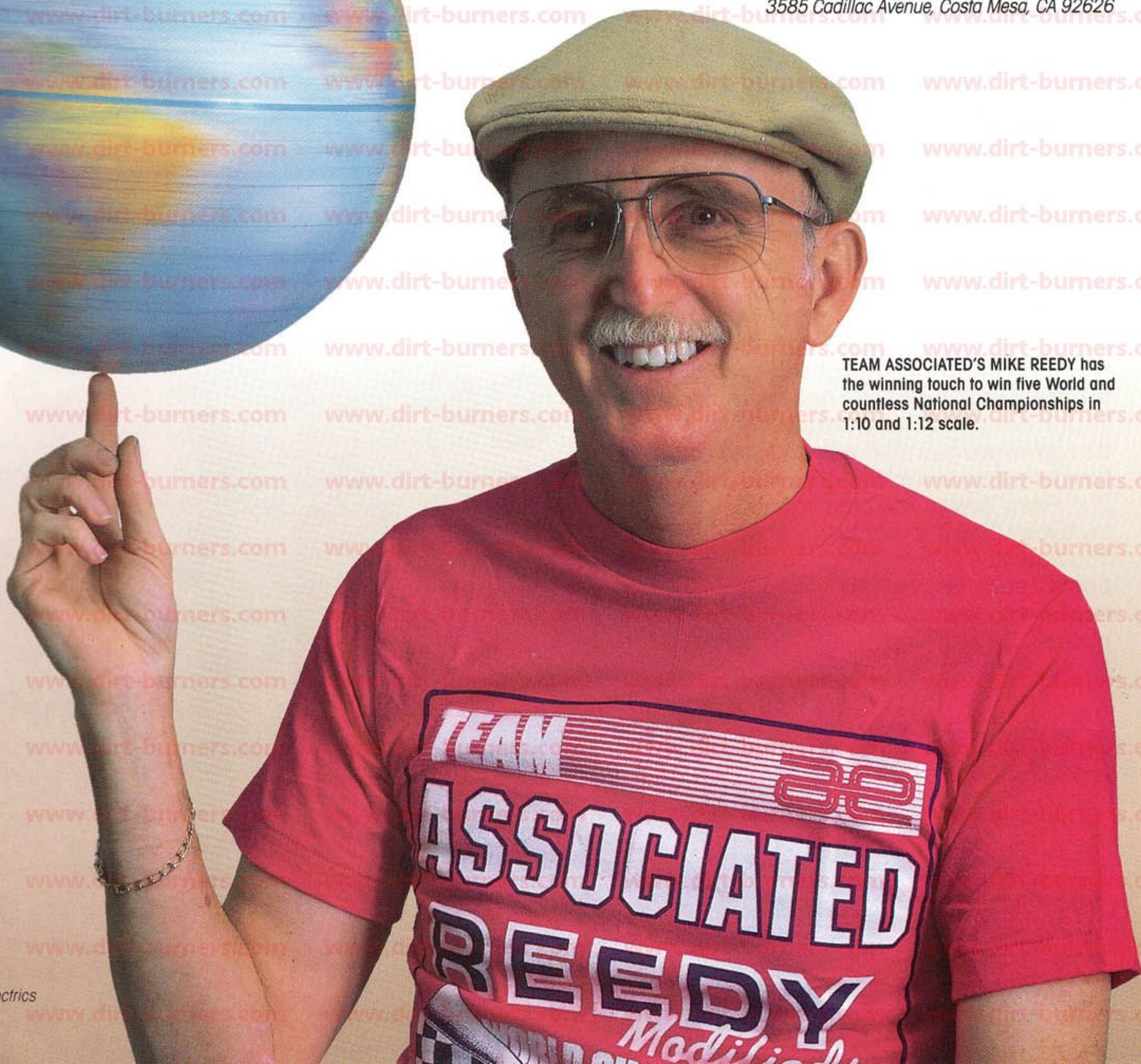
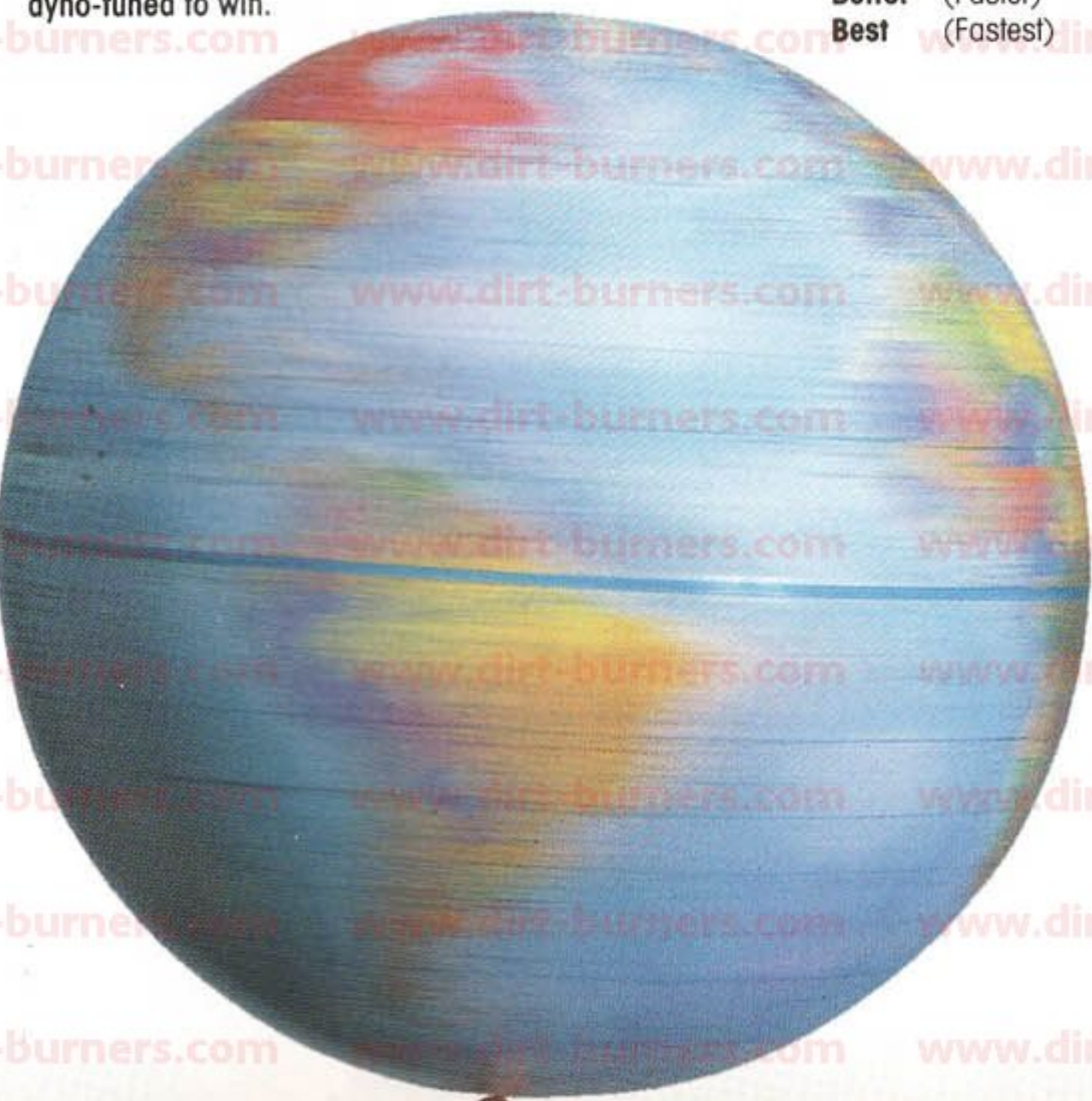
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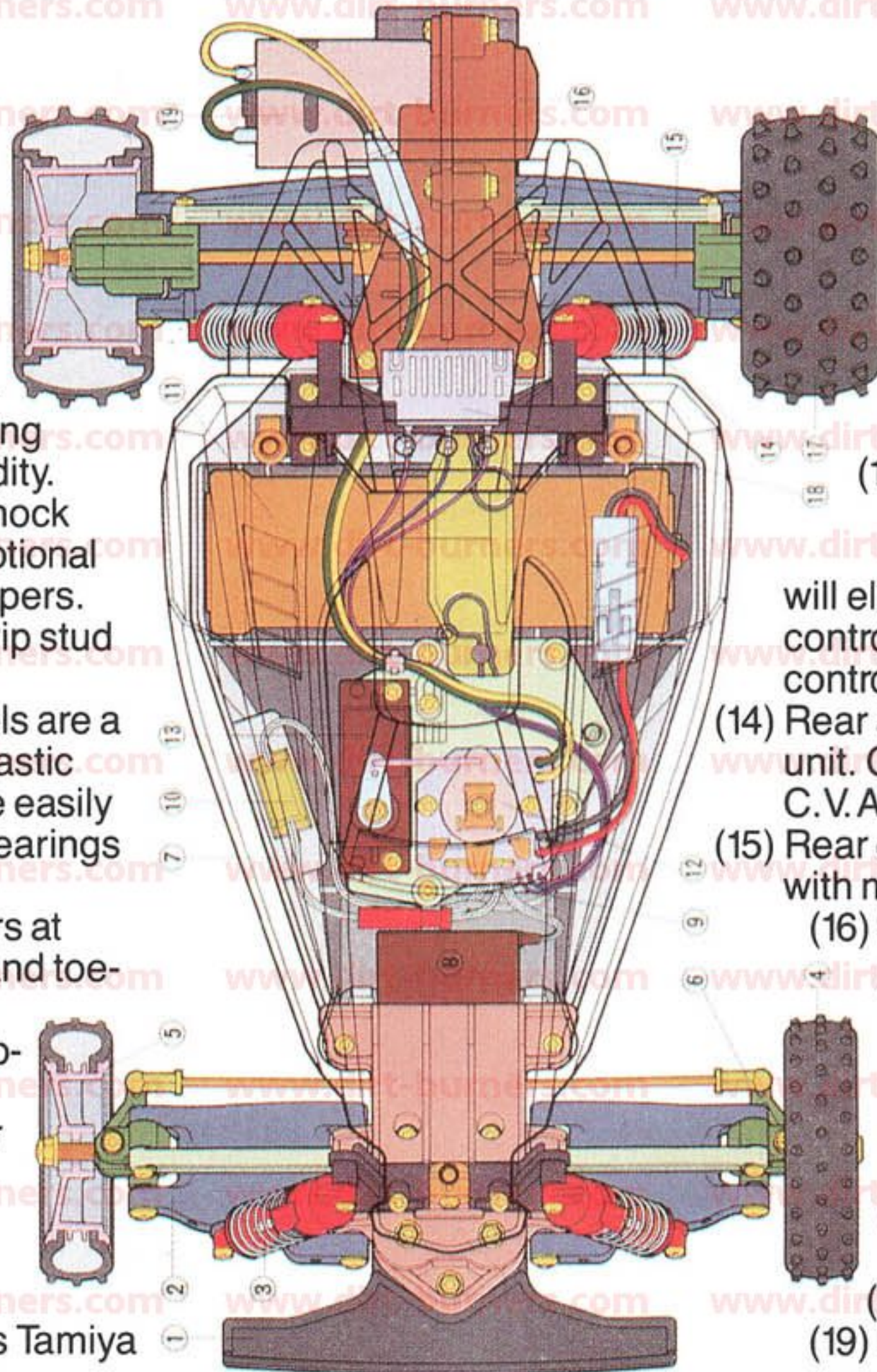
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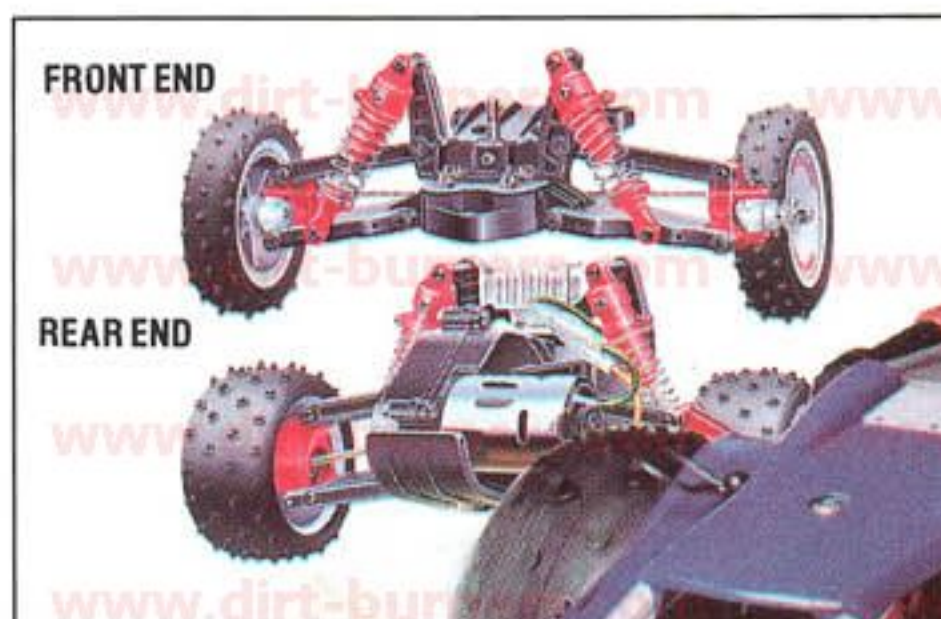
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From Tamiya, the creator and leader in off-road. See it at your hobby shop. You'll agree that everything about it says Tamiya has raised entry level to a new plateau... everything except the price.



MRC



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